September 2024

West Seattle Link Extension

Final Environmental Impact Statement

Sound Transit
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West Seattle Link Extension | **Final Environmental Impact Statement** | September 2024

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

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SOUNDTRANSIT

September 20, 2024

Dear Recipient:

The U.S. Department of Transportation Federal Transit Administration (FTA) and Sound Transit (Central Puget Sound Regional Transit Authority) have prepared this Final Environmental Impact Statement (EIS) on the proposed West Seattle Link Extension project. Sound Transit is the project proponent. The Final EIS was prepared pursuant to the National Environmental Policy Act (42 U.S.C. 4321 to 4370e) and the State Environmental Policy Act (Ch. 43.21C Revised Code of Washington) to inform Tribes, the public, agencies, and decision makers about the environmental consequences of building and operating the West Seattle Link Extension in the city of Seattle. This Final EIS examines project alternatives, including the preferred alternative identified by the Sound Transit Board in July 2022.

The Draft EIS published for the West Seattle Link Extension in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions Project. In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and FTA have decided to move forward under separate environmental reviews for each extension.

As described in the Draft EIS, the West Seattle and Ballard Link extensions will operate as separate lines, and the extensions are stand-alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further studies are undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis already completed.

This West Seattle Link Extension Final EIS includes responses to comments received on the West Seattle and Ballard Link Extensions Draft EIS that are specific to the West Seattle Link Extension or that would apply to both projects (See Appendix O, Draft EIS Comments). Comments specific to the Ballard Link Extension and those that apply to both projects will be responded to as part of the environmental review process for the Ballard Link Extension Project.

Major choices for the West Seattle Link Extension involve the route of the light rail line and station locations. The Sound Transit Board will consider the alternatives evaluated in the Final EIS, comments on the Draft EIS, and other information before selecting the project to be built. After the Sound Transit Board selects the project to build, FTA is expected to issue a Record of Decision, which will state FTA's decision on the project and list mitigation commitments to reduce or avoid impacts.

The printed Final EIS copies include a flash drive with appendices, technical reports, and responses to comments on the Draft EIS. The printed Final EIS Executive Summary copies include a flash drive with the main volume, appendices, technical reports and responses to comments. Please see the Final EIS Fact Sheet regarding availability of hard copies and who to contact for further information.

Sincerely,

Lauren Swift

Lauren Swift, Corridor Environmental and Business Operations Manager

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WEST SEATTLE LINK EXTENSION

SEATTLE, WASHINGTON

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to
the National Environmental Policy Act (NEPA) (42 United States Code 4322(2)(c))
and the State Environmental Policy Act (SEPA) (Ch. 43.21C Revised Code of Washington)
by the
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
and
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
(Sound Transit)
in cooperation with
UNITED STATES ARMY CORPS OF ENGINEERS
UNITED STATES COAST GUARD
UNITED STATES POSTAL SERVICE
PORT OF SEATTLE
CITY OF SEATTLE

8/5/2024
Date of Approval

Signed by:
Susan Fletcher
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Susan Fletcher, Regional Administrator
NEPA Responsible Official
For Federal Transit Administration, Region 10

8/5/2024
Date of Approval

Signed by:
Perry Weinberg
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Perry Weinberg, Deputy Executive Director
Office of Environmental Affairs and Sustainability
SEPA Responsible Official
For Sound Transit

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Fact Sheet

Proposed Action

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service along a 4.1-mile corridor from SODO to West Seattle. The West Seattle Link Extension Project (the project) would be within the city of Seattle in King County Washington, the most densely populated county of the Puget Sound region. The project would include stations at SODO, Delridge, Avalon, and Alaska Junction. The project is part of the Sound Transit 3 Plan, funding for which was approved by voters in 2016 (Sound Transit 2016).

The Final Environmental Impact Statement (EIS) evaluates multiple Build Alternatives in the project corridor, including different alignments and design options. The Final Environmental Impact Statement also includes a No Build Alternative. This allows an analysis of the potential impacts of not building the project and provides a basis for comparing the Build Alternatives to a future baseline condition. The Final EIS also includes a minimal operable segment from SODO to Delridge for analysis in the event the full project cannot be built at one time.

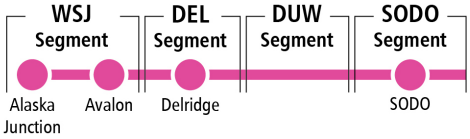
In 2022, the Sound Transit Board of Directors (Board) identified one preferred alternative or design option for each of the project segments. A preferred alternative is not a decision on the project to build; instead, it is a statement of preference based on currently available information. The Final EIS evaluates all alternatives, including a No Build Alternative. The Board is not bound by its identification of a preferred alternative. The Board will not make a final decision on the project to be built until after the Final EIS is issued. At that time, the Board may select from among any of the alternatives evaluated in the EIS.

Project Proponent

Central Puget Sound Regional Transit Authority (Sound Transit)
401 South Jackson Street
Seattle, WA 98104-2826
www.soundtransit.org

Dates of Construction and Opening

The West Seattle Link Extension is expected to open in 2032. When the Sound Transit Board identified alternatives for study in the Draft EIS, early cost estimates indicated that alternatives with a tunnel in West Seattle could have required additional funding; that is, funding beyond what was assumed in the Sound Transit 3 financing plan. Additional funding for these alternatives would have needed to come from contributions from partner agencies outside of Sound Transit, such as the City of Seattle or others. Since the publication of the Draft EIS, more specific cost estimates were reviewed by Sound Transit. Due to the rising price of real estate, tunnel alternatives would not necessarily cost more than elevated alternatives. However, based on current cost estimates and revenue projections, the preferred alternatives and design options for the West Seattle Link Extension are anticipated to exceed the assumptions in Sound Transit's realigned financial plan.



Sound Transit, City of Seattle, and King County acknowledge there may be shared responsibility to address the additional cost difference between the final project to be built and the realigned financial plan through either additional funding or cost-savings opportunities. As described in Sound Transit Board Motion 2023-57, the City of Seattle and King County provided letters to Sound Transit on March 23, 2023, indicating their intent to work with Sound Transit to further analyze costs and funding sources over the next year and develop funding terms in advance of the Board action to select a project to be built.

National Environmental Policy Act (NEPA) Lead Agency

Federal Transit Administration
915 2nd Avenue, Suite 3192
Seattle, Washington 98174-1002
https://www.transit.dot.gov/about/regional-offices/region-10/region-10

NEPA Responsible Official

Susan Fletcher, Regional Administrator for Region 10
Federal Transit Administration
915 2nd Avenue, Suite 3192
Seattle, Washington 98174-1002

State Environmental Policy Act (SEPA) Responsible Official

Perry Weinberg, Deputy Director, Office of Environmental Affairs and Sustainability
Sound Transit
401 South Jackson Street
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Contacts for Additional Information

Sound Transit

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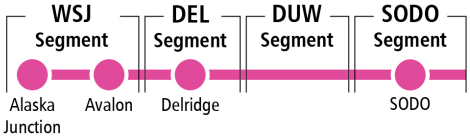


Anticipated Permits and Approvals

Federal

Federal Transit Administration:

- National Environmental Policy Act (NEPA) Final EIS and Record of Decision
- National Historic Preservation Act Section 106 Review
- United States Department of Transportation Act Section 4(f)
- Land and Water Conservation Fund 6(f) (if needed)

Federal Emergency Management Agency:

- Conditional Letter of Map Revision (if needed)
- Letter of Map Revision (if needed)

United States Army Corps of Engineers:

- Clean Water Act, Section 404
- Rivers and Harbors Act, Section 10
- United States Code Title 33 Section 408 Review

United States Coast Guard:

- United States Coast Guard Bridge Permit

United States Fish and Wildlife Service:

- Federal Endangered Species Review

National Oceanic and Atmospheric Administration Fisheries Service:

- Federal Endangered Species Review
- Essential Fish Habitat Review
- Marine Mammal Take Incidental Harassment Authorization (if needed)

United States Department of the Interior:

- National Historic Preservation Act Section 106 Review
- United States Department of Transportation Act Section 4(f)
- Land and Water Conservation Fund 6(f) (if needed)

State, County, and Regional

Sound Transit:

- SEPA Project Approval

Washington Department of Fish and Wildlife:

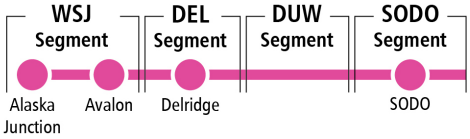
- Hydraulic Project Approval

Washington State Department of Archaeology and Historic Preservation:

- National Historic Preservation Act Section 106 Review

Washington State Department of Ecology:

- Coastal Zone Management Consistency Certification
- Dam Safety Permit (if needed)



- National Pollutant Discharge Elimination System Stormwater Discharge Permit, Clean Water Act Section 402
- Underground Storage Tank 30-day Notice
- Wastewater Discharge Permit
- Water Quality Certification: Clean Water Act Section 401

Washington State Department of Ecology and Puget Sound Clean Air Agency:

- Notice of Construction (Air Quality)

Washington State Department of Natural Resources

- Aquatic Lands Lease

Washington State Department of Transportation:

- Air Space Lease
- Utility Franchise

Washington Station Recreation and Conservation Office:

- Land and Water Conservation Fund 6(f) (if needed)

City of Seattle

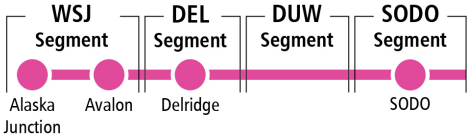
- Master Use Permits
- Construction permits, such as building, grading, and demolition permits
- Environmentally Critical Area Review, including wetlands, streams, steep slopes, critical habitat, and buffers
- Shoreline Substantial Development Permits
- Noise variances for construction
- Permanent, interim, or temporary street use permits
- Access or use easements for city-owned properties
- Reviews and approvals: Planning, Design, and local Landmark Districts
- Street or alley vacations and street improvement permits, including urban forestry permits
- Revocable use permit
- Utility major permits

Utility Providers:

- Pipeline and utility crossing permits
- Easements and use agreements

Principal Contributors

This EIS was prepared by consultants at the following firms: Jacobs Engineering Group, HNTB, Fehr and Peers, Heffron Transportation, Cross-Spectrum Acoustics, Michael Minor and Associates, Turner Engineering Company, Community Attributes, Irwin Writing/Editing, and EnviroIssues. See Appendix A for a detailed list of preparers.



Date of Issue of Final Environmental Impact Statement

September 20, 2024

Next Actions

Following publication of the Final EIS, the Sound Transit Board of Directors will select the West Seattle Link Extension project to build. After the Board's decision, FTA is expected to issue a Record of Decision.

Related Documents

- Final Supplemental Environmental Impact Statement, Long-Range Plan Update (Sound Transit 2014)
- Sound Transit 3 Plan (Sound Transit 2016)
- WSBLE Early Scoping Information Report (Sound Transit 2018a)
- WSBLE Early Scoping Summary Report (Sound Transit 2018b)
- WSBLE Level 1, Level 2, and Level 3 Alternatives Development reports (Sound Transit 2018c, 2018d, 2019a)
- WSBLE Scoping Information Report (Sound Transit 2019b)
- WSBLE Scoping Summary Report (Sound Transit 2019c)
- WSBLE Initial Assessment Results (Sound Transit 2019d)
- West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (Sound Transit 2022)

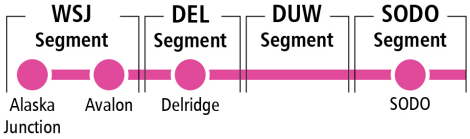
All the above Sound Transit documents are available on the Sound Transit website, www.soundtransit.org.

Cost of Document and Availability for Review and/or Purchase

The Final EIS is available for public review in a variety of formats and locations. It is available on the Sound Transit website (https://www.soundtransit.org/system-expansion/west-seattle-link-extension) and https://wslink.participate.online/. It is also available on a flash drive at no cost. Paper copies are available for the cost listed below, which does not exceed the cost of reproduction:

- Executive Summary – free
- Final EIS – $25.00
- Technical Reports – $15.00 each
- Conceptual Design Drawings – $15.00

Paper copies of these documents are available for review or purchase at the Sound Transit offices, Union Station, 401 South Jackson Street, Seattle, Washington, 98104. To request any of the documents, please contact Dominique Jones at (206) 689-4783 or



Dominique.jones@soundtransit.org. To review them, please call the Sound Transit librarian at (206) 398-5344 weekdays from 8:00 a.m. to 5:00 p.m. to arrange an appointment.

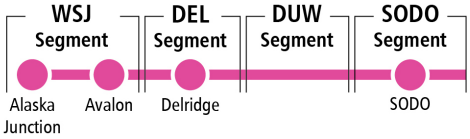
Paper and flash drive copies of the Final EIS documents are also available for review at the following public places:

- King County Library System:
  - Burien Library, 400 Southwest 152nd Street, Burien, WA 98166
  - White Center Library, 1409 Southwest 107th Street, Seattle, WA 98146
- Seattle Public Libraries:
  - Beacon Hill Branch, 2821 Beacon Avenue South, Seattle, WA 98144
  - Central Library, 1000 4th Avenue, Seattle, WA 98104
  - Columbia City Branch, 4721 Rainier Avenue South, Seattle, WA 98118
  - Delridge Branch, 5423 Delridge Way Southwest, Seattle, WA 98106
  - High Point Branch, 3411 Southwest Raymond Street, Seattle, WA 98126
  - International District Branch, 713 8th Avenue South, Seattle, WA 98104
  - New Holly Branch, 7058 32nd Avenue South, Seattle, WA 98118
  - Rainier Beach Branch, 9125 Rainier Avenue South, Seattle, WA 98118
  - Southwest Branch, 9010 35th Avenue Southwest, Seattle, WA 98126
  - West Seattle Branch, 2306 42nd Avenue Southwest, Seattle, WA 98116
  - University of Washington-Suzzallo Libraries, 4000 15th Avenue Northeast, Seattle, WA 98195

Appeals

Washington SEPA challenges to this Final EIS are governed by Sound Transit Resolution R2018-17 and the SEPA rules and regulations (Chapter 43.21C Revised Code of Washington and Washington Administrative Code 197-11-680). Sound Transit Resolution R1018-17 is available online at: https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2018/Resolution%20R2018-17.pdf.

As provided in Resolution R2018-17, appeals of SEPA determinations must be made in writing by filing a letter of appeal and paying the required fee within 14 days following the date the environmental document is issued under SEPA. Letters of appeal should be addressed to the Chief Executive Officer, Sound Transit, Union Station, 401 South Jackson Street, Seattle, Washington 98104-2826. For this Final EIS, appeals must be received by Sound Transit on or before 5:00 p.m. on October 4, 2024. Additional details about the appeals process and requirements are set out in Resolution R2018-17 and in the SEPA rules and regulations.



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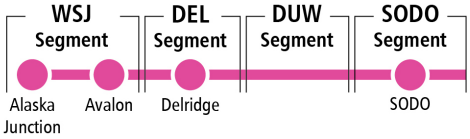

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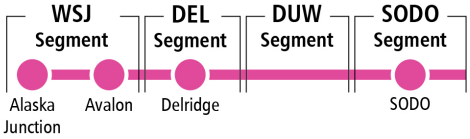

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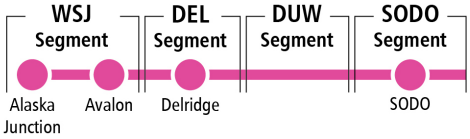

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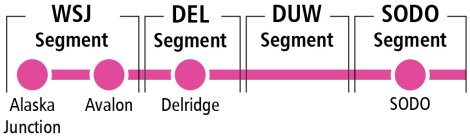

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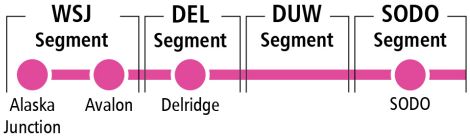

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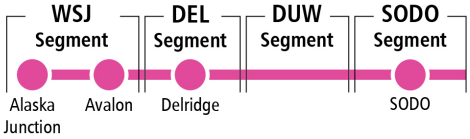

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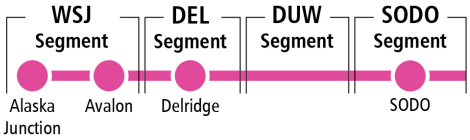

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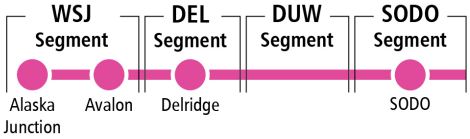

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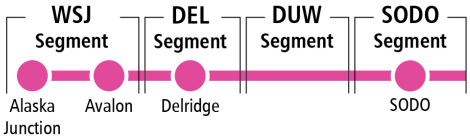

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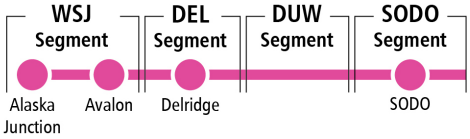

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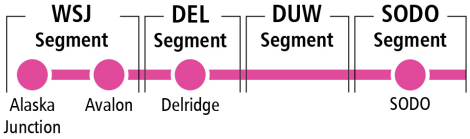

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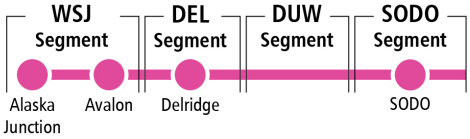

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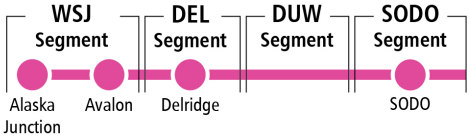

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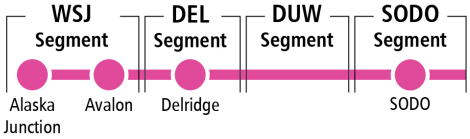

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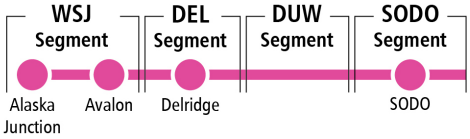

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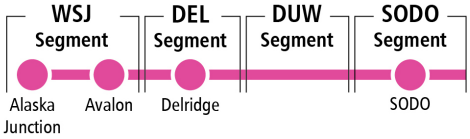

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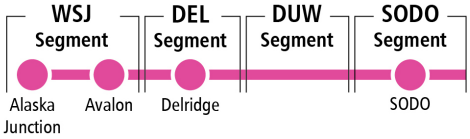

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1 PURPOSE AND NEED FOR WEST SEATTLE LINK EXTENSION

1.1 West Seattle Link Extension Project

Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from SODO to West Seattle. The West Seattle Link Extension Project (the project) is a 4.1-mile corridor in the City of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 1-1). The West Seattle Link Extension would include stations at SODO, Delridge, Avalon, and Alaska Junction.

The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016. Sound Transit and the Federal Transit Administration (FTA) are preparing this Final Environmental Impact Statement (EIS) for the project. The EIS is a joint National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) document. FTA is the lead federal agency under NEPA, and Sound Transit is the lead agency for SEPA.

The Draft EIS published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions Project. The extensions were evaluated together in the Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and FTA have decided to move forward under separate environmental reviews for each extension.

As described in the Draft EIS, the two extensions will operate as separate lines, and the extensions are stand alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further studies are undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed. This West Seattle Link Extension Final EIS includes responses to comments received on the West Seattle and Ballard Link Extensions Draft EIS that are specific to the West Seattle Link Extension or that would apply to both projects (See Appendix O, Draft EIS Comments). Comments specific to the Ballard Link Extension as well as those that apply to both projects will be responded to as part of the environmental review process for the Ballard Link Extension Project.

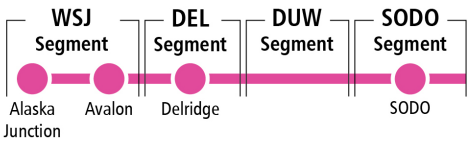
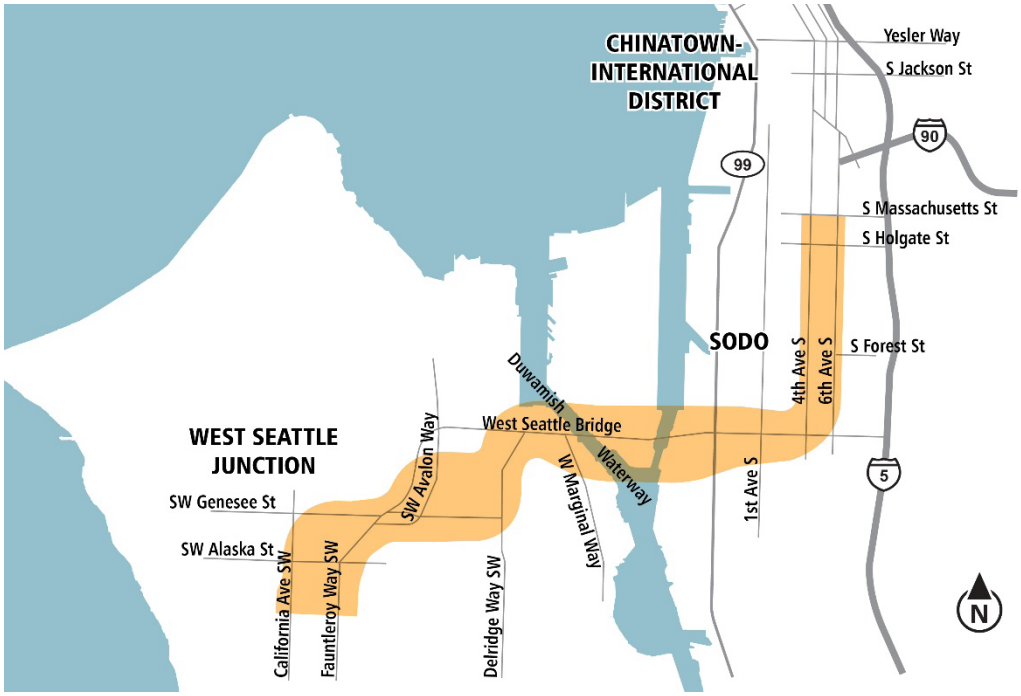


Figure 1-1. West Seattle Link Extension Project Corridor



The West Seattle Link Extension would provide fast, frequent, and reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region. Puget Sound Regional Council (the regional metropolitan planning organization) and the City of Seattle have designated the following Manufacturing/Industrial Center and urban village in the project corridor:

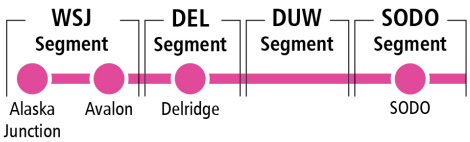
- **Manufacturing/Industrial Center.** The project corridor includes the Duwamish Manufacturing/ Industrial Center. SODO Station is in the Duwamish Manufacturing/Industrial Center.
- **Urban Village.** West Seattle Junction is a neighborhood in the project corridor designated by the City of Seattle as an urban village. The West Seattle Junction and Avalon stations are in the West Seattle Junction Urban Village.

Puget Sound Regional Council

Puget Sound Regional Council, the regional metropolitan planning organization, develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Kitsap, Pierce, and Snohomish counties. Puget Sound Regional Council is composed of over 80 jurisdictions, including all four counties; cities and towns; ports; state and local transportation agencies; and tribal governments within the region.

These designations indicate that these areas will continue to increase in residential and/or employment density over the next 30 years.

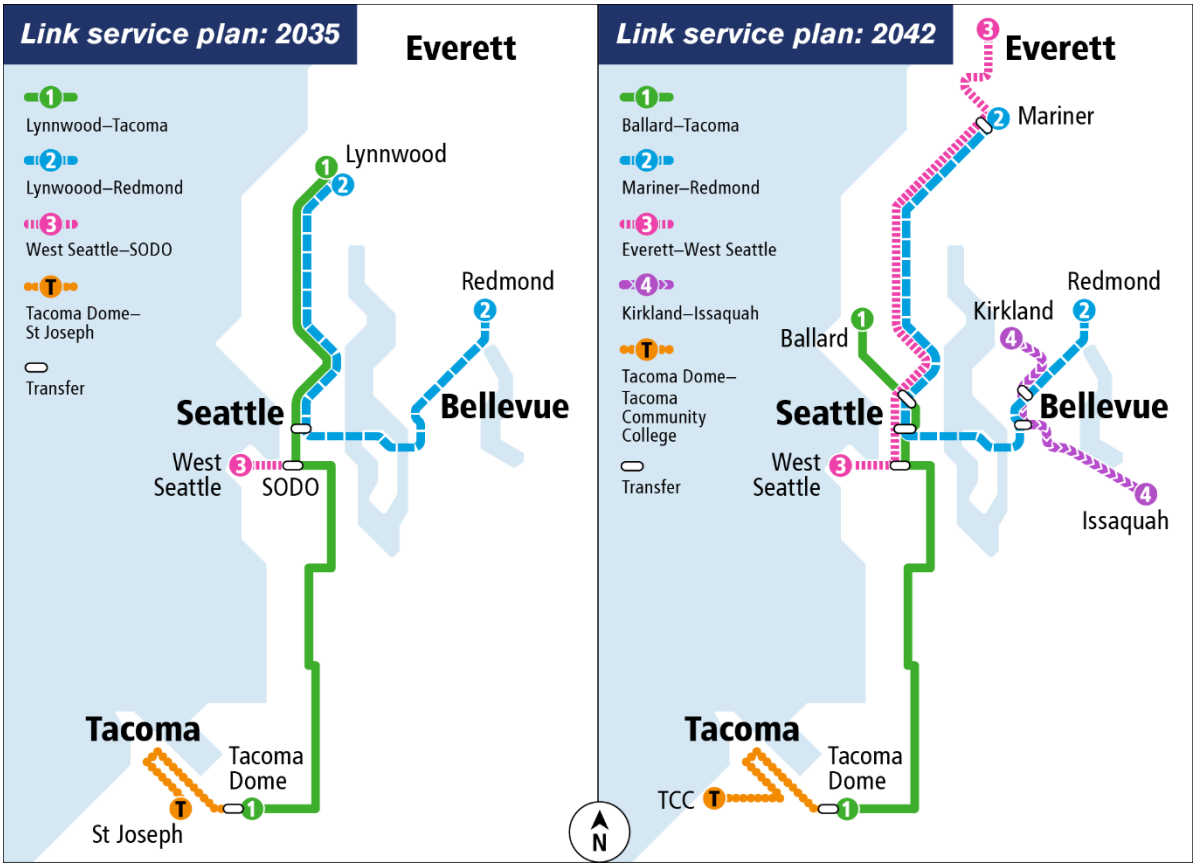
Existing local transit connections in the project corridor include bus and light rail. The King County Metro Transit (Metro) RapidRide C bus line currently provides service between West Seattle, Downtown Seattle, and South Lake Union. The RapidRide H bus line provides service between Burien and Downtown Seattle via Delridge. Other local bus service also operates in the project corridor.

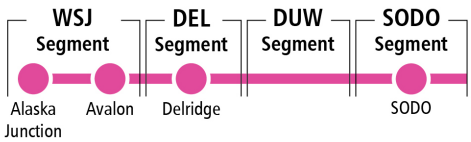


Regional transit service in the project corridor includes regional bus service, ferry service, light rail, Sounder commuter rail, and Amtrak passenger rail service. Light rail currently operates between the Angle Lake Station in the City of SeaTac and Northgate Station in Seattle, traveling through the Downtown Seattle Transit Tunnel. There is an existing light rail station in SODO in the West Seattle Link Extension Corridor.

Extensions of light rail are under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way, all of which are anticipated to be operational by 2026. Planned light rail extensions would continue south to the Tacoma Dome, expected to begin service in 2035, and north to Everett, planned to begin service between 2037 and 2041. The Ballard Link Extension is scheduled to begin service between SODO and Ballard in 2039. The West Seattle Link Extension is scheduled to open in 2032 and would include a new SODO Station where riders to and from West Seattle could transfer to the existing SODO Station and light rail system until the Ballard Link Extension begins operation. The Ballard Link Extension would permanently connect the West Seattle Link Extension to the existing 1 Line, allowing riders to continue north to Everett. Figure 1-2 shows the full system planned for operation in 2042 under the target schedule.

Figure 1-2. Link Light Rail System Expansion





1.2 Purpose and Need for the West Seattle Link Extension Project

1.2.1 Purpose of the West Seattle Link Extension Project

The purpose of the project is to expand the Sound Transit Link light rail system from SODO to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections in order to achieve the following:

Purpose and Need Statement

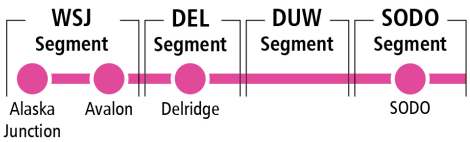
The purpose and need section describes why the agency is proposing to develop the project. It clarifies what problems the project is addressing and justifies the expenditure needed. The purpose and need therefore drive the process for alternatives consideration, in-depth analysis, and ultimate project selection.

- Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016)
- Improve regional mobility by increasing connectivity and capacity to Downtown Seattle to meet the projected transit demand
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014a)
- Implement a system that is technically and financially feasible to build, operate, and maintain
- Expand mobility for the corridor and the region's residents, which include transit-dependent people, low-income people, and communities of color
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multi-modal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Equitable Transit Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit 2019)
- Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's System Access Policy (Sound Transit 2013)
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices

1.2.2 Need for the West Seattle Link Extension Project

This section describes the need for the project. For each need statement, additional supporting information is provided along with references to sections of this Final EIS where more detailed information can be found. In brief, the need for the project is as follows:

- When measured using national standards, existing transit routes between Downtown Seattle and West Seattle currently operate with poor reliability. Roadway congestion in the project corridor will continue to degrade transit performance and reliability as the city is expected to add about 287,000 people and about 214,000 jobs between 2018 and 2050 (Puget Sound Regional Council 2023).



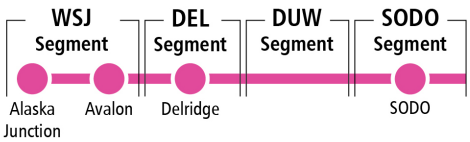
- Increased ridership from regional population and employment growth will increase operational frequency in the existing Downtown Seattle Transit Tunnel, requiring additional transit capacity.
- Puget Sound Regional Council (the regional metropolitan planning organization) and local plans call for high-capacity transit in the corridor consistent with VISION 2050 (Puget Sound Regional Council 2020) and the Regional Transit Long-Range Plan (Sound Transit 2014a).
- The region's people and communities, including transit-dependent people, low-income people, and communities of color, need long-term regional mobility and multi-modal connectivity as called for in the Washington State Growth Management Act (Revised Code of Washington 36.70A.108).
- Regional and local plans call for increased residential and/or employment density at and around high-capacity transit stations, and increased options for multi-modal access. VISION 2050 has a goal for 65 percent of the region's population growth and 75 percent of the region's employment growth to occur in regional growth centers and within walking distance of transit.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in Puget Sound Regional Council's VISION 2050 (2020) and 2022-2050 Regional Transportation Plan (2022), include reducing greenhouse gas emissions by prioritizing transportation investments that decrease vehicle miles traveled.

Sections 1.2.2.1 through 1.2.2.6 explain the need for the project in greater detail.

1.2.2.1 Increasing Roadway Congestion Will Further Degrade Transit Performance and Reliability

Seattle has experienced unprecedented growth over the past two decades, a result of substantial private-sector investment in jobs and housing coupled with major public infrastructure investments. The greater Seattle region is one of the top metropolitan areas for rapid population growth in the United States (Howarth 2023). According to the United States Census Bureau, the population of King County grew by 16.8 percent from 2010 to 2019, while the population of the Seattle-metropolitan area increased by 15.4 percent during the same time (United States Census Bureau 2010 and 2019). In addition to experiencing unprecedented population growth, King County and Seattle are both net importers of workers, meaning that these jurisdictions have more jobs than workers who live in them. From a transportation perspective, this means that a large number of workers travel from cities and counties outside Seattle and King County to jobs in the county and/or city.

Rapid population and job growth has strained transportation resources in the project corridor. Interstate 5, State Route 99, and main arterial streets in the project corridor suffer from chronic congestion, even outside of peak travel periods. Most roadways in the project corridor cannot be expanded to accommodate increasing demand without substantial property acquisitions because of limited right-of-way. Although Downtown Seattle is served by heavily used commuter rail, light rail, bus, and streetcar, the surface transit system is struggling to accommodate more growth because of roadway congestion and the difficulty in acquiring new right-of-way for dedicated transit infrastructure. Seattle's topography and natural barriers, such as hills, valleys, ridges, and waterbodies, have necessitated innovative and engineering-intensive solutions like hill regrading and construction of railroad and transit tunnels, floating bridges, and highways and arterials on elevated structures. Today, congestion adds an average of 7 minutes (47 percent) to p.m. peak hour trips on the RapidRide C Line, which follows the course of the proposed West Seattle Link Extension (Metro 2019). The key role of this corridor in linking communities and activity centers has led Metro, the operator of most buses in the corridor, to identify it as a target for service growth (Metro 2022).



Population and employment growth is forecasted to continue over the next 25 years. According to Puget Sound Regional Council, Seattle expects an increase of about 39 percent in population and 32 percent in employment between 2018 and 2050, which would add about 287,000 people and about 214,000 jobs to the city (Puget Sound Regional Council 2023). The project corridor is projected to grow by 23 percent in population and 46 percent in employment during the same timeframe. Section 4.3, Economics provides additional information on projected growth.

This projected growth is the basis for ridership forecasts, projected vehicle trips and non-motorized activities.[1] Because of the projected population and employment growth and the limitations on expanding the capacity of the surface transportation network due to limited right -of -way, topography, and natural barriers, there is a need for future investments in high -capacity transit systems to serve future transit needs in the project corridor. The project is expected to alleviate the constrained bus network capacity within the corridor to allow for passengers to sit. Existing p.m. peak hour transit travel times from downtown to West Seattle are 22 minutes and are expected to increase to 30 minutes by 2042. In 2042, without the project, transit travel times between Downtown and West Seattle would be 30 minutes. With the project, this would improve by 14 minutes, or 47 percent. Furthermore, transit travel time reliability will greatly improve from unreliable under existing conditions to reliable service on the exclusive light rail right-of-way.

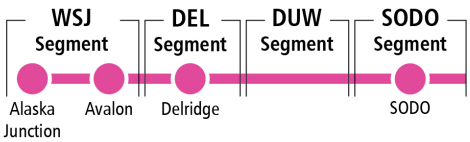
1.2.2.2 Regional Transit Capacity Constraints

Additional transit capacity will be required in Downtown Seattle as operational frequency increases in the Downtown Seattle Transit Tunnel to accommodate increased ridership from regional population and employment growth. The project increases transit capacity in the region and supports the future distribution of passengers using the system through Downtown Seattle planned as part of completion of the Sound Transit 3 Plan.

The project would increase transit capacity and frequency. By 2032, without the project, transit capacity in the project corridor is expected to degrade to standing-room only level conditions in the peak hours on the bus network. Upon opening in 2032, when riders would be required to transfer at the SODO Station to continue on Link light rail, weekday ridership is projected at 5,400 trips. In 2042, with completion of other Sound Transit 3 system expansion projects, ridership at the project stations would exceed 20,000 daily boardings and contribute to a system-wide increase in transit ridership in the Sound Transit service area of between 25,000 and 27,000 daily trips.

The operating assumptions in the Sound Transit 3 Plan included routing light rail extensions to Ballard, Federal Way, and Tacoma through a new downtown tunnel, while extensions to West Seattle, Redmond, Lynnwood, and Everett would use the existing Downtown Seattle Transit Tunnel. Implementing the Sound Transit 3 system expansion plan and distributing passengers into two downtown tunnels will provide additional capacity for the regional light rail system. Opportunities for passengers to transfer between lines running north, south, east, and west will be essential for increasing transit access and capacity. The project provides an important

[1] Puget Sound Regional Council's VISION 2050 anticipates population and employment in the Puget Sound region will continue to grow over the next 30 years. The current long-range growth forecasts from Puget Sound Regional Council inform elements of the Final EIS analyses, such as ridership forecasts, projected vehicle trips, and non-motorized activities. Puget Sound Regional Council acknowledges that the COVID-19 pandemic could alter long-range forecasts, but considerable growth is still projected over the next several decades. This Final EIS uses Puget Sound Regional Council's forecasts adopted at the time the analysis was completed. Since that time, Puget Sound Regional Council has released updated forecasts which project even higher growth along the West Seattle Link Extension corridor by 2042.



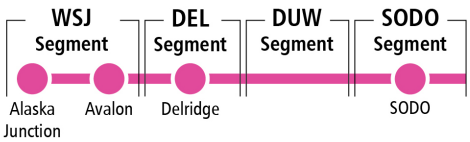
transfer point for passengers at SODO and a connection to the west. In addition, the project would provide direct access to the Operations and Maintenance Facility Central for the line running between Everett and West Seattle when it is complete, as the existing access to the Operations and Maintenance Facility Central would no longer be accessible from this line. This direct access will support maintenance and operation for the future separation of light rail lines needed to support system expansion.

1.2.2.3 Regional and Local Plans Call for High-Capacity Transit

Regional and local agencies have been planning for high-capacity transit in the project corridor for almost 30 years. Table 1-1 lists the plans that have called for high-capacity transit in this corridor since 1996. As the population grows, the need for regional mobility remains vital to maintain a healthy economy.

Table 1-1. History of High-capacity Transit/Light Rail Planning in the West Seattle Link Extension Corridor

Year	History
1996	Voters approve funding for Sound Move, the initial package of high-capacity transit investment. Sound Move identifies West Seattle as a candidate for regional bus service.
2005	Sound Transit publishes the *Regional Transit Long-Range Plan Supplemental Environmental Impact Statement* and updates the Long-Range Plan, which includes planning studies for high-capacity transit in the project corridor.
2008	Sound Transit adopts and voters approve funding for the Sound Transit 2 plan that designates the Downtown Seattle-West Seattle-Burien corridor for specific high-capacity transit studies.
2010	Puget Sound Regional Council adopts *VISION 2040* and *Transportation 2040. Transportation 2040* identifies candidate corridors for additional transportation investments to increase connections between urban centers, including areas in the project corridor.
2012	Puget Sound Regional Council approves Central Puget Sound Regional 2010-2013 Transportation Improvement Program, which includes light rail extensions in the corridor.
2014	Sound Transit publishes the *Regional Transit Long-Range Plan Final Supplemental Environmental Impact Statement* (2014b) and updates the Long-Range Plan, which continue to identify light rail extensions in the West Seattle Link Extension corridor. This update adds the West Seattle to Downtown high-capacity transit corridor. Sound Transit completes the *South King County Corridor High-Capacity Transit Corridor Study*.
2005	Sound Transit publishes the *Regional Transit Long-Range Plan Supplemental Environmental Impact Statement* and updates the Long-Range Plan, which include planning studies for high-capacity transit in the project corridor.
2008	Sound Transit adopts and voters approve funding for the Sound Transit 2 plan that designates the Downtown Seattle-West Seattle-Burien corridor for specific high-capacity transit studies.
2010	Puget Sound Regional Council adopts *VISION 2040* and *Transportation 2040. Transportation 2040* identifies candidate corridors for additional transportation investments to increase connections between urban centers, including areas in the project corridor.
2012	Puget Sound Regional Council approves Central Puget Sound Regional 2010-2013 Transportation Improvement Program, which includes light rail extensions in the corridor.
2014	Sound Transit publishes the *Regional Transit Long-Range Plan Final Supplemental Environmental Impact Statement* (2014b) and updates the Long-Range Plan, which continue to identify light rail extensions in the West Seattle Link Extension corridor. This update adds the West Seattle to Downtown high-capacity transit corridor. Sound Transit completes the *South King County Corridor High Capacity Transit Corridor Study.*



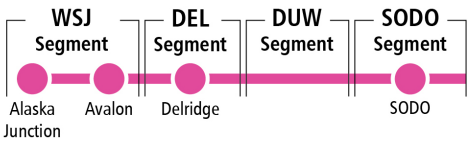
Year	History
2016	Metro publishes an update to the 2011-2021 Strategic Plan recognizing the need for the bus system to adapt to high-capacity transit investments (Metro 2016a). City of Seattle publishes an update to the City's *Transit Master Plan* that identifies extension of light rail to West Seattle as a priority project and includes the project in the long-range high-capacity transit vision. Sound Transit adopts the Sound Transit 3 Plan, which outlines the next phase of high-capacity transit improvements for central Puget Sound including the West Seattle Link Extension Project; funding is approved by voters. Metro's METRO CONNECTS plan outlines a network of services designed around high-capacity transit routes, including light rail.
2018	The City of Seattle Comprehensive Plan identifies light rail as a critical transportation resource and includes policies and goals aimed at enhancing connections between neighborhoods and existing or future light rail stations. Puget Sound Regional Council's Regional Transportation Plan is adopted, which promotes sustainable transportation to support the region's growing population and economy and encourages transit-oriented communities in areas of high-capacity transit. The plan includes the West Seattle Link Extension.
2019	In anticipation of this project, the City of Seattle Comprehensive Plan was updated to encourage transit-oriented development and enhance connections between neighborhoods and existing or future light rail stations.
2020	Puget Sound Regional Council adopts VISION 2050, which identifies light rail in the project corridor and incorporates a renewed focus on locating growth near current and future high-capacity transit facilities.
2022	Puget Sound Regional Council adopts Regional Transportation Plan 2022-2050, which is the long-range transportation plan for the central Puget Sound region, designed to implement VISION 2050.

1.2.2.4 Long-term Regional Mobility and Multi-modal Connectivity for the Region's People and Communities Including Transit-Dependent People, Low-Income People, and Communities of Color

Low-Income

A low-income person is identified as a person whose median household income is at or below two times the federal Health and Human Services poverty level. This is a local standard that reflects the high cost of living in the region.

West Seattle is an important access point to the city of Seattle from more affordable areas south of the project corridor such as High Point, Highland Park, and the unincorporated King County neighborhood of White Center. These communities were identified as containing environmental justice populations during the City of Seattle's Racial Equity Toolkit (RET) process. Higher concentrations of people of color are found in High Point (65 percent), South Delridge (54 percent), Highland Park (44 percent), Westwood (59 percent), and White Center (60 percent). These concentrations are higher than those in the West Seattle Link Extension study area (27 percent), City of Seattle (36 percent), and the Sound Transit service district (40 percent). These communities also have higher concentrations of low-income people. Data show 45 percent of High Point's population, 25 percent of South Delridge's population, 29 percent of Highland Park's population, 26 percent of Westwood's population, and 35 percent of White Center's population are low-income. These percentages of low-income people are higher than those found in the West Seattle Link Extension study area (13 percent), City of Seattle (20 percent), and the Sound Transit service district (21 percent). The project's Delridge Station, Avalon Station, or West Seattle Junction Station would be a transit access or transfer point for people in these communities traveling to or through downtown to access regional education, employment, and activity centers.



The project would provide regional light rail connections to large education and employment centers such as Downtown Seattle, the University of Washington, Northgate, Bellevue, Redmond, and Sea-Tac Airport. The project would provide light rail access to Seattle professional sports stadiums such as Lumen Field; which hosts the Seattle Seahawks football team, the Seattle Sea Dragons football team, the OL Reign soccer team, and the Seattle Sounders FC soccer team; and T-Mobile Park, which hosts the Seattle Mariners baseball team. These venues also host other large events throughout the year. The project would also provide access to Downtown Seattle's Westlake area, which is a principal shopping area, the Washington State Convention Center, and Seattle Center, which hosts arts organizations and cultural events throughout the year, and Climate Pledge Arena, which hosts the Seattle Kraken hockey team and the Seattle Storm basketball team. The project would improve access to these regional destinations for all populations.

West Seattle is a peninsula, geographically isolated from the rest of the City of Seattle. The 2.5-year West Seattle Bridge closure between March 2020 and September 2022 due to safety concerns has highlighted the need for transportation redundancy to get to and from West Seattle. The repaired West Seattle Bridge is not a permanent solution and is anticipated to be replaced by 2060. An alternative route and/or method of transportation on and off the peninsula would likely be necessary to provide access from West Seattle and points south to regional education, employment, and activity centers.

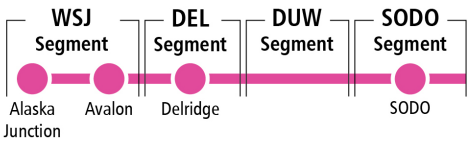
As an additional burden to low-income populations, transportation costs continue to rise. Tolls are being implemented on major freeways in the region, such as State Routes 99, 520, and 167 and Interstate 405. While the price of fuel fluctuates, it generally increases over time. Parking in the downtown core of Seattle is also a substantial transportation cost. During a typical work day, parking costs range from about $15 per day to about $35 per day. All these expenses increase burdens on low-income residents and impede access to employment opportunities, educational opportunities, and health-care services. Effective transit can help avoid or reduce the expense of automobile ownership and provide critical access to economic opportunities for core riders.

Core Riders

Core ridership notes transit-dependent people including essential workers, service workers, and those reliant on transit as their main mode of transportation. These are often people of color and/or low income.

1.2.2.5 Increased Density at High-Capacity Transit Stations and Increased Multi-modal Access

Regional and local plans call for increased residential and/or employment density at and around high-capacity transit stations, and increased options for multi-modal access. The City of Seattle Comprehensive Plan (2018), King County's METRO CONNECTS plan (2021), and Puget Sound Regional Council's VISION 2050 (2020) call for increased densities in the city and multi-modal access. These plans are described below.



1.2.2.5.1 City of Seattle Comprehensive Plan

The City of Seattle Comprehensive Plan (2018) outlines the City's growth and development strategy. The plan envisions the creation of urban centers and urban villages with commercial centers connected via transit, pedestrian and bicycle networks, and streets. The City desires to increase densities, create public spaces, and make transit and public services more convenient.

Within the project corridor, West Seattle Junction is identified as a Hub Urban Village. The Duwamish area (including SODO) is identified as a Manufacturing/Industrial Center.

Public transportation features prominently in many of the comprehensive plan's goals. The plan specifies Urban Villages as strategic locations in the local and regional transportation network, with 15-minute or better peak hour transit headways and the possibility of improved connections to future high-capacity transit stations.

City of Seattle Comprehensive Plan Urban Centers

The plan identifies four types of urban centers, defined as follows:

- **Urban Centers**: As the densest city neighborhoods, Urban Centers act as both regional centers and local neighborhoods, offering a mixture of land uses including housing, retail commercial, and employment opportunities.
- **Hub Urban Villages**: These communities offer a balance between housing and employment but are generally less dense than urban centers. These areas provide goods, services, and employment to nearby neighborhoods.
- **Residential Urban Villages**: These are areas of lower-density residential development than Hub Urban Villages and have limited employment opportunities.
- **Manufacturing/Industrial Centers**: These areas are the industrial cores of the city.

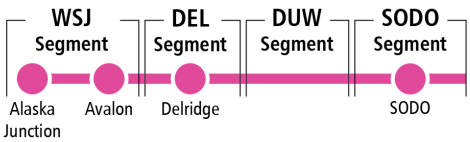
While the plan does not identify the project specifically, it identifies light rail as a critical transportation resource for its ability to move people and leverage other land use goals to support increased development and land intensification. The plan includes policies and goals aimed at enhancing connections between neighborhoods and existing or future light rail stations.

1.2.2.5.2 King County METRO CONNECTS Plan

The METRO CONNECTS plan (Metro 2021) is a 25-year vision for improved transit service for all of King County. The plan emphasizes the goals of frequent, reliable, and fast service all day every day throughout King County. The plan outlines a network of frequent, express, local, and flexible services designed around a system of high-capacity transit routes including light rail transit and bus rapid transit (such as RapidRide) services that extend north, south, and east of Downtown Seattle.

1.2.2.5.3 Puget Sound Regional Council VISION 2050

VISION 2050 (Puget Sound Regional Council 2020) identifies Seattle as one of five metropolitan cities in the region that are focal points for population and employment growth. These metropolitan cities are expected to accommodate the largest share of their respective county's population and employment growth, such as Seattle is expected to do for King County. VISION 2050 encourages this growth to take place near high-capacity transit stations.



1.2.2.6 State and Regional Environmental and Sustainability Goals

Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in Puget Sound Regional Council's VISION 2050 (2020) and Regional Transportation Plan (2022), include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

Washington has the goal of reducing overall greenhouse gas emissions in the state to 95 percent below 1990 levels and achieving net zero emissions by 2050. Washington state Executive Order 14-04 calls on state agencies to assist regional and local jurisdictions in implementing "measures to improve transportation efficiency, and to update their comprehensive plans to produce travel and land use patterns that maximize efficiency in movement of goods and people, and reduce costs and greenhouse gases." With 74 percent of regional transportation greenhouse gas emissions coming from passenger vehicles (Cascadia Consulting Group 2018), Puget Sound Regional Council's VISION 2050 (2020) calls for developing a more sustainable transportation system. The greenhouse gas strategy in VISION 2050 calls for reducing greenhouse gas by investing in multi-modal transportation improvements, including light rail, to create a transit network as identified in the Regional Transportation Plan, which includes the West Seattle Link Extension. Washington state law sets goals to decrease the annual per capita vehicle miles traveled by 30 percent by 2035 and 50 percent by 2050.

Greenhouse Gases

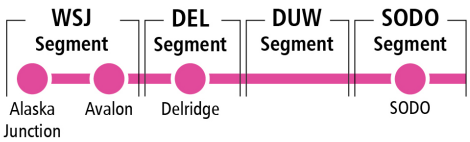
Greenhouse gases are gaseous compounds (such as carbon dioxide) that absorb infrared radiation, trap heat in the atmosphere, and contribute to the greenhouse effect and climate change.

The West Seattle Link Extension is expected to reduce dependency on single-occupancy vehicles, slow down growth in vehicle miles traveled, conserve energy, and reduce greenhouse gas emissions. As detailed in Section 3.3, Regional Context and Travel, the project is anticipated to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals.

1.3 Planning History of West Seattle Link Extension Corridor

Regional and local agencies have been planning for high-capacity transit in the West Seattle Link Extension corridor for over 30 years (see Section 1.2.2.3). The transportation mode and corridor served by the project was identified through the multi-year planning process for Sound Transit's *Regional Transit Long-Range Plan* (2014a) and Sound Transit 3 (2016). The *Regional Transit Long-Range Plan* represents Sound Transit's goals, policies, and strategies to guide the long-term development of the high-capacity transit system. It is based on years of intensive planning, environmental analysis, and public outreach. It is intended to guide how the Sound Transit system can best address the region's mobility needs and support growth management objectives. Sound Transit periodically updates the *Regional Transit Long-Range Plan* and used the updated 2014 plan as the basis for developing the current phase of high-capacity transit system investments documented in Sound Transit 3.

The City of Seattle has been coordinating with Sound Transit and planning for an expanded light rail system to support anticipated economic and population growth. The City has been planning for the expansion of high-capacity transit and studying potential land use changes in areas where high-capacity transit improvements are anticipated.



Sound Transit's *South King County High-Capacity Transit Corridor Study* evaluated several candidate corridors in central and south King County, including West Seattle, for high-capacity transit improvements (Sound Transit 2014d). Three high-capacity transit improvement options carried into the final study phase included extending light rail transit to the Alaska Junction area of West Seattle, and a fourth option would extend bus rapid transit to Alaska Junction.
The South King County study did not recommend an alignment but did forecast that light rail transit ridership would be higher than bus rapid transit ridership. This study also informed the definition of the project included in the 2014 *Regional Transit Long-Range Plan* and in Sound Transit 3.

1.4 Applying the Purpose and Need to the Project

The purpose and need statement has helped Sound Transit define the alternatives for the Draft EIS and helped refine these alternatives for the Final EIS, described in Chapter 2, Alternatives Considered. In Chapter 6, Alternatives Evaluation, Sound Transit and the FTA evaluate how well the alternatives would serve the purpose and need and compare other factors such as environmental impacts, costs, and constructability.

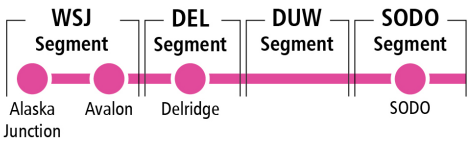
1.5 Next Steps and Schedule

1.5.1 Final Environmental Impact Statement and Project Decision

After considering the analysis in the Final EIS, including public and agency comments on the Draft EIS, the Sound Transit Board will decide on the project alternative to be built. FTA is also anticipated to publish a Record of Decision (ROD) for the project, which will document its findings that the project has met the requirements of NEPA and related environmental regulations. The ROD will describe FTA's environmental determination on the project, the alternatives considered, the basis for the decision to approve the project, and the required mitigation measures. Issuance of the ROD completes FTA's NEPA process and is a prerequisite for federal funding or approvals.

FTA is directed to issue a combined Final EIS and ROD document where possible pursuant to Code of Federal Regulations Title 23, Part 771, Section 771.124. For this project, the EIS is a joint NEPA and SEPA document that will support decision-making by Sound Transit, FTA, and other agencies. Because SEPA requires that the Board's final decision on the project be informed by the Final EIS, the Final EIS must be issued independent of the ROD, so that Sound Transit's decision can later be incorporated into the ROD. As a result of these regulatory requirements under SEPA, it will not be practical to issue a combined Final EIS and ROD, and they will be issued as separate documents.

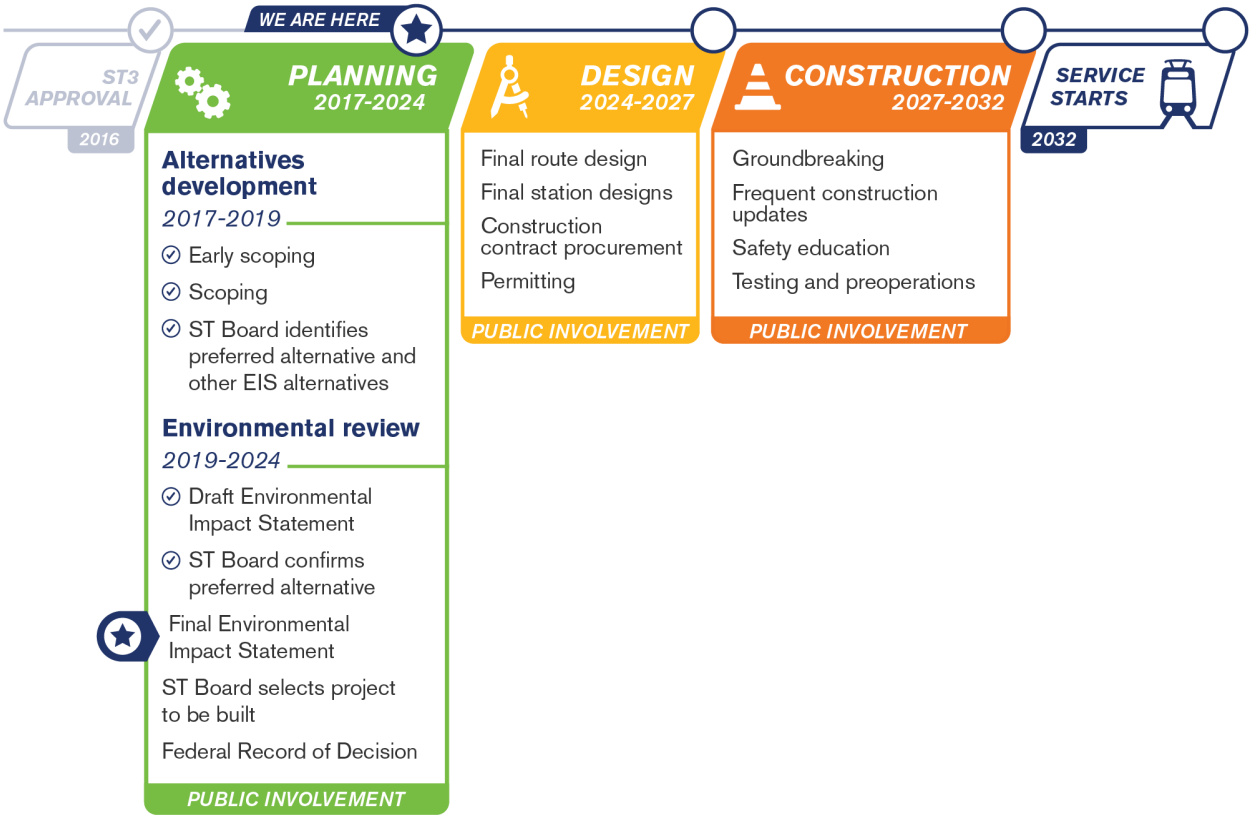
After the Sound Transit Board selects the project to be built and the FTA issues a ROD, Sound Transit will initiate final design, begin property acquisition, construction planning, and apply for permits and approvals needed to construct and operate the project. During final design, project elements will be further defined, including, but not limited to, guideway and station height and location of bus facilities, traction power substations, stormwater facilities, bicycle storage, utility relocations, and staging areas. Local and state jurisdictions issuing permits for the project may rely on the Final EIS to satisfy their SEPA requirements.



1.5.2 Project Schedule

Figure 1-3 shows the anticipated schedule milestones for the project from early scoping and Alternatives Development through the start of service.

Figure 1-3. Project Milestones

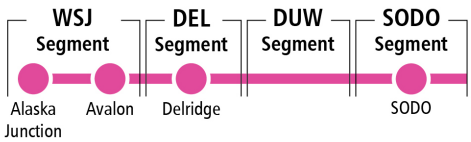


1.5.3 Benefits and Disadvantages of Delaying Implementation

As required by SEPA, this section discusses the benefits and disadvantages of delaying the proposed project instead of approving it now.

Delaying the project would postpone impacts associated with project construction but would also postpone realizing a major component of the region's long-range plans for managing growth and transportation and the opportunity to link neighborhoods with Puget Sound regional employment centers. Delay would limit economic development from the movement of people and goods and allow projects to develop that might preclude or increase the cost of the West Seattle Link Extension.

A substantial delay in implementing the West Seattle Link Extension would inhibit the region's ability to accommodate growth, as articulated in local and regional plans. This would lead to several other consequences, including changed development patterns, steadily increasing corridor roadway congestion, and deteriorating transit performance and reliability. Increased congestion and deteriorating transit performance would result in increased air pollutant emissions and higher energy usage.



1.5.4 The Coronavirus Pandemic and the Continuing Importance of Transit

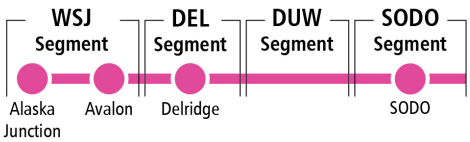
FTA and Sound Transit acknowledge the impacts of the social response to the Coronavirus Disease 2019 (COVID-19) pandemic and the resulting decline in travel demand that began in March 2020. While post-pandemic travel demand is increasing, it is difficult to predict future changes to the project purpose and need, schedule, and impacts that may result from the COVID-19 response. Should substantial changes in the planning assumptions, project schedule, project scope, or surrounding project environment result, FTA and Sound Transit will consider additional project evaluation and public input consistent with NEPA and SEPA.

Puget Sound Regional Council also acknowledged the impacts of the pandemic in VISION 2050 (Puget Sound Regional Council 2020, page 124), stating:

> Over the last decade, transit ridership has experienced robust growth, with the central Puget Sound region being one of only four regions across the country with consistent growth in transit boardings. While COVID-19 has caused sudden and dramatic drops in transit ridership and revenue and has perhaps accelerated the acceptance of remote work environments, transit will continue to be a critical element for mobility as the region grows over the next 30 years.
>
> The region's historic investment in transit, and continued investments across modes, are critical due to the increases in congestion and travel delay seen in the region over the past decade. Since 2010, the region has grown by over 440,000 residents and 381,000 jobs. Prior to the COVID-19 pandemic, delay on the region's freeway corridors had increased more than 50% since 2014, and the average travel time to work had continued to steadily increase across all modes, averaging around 30 minutes. Notably, the share of commuters with travel times over 60 minutes increased steeply and was higher than the share of commuters with travel times less than 10 minutes.

Puget Sound Regional Council's Regional Transportation Plan 2022 – 2050 (Puget Sound Regional Council 2022) also acknowledges the pandemic's effect on ridership along with the continuing need to serve growth:

> The COVID-19 pandemic will continue to have near-term impacts on regular transit boardings. However, jurisdictions and transit agencies in the region are continuing to plan for growth in a way that will increase ridership and meet long-term projections of transit boardings.



2 ALTERNATIVES CONSIDERED

This chapter describes the alternatives defined and evaluated for the West Seattle Link Extension Project (the project). It explains how the alternatives were developed for the Final Environmental Impact Statement (EIS), and it summarizes the alternatives eliminated from further consideration. This chapter is organized into the following sections:

- 2.1 Build Alternatives
- 2.2 No Build Alternative
- 2.3 Operations and Maintenance
- 2.4 Minimum Operable Segment
- 2.5 Alternatives Development and Scoping
- 2.6 Refined Alternatives and Options for the Final EIS
- 2.7 Construction Approach
- 2.8 Environmental Practices and Commitments
- 2.9 Project Funding and Cost Comparison

The project purpose and need described in Chapter 1, Purpose and Need for West Seattle Link Extension, served as the basis for developing the project alternatives. Prior to the Draft EIS, Sound Transit conducted an Alternatives Development process to define and evaluate a wide range of alternatives. The Sound Transit Board of Directors (Board) then identified alternatives for study in the Draft EIS in May and October 2019 (refer to Section 2.5.3, Alternatives Carried Forward for Evaluation in the Draft EIS).

Definitions

Preferred Alternative: A statement of preference for alternatives based on currently available information. It is not a decision on the project to build.

Other Alternatives: Alternatives or options that are not identified by the Board as preferred.

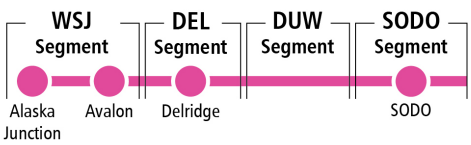
Design Option: An alternate location for a station area or an alternative route along a portion of an alternative.

In 2022, after publication of the Draft EIS and review of comments from Tribes, Tribal organizations, agencies, and individuals, the Board modified the Preferred Alternative and identified additional refinements and a cost-savings concept to study in the Final EIS (refer to Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives).

The Final EIS evaluates multiple Build Alternatives in the project corridor, including different design options for alignments and stations. The Final EIS also evaluates a No Build Alternative. This allows an analysis of the potential impacts of not building the project and provides a basis for comparing the Build Alternatives to a future baseline condition.

The Board will not make a final decision on the project to be built until after completion of the Final EIS. At that time, the Board can select from any of the alternatives or design options in the EIS.

Cost estimates reflect increased project costs due to steeply rising real estate prices and other construction expenses, and costs resulting from more advanced design that provides a better understanding of project scope and mitigation. To ensure that funding remains available to complete all voter-approved projects, the Board conducted a “realignment” process in 2021 that established a schedule that is affordable, utilizing current financial projections and cost estimates to set the general order in which projects will advance. This “affordable” schedule established an approach to prioritize, fund, and manage program work over time (Resolution 2021-05). In addition, the Board adopted a “target” schedule as close to the Sound Transit 3 Plan schedules as possible for priority projects, reliant upon reductions in the affordability gap.



To reduce the affordability gap, Sound Transit will pursue expanded financial capacity (Motion M2020-37); develop and implement a cost-savings plan; identify cost savings for the Sound Transit budget outside of the capital program; identify opportunities to reduce cost and planning delays; and engage project stakeholders in discussions to address the trade-offs between project scope, schedule, and new financial resources to inform Board decision-making on project schedule.

Based on realignment, the West Seattle Link Extension would begin operations in 2032 under both the affordable and the target schedule. The affordable schedule could implement the West Seattle Minimum Operable Segment (M.O.S.), as described in Section 2.4, Minimum Operable Segment.

When the Sound Transit Board identified alternatives for study in the Draft EIS, early cost estimates indicated that alternatives with a tunnel in West Seattle could have required additional funding; that is, funding beyond what was assumed in the Sound Transit 3 financing plan. Additional funding for these alternatives would have needed to come from contributions from partner agencies outside of Sound Transit, such as the City of Seattle or others. The alternatives that were anticipated to require “third-party” funding were identified with an asterisk (*) throughout the Draft EIS. Since publication of the Draft EIS, more specific cost estimates were reviewed by Sound Transit. Due to the rising price of real estate, tunnel alternatives would not necessarily cost more than elevated alternatives. However, based on current cost estimates and revenue projections, the preferred alternatives for the West Seattle Link Extension are anticipated to exceed the assumptions in the realigned financial plan.

Sound Transit, City of Seattle, and King County acknowledge there may be shared responsibility to address the additional cost difference between the final project to be built and the realigned financial plan through either additional funding or cost-savings opportunities. As described in Motion 2023-52, the City of Seattle and King County provided letters to Sound Transit on March 23, 2023 indicating their intent to work with Sound Transit to further analyze costs and funding sources over the next year and develop a funding agreement in advance of the Board action to select a project to be built. As a result of these developments, the asterisk indicating third-party funding has been removed from alternative names in this Final EIS.

2.1 Build Alternatives

This section describes the Build Alternatives and design options for the West Seattle Link Extension.

The West Seattle Link Extension would start service in 2032, initially providing service between an Alaska Junction Station and a new SODO Station. In 2039, as part of the Ballard Link Extension, which will be constructed with a new downtown tunnel, the West Seattle Link Extension will be connected to the existing downtown tunnel north of the new SODO Station, with service continuing north to the University of Washington, Northgate, Lynnwood (2024), and Everett (2037 to 2041) (Figure 2-1). The Ballard Link Extension, previously evaluated within the West Seattle and Ballard Link Extensions Draft EIS, will undergo separate environmental review as described in Chapter 1. Riders on the West Seattle to Everett Link light rail line would have a direct connection through Downtown Seattle between Everett and West Seattle, and this line would become the 3 Line. From the 3 Line, riders could transfer at either the Westlake or SODO stations to the 1 Line between Ballard and Tacoma or transfer at International District/Chinatown Station to the 2 Line between Mariner and Redmond.

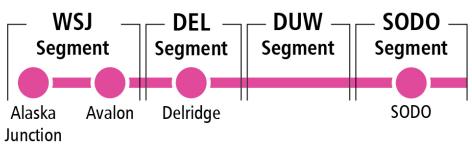
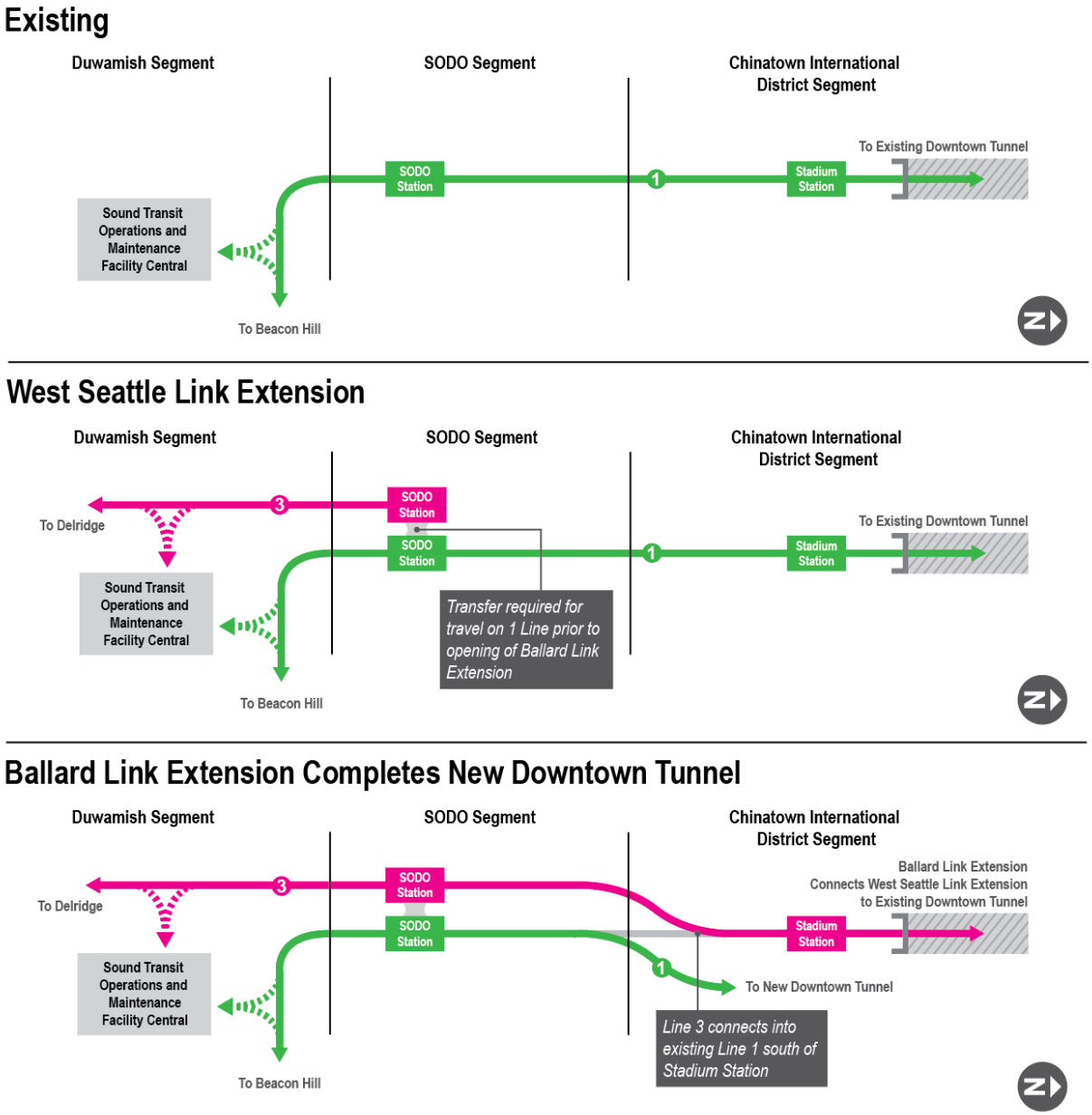
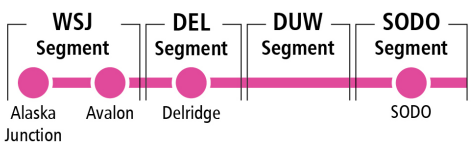


Figure 2-1. Connecting West Seattle Link Extension to Regional Light Rail





2.1.1 Sound Transit Board Direction on Modified EIS Alternatives

In 2022, after publication of the Draft EIS and review of Tribal, Tribal organization, agency, and public comments, including those that suggested new or modified alternatives, the Sound Transit Board confirmed or modified the Preferred Alternative to be studied in the Final EIS and directed staff to study refinements (Motion M2022-57). The refinements to be studied were intended to enhance station access, prioritize an integrated and well-designed transfer experience from buses to light rail, and address concerns over potential displacements of organizations serving low-income populations and communities of color. Specific direction from the Board included:

- In the West Seattle Junction Segment, explore option to shift a station entrance to 42nd Avenue Southwest at the Alaska Junction Station.
- In the Delridge Segment, explore opportunities to provide access north and south of Andover Street at the Delridge Station including a pedestrian bridge across Andover Street or shifting the alignment south towards Southwest Yancy Street west of the station.
- In the SODO Segment, explore opportunities to enhance access from the platform to South Lander Street at the SODO Station.

The Board directed staff to further study the following potential cost-savings concept:

- In the West Seattle Junction Segment, eliminate the Avalon Station.

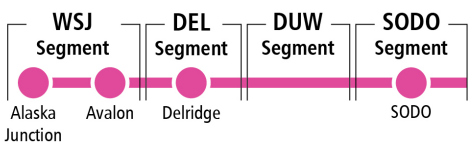
Based on this Board direction, alternatives and design options refining some of the alternatives evaluated in the Draft EIS were added for study in the Final EIS. In the West Seattle Junction Segment, Preferred Option WSJ-5b was added as a refinement to Draft EIS Alternative WSJ-5 (now Alternative WSJ-5a) to shift the Alaska Junction Station entrance closer to 42nd Avenue Southwest. In the Delridge Segment, Preferred Option DEL-6b was added as a refinement to Draft EIS Alternative DEL-6 (now Alternative DEL-6a) to provide better access opportunities and minimize displacements associated with a behavioral health facility. Preferred Option SODO-1c, was added as a refinement to Draft EIS Alternative SODO-1a to enhance access from South Lander Street. Alternatives DEL-7 and WSJ-6 were added to eliminate the Avalon Station for consideration as a cost-savings measure.

In Motion M2022-57, the Board identified a preference for Alternative SODO-1a with the staggered station configuration. Therefore, the staggered station configuration was incorporated into the SODO-1a Alternative.

2.1.2 Components of Build Alternatives

This section describes the general components common to the Build Alternatives and design options and describes the alignments and the stations associated with each alternative and option.

The light rail would operate on a fixed guideway in exclusive right-of-way, outside of traffic, to maintain reliable operations and provide the fast and frequent service needed to serve the project corridor. Trains would arrive as frequently as every 6 minutes and travel at speeds of up to 55 miles per hour (see Table 2-2 in Section 2.3, Operations and Maintenance, for the operating plan). The guideway right-of-way would generally be 30 to 40 feet wide, with two sets of tracks. This includes room for the poles that support the overhead catenary system, the contact wires needed to power the trains. Many sections would be wider approaching stations



that have platforms in the center, to allow emergency access and to accommodate walls or barriers to restrict unauthorized access. The guideway would be in or adjacent to existing transportation rights-of-way where possible when it is above ground. However, because light rail vehicles are limited to grades below 6 percent and cannot make sharp turns without reducing speeds, the proposed alignments deviate from transportation corridors in some locations. Emergency access points would also be at stations. In addition to the space required (described above), above-ground guideway would require driplines or branches no closer than 15 feet from the overhead catenary system. Depending on the profile type and site conditions, the width of this zone might vary. Sound Transit could allow low shrubs and groundcover within this zone.

2.1.2.1 Profiles

Light rail has four main profile types: elevated, at-grade, retained-cut, and tunnel.

2.1.2.1.1 Elevated

Sound Transit uses elevated structures to cross over geographic or physical barriers and in areas of varying topography. An elevated guideway must have a minimum clearance of at least 16.5 feet over roadways and 23.5 feet over railways, but topography and other considerations can result in higher profiles. An elevated guideway can travel within road rights-of-way or in off-street corridors.

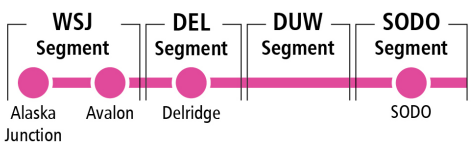
Pier supports holding up the guideway are typically about 10 feet by 10 feet square at the ground, although the underground support structure might be wider, depending on design and site conditions. Piers can be single guideway columns, side-by-side double guideway columns, or straddle bents. Typical types of elevated profiles are shown on Figure 2-2.

A straddle bent is a structure that spans a roadway or another structure either partially or completely. Where straddle bents span a roadway completely, guideway columns are on each side, so a conventional pier is not required in the middle of a roadway. Guideway columns include the pier, pile cap, and the drilled shaft.

Bridges are a specific type of elevated structure used where slopes are steep (more than 5 to 6 percent) and physical barriers must be crossed. Bridges are typically used to cross large waterways and highways. Bridge height depends on the surrounding topography and the required clearances underneath. A bridge over navigable waterways must have vertical and horizontal clearance sufficient to meet the navigational requirements of the waterway as determined by the United States Coast Guard. The type of bridge and support structure is determined by the required carrying load of the bridge, operational requirements, and environmental conditions such as geotechnical conditions, wind, and water flow. Depending on the type of bridge, piers might be required in the water to support the structure but would be outside navigation channels.

2.1.2.1.2 At-Grade

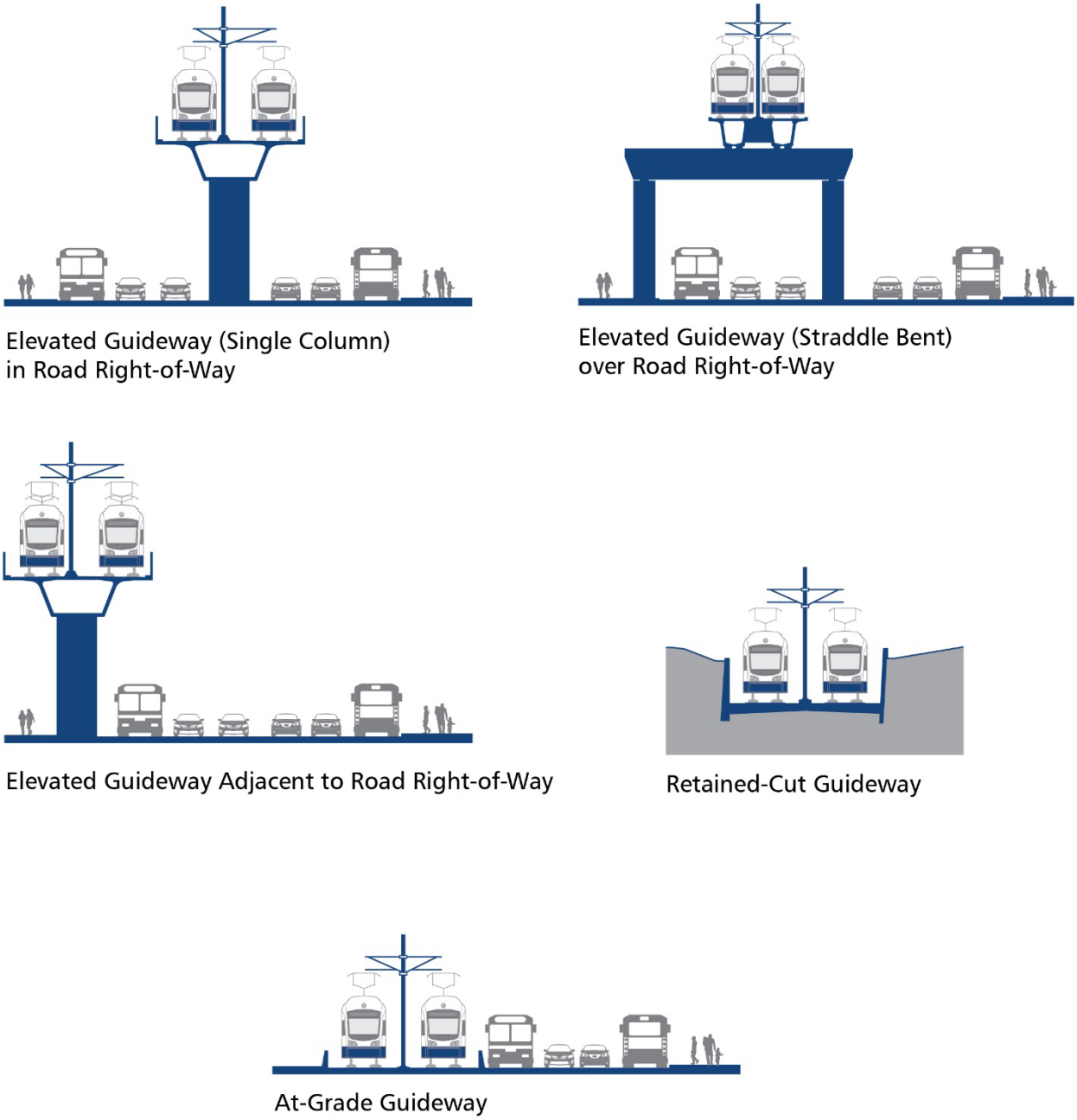
“At-grade” means that the rail track is at the same grade (ground level) as the surrounding terrain. At-grade light rail operates best in areas with less than 6 percent grade and in areas with adequate space within reserved street rights-of-way or off-street corridors. No new at-grade crossings of roadways are proposed. Transitions between at-grade and elevated profiles are typically compacted fill between retaining walls. An at-grade profile is shown on Figure 2-2.

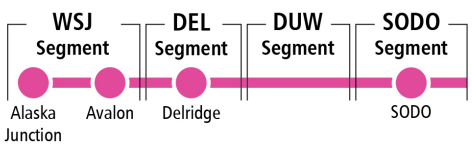


2.1.2.1.3 Retained-Cut

With a retained-cut profile, the trackway is cut into the ground with a retaining wall on one or both sides (Figure 2-2). Portions of the guideway would include retained-cut profiles due to topography.

Figure 2-2. Typical Elevated, At-Grade, and Retained-Cut Guideway

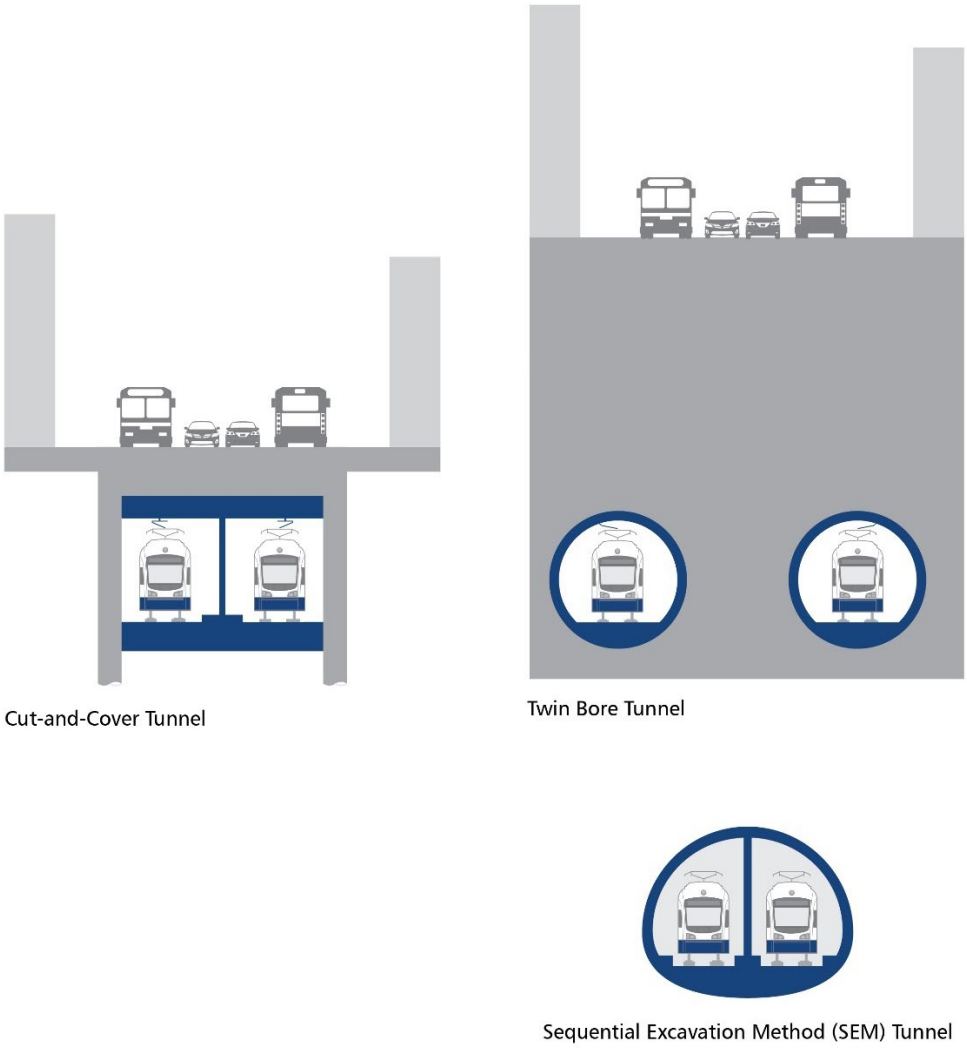


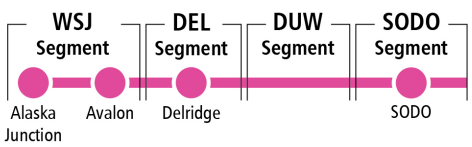


2.1.2.1.4 Tunnel

Sound Transit uses tunnels where existing topography contains steep slopes (more than 5 to 6 percent), physical barriers must be crossed, right-of-way is inadequate for at-grade or elevated profiles, and/or the density of development is high. The two most common tunnel construction methods are cut-and-cover and mined tunnels. Cut-and-cover construction is excavated from the surface, while mined tunnels are constructed with limited surface disturbance beyond entering and exiting the tunnel at portals and entrances for stations. Mined tunnels can be constructed with a tunnel boring machine or sequential excavation mining technique. Tunnels can be constructed as twin tunnels or one large tunnel. Cut-and-cover and mined tunnel cross sections are shown on Figure 2-3.

Figure 2-3. Typical Cut-and-Cover and Mined Tunnel Sections





2.1.2.2 Stations

The project includes three to four new light rail stations. The stations would be elevated, at-grade, in a retained cut, or in a tunnel, depending on the site conditions, guideway profile, and the engineering requirements of the guideway.

Boarding Platforms

Boarding platforms would be about 380 feet long and would serve four-car trains. At stations with center platforms, the platform would be between the two tracks. While most project alternatives assume center platform stations, side platforms could be used in some locations based on final design. At side platform stations, the two tracks would have station platforms on either side. Escalators, elevators, and stairs would provide access to the elevated, retained-cut, or tunnel platforms.

Figure 2-4 shows the various station types. All stations would meet Americans with Disabilities Act, public access, fire code, and safety requirements. Sound Transit operates its own security force at its facilities. This includes Sound Transit-contracted transit security officers, station agents, and contracted law enforcement officers who function as transit police. Security personnel and/or station agents are stationed at some facilities throughout the day, and some roam and patrol transit facilities and respond to incidents in coordination with Sound Transit police and local law enforcement. Transit security officers and fare ambassadors provide security on board trains. Most station areas would accommodate a traction power substation and/or a signal bungalow (see Section 2.1.2.3, Other Facilities and Structures). They would also include ticket vending machines, closed-circuit television cameras, a public address system, emergency phones, and variable-message signage.

Link riders could access stations by bus transit, light rail at SODO Station, automobile drop-off/pick-up, bicycle, and walking. Sound Transit and King County Metro Transit (Metro) routes would provide service as described in the Transportation Technical Report in Appendix N.1. All stations would have paratransit stops and accessible stops for riders with disabilities. Each station would include bus stops on adjacent streets for riders to transfer to or from buses. Depending on the projected level of future bus service, some stations would have bus layover on adjacent streets or dedicated facilities for bus layover within the station area. Paratransit and bus facilities at stations were developed in coordination with Metro and will continue to evolve during the station planning process. Sound Transit could make, or partner with other local agencies, on road improvements (such as sidewalks, bike lanes, or widening) or road realignments at some stations.

Stations in this Final EIS are based on conceptual (10 percent) design. Stations are designed to have a Sound Transit system identity and a neighborhood identity to make it easy for all users to navigate and to be identifiable as a transit station. Sound Transit and the City of Seattle will continue to hold station planning meetings through final design to incorporate neighborhood identity in station design. Stations will also undergo City of Seattle design review.

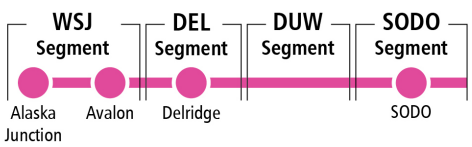
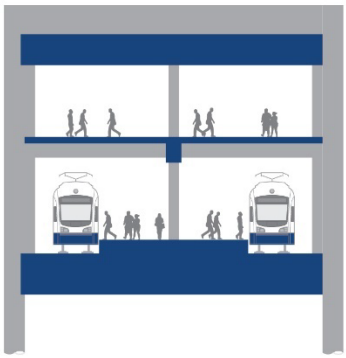
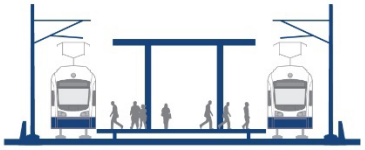


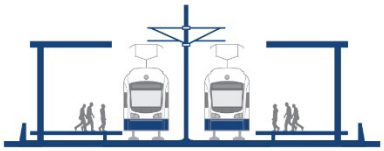
Figure 2-4. Typical Stations – Elevated, At-Grade, Retained-Cut, and Tunnel



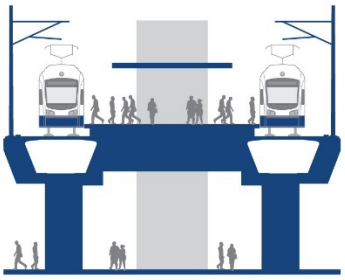
Cut-and-Cover Tunnel Center-Platform Station



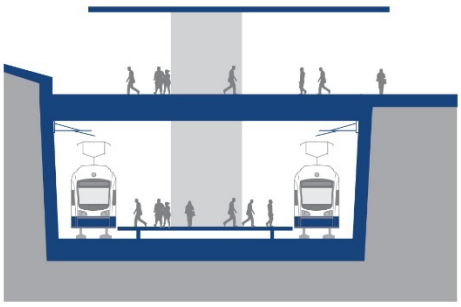
At-Grade Center-Platform Station



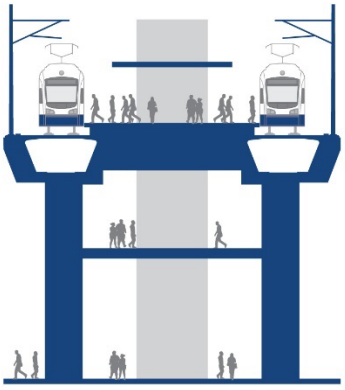
At-Grade Side-Platform Station



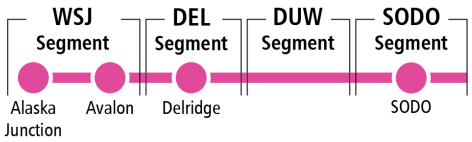
Elevated Center-Platform Station



Retained-Cut Center-Platform Station with Lid



Elevated Center-Platform Mezzanine Station



Private vehicle parking for riders would not be provided by Sound Transit at stations. Each station would have a dedicated bicycle storage area.

Where appropriate, Sound Transit would facilitate transit-oriented development (TOD) with the City of Seattle and potential development partners in accordance with Sound Transit's Equitable Transit Oriented Development Policy (Resolution R2018-10). TOD is discussed further in Section 4.2.6, Indirect Impacts of the Build Alternatives.

Equitable Transit-Oriented Development

Sound Transit's Equitable Transit Oriented Development Policy (Resolution R2018-10) directs Sound Transit to consider TOD potential in the planning, design, and delivery of its transit projects, including identifying agency and community TOD opportunities and strategies as well as opportunities for partnerships with public and private interests. TOD in station areas could include joint development of station facilities with residential and/or commercial structures by others, or redevelopment of property surplus to the project's need when construction is complete.

2.1.2.3 Other Facilities and Structures

The project would require other facilities and structures described in this section and shown in conceptual design drawings included in Appendix J, Conceptual Design Drawings. Specific locations of these facilities and structures could be modified during final design based on project needs.

2.1.2.3.1 Overhead Catenary System

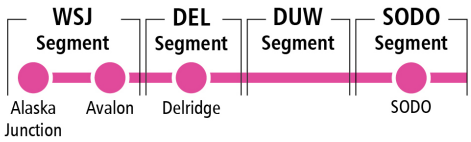
The overhead catenary system delivers the electricity that powers the light rail vehicles. It supplies two wires for each track, supported on 15- to 23-foot-high steel poles about 150 to 200 feet apart (Figure 2-5). Poles may be as close as 50 feet apart where the guideway curves. The poles are typically between the two tracks.

Figure 2-5. Typical Overhead Catenary System

2.1.2.3.2 Traction Power Substation

Traction power substations boost the power to the overhead catenary system. The traction power substations are metal buildings about 20 feet wide by 60 feet long, with an additional 10 to 20 feet of clearance required around each unit, screened by a wall or security fence (Figure 2-6). Traction power substations would typically be at light rail stations, but they are also needed along the guideway approximately every 1 to 1.25 miles. They would likely be placed in the footprint of the station or beneath the guideway; however, some traction power substations may be outside but a short distance from these areas.

Figure 2-6. Typical Traction Power Substation



2.1.2.3.3 Signal Bungalows

Signal bungalows contain signal system equipment and provide power to track switch machines and track circuits for train speed control and separation.

They can be a separate prefabricated structure or a room integrated within a station building. Standalone signal bungalows are about 32 feet long by 10 feet wide and include parking and security fencing (Figure 2-7).

Figure 2-7. Signal Bungalow

2.1.2.3.4 Special Trackwork

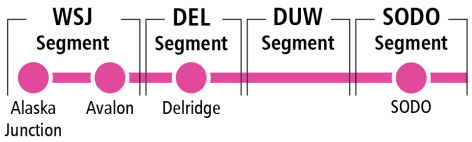
Special trackwork, including crossovers, pocket tracks, and tail tracks, is used along alignments to serve special purposes as described below.

Crossover tracks connect two parallel tracks and allow trains to change from one track to the other (Figure 2-8). The project would include crossovers in various locations to allow for maintenance that requires removing one track from service, to bypass a stalled train, to reverse direction, or to operate in the event of emergencies or blockages. Crossover tracks require special signaling control equipment under or adjacent to the guideway.

Figure 2-8. Crossover Tracks

Tail tracks extend past a terminus station for the temporary layover of one four-car train—typically 500 feet beyond the end of the station platform (Figure 2-9). The tail tracks may be longer if they include crossover tracks, which are required to allow trains to switch tracks at the terminus station. Crossover tracks may be either before or after the station platform. Tail tracks would be included at terminus stations, including the M.O.S.

Figure 2-9. Tail Tracks



2.1.2.3.5 Hi-Rail Access and Maintenance Roads

Hi-rail vehicles used for track inspection and maintenance (Figure 2-10) can operate on both rail tracks and conventional roads. Hi-rail vehicle access would be provided in various locations along the project corridor, generally where the guideway would be close to or at-grade to enable a connection from a maintenance access road onto the rail tracks. However, there are some instances where the length of elevated track would require a hi-rail access to the elevated guideway. In these cases, a hi-rail access road would start at-grade and transition to an elevated profile (on retained fill or guideway columns) to reach the height of the guideway. General maintenance roads (not specific to hi-rail access) would also be provided to allow for maintenance of other elements of the project (such as bridge structures and retaining walls). The maintenance roads would be accessed from public street right-of-way.

Figure 2-10. Hi-Rail Vehicle

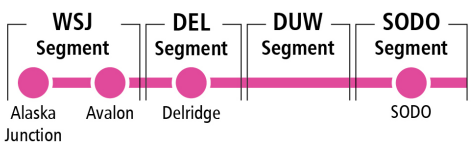
Figure 2-11. Ventilation Structure

2.1.2.3.6 Tunnel Vents

Ventilation structures provide ventilation and climate control for alternatives and design options that are in a tunnel or are lidded (Figure 2-11). They include a set of ventilation shafts, typically at or close to stations. The surface building enclosing the shaft would include an exhaust and intake in the roof, a fan room, and space for electrical and communications equipment. These may be integrated with the structures for station access from the surface. Ventilation could also be provided at the tunnel portals by large fans housed in a building. Ventilation fans are typically designed for use during tunnel or underground station emergencies and are occasionally tested for operations and maintenance purposes.

2.1.2.3.7 Stormwater Facilities

Stormwater facilities for the project would include flow-control and water quality treatment facilities, as necessary. Stormwater vaults consist of concrete boxes sited below ground level, with access covers or grates at the surface. Stormwater vaults would be provided in areas of roadway improvements, near the guideway, and at stations.



2.1.2.3.8 Designing for Climate Change Resilience

In order to design the project for resilience to increased localized flood risk and sea level rise due to climate change, Sound Transit developed a technical memorandum to support the agency's climate change planning and adaptation efforts, *Projected Changes in Key Drivers of Climate Change for the Puget Sound Region: an Updated Overview* (2022). Sound Transit is also assessing how flood risk and sea level rise may affect resilience of proposed designs and design standards for the project alternatives. By assessing climate-related changes and vulnerabilities in the project planning stages, Sound Transit can prepare for them and include adaptation measures to support resilient infrastructure and operations. Examples of potential adaptations include installing sensors to monitor track temperature, including air conditioning or shading around signal boxes, and raising ground level infrastructure in flood prone areas.

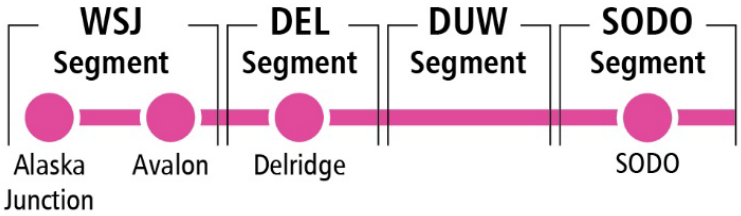
Numbering Project Alternatives and Design Options

Project alternatives are designated by segment. The West Seattle Link Extension has four segments and corresponding abbreviations: SODO (SODO), Duwamish (DUW), Delridge (DEL), and West Seattle Junction (WSJ). Each alternative is designated by segment, name, and number, which describe the location and nature of the alternative. Some alternatives have design options and use the letter "a" to identify the alternative and the letter "b" to identify the design option. For example, the At-Grade Alternative (SODO-1a) is the alternative, and the At-Grade South Station Option (SODO-1b) and Preferred At-Grade Lander Access Station Option (SODO-1c) are the design options for that alternative. The project includes design options for alignments and stations. An alignment option refers to a different profile or location of a portion of the alternative. Station options include alternative locations for stations, but the options for a station generally would have the same station characteristics and serve the same population. This chapter distinguishes between alternatives and design options, but other chapters of the Final EIS use the general term "alternatives" which includes alternatives and design options unless referring to a specific alternative or option.

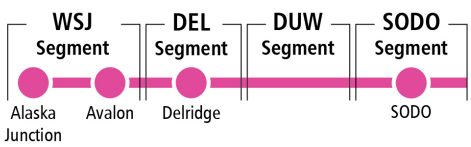
2.1.3 Build Alternatives and Design Options

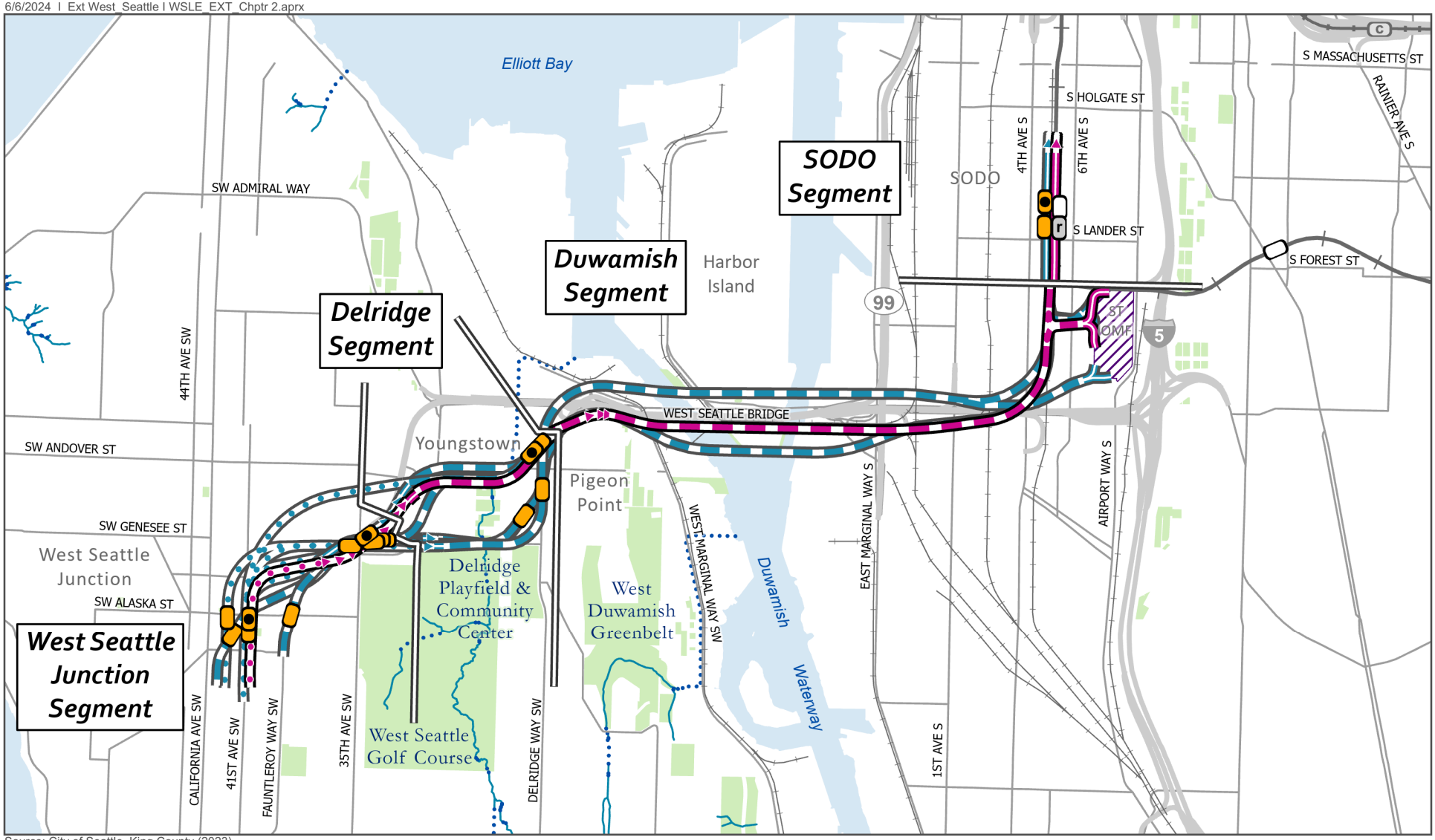
This section describes the Build Alternatives and design options for the project. The project is broken into smaller geographic areas called segments. The West Seattle Link Extension has four segments (SODO, Duwamish, Delridge, and West Seattle Junction) (Figures 2-12 and 2-13).

Figure 2-12. West Seattle Link Extension Segments and Stations



There are two categories of Build Alternatives and design options: preferred alternatives and other alternatives. The Build Alternatives are shown in the conceptual design drawings included in Appendix J; however, it is important to note that alternatives and options could be modified during final design based on project needs.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

0 0.5 1 Mile

N

FIGURE 2-12
Alternatives

West Seattle Link Extension

The West Seattle Link Extension would temporarily terminate at a new SODO Station and would include tail tracks north of SODO Station (south of South Holgate Street). In 2039, the Ballard Link Extension would permanently connect the West Seattle Link Extension tail tracks to the existing Central Link light rail line through the existing Downtown Seattle Transit Tunnel continuing north to Everett, which would open in 2037 (2037 to southwest Everett and 2041 to Everett full build under the realignment affordable schedule). The West Seattle Link Extension would begin south of South Holgate Street and north of a new SODO Station that would allow for transfers with the existing SODO Station on the existing light rail line. Before the Ballard Link Extension is constructed, to travel north or south of SODO on light rail, riders would need to disembark at the SODO Station and transfer to the existing Link line.

The West Seattle Link Extension would travel south from the SODO Station across South Lander Street either at-grade or on an elevated guideway and would continue south from south of South Lander Street toward South Spokane Street on an elevated guideway. In the vicinity of South Spokane Street, it would turn west on an elevated guideway either on the north or south side of the West Seattle Bridge, where it would cross the Duwamish Waterway (also known as the Duwamish River) on a light-rail-only, high-level fixed bridge structure. On the west side of the Duwamish Waterway, the guideway would be mostly elevated to the west side of the Delridge valley. In the West Seattle Junction area, the guideway could be elevated or below ground. Up to three stations would be constructed in West Seattle: Delridge, Avalon, and Alaska Junction. The Delridge Station would be elevated, and the Avalon and Alaska Junction stations could be elevated or below ground. There is one alternative in West Seattle that does not include the Avalon Station. This alternative was added for study at the direction of the Sound Transit Board as a potential cost-savings measure (Motion M2022-57).

The project corridor is shown on Figure 1-1 in Chapter 1. The following sections describe the preferred alternatives and the other alternatives for the extension by segment. The West Seattle Link Extension has a total of 16 alternatives (several of which have design options). Table 2-1 summarizes the alternatives and design options and the possible connections between the alternatives and options in each segment. Not all alternatives and options can connect to every alternative and option in adjacent segments due to variations in alignment and profile. In Table 2-1 and the figures in this section showing the alternatives and design options, the pink color is for preferred alternatives and options and the blue color for other alternatives and options.
The alternatives and options are shown in the conceptual design drawings included in Appendix J.

2.1.3.1 SODO Segment

The SODO Segment includes the area between approximately South Massachusetts Street and South Forest Street in the SODO neighborhood. There is an existing SODO light rail station, and a new SODO station is the only station proposed in this segment. The new SODO Station would provide a transfer point to/from the 1 Line (future Ballard to Tacoma light rail line) via the existing SODO Station, and the two stations would therefore function as one SODO Station. One alternative and one design option include the relocation of the existing SODO Station as explained under the descriptions below. The SODO Segment alternatives and design options are shown on Figure 2-14. All SODO alternatives include relocation of 230-kilovolt power line from the SODO Busway to 6th Avenue South between South Massachusetts Street and the Duwamish Segment boundary at South Forest Street.

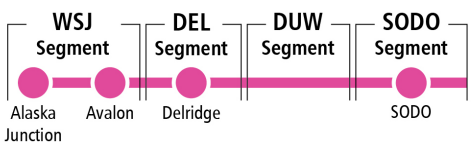
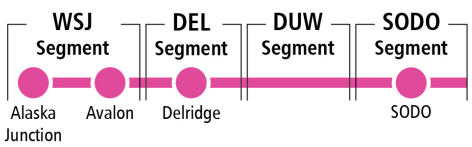


Table 2-1. Summary of West Seattle Link Extension Alternatives and Design Options Evaluated in the Final EIS

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**	**SODO (At-Grade)**	**All DUW Segment alternatives.**
	At-Grade Alternative	SODO-1a	SODO (At-Grade)	All DUW Segment alternatives.
	At-Grade South Station Option	SODO-1b	SODO (At-Grade)	All DUW Segment alternatives.
	Mixed Profile Alternative	SODO-2	SODO (Elevated)	All DUW Segment alternatives.
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**	**None**	**All SODO Segment alternatives. All DEL Segment alternatives.**
	South Crossing South Edge Crossing Alignment Option	DUW-1b	None	All SODO Segment alternatives. All DEL Segment alternatives.
	North Crossing Alternative	DUW-2	None	All SODO Segment alternatives. All DEL Segment alternatives.
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**	**Delridge (Elevated)**	**All DUW Segment alternatives. Connects to WSJ-5a and WSJ-5b.**
	Dakota Street Station Alternative	DEL-1a	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
	Dakota Street Station North Alignment Option	DEL-1b	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
	Dakota Street Station Lower Height Alternative	DEL-2a	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-3a and WSJ-3b.
	Dakota Street Station Lower Height North Alignment Option	DEL-2b	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-3a and WSJ-3b.
	Delridge Way Station Alternative	DEL-3	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
	Delridge Way Station Lower Height Alternative	DEL-4	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-3a and WSJ-3b.
	Andover Street Station Alternative	DEL-5	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
	Andover Street Station Lower Height Alternative	DEL-6a	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-5a and WSJ-5b.
	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	Delridge (Elevated)	All DUW Segment alternatives. Connects to WSJ-6.



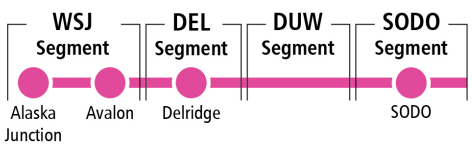
Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**	**Avalon (Retained-Cut), Alaska Junction (Tunnel)**	**Connects to DEL-6a, DEL-6b.**
	Elevated 41st/42nd Avenue Station Alternative	WSJ-1	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
	Elevated Fauntleroy Way Station Alternative	WSJ-2	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
	Tunnel 41st Avenue Station Alternative	WSJ-3a	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
	Tunnel 42nd Avenue Station Option	WSJ-3b	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
	Short Tunnel 41st Avenue Station Alternative	WSJ-4	Avalon (Elevated), Alaska Junction (Tunnel)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	Avalon (Retained-Cut), Alaska Junction (Tunnel)	Connects to DEL-6a, DEL-6b.
	No Avalon Station Tunnel Alternative	WSJ-6	Alaska Junction (Tunnel)	Connects to DEL-7.

2.1.3.1.1 Preferred Alternative

At-Grade Lander Access Station Option (SODO-1c)

Preferred Option SODO-1c is a refinement of the Draft EIS Preferred Alternative SODO-1a staggered configuration. It reflects Sound Transit Board direction in Motion M2022-57 identifying the Preferred Alternative to explore opportunities to enhance access from the station platform to South Lander Street. Preferred Option SODO-1c would be similar to Alternative SODO-1a except for the station access. Heading south, Preferred Option SODO-1c would begin north of the existing SODO Station and travel at-grade west of and parallel to the existing Link light rail line in the SODO Busway. Preferred Option SODO-1c would continue south at-grade under South Lander Street, which would be reconstructed as an overpass of the light rail tracks. The light rail tracks would then transition to an elevated guideway; buses would be displaced from the SODO Busway. The height of the guideway would range between a retained-cut and approximately 20 feet high and would mostly be at-grade. The plan and profile for this alternative is shown on Figure 2-15.

The new SODO Station on the West Seattle Link Extension would be at-grade, immediately west of the existing SODO Station, north of South Lander Street. The top of the station structure would be approximately 40 feet high. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the West Seattle Link Extension into the existing downtown tunnel and the existing southbound platform on the existing light rail line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). Preferred Option SODO-1c has a staggered station configuration that was developed in order to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. This property is the location of the Carrier Annex and Distribution Center/Terminal Post Office (Carrier Annex/Terminal Post Office).



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

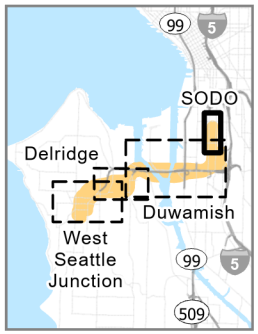


FIGURE 2-14
SODO
Segment Alternatives
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

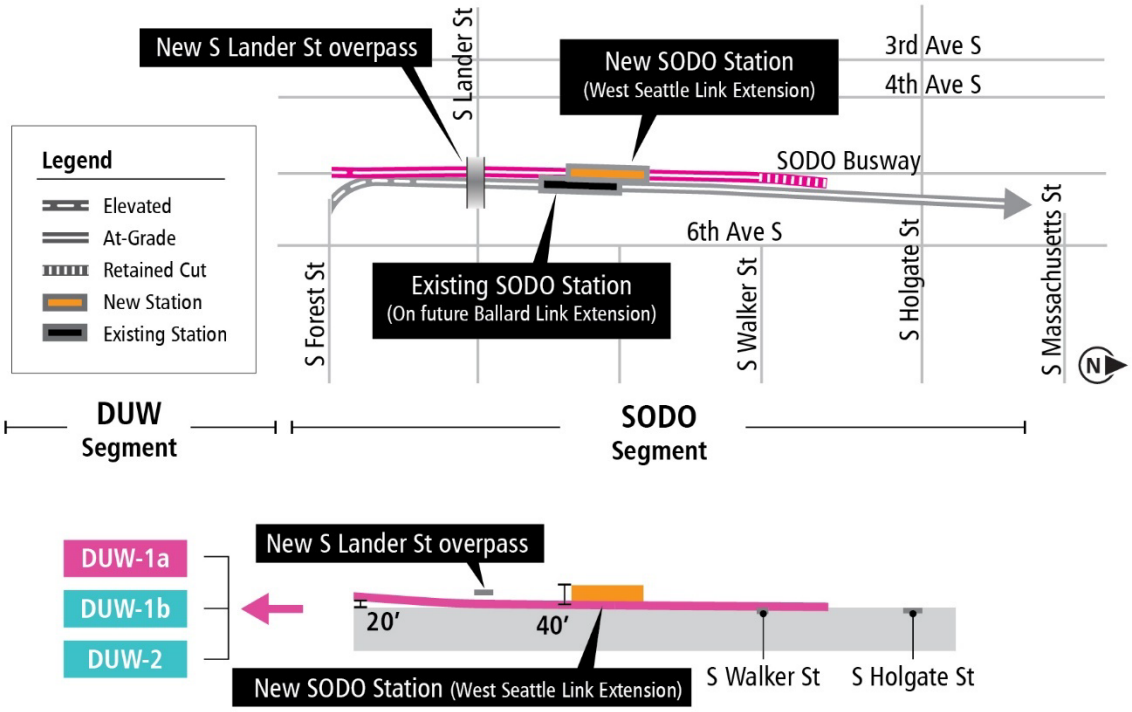
N

The station design features a narrowed center platform and staggered side platforms, with the southbound platform shifted slightly north so that it is not on the Carrier Annex/Terminal Post Office property. The existing driveway at the Carrier Annex/Terminal Post Office facility's southern access point would be connected under the new South Lander Street overpass to 4th Avenue South, which then maintains access to South Lander Street.

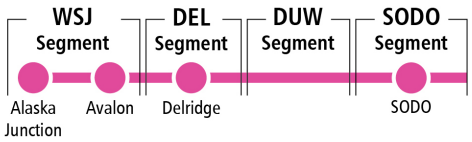
The existing at-grade pedestrian crossing of the light rail tracks at SODO Station would be closed, and a new pedestrian grade-separated crossing of both existing and new tracks would be used to access both stations. The station would not include the South Stacy Street cul-de-sac access to the west that is included in Alternative SODO-1a, and instead would include an access point at South Lander Street. Access to 4th Avenue South would occur via South Lander Street. A new bus turnaround would be created from 6th Avenue South, east of the station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

Consistent with Board direction to design reliable transit transfers and enhance station accessibility and reliability of vertical conveyances, Sound Transit has identified the potential to refine this station design further to improve passenger experience. This potential refinement may enable eliminating the staggered station configuration without displacing the United States Postal Service Carrier Annex/Terminal Post Office, while improving passenger experience and station access. Sound Transit will continue to explore this refinement in coordination with the City of Seattle, United States Postal Service, and Federal Transit Administration (FTA).

Figure 2-15. Plan and Profile for Preferred At-Grade Lander Access Station Option (SODO-1c)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.



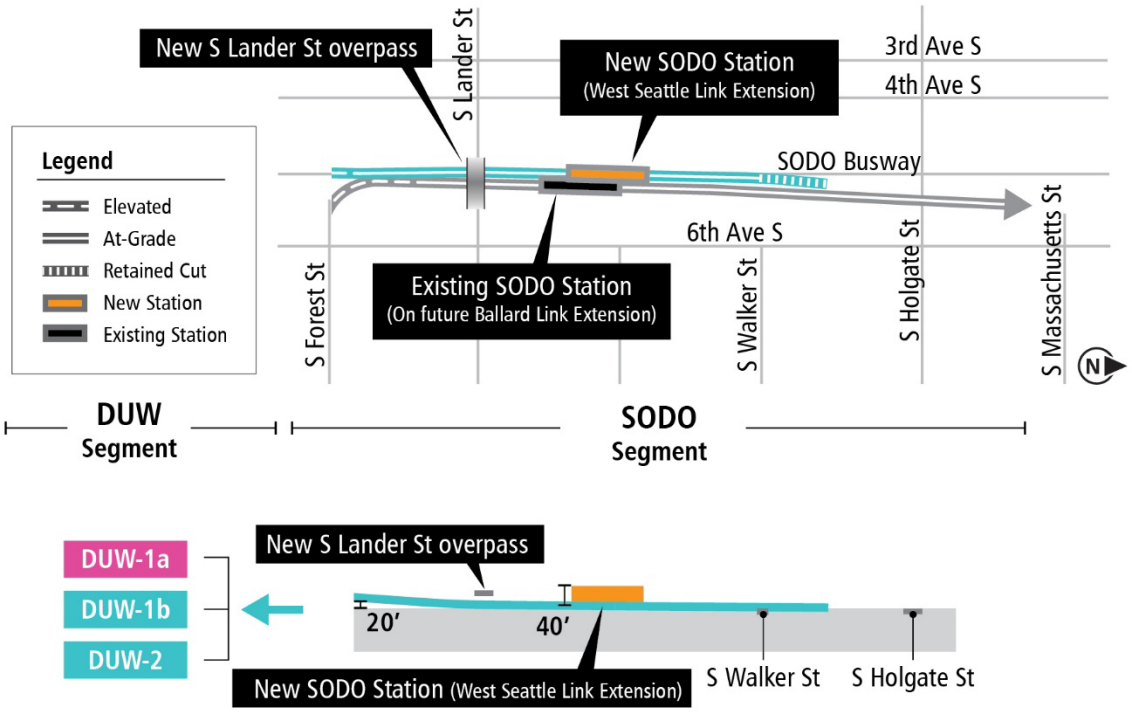
2.1.3.1.2 Other Build Alternatives and Design Options

At-Grade Alternative (SODO-1a)

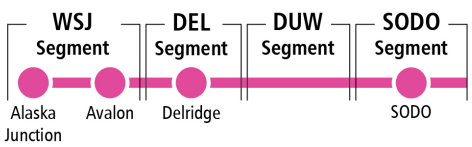
Alternative SODO-1a is a refinement to the Alternative SODO-1a in the Draft EIS. It includes the staggered station configuration described in the Draft EIS as the base alternative. Heading south, Alternative SODO-1a would begin north of the existing SODO Station and travel at-grade west of and parallel to the existing Link light rail line in the SODO Busway. The height of the guideway would range between a retained-cut and approximately 20 feet high and would mostly be at-grade. The plan and profile for this alternative is shown on Figure 2-16.

The new SODO Station on the West Seattle Link Extension would be at-grade, immediately west of the existing SODO Station, north of South Lander Street. The top of the station structure would be approximately 40 feet high. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the West Seattle Link Extension into the existing downtown tunnel and existing southbound platform on the existing light rail line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). Alternative SODO-1a has a staggered station configuration that was developed in order to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. This property is the location of the Carrier Annex and Distribution Center/Terminal Post Office (Carrier Annex/Terminal Post Office). The station design features a narrowed center platform and staggered side platforms, with the southbound platform shifted slightly north so that it is not on the Carrier Annex/Terminal Post Office property. The existing driveway at the Carrier Annex/Terminal Post Office facility's southern access point would be connected under the new South Lander Street overpass to 4th Avenue South, which then maintains access to South Lander Street.

Figure 2-16. Plan and Profile for At-Grade Alternative (SODO-1a)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.



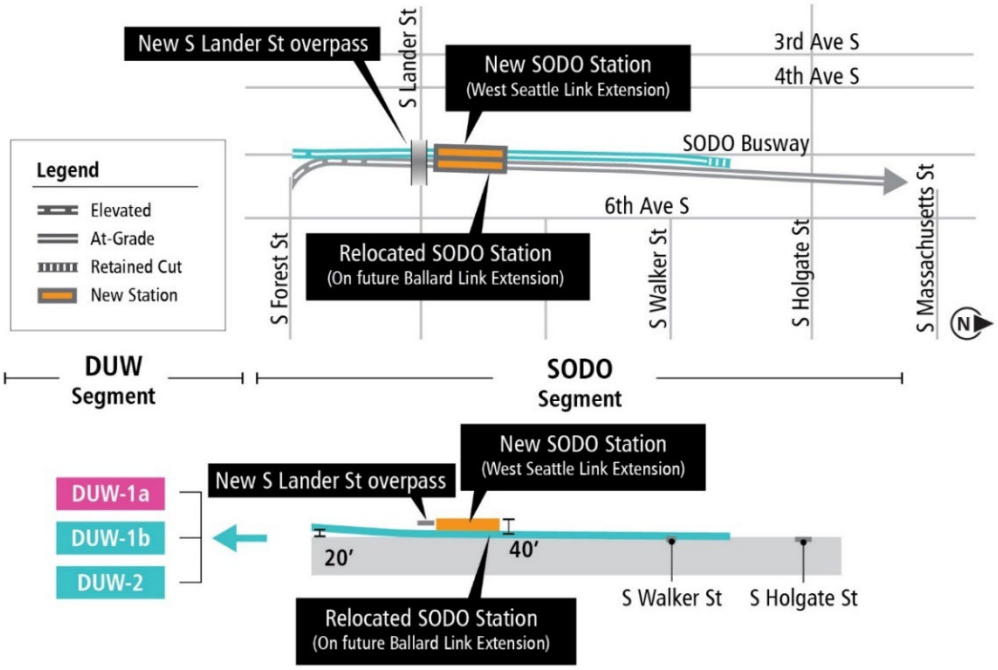
The existing at-grade pedestrian crossing of the light rail tracks at SODO Station would be closed, and a new grade-separated pedestrian crossing of both existing and new tracks would be used to access both stations. South Stacy Street would be extended from 4th Avenue South to a cul-de-sac on the west side of the station. A new bus turnaround would be created from 6th Avenue South, east of the station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

This alternative would continue south at-grade under South Lander Street, which would be reconstructed as an overpass of the light rail tracks. The overpass would remove the need for traffic to stop for light rail trains, the frequency of which would increase with the combination of both the existing and new light rail lines. The light rail would transition to an elevated guideway within the SODO Busway south of South Lander Street. Buses would be displaced from the SODO Busway.

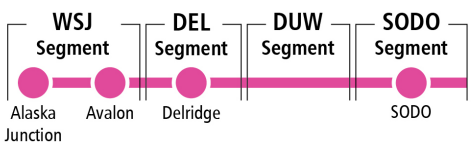
At-Grade South Station Option (SODO-1b)

Option SODO-1b would be similar to Alternative SODO-1a except for the SODO Station. The plan and profile for this option is shown on Figure 2-17. A new at-grade station on the West Seattle Link Extension would be west of and approximately 200 feet south of the existing SODO Station, just north of South Lander Street. The top of the station structure would be approximately 40 feet high. The existing SODO Station would be relocated 200 feet south of its current location to be next to the new SODO Station. Pedestrian access would be from a new South Lander Street overcrossing. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the West Seattle Link Extension into the existing downtown tunnel and the existing southbound platform on the existing light rail line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). A new bus turnaround would be created off 4th Avenue South, west of the station. As with Alternative SODO-1a, buses would be displaced from the SODO Busway.

Figure 2-17. Plan and Profile for At-Grade South Station Option (SODO-1b)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

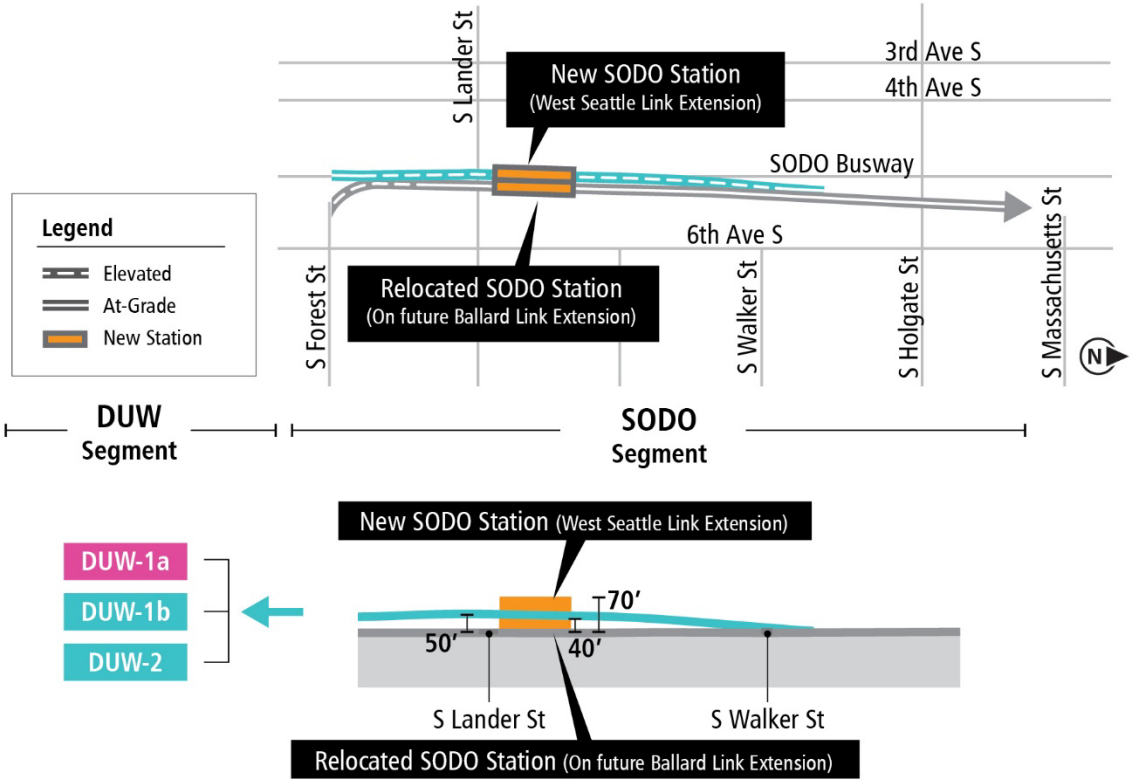


Mixed Profile Alternative (SODO-2)

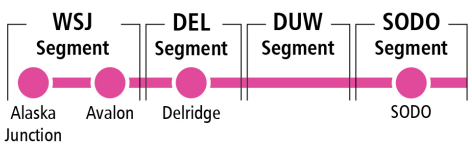
Alternative SODO-2 for the West Seattle Link Extension would range between ground level and approximately 50 feet high. It would begin at-grade north of the existing SODO Station, west of and parallel to the existing Link light rail line in the existing SODO Busway. At South Walker Street, the alignment would transition to an elevated profile and would continue south over South Lander Street. The plan and profile for this alternative is shown on Figure 2-18.
The SODO Busway would be relocated to the west of the new rail line and new station and would be operational for buses after construction.

A new SODO Station on the West Seattle Link Extension would be in an elevated profile north of South Lander Street. The top of the station structure would be approximately 70 feet high. Because this alternative would be elevated over South Lander Street, the street would remain as it is today, with a gated at-grade crossing of the existing light rail line. The existing SODO Station would be relocated as described for Option SODO-1b and would be at-grade adjacent to the new elevated station. Pedestrian access would be on the north side of South Lander Street and from 4th Avenue South and 6th Avenue South. A new pedestrian grade-separated crossing of both existing and new tracks would be used to access both the new and relocated station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

Figure 2-18. Plan and Profile for Mixed Profile Alternative (SODO-2)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.



2.1.3.2 Duwamish Segment

The Duwamish Segment includes the area between South Forest Street in the SODO neighborhood and the intersection of Southwest Charlestown Street and Delridge Way Southwest in the North Delridge neighborhood. This segment does not include a station but does include a connection to the existing Operations and Maintenance Facility Central. The Duwamish Segment alternatives and design option are shown on Figure 2-19. All Duwamish Segment alternatives include relocation of a 230-kilovolt power line starting at the Duwamish Segment northern boundary at South Forest Street. The power line would be relocated from the SODO Busway to 6th Avenue South and Diagonal Avenue South or across the Department of Highways District No. 1 property to connect to 5th Avenue South. Either relocation route would lead to the Seattle City Light electrical substation south of South Spokane Street.

2.1.3.2.1 Preferred Alternative

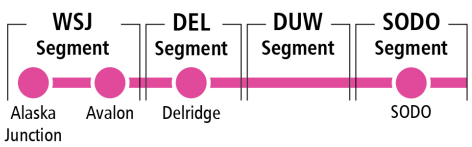
South Crossing Alternative (DUW-1a)

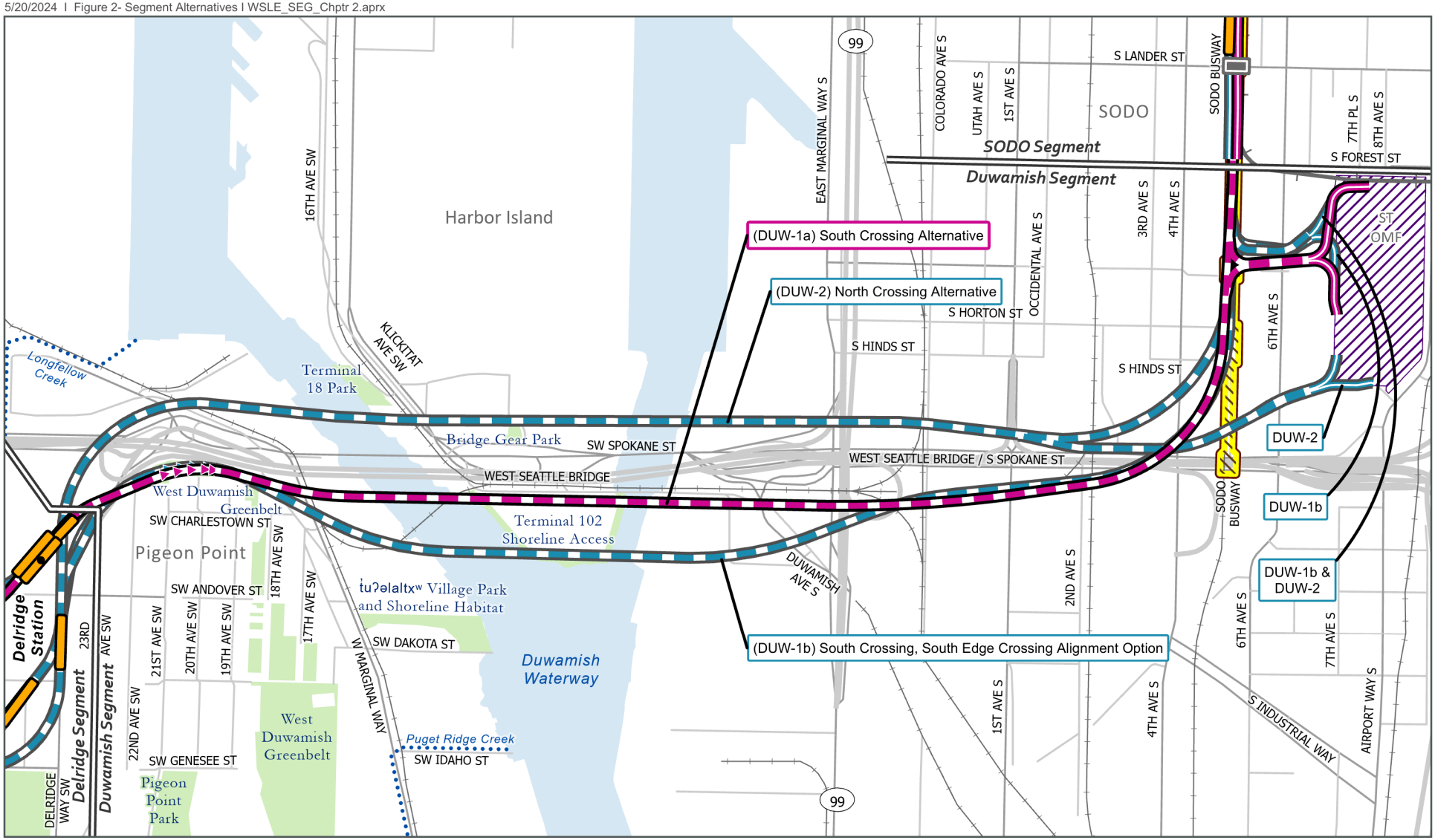
Preferred Alternative DUW-1a would continue south from South Forest Street along the west side of the existing light rail line on an elevated guideway, past the Operations and Maintenance Facility Central before heading southwest to cross over to the south side of the Spokane Street Bridge and the West Seattle Bridge.

The alternative would continue west and to the south side of the West Seattle Bridge. It crosses State Route 99, and would gradually increase in height as it travels west, since light rail cannot travel on grades as steep as automobiles can. The alternative would cross over the East Waterway, Harbor Island, and the West Waterway on a fixed, light-rail-only bridge. The height of the guideway in this segment would range between a retained-cut and approximately 170 feet high. It would be at its highest when crossing the West Waterway, where it would be at approximately the same height as the West Seattle Bridge. The bridge over the West Waterway would have a clearance of approximately 140 feet over the navigation channel.

West of the Duwamish Waterway crossing, the alternative would cross the northern edge of Pigeon Point in a combination of elevated guideway and retained-cut and fill before turning southwest on an elevated guideway that crosses Delridge Way Southwest. The plan and profile for this alternative is shown on Figure 2-20.

A connection to the Operations and Maintenance Facility Central would be provided from tracks between South Forest Street and South Spokane Street. The northbound and southbound access tracks would be parallel to each other and would span over the BNSF Railway tracks and 6th Avenue South, then transition to at-grade to enter the operations and maintenance facility.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

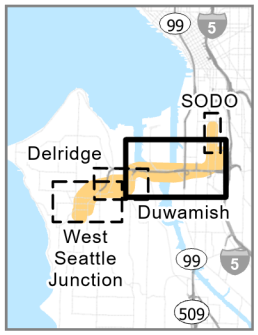


FIGURE 2-19
Duwamish Segment Alternatives
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

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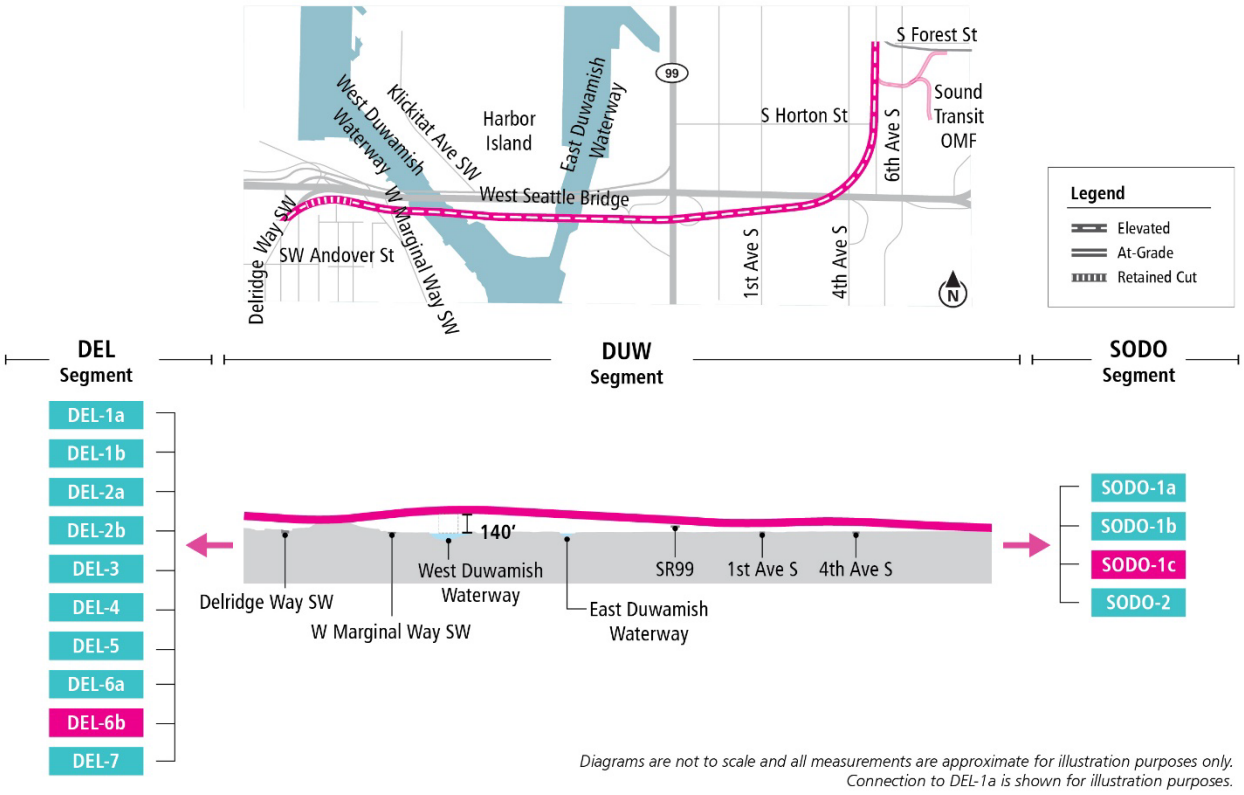
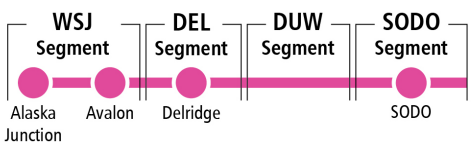
Figure 2-20. Plan and Profile for Preferred South Crossing Alternative (DUW-1a)



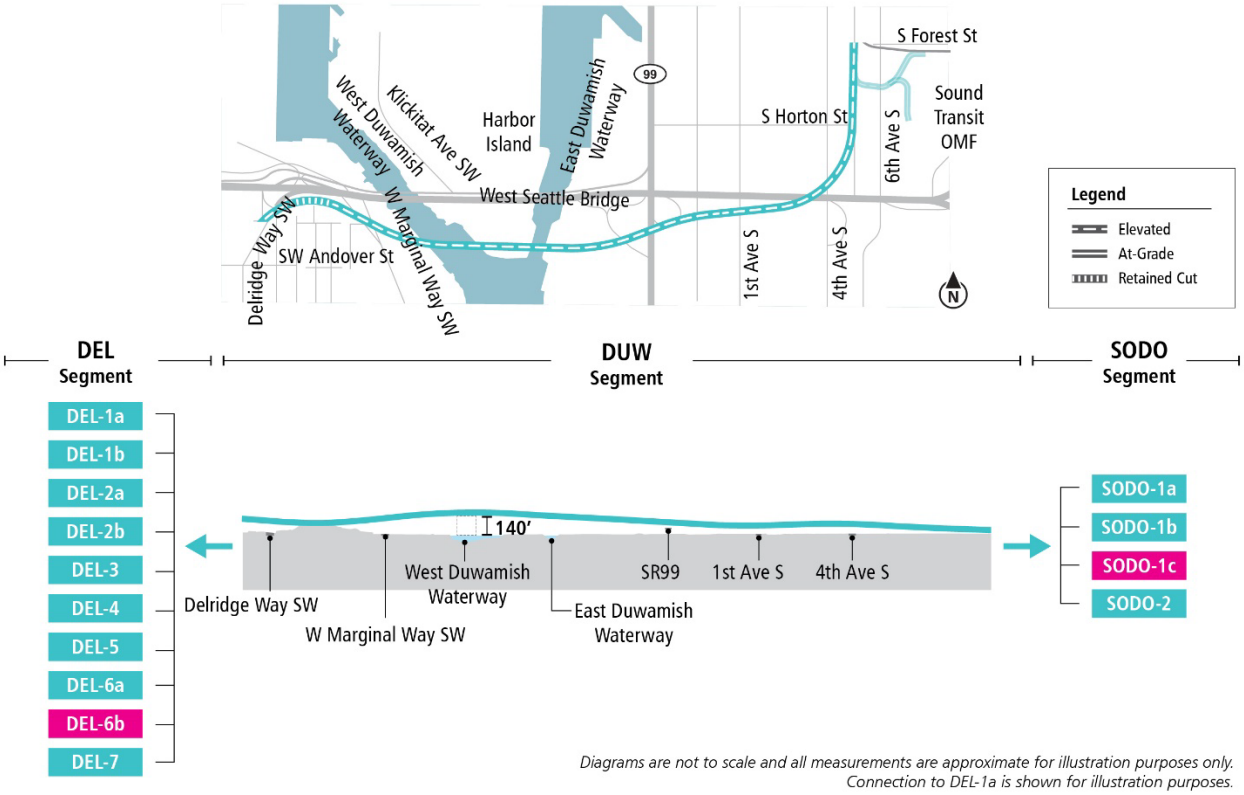


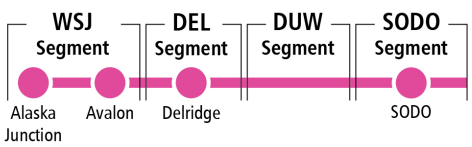
2.1.3.2.2 Other Build Alternatives and Design Options

South Crossing South Edge Crossing Alignment Option (DUW-1b)

Option DUW-1b would be similar to Alternative DUW-1a except it would cross the East and West Waterways on the south edge of Harbor Island. The height of this option would be the same as Alternative DUW-1a. The plan and profile for this option is shown on Figure 2-21.

Figure 2-21. Plan and Profile for South Edge Crossing Alignment Option (DUW-1b)



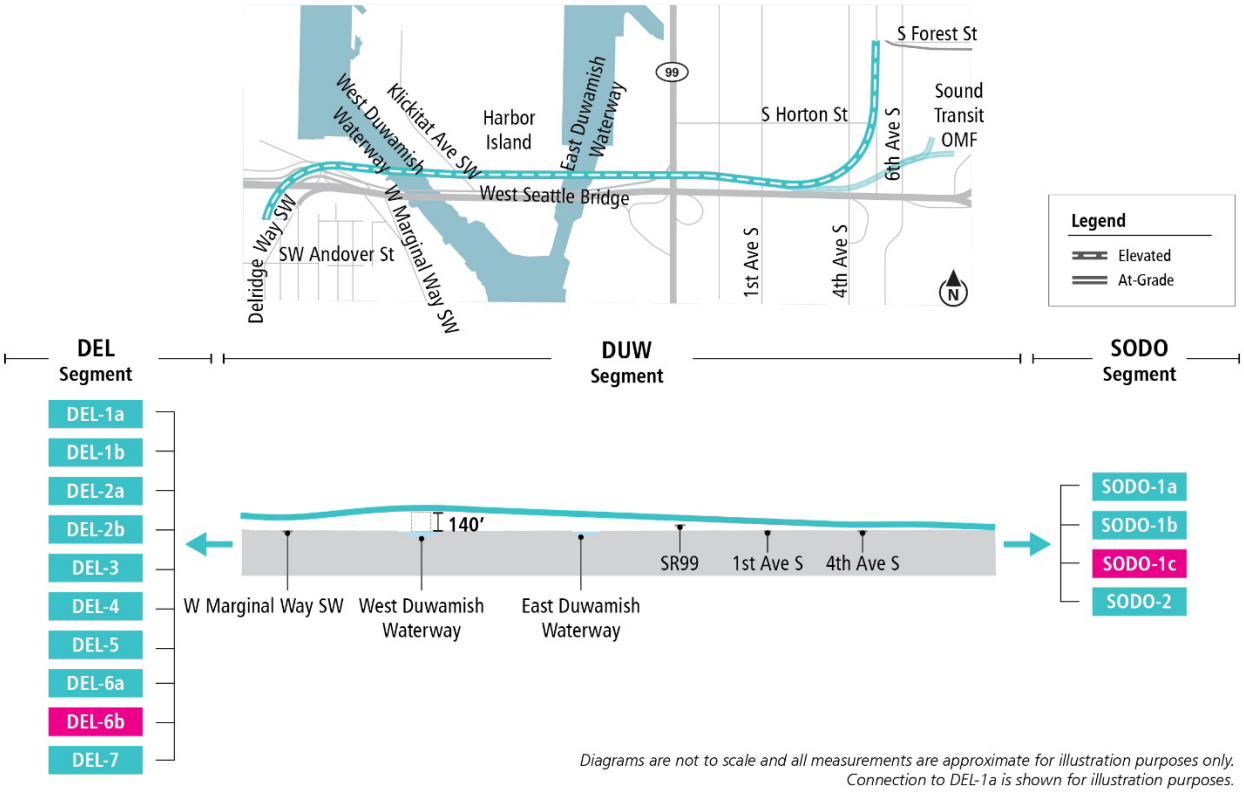


North Crossing Alternative (DUW-2)

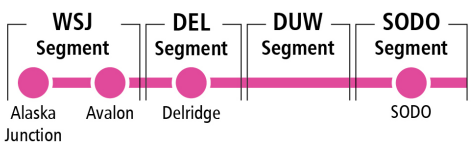
Alternative DUW-2 would continue south from South Forest Street along the west side of the existing light rail line on an elevated guideway, before heading west on a new fixed, light-rail-only bridge north of the existing West Seattle Bridge. The height of the guideway would range between approximately 30 feet and 170 feet high. It would be at its highest when crossing the West Waterway. The bridge over the West Waterway would have a clearance of approximately 140 feet over the navigation channel.

Where it crosses State Route 99, the alignment would gradually increase in height as it travels west. At the West Waterway, the bridge would be about the same height as the West Seattle Bridge. After crossing the West Waterway, the alternative would cross over the West Seattle Bridge to run south on the west side of Delridge Way Southwest. The plan and profile for this alternative is shown on Figure 2-22.

Figure 2-22. Plan and Profile for North Crossing Alternative (DUW-2)



A connection to the Operations and Maintenance Facility Central would be provided from north and south access tracks between South Forest Street and South Spokane Street. Unlike the south crossing alternative and option, the access tracks would not be parallel to each other because of the curve of the main alignment and the distance to the operations and maintenance facility. The northern access tracks south of South Forest Street would span 6th Avenue South and then transition to at-grade to enter the operations and maintenance facility. The southern access tracks would be elevated north of South Spokane Street and continue east from about 1st Avenue South to 6th Avenue South, and then transition to at-grade to enter the operations and maintenance facility.



2.1.3.3 Delridge Segment

The Delridge Segment includes the area between Southwest Charlestown Street and a boundary line between 31st Avenue Southwest and Fauntleroy Way Southwest (Figure 2-23). This segment includes one station, the Delridge Station. Some alternatives in this segment only connect to tunnel alternatives in the adjacent West Seattle Junction Segment. The Delridge Segment alternatives and design options are shown on Figure 2-23.

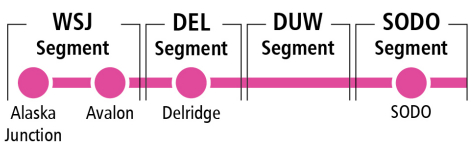
2.1.3.3.1 Preferred Alternative

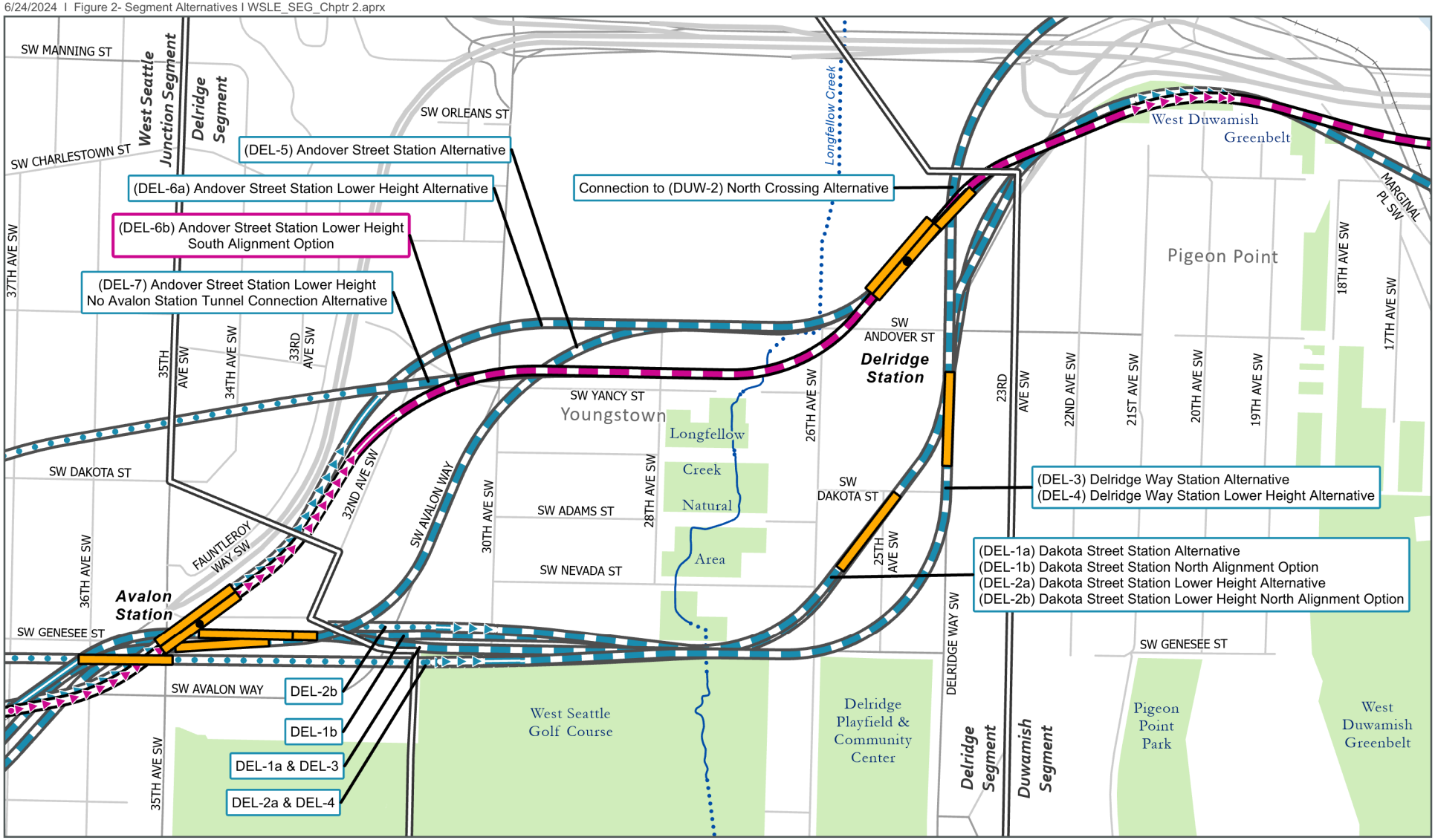
Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b is a refinement of Alternative DEL-6 (now known as Alternative DEL-6a) developed in response to public and agency comments and Sound Transit Board direction in Motion 2022-57 to study refinement options to enhance station access, prioritize an integrated and well-designed transfer experience from buses to light rail, and address concerns over potential displacements of organizations serving low-income populations and communities of color.

Preferred Option DEL-6b would be on an elevated guideway on the west side of Delridge Way Southwest, south of Southwest Andover Street. The height of the guideway would range between approximately 40 feet and 80 feet high. The alignment would travel west along the north side of Southwest Yancy Street on an elevated guideway then cross Southwest Avalon Way in the vicinity of Southwest Yancy Street. Preferred Option DEL-6b would cross 32nd Avenue Southwest at-grade, resulting in the closure of a portion of 32nd Avenue Southwest and the construction of cul-de-sacs on the street to the north and south. Preferred Option DEL-6b would be similar to Alternative DEL-6a as it continues south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest. The plan and profile for this option is shown on Figure 2-24.

The station would be elevated, north of southwest Andover Street and west of Delridge Way Southwest, in a northeast-southwest orientation. The top of the station structure would be approximately 70 feet high. This design option includes roadway improvements at the intersection of Delridge Way Southwest and 23rd Avenue Southwest to allow vehicle access and pedestrian crossings into the station area and Nucor Steel. Southwest Charlestown Street would be reconfigured west of Delridge Way Southwest and north of Southwest Andover Street to provide a dedicated circulation pathway for buses separate from freight and general purpose passenger vehicles.





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

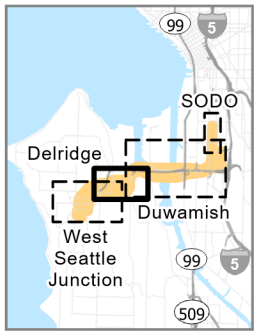
Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park



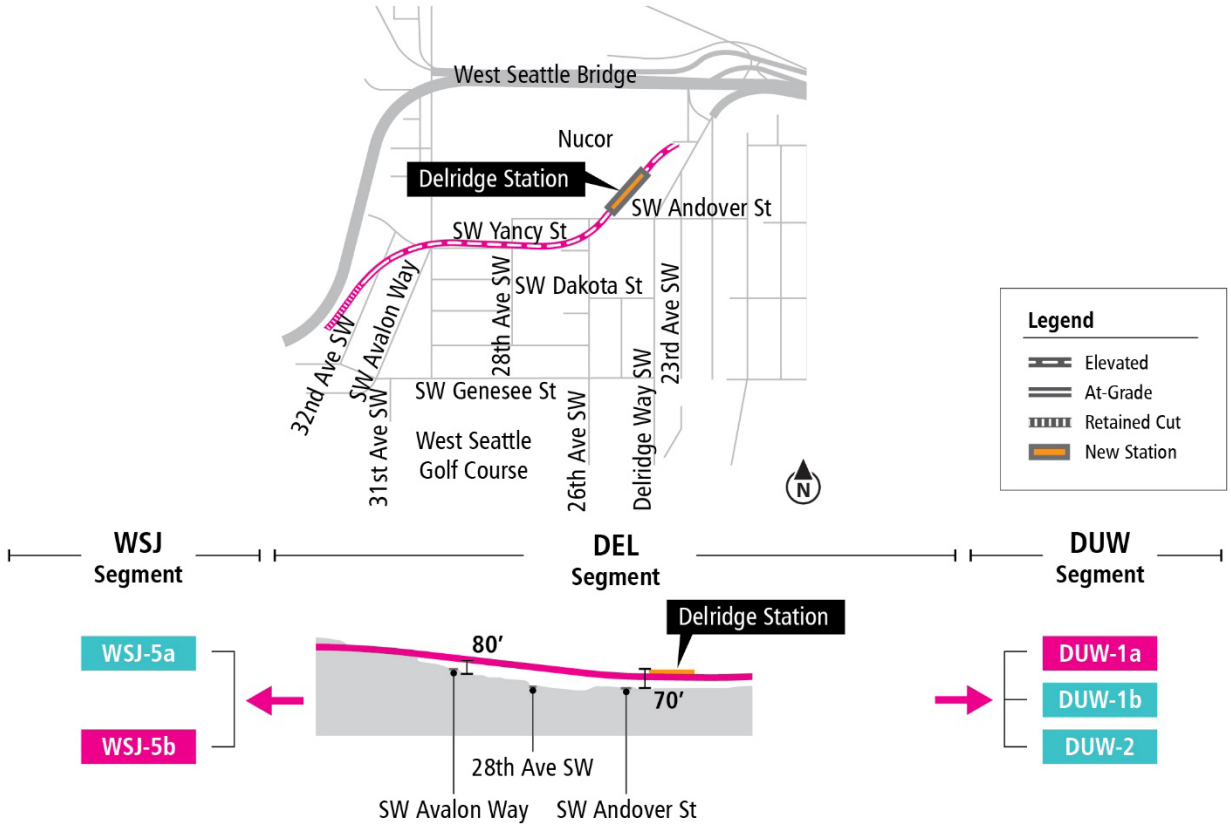
0 500 1,000 Feet

N

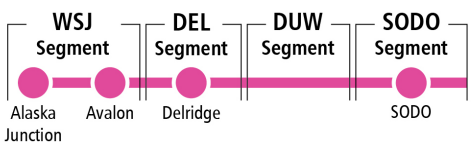
FIGURE 2-23
Delridge Segment Alternatives
Delridge Segment

West Seattle Link Extension

Figure 2-24. Plan and Profile for Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.



2.1.3.3.2 Other Build Alternatives and Design Options

Dakota Street Station Alternative (DEL-1a)

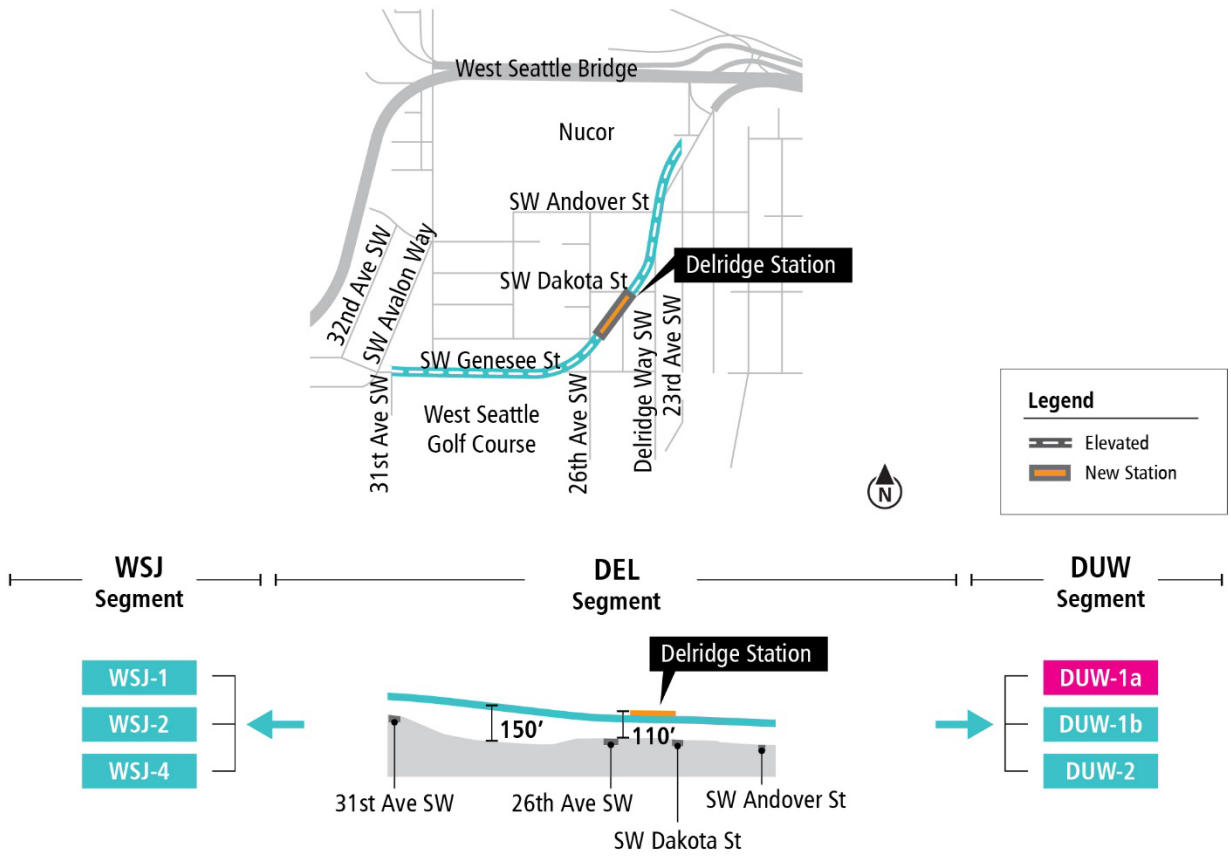
Alternative DEL-1a would follow Delridge Way Southwest south on an elevated guideway to an elevated station. The guideway would be on the west side of Delridge Way Southwest except for in the vicinity of Southwest Andover Street, where it would be over Delridge Way Southwest.

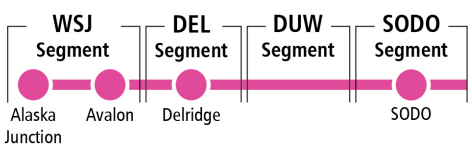
The height of the guideway would range between approximately 70 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

The station would be elevated between Delridge Way Southwest and 26th Avenue Southwest, south of Southwest Dakota Street, and oriented southwest-northeast. The top of the station structure would be approximately 110 feet high.

South of the station, the alternative would curve west and cross to the south side of the Southwest Genesee Street right-of-way, north of the West Seattle Golf Course. The guideway would continue west along the south edge of Southwest Genesee Street and connect to an elevated guideway in the West Seattle Junction Segment. The plan and profile for this alternative is shown on Figure 2-25.

Figure 2-25. Plan and Profile for Dakota Street Station Alternative (DEL-1a)

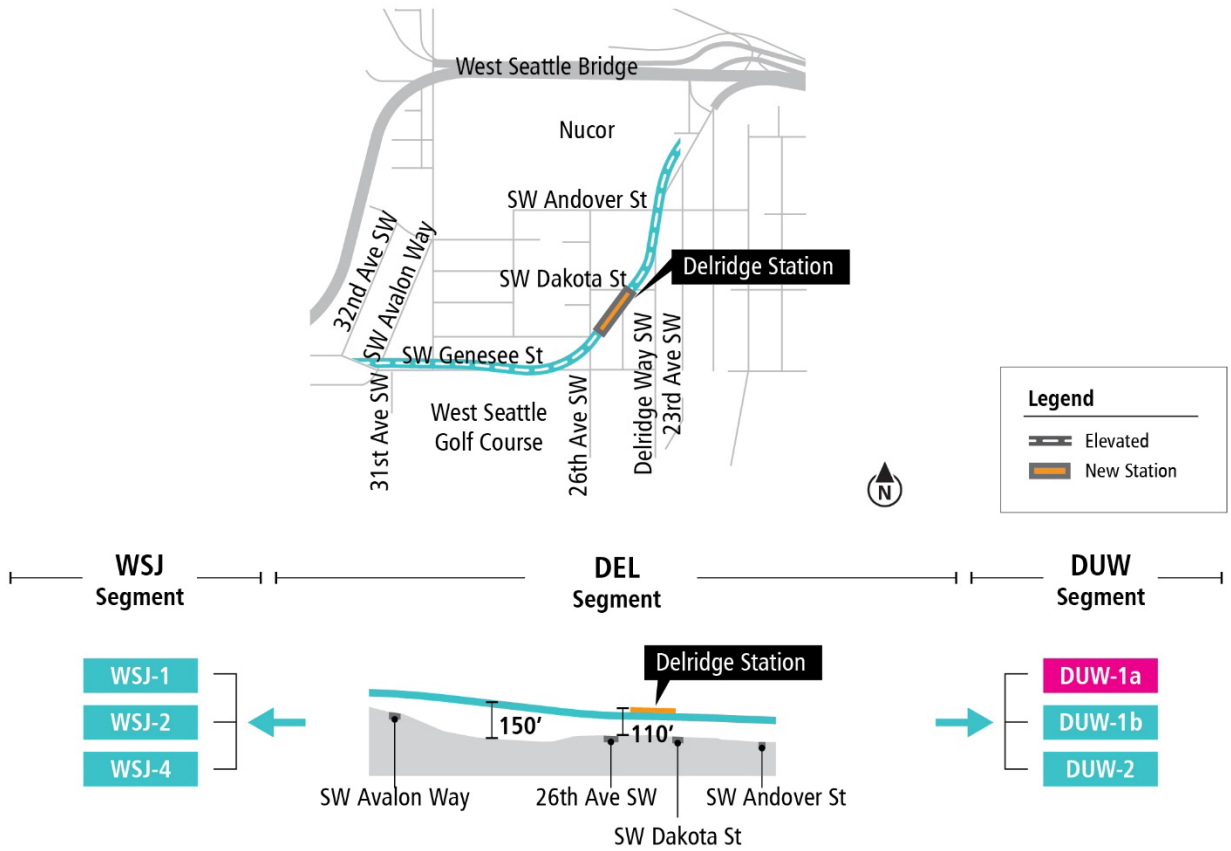




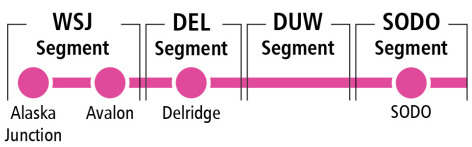
Dakota Street Station North Alignment Option (DEL-1b)

Option DEL-1b would be similar to Alternative DEL-1a except it would be within the Southwest Genesee Street right-of-way between the West Seattle Golf Course and the Longfellow Creek Natural Area, then shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. The plan and profile for this option is shown on Figure 2-26. The height of the guideway would range between approximately 60 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction. The top of the station structure would be approximately 110 feet high.

Figure 2-26. Plan and Profile for Dakota Street Station North Alignment Option (DEL-1b)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

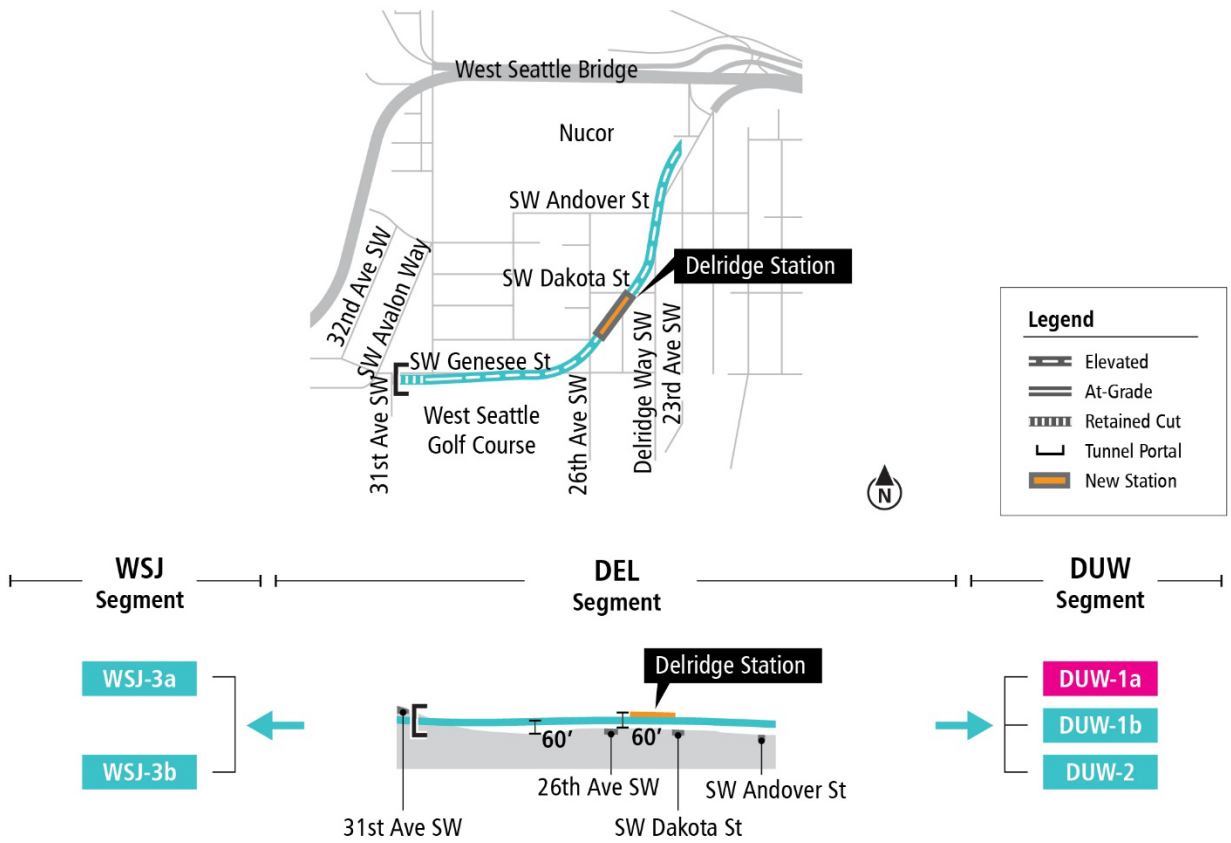


Dakota Street Station Lower Height Alternative (DEL-2a)

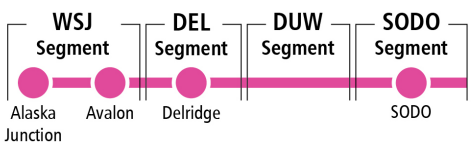
Alternative DEL-2a would follow the same alignment as Alternative DEL-1a to the station but would be at a lower elevation to connect to tunnel alternatives in the West Seattle Junction Segment. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station structure would be approximately 60 feet high.

To accommodate the station, 25th Avenue Southwest would be permanently closed between Southwest Dakota Street and Southwest Genesee Street. From the station, the alternative would continue south to cross Southwest Genesee Street and would run along the northern edge of the West Seattle Golf Course. A tunnel portal for connecting to tunnel alternatives in the West Seattle Junction Segment would be in the northwest corner of the West Seattle Golf Course, south of Southwest Genesee Street and east of 31st Avenue Southwest. The plan and profile for this alternative is shown on Figure 2-27.

Figure 2-27. Plan and Profile for Dakota Street Station Lower Height Alternative (DEL-2a)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

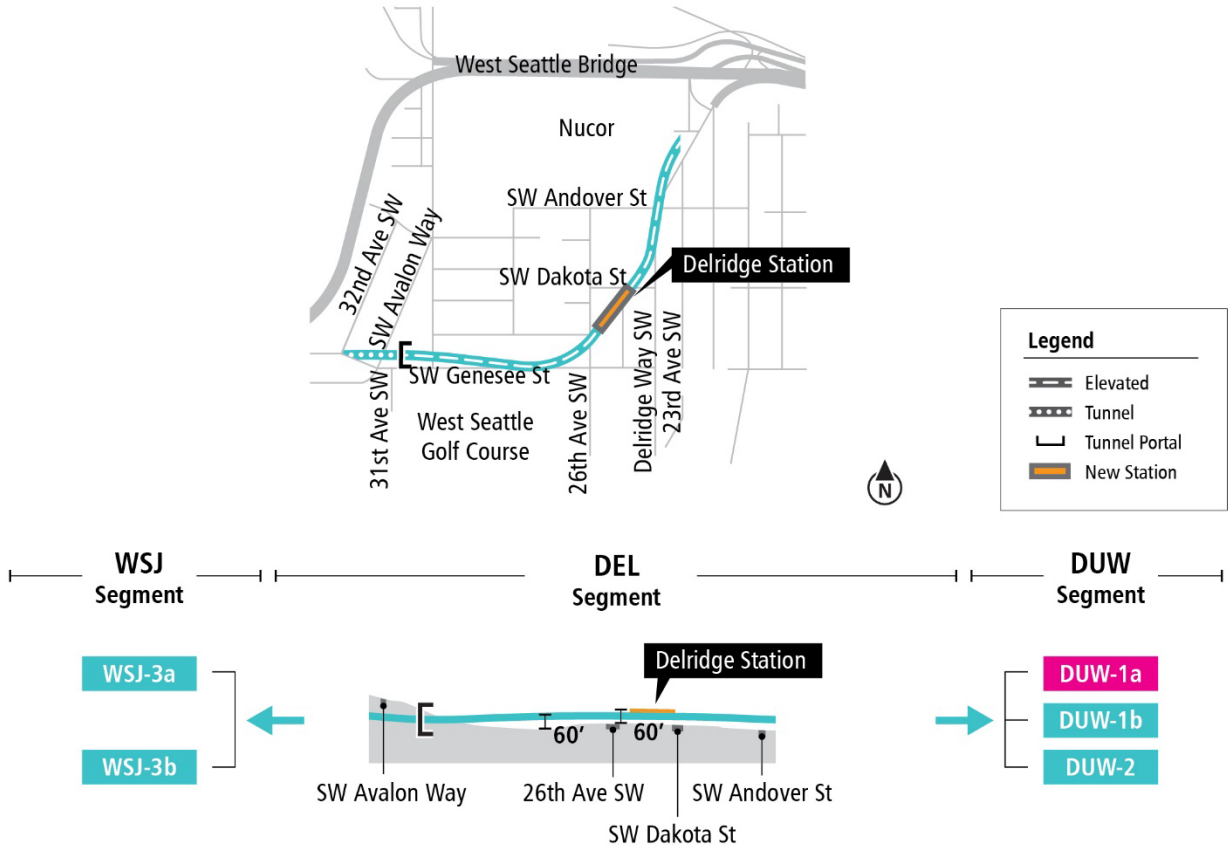


Dakota Street Station Lower Height North Alignment Option (DEL-2b)

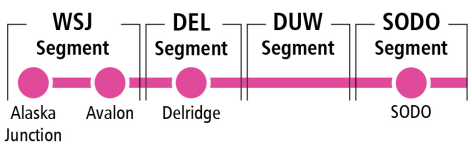
Option DEL-2b would be similar to Alternative DEL-2a, except it would shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. The plan and profile for this option is shown on Figure 2-28. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station structure would be approximately 60 feet high.

To accommodate the station, 25th Avenue Southwest would be permanently closed between Southwest Dakota Street and Southwest Genesee Street. Access to Southwest Genesee Street from 30th Avenue Southwest would be permanently closed with a turnaround at the south end of the road. The tunnel portal to enter a tunnel in the West Seattle Junction Segment would be north of Southwest Genesee Street, between Southwest Avalon Way and 30th Avenue Southwest.

Figure 2-28. Plan and Profile for Dakota Street Station Lower Height North Alignment Option (DEL-2b)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

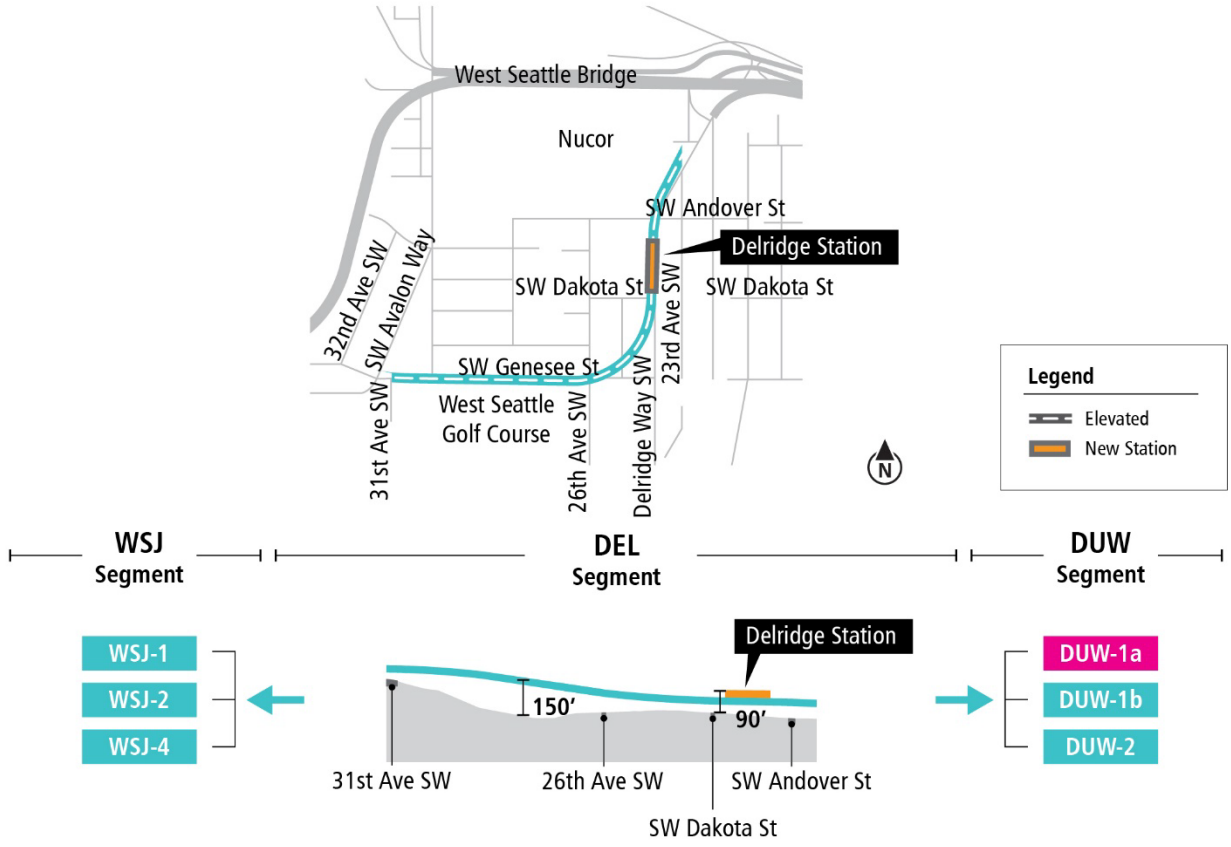


Delridge Way Station Alternative (DEL-3)

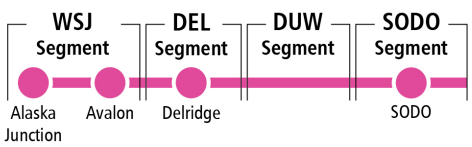
Alternative DEL-3 would follow Delridge Way Southwest south on an elevated guideway to the Delridge Station. The station would be in the middle of Delridge Way Southwest, north of Southwest Dakota Street, and the top of the station structure would be approximately 90 feet high. Station access would be from adjacent streets, including both sides of Delridge Way Southwest.

South of the station, the alternative would curve west and cross to the south side of the Southwest Genesee Street right-of-way, north of the West Seattle Golf Course. The guideway would continue west along the south edge of Southwest Genesee Street and connect to an elevated guideway in the West Seattle Junction Segment. The plan and profile for this alternative is shown on Figure 2-29. The height of the guideway would range between approximately 50 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

Figure 2-29. Plan and Profile for Delridge Way Station Alternative (DEL-3)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

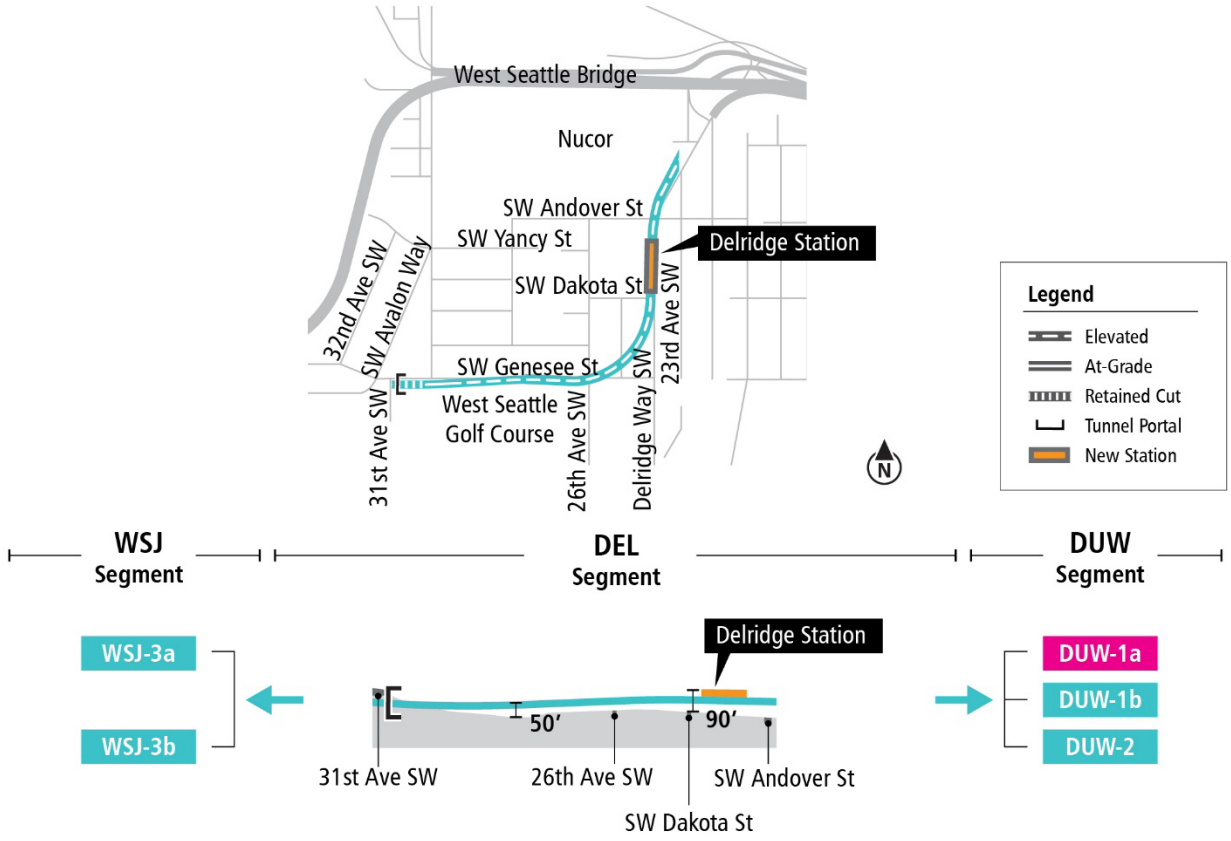


Delridge Way Station Lower Height Alternative (DEL-4)

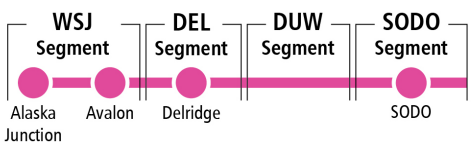
Alternative DEL-4 would follow the same alignment as Alternative DEL-3 to the station but would be at a lower elevation to connect to tunnel alternatives in the West Seattle Junction Segment. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station would be approximately 90 feet high. Station access would be the same as Alternative DEL-3.

From the station, the alternative would continue south on the west side of Delridge Way Southwest and then turn west at Southwest Genesee Street, crossing Southwest Genesee Street to run along the northern edge of the West Seattle Golf Course. A tunnel portal for connecting to tunnel alternatives in the West Seattle Junction Segment would be in the northwest corner of the West Seattle Golf Course, south of Southwest Genesee Street and east of 31st Avenue Southwest. The plan and profile for this alternative is shown on Figure 2-30.

Figure 2-30. Plan and Profile for Delridge Way Station Lower Height Alternative (DEL-4)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

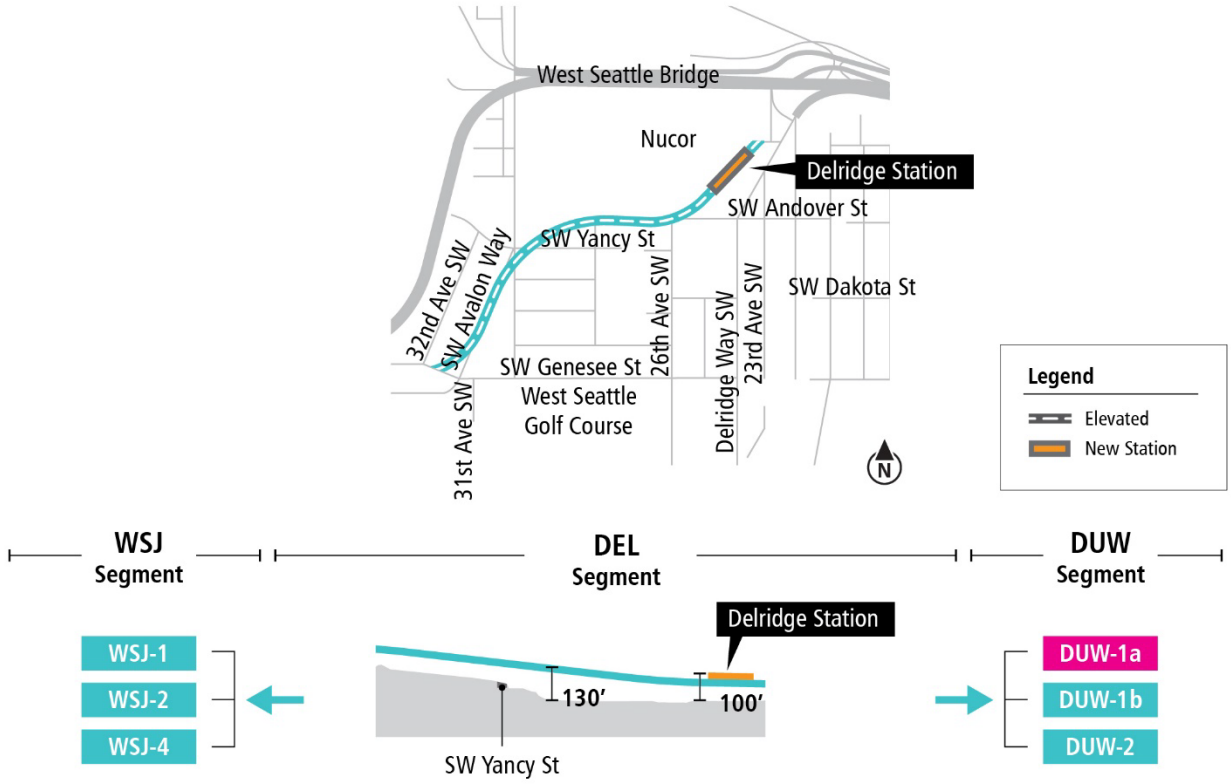


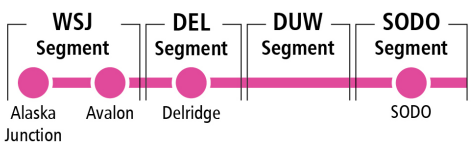
Andover Street Station Alternative (DEL-5)

Alternative DEL-5 would be on an elevated guideway on the west side of Delridge Way Southwest, north of Southwest Andover Street. The height of the guideway would range between approximately 50 feet and 130 feet high. The alignment would travel west along Southwest Andover Street on an elevated guideway then south along Southwest Avalon Way in the vicinity of Southwest Yancy Street. The guideway would continue south along Southwest Avalon Way and turn west on the north side of Southwest Genesee Street. The highest portion of the guideway would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

The station would be elevated, north of Southwest Andover Street and west of Delridge Way Southwest, in a northeast-southwest orientation. The plan and profile for this alternative is shown on Figure 2-31. The top of the station structure would be approximately 100 feet high.

Figure 2-31. Plan and Profile for Andover Street Station Alternative (DEL-5)

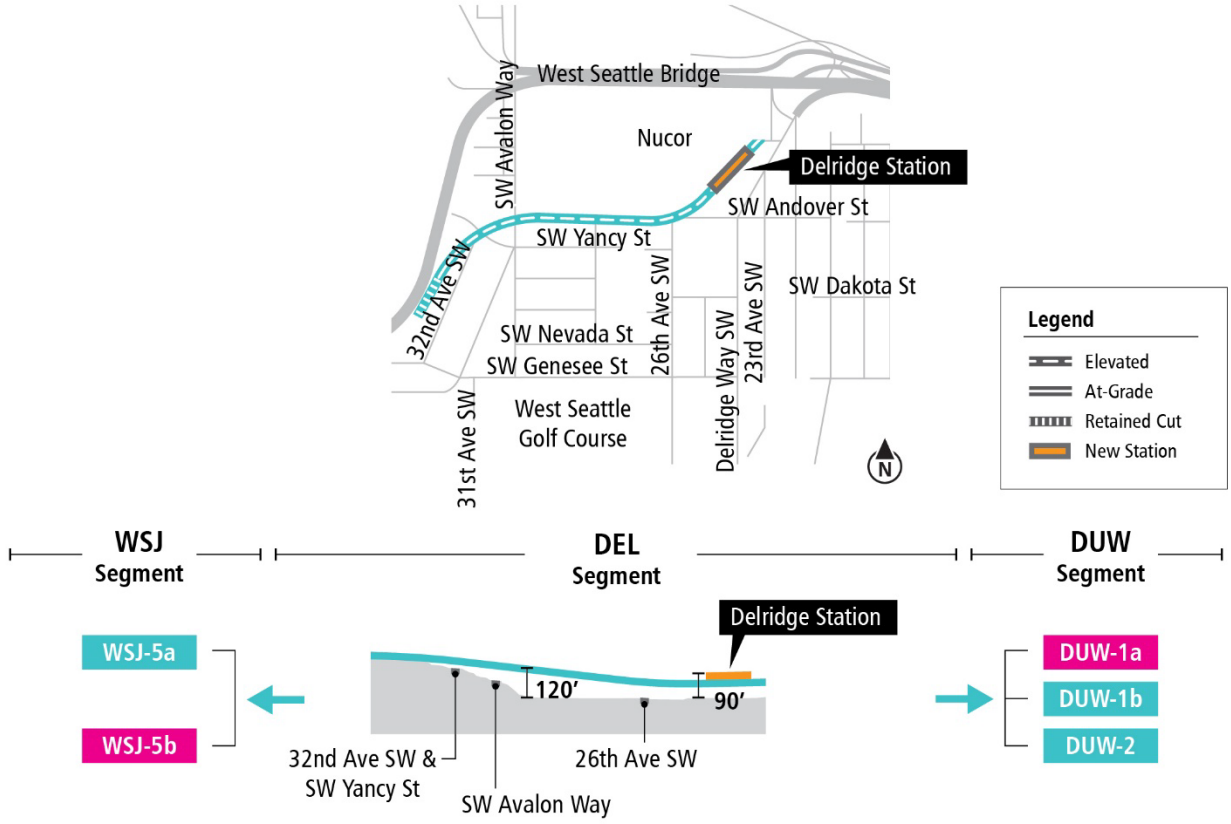




Andover Street Station Lower Height Alternative (DEL-6a)

Alternative DEL-6a (previously Alternative DEL-6 in the Draft EIS) would be similar to Alternative DEL-5 up to and including the station. The top of the station structure would be approximately 90 feet high. The height of the guideway would range between a retained-cut and approximately 120 feet high. The elevated guideway would cross over Southwest Avalon Way and then turn south in the vicinity of 32nd Avenue Southwest to travel south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest, transitioning from elevated into a retained cut. The alignment would turn west in the vicinity of Southwest Genesee Street in a retained cut, passing below Southwest Genesee Street. The plan and profile for this alternative is shown on Figure 2-32.

Figure 2-32. Plan and Profile for Andover Street Station Lower Height Alternative (DEL-6a)



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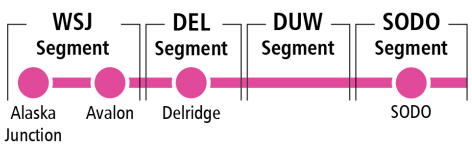
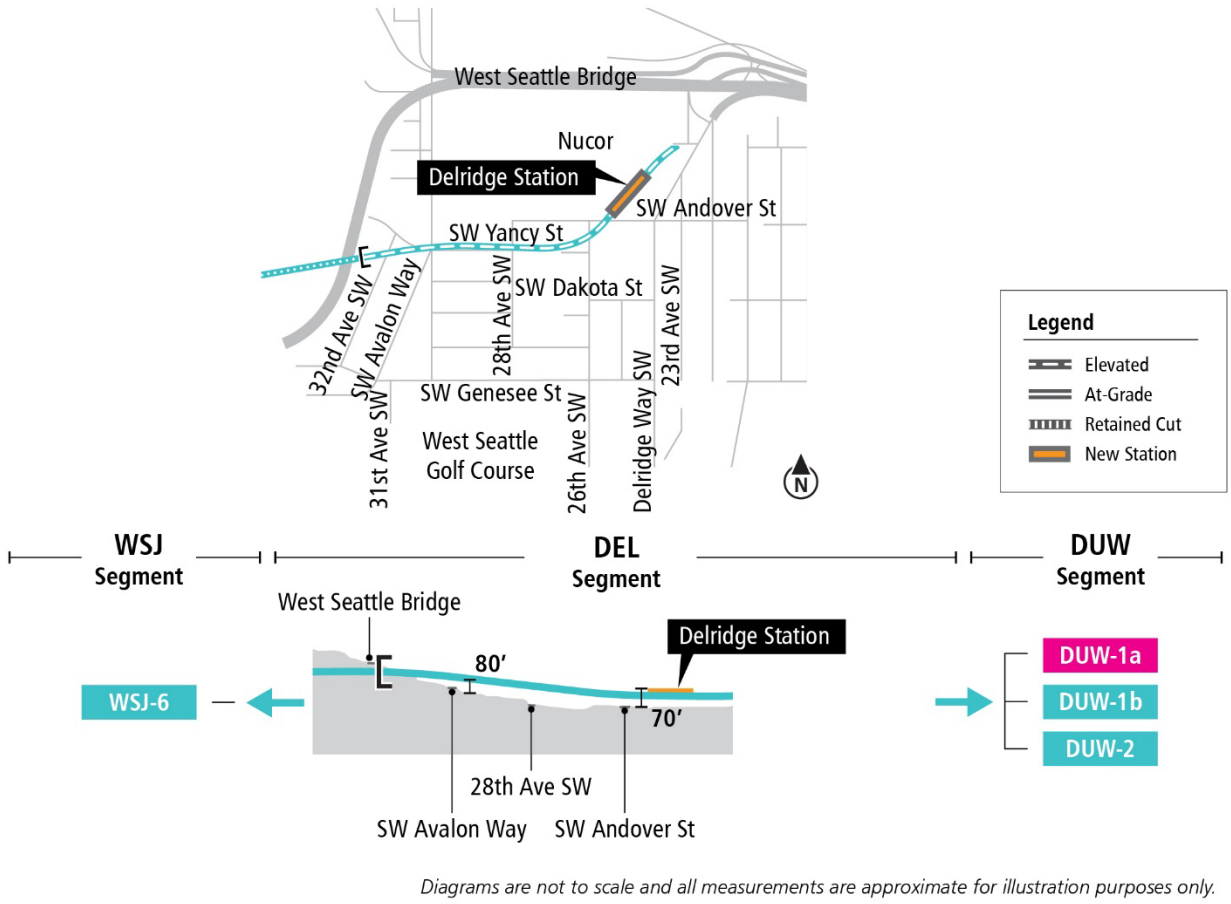
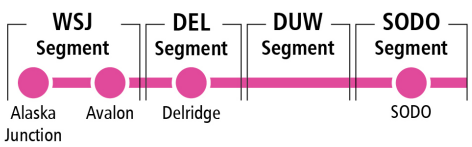


Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)

Alternative DEL-7 is included at the direction of the Sound Transit Board (Motion 2022-57) to study elimination of the Avalon Station as a potential cost-savings measure. This refinement would be similar to Preferred Option DEL-6b up to and including Delridge Station and reflects a more direct alignment between the Delridge Station and the Alaska Junction Station with the elimination of an Avalon Station in the West Seattle Junction Segment. The top of the station structure would be approximately 70 feet high. The height of the guideway would range between approximately 30 feet and 80 feet. South of the station, the elevated guideway would continue west along Southwest Yancy Street and cross to the south side of Southwest Andover Street in an elevated guideway. A tunnel portal leading to Alternative WSJ-6 in the West Seattle Junction Segment would be in the vicinity of 32nd Avenue Southwest, east of the West Seattle Bridge. 32nd Avenue Southwest would no longer connect to Southwest Andover Street, but would end in a cul-de-sac south of the tunnel portal. The tunnel would continue west under the West Seattle Bridge towards 35th Avenue Southwest. The plan and profile for this alternative is shown on Figure 2-33.

Figure 2-33. Plan and Profile for Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)





2.1.3.4 West Seattle Junction Segment

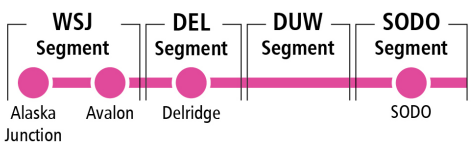
The West Seattle Junction Segment includes the area generally west of 31st Avenue Southwest, between Southwest Charleston Street and Southwest Hudson Street. Most alternatives and design options would have two stations: Avalon and Alaska Junction. One alternative would have only the Alaska Junction Station. The West Seattle Junction Segment alternatives and design options are shown on Figure 2-34.

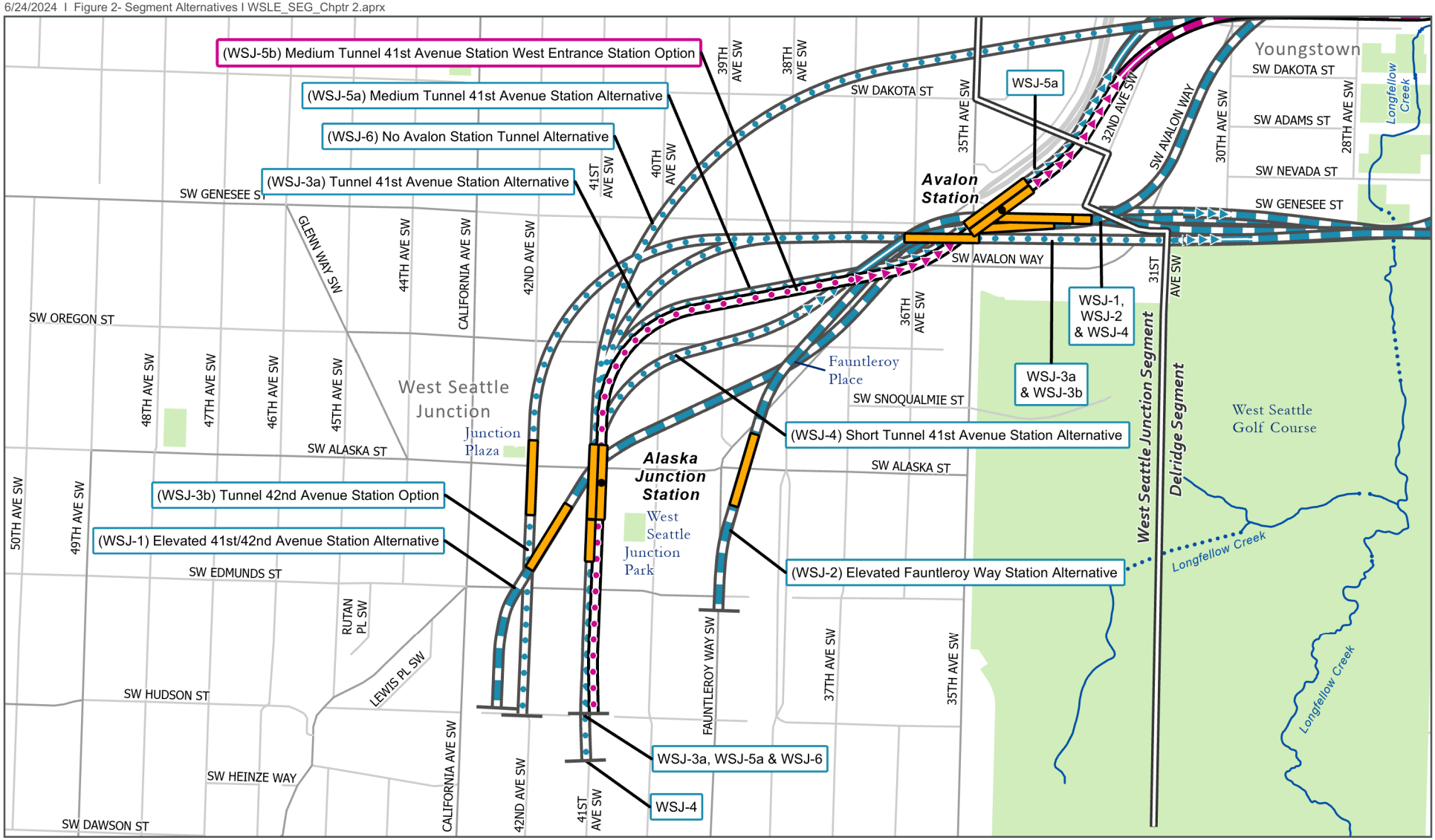
2.1.3.4.1 Preferred Alternative

Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Preferred Option WSJ-5b is a refinement of Alternative WSJ-5 analyzed in the Draft EIS, and it was refined based on the Sound Transit Board's direction to explore an option to shift a station entrance to 42nd Avenue Southwest at the Alaska Junction Station to improve access to the Alaska Junction. Preferred Option WSJ-5b begins in a retained cut south of Southwest Yancy Street and follows the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest. Southwest Genesee Street would be permanently closed approaching 35th Avenue Southwest. This alignment enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. The alignment then curves to the southwest between 37th Avenue Southwest and 41st Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. The plan and profile for this alternative is shown on Figure 2-35. Stations would be located as follows:

- **Avalon Station:** The Avalon Station would be in a lidded retained cut south of Southwest Genesee Street, beneath 35th Avenue Southwest with the top of the station structure approximately 30 feet above the existing ground surface. Station entrances would be on either side of 35th Avenue Southwest.
- **Alaska Junction Station:** The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street. Preferred Option WSJ-5b is a station option to Alternative WSJ-5a and would be the same as Alternative WSJ-5a, except the entrance south of Southwest Alaska Street would be on the west side of 41st Avenue Southwest, closer to the Alaska Junction. The entrance north of Southwest Alaska Street would not change.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

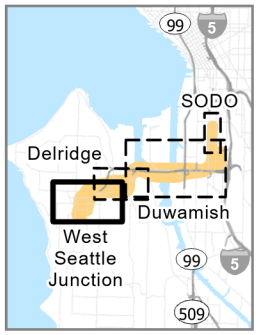


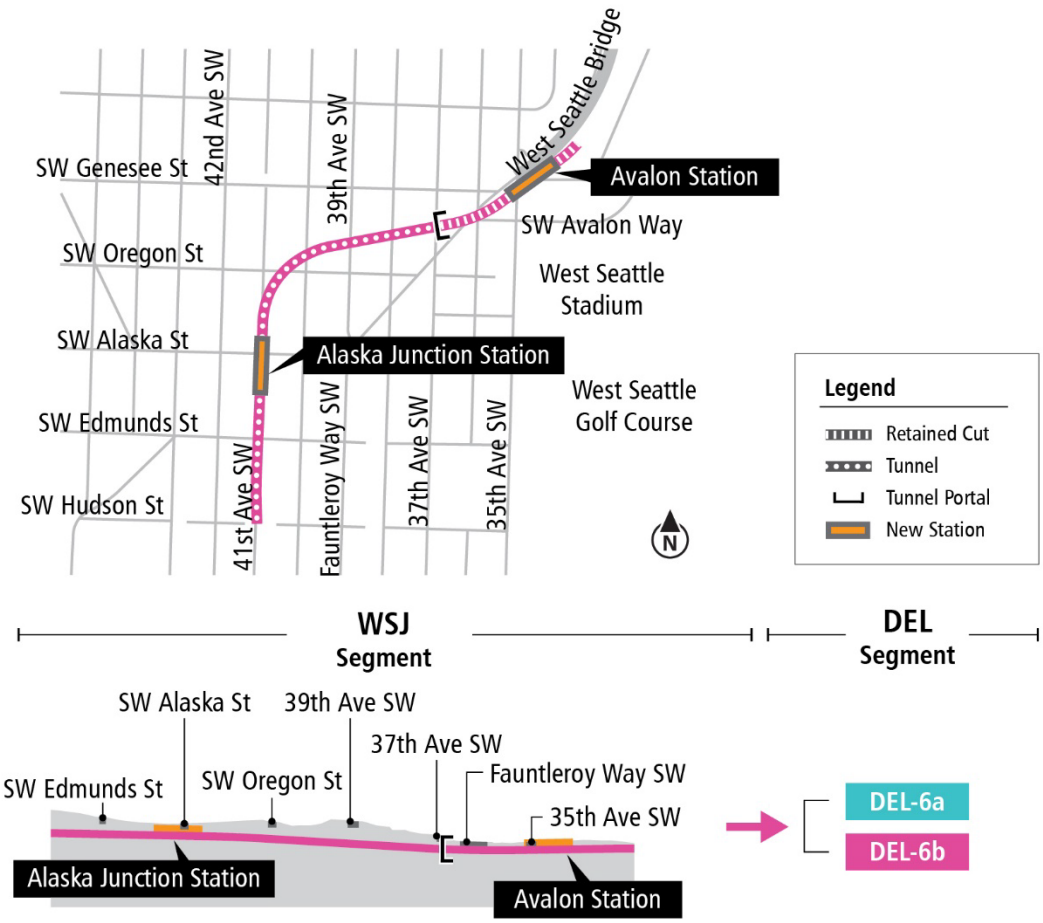
FIGURE 2-34
West Seattle Junction Segment Alternatives
West Seattle Junction Segment

West Seattle Link Extension

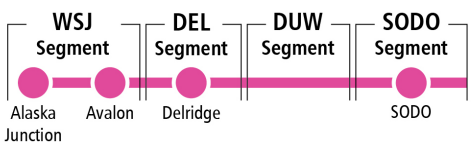
0 500 1,000 Feet

N

Figure 2-35. Plan and Profile for Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.



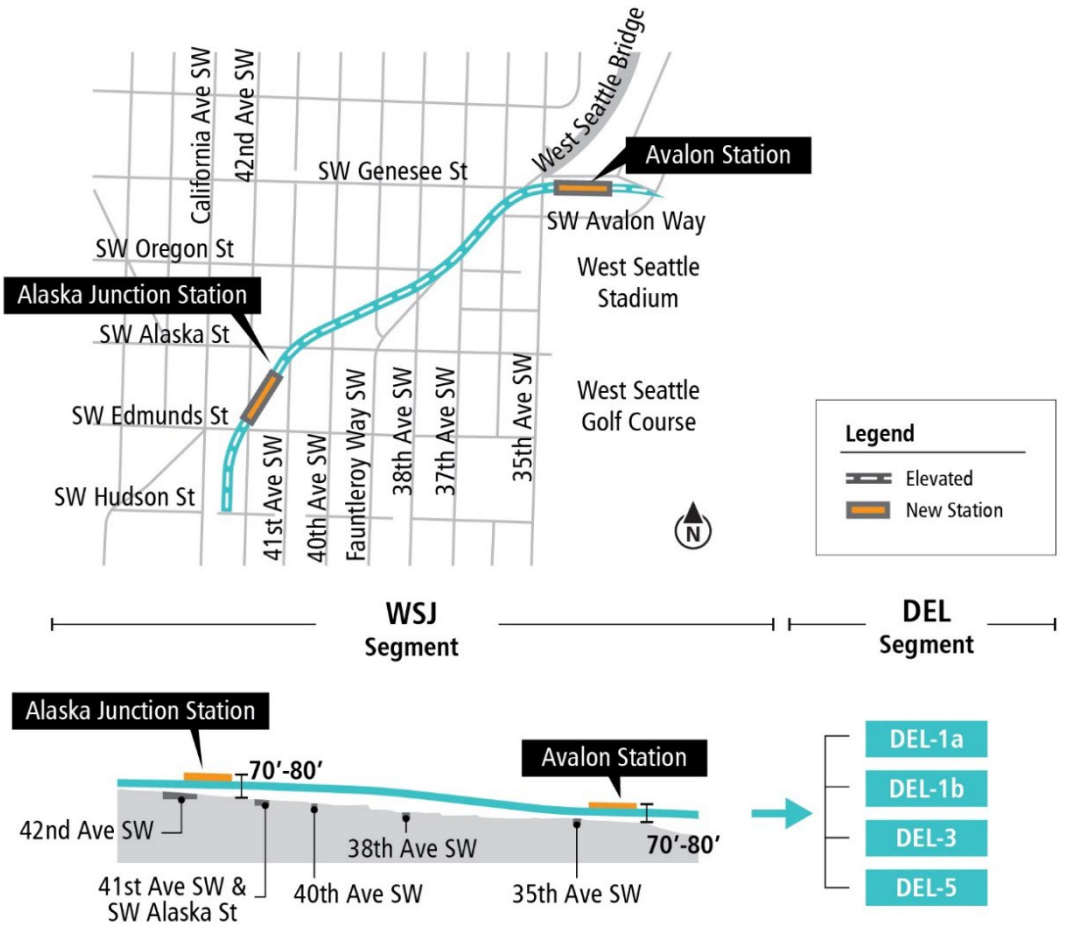
2.1.3.4.2 Other Build Alternatives

Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

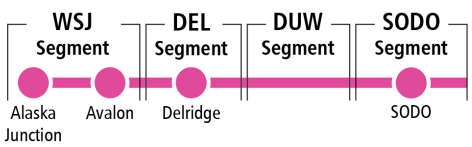
Alternative WSJ-1 would be elevated along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The height of the guideway would range between approximately 30 feet and 80 feet high. The alternative would cross to the west side of Fauntleroy Way Southwest. The guideway would turn south near 41st Avenue Southwest and Southwest Alaska Street, continuing to Southwest Hudson Street. The guideway would end on the west side of 42nd Avenue Southwest and include tail tracks south of the Alaska Junction Station. The top of the station structures would depend on which alternative it connects with in the Delridge Segment but would be approximately 70 to 80 feet high. The plan and profile for this alternative is shown on Figure 2-36. Stations would be located as follows:

- **Avalon Station:** The Avalon Station would be elevated along the south side of Southwest Genesee Street, east of 35th Avenue Southwest.
- **Alaska Junction:** The Alaska Junction Station would be elevated between 41st Avenue Southwest and 42nd Avenue Southwest, south of Southwest Alaska Street.

Figure 2-36. Plan and Profile for Elevated 41st/42nd Avenue Station Alternative (WSJ-1)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

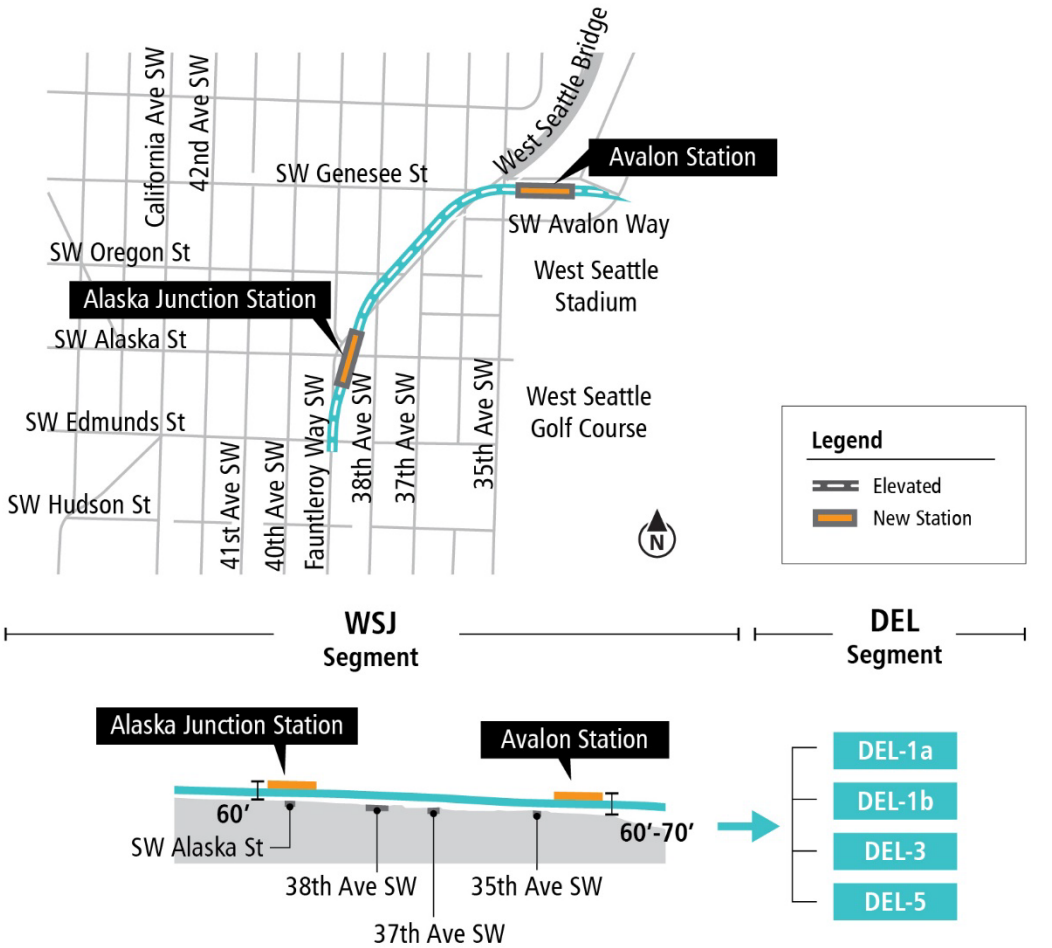


Elevated Fauntleroy Way Station Alternative (WSJ-2)

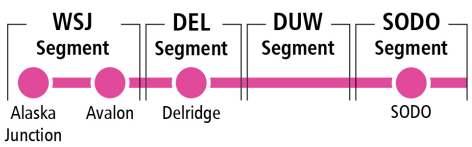
Alternative WSJ-2 would be elevated along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The height of the guideway would range between approximately 30 feet and 70 feet high. The alignment would head southwest on Fauntleroy Way Southwest and continue along the west side of Fauntleroy Way Southwest. The guideway would cross to the east side of Fauntleroy Way Southwest south of Southwest Oregon Street. Elevated tail tracks would begin south of the Alaska Junction Station, ending in the Fauntleroy Way Southwest right-of-waypast Southwest Edmunds Street. The plan and profile for this alternative is shown on Figure 2-37. Stations would be located as follows:

- **Avalon Station:** The Avalon Station would be elevated along the south side of Southwest Genesee Street and east of 35th Avenue Southwest. The top of the station structure would depend on which alternative it connects with in the Delridge Segment, but it would be approximately 60 to 70 feet high.
- **Alaska Junction Station:** The Alaska Junction Station would be elevated southeast of Fauntleroy Way Southwest straddling Southwest Alaska Street. The top of the station structure would be approximately 60 feet high.

Figure 2-37. Plan and Profile for Elevated Fauntleroy Way Station Alternative (WSJ-2)



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

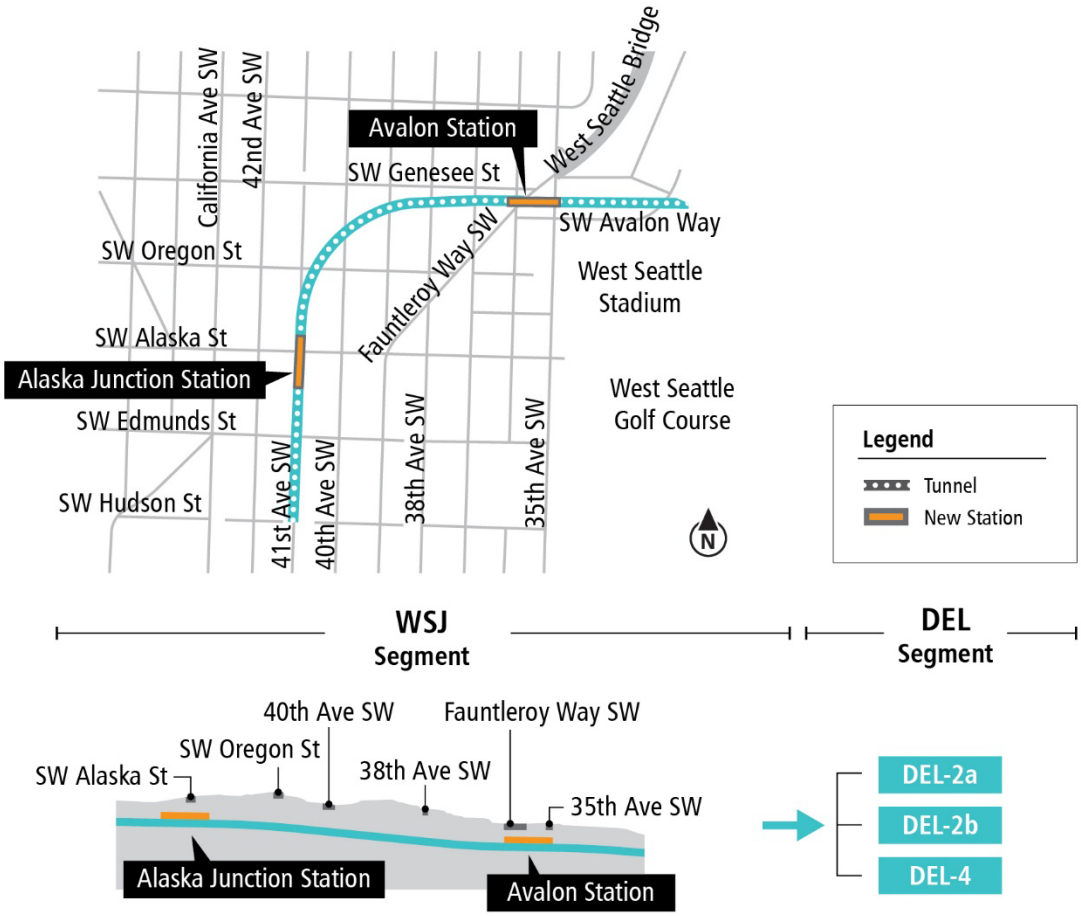


Tunnel 41st Avenue Station Alternative (WSJ-3a)

Alternative WSJ-3a would be in a tunnel under Southwest Genesee Street heading west from 31st Avenue Southwest then curve to the southwest between 37th Avenue Southwest and 41st Avenue Southwest. The tunnel would end in the vicinity of Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. The guideway would be entirely in a tunnel. The plan and profile for this alternative is shown on Figure 2-38. Stations would be located as follows:

- **Avalon Station:** The Avalon Station would be beneath Fauntleroy Way Southwest. Station entrances would be on the west side of Fauntleroy Way Southwest and on the east side of 35th Avenue Southwest.
- **Alaska Junction Station:** The Alaska Junction Station would be beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street along the east side of 41st Avenue Southwest.

Figure 2-38. Plan and Profile for Tunnel 41st Avenue Station Alternative (WSJ-3a)



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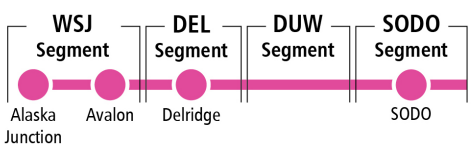
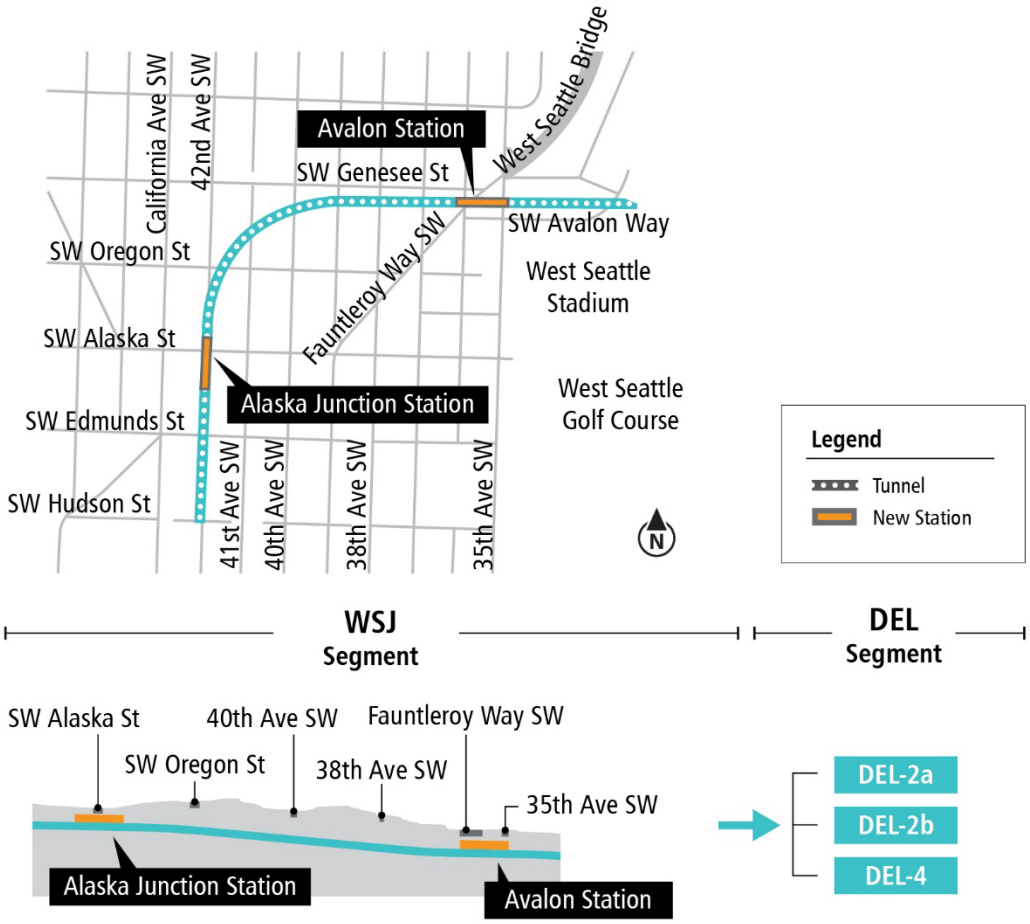


Tunnel 42nd Avenue Station Option (WSJ-3b)

Option WSJ-3b would be the same as Alternative WSJ-3a, except the tunnel would extend to 42nd Avenue Southwest instead of 41st Avenue Southwest. The tunnel would end in the vicinity of Southwest Hudson Street, with tail tracks in a north-south orientation under 42nd Avenue Southwest. The Avalon Station would be the same as described for the Tunnel 41st Avenue Alternative. The Alaska Junction Station would be in a tunnel beneath 42nd Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street, with one on the east side and one on the west side of 42nd Avenue Southwest. The plan and profile for this option is shown on Figure 2-39.

Figure 2-39. Plan and Profile for Tunnel 42nd Avenue Station Option (WSJ-3b)



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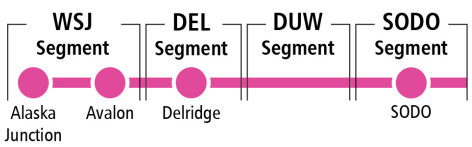
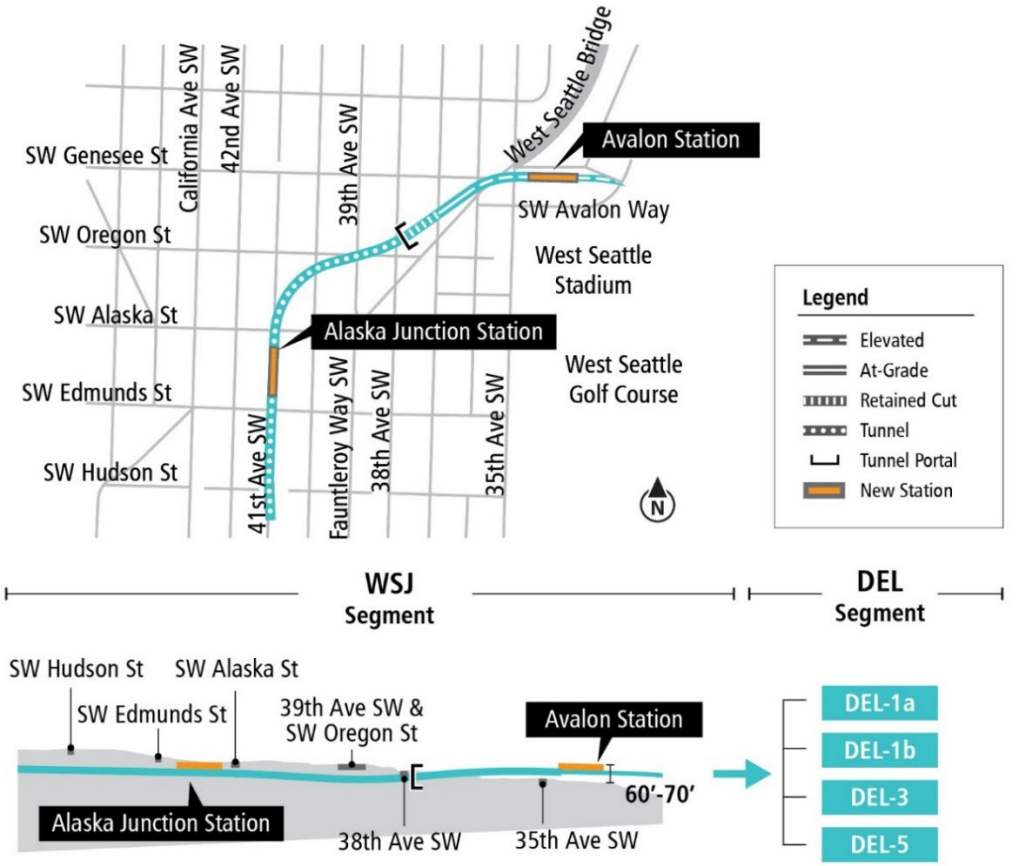


Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Alternative WSJ-4 would be on elevated guideway along the south side of Southwest Genesee Street from 31st Avenue Southwest to the west side of Fauntleroy Way Southwest. It would continue along the west side of Fauntleroy Way Southwest on elevated guideway before transitioning to at-grade near 37th Avenue Southwest. 37th Avenue Southwest and 38th Avenue Southwest would be modified to end in a turnaround between Southwest Genesee Street and Fauntleroy Way Southwest. The guideway would turn west near Southwest Oregon Street and transition into a tunnel with a portal in the vicinity of Southwest Oregon Street and 38th Avenue Southwest. The tunnel would turn south and end south of Southwest Hudson Street, with tail tracks in a north-south orientation along and under 41st Avenue Southwest. The height of the guideway would range between a tunnel and approximately 40 feet high. The plan and profile for this option is shown on Figure 2-40. Stations would be located as follows:

- **Avalon Station:** The Avalon Station would be elevated along the south side of Southwest Genesee Street and east of 35th Avenue Southwest. The top of the station structure would be approximately 60 to 70 feet high.
- **Alaska Junction Station:** The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and south of Southwest Alaska Street. Station entrances would be on Southwest Alaska Street and Southwest Edmunds Street.

Figure 2-40. Plan and Profile for Short Tunnel 41st Avenue Station Alternative (WSJ-4)



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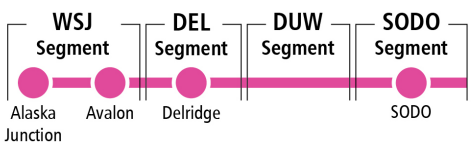
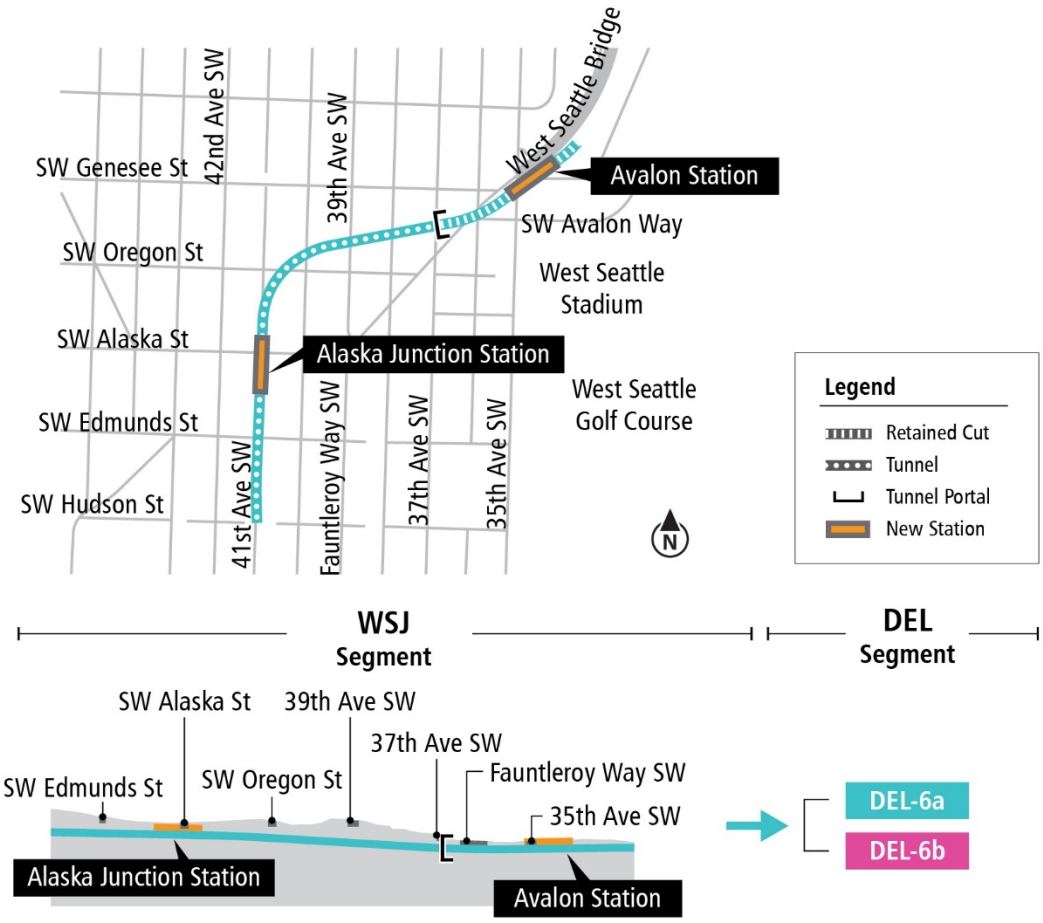


Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Alternative WSJ-5a (previously WSJ-5 in the Draft EIS) begins in a retained cut south of Southwest Yancy Street and follows the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest. Southwest Genesee Street would be permanently closed approaching 35th Avenue Southwest. This alignment enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. The alignment then curves southwest west of 37th Avenue Southwest to 41st Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. The plan and profile for this alternative is shown on Figure 2-41. Stations would be located as follows:

- **Avalon Station:** The Avalon Station would be in a lidded retained cut south of Southwest Genesee Street, beneath 35th Avenue Southwest with the top of the station structure approximately 30 feet above the existing ground surface. Station entrances would be on either side of 35th Avenue Southwest.
- **Alaska Junction Station:** The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street along the east side of 41st Avenue Southwest.

Figure 2-41. Plan and Profile for Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)



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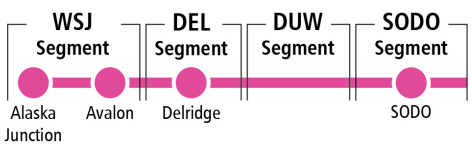
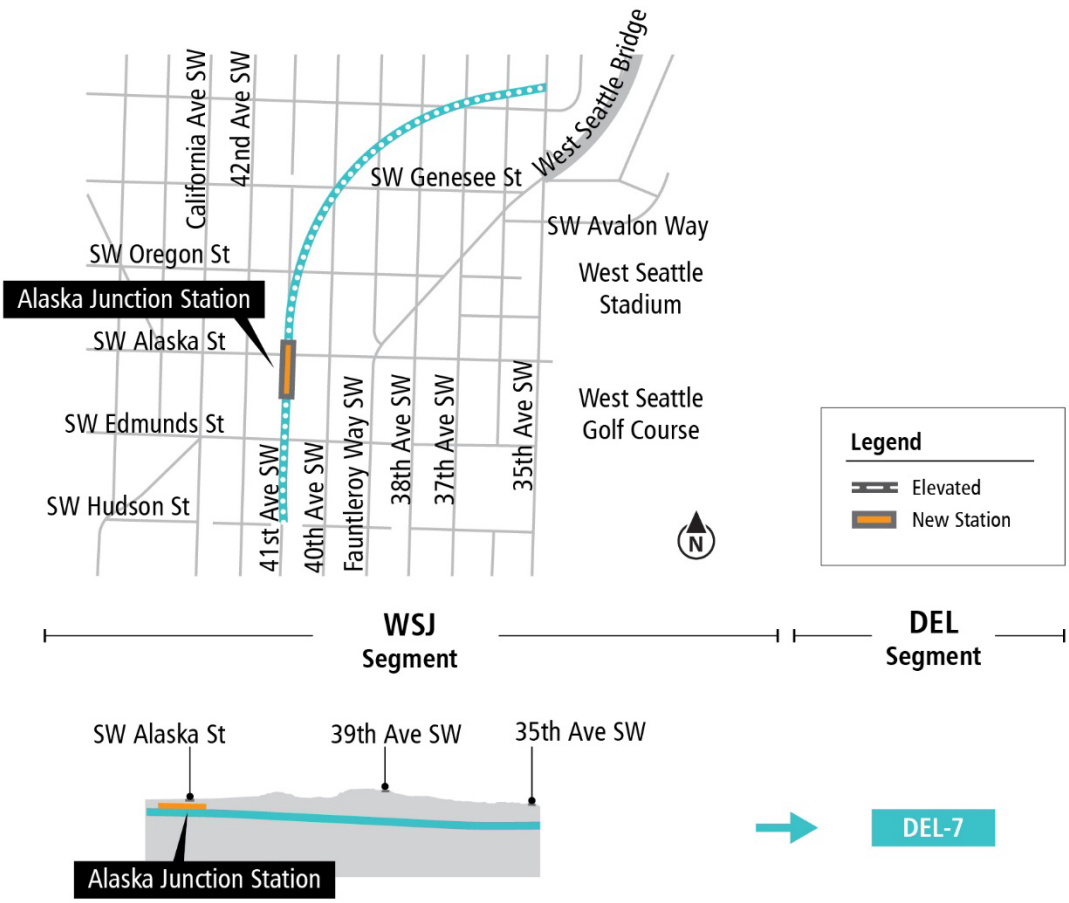


No Avalon Station Tunnel (WSJ-6)

Alternative WSJ-6 is included at the direction of the Sound Transit Board (Motion 2022-57) to study elimination of the Avalon Station as a cost-savings measure. Alternative WSJ-6 would continue in a tunnel from where it would connect to Alternative DEL-7 in the Delridge Segment, at 35th Avenue Southwest between Southwest Andover Street and Southwest Dakota Street. The tunnel would curve southwest to 41st Avenue Southwest. It would terminate at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. The guideway would be entirely in a tunnel. The plan and profile for this alternative is shown on Figure 2-42. This alternative does not include an Avalon Station. The station would be located as follows:

- **Alaska Junction Station:** The Alaska Junction Station would be same as the station described for WSJ-5a.

Figure 2-42. Plan and Profile for No Avalon Station Tunnel Alternative (WSJ-6)



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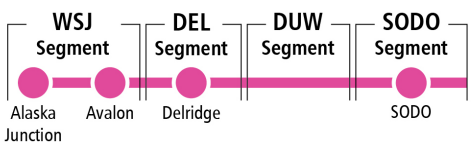


2.2 No Build Alternative

No Build Alternative

The No Build Alternative includes the transportation system and environment as they would exist without the proposed project.

The No Build Alternative includes the transportation system and environment as they would exist in 2042 without the proposed project, and it provides a baseline condition for comparing impacts of the Build Alternatives and design options. The year 2042 is used as the analysis year because it aligns with full buildout of the light rail capital projects included in the Sound Transit 3 Plan under the realignment target schedule. Under the affordable schedule, only the south Kirkland to Issaquah light rail line (the 4 Line) would not be complete by 2042. The No Build Alternative includes projects, funding packages, and proposals in the central Puget Sound region that are planned to occur with or without the West Seattle Link Extension. No Build Alternative improvements include transit, roadway, and other transportation actions by state, regional, and local agencies that are currently funded or committed, and those that are likely to be implemented based on approved and committed funding.

The No Build Alternative for the West Seattle Link Extension assumes the following major rail improvements by Sound Transit:

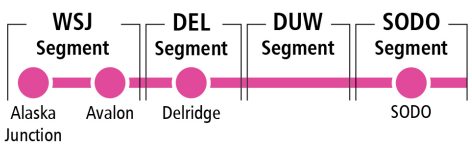
- Ballard Link Extension from SODO to Ballard with a new downtown tunnel (northern extension of the 1 Line)
- Extension of the existing Central Link light rail spine north to Everett and south to Tacoma Dome (southern extension of the 1 Line)
- Extension the 2 Line to downtown Redmond
- New Link light rail line from south Kirkland to Issaquah (the 4 Line)
- Infill Link stations at Northeast 130th Street, South Graham Street, and South Boeing Access Road in Seattle
- Sounder South Line capacity enhancements and extension to Tillicum and DuPont

The No Build Alternative includes regional highway improvements listed in the State Transportation Improvement Plan and Puget Sound Regional Council Regional Capacity Projects List, local improvements in the City of Seattle Capital Improvement Program (City of Seattle 2018), and bus service enhancements based on the Metro Connects long-range plan (Metro 2021) and Sound Transit's Long-Range Plan (Sound Transit 2014a), with frequency upgrades and restructures along and near the project corridor. The No Build Alternative also includes redevelopment projects at Terminal 5 by the Northwest Seaport Alliance. Appendix N.1 describes the major projects assumed in the No Build Alternative by jurisdiction.

2.3 Operations and Maintenance

2.3.1 Vehicles and Operation

The West Seattle Link Extension would typically operate 20 hours a day Monday through Saturday and 18 hours a day on Sundays and holidays. Preliminary operating plans have two trains deployed between approximately 4:30 a.m. and 5 a.m., to be staged for the beginning of morning service. Similarly, two trains may operate between approximately 1 a.m. and 1:30 a.m. as they return to the operations and maintenance facility or terminus stations at the close of



service each day. Light rail trains would operate with up to four cars, although fewer cars could be used during off-peak periods.

Train frequencies are established based on ridership demand and other service standards and would be finalized in an updated Rail Fleet Management Plan. Table 2-2 shows the preliminary proposed operating plan, or service schedule, for weekdays. Weekend and holiday service would have the same train frequencies as the early/late frequencies shown in the table.

Table 2-2. Weekday Service Schedule

Service Period	Time Period	Service Level	Train Frequency (minutes)
Early morning	5 a.m. to 6 a.m.	Early	10
Morning peak	6 a.m. to 8:30 a.m.	Peak	6
Midday	8:30 a.m. to 3 p.m.	Base	10
Afternoon peak	3 p.m. to 6:30 p.m.	Peak	6
Evening	6:30 p.m. to 10 p.m.	Base	10
Evening late night	10 p.m. to 1 a.m.	Late	15

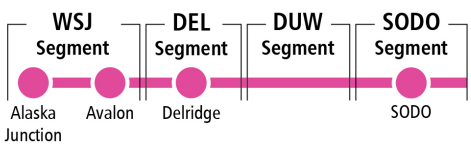
Additional light rail vehicles would be required to operate the West Seattle Link Extension. Conventional low-floor light rail vehicles would be used to provide level boarding for all passengers and would be easily accessible by people with disabilities. A typical light rail train is shown on Figure 2-43.

Figure 2-43. Link Light Rail Train

2.3.2 Maintenance

Light rail vehicles would be stored, deployed, maintained, inspected, and repaired primarily at operations and maintenance facilities. The Operations and Maintenance Facility Central, on South Forest Street in SODO, and the Operations and Maintenance Facility East in Bellevue are currently in operation. Sound Transit will construct two additional facilities north and south of Seattle as part of the Sound Transit 3 system expansion program, with a total planned system capacity of 496 light rail vehicles upon completion. The Operations and Maintenance Facility South is planned to be operational between 2030 and 2032, and the Operations and Maintenance Facility North is planned to be operational between 2037 and 2041. The project has been designed to integrate into the system of existing and planned operations and maintenance facilities. The West Seattle Link Extension would connect into the existing Operations and Maintenance Facility Central. Construction of the connection would have only minimal temporary effects on the operation of the facility and would not impact the ability to maintain the light rail system or vehicles.

Terminus stations would have tail tracks and provisions for light maintenance activities such as cleaning the interiors of vehicles. Light rail vehicle, track, and systems maintenance occurs between 1 a.m. and 5 a.m. daily, outside of normal hours of light rail service.



Light rail vehicles operating on the West Seattle Link Extension would be stored, deployed, maintained, inspected, and repaired primarily at the Operations and Maintenance Facility Central. Capacity at the Operations and Maintenance Facility Central will be made available to meet these needs by shifting work to the Operation and Maintenance Facility South. When the West Seattle Link Extension is connected to the existing Downtown Seattle Transit Tunnel in 2039, light rail vehicles operating on the line between Alaska Junction Station and Everett Station would also be stored, deployed, maintained, inspected, and repaired at the new Operations and Maintenance Facility North.

2.4 Minimum Operable Segment

Sound Transit could build the project in phases. Due to funding or other factors, Sound Transit could construct a smaller portion of the project, deferring completion of the full project to Alaska Junction. Sound Transit has developed a M.O.S. for analysis in the event the full project cannot be built at one time.

The West Seattle Link Extension M.O.S. consists of the West Seattle Link Extension from just north of the proposed new SODO Station to the Delridge Station. This M.O.S. can be applied to all of the West Seattle Link Extension alternatives and design options. The M.O.S. is shown in Appendix J.

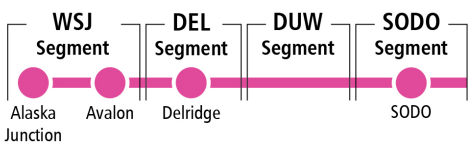
Minimum Operable Segment

A minimum operable segment (M.O.S.) is defined by the Federal Transit Administration (FTA) as "a segment of the Locally Preferred Alternative that provides the most cost-effective solution with the greatest benefits for the project." The M.O.S. must be able to function as a standalone project and not be dependent on any future segments being constructed (FTA 2008). The end-of-line station for an M.O.S is also considered an interim terminus because it is assumed that the project would be fully built out at a later date.

The tail tracks for the M.O.S. would extend approximately 500 feet southwest of Delridge Station. Additional bus stops and bus layover spaces would be needed at Delridge Station either onsite or on local streets to accommodate additional transit connections needed at the Delridge Station. A track connection to the existing Operations and Maintenance Facility Central in SODO is also assumed as part of the M.O.S. The Delridge Station was identified as the M.O.S. because it would be the first station in the West Seattle area and would provide an opportunity for transit integration to connect areas to the south (White Center and Burien) as well as the rest of the West Seattle peninsula. The Avalon Station is not a potential terminus, as it would have added cost for construction of the guideway and station without substantially increasing ridership.

2.5 Alternatives Development and Scoping

As described in Chapter 1, the project is the result of a multi-year planning process. After voter approval for funding the Sound Transit 3 Plan, which includes the project, Sound Transit continued to build on past planning with the Alternatives Development process described below. The FTA is relying on the local planning process to inform the environmental review process under the National Environmental Policy Act (NEPA), consistent with federal regulations (Code of Federal Regulations Title 23, Section 450.318) that allow for it, and the Fixing America's Surface Transportation Act and Infrastructure Investment and Jobs Act that encourage it.



2.5.1 Development of Draft EIS Alternatives

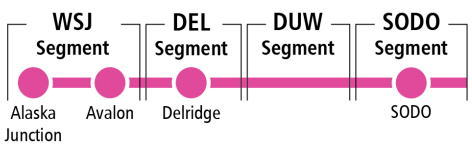
The West Seattle Link Extension is an element of the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified the mode as light rail, the general project corridor, and the station areas to be served. To identify alternatives to study in the EIS, Sound Transit completed an Alternatives Development process that included a three-level screening process. The Alternatives Development process began with early scoping under Washington's State Environmental Policy Act (SEPA) in February 2018. Sound Transit published an early scoping notice in the SEPA register on February 2, 2018, which initiated early scoping and started a 30-day comment period. Additional public notification was provided with mailed postcards, print and online advertisements, and social media notices. Three public open houses and an agency meeting were held during this comment period, as well as an online open house. During early scoping, Sound Transit requested comments on the preliminary purpose and need statement, potential refinements to the Sound Transit 3 Representative Project (see Appendix M, Summary of Alternatives Development and Initial Assessment Process, for a map of the Representative Project), and potential community benefits and impacts. Comments were accepted by mail, email, online comment forms, and on comment boards and maps at the open houses (both in person and online).

Comments received from government entities (agencies, advisory boards/commissions, and educational institutions), Tribes, businesses, and community organizations made specific recommendations on alternatives to the Sound Transit 3 Representative Project and issues to study, including local and regional mobility, freight mobility and infrastructure, transit integration, TOD, hazardous materials and contaminated sites, air quality, utilities, trails, vibration, and electromagnetic interference. Most of the public comments focused on elevated alignments in West Seattle, with many suggesting a variety of alternatives to these elevated alignments, including tunnels. Additional information on the early scoping process is described in Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination.

Based on feedback received during early scoping, Sound Transit developed an initial set of alternatives. Sound Transit then conducted a three-level screening process (Level 1, Level 2, and Level 3) that analyzed and compared the alternatives using evaluation criteria developed from the project's preliminary purpose and need. For each evaluation criterion, measures and evaluation methods were developed and applied at each level of screening. The evaluation criteria are as follows:

- Reliable service and travel times
- Regional connectivity, transit capacity, and projected transit demand
- Regional centers served and regional plan consistency
- Sound Transit 3 Plan consistency, technical feasibility, and financial sustainability
- Historically underserved populations
- Station area land use plan consistency, modal integration, and environmental effects
- Station area development opportunities, traffic operations, and economic effects

After each screening analysis was complete, the results were presented to the Stakeholder Advisory Group. The Stakeholder Advisory Group consisted of transit riders, residents, key stakeholders, members of the public, and representatives from businesses and major institutional organizations. The Stakeholder Advisory Group recommended alternatives to carry forward to the next level of screening to the Elected Leadership Group. The Elected Leadership Group included elected officials who represent the project corridor and/or Sound Transit Board. The Elected Leadership Group then made recommendations on which alternatives to carry forward to the next screening level. Appendix M lists the alternatives for each level of screening and why some alternatives were recommended to not be carried forward.



There were opportunities for public input between each screening level, which allowed community members to learn more about the alternatives and provide input to the Stakeholder Advisory Group and Elected Leadership Group. Appendix F provides additional information on the public outreach conducted. All Level 3 evaluation alternatives and design options were carried forward into the scoping process for the Draft EIS, which is described in Section 2.5.3, Alternatives Carried Forward for Evaluation in the Draft EIS.

2.5.2 NEPA and SEPA Scoping Process

Scoping for this EIS was conducted under NEPA and SEPA. The scoping process began with a Notice of Intent to prepare an EIS in the *Federal Register* on February 12, 2019 (84 *Federal Register* 3541), and a Determination of Significance in the SEPA Register on February 15, 2019. These notices initiated formal scoping and started a required 30-day comment period through March 18, 2019. The FTA and Sound Transit extended this comment period until April 2, 2019, based on requests from the public and the City of Seattle.

Three public scoping meetings and a meeting for agencies and Tribes were held during this period, as well as an online open house from February 15 through April 2, 2019. Sound Transit asked for comments on the preliminary purpose and need statement; the alternatives that Sound Transit should evaluate in the Draft EIS; and social, economic, environmental, and transportation issues to evaluate in the Draft EIS. Comments were accepted by mail, email, online comment forms, phone, and in a variety of forms at the scoping meetings. Appendix F provides additional information on the scoping process and comments received.

2.5.3 Alternatives Carried Forward for Evaluation in the Draft EIS

Following the public scoping period, the Sound Transit Board of Directors reviewed the comments received and the alternatives evaluated in the three-level screening process (see Appendix M for details). In May 2019, the Board approved Motion M2019-51 (Sound Transit Board 2019a), which identified preferred alternatives, preferred alternatives with third-party funding, and other alternatives to study in the Draft EIS. The Board also directed Sound Transit project staff to conduct an initial assessment of additional alternatives suggested during the scoping period to establish whether further detailed study in the Draft EIS was appropriate. Following completion of that initial assessment, the Board reviewed the initial assessment findings and public input. Public outreach during the initial assessment included an online open house, distribution of flyers to residences and businesses, information booths at several fairs and festivals, media briefings, project-wide email updates, as well as personalized emails to community groups to notify them about the opportunity to comment online (refer to Appendix F for additional information). In October 2019, the Board approved Motion M2019-104 (Sound Transit Board 2019b), which identified additional alternatives to study in the Draft EIS.

Table 2-3 lists the West Seattle Link Extension alternatives identified in Sound Transit Board Motions M2019-51 and M2019-104 for study in the Draft EIS.

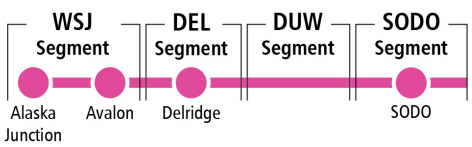


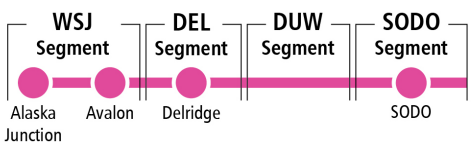
Table 2-3. West Seattle Link Extension Alternatives and Design Options Carried Forward

Segment	Draft EIS Alternative or Design Option	Alternative Name in Sound Transit Board Motion
SODO	Preferred At-Grade (SODO-1a)	E3 At Grade
	At-Grade South Station Option (SODO-1b)	
	Mixed Profile (SODO-2)	SODO Partial Elevated
Duwamish (DUW)	Preferred South Crossing (DUW-1a)	South Crossing
	South Crossing South Edge Crossing Alignment Option (DUW-1b)	
	North Crossing (DUW-2)	North Crossing
Delridge (DEL)	Preferred Dakota Street Station (DEL-1a)	North of Genesee Station
	Dakota Street Station North Alignment Option (DEL-1b)	
	Preferred Dakota Street Station Lower Height (DEL-2a)	
	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	
	Delridge Way Station (DEL-3)	South of Andover Station
	Delridge Way Station Lower Height (DEL-4)	
	Andover Street Station (DEL-5)	Yancy/Andover Elevated
	Andover Street Station Lower Height (DEL-6)	
West Seattle Junction (WSJ)	Preferred Elevated 41st/42nd Avenue Station (WSJ-1)	Elevated Stations
	Preferred Elevated Fauntleroy Way Station (WSJ-2)	
	Preferred Tunnel 41st Avenue Station (WSJ-3a)	Tunnel Station
	Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)	
	Short Tunnel 41st Avenue Station (WSJ-4)	
	Medium Tunnel 41st Avenue Station (WSJ-5)	

Source: Sound Transit Board 2019a and 2019b.

In response to the Board's direction in the Board-approved Motion M2019-51 (Sound Transit Board 2019a), Sound Transit continued to refine the conceptual design of the alternatives for evaluation in the Draft EIS. This resulted in the addition of Alternative DEL-6 and Alternative WSJ-5, which would allow the Delridge Station to connect to a tunnel in the West Seattle Junction Segment. Alternative WSJ-4 was also added to address the Board's direction to evaluate potential cost-savings opportunities.

Based on public input received during scoping for general support for the Alaska Junction Station in the 41st Avenue Southwest and 42nd Avenue Southwest vicinity as well as comments to stay out of Alaska Junction if the alternative is elevated, the Sound Transit 3 Representative Project was broken into two separate alternatives with a north-south oriented elevated Alaska Junction Station: (1) with the station between 41st and 42nd avenues south of Southwest Alaska Street (Preferred Alternative WSJ-1) and (2) with the station at Fauntleroy Way Southwest and Southwest Alaska Street (Preferred Alternative WSJ-2). In response to public support for shifting the existing SODO Station southward, closer to South Lander Street, Sound Transit developed Option SODO-1b. An additional station configuration for Preferred Alternative SODO-1a, the staggered station configuration, was also developed to avoid permanent impacts to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office.



2.5.4 Alternatives Not Carried Forward for Evaluation in the Draft EIS

The scoping process generated some new alternative suggestions that were considered but not identified for study in the Draft EIS. These suggestions and the reason they were not carried forward are described in Appendix M.

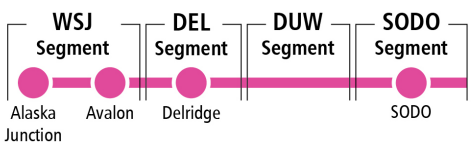
2.6 Draft EIS Public and Agency Comments Suggesting New or Modified Alternatives

Before preparing the Final EIS, Sound Transit reviewed comments on the Draft EIS that suggested modifying the alternatives or the addition of other alternatives. Some comments suggested minor shifts in alignments and stations. Individuals suggested building a gondola instead of light rail to reduce cost, shorten the project schedule, minimize greenhouse gas emissions, and minimize impacts. Some commenters suggested bringing back alternatives considered but not carried forward into the Draft EIS. There were others that noted support for removal of Avalon Station to save on cost. Table 2-4 summarizes the comments received on the Draft EIS that suggested new alternatives or modifications to alternatives. Commenters also suggested providing light rail to communities to the south with larger populations of people of color and low-income households than the areas directly served by the West Seattle Link Extension.

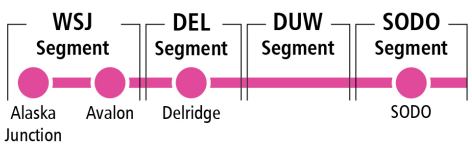
More details on specific comments and Sound Transit's responses are provided in Appendix O, Draft EIS Comment Summary and Response to Comments.

Table 2-4 Summary of Comments Asking for New or Modified Alternatives

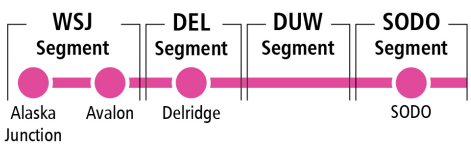
Theme of Comment	Comments/Suggestions
Other Modes	Comments suggested modes of transportation for West Seattle other than light rail as follows: • Most of the comments from individuals suggesting another mode suggested a gondola for West Seattle. Gondola supporters stated that the topography of West Seattle is too hilly for light rail and that the area would be better served by gondola acting like a feeder system to light rail on the east side of the Duwamish Waterway. They feel that a gondola would better meet the transportation needs for West Seattle faster and for less cost, displacement, disruption, and embodied carbon. • Bus rapid transit that feeds into the light rail system on the east side of the Duwamish Waterway. • A light rail alternative adjacent to the Duwamish Waterway where topography is flat and stations would provide access to low-income populations and communities of color, while also providing a gondola connection over Pigeon Ridge to West Seattle. • A new bus-only bridge from West Seattle, across the Duwamish Waterway, connecting to the SODO Busway. • A cable car. • Extended water taxi service. • A foot passenger ferry from Fauntleroy Ferry Terminal to Downtown Seattle.



Theme of Comment	Comments/Suggestions
Pigeon Ridge/West Seattle Tunnel	Comments suggested studying the purple line, Pigeon Ridge/West Seattle Tunnel, from the level 2 alternatives evaluation as described in Appendix M of the Draft EIS. Comments suggested that with rising real estate prices and falling tunneling costs, this alternative may now be considered more affordable than it was during scoping. These comments supported this alternative because they thought it would reduce impacts to habitat and wildlife, minimize construction period road closures, reduce displacements to communities of color and low-income populations, reduce business displacements, and reduce risks from constructing light rail on steep slopes.
New Tunnel Alternatives	There were requests for other tunnel alignments along the West Seattle Link Extension. Comments suggested tunneling under the Duwamish Waterway and then continuing with a tunnel for the rest of the alignment to minimize impacts to West Seattle. A tunnel was requested from the point where the guideway touches land on the west side of the Duwamish Waterway, following the route of the Preferred Alternatives in West Seattle, with the Delridge and Avalon stations, and two Alaska Junction stations at Fauntleroy Way Southwest and at 42nd Avenue Southwest.
Extensions to the South	Comments stated that the West Seattle Link Extension includes stations in the wealthier areas of West Seattle instead of reaching the low-income areas and areas with greater communities of color to the south. Stations were mostly suggested in High Point, White Center, and Burien. The following alternatives were suggested: • Remove the Alaska Junction Station and add a station at 35th Avenue Southwest and Southwest Morgan Street. • An alignment on 35th Avenue Southwest because there would be more room to fit the guideway; with an option of building light rail at-grade in this location that could extend in the future to High Point, Westwood Village, and South Seattle College. • A guideway on a bridge across the Duwamish, elevated along Fauntleroy Way Southwest, with stops at the Fauntleroy Ferry Terminal, White Center, and SeaTac. • A station in Youngstown on Delridge Way Southwest near South Spokane Street then extending the alignment down Delridge Way Southwest at-grade with an additional station between Hillcrest and Highland Park and a station with a park-and-ride at Southwest Roxbury Street and 17th Avenue Southwest. • An alignment to High Point, without going through the junction, since High Point was described as a potential station location identified in City planning efforts. • A station at Westwood Village instead of the Alaska Junction with a park-and-ride to connect other neighborhoods in West Seattle.
Two Extensions	Splitting the West Seattle Link Extension in two, with one extension serving the east side of West Seattle (Delridge) and another extension serving the west side (including the West Seattle Junction). The two extensions would merge to the south in future phases to reach SeaTac Airport. Another suggested alternative was a spur light rail extension to West Seattle Junction through the West Seattle Golf Course, with the main light rail extension continuing south to minimize cost for land acquisition, disruption to neighborhoods during construction, and noise.
Other Suggested Alternatives	The following alternatives were also suggested to minimize impacts to West Seattle neighborhoods: • One light rail station in West Seattle with a parking garage. • Light rail with a terminus station at Harbor Island with a park-and-ride garage with bus connections. • A light rail station on West Marginal Way with electric vehicle shuttles to connect people in West Seattle to the station. • Only one station in West Seattle, on Fauntleroy Way Southwest.



Theme of Comment	Comments/Suggestions
SODO Segment	
New location for SODO-2 Station	Move the station for the Mixed Profile Alternative (SODO-2) north of the existing SODO station to avoid the United States Postal Service facility. Another suggestion was to shift the Alternative SODO-2 station north to preserve the SODO Busway, with an entrance at South Stacy Street.
Underpass for Cross Station Transfers	Provide for cross platform transfers, construct the northbound West Seattle Link Extension guideway in an underpass under the existing light rail line near South Forest Street. Keep the existing SODO Station and construct the new northbound platform in the space currently used for the SODO Trail.
Parallel Tracks	Place the northbound track for both lines parallel to each other and the southbound tracks for both lines parallel to each other.
Station Consolidation	Consolidate the SODO and Stadium stations because they felt the stations were close enough to walk between them.
Duwamish Segment	
Connect to Additional Communities	Connecting to the communities of South Park and Georgetown with light rail extension or bus rapid transit.
Multi-modal Bridge	A new West Seattle replacement bridge for vehicles with light rail running on the side to save costs for both projects.
Immersed Tube Tunnel	An immersed tube tunnel (a tunnel constructed elsewhere, which is then brought to the tunnel site to be sunk into place) for the Duwamish Waterway crossing.
Harbor Island Station	One comment requested a light rail station on Harbor Island.
Delridge Segment	
Tunnels in Delridge	A tunnel beginning in Delridge and continuing to the West Seattle Junction. Another suggestion was Alternative DEL-6 with a longer tunnel that has a tunnel portal east of Southwest Avalon Way.
Stations Further South	Stations south of the Delridge Station in the Delridge neighborhood were suggested. Approximately 450 comments requested further study to shift the Alternative DEL-6 Delridge Station further south to improve walk access and TOD opportunities based on the project-wide comments made by the Urbanist and Seattle Subway. One suggested alternative was to extend the alignment to allow for a station near Louisa Boren Stem K-8 school at 5950 Delridge Way Southwest. Another suggested alternative was to have a station further south down Delridge Way Southwest to serve communities of color and low-income populations and have a greater walkshed and more TOD opportunity. Another comment suggested moving the Alternative DEL-6 Delridge Station closer to the center of Delridge to improve bus connectivity and pedestrian connections
Delridge Playfield and West Seattle Golf Course	A light rail alignment in the north end of Delridge Playfield and the West Seattle Golf Course to avoid property acquisitions and reduce cost.
Relocate Delridge Station	Place the Delridge Station for Alternative DEL-6 over Delridge Way Southwest.
Optimize TOD	Move the station for Alternative DEL-5 and Alternative DEL-6 to the west so that it is more accessible for pedestrians and could have better TOD potential on nearby vacant parcels
Lower DEL-3 and DEL-4 Station heights	Commenters suggested lowering the heights of the Alternative DEL-3 and Alternative DEL-4 stations, so they are similar to the height of Alternative DEL-2a and Option DEL-2b.
Build entirely within right-of-way	An elevated light rail guideway entirely within the existing roadway right-of-way so that residential property acquisitions are not needed.

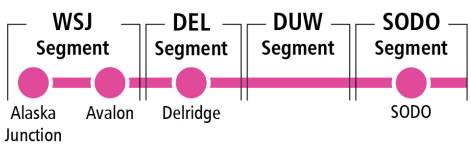


Theme of Comment	Comments/Suggestions
West Seattle Junction Segment	
One station at corner of Fauntleroy Way Southwest and 39th Avenue Southwest	Only one station in the West Seattle Junction Segment at Fauntleroy Way Southwest and 39th Avenue Southwest (the current location of Trader Joe's).
Tunnel under California Avenue Southwest	A tunnel station with a mezzanine under California Avenue Southwest to facilitate bus transfers.
Tunnel under Fauntleroy Way Southwest	A tunnel under Fauntleroy Way Southwest rather than 41st or 42nd Avenue Southwest to avoid impacts to smaller streets in residential areas and make future extensions easier.
Remove Avalon Station	Remove the Avalon Station because it would be close to the Alaska Junction Station, and removing the Avalon Station could lower costs. Comments mentioned that the two stations were within the same walkshed and removing the Avalon Station could help pay for a tunnel in this segment. Numerous comments asked to keep the Avalon Station to allow fast access to/from buses along 35th Avenue Southwest, including those from White Center and Burien, and to allow for access from large multi-family residential buildings nearby.
Move Avalon Station	Move the Avalon Station to the vacant field of the West Seattle Stadium to activate more public space and improve pedestrian safety on Southwest Avalon Way. Another commenter suggested moving the station to Rotary Viewpoint Park and do not continue closer to the Alaska Junction. Comments stated that this modification would reduce displacements, serve bus connections well, and allow for future extensions along 35th Avenue Southwest.
New Tunnel Alignment	Place the station in a tunnel immediately adjacent to the West Seattle Bridge.
Move Alaska Junction Station	Move the station to the Southwest Edmunds Street/Erskine Way Southwest/California Avenue Southwest intersection to reduce cumulative impacts to available street parking on 41st Avenue Southwest.
Remove Alaska Junction Station	Do not build the Alaska Junction Station to save on costs and minimize neighborhood impacts; instead, extend light rail to reach low-income and communities of color to the south.
Extend Alignment	One comment suggested that the alignment continue past California Avenue Southwest. It was also suggested to locate elevated light rail entirely within the street right-of-way to avoid acquisition of large new apartment buildings.

2.7 Construction Approach

This section provides an overview of potential construction activities and timing. The West Seattle Link Extension would have a muti-year construction period and would be completed in 2032. The majority of the construction timeline for the project would be for civil construction. Concurrent work at multiple construction areas would be required to complete the project in this timeframe. Civil construction would include demolition, utility and drainage relocations, and construction of guideways (including guideway columns and foundations), tunnels (including access at tunnel portals), bridges, stations and station access, track, and supporting facilities such as traction power substations and vent shafts. Civil construction would be followed by installation of the systems that power and control the trains. This would be followed by testing and startup activities, when communications, safety, and emergency systems would be tested and certified before beginning operations for the public.

> Civil construction refers to the physical construction activities such as demolition, grading, and construction of project elements. Civil construction is followed by systems installation and testing.



The greatest potential for construction impacts would occur during civil construction. The following major civil construction activities could cause environmental impacts and community disruption:

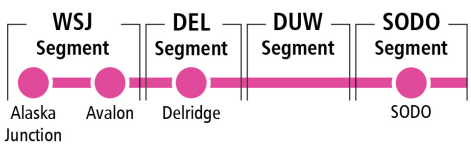
- Partial and full demolition of existing structures (buildings, pavement) and debris removal
- Remediation of existing contamination at construction sites
- Building temporary vehicular, bicycle, and pedestrian detour routes
- Protective works (such as underpinning) for buildings that would not be demolished
- Clearing and vegetation removal
- Fill and excavation
- Utility extensions, relocations, or disruptions
- Drainage system relocations and new connections, including stormwater vaults
- Construction staging area use
- Guideway structure construction
- Tunnel construction, particularly at the tunnel portals and vent shafts
- Tunnel cross passage construction, including ground treatment near the cross passages
- Delivery of materials and equipment
- Removal and hauling of excavation spoils and other construction debris
- Station construction, including elevated stations and tunnel stations under street rights-of-way
- Crossover track, tail track, and other special trackwork construction, including at-grade, elevated, and underground trackwork structures
- Bridge construction
- Slope stabilization (such as retaining wall) construction
- Ground treatment and improvement (such as stone guideway columns, jet grouting, and ground freezing)
- Pile-driving and shaft drilling
- Roadway reconstruction

The following sections describe the sequence, methods, and anticipated duration for each major type of construction.

2.7.1 Construction Sequence and Activities

Construction of linear projects such as light rail is typically divided into various segments or line sections based on similarities in configurations such as at-grade or elevated structures, tunnels, or retained-cut sections; sequence and schedule constraints; and geographical constraints. These segments or line sections may include stations, substation and signal control facilities, access facilities, tunnel vents, and other related improvements.

Site-specific conditions, permit requirements, and market conditions at the time of construction, among other factors, affect how a project is built. Sound Transit would coordinate with the appropriate jurisdictions on land use approvals, right-of-way use and land disturbance permits, and other permits required for construction.



A work-specific construction plan would be confirmed during final design to establish the various construction phases and contract packages, their estimated schedule and duration, and appropriate sequencing. Where possible, construction activities would be coordinated with other capital improvement projects or joint development projects to help minimize construction impacts. The West Seattle Link Extension would have a project management plan. Construction contracting documents reflect the project management plan and relevant best management practices to minimize construction disruption and permitting conditions and requirements and includes, but is not limited to:

- Notification requirements.
- Noise variance locations.
- Maintaining access to private properties.
- Overall and site-specific plans.
- Monitoring of sensitive structures close to excavation or higher vibration activities.
- Construction Access and Traffic Management Plan that includes components to maintain business access, minimize construction disruption during large events, provide alternate routes for freight, general traffic, and non-motorized access, manage parking, and maintain transit operations (bus, streetcar, light rail), as appropriate.
- Construction Mitigation Plan addressing property effects to businesses. This could include a 24-hour hotline, providing detours and signage, providing marketing materials for affected business districts, etc.
- Construction Vibration Control Plan.

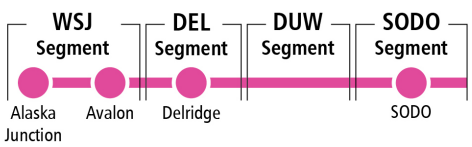
These plans would continue to be updated throughout construction as needed.

Typical construction for surface and elevated guideways and stations would occur on a 5- to 6-day work week and would occur primarily between the hours of 7 a.m. and 10 p.m. In some locations, additional shifts, all-week, nighttime, or 24-hour construction activities could be necessary to reduce impacts from roadway closures. Tunneling work would typically occur between 20 and 24 hours per day, 6 to 7 days per week.

2.7.2 Typical Construction Activities

Typical construction activities necessary prior to construction, regardless of the track alignment or profiles, would involve partial and full demolition of existing structures; removal or modifying underground tiebacks; vegetation clearing and soil fill, excavation, and grading; relocating utilities and drainage systems; remediation of contaminated sites; preparing construction access; building temporary construction roads where access is not available from existing roads; temporarily closing some roads or traffic lanes; and detouring traffic.

Underground utility work and support or strengthening of areaways may require temporary steel plates in the roadway and temporary lane closures. When work occurs in roadways, reconstruction of streets, sidewalks, and other existing facilities may occur. Overhead utility relocation work may consist of temporary lane closures, site access limitations, vegetation removal, and demolition of existing structures. Work could include construction of new utility pole foundations, and installation of poles, anchors, vaults, conduit, and cables, followed by removal of existing overhead utilities. Outside of road right-of-way, restoration of work areas could be necessary.



When work would be adjacent to a roadway, removal of on-street parking, closure of lanes or closure of the full roadway may be needed. Where the project would partially or fully close streets, through traffic would be rerouted on detours while maintaining access to existing businesses and residences. Road closures and detours would require approval by the Seattle Department of Transportation or Washington State Department of Transportation. More detailed information on road closures, lane closures, and detours is provided in Chapter 3, Transportation Environment and Consequences, and in Appendix N.1, Transportation Technical Report.

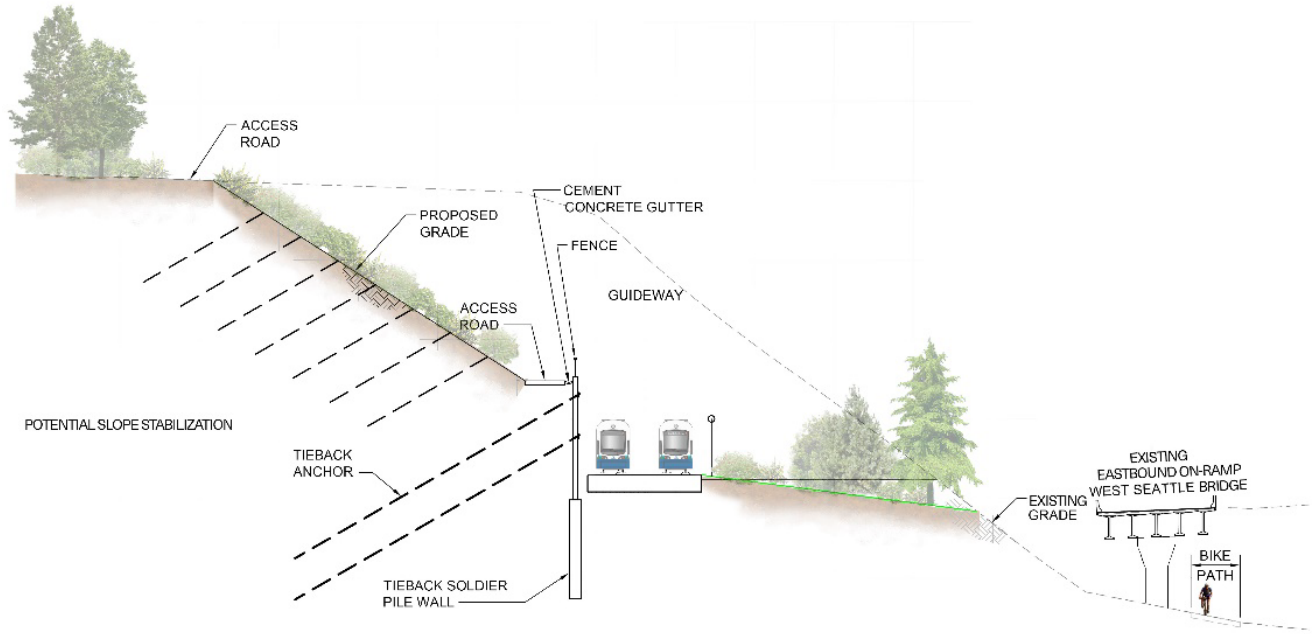
Dewatering could be needed throughout the project corridor and could be done using mechanical methods such as sumps, pumps, and dewatering wells. These systems pump water to the surface for discharge, storage, or recharge into the ground. Discharge would follow the National Pollution Discharge Elimination System permit requirements from the Washington State Department of Ecology. Water would be treated, if necessary, prior to discharge.

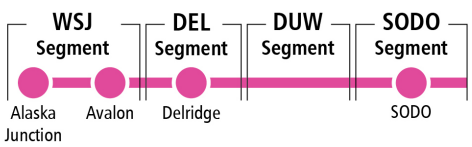
Ground improvements, or mechanical methods to address weak soils to enable building on them, might be needed at many places along the project corridor, especially in areas of fill material on top of tide flats and for tunnel portals and cross passages. Ground improvement methods may include jet grouting, ground freezing, rock displacement, or a combination of these methods.

Steep slope stabilization would be necessary at the north edge of Pigeon Point. For all alternatives, the outer layer of unstable soil would be excavated. Depending on the alternative, slope stabilization could include retaining walls, slope drains, soil nails, and other reinforcements (Figure 2-44). Drainage above the slope could be routed to catch basins or small vaults, and replanting on the slope could occur after construction. Construction of the guideway could require temporary work trestles.

Post-construction landscaping would include native, adaptive, hardy, drought tolerant, and low maintenance plants. Native plants are required for all ecosystem restoration work.

Figure 2-44. Pigeon Point Typical Section





2.7.3 Elevated Light Rail Construction

Construction of elevated guideway would begin with construction of the substructure foundations and shallow excavations to relocate utilities. The foundations would likely consist of shallow spread footings or deeper drilled shafts. Ground improvement would be provided around drilled shafts, where required. Following the foundations, concrete guideway columns and piers or straddle bents that support the guideway would be constructed cast-in-place (Figure 2-45). False-work (Figure 2-46), which is a temporary support structure, would be required in places where cast-in-place construction is used. False-work would support elements of the substructure while the concrete is placed and the concrete gains enough strength to support itself.

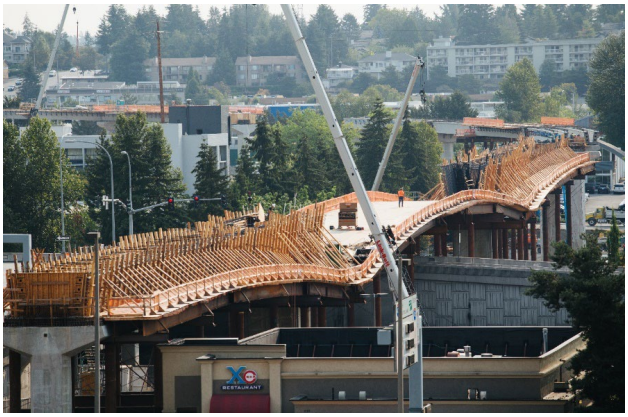
The elevated guideway superstructure (the part of the structure above the foundations) could be constructed of reinforced concrete which would either be cast-in-place or pre-cast. False-work could be used in places to support the cast-in-place superstructure. Pre-cast elements would be transported to the construction area and lifted into place with cranes. Construction of elevated stations would begin similar to construction of the guideway but would then include construction of the station platforms and buildings.

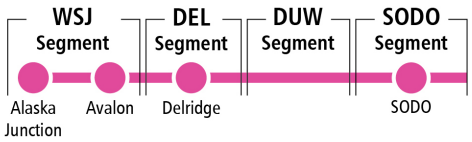
Elevated guideways (Figure 2-47) would require construction similar to bridges where longer spans are needed in order to cross roadways, railroads, or due to topography (refer to Section 2.7.7, Bridge Light Rail Construction – Over-water Crossings). Pile driving may be used during construction of the elevated guideway.

Figure 2-45. Construction of Guideway Columns

Figure 2-46. Construction of Elevated Guideway Showing False-work

Figure 2-47. Construction of Elevated Guideway Over Roadways





2.7.4 At-grade Light Rail Construction

Construction methods for at-grade guideways would be similar to typical road construction. Construction would involve shallow excavations to relocate utilities and construction of the subgrade, ballast walls, track, and station platform slabs. Dewatering may be needed during construction, depending on groundwater depth. Drainage structures and below-grade light rail infrastructure would also be installed. Construction of at-grade stations would be similar to typical building construction. The SODO Station for Preferred Option SODO-1c, Alternative SODO-1a and Option SODO-1b in the SODO Segment would be constructed at-grade.

2.7.5 Retained-Cut Light Rail Construction

Retained-cut guideway and station construction would be similar to at-grade guideways but would be more intensive and of longer duration because of retaining walls required on one or both sides (Figure 2-48). In some locations, subsurface anchors, tiebacks, or internal bracing would be required to support the retaining wall. Depending on the depth of the retained-cut and groundwater conditions, dewatering may be necessary. Some retained-cut stations would involve construction of a lid over the station that is similar to cut-and-cover construction, as well as reconstruction of streets, sidewalks, and other existing facilities over or around the cut (see Section 2.7.6, Tunnel Light Rail Construction). Pile driving may be used during construction of the retained-cut guideway.

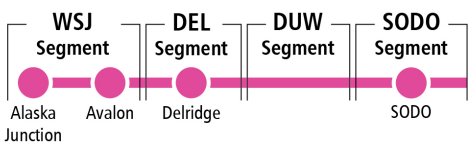
Figure 2-48. Retained-cut Construction

Figure 2-49. Tunnel Construction

2.7.6 Tunnel Light Rail Construction

Tunnel and underground station construction may involve tunnel boring (using tunnel boring machines), cut-and-cover construction, or sequential excavation mining.

Tunnel construction requires either open-cut tunnel portals or shafts for equipment to launch, or enter, and to be retrieved from the tunnel at each end. On hillsides, the portal would be dug directly into the hillside, while in flatter areas, an access shaft or pit would be excavated from the surface. Once a portal or shaft is dug, tunnel excavation can begin, and the tunnel would be lined with concrete (Figure 2-49). Excavated material, or spoils, would be transported to the shaft or tunnel portal for stockpiling or hauling, as needed. Spoils can be transported back through the completed tunnel sections using small trains, conveyors, or pipes.



Cut-and-cover construction involves excavating from the surface and is essentially a retained cut that is subsequently lidded. The excavation can be decked over during construction, either partially or totally, at the street level to allow traffic to continue once the excavation is deep enough to allow earthmoving equipment below (about 10 to 15 feet). It would take 6 to 12 months in some areas to establish these temporary decked areas, and there would be some traffic disruption during their installation. Openings in the decking are needed to remove excavated material and bring in construction materials. Following completion of the excavation, the permanent underground structures would be installed using cast-in-place concrete techniques. Cut-and-cover work may also include backfill with imported fill or suitable excavated material following the lid or station roof construction. Cut-and-cover construction would be used for more shallow stations, at tunnel portals, where tunnel depths are shallow, where tunnel lengths are too short for boring or mining methods, or to address other construction constraints.

Sequential excavation mining involves excavating a tunnel using a pre-defined sequence of several smaller excavations (known as “headings”) to build up the larger final cross section of the full tunnel. It is used where excavation of the full tunnel in a single heading could result in instability. Additional measures to stabilize the ground during excavation may be required and could include the use of temporary structural elements such as steel bars, ground improvement such as jet grouting installed either from the surface or within the tunnel, or stabilization measures such as dewatering or ground freezing, also from within the tunnel or from the surface. The excavated headings and full tunnel cross section would initially be lined with shotcrete. Subsequently a permanent waterproofing membrane and final cast-in-place concrete lining would be installed in the completed tunnel excavation.

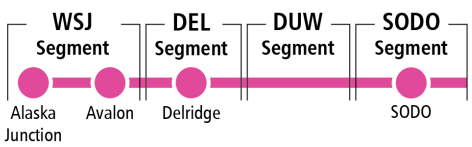
Tunnel boring machines are large mining machines that dig through the earth to create large tunnels with minimal ground disturbance and smooth tunnel walls that are easy to line. Excavated dirt is removed through a conveyor belt that transports it out of the tunnel.

For the Avalon and Alaska Junction stations associated with tunnel alternatives and design options, cut-and-cover construction would likely be used. Cut-and-cover construction would also be used at tunnel portals until the excavation is deep enough for mining. The tunnels and associated tail tracks in the West Seattle Junction Segment could use either tunnel boring machines or sequential excavation mining because they are relatively short, shallow tunnels. Spoils would be removed at the surface via shafts where future station entrances would be located.

For all proposed tunnel construction methods, the need for fresh air requires that a mechanical ventilation system and fans be in place. Fans could run for 24 hours a day and could be audible at tunnel portals, stations, or access locations.

Tunneling could require some forms of soil stabilization before tunneling begins. Methods could include jet grouting, cement grouting, dewatering, ground freezing, a combination of these methods, or other methods.

Excavated material would be removed and hauled to a permitted disposal site. Truck hauling would require a loading area, staging space for trucks awaiting loading, and provisions to prevent tracking soil on public streets. Truck haul routes and trucking hours would require approval by the City of Seattle. Surface hauling could occur at night during off-peak traffic periods or could be concentrated during the day to minimize noise in noise-sensitive areas.



2.7.7 Bridge Light Rail Construction - Over-water Crossings

2.7.7.1 Duwamish Waterway

The Duwamish Segment alternatives and design option would build bridges over the Duwamish Waterway. If bridge foundations are in the water, or in an area with a high water table, such as Harbor Island, most of them would be constructed inside sheet-pile cofferdams (temporary enclosures providing a dry working area in the water) where needed. Cofferdams would be driven or vibrated into place and would be removed when work is complete, likely by vibrating them out of the ground. Bridge foundations constructed inside the cofferdams would include drilled shafts and cast-in-place concrete pile caps. In other areas, foundation excavations would be supported by a temporary shoring system, such as soldier pile shoring.

Temporary work trestles could be installed in the East or West Waterways to support material delivery and operation of heavy equipment. Temporary work trestles would be constructed with driven or vibrated steel-pipe pile bents, framing, and decking, then removed when the work is complete. Barges for material supply and supporting cranes would also be required for construction of foundations in water and would be moored outside of the navigation channels. For all bridge types, netting and scaffolding under the bridge would be used during construction to support heavy equipment.

The fixed bridge over the East Waterway would be a balanced cantilever segmental box girder for all alternatives and options. Over the West Waterway, high-level fixed bridge structure types could include balanced cantilever segmental box girder, extradosed, cable-stayed, or truss superstructures. The bridge structure types are shown on Figure 2-50. For Preferred Alternative DUW-1a, the bridge type over the West Waterway would either be cable-stayed or steel truss to avoid having permanent structures in the water. Temporary work trestles over the East and West Waterway would not be needed for construction of this alternative. Bridge type would be determined during final design based on various factors including engineering feasibility and constraints, environmental effects, cost, and coordination with other agencies on permitting requirements.

The bridge superstructures (the part of the bridge above the foundation) would be constructed following construction of the foundations. The superstructure of a segmental bridge would be constructed with a balanced cantilever method, which means constructing one short segment at a time alternating on each side of the column. Extradosed bridge superstructure construction would be very similar to that of the balanced cantilever segmental box girder except that every few segments, a stay cable would be installed. Cable-stayed construction would be similar to the extradosed bridge except that many more cables would be required. The balanced cantilever segmental box girder, extradosed and cable-stayed bridge superstructures could be constructed as pre-cast or cast-in-place segments. Barges would be used to lift materials from the water to the superstructure during construction. Cast-in-place construction method could be used to minimize barges needed since with this construction method, materials could be lifted from land. The steel truss would be made up of three spans. Once the piers are constructed, the two end-spans and a portion of the main span cantilevering from the pier would be constructed on false-work in large segments. The remaining preassembled portion of the center span would then be lifted into place as one piece.

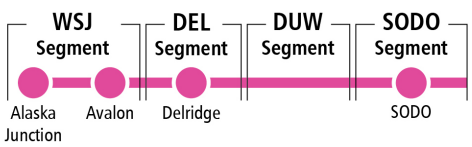
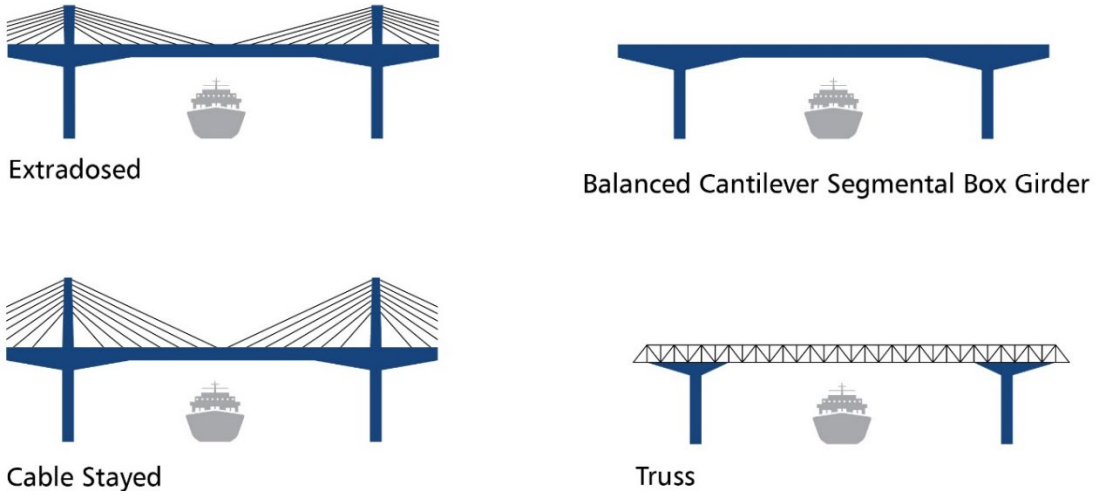


Figure 2-50. Bridge Structure Types



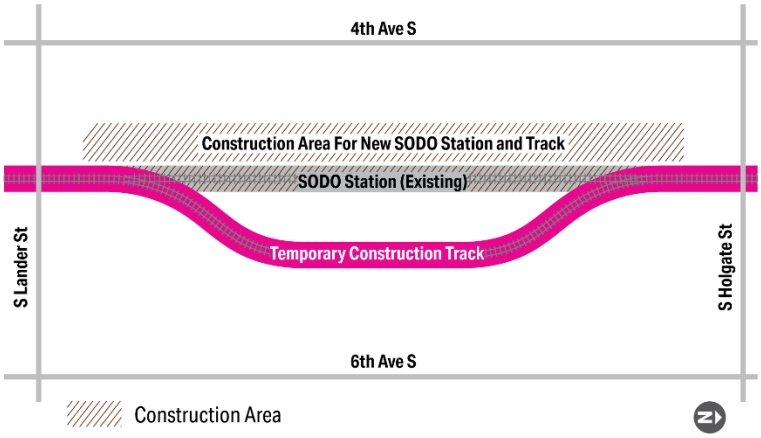
2.7.7.2 Longfellow Creek

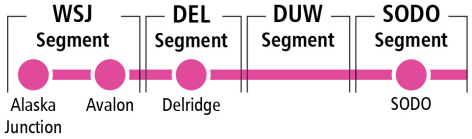
Preferred Option DEL-6b and Alternative DEL-7 would cross a portion of the Longfellow Creek open channel. Grading and fill would occur on either side of Longfellow Creek to create a level surface for construction of the guideway columns and movement of equipment. Drilled shafts would be needed for the guideway columns in this area and due to a high water table, a slurry solution of water and polymers will be used to maintain pressure inside the shaft casing. During construction, the creek would remain open, and construction would not require a creek bypass or for the creek to be piped in place. Temporary work trestles over the creek would also not be needed. After construction, the site would be regraded to existing conditions and replanted as discussed in Section 4.9.7, Mitigation Measures, of Section 4.9, Ecosystems.

2.7.8 Temporary Light Rail Track Construction

During construction of the new SODO station, there would be a long-term closure of the existing SODO station and detour tracks (known as shoofly tracks) would be constructed to keep the 1 Line operational around the station (Figure 2-51). Details of construction phasing at SODO Station would not be finalized until final design.

Figure 2-51. Temporary Construction Tracks





2.7.9 Staging Areas and Construction Easements

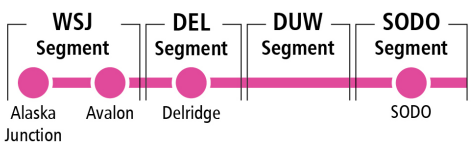
Construction staging areas (Figure 2-52) are needed before, during, and for a short time after construction work, for the following:

Figure 2-52. Staging Area Adjacent to New Guideway Under Construction

- Equipment storage
- Construction materials delivery and storage
- Demolition or spoils storage and handling, truck loading, and hauling
- Contractor trailers
- Concrete batch plants or concrete pumping
- Assembling and launching or retrieving tunnel boring/excavation equipment
- Prefabricating reinforcing steel cages and mats
- Prefabricating, cleaning, and disassembly of column and cap form systems
- Collection, storage, treatment, and discharge of construction water and groundwater
- Access roads
- Construction crew parking

All profile types would have construction staging areas along the alignments. Contractors would use the property on which the facility is being constructed and property that Sound Transit would acquire for permanent facilities or for construction staging, or other properties as negotiated by the contractor. Staging areas would typically be close to the work area and would be throughout the project corridor. Staging areas would generally be 1 acre per mile for elevated or at-grade construction, 3 to 5 acres for water crossing structure construction, 2.5 to 3 acres for tunnel boring machine launch tunnel portals, 1.5 acres for sequential excavation mining launch tunnel portals, and 1.5 acres for station sites in addition to the station footprint. Tunnel receiving portals would be approximately 1 acre. Following construction, staging areas may be used for the project or redeveloped consistent with approved zoning and Sound Transit's Equitable Transit Oriented Development Policy (Resolution R2018-10).

Most construction work would occur in areas acquired for project right-of-way or designated staging areas, but temporary construction easements could be needed from adjacent properties. Following construction, areas with temporary construction easements would be restored to pre-construction conditions.



2.7.10 Duration of Construction Activities

Table 2-5 lists the anticipated duration for each major construction component of the project described in Section 2.7.2, Typical Construction Activities; Section 2.7.3, Elevated Light Rail Construction; Section 2.7.4, At-grade Light Rail Construction; Section 2.7.5, Retained-cut Light Rail Construction; Section 2.7.6, Tunnel Light Rail Construction, and Section 2.7.7, Bridge Light Rail Construction – Over-water Crossings. The estimated durations presented in the table do not necessarily indicate that continuous intensive construction activity would occur at the station areas for the entire duration. It is likely there would be periods of time when minimal or less intensive construction activity would occur. Construction activities are anticipated to occur between 2025 and 2032. Civil construction is anticipated to be completed within approximately 4.5 years. Track installation, overhead catenary system installation, and system testing would take approximately 2 additional years to complete.

Table 2-5. Major Construction Activities and Duration

Construction Activity	Estimated Duration
Partial/full demolition of existing structures; protective works for buildings; clearing and vegetation removal; fill and excavation; utility extensions, relocations, or disruptions; drainage system changes	2 to 12 months depending on the activity. Partial/full demolition of existing structures and relocation of utilities and the drainage system would be the most time intensive activities.
Guideway construction	2 to 4 years.
Tunnel portal construction	1.5 to 2 years (including preparation of associated construction staging area).
Tunnel construction	2 years.
Bridge construction	3 to 5 years. [a]
Station construction	3 to 4 years (retained-cut stations); 3 years (elevated stations); 3 to 4 years (cut-and-cover stations).

[a] The new light rail bridge over the Duwamish Waterway could take up to 5 years to construct, with most of the work during the fifth year isolated to the deck.

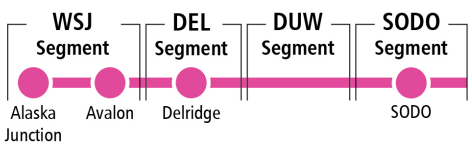
2.8 Environmental Practices and Commitments

Sound Transit views environmental stewardship as a responsibility of all employees, contractors, and consultants. The agency integrates environmental ethics and sustainable business practices into the agency's planning, design, construction, and operations.

The agency goes beyond regulation in its commitment to environmental stewardship and sustainability. Sound Transit's 2004 Environmental Policy states that the agency will satisfy all applicable laws and regulations and mitigate environmental impacts consistent with Sound Transit's policies, as well as strive to exceed compliance, restore the environment, avoid environmental degradation, and prevent pollution and conserve resources (Sound Transit 2004). The agency's 2007 Sustainability Initiative builds on this and identifies the agency's sustainability objectives as also addressing social and economic development issues (Sound Transit 2007).

LEED Certification

LEED certification is a globally recognized symbol of sustainability achievement. To achieve LEED certification, a project earns points by adhering to prerequisites and credits that address carbon, energy, water, waste, transportation, materials, health, and indoor environmental quality.



Sound Transit implements these commitments through an International Organization for Standardization (ISO) 14001-certified Environmental and Sustainability Management System. The Board-approved long and short-term goals for the management system's environmental and sustainability objectives are found in Sound Transit's 2015 and 2019 Sustainability Plan update documents (Sound Transit 2019c). Sound Transit also anticipates seeking Envision certification for the West Seattle Link Extension and Leadership in Energy and Environmental Design (LEED) certification for certain project facilities.

Envision

Envision is a holistic sustainability framework and rating system that enables a thorough examination of the sustainability and resiliency of all types of civil infrastructure. It is a comprehensive tool that can assist public and private agencies in delivering civil infrastructure that tackles climate change, addresses public health needs, cultivates environmental justice, creates jobs, and spurs economic recovery.

2.9 Project Funding and Cost Comparison

2.9.1 Project Funding

In 2016, voters approved funding for Sound Transit 3, which includes funding to construct the project. Additional funding sources to complete the project could include FTA or other federal agency grants or additional voter-approved tax revenue.

Sound Transit Funding

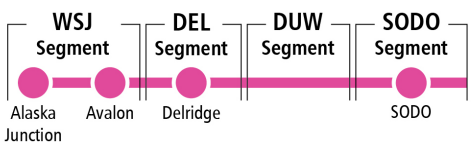
Sound Transit's regional transit programs and projects are typically funded through a combination of voter-approved taxes collected in a three-county district, FTA grants and loans, bonds, and farebox revenue.

2.9.2 Cost Comparison

2.9.2.1 Capital Cost

This section provides preliminary capital costs for each West Seattle Link Extension alternative and design option, and a combined capital cost for the project as a whole. These costs are based on early design and will be refined during final design. Capital costs are one-time costs and include construction costs, anticipated/estimated mitigation, right-of-way/property acquisition costs, engineering costs, equipment costs and contingency, but not the cost of additional light rail vehicles needed to operate the expanded system. Some of the alternatives and options studied would impact federally funded facilities and would require Sound Transit to pay back a portion of federal dollars already expended such as RapidRide stations. The capital cost estimate for the alternatives and options does not include the cost of impacting federally funded facilities.

Estimated West Seattle Link Extension capital costs based on the current level of design are shown in Table 2-6. The cost estimates have increased since the Draft EIS due to Board-directed refinements for the Preferred Alternative, advancement of design, and application of a market adjustment factor which is applied to construction costs.



2.9.2.1.1 West Seattle Link Extension Minimum Operable Segment

The estimated West Seattle Link Extension M.O.S. capital cost would be between approximately $2.90 and $3.75 billion, depending on the alternatives and design options included. This cost estimate is based on the current level of design and would apply to an M.O.S. from SODO Station to Delridge Station.

2.9.2.2 Operation and Maintenance Costs

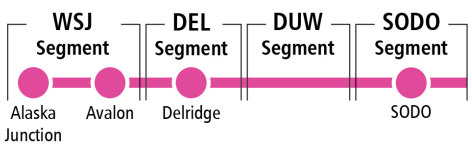
This section provides operation and maintenance costs for the project. The major determinants of operation and maintenance costs are service levels, running time, and trackway profile.

The West Seattle Link Extension would have estimated operation and maintenance costs of between $54 and $60 million, annually, with tunnels having higher operating costs.

The West Seattle Link Extension M.O.S. would have annual operation and maintenance costs of about $34 million.

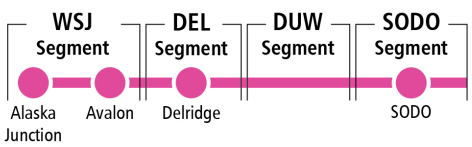
Table 2-6. Estimated West Seattle Link Extension Cost Comparison in 2024 Dollars

Segment	Alternative or Design Option	Estimated Capital Cost Comparison
SODO	**Preferred At-Grade Lander Access Station Option (SODO-1c)**	**$750 to 800 million**
	At-Grade Alternative (SODO-1a)	$750 to 800 million
	At-Grade South Station Option (SODO-1b)	$950 million to 1.05 billion
	Mixed Profile Alternative (SODO-2)	$950 million to 1.05 billion
Duwamish (DUW)	**Preferred South Crossing Alternative (DUW-1a)**	**$1.90 to 2.15 billion**
	South Crossing South Edge Crossing Alignment Option (DUW-1b)	$ 1.90 to 2.10 billion
	North Crossing Alternative (DUW-2)	$2.15 to 2.35 billion
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)**	**$700 to 750 million**
	Dakota Street Station Alternative (DEL-1a)	$850 million to 1.05 billion
	Dakota Street Station North Alignment Option (DEL-1b)	$950 million to 1.00 billion
	Dakota Street Station Lower Height Alternative (DEL-2a)	$600 to 650 million
	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	$700 to 750 million
	Delridge Way Station Alternative (DEL-3)	$800 to 850 million
	Delridge Way Station Lower Height Alternative (DEL-4)	$600 to 650 million
	Andover Street Station Alternative (DEL-5)	$750 to 800 million
	Andover Street Station Lower Height Alternative (DEL-6a)	$550 to 600 million
	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	$700 to 800 million



Segment	Alternative or Design Option	Estimated Capital Cost Comparison
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)**	**$1.75 to 1.90 billion**
	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	$1.70 to 1.85 billion
	Elevated Fauntleroy Way Station Alternative (WSJ-2)	$1.05 to 1.15 billion
	Tunnel 41st Avenue Station Alternative (WSJ-3a)	$2.10 to 2.35 billion
	Tunnel 42nd Avenue Station Option (WSJ-3b)	$2.20 to 2.40 billion
	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	$1.65 to 1.80 billion
	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	$1.60 to 1.80 billion
	No Avalon Tunnel Alternative (WSJ-6)	$1.40 to 1.50 billion

Note: The cost range provided is a risk-based value and may be adjusted as the project progresses.



3 TRANSPORTATION ENVIRONMENT AND CONSEQUENCES

3.1 Summary

The intent of this chapter is to inform the public about the potential transportation effects of the West Seattle Link Extension Project (the project) alternatives, provide for a comparison of alternatives, and identify potential mitigation strategies or approaches where potential project impacts are identified. This transportation analysis identifies and evaluates the project alternatives' potential construction-period and long-term impacts for the following transportation elements:

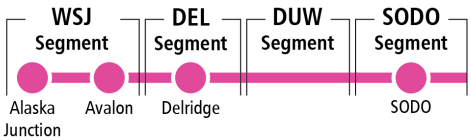
- Regional system and travel, including vehicle miles of travel, vehicle hours of travel, vehicle hours of delay, and mode share
- Transit services, including regional and local services, project and station ridership, and transit quality and performance levels of service (L.O.S.)
- The arterial and local street system, including property access, local traffic circulation, and intersection L.O.S.
- Parking, including the loss of parking due to project facilities, changes in curb use functions near stations, and potential hide-and-ride parking impacts near stations
- Non-motorized facilities (bicycle and pedestrian) around stations and on major bicycle or pedestrian trails affected by the alternative or alternatives
- Safety (all modes)
- Navigation
- Freight (truck, rail, and water)

Potential indirect impacts are discussed in Section 3.12.

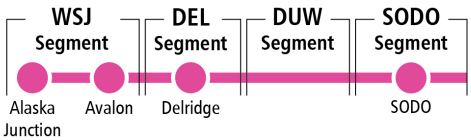
Table 3-1 summarizes key transportation findings discussed later in this chapter. The Transportation Technical Report included as Appendix N.1 to this Final Environmental Impact Statement (EIS) provides further information supporting the results and conclusions described in this chapter.

Table 3-1. Transportation Key Findings

Transportation Element	Key Findings
Regional System and Travel (Section 3.3)	• The project would reduce average weekday vehicle miles of travel by approximately 17,000 by year 2042. • The number of persons traveling through the study area is expected to increase with the project. A greater percentage of these persons would use transit compared to the No Build Alternative. • Construction-related impacts to regional roadways are expected to be short in duration and/or limited to nights and weekends. • For all Build Alternatives, construction of the new SODO Station may require closure of the existing SODO Station for multiple years. Sound Transit is exploring options to retain regional transit access in the SODO Station area that could include shuttle service or reroutes to King County Metro (Metro) buses to connect to the Stadium Station. A feasibility study of an interim station near the existing SODO Station is also proposed.



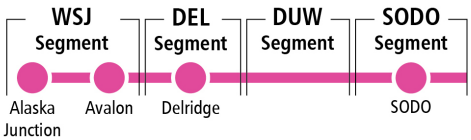
Transportation Element	Key Findings
Transit (Sections 3.4 and 3.11)	• In total, the project would carry between 24,000 and 27,000 daily riders by 2042. The addition of the West Seattle Link Extension to the regional transit system would result in about 2,000 net new daily transit trips by 2042. • Transit service quality, including daily hours of operation, frequency, reliability, and passenger load, would improve with the project. • The project travel time from the Alaska Junction Station to downtown would be approximately 50 percent faster in the p.m. peak than No Build bus travel between these areas. • The SODO Busway would be permanently closed for some SODO alternatives and closed for multiple years during construction for all SODO alternatives. This closure would impact more buses during the construction period, causing additional travel time. • Construction of the guideway, stations, and support infrastructure could disrupt Metro bus operations and access to transit for several years. Roadway, travel lane, bus stop, layover, and sidewalk and bike facility closures would be coordinated between Sound Transit, Metro, and the City of Seattle to identify alternative bus routes, bus stops, layover areas, and transit access locations. Sound Transit would implement mitigation for adverse impacts to Metro operations and access to transit caused by the construction activities.
Arterials and Local Streets Operations (Sections 3.5 and 3.11)	• In general, the presence of West Seattle Link Extension stations would increase activity on the streets around them. The predominant West Seattle Link Extension station mode of access is walking/biking and riders transferring to and from other transit services. The number of automobiles accessing stations would be limited as there are no park-and-rides with the project. • Project Build Alternatives that are elevated within the roadway would have some property access and circulation impacts; however, these are expected to be for short roadway segments as the alignments are all in exclusive guideway and mainly outside of roadway operations. • In the study area, no intersections in the SODO and Duwamish segments would be operationally affected by the project based on the project's L.O.S. threshold. The Delridge Segment would have up to three intersections affected, and the West Seattle Junction Segment would have up to five intersections operationally affected by the project alternatives. The preferred alternative would affect five study intersections. • During project construction, some local and arterial streets would be partially or fully closed in all segments, increasing traffic congestion on adjacent streets for durations of short periods (nights and weekends) up to multi-year closures. Among the preferred alternative roadway closures, most effects would be in the SODO and West Seattle Junction segments.
Parking (Sections 3.6 and 3.11)	• There is the potential for hide-and-ride parking where there is unrestricted parking near the proposed project stations, but the long-term impact is expected to be minimal as the City of Seattle and Sound Transit would implement parking management strategies within the station areas, as appropriate. • The preferred alternative would permanently remove between 120 and 305 on-street parking stalls and would temporarily remove between 245 and 595 additional on-street parking stalls during construction. • The other Build Alternatives could permanently remove between 45 and 315 on-street parking stalls and temporarily remove between 125 and 750 additional stalls, depending on the alternative in each segment.
Non-motorized Facilities (Sections 3.7 and 3.11)	• The project stations would be located in neighborhoods with generally well-connected pedestrian and bicycle networks, though there are some gaps as well as existing facilities not meeting Americans with Disabilities Act or the City's Seattle Streets Illustrated standards. • The SODO Station and Alaska Junction Station would have the highest pedestrian and bicycle activity—about 700 riders during the p.m. peak hour. • The pedestrian L.O.S. would generally be acceptable for all alternatives and station options, with all crosswalks and sidewalks operating at L.O.S. E or better. • Construction would result in closed or modified non-motorized facilities for various durations throughout the project. Some street connections would be permanently closed, requiring pedestrians and cyclists to use alternate routes.



Transportation Element	Key Findings
Safety (Sections 3.8 and 3.11)	• The project would shift up to 2,000 daily trips from auto or other non-transit modes to transit, resulting in fewer roadway conflicts. • Stations would be designed to accommodate the forecasted level of activity, and access would be at signalized, controlled locations and/or would be grade-separated. • During construction, overall crashes in the project corridor would be similar between the build and no build conditions, however the location of those crashes could change as traffic shifts to alternate routes.
Navigation (Sections 3.9 and 3.11)	• The bridge over the West Waterway would have the same or greater clearance as the West Seattle Bridge. All vessels that currently travel under the bridge in the West Waterway could continue to do so. The vertical clearance proposed over the East Waterway would also allow all vessels that currently use the East Waterway to continue to do so. Alternative DUW-2 would cross over a navigation channel in the East Waterway approximately 150 feet north of the Spokane Street (fixed) Bridge, which has a vertical clearance of 5 feet and blocks the majority of vessels from navigating under the bridge and would reduce the horizontal clearance and the area available for navigation and maneuvering. Option DUW-1b would permanently displace moorage on the Duwamish Waterway, and all alternatives would temporarily displace moorage during construction. All alternatives would result in short-term closures of the East and West waterways and require intermittent closures of all or part of the navigation channel during construction. All alternatives would temporarily reduce portions of the planned vertical clearance over both waterways during construction.
Freight Mobility and Access (Sections 3.10 and 3.11)	• All Build Alternatives would retain clearance envelopes for truck streets, roads in the City of Seattle's Over-Legal Network, and railroad tracks; access to freight properties would be maintained. • All Build Alternatives could affect 4th Avenue South, a Major Truck Street, between South Massachusetts Street and South Spokane Street, where transit improvements would be constructed to accommodate buses diverted from the SODO Busway. Improvement options being considered include bus queue jumps at key intersections, business access and transit lanes, and/or a freight and bus lane that could be shared by buses and trucks. The first two transit improvement options could increase delays to truck traffic on 4th Avenue South, and the third could reduce delays for truck traffic. • During project construction, freight routes would be impacted with partial or full roadway closures. Alternate routes would be available but would require some out-of-direction travel for trucks. • For locations where commercial load zones would be eliminated, Sound Transit would coordinate with the City of Seattle to locate alternative commercial load zones, where feasible. • Spur tracks along the SODO Busway north of South Lander Street would be removed with all alternatives. The BNSF storage tracks on the west side of the SODO Busway between the vicinity of South Hinds Street and South Lander Street would also be eliminated. Loading and lead tracks on the east side of the SODO Busway south of South Lander Street, including those that serve Franz Bakery and the 7th Avenue South lead tracks, would be retained.

3.2 Introduction and Methodology and Assumptions

The West Seattle and Ballard Link Extensions (WSBLE) Draft EIS, published in January 2022, reflected an existing year condition of 2019. For consistency, this Final EIS continues to use 2019 as the base year. Section 3.3 describes the existing (2019) conditions, future long-term (operation) conditions, and construction impacts for the project on the regional system and travel, as well as their potential mitigation. Sections 3.4 through 3.10 describe the affected environment and operation impacts under existing and future year 2042 long-term conditions for the West Seattle Link Extension for each of the remaining seven transportation elements listed in Section 3.1; the future long-term condition compares the No Build Alternative and the Build



Alternatives. Section 3.11 presents the construction-period impacts of the project on the transportation system for each of the non-regional transportation elements.

The 2042 future condition for the transportation analysis represents Sound Transit's long-range plans, when the Sound Transit 3 program, including the project, would be complete. The delivery of the Sound Transit 3 program is a key future assumption within this Final EIS. The Sound Transit Board in summer 2021 adopted a Sound Transit 3 realignment plan that modifies the delivery of the projects within the Sound Transit 3 program. As part of the adopted realignment target and affordable schedules, the West Seattle Link Extension would still be constructed by 2032. In addition, most of the other projects in the Sound Transit 3 program would be constructed by the 2042 horizon year, with the exception of non-Link light rail projects outside of Seattle. Therefore, the adopted Sound Transit 3 realignment schedule would not have any noticeable effect on this Final EIS analysis.

Some transportation elements also analyze 2032 for the construction-period analysis. Potential mitigation for construction-period and long-term project impacts on the regional roadway system is discussed in Section 3.3.3. Mitigation for operation impacts on each of the seven remaining transportation elements is discussed in those individual sections; mitigation for construction impacts is discussed in Section 3.11.6.

The study area for this transportation analysis generally extends 0.5 mile from the project alternatives (including stations). Some transportation elements require a modified study area, and in those cases, the modified study area is defined in the applicable section. Figure 3-1 shows the general transportation study area for the project.

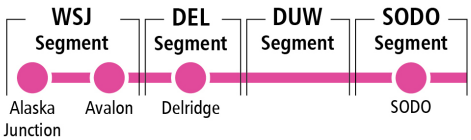
The methodology and assumptions used to analyze the transportation impacts of the projects have been compiled in the *West Seattle Link Extension Transportation Technical Analysis Methodology* report, which is provided in Attachment N.1A of Appendix N.1. That report presents the following information:

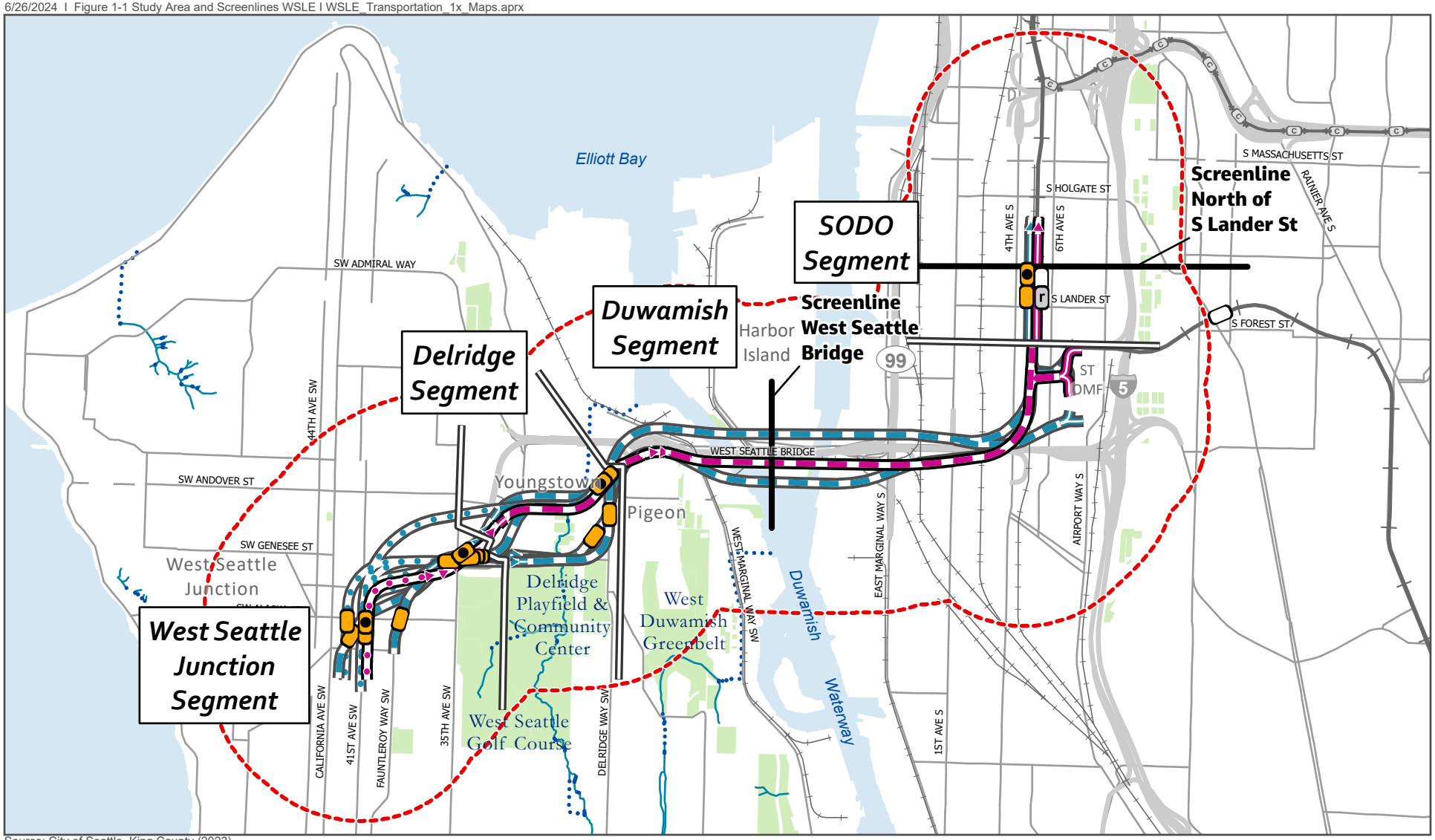
- Agency guidelines and regulations regarding the transportation analysis
- Transportation analysis methodology, including relevant definitions, data collection, regional traffic analysis, intersection impact analysis, and safety assessments
- Methods for traffic forecasting and transit ridership estimates
- Methods for assessing project impacts related to light rail stations, parking, non-motorized facilities and modes, property access and circulation, freight (truck and rail), transit, navigation, and construction
- Specific roadways, intersections, transit facilities, and waterways analyzed

Analysis of the West Seattle Link Extension minimum operable segment (M.O.S.) is presented where the M.O.S. would have effects that exceed the full-build Build Alternatives. The following elements include discussion of the M.O.S.:

- Transit
- Arterial and local street operations
- Non-motorized facilities

In addition to the relevant regulations, plans, and policies considered in all environmental analyses, the transportation analysis was guided by laws and regulations relevant to transportation and informed by the policy direction established in the numerous plans and policy documents adopted within the project corridor. These documents are listed in the *West Seattle Link Extension Transportation Technical Analysis Methodology* report (Attachment N.1A of Appendix N.1).





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Screenlines
- Study Area

0 0.5 1 Mile

N

FIGURE 3-1
Study Area and Screenlines

West Seattle Link Extension

3.3 Regional Context and Travel

This section describes the existing and anticipated future conditions of the regional roadway system through the project study area.

3.3.1 Affected Environment and Operation Impacts

The City of Seattle has designated the West Seattle Junction neighborhood as a hub urban village, and Puget Sound Regional Council has designated Downtown Seattle as a regional growth center, meaning that these areas would continue to add housing and jobs over the next 20 years as a matter of policy. The project corridor also includes the Puget Sound Regional Council- and City-designated Duwamish Manufacturing/Industrial Center. See Section 4.2, Land Use, for further discussion of land uses and a map of this area.

The regional facilities within the study area include the West Seattle Bridge, State Route 99, and Interstates 5 and 90. Major arterials include Fauntleroy Way Southwest, 35th Avenue Southwest, Delridge Way Southwest, 1st Avenue South, 4th Avenue South, 6th Avenue South, Airport Way South, South Lander Street, and South Holgate Street.

In 2019, within the central Puget Sound region, there were over 88 million vehicle miles traveled and 3.1 million vehicle hours traveled daily (King, Kitsap, Pierce, and Snohomish counties). Approximately 815,000 of those vehicle hours traveled represent delay due to congestion. Approximately 17 million total daily trips occurred in the Puget Sound region, with single-occupancy vehicles and freight making up over 40 percent of the travel in the region. High-occupancy vehicles with two or more people were used for nearly 40 percent of the travel in the region, with walking and bicycling used for approximately 14 percent and transit use at around 5 percent.

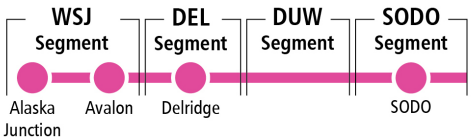
Screenlines are imaginary boundaries drawn crossing major roadways within the study area. Data at these screenlines provide a snapshot of traffic operations (such as volumes and travel mode share) along each corridor, based on the travel demand estimated from Puget Sound Regional Council and Sound Transit regional models. Two screenline locations were developed for the project: the West Seattle Bridge and north of South Lander Street (Figure 3-1).

Vehicle volume-to-capacity ratio is a performance measure used to assess travel conditions on the regional facilities in the study area.

A ratio of greater than 0.9 suggests the roadway is approaching capacity, and a ratio of greater than 1.0 indicates demand is exceeding the capacity and the road cannot effectively accommodate all traffic, leading to substantial congestion restricting the movement of people and goods. During the p.m. peak hour, both regional screenlines are over capacity in the peak travel direction, with volume-to-capacity ratios greater than 1.0. Transit mode share is relatively high in the p.m. peak hour peak direction with mode share between 17 to 21 percent across the two screenlines. Single-occupancy vehicle travel accounts for at least 50 percent of all trips across both screenlines in both directions.

3.3.1.1 No Build Alternative

The No Build Alternative describes anticipated future land use and transportation conditions if the project was not built. Between the existing condition and 2042, Puget Sound Regional Council's travel demand forecast model forecasts up to 2.5 percent growth in p.m. peak hour vehicle trips across the two screenlines. Total screenline p.m. peak hour person trips are forecasted to increase between 2 and 29 percent (see Tables 2-2 and 2-6 in Section 2 of



Appendix N.1). A number of planned and funded regional transportation improvements are assumed to be completed during the same timeframe; these include light rail expansion, bus corridor projects, and the City of Seattle Waterfront Improvement Program. For a list of assumed future projects, see the *West Seattle Link Extension Transportation Technical Analysis Methodology* report, Attachment N.1A of Appendix N.1.

While the West Seattle Link Extension would not be implemented with the No Build Alternative, the Ballard Link Extension, Downtown Redmond Link Extension, Lynnwood Link Extension, Everett Link Extension, Federal Way Link Extension, South Kirkland-Issaquah Link Extension, and Tacoma Dome Link Extension are assumed to be completed by 2042 as part of the No Build Alternative. Transit routing is assumed to generally conform to King County's 2050 Metro Connects long-range service vision, with an average of 1 percent annual growth in service hours per year (the number of hours of active bus service) (Metro 2021).

3.3.1.2 Build Alternatives

This section discusses regional transportation conditions in 2042 with the project in operation. Because all the full-build project alternatives have equivalent effects on travel patterns at the regional scale, a single representative set of analysis results (based on modeling of the preferred alternative) is presented here for comparison to the No Build Alternative.

The definition of the Build Alternative in this section includes the operations described in Chapter 2, Alternatives Considered.

3.3.1.2.1 Vehicle Miles Traveled and Vehicle Hours Traveled

Table 3-2 shows average weekday vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay for the Build Alternatives and No Build Alternative in year 2042.

With the project, daily vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay are forecasted to decrease compared to the No Build Alternative.

Table 3-2. Average Weekday Vehicle Miles Traveled, Vehicle Hours Traveled, and Vehicle Hours of Delay in 2042

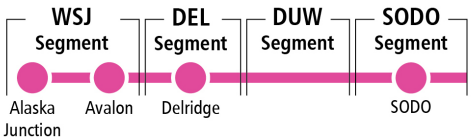
Alternative	Vehicle Miles Traveled	Vehicle Hours Traveled	Vehicle Hours of Delay
No Build Alternative	96,874,600	3,430,600	965,500
Build Alternative	96,858,000	3,429,800	965,000
Change	-16,600	-800	-500
Percent Change	-0.02%	-0.02%	-0.05%

Source: Puget Sound Regional Council and Sound Transit regional models (2042 No Build and Build).

Note: Regional measures include travel by passenger vehicles, freight, and buses.

3.3.1.2.2 Screenline Performance

The project would increase transit ridership and slightly decrease traffic volumes and congestion across the two study area screenlines. Modest vehicle volume decreases (up to 1 percent) during the p.m. peak hour are expected in both the peak and reverse peak directions with the project, but most roads across the screenlines would operate at or near capacity (i.e., volume-to-capacity ratio equal to or greater than 0.90), with or without the project. The number of persons traveling across the West Seattle Bridge screenline via transit during the p.m. peak hour is expected to increase. Travel via transit across the north of South Lander Street



screenline is expected to remain the same. The shifts to transit with the Build Alternative would cause a slight decrease in single-occupancy-vehicle and high-occupancy-vehicle travel for the West Seattle Bridge screenline. The daily transit mode share across the two screenlines have transit percentages between 14 and 19 percent with the No Build Alternative. With the project, daily transit mode share at the West Seattle Bridge screenline would increase by 1 percent and stay the same at the North of South Lander Street screenline.

3.3.2 Construction Impacts

All Duwamish Segment alternatives would require short-duration (less than 48 hours), partial closures of regional facilities such as State Route 99 and the West Seattle Bridge. The closures would be limited to nights and weekends. Alternative DEL-7 would have a 3- to 6-month partial closure of the West Seattle Bridge just south of the Southwest Andover Street pedestrian bridge. For more details, including exact closure locations, refer to Attachment N.1D, Permanent and Temporary Transportation Facility Closures, in Appendix N.1.

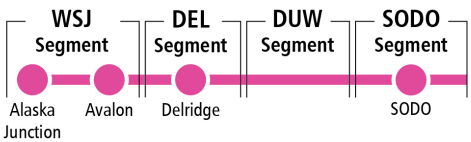
Some arterials in the study area would be fully or partially closed for longer periods, potentially affecting the adjacent regional roadways. The project travel demand model, described in Attachment N.1A of Appendix N.1, was used to assess potential impacts of closures of 1 year or longer. Construction roadway closures may reduce access capacity to regional facilities at some locations, which would result in some vehicles accessing the regional facilities at different on- and off-ramps. However, overall volumes on the regional facilities are not expected to substantially vary. The model predicted minimal effects on regional roadway volumes relative to the No Build Alternative, with peak hour volume changes of roughly 10 vehicles on State Route 99 and Interstate 5 and 20 vehicles on the West Seattle Bridge during construction. Therefore, regional roadways would not be noticeably affected by diverted traffic during the project construction period.

For all alternatives, there would be potential construction-related impacts to 1 Line operations and access. Details of construction phasing would not be finalized until final design, but a long-term (greater than 1 year) closure of the existing SODO Station may be needed while the 1 Line operates on a temporary track around the construction area. There could also be short-term service interruptions for 1 Line service to relocate overhead catenary system wires and adjust the track and other related roadway and station construction. These short-term service interruptions could result in longer headways during single-track operations or complete service interruptions during nights and weekends.

3.3.3 Mitigation

There would be no permanent impacts to regional facilities due to the project, so no long-term mitigation would be needed during light rail operations.

Mitigation for short-term (less than 1-year) construction closures of regional roadways would consist of Sound Transit providing information to drivers about closure timing and alternate routes using communication methods such as detour signs, website updates, and email or text alerts. Because closures of nearby arterials would not result in impacts to regional facilities, no other mitigation is needed beyond what is identified in Section 3.5, Affected Environment and Impacts during Operation – Arterials and Local Street Operations, for the arterials themselves.



3.4 Affected Environment and Impacts during Operation – Transit

This section discusses transit service and facilities; regional and local bus transit; project, segment, and station-level ridership; transit L.O.S. measures; and bus and light rail travel time for the No Build Alternative and Build Alternatives for the project. Section 3 in Appendix N.1 provides additional discussion and data regarding the transit elements described in this section.

3.4.1 Affected Environment

3.4.1.1 Transit Service and Facilities

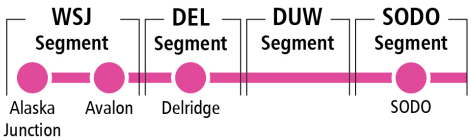
Existing transit service in the project study area is provided by Metro buses. Approximately 22 bus routes operate within the study area. The study area is also served by the King County Water Taxi.

Within the study area, all-day service between Downtown Seattle and West Seattle is provided by the RapidRide C Line and RapidRide H Line, which are both among Metro's highest ridership routes at approximately 7,500 trips per weekday for each route. The RapidRide C Line runs between South Lake Union and West Seattle, through Downtown Seattle, SODO, and Alaska Junction. The RapidRide H Line runs between Downtown Seattle and Burien through Delridge. Within the SODO Segment, bus routes provide frequent service south to locations including Renton, Tukwila, Kent, and Federal Way, and the 1 Line light rail provides service every 8 minutes (peak) and 10 minutes (off-peak) north to the Northgate Station and south to Sea-Tac Airport and Angle Lake Station. In 2019, there was an average of 72,000 weekday boardings on the 1 Line, and by 2023 that had increased to approximately 80,000.

Transit facilities in the study area include the SODO Busway, which runs between South Spokane Street and South Royal Brougham Way and includes dedicated right-of-way for rail and buses; the light rail transitions to the Downtown Seattle Transit Tunnel north of the busway. The nearby BNSF Railway tracks provide service to freight and commuter trains. The SODO Busway also includes approximately 1,700 feet of layover area for buses and a comfort station (a facility used by transit staff) near South Holgate Street. In West Seattle, bus-only lanes are provided along portions of the RapidRide C and RapidRide H Line pathways, including portions of Southwest Alaska Street, 35th Avenue Southwest, Southwest Avalon Way, Delridge Way Southwest, and the West Seattle Bridge. There are two park-and-rides within the study area: Southwest Spokane Street under the West Seattle Bridge near Delridge Way Southwest and the Airport & Spokane park-and-ride under the Spokane Street Viaduct.

3.4.1.2 Transit Travel Time

There are numerous bus routes within the study area, but the RapidRide C Line follows a similar path for a Downtown Seattle-to-West Seattle trip that could be taken on light rail with the project (although the RapidRide C Line does not serve the Delridge or SODO station areas). Between Downtown Seattle (Westlake Station) and West Seattle (Fauntleroy Way Southwest and Southwest Alaska Street), this trip on the RapidRide C Line takes an average of 22 minutes in the peak direction during the peak period, which is about 50 percent longer than during the off-peak period. The same trip by private automobile would take about 16 minutes. Due to congestion and other factors that impact reliability on the route, travel times can vary substantially from these averages.



3.4.1.3 Transit Levels of Service

The performance of existing transit service in the study area was evaluated using L.O.S. measures for frequency, span of service, reliability, and passenger load. L.O.S. A reflects ideal conditions for the measure in question (e.g., all-day service, high frequency, and ample seating), while L.O.S. F reflects poor conditions (e.g., limited hours, long headways, overcrowding). These measures were adapted from the 2013 Transportation Research Board *Transit Capacity and Quality of Service Manual*, 3rd edition, and more information on their definition and how they were applied can be found in Appendix N.1.

Routes were analyzed at two screenline locations along the proposed alignment: the West Seattle Bridge and north of South Lander Street in SODO (Figure 3-1). The a.m. peak period is defined as 5 a.m. to 9 a.m. and the p.m. peak period is 3 p.m. to 7 p.m (Metro 2019).

3.4.1.3.1 Frequency

The RapidRide C Line—which follows a similar route to the project between West Seattle and Downtown Seattle—is a high-frequency route, with peak headways of 6 minutes, or L.O.S. A. Other high-frequency, L.O.S. A routes operating in the project corridor include the RapidRide H Line, Route 21, and Route 125. The average p.m. peak headway for all-day routes, which serve the majority of trips, is 11 minutes (L.O.S. B) at the West Seattle Bridge screenline and 17 minutes (L.O.S. C) at the South Lander Street screenline. For peak-only routes, which generally operate at lower frequencies, those headways are 41 minutes and 35 minutes, respectively (both L.O.S. D). The 1 Line light rail, which crosses the north of South Lander Street screenline, operates at 8-minute headways in the peak, or L.O.S. A.

3.4.1.3.2 Span

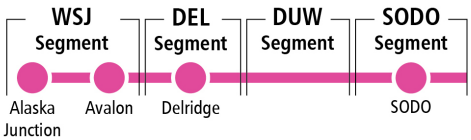
Span of service refers to the number of hours per day a transit service operates. The RapidRide C Line provides service 24 hours a day, every day, and the overall average span of service for all-day bus routes at both screenlines is 20 hours (L.O.S. A) on weekdays and 19 hours (L.O.S. A) on weekends. For weekday peak-only routes, the average span is 7 hours, or L.O.S. D. The 1 Line light rail operates 20 hours a day, 7 days a week (L.O.S. A).

3.4.1.3.3 Reliability

Most of the bus routes in the project corridor operate in general purpose lanes, which are prone to congestion during peak periods. As a result, the average reliability for bus routes in the study area is poor in the a.m. and p.m. peak hours (L.O.S. D through F) in both the inbound (heading toward Downtown Seattle) and outbound (leaving Downtown Seattle) directions. The RapidRide C Line, which generally follows the project alignment, operates at L.O.S. E. By contrast, the 1 Line, which operates in exclusive right-of-way, has high reliability (L.O.S. A).

3.4.1.3.4 Passenger Load

Most transit routes in the study area operate at passenger load L.O.S. A or B; however, some high frequency, high-ridership routes are more crowded in peak directions during peak periods. During the p.m. peak period, the RapidRide C Line operates at L.O.S. D (standing room-only) in the peak (outbound) direction, the RapidRide H Line and Route 21 operate at L.O.S. C, and the 1 Line operates at L.O.S. E.



3.4.2 Environmental Impacts of the No Build Alternative

The West Seattle Link Extension transit system was assessed for 2042 with both the No Build Alternative and Build Alternatives. These effects are measured in terms of transit service and facilities; regional, project, and segment/station ridership forecasts; transit travel time; and transit L.O.S. Temporary impacts during construction were also assessed and are presented in Section 3.11.

The No Build Alternative assumes that all the projects in the Sound Transit 3 plan would have been implemented (including light rail extensions north to Everett and Ballard, east to Redmond, and south to Tacoma) with the exception of the West Seattle Link Extension. In this condition, the 1 Line is assumed for modeling purposes to operate between Ballard Station and Tacoma Dome Station, and the 3 Line is assumed to operate between Everett Station and Stadium Station.

Bus service assumptions for both the No Build Alternative and Build Alternatives were developed by Metro and Sound Transit as part of the project's Transit Service Integration Technical Memorandum (see Attachment N.1A, Appendix B, in Appendix N.1). The Transit Service Integration memorandum was based on Metro Connects (Metro 2021), which provides a long-range vision for bus service in King County, integrating with future Sound Transit light rail and bus rapid transit services. The Transit Service Integration memorandum considers the bus routing networks as well as the frequency of service consistent with the planned growth in service hours in Metro Connects. With the No Build Alternative, the bus network in the West Seattle Extension study area is similar to existing conditions, although some frequencies are assumed to be higher due to the overall growth in bus service hours envisioned in Metro Connects.

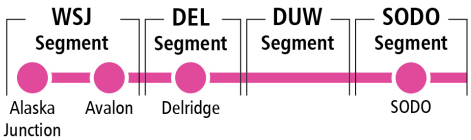
For land use and trip growth assumptions, see Chapter 2, Regional Context and Travel, of Appendix N.1.

3.4.3 Environmental Impacts of the Build Alternatives

3.4.3.1 Transit Service and Facilities

3.4.3.1.1 Impacts Common to All Alternatives and Segments

The 2042 Build Alternatives assume changes to bus service in the project corridor, to integrate with the new light rail line. The service changes are based on Metro Connects and coordination with Metro regarding this project. Most RapidRide, frequent, and express routes from Burien, White Center, High Point, and other areas south of Alaska Junction would end at Alaska Junction or continue to Alki Beach via Alaska Junction. For example, RapidRide C Line service would likely be restructured so its service hours could be repurposed to serve the light rail stations. Similarly, bus services in the Delridge Segment, such as the RapidRide H Line, would serve the station but not continue to Downtown Seattle. In all alternatives, local routes would connect to all three West Seattle stations. As part of the M.O.S., where the Delridge Station is the terminus station, bus services from the west (Alaska Junction area) and south would be rerouted to serve the Delridge Station. The M.O.S. would incorporate additional active bays (where passengers get on and off buses) and layover areas (where buses stop at the end of the route before beginning a new trips) to accommodate the increased level of bus transfer activity at Delridge Station compared to the full-length alternatives.



The removing, rerouting, or truncating of service allows bus service hours to be redeployed to optimize connections and frequencies to the light rail stations, consistent with Metro's service guidelines and the Metro Connects vision. A discussion of Build Alternative transit networks can be found in Appendix N.1.

Some bus stops and layover areas would be added or relocated to serve the proposed stations, potentially including waiting areas for riders transferring to buses. Most bus stop relocation would be focused at the new light rail stations to provide safe and efficient transfer access. Paratransit access would be added immediately adjacent to each light rail station. See the conceptual station drawings in Appendix J for proposed bus stops and, if applicable, layover areas at the stations.

3.4.3.1.2 SODO Segment

For Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, the SODO Busway would be permanently closed to buses to accommodate the light rail guideway. Under this condition, bus routes (between 30 to 40 buses in each peak hour) would use adjacent streets (i.e., 4th Avenue South or 6th Avenue South). Closure of the busway would also eliminate all existing layover areas and the comfort station along the SODO Busway and increase bus travel times to the bases, as described in Appendix N.1. For Alternative SODO-2, the busway would remain open to buses.

Removal of the SODO Busway for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b could affect formula funding[1] for transit providers that use that facility.

There would be a multi-year period between the opening of the West Seattle Link Extension and the opening of the Ballard Link Extension, which would connect the West Seattle Link Extension directly to the existing light rail system. During that period, West Seattle Link Extension riders who wish to continue their trip on light rail would have to transfer to the 1 Line at the SODO Station. The RapidRide C and H Lines would continue to provide a one-seat ride to Downtown Seattle and South Lake Union during this time period. After the Ballard Link Extension opens, riders from West Seattle could continue north on the 3 Line without a transfer.

3.4.3.1.3 Duwamish Segment

There would be no substantial changes to transit service or facilities unique to any of the Build Alternatives in the Duwamish Segment.

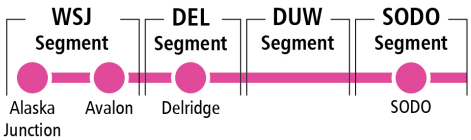
3.4.3.1.4 Delridge Segment

For all Delridge Segment alternatives except Alternatives DEL-3 and DEL-4, bus routes would deviate away from Delridge Way Southwest to serve the Delridge Station as described in Appendix N.1. This deviation would make transfers between bus and rail more convenient because bus riders would not need to cross any streets to access the station; however, it would add several additional minutes of travel to bus riders not accessing the station. Alternatives DEL-1a and DEL-3 could also affect access to the eastbound bus stop on Southwest Genesee Street near 30th Avenue Southwest, which could require improved crossing access of Southwest Genesee Street or a relocation of this bus stop.

3.4.3.1.5 West Seattle Junction Segment

None of the Build Alternatives would result in a transit service or facilities impact compared to the No Build Alternative.

[1] Federal Transit Administration (FTA) formula funding includes a number of FTA programs and grants that fund public transit and that are distributed to urbanized areas according to a pre-specified formula.



3.4.3.2 Transit Travel Time

In the 2042 no build condition, riders using bus service that runs along the surface streets between Downtown Seattle (Westlake Station) and West Seattle (Fauntleroy Way Southwest and Southwest Alaska Street) would have longer travel times, as congestion is anticipated to worsen. This in-vehicle travel time could be up to 30 minutes on average during the peak periods in the peak direction, whereas with the project, the light rail train would travel between Downtown Seattle and West Seattle in about 16 minutes, which is a nearly 50 percent travel time savings. Beyond the in-vehicle rail travel times, a rider's trip time would vary depending on the station platform's vertical distance from the street level. Some of the higher elevated stations (e.g., with Alternative DEL-1a or Option DEL-1b) or deeper tunnel stations (e.g., with Alternative WSJ-3a or Option WSJ-3b) would take approximately 1 additional minute to 90 seconds for a rider to walk within the station between the train platform and the ground-level entrance, relative to access times for the other alternatives in those segments. Use of the elevator could reduce this extra walk time, depending on wait times. See Section 3.3.2.1, Long-term Impacts, of Appendix N.1 for more information about transit travel times.

3.4.3.3 Ridership

3.4.3.3.1 Impacts Common to All Alternatives

This section describes the forecasted average daily light rail ridership for the West Seattle Link Extension in 2042 for the project as a whole and at the segment and station levels. Ridership forecasts were produced using the Sound Transit Incremental Ridership Model.

Systemwide Ridership

Transit ridership was forecasted for the Sound Transit service area in King, Pierce, and Snohomish counties. About 764,000 trips would be taken on the system with the No Build Alternative, and with the preferred alternative there would be 766,000 trips, for a net increase of 2,000 daily trips. See Section 3.3.2.1 of Appendix N.1 for more information.

New Transit Trips

The FTA defines new transit trips as the total number of trips shifted to transit from another mode (e.g., single occupancy vehicle, carpool, walk, or bike) as a result of the project when compared to a No Build alternative.

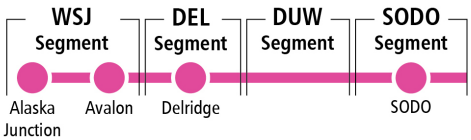
Project Ridership

The previous section describes total ridership in the Sound Transit service area and the number of new daily transit trips that would be generated in the region by the project. In 2042, total daily trips on the project itself would range between 24,000 and 27,000 for all Build Alternatives depending on land use, economic, and bus service level assumptions.

With the M.O.S., which would terminate at the Delridge Station and not serve the West Seattle Junction Segment, ridership would be 17,000 daily riders.

3.4.3.3.2 SODO Segment

The SODO Segment has the existing SODO light rail station, and a second station would be constructed next to it as part of the project.



In 2042, light rail boardings in the SODO Segment are expected to more than triple with the project (Table 3-3). The SODO Station is the first stop where Tacoma riders could transfer to reach the Stadium Station, and it is also the first opportunity for 3 Line riders from West Seattle to transfer to the 1 Line (Ballard to Tacoma). Because all the station alternatives are relatively close to each other and have similar transit integration profiles, boardings are forecasted to be similar for all SODO Segment alternatives.

Table 3-3. 2042 SODO Segment Station Daily Boardings

Station	No Build Alternative	Full-Build Alternatives	M.O.S.
SODO (proposed)	Not Applicable	7,300	6,100
SODO (existing)	4,400	7,300	6,300
Segment Total	**4,400**	**14,600**	**12,400**

3.4.3.3.3 Duwamish Segment

There would be no stations in the Duwamish Segment.

3.4.3.3.4 Delridge Segment

In 2042, daily boardings would be similar for most full-build Build Alternatives, at 5,400 daily boardings. Alternative DEL-7, which would only connect to Alternative WSJ-6 in the West Seattle Junction Segment, would have slightly fewer daily boardings (5,300) because of bus network changes associated with no Avalon Station in the West Seattle Junction Segment. Ridership would be about 50 percent higher with the M.O.S. (8,400 daily boardings) because the Delridge Station would be the terminus station and would be served by additional bus connections, thus generating more bus-rail transfers.

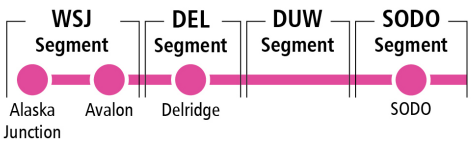
3.4.3.3.5 West Seattle Junction Segment

In 2042, the number of boardings at the Avalon and Alaska Junction stations with most full-build Build Alternatives is expected to be similar (see Table 3-4). Of the two, the Alaska Junction Station is forecasted to have higher ridership because of its role as a bus-to-rail transfer hub and the denser land use around the station. Elimination of the Avalon Station with Alternative WSJ-6 would shift some riders from that station to the Alaska Junction Station, and segment ridership would be modestly higher for Alternative WSJ-2, driven by higher numbers of walk, bike, and drop-off/pick-up trips at Alaska Junction Station.

Table 3-4. 2042 West Seattle Junction Segment Station Daily Boardings

Station	Ridership – All Build Alternatives Except Alternatives WSJ-2 and WSJ-6	Alternative WSJ-2 – Elevated Fauntleroy	Alternative WSJ-6 – No Avalon Station Tunnel
Avalon	2,300	1,200	Not applicable
Alaska Junction	5,300	6,900	7,500
Segment Total	**7,600**	**8,000**	**7,500**

Note: Totals may not exactly equal the sum of addends due to rounding.



3.4.3.4 Station Mode of Access

Based on the station ridership information presented in the previous section as well as rider survey data, the project's Transit Service Integration Technical Memorandum (Attachment N.1A, Appendix B, in Appendix N.1), and station and surrounding land use characteristics, Sound Transit calculates mode of access information for each station area. The station mode of access was developed for three different types of trips:

- Passenger drop-off and pick-up (including transportation network companies)
- Riders transferring between other transit services, such as buses
- Walk and bicycle trips (non-motorized trips)

This mode of access information was then used to assess the traffic operations, parking, and non-motorized conditions around each station in Sections 3.5.3, 3.6.3, and 3.7.3, respectively.

Table 3-5 presents the 2042 p.m. peak hour trip forecasts at proposed and existing stations in the study area by mode for full-length Build Alternatives and the M.O.S. In 2042, the existing and proposed SODO stations would collectively have the greatest number of boardings (riders entering a train) and alightings (riders exiting a train), but most of the trips would be rail-to-rail transfers within their station areas. At the Delridge Station, most users would be transferring from buses.

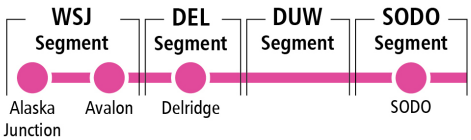
Table 3-5. 2042 P.M. Peak Hour Station Trip Generation by Mode (Boardings and Alightings)

Segment	Station	Alternative	Walk and Bike Trips	Drop-off and Pick-up Trips [a]	Transit Transfers	Total Station Trips [b]
SODO	SODO – Build and (No Build) [c]	All Alternatives except M.O.S.	700 (600)	40 (40)	2,900 (400)	3,700 (1,100)
SODO	SODO – Build and (No Build) [c]	M.O.S.	700 (600)	40 (40)	2,300 (400)	3,000 (1,100)
Delridge	Delridge	All Alternatives except M.O.S.	150	30	1,200	1,400
Delridge	Delridge	M.O.S.	150	30	1,900	2,100
West Seattle Junction	Avalon	Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a	300	50	250	600
West Seattle Junction	Avalon	Alternative WSJ-2	150	30	100	250
West Seattle Junction	Alaska Junction	Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a	500	100	600	1,200
West Seattle Junction	Alaska Junction	Alternative WSJ-2	700	100	800	1,600
West Seattle Junction	Alaska Junction	Alternative WSJ-6	700	20	900	1,700

[a] Includes transportation network companies (e.g., Uber and Lyft).

[b] Due to rounding, some totals may not exactly match the sum of the values in their rows.

[c] Values in parentheses indicate forecasted ridership for the existing station only under the 2042 no build condition. Values without parentheses represent the build condition and include both the proposed and existing stations.



The Avalon Station would have the lowest trip activity of the project's stations, with an approximately even numbers of walk/bike trips and bus transfers. At the Alaska Junction Station, ridership would be roughly evenly split between transit transfers and walk/bike trips.

With the M.O.S., the project would terminate at the Delridge Station, with increased bus transfer activity at that station compared to the full-build Build Alternatives.

3.4.3.5 Transit Levels of Service

All of the transit L.O.S. measures (frequency, span, reliability and passenger load) apply to all of the project Build Alternatives. The a.m. peak period is defined as 5 a.m. to 9 a.m., and the p.m. peak period is 3 p.m. to 7 p.m. The analysis is presented in more detail in Section 3.3, Environmental Impacts, of Appendix N.1.

3.4.3.5.1 Frequency

In 2042, the West Seattle Link Extension would provide direct, high-frequency light rail service from West Seattle to Downtown Seattle, with service running at 6-minute headways during the peak periods. This is equivalent to the RapidRide C Line's anticipated peak headway with the No Build Alternative. In addition to the high-frequency service provided by the project itself, the surrounding bus network would be restructured and optimized with an emphasis on frequent routes. As a result all transit riders crossing the West Seattle Bridge screenline would experience frequency L.O.S. of A or B, and the frequency of non-express (all-day) bus routes would improve by about 15 percent in the p.m. peak, from an average of 15 minutes (L.O.S. B) with the No Build Alternative to 13 minutes (L.O.S. B) with the project. All riders at the north of South Lander Street screenline would experience L.O.S. A or B with the project, and the frequency of non-express bus routes would improve by about 20 percent, from an average of 16 minutes (L.O.S. C) to 13 minutes (L.O.S. B).

3.4.3.5.2 Span

With the 2042 No Build Alternative, non-express bus routes crossing the West Seattle Bridge and north of South Lander Street screenlines would have an average span of service between 17 and 18 hours per day, or L.O.S. B. With the project, these would run for an average of 18 hours to 19 hours per day (L.O.S. A). The 3 Line (project) would operate for 20 hours per day, or L.O.S. A.

3.4.3.5.3 Reliability

The reliability of bus service in the study area would be poor with the 2042 No Build Alternative, with most routes operating at L.O.S. E and F due to traffic congestion in the corridor (see Section 3.5.3.3, Arterial and Local Street Operations). Bus transit speed and reliability improvements are planned for some roadways in the project corridor, but bus reliability is not expected to improve substantially beyond existing conditions with the No Build Alternative as buses would continue to mainly operate in general purpose lanes.

The project would improve transit reliability in the study area as light rail would operate at L.O.S. A in exclusive right-of-way.

3.4.3.5.4 Passenger Load

With the 2042 No Build Alternative, buses would operate with light to moderate passenger loads, on average (Table 3-6), with some individual routes seeing higher loads (see Attachment N.1B, Existing and Future Transit Routes and Levels of Service, in Appendix N.1). With the Build Alternatives, passenger loads would improve for most bus riders due to some passengers switching to ride light rail and future investments in bus service. Passenger loads on the 3 Line (project) would be L.O.S. A in all times and directions, while the 1 Line would operate at L.O.S. A in the off-peak direction and L.O.S. E in peak direction, which would be the same as the No Build Alternative.

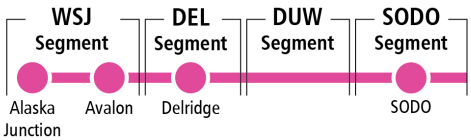


Table 3-6. Bus Passenger Load Level of Service – 2042

Screenline Location	Direction [a]	No Build L.O.S. (bus)	Preferred Alternative Build L.O.S. (bus)	Alternative WSJ-6 No Avalon Build L.O.S. (bus)	M.O.S. Build L.O.S (bus)
West Seattle Bridge	P.M. Inbound/ A.M. Outbound	A	A	A	A
West Seattle Bridge	P.M. Outbound/ A.M. Inbound	C	A	A	B
North of South Lander Street	P.M. Inbound/ A.M. Outbound	B	A	A	A
North of South Lander Street	P.M. Outbound/ A.M. Inbound	B	A	B	A

[a] Inbound direction is towards Downtown Seattle, outbound direction is heading away from Downtown Seattle. The p.m. peak hour travel direction is westbound for the West Seattle Bridge screenline and southbound for the north of South Lander Street screenline.

3.4.4 Mitigation for Operation Impacts

Sound Transit would continue to coordinate with transit service providers as the project advances to maintain efficient transit operations, including refinements to the transit service planning documented in Section 3.4, Potential Mitigation Measures, of Appendix N.1. Impacts to specific transit facilities were identified, including permanent closures of layover spaces, comfort stations, key transit pathways, and the SODO Busway. Impacts to bus stop access were also identified. These impacts would be addressed through ongoing coordination between Sound Transit, the City of Seattle, Metro, and the FTA to identify capital, routing, and access management strategies that would be implemented before transit service operations would be affected. Sound Transit would implement agreed-upon improvements that mitigate impacts directly associated with the project.

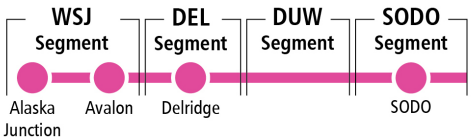
3.5 Affected Environment and Impacts during Operation – Arterial and Local Street Operations

This section presents existing operations of the arterials and local roadways in the study area and their intersection L.O.S., future No Build Alternative and Build Alternatives traffic forecasts, and peak hour intersection L.O.S. compared to project-specific L.O.S. thresholds and potential effects on local access to adjacent properties and traffic circulation with the Build Alternatives.

3.5.1 Affected Environment

3.5.1.1 Property Access and Circulation

In the SODO Segment, the roadway system consists of a grid network of arterials that serves industrial land uses, with vehicles traveling predominately north and south. Important routes in this segment are 1st Avenue South and 4th Avenue South, which provide connections between Downtown Seattle and State Route 99, the West Seattle Bridge, and Interstate 90. East-west circulation is limited to a few major east-west arterials including South Spokane Street, South Holgate Street, and South Lander Street. There are at-grade BNSF mainline track and light rail track crossings at these locations, which can cause delays. The South Lander Street overpass was recently constructed between 1st Avenue South and 4th Avenue South to reduce the rail conflict on the BNSF mainline track (after the 2019 base year used in this Final EIS).



The east-west connections across the Duwamish Waterway include Southwest Spokane Street (also known as the “lower bridge”), which connects SODO to West Seattle, Harbor Island, and the Terminal 5 Port of Seattle facilities, and the West Seattle Bridge, which connects SODO to West Seattle through Fauntleroy Way Southwest. On Harbor Island, access roads cross active freight tracks at multiple at-grade locations.

Delridge Way Southwest, a north-south arterial, is one of the main access roads to the West Seattle Bridge in the Delridge Segment. Southwest Genesee Street is the main east-west street in the Delridge Segment. Southwest Andover Street and Southwest Yancy Street are east-west roads that provide access to the Nucor Steel property and connect Southwest Avalon Way and Delridge Way Southwest. Southwest Avalon Way also connects to the West Seattle Bridge, lower Spokane Street, and the West Seattle Water Taxi terminal. Other east-west travel is limited due to the terrain and park properties.

Since publication of the WSBLE Draft EIS, Delridge Way Southwest has been modified for the RapidRide H Line. This included removing the center turn lane south of Southwest Dakota Street, converting a parking lane to a business access and transit lane, and decreasing the speed limit. In addition, Southwest Avalon Way was re-channelized to add protected bicycle lanes and remove the center turn lane. Because these projects occurred after the 2019 Final EIS base year, these assumptions are not included in the existing year analysis.

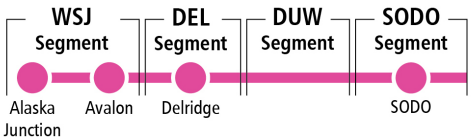
In the West Seattle Junction Segment, the street network is a combination of arterials and local streets that serve the mixed residential and commercial land uses. Fauntleroy Way Southwest is a north-south arterial that provides access to the West Seattle Bridge and links most neighborhoods in West Seattle. California Avenue Southwest connects Alaska Junction and Admiral Junction, and 35th Avenue Southwest connects the West Seattle Bridge to communities to the south. These arterials are also major transit corridors. Southwest Alaska Street is the main east-west arterial, connecting West Seattle neighborhoods to Alaska Junction and Fauntleroy Way Southwest.

3.5.1.2 Intersection Operations

Intersections surrounding potential station areas were evaluated during peak hours to better understand existing traffic operations. Detailed L.O.S. results are provided in Section 4.2, Affected Environment, of Appendix N.1. All studied intersections were evaluated with the peak 1-hour traffic count for each intersection during the a.m. and p.m. peak hours (between 6 and 8 a.m. and between 4 and 6 p.m.). While the p.m. peak hour generally represents the most congested period of the day, some locations may have worse a.m. operations as a result of local land uses and traffic patterns. Intersection operations are described in terms of L.O.S., ranging from A to F, where L.O.S. A represents little to no congestion with under-used lane capacity and free-flow travel speeds, while L.O.S. E represents conditions that are at capacity and L.O.S. F represents poor operating conditions where demand exceeds the intersection’s capacity, with vehicle queuing and frequent stop-and-go travel.

In the SODO and Duwamish segments, all study intersections operate at L.O.S. D or better during both the a.m. and p.m. peak periods, although higher vehicle delays can be experienced from nearby port and terminal operations near the East Marginal Way and South Spokane Street intersection.

In the Delridge Segment, traffic congestion is concentrated on the arterials that provide connections to the West Seattle Bridge. East of Delridge Way Southwest, there are more residential land uses with lower traffic volumes. During the p.m. peak hour, the southbound vehicle queues on Delridge Way Southwest can extend to the West Seattle Bridge, while during the a.m. period, the northbound vehicle queues can extend multiple blocks to access the West Seattle Bridge. Two intersections operate at L.O.S. E or F in either a.m. or p.m. peak hours.



In the West Seattle Junction Segment, Fauntleroy Way Southwest, California Avenue Southwest, and Southwest Alaska Street experience high traffic volumes. Five intersections operate at L.O.S. E or F in either the a.m. or p.m. peak hours.

3.5.2 Environmental Impacts of the No Build Alternative

As part of the No Build Alternative, other transportation projects in the study area assumed to be completed include the following:

- The City's Vision Zero project to convert one northbound general purpose lane of 4th Avenue South to a freight and bus lane from South Holgate Street to Royal Brougham Way in the SODO Segment
- The Southwest Spokane Street/West Marginal Way/Terminal 5 intersection modification as part of the Port of Seattle Terminal 5 redevelopment project in the Duwamish Segment
- The recently completed 35th Avenue Southwest/Southwest Avalon Way Repaving Project in the Delridge and West Seattle Junction segments
- The Fauntleroy Way Southwest Boulevard Project in the West Seattle Junction Segment

For a complete list of the background transportation projects with the No Build Alternative, see Attachment N.1A, Transportation Technical Analysis Methodology, of Appendix N.1.

Traffic volumes for the No Build Alternative were forecasted for the 2042 a.m. and p.m. peak hours using Puget Sound Regional Council's population and land use forecasts (Puget Sound Regional Council 2019). Peak hour traffic volumes forecasted in the study area are predicted to have an average annual traffic volume growth rate of up to approximately 0.4 percent during the a.m. and p.m. peak hours. Because of this traffic growth, intersection operations are expected to operate with more congestion in the future with the No Build Alternative compared to the existing conditions. By 2042, 12 intersections in the a.m. peak hour and 12 intersections in the p.m. peak hour are expected to operate at L.O.S. E or F in the No Build Alternative.

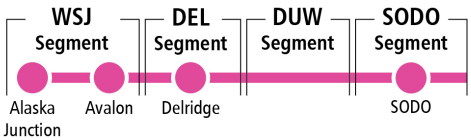
3.5.3 Environmental Impacts of the Build Alternatives

3.5.3.1 Property Access and Circulation

This section describes the main roadway modifications and traffic circulation changes proposed with each Build Alternative by segment. For example, roadway modifications may be needed to accommodate elevated guideway columns within the roadway or modifications to the street network surrounding stations. In these situations, left-turn access to properties may be restricted, with guideway columns proposed in the roadway median. To maintain property access, vehicles would either be able to recirculate using the surrounding street grid system, or U-turn movements, where feasible, would be provided at adjacent intersections. The Final EIS drawings in Appendix J show additional detail about each alternative.

3.5.3.1.1 SODO Segment

Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would build a new South Lander Street vehicle overpass above the light rail tracks between 4th Avenue South and 6th Avenue South. The overpass could affect access to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office garage; alternative access to this garage would be provided on 4th Avenue South. Sound Transit is working with the United States Postal



Service and the City of Seattle to ensure trucks and other vehicles are able to access the parking garage facility. The South Lander Street overcrossing would eliminate an existing at-grade conflict with the existing 1 Line light rail, which interrupts the east-west traffic flow. See Section 3.5.3.3 for effects to traffic operations and Section 3.4.3 for more information on transit service. Preferred Option SODO-1c and Alternative SODO-1a would add a new traffic signal at South Stacy Street and 6th Avenue South. Alternative SODO-1a and Option SODO-1b would provide access to the SODO Station at the South Stacy Street/4th Avenue South intersection.

3.5.3.1.2 Duwamish Segment

The Build Alternatives in this segment would not change the existing roadway channelization. All traffic movements would remain along public roadways and at private property access points. There could be some traffic circulation and property access changes after construction related to properties that have been fully or partially acquired during construction, including using different streets. However, access to Terminal 18 would be the same as current conditions, and there would be no changes in access to the redeveloped Terminal 5 or to properties along West Marginal Way Southwest from the Duwamish River Bridge to Terminal 5, also known as the Quiet Zone project area.

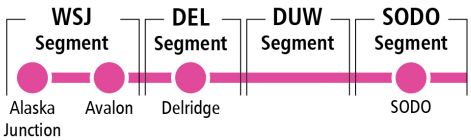
3.5.3.1.3 Delridge Segment

Preferred Option DEL-6b would add a new traffic signal at the realigned intersection of Delridge Way Southwest with Southwest Charlestown Street and 23rd Avenue Southwest. This would serve as the main access point for freight and employees accessing Nucor Steel as well as potential transit-oriented development (TOD) adjacent to the station. The existing Southwest Charlestown Street and Southwest Andover Street driveway would become one-way northbound and accessible for transit buses and paratransit only. Sound Transit is coordinating with the City of Seattle and Metro to select appropriate transit treatments to facilitate northbound bus movements from the existing bus lanes on Delridge Way Southwest into the Delridge Station, including a transit queue jump (a bus-only signal and dedicated transit lane that allows buses to proceed through an intersection before general purpose traffic) at either Southwest Andover Street or Southwest Dakota Street. For analysis purposes, it is assumed the queue jump would be located at Southwest Andover Street, but the final design would be selected in coordination with agency partners.

The elevated guideway would transition to at-grade track to the west toward the West Seattle Junction Segment at 32nd Avenue Southwest, south of Southwest Andover Street. This would result in permanent cul-de-sacs on 32nd Avenue Southwest to the north and south of the tracks. As a residential street with single-family housing, up to 45 peak hour trips could be shifted to Southwest Genesee Street. Intersection operations are expected to be similar to the No Build Alternative.

Alternative DEL-1a would construct a median to support the elevated light rail guideway columns on Southwest Genesee Street west of 26th Avenue Southwest. Option DEL-1b would construct a median to support the columns under the elevated light rail guideway along Southwest Genesee Street west of the Longfellow Creek crossing. Left-turn access in these sections could be restricted, but the street grid network would allow traffic to recirculate, such as using Southwest Nevada Street, for access to the affected properties.

Alternative DEL-2a would close 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street below the station to through traffic. The street grid network would allow traffic to recirculate, such as using 26th Avenue Southwest, Southwest Nevada Street, or Delridge Way Southwest, maintaining access to the affected properties.



Option DEL-2b would close 30th Avenue Southwest north of Southwest Genesee Street, and would also close 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street. The street grid network would allow traffic to recirculate, such as using Southwest Nevada Street, Delridge Way Southwest, or 26th Avenue Southwest, maintaining access to the affected properties.

Alternative DEL-3 and Alternative DEL-4 are not expected to affect traffic circulation or access.

Alternative DEL-5 would construct guideway columns within the median or adjacent to Southwest Avalon Way between Southwest Yancy Street and Southwest Genesee Street, which could restrict some left-turn access to properties. The street grid network would allow traffic to recirculate, and vehicles could potentially travel on 30th Avenue Southwest or 32nd Avenue Southwest, maintaining access to the affected properties.

Alternative DEL-6a would construct a new median on Southwest Andover Street west of 26th Avenue Southwest to place guideway columns for short portions of Southwest Andover Street, which would restrict some left-turn access. The street grid network would allow traffic to recirculate, such as using Southwest Nevada Street or Southwest Dakota Street, maintaining access to the affected properties.

Alternative DEL-7 would be similar to Preferred Option DEL-6b in the Delridge Station area. However, the 32nd Avenue Southwest cul-de-sac would only be on the south side of the guideway crossing, and 32nd Avenue Southwest would no longer connect to Southwest Andover Street.

3.5.3.1.4 West Seattle Junction Segment

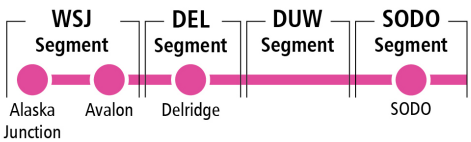
Preferred Option WSJ-5b would close Southwest Genesee Street just east of 35th Avenue Southwest. Station access would occur at Southwest Avalon Way and Southwest Genesee Street at a new road connection between the station and Southwest Avalon Way, east of 35th Avenue Southwest. Preferred Option WSJ-5b, along with all other Build Alternatives except Alternative WSJ-6 that would not have an Avalon Station, would also modify the northbound approach at the Southwest Avalon Way and Southwest Genesee Street intersection to allow left-turn access to the drop-off and pick-up locations on Southwest Genesee Street near the Avalon Station. A new traffic signal would be installed at Southwest Alaska Street and 41st Avenue Southwest to provide direct access to the Alaska Junction Station.

Alternatives WSJ-1, WSJ-3a, WSJ-4, and WSJ-5a would also add a new traffic signal at Southwest Alaska Street and 41st Avenue Southwest intersection to provide direct access to the Alaska Junction Station.

Alternative WSJ-2 would construct a median on Fauntleroy Way Southwest, north of Southwest Alaska Street, thus slightly reducing the length for the inside southbound through lane.

Alternative WSJ-4 would close 38th Avenue Southwest north of Southwest Oregon Street and 37th Avenue Southwest north of Fauntleroy Way Southwest, with cul-de-sacs to allow vehicle to turn around. The existing street grid network in this area would allow vehicles to use other streets, such as 39th Avenue Southwest, to reach their destination.

Property access and circulation impacts for Alternative WSJ-5a would be the same as Preferred Option WSJ-5b around the Avalon Station.



3.5.3.2 Travel Demand Forecasts

For the Build Alternatives, station characteristics and information from the Sound Transit Incremental Ridership Model (Sound Transit 2019) were used to calculate the anticipated vehicular trip generation for each station area. To estimate traffic volumes for the Build Alternatives, the increase in vehicle and non-motorized trips generated at each station were added to the No Build Alternative traffic forecast. The station mode of access information for the Build Alternatives is described in Section 3.4.3.4. This process is conservative, because it does not reduce the No Build traffic volumes to account for people changing from driving in the No Build Alternative to using transit with the project. The traffic forecasts for the No Build Alternative are previously described in this section.

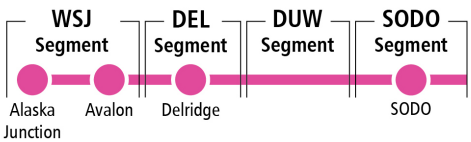
Passenger drop-off and pick-up and bus trips are vehicle trips that are assigned to the surrounding streets. Trips were allocated to each access mode based on recent market trends, potential future growth of transportation network company services, stations' placement on the light rail line, and variations in the local bicycling infrastructure.

Bus service modifications are described in Section 3.4.3.1, Transit Service and Facilities, as well as in the Transit Service Integration Technical Memorandum (Attachment N.1A, Appendix B in Appendix N.1). Station walk and bicycle trips were assigned based on the location of the station facilities, such as transit stops, pick-up and drop-off spaces, and entrances, and were incorporated in the traffic analysis. These trips were also included in the pedestrian L.O.S. assessment in Section 3.7.3, Environmental Impacts of the Build Alternatives. None of the stations include park-and-ride lots.

3.5.3.3 Arterial and Local Street Operations

Affected intersections for 2042 are shown on Figures 3-2 and 3-3 in Sections 3.5.3.3.4 and 3.5.3.3.5, respectively, for the Delridge and West Seattle Junction segments. As described in the subsequent sections, no study intersections are expected to be affected in the SODO or Duwamish segments. Detailed 2042 L.O.S. results for all Build Alternatives are provided in Appendix N.1. In the absence of an adopted City of Seattle intersection L.O.S. threshold, intersections that operate at L.O.S. E and L.O.S. F are identified as failing. With the Build Alternatives, affected intersections are defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if the intersection already operates at L.O.S. E or F in the No Build Alternative and have noticeably worse vehicle delays in the Build Alternative (10 percent or higher vehicle delay than in the No Build Alternative).

Sound Transit is also planning for the Ballard Link Extension, which would be a light rail extension from SODO Station to Ballard. The 2042 analysis assumes that both the West Seattle Link Extension and Ballard Link Extension would be open. However, there would be a multi-year period between the opening of the West Seattle Link Extension and the opening of the Ballard Link Extension during which the West Seattle Link Extension would terminate at the SODO Station. During that period, background traffic volumes and station-generated trips would be lower than the 2042 condition with both the West Seattle Link Extension and Ballard Link Extension open. Therefore, the period between the openings of the West Seattle Link Extension and Ballard Link Extension is expected to have fewer impacts to the arterial and local streets system than the 2042 condition analyzed in this Final EIS.



3.5.3.3.1 Impacts Common to All Alternatives

Most affected intersections with the Build Alternatives are a result of increased vehicle trips for pick-up/drop-off and pedestrian and bicycle activity that increase delays near station access points. Project-affected intersections are described in this section, with a more detailed discussion, including a.m. peak hour analysis results, in Section 4.3, Environmental Impacts, of Appendix N.1.

3.5.3.3.2 SODO Segment

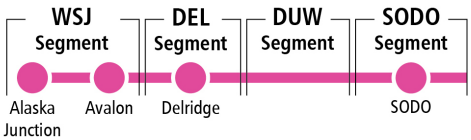
With the 2042 Build Alternatives, the SODO Station is expected to generate relatively few additional vehicle trips in either the a.m. or p.m. peak hours, as most of the transit trips at the SODO Station are transit transfers from other routes or walk-access. All Build Alternatives would have most study intersections operate at the same L.O.S. grade compared to the No Build Alternative. The proposed signalized intersection at 6th Avenue South/South Stacey Street in Preferred Option SODO-1c and Alternative SODO-1a would improve operations compared to the No Build Alternative. The SODO Busway/South Lander Street intersection would have no vehicle delay with the proposed new overpass in all Build Alternatives except for Alternative SODO-2, where it would remain a signalized intersection operating at the same L.O.S. grade as the No Build Alternative.

Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would permanently close the SODO Busway, a dedicated transit-only facility, with the closure shifting 30 to 40 total buses in the peak hour to parallel streets. Most bus trips were assumed to shift to 4th Avenue South. Intersection L.O.S. results would not change noticeably compared to the No Build Alternative. See Section 3.4.3.1.2 for more information on the SODO Busway closure.

The new South Lander Street overpass between 4th Avenue South and 6th Avenue South (with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b) would provide similar capacity to the No Build Alternative, resulting in similar L.O.S. conditions.

A more detailed traffic microsimulation model, called VISSIM, was created to evaluate the 4th Avenue South corridor operations with the permanent SODO Busway closure. With Preferred Option SODO-1c, no study intersections are expected to be affected during the a.m. or p.m. peak hours compared to the 2042 No Build Alternative. However, an impact to transit travel times is expected with the permanent closure of the SODO Busway, which would require buses to shift and travel with mixed traffic on 4th Avenue South or 6th Avenue South corridors. The mitigation measures being considered for the transit impact would modify arterial configurations and traffic signal operations, potentially resulting in impacts to arterial operations. The mitigation measures being considered include transit queue jumps (a bus-only signal and dedicated transit lane that allows buses to proceed through an intersection before general purpose traffic), business access and transit lanes, and freight and bus lanes. Specific mitigation for the permanent closure of the SODO Busway would be determined through coordination between Sound Transit, City of Seattle, Port of Seattle, Northwest Seaport Alliance, and Metro.

For the purposes of this analysis, dedicated freight and bus lanes in both directions along 4th Avenue South between South Spokane Street and South Holgate Street were tested as mitigation for transit impacts. This configuration would require removing all parking along both sides of 4th Avenue South and one northbound general purpose lane (refer to Section 3.6.3.2, Permanent Removal of Parking, for discussion of parking effects). With this transit mitigation in place, L.O.S impacts are expected at the intersections of 4th Avenue South with South Lander Street during the a.m. and p.m. peak hours and at South Spokane Street during the a.m. peak hour. Although there would be increases in delay for general purpose traffic, the freight and bus lanes could reduce travel time for buses and freight. This potential impact would also occur under Alternative SODO-1a and Option SODO-1b; traffic operations findings are anticipated to be similar to Preferred Option SODO-1c.



3.5.3.3.3 Duwamish Segment

With the No Build Alternative, the Southwest Spokane Street and 11th Avenue Southwest intersection is expected to operate at L.O.S. E in the a.m. period; all the other intersections operate at L.O.S. D or better. Because there are no stations in the Duwamish Segment, intersections in this segment are predominantly influenced by trips going to or from the SODO and Delridge stations. However, none of the alternatives result in a substantial change in delay or L.O.S. All the other intersections would operate at L.O.S. D or better.

3.5.3.3.4 Delridge Segment

With the No Build Alternative, five intersections in the Delridge Segment area operate at L.O.S. E or F in either or both of the a.m. or p.m. peak hours. Figure 3-2 shows the study intersections expected to be affected by each Build Alternative in 2042.

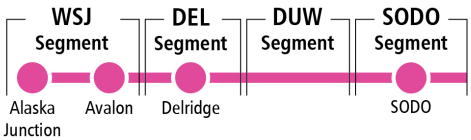
Preferred Option DEL-6b was evaluated using VISSIM, a more detailed microsimulation traffic operations software. Transit speed and reliability improvements at the Delridge Way Southwest and Southwest Andover Street intersection were incorporated with a modified intersection layout and a bus queue jump for northbound buses.

Preferred Option DEL-6b would construct a new traffic signal at Delridge Way Southwest and 23rd Avenue Southwest for improved transit circulation, access to Nucor Steel, and access for potential TOD adjacent to the station. This intersection would operate at L.O.S. F in the p.m. peak hour. Long southbound queues extending back to the West Seattle Bridge are expected with both the No Build Alternative and Preferred Option DEL-6b; however, queues would likely be longer with Preferred Option DEL-6b. In the a.m. peak hour, the intersection would operate at L.O.S. B. Northbound queues would still extend to Southwest Dakota Street and would be slightly shorter than with the No Build Alternative. The Delridge Way Southwest and Southwest Genesee Street intersection would be affected in the a.m. peak hour, and the Southwest Dakota Street and Delridge Way Southwest intersection would be affected in both peak hours with the increased vehicle trips to and from the station area.

South of Southwest Andover Street, 32nd Avenue Southwest would be permanently closed, resulting in cul-de-sacs on 32nd Avenue Southwest to the north and south of the proposed tracks. Up to 45 peak hour trips could shift to Southwest Genesee Street and would result in similar traffic operations as the No Build Alternative.

For all other Build Alternatives, Delridge Way Southwest intersections with Southwest Dakota Street and Southwest Andover Street would be affected in both peak hours due to additional vehicle trips associated with the proposed station.

Option DEL-1b and Option DEL-2b would result in either street-ends created on 30th Avenue Southwest and/or left-turn restrictions on portions of Southwest Genesee Street. A relatively low number of vehicles are expected to detour using 26th Avenue Southwest or Southwest Nevada Street. Intersection operations are expected to be similar to the No Build Alternative. The 30th Avenue Southwest Street-end would result in the highest volume diversion of up to 70 peak hour trips shifting to other roads.



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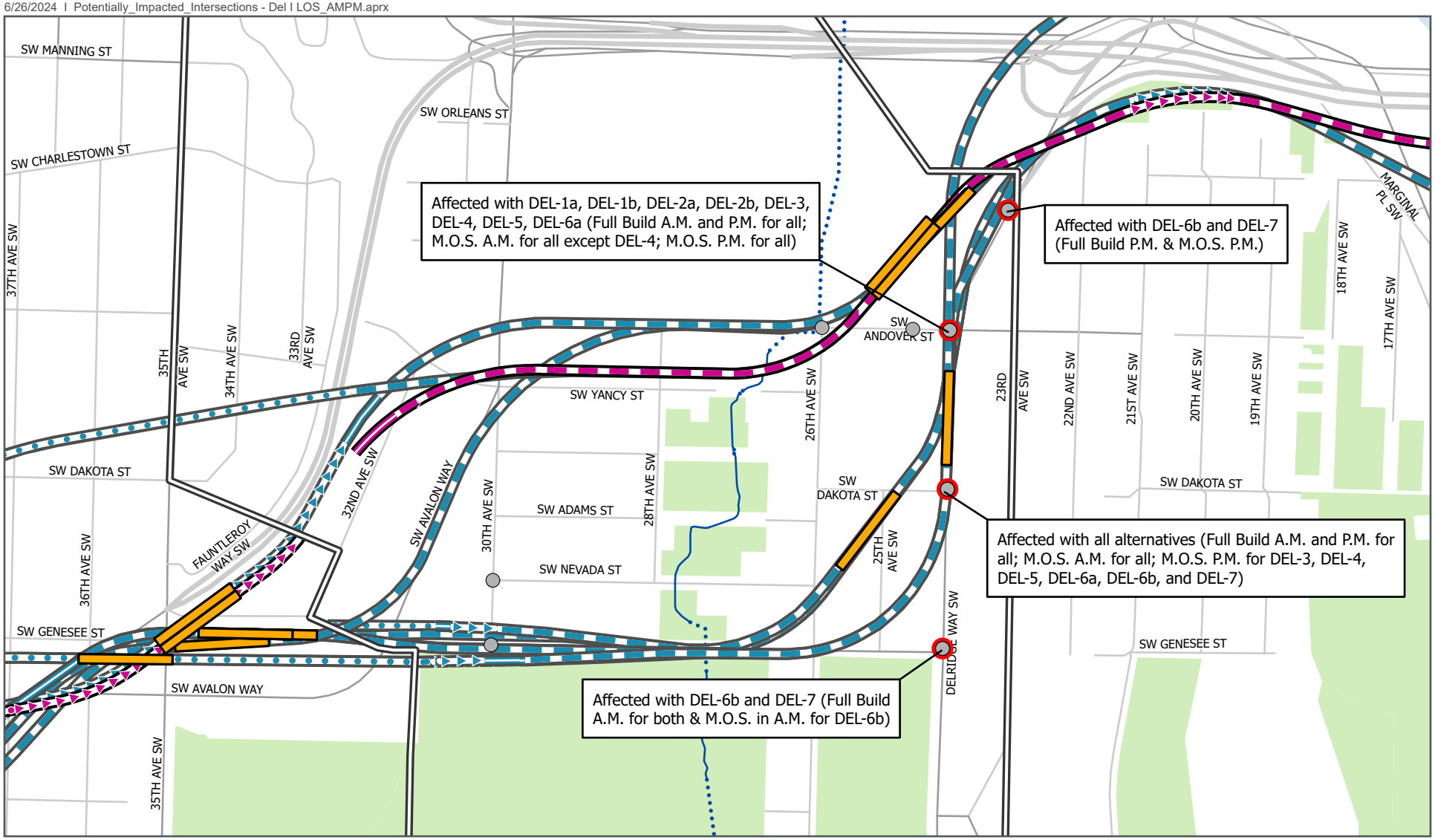


Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Stream
- Piped Stream
- Park
- Affected Study Intersection
- Study Intersection

Figure 3-2
2042 Affected Intersections
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Alternative DEL-7 would have the same affected intersections as Preferred Option DEL-6b because the alternatives are the same except Alternative DEL-7 would be entering a tunnel portal east of the West Seattle Bridge. The 32nd Avenue Southwest closure would be just south of Southwest Andover Street, so there would be a cul-de-sac only on the south side of the guideway.

With the M.O.S. in 2042, each alternative would have increased bus service and similar pick-up and drop-off vehicle trip activity at the Delridge Station compared to the full-length project. For each Build Alternative, the same intersections affected with the full project would also be affected with the M.O.S. All Build Alternatives would affect the stop-controlled Southwest Dakota Street/Delridge Way Southwest intersection for one or both peak periods. All Build Alternatives, except Preferred Option DEL-6b and Alternative DEL-7, would affect the Southwest Andover Street and Delridge Way Southwest intersection. Preferred Option DEL-6b and Alternative DEL-7 would affect the Southwest Genesee Street and Delridge Way Southwest intersection in the a.m. period. Preferred Option DEL-6b and Alternative DEL-7 would also affect the Delridge Way Southwest and 23rd Avenue Southwest intersection in the p.m. peak period. See Section 4.3.2.3, West Seattle Junction Segment, of Appendix N.1 for further information on the intersection L.O.S. results for the M.O.S.

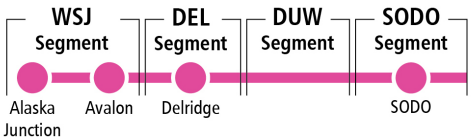
3.5.3.3.5 West Seattle Junction Segment

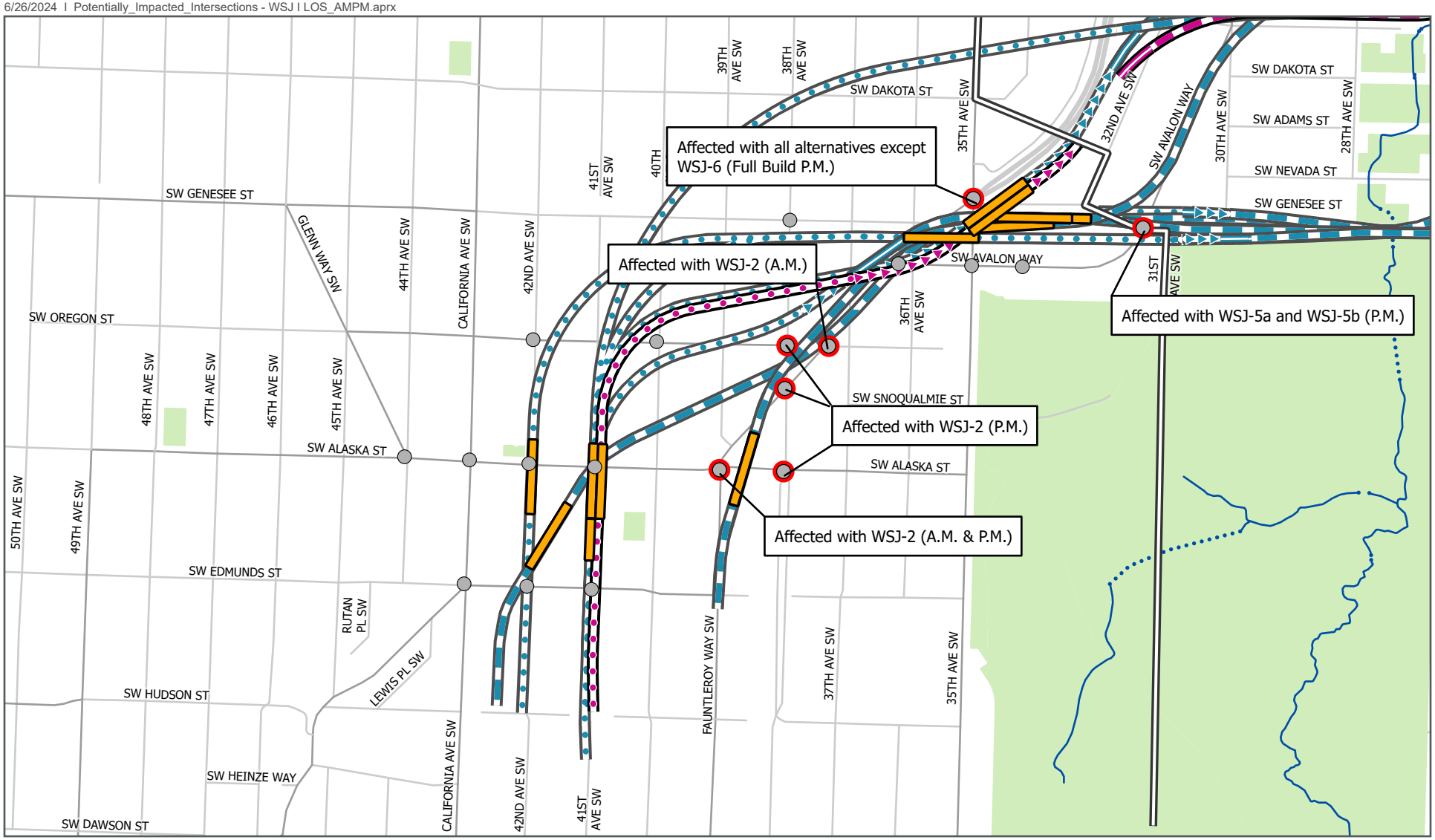
With the 2042 No Build Alternative, seven intersections in the West Seattle Junction Segment area operate at L.O.S. E or F in either a.m. or p.m. or both peak hours. Figure 3-3 shows the study intersections expected to be affected by each Build Alternative in 2042.

The Avalon Station would generate relatively few vehicle trips, so with all Build Alternatives, the intersections near the station would operate similarly to the No Build Alternative, with the exception of Fauntleroy Way Southwest and 35th Avenue Southwest. This intersection would be affected by the project and would degrade from L.O.S. E to L.O.S. F for all Build Alternatives except Alternative WSJ-6 in the p.m. peak hour. Intersection delays would increase the most for Preferred Option WSJ-5b and Alternative WSJ-5a because the project would remove the northbound and southbound free right turns to accommodate bus stops serving the station.

Preferred Option WSJ-5b and Alternative WSJ-5a would construct a new station access driveway on Southwest Avalon Way east of 35th Avenue Southwest. This right-in, right-out driveway would operate at L.O.S. C. All Build Alternatives except Alternative WSJ-6 would include a pick-up/drop-off zone on Southwest Genesee Street, requiring a modification to the northbound approach at Southwest Avalon Way and Southwest Genesee Street from a through-only lane to a shared northbound through/left-turn lane to provide access to the pick-up/drop-off zone. Fewer than 30 northbound left turns are expected, and this intersection would continue operating at L.O.S. F during the p.m. peak hour and L.O.S. C during the a.m. peak hour assuming permitted northbound left turns. The increase in p.m. peak hour delay with Preferred Option WSJ-5b and Alternative WSJ-5a would meet the threshold for an affected intersection.

In the Alaska Junction Station area, all Build Alternatives (including Preferred Option WSJ-5b) would operate at similar conditions to the No Build Alternative except for Alternative WSJ-2, which would affect five intersections. See Section 4.3.2.3 of Appendix N.1 for more details.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Affected Study Intersection
- Study Intersection

0 500 1,000 Feet

N

Figure 3-3
2042 Affected Intersections
West Seattle Junction Segment

West Seattle Link Extension

3.5.4 Mitigation for Operation Impacts

Mitigation could be required at intersections where the intersection L.O.S. would not meet project-specific L.O.S. thresholds when compared to the No Build Alternative as agreed to with the City of Seattle, which does not have an official intersection L.O.S. threshold. For the Build Alternatives, affected intersections are identified and defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if an intersection that already operates at L.O.S. E or F in the No Build Alternative would have noticeably worse vehicle delays in the Build Alternative (10 percent or higher vehicle delay than in the No Build Alternative). Intersections that would be considered for potential mitigation measures would vary depending on the alternative in each segment and are noted in Table 3-7.

In addition to the impacted intersections, the transit treatment measures that could be implemented to mitigate the permanent closure of the SODO Busway with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b could potentially impact the arterial street system.

Sound Transit will continue to work with the City of Seattle and the FTA as project design progresses to minimize project-related intersection delays. Where additional project-related delays are unavoidable, Sound Transit will work with the City of Seattle to review potential mitigation at intersections identified in Table 3-7 with the intent of either meeting agreed-upon L.O.S. thresholds during the a.m. and p.m. peak hours or attaining a similar vehicle delay as the No Build Alternative.

The intersection mitigation treatments would likely vary depending on the intersection location and cause of the increased vehicular delay. At intersections or movements where the delay would be the result of vehicular operations, such as pick-up/drop-off activity or additional transit buses, mitigation measures could include corridor signal optimization, upgraded signal technologies, implementation of corridor intelligent transportation system strategies, traffic movement and turn restrictions, or added intersection capacity, where feasible. For intersections or movements where increased delay would be due primarily to increased non-motorized activity associated with the station, mitigation could be focused instead on strategies such as signal optimization for pedestrians, intersection crossing enhancements, pedestrian and/or bicycle facility modifications, reducing conflicts between vehicles and non-motorized users, or wayfinding, with the goal of improving safety and providing more efficient movement of pedestrians and bicyclists.

Final mitigation would be determined and agreed upon by Sound Transit and the City of Seattle, in coordination with the FTA and may include Sound Transit contributing a proportionate share of costs to improve intersections based on the project's proportionate ratio of trips at the intersection or another equitable method. The following section describes mitigation measures that are being considered for specific impacted locations, including for the preferred alternative.

3.5.4.1 SODO Segment

The mitigation measures being considered for 4th Avenue South to address the transit travel time impact of closing the SODO Busway could impact arterial operations. This impact could be avoided by implementing transit treatment measures that would not reduce the general purpose traffic capacity of 4th Avenue South, though that could result in trade-offs in the extent to which the transit travel time impact could be mitigated. Specific mitigation for the permanent closure of the SODO Busway would be determined through coordination between Sound Transit, City of Seattle, and Metro.

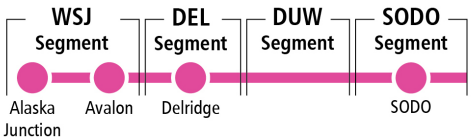
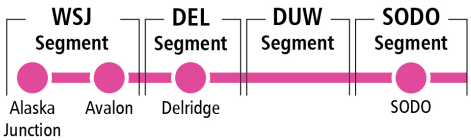


Table 3-7. Potentially Impacted Intersections to be Considered for Mitigation

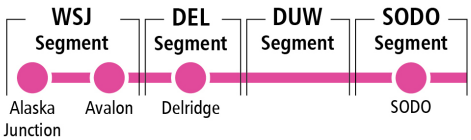
Segment	Intersection	Alternative	Cause(s)	Potential Mitigation
Delridge Segment	23rd Avenue Southwest/Delridge Way Southwest	Full-Build and M.O.S.: Preferred Option DEL-6b and Alternative DEL-7	New signal	See Section 3.5.4.2
	Delridge Way Southwest/Southwest Andover Street	Full-Build and M.O.S.: Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, and Alternative DEL-6a	Increased pick-up/drop-off activity	See Section 3.5.4.2
	Southwest Dakota Street/Delridge Way Southwest	All Full-Build Alternatives All Alternatives (M.O.S.)	Increased pick-up/drop-off activity	See Section 3.5.4.2
	Southwest Genesee Street/Delridge Way Southwest	Full-Build and M.O.S.: Preferred Option DEL-6b and Alternative DEL-7	Increased pick-up/drop-off activity	See Section 3.5.4.2
West Seattle Junction Segment	Fauntleroy Way Southwest/35th Avenue Southwest	All Build Alternatives except WSJ-6	Increased pick-up/drop-off activity	See Section 3.5.4.3
	Southwest Genesee Street/Southwest Avalon Way	Preferred Option WSJ-5b and Alternative WSJ-5a	Intersection revision to accommodate pick-up/drop-off activity	See Section 3.5.4.3
	Fauntleroy Way Southwest/Southwest Alaska Street, Southwest Alaska Street/38th Avenue Southwest, Fauntleroy Way Southwest/38th Avenue Southwest, Southwest Oregon Street/38th Avenue Southwest, and Fauntleroy Way Southwest/Southwest Oregon Street	Alternative WSJ-2	Increased pick-up/drop-off activity	See Section 3.5.4.3

3.5.4.2 Delridge Segment

This section identifies potential mitigation measures for intersections in the Delridge Segment that are expected to be impacted by the project Build Alternatives (Table 3-7), including Preferred Option DEL-6b. While these measures could reduce the magnitude of the impacts, any modifications would be coordinated with the City of Seattle to determine whether they are consistent with City priorities and preferrable given other trade-offs and modal priorities:



- Delridge Way Southwest and 23rd Avenue Southwest (Preferred Option DEL-6b and Alternative DEL-7)
  - The main cause of the traffic operations impact at this location would be southbound delay during the p.m. peak hour as high volumes of vehicles exit the West Seattle Bridge. With the No Build Alternative, that southbound delay would be associated with the Delridge Way Southwest and Southwest Andover Street signal, as it is the first signalized intersection after exiting the bridge. By implementing a new signal upstream at 23rd Avenue Southwest, the southbound delay assigned to the Southwest Andover Street would only include the stretch of roadway between Southwest Andover Street and 23rd Avenue Southwest and the remaining delay would be shifted to the 23rd Avenue Southwest signal. In other words, while Preferred Option DEL-6b would include a new impact to this location, the broader effect on traffic operations would not differ substantially.
  - Although this intersection would experience increased levels of delay by becoming the new access point for Nucor Steel, the station area, and any associated TOD, it is expected to provide better circulation, safety, and traffic operations than if Preferred Option DEL-6b did not include this new signal and circulation concept. This circulation concept has been developed in coordination with the City of Seattle and Metro, and any modifications could create secondary impacts to other modes or conflict with agency priorities or policies. Sound Transit will continue to refine the station concept through final design in partnership with the City of Seattle and Metro and determine whether further mitigation to reduce vehicle delay will be included in the project.
- Delridge Way Southwest and Southwest Andover Street (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, and Alternative DEL-6a)
  - The main cause of the traffic operations impact at this location would be northbound delay during the a.m. peak hour as high volumes of vehicles access the West Seattle Bridge. To mitigate this impact, a second northbound lane south of Southwest Andover Street would be required. However, that may not be consistent with the City of Seattle's priorities nor preferrable given secondary effects to other modes. Sound Transit will continue to work with the City of Seattle and Metro regarding transit treatments and signal operations at this location and determine whether further mitigation to reduce vehicle delay will be included in the project.
- Delridge Way Southwest and Southwest Dakota Street (All Build Alternatives)
  - Vehicles turning from Southwest Dakota Street onto Delridge Way Southwest at this side-street stop-control intersection would experience increased delay as they wait for gaps in traffic on Delridge Way Southwest. This impact could be mitigated by adding a signal at this location. Sound Transit will continue to work with the City of Seattle and Metro regarding transit treatments and signal operations at this location and determine whether further mitigation to reduce vehicle delay will be included in the project.
- Delridge Way Southwest and Southwest Genesee Street (Preferred Option DEL-6b and Alternative DEL-7)
  - Adding an eastbound right-turn pocket on Southwest Genesee Street to allow more vehicles to move through the intersection during the eastbound green time would mitigate this impact.



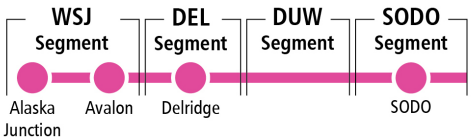
3.5.4.3 West Seattle Junction Segment

This section identifies potential mitigation measures for intersections in the West Seattle Junction Segment that are expected to be impacted by the project Build Alternatives (Table 3-7), including for Preferred Option WSJ-5b. While these measures could reduce the magnitude of the impact, any modifications would be coordinated with the City of Seattle to determine whether they are consistent with the City's priorities and preferrable given other trade-offs and modal priorities:

- Fauntleroy Way Southwest and 35th Avenue Southwest (Preferred Option WSJ-5b and Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4 and Alternative WSJ-5a)
  - Adding an overlap phase to the northbound right turn during the westbound left phase, modifying the signal cycle length to 120 seconds, and/or maintaining a channelized right turn could potentially mitigate this impact. Sound Transit is coordinating with the City of Seattle and Metro to refine the intersection layout and signal operations to balance the needs of all modes. Effects to adjacent intersections whose signals are coordinated with this location would also need to be considered.
- Southwest Genesee Street and Southwest Avalon Way (Preferred Option WSJ-5b and Alternative WSJ-5a)
  - Revising the intersection to allow northbound left turns into the station area would result in increased delay for vehicles on Southwest Avalon Way. Modifying the signal cycle length to 120 seconds would mitigate the additional delay.

Five other intersections would be impacted only with Alternative WSJ-2. The locations and potential mitigation options are as follows:

- Fauntleroy Way Southwest and Southwest Alaska Street
  - Intersection delays would increase with the additional pick-up/drop-off trips to and from Alaska Junction Station. Increasing the westbound approach capacity from a shared westbound through/left-turn lane to a westbound left and separate westbound through lane would mitigate the additional delay.
- Southwest Alaska Street and 38th Avenue Southwest
  - Increased pick-up/drop-off trips would result in increased delay for vehicles turning from 38th Avenue Southwest onto Southwest Alaska Street. This could be mitigated by converting the intersection from side-street stop controlled to all-way stop controlled.
- Fauntleroy Way Southwest and 38th Avenue Southwest
  - Increased delays would be expected for vehicles turning left from 38th Avenue Southwest onto Fauntleroy Way Southwest. The increased intersection delays could be mitigated by restricting left turns from 38th Avenue Southwest.
- Southwest Oregon Street and 38th Avenue Southwest
  - Increased delays would be experienced by vehicles turning left from 38th Avenue Southwest onto Southwest Oregon Street. Converting the intersection from side-street stop controlled to all-way stop control would mitigate the delay.
- Fauntleroy Southwest and Southwest Oregon Street
  - Increasing the signal cycle length to 120 seconds would mitigate the impact of added delays from additional pick-up/drop-off vehicle trips through the intersection.



3.6 Affected Environment and Impacts during Operation – Parking

This section describes existing on- and off-street parking and curb use conditions along the project corridor and around stations. It describes future changes in parking supply or curb use restrictions with the No Build Alternative and Build Alternatives and also documents the parking supply and occupancy along streets in each station's vicinity to identify unrestricted parking that could be affected by light rail riders who park and ride light rail (also known as hide-and-ride). Section 3.11 discusses, by segment, temporary construction impacts such as loss of on- and off-street parking and construction worker parking. Appendix N.1 provides additional detail on parking impacts.

Two study areas were evaluated to assess parking impacts: a near-project study area and a "hide-and-ride" study area. The near-project study area included streets within one block of the light rail alignment as well as within one block of each station. Potential permanent or temporary changes to curb use functions were assessed for the near-project study area. The hide-and-ride study area included all street segments and publicly available off-street lots (both paid and free parking) within a 0.25-mile walking distance from the Build Alternative stations. Parking data for this analysis were collected in fall 2019, prior to the COVID-19 pandemic. Data collection included a detailed parking inventory (number of spaces by type) and midday occupancy surveys (number of vehicles parked) during the weekday.

3.6.1 Affected Environment

Table 3-8 summarizes the on-street parking within the hide-and-ride study areas for each of the segment alternatives. Special-use curb zones in the near-project study area, including disabled-permit spaces, commercial load zones, and passenger load zones, were also documented and are described in Section 5.2 of Appendix N.1. Parking supply and occupancy counts were performed midday (from 9 a.m. to 3 p.m.) on weekdays between September 2019 and early December 2019.

There are a few publicly owned parking lots near potential stations that serve parks and community centers. Information on these off-street parking facilities is provided in Appendix N.1.

3.6.2 Environmental Impacts of the No Build Alternative

The parking conditions in the study area for the No Build Alternative would not substantially change from the existing conditions.

3.6.3 Environmental Impacts of the Build Alternatives

All of the proposed station locations are currently surrounded by areas of unrestricted parking that could be used by light rail riders to park and commute elsewhere. This hide-and-ride parking could adversely affect local businesses and residents who rely on that parking for other purposes. Consistent with current practice in most of Seattle's existing light rail station areas, Sound Transit expects that the City of Seattle would manage parking within the vicinity of new stations by placing restrictions (including time limits or permit restrictions) where they do not already exist. Operators of off-street parking facilities near stations might choose to change their pricing structures or implement parking management strategies to ensure an adequate supply of parking for their tenants and customers.

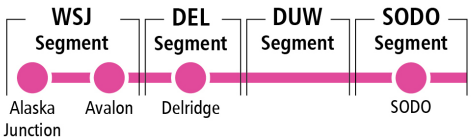
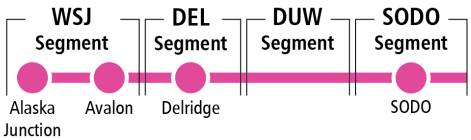


Table 3-8. On-Street Parking in Hide-and-Ride Study Areas

Segment	Alternative	Unrestricted Spaces	Restricted Spaces [a]	Total Spaces	Percent Occupied
SODO	**Preferred At-Grade Lander Access Station Option (SODO-1c)**	**173**	**65**	**238**	**65%**
	At-Grade Alternative (SODO-1a)	173	65	238	65%
	At-Grade South Station Option (SODO-1b)	245	71	316	64%
	Mixed Profile Alternative (SODO-2)	245	71	316	64%
Duwamish	**Preferred South Crossing Alternative (DUW-1a) [b]**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**
	South Crossing South Edge Crossing Alignment Option (DUW-1b) [b]	Not Applicable	Not Applicable	Not Applicable	Not Applicable
	North Crossing Alternative (DUW-2) [b]	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Delridge	**Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)**	**359**	**33**	**392**	**50%**
	Dakota Street Station Alternative (DEL-1a)	353	73	426	59%
	Dakota Street Station North Alignment Option (DEL-1b)	353	73	426	59%
	Dakota Street Station Lower Height Alternative (DEL-2a)	353	73	426	59%
	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	353	73	426	59%
	Delridge Way Station Alternative (DEL-3)	324	73	397	57%
	Delridge Way Station Lower Height Alternative (DEL-4)	324	73	397	57%
	Andover Street Station Alternative (DEL-5)	359	33	392	50%
	Andover Street Station Lower Height Alternative (DEL-6a)	359	33	392	50%
	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	359	33	392	50%
West Seattle Junction	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b): Avalon Station**	**590**	**277**	**867**	**55%**
	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b): Alaska Junction Station	**263**	**756**	**1019**	**64%**
	Elevated 41st/42nd Avenue Station Alternative (WSJ-1): Avalon Station	629	102	731	52%
	Elevated 41st/42nd Avenue Station Alternative (WSJ-1): Alaska Junction Station	242	731	973	62%
	Elevated Fauntleroy Way Station Alternative (WSJ-2): Avalon Station	629	102	731	52%
	Elevated Fauntleroy Way Station Alternative (WSJ-2): Alaska Junction Station	471	507	978	67%
	Tunnel 41st Avenue Station Alternative (WSJ-3a): Avalon Station	590	277	867	55%
	Tunnel 41st Avenue Station Alternative (WSJ-3a): Alaska Junction Station	263	756	1019	64%



Segment	Alternative	Unrestricted Spaces	Restricted Spaces [a]	Total Spaces	Percent Occupied
West Seattle Junction (cont'd)	Tunnel 42nd Avenue Station Option (WSJ-3b): Avalon Station	590	277	867	55%
	Tunnel 42nd Avenue Station Option (WSJ-3b): Alaska Junction Station	132	851	983	61%
	Short Tunnel 41st Avenue Station Alternative (WSJ-4): Avalon Station	629	102	731	52%
	Short Tunnel 41st Avenue Station Alternative (WSJ-4): Alaska Junction Station	263	756	1019	64%
	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a): Avalon Station	590	277	867	55%
	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a): Alaska Junction Station	263	756	1019	64%
	No Avalon Station Tunnel Alternative (WSJ-6): Alaska Junction Station [c]	263	756	1019	64%

[a] Restricted spaces are signed to limit parking duration or type of vehicle.

[b] Parking was not inventoried In in the Duwamish Segment because there are no stations in this segment and none of the alternatives have long-term effects to on-street and public off-street parking.

[c] Parking information for Alternative WSJ-6 is only provided for the Alaska Junction Station because the alternative does not include an Avalon Station.

Sound Transit would not create new parking at any of its stations to accommodate light rail riders. Trip generation and traffic analysis performed for the project assumes no long-term parking by commuters and that curb use management in the vicinity of new light rail stations would discourage such parking. Therefore, long-term parking impacts surrounding the stations could occur if existing unrestricted parking accommodates hide-and-ride parking or if there is permanent removal of parking spaces by the project.

Sound Transit identified potential long-term parking impacts where parking spaces would be permanently removed for project use at the new station locations and along the alignments. These are described further in the following sections.

3.6.3.1 Potential for Hide-and-Ride near Stations

There is unrestricted parking in the vicinity of each station that could be affected by hide-and-ride parking. The existing parking supply within 0.25 mile of each station, including unrestricted spaces, is summarized in Table 3-8.

3.6.3.2 Permanent Removal of Parking

Table 3-9 summarizes the on-street parking that would be removed with each of the alternatives, including both parking that would be permanently removed at the stations or along the alignment and additional parking that would be temporarily removed during construction. The table also notes off-street parking impacts. Temporary parking impacts during construction are discussed by segment in Section 3.11. Appendix N.1 provides details on where parking would be removed for each alternative.

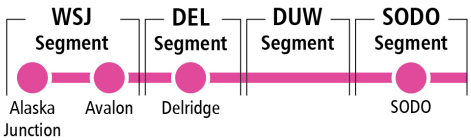
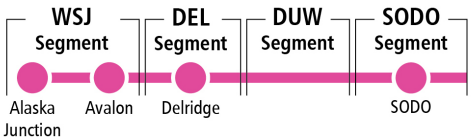


Table 3-9. Displaced On-Street Parking

Segment	Alternative	On-Street Parking Permanently Removed (spaces)	Additional On-Street Parking Temporarily Removed during Construction (spaces)
SODO	**Preferred At-Grade Lander Access Station Option (SODO-1c)**	**80 to 180 [a]**	**0 to 105 [b]**
	At-Grade Alternative (SODO-1a)	85 to 195 [a]	0 to 105 [b]
	At-Grade South Station Option (SODO-1b)	55 to 155 [a]	15 to 125 [b]
	Mixed Profile Alternative (SODO-2)	25 to 35	25 to 225 [b, c]
Duwamish	**Preferred South Crossing Alternative (DUW-1a)**	**Up to 65 [d]**	**40 to 205 [e, f]**
	South Crossing South Edge Crossing Alignment Option (DUW-1b)	Up to 65 [d]	40 to 205 [e, f]
	North Crossing Alternative (DUW-2)	5 to 80 [d]	90 to 275 [e, f, g]
Delridge	**Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b) [h]**	**30 to 40**	**15 to 25**
	Dakota Street Station Alternative (DEL-1a)	5 to 15	60 to 85
	Dakota Street Station North Alignment Option (DEL-1b)	5 to 15	115 to 155
	Dakota Street Station Lower Height Alternative (DEL-2a)	15 to 25	30 to 40
	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	20 to 30	30 to 40
	Delridge Way Station Alternative (DEL-3)	5 to 15	75 to 105
	Delridge Way Station Lower Height Alternative (DEL-4)	5 to 15	70 to 90
	Andover Street Station Alternative (DEL-5) [h]	0	55 to 75
	Andover Street Station Lower Height Alternative (DEL-6a) [h]	0	0
	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7) [h]	20 to 30	15 to 25
West Seattle Junction	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)**	**10 to 20**	**190 to 260**
	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	10 to 20 [i]	100 to 135
	Elevated Fauntleroy Way Station Alternative (WSJ-2)	10 to 20	70 to 95
	Tunnel 41st Avenue Station Alternative (WSJ-3a)	10 to 20	185 to 245
	Tunnel 42nd Avenue Station Option (WSJ-3b)	15 to 25 [j]	80 to 110
	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	45 to 60	95 to 130
	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	Up to 10	190 to 260
	No Avalon Station Tunnel Alternative (WSJ-6)	Up to 10	165 to 225



[a] Includes parking spaces permanently removed on 4th Avenue South between South Holgate Street and South Forest Street due to transit improvements. The various treatments could remove between 25 and 110 spaces in the SODO Segment.

[b] Includes parking spaces temporarily removed on 6th Avenue South for 230-kilovolt relocation for all alternatives. Approximately 280 parking spaces in the SODO Segment could be affected, but only about 100 spaces at a time would be removed.

[c] Includes parking spaces temporarily removed on 4th Avenue South between South Holgate Street and South Forest Street due to transit improvements. The various treatments could remove between 25 and 110 spaces in the SODO Segment.

[d] Includes up to 65 parking spaces permanently removed on 4th Avenue South between South Forest Street and South Spokane Street due to transit improvements if Preferred Option SODO-1c, Alternative SODO-1a, or Option SODO-1b is selected.

[e] Includes parking spaces temporarily removed on 6th Avenue South for 230-kilovolt relocation for all alternatives. About 85 parking spaces in the Duwamish Segment could be affected at one time.

[f] Includes up to 65 parking spaces temporarily removed on 4th Avenue South between South Forest Street and South Spokane Street due to transit improvements if Alternative SODO-2 is selected.

[g] Alternative DUW-2 would temporarily affect the Terminal 25 South truck parking lot, which can accommodate about 140 truck tractors.

[h] Since parking data were collected in 2019, the Seattle Department of Transportation has reconfigured Southwest Andover Street, Southwest Yancy Street, and Southwest Avalon Way. The resulting parking changes along these streets were taken into consideration when determining long-term impacts.

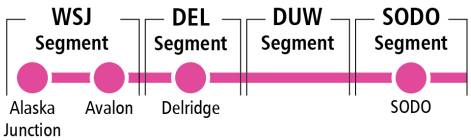
[i] An additional 210 public off-street parking spaces would also be removed with Alternative WSJ-1.

[j] An additional 230 public off-street parking spaces would also be removed with Option WSJ-3b.

Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would permanently remove parking along 4th Avenue South between South Holgate Street and South Spokane Street in the SODO and Duwamish segments, where new transit improvements would be implemented to accommodate buses diverted off of the SODO Busway. The different types of improvements being considered include queue jump lanes (a bus-only signal and dedicated transit lane that allows buses to proceed through an intersection before general purpose traffic), business access and transit lanes, and freight and transit lanes. The number of parking stalls affected by the transit improvements in the SODO Segment could range from 25 to 110 on-street parking spaces, including up to four General Load Zone spaces, and up to 65 on-street parking spaces in the Duwamish Segment.

3.6.4 Mitigation for Operation Impacts

All of the segments have areas of unrestricted parking that could be affected by light rail riders parking near the station. To mitigate this potential impact, Sound Transit would work with the City of Seattle to consider appropriate on-street parking measures within a 0.25-mile radius of each station to discourage hide-and-ride activity while retaining curb use functions to support area businesses or residents. Sound Transit would inventory on-street parking around each station before and after the start of light rail revenue service, then would work with the City of Seattle to determine where mitigation measures would be needed. Potential parking control measures include parking meters, restricted parking signage, time-limit signs, passenger and truck load zones, and restricted parking zone programs. Sound Transit would be responsible for the cost of installing the signage or other parking controls for 1 year after the light rail extension begins operation. The local jurisdiction would be responsible for monitoring, enforcing, and maintaining the parking controls. In addition, Sound Transit would coordinate with the City of Seattle to relocate affected Americans with Disabilities Act parking spaces.



3.7 Affected Environment and Impacts during Operation – Non-motorized Facilities

This section describes the existing and planned pedestrian and bicycle facilities that could be affected by the project. Pedestrian L.O.S. at sidewalks, crosswalks, and intersection corners within one block of each station entrance were evaluated for the p.m. peak hour. Walksheds and bikesheds were used to show the areas around each station that are accessible to pedestrians and bicyclists, and the condition of the sidewalks and curb ramps was qualitatively assessed within the walkshed of each preferred alternative station. The walksheds, bikesheds, and sidewalk condition are graphically shown and described in more detail in Appendix N.1.

Walksheds and Bikesheds

Walksheds and bikesheds are defined as the distance a person can walk or bicycle in 10 minutes around each station, which translates to roughly a 0.5-mile walk distance and a 1.5-mile bicycle distance. The bikeshed methodology assumes an average speed consistent with traditional bicycles; riders using electric-assist bicycles could travel longer distances.

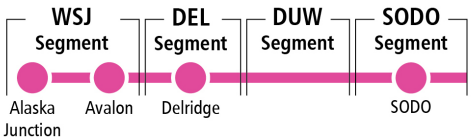
3.7.1 Affected Environment

The SODO and Duwamish segments generally have sidewalks on both sides of the major roadways, but there are gaps in coverage. Many streets have impediments to walking. Impediments include sidewalk obstructions (including parked cars), lack of a curb, long block lengths, high truck volumes, and barriers such as railroad tracks and fencing that limit connectivity and increase walking distances. The current condition of sidewalks and curb ramps around the SODO Station varies; the streets closest to the station are in good condition, but many of the smaller street connections, as well as the south side of South Holgate Street, lack sidewalks. In the West Seattle Junction and Delridge segments, station areas have a predominantly residential and neighborhood commercial character and there are generally sidewalks on both sides of the street near the stations, with a few short gaps in coverage and some intersections missing curb ramps. The majority of the sidewalks around these station locations are in good condition.

Most of the study area lacks designated facilities for bicyclists, as shown on Figure 3-4. Bicycle facilities near stations include bicycle lanes, protected bicycle lanes, neighborhood greenways, and multi-use trails.

3.7.2 Environmental Impacts of the No Build Alternative

With the No Build Alternative, projects included in Seattle's Bicycle Master Plan (City of Seattle 2014), Bicycle Master Plan 2021-2024 Implementation Plan (City of Seattle 2021), and Pedestrian Master Plan (City of Seattle 2017a) are assumed to be built. The Bicycle Master Plan calls for protected bicycle lanes on Airport Way South, Delridge Way Southwest, 35th Avenue Southwest, Fauntleroy Way Southwest, and Southwest Alaska Street and multi-use trails on South Spokane Street and between the SODO Trail and South Spokane Street, among others, as well as a network of greenways as shown in Figure 3-4. Figure 3-4 shows existing and planned bike facilities that are expected to be in place with the No Build and Build Alternatives. Appendix N.1 provides the complete list of projects included in the No Build Alternative. The No Build Alternative assumes all sidewalks, crosswalks, and corners studied would meet L.O.S. standards.



3.7.3 Environmental Impacts of the Build Alternatives

Sound Transit would include pedestrian and bicycle improvements at stations to accommodate the projected increase in pedestrian and bicycle travel with the project. The following sections discuss specific improvements affecting pedestrian circulation, such as new connections or signals, by segment. Sound Transit would work with the City of Seattle to determine the most appropriate pedestrian and bicycle improvements to support station access. New facilities would meet Americans with Disabilities Act requirements as well as local and federal design standards, as appropriate. This section also cites the projected ridership at each station, as forecasted by the Sound Transit Incremental Ridership Model (Sound Transit 2019).

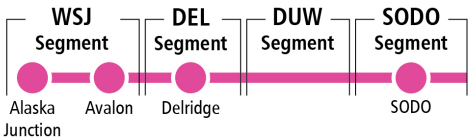
Station Pedestrian and Bicycle Access Opportunities

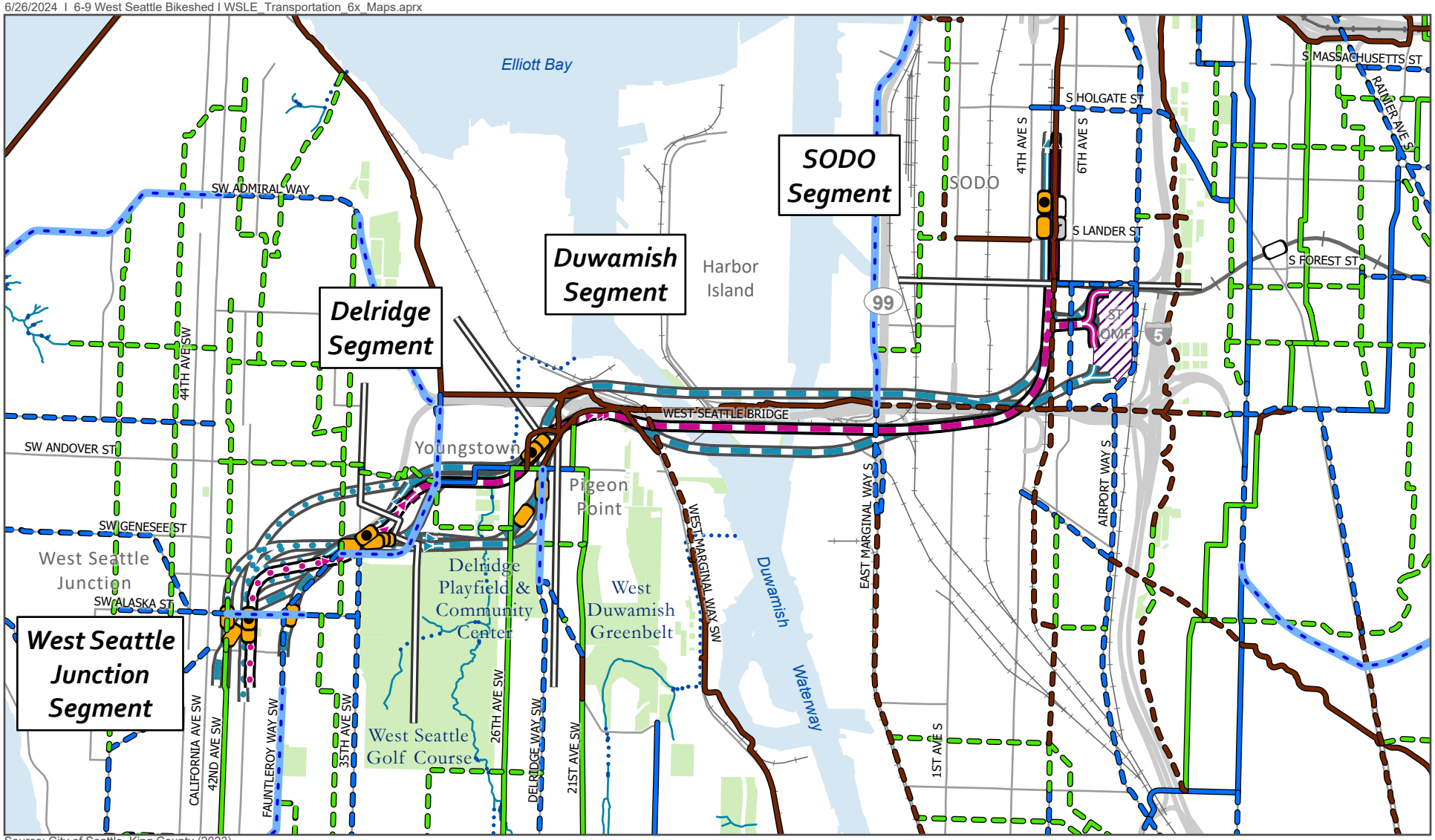
Additional pedestrian and bicycle improvements not included as part of the project could be identified for potential station access enhancement by others. These improvements could be identified through the station planning efforts, included in existing local plans by partner agencies, or potentially funded in partnership with Sound Transit. FTA considers pedestrian and bicycle improvements within ½ mile and 3 miles of station areas, respectively, for grant funding, which could be sought by partner agencies or in conjunction with Sound Transit. In addition, Sound Transit could consider funding access improvements beyond the station footprint as part of the Non-motorized Access Allowance included in the Sound Transit 3 Plan.

3.7.3.1 Impacts Common to All Alternatives

Based on the available information at the time this Final EIS was being prepared, no projects listed in Seattle's Bicycle Master Plan or Bicycle Master Plan 2021–2024 Implementation Plan are expected to be impacted by the Build Alternatives. None of the Build Alternatives would result in long-term adverse impacts to sidewalks, school walk routes, or projects in the Pedestrian Master Plan because any affected pedestrian facility (i.e., proposed guideway columns encroaching on existing sidewalks) would be rebuilt to meet applicable design standards at the time of permitting including Americans with Disabilities Act requirements as well as applicable design standards (such as Seattle Streets Illustrated [City of Seattle 2020], Standard Plans for Municipal Construction [City of Seattle 2023], the Seattle Land Use Code and Light Rail Facility Construction and Construction Impacts sections of the Seattle Municipal Code) or to a standard agreed to by Sound Transit and the City of Seattle. If it is determined that a facility could not be rebuilt in the original location, Sound Transit would coordinate with the City of Seattle to identify an alternate route. No long-term adverse impacts to bicycle parking are expected with any of the Build Alternatives. Sound Transit will continue to coordinate with the City to ensure bike parking facilities are adequately distributed, sized, and configured to meet present and future bike parking demand at the stations.

All sidewalks, crosswalks, and corners within one block of the station entrances have sufficient capacity, in terms of pedestrian L.O.S., to serve projected demand. Sound Transit will coordinate with the City of Seattle on specific sidewalk width requirements through the final design process.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

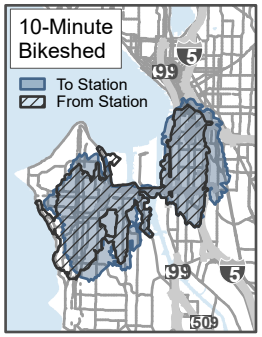
Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

Existing Bicycle Facilities
- Bike Lane (In-Street Separation)
- Multi-Use Trail
- Neighborhood Greenway

Planned Bicycle Facilities
- Bike Lane (In-Street Separation)
- Multi-use Trail
- Neighborhood Greenway
- Planned Improvement of Existing Bike Lane



0 0.5 1 Mile

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FIGURE 3-4
Existing and Planned Bike Facilities

West Seattle Link Extension

3.7.3.2 SODO Segment

The walksheds for the SODO Station with all Build Alternatives are similar in size due to the proposed station locations being near to each other. Preferred Option SODO-1c would include connections from a roadway loop constructed along 5th Place South to the east of the station to serve bus and paratransit loading between the concourse and 6th Avenue South and from the new South Lander Street overpass. The new South Lander Street overpass would include a sidewalk and bicycle lanes or a multi-use path on the north side of the roadway that would separate pedestrians and bicyclists from the current at-grade rail crossing and allow access to the station at the top of the overpass. Preferred Option SODO-1c would incorporate a new traffic signal at South Stacy Street and 6th Avenue South, which would provide a signalized crossing for pedestrians to access the station.

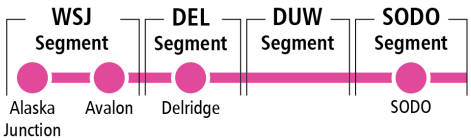
Alternative SODO-1a proposes station access along the South Stacy Street corridor between 4th Avenue South and 6th Avenue South and would include the South Lander Street overpass but would not include direct access from the overpass to the station. Alternative SODO-1a would also add a new signalized crossing at South Stacy Street and 6th Avenue South. Option SODO-1b would include a new roadway loop between 4th Avenue South and the light rail stations and would also include access from the South Lander Street overpass as described for Preferred Option SODO-1c. Alternative SODO-2 would be accessible from the east via the existing South Bayview Street. The pedestrian L.O.S. analysis determined that sidewalks, crosswalks, and intersection corners within one block of the station entrances would have sufficient capacity to serve the pedestrian demand.

With all alternatives in the SODO Segment, cyclists could continue to access the station via the SODO Trail, which could be accessed by planned protected bicycle lanes on South Royal Brougham Way and Airport Way South (with connections at South Holgate Street and South Forest Street). Cyclists could also use a planned trail extension south to South Spokane Street as well as a planned protected bicycle lanes that would connect at the current trail end on South Forest Street and extend south along 6th Avenue South and Airport Way South to South Lucile Street.

While overall boardings and alightings at the SODO Station would increase relative to the No Build Alternative, most of those would be light rail to light rail transfers. Approximately 300 additional non-rail transferring riders (accessing by walk, bike, bus, or drop-off and pick-up) would board at the SODO Station during the p.m. peak hour for all alternatives (relative to the No Build Alternative with only the existing SODO Station).

3.7.3.3 Duwamish Segment

Because the Duwamish Segment would not include any stations, no walkshed, bikeshed, or pedestrian trip generation analysis was conducted. Columns associated with the elevated guideway for Alternative DUW-2 would encroach on the Alki Trail just west of the Chelan Avenue Southwest/West Marginal Way Southwest/Southwest Spokane Street intersection. The trail would be permanently shifted to maintain connectivity between the trail and the crosswalk at that intersection. Columns associated with the elevated guideway tracks connecting all of the alternatives to the Operations and Maintenance Facility Central could encroach on sidewalks on 6th Avenue South north of South Hanford Street. With Preferred Alternative DUW-1a and Alternative DUW-2, guideway columns could also encroach on sidewalks along 4th Avenue South north of Spokane Street. In both locations, Sound Transit would rebuild the affected facilities to the extent feasible.



3.7.3.4 Delridge Segment

The walksheds around each station location in the Delridge Segment mainly consist of residential and commercial uses; Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 include a larger share of industrial uses.

Pedestrian and bicycle access for all Delridge Segment alternatives would be complicated by steep slopes, environmental features, and major infrastructure, particularly to the east and west. Access is hindered by Longfellow Creek Natural Area and large, fenced-off park areas, including the West Seattle Golf Course and Pigeon Point Park, part of the West Duwamish Greenbelt. In addition, the Delridge Way Southwest on- and off-ramps present a barrier for people walking and biking.

With all Build Alternatives in the Delridge Segment, cyclists could access the Delridge Station area via existing and planned neighborhood greenways on 21st Avenue Southwest, 26th Avenue Southwest, and Southwest Andover Street/Southwest Yancy Street; multi-use trails on Delridge Way Southwest north of 23rd Avenue Southwest; the West Seattle Bridge Trail on the Spokane Street Bridge; the Alki Trail; the Duwamish River Trail; the Delridge Connector Trail; and protected bicycle lanes on Delridge Way Southwest and Southwest Avalon Way. All alternatives would have an elevated guideway with columns that would encroach on existing sidewalks through the Delridge Segment. Sound Transit would rebuild the affected sidewalks to the extent feasible.

Preferred Option DEL-6b has a station design featuring a one-way bus loop connecting Southwest Andover Street to Delridge Way Southwest via a realigned Southwest Charlestown Street. Station access would be provided from the bus loop to the west and Delridge Way Southwest from the east, thus allowing riders to transfer between bus and light rail without any street crossings. Preferred Option DEL-6b and Alternative DEL-7 would add a new signal at Delridge Way Southwest and realign Southwest Charlestown Street to provide a new crossing location for pedestrians and cyclists accessing the station.

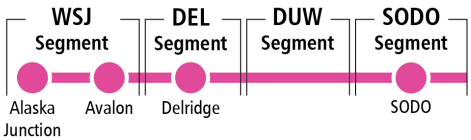
Preferred Option DEL-6b and Option DEL-7 would cross 32nd Avenue Southwest at-grade, resulting in a permanent closure of a portion of 32nd Avenue Southwest, which would create a cul-de-sac on one or both sides of the guideway.

Alternatives DEL-1a and DEL-3 would remove the sidewalk on the south side of Southwest Genesee Street between Southwest Avalon Way and 26th Avenue Southwest; DEL-4 would remove a portion of that sidewalk segment. This sidewalk runs alongside the West Seattle Golf Course fence; pedestrians would instead travel along the sidewalk on the north side of the street. A bus stop would remain on the south side of Southwest Genesee Street with access maintained from the north sidewalk by a pedestrian crossing and treatments to provide safe access.

With Alternative DEL-2a and Option DEL-2b, 25th Avenue Southwest would be closed to through traffic south of Southwest Dakota Street, but pedestrian and bicycle access would be maintained. Option DEL-2b would permanently close 30th Avenue Southwest north of Southwest Genesee Street, thus potentially eliminating pedestrian and bicycle access at that location.

Alternative DEL-7 would have approximately 1,300 riders during the p.m. peak hour, and all the other alternatives would have approximately 1,400 riders during the p.m. peak hour at the Delridge Station, with most riders transferring from buses. The pedestrian L.O.S. analysis determined that sidewalks, crosswalks, and intersection corners within one block of the station entrances would have sufficient capacity.

With the M.O.S., the Delridge Station would be the southern terminus and would therefore have higher ridership than the full-build project. Overall boardings and alightings at the Delridge Station would be approximately 2,100 riders during the p.m. peak hour, with over 90 percent of



riders accessing the light rail station by bus from Alaska Junction, White Center, Burien, and communities to the south. The remaining riders would access the station by walking, biking, or using pick-up and drop-off. All pedestrian sidewalks, crossings, and corners within one block of Delridge Station are expected to have sufficient capacity with the M.O.S. scenario.

3.7.3.5 West Seattle Junction Segment

The alternatives' walksheds are generally comparable in size to one another for both the Avalon Station and Alaska Junction Station, though they cover different areas depending on station location. Because of the proximity between the Alaska Junction and Avalon stations, some areas would fall within the walksheds of both stations.

With all Build Alternatives, cyclists could access the Alaska Junction and Avalon stations via existing or planned neighborhood greenways on Southwest Andover Street, 36th Avenue Southwest, 42nd Avenue Southwest, 45th Avenue Southwest, and 48th Avenue Southwest; planned bicycle lanes on Glenn Way Southwest, Erskine Way Southwest, Southwest Genesee Street, and Southwest Charlestown Street; and existing or planned protected bicycle lanes on Fauntleroy Way Southwest, 35th Avenue Southwest, Southwest Avalon Way, Southwest Admiral Way, and Southwest Alaska Street (however, topography is a limiting factor for bicycle access).

With Preferred Option WSJ-5b, and Alternative WSJ-5a, a short section of Southwest Genesee Street would be permanently closed on the east side of 35th Avenue Southwest. Pedestrians would be detoured along Southwest Genesee Street eastbound to Southwest Avalon Way. Although the station would still be accessible by cyclists and pedestrians, those passing through the station area may have to cross 35th Avenue Southwest and Fauntleroy Way Southwest at Southwest Avalon Way. Guideway columns could encroach on sidewalks along the Fauntleroy Way Southwest corridor with Alternatives WSJ-1 and WSJ-2, but Sound Transit would rebuild the affected facilities to the extent feasible.

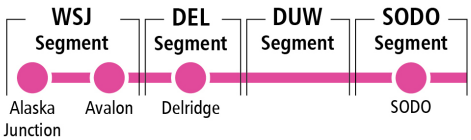
With Alternative WSJ-4, 37th Avenue Southwest north of Fauntleroy Way Southwest and 38th Avenue Southwest north of Southwest Oregon Street would be permanently closed at the guideway, potentially eliminating non-motorized access. Pedestrians and bicycles could reroute to the adjacent parallel roadways, which have relatively short block spacing such that out-of-direction travel would be minimal.

The Avalon and Alaska Junction stations in the West Seattle Junction Segment would have approximately 1,700 riders during the p.m. peak hour for all Build Alternatives except for Alternative WSJ-2, which would have 1,900 riders, with most occurring at the Alaska Junction Station. Most riders would arrive on foot or transfer from local buses. The pedestrian L.O.S. analysis determined that sidewalks, crosswalks, and intersection corners within one block of the station entrances would have sufficient capacity.

3.7.4 Mitigation for Operation Impacts

The project is not expected to permanently impact existing designated bicycle facilities or routes. If impacts are identified as the project advances, Sound Transit will work with the City of Seattle to rebuild the affected facilities or develop alternate facilities or routes that achieve, to the extent feasible, a similar level of protection and comfort afforded by the facility being impacted. These replacements would be funded by Sound Transit, and may include, for example, protected or standard bicycle lanes, trails, and neighborhood greenway treatments, along with associated design elements such as pavement markings and bike signals, where needed.

No pedestrian facilities would have an L.O.S. impact with either the full-build project or M.O.S.



The project may also have direct physical impacts to existing sidewalks and trails due to placement of guideway columns in the Duwamish and Delridge segments, and several streets in the Delridge and West Seattle Junction segments would be permanently closed potentially eliminating pedestrian and bicycle access at those locations. As the project design is refined and potential column locations are identified with greater precision, additional pedestrian and bicycle visibility issues may emerge. These visibility issues could be mitigated with measures such as protected vehicle turns or restricting vehicle movements.

Sound Transit will rebuild affected non-motorized facilities to meet Americans with Disabilities Act requirements as well as applicable local design standards at the time of permitting (such as Seattle Streets Illustrated [City of Seattle 2020] and the Seattle Land Use Code and Light Rail Facility Construction and Construction Impacts sections of the Seattle Municipal Code) or to a standard agreed to by Sound Transit and the City of Seattle.

As the project design advances, if it is determined that a facility could not be rebuilt to applicable design standards and an alternate design cannot be agreed upon in the original location, Sound Transit would work with the City of Seattle to develop mitigation, such as an alternate route.

3.8 Affected Environment and Impacts during Operation – Safety

This section summarizes the existing study area safety and collision data for arterials and local streets within approximately one block of the project alignment. Also described are the potential future vehicle and non-motorized safety impacts (increases or decreases in collisions) for the Build Alternatives compared to the No Build Alternative.

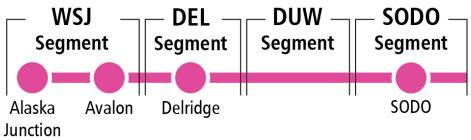
The City of Seattle's safety initiative, Vision Zero, aims to eliminate all traffic deaths by 2030. This section considers the high injury corridors included in the Vision Zero corridor prioritization that are within the study area. Vision Zero high injury corridors represent the top 100 arterial corridor segments where collisions occur most frequently, while also accounting for roadway characteristics and traffic volumes.

3.8.1 Affected Environment

Several roadways along the project corridor are identified as high injury corridors in Seattle Department of Transportation's *2019 Vision Zero Update Report* (City of Seattle 2019).

Southwest Oregon Street was identified as a priority location, along with Southwest Avalon Way, 4th Avenue South, 6th Avenue South, the Spokane Street Viaduct, and South Lander Street. There are currently no planned, committed safety improvement projects at these locations within the study area. However, recent improvements along Southwest Avalon Way included adding protected bike lanes and removing some parking spaces, which may reduce collision severity and frequency.

The roadway segments and intersections adjacent to the project alternatives that historically experience the highest crash frequencies are summarized in Appendix N.1.



3.8.2 Environmental Impacts of the No Build Alternative

The transportation safety performance with the No Build Alternative is expected to be similar or better than the existing conditions as the City of Seattle completes transportation (including Vision Zero) projects within the corridor, along with modest background traffic volume growth expected by year 2042.

Transportation projects in the study area assumed to be completed include the Fauntleroy Way Southwest Boulevard Project, 35th Avenue Southwest/Southwest Avalon Way Repaving Project (completed in 2020), RapidRide H Line Project (completed in 2023), Delridge Multimodal Corridor Project, West Marginal Way Southwest Safety Corridor Project (completed in 2023), East Marginal Way Corridor Improvement Project, Lander Street Bridge Project (completed in 2020), as well as planned bicycle and greenway improvements throughout the corridor. The City of Seattle routinely prepares Vision Zero progress reports to assess previous projects and identify prioritized locations for future projects. Therefore, it is expected that beyond the specific projects identified above, the City of Seattle would implement additional projects in the future to improve the safety of the transportation system in the study area prior to the project being built.

3.8.3 Environmental Impacts of the Build Alternatives

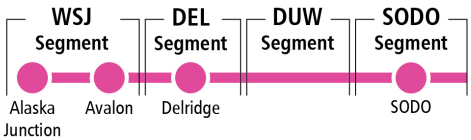
3.8.3.1 Impacts Common to All Alternatives

While most of the project alignment would be adjacent to or along City of Seattle-designated high injury corridors, the safety of the transportation system is expected to be minimally affected by the project or improve because of the following:

- All Build Alternatives would be grade-separated and operate in exclusive rights-of-way, with no new direct conflicts with vehicles, pedestrians, or bicyclists.
- Light rail design would adhere to both light rail and roadway standards to minimize impacts on transportation safety.
- People would shift from driving to riding transit, a safer travel mode.
- Station access improvements (such as proposed signaled crossings) would be implemented.

Overall, the project would shift some trips from driving or taking another non-transit mode to using transit. This shift would result in a reduction of approximately 17,000 daily vehicle miles traveled in the region. This has an inherent safety benefit because a person riding transit faces a far lower risk of injury or death than they do in a car, on a per-mile basis (American Public Transportation Association 2018).

All of the stations are expected to experience only small increases in daily vehicle traffic around the station under typical conditions, suggesting that the impact to vehicle safety would be negligible around stations. The light rail design would adhere to both light rail and roadway standards to minimize impacts on transportation safety. Pedestrian and bicyclist activity is expected to increase (between 450 to 2,500 daily trips) around each station. While this increase in activity would create the potential for more conflicts near stations, Sound Transit is proposing pedestrian and bicycle improvements adjacent to the stations to ensure access is at signalized or controlled locations and, in some instances, grade-separated crossings. Beyond the station improvements, increased non-motorized activity can also improve driver expectations (i.e., drivers expecting pedestrians and bicyclists to be present) and reduce collision severity because of reduced speeds. All stations would be designed to include appropriate non-motorized facilities to accommodate this expected level of activity and would be coordinated with the City of Seattle.



3.8.3.2 SODO Segment

With Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, the new guideway would be within the SODO Busway right-of-way and separated from general purpose traffic. Buses would no longer use the SODO Busway, which would become a rail-only facility with this alternative. As part of the project's transit integration plan, five of the seven bus routes currently using the SODO Busway would be truncated or eliminated, and the other two would shift to 4th Avenue South. Therefore, the additional bus traffic on nearby streets with the SODO Busway transition to a rail-only facility is not expected to be substantial. Some shifts to pedestrians' exposure to traffic may occur as a result of bus stops shifting to 4th Avenue South, with some riders having an additional crossing of 4th Avenue South and others one fewer. Therefore, the net change to rider safety is expected to be minimal.

The proposed South Lander Street overcrossing would separate the proposed West Seattle Link Extension and the existing 1 Line light rail tracks from traffic along South Lander Street with Preferred Option SODO-1c, Alternative SODO-1a and Option SODO-1b, avoiding future conflicts at that intersection and removing the rail conflicts with crossing vehicles, pedestrians, and bicyclists that currently exist.

With Alternative SODO-2, the project's elevated guideway would be grade-separated from the roadway. No portion of the guideway would be within the roadway and it would not impact vehicle safety. This alternative would be elevated over South Lander Street and would not create any additional at-grade rail crossings. However, the existing 1 Line at-grade rail signalized crossing at South Lander Street would continue to occur.

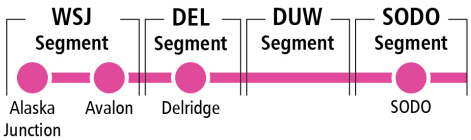
3.8.3.3 Duwamish Segment

None of the alternatives would affect vehicular or non-motorized safety in the Duwamish Segment, as the guideway would be elevated, grade-separated, and outside of the roadway for the entirety of the segment. The project would ensure adequate lateral clearance from the guideway columns to any travel lanes.

3.8.3.4 Delridge Segment

The Delridge Station would generate approximately 500 new daily pedestrian and bicycle trips, thus creating the potential for increased conflicts near the station. However, the station would be designed to accommodate this level of activity, and station access would be at signalized and/or controlled locations.

Preferred Option DEL-6b would add a traffic signal at the intersection of Delridge Way Southwest and 23rd Avenue Southwest to facilitate vehicle access and pedestrian crossings into the station area and Nucor Steel. Bus stops would be located along the station frontage, which would allow riders to transfer between bus and rail without needing to cross a street. The addition of the new signal to the current free-flow traffic on Delridge Way Southwest could result in an increase in rear-end crashes. However, it would potentially improve the severity of crashes for all modes at this location, and a new signal particularly has the potential to reduce vehicle versus vehicle angle collisions (the collision type most associated with injuries and fatalities) and vehicle versus pedestrian crashes. Pedestrian safety would improve because the new signal would provide a protected crossing. The need for a traffic signal and pedestrian crossing at the Delridge Way Southwest and 23rd Avenue Southwest intersection is eliminated with Alternatives DEL-5 and DEL-6a; however, those two alternatives along with Alternative DEL-7 would have similar overall safety impacts as Preferred Option DEL-6b in the Delridge Segment.



Preferred Option DEL-6b would also require the permanent closure of 32nd Avenue Southwest. Sound Transit is considering options to provide a pedestrian connection from Southwest Andover Street to 32nd Avenue Southwest south of the cul-de-sac; however, it is unknown if a connection would be feasible until final design. If a pedestrian connection cannot be maintained, then non-motorized users would likely divert to Southwest Avalon Way, where there are higher numbers of vehicle-pedestrian conflicts.

With Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4, the elevated guideway would be outside of or adjacent to the roadway in this segment except for a few locations where it crosses from one side to the other. This would place a guideway column in the median of Southwest Genesee Street. The project would ensure adequate sightlines and lateral clearance to any travel lanes, including to and from the Nucor Steel property, to minimize impacts. Safety impacts from the guideway columns outside of the roadway would be minimal to none.

With Alternative DEL-2a and Option DEL-2b, 25th Avenue Southwest south of Southwest Dakota Street would be permanently closed, and 30th Avenue Southwest north of Southwest Genesee Street would be permanently closed with Option DEL-2b. There would be little anticipated impact on safety with these closures because of limited volumes and the proximity of alternative routes to similar or better facilities.

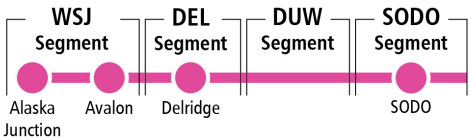
3.8.3.5 West Seattle Junction Segment

With Preferred Option WSJ-5b, Avalon Station would experience a small increase in daily vehicle traffic around the station location; however, the impact to vehicle safety is expected to be negligible. Pedestrian and bicyclist daily volumes are expected to increase from approximately 900 daily trips in the no build condition to approximately 1,800 daily trips. This doubling of trips is expected to have a negligible impact on safety around the station area because there is not a history of pedestrian and bicycle crashes in this location, the project would be built to design standards, and the predicted pedestrian level of service would be at acceptable levels.

At the Alaska Junction Station for Preferred Option WSJ-5b, there would be an increase in pedestrian and bicycle volumes on the surrounding transportation system from approximately 1,300 daily trips in the no build condition to approximately 3,800 daily trips. However, the Alaska Junction Station area would be designed to accommodate this level of activity, and station access would be at signalized or controlled locations, including a new signal at Southwest Alaska Street and 41st Avenue Southwest. There would also be entrances on both sides of Southwest Alaska Street to avoid the need for riders to cross this street. Although pedestrian and bicyclist volumes are expected to increase at this station location, the increase in conflicts would be relatively small compared to the number of conflicts already experienced in this urban environment.

Alternatives WSJ-1 and WSJ-2 would require the placement of guideway columns to support portions of the elevated guideway. These guideway columns would adhere to design standards and be outside of the vehicle travel lanes, and thus would not be expected to introduce a safety hazard.

All other alternatives (Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6) would have similar transportation safety conditions to Preferred Option WSJ-5b near the stations. However, these tunnel alternatives would not have any guideway columns or other physical roadway impacts.



3.8.4 Mitigation for Operation Impacts

The project includes roadway, transit, and pedestrian and bicyclist improvements and associated potential mitigation around the stations, including some grade-separated facilities to reduce conflicts, increase visibility between modes, and reduce congestion for the impacted modes; these project elements and potential mitigation are described in the sections for transit (Sections 3.4.3 and 3.4.4), arterials and local streets (Sections 3.5.3 and 3.5.4), and non-motorized facilities (Sections 3.7.3 and 3.7.4). Beyond these improvements, the project would operate in exclusive right-of-way, separated from other modes of travel, and would be built to applicable design standards, such as those that determine the placement of guideway columns; therefore, no further mitigation specific to safety-related impacts is proposed.

3.9 Affected Environment and Impacts during Operation – Navigation

This section discusses how the project would affect navigation on navigable waterways in the project study area.

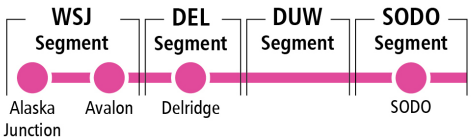
Navigable Waterways

The term navigable waterways generally refers to waterbodies that are subject to tidal influence, waterways with a history of substantial commercial navigation, waterways that presently have commercial navigation, or waterways susceptible to commercial development.

The United States Coast Guard has primary permitting authority related to navigation. The Coast Guard approves the locations and clearances of bridges through the issuance of bridge permits under the authority of Section 9 of the Rivers and Harbors Act, the General Bridge Act of 1946, and other statutes. A bridge permit is required for new construction, reconstruction, or modification of a bridge or causeway over navigable waters of the United States. The Coast Guard issues bridge permits after confirming that the other federal approvals described below have been issued.

The United States Army Corps of Engineers also has regulatory authority under Section 10 and Section 14 of the Rivers and Harbors Act of 1899. Section 10, codified in 33 United States Code Section 403, allows the Army Corps of Engineers to require a permit for any construction, not just bridges, that would affect navigable waters. Section 14, codified in 33 United States Code Section 408 and referred to herein as Section 408, requires the Army Corps of Engineers to review and approve proposed modifications to federally authorized Public Works projects to ensure that such proposed activities would not be injurious to the public interest or impair the usefulness of a federally authorized project. Federally authorized Public Works can include navigation projects to improve the nation's waterways. Together, both agencies provide safe, reliable, and efficient waterborne transportation systems (e.g., channels, harbors, and waterways) for movement of commerce, national security needs, and recreation.

In addition to this Final EIS, Sound Transit prepared a navigation impact report for the Duwamish Waterway to support the United States Coast Guard bridge permitting process. Based on the findings in the navigation impact report, the United States Coast Guard issued a preliminary navigation clearance determination for any bridge Sound Transit would construct over the West Waterway as part of the project. The preliminary navigation clearance determination concluded that the vertical clearance must be a minimum of 140 feet and the horizontal clearance must be a minimum of 250 feet. The preliminary navigation clearance determination also requires that, for any bridge that needs in-water piers, those piers must line up with the current West Seattle Bridge piers to maintain the existing horizontal clearance of 250 feet through both the West Seattle Bridge and the project's bridge over the West Waterway (United States Coast Guard 2022).



3.9.1 Affected Environment

The study area for navigation analysis includes navigable waterways within 3 miles of the bridges across the Duwamish Waterway (also known as the Duwamish River) associated with the project Build Alternatives. The Duwamish Waterway is the only navigable waterway that would be crossed by the West Seattle Link Extension. The industrialized portion of the Duwamish Waterway extends about 6 miles upstream from Elliott Bay and encompasses three segments: the West and East waterways on either side of Harbor Island and the Lower Duwamish Waterway upstream/south of Harbor Island. The waterways are shown on Figure 3-5.

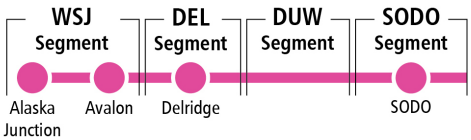
3.9.1.1 Waterway Users

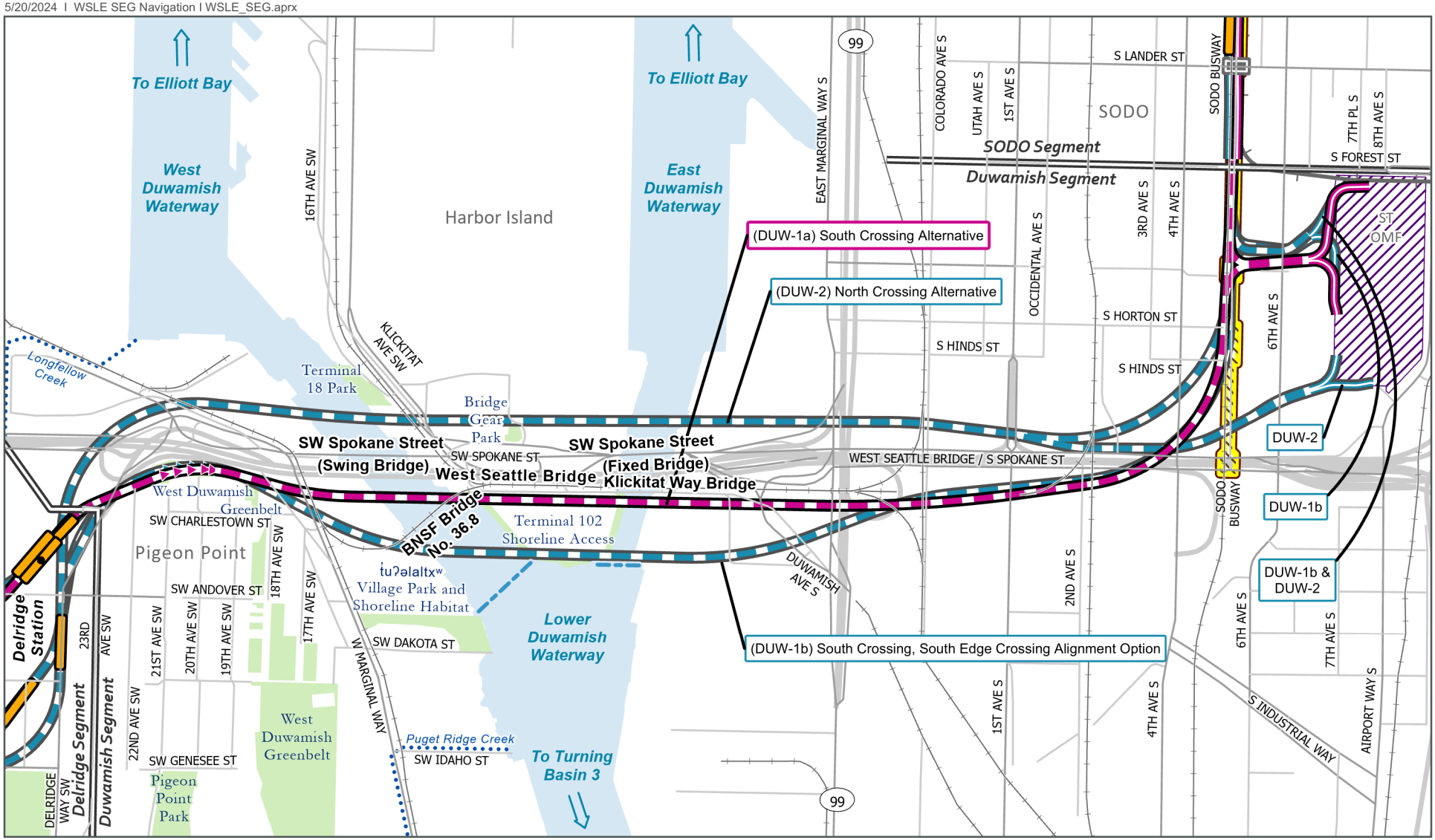
Because the Duwamish Waterway has a primarily industrial and commercial shoreline, tugboats, barges, and cargo boats make up a large portion of the vessels that use it. Recreational pleasure boat traffic on the Duwamish Waterway occurs year-round, but typically peaks in the summer months. Most recreational traffic occurs as vessels make their way to and from their berths on the Duwamish Waterway.

The Muckleshoot Indian Tribe is signatory to both the Treaty of Point Elliott and the Treaty of Medicine Creek. The Muckleshoot Indian Tribe has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the Duwamish Waterway.
The Suquamish Tribe of the Port Madison Reservation (Suquamish Tribe) is signatory to the Treaty of Point Elliott and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the Duwamish Waterway. Tribal fishing boats operate on the waterway, and the Tribal fishermen place fishing gear in traditional fishing locations. Tribal treaty-protected fishing peaks in mid- to late summer through late fall during annually established salmon and steelhead fishing seasons. The Muckleshoot Indian Tribe Fisheries Division enforcement vessels dock in the study area at Harbor Island Marina.

The Army Corps of Engineers uses vessels such as a workboat with a crane or a standard clamshell dredge to maintain navigation channels by clearing debris and dredging. Barges may also be used to remove dredged material from the waterway, and other Army Corps of Engineers vessels are used for hydrographic surveys to map the navigation channels.

The Seattle Police Harbor Patrol is located on the north shore of Lake Union. While the headquarters and boat docks are outside the study area, the Seattle Police Harbor Patrol operates on waterways within the study area, including Elliott Bay and the Duwamish Waterway. They provide marine law enforcement, rescue, fire response, and assistance.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park
- Duwamish Waterway Break

FIGURE 3-5
Key Restrictions to Navigation, Duwamish Waterway
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet
N

3.9.1.2 Existing Vertical Clearances, Horizontal Clearances, and Hazards

The Duwamish Waterway includes two navigation channels maintained by the Army Corps of Engineers: one consists of the West Waterway and the Lower Duwamish Waterway and the other consists of the East Waterway between Elliott Bay and the Spokane Street (fixed) Bridge. Because these navigation channels are maintained by the Army Corps of Engineers, they are considered federal navigation projects subject to Section 408 requirements. Areas outside of the navigation channels are also used by vessels to access local facilities and maneuver, hold, or avoid other vessels.

Navigation Channel

A navigation channel is a deeper channel cut into a river bed to enable larger vessels to pass through to a port.

When traveling from Elliott Bay, vessels can enter either the East or West waterways. In the East Waterway in the vicinity of the Spokane Street (fixed) Bridge, obstructions limit navigation under the bridge to vessels that can pass beneath a vertical clearance of 5 feet (National Oceanic and Atmospheric Administration 2019). In the West Waterway, vessels are restricted by the 140-foot vertical and 150-foot horizontal clearances of the West Seattle Bridge.

The Duwamish Waterway is tidally influenced. Some vessels must wait for certain tides to travel under the West Seattle Bridge, either sailing on a lower tide to meet the vertical clearance or sailing on a higher tide to have enough draft within the navigation channel. Other existing hazards to navigation include shoaling (sediment accumulation that creates shallow areas) at the edge of the navigation channels, submerged obstructions, and minimal room outside of the navigation channels to maneuver, hold, or avoid other vessels.

Climate change projections suggest that sea level rise is very likely to affect the water level of the Duwamish Waterway. Under a high emissions scenario (Representative Concentration Pathway 8.5, the highest emissions scenario adopted by the Intergovernmental Panel on Climate Change), there is a 17 percent probability that sea level rise will exceed 3 feet and a 1 percent probability that it will exceed 5 feet by the year 2100 (Miller et al. 2018). An increase in water levels would correspondingly result in a reduction of vertical clearances under all bridges, which may limit the vessels that can travel through this area.

There are existing structures on the Duwamish Waterway that create horizontal or vertical restrictions to navigation. Key existing restrictions to navigation are listed in Table 3-10. Additional restrictions on the Duwamish Waterway are provided in Appendix N.1.

Guide Clearances

Guide clearances are defined as the navigational clearances established by the United States Coast Guard for a particular navigable water of the United States that will ordinarily receive favorable consideration under the bridge permitting process as providing for the reasonable needs of navigation.

The United States Coast Guard has established guide clearances for the West Waterway of a vertical clearance of 140 feet for fixed bridges and a horizontal clearance of 250 feet for all types of bridges, which were matched in the preliminary navigation clearance determination, but has not established guide clearances for the East Waterway.

3.9.2 Environmental Impacts of the No Build Alternative

Under the No Build Alternative, light rail would not be extended to West Seattle and the potential impacts on navigation identified for the Build Alternatives would be avoided. Navigation on the Duwamish Waterway would continue as it does today.

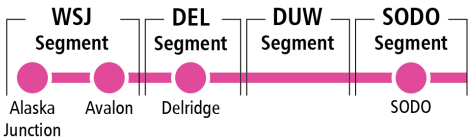


Table 3-10. Key Existing Restrictions to Navigation on the Duwamish Waterway

Structure	Approximate Rivermile	Type/Use	Vertical Clearance Closed/Open (feet) [a]	Horizontal Clearance Closed/Open (feet) [b]	Channel Depth (feet)	Waterway Width (feet) [c]
West Waterway: West Seattle Bridge	1.36	Fixed/road	140	150	42	450
West Waterway: Spokane Street (swing) Bridge	1.33	Moveable (swing)/road	44/unrestricted	250	42	450
West Waterway: BNSF Railway Bridge (Bridge No. 36.8)	1.45	Moveable (single-leaf bascule)/rail	7/unrestricted	150	43	400
East Waterway: Spokane Street (fixed) Bridge	1.31	Fixed/road	5	90	Unknown	390
East Waterway: Klickitat Way Bridge [d]	1.38	Fixed/road and rail	7	48	11	390

Sources: National Oceanic and Atmospheric Administration 2019, United States Army Corps of Engineers 2020a, 2020b, and 2020c.

[a] Vertical clearance in feet above mean high water; refers to the lowest clearance of the cable or bridge.

[b] Horizontal clearance refers to the width between bridge fenders or bridge protection on either side of a bridge opening.

[c] Width based on approximate measurements using Google Earth imagery.

[d] The Klickitat Way Bridge across the East Waterway includes two structures for the railroad tracks and one for the two-lane roadway. However, this report considers the structures to be one bridge because they are intricately connected by metal grating and have the same vertical and horizontal clearances.

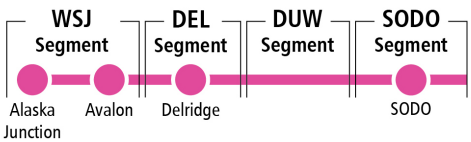
3.9.3 Environmental Impacts of the Build Alternatives

3.9.3.1 Impacts Common to All Alternatives

Sound Transit evaluated impacts to navigation on the Duwamish Waterway. This includes the Army Corps of Engineers-maintained navigation channels and areas outside of the navigation channels that vessels use to access local docks. Impacts to moorage are also identified. Displacement of water-dependent businesses and related economic impacts and mitigation are described in Section 4.3, Economics.

All alternatives would cross the East and West waterways near existing restrictions. For the West Waterway, all alternatives would meet or exceed the 140-foot vertical clearance and 250-foot horizontal clearance required by the 2022 United States Coast Guard preliminary navigation clearance determination. All vessels that currently travel under the West Seattle Bridge and through the area could continue to do so.

Outside of the Army Corps of Engineer-maintained navigation channels and adjacent areas subject to the preliminary navigation clearance determination, the alternatives would create a new vertical clearance immediately under the guideway. Depending on the alternative, the new vertical clearance in these areas would range from approximately 100 over the East Waterway to 140 feet over the West Waterway. The projected 3- to 5-foot increase in the Duwamish Waterway water levels related to climate change would correspondingly reduce vertical clearances under the existing structures and the proposed alternatives.



Sound Transit is evaluating the feasibility of several high-level fixed bridge types to cross the Duwamish Waterway, as described in Chapter 2. All Build Alternatives would have a balanced cantilever segmental box girder bridge over the East Waterway. Preferred Alternative DUW-1a would be either cable-stayed or truss over the West Waterway and would avoid placing guideway columns in the water. All bridge types for Option DUW-1b would require a guideway column in the West Waterway. Depending on the bridge type selected for Alternative DUW-2, the waterway crossing could require guideway columns in the West Waterway. Any column in the West Waterway would be outside of the Army Corps of Engineers-maintained navigation channel, but could still affect vessel movements. In the West Waterway, a new light rail bridge would be a fourth bridge in a relatively short stretch of water. A bridge type with in-water guideway columns would require vessels to set up to travel through the bridges earlier and to hold their course longer in a relatively narrow channel. Along the West Waterway, the areas available for holding or maneuvering outside of the navigation channel are already relatively narrow. An additional in-water guideway column and pier protection would further constrain these areas. Increased interaction with Puget Sound Vessel Traffic Services may be needed during times with heavier vessel traffic (typically Wednesdays and Fridays and daily around 7 a.m. and 5 p.m.). Vessel congestion could potentially extend north into the West Waterway and south into the open area upstream of the Harbor Island Marina.

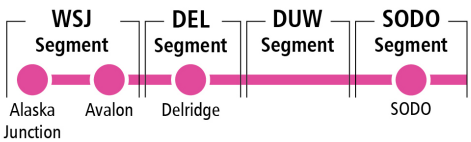
Bridge types with guideway columns and associated pier protection in the water, and to a lesser degree bridge types with guideway columns on shore, could affect Muckleshoot Indian Tribe treaty-protected fishing rights and access to the Tribe's Usual and Accustomed Areas. Bridge types with guideway columns and associated pier protection in the water could also affect Suquamish Tribe treaty-protected fishing rights and access to the Tribe's Usual and Accustomed Areas. See Section 4.3, Economics, for additional information regarding impacts to Tribal treaty-protected fishing.

Depending on bridge type, occasional maintenance about every 2 years would also temporarily reduce portions of the planned vertical clearance over the East and West waterways up to about 15 feet. The maintenance durations would range from 2 weeks to 3 weeks for a structural inspection to 2 years to repaint a truss bridge. Truss bridge repainting would occur approximately every 20 years. Based on vessel heights reported during surveys and coordination Sound Transit conducted with Duwamish Waterway users, these temporary vertical clearance reductions could affect some of the boats that currently access maritime facilities on the Duwamish Waterway, such as shipping terminals and facilities for marine construction and building boats.

3.9.3.2 Preferred South Crossing Alternative (DUW-1a)

Preferred Alternative DUW-1a would cross over a portion of the East Waterway that does not include an Army Corps of Engineers-maintained navigation channel and is in close proximity (about 40 feet) to the Spokane Street (fixed) Bridge, which has a vertical clearance of 5 feet and blocks the majority of vessels from navigating under the bridge.

The portion of the East Waterway where Preferred Alternative DUW-1a would cross is primarily used by vessels to access the Harbor Island Marina commercial dock. The horizontal clearance under the guideway would not change, and the vertical clearance under the guideway would be approximately 104 feet. This is not anticipated to affect the vessels that use the dock because they are primarily tugs and work boats that require less than 104 feet of vertical clearance.



3.9.3.3 South Crossing South Edge Crossing Alignment Option (DUW-1b)

Option DUW-1b would have similar impacts to the East Waterway as Preferred Alternative DUW-1a. However, the vertical clearance under the guideway would be higher, at approximately 125 feet.

Option DUW-1b would permanently reduce moorage in the Duwamish Waterway by removing recreational marinas and docks. The amount of recreational moorage that would be removed from the Duwamish Waterway represents about 20 percent of what is currently available. Due to the percentage of moorage being displaced, many recreational boaters are unlikely to find replacement moorage nearby on the Duwamish Waterway or in Elliott Bay.

3.9.3.4 North Crossing Alternative (DUW-2)

Alternative DUW-2 is over an Army Corps of Engineers-maintained navigation channel (a Public Work subject to Section 408 review and approval process) that spans the entire width of the East Waterway. The vertical clearance under the guideway would be about 100 feet over the navigation channel. The horizontal clearance under the guideway would be about 315 feet wide, approximately 75 feet less than the current horizontal clearance. Alternative DUW-2 would be approximately 150 feet north of the Spokane Street (fixed) Bridge, which has a vertical clearance of 5 feet and blocks the majority of vessels from navigating under the bridge. Sound Transit would coordinate with the Army Corps of Engineers regarding the East Waterway federal navigation projects as part of the permission process pursuant to Section 408.

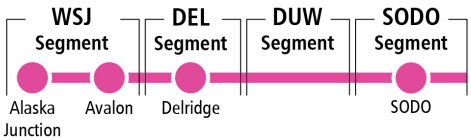
This area is primarily used by vessels to access maritime businesses and includes a dock. Vessels that currently use this area typically require about 75 feet of vertical clearance; therefore, the vertical clearance of DUW-2 is not anticipated to affect current uses. However, the change in horizontal clearance could affect vessel movements by reducing the area available for navigation and maneuvering in this section of the waterway.

3.9.4 Mitigation for Operation Impacts

During final design and the bridge permitting process, Sound Transit would determine mitigation actions in coordination with the Muckleshoot Indian Tribe, the Suquamish Tribe, the United States Coast Guard, and the United States Army Corps of Engineers. This would include identifying specific aids to navigation, such as signage and lighting. Proposed aids to navigation would be approved by the Coast Guard prior to installation.

3.10 Affected Environment and Impacts during Operation – Freight Mobility and Access

This section describes the freight transportation system within 0.5 mile of the light rail alternatives, including the facilities and operations for truck and rail and how the Build Alternatives could affect this system during project operation. Section 9, Freight Mobility and Access, in Appendix N.1 provides additional details regarding the elements described in this section. The marine freight network and permanent long-term operation impacts are described in Section 3.9, Affected Environment and Impacts during Operation – Navigation, and temporary construction impacts are described in Section 3.11.1.6. The assessment of freight mobility and access in this section addresses direct impacts from the project.



The City of Seattle's designated truck network (City of Seattle 2016) identifies many streets and arterials based on their function for freight. The City also has two regulatory networks related to heavy and over-dimensioned freight: the Heavy Haul Network, which allows heavy freight to use some streets in the vicinity of the Port's container terminals, and the Over-Legal Network (City of Seattle 2016), which accommodates loads up to 20 feet high and 20 feet wide. The City has also identified access routes to major Port of Seattle cargo terminals as Seaport Highway Connectors and Seaport Intermodal Connectors.

3.10.1 Affected Environment

Streets that are part of the designated truck network are most concentrated in the SODO and Duwamish segments, which are within the Duwamish Manufacturing/Industrial Center. The Port of Seattle's Terminal 5 and Terminal 18 are located in the Duwamish Segment and are served by truck and rail. These two strategic container terminals are operated by the Northwest Seaport Alliance as part of the Puget Sound Gateway.

On-street truck-only load zones, commercial vehicle load zones, and general load zones serve local business deliveries. Truck-only load zones are the most restrictive and allow only vehicles that are licensed as trucks. Commercial vehicle load zones allow a broader range of vehicles but still require specific licensing or commercial permits. They are most commonly located in Seattle's business districts. Some areas also have general load zones that allow any type of vehicle. Load zones are located in all of the segments within the study area. Long-term and overnight truck parking is allowed in Seattle Industrial Zones (Seattle Municipal Code 11.72.070), which include areas in the SODO, Duwamish, and Delridge segments. There is also an overnight truck parking lot at Terminal 25 that is discussed in Section 3.11.3.3, Parking, for the Duwamish Segment.

Seattle is served by two Class I railroads: BNSF Railway and Union Pacific Railroad. The BNSF Railway mainline passes through the Duwamish and SODO segments and continues north. The Union Pacific mainline is located south of South Spokane Street. Both railroads have major intermodal transfer hubs in the Duwamish Segment. There are local rail spurs throughout the Duwamish Segment, including lead tracks located just south of South Spokane Street that serve industries and on-dock rail yards on Harbor Island and in West Seattle and spur tracks along the SODO Busway that serve local businesses.

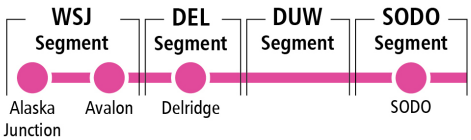
3.10.2 Environmental Impacts of the No Build Alternative

The truck and rail system in the study area for the No Build Alternative would not substantially change from the existing conditions.

3.10.3 Environmental Impacts of the Build Alternatives

3.10.3.1 Impacts Common to All Alternatives

All of the Build Alternatives would be designed to retain clearance envelopes for truck streets, including those designated for over-legal loads. They would also retain horizontal and vertical clearance requirements for railroad tracks. None of the alternatives would permanently remove truck-only load zones, commercial vehicle load zones, or general load zones because they would be relocated as necessary.



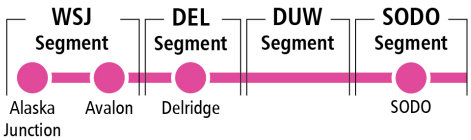
All of the Build Alternatives could affect 4th Avenue South, which is designated by the City of Seattle as a Major Truck Street, a street classification for arterials that accommodate substantial amounts of freight movement. On 4th Avenue South between South Massachusetts Street and South Spokane Street, transit improvements would be constructed to accommodate buses diverted from the SODO Busway. The 4th Avenue South transit improvements would be permanent for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b because the new light rail guideway would permanently close the SODO Busway to buses. For Alternative SODO-2, the transit accommodations on 4th Avenue South would be a long-term, construction-related change for the duration of construction on the SODO Busway. The closure period would be 5 years for construction of the project, during which time buses would not be allowed in the SODO Busway. Sound Transit is also planning the Ballard Link Extension, which is a light rail extension from SODO Station to Ballard that would also require closure of the SODO Busway during construction. The mitigation options being considered to address the impact to transit could affect freight traffic. Potential improvement options for the busway closure include modifying 4th Avenue South with bus queue jumps at key intersections, business access and transit lanes, and/or a freight and bus lane that could be shared by buses and trucks. The first two transit improvement options could increase delays to truck traffic on 4th Avenue South, and the third option could reduce delays for truck traffic. Section 3.5.4, Mitigation for Operation Impacts – Arterial and Local Street Operations, provides further information about the traffic operations effects of the potential transit improvements on 4th Avenue South.

3.10.3.2 SODO Segment

Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would build a new vehicle overpass over the existing and future light rail tracks at South Lander Street, which is a Major Truck Street. The vehicle overpass would be designed to accommodate trucks with a maximum slope of 7 percent, and would eliminate truck delays caused by the existing light rail crossing. Alternative access to the existing United States Postal Service Carrier Annex/Terminal Post Office garage would be provided by connecting the southern access driveway to 4th Avenue South via a new access road under the new South Lander Street overpass. Sound Transit is working with the United States Postal Service and the City of Seattle to ensure trucks and other vehicles are able to access the parking garage facility. The clearance above the new roadway would accommodate truck access to this facility. Alternative SODO-2 would not have an overpass at South Lander Street, and the new light rail track would be elevated above South Lander Street. However, the existing 1 Line light rail track would remain at-grade, and trucks would continue to experience short-duration delays when light rail trains cross South Lander Street on the 1 Line.

Preferred Option SODO-1c would permanently eliminate about 14 load zone spaces along 5th Place South, South Bayview Street, and South Lander Street to accommodate the new station and vehicle overpass. Option SODO-2 would eliminate three load zones. The other alternatives would not affect commercial load zones.

Spur tracks along the SODO Busway north of South Lander Street would be removed for all alternatives. The BNSF Railway storage tracks on the west side of the SODO Busway between the vicinity of South Hinds Street and South Lander Street would also be eliminated. Loading and lead tracks on the east side of the SODO Busway south of South Lander Street, including those that serve Franz Bakery and the 7th Avenue South lead tracks, would be retained.



3.10.3.3 Duwamish Segment

None of the Duwamish Segment alternatives would have structures within the public street system or Port of Seattle terminals that would affect traffic or truck operations, including over-legal trucks. All alternatives would cross several major rail facilities but would have no long-term effects on rail operations. The alternatives would retain the existing local rail spur on the east side of the SODO Busway south of South Forest Street. The BNSF Railway storage tracks on the west side of the SODO Busway in the vicinity of South Hinds Street would be eliminated. No commercial load zones in this segment would be eliminated with any alternative.

3.10.3.4 Delridge Segment

Preferred Option DEL-6b would create a new signalized intersection at Delridge Way Southwest and Southwest Charlestown Street/23rd Avenue Southwest that would provide truck and passenger vehicle access to Nucor Steel. Alternative DEL-7 would be similar to Preferred Option DEL-6b. None of the other Delridge Segment alternatives would affect the truck or rail system. No commercial load zones would be affected by any of the alternatives.

3.10.3.5 West Seattle Junction Segment

None of the West Seattle Junction Segment alternatives would permanently affect the truck or rail system. No commercial load zones would be affected.

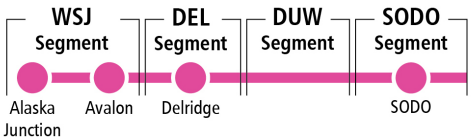
3.10.4 Mitigation for Operation Impacts

Freight traffic could be affected by the mitigation options being considered on 4th Avenue South to address the impact to transit of the SODO Busway closure. Potential improvement options for the busway closure include modifying 4th Avenue South with bus queue jumps at key intersections, business access and transit lanes, and/or a freight and bus lane that could be shared by buses and trucks. The first two transit improvement options could increase delays to truck traffic on 4th Avenue South, and the third option could reduce delays for truck traffic on 4th Avenue South. Therefore, Sound Transit and the City of Seattle may choose to mitigate the effect to freight travel times by selecting freight and bus lanes as the improvement on 4th Avenue South.

As part of the parking mitigation (see Section 3.6.4), Sound Transit would coordinate with the City of Seattle to manage curb use in the station vicinities. This would include locating commercial vehicle and truck-only load zones to service business needs.

3.11 Construction Impacts

This section describes the construction-period transportation impacts for the project. This section is organized into impacts on the project as a whole and on its individual segments, with a discussion of each transportation element within each segment. See Sections 3.4 through 3.10 for information on the long-term transportation impacts during operation of the Build Alternatives. An overview of the methodology and assumptions used to analyze the construction-period transportation impacts of the project is included in Section 3.2, Introduction and Methodology and Assumptions, and described in further detail in Attachment N.1A, Transportation Technical Analysis Methodology, in Appendix N.1. Except where noted, the sequencing of construction activities was not assessed for this Final EIS, and some of the



impacts described in this section may occur simultaneously. More detailed construction planning including sequencing will be provided in later project phases once the design is advanced. See Tables 3-11 through 3-14 for key roadway construction closures by segment. Attachment N.1D, Permanent and Temporary Transportation Facility Closures, in Appendix N.1 provides a list of key roadway and non-motorized facility construction closures, including extents and durations.

3.11.1 Impacts Common to All Alternatives

3.11.1.1 Arterial and Local Street Operations

For arterial and local street operations, the construction impacts describe the truck traffic and haul routes associated with the project's construction, property access impacts, roadway closures and, where appropriate, traffic modeling of certain construction impacts.

3.11.1.1.1 Haul Routes and Construction Traffic

To construct the project, Sound Transit would primarily use the City of Seattle's Major Truck Streets (see Section 9.2 in Appendix N.1 for the City's Major Truck Streets) and the Washington State Department of Transportation's (WSDOT's) Interstate and State Route facilities, including Interstates 5, 90, and 405 and State Routes 99, 509, 519, 599, and 520. These routes would be used for construction vehicle access to and from the alignments. Some oversize construction vehicles may need to use designated alternative routes.

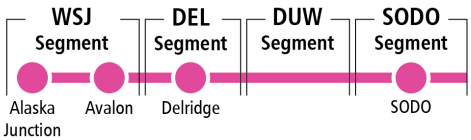
Certain construction areas are not served by these state and city major truck routes, so other existing streets would be used to access construction areas. These streets would be limited to arterials or larger whenever possible but would sometimes need to include local streets to access construction areas not on the arterial street system. Construction areas where local streets would be necessary for access include the vicinity of Pigeon Point, at elevated and tunnel stations, and at the tunnel portals in Delridge and West Seattle Junction.

Consistent with City of Seattle regulations, construction and construction traffic management plans (including haul routes) would be prepared in consultation with the City of Seattle during final design and construction.

Over the duration of the construction period, the major construction activities would be associated with the station construction, tunneling, and constructing the elevated guideway or bridges. These activities would require between 10 and 35 trucks per hour, with bridge construction and tunnel excavation generating the highest truck activity (20 to 35 trucks per hour) within that range.

3.11.1.1.2 Property Access, Roadway Impacts, and Detour Routes

Construction for each alternative would require road and lane closures that could also affect transit, freight, and non-motorized travel, as addressed later in this section. In general, detour routes would be along arterials, where feasible, to discourage traffic on local and collector streets through neighborhoods. Detour routes would be determined during the final design phase and in coordination with the City of Seattle and contractor. Project-related roadway closures could increase traffic congestion on detour routes or other roadways where volumes are increased as a result of the closures.



This section identifies major roadway and lane closures, generally defined as a full or partial closure of roadways for at least 1 year that would affect vehicle, people, and property access on these roadways. Some shorter-term (less than 1 year) closures are also described, as appropriate, to explain the breadth of the construction activities within a segment. Construction flaggers may also occasionally halt vehicle and non-motorized traffic on roadways adjacent to active construction for very short periods. See Attachment N.1D in Appendix N.1 for a more complete list of the roadway construction closures expected for each alternative.

For extended (over 1 year on key arterial streets) closures, an assessment of the traffic impacts was performed. Traffic diverting to adjacent roadways is likely with many of these closures. In these situations, the assessment identifies streets where there could be additional congestion as a result of the construction activities. In the SODO Segment, the SODO Busway would be permanently closed or fully closed for more than 1 year for all alternatives. Other segments would experience varied construction closures and diverted traffic that depend on the specific alternative and are discussed in Sections 3.11.2 through 3.11.5. Further information on this is provided in Section 4.3.3 in Appendix N.1.

If property access is restricted, temporary alternate access, if feasible, to these properties would be provided. If alternative access is not available, then the specific construction activity would be reviewed to determine whether it could occur during non-business hours.

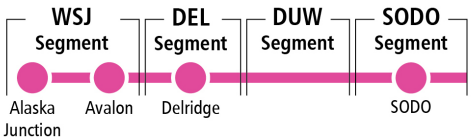
In the SODO and Duwamish segments, all project alternatives would require relocation of 26-kilovolt and 230-kilovolt utilities along the SODO Busway and 6th Avenue South. Construction activity would progress in stages along the corridors such that closures would be localized rather than closing the entire corridor at once. South Holgate Street and South Lander Street would each have partial closures at the SODO Busway for up to one month at a time. One to two lanes of 6th Avenue South would be closed at a time, with each closure lasting up to 4 months. Full closures of 6th Avenue South would also occur between South Massachusetts Street and South Spokane Street and between Diagonal Avenue and South Hinds Street. Intersection closures could also occur during overnight hours. Because these are short-term closures (less than 1 year), they are not quantitatively analyzed in further detail. Additional road or lane closures may be needed for utility relocation, which will be determined during final design in coordination with the utility owner.

3.11.1.2 Transit

Construction activities for the project could affect transit by impacting transit infrastructure and facilities and the access to those facilities; and by affecting transit service and routing due to roadway closures.

3.11.1.2.1 Transit Infrastructure and Facilities Impacts

Road, lane, and sidewalk closures would require bus stop and layover, and comfort station relocations; bus service detours; or both during construction. Sidewalk and bicycle lane closures would also affect pedestrians and cyclists accessing transit. Specific transit facilities that are expected to be affected by construction for at least 1 year are described in the segment-specific sections that follow.



For all alternatives, there would be potential construction-related impacts to 1 Line operations and access. Details of construction phasing would not be finalized until final design, but a long-term (greater than 1 year) closure of the existing SODO Station may be needed while the 1 Line operates on a temporary track around the construction area. Closure of the SODO Station would reduce light rail access to the SODO area. There could also be short-term service interruptions for 1 Line service to relocate overhead catenary system wires and adjust the track and other related roadway and station construction. These short-term service interruptions could result in longer headways during single-track operations or complete service interruptions during nights and weekends.

3.11.1.2.2 Roadway Closures

During construction, current bus routes would be affected at some locations along the corridor. Bus reliability could potentially degrade along streets with project construction activities due to lane closures and other construction-related activity. For areas with construction within the roadway right of-way, streets may operate with fewer lanes or be completely closed, affecting roadway operations including bus service along those streets.

In locations where roadways experience full closure, bus routes may need to use alternate pathways and temporary bus facilities may need to be installed. Depending on the condition of the alternate pathways, pavement damage could occur as a result of the longer-term transit reroutes. In general, project alternatives constructed outside the roadway right-of-way would have minimal impacts on bus routes, although some pedestrian and bicycle access to transit routes may be temporarily affected.

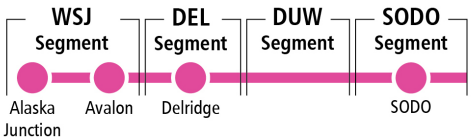
Detailed descriptions of the roadway closures affecting transit during construction are provided in each of the Arterial and Local Street Operations sections of Section 3.11. See Attachment N.1D in Appendix N.1 for a more detailed list of the roadway construction closures expected for each alternative.

3.11.1.3 Parking

Potential temporary parking impacts during construction are described by segment in Sections 3.11.2.3, 3.11.3.3, 3.11.4.3, and 3.11.5.3. The temporary parking impacts are in addition to parking that is permanently removed as described in Section 3.6.3 or lost through property acquisition. Table 3-9 in Section 3.6.3.2 presents the potential parking temporarily removed during construction of the guideway and stations. The number of spaces listed is the total amount that could be removed during construction, even if those removals do not occur simultaneously. Additional short-term removal of parking during night or weekend construction could be needed beyond those areas, depending on the construction activities. The known temporary parking removals are described further in the segment sections. With these temporary impacts, parking would be restored after construction is complete. Appendix N.1 details where parking would be removed for each alternative.

Sound Transit expects that construction employee vehicles could park within the construction staging areas. Construction workers could also park on local streets and arterials where parking is unrestricted.

All alternatives would temporarily remove on-street parking spaces along 6th Avenue South between South Massachusetts Street and South Spokane Street during relocation of the 230-kilovolt power lines. Each affected street segment could have up to 100 stalls that are removed simultaneously. Parking would be restored after construction is complete.



3.11.1.4 Non-motorized Facilities

Specific non-motorized facilities that are expected to be affected by construction for at least one year are described in the following segment-specific discussions (consistent with the definition of long-term closures in Attachment N.1A). See Attachment N.1D, Permanent and Temporary Transportation Facility Closures, in Appendix N.1 for a complete list of the roadway construction closures expected for each alternative.

Project construction would impact non-motorized travel modes; see Chapter 4, Arterial and Local Street Operations of Appendix N.1 for discussion of specific roadways, including extents and durations of key closures. Construction could temporarily close some sidewalks, reduce sidewalk widths, or close crosswalks, though Americans with Disabilities Act-compliant access would be maintained or detours would be provided to the extent feasible. Construction flaggers may also occasionally halt non-motorized travel adjacent to active construction for very short periods. In accordance with Seattle Department of Transportation Director's Rule 10-2015, sidewalks and pedestrian paths would be maintained to the maximum extent feasible; adjacent lanes could be repurposed to create non-motorized pathways through or around construction zones.

Although sidewalks or pedestrian paths that students use to reach schools may be affected during construction, no designated school crossings are expected to be affected. Some Americans with Disabilities Act-accessible curb ramps may be temporarily removed. There could also be bicycle facility closures and reduced bicycle lane widths within or adjacent to construction areas. Some roadways may have full closures such that the roadway connection is eliminated; in those cases, pedestrians and bicycles would be rerouted to the next adjacent street, where feasible, to minimize out-of-direction travel.

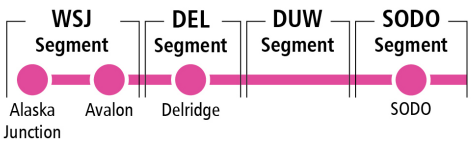
The conditions described above could affect areas throughout the project corridor for a range of durations. Trails, bicycle lanes, greenways, signed bicycle routes, non-street pedestrian throughways, and stairways affected by construction or full roadway closures causing substantial barriers or out-of-direction travel for at least 1 year are described in the segment-specific Non-motorized Facilities sections of Section 3.11.2 through Section 3.11.5.

3.11.1.5 Safety

The potential roadway closures and traffic diversions during construction may increase traffic volumes and the potential for conflicts and collisions on adjacent streets and alternate routes. However, the overall number of collisions in the area is not expected to substantially change as the total traffic volumes in the area would be similar.

In locations where there would be no physical change to the roadway (i.e., volume changes only), the types of collisions would likely remain similar to existing conditions. Currently, the majority of collisions in the study area are property damage only (see Table 7-1 in Section 7 of Appendix N.1) (WSDOT 2023). Signing and advanced communication of any changes to travel patterns and detours would minimize the potential safety impacts and would be addressed in the Maintenance of Traffic Plan. The Maintenance of Traffic Plan will be developed based on the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (2009) and Seattle Department of Transportation's *Traffic Control Manual* (2012).

Access modifications (such as right-in, right-out) and left-turn restrictions at intersections, such as along Delridge Way Southwest and Fauntleroy Way Southwest, would occur in the project construction areas. This would reduce some vehicle conflicts along these roadways.



Some sidewalks, crosswalks, and bicycle facilities may be closed temporarily during construction. Detours would be provided where feasible and appropriately designed and marked to encourage compliance. This could temporarily modify trips to these other routes. Some closures may divert bicyclists away from dedicated facilities to shared facilities, and Sound Transit would coordinate with the City of Seattle to identify appropriate alternate facilities.

3.11.1.6 Navigation

Navigation is only applicable to the Duwamish Segment because there are no navigable waterways in the SODO, Delridge, and West Seattle Junction segments. See Section 3.11.3.6 for details.

3.11.1.7 Freight Mobility and Access

Construction activities for all Build Alternatives are expected to eliminate on-street load zones used by trucks and for business deliveries within the construction areas, particularly near stations. For many of those locations, adjacent businesses would also be acquired, which could limit the demand for the affected load zone. Temporary removal of parking during construction could affect freight trucks, which are allowed to legally park long-term and overnight on streets in industrial areas.

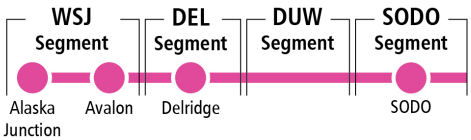
Freight facilities expected to be affected by construction or full roadway closures causing substantial barriers or out-of-direction travel are described in the following sections by segment. In addition, many streets could be fully closed for a short duration (less than 48 hours) when structures are constructed overhead. Construction flaggers may also occasionally halt vehicle traffic on roadways adjacent to active construction for very short periods; this would affect key freight routes that pass through the construction area.

All alternatives would temporarily close sections of 6th Avenue South between South Massachusetts Street and South Spokane Street during relocation of the 230-kilovolt power lines from the SODO Busway. This Major Truck Street is located in the SODO and Duwamish segments of the project. Sections of 6th Avenue South could be fully closed temporarily while a crane is used to erect power poles. Access to truck parking or loading zones along each segment would also be eliminated during these closures. Major Truck Streets that cross 6th Avenue South could also require temporary closures during these construction activities.

3.11.2 SODO Segment

3.11.2.1 Arterial and Local Street Operations

As summarized in Table 3-11, Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would close South Lander Street for construction of a new overpass of the existing and proposed light rail tracks. Closing South Lander Street would require detouring a substantial number of peak hour vehicle trips to other routes such as South Holgate Street and South Spokane Street, along with portions of 4th Avenue South, 6th Avenue South, and Airport Way South. Based on the preferred alternative construction analysis, the intersections of 4th Avenue South and South Holgate Street and 6th Avenue South and South Spokane Street would be affected by the South Lander Street closure. Traffic operations findings for Alternative SODO-1a and Option SODO-1b would likely be similar to Preferred Option SODO-1c.



The SODO Busway closure during construction of Alternative SODO-2 would likely displace 60 to 80 buses total in the peak hour to either 4th Avenue South or 6th Avenue South, but would not substantially affect general traffic conditions along these streets as these volumes are small relative to the peak hour general purpose traffic volumes. The permanent closure of the SODO Busway with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would occur at the beginning of construction and would have similar impacts during construction to those described with Alternative SODO-2. More detailed traffic operations analysis was completed for potential concurrent roadway closures for Preferred Option SODO-1c.

Table 3-11. Key Construction Roadway Closures – SODO Segment

Affected Street	Extents [a]	Preferred Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
SODO Busway [b]	South Massachusetts Street to South Spokane Street	**Permanently closed**	Permanently closed	Permanently closed	Full closure, 5 years
South Lander Street	4th Avenue South to 6th Avenue South	**Full closure, 3 years [c]**	Full closure, 3 years [c]	Full closure, 3 years [c]	Full closure, nights/weekends

Note: The physical limits of street closures as well as durations are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D, Permanent and Temporary Transportation Facility Closures.

[a] Extents listed do not include intersections unless specifically stated.
[b] While the full length of the SODO Busway extends beyond the SODO Segment, the SODO Busway closure is described in the SODO Segment.
[c] Includes short-term partial closures of intersections with 4th Avenue South and 6th Avenue South.

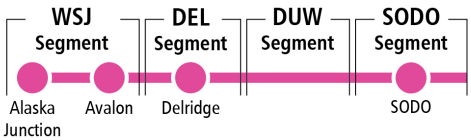
The analysis includes closures in both the SODO and Duwamish segments due to the proximity of the closures; see the Preferred Alternative Construction Analysis in Section 3.11.3.1.1.

The permanent impacts of the SODO Busway closure are described in Section 3.5.3.3.2. Further information on the transit changes associated with the SODO Busway closure during construction is provided in Section 3.11.2.2.

3.11.2.2 Transit

See Table 3-11 for details on key construction-related roadway closures in the SODO Segment. With Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, the closure of South Lander Street between 4th Avenue South and 6th Avenue South would affect bus routes along South Lander Street. The SODO Busway would also be permanently closed to buses with these alternatives, with the closure occurring at the beginning of construction. With Alternative SODO-2, South Lander Street would remain open, while the SODO Busway would be closed for the duration of construction (5 years).

Impacts on transit with the SODO Busway closed during construction would affect 60 to 80 peak hour Metro buses, including both revenue and non-revenue trips. The buses would likely shift to either 4th Avenue South or 6th Avenue South and would create additional travel time for buses in this segment. Approximately 1,700 feet of layover space and one comfort station would also be affected by the SODO Busway closure. Section 3.4.3.1.2 describes the permanent effect of this closure on bus service.



3.11.2.3 Parking

All Build Alternatives would temporarily remove parking along 6th Avenue South during relocation of the 230-kilovolt power lines; this could include up to 100 spaces at a time in the SODO Segment and up to 85 spaces at a time in the Duwamish Segment. In addition, Preferred Option SODO-1c would remove five on-street parking spaces near the SODO Station. Alternative SODO-1a would have similar parking removals as Preferred Option SODO-1c, and Option SODO-1b would remove slightly more parking during construction.

Potential mitigation for Alternative SODO-2 would implement temporary transit improvements on 4th Avenue South to accommodate buses diverted from the SODO Busway for the duration of construction. These transit improvements could remove 25 to 110 on-street parking spaces on 4th Avenue South between South Holgate Street and South Forest Street, depending on the type of improvement. The closure period for Alternative SODO-2 would be 5 years for construction of the project. Note that the same effects would also apply to the other SODO Segment alternatives discussed in Section 3.6.3.2, but would be permanent in nature under those alternatives. Sound Transit is also planning the Ballard Link Extension, which is a light rail extension from SODO Station to Ballard that would also require a closure of the SODO Busway during construction. See Chapter 5, Cumulative Impacts, for further discussion. In addition to parking removals described for Preferred Option SODO-1c, Alternative SODO-2 would temporarily remove up to 10 on-street parking spaces.

3.11.2.4 Non-motorized Facilities

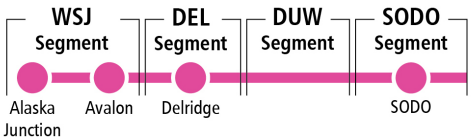
All Build Alternatives in the SODO Segment would require relocation of 26-kilovolt and 230-kilovolt utilities along the SODO Busway and 6th Avenue South, which would require short-term closures of sections of the SODO Trail, South Holgate Street, South Lander Street, and 6th Avenue South during different stages of construction. In addition to the utility relocation closures, for each alternative, the SODO Trail would be closed for the duration of light rail construction between South Stacy Street and South Forest Street (approximately 4 years). Pedestrians and bicycles would be detoured to 6th Avenue South, with east-west access maintained at adjacent street crossings.

With Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, the sidewalks on both sides of South Lander Street between 4th Avenue South and 6th Avenue South would be closed for approximately 3 years during construction of the South Lander Street overpass. During this time, pedestrians would be detoured to a temporary connection south of South Lander Street to connect between 4th Avenue South and 6th Avenue South.

3.11.2.5 Safety

See Table 3-11 for details on key construction-related roadway closures in the SODO Segment. With Preferred Option SODO-1c, the South Lander Street closure would redistribute traffic to adjacent streets, thus increasing volumes on some roadways and decreasing volume on other roadways. This would likely have a mixed impact on traffic safety as collisions are related to traffic volumes. While specific streets may see a change in safety benefits or impacts (i.e., increase or decrease), it is likely that there would be negligible overall traffic safety impacts within the segment as the total volume in the area is not expected to substantially change.

During construction, pedestrians would be detoured to a temporary connection south of South Lander Street to connect between 4th Avenue South and 6th Avenue South. The connection would be parallel to South Lander Street along a nearby east-west path where practical. However, the SODO Trail would be temporarily closed (see Section 3.11.2.4), requiring pedestrians and bicyclists to detour to 6th Avenue South, which could increase the potential for conflicts with vehicles.



3.11.2.6 Freight Mobility and Access

See Table 3-11 for details on key construction-related roadway closures in the SODO Segment. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would require the temporary closure of South Lander Street during the construction of the new South Lander Street overpass. South Holgate Street would remain open and would likely be the primary diversion route for trucks. Alternative SODO-2 would not require long-term closure of South Lander Street.

Preferred Option SODO-1c and Alternative SODO-1a would not affect additional load zones beyond the permanent removals. Option SODO-1b and SODO-2 would affect seven load zones during construction, which include four general load zones and three truck-only load zones on 5th Place South.

3.11.3 Duwamish Segment

3.11.3.1 Arterial and Local Street Operations

Table 3-12 summarizes the major construction road closures in the Duwamish Segment. Road closures in the Duwamish Segment would include partial and full roadway closures for the guideway crossings over several city streets and State Route 99; see Attachment N.1D in Appendix N.1 for a complete list. Crossing over the West Seattle Bridge would also require night and weekend partial closures for each alternative. Some local street construction access would also be required in the Pigeon Point area, namely the full closure of Southwest Marginal Place for over 4 years. However, the location is a dead-end street and no substantive traffic effects are expected.

Table 3-12. Key Construction Roadway Closures for All Alternatives – Duwamish Segment

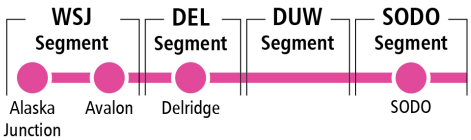
Affected Street	Extents [a]	Preferred Alternative DUW-1a	Option DUW-1b	Alternative DUW-2
4th Avenue South [b]	4th Avenue South just north of South Spokane Street [c]	**Partial closure (3 lanes) 1.5 years**	Not applicable	Not applicable
Southwest Marginal Place	Southwest Marginal Place south of West Seattle Bridge	**Full closure 4.5 years**	Full closure 4.5 years	Not applicable
Delridge Way Southwest	Delridge Way Southwest south of West Seattle Bridge	**Full closure, nights/weekends when connecting to Alternative DEL-5, Alternative DEL-6a, Preferred Option DEL-6b, and Alternative DEL-7**	Partial closure, 9 months and nights/weekends	Not applicable

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D in Appendix N.1.

[a] Extents listed do not include intersections unless specifically stated.

[b] While this closure is in the Duwamish Segment, the traffic operations were evaluated concurrently with other SODO roadway closures in the SODO Segment.

[c] Although the construction closure would affect the area just north of South Spokane Street, traffic would be diverted to the east side of the street starting in the vicinity of South Hinds Street.



3.11.3.1.1 Preferred Alternative Construction Analysis (SODO and Duwamish Segments)

Detailed traffic operations analysis was completed for potential concurrent roadway closures for Preferred Option SODO-1c in the SODO Segment and Preferred Alternative DUW-1a in the Duwamish Segment. An intersection is considered affected by construction if the intersection L.O.S. worsens to L.O.S. E or F, or if the intersection already operates at L.O.S. E or F under 2032 no build conditions and delay increases more than 10 percent. More detailed information on the concurrent closures evaluated and assumed traffic operations and geometry changes are in Section 4.3.3.3 of Appendix N.1.

Construction Scenario 1

Under Construction Scenario 1, the SODO Busway would be fully closed and South Lander Street would be fully closed between 4th Avenue South and 6th Avenue South. With No Build, about 1,000 vehicles would use South Lander Street between 4th Avenue South and 6th Avenue South during the a.m. and p.m. peak hours. Based on travel demand modeling completed for this scenario, 300 to 400 vehicles would be diverted to South Holgate Street, and 100 to 200 vehicles would be diverted to South Spokane Street to travel between 4th Avenue South and 6th Avenue South during both the a.m. and p.m. peak hours. Vehicle traffic also would increase northbound and southbound on 1st Avenue South, 6th Avenue South, and Airport Way South because of the diversion to turn onto South Holgate Street and South Spokane Street. The remaining diverted vehicles were assumed to travel northbound and southbound on 1st Avenue South, 4th Avenue South, and 6th Avenue South, and turn east or west outside of the study area.

The following intersections would be affected in Construction Scenario 1:

- 6th Avenue South and South Spokane Street (both peak hours)
- 4th Avenue South and South Holgate Street (p.m. peak hour)

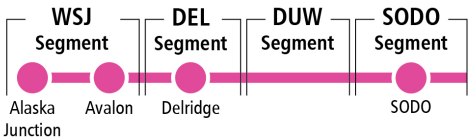
Construction Scenario 2

Under Construction Scenario 2, all southbound lanes of 4th Avenue South would be closed between 175 feet south of South Hinds Street and South Spokane Street. Northbound traffic would use the two eastern lanes, and southbound traffic would use the two western lanes on the east side of 4th Avenue South. The existing northbound bus stop just north of South Spokane Street was assumed to shift to a near-side stop in the northbound right-turn lane approaching the intersection, with a transit queue jump so that buses would not have to merge back into the northbound through lanes. While this roadway portion is in the Duwamish Segment, this scenario considers concurrent closure of the SODO Busway, which spans the SODO and Duwamish segments.

This closure would result in a one lane reduction for both northbound and southbound traffic on 4th Avenue South between South Spokane Street and South Hinds Street. Based on travel demand modeling completed for this scenario, about 100 northbound and 200 southbound vehicles would be diverted from this segment of 4th Avenue South to use 1st Avenue South or 6th Avenue South during the peak hours.

The following intersections would be affected in Construction Scenario 2:

- 4th Avenue South and South Spokane Street (both peak hours)
- 6th Avenue South and South Spokane Street (p.m. peak hour)



3.11.3.2 Transit

Preferred Alternative DUW-1a would have partial closures of 4th Avenue South just north of South Spokane Street, which would affect approximately 60 to 80 peak hour buses (including the buses that are required to shift from the SODO Busway) that would travel on 4th Avenue South. If connected to Preferred Option DEL-6b and Alternatives DEL-5, DEL-6a, and DEL-7, Preferred Alternative DUW-1a would result in night and weekend full closures of Delridge Way Southwest in the vicinity of the West Seattle Bridge ramps, which could affect Metro Routes 50 and 125 and the RapidRide H Line. Due to the geography of the area, full closures during nights and weekends would require a relatively long-distance reroute to minimize service disruptions.

3.11.3.3 Parking

All Build Alternatives would temporarily remove parking along 6th Avenue South during relocation of the 230-kilovolt power lines. In addition, Preferred Alternative DUW-1a would temporarily remove 40 to 55 on-street parking spaces along 6th Avenue South between South Forest Street and South Horton Street during construction of the light rail tracks. There would be no additional removals of special-use spaces during construction.

Alternative SODO-2 would implement temporary transit improvements on 4th Avenue South to accommodate buses diverted from the SODO Busway for the duration of construction. Within the Duwamish Segment, these transit improvements could remove up to 65 parking spaces on 4th Avenue South between South Forest Street and South Spokane Street. Alternative DUW-2 would also temporarily remove 50 to 70 on-street parking spaces located under State Route 99 north of South Spokane Street during construction and would also temporarily displace the Terminal 25 South truck parking lot, which can accommodate about 140 truck tractors. There would be no additional removals of special-use spaces during construction.

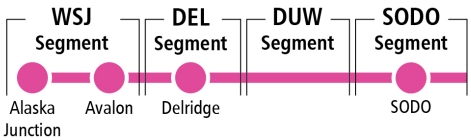
3.11.3.4 Non-motorized Facilities

All Build Alternatives in the Duwamish Segment would require relocation of 26-kilovolt and 230-kilovolt utilities along the SODO Busway and 6th Avenue South, which would require closures of sections of 6th Avenue South, including its pedestrian facilities, during different stages of construction.

Preferred Alternative DUW-1a would require partial closures of 4th Avenue South north of South Spokane Street, during which the sidewalk on one side of the street would be closed.

Preferred Alternative DUW-1a and Option DUW-1b would require a detour of the Delridge Connector Trail to the West Seattle Bridge Trail during construction. Rather than running along the east side of Delridge Way Southwest, the trail would be detoured along the 23rd Avenue Southwest pathway on the west side of Delridge Way Southwest (starting at roughly Southwest Charlestown Street), connecting to the trail on the north side of the West Seattle Bridge. The 22nd Avenue Southwest connection to the Delridge Connector Trail and the stairway between 22nd Avenue Southwest and Delridge Way Southwest would also be temporarily closed during construction. Bicyclists would be detoured via Southwest Andover Street and 23rd Avenue Southwest, where they could use the new signal at Delridge Way Southwest and 23rd Avenue Southwest to access the Delridge Connector Trail detour route.

The staircase through the West Duwamish Greenbelt between Southwest Charlestown Street and Southwest Marginal Place would also be closed during construction of Preferred Alternative DUW-1a and Option DUW-1b, as would the Southwest Marginal Place connector trail to the West Seattle Bridge Trail. Pedestrians who must detour during the staircase closure would have to



travel a longer distance and encounter more vehicle conflicts on facilities along the roadway. The Southwest Marginal Place connector trail would be kept open for some periods of construction, depending on the construction activity. During some periods, non-motorized users could be detoured to the sidewalks on the west side of West Marginal Way Southwest or the planned pedestrian path of the east side of West Marginal Way Southwest (scheduled to be constructed in 2024) to connect to the West Seattle Bridge Trail at the intersection with Chelan Avenue Southwest. However, the west side facility is a relatively narrow sidewalk with no barrier to adjacent traffic. Moreover, there may be periods of construction when the sidewalk on the west side of West Marginal Way Southwest and the planned pedestrian path of the east side of West Marginal Way Southwest are closed concurrent with the Southwest Marginal Place closure. Due to the limited street network and topographical constraints, pedestrian and bicycle travel on existing facilities may not be possible during those times. Sound Transit would continue to consider alternative means to transport pedestrians and bicycles through the corridor.

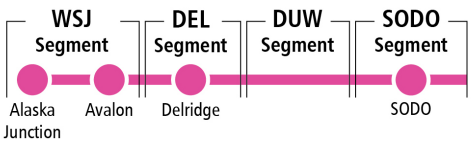
With Alternative DUW-2, construction of the light rail guideway would close the portion of the Alki Trail west of the Chelan Avenue Southwest/West Marginal Way Southwest/Southwest Spokane Street intersection. Although the current access to the crosswalk would be unavailable, travelers may use existing crosswalks farther to the west to connect to the West Seattle Bridge Trail and the Duwamish Trail. The partial closure of 4th Avenue South as described for Preferred Alternative DUW-1a would also apply for Alternative DUW-2.

3.11.3.5 Safety

At the Spokane Street Viaduct, 4th Avenue South would be partially closed for multiple years, which would result in vehicles being diverted during the peak hour to 6th Avenue South and 1st Avenue South. These vehicular diversions are not anticipated to substantially affect safety conditions due to multiple potential diversion routes and similar roadway attributes among 1st, 4th, and 6th Avenues South. Pedestrians would be required to navigate sidewalk closures, necessitating additional roadway crossings. These additional crossings would add two potential conflict locations with vehicles during construction. Vehicles would be detoured to one side of the roadway to allow a partial closure of the other side using temporary barriers, signage, and signals as appropriate for construction zones.

All lanes of Southwest Marginal Place would be closed for multiple years for construction of the guideway, where the new light rail bridge would cross the roadway. No detours are assumed and the street closure is not expected to substantially affect safety, as this is a dead-end street, and no additional conflicts would be introduced.

The staircase through the West Duwamish Greenbelt between Southwest Charlestown Street and Southwest Marginal Place, the sidewalk on the west side of West Marginal Way Southwest, the planned pedestrian path on the east side of West Marginal Way Southwest, and the Southwest Marginal Place connector trail to the West Seattle Bridge Trail would also be closed during some periods of construction. Pedestrians who must detour during the staircase closure would have to travel a longer distance and encounter more vehicle conflicts on facilities along the roadway. Non-motorized users of the Southwest Marginal Place connector trail could be detoured to the facilities on West Marginal Way Southwest during some periods of construction. This does not offer the same level of safety as the affected facilities, and there may be periods of construction when these facilities are closed as well. Due to the limited street network and topographical constraints, pedestrian and bicycle travel on existing facilities may not be possible during those times. Sound Transit would continue to consider alternative means to transport pedestrians and bicycles through the corridor.



With Preferred Alternative DUW-1a, the Delridge Connector Trail from Delridge Way Southwest to the West Seattle Bridge Trail would be rerouted during construction. Pedestrians and bicycles would detour via the 23rd Avenue Southwest pathway on the west side of Delridge Way Southwest to connect to the trail on the north side of the West Seattle Bridge via a series of improvements Sound Transit is designing in coordination with the City of Seattle. The 22nd Avenue Southwest connection to the Delridge Connector Trail would also be temporarily closed. Bicyclists would be detoured, which would require associated treatments to provide safe crossings for users, which are being designed in coordination with City of Seattle. Both of these detour routes would require non-motorized users to cross multiple roadways during construction, which would introduce new conflict locations with vehicles.

Navigation-related safety concerns are discussed in Section 3.11.3.6, Navigation.

3.11.3.6 Navigation

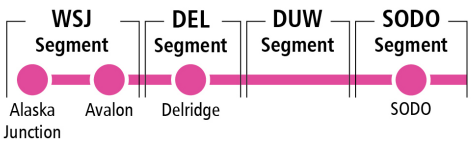
3.11.3.6.1 Impacts Common to All Bridge Alternatives

Barges would be required for material supply and would be moored outside of the navigation channels when possible. However, given the size of the barges, they are likely to encroach on the navigation channels, which are Section 408 resources.

All alternatives would result in the short-term closure of the East and West waterways for approximately 4 hours twice a week during bridge construction. The waterways would be closed because larger vessels and those constrained to the deep-draft channel may not have adequate horizontal clearance or water depth to pass the construction barges. In addition, all alternatives could result in two 12-hour closures of the East and West waterways to complete the center of each overwater bridge span, but the truss bridge type would result in a full 3-day closure when the center span is placed. Closures of the West and East waterways could affect access to the navigation channels in those waterways. Sound Transit would coordinate with the Army Corps of Engineers regarding potential impacts to the Duwamish Waterway and East Waterway federal navigation projects as part of the permission process pursuant to Section 408 of the Rivers and Harbors Act. All waterway closures would be coordinated through and approved by the United States Coast Guard. Economic impacts related to temporary closures and restrictions and mitigation are described in Section 4.3, Economics.

Seattle Police Harbor Patrol response times to the Duwamish Waterway could be affected by temporary closures of the navigation channel and by increased waterway congestion during construction. Sound Transit would coordinate with the Seattle Police Harbor Patrol prior to and throughout construction at key milestones or phases where navigation conditions could change.

Construction on the shoreline for all alternatives and in the water for some bridge types, including placement of temporary cofferdams, work barges, and work trestles (for Option DUW-1b and Alternative DUW-2 only), may affect Muckleshoot Indian Tribe treaty-protected fishing rights and access to the Tribe's Usual and Accustomed Areas for the duration of construction when Tribal treaty-protected fishing is occurring. These construction activities may also affect Suquamish Tribe treaty-protected fishing rights and access to the Tribe's Usual and Accustomed Areas for the duration of construction when Tribal treaty-protected fishing is occurring. Construction activities may also change vessel traffic patterns, which could interfere with upstream and downstream Tribal treaty-protected fishing rights and access.



3.11.3.6.2 Preferred South Crossing Alternative (DUW-1a)

East Waterway

The northern gangway from Harbor Island to the Harbor Island Marina commercial dock on the East Waterway would be temporarily closed during construction. Mariners could use the existing southern access point; however, the northern gangway is the only vehicle access point for loading and unloading heavy gear. In addition, the northern 125 feet of the dock would be closed during construction. Closure of the northern portion of the dock would reduce commercial moorage and may temporarily displace some commercial vessels. If the Muckleshoot Indian Tribe Fisheries Division vessels moor at the commercial dock, these vessels may also be temporarily displaced. Temporarily displaced commercial vessels and Tribal patrol boats could have difficulty finding replacement moorage on the Duwamish Waterway. Sound Transit would coordinate with the Port of Seattle to minimize disruptions to land and water access from the closure of the northern gangway and northern portion of the Harbor Island Marina commercial dock and use would be restored following construction. Sound Transit would coordinate with the Port of Seattle to ensure access is maintained throughout construction to the Harbor Island Marina.

Neither of the bridge types for Preferred Alternative DUW-1a would require temporary work trestles to be installed in the East Waterway. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet from approximately 104 feet to approximately 89 feet for about 3 months. Because vessels that use this area are primarily tugs and work boats that typically require less than 89 feet of vertical clearance, the vertical clearance is not anticipated to prevent current uses. Sound Transit's *Duwamish Waterway Navigation Impact Report* has more information on the vertical clearance requirements of the vessels that use the Harbor Island Marina commercial dock (Sound Transit 2021).

West Waterway

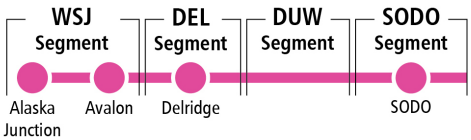
The gangway from Harbor Island to the Jim Clark Marina on the West Waterway would be temporarily relocated. Sound Transit would coordinate with the Port of Seattle and tenants to provide alternate access to the marina from the western edge of the Port-owned Harbor Marina Corporate Center parking lot. Sound Transit would coordinate with the Port of Seattle to ensure access is maintained throughout construction to the Jim Clark Marina.

Neither of the bridge types for Preferred Alternative DUW-1a would require a permanent bridge protection system or temporary work trestles to be installed in the West Waterway. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet from approximately 140 feet to approximately 125 feet for about 2 months. Based on vessel heights reported during surveys and coordination Sound Transit conducted with Duwamish Waterway users, these temporary vertical clearance reductions could affect some of the boats that currently access maritime facilities on the Lower Duwamish Waterway, such as shipping terminals and facilities for marine construction and building boats.

3.11.3.6.3 South Crossing South Edge Crossing Alignment Option (DUW-1b)

East Waterway

The southern gangway from Harbor Island to the Harbor Island Marina commercial dock on the East Waterway would be closed intermittently during construction, but mariners could use the existing northern access point. In addition, the southern 300 feet of the dock would be restricted



during overhead bridge construction, which would temporarily displace commercial vessels. Temporarily displaced commercial vessels could have difficulty finding replacement moorage on the Duwamish Waterway. Sound Transit would coordinate with the Port of Seattle to minimize disruptions to land and water access from the intermittent closures of the southern gangway and southern portion of the Harbor Island Marina commercial dock. Use of the southern access point and southern portion of the dock would be restored following construction.

Temporary work trestles may be installed in the East Waterway to support the operation of heavy equipment. The trestles would be placed outside of the navigation channel. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet (from approximately 125 feet to approximately 110 feet) for about 3 months. Because vessels that use this area are primarily tugs and work boats that typically require less than 100 feet of vertical clearance (Sound Transit 2021), the vertical clearance of the bridge during construction is not anticipated to prevent current uses.

West Waterway

The Harbor Island Marina recreational docks would be closed for approximately 3 to 4 years during construction, which would temporarily remove about 18 percent of recreational moorage and 100 percent of linear dockage for recreational boats on the Duwamish Waterway. If the Muckleshoot Indian Tribe Fisheries Division patrol boats moor at a recreational dock, these vessels may also be temporarily displaced. Temporarily displaced recreational vessels and Tribal patrol boats could have difficulty finding replacement moorage nearby. Sound Transit would coordinate with Port of Seattle to retain the Harbor Island Marina recreational docks and associated marina infrastructure so that marina operations could resume after construction.

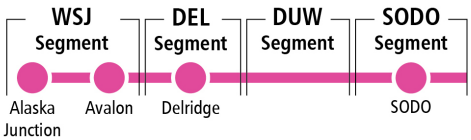
Temporary work trestles may be installed in the West Waterway to support the operation of heavy equipment. The trestles would be placed outside of the navigation channel. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet (from approximately 140 feet to approximately 125 feet) for about 5 months. Based on vessel heights reported during surveys and coordination Sound Transit conducted with Duwamish Waterway users, these temporary vertical clearance reductions could affect some of the boats that currently access maritime facilities on the Lower Duwamish Waterway such as shipping terminals and facilities for marine construction and building boats.

West Waterway navigation channel closures would occur during installation of the bridge protection system for all bridge types, when part of the navigation channel would be closed intermittently for up to approximately 4 weeks.

3.11.3.6.4 North Crossing Alternative (DUW-2)

East Waterway

Temporary work trestles may be installed in the East Waterway to support the operation of heavy equipment. The trestles would be placed outside of the navigation channel. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet (from approximately 100 feet to approximately 85 feet) for about 6 months. Because vessels that use this area typically require about 75 feet of vertical clearance or less, the vertical clearance of the bridge during construction is not anticipated to prevent current uses. East Waterway navigation channel closures would also occur during installation of the bridge protection system for all bridge types, when part of the navigation channel would be closed intermittently for up to approximately 4 weeks.



West Waterway

Temporary work trestles may be installed in the West Waterway to support the operation of heavy equipment. The trestles would be placed outside of the navigation channel. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet (from approximately 140 feet to approximately 125 feet) for about 1 month. Based on vessel heights reported during surveys and coordination Sound Transit conducted with Duwamish Waterway users, these temporary vertical clearance reductions could affect some of the boats that currently access maritime facilities on the Lower Duwamish Waterway, such as shipping terminals and facilities for marine construction and building boats.

West Waterway navigation channel closures would occur during installation of the bridge protection system for all bridge types, when part of the navigation channel would be closed intermittently for up to approximately 4 weeks.

3.11.3.7 Freight Mobility and Access

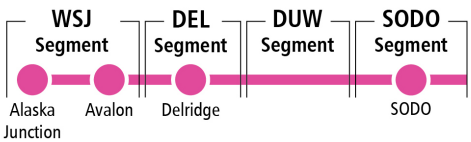
All alternatives would require closures of key streets in the truck network (e.g., South Spokane Street, State Route 99, and East Marginal Way South, and West Marginal Way Southwest) on nights and weekends when the guideway is built over those streets (see Attachment N.1D in Appendix N.1). Construction of the guideway and guideway columns could also temporarily affect the local business rail spurs on each side of the SODO Busway.

Preferred Alternative DUW-1a would partially close 4th Avenue South for up to 18 months and South Spokane Street for up to 6 months. Option DUW-1b would have similar street network impacts as Preferred Alternative DUW-1a, except that the partial closure of 4th Avenue South would be less than a year.

Preferred Alternative DUW-1a and Option DUW-1b could require temporary closures of the BNSF Railway tracks east of East Marginal Way South due to ground improvements associated with a guideway column. Preferred Alternative DUW-1a would also have a bridge column and foundation just east of the West Waterway that is close to the BNSF Railway West Seattle lead tracks. Option DUW-1b would have similar rail impacts as Preferred Alternative DUW-1a, except that the pier for the Duwamish River Bridge crossing would not be located near the West Seattle lead track.

Alternative DUW-2 would have a guideway column requiring lane closures on Chelan Avenue Southwest west of the West Marginal Way Southwest/Southwest Spokane Street intersection. During construction, increased traffic congestion is expected at this intersection, with short-term lane closures on Chelan Avenue Southwest; however, one lane in each direction would be maintained. This alternative also has a column in the Terminal 18 employee parking lot just west of the Terminal 18 truck gate queue area, but would not affect truck operations at the terminal. Construction access to the column and construction of the guideway could encroach into the gate area but is not expected to affect queue capacity or circulation within the terminal.

Construction staging areas for all alternatives could affect between 40 and 55 on-street parking spaces. Temporary removal of parking during construction could affect trucks, which are allowed to legally park long-term and overnight on streets in designated industrial areas. All of the alternatives would affect two general load zones on 6th Avenue South. Alternative DUW-2 would temporarily displace the Terminal 25 South truck parking lot.



3.11.4 Delridge Segment

3.11.4.1 Arterial and Local Street Operations

Table 3-13 summarizes the major construction closures in the Delridge Segment. Preferred Option DEL-6b and Alternative DEL-7 would not have any long-term roadway closures during construction; however, 26th Avenue Southwest south of Southwest Andover Street would be fully closed during nights and weekends. Alternative DEL-7 would also include a key short-term closure (3 months to 6 months) that would partially close the West Seattle Bridge at the guideway crossing (just south of the Southwest Andover Street pedestrian bridge).

Alternative DEL-1a would cross over Delridge Way Southwest as an elevated guideway. Portions of Delridge Way Southwest would likely have short-term closures for the construction of this guideway. The construction of the Delridge Station would require a long-term closure of 25th Avenue Southwest and short-term closures on 26th Avenue Southwest and Southwest Dakota Street. The construction of the guideway would require the full closure of Southwest Genesee Street. While the volumes on Southwest Genesee Street are moderate, this street is one of the few east-west routes through the Delridge neighborhood. Traffic would likely be diverted to other arterial and local streets within the Youngstown neighborhood. Southwest Genesee Street would also be fully closed from Southwest Avalon Way to 32nd Avenue Southwest. This street segment is not designated as an arterial and has low traffic volumes, as it provides residential access to the neighborhood. Traffic would be diverted to either 35th Avenue Southwest to the south or Southwest Andover Street to the north.

Alternative DEL-2a would construct the guideway over both Delridge Way Southwest and Southwest Genesee Street, likely requiring their closure on nights and weekends.

Options DEL-1b and Option DEL-2b would have impacts similar to Alternative DEL-1a along Delridge Way Southwest and in the vicinity of the Delridge Station. Option DEL-1b would close Southwest Genesee Street, with impacts similar to Alternative DEL-1a, while Southwest Genesee Street could remain open except for short-term closures with Option DEL-2b.

Alternative DEL-3 would require the closure of one to three lanes on Delridge Way Southwest. These lane closures would likely divert substantial amounts to 35th Avenue Southwest, Southwest Avalon Way, the West Seattle Bridge, and 26th Avenue Southwest. This alternative would also require closure of Southwest Genesee Street, with impacts similar to those identified for Alternative DEL-1a. Construction of the Delridge Station would close Southwest Dakota Street adjacent to the station.

Alternative DEL-4 would have impacts similar to Alternative DEL-3 along Delridge Way Southwest. Southwest Genesee could remain open except for short-term closures.

Alternative DEL-5 construction would require a closure of Southwest Andover Street and Southwest Avalon Way, likely during overlapping periods. This would result in a substantial diversion of vehicle trips to Delridge Way Southwest, Southwest Genesee Street, and West Seattle Bridge/Fauntleroy Way Southwest. With these closures, Southwest Yancy Street and Delridge Way Southwest would also be fully closed during nights and weekends, although access to the Nucor Steel property would be maintained.

Alternative DEL-6a would also require the closure of Southwest Andover Street, although closures on Southwest Avalon Way and Southwest Yancy Streets would be limited to nights and weekends. Delridge Way Southwest would also be partially closed for short periods. The traffic volumes on Southwest Andover Street would likely be diverted to Delridge Way Southwest, Southwest Genesee Street, and Southwest Avalon Way along these streets. Access to the Nucor Steel property would be maintained.

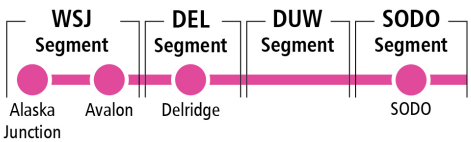
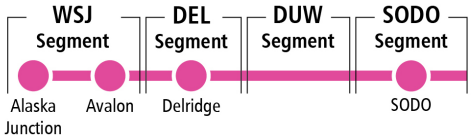
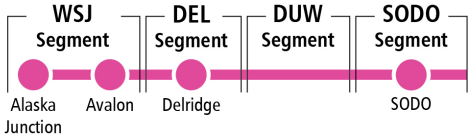


Table 3-13. Key Construction Roadway Closures – Delridge Segment

Affected Street	Extents [a]	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station, North Alignment Option (DEL-1b)	Dakota Street Station (Lower Height) Alternative (DEL-2a)	Dakota Street Station (Lower Height), North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station (Lower Height) Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station (Lower Height) Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
25th Avenue Southwest	Southwest Dakota Street to Southwest Genesee Street	**Not applicable**	Full closure, 4 years	Full closure, 4 years	Permanently closed	Permanently closed	Full closure, nights/ weekends	Full closure, nights/ weekends	Not applicable	Not applicable	Not applicable
Delridge Way Southwest (see Table 3-12 for closures of Delridge Way Southwest north of 23rd Avenue Southwest)	23rd Avenue Southwest to Southwest Dakota Street	**Not applicable**	Partial closure, 9 months Full closure, nights/ weekends	Partial closure, 9 months Full closures, nights/ weekends	Partial closure, 9 months Full closure, nights/ weekends	Partial closure, 9 months Full closure, nights/ weekends	Partial closure, 3 years Full closure, nights/ weekends (extends south of Southwest Dakota Street)	Partial closure, 3 years Full closure, nights/ weekends (extends south of Southwest Dakota Street)	Not applicable	Not applicable	Not applicable
Southwest Andover Street	26th Avenue Southwest to 28th Avenue Southwest	**Not applicable**	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Full closure, 2 years	Full closure, 2 years	Not applicable



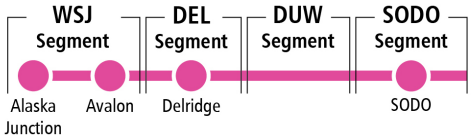
Affected Street	Extents [a]	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station, North Alignment Option (DEL-1b)	Dakota Street Station (Lower Height) Alternative (DEL-2a)	Dakota Street Station (Lower Height), North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station (Lower Height) Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station (Lower Height) Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
Southwest Avalon Way	Southwest Yancy Street to Southwest Genesee Street	**Full closure, nights/ weekends (north of Southwest Yancy Street/ Southwest Andover Street)**	Full closure, nights/weekends (Southwest Avalon Way at Southwest Genesee Street intersection)	Partial closure, 9 months (Southwest Avalon Way north of Southwest Genesee Street)	Not applicable	Not applicable	Full closure, nights/weekends (Southwest Avalon Way at Southwest Genesee Street intersection)	Not applicable	Full closure, 1 year	Full closure, nights/weekends (north of Southwest Yancy Street/ Southwest Andover Street)	Full closure, nights/ weekends (north of Southwest Yancy Street/ Southwest Andover Street)
Southwest Dakota Street	25th Avenue Southwest to Delridge Way Southwest	**Not applicable**	Full closure, nights/ weekends	Full closure, nights/ weekends	Full closure, nights/ weekends	Full closure, nights/ weekends	Full closure, 3 years	Full closure, 3 years	Not applicable	Not applicable	Not applicable
Southwest Genesee Street	26th Avenue Southwest to Southwest Avalon Way	**Not applicable**	Full closure, 2 years	Full closure, 2 years	Full closure, nights/ weekends (only extends from 26th Avenue Southwest to 28th Avenue Southwest)	Partial closure, 9 months Full closure, nights/ weekends (only extends from 26th Avenue Southwest to 30th Avenue Southwest)	Full closure, 2 years	Partial closure, 9 months Full closure, nights/ weekends (only extends from 26th Avenue Southwest to 28th Avenue Southwest)	Not applicable	Not applicable	Not applicable



Affected Street	Extents [a]	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station, North Alignment Option (DEL-1b)	Dakota Street Station (Lower Height) Alternative (DEL-2a)	Dakota Street Station (Lower Height), North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station (Lower Height) Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station (Lower Height) Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
Southwest Genesee Street	Southwest Avalon Way to 32nd Avenue Southwest	**Not applicable**	Full closure, 3 years	Full closure, 3 years	Not applicable	Not applicable	Full closure, 3 years	Not applicable	Not applicable	Not applicable	Not applicable

Note: The physical limits of street closures as well as durations are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D in Appendix N.1.

[a] Extents listed do not include intersections unless specifically stated.



3.11.4.2 Transit

See Table 3-13 for details on key construction-related roadway closures in the Delridge Segment. Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 would not have any long-term roadway closures during construction that would affect transit service.

With Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3, Metro Route 50 on Southwest Genesee Street would be rerouted for the duration of construction. Given the limited number of east-west streets between the Delridge and Avalon station areas, Route 50 may need to be rerouted on other streets in the neighborhood, which could affect pavement quality. Route 50 could also be routed along other existing transit pathways, but this would reduce transit coverage in the area.

Alternatives DEL-3 and DEL-4 would have the longest construction effects on Delridge Way Southwest, which could affect 16 to 20 peak hour bus trips, including Metro Routes 50 and 125 and the RapidRide H Line. The partial closures of Delridge Way Southwest would affect speed and reliability of these routes.

With Alternative DEL-5, a full closure of Southwest Avalon Way for 1 year would require the temporary rerouting of multiple Metro routes, including the RapidRide C Line, affecting 40 to 60 peak hour bus trips. While the West Seattle Bridge provides a potential reroute alternative for Southwest Avalon Way, some stops on Southwest Avalon Way would not be served.

3.11.4.3 Parking

In addition to the parking spaces that would be permanently removed, Preferred Option DEL-6b would temporarily remove 15 to 25 on-street parking spaces on Southwest Andover Street between 32nd Avenue Southwest and Southwest Avalon Way during construction. There would be no additional removals of special-use spaces during construction.

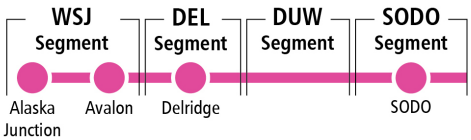
Alternative DEL-1a could temporarily remove up to 85 on-street parking spaces during construction, and Option DEL-1b could remove up to 155 on-street parking spaces. Alternative DEL-2a and Option DEL-2b could temporarily remove up to 40 on-street parking spaces during construction.

Alternative DEL-3 could temporarily remove up to 105 on-street parking spaces during construction, and Alternative DEL-4 could remove up to 90 spaces. Alternative DEL-5 could remove up to 75 on-street parking spaces during construction. Alternative DEL-6a would not remove additional on-street parking, and Alternative DEL-7 could remove up to 25 spaces.

All alternatives other than Preferred Option DEL-6b would temporarily remove up to one Disabled Parking Space, one General Load Zone space, and one Passenger Load Zone space during construction. None of these alternatives are expected to affect public off-street parking during construction.

3.11.4.4 Non-motorized Facilities

During construction of Preferred Option DEL-6b and Alternative DEL-7, 26th Avenue Southwest south of Southwest Andover Street would be closed on nights and weekends. This would include closure of the sidewalks on both sides of 26th Avenue Southwest. This roadway is a neighborhood greenway so bicyclists would need to use an alternate route such as 28th Avenue Southwest. No additional non-motorized effects beyond the general roadway impacts described in the Construction Impacts Common to All Alternatives section are expected for Preferred Option DEL-6b.



With Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3, the closure of Southwest Genesee Street would temporarily preclude its use by pedestrians and cyclists as well as motorized vehicles. With Alternative DEL-4, portions of Southwest Genesee Street would be partially closed. The irregular street grid in that area would require some out-of-direction travel. Traffic diversion from Southwest Genesee Street would likely also cause an increase in vehicle traffic on 26th Avenue Southwest, which is a neighborhood greenway.

No specific non-motorized effects are expected with Alternative DEL-2a or Option DEL-2b.

With Alternatives DEL-3 and DEL-4, the partial closure of Delridge Way Southwest would affect the sidewalk on one side of the street.

With Alternatives DEL-5 and DEL-6a, Southwest Andover Street, a signed bicycle route, would be temporarily closed to pedestrian and bicyclists. Pedestrians and bicycles could use Southwest Genesee Street as an alternate route. Alternative DEL-5 would also close Southwest Avalon Way, including the protected bike lanes along that street. Pedestrians and bicycles could use 32nd Avenue Southwest as an alternate route. Traffic diversion from Southwest Andover Street and Southwest Avalon Way could also cause an increase in vehicle traffic on 26th Avenue Southwest, which is a neighborhood greenway.

3.11.4.5 Safety

Roadway closures for Preferred Option DEL-6b would be short in duration and/or limited to nights and weekends with safety impacts expected to be negligible.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, and Alternatives DEL 3, DEL-4, DEL-5, DEL-6a, and DEL-7 would require multi-year, full or partial closures of roadways in the station area, including differing closure combinations of 25th Avenue Southwest, Southwest Genesee Street, Delridge Way Southwest, Southwest Andover Street, and Southwest Avalon Street. In general, these closures could increase traffic volumes on detour routes and potentially increase conflicts on those routes. See Appendix N.1, Section 7.3.2.2, for more details.

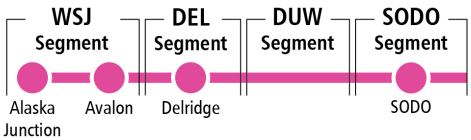
3.11.4.6 Freight Mobility and Access

See Table 3-13 for details on key construction-related facility closures in the Delridge Segment.

Preferred Option DEL-6b would require the full closure of Southwest Avalon Way during nights and weekends. This road is part of the City of Seattle's designated Over-Legal Network and a Minor Truck Street. These nights and weekend closures would also occur with Alternative DEL-1a, Option DEL-1b, Alternative DEL-3, Alternative DEL-6a, and Alternative DEL-7. Option DEL-1b would also partially close Southwest Avalon Way for nine months. Alternative DEL-5 would require full closure of Southwest Avalon Way for about 1 year. Other truck streets could be closed on nights and weekends during construction.

Nucor Steel is adjacent to two alternatives that would be constructed along Southwest Andover Street. Alternative DEL-5 and Alternative DEL-6a would require a full closure of Southwest Andover Street during construction, but access to Nucor Steel by vehicle and rail would be maintained. Nucor Steel access could also be affected by Alternative DEL-3 and Alternative DEL-4, which would require a partial closure of Delridge Way Southwest for multiple years.

None of the alignments would affect the rail network in this segment. Preferred Option DEL-6b Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would affect one General Load Zone on Southwest Yancy Street; the other Build Alternatives would not have additional load zone impacts during construction beyond those described as long-term impacts.



3.11.5 West Seattle Junction Segment

3.11.5.1 Arterial and Local Street Operations

Table 3-14 summarizes the major construction roadway closures in the West Seattle Junction Segment.

3.11.5.1.1 Preferred Option WSJ-5b Construction Analysis

Detailed traffic operations analysis was completed for potential concurrent roadway closures for Preferred Option WSJ-5b. Two scenarios were evaluated in the West Seattle Junction Segment. A SimTraffic simulation model was created to analyze traffic operations that allow for detailed representation of intersection delays and queuing along corridors when vehicles would be diverted during roadway closures. A number of intersection and roadway changes were assumed in the analysis to accommodate diverted vehicle traffic during the construction closures, including signal timing changes (phasing, cycle lengths, and cycle offsets) along key arterial corridors and lane re-assignments to better serve diverted vehicle demand. Seventeen signalized or all-way stop intersections were evaluated within the study area. See Section 4.3.3.5 of Appendix N.1 for more detailed information on the modeling assumptions and results.

Construction Scenario 3

Under Construction Scenario 3, the following concurrent construction-related closures are assumed:

- Partial closure of Southwest Alaska Street between 42nd Avenue Southwest and 40th Avenue Southwest to remove one bus-only travel lane in each direction
- Full closure of 41st Avenue Southwest from north of Southwest Alaska Street to south of Southwest Hudson Street, while allowing east-west through traffic on Southwest Alaska Street and Southwest Edmunds Street
- Full closure of 35th Avenue Southwest between Southwest Avalon Way and Fauntleroy Way Southwest

The route diversions for these closures were conservative and assumed drivers would not divert outside of the study area nor shift to other travel modes or times of day. Depending on the closure, drivers are assumed to divert to California Avenue Southwest, Fauntleroy Way Southwest, 35th Avenue Southwest, or Southwest Avalon Way, based on their ultimate destination.

The simulation model results showed three intersections affected in the a.m. peak hour and five intersections affected in the p.m. peak hour for Construction Scenario 3. In the a.m. peak hour, diverted vehicle trips to Fauntleroy Way Southwest would result in longer northbound queues at Southwest Alaska Street, extending beyond Southwest Edmunds Street. Longer queues and more congestion are expected on Southwest Avalon Way, another key diversion route. Operations on the 35th Avenue Southwest corridor would improve with the roadway closure and shifted vehicle trips to other corridors.

In the p.m. peak hour, the increased demand on the West Seattle Bridge and Southwest Avalon Way would increase the congestion and queuing on these roadways. On Southwest Avalon Way, the southbound queue from Southwest Genesee Street could at times extend back to Southwest Spokane Street. At 35th Avenue Southwest and Fauntleroy Way Southwest, the southbound queue could extend beyond Southwest Manning Street. On the West Seattle Bridge, the westbound queue would extend more than a half mile from the intersection at 35th Avenue Southwest. The intersections of Southwest Alaska Street with 42nd Avenue Southwest and California Avenue Southwest would also be affected.

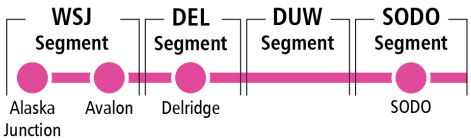
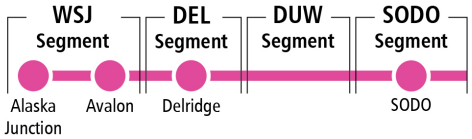


Table 3-14. Key Construction Roadway Closures – West Seattle Junction Segment

Affected Street	Extents [a]	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Alternative (WSJ-1)	Elevated Fauntleroy Way Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
35th Avenue Southwest	West Seattle Bridge/ Fauntleroy Way Southwest to Southwest Avalon Way	**Full closure, 1 year [b]**	Full closure, nights/weekends	Full closure, nights/weekends	Full closure, 3 years	Full closure, 3 years	Full closure, nights/ weekends	Full closure, 1 year	Not applicable
36th Avenue Southwest	Southwest Genesee Street to Fauntleroy Way Southwest	**Not applicable**	Full closure, 1.5 years	Full closure, 3 years	Full closure, 3 years	Full closure, 3 years	Full closure, 9 months	Not applicable	Not applicable
41st Avenue Southwest	North of Southwest Alaska Street to Southwest Hudson Street	**Full closure, 4 years**	Not applicable	Not applicable	Full closure, 4 years	Not applicable	Full closure, 4 years [c]	Full closure, 4 years	Full closure, 4 years
42nd Avenue Southwest	North of Southwest Alaska Street to Southwest Hudson Street	**Not applicable**	Partial closure, 9 months Full closure, nights/weekends (extent limited to block north of Southwest Edmunds Street)	Not applicable	Not applicable	Full closure, 4 years (includes 4-year partial closure of Southwest Hudson Street at 42nd Avenue Southwest)	Not applicable	Not applicable	Not applicable



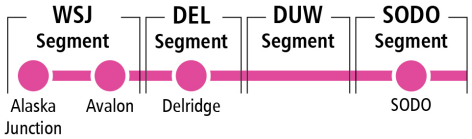
Affected Street	Extents [a]	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Alternative (WSJ-1)	Elevated Fauntleroy Way Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
Fauntleroy Way Southwest	West Seattle Bridge/ 35th Avenue Southwest to Southwest Avalon Way	**Partial closure, 1.5 years (at Southwest Avalon Way)**	Full closure, nights/weekends (extends from West Seattle Bridge/35th Avenue Southwest to Southwest Oregon Street)	Full closure, nights/weekends	Partial closure, 1.5 years	Partial closure, 1.5 years	Partial closure, 9 months Full closure, nights/ weekends	Partial closure, 1.5 years (at Southwest Avalon Way)	Not applicable
Southwest Alaska Street	38th Avenue Southwest to Fauntleroy Way Southwest	**Not applicable**	Not applicable	Full closure, 3 years	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Southwest Edmunds Street	At 41st Avenue Southwest	**Full closure, 6 months**	Not applicable	Not applicable	Full closure, 4 years	Not applicable	Full closure, 4 years	Full closure, 4 years	Full closure, 4 years
Southwest Edmunds Street	At 42nd Avenue Southwest	**Not applicable**	Full closure, nights/weekends (west of 42nd Avenue Southwest)	Not applicable	Not applicable	Full closure, 4 years	Not applicable	Not applicable	Not applicable

Note: The physical limits of street closures as well as durations are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D in Appendix N.1.

[a] Extents listed do not include intersections unless specifically stated.

[b] The 35th Avenue Southwest full closure would be coordinated to not overlap with the partial Fauntleroy Way Southwest closure.

[c] The closure extends to south of Southwest Hudson Street; includes 1-year partial closure of Southwest Alaska Street east of 41st Avenue Southwest.



The simulation model suggests that several hundred vehicles would likely switch travel modes, change travel times, or divert out of the study area to avoid congestion related to the closure. The potential diversion routes include Southwest Admiral Way, Delridge Way Southwest, West Marginal Way Southwest, Highland Park Way Southwest, and the 1st Avenue South bridge.

Construction Scenario 4

Under Construction Scenario 4, the following concurrent construction-related closures are assumed:

- Partial closure of Southwest Alaska Street between 42nd Avenue Southwest and 40th Avenue Southwest to remove one bus-only travel lane in each direction.
- Full closure of 41st Avenue Southwest from north of Southwest Alaska Street to south of Southwest Hudson Street, while allowing east-west through traffic on Southwest Alaska Street and Southwest Edmunds Street.
- Partial closure of the intersection at Fauntleroy Way Southwest and Southwest Avalon Way. One approach lane and one departure lane were assumed at each leg of the intersection. (Construction activities would close one quadrant of the intersection at a time; this analysis assumes that a consistent amount of vehicular capacity would be maintained during each quadrant closure).

Depending on the closure, drivers are assumed to divert to California Avenue Southwest, 35th Avenue Southwest, or Southwest Avalon Way, based on their ultimate destination.

Seven intersections would be affected in the a.m. peak hour. Due to the routing changes, 650 additional vehicles would be routed onto 35th Avenue Southwest between Southwest Alaska Street and Southwest Avalon Way. Even with these shifts, Fauntleroy Way Southwest and 35th Avenue Southwest would be over capacity and queuing and congestion would spill back throughout the study network. Long queues are expected at:

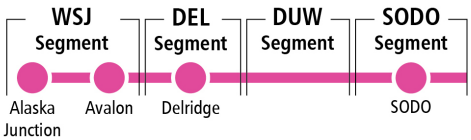
- Northbound on Fauntleroy Way Southwest at Southwest Edmunds Street
- Northbound on 35th Avenue Southwest at Southwest Alaska Street
- Westbound on Southwest Avalon Way at 35th Avenue Southwest
- Southbound on 35th Avenue Southwest at Fauntleroy Way Southwest

Nine intersections would be affected during the p.m. peak hour. Due to the routing changes, there would be additional congestion and queuing westbound on the West Seattle Bridge. During the construction closure, the average delay for drivers would be over 4 minutes, with extensive queuing onto the West Seattle Bridge from the intersection at 35th Avenue Southwest.

The simulation model suggests up to 500 vehicles during each peak hour would likely switch travel modes, change travel times, or divert out of the study area to avoid congestion related to the closure. The potential diversion routes include Southwest Admiral Way, Delridge Way Southwest, West Marginal Way Southwest, Highland Park Way Southwest, and the 1st Avenue South bridge.

3.11.5.1.2 Other Build Alternatives

With Alternative WSJ-1, a short section of 36th Avenue Southwest would be fully closed during construction. Traffic could be diverted to 37th Avenue Southwest, the adjacent street, for access to southbound Fauntleroy Way Southwest.



Sections of Fauntleroy Way Southwest would be closed on nights and weekends for guideway construction. Traffic effects would likely be minimal during these low-volume times, although West Seattle Bridge access would be restricted, likely diverting trips to 35th Avenue Southwest to access the bridge. Short sections of Southwest Oregon Street, 39th Avenue Southwest, 40th Avenue Southwest, and 42nd Avenue Southwest would also have short-term closures with minimal effect on traffic.

Construction of Alternative WSJ-2 would have similar construction effects as Alternative WSJ-1 except at the Alaska Junction Station area. A relatively low traffic volume section of Southwest Alaska Street would be closed, with a majority of the traffic likely to use Fauntleroy Way Southwest, resulting in higher congestion levels between 38th Avenue Southwest and Southwest Avalon Way. This closure of Southwest Alaska Street would affect seven Metro bus routes, including RapidRide C.

With Alternative WSJ-3a, 35th Avenue Southwest would be closed, diverting a high number of vehicles to Fauntleroy Way Southwest, Southwest Alaska Street, Southwest Avalon Way, and California Avenue Southwest, as well as to connecting local streets. For a portion of this time, Fauntleroy Way Southwest would be partially closed, diverting a substantial number of vehicles to surrounding streets such as 35th Avenue Southwest (if open) and Southwest Alaska Street. Simultaneous closures of 35th Avenue Southwest and Fauntleroy Way Southwest would be minimized, where feasible. If Alternative WSJ-3a connects to Option DEL-2b, there would be a multi-year full closure of Southwest Genesee Street between Fauntleroy Way Southwest and 37th Avenue Southwest.

The closures of the non-arterial roadways (36th Avenue Southwest, 41st Avenue Southwest, and Southwest Edmunds Street) would create localized traffic diversions that could be adequately accommodated within the adjacent street system. Fauntleroy Way Southwest would also have a short-term partial closure at the Avalon Station adding to localized peak hour congestion at this location. The construction effects of Option WSJ-3b would be similar those described for Alternative WSJ-3a, except that the closures of non-arterial roadways would be along 42nd Avenue Southwest instead of along 41st Avenue Southwest.

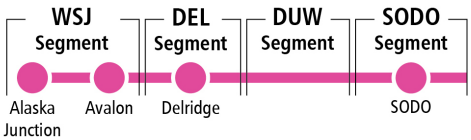
The construction closures described for Alternative WSJ-4 would be similar Alternative WSJ-3a; however, the partial closure of Fauntleroy Way Southwest would be short term, the 35th Avenue Southwest full closure would be nights and weekends only, and the local 36th Avenue Southwest full closure would be short term. Alternative WSJ-5a would have similar construction effects as Preferred Option WSJ-5b.

With Alternative WSJ-6, there would be a full closure of 41st Avenue Southwest, which would create localized traffic diversions that could be adequately handled within the adjacent street system. Southwest Alaska Street at 41st Avenue Southwest would be partially closed for several months during the construction of the cut-and-cover Alaska Junction Station, although traffic along Southwest Alaska Street could be maintained.

3.11.5.2 Transit

See Table 3-14 for details on key construction roadway facility closures in the West Seattle Junction Segment.

Construction of Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a would affect Route 21X that would need to divert around the closure of 35th Avenue Southwest between Fauntleroy Way Southwest and Southwest Avalon Way. Traffic congestion caused by this closure could also affect speed and reliability of routes on 35th Avenue Southwest south of Southwest Avalon Way and routes on Southwest Avalon Way, affecting 20 to 25 peak hour bus trips.



WSJ-1 would not require any long-term or major short-term closures of streets that have transit routes and so would have minimal effects on transit operations. With Alternative WSJ-2, Southwest Alaska Street between 38th Avenue Southwest and Fauntleroy Way Southwest would be closed for 3 years. This would require rerouting several Metro routes, including the RapidRide C Line, to bypass this closure, which would affect 35 to 40 peak hour bus trips. These routes could be rerouted to Fauntleroy Way Southwest, but this would reduce overall service levels on 35th Avenue Southwest.

3.11.5.3 Parking

In addition to the parking spaces that would be permanently removed, Preferred Option WSJ-5b would temporarily remove an additional 190 to 260 on-street parking spaces, including 165 to 225 spaces along 41st Avenue Southwest and 25 to 35 spaces along 37th Avenue Southwest. Construction activities would not remove public off-street parking. During construction, up to two Disabled Parking Spaces, one General Load Zone space, and two Passenger Load Zone spaces would be temporarily removed.

Alternative WSJ-1 could temporarily remove up to 135 on-street parking spaces during construction. Alternative WSJ-2 could temporarily remove up to 95 on-street space and Alternative WSJ-3a could remove up to 245 parking spaces during construction. Option WSJ-3b could remove up to 110 parking spaces during construction. Alternative WSJ-4 could remove up to 130 spaces during construction. Alternative WSJ-5a could remove up to 260 spaces, and Alternative WSJ-6 could remove up to 225 spaces. Construction activities would not remove public off-street parking with any of these alternatives. During construction, these alternatives would remove between 2 and 11 special-use spaces.

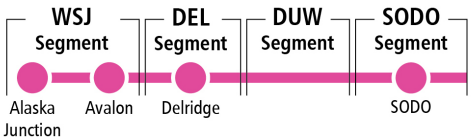
3.11.5.4 Non-motorized Facilities

See Table 3-14 for details on key construction roadway facility closures in the West Seattle Junction Segment.

Preferred Option WSJ-5b would close 35th Avenue Southwest between Fauntleroy Way Southwest and Southwest Avalon Way for 1 year during construction, during which time pedestrians could detour to Fauntleroy Way Southwest. Construction would be phased such that the 35th Avenue Southwest closure would not coincide with closures at the Fauntleroy Way Southwest and Southwest Avalon Way intersection, and partial closures of the intersection pedestrian crossings would be phased.

From north of Southwest Alaska Street to Southwest Hudson Street, 41st Avenue Southwest would also be closed during construction of Preferred Option WSJ-5b. Pedestrians would detour to either 40th Avenue Southwest or 42nd Avenue Southwest. The staircases along Southwest Hudson Street on either side of 41st Avenue Southwest would be closed during construction. Pedestrians could detour to Southwest Dawson Street to the south.

Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-3a, and Option WSJ-3b would close 36th Avenue Southwest from Fauntleroy Way Southwest to Southwest Genesee Street. Pedestrians would detour approximately 130 feet to the northeast, where Southwest Genesee Street and Fauntleroy Way Southwest meet. Alternative WSJ-2 would close portions of Southwest Alaska Street and 39th Avenue Southwest, which would temporarily close pedestrian and bicycle access along the roadway, including a westbound bike lane. Pedestrians and bicyclists would likely not be allowed on Southwest Alaska Street for several months due to the type of construction activities. For the remaining construction period, the sidewalk could be maintained on at least one side of the street. During the periods when pedestrians are not allowed on Southwest Alaska Street, the nearest alternate route would be 38th Avenue Southwest and Fauntleroy Way Southwest.



Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a would close portions of 35th Avenue Southwest for varying durations. Because there are no parallel routes to the east, pedestrians and bicycles could use either 36th Avenue Southwest (with Alternative WSJ-5a) or 37th Avenue Southwest (with Alternative WSJ-3a and Option WSJ-3b) as an alternate route.

Alternatives WSJ-3a, WSJ-4, WSJ-5a, and WSJ-6 would close the staircases along Southwest Hudson Street on either side of 41st Avenue Southwest during construction. With Option WSJ-3b, Southwest Hudson Street would be closed to pedestrians and bicycles at 42nd Avenue Southwest.

3.11.5.5 Safety

Preferred Option WSJ-5b would require the full closure of 35th Avenue Southwest. This would divert traffic to Southwest Alaska Street and Southwest Avalon Way, which would substantially increase the number of left turns. It would also cause the 35th Avenue South and Southwest Avalon Way intersection to become a three-leg intersection during construction. The impact to safety is expected to be minimal due to sufficient pedestrian facility and roadway capacity. The intersection of Fauntleroy Way Southwest and Southwest Avalon Way would experience partial closures that would be phased to avoid coinciding with the closure of 35th Avenue Southwest. With appropriate signing, destination guidance, and detour communications, the detour is not expected to substantially impact safety. Multi-year full closures would occur on 41st Avenue Southwest and the staircases along Southwest Hudson Street on either side of 41st Avenue Southwest. Pedestrians would detour to similar sidewalk facilities. These detours would be likely to have minimal impacts on vehicular and non-motorized safety.

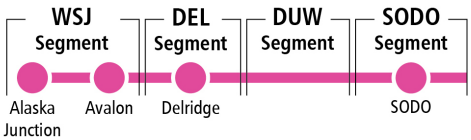
Alternatives WSJ-1, WSJ-2, and WSJ-3a; Option WSJ-3b; and Alternatives WSJ-4, WSJ-5a, and WSJ-6 would require multi-year, full, or partial closures of roadways in the station area, including differing closure combinations of 35th Avenue Southwest, 36th Avenue Southwest, 41st Avenue Southwest, 42nd Avenue Southwest, Fauntleroy Way Southwest, Southwest Alaska Street, and Southwest Genesee Street. In most cases, impacts to safety are expected to be minimal because alternative routes with similar safety profiles would be provided. Some rerouted traffic may experience an increase in potential conflicts. See Appendix N.1, Section 7.3.2.2, for more details.

3.11.5.6 Freight Mobility and Access

See Table 3-14 for details on key construction roadway facility closures in the West Seattle Junction Segment. Preferred Option WSJ-5b would require a partial closure of the intersection at Fauntleroy Way Southwest and Southwest Avalon Way. Both of these streets are part of the City of Seattle's Over-Legal Network; Fauntleroy Way Southwest is a Major Truck Street and Southwest Avalon Way is a Minor Truck Street.

Alternatives WSJ-1, WSJ-2, and WSJ-4 would require a full closure on Fauntleroy Way Southwest on nights and weekends. Alternative WSJ-3a and Option WSJ-3b would require a partial closure of Fauntleroy Way Southwest for over a year. Alternative WSJ-6 would not affect any truck streets.

Preferred Option WSJ-5b would affect one General Load Zone on 41st Avenue Southwest. The other Build Alternatives would affect between one and three load zones.



3.11.6 Mitigation for Construction Impacts

The following sections describe mitigation measures specific to each transportation element that could be affected by construction. Across all modes of travel and with any Build Alternative, Sound Transit would coordinate with the City of Seattle, Metro, the Port of Seattle, Northwest Seaport Alliance, and WSDOT on the construction schedule and sequencing to minimize major construction work on overlapping corridors at the same time.

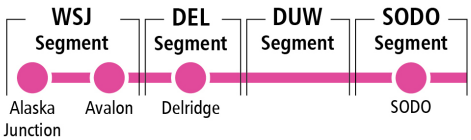
3.11.6.1 Arterial and Local Street Operations

3.11.6.1.1 Mitigation for All Build Alternatives

Sound Transit would develop a Construction Access and Traffic Management Plan for the project for whichever Build Alternative is selected. The plan would be developed as the project advances and include the overarching goals and objectives for the project's construction and the approach to partner agency coordination. It would include applicable mitigation commitments to be built by Sound Transit, finalized as part of the environmental documentation, as well as additional detail reflecting continued design for the project after this Final EIS. Components likely to be addressed in detail include maintaining business access; minimizing construction disruption during large events; providing alternate routes for freight, general traffic, and non-motorized access; parking management; pavement restoration as appropriate; and maintaining transit operations (bus and light rail).

Potential construction mitigation measures would be consistent with the applicable City requirements and would be finalized during permitting. Sound Transit would prepare traffic control plans and acquire the necessary permits during subsequent design phases to coordinate on how all modes of transportation would be maintained and address pedestrian and bicycle access and safety. Mitigation measures would follow the *Manual on Uniform Traffic Control Devices for Streets and Highways* (Federal Highway Administration 2009) and the City of Seattle *Traffic Control Manual* (City of Seattle 2012) for maintenance of traffic plans. Potential measures to minimize construction traffic impacts could include the following practices and would apply to all Build Alternatives:

- Install advance warning signs and highly-visible construction barriers and use flaggers where needed.
- Consider a variety of traffic and travel demand management strategies, such as supporting employer incentives or programs to use transit.
- Clearly sign and provide detour routes when streets are fully or partially closed. The contractor would be required to keep nearby parallel facilities open to facilitate access and mobility.
- For extended closures requiring substantial traffic detours, Sound Transit would coordinate with the City of Seattle to consider temporary physical treatments such as roadway rechannelization, traffic signals, and transit priority treatments.
- Use lighted or reflective signage to direct drivers to truck haul routes to ensure visibility during nighttime work hours. Use special lighting for work zones and travel lanes, where required.
- Communicate public information through tools such as print, radio, posted signs, websites, and email to provide information regarding street closures, hours of construction, business access, and parking impacts.



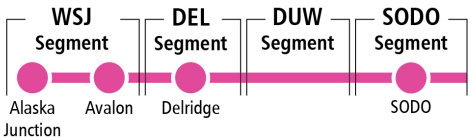
- Coordinate access closures with affected businesses and residents. If access closures are required, property access to residences and businesses would be maintained to the extent possible. If access to the property cannot be maintained, the specific construction activity would be reviewed to determine if it could occur during non-business hours, or if the parking and users of this access (e.g., deliveries) could be accommodated at an alternative location.
- Post advance notice signs prior to construction in areas where construction activities would affect access to surrounding businesses.
- Provide regular updates to schools, emergency service providers, local agencies, solid waste utilities, and postal services, and assist school officials in providing advance and ongoing notice to students and parents concerning construction activity near schools.
- Schedule traffic lane closures and high volumes of construction truck traffic during off-peak hours to minimize delays, where practical. In addition, closures of parallel arterials or access points would be coordinated with the goal of avoiding simultaneous closures.
- Cover potholes and open trenches, where possible, and use protective barriers to protect drivers from open trenches.
- To minimize potential freight impacts, coordinate with affected businesses throughout the construction period to notify them of lane and access closures and maintain business access as much as possible.
- Provide construction information to WSDOT for use in the state's freight notification system when construction activities could affect state facilities, such as State Route 99. Sound Transit would provide information in the format required by WSDOT.
- Coordinate with the City of Seattle and other relevant agencies to disseminate construction closure information to the public.

The above mitigation measures could decrease vehicle demand, particularly peak hour demand, through the project construction areas. The travel demand management strategies would help to mitigate the traffic operations impacts expected during construction. In addition to the measures described above that apply to all Build Alternatives, the following section describes mitigation measures that are being considered for specific locations expected to be impacted by the preferred alternative. Although the discussion here reflects the construction closures expected with the preferred alternative, the types of measures would also apply to other alternatives, for example, signal timing revisions, lane reconfigurations, and transit treatments such as queue jumps.

3.11.6.1.2 Mitigation for the Preferred Alternative

SODO and Duwamish Segments

For Construction Scenario 1, a potential measure to minimize construction traffic impacts for buses could include constructing a northbound transit queue jump at 4th Avenue South/South Holgate Street and a southbound transit queue jump at 4th Avenue South/South Lander Street. The transit queue jumps could reduce transit travel time by about 30 seconds, and result in up to 30 seconds of delay for vehicle and freight travel times along 4th Avenue South. The impact to 6th Avenue South/South Spokane Street could be mitigated with signal timing revisions.



For Construction Scenario 2, the existing northbound bus stop just north of South Spokane Street was assumed to shift to a near-side stop in the northbound right-turn lane approaching the intersection, with a transit queue jump so that buses would not have to merge back into the through lanes. With this transit treatment in place, travel times along 4th Avenue South for vehicles, freight, and transit would be similar to no build conditions, and no additional mitigation would be required.

Delridge Segment

No location-specific construction impacts are expected with Preferred Option DEL-6b; therefore, no mitigation measures are identified.

West Seattle Junction Segment

The construction analysis described in Section 3.11.5.1 incorporates a variety of lane configuration and signal timing measures to improve traffic flow and minimize delay during the roadway closures required for Preferred Option WSJ-5b (refer to Section 4.3.3.5 of Appendix N.1 for more information). As the project advances, Sound Transit will continue to refine its construction approach and seek ways to limit impacts on traffic operations. There are no additional location-specific mitigation measures identified at this time beyond those already included in the analysis.

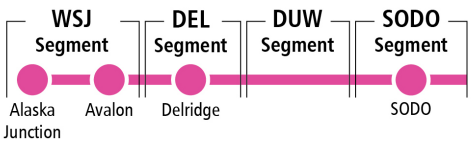
3.11.6.2 Transit

Sound Transit would coordinate with Metro, City of Seattle, and FTA, where appropriate, to identify and agree to bus service and associated infrastructure modifications and transit facility improvements that maintain transit service and access through construction areas. This would include continuing to coordinate on construction-related impacts to Metro's transit operations to determine the potential mitigation required, as many of the alternatives would close roadways served by transit and restrict access to transit facilities for varying durations. Sound Transit would implement agreed-upon improvements that mitigate impacts directly associated with the project.

Sound Transit would maintain access to existing bus stops, layover areas, and comfort stations to the extent feasible and coordinate with Metro and the City of Seattle to minimize impacts and disruptions. Where needed, this coordination would include other transit operators. Where bus stops, layover, and comfort stations could not be maintained in existing locations, Sound Transit would provide temporary facilities to maintain service and access. Information would be communicated to riders in advance of construction at these locations.

Sound Transit would maintain non-motorized access to transit, where feasible, through construction areas, such as providing dedicated walkways or alternative bike facilities around the construction area. Where non-motorized access could not be maintained through construction areas, Sound Transit would provide temporary non-motorized facilities to maintain access to transit. Sound Transit would also notify the public of any closures. Refer to Section 3.11.6.1 for more information on measures to minimize impacts related to road closures and detours that would also reduce bus service disruptions.

Construction-related transit service impacts, such as the SODO Busway closure (whether permanent or temporary) with all SODO Segment alternatives, as well as other transit pathway closures identified in this Final EIS, would be coordinated with Metro, the City of Seattle, and other relevant service providers. Sound Transit would coordinate with the City of Seattle, Metro, and other agencies as necessary to develop a transit operations plan for construction-related closures to transit pathways. These transit operations plans would identify bus detour routes and minimize impacts and disruptions to bus facilities and service performance and hours



during project construction. This would include identifying associated improvements needed to implement these service and facility modifications, such as speed and reliability treatments (for example, new transit lanes and transit signal priority). Sound Transit would continue to coordinate with the City of Seattle and Metro during final design to finalize a construction transit operations plan that would define specific transit reroutes and identify agreed-upon speed and reliability improvements, bus stop modifications, temporary layover and comfort stations, and pavement management plans.

Sound Transit is committed to maintaining the regional transit access provided by the SODO Station. Mitigation measures to maintain this access are still being identified by Sound Transit and agency partners, but could include the following:

- Study the feasibility of building an interim station/platforms in the vicinity of the existing SODO Station with connections to transit routes on 4th Avenue South and South Lander Street. Key factors that require further study are whether there are adequate access routes to an interim station given the construction in the area and the operations/regulatory considerations to build and operate an interim station.
- Implement a transit shuttle between the SODO Station area and Stadium Station.
- Work with Metro to adjust routing of buses near the SODO Station to provide a convenient connection from the SODO Station area to an adjacent Link 1 Line station (Stadium and/or Beacon Hill stations).

3.11.6.3 Parking

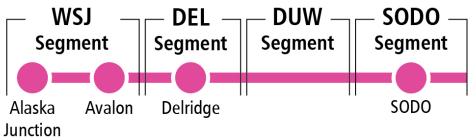
Through the permit process, Sound Transit would coordinate with the City of Seattle on measures to address temporary curbside management and project parking impacts during construction, in conjunction with the other infrastructure and development projects in the study area. This would include temporarily relocating affected Americans with Disabilities Act stalls or load zones that would continue to serve adjacent land uses. Increased bus service (such as bus bridges) implemented as mitigation for interruptions to transit service during construction could affect parking supply and would be coordinated with the City of Seattle and other relevant parties.

Sound Transit would work with owners and operators of garages where parking could be removed or where ingress or egress could be blocked during construction.

Sound Transit would prohibit construction worker parking on city streets outside of the staging areas and require the contractor to develop a Parking Plan describing where construction worker parking would be allowed.

3.11.6.4 Non-motorized Facilities

When non-motorized facilities such as sidewalks and bicycle lanes must be temporarily closed for construction, Sound Transit would provide marked detours, such as dedicated walkways and alternate bicycle routes that may include treatments such as pedestrian and bicycle signals, signal optimization including leading pedestrian intervals, crosswalks, curb bulbs, rectangular rapid flashing beacons, pavement markings, and temporary signals. Where possible, temporary facilities would be designed to applicable design standards such as Seattle Streets Illustrated (City of Seattle 2020), Standard Plans for Municipal Construction (City of Seattle 2023), or as agreed to by the City of Seattle; at minimum, they would comply with Americans with Disabilities Act requirements. If maintaining a facility is not feasible, Sound Transit would work with the City of Seattle to develop and implement a construction management plan to provide alternate facilities that, to the extent feasible, offer a similar level of protection and comfort. As design progresses, these detours will be refined in coordination with the City of Seattle.



3.11.6.5 Safety

During construction, Sound Transit would develop a Maintenance of Traffic Plan to adhere to federal and local agency guidelines. The Maintenance of Traffic Plan would be created to minimize safety concerns on the transportation system during construction. The mitigation proposed in Section 3.11.6.2 for transit and Section 3.11.6.4 for non-motorized facilities would also be implemented to maximize safety. Therefore, no additional safety-related mitigation measures for the construction period are anticipated to be necessary.

3.11.6.6 Navigation

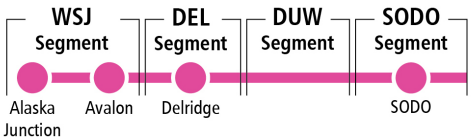
The FTA, in coordination with Sound Transit, will continue government-to-government consultation with the Muckleshoot Indian Tribe and the Suquamish Tribe to avoid or minimize impacts to Tribal treaty-protected fishing rights and access to Usual and Accustomed Areas during construction.

Sound Transit would develop a construction navigation management plan in consultation with the United States Coast Guard, United States Army Corps of Engineers, and Port of Seattle to mitigate impacts to navigation during construction. Measures in the plan could include the following:

- Create a marine safety zone (to be approved by the United States Coast Guard and Army Corps of Engineers) to help motorized and non-motorized waterway users pass through the Harbor Island Reach and East Waterway construction zones.
- Provide a safe and easily recognizable path for non-motorized waterway users through the marine safety zone.
- Set up the marine safety zone so all construction features or potential obstacles can be seen during inclement weather.
- Coordinate with maritime stakeholders and emergency service providers and conduct construction outreach prior to and throughout construction at key milestones or phases where navigation conditions could change.
- Schedule navigation channel restrictions during a time of day or a day of the week with less vessel traffic.
- Coordinate all maritime operations with the United States Coast Guard, Army Corps of Engineers, Puget Sound Vessel Traffic Services, Puget Sound Harbor Safety Committee, and local mariners and advertise all changes to maritime operations in the Local Notice to Mariners publication.

3.11.6.7 Freight Mobility and Access

Prior to construction activities that fully or partially close a Major or Minor Truck Street, Sound Transit would work with the City of Seattle to accommodate truck turning maneuvers or identify detour routes suitable for trucks. Construction activities that would affect the City of Seattle's Over-Legal Network, including Southwest Avalon Way and Fauntleroy Way Southwest, would be coordinated with the City of Seattle to identify construction management measures that would maintain an envelope to accommodate oversized trucks during construction or to identify suitable alternative routes that would be defined prior to freight movements as part of the City's over-legal permit process.



Sound Transit would coordinate with the BNSF Railway and Union Pacific Railroad prior to construction over rail tracks or ground improvements for guideway columns close to the rail tracks. To the extent feasible, construction activities would adhere to schedule and minimum clearance requirements as agreed to by Sound Transit and BNSF Railway.

Sound Transit would work with the Port of Seattle and Northwest Seaport Alliance to identify construction management measures to maintain adequate port terminal access and operations along its primary drayage routes between the marine and rail terminals. For Preferred Alternative DUW-1a and Option DUW-1b, this could include identifying alternative routes for trucks if construction closures affect access or drayage routes along South Spokane Street. In addition, for Alternative DUW-2, measures could include ensuring adequate terminal driveway widths and restricting some construction activities to times of day when the terminals have low or no gate activity. At a broader level, Sound Transit would coordinate with the Port of Seattle and Northwest Seaport Alliance on the construction schedule and sequencing to minimize major construction work on key freight corridors at the same time.

For locations where truck-only load zones, commercial load zones, or general load zones would be eliminated but businesses that rely on them remain, Sound Transit would coordinate with the City of Seattle to relocate these commercial load zones. For Alternative DUW-2, Sound Transit would work with the Port of Seattle to provide temporary truck parking to replace parking affected by construction activities on Terminal 25.

3.12 Indirect Impacts

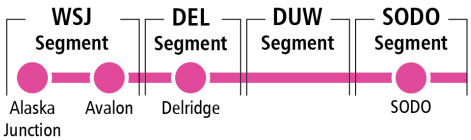
This section presents the project's indirect and secondary transportation impacts beyond those described in previous sections. See Section 4.3, Economics, for discussion of indirect effects to maritime businesses.

3.12.1 Regional Travel

The completion of the West Seattle Link Extension would provide reliable light rail service between West Seattle and the region's major urban centers, including Downtown Seattle. Light rail service could help facilitate further increases in residential and employment uses around the stations beyond what is assumed for the Final EIS. This could lead to changes in regional and local travel patterns as trips to and from these areas increase for all travel modes, affecting transit, local and regional traffic volumes, parking demand, and non-motorized users.

3.12.2 Transit Service and Operations

Beyond the future conceptual bus service plan assumed for each Build Alternative, other changes in transit service within the project corridor that are not yet planned or anticipated in response to the project could also result in shifts in ridership. For instance, Metro could redeploy or reinvest in bus service that would be replaced by light rail service above what has been assumed in this Final EIS.



Investments in high-capacity transit service can attract higher density residential and commercial land uses around stations; this is known as TOD. The population and employment projections used in Sound Transit's ridership forecasting model (Puget Sound Regional Council's 2014 Land Use Targets) forecast substantial population and employment growth around project stations. Because the ridership model already accounts for this potential TOD, ridership is not expected to exceed the forecasts presented in this Final EIS. Passenger load forecasts (see Section 3.4.3) indicate sufficient capacity on the project and other routes in the corridor, so overcrowding is unlikely.

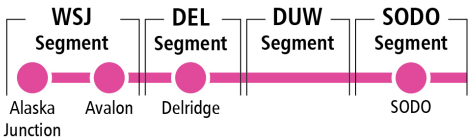
3.12.3 Arterial and Local Street Operations, Freight, Parking, Non-motorized Facilities, and Safety

TOD around project stations has the potential to increase automobile and parking demand as well as non-motorized trips to and from the station areas. An increase in volumes would have the potential to cause additional impacts on the transportation network, such as increased hide-and-ride parking activity, sidewalk crowding, and intersection delay. Since this growth was incorporated into the ridership modeling performed for this Final EIS, any associated impacts are already reflected in the applicable modal analysis. The non-motorized analysis (see Section 3.7) indicates that all adjacent sidewalks, crosswalks, and corners have ample capacity under future conditions, and potential long-term impacts to intersection L.O.S. are disclosed in Section 3.5. Hide-and-ride impacts are not anticipated in station areas, as Sound Transit would work with the City of Seattle to implement curb use management where it does not already exist, but the demand for parking more than 0.25 mile from the stations could increase because riders could park along feeder bus routes and travel to the station by bus. With respect to safety, the potential for increases in residential and employment uses around the light rail stations could lead to an increase in non-motorized activity and further conflicts between all travel modes (automobile, transit, and non-motorized).

3.12.4 Mitigation for Indirect Impacts

No mitigation for indirect impacts is proposed. The potential direct impacts identified in the previous sections are consistent with City of Seattle and regional comprehensive planning, which promotes higher density, mixed-use development around transit services. Development around project stations would encourage the use of non-single-occupancy vehicle modes (transit, walking, and bicycling), which could reduce traffic volumes and air pollution, improve access and mobility, and create health benefits.

Some transit riders could be affected if local transit agencies make additional changes to the bus system beyond the previously identified bus integration plans, or if ridership were to surpass expectations. The project would provide a substantial increase in transit service to the area, which would create the opportunity to reinvest duplicative bus service hours to accommodate this demand.



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4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

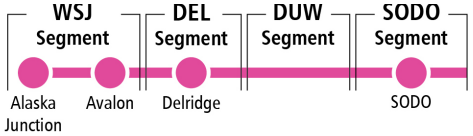
This chapter discusses the applicable laws and regulations, affected environment, and environmental consequences of the West Seattle Link Extension Build Alternatives. The following resources are discussed for the West Seattle Link Extension:

- Acquisitions, Displacements, and Relocations
- Land Use
- Economics
- Social Resources, Community Facilities, and Neighborhoods
- Visual and Aesthetic Resources
- Air Quality
- Noise and Vibration
- Water Resources
- Ecosystems
- Energy Impacts
- Geology and Soils
- Hazardous Materials
- Electromagnetic Fields
- Public Services, Safety, and Security
- Utilities
- Historic and Archaeological Resources
- Parks and Recreational Resources
- Section 4(f) Resources

Each resource section describes the following:

- Introduction to the resource and regulatory requirements applicable to the resource.
- The affected environment, including the study area for the resource.
- The operational, construction, and indirect impacts of each alternative considered in this Final Environmental Impact Statement (EIS).
- Potential mitigation measures for unavoidable impacts.

National Environmental Policy Act and State Environmental Policy Act regulations require that an EIS disclose direct and indirect impacts (i.e., effects) of a proposed action on the environment. Direct impacts are caused by the action and occur at the same time and place. Indirect impacts (sometimes called “secondary impacts”) are caused by the action but are later in time or farther removed in distance. Examples include changes in land use patterns and related effects on air quality. Impacts can be either temporary (short-term), such as construction impacts, or operational (long-term), such as property displacements or impacts due to light rail operations. Cumulative impacts, which could result from the project’s incremental impact when added to those of other past, present, and reasonably foreseeable future actions, are discussed in Chapter 5, Cumulative Impacts.

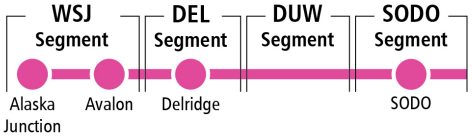


The Sound Transit Board of Directors' (Board) July 2022 Board Action identified which alternatives were preferred for the Final EIS (Motion M2022-57). A Preferred Alternative is not a decision on the project to build. It is a statement of preference for alternatives at the time of the Board Action based on currently available information from the Alternatives Development process, the Draft EIS, and comments from Tribes, agencies, and the public.

Section 2.1, Build Alternatives, describes all of the Build Alternatives evaluated in this chapter, and Section 2.2, No Build Alternative, describes the No Build Alternative. The No Build Alternative is used as the baseline to evaluate the impacts from the build alternatives.
The operational impact analysis considers the fully built West Seattle Link Extension and a shorter, minimum operable segment as defined in Section 2.4, Minimum Operable Segment, where the impacts would be different than the fully built alternatives. Impacts from the minimum operable segment would have additional potential impacts when compared with the fully built alternatives for the following resources:

- Acquisitions, Displacements, and Relocations
- Land Use
- Economics
- Social Resources, Community Facilities, and Neighborhoods
- Air Quality
- Energy Impacts

This chapter describes the resources evaluated and the applicable federal, state, and local laws and regulations. Sound Transit's Environmental Policy states that the agency will satisfy all applicable laws and regulations and mitigate environmental impacts consistent with Sound Transit's policies. The West Seattle Link Extension Project, as a regional transit authority facility, is an essential public facility as defined by Revised Code of Washington 36.70A.200.
That means that once Sound Transit's routing decisions have been finalized, local jurisdictions have a duty to accommodate the proposed project in their land use plans and development regulations. Sound Transit and the City of Seattle have worked closely during the environmental process to consider City code requirements and their application to the project. This work will continue through final design as more project detail is developed. Sound Transit and the City of Seattle have identified code requirements where further coordination is needed. For example, some elements of the City code do not specifically address light rail, including Seattle Municipal Code land use code chapters 23.45, 23.47A, 23.48, 23.49, and 23.50, and Chapter 25.11.
The City and Sound Transit are developing a permitting plan, which includes potential code amendments to accommodate light rail to reduce permitting timelines while fulfilling the City's responsibility to review and approve projects.



4.1 Acquisitions, Displacements, and Relocations

4.1.1 Introduction to Resource and Regulatory Requirements

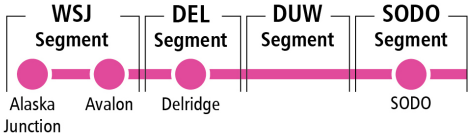
This section summarizes expected property acquisitions based on current conceptual designs and describes major differences between alternatives. Building and operating the West Seattle Link Extension Project (the project) requires acquiring public and private property for right-of-way and other facilities, and displacing and relocating some residential, commercial, and public uses. Sound Transit overlaid the proposed footprint for all the light rail alternatives over the parcel data from King County and conducted field surveys to identify which parcels would be affected, and to estimate the potential acquisitions and displacements for each alternative. The number of parcels affected, which includes both full and partial acquisitions, is presented for each alternative. Many partial acquisitions would not affect buildings on the property. Where a partial acquisition would occur on a property with multiple buildings, some buildings could be removed while others could remain if they continue to be usable.

The summary of parcels affected is an estimate based on conceptual design to provide for comparison of alternatives and will be updated as the project design is refined. In addition, properties that are currently vacant or underdeveloped may be developed during completion of this Final Environmental Impact Statement (EIS), or later before project construction begins. Displacements reported herein are determined upon property use and conditions observed at the time of analysis. Therefore, the number and type of displacements may vary between what is included in the EIS and what is ultimately required. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans.

In addition to the potential property acquisitions described in this section, the project would require easements, such as subsurface easements, aerial easements, and temporary construction easements. These easements would not require displacement of surface uses, and the easement area is not included in the data presented here. Land or public rights-of-way owned by Washington State Department of Transportation (WSDOT), City of Seattle, King County, and/or Port of Seattle and state-owned aquatic lands managed by Washington State Department of Natural Resources through the Aquatic Resources Program may also be needed. Specific details and areas of these easements will be established during final design.

Other impacts associated with acquisitions and displacements are discussed in Section 4.2, Land Use; Section 4.3, Economics; Section 4.4, Social Resources, Community Facilities, and Neighborhoods; Section 4.14, Public Services, Safety, and Security; Section 4.16, Historic and Archaeological Resources; Section 4.17, Parks and Recreational Resources; and Section 4.18, Section 4(f) Summary.

The project would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), Code of Federal Regulations Title 49, Part 24, as amended. The Uniform Act is a federal requirement that established minimum requirements and provides guidance on how federal agencies, or agencies receiving federal financial assistance for a project, will compensate property owners or tenants who need to relocate if they are displaced by a project. The Federal Transit Administration must ensure all private property owners are treated fairly, consistently, and equitably throughout the real property acquisition process. Sound Transit has also adopted the *Real Property Acquisition and Relocation Policy, Procedures, and Guidelines* (Sound Transit 2017) to guide its compliance with Revised Code of Washington Chapter 8.26 and Washington Administrative Code Chapter 468-100. Property acquisition will meet these laws and policies so that property owners are treated uniformly and equitably.



4.1.2 Affected Environment

The study area for acquisitions, displacements, and relocations includes parcels within the project limits. The project limits include areas that would potentially be acquired for track alignments, stations, and related facilities and to support construction activities for each alternative. All parcels are within the City of Seattle.

The study area includes residential, commercial, and industrial development, and some vacant and public properties. Properties within the SODO and Duwamish segments are primarily industrial with some commercial development, while properties within the Delridge and West Seattle Junction segments are mostly residential with some mixed-use and commercial development. Section 4.2 describes current and projected future land uses along each alternative.

4.1.3 Environmental Impacts of the No Build Alternative

The No Build Alternative would not acquire any properties. No displacements or relocations would occur.

4.1.4 Environmental Impacts of the Build Alternatives during Operation

All segments and alternatives would acquire property and would displace and relocate some uses for operation of the light rail. During construction, additional property would be needed for staging areas and construction access. Tables 4.1-1 to 4.1-4 summarize the numbers of parcels affected and displacements by alternative, and include parcels needed both for operation and construction. Acquisitions and displacements for alternatives within a segment often vary, depending on which alternatives the alternative would connect to in adjacent segments. This variation is represented by the range of acquisitions and displacements shown in the tables. The following discussion highlights the key differences between alternatives and includes information on the minimum operable segment (M.O.S.). Section 2.4, Minimum Operable Segment, provides more information on the M.O.S.

The City of Seattle adopted Mandatory Housing Affordability (M.H.A.) in the City Code in 2019. M.H.A. is an affordable housing incentive program for new development, including in the project corridor. There are currently no M.H.A properties that would be displaced by the project. If any are developed on properties to be acquired, these would be mitigated as required by the City. There would be affected parcels that currently have income-restricted housing under the Multifamily Tax Exemption Program or that are managed by Seattle Housing Authority.

Properties that would be difficult to relocate based on their size or use are also noted in Section 4.1.9, Relocation Opportunities. Appendix L4.1, Acquisitions, Displacements, and Relocations, provides tables and maps to identify the potentially affected parcels by parcel number and address for each alternative.

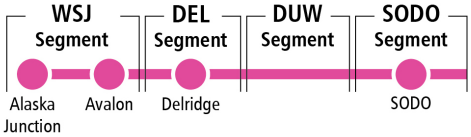


Table 4.1-1. Number of Potential Parcels Permanently Affected and Displaced during Operation, by Alternative – SODO Segment

Alternative	Parcels Affected							Displacements	
	Single-Family	Multi-Family	Commercial and Industrial	Mixed-Use	Public and Institutional	Vacant	Total	Business	Residential
Preferred At-Grade Lander Access Station Option (SODO-1c)	**0**	**0**	**20**	**0**	**0**	**1**	**21**	**33**	**0**
At-Grade Alternative (SODO-1a)	0	0	21	0	0	1	22	34	0
At-Grade South Station Option (SODO-1b)	0	0	20	0	1	1	22	35	0
Mixed Profile Alternative (SODO-2)	0	0	14	0	1	1	16	31	0

Table 4.1-2. Number of Potential Parcels Permanently Affected and Displaced during Operation, by Alternative – Duwamish Segment

Alternative	Parcels Affected							Displacements	
	Single-Family	Multi-Family	Commercial and Industrial	Mixed-Use	Public and Institutional	Vacant	Total	Business	Residential [a]
Preferred South Crossing Alternative (DUW-1a)	**8**	**9 to 16**	**40 to 42 [b]**	**0**	**6 to 9**	**4 to 7**	**70 to 78**	**36 to 37**	**20 to 28**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	9	11 to 12	42	0	7 to 8	4 to 8	80	29 to 30	22 to 25
North Crossing Alternative (DUW-2)	0	0	51 [b]	0	10	3	65	36	0

Note: Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

[a] Number of residential displacements is based on the number of dwelling units, not the number of buildings.

[b] One parcel (Nucor Steel) is partially within the Duwamish Segment for Preferred Alternative DUW-1a and Alternative DUW-2 but is counted within impacts for the Delridge Segment for Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 in Table 4.1-3.

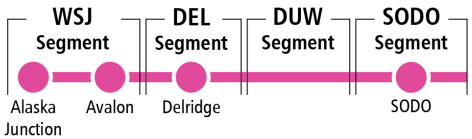


Table 4.1-3. Number of Potential Parcels Permanently Affected and Displaced during Operation, by Alternative – Delridge Segment

Alternative	Parcels Affected							Displacements	
	Single-Family	Multi-Family	Commercial and Industrial	Mixed-Use	Public and Institutional	Vacant	Total	Business	Residential [a]
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**18**	**1**	**9**	**0**	**0**	**2**	**30**	**19**	**34**
Dakota Street Station Alternative (DEL-1a)	47	62	6 to 9	0	4 to 6	3	123 to 127	14 to 17	171 to 172
Dakota Street Station North Alignment Option (DEL-1b)	48	61	5 to 9	0	4	3	121 to 125	13 to 17	191
Dakota Street Station Lower Height Alternative (DEL-2a)	45	45	6 to 10	0	3	3	102 to 106	14 to 18	93
Dakota Street Station Lower Height, North Alignment Option (DEL-2b)	49	62	6 to 10	0	4	4	125 to 129	14 to 18	197
Delridge Way Station Alternative (DEL-3)	22 [b]	53	6 to 10	0	4	7	92 to 96	14 to 18	151 [b]
Delridge Way Station Lower Height Alternative (DEL-4)	20 [b]	35	6 to 10	0	4	6	71 to 75	14 to 18	70 [b]
Andover Street Station Alternative (DEL-5)	5	37	8	0	0	4	54	17	114
Andover Street Station Lower Height Alternative (DEL-6a)	17	2	8	0	0	1	28	16	48
Andover Street Station Lower Heigh No Avalon Station Tunnel Connection Alternative (DEL-7)	14	0	9	0	0	2	25	19	14

Note: Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

[a] Number of residential displacements is based on the number of dwelling units, not the number of buildings.

[b] With the M.O.S., there would be four additional single-family parcels affected, with four additional residential displacements.

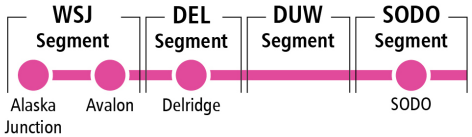
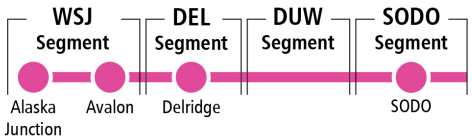


Table 4.1-4. Number of Potential Parcels Permanently Affected and Displaced during Operation, by Alternative – West Seattle Junction Segment

Alternative	Parcels Affected							Displacements	
	Single-Family	Multi-Family	Commercial and Industrial	Mixed-Use	Public and Institutional	Vacant	Total	Business	Residential [a]
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**21**	**8**	**9**	**1**	**0**	**3**	**41**	**44**	**110**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	30 to 33	20 to 22	19	2	1	4	76 to 80	57	351 to 370
Elevated Fauntleroy Way Station Alternative (WSJ-2)	24 to 28	7 to 8	14 to 17	4	1	3	53 to 60	15 to 18	474 to 493
Tunnel 41st Avenue Station Alternative (WSJ-3a)	17 to 22	8 to 12	12 to 15	2	0	3	46 to 50	15 to 18	162 to 269
Tunnel 42nd Avenue Station Option (WSJ-3b)	16 to 22	8 to 9	10 to 13	1	1	2	39 to 46	42 to 45	126 to 230
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	54	16	14	3	0	4	91	17	253
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	24	9	12	2	0	3	50	15	153
No Avalon Station Tunnel Alternative (WSJ-6)	11	4	5	1	0	1	22	6	109

Note: Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

[a] Number of residential displacements is based on the number of dwelling units, not the number of buildings.



4.1.4.1 SODO Segment

Affected properties in the SODO Segment are primarily commercial or industrial, and none of the alternatives would displace residences. Affected parcels in the SODO Segment are shown on Figures L4.1-1a through L4.1-4c. As shown in Table 4.1-1, Option SODO-1b would have the most business displacements and Alternative SODO-2 would have the least. Both Option SODO-1b and Alternative SODO-2 would displace the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Relocation of the facility could be challenging due to its size, functions, and the service area that it would need to be within. Impacts of relocating the United States Postal Service facility are yet undefined, and if an alternative that triggers relocation of the facility moves forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility. Preferred Option SODO-1c and Alternative SODO-1a would avoid direct impacts to the United States Postal Service facility and would not require relocation of the United States Postal Service facility.

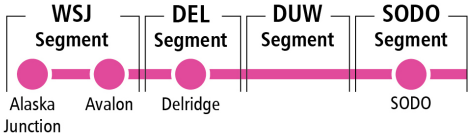
4.1.4.2 Duwamish Segment

Affected properties in the Duwamish Segment are primarily commercial or industrial, with some institutional, public, and residential. Affected parcels in the Duwamish Segment are shown on Figures L4.1-5a through L4.1-7j. As shown in Table 4.1-2, Preferred Alternative DUW-1a and Option DUW-1b would displace the most residences. The displacements would vary slightly between these alternatives depending on which alternative they would connect to in the Delridge Segment. Because of its location along the north side of the West Seattle Bridge, Alternative DUW-2 would not have any residential displacements but would have the most business displacements.

Preferred Alternative DUW-1a and Option DUW-1b would both displace some businesses at Terminal 102, although Option DUW-1b would displace fewer businesses. These alternatives would also acquire part of the West Duwamish Greenbelt and part of the Seattle City Light South Service Center. Preferred Alternative DUW-1a and Alternative DUW-2 would acquire part of the Nucor Steel property but would not affect any buildings or the use of the property. Water-dependent uses are those businesses that are operationally reliant on a waterfront location with water access. Because of their locations around the Duwamish Waterway, all of the alternatives in this segment would displace some businesses that are water-dependent or that support water-dependent businesses. Alternative DUW-2 would displace the most water-dependent businesses.

When connecting to the Delridge Way Station alternatives (Alternative DEL-3 or Alternative DEL-4) in the Delridge Segment, part of the Fire Station 36 property would be acquired with Preferred Alternative DUW-1a and Option DUW-1b. If access or egress is restricted, the station may need to be relocated. Preferred Alternative DUW-1a and Alternative DUW-2 would acquire part of the Fire Station 14 property but are not expected to require relocation of the station. Alternative DUW-2 would displace a Washington State Department of Social and Health Services Facility. All of the alternatives in this segment would displace Alaskan Copper and Brass for the connection to the existing Operations and Maintenance Facility Central.

All of the alternatives in this segment would affect Port of Seattle-owned properties. Preferred Alternative DUW-1a would affect the fewest Port-owned properties but would have the most business displacements on Port-owned properties. Alternative DUW-2 would affect the most Port-owned properties but would have the fewest business displacements on Port-owned properties. The impacts associated with Port-owned properties are discussed in Section 4.3.



Alternative DUW-1a and Option DUW-1b would acquire a portion of the northern end of the West Duwamish Greenbelt. Impacts to parks are discussed further in Section 4.17.

4.1.4.3 Delridge Segment

Affected properties in the Delridge Segment are primarily residential or commercial. Affected parcels in the Delridge Segment are shown on Figures L4.1-8a through L4.1-17c. As shown in Table 4.1-4, Option DEL-2b would have the most residential displacements. Alternative DEL-7 would have the least residential displacements of the Delridge Segment alternatives. Preferred Option DEL-6b and Alternative DEL-6a would also have fewer residential displacements compared to other alternatives. Alternative DEL-6a would displace a behavioral health facility with supportive housing and assisted living that also provides services to nonresidents who live in the area. Alternative DEL-1a, Option DEL-1b, Option DEL-2b, and Alternative DEL-3 would acquire buildings within the Edge Apartments, displacing residential units in those buildings.

Preferred Option DEL-6b and Alternative DEL-7 would have slightly more business displacements than other alternatives. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would all acquire part of the Nucor Steel property but would not affect any buildings or the use of the property.

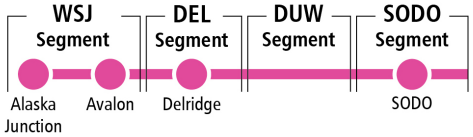
Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would also fully acquire a commercial center and displace all 11 businesses in that commercial center; other alternatives, including Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would also impact the commercial center and displace five businesses, in addition to four Washington state Department of Child, Youth, and Families offices.

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not affect any institutional or public parcels. Option DEL-1b and Option DEL-2b would acquire a portion of the Longfellow Creek Legacy Trail and Natural Area, but the use of the acquired area would not affect the function of the natural area or trail. Alternative DEL-3 would acquire part of the Delridge Community Center property but would not displace or affect use of the community center. Alternative DEL-2a, and Alternative DEL-4 would acquire part of the West Seattle Golf Course property and would require reconfiguration of holes. Impacts to parks are discussed further in Section 4.17.

As shown in Table 4.1-3 and Appendix L4.1, for the West Seattle Link Extension M.O.S., Alternative DEL-3 and Alternative DEL-4 would need to acquire additional residential parcels for the bus facilities along Delridge Way Southwest and Southwest Dakota Street.

4.1.4.4 West Seattle Junction Segment

Most of the affected properties within the West Seattle Junction Segment are single- or multi-family residences with some commercial and mixed-use development along main arterials. The alternatives in this segment would affect more mixed-use properties than in other segments. The majority of residential displacements in this segment are multi-family residences near Fauntleroy Way Southwest and Southwest Alaska Street. Affected parcels in the West Seattle Junction Segment are shown on Figures L4.1-18a through L4.1-25d.



As shown in Table 4.1-4, Preferred Option WSJ-5b and Alternative WSJ-6 would have the least residential displacements. Alternative WSJ-1 and Alternative WSJ-2 would have the most residential displacements. Alternative WSJ-1 would displace residential units from four apartment or condominium complexes, including about 200 units at Spruce Apartments. Alternative WSJ-2 would displace residential units from five apartment or condominium complexes, including about 250 units at Maris Luxury Apartments. Alternative WSJ-3a, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would each displace 90 residential units at the City Watch Apartments.

Alternative WSJ-1 would have the most business displacements. This alternative, including Preferred Option WSJ-5b and Option WSJ-3b, would displace Jefferson Square complex, which accounts for most business displacements at 33 businesses, in addition to 78 residential units. Alternative WSJ-6 would have the least business displacements. Alternative WSJ-2, Alternative WSJ-3a, Alternative WSJ-4, and Alternative WSJ-5a would displace a similar number of businesses.

Alternative WSJ-1 and Alternative WSJ-2 would acquire Fauntleroy Place park, while Option WSJ-3b would acquire Junction Plaza Park. Impacts to parks are discussed further in Section 4.17.

4.1.5 Environmental Impacts of the Build Alternatives during Construction

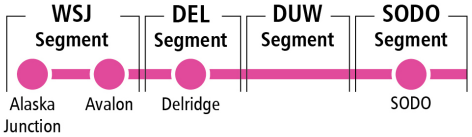
During construction, property would be needed for staging areas and construction access. Most of the area needed for construction would be accommodated within areas required for permanent right-of-way, although some additional properties would need to be acquired for construction and are accounted for in estimated acquisitions and in the construction limits depicted in Appendix J, Conceptual Design Drawings.

Temporary construction easements provide for temporary use of a property during construction. These easements might be needed along the project corridor. Once construction is complete, the property would be restored to its previous condition, and the easement would be terminated. These parcels are not included in Appendix L4.1 because the exact locations where these easements might be needed are not known at the current level of design, they would not permanently displace existing uses, and they are not anticipated to substantially disrupt existing uses.

Option DUW-1b would temporarily displace moorage at the Harbor Island Marina, which allows live-aboard boats, and could potentially affect people living there. See Section 3.11.3.6, Navigation, for more information on impacts to moorage during construction.

4.1.6 Indirect Impacts of the Build Alternatives

Consistent with Sound Transit policy and local land use regulations, some parcels initially acquired for a project use, such as construction staging, could be redeveloped to accommodate transit-oriented development (TOD). The potential indirect impacts associated with TOD are discussed in Section 4.2. The potential indirect impacts associated with displacement of industrial and maritime uses are discussed in Section 4.3.



4.1.7 Mitigation Measures

Sound Transit's policies and procedures comply with the federal Uniform Act and the Washington state relocation and property acquisition requirements. In some cases, Sound Transit provides advisory services to property owners above the minimum requirements of federal and state law.

Sound Transit would compensate affected property owners in accordance with the Uniform Act and according to the provisions specified in Sound Transit's adopted *Real Property Acquisition and Relocation Policy, Procedures, and Guidelines* (2017; Sound Transit Real Property Acquisition and Relocation Policy, Procedures, and Guidelines Summary). Benefits would depend on the level of impact, available relocation options, and other factors.

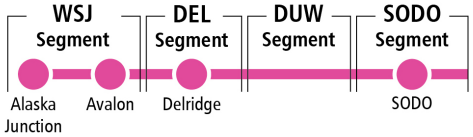
For Option SODO-1b and Alternative SODO-2, Sound Transit would identify a replacement property for the Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Sound Transit would be responsible for future environmental review, design, and construction of a replacement facility. The replacement facility would meet siting criteria and requirements identified by the United States Postal Service. For Option SODO-1b and Alternative SODO-2, postal operations would be relocated prior to the project impacting the existing facility. Preferred Option SODO-1c and Alternative SODO-1a would avoid permanent impacts. With regard to property acquisition at the Nucor Steel property (under Preferred Alternative DUW-1a, Alternative DUW-2, Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7), Sound Transit would coordinate with the property owner to maintain operations.

Relocation would occur in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and the Sound Transit *Real Property Acquisition and Relocation Policy, Procedures and Guidelines* (Sound Transit 2017).

4.1.8 Sound Transit Real Property Acquisition and Relocation Policy, Procedures, and Guidelines Summary

Sound Transit has notified property owners whose property may be directly affected by any of the alternatives. Property acquisition generally would not begin until the environmental process is complete and the Sound Transit Board selects the alternative to build after publication of the Final EIS. The tables and maps in Appendix L4.1 identify each potentially affected parcel. Property acquisition activities would begin during final design. Sound Transit would continue to communicate with property owners during the Sound Transit Board decision process on the project to build and during final design. As described in Chapter 2, Alternatives Considered, the project may be constructed in phases.

Relocation assistance applies to all residences (regardless of ownership status), businesses, and organizations displaced by the project. Sound Transit relocation staff would be available to answer questions and provide additional information about relocation assistance services, payments, reimbursement eligibility, and the timing of the process. Relocation agents from Sound Transit would determine the needs and preferences of each household, business, and organization to be displaced. They would work closely and proactively with residents and businesses to help them plan for relocation and would help find new homes or sites and solve problems that might occur. While the ultimate choice of relocation site is up to the affected resident or business, the agency would help identify possible locations, including nearby properties. Sound Transit would use interpreters to help those with limited English proficiency understand their choices and options.



Boat owners whose moorage would be displaced may also be eligible for relocation assistance. In addition to advisory services, relocation assistance could include moving expenses to transport the vessel to another location. If the boat and/or slip is used as a primary residence, the boat owner may be eligible for a replacement housing payment for condominiumized or rented boat slips. However, it is expected that most affected boats would be classified as personal property (not primary residences), and that the slips would generally be rented, not mortgaged; in these cases, the owners would be eligible for advisory services plus moving expenses.

A public agency must pay just compensation to property owners for land and improvements acquired for public purposes. Just compensation must not be less than the fair market value of the property acquired. This value includes any measurable loss in value to the remaining property as a result of a partial acquisition. For instance, Sound Transit would mitigate for the permanent loss of parking spaces resulting from partial property acquisition by compensating the property owner or by providing replacement parking. Sound Transit would pay for normal expenses of sale, including escrow fees, title insurance, prepayment penalties, mortgage release fees, recording fees, and typical costs incurred as part of conveying title.

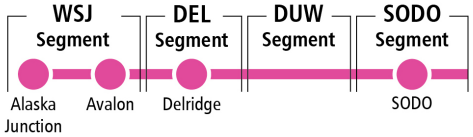
Owners would not have to relocate until they were either paid the agreed purchase price or an amount equal to Sound Transit's estimate of just compensation has been deposited with the court. Residents, businesses, and tenants would receive at least 90 days' written notice prior to having to relocate. Property owners would be offered just compensation for their land and improvements as described here.

Relocation benefits depend on individual circumstances. Factors that can affect relocation benefits include time of occupancy at the displaced property and the condition of the replacement property. Depending on the type of displacement, Sound Transit might pay for expenses associated with moving, replacement housing payments, business reestablishment expenses, and/or other eligible expenses. Depending on the individual factors for each business, business reestablishment expenses could include exterior signage, modifications to make the relocation site suitable to conduct business, advertisement of replacement location, and the difference (or a portion of the difference) between the present and future cost of operations during the first 2 years.

Owners may be eligible for price differential payment and mortgage interest differential payment if the cost of comparable decent, safe, and sanitary housing is greater than the value of their existing property. Likewise, tenants may be eligible for replacement housing payments if comparable decent, safe, and sanitary replacement housing rents are more than their current rental cost. In these cases, Sound Transit would pay the difference, or a portion of the difference, between the tenant's current and new rental rates for a 42-month period.

4.1.9 Relocation Opportunities

Sound Transit researched market conditions for available residential and commercial real estate in the City of Seattle. Property availability will change over time, but research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity. Some affected properties with unique characteristics or uses, such as water-dependent uses, assistive living and supportive housing, and public facilities (including the United States Postal Service facility discussed in Section 4.1.4.1) could be difficult to relocate and may require construction of new facilities. Some water-dependent facilities may not be able to be relocated. There is currently adequate retail, office, and industrial space available in the Seattle area to accommodate the spaces that could be displaced by the project. In some instances, zoning restrictions may make it difficult for some businesses to relocate in the same



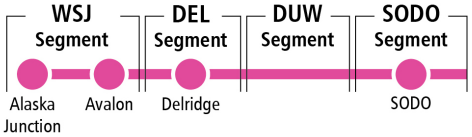
area, particularly industrial and maritime businesses. Relocations across the project corridor would occur over a multi-year period; therefore, replacement properties for these relocations would not need to be identified and made available at the same time (thereby alleviating concerns related to high numbers of relocation properties needing to be available at one single point in time).

Currently available residential units in Seattle also exceed the number of units potentially displaced, and there is a sufficient supply of relocation housing similar in size and quality for renters in the study area; however, depending on market conditions and individual circumstances, the replacements property may cost more. Section 4.1.7, Mitigation Measures, describes how Sound Transit would accommodate this difference. Additional information on relocation opportunities is provided in Appendix L4.1.

Sound Transit would offer relocation assistance that includes compensation and supporting services that consider the needs of those being relocated, to help reduce inconveniences or hardships. Sound Transit would also satisfy federal and state requirements for residential relocation, which define a “comparable replacement dwelling” as follows (42 United States Code 4601(10)):

- Decent, safe, and sanitary;
- Adequate in size to accommodate the occupants;
- Within the financial means of the displaced person;
- Functionally equivalent;
- In an area not subject to unreasonable adverse environmental conditions; and
- In a location generally not less desirable than the location of the displaced person’s dwelling with respect to public utilities, facilities, services, and the displaced person’s place of employment.

To meet these requirements, Sound Transit may identify relocation properties that are in better condition and of higher value than the properties being acquired. If so, tenants may be eligible for a rent supplement.



4.2 Land Use

4.2.1 Introduction to Resource and Regulatory Requirements

This section describes existing and potential future land uses and summarizes overarching land use policies as they relate to the West Seattle Link Extension (the project). Appendix L4.2, Land Use, provides a detailed analysis of the consistency of the project with applicable adopted plans. Sound Transit reviewed applicable regulations, Sound Transit policies, adopted plans, and planning studies related to land use. High-capacity transit such as light rail is addressed in local comprehensive plans and other planning documents. Planning studies were reviewed, but a consistency analysis was not conducted of these studies because they have not been adopted by the corresponding jurisdiction. However, their findings have been incorporated into adopted plans. The City of Seattle planning studies reviewed were the *North Delridge Action Plan* (2018) and the *West Seattle Triangle Urban Design Framework* (2011).

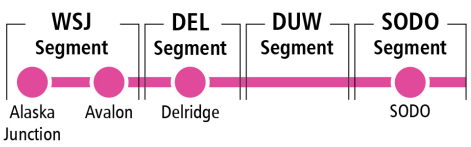
Some proposed stations exceed current height limits for the underlying zoning as described in Section 4.2.2. The code provisions of Seattle Municipal Code 23.80, Essential Public Facilities, authorize the Seattle Department of Construction and Inspection's Director to waive or modify applicable development standards (including height limits) based on certain conditions. Sound Transit and the City are continuing to evaluate design for the light rail facilities.

Local and regional plans identify the need to connect urban centers with high-capacity transit to allow for more efficient use of land as an alternative to increasing traffic congestion. In addition to summarizing the plan and policy consistency analysis, Appendix L4.2 also describes transit-oriented development (TOD) potential.

4.2.2 Affected Environment

This section describes existing and potential future land uses in each segment and summarizes overarching land use policies as they relate to the project. The land use study area for the project is the area within 0.5 mile of the project limits, which include permanent project improvements and areas needed for project construction. Land uses in the areas within 0.5 mile of the potential stations have the greatest potential to be affected, both directly and indirectly. The study area is within the city of Seattle. Neighborhoods and communities identified in this section are mapped and described in more detail in Section 4.4, Social Resources, Community Facilities, and Neighborhoods.

Existing land uses are generalized into dominant land use categories (i.e., single-family residential, multi-family residential, commercial, institutional/public, mixed use, downtown office, downtown harbor front, parks and open space, industrial, vacant land, and other). Existing land uses are based on current King County assessor data (King County 2022) and are shown in Appendix L4.2, Land Use. The future land uses shown on Figure 4.2-1 are based on current municipal data (City of Seattle 2022). Mandatory Housing Affordability zoning is in the study area and applies to a variety of zoning designations. Mandatory Housing Affordability requires developers to provide affordable housing within their project or pay into a fund that supports affordable housing (City of Seattle 2019). The study area east of Interstate 5 is not described because Interstate 5 acts as a barrier between the project and land uses east of the interstate. Direct and indirect land use effects are not anticipated to occur in this area.



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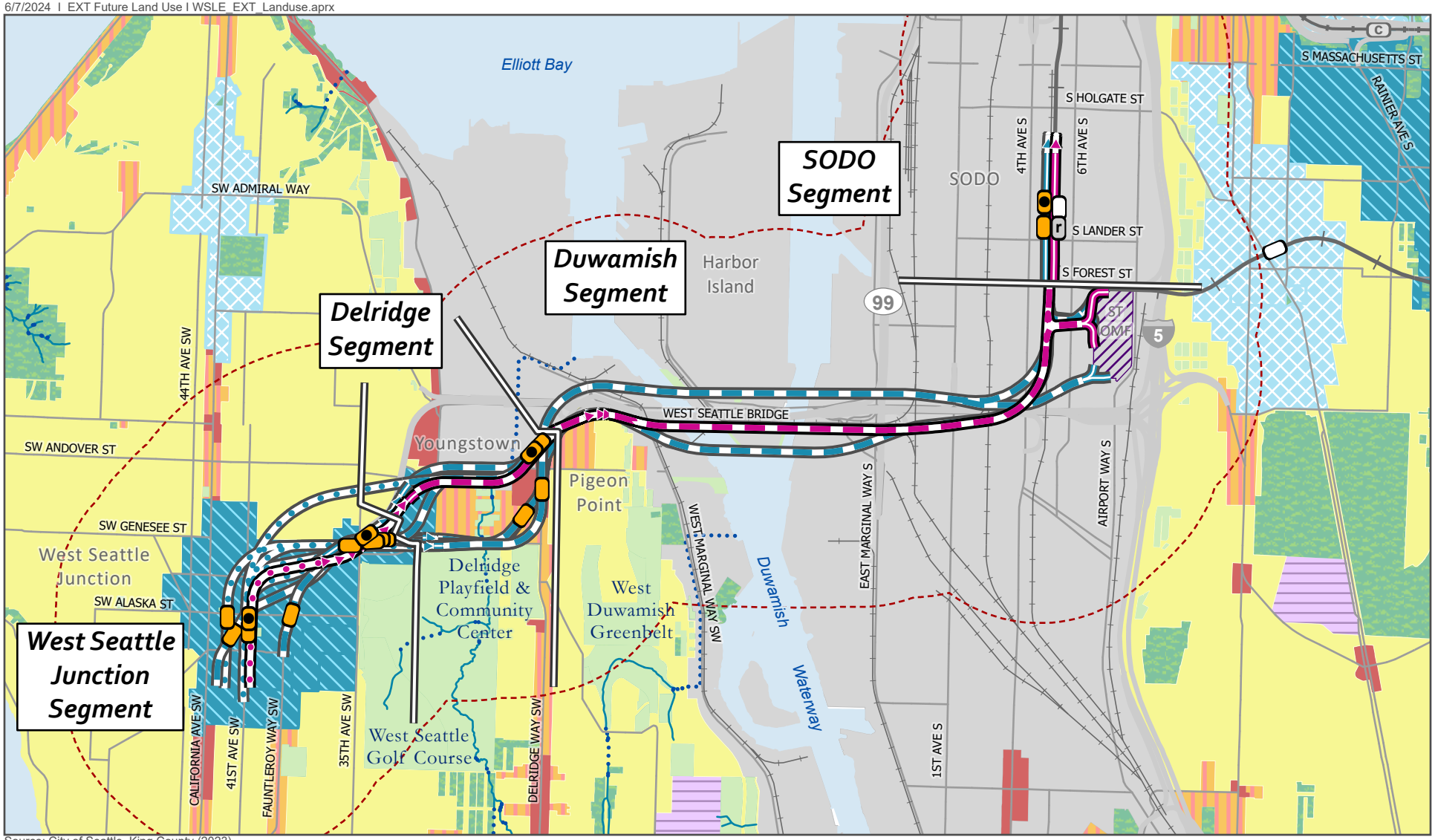


Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

- Study Area

Future Land Use
- Hub Urban Village
- Residential Urban Village
- Manufacturing Industrial Center
- Neighborhood Residential Areas
- Multi-Family Residential Areas
- Commercial / Mixed Use Areas
- Major Institutions
- Parks/Open Space

0 0.5 1 Mile

N

FIGURE 4.2-1
Future Land Use

West Seattle Link Extension

Much of the study area falls within areas designated in the City of Seattle Comprehensive Plan (2020) as urban centers or urban villages. The City has the goal of concentrating most of the expected future growth in these areas.

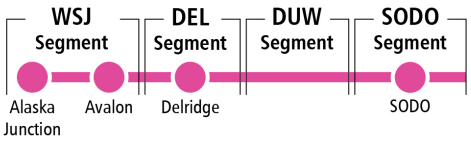
4.2.2.1 SODO Segment

The primary neighborhood in the SODO Segment is the Industrial District, which is an area designated by both the Puget Sound Regional Council and the City of Seattle as the Duwamish Manufacturing/Industrial Center. Land uses are predominantly industrial with limited commercial development.

The Seattle Public Schools' central office, the John Stanford Center for Educational Excellence, United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office, and Starbucks headquarters are in this segment. Port terminals and port-related uses are along the eastern edge of the East Waterway. Transportation maintenance and storage facilities (owned by King County Metro Transit [Metro], Sound Transit, and BNSF Railway) are also in this segment. The City has identified the industrial nature of SODO in the Duwamish Manufacturing/ Industrial Center designation and has plans and policies in place to protect existing industrial land uses given their crucial role in the city and regional economies. As a result, potential future land uses are similar to existing land uses in this segment. The Greater Duwamish Manufacturing/Industrial Center Plan in the Neighborhood Plans chapter of the City of Seattle Comprehensive Plan promotes continued growth and retention of employment and industrial use in the Duwamish Manufacturing/Industrial Center. This includes retaining and promoting port, trade, and maritime industrial uses, and seeking to prioritize use of land for private industrial uses rather than public facilities. One of the City's goals for this area is to provide a transportation network that minimizes conflicts between different travel modes while emphasizing mobility of freight and goods (City of Seattle 2020). The City of Seattle recently approved land use and zoning updates to industrial and maritime land uses that were proposed in the City's *Industrial and Maritime Strategy Director's Report and Recommendation*, which was approved in 2023 (City of Seattle 2023). The *Industrial and Maritime Strategy* includes strategies to prioritize industrial and maritime investment in Seattle.

4.2.2.2 Duwamish Segment

Similar to the SODO Segment, the primary Duwamish Segment neighborhood is the Industrial District (designated as the Duwamish Manufacturing/Industrial Center). Harbor Island is a key marine freight terminal for the Port of Seattle, and much of the surrounding uses support this function. Two fire stations (Fire Stations 14 and 36) make up the institutional land uses in this area. Single-family housing, public/institutional uses (Pathfinder K-8 School), and open space (the West Duwamish Greenbelt) are in the area of the Pigeon Point community. Potential future land uses are generally similar to existing land uses. The Greater Duwamish Manufacturing/Industrial Center Plan in the Neighborhood Plans chapter of the *Seattle 2035 Comprehensive Plan* promotes employment and industrial use in the Duwamish Manufacturing/Industrial Center. The City's plan for this area includes maintaining economic vitality, providing adequate public infrastructure, and maintaining land for industrial uses (City of Seattle 2020).



4.2.2.3 Delridge Segment

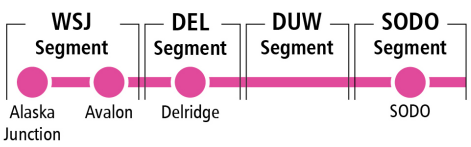
The Delridge Segment includes the Delridge neighborhood, which includes the Youngstown community. A small portion of this segment is within the Industrial District (designated as the Duwamish Manufacturing/Industrial Center), and includes Nucor Steel Seattle, a steel manufacturing plant. The Delridge Segment has single and multi-family land uses with parks and open spaces. There is limited commercial development along arterials with multi-family residential uses concentrated along Southwest Avalon Way. Potential future land uses allow for commercial and multi-family development in the Youngstown community, where future development is subject to Mandatory Housing Affordability requirements. The Delridge Plan in the Neighborhood Plans chapter of the City of Seattle Comprehensive Plan calls for preservation of open spaces in Delridge and for clustering mixed-use activity nodes to provide services to residents. Delridge neighborhood planning policies in the Comprehensive Plan also advocate for providing educational, recreational, cultural, and social opportunities, and potentially increased housing to the neighborhood near Southwest Delridge Way and Southwest Genesee Street, as a vibrant center. The policies also advocate for more commercial services and pedestrian improvements in the neighborhood anchor vicinity near Southwest Delridge Way and Southwest Andover Street to serve the neighborhood's needs and provide safe pedestrian conditions. The City's goals for this area include providing a transportation system that allows for convenient access to local travel and access to employment, shopping, and entertainment (City of Seattle 2020).

4.2.2.4 West Seattle Junction Segment

The West Seattle Junction Segment includes the West Seattle neighborhood and a small portion of the Delridge neighborhood. There are multi-family and commercial uses along Southwest Avalon Way. The West Seattle neighborhood includes the West Seattle Junction hub urban village, where there is an active mixed-use district serving the surrounding single- and multi-family residential areas. Commercial and mixed-use development is mostly clustered along Fauntleroy Way Southwest, Southwest Alaska Street, and California Avenue Southwest. There are parks and open space areas on the eastern edge of this segment. There are also a number of religious institutions concentrated in the northern portion of the study area. Potential future land uses include additional mixed-use areas where zoning allows for denser development in the West Seattle Junction hub urban village. Near the Alaska Junction (the intersection of Southwest Alaska Street and California Avenue Southwest) and along Fauntleroy Way Southwest, future development is subject to Mandatory Housing Affordability requirements (City of Seattle 2019). The West Seattle Junction Plan in the Neighborhood Plans chapter of the City of Seattle Comprehensive Plan emphasizes maintaining a compact mixed-use commercial core with a "small town character." It also reinforces pedestrian orientation and balances parking, traffic circulation, and pedestrian safety purposes. The plan promotes housing, services, and amenities to support populations of "diverse incomes, ages, and other social characteristics." One of the City's goals for this area includes facilitating movements of people and goods using a full range of transportation choices.

4.2.3 Environmental Impacts of the No Build Alternative

The No Build Alternative includes the existing transportation system and future employment and population growth assumed in adopted plans, but without the project (see Section 2.2, No Build Alternative). Proposed and planned development would continue to move through permitting procedures consistent with adopted land use plans and would be constructed.



This alternative is inconsistent with many regional land use and transportation policies because it would not develop and expand upon the high-capacity-transit system and would not connect the region's highest growth centers. It is also not consistent with many local plans and policies that call for increased density and TOD. The *Seattle 2035 Comprehensive Plan* estimates that between 2015 and 2035, the population in the city of Seattle will grow by 120,000 people, adding 115,000 jobs and 70,000 households (City of Seattle 2020). With the No Build Alternative, population growth in the study area would not be supported by TOD near high-capacity transportation options. Under the No Build Alternative, a major transportation investment that is called for in local and regional plans to accommodate transportation demand from existing land uses and anticipated growth would not be in place. As such, the No Build Alternative would limit transportation options, increasing traffic congestion and slowing the rate of denser development in Seattle.

4.2.4 Environmental Impacts of the Build Alternatives during Operation

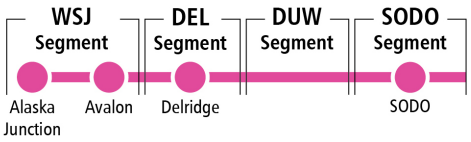
This section discusses the consistency of the Build Alternatives with regional, state, and local land use policies and the direct and indirect operational impacts on planned future land uses. Sound Transit's property acquisitions are detailed in Section 4.1, Acquisitions, Displacements, and Relocations. The land use analysis also considers findings from other environmental elements including Chapter 3, Transportation Environment and Consequences; Section 4.3, Economics; Section 4.5, Visual and Aesthetic Resources; Section 4.6, Air Quality; Section 4.7, Noise and Vibration; and Section 4.17, Parks and Recreational Resources.

Long-term direct impacts would occur in locations where the light rail alternatives would require private or public property acquisitions for the new project facilities. These acquisitions would convert property to a transportation-related use. Direct impacts also include proximity impacts (e.g., visual, noise, and traffic impacts) that could cause changes in adjacent land uses. The following discussion highlights the key differences between alternatives and includes information on the West Seattle Link Extension Minimum Operable Segment (M.O.S.).

4.2.4.1 Impacts Common to All Alternatives

4.2.4.1.1 Consistency with Land Use Plans and Policies

Regional and state planning documents establish the framework for local land use and transportation programs and plans. Local land use and transportation plans are the basis of zoning laws that establish development regulations. Improving transit accessibility and encouraging transit use are goals shared by regional, state, and local land use plans in the study area. The project would connect residential and commercial areas to Seattle's major economic centers and create uninterrupted access among several neighborhoods within the corridor. All alternatives would enhance a regional transit system serving a growing transportation need in planned high-density areas. The project would support the 2020 Puget Sound Regional Council VISION 2050 strategies of focusing growth within regional growth centers and high-capacity-transit station areas, reducing greenhouse gas emissions though mobility options, building the region's planned high-capacity-transit system to support growth in designated growth centers, and building more diverse and affordable housing near transit. VISION 2050 discourages residential development in manufacturing/industrial centers to maintain and support industrial uses. The project would also support Puget Sound Regional Council's *Regional Transportation Plan* (2022) and Sound Transit's *Regional Transit Long-Range Plan* (2014a) by developing safe and efficient high-capacity transit to improve mobility



within and among the region's major cities and urban areas. In addition, the *Sound Transit Transit-Oriented Development (TOD) Strategic Plan Update* (2014b), Equitable Transit Oriented Development Policy (Board Resolution No. R2018-10) (2018), and *Real Property Excess, Surplus, and Disposition Policy* (2013) would be followed as land acquisitions and disposition occurs. The project was reviewed for consistency with the City of Seattle's *Industrial and Maritime Strategy* (2023) and would be consistent with the goals of that document. Also relevant are the City of Seattle Comprehensive Plan goals and policies seeking integrated land use and transportation planning strategies. A detailed analysis of the project's consistency with adopted applicable plans is provided in Appendix L4.2, Land Use.

The project is a "regional transit authority facility" and is, therefore, explicitly recognized as an essential public facility in the Growth Management Act (Revised Code of Washington 36.70A.200). Once an alternative is selected to be built, jurisdictions have a duty to accommodate the project in their land use plans and development regulations.

4.2.4.1.2 Conversion of Land Uses to Transportation Uses

Direct land use impacts occur where Sound Transit would acquire property for the project. Most of this property would be permanently converted to a transportation use for the light rail tracks, stations, or ancillary facilities. Property that is already public right-of-way for transportation uses is not included in this analysis because it would remain a transportation use. The alternatives generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. Property acquisitions are discussed in Section 4.1, Acquisitions, Displacements, and Relocations, and listed in Appendix L4.1, Acquisitions, Displacements, and Relocations.

Land acquired for operation of the project would account for less than 0.1 percent of the total land in Seattle and up to 0.8 percent of the total land in the study area. Tables 4.2-1 through 4.2-4 summarize the approximate amount of land that would be permanently converted to a transportation use within each segment. In areas where the project would acquire property for construction staging, the land could be restored to its previous land use or redeveloped with an allowed use under current zoning. Redevelopment would be consistent with the City's zoning and Sound Transit's Equitable Transit Oriented Development Policy. Sound Transit's TOD policy includes goals for prioritizing affordable housing when redeveloping suitable agency-owned properties. These properties may also be used for joint development of transit facilities with other compact residential or commercial development done in partnership with others.

Tables 4.2-1 to 4.2-4 summarize impacts by alternative. Development and redevelopment potential in station areas is discussed in Section 4.2.6, Indirect Impacts of the Build Alternatives.

4.2.4.2 SODO Segment

The alternatives in the SODO Segment would convert manufacturing/industrial center land to a transportation use. Each of the alternatives would convert a similar amount of land to a transportation use. Alternative SODO-2 would convert the most manufacturing/industrial center land in the Duwamish Manufacturing/Industrial Center to a transportation use and Preferred Option SODO-1c would convert the least. All alternatives would include a station north of South Lander Street within Industrial General Zone 1 (IG1 U-85), which has no height limit for noncommercial projects.

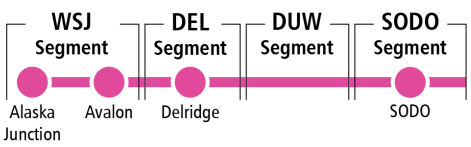


Table 4.2-1. Potential Permanent Conversion of Land Use to a Transportation-Related Land Use – SODO Segment

Alternative	City-owned Open Space (acres)	Commercial/ Mixed-Use Areas (acres)	Hub Urban Village (acres)	Manufacturing/ Industrial Center (acres)	Multi-family Residential (acres)	Single-family Residential (acres)	Urban Center (acres)	Total Acres Affected [a]
Preferred At-Grade Lander Access Station Option (SODO-1c)	**0**	**0**	**0**	**2.9**	**0**	**0**	**0**	**2.9**
At-Grade Alternative (SODO-1a)	0	0	0	3.2	0	0	0	3.2
At-Grade South Station Option (SODO-1b)	0	0	0	4.2	0	0	0	4.2
Mixed Profile Alternative (SODO-2)	0	0	0	4.5	0	0	0	4.5

Note: Future land use types were developed using City of Seattle Future Land Use 2035 dataset (2022).

[a] Total Acres Affected cell values may be different than the total of individual cell values due to rounding.

Table 4.2-2. Potential Permanent Conversion of Land Use to a Transportation-Related Land Use – Duwamish Segment

Alternative	City-owned Open Space (acres)	Commercial/ Mixed-Use Areas (acres)	Hub Urban Village (acres)	Manufacturing/ Industrial Center (acres)[a]	Multi-family Residential (acres) [a]	Single-family Residential (acres) [a]	Urban Center (acres)	Total Acres Affected [a,b,c]
Preferred South Crossing Alternative (DUW-1a)	**1.2**	**0**	**0**	**10.0 to 10.1**	**0.4 to 0.5**	**0.7 to 0.9**	**0**	**12.3 to 12.5**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	1.3	0	0	9.4	0.4	0.7	0	11.8
North Crossing Alternative (DUW-2)	0	0	0	13.3	0	0	0	13.3

Note: Future land use types were developed using City of Seattle Future Land Use 2035 dataset (2022).

[a] Shown as a range if the number of acres changes depending on connections in adjacent segments or options.

[b] Totals reflect the high and low values in component ranges.

[c] Total Acres Affected cell values may be different than the total of individual cell values due to rounding.

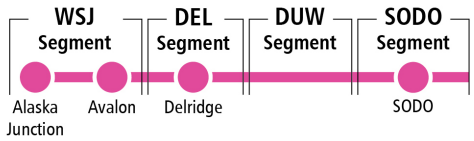


Table 4.2-3. Potential Permanent Conversion of Land Use to a Transportation-Related Land Use – Delridge Segment

Alternative	City-owned Open Space (acres)	Commercial/ Mixed-Use Areas (acres)[a]	Hub Urban Village (acres)	Manufacturing/ Industrial Center (acres)[a]	Multi-family Residential (acres)	Single-family Residential (acres)	Urban Center (acres)	Total Acres Affected [a,b,c]
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**0**	**1.3**	**1.5**	**5.3**	**0**	**0**	**0**	**8.1**
Dakota Street Station Alternative (DEL-1a) [a]	0.5	1.3 to 1.4	<0.1	0 to 0.7	3.6	<0.1	0	5.6 to 6.1
Dakota Street Station North Alignment Option (DEL-1b)	0.1	1.4	0.3	<0.1	4.1	0	0	6.0
Dakota Street Station Lower Height Alternative (DEL-2a)	1.4	1.8	0	<0.1	3.3	0	0	6.5
Dakota Street Station Lower Height, North Alignment Option (DEL-2b)	<0.1	1.8	0.7	<0.1	4.0	0	0	6.5
Delridge Way Station Alternative (DEL-3)	0.6	1.7	<0.1	<0.1	1.0 [d]	0.3	0	3.7
Delridge Way Station Lower Height Alternative (DEL-4)	1.3	1.7	0	<0.1	1.0 [d]	0.3	0	4.3
Andover Street Station Alternative (DEL-5)	0	0.7	0.6	5.1	0.2	0	0	6.6
Andover Street Station Lower Height Alternative (DEL-6a)	0	0.9	0.5	4.6	0	0.1	0	6.2
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	0	1.3	0.4	5.3	0	0	0	7.0

Note: Future land use types were developed using City of Seattle Future Land Use 2035 dataset (2022).

[a] Shown as a range if the number of acres changes depending on connections in adjacent segments or options.

[b] Totals reflect the high and low values in component ranges.

[c] Total Acres Affected cell values may be different than the total of individual cell values due to rounding.

[d] With the West Seattle Link Extension M.O.S., there would be 0.3 additional acre of multi-family residential land converted to a transportation use.

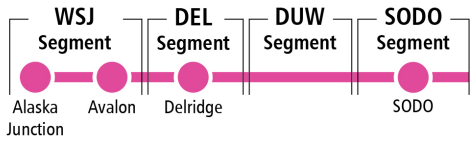


Table 4.2-4. Potential Permanent Conversion of Land Use to a Transportation-Related Land Use – West Seattle Junction Segment

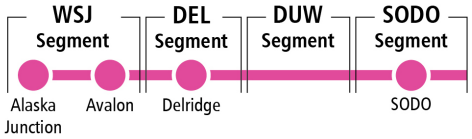
Alternative	City-owned Open Space (acres)	Commercial /Mixed-Use Areas (acres)	Hub Urban Village (acres) [a]	Manufacturing/ Industrial Center (acres)	Multi-family Residential (acres)	Single-family Residential (acres)	Urban Center (acres)	Total Acres Affected [a,b,c]
Preferred Medium Tunnel Avenue Station West Entrance Station Option (WSJ-5b)	**0**	**0**	**4.0**	**0**	**0**	**0**	**0**	**4.0**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	0.1	0	6.6	0	0	0	0	6.7
Elevated Fauntleroy Way Station Alternative (WSJ-2)	<0.1	0	6.9 to 7.0	0	0	0	0	6.9 to 7.0
Tunnel 41st Avenue Station Alternative (WSJ-3a)	0	0	4.1 to 4.3	0	0	0	0	4.1 to 4.3
Tunnel 42nd Avenue Station Option (WSJ-3b)	0.2	0	4.0	0	0	0	0	4.2
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	0	0	6.5	0	0	0	0	6.5
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	0	0	5.3	0	0	0	0	5.3
No Avalon Station Tunnel Alternative (WSJ-6)	0	0	0.8	0	0	0	0	0.8

Note: Future land use types were developed using City of Seattle Future Land Use 2035 dataset (2022).

[a] Shown as a range if the number of acres changes depending on connections in adjacent segments or options.

[b] Totals reflect the high and low values in component ranges.

[c] Total Acres Affected cell values may be different than the total of individual cell values due to rounding.



4.2.4.3 Duwamish Segment

Alternatives in the Duwamish Segment would mostly convert manufacturing/industrial center uses to a transportation use. Option DUW-1b would convert the least land to a transportation use, and Alternative DUW-2 would convert the most land to a transportation use, including Port of Seattle-owned properties. Preferred Alternative DUW-1a would convert slightly more land to a transportation use than Option DUW-1b. Most of this land is designated as Duwamish Manufacturing/Industrial Center, although some residential and City-owned open space land would also be converted. Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use, but would convert more manufacturing/industrial center land in the Duwamish Manufacturing/Industrial Center than other alternatives in this segment.

4.2.4.4 Delridge Segment

Preferred Option DEL-6b would convert the most land to a transportation use. Alternative DEL-3 would convert the least amount of land to a transportation use.

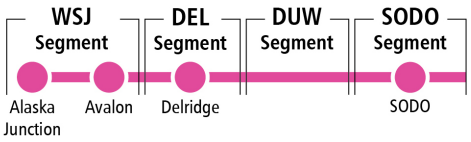
Alternative DEL-2a would convert the most City-owned open space land to a transportation use, and Alternative DEL-4 would convert a similar but slightly less amount. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not convert open space land.

All alternatives except Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 would convert multi-family residential land to a transportation use. Option DEL-1b and Option DEL-2b would convert the most multi-family residential land. Alternative DEL-3 and Alternative DEL-4 would convert the most single-family residential land.

Preferred Option DEL-6b and Alternative DEL-7 would convert the most manufacturing/ industrial center land in the Duwamish Manufacturing/Industrial Center. Alternative DEL-1a would only convert manufacturing/industrial land to a transportation use when connecting to Alternative DUW-2. Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would convert less than 0.1 acre of manufacturing/industrial land in the Duwamish Manufacturing/Industrial Center.

Preferred Option DEL-6b Delridge Station would be approximately 70 feet high in a primarily industrial and commercial area. The station would be located in the City's General Industrial 2 zone and lower than the 85-foot structure height limit. Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would include a Delridge Station in a multi-family residential area near Southwest Dakota Street. The addition of a light rail station in a predominantly residential area is a notable change in land use. The top of the station structure would be approximately 110 feet high for Alternative DEL-1a and Option DEL-1b and approximately 60 feet high for Alternative DEL-2a and Option DEL-2b; however, this station would be within the City's Low-Rise Multifamily LR1(M) zone and higher than the 35-foot structure height limit. Alternative DEL-3 and Alternative DEL-4 would have a station height of approximately 90 feet, which is higher than the 55-foot to 75-foot height limit allowed by zoning. However, Alternative DEL-3 and Alternative DEL-4 would include a station building in the street right-of-way and so may not need adjustments to applicable development standards. Similar to Preferred Option DEL-6b, the Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would have a Delridge Station height of approximately 70 feet, which is lower than the 85-foot structure height limit in the General Industrial 2 zone.

As shown in Table 4.2-3, under the West Seattle Link Extension M.O.S., Alternative DEL-3 and Alternative DEL-4 would require converting additional multi-family residential land to a transportation use for the bus stops and bus layover spaces along Delridge Way Southwest and Southwest Dakota Street.



4.2.4.5 West Seattle Junction Segment

The alternatives in the West Seattle Junction Segment would convert hub urban village land and City-owned open space to a transportation use. Alternatives WSJ-1 and WSJ-2 would convert the most land to a transportation use. Alternative WSJ-4 would convert slightly less. Alternative WSJ-6 would convert the least amount of land to a transportation use since it would be entirely within a tunnel.

The Avalon Station associated with Preferred Option WSJ-5b and Alternative WSJ-5a would be in a retained cut south of Southwest Genesee Street, beneath 35th Avenue Southwest in a primarily residential area. The station would be located in the City's Residential Small Lot (M) zone, which has a height limit of 30 feet. The top of the station structure would be approximately 30 feet above the existing ground surface, which is consistent with City zoning. The Alaska Junction Station would be in a tunnel, and station entrances would be designed to be consistent with City zoning requirements.

Alternatives with an elevated guideway in the West Seattle Junction Segment (Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4) could be close enough to adjacent properties to limit future development. Due to fire life safety access requirements, these properties may not be able to be developed to the full extent allowed under current zoning. This would affect potential density in several buildings in the junction area, including potential future affordable housing units under Mandatory Housing Affordability zoning requirements or payment into a fund to support affordable housing.

Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 would include an elevated Avalon Station in a residential area near Southwest Genesee Street. The top of the station would be between 60 feet and 80 feet high, which would be above the 30-foot limit allowed by zoning. Alternative WSJ-1 and Alternative WSJ-2 would include an Alaska Junction Station in a commercial neighborhood near Southwest Alaska Street. The top of the station would be approximately 60 feet to 80 feet high, which is below the 95-foot height limit allowed by zoning.

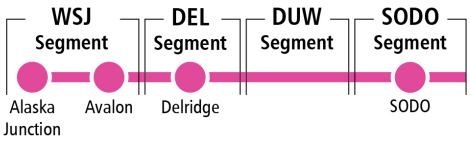
Alternative WSJ-6 would include a guideway and an Alaska Junction Station entirely within a tunnel. Station entrances would be designed to be consistent with City zoning requirements.

4.2.5 Environmental Impacts of the Build Alternatives during Construction

Potential impacts to existing land uses include temporary impacts from construction staging areas; easements; noise, air emissions, and visual changes; and traffic congestion. These impacts would not affect the land use types unless the property became vacant, and, are not anticipated to be severe enough to cause vacancies after mitigation, as described in Section 4.2.7, Mitigation Measures. Proximity and construction impacts were determined based on the findings of other environmental elements. For more information, see Section 4.3, Economics, and Section 4.7, Noise and Vibration.

4.2.6 Indirect Impacts of the Build Alternatives

Indirect impacts could occur from changes to surrounding land uses either from aerial easements or TOD. Some existing uses may choose to relocate away from the project due changes from the guideway and station development. Potential impacts to properties adjacent to the project are discussed in Section 4.3, Economics, and Section 4.5, Visual and Aesthetic Resources.



4.2.6.1 Aerial Easements Common to All Alternatives

Relocation of an overhead 230-kilovolt transmission line in the Duwamish and SODO segments for all Build Alternatives and options could require aerial easements on adjacent properties to safely accommodate the power line away from future buildings. Effects to future land uses are anticipated to be minimal because this area is within the Duwamish Manufacturing/Industrial Center and redevelopment into denser land uses is not anticipated in the City of Seattle Comprehensive Plan. Impacts would be offset by removing the overhead power line from its existing location and removing any associated aerial easements.

4.2.6.2 Transit-oriented Development Potential Common to All Alternatives

Improvements in transportation systems can influence changes to nearby land uses. Although the project would directly affect land use through property acquisitions, the project would not directly change surrounding land use designations. Cities and counties control land use regulations, including zoning, and property owners make decisions about developing or redeveloping their property. The project could indirectly affect land use by acting as a catalyst for others to develop or redevelop land near project facilities consistent with City land use and zoning requirements. This type of development could increase availability and density of housing options, including affordable housing units. Alternatively, this could result in the indirect effect of increased housing prices and business rent around desirable station areas.

Transit-oriented Development

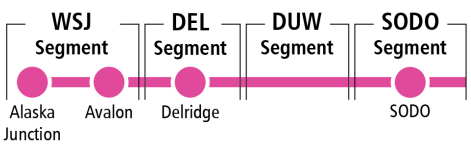
TOD is a pattern of development that includes a mix of residential, commercial, and civic uses near a high-capacity transit station. TOD helps to harmonize the relationship between land use and transit, with more residences and jobs accessible from transit, and vice versa. TOD is influenced through real estate markets, infrastructure investment, and zoning, and is implemented through individual decisions by property owners and developers.

TOD is a pattern of land use and development that includes a mix of uses at higher density or intensity in the vicinity of transit stations. TOD generally occurs when stations are in prime regional or community centers, areas attractive to typical market forces, areas with active regional and local real estate markets with willing investors, and jurisdictions where public policies and regulations such as zoning encourage intensive development in station areas. There is also the potential for joint development of transit facilities like station entrances and concourses, as well as redevelopment of surplus properties no longer needed after construction.

Agency TOD

"Agency TOD" refers to TOD that Sound Transit facilitates on property it owns. Agency TOD could occur on property purchased for construction staging that Sound Transit does not need in the long-term, or through joint development. Agency TOD is implemented through partnerships with public, non-profit, or private developers. Sound Transit's Equitable Transit Oriented Development Policy prioritizes partnerships with developers of affordable housing.

The Sound Transit Board adopted the Equitable Transit Oriented Development Policy in 2018 (Board Resolution No. R2018-10). The policy addresses how the agency should consider potential for TOD near transit facilities being planned and studied, and provides guidance on implementing and integrating Equitable TOD throughout transit projects, with a particular focus on development of affordable housing.



The policy supports land use changes and economic development that would maximize ridership while supporting achievement of comprehensive and regional plans and improving quality of life. During alternatives development and design, this policy guides Sound Transit to incorporate TOD criteria as a decision-making factor that considers local and regional comprehensive plans. Sound Transit's TOD policy promotes TOD within station areas and on Sound Transit property that is no longer needed for transit, and seeks proposals from developers that support various income levels and family sizes. It also provides guidance to engage communities equitably in planning for TOD, particularly for low-income communities and communities of color, and contains goals to support and encourage equitable economic development and opportunities for existing residences and businesses.

Notably, the policy also supports exploration of development potential of transit project decisions, and pursuit of joint or co-development of transit facilities where and when appropriate. There is specific priority placed on partnerships that deliver affordable housing, responding to a state statute that requires Sound Transit to first offer at least 80 percent of surplus property suitable for housing to qualified developers of affordable housing, who are then obligated to ensure 80 percent of housing units constructed are affordable to those earning 80 percent or less of the area median income for the county.

Sound Transit prepared a study, *Station Area Development Opportunities Evaluation* (2021), to identify and assess specific potential TOD opportunities associated with the West Seattle Link Extension's stations to identify areas where TOD could occur, as discussed in Section 4.2.6.3, Transit-oriented Development Potential by Alternative.

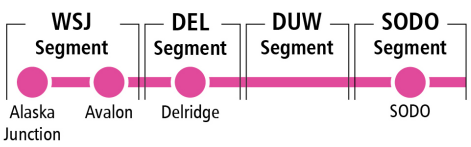
Joint Development

Joint development refers to a type of Agency TOD that has a direct, integral physical interface with a transit project, and is often designed and constructed along with the transit project. FTA defines joint development (FTA 2020) as "a public transportation project that integrally relates to, and often co-locates with commercial, residential, mixed-use, or other non-transit development. Joint development may include partnerships for public or private development associated with any mode of transit system that is being improved through new construction, renovation, or extension. Joint development may also include intermodal facilities, intercity bus and rail facilities, transit malls, or historic transportation facilities." Sound Transit would design stations with potential for joint development to support overbuild of other uses where appropriate.

The City of Seattle has been developing an Equitable Transit-oriented Development Strategy & Implementation Plan with the support of an FTA grant. This comprehensive approach to advancing racial equity and community participation in planning for development around light rail stations includes station access and public investments, establishing a citywide community advisory group, supporting place-based groups in the Delridge neighborhood, and comprehensive planning for underutilized land adjacent to future light rail alignments.

4.2.6.3 Transit-oriented Development Potential by Alternative

For the SODO Segment, all SODO station alternatives have potential for Agency TOD on surplus properties. All station alternatives within the Delridge Segment have some Agency TOD potential based on current zoning and project footprints, except the two Delridge Way station alternatives (Alternative DEL-3 and Alternative DEL-4), which would primarily be constructed within the right-of-way. The stations north of Southwest Andover Street (Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7) have some potential for Agency TOD due to the mix of industrial and commercial zoning, which allows for increased building heights and more diverse uses.



The Dakota Street station alternatives (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b) would result in surplus parcels that could be redeveloped but have lower potential for Agency TOD, based on current low-rise residential zoning. This zoning allows for multi-family residential construction, but limits building heights to 30 feet and does not allow for non-residential uses, which limits the mixed-use purpose of TOD. The Agency TOD potential of the Andover Street station alternatives (Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7) and Dakota Street station alternatives (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b) would be increased with adjustments to zoning.

Equitable Transit-oriented Development

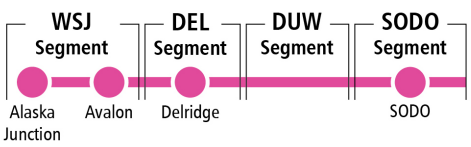
Equitable TOD explicitly advances a mission of social, racial, and/or economic equity in its use, programming, or ownership structure. Equitable TOD can include affordable housing, cooperative or affordable commercial space and uses, childcare and human development, and community-based management or stewardship of property. Sound Transit supports Equitable TOD objectives through its 2018 Equitable Transit Oriented Development Policy.

In the West Seattle Junction Segment, all station alternatives have some potential for future Agency TOD, based on current zoning and the possibility of redeveloping surplus property after construction. Tunnel alternatives at the Alaska Junction stations (Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-5a, and Alternative WSJ-6) and Avalon stations (Alternative WSJ-3a and Option WSJ-3b) would have higher potential for Agency TOD due to the ability to use air rights above tunnels and stations for joint development, along with fewer permanent impacts to development capacity due to the guideway. In addition, future Agency TOD could create new business opportunities around each station area.

4.2.7 Mitigation Measures

No mitigation would be required for land use impacts during operation or construction of the project. The project would convert less than 0.1 percent of City land to transportation uses, which would not be a substantial impact on the overall land use within the city. In addition, the project is included in adopted land use plans (see Appendix L4.2 for consistency analysis) and is part of larger land use planning efforts in the Puget Sound region. Therefore, in general, the project would not result in inconsistencies with adopted land use plans. Where minor inconsistencies with zoning height requirements occur, Sound Transit will continue to coordinate with the City of Seattle, Port of Seattle, and other stakeholders to minimize inconsistencies to the greatest extent feasible.

During construction, Sound Transit would minimize disturbances to surrounding land uses as described in Section 2.7, Construction Approach, Section 4.5, Visual and Aesthetic Resources, Section 4.6, Air Quality, and Section 4.7, Noise and Vibration. Therefore, impacts are not expected to cause substantial changes to land use during construction.



4.3 Economics

4.3.1 Introduction to Resource and Regulatory Requirements

This section identifies potential adverse and beneficial effects on local and regional economies associated with the West Seattle Link Extension Project (the project) alternatives. Large transit projects that acquire private property or require conversions in land use to a transportation use along the new transit corridor might be disruptive to businesses and communities but might also present new opportunities for economic activity. The economic analysis addresses the ways in which land acquisition, construction, and operations of light rail facilities would impact local economic conditions along the project corridor and in the broader economic area. Federal and state regulations, policies, and related resources that guide a major transit project EIS were used to conduct this assessment and are identified in Appendix L4.3, Economics.

4.3.2 Affected Environment

Demographic and economic trends in the study area were assessed using Forecast Analysis Zone estimates (a map of the zones is shown in Figure L4.3-1 in Appendix L4.3, Economics). Forecast Analysis Zones are geographic units used to delineate future socio-economic conditions to support transportation planning. Table L4.3-2 in Appendix L4.3 shows the population, household, and employment forecast trends for the Forecast Analysis Zones associated with each segment area in the West Seattle Link Extension from 2018 to 2050. Tables L4.3-3, L4.3-4, and L4.3-5 in Appendix L4.3 provide a closer look at historic total employment since 2000 and employment forecast trends from 2018 to 2050 by sector.

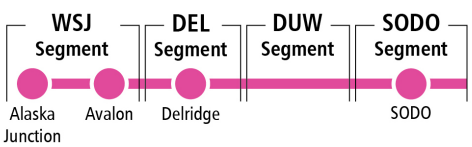
This analysis includes an assessment of potential adverse and beneficial economic effects of the proposed project alternatives across three different study area scales:

- Segment: Site-specific business and employment impacts were evaluated for potential displacement of business activity. Impacts to Tribal treaty-protected fishing were evaluated for applicable segments.
- City: Potential impacts to tax revenues were evaluated within the city of Seattle.
- Regional: Broader potential impacts to regional economic activity, including the effects on jobs, labor income, and gross regional product, were assessed for project construction. Broader economic considerations were assessed for King, Kitsap, Pierce, and Snohomish counties (referred to as the Puget Sound region study area) stemming from project operation. The Puget Sound region study area encompasses the four-county area to account for shifts in the population's demand for goods and services within and outside the project corridor study area.

4.3.2.1 Regional Demographic and Economic Trends

Between 2000 and 2020, total employment increased from 1.9 million to 2.4 million jobs in the Puget Sound region study area. Along with employment, the median household income increased regionally over this time (Puget Sound Regional Council 2020). This trend of economic growth is forecasted to continue for the next few decades.

Population, household, and employment forecasts for the Puget Sound region and associated counties in the region are provided in Appendix L4.3, Table L4.3-1. The forecast population data for the Puget Sound region shows regional growth from 2018 to 2050 (the forecast period) of

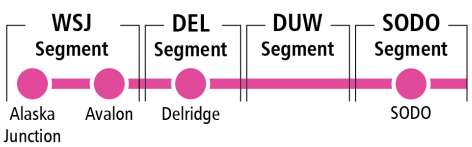


roughly 1.8 million people, which would result in a population of approximately 5.9 million people in the region by 2050. This represents an average increase in population of 1.1 percent per year (Puget Sound Regional Council 2023). Puget Sound Regional Council data from 2023 shows that King County's population will grow at a slower average pace of 1.0 percent per year over the same period (Puget Sound Regional Council 2023). The number of households in the Puget Sound region is predicted to grow by approximately 814,000 households over the 2018 to 2050 period—or by an average of 1.3 percent per year—which is greater than the average growth rate of the regional population (1.1 percent), thus reflecting a decrease in average household size over time. Research shows that transportation demand increases overall where there are a greater number of households for the same population size (U.S. Department of Transportation 2021); consequently, the forecasted household growth in the Puget Sound region suggests a potential increase in demand for highway and transit service.

Median household incomes in the Puget Sound region study area are higher than Washington state overall. Median household income for the state is currently $84,200 (U.S. Census Bureau American Community Survey 2021). King County had the highest median household income within the region at approximately $110,600 (U.S. Census Bureau American Community Survey 2021). From 2015 to 2021, median household income in King County grew by about 35 percent, while statewide median household income increased by about 31 percent. Employment in the region is expected to grow at an approximate compound annual growth rate of 1.3 percent through 2050, resulting in about 1.1 million new jobs over the forecast period from 2018 to 2050 (Puget Sound Regional Council 2023). King County is predicted to expand employment by 1.2 percent on average per year through 2050, with much of that growth centered in urban Seattle. Approximately 213,900 jobs are expected to be added by 2050 in the city of Seattle (Puget Sound Regional Council 2023). These trends in income and employment growth support forecasts for increasing travel demand in the region and the project corridor.

4.3.2.2 Segment Demographic and Economic Trends

Jobs are concentrated in the SODO and Duwamish segments because of their greater concentration of land uses and zones associated with manufacturing and industrial activities (City of Seattle 2018). These Forecast Analysis Zones have the highest forecasted job growth, with projected compound annual job growth of 1.3 percent in the SODO Segment and 1.7 percent in the Duwamish and Delridge segments (Forecast Analysis Zone 5826). These growth rates are markedly higher than the 0.5 percent projected for the West Seattle Junction Segment between 2018 and 2050. The West Seattle Junction Segment area is more residential in nature. It has far more households and more single-family residential uses in comparison to the SODO, Delridge, and Duwamish segments, where there are a greater mix of industrial and commercial uses (City of Seattle 2018). The compound annual household growth rate is projected to be at 1.9 percent between 2018 and 2050 for the Forecast Analysis Zone that covers the SODO Segment and at 0.6 percent for that of the West Seattle Junction Segment. The compound annual growth rates for the two Forecast Analysis Zones in the Delridge and Duwamish segments are 0.7 percent and 0.9 percent, respectively (Forecast Analysis Zone geographies are larger than the areas encompassing the project segments). For more information on Forecast Analysis Zones, see Table L4.3-2 in Appendix L4.3, Economics.



4.3.2.3 Tax Revenue Sources

The project would be within the city of Seattle, where property, sales, utility, and business and occupation taxes represent the largest contribution to the general fund's taxes.

Table 4.3-1 shows the breakdown of different tax revenues and their share in the City's general fund in 2021. These taxes, combined with other sources of funding, such as license fees, grants, and fines, help fund a range of general City services, including police and fire, human, general government, and transportation services (City of Seattle 2023a). The City has a range of district-based (or dedicated) funding sources for certain uses, such as the Metropolitan Park District property tax levy to fund park and recreation services and the Transportation Benefit District sales tax to fund transportation services, which are included under the respective property and sales taxes in Table 4.3-1.

Table 4.3-1. Percent of Total General Fund Revenues for the City of Seattle, 2021

Tax	General Fund Total ($ millions)	General Fund Percent
Property Tax	$363.7	20.8
Sales Tax	$299.4	17.1
Utility Tax	$212.7	12.1
Business and Occupation Tax	$315.4	18.0
Other	$561.2	32.0
Total	**$1,752.4**	**100.0**

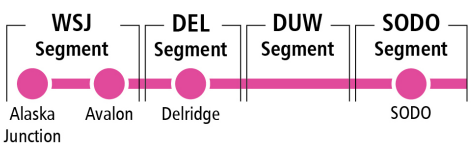
Source: City of Seattle 2023a (Actuals).

Note: "Other" represents revenue garnered through licenses, federal and state grants, state entitlements and impact programs, external service charges, court fines, and other miscellaneous investments, earnings, and charges.

4.3.2.4 Seattle Comprehensive Plan

The *Seattle 2035 Comprehensive Plan: Managing Growth to Become an Equitable and Sustainable City 2015-2035* (Seattle Comprehensive Plan) outlines goals to concentrate anticipated job and housing growth in urban centers and urban villages (City of Seattle 2018). The Urban Village Strategy within the plan promotes housing and employment development in specific locations by supporting compact, pedestrian-oriented development and reliable transit access accommodations. The strategy identifies four different types of growth areas: urban centers, hub urban villages, residential urban villages, and manufacturing and industrial centers. The study area includes the Duwamish Manufacturing/Industrial Center, one of two Puget Sound Regional Council and City-designated manufacturing and industrial centers in the city (see Figure 4.2-1 in Section 4.2, Land Use). These centers are designated as locations for more intensive industrial activity as part of the regional growth strategy set forth by the Puget Sound Regional Council and the City of Seattle. The West Seattle Junction Hub Urban Village is a City-designated area focused on balancing employment and housing opportunities with a mix of goods and services.

The City of Seattle is in the process of updating industrial and maritime land-use policies in its Comprehensive Plan to implement the Industrial and Maritime Strategy legislation approved by the City Council on July 18, 2023. The legislation updates the City's industrial lands policy and zoning that will create an estimated 35,000 new jobs over the next 20 years (City of Seattle 2023b). The proposal creates pathways to careers in industrial and maritime businesses, strengthens land-use protections for existing industries, prepares for growth near light rail services, and supports improved environmental quality for area residents.



4.3.2.5 Regional Transportation of Goods and Services

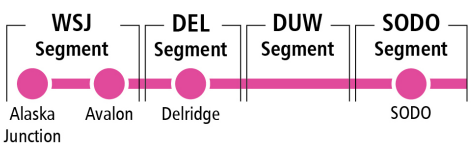
As one of the most trade-dependent states in the nation (City of Seattle 2016), the economy of Washington and the need for effective freight mobility are closely intertwined. Both consumers and businesses in the region depend on the efficient and safe movement of goods by truck, rail, and boat. The primary truck freight corridors in the state for regional and interstate commerce consist of Interstate 5 and Interstate 90. Substantial freight traffic also uses State Route 99. All three routes can be heavily congested during peak travel times. This congestion leads to longer travel times, increased operating costs, and decreased pick-up and delivery reliability. As a result, some businesses have shifted their delivery to non-peak hours and others have chosen to use alternate routes.

4.3.2.6 Industrial Centers

The Duwamish and SODO segments are within the Duwamish Manufacturing/Industrial Center (referred to as the center) along the Duwamish Waterway (also known as Duwamish River); see Figure 4.2-1 in Section 4.2, Land Use. As one of the largest industrial centers in the Pacific Northwest, it has an estimated employment of close to 70,000 jobs across key sectors such as manufacturing, construction, resource extraction, and wholesale/transportation/utilities (City of Seattle et al. 2020). The center is a critical trade and transportation hub, serving as the Port of Seattle's primary marine shipping area equipped with deep-water berths, wharfs, piers, shipyards, drydocks, container cranes, on-dock rail, container yards, cargo distribution and warehousing, and major railroad yards (Puget Sound Regional Council 2013). The center also includes Harbor Island, a key freight terminal for the Port of Seattle and the Northwest Seaport Alliance. Overall, the center supports 104,800 jobs and $24.3 billion in business revenue throughout the King County economy directly and through indirect (the business supply chain) and induced (household income expenditures) effects. For every job supported by businesses in the center, 1.6 full-time equivalent jobs are supported throughout the King County economy. The regional economic impact of these businesses is measured at 5.9 full-time equivalent jobs per million dollars in business revenues and $1.40 of output for every dollar of business revenues (City of Seattle et al. 2020).

The Port of Seattle and Northwest Seaport Alliance container terminals serve as an international gateway for imported and exported cargo goods. In 2017, use of the Northwest Seaport terminals generated a total direct revenue of over $2 billion and supported over 7,000 direct jobs (Port of Seattle 2021). Terminal 18, a 196-acre container terminal that is the largest in the Pacific Northwest, is on Harbor Island at the mouth of the Duwamish Waterway. The Duwamish Waterway serves as an important hub for exporting regional agricultural goods and other commodities and importing commodities and final goods from around the globe. The recently renovated Terminal 5 is expected to support 1,700 jobs in 2024, with a total economic impact of $1.2 billion, and indirectly supports 5,200 jobs throughout the region (City of Seattle et al. 2020).

Railroads are also an important and cost-effective component of moving goods and services to markets. BNSF Railway and Union Pacific Class 1 Rail run through the Duwamish Manufacturing/ Industrial Center, and these rail lines often provide direct service for local businesses. Some of the container docks at the port have rail to increase the efficiency of intermodal transfers.



4.3.3 Environmental Impacts of the No Build Alternative

The No Build Alternative would have fewer transportation options and longer travel times for transit riders, potentially resulting in increased road congestion and less transit usage. Chapter 3, Transportation Environment and Consequences, provides additional information on transportation considerations. This may deter or slow some investment in the study area, and the development that occurs could be more dispersed and of lower density than with the project.

The No Build Alternative would likely result in a different pattern of economic development and property development than with the project. Business and employee displacements could occur as part of the natural process of changing business dynamics and land development.

4.3.4 Environmental Impacts of the Build Alternatives during Operation

The project has the potential to advance local and regional plans by expanding transportation infrastructure and modal options available, thus increasing the efficiency of transportation and strengthening the local and regional economy. There would also be a small increase in long-term transit employment (train operators and maintenance staff) once new West Seattle Link Extension light rail service begins in 2032.

Changes to the local business environment and surrounding neighborhoods might occur as a result of the project. Direct economic impacts include business and employee displacements, as well as associated potential tax impacts from changes in land use, regional freight mobility, or maritime operations resulting from land acquisition for the project.

All Build Alternatives could result in some change in economic activity at or near the project corridor. Some alternatives could result in changes in economic activity for the broader region if the economic activity could not be relocated within the region. These changes might include business displacements when property is acquired for the project, along with corresponding effects on employees and property taxes that could shift the tax burden to other businesses and residents. If businesses are displaced outside of the region, business and occupation taxes and retail sales taxes could also be affected.

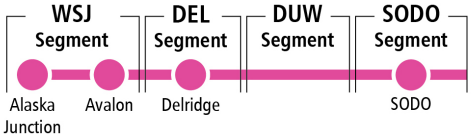
Potential maritime industry impacts that would have broader supply-chain impacts in the region and potential impacts on Tribal fishing where the project would cross the Duwamish Waterway are discussed are discussed in Section 4.3.4.3, Duwamish Segment.

4.3.4.1 Impacts Common to All Alternatives

This section describes impacts common to all alternatives, including business and employee displacements, industrial properties acquired, and the impact of acquisitions and displacements on the tax base of the city, and includes information on the minimum operable segment (M.O.S.). Additional detail on displacements is also provided by segment, along with impacts to the regional transportation of goods and services and freight mobility and access.

4.3.4.1.1 Business and Employee Displacements

The project would require acquisition of commercial, industrial, and institutional properties that might result in the disruption or displacement of businesses along the project corridor. Substantial displacement of local businesses can affect residents and businesses by altering the scale and mix of land uses and economic activity.



Often the direct impacts for displaced businesses are financial, but this does not capture the broader dynamics associated with displacement. Businesses are affected differently based on their characteristics, such as firm size, community importance, employment impact, and ability to relocate. For example, businesses that rely on a localized customer base might have more difficulty finding a suitable new location to serve the same population. Businesses that use machinery or hazardous substances might require large parcels or have perceived negative costs to the public (such as waste and pollution) that make relocation difficult. Moving to a new location could also restrict their labor pool.

Potentially displaced businesses generate local tax revenues, provide employment opportunities, and contribute to the local economy. Table 4.3-2 indicates the number of business and employee displacements that would be required by each Build Alternative within each project segment. Those alternatives with the least amount of such displacements and acquisitions would generally be expected to have a smaller negative effect on the local economy. The analysis considers impacts to specific industries that are dependent on critical waterways or infrastructure for operations by assessing if those businesses would be directly acquired.

The highest share of estimated employee displacements for the Duwamish and Delridge segments (see Table 4.3-3) are within businesses located in office-related use types. Office uses are typically associated with service-related industries, including professional, scientific and technical services, information, management of companies and enterprises, finance and insurance, and real estate. Major occupational types supported by these service-related industries include computer- and mathematical-related occupations, business and financial operations occupations, office and administrative support occupations, and management occupations. These types of occupations support median wages ranging between $50,000 and $142,000 in the Seattle Metropolitan Statistical Area and typically require a bachelor's degree or higher for entry (U.S. Bureau of Labor Statistics 2021 and 2022).

Depending on the segment, up to 38 percent of estimated employee displacements are within businesses located in warehouse use types. The warehousing and storage industry most commonly supports sales and related occupations, transportation and material moving occupations, and office and administrative support occupations. Median wages among these occupations range between $46,500 and $50,000 in the Seattle Metropolitan Statistical Area and typically require a high school diploma for entry (U.S. Bureau of Labor Statistics 2021 and 2022).

Up to 53 percent of estimated employee displacements, depending on the segment, are employed by businesses in industrial uses. Industrial uses support a wide range of industries, including construction, manufacturing, and utilities. These industries employ a wide range of occupations, including most commonly construction and extraction occupations and production occupations. These occupation types see median wages in the Seattle Metropolitan Statistical Area ranging from $50,000 to $73,000 and most commonly require a high school diploma for entry (U.S. Bureau of Labor Statistics 2021 and 2022).

Between 0 and 30 percent of estimated employee displacements within each segment are within businesses at retail uses. Retail uses support a broad range of occupations, with the most concentrated within the industry being sales and related occupations. Other common occupations within retail industries include computer and mathematical occupations and business and financial occupations. These occupations see median wages within the Seattle Metropolitan Statistical Area ranging between $48,000 and $135,000. Sales and related occupations most commonly require no formal education, while computer and mathematical occupations and business and financial occupations most commonly require a bachelor's degree for entry (U.S. Bureau of Labor Statistics 2021 and 2022).

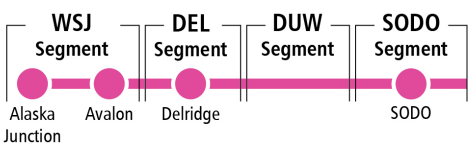


Table 4.3-2. Estimated Property Acquisition Impacts on Businesses and Employees from the West Seattle Link Extension

Segment	Alternative or Design Option	Business Displacements [a]	Employee Displacements [a]
SODO	**Preferred At-Grade Lander Access Station Option (SODO-1c)**	**33**	**240**
	At-Grade Alternative (SODO-1a)	34	240
	At-Grade South Station Option (SODO-1b)	35	260
	Mixed Profile Alternative (SODO-2)	31	280
Duwamish	**Preferred South Crossing Alternative (DUW-1a)**	**36 to 37**	**620**
	South Crossing South Edge Crossing Alignment Option (DUW-1b)	29 to 30	380 to 390
	North Crossing Alternative (DUW-2)	36	380
Delridge	**Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)**	**19**	**130**
	Dakota Street Station Alternative (DEL-1a)	14 to 17	150 to 160
	Dakota Street Station North Alignment Option (DEL-1b)	13 to 17	140 to 150
	Dakota Street Station Lower Height Alternative (DEL-2a)	14 to 18	150
	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	14 to 18	150
	Delridge Way Station Alternative (DEL-3)	14 to 18	150
	Delridge Way Station Lower Height Alternative (DEL-4)	14 to 18	150
	Andover Street Station Alternative (DEL-5)	17	130
	Andover Street Station Lower Height Alternative (DEL-6a)	16	110
	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	19	130
West Seattle Junction	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)**	**44**	**240**
	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	57	290
	Elevated Fauntleroy Way Station Alternative (WSJ-2)	15 to 18	90 to 100
	Tunnel 41st Avenue Station Alternative (WSJ-3a)	15 to 18	100 to 110
	Tunnel 42nd Avenue Station Option (WSJ-3b)	42 to 45	230 to 240
	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	17	110
	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	15	100
	No Avalon Station Tunnel Alternative (WSJ-6)	6	70

Data Sources: King County Assessment Department 2023; United States Department of Energy 2018.

Note: The employee numbers are estimates and rounded to the nearest multiple of 10. These employee numbers were derived using a mean square feet per worker ratio by building activity derived by the United States Department of Energy (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using the job density ratio. The estimate is based off the secondary building use parcel data.

[a] Ranges reflect differences from connecting to different alternatives in adjacent segments.

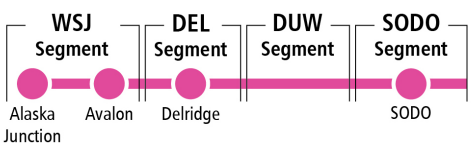


Table 4.3-3. Estimated Share of Property Acquisition Impacts on Employees from the West Seattle Link Extension by Land Use Type

Land Use Type	Minimum or Maximum Share	SODO Segment Impacts	Duwamish Segment Impacts	Delridge Segment Impacts	West Seattle Junction Segment Impacts
Office	Minimum	10%	33%	40%	3%
	Maximum	17%	63%	83%	62%
Industrial	Minimum	31%	8%	4%	0%
	Maximum	53%	30%	23%	0%
Warehouse	Minimum	28%	27%	0%	0%
	Maximum	32%	38%	6%	2%
Retail	Minimum	2%	0%	1%	0%
	Maximum	9%	1%	3%	30%
Medical Office	Minimum	0%	0%	0%	0%
	Maximum	0%	0%	10%	70%
All Other Uses	Minimum	2%	1%	0%	2%
	Maximum	17%	7%	32%	31%

Data Sources: King County Assessment Department 2023; United States Department of Energy 2018; U.S. Bureau of Labor Statistics 2022; Washington State Employment Security Department 2022.

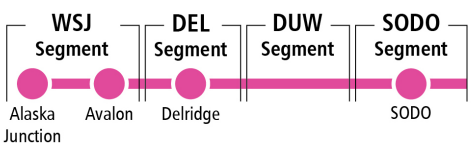
Note: The percentage of total employment is based on estimates of employee numbers presented in Table 4.3-2 by segment and alternative. Use types are aggregations of detailed use types based on data from secondary building use parcel data. Ranges reflect differences from different alternatives per segment.

The West Seattle Junction Segment has a different profile compared to the other three segments. Up to 70 percent of estimated employee displacements are within businesses located in medical office use types, depending on the alternative. For comparison, potential displacements within this use type among the other three segments range between 0 and 10 percent. Medical office uses typically employ healthcare support occupations and healthcare practitioners and technical occupations. Median wages in these occupation types range between $40,000 and $100,000. Healthcare support occupations typically require either a high school education or some higher education, but less than a bachelor's degree. Healthcare practitioners and technical occupations typically require a bachelor's degree or higher for entry (U.S. Bureau of Labor Statistics 2021 and 2022).

Some businesses might relocate to other areas or permanently close when their property is purchased, thereby causing a loss of associated jobs. However, it is anticipated that most displaced businesses and jobs would not be lost permanently because Sound Transit would provide relocation assistance to displaced businesses. Potential business displacements that are location-specific to neighborhoods are evaluated in Section 4.4, Social Resources, Community Facilities, and Neighborhoods. See Section 4.1, Acquisitions, Displacements, and Relocations, for information about displacements and relocation assistance.

4.3.4.1.2 Industrial Properties Acquired

Industrial and manufacturing land that would be converted to transportation use is described in Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.2, Land Use. Section L4.1.2.1 also cites an industrial vacancy rate of 7.2 percent, which indicates some land availability for relocations. However, industrial business replacements can be challenging when unique land features, such as access to rail or water, are required for business operation.



4.3.4.1.3 Impact of Acquisitions and Displacements on Tax Base of City

All of the project Build Alternatives would require acquisition of parcels that have existing commercial or industrial activity and businesses that pay a sales and/or business and occupation tax. Acquisition of these parcels would result in the initial reduction of sales and business and occupation taxes from the displacement of existing businesses. Determining the potential reduction for such taxes is not possible because it is not known if businesses would relocate within the city. If displaced businesses were to relocate within the city, they would resume paying sales and business and occupation taxes and there would likely be a minimal effect on the city tax base. There may be a reduction in sales tax and/or business and occupation taxes if most of the displaced businesses relocate outside the city, or if these businesses cease operations altogether.

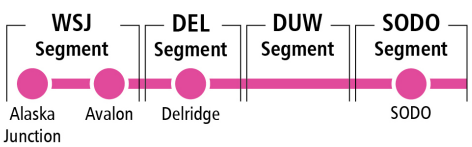
Like sales and business and occupation taxes, specific property tax impacts are not possible to calculate because of the structure of property taxes in Washington. Potential acquisitions would not initially reduce property taxes in Seattle due to the budget-based system that limits the growth of property tax revenues (Initiative 747 and subsequent legislative action to cap increases in City property tax revenues at 1 percent per year, plus some add-on value from new construction). This means the overall amount of tax collected is determined by statute and not directly determined by changes in assessed valuation. The amount of tax is then distributed across taxable property on the basis of assessed valuation. If the amount of taxable property is reduced via acquisition and made exempt, the same tax amount is redistributed to the remaining taxable properties within the jurisdiction. However, the conversion of property from taxable to tax-exempt would shift the property tax burden to other non-exempt property taxpayers. The impact is expected to be minimal given the reduction in taxable assessed valuation of acquired properties in relation to the City's overall tax base. For example, the total taxable assessed valuation of real property for project acquisitions is equal to 0.4 percent of the City of Seattle's overall assessed valuation in 2019.

Some of the initial tax revenue displacement would be offset by future construction elsewhere in Seattle. Not all the land required for the project would be needed permanently, and the unused land could be redeveloped after project completion. The long-term implications of the project's fiscal impacts depend on business relocation decisions. Some displaced businesses might choose to relocate to another site in the local area. Retaining those displaced businesses could reduce the effect on local sales taxes, property tax, and business and occupation taxes. In addition, if the project were to promote future development and investment in the local vicinity of the project corridor, property tax assessments of properties in the neighborhood could increase. However, the project could also result in shifting demand across the region, so that while assessments near the stations increase, property tax assessments in other areas of the city might be reduced. Overall, long-term property tax impacts are uncertain, and it is difficult to determine if the result on property tax assessments would be a net positive or negative.

4.3.4.2 SODO Segment

4.3.4.2.1 Business and Employee Displacements

The properties that would be affected in the SODO Segment are primarily commercial or industrial, as well as one public/institutional property (the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office [Carrier Annex/Terminal Post Office]). Option SODO-1b would have the most business displacements. Alternative SODO-2 would displace the fewest businesses but the most employees. Preferred Option SODO-1c and Alternative SODO-1a would displace the fewest employees.



Preferred Option SODO-1c or Alternative SODO-1a would avoid displacing the United States Postal Service facility at 4th Avenue South and South Lander Street. Both Option SODO-1b and Alternative SODO-2 would displace this facility. Relocation of the facility could be challenging due to its size, functions, and the service area that it would need to be within. Impacts of relocating the United States Postal Service facility are yet undefined, and if an alternative that triggers relocation of the facility moves forward, additional environmental review would be conducted to evaluate and disclose impacts of relocating the facility.

Alternative SODO-1a and Option SODO-1b would acquire property owned by Pacific Iron and Metal, a metal recycler. This property has a custom stormwater system designed to meet their operational and regulatory permit needs. These alternatives could affect the stormwater system and therefore also affect the ability of this business to operate. Pacific Iron and Metal would be fully displaced by Alternative SODO-2. Stormwater system requirements would make Pacific Iron and Metal difficult to relocate.

4.3.4.2.2 Impacts to Regional Transportation of Goods and Services and Freight Mobility and Access

For all SODO Segment alternatives, spur tracks along the SODO Busway north of South Forest Street would be removed, which would affect rail access to businesses. Option SODO-1b and Alternative SODO-2 would displace the Carrier Annex/Terminal Post Office at South Lander Street and 4th Avenue South. Impacts of relocating the United States Postal Service facility are yet undefined and should an alternative that triggers relocation of the facility move forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility.

Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would build new vehicle overpasses over the existing and future light rail tracks on South Lander Street, which is a major truck street, and would improve truck mobility by eliminating conflict and delay with the existing light rail crossings. These mobility improvements could support industrial businesses by making the local freight system more efficient by reducing delays. With Preferred Option SODO-1c and Alternative SODO-1a, where the Carrier Annex/Terminal Post Office would not be displaced, access to and from the facility would remain or be reconfigured to ensure that operations would not be affected (see Section 4.14, Public Services, Safety, and Security, for more information).

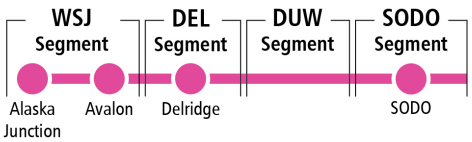
4.3.4.3 Duwamish Segment

4.3.4.3.1 Business and Employee Displacements

The properties that would be affected in the Duwamish Segment are primarily commercial or industrial, with a few institutional parcels. Option DUW-1b would displace the fewest number of businesses and employees in the segment. Preferred Alternative DUW-1a would result in the most employee displacements and the same business displacement as Alternative DUW-2. The Duwamish Segment Build Alternatives would displace businesses that might be water-dependent or supportive of water-dependent businesses (see Section 4.3.4.3.3, Impacts to Maritime Industry).

4.3.4.3.2 Impacts to Regional Transportation of Goods and Services and Freight Mobility and Access

Preferred Alternative DUW-1a and Option DUW-1b would displace United Motor Freight, because it would be unable to maintain operations during project construction and operation.



United Motor Freight transports cargo off ships to container freight stations. It is one of the few heavy and long-haul equipment companies in the Puget Sound region for importing and exporting cargo, and their operations could be difficult to relocate. Option DUW-1b would also displace General Construction, which uses gravel from barges and requires waterside docks. The company provides construction services for bridges, piers, marinas, breakwaters, jetties, dam upgrades, ferry terminals, submarine cables, and outfalls. It is highly dependent on its existing property due to the existing onsite infrastructure and co-location with CalPortland. This facility is the company's equipment yard. The facility would likely be challenging to relocate within the area.

Alternative DUW-2 would displace Centerline Logistics, Olympic Tug & Barge (part of Centerline Logistics), Island Tug & Barge, Sea-Pac Transport Services, and Maxum Petroleum. These businesses are involved in supporting the movement of marine transportation in Puget Sound, and their operations could be difficult to relocate. Island Tug and Barge is highly dependent on the existing property due to its access to the waterway, moorage, railroad lines, and freight access/circulation. Island Tug & Barge rents moorage space from the Port of Seattle and primarily hauls crushed aggregate for CalPortland, and occasionally scrap metal. Their business is highly dependent on their current location due to the proximity to CalPortland.

Sea-Pac Transport Services' property has unique features such as direct railroad, intermodal loading access from the marine terminal, and deep-water moorage. Maxum Petroleum stores fuels in storage tanks that require a large property. To find adequate space and infrastructure, Maxum Petroleum might need to relocate outside of the immediate area, which would result in temporary impacts to their operations, including their ability to fulfill a biodiesel contract with Washington State Ferries. There would be no long-term impacts to rail access.

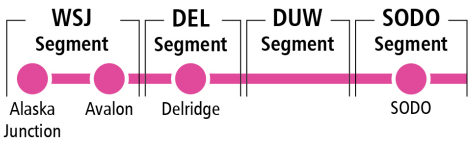
4.3.4.3.3 Impacts to Maritime Industry

Maritime businesses along the Duwamish Waterway would be displaced by the Duwamish Segment Build Alternatives. If the businesses have cargo operations or waterfront dependent functions, they could be difficult to relocate. Where feasible, Sound Transit would work with the maritime businesses to explore ways to maintain their operations.

Preferred Alternative DUW-1a would displace water-dependent businesses,[1] including the following:

- United Motor Freight – This business is one of the occupants of the buildings on the Riverside Millworks property at 3800 West Marginal Way Southwest. United Motor Freight provides multi-modal commercial shipping services and is highly dependent on its current location in proximity to Port of Seattle terminals. The business requires multiple modes of transportation, including access to water and rail.
- Bob's Boat Shop – This business is also one of the occupants of the buildings on the Riverside Millworks property. Bob's Boat Shop is dependent on the existing property for dock and waterway access and proximity to marinas because of its maritime customer base. It provides marine services, including vessel repairs and boat storage. The business requires a waterfront property.

[1] Water-dependent businesses are those that meet the following definition for water-dependent uses from Revised Code of Washington 70.105.060(24)(a): a use that cannot logically exist in any location but on the water. Examples include, but are not limited to, waterborne commerce; terminal and transfer facilities; ferry terminals; watercraft sales in conjunction with other water-dependent uses; watercraft construction, repair, and maintenance; moorage and launching facilities; aquaculture; log booming; and public fishing piers and parks.



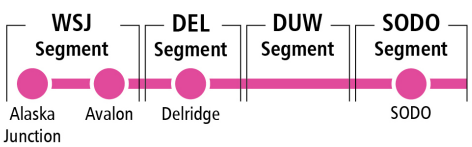
Preferred Alternative DUW-1a would also displace PCC Logistics at Terminal 104. Although not a water-dependent business (Sound Transit 2023), this business is highly dependent on the existing property due to its proximity to Port of Seattle terminals (Terminal 18 and Terminal 104), access to intermodal shipping infrastructure, and space for daily operations. Displacement could affect shipping schedules in the near-term, but Terminal 18 would not be impacted and could likely compensate for reduced capacity during relocation, with only short-term disruptions to operations.

The 2023 Duwamish Crossing Real Estate Assessment study (Sound Transit 2023) assessed the real-estate impacts associated with Preferred Alternative DUW-1a for the two directly impacted properties where the businesses listed above are located:

- The Riverside Millworks property, where United Motor Freight and Bob's Boat Shop are located. The study suggests that if the project requires a full acquisition of the Riverside Millworks property, *"replacing the entire property will be challenging given the specialized water-dependent facilities located on the southern portion of the site, consisting of a marine crane and pier, with protected saltwater access"* (Sound Transit 2023). The study also mentions that from casual observation, the dock on the Riverside Millworks property is currently used for recreational pleasure craft moorage rather than urban industrial uses. The type of large (60+ foot) pleasure craft docked at Riverside Millworks can be accommodated at a few Seattle area marinas, within a 1- to 4-year wait, depending on the marina. Lastly, the study determines that opportunities in the market for a comparable property to Riverside Millworks with similar improvements are limited but *"do occur from time to time."*
- Terminal 104 where PCC Logistics leases space from Port of Seattle. The Duwamish Crossing Real Estate Assessment Technical Memorandum concludes that a suitable replacement property can be found for PCC Logistics given the current changes in economic conditions impacting Seattle's industrial market and several new development projects that have increased the amount of available space. The relocation site should, ideally, be sited in an area with rail access, heavy haul street locations, a foreign trade zone, and bonded warehouse areas.

Option DUW-1b would displace the same water-dependent businesses as Preferred Alternative DUW-1a except for PCC Logistics. Option DUW-1b would also displace the following additional water-dependent businesses:

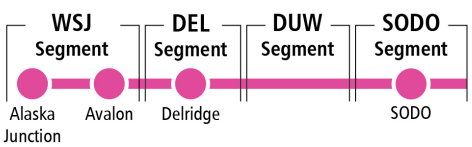
- General Construction Company – General Construction is a Marine Construction company located on Port of Seattle property that rents their equipment yard from the Port of Seattle/Northwest Seaport Alliance. It is a major company of its type in the Pacific Northwest and assisted in building the State Route 520 Floating Bridge. This business services in-water structures such as bridges, piers, marinas, dams, and ferry terminals. The property serves as Kiewit Corporation's equipment yard and private local marine service. Over half of Kiewit's vessels come to the property for service and maintenance. It is highly dependent on its existing location due to the existing infrastructure and proximity to Kiewit's operations.
- Jim Clark Marina – This is a private recreational marina that rents slips to boaters. It is owned, managed, and maintained by an association of recreational boaters so moorage rates are below market rate. It is highly dependent on the existing property and proximity to West Seattle.
- Harbor Island Marina – This facility is owned and operated by the Port of Seattle and includes a marina with a separate administrative office. Liveaboards are allowed at this marina. It is highly dependent on the existing property and proximity to West Seattle.



There are also a few water-related businesses that would be displaced by Preferred Alternative DUW-1a and Option DUW-1b, including businesses within the Harbor Marina Corporate Center at Terminal 102, owned by Port of Seattle. This center supports maritime shipping and ancillary businesses and includes warehouse and light manufacturing tenants. The Duwamish Crossing Real Estate Assessment Technical Memorandum finds that for Preferred Alternative DUW-1a, relocation opportunities for impacted office and flex users at the Harbor Marina Corporate Center are readily available in the foreseeable future due to reduced demand for office space and shifting work patterns driven by the COVID-19 pandemic. The technical memorandum also mentions that Dock E, located on the property, would be impacted by intermittent interruptions during project construction and that locating replacement properties to accommodate the temporary displacements of dock users would require advanced planning.

Alternative DUW-2 would displace the following water-dependent businesses:

- Maxum Petroleum – This business is a marine diesel oil and lubricant distributor that operates a fuel pier, tanker trucks, and bunkering vessels at Terminal 18 as well as warehouses where fuels and lubricants are blended and trucked to the fuel docks on Harbor Island. The warehouses would be displaced, which could affect fuel and lubricant delivery to Harbor Island facilities. This business requires intermodal access, including rail access, infrastructure for flammable materials storage and handling, and proximity to their facilities on Harbor Island. Maxum's bunkering services also support the North Pacific Fishing Fleet home ported at Terminal 91.
- Puget Sound Packaging and Crating – This business is highly dependent on the existing property to serve their maritime customer base at nearby Port of Seattle shipping terminals. It requires a large warehouse with barge facilities and moorage.
- Sea-Pac Transport Services – This business provides cargo packaging services for rail and container ships and is dependent on their current location due to maritime customers at nearby shipping terminals and their co-location with Island Tug and Barge. It requires moorage and a moderately sized warehouse with intermodal loading access.
- Pacific Terminals Moorage – This business provides moorage for commercial shipping vessels and has an existing moorage agreement with Sea-Pac Transport Services, which supports warehouse operations. The auxiliary moorage would be displaced, but the warehouse would not be affected. Displacement and relocation of available berths could affect shipping schedules, and the business would require space to moor vessels along the waterway.
- Island Tug and Barge – This business includes moorage and a headquarters building, provides tug and barge services, and requires access to multiple modes of transportation. The company benefits from its co-location with Sea-Pac Transport Services and proximity to nearby maritime customers. They require access to multiple modes of transportation. This business requires proximity to its customers and transportation infrastructure.
- Tilbury Cement – This business is a commercial cement production and shipping business that also leases moorage to Western Towboat Barge. It is highly dependent on its current location due to the existing infrastructure and proximity to the Duwamish Waterway. This business requires a comparable location, adequate dock, infrastructure, and acreage for daily operations.
- Western Towboat Barge – This tug and barge service business is dependent on their existing moorage agreement with Tilbury Cement, as space along the waterway for large barges is very limited. Western Towboat also moors tugs at Harbor Island Marina, Dock E, which is a Port of Seattle property.



- Westway Feed Products – This business, which has operations in 28 North American manufacturing facilities, is located at Terminal 18 and requires access to shipping infrastructure and storage capacity for production and shipping of livestock feed supplements.
- Centerline Logistics – This business is a petroleum transport business that operates tugboats, bunker, and terminal barges. It is co-located with Olympic Tug and Barge and requires access to the Duwamish Waterway and moorage for daily operations. Displacement could affect fuel delivery to container ships and other large vessels in Elliott Bay in the near and long term. Centerline Logistics and Maxum provide the majority of fueling services to container, cruise, and fishing vessels in Puget Sound. Their services are critical to the harbor and would need to be relocated in reasonable proximity to Puget Sound.
- Olympic Tug & Barge – This business is dependent on its co-location with Centerline Logistics and requires access to the Duwamish Waterway and moorage to bunker in Elliott Bay and transport petroleum using the Centerline Logistics fleet. Displacement of this business could affect fuel delivery to container ships and other large vessels in Elliott Bay.

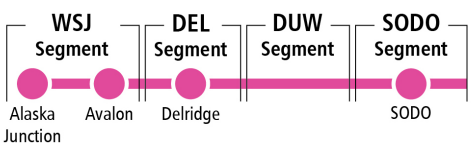
As described above, Alternative DUW-2 would displace the most water-dependent businesses and have the greatest impact on shipping of goods and services. The displacements triggered by Alternative DUW-2 would risk detrimental impacts to the economic activities of the Port of Seattle and Northwest Seaport Alliance, two of the key economic drivers of the Puget Sound region. As stated in Section 4.3.2.6, these organizations support a critical mass of port employment across a variety of industries and are essential for maintaining trade and transportation flows.

Preferred Alternative DUW-1a and Option DUW-1b would not affect the navigation channel for the West or East waterways and are not expected to have a direct economic effect related to navigation. See Section 3.9, Affected Environment and Impacts During Operation – Navigation, in Chapter 3 for further discussion of navigation on the Duwamish Waterway.

Alternative DUW-2 would introduce a new over-water structure north of the existing fixed Spokane Street Bridge, which is an existing restriction of the East Waterway navigation channel. Alternative DUW-2 would affect the vertical and horizontal clearance in this area. Because vessels that use this area typically require less vertical clearance than Alternative DUW-2, the change in vertical clearance is not anticipated to prevent current uses. However, the change in horizontal clearance could reduce the number of barges that are docked in this area, which could have some effect on maritime businesses. Alternative DUW-2 would not impact the navigation channel of the West Duwamish Waterway. It would not impact port parking at Terminal 25, or access to Terminal 5 on the west side of the waterway.

4.3.4.3.4 Impacts to Tribal Treaty-Protected Fishing

The Muckleshoot Indian Tribe has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the Duwamish Waterway. The Muckleshoot Indian Tribe is signatory to both the Treaty of Point Elliott and the Treaty of Medicine Creek. The Suquamish Tribe of the Port Madison Reservation (the Suquamish Tribe) is signatory to the Treaty of Point Elliott and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which also includes the Duwamish Waterway. Some bridge types would require placement of guideway columns in water, which could interfere with Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot Indian Tribe. Some bridge types could also interfere with Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe. Preferred Alternative DUW-1a would be constructed with either a cable stay or steel truss bridge, which would not



have guideway columns in the Duwamish Waterway. Alternative DUW-2 could be constructed with bridge types that would avoid guideway columns in the water. Option DUW-1b would have guideway columns in the water with all bridge types.

4.3.4.4 Delridge Segment

4.3.4.4.1 Business and Employee Displacements

The businesses that would be affected in the Delridge Segment are primarily commercial. Alternative DEL-1a would have the highest number of employee displacements. Preferred Option DEL-6b and Alternative DEL-7 would have the most business displacements. These alternatives would displace a business park, a health club, and other retail and local service businesses. Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would have a similar number of business and employee displacements. These alternatives as well as Alternative DEL-1a and Option DEL-1b would displace four government offices under the Washington State Department of Child, Youth and Families.

For the West Seattle Link Extension M.O.S., none of the Delridge Segment alternatives would need to acquire additional commercial, industrial, or institutional properties or displace any additional businesses.

4.3.4.4.2 Impacts to Regional Transportation of Goods and Services and Freight Mobility and Access

Preferred Option DEL-6b would create a new signalized intersection at Delridge Way Southwest and Southwest Charlestown Street/23rd Avenue Southwest that would provide truck and passenger vehicle access to Nucor Steel. Alternative DEL-7 would be similar to Preferred Option DEL-6b. None of the other Delridge Segment alternatives would affect truck, rail, or marine networks in this segment. No commercial load zones would be affected.

4.3.4.5 West Seattle Junction Segment

4.3.4.5.1 Business and Employee Displacements

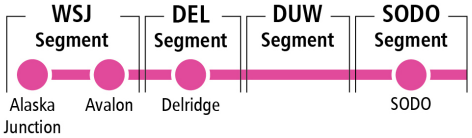
The properties that would be affected in the West Seattle Junction Segment are primarily commercial or mixed-use. Alternative WSJ-1 would have the most business and employee displacements because it would be closest to the main commercial and retail corridor in West Seattle. Alternative WSJ-6 would displace the fewest employees and businesses.

4.3.4.5.2 Impacts to Regional Transportation of Goods and Services and Freight Mobility and Access

None of the West Seattle Junction Segment alternatives would affect truck, rail, or marine networks. Up to three commercial load zones would be affected by any of the alternatives.

4.3.5 Environmental Impacts of the Build Alternatives during Construction

This section describes potential beneficial and adverse economic impacts common to all alternatives, and then describes impacts on businesses and freight during construction by segment. Segment-specific impacts discussed after Section 4.3.4.1, Impacts Common to All Alternatives, are focused on road closures that would result from construction of the West Seattle Link Extension. This type of impact affects retail and service businesses most directly



because they generally rely on easy customer access. For some, the nearby construction activities could make the business less accessible to customers, which could result in reduced business revenues and sales tax and business and occupation tax revenues. The extent and duration of the interference, the location of competitors, and the type of affected business would all influence the degree of economic effects to local businesses from project construction. Potential impacts on Tribal treaty-protected fishing during construction are also discussed for the Duwamish Segment.

4.3.5.1 Impacts Common to All Alternatives

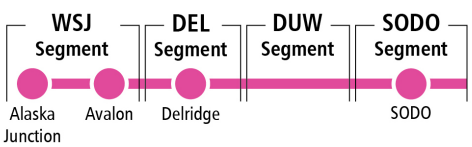
Construction activities often result in changes to the economy of the surrounding area. The benefits of construction mainly come in the form of construction and related spending entering the community via construction jobs, the purchase of local goods and services needed for construction, and construction employees spending money in the community. Negative effects of construction often include blocked visibility and reduction in access to businesses, traffic delays, noise, and rerouting traffic in ways that increase travel time.

4.3.5.1.1 Potential Beneficial Economic Impacts from Construction

The project schedule estimates that construction would begin in 2027 and be completed by 2032. Capital expenditures on light rail projects can help support regional economic activity through the purchase of goods and services, thus providing labor income and generating tax revenues in the study area. The economic contributions arising from construction projects are often temporary in nature and occur as construction spending unfolds. How much construction spending increases employment and business spending depends on the source of project funding and the types of labor used during construction. Table 4.3-4 provides the estimated direct expenditures and the estimated number of direct employees who would be supported under the preferred, highest, and lowest cost combinations of Build Alternatives. The cost estimate for the preferred alternative is composed of Preferred Option SODO-1c, Preferred Alternative DUW-1a, Preferred Option DEL-6b, and Preferred Option WSJ-5b. The high-cost estimate is composed of Alternative SODO-1b, Preferred Alternative DUW-2, Alternative DEL-4, and Option WSJ-3a. The low-cost estimate is composed of Alternative SODO-1a, Alternative DUW-1b, Alternative DEL-5, and Alternative WSJ-2.

The project would support economic activity in the region by increasing demand for services and materials in the business supply chain for the construction industry. The wages paid to workers in construction or supporting industries would support household spending in the region. The direct estimates represent business spending and jobs directly supported by the project Build Alternatives. The direct spending generates additional economic output and employment from secondary (supply-chain and household spending) effects associated with each Build Alternative. These secondary effects are represented using economic multipliers, which reflect the incremental economic activity across industries in the region generated from each dollar of capital spending.

Based on the multipliers in the 2012 Washington Office of Financial Management Input-Output model (Washington Office of Financial Management 2012, updated February 2021), every $1 million spent on construction activity supports an additional $1,120,000 in economic output. Numbers may be different than other Sound Transit reporting of project jobs supported by dollars spent on capital projects that is based on planning level budgets. Both estimates use the Washington State Input-Output model but may have different budget assumptions, depending on what cost estimates are available at the time of analysis. Construction projects can result in increased economic capacity, but only a short-term increase in output and jobs can be



specifically attributable to the project. Construction effects generally decrease as project spending declines over the life of the project.

Table 4.3-4. Estimated Direct Expenditures and Direct Employment from West Seattle Link Extension Construction

Cost Estimates and Employment	Project Construction [a]
Preferred Alternatives estimate total direct expenditure ($ millions)	$3,283.77
Preferred Alternatives estimate total direct employment (job-years)	8,300
High-cost estimate total direct expenditure ($ millions)	$3,940.03
High-cost estimate total direct employment (job-years)	9,900
Low-cost estimate total direct expenditure ($ millions)	$2,631.12
Low-cost estimate total direct employment (job-years)	6,600

Note: These estimates reflect updated cost estimates issued in December 2023 and are expressed in 2024 dollars.

[a] Does not include right-of-way, professional, and contingency costs. A job year is defined as full-time employment for one person over the course of a year (assuming 2,080 hours of employment per year).

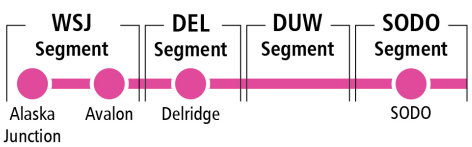
4.3.5.1.2 Potential Adverse Economic Impacts from Construction

Businesses in the study area near construction of the West Seattle Link Extension could be negatively affected by construction activities. Negative impacts might include reduced sales resulting from changes in traffic, access, parking, visibility, dust, and noise because patrons might choose to avoid construction areas or have greater difficulty accessing businesses near construction activity. Reduced sales could affect downstream tax revenues, such as sales and Business & Occupation tax. This type of impact affects retail and service businesses most directly because they generally rely on easy customer access. The extent and duration of the interference, the location of competitors, and the type of affected business would all influence the degree of economic effects to local businesses from construction.

For all project segment alternatives, construction employment could increase localized demand for parking. Increased parking occupancy may reduce business patronage for those who travel by personal vehicle if they are not able to find parking or alternative ways to access the business. Sound Transit would prohibit construction worker parking on city streets outside of the staging areas and require the contractor to develop a parking plan to describe where construction worker parking would be allowed. See Section 3.6, Affected Environment and Impacts during Operation – Parking, for more information on parking.

4.3.5.2 SODO Segment

Businesses in the SODO Segment that could be affected by construction activities are a mix of mostly industrial and commercial. General freight movement could be affected by closure of South Lander Street in this segment during construction as described in Section 3.10, Affected Environment and Impacts during Operation – Freight Mobility and Access.



4.3.5.3 Duwamish Segment

4.3.5.3.1 Potential Impacts on Businesses and Freight

Businesses in the Duwamish Segment that could be affected by construction activities are primarily industrial, with a concentration of freight-related industries and the Port of Seattle on Harbor Island and along the Duwamish Waterway. The regional movement of freight and goods would be impacted by construction activities that cause short-term lane closures on key streets in the truck network (Spokane Street, State Route 99, East Marginal Way, and West Marginal Way) on nights and weekends when the guideway is built over those streets. All Duwamish Segment alternatives would require short-term closures of the navigation channel and could impact vessel movement outside the channel during construction. Lane closures and impacts to vessel movements could impact the movement of freight, thereby affecting the Port of Seattle and other freight-related businesses during construction. More detail about the existing freight use and potential impacts along the Interstate 5 corridor, waterways, and rail corridors is included in Section 3.9, Affected Environment and Impacts during Operation – Navigation, and Section 3.10, Affected Environment and Impacts during Operation – Freight Mobility and Access, in Chapter 3.

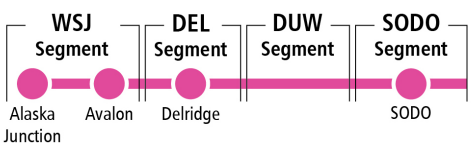
Construction of Preferred Alternative DUW-1a would temporarily close the northern gangway from Harbor Island to the Harbor Island Marina commercial dock (Dock E), and Option DUW-1b would temporarily close the southern gangway. However, mariners could use the alternate access point for each of these alternatives. The northern 125 feet of the dock would also be closed during construction of Preferred Alternative DUW-1a, while the southern 300 feet of the dock would be restricted during overhead construction of Option DUW-1b. These closures and restrictions would temporarily displace commercial vessels. Finding replacement commercial moorage on the Duwamish Waterway would be difficult. Sound Transit would coordinate with the Port of Seattle to minimize disruptions to land and water access.

Netting and scaffolding used during construction of all Duwamish Segment alternatives for all bridge types would temporarily reduce the vertical clearance of the East and West Duwamish waterways, as described under construction impacts in Section 3.11.3, Duwamish Segment. In the East Waterway, the remaining clearance would be high enough for commercial vessels that typically use this area; however, businesses with commercial vessels that use the West Waterway, such as Alaska Marine Lines and Delta Marine, have vessels that are typically taller and could be affected.

Preferred Alternative DUW-1a and Option DUW-1b would result in temporary closures to tracks east of East Marginal Way South. None of the alternatives would affect access to Terminal 18.

Alternative DUW-2 would span the lead rail track serving Harbor Island but is not expected to disrupt rail operations during construction. There would be a guideway column in the Terminal 18 employee parking lot just west of the Terminal 18 truck gate queue area, but it would not affect truck operations at the terminal. Access for construction vehicles to staging areas and construction of the guideway itself could encroach into the gate area but is not expected to affect queue capacity or circulation within the terminal operations.

For all alternatives, access to construction of the guideway and columns could also temporarily affect the local business rail spurs on each side of the SODO Busway in the Duwamish Segment. Night and weekend closures of West Marginal Way with all alternatives could affect access to Terminal 5, but these impacts are expected to be minimal due to the short duration and limited hours.



Preferred Alternative DUW-1a and Option DUW-1b would fully close Delridge Way Southwest and its northbound on-ramp to the West Seattle Bridge on nights and weekends during construction of the elevated guideway over these roadways. This would affect access to Nucor Steel and businesses on Delridge Way Southwest during these times. Closures would be coordinated with Nucor Steel, which operates 24 hours a day, 7 days a week, to minimize impacts to their operations. Alternative DUW-2 would require partial closures of the West Seattle Bridge on nights and weekends during construction of the elevated guideway over the roadway. This would not directly affect access to businesses in West Seattle and alternate routes would be available for accessing businesses.

More detail about the existing freight use and potential impacts along the Interstate 5 corridor, waterways, and rail corridors is included in Chapter 3.

4.3.5.3.2 Impacts to Tribal Treaty-Protected Fishing

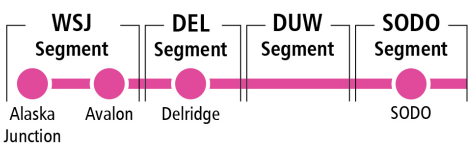
If construction were to occur during fishing seasons, Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot Indian Tribe may be affected by construction activities for bridges over the Duwamish Waterway for all alternatives, such as placement of temporary cofferdams, work trestles, and work barges. Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe may also be affected. Construction activities may also change vessel traffic patterns, which could interfere with upstream and downstream Tribal treaty-protected fishing rights and access. More detail about the impact of construction activities on navigation is included in Section 3.11.3, Duwamish Segment.

4.3.5.4 Delridge Segment

Businesses in the Delridge Segment that could be affected, primarily along Delridge Way Southwest, are a mix of service businesses and offices that serve the surrounding community as well as some that serve the larger West Seattle community. These businesses are more likely to be affected by construction nearby than other types of businesses that are not dependent on easy customer access. Potential impacts could occur to remaining service businesses along the west side of Delridge Way Southwest. Nucor Steel is adjacent to two alternatives (Alternative DEL-5 and Alternative DEL-6a) that would require full closure of Southwest Andover Street between 26th Avenue Southwest and 28th Avenue Southwest during construction of the tall bridge footings and structure, but access to Nucor by vehicle and rail would be maintained. Alternative DEL-5 would require the full closure of Southwest Avalon Way for up to 2 years. Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 would have the same closure but only on nights and weekends when the elevated guideway would be constructed over the roadway. Alternative DEL-3 and Alternative DEL-4 would require a multiple-year partial closure of Delridge Way Southwest from the West Seattle Bridge to south of Southwest Dakota Street, which could also impact access for Nucor Steel. Although construction of these alternatives would temporarily disrupt local traffic, access to Nucor Steel would be maintained in both instances.

Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would affect one general load zone on Southwest Yancy Street; the other Build Alternatives would not have additional load zone impacts during construction beyond those described as long-term impacts.

Delridge Segment alternatives connecting to Alternative DUW-2 in the Duwamish Segment would displace some employee parking, but Sound Transit would work with Nucor Steel to provide alternate parking if needed.



Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3 would fully close Southwest Genesee Street between 26th Avenue Southwest and Southwest Avalon Way during construction. Alternative DEL-2a, Option DEL-2b, and Alternative DEL-4 would require partial closures or night-time and weekend closures of this arterial that carries people between Delridge and other parts of West Seattle, and therefore these closures could affect businesses in Delridge.

4.3.5.5 West Seattle Junction Segment

Businesses in the West Seattle Junction Segment that could be affected are primarily retail and service businesses that serve the surrounding community as well as the larger West Seattle community. These types of businesses would be more likely to be affected by construction nearby than other types of businesses that are not dependent on easy customer access. Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a would have greater potential impacts to businesses along Fauntleroy Way Southwest than other alternatives in this segment because of the duration of roadway closures. The other West Seattle Junction Segment alternatives would have stations closer to the Alaska Junction retail district and therefore would have greater potential impacts during construction to businesses there, but less potential impacts to businesses on Fauntleroy Way Southwest.

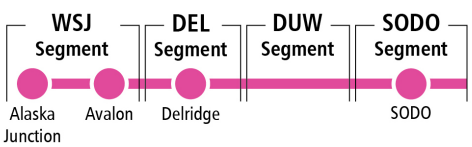
4.3.6 Indirect Impacts of the Build Alternatives

The project could have indirect economic impacts to the surrounding area. These indirect impacts can be positive or negative. Increasing economic activity in and around the industrial areas may place redevelopment pressure on maritime users as they experience more traffic congestion and competition for scarce industrial sites located close to water access.

Development of the project would likely bring more dense and mixed-use land uses to station areas consistent with adopted land-use plans, which could result in increased economic activity, increased development and redevelopment potential of surrounding properties, and increased property value of parcels near the station. As described in Section 4.2, Land Use, this increase in mixed land uses would support Seattle's Urban Village Strategy (City of Seattle 2018) by promoting compact, pedestrian-oriented development and reliable transit access accommodations. The project would also bring high-capacity transit opportunities and connections to new transportation corridors and increase access to locations around the region, especially for those with mobility challenges.

As the project expands light rail access to the area, the convenience, visibility, and desirability of the surrounding residential and commercial properties near stations would be expected to increase. In addition, heavier pedestrian activity near stations and important nodes of economic activity would increase the number of potential customers to retail businesses in the area, thus taking advantage of the clustering of businesses near each other to complete shopping trips more efficiently. Convenient light rail access might also encourage more employees to use public transportation to complete their commute, instead of driving.

Many case studies have found that residential and commercial properties within the vicinity of light rail stations typically experience an increase in property values and are ultimately valued higher than similar properties not near light rail stations (Transportation Research Board 2004, Nelson 2017), especially if pedestrian infrastructure is added (Bartholomew and Ewing 2011). In addition, higher-than-typical densities of residential housing, consumer retail and services, and pedestrian amenities characterize transit-oriented development (TOD). Gains in property value and real-estate market performance often result from the synergy of proximity to transit, building density, mixed-use properties, and pedestrian-friendliness (Transportation Research



Board 2004, Cervero 2004). Also, incremental new construction of property developments around station areas enabled by light rail access would be expected to bolster property tax assessments in future years.

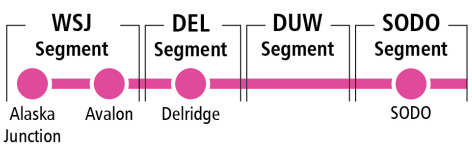
Benefits from the operation of the West Seattle Link Extension would not be presumed to be inevitable; the occurrence of these benefits would require a strong demand for real estate, location within a neighborhood with the appropriate zoning, increased infrastructure investment, and public policies that support TOD and transit system expansion. Moreover, property values might also be affected by external forces other than TOD, such as fluctuations in the business cycle, macroeconomic variables, consumer confidence, and local development pressures. Changes in property values would be expected to take time to manifest as the stages for TOD would occur over time. As described in Section 4.2, Land Use, TOD benefits may not be uniformly realized at all station areas. The project may also have broader impacts on the industrial businesses, especially the maritime businesses. Water-dependent commerce is highly specialized and dependent on being close to suppliers and distributors. Direct displacement of these uses can have indirect economic effects as demand for supply-chain services could shift to other areas within or outside the region when these specialized businesses are relocated. Therefore, some direct business displacements can indirectly affect multiple other businesses if their goods or services are no longer needed in the area due to their primary customers being displaced. Generally, those maritime businesses prefer to be close to their end markets.

Displacement of water-dependent uses could affect the regional economic capacity to support the movement of goods because these businesses might be difficult to relocate close enough to provide the same services. Therefore, the displacement of these businesses along the Duwamish Waterway might impair the operations of waterway transportation and shipment of goods and services, which could have negative effects on businesses that rely on the shipping terminals and support businesses that provide inputs for the maritime industry. As a result, it could have a broader effect on regional jobs and business revenues than the jobs and businesses displaced directly by the project. When these firms are near each other, this helps support additional economic activity by reducing transaction costs and delivery times, which boosts producer surplus and reduces the product costs for end markets.

Businesses that support water-dependent activities can be found in a broad range of industries, including wholesale, retail, real-estate services, engineering services, and petroleum products manufacturing. Water-dependent economic activities tend to purchase their business inputs from within the county, which suggests that impacts from supplier disruptions would be magnified to industry operations.

During construction, the lower vertical clearance in the West Waterway could delay commercial vessels that use the waterway, which could then result in an indirect effect to businesses. Some of these business served by these vessels are located in Alaska and Hawaii and have limited shipping options.

The acquisition of the parcels used to support the elevated guideway bridge might be disruptive to several businesses and the broader maritime industry along the Duwamish Waterway. Many of the maritime businesses along the Duwamish Waterway purchase goods and services from local suppliers (including other local maritime businesses) who would also lose revenue if displacement occurred. Most maritime businesses have close supply-chain relationships in industries that support warehousing, the broader transportation sector (including boatbuilding), and sign manufacturing. Alternative DUW-2 would likely be most disruptive to the existing maritime cluster, based on the extent of business and employee displacements and their relationship to maritime and freight movement industries in the region.



The project could also result in negative effects to surrounding properties along the West Seattle Link Extension. Negative operations effects could include impaired road access and traffic flow changes or restrictions, decreased parking, noise increases, and impaired visibility that could reduce business patronage. Indirect displacement of existing businesses might occur as a result of new development patterns that may increase rents or saturate the local market area with similar businesses, drawing away sales from existing businesses. Chapter 3 and Section 4.5, Visual and Aesthetic Resources, and Section 4.7, Noise and Vibration, address traffic, noise, and visual effects and describe these issues in more detail. Noise and reduced visibility would have to be noticeability greater than what currently exists for decreases in business patronage and property values to be expected.

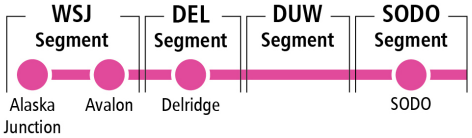
4.3.7 Mitigation Measures

In most cases, with relocation assistance for business displacements discussed in Section 4.1, Acquisitions, Displacements, and Relocations, long-term operation of the West Seattle Link Extension is not anticipated to result in adverse effects that would require mitigation. Where feasible, Sound Transit would explore ways to maintain water-dependent business operations. For Preferred Alternative DUW-1a, Sound Transit would work with affected businesses on the Riverside Millworks property to determine if they could continue to operate on the southern portion of the property or to find a suitable relocation site.

Construction might cause adverse impacts on businesses due to reduced access or general construction activity. Mitigation measures presented in Section 3.11, Construction Impacts; Section 4.1, Acquisitions, Displacements, and Relocations; Section 4.5, Visual and Aesthetic Resources; and Section 4.7, Noise and Vibration, would minimize these impacts. Construction management plans would be developed to address the needs of businesses and could include, but are not limited to, the following measures:

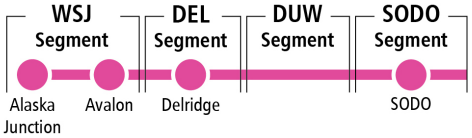
- Provide a 24-hour construction telephone hotline for community members to report issues to Sound Transit community engagement staff, who work with the construction team to resolve issues and respond to the community member.
- Provide business cleaning services on a case-by-case basis.
- Provide detour, open for business, and other signage as appropriate.
- Establish effective communications with the public through measures such as meetings, construction updates, alerts, and schedules.
- Implement promotion and marketing measures to help affected business districts maintain their customer base, consistent with Sound Transit policies, during construction.
- Maintain access as much as possible to each business and coordinate with businesses during times of limited access.
- Provide a community ombudsman consistent with Sound Transit policy. In the event that complaints arise about construction impacts that could not be resolved by community outreach staff or the relevant department director, the ombudsman policy provides a process for addressing those complaints in an impartial, fair, and timely manner that ensures effective stewardship of public resources and minimizes construction impacts.

Because the project design could affect Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot Indian Tribe, Sound Transit and the Federal Transit Administration would continue working with the Muckleshoot Indian Tribe to avoid and mitigate impacts to treaty-protected fishing rights and access to the Usual and Accustomed



Areas from construction of the Duwamish Waterway crossing through ongoing government-to-government consultation. Sound Transit will not authorize construction of the Duwamish Waterway crossing prior to reaching agreement with the Tribe on these measures.

Because project design could affect Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe, Sound Transit and the Federal Transit Administration would continue working with the Suquamish Tribe to avoid and mitigate impacts to treaty-protected fishing rights and access to the Usual and Accustomed Areas from construction of the Duwamish Waterway crossing through ongoing government-to-government consultation. Sound Transit will not authorize construction of the Duwamish Waterway crossing before reaching agreement with the Tribe on these measures.



4.4 Social Resources, Community Facilities, and Neighborhoods

4.4.1 Introduction to Resource and Regulatory Requirements

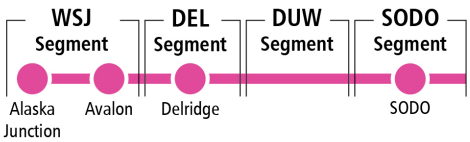
This section describes the existing social resources, community facilities, and neighborhoods that could be affected by the West Seattle Link Extension Project (the project) alternatives, and it identifies potential impacts on them. The National Environmental Policy Act and State Environmental Policy Act require evaluation of potential impacts to the human environment, which includes how a project may alter, for better or worse, access to social resources and community facilities or how the project may impact neighborhoods. Social resources include social service providers, emergency housing (shelters), and food banks. Community facilities include social service providers; grocery stores; park and recreation facilities; community, youth and senior centers; sports venues; cultural institutions such as libraries, museums, and theaters; religious institutions; cemeteries; daycare facilities; and government offices. A major public art installation in the SODO Segment was also considered for this analysis.

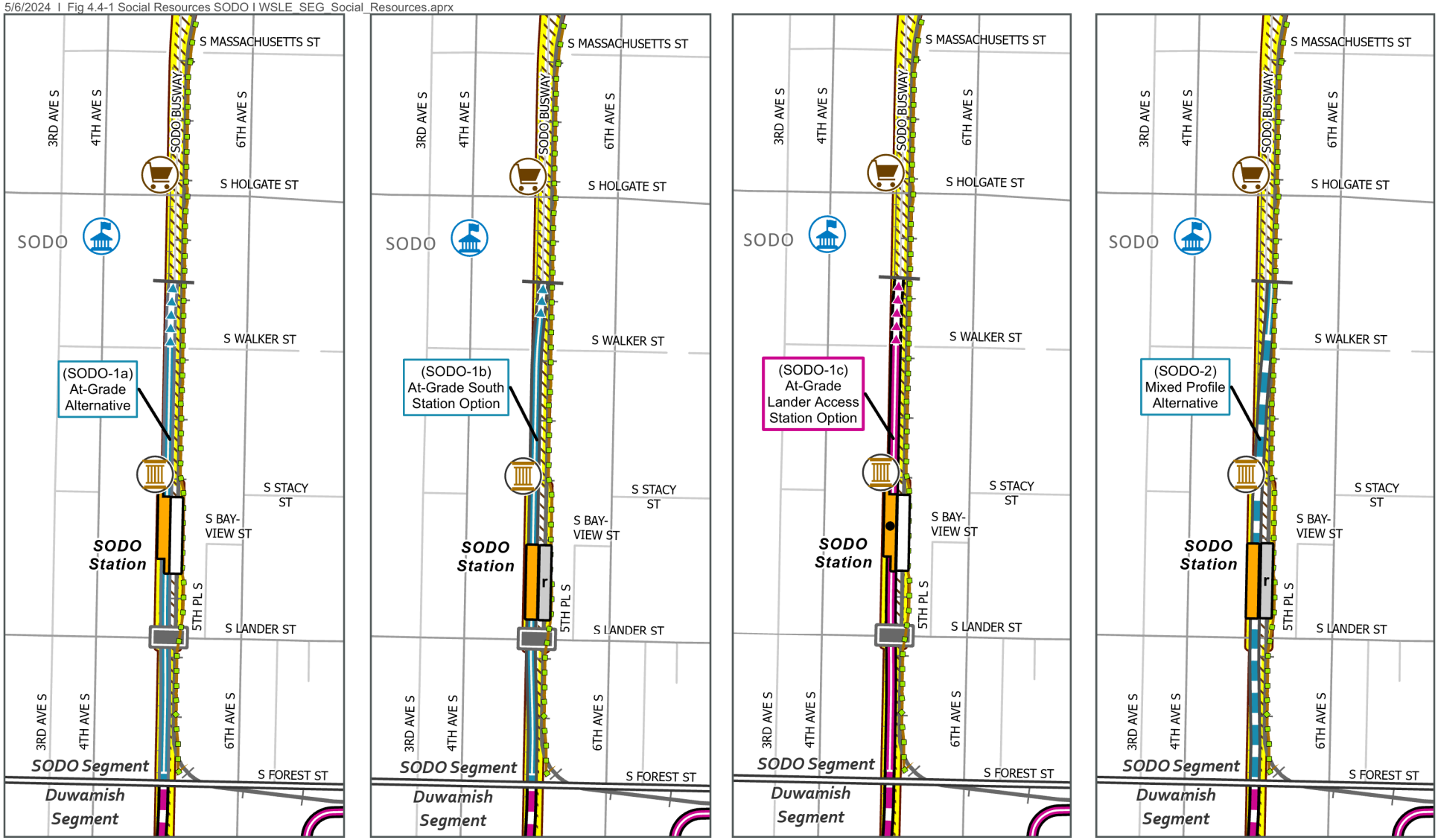
Consistent with published guidance from the Federal Transit Administration (FTA), four key neighborhood and community issues are considered when addressing the affected environment and potential impacts of a transportation project: changes in quality of life, barriers to social interaction, impacts on community resources, and effects on safety and security. The analysis in this section also considers the demographics of potentially affected areas, the potential social effects of economic changes, and the potential for displacement of cultural institutions as a result of the project. Public services, including fire and emergency services, police, government offices and facilities, schools, solid waste and recycling, post offices, and libraries are shown and discussed in Section 4.14, Public Services, Safety, and Security. Section 4.17, Parks and Recreational Resources, provides additional information about the parks and recreational facilities within the study area.

4.4.2 Affected Environment

The study area for social impacts, community facilities, and neighborhoods is the area within a 0.5-mile radius from the alternative alignment centerlines. While the area of effects is expected to be smaller, the 0.5-mile study area reflects the distance residents and workers could easily walk to the new stations and is large enough to include areas that would be affected by the construction of the light rail facilities. The impact analysis for this section considers impacts identified in other Final Environmental Impact Statement (EIS) sections, with references to those sections included where appropriate. Appendix L4.4, Social Resources, lists all the social resources identified in the study area. Figures 4.4-1 to 4.4-4 identify the locations of social resources in the study area by segment. Figure 4.4-5 shows the neighborhoods in the study area.

The study area covers four Seattle neighborhoods: Beacon Hill, Industrial District, Delridge, and West Seattle. The neighborhoods are described by segment in this section and are shown on Figure 4.4-5. The Beacon Hill neighborhood on the east side of Interstate 5 is effectively cut off from the project by the freeway; therefore, this neighborhood is not discussed further.
The Industrial District neighborhood in the SODO and Duwamish segments is primarily commercial and industrial areas with very few residential uses. Residential communities are primarily found in the Delridge and West Seattle neighborhoods.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Trail

- Study Area (boundary beyond the map extent)
- Community Facility
- Grocery Store/Market
- Social Service

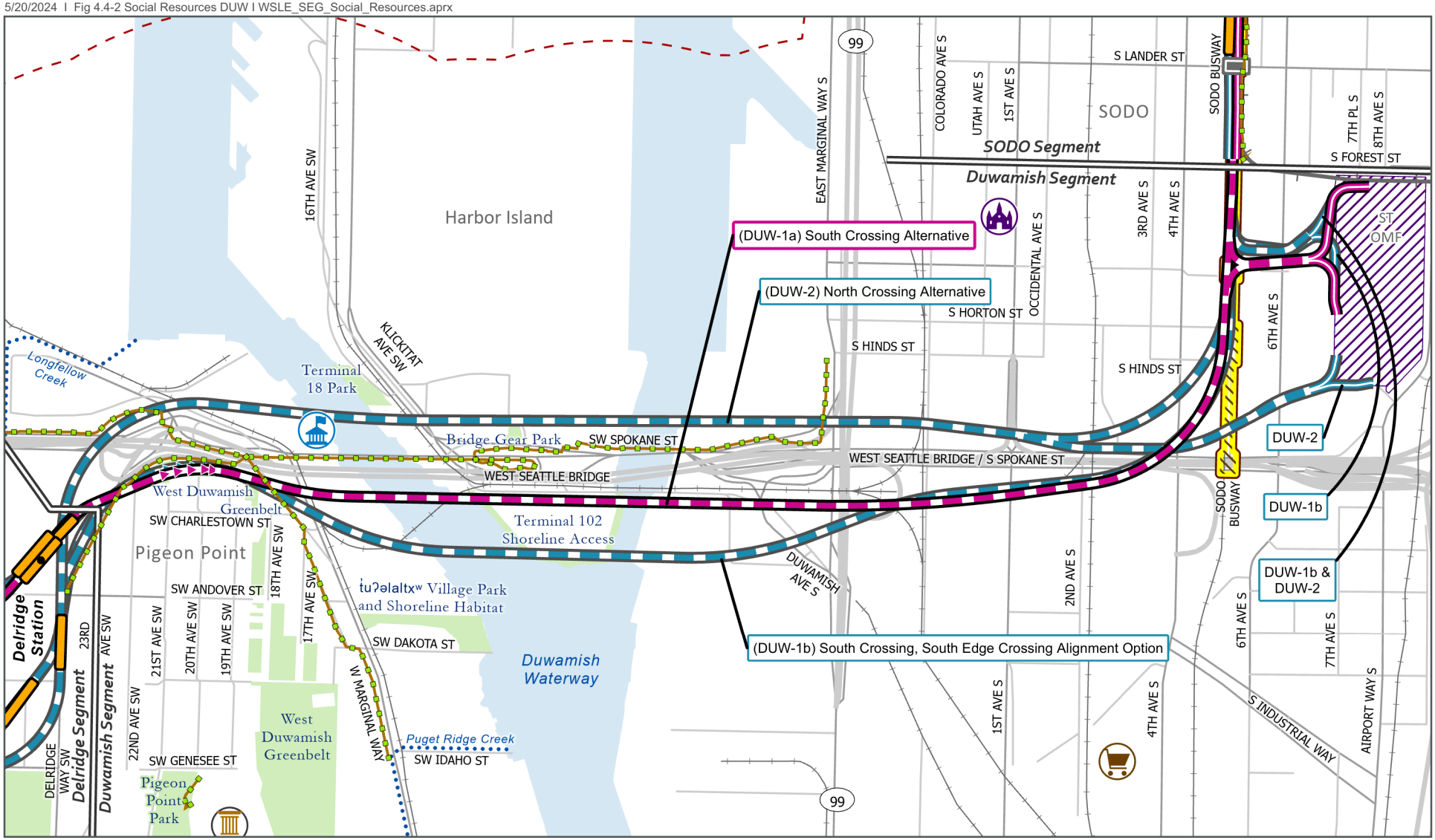
Notes: SODO Track not shown on map.
Amazon Fresh Grocery Store/Market is outside the map extent.

FIGURE 4.4-1
Social Resources
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park
- Trail

- Study Area
- Church/Religious Institution
- Community Facility
- Grocery Store/Market
- Social Service

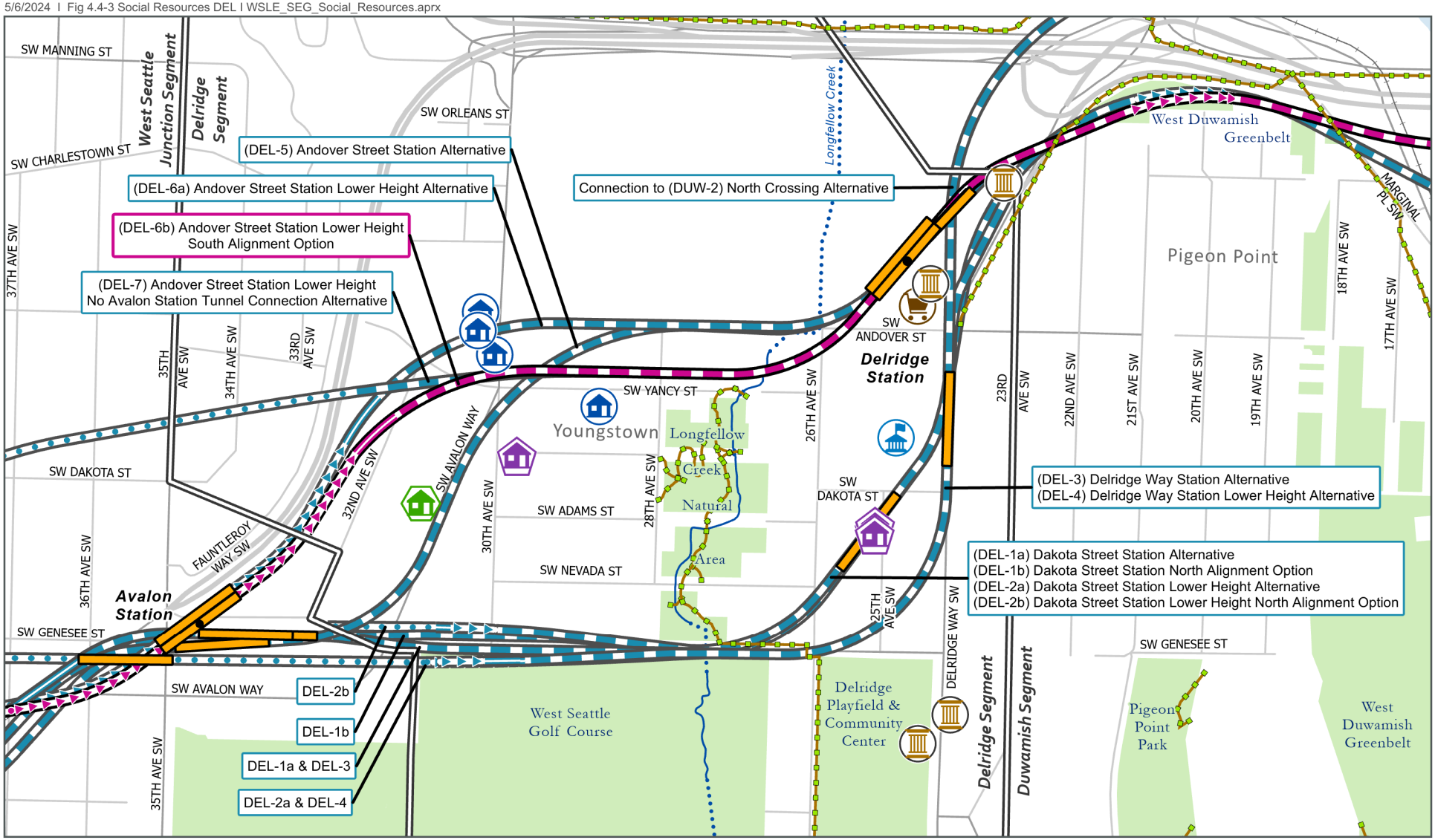
Note: SODO Track not shown on map.

FIGURE 4.4-2
Social Resources
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Trail

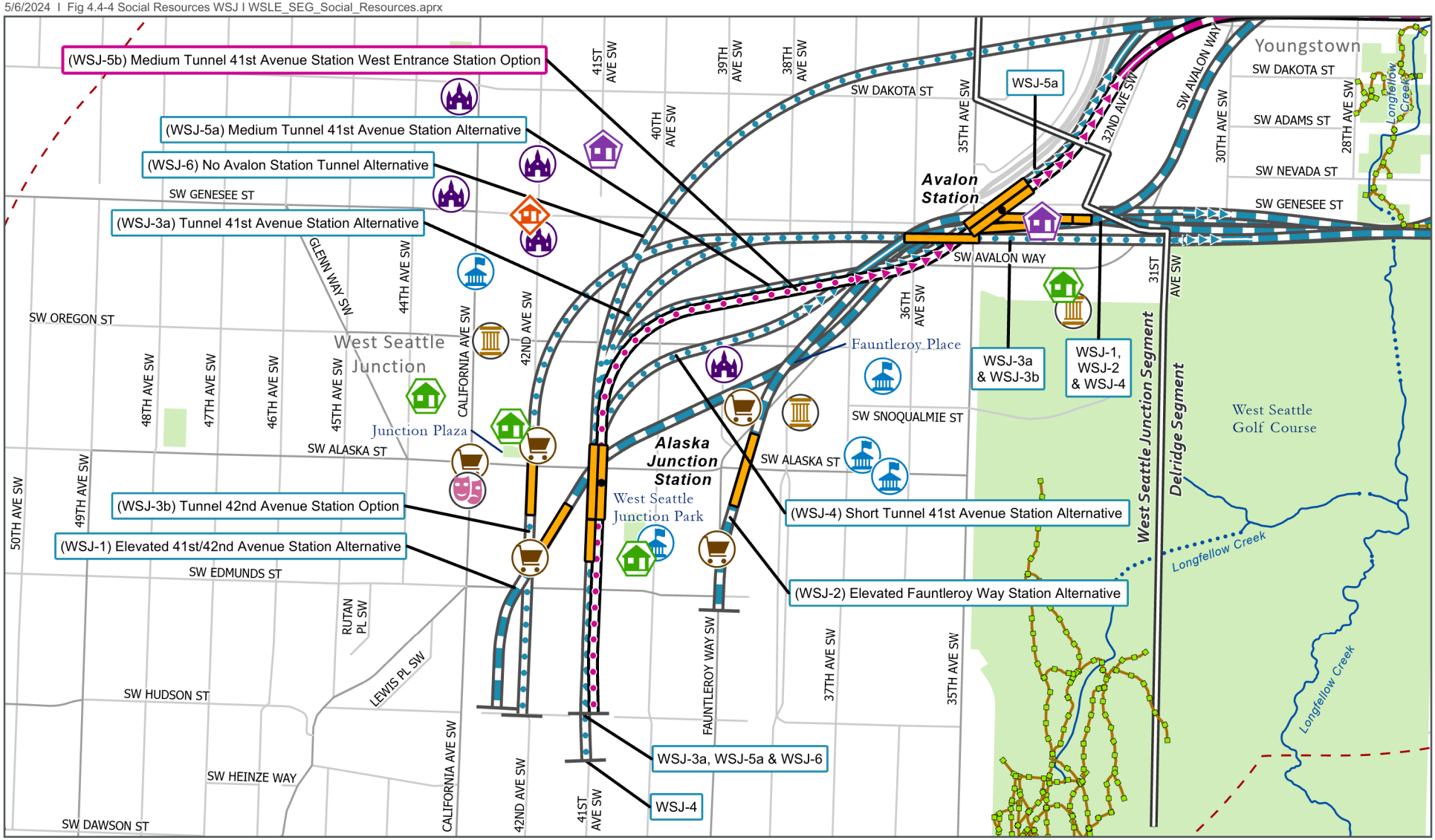
- Study Area (boundary beyond the map extent)
- Community Facility
- Grocery Store/Market
- Housing with Services
- Income-restricted Housing
- Seattle Housing Authority (SHA) Property
- Social Service

0 500 1,000 Feet

N

FIGURE 4.4-3
Social Resources
Delridge Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Trail

- Study Area
- Church/Religious Institution
- Community Facility
- Grocery Store/Market
- Mandatory Housing Affordability (MHA) Property
- Income-restricted Housing
- Seattle Housing Authority (SHA) Property
- Social Service
- Theater/Performance Venue

Note: West Side Presbyterian Church and West Seattle Church of the Nazarene are outside the map extent.

0 500 1,000 Feet

N

FIGURE 4.4-4
Social Resources
West Seattle Junction Segment

West Seattle Link Extension

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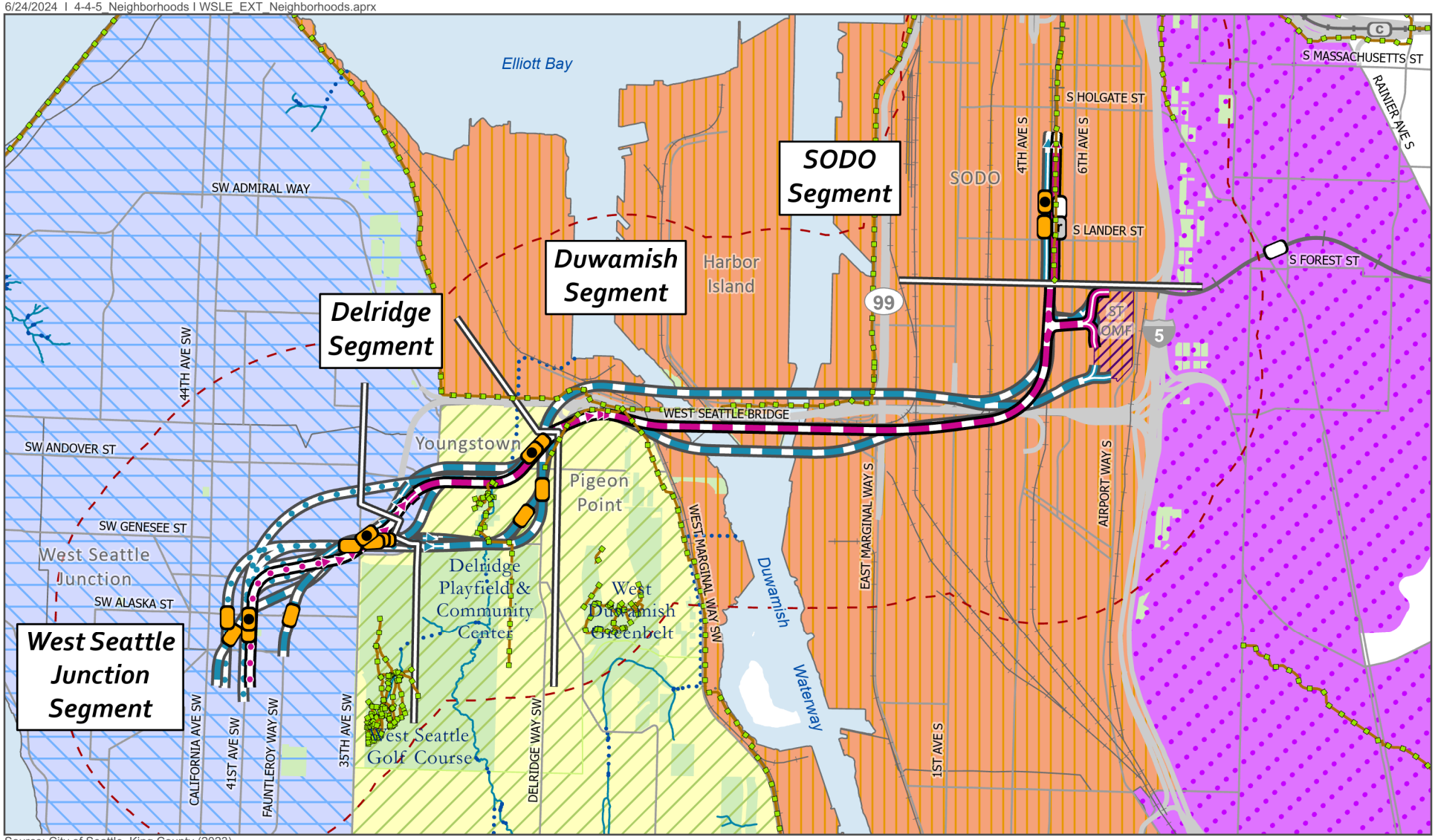


Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Trail

- Study Area
- Beacon Hill
- Industrial District
- Delridge
- West Seattle

0 0.5 1 Mile

N

FIGURE 4.4-5
Neighborhoods

West Seattle Link Extension

The Delridge and West Seattle neighborhoods are in an area of Seattle that has seen considerable development in the last 15 years, focused on increasing residential density and new commercial buildings.

4.4.2.1 Neighborhood Cohesion and Social Resources

Neighborhood cohesion is qualitatively evaluated in terms of transportation network and services, linkages to community facilities and activity centers, patronage of businesses and cultural institutions, interaction of people (which considers locations where people interact and the likelihood of interaction at those locations), and neighborhood uniqueness. Based on the extent to which all or some of these factors are present in a neighborhood, Sound Transit categorized the neighborhood as having high, medium, or low cohesion.

> Neighborhood cohesion is defined as the extent to which residents have a sense of belonging to their neighborhood.
>
> The level of cohesion (that is, low, medium, or high) considers the interactions between the residents and the resources in that neighborhood.

4.4.2.1.1 SODO Segment

The primary neighborhood in the SODO Segment is the Industrial District, with a small area of the Beacon Hill neighborhood on the eastern edge.

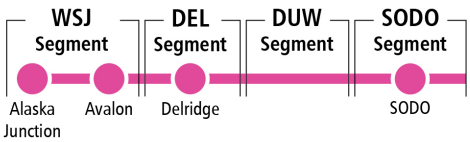
The Industrial District is characterized by industrial uses, with a mixture of commercial, warehouse, and office space throughout. It contains one of Seattle's designated manufacturing industrial centers, the Duwamish Manufacturing/Industrial Center; the Port of Seattle; private marine terminals; BNSF Railway and Union Pacific Railroad rail yards; and the Sound Transit Operations and Maintenance Facility Central. This neighborhood also includes SODO, the area "south of Downtown," with a mixture of commercial uses, including the Starbucks company headquarters, warehouse stores, businesses and the SODO Trail.

The Industrial District neighborhood primarily includes business and industry with very little residential community, except for some low-income housing. As a result, there are very few social resources present; there is one social service, a food bank near the alignment, and two grocery stores farther from the alignment. Services in the area include restaurants, supply stores, a daycare, and a few community facilities that support the employees in the business and industry community. The SODO Track along the SODO Busway is a major public art installation that provides beauty and a sense of place for those traveling through the SODO Busway either on transit or on the SODO Trail. Although there are few residents in this industrial neighborhood, businesses, services, and employees report that cohesion is high.

4.4.2.1.2 Duwamish Segment

The primary neighborhood in the Duwamish Segment is also the Industrial District, with small areas of Beacon Hill to the east and Delridge to the west.

As described for the SODO Segment, the Industrial District neighborhood is characterized by industrial uses, in particular water-based industrial uses along the Duwamish Waterway (also known as the Duwamish River) and on Harbor Island. Harbor Island is also home to a Port of Seattle shoreline access area, two parks, a fishing pier, and two marinas. The Harbor Island Marina allows live-aboard boats. Many of the businesses on Harbor Island are related to Port of Seattle operations. The Duwamish Waterway also supports recreational and Tribal treaty-protected fishing, including the informal recreational and subsistence fishing pier on the Spokane Street Bridge, accessible by car and from the West Seattle Bridge Trail. The services



present in this neighborhood are found primarily on the east side of the Duwamish Waterway and include restaurants, supply stores, the International Longshore and Warehouse Union Local 19, and equipment rental businesses that mostly support local industry. Neighborhood cohesion is medium and relates to access to work and the infrastructure and services to support business and industry.

A portion of the Delridge neighborhood within the Duwamish Segment includes the Pigeon Point and Riverside communities, both areas that residents describe as having a “small town” feel. There are several parks and a school, which provide opportunities for social interaction. Another social resource in this area is the northern end of the West Duwamish Greenbelt, which is the largest greenbelt in the city and contains hiking trails to the south of the study area. Neighborhood cohesion is high in the Delridge neighborhood.

The Beacon Hill neighborhood characteristics described for the SODO Segment also apply to this segment. The connections across Interstate 5 to Beacon Hill are limited to South Spokane Street/South Columbian Way.

4.4.2.1.3 Delridge Segment

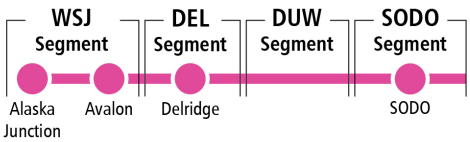
The primary neighborhood in the Delridge Segment is Delridge, which includes the Youngstown community in the Delridge valley. The segment also includes a small area of the Industrial District to the north (previously described) and part of West Seattle to the west (described below in the West Seattle Junction Segment).

The Delridge neighborhood is mostly single-family residential with some multi-family homes. Low-income and supportive housing in Delridge is discussed in Section 4.4.2.5, Income-restricted and Supportive Housing. It has several parks and recreational areas, including the West Seattle Golf Course, Longfellow Creek Natural Area, and Delridge Playfield and Community Center. People use the Longfellow Creek Legacy Trail, which runs through the Longfellow Creek Natural Area. The West Seattle Golf Course is one of five public golf courses in the city. The Delridge Playfield and Community Center provides play, social, and activity space. Delridge is also home to the Youngstown Cultural Arts Center, which is focused on the arts, youth empowerment, and sustainable initiatives. Tenants at the cultural center include Arts Corps, Interagency Beacon Academy, Y.M.C.A. Social Impact Center, Totem Star, Twelfth Night Productions, and West Seattle Tool Library. An Indian Child Welfare Office, which is part of the Washington State Department of Children Youth and Families, is located in this neighborhood. The Delridge Segment also includes Mode Music and Performing Arts, which is a non-profit arts organization associated with Mode Music Studios that was created to address disparities in children’s arts education.

Residential uses (both single and multi-family) surround the parks and recreational areas, and residents in the study area can walk to the parks and other social resources on sidewalks. This area is dominated by homes and parks, with some community businesses and social resources such as cafes, a neighborhood deli-mart, a daycare, and other businesses that cater to residents and workers and provide opportunities for interaction. As described in the Duwamish Segment, neighborhood cohesion is high in the Delridge neighborhood.

4.4.2.1.4 West Seattle Junction Segment

The primary neighborhood in the West Seattle Junction Segment is West Seattle, with a small part of Delridge (as described above in the Delridge Segment) to the east.



The community character of the West Seattle neighborhood, which includes the areas around the Avalon and Alaska Junction stations, reflects the City's goal of having a small-town community with its own distinct identity, composed of a large single-family residential community, some senior multi-family housing, and a vibrant mixed-use business and multi-family district. The West Seattle Junction, a City of Seattle-designated "hub urban village," is in this segment. Hub urban villages are areas where both housing and job growth are expected to occur. The West Seattle Junction hub urban village is a higher-density area comprising commercial businesses, offices, schools, multi-family residential housing, and services such as such as doctor's offices, banks, salons, and exercise studios. Grocery stores, churches, and private schools are all social resources that provide opportunity for social interaction in this area. Many of these resources draw people from the greater West Seattle area. West Seattle Junction hosts neighborhood events such as the weekly farmer's market and the West Seattle Summer Fest festival. Parks and recreational areas are also in the West Seattle Junction Segment, including Camp Long and the West Seattle Stadium in the eastern edge of this segment. There are several social resources in this neighborhood, including childcare facilities, a Y.M.C.A., and the Senior Center of West Seattle. The West Seattle Junction neighborhood has high neighborhood cohesion.

4.4.2.2 Demographics

Table 4.4-1 shows demographic information for the West Seattle Link Extension study area. The data is based on a geographical information system analysis of United States Census 2017 to 2021 American Community Survey data for the census block groups that intersect with the segment boundaries. The segment demographic information is presented alongside the demographic information for the entire West Seattle Link Extension study area and City of Seattle and Sound Transit Service District demographic information for context. See Appendix G, Environmental Justice, for more detailed demographic data and maps. The term "minority" is used in Appendix G for consistency with the Environmental Justice Executive Order 12898. This section uses the term "communities of color" and "people of color."

Based on the information in the table, the SODO Segment's population has the highest percentage of people of color, limited-English-proficiency speakers, and households with no vehicles compared to the other segments. The percentage of people of color and limited-English proficiency speakers in the SODO Segment is also greater than the City of Seattle and the Sound Transit Service District overall; however, the SODO Segment has the lowest population of all the segments. The Duwamish and Delridge segments have similar percentages of people of color, limited-English proficiency speakers, and households with no vehicles as the City of Seattle and Sound Transit Service District. The percentage of the population in the West Seattle Junction Segment who are people of color is less than that of the City of Seattle and the Sound Transit Service District overall.

The SODO Segment has a small overall population and the lowest median household income of all comparison geographies, but a similar percentage of low-income people compared to the City of Seattle and the Sound Transit Service District. The Duwamish Segment has the greatest percentage of low-income households, while the Delridge and West Seattle Junction segments have the lowest percentage of low-income people compared to the other segments, the City of Seattle, and Sound Transit Service District.

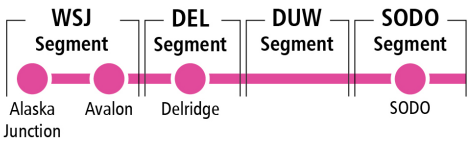


Table 4.4-1. West Seattle Link Extension Study Area Demographics

Geographic Area	Total Population	People of Color	Low-Income Population [a]	Limited-English - Proficiency Households [b]	Under 18 Population	Over 65 Population	Households with No Vehicle	Median Household Income
Seattle	725,319	38%	18%	7%	15%	12%	18%	$109,336
Sound Transit Service District [c]	3.36 million	42%	20%	10%	21%	13%	9%	$103,824
West Seattle Link Extension Study Area	35,288	32%	16%	6%	14%	12%	11%	$113,717
SODO Segment	2,692	49%	19%	14%	9%	13%	25%	$92,616
Duwamish Segment	6,339	46%	23%	10%	13%	14%	6%	$100,867
Delridge Segment	4,672	38%	14%	8%	15%	6%	8%	$107,570
West Seattle Junction Segment	21,585	24%	14%	3%	15%	13%	10%	$123,554

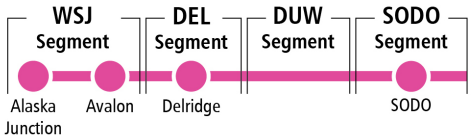
Source: 2021 American Community Survey 5-Year Estimates (United States Census Bureau 2023).

Note: Numbers rounded to nearest percentage point.

[a] Sound Transit's low-income threshold is defined as two times the federal Health and Human Services poverty level.

[b] Limited English Proficiency is defined as people over 5 years of age that speak English "less than very well."

[c] The Sound Transit Service District includes portions of King, Pierce, and Snohomish counties.



4.4.2.3 Transportation Linkages

There are transportation facilities throughout the study area. In the SODO Segment, a bus-transit-only roadway called the SODO Busway runs north-south through the segment. There are four bus stops on the SODO Busway that provide access to surrounding businesses and industries; two provide a transfer opportunity to light rail at the existing SODO Station at South Lander Street and the existing Stadium Station at South Royal Brougham Way. King County Metro Transit (Metro) and other bus transit providers use this busway for several routes providing connections to and from Downtown Seattle. The SODO Segment also has freight rail lines and truck routes to support the industrial businesses in the area. In the Duwamish Segment, the West Seattle Bridge is the primary transportation connection between West Seattle and the rest of Seattle. The Spokane Street Bridge also provides a connection to other parts of Seattle and access to Harbor Island, and a multi-use trail connects SODO to West Seattle via the Spokane Street Bridge in this segment. Bus service is not provided directly to or from Harbor Island. In the Delridge and West Seattle Junction segments, there are bicycle facilities, transit, and sidewalks that provide connections within West Seattle. Delridge Way South has several bus routes connecting to Downtown Seattle and locations south, including White Center. Metro also provides a passenger-only water taxi service between West Seattle (Alki area) and the Seattle waterfront (Colman Dock).

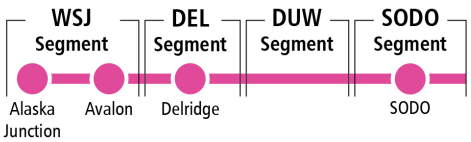
The existing roadway, bicycle, and pedestrian network and the presence of several bus transit routes provide connectivity to the jobs, public services, and facilities that support the communities within the study area. See Chapter 3, Transportation Environment and Consequences, for more information on the transportation infrastructure in the study area.

4.4.2.4 Social Equity

In support of the Seattle 2035 Comprehensive Plan, the City of Seattle conducted an equity analysis to identify how growth within the city may benefit or burden marginalized populations (City of Seattle 2016). The City used demographic, economic, and physical factors to determine current displacement risk and access to opportunity for communities in Seattle. The City defined “displacement” as the involuntary relocation of marginalized populations from their current neighborhood. “Access to opportunity” was defined as access to services, amenities (such as shop, parks, or transit), and other key determinants of social, economic, and physical well-being (City of Seattle 2016). The City found that there is a low to medium displacement risk and low to medium access to opportunity in the study area, depending on location. Preliminary updated mapping for displacement risk provided by the City in January 2024 remains consistent with these findings. The City’s analysis did not consider future light rail in the project corridor, which would increase access to opportunity and could increase displacement risk near stations. Access to light rail is one of 15 factors for displacement risk and 1 of 13 factors for access opportunity.

4.4.2.5 Income-restricted and Supportive Housing

Seattle has many organizations that provide income-restricted, transitional, or supportive housing, and some have housing in the study area. There are 13 Seattle Housing Authority complexes in the West Seattle Link Extension study area, and Transitional Resources owns and leases several properties within the study area. Transitional Resources is a non-profit organization in Delridge that provides behavioral health services and supportive housing to help people make a transition to stable living in the community. Three of its buildings include a total of 104 units of supportive housing, and an additional building has 15 units of supportive housing as well as outpatient behavioral health offices.



Seattle also has Mandatory Housing Affordability (M.H.A.) zoning in some neighborhoods in the project study area, which requires developers to either build affordable housing or contribute to an affordable housing fund. One building with M.H.A. units is under construction in the study area, and others could be developed here in the future. There are also four multi-family residential buildings in the study area with income-restricted units through Seattle's Incentive Zoning program. Figures 4.4-3 and 4.4-4 show the housing resources described above.

Some multi-family residential buildings in the study area also currently have rent- or income-restricted units through Seattle's Multifamily Tax Exemption (M.F.T.E.) program, although buildings currently in the program will likely no longer qualify by the time the project opens in 2032. Additional properties in the study area could be built in the future under this program.

Incentive Zoning

Incentive Zoning is a voluntary program in some Seattle land use zones that allows developers to achieve additional development capacity by contributing to or providing affordable housing units or other public amenities. Affordable housing units in this program remain restricted for a minimum of 50 years.

Multifamily Tax Exemption Program

The Multifamily Tax Exemption program, or M.F.T.E., is an incentive to create affordable housing in Seattle. Buildings participating in the M.F.T.E. program receive a property tax exemption for up to 12 years in exchange for lowering rents for tenants meeting income requirements. The M.F.T.E. program requires 20 or 25 percent of the apartments in a participating building to be affordable. Program rents are typically hundreds of dollars less per month than market rate.

4.4.3 Environmental Impacts of the No Build Alternative

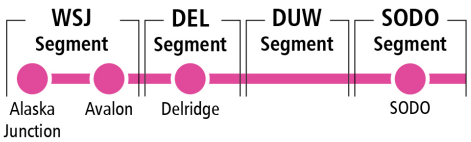
The No Build Alternative would avoid the property acquisitions and other built environment impacts associated with building and operating light rail in an urban area. Those who reside in or travel to and from neighborhoods within the study area would not be provided with the reliability of light rail or increased transit accessibility. The neighborhoods and communities in the study area would develop according to adopted plans, dependent upon economic conditions, which could change the character of neighborhoods or neighborhood cohesion.

4.4.4 Environmental Impacts of the Build Alternatives during Operation

The analysis of potential impacts of the project on neighborhoods considers changes in neighborhood quality, barriers to social interaction, impacts on social resources, and impacts on public services, safety, and security. Much of the impacts evaluation in this section is based on analyses conducted for other sections of this Final EIS, including Chapter 3, Transportation Environment and Consequences; Section 4.1, Acquisitions, Displacements, and Relocations; Section 4.5, Visual and Aesthetic Resources; Section 4.7, Noise and Vibration; and Section 4.17, Parks and Recreational Resources. Impacts on other resources do not automatically constitute a social impact or impact on neighborhood cohesion. Instead, these impacts are evaluated collectively, with potential mitigation measures taken into account, for their effects on social resources and neighborhoods. Appendix G, Environmental Justice, addresses potential impacts and benefits to people of color and low-income people.

4.4.4.1 Impacts Common to All Alternatives

Introducing a new light rail facility within a densely populated urban area could result in benefits and impacts that would be common to all Build Alternatives.



4.4.4.1.1 Benefits

Neighborhoods served by light rail stations would benefit from increased transit access to Downtown Seattle and other areas in the Puget Sound region accessible by light rail. Light rail service would be a fast, frequent, and reliable alternative to car travel and local bus service for many people in the travel corridor. Light rail access benefits include easier access to employment opportunities; educational facilities; cultural facilities and activities; medical, social and public service providers; sporting events and recreational activities; and other regional transportation terminals and hubs. The project would provide increased access to locations around the city for pedestrians, bicyclists, and those with mobility challenges. The station areas would include bus bays on adjacent streets, which would facilitate transfers between buses and light rail for people who live or work outside of the station's walkshed. Neighborhoods close to light rail stations could experience increased social activity due to improved access, residential and business redevelopment, or transit-oriented development (TOD) projects. Local businesses could experience greater patronage and an increased employment base.

Equitable Transit-Oriented Development

The City of Seattle has received a grant from FTA to support equitable TOD along the West Seattle Link Extension Project corridor. The priorities of this grant-funded program are to advance racial equity and community agency in access, public realm, and TOD investments throughout the project corridor and improve City of Seattle accountability and transparency regarding racial equity.

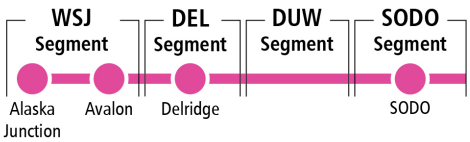
The project generally would have health benefits as the alternatives would increase the opportunity for physical activity by encouraging walking and biking to the stations through incentives such as limited parking around the stations, bicycle lockers at the stations, and bicycle racks on the trains. The project would also increase access to city parks and recreation destinations and new connections to bus transit routes at the light rail stations. The project would improve air quality by reducing vehicle miles traveled in the study area. Maintaining good health also depends on access to health services. The project would provide more frequent and reliable transit service throughout the study area and the region, which means that people would have better access to services that promote good health, such as healthcare providers, grocery stores, and gathering spaces.

4.4.4.1.2 Property Acquisitions and Land Use Changes/Neighborhood Cohesion

The project would result in property acquisitions. Some of these acquisitions would displace existing uses, while others would allow the existing use to continue. The project could also displace housing where tenants use Housing Choice vouchers; however, because vouchers are assigned to individuals rather than properties, the specific location of residents using these vouchers is not identified. The Build Alternatives would not displace existing or currently planned buildings with income-restricted M.H.A. housing units. Displacement of homes and businesses could change the neighborhood cohesion. The manner in which a neighborhood changes in response to new light rail facilities could impact neighborhood cohesion positively or negatively. The street-level entrances to stations would be designed to fit in with the surrounding neighborhoods and would be designed with community input. Sound Transit would coordinate with the City of Seattle on design in station areas.

Housing Choice Vouchers

The Seattle Housing Authority helps low-income families, individuals, seniors, and people with disabilities to pay their monthly rent in eligible privately owned apartments or houses within the city through its Housing Choice Voucher program. Qualifying households typically earn 50 percent or less of the area median household income.



Section 4.1, Acquisitions, Displacements, and Relocations, discusses expected property acquisitions for each alternative and the relocation process. Appendix L4.1, Acquisitions, Displacements, and Relocations, shows potentially affected parcels. Appendix L4.4, Social Resources, shows individual social resources that would be affected by each alternative. Section 4.2, Land Use, discusses the project's potential impacts on neighborhood land uses, and potential redevelopment and TOD opportunities.

4.4.4.1.3 Visual Impacts

Elevated guideways could result in visual impacts, including light from the trains and shading and visual intrusion from elevated guideways, to varying degrees on adjacent and nearby viewers. The height of the guideway and size of the light rail station and facilities would be factors in how visually intrusive the project would be within neighborhoods. Adding a visually intrusive element would change the visual character of the neighborhood, which could result in changes to the way neighbors perceive their surroundings and affect their everyday experience. The project would remove trees and vegetation as necessary, which would make a visible change. Where possible and consistent with light rail operation and maintenance needs, the removed trees and vegetation would be replaced. Section 4.5, Visual and Aesthetic Resources, discusses potential visual impacts and mitigation.

4.4.4.1.4 Transportation and Parking

The project would have localized impacts on property access and circulation associated with the placement of the light rail facility adjacent to or within existing roads. Affected property access points would be redesigned or relocated to maintain use of the property. Impacts to traffic circulation could include turn movement limitations, modified routing, new traffic signal movements, and new signalization at previously unsignalized intersections. Neighborhoods with stations could be affected by light rail riders using street parking in their neighborhoods. See Chapter 3 for discussion of this potential impact and mitigation measures.

4.4.4.1.5 Noise and Vibration

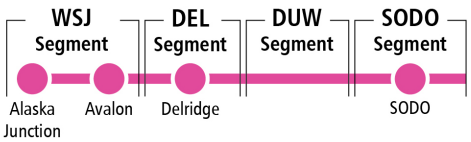
In general, operation of the new light rail facility would create a new source of noise and vibration in the community. Noise and vibration impacts would vary by segment with each alternative and are also dependent on the types of sensitive noise receivers adjacent (such as schools, residences, and parks) to the project. Sound Transit would mitigate noise and vibration to levels below FTA impact criteria as discussed in Section 4.7.

4.4.4.1.6 Safety and Security

Typically, crime around stations mirrors what is occurring in the neighborhood in which they are located (Moudon et al. 2018, Billings et al. 2011, City of Seattle 1999). The project is not anticipated to have safety and security impacts. See Section 4.14, Public Services, Safety, and Security, for additional information.

4.4.4.2 SODO Segment

In general, social resource and community impacts would be minor in the SODO Segment because it contains very few social resources, with the exception of impacts on the SODO Track. This "urban art gallery" spans 2 miles of the SODO Busway and consists of 51 murals produced by 64 artists between 2016 to 2018 with funding and support by Sound Transit, King County Metro Transit, SODO Business Improvement Area, cultural organizations 4Culture and



Urban ArtWorks, and private funders. Table 4.4-2 summarizes the number of murals that would be removed when buildings adjacent to the SODO Busway are removed for the project. Murals would be removed permanently under all SODO Segment alternatives and options. Figure 4.4-6 shows a mural that would be removed permanently by all of the SODO Segment alternatives.

Table 4.4-2. Mural Displacements by Alternative, SODO and Duwamish Segments

Alternative [a]	Number of Murals Displaced
Preferred Option SODO-1c	**14**
Alternative SODO-1a	14
Option SODO-1b	14
Alternative SODO-2	15
Preferred Alternative DUW-1a	**9**
Option DUW-1b	7
Alternative DUW-2	6

[a] Murals are only located in SODO and Duwamish segments.

Figure 4.4-6. Snakes & Ladders, Mural by Jesse Brown, 2018
Source: @wiseknave 2023

There would be no impacts to neighborhood cohesion. The alternatives would not create new barriers, hinder access to social resources, or notably change traffic patterns in a way that would make neighborhood access difficult.

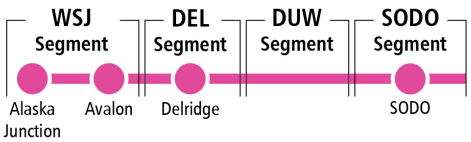
All four SODO Segment alternatives would run parallel to the existing at-grade Link light rail line. The addition of light rail in this segment would be consistent with the existing character of the area, which already contains a Link light rail line, a bus-transit-only roadway (SODO Busway), and freight and commuter trains. There would be no land use changes or displacements that would change the neighborhood quality.

Preferred Option SODO-1c was added to enhance access from the station platform to South Lander Street by providing a direct pedestrian connection to South Lander Street. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would convert the SODO Busway from bus and light rail use to light rail use only. If bus stops are removed, Metro would alter the routes that use the SODO Busway and bus riders would have to modify their access to bus stops. Chapter 3 discusses the impacts to the SODO Busway in more detail.

The addition of a new station in this segment would provide enhanced transit connectivity to and from West Seattle. Beacon Hill, a neighborhood on the east side of Interstate 5 and at the edge of the study area for this project, would benefit from the new connections made at the SODO Station. Each alternative includes design elements to enhance traffic flow for access to the station and circulation around the at-grade station area. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would include a new roadway overcrossing of South Lander Street, which would improve traffic circulation at that intersection.

4.4.4.3 Duwamish Segment

Social resources and community impacts would be minor in the Duwamish Segment, as there are very few social resources or community resources in the segment. All alternatives in this segment would have displacements.



Preferred Alternative DUW-1a and Option DUW-1b would have a similar number of business and residential displacements and would also impact parks, which are social resources. Preferred Alternative DUW-1a and Option DUW-1b would span parts of the Port of Seattle Harbor Marina Corporate Center at Terminal 102 public access on Harbor Island but would not impact the use of the public access. Option DUW-1b would have guideway columns that impact the Terminal 102 shoreline public access. These alternatives would also permanently acquire a part of the West Duwamish Greenbelt to accommodate the guideway, but the acquisition does not include areas with trail facilities or amenities, and the project would not alter the use of the remaining portions of the greenbelt.

Alternative DUW-2 would avoid impacting the Harbor Marina Corporate Center at Terminal 102 shoreline public access and West Duwamish Greenbelt. Preferred Alternative DUW-1a and Option DUW-1b would displace the 22nd Avenue Southwest Street-end, which is an improved street-end in Pigeon Point.

Figure 4.4-7. Escaping a Burning Culture, Mural by Baso Fibonacci and Jean Nagai, 2017
Source: @wiseknave 2023

The SODO Track urban art gallery also runs through a portion of the Duwamish Segment along the SODO Busway. Table 4.4-2 summarizes the number of murals that would be permanently removed by an alternative. An example of a mural that would be removed under every Duwamish Segment alternative is provided on Figure 4.4-7.

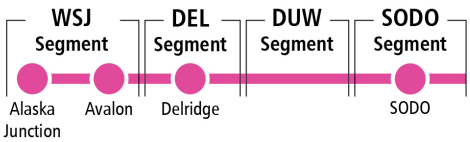
The visual appearance of the alternatives would be consistent with existing views and land uses; industrial and commercial uses and the West Seattle Bridge shape the general character of the corridor.
The elevated guideway and trains would be too low in elevation to be seen at the north end and area of highest elevation of Pigeon Point, but they would be visible from remaining residences at the lower-elevation area of Pigeon Point along 22nd Avenue Southwest and 23rd Avenue Southwest. The north end of Pigeon Point is currently adjacent to a large transportation corridor. The project would widen that corridor but would not create a new barrier that would impact neighborhood cohesion.

The project would not alter the overall land use or character of the neighborhoods, nor would it result in changes in neighborhood cohesion because the interactions and resources in this segment are largely related to business and industry and largely would not be disrupted.
The alternatives would not create barriers, hinder access to social resources, or notably change traffic patterns in a way that would make neighborhood access difficult.

Some business displacements would occur, but much of the area would remain intact.
A discussion on the types of businesses and employees that would be displaced is discussed in Section 4.3, Economics.

4.4.4.4 Delridge Segment

All alternatives in the Delridge Segment would affect residential communities and social resources, but to different degrees. All alternatives in this segment would displace a neighborhood coffee shop, sandwich shop, the deli-mart located in the Frye Commerce Center as well as Mode Music Studios. Preferred Option DEL-6b and Alternatives DEL-5, DEL-6a, and DEL-7 would displace the full Frye Commerce Center, which also includes a daycare. All Delridge Segment



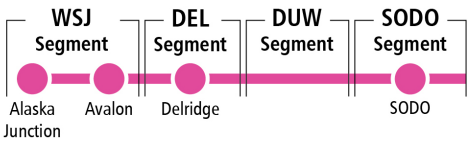
alternatives would increase access to social resources near the Alaska Junction Station and along the entire system.

Alternatives DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would all displace approximately two residential blocks in the southeast corner of the Youngstown area for the elevated guideway and Delridge Station, including some Seattle Housing Authority residences. These alternatives would have the greatest impact on neighborhood character due to the location and extent of displacements and the extent of visual change. There are many older homes in the proposed station area. Station design and TOD development would likely be similar to the many newer multi-family developments that are being built in the area (particularly along Delridge Way Southwest). Newer development and the visual presence of an elevated guideway structure and facilities would dominate views from adjacent properties and would affect the character in the Youngstown neighborhood. Many homes that would remain would no longer have views of neighboring houses, but of light rail facilities, including elevated guideway columns and the station. These alternatives could also affect cohesion due to the isolation of the residences that would remain near the intersection of Delridge Way Southwest and Southwest Genesee Street. Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would displace four Washington State Department of Children, Youth, and Families offices. Sound Transit would work with this agency to identify relocation site(s) and minimize disruption to services. Alternative DEL-2a and Alternative DEL-4 would both permanently impact the playable area of the West Seattle Golf Course, as detailed in Section 4.17, Parks and Recreational Resources.

Alternative DEL-3 and Alternative DEL-4 would also displace homes in the southeast corner of the Youngstown area, but there would be fewer displacements, and displacements would be closer to the arterial roads; therefore, neighborhood cohesion would not be affected. The elevated station and facilities would dominate views from adjacent properties. Station design and TOD development would likely be similar to the many newer multi-family developments that would affect the character in Delridge, but due to their location, the affects for Alternative DEL-3 and Alternative DEL-4 would be less than Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b. The new station would be elevated above Delridge Way Southwest, with much of the station within the road right-of-way. Traffic operations on Delridge Way Southwest would be altered to accommodate station access. Although traffic patterns would be different than existing conditions, the surrounding community would retain access to roads around the station. These alternatives would also require acquisition of a small area in the northwest corner of the Delridge Playfield property but would not affect the use of the property.

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would avoid impacting the residential blocks impacted by the other alternatives because their alignments generally follow existing arterials. These alternatives would have fewer residential property acquisitions and avoid impacts to the parks and recreational facilities in the segment. However, Preferred Option DEL-6b and Alternative DEL-7 would impact one single-family residence owned by Transitional Resources, Alternative DEL-5 would displace a duplex owned by Transitional Resources, and Alternative DEL-6a would displace the Transitional Resources main office, onsite supportive housing, and adjacent apartment building.

The Delridge Segment light rail stations would be next to existing residences in Youngstown and would result in more people passing though this community to get to and from the stations. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would be at the edge of the residential area; therefore, people passing to and from the stations would not be as noticeable to residents. The Dakota Street station alternatives (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b) would be in the middle of the Youngstown community and affect the residents more than the Andover and Delridge station alternatives.



The Delridge Segment stations would provide increased connectivity and mobility for communities within West Seattle, including the communities to the south of the study areas. The communities to the south are ethnically diverse and generally have a lower income than the Delridge community. Bus routes would connect to this station, allowing riders to transfer from buses to more reliable and efficient light rail service to Downtown Seattle and other destinations served by the system. The mobility benefits of this station would be felt by the larger West Seattle community.

The West Seattle Link Extension Minimum Operable Segment (M.O.S.) would result in the Delridge Station becoming a transfer point to and from the more populated areas of West Seattle, which would introduce approximately twice as many buses and riders as the full-Build Alternatives. The West Seattle Link Extension M.O.S. with the Dakota Street station alternatives (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b) would have the most noticeable change in the number of people traveling through the Youngstown community due to the station location.

Buses that would serve the Avalon and Alaska Junction stations would be routed to the Delridge Station under the M.O.S. However, access to the Delridge Station would be less convenient for riders who would otherwise access Avalon or Alaska Junction stations via other modes. See Section 3.4, Affected Environment and Impacts during Operation – Transit, in Chapter 3, Transportation Environment and Consequences, for more information.

4.4.4.5 West Seattle Junction Segment

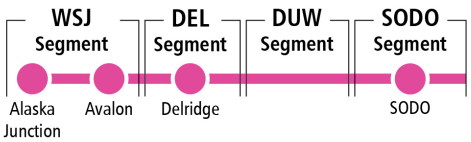
The West Seattle Junction Segment is the densest segment in the project study area and contains the most social resources, including grocery stores, small parks, a senior center, and childcare facilities.

Preferred Option WSJ-5b would have similar impacts to Alternative WSJ-5a, but there would be an increase in the impacts associated with residential and business displacements. The Preferred Option WSJ-5b Alaska Junction Station entrance would be closer to the West Seattle Junction and the commercial areas on California Avenue Southwest.

Alternative WSJ-1 and Alternative WSJ-2 would have the most impact on the community because the guideway would be entirely elevated and primarily outside of public right-of-way. These alternatives would have the most residential displacements. Under both of these alternatives, Fauntleroy Place Park would be permanently removed, so there would be no visual impacts to view from the former park site; however, adjacent residential viewers would see a change of visual character in the neighborhood due to the elevated guideway. Alternative WSJ-1 and Alternative WSJ-2 would also displace a Seattle Housing Authority property that other alternatives would avoid.

The West Seattle Junction Segment tunnel alternatives would have fewer neighborhood impacts because all or some of the alignment would be below grade, which would minimize surface impacts and retain neighborhood character and cohesion.

Alternative WSJ-1 would permanently displace 44 rent- and income-restricted units at the Spruce West Seattle apartment complex, and Alternative WSJ-2 would permanently displace 22 rent- and income-restricted units at the Huxley Apartments and 58 rent- and income-restricted units at the Maris Luxury Apartments. The income-restricted units in each building are commitments through their participation in the M.F.T.E. program and are assumed to expire 12 years after the building was constructed, although Washington Senate Bill 5287, passed in 2021, allows for 12-year extensions. These buildings were built between 2012 and 2018, and



the income restriction for these units could expire between 2024 and 2030 without an extension or as late as 2042 with an extension. These alternatives would affect these tenants and the inventory of income-restricted housing at the time the displacements occur. Displaced tenants would receive relocation assistance as described in Section 4.1.8, Sound Transit Real Property Acquisition and Relocation Policy, Procedures, and Guidelines Summary.

Alternative WSJ-1 would displace a Safeway grocery store and Trader Joe's grocery store, while Alternative WSJ-2 would displace only the Trader's Joe's store. The displacement of grocery stores would impact the neighborhood, as options to shop would be reduced. However, a QFC grocery store and a Whole Foods grocery store are located within three blocks of both stores. A Safeway is also located approximately 1.5 miles north and a Thriftway about the same distance south.

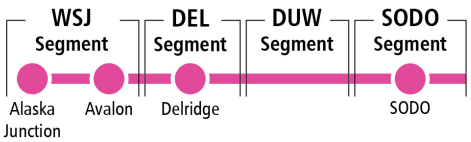
Alternative WSJ-1 and WSJ-2 would also include a hi-rail access road for maintenance, which would start at-grade and transition to an elevated structure to reach the height of the guideway. Neighborhood character and cohesion would be affected by the removal of businesses, the guideway location outside of the public right-of-way, and the visual changes from the elevated guideway and stations Under Alternative WSJ-2, the installation of both the tail track and the hi-rail access road would have visual impacts on the surrounding neighborhood resulting from the removal of residences associated with these actions..

Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would have fewer neighborhood impacts because the alternatives would be mostly below grade except for station entrances. Therefore, they would have only minor impacts on neighborhood character. Preferred Option WSJ-5b, Alternative WSJ-4, and Alternative WSJ-5a would have greater neighborhood impacts than Alternative WSJ-3a, Option WSJ-3b, or Alternative WSJ-6 because more of these alternatives would be above-grade. Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, and Alternative WSJ-5a would displace a single-family Seattle Housing Authority property. Preferred Option WSJ-5b, Alternative WSJ-1, and Option WSJ-3b would displace Jefferson Square (which includes a Safeway store). These impacts would not substantially affect neighborhood character because there are other grocery stores and several multi-story mixed-use developments around the area that would remain. Option WSJ-3b would displace Junction Plaza Park for a station entrance. This would not affect neighborhood character because an equivalent replacement park property would be provided.

Alternative WSJ-4 would have an elevated Avalon Station with impacts similar to those described for Alternative WSJ-1 and Alternative WSJ-2. The Avalon light rail station would be next to existing single-family residential housing and would result in more people passing though the surrounding residential community to get to and from the station. This is especially true for Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4, which would be elevated adjacent to a residential community along 32nd Avenue Southwest.

The Avalon and Alaska Junction stations would provide increased connectivity and mobility for communities within West Seattle, including the communities to the south of the study areas. The communities to the south are ethnically diverse and generally have a lower income than the West Seattle Junction community. Bus routes would connect to these two stations, allowing riders to transfer from buses to more reliable and efficient light rail service to Downtown Seattle and other destinations served by the system. The mobility benefits of these stations would be felt by the larger West Seattle community.

Alternative WSJ-6 would not have an Avalon Station. It would have the least impact on the community and result in fewer residential displacements but longer walks to other stations for those who would have used the Avalon Station. See further discussion of walksheds in Appendix N.1, Transportation Technical Report.



4.4.5 Environmental Impacts of the Build Alternatives during Construction

4.4.5.1 Impacts Common to All Alternatives

West Seattle Link Extension project construction would impact adjacent social resources and neighborhoods. Although the entire project would have an extended multiple year construction period, the impacts on specific adjacent neighborhoods would last a shorter duration while the project components in that area are built.

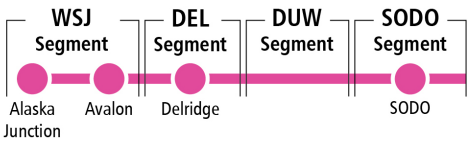
Construction activities that would temporarily affect neighborhood quality in adjacent areas would include:

- The presence and movement of equipment and materials to and from construction areas
- Clearing, grading, and exposure of soils
- Construction lighting for nighttime work
- Storage of construction materials onsite and at staging areas
- Road closures, access changes, and detours

Increases in noise, dust, and traffic congestion, as well as temporary road or lane closures and detours, would occur along the project alignment and at staging areas and may affect people using some community resources. Visual impacts of an active construction area, such as construction equipment and fencing, would occur. There would be impacts on some public parks and recreation facilities in the form of temporary access changes; see Section 4.17, Parks and Recreational Resources. Neighborhoods adjacent to the project could experience cut-through traffic due to road or lane closures and detours. These construction impacts would be felt primarily by those closest to the construction areas and could temporarily affect social interaction and neighborhood cohesion. In areas where the project alignment moves away from an existing arterial and into developed city blocks, these construction impacts may feel more intense for the neighborhood. Unsheltered people living near the project construction areas would experience increases in noise, dust, and vehicle exhaust; project construction may result in the need for them to move elsewhere.

Temporary road and lane closures on arterials would affect neighborhood circulation and access to and from study area neighborhoods. Durations of roadway construction closures would vary from nights and weekends to multi-year closures. See the discussion of key construction closures on arterials and local streets in Section 3.11, Construction Impacts, for further detail. Attachment N.1E, Construction-Related Roadway Modifications, in Appendix N.1, Transportation Technical Report, includes all proposed roadway closures by alternative. Major arterial closures are listed in the segment-specific discussions below. In some areas where major truck routes are not available, arterial, and local streets would be used to access construction areas. People living in, working in, and traveling through these areas would experience construction traffic in their neighborhood.

As part of roadway closures during construction, sidewalks would be closed or the sidewalk width could be reduced within the construction areas along the impacted roadways. Sound Transit would provide protected sidewalks next to the construction area when detour routes are not feasible. In some locations, crosswalks may be closed for construction, although they would remain open to the extent feasible. The project may result in Americans with Disabilities Act-accessible curb ramps being removed temporarily to accommodate the project or to facilitate construction; however, there will be detours or temporary accessible facilities provided during construction. There might also be bicycle facility closures and reduced bicycle lane widths within or adjacent to construction areas.



Bus reliability could potentially degrade along arterials with lane and road closures needed for construction of the West Seattle Link Extension. In these locations, bus routes would need to use alternate pathways and temporary bus facilities may need to be installed. See the discussion of temporary construction impacts to transit in Section 3.11 for further detail.
The availability of on-street parking could be reduced by construction workers driving to their worksite. Because the West Seattle Link Extension segments are in urban areas where parking may be limited or require payment, Sound Transit anticipates that staging areas could be used for construction employee parking but that construction workers could also park on local streets and arterials where parking is unrestricted and in off-street pay parking lots or garages, which may affect the parking supply.

See Section 2.7, Construction Approach, in Chapter 2, Alternatives Considered, for a description of the construction activities for this project.

4.4.5.2 SODO Segment

Construction activities would impact businesses and those who work near the construction area. Traffic and business access along South Lander Street between 4th Avenue South and 6th Avenue South would experience disruptions due to the roadway closure to construct the new overpass with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b (see Table 3-13 for details on the road closures and durations of closures). For Alternative SODO-2, South Lander Street would be closed temporarily on nights and weekends for guideway construction over the roadway.

Under all SODO Segment alternatives, the SODO Trail would be closed for the duration of construction between South Royal Brougham Way and South Forest Street. During that closure, pedestrians and bicycles would be detoured to 6th Avenue South, with east-west access maintained at adjacent street crossings. The SODO Track murals that would not be displaced by this project would still be visible for 1 Line light rail riders but would not be visible to bus and trail users for the duration of construction.

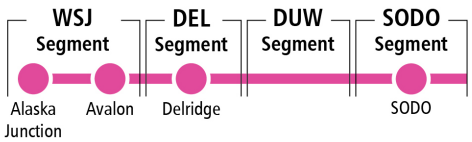
4.4.5.3 Duwamish Segment

Adjacent businesses and industry would be impacted by the construction activities. On the west side of the waterway, the Pigeon Point community could be impacted by construction-related noise, visual changes, and construction traffic during construction of Preferred Alternative DUW-1a and Option DUW-1b. All alternatives would have closures on roadways used to access West Seattle; however, these closures would occur on nights and weekends, or would only be partial closures, and therefore, traffic impacts to the West Seattle community would be minimized. All alternatives would result in partial closures on the West Seattle Bridge or its ramps, but these closures would be limited to nights and weekends.

4.4.5.4 Delridge Segment

All the alternatives would have construction in residential areas, and nearby residences and social resources could be impacted by construction-related noise, visual changes, the presence of construction equipment, and construction traffic and road closures (see Table 3-13 in Chapter 3 for details on the road closures and durations of closures).

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would follow Southwest Andover Street, which would be fully closed between 26th Avenue Southwest and Southwest Charlestown Street on nights and weekends during project construction.



Southwest Avalon Way would be temporarily closed during construction of Alternative DEL-5 and closed on nights and weekends during construction of Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7.

Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3 would result in full closures on Southwest Genesee Street during construction. Alternative DEL-2a would have full closures on Southwest Genesee Street during nights and weekends only. All alternatives, except for Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would result in partial closures to Delridge Way Southwest. However, these alternatives would require closures on Delridge Way Southwest (north of Southwest Andover Street) in the Duwamish Segment when connecting to Preferred Alternative DUW-1a or Option DUW-1b. Alternative DEL-5 would also include a full closure on Southwest Avalon Way during construction. Southwest Genesee Street, Delridge Way Southwest, and Avalon Way are arterials heavily used by residents in the adjacent neighborhoods and by those traveling through the Delridge neighborhood.

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 guideway construction activities would take place near the Washington State Department of Children, Youth, and Families offices. However, impacts are not anticipated because any full closures of Delridge Way Southwest (north of Southwest Andover Street) are expected to be limited to nights and weekends, which are outside of their operating hours; Sound Transit would coordinate with this agency to avoid or minimize disruption to access.

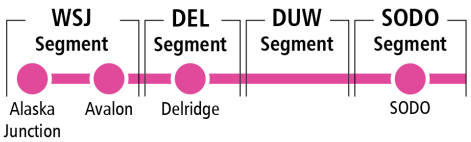
Tunnel portals for Alternative DEL-2a, Option DEL-2b, and Alternative DEL-4 would result in neighborhood construction traffic near the edge of the West Seattle Golf Course.

4.4.5.5 West Seattle Junction Segment

The West Seattle Junction Segment is denser than Delridge, so more people and businesses would be impacted by construction. Surface construction activities, including road closures and detours, could disrupt the West Seattle Junction area (see Table 3-14 for details on the road closures and durations of closures). Some of the events, activities, and services enjoyed by the larger community of West Seattle could be affected.

Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would have reduced construction impacts on the community compared to other segment alternatives because much of the construction activity would be underground. However, the tunnel alternatives would have greater nighttime construction noise at the tunnel portals. Tunnel alternatives would still have station and tail track construction surface impacts, and Alternative WSJ-4 would have an elevated Avalon Station, which could result in the similar surface construction impacts described for Alternative WSJ-2 in the following paragraph. Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a would require roadway closures on 35th Avenue Southwest between the West Seattle Bridge and Southwest Avalon Way. All of the tunnel alternatives except for Alternative WSJ-6 would result in partial closures on Fauntleroy Way Southwest between the West Seattle Bridge and Southwest Avalon Way. Alternative WSJ-6 would result in partial closure of the West Seattle Bridge for ground improvements at the tunnel portal. Closures of main arterials during construction would impact the ability to navigate the neighborhood, thus affecting neighborhood cohesion and, possibly, access to social resources.

For Alternative WSJ-1 and Alternative WSJ-2, nearby homes, businesses, and social resources would experience construction noise, visual changes, and the presence of construction equipment. Fauntleroy Way Southwest would have full closures on nights and weekends and lane closures to construct the Alternative WSJ-1 guideway. Southwest Alaska Street between



38th Avenue Southwest and Fauntleroy Way Southwest would be fully closed to construct the Alaska Junction Station with Alternative WSJ-2, which would change travel patterns in this area and could affect access to social resources.

Portals for the West Seattle Junction Segment tunnel alternatives (Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6) as well as the station areas and tail tracks for all alternatives, including the elevated alternatives, would result in neighborhood construction traffic in the West Seattle Junction.

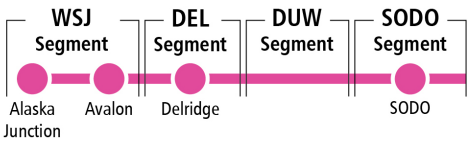
4.4.6 Indirect Impacts of the Build Alternatives

Potential indirect impacts on social resources, community facilities, and neighborhoods would be changes in neighborhood composition or character over time due to the presence of the light rail facilities. The manner in which a neighborhood changes in response to new light rail facilities could impact neighborhood cohesion positively or negatively. The project may encourage redevelopment in station areas (TOD), or the completion of missing transportation links, such as bicycle facilities, sidewalks, or trails. Station area improvements could provide new meeting places for nearby residents and employees, improving community cohesion. Station area redevelopment could promote economic activity by expanding neighborhood business districts consistent with zoning/adopted land use plans and could increase property values (refer to Section 4.3, Economics, for information on potential economic benefits). Increased property values could cause higher rents and property taxes, which could have a negative effect on existing renters, homeowners, and business owners, resulting in some deciding to move away from the neighborhoods. However, redevelopment near station areas would be consistent with the City's zoning, which includes incentives to encourage development of affordable housing. In addition, Sound Transit's Equitable Transit Oriented Development Policy (Board Resolution No. R2018-10) (2018) includes goals for prioritizing affordable housing when redeveloping suitable agency-owned properties. Some light rail facilities (like maintenance roads and elevated guideways) that are not close to stations could adversely affect property values and the living experience of property owners that are directly adjacent.

Indirect impacts of potential TOD are discussed in Section 4.2, Land Use, and Section 4.3, Economics. Potential future transportation or mobility projects built to link to the project are discussed in Chapter 3, Transportation Environment and Consequences.

4.4.7 Mitigation Measures

Sound Transit would coordinate with the SODO Business Improvement Area, 4Culture, and other community organizations to mitigate for the loss of the SODO Track murals with replacement murals or other public art in the area (where appropriate and feasible). Mitigation measures to address project impacts to neighborhoods are discussed in the Mitigation sections of Chapter 3, Transportation Environment and Consequences, and of Section 4.1, Acquisitions, Displacements, and Relocations; Section 4.3, Economics; Section 4.5, Visual and Aesthetic Resources; Section 4.7, Noise and Vibration; Section 4.14, Public Services, Safety, and Security; and Section 4.17, Parks and Recreational Resources.



4.5 Visual and Aesthetic Resources

4.5.1 Introduction to Resource and Regulatory Requirements

This section summarizes the visual and aesthetic resources around the West Seattle Link Extension Project (the project) alternatives and potential impacts on sensitive viewers in these areas. Appendix N.2, Visual and Aesthetics Technical Report, provides additional detail on this analysis. Visual and aesthetic resources are the landscape's natural and cultural features that can be seen and that contribute to the public's appreciation and enjoyment of their surroundings. These resources include elements from both the built and natural environments. They can include solitary built and natural landmarks (such as buildings, trees, and bodies of water) or entire landscapes.

Sound Transit conducted a visual analysis for the project using a modified version of the Federal Highway Administration methodology (1988) for assessing impacts related to transportation projects (see Appendix N.2, Section 2.2, Methodology). Local planning documents, ordinances, and codes were used to identify protected view corridors and viewpoints.

The methodology assesses impacts in terms of the extent to which the project's presence would change the visual quality of a view that would be seen by concentrations of sensitive viewers, especially those with high viewer sensitivity.

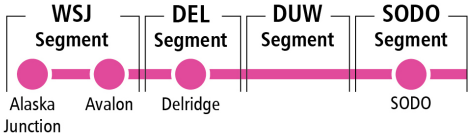
High Viewer Sensitivity

People with high viewer sensitivity are very aware of the existing viewed landscape and are concerned about changes to it. These viewers typically include residents, recreationists, or others for whom the viewed landscape is important.

Visual character is a non-evaluative description of a viewed landscape such as suburban residential, industrial, shoreline, and school campus. Conflicts in visual settings can occur when an object of one visual character type (like a factory with an industrial character) is placed in or next to another visual character type (like a school campus) and visual incompatibility results.

Visual quality assigns "value" or "degree of attractiveness" to a viewed landscape in order to determine changes from a proposed project. Visual quality is evaluated in terms of three components: vividness (distinctiveness, memorability, and drama), intactness (the elements in the views "fit" with their natural and human-built surroundings), and unity (compositional harmony). For this section, the visual quality categories used in the Federal Highway Administration methodology have been simplified to the following categories:

- Low visual quality – Areas with low visual quality have some combination of features that seem visually out of place, lack visual coherence, do not have compositional harmony, and/or might contain unsightly elements.
- Average visual quality – Areas with average visual quality are average-appearing or commonly occurring landscapes that have a generally pleasant appearance but might lack enough vividness, intactness, and unity to place them in the high visual quality category. Because most of the visual quality of the study area is average, Sound Transit further refined the average category to high average, average, and low average to better describe the influence of a Build Alternative on visual quality. In this analysis, a view with high average visual quality would have vividness, intactness, and unity characteristics that would be slightly higher than average, but not enough to qualify as high visual quality. Likewise, a view with low average visual quality would have slightly lower than average vividness, intactness, and unity characteristics, but not enough to be considered to have low visual quality.



- High visual quality – Areas with high visual quality must be outstanding in terms of being very memorable, distinctive, unique (in a positive way), and/or intact. These areas can be natural, park-like, or urban, with urban areas displaying strong and consistent architectural and urban design features.

The following factors were used to assess how the alternatives would affect visual and aesthetic resources:

- Changes to visual character near areas with concentrations of sensitive viewers (this is a qualitative description).
- Changes to the visual quality of views toward the alternative near areas with concentrations of sensitive viewers. If the visual quality category would be lowered one category or more (high to average or average to low), the change was considered an impact.
- Potential blockage of or intrusion on existing views from City of Seattle scenic routes and public places (see below in this section).

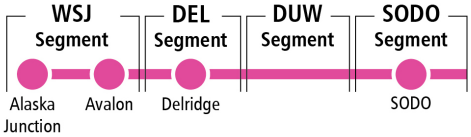
Of the factors identified above, the primary factor used to assess potential impacts from the alternatives was change to the visual quality of views toward the Build Alternatives that would be seen from areas with concentrations of sensitive viewers.

Seattle Municipal Code Section 25.05, Environmental Procedures, contains several policies and regulations of relevance to visual and aesthetic resources. These policies are listed in Appendix N.2 and address light and glare; shadows on open space; height, bulk, and scale; and public view protection of “significant natural and human-made features” that can be seen from specific public places such as viewpoints, parks, scenic routes, and view corridors. Protected features include Mount Rainier, the Olympic and Cascade mountains, the Downtown Seattle skyline, and major bodies of water (including Puget Sound, Lake Washington, Lake Union, and the Lake Washington Ship Canal).

4.5.2 Affected Environment

The study area for visual and aesthetic resources is the viewshed of the Build Alternatives. In many locations, views of the project components such as guideways, stations, and trains by sensitive viewers would be partially or completely blocked by vegetation, terrain, and buildings. In densely developed areas, the viewshed of the alternatives is frequently between 100 and 500 feet on either side of it. In areas where project components would be higher than nearby buildings and vegetation and in areas where bodies of water are crossed, the viewshed can extend out to approximately 0.5 mile. Given the developed urban nature of the areas the Build Alternatives would pass through, being able to see project components beyond approximately 0.5 mile would not alter the visual character or visual quality of views beyond that distance.

The description of the affected environment focuses on visual character, visual quality, locations where there are concentrations of sensitive viewers, and views from City of Seattle Designated Scenic Routes. Sound Transit’s methodology draws upon established Federal Highway Administration guidelines (Federal Highway Administration 1988) with several key differences, such as the identification of viewer sensitivity, and the use of a qualitative rather than quantitative scale. See Appendix N.2, for additional information on visual methodology, affected environment, and project impacts. As described in the technical report, key observation points (KOPs) were selected to represent areas where there is a potential for visual impacts along the alignment of the Build Alternatives.



4.5.2.1 SODO and Duwamish Segments

The description of the affected environment focuses on areas that contain concentrations of sensitive viewers. The SODO Segment and the eastern parts of the Duwamish Segment do not contain areas with concentrations of sensitive viewers. The portion of the Duwamish Segment where there are concentrations of sensitive viewers is between Harbor Island and the boundary with the Delridge Segment. Harbor Island, the West Waterway, and the flat area between the waterway and eastern end of Pigeon Point have an industrial-maritime visual character. The visual quality of views in most of this segment ranges from low to low average. Areas with views of average to high visual quality are found on top of Pigeon Point. Areas with concentrations of sensitive viewers are in residential areas and in three parks. The residential areas are along two streets (17th Avenue Southwest and 18th Avenue Southwest) in the Riverside neighborhood. They are also found in the Pigeon Point community along the top of Pigeon Point along Southwest Charleston Street and on 19th, 20th and 21st avenues Southwest and along the west side of Pigeon Point on 21st, 22nd and 23rd avenues Southwest. The West Duwamish Greenbelt serves as a backdrop to all of these residential areas and blocks views of industrial and commercial areas that lie below Pigeon Point from residences along the top and west side of Pigeon Point. Recreational areas include the Harbor Marina Corporate Center at Terminal 102, Terminal 18, and t̓uʔəlaltxʷ Village Park and Shoreline Habitat parks along the West Waterway.

Visual Terminology

Visual character is an objective assessment of a landscape view that has various natural and human-built elements.

The **visual quality** of a landscape view reflects how well its character-defining features are composed.

Vividness, intactness, and unity determine the visual quality of landscape views

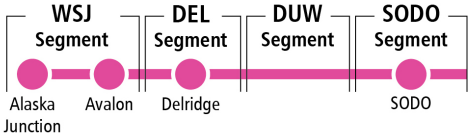
Visual quality categories help assess how the project would change the visual environment. As a baseline, existing visual quality was categorized as low, average, or high.

Sensitive viewers are people for whom the landscape view is important. They are likely to notice, and be concerned with, changes to the viewed landscape. Residents and park users are more sensitive to changes in landscapes than office workers or motorists.

East Marginal Way South, State Route 99, the Spokane Street Bridge, and the West Seattle Bridge are City of Seattle Designated Scenic Routes. East Marginal Way South begins in SODO at the south end of Alaskan Way South and travels south along Terminal 30 to the West Seattle Bridge. No key features can be seen by travelers along this route. The West Seattle Bridge connects SODO and West Seattle, passing over Harbor Island, the East and West Waterways, and Longfellow Creek. Key visual features that can be seen from the West Seattle Bridge include the Cascade Mountains, Mount Rainier, Elliott Bay, and the Downtown Seattle skyline. From the West Seattle Bridge at the Longfellow Creek crossing, looking east, key visual features include views of the Downtown Seattle skyline and the Cascade Mountains, and partial views of Elliott Bay.

4.5.2.2 Delridge Segment

The Delridge Segment contains a mixture of land uses and visual character types. The visual character along the west side of Delridge Way Southwest (to Southwest Dakota Street) and the north sides of Southwest Andover Street and Southwest Yancy Street is commercial and industrial. The visual quality of views in this area ranges from low to average. This part of the segment contains concentrations of sensitive viewers near the Dragonfly Pavilion, the Longfellow Creek Legacy Trailhead at Southwest Yancy Street, and residents in the multi-story buildings along the south side of Southwest Yancy Street. The area along the east end of Southwest Yancy Street is also characterized as a forested recreational area and includes the

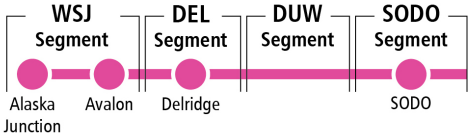


Longfellow Creek Natural Area and the trailhead to Longfellow Creek Legacy Trail. The sensitive viewers to the north from this trailhead have an average visual quality due to the extent of existing vegetation and northerly views of the commercial and industrial buildings. Areas with concentrations of sensitive viewers are also found in residential areas along Delridge Way Southwest and the western boundary of this segment (Southwest Avalon Way). The area north of Southwest Genesee Street is residential in use and visual character, as is the area along Southwest Avalon Way and 32nd Avenue Southwest. Views from these areas generally have average visual quality. The heavily vegetated Longfellow Creek Natural Area passes from north to south through the center (and low elevation point) of the Delridge Segment and is an important visual feature. An entrance to the trail that follows the natural area (the Longfellow Creek Legacy Trail) is on the north side of Southwest Genesee Street and is used by recreationists (sensitive viewers) accessing the trail. The area south of Southwest Genesee Street contains Delridge Playfield and the West Seattle Golf Course (with residences found along the west side of 26th Avenue Southwest). These greenspaces, along with the mature trees that line edge of Southwest Genesee Street, greatly influence the appearance of this part of the segment and create an open-space park-like visual character that is seen by nearby residential and recreational sensitive viewers. The visual quality at the West Seattle Golf Course and Delridge Playfield is high. The visual quality of views from residences along Southwest Genesee Street is high average.

4.5.2.3 West Seattle Junction Segment

The north part of the West Seattle Junction Segment sweeps west through single-family residential neighborhoods that are found on the slope north of Fauntleroy Way Southwest. The segment then turns south to approach the Alaska Junction area. Fauntleroy Way Southwest travels from northeast to southwest through the segment and passes areas that are largely commercial in use and visual character (but does include the small triangular Fauntleroy Place park). The visual quality of views in this area is generally average. Large-scale mixed-use buildings, office buildings and multi-family complexes are found between low-rise commercial land uses. Alaska Junction is surrounded by residential areas with sensitive viewers including a single-family neighborhood between the junction and the segment's southern terminus at Southwest Dawson Street. The visual quality of views in these areas is average. Sensitive viewers include residents in single-family residential areas north of Fauntleroy Way Southwest, residents along the west side of 35th Avenue Southwest, park users at Fauntleroy Place and Junction Plaza Park (Southwest Alaska Street and 42nd Avenue Southwest), residents in multi-story multi-family residential buildings in the Alaska Junction area, and residents in neighborhoods at the south end of the segment.

Three City of Seattle Designated Scenic Routes are in the West Seattle Junction Segment. They are the southwestern portion of the West Seattle Bridge near 35th Avenue Southwest, a portion of Fauntleroy Way Southwest from the off/on ramps with the West Seattle Bridge southwest through and past the West Seattle Junction Segment, and 35th Avenue Southwest. No key features can be seen from the portion of the West Seattle Bridge in this segment. Key features that can be seen from Fauntleroy Way Southwest are more limited because views are blocked by terrain, vegetation, and buildings, but, depending upon location, there are views of the Cascade Mountains, Elliott Bay, and the Downtown Seattle skyline. Along 35th Avenue Southwest, depending upon location along the southern end of this street, there are views of the Cascade Mountains and the downtown skyline.



4.5.3 Environmental Impacts of the No Build Alternative

With the No Build Alternative, the existing visual and aesthetic conditions found throughout the segments described in the affected environment would generally be maintained, subject to changes related to planned development. Light rail stations would not be built in the Delridge, Avalon, and Alaska Junction areas. Development would continue to occur in accordance with zoning and would evolve into denser multi-family development in Delridge, along Southwest Avalon Way, with more mixed use in the Alaska Junction area. It is likely that density in the West Seattle Junction area would continue to increase and that some of the less developed parcels of land would be redeveloped and would contribute to the increasingly urban character of the Alaska Junction area.

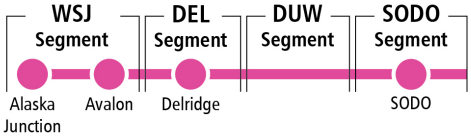
4.5.4 Environmental Impacts of the Build Alternatives during Operation

This section describes the visual and aesthetic impacts of the Build Alternatives during operation. Chapter 2, Alternatives Considered, and Appendix J, Conceptual Design Drawings, detail each of the Build Alternatives. KOPs were selected to represent areas where there is a potential for visual impacts along the alignment of the Build Alternatives; all KOPs are described and shown in Appendix N.2, Attachment N.2A, Key Observation Point Analysis. This section shows the KOPs where simulations were developed to assist in assessing visual impacts, identifies areas along the Build Alternatives with concentrations of sensitive viewers, identifies areas where there would be visual impacts by one of more of the Build Alternatives, and discusses potential impacts to City of Seattle Designated Scenic Routes. Visual impacts occur when an existing visual quality category (high, average, or low) is reduced by one or more categories. Visual impacts are measured in miles along the length of the alternative adjacent to concentrations of sensitive viewers.

4.5.4.1 Impacts Common to All Alternatives

All of the Build Alternatives would change the visual environment to varying degrees. Sound Transit has developed the following design measures that would be incorporated into the Build Alternatives.

- Sound Transit would develop specific design criteria for the project that would guide project design through a balanced set of system-wide elements and contextual elements, such as a consistent architectural theme for elevated elements and stations, consistent signage, and a system-wide art program. Interdisciplinary teams would develop these criteria with input from local communities, and the City of Seattle would integrate these criteria with existing plans, including plans for redevelopment.
- Sound Transit coordination with applicable City of Seattle agencies and adjacent communities will occur throughout the design process to minimize visual impacts and develop a civic aesthetic for each station that is aligned with the community vision.
- Through design review in coordination with the City of Seattle, Sound Transit would consider measures to minimize impacts to visual quality from the bridge alternatives over the Duwamish Waterway, such as design guidelines and context-sensitive design.
- Sound Transit would surplus the remainder of the parcels not needed after construction, which could potentially be redeveloped consistent with Sound Transit's Transit Oriented Development Policies and City of Seattle plans.



- When practicable, Sound Transit would preserve existing vegetation.
- Sound Transit would plant appropriate vegetation within and adjoining the project right-of-way to replace existing street trees and other vegetation removed for the project, and/or to provide screening for sensitive visual environments and/or sensitive viewers. New plantings would be consistent with Sound Transit operations and maintenance requirements and would be selected for the long-term growth and health of the plantings. The planting design would emphasize the use of native, adaptive, hardy, drought-tolerant, low-maintenance plants that attract bees and butterflies, and exist without supplemental water in the local climate after the establishment period.
- Exterior lighting at stations, tail tracks, and hi-rail access would be designed to minimize height and use source shielding to avoid light bulbs that would be directly visible from residential areas, streets, and highways. Shielding would also limit spillover light and glare in residential areas.

4.5.4.2 SODO Segment

The SODO Segment does not contain areas with concentrations of sensitive viewers adjacent to the Build Alternatives; therefore, no visual impacts would occur.

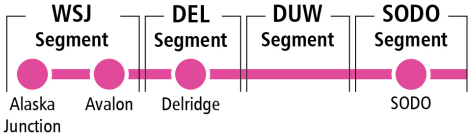
4.5.4.3 Duwamish Segment

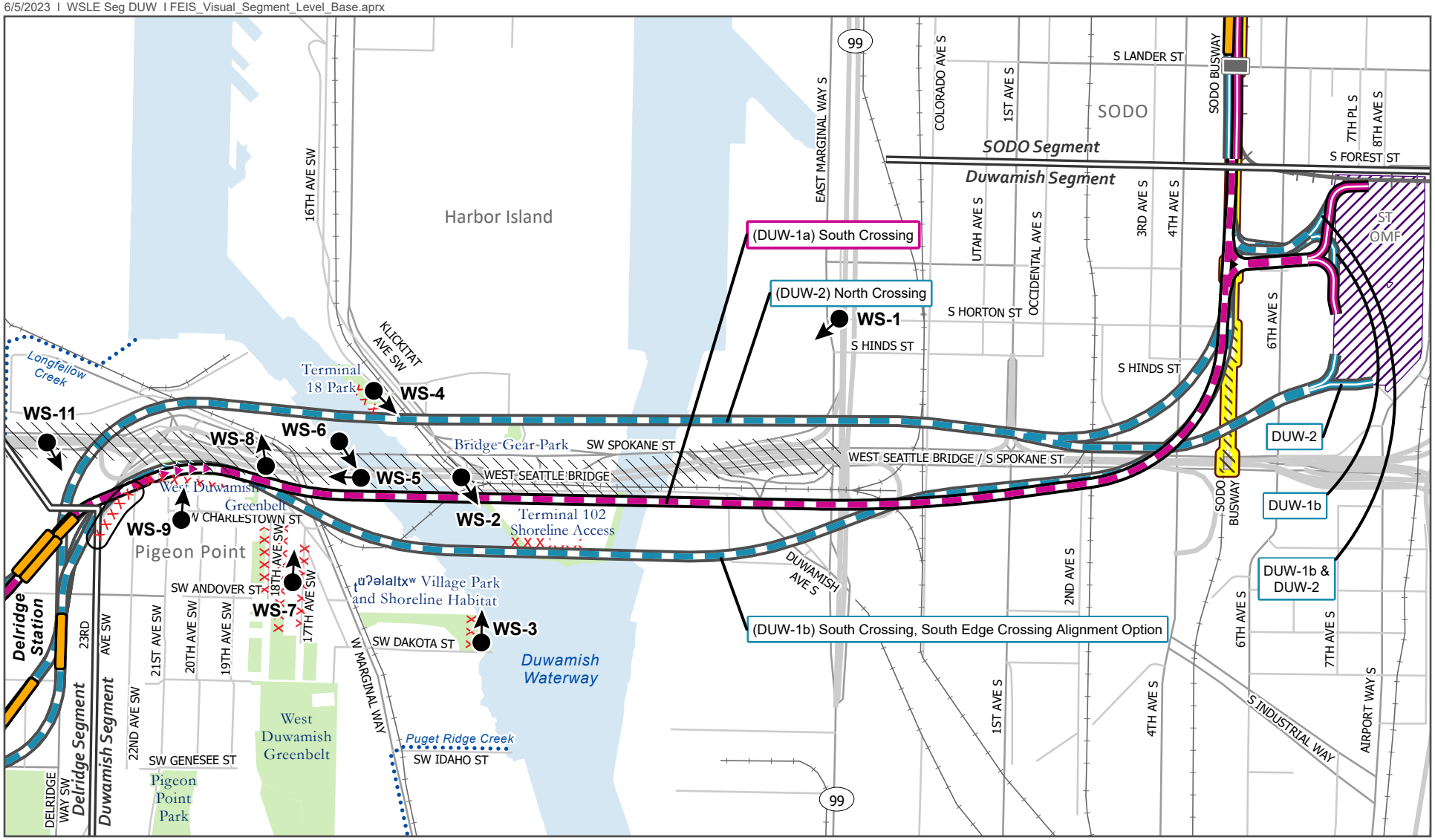
The Duwamish Segment, which would have above-ground components, contains nearby concentrations of sensitive viewers in the western portion of the segment west of Harbor Island who could potentially be concerned with changes to the visual and aesthetic settings from the project. Figure 4.5-1 shows the KOPs where simulations were developed, identifies areas with concentrations of sensitive viewers, identifies areas where there would be visual impacts, and identifies City of Seattle Designated Scenic Routes.

4.5.4.3.1 Areas with Concentrations of Sensitive Viewers

Preferred Alternative DUW-1a and Option DUW-1b would pass south of the West Seattle Bridge and over the public shoreline access at Harbor Marina Corporate Center at Terminal 102, but in different locations. Both alternatives would place guideway columns either in or near the property. This addition of new large-scale transportation elements would somewhat change the character of the shoreline access but would not further reduce the average visual quality of the views from it. Both Preferred Alternative DUW-1a and Option DUW-1b would be seen by Riverside area residences along 17th Avenue Southwest and 18th Avenue Southwest.

Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives. This alternative would pass north of the West Seattle Bridge. The only nearby areas with concentrations of sensitive viewers would be Terminal 18 Park and t̓uʔəlaltxʷ Village Park (represented in KOP WS-3). This alternative would introduce another large-scale transportation element to views currently dominated by the West Seattle Bridge and the Duwamish Waterway (also known as the Duwamish River). This would not change the existing maritime transportation-oriented visual character of the views toward it from Terminal 18 Park and t̓uʔəlaltxʷ Village Park or further reduce the average visual quality of the view from these parks.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (*Indicates Preferred Alternative***)**
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

N

FIGURE 4.5-1

Visual Setting and Impacts

Duwamish Segment

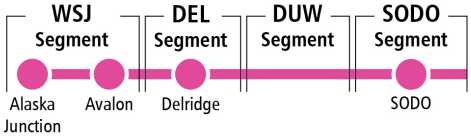
West Seattle Link Extension

Sound Transit is considering several bridge types for crossing the Duwamish Waterway. In addition to the balanced cantilever segmental box girder bridge over the East Waterway depicted in the simulations (see Attachment N.2A in Appendix N.2), Sound Transit is considering a truss or cable-stayed bridge for Preferred Alternative DUW-1a over the West Waterway. Sound Transit is considering bridge types for Option DUW-1b and Alternative DUW-2, including balanced cantilever segmental box girder, extradosed, truss, and cable-stayed bridges for crossing over the West Waterway (these are also depicted in the simulations provided in Appendix N.2, Attachment N.2A). Each of these bridges would have different visual characteristics that would have different influences on the visual character of views toward the West Seattle Bridge. However, regardless of bridge type, the appearance of the alternatives' elevated structures would not change the existing average visual quality of views toward the bridge by Riverside area residences (represented in KOP WS-7) or recreationists in the parks (represented in KOP WS-4). Preferred Alternative DUW-1a and Option DUW-1b would pass north of residences on top of Pigeon Point. Both would remove trees in the adjacent West Duwamish Greenbelt and would remove some residences next to the greenbelt. The removal of trees within the greenbelt would be noticed, but the remaining residences would be too far back to see the industrial lands to the north toward Elliott Bay that the trees in the greenbelt currently screen. The project components (elevated guideways, overhead catenary system, or trains) associated with Preferred Alternative DUW-1a and Option DUW-1b would not be seen from most remaining residences. The lots where residences would be removed would be used by Sound Transit for construction of the guideway, and their visual character would change from residential to either transportation or unbuilt lot. These alternatives would reduce the high visual quality of views to the north from remaining residences (represented in KOP WS-9) to high average, which would not be a visual impact. From the top of Pigeon Point, trains associated with Alternative DUW-2 would be seen passing in the distance through existing vegetation that would not be removed in the West Duwamish Greenbelt, but would not change the residential visual character of the view or reduce its high visual quality.

The northwestern slope of Pigeon Point would be the only area in this segment where Preferred Alternative DUW-1a and Option DUW-1b would change visual character and impact visual quality (represented by KOP WS-10). Removing trees would result in uninterrupted views from some residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest of industrial and commercial areas as well as the West Seattle Bridge and other streets. This would change the current residential and natural character of the views from these residences to industrial-commercial and bridge. In addition, components of the alternatives would be seen, depending on location. The existing average to high visual quality of views to the northwest from this area would be reduced to low, which would be an impact to visual quality. Alternative DUW-2 would not remove trees along the northwestern slope of Pigeon Point within the West Duwamish Greenbelt and would not change the existing visual character or lower visual quality of views in this area. Table 4.5-1 provides the visual quality impacts for each of the Duwamish Segment alternatives.

Table 4.5-1. Duwamish Segment Visual Impacts to Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Impacts (miles)	Areas Where Visual Impacts Would Occur
Preferred South Crossing Alternative (DUW-1a)	**0.1**	**Residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0.1	Residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest
North Crossing Alternative (DUW-2)	0	None



4.5.4.3.2 City of Seattle Designated Scenic Routes and Public View Protection

East Marginal Way South, State Route 99, the Spokane Street Bridge, and the West Seattle Bridge are City of Seattle Designated Scenic Routes. There are no views of elements identified as protected by the City (such as the Olympic and Cascade mountains, Mount Rainier, Puget Sound, Elliott Bay, and the Downtown Seattle skyline) from the stretch of East Marginal Way South where the Duwamish Segment alternatives would be visible. East Marginal Way South primarily offers views of industrial lands and Port of Seattle terminal activities, and the Duwamish Segment alternatives would not intrude on any protected views from this stretch of East Marginal Way South.

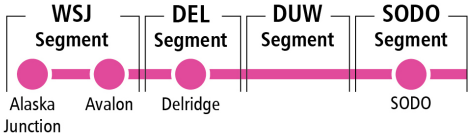
Views to the south from the West Seattle Bridge would be altered with the presence of the elevated guideway associated with Preferred Alternative DUW-1a and Option DUW-1b. Preferred Alternative DUW-1a would be approximately 115 feet south of the West Seattle Bridge. In some locations, the new bridge would block travelers' passing views of the Duwamish Waterway and Mount Rainier. Option DUW-1b would be about 400 feet farther south of the West Seattle Bridge than Preferred Alternative DUW-1a and, because of its greater distance, would intrude less upon passing travelers' views of the Duwamish Waterway and Mount Rainier than would Preferred Alternative DUW-1a. A bridge type has not been selected for Option DUW-1b over the West Waterway. Alternative DUW-2 would be approximately 350 feet north of the West Seattle Bridge and, in some locations, would alter or block short segments of passing travelers' views to the north of features such as Elliott Bay, Puget Sound, and the Downtown Seattle skyline.

As described previously, Sound Transit is considering several bridge types for crossing the Duwamish Waterway. Each of these bridge types would have different visual characteristics. The balanced cantilever segmental box girder bridge (although narrower) would be similar to the existing West Seattle Bridge in scale, form, materials, and overall appearance. Its bridge deck would be supported by a series of guideway columns that are similar in appearance to those supporting the West Seattle Bridge. With the Preferred Alternative DUW-1a cable-stayed bridge, travelers passing on the bridge would see cables (which would not block views), and the tall guideway columns would momentarily block north or south views. The many vertical support arms of a truss bridge would intrude upon views from the West Seattle Bridge more than a cable-stayed or extradosed bridge.

Other than State Route 99, the Spokane Street Bridge, and the West Seattle Bridge, the Build Alternatives would not intrude upon views from City of Seattle specified viewpoints, parks, or view corridors of Mount Rainier, the Olympic and Cascade mountains, the Downtown Seattle skyline, or Puget Sound.

4.5.4.3.3 Light, Glare, and Shadows

As is the case with vehicles currently traveling on the West Seattle Bridge, passing trains from all Build Alternatives would produce lights and glare (from headlights and reflective surface materials) that would be seen from nearby areas. Lights and glare from trains associated with Preferred Alternative DUW-1a and Option DUW-1b would also be seen at locations such as Harbor Marina Corporate Center at Terminal 102, t̓uʔəlaltxʷ Village Park and Shoreline Habitat, the West Duwamish Greenbelt, and the Riverside and Pigeon Point residential areas. Light and glare produced by trains would not impact motorists, pedestrians, or the surrounding area.



Shadows from a bridge built for Preferred Alternative DUW-1a and Alternative DUW-2 would add to existing shadows from the West Seattle Bridge on the Terminal 18 Park and possibly Bridge Gear Park for short periods of time when winter sun angles are low. Preferred Alternative DUW-1a and Option DUW-1b would also cast additional shadows on West Duwamish Greenbelt. Only Option DUW-1b would add shadows to Harbor Marina Corporate Center at Terminal 102.

4.5.4.4 Delridge Segment

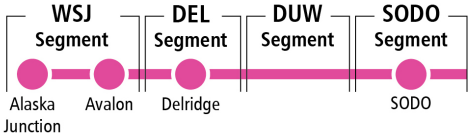
The Delridge Segment, which would have primarily above-ground components, contains nearby concentrations of sensitive viewers. Figure 4.5-2 shows KOPs where simulations were developed, identifies areas with concentrations of sensitive viewers, identifies where there would be visual impacts, and identifies City of Seattle Designated Scenic Routes. Cross sections and 3D views of some stations are shown in the following section to illustrate the general height, bulk, and scale of the stations (see Attachment N.2B, Station 3D Views and Cross Sections, in Appendix N.2 for the complete set).

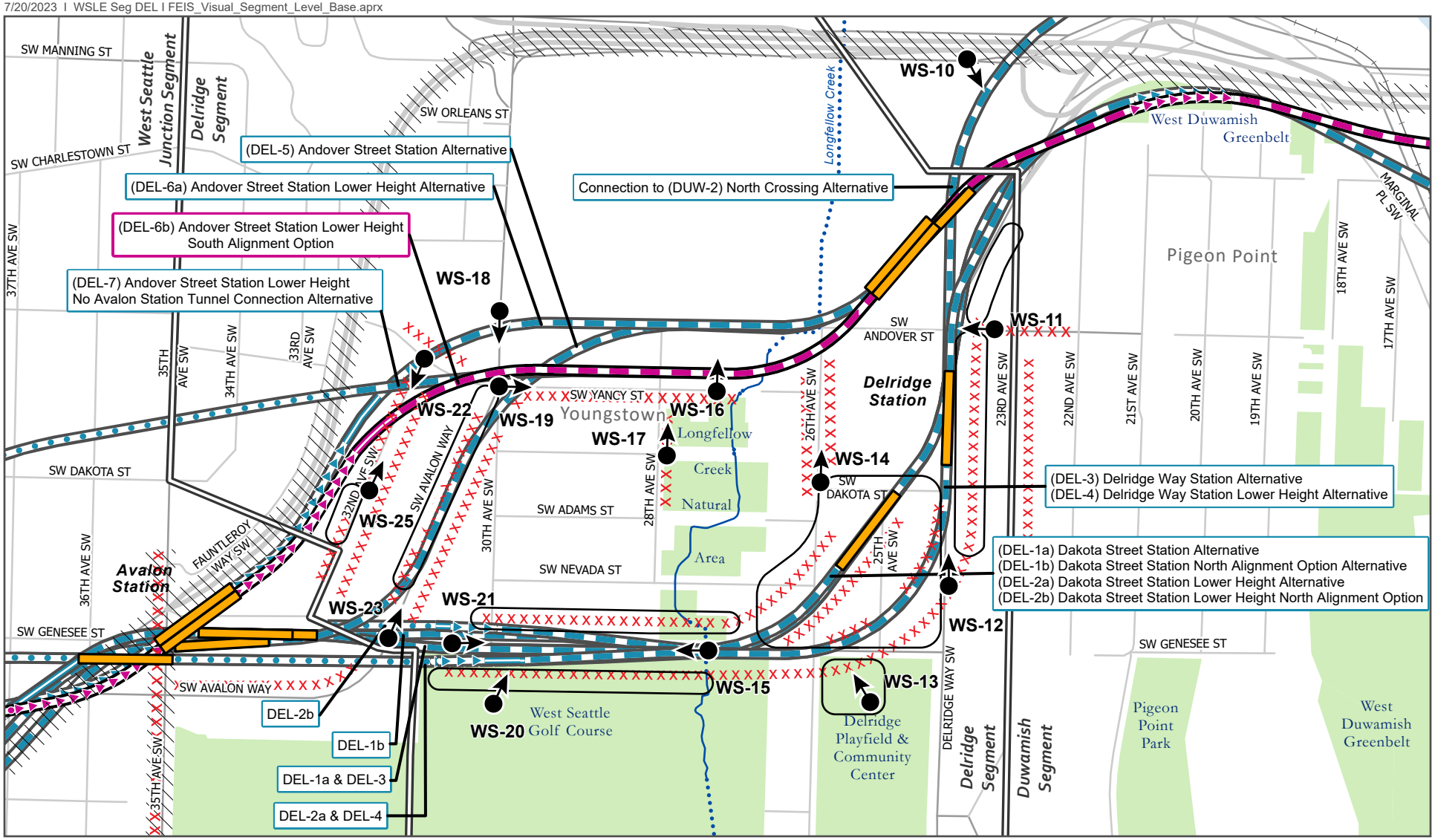
4.5.4.4.1 Areas with Concentrations of Sensitive Viewers

The visual quality impacts of the Delridge Segment alternatives (including Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4) would be similar to each other because they would generally follow the same route. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 also generally follow the same route. However, there would be some differences between the alternatives, particularly in how visible changes would be to sensitive viewers due to their differences in heights and some variations in location. The Delridge Segment visual quality impacts to concentrations of sensitive viewers are provided in Table 4.5-2.

The guideway for Preferred Option DEL-6b and Alternative DEL-7 would be seen primarily by residential sensitive viewers along 26th Avenue Southwest looking north (represented in KOP WS-14) and sensitive viewers at the Longfellow Creek Legacy Trailhead on Southwest Yancy Street (represented in KOP WS-16) and by park users at Longfellow Creek Natural Area (represented in KOP WS-17). The visual quality of average from these residences would remain unchanged for Preferred Option DEL-6b and Alternative DEL-7. The visual quality from the two recreation areas mentioned above would decrease from average to low average due to the scale and proximity of the structures to the sensitive viewers but would be partially screened by existing vegetation and would not be a visual quality impact.

The top of the station structure for Preferred Option DEL-6b and Alternative DEL-7 would be seen by the residential sensitive viewers east of Delridge Way Southwest near Southwest Andover Street (represented in KOP WS-11). The existing average visual quality of views to the station from the residences would slightly increase to high average due to the visual coherence the station and guideway would provide. The height, bulk, and scale of the station would be consistent with the existing commercial and industrial development at the intersection of Southwest Andover Street and Delridge Way Southwest.





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (*Indicates Preferred Alternative***)**

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

FIGURE 4.5-2

Visual Setting and Impacts

Delridge Segment

West Seattle Link Extension

Table 4.5-2. Delridge Segment Visual Quality Impacts to Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Impacts (miles)	Where Visual Impacts Would Occur
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**0.1**	**Residences along 32nd Avenue Southwest.**
Dakota Street Station Alternative (DEL-1a)	1.0	Residences along 23rd Avenue Southwest, 25th Avenue Southwest, 26th Avenue Southwest, Nevada Street, Delridge Way Southwest, and parts of Southwest Genesee Street and part of the Delridge Playfield, West Seattle Golf Course, and some locations within Longfellow Creek Natural Area.
Dakota Street Station North Alignment Option (DEL-1b)	1.0	Similar to Alternative DEL-1a; however, additional residences north of Southwest Genesee Street would be removed and therefore would not have visual impacts.
Dakota Street Station Lower Height Alternative (DEL-2a)	1.0	Similar to Alternative DEL-1a but would impact views from fewer residences.
Dakota Street Station Lower Height Alternative North Alignment Option (DEL-2b)	1.0	Similar to Alternative DEL-1a; however, additional residences north of Southwest Genesee Street would be removed and therefore would not have visual impacts.
Delridge Way Station Alternative (DEL-3)	1.0	Similar to Alternative DEL-1a.
Delridge Way Station Lower Height Alternative (DEL-4)	1.0	Similar to Alternative DEL-1a.
Andover Street Station Alternative (DEL-5)	0.2	Residences along Southwest Avalon Way between Southwest Yancy Street and Southwest Genesee Street.
Andover Street Station Lower Height Alternative (DEL-6a)	0.1	Residences along a small section of 32nd Avenue Southwest.
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	0.1	Residences along 32nd Avenue Southwest.

Preferred Option DEL-6b would traverse in a retained cut (Figure 4.5-3) near the north end of 32nd Avenue Southwest. It would remove a series of residences from both the east and the west side of the street. The view on Figure 4.5-3 represents what the remaining residents would see looking north along 32nd Avenue Southwest (represented in KOP WS-25). The vividness of this view would be lowered from high average to average due to the encroachment of the guideway structure and retaining walls but would still maintain memorable partial views to the downtown skyline and the port facilities. The intactness and unity would be lowered from high average to low due to the guideway structure, retaining walls, fencing, noise walls and street end. A portion of the overhead power lines would be placed underground but would not alter the intactness or unity enough to increase the visual quality. In addition, removal of landscaping and residences would create a discontinuous sense and lack of harmony of the residential neighborhood. The overall visual quality at this location would be lowered from high average to low, which would be a visual impact.

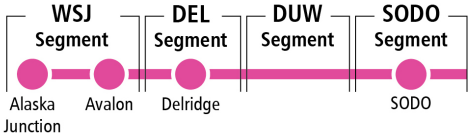


Figure 4.5-3. Preferred Option DEL-6b: 32nd Avenue Southwest Converted to Cul-de-sac

The elevated guideway heights with Alternative DEL-1a and Option DEL-1b would range from between approximately 60 and 70 feet to about 150 feet along Southwest Genesee Street. The height to the top of the Delridge Station associated with these two alternatives would be approximately 110 feet. For configuration, height, bulk, and scale of the station, see Figures 4.5-4 and 4.5-5, Delridge Station 3D view and cross section for Alternative DEL-1a and Option DEL-1b. Both alternatives would introduce a structure that would be taller than the current 30- to 35-foot height allowed by zoning. Both of these alternatives would remove residences in the neighborhood south of Southwest Dakota Street between Delridge Way Southwest on the east and 26th Avenue Southwest on the west.

By removing the residences and introducing the elevated guideway and station, the current residential character of views from remaining nearby residences into this area would change to transportation. The elevated station and guideway would be noticeably higher in elevation than any other structures in this area, and the station would likely have a more contemporary design than many older nearby residential single-family buildings in the area. The new station design would likely be similar to the many newer multi-family developments that are increasingly being built in the area (particularly along Delridge Way Southwest).

The elevated station and guideway would reduce the current average degree of visual unity and integrity of views toward it to low. This reduction would result in a lowering of the current average visual quality to low, which would be considered a visual impact.

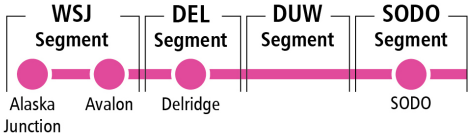


Figure 4.5-4. Delridge Station 3D View for Alternative DEL-1a and Option DEL-1b

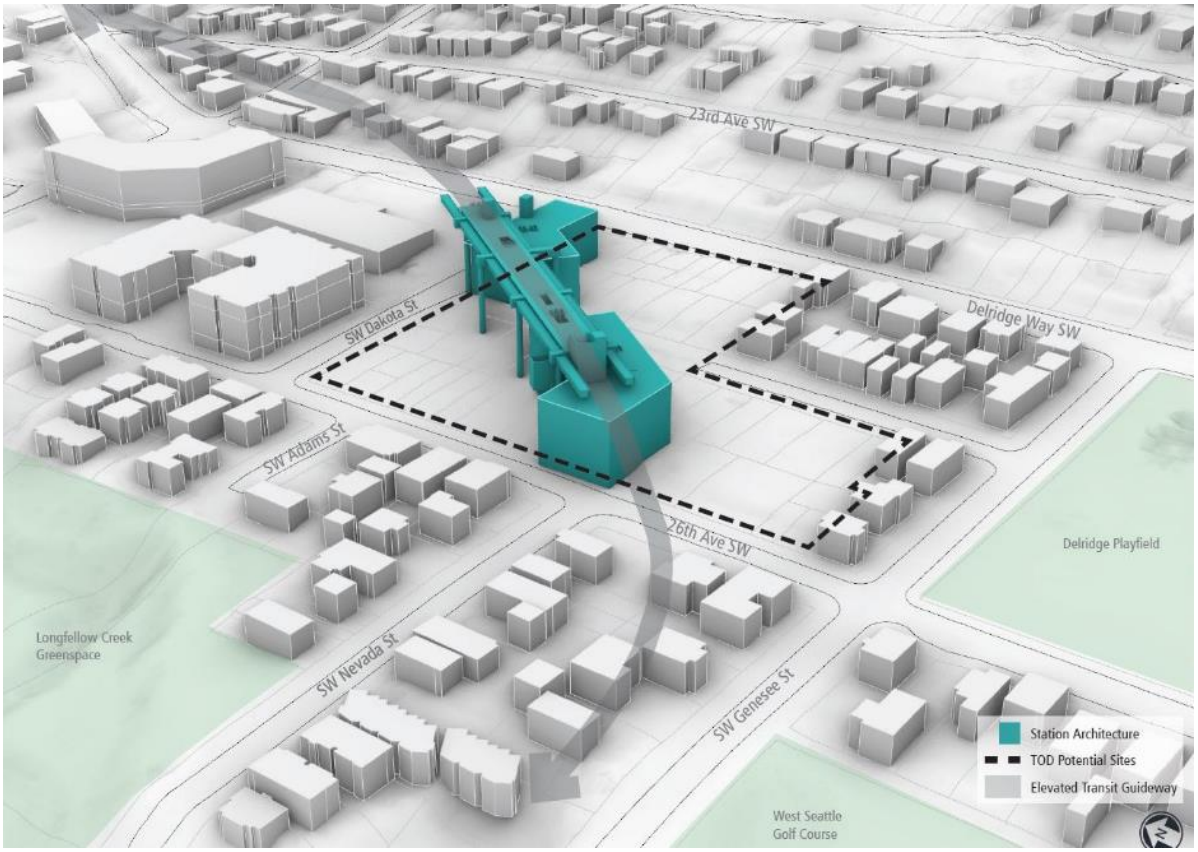
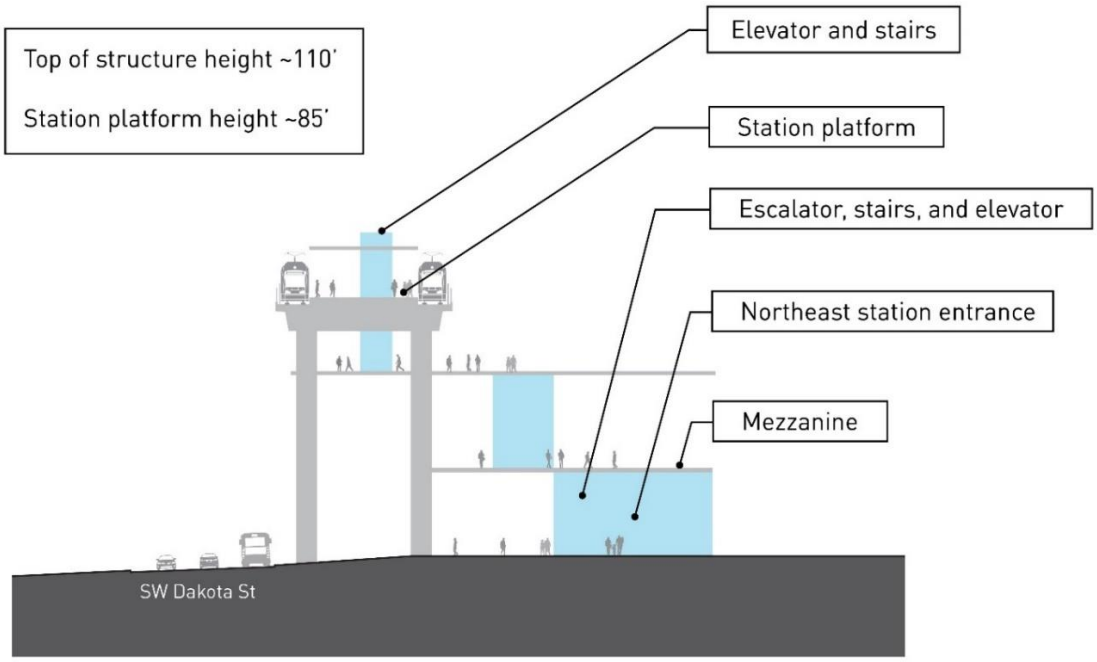
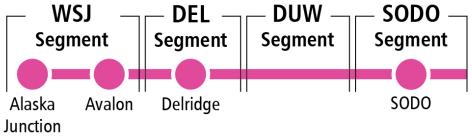


Figure 4.5-5. Delridge Station Cross Section for Alternative DEL-1a and Option DEL-1b





Because Alternative DEL-1a would travel along the south side of Southwest Genesee Street, trees would be removed along both sides of the street and within the northern edge of the West Seattle Golf Course (Figure 4.5-6). This would change the visual character of views toward Southwest Genesee Street from both the golf course (represented in KOP WS-20) and the residences adjacent to the north side of Southwest Genesee Street to transportation. This change would also be seen from other locations within the study viewshed like the Delridge Playfield (represented in KOP WS-13). The removal of trees and residences along with the scale and form of the elevated guideway would reduce the high average visual quality of residences along Southwest Genesee Street and the high visual quality at the West Seattle Golf Course and Delridge Playfield to low, which would be visual impacts (see Attachment N.2A). In the few areas along the Longfellow Creek Legacy Trail where the elevated guideway would be seen, the high average visual quality of views would be reduced to low, which would be a visual impact.

Option DEL-1b would have impacts similar to Alternative DEL-1a, but its alignment would pass along the north side of Southwest Genesee Street rather than along the north edge of the golf course (see Figure 4.5-6). This alternative would require removing all of the residences on the north side of Southwest Genesee Street (represented in KOP WS-15 and WS-21). However, it would remove fewer trees along the south side of Southwest Genesee Street and the northern edge of the West Seattle Golf Course than Alternative DEL-1a. This alternative would reduce the high average visual quality of remaining residences north of those that would be removed along Southwest Genesee Street to low, which would be a visual impact; this would also be a visual impact to northern views from the golf course and views from Delridge Playfield.

Alternative DEL-1a and Option DEL-1b would remove vegetation from the south edge of the Longfellow Creek Natural Area. Remaining trees would screen or partially screen views of the elevated guideways from most of the Longfellow Creek Legacy Trail. In the areas along the trail where the elevated guideway would be seen, the high average visual quality of views would be reduced to low, which would be a visual impact.

From the eastern edge of the Delridge Segment to the east end of the West Seattle Golf Course, Alternative DEL-2a would be similar to Alternative DEL-1a, except that it would be lower in height. The elevated guideway would be up to about 60 feet and the station would be approximately 60 feet, with the platform at a height of 35 feet. This would be taller than the current 30- to 35-foot height allowed by zoning. The influence of this lower station on visual character would be very similar to that described for Alternative DEL-1a, but because the Delridge Station with Alternative DEL-2a would be about 50 feet lower than Alternative DEL-1a, it would be seen from fewer areas and therefore would change less of the residential visual character to a transportation visual character.

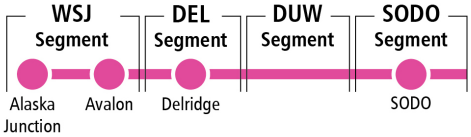


Figure 4.5-6. Looking East along Southwest Genesee Street from Southwest Avalon Way

Existing Condition

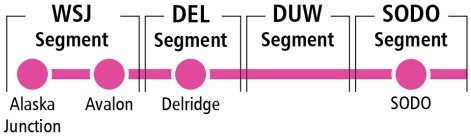
Dakota Street Station Alternative (DEL-1a)

Dakota Street Station North Alignment Option (DEL-1b)

Dakota Street Station Lower Height Alternative (DEL-2a)

Delridge Way Station Alternative (DEL-3)

Delridge Way Station Lower Height Alternative (DEL-4)



The average visual quality of views toward the station would be reduced to low, which would be a visual impact. For configuration, height, bulk and scale of the station, see Figures 4.5-7 and 4.5-8, Delridge Station 3D view and cross section for Alternative DEL-2a and Option DEL-2b.

From Southwest Genesee Street, Alternative DEL-2a would pass through the West Seattle Golf Course to a portal at the west end of the golf course and extend farther south into the West Seattle Golf Course than Alternative DEL-1a. The presence of Alternative DEL-2a would change the recreational visual character of views toward it from within the golf course (represented in KOP WS-20), from areas along the north side of Southwest Genesee Street (represented in KOP WS-21; also see Figure 4.5-6), and from other nearby areas like the Delridge Playfield (represented in KOP WS-13) to transportation in character. The removal of trees and presence of this alternative through the north end of the West Seattle Golf Course would lower the existing high unity and intactness of views in this area to average. It would reduce the high visual quality of views from within the West Seattle Golf Course and the Delridge Playfield to low average, which would be a visual impact.

Alternative DEL-2a would also reduce the high average visual quality of views from along both sides of Southwest Genesee Street (represented in KOP WS-15 and WS-21) to low average, which would not be a visual impact. This alternative would remove some vegetation along the edge of the Longfellow Creek Natural Area. Trees would screen or partially screen views of the elevated guideways along most of the Longfellow Creek Legacy Trail. The elevated guideway would be seen from some locations along the trail, but its presence would not lower visual quality of views along the trail.

Up to the east end of the West Seattle Golf Course, the impacts associated with Option DEL-2b would be essentially the same as those described for Alternative DEL-2a. The Delridge Station for this design option would also be about 60 feet high and have similar influences on the visual character and quality of views toward it from remaining residences. Unlike Option DEL-1b, Option DEL-2b would only require the removal of trees at the east end of the West Seattle Golf Course. It would also be lower elevation and would have the least impact on views from the West Seattle Golf Course of all the Delridge Segment alternatives that would pass along Southwest Genesee Street. With this design option, the existing high visual quality of views from the West Seattle Golf Course (represented in KOP WS-20) would be reduced to average (which would be a visual impact). Residences north of Southwest Genesee Street would be removed and the alternative would have a visual impact on views toward it from remaining residences north of Southwest Genesee Street (represented in WS-15 and WS-21; also see Figure 4.5-6). It would remove some vegetation along the edge of the Longfellow Creek Natural Area. Like Alternative DEL-1b, trees within the Longfellow Creek Natural Area would generally screen views of the elevated guideway, and people on the Longfellow Creek Legacy Trail would see the elevated guideway from some locations along the trail. However, the elevated guideway would be lower in elevation than Alternative DEL-1a in this area; therefore, its presence would not lower the visual quality of views along the trail.

The height of the Alternative DEL-3 elevated guideway would range between approximately 50 and 150 feet, and the height at the top of the Delridge Station would be approximately 90 feet. Alternative DEL-4 would be lower, with a guideway that ranges between a tunnel and 60 feet high, and the height at the top of the Delridge Station would be approximately 90 feet, with a platform height of 65 feet. For station configuration, see Figure 4.5-9 Delridge Station Cross Section for Alternative DEL-3 and Alternative DEL-4. The height bulk and scale of this station would be less than that shown for Alternative DEL-1a and Option DEL-1b in Figure 4.5-4.

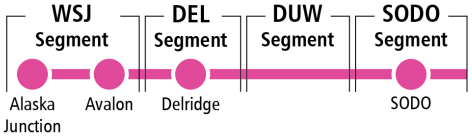


Figure 4.5-7. Delridge Station 3D View for Alternative DEL-2a and Option DEL-2b

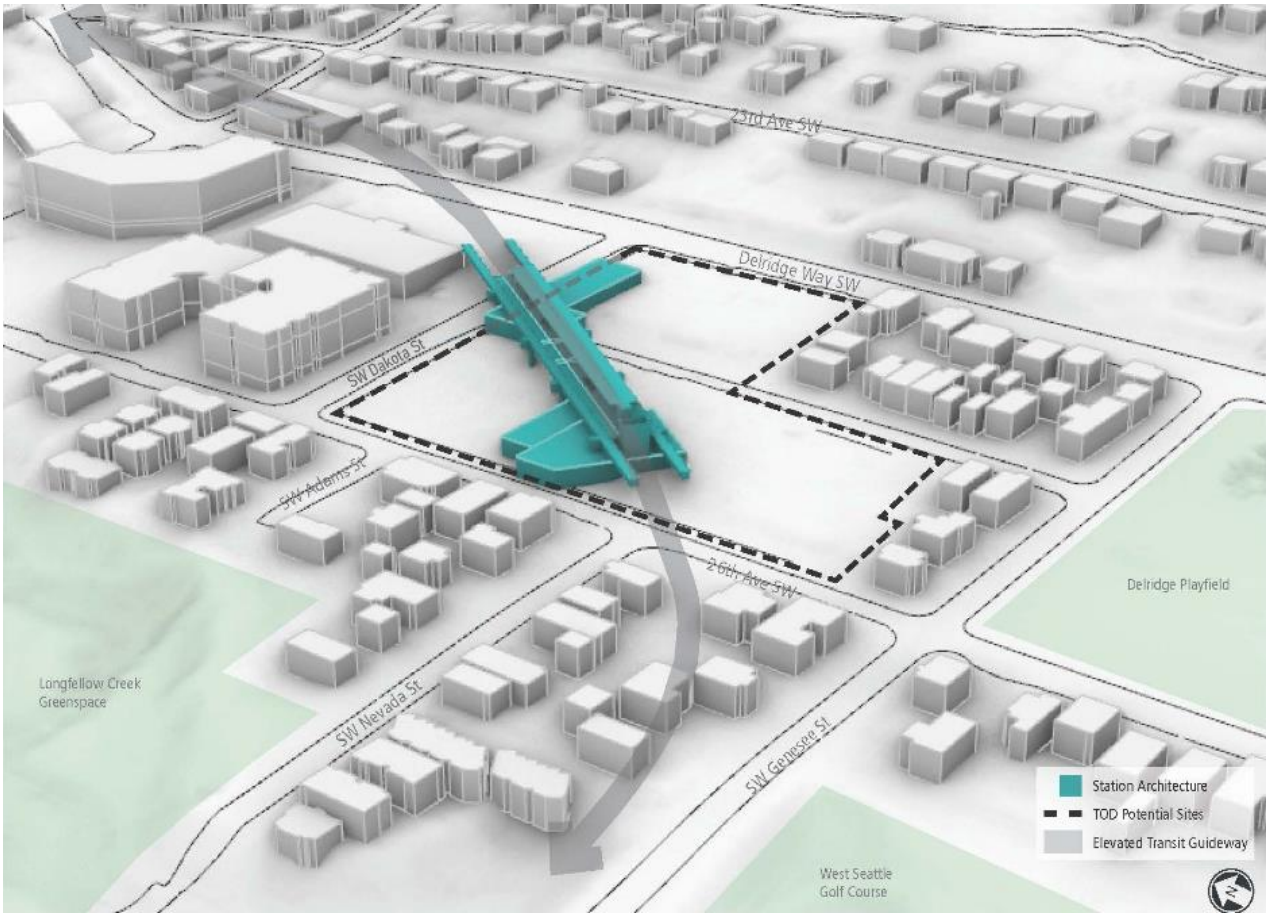
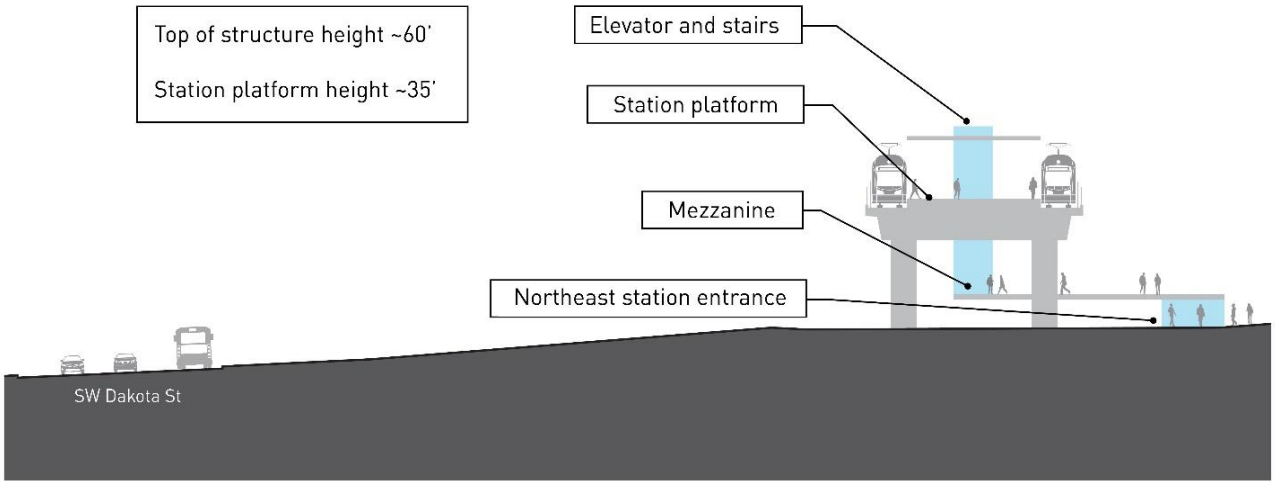


Figure 4.5-8. Delridge Station Cross Section for Alternative DEL-2a and Option DEL-2b



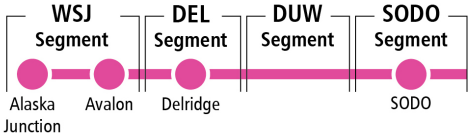
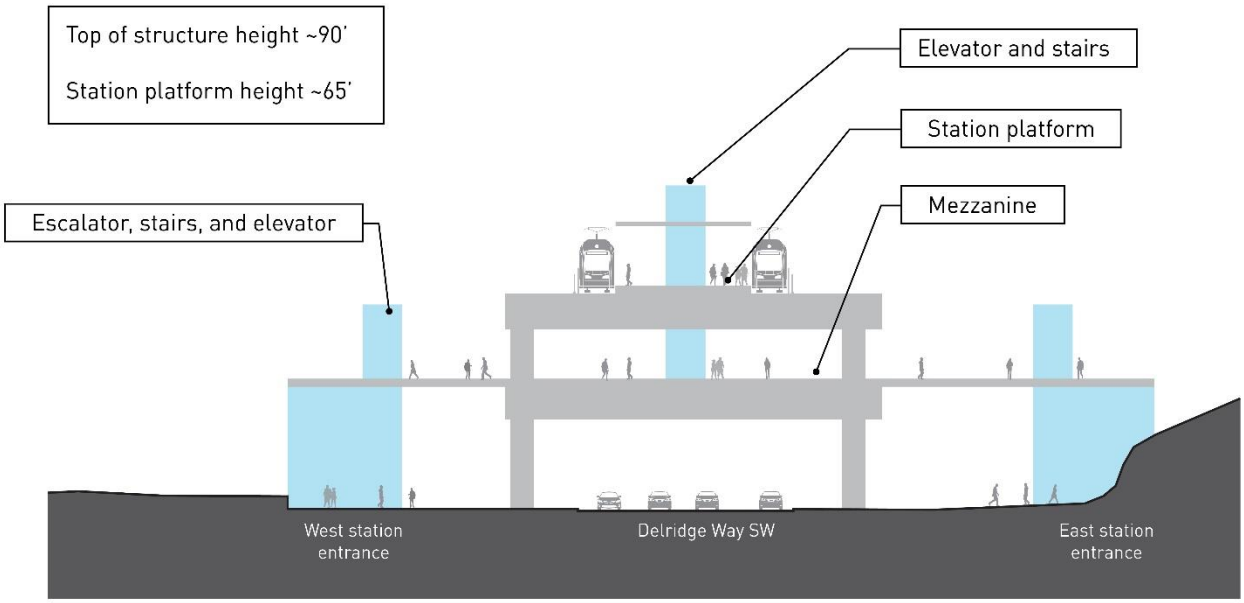


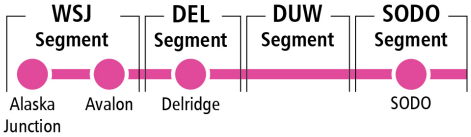
Figure 4.5-9. Delridge Station Cross Section for Alternative DEL-3 and Alternative DEL-4



Alternatives DEL-3 and DEL-4 would pass through more of the residential area east of Delridge Way Southwest than would the other Delridge Segment alternatives and would change the visual character and impact the visual quality of views from residences on the hillside between the east side of Delridge Way Southwest and 23rd Avenue Southwest. These alternatives would remove the most residences and trees between these two streets, which would open up views to the west from remaining residences that are currently screened by trees and buildings. The new views would include commercial and industrial areas, the elevated guideway, and the Delridge Station, which would cross over the middle of Delridge Way Southwest. The removal of trees and buildings and the presence of these alternatives' components would decrease the average visual unity and intactness of views to the west from remaining residences along 23rd Avenue Southwest. This would reduce the average visual quality of views toward the alignment to low, which would be a visual impact.

Alternative DEL-3 would continue south along Delridge Way Southwest and follow it farther south than the other Delridge Segment alternatives before veering west mid-block through the residential area south of Southwest Dakota Street between Delridge Way Southwest and 26th Avenue Southwest. The elevated guideway passing through this area would change the residential character to transportation. The scale of the elevated guideway would lower the generally average visual quality of views from remaining residences (represented in KOP WS-11) toward it to low, which would be a visual impact.

Alternative DEL-3 would pass along the south side of Southwest Genesee Street and require the removal of trees along the south side of the street along much of its alignment (see Figure 4.5-6; note that trees and residences on the north side of the portion of Southwest Genesee Street near Southwest Avalon Way depicted in the Alternative DEL-3 simulation would not be removed). This alternative would remove trees within the West Seattle Golf Course; its appearance from the golf course, Delridge Playfield, and the remaining residences (behind those that would be removed along Southwest Genesee Street) would be similar to that of Alternative DEL-1a. The removal of trees, along with the presence of the elevated guideway, would reduce the high average visual quality of views toward the alignment from the residences to low; this would be a visual impact. The existing high visual quality of views toward the



guideway from the Delridge Playfield and West Seattle Golf Course would be reduced to low average, which would also be a visual impact. Alternative DEL-3 would not remove vegetation from the edge of the Longfellow Creek Natural Area; however, due primarily to its height, it might be seen from a few points along the Longfellow Creek Legacy Trail, and where seen, would lower the high visual quality of views toward the guideway to average, which would be a visual impact.

Alternative DEL-4 would pass along the south side of Southwest Genesee Street and require the removal trees on the south side of the street. It would begin to enter into a tunnel near the northern part of the West Seattle Golf Course, where it would remove trees and some roads, paths, and greens. The part of the alternative passing through the West Seattle Golf Course would be very similar in appearance to that of Alternative DEL-2a (Figure 4.5-6), as would its impact on visual character and visual quality. Alternative DEL-4 would not remove vegetation from the edge of the Longfellow Creek Natural Area, although it might be seen from a few points along the Longfellow Creek Legacy Trail. If and where it is seen, it would lower the high average visual quality of views toward the guideway to low average, which would not be a visual impact.

Alternative DEL-5 would have the second least impact on visual quality. It would impact views from multi-family buildings along Southwest Avalon Way where buildings and existing street trees would be removed, and the elevated guideway would be seen along (and over) much of Southwest Avalon Way. The residential character of views along the street from residences would be changed to transportation.

The scale of the elevated guideway from Alternative DEL-5 passing over Southwest Avalon Way through a corridor flanked with residences would reduce the average visual unity and intactness of views along it to low. These reductions would lower the average visual quality of views to low, which is a visual impact.

Alternative DEL-6a would have the least visual quality impacts of all the alternatives in the Delridge Segment to sensitive viewers. Its visual impacts would be restricted to a small area where residences and trees would be removed on the north side of Southwest Yancy Street and on the west side of 32nd Avenue Southwest. The removal of these residences (and the trees behind them that screen views of the West Seattle Bridge on-ramp) would change the character of views from the remaining residences (represented in KOP WS-25) toward the alignment from residential character to transportation. The removal of the residences and the trees would reduce the average unity of these views to low. As a result, the high average visual quality of views from remaining residences would be reduced to average, which is not a visual impact. For configuration, height, bulk, and scale of the Delridge Station under Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7, see Figures 4.5-10 and 4.5-11 (which show a Delridge Station 3D view and cross section under these alternatives).

Under Alternative DEL-7 the elevated guideway would be seen by similar sensitive viewers to Preferred Option DEL-6b. A tunnel portal leading to Alternative WSJ-6 in the West Seattle Junction Segment would be in the vicinity of 32nd Avenue Southwest, east of the West Seattle Bridge and would be seen by primarily residential viewers in the vicinity of 32nd Avenue Southwest (represented in KOP WS-25). 32nd Avenue Southwest would no longer connect to Southwest Andover Street but would end in a cul-de-sac south of the tunnel portal and remove residential buildings. This alternative would be seen by residential viewers on both the north and south side of the portal (see Figure 3-12d in Attachment N.2A). The visual quality in this area would be reduced from high average to low and would be a visual impact.

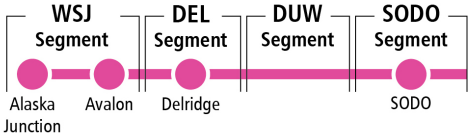


Figure 4.5-10. Delridge Station 3D View for Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL 7

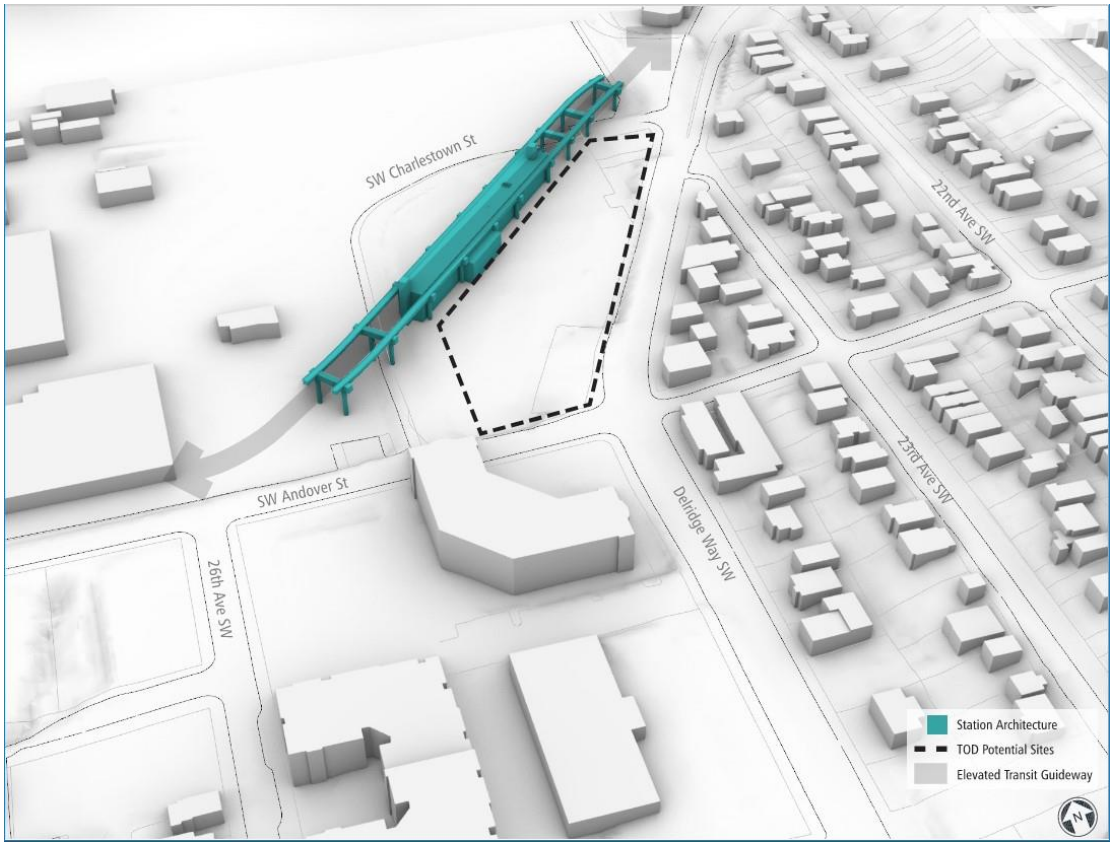
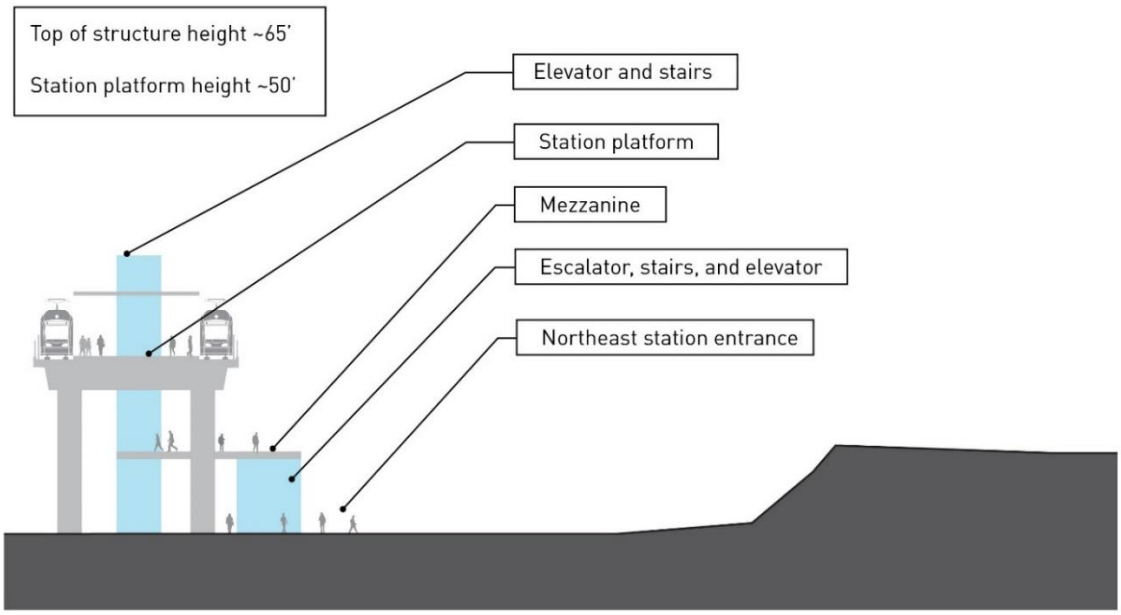
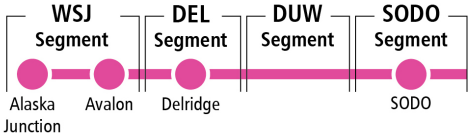


Figure 4.5-11. Delridge Station Cross Section for Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL 7



Note: Heights shown are for Alternative DEL-6b.



4.5.4.4.2 City of Seattle Designated Scenic Routes and Public View Protection

Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 are the only alternatives in the Delridge Segment that would be near a City of Seattle Designated Scenic Route (the West Seattle Bridge). With Alternative DEL-6a located adjacent to Fauntleroy Way Southwest on the west end of the Delridge Segment, the alignment transitions to at-grade and to a retained-cut condition. Ancillary components such as catenary poles would be noticed by travelers for a brief period; however, due to the depth of the alignment's retained-cut condition, the exposure to residential buildings along 32nd Avenue Southwest would be similar to the current conditions. The elevated guideway or tunnel would not have an effect on City of Seattle protected views.

With the exception of the West Seattle Golf Course, the Delridge Segment alternatives would not intrude upon views from City of Seattle specified viewpoints, parks, or view corridors of Mount Rainier, the Olympic and Cascade mountains, the downtown skyline, or Puget Sound. The West Seattle Golf Course was selected as a KOP, and views of the downtown skyline from this KOP would be partially blocked by Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4. Simulations of views from the West Seattle Golf Course can be seen in Attachment N.2A.

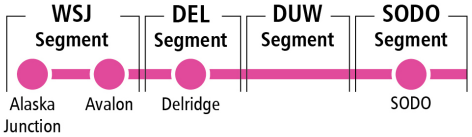
4.5.4.4.3 Light, Glare, and Shadows

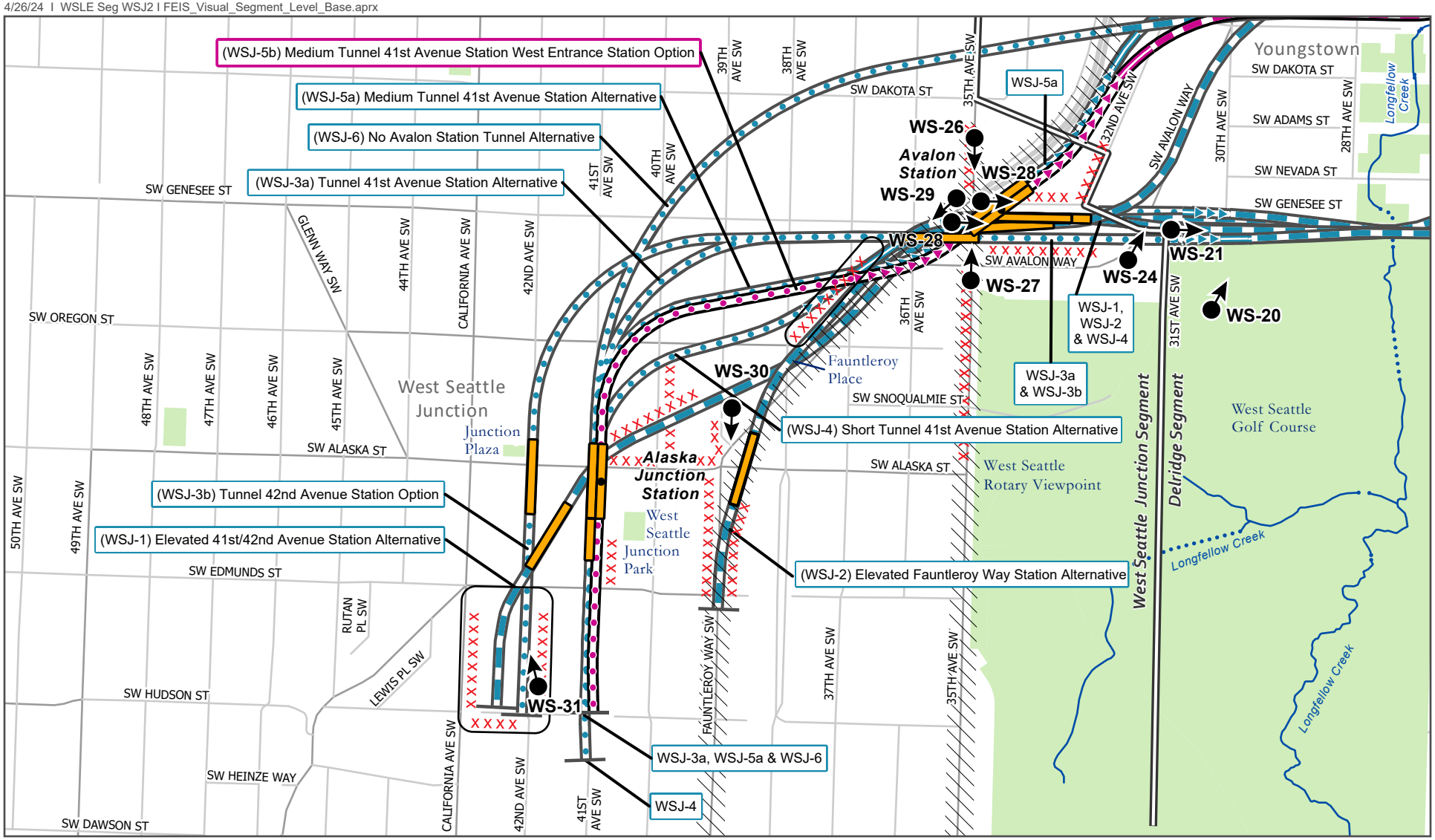
Lights from the elevated Delridge Station would be designed in accordance with Sound Transit design measures and would not have an impact on the surrounding area. Light and glare for passing trains would be most visible with Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3, particularly at night between Delridge Way Southwest and Southwest Avalon Way. Train lights would also be visible from the lower elevation guideways associated with the other Delridge Segment alternatives, but to a lesser degree. Light and glare from Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would be seen from multi-story residences on Southwest Andover Street, 26th Avenue Southwest, Southwest Yancy Street, and 32nd Avenue Southwest, respectively. Preferred Option DEL-6b and Alternative DEL-6a would also remove trees next to the West Seattle Bridge on-ramp that would eliminate the screening value of the trees that now screen lights from vehicles on the on-ramp.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would cast shadows on the southern edge of the Longfellow Creek Natural Area adjacent to Southwest Genesee Street and the north end of the West Seattle Golf Course. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not cast shadows on open spaces used by the public.

4.5.4.5 West Seattle Junction Segment

The West Seattle Junction Segment, which would have above-ground and below-ground components, contains nearby concentrations of sensitive viewers. Figure 4.5-12 shows the KOPs where simulations were developed, identifies areas with concentrations of sensitive viewers, identifies areas where there would be visual impacts, and identifies City of Seattle Designated Scenic Routes. Cross sections and 3D views of some stations are shown in the following section to illustrate the general height, bulk and scale of the stations (see Attachment N.2B in Appendix N.2 for the complete set).





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers

Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

N

FIGURE 4.5-12

Visual Setting and Impacts

West Seattle Junction Segment

West Seattle Link Extension

4.5.4.5.1 Areas with Concentrations of Sensitive Viewers

Preferred Option WSJ-5b and Alternative WSJ-5a would result in the removal of single-family residences between the West Seattle Bridge on-ramp and the southern portion of 32nd Avenue Southwest (see Figure 4.5-13). These alternatives would also result in the removal of single-family residences along Southwest Genesee Street. The removals could change the existing residential visual character of views from remaining residences to more of a transportation visual character. Although the removal of residential buildings and associated vegetation in a residential neighborhood would be very noticeable to residents, the average visual quality of views from the remaining residences toward Preferred Option WSJ-5b would not be reduced and would not be considered a visual impact.

Figure 4.5-13. Preferred Option WSJ-5b: Looking South along 35th Avenue Southwest toward Intersection with Fauntleroy Way Southwest

Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a would also remove some residences in the Southwest Genesee Street area near the Avalon Station and remove residences near the Alaska Junction Station. The removal of the residences would change the existing residential character of these areas to a vacant lot (that will be developed in the future). None of these tunnel alternatives (Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a) would lower the average visual quality of views in these areas. Existing retail and commercial buildings at the intersection of 35th Avenue Southwest and Southwest Genesee Street would be removed, but the visual quality of the view from the residences along 35th Avenue Southwest would slightly increase to average, or would remain low, and there would not a visual impact. Figures 4.5-14 and 4.5-15 show an Avalon Station 3D view and cross section under Preferred Option WSJ-5b.

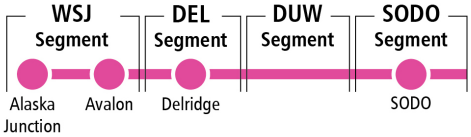


Figure 4.5-14. Avalon Station 3D View for Preferred Option WSJ-5b

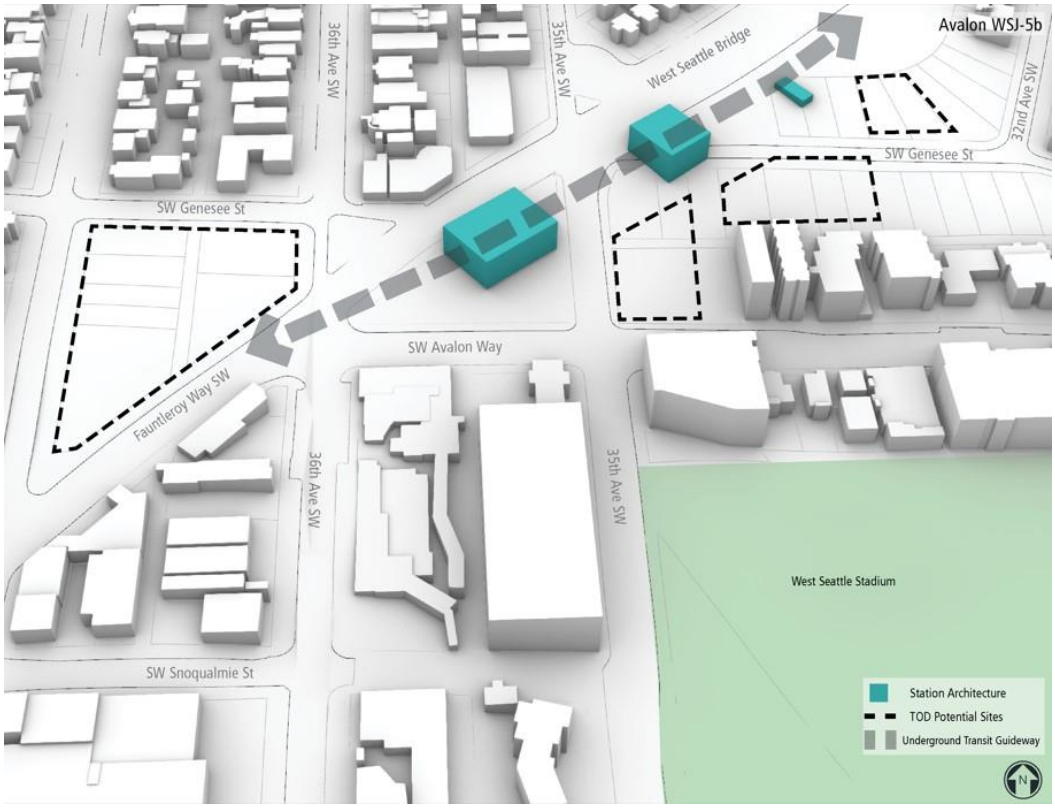
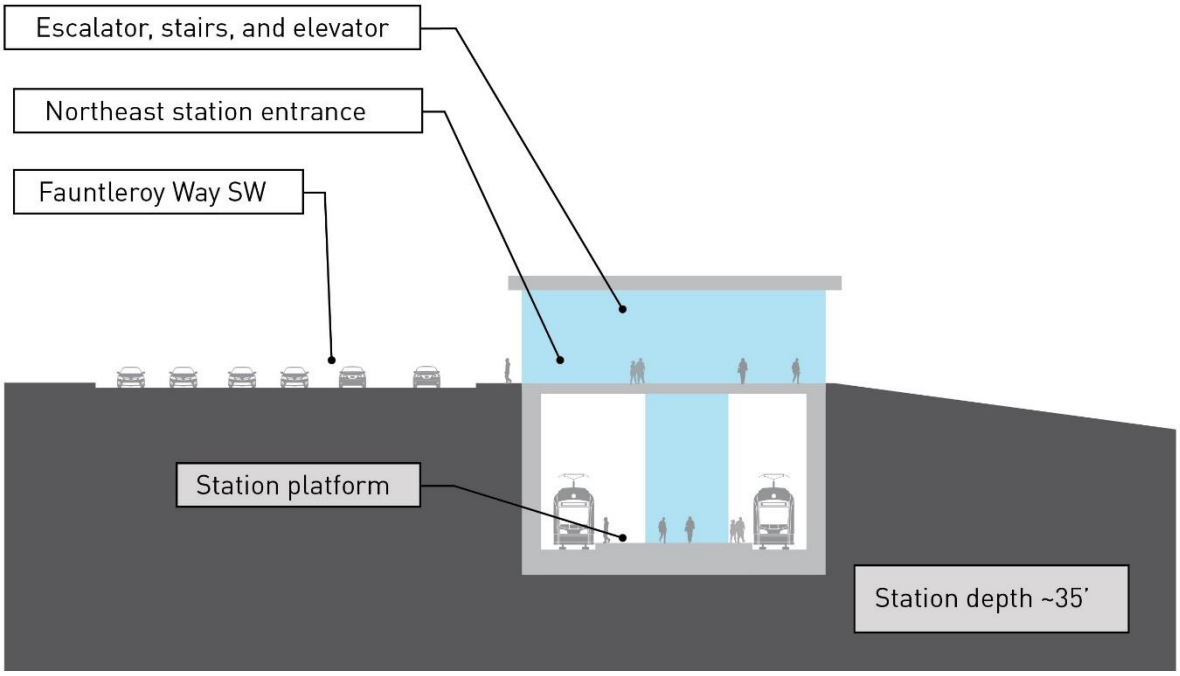
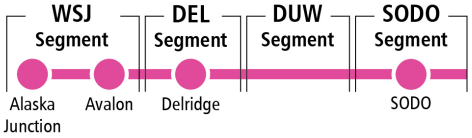


Figure 4.5-15. Avalon Station Cross Section for Preferred Option WSJ-5b





In Figure 4.5-13 (Preferred Option WSJ-5b), the view is from residential viewers to the north of Fauntleroy Way Southwest looking southeast across this major intersection. The above-ground portion of the east and west station buildings would not change the memorability of the view because it would blend into this view in architectural size and style. The intactness of the view would increase by replacing surface parking and strip retail buildings on both sides of the intersection. The station architecture would add to the unity of the view by appearing more in common with the contemporary large-scale multi-family buildings and by mirroring the east and west buildings. The addition of the east and west entrance buildings would simplify an otherwise visually disconnected setting consisting of commercial, retail, and residential land uses. The east and west station buildings would be of a similar scale and height as the existing residential development. The vividness would remain as low average, and the intactness and unity would increase to low average, therefore increasing the overall visual quality to low average. The influence of Alternative WSJ-5a on the visual quality of this view would be similar to that of Preferred Option WSJ-5b. The low visual quality rating would increase to low average, which would be a visual quality benefit.

Alternative WSJ-6 would result in the least amount of visual change because it would enter a tunnel within the Delridge Segment on the east side of the West Seattle Bridge, and the alignment and light rail vehicles would not be visible through the entire West Seattle Junction Segment.

Station entrances for Preferred Option WSJ-5b, Alternative WSJ-5a, and Alternative WSJ-6 would be a similar height, bulk, and scale as the adjacent buildings. The stations would increase the visual coherence of the area and would be considered a visual benefit. Figures 4.5-16 and 4.5-17 show the configuration, height, bulk, and scale of the Alaska Junction Station for Preferred Option WSJ-5b as an example of a tunnel Alaska Junction Station.

With Alternative WSJ-3a, the station building would be on the west side of this major intersection. The station platform would be at the tunnel level and unseen in this view. The above-ground portion of the station would not add to the memorability of the view because it would blend into the setting with both architectural scale and style. Likewise, vividness would remain the same because the view of the hilltop and trees would remain. The intactness of the view would increase by replacing the strip retail buildings. The station building would add to the unity of the view by appearing more in harmony with the contemporary large-scale multi-family buildings. The addition of the station would simplify an otherwise visually disconnected setting consisting of commercial, retail, and residential. The station building would be of a similar scale, height, and bulk as the existing residential development. The view intactness and unity would improve to low average, therefore increasing the overall visual quality to low average. This alternative would have a visual quality benefit.

The Alternative WSJ-1 and Alternative WSJ-2 elevated guideways would change the appearance of the West Seattle Junction area the most. The alternatives would connect with the Avalon Station, the top of which would be between approximately 60 and 80 feet high. Although this height would be much higher than the single-family residences that would remain north of Southwest Genesee Street, it would be similar to the five- to six-story multi-family residential buildings that line Southwest Avalon Way to the south of the Avalon Station. The scale and character of the stations and elevated guideways associated with these alternatives would be different than the residential character of areas to the north but would be similar to the dense urban scale and residential character of the area to the south.

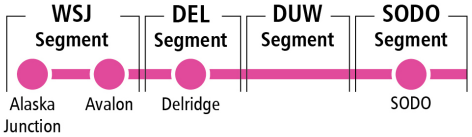


Figure 4.5-16. Alaska Junction Station 3D View for Preferred Option WSJ-5b

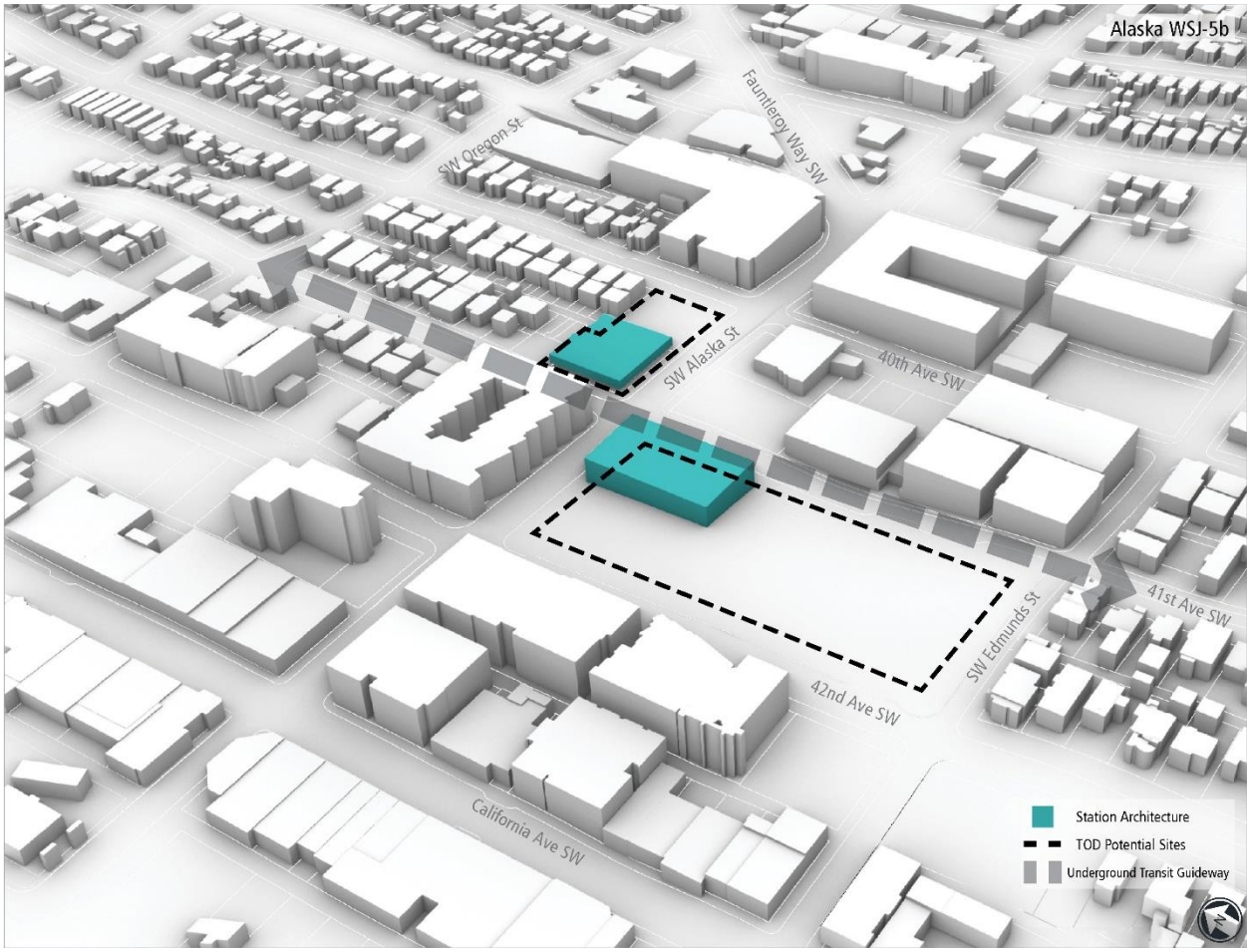
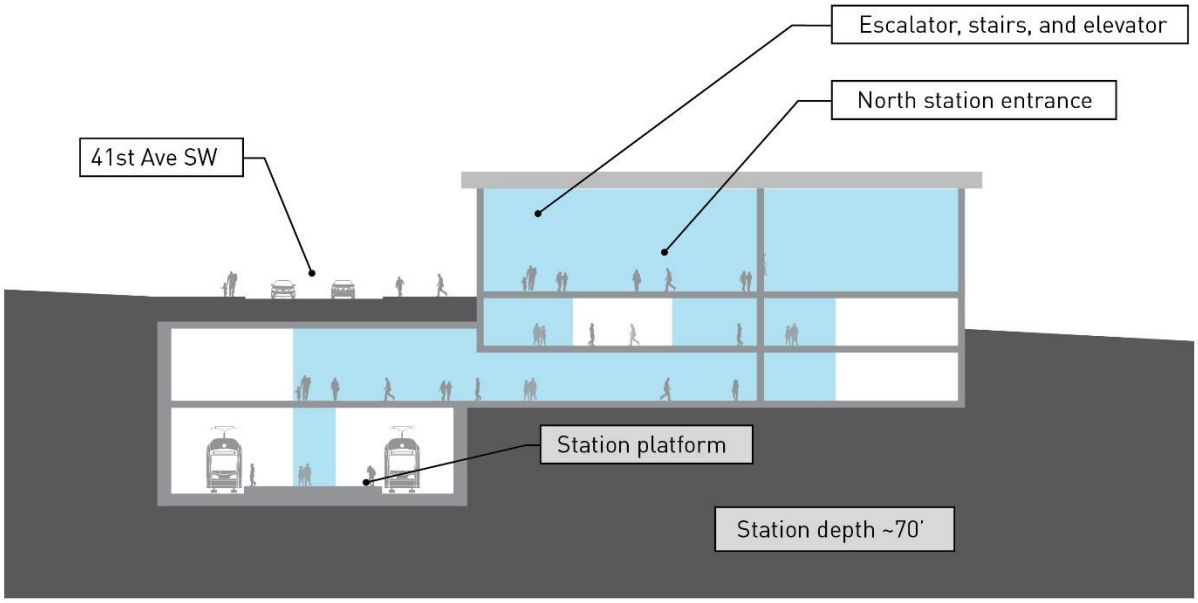
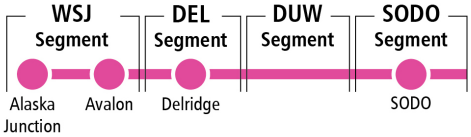


Figure 4.5-17. Alaska Junction Station Cross Section for Preferred Option WSJ-5b





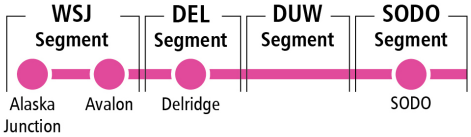
Throughout the remainder of this segment, Alternative WSJ-2 would have the most visual quality impacts (Table 4.5-3). The removal of buildings and vegetation to accommodate the elevated guideway in the area northwest of Fauntleroy Way Southwest between 36th Avenue Southwest, 37th Avenue Southwest, and 38th Avenue Southwest would open up views to the south from remaining residences. Most views to the south in these areas are currently blocked by the buildings and trees that would be removed. The new open views to the south would include Fauntleroy Way Southwest and the elevated guideway (which would range from about 30 to 80 feet in height) which would change the residential character of most of the views to transportation. The existing average visual quality of views to the south from the remaining residences would not change.

Alternative WSJ-1 would pass along the south side of Fauntleroy Way Southwest at heights of approximately 70 to 80 feet and would remove fewer buildings on the north side of this part of Fauntleroy Way Southwest compared to Alternative WSJ-2. It would not reduce the overall average visual quality of views to the south from areas with concentrations of sensitive residential viewers. The Fauntleroy Place greenspace would be permanently removed with both Alternative WSJ-1 and Alternative WSJ-2, so there would be no visual impacts to views from the removed greenspace. Adjacent residential viewers would see a change of visual character in the neighborhood with an elevated guideway but due to the alignment being consistent with an existing transportation system it would not be enough to change the visual quality.

Table 4.5-3. West Seattle Junction Segment Visual Quality Impacts to Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Impacts (miles)	Where Visual Impacts Would Occur
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**0**	**None**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	0.1	Residences along 42nd Avenue Southwest, Southwest Hudson Street and California Avenue Southwest
Elevated Fauntleroy Way Station Alternative (WSJ-2)	0.2	Residences along 36th Avenue Southwest, 37th Avenue Southwest, 38th Avenue Southwest
Tunnel 41st Avenue Station Alternative (WSJ 3a)	0	None
Tunnel 42nd Avenue Station Option (WSJ-3b)	0	None
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	0	None
Medium Tunnel 41st Avenue Station Alternative (WSJ-5)	0	None
No Avalon Station Tunnel Alternative (WSJ-6)	0	None

Most of the impacts to visual quality from Alternative WSJ-1 would occur at the south end of the alignment, where the elevated tail track and hi-rail access would remove residences along the west side of 42nd Avenue Southwest between Southwest Edmunds Street and Southwest Hudson Street. Tail tracks would be needed to allow for the temporary layover of a train and could allow trains to switch tracks. Hi-rail access would be needed so that hi-rail vehicles (which can operate on both rail tracks and conventional roads) could reach the guideway for track inspection and maintenance.



Removal of these residences for the tail track and hi-rail access would change the visual character of this area from residential to transportation facility (represented in KOP WS-31). The existing high average visual quality of views toward this area from remaining residential areas would be reduced to low, which would be a visual impact.

None of the Build Alternatives would impact visual quality in the Alaska Junction area north of Southwest Edmunds Street and south of Southwest Oregon Street. However, the alternatives with elevated guideways and stations would change the existing visual character of the area.

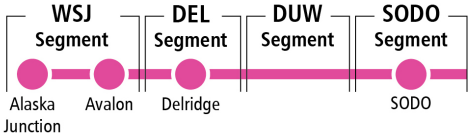
The Alternative WSJ-1 and Alternative WSJ-2 stations at Alaska Junction would remove buildings and would be approximately 60 to 80 feet high. The height, bulk, and scale of the stations might differ from some of the land uses that would remain next to them, but would be similar to the height, bulk, and scale of multi-story, mixed-use buildings that are being developed and will continue to be built in the area. The stations would add urban elements into this area that would increase the visual vividness and improve visual quality slightly from average to high average.

The Alaska Junction Station for Preferred Option WSJ-5b would be constructed in an area currently containing small commercial buildings and a parking lot. The elevated station, plaza, and guideway would be more memorable elements in this view than the current mix of land uses and buildings. The height, bulk, and scale of the elevated Alaska Junction Station would be compatible with nearby buildings and follow the street pattern in this location. The station and its associated plaza would simplify the visually complex intersection area and add a unifying architectural element. The low visual quality of views toward the intersection that are seen by nearby residences would improve to average, which would be a beneficial change.

Alternative WSJ-4 would have an Avalon Station about 60 to 70 feet high. The height, bulk, and scale of the station might differ from some of the land uses that would remain next to it, but would be similar to the height, bulk, and scale of multi-story, mixed-use buildings that are being developed and will continue to be built in the area. The Alternative WSJ-4 elevated guideway would be approximately 40 feet high, which would be closer in height to nearby multi-family buildings. Alternative WSJ-4 would remove single-family residences along either side of Southwest Genesee Street and, after passing over Fauntleroy Way Southwest, would remove buildings and vegetation north of Fauntleroy Way Southwest. The new open views to the south from remaining residences would include Fauntleroy Way Southwest and the elevated guideway, which would change the character of most of the views from residential to transportation. The average visual quality of views in these residential areas would be reduced to low average, which would not be a visual impact. This alternative would have an Alaska Junction Station in a tunnel, and the station entrances would be similar in height, bulk, and scale to the surrounding land uses.

4.5.4.5.2 City of Seattle Designated Scenic Routes and Public View Protection

Alternative WSJ-2 would twice pass over the section of Fauntleroy Way Southwest that is a City of Seattle Designated Scenic Route. The elevated guideway would not intrude upon or block views of notable features such as the Downtown Seattle skyline. These alternatives would not intrude upon views from City of Seattle specified viewpoints, parks, or view corridors of Mount Rainier, the Olympic and Cascade mountains, the downtown skyline, or Puget Sound.



The southwestern portion of the West Seattle Bridge does not have views of any City-specified notable features, so none of the alternatives would block important views. Preferred Option WSJ-5b and Alternative WSJ-5a would parallel the West Seattle Bridge, which is a City of Seattle Designated Scenic Route. Residences and some vegetation that currently screen views to the east from the bridge would be removed, and views to the east may be opened up to views of the residential buildings.

Along 35th Avenue Southwest, the distant presence of the elevated guideway of the Preferred Option WSJ-5b, Alternative WSJ-2, and Alternative WSJ-5a alignments in the background of the view looking north would not intrude on views due to the natural topography, existing buildings, and existing vegetation in the foreground.

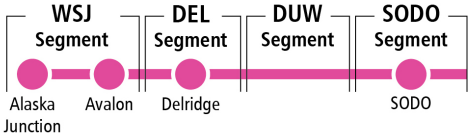
4.5.4.5.3 Light, Glare, and Shadows

Although vehicle lights along Fauntleroy Way Southwest and nearby streets are common sights along most of the West Seattle Junction Segment, lights on elevated light rail trains would be new additions seen by residents. Lights from elevated stations in this segment would be seen from nearby locations, including some buildings containing sensitive residential viewers. Lights from the elevated Avalon and Alaska Junction stations would be designed in accordance with Sound Transit design measures and would not have an impact on the surrounding area. The tail track and hi-rail vehicle access lighting would be seen from nearby residential areas. Views of lights from passing trains could be disturbing to some residents. Approaches to reduce potential light impacts are described in the design measures discussion in Section 4.5.4.1, Impacts Common to All Alternatives.

4.5.5 Environmental Impacts of the Build Alternatives during Construction

Activities related to building the project would have temporary impacts on the visual environment. Section 2.7, Construction Approach, in Chapter 2 provides an overview of potential construction activities and timing. Many of the construction activities would be seen by sensitive viewers. These activities would include moving and storing equipment and materials; exposing soils; glare and lights associated with nighttime construction; storing construction materials; the presence of construction equipment such as cranes, in-water equipment, and barges for bridge construction; installing and using work trestles on Pigeon Point, and making general visual changes to the viewed landscape during the project construction period. Guideway construction is estimated to take between 2 and 4 years, bridge construction over the Duwamish Waterway between 3 and 5 years, and station construction between 2 and 4 years. Tunnel and tunnel portal construction is expected to take approximately 2 years. All of these activities would be seen by the public and some would be near and seen by sensitive viewers. Staging areas would be throughout the project corridor and would range in size from about 1 to 5 acres, depending on the location and construction activity. Views toward the project by sensitive viewers would change during the construction period, and there would be impacts of varying degrees.

During construction, Sound Transit would provide visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Visual screening would include construction of a barrier to screen ground-level views into construction areas where practical. Nighttime construction lighting would be shielded and directed downward to avoid light spillover onto adjacent sensitive uses.



4.5.6 Indirect Impacts of the Build Alternatives

The project could support changes to nearby land uses, as allowed in adopted plans. Increases in the density of development as allowed by zoning could occur. This might result in changes to the visual setting of the areas where the project would create changes and support new and more dense development around station areas.

4.5.7 Mitigation Measures

In addition to the design measures described in Section 4.5.4.1, Sound Transit has developed mitigation measures for areas with visual impacts. Site-specific mitigation measures are described below by segment. The design of structures associated with the preferred alternatives (including access ramps, traction power substation facilities and vent structures) will continue to be refined through preliminary design to minimize visual impacts to surrounding sensitive viewers. The areas for each segment where there would be visual impacts are identified on Figures 4.5-1, 4.5-2, and 4.5-12 (shown with ovals). Most of the visual quality impacts would be mitigated by planting screening vegetation where appropriate and where it meets the Sound Transit safety clear zone and setback requirements along the edge of construction footprints or within residential properties (if desired by residents). The vegetation would screen views of new project components and/or areas that are currently screened by vegetation that would be removed. Existing plant material would be protected to the extent possible to preserve a sense of scale and history. Plant material would be used to enhance the visual quality of the station areas and to integrate them with their surrounding environment. Plant selection would be adaptive plants that are suitable for the northwest climate and the environment in which they are planted. Mitigation measures would be further refined if necessary in coordination with the City of Seattle as the project design advances.

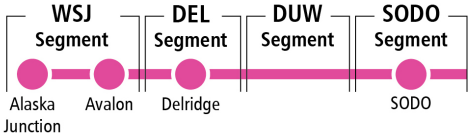
It should be noted that the use of vegetation to buffer or screen views of Build Alternative elements would not provide immediate mitigation. Depending upon the vegetation's location in relationship to sensitive viewers, distance to Build Alternative elements, size of the elements, and the growth rates of the vegetation selected, effective screening of the elements could take between 5 years and 10 years and perhaps as many as 15 years. Impacts associated with some of the higher elements of the alternatives, such as bridges crossing the West Waterway or the taller alternatives passing along Southwest Genesee Street, could not be completely mitigated by vegetative screening. The impacts of these elements on sensitive viewers could be lessened with the strategic planting of vegetation, but the elements themselves would be too large to screen and they would produce unavoidable impacts.

4.5.7.1 Duwamish Segment

4.5.7.1.1 Area 1: Residential Areas along 22nd Avenue Southwest and 23rd Avenue Southwest

The following measure would apply to Preferred Alternative DUW-1a and Option DUW-1b:

- Following construction, plant vegetation where appropriate to screen views of areas to the west, elevated guideway, and Delridge Way Southwest from remaining residences on 23rd Avenue Southwest.



4.5.7.2 Delridge Segment

4.5.7.2.1 Area 1: Residences along Delridge Way Southwest and 23rd Avenue Southwest from Eastern Edge of Segment to Southwest Andover Street

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to screen views of areas to the west, the elevated guideway, and Delridge Way Southwest from remaining residences on 23rd Avenue Southwest.

4.5.7.2.2 Area 2: 23rd Avenue Southwest South of Southwest Andover Street

The following measure would apply to Alternative DEL-3 and Alternative DEL-4:

- Following construction, plant vegetation where appropriate to screen views of elevated guideway, Delridge Way Southwest, and views to the west from remaining residences on 23rd Avenue Southwest.

4.5.7.2.3 Area 3: Delridge Way Southwest, 25th Avenue Southwest, and 26th Avenue Southwest

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4 and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to screen views of elevated guideway and station from remaining residences along Delridge Way Southwest, 25th Avenue Southwest and 26th Avenue Southwest.

4.5.7.2.4 Area 4: Delridge Playfield and Community Center

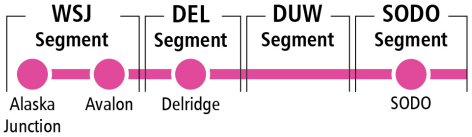
The following measure would apply to Alternative DEL-1a, Option DEL-1b, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4:

- Following construction, plant screening vegetation where appropriate in the northwest edge of the park, if the City of Seattle desires, to screen views of the elevated guideway.

4.5.7.2.5 Area 5: West Seattle Golf Course

The following measures would apply to Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3:

- Although the elevated guideways could not be screened by vegetation, following construction, plant vegetation where appropriate to screen views of Southwest Genesee Street and to frame views of the downtown skyline.
- Following construction, plant vegetation in a manner and pattern similar to the vegetation within the golf course removed for construction.
- For Option DEL-2b, no mitigation measures are proposed because there are no opportunities for screening views of the guideway.
- Applies to Alternative DEL-2a and Alternative DEL-4.



- Redesign and revegetate the north end of the golf course that would be impacted and include vegetative screening where appropriate to block views of the elevated guideway, transition to the portal, and portal.

4.5.7.2.6 Area 6: Residential Areas North of Southwest Genesee Street and Longfellow Creek Natural Area

The following measures would apply to Preferred Option DEL-6b, Alternative DEL-1a, Alternative DEL-2a, Alternative DEL-3, Alternative DEL-4, and Alternative 7:

- Following construction, plant vegetation where appropriate that would not conflict with the light rail operations in front of remaining residences on the north side of Southwest Genesee Street to replace vegetation removed for construction.
- Following construction, plant screening vegetation where appropriate along perimeter of stormwater detention facility to block views from adjacent residences.

The following measure would apply only to Option DEL-1b and Option DEL-2b:

- Following construction, replant vegetation that would not conflict with light rail operations in front of remaining residences on north side of Southwest Genesee Street to replace vegetation removed for construction.

4.5.7.2.7 Area 7: Southwest Avalon Way

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would place an elevated guideway over the center of Southwest Avalon Way that would be clearly seen by adjacent residents, but there are no mitigation measures that could reduce its impact. Therefore, no mitigation measures are proposed in this area.

4.5.7.2.8 Area 8: Southwest Yancy Street

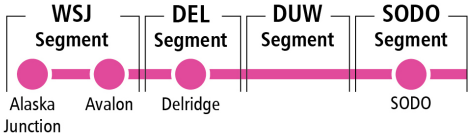
The following measure would apply to Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to help screen views of the elevated guideway from remaining industrial buildings on both sides of Southwest Andover Street and Southwest Yancy Street.

4.5.7.2.9 Area 9: 32nd Avenue Southwest

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to help screen views of the elevated guideway from remaining residences on both sides of 32nd Avenue Southwest.



4.5.7.3 West Seattle Junction Segment

4.5.7.3.1 Area 1: North of Fauntleroy Way Southwest along 35th Avenue Southwest, 37th Avenue Southwest, 38th Avenue Southwest, and 39th Avenue Southwest

The following measure would apply to Alternative WSJ-1 and WSJ-2:

- Following construction, plant screening vegetation where appropriate along the edge of the construction footprint.

4.5.7.3.2 Area 2: Along 42nd Avenue Southwest and California Avenue Southwest

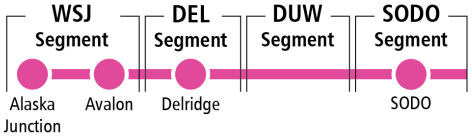
The following measure would apply to Alternative WSJ-1:

- Following construction, plant screening vegetation where appropriate along the edge of the construction footprint.

4.5.7.3.3 Area 3: Along 35th Avenue Southwest and Southwest Genesee Street

The following measure would apply to Alternative WSJ-1:

- Following construction, plant screening vegetation where appropriate along the edge of the construction footprint.



4.6 Air Quality

4.6.1 Introduction to Resource and Regulatory Requirements

This section discusses the potential long-term as well as short-term air quality impacts of the West Seattle Link Extension Project (the project). The analysis evaluates impacts of criteria pollutants, mobile source air toxics, and greenhouse gases during project construction and operation.

The Puget Sound Clean Air Agency, United States Environmental Protection Agency, and Washington State Department of Ecology work together in regulating air quality in the project corridor. Appendix L4.6A, Applicable Laws, Regulations, Guidance, and Policies, presents a list of federal, state, and local laws, regulations, guidance, and policies applicable to the air quality analysis for the project.

Criteria Pollutants

Six criteria air pollutants have been recognized by the United States Environmental Protection Agency as potentially harmful, and National Ambient Air Quality Standards have been established to protect the public health and welfare. These pollutants are particulate matter, sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead.

Mobile Source Air Toxics

Mobile source air toxics are hazardous air pollutants emitted from on-road and non-road vehicles, and can cause cancer and noncancer health risks. The nine priority mobile source air toxics include acetaldehyde, acrolein, benzene, 1,3-butadiene, diesel particulate matter, formaldehyde, ethylbenzene, naphthalene, and polycyclic organic matter.

Greenhouse Gases

Greenhouse gases accumulate in the atmosphere and influence long-term average atmospheric temperatures. Greenhouse gases include, but are not limited to, carbon dioxide, methane, nitrous oxide, hydrochlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

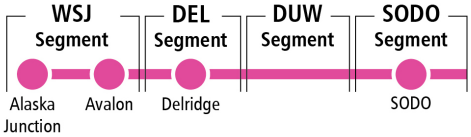
4.6.2 Affected Environment

4.6.2.1 Regional Topography and Climate

The project is in the City of Seattle in King County within the Puget Sound Lowlands region. The climate in the region is a product of the interaction between large-scale wind and weather patterns and the complex topography of the region. Winter temperatures generally range from 10 degrees Fahrenheit to 45 degrees Fahrenheit, and summer temperatures generally range from 50 degrees Fahrenheit to 78 degrees Fahrenheit. Air pollution is usually most noticeable in the late fall and winter season, under conditions of clear skies, light wind, and a sharp temperature inversion. These conditions may prevail a few days before a weather system moves through that removes the pollution by wind and rain (Western Regional Climate Center 2023).

4.6.2.2 Criteria Pollutants

Air quality is affected by pollutants that are generated by both natural and human-made sources. In general, the largest human-made contributors to air emissions are fossil-fuel combustion sources such as transportation and industrial operations. The largest contributors of pollution related to transportation are motor vehicles. Pollutants of concern for transportation typically include carbon monoxide; particulate matter with aerodynamic diameter equal to or smaller than 10 micrometers (PM_{10}) and particulate matter with aerodynamic diameter equal to or smaller than 2.5 micrometers ($PM_{2.5}$); ozone and its precursors including nitrogen oxides and volatile organic compounds; mobile source air toxics; and greenhouse gases. Sulfur dioxide and lead are not pollutants of concern associated with light rail operation, light rail construction, or automobile emissions, and therefore are not discussed further in this analysis.



4.6.2.3 Existing Air Quality

The United States Environmental Protection Agency has established National Ambient Air Quality Standards to protect public health and welfare, with an adequate margin of safety. The Puget Sound Clean Air Agency monitors criteria air pollutant concentrations at several locations in Seattle. The monitoring stations closest to the project corridor are at 4700 East Marginal Way South, 4103 Beacon Avenue South, and 10th Avenue South and South Weller Street in the Chinatown-International District. Appendix L4.6B, Air Monitoring Data from the Study Area, shows the criteria air pollutant concentrations monitored at these stations during 2020 to 2022. Monitored concentrations of carbon monoxide, nitrogen oxides, PM_{10}, ozone, and sulfur dioxide are below the applicable National Ambient Air Quality Standards in all 3 years. Although the 98th-percentile 24-hour average concentrations of $PM_{2.5}$ measured in 2020 are greater than the $PM_{2.5}$ standard of 35 micrograms per cubic meter, the 98th percentile of the daily concentrations of $PM_{2.5}$ averaged over 3 years is lower than the standard. Therefore, under current conditions, $PM_{2.5}$ is not in violation to the National Ambient Air Quality Standard.

4.6.2.4 Attainment Status

The central Puget Sound region was classified as a nonattainment area by United States Environmental Protection Agency for carbon monoxide in 1978. In 2016, the Puget Sound region reached the end of a 20-year maintenance period for carbon monoxide, and transportation conformity is no longer required for carbon monoxide in the region (Puget Sound Regional Council 2022).

Key Terms

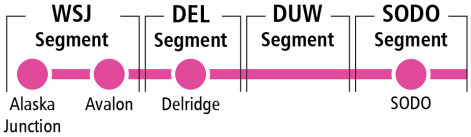
A **nonattainment area** is an area that does not meet the National Ambient Air Quality Standards.

Transportation Conformity is a process required by the Clean Air Act Section 176(c), which prohibits the federal agencies from funding, authorizing, or approving transportation plans, programs, or projects that do not conform to the State Implementation Plan for attaining the National Ambient Air Quality Standards.

Three areas in the Puget Sound region were designated as nonattainment for PM_{10} in 1987, comprising the Seattle Duwamish Waterway industrial area, the Kent Valley, and the Tacoma Tideflats. In 2014, the United States Environmental Protection Agency approved a limited maintenance plan for these three areas, which ensured continued maintenance until 2021. On August 16, 2021, the areas reached the end of the 20-year maintenance period for PM_{10}; transportation conformity is no longer required for PM_{10} in the region as of this date (Puget Sound Regional Council 2022). The project study area is in attainment/unclassified for nitrogen dioxide, $PM_{2.5}$, ozone, sulfur dioxide, and lead.

4.6.2.5 Mobile Source Air Toxics

Mobile source air toxics are hazardous air pollutants emitted from on-road and non-road vehicles that can cause cancer and noncancer health risks. Transportation projects may affect the regional or local air toxic concentrations due to the mobile source air toxics emissions from vehicles. Nationwide mobile source air toxics emissions are expected to be lower than present levels in future years as a result of United States Environmental Protection Agency's national emissions control programs and fuel economy standards. Estimated emissions using the United States Environmental Protection Agency's MOVES3 model indicate that even if vehicle miles traveled increase by 31 percent from 2020 to 2060 as forecast, a combined reduction of 76 percent in the total annual emissions for the priority mobile source air toxics is projected for the same time period. Diesel particulate matter is the dominant component of mobile source air toxics emissions, making up 36 to 56 percent of all priority mobile source air toxics pollutants by mass, depending on calendar year (Federal Highway Administration 2023).



Washington State Department of Ecology began monitoring air toxics at the Seattle Beacon Hill monitoring station in 2000. Carbon tetrachloride presented the highest potential cancer risk from air toxics monitored at the Seattle Beacon Hill site. Carbon tetrachloride is relatively common and has a long half-life, and concentrations are similar in urban and rural areas. Benzene ranked second, and it comes from a variety of sources including vehicle exhaust, wood burning, evaporation of industrial solvent, and other combustion (Puget Sound Clean Air Agency 2022).

4.6.2.6 Greenhouse Gases

Greenhouse gases include both naturally occurring and human-made gases that trap heat in the Earth's atmosphere. Greenhouse gases include, but are not limited to, carbon dioxide, methane, nitrous oxide, hydrochlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These gases trap the energy from the sun and help maintain the temperature of the Earth's surface, creating a process known as the greenhouse effect. The accumulation of greenhouse gases in the atmosphere influences the long-term range of average atmospheric temperatures.

Carbon dioxide is the most abundant greenhouse gas; while it is a naturally occurring, necessary component of Earth's atmosphere, human activities such as burning fossil fuels, reducing the amount of forest cover, agricultural activities, and industrial activities also release carbon dioxide into the atmosphere. Fossil-fuel combustion is the main source of human-generated carbon dioxide, that is the main driver of climate change. Amounts of greenhouse gases are expressed relative to carbon dioxide, using a metric called carbon dioxide equivalent.

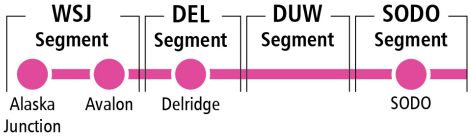
According to the greenhouse gases inventory for King County (Cascadia Consulting Group 2022), the community-wide geographic greenhouse gas emissions in 2019 and 2020 were 27.1 million and 22.9 million metric tons of carbon dioxide equivalent, respectively.[1] Total greenhouse gas emissions in 2019 increased 3 percent compared to the 2017 inventory year and increased 11 percent compared to the 2007 baseline inventory year. Total greenhouse gas emissions in 2020 decreased 13 percent compared to the 2017 inventory year and decreased 6 percent compared to the baseline inventory year. Overall greenhouse gas emissions in 2020 declined approximately 15 percent compared to just a year earlier in 2019—a drastic reduction in just 1 year. Because 2020 marked the beginning of the global COVID-19 pandemic, this reduction should not be interpreted as an indicator of long-term emissions sources or trends. The largest sources of greenhouse gas emissions were building electricity (26 percent in 2019 and 22 percent in 2020), transportation (24 percent in 2019 and 28 percent in 2020), and building natural gas (15 percent in 2019 and 16 percent in 2020).

4.6.2.7 Sensitive Receptors

Sensitive air quality receptors typically include residents and land uses where people are most vulnerable to air pollutants, such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. Table L4.6B-1 in Appendix L4.6B is representative of the existing air quality conditions experienced by sensitive receptors near the proposed project.

The land uses in the vicinity of the project are commercial and industrial in the SODO and Duwamish segments with minimal sensitive receptors. Land uses in the Delridge and West Seattle Junction segments include mixed residential with some commercial uses with sensitive receptors such as schools, daycares, elderly housing, and healthcare facilities within 0.5-mile along the project corridor centerline.

[1] A community-wide geographic greenhouse gas emissions inventory quantifies the annual emissions produced within community boundaries due to community activities, such as on-road transportation and energy consumption. A geographic emissions inventory does not account for upstream emissions from goods and services consumed within the community, such as food or furniture.



4.6.3 Environmental Impacts of the No Build Alternative

Under the No Build Alternative, vehicle miles traveled for cars and light trucks would increase over existing conditions due to regional growth by about 7 percent in 2042, as shown in Table 4.6-1. The future vehicle fleet would have lower emissions than the existing vehicle fleet due to improved emission control technology and fuel efficiency. There would be no construction-related greenhouse gas emissions because the project would not be built.

4.6.4 Environmental Impacts of the Build Alternatives during Operation

This section discusses the impacts of the Build Alternatives due to emissions of criteria pollutants and mobile source air toxics. Impacts from greenhouse gas emissions are discussed in Section 4.6.6, Greenhouse Gases and Climate Change.

Project impacts were evaluated based on the following analysis years and scenarios:

- 2019: existing condition
- 2042: No Build Alternative and Build Alternatives

The Build Alternative evaluated is a combination of alternatives intended to represent the range of alternatives for the project as described in Section 2.1, Build Alternatives, of Chapter 2, Alternatives Considered. Three Build Alternatives scenarios are evaluated in the air quality analysis:

- The low-cost scenario: includes Alternative SODO-1a, Preferred Alternative DUW-1a, Alternative DEL-5, and Alternative WSJ-2.
- The high-cost scenario: includes Alternative SODO-2, Preferred Alternative DUW-1a, Alternative DEL-4, and Alternative WSJ-3a.
- The Preferred Alternative: includes Preferred Option SODO-1c, Preferred Alternative DUW-1a, Preferred Option DEL-6b, and Preferred Option WSJ-5b.

The Build Alternative for 2042 includes Sound Transit 3 planned projects, due to the cumulative nature of the air quality analysis.

4.6.4.1 Criteria Pollutants

Vehicle emissions based on vehicle miles traveled in the Puget Sound region were compared for the No Build Alternative and project Build Alternatives. Vehicle emissions in the region would decrease when the region's vehicle miles traveled decreases. In the long-term, as shown in Table 4.6-1, regional vehicle miles traveled and average daily traffic in 2042 for the Build Alternatives would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. Regional passenger vehicle average daily traffic would decrease, while vehicle miles traveled or average daily traffic of heavy duty trucks would not change. The overall regional vehicle emissions are expected to decrease with the Build Alternatives, and the project is expected to have long-term benefits to regional air quality by reducing pollutants emissions from passenger vehicles.

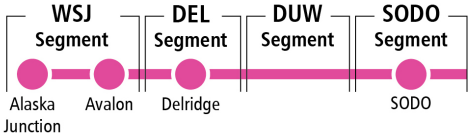


Table 4.6-1. Regional Vehicle Miles Traveled and Average Daily Traffic Change

Parameter	2019 Existing Condition	2042 No Build	2042 Build	Difference in 2042 Build versus 2042 No Build
Cars and light trucks (regional vehicle miles traveled per day)	79,532,300	85,366,700	85,351,300	−15,400
Heavy duty trucks (regional vehicle miles traveled per day)	9,011,700	11,269,700	11,269,700	0
Transit buses (regional vehicle miles traveled per day)	188,800	238,200	237,000	−1,200
Streetcar (regional vehicle miles traveled per day)	600	3,100	3,100	0
Cars/light trucks (average daily traffic)	10,432,700	11,994,200	11,991,900	−2,300
Heavy duty trucks (average daily traffic)	306,500	380,800	380,800	0
Transit buses (average daily traffic)	9,490	12,360	12,200	−160
Streetcar (average daily traffic)	170	330	330	0

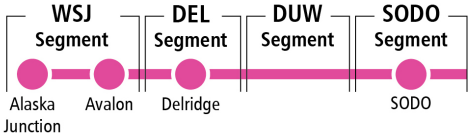
4.6.4.2 Mobile Source Air Toxics

Sound Transit evaluated potential mobile source air toxics effects from project operation following the Federal Highway Administration's memorandum, *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA* [National Environmental Policy Act] *Documents* (Federal Highway Administration 2023). Although there are no established criteria for determining when mobile source air toxics emissions related to transit projects should be considered a problem, the Federal Highway Administration guidance provides an approved approach to evaluating potential effects. According to the guidance, projects that improve operations of highway, transit, or freight without adding substantial new capacity or without creating a facility that has meaningfully increased mobile source air toxics emissions are considered to have low potential mobile source air toxics effects.

The new light rail would be powered by electricity; thus, there would be no direct emissions of mobile source air toxics from the light rail operation. Because the project is expected to reduce regional vehicle miles traveled and would not involve adding diesel vehicle travel into the region, high levels of mobile source air toxics impacts are unlikely. However, the project may change localized vehicle traffic patterns at some locations, such as near the stations, which has low potential for mobile source air toxics effects.

The amount of mobile source air toxics emitted from vehicles traveling on roadways is proportional to the number of vehicle miles traveled, assuming other variables such as the roadway vehicle mix or light rail power source do not change. As shown in Table 4.6-1, the vehicle miles traveled for the Build Alternatives in the region would be lower than those for the No Build Alternative. As a result, the overall mobile source air toxics emissions from the Build Alternatives would decrease compared to No Build Alternative due to the removal of vehicles from roadways when people switch from driving to take light rail transit.

Light rail operations would have the potential to increase mobile source air toxics emissions when vehicles drive to or from the light rail stations. Therefore, under the Build Alternatives there may be localized areas where ambient concentrations of mobile source air toxics would be higher than under the No Build Alternative. However, he magnitude and the duration of these potential effects cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific health impacts. Also, on a region-wide basis, the United States



Environmental Protection Agency's vehicle and fuel regulations, coupled with fleet turnover, will cause substantial reductions over time such that in almost all areas the mobile source air toxics levels in the future will be substantially lower than today. Local conditions may differ from these national projections in terms of fleet mix and turnover, vehicle-miles-traveled growth rates, and local control measures. The United States Environmental Protection Agency projected reductions are so substantial, that even after accounting for vehicle-miles-traveled growth, mobile source air toxics emissions in the study area are likely to be lower in the future as well.

The mobile source air toxics analysis above is a basic analysis of the likely mobile source air toxics impacts of the proposed project. The limitations of information and methodology of the analysis is discussed Appendix L4.6C, Limitations of the Mobile Source Air Toxics Analysis.

4.6.4.3 Conformity Determination

As discussed in Section 4.6.2.4, Attainment Status, the Puget Sound region has reached the end of the 20-year maintenance period for carbon monoxide and PM_{10}; therefore, transportation conformity is no longer required for carbon monoxide and PM_{10} in the region.

Nevertheless, the project is listed in Puget Sound Regional Council's long-range transportation plan, *The Regional Transportation Plan – 2022-2050* (Puget Sound Regional Council 2022). Inclusion of the project in the Regional Transportation Plan demonstrated that the project would be consistent with the regional Transportation Improvement Program and would not cause substantial adverse regional air quality impacts.

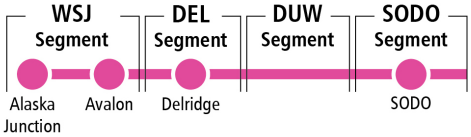
4.6.4.4 Minimum Operable Segment

With the West Seattle Link Extension Minimum Operable Segment (M.O.S.), the long-term reduction in pollutants and greenhouse gases would occur as described in Section 4.6.6.1, Greenhouse Gas Emissions, because vehicle miles traveled would be reduced as people switch from personal vehicles to light rail. However, because there would be fewer stations with the M.O.S. than with the full Build Alternatives, there would be less of a reduction in vehicle miles traveled and, consequently, less of a reduction of pollutants and greenhouse gases. Because the M.O.S. would be shorter than the full Build Alternatives, it would also have fewer air quality impacts during construction. Additional information about the M.O.S. is provided in Section 2.4, Minimum Operable Segment, in Chapter 2.

4.6.5 Environmental Impacts of the Build Alternatives during Construction

Project construction activities could result in short-term increases in dust and equipment-related emissions in and around the project construction area. Exhaust emissions during construction would be generated by fuel combustion in motor vehicles and construction equipment, and particulate emissions would result from soil disturbance, earthwork, and other construction activities. Construction vehicle activity and disruption of normal traffic flow may result in increased motor vehicle emissions within certain areas. Potential air quality impacts would be short-term, occurring only while construction work is in progress. Best management practices as described in Appendix L4.6D, Air Quality Best Management Practices, would be implemented to minimize air pollutants emissions during the construction phase.

Due to the cumulative nature of the greenhouse gas impacts, greenhouse gas emissions from the project construction are discussed in Section 4.6.6, Greenhouse Gases and Climate Change.



4.6.6 Greenhouse Gases and Climate Change

4.6.6.1 Greenhouse Gas Emissions

Lifecycle greenhouse gas emissions associated with the project construction and operation were quantified using the Federal Transit Administration's (FTA's) Greenhouse Gas Estimator V3.0 (FTA 2022). Lifecycle emissions for construction include those resulting from the embodied energy and emissions associated with the extraction, transport, and production of the materials (e.g., asphalt, concrete, base stone, and steel) used in the construction of the transportation facilities, the fuel used to transport materials to site, and the energy and fuel used in construction equipment. Lifecycle operation emissions include the upstream emissions associated with the extraction, production, and transportation of the vehicle fuel and the downstream emissions from the operation of a transit vehicle.

Greenhouse gas emissions were used as a proxy to evaluate the project's impacts to the environment, as discussed in the following sections. The greenhouse gas emission analysis was performed for the Build Alternatives in 2042, and included the low-cost, high-cost, and the Preferred Alternative scenarios. Detailed emissions calculations are provided in Appendix L4.6E, Greenhouse Gas Analysis.

The No Build Alternative is used as the baseline of the analysis. Greenhouse gas emissions from each scenario represent the net change compared to the No Build Alternative in each analysis year.

4.6.6.1.1 Operation Emissions

FTA's Greenhouse Gas Estimator V3.0 (FTA 2022) was used to estimate the lifecycle greenhouse gas emissions during project operation, including the upstream and downstream emissions from the facility operation and maintenance, transit vehicle operation and maintenance, and the displaced emissions due to reduced vehicle miles traveled. Light rail trains would be electrically powered, using 100 percent renewable energy; therefore, the project would not have greenhouse gas emissions from transit vehicle operations. In addition, Sound Transit would use 100 percent renewable hydroelectric energy for station electricity and heating and there would therefore be zero direct or indirect greenhouse gases emissions from station operation. The FTA Greenhouse Gas Estimator model estimates the station operation emissions based on the electricity and station heating needs, and it does not allow customized input of energy use and sources. For the reasons described above, the FTA Greenhouse Gas Estimator modeling output in Appendix L4.6E reports emissions for stations under facility operations, those emission data were not used in this analysis, as shown in Table 4.6-2. Displaced emissions were estimated based on the reduced vehicle miles traveled for the Build Alternatives. The reduced vehicle miles traveled are the same for the three scenarios of the Build Alternatives.

As shown in Table 4.6-2, the Build Alternatives would result in net decrease of greenhouse gas emissions in the horizon year of 2042. In the project horizon year of 2042, the Build Alternatives would have net decrease of greenhouse gas emissions due to the increase in light rail ridership and the subsequent reduction in regional vehicle miles traveled. Greenhouse gas emissions of the low-cost scenario would be lower than the emissions from the high-cost scenario and the Preferred Alternative. The reduced vehicle miles traveled with the project would help King County achieve its target of a 28 percent reduction in passenger vehicle traveled by 2050, which is needed in order to achieve greenhouse gas emissions reduction goals (Cascadia Consulting Group 2022).

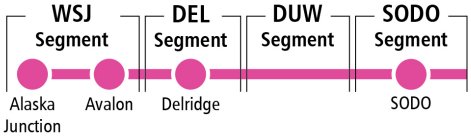


Table 4.6-2. Greenhouse Gas Operational Emissions from Project Operation in Year 2042 (Metric Tons Carbon Dioxide Equivalent per Year)

Scenario	Low-cost	High-cost	Preferred Alternative
Transitway Maintenance	39	46	**41**
Facility Operations [a]	0	0	**0**
Transit Vehicle Operations	0	0	**0**
Transit Vehicle Maintenance	19	19	**19**
Displaced Emissions from Reduced Vehicle Miles Traveled	-3,001	-3,001	**-3,001**
Annual Operation Emissions	-2,943	-2,936	**-2,941**

[a] Facility operation emissions are set to zero because Sound Transit would use 100 percent renewable hydroelectric energy for stations operation.

4.6.6.1.2 Construction Emissions

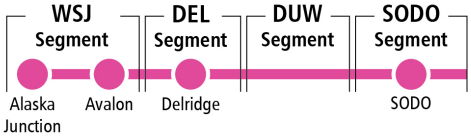
Greenhouse gas emissions from the project construction were estimated using the FTA *Transit Greenhouse Gas Estimator* (Estimator) *V3.0* (FTA 2022). The Estimator is a Microsoft Excel–based spreadsheet tool that allows users to estimate greenhouse emissions generated from and the energy used in the construction, operation, and maintenance phases of a project across select transit modes. The Estimator is built off the Infrastructure Carbon Estimator, which is a related model that evaluates lifecycle greenhouse gas emissions for a broader range of transportation facilities. Users input general information about a project, and the Estimator calculates annual greenhouse emissions by project phase. The Estimator includes embodied emissions from the production and transport of fuel and materials. FTA describes the tool as providing "a resource to generate coarse but informative estimates of GHG [greenhouse gas] emissions using limited project information and can be used for a broad range of transit projects" (FTA 2022). Information entered into the model consists of length of track and stations by profile type (at-grade, tunnel, or elevated) and station profile type and size. As described below, the Estimator's results do not necessarily reflect actual emissions, however, it does enable relative comparison of alternatives. Table 4.6-3 shows the estimated construction-related greenhouse gas emissions for each of the scenarios. Detailed emissions calculations are provided in Appendix L4.6E.

Table 4.6-3. Greenhouse Gas Emissions during Construction

Scenario	Total Construction Emissions (metric tons of carbon dioxide equivalent) [a]	Adjusted Total Construction Emissions (metric tons of carbon dioxide equivalent) [b]
Build Alternative: Low-cost	80,508	80,508
Build Alternative: High-cost	509,544	206,723
Build Alternative: Preferred	**380,181**	140,952

[a] Construction emissions were modeled using FTA Transit Greenhouse Gas Emissions Estimator v3.0. The model inputs include miles of track by profile type (at-grade, elevated, or tunnel) and number of stations by profile type (at -grade, elevated, or tunnel).

[b] Upstream construction material emissions estimates for tunnel trackway reduced by 90 percent based on a literature review of peer-reviewed studies as described below.

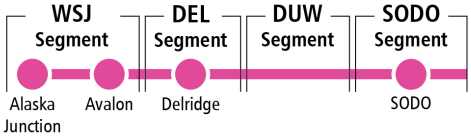


The low-cost scenario would have the lowest construction emissions and the high-cost scenario would have the highest construction emissions among the three scenarios analyzed. The largest contributor to these emissions are upstream (embodied) emissions from production of concrete, and tunnel construction is assumed to use the greatest amount of concrete in the FTA Greenhouse Gas Estimator. Calculations from the FTA Greenhouse Gas Estimator show the construction of tunnels producing approximately 395 times more upstream (embodied) emissions per track mile than at-grade guideway (FTA 2022). The quantification of embodied emissions is an emerging field and there is no single accepted model for estimating greenhouse gas emissions from construction. A relevant critical literature review was published in 2019 that estimated the emissions of light rail projects, and concluded that tunnel construction has 22 to 32 times more embodied carbon than at-grade construction per kilometer, an order of magnitude closer than the FTA Greenhouse Gas Estimator estimate (Olugbenga et al. 2019). Accordingly, the estimates of embodied material greenhouse emissions for tunnels were reduced by 90 percent in this analysis. It is expected that future versions of the FTA Greenhouse Gas Estimator will be updated with reduced estimates of concrete volumes for railway tunnels. These changes are expected to be consistent with pending updates to the Infrastructure Carbon Estimator.

The analysis of the social cost of greenhouse gas emissions estimates the monetary value of the net harm to society associated with emission of carbon dioxide, methane, nitrous oxide, or other greenhouse gases in a given year that contribute to climate change (United States Environmental Protection Agency 2023). Following guidance on analyzing greenhouse gases under NEPA (Council on Environmental Quality 2023), the social cost from the project is estimated based on the greenhouse gas emissions from the annualized construction and operation of the Build Alternatives in 2042 (see Table 4.6-2 and Table 4.6-3) multiplied by the social cost rates from the United States Environmental Protection Agency [2]. The social cost of greenhouse gas emissions in 2042, using the adjusted emissions in Table 4.6-3, would be $-33,959 for the preferred alternative, −$370,568 for the low-cost scenario, and $333,213 for the high-cost scenario. Greenhouse gas emissions from the project in 2042, using the adjusted emissions in Table 4.6-3, would be equivalent to between a reduction of 317 (low-cost scenario) to 29 (preferred alternative) and an increase of 285 (high-cost scenario) gasoline-powered passenger vehicles driven for 1 year, as estimated using United States Environmental Protection Agency ‘s Greenhouse Gas Equivalencies Calculator (United States Environmental Protection Agency 2024).

To reduce embodied emissions, Sound Transit will use lower-carbon concrete, such as 1L concrete, for non-guideway construction at stations and for roadway improvements, as has been used on other Sound Transit projects in recent years. Sound Transit is committed to following best practices to lower the embodied carbon impact of the project. The technology and regional market opportunities of lower-carbon materials and construction practices continues to advance. The project team will be studying and incorporating new requirements for the contractor to lower the embodied carbon impacts overall. This effort builds on the work the agency has already done to lower the carbon footprint of cast-in-place concrete on maintenance buildings and parking garages. Lower-carbon concrete options for guideway and tunnel construction, steel, rebar, and other materials will be considered and included where practical. The project corridor is also in close proximity to concrete plants, which would minimize emissions associated with transport of the concrete to construction areas. Implementation of best management practices, such as using energy-efficient construction equipment and limiting the equipment and vehicle idling time during construction would reduce greenhouse gas emissions from construction activities.

[2] The projected 2.0 percent near-term discount rate per million tons of carbon dioxide was used in the social cost calculation. United States Environmental Protection Agency projects social cost rates at 10-year increments. The social cost rate of 2042 was linearly interpolated using 2040 and 2050 rates.



In addition, the greenhouse gas emissions from the construction phase of the project would be partially offset by the emission reduction during project operation due to the reduction of regional vehicle miles traveled, as indicated in Table 4.6-2. Emissions could be further offset beyond what is shown here by the "land-use effect." This is described in FTA's *Greenhouse Gas Emissions from Transit Projects: Programmatic Assessment* (FTA 2024) as follows: "In addition to reducing VMT [vehicle miles traveled], transit can help reduce congestion and spur more compact, transit-oriented development, thus avoiding GHG [greenhouse gas] emissions that may have otherwise occurred. Even residents who do not ride transit themselves reduce GHG emissions generated because transit enables denser land use patterns that promote shorter driving trips, fewer driving trips, more trips on foot or by bicycle, and a reduction in car ownership and use (TCRP [Transit Cooperative Research Program], 2021 and APTA [American Public Transportation Association], 2018). Some researchers believe that this "land use effect" may result in the largest GHG emissions reductions, albeit over a decade or longer timeframe given the pace of many development projects."

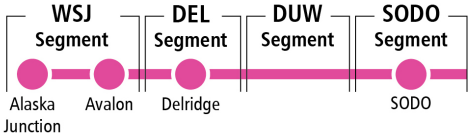
4.6.6.2 Resilience and Adaptation to Climate Change

Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of floods and wildfires. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Sound Transit would consider these types of climate stressors in how transit projects are planned, designed, built, operated, and maintained.

The Intergovernmental Panel on Climate Change developed the current set of climate change scenarios in 2013, consisting of four greenhouse gas emissions trajectories called Representative Concentration Pathways for different greenhouse gas emission scenarios ranging from very low emissions to high emissions scenarios. According to the *Projected Changes in Key Drivers of Climate Change for the Puget Sound Region: An Updated Overview* (Sound Transit 2022), climate drivers and effects in the Puget Sound region include the following projections:

- Increases in temperature: Warming is projected to continue in the Puget Sound region for all emissions scenarios and seasons, with the most substantial temperature increases occurring in summer. Average annual temperature is anticipated to rise at least 4.2 degrees Fahrenheit after 2040, relative to the 1970 to 1999 average, accompanied by more frequent and intense heat waves and fewer and less intense cold snaps.
- Changes in precipitation: Average annual precipitation in the Pacific Northwest is expected to increase slightly. Seasonal precipitation is expected to shift, with summer rainfall declining 22 percent and winter precipitation increasing approximately 10 percent by 2050. Also, the frequency and intensity of extreme precipitation is projected to increase.
- Changes in hydrology, including streamflow and flood risk: Increased winter flooding and a 19 to 37 percent increase in the frequency of the 100-year flood event are projected. In summer, streamflow is expected to decline 16 to 27 percent by the 2080s, and the duration of low-flow periods is projected to increase.
- Sea level rise and storm surge: Sea level rise is highly likely to occur in the Pacific Northwest and varies by local elevation, land subsidence, tectonic shifts, and regional wind patterns. In Tacoma, Seattle, and Everett, sea level is projected to increase 2.2 to 2.5 feet by 2100.

Sound Transit is assessing vulnerabilities and resiliency strategies for the project to adapt the climate change effects. Section 2.1.2.3.8, Designing for Climate Change Resilience, includes additional discussion.

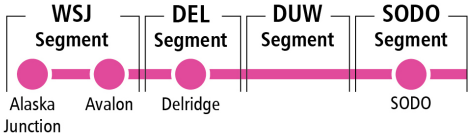


4.6.7 Indirect Impacts of the Build Alternatives

Indirect air quality impacts from a light rail project are usually related to the power generation that supplies the electricity to the light rail operation. The project would use electricity supplied by Seattle City Light that has achieved zero net greenhouse gas emissions since 2005. In addition, Sound Transit's 2019 *Sustainability Plan Update* (Sound Transit 2019) and the Sound Transit 3 Plan (Sound Transit 2016) committed the agency to reduce greenhouse gas emissions, expand the use of renewable energy, and make all facilities and electricity sources carbon neutral by 2030, and all energy used for operations, including diesel, carbon-free by 2050. Therefore, the indirect greenhouse gas emissions associated with the electricity use of the light rail operation and facility operation and maintenance would be minimal, as shown in Table 4.6-2. The greenhouse gas emissions discussed in Section 4.6.6 include both the direct emissions from the project construction and operation, and the indirect greenhouse gas emissions associated with the extraction, production, and transportation of the construction materials, fuel, and other energy consumptions.

4.6.8 Mitigation Measures

Operation and construction of the project would comply with federal, state, and regional regulations related to air quality. Potential impacts to air quality would be minimized or avoided through project planning, design, and the application of required best management practices during operation and construction, as described in Appendix L4.6D. With commitments to continue to evaluate lower carbon concrete options for guideway and tunnel construction, steel, rebar, and other materials and include them wherever practical, no mitigation is proposed for greenhouse gas emissions. The air pollutant analyses demonstrated that no substantial air quality impacts are expected to occur during the operation and construction of the project; therefore, no mitigation measures would be required.



4.7 Noise and Vibration

4.7.1 Introduction to Resource and Regulatory Requirements

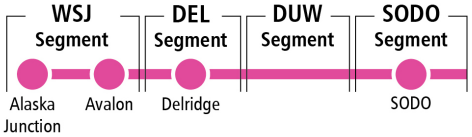
This section discusses the potential long-term and short-term noise and vibration impacts from the West Seattle Link Extension Project (the project). Noise levels were predicted at over 1,500 independent locations along the different alternative alignments in the project study area, representing all noise-sensitive properties in the study area. Vibration levels were also predicted for all sensitive receivers in the project study area where a potential for vibration impacts could occur. Potential noise impacts on fish and wildlife are described in Section 4.9, Ecosystems.

The Federal Transit Administration (FTA) criteria found in the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) are the primary noise and vibration criteria by which transit-related impacts are identified. The following materials are also considered:

- Code of Federal Regulations Title 23 Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise
- Washington State Department of Transportation *Traffic Noise Analysis and Abatement Policy and Procedures* (2020)
- Sound Transit Light Rail Noise and Vibration Policy (Resolution No. R2023-15; 2023).
- Seattle noise control code, Seattle Municipal Code Chapter 25.08

This section includes a brief introduction to noise and vibration, including a discussion of FTA Noise Impact Criteria to provide context when evaluating project impacts and mitigation, followed by discussions of existing conditions, key differences between alternatives, and a summary of project impacts and mitigation. Appendix N.3, Noise and Vibration Technical Report provides more detailed information on acoustics and the transmission of noise and vibration from light rail operations and includes attachments that summarize the following:

- Noise measurement locations and results with site photographs (Attachment N.3A, Noise Measurement Data, Site Details, and Photographs)
- Vibration measurement site photographs and maps (Attachment N.3B, Vibration Measurement Site Photographs)
- Vibration propagation measurement results (Attachment N.3C, Vibration Propagation Measurement Results)
- Maps of noise impacts before mitigation and proposed mitigation (Attachment N.3D, Maps of Noise Impact Assessment)
- Maps of vibration and groundborne noise impacts before mitigation and proposed mitigation (Attachment N.3E, Maps of Vibration Impact Assessment)
- Tables of noise predictions and proposed mitigation (Attachment N.3F, Tables of Noise Predictions)
- Tables of vibration predictions (Attachment N.3G, Tables of Vibration Predictions)
- Vibration analysis of Category 1 land uses and special buildings (Attachment N.3H, Vibration Analysis of Category 1 Uses and Special Buildings)



4.7.1.1 Background Information on Noise

There are multiple noise sources associated with a light rail project, including noise from light rail operation (wheel/rail rolling noise), warning bells (used at stations), wheel squeal (on tight radius curves), special trackwork (crossovers and storage tracks), and ancillary facilities, like maintenance and storage areas. The noise model does not assume wheel squeal because the level of noise would depend on several factors, including curve radius, light rail speed, and track conditions. For example, during periods of rain, the moisture on the track can reduce or eliminate most wheel squeal. Therefore, to prevent wheel squeal from occurring, Sound Transit requires that track lubricators be installed as part of the project for curves with a radius of less than 600 feet near noise-sensitive properties. Curves with a radius of 600 feet to 1,250 feet must be built to allow for subsequent lubrication if needed to eliminate wheel squeal. Existing installation of track lubrication systems on other parts of the Link light rail have shown that the lubricators are able to eliminate the majority of wheel squeal. The noise analysis also considers the added noise radiated from elevated structures, far track acoustical shielding provided by elevated structures at some locations, and acoustical shielding from retained cuts and existing buildings between noise-sensitive properties and the light rail tracks. Noise from changes in traffic is also considered where the project constructs new roadways, modifies existing roadways, or removes shielding. More details on acoustics and the transmission of noise from light rail operations are provided in Appendix N.3. A brief introduction to noise, how it is measured, and typical noise levels follows.

Noise is defined as unwanted sound. It is measured in terms of sound pressure level and usually expressed in decibels, a conversion of the air pressure to a unit of measurement that represents the way humans hear sounds. The human ear is less sensitive to higher and lower frequencies than it is to mid-range frequencies. To provide a measurement meaningful to humans, a weighting system was developed that reduces the sound level of higher and lower frequency sounds, similar to what the human ear does. This filtering system, known as “A-weighted,” is used in virtually all noise ordinances. Measurements taken with the A-weighted filter are referred to as A-weighted decibel (dBA) readings.

Two primary noise measurement descriptors are used to assess noise impacts from operations of traffic and transit projects: the equivalent sound level (Leq) and the day-night sound level (Ldn). The Leq is the level of a constant sound for a specified period of time that has the same sound energy as an actual fluctuating noise over the same period of time (typically 1 hour). The Ldn is an Leq over a 24-hour period, with a 10-dBA “penalty” added to nighttime sound levels (between 10 p.m. and 7 a.m.) to account for the greater sensitivity and lower background sound levels during this time. The Leq is used for all traffic noise analysis and for light rail analysis on sites that have mainly daytime use, including schools, libraries, and daycare centers. The Ldn is used for analysis of light rail noise for land use with nighttime sensitivity to noise, including residences, hotels, hospitals, fire stations with sleeping areas, and other land uses with sleeping quarters. Table 4.7-1 provides a range of Ldn noise levels and what types of land uses are associated with various noise levels.

Short-term construction noise was also evaluated based on types of construction and proximity to noise-sensitive land uses.

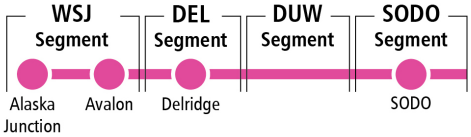


Table 4.7-1. Typical 24-hour Day-night Sound Levels and Land Use Compatibility

Day-Night Equivalent Noise Level in A-weighted Decibels	Description of Typical and Acceptable Land Use
Ldn below 50 dBA	Typically found in rural areas with no major roadways or other major noise sources nearby. Compatible with all noise-sensitive properties.
Ldn of 50 to 55 dBA	Typically found in quiet suburban residential neighborhoods not close to any major roadways and with little nighttime activity. Compatible with all noise-sensitive properties.
Ldn of 55 to 60 dBA	Typically found in many residential areas with minor arterial roadways nearby, typical of many close in suburban and some urban residential areas. Compatible with all noise-sensitive properties.
Ldn of 60 to 65 dBA	Relatively noisy residential area. Usually a major road or airport is nearby. Considered normally acceptable for residential land use.
Ldn of 65 to 70 dBA	Noise levels in this range are typical for a noisy residential area that is close to a major freeway or the end of an airport runway. Considered marginally acceptable for a residential area.
Ldn of 70 to 75 dBA	Typical for areas directly adjacent to a major freeway or very near an airport. Not normally acceptable for residential use without noise mitigation measures.
Ldn greater than 75 dBA	Noise levels above 75 dBA Ldn are not acceptable for residential use and are only found near the ends of airport runways and adjacent to major highways.

Source: Adapted from FTA 2018.

4.7.1.2 Background Information on Vibration

Vibration is an oscillatory (back-and-forth) motion that is often characterized by the velocity of the motion and the frequency. Velocity is the measure used for evaluating vibration from transit projects that corresponds best with human sensitivity. Vibration is expressed in terms of the root-mean-square vibration velocity level in decibels (VdB). The abbreviation VdB is used in place of decibels to avoid confusing vibration decibels with sound decibels. Building vibration might cause groundborne noise, which is a low-volume, low-frequency rumble inside buildings resulting when ground vibration causes the walls of the building to resonate and generate noise. When light rail is in a tunnel or deep retained cut, airborne noise emissions are low or imperceptible and groundborne noise becomes the main potential noise source from light rail operations.

The vibration analysis accounts for vibration at buildings near the light rail guideway as well as vibration-generated groundborne noise inside buildings caused by the passing light rail. Groundborne noise and vibration differ from airborne noise in that they consist of energy transmitted through the earth rather than through air.

Table 4.7-2 presents typical vibration velocity levels for common sources, as well as thresholds for human and structural response to groundborne vibration. The relevant range is approximately 50 to 100 VdB (from imperceptible background vibration to the threshold of damage). The approximate threshold of human perception to vibration is 65 VdB. Humans generally do not find vibration from light rail operations annoying until the vibration exceeds 70 to 75 VdB.

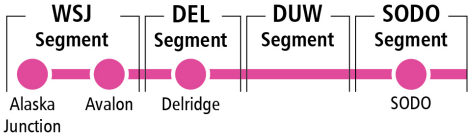


Table 4.7-2. Typical Vibration Level in Decibels and Human/Structural Responses

Vibration Level in VdB	Description of Typical Sources 50 Feet from Source and Human/Structural Response
Below 60	Typical background vibration levels.
60 to 70	Light rail transit on a normal track; bus or truck on a smooth roadway. Approximate threshold of human perception and limit for vibration-sensitive equipment.
70 to 80	Light rail transit near a crossover; bus or truck over pothole. Residential annoyance from infrequent events (e.g., commuter trains), residential annoyance from occasional events, and residential annoyance from frequent events (e.g., light rail transit).
80 to 90	Bulldozers and other heavy tracked vehicles and freight trains. The typical human response would be difficulty with tasks such as reading a computer screen.
90 to 100	Blasting from construction projects. This is the threshold for minor cosmetic damage.

Source: Adapted from FTA 2018.

Groundborne vibration generated from light rail train operations is transmitted from the tracks through the soil and into nearby buildings. Vibration from light rail operations is generated by motion at the wheel and rail interface and is affected by rail condition or roughness, track geometry and structure type, vehicle characteristics, train speed, soil conditions, and special trackwork. For example, crossovers and turnouts are special trackwork that can increase predicted vibration levels by 5 to 10 decibels. Vibration above certain levels can interfere with the use of sensitive equipment, such as microscopes or magnetic resonance imaging (M.R.I.) machines and annoy people within buildings. Transit systems rarely generate vibration with sufficient magnitude to cause even minor cosmetic damage to structures.

Short-term construction vibration could cause minor cosmetic damage to nearby structures. Most construction processes involve vibration well below the levels that could cause minor cosmetic building damage, even if vibration is felt. Analysis based on potential annoyance to building occupants is not required because construction activities are short-term in duration. The exception is groundborne noise and vibration from tunnel muck and support trains, which are evaluated to meet the FTA criteria for operations based on annoyance because the tunnel support trains may run continuously over several years.

4.7.1.3 Project Noise and Vibration Impact Criteria

Sound Transit evaluates light rail noise and vibration impacts for transit projects according to the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). The FTA criteria use the existing noise levels to determine the project's impact criteria, which requires a set of ambient noise measurements throughout the project corridors. The FTA criteria are based on land use categories, and the amount of transit noise that can be added to an area is reduced as the existing noise levels increase. Figure 4.7-1 shows the FTA impact criteria graphically. More detail on the FTA criteria, including tables and examples of how the criteria are applied, can be found in Appendix N.3. Table 4.7-3 summarizes the FTA land use categories used for this noise and vibration analysis.

Sensitive Receivers

Sensitive receivers are locations that may have sensitivities to project-generated noise or vibration. FTA-defined noise- and vibration-sensitive land uses are shown in Table 4.7-3.

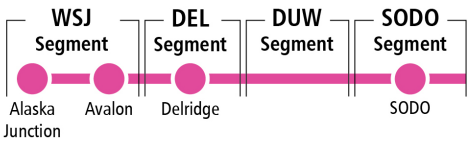
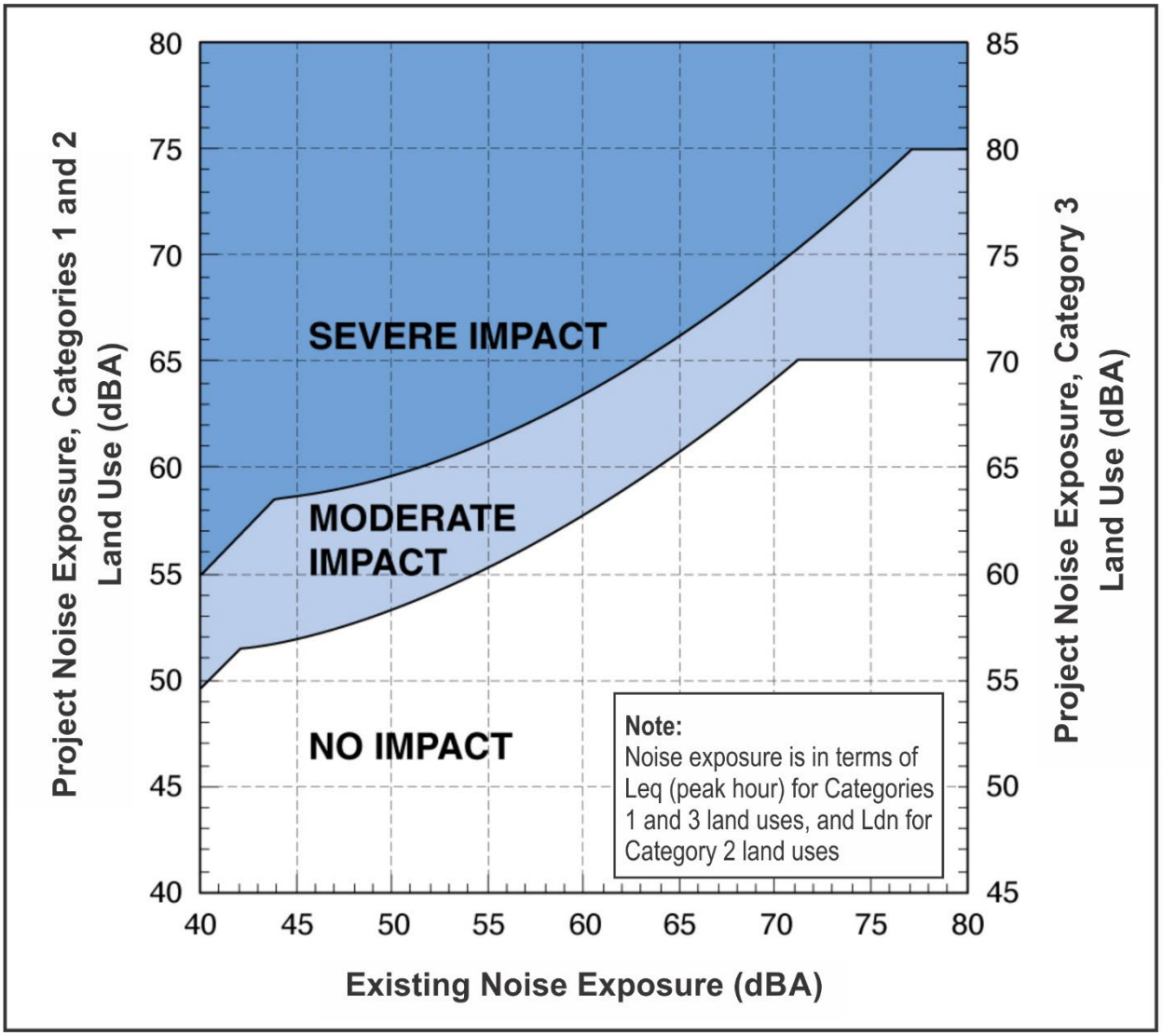


Figure 4.7-1. FTA Noise Impact Criteria



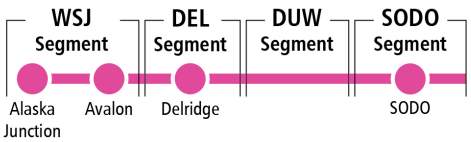


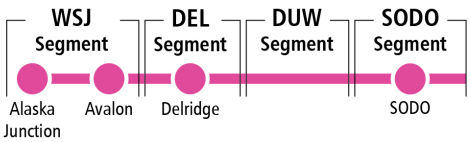
Table 4.7-3. Noise and Vibration Land Use Categories for Assessment

Land Use Type	Noise Land Use Category	Vibration Land Use Category
Special Buildings	This category is not applicable to noise.	This vibration category includes special-use facilities that are very sensitive to vibration and groundborne noise (e.g., concert halls or theaters) that are not included in the categories below and require special consideration.
Category 1 – High Sensitivity	This noise category includes tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included in this category are recording studios and concert halls. This noise category is measured using the outdoor Leq for the loudest hour of project-related activity.	This vibration category includes buildings where vibration levels, including those below the threshold of human annoyance, would interfere with operations within the building. Examples include buildings with vibration-sensitive research and manufacturing equipment, hospitals with vibration-sensitive equipment, and universities conducting physical research operations. The building's degree of sensitivity to vibration is dependent on the specific equipment that would be affected by the vibration.
Category 2 – Residential	This noise category includes residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance. This noise category is measured with the outdoor 24-hour Ldn.	This vibration category includes all residential land uses and buildings where people normally sleep, such as hotels and hospitals. Transit-generated groundborne vibration and noise from subways or surface running trains are considered to have a similar effect on receivers.
Category 3 – Institutional	This noise category includes institutions with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also considered to be in this category. Certain historical sites and parks are also included, but their sensitivity to noise must be related to their defining characteristics, and generally parks with active recreational facilities are not considered noise-sensitive. This noise category is measured using the outdoor Leq for the loudest hour of project-related activity.	This vibration category includes institutions and offices, such as schools, churches, doctors' offices, that have vibration-sensitive equipment and have potential for activity interference. Commercial or industrial locations, including office buildings, are not included in this category unless there is vibration-sensitive activity or equipment within the building. As with noise, the use of the building determines the vibration sensitivity.

Source: FTA 2018.

As previously described, the Ldn is used to characterize noise exposure in areas with nighttime sensitivity (e.g., residences, hospitals, and other sleeping areas). For other noise-sensitive land uses, such as outdoor amphitheaters and school buildings, the maximum 1 hour Leq during the facility's operating period is used. The FTA also has two levels of noise impact, as follows:

- Moderate impacts, where the change in the cumulative noise level is noticeable to most people but might not be sufficient to cause strong, adverse reactions from the community
- Severe impacts, where project-generated noise can be expected to cause a large percentage of people to be highly annoyed



Sound Transit also considered the potential for increased traffic noise at noise-sensitive land uses where roadways are modified or constructed, or where structures that shield traffic noise would be removed as part of the project. The impact criteria for traffic noise are taken from the Federal Highway Administration regulations. Traffic noise impacts occur if the peak hour traffic noise levels meet or exceed 66 dBA Leq for residences, churches, schools, and similar areas and meet or exceed 71 dBA Leq for hotels, motels, offices, restaurants, and other developed land uses. As with the FTA criteria, there are no noise impact criteria for many commercial or any industrial types of land uses.

Sound Transit also analyzed vibration using the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). Unlike the noise analysis, the vibration criteria do not depend on existing vibration levels. Because existing environmental vibration is usually below human perception, a limited ambient vibration survey is sufficient even for a detailed vibration analysis.

A general assessment of construction noise and vibration levels was performed as described in Chapter 7, Noise and Vibration during Construction, of the FTA *Transit Noise and Vibration Impact Assessment Manual*. The noise metrics in the manual can be compared with Seattle Municipal Code Chapter 25.08 and with noise allowances from the Seattle Noise Ordinance for construction activities.

For potential vibration effects during construction, Sound Transit used FTA's recommendation on vibration levels because there are no state, county, or city vibration regulations. Category 1 and special building land uses have the same limits for assessing construction impacts as for assessing long-term impacts based on the sensitivity of equipment to vibration. The potential for construction vibration impacts at Category 2 and Category 3 land uses is based on the potential for cosmetic damage criteria in Section 7 of the FTA *Transit Noise and Vibration Impact Assessment Manual*. Sound Transit assessed potential construction vibration effects to structures using peak particle velocity, which is the maximum velocity recorded during a particular event, such as from a jackhammer.

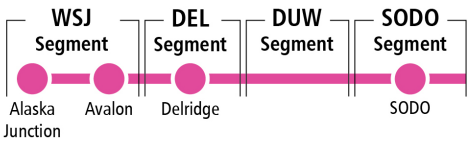
4.7.2 Affected Environment

4.7.2.1 Existing Noise- and Vibration-sensitive Land Uses

This section summarizes sensitive land uses and the existing noise and vibration levels within the project study area. The study area for noise is based on measured noise levels of the existing fleet of Sound Transit light rail vehicles, operational schedule, and train speeds, and is large enough to capture all potential noise impacts from system operations. Because the potential light rail alternatives would be primarily elevated or in tunnels, there are no at-grade crossings with vehicles, which eliminates the need for warning horns and gated crossing bells. Train-mounted warning bells are only used when the light rail arrives and departs stations, which is included in the light rail noise predictions in Attachment N.3F to Appendix N.3. The study area for noise is at least 500 feet from the track alignments, and the vibration study area is 450 feet for Category 1 land uses and 200 feet for Category 2 and 3 land uses. Over 1,500 noise- and/or vibration-sensitive properties were identified within the study area.

Noise- and vibration-sensitive land uses in the project study area include FTA Category 1 (highly noise- and vibration-sensitive, such as research facilities and performance or recording venues), FTA Category 2 residential (single- and multi-family and fire stations), FTA Category 3 institutional (schools, including daycares with educational components) and some parks.

Land uses in the SODO Segment are mostly industrial and commercial, and no noise-sensitive or vibration-sensitive properties were identified in the SODO Segment study area.



In the Duwamish Segment, there are two Category 1 noise- or vibration-sensitive land uses. The Secret Studio Records/Studio 1208 recording studio is both noise- and vibration-sensitive. Harbor Island Machine Works, a precision manufacturing company, is a Category 1 vibration-sensitive land use with vibration-sensitive equipment on Harbor Island. Category 2 noise and vibration-sensitive land uses include residential areas at the west edge of the segment, as well as Fire Stations 14 and 36. A portion of the West Duwamish Greenbelt is near Pigeon Point, but because of high existing noise levels and because it is not designed to provide public access, it is not considered noise-sensitive under FTA criteria. A public staircase connects Southwest Marginal Place to Southwest Charlestown Street in this area, but it does not connect to or provide access to the trail system within the greenbelt. The Bootstrap Music Company is in the industrial area near the east end of the West Seattle Bridge and provides music rehearsal space for rent, but is not considered noise- or vibration-sensitive under FTA criteria because its use is compatible with higher noise and vibration levels. There are freight trains and frequent heavy truck traffic in close proximity to the building. No other noise-sensitive land uses were identified in this segment.

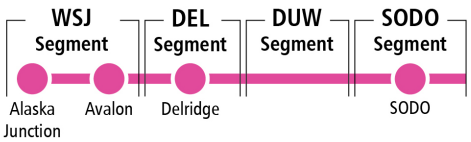
In the Delridge Segment, there are no Category 1 noise- or vibration- sensitive land uses. Category 2 noise- and vibration-sensitive land uses include residential areas. Category 3 noise- and vibration-sensitive land uses include the Alki Beach Academy Daycare, Mode Music Studios, Youngstown Cultural Arts Center, and Longfellow Creek Natural Area. Active outdoor uses include the West Seattle Golf Course and the Delridge Playfield and Community Center. Because the active outdoor facilities are used for sporting activities, they are not considered noise-sensitive under FTA criteria. No other noise- or vibration-sensitive land uses were identified in this segment.

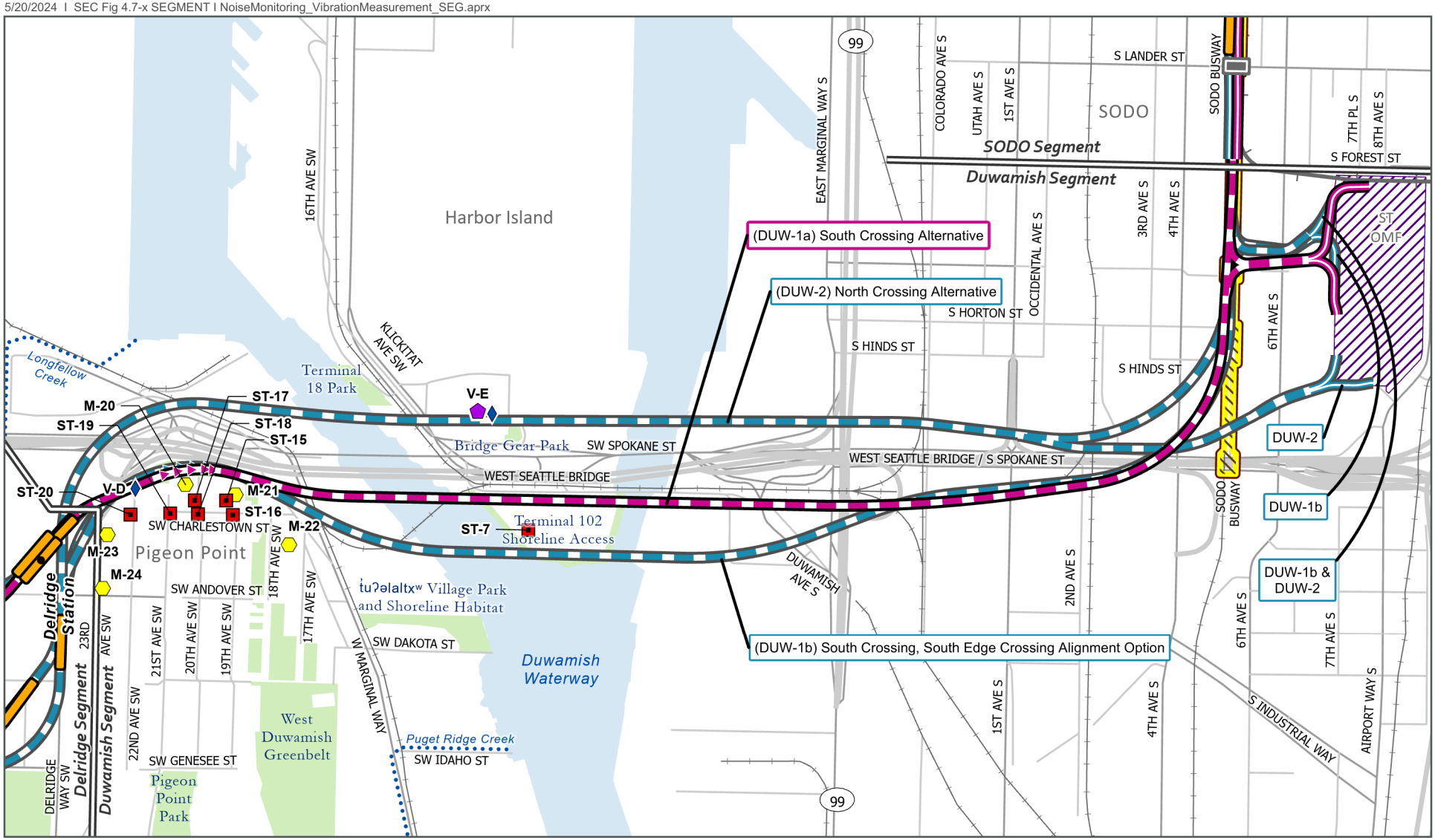
In the West Seattle Junction Segment, there are no Category 1 noise- or vibration-sensitive land uses. Category 2 noise- and vibration-sensitive land uses include residential areas and Fire Station 32. Category 3 noise- and vibration-sensitive land uses include Eastridge Church, Calvary Chapel West Seattle, and childcare centers on Fauntleroy Way Southwest, Southwest Alaska Street, and California Avenue Southwest. The West Seattle Stadium is also in this segment; however, under FTA criteria, active sports complexes are not considered noise- or vibration-sensitive. No other noise- or vibration-sensitive land uses were identified in this segment.

Noise- and vibration-sensitive land uses are shown on maps in Attachment N.3D and Attachment N.3E to Appendix N.3. More detail on land uses in the study area is discussed in Section 4.2, Land Use.

4.7.2.2 Noise Measurements

To establish the existing noise environment, onsite noise monitoring was performed at 42 locations as shown on Figures 4.7-2 through 4.7-4 (22 long-term sites for approximately 48 hours or more and 20 short-term sites with at least two measurements for at least 15 minutes with traffic counts at most locations). More detailed noise monitoring information can be found in Attachment N.3A to Appendix N.3. Noise levels along the project corridor are dominated by transportation-related noise sources, including traffic on the West Seattle Bridge, Fauntleroy Way Southwest, and other arterial roadways. Freight-related facilities in the Duwamish Segment include several noise sources, such as loading and unloading ships, foghorns, heavy truck traffic, and heavy rail service. Lesser contributors to the noise environment include aircraft overflights, commercial and residential activities, and unrelated construction activities.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

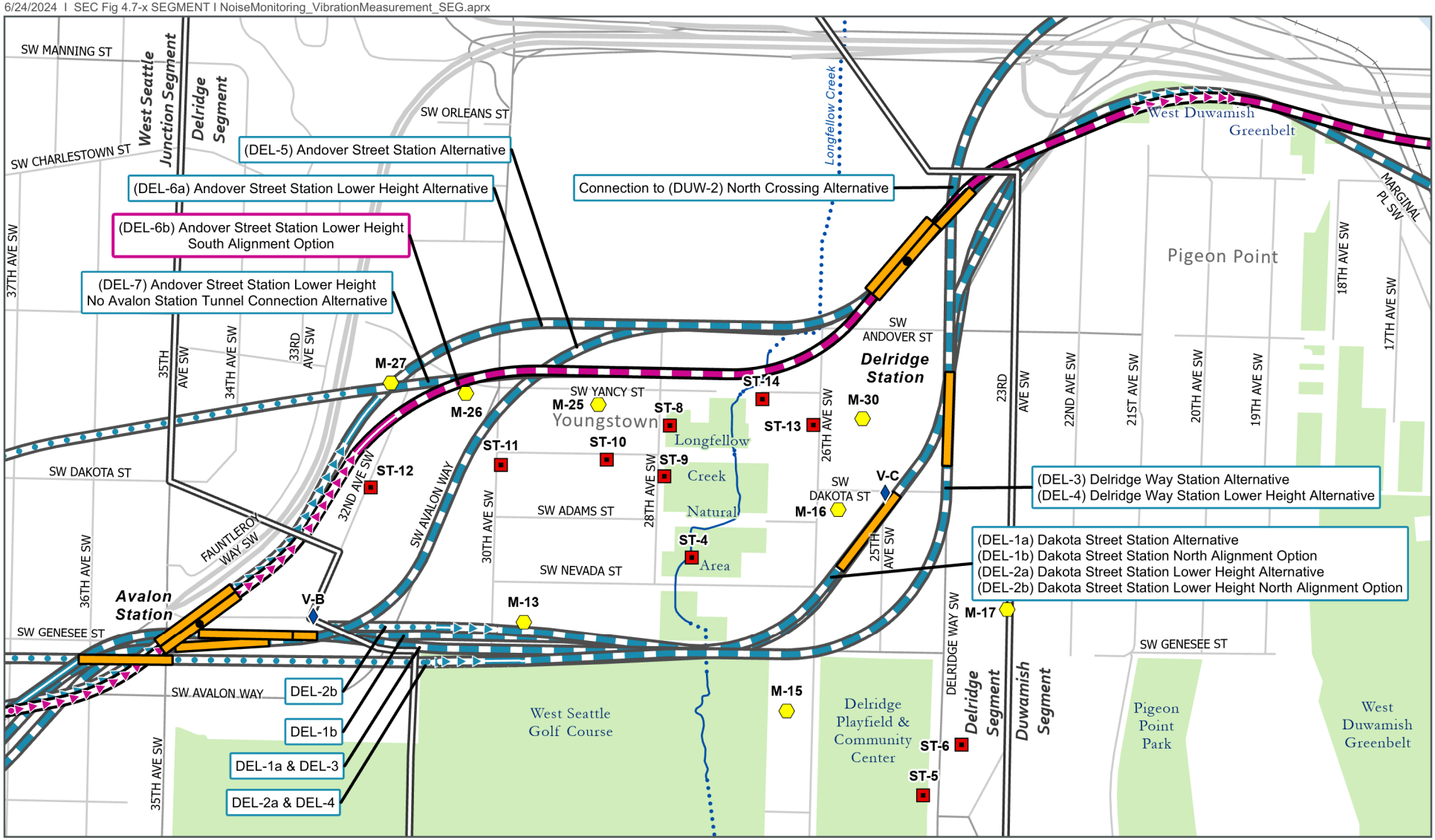
Noise Monitoring Locations
- Short Term Monitoring
- Long Term Monitoring

Vibration Measurement Sites
- Existing Vibration Measurement
- At-grade Vibration Propagation

FIGURE 4.7-2
Noise Monitoring Locations and Vibration Measurement Sites
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

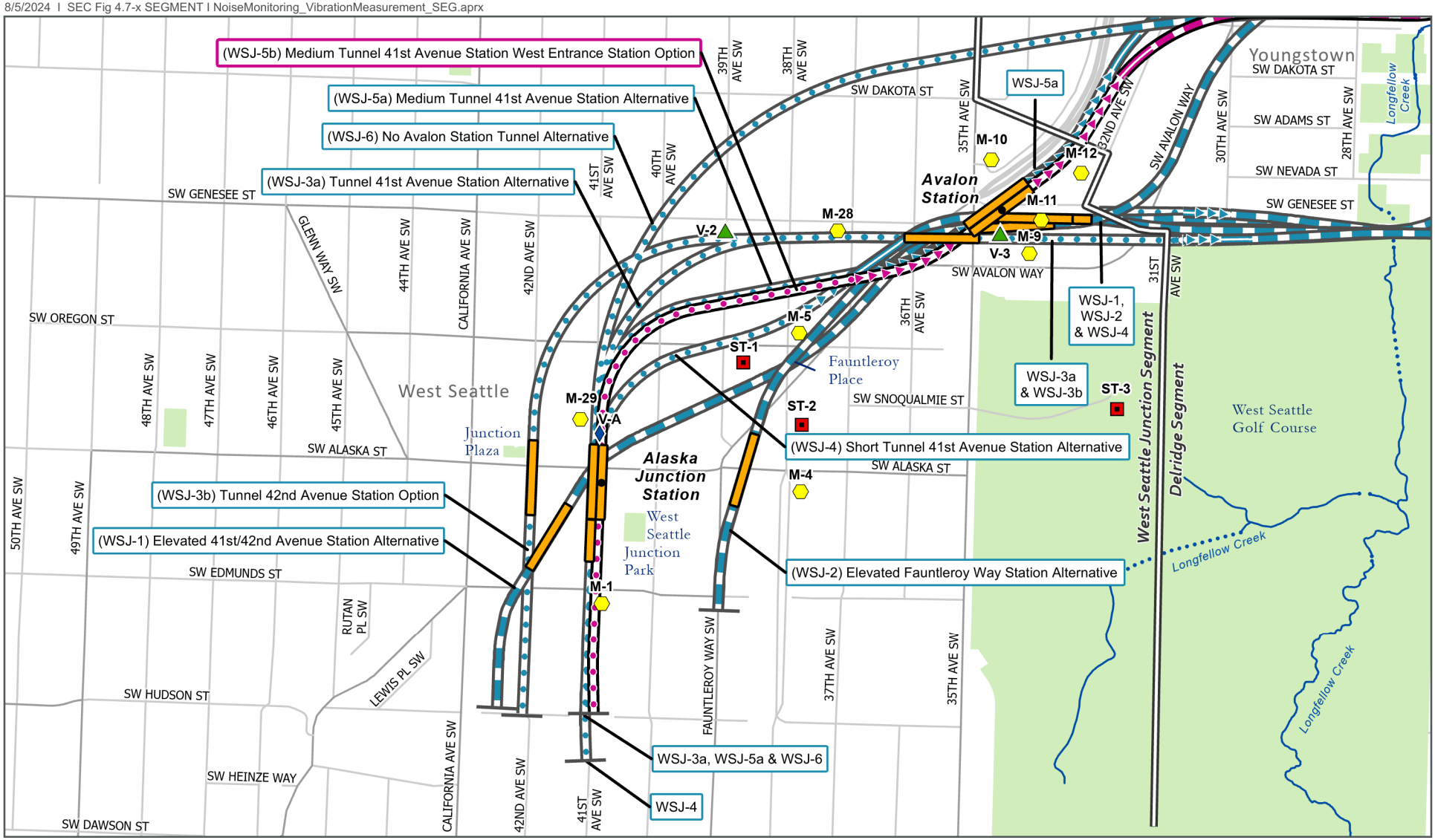
Noise Monitoring Locations
- Short Term Monitoring
- Long Term Monitoring

Vibration Measurement Sites
- At-grade Vibration Propagation

FIGURE 4.7-3
Noise Monitoring Locations and Vibration Measurement Sites
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

Noise Monitoring Locations
- Short Term Monitoring
- Long Term Monitoring

Vibration Measurement Sites
- At-grade Vibration Propagation
- Below-grade Vibration Propagation

FIGURE 4.7-4
Noise Monitoring Locations and Vibration Measurement Sites
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

The Ldn noise levels near noise-sensitive uses in the project study area typically range from 53 dBA to 75 dBA, with a few locations not near any major roadways with noise levels below this range. Daytime average hourly Leq sound levels range from 47 dBA to 74 dBA, and average nighttime Leq levels range between 42 dBA and 67 dBA. Median daytime Leq sound levels in the project study area are 62 dBA and median nighttime sound levels are 53 dBA. Complete data summaries and tables, along with photographs of the noise monitoring sites, are provided in Attachment N.3A to Appendix N.3.

4.7.2.3 Vibration Testing and Measurements

As shown on Figures 4.7-2 through 4.7-4, Sound Transit performed vibration propagation tests at five at-grade sites and two below-grade sites to determine how vibration levels would change as vibration travels through the ground.

Data from the propagation tests were used in the vibration prediction model. An existing vibration measurement was completed at Harbor Island Machine Works, which is a Category 1 vibration-sensitive building with precision manufacturing equipment that could be affected by high vibration levels. Detailed results of testing and measurements are provided in Attachment N.3H to Appendix N.3.

How are Noise Impacts Identified: An Example

Given the complex nature of the FTA criteria, the following example is provided to clarify how impacts are identified.

Consider a residential land use (FTA Category 2) with an existing Ldn of 65 dBA. If the noise from light rail operations is below 61 dBA, there is no noise impact. A moderate impact would occur if light rail noise levels were between 61 and 66 dBA, and a severe noise impact would occur if light rail noise were above 66 dBA. If noise from the light rail is 62 dBA Ldn (a moderate impact), the total future noise would be rounded up to 67 dBA Ldn, for a 2-decibel increase in the overall noise (adding the existing 65 dBA Ldn with the light rail noise of 62 dBA Ldn = 66.8 dBA Ldn). Typically, for transportation noise sources, an increase of less than 3 dBA is not perceptible to an average person. More importantly, although the 2 dBA increase may not be perceptible, it would still be identified as an impact under FTA criteria and mitigation would be considered.

This example shows how the light rail noise level could be lower than the existing noise levels, and still result in a noise impact. It also shows how the FTA criteria help to prevent increasing noise levels in areas that already have high levels of background noise. Section 2.1.2 in Appendix N.3, Noise and Vibration Technical Report, provides information on how total sound level with the project and ambient noise is calculated.

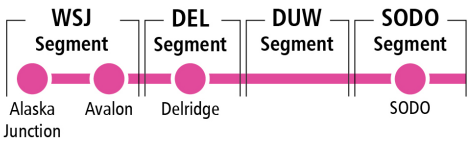
4.7.3 Environmental Impacts of the No Build Alternative

Under the No Build Alternative, there would be no light rail constructed. Noise along the project corridor would continue to be dominated by traffic and various industrial, commercial, and construction activities; therefore, no light rail-related noise or vibration impacts would occur.

4.7.4 Environmental Impacts of the Build Alternatives during Operation

4.7.4.1 SODO Segment

Land uses in the SODO Segment are predominantly industrial and commercial. No FTA noise- or vibration-sensitive properties were identified in this segment.



4.7.4.2 Duwamish Segment

4.7.4.2.1 Noise

Preferred Alternative DUW-1a and Option DUW-1b would have the most noise impacts because of their proximity to residences on the north end of the Pigeon Point community (Table 4.7-4). Under Preferred Alternative DUW-1a, connections with Preferred Option DEL-6b, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-5 would have the most noise impacts. Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives. The alignment for Alternative DUW-2 would be along the north side of the West Seattle Bridge, farther away from the Pigeon Point residences.

A severe noise impact was identified at Fire Station 14 on 4th Avenue South under Preferred Alternative DUW-1a and Option DUW-1b and a moderate impact under Alternative DUW-2. There would be no impacts at Fire Station 36 off Chelan Avenue Southwest under any of the Duwamish Alternatives.

Table 4.7-4. Light Rail Noise Impacts – Duwamish Segment

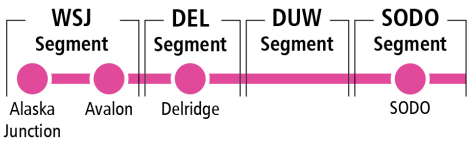
Alternatives and Design Options	Noise Impacts				Total Noise Impacts
	Category 1	Category 2 Moderate Impacts	Category 2 Severe Impacts	Category 3	
Preferred South Crossing Alternative (DUW-1a)	**0**	**25 to 45**	**1 to 6**	**0**	**29 to 47**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0	34	1	0	35
North Crossing Alternative (DUW-2)	0	1	0	0	1

Notes:

The numbers presented are the number of units, counted by individual residences, including individual units of multi-family structures, and number of structures for other uses, like schools, places of worship, and parks. Category 2 parcels are evaluated with the 24-hour Ldn, and Category 1 and 3 are evaluated with the peak hour Leq.

Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low of each impact type shown in the table.

There are curves with potential for wheel squeal and crossovers in the Duwamish Segment for access to the Operations and Maintenance Facility Central, just north of Fire Station 14, that could increase light rail noise near this noise-sensitive land use for all Duwamish Segment alternatives. There is also a crossover in the Pigeon Point area near Fire Station 36 under Preferred Alternative DUW-1a with connections to Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 but it would not result in impacts at Fire Station 36. In addition, Preferred Alternative DUW-1a and Option DUW-1b each have a curve with potential for wheel squeal near the Pigeon Point community. Alternative DUW-2 would have a similar curve in the same general area. There are no crossovers in the Pigeon Point area under Option DUW-1b. Alternative DUW-2 has a crossover near 1st Avenue South, east of the West Seattle Bridge, but it would not be near any noise-sensitive land uses. Bus operations in the Duwamish Segment would remain on existing roadways; therefore, no noise analysis for buses was required. Figure 4.7-5 shows the locations of the project noise impacts in the Duwamish Segment before mitigation.



4.7.4.2.2 Vibration

Preferred Alternative DUW-1a is the only alternative with predicted vibration impacts in the Duwamish Segment, and the projected impacts are near special trackwork (Table 4.7-5). An impact is projected at Fire Station 14 near the turnout at the entrance to the Operations and Maintenance Facility Central. When connecting to Preferred Option DEL-6b or Alternative DEL-7, an impact is also projected at a single-family residence near the crossover that is east of Delridge Way Southwest near the West Seattle Bridge on-ramp. When connecting to Alternative DEL-5 or Alternative DEL-6a, the crossover near Delridge Way Southwest is further from sensitive receivers and no impact is projected at that crossover location.

Option DUW-1b and Alternative DUW-2 in the Duwamish Segment are not projected to have impacts because they do not have special trackwork as close to sensitive receivers in this segment as Preferred Alternative DUW-1a. All alternatives and options in this segment would be mostly elevated, which reduces vibration levels by about 10 decibels compared with at-grade or below-grade track. As a result, there are few impacts in this segment compared to the Delridge and West Seattle Junction segments.

Figure 4.7-5 shows the locations of the project vibration impacts in the Duwamish Segment before mitigation.

Table 4.7-5. Groundborne Noise and Vibration Impacts – Duwamish Segment

Alternatives and Design Options	Number of Predicted Vibration or Groundborne Noise Impacts [a]			Total Predicted Vibration or Groundborne Noise Impacts
	Category 1	Category 2	Category 3	
Preferred South Crossing Alternative (DUW-1a)	**0**	**1 to 2**	**0**	**1 to 2**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0	0	0	0
North Crossing Alternative (DUW-2)	0	0	0	0

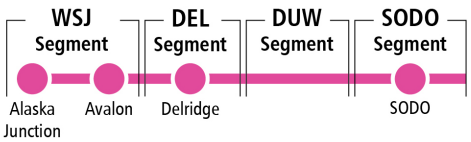
[a] See Appendix N.3 for a more detailed information on groundborne noise and vibration impacts.

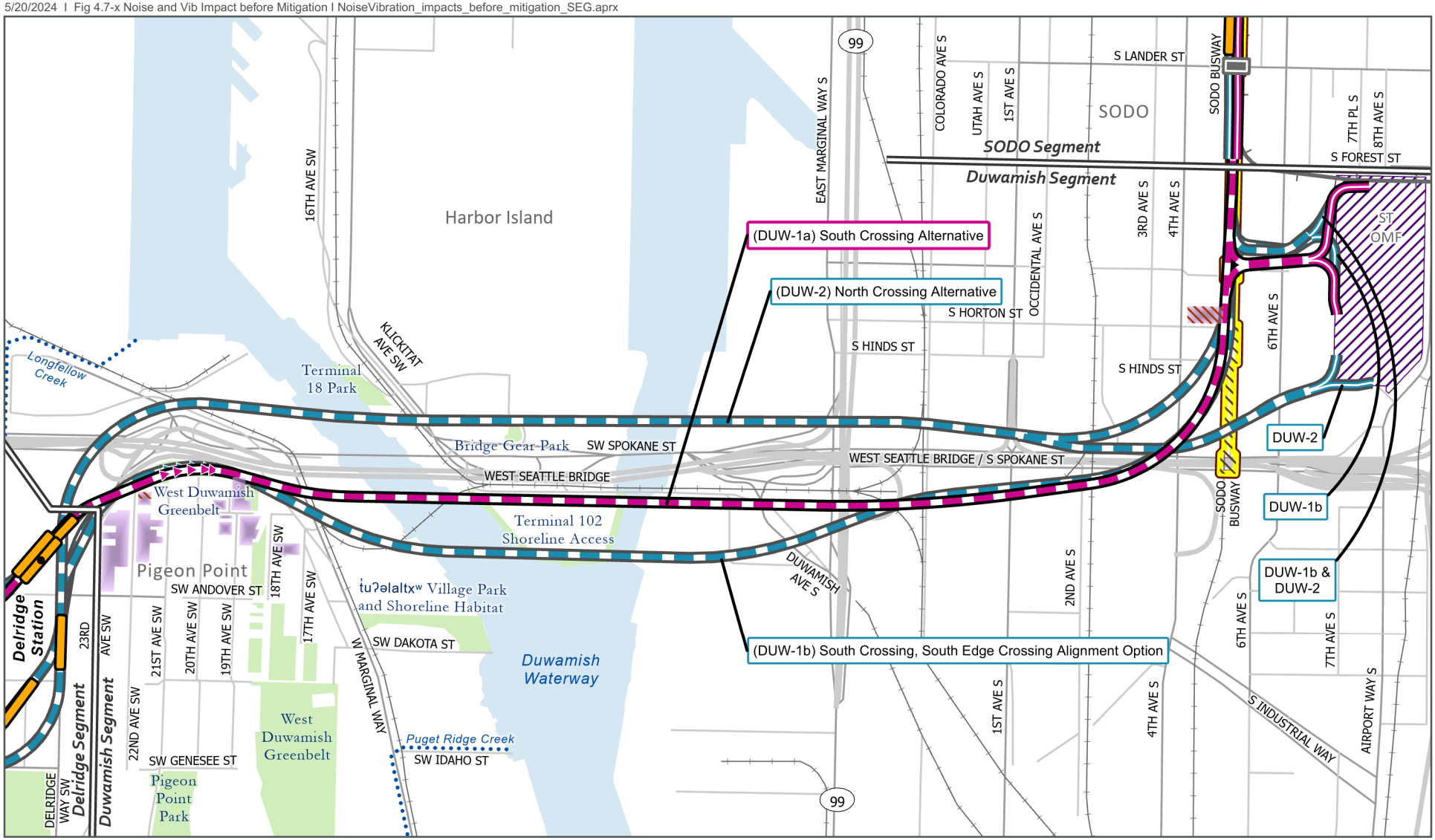
4.7.4.3 Delridge Segment

4.7.4.3.1 Noise

Under Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4, there would be a moderate noise impact at the Category 1 land use, Secret Studio Records/Studio 1208, which specializes in music recording. The least number of overall impacts would occur under Alternative DEL-6a, followed by Preferred Option DEL-6b. Alternatives DEL-1a, DEL-3, DEL-4, and DEL-5 would have the greatest number of overall impacts due to their proximity to single- and multi-family residences. Impacts shown in Table 4.7-6 assume a connection to Preferred Alternative DUW-1a in the Duwamish Segment. Figure 4.7-6 shows the locations of the project noise impacts in the Delridge Segment before mitigation under the same conditions.

Sound Transit evaluated traffic noise impacts for residences west of Southwest Avalon Way with Preferred Option DEL-6b and Alternative DEL-6a, because several residential structures between 32nd Avenue Southwest and the West Seattle Bridge would be removed, thereby exposing the other residences to traffic noise from Fauntleroy Way Southwest. Although there would be slight increases of 3 to 6 dB, no traffic noise impacts were identified due to the removal of the existing residential structures.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

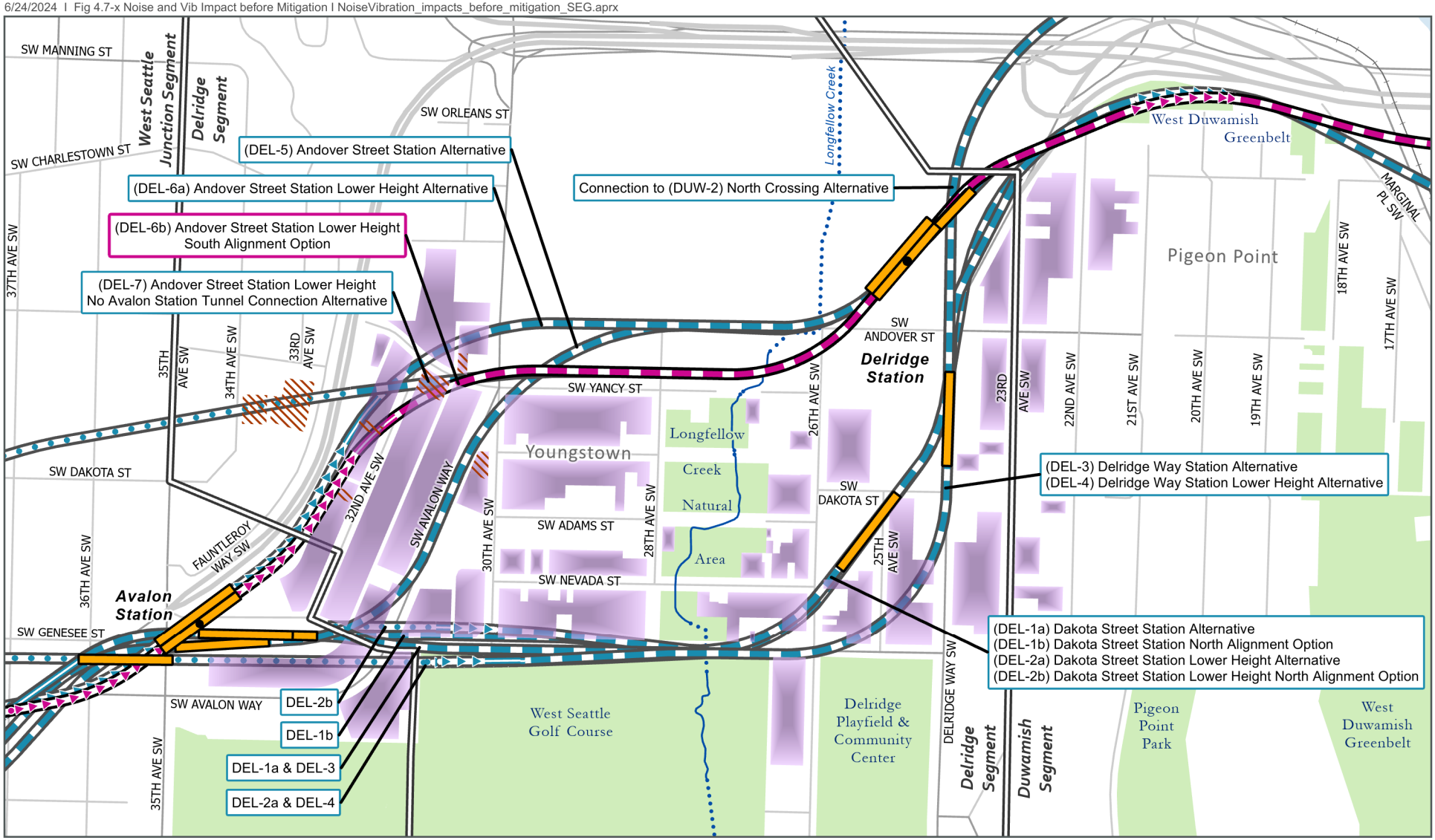
- Area of Vibration or Groundborne Noise Impact
- Area of Noise Impact

FIGURE 4.7-5
Noise and Vibration Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Area of Vibration or Groundborne Noise Impact
- Area of Noise Impact

FIGURE 4.7-6
Noise and Vibration Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet N

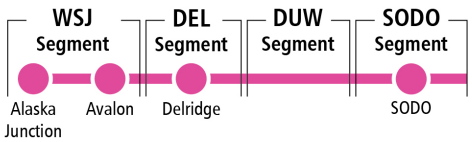
Table 4.7-6. Light Rail Noise Impacts – Delridge Segment

Alternatives and Design Options	Noise Impacts				Total Noise Impacts
	Category 1	Category 2 Moderate Impacts	Category 2 Severe Impacts	Category 3	
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**0**	**156**	**5**	**0**	**161**
Dakota Street Station Alternative (DEL-1a)	1	228 to 240	5 to 6	0	234 to 247
Dakota Street Station North Alignment Option (DEL-1b)	1	203	14	0	218
Dakota Street Station Lower Height Alternative (DEL-2a)	1	218	22	0	241
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	1	154	23	0	178
Delridge Way Station Alternative (DEL-3)	1	242	2	0	245
Delridge Way Station Lower Height Alternative (DEL-4)	1	217	28	0	246
Andover Street Station Alternative (DEL-5)	0	208	43	0	251
Andover Street Station Lower Height Alternative (DEL-6a)	0	55	13	0	68
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	0	186	42	0	228

Note: The numbers presented are the number of units, counted by individual residences, including individual units of multi-family structures, and number of structures for other uses, like schools, places of worship, and parks. Category 2 parcels are evaluated with the 24-hour Ldn, and Category 1 and 3 are evaluated with the peak hour Leq.

Preferred Option DEL-6b and Alternative DEL-7 would have several curves with potential for wheel squeal north of Delridge Station on Delridge Way Southwest near the intersection with Southwest Charlestown Street and two curves south of Delridge Station near the intersection of Southwest Andover Street and 26th Avenue Southwest. Preferred Option DEL-6b would have an additional curve south of the intersection of Southwest Andover Street and 32nd Avenue Southwest. All curves would be equipped with or prepared for track lubricators to reduce wheel squeal. Additional information on lubrication is provided in Section 4.7.7.1, Light Rail Noise Mitigation and in Appendix N.3.

Alternative DEL-1a would have curves with potential for wheel squeal along Delridge Way Southwest north of Southwest Dakota Street, at Southwest Genesee Street and 26th Avenue Southwest, and at Southwest Genesee Street and Southwest Avalon Way. It would also have a crossover near the intersection of Delridge Way Southwest and Southwest Andover Street. Curves and crossovers for Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would be the same as described under Alternative DEL-1a with the exception of the curve at Southwest Genesee Street and Southwest Avalon Way, where Alternative DEL-1a would be on the south side of the Southwest Genesee Street right-of-way while Option DEL-1b shifts to the north side of Southwest Genesee Street.



Alternative DEL-3 and Alternative DEL-4 would have curves with potential for wheel squeal at Delridge Way Southwest near Southwest Andover Street, at 25th Avenue Southwest and Southwest Genesee Street, and along Delridge Way Southwest between Southwest Dakota and Southwest Genesee Street. These alternatives would also have a crossover for each alternative at 23rd Avenue Southwest and Delridge Way Southwest. Alternative DEL-5 and Alternative DEL-6a would both have curves with potential for wheel squeal near Southwest Charlestown Street and Southwest Andover Street. Alternative DEL-5 would also have curves with potential for wheel squeal at Southwest Avalon Way and Southwest Yancy Street, and east of Southwest Avalon Way at Southwest Genesee Street. Alternative DEL-6a would have additional curves with potential for wheel squeal at the intersection of Southwest Yancy Street and 32nd Avenue Southwest and at the Delridge-West Seattle Junction border east of the West Seattle Bridge and a crossover between Southwest Andover Street and Southwest Genesee Street, west of 32nd Avenue Southwest. All curves would be equipped with or prepared for track lubricators to reduce wheel squeal. Crossovers for Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 are in a retained cut along the west part of Pigeon Point in the Duwamish Segment. Bus operations were reviewed for potential noise impacts. Bus operations under Alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, and DEL-6a would occur on existing roadways, including Delridge Way Southwest, Southwest Andover Street, 25th Avenue Southwest and 26th Avenue Southwest, and no analysis was required. For Preferred Option DEL-6b and Alternative DEL-7, southbound buses would connect to the Delridge Station through a commercial area near Southwest Charlestown Street, with no noise sensitive land uses, and therefore no impacts were identified.

4.7.4.3.2 Vibration

Preferred Option DEL-6b would impact one single-family residence the near the intersection of Southwest Andover Street and Southwest Avalon Way. Alternative DEL-1a and Alternative DEL-3 would impact the most residences in the Delridge Segment (Table 4.7-7). The impacts would be at the same multi-family building near the intersection of Southwest Genesee Street and Southwest Avalon Way. Alternative DEL-5 would impact a multi-family building with many dwelling units, while Alternative DEL-6a would impact single-family residences. Alternative DEL-7 would have groundborne noise impacts at the residences near the tunnel portal.

Figure 4.7-6 shows the locations of the project vibration impacts in the Delridge Segment before mitigation.

4.7.4.4 West Seattle Junction Segment

4.7.4.4.1 Noise

Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-6 would be entirely in tunnels and would not have any airborne noise impacts; therefore, they are not discussed further in this section. Preferred Option WSJ-5b and Alternative WSJ-5a are primarily within a tunnel and would have no severe noise impacts and the fewest moderate noise impacts. Alternative WSJ-1 and Alternative WSJ-2 would have the most overall and most severe noise impacts. Severe noise impacts for Alternative WSJ-1 and Alternative WSJ-2 when connecting to Alternative DEL-5 in the Delridge Segment would be a result of the elevated guideway's proximity to several large, multi-story, multi-family buildings. There would also be a Category 3 moderate noise impact at the Eastridge Church under Alternative WSJ-1 (Table 4.7-8).

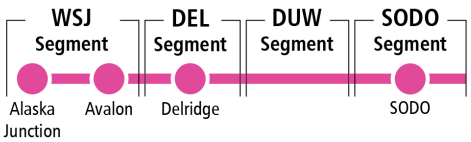


Table 4.7-7. Groundborne Noise and Vibration Impacts – Delridge Segment

Alternatives and Design Options	Number of Predicted Vibration or Groundborne Noise Impacts [a]			Total Predicted Vibration or Groundborne Noise Impacts
	Category 1	Category 2 [b]	Category 3	
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**0**	**1**	**0**	**1**
Dakota Street Station Alternative (DEL-1a)	0	12	0	12
Dakota Street Station North Alignment Option (DEL-1b)	0	0	0	0
Dakota Street Station Lower Height Alternative (DEL-2a)	0	0	0	0
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	0	0	0	0
Delridge Way Station Alternative (DEL-3)	0	12	0	12
Delridge Way Station Lower Height Alternative (DEL-4)	0	0	0	0
Andover Street Station Alternative (DEL-5)	0	9	0	9
Andover Street Station Lower Height Alternative (DEL-6a)	0	3	0	3
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	0	9	0	9

[a] See Appendix N.3 for a more detailed information on groundborne noise and vibration impacts.

[b] Number of predicted impacts for Category 2 land uses is the number of dwelling units, not the number of buildings.

Preferred Option WSJ-5b and Alternative WSJ-5a would have one curve at the boundary with the Delridge Segment and West Seattle Junction Segment and would have no crossovers. Alternative WSJ-1 would have three curves with potential for wheel squeal noise: at Fauntleroy Way Southwest between Southwest Avalon Way and 35th Avenue Southwest, Southwest Alaska Street and 41st Avenue Southwest, and Southwest Edmunds Street and 42nd Avenue Southwest. There would also be a double crossover near 40th Avenue Southwest between Southwest Oregon Street and Southwest Alaska Street. Alternative WSJ-2 would have three curves with potential for wheel squeal, all along Fauntleroy Way Southwest. Alternative WSJ-4 would have two curves with potential for wheel squeal: one at Fauntleroy Way Southwest and Southwest Genesee Street and another at 38th Avenue Southwest and Southwest Oregon Street. All curves would be equipped with or prepared for track lubricators to reduce wheel squeal. All buses serving the station alternatives in the West Seattle Junction Segment would be along existing roadways, including Southwest Avalon Way, 35th Avenue Southwest, Southwest Alaska Street, and Fauntleroy Way Southwest; therefore, no noise analysis for buses was required.

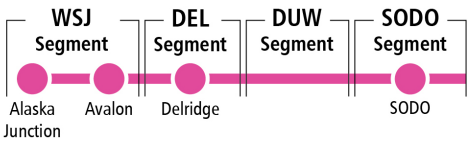


Table 4.7-8. Light Rail Noise Impacts – West Seattle Junction Segment

Alternatives and Design Options	Noise Impacts				Total Noise Impacts
	Category 1	Category 2 Moderate Impacts	Category 2 Severe Impacts	Category 3	
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**0**	**5**	**0**	**0**	**5**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	0	359	54	1	414
Elevated Fauntleroy Way Station Alternative (WSJ-2)	0	275 to 332	15 to 81	0	312 to 356
Tunnel 41st Avenue Station Alternative (WSJ-3a)	0	0	0	0	0
Tunnel 42nd Avenue Station Option (WSJ-3b)	0	0	0	0	0
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	0	140	0	0	140
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	0	5	0	0	5
No Avalon Station Tunnel Alternative (WSJ-6)	0	0	0	0	0

Note: The numbers presented are the number of units, counted by individual residences, including individual units of multi-family structures, and number of structures for other uses, like schools, places of worship, and parks. Category 2 parcels were evaluated with the 24-hour Ldn, and Category 1 and 3 were evaluated with the peak hour Leq.

4.7.4.4.2 Vibration

In the West Seattle Junction Segment, the tunnel alternatives (Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6) would have more vibration or groundborne noise impacts than Alternative WSJ-1 and Alternative WSJ-2 because elevated guideways reduce vibration levels by about 10 decibels (Table 4.7-9).

The tunnel alternatives, including Preferred Option WSJ-5b, would have impacts near the crossover south of Alaska Junction Station and where the tunnel is shallowest near the tunnel portal and along the curve. Alternative WSJ-2 would have no impacts because of the vibration reduction provided by the elevated structure and no sensitive receivers are close to the structure. Option WSJ-3b would have the most vibration or groundborne noise impacts in this segment, which would be concentrated in large multi-family buildings along 42nd Avenue Southwest near Southwest Alaska Street and east of Avalon Station along Southwest Avalon Way.

Figure 4.7-7 shows the locations of the project vibration impacts in the West Seattle Junction Segment before mitigation.

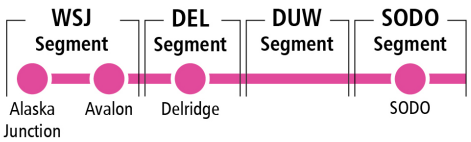


Table 4.7-9. Groundborne Noise and Vibration Impacts – West Seattle Junction Segment

Alternatives and Design Options	Number of Predicted Vibration or Groundborne Noise Impacts [a]			Total Predicted Vibration or Groundborne Noise Impacts
	Category 1	Category 2 [b]	Category 3	
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**0**	**158**	**0**	**158**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	0	7	0	7
Elevated Fauntleroy Way Station Alternative (WSJ-2)	0	0	0	0
Tunnel 41st Avenue Station Alternative (WSJ-3a)	0	24 to 199	0	24 to 199
Tunnel 42nd Avenue Station Option (WSJ-3b)	0	269 to 430	0	269 to 430
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	0	153	0	153
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	0	79	0	79
No Avalon Station Tunnel Alternative (WSJ-6)	0	144	0	144

Note: Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low of each impact type shown in the table.

[a] See Appendix N.3 for a more detailed information on groundborne noise and vibration impacts.

[b] Number of predicted impacts for Category 2 land uses is the number of dwelling units, not the number of buildings.

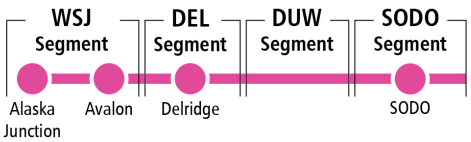
4.7.5 Environmental Impacts of the Build Alternatives during Construction

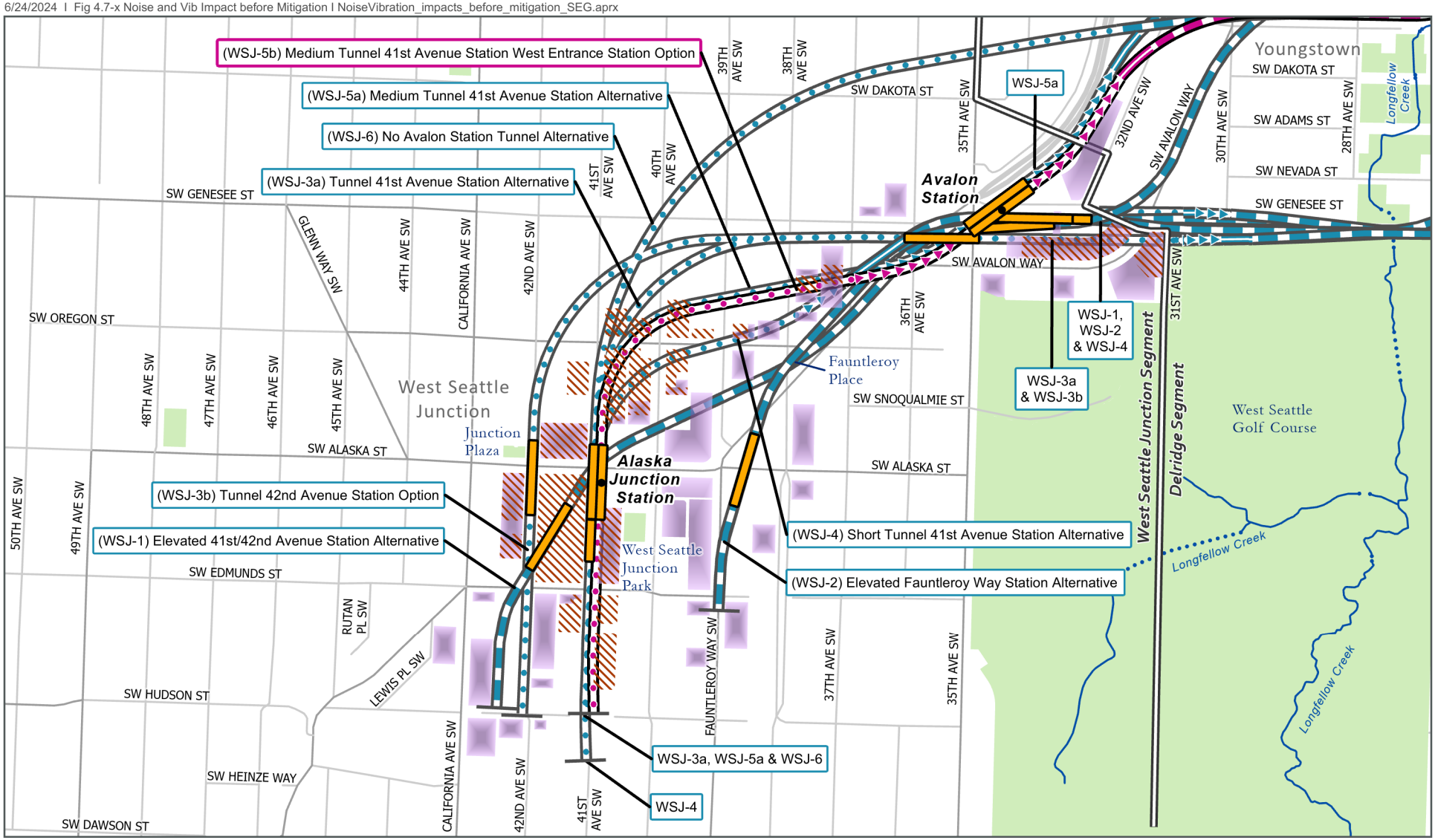
4.7.5.1 Noise

Except for underground tunnel construction, Sound Transit estimates that most general project construction noise levels, such as elevated guideway and station construction, would be between 84 and 89 dBA (hourly Leq) at a distance of 50 feet.

Construction noise is subject to City of Seattle code requirements, and noise levels for construction would be required to stay within those requirements unless the project obtained a variance from the Seattle Department of Construction and Inspections. Types of construction activities that may require a variance include nightwork and daytime construction that is anticipated to produce substantial noise levels, such as impact pile-driving. See Section 3.1.3, Construction Noise Criteria of Appendix N.3 for more information on construction noise criteria and applications for noise variances for major public projects.

During construction of elevated structures such as guideways and stations, the loudest sources of noise would be cranes, excavators, concrete pumps, and pneumatic tools. Construction of elevated structures might result in sound levels of up to 87 dBA at a distance of 50 feet. Impact pile-driving, which is not normally included in general construction noise, would generate substantial noise levels that would likely exceed 101 dBA at 50 feet.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Area of Vibration or Groundborne Noise Impact
- Area of Noise Impact

FIGURE 4.7-7
Noise and Vibration Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet
N

Above-grade activities at tunnel portals would mainly consist of material deliveries and hauling materials. Ventilation fans might run 24 hours a day at tunnel portals and access shafts to supply fresh air into the tunnel. Sound levels from tunnel construction at tunnel portals are anticipated to be approximately 86 dBA at a distance of 50 feet. Nighttime construction near tunnel portals would likely be necessary throughout tunnel construction and would require a noise variance.

Cut-and-cover tunnel and station construction would likely occur during the daytime and might result in sound levels of approximately 88 dBA at a distance of 50 feet during the loudest phases of construction.

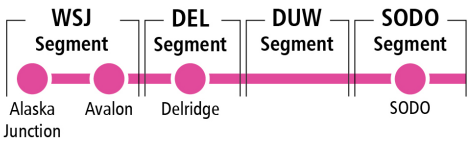
During retained-cut construction, the loudest pieces of construction equipment would be cranes, backhoes, jackhammers, excavators, pneumatic tools, concrete pump trucks, and concrete mixers. Retained-cut construction may result in sound levels of up to 89 dBA at a distance of 50 feet.

At-grade construction is anticipated to occur primarily within the SODO Segment. Construction equipment that could be used for at-grade construction includes excavators, backhoes, concrete mixers, concrete pumps, and haul trucks. Construction noise from at-grade construction could result in sound levels up to 87 dBA at a distance of 50 feet.

Nighttime construction work required for tunneling and elevated guideway construction, would require a noise variance. Sound Transit would ensure that the construction contractor minimize noise impacts from nighttime construction as described in Section 4.7.7, Mitigation Measures, and noise levels would meet requirements set forth in any variances that would be required for project construction. For detailed information on construction noise impacts, refer to Section 6, Impact Assessment of Appendix N.3.

The SODO Segment and eastern portion of the Duwamish Segment are mostly industrial and commercial properties, which are less sensitive to construction noise; therefore, there would be low potential for noise impacts. In the Duwamish Segment, bridge construction would mostly take place in industrial areas on the shore of the Duwamish Waterway (also known as Duwamish River) and Harbor Island, and possibly in the water, depending on the type of bridge constructed. There are two fire stations with sleeping quarters in the Duwamish Segment, Fire Station 14 and Fire Station 36. The Bootstrap Music Company is a noise-sensitive music rehearsal and recording space in an industrial area southeast of the West Seattle Bridge. Although the Bootstrap Music Company is not considered a FTA Category 1 land use, it has a potential for construction noise impacts during construction activities within the Duwamish Segment and, due to the use of the building, it was considered in the construction noise analysis. Residents with lines of sight to construction near the Duwamish Waterway, such as in the Riverside community, would likely experience more construction noise impacts than other nearby residential properties. Because Alternative DUW-2 would be farther from residential areas than the other alternatives and would not require retained-cut construction, it is expected to result in fewer construction noise impacts at noise-sensitive properties.

In the Delridge Segment, there is potential for construction noise impacts to noise-sensitive properties along all the Build Alternative alignments. Preferred Option DEL-6b, Alternative DEL-5, and Alternative DEL-6a would have lower potential for construction noise impacts at noise-sensitive properties because a portion of these alternatives would be closer to industrial and commercial areas and farther away from some noise-sensitive properties than the other Delridge Segment alternatives. Alternative DEL-7 has more potential noise impacts than Preferred Option DEL-6b, Alternative DEL-5, and Alternative DEL-6a because it would have a tunnel portal within a residential area, and night work at the tunnel portal could last several years. The Secret Studio Records/Studio 1208 recording studio is within the Duwamish Segment and is anticipated to



experience the highest construction noise levels from construction within the Delridge Segment under Alternative DEL-1a, Alternative DEL-2a, and Alternative DEL-4. Because of the distance between Secret Studio Records/Studio 1208 and construction activities from other alternatives, noise impacts from the other alternatives are not anticipated at the studio.

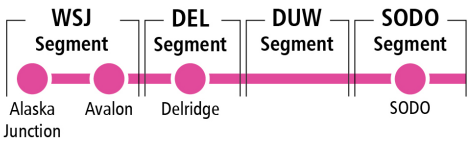
In the West Seattle Junction Segment, construction of Alternative WSJ-1 and Alternative WSJ-2 are anticipated to have lower potential for noise impacts at noise-sensitive properties than other alternatives that would require tunneling. Although tunneling would take place underground, construction at the tunnel portals would include night work, could last several years, and would be within residential areas. The tunnel portal for Alternative WSJ-6 would be within a residential area in the Delridge Segment. Construction at this tunnel portal would likely result in impacts at noise-sensitive properties within the Delridge Segment but could generate minimal noise impacts within the West Seattle Junction Segment. The overall construction duration of Alternative WSJ-1 and Alternative WSJ-2 might also be less than construction of a below-grade station and tunnel.

4.7.5.2 Vibration

Vibration caused by construction activities could potentially cause cosmetic damage to nearby structures and annoy occupants. The construction activity most likely to generate high levels of vibration is pile-driving. Pile-driving could potentially result in cosmetic damage to structures within 100 feet of pile locations if an impact pile driver is used. The number and severity of vibration impacts would depend on the location of the piles and the method of installation. Pile-driving is likely to be used in the construction of the new light rail bridge over the Duwamish Waterway and could be used in the construction of elevated guideways or retained cut guideways. Alternatives with elevated guideway are Alternative SODO-2 in the SODO Segment, all Build Alternatives in the Duwamish Segment, all Build Alternatives in the Delridge Segment, and Alternative WSJ-1 and Alternative WSJ-2 in the West Seattle Junction Segment. Alternatives with retained cut guideway include sections north of South Walker Street for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b in the SODO segment; the retained cut section along the Pigeon Point neighborhood and sections near the tunnel portals for some alternatives in the Delridge segment; and sections near the tunnel portals for Preferred Option WSJ-5b, Alternative WSJ-4, and Alternative WSJ-5a in the West Seattle Junction segment.

When operating at distances greater than 20 feet, most other construction equipment has a low risk of causing even minor cosmetic damage from vibration. No buildings were identified within 20 feet of construction activities. Vibration from the tunnel boring machine cutterhead and supply train would likely remain below the cosmetic damage and annoyance thresholds for residential and institutional land uses, and there are no Category 1 or special buildings close to the tunnel alternatives.

Alternative DUW-2 in the Duwamish Segment would have an impact from pile-driving at Harbor Island Machine Works, a Category 1 land use. Detailed vibration predictions and mitigation measures would be included in a Vibration Control Plan for this property because of its vibration sensitivity. The Bootstrap Music Company, a music rehearsal space, is near the east end of the West Seattle Bridge and is likely to be within 100 feet of pile-driving locations for Preferred Alternative DUW-1a. The Bootstrap Music Company is not considered a Category 1 land use because it is compatible with noise and vibration levels generated by operational light rail; however, higher levels of vibration and groundborne noise generated by construction might be noticeable in the building. No other vibration impacts are expected to Category 1 land uses or special buildings during project construction.



4.7.6 Indirect Impacts of the Build Alternatives

Indirect noise and vibration impacts could be associated with transit-oriented development. Although noise associated with future development could increase noise in the project corridor, any increase would likely be minimal, and any new developments would be required to meet the City of Seattle noise regulations.

4.7.7 Mitigation Measures

4.7.7.1 Light Rail Noise Mitigation

Sound Transit is committed to minimizing project noise levels at their source for all of its light rail corridors. When noise would exceed FTA moderate or severe impact criteria, Sound Transit would consider noise mitigation measures consistent with its Link Noise and Vibration Policy (Resolution No. R2023-15; Sound Transit 2023), the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018), and the Sound Transit *Design Criteria Manual* (2021).

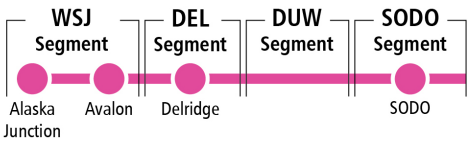
The Link Noise and Vibration Policy provides the hierarchy for implementation of mitigation measures. It prioritizes reduction at the noise source, followed by measures to disrupt the noise path, such as sound walls. Lastly, it considers residential sound insulation. The policy also guides coordination with the affected property owners and reconsideration of noise impacts and mitigation during final design.

Sound walls are the primary noise mitigation option for project operations because they are effective at reducing noise near the source. Sound walls for elevated profiles would be along the side of the top of the guideway; for other profiles, they would be next to the guideway on the ground or retaining structures. Sound walls are proposed for all areas with residential land uses in all segments. They are also proposed adjacent to Fire Station 14 in the Duwamish Segment.

Wheel squeal reduction measures, including non-oil-based lubrication and friction modifiers, would be included in the project design following the Sound Transit policy in the *Design Criteria Manual*. Under Sound Transit policy, curves with a radius of less than 600 feet near noise-sensitive properties must have track lubricators installed as part of the project. Curves with a radius of 600 feet to 1,250 feet must be built to allow for subsequent lubrication if needed.

For noise from crossovers, recommended mitigation would include special trackwork, such as moveable-point or spring-rail “frogs” (a mechanical installation enabling trains to be guided from one track to another, such as at a junction or where a spur or siding branches off), to eliminate the noise- and vibration-causing gap between tracks.

When source mitigation measures or sound barriers are infeasible or not entirely effective at reducing exterior noise levels below the FTA impact criteria, and where the affected building does not already achieve a sufficient exterior-to-interior reduction of noise levels, Sound Transit would consider residential sound insulation. Sound insulation is normally only used on older dwellings with single-paned windows or in buildings with double-paned windows that are no longer effective because of leakage. Most newer buildings have effective exterior-to-interior noise reduction, and additional sound insulation might not be necessary. For this analysis, however, any location not mitigated to within the FTA criteria with sound walls would be considered for sound insulation. Sound insulation would be designed to reduce the interior noise levels in sleeping and living quarters in residential land uses to within the 45-dBA Ldn guidelines set by the U.S. Department of Housing and Urban Development. Under these guidelines, fresh air exchange must be maintained within the units. Sound insulation would not reduce exterior noise levels.

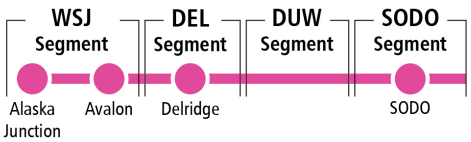


The project would mitigate the majority of noise impacts with sound walls along the guideway and with special trackwork at track crossover locations. A summary of the recommended sound walls and alternatives with locations considered for sound insulation are provided in Table 4.7-10.

The modeling process is conservative, and proposed mitigation is based on the current project design. During final design, the detailed noise analysis would be updated based on a more advanced design. All predicted noise levels and mitigation measures would be reviewed. Mitigation would be modified as needed to reduce noise levels to below the FTA impact criteria. If equivalent mitigation could be achieved by a less costly means or if the final design analysis shows no impact, then the mitigation measure may be modified or eliminated. After light rail operations begin, if the resulting noise were to exceed FTA criteria, Sound Transit would evaluate the need for additional mitigation. More details on light rail noise mitigation are available in Appendix N.3. Attachment N.3D shows detailed maps of noise impacts with proposed mitigation, and Attachment N.3F shows tables of noise predictions and includes predicted levels with mitigation.

Table 4.7-10. Recommended Noise Mitigation

Segment	Alternatives and Design Options	Mitigation Recommendation
Duwamish	**Preferred South Crossing Alternative (DUW-1a)**	**Sound Walls: 4 to 8 feet, and review locations for potential sound insulation**
	South Crossing South Edge Crossing Alignment Option (DUW-1b)	Sound Walls: 4 to 8 feet
	North Crossing Alternative (DUW-2)	Sound Walls: 4 feet
Delridge	**Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)**	**Sound Walls: 4 to 8 feet**
	Dakota Street Station Alternative (DEL-1a)	Sound Walls: 4 to 6 feet
	Dakota Street Station North Alignment Option (DEL-1b)	Sound Walls: 4 to 6 feet
	Dakota Street Station Lower Height Alternative (DEL-2a)	Sound Walls: 4 to 8 feet, and review locations for potential sound insulation
	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Sound Walls: 4 to 8 feet, and review locations for potential sound insulation
	Delridge Way Station Alternative (DEL-3)	Sound Walls: 4 to 6 feet
	Delridge Way Station Lower Height Alternative (DEL-4)	Sound Walls: 4 to 8 feet, and review locations for potential sound insulation
	Andover Street Station Alternative (DEL-5)	Sound Walls: 4 to 8 feet, and review locations for potential sound insulation
	Andover Street Station Lower Height Alternative (DEL-6a)	Sound Walls: 4 to 8 feet
	Andover Street Station Lower Height No Avalon Tunnel Connection Alternative (DEL-7)	Sound Walls: 4 to 6 feet, and review locations for potential sound insulation



Segment	Alternatives and Design Options	Mitigation Recommendation
West Seattle Junction	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)**	**Sound Walls: 4 to 10 feet**
	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Sound Walls: 4 to 8 feet, and review locations for potential sound insulation
	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Sound Walls: 4 to 8 feet, and review locations for potential sound insulation
	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Sound Walls: 4 to 6 feet
	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	Sound Walls: 4 to 8 feet

Note: Sound wall height is determined by assessing the degree of noise impact and the height needed to mitigate the impact.

4.7.7.2 Construction Noise Mitigation

Through compliance with applicable construction permits and management plans along with incorporating best management practices such as using broadband backup alarms during nighttime hours, minimizing the use of public address systems, ensuring internal combustion equipment are fitted with mufflers, and locating equipment away from noise-sensitive properties to the extent feasible, no additional mitigation for noise impacts would be needed. Sound Transit would obtain a noise variance from the Seattle Department of Construction and Inspections to complete work during nighttime hours. For the construction staging areas near tunnel portals, mitigation measures could include construction of temporary noise barriers adjacent to the staging area. Detailed information on construction noise mitigation can be found in Appendix N.3.

4.7.7.3 Operational Vibration Mitigation

Sound Transit would mitigate vibration and groundborne noise impacts that exceed FTA criteria. Vibration impacts are projected at several special trackwork locations as the wheels travel through the gap between tracks at these locations. Sound Transit would use low-vibration designs for special trackwork, referred to as low-impact frogs, to mitigate these impacts.

For vibration impacts not caused by special trackwork, high-resilience direct-fixation fasteners would be used to reduce vibration levels. Fasteners are used to attach the rail to the concrete track slab. Alternative vibration mitigation approaches that may be applied under specific circumstances include increasing the thickness of the concrete under the track, specifying straighter rails, and building the track on top of pile foundation systems where the track would traverse very soft sections of soil.

With the potential mitigation, project vibration and groundborne noise levels are expected to be below FTA criteria. In addition, the modeling process is conservative, and additional measurement information at affected buildings might show no or reduced impact. As project design advances, some impacts may be eliminated or the type of mitigation needed may change. During final design, the detailed vibration analysis would be updated based on more advanced design and would evaluate the specific buildings, and alternative mitigation measures might be warranted. All predicted vibration levels and mitigation measures would be reviewed. Mitigation would be modified as needed to reduce vibration levels to below the FTA impact criteria. Recommended mitigation measures for each alternative with impacts are shown in Table 4.7-11. Additional information on light rail vibration mitigation can be found in Appendix N.3. Attachment N.3E shows detailed maps of vibration impacts with proposed mitigation, and Attachment N.3G shows tables of vibration predictions and includes predicted levels with mitigation.

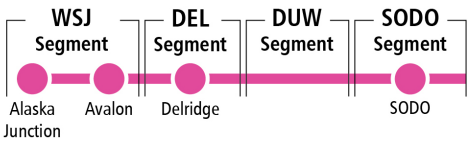
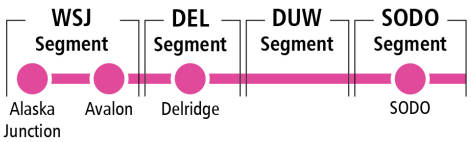


Table 4.7-11. Recommended Groundborne Noise and Vibration Mitigation

Segment	Alternatives and Design Options	Mitigation Recommendation
Duwamish	**Preferred South Crossing Alternative (DUW-1a)**	**Low-impact frog**
Delridge	**Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)**	**High-resilience direct-fixation fastener**
	Dakota Street Station Alternative (DEL-1a)	High-resilience direct-fixation fastener
	Delridge Way Station Alternative (DEL-3)	High-resilience direct-fixation fastener
	Andover Street Station Alternative (DEL-5)	High-resilience direct-fixation fastener
	Andover Street Station Lower Height Alternative (DEL-6a)	High-resilience direct-fixation fastener
	Andover Street Station Lower Height No Avalon Tunnel Connection Alternative (DEL-7)	High-resilience direct-fixation fastener
West Seattle Junction	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)**	**High-resilience direct-fixation fastener and low-impact frog**
	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Low-impact frog
	Tunnel 41st Avenue Station Alternative (WSJ-3a)	High-resilience direct-fixation fastener and low-impact frog
	Tunnel 42nd Avenue Station Option (WSJ-3b)	High-resilience direct-fixation fastener and low-impact frog
	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	High-resilience direct-fixation fastener and low-impact frog
	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	High-resilience direct-fixation fastener and low-impact frog
	No Avalon Station Tunnel Alternative (WSJ-6)	High-resilience direct-fixation fastener and low-impact frog

4.7.7.4 Construction Vibration Mitigation

The primary means of mitigating vibration from construction activities are to conduct pre-construction surveys, locate equipment as far as possible from vibration-sensitive sites, use alternative low-vibration methods where practical, and conduct vibration monitoring. The contractor, when selected, would prepare and implement a detailed Construction Vibration Control Plan that provides more detail on the construction vibration mitigation measures. Appendix N.3 provides more information on the potential mitigation measures that may be included in this plan. The Construction Vibration Control Plan would include Category 1 land uses and any other structures where predicted construction vibration would exceed the applicable thresholds. If pile-driving is planned within 100 feet of structures, alternative methods of pile installation or vibration monitoring would be considered. Predicted vibration levels from the tunnel boring machine are below impact thresholds. If needed, options for reducing vibration from the supply train during tunneling are reducing the operation speed of the supply train, smoothing the running surface, or using rubber-tire supply train vehicles. Pre-construction surveys would be conducted to document the existing conditions of buildings, and the contractor would be responsible for repairing damage resulting from the project. During final design, all impacts and potential mitigation measures would be reviewed for verification.



4.8 Water Resources

4.8.1 Introduction to Resource and Regulatory Requirements

This section discusses how the West Seattle Link Extension Project (the project) would affect surface water, including streams, rivers and bays, shorelines, floodplains and floodways, and groundwater (including critical aquifer recharge areas, sole-source aquifers, and wellhead protection areas that may be present). It also describes the affected water resources, the potential for flooding, and potential water quality impacts associated with the project.

Appendix L4.8, Water Resources, contains the following supporting information:

Stormwater Drainage in the Study Area

Combined Sewer System

Wastewater and stormwater travel in the same pipe to treatment plants. In the study area, there are both County and City combined sewer systems.

Separated Sewer System

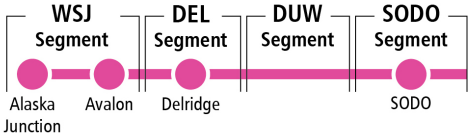
Wastewater and stormwater travel in separate pipes: the wastewater is conveyed to treatment plants and stormwater is conveyed to drainage outlets.

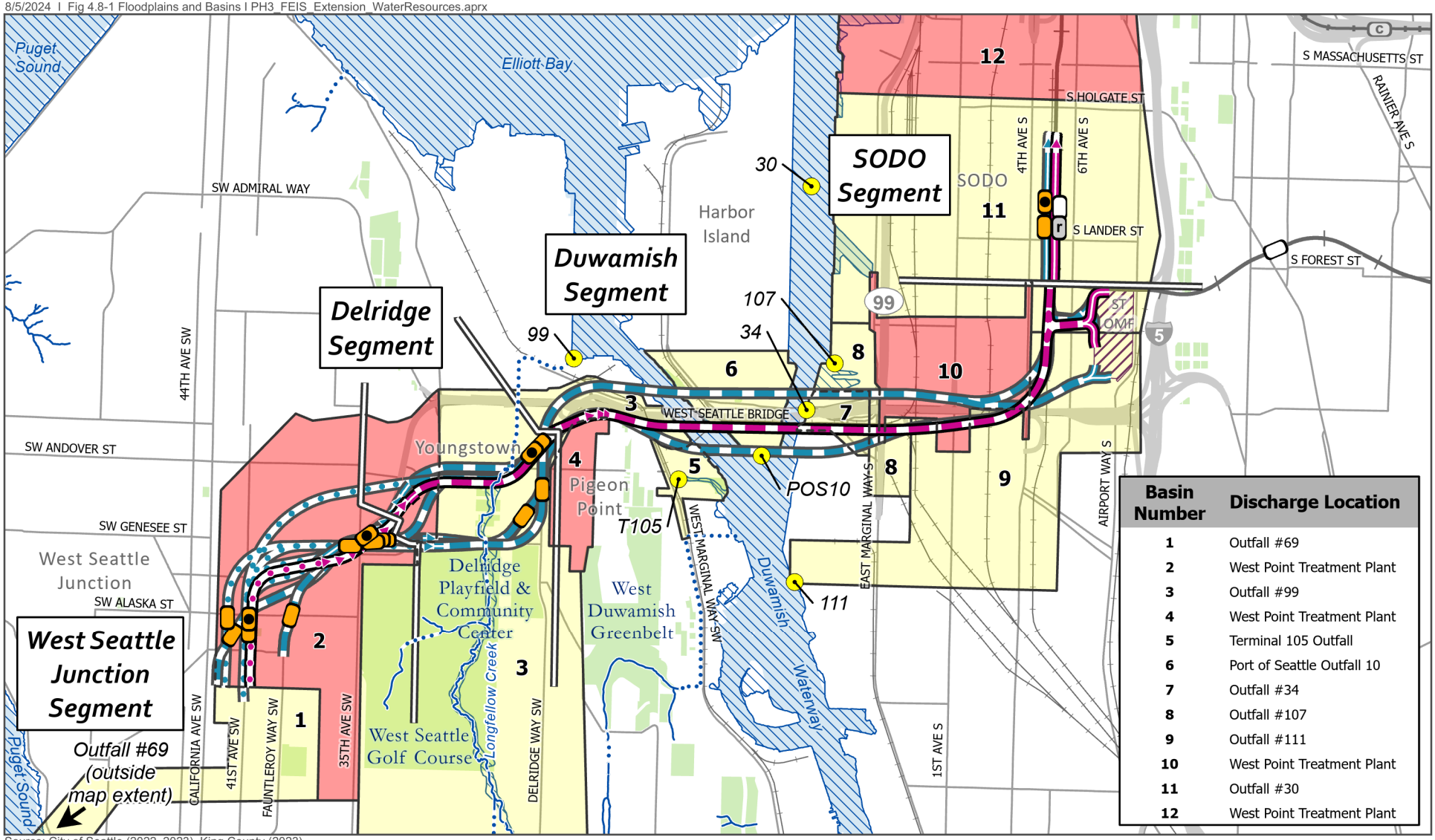
- A list of relevant laws, statutes, local ordinances, and guidelines
- A table of designated water uses for the waterbodies in the study area
- Maps and explanation of hydrologic soil groups in the study area
- Discussion of estimated changes in impervious surfaces
- Maps of floodplains, drainage basins, and outfalls in the study area, by segment
- Discussion of best management practices for stormwater impacts

Section 4.9, Ecosystems, includes discussions of wetlands, stream habitat, and stream and wetland buffers.

4.8.2 Affected Environment

The study area for water resources consists of the Longfellow Creek basin, Duwamish Waterway (also known as Duwamish River), Elliott Bay, and the City of Seattle combined sewer basins along the project corridor. The project is in the city of Seattle in King County, Washington, within Water Resource Inventory Area 9, the Green-Duwamish Basin (Ecology 2022). The study area is just inland of Puget Sound's Elliott Bay and includes the Duwamish Waterway and Longfellow Creek. The potential area of effect encompasses locations where water resources would be altered by construction and operation of the project and where resources would likely receive direct runoff from the project during construction and in long-term operation. The study area is generally highly developed, aside from the West Duwamish Greenbelt, which is a vegetated slope stretching 4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The study area is served by combined and separated storm sewer systems. The waterbodies, outfalls, drainage basins, and associated floodplains in the study area are shown on Figure 4.8-1.





Basin Number	Discharge Location
1	Outfall #69
2	West Point Treatment Plant
3	Outfall #99
4	West Point Treatment Plant
5	Terminal 105 Outfall
6	Port of Seattle Outfall 10
7	Outfall #34
8	Outfall #107
9	Outfall #111
10	West Point Treatment Plant
11	Outfall #30
12	West Point Treatment Plant

Source: City of Seattle (2022, 2023), King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

- FEMA 100-Year Floodplain
- Combined Sewer Basin
- Separated Storm Drainage Basin
- Outfalls

0 0.5 1 Mile

N

FIGURE 4.8-1
Floodplains, Drainage Basins, and Outfalls

West Seattle Link Extension

4.8.2.1 Surface Water

Surface water, including stormwater runoff, in the study area drains into either a combined sewer system (City or County) (Figure 4.8-1, basin numbers 2, 4, 10, and 12) or to stormwater drains in separated sewer systems (Figure 4.8-1, basin numbers 1, 3, 5 through 9, and 11). Surface water also flows to Longfellow Creek, a tributary to the Duwamish Waterway. Stormwater runoff that drains to a combined sewer system is treated at the West Point Wastewater Treatment Plant, adjacent to Discovery Park in the City of Seattle's Magnolia neighborhood, before being discharged into Puget Sound. Figure 4.8-1 shows the major creeks and waterbodies in the study area, as well as the drainage basins and discharge (i.e., outfall) locations.

The Washington State Department of Ecology (Ecology) has designated water uses to each of the study area waterbodies (see Table L4.8-1 in Appendix L4.8). These uses define applicable water quality standards for each waterbody. Elliott Bay, Longfellow Creek, and the Duwamish Waterway have designated uses of aquatic life, recreation, and non-domestic water supply. More information on fish habitat is provided in Section 4.9.

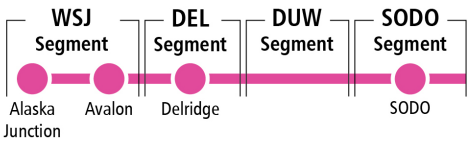
4.8.2.1.1 Duwamish Waterway

The lowermost 11 miles of the Duwamish River are a tidally influenced estuary where salt water from Puget Sound mixes with fresh water from the Duwamish River. The Duwamish River in the study area includes the Duwamish Waterway (East Waterway and West Waterway), separated by Harbor Island and referred to collectively as the Duwamish Waterway. It supports commercial and recreational navigation and salmon fishing, most especially in the estuarine area. The Duwamish River is categorized as "Salmonid Rearing and Migration Only Habitat" for aquatic life use (King County 2016a, Washington Administrative Code 173-201A-602).

The Duwamish Waterway receives flows from numerous combined sewer overflow outfalls and separate storm drain outfalls within the study area. As shown on Figure 4.8-1, most of the study area that does not drain to the West Point Wastewater Treatment Plant discharges to the Duwamish Waterway.

There are two Superfund sites in the study area that are crossed by project alternatives. The United States Environmental Protection Agency listed Harbor Island and its associated sediments as a Superfund site in 1983, and the Lower Duwamish Waterway as a Superfund site in 2001 (United States Environmental Protection Agency 2023a, 2023b). The Lower Duwamish Superfund site is 5 miles long, stretching from the southern tip of Harbor Island to the end of the straightened waterway in Tukwila. The Lockheed West Seattle Superfund site is about a mile north from the project alternatives at the mouth of the Duwamish Waterway, and is noted here because it does contribute to water quality impairments in the study area. Section 4.12, Hazardous Materials, provides more information on the status of the two Superfund sites in the study area.

Ecology classifies the Lower Duwamish Waterway as a Category 5 waterbody, and it was included in the Ecology 303(d) list of impaired waterbodies in 2022 because of exceedances of more than 40 water quality criteria. Ecology maintains the 303(d) list in compliance with Section 303(d) of the Clean Water Act to track impaired waterbodies and to prioritize cleanup needs. A Category 5 waterbody means that Ecology has data showing that the water quality standards have been violated for one or more pollutants and that there is no pollution-control program in place (Ecology 2023). Of special concern are dissolved oxygen and fecal coliform, which frequently exceed the state standard. The Duwamish Waterway has also seen an increasing trend of water temperatures since the 1970s (King County 2016a).



4.8.2.1.2 Longfellow Creek

Longfellow Creek flows for more than 4 miles from its origin near Southwest Thistle Street into the West Waterway (City of Seattle 2012). North of Southwest Yancy Street, the downstream 3,260 feet of the creek flows through an underground 60-inch storm drain beneath a business park, roads, Nucor Steel, and Port of Seattle properties until it discharges into the West Waterway, and during overflow events is also redirected through an underground 42-inch storm drain beneath Port of Seattle property until it discharges into Elliott Bay (City of Seattle 2023a). Land use along the creek is almost entirely developed (King County 2016b). The creek is categorized as "Salmonid Spawning, Rearing and Migration Habitat" for aquatic life use (King County 2016b). Portions of the creek have been assigned "Supplemental Spawning and Incubation Protection" temperature criteria of 13 degrees Celsius, applicable from September 15 to May 15.

Water quality testing completed by King County since the 1970s in the northernmost point of the creek has identified this area as Moderate Concern (King County 2021). Ecology classifies Longfellow Creek as a Category 5 waterbody, and it was included on the Ecology 303(d) list in 2014 because of exceedances of criteria for water temperature, dissolved oxygen, and fecal coliform bacteria (Ecology 2023).

4.8.2.1.3 Elliott Bay

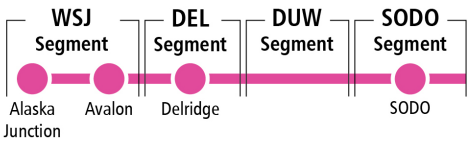
Elliott Bay is part of Puget Sound and is adjacent to the Seattle downtown waterfront. The Duwamish Waterway flows into Elliott Bay. Some runoff from the West Seattle Junction Segment of the project corridor drains untreated into Puget Sound through existing stormwater system infrastructure. Elliott Bay is categorized as "Salmonid Rearing and Migration Only" for aquatic life use (Ecology 2023) and is included in 303(d) listings for exceedances in bacteria levels.

4.8.2.1.4 Combined Sewer Service Areas

The combined sewer system is a network of city pipelines collecting both storm and sanitary sewer flows that are conveyed to King County interceptor pipes. In these areas of the city (Figure 4.8-1, basin numbers 2, 4, 10, and 12), pipes lead to diversion structures and the West Point Wastewater Treatment Plant, where the flows are treated and released to Puget Sound. During overflow events, untreated water in combined sewer systems is discharged to Puget Sound or the Duwamish Waterway at combined sewer overflow outfalls.

4.8.2.2 Shorelines

The Duwamish Waterway shorelines are designated as Urban Industrial in the City of Seattle's Shoreline Master Program (City of Seattle 2023b) and are heavily developed with Port of Seattle and related industrial waterfront uses. The Shoreline Master Program regulates designated shorelines of the state within the city and 200 feet from the ordinary high-water mark along the shoreline. The only other shorelines that are included in the study area are associated with the mouth of Longfellow Creek. Although Longfellow Creek itself is not a designated shoreline of the state, the mouth of the creek lies within the shoreline jurisdiction of the West Waterway. Information on shoreline habitat is provided in Section 4.9.

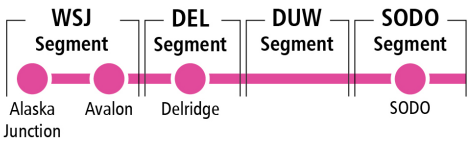


4.8.2.3 Floodplains

The Federal Emergency Management Agency (FEMA) classifies the Duwamish Waterway as a Special Flood Hazard Area Inundated by the 100-Year Flood as Zone AE, meaning that base flood elevations have been determined (FEMA 2020). The study area is heavily industrialized and nearly 100 percent of the Duwamish Waterway shoreline in the study area has been modified by placing fill and associated structure protection on industrial properties adjacent to the waterway. Only a few small areas outside of the Duwamish Waterway itself are within the FEMA-designated 100-year floodplain. The Duwamish Waterway is regulated for flood control on the upper Green River (near Rivermile 64.5) by the Howard A. Hanson dam, which is operated by the United States Army Corps of Engineers. Figure 4.8-1 illustrates the Duwamish Waterway floodplain limits.

The portion of Longfellow Creek in the study area lies within a floodplain mapped by FEMA. The floodplain is classified as a Special Flood Hazard Area Inundated by the 100-Year Flood as Zone A, meaning that no base flood elevations nor floodways have been determined (FEMA 2020). FEMA-designated 100-year floodplains are areas with a 1 percent or greater chance of flooding each year. Flooding is known to occur at numerous locations along Longfellow Creek due to restricted channel and culvert capacities as well as debris accumulations causing partial obstruction of the natural channel (FEMA 2020). During a field visit in March 2023, it was found that the creek is conveyed under Southwest Genesee Street through a siphoned culvert with a trash rack at the outlet (Figure 4.8-2). The structure was partially blocked by debris, which suggests that the structure may be non-functional and Southwest Genesee Street may flood during large flow events. Seattle Public Utilities owns and maintains the Southwest Genesee Street Detention Dam, a flood control and stormwater detention dam on Longfellow Creek on the south side of Southwest Genesee Street. The north slope of the roadway is armored with concrete blocks and is designed to function as an emergency spillway when needed. In normal conditions, the dam does not retain any water and all flows are conveyed within Longfellow Creek (City of Seattle 2020). This dam is regulated and permitted by Ecology and is considered a high-hazard dam if the dam were to fail (Ecology 2020).

Figure 4.8-2 Siphoned Culvert at Southwest Genesee Street Dam Outlet



4.8.2.4 Groundwater

There are no designated sole-source aquifer areas, critical aquifer recharge, or wellhead protection areas that occur within the study area. The hydrogeologic regime and groundwater flow in the Puget Sound area are highly variable. Groundwater recharge typically occurs in the upland areas of the city and predominantly flows downward to the discharge areas and eventually to major surface waterbodies. On the steep slopes on Pigeon Point, groundwater seeps were observed during a project site visit (HNTB 2021), meaning that groundwater reached the surface.

Impervious Surfaces

Impervious surfaces are hard surfaces that do not allow rainwater to seep through and enter groundwater beneath the surface. Impervious surfaces increase runoff volumes that can also increase pollutant runoff, flooding, and stream erosion. New impervious surfaces are areas that would replace existing pervious surfaces, where rainwater can seep through the surface and enter groundwater. Existing pervious surface areas are generally vegetated or bare ground.

Section 4.11, Geology and Soils, provides more information on groundwater and aquifers. More information on potential for groundwater contamination is provided in Section 4.12.

4.8.3 Environmental Impacts of the No Build Alternative

Under the No Build Alternative, light rail would not be extended to West Seattle and the potential impacts on water resources identified for the Build Alternatives would be avoided. The No Build Alternative would have no direct impacts on any waterbodies, stormwater flow in combined sewer service areas, shorelines, or floodplains and floodways. There would also be no construction impacts. However, the potential water quality benefits associated with the project would also not be realized, such as reduced pollution from motor vehicles and the addition of water quality treatment for pollution-generating impervious surfaces that are currently not treated.

4.8.4 Environmental Impacts of the Build Alternatives during Operation

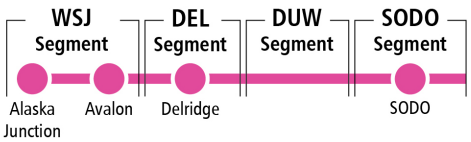
4.8.4.1 Impacts Common to All Alternatives

As design advances, Sound Transit would continue to coordinate with the City of Seattle and King County on issues related to water resources, including the following:

- Approved points of discharge and discharge basins
- Flow-control and water quality requirements
- Opportunities for infiltration
- Extension of utility mainlines
- Temporary and permanent dewatering
- Potential for onsite stormwater management when outside of the public right-of-way

4.8.4.1.1 Water Quality

All alternatives would increase impervious surfaces. In the project, pollution-generating impervious surfaces are the pavement areas of road improvements needed to accommodate the project. The pollutants from vehicular traffic on these surfaces accumulate on the road surface and are transported to waterbodies by stormwater runoff that, if not treated, can degrade water quality in receiving waters. The potential impacts of added pollution-generating impervious surfaces are greater in drainage basins that drain directly to surface water resources than in basins draining to combined sewers, which are treated before discharging to surface water resources.



Stormwater runoff from the project would drain to the locations described in Section 4.8.2.1, Surface Water. Sound Transit would provide water quality treatment for all runoff from new and replaced pollution-generating impervious surfaces outside of public right-of-way and new pollution-generating impervious surfaces within public right-of-way. Water quality treatment for replaced pollution-generating impervious surface in public right-of-way is not required based on current code requirements, but would be provided in some areas as agreed to with the City of Seattle. All impervious areas would be reviewed for necessary flow control implementation in each basin, per City of Seattle minimum requirements. This would prevent the additional runoff from the project from overloading and affecting the city and county pipe networks and other combined sewer system infrastructure.

Non-pollution-generating impervious surfaces in the project are guideways,[1] station buildings, and sidewalks. In general, runoff from non-pollution-generating impervious surfaces would not generate pollutants and would not degrade water quality, additional impervious surface area could increase stormwater volumes and flow rates to affected waterbodies and decrease groundwater infiltration. Table 4.8-1 summarizes the estimated total new impervious surface added with each alternative (these totals combine both pollution-generating and non-pollution-generating impervious surfaces). For further details, refer to Appendix L4.8, which quantifies the types of impervious surfaces added to areas not served by combined sewer systems.

Best management practices included as part of the project would minimize the effects of increased impervious surface. Flow-control vaults would be added in areas of added impervious surfaces, such as roadway improvements, guideways, and at stations. The vaults would control the volume, rate, frequency, and flow duration of stormwater runoff. Stormwater vaults consist of concrete boxes sited below ground level, with access covers or grates at the surface. Water quality treatment would be provided when pollutant-generating impervious surface (roadway) runoff discharges into surface waters (Figure 4.8-1, basin numbers 1, 3, 5 through 9, and 11). In addition, at intersections that would be improved, additional oil control treatment would be provided where required. This provides supplemental removal of pollutants from areas with higher vehicle use. As noted, if areas discharge to a combined sewer system, water quality treatment is not required as the runoff collected in these systems is directed to a wastewater treatment plant.

In addition, there are areas in all project segments where some older, existing impervious surfaces on the streets would be replaced with newer surfaces as part of roadway improvements associated with the project and/or to improve their strength and durability.

Runoff from replaced surfaces may also receive water quality treatment in addition to flow control prior to discharging to surface waters. Some of these replaced surfaces are pollution-generating but currently do not receive treatment, because such treatment was not required when they were constructed. Adding treatment for these surfaces would result in additional reductions of pollutants, providing additional benefits to surface waters. These areas would be identified during subsequent design of the project, based on pavement condition data to be collected.

A City of Seattle requirement to direct stormwater from the project to storm drains that are within 300 feet of the project's long-term footprint will be incorporated where opportunities exist. This would reduce flows to the combined sewer system, increasing available capacity. These opportunities will be identified as the project develops; one specific example is described in Section 4.8.4.4, Delridge Segment.

[1] Sound Transit and Ecology entered into a Memorandum of Understanding dated December 9, 2019, in which Sound Transit agreed to conduct a study to characterize the quality of the stormwater discharged from light rail guideways. The data and analysis from the study will be used to inform the design of light rail projects that are scheduled in the Sound Transit 3 Plan to be completed between 2030 and 2041, and Sound Transit will identify all known, available, and reasonable methods of prevention, control, and treatment to define light-rail specific best management practices.

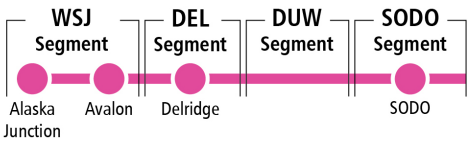
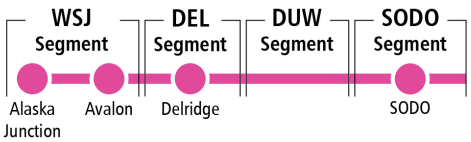


Table 4.8-1. Summary of New Impervious Areas for West Seattle Link Extension Alternatives

Segment	Alternatives and Design Options	Total New Impervious Surface (square feet)
SODO	**Preferred At-Grade Lander Access Station Option (SODO-1c)**	**5,400**
SODO	At-Grade Alternative (SODO-1a)	5,400
SODO	At-Grade South Station Option (SODO-1b)	7,100
SODO	Mixed Profile Alternative (SODO-2)	3,700
Duwamish	**Preferred South Crossing Alternative (DUW-1a)**	**47,700**
Duwamish	South Crossing South Edge Crossing Alignment Option (DUW-1b)	60,100
Duwamish	North Crossing Alternative (DUW-2)	4,800
Delridge	**Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)**	**56,700**
Delridge	Dakota Street Station Alternative (DEL-1a)	53,400
Delridge	Dakota Street Station North Alignment Option (DEL-1b)	44,600
Delridge	Dakota Street Station Lower Height Alternative (DEL-2a)	51,300
Delridge	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	21,900
Delridge	Delridge Way Station Alternative (DEL-3)	48,300
Delridge	Delridge Way Station Lower Height Alternative (DEL-4)	31,700
Delridge	Andover Street Station Alternative (DEL-5)	27,300
Delridge	Andover Street Station Lower Height Alternative (DEL-6a)	29,400
Delridge	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	48,400
West Seattle Junction	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)**	**98,300**
West Seattle Junction	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	35,900
West Seattle Junction	Elevated Fauntleroy Way Station Alternative (WSJ-2)	30,700
West Seattle Junction	Tunnel 41st Avenue Station Alternative (WSJ-3a)	64,000
West Seattle Junction	Tunnel 42nd Avenue Station Option (WSJ-3b)	30,700
West Seattle Junction	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	81,700
West Seattle Junction	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	98,300
West Seattle Junction	No Avalon Station Tunnel Alternative (WSJ-6)	63,600



4.8.4.1.2 Groundwater

Increases in impervious area from the project could reduce the amount of groundwater recharge because there would be less pervious area available for precipitation to directly infiltrate into the ground. Low-impact design (also referred to as onsite stormwater management), which encourages natural processes of managing stormwater such as infiltration, evaporation, and dispersion, would be used where possible based on available property and soil infiltration, which could offset the effects of decreases in pervious area by increasing infiltration in some locations. As a result, the project is not expected to substantially impact groundwater levels.

Subsurface drainage systems would be required in certain locations where groundwater would be present behind foundations and retaining walls. The subsurface drainage systems would be designed to protect the project and manage the groundwater. In addition, stormwater runoff from pollution-generating impervious surfaces resulting from the project would be treated as required before release, such that groundwater quality would not be adversely impacted. The following segment-specific sections mention locations where subsurface drainage systems are currently expected to be needed; other locations may be identified during design after additional subsurface data are collected.

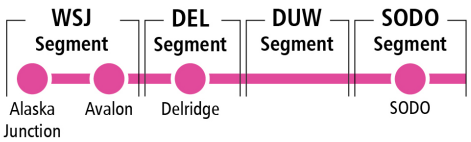
4.8.4.2 SODO Segment

There would be no additional impacts to water resources in the SODO Segment beyond the applicable impacts common to all alternatives. Most of the SODO Segment would discharge to the Duwamish Waterway and would receive flow-control and water quality treatment (Figure 4.8-1, basin number 11). In other areas of the segment, stormwater would be collected in flow-control vaults and discharged to systems that connect to the West Point Wastewater Treatment Plant (Figure 4.8-1, basin number 12).

4.8.4.3 Duwamish Segment

Groundwater seeps along the West Duwamish Greenbelt would require a subsurface drainage system beneath the slope and elevated guideway of Preferred Alternative DUW-1a and Option DUW-1b to manage seepage and provide slope stability. The system would collect the groundwater flows upslope of the project and discharge flows downslope of the project, and negative impacts to groundwater are not anticipated. Most areas of the Duwamish Segment would discharge to the Duwamish Waterway and would receive flow-control and water quality treatment (Figure 4.8-1, basin numbers 5, 6, 7, 8, and 9). In other areas of the segment, stormwater would be collected in flow-control vaults and discharged to systems that connect to the West Point Wastewater Treatment Plant (Figure 4.8-1, basin numbers 4 and 10). Due to this, negative impacts to the Duwamish Waterway are not anticipated.

All of the Duwamish Segment alternatives would be on elevated guideway and would cross the Duwamish Waterway on a high-level fixed bridge. Sound Transit evaluated the feasibility of several bridge types to cross the Duwamish Waterway. The bridge over the East Waterway would be a balanced cantilever segmental box girder for all alternatives. Preferred Alternative DUW-1a would be cable-stayed or truss bridge over the West Waterway to avoid guideway columns in the Duwamish Waterway. For Option DUW-1b and Alternative DUW-2, the bridge type over the West Waterway has not been selected and guideway columns could be placed in the Duwamish Waterway.



As shown in Table 4.8-2, Alternative DUW-2 could have the greatest amount of water displacement from the guideway columns below the mean high-water mark of the Duwamish Waterway, depending on bridge type. Alternative DUW-2 has the potential to avoid displacing water below the mean high-water mark, depending on bridge type. All work below the mean high-water mark would be within the mapped floodplain for the Duwamish Waterway.

Preferred Alternative DUW-1a would not have permanent structures within the FEMA-designated 100-year floodplain and would not have the potential to change the flow behavior of the Duwamish Waterway. Option DUW-1b and Alternative DUW-2 could have guideway columns in the floodplain, depending on bridge type. Potential changes to the mapped floodplain would be analyzed during final design if a bridge type is selected that results in impacts within the mapped floodplain, and Sound Transit would work to minimize impacts consistent with Executive Order 11988, Floodplain Management, Federal Flood Risk Management Standard, and Executive Order 14030, Climate-Related Financial Risk.

Option DUW-1b would require relocation of two Port of Seattle stormwater outfalls (one 8-inch and one 18-inch) that discharge to the West Waterway, as well as one 18-inch stormwater outfall that discharges to the East Waterway. The permanent impact area for the three relocated stormwater outfalls would be less than 0.1 acre total and would be below the mean high-water mark of the Duwamish Waterway. Preferred Alternative DUW-1a and Alternative DUW-2 would not require relocation of any stormwater outfalls. All stormwater outfall relocations are related to conflicts with bridge guideway column foundation locations. Impacts to surface habitat and water quality impacts on aquatic species in the Duwamish Waterway from the guideway column footprint and outfall relocations are discussed in Section 4.9.

Table 4.8-2. Summary of Bridge Guideway Column Volumes in the Duwamish Waterway

Alternatives and Design Options	Approximate Volume of Guideway Columns below Mean High-water Mark (cubic yards)
Preferred South Crossing Alternative (DUW-1a)	**0**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	6,560 to 9,840
North Crossing Alternative (DUW-2)	0 to 10,450

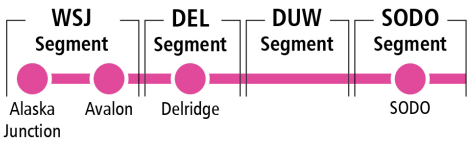
Notes:

Range reflects impacts from different possible bridge types.

In-water guideway column volumes include the volume of the guideway columns (including pier caps) that are fully or partially below the mean high-water mark of the Duwamish Waterway.

4.8.4.4 Delridge Segment

All Delridge Segment alternatives would drain to the storm drainage system (which drains into the Duwamish Waterway) (Figure 4.8-1, basin number 3), or to a combined sewer system (Figure 4.8-1, basin numbers 2 and 4) that would be conveyed to the West Point Wastewater Treatment Plant. During combined sewer overflow events, drainage would discharge to the Duwamish Waterway. The retained cut guideway approaching Avalon Station for Preferred Option DEL-6b and Alternative DEL-6a would intercept groundwater flows from groundwater, but the retained cut guideway would be sealed and allow for groundwater to flow below and around it. These small collections would be pumped into the nearest combined sewer system for disposal and are not expected to substantially affect the groundwater level around the tunnel alternatives.



As shown on Figure 4.8-1, all alternatives would cross the Longfellow Creek 100-year floodplain. The elevated guideway for Preferred Option DEL-6b and Alternative DEL-7 would cross the floodplain and would have four guideway columns in the FEMA-designated 100-year floodplain. Sound Transit has established the base flood elevation for Preferred Option DEL-6b and determined the project would result in an increase in the base flood water surface elevation of 0.01 foot. As design advances, Sound Transit would evaluate whether guideway columns could be shifted to avoid impacts to the floodplain (consistent with Executive Order 11988, Floodplain Management) or coordinate with the City of Seattle regarding modifications to the floodplain to increase storage capacity. If modifications to the floodplain occur, Sound Transit would submit a Conditional Letter of Map Revision to FEMA. The design analyzed in this Final EIS minimizes impacts to the extent practicable for the height and location of the preferred alternative elevated guideway. Longfellow Creek has no defined floodway; therefore, no floodway analysis could be performed.

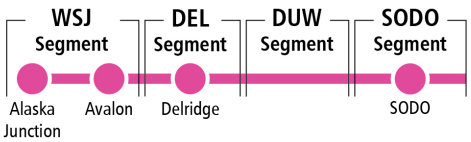
The Dakota Street station alternatives (DEL-1a, DEL-1b, DEL-2a, and DEL-2b) and Delridge Way station alternatives (DEL-3 and DEL-4) all would cross Longfellow Creek at Southwest Genesee Street, but on different sides and distances from the street. The creek has a FEMA-designated 100-year floodplain on each side of Southwest Genesee Street, and all of these alternatives would have one or more elevated guideway columns in the FEMA-designated 100-year floodplain. Alternative DEL-5 and Alternative DEL-6a would cross the creek where it is piped underground and there is no FEMA-designated 100-year floodplain and therefore would not have guideway columns in the FEMA-designated 100-year floodplain. Executive Order 13690, Federal Flood Risk Management Standard, and Executive Order 14030, Climate-Related Financial Risk, were established to encourage climate resiliency of federally funded projects and provide guidelines for what to evaluate in project siting, design, and construction. Appendix L4.8 provides more information on potential floodplain impacts and compliance with floodplain executive orders.

The Dakota Street station alternatives and Delridge Way station alternatives could also have guideway column foundations in close proximity to the Southwest Genesee Street Detention Dam or may require widening of the roadway to the north, affecting the emergency spillway. The placement of guideway column foundations within the dam fill is not expected based on the current level of design, Option DEL-1b and Option DEL-2b would require widening of Southwest Genesee Street to the north. Sound Transit would coordinate with Seattle Public Utilities and Ecology to determine if any modifications to the dam or emergency spillway would be needed to maintain the dam's integrity or function. Modifications, if needed, could require a permit from Ecology's Dam Safety Office.

4.8.4.5 West Seattle Junction Segment

All West Seattle Junction Segment alternatives would drain to a combined sewer system (Figure 4.8-1, basin number 2) that would be conveyed to the West Point Wastewater Treatment Plant. A small portion of Alternative WSJ-1 and Alternative WSJ-3a would discharge to Puget Sound and would receive flow-control and water quality treatment (Figure 4.8-1, basin number 1).

Although tunnels would be watertight, all tunnel alternatives in the West Seattle Junction Segment would have a drainpipe to convey groundwater that may seep into the tunnel. The Sound Transit tunnel design criteria assume 0.2 gallon per minute of seepage per 250 feet of tunnel. These small flows would be pumped into the nearest storm or combined sewer system for disposal and are not expected to substantially affect the groundwater level around the tunnel alternatives.



4.8.5 Environmental Impacts of the Build Alternatives during Construction

4.8.5.1 Impacts Common to All Alternatives

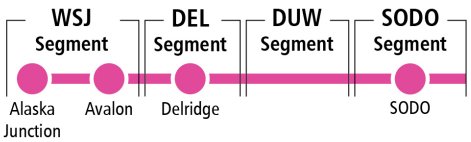
Construction-related impacts to water resources would be similar for all Build Alternatives because construction equipment and techniques would be similar. Alternatives with more at-grade or cut-and-cover portions would disturb more ground area and require more water pollution protective measures.

The following construction activities could affect water resources:

- **Earthwork, stockpiling, and material transport:** Soil exposed in sloped excavations or fills is especially susceptible to local erosion until vegetation is established. Wind can erode dry, exposed soil. Water or wind can carry loose soil into adjacent stormwater drains. Construction vehicle tires can carry soil onto roadways, where the soil could wash into ditches and storm drains during storms.
- **Concrete work and paving:** Runoff that encounters process water or slurry from concrete work or curing concrete can increase the pH in surface water to levels harmful to fish and wildlife.
- **Construction machinery:** Equipment leaks or spills can affect water quality in nearby water resources. Construction-related pollutants can increase turbidity and affect other water quality parameters, such as oils and grease, pH levels, and/or the amount of available oxygen in the water.
- **Construction below the groundwater table:** In locations along the project corridor where construction of tunnels and underground stations would be at or below the groundwater table, groundwater dewatering would occur to keep construction excavations free of water to provide safe and workable spaces. This is a temporary impact to groundwater levels and flow. If the groundwater meets King County pollutant criteria, it would be discharged to an existing separated storm drain system, where available, or to the existing combined sewer system if there is capacity. Discussion of hazardous materials and procedures may be found in Section 4.12. This has the potential to temporarily increase flow to existing infrastructure. Construction below the groundwater table also has the potential to impact the water quality of groundwater because of the construction machinery itself. In upland areas, where groundwater flows downward to surface waterbodies, and the Pigeon Point neighborhood, where seeps have been observed, this potential water quality impact would also apply to the nearby surface waterbodies.

Sound Transit would develop and implement a Construction Stormwater Pollution Prevention Plan with the following plans (for further details, refer to Appendix L4.8, Section L4.8.6, Best Management Practices):

- Temporary Erosion and Sediment Control Plan
- Spill Prevention, Control, and Countermeasures Plan
- Concrete Containment and Disposal Plan
- Dewatering Plan
- Fugitive Dust Plan



Sound Transit would use a variety of best management practices to avoid or minimize impacts during construction, such as erosion, sedimentation, dust, and other water quality impacts. Best management practices could include, but are not limited to, stabilized construction site entrances, silt fencing, and the mulching or covering of stockpiles and other disturbed sites.

In upland areas, conventional best management practices, such as construction limit fencing and mulching or other temporary covering of exposed soils as with plastic, would reduce the erosion during construction. For example, in areas with steep slopes, workers would minimize disturbance and place erosion blankets over reseeded areas at the conclusion of construction. More information on best management practices can be found in Appendix L4.8.

Construction impacts specific to working in or near waterbodies are outlined in the subsections of the project containing waterbodies and/or where the project would affect groundwater.

4.8.5.2 SODO Segment

There are no additional impacts to the water resources in the SODO Segment beyond the applicable impacts common to all alternatives.

4.8.5.3 Duwamish Segment

Construction at waterbody crossings, such as the Duwamish Waterway, can pose a direct risk to water quality from pollutant spills, sediment runoff and transport, or wind deposition of stockpiled materials. Soil exposed in sloped excavations or fills during construction is especially susceptible to local erosion until vegetation is established. Water or wind can carry loose soil into adjacent waterbodies. Construction activities within the Duwamish Waterway for the bridge structures, including coffer dams and work trestle foundations, would disturb sediments, potentially impacting water quality. Stormwater outfall relocations would also disturb sediments, but to a lesser degree than bridge guideway columns because the area disturbed would be smaller and the construction duration would be less. Work barges used during construction to transport supplies or provide work cranes could also stir up sediments.

Sound Transit would use the best management practices described in Section 4.8.5.1, Impacts Common to All Alternatives, and follow regulatory requirements to minimize these impacts.

All Duwamish Segment alternatives would cross the Duwamish Waterway and its shoreline on high-level bridges. As shown in Table 4.8-3, Option DUW-1b would have the largest in-water construction area on the Duwamish Waterway and Preferred Alternative DUW-1a would have the smallest. Sound Transit considered several different types of high-level fixed bridges for crossing the Duwamish Waterway. The bridge over the East Waterway would be a balanced cantilever segmental box girder for all alternatives. Preferred Alternative DUW-1a would have either a cable-stayed or steel truss bridge over the West Waterway to avoid permanent in-water structures. A bridge type has not been selected for Option DUW-1b and Alternative DUW-2, which still consider bridge types with in-water guideway columns and depending on the bridge type, the in-water footprint could potentially be reduced. All work below the mean high-water mark would be in the mapped floodplain for the Duwamish Waterway. Temporary construction work within the mapped floodplain could occur for all alternatives.

Groundwater pump stations would be needed to control groundwater for alternatives near Pigeon Point. It is assumed that the groundwater in this area would be routed to detention facilities where necessary and discharged to storm drains where available.

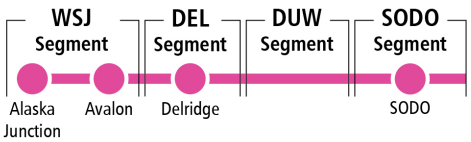


Table 4.8-3. Summary of Construction Impacts to the Duwamish Waterway

Alternatives and Design Options	Approximate Area of Construction Impacts in Waterbody (acres)
Preferred South Crossing Alternative (DUW-1a)	**<0.1**
South Crossing South Edge Alignment Option (DUW-1b)	0.2 to 1 [a]
North Crossing Alternative (DUW-2)	0 to 0.9

Note: Range reflects impacts from different possible bridge types.

[a] Less than 0.1 acre of impact is associated with storm drain outfalls.

4.8.5.4 Delridge Segment

Though there are no guideway columns in Longfellow Creek, construction activities could still impact the creek. The potential impacts associated with construction near waterbody crossings are as described for the Duwamish Segment and would be managed with the same best management practices. Longfellow Creek also requires protection from pollutants and streambed erosion during construction activities. Construction discharges to Longfellow Creek would be controlled to meet city, state, and federal permit requirements for water quality and flow rates.

4.8.5.5 West Seattle Junction Segment

There are no additional impacts to water resources in the West Seattle Junction Segment beyond the applicable impacts common to all alternatives.

4.8.6 Indirect Impacts of the Build Alternatives

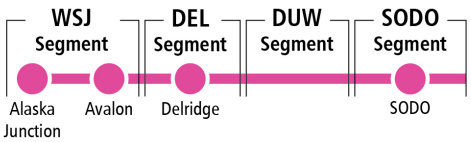
Population in Washington state is expected to increase, which would increase demand for development and vehicular traffic in many parts of the state. The project would convert some future vehicle traffic to light rail and reduce vehicle-related stormwater pollutants. This would be a benefit to water quality in the region.

The project could also indirectly attract residents and increase density near the new stations, reducing development pressure and associated increases in stormwater runoff in undeveloped areas in other portions of the watershed. The project would also support redevelopment around station areas, which could lead to associated infrastructure improvement. These redevelopment projects would be required to provide stormwater treatment for any new or changed pollution-generating impervious surface, which would improve water quality.

4.8.7 Mitigation Measures

Operation and construction of the project would comply with federal, state, and regional regulations related to water quality. Potential impacts to water quality would be minimized or avoided through project planning, design, and implementing best management practices. Additional floodplain storage may be needed for a change in the base flood elevation for Longfellow Creek.

Mitigation for unavoidable impacts in the Duwamish Waterway and Longfellow Creek would be approved by the appropriate permitting agencies and jurisdictions before construction. Section 4.9 provides additional information on compensatory mitigation. As plans for wetland mitigation adjacent to Longfellow Creek advance, the floodplain analysis will be updated to reflect modified grading plans and determine if a rise in the base flood elevation would still occur and to confirm if additional storage capacity would be needed.



4.9 Ecosystems

4.9.1 Introduction to Resource and Regulatory Requirements

This section addresses the ecosystems (aquatic and terrestrial) present in the vicinity of the West Seattle Link Extension Project (the project), including streams and aquatic habitat, vegetation, terrestrial wildlife and wildlife habitat, wetlands, and threatened and endangered species. It also describes the potential impacts to these resources associated with the project. These resources are regulated by laws and guidelines at the City of Seattle, state, and federal levels.

Appendix N.4, Ecosystem Resources Technical Report, contains the following supporting information:

- A list of relevant laws, local ordinances, and guidelines
- Maps and details of individual wetlands and streams in the study area
- An in-depth explanation of impacts on ecosystems resources and the avoidance, minimization, and mitigation measures planned for each resource
- Details on the species of concern within the study area, including an explanation of the protections around the great blue heron rookery at Pigeon Point

Additional information on water quality and hydrology is provided in Section 4.8, Water Resources.

4.9.2 Affected Environment

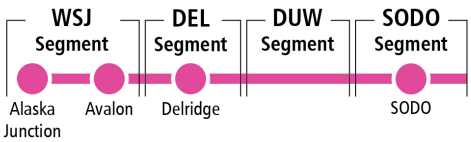
The study area for ecosystem resources varies according to the type of resource. Each area was measured from the edge of the project footprint and area used for construction (the project limits). The ecosystem study area includes all species and habitat within 200 feet of the project limits. Wetlands were inventoried within 300 feet of the project limits. At water crossings, the in-water analysis focused on areas 300 feet downstream and 100 feet upstream of the project limits, and to the extent that sound could travel underwater (e.g., to where sound reaches the nearest land mass). The analysis also considered potential impacts on sensitive federal or state-listed species documented within 0.25 mile of the project limits and in Elliott Bay.

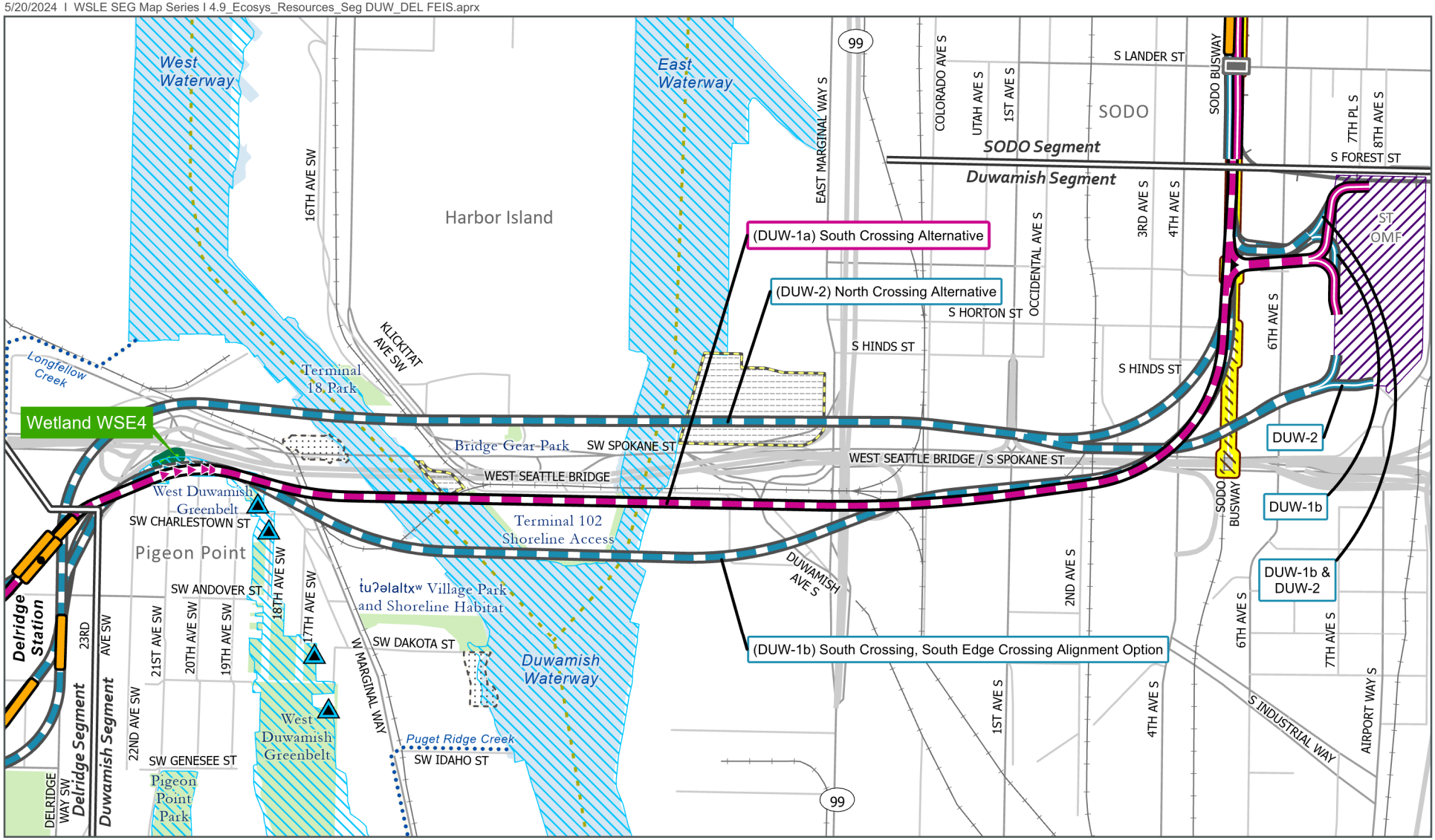
Sound Transit evaluated ecosystem components by using:

- Scientific literature
- Federal and state resource agency websites
- Consultation with Muckleshoot Indian Tribe, the Suquamish Tribe, the Confederated Tribes and Bands of the Yakama Nation, the Snoqualmie Indian Tribe, the Stillaguamish Tribe of Indians of Washington, the Tulalip Tribes of Washington, and federal, state, and local resource agencies
- Field investigations
- Aerial maps, GIS maps, and aerial images

4.9.2.1 Aquatic Species and Habitat

The West Seattle Link Extension would cross two waterbodies: the Duwamish Waterway (also known as the Duwamish River) and Longfellow Creek (Figures 4.9-1 and 4.9-2).





Source: City of Seattle, King County, Washington Department of Fish and Wildlife (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Park
- Existing Mitigation Site (not related to this project)
- Proposed Mitigation Site (not related to this project)

- Great Blue Heron Nest
- Piped Stream
- Critical Habitat
- WDFW Priority Habitat
- Wetland
- Wetland Buffer

Notes: 1) The steelhead trout critical habitat follows the streams. 2) The WDFW Salmon Stock Inventory maps wild populations of salmon in Longfellow Creek. 3) City and federal mapping of wetlands was reviewed and field verified where possible. Mapping may differ from other public wetland mapping sources.

0 500 1,000 Feet

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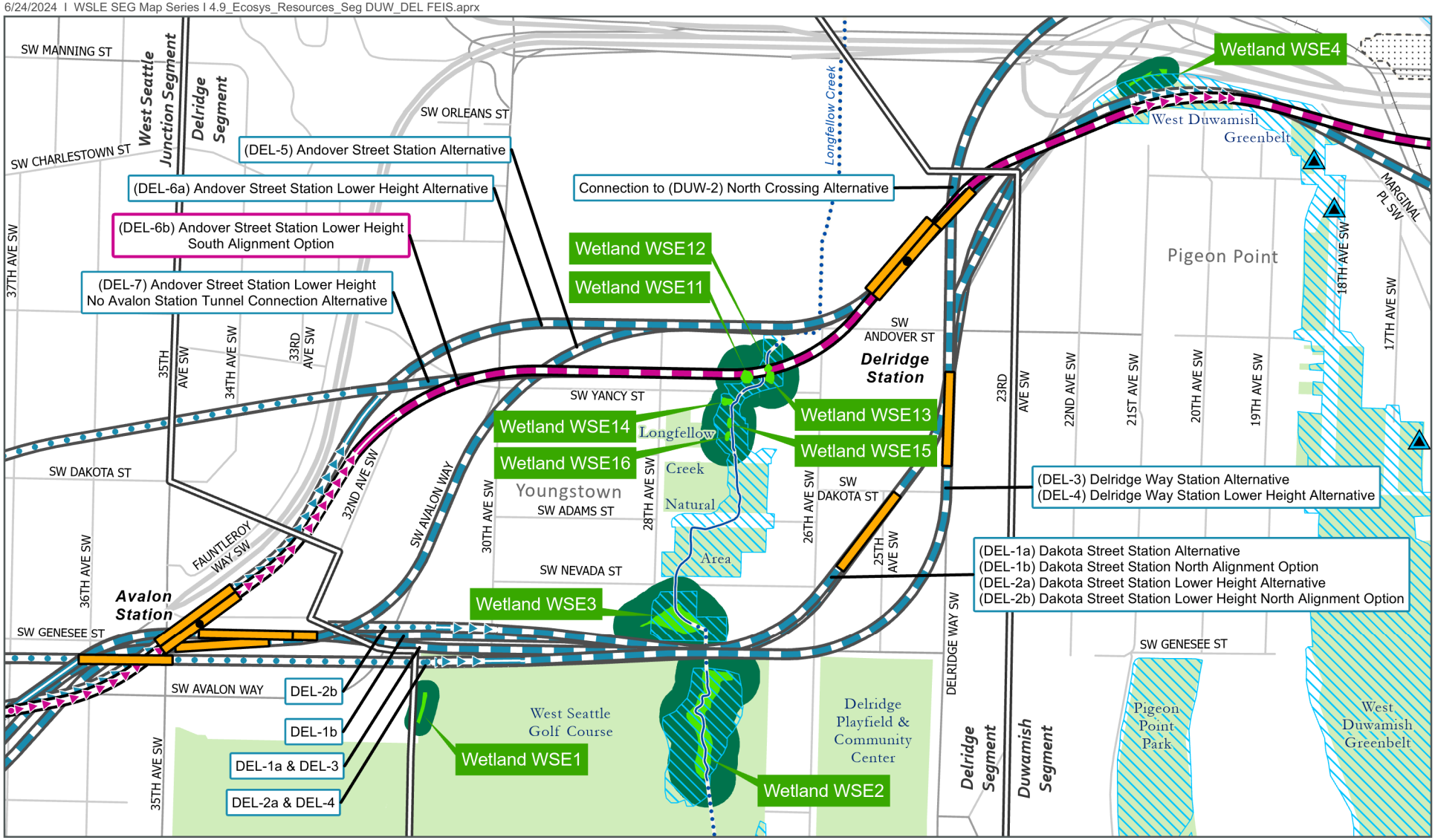
FIGURE 4.9-1
Ecosystems Resources
Duwamish Segment

West Seattle Link Extension



Source: City of Seattle, King County, Washington Department of Fish and Wildlife (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Park
- Existing Mitigation Site (not related to this project)

- Great Blue Heron Nest
- Stream
- Piped Stream
- WDFW Priority Habitat
- Wetland
- Wetland Buffer

Notes: 1) The steelhead trout critical habitat follows the streams. 2) The WDFW Salmon Stock Inventory maps wild populations of salmon in Longfellow Creek. 3) City and federal mapping of wetlands was reviewed and field verified where possible. Mapping may differ from other public wetland mapping sources.

0 500 1,000 Feet

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FIGURE 4.9-2
Ecosystems Resources
Delridge Segment

West Seattle Link Extension

The Duwamish Waterway splits into two channels around Harbor Island (the West Waterway and East Waterway) before flowing into Elliott Bay, a large estuary system that provides habitat for a wide variety of fish species and marine mammals. Sensitive species in Elliott Bay are included in this analysis because in-water construction of some alternatives at the Duwamish Waterway crossing could create underwater noise detectable in Elliott Bay.

The Duwamish Waterway is regulated by the City of Seattle's Shoreline Master Program as a Shoreline of the State. The waterway provides open water habitat, pockets of shoreline habitat in between industrial uses, and pockets of estuary habitat. The waterway is tidally influenced, and limited portions of the Duwamish Waterway contain intertidal mudflats. The waterway supports many species of native and introduced fish, including natural and hatchery runs of coho, Chinook, and chum salmon and steelhead and cutthroat trout. The waterway provides the single point of entry for these salmon species to access the Duwamish River/Green River system from Puget Sound and travel up to 60 miles inland.

Marine mammals such as killer whales, humpback whales, and harbor porpoise occasionally occur in Elliott Bay. Seals and sea lions also occur in the bay and travel up the waterway from Elliott Bay into the study area. Osprey, bald eagle, great blue heron, and waterfowl use the waterway for foraging. A purple martin breeding site is present south of Harbor Island.

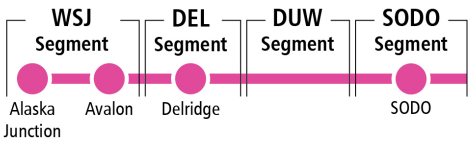
The waterway's benthic habitat, which is the area along the bottom of a waterbody, is also key for nutrient cycling and for macroinvertebrates. Macroinvertebrates are prey for many of the above species.

The Duwamish Waterway flows through a heavily developed industrial area. Very little natural estuarine habitat or intertidal shoreline habitat remains within the study area. More than 92 percent of the shoreline in the study area lacks riparian vegetation (Kerwin and Nelson 2000), and benthic habitat quality is affected by regular dredging used to maintain the navigation channel. Conditions include bulkheads and steep shorelines comprised of rock, gravel, or a combination of rock with silty areas. Some of the shoreline is covered by over-water structures, and little vegetation is present. Below-water substrates include sand/mud, gravel, or rock, with limited aquatic vegetation. Some habitat for shorebirds is present among rocks or where silty sediment is exposed during low tides, such as along the shorelines of Harbor Island south of and underneath the West Seattle Bridge. Upland habitat within 200 feet of the Duwamish Waterway is almost entirely developed.

Limited restoration work has occurred along the waterway within the study area: about 1 acre of industrial property has been restored to tidal marsh, mudflat, and riparian buffer at the t̓uʔəlaltxʷ Village Park and Shoreline Habitat along the west side of the West Duwamish Waterway, south of the West Seattle Bridge. Additionally, the Port of Seattle is planning a 9-acre wildlife habitat restoration project at Terminal 25 on the east side of the East Duwamish Waterway.

Washington State Department of Ecology (Ecology) lists numerous water quality concerns in the waterway, including fecal coliform, Ammonia-N, and temperature (Ecology 2022). The river also provides a discharge point for many storm drains and combined sewer overflows, which route contaminants from the urban environment into the waterway. Three active Superfund sites along the river are undergoing remediation; two are within the study area (see Section 4.12, Hazardous Materials, for the status of these Superfund sites).

Longfellow Creek is a perennial stream that drains into the Duwamish Waterway. In the study area, the creek is an open channel running through the West Seattle Golf Course, within a culvert under Southwest Genesee Street. The creek then flows in an open channel through the Longfellow Creek Natural Area. This section of the creek contains large, deep pools that can support fish (City of Seattle 2007). Downstream of the Longfellow Creek Natural Area and



adjacent greenbelt, just south of Southwest Andover Street, the creek flows about 0.5 mile through a series of culverts to an outlet near Terminal 5 (City of Seattle 2012). The City of Seattle regulates the creek and its surrounding vegetation as a fish and wildlife habitat conservation area. The City of Seattle regulates any development in or over the creek and within 100 feet of the creek (which is defined by the City of Seattle as the riparian management area).

Adult steelhead trout and Chinook, chum, and coho salmon have been observed in Longfellow Creek up to the West Seattle Golf Course. Fish-passage barriers block anadromous salmon from reaching the segments of the creek upstream of the West Seattle Golf Course. Rainbow trout have also been documented in Longfellow Creek, and numerous releases of coho fry have occurred in the creek (King County 2016a; Puget Soundkeeper 2022; Kerwin and Nelson 2000).

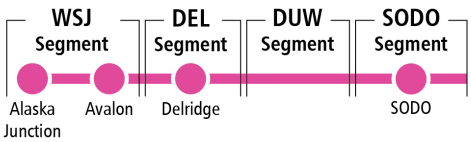
Water quality in the creek is of high concern, as rated by Ecology's water quality index. Longfellow Creek has periodic exceedances of dissolved oxygen, temperature, and fecal coliform bacteria beyond levels suitable for aquatic life (King County 2016b; Ecology 2022). Stormwater runoff from urban areas can also bring elevated concentrations of nutrients, bacteria, metals, pesticides, or other organic pollutants into the creek (City of Seattle 2007). Recent surveys of coho salmon in urban streams in Puget Sound, including Longfellow Creek, have documented abnormally high levels of pre-spawn mortality. Contaminants from urban stormwater runoff are being investigated as the likely cause, and stormwater treatment may be critical to the health of the coho run in Longfellow Creek (King County 2016a). Starting in the 1990s, ongoing physical and biological restoration efforts in the creek and in upland areas draining to the creek aim to improve the creek's water quality and habitat quality.

4.9.2.2 Vegetation, Terrestrial Wildlife, and Wildlife Habitat

The West Seattle Link Extension runs through densely developed city and suburban properties that have been greatly altered from historical conditions. In the study area, land cover is primarily urban, with about 80 percent developed with high-density buildings, industrial areas, and high- to moderate-density residential areas (National Land Cover Database 2016). These types of developed areas, with 50 to 100 percent impervious surfaces, support primarily urban-adapted wildlife species. Invasive plant species are prevalent throughout the highly modified environment of the study area. Ornamental vegetation is also present around residential and commercial buildings.

There are about 38 acres of forested habitat in the study area, making up only 5 percent of the overall study area. Wildlife habitat is limited to community parks (see Section 4.17, Parks and Recreational Resources), the West Seattle Golf Course, and two larger forested corridors: the West Duwamish Greenbelt and the Longfellow Creek greenbelt (which includes the Longfellow Creek Natural Area). Ornamental vegetation present around residential and commercial buildings provides habitat to urban-adapted wildlife species.

The West Duwamish Greenbelt is within the Duwamish Segment. The greenbelt stretches 4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The Washington Department of Fish and Wildlife designates the greenbelt as a Biodiversity Area and Corridor (a priority habitat). It is primarily deciduous forest composed mostly of bigleaf maples and red alders, and habitat elements such as mixed forest snags, downed woody debris, and areas with multi-layered canopy. The Delridge Segment includes the Longfellow Creek greenbelt (which is also a Washington Department of Fish and Wildlife-designated Biodiversity Area and Corridor), as well as developed open space in the West Seattle Golf Course and the Delridge Playfield and Community Center Park. The golf course contains mowed fairways bordered with rows of trees and a few patches of forest. Delridge Playfield has lines of trees, and the groundcover is primarily mowed lawn. Riparian habitat along Longfellow



Creek is fragmented, with patches of non-native species such as Himalayan blackberry, field bindweed, and reed canarygrass. However, stream and riparian restoration projects, including native plantings and placement of large woody debris in the creek, have increased habitat quality within the study area.

These greenbelts, as well as the forested patches within the golf course, provide shelter for wildlife tolerant of urban areas, including deer, coyote, raccoon, squirrel, opossum, bats, and many species of birds. Voles and other small mammals might also occur in the greenbelts and in portions of the small parks and the golf course that have shrubs or herbaceous groundcover. Great blue herons have established nesting colonies (rookeries) within the West Duwamish Greenbelt in the study area, specifically at Pigeon Point just south of the West Seattle Bridge. A wetland along about 800 feet of Longfellow Creek (within the golf course) and several small wetlands along the creek in and adjacent to the Longfellow Creek Natural Area store sediment deposited during high flows and provide riparian habitat for wildlife including waterfowl, herons, songbirds, small and large mammals, and amphibians.

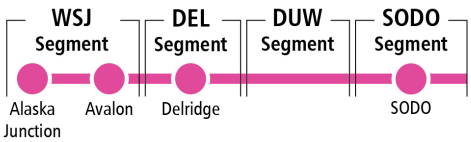
Several raptor species are known to use these greenbelts for nesting, roosting, and foraging. The City of Seattle has historically mapped bald eagle nesting in the West Duwamish Greenbelt. Peregrine falcons nest on the West Seattle Bridge on a nest platform placed under the bridge (Urban Raptor Conservancy 2022). Osprey forage in the Duwamish Waterway and use trees or utility poles near the waterway for nesting. The greenbelt trees and golf course trees also provide roosting and nesting habitat for raptors such as red-tailed hawk, merlin, and barred owl, and roosting opportunities for bald eagles. An artificial platform for nesting osprey is adjacent to Sound Transit's existing Operations and Maintenance Facility Central on the eastern edge of the Duwamish Segment.

Outside of small parks and the forested corridors described above, vegetation in the study area predominantly consists of street trees (ornamental and native), native and non-native shrubs along roadsides, and landscaping in residential yards. Street trees throughout Seattle can be nominated as a "heritage tree" based on their size, form, rarity, or historic contribution. No heritage trees are mapped within the project limits. However, project limits include other trees regulated by the City of Seattle's tree protection code. This code covers trees including street trees in the City right-of-way and trees on private property, as described further in Appendix N.4, Ecosystem Resources Technical Report. Trees that are within critical areas would require protection or mitigation under the City of Seattle's critical areas regulations.

4.9.2.3 Wetlands

Ten wetlands were identified in the project study area; one wetland in the Duwamish Segment and nine wetlands in the Delridge Segment (see Figures 4.9-1 and 4.9-2). No wetlands were identified in the SODO or West Seattle Junction segments. All the wetlands are in areas altered by human development, and are rated as follows:

- Three wetlands (less than 0.1 acre in size) are rated as Category IV (the lowest quality), and they have low habitat scores based on limited vegetation, limited habitat complexity and contributions to water quality, and their location adjacent to paved roads and other human disturbance. These wetlands receive water from groundwater and precipitation, as well as from stormwater runoff.
- Five wetlands near Southwest Andover Street are rated as Category III. These wetlands provide moderate habitat and water quality functions within the Longfellow Creek greenbelt and two of them provide flood control functions when the creek water levels are high. Some have shrub or tree layers that provide wildlife habitat.



- Two wetlands (between 0.4 and 0.5 acre in size) are higher-quality (Category II) as they border the fish-bearing Longfellow Creek, to the north and south of Southwest Genesee Street, and provide multiple water quality, flood control, and habitat functions. Beaver activity is evident, shrub and tree layers provide shelter for wetland-associated mammals and birds, and areas with seasonal inundation provide amphibian habitat.

Additional details on individual wetlands are described in the Ecosystem Resources Technical Report, Appendix N.4.

4.9.2.4 Threatened and Endangered Fish and Wildlife Species, Species of Concern, Essential Fish Habitat, and Washington Department of Fish and Wildlife Priority Species and Habitat

Table 4.9-1 summarizes federally-listed species and species of concern that are known to occur or potentially occur in the West Seattle Link Extension study area. The United States Fish and Wildlife Service and National Oceanic and Atmospheric Administration Fisheries have adopted final recovery plans for Chinook salmon, steelhead, and bull trout that guide recovery efforts throughout Puget Sound, including within the study area. The Chinook salmon plan includes recommendations to improve water quality in the lower 5 miles of the Duwamish River, and to restore intertidal habitat within the river where fresh water and salt water mix. The steelhead plan also recommends improvements to habitat complexity in the lower reaches of rivers.

The Magnuson-Stevens Fishery Conservation and Management Act protects essential fish habitat for federally managed species. In addition to the essential fish habitat listed in Table 4.9-1, the Duwamish Waterway is also mapped as essential fish habitat for all life stages of groundfish, finfish, coastal pelagic species, and salmonids. Longfellow Creek is in a watershed mapped as essential fish habitat for pink salmon.

The Washington Department of Fish and Wildlife data show the following priority species of salmonids using the Duwamish Waterway: sockeye, coho, odd-year pink, fall chum salmon, and resident cutthroat trout. Coho and chum salmon have also been documented in Longfellow Creek (King County 2016a). Elliott Bay contains priority species including harbor porpoise, harbor seal, and California and Steller sea lions, and contains priority estuary habitat. Seals and sea lions are also protected by the Marine Mammal Protection Act.

Washington Department of Fish and Wildlife has identified the Longfellow Creek Natural Area and West Duwamish Greenbelt as priority biodiversity areas and wildlife corridors. Terrestrial priority species that could occur in the greenbelts include Townsend's big-eared bat, pileated woodpecker, band-tailed pigeon, and Vaux's swift. The great blue heron is also a Washington Department of Fish and Wildlife priority species, and the City of Seattle has designated it as a species of local importance (Seattle Municipal Code 25.09.200).

4.9.3 Environmental Impacts of the No Build Alternative

The No Build Alternative would not have any direct impacts on ecosystem resources.

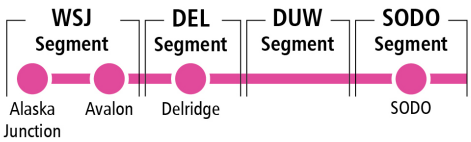


Table 4.9-1. Listed Species and Species of Concern Potentially Occurring in the Study Area

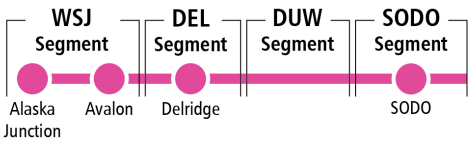
Common Name	Status	Occurrence in Study Area
Bull trout	Federal Threatened; State Candidate	Documented in Duwamish Waterway; critical habitat in Elliott Bay and Duwamish Waterway.
Chinook salmon	Federal Threatened; State Candidate	Documented in Elliott Bay, Duwamish Waterway, and Longfellow Creek; critical habitat in Elliott Bay, Duwamish Waterway; essential fish habitat in Duwamish Waterway and Longfellow Creek.
Steelhead trout	Federal Threatened	Documented in in Elliott Bay, Duwamish Waterway, and Longfellow Creek; critical habitat in the Duwamish Waterway and Longfellow Creek.
Bocaccio	Federal Endangered; State Candidate	Likely in Elliott Bay, potential in Duwamish Waterway; critical habitat in Elliott Bay.
Yelloweye rockfish	Federal Threatened; State Candidate	Likely in Elliott Bay, potential in Duwamish Waterway; critical habitat in Elliott Bay.
Southern resident killer whale [a]	Federal Endangered	Documented in Elliott Bay; critical habitat in Elliott Bay.
Humpback whale [a]	Federal Endangered, State Endangered	Documented in Puget Sound, potential in Elliott Bay.
Green sturgeon [a]	Federal Threatened	Unlikely; could occur in Elliott Bay but no spawning occurs in Puget Sound rivers.
Pacific eulachon [a]	Federal Threatened	Unlikely; closest documented spawning is in southern British Columbia.
Marbled murrelet	Federal Threatened; State Threatened	Marbled murrelets occur in Elliott Bay and occasionally access the Duwamish Waterway for foraging.
Steller sea lion [a]	Federal Species of Concern	Documented in Elliott Bay; potential in Duwamish Waterway.
Pacific cod [a]	Federal Species of Concern; State Candidate	Documented in Elliott Bay and Duwamish Waterway.
River lamprey	Federal Species of Concern	Documented in Elliott Bay; potential in Duwamish Waterway.
Coho salmon	Federal Species of Concern	Documented in Duwamish Waterway and Longfellow Creek; essential fish habitat in Duwamish Waterway and Longfellow Creek.

Sources: United States Fish and Wildlife Service 2023; National Oceanographic and Atmospheric Administration 2023; Washington Department of Fish and Wildlife 2018.

[a] Listed marine species found in Elliott Bay but not the Duwamish Waterway are included here because in-water construction noise could reach the bay.

4.9.4 Environmental Impacts of the Build Alternatives during Operation

Sound Transit analyzed the potential long-term impacts of operation of the West Seattle Link Extension Build Alternatives on ecosystem resources in the study area. These impacts would include permanent loss of habitat that is replaced with light rail facilities. Permanent changes in habitat adjacent or nearby the light rail facilities are also considered.



4.9.4.1 Impacts Common to All Alternatives

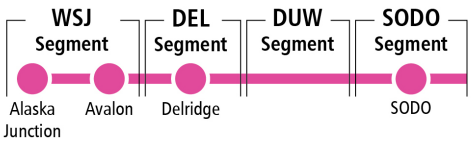
Operation of the West Seattle Link Extension would have long-term impacts on ecosystem resources in the study area except in the SODO Segment, where no ecosystem resources are present. In some areas, the guideway would be within or near existing forested habitat. Vegetation and wildlife habitat within and 15 feet beyond the guideway would be permanently converted from forested or scrub/shrub vegetation to light rail project elements. After construction is complete and during operation, Sound Transit would continue to remove “hazard trees” (trees that might cause a hazard to light rail operations) throughout project operations as needed. Removing trees such as street trees, heritage trees, or trees in critical areas during maintenance activities would require coordination, approvals, and permitting with the City of Seattle.

Based on the existing urban environment of the study area, the operation of any alternatives has a low potential to affect the viability of local wildlife populations. Directly impacted land cover is highly modified and dominated in many areas by impervious surface, ornamental vegetation, or invasive species. The alternatives would primarily be along existing roads and railroad corridors (existing barriers to wildlife movement) or would be elevated track over areas that currently serve as connective corridors to wildlife. For short portions of the alignment (in the Duwamish and Delridge segments), retained-cut track would be parallel to roadways that already create barriers and are not anticipated to further affect wildlife populations. Although the potential for adverse effects would be low, operations would impact vegetation and wildlife over the long term. For example, maintenance activities that involve the removal of vegetation during the breeding season could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act. At-grade guideways would reduce the amount of habitat for small mammal species and potentially impact animal movement in the corridor. A change in distribution of the prey species could change wildlife movement patterns. Vegetated areas would be changed to impervious surfaces, which increases runoff volumes. However, as described in Section 4.8, Water Resources, stormwater from project-related impervious surfaces would receive flow control as required by the City of Seattle and, where appropriate, water quality treatment.

Some of the guideway and other features would be elevated. This may reduce the amount of light and rainfall reaching vegetation. Based on the existing high levels of noise and vehicle traffic throughout the study area, as well as human activity associated with residential, commercial, and industrial development in the study area, wildlife that use habitats adjacent to the light rail alternatives are likely accustomed to noise and human activity. Therefore, the potential is low for disturbance from increased human access, noise, and light. Some species may move farther into greenbelt habitat to avoid the immediate area of the light rail, but these minor localized movements are not anticipated to affect these species’ viability. As described in Section 4.7, Noise and Vibration, operation of the light rail would have limited increases over ambient noise, and mitigating features such as sound walls would further limit noise effects.

4.9.4.2 SODO Segment

The SODO Segment travels through a primarily industrial district. Ecosystem resources are not present in this segment; therefore, there would be no impacts to ecosystems. Long-term effects would be limited to updates to stormwater systems (see Section 4.8), and tree canopy removal. Preferred Option SODO-1c and Alternative SODO-1a would have 0.4 acre of tree canopy removal; while Option SODO-1b or Alternative SODO-2 would have 0.3 and 0.2 acre of tree removal, respectively. Some trees may be replaced in the same area, others may be mitigated elsewhere as agreed to with the City of Seattle.



4.9.4.3 Duwamish Segment

Table 4.9-2 lists the estimated long-term ecosystem impacts from converting wildlife habitat to light rail structures. All the Duwamish Segment alternatives would be on elevated guideway through industrial areas and would cross the Duwamish Waterway. Sound Transit is evaluating multiple high-level fixed bridge types to cross the waterway. The bridge over the East Waterway would be a balanced cantilever segmental box girder for all alternatives. Preferred Alternative DUW-1a would be a cable-stayed or truss bridge over the West Waterway to avoid guideway columns in the Duwamish Waterway. For Option DUW-1b and Alternative DUW-2, the bridge type over the West Waterway has not been selected. Alternative DUW-2 could have guideway columns in the Duwamish Waterway, while Option DUW-1b would have guideway columns in the Duwamish Waterway regardless of bridge type. In-water guideway columns may also include a pier-protection system when sited adjacent to the navigation channel.

Regardless of bridge type or alternative, navigation lights on the bridge structure could alter the nighttime swimming behavior of juvenile salmonids, which may avoid these areas to avoid potential predation or seek these areas to feed on prey. Over-water shading from the guideway is not likely to change fish behavior or impact benthic productivity or temperature in the waterway, as the bottom of the bridge would have a clearance of approximately 100 feet to 140 feet above the water.

Table 4.9-2. Long-term Impacts to Ecosystems – Duwamish Segment

Alternatives	Wetland (acres) [a, b]	Wetland Buffers (acres) [a]	Shoreline (linear feet)	Biodiversity Area (acres) [b, c]	Over-water Structures (acres) [b, d]	In-water (Benthic Surface) Impacts (acres) [b, e]	Tree Canopy (acres) [f]
Preferred South Crossing Alternative (DUW-1a)	**0 to <0.1**	**<0.1 to 0.3**	**400**	**1.6 to 2.1**	**0.8 to 0.9**	**0**	**3.8 to 4.4 [b, g]**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0	<0.1	500	1.9	0.7 to 0.9	<0.1 to 0.4 [h]	3.8 to 4.4 [b, g]
North Crossing Alternative (DUW-2)	0	0	500	0	0.7 to 0.9	0 to 0.5	1.8

[a] To estimate wetland impacts, the impact analyses for all alternatives assumed areas under elevated guideways as impacted during operation.

[b] Ranges shown for impacts reflect differences from connecting to different alternatives in adjacent segments.

[c] Biodiversity areas are forested corridors mapped by the City of Seattle and identified by Washington Department of Fish and Wildlife as priority habitats.

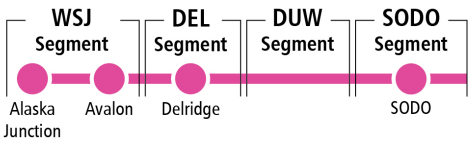
[d] This area represents the total area of elevated bridge features over the Duwamish Waterway; this does not include bridge guideway columns and pile caps in the water; these are shown in the long-term in-water (benthic surface) impacts column.

[e] The range of impacts shown represent impacts from different bridge types; pile cap locations would vary by bridge type, and some bridge types would avoid in-water work. In-water benthic surface impacts include columns and pile caps that are either fully or partially in-water.

[f] Assumes permanent removal of trees within both the operation (long-term) and construction (temporary) footprints. Some trees may be replaced in the same area; others may be mitigated elsewhere as agreed to with the City of Seattle.

[g] Includes forested area in the West Duwamish Greenbelt, which is also counted in the Biodiversity Area impact column.

[h] Less than 0.1 acre of impact is associated with storm drain outfalls.

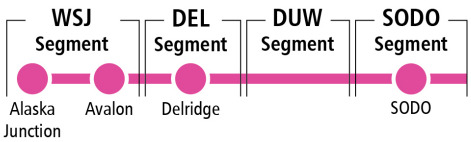


Option DUW-1b would require relocation of three Port of Seattle stormwater outfalls: one 8 inches in diameter and one 18 inches in diameter that discharge to the West Duwamish Waterway and one 18 inches in diameter that discharges to the East Duwamish Waterway. Preferred Alternative DUW-1a and Alternative DUW-2 would not require relocation of any outfalls. All proposed outfall relocations are related to conflicts with bridge column foundation locations.

For Option DUW-1b and some bridge types for Alternative DUW-2, in-water columns and pier-protection systems would permanently change shoreline, benthic habitat, and in-water habitat within waters that are essential fish habitat and critical habitat for federally-listed salmon species. The columns would not directly conflict with current projects to restore intertidal habitat under Chinook or steelhead salmon recovery plans. However, the columns would increase the steepness of some shoreline patches where they are not currently armored. Recovery plans for federally-listed salmon identify shallow areas of shoreline as important to migrating salmonids. Guideway columns and pier-protection systems along the shoreline could change the movement patterns of migrating salmon. Bridge guideway columns could cover up to about 18,370 square feet (about 0.5 acre) of benthic habitat that is currently accessible to fish and benthic invertebrates. The covered area of benthic habitat would reduce the amount of productivity in these benthic locations. Lower productivity could in turn affect the availability of prey species for salmonids and marine mammals using the waterway. Some bridge types would require pile cap structures close to the waterline that would prevent daylight from reaching the waters and benthic surface below them. This could further reduce productivity, affect movement patterns of fish and marine mammals, and increase areas for predator fish to shelter that may prey upon young migrating salmonids.

Preferred Alternative DUW-1a and Option DUW-1b would cross the north end of the West Duwamish Greenbelt on a mix of elevated and retained-cut guideway. Trees (primarily big leaf maple, alder, and non-native laurel trees) and understory vegetation (primarily non-native Himalayan blackberry and English ivy) would be removed. Low-growing vegetation may be used to stabilize this slope, but large trees would not be allowed near the guideway for safety reasons. Some of the trees that would be removed in the West Duwamish Greenbelt are within the year-round buffer of a management area for a great blue heron colony. The City of Seattle regulates construction within 200 feet of heron colonies year-round and within 500 feet during the nesting season. The guideway would also pass close to a known peregrine falcon nesting site on the West Seattle Bridge. Preferred Alternative DUW-1a would pass closer to the falcon nest site and Option DUW-1b would pass closer to the heron colony. Although falcons in the area are already habituated to an urban environment and traffic on nearby roads and bridges, under either Preferred Alternative DUW-1a or Option DUW-1b the light rail trains moving close to the nest could affect their use of this artificial nest location. Both alternatives would affect the buffer of a Category IV wetland.

Alternative DUW-2 would cross the Duwamish Waterway on the north side of the West Seattle Bridge, avoiding impacts to the greenbelt, the Category IV wetland, and the heron colony. Alternative DUW-2 may require relocation of the artificial nesting platform for osprey on the eastern edge of the Duwamish Segment; the platform would be relocated in the vicinity to ensure continued use. This alternative could also impact about 600 square feet of the Port of Seattle's planned wildlife habitat restoration project at Terminal 25. The guideway would be at least 90 feet above the site such that no impacts on vegetation from shading are expected.



4.9.4.4 Delridge Segment

Table 4.9-3 compares the ecosystem impacts of the alternatives in the Delridge Segment. Preferred Option DEL-6b and Alternative DEL-7 would pass through the Longfellow Creek greenbelt, just south of Southwest Andover Street. While avoiding the creek, guideway columns would need to be placed in small wetlands and in the wetland and stream buffer, and tree removal would be required within the greenbelt. An elevated guideway would cross over an open-channel portion of Longfellow Creek approximately 80 feet above the creek and would be about 40 to 70 feet above vegetated portions of the greenbelt. Due to its height, the elevated guideway is not expected to negatively affect the functions of the creek or vegetation below the guideway when the restoration plantings have matured, though tree and shrub heights would be limited beneath the guideway. While the vegetation and habitat would change because native conifer and deciduous trees that typically grow higher than 80 feet cannot be replanted under the guideway, wildlife moving through this area would be able to continue their movements under the elevated guideway. Wildlife seeking such trees for foraging or nesting would need to use adjacent areas of the greenbelt.

Alternatives DEL-5 and DEL-6a along Southwest Andover Street would avoid these long-term impacts to wetlands and would also avoid impacts to Longfellow Creek, because the creek is in a culvert under Southwest Andover Street. Guideway columns for these alternatives would require removing some Douglas-fir, spruce, or red alder trees in the Longfellow Creek greenbelt.

The remaining alternatives (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4) would parallel the north end of the West Seattle Golf Course along Southwest Genesee Street and have similar impacts to the stream and wetlands adjacent to Southwest Genesee Street. These alternatives cross over a culverted portion of Longfellow Creek on an elevated guideway and would avoid direct impacts to the creek; guideway columns would be placed on existing impervious surface or vegetated street rights-of-way outside of creek boundaries. Guideway columns would also be placed outside of the boundary of the wetlands along Longfellow Creek; however, they would impact the wetland buffer that consists of mowed grass along the roadside and provides low buffer functions, or on paved roadway where wetland buffer function is currently not provided.

All of the alternatives following Southwest Genesee Street would require some vegetation removal along the southern side of the street at the north boundary of the West Seattle Golf Course. The vegetation here consists of mowed grass areas and small to moderate-height trees, including small ornamental trees, Douglas-fir, and western hemlock trees. Options DEL-1b and DEL-2b would also impact roadside vegetation on the northern side of Southwest Genesee Street. Option DEL-1b is farther north at the Longfellow Creek biodiversity area and therefore would have the greatest impact to this resource (Table 4.9-3). Alternative DEL-1a and Alternative DEL-3 would remain elevated over Southwest Genesee Street but would require column foundations where trees are currently growing along the golf course edge. Alternative DEL-2a and Alternative DEL-4 descend to retained-cut guideway in the northwestern corner of the golf course. This would remove some trees and grassy areas, but these alternatives would avoid impacts to the biodiversity area along Longfellow Creek.

The elevated crossings over Longfellow Creek for all alternatives would not preclude future projects to daylight portions of the creek currently flowing through culverts. No stormwater from the project would be discharged into Longfellow Creek except for potential drainage to one outfall directly upstream of the Longfellow Creek outlet to the Duwamish Waterway.

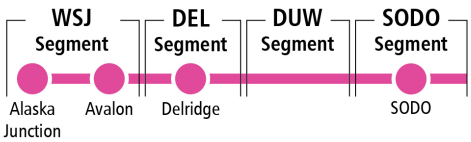


Table 4.9-3. Long-term Impacts to Ecosystems – Delridge Segment

Alternatives	Wetlands (acres) [a]	Wetland Buffers (acres) [a, b]	Biodiversity Corridor (acres) [c]	Over-water Structures (acres) [d]	Tree Canopy (acres) [e, f]
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**<0.1**	**0.2**	**0.2**	**<0.1**	3.9
Dakota Street Station Alternative (DEL-1a)	0	0.5	0	0	4.1
Dakota Street Station North Alignment Option (DEL-1b)	0	0.8	0.1	0	4.3
Dakota Street Station Lower Height Alternative (DEL-2a)	0	0.4	0	0	3.9
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	0	0.6	<0.1	0	4.1
Delridge Way Station Alternative (DEL-3)	0	0.6	0	0	3.5
Delridge Way Station Lower Height Alternative (DEL-4)	0	0.4	0	0	4.3
Andover Street Station Alternative (DEL-5) [c]	0	0	<0.1	0	4.0
Andover Street Station Lower Height Alternative (DEL-6a)	0	0	0	0	3.6
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	<0.1	0.2	0.2	<0.1	3.4

[a] To estimate wetland or critical areas impacts, the impact analyses for all alternatives assumed areas under elevated guideways as impacted during operation.

[b] Wetland buffer metrics may include paved areas within wetland buffer; these may be removed from impact totals following coordination with the City of Seattle.

[c] Biodiversity areas are forested corridors mapped by the City of Seattle and identified by Washington Department of Fish and Wildlife as priority habitats.

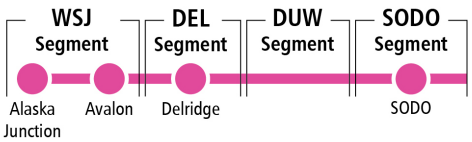
[d] Represents guideway that is 70 feet over Longfellow Creek.

[e] Assumes permanent removal of trees within both the operation (long-term) and construction (temporary) footprint. Some trees may be replaced in the same area; others may be mitigated elsewhere as agreed to with the City of Seattle.

[f] Includes tree area in the greenbelt along Longfellow Creek, which is also counted in the biodiversity column.

4.9.4.5 West Seattle Junction Segment

None of the Build Alternatives would have direct long-term impacts to wetlands, aquatic habitat, critical habitat for any species, or biodiversity areas in the West Seattle Junction Segment. Long-term effects related to vegetation and wildlife would be limited to permanent removal of tree canopy. The amount of canopy removed varies by alternative, as described in Appendix N.4, Ecosystem Resources Technical Report. The amounts range from 1.8 acres (Alternative WSJ-6) to 4.2 acres (Alternative WSJ-4). Preferred Option WSJ-5b would remove 3.5 acres of tree canopy. Some trees may be replaced in the same area, others may be mitigated elsewhere as agreed to with the City of Seattle.



4.9.5 Environmental Impacts of the Build Alternatives during Construction

4.9.5.1 Impacts Common to All Alternatives

Construction would last 3 to 5 years for bridge construction, 2 to 4 years for elevated or at-grade guideway construction, and 2 years for tunnel portions of the alternatives, although active construction would be intermittent during these timeframes. For the tunnel alternatives, ground disturbance would happen at tunnel portals. For surface alternatives, ground-disturbing activities would include clearing existing vegetation, soil fill, excavation and grading, drainage system relocation, ground improvement activities, and dewatering. Ground-disturbing activities could introduce sediment and contaminants (e.g., runoff from stockpiled soils, spilled fuels from construction equipment) to aquatic habitat or stormwater features. Temporarily disturbed sites that are currently vegetated would be replanted immediately following construction in each project segment to restore or improve upon pre-construction conditions (e.g., replacing non-native weeds with native plants), and low-growing vegetation would likely become reestablished within a year or two. Some areas of currently forested greenbelt would be restored with herbaceous or shrub species close to the guideway.

All alternatives would require removal of or disturbance to street trees. Several alternatives would also require removal of native trees and other existing vegetation within biodiversity areas. Wildlife movements may be altered by these tree removals and the noise and activity of construction. During construction, removing trees such as street trees or any trees in critical areas would require coordination, associated approvals, and permitting with the City of Seattle. Some of these trees would be removed entirely; others would be replaced with the same or similar trees.

4.9.5.2 SODO Segment

Construction in the SODO Segment would have no impacts to ecosystems other than street trees.

4.9.5.3 Duwamish Segment

Estimated construction impacts are summarized in Table 4.9-4. Preferred Alternative DUW-1a could require temporary riprap removal below the mean high water line near each guideway column to facilitate cofferdam construction; riprap would be replaced after construction. Barges may be used adjacent to the shoreline during construction. Barges may be periodically required to transport construction materials, and crane barges may be required to lift bridge segments into place. Movement of construction barges could disturb benthic habitat and sediments and create temporary turbidity in the vicinity of critical fish habitat. Temporary work trestles would not be needed.

Some bridge types of Alternative DUW-2 would span the waterway and would not require in-water guideway columns. These bridge types would have similar construction impacts to Preferred Alternative DUW-1a.

Option DUW-1b and some bridge types of Alternative DUW-2 could require constructing bridge guideway column foundations in or partially in the Duwamish Waterway. Bridge designs with in-water guideway columns would require an in-water temporary cofferdam system to be built around each bridge guideway column location. These are described in Chapter 2, Alternatives Considered, including how a temporary cofferdam system would be installed.

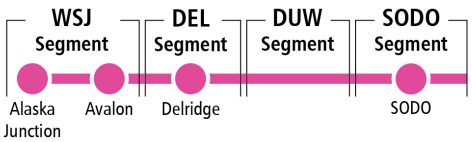


Table 4.9-4. Construction Impacts to Ecosystems – Duwamish Segment

Alternatives	Wetlands (acres) [a]	Wetland Buffers (acres) [a, b]	Shoreline (linear feet)	Biodiversity Area (acres) [b, c]	Approximate Area of Impacts in Waterbody (acres) [d, e]
Preferred South Crossing Alternative (DUW-1a)	**<0.1**	**0 to 0.1**	**100**	**0.5 to 0.9**	**0 to <0.1 [f]**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0	0.1	1,000	0.6	0.6 to 1.0 [g]
North Crossing Alternative (DUW-2)	0	0	800	0	0 to 0.9

Note: Construction impacts represent areas temporarily impacted by the project, outside of the long-term project footprint.

[a] To estimate wetland impacts, the impact analyses for all alternatives assumed a complete loss of wetland or buffer within the construction footprint.

[b] Ranges shown for wetlands and biodiversity areas reflect differences from connecting to different alternatives in adjacent segments.

[c] Biodiversity areas are forested corridors mapped by the City of Seattle and identified by Washington Department of Fish and Wildlife as priority habitats.

[d] These construction in-water impacts represent the total area of the cofferdam footprints, piles, and work trestle column support footprints that would be placed on the benthic surface, minus the area of guideway columns and pile caps that would remain permanently within that same footprint. All this in-water work would occur in salmonid critical habitat and essential fish habitat.

[e] Ranges shown for in-water impacts represent different bridge types; the number and position of cofferdams, piles, and work trestles would vary by bridge type. Preferred Alternative DUW-1a and some bridge types for Alternative DUW-2 could avoid in-water work.

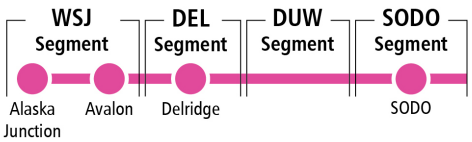
[f] Impact is associated with up to 2,000 square feet of shoreline below mean high water disturbed during riprap removal and replacement.

[g] Less than 0.1 acre of impact is associated with storm drain outfall relocations.

Temporary work trestles on in-water support pilings and construction barges would also be used during construction of these in-water features. Cofferdam placement and removal, pile-driving, and trestle-support construction (and eventual removal) would disturb benthic habitat and sediments and create temporary turbidity in the vicinity of critical fish habitat. Barges would also be required throughout the construction, and could disturb benthic habitat and sediments.

Preferred Alternative DUW-1a and Alternative DUW-2 would not require relocation of any stormwater outfalls. Option DUW-1b would require relocation of two existing stormwater outfalls (an 8-inch-diameter outfall and an 18-inch diameter outfall in the West Waterway and an 18-inch-diameter outfall in the East Waterway), to accommodate placement of bridge support columns. They would be relocated as close to their existing locations as possible. Outfall relocations would disturb sediments, but to a lesser degree than constructing in-water bridge columns because the area disturbed would be smaller and the construction duration would be less.

Suspended sediments from construction in the Duwamish Waterway might contain contaminants because this excavation would be occurring in the Harbor Island Superfund Site and potentially in the Lower Duwamish Waterway Superfund Site. Construction methods and activities in the Superfund sites would be coordinated with the United States Environmental Protection Agency and Ecology to avoid conflicts with existing and future cleanup actions at the Superfund site. For project elements within the Harbor Island Superfund Site or the Lower Duwamish Waterway Superfund Site, Sound Transit would coordinate with the United States Environmental Protection Agency and Ecology on any potential protective measures or restrictions that might be required for the project.



The barges and work trestles would also temporarily shade benthic habitat; this shade could affect fish movements through the waterway. During construction, temporary lighting close to the water would be used on the temporary cofferdams, work trestles, and associated barges. Changes in underwater light regimes at night can alter fish movements and can affect predator/prey interactions in a way that could be harmful to fish.

For bridge types requiring in-water guideway columns or cofferdams, cofferdam installation and pile-driving could create noise loud enough to potentially injure fish or marine mammal species or change their movements through the area. Underwater sound could travel unimpeded down the East Duwamish Waterway and would therefore be audible to sensitive species within Elliott Bay. While the cofferdam is in place, the dewatered areas would exclude habitat from use by aquatic species, including federally-listed fish species and benthic invertebrates. Dewatering the cofferdam would cause mortality of benthic organisms present in the cofferdam area. Placement of and construction on barges and trestles would also create construction noise. Best management practices would be used during all over-water construction to contain any spills of fuel, oil, or other contaminants from construction equipment.

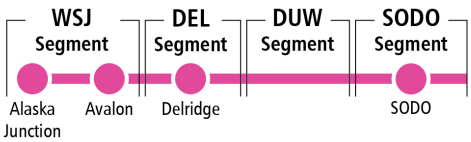
If Alternative DUW-2 requires relocation of the osprey nesting platform near the Operations and Maintenance Facility Central, this would be performed outside the nesting season using standard permits and protocols for osprey nest relocation.

Construction of Preferred Alternative DUW-1a or Option DUW-1b would impact the West Duwamish Greenbelt and a small Category IV wetland (Table 4.9-4). Construction noise could disturb wildlife in the greenbelt and would occur within the great blue heron management area regulated by the City of Seattle and adjacent to a peregrine falcon nesting platform. A portion of the steep slope at Pigeon Point (at the north end of the greenbelt) could be stabilized using slope drains, soil nails, and other reinforcement that would require ground disturbance and noise. A temporary work trestle may be required. Vegetation would be cleared within the construction footprint near known great blue heron nest trees, though not any actual nest trees would be removed. In addition, hazard trees would be evaluated and removed in and adjacent to the construction zone as necessary for safety. The amount of greenbelt impact would vary depending on the design option or the specific connection to the Delridge Segment, but all would require some tree removal within the great blue heron management area. Alternative DUW-2 would avoid construction impacts to the greenbelt, the great blue heron colony's year-round buffer, and the small wetland. The construction footprint of Alternative DUW-2 does overlap the edge of the heron's seasonal buffer. Pile-driving strike noise from Preferred Alternative DUW-1a or Option DUW-1b could temporarily exceed existing ambient noise levels at the colony (which include traffic and industrial noise, and frequent train horns). Strike noise from Alternative DUW-2 could also be audible at the colony but is not expected to exceed ambient noise levels. If the Port of Seattle's habitat restoration site at Terminal 25 is constructed prior to the West Seattle Link Extension, Alternative DUW-2 would temporarily impact about 0.4 acre of the site.

4.9.5.4 Delridge Segment

Table 4.9-5 summarizes construction impacts to ecosystems in the Delridge Segment.

Preferred Option DEL-6b and Alternative DEL-7 would have construction impacts to vegetated portions of the Longfellow Creek greenbelt. Areas of vegetation would be cleared for construction access to erect guideway columns and guideway and would remain cleared for up to 3 years. These impacts occur in wetland, wetland buffer, and stream buffer; however, impacts to the creek would be avoided. Alternatives DEL-5 and DEL-6a would avoid these impacts as work would be restricted to paved portions of wetland and stream buffer, though some minor



tree or vegetation clearing may be required. Some construction access may also be required in paved portions of stream and wetland buffer.

The alternatives following Southwest Genesee Street (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4) would have similar impacts to wetland buffers and the Longfellow Creek Natural Area during construction. Option DEL-2b would have a small impact to the western corner of the wetland north of Southwest Genesee Street.

Wetland buffer areas disturbed during construction would be revegetated using native vegetation and would replace current non-native vegetation; this would lead to long-term improvements in riparian habitat along the creek and wetlands.

Table 4.9-5. Construction Impacts to Ecosystems – Delridge Segment

Alternatives	Wetlands (acres)	Wetland Buffers (acres) [a]	Biodiversity Area (acres) [b]	Over-water Structures (acres)
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**<0.1**	**0.4**	**0.2**	**0**
Dakota Street Station Alternative (DEL-1a)	0	0.4	0.1	0
Dakota Street Station North Alignment Option (DEL-1b)	0	0.4	<0.1	0
Dakota Street Station Lower Height Alternative (DEL-2a)	0	0.4	<0.1	0
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	<0.1	0.4	<0.1	0
Delridge Way Station Alternative (DEL-3)	0	0.4	<0.1	0
Delridge Way Station Lower Height Alternative (DEL-4)	0	0.3	<0.1	0
Andover Street Station Alternative (DEL-5)	0	0.4	<0.1	0
Andover Street Station Lower Height Alternative (DEL-6a)	<0.1	0.4	<0.1	0
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	<0.1	0.4	0.2	0

Notes:

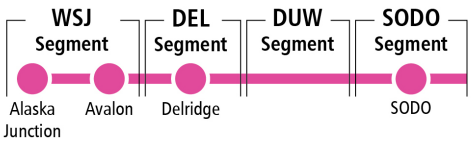
Construction impacts represent areas temporarily impacted by the project, outside of the long-term project footprint.

[a] Wetland buffer metrics may include paved areas within wetland buffer; these may be removed from impact totals following coordination with the City of Seattle.

[b] Biodiversity areas are forested corridors mapped by the City of Seattle and identified by Washington Department of Fish and Wildlife as priority habitats.

4.9.5.5 West Seattle Junction Segment

Alternative WSJ-3a and Option WSJ-3b would include construction staging at the edge of a wetland buffer on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road. These tunnel alternatives would also require removal and replacement of some street trees and other ground vegetation in cut and cover locations, but these areas would be revegetated and restored after construction. No other temporary impacts to ecosystems would occur in the West Seattle Junction Segment



because this segment has no natural vegetation or critical areas; vegetation is limited to residential landscaping and street trees.

4.9.6 Indirect Impacts of the Build Alternatives

Indirect impacts to ecosystem resources would be limited as the project would be in areas that are already densely developed. The West Seattle Link Extension would not interfere with future habitat improvement projects such as culvert replacements along Longfellow Creek. The project would also not interfere with future habitat restoration efforts along the creek, except in the specific locations on Preferred Option DEL--6b and Alternative DEL-7 where guideway columns would overlap wetland or wetland and stream buffer. Along the Duwamish Waterway, if guideway columns are placed along the Harbor Island shoreline, they also would prevent future restoration at those specific locations (see the impacted length of shoreline in Table 4.9-2). However, the area directly adjacent to the guideway columns at Longfellow Creek or the Duwamish Waterway shoreline would retain opportunities for habitat enhancement.

Where the guideway would cross the Duwamish Waterway, bridge guideway columns could remove small patches of intertidal silt, rock, or gravel shoreline from an area with already-degraded baseline conditions. The guideway columns would prevent these patches from being considered for future restoration efforts under the Chinook and steelhead salmon recovery plans.

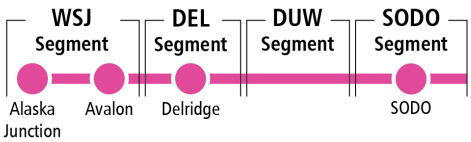
Elevated guideways would add impervious surfaces and guideway columns that have the potential to change hydrology at the wetland at the north end of the West Duwamish Greenbelt and Longfellow Creek and the associated wetlands. The guideway columns have the potential to intercept and reroute water flow. These effects are expected to be limited at the West Duwamish Greenbelt wetland, which receives most water from groundwater seepage, and at Longfellow Creek because these wetlands receive most of their water from the creek itself and from upstream sources. Therefore, intercepted rainwater would not alter the majority of the water sources of these wetlands. The wetland in the West Duwamish Greenbelt could be affected by groundwater changes, as a subsurface drainage system may be required to manage seepage and provide slope stability around guideway columns for Preferred Alternative DUW-1a and Option DUW-1b. Improved stormwater detention could minimize these effects to the West Duwamish Greenbelt wetland. See Section 4.8, Water Resources, for more information on groundwater and stormwater management.

Construction could contribute to the spread of invasive plant species by transporting them to or from the construction site when moving soil, or by creating bare soil areas that weeds might colonize quickly; however, weeds are already common in the study area. Sound Transit would minimize this risk by restoring temporarily disturbed areas with native plant species, which may improve existing conditions in greenbelts and buffers.

Indirect impacts would include increased human activity and train traffic near wildlife habitat and adjacent to biodiversity areas. The introduction of light rail transit to the area could also create a slight reduction in vehicle traffic compared to current levels. This effect, in turn, would slightly decrease (in the short term) or slow the increase (in the long term) of the expected automotive emissions and pollutant-laden stormwater runoff associated with increased traffic under the No Build Alternative.

4.9.7 Mitigation Measures

Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources where practicable and to compensate for unavoidable impacts to ensure no net loss



of ecosystem function and acreage because of agency projects. Mitigation for ecosystem impacts is based on a hierarchy of avoiding, minimizing, and compensating for unavoidable adverse impacts. Sound Transit would comply with all applicable laws associated with ecosystem mitigation.

4.9.7.1 Avoidance and Minimization Measures

The design of the West Seattle Link Extension already incorporates avoidance and minimization techniques noted below, although further avoidance and minimization measures would continue to be pursued as the project enters final design and permitting stages. Attachment N.4F, Best Management Practices for Ecosystems Resources, in Appendix N.4, Ecosystems Technical Report, provides a compilation of best management practices that could be used to avoid or minimize project construction and operational impacts on sensitive ecosystem resources, including state and federal protected species and their habitats, wetlands, and aquatic resources.

4.9.7.1.1 Wetlands

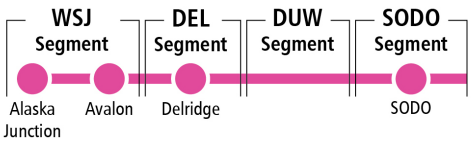
Avoidance and minimization measures specific to wetlands could include the following design features and construction actions:

- Siting guideway columns to avoid direct placement in wetlands, where possible.
- Minimizing the placement of construction staging areas in buffers, where possible. The construction contractor would work within construction limits marked with fencing and signage to prevent unintended impacts on riparian vegetation, wetlands, and wetland buffers.
- Taking all practical steps to minimize harm to wetlands, and analyze relevant factors of the project's effect on the survival and quality of the wetlands, per Executive Order 11990.
- Applying a monitoring plan for restoration areas to ensure success of the restoration.

4.9.7.1.2 Aquatic Resources

Avoidance and minimization measures specific to aquatic resources could include the following design features and construction actions:

- Avoiding direct impacts to Longfellow Creek by routing the elevated guideway over culverted areas of the creek or spanning the width of the creek where it is in an open channel.
- Siting guideway columns to avoid direct impacts to shorelines, where practical.
- Pursuing bridge design options that avoid or minimize permanent impacts to the waterways.
- Designing stormwater treatment facilities and flow-control measures to minimize impacts on stream water quality and flow or flow to larger waterways (see Appendix L4.8, Water Resources Technical Report). Stormwater flow control might use detention or infiltration facilities such as vaults, or water quality treatment using bioretention or media filter vaults.
- Avoiding in-water construction work at Longfellow Creek.
- Protecting Longfellow Creek from falling debris during over-water bridge construction.
- Minimizing construction staging areas in stream buffers or shorelines.
- Directing nighttime construction lighting away from Longfellow Creek or other waterways to avoid possibly altering the migratory behavior of fish or predation rates of juveniles.



- Ensuring the project is consistent with and receives Washington State concurrence with the Coastal Zone Management Act.

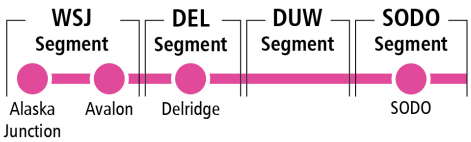
Potential in-water construction activities under Preferred Alternative DUW-1a would be restricted to riprap removal on the shoreline and is expected to occur above water. Should this work touch the water, it would be scheduled to occur during the work windows established by the U.S. Army Corps of Engineers and Washington Department of Fish and Wildlife in the Duwamish Waterway. These work windows would also be employed if in-water columns are constructed for Option DUW-1b or for bridge types of Alternative DUW-2 that require such columns. Use of these windows would minimize the effects on salmonids, especially during the construction and operation of cofferdams. In-water work in the Duwamish Waterway would also include complying with the Marine Mammal Protection Act; this may entail monitoring for these animals during construction to avoid harassment or injury, using equipment such as bubble curtains around pile-driving to reduce noise by several decibels, and monitoring underwater sound levels. Specialized construction techniques would be required during any sediment disturbance in the Duwamish Waterway, such as allowing water discharged from dewatering activities to reduce sediments before their release to an approved outlet or facility, which would avoid resuspending contaminants from the Harbor Island Superfund Site.

4.9.7.1.3 Upland Vegetation and Wildlife Resources

Avoidance and minimization measures specific to upland resources could include the following design features and construction actions:

- Avoiding impacts to greenbelts where possible.
- Minimizing the placement of construction staging areas in forested areas where possible.
- Replanting cleared areas and implementing best management practices to minimize the risk of introducing or spreading invasive species.
- Reducing use of herbicides and fertilizers when restoring disturbed areas by using mulching, ground cover, and other planting strategies that discourage growth of undesirable species.
- Restricting clearing activities to outside the active bird nesting period, to the extent possible, to comply with the Migratory Bird Treaty Act, administered by the U.S. Fish and Wildlife Service. If avoidance scheduling is infeasible, Sound Transit would work with staff at the U.S. Fish and Wildlife Service to conduct pre-construction surveys to determine presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act.
- Minimizing tree removal along the corridor, where practical, and coordinating with the City of Seattle to minimize tree removal while also minimizing impacts on safety.
- Using a landscape design that prioritizes native plants and adaptable, low-maintenance plants suitable for the local climate, per the Sound Transit design manual. These plantings may improve upon existing conditions where non-native plants are currently present. Using native plants that do not require extensive irrigation would also allow restored areas to reestablish robust vegetated cover quickly and effectively after construction.

Work within the great blue heron management zone would require development of and adherence to a habitat management plan in coordination with the City of Seattle, Washington Department of Fish and Wildlife, and U.S. Fish and Wildlife Service. The City of Seattle requires a management plan that normally includes a year-round, 197-foot-radius buffer around nesting colonies, with an additional 300-foot buffer during the nesting season (February 1 through August 31). These metrics are similar to Washington Department of Fish and Wildlife recommendations. The City-



required management plan may include a variety of measures such as retaining trees to screen the colony, work sequencing in the buffers, preventing specific loud activities during the nesting season, monitoring during nesting season, or other measures as developed in coordination with Washington Department of Fish and Wildlife and the City of Seattle.

Data collection is in process to identify the precise number of street trees potentially impacted by the project. Within the Duwamish Shoreline jurisdiction, additional data are being gathered, including height, diameter at breast height, species, drip line, and health rating. All trees within the project footprint are being surveyed via desktop analysis, including light detection and ranging data, and confirmed during field investigations.

4.9.7.1.4 Federally-listed Species, Species of Concern, Priority Species, and Species of Local Importance

Avoidance and minimization measures for listed and sensitive species are covered in Sections 4.9.7.1.2, Aquatic Resources, and 4.9.7.1.3, Upland Vegetation and Wildlife Resources. These measures would fulfill key elements of recovery plans for Chinook salmon and steelhead (such as preserving water quality through stormwater control, preventing changes to water quality during construction in the Duwamish Waterway, and preserving salmon habitat in Longfellow Creek through avoiding in-water impacts).

4.9.7.2 Compensatory Mitigation

4.9.7.2.1 Wetlands

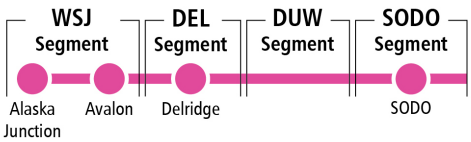
To the extent that permanent impacts could not be avoided to wetlands or wetland buffers (as would occur under Preferred Alternative DUW-1a, Option DUW-1b, and all Delridge alternatives), Sound Transit would provide compensatory mitigation to achieve no net loss of wetland function. For instance, enhancing areas currently covered in invasive plants with native vegetation would improve the ability for these wetland buffers to support wildlife. All compensatory mitigation would include a monitoring period to ensure success of the mitigation.

Preferred Alternative DUW-1a and Option DUW-1b

These alternatives would have permanent impacts to wetlands and its buffer. Onsite wetland buffer mitigation could be provided through native plantings or weed control in the West Duwamish Greenbelt. These mitigation actions could improve wetland buffer habitat where buffers are dominated by non-native plants or where ground cover is sparse. Mitigation for wetland impacts could occur on property adjacent to Longfellow Creek in the Delridge Segment, between Southwest Andover Street and Southwest Yancy Street, if this property is acquired for project construction for Preferred Option DEL-6b or Alternative DEL-7. The property provides opportunity for habitat creation and enhancement adjacent to a stream, wetlands and greenbelt. Sound Transit would plan this mitigation area using applicable policies and regulations and coordination with the City of Seattle.

If additional mitigation is needed (or if the property between Southwest Andover Street and Southwest Yancy Street is not acquired), Sound Transit plans to use one or more of the following methods. The mitigation planning would follow the mitigation sequencing priorities outlined in U.S. Army Corps of Engineers guidance or as agreed to with regulatory agencies:

- Approved In-Lieu Fee program such as the King County Mitigation Reserves Program or mitigation bank such as the Port of Seattle mitigation bank (currently in review), if available. The Port's Wetland Mitigation and Habitat Conservation Umbrella Bank Prospectus lists two new mitigation sites within about 0.5 mile of all Duwamish Segment alternatives' bridge



impacts (Terminal 25 and Terminal 105), and two additional sites about 0.5 mile south of Option DUW-1b, Terminal 107 and Terminal 108 (Port of Seattle and Anchor QEA 2021).

- Compensatory mitigation at an advance mitigation site.
- Project-specific mitigation developed by Sound Transit and approved by appropriate regulatory agencies.

Sound Transit would implement compensatory mitigation in accordance with applicable federal, state, and local requirements and guidelines. To the extent practical, wetland mitigation sites would be identified close to impacts and compensated in-kind for lost values.

Preferred Option DEL-6b and Alternative DEL-7

These alternatives would have permanent impacts to wetland and wetland buffer. Onsite mitigation could occur on property adjacent to Longfellow Creek that would be acquired for project construction of these alternatives, between Southwest Andover Street and Southwest Yancy Street. The existing wetlands and wetland buffers along Longfellow Creek could also provide opportunities for mitigation where native plantings could improve existing wetland or buffer habitat. If additional mitigation area is needed, one of the mitigation options previously described would be applied. Sound Transit would determine final mitigation actions during final design and permitting.

Alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, and DEL-6a

These alternatives would have long-term impacts to wetland buffers. Mitigation for these impacts would use one or more of the methods listed within Section 5.1.2.3 in Appendix N.4, Ecosystems Technical Report. Sound Transit would determine final mitigation actions during final design and permitting.

4.9.7.2.2 Aquatic Resources

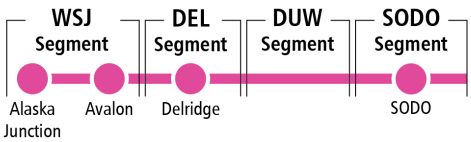
Sound Transit would provide mitigation for unavoidable impacts to benthic habitat, streams, and stream buffers protected under federal, state, and local regulations. This mitigation would address permanent impacts, as well as temporary impacts as required.

Preferred Alternative DUW-1a

Preferred Alternative DUW-1a avoids permanent in-water impacts, but would have permanent impacts to regulated shoreline along the Duwamish Waterway. Shoreline impacts could receive mitigation in the form of replanting near shorelines, which could improve conditions for juvenile salmonids in the Duwamish Waterway. The appropriate permitting agencies and jurisdictions would approve mitigation for impacts on shorelines prior to construction.

Option DUW-1b and Alternative DUW-2

These alternatives would impact regulated shoreline along the Duwamish Waterway, and mitigation for impacts on benthic habitat and fisheries would be required for some bridge types crossing the waterway that would have permanent and/or temporary in-water impacts. Compensatory mitigation within the watershed may be available via a mitigation bank being established by the Port of Seattle (the Umbrella Wetland Mitigation and Habitat Conservation Bank). This mitigation bank would allow mitigation credits to be purchased that would offset environmental impacts within Water Resources Inventory Area 9 (Port of Seattle and Anchor QEA 2019). Potential mitigation sites the Port may establish for the bank are listed in Section 4.9.7.2.1, Wetlands. Shoreline impacts could receive mitigation in the form of replanting



near shorelines, which could improve conditions for juvenile salmonids in the Duwamish Waterway. The appropriate permitting agencies and jurisdictions would approve mitigation for impacts on shorelines and benthic habitat prior to construction.

All Delridge Alternatives

All Delridge alternatives would avoid stream impacts, but would have permanent impacts to regulated riparian management area along Longfellow Creek. Preferred Option DEL-6b and Alternative DEL-7 could affect up to 0.2 acre of vegetation with the riparian management area. The other alternatives would impact less area.

Onsite mitigation could occur on property adjacent to Longfellow Creek between Southwest Andover Street and Southwest Yancy Street (as described in Section 4.9.7.2.1). At this location, currently paved portions of stream buffer could be changed to vegetated areas of native plants. The existing stream buffers along Longfellow Creek could also provide opportunities for mitigation where enhancement with native plantings could improve the ability of these areas to support wildlife. Plantings could also improve over-water shade to the creek, thus improving fish habitat.

If additional mitigation is needed (or if the property between Southwest Andover Street and Southwest Yancy Street is not acquired), Sound Transit would use one or more of the other mitigation methods listed within Section 4.9.7.2.1. Sound Transit would determine final mitigation actions during final design and permitting.

4.9.7.2.3 Upland Vegetation and Wildlife Resources

Mitigation would be required under all alternatives for impacts on trees. Sound Transit would coordinate with the City of Seattle on tree replacement requirements. For trees permanently removed, Sound Transit will replace them or provide payment in-lieu fees (1) in compliance with governing City regulations, Seattle Department of Construction and Inspections Director's Rules, and Executive Orders or (2) as agreed upon in the West Seattle Link Extension Tree and Vegetation Management Plan. Tree replacement regulations include Seattle's Executive Order 2023-03. Current Seattle Department of Transportation replacement ratios are 3:1 for any tree removed in the Seattle right-of-way and in Seattle parks. Seattle Department of Construction and Inspections would require appropriate replacement for trees meeting the Tier 1, 2, or 3 definitions on private property. It is expected that some of the area between Southwest Andover Street and Southwest Yancy Street could be used for tree replacement.

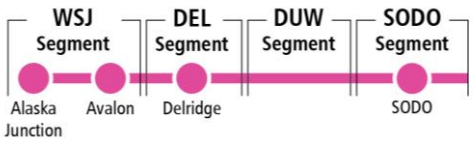
Additional mitigation would be needed under some Duwamish and Delridge alternatives where greenbelt habitat would be affected, as described below.

Preferred Alternative DUW-1a and Option DUW-1b

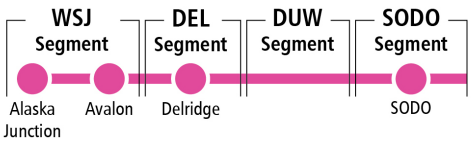
To the extent that impacts cannot be avoided to acreage in the West Duwamish Greenbelt, Sound Transit would provide compensatory mitigation to achieve no net loss of ecosystem function. Sound Transit would mitigate for impacts on forested vegetation using applicable policy and regulations and would coordinate with the City of Seattle on tree replacement requirements as noted above. The onsite mitigation area proposed in Section 4.9.7.2.1, on currently paved area between Southwest Andover Street and Southwest Yancy Street, could be used for upland habitat replacement.

All Delridge Alternatives

Similar to West Duwamish Greenbelt impacts, Sound Transit would mitigate for unavoidable impacts to greenbelt acreage along Longfellow Creek using applicable policy and regulations. As noted above, tree replacements would be coordinated with the City of Seattle. It is expected



that some of the area proposed for riparian area mitigation between Southwest Andover Street and Southwest Yancy Street could be used for upland habitat replacement within the same contiguous greenbelt where the impacts would occur.



4.10 Energy Impacts

4.10.1 Introduction to Resource and Regulatory Requirements

This section presents the energy estimates for the West Seattle Link Extension Project (the project) operation and construction activities, including:

- Vehicles operating within the study area, including project light rail, automobile, and other transit use
- Construction of the project

There are no federal, state, or local laws that specifically and quantitatively regulate energy consumption in the transportation sector. Many state, local, and regional transportation plans and policies identify goals for the efficient use of energy, and energy conservation and use reduction goals occur at all levels of government. Sound Transit has a Sustainability Plan and Program that is described in further detail in Section 2.8, Environmental Practices and Commitments, in Chapter 2, Alternatives Considered. Sound Transit monitors its environmental impacts with an internationally certified (ISO 140001) Environmental and Sustainability Management System. In addition, City of Seattle Resolution 31447, which adopted the 2013 Seattle Climate Action Plan, calls for carbon neutrality and equity in environmental programs (City of Seattle 2022), and the City's Executive Order 2021-09 Driving Accelerated Climate Action calls for incentivizing transit to meet their greenhouse gas reduction goals.

4.10.2 Affected Environment

The energy use study area for the project covers the Puget Sound Regional Council four-county region of King, Pierce, Kitsap, and Snohomish counties. Consistent with the Council's regional travel demand model, the analysis includes vehicular travel on all facilities, including freeways, ramps, collector-distributors, arterials, and collector streets. This scale of analysis is the most comprehensive and accounts for mode shifts between private vehicles and public transit; that is, this scale primarily illustrates the effects of travel demand. According to the Energy Information Administration, Washington state consumed over 1,779 trillion British thermal units of energy in 2020 (Energy Information Administration 2022), which is enough energy to meet the needs of approximately 20 million households (United States Department of Energy 2015). Approximately 28 percent of total energy use was consumed for transportation purposes.

Table 4.10-1 presents daily vehicle miles traveled and energy consumption by mode for the region. According to the Puget Sound Regional Council traffic model and the Sound Transit ridership model, the existing daily total for the region is approximately 88.8 million vehicle miles traveled. The daily energy use by the different transportation modes is approximately 621,000 million British thermal units.

Seattle City Light is a municipally owned utility that provides electricity to Seattle and other nearby King County communities. Its electricity is generated using a number of different resources, including utility-owned hydro facilities and purchased power. In 2022, hydroelectric power accounted for 90 percent of the utility's power portfolio (City of Seattle 2022). The remaining power sources include nuclear, natural gas, wind, and other sources. Seattle City Light has been providing its service area, which includes the study area, with carbon neutral power since 2005 using utility-owned and purchased clean power sources.

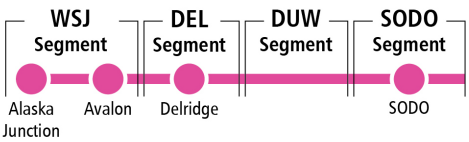


Table 4.10-1. Energy Consumption by Surface Transportation Mode for the No Build and Build Alternatives

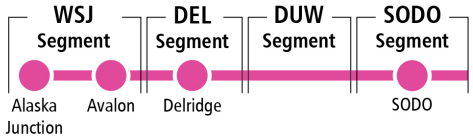
Vehicle Type	Consumption Rate in British Thermal Units per mile[a]	Existing Conditions Daily Vehicle Miles Traveled[b]	Existing Conditions in Million British Thermal Units	2042 No Build Daily Vehicle Miles Traveled[b]	2042 No Build Million British Thermal Units	2042 Build Daily Vehicle Miles Traveled	2042 Build Million British Thermal Units	Percent Change in Million British Thermal Units for Build from No Build
Cars and Light Trucks	5,277	79,532,300	419,706	85,366,700	450,496	85,351,300	450,414	0.0%
Heavy Trucks	21,335	9,011,700	192,265	11,269,700	240,439	11,269,700	240,439	0.0%
Transit Buses	37,404	188,800	7,062	238,200	8,910	237,000	8,865	-0.5%
Streetcar	29,333	600	18	3,100	91	3,100	91	0.0%
Light Rail	25,129	16,000	402	129,000	3,242	133,300	3,350	3.3%
Commuter Rail	108,252	11,400	1,234	17,500	1,894	17,500	1,894	0.0%
Total	**Not Applicable**	**88,760,800**	**620,687**	**97,024,200**	**705,071**	**97,011,900**	**705,053**	**0.0%** [c]

Sources: Oak Ridge National Laboratory 2022, Sound Transit 2023, Roos 2019, Puget Sound Regional Council 2023.

[a] Consumption rate is for all vehicles in that classification including electric and hybrid vehicles.

[b] Vehicle miles traveled are for the four-county region: King, Snohomish, Pierce, and Kitsap counties.

[c] The total percentage change represents the change from the 2042 No Build Alternative to the 2042 Build Alternative total and includes all vehicle types.



4.10.3 Environmental Impacts of the No Build Alternative

Under the No Build Alternative, energy would be consumed by operation of cars, trucks, and existing transit services (including buses, streetcar, light rail, and commuter rail), within the four-county region. The No Build Alternative would result in slightly more surface transportation energy use during operations when compared to the Build Alternatives. There would be no construction-related energy consumption under the No Build Alternative. Energy consumption by surface transportation mode in British thermal units is shown in Table 4.10-1 for the No Build Alternative.

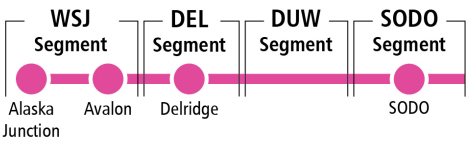
4.10.4 Environmental Impacts of the Build Alternatives during Operation

The energy analysis evaluates operational energy use by the project and the demand on regional energy supply. Sound Transit estimated long-term (operational) impacts from the vehicle-miles-traveled estimates by mode presented in the Puget Sound Regional Council traffic forecast model for 2042. The regional total light rail vehicle-miles-traveled estimates were modeled based on the projected operations plan for the full build out of the Sound Transit 3 Link light rail system. The regional vehicle-miles-traveled total was separated into surface transportation modes to account for differences in energy consumption levels. Transportation energy consumed, including fossil fuels and electricity, was converted to British thermal units to provide a common measure among all energy sources. The British-thermal-unit consumption rate per mile for each mode was obtained from the Transportation Energy Data Book, Edition 40 (Oak Ridge National Laboratory 2022), from Sound Transit, and from the American Public Transit Authority. Energy consumption by surface transportation mode in British thermal units is shown in Table 4.10-1 for the Build Alternatives.

The long-term direct energy impacts of the project are based on projected year 2042 regional traffic volumes and daily vehicle miles traveled, consistent with Puget Sound Regional Council data (2023) and the transit modeling performed by Sound Transit (2023). The vehicle miles traveled, energy consumption rate, and total energy consumption for the No Build and the Build Alternatives are presented in Table 4.10-1.

The Build Alternatives are expected to reduce miles travelled by cars and light trucks by nearly 15,000 miles per day but would increase light rail miles by approximately 4,300 miles per day when compared to the No Build Alternative. This would result in a slight reduction of car and light truck vehicle miles as demand shifts to the light rail system and transit buses. Overall, energy use during project operation is expected to result in slightly less energy use than with the No Build Alternative. Therefore, energy-related impacts during operation of the project are not anticipated.

Operation of the project would place a demand on the local electricity utility, Seattle City Light. The light rail energy consumption for the project is expected to be approximately 108 million British thermal units more energy per day than the No Build Alternative. This is equivalent to 31.7 megawatt hours per day of electricity. On an annual basis, this translates to approximately 11,500 megawatt hours of electricity per year. This represents less than 0.5 percent of Seattle City Light's total 2021 power generation. The project operation is not expected to have a notable impact on the electric utility because the utility could purchase additional electricity on the open market if necessary.



For the minimum operable segment (M.O.S.) to the project's Delridge Station there would be less shift in demand to light rail; therefore, the decrease in energy use would be less than shown in Table 4.10-1. There would also be less energy demand from light rail with the M.O.S., because there would be two fewer stations and less guideway length. Please see Section 3.4.3 in Chapter 3, Transportation Environment and Consequences, for information on M.O.S. ridership.

4.10.5 Environmental Impacts of the Build Alternatives during Construction

Energy-related impacts during construction of the project would be short term in nature and are not anticipated to be adverse. During project construction, energy would be consumed when construction materials are produced and transported to the project construction site. Operating and maintaining construction equipment would also consume energy. Because energy use is highly correlated to total project costs, the analysis compared the total energy consumption projections for both the overall low- and high-cost project scenarios. The energy analysis used the Federal Transit Administration Transit Greenhouse Gas Emissions Estimator (version 3.0) tool to estimate the energy use associated with the project construction (FTA 2022). The tool provides a high-level estimate of energy consumption and allows users to estimate energy emissions using limited data inputs, such as miles of new track and the number of new stations. Table 4.10-2 presents the project inputs used to estimate construction-related energy consumption for the project. The low-cost estimate includes Alternative SODO-1a, Alternative DUW-1b, Alternative DEL-5, and Alternative WSJ-2. The high-cost estimate includes Alternative SODO-1b, Alternative DUW-2, Alternative DEL-4, and Alternative WSJ-3a.

Table 4.10-2. Energy Model Inputs

Scenario	Number of At-Grade Stations	Number of Elevated Stations	Number of Tunnel Stations	Miles of At-Grade Guideway	Miles of Elevated Guideway	Miles of Guideway in Tunnel
Build Alternatives: Low Cost	1	3	0	1.49	7.28	0.00
Build Alternatives: High Cost	1	1	2	1.62	6.80	2.00
Build Alternative: Preferred	**2**	**1**	**1**	**1.92**	**5.71**	**1.58**

Table 4.10-3 shows the estimated energy that would be consumed during construction for the low- and high-cost alternatives and the preferred alternative. Upstream energy is related to the extraction, production, and transportation of construction materials. Downstream energy is related to the energy used during operation of construction equipment and vehicles. The high-cost alternative is estimated to consume approximately twice as much energy as the low-cost alternative. The preferred alternative is estimated to consume less energy than the high-cost alternative. Tunneling and tunnel station construction would use more energy than at-grade and elevated construction. See Appendix L4.6E, Greenhouse Gas Analysis, for all analysis inputs and outputs.

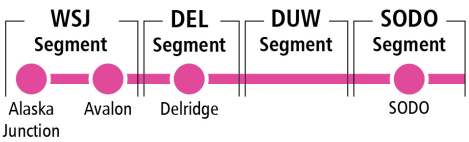


Table 4.10-3. Estimated Energy Consumed During Construction

Scenario	Upstream Energy (Million British Thermal Units)	Downstream Energy (Million British Thermal Units)	Total Energy Consumption[a] (Million British Thermal Units)
Build Alternative: Low Cost	2,084,239	72,867	**2,157,105**
Build Alternative: High Cost	3,906,947	175,043	**4,081,991**
Build Alternative: Preferred	**3,048,163**	**138,251**	**3,186,414**

[a] Total may not sum due to rounding.

Assuming a 5-year construction period, the average annual energy consumed by construction of the project's preferred alternative would represent approximately 0.1 percent or less of the energy consumed in Washington state. Sound Transit's commitment to sustainability practices includes minimizing greenhouse gas emissions, which could be achieved by conserving energy during construction. Such measures will include, but would not be limited to, conserving fuel use through reductions in construction vehicle idling, setting minimum United States Environmental Protection Agency-tier requirements for construction vehicles, and providing for pre-demolition extraction of salvageable/reusable/recyclable materials. Sound Transit will work with the contractor regarding the implementation of minimization measures in accordance with Sound Transit's sustainability practices.

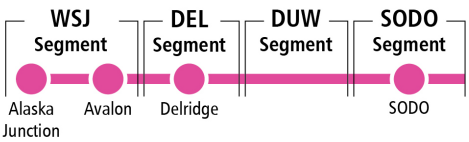
Sound Transit's *Design Criteria Manual*, Chapter 30 (Sustainability), outlines specific measures around energy efficient design at the station level to minimize impacts on energy use and adopts requirements in line with the United States Green Building Council Leadership in Energy & Environmental Design transit rating system. Lastly, each construction package of the project would pursue Envision certification, which includes elements of construction and operational reductions in energy consumption.

4.10.6 Indirect Impacts of the Build Alternatives

There would be no long-term indirect energy impacts associated with the project because the energy consumed during operations is considered a direct impact. Short-term indirect impacts related to the upstream energy consumption from the extraction, production, and transportation of construction materials for the project are included in the energy consumed during construction units identified in Table 4.10-3.

4.10.7 Mitigation Measures

With the implementation of Sound Transit's Sustainability Plan (Sound Transit 2019), impacts on energy use from the project would be minimized and, therefore, no mitigation is needed.



4.11 Geology and Soils

4.11.1 Introduction to Resource and Regulatory Requirements

This section discusses the potential long-term as well as short-term geology and soils impacts of the proposed West Seattle Link Extension Project (the project). The analysis includes consideration of topography, geology, soil characteristics, groundwater conditions, and geologic hazards. Additional information, including figures, is provided in Appendix L4.11, Geology and Soils.

Washington state's Growth Management Act (Chapter 36.70A Revised Code of Washington) requires all cities and counties to identify critical areas within their jurisdiction and develop regulations to protect such areas. Among the critical areas designated by the Growth Management Act are geologically hazardous areas, which are defined as areas that, because of their susceptibility to erosion, sliding, earthquake-induced damage, or other geologic events, are not readily suited for development consistent with public health and safety concerns without suitable design measures. The Build Alternatives will pass through the city of Seattle, where the City of Seattle includes geologic hazard areas in its Environmentally Critical Areas ordinance (Seattle Municipal Code Section 25.09). Geologic hazards affect project design and the type of construction methods used for the project and, if not adequately considered during project design, could affect the long-term operations and safety of the light rail system.

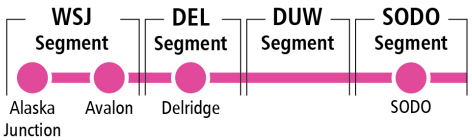
Geology and soil considerations are closely related to groundwater conditions. While this section includes general information on groundwater within the project segments, more detailed information about groundwater along the alternative routes is discussed in Section 4.8, Water Resources. Locations of possible contaminated soils and contaminated groundwater are discussed in Section 4.12, Hazardous Materials.

4.11.2 Affected Environment

Sound Transit assessed geologic units and soil characteristics along each alternative within the study area to establish the affected environment for geology and soils. The study area for geology and soils covers the area within 100 feet of the project limits. The project limits include permanent project improvements and areas needed for project construction. Regional geology was also considered to understand the mechanisms that created the local geology in the study area. Sound Transit assessed geologic units and soil characteristics using maps—including topographic maps, surficial soils maps, geologic maps, and geologic hazard maps—published by the City of Seattle, the United States Department of Agriculture, and United States Geological Survey. Sound Transit also assessed available site-specific geotechnical information for each alternative based on geotechnical explorations conducted for the project and as part of other projects in the study area.

4.11.2.1 Topography and Regional Geology, and Seismicity

The project is in the central portion of the Puget Sound Basin, an elongated, north-south trending depression situated in western Washington between the Olympic Mountain Range to the west and the Cascade Mountain Range to the east. The regional topography consists of a series of north-south trending ridges separated by deep troughs, which are now occupied by streams, lakes, and waterways, including Puget Sound, Elliott Bay, Lake Union, and Lake Washington. Land elevations range from about 15 to approximately 380 feet (North American Vertical Datum of 1988) across the West Seattle Link Extension. Refer to Figure L4.11-1 in Appendix L4.11 for the alignment.



This regional topography was shaped by glaciers as they advanced and receded across the region over 10,000 years ago. As the glaciers—several thousand feet thick in places—melted and receded from the landscape, silt, sand and gravel were deposited by meltwaters (recessional outwash sediments) over very hard or compact soils. The regional topography has been further modified through erosion and landform changes as a result of human development in the area. Geology in the region generally includes recently developed surficial soils (deposited within the last 10,000 years) over a thick sequence of glacially consolidated soils and bedrock (see Figures L4.11-2 to L4.11-5 in Appendix L4.11 for geologic units). Along the Build Alternative alignments, bedrock is generally more than 500 feet below the ground surface.

The region is seismically active—the project vicinity has been subject to earthquakes in the historical and recent past and will undoubtedly experience earthquakes again in the future. Earthquakes in the Puget Sound region result from any one of three sources: the Cascadia subduction zone off the coast of Washington, the deep intraslab subduction zone approximately 20 to 40 miles below the Puget Sound area, or shallow crustal faults. The closest active crustal source is the Seattle Fault Zone, which has a width of roughly 3 to 5 miles and intersects the SODO Segment, the Duwamish Segment, and a portion of the West Seattle Junction Segment. While surface rupture could occur anywhere within the Seattle Fault Zone, it is most likely to occur along an existing fault strand. The closest inferred surface location of a strand within the Seattle Fault Zone is shown on Figures L4.11-7 and L4.11-9 in Appendix L4.11.

4.11.2.2 Site Geology and Groundwater Conditions

Based on the geologic mapping and existing geotechnical reports, the study area is typically underlain by glacially consolidated soils and more recent soils, including unconsolidated recessional outwash, wetland deposits, tidelands, and areas of filled and reclaimed tidelands. Due to the complex glacial stratigraphy in the Seattle area, and its influence on the nature and flow of groundwater, multiple perched groundwater-bearing layers might be encountered. Groundwater is typically found from 5 feet to 120 feet below the ground surface, with the shallowest groundwater in the Duwamish valley. In wetlands, groundwater may be at or near the surface and range to a few feet below ground.

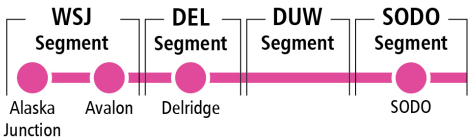
4.11.2.3 Geologic Hazards

Geologic hazard areas include steep slopes and landslide-prone areas, liquefaction-prone areas, peat settlement-prone areas, and seismic and volcanic hazard areas. The City of Seattle defines geologic hazard areas in its Environmentally Critical Areas ordinance (Seattle Municipal Code Section 25.09). Geologic hazard areas in the study area are shown on Figures L4.11-6 through L4.11-9 in Appendix L4.11 and described below.

4.11.2.3.1 Steep Slopes and Landslide-Prone Areas

Landslides can occur as relatively shallow surface debris flows or as relatively deep-seated slope failures. The landslide deposits in the study area generally consist of a disturbed, heterogeneous mixture of one or more soil types and may contain wood and other organics. The consistency of the landslide deposits is loose or soft, with random dense or hard pockets.

Steep slopes hazard areas are slopes greater than 40 percent, with a vertical rise of more than 10 feet. Landslide-prone areas are based on slope, soil types, and evidence of past slide activity.



The areas along the alternatives where landslides have occurred, are likely to occur, or have steep slopes in excess of 40 percent are reflected in the City of Seattle's Environmentally Critical Area mapping and are shown on Figures L4.11-7, L4.11-8, and L4.11-10 through L4.11-12 in Appendix L4.11. These areas are prone to slope failure and considered hazardous; the slopes can become unstable during wet weather, seismic events, and construction activities.

East of the Delridge neighborhood, there are slopes greater than 40 percent in the Pigeon Point area, as well as known and potential landslide hazards on the west, north, and east slopes; these locations are shown on Figures L4.11-7, L4.11-8, L4.11-10, and L4.11-11 in Appendix L4.11. There are also some small, isolated steep slopes between Pigeon Point and State Route 99, south of the West Seattle Bridge.

4.11.2.3.2 Liquefaction-Prone Areas

Liquefaction-prone areas have loose, saturated soils that lose the strength needed to support structures, earth embankments, and slopes during earthquakes.

Many of the shoreline and nearshore areas along Elliott Bay and Puget Sound are composed of historical fill over former Elliott Bay tide flats. These areas are susceptible to liquefaction during a large earthquake. During and following the magnitude 6.8 Nisqually earthquake on February 28, 2001, the region experienced localized building settlements, cracked concrete slabs and walls, and soil liquefaction. Earthquakes in the Puget Sound region with magnitudes of 6 and greater could affect these liquefaction-prone areas.

Liquefaction-prone areas are present in the Delridge valley, the Duwamish valley, and where there is historical fill in the SODO area. The liquefiable soils in the Delridge valley are primarily in the Longfellow Creek area and consist of loose native soil and fill that overlie the glacial soils. In the Duwamish valley, the upper 25 feet to 35 feet consists of loose to medium-dense sand. Interbedded medium-dense to very-dense sand and soft to stiff silt and clay underlie this upper loose to medium-dense sand, down to the stiff glacial soils. The sand deposits in the Duwamish valley could also liquefy under a strong level of ground shaking.

4.11.2.3.3 Peat Settlement-Prone Areas

Peat settlement-prone areas contain substantial deposits of organic-rich soils that are susceptible to settling.

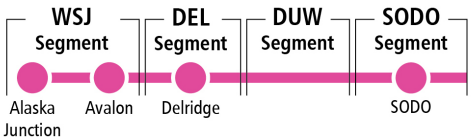
Peat is an accumulation of decaying organic plant material that typically forms in wetland environments and is highly compressible and prone to settlement when loaded by new structures and fill or when the groundwater table is lowered.

City of Seattle Environmentally Critical Area data identify peat settlement-prone areas near the Alaska Junction, between 44th Avenue Southwest and 42nd Avenue Southwest, extending from just north of Southwest Alaska Street to Southwest Edmunds Street (see Figure L4.11-9 in Appendix L4.11) and along 35th Avenue Southwest between Southwest Charleston Street and north of Southwest Manning Street (Figure L4.11-8 in Appendix L4.11). Peat soils were not observed in geotechnical borings drilled for the project in this area.

4.11.2.3.4 Seismic Hazard Areas

Seismic hazard areas include liquefaction-prone areas and areas subject to ground shaking and tsunamis.

The Puget Lowland is in the geologic basin of the Cascadia subduction zone. The tectonics and seismicity of the region are the result of the northeastward subduction of the Juan de Fuca Plate beneath the North American Plate offshore beneath the Pacific Ocean. The nearest potentially active fault to the study area is the east-west trending Seattle Fault Zone, which extends from Bremerton on the west through the Alki peninsula and West Seattle, then passes



beneath Harbor Island and the West Seattle Bridge and continues eastward. The project corridor crosses strands of the Seattle Fault Zone in the SODO, Duwamish, and West Seattle Junction segments (Figures L4.11-7 and L4.11-9). No evidence of fault movement was observed in the available soil boring exploration logs.

Another seismic hazard along the project corridor is the risk of tsunami inundation. Tsunamis are large water waves created from seafloor movement during seismic events. The Duwamish and SODO segments could experience tsunamis during a large regional seismic event.

4.11.2.3.5 Volcanic Hazard Areas

While ashfall from any of the five Cascade volcanoes in Washington could pose statewide risks, Mount Rainier poses the most substantial threat to Seattle in the form of lahars and post-lahar sedimentation. Lahars from Mount Rainier have buried the Kent valley, but there is no evidence that a lahar has reached Seattle in the past 10,000 years. It is possible for a lahar to reach Seattle along the Duwamish Waterway (also known as the Duwamish River), but it would be extremely unlikely (Sound Transit 2020).

Volcanic hazard areas are subject to inundation by lahars (mudflows and debris flows that originate from the slopes of a volcano) or flooding resulting from volcanic activity on Mount Rainier.

Post-lahar sedimentation occurs after a lahar, when rivers are choked with debris and mud, which blocks the normal drainage channels and causes increased flooding and progressive burial by remobilized sediment. Sediment deposition is exacerbated by rainstorms that transport loose materials from the lahar down the drainage channel. Recent studies have revealed extensive layers of sandy sediment from Mount Rainier that extend along the Green River and Duwamish River valleys to the mouth of the Duwamish Waterway at Harbor Island (Driedger and Scott 2008).

4.11.3 Environmental Impacts of the No Build Alternative

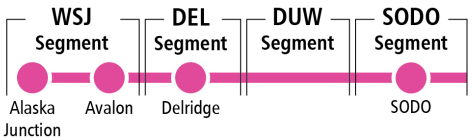
Under the No Build Alternative, the existing geology and soils environment in the study area would remain unchanged. The existing risk from seismic hazards would still exist. New development would continue to take place in existing steep slope, erosion, and seismic hazard areas as allowed by City code.

4.11.4 Environmental Impacts of the Build Alternatives during Operation

4.11.4.1 Impacts Common to All Alternatives

4.11.4.1.1 Slope Stability, Retaining Structures, and Landslides

Earth slopes and retaining wall structures could be a hazard if not permanently stabilized. Earth slopes include existing slopes, slopes that could be steepened as part of the project, and slopes for embankment fills needed to support the light rail alignment. Slope instability could result in damage to structures in the path of moving soil or in a loss of the soil's supporting capacity for structures on or near the slope. The risk of inadequate slope stability would be greater if a large seismic event occurred. See Figures L4.11-7 through L4.11-12 in Appendix L4.11 for locations of potential or known landslide hazard areas and steep slopes.



Steep slopes are within the Duwamish, Delridge, and West Seattle Junction segments. With the exception of the Delridge Segment, ground slope conditions are generally stable in most areas along the Build Alternatives alignments. Land clearing in steep slope areas could increase soil erosion, but Sound Transit would implement erosion-control management practices to reduce hazards and keep the overall risk low. Sound Transit would use measures such as slope stabilization or retaining walls to stabilize the areas of potential risk. Some structures could require permanent soil anchors or tiebacks that extend underground onto adjacent properties.

4.11.4.1.2 Seismic Hazard

The primary seismic hazard is ground shaking caused by a seismic event. Potential impacts are listed following:

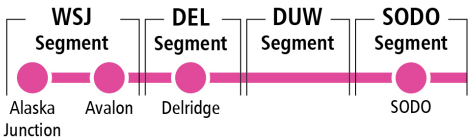
- Seismic ground shaking during light rail operation would be transmitted to the guideway structures supporting the light rail system.
- If the project is built on sloping ground, the shaking could result in permanent movement of the ground and supported facilities.
- Seismic ground shaking could also lead to liquefaction of loose, saturated soils with related co-seismic effects, such as:
  - Lateral spreading and flow on relatively gently sloping ground
  - Displacement of structures and embankments from loss of bearing support
  - Settlement from densification of loose soils
  - Increased risk of unstable earth slopes
  - Increased earth pressures on retaining walls or guideway columns supporting elevated guideways

Although these impacts would pose a risk to light rail facilities and users, Sound Transit would minimize the risk by designing the elevated, at-grade, and below-grade light rail support systems and retaining structures to withstand the effects of seismic ground shaking. Ground improvements in liquefaction-prone soils could include the following:

- Installing stone guideway columns, which are vertical columns of stone compacted in the ground on 5- to 10-foot spacing to stabilize the soil
- Jet grouting, where specialized drilling equipment working from the ground surface uses high pressure air or water to mix cement grout in the ground forming a cement-stabilized guideway column or wall
- Deep soil mixing, which uses specialized drilling equipment working from the ground surface to mix grout into existing soil, thereby binding the soil into a cement-stabilized mass

4.11.4.1.3 Groundwater

Groundwater depths throughout the project corridor range from approximately 5 feet to 120 feet below the ground surface. Retaining structures (such as walls) and subsurface structures (such as tunnels) can affect or be affected by local groundwater movement and seepage. Retaining structures could block or redirect groundwater. Retaining structures and subsurface structures could also change shallow or perched groundwater flow directions. During design, Sound Transit would consider groundwater conditions and provide appropriate means of drainage for controlling groundwater.



4.11.4.1.4 Settlement and New Earth Fills

Retained fills would be used in some areas where the project facilities would be above the existing grade to transition between profiles. The fill would cause increased loads on the existing soil, which would result in settling of soft compressible soil. Loads at foundations for stations and guideway structures could also have this effect. Without implementation of appropriate design measures, this settlement could damage light rail structures and nearby structures, roadways, and utilities.

The overall risk of settlement for all Build Alternatives is low in the West Seattle Junction Segment, which is underlain by glacially consolidated soils and is not expected to experience settlement because these soils have already been loaded with much higher pressures from glaciers. There would be greater potential for settlement in the SODO, Duwamish, and Delridge segments, where compressible soils are present. The project design would incorporate measures to improve the soils or offset the effects of the compressible soil where the potential for settlement is identified. These measures could include use of piled foundations, use of prefabricated (wick) drains with preloading and surcharging to reduce settlement and increase strength, or use of lightweight fills to limit settlement. Alternately, some structures could be designed to allow tolerances for anticipated settlement.

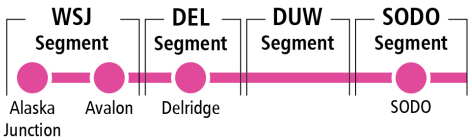
4.11.4.2 SODO Segment

All of the West Seattle Link Extension SODO Segment alternatives would be in liquefaction-prone soils. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would be almost entirely at-grade and are not expected to require ground improvements for light rail or the Lander Street overpass. Alternative SODO-2 would require ground improvements around guideway columns for stability or strengthened foundations in the liquefaction-prone soils.

4.11.4.3 Duwamish Segment

Similar to the SODO Segment, all Duwamish Segment alternatives, including connections to the Operations and Maintenance Facility Central, would pass through liquefaction-prone soils and therefore ground improvements or strengthened foundations would be needed in these areas. Option DUW-1b would have the longest length of guideway in liquefaction-prone soils. Ground improvements could include stone guideway columns, jet grouting, or deep soil mixing around guideway column foundations or other methods as determined during final design.

Preferred Alternative DUW-1a would be on the north side of Pigeon Point, which is a landslide-prone area of steep, 40 percent or greater slopes with a history of slides. In combination with shallow groundwater, if encountered, steep slopes along Pigeon Point could be susceptible to slope instability. Permanent slope stabilization could include retaining walls, soil nails, and erosion mats. Depending on which alternative in the Delridge Segment Preferred Alternative DUW-1a would connect to, the methods used for slope stabilization may be different because the guideway could be elevated or retained fill in this area. Option DUW-1b would have the same considerations but a greater length of guideway in steep slope areas. Alternative DUW-2 would avoid these steep slopes on the north side of Pigeon Point.



4.11.4.4 Delridge Segment

Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would be constructed along or west of Delridge Way Southwest and therefore avoid the steep slopes on the east side of Delridge Way Southwest. Alternatives DEL-3 and DEL-4 would have station access elements on the east side of Delridge Way Southwest and require permanent slope stabilization measures on a steep slope with known slides. These measures would be similar to those used in the Duwamish Segment and would prevent future slides from emanating from the disturbed areas.

All Delridge Segment alternatives would also travel through liquefaction-prone areas associated with Longfellow Creek. Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would span most of this area but could have guideway columns in liquefaction-prone soils that would require ground improvements or strengthened foundations. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would have a longer length of guideway in liquefaction-prone soils in the Delridge Segment and likely have more foundations-supporting guideway columns requiring ground improvements.

4.11.4.5 West Seattle Junction Segment

All West Seattle Junction Segment alternatives would avoid major geologic hazard areas. While some deposits of peat are identified along California Avenue Southwest at Southwest Alaska Street in the City of Seattle's Environmentally Critical Area maps, these deposits appear to be far enough away from the project alignments to not pose a design, construction, or operational issue.

Bored and/or sequential excavation mined tunnels would generally pass through or be within layers of water-bearing soils. Construction of shafts from the surface for station access and ancillary facilities, such as vents, would excavate through layers of water-bearing soils. Sound Transit would provide waterproofing gaskets in bored tunnel lining, and sequential excavation mined tunnels and shafts would be lined with waterproofing membrane to minimize groundwater seepage into the facilities and to avoid permanent drawdown of groundwater levels.

Disposal of any groundwater seepage is discussed in Section 4.8. No special geologic considerations are expected in this area beyond those discussed in Section 4.11.4.1, Impacts Common to All Alternatives.

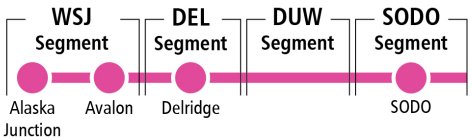
4.11.5 Environmental Impacts of the Build Alternatives during Construction

Construction activities have the potential to cause short-term geology- and soils-related impacts on the environment.

4.11.5.1 Slope Instability Hazard

Sound Transit would conduct detailed slope stability evaluations during design and, where appropriate, develop and use slope stabilization methods during construction. Earthworks would be designed, and specifications prepared, to avoid creating unstable conditions that could cause slope instability. Methods that could help minimize slope stability hazards include, but are not limited to, the following:

- Use retaining structures with catchment for landslide debris
- Use onsite slope reinforcement, such as soil nailing or tieback anchors



4.11.5.2 Erosion Hazards

Clearing vegetation, placing fill, and removing, grading, or stockpiling spoils during construction allow rainfall and runoff to erode soil particles. The risk of erosion and how severe the erosion would be is a function of the area of exposed soil, rainfall intensity and duration, soil characteristics, and the volume and configuration of soils stockpiled. Best management practices that could help minimize erosion hazards include, but are not limited to, the following:

- Maintaining as much vegetation as possible and designing surface water runoff systems
- Installing silt fences downslope of all exposed soil and using straw, mulch, or plastic covering over exposed earth
- Using temporary erosion-control blankets and mulching to minimize erosion prior to vegetation establishment

4.11.5.3 Groundwater

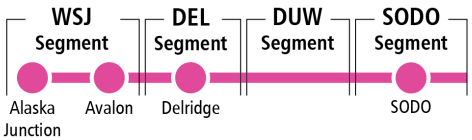
Light rail facilities would create new loads and potentially affect groundwater conditions along the alternatives. Retaining structures can affect or be affected by local groundwater movement and seepage. During design of the retaining structures, Sound Transit would consider groundwater conditions and provide appropriate means of drainage for controlling groundwater both during construction and in the permanent condition. Dewatering could also cause settlement, as described in the following section.

4.11.5.4 Settlement

Retaining walls would be used to retain fills to meet track grade requirements. Sound Transit would use standard retaining wall construction techniques and compaction of the retained fill to avoid or minimize settlement impacts behind the wall from new earth loads. Where unsuitable soils exist close to the ground surface, they could be removed and replaced with compacted gravel. Pile foundations could be used where soft soils extend to greater depths.

The West Seattle Junction Segment tunnel alternatives (Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6) have potential for settlement of the ground above or adjacent to tunneling work. Removal of excess soil for tunnels could create voids or loose zones in the soil that could progressively migrate upward. This could result in settlement and damage to adjacent facilities such as roadways, utilities, and buildings from loss of foundation bearing support. Loss of ground is most often encountered in poorly graded sands and gravels below groundwater. Settlement above tunnels could also occur from volume loss, which is when the amount of excavated soil is in excess of the calculated geometry of the tunnel. If a greater volume of material is excavated than is displaced by the tunnel, then this material was lost from around the tunnel, which could cause settlement. Volume loss would be minimized by using appropriate tunnel boring machine operation and ground improvement methods such as grouting. Supplemental ground support could be used to support nearby buildings as needed. A settlement monitoring program would be implemented to warn of any settlements exceeding pre-established settlement criteria.

Where groundwater is present, sequential excavation mining and excavation from the surface for these tunnel alternatives could require localized dewatering, which has the potential to result in subsidence or settlement in soft or loose soils. Where soil is settlement-prone, Sound Transit could implement measures to avoid and minimize it. Temporary ground freezing might also be needed where cross passages between tunnels would be constructed.



4.11.5.5 Seismic Hazards

An earthquake could occur during project construction and cause embankment slope failures, liquefaction, or ground settlement. The risk of seismic hazards to construction is considered low because there is a low probability that an earthquake would occur during the construction period.

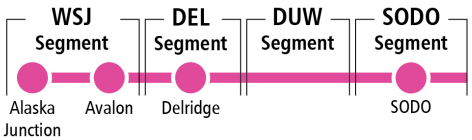
If a large earthquake were to occur, the major risk would be to the ongoing construction activities. Work schedules would likely be delayed as efforts are made to repair damaged components of the work. Utilities or nearby structures could also experience some disruption from the damage to exposed cuts or fills. If needed, ground improvements could be used to stabilize liquefaction-prone soils.

4.11.6 Indirect Impacts of the Build Alternatives

Indirect impacts from the West Seattle Link Extension could result from permanent soil anchors or tiebacks that would be used in retaining wall structures. These wall support systems could restrict the type of excavation feasible for the future developments within the anchor zones.

4.11.7 Mitigation Measures

With appropriate use of engineering design standards and best management practices as described above, no adverse geological or soils impacts are expected. Therefore, no mitigation is needed.



4.12 Hazardous Materials

4.12.1 Introduction to Resource and Regulatory Requirements

This section discusses the West Seattle Link Extension Project (the project) alternatives' potential to encounter hazardous materials or to introduce new sources of hazardous materials contamination that could pose risks to human health and the environment along with potential mitigation measures. Applicable laws and regulations related to hazardous materials are listed in Appendix L4.12, Hazardous Materials.

4.12.2 Affected Environment

The study area for hazardous materials extends 1/8 mile from either side of the project limits and the area used for construction. The project limits include permanent project improvements and areas needed for project construction.

Sound Transit acquired information about sites with known contamination or potential contamination within the study area, as well as relevant historical conditions within the study area from several sources that are listed in Appendix L4.12. Based on the information collected and reviewed, Sound Transit categorized sites into three risk categories (high, medium, and low) to prioritize sites and determine the need for avoidance, remediation, or mitigation when considering project impacts. The risk levels are defined as follows:

- **High** – Sites that involve substantial contamination of large areas, including soil and groundwater, and multiple contaminants. High-risk sites might represent a higher risk of further releases of hazardous materials to people or the environment or would be likely to involve high levels of regulatory approvals, extensive or lengthy remediation activities that may create other impacts to the environment, or could pose major delays to the development of the project.
- **Medium** – Sites where the nature of potential contamination is known based on existing investigation data, the potential contaminants are not extremely toxic or difficult to treat, and probable remediation approaches are straightforward.
- **Low** – Sites where the nature of potential contamination is known based on existing investigation data and the sites are not expected to have notable impacts on the project due to their location, or sites where hazardous materials were used but had no or only very small reported releases.

In contrast to sites that fell into one of these three designations, sites that were considered minimal risk were not reviewed or further counted. Minimal-risk sites include sites that had regulatory interactions not related to the potential release of hazardous materials to soil or groundwater (i.e., permitted air emissions) or sites with a small one-time spill that was reported as cleaned up.

In addition to the high-, medium-, or low-risk designation, sites were further split into two categories: (1) sites with documented release and (2) sites with potential release. Table L4.12-1 in Appendix L4.12 provides a complete list of hazardous materials sites identified in the study area.

Tables 4.12-1 through 4.12-4 list the number of sites in the study area by risk category for each alternative. The high-risk sites are discussed in more detail in Sections 4.12.4, Environmental Impacts of the Build Alternatives during Operation, and 4.12.5, Environmental Impacts of the Build Alternatives during Construction, and in Appendix L4.12.

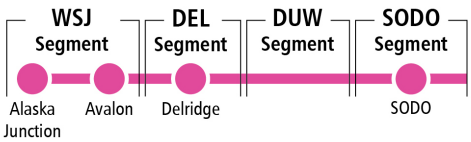


Table 4.12-1. Number of Hazardous Materials Sites by Alternative – SODO Segment

SODO Segment Alternative	High-Risk Sites	Medium-Risk Sites	Low-Risk Sites
Preferred At-Grade Lander Access Station Option (SODO-1c)	**1**	**16**	**42**
At-Grade Alternative (SODO-1a)	1	16	43
At-Grade South Station Option (SODO-1b)	1	14	37
Mixed Profile Alternative (SODO-2)	1	14	36

Table 4.12-2. Number of Hazardous Materials Sites by Alternative – Duwamish Segment

Duwamish Segment Alternative	High-Risk Sites	Medium-Risk Sites	Low-Risk Sites
Preferred South Crossing Alternative (DUW-1a)	**6[a]**	**32 to 34**	**70 to 74**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	6[a]	33	74
North Crossing Alternative (DUW-2)	7[a]	37	88

Notes:

Ranges reflect differences from connecting to different alternatives in adjacent segments.

Number of sites does not include Harbor Island or the Lower Duwamish Waterway Superfund sites.

[a] One high-risk site is partially within the Duwamish Segment but is counted within impacts for the Delridge Segment in Table 4.12-3.

Table 4.12-3. Number of Hazardous Materials Sites by Alternative – Delridge Segment

Delridge Segment Alternative	High-Risk Sites	Medium-Risk Sites	Low-Risk Sites
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**1**	**3**	**10**
Dakota Street Station Alternative (DEL-1a)	1	1	8
Dakota Street Station North Alignment Option (DEL-1b)	1	1	8
Preferred Dakota Street Station Lower Height Alternative (DEL-2a)	1	1	10
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	1	1	10
Delridge Way Station Alternative (DEL-3)	1	1	8
Delridge Way Station Lower Height Alternative (DEL-4)	1	1	8
Andover Street Station Alternative (DEL-5)	1	3	10
Andover Street Station Lower Height Alternative (DEL-6a)	1	3	11
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	1	3	10

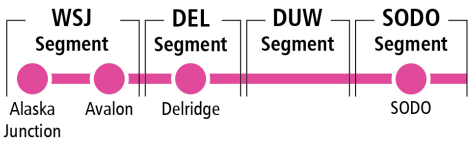


Table 4.12-4. Number of Hazardous Materials Sites by Alternative – West Seattle Junction Segment

West Seattle Junction Segment Alternative	High-Risk Sites	Medium-Risk Sites	Low-Risk Sites
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**2**	**14**	**73**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	2	19	82
Elevated Fauntleroy Way Station Alternative (WSJ-2)	2	14	53
Tunnel 41st Avenue Station Alternative (WSJ-3a)	2	14 to 16	70
Tunnel 42nd Avenue Station Option (WSJ-3b)	1	16	76
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	2	18	77
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	2	14	69
No Avalon Station Tunnel Alternative (WSJ-6)	1	7	43

Note: Ranges reflect differences from connecting to different alternatives in adjacent segments.

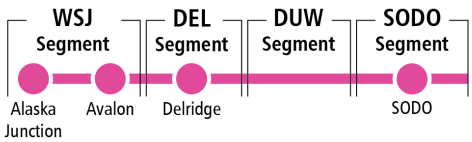
4.12.2.1 Historical and Current Uses

Prior to the 1900s, the area encompassing the present-day SODO and Duwamish segments consisted of tide flats. The areas were filled in the early 1900s with unknown fill material, including an informal landfill site along 6th Avenue South (Sixth Avenue South Landfill). Both of these segment areas were historically used for industrial and manufacturing activities and are currently zoned for industrial use. Historical and current uses within both segment areas include railyards, shipping and cargo facilities, sawmills, metal foundries, and metal works.

The study area for all West Seattle Link Extension Build Alternatives is within the Tacoma smelter plume. The Asarco Company operated a copper smelter in Tacoma from 1890 to 1985, and air pollution from the smelter resulted in elevated arsenic, lead, and other heavy metals in surface soil throughout the Puget Sound area. Based on regional data, the Delridge, Duwamish, and SODO segments have estimated arsenic concentrations below 20 parts per million, which is the level considered as protective of both human health and the environment under the Washington State Model Toxics Control Act. The West Seattle Junction Segment has estimated arsenic concentrations between 20 and 40 parts per million, which is above the 20 parts per million concentration considered as protective of human health and the environment by Washington State Department of Ecology (Ecology) (Ecology 2019). Within the study area, there are no Ecology actions planned for mitigating the arsenic contamination from Asarco. If concentrations in soil above 20 parts per million are encountered, soil will need to be handled in accordance with applicable rules and regulations.

4.12.2.2 Superfund Sites

There are two Superfund sites with ongoing cleanups that overlap within the project limits in the Duwamish Segment: Harbor Island and the Lower Duwamish Waterway. Pollutants at the Harbor Island Superfund Site include polychlorinated biphenyls, arsenic, carcinogenic polycyclic aromatic hydrocarbon, tributyltin, and mercury in soil or groundwater, as well as sediment impacts within the Duwamish Waterway (East Waterway). Cleanup is complete at five of the six operable units, and contaminants within these five complete operable units are below the cleanup values set by the United States Environmental Protection Agency. The Proposed Plan for cleanup at the sixth operable unit, the East Waterway, was published in April 2023. The preferred alternative described in the Proposed Plan includes a mix of dredging, capping, enhanced natural recovery, in-situ treatment, and monitored natural recovery across the East Waterway (United States Environmental Protection Agency 2023).



The Lower Duwamish Waterway Superfund Site, which is south of the Duwamish Segment, has sediments impacted by polychlorinated biphenyls, arsenic, carcinogenic polycyclic aromatic hydrocarbon, as well as dioxins and furans. Cleanup has been completed or is ongoing at five Early Action Areas identified in the Record of Decision. Cleanup of the waterway is expected to begin in 2025 and will include a mix of dredging, capping, enhanced natural recovery, monitored natural recovery, institutional controls, and long-term monitoring (United States Environmental Protection Agency 2014).

Additional details on the status of the Superfund sites is provided in Appendix L4.12 and Section 4.12.4.3, Duwamish Segment.

4.12.2.3 Abandoned Landfills

Development on abandoned landfills is subject to Seattle-King County Health Department requirements, as described in the Seattle Municipal Code. Abandoned landfills may generate landfill gas, which is caused by decomposition of organic material and is composed mainly of methane gas.

The Sixth Avenue South Landfill was an informal disposal area between South Forest Street and South Charlestown Street along 6th Avenue South (Seattle-King County Department of Public Health 1984). This site is present under and in the vicinity of the Operations and Maintenance Facility Central; however, it is not a high-risk site and therefore is not discussed further in this section.

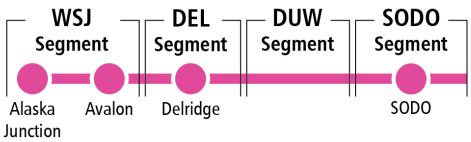
The West Seattle Landfill is outside of the Duwamish Segment study area but within 1,000 feet of the Duwamish Segment study area. This landfill is considered an environmentally critical area due to the potential presence of methane because areas within 1,000 feet of methane-producing landfills might be susceptible to accumulation of hazardous levels of methane gas in enclosed spaces.

4.12.2.4 Transportation-Related Uses

Transportation-related land uses in the West Seattle Link Extension study area that could contain contamination include the Port of Seattle terminals on Harbor Island, Union Pacific Railroad's Argo Yard between East Marginal Way South and Interstate 5, and BNSF Railway's International Gateway Intermodal Facility west of SODO.

4.12.3 Environmental Impacts of the No Build Alternative

The No Build Alternative would not introduce the potential for release of contaminants during construction but would also not provide removal or cleanup of potentially hazardous materials, including contaminated groundwater or soil, within the study area. Contaminated properties would remain in their current state, and the potential for uncontrolled migration of existing contaminants could continue.



4.12.4 Environmental Impacts of the Build Alternatives during Operation

4.12.4.1 Impacts Common to All Alternatives

This section discusses the potential long-term operational impacts the Build Alternatives could have on known contaminated sites and the potential impacts that the contaminated sites could have on project development. Potential impacts would likely be restricted to the areas immediately adjacent to the alternatives. The likelihood of impacts from the normal long-term operation and maintenance activities are low. Because the light rail trains operate on electricity, major spills are unlikely. However, minor hazardous materials releases could result during maintenance activities because hazardous materials, including lubricants, solvents, hydraulic fluids, or other chemicals, could be used at the maintenance facilities or during track maintenance. Light rail vehicles would be serviced at the existing Operations and Maintenance Facility Central in the Duwamish Segment. Sound Transit would manage generated hazardous waste according to applicable regulatory requirements.

High-risk sites in the SODO, Duwamish, Delridge, and West Seattle Junction segments are mapped on Figures 4.12-1 through 4.12-4. Contaminated sites affected by the project would be addressed before and during project construction, as discussed in Section 4.12.5. However, long-term operational impacts could occur if Sound Transit acquires properties that are a source of contamination, possibly requiring ongoing cleanup responsibility. Long-term monitoring or other protective measures or restrictions could be required.

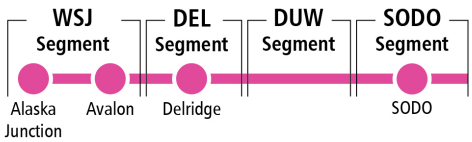
4.12.4.2 SODO Segment

The SODO Segment has one high-risk site in the study area at 2411 6th Avenue South, as shown on Figure 4.12-1. There are no properties proposed for acquisition where long-term operational impacts are a concern in the SODO Segment.

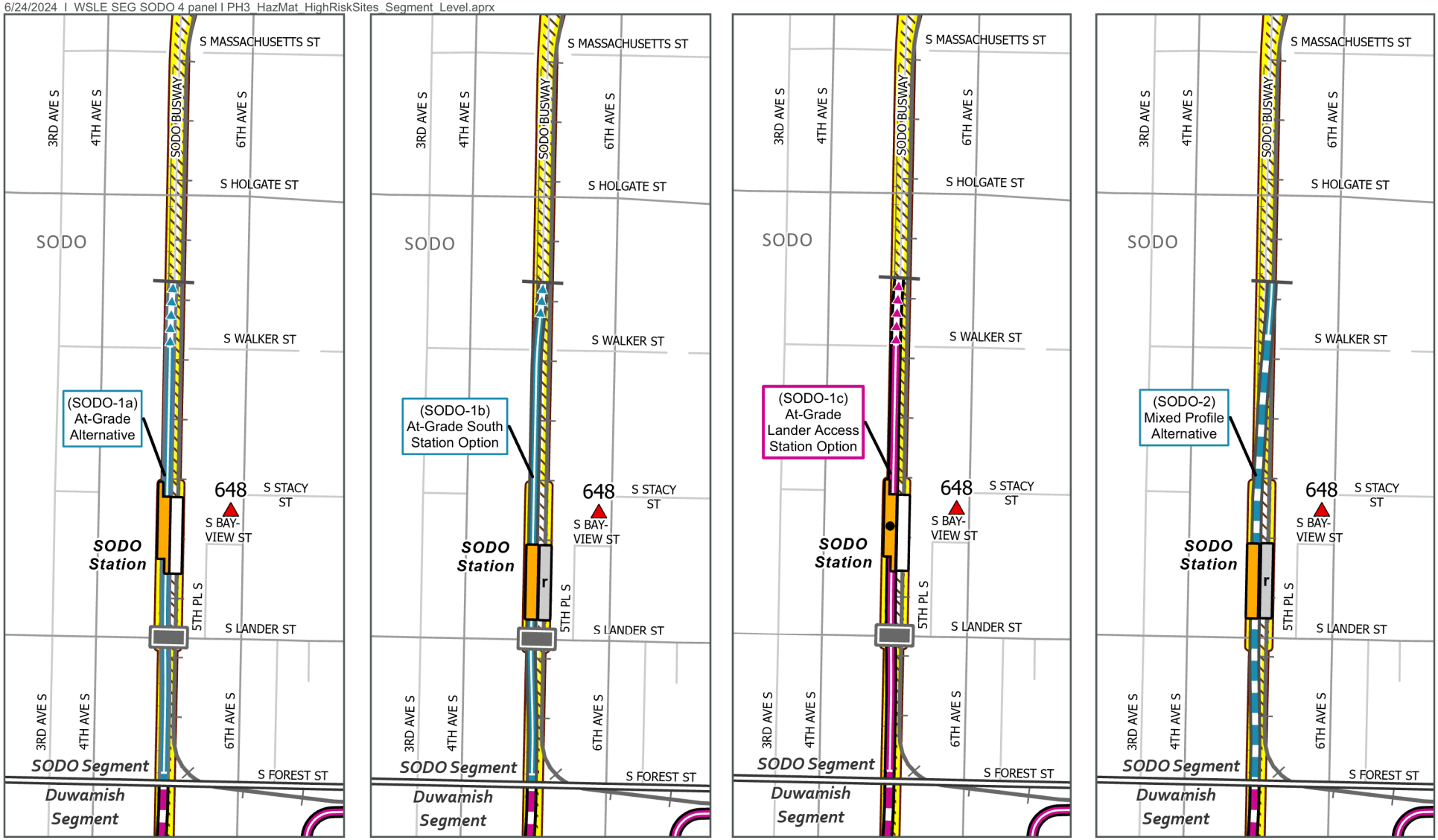
4.12.4.3 Duwamish Segment

High-risk hazardous material sites in the Duwamish Segment are shown on Figure 4.12-2. The two Superfund sites described above in Section 4.12.2.2, Superfund Sites, could require protective measures and restrictions. All Duwamish Segment alternatives would be within the Harbor Island Superfund Site, and all alternatives are close to the Lower Duwamish Waterway Superfund Site. Sound Transit would coordinate with the United States Environmental Protection Agency and Ecology on any potential protective measures or restrictions that might be required for the project during operation.

Nucor Steel (formerly Seattle Steel) (Map Identification Number [I.D.] 805) is a steel plant that has operated at its current location since 1905 and also had facilities on some adjacent properties that have since been redeveloped with other uses. A variety of contamination has been confirmed at one or more of these properties, including polychlorinated biphenyls, polycyclic aromatic hydrocarbons, metals, and solvents. This site would be affected with Alternative DUW-2. Preferred Alternative DUW-1a and Option DUW-1b would affect this property when connecting to Preferred Option DEL-6b, Alternatives DEL-5, DEL-6a, and DEL-7. The site could require remediation or long-term monitoring during project operation.



6/24/2024 I WSLE SEG SODO 4 panel I PH3_HazMat_HighRiskSites_Segment_Level.aprx



Source: City of Seattle, King County, U.S. Environmental Protection Agency, Environmental Data Resources Inc., Ecology (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

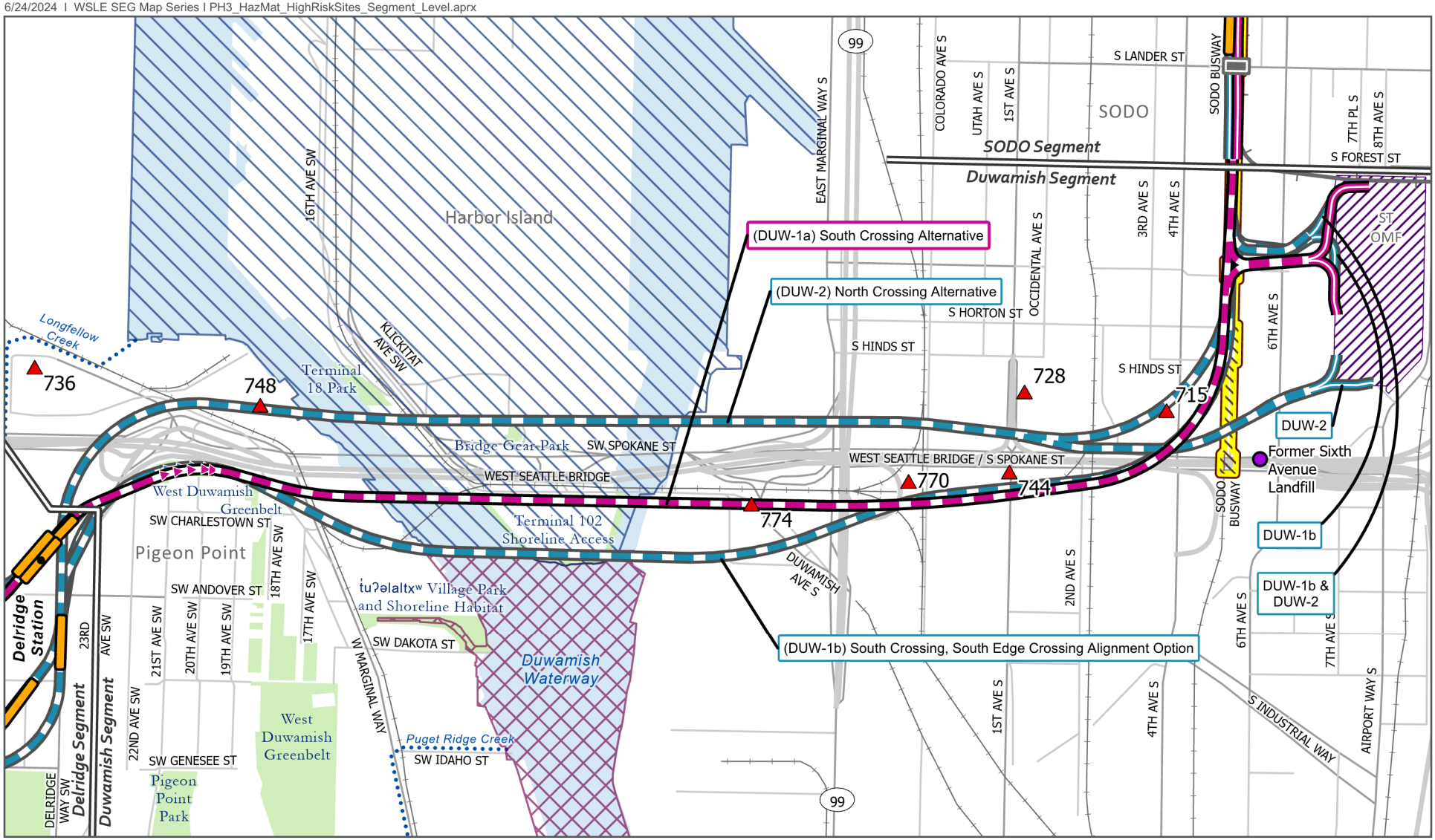
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- High-Risk Hazardous Material Site

FIGURE 4.12-1
High-Risk Hazardous Material Sites
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County, U.S. Environmental Protection Agency, Environmental Data Resources Inc., Ecology (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- High-Risk Hazardous Material Site
- Abandoned Landfill
- Harbor Island Superfund Site
- Lower Duwamish Waterway Superfund Site

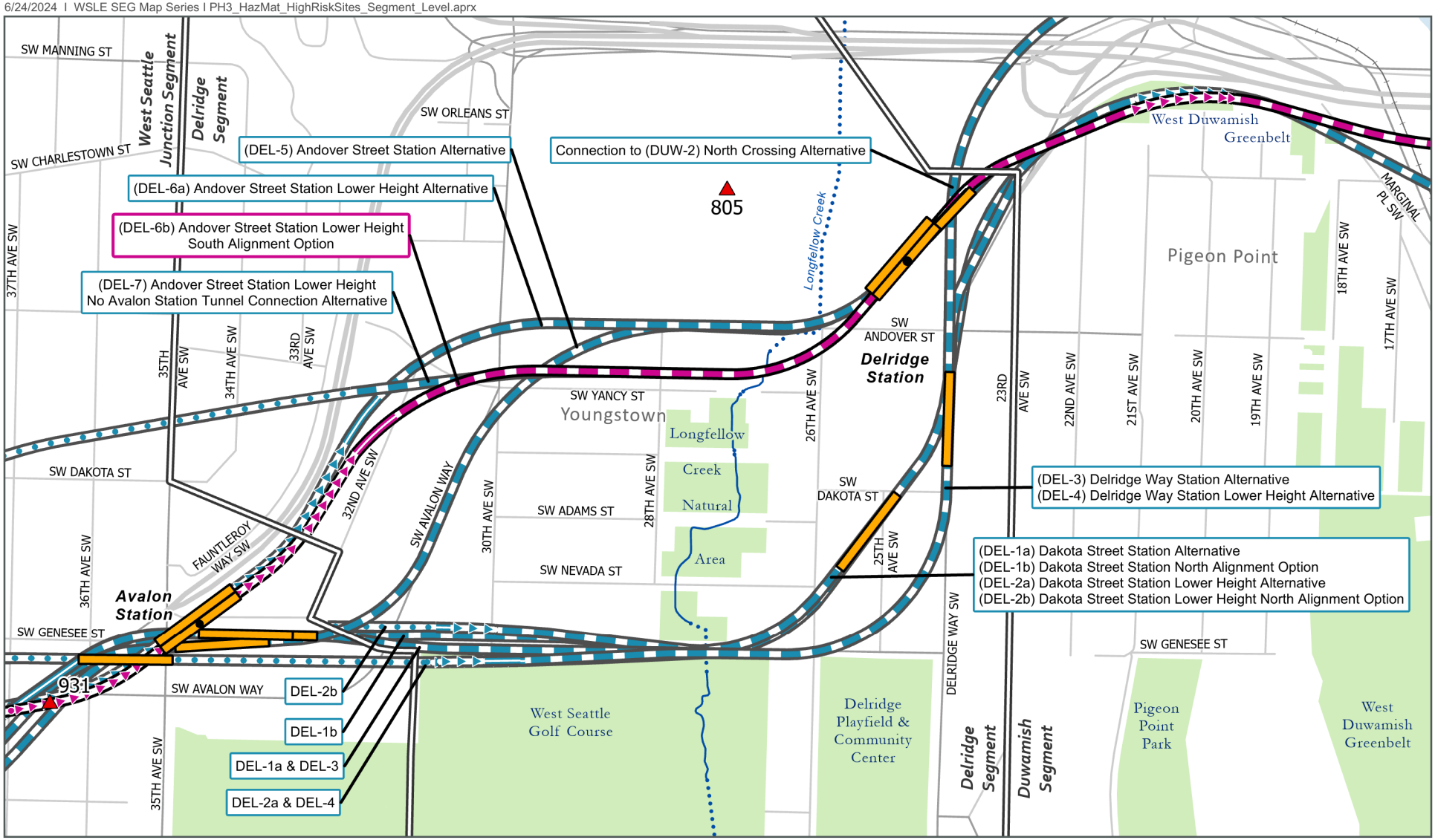
Note: Boundary between Superfund sites is approximate.

0 500 1,000 Feet

N

FIGURE 4.12-2
High-Risk Hazardous Material Sites
Duwamish Segment

West Seattle Link Extension



Source: City of Seattle, King County, U.S. Environmental Protection Agency, Environmental Data Resources Inc., Ecology (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

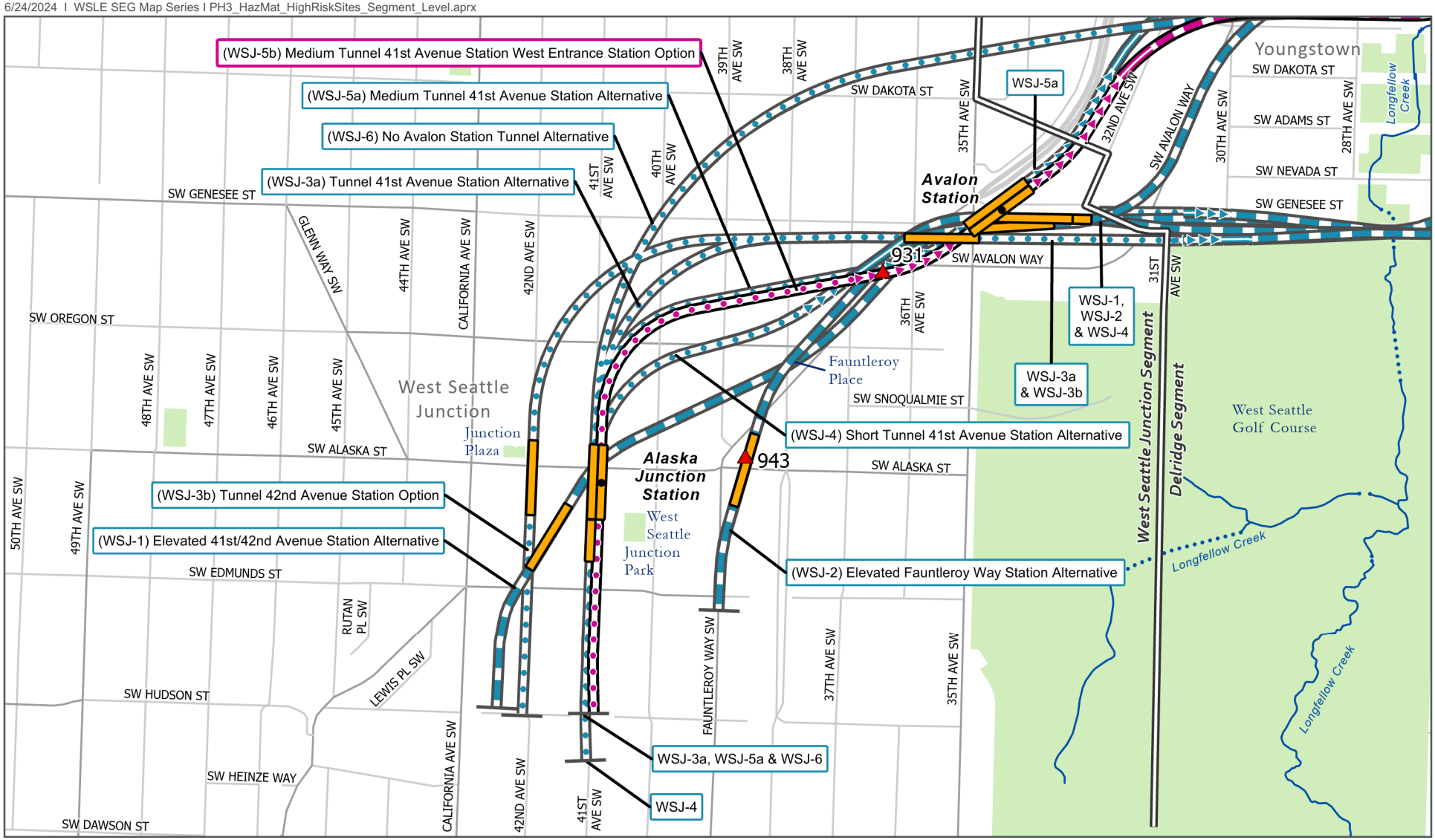
Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- High-Risk Hazardous Material Site

FIGURE 4.12-3
High-Risk Hazardous Material Sites
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County, U.S. Environmental Protection Agency, Environmental Data Resources Inc., Ecology (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park
- High-Risk Hazardous Material Site

FIGURE 4.12-4
High-Risk Hazardous Material Sites
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

4.12.4.4 Delridge Segment

The high-risk hazardous material site in the Delridge Segment is shown on Figure 4.12-3. This site would be affected and include partial acquisition for Preferred Option DEL-6b, Alternatives DEL-5, DEL-6a, and DEL-7, although a small portion of the affected property would be in the Duwamish Segment. As described above in the Duwamish Segment, the site could require remediation or long-term monitoring during project operation.

4.12.4.5 West Seattle Junction Segment

High-risk hazardous material sites in the West Seattle Junction Segment are shown on Figure 4.12-4. Long-term, ongoing groundwater monitoring is currently occurring at the high-risk site Conoco Philips 30124 (Map I.D. 943), an active gasoline service station with an ongoing remediation system in operation, due to the presence of petroleum and the potential presence of tetrachloroethylene and trichloroethylene in the soil or groundwater, as discussed in Appendix L4.12. This site would be directly affected by Alternative WSJ-2 and could require remediation or long-term monitoring during operation.

4.12.5 Environmental Impacts of the Build Alternatives during Construction

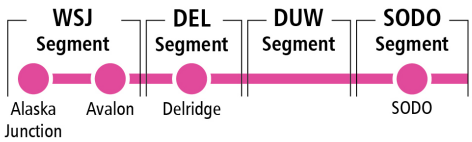
The following discussion identifies high-risk sites within each segment study area. Potential impacts would likely be restricted to the areas immediately adjacent to the alternatives. Additional detail on high-risk sites is provided in Appendix L4.12.

4.12.5.1 Impacts Common to All Alternatives

Potential construction impacts could result from existing soil or groundwater contamination encountered during construction activities.

Contamination may be found on or adjacent to known contaminated sites or within rights-of-way and utility corridors. Construction methods for each alternative would influence the potential impacts during construction, with bored or mined tunnel construction less likely to encounter contaminated soil or groundwater than excavation and construction activities from or at the ground surface. Construction impacts could include the following:

- Grading or excavation activities could uncover contamination, thus allowing direct exposure to workers or the public.
- Grading or excavation activities could generate contaminated soil that would need treatment and proper disposal.
- Existing contamination could spread as the result of construction activities, such as dewatering, which might mobilize contamination.
- If contamination is present, dewatering during construction could generate contaminated groundwater that would need treatment and proper disposal.
- Construction activities could discover contamination that was otherwise unknown.
- Construction activities could encounter previously unknown underground or above-ground storage tanks containing hazardous materials that would require special disposal.



- Construction activities could encounter pole-mounted electrical transformers, which might contain polychlorinated biphenyl-contaminated transformer oil and require special disposal.
- Demolishing, removing, and disposing of existing structures could release hazardous materials, such as asbestos or lead. Asbestos was once commonly used in building construction and is most dangerous when crushed, broken, or otherwise disturbed. Lead was historically often found in lead pipes or in lead-based paint.
- Construction activities could encounter materials that require special disposal, such as creosote- or arsenic-treated wood, railroad ties, telephone poles, and marine or building piles.
- Construction activities could result in a spill or accidental releases of hazardous materials, such as lubricants or fuels from heavy equipment.

Construction activities could also encounter contaminated materials that require special handling or disposal along former and historical railway corridors. Historically, railroads often used chemicals, such as metals, pesticides, or petroleum products, during normal railroad operations along the railroad tracks. In particular, arsenic is common in soil along railroad corridors from arsenic weed-control sprays, arsenic slag in bed fill, or arsenic-treated railroad ties. Petroleum impacts are also likely along the tracks from spilled lubricating oils or fuels used by trains.

During construction activities, contaminated soil could also be encountered in areas with artificial fill material. The SODO and Duwamish segments are in areas where substantial volumes of artificial fill were imported to raise the ground surface level. The source material for artificial fill is usually unknown and might contain debris or elevated levels of metals, polycyclic aromatic hydrocarbons, or petroleum products that could require special handling and disposal.

Sound Transit would minimize construction impacts by avoiding known contaminated sites or portions of sites when possible. However, the study area might have other constraints, such as physical, environmental, or topographic impacts that would make avoidance infeasible. Sound Transit would perform environmental due diligence for properties along the corridor before acquisition to avoid or minimize impacts from contaminated sites. Environmental due diligence would include the completion of a Phase I Environmental Site Assessment for properties that would be acquired or that represent a substantial risk to the project during construction activities. A subsequent Phase II Environmental Site Assessment might be necessary for sites where contamination has been identified or is suspected.

As part of the project, Sound Transit would adhere to local, state, and federal regulations and implement applicable best management practices, which include construction stormwater pollution prevention plans, spill control and prevention plans, contaminated media management plans, and health and safety plans. These plans establish protocols for handling hazardous materials to ensure compliance with local, state, and federal standards while minimizing impacts to the project.

The following discussion identifies high-risk sites within each segment study area. Potential impacts would likely be restricted to the areas immediately adjacent to the alternatives.

4.12.5.2 SODO Segment

Table 4.12-5 identifies the high-risk site within the SODO Segment study area by alternative.

The SODO Segment is currently zoned for industrial and manufacturing use and has a long history of industrial activities. The area is also underlain by artificial fill. Contaminated soil and groundwater could be encountered within the SODO Segment as a result of contaminated fill material or past industrial use.

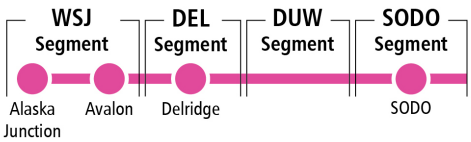


Table 4.12-5. Potential High-Risk Sites Affected by Alternative – SODO Segment

Site Name (Map I.D.)	Potential Impact	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
Industrial Plating (#648)	Encounter soil and groundwater impacted by trichloroethylene.	**Affected**	**Affected**	**Affected**	**Affected**
Total Sites Affected	**Not Applicable**	**1**	**1**	**1**	**1**

Note: All high-risk sites have documented releases.

4.12.5.3 Duwamish Segment

Table 4.12-6 identifies the high-risk sites within the Duwamish Segment study area by alternative. These sites are shown on Figure 4.12-2. All of the Duwamish Segment alternatives would pass within the boundaries of the Harbor Island Superfund Site and have the potential to affect areas of the Lower Duwamish Waterway Superfund Site. All Duwamish Segment alternatives would disturb areas within the Soil and Groundwater Operable Unit (OU1), where previous remediation activities included excavation of soils and treatment/disposal of these soils offsite, capping of remaining contaminated soil that exceeds cleanup goals, institutional controls, and implementation of long-term groundwater monitoring.

Contaminated soils in the interior of Harbor Island that exceeded cleanup criteria were capped. Cleanup of this unit is considered to be complete (United States Environmental Protection Agency 2020).

Depending on bridge type, all alternatives could have construction activities in the East Waterway during installation of guideway columns for the bridge, where cleanup of contaminated sediments is still underway. For Preferred Alternative DUW-1a, in-water construction activities would be limited to moving riprap adjacent to the guideway columns while the tide is out and is not anticipated to disturb contaminated sediments on the benthic floor. The United States Environmental Protection Agency has determined that no additional cleanup is necessary in the West Waterway Sediments Operable Unit (OU8) because the sediment poses no current unacceptable risks to human health or the environment (United States Environmental Protection Agency 2015).

Construction methods and activities in the area of the Superfund sites would be coordinated with the United States Environmental Protection Agency and Ecology, as appropriate, to avoid conflicts with existing and future cleanup actions at the Superfund sites. For project elements within the Harbor Island Superfund Site or the Lower Duwamish Waterway Superfund Site, Sound Transit would coordinate with the United States Environmental Protection Agency and Ecology on any potential protective measures or restrictions that might be required for the project.

In addition to the high-risk sites, the unknown fill material as well as former and current industrial activities within the Duwamish Segment might have resulted in releases of hazardous substances. Due to this, there is a high likelihood of encountering metals or polycyclic aromatic hydrocarbons in shallow soil or groundwater during construction.

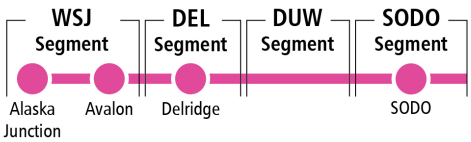
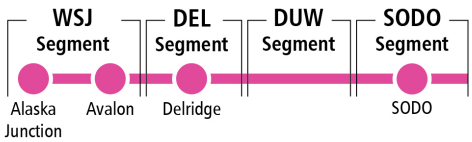


Table 4.12-6. Potential High-Risk Sites Affected by Alternative – Duwamish Segment

Site Name (Map I.D.)	Potential Impact	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Harbor Island Superfund Site	Encounter soil, groundwater, and sediment contaminated with metals, polycyclic aromatic hydrocarbons, dioxin and furans, and polychlorinated biphenyls.	**Affected**	**Affected**	**Affected**
Lower Duwamish Waterway Superfund Site	Encounter sediments contaminated with polychlorinated biphenyls, metals, carcinogenic polycyclic aromatic hydrocarbons, or dioxin/furans	**Affected**	**Affected**	**Affected**
Southwest Harbor Project (#736)	Encounter soil, groundwater, and surface water contaminated by metals, polychlorinated biphenyls, polycyclic aromatic hydrocarbons, and petroleum products.	Not Affected	Not Affected	**Affected**
Island Tug and Barge (#748)	Encounter groundwater contaminated by dioxin/furans.	Not Affected	Not Affected	**Affected**
Port of Seattle Terminal 106 Northwest (#774)	Encounter soil and groundwater contaminated by lead.	**Affected**	**Affected**	Not Affected
Nelson Iron Works (#770)	Encounter soil and groundwater contaminated by petroleum, carcinogenic polycyclic aromatic hydrocarbons, and metals.	**Affected**	**Affected**	Not Affected
Business Pro Computers (#715)	Encounter soil and groundwater impacted with petroleum.	Not Affected	Not Affected	**Affected**
Buffalo Industries (#744)	Encounter soil contaminated with tetrachloroethylene and groundwater contaminated with petroleum and polycyclic aromatic hydrocarbons.	**Affected**	**Affected**	Not Affected
Enterprises Northwest (#728)	Encounter soil or groundwater contaminated with petroleum, polycyclic aromatic hydrocarbons, and polychlorinated biphenyls.	Not Affected	Not Affected	**Affected**
Nucor Steel (#805)	Encounter soil and groundwater contaminated with polychlorinated biphenyls, polycyclic aromatic hydrocarbons, metals, or solvents	**Affected** [a]	Not Affected	**Affected**
Total Sites Affected	**Not Applicable**	**5**	**5**	**7**

Note: All high-risk sites have documented releases. The potential for each alternative to affect high-risk sites is based on direct construction impacts. If a high-risk site falls within the construction area, it could be affected, which could result in associated impacts.

[a] Nucor Steel is partially within the Duwamish Segment but would only be affected with Preferred Alternative DUW-1a when connecting to Preferred Option DEL-6b and alternatives DEL-5, DEL-6b, and DEL-7 in the Delridge Segment, and therefore is counted in the total for those alternatives in the Delridge rather than in the Duwamish Segment total.



4.12.5.4 Delridge Segment

Table 4.12-7 identifies the high-risk site within the Delridge Segment study area by alternative. The site is shown on Figure 4.12-3.

4.12.5.5 West Seattle Junction Segment

Table 4.12-8 identifies the high-risk sites within the West Seattle Junction Segment study area by alternative. These sites are shown on Figure 4.12-4.

4.12.6 Indirect Impacts of the Build Alternatives

The construction of the project would support redevelopment of properties around station areas where local zoning allows. Redevelopment of properties in the study area might result in cleanup of contamination earlier than might otherwise occur, which would be an indirect benefit of the project.

4.12.7 Mitigation Measures

With inclusion of the best practices described under Section 4.12.5.1, Impacts Common to All Alternatives, and adherence to regulatory requirements as part of the project, there are no anticipated impacts and no mitigation is needed.

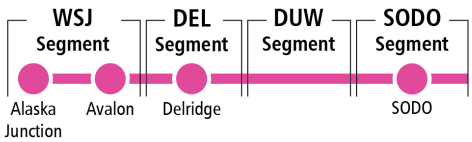


Table 4.12-7. Potential High-Risk Sites Affected by Alternative – Delridge Segment

Site Name (Map I.D.)	Potential Impact	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Preferred Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Nucor Steel (#805)	Encounter soil and groundwater contaminated with polychlorinated biphenyls, polycyclic aromatic hydrocarbons, metals, or solvents	**Affected**	Not Affected	Not Affected	Not Affected	Not Affected	Not Affected	Not Affected	**Affected**	**Affected**	**Affected**
Total Sites Affected	**Not Applicable**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

Note: All high-risk sites have documented releases. The potential for each alternative to affect high-risk sites is based on direct construction impacts. If a high-risk site falls within the construction area, it could be affected, which could result in associated impacts.

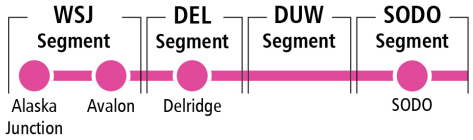
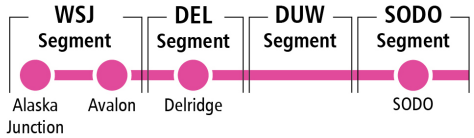


Table 4.12-8. Potential High-Risk Sites Affected by Alternative – West Seattle Junction Segment

Site Name (Map I.D.)	Potential Impact	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
Conoco Philips 30124 (#943)	Encounter soil and groundwater contaminated with petroleum and soil vapor. Active remediation system in place.	Not Affected	Not Affected	**Affected**	Not Affected	Not Affected	Not Affected	Not Affected	Not Affected
House of Kleen Inc. (#931)	Encounter soil and groundwater contaminated with tetrachloroethylene, trichloroethylene, and petroleum.	**Affected**	**Affected**	**Affected**	**Affected**	**Affected**	**Affected**	**Affected**	Not Affected
Total Sites Affected	**Not Applicable**	**1**	**1**	**2**	**1**	**1**	**1**	**1**	**0**

Note: All high-risk sites have documented releases. The potential for each alternative to affect high-risk sites is based on direct construction impacts. If a high-risk site falls within the construction area, it could be affected, which could result in associated impacts.



4.13 Electromagnetic Fields

4.13.1 Introduction to Resource and Regulatory Requirements

This section discusses the possibility that electromagnetic fields from light rail trains and facilities might interfere with the operation and function of sensitive equipment along the West Seattle Link Extension Project (the project) alternatives. Electromagnetic fields are created by the generation, transmission, distribution, and use of electricity.

Examples of Electromagnetic Field Sources

Electromagnetic field sources include the earth's static magnetic field (about 0.53 gauss in Seattle); 60-hertz electric power distribution and use; heavy steel-laden flatbed truck (0.18 gauss at approximately 16 feet); and radio emitters such as broadcast antennas, wireless internet routers, cellular phones, and many others.

Electromagnetic fields surround all electrical equipment, appliances, and facilities, including light rail trains. Metal objects such as trucks and buses move through the earth's static magnetic field, creating electromagnetic fields. Electromagnetic fields can result in electromagnetic interference by disrupting the performance or function of sensitive equipment such as magnetic resonance imaging equipment used in laboratory and medical settings, electron microscopes, mass spectrometers, and magnetic devices, such as heart pacemakers. There are no regulatory requirements or exposures limits for electromagnetic field exposures from light rail trains. However, several organizations, such as the Institute of Electrical and Electronics Engineers, have developed guidelines and standards for electromagnetic field exposure. Standard practices for protecting sensitive equipment from electromagnetic fields, such as shielding, have also been developed.

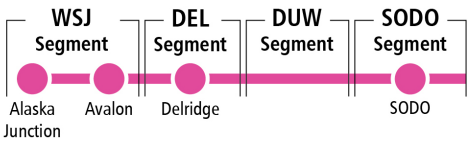
In certain situations, with sufficiently high exposure, electromagnetic fields can affect human health. The World Health Organization, however, has concluded that "current evidence does not confirm the existence of any health consequences from exposure to low level electromagnetic fields" (World Health Organization 2016). Electromagnetic fields expected to be generated by this project would be low; these are discussed in Section 4.13.4.1, Electromagnetic Field Impacts to Sensitive Equipment and Human Health. Therefore, the impact discussion focuses on potential for interference with sensitive equipment as well as the potential impact of stray currents. Appendix L4.13, Electromagnetic Fields, provides figures that summarize the dissipation of the static magnetic field disruption caused by light rail trains.

4.13.2 Affected Environment

Sound Transit reviewed existing and planned property uses where potential electromagnetic fields from light rail trains and facilities (such as traction power substations) might interfere with normal operation and function of sensitive equipment. The study area for electromagnetic field impacts extends 300 feet from the Build Alternatives track alignments, including stations. In the study area, no properties with sensitive equipment were identified.

4.13.3 Environmental Impacts of the No Build Alternative

The existing electromagnetic field environment would not change if the project is not built.



4.13.4 Environmental Impacts of the Build Alternatives during Operations

To evaluate the potential for localized electromagnetic field effects to sensitive equipment from the project, Sound Transit evaluated the potential for electromagnetic interference at properties with sensitive equipment, as well as areas along the alternatives where electromagnetic fields generated from operating the project are expected to be greater, such as at traction power substations and where trains must accelerate or ascend an incline.

The impacts of electromagnetic fields and stray currents from construction and operation of the project would be the same for all Build Alternatives.

4.13.4.1 Electromagnetic Field Impacts to Sensitive Equipment and Human Health

There are no properties with sensitive equipment in the study area, so no long-term electromagnetic field impacts on sensitive equipment are expected from any of the Build Alternatives. Expected electromagnetic fields generated by the project would be much lower than the applicable limits specified by the World Health Organization and the Institute of Electrical and Electronics Engineers, so no health impacts on people are expected from any of the Build Alternatives.

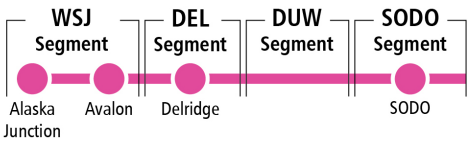
Electromagnetic fields from the project operation would be generated from direct-current electricity flowing from the traction power substation through overhead catenary wires to the light rail trains, from movement of the large metal trains, and from radio frequency fields from wireless systems such as communications, data transmission, and monitoring systems on the light rail vehicles and along the corridor. The strongest electromagnetic field source would be the slowly varying magnetic fields from direct current flowing from the traction power substations through overhead catenary wires to the light rail trains. These slowly varying electromagnetic fields would diminish in level with lateral distance from the rail line.

Key Electricity Terms

A **volt** is the base unit of electric potential between two points. An **amp** is the base unit of electric current that flows between two points in an electric circuit. Electric fields are measured in units of **volts per meter** and magnetic fields are measured in units of **gauss**. Electromagnetic wave frequency is measured in units of **hertz**, or cycles per second. **Direct-current power** refers to current that flows in one direction (from higher to lower potential), so its frequency of reversal is 0 hertz. Electric power is measured in units of **watts**. Electric work or energy is measured in units of **kilowatt-hours** (1 kilowatt of power expended for one hour).

The direct current from the traction power substations carried by the catenary wires to the light rail trains would slowly vary in amplitude depending on train acceleration. The direct current also includes low levels of low-frequency alternating currents. These low-frequency alternating currents also generate electromagnetic fields, which could interfere with low-frequency radio waves from other sources such as AM radios. Such interference might annoy the listener, but does not damage the radio equipment. Additional detail on traction power substations can be found in Chapter 2, Alternatives Considered.

The magnetic field from light rail operation would not exceed 10 gauss, which is less than 1/100th of the 1,180 gauss maximum permissible exposure considered safe for human health by the Institute of Electrical and Electronics Engineers (2019). The light rail system would not be a notable source of magnetic fields for human exposure. Example sources of electromagnetic fields are listed in Section 4.13.1, Introduction to Resource and Regulatory Requirements.



Within the SODO Segment, all Build Alternatives would relocate an overhead 230-kilovolt, 60-hertz, alternating-current power line from the SODO Busway to the east side of 6th Avenue South between South Massachusetts Street and the substation south of South Spokane Street. There are existing 26-kilovolt lines on both sides of the road. The relocated 230-kilovolt power line would move farther from the SODO Busway businesses and closer to some 6th Avenue South businesses and would potentially increase the 6th Avenue South 60-hertz electromagnetic field. However, businesses in Seattle already operate near 230-kilovolt and 26-kilovolt power lines with no negative effect. Further, the electromagnetic field of the combined 230-kilovolt and 26-kilovolt would be less than 0.1 gauss, far lower than the broadly accepted human health limit of 9 gauss for exposure of the general public to 60-hertz fields, in the Institute of Electrical and Electronics Engineers (2019) standard.

In summary, expected electromagnetic fields generated by the project would be much lower than the limits specified by the World Health Organization and the Institute of Electrical and Electronics Engineers; there are no expected impacts to business operations or human health.

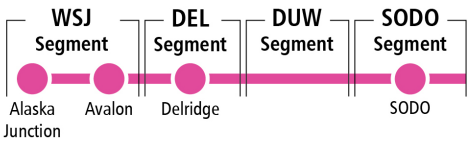
4.13.4.2 Impacts from Stray Currents

Without control measures, a portion of the electrical current flowing from the traction power substations to the light rail trains may produce stray currents, where the current flows in alternative conducting paths such as metal structures, water, or the earth. The stray currents can corrode adjacent metal structures if the currents are not sufficiently controlled and if the metal structures are not sufficiently protected. Sound Transit would minimize or avoid the effect of stray currents on neighboring facilities by incorporating best management practices appropriate for the project. The best management practices may include:

- Installing cathodic protections systems in nearby utility lines to protect them from corrosion
- Installing insulating unions to break the electrical conductivity of nearby utility pipes and force the stray current to take another path
- Isolating the electrical rails from the ground
- Installing stray-current-control track-fastening systems where appropriate

4.13.5 Environmental Impacts of the Build Alternatives during Construction

No electromagnetic field impacts would occur as a result of construction of any of the Build Alternatives because there are no sensitive properties in the study area. However, there could be an impact on construction activities associated with the Delridge Segment alternatives caused by a low power 5-kilowatt AM radio tower at 1050 and 1250 kilohertz, approximately 1,000 feet from the construction area. Under some conditions, the electric field from the radio tower could cause a touch potential on cranes. A touch potential is a substantial voltage that could shock a worker who stood on the ground and touched the crane hook. Given the distance of the construction area from the AM radio tower, there is low probability that this impact would occur. Sound Transit would employ best management practices such as insulating or grounding the crane to avoid this impact. The presence of a vertical crane near an AM broadcast tower could incrementally reduce the quality of AM reception from the tower in a narrow swath of land beyond the crane along the line from the tower to the crane. Any detectable effect to an AM radio user would be localized and transient, and would end once the crane changes its orientation.

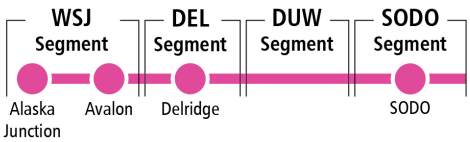


4.13.6 Indirect Impacts of the Build Alternatives

There are no sensitive properties in the study area, and no indirect electromagnetic field impacts are expected from any of the Build Alternatives.

4.13.7 Mitigation Measures

There would be no electromagnetic field impacts from construction and operation of the project; therefore, no mitigation measures would be needed.



4.14 Public Services, Safety, and Security

4.14.1 Introduction to Resource and Regulatory Requirements

This section discusses potential impacts from the West Seattle Link Extension Project (the project) on the following types of public services within the study area or with service areas within the study area:

- Fire and emergency medical services (including hospitals)
- Police
- Schools (public and private)
- Solid waste and recycling collection
- United States Postal Service
- Other government facilities

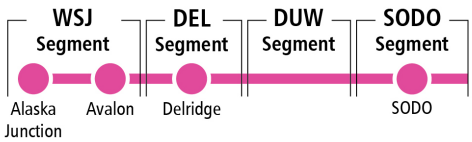
4.14.2 Affected Environment

The study area for public services is 0.5 mile from the edge of project limits for operations and construction. The project limits include permanent project improvements and areas needed for project construction. Table 4.14-1 identifies the public service providers that have facilities in the study area. Information on public transit facilities can be found in Section 3.4, Affected Environment and Impacts during Operation – Transit, and Section 3.11, Construction Impacts, in Chapter 3, Transportation Environment and Consequences. Facility locations are shown on Figures 4.14-1 through 4.14-4.

Table 4.14-1. Public Service Providers in Study Area

Type	Service Provider	Locations in Study Area
Police	Seattle Police Department	• Seattle Police Support Facility, 730 South Stacy Street and 2203 Airport Way South
Fire/Emergency Medical, Local	Seattle Fire Department	• Seattle Fire Department Fire Station 14, 3224 4th Avenue South • Seattle Fire Department Fire Station 32, 3715 Southwest Alaska Street • Seattle Fire Department Fire Station 36, 3600 23rd Avenue Southwest
Public Schools	Seattle Public Schools	• Fairmount Park Elementary School, 3800 Southwest Findlay Street • Genesee Hill Elementary School, 5013 Southwest Dakota Street • Pathfinder K-8 School, 1901 Southwest Genesee Street
Private Schools	Multiple	• Holy Rosary School, 4142 42nd Avenue Southwest • Hope Lutheran School, 4446 42nd Avenue Southwest • Tilden School, 4105 California Avenue Southwest
Other Government Facilities	Seattle Public Schools	• Seattle Public Schools John Stanford Center for Educational Excellence (Administrative Building), 2445 3rd Avenue South
	United States Postal Service	• United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office, 2460 4th Avenue South • West Seattle Post Office, 4412 California Avenue Southwest
	Washington State Department of Social and Health Services	• Secure Community Transition Facility, 132 South Spokane Street

Source: City of Seattle 2020.



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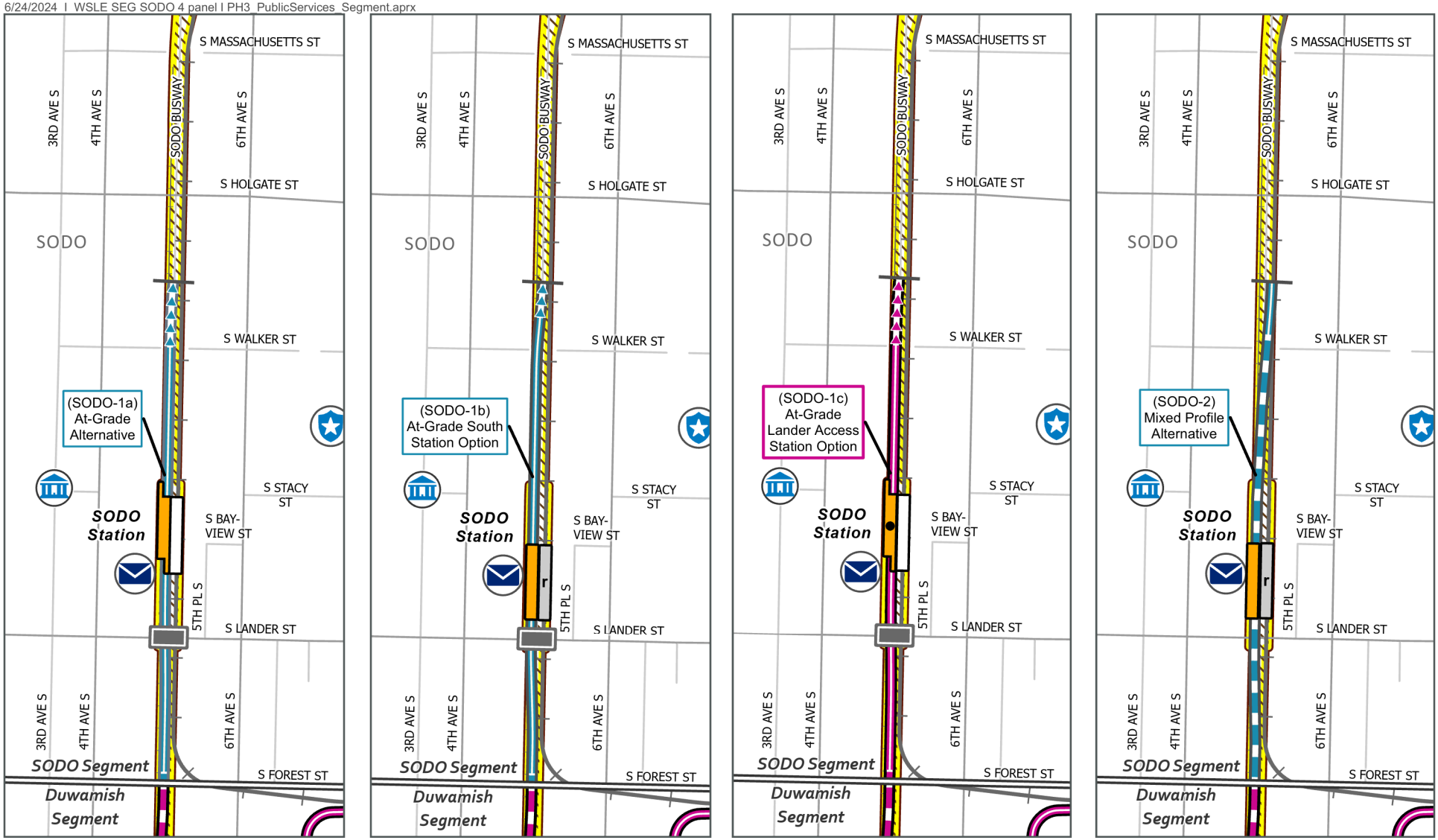


Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

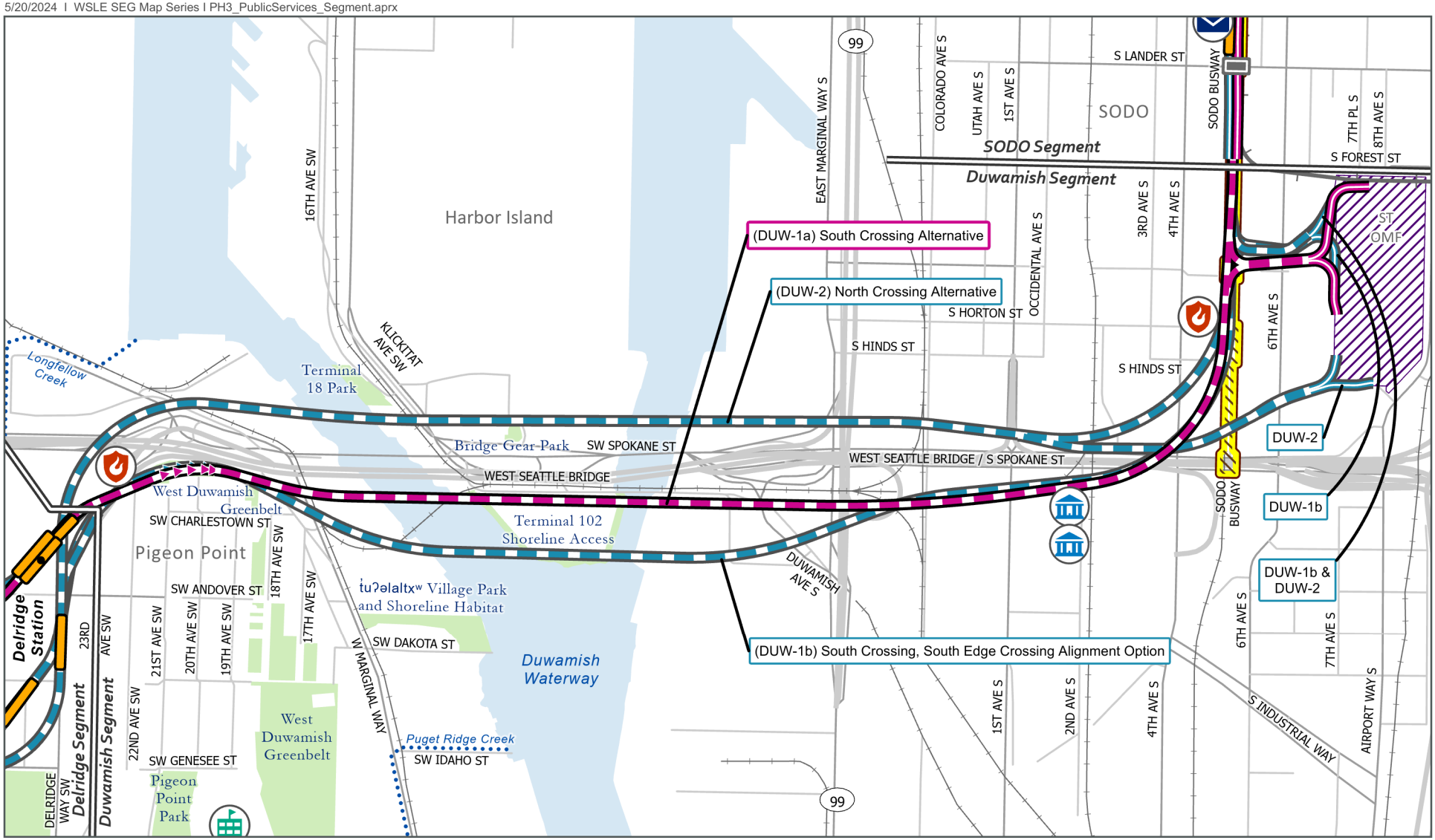
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Government Facility
- Police Station
- Post Office

FIGURE 4.14-1
Public Services
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

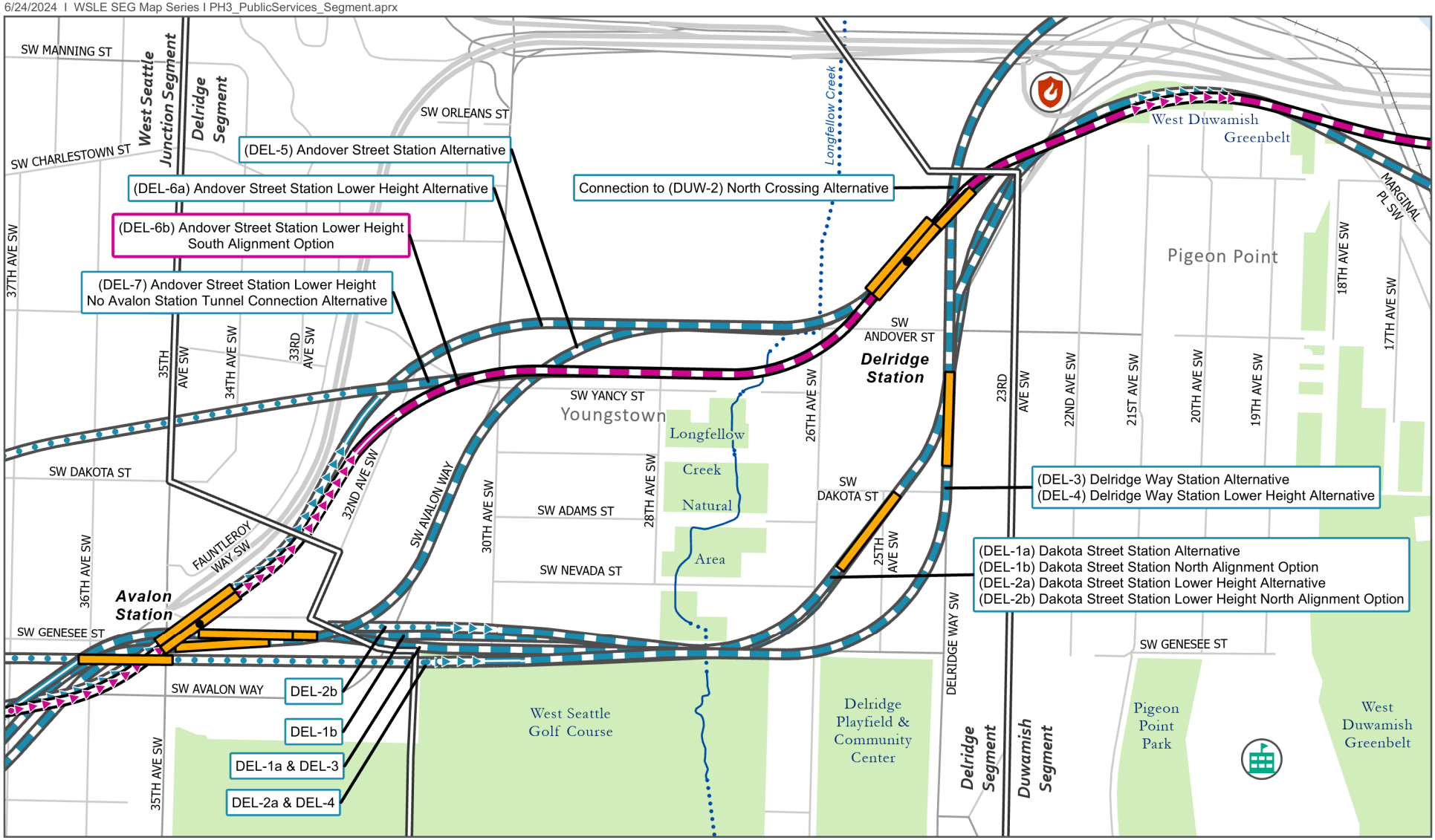
- Fire Station
- Government Facility
- Post Office
- School and Facilities

0 500 1,000 Feet

N

FIGURE 4.14-2
Public Services
Duwamish Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

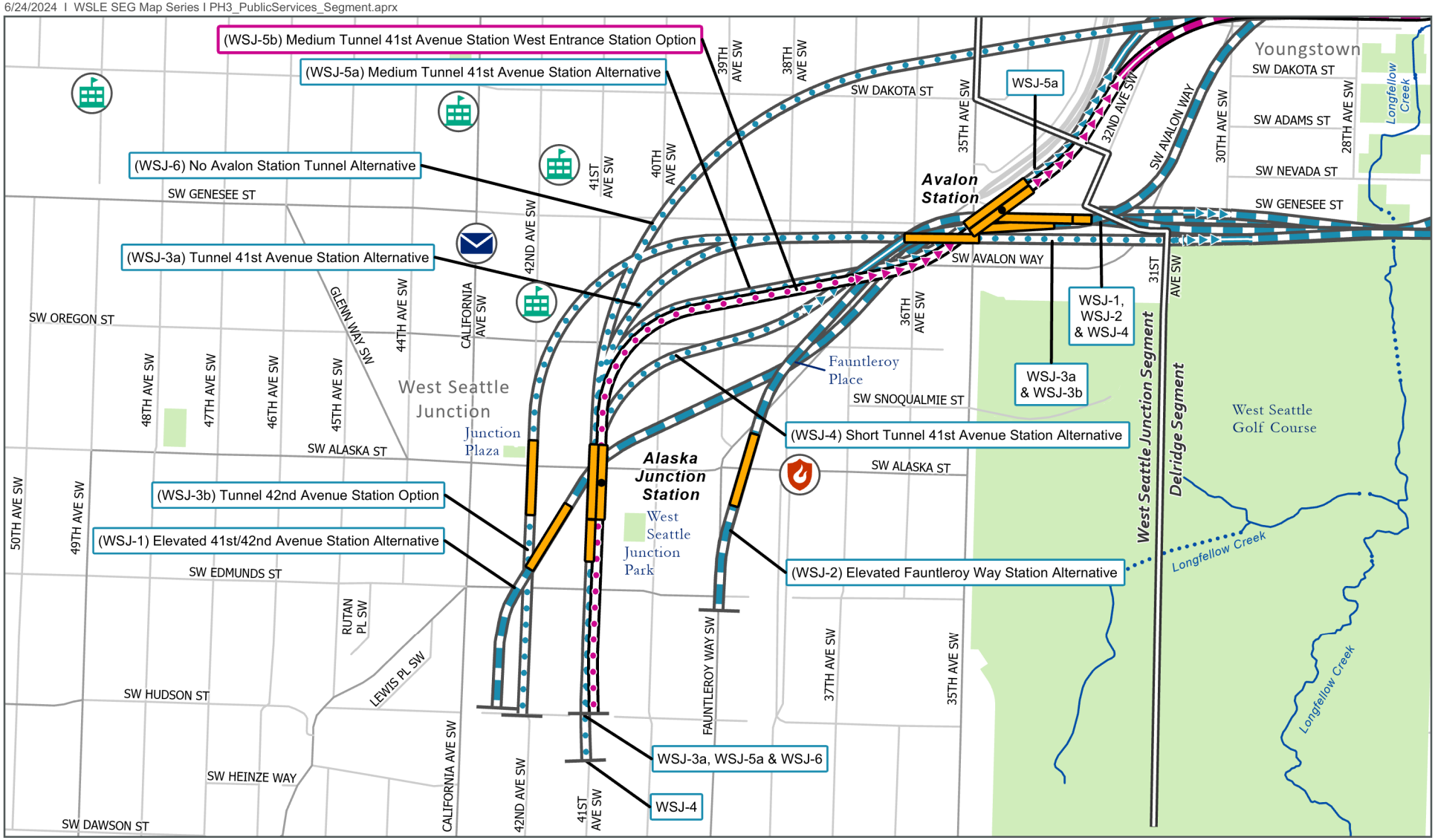
- Fire Station
- School and Facilities

FIGURE 4.14-3
Public Services
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Fire Station
- Post Office
- School and Facilities

Note: Fairmount Park Elementary School is located within the West Seattle Junction Segment but outside of the map extent.

0 500 1,000 Feet

N

FIGURE 4.14-4
Public Services
West Seattle Junction Segment

West Seattle Link Extension

4.14.2.1 Fire and Emergency Medical Services

The Seattle Fire Department provides fire and emergency medical services in the study area. In 2021, the Seattle Fire Department's average response time from dispatch to arrival was as follows (City of Seattle 2022):

- 75 percent of the time arrived within 4 minutes for the first-arriving engine for fires and hazardous materials responses (standard is 90 percent)
- 91 percent of the time arrived within 8 minutes for full alarm assignment (15 firefighters) for fires and hazardous materials responses (standard is 90 percent)
- 73 percent of the time arrived within 4 minutes for basic life support services (standard is 90 percent)
- 81 percent of the time arrived within 8 minutes for advanced life support services (standard is 90 percent)

Fire Station 14 in the Duwamish Segment houses Rescue 1, the technical rescue team (tunnel rescue, structural collapse, trench/cave-in rescue, dive rescue, and similar) and their equipment. Fire Station 36 in the Delridge neighborhood houses Marine 1, a land-based team that fights fires on or near the water, and contains specialty equipment for this team. All other fire stations serve their surrounding areas.

The Seattle Fire Department Commissary and Utility Shop is located at 3601 2nd Avenue South. The facility houses the Seattle Fire Department supplies and is where the majority of repairs and replacements of fire department equipment is conducted.

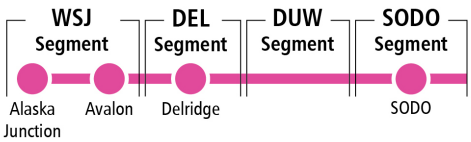
4.14.2.2 Police Services

The Seattle Police Department provides law enforcement, public safety services, and emergency response to 911 calls throughout Seattle. The project is within the South and Southwest Seattle Police Department precincts. The King County Metro Transit (Metro) Police and King County Sheriff provide law enforcement services for Sound Transit. Sound Transit operates its own transit police composed of contracted security personnel, law enforcement officers, or a combination of both at its facilities. See Appendix L4.14, Public Services, Safety, and Security, for information on Seattle Police Department's response times and crime data for the city of Seattle, the state of Washington, and the areas near existing Link light rail stations.

Seattle Police Harbor Patrol is on the north shore of Lake Union. While the headquarters and boat docks are outside the study area, Harbor Patrol operates in waterways within the study area, including Elliott Bay and the Duwamish Waterway, and provides marine law enforcement, rescue, fire response, and assistance.

4.14.2.3 Solid Waste and Recycling Collection Services

Waste Management is currently contracted to provide solid waste, yard waste, and recycling collection within the study area. Nonhazardous solid waste collected in the study area is taken to the South Transfer Station at 130 South Kenyon Street and then to a landfill outside of King County. Collection vehicles travel throughout the roadways in the study area.



4.14.2.4 Schools

The study area is served by the Seattle Public Schools (see Table 4.14-1). There are also three private schools in the study area, which are concentrated around the West Seattle Junction. Collectively, the public schools in the project study area served approximately 1,413 students in the 2022 to 2023 school year. The John Stanford Center for Educational Excellence is the main administrative building for Seattle Public Schools and is also in the study area. Many students attending public schools use school bus transportation. Middle school and high school students also use Metro buses through an ORCA card program. Seattle Public Schools provide school walking and bicycling routes, with designated school crosswalks.

4.14.2.5 Other Government Facilities

United States Postal Service facilities and an administrative school building for Seattle Public Schools are in the study area (see Table 4.14-1). There are two United States Postal Service facilities in the SODO Segment and one in the West Seattle Junction Segment. The United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office in SODO is on an about 4.6-acre site. The site includes an approximately 4,000-square-foot warehouse, an approximately 4,000-square-foot office building, an approximately 345-stall parking garage, and surface parking. The facility provides customer service similar to other post offices, and also includes mail sorting for the City, maintenance, and a parking garage for mail delivery trucks and partner delivery trucks.

City of Seattle central warehouse for surplus properties is in the Duwamish Segment at 3807 2nd Avenue South. This warehouse is used by the City for storage. A Washington State Department of Social and Health Services secure community transition facility is also located in the Duwamish Segment.

4.14.3 Environmental Impacts of the No Build Alternative

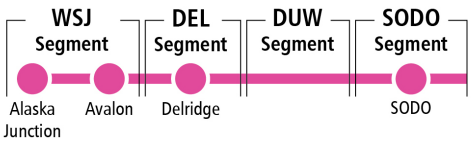
The No Build Alternative would have no direct impacts on public services in the area. However, continued population and employment growth in the study area would increase public service demands. As described in Chapter 4, Arterial and Local Street Operations, of Appendix N.1, Transportation Technical Report, traffic congestion would increase with the No Build Alternative, which would therefore increase emergency service response times.

4.14.4 Environmental Impacts of the Build Alternatives during Operation

4.14.4.1 Impacts Common to All Alternatives

4.14.4.1.1 Fire and Emergency Medical Services

Sound Transit's safety design criteria are used to avoid conflicts with vehicular, bicycle, and pedestrian traffic. Sound Transit would prepare a safety and security management plan for the project. The management plan would establish the safety and security measures required throughout the project lifecycle (design, construction, and operation).



The project would operate within its own exclusive grade-separated right-of-way, and light rail operations would not directly affect fire and emergency medical services routes or response times on public roadways. Increased congestion at station areas, particularly those that are close to fire stations, could affect response times but traffic impacts would be mitigated. Section 3.5, Affected Environment and Impacts during Operation-Arterial and Local Street Operations, identifies locations where traffic congestion could occur and potential mitigation to improve traffic conditions.

In accordance with the City of Seattle's fire code, Sound Transit would maintain access to fire hydrants, fire lanes, and fire response access points adjacent to the project where possible. Where it is not possible, Sound Transit would coordinate with the Seattle Fire Department to redesign access. Design for elevated and tunnel emergency access and evaluation would conform with state and local fire codes and with National Fire Protection Association 130, Standard for Fixed Guideway Transit and Passenger Rail Systems (2020). Access to trains could generally be provided by trains on the adjacent track. When a second train is not practical, Sound Transit would follow the local and state fire codes and National Fire Protection Association 130. Emergency access to tunnels would be maintained for prompt response times and for the safety of passengers and emergency service providers. Tunnel stations would include several safety design features to address fire prevention, ventilation and fire protection, and evacuation, such as automatic fire suppression equipment; emergency ventilation shafts, fans, and dampers; and emergency lighting, communications equipment, and exit signage. Emergency services providers and Sound Transit personnel would be trained to respond to emergencies on elevated guideways, tunnels, and in retained cut profiles. Provisions for emergency access would be included at the stations.

Sound Transit's Fire/Life Safety Committee would review safety requirements and develop solutions regarding access to the light rail system, emergency routes, water and fire hydrant needs, training, costs, and other design features; specific emergency procedures and necessary equipment would be determined during final design.

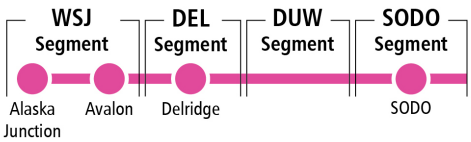
4.14.4.1.2 Police

Police vehicles are not anticipated to experience increased response times. Police could have difficulty responding to calls at elevated or tunneled sections of guideway. Sound Transit would coordinate with local emergency service providers to provide additional planning for these situations; however, trains would generally proceed to the nearest station for a police response because emergency access is incorporated in the design of all stations. Sound Transit would also coordinate with emergency responders to have a plan for unanticipated emergencies.

All Build Alternatives would require additional Sound Transit transit police and security staff to monitor stations, entryways, and adjacent areas to protect people and property. Sound Transit's transit police would remain at some stations throughout the day and patrol other facilities and respond to incidents in coordination with local law enforcement.

Previous studies have shown that crime at transit stations generally mirrors crime levels in the surrounding area (Moudon et al. 2018, Billings et al. 2011, City of Seattle 1999). Over 90 percent of crimes in transit facilities relate to quality of life crimes (e.g., vandalism, drunkenness, and panhandling) and property crimes. An increase in the number of people in the area from light rail and implementation of security measures could deter crime along the project corridor.

Design of access points and the location of facilities could influence crime if stations provide places where crimes can go unseen by others. The *Sound Transit Agency Safety Plan* (Sound Transit 2020) requires a threat and vulnerability assessment for all new transit facilities during the preliminary design phase. For this assessment, Sound Transit would review existing crime



data in new station locations and interview law enforcement to identify possible security threats and risks. Stations would be designed using the principles of Crime Prevention Through Environmental Design to include numerous features such as abundant light, open access, and visibility to address security issues. Crime Prevention Through Environmental Design measures would also minimize impacts by controlling passenger movements with specific traffic flow patterns and installing closed-circuit television cameras, emergency telephones, controlled exits, and sealed fare boxes. Sound Transit would continue consultation with police and public safety services throughout the design process to minimize risk.

Sound Transit would build upon existing safety and security management plans from other Link projects and apply lessons learned from these projects to meet the latest Federal Transit Administration guidelines on safety and security. Sound Transit would work with the United States Department of Homeland Security, Federal Transit Administration, emergency service providers, and local law-enforcement agencies to create a project-specific safety and security management plan that would meet all federal, state, and local requirements and develop strategies to prevent and respond to potential threats to public safety.

4.14.4.1.3 Solid Waste

Operation of the project would not impact solid waste collection and disposal within the study area. Sound Transit would not acquire any property currently used by recycling, composting, and solid waste facilities or operating bases. No collection routes would be negatively affected or experience delay or altered services due to minor changes in existing roadways. In addition, the project would not increase demand for waste services.

4.14.4.1.4 Schools

Because the project would be entirely grade-separated, it would not affect school bus/van travel through residential neighborhoods. In areas where new stations are within walking distance to schools, students and staff could experience improved travel times. For information on overall travel times, see Section 3.4, Affected Environment and Impacts during Operation - Transit.

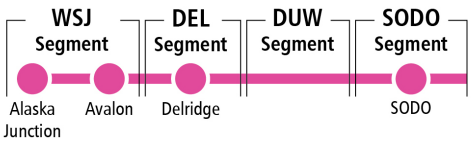
4.14.4.1.5 Other Government Facilities

Sound Transit would coordinate with United States Postal Service officials to ensure that changes in existing roadways resulting from project operations would not negatively affect postal routes or create delivery delays. Because the project would be entirely grade-separated, conflicts with United States Postal Service routes are not anticipated.

4.14.4.2 SODO Segment

Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would displace bus use of the SODO Busway. Impacts to the busway could create slightly longer travel times for staff and students at schools served by these routes who rely on Metro bus services to commute. These alternatives include an overpass on South Lander Street, which would remove the at-grade crossing of the 1 Line that creates a traffic delay for all vehicles on this road when trains pass. The new overpass would benefit emergency response and travel times since it would remove this traffic delay. Alternative SODO-2 would keep bus use of the SODO Busway but would not include the South Lander Street overpass.

All SODO alternatives are adjacent to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Preferred Option SODO-1c and Alternative SODO-1a would avoid permanent impacts (i.e.,



operation and maintenance) to the United States Postal Service facility. Accordingly, these station configurations would not require relocation of the facility. As station design advances on Preferred Option SODO-1c, station elements may be shifted to enhance station access. However, Preferred Option SODO-1c would be designed to avoid acquisition of the United States Postal Service facility.

For Preferred Option SODO-1c and Alternative SODO-1a, the existing driveway at the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office's southern access point would be connected under the new South Lander Street overpass to 4th Avenue South, which then provides access to South Lander Street. Access to the United States Postal Service facility is not anticipated to be disrupted during operations, as South Lander Street would serve as the main access for bicyclists and pedestrians and bus drop-off would be provided on 6th Avenue South.

Both Option SODO-1b and Alternative SODO-2 would displace the United States Postal Service facility. Relocation of the facility could be challenging due to its size, functions, and the service area that it would need to be within. Impacts of relocating the United States Postal Service facility are yet undefined, and should an alternative that triggers relocation of the facility move forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility.

4.14.4.3 Duwamish Segment

Preferred Alternative DUW-1a and Option DUW-1b would acquire a portion of Fire Station 36 when connecting to Alternative DEL-3 or Alternative DEL-4 in the Delridge Segment. If Fire Station 36 needs to be relocated, Sound Transit would work closely with fire department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts during relocation.

All of the Duwamish Segment alternatives would have a moderate noise impact on Seattle Fire Department Fire Station 14 on 4th Avenue South, which could be mitigated with a sound wall (see Section 4.7, Noise and Vibration). Preferred Alternative DUW-1a and Alternative DUW-2 would acquire part of the Fire Station 14 property that includes parking, a transformer, and electric vehicle parking but is not expected to require relocation of the station and no long-term effects are expected.

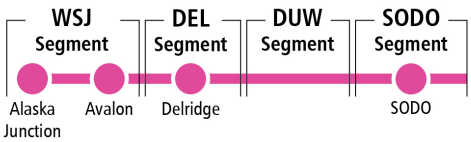
Preferred Alternative DUW-1a and Option DUW-1b would acquire a portion of the Seattle Fire Department Commissary and Utility Shop located on 3601 2nd Avenue South and require relocation. Sound Transit would work closely with fire department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts during relocation. Alternative DUW-2 would displace a Department of Social and Health Services secure community transition facility, which has specific siting requirements and would be difficult to relocate.

4.14.4.4 Delridge Segment

Alternatives in this segment would not cause additional impacts to public services, safety, and security other than those discussed in Section 4.14.4.1, Impacts Common to All Alternatives.

4.14.4.5 West Seattle Junction Segment

Alternatives in this segment would not cause additional impacts to public services, safety, and security other than those discussed in Section 4.14.4.1.



4.14.5 Environmental Impacts of the Build Alternatives during Construction

4.14.5.1 Impacts Common to All Build Alternatives

Construction of any project alternative would require temporary lane and roadway closures, shifts in roadway alignments, and detours associated with the project, which could result in increased congestion along adjacent roadways. Sound Transit also requires contractors to fence off all construction sites and to provide site security during construction. Sound Transit secures purchased properties as soon as possible and expedites the demolition of buildings on these properties to minimize potential for safety hazards and illegal activity. Attachment N.1E, Construction-Related Roadway Modifications, of Appendix N.1, Transportation Technical Report, includes all proposed roadway closures by alternative. Prior to construction, Sound Transit would coordinate with public service providers to establish alternate routes and ensure required access during established time periods. Traffic control plans would be reviewed and approved by affected agencies before being implemented to minimize increases in travel and response times and to avoid interference with emergency response, collection of solid waste and recyclables, or transportation of students. Through continued coordination and communication with local agencies, Sound Transit anticipates that there would be minimal impact to public services, safety, and security during construction.

4.14.5.1.1 Fire and Emergency Medical Services

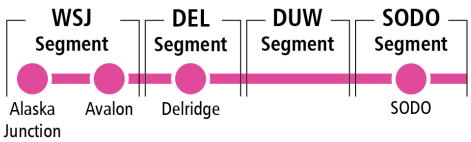
Temporary closures could affect access and response times for fire and emergency medical vehicles. Throughout the construction period, Sound Transit would maintain access and egress for fire and emergency medical vehicles to minimize impacts on response and travel times within project segments. Sound Transit would also develop contingency plans with emergency service providers to reduce response and travel times and ensure access to hydrants and water lines during construction of the project. City of Seattle fire and emergency medical providers would respond to potential emergencies at the construction sites.

4.14.5.1.2 Police

Temporary closures could affect access and response times for police vehicles. Additional police may be required to direct traffic in areas where project construction requires alterations to existing roadways, especially in areas where road closures would occur. Sound Transit would coordinate with the City of Seattle and Washington State Patrol to provide adequate police services. Traffic congestion and new traffic patterns resulting from construction could temporarily increase the number of traffic incidents and therefore increase demand on existing police resources. New traffic patterns and circulation changes would be coordinated with local police and emergency service providers prior to their establishment. Seattle Police Department would respond to potential emergencies at the construction sites.

4.14.5.1.3 Solid Waste

As with other public service providers, waste and recycling vehicles could experience delays along collection routes close to the project. Sound Transit would maintain access and egress for solid waste and recycling collection vehicles to minimize impacts on collection. Sound Transit would work with collection companies to identify if any access points are required to be closed and develop alternative access points, collection locations, or other needed measures. Project construction would likely increase the amount of debris and refuse; however, there are several waste facilities in the region that could accept this waste with no impacts to solid waste operations.



4.14.5.1.4 Schools

The project Build Alternatives are not in close proximity to schools and therefore are unlikely to result in any construction-related impacts, such as noise and dust, on students or school staff. Full and partial road closures during construction could result in the temporary rerouting of school and/or transit buses, which could affect student and staff travel times. However, Sound Transit would work with local school bus operators and other transit authorities to identify relocated bus stops near those temporarily closed stops. See Section 3.11, Construction Impacts, for further discussion of impacts to buses during construction.

4.14.5.1.5 Other Government Facilities

United States Postal Service vehicles could experience delays during construction; however, Sound Transit would ensure that access and egress for such vehicles would be maintained and closure of an access point would be remedied by an alternate access developed in coordination with local post offices.

4.14.5.2 SODO Segment

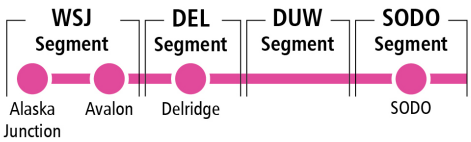
Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would close South Lander Street between 4th Avenue South and 6th Avenue South for construction of the South Lander Street overpass. There would also be a partial closure of the 4th Avenue South and South Lander Street intersection related to the overpass construction. This could increase emergency response and travel times for vehicles that typically use this road, especially at the nearby Seattle Police Support Facility, but detours would be coordinated with service providers. These closures would also result in temporary detour routes and potential traffic delays for people accessing the John Stanford Center for Educational Excellence. Access to this facility would remain open during construction. Temporary closure of South Lander Street would be limited to nights and weekends with Alternative SODO-2.

Preferred Option SODO-1c and Alternative SODO-1a would not occupy property owned by the United States Postal Service and would not require replacement of the Carrier Annex and Distribution Center/Terminal Post Office. During construction of the South Lander Street overpass, access from the United States Postal Service facility would be maintained at their southern access point, except for short durations over nights and weekends. However, pedestrian access to the United States Postal Service garage from South Lander Street would be closed during construction of this roadway overpass. The majority of the United States Postal Service access road interruptions are anticipated to occur over a 1.5-year period.

The north entrance to the United States Postal Service facility from 4th Avenue South would remain open. Sound Transit would coordinate with United States Postal Service officials to minimize construction impacts to United States Postal Service operations.

All of the alternatives would also close the SODO Busway during construction. After construction, service would be restored on the SODO Busway for Alternative SODO-2. While Sound Transit would work with Metro and the Seattle Department of Transportation to find alternate bus routes, impacts to the busway could create slightly longer travel times for staff and students at schools served by these routes who rely on Metro bus services to commute.

With all alternatives, utility relocations could result in temporary roadway closures that could affect Metro's access to their Atlantic/Central Bus Base. However, it is accessible on all four sides, and construction would be coordinated to maintain access at one or more points.



4.14.5.3 Duwamish Segment

The Southwest Klickitat Way bridge allows access to the Port of Seattle Harbor Marina Corporate Center at Terminal 102 when the Spokane Street Bridge is inaccessible from freight train movement on the existing BNSF Railway line. The Preferred Alternative DUW-1a and Option DUW-1b would require construction close to the Southwest Klickitat Way bridge, but the bridge would remain open to maintain emergency access.

Fire Station 36 would need to be temporarily relocated during construction with Preferred Alternative DUW-1a and Option DUW-1b if connecting to Alternative DEL-3 or Alternative DEL-4 in the Delridge Segment. Preferred Alternative DUW-1a and Alternative DUW-2 would require temporary relocation of some uses at Fire Station 14, including parking for electric fleet vehicles and training facilities that currently use the eastern portion of this fire station property. For necessary relocations, Sound Transit would work closely with fire department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts during relocation. Contingency response routes would be developed to identify alternate response pathways, as necessary.

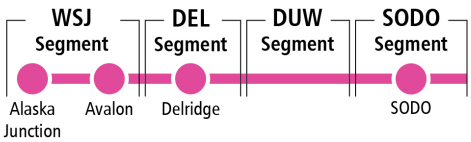
Response times of Seattle Police Harbor Patrol to the Duwamish Waterway could be impacted during construction during temporary closures of the navigation channel and from increased waterway congestion (refer to Section 3.9, Affected Environment and Impacts during Operation – Navigation for additional information). Sound Transit would coordinate with Seattle Police Harbor Patrol prior to and throughout construction at key milestones or phases where navigation conditions could change.

4.14.5.4 Delridge Segment

The Dakota Street station alternatives and options (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b) and the Delridge Way station alternatives (Alternatives DEL-3 and DEL-4) would result in partial temporary closures to Delridge Way Southwest, which is used for access to Pathfinder Elementary K-8 school, and the partial closure could affect student and staff travel times. See Section 3.11, Construction Impacts, for further discussion of impacts on buses and traffic during construction.

4.14.5.5 West Seattle Junction Segment

Preferred Option WSJ-5b would result in the temporary full closure of 35th Ave Southwest between Southwest Avalon Way and Fauntleroy Way Southwest, which could affect response times. The temporary partial closure of Fauntleroy Way Southwest between the West Seattle Bridge and Southwest Avalon Way with Preferred Option WSJ-5b, Option WSJ-3b; and Alternatives WSJ-3a, WSJ-4, WSJ-5a, and WSJ-6 could also affect emergency response times. The alternatives elevated over Fauntleroy Way Southwest (Alternatives WSJ-1, WSJ-2, and WSJ-4) would fully close this section of Fauntleroy Way Southwest during nights and weekends, and therefore could affect responses times during this time period. The full closure of Southwest Alaska Street between Fauntleroy Way Southwest and 38th Avenue Southwest for construction of Alternative WSJ-2 could affect response times from Fire Station 32. Contingency response routes would be developed to identify alternate response pathways, as necessary, but access to and from the fire station would need to be maintained at all times. The alternatives in this segment would have no further impacts to public services, safety, and security.



4.14.6 Indirect Impacts of the Build Alternatives

The project would not lead to unplanned or induced increase in the population of Seattle or King County and would be unlikely to cause an increased demand for public services beyond those already planned. There could be a redistribution of some populations and employment growth to areas adjacent to new stations, which is consistent with City and regional plans. For more information on changes to populations and areas surrounding stations, see Section 4.2, Land Use.

4.14.7 Mitigation Measures

Sound Transit's design, construction, and operation practices incorporated into the project include measures to address safety, security, and emergency access. Sound Transit will follow Link light rail's design standards that address emergency, safety, and security. During final design, Sound Transit will work with affected agencies to develop emergency response and safety and security plans and programs. Finally, Sound Transit will operate the light rail in accordance with Link light rail's existing approaches to ensure safety and security throughout the system. The discussion below identifies mitigation measures for the project.

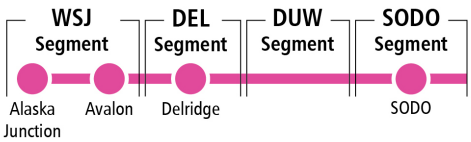
For Option SODO-1b and Alternative SODO-2, Sound Transit would identify a replacement property for the Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Sound Transit would be responsible for future environmental review that further analyzes potential impacts of relocating the facility and the design and construction of replacement parking or a replacement facility. The replacement parking or facility would meet siting criteria and requirements that would be identified by the United States Postal Service. Relocation would occur in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and the Sound Transit *Real Property Acquisition and Relocation Policy, Procedures and Guidelines* (Sound Transit 2017). Postal parking or operations would be relocated prior to the project impacting the existing facility.

If Preferred Alternative DUW-1a or Option DUW-1b would require permanent relocation of Fire Station 36 or the Seattle Fire Department Commissary and Utility Shop, Sound Transit would work closely with fire department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts during relocation. Permanent relocation of Fire Station 36 and the Seattle Fire Department Commissary and Utility Shop would occur in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and the Sound Transit *Real Property Acquisition and Relocation Policy, Procedures and Guidelines* (Sound Transit 2017).

Sound Transit would coordinate with the Seattle Fire Department on temporary relocation of Fire Station 36, if needed, with Preferred Alternative DUW-1a or Option DUW-1b. Sound Transit would also coordinate with the Seattle Fire Department regarding temporary relocation of parking and the transformer at Fire Station 14 during construction for Preferred Alternative DUW-1a and Alternative DUW-2.

Sound Transit would coordinate with public service providers before and during construction to maintain reliable emergency access and alternative plans or routes to minimize delays in response times. This would include coordination with Seattle Police Harbor Patrol prior to and throughout construction at key milestones or phases where navigation conditions could change.

Sound Transit would also coordinate with solid waste and recycling companies and schools should rerouting of collection or school bus routes need to occur.



4.15 Utilities

4.15.1 Introduction to Resource and Regulatory Requirements

This section discusses potential impacts to utilities from the West Seattle Link Extension Project (the project). Existing utilities in the study area include electricity, water, wastewater management, stormwater management, natural gas, petroleum, and telecommunications. Utilities within the project corridor are regulated by policies and procedures for Seattle Public Utilities, Seattle City Light, and King County, as well as by Washington Administrative Code Section 468-34 and Washington State Department of Transportation policies within the department's right-of-way.

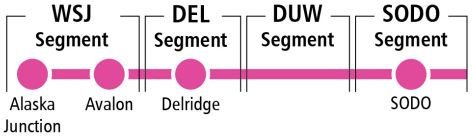
4.15.2 Affected Environment

The study area for utilities is the area within 100 feet of the track alignment, stations, and associated facilities (operation and construction). Existing and planned utilities considered in this analysis include water, sanitary sewer, storm sewer, electrical power, natural gas, telephone and communications infrastructure, and petroleum product pipelines. Table 4.15-1 summarizes the existing utility providers in the study area.

Table 4.15-1. Summary of Existing Utility Providers in the Study Area

Utility	Provider
Electricity	• Seattle City Light
Natural gas	• Puget Sound Energy
Water	• Seattle Public Utilities
Stormwater Management	• Port of Seattle • Seattle Public Utilities • Washington State Department of Transportation
Wastewater Management	• King County Wastewater Treatment Division • Seattle Public Utilities
Petroleum	• Olympic Pipeline
Telecommunications	• Lumen Technologies • Seattle Information Technology • Mobilite (Sound Transit systems) • Verizon Communications Inc. • Comcast Corporation • T-Mobile • WaveDivision Holdings LLC • T-Mobile • Atlas Networks • Earthlink • AT&T Inc • Crown Castle Fiber • Zayo Group
Steam	• Enwave

Sources: Federal Communications Commission 2018, City of Seattle 2019.



Water and high-pressure gas lines are typically 3 to 6 feet underground, while sewer lines are usually 6 or more feet underground. Some smaller utilities, such as fiber optic cables and telephone lines, are buried less than 3 feet underground. Water, sewer, and storm drain pipelines typically run parallel beneath streets, while fiber optic cables, telephone lines, and power lines often run below sidewalks. Seattle Public Utilities owns and maintains the Southwest Genesee Street Detention Dam, a flood control and stormwater detention dam on Longfellow Creek on the south side of Southwest Genesee Street. See Section 4.8, Water Resources, for additional information on this dam and potential impacts.

Information on planned utility upgrades and new projects in the study area was gathered from the City of Seattle Capital Improvement Program (City of Seattle 2023) and Regional Wastewater Services Plan (King County 2018) and is summarized in Appendix L4.15, Utilities. Sound Transit would continue to coordinate with King County and appropriate departments within the City of Seattle through final design on any conflicts between the West Seattle Link Extension and planned utility upgrades and new projects.

4.15.3 Environmental Impacts of the No Build Alternative

The No Build Alternative would not impact utilities in the project study area.

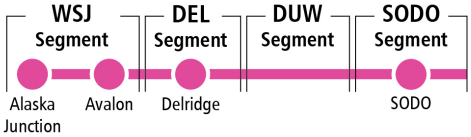
4.15.4 Environmental Impacts of the Build Alternatives during Operation

The project would increase electricity usage in the study area through the operation of light rail trains using direct-current power taken from 26-kilovolt electric distribution facilities, as well as through lighting installed at stations, safety lighting along the alignment, and other light rail facilities. Seattle City Light would provide the electricity to operate the project's light rail vehicles, stations, and facilities. Section 4.10, Energy Impacts, describes the Build Alternatives' energy consumption and identifies energy-related impacts. Seattle City Light has the capacity to supply the electricity needed for the light rail extension, and Sound Transit will continue to coordinate with Seattle City Light to determine if improvements to any Seattle City Light infrastructure would be necessary.

Traction power substations placed at or near light rail stations would provide power to the overhead catenary system that would power the light rail vehicles. The substations would be powered by 26-kilovolt electric lines connecting to the nearest power pole. In some cases, additional distribution lines might be needed to serve individual substations. Stray electrical current from a light rail system's traction power electrical system could cause damage and corrosion to nearby underground utilities if not properly controlled. Section 4.13, Electromagnetic Fields, provides additional discussion of potential stray current effects on utilities.

Major service disruptions to utility customers during light rail repair and maintenance operations are unlikely and would be limited if they occur. Sound Transit would design the light rail to maintain access to utilities for maintenance and repair. In some cases, that would require Sound Transit to relocate sewer maintenance holes, pipes, vaults, or other access points. Sound Transit would work with utility providers to maintain required access to these utilities and relocated sewer maintenance holes and vaults, utility mains, fire hydrants, and other features.

Sound Transit would integrate efficient operating practices at existing and new facilities and use equipment to reduce energy and water demand and to recycle water. Sound Transit's sustainability requirements are described further in Section 4.10. Implementing these and other sustainable practices would reduce consumption and demand on utilities.



4.15.5 Environmental Impacts of the Build Alternatives during Construction

4.15.5.1 Impacts Common to All Alternatives

Sound Transit inventoried major utilities in the study area to identify potential conflicts that might require utility relocation and to understand the degree of utility impacts. Major utilities were defined as follows:

- Water mains that are 16 inches in diameter or greater
- Sanitary sewer force mains and gravity sewers that are 24 inches in diameter or greater
- Stormwater drains that are 36 inches in diameter or greater and drainage ponds
- Electrical transmission lines that are 115-kilovolt or greater
- High-pressure gas mains
- Intermediate-pressure gas lines that are 8 inches in diameter or greater
- Telephone and fiber optic duct banks with three or more conduits
- Petroleum product pipelines
- Steam pipelines that are 12 inches in diameter (carrier pipe diameter) or greater

Sound Transit did not evaluate or inventory impacts to minor utilities but will evaluate and inventory them as the project design progresses from preliminary to final design. Additional impacts would occur from minor utility relocations and would be coordinated with utility providers and the City of Seattle.

The purpose of identifying these conflicts is to plan for relocating the utilities during construction to remove possible conflicts, prevent disturbing the route during future maintenance of overhead or underground utilities, ensure that the light rail infrastructure is separated from the utility by the minimum distance required, and account for relocation costs.

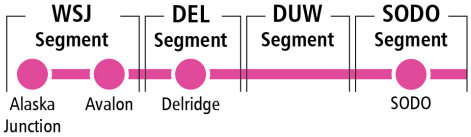
Potential impacts during construction may require the following:

- Relocating utility poles supporting overhead lines
- Raising overhead power lines to heights that do not interfere with guideway or catenary system
- Constructing new distribution lines to provide power to substations
- Relocating underground utilities
- Inspecting, repairing, and casing underground utilities at guideway track crossings
- Service disruptions

There also may be potential settling of ground around utilities, as described in Section 4.11, Geology and Soils.

Construction could affect access to underground utility providers, and in some cases, utilities would need to be relocated in consultation with the utility provider and the City of Seattle. Sound Transit would coordinate with utility providers to establish replacement procedures and facility design standards, as applicable.

Construction could lead to impacts such as displacement, relocation, or interrupted service to utilities. The degree of impact would depend on depth, material composition, excavation limits, construction methods, project alignment, and other factors. Within the study area, most underground utilities are within about 6 feet of the surface and within 35 feet of the centerline of each alternative. To allow for excavation and to minimize load impacts from the weight of light rail vehicles, underground utilities would be relocated or cased for protection. Utilities within public road rights-of-way would generally be moved to a different location within the right-of-way.



In some cases, utilities may need to be relocated to adjacent rights-of-way and/or require additional easements from affected private properties.

Where feasible, columns for elevated guideways would avoid impacts on underground utilities. Elevated guideways might also require that existing power lines be relocated or elevated over the overhead catenary system. Bored tunnel profiles would generally avoid utility lines, except at stations, where Sound Transit would use cut-and-cover construction. Potential settlement of utilities is described in Section 4.11, Geology and Soils.

Temporary connections to utility customers would typically be established before relocations to minimize service disruptions. However, inadvertent damage to underground utilities could occur if utility locations are uncertain or misidentified. Sound Transit would work with utility companies to identify damaged utility lines or connections and restore service as soon as possible. Efforts to minimize impacts would also include potholing and pre-construction surveys to identify utility locations, as well as outreach to inform customers of potential service disruptions.

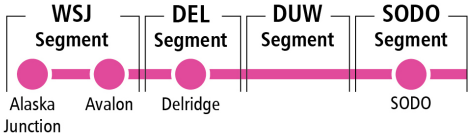
The following subsections summarize the notable utility conflicts in each segment. Appendix L4.15 summarizes all major conflicts for each Build Alternative. Where major utilities would be directly under or above the project limits, the approximate length of the relocation is provided. Where major utilities would intersect with an alternative, the number of crossings is identified because the length of the relocation has not yet been determined. Sound Transit would determine relocation lengths during final design.

4.15.5.2 SODO Segment

All SODO Segment Build Alternatives would relocate an overhead 230-kilovolt power line from the SODO Busway. Based on continuing coordination with Seattle City Light, it is anticipated that the line will be moved to 6th Avenue South between South Massachusetts Street and the substation south of South Spokane Street, although other locations could be considered during final design. This relocation would require rebuilding portions of 6th Avenue South, but existing underground utilities would be protected in place. All Build Alternatives would relocate a 24-inch-diameter storm drain along 5th Avenue South. All Build Alternatives would also affect a water line on South Lander Street, but it would be cased to accommodate light rail weight.

4.15.5.3 Duwamish Segment

All Build Alternatives in the Duwamish Segment would relocate gas lines and fiber optic lines for guideway columns at the Duwamish Waterway (also known as the Duwamish River). All Build Alternatives would also relocate an overhead 230-kilovolt power line from 5th Avenue South to 6th Avenue South and raise an overhead 230-kilovolt power line along 2nd Avenue South. Option DUW-1b would place guideway columns on Duwamish Avenue South near a 96-inch-diameter pressurized sewer force main, which would need to be relocated. Similarly, Alternative DUW-2 would require relocation of a 96-inch-diameter combined sewer line along West Marginal Way due to placement of guideway columns. Alternative DUW-2 is the only alternative that would require the relocation of an approximately 100-foot-long portion of Olympic Pipeline's oil pipeline on Harbor Island. All alternatives would relocate a 24-inch-diameter storm drain along a portion of the SODO Busway within the Duwamish Segment. Option DUW-1b would relocate storm drain outfalls at the Duwamish Waterway. Portions of sewer lines at West Marginal Way Southwest would need to be replaced under Alternative DUW-2.



4.15.5.4 Delridge Segment

All Build Alternatives in the Delridge Segment have gas lines that would conflict with proposed guideway columns. All alternatives except Alternative DEL-2a and Option DEL-2b would require relocation of these gas lines. For Alternative DEL-2a and Option DEL-2b, these gas lines could be protected in place. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would conflict with a gas line along Southwest Andover Street, while Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would conflict with a gas line along Delridge Way Southwest.

All alternatives except Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would relocate a fiber optic telecommunications line at 23rd Avenue Southwest. A fiber optic telecommunications line on Southwest Genesee Street would need to be relocated for Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-5. A sewer line at 26th Avenue Southwest would be relocated with Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, and Alternative DEL-6a, and a sewer line at 32nd Avenue Southwest would be relocated with Preferred Option DEL-6b and Alternative DEL-7. Preferred Option DEL-6b and Alternative DEL-7 would relocate portions of overhead power lines at 32nd Avenue Southwest and Southwest Andover Street. None of the Build Alternatives in this segment would conflict with any major water lines.

4.15.5.5 West Seattle Junction Segment

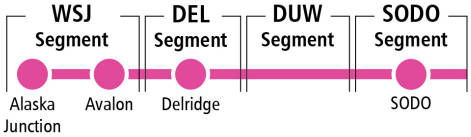
All alternatives except Alternative WSJ-6 would require the relocation of existing gas lines and fiber optic lines for guideway columns and Avalon Station. All Build Alternatives in the West Seattle Junction Segment except Alternative WSJ-2 and Option WSJ-3b would require the relocation of sanitary sewer lines at Southwest Alaska Street and 41st Avenue Southwest. None of the alternatives would affect major power utilities.

4.15.6 Indirect Impacts of the Build Alternatives

For the West Seattle Link Extension, indirect impacts would be the same for all Build Alternatives. The improved transit access would support planned transit-oriented development or redevelopment near the project stations. This increase in population and development would also likely increase demand for utility services in some areas surrounding stations. The project corridor is entirely within Seattle's urban growth boundary, and development near the project would not be denser than allowed within the adopted land use plan. Increased development and associated utility demands within these areas are addressed by City of Seattle plans, and future development would undergo environmental review and permitting independent from the project. Section 4.2, Land Use, provides more details on adopted land use plans and potential project impacts.

4.15.7 Mitigation Measures

Through pre-construction measures and coordination with utility providers, no impacts on major utilities are expected during construction of the project and no mitigation would be needed.



4.16 Historic and Archaeological Resources

4.16.1 Introduction to Resource and Regulatory Requirements

This section identifies and describes the potential historic and archaeological resource impacts from the West Seattle Link Extension Project (the project). The Historic and Archaeological Resources Technical Report (Appendix N.5, Historic and Archaeological Resources Technical Report) provides a detailed methodology for this project, and more information about federal, state, and local regulations regarding historic properties. The two main federal laws pertaining to historic and archaeological resources are the National Historic Preservation Act and the National Environmental Policy Act (NEPA). The National Historic Preservation Act requires that federal agencies, in this case the Federal Transit Administration (FTA), identify and assess the effects of federally assisted undertakings on historic properties (any prehistoric or historic district, site, building, structure, or object) and consult with other regulatory agencies, Native American Tribes, and interested parties to find acceptable ways to avoid, minimize, or mitigate adverse effects. Historic and archaeological resources must also be given consideration under NEPA. In addition, for United States Department of Transportation projects, Section 4(f) of the United States Department of Transportation Act includes protections for National Register of Historic Places (National Register)-eligible properties.

National Register Eligibility

To be eligible for listing in the National Register, a historic property must retain integrity and meet at least one of the following criteria (36 Code of Federal Regulations, part 60.4):

a) Is associated with an important event or series of events that have made a significant contribution to the broad patterns of American history.

b) Is associated with an important individual who was significant in our past.

c) Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master or possesses high artistic values; or represents a significant and distinguishable entity whose components lack individual distinction.

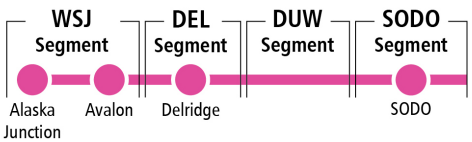
d) Has yielded, or may be likely to yield, information important in history or prehistory.

Historic properties are identified and evaluated by the lead federal agency in consultation with the State Historic Preservation Officer at the Washington State Department of Archaeology and Historic Preservation, interested and affected Native American Tribes, local jurisdictions, and other consulting parties, as appropriate.

Applicable state laws and authorities include the Washington State Environmental Policy Act and laws and regulations relating to cultural and archaeological resources such as the Washington Heritage Register program. The Washington Heritage Register program is administered by the Washington State Department of Archaeology and Historic Preservation. Under state law, Revised Code of Washington 27.53, Archaeological Sites and Resources, any alteration to an archaeological site requires a permit from the Washington State Department of Archaeology and Historic Preservation. State law, Revised Code of Washington 27.44, Indian Graves and Records, also protects Native American burial sites. Revised Code of Washington 76.09 (Confidentiality of Information) provides for the confidentiality of information on archaeological sites.

The analysis presented in this section follows guidance provided by the Department of Archaeology and Historic Preservation's Washington State Standards for Cultural Resources Reporting.

The City of Seattle's Landmarks Preservation Ordinance (SMC 25.12) states that, in order to be eligible for landmark designation, a property must be at least 25 years old, possess integrity or the ability to convey its significance, and meet at least one of six criteria. Only the Seattle Landmarks Preservation Board can determine whether a property meets the criteria. A Certificate of Approval from the Board is required to alter or demolish a landmark.



4.16.2 Affected Environment

Appendix N.5 includes a history of the West Seattle Link Extension study area; additional information about federal, state, and local regulations affecting cultural resources; and further detail on the resources eligible for the National Register that are described in the following sections. It also includes information on the area of potential effects for the project and detailed information for each of the parcels inventoried as part of the built environment survey.

The area of potential effects for each alternative extends from elements of the project limits (e.g., guideway, stations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to project elements. One parcel is a standard area of potential effects extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. The area of potential effects is larger in the following areas to account for potential visual effects:

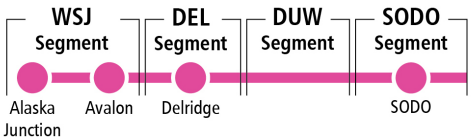
- **SODO Segment.** Area of potential effects extended one additional parcel from the guideway where project alternatives would reconstruct South Lander Street to cross over the existing and new light rail alignments.
- **Delridge Segment.** For Southwest Genesee Street between 26th Avenue Southwest and 30th Avenue Southwest, the high guideway height of some alternatives extends the area of potential effects to two parcels to the north of Southwest Genesee Street.

Area of Potential Effects

In accordance with Section 106 of National Historic Preservation Act, the area of potential effects includes all areas where one or more alternatives or project elements has the potential to adversely affect historic and/or archaeological resources. FTA, in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties, determines the Section 106 area of potential effects for historic and archaeological resources.

FTA established the area of potential effects for the West Seattle and Ballard Link Extensions Project in coordination with Sound Transit and in consultation with the State Historic Preservation Officer, Tribes, and consulting parties in February 2020. On March 25, 2021, FTA, in cooperation with Sound Transit, revised the area of potential effects to include proposed station locations, staging areas, and other project elements that had not previously been identified; the State Historic Preservation Officer concurred with the revised area of potential effects on March 26, 2021. Sound Transit identified new construction elements that required additional revisions to the area of potential effects in September 2021. FTA consulted on the revised area of potential effects based on these additional revisions on September 7, 2021, and the State Historic Preservation Officer conditionally concurred with FTA's revised area of potential effects on October 5, 2021. The State Historic Preservation Officer, FTA, and Sound Transit met on November 18, 2021 to follow up and discuss concerns raised by consulting parties and the State Historic Preservation Officer regarding the proposed revisions to the area of potential effects. The West Seattle and Ballard Link Extensions Project was subsequently redefined in August 2023 as the West Seattle Link Extension with a revised area of potential effects. FTA, in coordination with Sound Transit, consulted on the redefined West Seattle Link Extension Project and area of potential effects on August 3, 2023. The State Historic Preservation Officer provided no comments on the project area of potential effects. Figure 4.16-1 depicts the area of potential effects.

To better understand the potential to encounter archaeological resources within the area of potential effects, known sites within an additional 0.25-mile area were studied. Additional information on methods for the review of archaeological resources within the study area and area of potential effects is in Appendix N.5.



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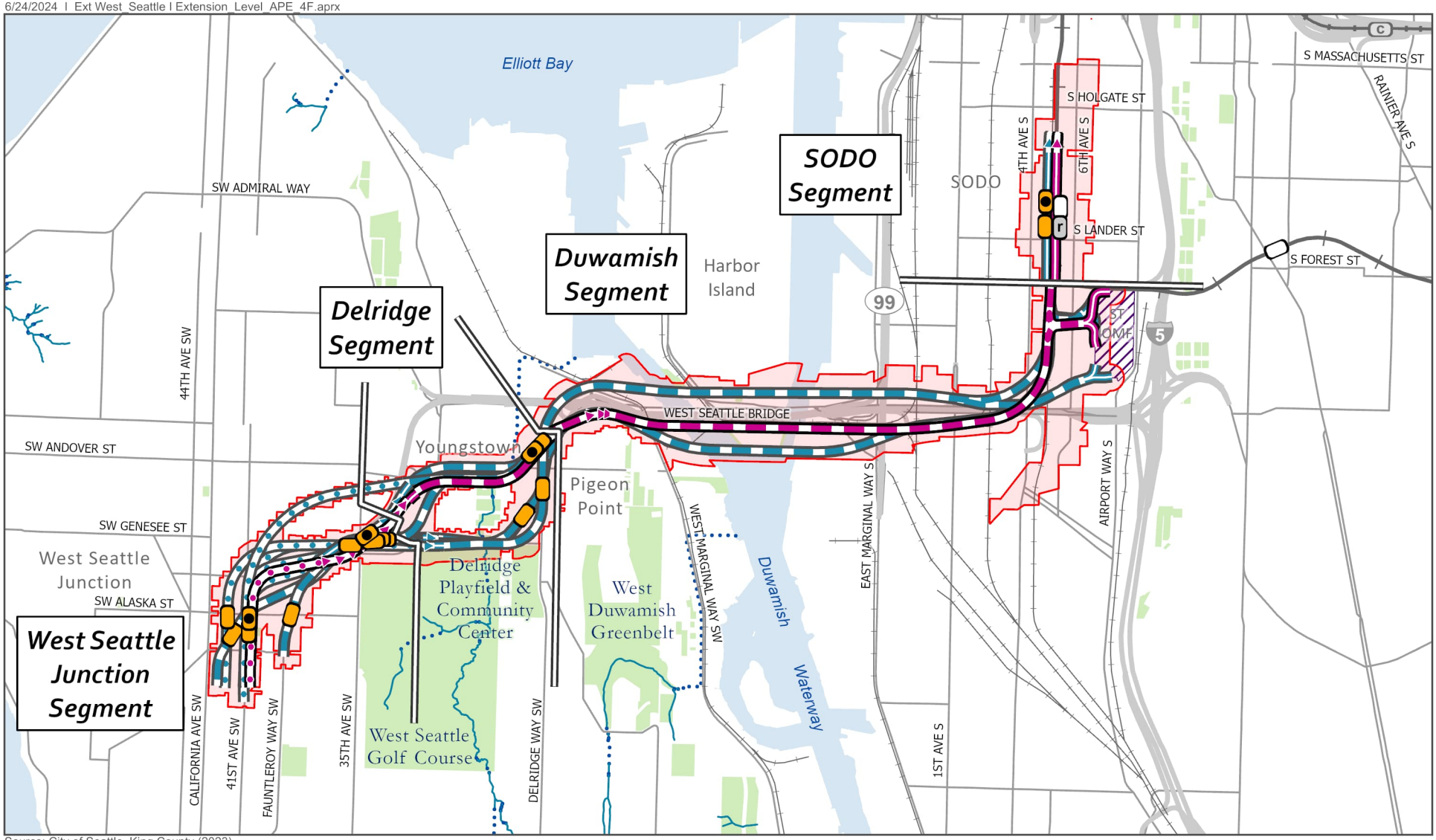


Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Area of Potential Effects

FIGURE 4.16-1
Area of Potential Effects
West Seattle Link Extension

West Seattle Link Extension

0 0.5 1 Mile

N

4.16.2.1 Historic Built Environment Resources

Historic built environment resources in the area of potential effects that were built in or before 1980 were surveyed and inventoried. Table 4.16-1 summarizes the National Register-listed and eligible historic properties (either previously identified or determined as part of this evaluation) and designated Seattle landmarks within each segment within the area of potential effects. These resources are also listed by segment in Section 4.16.4, Environmental Impacts of the Build Alternatives during Operation. All National Register-listed or eligible resources, including districts, would also meet Seattle landmark eligibility criteria. The State Historic Preservation Officer has concurred with all determinations of National Register eligibility.

Table 4.16-1. Historic Built Environment Resources within the Area of Potential Effects

Segment	National Register Resources		Designated Seattle Landmarks
	Listed	Determined Eligible	
SODO	0	7	0
Duwamish	0	58	2
Delridge	0	14	1
West Seattle Junction	0	31	1
Linear resources spanning multiple segments	0	1	0
Total	**0**	**111**	**4**

4.16.2.2 Archaeological Resources

Project-specific archaeological field inventory has been limited to two sets of investigations within the area of potential effects, one near West Marginal Way Southwest on the west side of the Duwamish Waterway and one on Pigeon Point. Neither of these investigations yielded archaeological resources or evidence of buried surfaces potentially associated with archaeological deposits. To date, archaeological inventory has been limited for multiple reasons, largely because of a lack of access to private property and substantial existing development in public rights-of-way. The remainder of the archaeological fieldwork to date has consisted of archaeological monitoring of geotechnical boring activities currently being conducted in support of design, which has provided some insight into the archaeological potential of the project corridor. Desktop research included examination of the history of the area of potential effects, the presence of previously identified archaeological resources, the archaeological predictive model (for precontact resources; developed by the Washington State Department of Archaeology and Historic Preservation), ethnographic information, and archival resources. U.S. Meander lines were also used in the analysis to help determine probability for archaeological resources near modern day or historically documented shorelines.

Ten archaeological resources were identified within 0.25 mile of the area of potential effects for the four segments of the West Seattle Link Extension using the Washington Information System for Architectural and Archaeological Records Data (WISAARD) system. None of these resources have been determined eligible for listing in the National Register. Site types identified during the search included both precontact and historical-period resources. Table 4.16-2 identifies the number of archaeological resources associated with the West Seattle Link Extension by segment. The area of potential effects is shown on Figure 4.16-1.

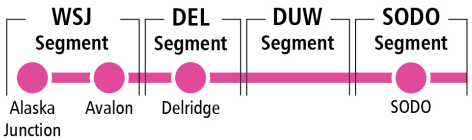


Table 4.16-2. Archaeological Resources within 0.25 Mile of the Area of Potential Effects

Segment	Archaeological Resources within 0.25 mile of Area of Potential Effects	National Register-Eligible Archaeological Resources in Area of Potential Effects	Non-National Register-Eligible Archaeological Resources in Area of Potential Effects	Unevaluated or Undetermined Eligibility Archaeological Resources in Area of Potential Effects
SODO	0	0	0	0
Duwamish	8	0	3	1
Delridge	0	0	0	0
West Seattle Junction	2	0	0	0
Total	**10**	**0**	**3**	**1**

Of the 10 resources identified, only four fall within the area of potential effects (45KI529, 45KI530, 45KI688, and 45KI1353), all of them within the Duwamish Segment of the alignment. The remaining six resources are within 0.25 mile of the area of potential effects and were identified for context. Of the four resources in the area of potential effects, 45KI1353 is a precontact archaeological site (a potential midden site), while the other three (45KI529, 45KI530, and 45KI688) are historical-period refuse dumps and a named landfill. Archaeological site 45KI1353 has not been evaluated for eligibility for listing in the National Register. The three historical-period archaeological sites have all been archaeologically tested and determined not eligible for listing in the National Register.

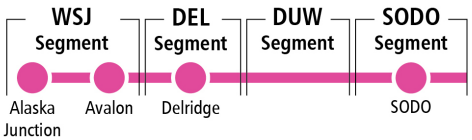
Geotechnical borings to support the Draft Environmental Impact Statement began in 2018 and concluded in 2021. Of the 35 boreholes completed for conceptual design of the project, 15 were archaeologically monitored following the recommendations developed within the *Geotechnical Investigation, Cultural Resources Assessment and Inadvertent Discovery Plan* (Bumback et al. 2019). No archaeological features or artifacts were identified in any of the boreholes.

In addition to the archaeological monitoring of the geotechnical borings, an archaeological field survey was conducted in 2022. The survey consisted of an archaeologist-directed geoprobe effort to investigate whether site 45KI1353 extended further north than its mapped boundary. The effort included six geoprobes along the Southwest Marginal Place right-of-way. No archaeological features or artifacts were identified in any of the geoprobes.

In 2023, three archaeologically focused shovel test probes were excavated in the area immediately north of Pigeon Point in conjunction with geotechnical investigations. Shovel test probes were hand excavated in advance of three geotechnical boring locations (DS2017, DS2019, and DS2020) to better understand near-surface soil deposits in the area of Pigeon Point. Shovel test probes identified a relatively thick modern refuse scatter atop noncultural soils along the slope between the northmost residences atop Pigeon Point and West Marginal Way Southwest. No cultural materials greater than 50 years of age were identified during the shovel probe testing.

4.16.3 Environmental Impacts of the No Build Alternative

Under the No Build Alternative, archaeological resources may be identified through other construction activities as the area continues to expand and develop. Similarly, the number of historic built environment resources could decrease with increased development or through neglect.



4.16.4 Environmental Impacts of the Build Alternatives during Operation and Construction

This section discusses potential direct impacts during operations (long-term impacts) and construction (short-term impacts) of the West Seattle Link Extension on archaeological sites and historic built environment resources. In cases where historic resources or districts exceed the one-parcel or 200-foot boundary, effects to historic properties are still considered on the entire resource or district.

Under federal regulations (National Historic Preservation Act, 36 *Code of Federal Regulations*, part 800.5), a project would have an adverse effect if it would alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association. All qualifying characteristics of a historic property shall be considered, including those that may have been identified after the original evaluation of the property's National Register eligibility.

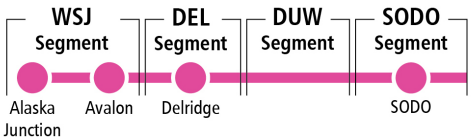
To determine the effects on historic properties in the West Seattle Link Extension area of potential effects, the following information was used:

- The location of project elements and proximity to historic properties
- Potential partial or complete acquisition and/or demolition of historic properties
- Construction methods and location
- Potential for vibration (short- or long-term) that could damage historic properties
- Potential for settlement that could damage historic properties
- Potential changes to the visual setting that adversely affect the historic setting
- Traffic detours related to roadway closures

What are Adverse Effects on Historic Properties?

- Physical destruction of or damage to all or part of the property.
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 *Code of Federal Regulations* 68) and applicable guidelines.
- Removal of the property from its historic location.
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an indigenous Tribe or Native Hawaiian organization.
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Effects on archaeological resources is determined by the presence of known archaeological sites and the potential for unknown archaeological sites within the area needed for project construction and operations.



4.16.4.1 Historic Built Environment Resources

For this project, property-specific adverse effects are characterized as follows:

- **Property demolition**. Property would be acquired and demolished.
- **Partial property acquisition**. Part of the property would be acquired for the project but would not necessitate demolition of the historic built environment resource. An adverse effect would occur if the acquisition diminished one or more aspects of the property's integrity of significant historic features. Not all partial property acquisitions would result in an adverse effect.
- **Permanent proximity effects**. Proximity to the project and/or visual intrusion would cause permanent diminishment of setting, feeling, and/or other aspects of integrity.
- **Construction disruption.** A property in direct proximity (typically within one parcel) would be affected by reduced access, extensive noise, and/or vibration over an extended duration, diminishing one or more aspects of integrity. Construction in proximity of a historic property would not necessarily diminish integrity or result in an adverse effect.

Operation-related impacts are defined in this section as long-term, permanent impacts when revenue service beings. These on-going impacts are typically associated with the introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

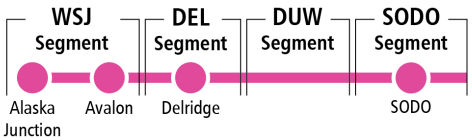
Construction-related impacts to historic built environment resources can be caused by several factors, including, but not limited to, restricted access, increased truck traffic along haul routes, glare, noise, vibration, and temporary changes to setting. Together, these factors can lead to reduced commercial activity, and reduced investment in historic properties. Typically, these effects would not be considered adverse unless they would diminish characteristics that contribute to a historic property's National Register eligibility.

Construction-related vibration would potentially affect built environment historic properties. As described in Appendix N.3, Noise and Vibration Technical Report, the primary concern from vibration as a result of construction activities is the potential for damage to buildings, particularly historic properties. Because the details of the construction means and methods for this project are not available at this time and there are several Build Alternatives, the construction vibration analysis focused on determining the distance beyond which the damage risk criteria and annoyance criteria would not be exceeded. A construction vibration control plan would be developed to address locations where there are historic properties that would have the potential to be affected. Properties in the West Seattle Link Extension area of potential effects that would experience adverse construction-related effects are noted in Tables 4.16-3 through 4.16-6.

All resources that have been determined National Register-eligible historic properties are assumed to be eligible for Seattle landmark designation. The anticipated potential effects are also assumed to be identical.

Designated Seattle landmarks and districts that incur an alteration would be subject to review and issuance of certificate of approval from the Landmarks Board and/or District Review Boards; greater detail regarding City of Seattle review of actions related to designated landmarks can be found at https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT25ENPRHIPR_CH25.12LAPR. Projects across the street or adjacent to any city landmark require consultation with Seattle Department of Neighborhoods for site-specific impact mitigation.

The State Historic Preservation Officer concurred with FTA's findings of adverse effect on April 16, 2024.



4.16.4.2 Archaeological Resources

Based on the archaeological predictive model, there is a very high potential that unknown archaeological sites exist in areas where ground disturbance would occur for the project and could be impacted by construction of any of the West Seattle Link Extension alternatives.

4.16.4.3 Linear Resources Spanning Multiple Segments

A segment of Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal is contained within both the SODO and Duwamish segments. However, it would be avoided in its entirety and would not be adversely affected by any project alternatives.

4.16.4.4 SODO Segment

4.16.4.4.1 Historic Built Environment Resources

As summarized in Table 4.16-3, all four SODO Segment alternatives would adversely affect one historic property, the Graybar Electric Company Building at 1919 6th Avenue South (1030). Any effects to other historic properties would be associated with proximity to the new alignments, but those effects are not anticipated to be adverse.

There are no National Register-eligible historic districts in this segment.

4.16.4.4.2 Archaeological Resources

All of the SODO Segment alternatives fall within a zone defined by the archaeological predictive model as “survey highly advised: very high risk” for archaeological resources, indicating that there is a very high risk of impacting previously unidentified archaeological resources in this area across most of the segment. There are no recorded archaeological sites within the area of potential effects or within 0.25 mile of the area of potential effects for this segment.

4.16.4.5 Duwamish Segment

4.16.4.5.1 Historic Built Environment Resources

All three Duwamish Segment alternatives would adversely affect built environment historic properties (Table 4.16-4). There is one designated Seattle landmark within this segment, Fire Station 14, but it will not be adversely affected.

There are no previously identified historic districts within the Duwamish Segment. Two National Register-eligible historic districts were identified within this segment: the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory (1122) and the Spokane Street Manufacturing Historic District (multiple identification numbers). None of the individual buildings within Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory are individually eligible for listing in the National Register; therefore, each contributing building is not listed in Table 4.16-4. The Spokane Street Manufacturing District contains three buildings that are individually eligible for listing in the National Register, and each is listed in Table 4.16-4.

Common to all alternatives in this segment is the relocation of a 230-kilovolt power line along 6th Avenue South and Diagonal Avenue, south of South Spokane Street, leading to the Seattle City Light Substation. This project element would not directly or indirectly alter or diminish any aspect of integrity of adjacent historic properties, and the line itself was not constructed in or before 1980 and is not considered historic.

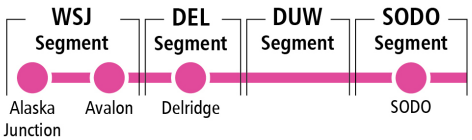


Table 4.16-3. Effects to Built Environment Historic Properties: SODO Segment

Survey Number	WISAARD Number	Property Name	Address	Date Built	National Register Eligibility Status	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
1028	342325	Lincoln Moving & Storage, Alaska Orient Van Lines Building	1924 4th Avenue South	1966	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1030	720609	Graybar Electric Company Building	1919 6th Avenue South	1960	Eligible (Criterion C)	**Adversely Affected: Property Demolition**	**Adversely Affected: Property Demolition**	**Adversely Affected: Property Demolition**	**Adversely Affected: Property Demolition**
1276	720594	Platt Electric Supply Co.	2757 6th Avenue South	1970	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1899	342236	Holgate Terminals Incorporated	1762 6th Avenue South	1960	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
2085a	343198	Mill & Mine Supply Co. Building and Warehouse	625 South Lander Street	1953	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3317	721855	Northwest Wire Works	2752 6th Avenue South	1947	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
6012	728870	Denny's	2742 4th Avenue South	1968	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
Total Number of Adversely Affected Properties	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**1**	**1**	**1**	**1**

Note:

Property names correspond with the resource names documented on the Historic Property Inventory forms prepared for the Department of Archaeology and Historic Preservation. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

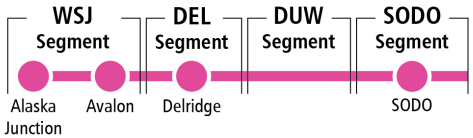
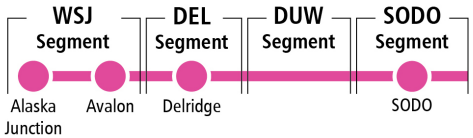
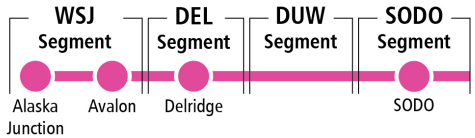


Table 4.16-4. Effects to Built Environment Historic Properties: Duwamish Segment

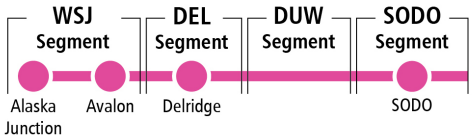
Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Not Applicable	Multiple	Spokane Street Manufacturing Historic District	Multiple	1908 to 1968	Eligible Historic District (Criterion A)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected
881	342274	Seattle Pacific Sales Company Warehouse	3800 1st Avenue South	1968	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1005	45159	Link-Belt Company Property	3405 6th Avenue South	1946	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1083	718431	Viking Automatic Sprinkler Company	3434 1st Avenue South	1964	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
1090a	720509	Transportation Equipment Rentals Office Building	3443 1st Avenue South	1968	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
1090b	720510	Transportation Equipment Rentals Maintenance Warehouse	3443 1st Avenue South	1968	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
1094a	720511	Acme Tool Works	3626 East Marginal Way South	1941	Eligible (Criterion A), contributes to Spokane Street Manufacturing Historic District (Criterion A)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected



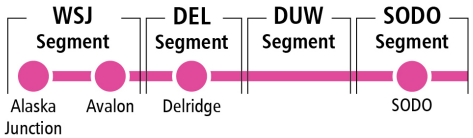
Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
1122a through 1122e	721620, 721624, 721625, 721628, 721629	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District	3800 West Marginal Way Southwest	1917 to 1968	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A and C)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected
1138	45086	Fire Station 14	3224 4th Avenue South	1922	Eligible (Criterion C), Designated Seattle Landmark	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1274	45085	Pacific Hoist and Warehouse Company	3200 4th Avenue South	1931	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1275a	342730	Langendorf United Bakeries	2901 6th Avenue South	1952	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1275b	720593	Langendorf United Bakeries Repair Garage	2901 6th Avenue South	1955	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1388	38533	A.M. Castle and Company	3640-60 East Marginal Way South	1945	Eligible (Criteria A and C), contributes to Spokane Street Manufacturing Historic District (Criterion A)	**Adversely Affected:** *Permanent Proximity Effect*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected
1915	38532	Alaskan Copper Works/Eagle Brass Foundry Company	3600 East Marginal Way South	1918	Eligible (Criterion A), contributes to Spokane Street Manufacturing Historic District (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected



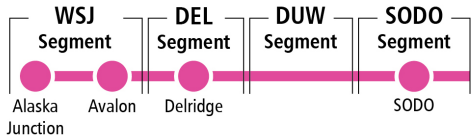
Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
1941	342160	Pacific Reefer Fisheries	3480 West Marginal Way Southwest	1964	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1943	48502	Alaskan Copper and Brass Company	3223 6th Avenue South	1953	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3214	294616	Single-Family Residence	3842 23rd Avenue Southwest	1914	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3320b	722008	NW Motor Parts Corporation Building	2930 6th Avenue South	1951	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3321	721857	M.J.B. Coffee Company Warehouse	2940 6th Avenue South	1954	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3322a	342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	1941	Eligible (Criterion C)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*
3322b	721997	Auto Repair Garage	2958 6th Avenue South	1948	Eligible (Criterion A)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected
3324	340010	Los Angeles-Seattle Motor Express Company	3200 6th Avenue South	1945	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3327	342709	Scientific Supplies Company	600 South Spokane Street	1954	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected



Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
3329a	86871	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Office/ Administrative Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Partial Property Acquisition*
3329b	722096	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Maintenance Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Partial Property Acquisition*
3329c	722098	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Storage Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Partial Property Acquisition*
3329d	722100	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Car/Paint Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*



Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
3329e	722101	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Maintenance/ Garage Building	450 South Spokane Street	1959	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
3339	342259	Riches & Adams Co./Seattle Opportunities Industrialization Center, Inc.	3627 1st Avenue South	1954	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3344	344061	General Construction Company Office	3840 West Marginal Way Southwest	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5136	725824	Air Mac, Inc.	3838 4th Avenue South	1953	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5137	725825	Warehouse and Office Building	3623 6th Avenue South	1961	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5139a	45089	Seattle City Light South Receiving Substation	3839 4th Avenue South	1938	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5139b	725921	Seattle City Light South Receiving Substation Switchyard	3839 4th Avenue South	1924	Eligible a(Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5139d	730783	Seattle City Light Warehouse and Office Building	400 South Spokane Street	1965	Eligible [a] (Criteria A and C) (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5139e	730784	Seattle City Light South Rectifier Substation	400 South Spokane Street	1952	Eligible [b] (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected



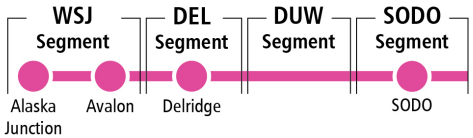
Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
LIN-12	44440	Northern Pacific Railway Bridge Over the West Waterway	South of South Spokane Street, near Southwest Klickitat Way	1911	Eligible (Criterion C), Designated Seattle Landmark	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
LIN-17	730874	Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line	West Marginal Way Southwest and Southwest Spokane Street	1922	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
Total Number of Adversely Affected Properties	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**6**	**6**	**9**

Notes:

Property names correspond with the resource names documented on the Historic Property Inventory forms prepared for the Department of Archaeology and Historic Preservation. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

[a] A portion of this property—but not the building or access to the facility—would be acquired only if it this alternative connects to Alternatives DEL-3 and DEL-4. Although this would result in alteration of setting, the effect would not be adverse, and no other aspects of integrity would be altered or diminish. No portion of the property would be acquired when connecting to any of the other Delridge Segment Build Alternatives.

[b] Individual resources within the area of potential effects were evaluated and considered within the context of a historic district. This resource is associated with the Seattle City Light South Substation/South Service Center property at 400 South Spokane Street and it appears to meet National Register historic district eligibility criteria as a contributing resource. However, only a portion of the Seattle City Light South Substation/South Service Center property is within the area of potential effects, so the property is not counted as a historic district for this project.



4.16.4.5.2 Archaeological Resources

All of the Duwamish Segment alternatives fall within a zone defined by the archaeological predictive model as “survey highly advised: very high risk” for archaeological resources. There are seven recorded archaeological sites within the area of potential effects or within 0.25 mile of the area of potential effects for this segment (45KI688, 45KI1425, 45KI722, 45KI529, 45KI530, 45KI52, 45KI1353). Out of the four archaeological sites within the area of potential effects for the Duwamish Segment (45KI688, 45KI529, 45KI530, and 45KI1353), three (45KI688, 45KI529, 45KI530) have been determined not eligible for listing in the National Register and are therefore subject to impact with no additional evaluation. Archaeological site 45KI1353 could be a precontact midden site that has the potential to be directly impacted by Preferred Alternative DUW-1a and Option DUW-1b. The area to the north of 45KI1353 was the subject of a geoprobe investigation in 2022 to determine the northernmost extent of the archaeological resource and whether the project construction footprint for one or more alternatives would encroach on the site (see Section 4.16.2, Affected Environment). No cultural deposits associated with the archaeological site were identified as a result of the geoprobe testing.

Archaeological site 45KI52, while not currently within the area of potential effects, has been mapped within approximately 900 feet of both Preferred Alternative DUW-1a and Option DUW-1b. The boundary of this archaeological resource is based solely on documentary information and this site has not previously been verified. The extent of the boundary and the actual proximity of the site to either of the southern alignments is currently unknown.

Archaeological sites 45KI722 and 45KI1425 are outside of the area of potential effects but were mapped within 600 feet of Alternative DUW-2. These two sites, both historical, were determined not eligible for listing in the National Register and therefore do not require further evaluation or mitigation.

4.16.4.6 Delridge Segment

4.16.4.6.1 Historic Built Environment Resources

As summarized in Table 4.16-5, Alternative DEL-6a would cause no adverse effects to historic properties in the Delridge Segment. All other alternatives would adversely affect one or more historic property.

There is one designated Seattle landmark, Cettolin House at 4022 32nd Avenue Southwest, within this segment. It would be adversely affected by Preferred Option DEL-6b and Alternative DEL-7. All resources that have been determined National Register-eligible historic properties are assumed to be eligible for Seattle landmark designation. The anticipated potential effects are also assumed to be identical.

There are no previously or newly identified National Register-eligible historic districts in this segment.

4.16.4.6.2 Archaeological Resources

All of the Delridge Segment alternatives fall within a zone defined by the archaeological predictive model as “survey highly advised: very high risk” for archaeological resources. There are no recorded archaeological sites within the area of potential effects or within 0.25 mile of the area of potential effects for this segment.

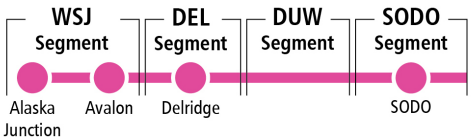
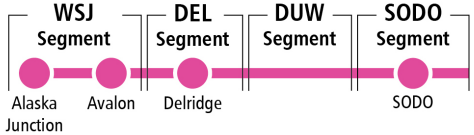
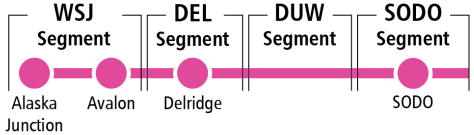


Table 4.16-5. Effects to Built Environment Historic Properties: Delridge Segment

Survey Number	WISAARD Number	Historic Property	Address	Construction Date	National Register Eligibility Status	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
242	717063	West Seattle Golf Course	4600 35th Avenue Southwest	1936	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Partial Property Acquisition; Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Partial Property Acquisition; Permanent Proximity Effects*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
443	344641	Bethlehem Pacific Coast Steel Company Office Building	4045 Delridge Way Southwest	1960	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
444	721070	Residence	4030 Delridge Way Southwest	1906	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
449	38466	Seattle Steel Company/ Bethlehem Pacific Coast Steel Corporation	2424 Southwest Andover Street	1966	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
453	47869	Mrachke & Son	3860 – 3864 Delridge Way Southwest	1930	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1166	376099	Single-Family Craftsman Residence	4108 25th Avenue Southwest	1907	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected



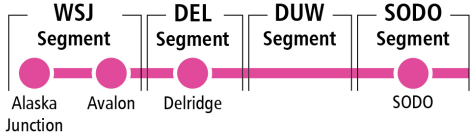
Survey Number	WISAARD Number	Historic Property	Address	Construction Date	National Register Eligibility Status	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
1787	721178	Single-Family Residence	4139 25th Avenue Southwest	1909	Eligible (Criterion C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1977	418305	Contemporary Ranch House	4150 32nd Avenue Southwest	1959	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
2254	335189	Kirlow Four-Plex	3074 Southwest Avalon Way	1967	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
3345	287692	Residence	4017 23rd Avenue Southwest	1907	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3391	300990	Residence	4044 32nd Avenue Southwest	1925	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3396	45978	Cettolin House	4022 32nd Avenue Southwest	1928	Eligible (Criterion C) and designated Seattle landmark	**Adversely Affected:** *Permanent Proximity Effects*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Permanent Proximity Effects*
7063	730028	Single-Family Residence	4019 Fauntleroy Way Southwest	1931	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7075	730040	Single-Family Residence	4032 35th Avenue Southwest	1932	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected



Survey Number	WISAARD Number	Historic Property	Address	Construction Date	National Register Eligibility Status	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Total Number of Adversely Affected Properties	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**1**	**6**	**7**	**6**	**6**	**4**	**4**	**2**	**0**	**1**

Note:

Property names correspond with the resource names documented on the Historic Property Inventory forms prepared for the Department of Archaeology and Historic Preservation. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.



4.16.4.7 West Seattle Junction Segment

4.16.4.7.1 Historic Built Environment Resources

As summarized in Table 4.16-6, three West Seattle Junction Segment alternatives, Preferred Option WSJ-5b, Alternative WSJ-5a, and Alternative WSJ-6, would not adversely affect historic properties. The remaining alternatives would cause adverse effects to one or more built environment historic properties. There are no previously identified or newly identified historic districts within the West Seattle Junction Segment.

There is one designated Seattle landmark, the Campbell Building at 4554 California Avenue Southwest, within this segment. All resources that have been determined National Register-eligible historic properties are assumed to be eligible for Seattle landmark designation. The anticipated potential effects are also assumed to be identical.

4.16.4.7.2 Archaeological Resources

All of the West Seattle Junction Segment alternatives fall within a zone defined by the archaeological predictive model as “survey highly advised: high risk” for archaeological resources. As the segment continues north and crosses over Southwest Alaska Street, it transitions to “survey highly advised: very high risk” for archaeological resources, which continues for the remainder of the segment. There are no recorded archaeological sites within the area of potential effects or within 0.25 mile of the area of potential effects for this segment.

4.16.5 Indirect Impacts of the Build Alternatives

4.16.5.1 Historic Built Environment Resources

Construction of the West Seattle Link Extension could encourage population growth and transit-oriented development in the station areas. Potential effects could include demolition or substantial alteration of historic properties for redevelopment. However, future redevelopment in station areas would be consistent with adopted zoning and the City of Seattle’s Comprehensive Plan, which currently allows greater density in the station areas than exists today. The City’s Landmark ordinance, which would apply to the demolition or substantial alteration of resources that meet the City of Seattle’s Landmark criteria would help to reduce loss of historic properties.

4.16.5.2 Archaeological Resources

No indirect effects to archaeological sites as a result of project activities are anticipated. Archaeological sites are generally only affected by direct impacts. Potential effects from redevelopment in station areas could result in disturbance of archaeological resources in areas not previously disturbed. Future redevelopment in station areas would be subject to review under state and federal regulations that require analysis of potential impacts to archaeological resources.

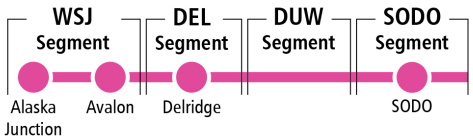
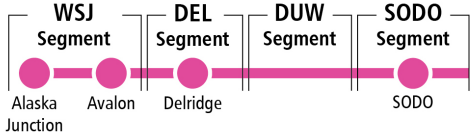
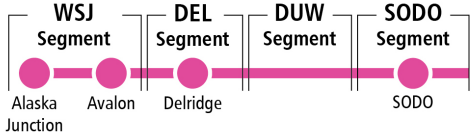


Table 4.16-6. Effects to Built Environment Historic Properties: West Seattle Junction Segment

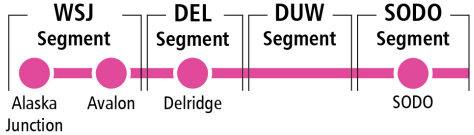
Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
77	719318	Limcrest Apartments	3600 Southwest Genesee Street	1956	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition* [a]	**Adversely Affected:** *Property Demolition* [b]	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
91	720871	Carlsen & Winquist Auto	4480 Fauntleroy Way Southwest	1946	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
92b	720875	West Seattle Brake Service	4464 37th Avenue Southwest	1948	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
97	720988	Jim's Shell Service	4457 Fauntleroy Way Southwest	1965	Eligible (Criterion A)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
103	420560	Residence	4407 38th Avenue Southwest	1924	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
177	721552	Campbell Building	4554 California Avenue Southwest	1918	Eligible (Criteria A and C); designated Seattle landmark	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
181	721486	Alaska House	4545 42nd Avenue Southwest	1979	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
236	343799	Wardrobe Cleaners	4500 Fauntleroy Way Southwest	1949	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected



Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
239	365276	Craftsman Bungalow	4015 Southwest Hudson Street	1906	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1215	442141	Contemporary Ranch House	3221 Southwest Genesee Street	1959	Eligible (Criterion C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
1230	338613	Golden Tee Apartments	3201 Southwest Avalon Way	1967	Eligible (Criterion C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition* [c]	**Adversely Affected:** *Property Demolition* [c]	**Adversely Affected:** *Property Demolition* [d]	**Adversely Affected:** *Property Demolition* [d]	**Adversely Affected:** *Property Demolition* [c]	Not Adversely Affected	Not Adversely Affected
1309	303008	Single-Family Residence	4157 38th Avenue Southwest	1956	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1984	338612	Golden Tee Apartments	3211 Southwest Avalon Way	1967	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	Not Adversely Affected	Not Adversely Affected
2068	679043	Bartell Drugs	4548 California Avenue Southwest	1929	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
2110	334059	Chinook Apartments	4431 37th Avenue Southwest	1959	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
2126	365104	Residence	4446 40th Avenue Southwest	1908	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
2150	343495	West Seattle Bowl	4505 39th Avenue Southwest	1948	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected



Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
2217	343979	Venable and Wing Law Office	4826 California Avenue Southwest	1963	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
2224	721512	Residence	5011 41st Avenue Southwest	1925	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
2228	278849	Residence	4115 Southwest Hudson Street	1913	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3026	654505	Residence	4426 38th Avenue Southwest	1932	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
3042	721838	J.C. Penney/ Russell Building	4520 California Avenue Southwest	1926	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3043	721839	Marier Foto Studio	4528 California Avenue Southwest	1928	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3243	722760	Single-Family Residence	4714 38th Avenue Southwest	1939	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3250	722762	Single-Family Residence	4755 38th Avenue Southwest	1957	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3251a	723076	Apartment Complex	4821 Fauntleroy Way Southwest	1957	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected



Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
3251b	723077	Apartment Complex	4821 Fauntleroy Way Southwest	1957	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7010	729979	Single-Family Residence	4039 36th Avenue Southwest	1953	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7011	729980	Single-Family Residence	4045 36th Avenue Southwest	1948	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7052	730016	Single-Family Residence	4109 38th Avenue Southwest	1919	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7053	730017	Single-Family Residence	4111 38th Avenue Southwest	1919	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
Total Number of Adversely Affected Properties	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**0**	**4**	**4**	**3**	**3**	**7**	**0**	**0**

Notes:

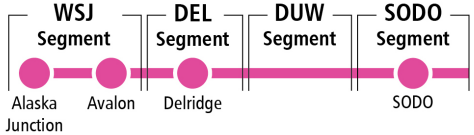
Property names correspond with the resource names documented on the Historic Property Inventory forms prepared for the Department of Archaeology and Historic Preservation. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

[a] This property would be demolished as a result of Alternative WSJ-3a only if it this alternative connects to Option DEL-2b. The property would not be acquired or affected if the alternative connects to Alternative DEL-2a.

[b] This property would be demolished as a result of Option WSJ-3b only if it this option connects to Option DEL-2b. The property would not be acquired or affected if the option connects to Alternative DEL-2a.

[c] This property would be demolished only if it this alternative connects to Alternative DEL-1a or Alternative DEL-3.

[d] This property would be demolished only if it this alternative connects to Alternative DEL-2a or Alternative DEL-4.



4.16.6 Mitigation Measures

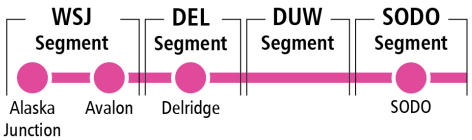
On June 28, 2024, FTA notified the Advisory Council on Historic Preservation that the West Seattle Link Extension Project will have an adverse effect on historic properties, and invited the Advisory Council on Historic Preservation to participate in the Section 106 consultation process and development of the programmatic agreement for the project. In a letter to FTA dated July 15, 2024, the Advisory Council on Historic Preservation acknowledged the notification and declined to participate in the consultation to resolve adverse effects.

FTA and Sound Transit, in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties are developing a programmatic agreement to resolve adverse effects to historic properties for the project. The programmatic agreement, included in Attachment N.5G to Appendix N.5, will be executed prior to FTA issuing a Record of Decision for the West Seattle Link Extension. Sound Transit is also addressing potential impacts to previously undocumented archaeological resources through a phased archaeological survey work plan including preconstruction inventory work that will occur in coordination with Tribes and the State Historic Preservation Officer. This pre-construction inventory work will be phased to coordinate with property acquisition and project construction according to the process outlined in the Archaeological Survey and Inventory Plan and as stipulated in the Section 106 programmatic agreement. The agreement will include an Archaeological Treatment Plan to address the discovery of archaeological and historic resources during project activities. Should National Register-eligible properties be identified as the project advances, FTA will apply the adverse effect criteria to determine effects to resources. In summary, FTA, in coordination with Sound Transit and in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties will implement terms of the programmatic agreement to address treatment of cultural resources and resolve adverse effects as the project moves forward.

Typical mitigation measures that are included in the programmatic agreement are listed below.

- Modifying the undertaking through redesign, re-orientation, or other similar changes to avoid, minimize, or mitigate impacts
- Documenting historic properties or resources that would be impacted
- Installing interpretive/educational signage, or other options that provide a direct public benefit (e.g., exhibits, HistoryLink essays, documentaries, or historic property nominations)
- Implementing data recovery of archaeological or architectural information and materials
- Preparing a National Register nomination for an archaeological site
- Preparing City of Seattle landmark nominations for potentially eligible buildings, structures, objects, and/or sites
- Preparing an ethnographic study, historic essays, documentaries, or formal documentation
- Developing museum exhibits
- Offering lecture series, trainings, or workshops
- Performing additional consultation to ensure compatible replacement buildings or structures
- Supporting preservation non-profit organizations

Sound Transit will develop a detailed monitoring and inadvertent discovery plan, in consultation with the State Historic Preservation Officer and Tribes. The plan will outline protocols to ensure the proper treatment of archaeological resources that may be identified during construction.



4.17 Parks and Recreational Resources

4.17.1 Introduction to Resource and Regulatory Requirements

This section discusses park and recreation resources along the West Seattle Link Extension Project (the project) alternatives and potential impacts to them from the project. The project is near many parks and recreational resources in several neighborhoods in Seattle.

Section 4(f) of the United States Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Act (Code of Federal Regulations Title 59) are federal regulations protecting a subset of these resources. Section 4(f) resources and potential impacts to them are discussed in Section 4.18, Section 4(f) Summary. There are no Section 6(f) resources impacted by the project; however, there are parks and recreational resources that have received Washington State Recreation and Conservation Office funding. Such resources have similar conversion and replacement requirements as Section 6(f).

Seattle Ordinance 118477, enacted in February 1997, requires that City of Seattle land or facilities used for park and recreation purposes "shall be preserved for such use; and no such land or facility shall be sold, transferred, or changed from park use to another usage, unless the City…receives in exchange land or a facility of equivalent or better size, value, location and usefulness in the vicinity, serving the same community and the same park purposes."

4.17.2 Affected Environment

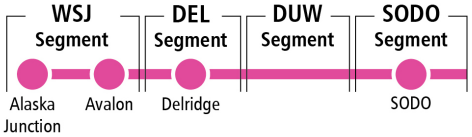
Parks and recreational resources include designated public parks, recreation sites, shoreline street-ends with improved public access, open space, greenbelts, recreational trails, playgrounds, golf courses, swimming pools, and school play areas available for public use during non-school hours. The study area for this evaluation includes resources that are:

- Within 250 feet of the project limits, including areas used for construction
- Within 0.5 mile (approximately 2,640 feet) from each station structure

The following sections summarize by segment the resources within the project study area that are closest to the project and have the potential to be directly or indirectly impacted. Figures 4.17-1 through 4.17-3 show all parks and recreational resources in the study area, and Table L4.17-1 in Appendix L4.17, Parks and Recreational Resources, contains a list of all resources in the study area.

Trails in the project study area that have recreation as a primary function are identified and analyzed in this section. Five trails in the study area have transportation as a primary function and are used by both commuters and recreationists. The potential impacts to these trails are not analyzed in this section. For a discussion of potential impacts on the following trails, refer to Section 3.7, Affected Environment and Impacts during Operation - Non-motorized Facilities, in Chapter 3, Transportation Environment and Consequences.

- **SODO Trail** is a 1-mile paved trail east of the existing light rail between South Royal Brougham Way and South Forest Street, in the SODO and Duwamish segments.
- **West Seattle Bridge Trail** is a 2-mile paved trail in the Duwamish Segment that follows Southwest Spokane Street over the East and West Duwamish waterways (also known as Duwamish River). It connects to the Elliott Bay Trail and the Alki Trail.



- **Duwamish Trail** is a 1.9-mile on-street trail on West Marginal Way, south of South Spokane Street in the Duwamish Segment. It connects to the Alki Trail.
- **Delridge Connector Trail** is a 0.4-mile paved trail in the Delridge Segment between Southwest Andover Street and the West Seattle Bridge. A portion of the trail passes through the West Duwamish Greenbelt. It connects the Delridge neighborhood to parks, Longfellow Creek, and the West Seattle Bridge Trail.
- **Alki Trail** is a 4.4-mile paved trail in the Delridge Segment that runs from Alki Beach to the Duwamish Waterway.

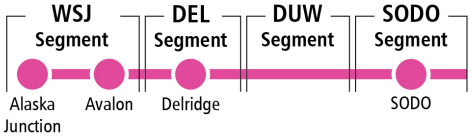
4.17.2.1 SODO Segment

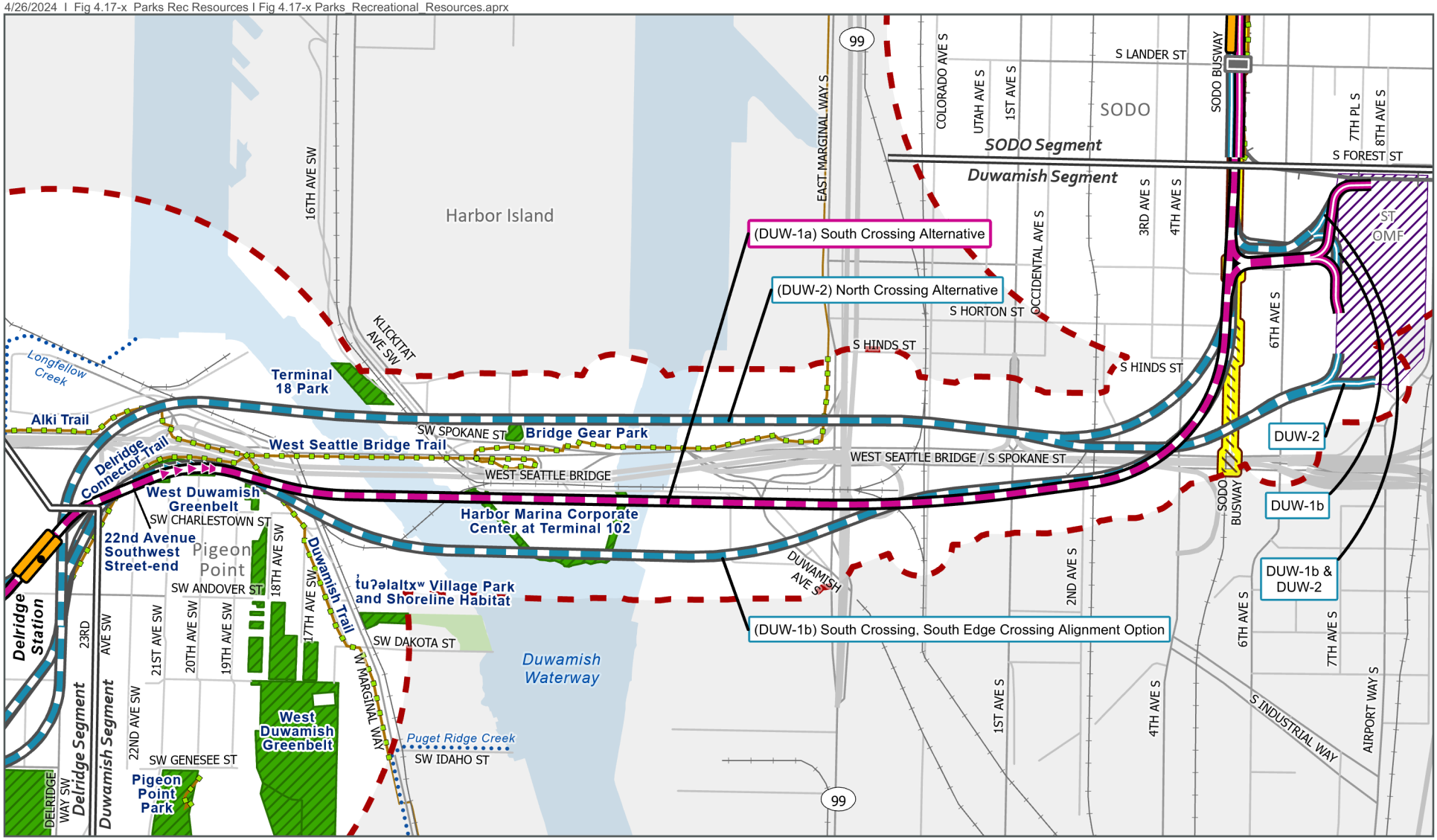
There are no parks and recreational resources in the SODO Segment study area.

4.17.2.2 Duwamish Segment

There are six parks and recreational resources in the Duwamish Segment study area. The following four resources are closest to the project (Figure 4.17-1):

- **Terminal 18 Park** is a 1.1-acre waterfront park on Harbor Island, north of the West Seattle Bridge, with a paved path that runs the length of the park. It has picnic tables, shelters, and views of shipping activity. This park is accessed by land and cannot be accessed by water.
- **Bridge Gear Park** is a 0.3-acre public park located in the southwest corner of Terminal 18 that provides public access to Harbor Island. It features a small parking lot and an interactive sign with a description of the historic Spokane Street counter-weight drawbridge with original bridge gears on display.
- **Harbor Marina Corporate Center at Terminal 102** is a 2.4-acre public shoreline access area south of the West Seattle Bridge along three sides of the south end of Harbor Island, between the shoreline and an office park. The resource provides public access to the Duwamish Waterway along 600 feet of shoreline, as well as a paved pathway, picnic tables, and a small lawn area. The pathway can be used to access Harbor Island Marina.
- **West Duwamish Greenbelt** is 197 acres, is comprised of multiple parcels, and is the largest greenbelt in Seattle. There are recreational use trails in the greenbelt; however, the portion of the greenbelt within the study area is a bluff with some wildlife habitat function, and is not designed for public access. The greenbelt also serves as a linear visual buffer for the Pigeon Point community. A paved stairway in the greenbelt connects West Marginal Place with Southwest Charlestown Street but does not provide access to the recreational trails farther south in the greenbelt. A portion of the Delridge Connector Trail passes through the greenbelt.
- **22nd Avenue Southwest Street-end** is an improved street-end with public access adjacent to the western edge of the West Duwamish Greenbelt and is less than 0.1 acre. It has landscaping and is Seattle Department of Transportation right-of-way.





Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

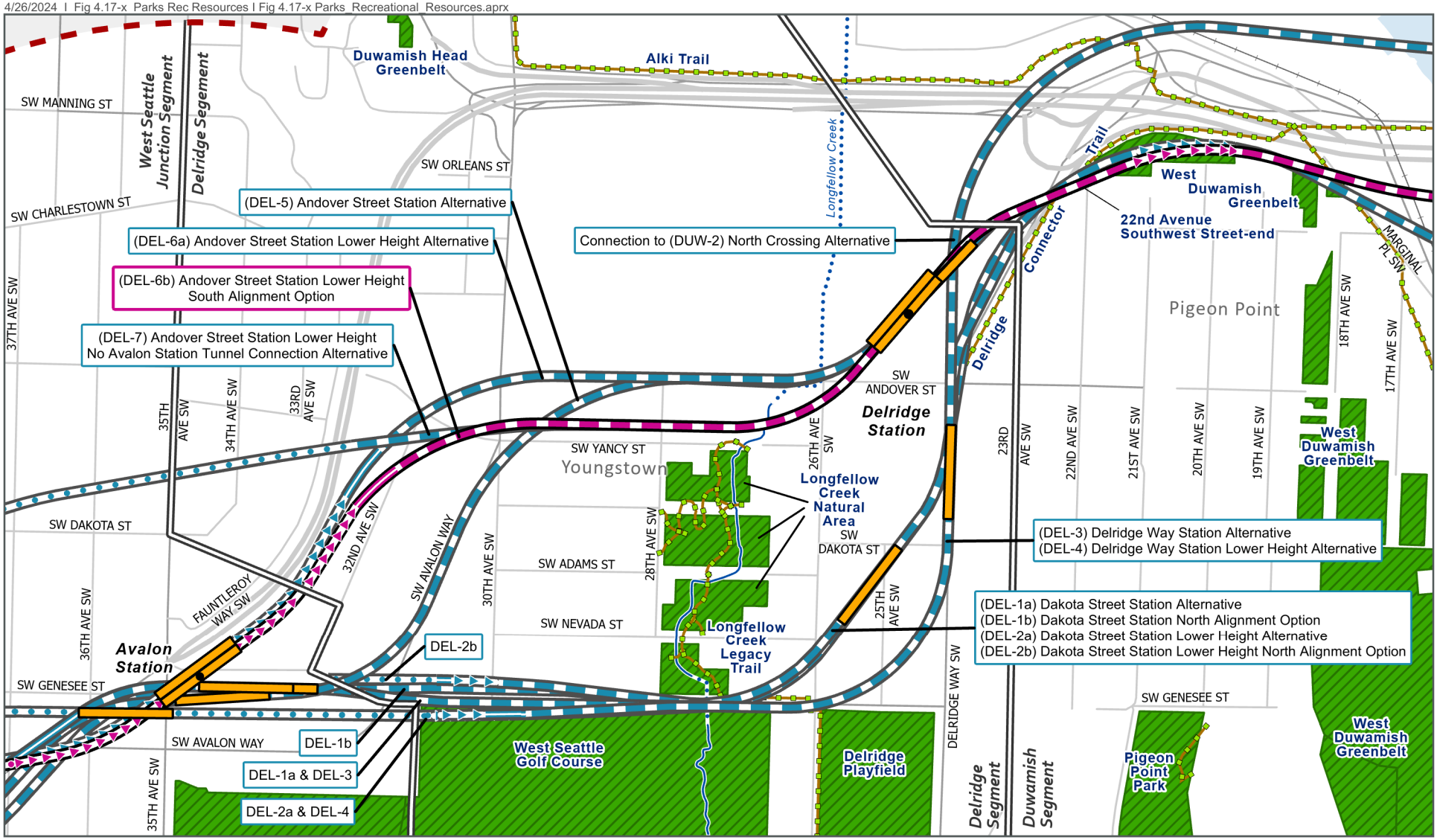
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Parks
- Study Area
- Parks and Recreational Resources in Study Area
- Trail

FIGURE 4.17-1
Parks and Recreational Resources in the Study Area
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

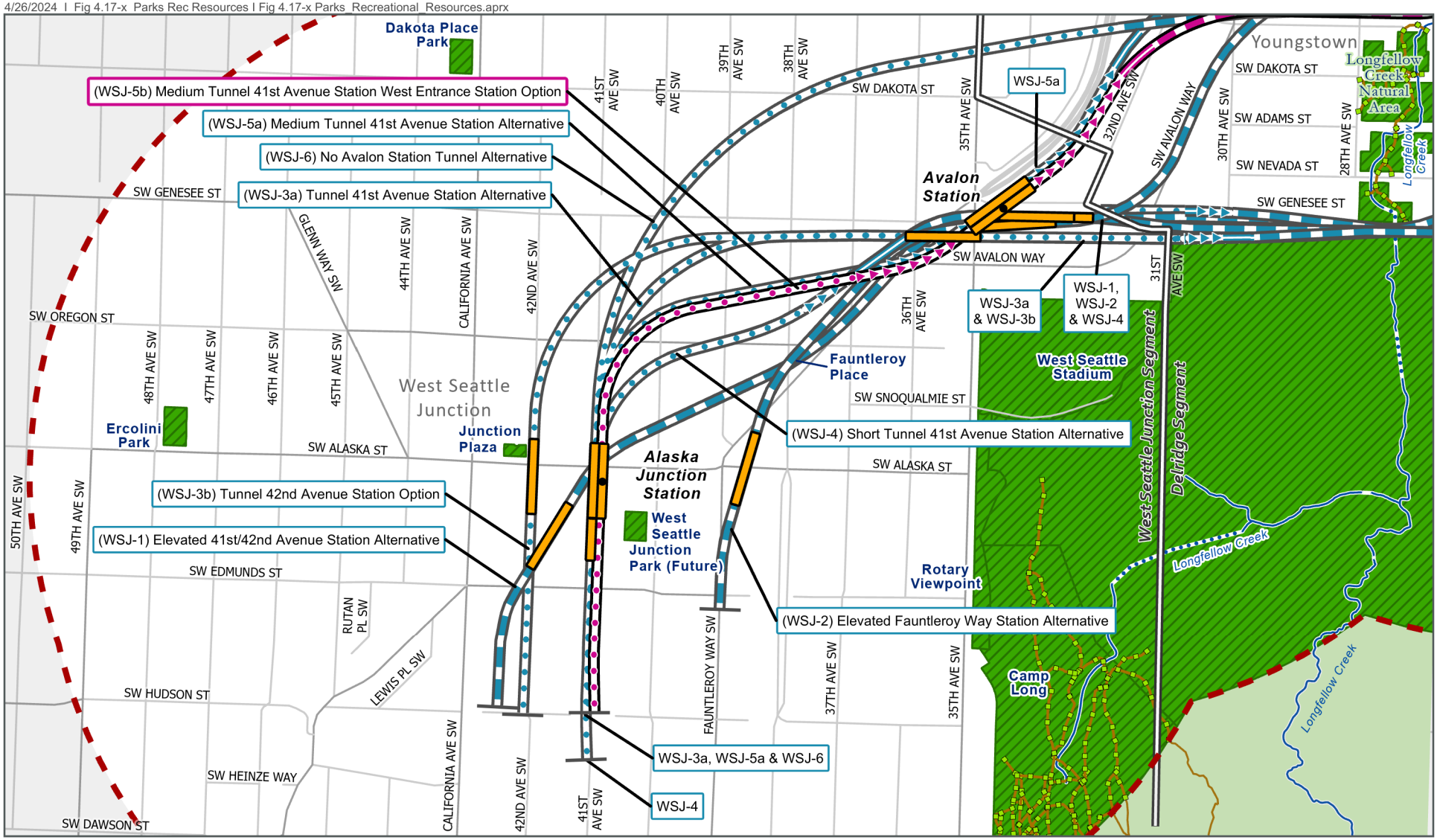
- Segment Line
- Railroad
- Stream
- Piped Stream

- Study Area
- Parks and Recreational Resources in Study Area
- Trail

FIGURE 4.17-2
Parks and Recreational Resources in the Study Area
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Stream
- Piped Stream
- Parks

- Study Area
- Parks and Recreational Resources in Study Area
- Trail

FIGURE 4.17-3

Parks and Recreational Resources in the Study Area

West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

4.17.2.3 Delridge Segment

There are five parks and recreational resources in the Delridge Segment study area. The following four resources are closest to the project (Figure 4.17-2):

- **Delridge Playfield** is 14 acres and features the Delridge Community Center, open space, benches, picnic amenities, tennis courts, play equipment, multi-use athletic fields, public art, a skate park, and a wading pool.
- **Longfellow Creek Natural Area** is a 5.9-acre protected greenspace in the Longfellow Creek watershed that features the Longfellow Creek Legacy Trail. In the natural area there is a garden, sculpture, and pavilion in the Dragonfly Garden area; salmon habitat; and a bridge with an overhead wishbone structure.
- **Longfellow Creek Legacy Trail** is a 4.2-mile recreational trail connecting the Delridge and Westwood neighborhoods and multiple parks. In the study area, the trail is located on 26th Avenue Southwest and Southwest Genesee Street and connects via a staircase to the Longfellow Creek Natural Area, where the trail is gravel and dirt. It can be accessed from the Dragonfly Garden Pavilion and along Southwest Genesee Street or from 28th Avenue Southwest.
- **West Seattle Golf Course**, designed in 1936, is 138 acres and one of five public golf courses in the City of Seattle. This historic 18-hole course (refer to Section 4.16, Historic and Archaeological Resources) features hills with scenic views of Downtown Seattle and Elliott Bay. The West Seattle Golf Course has many mature trees that line much of the north side of the property along the south edge of Southwest Genesee Street. These trees form the northern backdrop of the golf course. This resource is also in the West Seattle Junction Segment study area.

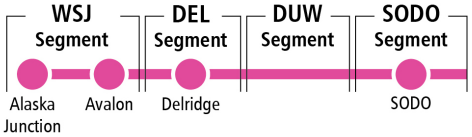
4.17.2.4 West Seattle Junction Segment

There are nine existing parks and recreational resources and one planned resource in the West Seattle Junction Segment study area. The following three resources are closest to the project (Figure 4.17-3):

- **Fauntleroy Place** is a street triangle greenspace that is less than 0.1 acre with grass, trees, and a bench. It is surrounded by street right-of-way.
- **Junction Plaza Park** is a 0.2-acre neighborhood park purchased with King County Conservation Futures grant funds that is primarily used for passive use and festivals. It has landscaping, benches, hardscape, and art.
- **West Seattle Junction Park** is a planned 0.4-acre park in development. The new park design includes landscaping, hardscape, a play area, and a picnic area.

4.17.3 Environmental Impacts of the No Build Alternative

The No Build Alternative would not affect any parks or recreational resources in the study area. Unlike the Build Alternatives, the No Build Alternative would not improve access to such resources.



4.17.4 Environmental Impacts of the Build Alternatives during Operation

Sound Transit analyzed the potential long-term impacts of operation of the project Build Alternatives on parks and recreational resources in the study area. If a recreational resource or alternative is not mentioned, no impacts would occur for that resource or alternative.

Long-term impacts would include permanent changes to parks and recreational resources from the project operations. Impacts could include permanent property acquisition or easements; and changes to resource amenities, activities, parking, or access; or and substantial change in the experience of users due to changes in visual conditions and noise levels adjacent to the resource.

The visual and aesthetic resource analysis approach is based upon the Federal Highway Administration methodology for assessing visual impacts related to transportation projects (Federal Highway Administration 1988), along with more recent guidelines (Federal Highway Administration 2015). Further detail on the methods and analysis, including additional and larger visual simulations, is provided in Appendix N.2, Visual and Aesthetics Technical Report. The noise sensitivity analysis was conducted according to the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). Noise-sensitive parks and recreational resources are those where quiet is an essential element in their intended purpose or where it is important to avoid interference with activities such as speech, meditation, and reading. Longfellow Creek Natural Area, in the Delridge Segment, is the one noise-sensitive park and recreational resource in the project study area.

4.17.4.1 SODO Segment

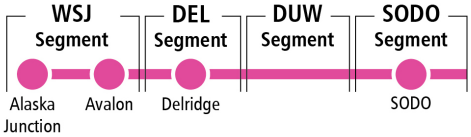
The SODO Segment study area does not contain any parks or recreational resources; therefore, there are no impacts in this segment.

4.17.4.2 Duwamish Segment

Two Duwamish Segment alternatives would have long-term impacts on the Harbor Marina Corporate Center at Terminal 102, West Duwamish Greenbelt, and the 22nd Avenue Southwest Street-end (Table 4.17-1). Alternative DUW-2 would avoid permanent impacts to parks and recreational resources and designated open space areas.

Table 4.17-1. Permanent Impacts to Parks and Recreational Resources in the Duwamish Segment

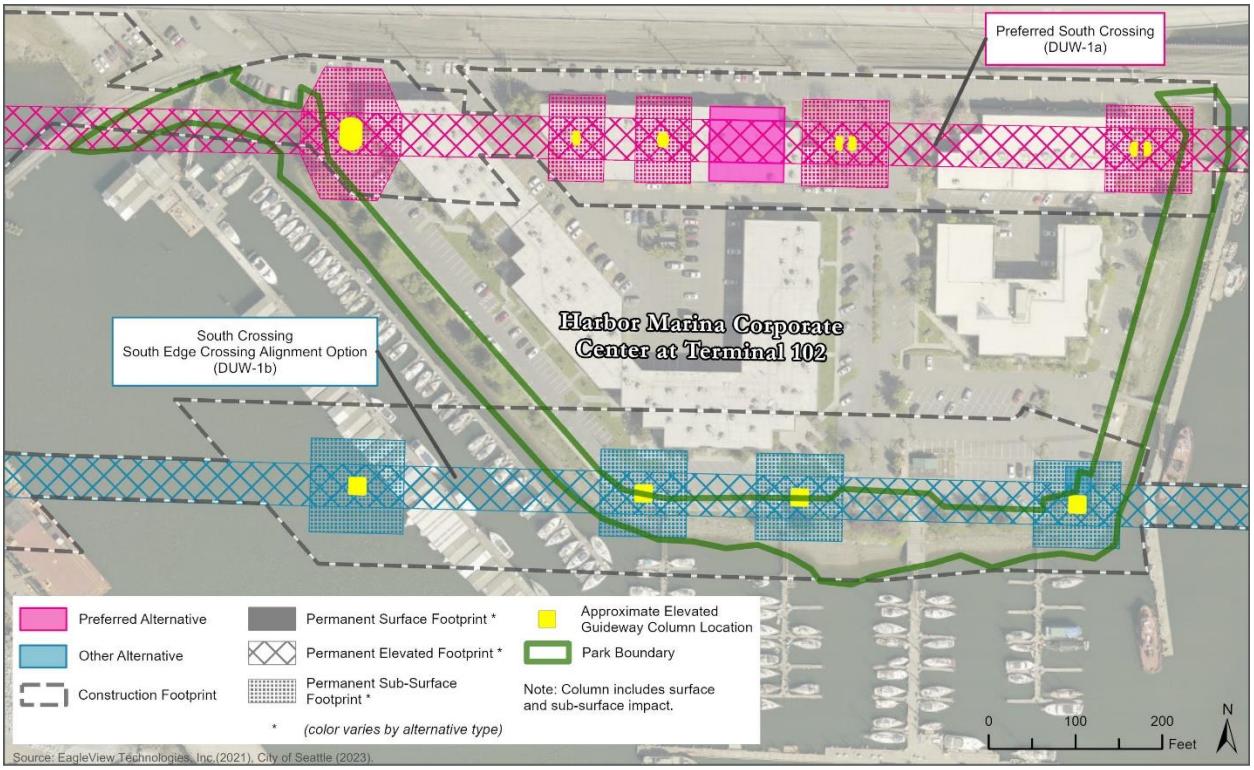
Alternative	Harbor Marina Corporate Center at Terminal 102	West Duwamish Greenbelt	22nd Avenue Southwest Street-end
Preferred South Crossing Alternative (DUW-1a)	**None**	**1.0 to 1.2 acres**	**<0.1 acre**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	<0.1 acre	1.0 acre	<0.1 acre
North Crossing Alternative (DUW-2)	None	None	None



4.17.4.2.1 Harbor Marina Corporate Center at Terminal 102

Figure 4.17-4 shows the permanent impacts to this resource from the Duwamish Segment alternatives.

Figure 4.17-4. Harbor Marina Corporate Center at Terminal 102 Permanent and Construction Impacts – Duwamish Segment



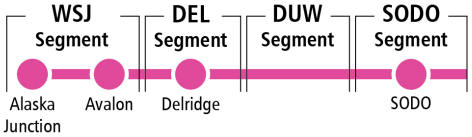
Preferred Alternative DUW-1a would have guideway columns adjacent to the Harbor Marina Corporate Center at Terminal 102 and would not permanently impact the walking path or access to the Harbor Island Marina.

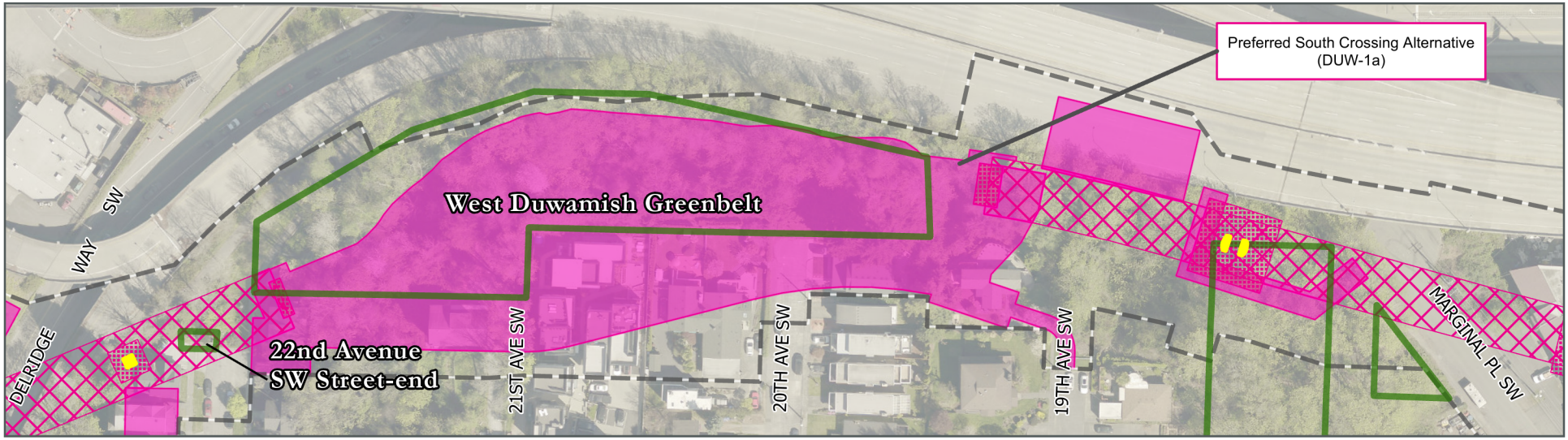
Option DUW-1b would pass directly above Harbor Island Marina and would have guideway columns constructed along the walkway that accesses the marina from the Harbor Marina Corporate Center at Terminal 102. The guideway columns would permanently displace the walking path, which would be relocated.

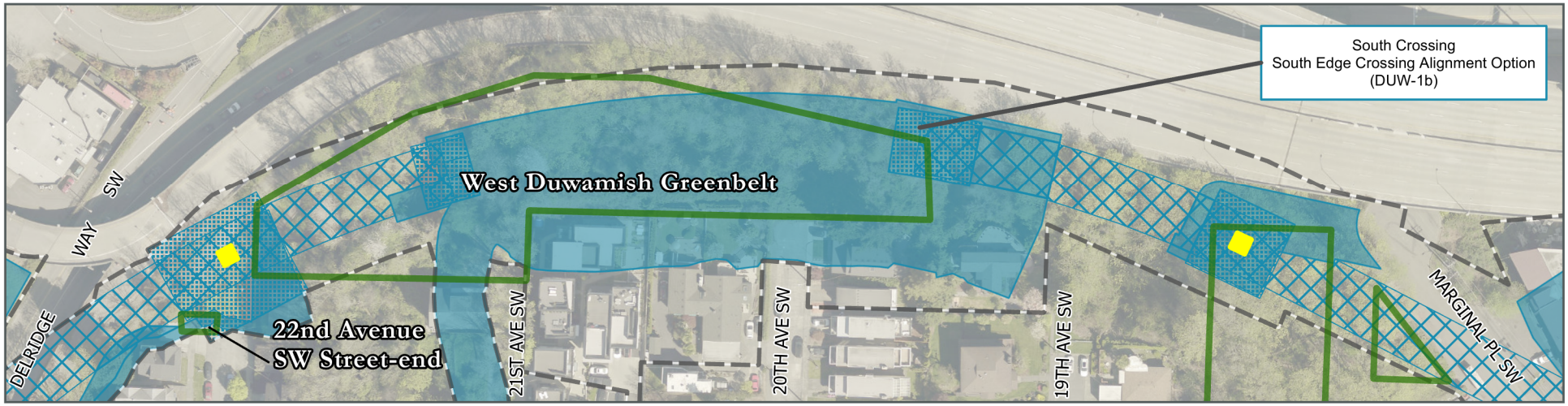
4.17.4.2.2 West Duwamish Greenbelt

Figure 4.17-5 shows the permanent impacts to this resource from the Duwamish Segment alternatives.

Preferred Alternative DUW-1a and Option DUW-1b would have similar permanent impacts to the north end of the West Duwamish Greenbelt. Both alternatives would remove existing trees for the guideway, which would be either elevated or in a retained cut depending on the alternative it would connect to in the adjacent Delridge Segment. The impacted area would also include a maintenance access road and slope stabilization features. Permanent conditions may allow limited revegetation of the areas adjacent to the guideway and maintenance road. Trees would not likely be allowed due to restrictions on tall vegetation near the guideway.







Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Preferred Alternative
Other Alternative
Construction Footprint
Permanent Surface Footprint *
Permanent Elevated Footprint *
Permanent Sub-Surface Footprint *
* (color varies by alternative type)
Approximate Elevated Guideway Column Location
Park Boundary
Note: Column includes surface and sub-surface impact.

FIGURE 4.17-5

West Duwamish Greenbelt and 22nd Avenue Southwest Street-end Permanent and Construction Impacts

Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

This area of the greenbelt has a steep grade and does not contain recreational activities, nor is it designed for public access. Preferred Alternative DUW-1a and Option DUW-1b would not affect the greenbelt's recreational trails, which are south of the study area, or the stairway from West Marginal Place to Southwest Charlestown Street in the greenbelt. Selective removal of hazard trees near the guideway could occur. Removal of trees and other vegetation could degrade the current wildlife habitat, which includes a nearby great blue heron rookery (refer to Section 4.9, Ecosystems).

4.17.4.2.3 22nd Avenue Southwest Street-end

Figure 4.17-5 shows the permanent impacts to this resource from the Duwamish Segment alternatives. Preferred Alternative DUW-1a and Option DUW-1b would displace the 22nd Avenue Southwest Street-end. Alternative DUW-2 would avoid impacts to this resource.

4.17.4.3 Delridge Segment

The Delridge Segment alternatives would have long-term impacts on three parks and recreational resources in the study area (Table 4.17-2): Delridge Playfield, Longfellow Creek Natural Area, and West Seattle Golf Course. A summary of the visual impacts to parks and recreational resources in the Delridge Segment is presented in Table L4.17-2 in Appendix L4.17. A detailed discussion of the visual impact analysis and findings is in Section 4.5, Visual and Aesthetic Resources.

4.17.4.3.1 Delridge Playfield

Figure 4.17-6 shows the permanent impacts to this resource from the Delridge Segment alternatives.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would have all project elements outside the Delridge Playfield. Alternative DEL-1a and Option DEL-1b would reduce the quality of views from the park (represented in KOP WS-13; see Appendix N.2); this would be a visual impact. Alternative DEL-2a and Alternative DEL-2b would change the character of the views and would result in a visual impact.

Alternative DEL-3 and Alternative DEL-4 would have the elevated guideway and guideway column permanently impacting a small, vegetated portion of the northwest corner of the Delridge Playfield; this would result in a visual impact to sensitive viewers at Delridge Playfield (represented in KOP WS-13; see Appendix N.2). Both Alternative DEL-3 and Alternative DEL-4 would avoid impacts to all built amenities and active-use areas in the park, whereas Alternative DEL-5, Alternative DEL-6a, Preferred Option DEL-6b, and Alternative DEL-7 would avoid impacts.

4.17.4.3.2 Longfellow Creek Natural Area

Figure 4.17-7 shows the view of the alternatives from the Longfellow Creek Natural Area. All Delridge Segment alternatives would avoid placement of guideway columns in the Longfellow Creek Natural Area. These alternatives would also avoid permanent impacts to the Longfellow Creek Legacy Trail access from Southwest Genesee Street.

Both Option DEL-1b and Option DEL-2b would require minor property acquisition from the Longfellow Creek Natural Area to relocate the sidewalk to the north around the guideway columns. Both would remove vegetated landscaping in the area needed for sidewalk relocation.

The features, access, and functions of the Longfellow Creek Natural Area would not be adversely affected. No noise impacts are predicted for any of the alternatives.

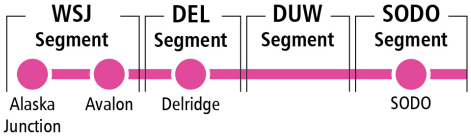
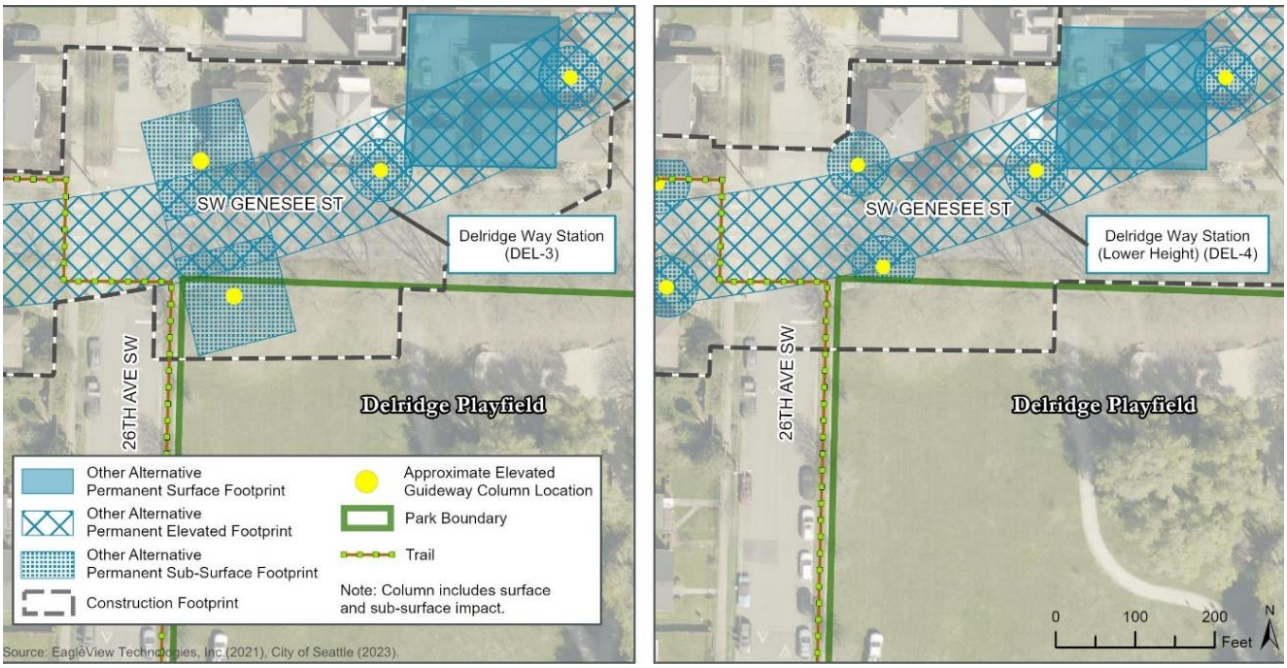
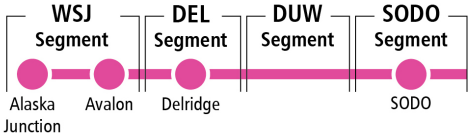


Table 4.17-2. Permanent Impacts to Parks and Recreational Resources in the Delridge Segment

Alternative	Delridge Playfield	Longfellow Creek Legacy Trail	Longfellow Creek Natural Area	West Seattle Golf Course
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**None**	**None**	**None**	**None**
Dakota Street Station Alternative (DEL-1a)	None	None	None	None
Dakota Street Station North Alignment Option (DEL-1b)	None	20 linear feet	0.1 acre	None
Dakota Street Station Lower Height Alternative (DEL-2a)	None	None	None	0.7 acre
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	None	<20 linear feet	None	None
Delridge Way Station Alternative (DEL-3)	<0.1 acre	None	None	None
Delridge Way Station Lower Height Alternative (DEL-4)	None	None	None	0.8 acre
Andover Street Station Alternative (DEL-5)	None	None	None	None
Andover Street Station Lower Height Alternative (DEL-6a)	None	None	None	None
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	None	None	None	None

Figure 4.17-6. Delridge Playfield Permanent and Construction Impacts – Delridge Segment





The elevated guideway of Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would be seen by Longfellow Creek Natural Area park users at Dragonfly Garden and Pavilion near 28th Avenue Southwest (represented by KOP WS-17; see Appendix N.2). Visual quality would decrease from average to low-average, but this decrease would not be enough to be considered a visual impact.

Figure 4.17-8 shows the permanent impacts to this resource from the Delridge Segment alternatives.

Figure 4.17-7. View from Longfellow Creek Natural Area

Existing Conditions

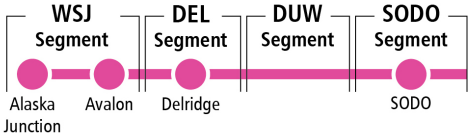
Andover Street Station Lower Height (DEL-5); Andover Street Station Alternative (DEL-6a)

Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b); Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

4.17.4.3.3 Longfellow Creek Legacy Trail

Figure 4.17-8 shows the permanent impacts to this resource from the Delridge Segment alternatives.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would all construct an elevated guideway over portions of Southwest Genesee Street in the vicinity of the Longfellow Creek Trail but would avoid placement of guideway columns on the trail inside the Longfellow Creek Natural Area. Alternative DEL-5 and Alternative DEL-6a would not impact the trail. Preferred Option DEL-6b and Alternative DEL-7 would construct an elevated guideway over portions of private property north of Southwest Yancy Street in the vicinity of the Longfellow Creek Legacy Trail but would not impact the trail.



Option DEL-1b and Option DEL-2b would permanently encroach upon about 20 feet of the Longfellow Creek Legacy Trail near its access point off Southwest Genesee Street. After construction, the trail connection stairway to the sidewalk on Southwest Genesee Street would need to be relocated slightly northward due to road widening to accommodate placement of guideway columns. However, the relocated trail access would provide the same function as the current trail access, and trail users would be able to use the same trail in the same manner they do today.

Alternative DEL-1a and Option DEL-1b would also permanently reduce the quality of views along a few other sections of the trail (represented by KOP WS-17; see Appendix N.2); this would be a visual impact. The elevated guideway of Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would be seen by park users at the trailhead of the Longfellow Creek Legacy Trail at Southwest Yancy Street; for these alternatives, the visual quality at the trailhead would decrease from average to low average and would be not a visual impact.

4.17.4.3.4 West Seattle Golf Course

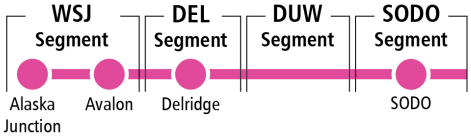
Figure 4.17-8 shows the permanent impacts to this resource from the Delridge Segment alternatives.

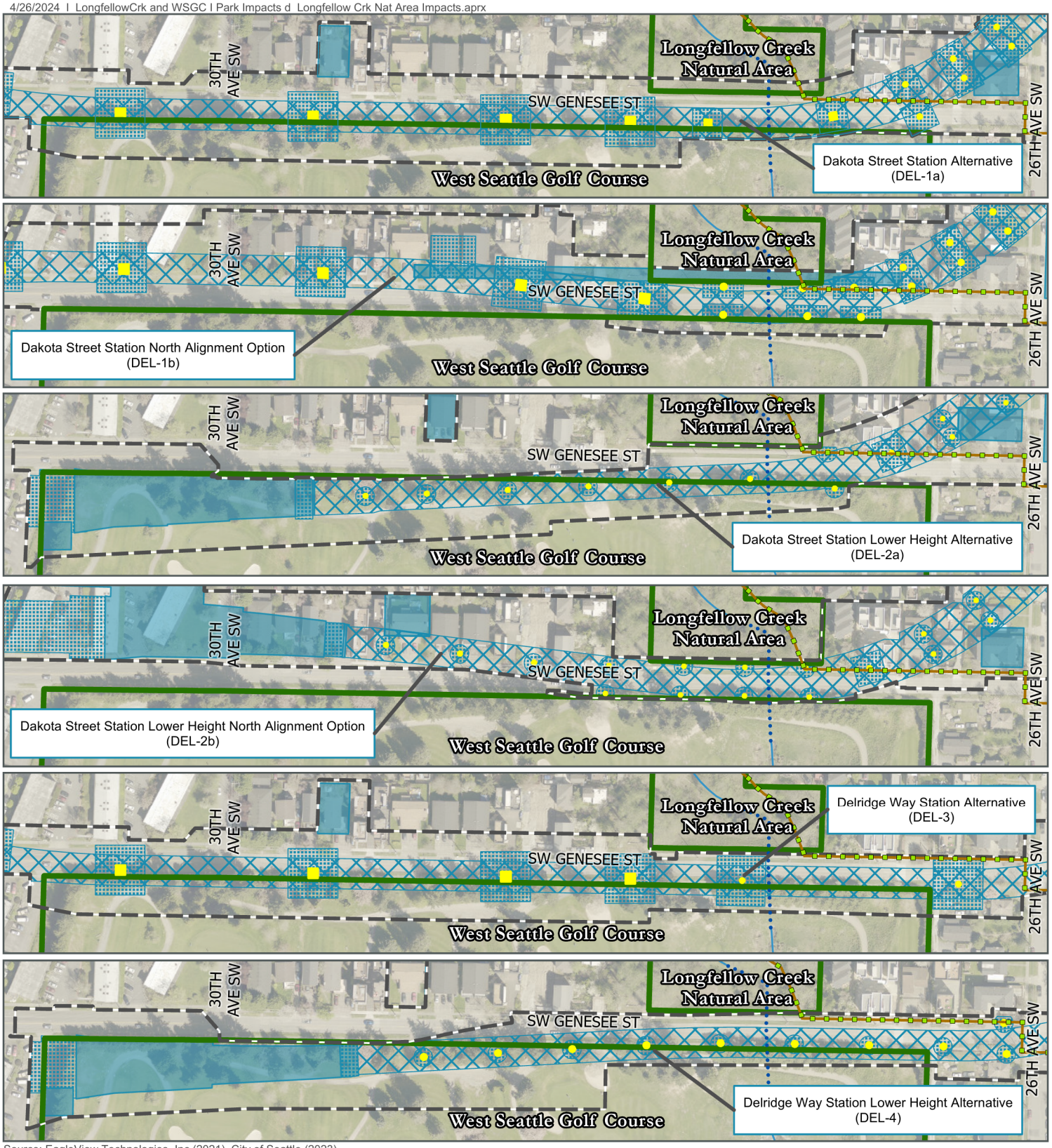
All Delridge Segment alternatives except Preferred Alternative DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would have a permanent impact to the West Seattle Golf Course (Table 4.17-2). The alternatives vary in height and the extent to which they would remove trees at the north end of the West Seattle Golf Course property. All Delridge Segment alternatives except Preferred Alternative DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would change either or both the character or quality of views from the West Seattle Golf Course (represented by KOP WS-20; see Appendix N.2); this would be a visual impact. Figure 4.17-9 shows the view of the alternatives from the golf course.

Alternative DEL-1a and Alternative DEL-3 would impact a small area along the north end of the golf course property and would require vegetation and tree removal. Guideway columns would be on the south side of the Southwest Genesee Street right-of-way, outside of park property, with the foundations requiring an underground easement along the north edge of the golf course property. Both of these alternatives would also require aerial easements where the guideway would overhang the property. This would not result in a permanent change to the playable area. Due to the height of the elevated guideway, no permanent impacts on golf course operations are anticipated.

Option DEL-1b and Option DEL-2b would be on the north side of Southwest Genesee Street, with fewer impacts to the West Seattle Golf Course than the alternatives on the south side of Southwest Genesee Street. Both would construct an elevated guideway with straddle bents at the northeast end of the golf course before crossing to the north side of the street. The impact would consist of an underground easement for column foundation, but the column would be outside of park property. Neither alternative would permanently impact the playable area of the golf course.

Both Alternative DEL-2a and Alternative DEL-4 would have the greatest impact on the West Seattle Golf Course. These alternatives are aligned on the south side of Southwest Genesee Street, removing some playable area along the north property boundary. Both alternatives transition from an elevated guideway to a tunnel at the northwest end of the golf course and would permanently alter at least five holes and require shortening or reconfiguring of these holes. Changes to these holes could potentially affect the United States Golf Association Handicap System rating of the West Seattle Golf Course, which could make this course less desirable to play. Protective fencing would need to be installed for these alternatives between the course and the guideway to prevent golf balls from falling on the guideway or hitting passing trains.





Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Other Alternative Permanent Surface Footprint

Other Alternative Permanent Elevated Footprint

Other Alternative Permanent Sub-Surface Footprint

Construction Footprint

Approximate Elevated Guideway Column Location

Park Boundary

Trail

Stream

Piped Stream

Note: Column includes surface and sub-surface impact.

FIGURE 4.17-8

Longfellow Creek Natural Area, Longfellow Creek Legacy Trail and West Seattle Golf Course Permanent and Construction Impacts

Delridge Segment

West Seattle Link Extension

0 150 300 Feet

N

Figure 4.17-9. View from West Seattle Golf Course

Existing Conditions

Dakota Street Station Alternative (DEL-1a); Delridge Way Station Alternative (DEL-3)

Dakota Street Station Lower Height Alternative (DEL-2a); Delridge Way Station Lower Height Alternative (DEL-4)

4.17.4.4 West Seattle Junction Segment

The West Seattle Junction Segment alternatives would have long-term impacts on two parks and recreational resources in the study area: Fauntleroy Place and Junction Plaza Park.

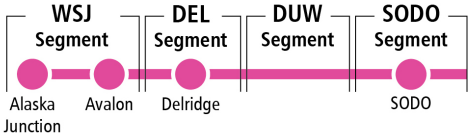
4.17.4.4.1 Fauntleroy Place

Alternative WSJ-1 and Alternative WSJ-2 would fully acquire and permanently displace Fauntleroy Place. Both alternatives would have a guideway column within the park area.

4.17.4.4.2 Junction Plaza Park

Option WSJ-3b would fully acquire and displace Junction Plaza Park. This area would be used for a station entrance.

Other alternatives in the West Seattle Junction Segment would not have long-term impacts on parks and recreational resources.



4.17.5 Environmental Impacts of the Build Alternatives during Construction

Sound Transit analyzed the potential construction impacts of the project Build Alternatives on parks and recreational resources in the study area. If a recreational resource or alternative is not mentioned, no impacts would occur for that resource or alternative.

Construction effects in the study area would include construction activities and easements, road or lane closures and detours, construction traffic, visual impacts, light, glare, dust, noise, and trail closures and detours that could temporarily alter the resources, impact their function, or reduce or modify access to the resources.

4.17.5.1 Impacts Common to All Build Alternatives

Where construction would be adjacent to or on park property, park users might experience minor proximity effects, including increased noise, dust, and temporary use and access restrictions. Construction best management practices would be used to minimize these effects, and these effects are not likely to substantially affect the use of these resources.

For all alternatives, there is potential for temporary construction-related increases in noise levels at nearby parks. However, construction noise levels are not anticipated to substantially affect the use of these resources. Section 4.7, Noise and Vibration, and Appendix N.3, Noise and Vibration Technical Report, provide additional information on the potential construction-period noise levels.

4.17.5.2 SODO Segment

The SODO Segment does not contain any park or recreational resources and therefore there are no construction impacts in this segment.

4.17.5.3 Duwamish Segment

The Duwamish Segment alternatives would temporarily impact three parks and recreation resources in the study area (Table 4.17-3).

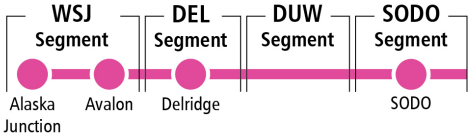
Table 4.17-3. Temporary Impacts to Parks and Recreational Resources in the Duwamish Segment

Alternative	Harbor Marina Corporate Center at Terminal 102	West Duwamish Greenbelt	Terminal 18 Park
Preferred South Crossing Alternative (DUW-1a)	**0.5 acre**	**0.2 to 0.4 acre**	**None**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	1.1 acres	0.5 acre	None
North Crossing Alternative (DUW-2)	None	None	None [a]

[a] No impact beyond minor proximity effects.

4.17.5.3.1 Harbor Marina Corporate Center at Terminal 102

Figure 4.17-4 shows the temporary construction impacts to this resource from the Duwamish Segment alternatives.



Preferred Alternative DUW-1a would temporarily impact the Harbor Marina Corporate Center at Terminal 102. Construction of this alternative would place column foundations under the resource and would require temporary closure of the waterfront walkway on the northwest end of Harbor Island for up to 1.5 years. The impacted area of the resource would be restored for public access following construction.

Option DUW-1b would construct the elevated guideway and bridge foundations within the Harbor Marina Corporate Center at Terminal 102 property. Construction of this alternative would require temporary closure of the waterfront walkway on the south end of Harbor Island for up to 4 years.

Alternative DUW-2 would avoid temporary impacts to the Harbor Marina Corporate Center at Terminal 102 during construction.

4.17.5.3.2 West Duwamish Greenbelt

Figure 4.17-5 shows the temporary construction impacts to the greenbelt from the Duwamish Segment alternatives.

Preferred Alternative DUW-1a and Option DUW-1b would, in addition to the permanent impacts to the north end of the greenbelt, temporarily impact the West Duwamish Greenbelt, depending on the connection to the Delridge alternatives. Connections to Preferred Alternative DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would have less impact than connections to other Delridge Segment alternatives. Both Preferred Alternative DUW-1a and Option DUW-1b would clear vegetation from the area needed for construction and use it for staging and equipment movement. Both alternatives propose temporary work trestles to minimize slope disturbance during construction. As discussed in Chapter 3, Transportation, construction activities for both alternatives would require temporary closure of the stairway in the greenbelt that connects West Marginal Place with Southwest Charlestown Street for up to 3 years while construction occurs across it. A portion of the Delridge Connector Trail in the West Duwamish Greenbelt property will be detoured during construction for up to 4 years. Refer to Chapter 3 for more information about impacts to multi-use trails.

4.17.5.3.3 Terminal 18 Park

Alternative DUW-2 could have minor temporary proximity effects at Terminal 18 Park during construction. This alternative could affect access to the park due to temporary roadway lane closures during the construction period. This park is not accessible by water, and therefore in-water work would not affect park access.

4.17.5.4 Delridge Segment

All Delridge Segment alternatives except Preferred Alternative DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would have temporary impacts to parks and recreational resources in the study area (Table 4.17-4).

4.17.5.4.1 Delridge Playfield

Figure 4.17-6 shows the temporary construction impacts to this resource from the Delridge Segment alternatives.

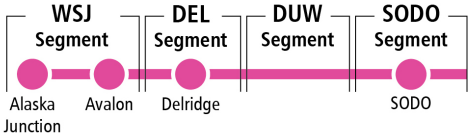


Table 4.17-4. Temporary Impacts to Parks and Recreational Resources in the Delridge Segment

Alternative	Delridge Playfield	Longfellow Creek Legacy Trail	Longfellow Creek Natural Area	West Seattle Golf Course
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**None**	**None**	**None [a]**	**None**
Dakota Street Station Alternative (DEL-1a)	None	None	0.1 acre	1 acre
Dakota Street Station North Alignment Option (DEL-1b)	<0.1 acre	600 linear feet	0.1 acre	0.2 acre
Dakota Street Station Lower Height Alternative (DEL-2a)	None	None	None	1.2 acre
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	None	600 linear feet	<0.1 acre	0.2 acre
Delridge Way Station Alternative (DEL-3)	0.1 acre	None	None	1.2 acre
Delridge Way Station Lower Height Alternative (DEL-4)	0.1 acre	None	None [a]	0.8 acre
Andover Street Station Alternative (DEL-5)	None	None	None	None
Andover Street Station Lower Height Alternative (DEL-6a)	None	None	None	None
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	None	None	None [a]	None

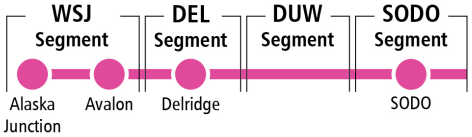
[a] No impact beyond minor proximity effects.

Alternative DEL-3 and Alternative DEL-4 would have temporary construction impacts to Delridge Playfield. Both alternatives would use the northwest corner of the Delridge Playfield to construct the elevated guideway. There are no built park amenities in the affected area. Trees and grass would be cleared from the corner of the playfield affected by construction. Although the temporary effects of construction activity would not prohibit use of the playfield, both alternatives could temporarily impact access to the pathway within the park from Southwest Genesee Street for short periods of time. The pathway in the park would remain open during construction (approximately 1.5 years). These alternatives would not impact the alternate pathway, which accesses the resource from the east on Delridge Way Southwest.

4.17.5.4.2 Longfellow Creek Natural Area

Figure 4.17-8 shows the temporary construction impacts to this resource from the Delridge Segment alternatives.

Alternative DEL-1a, Option DEL-1b, and Option DEL-2b would temporarily encroach upon the southern boundary of the Longfellow Creek Natural Area along Southwest Genesee Street (approximately 2 years). These alternatives would use a temporary work trestle to move equipment above the Longfellow Creek Natural Area and to minimize disturbance of this resource. Trees would be removed in the area of the temporary work trestle, and columns would be placed within the boundary of the resource.



Preferred Option DEL-6b and Alternative DEL-7 would involve construction on a private parcel on Southwest Yancy Street across from Longfellow Creek Natural Area, but access would be maintained during construction and visual and noise impacts would be minimal (see Figure 4.17-7). Both Preferred Option DEL-6b and Alternative DEL-7 would have minor temporary proximity effects at the Longfellow Creek Natural Area.

4.17.5.4.3 Longfellow Creek Legacy Trail

Figure 4.17-8 shows the temporary construction impacts to this resource from the Delridge Segment alternatives.

Preferred Alternative DEL-6b and Alternative DEL-7 would involve construction on a private parcel on Southwest Yancy Street across from the northern trailhead of the Longfellow Creek Legacy Trail, but access would be maintained during construction.

4.17.5.4.4 West Seattle Golf Course

Figure 4.17-8 shows the temporary construction impacts to this resource from the Delridge Segment alternatives.

All alternatives except Preferred Alternative DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would have additional impacts during construction at the West Seattle Golf Course. Temporary fencing along the north side of the golf course would be installed to prevent golf balls going into the construction area for all of these alternatives.

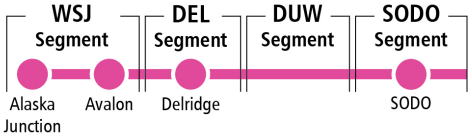
Alternative DEL-1a and Alternative DEL-3 would encroach on up to three greens and the golf cart path on the north end of the golf course. Alternative DEL-3 would have additional impacts on the golf course property but would not impact additional playable area. Some guideway construction activities that involve large cranes (such as girder placement) might affect use of the golf course nearby. In general, these construction activities have short time durations of less than an hour but could restrict play on nearby holes during that time.

Both Option DEL-1b and Option DEL-2b would largely avoid additional construction impacts to the West Seattle Golf Course. A small construction area at the northeast corner of the golf course property would temporarily re-align the golf cart path for a short distance for the duration of the guideway construction, which would be between 2 and 3 years. These alternatives would use the least additional amount of golf course property since construction would mostly occur on the north side of Southwest Genesee Street, across from the golf course.

Alternative DEL-2a and Alternative DEL-4 would have the greatest overall construction impacts to the West Seattle Golf Course and could include additional temporary impacts to greens that have permanent impacts. Alternative DEL-4 would have slightly greater impacts because it would enter the West Seattle Golf Course property farther to the east, but it would not impact any additional playable area. Both alternatives would construct an elevated guideway that transitions into a tunnel along the north side of the golf course, and the temporary encroachment would extend farther into the playable area of the golf course than either Alternative DEL-1a or Alternative DEL-3. The duration of the impacts for Alternative DEL-2a and Alternative DEL-4 would be about 2 years.

4.17.5.5 West Seattle Junction Segment

The construction of Preferred Option WSJ-5b, Alternative WSJ-3a, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would have minor temporary proximity effects at the West Seattle Junction Park.



4.17.6 Indirect Impacts of the Build Alternatives

Sound Transit analyzed the potential indirect impacts of the project Build Alternatives on parks and recreational resources in the study area. If a recreational resource or alternative is not mentioned, no impacts would occur for that resource or alternative.

Potential indirect impacts during operation could include changed or reduced access, changes in the nature of surrounding land uses, increased noise and/or vibration, or a general increase in the level of activity near stations that could affect the continued use of the specific park or recreational facility.

4.17.6.1 Impacts Common to All Build Alternatives

Parks and recreational resources within 0.5 mile of light rail stations along the project corridor are listed in Appendix L4.17 (Table L4.17-1). The project would improve public access to most of these resources, particularly those closest to new stations. Underutilized parks could experience activation as the parks continue to see increasing numbers of visitors. The resources most likely to experience increased accessibility due to people walking to the parks from the stations are described for each segment below. If a physical barrier such as a freeway (for example, Interstate 5) would prevent park or recreational resource users from readily accessing a new station, this benefit to the resource is not described.

Transit-oriented development (TOD) that could occur around station areas is described in Section 4.2, Land Use. Development around station areas would be consistent with City of Seattle planning and zoning. TOD near station areas could increase use of the parks near the stations. TOD could also increase ambient noise heard in nearby parks. However, the parks are urban in nature and their use is not anticipated to be affected by increases in ambient noise.

4.17.6.2 SODO Segment

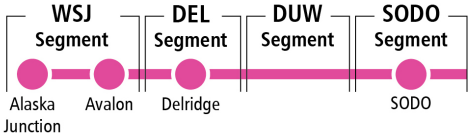
The SODO Segment does not contain any park or recreational resources, and therefore there would be no indirect impacts in this segment.

4.17.6.3 Duwamish Segment

Indirect effects from the Duwamish Segment Build Alternatives would not impact parks and recreational resources in the Duwamish Segment. There are no stations in this segment to provide increased access or that would spur TOD.

4.17.6.4 Delridge Segment

Indirect effects of the Delridge Segment Build Alternatives would not impact parks and recreational resources in the Delridge Segment. Resources most likely to benefit from increased accessibility from all Delridge Segment alternatives are the Longfellow Creek Natural Area and Delridge Playfield.



4.17.6.5 West Seattle Junction Segment

Indirect effects of the West Seattle Junction Segment Build Alternatives would not impact parks and recreational resources. The Rotary Viewpoint, West Seattle Stadium, Camp Long, and West Seattle Golf Course are the resources most likely to benefit from increased accessibility and potential activation from one or more of the new stations. The Avalon Station (for all alternatives) and the Alaska Junction Station (for Alternative WSJ-2) would likely increase use of these parks due to improved access.

All West Seattle Junction alternatives except Alternative WSJ-2 and Option WSJ-3b would be close to the West Seattle Junction Park and the Junction Plaza Park. The proximity of these resources to the new station locations could result in increased use. Option WSJ-3b would remove Junction Plaza Park, and therefore the station location would not improve access.

4.17.7 Mitigation Measures

According to City of Seattle Ordinance 118477, City park land acquired by the project would need to be replaced with land of equivalent or better size, value, location, and usefulness. Sound Transit would continue to work with the City to identify appropriate replacement property for mitigation where park property would be permanently acquired for the project consistent with Ordinance 118477.

Restoration of park facilities is assumed to be part of the project, and Sound Transit would coordinate with the resource owner to restore temporarily disturbed parks and recreational resources after construction, consistent with clear zone requirements for trees near the guideway. During construction, pedestrian access to parks and trails would be routed to the remaining open portions of the facilities.

Sound Transit would coordinate with the Washington State Recreation and Conservation Office regarding mitigation for parks and recreation resources they have funded. Up to two parcels in the West Duwamish Greenbelt that could be affected received funding from this office. Portions of the Longfellow Creek Natural Area that received funding from this office would not be affected. If Junction Plaza Park were displaced, an equivalent replacement property would be agreed to with the City to meet grant requirements.

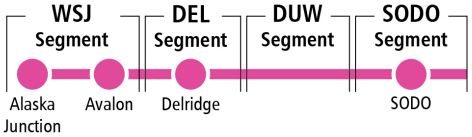
Potential mitigation for visual impacts in parks is described in Section 4.5. Additional potential site-specific mitigation is described below. Other measures to mitigate affected resources could include financial compensation or park enhancement, where appropriate.

4.17.7.1 Duwamish Segment

There would be no further mitigation for Harbor Marina Corporate Center at Terminal 102 or Terminal 18 Park beyond the mitigation described for all resources in Section 4.17.7.

4.17.7.1.1 West Duwamish Greenbelt

It is assumed that replacement park land would be purchased by Sound Transit and conveyed to the City of Seattle as agreed to by the City. However, if agreed to by the City of Seattle and consistent with Ordinance 118477, Sound Transit would provide funds for purchase of replacement property.



Sound Transit would also coordinate with the Washington State Recreation and Conservation Office regarding mitigation for parks and recreation resources they have funded. Two parcels in the West Duwamish Greenbelt that could be affected received funding from this office.

4.17.7.1.2 22nd Avenue Southwest Street-end

Sound Transit would work with the Pigeon Point community and the City of Seattle to identify opportunities to replace the 22nd Avenue Street-end for Preferred Alternative DUW-1a and Option DUW-1b, which would displace this resource.

4.17.7.2 Delridge Segment

There would be no further mitigation for Delridge Playfield, Longfellow Creek Natural Area, or Longfellow Creek Legacy Trail beyond the mitigation is described for all resources in Section 4.17.7.

4.17.7.2.1 West Seattle Golf Course

Sound Transit would coordinate with the City of Seattle to minimize effects to the West Seattle Golf Course to the extent possible if a Delridge Segment alternative that affects this resource is selected as the project to be built.

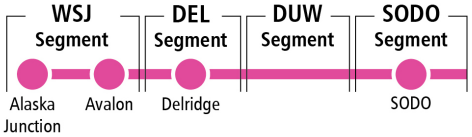
For Alternative DEL-1a and Alternative DEL-3, the playable area impacted could be reconfigured to minimize some of the construction impacts. This reconfiguration is not expected to close holes for an extended period of time, and modifications to holes and the pathway are expected to be temporary changes. The current configuration of holes and the pathway would be restored following guideway construction. Restoration could take up to a year for construction and growing of turf.

For Alternative DEL-2a and Alternative DEL-4, Sound Transit would work with the City to reconfigure the playable area of at least the holes impacted by long-term operation and construction or make other improvements deemed appropriate to restore the function of the golf course. For these alternatives, design of the reconfigured holes could take 1 to 2 years. It could take an additional 18 months to 2 years for construction and growing of turf.

4.17.7.3 West Seattle Junction Segment

There would be no further mitigation for Fauntleroy Place beyond what is described in Section 4.17.7.

Sound Transit would coordinate with the King County regarding mitigation for impacts to parks acquired using Conservation Futures grant funds. If Junction Plaza Park were displaced, an equivalent replacement property would be agreed to with the City of Seattle to meet grant requirements.



4.18 Section 4(f) Summary

4.18.1 Introduction to Resource and Regulatory Requirements

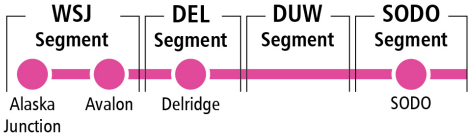
This section summarizes potential West Seattle Link Extension Project (the project) effects on Section 4(f) resources from project alternatives. Section 4(f) of the United States Department of Transportation Act of 1966 (United States Code Title 49 Section 303[c]) protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges, as well as historic sites. Section 4(f) requires consideration of the following:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public.
- Wildlife and waterfowl refuges of national, state, or local significance that are publicly owned and open to the public to the extent that public access does not interfere with the primary purpose of the refuge.
- Historic sites of national, state, or local significance in public or private ownership, regardless of whether they are open to the public, that are listed in, or eligible for, the National Register of Historic Places (National Register) as identified according to Section 106 of the National Historic Preservation Act. Within a National Register-listed or eligible historic district, Section 4(f) applies to those properties that are considered contributing to the eligibility of the historic district, as well as any individually eligible property within the district.
- In addition, Section 4(f) applies to all archaeological sites in or eligible for inclusion in the National Register, including those discovered during construction, except when Federal Transit Administration (FTA) concludes that the archaeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place, and the official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected (Section 774.13(b)).

Under Section 4(f), the FTA cannot approve the “use” of a Section 4(f) resource unless it determines that:

- There is no feasible and prudent avoidance alternative to the use of land from the property; and the action includes all possible planning to minimize harm to the property resulting from such use; or
- The use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact on the property.

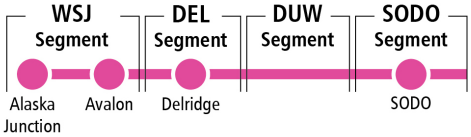
The potential Section 4(f) resources in the study area were identified first. These resources are described in detail in Section 3.1, Section 4(f) Resources in the Study Area, of Appendix H, Final Section 4(f) Evaluation, and summarized in Section 4.18.2, Affected Environment, of this section. The FTA and Sound Transit then proposed determinations that some park and recreational resources are not significant and, therefore, are not Section 4(f) resources. The FTA and Sound Transit have requested and received concurrence on the significance of resources from the officials with jurisdiction. For the remaining significant resources, FTA and Sound Transit have made determinations about the extent to which the project would use each property. Attachment H.1, Section 4(f) Status of Parks and Recreational Resources in the Study Area, to Appendix H lists the parks and recreational resources in the study area and identifies which are Section 4(f) resources.



All the historic resources in the study area that are included in or eligible for inclusion in the National Register are Section 4(f) resources. There are no known archaeological sites that would be affected by the project, but sites discovered during construction and determined eligible for the National Register would be evaluated pursuant to Sections 774.9(e) and 774.11(f). The Section 106 findings in the project Section 4(f) evaluation are described in Appendix N.5, Historic and Archaeological Resources Technical Report. The proposed type of Section 4(f) use was determined for each resource as one of the following Section 4(f) use types:

- **Permanent Use**. A permanent use occurs when land from a Section 4(f) property is permanently incorporated by a transportation project.
- **Temporary Occupancy**. A temporary occupancy occurs when the project temporarily uses Section 4(f) property during construction. Temporary occupancy is not a Section 4(f) use, known as a temporary use exception, if the following criteria, as outlined in Code of Federal Regulations Title 23 Section 774.13(d), are met:
    - "Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
    - Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
    - There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
    - The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
    - There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions."
- **Constructive Use**. A constructive use occurs when a transportation project does not incorporate a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a property for protection under Section 4(f) are substantially impaired (Code of Federal Regulations Title 23 Section 774.15(a)).
- ***De minimis* Use**. A determination of *de minimis* use can be made if the project would not adversely affect the features, attributes, or activities that make the Section 4(f) property significant based on a consideration of impacts and mitigation measures. A *de minimis* determination for a park, recreation area, wildlife, or waterfowl refuge can only be made after receipt and consideration of public comment, and after FTA receives written concurrence from the official(s) with jurisdiction. A *de minimis* determination for a historic resource necessitates prior written concurrence from the applicable State Historic Preservation Officer (or Tribal Historic Preservation Officer) of "no adverse effect" or "no historic properties affected" under Section 106.

A permanent use where impacts would be greater than *de minimis*, temporary occupancy that does not qualify as a temporary use exception, and constructive use are considered uses and require an evaluation of whether there would be a feasible and prudent avoidance alternative.



4.18.2 Affected Environment

This section summarizes the Section 4(f) analysis completed in compliance with Section 4(f) of the United States Department of Transportation Act of 1966 (United States Code Title 49 Section 303[c]). The full Section 4(f) analysis can be found in Appendix H. The study area for the project Final Section 4(f) evaluation, shown on Figure 4.18-1, includes both the direct impact study area used for the parks and recreational resources analysis (which is 250 feet around the alternatives, construction staging areas, and ancillary facilities) and the area of potential effects for historic and archaeological resources, which was established in accordance with Section 106 of the National Historic Preservation Act. As the project advances, FTA and Sound Transit will continue to consult with the State Historic Preservation Officer and other consulting parties on the area of potential effects to address specific concerns regarding historic districts and individual resources. See Section 4.16.2, Affected Environment, in Section 4.16, Historic and Archaeological Resources, for a description of the area of potential effects for the project.

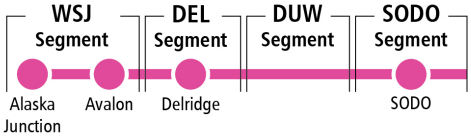
The Section 4(f) resources in the project study area are mapped on Figures 3-1a through 3-1 of Appendix H and are summarized in Table 4.18-1 through Table 4.18-4. Attachment H.1 lists the parks and recreational facilities in the study area and identifies those which are not Section 4(f) resources and why. More information about the parks and recreational resources in the study area can be found in Section 4.17, Parks and Recreational Resources. More information about historic and archaeological resources can be found in Section 4.16 and Appendix N.5.

There are five trails in the study area that are used by both commuters and recreationists:

- SODO Trail
- West Seattle Bridge Trail
- Duwamish Trail
- Delridge Connector Trail
- Alki Trail

FTA has determined that these trails are part of the transportation system and function primarily for transportation based on the Seattle Department of Transportation's inclusion of these trails in its Bicycle Master Plan (City of Seattle 2014). These multi-use, paved trails are entirely or mostly within public right-of-way, and are part of the existing bicycle network, which is considered an extension of the City's transportation network by the City of Seattle. Therefore, these trails are not subject to Section 4(f) protection in accordance with Code of Federal Regulations Title 23 Section 774.13(f)(4). Potential impacts to these trails are discussed in Section 3.7, Affected Environment and Impacts During Operation – Non-motorized Facilities, in Chapter 3, Transportation Environment and Consequences.

The official with jurisdiction for each Section 4(f) park and recreational resource is the resource owner identified in Section 3.1 of Appendix H; the official with jurisdiction for Section 4(f) historic resources is the State Historic Preservation Officer. For individual properties that are eligible for Section 4(f) protection as both a park resource and a historic resource, Sound Transit has consulted with the official with jurisdiction for that resource as well as the State Historic Preservation Officer.



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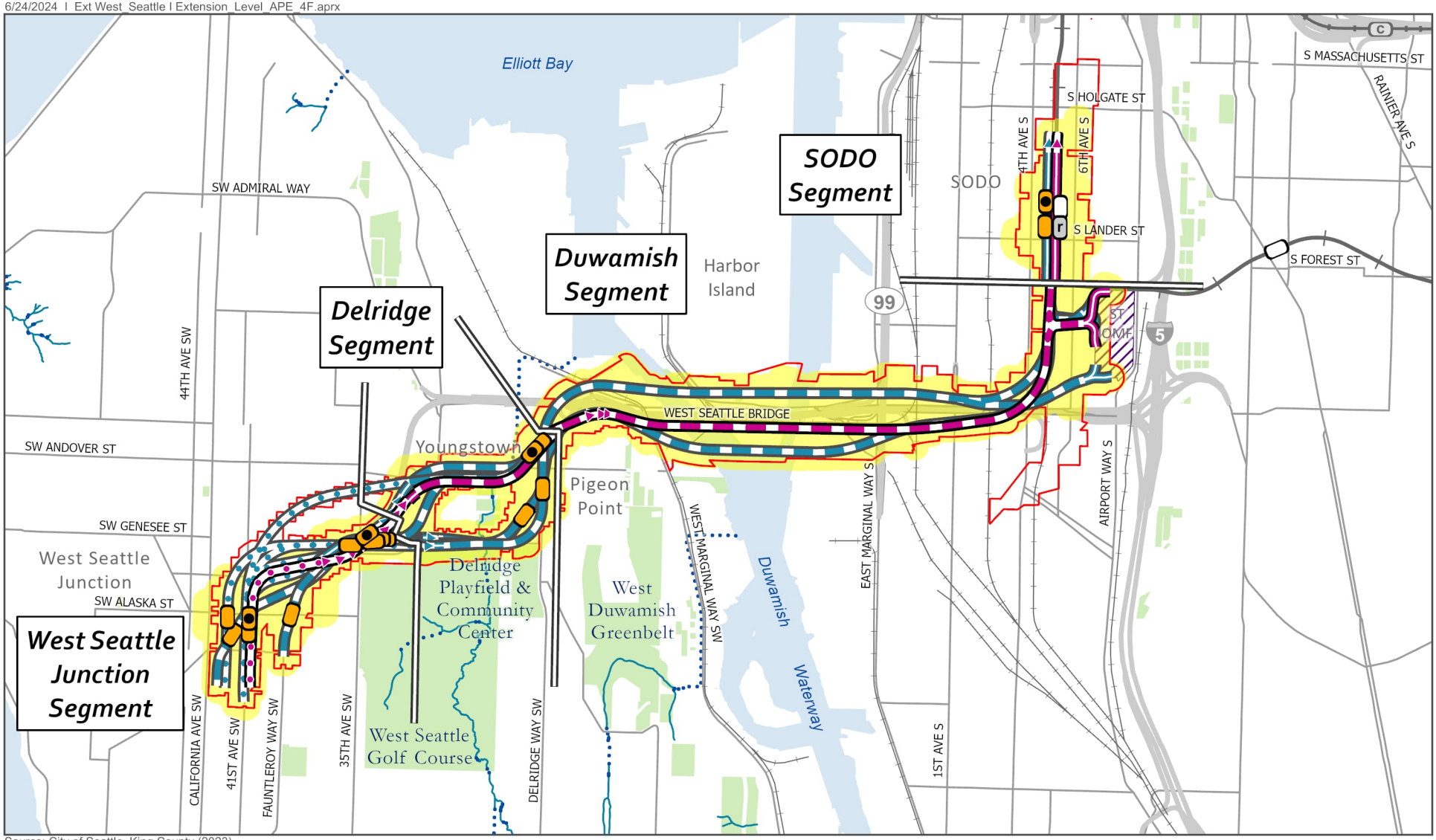

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Area of Potential Effects
- Parks Study Area

FIGURE 4.18-1
West Seattle Link Extension
Section 4(f) Study Area

West Seattle Link Extension

0 0.5 1 Mile

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Table 4.18-1. Summary of Section 4(f) Resources in the Study Area

Segment	Number of Park/Recreation Resources	Number of Historic Resources
SODO	0	7
Duwamish	3	58
Delridge	4	14
West Seattle Junction	3	31
Linear resources spanning multiple segments	0	1

4.18.3 Section 4(f) Uses

If a Section 4(f) resource is not mentioned in this section (including Tables 4.18-2 through 4.18-4), there is no use of that resource under any alternative. The full Section 4(f) analysis can be found in Appendix H.

4.18.3.1 SODO Segment

There would be one Section 4(f) use associated with SODO Segment alternatives: the Graybar Electric Company Building historic resource would incur a use under all SODO Segment alternatives.

4.18.3.2 Duwamish Segment

Table 4.18-2 provides a summary of the Section 4(f) use determinations for the Duwamish Segment alternatives.

4.18.3.3 Delridge Segment

Table 4.18-3 provides a summary of the Section 4(f) uses for the Delridge Segment alternatives.

4.18.3.4 West Seattle Junction Segment

Table 4.18-4 provides a summary of the Section 4(f) use determinations for the West Seattle Junction Segment alternatives.

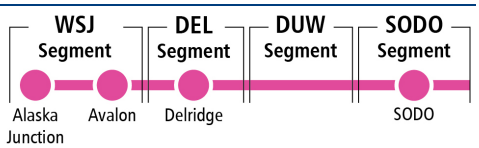


Table 4.18-2. Summary of Section 4(f) Use Determinations by Alternative for the Duwamish Segment

Resource	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
West Duwamish Greenbelt	***de minimis***	*de minimis*	No use
Terminal 25 Wildlife Refuge	**No use**	No use	Use
Viking Automatic Sprinkler Company	**No use**	No use	Use
Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District	**Use**	Use	No use
Fire Station 14	***de minimis***	No use	*de minimis*
Pacific Hoist and Warehouse Company	**No use**	No use	*de minimis*
Langendorf United Bakeries	***de minimis***	*de minimis*	*de minimis*
Langendorf United Bakeries Repair Garage	***de minimis***	*de minimis*	*de minimis*
A.M. Castle and Company	**No use**	Use	No use
Alaskan Copper Co. Employment Office	**Use**	Use	Use
Auto Repair Garage	**Use**	Use	No use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Office/Administrative Building	**No use**	No use	Use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Maintenance Building	**No use**	No use	Use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Storage Building	**No use**	No use	Use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Car/Paint Building	**No use**	No use	Use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Maintenance/Garage Building	**No use**	No use	Use
Spokane Street Manufacturing Historic District	**Use**	Use	No use
Acme Tool Works	**Use**	Use	No use
Transportation Equipment Rentals Office Building	**No use**	No use	Use
Transportation Equipment Rentals Maintenance Warehouse	**No use**	No use	Use

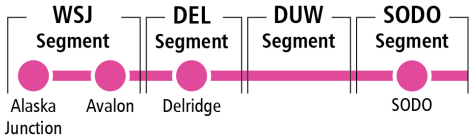
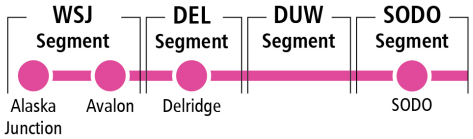


Table 4.18-3. Summary of Section 4(f) Use Determinations by Alternative for the Delridge Segment

Resource	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Delridge Playfield	**No use**	No use	No use	No use	No use	*de minimis*	No use: Temporary Occupancy	No use	No use	No use
Longfellow Creek Natural Area	**No use**	No use: Temporary Occupancy	*de minimis*	No use	No use: Temporary Occupancy	No use	No use	No use	No use	No use
Longfellow Creek Legacy Trail	**No use**	No use	*de minimis*	No use	*de minimis*	No use	No use	No use	No use	No use
West Seattle Golf Course (park)	**No use**	No use: Temporary Occupancy	No use: Temporary Occupancy	Use	No use: Temporary Occupancy	No use: Temporary Occupancy	Use	No use	No use	No use
West Seattle Golf Course (historic property)	**No use**	No use	No use	Use	No use	No use	Use	No use	No use	No use
Bethlehem Pacific Coast Steel Company Office Building	**No use**	Use	Use	Use	Use	Use	Use	No use	No use	No use
Residence, 4030 Delridge Way Southwest	**No use**	Use	Use	Use	Use	Use	Use	No use	No use	No use
Seattle Steel Company/ Bethlehem Pacific Coast Steel Corporation	**No use**	No use	No use	No use	No use	No use	No use	*de minimis*	*de minimis*	No use



Resource	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Mrachke & Son	**No use**	Use	Use	Use	Use	Use	Use	No use	No use	No use
Single-family Craftsman Residence, 4108 25th Avenue Southwest	**No use**	Use	Use	Use	Use	No use	No use	No use	No use	No use
Single-family Craftsman Residence, 4139 25th Avenue Southwest	**No use**	Use	Use	Use	Use	No use	No use	No use	No use	No use
Contemporary Ranch House, 4150 32nd Avenue Southwest	**No use**	No use	Use	No use	No use	No use	No use	Use	No use	No use
Kirlow Four-Plex	**No use**	No use	No use	No use	No use	No use	No use	Use	No use	No use

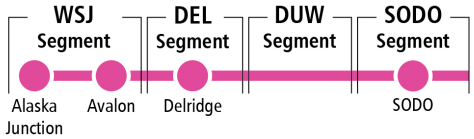


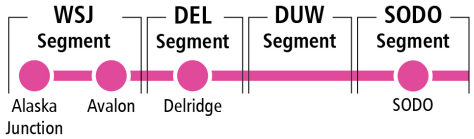
Table 4.18-4. Section 4(f) Use Determinations by Alternative for the West Seattle Junction Segment

Resource	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
Junction Plaza Park	**No use**	No use	No use	No use	Use	No use	No use	No use
Limcrest Apartments	**No use**	No use	No use	Use [a]	Use [a]	No use	No use	No use
Carlsen & Winquist Auto	**No use**	Use	No use	No use	No use	No use	No use	No use
West Seattle Brake Service	**No use**	*de minimis*	No use	No use	No use	No use	No use	No use
Contemporary Ranch House, 3221 Southwest Genesee Street	**No use**	Use	Use	No use	No use	Use	No use	No use
Golden Tee Apartments (3201 Avalon Way Southwest)	**No use**	Use [b]	Use [b]	Use [c]	Use [c]	Use [b]	No use	No use
Chinook Apartments	**No use**	No use	Use	No use	No use	Use	No use	No use
Residence, 5011 41st Avenue Southwest	**No use**	No use	No use	No use	No use	Use	No use	No use
Residence, 4426 38th Avenue Southwest	**No use**	No use	No use	No use	No use	Use	No use	No use
Jim's Shell Service	**No use**	Use	Use	No use	No use	Use	No use	No use

[a] Use would only occur when connecting to Option DEL-2b only. No use would occur with other connectors.

[b] Use would only occur when connecting to Alternative DEL-1a or Alternative DEL-3 in the Delridge Segment. No use would occur with other connectors.

[c] Use would only occur when connecting to Alternative DEL-2a. No use would occur with other connectors.



4.18.4 Avoidance Alternatives

The *Section 4(f) Policy Paper* (Federal Highway Administration 2012) states that, along with the No Build Alternative, potential alternatives to avoid the use of a Section 4(f) resource must be considered and may include one or more of the following avoidance categories: location alternatives, alternative actions, alignment shifts, and design changes.

All alternatives in the SODO and Duwamish segments would result in the use of at least one Section 4(f) resource. The Final Section 4(f) Evaluation in Appendix H includes a discussion of feasible and prudent avoidance alternatives for the SODO and Duwamish segments. Based on the analysis of potential Section 4(f) resource avoidance alternatives, there are no prudent and feasible avoidance alternatives for either the SODO or Duwamish segments.

The Build Alternatives represent Sound Transit's best attempt to avoid and/or minimize Section 4(f) resources in the densely developed project corridor. The Build Alternatives balance the purpose and need of the project against potential impacts, while providing a range of alternatives for the public to consider and from which FTA and Sound Transit can choose. As design for the project progresses, Sound Transit continues to look for opportunities to reduce project impacts, including impacts on Section 4(f) resources.

Types of Avoidance Alternatives

Location Alternatives: A location alternative refers to rerouting the entire project along a different alignment.

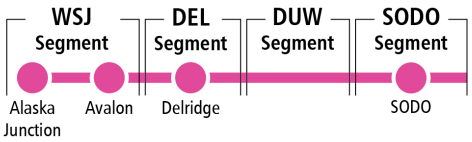
Alternative Actions: An alternative action could be a different mode of transportation, such as rail transit or bus service, or some other action that does not involve construction such as the implementation of transportation management systems or similar measures.

Alignment Shifts: An alignment shift is rerouting a portion of the project to a different alignment to avoid a specific resource. An example of an alignment shift alternative would be redesigning a proposed freeway exit ramp so that it loops around a Section 4(f) resource (such as a park) on a revised alignment footprint rather than intersecting with the park itself as a way of attempting to avoid a Section 4(f) use of the park.

Design Changes: A design change is a modification of the proposed design in a manner that would avoid impacts, such as reducing the planned median width, building a retaining wall, or incorporating design exceptions. To differentiate from the alignment shift alternative while using the previous freeway exit ramp example, a design change alternative would stay in the same proposed exit ramp footprint but would fly over the park (via an elevated structure) as a way of attempting to avoid a Section 4(f) use of the park.

4.18.5 Measures to Minimize Harm

Under Section 4(f), after determining there is no feasible and prudent avoidance alternative to the use of land from a Section 4(f) resource that does not meet the temporary occupancy or *de minimis* exceptions, the action must include all possible planning to minimize harm to the property resulting from such use. The Final Section 4(f) Evaluation in Appendix H includes a detailed discussion of measures to minimize harm. In addition to the mitigation measures for resource impacts identified in Section 4.16 and Section 4.17, methods of minimization and avoidance include adjustments to the horizontal alignment, vertical profile, and placement of stations and support facilities. These design adjustments are included in the Build Alternatives that are being evaluated. Typical mitigation measures for visual effects and noise and vibration impacts that could apply to both parks and historic resources are described in Sections 3.5.1, Minimization of Visual Effects, and 3.5.2, Minimization of Noise and Vibration Effects of Appendix H. Section 3.5.3, Parks and Recreation Measures to Minimize Harm, describes measures to minimize harm specific to parks, and Section 3.5.4, Historic Resources Measures to Minimize Harm, describes measures specific to historic resources.



4.18.5.1 Parks and Recreation Facilities Measures to Minimize Harm

According to City of Seattle Ordinance 118477, any City park land permanently acquired by the project must be replaced with land of equivalent or better size, value, location, and usefulness. Sound Transit would coordinate with Seattle Parks and Recreation to find suitable replacement property for acquired park land and displaced parks. Appendix H summarizes the resource-specific measures to minimize harm to Section 4(f) park resources. Mitigation for all park and recreational resources is described in Section 4.17.7, Mitigation Measures, of the Parks and Recreational Resources section.

4.18.5.2 Historic Resources Measures to Minimize Harm

Sound Transit has made design changes during the design process for the project alternatives and will continue to do so throughout project design to minimize impacts on historic properties. Measures to minimize or mitigate harm to Section 4(f) historic resources, beyond the design measures already included in the project, are not known at this time as Sound Transit and FTA continue to consult with the State Historic Preservation Officer, Tribes, and other consulting parties. These measures will be coordinated with the Washington State Department of Archaeology and Historic Preservation, local jurisdictions, and interested parties. They will also be memorialized in the Section 106 programmatic agreement for this project, consistent with Section 106 of the National Historic Preservation Act.

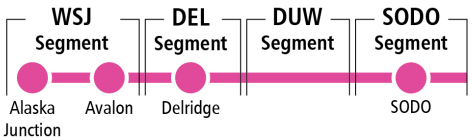
The specific mitigation measures for each affected historic resource will be developed in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties under Section 106. Typical mitigation measures for impacts to historic resources are found in Section 4.16.6, Mitigation Measures, of Section 4.16.

Designated Seattle landmarks and districts that would be directly modified would be subject to review and issuance of a certificate of approval from the Landmarks Board and/or District Review Boards.

4.18.6 Least Harm Analysis

When there is no feasible and prudent avoidance alternative, FTA may approve only the alternative(s) that cause the least overall harm based on an assessment of the seven factors listed in Code of Federal Regulations Title 23 Section 774.3(c)(1):

1) The ability of the alternative to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property).
2) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.
3) The relative significance of each Section 4(f) property.
4) The views of the official(s) with jurisdiction over each Section 4(f) property.
5) The degree to which each alternative meets the purpose and need for the project.
6) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f).
7) Substantial differences in costs among the alternatives.



Following public review of and comment on the WSBLE Draft Environmental Impact Statement and the potential impacts of proposed alternatives (which included Appendix H, Draft Section 4(f) Evaluation), continued consultation with officials having jurisdiction on the proposed *de minimis* findings after public comment is received, and consultation regarding adverse effects on historic resources with the State Historic Preservation Office and consulting parties, Sound Transit will prepare a least harm analysis to be included in the Final Section 4(f) Evaluation, which will be prepared in conjunction with the Final Environmental Impact Statement for this project.

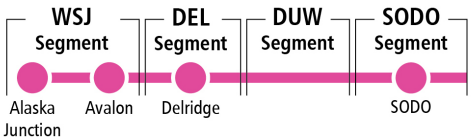
Because there is no alternative in the SODO or Duwamish segments that would avoid the use of a Section 4(f) resource, a least harm analysis is required under Section 4(f) to determine which alternative in the SODO and Duwamish segments would cause the least overall harm according to the Code of Federal Regulations Title 23 Section 774.3(c). Based on an overall assessment of all the seven factors in Code of Federal Regulations Title 23 Section 774.3 presented in Tables 3-14 and 3-15 of Appendix H, Preferred Option SODO-1c and Alternative SODO-1a are equal least harm alternatives for the SODO Segment, and Preferred Alternative DUW-1a and Option DUW-1b are equal least harm alternatives for the Duwamish Segment according to the Code of Federal Regulations Title 23 Section 774.3(c)(1).

In accordance with 23 Code of Federal Regulations Section 774.3, the project could select a full corridor alternative as shown below:

SODO Segment	Duwamish Segment	Delridge Segment	West Seattle Junction Segment
Preferred Option SODO-1c or Alternative SODO-1a	Preferred Alternative DUW-1a or Option DUW-1b	Preferred Option DEL-6b or Alternative DEL-6a or Alternative DEL-7	Preferred Option WSJ-5b or Alternative WSJ-5a or Alternative WSJ-6

When factoring in Delridge Segment and West Seattle Junction Segment alternatives whose designs connect with one another, the following three full corridor alternative scenarios could be selected per Section 4(f), as shown below:

Full Corridor Alternative Scenario #1			
SODO Segment	**Duwamish Segment**	**Delridge Segment**	**West Seattle Junction Segment**
Preferred Option SODO-1c or Alternative SODO-1a	Preferred Alternative DUW-1a **or** Option DUW-1b	Alternative DEL-6a	Preferred Option WSJ-5b or Alternative WSJ-5a
Full Corridor Alternative Scenario #2			
SODO Segment	**Duwamish Segment**	**Delridge Segment**	**West Seattle Junction Segment**
Preferred Option SODO-1c or Alternative SODO-1a	Preferred Alternative DUW-1a **or** Option DUW-1b	Preferred Option DEL-6b	Preferred Option WSJ-5b or Alternative WSJ-5a
Full Corridor Alternative Scenario #3			
SODO Segment	**Duwamish Segment**	**Delridge Segment**	**West Seattle Junction Segment**
Preferred Option SODO-1c or Alternative SODO-1a	Preferred Alternative DUW-1a **or** Option DUW-1b	Alternative DEL-7	Alternative WSJ-6



5 CUMULATIVE IMPACTS

This section describes the potential cumulative long-term effects of the West Seattle Link Extension Project (the project) in conjunction with past, present, and reasonably foreseeable future actions. Cumulative short-term construction impacts are also analyzed. Potential mitigation measures for cumulative impacts (in addition to the mitigation described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences) are discussed in Section 5.5, Potential Mitigation Measures for Cumulative Impacts.

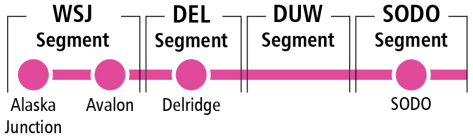
A cumulative impact is defined as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." (40 Code of Federal Regulations 1508.7). Public agencies must analyze cumulative impacts to understand how a proposed action and its alternatives interact with past actions, present-day activities, and actions that are planned and reasonably certain to occur in the future. Studying the proposed project in conjunction with other actions can reveal unintended impacts that may not be clear when the proposed project is analyzed by itself.

Analysis of cumulative impacts has influenced all parts of the project, including scoping, alternative development, describing the affected environment, and evaluation of direct and indirect environmental impacts and potential mitigation measures.

The cumulative impacts analysis follows the National Environmental Policy Act (NEPA) (40 Code of Federal Regulations 1500-1508) and the following guidance documents:

- *Consideration of Cumulative Impacts in EPA Review of NEPA Documents* (United States Environmental Protection Agency 1999)
- Federal Transit Administration's (FTA's) Environmental Impact and Related Procedures (23 Code of Federal Regulations 771)
- *State Environmental Policy Act Handbook* (Washington State Department of Ecology 2018)
- *Guidance on the Consideration of Past Actions in Cumulative Effects Analysis* (Council on Environmental Quality 2005)
- *Executive Order 13274 Indirect and Cumulative Impacts Work Group Baseline Draft Report* (ICF Consulting 2005)
- *Indirect and Cumulative Impact Analysis* (National Cooperative Highway Research Program 2006)

For this cumulative impacts analysis, Sound Transit reviewed numerous plans, proposals, developments, and State Environmental Policy Act (SEPA) and NEPA documents from the City of Seattle, Port of Seattle, Seattle Department of Transportation, Washington State Department of Transportation (WSDOT), Puget Sound Regional Council, Sound Transit, private developers, and other entities. Actions identified in plans reviewed were used to identify impacts of past and present development actions and reasonably foreseeable future actions that could interact with the project alternatives. Examples of the information used include:



- City of Seattle Comprehensive Plan (City of Seattle 2018b), neighborhood plans (City of Seattle 2016a), transportation plans (City of Seattle 2015b), and bicycle and pedestrian plans (City of Seattle 2017a, 2019a), and lists of reasonably foreseeable future development projects (Appendix K, Present and Future Development, Transportation, and Public Works Projects in the Study Area) provided information on development trends expected and planned transportation projects. Appendix K was updated between the West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (EIS) and this West Seattle Link Extension Final EIS to identify new projects in the West Seattle Link Extension study area.
- King County Metro (Metro) (2017) and Sound Transit transportation plans (Sound Transit 2014, 2018a) provided information on planned transit projects.
- Puget Sound Regional Council regional transportation plans (Puget Sound Regional Council 2022) provided population and growth projections, overall transportation goals for the Puget Sound region, and land use forecasts.

Other organizations and the public provided information on planned private projects as part of the project scoping, public participation process, and public and agency comments on the WSBLE Draft EIS summarized in Chapter 7, Comment Summary. This information was used to identify past and present growth trends, characterize reasonably foreseeable future actions, and evaluate potential cumulative impacts of the West Seattle Link Extension.

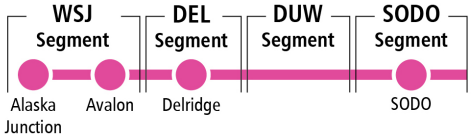
5.1 Geographic and Temporal Boundaries of Cumulative Analysis

Past, present, and reasonably foreseeable future development actions were considered in accordance with cumulative impact analysis regulatory guidance. Development actions were placed into three categories:

- **Past actions** include nonnative settlements dating back to the 1800s and continuing trends in development patterns up to the present.
- **Present actions** are those projects by private developers or local, state, or federal agencies just completed or under construction.
- **Reasonably foreseeable future actions** are those that are reasonably likely to occur by virtue of being funded, approved, or are in a regulatory permitting process; undergoing environmental review under NEPA or SEPA; or part of an officially adopted planning document or publicly available development and thus could be under construction at any time from the present through 2042 (the project's design year).

The study area for cumulative analysis combines the study areas in Chapter 3 for transportation facilities and in Chapter 4 for most of the other environmental resources. This cumulative study area is generally 0.5 mile or less around project alternatives. Exceptions include:

- Ecosystems impacts are studied at a broader level to capture how reasonably foreseeable future actions would affect the function of ecosystems at a system-wide level.
    - Habitats, migratory animals, animals with large foraging areas, and avian species are analyzed at the wildlife corridor level.
    - Fish species are analyzed at the watershed level to capture impacts on stream quality.



- The Puget Sound region study area applies to transportation, air quality, energy, and, to some degree, economics.
- Greenhouse gases are considered at a regional level, even though they have global impacts.
- Socioeconomic resources that may experience a range of cumulative impacts from new infrastructure and development projects, such as land use, economics, neighborhoods and community facilities, public services, visual resources, and parks, are analyzed within 0.5 to 1 mile from the aggregate footprint of all project alternatives, as the project could have impacts on a broader area.

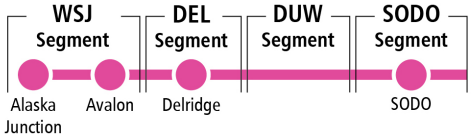
5.2 Past and Present Actions

Like the rest of the Puget Sound region, Seattle has been home to Indigenous Tribes since time immemorial. When the first Euroamericans landed on Alki Point in what is now West Seattle in 1851, there were at least 17 documented village sites in the vicinity of modern day Seattle. Starting in the mid-1800s, Seattle experienced growth driven by industry, first by timber harvesting, then by shipbuilding, shipping, railroads, and commercial fishing. Industry growth was followed by aircraft manufacturing and, more recently, by technology. Expansion of state and federal highway systems in the 1950s and 1960s led to rapid population growth throughout the region. With development came a transformation from tidelands and forests to an urban environment. As Seattle became denser, neighborhoods such as West Seattle began to grow and develop complex transportation systems. Neighborhoods along the project corridor have grown tremendously in the last 20 years, which has resulted in increased travel demand and use of the transportation system and a need for additional transportation facilities to accommodate the growth.

5.2.1 Past Actions

Tribes historically had several winter villages and seasonal camps lining the Duwamish Waterway (also known as the Duwamish River). The waterway and nearby uplands provided fishing, hunting, and gathering resources for Indigenous Tribes. When Euroamerican settlers arrived in the early 1850s, the Duwamish were camped at the mouth of the river. After the Treaty of Point Elliott was signed in 1855, the Duwamish People were forced to leave their ancestral villages around Seattle and move to designated reservations to preserve their heritage and culture. Two reservations were established specifically for the Duwamish. The United States established both the Muckleshoot and Port Madison reservations as homelands for Duwamish People. Following the reservation's establishment in 1857, the Tribe and its members came to be known as Muckleshoot, rather than by the historic Tribal names of their Duwamish and Upper Puyallup ancestors. Today, the vast majority of Duwamish descendants are members of the Muckleshoot, Puyallup, Tulalip, Suquamish, and Lummi Tribes.

Before it was filled in through multiple regrade projects in the early 1900s, the area now known as SODO (south of Downtown) consisted of tideflats up to what is now Interstate 5. Beginning in 1895, dirt and fill was taken from the Denny, Jackson, and Beacon Hill regrades to fill SODO's tideflats. The United States Army Corps of Engineers began dredging and filling the Duwamish River estuary and tide flats in 1895 to create Harbor Island and the East and West Duwamish waterways. The Port of Seattle, which was established in 1911, fostered the development of numerous industries in the SODO and Duwamish areas that continue today. This area is primarily industrial and recent uses include restaurants, wineries, and distilleries.



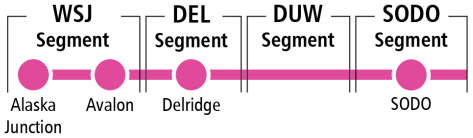
The Seattle Steel Company opened its steel mill on the West Seattle peninsula in 1905 and is currently home to Nucor Steel (Wilma 2001). The mill supported a town that came to be known as Youngstown (in the current Delridge neighborhood), which provided housing, saloons, and other amenities for the workers. The business and commercial center shifted to the town of West Seattle in today's Admiral District. The current community of Delridge includes areas that were previously native Duwamish village sites and the older neighborhoods of Youngstown and Pigeon Point.

Of all Seattle's neighborhoods, West Seattle has historically been the most isolated and independent. Located on a large peninsula west of Seattle's Downtown, it was an autonomous city before annexation into Seattle in 1907. Development patterns have largely been defined by transportation and connectivity to the mainland, first by ferry, then by streetcar, and most recently by bridges and roadways (Sheridan 2002). The taller West Seattle Bridge that now spans the Duwamish Waterway opened in 1984 and remains the main transportation link between West Seattle and Seattle (Tate 2001). Regional transportation facilities serving the study area include the West Seattle Bridge, State Route 99, and Interstates 5 and 90. Major arterials in the study area include Fauntleroy Way Southwest, 35th Avenue Southwest, Delridge Way Southwest, 1st Avenue South, 4th Avenue South, 6th Avenue South, Airport Way South, South Lander Street, South Holgate Street, South Dearborn Street, and South Jackson Street. Transit service is provided by Metro buses and a passenger-only ferry. In the last 10 years, rapid change has occurred between California Avenue Southwest and Fauntleroy Way Southwest in the West Seattle Junction area as smaller single-story buildings have been replaced by multi-story, mixed-use buildings that are primarily residential. In the Delridge area, redevelopment has also increased in the last decade, with single-family homes being replaced with multi-family buildings or townhouse-style development that increases density on properties. General development has reduced the availability of industrial areas within the city, particularly along the waterways.

5.2.2 Present Development

As described in Chapter 1, Purpose and Need, city and regional planning efforts support development patterns that focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Various sources were used to identify recent past and present actions included in this cumulative impact analysis. The Seattle Department of Construction & Inspections maintains a land use and building permit database that was the primary source of information about past and present projects that are currently undergoing permitting processes. For the purposes of discerning past projects using the database, "past projects" are defined as projects that were constructed at least 10 years ago (before 2013) and from which permanent impacts on the environment have occurred and are occurring. Impacts from past projects that have already been built are considered qualitatively as part of the affected environment and are addressed in Chapter 3 and Chapter 4. Present land use and building permits are shown on Figures K-1 through K-3 in Appendix K.

For the purposes of this analysis, present projects are defined as larger development projects that have begun or completed the permit process or construction since 2013. Larger development projects are defined as those over $5 million in construction and/or that include 10 or more residential units. Larger projects were included because they might have direct or indirect environmental impacts that could contribute to the project's cumulative impacts. Additional sources of information for past and present projects included the City of Seattle, Port of Seattle, Washington Maritime Federation, WSDOT, Puget Sound Regional Council, and comments received during early project scoping and scoping. Environmental documentation of



large infrastructure projects (such as the Alaskan Way Viaduct Replacement Project) was also reviewed to evaluate potential impacts that could also impact the same areas as the project. Transportation and public works projects are shown on Figures K-4 through K-7 in Appendix K.

5.3 Reasonably Foreseeable Future Actions

Reasonably foreseeable future actions are future projects that could produce environmental impacts that could add or interact with the project. Reasonably foreseeable future actions are not speculative and are included regardless of the agency, organization, or person serving as their proponent (Council on Environmental Quality 1997). They must be reasonably likely to occur based on being funded, approved, or under consideration for regulatory permitting; undergoing environmental review under NEPA or SEPA; or part of an officially adopted planning document or publicly available development plan.

Reasonably foreseeable future actions relevant to the project were identified by reviewing numerous plans, proposals, developments, and NEPA or SEPA documentation from the City of Seattle, Port of Seattle, Seattle Department of Transportation, WSDOT, Puget Sound Regional Council, Sound Transit, private developers, actions identified in the Sound Transit WSBLE Project Scoping Information Report, comments received on the WSBLE Draft EIS, and other entities. This information was compiled into tables (see Appendix K) of reasonably foreseeable future actions; these reasonably foreseeable future actions were considered in this cumulative analysis. The projects include privately funded residential, institutional, and commercial developments within the study area as well as transportation and public works projects. Generally, reasonably foreseeable future actions are anticipated to continue the pattern of increasing residential and employment density of the analysis area. These projects are shown on Figures K-1 through K-3 in Appendix K.

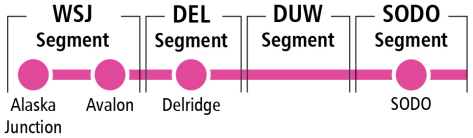
In conjunction with past and present actions, the reasonably foreseeable future actions could add to or interact with environmental impacts from the project alternatives to result in cumulative impacts. Approximate locations of the regional transportation and development actions in the study area that are known at the time of this Final EIS are shown on Figures K-4 through K-7 in Appendix K.

5.4 Cumulative Impact Analysis

Both adverse and beneficial cumulative impacts could occur over the long term during project operation, when impacts of the project would interact with long-term impacts of other past, present, and reasonably foreseeable future actions. Construction impacts could contribute to short-term adverse cumulative impacts if the project is constructed at the same time as other construction projects whose adverse impacts add to those of the project. During construction, beneficial economic impacts associated with construction-related job creation could also occur.

Sound Transit could build the project in phases. Due to funding or other factors, Sound Transit could construct a smaller portion of the project, deferring completion of the full project to Alaska Junction. Sound Transit has developed a minimum operable segment (M.O.S.) for analysis in the event the full project could not be built at one time. The West Seattle Link Extension M.O.S. consists of the project from just north of the new SODO Station to the Delridge Station. This M.O.S. could be applied to all of the project alternatives.

Because analyses of transportation, air quality, energy, and economic impacts cannot be isolated from influences outside the project (i.e., the effects of past, present, and reasonably foreseeable actions), they inherently include impacts of other projects and processes.



5.4.1 Transportation

5.4.1.1 Impacts during Operation

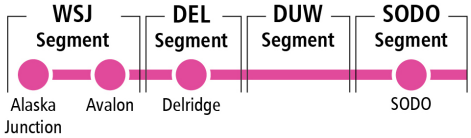
The analysis of future traffic and transit impacts in this technical report is a cumulative analysis based on the results of traffic modeling and ridership modeling that incorporate past, funded, and approved future actions, as well as projected growth that would result from development in the region. Other reasonably foreseeable transit and development projects could affect transit ridership and travel patterns within the study area, including traffic operations near new stations. This could include possible transit-oriented development in station areas, which would likely increase the numbers of people walking or biking to stations.

As the West Seattle Link Extension becomes operational, its contribution to cumulative impacts on transportation would be beneficial in several ways. The project would contribute travel efficiencies in addition to those provided by the other reasonably foreseeable future transportation improvement projects listed in Appendix A, Future Transportation Project List, of Attachment N.1A, Transportation Technical Analysis Methodology. It would shift trips from personal auto to transit, reducing the number of vehicle miles traveled and vehicle hours of delay along the corridor compared to the No Build Alternative. Fewer vehicle miles and hours could improve general traffic conditions, including freight mobility, within the study area. In the SODO Segment, the South Lander Street overpass that would be constructed as part of the project would eliminate a railroad crossing on South Lander Street between 6th Avenue South and 4th Avenue South, reducing delay.

The project, in combination with other reasonably foreseeable future transit projects, is not expected to have a cumulative impact on parking throughout the study area. The project would either remove or convert some street parking to bus (or other transit) loading zones in the immediate vicinity of the stations. Sound Transit would work with the Seattle Department of Transportation to consider appropriate on-street parking measures within a 0.25-mile radius of each station to discourage hide-and-ride activity and encourage parking availability for residents and businesses in the area.

While other transportation projects could also remove street parking to implement their improvements (for example, a City of Seattle project that changes allocation of the right-of-way), these changes would be consistent with City goals and policies related to curb space management. With the project creating a more connected and accessible regional transit system, especially in the commercial and residential areas along the project corridor, transit ridership would increase and potentially reduce the need for parking within the study area. The City of Seattle could adjust curb space use in the project corridor for reasons unrelated to the project, such as policy, adjacent land uses, transportation improvement project needs, transit service availability, and non-motorized network improvements (for example, the Georgetown to Downtown Safety Project).

This Final EIS assumes completion of the Sound Transit 3 program of regional transit improvements by 2042; Sound Transit's Long-Range Vision (Sound Transit 2014) contains additional rail projects beyond the Sound Transit 3 program that may eventually be implemented. Similarly, the Final EIS assumes that a modified version of the King County Metro Connects (Metro 2021) long-range vision is in place by 2042. These improvements are accounted for in the impacts analysis for this project. If regional transit service is expanded beyond these assumptions, it could attract additional ridership to project stations in the project corridor, thereby increasing vehicle and pedestrian activity around stations. Future unfunded projects or local growth could add more pedestrian and bicycle trips to the street network surrounding the light rail stations and improve non-motorized facilities within the study area.



The City of Seattle is in the process of delivering several safety projects as part of Vision Zero, which is Seattle's plan to eliminate traffic deaths and serious injuries on city streets by 2030, and additional projects may be implemented in the future. These include the Highland Park Way Safety Project and Georgetown to Downtown Safety Project, which will be completed in 2024. In addition, protected bike lanes are planned for several areas near the project corridor. Other development would not likely affect safety in the study area. These projects, together with the West Seattle Link Extension, would lead to an overall improvement in safety.

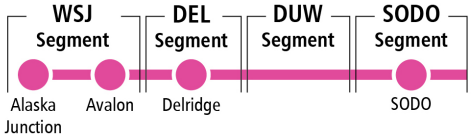
5.4.1.2 Impacts during Construction

Other transportation projects in the study area could have construction periods that overlap with civil construction of the project and, if they include road closures, could extend or intensify the disruption to regular travel patterns in the affected areas. Cumulative traffic-related construction impacts could include longer durations of detours for all modes, increased travel delay and congestion, and increased traffic on detour routes.

In bored-tunnel areas, the project would not affect traffic flow outside of station, station shaft, and portal locations. WSDOT, the City of Seattle, Metro, the Port of Seattle, Northwest Seaport Alliance, and Sound Transit have been coordinating and would continue to coordinate on the construction schedules for transportation projects to avoid major construction work on overlapping corridors at the same time. The proposed project, in combination with the proposed Ballard Link Extension, could include building roadway overpasses at South Lander Street and South Holgate Street, two of the few major east-west streets in SODO that cross the light rail and BNSF Railway tracks. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would include construction of one roadway overpass at South Lander Street as part of the West Seattle Link Extension. The proposed Ballard Link Extension would include construction of one roadway overpass at South Holgate Street and, depending on the alternative selected for the south end of the Ballard Link Extension, partial or full closures of Major Truck Streets in the area, including 4th Avenue South, Seattle Boulevard South, and 6th Avenue South. Overlapping traffic-related construction impacts in the SODO Segment would be minimized due to the construction schedules of the West Seattle Link Extension and the Ballard Link Extension. However, the construction schedules may be consecutive or separated by a short period of time, resulting in a cumulative impact by extending the duration of construction closures in the area. Access for all types of vehicles and non-motorized access would be maintained on one roadway while the other is under construction. South Lander Street and South Holgate Street would not be closed for construction at the same time.

Although Alternative SODO-2 would not permanently close the SODO Busway as would occur under the other project alternatives, it would close the SODO Busway for 5 years, followed by a similar closure of 5 years to construct the Ballard Link Extension. This would result in a cumulative 10-year closure of that facility and extending the duration of bus route detours to 4th Avenue South.

The proposed project, in combination with the proposed Ballard Link Extension, could include disruptions to the Link light rail system while the light rail extensions are being integrated into the existing system. The schedules of construction activities that could affect Link light rail service are unknown at this time, but they may occur in similar timeframes, leading to longer periods of service disruptions for light rail riders.



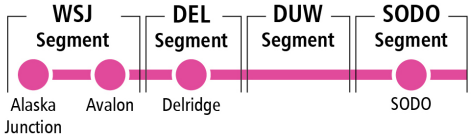
5.4.2 Acquisitions, Displacements, and Relocations

Some residents or businesses displaced by the project could have been previously displaced by other projects under construction or recently completed projects, such as the Alaskan Way Viaduct Replacement. Not all of the identified foreseeable future actions have finalized environmental documents, including displacement data, and all projects are subject to change from a variety of factors, such as funding and design modifications. Other projects could result in the relocation of businesses or residences into the project study area, resulting in a potential later displacement by the project. Where possible, Sound Transit would provide early coordination with other projects to minimize displacement of individual businesses and residences multiple times.

The majority of present and reasonably foreseeable future actions (see Figures K-1 through K-7 in Appendix K) would not require land acquisitions or cause displacements because they are either within an existing transportation right-of-way or are related to private redevelopment projects, which involve willing buyers and sellers. However, Seattle's recent history of large-scale redevelopment has caused involuntary displacement of individuals through the sale of rental properties to private developers. These properties are often affordable housing or business locations. New developments would be required to comply with the City's affordable housing and business mandate (City of Seattle 2018a), thereby increasing availability within the project vicinity and minimizing cumulative impacts to affordable housing.

The City of Seattle is planning for growth and redevelopment in urban areas to support higher population densities, increase housing availability, and provide greater employment opportunities, consistent with local zoning (see Section 4.2, Land Use). Currently available residential units in Seattle exceed the number of units potentially displaced, and there is a sufficient supply of relocation housing similar in size and quality for renters in the study area; however, depending on market conditions and individual circumstances, the replacements property may cost more (see Section 4.1, Acquisitions, Displacements, and Relocations). As redevelopment occurs within the study area, property values and rents could increase, causing residents and business to leave the area or making it less affordable for displaced individuals or businesses to relocate within the same area. However, mixed-use, high-density redevelopment that could indirectly result from the project and other present and foreseeable future actions would increase housing availability within the same areas and neighborhoods from which individuals are being displaced, and the City's Mandatory Housing Affordability policy requires developers to provide affordable housing or pay into a fund that supports affordable housing (City of Seattle 2019b). As of June 2023, more than 1,000 new housing units have been permitted or are planned in the study area (see Table K-1 in Appendix K). In addition, following Sound Transit's Real Property Excess, Surplus, and Disposition Policy (Sound Transit 2013) and Equitable Transit Oriented Development program (Revised Code of Washington 81.112.350; Sound Transit 2018b), affordable housing developers would be given priority for redevelopment of Sound Transit property no longer needed after construction, thereby increasing the availability of affordable housing.

The project and reasonably foreseeable future actions are anticipated to create more residential and business opportunities than would be lost through displacements and relocations, and an adverse cumulative impact from property acquisition is not expected within the study area.



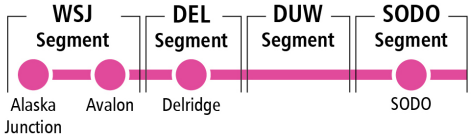
5.4.3 Land Use

5.4.3.1 Impacts during Operation

Establishing light rail and other high-capacity transit systems, in conjunction with other land use actions by local governments, often creates changes in land use, especially around station areas. Direct impacts associated with the West Seattle Link Extension and other foreseeable transit projects would occur where the transit alternatives would require private or public property acquisitions for new project facilities (e.g., stations) or where proximity impacts (e.g., visual, noise, and traffic impacts) cause changes in adjacent land uses. The project could indirectly affect land use by acting as a catalyst for others to develop or redevelop land near the project consistent with City of Seattle land use and zoning requirements.

The West Seattle Link Extension, as well as other planned transportation projects, would be consistent with all applicable City of Seattle, King County, and regional land use plans and policies (see Appendix L4.2, Land Use). Cumulatively, the West Seattle Link Extension and these other projects would increase mobility options throughout the city and increase population densities where land use plans allow. Increasing land use densities in these areas would reduce the potential for land development in areas where increased development would not be consistent with local plans and policies. Based on population growth trends in the Seattle metropolitan area, density would likely increase in the city without the West Seattle Link Extension and planned transit projects (Puget Sound Regional Council 2018). However, the West Seattle Link Extension, in combination with planned residential and mixed-use redevelopment, would more directly support planned population and employment growth within the West Seattle Junction hub urban village than would occur without them.

The project would support the goals of several regional and local plans, such as Puget Sound Regional Council's VISION 2050 (Puget Sound Regional Council 2020); King County's Comprehensive Plan (King County 2022); and Seattle's Comprehensive Plan (City of Seattle 2020), Urban Village Strategy (City of Seattle 2015a), and Transit Master Plan (City of Seattle 2016b), by encouraging mixed-use transit-oriented development and affordable housing through Sound Transit's Equitable Transit Oriented Development program in areas planned for high-density development. This development would occur predominantly in areas surrounding transit stations and would improve neighborhoods' appeal by improving transit, recreational, employment, and retail opportunities and accessibility. Foreseeable future transit projects would also be required to comply with land use plans and likely increase the land use benefits associated with the project. The project, along with other development in the West Seattle Junction hub urban village, would also indirectly support the City's Industrial and Maritime Strategy by concentrating residential and commercial development in non-industrial areas. Project alternatives would convert between 2.9 and 4.5 acres in the SODO Segment, between 11.8 and 13.3 acres in the Duwamish Segment, and less than 0.1 to 5.3 acres in the Delridge Segment from industrial land that is in the Duwamish Manufacturing/Industrial Center to transportation uses. This would be less than 0.5 percent of the approximately 5,000 acres of the Duwamish Manufacturing/Industrial Center. Ballard Link Extension Project alternatives, along with other transportation projects, would also result in conversion of industrial lands to transportation use in the Duwamish Manufacturing/Industrial Center as well as the Ballard Interbay Northend Manufacturing/Industrial Center. The Industrial and Maritime Strategy, however, reinforces preservation of this land for industrial uses by making it more difficult for non-industrial land uses to be approved. In addition, this strategy included a new type of zoning for areas around new light rail stations that would encourage higher density employment development in new "Industry and Innovation" zones. This will help to minimize the effect of the



conversion of some land to transportation uses and, while both light rail extensions would convert industrial lands, the cumulative effect of both projects on the industrial land base is expected to be negligible.

The West Seattle Link Extension and other foreseeable transit expansion projects would convert existing land use to public transportation right-of-way, thereby cumulatively decreasing opportunities for other, non-transportation development on acquired land. However, several of the project alternatives, and most of the foreseeable future transit projects, would use existing transportation rights-of-way, thus minimizing the cumulative effect of decreasing non-transportation development opportunities. In addition, where land is acquired, transit projects would support high-density, mixed-use redevelopment in surrounding areas.

5.4.3.2 Impacts during Construction

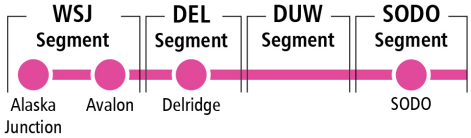
Potential impacts to existing land uses include temporary impacts from construction staging areas; easements; noise, air emissions, and visual changes; and traffic congestion. These impacts would not affect the land use. Indirect impacts on adjacent land use would occur from construction activity, and could contribute to a cumulative impact on land use if there is other construction in the area.

5.4.4 Economics

5.4.4.1 Impacts during Operation

The project would require business and employee displacements through the acquisition of commercial, industrial and institutional properties (see Section 4.1, Acquisitions, Displacements, and Relocations, and Section 5.4.2, Acquisitions, Displacements, and Relocations). In addition, of the non-industrial areas that would be most impacted by displacements, many are priority areas for redevelopment and increased density established by the City of Seattle. Other reasonably foreseeable actions would not individually require large-scale displacements, as they mostly occur within existing rights-of-way or on private land. Most of the displaced businesses would be able to relocate within the city, which has an industrial vacancy rate of 7.2 percent, retail vacancy rate of 3.0 percent, and an office vacancy rate of 24.0 percent (see Section 4.1, Acquisitions, Displacements, and Relocations). However, redevelopment has been occurring throughout the study area and would likely continue without the project and as a result of other foreseeable future actions. Planned private development projects would also increase the availability of residential, retail, industrial, and office space, as well as employment opportunities, within the project vicinity. As redevelopment occurs, it is also possible that it may become more expensive for business owners to operate within the study area, and it is possible that the project could contribute to a cumulative impact on businesses in the study area. Pressure on industrial lands, including those along waterways, has been of increasing concern to this business community as property values rise and interest in redeveloping these properties for non-industrial uses increases due to the relatively affordability of the property within the city. The extent of redevelopment is limited, however, based on zoning, and changes in zoning require approval by the City and a public process.

While business displacements could temporarily affect tax revenue, the dense mixed-use development that would likely occur consistent with zoning around station areas for the project and other foreseeable transit projects, as well as in coordination with private development projects, could ultimately increase property and sales tax revenues. The West Seattle Link Extension and other foreseeable transit projects could also enhance connectivity to tourism and



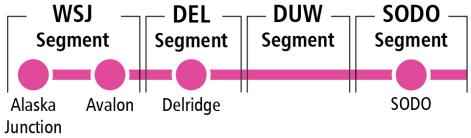
recreation opportunities such as T-Mobile Park, Lumen Field, and Downtown Seattle, thereby potentially increasing sales tax revenue in those areas. As property and sales taxes make up over 40 percent of the revenue for the City of Seattle (see Section 4.3.2.3, Tax Revenue Sources), the project and foreseeable future actions would contribute to a beneficial cumulative impact on the city's economic health.

The West Seattle Link Extension combined with other foreseeable transit projects would improve access to the Duwamish Manufacturing/Industrial Center. Increased transit connectivity to these areas would increase employment desirability within the area, benefitting existing businesses and attracting future businesses. Increasing transit opportunities to major employment and manufacturing centers would also have a beneficial impact on freight mobility. As noted under Section 5.4.1, Transportation, the reduction in vehicle miles and hours traveled with the project could benefit freight in many locations when compared to the No Build Alternative, thereby improving local, regional, and international freight mobility to and from Downtown Seattle, the Port of Seattle, and other commercial hubs. The exception could be localized congestion in the immediate vicinity of station locations and along 4th Avenue South, where freight travel times could be affected by mitigation for the closure of the SODO Busway. Some proposed mitigation, such as shared bus and freight lanes, would minimize this impact to freight mobility.

5.4.4.2 Impacts during Construction

Construction of any project could create temporary adverse impacts to neighboring businesses by increasing noise, dust, traffic congestion, visual impacts, and difficulty accessing commercial properties. These impacts could influence the decision to patronize a specific business, resulting in a temporary adverse impact. Cumulative adverse construction-related impacts would be the most noticeable if construction occurs simultaneously for projects within the same area. However, any adverse impacts would be temporary and construction is typically an indicator of economic growth, as it brings temporary and permanent jobs and revenue to local economies. Sound Transit would work closely with affected businesses during construction to maintain necessary access and ensure business activities could continue throughout construction as much as possible. Businesses throughout the corridor could experience fatigue from multiple construction projects over many years in the same area. These cumulative impacts would be most likely to occur in neighborhoods that have seen large-scale development in recent decades, including West Seattle Junction, as well as areas that have experienced construction of numerous infrastructure and private development projects over a longer period of time. Businesses in the Delridge and West Seattle Junction segments were adversely affected by the combined effect of the COVID-19 pandemic and the closure of the West Seattle Bridge from March 2020 to September 2022. These businesses are expected to have recovered by the time construction begins for the West Seattle Link Extension, but if construction of other projects affect access to businesses in these areas before West Seattle Link Extension construction begins, the projects could contribute to a cumulative impact on businesses.

Businesses in the SODO Segment that could be affected by construction activities for both the West Seattle Link Extension and the future Ballard Link Extension could experience an extended construction period. Recent construction of a roadway overpass on South Lander Street over rail lines closed South Lander Street between 1st Avenue South and 3rd Avenue South for 2 years and affected access to nearby businesses. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would include a new South Lander Street Overpass and construction period closures, which would further impact these businesses. The Ballard Link Extension would include a South Holgate Street roadway overpass, which would further impact businesses in SODO. As described in Section 5.4.1.2, Impacts during Construction, all traffic including freight could be affected by road closures in this segment.



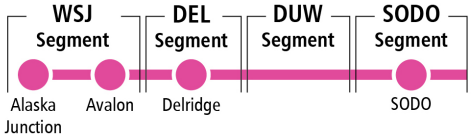
The Seattle area continues to experience growth pressures that are of particular concern to freight customers and carriers facing congestion in the constrained transportation corridors in the Duwamish area. In addition, the Port of Seattle and Northwest Seaport Alliance are facing increased competition from ports outside of the region. While construction activities and temporary road closures near freight facilities are not anticipated to substantially affect traffic and freight, customers and carriers may still have concerns about congestion around Harbor Island freight terminals. Short-term and intermittent closures on the United States Army Corps of Engineers-maintained federal navigation channel in the Duwamish Waterway during construction could add to these concerns. This perception of potential transportation delays may lead customers and carriers to consider other options for business locations and port facilities. All Duwamish Segment alternatives would temporarily impact access to and operations of businesses, thereby contributing to cumulative impacts. Preferred Alternative DUW-1a and Option DUW-1b would temporarily affect operations at Harbor Island Marina, while Alternative DUW-2 could temporarily affect access to Terminals 5 and 18. The project could contribute to cumulative adverse economic impacts on ports and port-related activities, depending on alternative selected as the project to build and other projects that may be under construction near Port facilities at the same time. Sound Transit would coordinate with the Port of Seattle and Northwest Seaport Alliance to minimize impacts to property access and freight movement.

5.4.5 Social Resources, Community Facilities, and Neighborhoods

5.4.5.1 Impacts during Operation

Seattle's recent population boom has dramatically changed the appearance, character, and cohesion of residential neighborhoods, as formerly modest lower-density neighborhoods with potentially more affordable housing are redeveloped with mixed-use multi-family buildings with retail and commercial space. Rents in newer construction buildings tend to be higher than in older buildings. While redevelopment can improve the vitality of urban areas, it also can increase property values and rents to levels that become unaffordable to the original residents. When prices are too high, residents are forced to move out of the neighborhood. This phenomenon is often exacerbated for lower-income populations. However, as neighborhoods revitalize, amenities and community resources also often improve, which can increase the quality of life for both new and remaining members of the community. As population growth is anticipated to continue at a steady rate (Puget Sound Regional Council 2020), this trend would be expected to continue with or without the addition of the project.

Light rail generally benefits neighborhoods by increasing transit access and development near stations. The West Seattle Link Extension, other foreseeable future transit projects, and foreseeable transit-oriented development projects, would cumulatively benefit neighborhood vitality through improved access, residential infill, growth in employment base, and greater patronage of local businesses. All residential neighborhoods and urban villages served by the West Seattle Link Extension and other foreseeable transit projects would also experience greater connectivity throughout Seattle, to the Downtown urban core and other employment centers as well as other regional destinations as light rail expansions currently under construction begin operations. In addition, these projects would collectively enhance access options and connectivity to other modes of transit (e.g., bicycling, bus, and walking), as well as reduce travel time for regional destinations.



Some parcels that currently have income-restricted housing under the Multifamily Tax Exemption program or that are managed by Seattle Housing Authority would be affected. As previously described, however, Sound Transit's Equitable Transit Oriented Development program could help increase the number of low-income and affordable housing units in the project vicinity. In addition, some social services could be temporarily or permanently relocated by the project, which could be a cumulative impact if similar services have already been displaced, either directly or indirectly, by redevelopment. Sound Transit would coordinate with all displaced resource providers to find adequate replacement facilities within the area and aid in the transition process consistent with Sound Transit's *Real Property Acquisition and Relocation Policy, Procedures, and Guidelines* (Sound Transit 2017). The project (in conjunction with other reasonably foreseeable future transit projects) would provide increased accessibility to an efficient regional transit system to those who work at and/or use social resources and community facilities in the study area, resulting in an overall beneficial impact.

Light rail and other transit projects often influence increased mixed-use development near transit stations, and there can be potential for displacement inequity. However, Sound Transit's adopted Equitable Transit Oriented Development program, in combination with the City of Seattle's Mandatory Housing Affordability requirements (see Appendix L4.2, Land Use), would encourage and prioritize affordable housing development opportunities and could create a greater availability of affordable housing opportunities than would exist without the West Seattle Link Extension. Equitable transit-oriented development can also include cooperative or affordable commercial space and uses, childcare and human development, and community-based management or stewardship of property.

5.4.5.2 Impacts during Construction

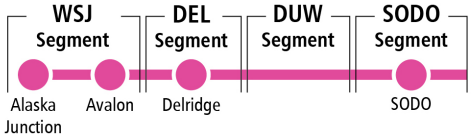
Construction of present and reasonably foreseeable actions, including the West Seattle Link Extension, could temporarily result in adverse cumulative impacts on neighborhoods and social facilities through temporary increases in neighborhood traffic, changes in traffic patterns, and construction noise and dust. All construction projects can affect access and egress from neighborhoods due to increased congestion, detours, lane or road closures, and bus line reroutes. If other reasonably foreseeable actions are constructed at the same time as the West Seattle Link Extension, cumulative impacts to neighborhoods during construction could increase. Sound Transit would work with resource and community providers to minimize impacts from the project and maintain access to resources.

5.4.6 Visual and Aesthetic Resources

5.4.6.1 Impacts during Operation

Cumulative change has occurred within the last 15 years in more densely developed urban areas, such as the West Seattle Junction, along Southwest Avalon Way, and North Delridge neighborhood. In general, the visual setting in these areas is constantly changing due to redevelopment and would likely continue to change in the study area with or without the project (see Appendix N.2, Visual and Aesthetics Technical Report).

Where zoning allows, the visual change resulting from past actions and reasonably foreseeable future actions, together with the West Seattle Link Extension stations, would likely include changes in development density and the visual environment. The elevated Delridge Station alternatives could change the visual character due to the station's height, whereas other stations could be more visually compatible with the existing light industrial, commercial, multi-family, and mixed-use areas.



With a few exceptions, the project's elevated guideway would add another transportation element to views but would be visually compatible with the large arterials that it would be above or parallel. Further modifications to some of these roadways are included in reasonably foreseeable future projects as dedicated bus lanes and improved traffic systems are constructed. Although several reasonably foreseeable future transit projects would include visual enhancements, they would incrementally increase the area of transportation-dedicated land, especially when positioned adjacent to one another, which could result in a cumulative visual impact. This cumulative impact could decrease the visual quality along these transportation corridors. The West Seattle Link Extension would require tree removal from some neighborhoods, especially Pigeon Point in the West Duwamish Greenbelt, which would decrease visual quality. Trees removed would be replaced but may not be replaced in the same area for safety reasons and impacts in some locations may not be able to be fully mitigated. In combination with past projects that have removed vegetation in these areas, this could contribute to a cumulative visual impact.

5.4.6.2 Impacts during Construction

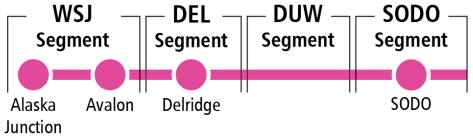
If the West Seattle Link Extension is constructed at the same time as other planned projects, viewers could experience more visual impacts during construction. This would increase overall impacts on the surrounding visual environment.

5.4.7 Air Quality

5.4.7.1 Impacts during Operation

The analysis in Section 4.6, Air Quality, is an inherently cumulative analysis because the expected impacts for the West Seattle Link Extension are based on Puget Sound regional traffic forecasts, which include reasonably foreseeable transportation projects and projected regional emissions. The analysis projected that the project would reduce regional vehicle miles traveled and associated car exhaust emissions compared to the No Build Alternative. A reduction in emissions would provide a beneficial cumulative impact to local and regional air quality.

In the last few decades, climate change, or the change in global or regional climate patterns attributed to increasing levels of atmospheric greenhouse gases, has become an issue of international concern. Climate change can lead to more severe weather conditions, such as increased frequency of droughts, intensity of hurricanes, and sea level rise. Humans are already experiencing the effects of climate change as increasing smog conditions affect respiratory health and changing weather patterns diminish agricultural yields (Mickley 2007; Mall et al. 2017). Engines that burn fossil (petroleum-based) fuels release carbon dioxide into the air and are one of the largest contributors to greenhouse gases across the world. In the United States, energy production and transportation are the largest contributors to greenhouse gases, followed by industries, residences, and offices (United States Environmental Protection Agency 2017). The Intergovernmental Panel on Climate Change advocates reducing the burning of fossil fuels, improving fuel efficiency, conserving energy, and using cleaner energy sources to reduce greenhouse gas emissions and slow climate change (Intergovernmental Panel on Climate Change 2014).



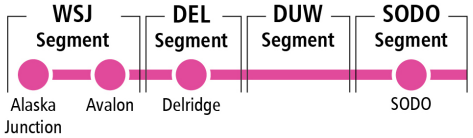
The project is part of Sound Transit's Sound Transit 3 Plan (Sound Transit 2016), which is intended to extend light rail, commuter rail, and bus services and make other transit improvements throughout the central Puget Sound region. As part of the Sound Transit 3 planning process, Sound Transit conducted an analysis that found the Sound Transit 3 system would reduce greenhouse gas emissions by more than 130,000 metric tons annually, or the equivalent of 14.6 million gallons of gasoline burned. Once completed, the entire Sound Transit system would save the region an estimated 793,000 metric tons of greenhouse gases per year, or the equivalent of 89 million gallons of gasoline burned per year (Sound Transit 2016). The West Seattle Link Extension, in combination with reasonably foreseeable transit projects, would reduce automotive vehicle miles traveled within Seattle and the central Puget Sound region, thereby reducing petroleum consumption and greenhouse gas emissions in the area.

Implementing improved transit in combination with high-density redevelopment often has a cumulative effect of decreasing vehicle miles traveled and providing a cumulative benefit for air quality. Research has shown that individuals who live closer to high-density developments with effective transit options have lower vehicle miles traveled than those who live in more typical suburban developments (Stiffler 2011). This trend is even stronger in low-income communities. These findings are substantiated by other studies, which have shown that as density increases and distance to urban centers decreases, vehicle miles traveled decline and transit or non-motorized trips increase (Transit Cooperative Research Program 2008; Fang and Volker 2017). The West Seattle Link Extension, combined with other foreseeable transit projects and foreseeable private development projects, may influence development of high-density, mixed-use redevelopment around stations and in other planned areas, thereby also decreasing vehicle miles traveled and greenhouse gas emissions to provide a cumulative benefit for air quality.

Long-term operations of the project and many of the other foreseeable future actions would concentrate density in planned growth areas, rather than in low-density growth patterns, thereby using less land area, supporting fewer vehicle miles traveled, and resulting in less overall energy consumption and contributing to a cumulative benefit for air quality (Morikawa 2011).

Actions taken in response to recent state and local legislation would further contribute to the long-term cumulative reduction in greenhouse gas emissions and improve air quality within the study area. Applicable recent legislation is as follows:

- In May 2019, Washington Governor Jay Inslee signed into law the Clean Energy Transformation Act, which requires all electric utility providers in Washington to transition to carbon-neutral electricity by 2030 and to 100 percent carbon-free electricity by 2045.
- In August 2019, the City of Seattle passed Resolution 31895, or Seattle's Green New Deal, which affirms Seattle's commitment to transition away from its dependency on fossil fuels and build climate resiliency through actions such as making Seattle climate pollution-free by 2030 and establishing dedicated revenue sources for achieving city-wide sustainability.
- In January 2020, Washington Governor Jay Inslee issued Executive Order 20-01, which requires all state agencies to prioritize battery-electric and low-emission vehicles when replacing or enhancing existing fleets; zero-energy or zero-energy-capable facilities during new construction; energy efficiency in owned and leased facilities; and transitioning the Washington State Ferry system to a zero-carbon-emission fleet.



5.4.7.2 Impacts during Construction

The West Seattle Link Extension and reasonably foreseeable future actions that require construction would temporarily increase air pollutants and greenhouse gas emissions during construction, thereby resulting in cumulative effects on air quality. However, project construction emissions would not exceed the National Ambient Air Quality Standards, and mitigation measures and best practices would minimize air quality impacts, thus minimizing the project's contribution to cumulative adverse effects on air quality.

5.4.8 Noise and Vibration

5.4.8.1 Impacts during Operation

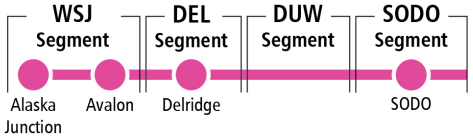
The FTA's methodology for noise and vibration analysis reflects cumulative ambient noise conditions from land uses and activities from past and present activities in combination with project-specific noise and vibration impacts. Sound Transit is committed to minimizing project noise levels at their source for all of its light rail corridors. When noise would exceed FTA impact criteria, Sound Transit would consider noise mitigation measures consistent with its *Design Criteria Manual,* Link Noise and Vibration Policy, and FTA's *Transit Noise and Vibration Impact Assessment Manual* (see Section 4.7.7.1, Light Rail Noise Mitigation). The majority of project operational noise impacts would be mitigated with sound walls along the guideway and with low-impact frogs at special trackwork locations and high-resilience direct-fixation fasteners at other locations.

Although Sound Transit is committed to mitigating project noise impacts, light rail would still create a new noise source and, therefore, would contribute to cumulative noise in the project corridor. In addition, the indirect impact of the project, combined with local land use policies, would attract more development around rail stations, which might result in more intense urban activities in some station areas, thus adding cumulative noise to the surroundings.

The light rail vibration might occur concurrently with vibration from heavy trucks on rough roads and local construction activities for other projects. Cumulative vibration levels in most areas are not expected to differ from existing vibration levels. Exceptions to this would include areas that have extremely rough roadways with potholes or cracks, which would increase vibration levels from passing trucks and other heavy vehicles, and areas near active construction sites where equipment could cause short-term increases in vibration levels No other reasonably foreseeable future actions are expected to cause notable vibration impacts during project operation, so cumulative vibration impacts are not expected.

5.4.8.2 Impacts during Construction

During construction, the West Seattle Link Extension would contribute noise and vibration impacts along with other nearby transportation and private development construction projects, and cumulative impacts could occur. This is particularly true for the Delridge and West Seattle Junctions segments near tunnel portals for alternatives that include tunnels. However, many projects currently planned might be completed before project construction. Any construction activities would have to comply with the City of Seattle's noise regulations or require a noise variance from the City. Where necessary, Sound Transit would monitor noise and vibration during construction to minimize related disturbances on residential and other sensitive areas and work with other adjacent projects to limit nighttime noise and vibration impacts.



5.4.9 Water Resources

5.4.9.1 Impacts during Operation

Although many of the reasonably foreseeable actions, as well as some West Seattle Link Extension alignment alternatives, would be built on developed sites or within existing paved rights-of-way, the projects would cumulatively increase the amount of impervious surfaces and stormwater runoff within the study area. However, new development and redevelopment are expected to bring existing pollution-generating surfaces up to current standards for runoff control and stormwater quality treatment, as well as adhere to updated stormwater quantity control requirements. Through the replacement of these surfaces, improvements in stormwater runoff control and water quality would likely occur over time, with or without the West Seattle Link Extension. This would result in a net cumulative benefit for the hydrology and water quality within the study area.

While no impacts to the regulated floodplain of the Duwamish Waterway are expected from the project, climate change projections suggest that sea level rise is likely to affect the water level of the Duwamish Waterway. Under a high emissions scenario (Representative Concentration Pathway 8.5), there is a 17 percent probability that sea level rise will exceed 3 feet and a 1 percent probability that it will exceed 5 feet by the year 2100 (Miller et al. 2018). This increase would likely result in a change in the floodplain in the project corridor, and guideway columns for the Duwamish Waterway crossing could be within the 100-year floodplain in the future. The project would potentially include guideway columns in the 100-year floodplain of Longfellow Creek (see Appendix L4.8, Water Resources). Sound Transit would minimize impacts to the floodplain in accordance with Executive Order 11988. No reasonably foreseeable future actions include development in the 100-year floodplain, but climate change would likely result in a higher floodplain elevation in the future. For Preferred Option DEL-6b, Sound Transit has identified the floodplain adjacent to Longfellow Creek in the study area for wetland mitigation, and regrading this area for this mitigation could increase floodplain storage and help accommodate the impacts of climate change on this floodplain.

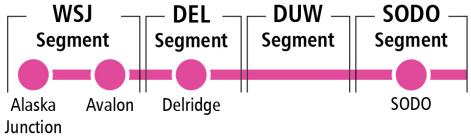
5.4.9.2 Impacts during Construction

Erosion and sedimentation from cleared areas and earth-moving activities, as well as guideway column construction, could temporarily affect water quality in streams and waterbodies. These impacts would increase if projects in the same area are constructed at the same time. However, all projects would be required to comply with federal, state, and local permit conditions as well as all erosion, sedimentation, stormwater pollution, and water quality plans/protections during construction, which would minimize cumulative impacts on water resources.

5.4.10 Ecosystems

5.4.10.1 Impacts during Operation

The project would have ecosystem impacts, including areas where the guideway would be near existing forested habitat. Past and present actions have created the existing urban environment where the West Seattle Link Extension would be located; operation of the project would have a low potential to affect the viability of local wildlife populations. Reasonably foreseeable future actions could remove trees and increase the amount of impervious surface in the area, thus contributing to cumulative ecosystem impacts.



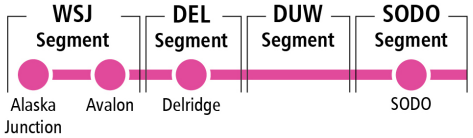
The West Seattle Link Extension would also result in impacts to aquatic habitat, which would contribute to the effects of past, present, and reasonably foreseeable future actions. Cumulative impacts to aquatic habitat may adversely affect Tribal treaty-protected fishing rights of the Muckleshoot Indian Tribe. Cumulative impacts to aquatic habitat could also adversely affect treaty-protected fishing rights of the Suquamish Tribe. Reasonably foreseeable future actions within the study area could incrementally contribute to the continued fragmentation, degradation, and loss of valuable aquatic habitats. Reasonably foreseeable future actions that would remove riparian habitat, disturb stream channels, or fill or alter wetland habitat could further impact these habitats. Federal, state, and local permitting requirements would require mitigation for these impacts, which would reduce the potential for cumulative impacts. Some future actions are specifically intended to provide beneficial impacts to ecosystems and the environment around the West Seattle Link Extension; for example, the proposed plan to perform remedial cleanup at the East Waterway Operable Unit of the Harbor Island Superfund Site will reduce contaminants in and near the Duwamish Waterway (United States Environmental Protection Agency 2023), thereby diminishing the overall cumulative impact of this project when combined with others.

Other state and local projects may benefit ecosystems. Recently, the City of Seattle committed to increasing the city-wide tree canopy cover to 30 percent by 2037 and restoring 2,500 acres of forested parkland by 2025 in Executive Order 2023-03. Through the Green Seattle Partnership, there are active restoration programs within the Longfellow Creek watershed to remove invasive plants and restore native species. The City of Seattle has also purchased property to upgrade Duwamish Waterway Park and, through partners, is restoring wetlands in the Delridge neighborhood. The West Seattle Link Extension would support those ecosystem improvement goals by facilitating concentrated development away from more natural areas and within designated urban centers, thereby reducing the effects of development on existing habitats and resulting in a beneficial cumulative impact for species within the study area.

Federal, state, and local regulations require the West Seattle Link Extension and other reasonably foreseeable future actions to mitigate impacts on streams, wetlands, and other high-quality habitats. In addition, Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources as much as practicable and to provide adequate mitigation for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Where instituted, these measures would contribute to cumulative benefits to fish, wildlife, and their habitats.

5.4.10.2 Impacts during Construction

Construction associated with all reasonably foreseeable future actions, including the West Seattle Link Extension, would contribute to temporary habitat loss resulting from vegetation removal for construction staging areas and access. Although erosion and sedimentation could temporarily affect water quality in waterbodies, all projects would be required to comply with permit conditions as well as erosion, sedimentation, stormwater pollution, and water quality plans/protections during construction, which would prevent those impacts. Wildlife within the study area is regularly exposed to the noise associated with a highly urbanized environment, and it is unlikely that wildlife would experience much, if any, adverse effects related to project construction noise. Following construction, cleared areas would be revegetated and all areas would be restored to pre-construction conditions, where possible, thereby reducing any long-term cumulative construction effects. In-water construction activities could contribute to a cumulative impact on aquatic species related to ongoing disruption if other in-water projects are under construction nearby at the same time, or if they are constructed consecutively. Sound Transit would coordinate with the appropriate regulatory agencies during the permitting process to minimize these potential impacts during construction and their contribution to cumulative impacts on ecosystems.



5.4.11 Energy Impacts

The energy analysis and scope of travel demand model used for the analyses in Section 4.10, Energy Impacts, considered the entire central Puget Sound region and therefore accounts for the West Seattle Link Extension's contribution to cumulative energy impacts. The construction and operation of the project would consume energy. Energy would be used during operation by light rail vehicles and at stations, as well as for maintenance activities. Energy use by private vehicles or other transit modes is considered as well. Energy would be used during construction by construction equipment at construction sites as well as for transportation of materials to and from construction sites. Operation of the project would be less than 0.5 percent of Seattle City Light's total 2021 power generation, while construction of the project would represent less than 0.1 percent of energy consumed in Washington. The cumulative energy impacts of the project and other reasonably foreseeable future actions would be negligible. The Sound Transit Sustainability Plan (Sound Transit 2019b) requires future stations to be as energy-efficient as possible and meet green building standards. The City of Seattle's Green Building Incentives (City of Seattle 2021) would promote more energy-efficient new construction.

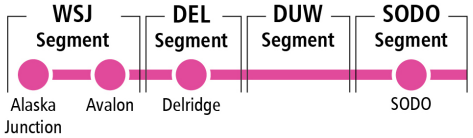
5.4.12 Geology and Soils

Past and ongoing urban development within Seattle has substantially altered geologic surface conditions throughout the study area. Development associated with the reasonably foreseeable future actions and the West Seattle Link Extension would increase the amount of infrastructure placed in geologically sensitive areas, including steep slopes and landslide-prone areas, liquefaction-prone areas, seismic and volcanic hazard areas, and peat settlement-prone areas. Because the projects, including the West Seattle Link Extension, are required to be designed and constructed to meet engineering standards for seismic and other geologic hazards, cumulative impacts on geology and soils due to operation or construction of the reasonably foreseeable actions would not be expected.

5.4.13 Hazardous Materials

5.4.13.1 Impacts during Operation

Operational impacts could occur if Sound Transit acquires properties that are a source of contamination, possibly requiring ongoing cleanup responsibility. Long-term monitoring or other protective measures or restrictions could be required. For project elements within the Harbor Island Superfund Site or the Lower Duwamish Waterway Superfund Site, Sound Transit would coordinate with the United States Environmental Protection Agency and the Washington State Department of Ecology on any potential protective measures or restrictions that might be required for the project. Federal environmental regulations have resulted, and are anticipated to continue to result, in the identification and cleanup of past hazardous materials sites and fewer hazardous materials spills and releases. For example, the proposed plan to perform remedial cleanup at the East Waterway Operable Unit of the Harbor Island Superfund Site and sites along the Lower Duwamish Waterway will reduce contaminants in and near the Duwamish Waterway (United States Environmental Protection Agency 2023).



Because encountered hazardous materials must be cleaned up or remediated during project development, future projects, with or without the project, will accelerate the cleanup of existing contaminated sites in the study area. As a result, the West Seattle Link Extension would contribute to a beneficial cumulative impact when added to other projects in the area.

5.4.13.2 Impacts during Construction

Construction of the project may involve disturbance of contaminated sites. When encountered, Sound Transit would adhere to local, state, and federal regulations and implement applicable best management practices, which include construction stormwater pollution prevention plans, spill control and prevention plans, contaminated media management plans, and health and safety plans. Construction of the project could result in hazardous material spills or encounters with existing hazardous materials in the study area, which could result in a cumulative impact if multiple construction projects are occurring in the same area and there are releases of contaminants. However, as discussed in Sections 4.12.5, Environmental Impacts of the Build Alternatives during Construction, best management practices would minimize potential hazardous material impacts.

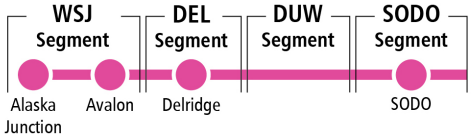
5.4.14 Electromagnetic Fields

Electromagnetic fields are produced anywhere that electricity is used and they currently occur in the environment. This includes moving vehicles, radio emitters, electrical transmission lines, and use of electrical equipment. The light rail operations of the project would contribute to electromagnetic fields in the study area. However, the project would not result in any electromagnetic interference that would cause potentially sensitive equipment to malfunction (see Section 4.13, Electromagnetic Fields). Sound Transit did not identify any areas where electromagnetic interference would combine with past, present, or future actions to pose any cumulative impacts of risk to human health. Any time electrical currents are used, stray currents could affect metal, water, or buried pipe or cable. Sound Transit would use insulation to limit stray currents from the project and potential impacts on nearby utilities.

5.4.15 Public Services, Safety, and Security

5.4.15.1 Impacts during Operation

Substantial regional population growth has resulted in an increased demand for public services, which is expected to increase as the region continues to grow. The project would not add any unplanned growth in the area, but would support planned growth. Existing services, such as police and emergency service providers, would continue to be available in the areas they currently serve, as well as any expanded services which may be added to accommodate planned growth within the area. Project station design and security services along the light rail system would minimize crime incidents and would not contribute to a cumulative impact.



5.4.15.2 Impacts during Construction

As discussed in Section 4.14, Public Services, Safety, and Security, Sound Transit would coordinate with public service providers and agencies throughout the design and construction of the project. To minimize cumulative construction-related impacts on emergency response services, school traffic, solid waste services, and mail delivery routes, Sound Transit's coordination would include consideration of other proposed construction projects within the study area that would occur at the same time as construction of the West Seattle Link Extension.

5.4.16 Utilities

5.4.16.1 Impacts during Operation

The West Seattle Link Extension, in combination with other reasonably foreseeable future actions, would increase the demand for electrical power within the study area. In combination with other reasonably foreseeable transit and residential actions, light rail service could encourage development of property in and around the project corridor and, therefore, utility demand near new stations. However, the City of Seattle and local utility providers have accounted for this planned growth in adopted local land use plans and planned system upgrades. Development within the study area would be consistent with what is allowed in the adopted land use plans and development regulations. Therefore, utility services beyond those already planned for would not be needed to accommodate the project or any of the reasonably foreseeable actions.

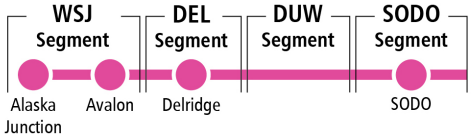
5.4.16.2 Impacts during Construction

Utility lines within the study area that conflict with the project would be relocated prior to or during construction. Other foreseeable future actions would perform similar relocations where necessary. During construction, cumulative utility impacts could occur if reasonably foreseeable actions that are constructed before the West Seattle Link Extension relocate utilities to areas that create conflicts for the project. Advance construction coordination between utility providers, Sound Transit, and construction projects would minimize the likelihood of these occurrences. Where utility relocations are necessary, utility providers would have an opportunity to upgrade infrastructure, potentially resulting in beneficial cumulative impacts.

5.4.17 Historic and Archaeological Resources

5.4.17.1 Impacts during Operation

The West Seattle Link Extension has the potential to affect historic and archaeological resources within the study area. The settings surrounding these resources have been altered by older development, recent redevelopment, and general changes in uses surrounding them.
The reasonably foreseeable future actions in the study area may also affect historic or archaeological resources. These past actions and reasonably foreseeable future actions, when combined with the project, would provide new infrastructure and development patterns that would cumulatively change the historic setting of resources as a result of past and ongoing urbanization.



Potential effects of reasonably foreseeable future actions include demolition or substantial alteration of historic properties for redevelopment. Future redevelopment in project station areas would be consistent with adopted zoning and the City of Seattle's Comprehensive Plan (2022), which currently allows greater density in the station areas than exists today. The City of Seattle's Landmark ordinance, which would apply to the demolition or substantial alteration of historic structures that meet the City of Seattle's Landmark criteria, would help reduce loss of historic resources. Furthermore, any changes in zoning by the City of Seattle could result in redevelopment of historic properties and long-term alteration to the scale and character of neighborhoods, which could have indirect impacts on historic properties. Redevelopment also has the potential to disturb archaeological resources.

5.4.17.2 Impacts during Construction

The project would be designed seeking to avoid and minimize construction impacts to historic and archaeological resources; unavoidable adverse impacts would be mitigated in accordance with the requirements of the National Historic Preservation Act (see Section 4.16.6, Mitigation Measures). By avoiding and mitigating impacts to historic and archaeological resources the project would not contribute to a cumulative impact on historic and archaeological resources during construction.

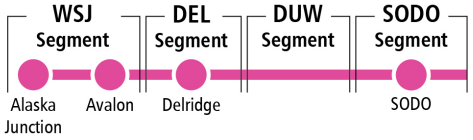
5.4.18 Parks and Recreational Resources

5.4.18.1 Impacts during Operation

Sound Transit would restore disturbed parks and recreational resources to pre-construction conditions and provide replacement parkland for any permanent impacts, resulting in zero net loss of parkland and recreational resources. The project would result in long-term permanent changes to parks and recreational resources from project operations, including permanent property acquisition or easements and changes to visual setting, noise levels, amenities, activities, access, or parking that would contribute to other reasonably foreseeable actions effects on parks and recreational resources. However, the project would also create greater connectivity throughout the city, increasing access to Seattle parks and recreational resources. Cumulatively, the project and reasonably foreseeable transportation actions could create a benefit for trail development, park availability, and access to recreational resources.

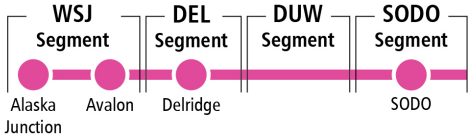
5.4.18.2 Impacts during Construction

Construction projects in the vicinity of parks and recreational resources could cause temporary impacts to those resources, such as increased noise and dust, and temporarily decreased access. Traffic congestion surrounding park areas could also increase as a result of detours, closures, and new traffic patterns. The project could also cause cumulative impacts on parklands if the construction period overlaps with that of the other foreseeable actions.



5.5 Potential Mitigation Measures for Cumulative Impacts

Adverse operational impacts from the project may contribute to cumulative impacts on transportation, visual and aesthetics, noise, ecosystem, and historical and architectural resources. Avoidance, minimization, and mitigation measures for the project operation impacts on these and all resources are discussed in Chapters 3 and 4. However, most cumulative impacts would occur during project construction, rather than project operation, if the construction of other foreseeable actions overlaps with that of the project. In most cases, mitigation would remain the responsibility of each project proponent to meet regulatory requirements for direct construction impacts on resources such as ecosystems, water resources, hazardous materials, and historic and archaeological resources. Sound Transit would coordinate as necessary with projects that would be under construction at the same time as the West Seattle Link Extension to minimize the potential cumulative effects of overlapping construction periods within the same area. Such coordination would reduce cumulative construction impacts related to detours, temporary bus and trail reroutes, reduced access, increased dust and noise, vibration, hazardous materials, proximity impacts on visual resources, reduced emergency service response, school access, solid waste services, and mail delivery routes and temporary park and greenspace impacts.



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6 ALTERNATIVES EVALUATION

This chapter evaluates how the Build Alternatives for the West Seattle Link Extension would meet the project's purpose and need and summarizes the benefits and impacts of each alternative and option. It also summarizes potential significant impacts that might not be fully mitigated. Future conditions under the No Build Alternative are also described. The West Seattle Link Extension Project (project) is one of several light rail extensions to Sound Transit's Link light rail system that are in the planning, design, or construction phases. Collectively, the system benefits would be greater than those of the individual projects; several system-wide benefits are described in Section 6.1, Meeting the Purpose and Need for the West Seattle Link Extension.

6.1 Meeting the Purpose and Need for West Seattle Link Extension

The purpose of the project is to expand the Sound Transit Link light rail system from SODO to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections (see Chapter 1, Purpose and Need for West Seattle Link Extension, for additional information). All Build Alternatives would meet this purpose by improving transit mobility and access to regional activity centers and advancing implementation of local and regional land use and transportation plans. The following sections summarize how the project would meet the six need statements presented in Section 1.2.2, Need for the West Seattle Link Extension Project. The No Build Alternative would not meet the purpose and need for the project.

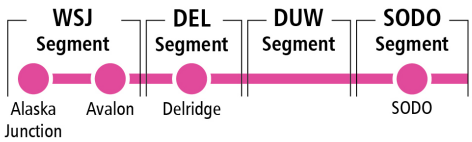
6.1.1 Need #1: Increasing Roadway Congestion will Further Degrade Transit Performance and Reliability

The King County Metro (Metro) RapidRide C Line bus route between Westlake Station and the West Seattle Junction (Fauntleroy Way Southwest and Southwest Alaska Street) currently takes an average of 22 minutes during the p.m. peak period. Increasing congestion on surface streets in the study area would increase peak transit travel times to 30 minutes on average in 2042 with the No Build Alternative. With the project, this would improve by 14 minutes, or 47 percent. Furthermore, transit travel time reliability will greatly improve from unreliable under existing conditions to reliable service on the exclusive light rail right-of-way.

6.1.2 Need #2: Regional Transit Capacity Constraints

The project would increase transit capacity and frequency. By 2032, without the project, transit capacity in the project corridor is expected to degrade to standing-room-only level conditions in the peak hours on the bus network.

Upon opening in 2032, when riders would be required to transfer at the SODO Station to continue on Link light rail, weekday ridership is projected at 5,400 trips. In 2042, with completion of other Sound Transit 3 system expansion projects, ridership at the project stations would exceed 20,000 daily boardings and contribute to a system-wide increase in transit ridership in the Sound Transit service area of between 25,000 and 27,000 daily trips.



The operating assumptions in the Sound Transit 3 Plan included routing light rail extensions to Ballard, Federal Way, and Tacoma through a new downtown tunnel, while extensions to West Seattle, Redmond, Lynnwood, and Everett would use the existing Downtown Seattle Transit Tunnel. Implementing the Sound Transit 3 system expansion plan and distributing passengers into two downtown tunnels will provide additional capacity for the regional light rail system. Opportunities for passengers to transfer between lines running north, south, east, and west will be essential for increasing transit access and capacity. The project provides an important transfer point for passengers at SODO and a connection to the west. In addition, the project would provide direct access to the Operations and Maintenance Facility Central for the line running between Everett and West Seattle when it is complete, as the existing access to the Operations and Maintenance Facility Central would no longer be accessible from this line. This direct access will support maintenance and operation for the future separation of light rail lines needed to support system expansion.

6.1.3 Need #3: Regional and Local Plans Call for High-Capacity Transit

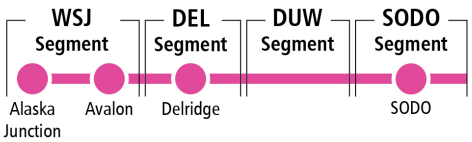
The Build Alternatives would help realize plans for high-capacity transit in the project corridor that regional and local agencies have had for almost 30 years. Puget Sound Regional Council, City of Seattle, and Sound Transit plans all include high-capacity transit in the project corridor, and the Sound Transit 3 Plan includes funding for this project.

6.1.4 Need #4: Long-term Regional Mobility and Multi-modal Connectivity for the Region's People and Communities Including Transit-Dependent People, Low-Income People, and Communities of Color

All of the Build Alternatives would provide convenient, frequent transit service for 20 hours a day with reliable access to many regional destinations. They would provide greater transit connectivity for transit-dependent populations throughout the Sound Transit system than is available today or would be available under the No Build Alternative.

West Seattle is an important access point to the city of Seattle from more affordable areas south of the project corridor such as High Point, Highland Park, and the unincorporated King County neighborhood of White Center. As an additional burden to low-income populations, transportation costs continue to rise. By improving the overall system capacity (see Need #2) and reach, the Build Alternatives would benefit transit-dependent populations and allow regional residents who live in more affordable areas to access employment opportunities in the region's education, employment, and activity centers. The project would provide access to more growth centers on the Link system and make that access more frequent and reliable. The project would reduce the transportation cost burden on disadvantaged populations that commute to these growth centers for work or school or that need to access public services available in the study area.

In addition, West Seattle is a peninsula, geographically isolated from the rest of the city of Seattle. The 2.5-year West Seattle Bridge closure between March 2020 and September 2022 due to safety concerns has highlighted the need for transportation redundancy to get to and from West Seattle. The repaired West Seattle Bridge is not a permanent solution and is anticipated to be replaced by 2060. An alternative route and/or method of transportation on and off the peninsula would likely be necessary to provide access from West Seattle and points south to regional education, employment, and activity centers.



6.1.5 Need #5: Increased Density at High-Capacity Transit Stations and Increased Multi-modal Access

All of the Build Alternatives would help realize regional and local plans for high-capacity transit in the project corridor as described in Section 1.2.2.3, Regional and Local Plans Call for High-Capacity Transit. Regional and local plans, including the Seattle Comprehensive Plan (City of Seattle 2018), the Metro Connects plan (Metro 2021), and VISION 2050 (Puget Sound Regional Council 2020) also call for increased residential and/or employment density at and around high-capacity-transit stations, and increased options for multi-modal access (see Section 1.2.2.5, Increased Density at High-Capacity-Transit Stations and Increased Multi-modal Access).

All Build Alternatives would connect the same regional and City-designated urban centers and would improve multi-modal access with integration with other transit modes and improvements to non-motorized access.

6.1.6 Need #6: State and Regional Environmental and Sustainability Goals

The Build Alternatives would reduce vehicle miles traveled by approximately 17,000 miles per weekday by 2042, which would reduce vehicle emissions generated in the study area and help achieve Washington state's greenhouse gas emissions goals. Section 6.2, Comparison of Alternatives, describes how environmental and other impacts vary among the different Build Alternatives and identifies key trade-offs.

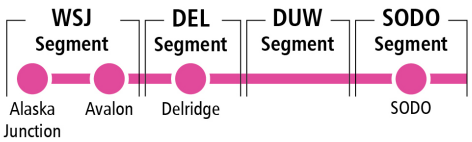
6.2 Comparison of Alternatives

All Build Alternatives would meet the purpose and need of the project. This section focuses on trade-offs among the alternatives in meeting the purpose and need. It describes the key benefits and impacts associated with each alternative and how they compare with each other. Tables summarize each Build Alternative's projected ridership and key differentiating impacts. Section 6.2.2.5, Capital Costs Summary, describes the estimated project costs of each Build Alternative.

6.2.1 No Build Alternative

Under the No Build Alternative, the project would not be built and there would be no new high-capacity transit in the project corridor. Congestion on surface streets would continue to affect transit travel time and reliability, and access to regional and City-designated growth centers would not improve.

This increase in vehicle miles traveled would also result in higher operational greenhouse gas emissions in comparison to the Build Alternatives. However, there would not be the project's temporary disruptions to traffic, construction noise, or greenhouse gas emissions from construction equipment nor its permanent impacts (such as displacements, visual changes, and to ecosystems and historic resources).



6.2.2 Build Alternatives

6.2.2.1 SODO Segment

As shown in Table 6-1, all of the SODO Segment alternatives would have the same projected ridership.

Key differences in impacts among the SODO Segment alternatives are shown in Table 6-1. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would include a new South Lander Street overpass, which would reduce the delays for vehicles in this area but would also have more traffic impacts during construction.

Option SODO-1b and Alternative SODO-2 would both require relocating the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office (Carrier Annex/ Terminal Post Office). Relocating the facility could be challenging due to its size, functions, and the service area that it would need to be within. Impacts of relocating the United States Postal Service facility are yet undefined, and should an alternative that triggers relocation of the facility move forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility. Preferred Option SODO-1c and Alternative SODO-1a would avoid permanent impacts (i.e., operation and maintenance) to the United States Postal Service facility and would not require relocation of the facility.

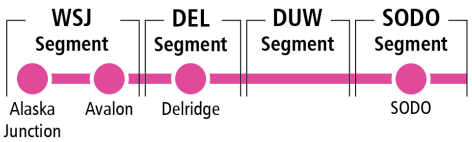
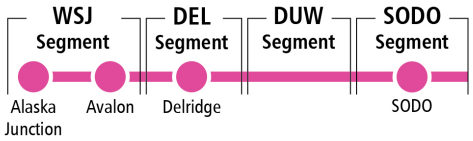


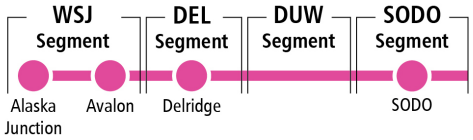
Table 6-1. Projected Ridership and Key Impact Differences – SODO Segment

Resource Impact Measure	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
Ridership (daily boardings) [a]	**14,600**	14,600	14,600	14,600
Transportation Impacts	**Operational (long-term) benefit from eliminating existing at-grade conflicts at South Lander Street, reducing delays for all vehicles and reducing conflicts between modes.** **Permanent closure of SODO Busway, buses relocated to 4th Avenue South.** **Full closures of South Lander Street (for 3 years) during construction.**	Operational (long-term) benefit from eliminating existing at-grade conflicts at South Lander Street, reducing delays for all vehicles and improving safety for all modes. Permanent closure of SODO Busway, buses relocated to 4th Avenue South. Full closures of South Lander Street (for 3 years) during construction.	Operational (long-term) benefit from eliminating existing at-grade conflicts at South Lander Street, reducing delays for all vehicles and improving safety for all modes. Permanent closure of SODO Busway, buses relocated to 4th Avenue South. Full closures of South Lander Street (for 3 years) during construction.	Existing at-grade crossing at South Lander Street would remain. SODO Busway reopens, following 5-year construction closure. Full closure of South Lander Street temporarily on nights/ weekends for guideway construction over the roadway.
Potential Displacements	**Residential: 0** **Business: 33** **Employees: 240**	Residential: 0 Business: 34 Employees: 240	Residential: 0 Business: 35 Employees: 260	Residential: 0 Business: 31 Employees: 280



Resource Impact Measure	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
Public Service Impacts	**Operational (long-term) impacts to the Carrier Annex/Terminal Post Office would be avoided and would not require relocation of the facility.** **Would provide a new driveway from the southern access point of the United States Postal Service facility under the new South Lander Street Overpass to 4th Avenue South.** **During construction of the South Lander Street overpass, access to/from the United States Postal Service facility would be closed at their southern access point for short durations over nights/ weekends.** **Pedestrian access to the United States Postal Service facility garage from South Lander Street would be closed during construction of the South Lander Street Overpass**.	Operational (long-term) impacts to the Carrier Annex/Terminal Post Office would be avoided and would not require relocation of the facility. Would provide a new driveway from the southern access point of the United States Postal Service facility under the new South Lander Street Overpass to 4th Avenue South. During construction of the South Lander Street overpass, access to/from the United States Postal Service facility would be closed at their southern access point for short durations over nights/ weekends. Pedestrian access to the United States Postal Service facility garage from South Lander Street would be closed during construction of the South Lander Street Overpass.	Operational (long-term) impacts include relocating the Carrier Annex/Terminal Post Office. Impacts of relocating the United States Postal Service facility are yet undefined, and should this alternative trigger relocation of the facility move forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility.	Operational (long-term) impacts include relocating the Carrier Annex/Terminal Post Office. Impacts of relocating the United States Postal Service facility are yet undefined, and should this alternative trigger relocation of the facility move forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility.

[a] Ridership numbers are for 2042 after the Ballard Link Extension is operational. The ridership is the total for the new and existing SODO stations.



6.2.2.2 Duwamish Segment

There would be no light rail station in the Duwamish Segment; therefore, no ridership is reported.

Key differences in impacts among the Duwamish Segment alternatives are shown in Table 6-2. Preferred Alternative DUW-1a and Option DUW-1b would affect the West Duwamish Greenbelt, a park and biodiversity area on Pigeon Point. The guideway along Pigeon Point would also remove trees in a great blue heron management area and result in visual impacts to residences in the Pigeon Point community. Alternative DUW-2 would avoid these impacts but could permanently impact the Port of Seattle's planned habitat restoration site at Terminal 25 and would displace a Washington State Department of Social and Health Services secure community transition facility, which has specific siting requirements and would be difficult to relocate. Preferred Alternative DUW-1a and Alternative DUW-2 would acquire part of the Fire Station 14 property that includes parking, a transformer, and electric vehicle parking but is not expected to require relocation of the station and no long-term effects are expected.

Preferred Alternative DUW-1a and Option DUW-1b would adversely affect the same number of historic resources and would adversely affect two historic districts. Alternative DUW-2 would adversely affect more individual historic resources but would not adversely affect the two historic districts.

The Muckleshoot Indian Tribe is signatory to both the Treaty of Point Elliott and the Treaty of Medicine Creek and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, including the project area and the Duwamish Waterway. Treaty-protected fishing rights and access to Usual and Accustomed Areas of the Muckleshoot Indian Tribe may be temporarily affected during in-water construction or permanently affected by placement of guideway columns in the water with Option DUW-1b and Alternative DUW-2.

The Suquamish Tribe of the Port Madison Reservation (Suquamish Tribe) is signatory to the Treaty of Point Elliott and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, including the project area and the Duwamish Waterway. Treaty-protected fishing rights and access to Usual and Accustomed Areas of the Suquamish Tribe may be temporarily affected during in-water construction or permanently affected by placement of guideway columns in the water with Option DUW-1b and Alternative DUW-2.

Preferred Alternative DUW-1a would be constructed with either a cable stay or truss bridge, which would not have guideway columns in the Duwamish Waterway. Alternative DUW-2 could be constructed with bridge types that would avoid guideway columns in the water. Option DUW-1b would have guideway columns in the water with all bridge types.

All of the alternatives in this segment would displace businesses that are water-dependent, which could be difficult to relocate. Based on available business information, Alternative DUW-2 would have the most water-dependent business displacements and these displacements would risk detrimental impacts to the economic activities of the Port of Seattle and Northwest Seaport Alliance, two of the key economic drivers of the Puget Sound region. Option DUW-1b would permanently displace recreational moorage on the Duwamish Waterway (also known as the Duwamish River); replacement moorage is unlikely to be found nearby on the Duwamish Waterway or in Elliott Bay.

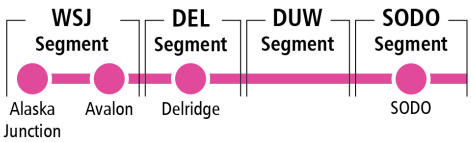
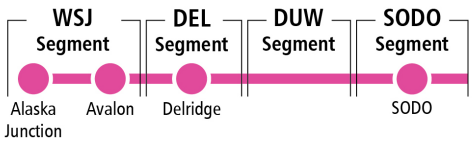
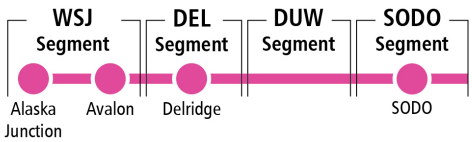


Table 6-2. Key Impact Differences – Duwamish Segment

Resource Impact Measure	Preferred South Crossing Alternative (DUW-1a) [a]	South Crossing South Edge Crossing Alignment Option (DUW-1b) [a]	North Crossing Alternative (DUW-2)
Transportation Impacts	**Partial closure on 4th Avenue South just north of South Spokane Street for 1.5 years during construction.** **Full closure on Delridge Way Southwest south of the West Seattle Bridge on nights/weekends during construction when connecting to Preferred Option DEL-6b and Alternatives DEL-5, DEL-6a, and DEL-7 in the Delridge Segment.** **Detour a portion of the Delridge Connector Trail from Delridge Way Southwest to the West Seattle Bridge Trail during construction.** **Closure of the staircase through the West Duwamish Greenbelt during construction.** **Closure of planned pedestrian path of the east side of West Marginal Way Southwest.** **Closure of Southwest Marginal Place connector trail.** **Temporary closures of the BNSF railroad tracks east of East Marginal Way South during construction.** **During construction, netting and scaffolding would reduce the planned vertical clearance for 3 months in the East Waterway and 2 months in the West Waterway.**	Partial closure on Delridge Way Southwest south of the West Seattle Bridge for 9 months during construction. Detour a portion of Delridge Connector Trail from Delridge Way Southwest to the West Seattle Bridge Trail would be detoured during construction. Closure of the staircase through the West Duwamish Greenbelt during construction. Closure of planned pedestrian path of the east side of West Marginal Way Southwest. Closure of Southwest Marginal Place connector trail. Temporary closures of the BNSF railroad tracks east of East Marginal Way South during construction. During construction, netting and scaffolding would reduce planned vertical clearance for 3 months in the East Waterway and 5 months in the West Waterway.	Operational (long-term) reduction in the horizontal and vertical clearance of the United States Army Corps of Engineers-maintained navigation channel in the East Waterway, just north of the existing restriction from the fixed Spokane Street Bridge. Partial closure of Chelan Avenue Southwest west of West Marginal Way Southwest/Southwest Spokane Street/Chelan Avenue Southwest intersection for 3 months during construction. Guideway column construction in the Terminal 18 employee parking lot, could encroach into the gate area, but is not expected to affect queue capacity or circulation. During construction, netting and scaffolding would reduce vertical clearance for 6 months in the East Waterway and 1 month in the West Waterway.
Potential Displacements [a]	**Residential: 20 to 28** **Business: 36 to 37** **Employees: 620**	Residential: 22 to 25 Business: 29 to 30 Employees: 380 to 390	Residential: 0 Business: 36 Employees: 380
Length of Potential Operational Visual Impacts (miles)	**0.1**	0.1	0



Resource Impact Measure	Preferred South Crossing Alternative (DUW-1a) [a]	South Crossing South Edge Crossing Alignment Option (DUW-1b) [a]	North Crossing Alternative (DUW-2)
Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation (all impacts can be mitigated)	**29 to 47 noise impacts** **1 to 2 vibration impacts**	35 noise impacts 0 vibration impacts	1 noise impact 0 vibration impacts
Historic Properties and Historic District with Adverse Effects	**Spokane Street Manufacturing Historic District** **Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District** **6 individual resources adversely affected (4 demolished, including 1 in Spokane Street Manufacturing Historic District)**	Spokane Street Manufacturing Historic District Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District 6 individual resources adversely affected (4 demolished, including 2 in Spokane Street Manufacturing Historic District)	9 individual resources adversely affected (6 demolished)
Ecosystem Impacts (operational/ construction) [b]	**Biodiversity area (1.6 to 2.1/0.5 to 0.9 acres)** **Permanent removal of tree canopy (3.8 to 4.4 acres)** **Operational (long-term) impacts (tree removal) in great blue heron management area** **In-water (benthic surface) (0/0 to <0.1 acre)** **Shoreline (400/100 feet)**	Biodiversity area (1.9/0.6 acres) Permanent removal of tree canopy (3.8 to 4.4 acres) Operational (long-term) impacts (tree removal) in great blue heron management area In-water (benthic surface) (<0.1 to 0.4/0.6 to 1.0 acre) Shoreline (500/1,000 feet)	No impacts to biodiversity areas Permanent removal of tree canopy (1.8 acres) No impacts to great blue heron management area Operational (long-term) impact to planned restoration site at Terminal 25 In-water (benthic surface) (0 to 0.5/0 to 0.9 acre) Shoreline (500/800 feet)
Public Service Impacts	**Operational (long-term) noise impact at Fire Station 14, but could be mitigated.** **Potential relocation of parking and training facilities at Fire Station 14 during construction.** **When connected with Alternative DEL-3 or Alternative DEL-4, relocation of Fire Station 36 during construction or potential permanent relocation.**	Operational (long-term) noise impact at Fire Station 14, but could be mitigated. When connected with Alternative DEL-3 or Alternative DEL-4, relocation of Fire Station 36 during construction or potential permanent relocation.	Operational (long-term) noise impact at Fire Station 14, but could be mitigated. Potential relocation of parking and training facilities at Fire Station 14 during construction. A Washington State Department of Social and Health Services secure community transition facility would be displaced. The facility has specific siting requirements and would be difficult to relocate.



Resource Impact Measure	Preferred South Crossing Alternative (DUW-1a) [a]	South Crossing South Edge Crossing Alignment Option (DUW-1b) [a]	North Crossing Alternative (DUW-2)
Park and Recreational Resources Impacts (acres operational/ acres construction)	**Harbor Marina Corporate Center at Terminal 102 (0/0.5 acre)** **West Duwamish Greenbelt (1.0 to 1.2/0.2 to 0.4 acre)** **22nd Avenue Southwest Street-end displaced (<0.1/0 acre)**	Harbor Marina Corporate Center at Terminal 102 (<0.1/1.1 acre) West Duwamish Greenbelt (1.0/0.5 acre) 22nd Avenue Southwest Street-end displaced (<0.1/0 acre)	No park impacts

[a] Ranges reflect differences from connecting to different alternatives in adjacent segments.

[b] Sound Transit is reviewing the feasibility of bridge types to minimize in-water work. The ranges of impacts shown represent impacts from different bridge types considered. Guideway column locations would vary by bridge type.

6.2.2.3 Delridge Segment

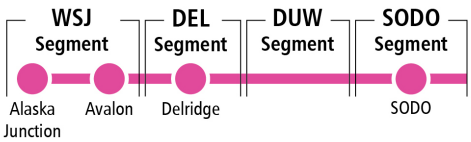
As shown in Table 6-3, Alternative DEL-7 would have a slightly lower projected ridership because it would only connect to Alternative WSJ-6 in the West Seattle Junction Segment (which would not have an Avalon Station), and would generate slightly fewer transfers because of bus network changes associated with the absence of an Avalon Station in the West Seattle Junction Segment.

Key differences in impacts among the Delridge Segment alternatives are shown in Table 6-3. Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would displace four Washington State Department of Children, Youth, and Families offices. Alternative DEL-6a would displace the Transitional Resources (a behavioral health non-profit) main office, onsite supportive housing, and adjacent apartment building, while Preferred Option DEL-6b and Alternative DEL-7 would impact one single-family residence and Alternative DEL-5 would impact a duplex owned by this organization.

Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 would have fewer residential displacements but slightly more business displacements than the other alternatives. All alternatives would displace businesses in a small business center that houses a neighborhood coffee shop, sandwich shop, and deli mart in an area with limited neighborhood commercial uses. Preferred Option DEL-6b and Alternatives DEL-5, DEL-6a, and DEL-7 would displace the full business center, including a daycare. Alternative DEL-3 and Alternative DEL-4 would result in additional residential property acquisitions under the Minimum Operable Segment (M.O.S.) to accommodate additional bus layover facilities.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would have the most adverse effects to historic resources and the greatest change to community character. These alternatives, along with Alternative DEL-3 and Alternative DEL-4, would have the greatest visual impacts, but impacts would differ among alternatives. Preferred Option DEL-6b and Alternatives DEL-5, DEL-6a, and DEL-7 would have the least potential for visual impacts due to their height and location.

Preferred Option DEL-6b and Alternative DEL-7 would cross Longfellow Creek where it is an open channel; however, direct impacts to the creek would be avoided. Preferred Option DEL-6b and Alternative DEL-7 would impact wetlands and vegetated areas adjacent to Longfellow Creek.



Alternative DEL-2a and Alternative DEL-4 would have the greatest park impacts from entering a tunnel on the west end of the West Seattle Golf Course. These alternatives would require modifying the golf course and would permanently reduce the playable area. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would avoid impacts to parks.

Construction road closures on arterials within the Delridge Segment for Preferred Option DEL-6b and Alternatives DEL-6a and DEL-7 would be limited to nights and weekends. However, these alternatives would require closures on Delridge Way Southwest in the Duwamish Segment, unless connecting with Alternative DUW-2. Alternative DEL-7 would also have a short-term partial closure of the West Seattle Bridge just south of the Southwest Andover Street pedestrian bridge for 3 to 6 months. All other alternatives would require longer temporary construction closures on arterials in the Delridge Segment.

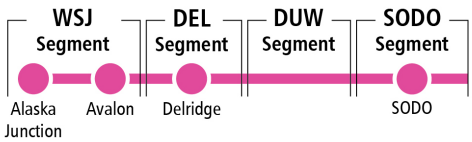
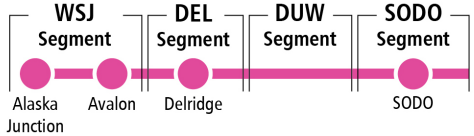
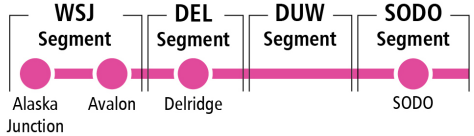


Table 6-3. Projected Ridership and Key Impact Differences – Delridge Segment

Resource Impact Measure	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a) [a]	Dakota Street Station North Alignment Option (DEL-1b) [a]	Dakota Street Station Lower Height Alternative (DEL-2a) [a]	Dakota Street Station Lower Height North Alignment Option (DEL-2b) [a]	Delridge Way Station Alternative (DEL-3) [a]	Delridge Way Station Lower Height Alternative (DEL-4) [a]	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Ridership (daily boardings)	**5,400**	5,400	5,400	5,400	5,400	5,400	5,400	5,400	5,400	5,300
Transportation Impacts	**No long-term closure of arterials during construction.** **Full closure on Southwest Avalon Way on nights/ weekends during construction.** **Permanent closure of a portion of 32nd Avenue Southwest near the alignment.**	Full closure on Southwest Genesee Street for up to 3 years in 2 locations during construction. Full closure on Southwest Avalon Way on nights/ weekends during construction. Partial closure on Delridge Way Southwest for 9 months during construction. Full closure on nights/ weekends during construction.	Full closure on Southwest Genesee Street for up to 3 years in 2 locations during construction. Partial closure on Delridge Way Southwest for 9 months during construction. Full closure on nights/ weekends during construction. Partial closure on Southwest Avalon Way for 9 months during construction.	Permanent closure of 25th Avenue Southwest at Delridge Station. Full closure on Southwest Genesee Street on nights/ weekends during construction. Partial closure on Delridge Way Southwest for 9 months during construction. Full closure on nights/ weekends during construction.	Permanent closure of 25th Avenue Southwest at Delridge Station. Permanent closure of 30th Avenue Southwest at Southwest Genesee Street. Partial closure on Southwest Genesee Street for 9 months during construction. Full closure on nights/ weekends during construction. Partial closure on Delridge Way Southwest for 9 months during construction. Full closure on nights/ weekends during construction.	Full closure on Southwest Genesee Street for up to 3 years in 2 locations during construction. Full closure on Southwest Avalon Way on nights/ weekends during construction. Partial closure on Delridge Way Southwest for 3 years during construction. Full closure on nights/ weekends during construction.	Partial closure on Southwest Genesee Street for 9 months during construction. Full closure on nights/ weekends during construction. Partial closure on Delridge Way Southwest for 3 years during construction. Full closure on nights/ weekends during construction.	Full closure on Southwest Avalon Way for 1 year during construction.	Full closure on Southwest Avalon Way on nights/ weekends during construction.	Permanent change: 32nd Avenue Southwest would no longer connect to Southwest Andover Street. Full closure on Southwest Avalon Way on nights/ weekends during construction. Partial closure of the West Seattle Bridge just south of the Southwest Andover Street pedestrian bridge for 3 to 6 months during construction.



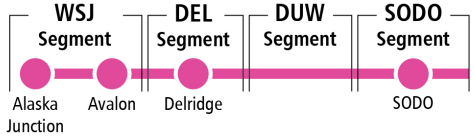
Resource Impact Measure	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a) [a]	Dakota Street Station North Alignment Option (DEL-1b) [a]	Dakota Street Station Lower Height Alternative (DEL-2a) [a]	Dakota Street Station Lower Height North Alignment Option (DEL-2b) [a]	Delridge Way Station Alternative (DEL-3) [a]	Delridge Way Station Lower Height Alternative (DEL-4) [a]	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Potential Displacements	**Residential: 34** **Business: 19** **Employees: 130** **Would displace Transitional Resources single-family residence**	Residential: 171 to 172 Business: 14 to 17 Employees: 150 to 160 Would displace 4 Washington State Department of Children, Youth, and Families offices	Residential: 191 Business: 13 to 17 Employees: 140 to 150 Would displace 4 Washington State Department of Children, Youth, and Families offices	Residential: 93 Business: 14 to 18 Employees: 150 Would displace 4 Washington State Department of Children, Youth, and Families offices	Residential: 197 Business: 14 to 18 Employees: 150 Would displace 4 Washington State Department of Children, Youth, and Families offices	Residential: 151 (+4 with M.O.S.) Business: 14 to 18 Employees: 150 Would displace 4 Washington State Department of Children, Youth, and Families offices	Residential: 70 (+4 with M.O.S.) Business: 14 to 18 Employees: 150 Would displace 4 Washington State Department of Children, Youth, and Families offices	Residential: 114 Business: 17 Employees: 130 Would displace Transitional Resources main office, onsite supportive housing, and apartment building	Residential: 48 Business: 16 Employees: 110 Would displace Transitional Resources duplex	Residential: 14 Business: 19 Employees: 130 Would displace Transitional Resources single-family residence
Length of Potential Operational Visual Impacts (miles)	**0.1**	1.0	1.0	1.0	1.0	1.0	1.0	0.2	0.1	0.1
Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation (all impacts can be mitigated) [b]	**161 noise impacts** **1 vibration impact**	234 to 247 noise impacts 12 vibration impacts	218 noise impacts No vibration impacts	241 noise impacts No vibration impacts	178 noise impacts No vibration impacts	245 noise impacts 12 vibration impacts	246 noise impacts No vibration impacts	251 noise impacts 9 vibration impacts	68 noise impacts 3 vibration impacts	228 noise impacts 9 vibration impacts



Resource Impact Measure	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a) [a]	Dakota Street Station North Alignment Option (DEL-1b) [a]	Dakota Street Station Lower Height Alternative (DEL-2a) [a]	Dakota Street Station Lower Height North Alignment Option (DEL-2b) [a]	Delridge Way Station Alternative (DEL-3) [a]	Delridge Way Station Lower Height Alternative (DEL-4) [a]	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Ecosystem Impacts (acres operational/ acres construction)	**Wetlands (<0.1/<0.1 acre)** **Wetland buffers (0.2/0.4 acre)** **Biodiversity area (0.2/0.2 acre)** **Permanent removal of trees (3.9 acres)**	No impacts to wetlands Wetland buffers (0.5/0.4 acre) Biodiversity area (0/0.1 acre) Permanent removal of trees (4.1 acres)	No impacts to wetlands Wetland buffers (0.8/0.4 acre) Biodiversity area (0.1/<0.1 acre) Permanent removal of trees (4.3 acres)	No impacts to wetlands Wetland buffers (0.4/0.4 acre) Biodiversity area (0/<0.1 acre) Permanent removal of trees (3.9 acres)	Wetlands (0/<0.1 acre) Wetland buffers (0.6/0.4 acre) Biodiversity area (<0.1/<0.1 acre) Permanent removal of trees (4.1 acres)	No impacts to wetlands Wetland buffers (0.6/0.4 acre) Biodiversity area (0/<0.1 acre) Permanent removal of trees (3.5 acres)	No impacts to wetlands Wetland buffers (0.4/0.3 acre) Biodiversity area 0/<0.1 acre) Permanent removal of trees (4.3 acres)	No impacts to wetlands Wetland buffers (0/0.4 acre) Biodiversity area (<0.1/<0.1 acre) Permanent removal of trees (4.0 acres)	Wetlands (0/<0.1 acre) Wetland buffers (0/0.4 acre) Biodiversity area (0/<0.1 acre) Permanent removal of trees (3.6 acres)	Wetlands (<0.1/<0.1 acre) Wetland buffers (0.2/0.4 acre) Biodiversity area (0.2/0.2 acre) Permanent removal of trees (3.7 acres)
Historic Properties with Adverse Effects	**1 resource adversely affected (0 demolished)**	6 resources adversely affected (5 demolished)	7 resources adversely affected (6 demolished)	6 resources adversely affected (5 demolished)	6 resources adversely affected (5 demolished)	4 resources adversely affected (3 demolished)	4 resources adversely affected (3 demolished)	2 resources adversely affected (2 demolished)	No adverse effects	1 resource adversely affected (0 demolished)
Park and Recreational Resources Impacts (acres operational/ acres construction)	**No park impacts**	West Seattle Golf Course (0/1.0 acre) Longfellow Creek Natural Area (0/0.1 acre)	West Seattle Golf Course (0/0.2 acre) Longfellow Creek Natural Area (0.1/0.1 acre) Delridge Playfield (0/<0.1 acre)	West Seattle Golf Course (0.7/1.2 acre)	West Seattle Golf Course (0/0.2 acre) Longfellow Creek Natural Area (0/<0.1 acre)	West Seattle Golf Course (0/1.2 acre) Delridge Playfield (<0.1/0.1 acre)	West Seattle Golf Course (0.8/0.8 acre) Delridge Playfield (0/0.1 acre)	No park impacts	No park impacts	No park impacts

[a] Ranges reflect differences from connecting to different alternatives in adjacent segments.

[b] The numbers presented are the number of units, counted by individual residences, including individual units of multi-family structures, and number of structures for other uses, like schools, churches, and parks.



6.2.2.4 West Seattle Junction Segment

As shown in Table 6-4, all of the West Seattle Junction Segment alternatives would have the same projected ridership except for Alternative WSJ-2, which would have higher numbers of walk, bike, and drop-off/pick-up trips at the Alaska Junction Station, and Alternative WSJ-6, which would have slightly less ridership because it would not have an Avalon Station.

Key differences in impacts among the West Seattle Junction Segment alternatives are shown in Table 6-4. Alternative WSJ-1 and Alternative WSJ-2 would avoid major weekday closures on Fauntleroy Way Southwest that would occur with the other West Seattle Junction Segment alternatives. Fauntleroy Way Southwest at this location is the primary entrance to the West Seattle Bridge and is a freight route. Although Alternative WSJ-6 would avoid this closure, it only connects with Alternative DEL-7 in the Delridge Segment, which would have a partial closure of the West Seattle Bridge just south of the Southwest Andover Street pedestrian bridge for 3 to 6 months. Alternative WSJ-2 would close a portion of Southwest Alaska Street for up to 3 years. This portion of Southwest Alaska Street is one of the few connections between Fauntleroy Way Southwest and 35th Avenue Southwest in this area.

Alternative WSJ-6 would have the fewest business and employee displacements because it would not have an Avalon Station. Alternative WSJ-1 would have the greatest business and employee displacements from acquiring multiple mixed-use buildings. Preferred Option WSJ-5b and Alternative WSJ-6 would have the fewest residential displacements. Alternative WSJ-1 and Alternative WSJ-2 would have the most residential displacements because they would displace four or five apartment or condominium complexes, respectively. Preferred Option WSJ-5b, Alternative WSJ-3a, Alternative WSJ-4, and Alternative WSJ-5a would avoid impacts to parks. Alternative WSJ-1 and Alternative WSJ-2 would remove Fauntleroy Place. Option WSJ-3b would remove Junction Plaza Park for a station entrance. Alternative WSJ-4 would have the greatest number of adverse effects to historic resources.

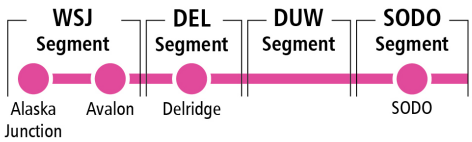
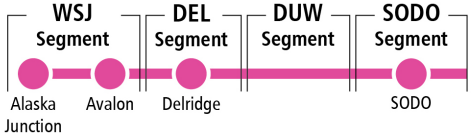


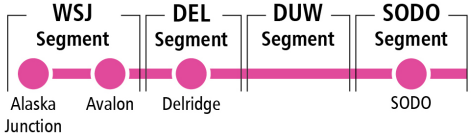
Table 6-4. Projected Ridership and Key Impact Differences – West Seattle Junction Segment

Resource Impact Measure	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2) [a]	Tunnel 41st Avenue Station Alternative (WSJ-3a) [a]	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
Ridership (daily boardings)	**7,600**	7,600	8,000	7,600	7,600	7,600	7,600	7,500
Transportation Impacts	**Permanent closure of Southwest Genesee Street at 35th Avenue Southwest.** **Full closure on 35th Avenue Southwest near the West Seattle Bridge for 1 year during construction.** **Partial closure on Fauntleroy Way Southwest for 1.5 years during construction.**	Full closure on Fauntleroy Way Southwest on nights/ weekends during construction. Full closure on 35th Avenue Southwest near the West Seattle Bridge on nights/ weekends during construction.	Full closure on Fauntleroy Way Southwest on nights/ weekends during construction. Full closure on 35th Avenue Southwest near the West Seattle Bridge on nights/ weekends during construction. Full closure on Southwest Alaska Street for 3 years during construction.	Partial closure on Fauntleroy Way Southwest for 1.5 years during construction. Full closure on 35th Avenue Southwest near the West Seattle Bridge for 3 years during construction.	Partial closure on Fauntleroy Way Southwest for 1.5 years during construction. Full closure on 35th Avenue Southwest near the West Seattle Bridge for 3 years during construction.	Permanent closure of 37th Avenue Southwest north of Fauntleroy Way Southwest. Permanent closure of 38th Avenue Southwest north of Southwest Oregon Street. Partial closure on Fauntleroy Way Southwest for 9 months during construction. Full closure on nights/ weekends during construction. Full closure on 35th Avenue Southwest near the West Seattle Bridge on nights/ weekends during construction.	Permanent closure of Southwest Genesee Street at 35th Avenue Southwest. Full closure on 35th Avenue Southwest near the West Seattle Bridge for 1 year during construction. Partial closures on Fauntleroy Way Southwest for 1.5 years during construction.	No long-term closures of major arterials during construction.
Potential Displacements	**Residential: 111** **Business: 44** **Employees: 240**	Residential: 351 to 370 Business: 57 Employees: 290	Residential: 474 to 493 Business: 15 to 18 Employees: 90 to 100	Residential: 162 to 269 Business: 15 to 18 Employees: 100 to 110	Residential: 126 to 230 Business: 42 to 45 Employees: 230 to 240	Residential: 253 Business: 17 Employees: 110	Residential: 153 Business: 15 Employees: 100	Residential: 109 Business: 6 Employees: 70



Resource Impact Measure	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2) [a]	Tunnel 41st Avenue Station Alternative (WSJ-3a) [a]	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
Length of Potential Operational Visual Impacts (miles)	**0**	0.1	0.2	0	0	0	0	0
Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation (all impacts can be mitigated) [b]	**5 noise impacts** **158 groundborne impacts**	414 noise impacts 7 vibration impacts	312 to 356 noise impacts No vibration or groundborne noise impacts	No noise impacts 24 to 199 groundborne noise impacts	No noise impacts 269 to 430 groundborne noise impacts	140 noise impacts 153 groundborne noise impacts	5 noise impacts 79 groundborne noise impacts	0 noise impacts 144 groundborne noise impacts
Historic Properties with Adverse Effects	**No adverse effects**	4 resources adversely affected (4 demolished)	45 resources adversely affected (4 demolished)	3 resources adversely affected (2 demolished)	3 resources adversely affected (2 demolished)	7 resources adversely affected (6 demolished)	No adverse effects	No adverse effects
Park and Recreational Resources Impacts (acres operational/acres construction)	**No park impacts**	Fauntleroy Place displaced (0.1/0 acre)	Fauntleroy Place displaced (0.1/0 acre)	No park impacts	Junction Plaza Park displaced (0.2/0 acre)	No park impacts	No park impacts	No park impacts

[a] Ranges reflect differences from connecting to different alternatives in adjacent segments.
[b] The numbers presented are the number of units, counted by individual residences, including individual units of multi-family structures, and number of structures for other uses, like schools, churches, and parks.



6.2.2.5 Capital Costs Summary

The project cost estimates support the Sound Transit Board's evaluation of the relative cost of the alternatives defined and evaluated in this Final Environmental Impact Statement. The current level of project design includes uncertainties regarding the project scope, engineering data, mitigation requirements, schedule, and project delivery methods. Therefore, the cost estimates at this stage are conceptual and rounded to the nearest $50 million. These estimates focus on the project elements that are defined consistently across alternatives, capture the essential physical features of alternatives, and help distinguish alternatives from one another. The project costs include estimates for construction and right-of-way costs.

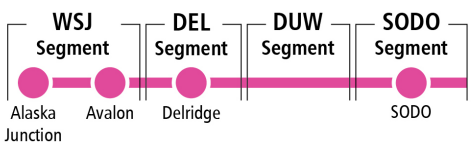
In addition, Sound Transit included estimated costs for design, permitting, agency administration, program management, construction change orders, and unallocated contingency as a percentage of the above estimates. The estimated project costs do not include the cost of the additional light rail vehicles or operation and maintenance facility needed to operate the West Seattle Link Extension.

Table 6-5 shows the costs by Build Alternative in each West Seattle Link Extension segment.

Table 6-5. West Seattle Link Extension Estimated Capital Costs

Segment	Alternative	Cost (2024 Dollars)
SODO	**Preferred SODO-1c**	**$750 to 800 million**
	SODO-1a	$750 to 800 million
	SODO-1b	$950 million to 1.05 billion
	SODO-2	$950 million to 1.05 billion
Duwamish	**Preferred DUW-1a**	**$1.90 to 2.15 billion**
	DUW-1b	$1.90 to 2.10 billion
	DUW-2	$2.15 to 2.35 billion
Delridge	**Preferred DEL-6b**	**$700 to 750 million**
	DEL-1a	$850 million to 1.05 billion
	DEL-1b	$950 million to 1.00 billion
	DEL-2a	$600 to 650 million
	DEL-2b	$700 to 750 million
	DEL-3	$800 to 850 million
	DEL-4	$600 to 650 million
	DEL-5	$750 to 800 million
	DEL-6a	$550 to 600 million
	DEL-7	$700 to 800 million
West Seattle Junction	**Preferred WSJ-5b**	**$1.75 to 1.90 billion**
	WSJ-1	$1.70 to 1.85 billion
	WSJ-2	$1.05 to 1.15 billion
	WSJ-3a	$2.10 to 2.35 billion
	WSJ-3b	$2.20 to 2.40 billion
	WSJ-4	$1.65 to 1.80 billion
	WSJ-5a	$1.60 to 1.80 billion
	WSJ-6	$1.40 to 1.50 billion

Note: The cost range provided is a risk-based value and may be adjusted as the project progresses.



6.2.2.5.1 SODO Segment

The estimated costs of the alternatives in the SODO Segment are shown in Table 6-5. The lowest-cost alternatives in the SODO Segment would be Preferred Option SODO-1c and Alternative SODO-1a. Option SODO-1b would have a higher cost than Preferred Option SODO-1c and Alternative SODO-1a because of additional property acquisition and moving the existing station closer to South Lander Street. Alternative SODO-2 would also have a higher cost than Preferred Option SODO-1c and Alternative SODO-1a for the same reasons as Option SODO-1b but also because of the elevated guideway and station.

6.2.2.5.2 Duwamish Segment

The estimated costs of the alternatives in the Duwamish Segment are shown in Table 6-5. The lowest-cost alternative in the Duwamish Segment would be Option Alternative DUW-1b. Preferred Alternative DUW-1a has been modified to avoid in-water column foundations in the West Waterway, resulting in a higher overall cost. Alternative DUW-2 would require additional long-span elevated guideway, more utility relocations, and additional property acquisition, resulting in the highest overall cost among Duwamish Segment alternatives.

6.2.2.5.3 Delridge Segment

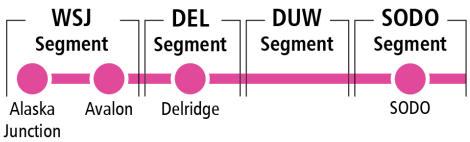
The estimated costs of the alternatives in the Delridge Segment are shown in Table 6-5. Alternative DEL-6a would have the lowest costs in the Delridge Segment. It would have lower guideways and would have more guideway within public right-of-way, which would reduce costs. Preferred Option DEL-6b has even lower guideway but would result in higher overall cost, because the alignment would have more guideway on private properties and would include a separation between passengers accessing the station, buses, and Nucor trucks, allowing for improved transit integration and passenger experience.

Alternatives DEL-2a and DEL-4 also would have lower guideways, which would reduce costs compared with other alternatives in this segment. Compared with Alternative DEL-2a, Option DEL-2b would require additional property acquisition on the north side of Southwest Genesee Street to avoid the West Seattle Golf Course and would have additional straddle bents across the roadway, which would increase the cost. Alternatives DEL-3 and DEL-4 would have the same station in terms of height on Delridge Way Southwest but the connection to the Avalon Station for Alternative DEL-3 would have higher guideway, resulting in higher cost. Alternative DEL-1a and Option DEL-1b would have the greatest cost due to the height of the elevated guideway and property acquisition.

6.2.2.5.4 West Seattle Junction Segment

The estimated costs of the alternatives in the West Seattle Junction Segment are shown in Table 6-5. Alternative WSJ-2 would be the lowest-cost alternative in the West Seattle Junction Segment because it would be elevated and the shortest length. Alternative WSJ-1, also elevated, would cost more than Alternative WSJ-2 because it would be longer, taller, and require more property acquisition. Alternative WSJ-5a would cost less than Preferred Option WSJ-5b due to lower property acquisition costs for the Alaska Junction Station.

Alternative WSJ-3a and Option WSJ-3b would be the most expensive tunnels because they would have the longest tunnel length and because both stations (Avalon Station and Alaska Junction Station) would be in a tunnel. Alternative WSJ-4 would have the shortest tunnel but higher cost for property acquisition around the elevated Avalon Station.



Alternative WSJ-6 would have the longest tunnel, but lowest cost between tunnel alternatives within this segment. This alternative would not have an Avalon Station, resulting in lower construction and property acquisition costs. It also would have lower property acquisition costs for the Alaska Junction Station when compared with Preferred Option WSJ-5b, Alternative WSJ-3a, and Alternative WSJ-5a.

6.3 Benefits and Disadvantages of Delaying Implementation

As required by the State Environmental Policy Act (SEPA), this section discusses the benefits and disadvantages of delaying the proposed project instead of approving it now.

Delaying the project would postpone impacts associated with project construction but would also postpone realizing a major component of the region's long-range plans for managing growth and transportation and the opportunity to link neighborhoods with Puget Sound regional employment centers. Delay would limit economic development from the movement of people and goods and allow projects to develop that might preclude or increase the cost of the project.

A substantial delay in implementing the project would inhibit the region's ability to accommodate growth, as articulated in local and regional plans. This would lead to a number of other consequences, including changed development patterns, steadily increasing corridor roadway congestion, and deteriorating transit performance and reliability, with related air quality issues and higher energy usage.

6.4 Commitment of Resources

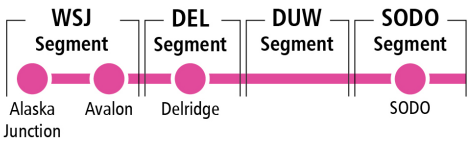
If built, the project would have irreversible and irretrievable commitments of property and natural resources. Private properties with residential and commercial uses would be converted to transportation use. The conversion of lands would change the character of some areas along the project corridor. The project would affect wetlands, wildlife habitat, and aquatic habitat to varying degrees, depending on the alternative selected. Mitigation measures would be implemented, but some of those resources would be irretrievably altered. Construction of the proposed project would also require the commitment of resources such as fuel and construction materials (such as aggregate for concrete, wood for forms and frames, and steel for rebar and rails).

6.5 Significant and Unavoidable Adverse Impacts

With the avoidance, minimization, and mitigation measures described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, significant adverse impacts would be avoided or minimized for most alternatives.

Permanent impacts that could be significant and unavoidable for particular West Seattle Link Extension alternatives include the following:

- Displacement of water-dependent businesses on the Duwamish Waterway and ripple effects on other maritime-related businesses (Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2). Water-dependent uses have unique characteristics or uses that could be difficult to relocate and may require constructing new facilities. Some water-dependent facilities may not be able to be relocated.



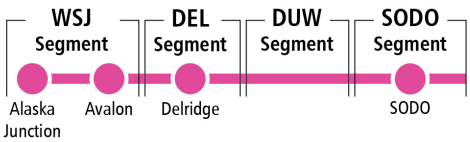
- Visual impacts from elevated guideway in the Delridge Segment (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4).

Some temporary impacts during construction would not be avoidable and could be significant and adverse in some locations. These impacts would include temporary but long-term lane, trail and/or roadway closures, and noise and vibration. Detour routes could reduce the impact of roadway closures, although delays, congestion, and inconvenience would still occur. Road closures would also require temporary Metro bus diversions. There could be adverse impacts on businesses in the project corridor, especially for businesses adjacent to the alternatives that depend on drive-by traffic. All Duwamish Segment alternatives would require short-term closures of the navigation channel and netting and scaffolding would temporarily reduce vertical clearance over both waterways.

6.6 Areas of Controversy and Issues to be Resolved

Areas of controversy and issues to resolve include the following:

- **Funding:** Based on current cost estimates and revenue projections, the preferred alternatives for the West Seattle Link Extension are anticipated to exceed the assumptions in the re-aligned financial plan. Sound Transit, the City of Seattle, and King County acknowledge there may be shared responsibility to address the additional cost difference between the final project to be built and the re-aligned financial plan through either additional funding or cost-savings opportunities. As described in Motion 2023-52, the City of Seattle and King County provided letters to Sound Transit on March 23, 2023, indicating their intent to work with Sound Transit to further analyze costs and funding sources over the next year and develop a funding agreement in advance of the Board action to select a project to be built.
- **Displacement of Public Facilities:** In the SODO Segment, Option SODO-1b and Alternative SODO-2 would displace the SODO United States Postal Service Carrier Annex/Terminal Post Office. Preferred Option SODO-1c and Alternative SODO-1a would avoid permanent impacts (i.e., operation and maintenance) to the United States Postal Service facility and would not require relocation of the facility. If selected as the alternative to be built, station elements for Preferred Option SODO-1c may be shifted as station design advances to enhance station access. However, Preferred Option SODO-1c would be designed to avoid acquisition of the United States Postal Service facility. The existing driveway at the United States Postal Service Carrier Annex/Terminal Post Office's southern access point would be connected under the new South Lander Street overpass to 4th Avenue South, which then provides access to South Lander Street. If the United States Postal Service facility is displaced, Sound Transit would be responsible for environmental review, design, and construction of a replacement facility. The replacement facility would be designed to meet the United States Postal Service's siting criteria and facility requirements. Impacts of relocating the United States Postal Service facility are yet undefined, and should an alternative that triggers relocation of a United States Postal Service facility move forward, additional environmental review will be conducted to evaluate and disclose the impacts of relocating the facility. Postal operations would be relocated to the replacement facility prior to the project impacting the existing facility.



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7 COMMENT SUMMARY

7.1 Overview of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement Comment Period

The West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (EIS) was published on January 28, 2022. Comments were accepted during a 90-day comment period that ended April 28, 2022. Comments were accepted via letter, comment form, email, online submittal form, or voicemail. Comments received in languages other than English were translated. Approximately 5,200 comment submittals were received including comments from Tribes and Tribal organizations, government agencies, elected officials, businesses and business organizations, community and arts organizations, and individual members of the public.

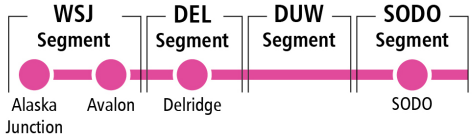
Sound Transit held four virtual public open house public hearings for the WSBLE Draft EIS. Each event was focused on a specific geographic area, but anyone could attend any event and provide public comment at any event. Each event included a presentation and opportunity for public comment recorded by a court report. Dates and times of the events were:

- March 15, 2022, 5:30 p.m. to 7:30 p.m.; focused on Interbay/Ballard
- March 22, 2022, 5:30 p.m. to 7:30 p.m.; focused on Downtown
- March 24, 2022, 5:30 p.m. to 7:30 p.m.; focused on Chinatown-International District and SODO
- March 30, 2022, 5:30 p.m. to 7:30 p.m.; focused on West Seattle

In addition, one in-person drop-in open house was held at the Union Station Plaza from 12 p.m. to 7 p.m. on March 17, 2022. Information was available on both the West Seattle Link Extension and Ballard Link Extension at this event, and attendees could provide comments on paper or via computer. Over 400 people attended the four virtual public meetings/hearings and there were over 19,500 unique views on the Online Open House website during the comment period. Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, provides more information on outreach during the public comment period.

7.2 Overview of Comments

Comment submittals on the WSBLE Draft EIS specifically about the West Seattle Link Extension or that discussed both the West Seattle Link Extension and the Ballard Link Extension are summarized and responded to in this West Seattle Link Extension Final EIS in Appendix O, Draft EIS Comment Summary and Response to Comments. Comments specific to the Ballard Link Extension as well as those that apply to both projects will be responded to as part of the environmental review process for the Ballard Link Extension Project.



Appendix O includes the comment summary of all the comments received on the WSBLE Draft EIS published in May 2022 following the public comment period. Copies of the comment submittals that are specific to the West Seattle Link Extension or that are project-wide (as described above) and responses to comments within these submittals are organized into the following categories:

- Tribes and Tribal Organizations
- Agencies: separated into federal, state, regional, county, and local agencies or elected official submittals
- Businesses and Business Organizations
- Community and Arts Organizations
- Individuals: separated into form letters and individual comment submittals

Each of these categories has an index that presents letters in alphabetical order. Individuals can find their name and a unique identification number for their comment submittal. Comment submittals from individuals are printed in order of identification number. Additional directions are provided in the introduction to Appendix O.

The following sections describe the common themes for the overall West Seattle Link Extension and the common themes by West Seattle Link Extension project segment.

Frequent common themes for the overall West Seattle Link Extension included the following:

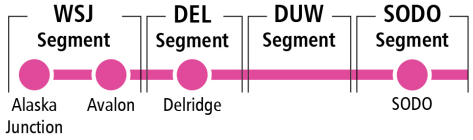
- Concern about property acquisitions, displacements, noise and vibration, and construction period roadway closures
- Concern about potential road closures associated with the project adding to business impacts from closure of the West Seattle Bridge
- Building a gondola instead of light rail to reduce costs, shorten the project schedule, minimize greenhouse gas emissions, and minimize impacts

The following sections further summarize the major comment themes by project segment.

7.2.1 SODO Segment

Frequent common themes for the SODO Segment included the following:

- Similar support from individuals for at-grade and mixed profile alternatives. Support for Alternative SODO-2 was mostly related to preserving the SODO Busway.
- Support from businesses and business organizations for Alternative SODO-1b to have SODO Station closer to South Lander Street.
- Interest in avoiding the United States Postal Service Carrier Annex and Distribution Center/Terminal Post office at 4th Avenue South and South Lander Street.
- Concern about freight access and mobility, maintaining the SODO Trail, and stadium event traffic during construction.
- Concern about property acquisition and business displacements.



7.2.2 Duwamish Segment

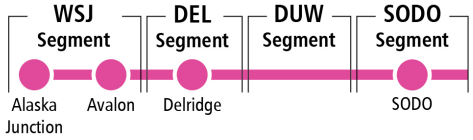
Frequent common themes for the Duwamish Segment included the following:

- Support from Port of Seattle, Northwest Seaport Alliance, and most businesses and business organizations for Preferred Alternative DUW-1a or Option DUW-1b due to reduced impacts on port, marine, and industrial facilities when compared with Alternative DUW-2.
- Support from individuals for Alternative DUW-2 to avoid or minimize residential and employee displacements and impacts to the West Duwamish Greenbelt (including impacts to herons) from Preferred Alternative DUW-1a and Option DUW-1b.
- Concern about impacts to the West Duwamish Greenbelt from Preferred Alternative DUW-1a or Option DUW-1b and Terminal 25 planned restoration site from Alternative DUW-2.
- Concern about direct and indirect impacts on the maritime industrial sector from business displacements and freight movement.
- Concern about maintaining bike trail connections during construction.

7.2.3 Delridge Segment

Frequent common themes for the Delridge Segment included the following:

- General support for lower height alternatives that would lead to tunnels in the West Seattle Junction Segment to minimize neighborhood impacts.
- Opposition to tall guideway structures that feel out of character with the existing neighborhood context and would result in visual and noise impacts.
- Most support for Alternative DEL-6 (Alternative DEL-6a in this Final EIS) to reduce residential displacements and visual impact to the Youngstown neighborhood.
- Opposition to Alternative DEL-5 and Alternative DEL-6, particularly due to displacement of one or more Transitional Resources facilities and Alki Beach Academy. Other reasons provided include residential displacements, access to residences after construction, neighborhood impacts, construction impacts, and impacts to greenbelts and wetlands.
- Concern about freight traffic and station access near Nucor Steel for Alternative DEL-5 and Alternative DEL-6.
- Opposition to residential displacements, especially on the north side of Southwest Genesee Street and along 32nd Avenue Southwest.
- Concern about overall loss of affordable housing in this area.
- Concern about impacts to the West Seattle Golf Course.
- Concern about impacts to Longfellow Creek.
- The need for efficient, easy transfers to/from buses, especially for low-income and people of color populations connecting from the south.
- Support for equitable transit-oriented development (TOD) at the Delridge Station, regardless of alternative.



7.2.4 West Seattle Junction Segment

Frequent common themes for the West Seattle Junction Segment included the following:

- General support for tunnel alternatives to minimize neighborhood impacts
- Interest in station locations closer to Alaska Junction
- Some support for removing Avalon Station to save cost
- Concern about residential displacements, especially removal of new multi-family buildings with elevated alternatives
- Concern about impacts to businesses and planned development during construction
- Desire that designs consider future extensions to the south

7.3 Responses to Common Comments

Comments related to the West Seattle Link Extension or that generally apply to both the West Seattle Link Extension and Ballard Link Extension projects are included in Appendix O along with responses. Table 7-1 provides responses to the most common comments. These responses are also referenced in Appendix O, using the common comment number found in the second column of the table.

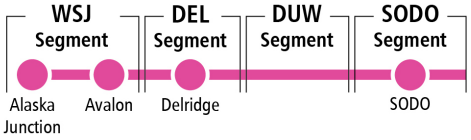
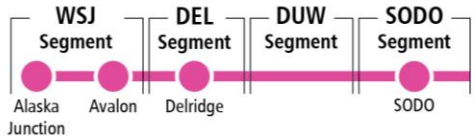
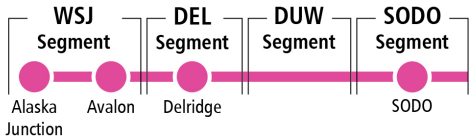


Table 7-1. Responses to Common Comments on WSBLE Draft EIS

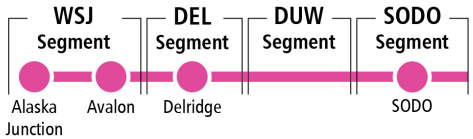
Common Comment Category	Common Comment No.	Common Theme	Common Response
General	CCG1	The EIS is inadequate because it does not provide enough detail on the project design, impacts, or mitigation of impacts. Additional documentation should be prepared with more detail about impacts and mitigation or phased under the State Environmental Policy Act (SEPA).	Consistent with SEPA, this West Seattle Link Extension Final EIS provides the public and decision makers with information about the West Seattle Link Extension "at the earliest possible point in the planning and decision-making process, when the principal features of a proposal and its environmental impacts can be reasonably identified" (Washington Administrative Code [WAC] 197-11-055(2)). This is also consistent with the National Environmental Policy Act (NEPA), which provides that "Agencies shall integrate the NEPA process with other planning at the earliest possible time to ensure that planning and decisions reflect environmental values, to avoid delays later in the process, and to head off potential conflicts" (40 Code of Federal Regulations 1501.2). This EIS has been prepared using approximately 10 to 15 percent level of design. This level of design allows for meaningful evaluation of alternatives, impacts, and potential mitigation measures. As noted in several places in this Final EIS, after a decision has been made to select the project to be built, the project would undergo additional engineering and design and mitigation measures would be refined. SEPA acknowledges that "the EIS need not analyze measures in detail" (WAC 197-11-440(6)(c)(iv). Specific mitigation measures would be developed during the final design, and permitting phases and process would be coordinated with local permitting authorities.
General	CCG2	Comments limited to expressing a preference or objection to one or more alternatives.	Sound Transit and the FTA reviewed all comments submitted during the WSBLE Draft EIS comment period. The NEPA and SEPA require FTA and Sound Transit to respond to substantive comments related to the content of the WSBLE Draft EIS, but not to questions or comments limited to public policy decisions (e.g., general statements of support or opposition). However, before identifying the preferred alternatives for this West Seattle Link Extension Final EIS, the Sound Transit Board (the Board) received a comment summary report with a copy of all comments submitted. Appendix O, Draft EIS Comment Summary and Response to Comments, of this Final EIS includes copies of comment submittals and responses to them. As described in Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for this Final EIS, the Board modified the Preferred Alternative in the SODO Segment from Alternative SODO-1a to Option SODO-1c. This option includes a staggered station configuration in SODO. The Board confirmed Alternative DUW-1a as the Preferred Alternative in the Duwamish Segment. The Board modified the Preferred Alternative in the Delridge Segment to Option DEL-6b, which is a refinement of Alternative DEL-6 in the WSBLE Draft EIS. The Board modified the Preferred Alternative in the West Seattle Junction Segment to Option WSJ-5b, which is a refinement of Alternative WSJ-5 in the WSBLE Draft EIS. Please see Section 2.6, Refined Alternatives and Options for the Final EIS, for more information on the Sound Transit Board Motion and modification of alternatives following the WSBLE Draft EIS comment period. The Sound Transit Board will select the project to be built after this Final EIS is issued.
General	CCG3	What factors, such as cost and environmental impacts, are considered and how are they considered by the Board in selection of the project to be built?	The Sound Transit Board considers a number of factors in selecting the project to be built. Those factors include potential environmental impacts; equity; Tribe, agency, business, community organization, and public comments; cost; schedule; ridership; and potential long-term benefits.



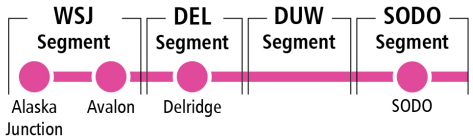
Common Comment Category	Common Comment No.	Common Theme	Common Response
General	CCG4	Concern about schedule, specifically the length of time until start of service and potential for further delays to the schedule.	The West Seattle Link Extension is a highly complex project in a dense urban environment, and the process of completing environmental review in coordination with agency partners and stakeholders, completing final design, acquiring property, conducting construction planning, obtaining permits and approvals, and constructing the project takes many years. Please see Section 1.5, Next Steps and Schedule, of this West Seattle Link Extension Final EIS for more information on the project schedule. The project milestones chart in this section shows the schedule for development of the project from the planning phase through final design and start of service. Section 1.5 also describes the benefits and disadvantages of delaying project implementation.
General	CCG5	The public comment period for the WSBLE Draft EIS should be extended.	An extended comment period was provided for review of the WSBLE Draft EIS. The comment period for the WSBLE Draft EIS was 90 days. This is twice the 45 days required by NEPA, three times the comment period required by SEPA, and longer than the comment period for any prior Sound Transit Draft EIS.
Chapter 1, Purpose and Need	CC1a	Ridership should be re-estimated based on the Coronavirus Disease 2019 (COVID-19) pandemic which has allowed more working from home, less need for commuting to and from Downtown.	FTA and Sound Transit acknowledge the current impacts of the recent social response to the (COVID-19) pandemic and the resulting decline in travel demand that began in March 2020. At this time, it is impossible to predict future changes to the project purpose and need, schedule, and impacts that may result from a COVID-19 response of an unpredictable nature and length. Should substantial changes in the planning assumptions, project schedule, project scope, or surrounding project environment result because of a prolonged COVID-19 response, FTA and Sound Transit will consider additional project evaluation and public input consistent with NEPA and SEPA. Puget Sound Regional Council also acknowledges the pandemic in VISION 2050 (Puget Sound Regional Council 2020, page 124), stating: > Over the last decade, transit ridership has experienced robust growth, with the central Puget Sound region being one of only four regions across the county with consistent growth in transit boardings. While COVID-19 has caused sudden and dramatic drops in transit ridership and revenue and has perhaps accelerated the acceptance of remote work environments, transit will continue to be a critical element for mobility as the region grows over the next 30 years. The region's historic investment in transit, and continued investments across modes, are critical due to the increases in congestion and travel delay seen in the region over the past decade. Since 2010, the region has grown by over 440,000 residents and 381,000 jobs. Prior to the COVID-19 pandemic, delay on the region's freeway corridors had increased more than 50 percent since 2014, and the average travel time to work had continued to steadily increase across all modes, averaging around 30 minutes. Notably, the share of commuters with travel times over 60 minutes increased steeply and was higher than the share of commuters with travel times less than 10 minutes. Puget Sound Regional Council's *Regional Transportation Plan 2022 – 2050* (Puget Sound Regional Council 2022) also acknowledges the pandemic's effect on ridership along with the continuing need to serve growth: > The COVID-19 pandemic will continue to have near-term impacts on regular transit boardings. However, jurisdictions and transit agencies in the region are continuing to plan for growth in a way that will increase ridership and meet long-term projections of transit boardings.



Common Comment Category	Common Comment No.	Common Theme	Common Response
Chapter 1, Purpose and Need	CC1b	Why is another tunnel needed downtown? Why can the existing downtown transit tunnel not be used for this project?	Sound Transit studied the operational feasibility of using the existing Downtown Seattle Transit Tunnel for light rail extensions rather than constructing a new downtown tunnel during the Sound Transit 3 Plan planning process in 2013 and 2014. The agency concluded that once all Sound Transit light rail extensions are operational, the Downtown Seattle Transit Tunnel will not have enough capacity to reliably serve downtown because of operational headway (service frequency) requirements and future passenger volumes. Connecting future light rail lines to the Downtown Seattle Transit Tunnel would also be difficult to construct and would require lengthy system closures and/or service disruptions. To address these challenges, the Sound Transit 3 Plan includes a new second transit tunnel as part of the Ballard Link Extension. The new tunnel would provide additional capacity by distributing passengers and trains in two downtown tunnels. This would also improve system reliability and provide shorter running times for train operators compared with running service through a single downtown tunnel.
Chapter 1, Purpose and Need	CC1c	Why do none of the alternatives include service to other communities such as South Park, Georgetown, and White Center?	A potential light rail extension from West Seattle to Burien was considered in the *Regional Transit Long-Range Plan* (Sound Transit 2014a), which identifies Sound Transit's envisioned network of services when the regional transit system is complete. The West Seattle Link Extension represents the portion of the long-range plan for the West Seattle to Burien corridor that was included in the Sound Transit 3 Plan, the next phase of mass transit improvements in the Puget Sound region approved by the voters in 2016. Light rail to South Park, Georgetown, White Center, and Burien was studied as part of the *South King County High-Capacity Transit Corridor Study* (Sound Transit 2014b), which identified alternatives for consideration in the Sound Transit 3 package. Ultimately this service was not included in the Sound Transit 3 Plan. Instead, the plan includes service to West Seattle, which is an important access point for regional connections from more affordable areas south of the project corridor, such as High Point, Highland Park, and the unincorporated King County neighborhood of White Center. The West Seattle Link Extension would allow for future extension south, and the Sound Transit 3 Plan includes study of future high-capacity transit connecting West Seattle to Burien.
Chapter 2, Alternatives Considered	CC2a	More detail is needed for the project definition and mitigation measures. Mitigation should be included in cost estimates.	Mitigation measures for the West Seattle Link Extension are described in this West Seattle Link Extension Final EIS consistent with the current level of project design and the requirements of the environmental review process. Mitigation measures are detailed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, for all alternatives. Appendix I, Mitigation Plan, includes detailed mitigation measures for the preferred alternatives evaluated in this Final EIS. Since preparation of the WSBLE Draft EIS, further detail has been added to Section 2.7, Construction Approach, describing bridge type and construction on Pigeon Point and construction near Longfellow Creek. Mitigation measures will continue to be refined through final design and as the project goes through the permitting phases and process. As stated in Section 1.5.1, Final Environmental Impact Statement and Project Decision, the Record of Decision for the West Seattle Link Extension issued after this Final EIS will include a list of committed mitigation measures for the project to be built. Costs to implement mitigation measures are included in the cost estimates prepared for this Final EIS as described in Section 2.9, Project Funding and Cost Comparison. Sound Transit is committed to satisfying all applicable federal, state, and local environmental regulations and to responsibly and reasonably mitigate significant adverse environmental project impacts consistent with Sound Transit policies and applicable regulations.



Common Comment Category	Common Comment No.	Common Theme	Common Response
Chapter 2, Alternatives Considered	CC2b	Need more information on construction methods, schedule, and staging areas.	An overview of the construction methods for each light rail profile type--At-grade, elevated (including bridges), tunnel, and retained cut—is provided in Section 2.7, Construction Approach, of this West Seattle Link Extension Final EIS. Information on the construction staging areas, the estimated duration of the major construction activities, and estimated hours of construction is also included. Work-specific construction plans will be confirmed during final design. Construction impacts for each element of the environment and alternative are discussed in the corresponding sections of this Final EIS. Following preparation of the WSBLE Draft EIS, further detail has been added to Section 2.7 of this Final EIS that describes bridge type and construction on Pigeon Point for Preferred Alternative DUW-1a, and construction near Longfellow Creek for Preferred Option DEL-6b and Alternative DEL-7.
Chapter 2, Alternatives Considered	CC2c	Is third-party funding still needed for tunnels in West Seattle if they are similar cost to elevated alternatives?	Yes, third-party funding or found cost savings will likely be needed for some of the West Seattle Link Extension alternatives. For example, based on current cost estimates and revenue projections, the Preferred Alternative for the West Seattle Link Extension is anticipated to exceed the cost assumptions contained in Sound Transit's re-aligned financial plan. Sound Transit, City of Seattle, and King County acknowledge there may be shared responsibility to address the additional cost difference between the final project to be built and the re-aligned financial plan through either additional funding or cost-savings opportunities. As described in Motion 2023-52, the City of Seattle and King County provided letters to Sound Transit on March 23, 2023, indicating their intent to work with Sound Transit to further analyze costs and funding sources over the next year and develop a funding agreement in advance of the Board action to select a project to be built. Chapter 2, Alternatives Considered, of this West Seattle Link Extension Final EIS, explains that when the Sound Transit Board identified alternatives for study in the WSBLE Draft EIS, early cost estimates indicated that alternatives with a tunnel in West Seattle could have required additional funding; that is, funding beyond what was assumed in the Sound Transit 3 financing plan. Additional funding for these alternatives would have needed to come from contributions from partner agencies outside of Sound Transit, such as the City of Seattle or others. The alternatives that were anticipated to require "third-party" funding were identified with an asterisk (*) throughout the WSBLE Draft EIS. Following publication of the WSBLE Draft EIS, more specific cost estimates were reviewed by Sound Transit. Due to the rising price of real estate, some tunnel alternatives would not necessarily cost more than elevated alternatives. As a result of these developments, the asterisk indicating third-party funding has been removed from alternative names in this Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of this Final EIS for updated capital costs.
Chapter 2, Alternatives Considered	CC2d	Ensure that the project plans for future light rail expansion.	All alternatives evaluated in this West Seattle Link Extension Final EIS provide opportunities for future light rail expansion consistent with the Sound Transit *Regional Transit Long-Range Plan* (Sound Transit 2014a). In addition, the Sound Transit 3 Plan included funding for high-capacity transit studies of potential light rail extension from West Seattle to Burien, Tukwila, and Renton. At the West Seattle Junction terminus, the representative Alaska Junction Station in the Sound Transit 3 Plan was an east-west station along Southwest Alaska Street. During alternative development, Sound Transit developed alternatives oriented north-south to facilitate future light rail expansion to the south.



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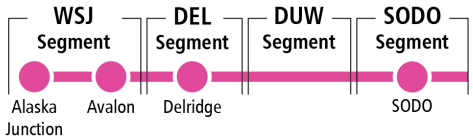
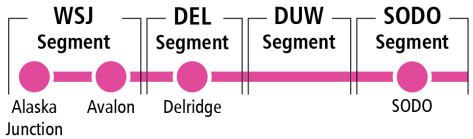
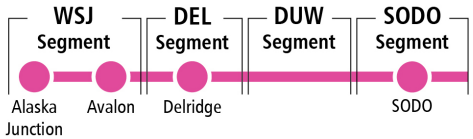
Chapter 2, Alternatives Considered	CC2e	Elevated guideway and/or stations would be too high.	In response to public and agency comments, Sound Transit has developed lower height guideway alternatives that are evaluated in this West Seattle Link Extension Final EIS. Sound Transit uses elevated structures to cross over geographic or physical barriers and in areas of varying topography. An elevated guideway must have a minimum clearance of at least 16.5 feet over roadways and 23.5 feet over railways, as determined by the roadway or railway owner. The crossing over the Duwamish Waterway's West Waterway needs to have a 140 foot vertical clearance so that it does not restrict vessel heights more than the existing West Seattle Bridge for vessels in the West Waterway navigation channel. Guideway heights are described in Chapter 2, Alternatives Considered, and shown in Appendix J, Conceptual Design Drawings, of this Final EIS. Visual simulations are shown in Attachment N.2A, Key Observation Point Analysis, to Appendix N.2, Visual and Aesthetics Technical Report, of this Final EIS. In addition, topography can result in higher guideway elevations in some areas. The topography of the Puget Sound Basin consists of a series of north-south trending ridges separated by deep troughs, including Puget Sound, the Duwamish Waterway, and the north Delridge valley. Land elevations range from about 15 feet to approximately 380 feet (North American Vertical Datum of 1988) across the West Seattle Link Extension project corridor. The range in land elevation and presence of large waterways in the project corridor, combined with the design requirement for light rail guideway to have a maximum grade of 6 percent for no more than 2,500 feet, has necessitated higher guideway profiles and stations in some areas, particularly in the Delridge Segment. To provide a range of solutions to these engineering challenges, the WSBLE Draft EIS considered a wide range of alternatives that provided a range of maximum heights in the Delridge Segment from 60 feet to 150 feet high. Following publication of the WSBLE Draft EIS, alternatives have been refined in this Final EIS, including two alternatives in the Delridge Segment that would connect to a tunnel in the West Seattle Junction Segment and have maximum heights of 80 feet. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, and Section 2.5, Alternatives Development and Scoping, of this Final EIS for more information.



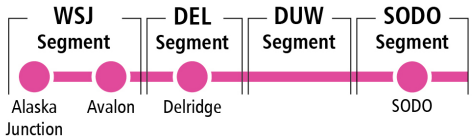
Common Comment Category	Common Comment No.	Common Theme	Common Response
Chapter 2, Alternatives Considered	CC2f	Can station areas and light rail alignment footprints be reduced/minimized and designed to integrate into the existing environment?	All light rail stations require certain minimum features, including station entrances, boarding platforms (which are about 380 feet long), passenger conveyances (escalators, elevators, and/or stairs) to provide access to the platforms, and other components such as ticket vending machines. Many stations also need space for traction power substations, signal bungalows, and mezzanines. Each station would also have a dedicated bicycle storage area. Stations typically require an area of approximately 1.5 acres to incorporate these components, depending on factors such as the number of station entrances. All stations are also designed to include multi-modal access to the station (refer to common comment CC3a for additional information). See Section 2.1.2.2, Stations, and Appendix J, Conceptual Design Drawings, of this West Seattle Link Extension Final EIS for the conceptual design of station features. As discussed in Section 4.5, Visual and Aesthetic Resources, of this Final EIS, and 4.2.5, Visual and Aesthetic Resources, of the WSBLE Draft EIS, Sound Transit coordination with applicable City of Seattle agencies and adjacent communities will occur throughout the design process to minimize visual impacts and develop a civic aesthetic for each station that is aligned with the community vision. The City of Seattle is responsible for shaping the “station area”—the neighborhood around the station. Sound Transit and the City may partner on improvements within the “station context”—typically two or three blocks from the station itself. Adding a light rail station to a neighborhood introduces new opportunities for the City to enhance livability in a neighborhood by adding different types of housing, new shopping, employment opportunities, and public open space or other recreational amenities. Sound Transit strives to support equitable TOD around the stations and explores opportunities to partner in potential joint development, with a priority on affordable housing and other uses that benefit communities. Please refer to common comment CC4.2a and Section 4.2, Land Use, of this Final EIS for more information on TOD and joint development. During preparation of the WSBLE Draft EIS, Sound Transit, the City of Seattle, King County Metro (Metro), and other agencies, and the community were engaged in discussions on how best to address the needs and desires of community members while creating an active and comfortable environment that reflects the unique character of each station location. A list of community participation opportunities and agency coordination can be found in Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination. Sound Transit’s *West Seattle and Ballard Link Extensions Station Planning Progress Report* (Sound Transit 2022) contains more information on proposed station concepts as well as ideas and recommendations covering urban design, access and mobility, and TOD. The purpose of the document was to help communities along the corridor better understand the project alternatives in the WSBLE Draft EIS, as well as associated opportunities and challenges. The Station Planning Progress Report also provides a reference point for future conversations and decisions around station area planning and design, including minimizing property acquisition. Sound Transit has been working on minimizing property acquisitions and will continue to do so as design advances.



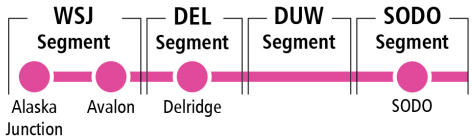
Common Comment Category	Common Comment No.	Common Theme	Common Response
Chapter 2, Alternatives Considered	CC2g	The gondola proposed by SkyLink should be studied.	A gondola system like the one proposed by SkyLink is not consistent with the Sound Transit 3 Plan and the goals for the West Seattle Link Extension project. Nonetheless, in response to public comments, the Sound Transit Board requested a feasibility report [a], which was completed in April 2022. The report found that gondola technology is infeasible for the West Seattle Link Extension corridor due to significant technical limitations. It found that gondolas are not an appropriate regional high-capacity transit technology "because they operate on a local circulation level, lack regional applications, and each application would require new supporting facilities and services." In addition, Sound Transit is not authorized to use the Sound Transit 3 tax revenue approved to construct a light rail system to instead construct a gondola system without additional voter approval. Light rail was identified as the mode for the West Seattle Link Extension through the multi-year planning process for Sound Transit's *Regional Transit Long-Range Plan* (2014a) and Sound Transit 3 Plan (2016). The *Regional Transit Long-Range Plan* represents Sound Transit's goals, policies, and strategies to guide the long-term development of the high-capacity transit system. It is based on years of intensive planning, environmental analysis, and public outreach. It is intended to guide how the Sound Transit system can best address the region's mobility needs and support growth management objectives. Funding for the project, as identified in the Sound Transit 3 Plan, was approved by voters in 2016. Please see Chapter 1, Purpose and Need, of this West Seattle Link Extension Final EIS for more information on the planning history and the purpose and need for the West Seattle Link Extension. The purpose of the West Seattle Link Extension includes the following: • Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan. • Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014a). • Implement a system that is technically and financially feasible to build, operate, and maintain.
Chapter 2, Alternatives Considered	CC2h	The Pigeon Ridge/West Seattle Tunnel "purple line" evaluated in Level 1 and Level 2 of Alternatives Development should be studied again.	A Pigeon Point Tunnel was considered during the initial alternatives development, and it was screened from further consideration largely due to cost. This alternative would have crossed the Duwamish Waterway on a high-level, rail-only bridge and included a tunnel under Pigeon Ridge starting between 18th Avenue Southwest and 19th Avenue Southwest in the vicinity of Southwest Andover Street. The west tunnel portal would have been east of Delridge Way Southwest in the vicinity of Southwest Genesee Street. This alternative also considered a second tunnel with a tunnel portal near Southwest Avalon Way and an Alaska Junction tunnel station. The alternatives development process is described in Appendix M, Summary of Alternatives Development and Initial Assessment Process, of this West Seattle Link Extension Final EIS. The Sound Transit Board did not advance this alternative for study in the WSBLE Draft EIS. As described in Appendix M, this alternative was not identified for study in the WSBLE Draft EIS for various reasons, including cost, engineering constraints, community construction impacts, potential impacts to archaeological resources, and potential schedule effects.



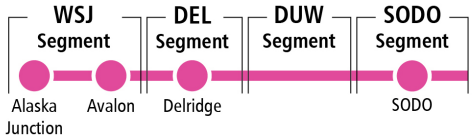
Common Comment Category	Common Comment No.	Common Theme	Common Response
Chapter 2, Alternatives Considered	CC2i	The Alaska Junction Station should be closer to the Junction (Southwest Alaska Street and California Avenue Southwest).	The WSBLE Draft EIS identified six alternatives in the West Seattle Junction Segment that included Alaska Junction stations one to four blocks away from the Alaska Junction (the intersection of Southwest Alaska Street and California Avenue Southwest). In 2022, after publication of the WSBLE Draft EIS and review of comments received on the WSBLE Draft EIS, including those that suggested new or modified alternatives, the Sound Transit Board directed staff to study a number of project refinements (Motion M2022-57). Preferred Option WSJ-5b was added as a refinement to the WSBLE Draft EIS Alternative WSJ-5 (now Alternative WSJ-5a) to shift the Alaska Junction Station entrance closer to 42nd Avenue Southwest, which is closer to the Alaska Junction. Please see Chapter 2, Alternatives Considered, of this West Seattle Link Extension Final EIS for complete information on the alternatives studied.
Chapter 2, Alternatives Considered	CC2j	The Avalon Station should/should not be eliminated.	In 2022, after publication of the WSBLE Draft EIS and review of comments received on the WSBLE Draft EIS, including those that suggested new or modified alternatives, the Sound Transit Board directed staff to study a number of project refinements (Motion M2022-57). Alternative WSJ-6, which would not include an Avalon Station, was added for study in this West Seattle Link Extension Final EIS for consideration as a cost-savings measure. This Final EIS includes alternatives with and without an Avalon Station. Please see Chapter 2, Alternatives Considered, of this Final EIS for complete information on the alternatives studied and Chapter 6, Alternatives Evaluation, for a discussion of how the alternatives without an Avalon Station compare to the alternatives with an Avalon Station. The Sound Transit Board will make a decision on the project to be built after this Final EIS is issued.
Chapter 2, Alternatives Considered	CC2k	Tunnel stations are too deep, which will reduce ridership. Elevators and escalators for stations need to be more reliable.	Sound Transit uses tunnels where considerable changes in terrain would result in very high elevated structures, physical barriers must be crossed, right-of-way is inadequate for at-grade or elevated profiles, and/or the density of development is high. The depth of the tunnels for the project was determined by the terrain, the depth of existing buildings (foundations and tie backs), and the depth of other structures such as large utilities. The depth of tunnel stations as well as the ease of circulation and conveyances within the station were considered in calculating ridership at the stations. A rider's trip time would vary depending on the station platform's vertical distance from the street level, with deeper tunnel stations increasing the time for a rider to walk within the station between the train platform and the ground-level entrance. Travel time, including the amount of time it takes a rider to get between ground level and the underground station platform, was considered in the model used to determine ridership. Use of an elevator can reduce or eliminate this extra walk time. Please see Section 3.3.2, Build Alternatives, of Appendix N.1, Transportation Technical Report, of this West Seattle Link Extension Final EIS for more information on how the depth of specific stations affect trip time. Sound Transit is continuing to improve reliability of escalators and elevators throughout the system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website.



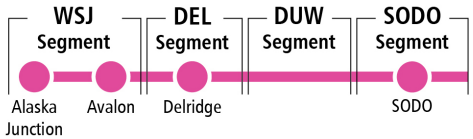
Common Comment Category	Common Comment No.	Common Theme	Common Response
Chapter 3, Transportation Environment and Consequences	CC3a	Multi-modal access to the stations should be a high priority. Sound Transit should accommodate all modes, including buses, bicycles, pedestrians, and automobiles.	Multi-modal station access is a priority for Sound Transit and the West Seattle Link Extension. The project's purpose includes expanding the Sound Transit Link light rail system to provide high-quality, rapid, reliable, and efficient service to increase capacity and connectivity for regional connections and to encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. See Chapter 1, Purpose and Need, for the West Seattle Link Extension, for additional information. Sound Transit considers compatibility with all transportation modes during the station design process, including buses, bicycles, pedestrians, automobiles, paratransit, and persons with disabilities. As described in Section 2.1.2.2, Stations, of this West Seattle Link Extension Final EIS, all light rail stations are designed to include multi-modal access to the station. Stations have bus stops and some stations have automobile drop-off/pick-up, pedestrian connections, and bicycle connections and storage. Appendix J, Conceptual Design Drawings, of this Final EIS illustrates the conceptual design of the multi-modal access at each station. Sound Transit has also adopted a system access policy to help guide access decisions throughout the region. In the Delridge Segment, after publication of the WSBLE Draft EIS and review of comments on the WSBLE Draft EIS, including those that suggested new or modified alternatives, Preferred Option DEL-6b was added as a refinement to WSBLE Draft EIS Alternative DEL-6 (now Alternative DEL-6a) in part to provide better multi-modal station access opportunities. Station design for the alternative selected to be built will continue to evolve through coordination with the public, King County Metro, and the City of Seattle during final design.
Chapter 3, Transportation Environment and Consequences	CC3b	Concern about safety of pedestrians and bicyclists around stations during construction and operation.	Information on the safety of pedestrians and bicyclists during project construction and operation is provided in Section 3.7, Affected Environment and Impacts during Operation – Non-motorized Facilities; Section 3.11, Construction Impacts; and Chapter 7, Safety, of Appendix N.1, Transportation Technical Report, of this West Seattle Link Extension Final EIS. During construction, some sidewalks, crosswalks, and bicycle facilities may be temporarily closed. Sound Transit would work with the City of Seattle to develop and implement a construction management plan to provide alternate facilities for non-motorized travel that, to the extent feasible, offer a similar level of protection and comfort to the temporarily closed facility. Sound Transit would provide clearly marked detours within construction areas, such as dedicated walkways and alternate bicycle routes that could include treatments such as pedestrian and bicycle signals. Temporary facilities would comply with Americans with Disabilities Act requirements and, where possible, would meet other applicable design standards such as Seattle Streets Illustrated (City of Seattle 2022). The primary safety impacts during operation would be the increase in potential conflicts around station areas as a result of increased vehicle or non-motorized activity in these areas. However, only small increases in daily vehicle traffic around stations can be expected, which suggests that the project's impact on safety due to additional vehicular volumes would be negligible. Please see the response to common comment CC3a for more information on pedestrian and bicycle access at stations.



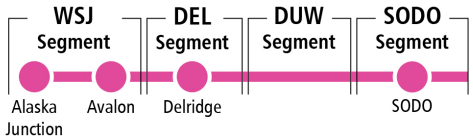
Common Comment Category	Common Comment No.	Common Theme	Common Response
Chapter 3, Transportation Environment and Consequences	CC3c	More detail is needed regarding construction impacts on vehicle traffic, transit, pedestrians, and bikes and mitigation for impacts. Impacts of concurrent road closures and detours need to be discussed.	See response to comment CCG1 in this table regarding the amount of detail provided in the WSBLE Draft EIS. An updated and more refined assessment of construction period impacts for the Preferred Alternatives and Preferred Design Options is discussed in Section 3.11, Construction Impacts, of Chapter 3, Transportation Environment and Consequences, and Attachment N.1D, Permanent and Temporary Facility Closures, to Appendix N.1, Transportation Technical Report of this West Seattle Link Extension Final EIS. The methodology for this construction analysis is in Attachment N.1A, Transportation Technical Analysis Methodology Report, of Appendix N1 of this Final EIS. As part of this assessment, the number of construction vehicles and potential haul routes are provided based on the level of information known at this time. In addition, potential roadway lane closures and their impacts on traffic operations, parking impacts, property access, transit service disruptions, neighborhood cut-through traffic, and detour route opportunities are also described in this Final EIS by alternative.
Chapter 3, Transportation Environment and Consequences	CC3d	How would access to my property be affected during operation and/or construction?	Information on access changes in areas along the alignment during construction and operation is provided in Section 3.5, Affected Environment and Impacts During Operation – Arterial and Local Street Operations, Section 3.11, Construction Impacts, and Chapter 4, Arterial and Local Street Operations, of Appendix N.1, Transportation Technical Report, of this West Seattle Link Extension Final EIS. Appendix J, Conceptual Design Drawings, of this Final EIS provides additional detail about access changes during operation. As described in Section 3.5.4, Mitigation for Operation Impacts, and Section 3.11.6, Mitigation for Construction Impacts, of this Final EIS, Sound Transit will maintain access as much as possible to each business and coordinate with businesses during times of limited access.
Chapter 3, Transportation Environment and Consequences	CC3e	How will bus service be changed with the project?	A list of bus route service changes for each of the Build Alternatives is provided in Section 3.3.2, Build Alternatives, of Appendix N1, Transportation Technical Report of this West Seattle Link Extension Final EIS. Bus service assumptions for both the No Build Alternative and Build Alternatives were developed by Metro and Sound Transit as part of the project's Transit Service Integration technical memorandum, provided as Appendix B, Transit Service Integration Technical Memorandum, to Attachment N.1A of Appendix N1. Bus service would be restructured to integrate with the project, which would result in removing or truncating some lines but generally replacing them with reliable, high-frequency light rail service. The 2042 Build Alternatives assume there will be changes to bus service in the West Seattle Link Extension project corridor to integrate with the new light rail line. The service changes are based on Metro Connects and coordination with Metro regarding this project.
Chapter 3, Transportation Environment and Consequences	CC3f	How will the SODO Busway be impacted?	Impacts to the SODO Busway are described in Section 3.4, Affected Environment and Impacts during Operation – Transit, and Section 3.5, Affected Environment and Impacts during Operation – Arterial and Local Street Operations, and Section 3.11, Construction Impacts, of this West Seattle Link Extension Final EIS as well as Chapter 3, Transit, and Chapter 4, Arterial and Local Street Operations, of Appendix N1, Transportation Technical Report. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would permanently close the SODO Busway to accommodate light rail. Alternative SODO-2 would allow the SODO Busway to be relocated to the west within the existing right-of-way and remain open after light rail construction is complete. Alternative SODO-2 would require the closure of the SODO Busway from South Massachusetts Street to South Spokane Street during the 5-year construction period. Additional coordination with King County Metro and Sound Transit Regional Express service will occur as detailed construction plans regarding transit service are developed during the final design and permitting phase of the West Seattle Link Extension project. Please see Section 3.11.6, Mitigation for Construction Impacts, of this Final EIS for a discussion of mitigation for the busway closure during construction. Additional information on mitigation for this closure has been added to this Final EIS to reflect the additional coordination that has already occurred.



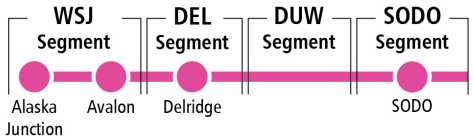
Common Comment Category	Common Comment No.	Common Theme	Common Response
Section 4.1, Acquisitions, Displacements, and Relocations	CC4.1a	Under one or more alternatives, I will be displaced from my home or business. How will residents and businesses be relocated and what assistance will be offered?	Sound Transit notified potentially affected property owners prior to publication of the WSBLE Draft EIS in the winter of 2022 and prior to publication of this West Seattle Link Extension Final EIS in 2024. Sound Transit staff are available to meet with potentially affected property owners, residents, and business owners to discuss the process and concerns about their properties. As described in more detail in Section 4.1, Acquisitions, Displacements, and Relocations, of this Final EIS, Sound Transit would comply with appropriate provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the State of Washington's relocation and property acquisition regulations. Property owners whose entire or partial property would be acquired by Sound Transit would receive just compensation for their land and improvements. Just compensation is an amount paid to a property owner for property acquired for public purposes that is not less than the fair market value of the property acquired including damages or benefits to the remaining property. Compensation would include any measurable loss in value to the remaining property as a result of a partial acquisition. Sound Transit's relocation assistance and advisory services would include, but not be limited to, measures, facilities, or services that may be necessary or appropriate to determine the relocation needs and preferences of each household, business, and non-profit organization to be displaced. Sound Transit would provide current information on the availability, purchase prices, and rental costs of comparable replacement dwellings. Other benefits and compensation may include payment of residential moving expenses and replacement housing payments, nonresidential moving expenses, and reestablishment expenses. Sound Transit's Business and Residential Acquisition and Relocation handbooks outline compensation and acquisition procedures in detail. Sound Transit is committed to working closely and proactively with residents and businesses to help them plan ahead for relocation, find new homes or sites, and solve problems as they may occur. While relocation assistance would help mitigate the displacement, relocation could still represent a hardship to some property owners. Sound Transit has adjusted alternatives during conceptual design to avoid or minimize impacts, including property acquisitions, to the extent possible. Refinement of project design will continue throughout final design.
Section 4.1, Acquisitions, Displacements, and Relocations	CC4.1b	Residential and business displacements should be minimized.	Sound Transit works to minimize displacements by designing Link light rail to be within existing roadway right-of-way as much as possible. However, in some areas, the width of the existing right-of-way is not wide enough to accommodate project elements. In these areas, building and operating the project would require acquiring public and private property for right-of-way and other facilities, and displacing and relocating some residential, commercial, and public uses. During construction, additional property would be needed for staging areas and construction access. Most of the area needed for construction would be accommodated within areas required for permanent right-of-way, although some additional properties would need to be acquired for construction and are accounted for in estimated acquisitions in Section 4.1, Acquisitions, Displacements, and Relocations, of this West Seattle Link Extension Final EIS. Please see also the response to common comment CC2f.



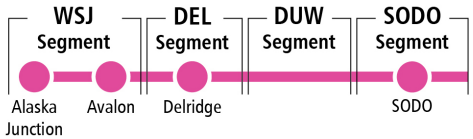
Common Comment Category	Common Comment No.	Common Theme	Common Response
Section 4.1, Acquisitions, Displacements, and Relocations	CC4.1c	Concern that displaced residents will no longer be able to afford to live in their same neighborhood.	Property availability will change over time, but research of market conditions indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity. Some affected properties with unique characteristics or uses, such as water-dependent uses, assistive living and supportive housing, and public facilities, could be difficult to relocate. Currently available residential units in Seattle also exceed the number of units potentially displaced, and there is a sufficient supply of relocation housing similar in size and quality for renters in the study area. However, depending on market conditions and individual circumstances, the replacement property may cost more. Please see the response to common comment CC4.1a for a discussion of the relocation process. Section 4.1.9, Relocation Opportunities, of this West Seattle Link Extension Final EIS describes the types of relocation assistance that Sound Transit provides. Sound Transit would offer relocation assistance that includes compensation and supporting services that consider the needs of those being relocated, to help reduce inconveniences or hardships. Sound Transit would also satisfy federal and state requirements for residential relocation, which define a “comparable replacement dwelling” as follows (42 United States Code 4601(10)): • Decent, safe, and sanitary; • Adequate in size to accommodate the occupants; • Within the financial means of the displaced person; • Functionally equivalent; • In an area not subject to unreasonable adverse environmental conditions; and • In a location generally not less desirable than the location of the displaced person’s dwelling with respect to public utilities, facilities, services, and the displaced person’s place of employment. To meet these requirements, Sound Transit may identify relocation properties that are in better condition and of higher value than the properties being acquired. If so, tenants may be eligible for a rent supplement. Owners may be eligible for price differential payment and mortgage interest differential payment if the cost of comparable decent, safe, and sanitary housing is greater than the value of their existing property. Likewise, tenants may be eligible for replacement housing payments if comparable decent, safe, and sanitary replacement housing rents are more than their current rental cost. In these cases, Sound Transit would pay the difference, or a portion of the difference, between the tenant’s current and new rental rates for a 42-month period. Surplus property could be used to support Equitable Transit Oriented Development, which would create more affordable housing and potentially new business opportunities. Please see the response to common comment CC4.2a.



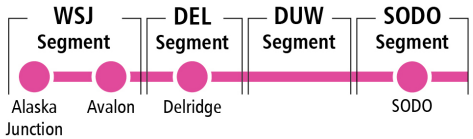
Common Comment Category	Common Comment No.	Common Theme	Common Response
Section 4.1, Acquisitions, Displacements, and Relocations	CC4.1d	Concern that some businesses, such as maritime or industrial businesses, have very unique needs and/or specially built facilities that will be hard to relocate.	Sound Transit acknowledges that some businesses could be difficult to relocate. As discussed in Section 4.1, Acquisitions, Displacements, and Relocations, affected properties with unique characteristics or uses, such as water-dependent uses, assistive living and supportive housing, and public facilities could be difficult to relocate. For Option SODO-1b and Alternative SODO-2, the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street would be difficult to relocate. Working with the United States Postal Service, Sound Transit would identify a replacement property for this facility. Sound Transit would be responsible for future environmental review, design, and construction of a replacement facility. The replacement facility would meet siting criteria and requirements identified by the United States Postal Service. Because of their locations around the Duwamish Waterway, all alternatives in the Duwamish Segment would displace some businesses that are water-dependent or that support water-dependent businesses. Please see the response to common comment CC4.3c for more information on impacts to water-dependent businesses. Alternative DUW-2 would also displace a Washington State Department of Social and Health Services facility that would be difficult to relocate. Alternative DEL-6a would displace a behavioral health facility with supportive housing and assisted living that also provides services to nonresidents who live in the area. It would be difficult to relocate this facility.
Section 4.2, Land Use	CC4.2a	What does Sound Transit do with surplus property after construction? Sound Transit should promote TOD and equitable TOD near stations as much as possible.	After project construction, Sound Transit surplus property (property that would be acquired for construction purposes but not needed for the project permanently) could be redeveloped into TOD. Redevelopment of surplus property would be required to be consistent with the City of Seattle's zoning and Sound Transit's Equitable Transit Oriented Development Policy. Information on TOD and equitable TOD can be found in Section 4.2.7, Indirect Impacts of the Build Alternatives, of this West Seattle Link Extension Final EIS. This section has been updated since the WSBLE Draft EIS and compares the potential for TOD development between alternatives and options so that the Sound Transit Board can consider TOD potential when deciding on the project to be built. Although the project would directly affect land use through property acquisitions, the project would not directly change surrounding land use regulations that determine the type of development that can take place. Cities and counties control land use regulations, including zoning, and property owners make decisions about developing or redeveloping their property. The project could indirectly affect land use by acting as a catalyst for others to develop or redevelop land near project facilities consistent with City of Seattle land use and zoning requirements.
Section 4.3, Economics	CC4.3a	Will the project lower property values due to a nearby station or light rail corridor that generates noise, vibration, and visual impacts?	The potential positive and negative economic impacts of the project, including property value impacts, are described in Section 4.3, Economics, of this West Seattle Link Extension Final EIS. Studies indicate that residential and commercial property values near light rail transit stations typically increase and are valued higher than similar properties not in the vicinity of transit stations. Studies have also found that property value impacts from light-rail transit can be negative, particularly along a light rail route not in the vicinity of a station. These negative impacts to property values are most likely to occur when the light rail project results in noise or visual impacts noticeably greater than what currently exists and are more often associated with elevated, and to a lesser degree, at-grade alternatives. Sections 4.5, Visual and Aesthetic Resources, and Section 4.7, Noise and Vibration, of this Final EIS describe these impacts. Higher height alternatives in the Delridge Segment would be more likely than other alternatives to have impacts on adjacent property values.



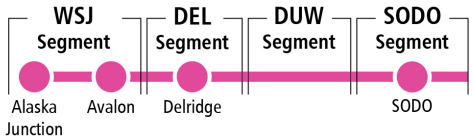
Common Comment Category	Common Comment No.	Common Theme	Common Response
Section 4.3, Economics	CC4.3b	Concern that project construction will create too many impacts to businesses.	Project construction requires the acquisition and relocation of a number of businesses. Sound Transit has worked to minimize displacements as much as possible, as described in response to common comment CC4.1b. Section 4.3, Economics, provides information on the property acquisition impacts to businesses. Relocation assistance would be provided to businesses as appropriate. It is anticipated that many of the jobs at these businesses would be relocated and not lost. The highest number of employees displaced would be in the Duwamish Segment, where the project would displace industrial businesses. As described in Section 4.3.4, Environmental Impacts of the Build Alternatives during Operation, of this West Seattle Link Extension Final EIS, some of these businesses are water-dependent and would be difficult to relocate nearby. Please see the response to common comment CC4.1d regarding businesses that would be difficult to relocate. The project would displace some off-street parking and reduce the ability to make some left- hand turns in some locations as described in Section 4.3.4 of this Final EIS. This could result in impacts on adjacent businesses; however, the extent is expected to be minimal and in some situations would be offset by the improved visibility of businesses for transit riders. During construction, business impacts could include noise, vibration, dust, loss of parking, and traffic congestion in the areas of construction activities. Depending on the location of the construction activities and nature of the activities, the impacts on businesses would vary. Business-related impacts are more likely to occur near surface construction activities. Businesses that tend to rely on drive-by traffic to attract customers would experience the greatest impacts. Section 4.3.5, Environmental Impacts of the Build Alternatives during Construction, of this Final EIS, provides information on the economic impacts associated with construction in each project segment. The project's contribution to cumulative construction impacts on businesses and the economy are discussed in Section 5.4.4, Economics, of this Final EIS. As described in Section 4.3.7, Mitigation Measures, of this Final EIS, a number of mitigation measures have been identified that would minimize the impacts on businesses during construction. In addition, other sections of this Final EIS identify mitigation measures related to noise (Section 4.7, Noise and Vibration), dust (Section 4.6, Air Quality), acquisitions (Section 4.1, Acquisitions, Displacements, and Relocations), and traffic (Chapter 3, Transportation Environment and Consequences).
Section 4.3, Economics	CC4.3c	Concern that displacement of maritime industrial businesses will impact the greater maritime industry.	Please see the response to common comment CC4.1d, which identifies difficult to relocate businesses, including displacement of water-dependent businesses. These impacts are also described in Section 6.5, Significant and Unavoidable Adverse Impacts. As described in Section 4.3.7, Mitigation Measures, of this West Seattle Link Extension Final EIS, Sound Transit would explore ways to maintain water-dependent business operations where feasible or work with them to find a suitable relocation site.



Common Comment Category	Common Comment No.	Common Theme	Common Response
Section 4.3, Economics	CC4.3d	Industrial lands are limited and should not be lost for use by this project.	Lands that the project would convert to transportation use, including industrial lands, are described in Section 4.2, Land Use, of this West Seattle Link Extension Final EIS identifies. Industrial land uses would be converted to transportation uses in the SODO, Duwamish, and Delridge segments. Section 4.3, Economics, of this Final EIS describes the economic impacts from associated business displacements. Section 5.4.3, Land Use, of this Final EIS describes cumulative impacts to industrial lands in Seattle from the West Seattle Link Extension in combination with other reasonably foreseeable future actions. While the project would convert industrial lands, the cumulative effect on the industrial land base is expected to be negligible. Indirect impacts of TOD development would only occur in station areas and would not occur in the Duwamish Segment where there are not any stations. Any future development on Sound Transit surplus property or private development near stations would need to be consistent with zoning set by the City of Seattle. Please see the response to common comment CC4.2a regarding TOD development.
Section 4.4, Social Resources, Community Facilities, and Neighborhoods	CC4.4a	The project results in impacts on the neighborhoods in the project corridor.	Construction and Operation of the West Seattle Link Extension would create changes to neighborhoods in the project corridor. Section 4.4.4, Environmental Impacts of the Build Alternatives during Operation, and Section 4.4.5 Environmental Impacts of the Build Alternatives during Construction, of this West Seattle Link Extension Final EIS describe impacts to neighborhoods and the surrounding communities from these project changes. Mitigation for these impacts is described in Section 4.4.7, Mitigation Measures.
Section 4.4, Social Resources, Community Facilities, and Neighborhoods	CC4.4b	The project should avoid displacing affordable housing.	Seattle has many organizations that provide income-restricted, transitional, or supportive housing, and some have housing in the project corridor. Some of the alternatives in the West Seattle Junction Segment would displace income-restricted housing, as described in Section 4.4.4, Environmental Impacts of the Build Alternatives during Operation, of this West Seattle Link Extension Final EIS. Please see the response to common comment CC4.1a for a description of relocation assistance. Redevelopment of surplus property would be required to be consistent with the Sound Transit's Equitable Transit Oriented Development Policy and would result in new affordable housing. Please see the response to common comment CC4.2a.
Section 4.4, Social Resources, Community Facilities, and Neighborhoods	CC4.4c	Concern about displacing social services, such as daycares.	Impacts to social services are described in Section 4.4.4, Environmental Impacts of the Build Alternatives during Operation, and Section 4.4.5, Environmental Impacts of the Build Alternatives during Construction, of this West Seattle Link Extension Final EIS. Please see the response to common comment CC4.1a for a description of relocation assistance. Sound Transit would work with businesses and service providers to strive to find a suitable relocation site to continue providing this service to the same community. Please see the response to comment CC4.4d regarding displacement of Transitional Resources.



Common Comment Category	Common Comment No.	Common Theme	Common Response
Section 4.4, Social Resources, Community Facilities, and Neighborhoods	CC4.4d	Avoid displacing Transitional Resources, a non-profit organization that provides behavioral health services and supportive housing to help people make a transition to stable living in the community.	As described in Section 4.4.4, Environmental Impacts of the Build Alternatives during Operation, of this West Seattle Link Extension Final EIS, Preferred Option DEL-6b and Alternative DEL-7 would affect one single-family residence owned by Transitional Resources; Alternative DEL-5 would displace a duplex owned by Transitional Resources; and Alternative DEL-6a would displace the Transitional Resources main office, onsite supportive housing, and adjacent apartment building. In 2022, after publication of the WSBLE Draft EIS and review of comments on the WSBLE Draft EIS, including those that suggested new or modified alternatives, the Sound Transit Board confirmed or modified the Preferred Alternative to be studied in this Final EIS and directed staff to study refinements (Motion M2022-57). Preferred Option DEL-6b was added as a refinement to WSBLE Draft EIS Alternative DEL-6 (now Alternative DEL-6a) in part to minimize displacements at Transitional Resources.
Section 4.5, Visual and Aesthetic Resources	CC4.5a	The elevated structures and bridges will cause visual impacts that would be hard to mitigate.	Elevated structures and bridges are identified as some of the most visible project components in Section 4.5, Visual and Aesthetic Resources, of this West Seattle Link Extension Final EIS. Attachment N.2A, Key Observation Point Analysis, to Appendix N.2, Visual and Aesthetics Technical Report, of this Final EIS includes visual simulations of these structures. Elevated light rail structures and bridges associated with some of the alternatives would be seen to varying degrees and existing views would change and there would be impacts to some nearby sensitive viewers. To minimize visual impacts elevated structures are designed with the lowest height practical, or as allowed by required vertical clearances. Please see the response to common comment CC2e for additional information. Sound Transit has also incorporated design measures to minimize the potential for visual impacts as described in Section 4.5.4, Environmental Impacts of the Build Alternatives during Operation. Specific potential mitigation measures for visual impacts are outlined in Section 4.5.7, Mitigation Measures. Section 6.5, Significant and Unavoidable Adverse Impacts, notes where impacts, including some visual impacts, may not be able to be mitigated.
Section 4.5, Visual and Aesthetic Resources	CC4.5b	Retain vegetation and mature trees to improve aesthetics and to provide a visual separation for land uses adjacent to the stations. More information on mitigation for lost trees is needed.	As design advances, Sound Transit will continue to work to minimize tree removal. Visual impacts from project changes, including tree removal, are described in Section 4.5.4, Environmental Impacts of the Build Alternatives during Operation, of this West Seattle Link Extension Final EIS. Please see the response to common comment CC4.9a regarding tree removal in relation to ecosystem functions. Sound Transit has incorporated design measures to minimize the potential for visual impacts as described in Section 4.5.4 of this Final EIS. These measures include preserving existing vegetation where possible and planting appropriate vegetation to replace existing street trees and other vegetation removed for the project. Section 4.5.7, Mitigation Measures, identifies where additional plantings are needed to screen project elements. Sound Transit would complete tree surveys and identify impacted trees for the project to be built prior to construction. Specific details of replacement landscaping would be developed during the permitting phases and process.



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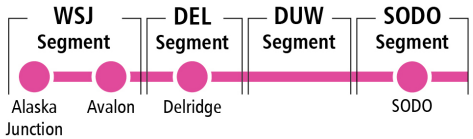
Section 4.6, Air Quality	CC4.6a	Does the greenhouse gas emission analysis account for embodied carbon? How long will it take to offset construction emissions?	The greenhouse gas analysis accounts for embodied carbon emissions during construction and operation of the project. As detailed in Section 4.6, Air Quality, of this West Seattle Link Extension Final EIS, embodied carbon emissions associated with producing fuel (e.g., extraction, refining, and transportation) used by vehicles traveling in the study area were taken into account in calculating regional greenhouse gas emissions estimates with and without the project. Embodied carbon emissions associated with the extraction, transport, and production of the materials (e.g., asphalt, concrete, base stone, and steel) that would be used to construct the project were taken into account in the greenhouse gas emissions calculations. Section 4.6 of this Final EIS, contains updated information on the time required for greenhouse gas emissions from construction to be offset by the emission reduction during project operation and also discusses sustainability measures that will be implemented to reduce emissions during construction.
Section 4.7, Noise and Vibration	CC4.7a	What are the noise impacts during construction and operation of light rail in the study area? How will impacts be mitigated?	The noise impacts of the project are described in Section 4.7, Noise and Vibration, and Appendix N.3, Noise and Vibration Technical Report, of this West Seattle Link Extension Final EIS. The methodology for impact analysis is from the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) which contains noise and vibration criteria by which transit-related impacts are identified. These criteria are used for all federally funded high-capacity transit projects. For additional information on methodology used please see Chapter 4, Noise and Vibration Impact Analysis Assumptions and Methods, in Appendix N.3. Sound Transit is committed to minimizing project noise levels at their source for all of its light rail corridors. Mitigation for operational noise is described in Section 4.7.7, Mitigation Measures, of this Final EIS and shown in Table 4.7-10. Attachment N.3D, Maps of Noise Impact Assessment, to Appendix N.3 of this Final EIS shows detailed maps of noise impacts with proposed mitigation, and Attachment N.3F, Tables of Noise Predictions, shows tables of noise predictions and includes predicted levels with mitigation. Construction noise would be required to meet the City of Seattle noise regulations, including variance provisions. Construction noise mitigation is described in Section 4.7.7 of this Final EIS.
Section 4.9, Ecosystems	CC4.9a	How will Sound Transit preserve trees and/or mitigate the loss of trees?	Impacts on natural resources, including wetlands, riparian habitat, and deciduous forested habitat with trees, are described in Section 4.9, Ecosystems, of this West Seattle Link Extension Final EIS. The section also describes impacts to street trees. While Sound Transit would protect mature/established trees to the extent practical, trees and other vegetation would need to be cleared for the project to be built and where there might be interference with the guideway. A zone about 15 feet wide would be required to be free of overhanging vegetation on both sides of the guideway tracks. Depending on the profile type and site conditions, the width of this zone might vary. Sound Transit would allow shrubs and groundcover within this zone. Sound Transit will complete tree surveys to identify impacted trees for the project to be built prior to construction. Section 4.9.7, Mitigation Measures, of this Final EIS describes avoidance, minimization, and mitigation measures for the project. Sound Transit is developing a holistic tree and vegetation management plan to make sure that the project will meet the City of Seattle Environmentally Critical Area, street tree, and exceptional tree mitigation requirements. Native vegetation will be restored in Environmentally Critical Areas. Please also see the response to common comment CC4.5b on the use of vegetation to mitigate visual impacts.



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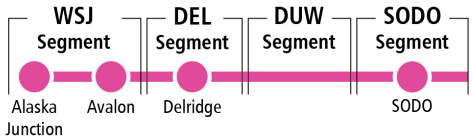
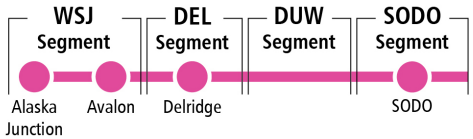
Section 4.9, Ecosystems	CC4.9b	The West Duwamish Greenbelt provides valuable habitat and impacts to the greenbelt should be avoided.	Impacts to the West Duwamish Greenbelt are described in Section 4.9, Ecosystems, of this West Seattle Link Extension Final EIS. As discussed in Section 4.9.4, Environmental Impacts of the Build Alternatives during Operation, impacts to habitat in the West Duwamish Greenbelt would occur with Preferred Alternative DUW-1a and Option DUW-1b but would be avoided with Alternative DUW-2. Since publication of the WSBLE Draft EIS, Sound Transit revised the design of the Preferred Alternative DUW-1a guideway on Pigeon Point to minimize the footprint in the West Duwamish Greenbelt. Some of the trees that would be removed in the West Duwamish Greenbelt are within the year-round buffer of a management area for a great blue heron colony. Section 4.9.5, Environmental Impacts of the Build Alternatives during Construction, of this Final EIS identifies that construction noise could disturb wildlife, including herons in the Great Blue Heron Management Area. Section 4.9.7, Mitigation Measures, of this Final EIS describes avoidance and minimization measures and compensatory mitigation in the West Duwamish Greenbelt. Additional information can be found in Appendix N.4, Ecosystems Technical Report.
Section 4.11, Geology and Soils	CC4.11a	Concern about impacts to steep slopes on Pigeon Point.	Geologic risks and impacts of erosion and slope failure are discussed in Section 4.11, Geology and Soils, of this West Seattle Link Extension Final EIS, which identifies the steep slopes along Pigeon Point. As design advanced for Preferred Alternative DUW-1a, permanent slope stabilization measures have been refined to include retaining walls, soil nails, and erosion mats. Option DUW-1b would have ground improvements that could include stone guideway columns, jet grouting, or deep soil mixing around guideway column foundations or other methods as determined during final design. Alternative DUW-2 would avoid these steep slopes. Sound Transit would conduct detailed slope stability evaluations during design and, where appropriate, develop and use slope stabilization methods during construction. Earthworks would be designed, and specifications prepared, to avoid creating unstable conditions that could cause slope instability.
Section 4.14, Public Services, Safety, and Security	CC4.14a	Concern that the project will increase crime in neighborhoods.	As described in Section 4.14, Public Services, Safety and Security, of this West Seattle Link Extension Final EIS, crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations generally mirrors crime rates in the surrounding area. However, as detailed in Appendix L4.14, Public Services, Safety, and Security, data collected in 2022 by Seattle Police Department on criminal activity near existing Link light rail stations in the study area shows that crimes at existing stations is very low compared to crime in the surrounding neighborhood. Sound Transit would design the stations to prevent crime such as with abundant light and also implement measures to minimize crime including the use of equipment (e.g., closed-circuit TV, sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel.
Section 4.14, Public Services, Safety, and Security	CC4.14b	Concern that construction areas will attract crime.	As described in Section 4.14, Public Services, Safety, and Security, of this West Seattle Link Extension Final EIS Sound Transit requires contractors to fence off construction sites and to provide site security.

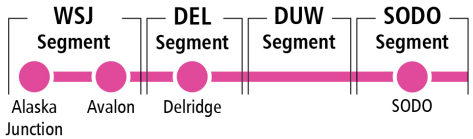


Common Comment Category	Common Comment No.	Common Theme	Common Response
Section 4.17, Parks and Recreational Resources	CC4.17a	Concern about impacts to the West Duwamish Greenbelt.	Impacts to parks, including the West Duwamish Greenbelt, are described in Section 4.17, Parks and Recreational Resources, of this West Seattle Link Extension Final EIS. As described in Section 4.17.5, Environmental Impacts of the Build Alternatives during Construction, Preferred Alternative DUW-1a and Option DUW-1b would have temporary and permanent impacts on the north end of the West Duwamish Greenbelt. Alternative DUW-2 would avoid these impacts. Since publication of the WSBLE Draft EIS, Sound Transit revised the Preferred Alternative DUW-1a guideway on Pigeon Point to minimize the footprint in the West Duwamish Greenbelt. Mitigation for park impacts is described in Section 4.17.7, Mitigation Measures, of this Final EIS. Please refer to common comment CC4.9b regarding ecosystem related impacts to the West Duwamish Greenbelt. Sound Transit would also coordinate with the Washington State Recreation and Conservation Office regarding mitigation for parks and recreation resources they have funded. Up to two parcels in the West Duwamish Greenbelt that could be affected received funding from this office.
Section 4.17, Parks and Recreational Resources	CC4.17b	Concern about impacts to the West Seattle Golf Course.	Impacts to parks, including the West Seattle Golf Course, are described in Section 4.17, Parks and Recreational Resources, of this West Seattle Link Extension Final EIS. As described in Section 4.17.5, Environmental Impacts of the Build Alternatives during Construction, all Delridge Segment alternatives except Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would have a permanent or temporary impact to the West Seattle Golf Course. Mitigation for park impacts is described in Section 4.17.7, Mitigation Measures, of this Final EIS.
Chapter 5, Cumulative Impacts	CC5a	More analysis of cumulative impacts with future development is needed and the list of current and future development and transportation projects needs to be updated.	In this West Seattle Link Extension Final EIS, Sound Transit has updated the cumulative impact analysis and the list of current and future development and transportation projects. Chapter 5, Cumulative Impacts, of this Final EIS describes potential cumulative long-term and short-term impacts of the project in conjunction with past, present, and reasonably foreseeable future actions. The analysis is consistent with the NEPA (40 Code of Federal Regulations 1500-1508) and other cumulative impact assessment guidance documents. As part of the cumulative impacts analysis, Sound Transit reviewed numerous plans, proposals, developments, and NEPA documentation from the City of Seattle, Port of Seattle, Seattle Department of Transportation, Washington State Department of Transportation, Puget Sound Regional Council, Sound Transit, private developers, and other entities. Actions identified in these plans were used to identify impacts of past and present development actions and reasonably foreseeable future actions that could interact with the project alternatives. A list of the present and future actions considered in the cumulative impact analysis is included in Appendix K, Present and Future Development, Transportation, and Public Works Projects in the study area, along with a description of the criteria for including actions on the list. As noted, Sound Transit has updated the list of actions included in Appendix K since preparation of the WSBLE Draft EIS and also updated the cumulative impact analysis presented in Chapter 5 of this Final EIS.
Chapter 5, Cumulative Impacts	CC5b	The cumulative business and traffic impacts to businesses and the community from the West Seattle Bridge closure and the COVID-19 pandemic need to be evaluated.	The project's likely contribution to cumulative impacts, including the potential for cumulative effects due to the pandemic and closure of the West Seattle Bridge, is described in Chapter 5, Cumulative Impacts, of this West Seattle Link Extension Final EIS. As described in Section 1.5.4, The Coronavirus Pandemic and the Continuing Importance of Transit, in Chapter 1, Purpose and Need, of this Final EIS, FTA and Sound Transit acknowledge the impacts of the social response to the COVID-19 pandemic.



Common Comment Category	Common Comment No.	Common Theme	Common Response
Appendix G, Environmental Justice	CCEJ1	How will communities to the south of Delridge, such as White Center, High Point, and South Delridge, access the project?	Transit riders headed to Downtown Seattle from south of the study area would transfer from bus transit to light rail. Metro's RapidRide H Line would provide a transfer to light rail at the Delridge Station for residents in Highland Park and White Center, and residents in High Point would likely transfer from multiple Metro bus routes to light rail at the Avalon Station or Alaska Junction Station. Please see the response to common comment CC3a for a discussion of multi-modal access and how Sound Transit has improved multi-modal access for Preferred Option DEL-6b since publication of the WSBLE Draft EIS. Appendix G, Environmental Justice, of this West Seattle Link Extension Final EIS describes potential disproportionate impacts to low-income communities and people of color. Section 3.1.4, Environmental Justice Populations Outside of the Study Area, describes how the Racial Equity Toolkit process considered communities south in South Delridge, Highpoint, Highland Park, Westwood, and White Center during alternative development and preparation of the WSBLE Draft EIS.
Appendix G, Environmental Justice	CCEJ2	How will the transfer at Delridge from bus to light rail affect travel time for riders going to/from communities to the south?	Appendix G, Environmental Justice, of this West Seattle Link Extension Final EIS describes impacts to low-income communities and people of color, which includes communities south of the study area. The distance between these bus transfer areas and the station entrance would be similar for all alternatives. Transit riders that transfer from RapidRide H Line to light rail at Delridge Station would experience an estimated 12- to 15-minute, or 17 to 24 percent, travel times savings compared to staying on the H line into Downtown Seattle; this includes the time to transfer. Reliability of transit service would also increase.

[a] Source: Sound Transit 2022.



Appendix A

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Appendix B

Distribution List

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Appendix B. Distribution List

Federal Agencies

- Advisory Council on Historic Preservation
- Federal Aviation Administration
- Federal Bureau of Investigation
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- Maritime Administration
- National Oceanic and Atmospheric Administration
- United States Army Corps of Engineers
- United States Bureau of Indian Affairs
- United States Coast Guard
- United States Department of Homeland Security
- United States Department of Housing and Urban Development
- United States Department of the Interior/National Park Service
- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- United States Government Services Administration
- United States Postal Service

Federally-Recognized Tribes

- Confederated Tribes and Bands of the Yakama Nation
- Muckleshoot Indian Tribe
- Snoqualmie Indian Tribe
- Stillaguamish Tribe of Indians of Washington
- Suquamish Tribe of the Port Madison Reservation
- Tulalip Tribes of Washington

Tribal Organizations

- Duwamish Tribal Organization
- Snohomish Tribe

State Agencies

- Washington State Department of Archaeology and Historic Preservation
- Washington State Department of Children, Youth, and Families
- Washington State Department of Ecology
- Washington State Department of Fish and Wildlife

- Washington State Department of Natural Resources
- Washington State Department of Transportation
- Washington State National Guard
- Washington State Recreation and Conservation Office

Regional Agencies

- Northwest Seaport Alliance
- Port of Seattle
- Puget Sound Clean Air Agency
- Puget Sound Regional Council

County Agencies

- King County

Transit Agencies

- King County Metro Transit

City Agencies

- City of Seattle
- Seattle Center
- Seattle Public Schools

Libraries

- King County Public Libraries:
  - Burien
  - White Center
- Seattle Public Libraries:
  - Beacon Hill Branch
  - Central Library
  - Columbia City Branch
  - Delridge Branch
  - High Point Branch
  - International District Branch
  - New Holly Branch
  - Rainier Beach Branch
  - Southwest Branch
  - West Seattle Branch
- University of Washington – Suzzallo Libraries

Community Centers and Organizations

- Delridge Neighborhoods Development Association, Youngstown Cultural Arts Center

Utilities

- King County Wastewater Treatment Division
- Olympic Pipeline
- Puget Sound Energy
- Seattle City Light
- Seattle Public Utilities

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Appendix C

Acronyms and Abbreviations

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Appendix C. Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AKART	all known, available, and reasonable methods of prevention, control and treatment
Board	Sound Transit Board of Directors
Carrier Annex/ Terminal Post Office	Carrier Annex and Distribution Center/Terminal Post Office
COVID-19	Coronavirus Disease 2019
CPTED	Crime Prevention Through Environmental Design
dBA	A-weighted decibel(s)
Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
H.G.M.	hydrogeomorphic
I.D.	identification
IZ Units	Incentive Zoning Units
KOP	key observation point
Ldn	day-night equivalent sound level
LEED	Leadership in Energy and Environmental Design
Leq	equivalent sound level
Lmax	maximum sound level
L.O.S.	level of service
Lv	vibration velocity

Acronym/Abbreviation	Definition
Metro	King County Metro Transit
M.F.T.E	Multifamily Tax Exemption
M.H.A.	Mandatory Housing Affordability
M.O.S.	minimum operable segment
M.R.I.	magnetic resonance imaging
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act of 1969
PM10	particulate matter less than 10 micrometers
PM2.5	particulate matter less than 2.5 micrometers
R.C.O.	Resource and Conservation Office
RET	Racial Equity Toolkit
ROD	Record of Decision
Seattle Parks	Seattle Parks and Recreation
SEPA	State Environmental Policy Act
SIFF	Seattle International Film Festival
Sound Transit	Central Puget Sound Regional Transit Authority
TOD	transit-oriented development
VdB	vibration velocity level in decibels
WAC	Washington Administrative Code
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSBLE	West Seattle and Ballard Link Extensions
WSDOT	Washington State Department of Transportation

Appendix D

Glossary

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Appendix D. Glossary

303(d) List. The federal Clean Water Act, adopted in 1972, requires states to restore their waters to be "fishable and swimmable." The Clean Water Act established a process to identify and clean up polluted waters. Every 2 years, all states are required to prepare a list of water bodies that do not meet water quality standards. This list is called the 303(d) list because the process is described in Section 303(d) of the Clean Water Act. In Washington, the list is prepared by the Washington State Department of Ecology.

Affordable schedule. A schedule that is affordable, using current financial projections and cost estimates to set the general order in which projects will advance. The "affordable" schedule established an approach to prioritize, fund, and manage program work over time.

Air pollutant. Smoke, dust, fumes, gases, or odors in the ambient air that have the potential for harmful effects.

Air quality maintenance area. Maintenance areas are geographic areas with a history of nonattainment of National Ambient Air Quality Standards but which now consistently meet NAAQS. They have the potential to violate a federal or state ambient air quality standard, based on expected growth and development in the area.

Alignment. Horizontal geometric elements, which define the location of the light rail track or roadway.

Archaeological sensitivity zone. An area where the potential for finding an archaeological resource is high. See **high probability areas.**

Arterial. A major thoroughfare used mainly for through traffic rather than access to adjacent property. Arterials generally have greater traffic-carrying capacity than collector or local streets and are designed for continuously moving traffic.

Artifact. Any portable object used and/or modified by civilization (particularly during prehistoric times).

At-grade profile. Where the light rail track is at the same grade (ground level) as the surrounding terrain.

Attainment area. An area considered to have air quality as good as or better than the national ambient air quality standards for specific pollutants as defined in the Clean Air Act.

A-weighted sound level. To approximate the way humans interpret sound, a filter circuit with frequency characteristics similar to the human hearing system is built into sound measurement equipment. Measurements with this filter are referred to as A-weighted sound levels, expressed in dBA. (See **decibel**.)

Biodiversity. The variety of life on Earth at all levels, from genes to ecosystems. Biodiversity is a measure of the range of physical (habitat) and biological (genes, species, communities) components, the ways that species interact with the physical environment, and the processes necessary to maintain these interactions through time.

Biodiversity areas. Habitat areas that are relatively important to various species of native fish and wildlife. These areas have been identified as biologically diverse through a scientifically based assessment conducted over a landscape scale (e.g., ecoregion or watershed), or by local analysis where the area is within a city or an urban growth area, and contain habitat that is valuable to fish or wildlife and is mostly composed of native vegetation.

Capacity, person. The maximum number of persons that can be carried past a given location during a given time period under specified operating conditions without unreasonable delay, hazard, or restriction. Usually measured in terms of persons per hour.

Capital costs. Nonrecurring costs required to construct transit systems, including costs of right-of-way, facilities, rolling stock, power distribution and the associated administrative and design costs, and financing charges during construction.

Cathodic protection. Cathodic protection is an effective method of preventing stress-corrosion cracking. It is a technique used to control the corrosion of a metal surface by making that surface the cathode or terminal that transports the current.

Census tract. A census tract is a small subdivision of an urban area used by the United States Census Bureau to identify population and housing statistics. Census blocks are subdivisions of census tracts and are the smallest unit of census geography for which the Census Bureau collects data. The boundaries of census blocks are generally streets or other notable physical features and often correspond to a city block. A census block group is a combination of census blocks, typically encompassing two to four city blocks. The Census collects some information at the block level, some at the block group level, and some at the tract level.

Circulation. The free movement or passage of a vehicle, pedestrian, bicycle, or other transportation mode through a given area.

Communities of color, persons of color. The regulations that govern the assessment of project impacts on environmental justice populations use the term “minority,” but Sound Transit primarily uses the term “people of color” or “communities of color” in this Environmental Impact Statement to reflect current terminology for people or groups of people defined as “minority” by the applicable regulations. Minorities, as defined by the U.S. Census Bureau, are composed of several different race categories—Black, American Indian, Asian, Pacific Islander, Other, and Two or More races. Hispanics are also considered a minority, although Hispanic (or Latino) is defined by the U.S. Census Bureau as an ethnicity rather than a race.

Conformity. A process that ensures federal funding and approval goes to transportation activities consistent with federal air quality goals. The Federal Highway Administration and the Federal Transit Administration jointly determine that specific regions meet air quality standards.

Construction staging area. During construction, a site temporarily used for materials or equipment storage, assembly, or other temporary, construction-related activities.

Corridor. A general path from one point to another; the WSBLE corridor begins in Downtown Seattle and travels to West Seattle for the West Seattle Link Extension and to Ballard for the Ballard Link Extension.

Cumulative impact. Impacts on the environment resulting “from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” (Code of Federal Regulations Title 40 Section 1508.7)

Day-night sound level (Ldn). Ldn is a 24-hour equivalent continuous sound level (Leq), but with a 10-decibel penalty assessed to noise events occurring at night. Nighttime is defined as 10 p.m. to 7 a.m. This strongly weights Ldn toward nighttime noise because most people are more easily annoyed by noise during the nighttime hours when background noise is lower and most people are sleeping.

***de minimis* impacts**. Section 4(f) *de minimis* impacts cannot "adversely affect the activities, features, and attributes" of a Section 4(f) resource. For public parks or recreation properties, a *de minimis* impact finding requires written concurrence from the agency with jurisdiction over the property. For historic and archaeological sites, a *de minimis* impact is allowed if FTA has determined "no adverse effect" in compliance with Section 106 of the National Historic Preservation Act of 1966. When FTA has made a *de minimis* determination, the project is not required to analyze avoidance alternatives for that Section 4(f) property.

Decibel. The unit used to measure the loudness of noise.

Design year. The year 2042, for which ridership forecasts and volumes were estimated to determine the design features required for the proposed WSBLE improvements. Also called the horizon year.

Displacement. A property acquisition that would require removing an existing use.

Disturbed habitat. A habitat in which naturally occurring ecological processes and species interactions have been significantly disrupted by the direct or indirect results of human presence and activity.

Elevated guideway. A guideway that is positioned above the normal activity level (e.g., elevated structure for light rail to cross over a street).

Emission source. The origin of an air pollutant (e.g., automobiles and trucks are sources of carbon monoxide, hydrocarbons, and nitrogen oxides).

Emission standards. A limitation on the release of an air contaminant into the ambient air (e.g., the federal government limits carbon monoxide, hydrocarbon, and oxides of nitrogen emissions per mile of travel in new automobiles).

Endangered species. According to the Federal Endangered Species Act of 1973, an endangered species is any species in danger of extinction throughout all or a significant portion of its range, other than an insect determined by the Secretary of the Interior to constitute a pest whose protection under the provisions of this act would present an overwhelming and overriding risk to man.

Equity. The incidence of fairness and the distribution of benefits, costs, and impacts among population subgroups except as defined for subareas per allocations set out in Sound Move.

Equivalent sound level (Leq). Leq is a measure of sound energy over a period of time. It is referred to as the equivalent sound level because it is equivalent to the level of a steady sound which, over a referenced duration and location, has the same A-weighted sound energy as the fluctuating sound.

Express route. Transit service where a very limited number of stops are made.

False-work. Temporary support structures used during construction of a structure not yet able to support itself.

Fare. The authorized amount (cash or token) paid or the valid transfer or pass, presented for a transit ride.

Footprint. The *permanent* footprint of the project includes all of the area permanently converted to light rail uses, including guideway, stations, tail tracks, and other facilities. The *construction* footprint includes areas beyond the permanent footprint needed for construction access or staging.

Frequency, vehicle. Time rate of vehicle arrivals at a station stop or along a transit line.

Full acquisition. A type of property encroachment that would require the acquisition of the full parcel and displace the current use.

Grade-separated. Parallel or crossing lines of traffic that are vertically or horizontally physically separated from each other and do not share a common intersection.

Greenhouse gas. Greenhouse gases include carbon dioxide, methane, ozone, water vapor, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These gas emissions are collectively leading to the greenhouse effect, trapping the sun's solar rays and leading to an increase in Earth temperature.

Groundborne noise. Noise that is transmitted through the ground, typically reported in decibels.

Groundborne vibration. A small but rapidly fluctuating motion transmitted through the ground, typically reported as velocity or acceleration.

Guideway. Specifically designed travel way used by transit vehicles constrained to the way.

Habitat function. Terrestrial plant communities, wetlands, and aquatic systems such as streams provide a variety of functions in the environment. For instance, depending on the condition and location of a wetland, wetland functions might include water quality improvement, groundwater recharge, nutrient and sediment filtering, and habitat for a variety of animals, as well as education and recreation opportunities for people—the habitat function is one of several functions potentially performed by wetlands. Similarly, terrestrial and aquatic systems each also may perform many functions. When they provide habitat for animals, they are said to be performing or providing a "habitat function."

Habitat value. The value of plant community's function as determined by the habitat's ability to support the needs of biological species. High-value habitats are those that support or may support threatened, endangered, and/or sensitive species as determined by the federal, state, and local jurisdictions.

Headway. The headway between vehicles in public transit systems is the amount of time (usually in minutes) that elapses between two vehicles passing the same point traveling in the same direction on a given route.

Hi-rail vehicle. Hi-rail vehicles are used for track maintenance and can travel on the tracks.

Hide-and-ride. Parking by transit users in neighborhoods surrounding transit stations, generally caused by parking demand that exceeds supply at the transit station.

High-capacity transit. A system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, examples include light rail transit or express buses on exclusive bus ways and their supporting services.

High-occupancy vehicle. Any passenger vehicle that meets or exceeds a certain predetermined minimum number of passengers, for example, more than two or three people per automobile. Typically includes carpools with two or more people, vanpools, and buses.

High probability areas. Areas that have moderate, high, or very high probability of containing archaeological materials according to Washington Department of Archaeology and Historic Preservation's predictive model.

Hours of service. The number of hours during the day between the start and end of service on a transit route, also known as the service span.

Indirect impacts. Impacts caused by an action and later in time or farther removed in distance, but still reasonably foreseeable. Indirect impacts may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems (Code of Federal Regulations Title 40 Section 1508.8).

Induced trips. Trips generated because of the construction of a new (transportation) facility. (Different from shifted trips).

Integration with other modes. Method by which a transit system interfaces with other modes of transportation.

Interim terminus. A station where the project would operate until the next portion of the project can be built. The terminus would typically include a station with tail tracks extending beyond the station for layover of trains.

Joint development. Opportunities for the development or redevelopment of adjacent parcels (in station areas) in a manner that would support both the transit investment and the community objectives through the use of both public and private funds.

Key observation point (KOP). A view location used to describe existing visual conditions and to analyze.

Land development pattern. The use, types, and intensity of development. Land development patterns affect trip demand, average trip length, and therefore, energy consumption.

Level of service (L.O.S.). A qualitative measure that represents the collective factors of travel under a particular volume condition. A measure of traffic congestion.

Light rail transit (also light rail). A mode of mass transportation comprising light rail vehicles, which travel on steel tracks and are powered by electricity from overhead wires. This mode is characterized by its ability to operate in both at-grade and/or grade-separated environments.

Link. Sound Transit's light rail system.

Local service. A type of transit operation involving frequent stops and consequent low speeds, the purpose of which is to deliver and pick up transit passengers as close to their destinations or origins as possible.

Low-income. A low-income person is a person whose median household income is at or below two times the federal Health and Human Services poverty guidelines. For 2020, two times the Department of Health and Human Services 2020 poverty guideline for a household of one is $25,520 annual income, and for a household of four is $52,400 annual income in the 48 contiguous states.

Megawatt. 1,000,000 watts.

Minimum operable segment (M.O.S.). The segment of an alternative that is the most cost-effective solution with the greatest benefits for the project. According to the Federal Transit Administration, the M.O.S. must be able to function as a stand-alone project and not be dependent on any future segments being constructed.

Minimum turn radius. Generally assumed to be the minimum horizontal turn radius (tightest curve).

Mobility. The ease of continuous movement along the transportation system.

Mode. A particular form or method of travel, such as pedestrian, bicycle, automobile, bus, or light rail.

Mode share. The percentage of travelers that travel either by single-occupancy vehicle, high-occupancy vehicle, or transit modes on a given roadway facility.

Mode split. Forecast of proportion of total person-trips that would use each of the various modes of transportation that include transit and cars.

National Historic Preservation Act of 1966. The act that established the National Register of Historic Places and State Historic Preservation program and set forth guidelines and regulations for environmental review of projects involving federal funding.

National Register of Historic Places. The official list of the nation's cultural resources determined to be worthy of preservation; the register is maintained by the National Park Service.

No Build Alternative. The No Build Alternative includes the transportation system and environment as they would exist without the proposed project.

Off-peak. Those periods of the day when demand for transit service is not at a maximum.

Operating costs. Recurring costs incurred in operating transit systems, including wages and salaries, maintenance of facilities and equipment, fuel, supplies, employee benefits, insurance, taxes, and other administrative costs. Amortization of facilities and equipment is not included.

Operating revenue. The gross income from operation of the transit system including fares, charter income, concessions, advertising, etc. Does not include interest from securities, nonrecurring income from sale of capital assets, etc.

Operational energy. The energy used for vehicle propulsion, facilities, and maintenance for a specified period, usually one year.

Operations and maintenance facility. Sound Transit's existing central operations and maintenance facility is in operation in Seattle on Forest Street in SODO. WSBLE will connect to it.

Overhead catenary system. Electrical transmission poles and lines that supply power to the light rail system.

Parking utilization. The number of parking spaces being utilized at a given location; it is calculated as the total number of parking spaces occupied divided by the total parking supply at a given location.

Partial acquisition. A property that would be partially acquired in order to build and operate the light rail.

Passenger load/passenger load level of service. The number of passengers on a transit unit (vehicle or train) at a specified point.

Passenger mile. A measure of travel equivalent to one passenger traveling one mile.

Peak hour. The hour of the day in which the maximum demand for service is experienced, accommodating the largest number of automobile or transit patrons.

Peak particle velocity. Specifications for allowable levels of vibration from blasting, pile-driving, and other construction processes with the potential of causing building damage are almost always expressed in terms of peak particle velocity since this is thought to be well correlated with maximum stresses in buildings. Peak particle velocity is the instantaneous positive or negative peak in the vibration signal.

Peak period. A time period or periods when travel activity is at its heaviest.

Pedestrian level of service. An overall measure of walking conditions on a route, path, or facility.

Person throughput. The amount of persons that can pass a point on a roadway or pass through an intersection over a specified period of time.

Person trip. A trip from a point of origin to a destination made by a person by any travel mode. Within transit, transfers are not counted. That is, a person traveling from home to work on a bus with one transfer creates only one-person trip.

Pollution-generating impervious surface. Impervious surfaces considered to be a significant source of pollutants in stormwater runoff. Such surfaces include those subject to vehicular use, industrial activities, or storage of erodible or leachable materials, wastes, or chemicals, and which receive direct rainfall or the run-on or blow-in of rainfall.

Profile. The vertical position of the track in relation to surrounding terrain. Light rail profile types are at-grade, elevated, trench, retained fill, and tunnel.

Queue. A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate from the front of the queue determines the average speed within the queue. Slowly moving vehicles or people joining the rear of the queue are usually considered part of the queue. The internal queue dynamics can involve starts and stops. A faster-moving line of vehicles is often referred to as a moving queue or a platoon.

RapidRide. RapidRide is King County Metro's bus rapid transit.

Realignment. Due to steeply rising real estate prices and construction expenses, Sound Transit projects currently in early planning and design, including the West Seattle and Ballard Link Extensions Project, are seeing substantial cost estimate increases. To ensure that funding remains available to complete all voter-approved projects, the Sound Transit Board conducted a "realignment" process that established two schedules, the affordable schedule and the target schedule.

Recreation and Conservation Office. The Washington Recreation and Conservation Office is a state agency that manages grant programs to create outdoor recreation opportunities, protect the state's wildlife habitat and working farms and forests, and help return salmon from near extinction. The office supports the Recreation and Conservation Funding Board, Salmon Recovery Funding Board, Invasive Species Council, Governor's Salmon Recovery Office, and Habitat and Recreation Lands Coordinating Group.

Reliability. How often transit service is provided as promised; affects waiting time, consistency of passenger arrivals from day to day, total trip time, and loading levels.

Retained fill profile. Where the trackway is built above the ground surface on fill with a retaining wall on one side or both sides.

Right-of-way. The corridor (horizontal and vertical space) owned by the transit agency for the transportation way.

Riparian habitat. A habitat type associated with stream and lake margins and characterized by dense vegetation consisting primarily of willow, alder, and cottonwood species, supporting a wide variety of waterfowl, songbirds, amphibians, and small mammals.

Route. The course followed by a transit vehicle as a part of the transit system.

Runoff. The rainwater that directly leaves an area in surface drainage, as opposed to the amount that seeps out as groundwater.

Screenline. A screenline is an imaginary line across a section of freeways or arterials. Screenlines are often used in traffic analyses to determine how much volume is entering or exiting a particular area.

Section 106. Section 106 of the National Historic Preservation Act of 1966 established a procedure to review the potential effects on cultural resources by projects receiving federal funds.

Section 4(f). Section 4(f) of the Department of Transportation Act restricts the United States Department of Transportation's approval of projects affecting the following properties: publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge, or any land from a significant historic site.

Section 404. Section 404 of the Clean Water Act is a permit program administered by the U.S. Army Corps of Engineers under guidelines by the U.S. Environmental Protection Agency to protect the nation's waters from dredged and fill sources.

Section 6(f). Section 6(f) of the Land and Water Conservation Act of 1965 established restrictions on, and replacement requirements for, the use of land acquired with funds authorized under the Land and Water Conservation Fund Act.

Sensitive receptor. A local area or site that supports activities easily disrupted by audible intrusions or distractions, such as a park, school, historic landmark, or residential neighborhood.

Sensitive view. A view that is identified by local jurisdictions as requiring protection.

Sensitive viewers. Viewers for which the landscape contributes to their enjoyment of their activity and aesthetic of their living environment. Park users or residents are more sensitive to change in the landscape than office workers or motorists.

Service frequency. The number of transit units (vehicles or trains) on a given route or line, moving in the same direction, that pass a given point within a specified interval of time, usually 1 hour.

Social interaction. Intra-neighborhood communication and circulation using street, sidewalk, and bikeway connections between residential areas and community facilities, retail businesses, and employment centers. Also includes verbal interaction and telecommunications facilities.

Sound Transit 2 and Sound Transit 3. Packages of high-capacity transit investments in the regional transit system. Sound Transit 2 was adopted in July 2008. Sound Transit 3 was approved by the voters in November 2016.

Sound Transit District. Sound Transit's taxing district includes the most populated areas of King, Pierce, and Snohomish counties. The district generally follows the urban growth boundaries created by each county. For a district map refer to https://www.soundtransit.org/sites/default/files/documents/stdistrictmap07_10.pdf.

Sound wall. A barrier designed to protect residents or other sensitive receivers from high noise levels generated nearby, such as from a highway or light rail line.

Sounder. Sound Transit's commuter rail system, which travels from Lakewood to Everett, through Seattle.

Staging area. Section of land near a construction site designated for equipment and truck storage, maintenance, and warm up prior to engagement in construction activities.

Stormwater treatment. Stormwater ponds and underground vaults are used to remove sediments and dissolved metals from stormwater. They collect sediments on the bottom of the pond or vault, where maintenance workers can clean them out on a regular basis.

Straddle bent. Light rail guideway support that extends across the width of the street.

Subduction zone. An area where one crustal plate is descending below another. The Puget Sound area is close to a subduction zone, which is formed by the Juan de Fuca plate descending below the North American plate. This action can cause significant seismic activity.

Sustainability Plan. Sound Transit's *Sustainability Plan* gives an overview of the agency's efforts in reducing energy use, greenhouse gases, and air pollution. Sound Transit has developed nine sustainability priorities to guide its long-term achievements. They focus on expanding transit services and ridership, improving stations and facilities, and deploying the most fuel-efficient, clean, and cost-effective vehicles.

Target schedule. A schedule for priority projects, as close to Sound Transit 3 Plan schedules as possible, reliant upon reductions in the affordability gap through cost savings and additional revenue.

Terminal. The terminating point of transportation routes with transfer facilities and, often, amenities for passenger convenience.

Terminus. A transit station located at the end of a transit line.

Third-party funding. Third-party funding is contributions from partner agencies to cover the cost that is outside the scope of the Sound Transit 3 Plan.

Threatened species. According to the Federal Endangered Species Act of 1973, any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Total travel time. The total elapsed time between trip beginning and end, including travel, terminal, and waiting time.

Traction power substation. Electrical station that provides the power needed to drive the trains. The substations are housed in either standalone structures, or within transit stations, typically within or adjacent to the right-of-way.

Transfer time. The elapsed trip time required to change between modes (e.g., bus to light rail) or to transfer between routes of the same mode (e.g., bus to bus).

Transfer. The portion of a trip between two connecting transit lines, both of which are used for completion of the trip.

Transit. A transportation system principally for moving people in an urban area and made available to the public usually through paying a fare.

Transit-oriented development (TOD). Transit-oriented development emphasizes high-quality walking environments, mixed land uses, and high-density developments linked to transit. TOD creates a pattern of dense, diverse, pedestrian-friendly land uses near transit nodes that support higher transit patronage. “Equitable” transit-oriented development is development that enables all people, regardless of income, race, ethnicity, age, gender, immigration status or ability, to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs.

Travel time (in vehicle). The time required to travel between two points, not including terminal or waiting time.

Treaty fishing rights. The right to take fish at usual and accustomed grounds and stations by the treaty Indian tribes in Washington state, as affirmed by the Boldt Decision in 1974 and the United States Supreme Court in 1979. A “treaty fishery” means fishing and shellfish rights are preserved in a tribe’s treaty, a federal executive order, or an act of Congress. The rights include activities such as harvesting, processing, transporting, and selling, as well as management and enforcement (refer to Tribal fishing, hunting, and gathering at https://dor.wa.gov/taxes-rates/retail-sales-tax/tribal-fishing-hunting-and-gathering).

Trench profile. Guideway profile where the trackway is cut into the ground with a retaining wall on both sides.

Trip. The one-way movement of one person between his origin and his destination, including transfers and the walk to and from the means of transportation.

Unity. In visual analysis, the visual coherence and compositional harmony of the landscape.

Use of Section 4(f) land. According to regulations of the U.S. Department of Transportation, use of Section 4(f) land is defined as: (1) acquisition of title or easement to land, or (2) in unusual circumstances, serious indirect impacts, such as increase in noise, visual intrusion, or access obstruction.

Vegetation clear zone. The area extending 11 feet beyond the light rail guideway footprint where tall shrubs and trees are not allowed to grow in order to protect the light rail overhead catenary system lines and tracks.

Vehicle hours traveled. The total vehicle hours expended traveling on the roadway network in a specified area during a specified time period.

Vehicle mile. An amount of travel equivalent to one vehicle traveling one mile.

Vehicle miles traveled. The total number of vehicle miles traveled within a specific geographic area over a given period of time.

Vehicle occupancy. The number of persons per vehicle. Usually an average number for a specified trip type, area, and analysis year.

Vibration propagation. The transfer of vibration through soil or other media.

Vibration propagation test. A test that provides an estimate of vibration levels as a function of distance from a vibration source, in this case the light rail vehicle. Tests are done on the surface to evaluate propagation at-grade, or at the bottom of a bore hole for tunnel routes.

Vibration velocity. Vibration velocity is the basic measure of ground-borne vibration. It is a measure of the rate at which particles in the ground are oscillating relative to the equilibrium point.

Viewer sensitivity: The extent of the viewer's concern for a particular view or viewshed. Viewer sensitivity to the viewed environment is classified as low, average, or high.

Visual amenity. An object or element (such as buildings or vegetation) that enhances the visual character of a view or area.

Visual character. Visual character is an impartial description of the landscape in terms of dominance, scale, diversity, and continuity. Visual character-defining environments and features include landforms, vegetation, land uses, transportation facilities, overhead utilities, open spaces, water bodies, designated viewpoints, and views to the visual environment.

Visual encroachment. The imposition of an object, or objects, on a view such that the view is disrupted, obstructed, or otherwise modified from its original state.

Visual quality. Visual quality is an assessment of the visual character and is categorized as low, medium, or high, as follows:

- **Low visual quality.** Areas that have low visual quality may have features that seem visually out of place, lack visual coherence, do not have compositional harmony, and contain eyesores.
- **Medium visual quality**. These areas can be generally pleasant appearing, but may lack distinctiveness, memorability, drama, and compositional harmony, or may simply be very common and ordinary landscapes.
- **High visual quality.** These areas may be memorable, distinctive, unique (in a positive way), intact natural or park-like areas or urban areas with strong and consistent architectural and urban design features.

Appendix E

References

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Appendix E. References

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APPENDIX F

Public Involvement, Tribal Consultation, and Agency Coordination

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Appendix F. Public Involvement, Tribal Consultation, and Agency Coordination

The National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) emphasize the importance of public and agency engagement early in the environmental review process. Sound Transit's commitment to early agency and public engagement is demonstrated by its working relationship with local public transportation agencies, local jurisdictions, state and federal agencies, and the public since the West Seattle and Ballard Link Extensions (WSBLE) Project's inception to create an open public and agency involvement process. That process includes ample opportunities to inform and involve stakeholders in the West Seattle Link Extension.

Public and agency engagement activities described in this appendix prior to July 2022 were conducted as part of the project, and activities and events described in this appendix were either designed for the entire project corridor or were specific to the West Seattle Link Extension project corridor. As described in Chapter 1, Purpose and Need for West Seattle Link Extension, in July 2022, the Sound Transit Board modified the Preferred Alternative for the West Seattle Link Extension and directed that further studies be prepared for the Ballard Link Extension to evaluate additional station options and other refinements. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit, in consultation with the Federal Transit Administration (FTA) decided to move forward with separate environmental reviews for each Link extension. Public and agency outreach activities and events after July 2022 described in this section were focused on the West Seattle Link Extension only.

F.1 Outreach Goals and Objectives

Businesses, residents, community groups, and the general public are provided with numerous opportunities to engage with Sound Transit on issues of interest or concern in the development and evaluation of the WSBLE Project. The Sound Transit Community Outreach team established the following goals and objectives to guide the planning phase of the WSBLE Project, and they remain the same for the West Seattle Link Extension project as it advances:

Goal 1: Promote an understanding of the purpose and need for the project and the process leading to final decisions.

- Objective A – The public outreach process will adequately inform and engage all likely stakeholders, including low-income, communities of color, and limited-English-proficiency stakeholders.
- Objective B – Project milestones and decision points will drive the timing, format, and content of public involvement activities.
- Objective C – Sound Transit Community Outreach staff and consultants will coordinate closely with the engineering and environmental staff and consultants to ensure that they are hearing, considering, and addressing input from the community in project planning, design, and environmental review. Close coordination will also ensure that Sound Transit Community Outreach staff and consultants have relevant, timely, and accurate information to share with the public.
- Objective D – Sound Transit and FTA decision-makers will receive regular and frequent updates about what the WSBLE team is hearing from the public.

- Objective E – Sound Transit Community Outreach staff will inform the public of how input is being considered and incorporated into the decision-making process.

Goal 2: The public, Sound Transit, FTA, local jurisdictions including the City of Seattle and King County, and other stakeholders will be satisfied that the Draft Environmental Impact Statement (EIS) community engagement process was clear, accessible, fair, and met the requirements of NEPA and SEPA.

- Objective A – Public outreach strategies and tactics will be convenient and accessible to a broad and diverse range of stakeholders and community members, including low-income, communities of color, and limited-English-proficiency populations. Community outreach staff will work to reduce the barriers to participation.
- Objective B – Involve new and existing stakeholders by providing a range of public input opportunities early and often.
- Objective C – The WSBLE project team will publicize all WSBLE Project public outreach activities through multiple and diverse communication channels.
- Objective D – All public materials and talking points will clearly explain the EIS process and when, where, and how stakeholders can provide their input.

Goal 3: Sound Transit will build informed consent for the project amongst community members, corridor jurisdictions, and other stakeholders. Informed consent is not about 100 percent agreement but moving the most vocal opponents away from active opposition to acceptance. Sound Transit Community Outreach staff and consultants will practice this by focusing attention on the people that would be most directly impacted by the WSBLE Project.

- Objective A – All public materials and talking points will clearly communicate the purpose and need for the project.
- Objective B – The WSBLE project team will use data and evidence to demonstrate that the WSBLE Project is an important investment for the project corridor and the region.
- Objective C – The WSBLE project team will ensure that clear, honest, timely, and thorough information about the WSBLE Project and environmental review process is available to the public, corridor jurisdiction, stakeholders, and the media.
- Objective D – The public will receive frequent updates on what the WSBLE project team is hearing from them and how public input will be considered and addressed in the decision-making process.
- Objective E – The WSBLE project team will research and respond to public inquiries, ideas, and concerns in a timely manner.
- Objective F – The public will have an opportunity to provide input on major decisions before they are finalized, including formal comment periods.
- Objective G – The WSBLE project team will ensure that project information and impact evaluations are clearly written and understandable to a non-technical audience.

F.2 Agency Coordination

Sound Transit began agency coordination for the WSBLE Project in 2017. It initiated the environmental review process by publishing notices of SEPA early scoping in the SEPA Register on February 2, 2018. SEPA early scoping initiated the Alternatives Development phase of the WSBLE Project and provided an opportunity for the public and agencies to learn about the project and provide their comments at the early planning stage (see Section F.5.2, SEPA Early Scoping).

Consistent with the WSBLE Agency Coordination Plan (Sound Transit 2019a), Sound Transit has coordinated interagency meetings and other activities to collect input from interested agencies. This coordination informed the Alternatives Development process and the development of the technical analysis methodologies. Agency involvement was also part of the NEPA/SEPA scoping process. Three categories of interagency participation were established to facilitate agency cooperation and input for the WSBLE Project: co-lead, cooperating, and participating agencies. At the beginning of the environmental review process, the FTA and Sound Transit invited agencies to participate, where appropriate, as described below. Correspondence about the West Seattle Link Extension with these agencies is in the following appendices:

- The Historical and Archaeological Resources Technical Report (Appendix N.5, Historic and Archaeological Resources Technical Report) contains correspondence between FTA and the Washington State Department of Archaeology and Historic Preservation, and between FTA and potentially interested Tribes, about the presence of cultural resources and their eligibility for the National Register of Historic Places. The report also documents consultation undertaken in accordance with Section 106 of the National Historic Preservation Act.
- The Final Section 4(f) Evaluation (Appendix H, Final Section 4(f) Evaluation) contains correspondence between Sound Transit and the City of Seattle regarding park resources that qualify as Section 4(f) resources.

In July 2023, Sound Transit sent letters to cooperating and participating agencies explaining the decision to move forward with separate environmental reviews for the West Seattle Link Extension and the Ballard Link Extension.

F.2.1 Co-Lead Agencies

FTA is the federal lead agency for NEPA purposes. Sound Transit is the lead agency for SEPA purposes. These two co-lead agencies are responsible for coordinating with the cooperating and participating agencies throughout the environmental review process.

F.2.2 Cooperating Agencies

Cooperating agencies are other federal, state, and local public agencies with jurisdiction or special expertise with respect to any environmental issues that should be addressed through the NEPA process. Cooperating agencies are responsible for developing information, preparing environmental analyses, and making staff available to support interagency and interdisciplinary coordination. Cooperating agencies for the WSBLE Project include the following:

- United States Army Corps of Engineers
- United States Coast Guard
- United States Postal Service
- King County Department of Natural Resources
- Port of Seattle
- City of Seattle

F.2.3 Participating Agencies

Participating agencies are the federal and nonfederal agencies that may have an interest in the project. Such agencies are invited to participate in the environmental review process and agencies may chose not to participate. Participating agencies for the project include the following:

- Bureau of Indian Affairs
- Federal Aviation Administration
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Railroad Administration
- Federal Motor Carrier Safety Administration
- Federal Protective Service
- Federal Bureau of Investigation
- King County Metro
- Maritime Administration
- National Oceanic and Atmospheric Administration Fisheries
- Northwest Seaport Alliance
- Puget Sound Clean Air Agency
- Puget Sound Regional Council
- United States Department of Interior/National Park Service
- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- United States Department of Housing and Urban Development
- United States Department of Homeland Security
- United States Government Services Administration
- Washington Department of Archaeology and Historic Preservation
- Washington Department of Fish and Wildlife
- Washington Department of Natural Resources
- Washington State Department of Children, Youth, and Families
- Washington State Department of Ecology
- Washington State Department of Transportation
- Washington State National Guard
- Washington State Recreation and Conservation Office

Sound Transit staff worked with FTA to determine which Tribes might have interests in the project vicinity. Interested Tribes were invited to participate throughout the environmental review process as described in Section F.3, Tribal Coordination and Consultation.

F.2.4 Resources by Agency

Federal, state, and local agencies have provided data collection, resource identification, determination of regulatory compliance requirements, and/or assistance in developing analysis methodologies. Table F-1 lists what resource information Sound Transit gathered by agency. Agencies also provided additional information and evaluation throughout the analysis process.

Table F-1. List of Resources Provided by Agency

Agency Type	Agency	Resources Provided or Consulted On
Federal	United States Army Corps of Engineers	Wetlands, Waters of the United States
Federal	United States Coast Guard	Navigable waterways
Federal	United States Environmental Protection Agency	Air quality, climate adaptation, water resources, aquatic resources, invasive species, Hazardous materials, environmental justice, cumulative impacts, indirect impacts
Federal	United States Federal Emergency Management Agency	Federally regulated floodplains
Federal	United States Fish and Wildlife Service	Threatened and endangered species
Federal	National Marine Fisheries Service	Threatened and endangered species
Federal	United States Department of Interior	Historic properties and Section 4(f)
Federal	Federal Aviation Administration	Airspace requirements for the Duwamish Waterway
Washington State	Department of Transportation	Traffic, highway improvement plans, utilities
Washington State	Department of Fish and Wildlife	Threatened and endangered species, fish and wildlife, wetlands, priority habitat
Washington State	Department of Ecology	Hazardous materials, geology and soils, air quality, water resources, wetlands
Washington State	Department of Natural Resources	Threatened and endangered species (plant/animal), geology and soils
Washington State	Department of Archaeology and Historic Preservation	Archaeological and historic resources
Washington State	Resource and Conservation Office	Resource and Conservation Office resources
County	King County	Transportation plans, water quality, parks and recreational resources, utilities
Regional	Port of Seattle	Section 4(f), water quality, parks and recreational resources
Regional	Puget Sound Clean Air Agency	Air quality
Regional	Puget Sound Regional Council	Regional travel, land use and economic activity, population and employment growth projections
City	City of Seattle	Land use and economic activity; neighborhoods and population; transportation plans and traffic; archaeological and historic resources; wetlands; water quality; acquisitions, displacements, and relocations; noise and vibration; visual and aesthetic resources; parks and recreational resources; geology and soils; utilities; input on public outreach strategies
Tribe	Tribes (listed below in Section F.3)	Cultural resources, ecosystems resources, fisheries resources

F.3 Tribal Coordination and Consultation

Sound Transit staff worked with FTA to determine which Tribes might have interests in the project vicinity. The project vicinity does not include any Tribal lands, but Tribes have treaty rights in the project vicinity. Tribes also have interests in cultural resources, ecosystems resources, fisheries, environmental review, and related consultations under the Endangered Species Act and National Historic Preservation Act.

The two Tribes with treaty rights in the study area are the Muckleshoot Indian Tribe and the Suquamish Tribe of the Port Madison Reservation (the Suquamish Tribe). Federally and non-federally recognized Tribes with an interest in the project vicinity may participate in cultural resources or environmental review processes. Interested Tribes were invited to participate throughout the process.

The following federally recognized Tribes likely have an interest in the project. FTA sent letters to these Tribes initiating government-to-government consultation on February 5, 2018, and NEPA and Section 106 consultation on February 25, 2019:

- Muckleshoot Indian Tribe
- Suquamish Tribe
- Snoqualmie Indian Tribe
- Stillaguamish Tribe of Indians of Washington
- Tulalip Tribes of Washington
- Confederated Tribes and Bands of the Yakama Nation

Sound Transit also invited the Duwamish Tribal Organization and the Snohomish Tribe, which are not federally recognized Tribes, to participate in the environmental process in a letter dated February 14, 2019.

In July 2023, Sound Transit sent letters to these Tribes and Tribal organizations explaining the decision to move forward with separate environmental reviews for the West Seattle Link Extension and the Ballard Link Extension.

FTA and Sound Transit continued to consult and coordinate with the Tribes regarding topics and resources important to individual Tribes throughout project development.

F.4 Outreach Activities and Tools

Agency and public outreach efforts for the WSBLE Project began in February 2018, with varied and broad-reaching methods. Sound Transit actively worked to reach agencies and the public by hosting public meetings and forums, attending community events, presenting to community organizations, and being available to discuss the project with businesses, neighborhoods, potentially affected property owners, and other interested groups.

To make information about the WSBLE Project as widely available as possible, Sound Transit created (and is continually updating) a variety of communication tools and materials. These include maintaining a comment database, project webpage, and online open house and distributing fact sheets, press releases, and email updates. These materials and tools provided updated information on the project and let community members know where and how to provide feedback.

F.4.1 Database

Interested individuals can request project updates through email. Sound Transit maintains a database of people who wish to receive regular updates about the agency's progress and about opportunities for public input. The database includes email and/or physical addresses of attendees at open houses and neighborhood forums, correspondents, commenters, and others who have requested information on the project. The database is used in addition to the list of approximately 118,000 addresses within 0.5 mile of WSBLE Draft EIS alternatives that Sound Transit used for project-related mailings leading up to and during preparation of the WSBLE Draft EIS. This mailing area also includes addresses within 0.25 mile of Delridge Way Southwest between Southwest Genesee Street and Southwest 100th Street.

F.4.2 Briefings

Sound Transit actively seeks to provide briefings to interested neighborhood groups, organizations, social service providers, and businesses in the vicinity of the West Seattle Link Extension. The purpose of these briefings is for project staff to reach members of the public at their neighborhood, civic, or business meetings to provide project information and answer questions. In some instances, project staff meet one-on-one to brief community leaders and individual stakeholders and obtain input. A full list of briefings of community and business organizations that were held for the project can be found in Section F.6, Public and Stakeholder Outreach Meetings, at the end of this appendix. Sound Transit also met with about 40 businesses and about 60 residents or residential groups, such as condominium associations, to discuss the project prior to issuing the WSBLE Draft EIS. Sound Transit has met with about 75 businesses and about 30 residents or residential groups to discuss the West Seattle Link Extension since publication of the WSBLE Draft EIS.

F.4.3 Open Houses and Neighborhood Forums

Sound Transit is holding public open houses and neighborhood forums as the project progresses to share information, answer questions, and obtain input. Large open houses were held during SEPA early scoping in February 2018 and NEPA/SEPA scoping in February and March 2019 to present information to the public and gather input. Sound Transit published scoping information reports prior to scoping and summarized the input received during the scoping period in scoping summary reports (Sound Transit 2018a and 2018b, Sound Transit 2019b and 2019c). Smaller neighborhood forums were held between April 2018 and March 2019 to gather feedback from the public on alternatives as the Alternatives Development process advanced, and in November and December 2019 to share the WSBLE Draft EIS alternatives with the public.

A West Seattle Link Extension station planning forum was held in October 2023, which also included an online survey, to gather feedback from the public focused on station planning for the future West Seattle Link Extension stations.

A full list of open houses and neighborhood forums that have been held for the project can be found in Table F-5 and Table F-6.

F.4.4 Community Advisory Groups

Sound Transit formed Community Advisory Groups to provide another forum to share information and to collaborate with community members around issues and tradeoffs. These groups were composed of 10 to 15 community members that served as ambassadors for their communities and brought forth community values, concerns, and ideas. The Sound Transit Board used feedback from these groups taken together with all the comments received from the public comment period on the WSBLE Draft EIS to confirm or modify the Preferred Alternative for the West Seattle Link Extension. A full list of Community Advisory Group briefings that have been held for the project can be found in Table F-5 and Table F-6.

F.4.5 Public Hearings

The WSBLE Draft EIS was published on January 28, 2022. Comments were accepted during a 90-day comment period that ended April 28, 2022. During the comment period for the WSBLE Draft EIS, Sound Transit held public hearings and public open houses (see Section F.5.5, WSBLE Draft Environmental Impact Statement, for additional information).

F.4.6 Fact Sheets and Brochures

Fact sheets and brochures for the WSBLE Project were developed and shared at workshops and community events and are posted on the project webpage (see Section F.4.8, Project Webpage). The fact sheets and brochures describe the status of the project, the alternatives being studied in the environmental analysis, and the contact information for team members to contact for more information or with comments.

F.4.7 Community Events

Project staff attend a variety of community events planned by other organizations to reach a broad group of community members who might not otherwise seek out information on the project. Sound Transit's presence at these community events gives people the opportunity to pick up information, sign up for email updates, and ask questions. At the community events, outreach staff display project informational materials (in English and other languages), a project kiosk with panels in English and other languages, and Sound Transit giveaways. Examples of the community events Sound Transit has attended include:

- Farmers markets
- Community fairs and festivals
- Open houses for other community projects
- Community meetings
- Transportation fairs

More information on the community events Sound Transit has attended is provided in Section F.6.

F.4.8 Project Webpage

Sound Transit developed a website (https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions) that provided information on the WSBLE Project. On the website, individuals could sign up to receive email updates. The WSBLE website was transitioned to separate websites for West Seattle Link Extension and Ballard Link Extension in October 2023.

The West Seattle Link Extension website (https://www.soundtransit.org/system-expansion/west-seattle-link-extension) includes an overview of the project, project maps, information on stakeholders and partners, the project timeline and milestones, and news and updates. The project website also contains a document library with links to a variety of project-related documents. Some of the documents posted on the West Seattle Link Extension website include the following:

- WSBLE Early Scoping Information Report
- WSBLE Early Scoping Summary Report
- WSBLE Level 1, Level 2, and Level 3 Alternatives Development reports
- WSBLE Scoping Information Report
- WSBLE Scoping Summary Report
- WSBLE Initial Assessment Results
- WSBLE Draft EIS
- WSBLE Draft EIS Comment Summary

Copies of public presentations, fact sheets, and other documents are also available. Sound Transit maintains a supplemental online open house website (https://wsblink.participate.online/), which provides information on the project outreach and engagement. WSBLE outreach materials, including the online open house, were transcreated into Simplified Chinese, Traditional Chinese, Spanish, and Vietnamese, the top languages spoken in the WSBLE project corridor. Translation of the online open house was possible into multiple additional languages using Google Translate. The WSBLE Project folio and community comment guides, primary materials for in-person engagement at fairs, festivals, and other tabling activities were transcreated into Khmer, Somali, and Korean. West Seattle Link Extension materials have been transcreated into Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese.

F.4.9 News Media

The project team uses local media outlets to inform, educate, and involve the public in the WSBLE Project prior to July 2022 and for the West Seattle Link Extension after July 2022. Sound Transit has sent periodic press releases to almost 200 media outlets and information providers, including *The Seattle Times, New York Times* Seattle/Northwest Bureau, FOX News, KING-TV, KUOW, KOMO-TV, KOMO Newsradio, West Seattle Blog*, West Seattle Herald, Northwest Asian Weekly, Queen Anne & Magnolia News, International Examiner,* and *Ballard News Tribune*. Public meetings and events are advertised in local publications (online and print) and on community boards.

F.4.10 Potentially Affected Property Notification

Sound Transit mailed letters in the fall of 2021 to about 1,400 potentially affected property owners whose property may need to be acquired for one or more of the project alternatives in the WSBLE Draft EIS. Over 800 letters were mailed prior to publication to potentially affected property owners identified in this Final EIS. Sound Transit will continue to proactively reach out to potentially affected property owners and offer opportunities to meet with Sound Transit staff to have their questions answered. Sound Transit will continue to respond to property owner inquiries and requests. Sound Transit has held one-on-one meetings and webinars with property owners interested in doing so since 2018.

F.4.11 Targeted Outreach

Sound Transit recognizes the importance of reaching people with limited English proficiency, communities of color, and people with low incomes, and providing opportunities to be involved in the project planning, design, and environmental review process. Sound Transit has targeted outreach efforts through social service providers and community organizations where possible. All of Sound Transit's notices and literature for the West Seattle Link Extension have language blocks translated into Traditional Chinese, Vietnamese, Spanish, Tagalog, Russian, and Korean stating information is available in alternate formats by calling 1-800-201-4900. These languages were selected based on 2015 to 2018 United States Census American Community Survey data for the WSBLE project corridor and community input. When contacted by a member of the public with limited English proficiency, Sound Transit staff can use an immediate phone translation service that provides over-the-phone interpretation in 150 languages, 24 hours a day and 7 days a week. Vietnamese and Spanish interpreters were available at some Delridge community events.

Sound Transit translated multiple WSBLE Project materials into Traditional Chinese, Simplified Chinese, Vietnamese, and Spanish. Transcreated materials included property owner folios, fact sheets, kiosks used in community centers and at neighborhood festivals, and open house materials. Translated materials also included posters, flyers, and advertisements with information about upcoming events. Online open houses with project information and opportunities for feedback have Google Translate built in for translation to multiple languages. Project materials have also been translated in some instances into Korean, Khmer, and Somali. Translated materials also included posters, flyers, and advertisements with information about upcoming events. Online open houses with project information and opportunities for feedback have Google Translate built in for translation to multiple languages. West Seattle Link Extension materials prepared after July 2022 have been translated or transcreated in Spanish, Vietnamese, Traditional Chinese, and Simplified Chinese.

Targeted outreach provides Sound Transit with opportunities to engage with social service providers, community leaders, and community members. The purpose of these outreach activities is to share information about the project, build relationships with the community, and gather information about how environmental justice populations may experience adverse effects or benefit from the project. Sound Transit is using several types of targeted outreach over the course of this project, including:

- Briefings: A briefing is a smaller meeting focused on an individual community or organization (including tenant organizations), during which the project outreach staff provide an update about the project and respond to questions.
- Open houses or neighborhood forums: At an open house or forum, the project outreach staff set up a table of materials for the public, conduct facilitated conversations among community members, and/or respond to questions. A presentation is often provided to provide project background. Online versions of open houses are regularly offered in conjunction with neighborhood forums and open houses for those that cannot attend in person. The content is similar to the in-person events and often includes surveys or interactive maps.
- Fair or festival booths: Project outreach staff attend many fairs and festivals in Seattle to provide project information and answer questions from the public. The outreach staff host a booth with project materials at these events.
- Tabling: Project outreach staff provide project information and answer questions at public parks and community centers in the project corridor.

- Property owner meetings: Often at the request of the property owner, project outreach and other staff meet with property owners to discuss the project and specific concerns.
- Social service provider interviews: Project outreach staff conduct interviews with social service providers in Seattle to gather information about the community, its needs, and feedback about the WSBLE Project.
- Door-to-door outreach: Outreach staff share project information, provide posters for upcoming events, ask for project feedback, and offer to sign people up for the project newsletter. This typically includes outreach to small businesses, including tenants, in the study area. During the Washington State "Stay Home, Stay Healthy" order issued in spring 2020 to limit the spread of COVID-19, project outreach staff called and emailed nonessential businesses such as hotels and multi-family residences along the project corridor to introduce them to the WSBLE Project and answer questions. Door-to-door outreach and in-person briefings resumed when people could safely gather again after publication of the WSBLE Draft EIS.

These efforts have allowed Sound Transit to better reach the various communities in the project corridor and involve people representative of the population in the corridor. Sound Transit prepares meeting summaries for events such as briefings and fairs or festival booths. Sound Transit also prepares reports summarizing larger events such as open houses and neighborhood forums. Summaries of these larger events leading up to and during preparation of the WSBLE Draft EIS are available at the Sound Transit website (https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions). Summaries of larger events held after the WSBLE Draft EIS for the West Seattle Link Extension are available at the West Seattle Link Extension website (https://www.soundtransit.org/wslink). Appendix G, Environmental Justice, provides more information on specific targeted outreach that Sound Transit has done to date to reach people with limited English proficiency, communities of color, and people with low incomes.

F.5 Outreach During Environmental Impact Statement Process

Public input is an essential element of the planning phase of the project, which includes Alternatives Development and the environmental review process depicted on Figure F-1.

As described earlier, Sound Transit has used a variety of methods to reach out to the public, including briefings, open houses, and workshops. The NEPA process encourages lead agencies to make diligent efforts to involve the public in implementing projects. This includes providing public notice of public hearings, holding public meetings, and making environmental documents available. Sound Transit's outreach and coordination efforts for the preparation of the EIS are described in the following sections.

F.5.1 Agency Involvement

Sound Transit has received early and continuous information and guidance from many agencies throughout the environmental review process. Sound Transit is holding periodic interagency meetings and coordinating activities to collect input from interested agencies. Initial meetings and activities were designed to solicit suggestions for the development of project alternatives and analysis methodologies. Subsequent coordination occurred as design and analysis of West Seattle Link Extension alternatives progressed.

F.5.2 SEPA Early Scoping

Sound Transit initiated the environmental review process by publishing notices of SEPA early scoping in the SEPA Register on February 2, 2018. SEPA early scoping initiated the Alternatives Development phase of the WSBLE Project and provided an opportunity for the public to learn about the project and provide their comments at the early planning stage. Comments were accepted by mail, email, voicemail (transcribed), online comment forms, and on comment boards, maps, and forms at the open houses (both in person and online) through March 5, 2018.

During SEPA early scoping, Sound Transit asked for comments from the public and agencies on:

- The range of alternatives to be considered
- The draft purpose and need statement
- The criteria that should be used to evaluate project alternatives

Figure F-1. Project Milestones

The SEPA early scoping notices provided information about the WSBLE Project, dates and times of agency and public SEPA early scoping meetings, how to learn more about the project, and how to provide comments. Advertisements for the meetings included a postcard mailed to approximately 118,000 residences and businesses within 0.5 mile of the project alternatives in the WSBLE Draft EIS, a press release, social media, posters at community gathering places, rider alerts on Seattle buses, notification on the Sound Transit WSBLE Project website, emails to the project subscriber list, and a legal notice in *The Seattle Times*. Paid advertisements were placed in four print publications (*International Examiner, NW Asian Weekly, El Mundo,* and *La Raza del Noroeste*) and 14 online publications *(The Seattle Times,* West Seattle Blog,

MyBallard.com, The Urbanist, The Seattle Transit Blog, Crosscut, The Seattle Medium, The Seattle Globalist, *International Examiner, NW Asian Weekly, El Mundo, Runta News, South Seattle Emerald,* and *La Raza del Noroeste).* In addition, Sound Transit prepared a SEPA Early Scoping Information Report (Sound Transit 2018a) to provide details on the SEPA early scoping period, project background, ways to provide comments, and the draft purpose and need for the project. It also discussed next steps in the project timeline and the environmental review process. Table F-2 lists the SEPA early scoping meeting dates and locations.

Table F-2. WSBLE Project SEPA Early Scoping Meetings

Date	Location	Type of meeting
Tuesday, February 13, 2018	Alki Masonic Center, West Seattle	Public SEPA early scoping open house
Thursday, February 15, 2018	Leif Erickson Lodge, Ballard	Public SEPA early scoping open house
Tuesday, February 20, 2018	Union Station, Downtown Seattle	Public SEPA early scoping open house
Monday, February 12 to Monday, March 5, 2018	Online open house	Public SEPA early scoping open house
Wednesday, February 21, 2018	Union Station, Downtown Seattle	Agency and Tribes SEPA early scoping meeting

F.5.3 Alternatives Development

The Alternatives Development phase of the WSBLE Project began during SEPA early scoping. Based on feedback received during SEPA early scoping, Sound Transit developed an initial set of alternatives. Sound Transit then conducted a three-level screening process (Level 1, Level 2, and Level 3) that analyzed and compared the alternatives using evaluation criteria developed from the project's preliminary purpose and need. Sound Transit solicited public feedback to inform each of the three levels of Alternatives Development and decision-making. Alternatives Development information was provided, and public feedback was solicited at neighborhood forums including open houses, community briefings and meetings, fairs, festivals, and tabling events, and via e-newsletters. After each screening analysis was complete, the results were presented to the Stakeholder Advisory Group. The Stakeholder Advisory Group made recommendations on which alternatives to carry forward into the next level of screening to the Elected Leadership Group. The Stakeholder Advisory Group includes representing transit riders, residents, businesses, major institutional organizations, key stakeholders, and members of the public. The Elected Leadership Group includes elected officials who represent the project corridor and/or Sound Transit Board. Based on the screening analysis data, public feedback, and the Stakeholder Advisory Group recommendations, the Elected Leadership Group decided which alternatives to study in the next screening level.

F.5.4 Notice of Intent and Scoping

FTA published a Notice of Intent in the *Federal Register* on February 12, 2019. Sound Transit issued a determination of significance that was published in the SEPA Register on February 15, 2019. The Notice of Intent and determination of significance informed the public that FTA and Sound Transit would prepare an EIS for the proposed WSBLE Project, and it also:

- Announced the beginning of the EIS formal scoping process
- Solicited input on the preliminary purpose and need of the project
- Described the project and its termini, length, and general location of the alternatives

- Provided information on the issues and potential impacts
- Identified the anticipated federal approvals required
- Invited comments, questions, and suggestions on the scope of the EIS
- Provided the dates, times, and locations of the public scoping meetings

The purpose of scoping is to share information about the public process, purpose and need, environmental resources, and potential alternatives with the public and agencies in the project vicinity. During the scoping phase of the project, FTA and Sound Transit asked for comments on the draft purpose and need statement; the alternatives that should be evaluated in the WSBLE Draft EIS; and social, economic, environmental, transportation, and other issues to evaluate in the WSBLE Draft EIS. FTA and Sound Transit extended the initial 30-day comment period from March 18, 2019, to April 2, 2019, based on requests from the public and the City of Seattle.

During the scoping comment period, Sound Transit hosted three public scoping meetings. Sound Transit accepted written comments at the meetings, by mail, by email, in online comment forms, by voicemail (transcribed), and through paper comment forms and via a court reporter at the scoping meetings. Table F-3 lists the scoping meeting dates and locations.

Table F-3. WSBLE Project Scoping Meetings

Date	Location	Type of meeting
Wednesday, February 27, 2019	Alki Masonic Center, West Seattle	Public scoping open house
Thursday, February 28, 2019	Ballard High School, Ballard	Public scoping open house
Thursday, March 7, 2019	Union Station, Downtown Seattle	Public scoping open house
Friday, February 15 to Tuesday, April 2, 2019	Online open house	Public scoping open house
Tuesday, March 5, 2019	Union Station, Downtown Seattle	Agency and Tribe scoping meeting

Sound Transit performed the following outreach and communication activities to inform the public and gather input during the scoping process:

- Prepared and distributed a Scoping Information Report (Sound Transit 2019b) prior to the start of the scoping period to provide a general understanding of the project to affected agencies and the public. This report included the preliminary purpose and need statement, a summary of project planning history, a description of project alternatives, a list of environmental resources proposed to be evaluated in the EIS, the project schedule, and details on the public involvement process. The report was available at the public open houses, at the agency scoping meeting, and on the Sound Transit website (https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extension-scoping-information-report-20190215.pdf) for public review.
- Sent postcards to approximately 118,000 residents and businesses announcing the beginning of the scoping process, the public meetings, and the availability of the Scoping Information Report.
- Placed paid advertisements in two print publications (*NW Asian Weekly, Seattle Chinese Post*) and 12 online publications *(The Seattle Times, West Seattle Blog, MyBallard.com,* The Urbanist*, The Seattle Transit Blog, Crosscut, The Seattle Medium, The Seattle Globalist, International Examiner, NW Asian Weekly, Seattle Chinese Post, Runta News)*.
- Updated the public through social media, the project webpage, email updates to the project subscriber list, and online community calendars.

- Hung posters in community gathering spaces and on utility poles.
- Met or corresponded with affected local, regional, state, and federal agencies, Tribes, and other organizations about issues within their jurisdiction or concern.
- Summarized the scoping process and comments in the *West Seattle and Ballard Link Extensions Scoping Summary Report* (Sound Transit 2019c). This report is available to the public on the project website (https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extension-scoping-summary-report-part-1-201904.pdf).

Following the public scoping process, in May and October 2019 the Sound Transit Board identified the alternatives to be evaluated in the WSBLE Draft EIS, including preferred alternatives for some segments.

F.5.5 WSBLE Draft Environmental Impact Statement

The WSBLE Draft EIS describes the project purpose and need, the alternatives analyzed, and the potential environmental impacts of the project alternatives. It also describes methodologies and assumptions used for the analyses and identifies potential mitigation for unavoidable impacts.

The WSBLE Draft EIS was distributed to federal, state, and local agencies, Tribes, and parties of interest listed in Appendix B, Distribution List, for comment. A Notice of Availability was published in the *Federal Register* and in the SEPA Register on January 28, 2022. The following notifications and advertisements were also used to notify the public about the WSBLE Draft EIS availability and public process:

- Public notices placed in local newspapers and community calendars (Media: *Seattle Times*, *The West Seattle Blog, Westside Seattle, MyBallard.com, The Urbanist, The Stranger, The Seattle Transit Blog, Crosscut, The Seattle Medium, The Seattle Globalist, International Examiner, NW Asian Weekly, Runtanews.com, NW Vietnamese News, El Mundo, Siete Dias, North America Post, and Seattle Chinese Post*. Community calendars: City of Seattle, *The Stranger*, The Seattle Globalist, Q13Fox, KNKX, Seattle Networking Guide, Eventful, Tu Decides, South Lake Union Chamber of Commerce, My Ballard, Commute Seattle, Friends of Little Saigon, and Seattle Green Drinks)
- Project mailer sent to approximately 130,000 residents and businesses in the corridor (all addresses 0.5 mile from the project alternatives in the WSBLE Draft EIS, as well as addresses within 0.5 mile of terminus stations and 0.5 mile of Delridge Way Southwest between Southwest Genesee Street and Southwest 100th Street) as well as the individuals in the project database, announcing the availability of the WSBLE Draft EIS, describing how to comment, announcing the public hearings, and providing information about the WSBLE Draft EIS alternatives
- Email notification sent to about 10,500 email addresses in the project database
- Notice posted on the Sound Transit WSBLE website
- Poster notices placed in in publicly accessible areas near potential station areas and along the project corridor

The WSBLE Draft EIS documents were made available to the public at public meetings and at the following public libraries and community-based organizations.

- Seattle Public Libraries
  - Ballard Branch, 5614 22nd Avenue Northwest, Seattle, WA 98107
  - Beacon Hill Branch, 2821 Beacon Avenue South, Seattle, WA 98144
  - Central Library (Downtown Seattle), 1000 4th Avenue, Seattle, WA 98104
  - Columbia City Branch, 4721 Rainier Avenue South, Seattle, WA 98118
  - Delridge Branch, 5423 Delridge Way Southwest, Seattle, WA 98106
  - Greenwood Branch, 8016 Greenwood Avenue North, Seattle, WA 98103
  - High Point Branch, 3411 Southwest Raymond Street, Seattle, WA 98126
  - International District Branch, 713 8th Avenue South, Seattle, WA 98104
  - Magnolia Branch, 2801 34th Avenue West, Seattle, WA 98199
  - New Holly Branch, 7058 32nd Avenue South, Seattle, WA 98118
  - Queen Anne Branch, 400 West Garfield Street, Seattle, WA 98119
  - Rainier Beach Branch, 9125 Rainier Avenue South, Seattle, WA 98118
  - Southwest Branch, 9010 35th Avenue Southwest, Seattle, WA 98126
  - West Seattle Branch, 2306 42nd Avenue Southwest, Seattle, WA 98116
- King County Libraries
  - Burien Library, 400 Southwest 152nd Street, Burien, WA 98166
  - White Center Library, 1409 Southwest 107th Street, Seattle, WA, 98146
- Community-Based Organizations
  - Alliance for Pioneer Square, 105 South Main Street Suite 201, Seattle, WA 98104, Seattle, WA 98194
  - Delridge Neighborhoods Development Association, Youngstown Cultural Arts Center, 4408 Delridge Way Southwest, Seattle, WA 98106
  - Seattle Chinatown International District Preservation and Development Authority, Hing Hay Coworks, 409B Maynard Avenue South, Seattle, WA 98104
- University of Washington – Suzzallo Libraries, 4000 15th Avenue Northeast Seattle, WA 98195

The WSBLE Draft EIS was also available at Sound Transit offices and electronically on the Sound Transit WSBLE website. The 90-day public comment period began upon publication of the Notice of Availability for the WSBLE Draft EIS and was open until April 28, 2022.

Sound Transit held virtual public meetings that included a presentation and a transcribed formal public hearing. Each meeting could be attended by anyone interested in learning about the project, but each meeting presentation focused on a different geographic area of the project. An in-person open house where project team members were available to answer questions and talk to the public about the entire project corridor was also held. Table F-4 lists the dates, times, and focus of the meetings.

Table F-4. WSBLE Draft EIS Public Meetings

Date	Location	Type of meeting
March 15, 2022; 5:30 p.m. to 7:30 p.m.	Virtual, focus on Interbay/Ballard	Presentation and public hearing, court reporter available
March 17, 2022; 12 p.m. to 7 p.m.	Union Station, 401 South Jackson Street; corridor-wide focus	In-person open house, no hearing, court reporter available
March 22, 2022; 5:30 p.m. to 7:30 p.m.	Virtual, focus on Downtown	Presentation and public hearing, court reporter available
March 24, 2022; 5:30 p.m. to 7:30 p.m.	Virtual, focus on Chinatown-International District and SODO	Presentation and public hearing, court reporter available
March 30, 2022; 5:30 p.m. to 7:30 p.m.	Virtual, focus on West Seattle	Presentation and public hearing, court reporter available

Comments on the WSBLE Draft EIS were either submitted by mail, sent by email, submitted online through the WSBLE website, or left as a voicemail. Comments submitted in languages other than English were translated.

F.5.6 Separate West Seattle Link Extension and Ballard Link Extension Environmental Processes

As described in Chapter 1 in July 2022, the Sound Transit Board modified the Preferred Alternative for the West Seattle Link Extension and directed that further studies be prepared for the Ballard Link Extension to evaluate additional station options and other refinements. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and the FTA have decided to move forward with separate environmental reviews for each Link extension. This decision was communicated to the public, agencies, and Tribes in the following ways:

- In May 2023, Sound Transit updated the WSBLE project website and GovDelivery noting that the environmental processes for the West Seattle Link Extension and Ballard Link Extension projects would be separated.
- Sound Transit sent letters to cooperating and participating agencies, Tribes, Tribal organizations, and Section 106 consulting parties in July 2023 explaining the decision to move forward with separate environmental reviews for the West Seattle Link Extension and the Ballard Link Extension.
- The WSBLE website transitioned to separate websites for West Seattle Link Extension and Ballard Link Extension in October 2023. The West Seattle Link Extension website explains the decision to move forward with separate environmental reviews for the two extensions (https://www.soundtransit.org/system-expansion/west-seattle-link-extension).
- Sound Transit shared information about the separate environmental processes as well as new website links and new project contact information with the public in project email updates in October 2023. Updated project contact information continued to be shared on websites, project handouts, and on other project materials.

F.5.7 West Seattle Link Extension Final Environmental Impact Statement

After the Sound Transit Board reviewed the WSBLE Draft EIS findings and considered the public and agency comments received, it confirmed and modified the Preferred Alternatives for the West Seattle Link Extension (see Chapter 2, Alternatives Considered, for more information). The potential impacts of the Preferred Alternatives and other Build Alternatives for the West Seattle Link Extension, along with the No Build Alternative, are evaluated in this Final EIS. The document also includes responses to substantive comments on the WSBLE Draft EIS that are project-wide or specific to the West Seattle Link Extension. More details on specific comments and Sound Transit's responses are provided in Appendix O, Draft EIS Comment Summary and Response to Comments.

A Notice of Availability was published in the *Federal Register* and the SEPA Register on July 19, 2024. The following notifications and advertisements were also used to notify the public about the Final EIS availability and public process:

- Public notices placed in The Seattle Times
- Project mailer sent to approximately sent to residents and businesses within approximately 0.5 mile of the project corridor and approximately 1 mile south on Delridge Way Southwest
- Project mailer sent to people who commented on the WSBLE Draft EIS (if they provided an email or mailing address)
- Email notification sent to about 12,600 email addresses in the project database
- Notice posted on the Sound Transit project website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension

The Executive Summary and a flash drive of the Final EIS was distributed to those who commented on the WSBLE Draft EIS and provided a mailing address. An email with a link to the Final EIS online was sent to those who provided an email address. Copies of the Final EIS documents are available for purchase, and an electronic copy is posted on the Sound Transit website at https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

The Sound Transit Board will review the Final EIS and is expected to select the project to be built. FTA is anticipated to issue a Record of Decision that documents how Sound Transit will build the project and avoid, minimize, and mitigate environmental impacts. If the Sound Transit Board chooses a project to be built, Sound Transit will continue to coordinate with affected agencies and local communities throughout final design and construction.

F.6 Public and Stakeholder Outreach Meetings

While preparing and issuing the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, Sound Transit hosted and/or participated in numerous public meetings, workshops, and stakeholder meetings, as described in the following sections.

F.6.1 Outreach Meetings Prior to the WSBLE Draft Environmental Impact Statement

Table F-5 lists the public and stakeholder outreach meetings held prior to issuing the WSBLE Draft EIS.

Table F-5. Public and Stakeholder Outreach Meetings Held Prior to the WSBLE Draft EIS

Date	Type of Meeting	Location
2/13/2018	SEPA early scoping open house – West Seattle	Alki Masonic Center
2/15/2018	SEPA early scoping open house – Ballard	Leif Erickson Lodge
2/20/2018	SEPA early scoping open house – Downtown	Union Station
4/21/2018	Level 1 neighborhood forum – Chinatown-International District	Bush-Asia Center
4/23/2018	Level 1 neighborhood forum – South Lake Union/Seattle Center	thinkspace Seattle
5/2/2018	Level 1 neighborhood forum – Downtown	Central Library
5/5/2018	Level 1 neighborhood forum – West Seattle	Alki Masonic Center
5/9/2018	Level 1 neighborhood forum – SODO/Stadium	Metropolist
5/12/2018	Level 1 neighborhood forum – Interbay/Ballard	Ballard Eagleson Veterans of Foreign Wars Post 3063
9/8/2018	Level 2 neighborhood forum – West Seattle	Seattle Lutheran High School
9/11/2018	Level 2 neighborhood forum – Downtown	Union Station
9/17/2018	Level 2 neighborhood forum – Ballard	Ballard Eagleson Veterans of Foreign Wars Post 3063
2/27/2019	Scoping open house and neighborhood forum – West Seattle	Alki Masonic Center
2/28/2019	Scoping open house and neighborhood forum – Ballard	Ballard High School
3/7/2019	Scoping open house and neighborhood forum – Downtown	Union Station
3/12/2019	Scoping community workshop – Delridge Station	Youngstown Cultural Arts Center
3/13/2019	Scoping community workshop – Chinatown-International District Station	Union Station
11/20/2019	Draft EIS neighborhood forum – Downtown	Central Library
11/21/2019	Draft EIS neighborhood forum – West Seattle	Alki Masonic Center
12/3/2019	Draft EIS neighborhood forum – International District/Chinatown Station	Union Station
12/5/2019	Draft EIS neighborhood forum – Interbay/Ballard	St. Luke's Episcopal Church

Date	Type of Meeting	Location
12/7/2019	Draft EIS neighborhood forum – Delridge Station	Delridge Community Center
2/28/2018	Tabling	City of Seattle's Framework Open House, Chinatown-International District
6/16/2018 to 6/17/2018	Tabling	Festival Sundiata
6/16/2018	Tabling	Morgan Junction Festival
7/13/2018 to 7/15/2018, 7/12/2019 to 7/14/2019	Tabling	West Seattle Summer Fest
7/14/2018 to 7/15/2018, 7/13/2019 to 7/14/2019	Tabling	Ballard Seafood Fest
7/14/2018 to 7/15/2018, 6/29/2019	Tabling	Chinatown-International District Dragon Fest
8/10/2018	Tabling	South Lake Union Block Party
8/11/2018, 8/10/2019	Tabling	Delridge Day
8/26/2018, 8/28/2021 to 8/29/2021	Tabling	Celebrate Little Saigon
9/8/2018, 9/14/2019, 9/25/2021	Tabling	Chinatown-International District Night Market
9/15/2018, 9/21/2019	Tabling	Fishermen's Fall Festival
9/22/2018	Tabling	Sustainable Ballard Festival
10/3/2018	Tabling	Expedia Group Annual Fall Transportation Fair
10/6/2018, 9/14/2019	Tabling	Magnolia Farmers Market
10/10/2018	Tabling	Seattle Department of Transportation/King County Metro RapidRide H Link Open House
10/11/2018	Tabling	Seattle Department of Transportation North Downtown Mobility Action Plan Open House
10/15/2018	Tabling	Delridge People's Academy for Community Engagement pop-up
11/8/2018	Tabling	SODO Business Improvement Area 2018 State of SODO
12/12/2018	Tabling	Real Change Vendor Meeting
12/12/2018	Tabling	Greater Seattle Business Association Annual Holiday Luncheon
1/26/2019 to 1/27/2019, 1/18/2020 to 1/19/2020	Tabling	Tet Festival
2/2/2019	Tabling	Step Forward – State Route 99 Tunnel Grand Opening
2/7/2019	Tabling	Chinatown-International District Kick-off
3/1/2019	Tabling	Destination Delridge
3/2/2019, 2/8/2020	Tabling	Lunar New Year
3/8/2019	Tabling	The Publix Building
3/9/2019	Tabling	Delridge Community Center

Date	Type of Meeting	Location
4/1/2019	Tabling	Hing Hay Park
4/25/2019	Tabling	Uwajimaya Village Vendor Fair
5/30/2019	Tabling	Seattle Department of Transportation/King County Metro RapidRide H Link Open House
6/29/2019 to 6/30/2019	Tabling	Delridge Neighborhoods Development Association Arts in Nature Festival
7/20/2019	Tabling	White Center Jubilee Days
7/28/2019	Tabling	Pista sa Nayon
8/3/2019	Tabling	Chinatown-International District Block Party
9/28/2019	Tabling	Sustainable Ballard Festival
9/29/2019	Tabling	West Seattle Farmers Market
11/30/2019	Tabling	Asian American/Pacific Islanders Holiday Arts and Crafts Fair
1/18/2020 to 1/19/2020	Tabling	Tet Festival
2/13/2020	Tabling	Downtown Seattle Association's State of Downtown Event
3/5/2020	Tabling	Chief Sealth High School Career Fair
8/29/2021	Tabling	Seattle International Martial Arts Championship
10/9/2021	Tabling	Delridge Farmers Market
1/24/2018	Briefing	West Seattle Junction Association
1/26/2018, 6/25/2018, 7/16/2019, 5/14/2020	Briefing	University of Washington Medicine, South Lake Union Campus
1/31/2018, 8/29/2018, 11/28/2018	Briefing	South Lake Union Community Council Transportation Committee
2/21/2018	Briefing	36th District Democrats
2/28/2018, 9/12/2018, 7/12/2019, 9/16/2019	Briefing	Representative from North Seattle Industrial Association
3/5/2018	Briefing	The Coalition for Magnolia, Queen Anne, and Interbay Neighborhoods
3/6/2018	Briefing	Seattle Women's Commission
3/14/2018, 5/12/2021	Briefing	Ballard District Council
3/27/2018, 6/26/2018, 9/25/2018, 11/27/2018, 3/26/2019, 9/24/2019	Briefing	North Seattle Industrial Association
4/2/2018, 4/26/2018, 7/26/2018, 9/18/2018, 11/19/2018, 3/25/2019, 10/7/2019, 2/27/2020	Briefing	Junction Neighborhood Organization
4/4/2018, 4/3/2019	Briefing	Southwest District Council
4/5/2018, 9/6/2018, 9/11/2019	Briefing	Ballard Alliance Ratepayer Advisory Board
4/12/2018, 6/7/2018, 5/12/2021, 9/2/2021	Briefing	Chinatown-International District Business Improvement Area

Date	Type of Meeting	Location
4/20/2018, 12/18/2018, 3/19/2019, 4/8/2021, 5/5/2021, 6/15/2021, 7/20/2021	Briefing	Seattle Chinatown International District Preservation and Development Authority
4/25/2018	Briefing	Ballard Alliance April Lunch
4/26/2018, 9/27/2018, 3/6/2019, 9/26/2019, 7/23/2020, 1/28/2021, 8/26/2021	Briefing	West Seattle Transportation Coalition
5/2/2018, 5/23/2018, 8/30/2019, 8/4/2021	Briefing	InterIm Community Development Association
5/8/2018	Briefing	First Hill Improvement Association
5/8/2018, 9/20/2018, 11/2/2020	Briefing	Uptown Alliance
5/8/2018, 3/6/2019, 12/19/2019, 9/2/2021	Briefing	International Community Health Services
5/9/2018, 2/12/2020	Briefing	Seattle Center Resident Directors
5/9/2018	Briefing	Friends of Little Saigon
5/10/2018, 7/31/2018, 11/15/2018, 6/9/2019, 6/3/2020, 2/24/2021, 9/16/2021	Briefing	Mercer Corridor Stakeholders Committee
5/14/2018, 1/28/2020, 8/25/2020	Briefing	Downtown Transportation Alliance
5/15/2018, 11/20/2018, 7/21/2020	Briefing	Magnolia Community Council
5/21/2018	Briefing	Access Magnolia Forum
5/24/2018	Briefing	Fauntleroy Business Association
5/25/2018	Briefing	Union Station Tour
5/25/2018, 6/22/2018, 9/30/2018	Briefing	Chinatown-International District Framework Capital Projects Coordination Workgroup
6/12/2018, 7/12/2018, 9/10/2018, 1/8/2019, 3/4/2019, 7/9/2019, 8/22/2019, 1/19/2021	Briefing	South Downtown Stakeholders
6/19/2018, 7/13/2018, 12/7/2018, 9/23/2020	Briefing	SODO Business Improvement Area Transportation Committee
6/21/2018, 10/4/2018	Briefing	Sound Transit Citizen Oversight Panel
7/12/2018	Briefing	Central Ballard Resident Council
7/25/2018, 9/13/2018, 2/15/2019	Briefing	Transit Access Coalition
7/25/2018, 9/19/2018, 2/24/2020	Briefing	Chinatown-International District Forum
8/3/2018	Briefing	Northwest Marine Trade Association, Government Affairs Committee
8/8/2018	Briefing	Drink and Link: Pigeon Point Neighborhood
8/29/2018	Briefing	South Lake Union Community Council Transportation Committee
10/2/2018, 3/5/2019	Briefing	South Lake Union Community Council

Date	Type of Meeting	Location
10/9/2018	Briefing	Representative from Delridge Neighborhoods Development Association
10/24/2018, 2/21/2020	Briefing	Delridge Neighborhoods Development Association Board of Directors
10/24/2018	Briefing	El Centro de la Raza
8/22/2018, 11/16/2018, 2/6/2019, 4/15/2020, 5/14/2021, 10/26/2021	Briefing	Public Stadium Authority and Seattle Mariners and/or Seattle Seahawks
11/28/2018	Briefing	City of Seattle Transit Advisory Board
11/29/2018	Briefing	Marine Exchange of Puget Sound
12/4/2018	Briefing	Seattle City Council, Sustainability and Transportation Committee
12/14/2018, 2/21/2020	Briefing	Harbor Island Stakeholder Group
1/5/2019, 7/2/2019, 12/20/2019	Briefing	Seattle Maritime Academy
1/16/2019	Briefing	Port of Seattle Neighborhood Advisory Committee
1/16/2019, 2/21/2020, 10/20/2020	Briefing	Youngstown Neighborhood
1/17/2019, 11/27/2019, 2/11/2020	Briefing	Downtown Seattle Association
1/24/2019, 4/23/2021, 4/26/2021, 6/23/2021, 7/23/2021, 8/30/2021	Briefing	Alliance for Pioneer Square
1/24/2019, 3/19/2019, 3/25/2019, 2/3/2020	Briefing	Seniors in Action Foundation
1/31/2019	Briefing	Washington Boating Alliance, Leadership Summit
2/7/2019	Briefing	Seattle Center Advisory Commission
2/8/2019	Briefing	Duwamish Crossing Maritime Industrial Stakeholders
2/19/2019, 2/18/2020	Briefing	Seattle Freight Advisory Board
2/25/2019	Briefing	University of Washington
2/28/2019	Briefing	West Seattle Democratic Women
2/28/2019	Briefing	Ballard Northwest Senior Center
3/4/2019	Briefing	Uptown Alliance, Transportation Committee
3/5/2019, 4/15/2019, 8/22/2019, 8/24/2019, 7/13/2021, 7/21/2021, 8/4/2021, 9/28/2021	Briefing	Historic South Downtown
3/6/2019, 1/28/2020, 2/14/2020, 6/16/2020, 8/11/2020, 6/7/2021, 6/16/2021, 7/15/2021	Briefing	Jackson Hub
3/11/2019	Briefing	American Institute of Architects Seattle, Transportation Committee

Date	Type of Meeting	Location
6/11/2018, 3/11/2019, 2/10/2020, 11/9/2020, 6/14/2021	Briefing	Pigeon Ridge Neighborhood Council
3/13/2019, 11/2/2020, 1/13/2021	Briefing	Ballard Alliance
3/19/2019, 9/21/2021	Briefing	Pioneer Square Residents' Council
3/20/2019	Briefing	International House Senior Living
3/25/2019, 2/3/2020	Briefing	Representative from Seniors in Action
3/26/2019	Briefing	Harbor Safety Committee
3/31/2019	Briefing	Chinatown-International District Scoping Comment Work Party
4/1/2019, 8/5/2019	Briefing	Chinatown-International District Workgroup 4 – Capital Projects Coordination Meeting
4/15/2019, 8/24/2021, 9/28/2021	Briefing	Historic South Downtown
5/7/2019	Briefing	Latino Community Fund of Washington
6/26/2018, 5/30/2019, 1/22/2020, 2/12/2020	Briefing	Seattle Center
6/5/2019, 6/26/2019, 9/13/2019, 11/26/2019, 2/24/2021	Briefing	SODO Business Improvement Area
8/21/2019	Briefing	Allen Institute for Brain Science
8/21/2019	Briefing	Institute for Systems Biology
8/21/2019	Briefing	Lunch and Learn: International District/Chinatown Station Siting
8/29/2019	Briefing	SODO Neighbors
8/30/2019, 7/26/2021	Briefing	Helping Link
10/7/2019	Briefing	SODO Design Coalition Meeting
1/6/2020	Briefing	First Hill Improvement Association, Transportation Committee
1/22/2020	Briefing	Pioneer Square Preservation Board
1/22/2020	Briefing	Seattle Youth Commission
1/28/2020	Briefing	Ballard-Interbay Regional Transportation Study Public Meeting (Ballard)
2/3/2020	Briefing	Ballard-Interbay Regional Transportation Study Public Meeting (Magnolia)
2/5/2020	Briefing	First Hill Improvement Association, Urban Design and Public Space Committee
2/5/2020	Briefing	District 1 Community Network
2/5/2020	Briefing	West Edge Neighborhood Association
2/6/2020	Briefing	Ballard Avenue Landmark District Board
2/12/2020	Briefing	5 City Commission
2/14/2020, 9/20/2021	Briefing	K.E.X.P.

Date	Type of Meeting	Location
3/2/2020	Briefing	Seattle Renters Commission
3/4/2020	Briefing	Seattle Bicycle Advisory Board
6/29/2020, 9/22/2020, 12/7/2020, 3/29/2021	Briefing	Avalon Station Neighbors
9/15/2020	Briefing	Stadium District
10/21/2020	Briefing	Seattle Repertory Theatre and Seattle Children's Theatre
11/23/2020, 1/11/2021	Briefing	Seattle Subway
1/19/2021	Focus Group	Community Liaison Focus Group
1/22/2021	Briefing	West Seattle Corporate Center
2/1/2021	Briefing	SkyLink
2/17/2021	Briefing	Sierra Summit Schools
2/23/2021	Briefing	International Special Review District
3/1/2021	Briefing	Ballard Food Bank
3/19/2021	Briefing	Pioneer Square Monthly Information Session
4/1/2021	Briefing	International District Rotary Club
4/20/2021	Briefing	Washington Society of Professional Engineers
4/27/2021, 6/22/2021	Briefing	Seattle Center Board Advocacy Committee
5/5/2021, 5/12/2021, 5/19/2021, 5/26/2021, 6/2/2021, 6/9/2021, 7/14/2021, 8/18/2021	Training	City of Seattle Community Liaison Trainings
8/14/2021, 10/30/2021	Tabling	Neighborhood House Somali Health Fair
8/20/2021, 9/10/2021	Tabling	Hing Hay Park Ping Pong Tournament
9/8/2021	Briefing	Chinese Information and Service Center
9/20/2021	Briefing	Washington State Ballpark Public Facilities District
10/19/2021	Briefing	Denny Triangle Neighborhood Association
3/31/2021	Informational Event	Wing Luke Museum Virtual Tour
6/29/2020	Briefing	Yancy/Avalon Station Neighbors
10/24/2021	Briefing	Vietnamese Community Group
11/16/2021	Briefing	Community Advisory Group Meeting #1
1/11/2022	Briefing	Community Advisory Group Meeting #2: West Seattle/Duwamish Station Planning
1/7/2022	Briefing	Washington State Department of Social and Health Services
1/20/2022	Briefing	Seattle Design Commission
1/26/2022	Orientation	Community Liaison Draft EIS Engagement Orientation

F.6.2 Outreach Meetings Prior to the West Seattle Link Extension Final Environmental Impact Statement

Table F-6 lists the public and stakeholder outreach meetings held after issuing the WSBLE Draft EIS and before issuing the West Seattle Link Extension Final EIS.

Table F-6. Public and Stakeholder Outreach Meetings Held Before the West Seattle Link Extension Final EIS

Date	Type of Meeting	Location
1/28/2022	Briefing	Washington Transportation Advocates
2/1/2022	Briefing	Seattle Metropolitan Chamber of Commerce
2/2/2022	Briefing	Puget Sound Harbor Safety Committee
2/2/2022	Briefing	Sound Transit Citizen Oversight Panel
2/5/2022	Tabling	Vietnamese Community Information Share
2/8/2022	Briefing	Community Advisory Group Meeting #3: West Seattle/Duwamish
2/10/2022	Briefing	West Seattle Chamber of Commerce
2/15/2022	Briefing	Seattle City Council: Transportation and Utilities Committee
2/15/2022	Briefing	Seattle Metropolitan Chamber, Business Issues Forum
2/16/2022, 3/31/2022, 4/22/2022, 2/7/2023, 6/12/2023, 8/14/2023	Briefing	Avalon Neighbors Group
2/17/2022	Briefing	SODO Business Improvement Area
2/12/2022	Door-to-door outreach	Delridge corridor, Chinatown-International District, Pioneer Square business outreach
2/13/2022, 2/19/2022, 3/9/2022, 4/6/2022, 4/16/2022, 4/20/2022, 4/21/2022, 4/28/2022	Tabling	Vietnamese Community Peer-to-peer Information Share
2/19/2022	Tabling	Muslim American Youth Foundation Information Booth
2/22/2022	Briefing	Seattle Subway
2/24/2022	Tabling	Denise Louie Education Center Peer-to-peer Information Share
2/25/2022	Tabling	Corridor-wide Library and Community-based Organization Materials Share
2/26/2022	Briefing	Tabor 100
2/27/2022, 3/12/2022, 3/19/2022, 3/26/2022,	Tabling	Vietnamese Community Peer-to-peer Information Share
3/3/2022	Tabling	SeaTac and Tukwila Community Markets Information Share
3/4/2022	Tabling	Latino Town's Viernes de Fiesta Information Booth
3/4/2022, 3/11/2022	Tabling	The Salvation Army Seattle White Center Corps & Community Center Information Booth
3/5/2022, 3/13/2022, 3/19/2022	Tabling	West Seattle Bowl Information Booth
3/5/2022, 3/6/2022	Tabling	LA Fitness Materials Share
3/6/2022	Tabling	Eastgate Church Information Booth

Date	Type of Meeting	Location
3/6/2022, 3/19/2022	Tabling	Co Lam Temple Information Booth
3/6/2022	Tabling	White Center Door-to-door Business Outreach
3/7/2022	Briefing	Pigeon Point Neighborhood Council
3/8/2022	Briefing	Urban Land Institute, Transit-Oriented Development Product Council
3/8/2022	Briefing	Community Advisory Group Meeting #4: West Seattle/Duwamish
3/9/2022	Tabling	West Seattle Halal Market Business Outreach
3/14/2022	Tabling	South Park Door-to-door Business Outreach
3/16/2022	Tabling	SODO Station Information Booth
3/16/2022	Briefing	Puget Sound Sage, Community Leadership Institute, Transit Justice Panel
3/17/2022, 3/21/2022, 3/8/2023	Briefing	Seattle Design Commission
3/18/2022	Briefing	Seattle Metropolitan Chamber of Commerce
3/18/2022	Briefing	Transit Access Coalition
3/19/2022	Tabling	Delridge Corridor Neighbors Door-to-door
3/21/2022	Briefing	Seattle Metropolitan Chamber of Commerce: West Seattle Link Extension
3/22/2022	Briefing	Southwest Early Learning
3/22/2022	Briefing	Southwest Early Learning Bilingual Preschool
3/24/2022	Briefing	Port of Seattle
3/25/2022, 12/12/2023	Tabling	West Seattle Food Bank Information Booth
3/28/2022	Tabling	Chinese Radio Seattle Information Share
3/29/2022	Briefing	Business Owner and Management Association (BOMA)
3/31/2022	Briefing	Avalon Neighbors Tour
3/31/2022	Briefing	Seattle Metropolitan Chamber of Commerce, WSBLE Stakeholder Collaboration
4/1/2022, 11/20/2023	Briefing	Delridge Neighborhood Development Association
4/3/2022, 6/11/2023	Tabling	West Seattle Farmers Market Information Booth
4/6/2022	Tabling	Senior Center of West Seattle
4/7/2022	Briefing	Seattle Design Commission: Delridge Station and Duwamish crossing
4/7/2022	Briefing	West Seattle Chamber of Commerce luncheon: engaging commercial tenants
4/7/2022	Briefing	West Seattle Transportation Coalition, Draft EIS Comment Workshop
4/9/2022	Tabling	SODO Flea Market Information Booth
4/11/2022	Briefing	SODO Business Improvement Area
4/11/2022	Briefing	Community Development Roundtable
4/12/2022	Briefing	Community Advisory Group Meeting #5: West Seattle/Duwamish Cost Savings/Refinements
4/14/2022	Briefing	West Seattle Bike Connections

Date	Type of Meeting	Location
4/15/2022	Briefing	Heron Helpers and Seattle Audubon
4/16/2022	Tabling	Duwamish Alive! Earth Month Celebration Information Booth
4/17/2022, 4/18/2022	Tabling	High Point and West Seattle Mosque Information Booth
4/17/2022	Tabling	West Seattle Halal Market Information Booth
4/18/2022	Tabling	West Seattle Halal Market Business Information Booth
4/19/2022	Tabling	Negocios y Finanzas Radio Information Virtual
4/20/2022	Tabling	Delridge Library Information Booth
4/20/2022, 4/21/2022	Briefing	Northwest Seaport Alliance and maritime businesses near Harbor Island
4/20/2022	Briefing	Historic South Downtown
4/21/2022	Tabling	High Point Library Materials and Information Share
4/21/2022	Briefing	Virtual Seattle Design Commission: potential project refinements
4/21/2022	Briefing	PARC SODO Stadiums
4/22/2022	Tabling	El Salvadorean Bakery Information Booth
4/22/2022	Tabling	Hope Academy Mosque Information Booth
4/23/2022	Tabling	High Point Earth Day Information Booth
4/26/2022	Briefing	Duwamish Alive Coalition
4/28/2022	Tabling	Spanish Community Peer-to-peer Information Share
5/1/2022	Briefing	Delridge Neighborhood Development Association Board Retreat
5/20/2022	Briefing	West Seattle and Ballard Link Extensions System Expansion Committee Workshop
6/8/2022	Briefing	Northwest Marine Trade Association
6/21/2022	Briefing	Seattle Metropolitan Chamber of Commerce, Business Forum
8/28/2022, 8/26/2023	Tabling	White Center Block Party
10/5/2022	Briefing	Seattle Metropolitan Chamber of Commerce
10/20/2022	Briefing	Public Stadium Authority
10/22/2022, 6/24/2023	Tabling	South Delridge Farmers Market
1/24/2023	Door-to-door outreach	West Seattle New Property Owners
6/24/2023	Tabling	South Delridge Farmers Market
7/14/2023	Tabling	West Seattle Summer Fest
1/19/2023, 3/16/2023	Briefing	Transportation Choices Coalition
2/7/2023	Briefing	Citizens Accessibility Advisory Committee
2/8/2023	Open House	Corridor-wide Further Studies Open House
2/28/2023, 3/16/2023, 4/25/2023, 8/24/2023	Briefing	SODO Business Improvement Area
3/2/2023	Briefing	Seattle Design Commission
3/16/2023	Briefing	Seattle Metropolitan Chamber of Commerce
3/30/2023	Briefing	Commute Seattle/Seattle 2030

Date	Type of Meeting	Location
5/25/2023	Briefing	West Seattle Transportation Coalition
6/11/2023	Tabling	West Seattle Farmers Market
6/24/2023	Tabling	South Delridge Famers Market
7/14–16/2023	Tabling	West Seattle Summer Fest
8/9/2023	Briefing	Birds Connect Seattle
8/26/2023	Tabling	White Center Block Party
9/6/2023	Briefing	West Seattle Bike Connections
9/9/2023	Tabling	SODO Flea Market
9/18/2023	Briefing	Avalon Neighbors Group
9/28/2023	Tabling	Greenspace Open House
10/4/2023, 1/3/2024	Briefing	District 1 Community Network
10/11/2023, 10/12/2023	Door-to-door	West Seattle Link Extension Station Planning Forum Postering
10/23/2023	Briefing	SODO Property Owners Tour
10/25/2023	Open house	West Seattle Link Extension Station Planning Forum
11/1/2023	Briefing	Cascade Bicycle Club
11/4/2023	Tabling	Dia de los Muertos Tabling
11/15/2023	Briefing	West Seattle High School Earth Club
11/16/2023	Door-to-door	SODO door-to-door outreach
11/19/2023	Tabling	Delridge Library
11/29/2023	Open House	West Seattle Link Extension Station Planning SODO Drop-in
12/5/2023	Briefing	South Seattle College
12/9/2023	Tabling	Hope Central Tabling
12/13/2023	Focus Group	West Seattle Link Extension Station Planning (Vietnamese)
12/16/2023	Focus Group	West Seattle Link Extension Station Planning (Somali)
1/5/2024	Workshop	Bike Advocate Workshop
1/10/2024	Briefing	Sound Transit Community Oversight Panel
1/28/2024	Tabling	Tet Celebration in White Center
2/1/2024	Briefing	Highland Park Action Coalition
2/12/2024	Door-to-door	White Center door-to-door outreach
3/5/2024	Open House	West Seattle Link Extension Station Planning Open House
3/23/2024	Tabling	Roxhill Community Day
3/25/2024	Tour	North Delridge Site Visit
4/10/2024	Open House	SODO Business Improvement Area and Sound Transit Station Planning Drop-in
5/7/2024	Briefing	SODO Business Improvement Area Transportation Committee

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Appendix G

Environmental Justice

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ACRONYMS AND ABBREVIATIONS

EIS	Environmental Impact Statement
FTA	Federal Transit Administration
L.O.S.	level of service
Metro	King County Metro Transit
M.O.S.	minimum operable segment
NEPA	National Environmental Policy Act
RET	Racial Equity Toolkit
SEPA	State Environmental Policy Act
TOD	transit-oriented development
WSBLE	West Seattle and Ballard Link Extensions
WSDOT	Washington State Department of Transportation

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1 INTRODUCTION AND REGULATORY FRAMEWORK

1.1 Introduction

The environmental justice analysis in this appendix evaluates whether the West Seattle Link Extension Project (the project) would result in disproportionately high and adverse effects on minority and low-income populations. It also describes Sound Transit's engagement with these populations to encourage their active participation in the planning process. The outreach program is inclusive of both the West Seattle and Ballad Link Extension (WSBLE) Project (prior to July 2022) and the West Seattle Link Extension Project (after July 2022).

The environmental justice analysis is conducted in compliance with Presidential Executive Order 12898, Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations (dated February 11, 1994), as amended by Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All (dated April 21, 2023); the United States Department of Transportation Order 5610.2, Actions to Address Environmental Justice in Minority and Low-Income Populations (April 15, 1997); the United States Department of Transportation Order 5610.2C (May 16, 2021) updating the policy to consider environmental justice principles in all programs, policies, and activities. Together, these orders require the Federal Transit Administration (FTA) to follow the three guiding principles of environmental justice, as outlined in the FTA Environmental Justice Policy Guidance Circular, FTA C 4703.1:

Separation of West Seattle Link Extension and Ballard Link Extension Environmental Processes

The Draft Environmental Impact Statement (EIS) published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions Project. The extensions were evaluated together in the Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and FTA have decided to move forward under separate environmental reviews for each extension.

- To avoid, minimize, and mitigate disproportionately high and adverse effects
- To ensure the full and fair participation by all potentially affected communities
- To prevent the denial of, reduction in, or substantial delay in the receipt of benefits by minority and low-income populations

Executive Order 12898, provides that ". . . each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions, the District of Columbia, the Commonwealth of Puerto Rico, and the Commonwealth of the Mariana Islands." The Executive Order addresses the importance of public participation in the review process. Executive Order 14096 – "Revitalizing Our Nation's Commitment to Environmental Justice for All" was enacted on April 21, 2023. Executive Order 14096 requires agencies to "identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns." Executive Order 14096 on

environmental justice does not rescind Executive Order 12898, which has been in effect since February 11, 1994, and is currently implemented through the May 14, 2021 United States Department of Transportation Order 5610.2C. This implementation will continue until further guidance is provided regarding the implementation of the new Executive Order 14096 on environmental justice.

The United States Department of Transportation Order states that "in making determinations regarding disproportionately high and adverse effects on minority and low-income populations, mitigation and enhancements measures that will be implemented and all offsetting benefits to the affected minority and low-income populations may be taken into account, as well as the design, comparative impacts, and the relevant number of similar existing system elements in non-minority and non-low-income areas" (United States Department of Transportation 5610.2C Section 9(b)).

Sound Transit and the City of Seattle partnered on the Racial Equity Toolkit (RET) process for the WSBLE Project. With the separation of the environmental processes for these two extensions, the RET process will also continue separately for each project. The RET process is designed as a tool to fulfill the City of Seattle's commitment to its Race and Social Justice Initiative. The City of Seattle's Race and Social Justice Initiative is consistent with federal Executive Order 12898, which is the basis for this environmental justice evaluation. The RET lays out a process and a set of questions to guide the development, implementation, and evaluation of the project to advance racial equity. The RET process began early in project development, informing data analysis, technical evaluation and the focus and extent of community engagement. During the environmental review phase, the RET builds on the environmental justice assessment for this project, documenting potential project impacts and benefits, and community feedback. However, given that the RET process is guided by a different framework than the Environmental Impact Statement (EIS) environmental justice requirements, the report on the RET process and findings is structured differently, and is oriented around RET outcomes for the project. A report on the RET process, requirements, outcomes, and findings is available in the *Racial Equity Toolkit: Environmental Review Phase* (Sound Transit 2022).

City of Seattle's Race and Social Justice Initiative

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community by ending individual racism, institutional racism, and structural racism. The Racial Equity Toolkit (RET) lays out a process and a set of questions to guide the development, implementation, and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

1.2 Regulatory Framework

1.2.1 Regulations, Plans, and Policies

The following list of federal, state, and local regulations, executive orders, plans, and policies comprise the regulatory framework that guided the environmental justice assessment for this project:[1]

[1] Presidential Executive Order 14091, Further Advancing Racial Equity and Support for Underserved Communities through the Federal Government (February 2023) was issued after the NEPA process for the West Seattle Link Extension project was underway. There is no published guidance from the United States Department of Transportation on Executive Order 14091 at this time. Council on Environmental Quality NEPA Implementing Regulations (Notice of Proposed rulemaking July 2023) on how to "address adverse health and environmental effects that disproportionately affect communities with environmental justice concerns" are also not finalized at the time of the writing of this document.

Federal:

- Title 49 of the Code of Federal Regulations, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964
- Title 23 of the United States Code, Section 109(h), Federal Highway Administration Effectuation of Title VI of the Civil Rights Act of 1964
- Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (Executive Order 12898), February 11, 1994
- Presidential Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (Executive Order 13166), August 11, 2000
- Presidential Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All (Executive Order 14096), April 21, 2023[2]
- United States Department of Transportation Order on Environmental Justice (Order 5610.2C), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, May 16, 2021
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. This act defines the federal regulations governing property acquisition and relocation for federally funded projects
- Circular FTA C 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (FTA 2012a)
- Circular FTA C 4703.1, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* (FTA 2012b)
- *Promising Practices for EJ* [Environmental Justice] *Methodologies in NEPA* [National Environmental Policy Act] *Reviews* (United States Environmental Protection Agency 2016)

State of Washington:

- State of Washington Governor's Executive Order, 93-07, Affirming Commitment to Diversity and Equity in the Service Delivery and in the Communities of the State. September 27, 1993
- Washington Relocation Assistance – Real Property Acquisition Policy Act of 1971, as amended

Sound Transit and Washington State Department of Transportation:

- *Implementing Environmental Justice Pursuant to Executive Order 12898 and the Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations* (Sound Transit and Washington State Department of Transportation 2001)

[2] Under Executive Order 14096, agencies will continue their efforts to advance environmental justice in ways that complement and deepen prior work. Executive Order 14096 uses the term "disproportionate and adverse" as a simpler, modernized version of the phrase "disproportionately high and adverse" used in Executive Order 12898. Those phrases have the same meaning but removing the word "high" eliminates potential misunderstanding that agencies should only be considering large disproportionate effects. (White House 2023)

City of Seattle:

- *Duwamish Valley Action Plan: Advancing Environmental Justice & Equitable Development in Seattle* (City of Seattle 2018)
- Executive Order 2005-08: Inclusive Outreach and Public Engagement, April 4, 2008
- Council Resolution 31164, November 19, 2009; adopted November 30, 2009
- Executive Order-2014-02: Race and Social Justice Initiative, April 3, 2014
- Executive Order-2017-13: Race and Social Justice Initiative, November 28, 2017

1.2.2 Definitions

The definitions provided in this section for key terms used for this analysis (FTA 2012) are based on the United States Census Bureau's definitions of "minority." The definitions do not account for all non-White racial or ethnic groups, such as people with Middle Eastern origin who are categorized as White by the Census Bureau.

Minority persons include the following:

- Black: a person having origins in any of the Black racial groups of Africa
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- Asian: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through Tribal affiliation or community recognition
- Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

A minority population means any readily identifiable group or groups of minority persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy, or activity (FTA 2012). The term "minority" is used in this report for consistency with the Environmental Justice Executive Order 12898. When discussing the RET process partnership between Sound Transit and the City, the term "communities of color" is used for consistency with the RET and the City's Race and Social Justice Initiative.

A low-income person is identified as a person whose median household income is at or below two times the federal Health and Human Services poverty level; this is a local threshold that Sound Transit and other regional transit agencies have determined is appropriate for use in determining eligibility for reduced fare programs and reflects the increasingly high cost of living in the region (Sound Transit 2014b). Two times the Department of Health and Human Services 2021 poverty guideline[3] for a household of one (1) is $27,576 annual income and for a household of four (4) is $55,480 annual income (United States Department of Health and Human Services 2021). The use of a local threshold is consistent with FTA Circular 4703.1 (FTA 2012). Those individuals considered low-income will include persons living below these thresholds.

[3] Poverty data from 2021 was used for consistency with latest available Census data.

A low-income population means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity (FTA 2012).

A disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

(1) is predominantly borne by a minority population and/or a low-income population, or

(2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population (FTA 2012).

A person with limited English proficiency is defined as a person who speaks English “less than well” by the United States Census Bureau (2023). People with limited English proficiency are not an environmental justice population as defined by FTA in its circular C 4703.1, but they are considered in this analysis. Executive Order 13166 on Improving Access to Services for Persons with Limited English Proficiency directs each federal agency that is subject to its requirements to publish guidance for its representative recipients clarifying that obligation. The United States Department of Transportation published guidance in the *Federal Register* on December 14, 2005. The guidance defines a “safe harbor” for recipients to ensure that they comply with their obligation to provide written translations in languages other than English (United States Department of Transportation 2005). The guidance considers a recipient within the safe harbor if they provide the written translation of vital documents for each eligible language group that constitutes either 1,000 persons or 5 percent of the population of persons eligible to be served or likely to be affected or encountered (United States Department of Transportation 2005).

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2 METHODOLOGY AND APPROACH

Sound Transit completed the West Seattle Link Extension Project environmental justice analysis using guidance from the Sound Transit/Washington State Department of Transportation (WSDOT) Realignment Issue Paper No. 36: *Implementing Environmental Justice Pursuant to Executive Order 12898 and the Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations* (Sound Transit and WSDOT 2001), the 2012 FTA circular *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* (Circular FTA C4703.1), and *Promising Practices for EJ Methodologies in NEPA Review*s (United States Environmental Protection Agency 2016).

The guidance provides recommendations to state and local agencies to consider the following when implementing a plan, project, or activity:

- Engaging environmental justice populations in the public transportation decision-making process
- Determining whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects
- Avoiding, minimizing, or mitigating these effects

The environmental justice analysis considers potential project impacts associated with each EIS environmental resource for the No Build Alternative and Build Alternatives. Potential impacts include direct construction and operation impacts, indirect impacts, and cumulative impacts. Potential impacts are assessed according to their likelihood, severity, and duration.

The environmental justice analysis considers any mitigation measures proposed to avoid, reduce, or minimize impacts to environmental justice populations. The analysis also considers any benefits of the proposed project to environmental justice populations, so that the impact of the project on environmental justice populations is evaluated through a review of potential impacts in conjunction with benefits as well as any offsetting mitigation measures (if applicable). Based on these factors (potential impacts, benefits, and mitigation measures), a qualitative method is then used to arrive at a conclusion as to whether the project would result in potential disproportionately high and adverse effects to environmental justice populations.

This environmental justice appendix also provides information about the efforts that Sound Transit has made throughout the project to involve minority and low-income people in project planning.

Sound Transit and the City of Seattle are collaborating on the development of a RET for the project. The RET process is a tool to fulfill the City of Seattle's commitment to its Race and Social Justice Initiative. It lays out a process and a set of questions to guide the development, implementation, and evaluation of policies, initiatives, programs, and budget issues to advance racial equity in the city of Seattle (Figure 2-1). These questions or steps overlap with and complement a NEPA environmental justice analysis related to stakeholder involvement, data analysis, identification of benefits and burdens, and development of strategies and mitigation to minimize harm and unintended consequences. The City of Seattle's Race and Social Justice Initiative is consistent with and supports federal Executive Order 12898, which is the basis for this environmental justice evaluation. In addition, Sound Transit adopted its own RET process, which will be used as the project advances. As the environmental justice analysis and the RET process align in terms of focus on evaluating how a project impacts communities of color and low-income populations, the RET process was applied for this project as summarized in Section 4.3, Racial Equity Toolkit Process.

Figure 2-1. Racial Equity Toolkit

RACE & SOCIAL JUSTICE INITIATIVE

Racial Equity Toolkit

to Assess Policies, Initiatives, Programs, and Budget Issues

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending individual racism, institutional racism and structural racism. The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

When Do I Use This Toolkit?

Early. Apply the toolkit early for alignment with departmental racial equity goals and desired outcomes.

How Do I Use This Toolkit?

With Inclusion. The analysis should be completed by people with different racial perspectives.

Step by step. The Racial Equity Analysis is made up of six steps from beginning to completion:

Step 1. Set Outcomes.
Leadership communicates key community outcomes for racial equity to guide analysis.

Step 2. Involve Stakeholders + Analyze Data.
Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.

Step 3. Determine Benefit and/or Burden.
Analyze issue for impacts and alignment with racial equity outcomes.

Step 4. Advance Opportunity or Minimize Harm.
Develop strategies to create greater racial equity or minimize unintended consequences.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.
Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.

Step 6. Report Back.
Share information learned from analysis and unresolved issue with Department Leadership and Change Team.

Source: City of Seattle 2012.

2.1 Data Sources

The environmental justice analysis includes a description of the demographics of the project study area using the most recent United States Census data available at the time of the analysis. The analysis used 2017 to 2021 American Community Survey data at the census block group level for minority and low-income people and people with limited English proficiency in the study area (United States Census Bureau 2023). Sound Transit also conducted interviews with social service providers to better understand the populations in the study area. These interviews also informed the outreach strategy to engage populations that are traditionally hard to reach.

Elementary school data were reviewed as another source of information and used to enhance Sound Transit's understanding of the communities surrounding the project. Seattle Public School District elementary school data were used because the attendance areas are geographically smaller than middle or high school attendance areas, so they better represent the project study area with which they overlap. Data used came from the Washington State Office of Superintendent of Public Instruction 2022-2023 school year Washington State Report Card for the elementary schools in the study area (Washington Office of Superintendent of Public Instruction 2023).

2.2 Study Area

The study area geography that is used for the environmental justice analysis is the census block groups that intersect a 0.5-mile buffer from the project operational and construction footprint edge. This 0.5-mile study area is a baseline both for identifying demographics in Section 3.1, Study Area Demographics, and assessing impacts in Chapter 4, Outreach to Minority and Low-Income Populations. A 0.5-mile study area is used for this analysis for the following reasons:

- It is the geographic area most likely to receive the greatest effect, both positive and negative, as a result of the project.
- It captures the typical walking distance residents and workers might cover to access the proposed transit stations.

The study area overlaps four neighborhoods. Some of the neighborhoods are primarily residential. These study area neighborhoods have social resources, including community and senior centers, parks and recreational facilities, and religious institutions, as well as public services, including schools, government offices, fire and police stations, libraries, and hospitals and medical clinics. Many of these resources provide residents with many opportunities to interact and develop a sense of neighborhood identity and cohesion. The environmental justice analysis also considered the potential for benefits and impacts to minority and/or low-income populations in areas outside of the study area because their transit options and access could be indirectly affected by the project. Potential effects on mobility and access for these populations are also considered in the RET process.

2.3 Public Outreach

Sound Transit has provided meaningful engagement opportunities for minority and low-income people, and provided translated materials and translation services for people with limited English proficiency, early and often in the planning and development process for the project (see summary in Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination). Information gathered during public involvement activities in the study area influenced project scope and design.

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3 STUDY AREA BASELINE CONDITIONS

3.1 Study Area Demographics

The West Seattle Link Extension would be approximately 4.1 miles in length and travel between four neighborhoods across SODO and West Seattle; stations would serve three neighborhoods, the Industrial District, Delridge, and West Seattle neighborhoods (see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS).

The minority and low-income demographics of the study area are presented in Table 3-1 and discussed in the sections that follow. Figure 3-1 and Figure 3-2 depict the percentage of minority and low-income persons within each census block group and also show the social resources and public services that serve the community and its environmental justice populations in the study area. These resources include social services (e.g., affordable housing and shelters), community facilities, and fire/emergency medical services. The social resources were identified via public data sets, internet research, community outreach, verification from local agencies and organizations, and comments received on the WSBLE Draft EIS.

Table 3-1. Study Area Demographics

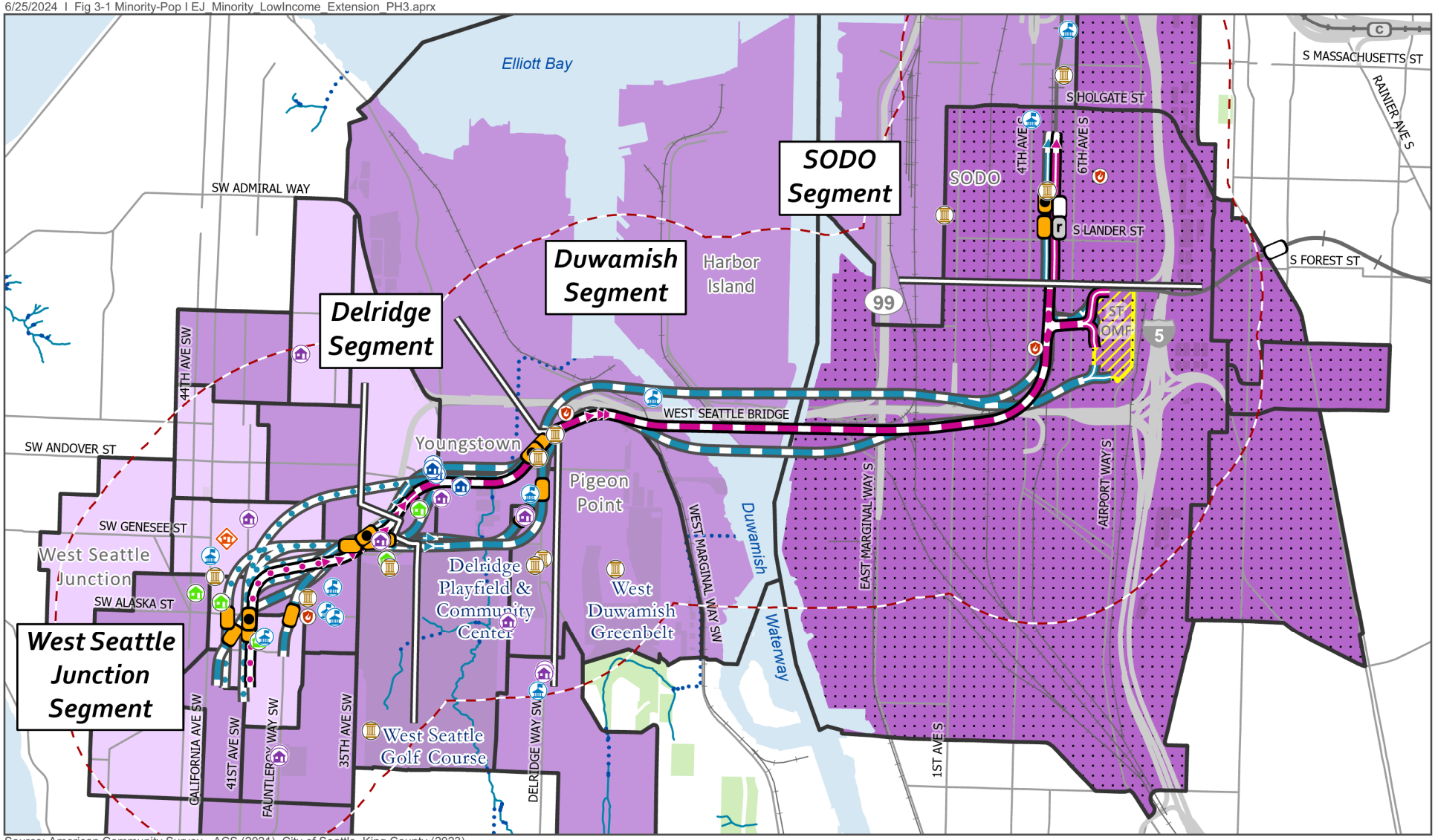
Demographic	Study Area	City of Seattle	Sound Transit Service District	SODO Segment	Duwamish Segment	Delridge Segment	West Seattle Junction Segment
Total Population	35,288	725,319	3,358,538	4,078	6,793	4,265	20,152
Minority	32%	38%	42%	49%	46%	38%	24%
Black or African American alone	6%	7%	7%	15%	5%	14%	3%
Hispanic or Latino	8%	7%	11%	14%	11%	5%	7%
Asian alone	9%	16%	16%	14%	21%	11%	4%
American Indian and Native Alaskan alone	0.2%	0.4%	1%	0.2%	0.0%	0.0%	0.3%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.2%	1%	0.0%	0.0%	0.0%	0.3%
Two or more races and Some other Race alone	9%	7%	7%	8%	9%	6%	9%
Low-Income Population [a]	16%	18%	20%	19%	23%	14%	14%
Households with Limited English Proficiency [b]	6%	7%	10%	14%	10%	8%	3%
Median Household Income	$113,717	$109,336	$103,824	$92,616	$100,867	$107,570	$123,554

Source: 2021 American Community Survey 5-Year Estimates (United States Census Bureau 2023).

[a] Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

[b] Includes populations that speak English “less than well.”

6/25/2024 I Fig 3-1 Minority-Pop I EJ_Minority_LowIncome_Extension_PH3.aprx



Source: American Community Survey - ACS (2021), City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

- Community Facility
- Fire / Emergency / Medical
- Social Service
- Seattle Housing Authority (SHA) Property
- Mandatory Housing Affordability (MHA) Property
- Housing with Services
- Income-restricted Housing

- Study Area
- Block Group

Minority Population
- 0-25%
- 25.1-50%
- 50.1-75%

Note: For reference, the percentage of minority persons is 32% within the study area and 38% within the City of Seattle.

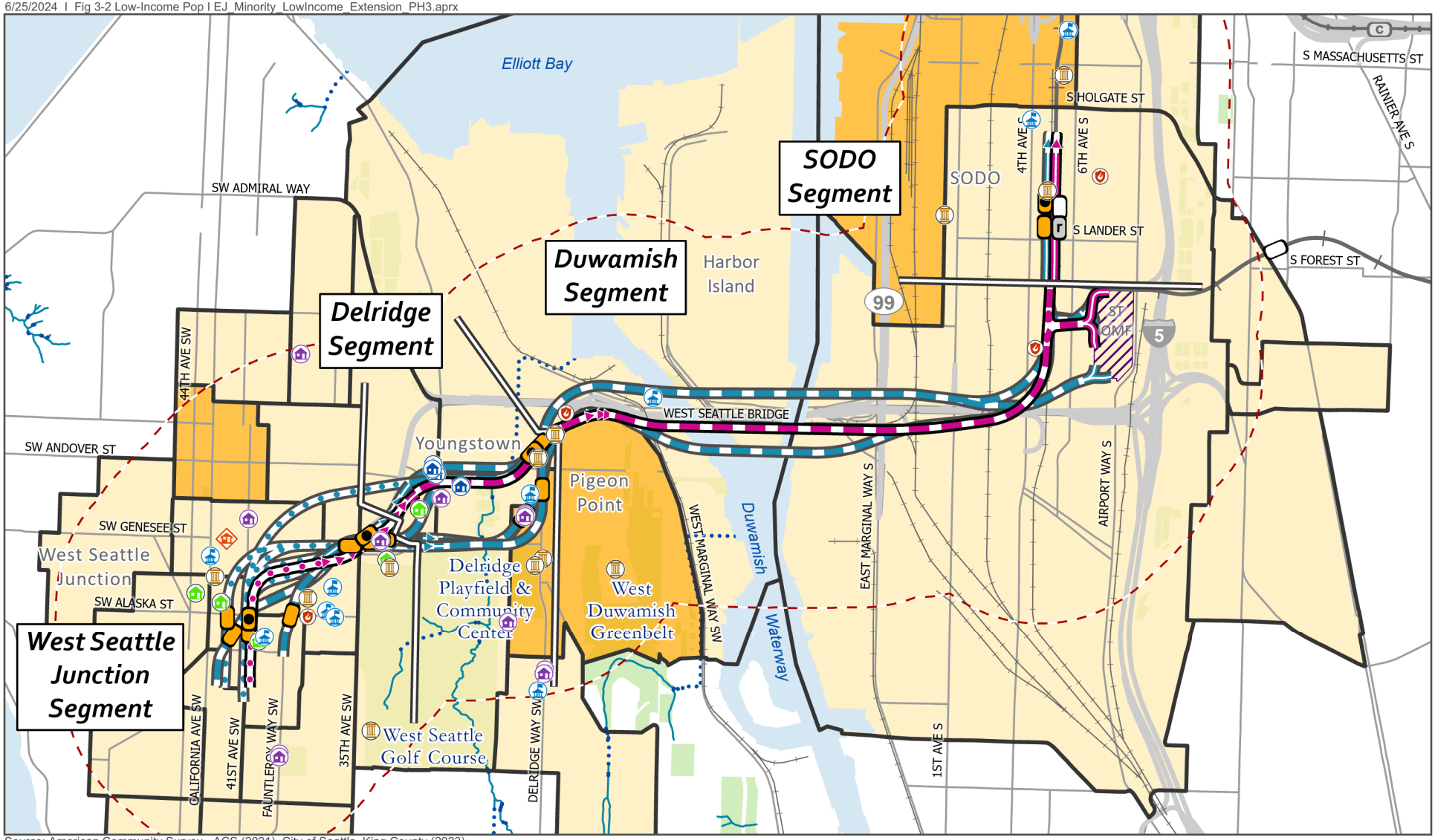
0 0.5 1 Mile

N

FIGURE 3-1
Minority Population

West Seattle Link Extension

6/25/2024 I Fig 3-2 Low-Income Pop I EJ_Minority_LowIncome_Extension_PH3.aprx



Source: American Community Survey - ACS (2021), City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

- Community Facility
- Fire / Emergency / Medical
- Social Service
- Seattle Housing Authority (SHA) Property
- Mandatory Housing Affordability (MHA) Property
- Housing with Services
- Income-restricted Housing

- Study Area
- Block Group

Low-Income Population
- 0-25%
- 25.1-50%

Note: For reference, the percentage of low-income persons is 16% within the study area and 18% within the City of Seattle.

0 0.5 1 Mile

N

FIGURE 3-2
Low-Income Population

West Seattle Link Extension

The most recent (2022 to 2023) elementary school data (Table 3-2) are used as a secondary source of demographic data. There are eight elementary Seattle Public School attendance areas that overlap the study area, as follows:

- Beacon Hill International Elementary School (2025 14th Avenue South) is in the SODO Segment study area.
- Rising Star (8311 Beacon Avenue South), Kimball (3200 23rd Avenue South), and Maple (4925 Corson Avenue South) are elementary schools in the Duwamish Segment study area.
- Genesee Hill (5013 Southwest Dakota Street), Fairmount Park (3800 Southwest Findlay Street) and Lafayette (2645 California Avenue Southwest) are elementary schools in the West Seattle Junction Segment (the Lafayette attendance area also overlaps the Delridge Segment study area).
- Pathfinder K-8 (1901 Southwest Genesee Street) is an option school in the Duwamish Segment study area where students could be from outside the neighborhood. It is included, because living near the school is a priority tiebreaker for enrollment and some students do therefore live nearby.

Table 3-2. Elementary School Demographics (2022 to 2023)

Segment	School	Enrollment	Percent Race other than White	Percent Hispanic (of any Race)	Percent Free and Reduced-Price Lunch Eligible	Percent English Language Learners [a]
SODO	Beacon Hill International School	342	81%	32%	52%	47%
Duwamish	Kimball	379	74%	16%	42%	29%
Duwamish	Maple	434	82%	17%	49%	40%
Duwamish	Rising Star	330	88%	15%	65%	45%
Duwamish	Pathfinder K-8 [b]	464	35%	13%	15%	2%
Duwamish	Lafayette [c]	476	42%	13%	16%	5%
West Seattle Junction	Genesee Hill	521	30%	8%	8%	4%
West Seattle Junction	Fairmount Park	428	46%	10%	20%	7%
West Seattle Junction	Gatewood	372	32%	11%	15%	3%

Sources: Washington State Office of Superintendent of Public Instruction 2023.

[a] English language learners are students who live in homes where another language is the primary language spoken, or who learned another language before English.

[b] Pathfinder K-8 is an option school, which means parents apply for their child to attend instead of being assigned by the school district using a home address. Some students attending could be from outside the neighborhood, but living near the school is a priority tiebreaker for enrollment.

[C] Lafayette boundary overlaps with Duwamish and West Seattle Junction segments.

3.1.1 Minority Populations

The overall minority population in the study area (32 percent) is lower than in the Sound Transit service district (42 percent) (Table 3-1). The highest percentage of minority population within the study area are Black or African American in the SODO and Delridge segments, Asian in the Duwamish Segment, and “Two or more races” and “some other race” in the West Seattle Junction Segment. The study area has a somewhat similar composition of minorities as the city overall. The most notable difference is the percentage of Asian people in the study area (9 percent) is less than in the city overall (16 percent). The areas with the highest percentages of minorities are found in the least populated places in the study area, the SODO Segment and the Duwamish Segment east of the Duwamish Waterway. Other than these areas, the majority of the census block groups in the study area have a minority percentage below the Sound Transit service district; the two outlier block groups are in the southern portion of the study area (one along Delridge Way Southwest and the other along 41st Avenue Southwest) and both are only partially in the study area. Figure 3-1 shows the distribution of minorities in the study area by census block group.

The elementary school data provided additional information about minority populations in the study area (Table 3-2). According to the elementary school data, Rising Star has the highest percentage of the student body that identify as non-White at 88 percent; most of the attendance area for Rising Star Elementary is outside the study area. Beacon Hill International and Maple have the second highest percentage of non-White children in their student bodies at 81 percent and 82 percent, respectively. Most of the attendance area for Maple Elementary is outside the study area.

3.1.2 Low-Income Populations

The percentage of the population defined as low-income in the study area is 16 percent, which is less than that of the Sound Transit service district at 20 percent. As shown on Figure 3-2, there are three census block groups in the 25.1 to 50 percent range: one in SODO west and north of the station (36 percent), one is in the Delridge Segment near the station and includes the Pigeon Point community (25 percent), and one is in the West Seattle Junction Segment near the new Avalon and Alaska Junction stations (25 percent). The SODO Segment has the lowest median income, and the West Seattle Junction Segment has the highest median income of all the segments (Table 3-1).

Elementary school data on National School Lunch Program free- and reduced- lunch participation rates were reviewed to provide another perspective on the low-income population in the study area (Washington Office of Superintendent of Public Instruction 2023). Eligibility for this lunch program is based on a few factors, one of which is family household income. Household incomes at or below 130 percent of the federal poverty level are eligible for free meals. Household incomes at or below 185 percent of the federal poverty level are eligible for reduced-price meals. The low-income definition used for this analysis includes both levels of lunch program eligibility.

The elementary school data (Table 3-2) showing the percentage of the student body participating in the free and reduced-priced lunch program provided additional information about low-income populations in the study area. The following four elementary schools, all east of the Duwamish Waterway, have a higher low-income population than the 16 percent low-income population percentage for the study area:

- Beacon Hill International Elementary School (52 percent)
- Kimball (42 percent)
- Maple (49 percent)
- Rising Star (65 percent)

The following four elementary schools in the study area have free and reduced-price lunch program participation rates that are lower than the low-income population percentage in their respective segments[4]:

- Pathfinder K-8 (15 percent)
- Lafayette (16 percent)
- Genesee Hill (8 percent)
- Gatewood (15 percent)

The Lafayette Elementary school attendance area overlaps with both the Duwamish and Delridge segments. The percentage of the study body participating in the free and reduced-price lunch program at this school is 16 percent, slightly higher than the low-income percentage in the West Seattle Junction Segment (14 percent) and lower than the low-income percentage in the Delridge Segment (23 percent).

There are several Seattle Housing Authority properties, income-restricted housing properties, and housing that include on-site social services within the study area (Figure 3-2). Additional developments in the area may provide below-market-rate housing, such as those that accept the Seattle Housing Authority Housing Choice Voucher Program, which provides a housing subsidy in the form of a voucher that can be used to rent a unit from any landlord in Seattle who meets the requirements. Those eligible to participate in this program earn 50 percent or less of the area median income.

Unsheltered populations are present in the study area. Permanent, year-round services for those who are unsheltered are outside the study area, although a cold-weather shelter is at the American Legion hall at 3618 Southwest Alaska Street, within the study area. The study area also may contain people who subsistence fish in the Duwamish Waterway (also known as the Duwamish River).

3.1.3 Limited English Proficiency Populations

The percentage of the study area population that has limited English proficiency (6 percent) is less than the Sound Transit service district (10 percent). According to the United States Census data, most residents of Seattle speak English better than “less than well,” but there are people with limited English proficiency found throughout the city and in the study area. For people with limited English proficiency, the most common languages spoken at home (other than English) in the study area are Spanish (approximately 1 percent of the population) and Asian and Pacific Islander languages, including Korean and Chinese, at less than 1 percent each.

To further characterize the limited English proficiency population within the study area, elementary school data (Washington State Office of Superintendent of Public Instruction 2023) on “English language learners” were reviewed. English language learners are students who live in homes where another language is the primary language spoken, or who learned another language before English. The data showed that the student bodies at four elementary schools report a much higher percentage of the student body as English language learners as compared to the Census Bureau data on limited English proficiency for the study area (Table 3-2). The following four elementary schools report a higher percentage of English language learners than limited English proficiency in the study area:

- Beacon Hill International (47 percent)
- Rising Star (45 percent)

[4] Free and reduced-price lunch program qualification is 185 percent of the federal poverty level, while Sound Transit uses 200 percent to define a low-income population.

- Maple (40 percent)
- Kimball (29 percent)

These schools are in the SODO (Beacon Hill International) and Duwamish (Rising Star, Kimball, and Maple) segments.

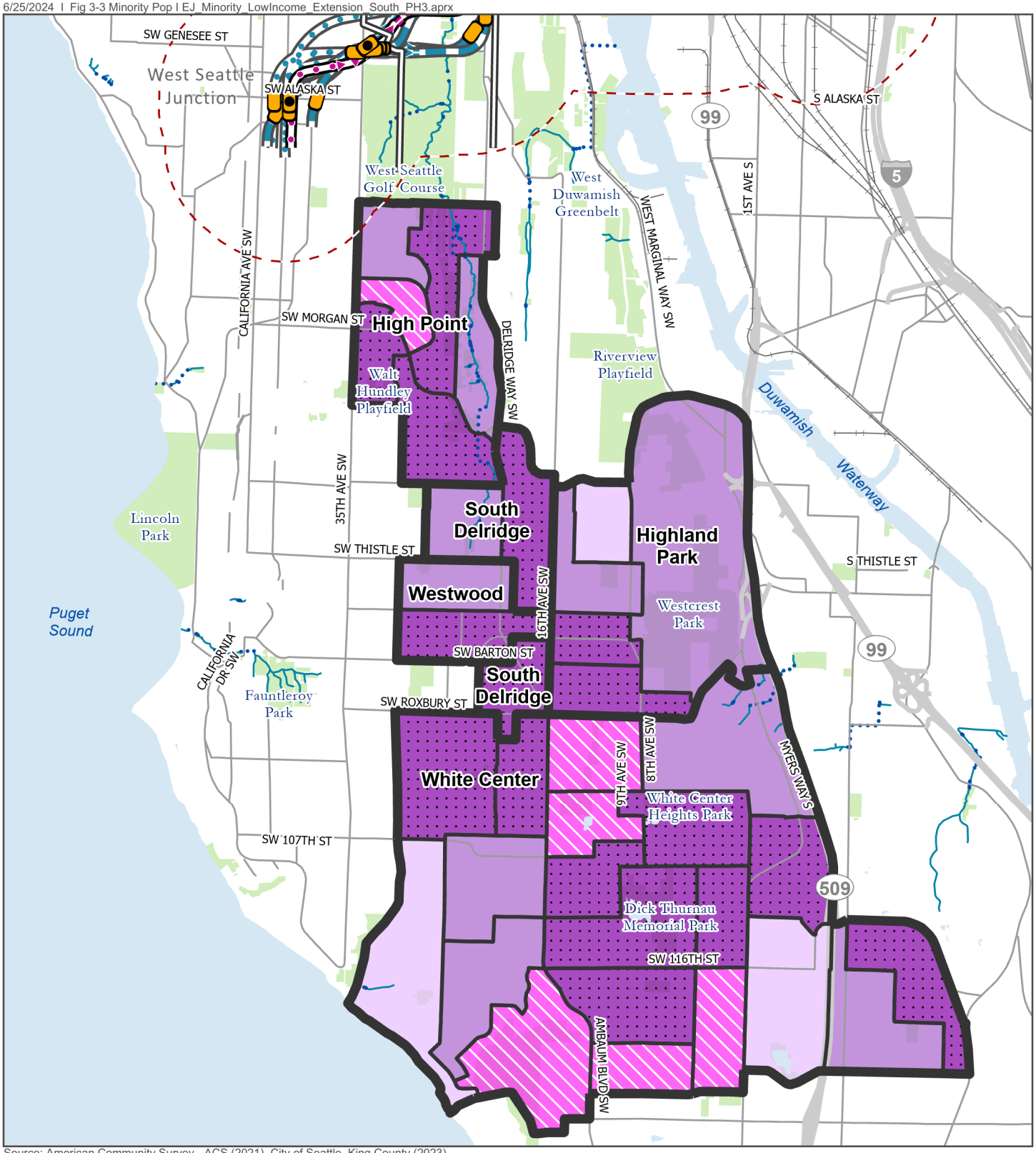
3.1.4 Environmental Justice Populations Outside of the Study Area

During the RET process, communities with environmental justice populations were identified south of the study area for which the Delridge Station, Avalon Station, or Alaska Junction Station would be a transit access or transfer point when traveling to or through downtown. These communities include South Delridge, High Point, Highland Park, Westwood, and the unincorporated King County neighborhood of White Center. Parts of the High Point community would be within the 10-minute bikeshed of the Delridge, Avalon, and Alaska Junction stations, and King County Metro Transit (Metro) RapidRide H Line would connect White Center to the Delridge Station. Metro bus transit currently provides service between these communities and the study area. Metro's RapidRide H Line would provide a transfer to light rail at the Delridge Station for residents in Highland Park and White Center. Residents in High Point would likely transfer from various Metro routes to light rail at the Avalon Station or Alaska Junction Station. Under the minimum operable segment (M.O.S.), transit riders from these communities that would have used the Avalon Station or Alaska Junction Station as a transfer point to light rail under the full project would transfer at the Delridge Station instead.

The demographics of High Point, South Delridge, Highland Park, Westwood, and White Center are shown on Figure 3-3 and Figure 3-4 and listed in Table 3-3. As shown, higher concentrations of minorities are found along the Delridge Way Southwest and 35th Avenue Southwest corridors, specifically in the High Point (60 percent), South Delridge (59 percent), Highland Park (51 percent), Westwood (46 percent), and White Center (61 percent) communities. All of these communities except Westwood have higher concentrations of low-income people than the study area. Data show 37 percent of High Point's population, 26 percent of South Delridge's population, 23 percent of Highland Park's population, and 33 percent of White Center's population are low-income. Generally, the percentages of low-income people south of the project study area are higher than those found in the study area (16 percent), city of Seattle (18 percent), and the Sound Transit service district (20 percent).

The Muckleshoot Indian Tribe is signatory to both the Treaty of Point Elliott and the Treaty of Medicine Creek and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the project area and the Duwamish Waterway. The Suquamish Tribe of the Port Madison Reservation (the Suquamish Tribe) is signatory to the Treaty of Point Elliott and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which also includes the project area and the Duwamish Waterway. Tribal members use and have interests in the resources in the study area. Project construction and operation would be in the Duwamish Waterway within the Tribal treaty-protected fishing areas.

Also, there are two Tribal resources in or near the study area. The Duwamish Longhouse and Cultural Center is just outside the project study area on West Marginal Way near the Duwamish Waterway in the Duwamish Segment, and the Indian Child Welfare Office is in the Delridge Segment, visited by Native Americans from inside and outside the study area.



Source: American Community Survey - ACS (2021), City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Study Area
- Block Group
- Neighborhood by Block Group

Minority Population
- 0-25%
- 25.1-50%
- 50.1-75%
- 75.1-100%

Note: Study Area 32%, City of Seattle 38%

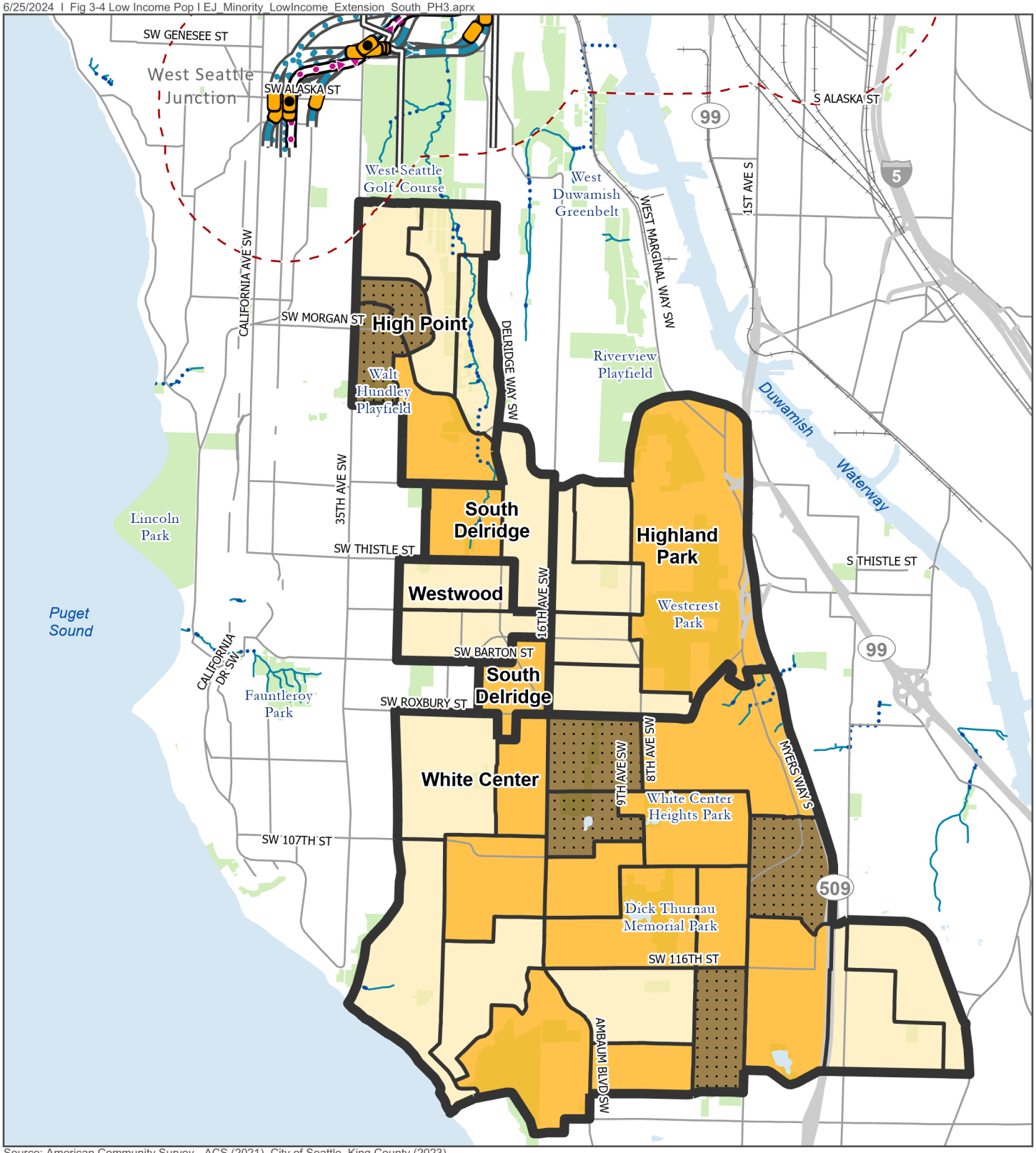
FIGURE 3-3
High Point, South Delridge, Westwood, Highland Park and White Center - Minority Population

West Seattle Link Extension

0 0.5 1 Mile

N

6/25/2024 I Fig 3-4 Low Income Pop I EJ_Minority_LowIncome_Extension_South_PH3.aprx



Source: American Community Survey - ACS (2021), City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Study Area
- Block Group
- Neighborhood by Block Group

Low-Income Population
- 0-25%
- 25.1-50%
- 50.1-75%

Note:
Study Area 32%
City of Seattle 38%

FIGURE 3-4
High Point, South Delridge, Westwood, Highland Park and White Center - Low-Income Population

West Seattle Link Extension

0 0.5 1 Mile

N

Table 3-3. High Point, South Delridge, Highland Park, Westwood, and White Center Demographics

Demographic	Study Area	City of Seattle	Sound Transit Service District	High Point	South Delridge	Highland Park	Westwood	White Center
Total Population	35,288	725,319	3,358,538	8,993	5,283	6,324	2,908	28,016
Minority Population	32%	38%	42%	60%	59%	51%	46%	61%
Black	6%	7%	7%	29%	9%	9%	12%	9%
Hispanic or Latino	8%	7%	11%	8%	22%	18%	11%	25%
Asian	9%	16%	16%	15%	20%	10%	12%	21%
American Indian and Native Alaskan	0.2%	0.4%	0.5%	0.5%	0.3%	1.0%	0.8%	0.8%
Native Hawaiian and Other Pacific Islander	0.1%	0.2%	0.9%	0.1%	0.1%	2.7%	1.9%	0.3%
Two or More Races and Other	8%	7%	7%	6%	8%	10%	8%	5%
Low-Income Population [a]	16%	18%	20%	37%	26%	23%	16%	33%
Households with Limited English Proficiency [b]	6%	7%	10%	14%	14%	11%	10%	23%
Median Household Income	$113,717	$109,336	$103,824	$78,129	$94,080	$76,127	$84,625	$83,373

Source: 2021 American Community Survey 5-Year Estimates (United States Census Bureau 2023).

[a] Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

[b] Includes populations that speak English “less than well.”

3.2 Environmental Hazards and EJSCREEN Tool

EJSCREEN is a tool created by the United States Environmental Protection Agency that combines environmental indicators and demographic data to identify communities that may have a combination of high environmental burdens and vulnerable populations with increased susceptibility to the effects of exposure to environmental hazards (United States Environmental Protection Agency 2023a, 2023b). EJSCREEN highlights areas that are candidates for further review, analysis, or outreach, such as when there is a large disparity between an environmental indicator value and the average in the state or United States population. An environmental justice index for environmental indicators above the 80th percentile warrants closer consideration (United States Environmental Protection Agency 2023a).

The EJSCREEN Community Report indicates the study area[5] has an overall demographic index in the 22nd percentile, which means this community's health status is less susceptible to the types of environmental exposures included in the screening tool. However, the study area contains numerous sources of environmental hazards, which indicates a high risk of exposure. Nearly all environmental variables in the study area are greater than the state average (Attachment G.2, EPA EJScreen Report, and Table 3-4). However, there is not a large disparity in the high risk of exposure to environmental pollution when compared to the entire city of Seattle. Seattle also has a slightly higher demographic index, in the 28th percentile.

In some scenarios, finding EJSCREEN tool environmental indicators above the 80th percentile would result in further study for potential environmental justice concerns related to new sources of environmental pollution or contamination. However, the study area's socioeconomic indicators[6] are below the 80th percentile. This data does not suggest further study, such as a community needs assessment or health impact assessment, is needed to understand the potential impacts of the project on community health and wellbeing.

3.3 Washington Tracking Network

Washington State Department of Health developed the Washington Tracking Network to better understand how the environment affects people's health. The Washington Tracking Network "Information by Location" mapping tool is a source for geospatial environmental and health data (Washington State Department of Health 2023). Environmental Health Disparity ranking is a way to compare health and social factors (for example, collections of environmental and socioeconomic data) that may contribute to disparities in a community (defined as a census tract). Health and social factors that can contribute to disparities in environmental health between communities include environmental exposures, environmental effects, socioeconomic factors, and sensitive populations. The Washington Tracking Network tool organizes a collection of indicators into those four categories. Maps displaying the overall rankings for each environmental health risk factor from the Washington Tracking Network tool[7] are provided in Attachment G.3, Washington Department of Health, Environmental Health Disparities Maps and Data. Table G.3-1 summarizes some key data about the census tracts that comprise the study area.

Each number from 1 to 10 represents 10 percent of communities (or census tracts).
For example, Census tract 010500 in West Seattle Junction has a rank of 9 for Environmental Exposures, which means 90 percent of communities in Washington have a lower health disparity (or are less affected by environmental exposures) and 10 percent have a greater level of disparity (or are more affected by environmental exposures). The indicators are averaged within each theme or Environmental Health Risk Factor. Deciles[8] (like ranking) only show that there is a difference in risk but not how much risk.

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[5] The EJScreen tool allows the user to draw a generalized rail corridor. It calculates and displays data at the Census block group level using the same American Community Study 2017 to 2021 5-Year data (United States Environmental Protection Agency 2023b, 2023c). This analysis selected a 0.5-mile buffer to generally mirror the Final EIS study area.

[6] Socioeconomic indicators: Demographic Index, Supplemental Demographic Index, People of Color, Low Income, Unemployment Rate, Limited English Speaking Households, Less than High School Education, Under Age 5, Over Age 64, and Low Life Expectancy.

[7] Information by Location Mapping Tool, Washington Tracking Network at https://fortress.wa.gov/doh/wtn/WTNIBL/.

[8] "Deciles" are ten equal groups into which a population can be divided according to the distribution values of the particular variable. The Information by Location tool ranks each Environmental Health Risk factor from 10, the highest, to 1, the lowest. 1 = 10%. Communities in Washington are ranked in comparison to other Washington communities.

Table 3-4. Environmental Indicators from EJSCREEN Tool V2.2

Environmental Justice Index Variables for Pollution and Sources	Washington Average Value	Seattle	Study Area
$PM_{2.5}$	7.02 micrograms per cubic meter	59th percentile	52nd percentile
Ozone	49.8 parts per billion	13th percentile	6th percentile
NATA Diesel Particulate Matter	0.355 micrograms per cubic meter	**96th percentile [a]**	**97th percentile [a]**
NATA Air Toxics Cancer Risk	27.0 lifetime risk per million	37th percentile	**97th percentile [a]**
NATA Respiratory Hazard Index	0.39	**94th percentile [a]**	**98th percentile [a]**
Toxic Releases in Air	1,800	**96th percentile [a]**	**99th percentile [a]**
Traffic Proximity and Volume	190 daily traffic count/distance to road	**94th percentile [a]**	**88th percentile [a]**
Lead Paint Indicator	0.23% pre-1960s housing	78th percentile	73rd percentile
Superfund Proximity (site count/kilometer distance)	0.18 sites/kilometer	**86th percentile [a]**	**98th percentile [a]**
Risk Management Plan Proximity	0.4 facility count/kilometers distance	69th percentile	**82nd percentile [a]**
Hazardous Waste Facility Proximity	1.6 facility count/kilometers distance	**94th percentile [a]**	**89th percentile [a]**
Underground Storage Tanks	6.3 count/square kilometer	**93rd percentile [a]**	**93rd percentile [a]**
Wastewater Discharge Indicators	1.8 tanks/square kilometer	74th percentile	**80th percentile [a]**

Source: EPA 2023; EJSCREEN version 2.2 uses demographic data from American Community Study 2017 to 2021 5-year data.

[a] Indicates percentiles over 80 percent.

Note: NATA is a hazard index using the ratio of exposure concentration in the air to a health-based reference concentration.

NATA = National Air Toxics Assessment

$PM_{2.5}$ = fine particulate matter smaller than 2.5 microns

The overall rankings for the SODO, Duwamish, and Delridge segments of the study area are high (10 is the highest and 1 is the lowest rank). Table G.3-1 highlights the risk factors present in the study area for representative census tracts. For example, the SODO, Duwamish and Delridge segments census tracts have similar overall Environmental Health Disparities rankings of 9 and 10, respectively. They share the highest rankings for environmental exposures from diesel exhaust particulate matter (PM) 2.5 emissions, $PM_{2.5}$ concentration, and toxic releases from facilities. They also share the highest rankings for environmental effects from proximity to hazardous waste treatment storage and disposal facilities, Superfund sites[9], and risk management plan facilities.

[9] There are three reported Superfund sites in Seattle. The closest Superfund site near the study area is the "lower reach" of the Lower Duwamish Waterway Superfund Site, which maintains an active community involvement plan while the cleanup of sources of contamination (known as source control) is underway (United States Environmental Protection Agency 2016, Washington State Department of Ecology 2023).

In contrast, the socioeconomic factors and sensitive populations for the SODO, Duwamish and Delridge segments census tracts do not receive high scores. The highest-ranking indicators are the percentage of people of color and low birth weights. The representative census tract for West Seattle Junction area has an overall Environmental Health Disparities rank of 5 because it shares some of the same environmental exposures and environmental effects as SODO, Duwamish and Delridge segments tracts. However, its socioeconomic factors and sensitive population rankings are very low.

Similar to the findings of EJSCREEN, the Washington Tracking Network “Information by Location” mapping tool indicates that the study area has high environmental exposure rates, as do many census tracts adjacent to the study area. The socioeconomic factors and sensitive populations are not high-risk factors when compared to the rest of the state. It is worth noting that demographic data displayed in the Washington Tracking Network tool are at the census tract level. This generates a larger study area and less precise socioeconomic data than looking at the Census block group level.

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4 OUTREACH TO MINORITY AND LOW-INCOME POPULATIONS

Outreach activities prior to July 2022 that are described in this chapter were conducted as part of the WSBLE Project, and activities and events described were either designed for the entire WSBLE Project corridor or were specific to the West Seattle Link Extension project corridor. Outreach activities and events after July 2022 described in this chapter were focused on the West Seattle Link Extension.

Members of the public have had the opportunity to review and comment during Alternatives Development and environmental review processes, starting in fall of 2017. Through early scoping, Alternatives Development, scoping, and the environmental review process, Sound Transit has sought to provide for meaningful engagement of historically underrepresented populations, including minorities and people with low income or limited English proficiency. As the project planning and design have progressed, Sound Transit continues to reach out to those who could be impacted (positively and negatively) by the project.

Sound Transit and the City of Seattle employed the City's RET process throughout the alternative evaluation and screening process. Considerations from each level of alternatives evaluation helped Sound Transit better define and compare project alternatives by using a racial equity framework, in addition to other evaluation criteria, to inform the Alternatives Development process.

Sound Transit has developed a public outreach plan in tandem with the RET process that outlines how the agency provides project information to and receives feedback from residents, businesses, and other stakeholders in the study area. In addition, the agency developed a *Community Engagement Guide* for the public (Sound Transit 2019a). The *Community Engagement Guide* presents Sound Transit's goals for public engagement, how the public can get involved, how the public's feedback will shape the project, and the methods Sound Transit will use to gather feedback. The guide also outlines Sound Transit's plan to engage historically underrepresented communities using a suite of engagement opportunities including: interviews with social service providers to better understand the populations they serve in the project vicinity, using interpreters at public meetings and community gatherings, translating key materials into languages spoken within the project corridor, holding meetings targeted to reach historically underrepresented communities, and meeting communities where they gather.

The United States Census and elementary school data indicate that the study area does not meet the threshold triggering the need for written translation of vital documents into other languages, in compliance with Executive Order 13166. However, the project outreach team has translated materials into other languages, including Vietnamese, Chinese (Simplified and Traditional), and Spanish; these are the most common non-English languages spoken in the study area.

4.1 State Environmental Policy Act Early Scoping Meetings

Sound Transit initiated the environmental review for the WSBLE Project under the State Environmental Policy Act (SEPA) with early scoping on February 2, 2018. This initiated the Alternatives Development phase of the project and provided an opportunity for the public to learn about the project and provide their comments at the early planning stage. Comments were accepted by mail, email, voicemail (transcribed), and online comment forms, and on comment boards, maps, and forms at the open houses (both in-person and online) through March 5, 2018.

Three public SEPA early scoping meetings were held in the study area: in West Seattle on February 13, 2018; in Ballard on February 15, 2018; and in Downtown Seattle on February 20, 2018. An online open house was held from February 12 through March 5, 2018.

For SEPA early scoping public outreach efforts, Sound Transit conducted a preliminary demographic analysis to identify low-income, minority, and limited English proficiency populations. Based on this analysis, Sound Transit used the following strategies to engage these populations during SEPA early scoping:

- Provided translated contact information on posters and postcards
- Provided translated meeting guide handouts
- Publicized events online and in print with ethnic newspapers and community calendars
- Provided interpreters at the Downtown Segment open house (Mandarin, Chinese, and Vietnamese)
- Provided translated contact information on the online open house webpages, as well as the embedded Google Translate tool

4.2 EIS Scoping Meetings

The WSBLE Project Draft EIS public scoping period was from February 15 through April 2, 2019. The FTA and Sound Transit held three public scoping meetings. One public scoping meeting was held in the West Seattle Link Extension study area on February 27, 2019. There was also an online open house, which had translation available, from February 15 through April 2, 2019. The FTA and Sound Transit asked for comments on the draft Purpose and Need statement for the project; the alternatives that should be evaluated in the Draft EIS; and on the environmental resources to evaluate in the Draft EIS, including social, economic, and transportation.

Sound Transit advertised the scoping meetings using a variety of methods, including postcards mailed to 118,000 homes and businesses within 0.5-mile of the project, listserv emails to over 7,000 email addresses, print and online advertising, a media advisory, social media posts, online community calendars, and notification through the project website. Sound Transit also hung posters at community gathering places throughout the project vicinity.

Around 470 people attended the three public scoping meetings, and 11,730 people accessed the online open house during the comment period. The FTA and Sound Transit received over 2,800 individual communications (each communication contained one or more comments) from the public. Comments were accepted by mail, email, online comment forms, transcribed phone messages, and through paper comment forms and a court reporter at the scoping meetings. Meeting guides, project folios, and comment forms were translated into Simplified Chinese, Vietnamese, Amharic, and Spanish. Interpreters were available at the Downtown Segment open house for Mandarin, Cantonese, and Vietnamese speakers.

In addition to the public, FTA invited six federally recognized Tribes to participate in the environmental review process during project scoping through letters sent on February 25, 2019. The invited Tribes are Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, the Suquamish Tribe, and Tulalip Tribes of Washington. These Tribes were invited to participate in a separate agency and Tribal scoping meeting for the project. Sound Transit also invited the non-federally recognized Duwamish Tribe and Snohomish Tribe, to participate in the scoping process and attend public scoping meetings.

More detail about the public outreach conducted as part of the project scoping effort is in the *Scoping Summary Report* (Sound Transit 2019b).

4.3 Racial Equity Toolkit Process

The RET process began early in the project's Alternatives Development process, providing a racial equity framework to inform project development and the focus and extent of community engagement. The process has continued through the EIS process and will continue through construction. Sound Transit and the City of Seattle applied the RET during each of the three levels of alternative evaluation and screening for the WSBLE Project, as described in the following sections. Applying the RET to the project informed the technical evaluation and the focus and extent of community engagement, elevating project issues and considerations that affect communities of color and low-income communities to inform decision-making. The RET also informed the WSBLE Project's Stakeholder Advisory Group and Elected Leadership Group that made recommendations to the Sound Transit Board regarding the project, and the Sound Transit Board's identification of a preferred alternative(s) and other alternatives to evaluate in an EIS in 2019. Although the RET was applied to the entire project, the discussion in this section focuses on findings relevant to the West Seattle Link Extension.

Because the RET process began before the Draft EIS alternatives were determined, it evaluated the demographics of the Sound Transit 3 representative alignment, which was the general project as described in the Sound Transit 3 System Plan for this corridor (Sound Transit 2016). The Sound Transit 3 System Plan outlines the next phase of high-capacity transit improvements for central Puget Sound, and is Sound Transit's guide for the development of its planned projects.

4.3.1 Level 1 Alternatives Development Racial Equity Toolkit

The Level 1 RET established racial equity outcomes and looked at the racial and ethnic composition of the communities within a 0.5-mile area around the new stations along the Sound Transit 3 representative alignment, which was the starting point for the Alternatives Development process, to give Sound Transit an idea of what types of communities this project would touch.

Racial equity outcomes established were as follows:

- Enhance mobility and access for communities of color and low-income populations.
- Create opportunities for equitable development.
- Avoid disproportionate impacts on communities of color and low-income populations.
- Meaningfully involve communities of color and low-income populations in the project.

Analysis of the demographics data led the RET team to these findings related to the West Seattle Link Extension part of the WSBLE corridor:

- Dense communities of color populations lie within the bikeshed (the distance a person can bike in 10 minutes, approximately 1.5 miles) and transit-shed (the distance a person can travel in 15 minutes on high-frequency transit) of the Delridge and Avalon station locations but are outside of those stations' immediate walksheds (the distance a person can walk in 10 minutes, approximately 0.5 mile).
- Many stations in the representative project corridor would be in high or relatively high opportunity areas that are strongly correlated to higher household incomes and a lower share of minority populations, suggesting a disproportionate travel burden for more distant minority populations (Sound Transit 2018b).

- The RET process also resulted in considerations for Sound Transit as the agency continued to develop the project in Level 2. The *Racial Equity Toolkit: Level 1 Data Analysis and Findings* has information about the considerations developed for Level 2 Alternatives Evaluation (Sound Transit 2018b).

4.3.2 Level 2 Alternatives Development and Screening Racial Equity Toolkit

The RET information gathered during the Level 2 Alternatives Evaluation and screening informed the work of the project's Stakeholder Advisory Group and Elected Leadership Group. The Level 2 RET information included community feedback gathered during targeted community engagement events in the Delridge neighborhood for the West Seattle Link Extension; for more detail see Section 3.4 of the *West Seattle Ballard Link Extensions Racial Equity Toolkit Report: Alternatives Development Phase* (Sound Transit 2019c).

In the Delridge community, the concerns were about enhancing access to transit for communities of color and low-income communities through methods such as increasing transit service to the new light rail Delridge Station and employing equitable methods for fare pricing and collection. There was interest in making sure equitable development occurs in the redevelopment of station areas, like affordable housing and neighborhood amenities.

This feedback was coupled with the recommendations that Sound Transit continue to explore how the project might impact the environmental justice populations south of the Delridge Station. The *Level 2 RET Memo* has more information about the findings provided to Sound Transit as the agency moved into the Level 3 evaluation (Sound Transit 2018c).

4.3.3 Level 3 Alternatives Development and Screening Racial Equity Toolkit

The Level 3 RET for the West Seattle Link Extension addressed the development and screening of the Delridge Station alternatives and looked at the project corridor-wide for differentiators related to potential project impacts on communities of color and low-income populations.

Based on community feedback in prior levels, the RET team identified specific racial equity outcomes for the Delridge Station as follows:

- Provide an excellent transfer experience including bus and rail integration and options for RET community-desired amenities provided at the station.
- Equitable transit-oriented development (TOD) serving the community.

Building on lessons learned and feedback received during the Level 1 and 2 RET processes, Sound Transit's community engagement approach for this RET process included, among other things, providing interpreters at public meetings and community gatherings, community workshops focused on the Delridge Station, translating key materials into languages spoken in the station area community, door-to-door business outreach in the appropriate language, interviews with social service providers and rotating a project kiosk around public gathering places in the neighborhood with panels in the predominantly spoken languages.

The Level 3 RET documented the results of the Level 3 Alternatives Evaluation as well as community feedback and questions for further consideration in future phases of the project and the ongoing iterative RET process.

For the Delridge Station alternatives, the RET found that the station included as part of the Sound Transit 3 Representative Project provided the fewest benefits to communities of color and low-income populations because the station location would not offer the best environment for those transferring from bus to light rail, the station location is farther from social service providers and community destinations, and the station would offer the least opportunity to support agency TOD. Corridor-wide, the RET found that the key differentiators, with respect to racial and social equity, were transit integration and access, opportunities for equitable development, residential unit displacements, and business impacts. Alternatives that have positive results in these key areas are those that would most benefit communities of color and low-income populations within the study area.

The RET was shared with the public and the project's Stakeholder Advisory Group and Elected Leadership Group before they made recommendations to the Sound Transit Board regarding the project which helped inform the Sound Transit Board's identification of a preferred alternative(s) and other alternatives to evaluate in an EIS. Building from the findings of the RET and the alternatives evaluation process, the Sound Transit Board did not identify the Sound Transit 3 Representative Project for the Delridge Station to be studied in the WSBLE Draft EIS, consistent with the RET findings that the station alternative offered the fewest benefits to communities of color and low-income populations.

4.3.4 WSBLE Draft EIS Racial Equity Toolkit

The RET process conducted in parallel with the Draft EIS preparation built upon the Level 1, 2, and 3 RET process and the environmental justice assessment for this project, documenting potential project impacts and benefits, and community feedback. A key component of the RET process was creating a report to transparently share findings with all stakeholders in the project. The report is structured around RET outcomes and elevates opportunities, issues and other considerations that affect communities of color and low-income populations for the public and decision-makers, informing the environmental process and project outcomes. These RET outcomes are iterative in nature and capture a snapshot in time and may evolve based on community feedback as the project progresses.

During the Draft EIS phase, racial equity outcomes were updated as follows:

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations.
- Create opportunities for equitable development that include expanding housing and community assets for communities of color.
- Avoid disproportionate impacts on communities of color and low-income populations.
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome.
- Meaningfully involve communities of color and low-income populations in the project.

During this phase of the WSBLE Project, the community engagement approach was designed to meet the unique needs of communities of color, low-income populations, and those that are less likely to be engaged by traditional approaches to engaging with government and public sector entities. The approach focused on accessibility in terms of materials, format and content and included the following:

- Conducting interviews with social service providers to better understand various populations in the study area
- Using translators at public meetings, community gatherings, and, alternatively, with virtual meetings in response to the COVID-19 pandemic
- Translating key materials, including an online open house, into languages spoken along the project corridor
- Holding smaller meetings or listening sessions focused on individual communities, with presentations and facilitated discussion in language as appropriate
- Meeting communities where they gather, like community events or meetings, community centers, fairs and festivals, or in organized online spaces
- Conducting door-to-door business outreach and providing notifications in the appropriate language
- Engaging trusted community members, partnering with community-based organizations, and/or engaging Department of Neighborhoods Community Liaisons in outreach efforts and planning

As part of capacity-building efforts with environmental justice populations, during this phase, the WSBLE Project expanded on a partnership with the City of Seattle's Department of Neighborhoods Community Liaisons program to support community engagement efforts leading up to publication of the WSBLE Draft EIS and to encourage broad awareness and participation in the public comment period when the Draft EIS was published. Sound Transit, in partnership with the City of Seattle, engaged a cohort of over ten Department of Neighborhoods Community Liaisons, six specifically assigned to the West Seattle Link Extension project corridor, who have strong community connections and have adapted their engagement strategies and techniques to maintain their connections with community members during the COVID-19 pandemic. The WSBLE Project provided a series of six training sessions with the cohort, developed engagement work plans and supported implementation.

An important aspect of the RET is understanding the history and context of the communities the project will serve and potentially impact. Data has shown that the COVID-19 pandemic disproportionately impacted communities of color, from greater rates of infection and lack of access to treatment to instances of explicit racial bias and xenophobia. This understanding further underscores the need to center communities of color and low-income populations in the analysis and engagement on the WSBLE Project. The WSBLE Project has focused on being creative and thoughtful in the community engagement approach and being responsive to community needs.

The Environmental Review Phase RET Report process and findings[10] were shared with the Sound Transit Board and the public in July 2022.

[10] The report is available at https://www.soundtransit.org/sites/default/files/documents/WSBLE-racial-equity-toolkit-report-environmental.pdf

4.4 Targeted Outreach Prior to Publication of WSBLE Draft EIS

Targeted outreach prior to publication of the WSBLE Draft EIS provided Sound Transit with opportunities to engage with service providers, community-based organizations, community members, and other stakeholders. The primary purpose of these outreach events was to share information about the project, gather information about how environmental justice populations could be affected, build relationships, and learn how best to engage these communities moving forward. All notices for outreach events included translated language (Chinese, Vietnamese, and Spanish) blocks which notified people that translated materials can be obtained from Sound Transit. If Sound Transit staff are contacted by a non-English speaking person, they have a translation service available that provides over the phone translation services in 150 languages, 24 hours a day, 7 days a week. Sound Transit has used several types of targeted outreach over the course of this project. Targeted outreach events conducted for the project include:

- Briefings: A briefing is a smaller meeting focused on an individual community or organization, during which the project outreach staff provided an update about the project and responded to questions.
- Open houses, neighborhood forums and community workshops: At these events, the project outreach staff conducted facilitated conversations among community members, responded to questions and often gathered community feedback. A presentation was often provided at these events to provide project background.
- Fair or festival booths: Project outreach staff attended many fairs and festivals in the project study area to provide project information and answer questions from the public. The outreach staff hosted a booth with project materials at these events.
- Property owner meetings: members of the project outreach staff met with property owners to discuss the project and their specific concerns.
- Social service provider interviews: Project outreach staff conducted interviews of social service providers in the study area to gather information about the community, its needs, and how to most effectively engage and gather feedback about the project.

4.4.1 City of Seattle Department of Neighborhoods Community Liaison Program

Early on in project development, Sound Transit engaged the City of Seattle's Department of Neighborhoods Community Liaisons to provide engagement insights and support in-language listening sessions, door-to-door outreach, and neighborhood forums. Building on that foundation, Sound Transit and the City of Seattle have engaged Department of Neighborhoods Community Liaisons who have connections in the RET neighborhoods of the Delridge Segment corridor to build awareness and capacity to engage in the Draft EIS process and encourage broad awareness and participation in the comment period. Department of Neighborhoods Community Liaisons serve as advocates and embedded community leaders to better reach immigrant and refugee communities, communities of color, and communities of seniors, youth, and people with disabilities.

4.4.2 Community Advisory Groups

Building on the variety of ways Sound Transit traditionally engages the public leading up to and during the Draft EIS comment period, Sound Transit formed Community Advisory Groups to provide another forum to share information and to collaborate with community members around issues and tradeoffs and the feedback from these groups was provided to the Sound Transit Board before it confirmed and modified the preferred alternative in July 2022. Members brought a diversity of experiences and perspectives from communities along the project corridor, including but not limited to, income level, race, age, physical and cognitive abilities, and lived experience. Each group was comprised of 10 to 15 community members organized by geographic area. Members served as ambassadors to their communities and brought forth community values, concerns, and ideas.

A list of all the targeted outreach that Sound Transit conducted for the West Seattle Link Extension to date is in Attachment G.1, Targeted Outreach. All outreach prior to July 2022 was for the WSBLE Project, and therefore this list also includes events along the Ballard Link Extension project corridor. All WSBLE Project events had information available for both extensions.

4.4.3 Other Community Engagement

Interviews with social service providers and community organizations helped Sound Transit better understand the environmental justice populations within the project study area. Based on these interviews, and other demographic research, Sound Transit decided to conduct focused outreach in the Delridge Segment because minority and low-income populations that live south of the project corridor in the White Center neighborhood are anticipated to access the light rail system at the Delridge Station, thereby making it an important transit resource for those populations.

Community engagement efforts that targeted the Delridge Segment included the following:

- Conducting interviews with social service providers and community organizations to better understand populations in the study area, including how minority and low-income populations might relate to the project
- Holding smaller meetings focused on individual communities or organizations
- Attending community and neighborhood meetings
- Rotating a project kiosk around public gathering spaces in the neighborhood
- Meeting communities where they gather, like fairs and festivals, community centers, and community events or meetings
- Holding a community workshop focused on the new Delridge Station, including presentation and facilitated table discussions
- Conducting door-to-door business outreach and providing notifications to increase project and process awareness, build relationships, gather feedback, and answer questions

Section 4.4.3.1, Community Engagement Event Summary, presents a sample of the community engagement events Sound Transit organized and participated in that were focused on the Delridge Station area; a full list of events held prior to publication of the WSBLE Draft EIS is provided in Table G.1-1 in Attachment G.1.

4.4.3.1 Community Engagement Event Summary

Briefings

- Delridge Neighborhood and Development Association (November 16, 2017, October 9 and 24, 2018, and February 21 and March 20, 2020)
- Nucor Steel (March 17, 2018)
- West Seattle Transportation Coalition (May 25 and November 30, 2017, April 26 and September 27, 2018, September 26, 2019, July 23 and November 19, 2020, January 28 and August 26, 2021)
- Drink and Link briefing at Ounces (August 8, 2018)
- Pigeon Point Neighborhood Council briefing (June 11, 2018, March 11, 2019, February 10 and November 9, 2020, and June 22, 2021)
- Youngstown Neighborhood (January 16, 2019, and October 20, 2020)
- Youngstown Neighborhood Tour (February 21, 2020)

Social Service Provider Interviews

- Neighborhood House at High Point (July 26, 2018)
- Southwest Youth and Family Services (June 29, 2018)
- West Seattle Food Bank (June 28, 2018)
- Downtown Emergency Service Center, Cottage Grove Commons (August 28, 2018)
- WestSide Baby (December 6, 2018)
- Delridge Community Center (January 9, 2019)
- White Center Community Development Association (January 16, 2019)

Festivals

- Delridge Day (August 11, 2018, and August 10, 2019)
- Chief Sealth International High School Student Career Fair (March 5, 2020)
- Neighborhood House/Somali Health Fair (August 14 and October 30, 2021)
- Delridge Farmers Market (October 9, 2021)

Door-to-door Outreach with Department of Neighborhoods Community Liaisons

Sound Transit worked with Department of Neighborhoods Community Liaisons, who performed door-to-door outreach in Delridge along the project corridor and engaged with the local businesses. Sound Transit and Department of Neighborhoods Community Liaisons spent 3 days doing this type of outreach and visited over 15 businesses and faith facilities.

4.4.3.2 Delridge Community Workshop

Sound Transit held a community workshop on March 12, 2019, for the Delridge Station during the scoping period (Sound Transit 2019d). The purpose of the community workshop was to learn more about the community's vision for their neighborhoods, how they get around in the community, and where they go. The workshop also was an opportunity for Sound Transit to share the preliminary alternatives in this neighborhood and solicit feedback. Throughout the workshop, attendees had the opportunity to provide verbal (through a court reporter), written (by comment forms), and online (through an online open house) comments for the project's formal scoping period. Ninety-four people attended the Delridge community workshop.

Comments specific to the proposed project included the following:

- General interest in improving integration of all modes: walking, biking, buses, and light rail.
- Some interest in more small businesses, restaurants, a grocery store, and family friendly amenities in the station area.
- Concern about the height, visual aesthetics, and size of the new station and guideway; many preferred a lower and smaller structure.
- Concern by many residents about potential residential and business displacement.
- General interest from participants in minimizing impacts to the Delridge neighborhood and encouraging development that fits with current character of the community.

4.4.3.3 Neighborhood Forums

Sound Transit held neighborhood forums during each phase of project planning to share information and solicit input on the development and assessment of alternatives at that phase (Sound Transit 2018a). These forums served to educate and engage communities, provide participants with an opportunity to work with their neighbors to identify priorities specific to their neighborhoods, and discuss project issues and concerns. The neighborhood forums included aspects such as: presentations covering project overview and timeline; conversations about project alternatives with respect to neighborhood needs and values as well as opportunities and concerns about the various alternatives; and small group discussion with attendee tables reporting out on the key themes from their group.

Sound Transit staff recorded key themes and takeaways that they heard to inform Alternatives Development. More information on neighborhood forums can be found in Appendix F.

The following sections list locations and dates of the neighborhood forums held in the West Seattle Link Extension area over the course of the project.

Level 1 Neighborhood Forums

- Alki Masonic Center (May 5, 2018)

Level 2 Neighborhood Forums

- Seattle Lutheran High School (September 8, 2018)

Level 3 Early Scoping Neighborhood Forums

- Alki Masonic Center (February 27, 2019)
- Youngstown Cultural Arts Center (March 12, 2019)

WSBLE Draft EIS Neighborhood Forums

- Alki Masonic Center (November 21, 2019)
- Delridge Community Center (December 7, 2019)

4.4.3.4 Themes from Community Engagement

The following summarizes comments and themes that Sound Transit heard from the Delridge community during outreach and community engagement activities leading up to publication of the WSBLE Draft EIS, particularly engagement with social service providers and community-based organizations in the area.

Low-income families from neighborhoods south of Delridge, many of whom are immigrants, refugees, and people of color, rely heavily on public transportation to access services, jobs, and schools. More frequent and improved bus service to a Delridge light rail station could benefit low-income populations and communities of color who live farther south.

Many shared advice for how to better serve communities of color and low-income communities when the West Seattle Link Extension comes online, noting that factors such as cost, payment method, and presence of security and fare enforcement could be barriers. Community members also shared that education will be essential for many immigrant and refugee families that are new to the area and do not understand how local public transportation operates. Providing language-neutral wayfinding and signage and announcements in languages other than English would improve accessibility for people who speak limited or no English.

Community members shared concerns about residential and business displacement and that increasingly residential development in the area is not affordable. Some expressed concerns that the trend may increase with light rail coming to the neighborhood.

Many shared interests in redevelopment occurring in the station area that includes affordable housing and neighborhood amenities such as a grocery store.

In light of recent experiences related to the West Seattle Bridge closure and construction for the RapidRide H Line, community members shared feedback about the importance of reliable regional transportation connections and interest in minimizing disruptions to local businesses, especially maintaining business operations during construction.

4.4.4 Targeted Outreach – Corridor-wide

4.4.4.1 Community Engagement and Outreach Goals

As part of community engagement across the WSBLE project corridor during the Alternatives Development phase, Sound Transit conducted 27 interviews with community organizations and social service providers in 2018 and early 2019. These interviews were one of many strategies used to better understand community needs and preferred methods of engagement and communication. Other goals of the interviews included the following:

- Sharing early information about the project and planning process
- Building awareness and understanding of community concerns, interests, and ideas
- Establishing relationships and fostering trust between the project team and community stakeholders
- Supporting development of project outcomes that are racially and socially equitable

At each interview, Sound Transit asked a series of questions that focused on transit usage, particularly the benefits and barriers of using the existing (and future) light rail system and whether that varied based on race, income, or some other factor.

4.4.4.2 Themes from Community Engagement

The following summarizes the comments and themes Sound Transit heard in conversations with community members, social service providers, and other organizations during the interviews.

Access to Opportunity/Using Light Rail and Transit

- Many homeless and low-income populations depend on transit. More public transportation is always a good thing, with additional light rail allowing for people to access different parts of the city and the services they need.
- People receiving social services have a range of abilities. Locating light rail stations close to social service providers and housing is critical, and Americans with Disabilities Act access should be maintained or enhanced.
- There are challenges for communities of color, low-income communities and particularly those that experience homelessness to using the system, including discomfort with fare enforcement, language barriers, and cost. One service provider shared that many must choose between buying a meal or paying for transit.
- It is important to make stations feel safe for all users, with ideas about activating stations and keeping pedestrian routes and stations well lit.

Affordability and Community Cohesion

- There is concern that new light rail extensions in neighborhoods will spur development and push low-income families out of their homes as well as farther away from transit. It is important to incorporate affordable housing into the project so low-income populations and communities of color do not get left out.
- There are concerns about small business displacement and potential gentrification.
- There are concerns about elevated alignments and impacts, including residential and business displacement, noise, and traffic impacts.
- Some feedback noted that elevated alignments are built in lower-income and diverse neighborhoods while tunnels are built in more affluent neighborhoods.

Ensure Meaningful, Timely, and Effective Engagement

- Interest in how project decisions are made and how to ensure all voices are heard, particularly those from traditionally underrepresented communities
- Concern that project decisions around the city are not equitable and agencies need to better consider how to incorporate voices from people with low incomes, people of color and non-English speakers

4.5 WSBLE Draft EIS Comment Period

The WSBLE Draft EIS was published on January 28, 2022. Comments were accepted during a 90-day comment period that ended April 28, 2022. Comments were accepted via letter, comment form, email, online submittal form, or voicemail. Comments received in languages other than English were translated. Approximately 5,200 comment submittals were received. Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS provides more information on comments received related to the West Seattle Link Extension and pertaining to both the West Seattle Link Extension and the Ballard Link Extension, including common themes.

Sound Transit held four virtual public open house public hearings for the WSBLE Draft EIS. Each event was focused on a specific geographic area, but comments on any part of the project were welcomed at all events. Each event included a presentation and opportunity for public comment recorded by a court reporter. Dates and times of the events are listed below:

- March 15, 2022, 5:30 p.m. to 7:30 p.m.; focused on Interbay/Ballard
- March 22, 2022, 5:30 p.m. to 7:30 p.m.; focused on Downtown Seattle
- March 24, 2022, 5:30 p.m. to 7:30 p.m.; focused on Chinatown-International District and SODO
- March 30, 2022, 5:30 p.m. to 7:30 p.m.; focused on West Seattle

In addition, one in-person drop-in open house was held at the Union Station Plaza from 12 p.m. to 7 p.m. on March 17, 2022. Information was available on both the West Seattle Link Extension and Ballard Link Extension at this event, and attendees could provide comments on paper or via computer. This event did not include a public hearing, but a court reporter was available to take verbal comments. Spanish and Vietnamese translators were available for the West Seattle-, Chinatown-International District-, and SODO-focused open houses, as well as the in-person open house. Cantonese and Mandarin translators were also available for the Chinatown-International District- and SODO-focused and in-person open houses.

Additional engagement during this comment period included virtual “office hours,” wherein people could set up 15-minute virtual meetings to talk with technical staff about their questions. 19 office hour meetings were held during the comment period. Sound Transit also conducted a series of property owner webinars, with an invitation to the webinars included in letters sent in October 2021 notifying those whose property might be affected. Information tables were also set up at locations throughout the community where people could drop by to get information. These locations are listed in Table G.1-2 in Attachment G.1, along with other targeted outreach since publication of the WSBLE Draft EIS to potential users of the Delridge Station. Events that would also be likely to be attended by minority or low-income populations are also listed.

City of Seattle’s Department of Neighborhoods Community Liaisons continue to support outreach for the project as design and the environmental process advance.

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5 PROJECT IMPACTS AND POTENTIAL MITIGATION

For reference purposes related to the discussion of impacts and mitigation in this chapter, Table 5-1 provides the names and abbreviations for the West Seattle Link Extension alternatives.

Table 5-1. West Seattle Link Extension Alternative Names and Abbreviations

Segment	Alternative Name	Abbreviation
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**
SODO	At-Grade Alternative	SODO-1a
SODO	At-Grade South Station Option	SODO-1b
SODO	Mixed Profile Alternative	SODO-2
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b
Duwamish (DUW)	North Crossing Alternative	DUW-2
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**
Delridge (DEL)	Dakota Street Station Alternative	DEL-1a
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b
Delridge (DEL)	Dakota Street Station Lower Height Alternative	DEL-2a
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b
Delridge (DEL)	Delridge Way Station Alternative	DEL-3
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4
Delridge (DEL)	Andover Street Station Alternative	DEL-5
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6a
Delridge (DEL)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**
West Seattle Junction (WSJ)	Elevated 41st/42nd Avenue Station Alternative	WSJ-1
West Seattle Junction (WSJ)	Elevated Fauntleroy Way Station Alternative	WSJ-2
West Seattle Junction (WSJ)	Tunnel 41st Avenue Station Alternative	WSJ-3a
West Seattle Junction (WSJ)	Tunnel 42nd Avenue Station Option	WSJ-3b
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a
West Seattle Junction (WSJ)	No Avalon Station Tunnel Alternative	WSJ-6

A summary of project impacts and potential mitigation measures with the West Seattle Link Extension is provided in Table 5-2. Potential benefits of the project, including those identified outside of the 0.5 -mile study area, are also shown in Table 5-2 and discussed further in Chapter 6, Project Benefits.

The No Build Alternative would not have any construction impacts on adjacent communities, nor displace any businesses or residences. The No Build Alternative also would not allow communities to experience the benefits of light rail transit, such as increased connectivity throughout the city and the region, faster transit travel times, and improved reliability. The No Build Alternative would not provide a new rail transfer point at Delridge Station for minority and low-income populations in High Point, Highland Park, South Delridge, Westwood, and White Center.

As shown in Table 5-2, many elements of the environment would have no impacts or impacts would be mitigated. However, property acquisitions and displacements could affect minority and low-income populations and could also have economic and social impacts. Some alternatives in the Delridge and West Seattle Junction segments would displace affordable housing, including Seattle Housing Authority property. Changes in bus transit operation, such as route changes, would impact transit-dependent populations. The impacts of each alternative would vary by resource as described in Table 5-2. There would also be potential for cumulative impacts on businesses and the community from the project in combination with other past, present, and future projects.

As previously mentioned, several communities south of the study area have environmental justice populations (see Figures 3-3 and 3-4) that could benefit from the project. Although these communities are not in the project study area, Metro bus transit would connect them to the West Seattle light rail stations. Transit riders headed downtown from south of the study area would transfer from bus transit to light rail. Metro's RapidRide H Line would provide a transfer to light rail at the Delridge Station for residents in Highland Park and White Center, and residents in High Point would likely transfer from multiple Metro bus routes to light rail at the Avalon Station or Alaska Junction Station.

Transit riders from these communities that would use the Avalon Station or Alaska Junction Station would transfer at the Delridge Station instead under the M.O.S. The transfer requirement would be an impact for those who currently have a one seat bus ride as it costs time and mobility effort to make a transfer. However, the benefit of travel time savings and the increased reliability of light rail compared to bus service operating in road right-of-way could offset the impact; see Chapter 6 for details about the travel time savings expected. This travel time saving includes the transfer time and wait for the next light rail train. The difference between station location options for various alternatives would be less than 1 minute because of the short distance between where buses would drop off and pick-up between the station locations. The distance between these bus transfer areas and the station entrance would be similar for all alternatives.

Table 5-2. Summary of Project Impacts and Potential Mitigation

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Common to All Segments	• Local and arterial intersections affected (below acceptable level of service). • Changes in bus transit operation (e.g., new stops or modified routes) to accommodate transit integration would occur for new stations. During construction, bus reliability could degrade along arterials with road closures. • Temporary construction impacts from reduced roadway capacity, truck traffic, loss of parking, road closures and associated detours, changes in bus routes and freight routes, and changes to property access. • Available parking supply could be affected if construction workers park where parking is unrestricted and in off-street pay parking lots/garages. • During construction, sidewalks could be closed or their width reduced. • Riders from West Seattle would need to disembark at the SODO Station and transfer to the existing light rail system to travel north to Lynnwood or south to Tacoma Dome or use another mode to reach their destination until the Ballard Link Extension is complete.	• Measures to address increased a.m. and p.m. peak intersection delays and meet L.O.S. thresholds or to attain the same or better vehicle delay for intersections operating below L.O.S. thresholds in the No Build Alternative include signal technology upgrades, intelligent transportation system strategies, traffic movement and turn restrictions. • Information on impacts to access or disruptions to service posted at transit stops before construction at bus stops and layovers. • Preparation of Traffic Control Plans to coordinate how all modes of transportation would be maintained and address pedestrian and bicycle access and safety. • Additional information on measures to minimize construction traffic impacts to be coordinated with the City are provided in Chapter 3, Transportation Environment and Consequences, of the Final EIS.	• Changes in bus transit operation, such as route changes, and the new transfer from bus to light rail to travel downtown could impact low-income, transit-dependent populations by increasing trip duration and mobility effort.	• New access to regional light rail system destinations. • Substantially improved transit service reliability in the corridor and increased frequency throughout the day (6-minute headways during peak periods). • Almost 50% travel time savings during peak periods between Downtown Seattle and West Seattle. • Support of concentrating growth in growth centers can help reduce potential for increased traffic congestion in areas with high environmental risk factors related to $PM_{2.5}$, a pollutant from diesel vehicles.
Transportation – SODO Segment	• All alternatives would include full closures on South Lander Street during construction. The closure would be longer with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b because of constructing an overpass. • Under Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, light rail would permanently displace buses from the SODO Busway. • Alternative SODO-2 would close the SODO Busway during construction only. • For all alternatives, a long-term (greater than 1 year) closure of the existing SODO Station may be needed while the 1 Line operates on a temporary track around the construction area. • For all alternatives, short-term service interruptions of the 1 Line for may be needed. These short-term service interruptions could result in longer headways during single-track operations or complete service interruptions during nights/weekends. • For all alternatives, closure of the SODO Trail for the duration of construction from South Stacy Street and South Forest Street.	• See Impacts Common to All Segments. • Sound Transit has coordinated with the City of Seattle and King County Metro on mitigation strategies for full closure of the SODO Busway to address transit speed and reliability, revised access to Ryerson Bus Base, and replacement layover space (see Section 3.4, Potential Mitigation Measures, of Appendix N.1, Transportation Technical Report, for additional detail). • For closure of the existing SODO Station during construction, Sound Transit is committed to maintaining the regional transit access provided by the SODO Station. Mitigation measures to maintain this access are still being identified by Sound Transit and agency partners but could include building an interim station, implementing transit shuttles between SODO Station and Stadium Station, and/or rerouting buses to connect to the Stadium or Beacon Hill stations instead of SODO Station. • The SODO Trail would be detoured to 6th Avenue South, and Sound Transit will work with the City of Seattle to identify and implement a design on 6th Avenue South that achieves, to the extent feasible, a similar level of protection and comfort as the affected facility.	• Temporary closure of the SODO Station could have a greater impact on minority and/or low-income transit-dependent populations due to the higher percentages of these populations in the SODO Segment compared to the study area and the city overall.	• No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Duwamish Segment	• All alternatives would require short-term closures of the navigation channel and could impact vessel movement outside the channel during construction. Netting and scaffolding under the new guideway bridge during construction of all Build Alternatives would temporarily reduce the vertical clearance on both waterways. • Preferred Alternative DUW-1a and Option DUW-1b would detour a portion of the Delridge Connector Trail and close the staircase through the West Duwamish Greenbelt during construction. • Preferred Alternative DUW-1a and Option DUW-1b would require full closures on Delridge Way Southwest on nights/weekends while building the guideway over the roadway when connecting to Preferred Option DEL-6b and Alternatives DEL-5, DEL-6a, and DEL-7. • Alternative DUW-2 would require partial closure of Chelan Avenue Southwest west of the West Marginal Way/Spokane Street/Chelan Avenue intersection for 3 months.	• See Impacts Common to All Segments. • Alternative DUW-2 would require coordination with the Port of Seattle and Northwest Seaport Alliance on construction management measures to maintain adequate port access. Potential measures include ensuring adequate terminal driveway widths and restricting some construction activities to times when the terminals have low or no gate activity. • Sound Transit would determine mitigation actions in coordination with the Muckleshoot Indian Tribe, the Suquamish Tribe, and the United States Coast Guard during final design and the bridge permitting process. This would include identifying specific aids to navigation, such as signage and lighting. • Sound Transit would develop a construction navigation management plan in consultation with the United States Coast Guard, the Army Corps of Engineers, and Port of Seattle to mitigate impacts to navigation during construction.	• Night and weekend closures of Delridge Way Southwest could have a greater impact on minority and/or low-income transit-dependent populations that use transit to travel through this area compared to the study area and the city overall.	• No additional benefits.
Transportation – Delridge Segment	• Two intersections impacted during operations during a.m. and p.m. peak hours, all can be mitigated. • Preferred Option DEL-6b would result in permanent cul-de-sacs on 32nd Avenue Southwest to the north and south of the tracks. • Alternative DEL-7 would require 32nd Avenue Southwest to end in a cul-de-sac and no longer connect to Southwest Andover Street. • Alternative DEL-2a and Option DEL-2b would permanently close 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street. • Option DEL-1b and Option DEL-2b would result in permanent closure of access to Southwest Genesee Street from 30th Avenue Southwest. • Alternatives DEL-1a, DEL-2a, DEL-3, and DEL-4 and Options DEL-1b and DEL-2b would require full closures on Delridge Way Southwest on nights/ weekends. • Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3 would require a full closure on Southwest Genesee Street for 2 years during construction. • Alternative DEL-2a, Option DEL-2b, and Alternative DEL-4 would require a full closure on Southwest Genesee Street on nights/weekends during construction. • Alternative DEL-5 and would require full closure of Southwest Avalon Way for 1 year during construction. Alternative DEL-6a would have a full closure of Southwest Avalon Way on nights/weekends. • Alternatives DEL-5 and DEL-6a would require a full closure of Southwest Andover Street between 26th and 28th avenues Southwest for 2 years.	• See Impacts Common to All Segments. • Alternative DEL-5 and Alternative DEL-6a would require coordination with the Seattle Department of Transportation prior to freight movements on construction management measures to accommodate oversized trucks or suitable alternative routes during full closure of Southwest Avalon Way, which is part of the City of Seattle's Over-Legal Network.	• Night and weekend closures of Delridge Way Southwest could have a greater on impact minority and/or low-income transit-dependent populations that use transit to travel through this area compared to the study area and the city overall.	• New light rail transfer point at Delridge Station for minority and low-income populations in Highland Park and White Center. Transit riders that transfer from RapidRide H Line to light rail at Delridge Station would experience an estimated 12 to 15-minute, or 17 to 24 percent, travel times savings compared to staying on the RapidRide H Line into downtown; this includes the time to transfer.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – West Seattle Junction Segment	• Local streets and arterials would have extended closures during construction. All alternatives except Alternative WSJ-6 would have partial or full closures of Fauntleroy Way Southwest for a period of time. Alternative WSJ-6 would have a partial closure of the West Seattle Bridge where it connects to Fauntleroy Way Southwest for 3 months to 6 months. Several intersections would be affected and can be mitigated. • Preferred Option WSJ-5b and Alternative WSJ-5a would permanently close Southwest Genesee Street to the east of 35th Avenue Southwest.	• See Impacts Common to All Segments. • Coordination with the Seattle Department of Transportation prior to freight movements on construction management measures to accommodate oversized trucks or suitable alternative routes during construction closures of Fauntleroy Way Southwest, which is part of the City of Seattle's Over-Legal Network (all alternatives).	• Distribution of most impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. • Closures of Fauntleroy Way Southwest and 35th Avenue Southwest could result in traffic diversion through South Delridge and Highland Park neighborhoods.	• New light rail transfer points at Avalon and Alaska Junction stations for minority and low-income populations in High Point. Transit riders would experience an estimated 14-minute, or 29 percent, savings compared to staying on a bus; this includes the time to transfer. • As the project advances, Sound Transit will continue to refine its construction approach and seek ways to limit impacts on traffic operations.
Acquisitions, Displacements, and Relocations – Common to All Segments	• All segments would have alternatives with property acquisition. • All segments except the SODO Segment would have alternatives with residential displacements. • All segments would have alternatives with business displacements.	• Displaced residents and businesses would receive compensation and relocation assistance in accordance with Sound Transit's adopted real estate property acquisition and relocation policy, procedures, and guidelines (Sound Transit 2017). These policies and procedures comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the State of Washington's relocation and property acquisition requirements, and in some cases may provide services above the minimum requirements of federal and state law, including rent or mortgage differential payments for a period of time. • Potential residential and business relocation assistance would include a variety of advisory services, moving expenses, rent supplements, and/or down payment assistance. There are opportunities for relocation of residents and most businesses in the vicinity. • Sound Transit would attempt to help displaced residents and businesses remain in the same general area. This may include identifying replacement housing that considers proximity to community facilities, schools, place of employment, and accessibility to transit.	• Properties that would be acquired are in areas where minority and/or low-income people are present, and some individuals from these populations would likely be affected. Sound Transit relocation agents will consider special needs and requirements when identifying replacement housing for displaced people.	• None.
Acquisitions, Displacements, and Relocations – SODO Segment	• No residential displacements. • Business displacements discussed under Economics. • Option SODO-1b and Alternative SODO-2 would displace the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Relocation of the facility could be challenging due to its size, functions and the service area that it would need to be within. Impacts of relocating the United States Postal Service facility are yet undefined and should an alternative that triggers relocation of the facility move forward, additional environmental review would be conducted to evaluate and disclose impacts of relocating the facility. The Preferred Option SODO-1c and Alternative SODO-1a would avoid these impacts.	• See Impacts Common to All Segments. • For Option SODO-1b and Alternative SODO-2, Sound Transit would identify a replacement property for the Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Sound Transit would be responsible for future environmental review, design, and construction of a replacement facility. The replacement facility would meet siting criteria and requirements identified by the United States Postal Service. Operations would be relocated prior to the project impacting the existing facility.	• No additional impacts.	• None.
Acquisitions, Displacements, and Relocations – Duwamish Segment	• Residential displacements would range from 0 (Alternative DUW-2) to 28 (Preferred Alternative DUW-1a). • Business displacements discussed under Economics.	• See Impacts Common to All Segments. No additional mitigation required.	• No additional impacts.	• None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Acquisitions, Displacements, and Relocations – Delridge Segment	• Residential displacements would range from 14 (Alternative DEL-7) to 197 (Option DEL-2b) • Business displacements discussed under Economics.	• See Impacts Common to All Segments. No additional mitigation required.	• Displacements of low-income and supportive housing and social resources discussed under Social Resources, Community Facilities, and Neighborhoods.	• None.
Acquisitions, Displacements, and Relocations – West Seattle Junction Segment	• Residential displacements would range from 109 (Alternative WSJ-6) to 493 (Alternative WSJ-2). • Business displacements discussed under Economics.	• See Impacts Common to All Segments. No additional mitigation required.	• No additional impacts.	• None.
Land Use – Common to All Segments	• The project would be consistent with regional and local land use plans. • The project is a "regional transit authority facility," which means that the local jurisdiction must accommodate the project in their land use plans and zoning (development regulations). • Most property acquired for this project would be converted to a transportation use. Property acquired only for construction could be surplused after the project is complete. • The project could result in TOD or redevelopment near stations. This type of development could increase availability and density of housing options, including affordable housing units. Alternately, this could result in the indirect effect of increased housing prices and business rent around desirable station areas.	• No mitigation would be required.	• If the potential indirect effect of increased housing prices around station areas takes place, low-income populations in these areas could be negatively impacted by rental prices that become unaffordable.	• TOD could increase availability and density of housing options, including affordable housing units consistent with Sound Transit's Equitable TOD Policy (Sound Transit 2018d) and the City's Mandatory Housing Affordability zoning, where applicable. • All station alternatives within the Delridge Segment have some TOD potential based on current zoning and project footprints, except Alternatives DEL-3 and DEL-4. • Tunnel alternatives in the West Seattle Junction Segment have higher potential for future TOD.
Economics – Common to All Segments	• Direct economic impacts would include business and employee displacements. • A niche business with a specific clientele could have difficulty finding a new suitable location. Business relocation could impact employees. • During construction, some businesses could experience hardship because patrons might choose to avoid the construction area and construction employment may affect parking supply used by business patrons. • Businesses in areas that have had multiple construction projects over time or that would be concurrent with the West Seattle Link Extension could experience cumulative impacts from construction.	• Relocation benefits as described under Acquisitions. • Sound Transit will develop a Construction Management Plan that could include measures such as: - Provide a 24-hour construction telephone hotline. - Provide business cleaning services on a case-by-case basis. - Provide detour, open for business, and other signage as appropriate. - Establish effective communications with the public through measures such as meetings, construction updates, alerts, and schedules. - Implement promotion and marketing measures to help affected business districts maintain their customer base, consistent with Sound Transit policies, during construction. - Maintain access as much as possible to each business and coordinate with businesses during times of limited access. - Provide a community ombudsman consistent with Sound Transit policy.	• Based on the types of businesses displaced and the demographic characteristics of the corridor, some displaced businesses may be minority-owned and some employees of displaced businesses could be minority and/or low-income persons. • Loss of on-street parking could adversely affect minority-owned businesses. • Minority-owned businesses near stations could experience increased rent.	• Heavier pedestrian activity near stations could increase the number of potential customers to retail businesses in the area, including minority-owned businesses. • Federal expenditures associated with construction could result in annual employment of approximately 8,300 people in the region (preferred alternative estimate). Sound Transit's Disadvantaged Business Program, and Project Labor Agreement promote opportunities for women and minorities in construction. Some of these jobs could go to minority-owned businesses via Sound Transit's Disadvantaged Business Enterprise program. • Improved access to minority-owned businesses near station locations.
Economics – SODO Segment	• Business displacements would range from 31 (Alternative SODO-2) to 35 (Option SODO-1b). • Employee displacements would range from 240 (Preferred Option SODO-1c and Alternative SODO-1a) to 280 (Alternative SODO-2).	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. • Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected.	• No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – Duwamish Segment	• Business displacements would range from 29 (Option DUW-1b) to 37 (Preferred Alternative DUW-1a). • Employee displacements would range from 380 (Option DUW-1b and Alternative DUW-2) to 620 (Preferred Alternative DUW-1a). • Maritime businesses along the Duwamish Waterway would be displaced. If the businesses have waterfront-dependent functions, they could be difficult to relocate. • During construction, nights/ weekend road closures for Preferred Alternative DUW-1a when connecting to Preferred Option DEL-6b or Alternatives DEL-5, DEL-6a, or DEL-7 in the Delridge Segment could affect businesses in Delridge. • Alternatives could impact Tribal treaty-protected fishing in the Duwamish Waterway by the Muckleshoot Indian Tribe and the Suquamish Tribe during operations and construction. Option DUW-1b could not be constructed with a bridge type to avoid in-water work and therefore could have a greater impact to Tribal treaty-protected fishing than the other alternatives. • All alternatives would require short-term closures of the navigation channel and could impact vessel movement outside the channel during construction. • Commercial vessels that use the West Waterway could be affected by a reduction in vertical clearance from netting and scaffolding during construction. • Preferred Alternative DUW-1a and Option DUW-1b would temporarily close/restrict Harbor Island Marina commercial dock, temporarily displacing commercial vessels. • Freight movement could be affected by partial road closures with all alternatives.	• See Impacts Common to All Segments. • Where feasible, Sound Transit would explore ways to maintain water-dependent business operations. Understanding that it may be challenging to relocate water-dependent uses due to their unique needs, Sound Transit would develop a plan identifying potential additional strategies that could be used to help support these unique needs for a successful relocation of these businesses. Potential strategies may include identifying federal, state, and local programs and leveraging Sound Transit relocation assistance with these programs and organizations. • Because project design could affect Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot Indian Tribe, Sound Transit and the FTA would: – Continue working with the Muckleshoot Indian Tribe to avoid and mitigate impacts to treaty-protected fishing rights and access to the Usual and Accustomed Areas from construction of the Duwamish crossing through ongoing government to government consultation. Sound Transit will not authorize construction of the Duwamish Waterway crossing prior to reaching agreement with the Tribe on these measures. • Because project design could affect Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe, Sound Transit and the FTA would: – Continue working with the Suquamish Tribe to avoid and mitigate impacts to treaty-protected fishing rights and access to the Usual and Accustomed Areas from construction of the Duwamish crossing through ongoing government to government consultation. Sound Transit will not authorize construction of the Duwamish Waterway crossing before reaching agreement with the Tribe on these measures.	• Project could have long-term and construction impacts on Tribal treaty-protected fishing in the Duwamish Waterway for the Muckleshoot Indian Tribe and Suquamish Tribe. • The temporary closure of Harbor Island Marina during construction for Alternative DUW-1b could impact the Muckleshoot Indian Tribe's enforcement vessels which are moored at the marina. • Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected.	• No additional benefits.
Economics – Delridge Segment	• Business displacements would range from 13 (Option DEL-1b) to 19 (Preferred Option DEL-6b and Alternative DEL-7). • Employee displacements would range from 110 (Alternative DEL-6a) to 160 (Alternative DEL-1a). • During construction, road closures for Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3 could affect businesses in Delridge. Alternative DEL-2a, Option DEL-2b, Alternative DEL-4, Preferred Option DEL-6b, and Alternative DEL-7 would require partial closures or nights/ weekend closures that could also affect businesses. • Nucor Steel could be affected for about 2 years by partial and full road closures associated with Alternatives DEL-3, DEL-4, DEL-5, and DEL-6a.	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. • Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected.	• No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – West Seattle Junction Segment	• Business displacements would range from 6 (Alternative WSJ-6) to 57 (Alternative WSJ-1). • Employee displacements would range from 70 (Alternative WSJ-6) to 290 (Alternative WSJ-1). • Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a would impact businesses along Fauntleroy Way Southwest because of the duration of closures along this roadway.	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. • Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected.	• No additional benefits.
Social Resources, Community Facilities, and Neighborhoods – Common to All Segments	• During construction, increases in noise, dust, and traffic congestion would occur along the project alignment and at staging areas and could affect people's ability to access the services and resources in their neighborhood. • During construction in areas and neighborhoods where major truck routes are not available, arterial and local streets could be used. People living, working, and traveling through these neighborhoods would experience construction traffic. • Neighborhoods adjacent to the project could experience cut-through traffic due to road or lane closures and detours. • Neighborhoods that have had multiple construction projects over time or that would be concurrent with the West Seattle Link Extension could experience cumulative impacts from construction.	• Mitigation measures to address project impacts to neighborhoods are discussed in Transportation; Acquisitions, Displacements, and Relocations; Economics; Visual and Aesthetic Resources; Noise and Vibration; Public Services, Safety, and Security; and Parks and Recreation.	• The project could displace low-income housing that is unknown to Sound Transit (for instance, rental units that accept housing vouchers). • Unsheltered people living near the project construction areas would experience increases in noise, dust, and vehicle exhaust; project construction may result in the need for them to move elsewhere.	• Improved access to neighborhoods served by the Link system via transit transfer points at light rail stations. • Improved access to employment centers and expanded employment opportunities for minority and low-income persons residing in the project corridor (because convenient light rail access could attract more employees who rely on using public transportation instead of other modes such as driving).
Social Resources, Community Facilities, and Neighborhoods – SODO Segment	• SODO Track mural displacements would range from 14 (Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b) to 15 (Alternative SODO-2).	• See Impacts Common to All Segments. No additional mitigation required. • Sound Transit would coordinate with the SODO Business Improvement Area, 4Culture, and other community organizations to mitigate for the loss of the SODO Track murals with replacement murals or other public art in the area (where appropriate and feasible).	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• Improved access to employment opportunities within 30 minutes of SODO would increase by an estimated 12,000 jobs with the project. • Improved access to regional destinations would benefit the 45% minority population and 22% low-income population living within a 30-minute transit ride of the SODO Station.
Social Resources, Community Facilities, and Neighborhoods – Duwamish Segment	• Preferred Alternative DUW-1a and Option DUW-1b would displace the 22nd Avenue Southwest Street-end and result in increased traffic in the Pigeon Point community during construction. • SODO Track mural displacements would range from six (Alternative DUW-2) to nine (Preferred Alternative DUW-1a).	• See Impacts Common to All Segments. No additional mitigation required. • Sound Transit would coordinate with the SODO Business Improvement Area, 4Culture, and other community organizations to mitigate for the loss of the SODO Track murals with replacement murals or other public art in the area (where appropriate and feasible).	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – Delridge Segment	• Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would have the greatest impact on the character in the Youngstown neighborhood due to the location of the guideway and station and the larger number of displacements and greater visual change compared to other alternatives. • All Delridge Segment alternatives would displace a small business center that houses a neighborhood coffee shop, sandwich shop, deli-mart, and Mode Music and Performing Arts. • Preferred Option DEL-6b and Alternatives DEL-5, DEL-6a, and DEL-7 would displace the full Frye Commerce Center, which includes a daycare. There are limited resources like this in the Delridge neighborhood. • The M.O.S. would result in a noticeable change in the number of people traveling through the Youngstown community.	• See Impacts Common to All Segments. No additional mitigation required.	• Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would displace the Washington State Department of Children, Youth, and Families office building, which includes an Indian Child Welfare Office. • Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would displace some Seattle Housing Authority residences. • Alternative DEL-5 would displace a duplex owned by Transitional Resources, a non-profit organization that provides mental health services and supportive housing. • Preferred Option DEL-6b and Alternative DEL-7 would impact one single-family residence owned by Transitional Resources. • Alternative DEL-6a would displace the Transitional Resources main office, on-site supportive housing, and adjacent apartment building.	• Increased transit access and reliability to the Washington State Department of Children, Youth, and Families office building for those living outside the study area with Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7. • Access to employment opportunities within 30 minutes of the Delridge Station would increase by an estimated 190,000 jobs with the project. • Improved access to regional destinations would benefit the 47% minority population and 23% low-income population living within a 30-minute transit ride of the Delridge Station.
Social Resources, Community Facilities, and Neighborhoods – West Seattle Junction Segment	• Preferred Option WSJ-5b, Alternative WSJ-1, and Option WSJ-3b would displace Jefferson Square which includes a Safeway grocery store; Alternative WSJ-1 and Alternative WSJ-2 would displace a Trader Joe's grocery store. • Option WSJ-3b would displace Junction Plaza Park.	• See Impacts Common to All Segments. No additional mitigation required. • Junction Plaza Park would be replaced with an equivalent property thus avoiding neighborhood character impacts under Option WSJ-3b.	• Alternative WSJ-1 would displace 44 rent- and income-restricted housing units, and Alternative WSJ-2 would displace 80 rent- and income-restricted housing units. These income-restricted units in each building are commitments through their participation in the Multi-Family Tax Exemption program and are assumed to expire 12 years after the building was constructed, but there is an option for 12-year extensions. These alternatives would affect these tenants and the inventory of income-restricted housing at the time the displacements occur. • Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, and Alternative WSJ-5a would displace an affordable housing apartment building. • All alternatives would displace one Seattle Housing Authority single-family residence.	• Access to employment opportunities within 30 minutes of West Seattle Junction would increase by an estimated 290,000 jobs with the project. • Improved access to regional destinations would benefit the 46% minority population and 22% low-income population within a 30-minute transit ride of both the Avalon and Alaska Junction stations.
Visual and Aesthetic Resources – Common to All Segments	• The elevated alternatives would lower the visual quality for sensitive viewers in the vicinity of the project in all segments except the SODO Segment, where there are no sensitive viewers. • Visual impacts during construction would include exposed soils, glare, light associated with nighttime work, storage of construction materials, and construction equipment.	• Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas. • When possible, Sound Transit would preserve existing vegetation, and where removed, plant appropriate vegetation within and adjoining the project right-of-way, and/or provide screening for sensitive visual environments and/or sensitive viewers, consistent with Sound Transit operations and maintenance requirements. • Exterior lighting of facilities would be designed to minimize height and use source shielding to avoid lighting (bulbs) that would being directly visible from residential areas, streets, and highways. • Light rail facility design and use of landscaping would be used to soften or screen visual impacts. • Use temporary visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Nighttime construction lighting would be shielded and directed downward.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Visual and Aesthetic Resources – SODO Segment	• No sensitive viewers.	• Not applicable.	• Not applicable.	• Not applicable.
Visual and Aesthetic Resources – Duwamish Segment	• Preferred Alternative DUW-1a and Option DUW-1b would require the removal of trees in the West Duwamish Greenbelt and residences on the northwestern slope of Pigeon Point would be impacted by the lower visual quality. • All alternatives could affect views from the West Seattle Bridge, a City of Seattle Designated Scenic Route.	• See Impacts Common to All Segments. • See Section 4.5.7, Mitigation Measures, in Section 4.5, Visual and Aesthetic Resources, of the Final EIS regarding mitigation measures for areas with visual impacts.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Visual and Aesthetic Resources – Delridge Segment	• Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would impact the largest amount of sensitive viewers (1.0 mile of sensitive viewers) and would include impacts to parks (Delridge Playfield, West Seattle Golf Course, and Longfellow Creek Natural Area). • Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would impact fewer sensitive viewers due to their lower heights and adjacent land uses.	• See Impacts Common to All Segments. • See Section 4.5.7 of the Final EIS regarding mitigation measures for areas with visual impacts.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Visual and Aesthetic Resources – West Seattle Junction Segment	• Alternatives WSJ-1 and WSJ-2 would impact sensitive residential viewers. No other alternatives would result in visual impacts.	• See Impacts Common to All Segments. • See Section 4.5 of the Final EIS regarding mitigation measures for areas with visual impacts.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Air Quality – Common to All Segments	• The overall regional vehicle emissions are expected to decrease with the project; therefore, the project is expected to have long-term benefits to regional air quality by reducing pollutant emissions.	• During construction, best management practices would be used to minimize related air pollutants. • Traffic that could potentially diverted through South Delridge and Highland Park neighborhoods during construction closures of Fauntleroy Way Southwest are not expected to result in localized air quality impacts because the percent of heavy vehicles that would emit diesel particulate matter are expected to be less than 5 percent of diverted traffic, or less than 10 vehicles in the peak hour.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. These impacts would occur in some areas ranked high for environmental exposure to diesel particulate matter and $PM_{2.5}$ concentrations (see Sections 3.2, Environmental Hazards and EJSCREEN Tool and 3.3, Washington Tracking Network).	• Distribution of benefits to minority and low-income populations would be similar to the distribution to the general public.
Noise and Vibration – Common to All Segments	• There are noise- and vibration-sensitive properties that would be impacted during operation, in all segments except in the SODO Segment. • Construction activities would have noise and vibration impacts on residential areas and other noise sensitive uses.	• All operational noise and vibration impacts would be mitigated to levels below FTA impact thresholds through noise abatement measures (such as sound walls) or special trackwork, for vibration. • Construction noise mitigation would likely be required for construction activities to comply with Seattle Municipal Code or variance sound level limits. For the construction staging areas near tunnel portals, mitigation measures could include construction of temporary noise barriers adjacent to the staging area. • A detailed Construction Vibration Control Plan would be prepared.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Noise and Vibration – SODO Segment	• No noise- and vibration-sensitive properties.	• Not applicable.	• Not applicable.	• Not applicable.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Noise and Vibration – Duwamish Segment	• Residential noise impacts would range from 1 unit (Alternative DUW-2) to 47 units (Preferred Alternative DUW-1a). A severe impact was identified at the Fire Station 14 with Preferred Alternative DUW-1a and Option DUW-1b. The impact at Fire Station 14 would be moderate under Alternative DUW-2. • Preferred Alternative DUW-1a would have vibration impacts at a residence and at Fire Station 14 during operation. • Alternative DUW-2 would have construction vibration impacts at one Category 1 land use (Harbor Island Machine Works).	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Noise and Vibration – Delridge Segment	• Residential noise impacts would range from 68 units (Alternative DEL-6a) to 251 (Alternative DEL-5). • All alternatives except Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would have a moderate impact at the Category 1 land use, Secret Studio Records/Studio 1208, which specializes in music recording. • Residential vibration or groundborne noise impacts would range from 0 (Option DEL-1b, Alternative DEL-2a, Alternative DEL-2b, and Alternative DEL-4) to 12 (Alternative DEL-1a and Alternative DEL-3).	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Noise and Vibration – West Seattle Junction Segment	• Residential noise impacts would range from 0 (Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-6) to 414 (Alternative WSJ-1). • Residential vibration or groundborne noise impacts during operation would range from 0 (Alternative WSJ-2) to 430 (Option WSJ-3b).	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Water Resources – Common to All Segments	Total new impervious surface area in square feet: • SODO Segment: 5,400 (Preferred Option SODO-1c and Alternative SODO-1a) to 7,100 (Option SODO-1b). • Duwamish Segment: 4,800 (Alternative DUW-2) to 60,100 (Option DUW-1b). • Delridge Segment: 21,900 (Option DEL-2b) to 56,700 (Preferred Option DEL-6b). • West Seattle Junction Segment: 30,700 (Alternative WSJ-2 and Option WSJ-3b) to 98,300 (Preferred Option WSJ-5b and Alternative WSJ-5a). The project would provide water quality treatment to some impervious surface areas that currently do not receive water quality treatment. All alternatives except Alternative DEL-5 and Alternative DEL-6a would place guideway columns in the 100-year floodplain for Longfellow Creek. A hydraulic analysis for Preferred Option DEL-6b found that the guideway columns would increase the base flood elevation by 0.01 foot.	• To minimize impacts to groundwater, Sound Transit would use stormwater management facilities to manage runoff from the project. • In order to maintain the existing base flood elevation, additional floodplain storage may be needed for Longfellow Creek.	• Distribution of water resource impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• Distribution of benefits to minority and low-income populations would be similar to the distribution to the general public.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Ecosystems – Common to All Segments	• Some elevated guideway columns would be in forested habitat. • Street trees and vegetation would need to be removed. • Shading from elevated guideway and other features would change the amount of light and rainfall reaching street trees and vegetation underneath. • Based on the urban environment of the study area, the operation of any of the light rail alternatives has low potential to adversely affect the viability of local wildlife populations.	• Where impacts cannot be avoided or minimized, compensatory mitigation would be provided to achieve no net loss of ecosystem function and acreage.	• Distribution of ecosystem impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Ecosystems – SODO Segment	• No additional impacts.	• No additional mitigation.	• No additional impacts.	• None.
Ecosystems – Duwamish Segment	• Preferred Alternative DUW-1a and Option DUW-1b would impact forested habitat that is classified as City of Seattle Biodiversity Area Environmentally Critical Area. This area includes Great Blue Heron Management Areas. • Option DUW-1b would have permanent guideway columns in the Duwamish Waterway for all bridge types, while Preferred Alternative DUW-1a and some bridge types of Alternative DUW-2 would avoid in-water construction impacts to benthic surfaces.	• See Impacts Common to All Segments. No additional mitigation required.	• Potential for cumulative impact to aquatic habitat in Duwamish Waterway, which is used for Tribal treaty-protected fishing, when considered with past alterations and ongoing development in shoreline areas.	• None.
Ecosystems – Delridge Segment	• Preferred Option DEL-6b and Alternative DEL-7 would impact less than 0.1 acre of wetlands and 0.2 acre of biodiversity corridor adjacent to Longfellow Creek. They would also cross Longfellow Creek where it is in an open channel, at a height of approximately 70 feet. • Impacts to wetland buffers would range from 0 acre (Alternatives DEL-5 and DEL-6a) to 0.8 acre (Option DEL-1b).	• See Impacts Common to All Segments. • On-site mitigation could occur adjacent to Longfellow Creek for impacts to wetlands, wetland buffer, and biodiversity corridor with Preferred Option DEL-6b and Alternative DEL-7.	• No additional impacts.	• None.
Ecosystems – West Seattle Junction Segment	• No additional impacts.	• No additional mitigation.	• No additional impacts.	• None.
Energy – Common to All Segments	• No long-term impacts from the project because the Build Alternatives would consume less energy than the No Build Alternative. • Construction activities would temporarily consume energy.	• During construction, best management practices would be implemented to minimize energy consumption. • No long-term mitigation required.	• No impacts.	• None.
Geology and Soils – Common to All Segments	• Alternatives would travel through City of Seattle Environmentally Critical Area geologic hazard areas such as steep slopes, landslide-prone areas, seismic hazards (such as liquefaction), settlement, and groundwater. • During construction, erosion would be managed using best management practices.	• Risks would be avoided or minimized using engineering design standards and best management practices.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Hazardous Materials – Common to All Segments	• Long-term operational impacts could occur if Sound Transit acquires properties that are a source of contamination, possibly requiring ongoing cleanup responsibility. • There are high-risk sites potentially encountered during construction of the alternatives in all segments. Most alternatives have one high-risk site in their study area. • Construction activities could discover contamination that was otherwise unknown. • Construction activities could use hazardous materials that could spill. • Cleanup of existing contaminated sites by the project before and during construction, and indirectly during redevelopment of adjacent properties, could remove contamination in areas where cleanup is not otherwise scheduled to happen.	• Environmental due diligence (including a Phase 1 Environmental Site Assessment) would be performed for properties along the corridor before acquisition or construction to avoid or minimize impacts from contaminated sites. • Encountered contaminated materials would be contained and disposed of in accordance with state and federal regulations. • Applicable best management practices during construction would include construction stormwater pollution prevention plans, spill control and prevention plans, and contaminated media management plans.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• Cleanup of existing contaminated sites in areas identified as high risk for environmental exposure (see Sections 3.2 and 3.3) by the project could remove contamination in areas where minority and low-income populations could be exposed to contamination.
Hazardous Materials – SODO, Delridge, West Seattle Junction segments	• No additional impacts.	• No additional mitigation.	• No additional impacts.	• No additional benefits.
Hazardous Materials – Duwamish Segment	• The Duwamish Segment contains the most high-risk sites within the study area (5 sites for Preferred Alternative DUW-1a and Option DUW-1b, and 7 sites for Alternative DUW-2), including the Lower Duwamish Waterway and Harbor Island Superfund Sites.	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• No additional benefits.
Electromagnetic Fields – Common to All Segments	• There would be no long-term or construction-related electromagnetic field impacts as a result of construction and operation of the West Seattle Link Extension.	• No mitigation required.	• No impacts.	• No additional benefits.
Public Services – Common to All Segments	• Emergency medical and police could have difficulty responding to calls at elevated or tunneled sections of guideway. • The response times of emergency service vehicle and other public services vehicles (school buses, solid waste/recycling vehicles) could be impacted during construction due to road closures and detours.	• Sound Transit would coordinate with public service providers before and during construction to maintain reliable emergency access and alternative plans or routes to minimize delays in response times. • Sound Transit would coordinate with solid waste and recycling companies and schools, should rerouting of collection or school bus routes need to occur.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Public Services – SODO Segment	• Option SODO-1b and Alternative SODO-2 would require relocation of the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Preferred Option SODO-1c and Alternative SODO-1a would avoid permanent impacts. Impacts of relocating the United States Postal Service facility are yet undefined, and should an alternative that triggers relocation of the facility move forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility. • Preferred Option SODO-1c and Alternative SODO-1a would require the existing driveway at the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office's southern access point to be connected under the new South Lander Street overpass to 4th Avenue South.	• See Impacts Common to All Segments. • For Option SODO-1b and Alternative SODO-2, Sound Transit would identify a replacement property or replacement parking adjacent to the existing facility acceptable to the United States Postal Service, or if full relocation is required, replacement property. The replacement facility would meet siting criteria and requirements that would be identified by the United States Postal Service. Sound Transit would be responsible for environmental review, design, and construction of a replacement parking or a replacement facility. Postal parking or operations would be relocated to the replacement facility prior to the project impacting the existing facility.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Public Services – Duwamish Segment	• When connected with Alternatives DEL-3 or DEL-4, Preferred Alternative DUW-1a and Option DUW-1b would require temporary relocation of Fire Station 36 during construction and could potentially require permanent relocation. • Alternative DUW-2 would displace a Department of Social and Health Services community transition facility that has specific siting requirements and would be difficult to relocate.	• See Impacts Common to All Segments. • Sound Transit would work closely with Seattle Fire Department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts to their operations during relocation. • Relocation would occur in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and the Sound Transit Real Estate Property Acquisition and Relocation Policy, Procedures and Guidelines (2017).	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Public Services – Delridge Segment	• No additional impacts.	• No additional mitigation.	• No additional impacts.	• None.
Public Services – West Seattle Junction Segment	• No additional impacts.	• No additional mitigation.	• No additional impacts.	• None.
Utilities – Common to All Segments	• Utility relocations would be necessary during construction, but there would be no long-term impacts on utility providers.	• Sound Transit would coordinate with utility providers to establish temporary connections before construction begins. • Sound Transit would work with utility providers to minimize any potential service interruptions and perform outreach to notify the community of planned or potential service interruptions. • No long-term mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Historic and Archaeological – Common to All Alternatives	• All segments fall within a zone defined by the archaeological predictive model as high risk or very high risk for archaeological resources, except the West Seattle Junction Segment where there is a moderately low risk.	• Where adverse effects to National Register-eligible or -listed resources cannot be avoided or minimized, FTA and Sound Transit would develop a memorandum of agreement or programmatic agreement in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties under Section 106.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Historic and Archaeological – SODO Segment	• One historic property would be adversely affected under all segment alternatives.	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Historic and Archaeological – Duwamish Segment	• Total number of historic properties that would be adversely affected would range from five (Preferred Alternative DUW-1a and Option DUW-1b) to nine (Alternative DUW-2). Preferred Alternative DUW-1a and Option DUW-1b would adversely affect two recommended historic districts.	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Historic and Archaeological – Delridge Segment	• Total number of historic properties that would be adversely affected would range from 0 (Alternative DEL-6a) to 7 (Option DEL-1b).	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.
Historic and Archaeological – West Seattle Junction Segment	• Total number of historic properties that would be adversely affected would range from 0 (Alternative WSJ-5a, and Alternative WSJ-6) to 7 (Alternative WSJ-4).	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Parks and Recreational Resources – Common to All Segments	• Parks and recreational resources would be impacted during construction in all segments, except the SODO Segment. • Access to some parks and recreational facilities would be affected. • Park users would be able to see construction in the background. • If trees and vegetation were removed during construction, it would take years for the new plantings to become visually similar to what was removed.	• According to City of Seattle Ordinance 118477, any City park land acquired by the project would need to be replaced with land of equivalent or better size, value, location, and usefulness. Sound Transit would work with the City of Seattle to identify adequate replacement property for permanently acquired park property. • Temporarily impacted land would be replaced, and disturbed resources would be restored after construction in cooperation with the resource owner.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• The project would improve public access, including to minority and low-income populations, to most of the park resources within 0.5 mile of light rail stations, particularly those closest to new stations. Underutilized parks could experience activation as the parks continue to see increasing numbers of visitors.
Parks and Recreational Resources – SODO Segment	• No parks and recreational resources.	• Not applicable.	• Not applicable.	• Not applicable.
Parks and Recreational Resources – Duwamish Segment	• Preferred Alternative DUW-1a and Option DUW-1b would remove some habitat and visual buffer functions of the West Duwamish Greenbelt and displace the 22nd Avenue Southwest Street-end.	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• No additional benefits.
Parks and Recreational Resources – Delridge Segment	• There would be minor impacts to Longfellow Creek Natural Area, Longfellow Creek Legacy Trail, and Delridge Playfield during operations and construction by one or more alternatives on Southwest Genesee Street, but they would not affect the use or function of these resources. A signed detour of the Longfellow Creek Legacy Trail would be provided for alternatives with road closures on Southwest Genesee Street. • Alternative DEL-1a, Option DEL-1b, Option DEL-2b, and Alternative DEL-3 would have temporary impacts to the golf course and only require reconfiguration during construction. • Alternatives DEL-2a and DEL-4 would impact the West Seattle Golf Course, thus requiring permanent shortening and reconfiguration of at least five holes.	• See Impacts Common to All Segments. • For Alternative DEL-1a and Alternative DEL-3, the golf course playable area impacted could be reconfigured to minimize some of the construction impacts. The current configuration of holes and the pathway would be restored following guideway construction. Growth of new permanent turf can take up to 1 year. • For Alternatives DEL-2a and DEL-4, Sound Transit would work with the City to reconfigure the playable area of at least the holes impacted by long-term operation and construction or make other improvements deemed appropriate to restore the function of the golf course.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• No additional benefits.
Parks and Recreational Resources – West Seattle Junction Segment	• Alternatives WSJ-1 and WSJ-2 would displace Fauntleroy Place park. • Option WSJ-3b would displace Junction Plaza Park.	• See Impacts Common to All Segments. No additional mitigation required.	• Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.	• No additional benefits.

L.O.S. = level of service

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6 PROJECT BENEFITS

Under United States Department of Transportation Order 5610.2C, the benefits of a proposed transportation project should be considered when determining whether there are disproportionately high and adverse effects on minority and low-income populations. The project would provide benefits to all populations in the study area. While all populations in the project service area would benefit, studies have shown that minority and low-income people tend to make greater use of transit service than other groups. As described in Chapter 1, Introduction and Regulatory Framework, several of the project's purpose statement objectives include benefits that are relevant to environmental justice populations, including the following:

- Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016).
- Improve regional mobility by increasing connectivity and capacity to Downtown Seattle to meet the projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014a).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and the region's residents, which include transit-dependent people, low-income people, and communities of color.
- Encourage equitable and sustainable urban growth in station areas through support of TOD and multi-modal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Equitable Transit Oriented Development Policy (Sound Transit 2018d) and Sustainability Plan (Sound Transit 2019e).
- Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's *System Access Policy* (Sound Transit 2013).
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices.

For those reliant on private transportation, costs continue to rise for fuel, tolls, and paid parking; transit service improvements are therefore generally beneficial to low-income and minority populations. While the project may potentially result in increases in property taxes and rents around stations, thus negatively affecting some low-income populations, improved access to transit may allow some residents to reduce transportation costs. This would be a greater benefit to neighborhoods south of the study area, where transit options are more limited.

Increased transit access and new development could also improve overall neighborhood quality. Stations could provide improved neighborhood cohesion by providing new opportunities to interact.

The City of Seattle has been developing an Equitable Transit-Oriented Development Strategy & Implementation Plan with the support of an FTA grant. This comprehensive approach to advancing racial equity and community agency in development around light rail stations includes: Station Access and Public Realm investments, establishing a citywide Community Advisory Group, supporting place-based groups in Delridge, and comprehensive planning for underutilized land adjacent to future light rail alignments. The Sound Transit Board adopted the Equitable Transit Oriented Development Policy in 2018 (Board Resolution No. R2018-10).

The policy addresses how the agency should consider potential for TOD near transit facilities being planned and studied, and provides guidance on implementing and integrating equitable TOD throughout transit projects.

The above benefits would not occur with the No Build Alternative. In fact, it is anticipated that transportation unreliability and travel times would continue to worsen as population growth continues in the region.

6.1 Improved Access to Transit

Access to transit would improve for all populations within the project vicinity, especially for people living and working within the walkshed of the project (within 0.5 mile of the stations). Improved access to transit leads to a number of economic and social benefits. For instance, light rail allows people to avoid the costs of owning, maintaining, and parking a car. Light rail systems reduce air pollution and, with community planning, light rail can increase commercial activity from new businesses attracted to the region. Minority and low-income populations living within walking distance of the stations would receive the same transit benefits brought by the project as others in the community; these benefits would be spread throughout the project corridor. For individuals who do not have regular access to private transportation, the improvements in access to transit and expanding connections can have a notable positive impact. Studies have shown that minority and low-income populations tend to make greater use of transit service than other groups (Anderson 2016; Tomer 2011); this indicates the importance of access to transit for minority and low-income populations.

Neighborhoods served by light rail stations would benefit from increased transit access to Downtown Seattle and other areas in the Puget Sound region accessible by light rail. The project would provide increased transit access to locations around the city for pedestrians, bicyclists, and those with mobility challenges. The station areas would include bus bays on adjacent streets, which would facilitate transfers between buses and light rail for people who live outside of the station's walkshed. People who live farther away would have the benefit of using the expanded light rail system in the Puget Sound region, using bus transit to connect to light rail when necessary.

Neighborhoods close to light rail stations could experience increased social activity due to the improved access, residential and business redevelopment, and/or TOD projects. Local businesses could experience greater patronage and provide an increased employment base. In addition, improved access to jobs via transit would be especially important to environmental justice populations, as described at the beginning of this section.

In addition to increased access throughout Seattle, the project would improve broader regional transit access for minority and low-income populations to destinations along both the existing and planned parts of the light rail system. The project would improve transit access for more affordable areas of the region south of the study area, including South Delridge, High Point, Highland Park, Westwood, and the unincorporated King County neighborhood of White Center to important opportunities for employment, healthcare, education, and culture focused in Seattle. The project would provide more and better access to social services, medical services, employment, education, cultural resources, and other resources with the project's study area, as well as access to destinations within the larger Link light rail service area.

Table 6-1 shows percentages of minority and low-income people within 0.5 mile of the new light rail stations. This table illustrates that the project would provide improved access to transit service to the minority and low-income populations within the study area.

For the West Seattle Link Extension, the percentage of minorities ranges from 24 to 47 percent within 0.5 mile of the station areas (Table 6-1), with the highest concentration near the SODO Station. The low-income population ranges from 14 to 25 percent within 0.5 mile of the station areas, with the highest concentration in the Delridge Station area. Approximately 3 percent of the owner households and 19 percent of renter households in the study area rely on transit as they do not have a vehicle (United States Census Bureau 2023).

Table 6-1. Minority and Low-Income Populations within 0.5 Mile of Proposed Light Rail Stations

Project Alternative	Number of Proposed Stations	Total Population Near Station(s)	Minority Population Near Station(s)	Low-Income Population [a] Near Station(s)
Preferred Option SODO-1c	**1**	**400**	**220 (47%)**	**90 (20%)**
SODO-1a	1	480	220 (47%)	90 (20%)
SODO-1b	1	400	190 (47%)	80 (19%)
SODO-2	1	480	190 (47%)	80 (19%)
Preferred Option DEL-6b	**1**	**2,260**	**760 (34%)**	**530 (23%)**
DEL-1a	1	2,830	1,010 (36%)	680 (24%)
DEL-1b	1	2,830	1,010 (36%)	680 (24%)
DEL-2a	1	2,830	1,010 (36%)	680 (24%)
DEL-2b	1	2,840	1,010 (36%)	680 (24%)
DEL-3	1	2,500	890 (36%)	630 (25%)
DEL-4	1	2,500	890 (36%)	630 (25%)
DEL-5	1	2,100	720 (34%)	510 (24%)
DEL-6a	1	2,090	720 (34%)	510 (24%)
DEL-7	1	2,260	760 (34%)	530 (23%)
Preferred Option WSJ-5b	**2**	**12,690**	**3,260 (26%)**	**1,770 (14%)**
WSJ-1	2	13,280	3,430 (26%)	1,850 (14%)
WSJ-2	2	11,130	2,970 (27%)	1,540 (14%)
WSJ-3a	2	12,520	3,210 (26%)	1,770 (14%)
WSJ-3b	2	13,020	3,290 (25%)	1,820 (14%)
WSJ-4	2	12,840	3,340 (26%)	1,790 (14%)
WSJ-5a	2	12,690	3,260 (26%)	1,770 (14%)
WSJ-6	1	10,140	2,440 (24%)	1,520 (15%)

Source: United States Census Bureau 2023.

[a] Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

All of the proposed West Seattle Link Extension stations except the SODO Station are potential transfer points to the light rail system for communities to the south of the station and project vicinity, such as South Delridge, High Point, Highland Park, Westwood, and the unincorporated King County neighborhood of White Center. Riders from High Point would likely transfer at the Avalon or Alaska Junction stations, depending on their bus route, while riders from Highland Park and White Center would likely transfer at the Delridge Station. As described in Section 3.1, these communities are composed of a diverse (racially and economically) population.

The Delridge Station design includes bus bays, which would facilitate transit rider transfers from bus routes, including the planned RapidRide H Line serving these communities. Safe and direct transfers will enhance these communities' access to key destinations served by the regional light rail system, including jobs, shopping, social services, and medical centers. Efficient bus operations through the station area support overall transit service reliability.

Transit riders traveling on the RapidRide H Line to downtown from the Delridge area, including areas south such as South Delridge, Highland Park and White Center, would need to transfer to light rail at the Delridge Station. Even with the need to transfer to continue their trip to downtown, these transit riders would experience a time savings of approximately 12 to 15 minutes, or 17 to 24 percent, with light rail compared remaining on the RapidRide H Line into downtown under the no build condition. This time savings includes the time to transfer. In addition to time savings, the transfer to light rail also would result in a much more reliable travel time compared to the RapidRide H Line.

Sound Transit is considering three locations for the Delridge Station: one north of Southwest Andover Street and west of Delridge Way Southwest (Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7); one on Delridge Way Southwest between Southwest Andover and Southwest Dakota streets (Alternatives DEL-3 and DEL-4); and one between Southwest Dakota and Southwest Genesee streets west of Delridge Way Southwest (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b). A station located on Delridge Way Southwest would provide the most direct and most operationally efficient passenger transfers, while the other locations would require some deviation of buses from current planned pathways. The travel times savings would range from approximately 12 minutes for the station north of Southwest Andover Street to 15 minutes for the station on Delridge Way Southwest.

Similarly, transit riders from High Point and Westwood traveling on various Metro routes on 35th Avenue Southwest to downtown would need to transfer to light rail at the Avalon or Alaska Junction stations. Even with the need to transfer to continue their trip to downtown, these transit riders would experience a time savings of approximately 14 minutes, or 29 percent, with light rail compared remaining on the bus into downtown under the no build condition. This time savings also includes the time to transfer, and the transfer to light rail also would result in a much more reliable travel time compared to bus routes. The travel times savings of approximately 14 minutes applies to all the Avalon and Alaska Junction station locations because each alternatives' bus zone would be less than 800 feet of each other, which would be less than 1 minute of bus drive time between them.

6.2 Transit Reliability and Service Benefits

The project would provide high-quality rapid, reliable, and efficient light rail transit service to West Seattle, and it would improve regional mobility by increasing connectivity to/from Downtown Seattle. The project would increase transit reliability for populations that depend on transit for transportation. Bus service can be affected by increasing congestion even when using high-occupancy vehicle lanes. The project would operate in an exclusive right-of-way, so it would not be impacted by roadway congestion or at-grade vehicle crossing conflicts. This would result in improved transit reliability in the corridor, which means better on-time performance.

As stated in Chapter 3, Transportation Environment and Consequences, of the Final EIS, the primary benefits of the project include the following:

- **More access to jobs –** As a consequence of improved travel times and the restructured bus network that would accompany the project's light rail improvements, the project would improve the ability of transit riders to access destinations within the community:
  - In the study area, the number of jobs in 2042 reachable on transit within 30 minutes of the Alaska Junction and Delridge stations (when compared to the No Build Alternative) would increase by approximately 290,000 and 190,000 jobs, respectively.
  - The biggest changes to job accessibility would be realized at the western terminus of the project, as a result of the new, fast connection to the concentration of employment opportunities in Downtown Seattle, replacing slower surface routes.
- **Improved access to social services and medical care** – More and better transit connectivity within the Puget Sound region facilitates better access to social service and medical care in Seattle, where these services are concentrated, for the low-income populations that are outside of the city due to more affordable housing.
- **Travel time and reliability –** Transit travel time is expected to improve by about 50 percent compared to the No Build Alternative. The reliability of bus service in the project corridor would be poor in the 2042 no build condition, but the project's light rail service reliability is expected to be similar to the high reliability of existing light rail service.
- **Increased ridership –** Because of improved reliability, additional capacity, and increased service levels, approximately 26,000 riders are forecasted to use the project each day by 2042. As described in greater detail earlier in this section, transit service improvements are more positively impactful to environmental justice populations than to others. As such, a future condition that entails more transit access to jobs, decreased times and increased reliability, and increased ridership is seen as a beneficial improvement for minority and low-income people.

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7 CONCLUSION

When making an environmental justice determination, the FTA must consider the impacts of a project and who may be affected, then consider the mitigation proposed for these impacts, and finally consider any offsetting benefits to minority and low-income populations.

The environmental justice study area was defined to identify populations that would be directly affected by the project alternatives. The study area captures populations that would experience both direct and indirect impacts, as well as benefits the project would provide. The populations in the study area are not predominantly minority or low-income, and the percentages of both minority and low-income people in the study area are mostly lower than the percentages of these populations in the city of Seattle and the Sound Transit service district as a whole. As shown in Table 5-2 in Section 5, Project Impacts and Potential Mitigation, most project impacts like impacts to air quality, hazardous materials, and utilities would be limited in scope. Other adverse impacts like acquisitions and displacements, noise and vibration impacts, and impacts to visual resources, water resources, ecosystem resources, and parks would be mitigated through the implementation of effective mitigation measures. The distribution of impacts to minority and low-income people would be similar to impacts to the general population in the study area and the West Seattle Link Extension would not result in disproportionately high and adverse effects on minority and low-income populations. Not improving the transit system (the No Build Alternative) would have other adverse social, economic, and environmental effects.

The West Seattle Link Extension would include benefits within and beyond the study area such as improved transit access and more efficient and reliable transportation system. The racially and economically diverse communities of High Point, Highland Park, and White Center, south of the project, would benefit from the transit transfer point at the Delridge Station; travel time savings of approximately 12 to 15 minutes is expected for travel between the Delridge area and downtown with a transfer to light rail. The reliability of transit service would also increase. The Delridge Station would be connected to these communities by Metro bus transit routes, including a new RapidRide line. Minority and low-income people in the study area, as well the neighborhoods south of the study area, would experience the improved access to transit benefits and travel time savings along with everyone else in the study area. The project would increase access to and from all of West Seattle. These benefits would offset some of the adverse effects, including displacement of public services, social resources, and businesses that would occur with some alternatives. The high magnitude of the offsetting benefits of transit support the conclusion that the West Seattle Link Extension would not result in disproportionately high and adverse effects on environmental justice populations as defined in Executive Order 12898 and the United States Department of Transportation Order 5610.2C.

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Attachment G.1
Targeted Outreach

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Attachment G.1. Targeted Outreach

Table G-1. Targeted Outreach for the West Seattle Link Extension Prior to Publication of the WSBLE Draft EIS

Date	Outreach Type	Organization	Neighborhood
11/16/17	Briefing	Delridge Neighborhoods Development Association	Delridge
5/2/2018	Open House/ Neighborhood Forum	Downtown Level 1 Neighborhood Forum	Downtown, Chinatown-International District, SODO, Stadium, Pioneer Square
6/11/2018	Briefing	Pigeon Point Neighborhood Council	Delridge
6/29/2018	Service Provider Interview	Southwest Youth and Family Services Social Service Providers Interview	Delridge, West Seattle
7/26/2018	Service Provider Interview	Neighborhood House at High Point Social Service Provider Interview	High Point, West Seattle
8/8/2018	Briefing	Drink and Link	Delridge
8/11/2018	Fair/Festival	Delridge Day	Delridge, West Seattle
8/28/2018	Service Provider Interview	Downtown Emergency Service Center, Cottage Grove Commons Social Service Provider Interview	Delridge, West Seattle
9/11/2018	Open House/ Neighborhood Forum	Downtown Level 2 Neighborhood Forum/Open House	Downtown, Chinatown-International District, SODO, Stadium, Pioneer Square
10/9/2018	Briefing	Delridge Neighborhoods Development Association	Delridge
10/10/2018	Fair/Festival	Seattle Department of Transportation Metro RapidRide H Open House	Delridge
10/24/2018	Briefing	Delridge Neighborhoods Development Association	Delridge
10/24/2018	Briefing	El Centro de la Raza	Downtown, Chinatown-International District, SODO, Pioneer Square
1/9/2019	Service Provider Interview	Delridge Community Center	Delridge
1/16/2019	Service Provider Interview	White Center Community Development Association	White Center
1/16/2019	Briefing	Youngstown Neighborhood	Delridge
2/6/2019	Briefing	Delridge Neighborhoods Development Association Tour	Delridge
3/1/2019	Fair/Festival	Destination Delridge	Delridge
3/9/2019	Fair/Festival	Delridge Community Center Tabling	Delridge
3/12/2019	Open House/ Neighborhood Forum	Delridge Station Community Workshop	Delridge
5/30/2019	Fair/Festival	Seattle Department of Transportation/ Metro RapidRide H Line Open House	Delridge, West Seattle

Date	Outreach Type	Organization	Neighborhood
6/29/2019-6/30/2019	Fair/Festival	Delridge Neighborhoods Development Association Arts in Nature Festival	Delridge
7/20/2019	Fair/Festival	White Center Jubilee Days	White Center
7/28/2019	Fair/Festival	Pista sa Nayon	Corridor-wide
8/10/2019	Fair/Festival	Delridge Day	Delridge
12/7/2019	Open House/ Neighborhood Forum	Delridge Station Neighborhood Forum	Delridge
2/21/2020	Briefing	Delridge Neighborhoods Development Association	Delridge
3/5/2020	Fair/Festival	Chief Sealth International High School	Delridge
1/19/2021	Briefing	Community Liaison Focus Group	Corridor-wide
5/5/2021	Briefing	City of Seattle Community Liaison Training #1: Overview	Chinatown-International District, Pioneer Square, Delridge
5/12/2021	Briefing	City of Seattle Community Liaison Training #2: Alternatives	Chinatown-International District, Pioneer Square, Delridge
5/19/2021	Briefing	City of Seattle Community Liaison Training #3: Environmental Review	Chinatown-International District, Pioneer Square, Delridge
5/26/2021	Briefing	City of Seattle Community Liaison Training #4: Station Planning	Chinatown-International District, Pioneer Square, Delridge
6/2/2021	Briefing	City of Seattle Community Liaison Training #5: Racial Equity Toolkit	Chinatown-International District, Pioneer Square, Delridge
6/7/2021	Briefing	Jackson HUB Workshop #1	Chinatown-International District, Pioneer Square
6/9/2021	Briefing	City of Seattle Community Liaison Training #6: Recap and Work Plan Creation	Chinatown-International District, Pioneer Square, Delridge
7/14/2021	Briefing	Community Liaison Work Plan Report Out	Chinatown-International District, Delridge
8/14/2021	Fair/Festival	Neighborhood House Health Fair	Delridge
8/18/2021	Briefing	Community Liaison Meet-up: Delridge/ Chinatown International District Cohort	Chinatown-International District, Delridge

Table G-2. Targeted Outreach for the West Seattle Link Extension After Publication of the WSBLE Draft EIS

Date	Outreach Type	Organization	Neighborhood
2/5/2022	Vietnamese Community Information Share	Vietnamese Community (Virtual)	Corridor-wide
2/12/2022	Door-to-door	Door-to-door Business Outreach	Delridge corridor, Chinatown International District, Pioneer Square
2/13/2022	Peer-to-peer Information Share	Vietnamese Community (Virtual)	Corridor-wide
2/19/2022	Peer-to-peer Information Share	Vietnamese Community (Virtual)	Corridor-wide
2/26/2022	Briefing/Tour	Tabor 100	Tukwila
3/3/2022	Information Share Tabling	SeaTac and Tukwila Community Markets	South Seattle
3/4/2022	Information Booth Tabling	Latino Town's Viernes de Fiesta	White Center
3/4/2022	Information Booth Tabling	The Salvation Army Seattle White Center Corps & Community Center	White Center
3/6/2022	Information Booth Tabling	Co Lam Temple Celebration	Corridor-wide
3/6/2022	White Center Door-to-door Business Outreach	White Center Door-to-door Business Outreach	White Center
3/9/2022	Peer-to-peer Outreach	Vietnamese Community (Virtual)	Corridor-wide
3/11/2022	Information Booth Tabling	The Salvation Army Seattle White Center Corps & Community Center	White Center
3/12/2022	Peer-to-peer Information Share	Vietnamese Community (Virtual)	Corridor-wide
3/16/2022	Briefing/Tour	Puget Sound Sage, Community Leadership Institute, Transit Justice Panel	Corridor-wide
3/18/2022	Briefing/Tour	Transit Access Coalition	Corridor-wide
3/19/2022	Information Booth Tabling	Co Lam Temple Retreat	Corridor-wide
3/19/2022	Delridge Corridor Neighbors Door-to-door	Delridge Corridor Neighbors Door-to-door	Delridge
3/19/2022	Peer-to-peer Information Share	Vietnamese Community (Virtual)	Corridor-wide
3/22/2022	Briefing/Tour	Southwest Early Learning	Delridge
3/22/2022	Briefing/Tour	Southwest Early Learning Bilingual Preschool	Delridge
3/25/2022	Information Booth Tabling	West Seattle Food Bank	West Seattle
3/26/2022	Peer-to-peer Information Share	Vietnamese Community (Virtual)	Corridor-wide
3/28/2022	Information Share	Chinese Radio Seattle (Virtual)	Corridor-wide
3/30/2022	Draft Environmental Impact Statement Public Hearing	Virtual Public Hearing	West Seattle, Delridge, Duwamish, SODO

Date	Outreach Type	Organization	Neighborhood
4/1/2022	Briefing/Tour	Delridge Neighborhood Development Association	Delridge
4/6/2022	Peer-to-peer Information and Materials Share	Vietnamese Community (Virtual)	Corridor-wide
4/7/2022	Briefing/Tour	Seattle Design Commission: Delridge Station and Duwamish crossing (Virtual)	Duwamish, Delridge
4/16/2022	Peer-to-peer Information Share	Vietnamese Community (Virtual)	Corridor-wide
4/16/2022	Information Booth Tabling	Duwamish Alive! Earth Month Celebration	West Seattle, South Seattle
4/17/2022	Information Booth Tabling	High Point and West Seattle Mosque	High Point, West Seattle
4/17/2022	Information Booth Tabling	West Seattle Halal Market	West Seattle
4/18/2022	Information Booth Tabling (Day 2)	High Point and West Seattle Mosque	High Point, West Seattle
4/18/2022	Information Booth Tabling	West Seattle Halal Market Business	West Seattle
4/19/2022	Radio Information	V Negocios y Finanzas (Virtual)	Corridor-wide
4/20/2022	Peer-to-peer Information Share	Vietnamese Community (Virtual, 2 Days)	Corridor-wide
4/20/2022	Information Booth Tabling	Delridge Library	Delridge
4/22/2022	Information Booth Tabling	El Salvadorean Bakery	White Center
4/22/2022	Information Booth Tabling	Hope Academy Mosque	White Center
4/23/2022	Information Booth Tabling	High Point Earth Day	High Point
4/26/2022	Briefing/Tour	Duwamish Alive Coalition (Virtual)	West Seattle, South Seattle
4/28/2022	Peer-to-peer Information Share	Vietnamese Community (Virtual)	Corridor-wide
4/28/2022	Peer-to-peer Information Share	Spanish Community (Virtual)	Corridor-wide
5/1/2022	Briefing	Delridge Neighborhoods Development Association Board Retreat (Virtual)	Delridge
8/28/2022	Fair/Market	White Center Block Party	White Center
10/22/2022	Fair/Market	South Delridge Farmers Market	Delridge
6/24/2023	Fair/Market	South Delridge Farmers Market	Delridge
8/26/2023	Fair/Market	White Center Block Party	White Center
9/9/2023	Tabling	SODO Flea Market	SODO
10/23/2023	Briefing	Duwamish Tribe	Corridor-wide
11/4/2023	Tabling	Dia de los Muertos Tabling	White Center
11/16/2023	Door-to-door	SODO door-to-door outreach	SODO
11/19/2023	Tabling	Delridge Library	Delridge

Date	Outreach Type	Organization	Neighborhood
11/20/2023	Briefing	Delridge Neighborhoods Development Association	Delridge
12/5/2023	Briefing	South Seattle College	Delridge, West Seattle
12/9/2023	Tabling	Hope Central Tabling	White Center
12/12/2023	Tabling	West Seattle Food Bank	West Seattle
12/13/2023	Focus Group	WSLE Station Planning (Vietnamese)	West Seattle, Delridge
12/16/2023	Focus Group	WSLE Station Planning (Somali)	West Seattle, Delridge
1/28/2024	Tabling	Tet Celebration in White Center	White Center
2/1/2024	Briefing	Highland Park Action Coalition (HPAC)	Highland Park, Delridge
2/12/2024	Door-to-door	White Center door-to-door outreach	White Center
3/23/2024	Tabling	Roxhill Community Day	Delridge, White Center
3/25/2024	Tour	North Delridge Site Visit	Delridge

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Attachment G.2
EPA EJScreen Report

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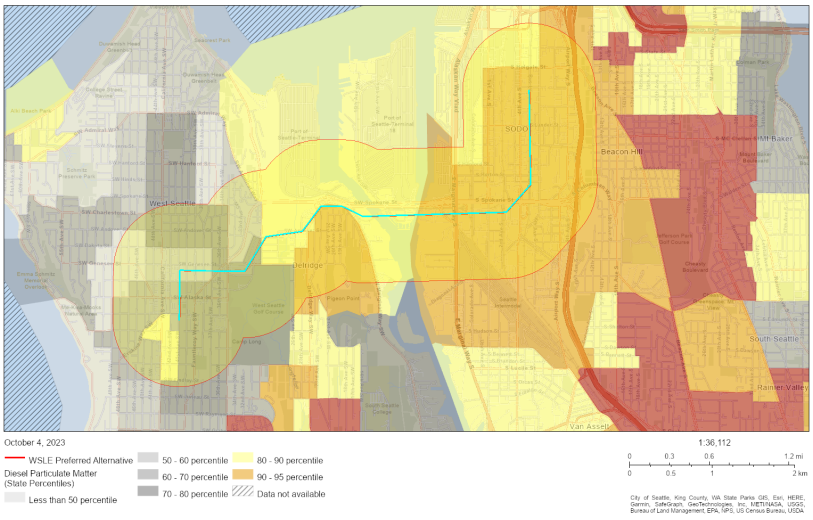
EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Seattle, WA

0.5 miles Ring around the Corridor
Population: 19,398
Area in square miles: 4.76



COMMUNITY INFORMATION

- Low income: 17 percent
- People of color: 27 percent
- Less than high school education: 3 percent
- Limited English households: 3 percent
- Unemployment: 4 percent
- Persons with disabilities: 9 percent
- Male: 50 percent
- Female: 50 percent
- 82 years — Average life expectancy
- $68,069 — Per capita income
- Number of households: 9,759
- Owner occupied: 47 percent

BREAKDOWN BY RACE

- White: 73%
- Black: 4%
- American Indian: 0%
- Asian: 6%
- Hawaiian/Pacific Islander: 0%
- Other race: 0%
- Two or more races: 9%
- Hispanic: 7%

BREAKDOWN BY AGE

From Ages 1 to 4	6%
From Ages 1 to 18	13%
From Ages 18 and up	87%
From Ages 65 and up	12%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	5%
Speak Other Indo-European Languages	8%
Speak Asian-Pacific Island Languages	86%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2017 -2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	85%
Spanish	5%
French, Haitian, or Cajun	1%
German or other West Germanic	1%
Russian, Polish, or Other Slavic	2%
Korean	1%
Chinese (including Mandarin, Cantonese)	1%
Other Asian and Pacific Island	2%
Arabic	1%
Other and Unspecified	1%
Total Non-English	15%

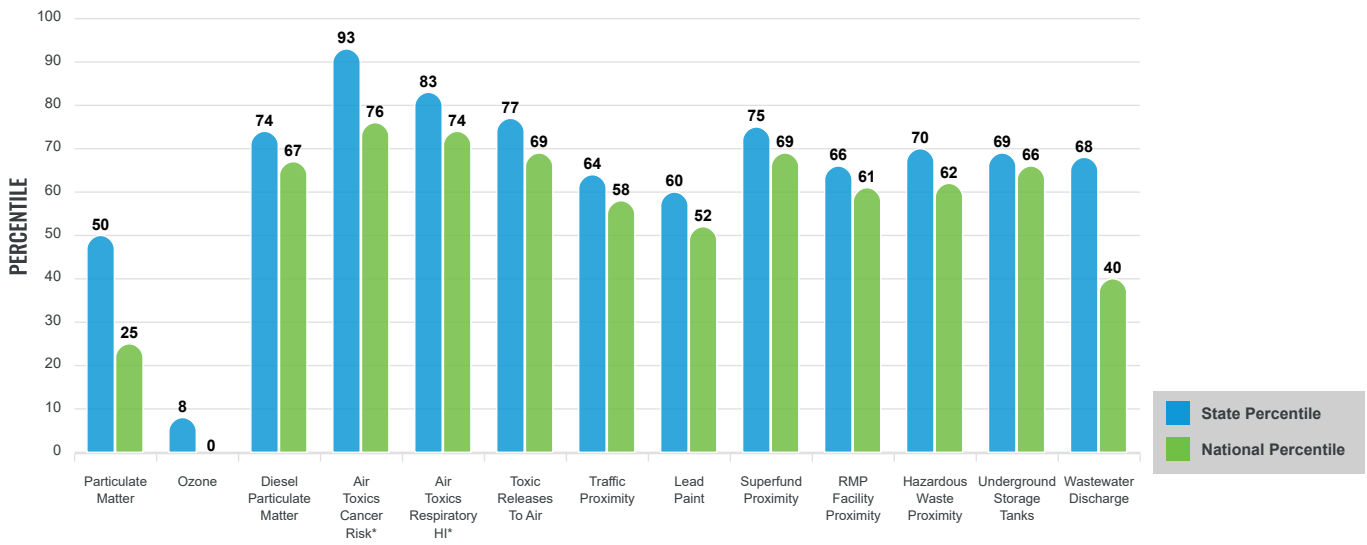
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

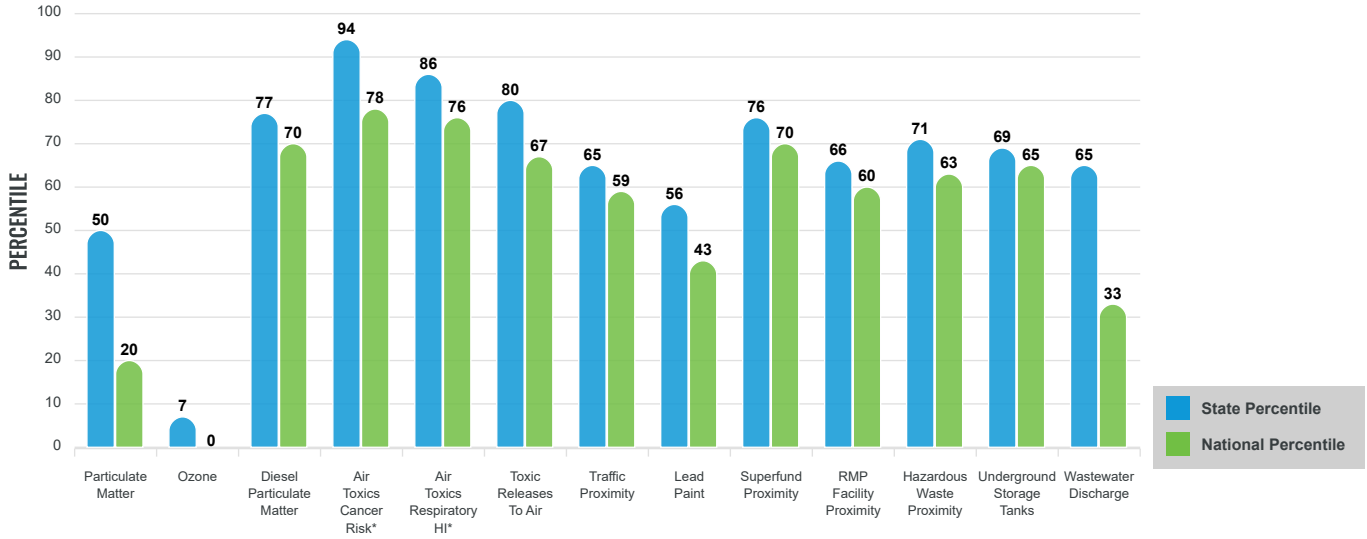
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for 0.5 miles Ring around the Corridor

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter (μg/m^3)	7.06	7.02	52	8.08	21
Ozone (ppb)	45.4	49.8	6	61.6	0
Diesel Particulate Matter (μg/m^3)	1.31	0.355	97	0.261	99
Air Toxics Cancer Risk* (lifetime risk per million)	50	27	97	25	94
Air Toxics Respiratory HI*	0.73	0.39	97	0.31	92
Toxic Releases to Air	19,000	1,800	99	4,600	96
Traffic Proximity (daily traffic count/distance to road)	380	190	88	210	87
Lead Paint (% Pre-1960 Housing)	0.35	0.23	73	0.3	62
Superfund Proximity (site count/km distance)	1.2	0.18	98	0.13	98
RMP Facility Proximity (facility count/km distance)	0.63	0.4	82	0.43	80
Hazardous Waste Proximity (facility count/km distance)	4.2	1.6	89	1.9	86
Underground Storage Tanks (count/km^2)	23	6.3	93	3.9	96
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.00038	0.024	80	22	40
SOCIOECONOMIC INDICATORS					
Demographic Index	22%	28%	41	35%	36
Supplemental Demographic Index	9%	12%	36	14%	27
People of Color	27%	32%	48	39%	46
Low Income	17%	24%	42	31%	32
Unemployment Rate	4%	5%	53	6%	52
Limited English Speaking Households	3%	4%	64	5%	67
Less Than High School Education	3%	8%	32	12%	24
Under Age 5	6%	6%	64	6%	64
Over Age 64	12%	16%	39	17%	37
Low Life Expectancy	17%	18%	39	20%	29

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	4
Water Dischargers	65
Air Pollution	11
Brownfields	10
Toxic Release Inventory	22

Other community features within defined area:

Schools	6
Hospitals	1
Places of Worship	11

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for 0.5 miles Ring around the Corridor

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	17%	18%	39	20%	29
Heart Disease	3.8	5.3	15	6.1	9
Asthma	9.2	10.5	12	10	27
Cancer	6.3	6.3	48	6.1	50
Persons with Disabilities	8.4%	13.1%	22	13.4%	21

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	3%	11%	36	12%	29
Wildfire Risk	0%	12%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	6%	9%	48	14%	31
Lack of Health Insurance	4%	6%	35	9%	29
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for 0.5 miles Ring around the Corridor

Attachment G.3
Washington Department of Health, Environmental Health Disparities Maps and Data

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Figure G.3-1. Environmental Health Risk Factors: Environmental Exposures in West Seattle Link Extension Study Area

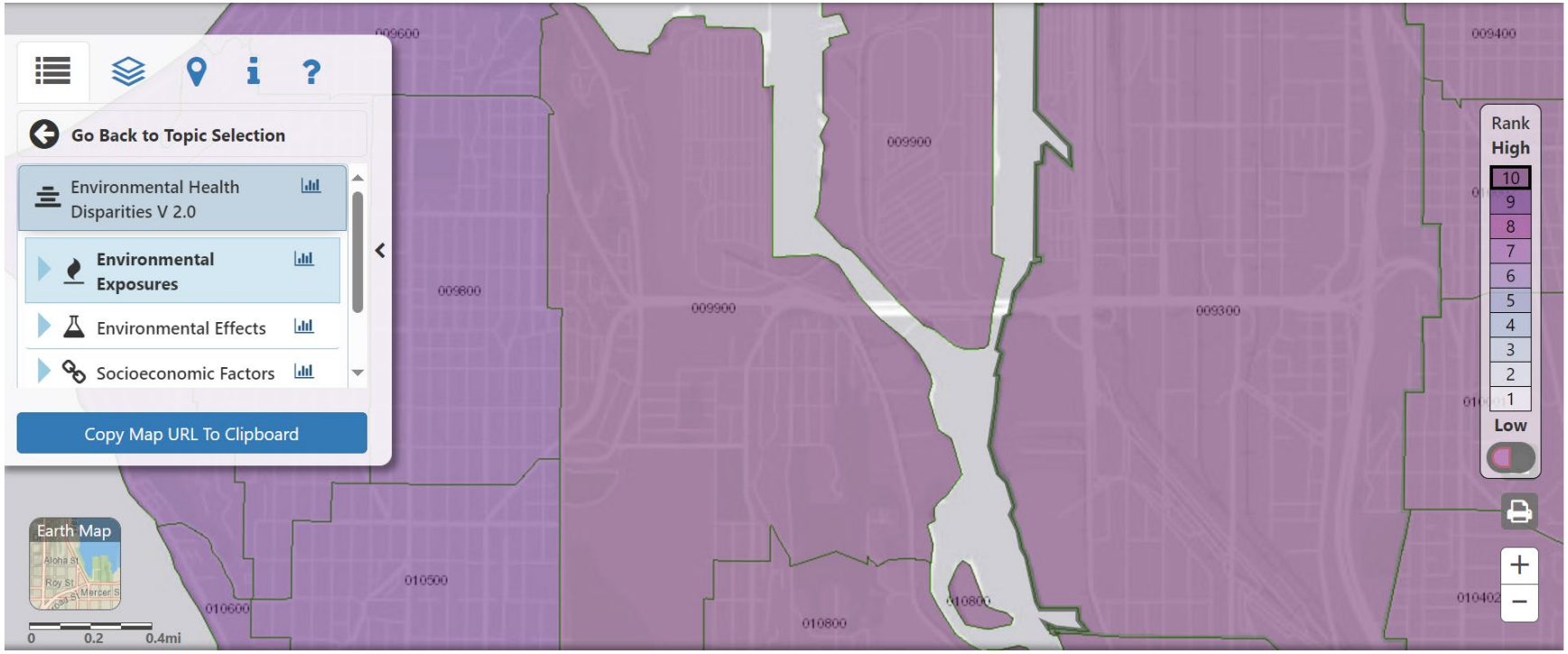

Figure G.3-2. Environmental Health Risk Factors: Environmental Effects in West Seattle Link Extension Study Area

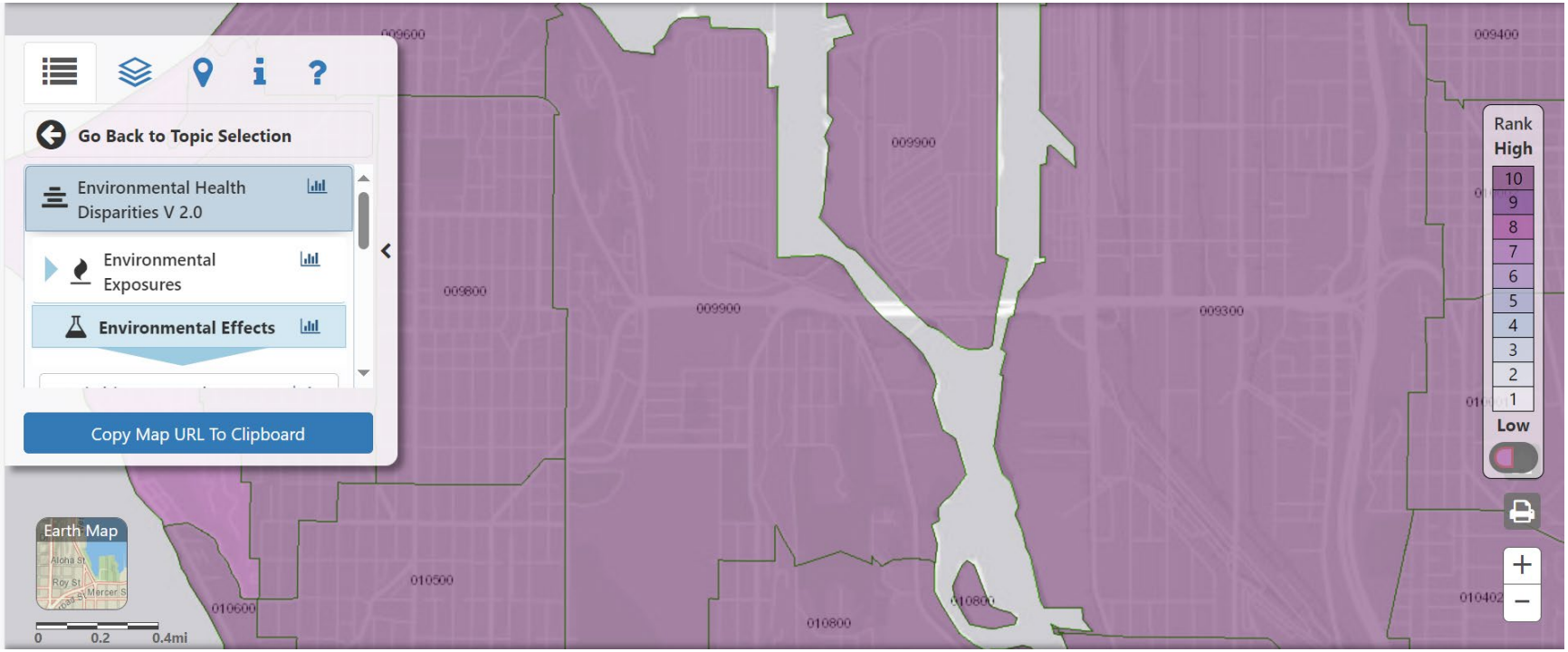

Figure G.3-3. Environmental Health Risk Factors: Socioeconomic Factors in West Seattle Link Extension Study Area

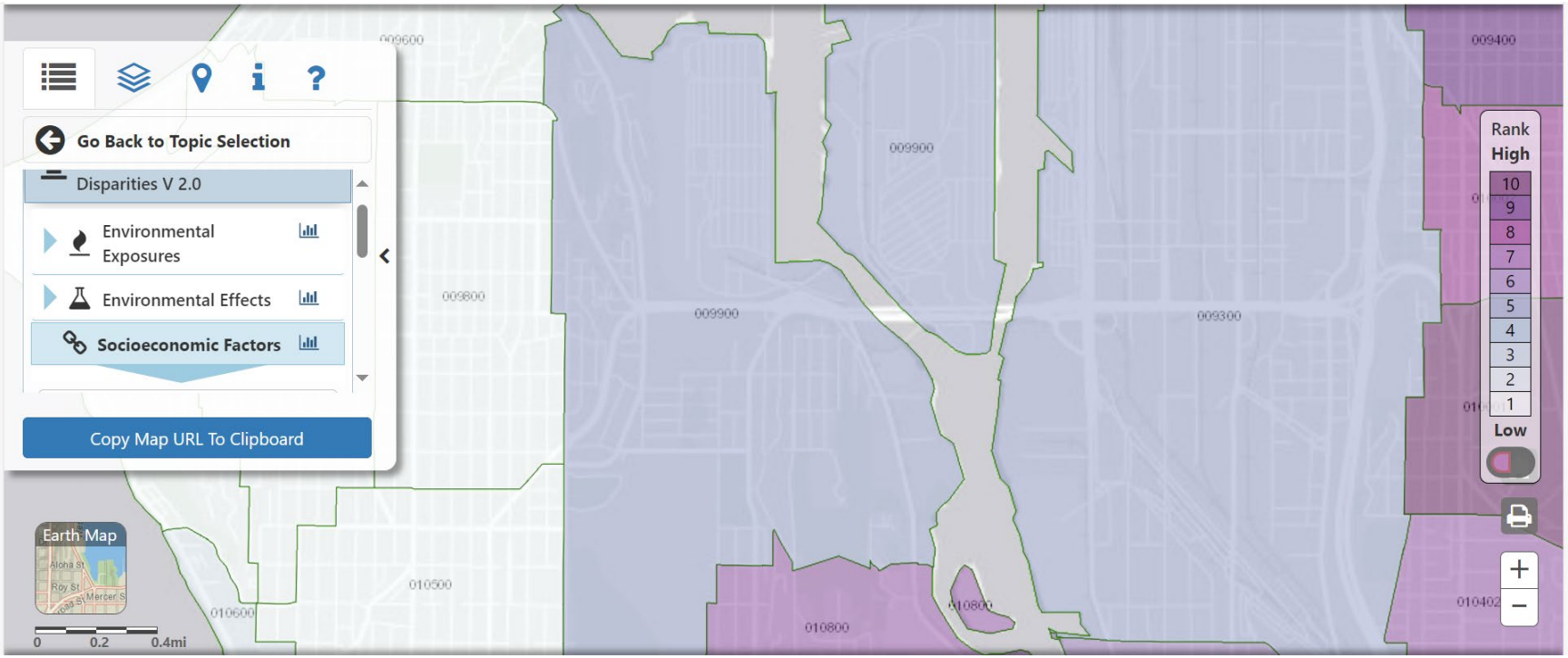

Figure G.3-4. Environmental Health Risk Factors: Sensitive Populations in West Seattle Link Extension Study Area

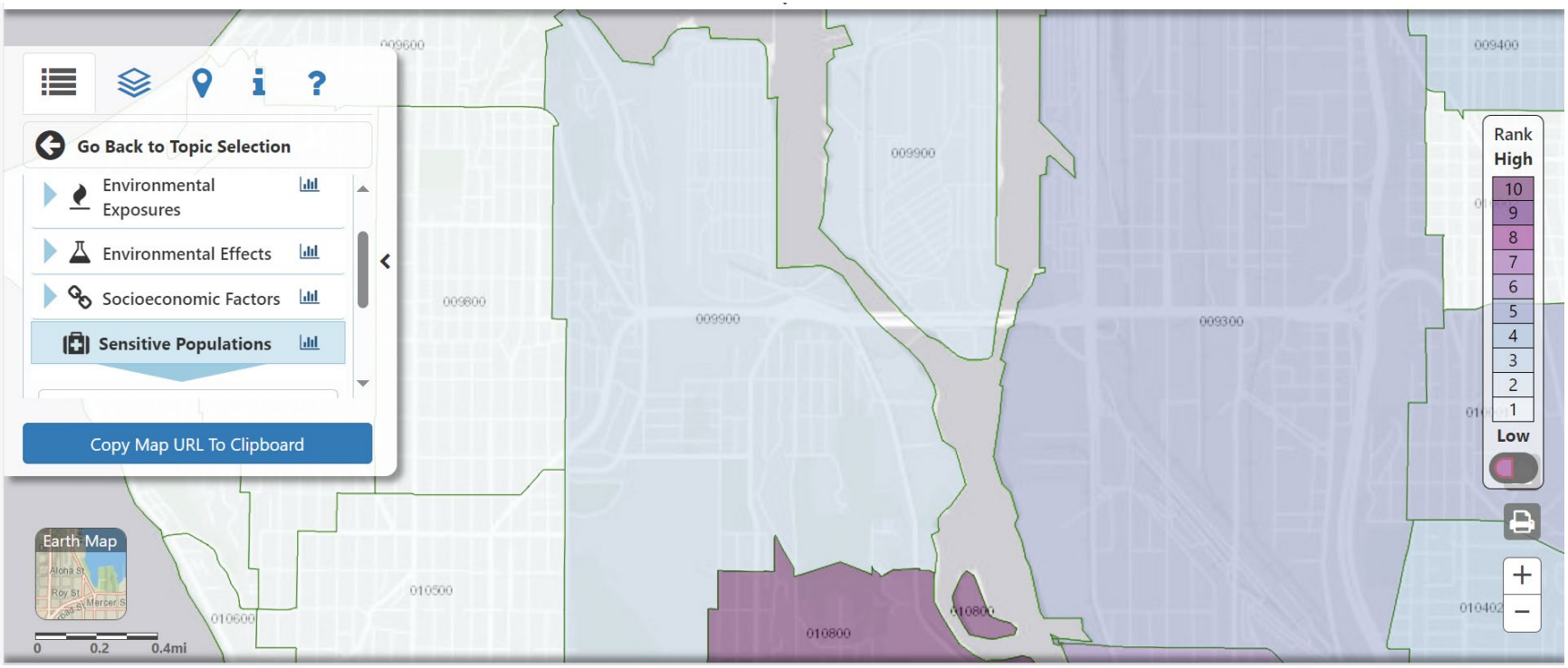

Table G.3-1. Washington Tracking Network Environmental Health Risk Factors

Environmental Risk Factors	SODO Segment (Census Tract 09300)	SODO/DUW Segments (Census Tract 010002)	DUW Segment (Census Tract 010001)	DUW/DEL Segments (Census Tract 009900)	DUW/DEL Segments (Census Tract 010800)	WSJ Segment (Census Tract 09800)	WSJ Segment (Census Tract 010500)	WSJ Segment (Census Tract 009702)	WSJ Segment (Census Tract 010600)
Environmental Health Disparities Overall Rank	9	8	10	9	10	4	5	3	5
Environmental Exposures Rank	10	10	10	10	10	9	9	9	9
Diesel exhaust $PM_{2.5}$ emissions	10	10	10	10	10	10	10	10	10
Ozone concentration	1	1	1	5	5	3	5	5	5
$PM_{2.5}$ concentration	10	10	10	10	10	7	7	7	7
Proximity to heavy traffic roadways	10	10	10	9	9	6	6	5	6
Toxic releases from facilities	10	10	10	10	10	10	10	10	10
Environmental Effects Rank	10	10	10	10	10	10	10	10	10
Lead risk from housing	9	10	9	8	7	10	8	10	10
Proximity to hazardous waste treatment storage and disposal facilities	10	10	10	10	10	9	9	7	9
Proximity to Superfund sites	10	10	10	10	10	10	10	10	10
Proximity to risk management plan facilities	10	10	10	10	10	9	9	8	8
Wastewater discharge	10	10	9	9	9	9	8	8	6
Socioeconomic Factors Rank	5	8	10	5	7	1	1	1	2
Limited English proficiency	8	10	10	6	8	2	5	2	6
No high school diploma	5	9	10	3	4	2	3	1	3
People of color (race/ethnicity)	10	10	10	8	10	4	5	4	5
Population living in poverty <185%	5	7	9	4	5	1	3	1	2
Transportation expense	1	1	1	1	3	1	1	3	2
Unaffordable housing	3	8	8	6	7	5	4	5	6
Unemployed	5	2	10	7	5	5	3	1	2

Environmental Risk Factors	SODO Segment (Census Tract 09300)	SODO/DUW Segments (Census Tract 010002)	DUW Segment (Census Tract 010001)	DUW/DEL Segments (Census Tract 009900)	DUW/DEL Segments (Census Tract 010800)	WSJ Segment (Census Tract 09800)	WSJ Segment (Census Tract 010500)	WSJ Segment (Census Tract 009702)	WSJ Segment (Census Tract 010600)
Sensitive Populations Rank	5	1	5	3	10	1	1	1	1
Death from Cardiovascular Disease	1	2	1	1	8	1	2	1	1
Low birth weights	10	3	10	8	10	4	3	4	4

Source:

Washington Department of Health. 2023. Washington Tracking Network. Information by Location Mapping Tool. Version 2.0. https://fortress.wa.gov/doh/wtn/WTNIBL/. Accessed October 5, 2023.

$PM_{2.5}$ = particulate matter less than 2.5 micrometers

Appendix H

Final Section 4(f) Evaluation

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West Seattle Link Extension Final Section 4(f) Evaluation

September 2024

Sound Transit

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
Carrier Annex/Terminal Post Office	Carrier Annex and Distribution Center/Terminal Post Office
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
Metro	King County Metro Transit
National Register	National Register of Historic Places
Sound Transit	Central Puget Sound Regional Transit Authority
WSBLE	West Seattle and Ballard Link Extensions

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EXECUTIVE SUMMARY

Section 4(f) of the United States Department of Transportation Act of 1966 (United States Code Title 49 Section 303[c]) protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges, as well as historic sites. Section 4(f) requires consideration of the following:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public.
- Wildlife and waterfowl refuges of national, state, or local significance that are publicly owned and open to the public to the extent that public access does not interfere with the primary purpose of the refuge.
- Historic sites of national, state, or local significance in public or private ownership, regardless of whether they are open to the public, that are listed in, or eligible for, the National Register of Historic Places (National Register) as identified according to Section 106 of the National Historic Preservation Act.
- Archaeological sites in or eligible for inclusion in the National Register, including those discovered during construction, except when the Federal Transit Administration (FTA) concludes that the archaeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place, and the official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected (23 Code of Federal Regulations Section 774.13.b).

Under Section 4(f), the FTA cannot approve the "use" of a Section 4(f) resource unless it determines that:

- There is no feasible and prudent avoidance alternative to the use of land from the property; and
- The action includes all possible planning to minimize harm to the property resulting from such use; or
- The use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact on the property.

Potential Section 4(f) resources in the study area are described in Section 3.1 and are summarized in Table ES-1. Section 4(f) provides for some exceptions of certain types of uses when specific conditions are met. Otherwise, the use of a Section 4(f) property requires an evaluation of whether there would be a feasible and prudent avoidance alternative.

Section 4.18 in Chapter 4, Affected Environment and Environmental Consequences, of the Final Environmental Impact Statement (EIS) summarizes the use of Section 4(f) resources and consideration of avoidance alternatives within the project area.

***De Minimis* Impact**

An impact that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), results in either:

1. A Section 106 finding of no adverse effect on a historic property or no historic properties affected; or
2. A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Section 4(f) Policy Paper (United States Department of Transportation Federal Highway Administration 2012).

Table ES-1 summarizes the number of Section 4(f) resources within the project study area by segment.

Table ES-1. Summary of 4(f) Resources in the Project Study Area

Segment	Number of Park/Recreational Resources	Number of Historic Resources
SODO	0	7
Duwamish	3	58
Delridge	4	14
West Seattle Junction	3	31
Linear resources spanning multiple segments	0	1

The SODO and Duwamish segments are the only segments where a feasible and prudent avoidance alternative is not available. Section 3.4 of this Final Section 4(f) Evaluation includes a discussion of avoidance alternatives for these segments and explains that there is no feasible and prudent avoidance alternative for these segments that avoids any impact to any Section 4(f) resource.

Because all alternatives in the SODO and Duwamish segments would result in the use of at least one Section 4(f) resource, there is no full corridor (end-to-end) avoidance alternative for the project. Because no such alternative exists, the Section 4(f) regulations (23 Code of Federal Regulations 774.3.c) require analysis of which alternative would cause the least overall harm. This analysis appears in Section 3.6, Least Harm Analysis.

The Build Alternatives represent Sound Transit's best attempt to avoid and/or minimize Section 4(f) resources in the densely developed project corridor. The Build Alternatives balance the purpose and need of the project against potential impacts, while providing a range of alternatives for the public to consider and from which FTA and Sound Transit can choose. As design for the project progresses, Sound Transit continues to look for opportunities to reduce project impacts, including impacts on Section 4(f) resources.

1 SECTION 4(f) IMPACTS ASSESSMENT PROCESS

Section 4(f) of the United States Department of Transportation Act of 1966 (United States Code Title 49 Section 303.c) protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges, as well as historic sites. Section 4(f) requires consideration of the following protected resources:

- **Parks and recreational areas** of national, state, or local significance that are both publicly owned and open to the public. Per the *Section 4(f) Policy Paper* (Federal Highway Administration 2012), the term "significant" under Section 4(f) means that in comparing the availability and function of the park, recreation area, or wildlife and waterfowl refuge with the park, recreation, or refuge objectives of the agency, community or authority, the property in question plays an important role in meeting those objectives. Significance determinations of publicly owned land considered to be a park, recreation area, or wildlife and waterfowl refuge are made by the official(s) with jurisdiction over the property. Per 23 Code of Federal Regulations 774.11.c, consideration under Section 4(f) is not required when the official(s) with jurisdiction over a park, recreation area, or wildlife and waterfowl refuge determines that the property, considered in its entirety, is not significant. Properties are assumed to be significant in the absence of a determination.
- **Wildlife and waterfowl refuges** of national, state, or local significance that are publicly owned and open to the public to the extent that public access does not interfere with the primary purpose of the refuge.
- **Historic sites** of national, state, or local significance in public or private ownership, regardless of whether they are open to the public, that are listed in, or eligible for, the National Register of Historic Places (National Register). Within a National Register-listed or -eligible historic district, Section 4(f) applies to those properties that are considered contributing to the eligibility of the historic district, as well as any individually eligible property within the district.

In addition, Section 4(f) applies to all archaeological sites on or eligible for inclusion on the National Register, including those discovered during construction, except when the Federal Transit Administration (FTA) concludes that the archaeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place, and the official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected (23 Code of Federal Regulations Section 774.13.b).

Under Section 4(f), the FTA cannot approve the "use" of a Section 4(f) resource unless it determines that:

- There is no feasible and prudent avoidance alternative to the use of land from the property; and
- The action includes all possible planning to minimize harm to the property resulting from such use; or
- The use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact on the property.

***De Minimis* Impact**

An impact that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), results in either:

- A Section 106 finding of no adverse effect on a historic property or no historic properties affected; or
- A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Section 4(f) Policy Paper (United States Department of Transportation Federal Highway Administration 2012).

The potential Section 4(f) resources in the study area, which is described in 23 Code of Federal Regulations Section 2.4, were identified first, then FTA and Sound Transit proposed determinations for park and recreational resources deemed not significant and, therefore, are not Section 4(f) resources. FTA and Sound Transit have requested concurrence on the significance of resources from the officials with jurisdiction. The Port of Seattle has concurred that Bridge Gear Park in the Duwamish Segment is not significant for purposes of Section 4(f). For the remaining significant resources, FTA and Sound Transit proposed determinations about, whether, and the extent to which the project would use each property. Attachment H.1 lists the parks and recreational resources in the study area and identifies which are Section 4(f) resources. All the historic resources in the study area that are included in or eligible for inclusion in the National Register are Section 4(f) resources and are discussed in this document. There are no known archaeological sites affected by the project, but sites discovered during construction and determined eligible for the National Register will be evaluated pursuant to 23 Code of Federal Regulations Sections 774.9.e and 774.11.f. The proposed type of Section 4(f) use was determined in accordance with the following Section 4(f) use definitions, where required:

- **Permanent Use.** A permanent use occurs when land from a Section 4(f) property is permanently incorporated by a transportation project. This may occur as a result of acquiring the entire parcel or a portion of the Section 4(f) property, permanent easements, or temporary easements that exceed regulatory limits (23 Code of Federal Regulations Section 774.17). A permanent use in which impacts would be greater than *de minimis* necessitates an evaluation of whether there would be a feasible and prudent avoidance alternative.
- **Temporary Occupancy.** A temporary occupancy occurs when the project temporarily uses Section 4(f) property during construction. Temporary occupancy is not a Section 4(f) use if the following criteria, as outlined in 23 Code of Federal Regulations Section 774.17, are met:
    - Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
    - Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
    - There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
    - The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
    - There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions."

  If these criteria are met, then the "temporary use exception" applies, meaning that the temporary occupancy of the land is so minimal that it does not constitute a use within the meaning of Section 4(f). If the criteria are not met, the use is considered to be permanent. A temporary use wherein impacts do not meet the exception criteria and are greater than *de minimis* necessitates an evaluation of whether there is a feasible and prudent avoidance alternative.

- **Constructive Use**. A constructive use occurs when a transportation project does not occupy a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a property for protection under Section 4(f) are substantially impaired (23 Code of Federal Regulations Section 774.15.a).
- ***De Minimis* Use**. A determination of *de minimis* use can be made if the use of Section 4(f) property would not adversely affect the features, attributes or activities that make the Section 4(f) property significant based on a consideration of impacts and mitigation measures. A *de minimis* determination for a park, recreation area, wildlife, or waterfowl refuge can only be made after receipt and consideration of public comment, and after FTA receives written concurrence from the official(s) with jurisdiction. A *de minimis* determination for a historic resource necessitates prior written concurrence from the applicable State Historic Preservation Officer (or Tribal Historic Preservation Officer) of "no adverse effect" or "no historic properties affected" under Section 106, and the State Historic Preservation Officer (or Tribal Historic Preservation Officer) must be informed of the project proponent's intent to make a *de minimis* impact determination. If a *de minimis* determination is made for a Section 4(f) resource, an assessment of potential avoidance alternatives is not required.

The Section 106 findings as discussed in this Section 4(f) evaluation are described in Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS. It should be noted that a finding of "adverse effect" for a particular historic property under Section 106 does not automatically result in a use determination under Section 4(f). Examples of the relationship between findings of effect under Section 106 and use determinations under Section 4(f) are as follows:

- If a project alternative **does not** permanently incorporate (or temporarily occupy) land from a Section 4(f)-eligible historic resource, but there is a finding of "adverse effect" under Section 106, then an assessment of constructive use must be conducted. If it is concluded that the project's proximity impacts are **not** so severe that the protected activities, features, or attributes that qualify a property for protection under Section 4(f) are substantially impaired, then there is no Section 4(f) use of that historic resource, notwithstanding the finding of "adverse effect" under Section 106.
- If a project alternative **does** permanently incorporate (or temporarily occupy) land from a Section 4(f)-eligible historic resource but there is a finding of "no adverse effect" under Section 106, then the determination under Section 4(f) would be *de minimis* in accordance with 23 Code of Federal Regulations Section 774.17, which states: "For historic sites, *de minimis* impact means that the Administration has determined, in accordance with 36 Code of Federal Regulations part 800 that no historic property is affected by the project or that the project will have 'no adverse effect' on the historic property in question."

Several project alternatives would require tunnel easements under Section 4(f) resources. The *Section 4(f) Policy Paper* (Federal Highway Administration 2012) provides guidance on how to assess the potential use of a Section 4(f) resource in this circumstance in Question 28A (excerpted below); Sound Transit conducted Section 4(f) use assessments presented in this Final EIS in accordance with this guidance.

> **Question 28A: Is tunneling under a publicly owned public park, recreation area, wildlife or waterfowl refuge, or historic site subject to the requirements of Section 4(f)?**
>
> **Answer:** Section 4(f) applies to tunneling only if the tunneling:
>
> 1. Disturbs archaeological sites that are on or eligible for the NR [National Register] which warrant preservation in place;

2. Causes disruption which would permanently harm the purposes for which the park, recreation, wildlife or waterfowl refuge was established;
3. Substantially impairs the historic values of a historic site; or
4. Otherwise does not meet the exception for temporary occupancy (*See* Question 7A).

This evaluation considers the potential to impact Section 4(f) resources that are located above proposed tunnel alignments. All the Section 4(f) park resources located above proposed tunnels would also have surface impacts and therefore are included in this analysis. Historic properties under which a project alternative would tunnel but which would not have surface impacts were reviewed to determine if a tunnel would substantially impair the historic value of the site.

2 PROJECT DESCRIPTION

2.1 Overview

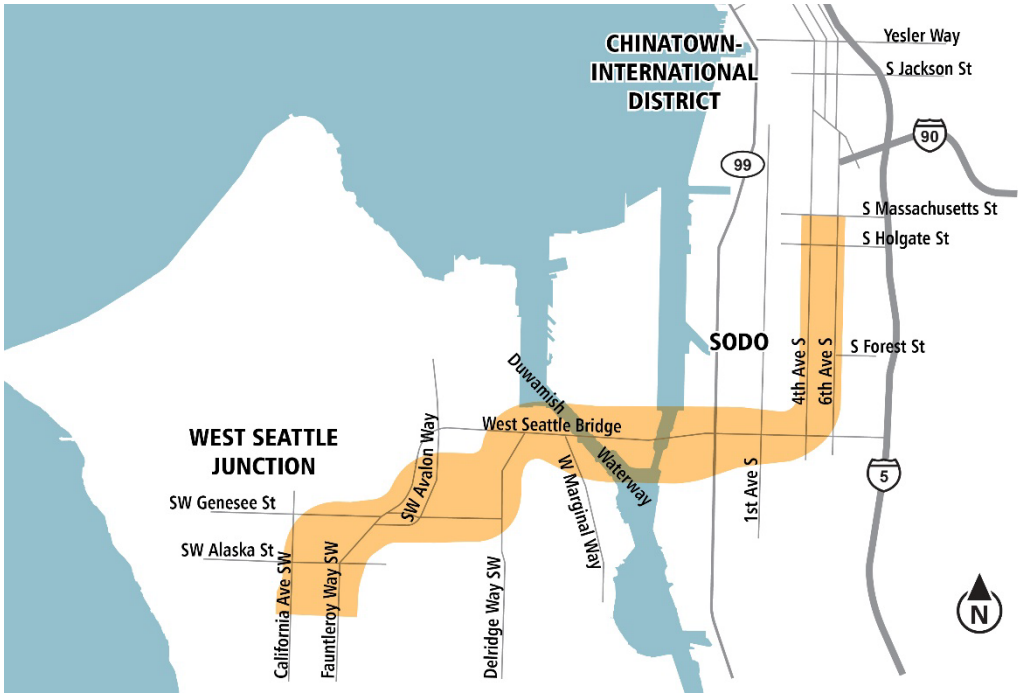
Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from SODO to West Seattle. The West Seattle Link Extension Project (the project) is a 4.1-mile corridor in the city of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 2-1). The project would include stations at SODO, Delridge, Avalon, and Alaska Junction. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

The Draft Environmental Impact Statement (EIS) published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions (WSBLE) Project. The extensions were evaluated together in the WSBLE Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and Federal Transit Administration (FTA) have decided to move forward under separate environmental reviews for each extension.

As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are stand alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further analysis is undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed.

Figure 2-1. West Seattle Link Extension Project Corridor



The West Seattle Link Extension would provide fast, frequent, and reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region. The Puget Sound Regional Council (the regional metropolitan planning organization) and the City of Seattle have designated the following Manufacturing/Industrial Center and urban village in the project corridor:

2. **Manufacturing/Industrial Center.** The project corridor includes the Duwamish Manufacturing/ Industrial Center. SODO Station is in the Duwamish Manufacturing/Industrial Center.
3. **Urban Village.** West Seattle Junction is a neighborhood in the project corridor designated by the City of Seattle as an urban village. The Alaska Junction and Avalon stations are in the West Seattle Junction Urban Village.

Puget Sound Regional Council

Puget Sound Regional Council, the regional metropolitan planning organization, develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Kitsap, Pierce, and Snohomish counties. Puget Sound Regional Council is composed of over 80 jurisdictions, including all four counties; cities and towns; ports; state and local transportation agencies; and tribal governments within the region.

These designations indicate that these areas will continue to increase in residential and/or employment density over the next 30 years.

Existing local transit connections in the project corridor include bus and light rail. The King County Metro Transit (Metro) RapidRide C bus line currently provides service between West Seattle, Downtown Seattle, and South Lake Union. The RapidRide H bus line provides service between Burien and Downtown Seattle via Delridge. Other local bus service also operates in the project corridor.

Regional transit service in the project corridor includes regional bus service, ferry service, light rail, Sounder commuter rail, and Amtrak passenger rail service. Light rail currently operates between the Angle Lake Station in the city of SeaTac and Northgate Station in Seattle, traveling

through the Downtown Seattle Transit Tunnel. There is an existing light rail station in SODO in the West Seattle Link Extension Corridor.

Extensions of light rail are under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way, all of which are anticipated to be operational by 2026. Additional planned light rail extensions would continue south to the Tacoma Dome, expected to begin service in 2035, and north to Everett, planned to begin service between 2037 and 2041. The Ballard Link Extension is scheduled to begin service between SODO and Ballard in 2039. The West Seattle Link Extension is scheduled to open in 2032 and would include a new SODO station where riders to and from West Seattle could transfer to the existing SODO station and light rail system until the Ballard Link Extension begins operation. The Ballard Link Extension would permanently connect the West Seattle Link Extension to the existing 1 Line, allowing riders to continue north to Everett. Figure 2-2 shows the full system planned for operation in 2042 under the target schedule. Table 2-1 lists the project Build Alternatives.

Figure 2-2. Link Light Rail System Expansion

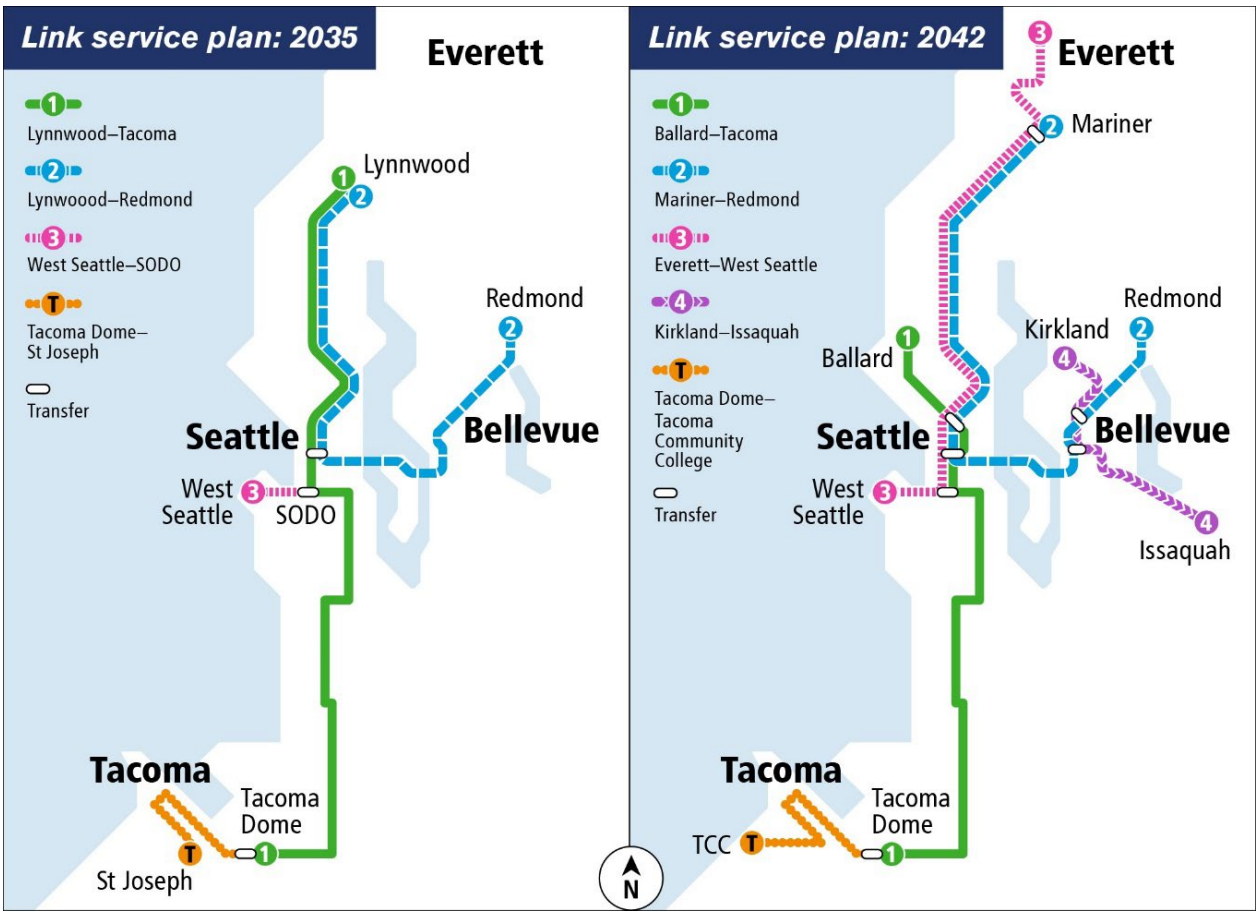


Table 2-1. Summary of West Seattle Link Extension Build Alternatives

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**	**SODO (At-Grade)**	**All Duwamish Segment alternatives.**
SODO	At-Grade Alternative	SODO-1a	SODO(At-Grade)	All Duwamish Segment alternatives.
SODO	At-Grade South Station Option	SODO-1b	SODO (At-Grade)	All Duwamish Segment alternatives.
SODO	Mixed Profile Alternative	SODO-2	SODO (Elevated)	All Duwamish Segment alternatives.
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**	**None**	**All SODO Segment alternatives. All Delridge Segment alternatives.**
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Duwamish (DUW)	North Crossing Alternative	DUW-2	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**	**Delridge (Elevated)**	**All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.**
Delridge (DEL)	Dakota Street Station Alternative	DEL-1a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station Lower Height Alternative	DEL-2a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Delridge Way Station Alternative	DEL-3	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Andover Street Station Alternative	DEL-5	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.
Delridge (DEL)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-6.
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**	**Avalon (Retained Cut), Alaska Junction (Tunnel)**	**Connects to DEL-6a and DEL-6b.**
West Seattle Junction (WSJ)	Elevated 41st/42nd Avenue Station Alternative	WSJ-1	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Elevated Fauntleroy Way Station Alternative	WSJ-2	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Tunnel 41st Avenue Station Alternative	WSJ-3a	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Tunnel 42nd Avenue Station Option	WSJ-3b	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4	Avalon (Elevated), Alaska Junction (Tunnel)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	Avalon (Retained Cut), Alaska Junction (Tunnel)	Connects to DEL-6a and DEL-6b.
West Seattle Junction (WSJ)	No Avalon Station Tunnel Alternative	WSJ-6	Alaska Junction (Tunnel)	Connects to DEL-7.

2.2 Project Purpose and Need

The purpose of the project is to expand the Sound Transit Link light rail system from Downtown Seattle to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections to achieve the following:

- Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016).
- Improve regional mobility by increasing connectivity and capacity through Downtown Seattle to meet the projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and the region's residents, which include transit-dependent residents, low-income people, and communities of color.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multi-modal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Equitable Transit Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit 2019).
- Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's *System Access Policy* (Sound Transit 2013).
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices.

In brief, the need for the project is as follows:

- When measured using national standards, existing transit routes between Downtown Seattle and West Seattle currently operate with poor reliability. Roadway congestion in the project corridor will continue to degrade transit performance and reliability as the city is expected to add about 135,000 people and about 150,000 jobs between 2015 and 2040 (Puget Sound Regional Council 2018).
- Increased ridership from regional population and employment growth will increase operational frequency in the existing Downtown Seattle Transit Tunnel, requiring additional tunnel capacity.
- Puget Sound Regional Council (the regional metropolitan planning organization) and local plans call for high-capacity transit in the corridor consistent with VISION 2050 (Puget Sound Regional Council 2020) and the *Regional Transit Long-Range Plan* (Sound Transit 2014).

2.3 Alternatives Definition

Chapter 2 of the Final EIS, Alternatives Considered, describes the project elements. This section of the Section 4(f) Evaluation provides a brief overview of the project.

The West Seattle Link Extension would travel south from the SODO Station across South Lander Street either at-grade or on an elevated guideway and would continue south from south of South Lander Street toward South Spokane Street on an elevated guideway. In the vicinity of South Spokane Street, it would turn west on an elevated guideway either on the north or south side of the West Seattle Bridge, where it would cross the Duwamish Waterway (also known as the Duwamish River) on a light-rail-only, high-level fixed bridge structure. On the west side of the Duwamish Waterway, the guideway would remain mostly elevated to the west side of the Delridge valley. In the West Seattle Junction area, the guideway could be elevated or below ground. Up to three stations would be constructed in West Seattle: Delridge, Avalon, and Alaska Junction. The Delridge Station would be elevated, and the Avalon and Alaska Junction stations could be elevated or below ground. There is one alternative in West Seattle that does not include the Avalon Station. This alternative was added for study at the direction of the Sound Transit Board as a potential cost-savings measure (Motion M2022-57).

Segment-level project elements are described in Sections 2.3.1 through 2.3.4. For greater detail on segment-level project elements, refer to the discussion in Section 2.1.3, Build Alternatives and Design Options, of the Final EIS.

2.3.1 SODO Segment

The SODO Segment includes the area between approximately South Massachusetts Street and South Forest Street in the SODO neighborhood. The SODO Station is the only station proposed in this segment. There is an existing SODO light rail station, and a new SODO Station is proposed as part of the project. The new SODO Station would provide a transfer point to/from the 1 Line (future Ballard to Tacoma light rail line) via the existing SODO Station, and the two stations would therefore function as one SODO Station. One alternative and one design option include the relocation of the existing SODO Station. All SODO alternatives and options include relocation of a 230-kilovolt power line from the SODO Busway to 6th Avenue South between South Massachusetts Street and the Duwamish Segment boundary. All alternatives include the construction of a temporary track around the SODO Station construction area to minimize disruption to existing 1 Line operations.

2.3.1.1 Preferred Alternative

At-Grade Lander Access Station Option (SODO-1c)

Preferred Option SODO-1c is a refinement of the WSBLE Draft EIS Preferred Alternative SODO-1a staggered configuration. It reflects Sound Transit Board direction in Motion 2022-57 identifying the preferred alternative to explore opportunities to enhance access from the station platform to South Lander Street. Preferred Option SODO-1c would be similar to Alternative SODO-1a except for the station access. Heading south, Preferred Option SODO-1c would begin north of the existing SODO Station and travel at-grade west of and parallel to the existing Link light rail line in the SODO Busway. Preferred Option SODO-1c would continue south at-grade under South Lander Street, which would be reconstructed as an overpass of the light rail tracks. The light rail tracks would then transition to an elevated guideway; buses would be displaced from the SODO Busway. The height of the guideway would range between a retained-cut and approximately 20 feet high and would mostly be at-grade.

The new SODO Station would be at-grade, immediately west of the existing SODO Station, north of South Lander Street. The top of the station structure would be approximately 40 feet high. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the project into the existing downtown tunnel and the existing

southbound platform on the existing light rail line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). Preferred Option SODO-1c has a staggered station configuration that was developed to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. This property is the location of the Carrier Annex and Distribution Center/Terminal Post Office (Carrier Annex/Terminal Post Office). The station design features a narrowed center platform and staggered side platforms, with the southbound platform shifted slightly north so that it is not on Carrier Annex/Terminal Post Office property. The existing driveway at the Carrier Annex/Terminal Post Office facility's southern access point would be connected under the new South Lander Street overpass to 4th Avenue South, which then maintains access to South Lander Street.

The existing at-grade pedestrian crossing of the light rail tracks at SODO Station would be closed, and a new pedestrian grade-separated crossing of both existing and new tracks would be used to access both stations. The station would not include the South Stacy Street cul-de-sac access to the west that is included in Alternative SODO-1a and instead would include an access point at South Lander Street. Access to 4th Avenue South would occur via South Lander Street. A new bus turnaround would be created from 6th Avenue South, east of the station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

2.3.1.2 Other Build Alternatives and Design Options

At-Grade Alternative (SODO-1a)

Alternative SODO-1a is a refinement to the Alternative SODO-1a in the WSBLE Draft EIS. It includes the staggered station configuration described in the WSBLE Draft EIS as the base alternative. Heading south, Alternative SODO-1a would begin north of the existing SODO Station and travel at-grade west of and parallel to the existing Link light rail line in the SODO Busway. The height of the guideway would range between a retained cut and approximately 20 feet high and would mostly be at-grade.

The new SODO Station would be at-grade, immediately west of the existing SODO Station, north of South Lander Street. The top of the station structure would be approximately 40 feet high. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the project into the existing downtown tunnel and existing southbound platform on the existing light rail line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). Alternative SODO-1a has a staggered station configuration that was developed to avoid the Carrier Annex/Terminal Post Office property owned by the United States Postal Service at 4th Avenue South and South Lander Street. The station design features a narrowed center platform and staggered side platforms, with the southbound platform shifted slightly north so that it is not on Carrier Annex/Terminal Post Office property. The existing driveway at the Carrier Annex/Terminal Post Office facility's southern access point would be connected under the new South Lander Street overpass to 4th Avenue South, which then maintains access to South Lander Street. The existing at-grade pedestrian crossing of the light rail tracks at SODO Station would be closed, and a new grade-separated pedestrian crossing of both existing and new tracks would be used to access both stations. South Stacy Street would be extended from 4th Avenue South to a cul-de-sac on the west side of the station. A new bus turnaround would be created from 6th Avenue South, east of the station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

This alternative would continue south at-grade under South Lander Street, which would be reconstructed as an overpass of the light rail tracks. The overpass would remove the need for traffic to stop for light rail trains, the frequency of which would increase with the combination of

both the existing and new light rail lines. The light rail would transition to an elevated guideway within the SODO Busway south of South Lander Street. Buses would be displaced from the SODO Busway.

At-Grade South Station Option (SODO-1b)

Option SODO-1b would be similar to Alternative SODO-1a except for the SODO Station. A new at-grade station would be west of and approximately 200 feet south of the existing SODO Station, just north of South Lander Street. The top of the station structure would be approximately 40 feet high. The existing SODO Station would be relocated 200 feet south of its current location to be next to the new SODO Station. Pedestrian access would be from a new South Lander Street overcrossing. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the project into the existing downtown tunnel and the existing southbound platform on the existing light rail line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). A new bus turnaround would be created off 4th Avenue South, west of the station. As with Alternative SODO-1a, buses would be displaced from the SODO Busway.

Mixed Profile Alternative (SODO-2)

Alternative SODO-2 would range between ground level and approximately 50 feet high. It would begin at-grade north of the existing SODO Station, west of and parallel to the existing Link light rail line in the existing SODO Busway. At South Walker Street, the alignment would transition to an elevated profile and would continue south over South Lander Street. The SODO Busway would be relocated to the west of the new rail line and new station and would be operational for buses after construction.

A new SODO Station would be in an elevated profile north of South Lander Street. The top of the station structure would be approximately 70 feet high. Because this alternative would be elevated over South Lander Street, the street would remain as it is today, with a gated at-grade crossing of the existing light rail line. The existing SODO Station would be relocated as described for Option SODO-1b) and would be at-grade adjacent to the new elevated station. Pedestrian access would be on the north side of South Lander Street and from 4th Avenue South and 6th Avenue South. A new pedestrian grade-separated crossing of both existing and new tracks would be used to access both the new and relocated station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

2.3.2 Duwamish Segment

The Duwamish Segment includes the area between South Forest Street in the SODO neighborhood and the intersection of Southwest Charlestown Street and Delridge Way Southwest in the North Delridge neighborhood. This segment does not include a station but does include a connection to the existing Operations and Maintenance Facility Central. All Duwamish Build Alternatives include relocation of a 230-kilovolt power line starting at the Duwamish Segment northern boundary at South Forest Street. The power line would be relocated from the SODO Busway to 6th Avenue South and Diagonal Avenue South or across the Department of Highways District No. 1 property to connect to 5th Avenue South. Either relocation route would lead to the Seattle City Light electrical substation south of South Spokane Street.

2.3.2.1 Preferred Alternative

South Crossing Alternative (DUW-1a)

Preferred Alternative DUW-1a would continue south from South Forest Street along the west side of the existing light rail line on an elevated guideway, past the Operations and Maintenance Facility Central, before heading southwest to cross over to the south side of the Spokane Street Bridge and the West Seattle Bridge.

The alternative would continue west and to the south side of the West Seattle Bridge. It crosses State Route 99 and would gradually increase in height as it travels west, because light rail cannot travel on grades as steep as automobiles can. The alternative would cross over the East Duwamish Waterway, Harbor Island, and the West Duwamish Waterway on a fixed, light-rail-only bridge. The height of the guideway in this segment would range between a retained cut and approximately 170 feet high. It would be at its highest when crossing the West Duwamish Waterway, where it would be at approximately the same height as the West Seattle Bridge.

The bridge over the West Duwamish Waterway would have a clearance of approximately 140 feet over the navigation channel.

West of the Duwamish Waterway crossing, the alternative would cross the northern edge of Pigeon Point in a combination of elevated guideway and retained cut and fill before turning southwest on an elevated guideway that crosses Delridge Way Southwest.

A connection to the Operations and Maintenance Facility Central would be provided from tracks between South Forest Street and South Spokane Street. The northbound and southbound access tracks would be parallel to each other and would span over the BNSF Railway tracks and 6th Avenue South, then transition to at-grade to enter the operations and maintenance facility.

2.3.2.2 Other Build Alternatives and Design Options

South Crossing South Edge Crossing Alignment Option (DUW-1b)

Option DUW-1b would be similar to Alternative DUW-1a except it would cross the East and West Duwamish waterways on the south edge of Harbor Island. The height of this option would be the same as Alternative DUW-1a.

North Crossing Alternative (DUW-2)

Alternative DUW-2 would continue south from South Forest Street along the west side of the existing light rail line on an elevated guideway, before heading west on a new fixed, light-rail-only bridge north of the existing West Seattle Bridge. The height of the guideway would range between approximately 30 feet and 170 feet high. It would be at its highest when crossing the West Duwamish Waterway. The bridge over the West Duwamish Waterway would have a clearance of approximately 140 feet over the navigation channel.

Where it crosses State Route 99, the alignment would gradually increase in height as it travels west. At the West Duwamish Waterway, the bridge would be about the same height as the West Seattle Bridge. After crossing the West Duwamish Waterway, the alternative would cross over the West Seattle Bridge to run south on the west side of Delridge Way Southwest.

A connection to the Operations and Maintenance Facility Central would be provided from north and south access tracks between South Forest Street and South Spokane Street. Unlike the south crossing alternative and option, the access tracks would not be parallel to each other because of the curve of the main alignment and the distance to the operations and maintenance

facility. The northern access tracks south of South Forest Street would span 6th Avenue South and then transition to at-grade to enter the operations and maintenance facility. The southern access tracks would be elevated north of South Spokane Street and continue east from about 1st Avenue South to 6th Avenue South, and then transition to at-grade to enter the operations and maintenance facility.

2.3.3 Delridge Segment

The Delridge Segment includes the area between Southwest Charlestown Street and a boundary line between 31st Avenue Southwest and Fauntleroy Way Southwest. This segment includes one station, the Delridge Station. Some alternatives in this segment only connect to tunnel alternatives in the adjacent West Seattle Junction Segment.

2.3.3.1 Preferred Alternative

Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b is a refinement of Alternative DEL-6 (now known as Alternative DEL-6a) developed in response to public and agency comments and Sound Transit Board direction in Motion 2022-57 to study refinement options to enhance station access, prioritize an integrated and well-designed transfer experience from buses to light rail, and address concerns over potential displacements of organizations serving low-income populations and communities of color.

Preferred Option DEL-6b would be on an elevated guideway on the west side of Delridge Way Southwest, south of Southwest Andover Street. The height of the guideway would range between approximately 40 feet and 80 feet high. The alignment would travel west along the north side of Southwest Yancy Street on an elevated guideway then cross Southwest Avalon Way in the vicinity of Southwest Yancy Street. Preferred Option DEL-6b would cross 32nd Avenue Southwest at-grade, resulting in the closure of a portion of 32nd Avenue Southwest and the construction of cul-de-sacs on the street to the north and south. Preferred Option DEL-6b would be similar to Alternative DEL-6a as it continues south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest.

The station would be elevated north of Southwest Andover Street and west of Delridge Way Southwest, in a northeast-southwest orientation. The top of the station structure would be approximately 70 feet high. This design option includes roadway improvements at the intersection of Delridge Way Southwest and 23rd Avenue Southwest to allow vehicle access and pedestrian crossings into the station area and Nucor Steel. Southwest Charlestown Street would be reconfigured west of Delridge Way Southwest and north of Southwest Andover Street to provide a dedicated circulation pathway for buses separate from freight and general-purpose passenger vehicles.

2.3.3.2 Other Build Alternatives and Design Options

Dakota Street Station Alternative (DEL-1a)

Alternative DEL-1a would follow Delridge Way Southwest south on an elevated guideway to an elevated station. The guideway would be on the west side of Delridge Way Southwest except for in the vicinity of Southwest Andover Street, where it would be over Delridge Way Southwest.

The height of the guideway would range between approximately 70 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

The station would be elevated between Delridge Way Southwest and 26th Avenue Southwest, south of Southwest Dakota Street, and oriented southwest-northeast. The top of the station structure would be approximately 110 feet high.

South of the station, the alternative would curve west and cross to the south side of the Southwest Genesee Street right-of-way, north of the West Seattle Golf Course. The guideway would continue west along the south edge of Southwest Genesee Street and connect to an elevated guideway in the West Seattle Junction Segment.

Dakota Street Station North Alignment Option (DEL-1b)

Option DEL-1b would be similar to Alternative DEL-1a except it would be within the Southwest Genesee Street right-of-way between the West Seattle Golf Course and the Longfellow Creek Natural Area, then shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. The height of the guideway would range between approximately 60 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction. The top of the station structure would be approximately 110 feet high.

Dakota Street Station Lower Height Alternative (DEL-2a)

Alternative DEL-2a would follow the same alignment as Alternative DEL-1a to the station but would be at a lower elevation to connect to tunnel alternatives in the West Seattle Junction Segment. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station structure would be approximately 60 feet high.

To accommodate the station, 25th Avenue Southwest would be permanently closed between Southwest Dakota Street and Southwest Genesee Street. From the station, the alternative would continue south to cross Southwest Genesee Street and would run along the northern edge of the West Seattle Golf Course. A tunnel portal for connecting to tunnel alternatives in the West Seattle Junction Segment would be in the northwest corner of the West Seattle Golf Course, south of Southwest Genesee Street and east of 31st Avenue Southwest.

Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Option DEL-2b would be similar to Alternative DEL-2a except it would shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station structure would be approximately 60 feet high.

To accommodate the station, 25th Avenue Southwest would be permanently closed between Southwest Dakota Street and Southwest Genesee Street. Access to Southwest Genesee Street from 30th Avenue Southwest would be permanently closed with a turnaround at the south end of the road. The tunnel portal to enter a tunnel in the West Seattle Junction Segment would be north of Southwest Genesee Street, between Southwest Avalon Way and 30th Avenue Southwest.

Delridge Way Station Alternative (DEL-3)

Alternative DEL-3 would follow Delridge Way Southwest south on an elevated guideway to the Delridge Station. The station would be in the middle of Delridge Way Southwest, north of Southwest Dakota Street, and the top of the station structure would be approximately 90 feet high. Station access would be from adjacent streets, including both sides of Delridge Way Southwest.

South of the station, the alternative would curve west and cross to the south side of the Southwest Genesee Street right-of-way, north of the West Seattle Golf Course. The guideway would continue west along the south edge of Southwest Genesee Street and connect to an elevated guideway in the West Seattle Junction Segment. The height of the guideway would range between approximately 50 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

Delridge Way Station Lower Height Alternative (DEL-4)

Alternative DEL-4 would follow the same alignment as Alternative DEL-3 to the station but would be at a lower elevation to connect to tunnel alternatives in the West Seattle Junction Segment. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station would be approximately 90 feet high. Station access would be the same as Alternative DEL-3.

From the station, the alternative would continue south on the west side of Delridge Way Southwest and then turn west at Southwest Genesee Street, crossing Southwest Genesee Street to run along the northern edge of the West Seattle Golf Course. A tunnel portal for connecting to tunnel alternatives in the West Seattle Junction Segment would be in the northwest corner of the West Seattle Golf Course, south of Southwest Genesee Street and east of 31st Avenue Southwest.

Andover Street Station Alternative (DEL-5)

Alternative DEL-5 would be on an elevated guideway on the west side of Delridge Way Southwest, north of Southwest Andover Street. The height of the guideway would range between approximately 50 feet and 130 feet high. The alignment would travel west along Southwest Andover Street on an elevated guideway then south along Southwest Avalon Way in the vicinity of Southwest Yancy Street. The guideway would continue south along Southwest Avalon Way and turn west on the north side of Southwest Genesee Street. The highest portion of the guideway would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

The station would be elevated north of Southwest Andover Street and west of Delridge Way Southwest, in a northeast-southwest orientation. The top of the station structure would be approximately 100 feet high.

Andover Street Station Lower Height Alternative (DEL-6a)

Alternative DEL-6a (previously Alternative DEL-6 in the WSBLE Draft EIS) would be similar to Alternative DEL-5 up to and including the station. The top of the station structure would be approximately 90 feet high. The height of the guideway would range between a retained cut and approximately 120 feet high. The elevated guideway would cross over Southwest Avalon Way and then turn south in the vicinity of 32nd Avenue Southwest to travel south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest, transitioning from elevated

into a retained cut. The alignment would turn west in the vicinity of Southwest Genesee Street in a retained cut, passing below Southwest Genesee Street.

Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)

Alternative DEL-7 is included at the direction of the Sound Transit Board (Motion 2022-57) to study elimination of the Avalon Station as a potential cost-savings measure. This refinement would be similar to Preferred Option DEL-6b up to and including the Delridge Station and reflects a more direct alignment between the Delridge Station and the West Seattle Junction Station with the elimination of an Avalon Station in the West Seattle Junction Segment. The top of the station structure would be approximately 70 feet high. The height of the guideway would range between approximately 30 feet and 80 feet. South of the station, the elevated guideway would continue west along Southwest Yancy Street and cross to the south side of Southwest Andover Street in an elevated guideway. A tunnel portal leading to Alternative WSJ-6 in the West Seattle Junction Segment would be in the vicinity of 32nd Avenue Southwest, east of the West Seattle Bridge. 32nd Avenue Southwest would no longer connect to Southwest Andover Street but would end in a cul-de-sac south of the tunnel portal. The tunnel would continue west under the West Seattle Bridge towards 35th Avenue Southwest.

2.3.4 West Seattle Junction Segment

The West Seattle Junction Segment includes the area generally west of 31st Avenue Southwest, between Southwest Charleston Street and Southwest Hudson Street. Most alternatives and design options would have two stations: Avalon and Alaska Junction. One alternative would have only the Alaska Junction Station.

2.3.4.1 Preferred Alternative

Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Preferred Option WSJ-5b is a refinement of Alternative WSJ-5 as analyzed in the WSBLE Draft EIS and was refined based on the Sound Transit Board's direction to explore an option to shift a station entrance to 42nd Avenue Southwest at the Alaska Junction Station to improve access to the Alaska Junction. Preferred Option WSJ-5b begins in a retained cut south of Southwest Yancy Street and follows the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest. Southwest Genesee Street would be permanently closed approaching 35th Avenue Southwest.

This alignment enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest, then curves to the southwest between 37th Avenue Southwest to 41st Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. Stations would be located as follows:

- **Avalon Station**: Avalon Station would be in a lidded retained cut south of Southwest Genesee Street, beneath 35th Avenue Southwest with the top of the station structure approximately 30 feet above the existing ground surface. Station entrances would be on either side of 35th Avenue Southwest.
- **Alaska Junction Station:** The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street. Preferred Option WSJ-5b is a station option to Alternative WSJ-5a and would be the same as Alternative WSJ-5a, except the entrance south of Southwest

Alaska Street would be on the west side of 41st Avenue Southwest, closer to the Alaska Junction. The entrance north of Southwest Alaska Street would not change.

2.3.4.2 Other Build Alternatives and Design Options

Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Alternative WSJ-1 would be elevated along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The height of the guideway would range between approximately 30 feet and 80 feet high. The alternative would turn southwest to the west side of Fauntleroy Way Southwest. The guideway would turn south in the vicinity of 41st Avenue Southwest and Southwest Alaska Street and continue south to Southwest Hudson Street. The guideway would end on the west side of 42nd Avenue Southwest and would include tail tracks south of the Alaska Junction Station. Stations would be located as follows:

- **Avalon Station:** Avalon Station would be elevated along the south side of Southwest Genesee Street, east of 35th Avenue Southwest. The top of the station structure would depend on which alternative it connects with in the Delridge Segment but would be approximately 70 to 80 feet high.
- **Alaska Junction:** The Alaska Junction Station would be elevated between 41st Avenue Southwest and 42nd Avenue Southwest, south of Southwest Alaska Street. The top of the station structure would depend on which alternative it connects with in the Delridge Segment but would be approximately 70 to 80 feet high.

Elevated Fauntleroy Way Station Alternative (WSJ-2)

Alternative WSJ-2 would be elevated along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The height of the guideway would range between approximately 30 feet and 70 feet high.

The alignment would head southwest on Fauntleroy Way Southwest and continue along the west side of Fauntleroy Way Southwest. The guideway would cross to the east side of Fauntleroy Way Southwest south of Southwest Oregon Street.

Elevated tail tracks would begin south of the Alaska Junction Station and end within the Fauntleroy Way Southwest right-of-way just past Southwest Edmunds Street. Stations would be located as follows:

- **Avalon Station:** Avalon Station would be elevated along the south side of Southwest Genesee Street and east of 35th Avenue Southwest. The top of the station structure would depend on which alternative it connects with in the Delridge Segment, but it would be approximately 60 to 70 feet high.
- **Alaska Junction Station:** This station would be elevated southeast of Fauntleroy Way Southwest straddling Southwest Alaska Street. The top of the station structure would be approximately 60 feet high.

Tunnel 41st Avenue Station Alternative (WSJ-3a)

Alternative WSJ-3a would be in a tunnel under Southwest Genesee Street heading west from 31st Avenue Southwest, then curve to the southwest between 37th Avenue Southwest and 41st Avenue Southwest. The tunnel would end in the vicinity of Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. The guideway would be entirely in a tunnel. Stations would be located as follows:

- **Avalon Station:** The Avalon Station would be beneath Fauntleroy Way Southwest. Station entrances would be on the west side of Fauntleroy Way Southwest and on the east side of 35th Avenue Southwest.
- **Alaska Junction Station:** The Alaska Junction Station would be beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street along the east side of 41st Avenue Southwest.

Tunnel 42nd Avenue Station Option (WSJ-3b)

Option WSJ-3b would be the same as Alternative WSJ-3a except the tunnel would extend to 42nd Avenue Southwest instead of 41st Avenue Southwest. The tunnel would end in the vicinity of Southwest Hudson Street, with tail tracks in a north-south orientation under 42nd Avenue Southwest. The Avalon Station would be the same as described for Alternative WSJ-3a. The Alaska Junction Station would be in a tunnel beneath 42nd Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street, with one on the east side and one on the west side of 42nd Avenue Southwest.

Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Alternative WSJ-4 would be on elevated guideway along the south side of Southwest Genesee Street from 31st Avenue Southwest to the west side of Fauntleroy Way Southwest. It would continue along the west side of Fauntleroy Way Southwest on elevated guideway before transitioning to at-grade near 37th Avenue Southwest. 37th Avenue Southwest and 38th Avenue Southwest would be modified to end in a turnaround between Southwest Genesee Street and Fauntleroy Way Southwest. The guideway would turn west near Southwest Oregon Street and transition into a tunnel with a portal in the vicinity of Southwest Oregon Street and 38th Avenue Southwest. The tunnel would turn south and end south of Southwest Hudson Street, with tail tracks in a north-south orientation along and under 41st Avenue Southwest. The height of the guideway would range between a tunnel and approximately 40 feet high. Stations would be located as follows:

- **Avalon Station:** Avalon Station would be elevated along the south side of Southwest Genesee Street and east of 35th Avenue Southwest. The top of the station structure would be approximately 60 to 70 feet high.
- **Alaska Junction Station:** The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and south of Southwest Alaska Street. Station entrances would be on Southwest Alaska Street and Southwest Edmunds Street.

Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Alternative WSJ-5a (previously Alternative WSJ-5 in the WSBLE Draft EIS) begins in a retained cut south of Southwest Yancy Street and follows the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest. Southwest Genesee Street would be permanently closed approaching 35th Avenue Southwest. This alignment enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. The alignment then curves southwest west of 37th Avenue Southwest to 41st Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. Stations would be located as follows:

- **Avalon Station:** Avalon Station would be in a lidded retained cut south of Southwest Genesee Street beneath 35th Avenue Southwest, with the top of the station structure approximately 30 feet above the existing ground surface. Station entrances would be on either side of 35th Avenue Southwest.

- **Alaska Junction Station:** The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street along the east side of 41st Avenue Southwest.

No Avalon Station Tunnel Alternative (WSJ-6)

Alternative WSJ-6 is included at the direction of the Sound Transit Board (Motion 2022-57) to study elimination of the Avalon Station as a cost-savings measure. Alternative WSJ-6 would continue in a tunnel from where it would connect to Alternative DEL-7 in the Delridge Segment at 35th Avenue Southwest between Southwest Andover Street and Southwest Dakota Street. The tunnel would curve southwest to 41st Avenue Southwest. It would terminate at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. The guideway would be entirely in a tunnel. This alternative does not include an Avalon Station. The station would be located as follows:

- **Alaska Junction Station:** The Alaska Junction Station would be same as the station described for Alternative WSJ-5a.

2.4 Study Area

The study area for the Section 4(f) evaluation, shown on Figure 2-3, includes both the direct impact study area used for the parks and recreational resources analysis, which is 250 feet around the alternatives, construction staging areas, and ancillary facilities, and the area of potential effects for historic and archaeological resources, which was established in accordance with Section 106 of the National Historic Preservation Act. The State Historic Preservation Officer concurred with FTA's area of potential effects for the WSBLE Project in February 2020. On March 25, 2021, FTA, in cooperation with Sound Transit, defined a revised area of potential effects that includes proposed station locations, staging areas, and other project elements that had not previously been identified; the State Historic Preservation Officer concurred with the revised area of potential effects on March 26, 2021. Since then, Sound Transit identified new construction elements that required additional revisions to the area of potential effects. On September 7, 2021, FTA, in consultation with the State Historic Preservation Officer defined the area of potential effects based on these additional revisions. On October 5, 2021, the State Historic Preservation Officer conditionally concurred with FTA's revised area of potential effects.

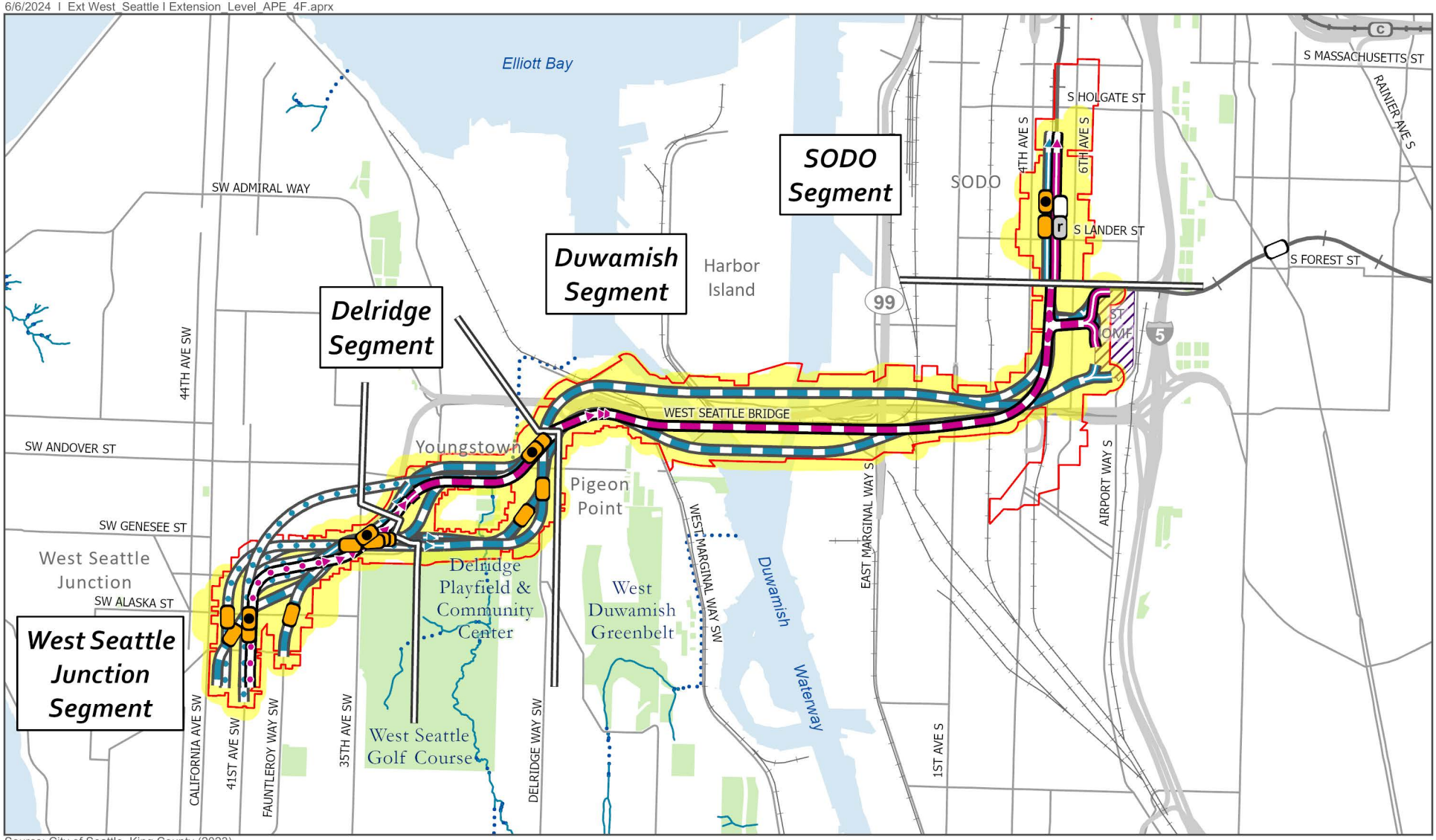
Subsequently, the State Historic Preservation Officer, FTA, and Sound Transit met on November 18, 2021, to discuss conditional concurrence and area of potential effects concerns voiced by consulting parties and the State Historic Preservation Officer. FTA and Sound Transit consulted with the State Historic Preservation Officer and other consulting parties on the area of potential effects to address specific concerns regarding historic districts and individual resources. On August 3, 2023, FTA and Sound Transit continued to consult with the State Historic Preservation Officer, Tribes, and consulting parties to solicit feedback on the revised area of potential effects. This consultation included removing the portion of the area of potential effects associated with the Ballard Link Extension and also incorporated areas where new design elements had been identified for the West Seattle Link Extension. The State Historic Preservation Officer concurred with this area of potential effect definition on August 14, 2023.

The area of potential effects to historic and archaeological resources for each alternative extends from elements of the project alternatives (e.g., guideway, stations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to project elements. One parcel is a standard area of potential effect extent for linear transportation projects because potential direct and indirect effects to historic properties typically

do not extend beyond one parcel. The area of potential effects is larger in the following areas to account for potential visual effects:

- SODO Segment: The area of potential effects is extended one additional parcel from the guideway where project alternatives would reconstruct South Lander Street to cross over the existing and new light rail alignments.
- Delridge Segment: On Southwest Genesee Street between 26th Avenue Southwest and 30th Avenue Southwest, the high guideway height of alternatives extends the area of potential effects to two parcels to the north of Southwest Genesee Street.

6/6/2024 I Ext West_Seattle I Extension_Level_APE_4F.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Area of Potential Effects
- Parks Study Area

FIGURE 2-3
West Seattle Link Extension
Section 4(f) Study Area

West Seattle Link Extension

0 0.5 1 Mile

N

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3 DESCRIPTION OF SECTION 4(f) RESOURCES AND ASSESSMENT OF POTENTIAL USES

3.1 Section 4(f) Resources in the Study Area

The Section 4(f) resources in the project study area are mapped on Figures 3-1a through 3-1h. Attachment H.1, Section 4(f) Status of Parks and Recreational Resources in the Study Area, lists the parks and recreational facilities in the study area and whether they are considered Section 4(f) resources and why (or why not). More information about the parks and recreational resources in the study area can be found in Section 4.17, Parks and Recreational Resources, of the Final EIS. More information about historic and archaeological resources can be found in Section 4.16, Historic and Archaeological Resources, and Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS. Historic properties included in this evaluation reflect FTA's determinations of eligibility (September 3, 2021); the State Historic Preservation Officer concurred on eligibility for all historic properties in the area of potential effects on April 16, 2024. The official with jurisdiction for each Section 4(f) park and recreational resource is the resource owner identified in the parks and recreational resources tables in this section; the official with jurisdiction for Section 4(f) historic resources is the State Historic Preservation Officer. For individual properties that are eligible for Section 4(f) protection as both a park resource and a historic resource, Sound Transit has consulted with the resource's official with jurisdiction as well as the State Historic Preservation Officer.

National Register Eligibility Criteria

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

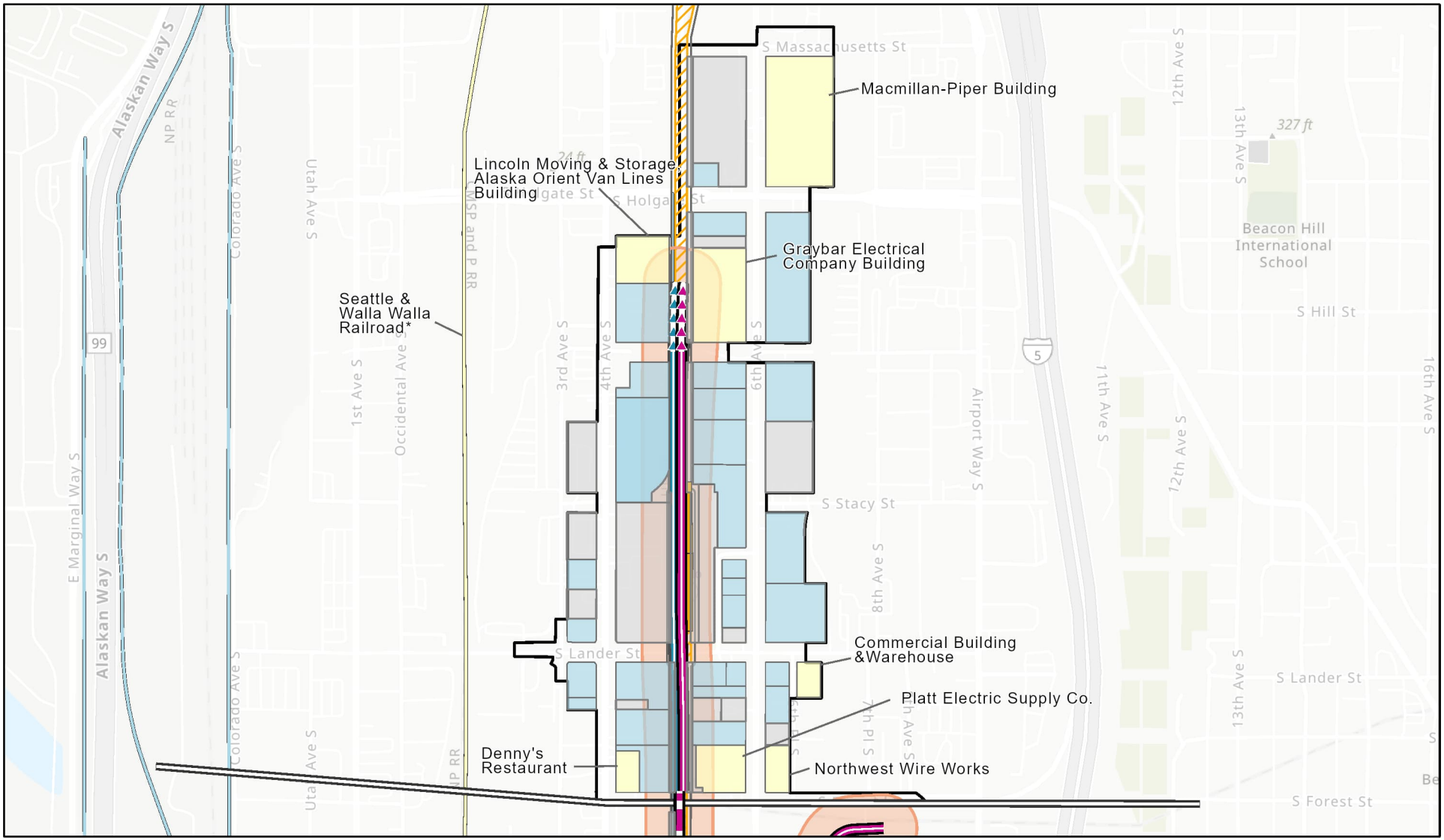
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

There are five trails in the project study area that are used by both commuters and recreationists:

- SODO Trail
- West Seattle Bridge Trail
- Duwamish Trail
- Delridge Connector Trail
- Alki Trail

However, FTA has determined that these trails are part of the transportation system and function primarily for transportation based on the Seattle Department of Transportation's inclusion of these trails in its Bicycle Master Plan (City of Seattle 2014). These multi-use, paved trails are entirely or mostly within public right-of-way, and are part of the existing bicycle network, which is considered an extension of the city's transportation network by the City of Seattle. Therefore, these trails are not subject to Section 4(f) protection in accordance with 23 Code of Federal Regulations Section 774.13.f.4. Potential impacts to these trails under the National Environmental Policy Act are discussed in Section 3.7, Affected Environment and Impacts during Operation – Non-motorized Facilities, in Chapter 3, Transportation Environment and Consequences, of the Final EIS.



Source: City of Seattle, King County (2019, 2020, 2021).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Area of Potential Effects
- Parcel
- Park
- SODO Busway
- Section 4(f) Parks and Recreation Facilities Study Area

National Register Eligibility Status
- Eligible
- Not Eligible
- Constructed after 1980 or Undeveloped

* Linear Resources:

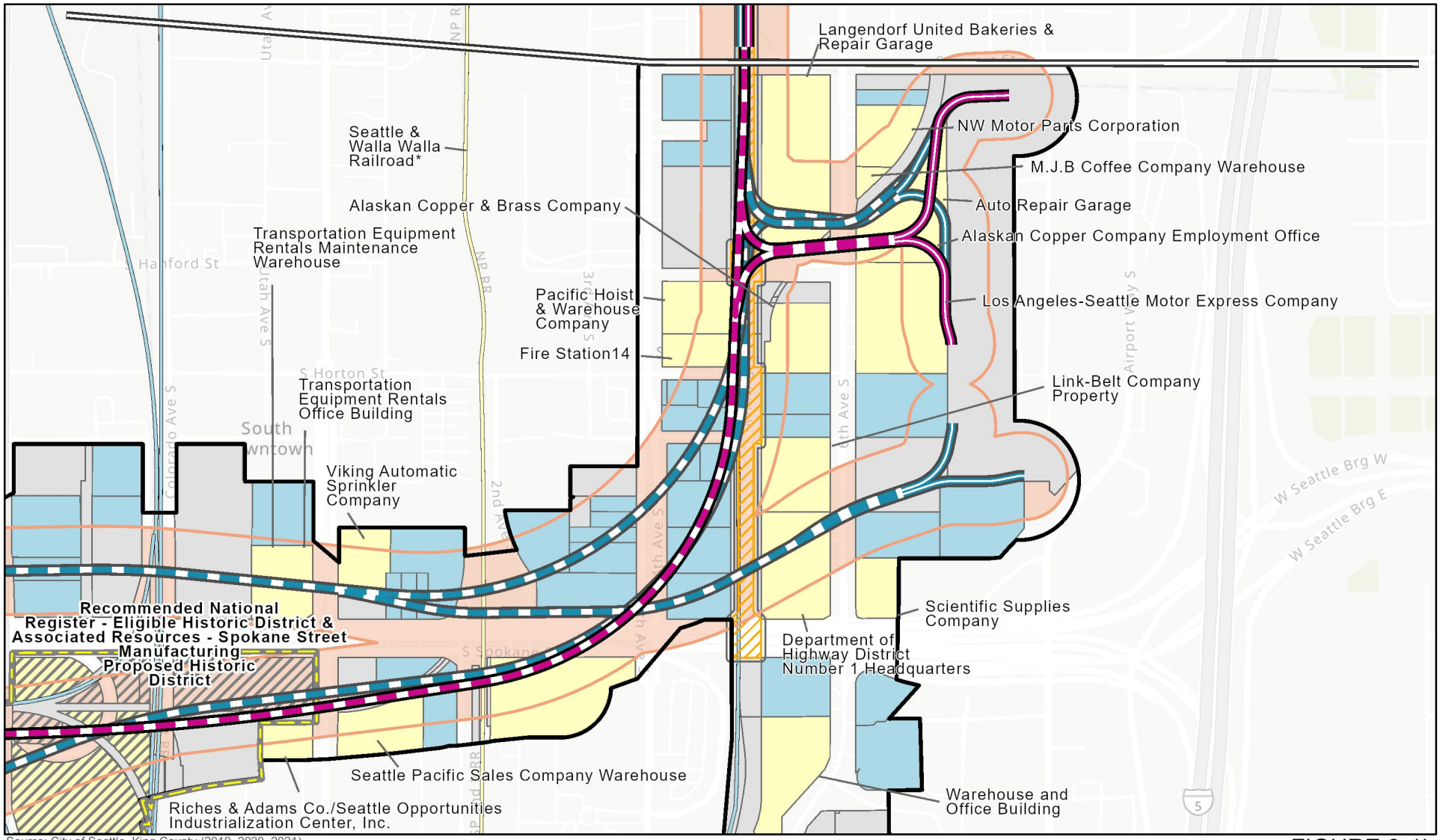
Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/North Pacific Railway Black River Junction to the Lake Washington Ship Canal

FIGURE 3-1a
Section 4(f) Resources
West Seattle Link Extension - SODO Segment

West Seattle Link Extension

0 490 980 1,960 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Area of Potential Effects
- Parcel
- Park
- SODO Busway
- Section 4(f) Parks and Recreation Facilities Study Area

National Register Eligibility Status
- Eligible
- Not Eligible
- Constructed after 1980 or Undeveloped
- Eligible Historic District Boundary
- Eligible and Contributing Resources
- Contributing Resources

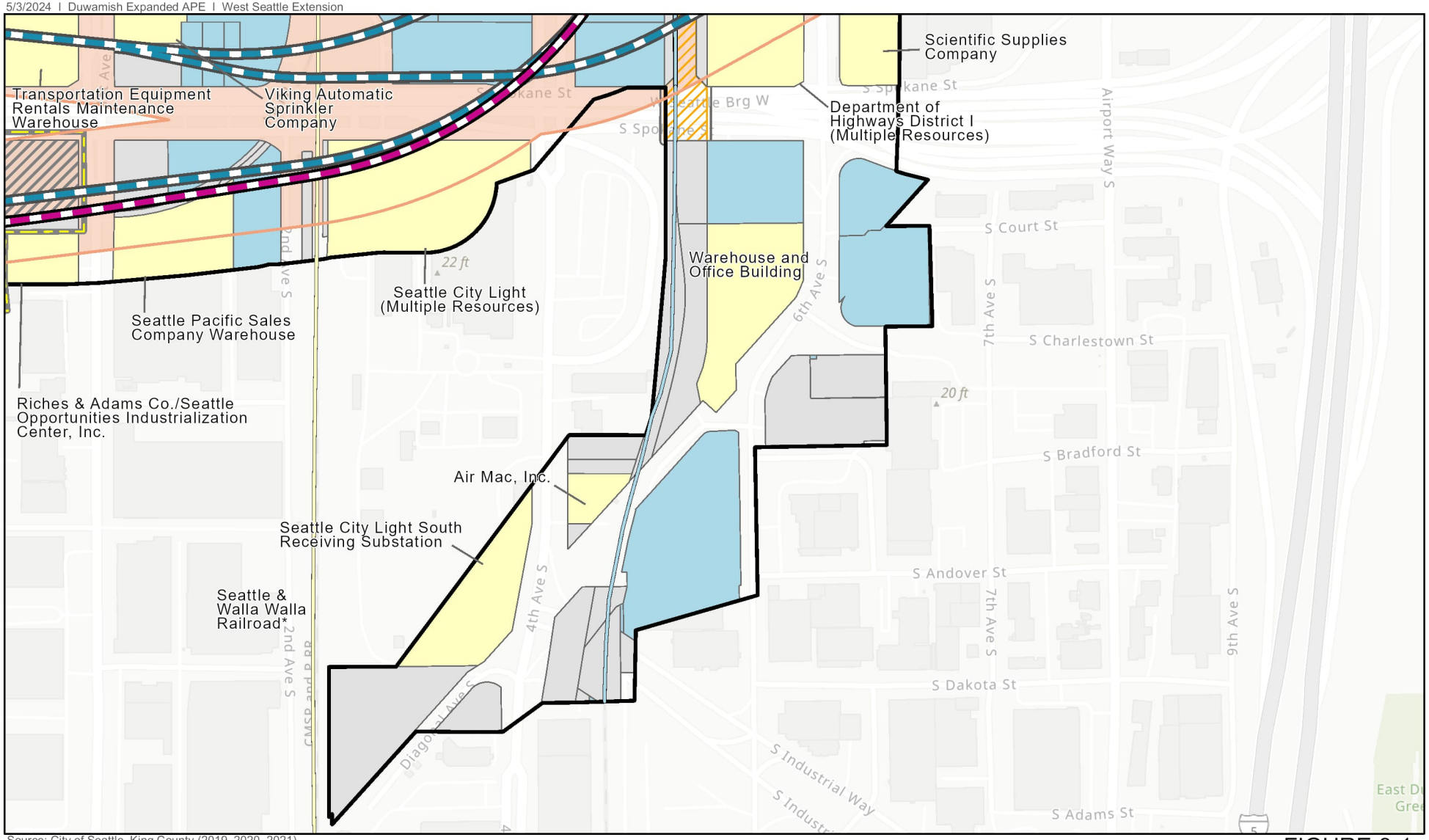
* Linear Resources:
Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/North Pacific Railway Black River Junction to the Lake Washington Ship Canal

FIGURE 3-1b
Section 4(f) Resources
West Seattle Link Extension - Duwamish Segment (East)

West Seattle Link Extension

0 375 750 1,500 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Area of Potential Effects
- Parcel
- Park
- SODO Busway
- Section 4(f) Parks and Recreation Facilities Study Area

National Register Eligibility Status
- Eligible
- Not Eligible
- Constructed after 1980 or Undeveloped
- Eligible Historic District Boundary
- Contributing Resources

* Linear Resources:

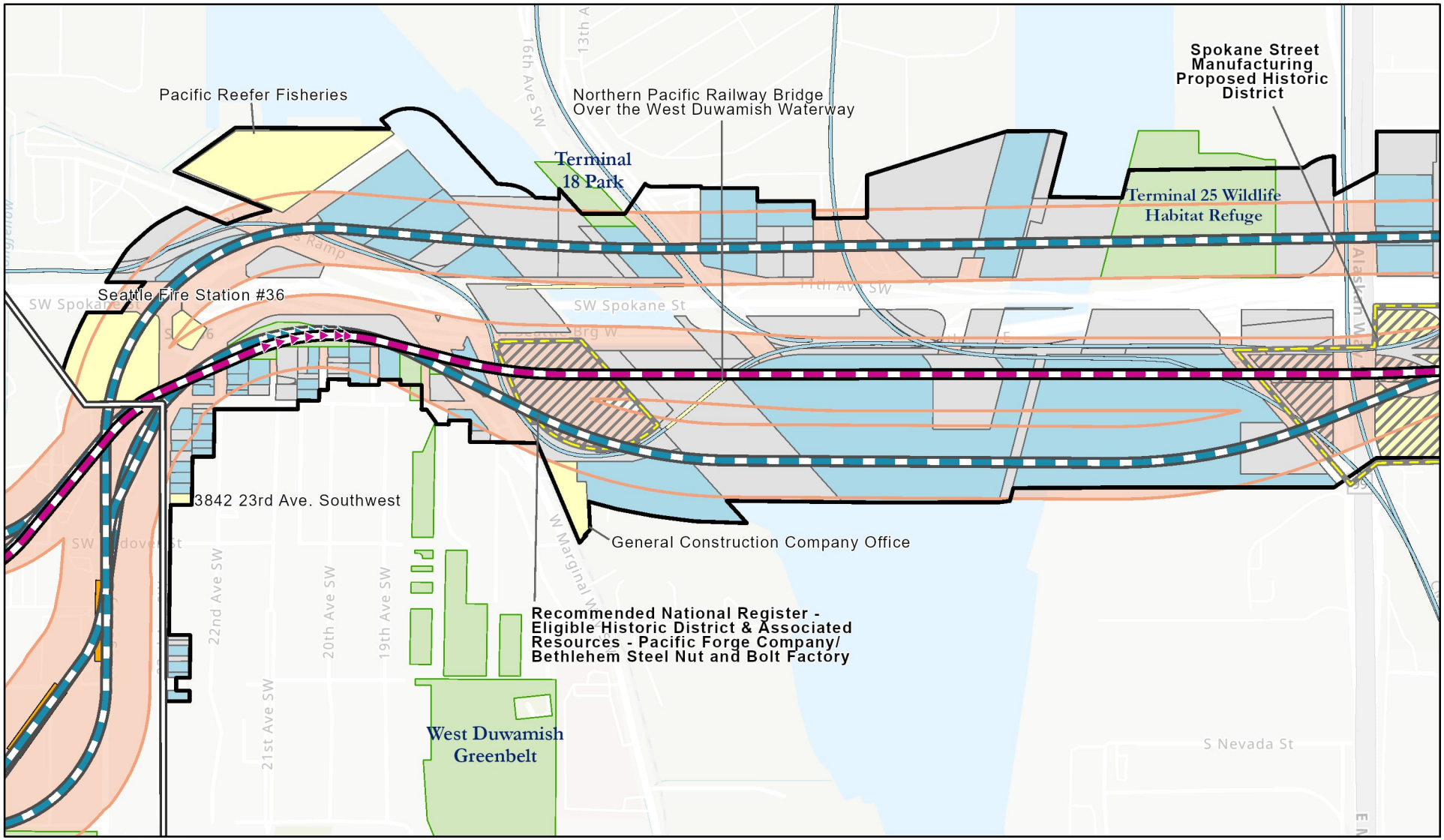
Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/North Pacific Railway Black River Junction to the Lake Washington Ship Canal

FIGURE 3-1c
Section 4(f) Resources
West Seattle Link Extension - Duwamish Segment (Central)

West Seattle Link Extension

0 250 500 1,000 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Area of Potential Effects
- Parcel
- Park
- Section 4(f) Parks and Recreation Facilities Study Area

National Register Eligibility Status
- Eligible
- Not Eligible
- Constructed after 1980 or Vacant
- Eligible Historic District Boundary
- Eligible and Contributing Resources
- Contributing Resources

* Linear Resources:

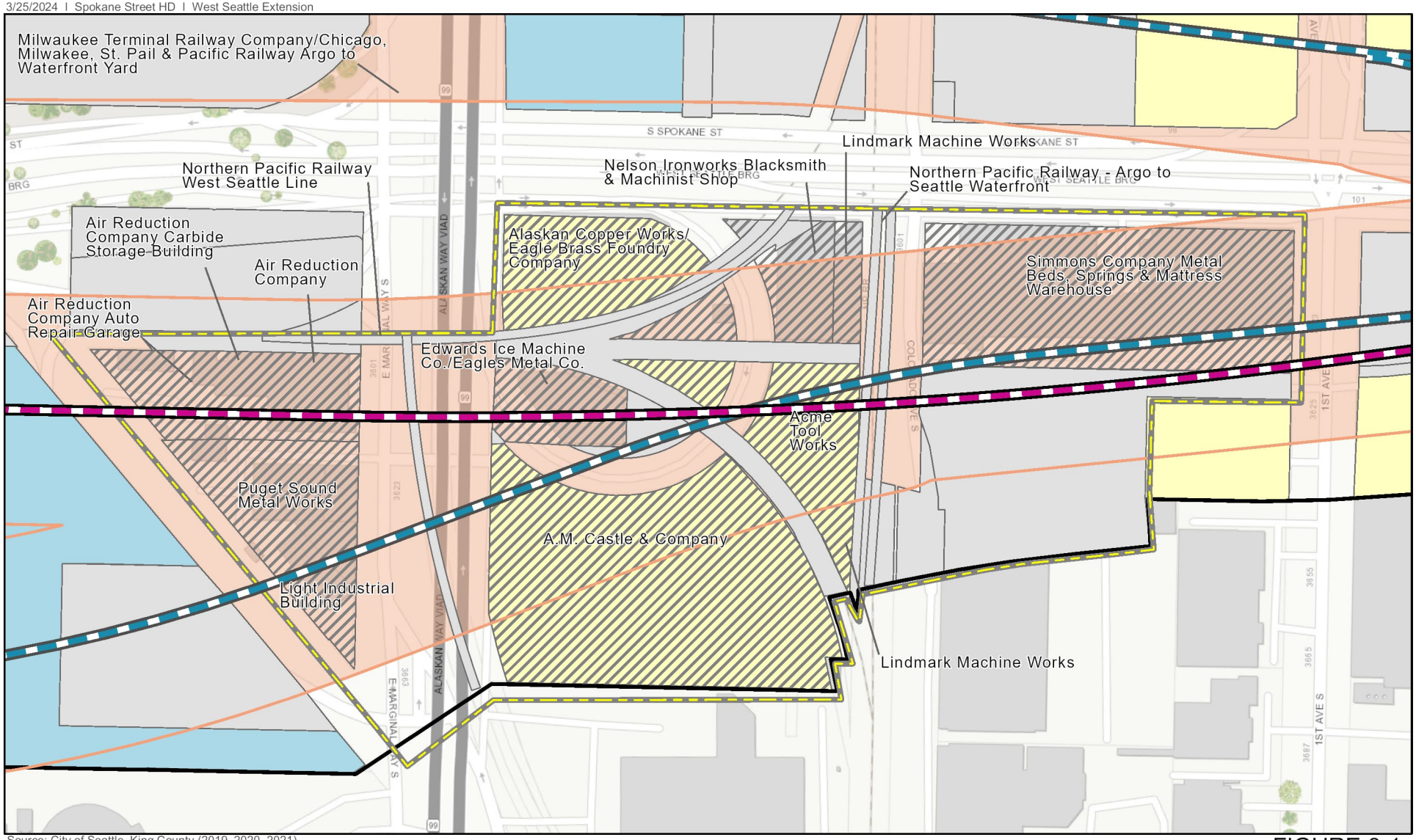
Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/North Pacific Railway Black River Junction to the Lake Washington Ship Canal

FIGURE 3-1d
Section 4(f) Resources
West Seattle Link Extension - Duwamish Segment (West)

West Seattle Link Extension

0 375 750 1,500 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Area of Potential Effects
- Parcel
- Park
- Section 4(f) Parks and Recreation Facilities Study Area

National Register Eligibility Status
- Eligible
- Not Eligible
- Contributing after 1980 or Vacant
- Spokane Street Manufacturing Historic District Boundary
- Eligible and Contributing Resources
- Contributing Resources

FIGURE 3-1e

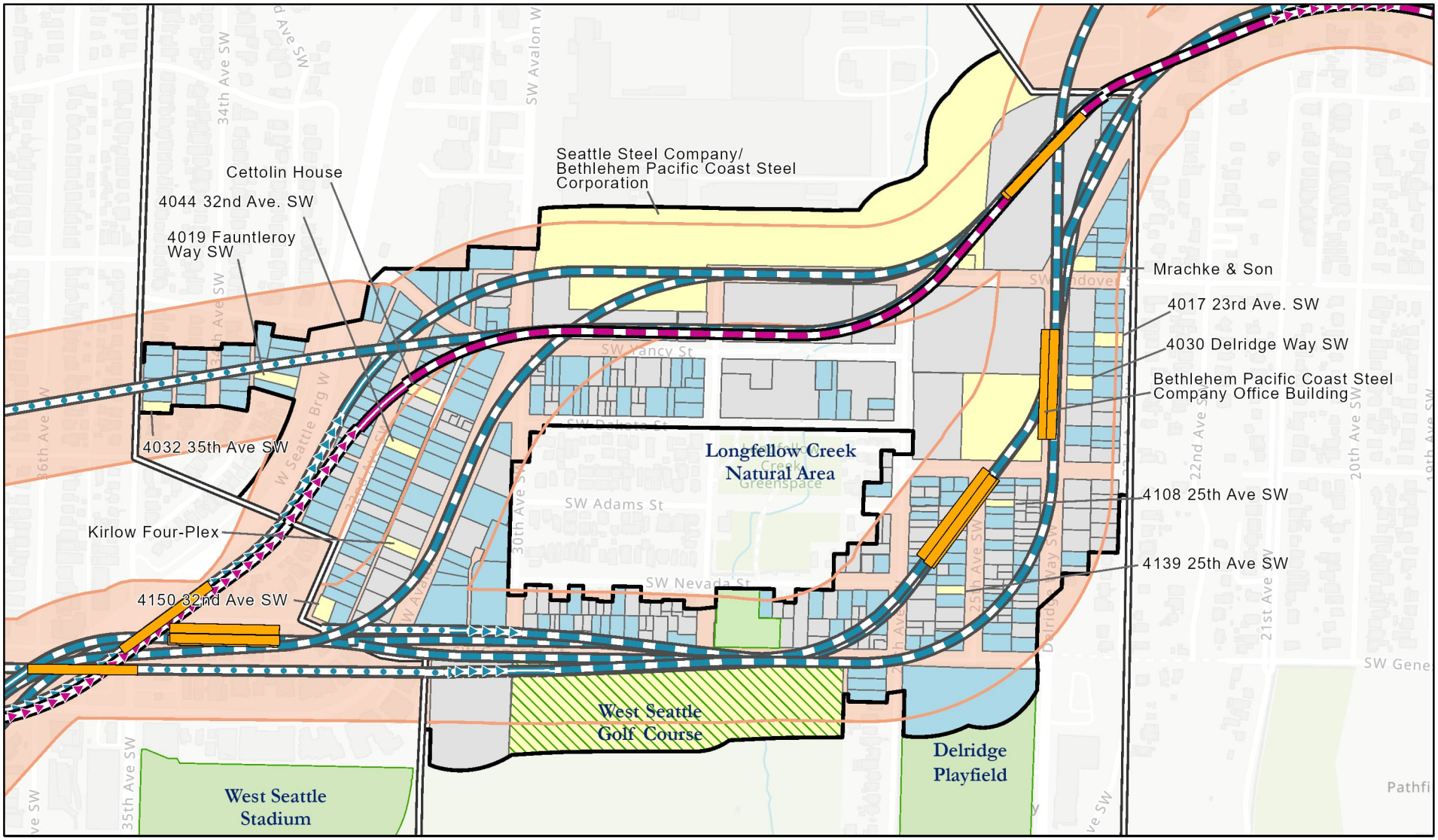
Section 4(f) Resources

West Seattle Link Extension - Spokane Street Manufacturing Proposed Historic District

West Seattle Link Extension

0 125 250 500 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

- Segment Line
- Area of Potential Effects
- Parcel
- Park
- Section 4(f) Parks and Recreation Facilities Study Area
- Longfellow Creek Trail

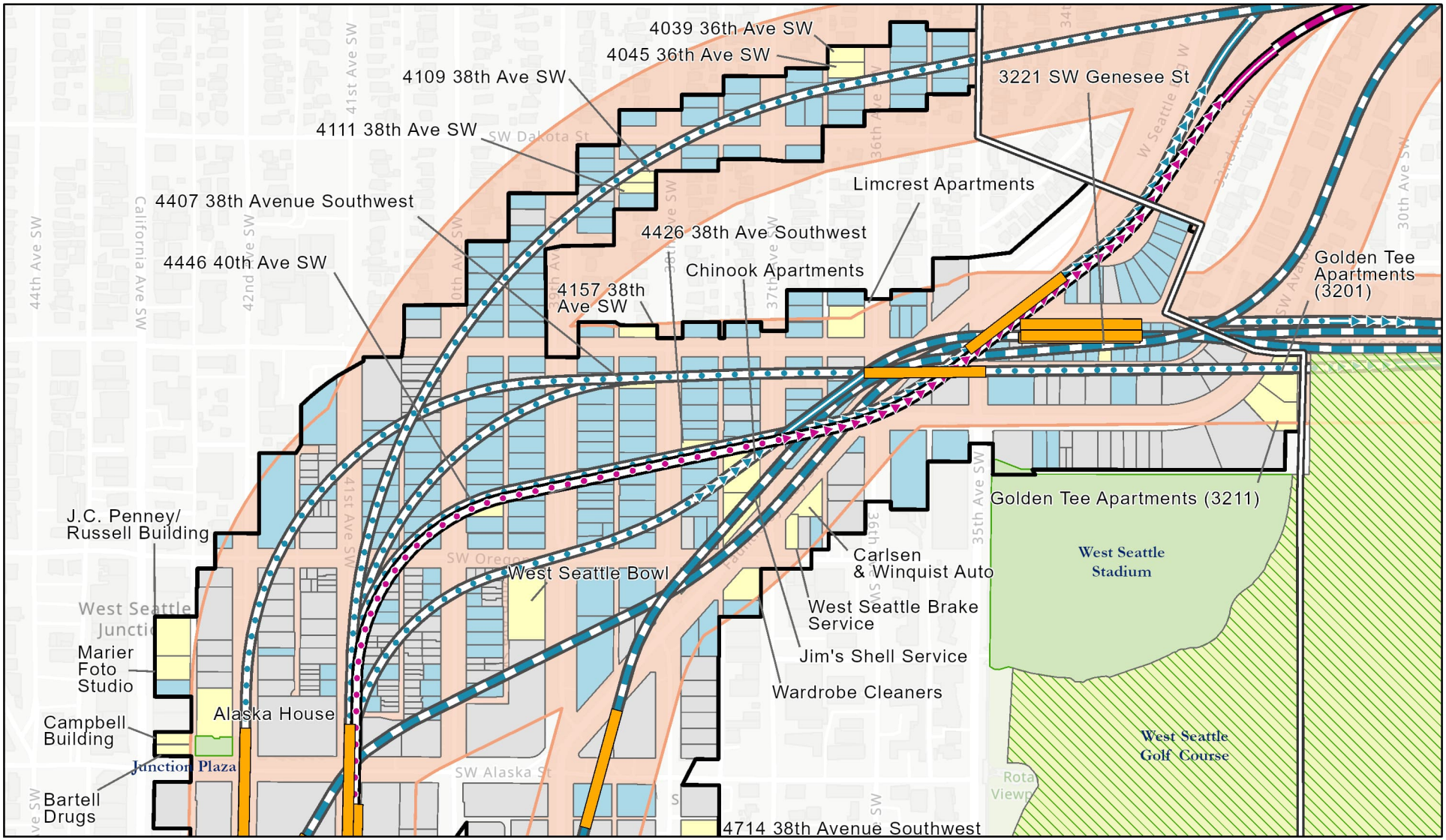
National Register Eligibility Status
- Eligible
- Eligible Park
- Not Eligible
- Constructed after 1980 or Vacant

FIGURE 3-1f
Section 4(f) Resources
West Seattle Link Extension - Delridge Segment

West Seattle Link Extension

0 250 500 1,000 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Area of Potential Effects
- Parcel
- Park
- Section 4(f) Parks and Recreation Facilities Study Area

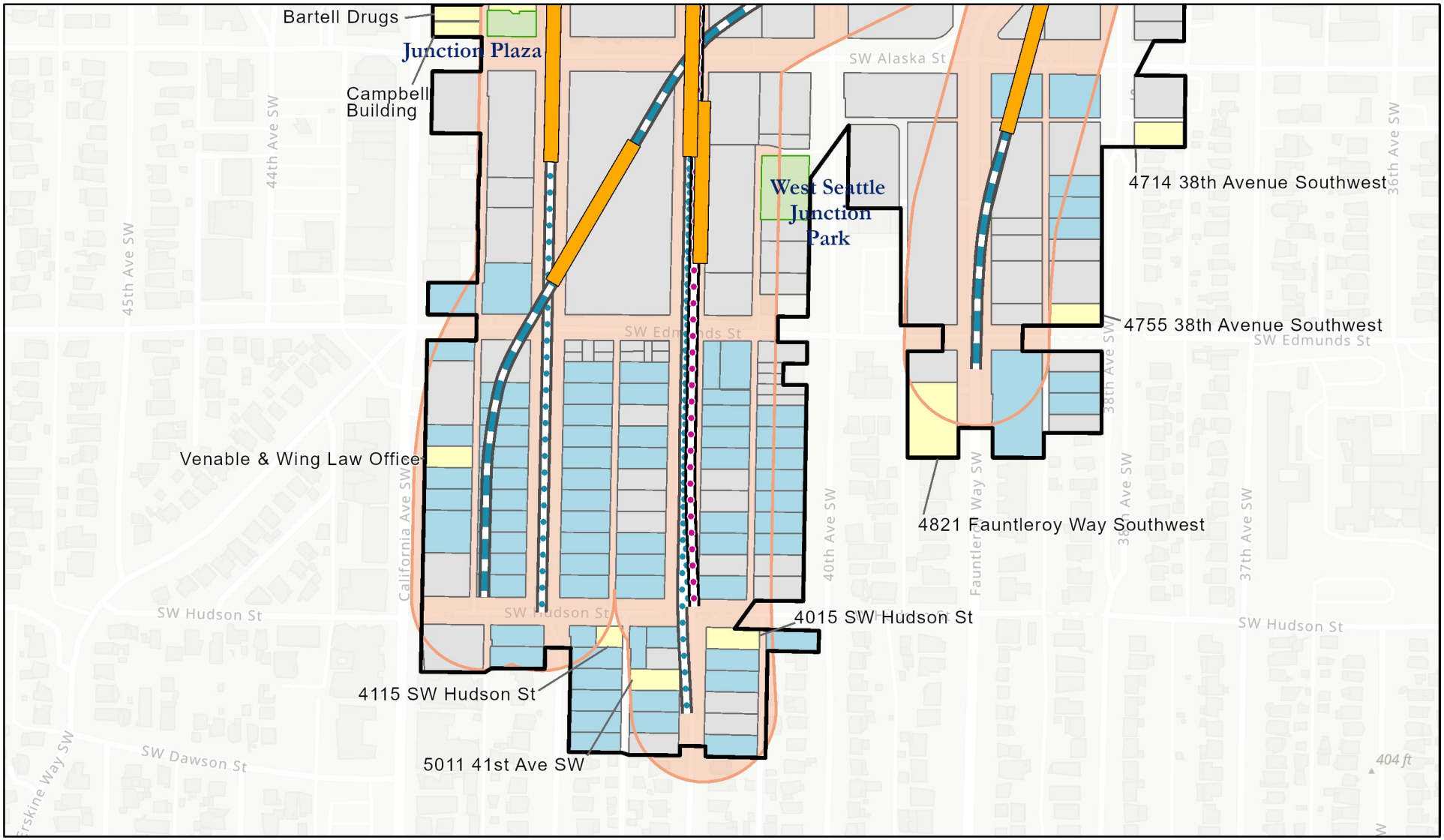
National Register Eligibility Status
- Eligible
- Eligible Park
- Not Eligible
- Constructed after 1980 or Vacant

FIGURE 3-1g
Section 4(f) Resources
West Seattle Link Extension -
West Seattle Junction Segment (North)

West Seattle Link Extension

0 250 500 1,000 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Area of Potential Effects
- Parcel
- Park
- Section 4(f) Parks and Recreation Facilities Study Area

National Register Eligibility Status
- Eligible
- Not Eligible
- Constructed after 1980 or Vacant

FIGURE 3-1h
Section 4(f) Resources
West Seattle Link Extension -
West Seattle Junction Segment (South)

West Seattle Link Extension

0 250 500 1,000 Feet

N

3.1.1 SODO Segment

3.1.1.1 Parks/Recreational Resources and Wildlife/Waterfowl Refuges

There are no Section 4(f) parks and recreational resources in the SODO Segment.

3.1.1.2 Historic Resources

Section 4(f) historic resources in the SODO Segment are described in Table 3-1.

Table 3-1. Section 4(f) Historic Resources in the SODO Segment

Property	Address	Built Date	National Register Eligibility Status	Figure
Lincoln Moving & Storage, Alaska Orient Van Lines Building	1924 4th Avenue South	1966	Eligible (Criterion C)	3-1a
Denny's	2742 4th Avenue South	1968	Eligible (Criterion C)	3-1a
Graybar Electric Company Building	1919 6th Avenue South	1960	Eligible (Criterion C)	3-1a
Platt Electric Supply Co.	2757 6th Avenue South	1970	Eligible (Criterion C)	3-1a
Holgate Terminals Incorporated	1762 6th Avenue South	1960	Eligible (Criterion C)	3-1a
Mill & Mine Supply Co. Building and Warehouse	625 South Lander Street	1953	Eligible (Criteria A and C)	3-1a
Northwest Wire Works	2752 6th Avenue South	1947	Eligible (Criteria A and C)	3-1a

Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD . Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

3.1.2 Duwamish Segment

3.1.2.1 Parks/Recreational Resources and Wildlife/Waterfowl Refuges

Section 4(f) parks and recreational resources in the Duwamish Segment are described in Table 3-2.

Table 3-2. Section 4(f) Parks/Recreational Resources and Wildlife/Waterfowl Refuges in the Duwamish Segment

Resource Name	Official with Jurisdiction	Location	Resource Activities, Features, and Attributes	Figure
Terminal 25 Wildlife Habitat Refuge	Port of Seattle	2917 East Marginal Way South (north of South Spokane Street)	Approximately 10-acre planned wildlife habitat refuge (anticipated to be constructed in 2027).	3-1c
Terminal 18 Park	Port of Seattle	3401 Klickitat Avenue Southwest	A 1.1-acre shoreline park with a walking path, picnic table, and benches.	3-1c
West Duwamish Greenbelt	Seattle Parks and Recreation	West Marginal Way Southwest and Highland Park Way Southwest	A 197-acre urban forest comprised of multiple parcels that contain trails for walking and hiking and wildlife habitat. This area of the greenbelt in the study area has a steep grade and does not contain any recreational amenities nor is it designed for public access.	3-1c

3.1.2.2 Historic Resources

Section 4(f) historic resources in the Duwamish Segment are described in Table 3-3.

Table 3-3. Section 4(f) Historic Resources in the Duwamish Segment

Property	Address	Built Date	National Register Eligibility Status	Figure
Seattle Pacific Sales Company Warehouse	3800 1st Avenue South	1968	Eligible (Criterion C)	3-1b and 3-1c
Alaskan Copper and Brass Company	3223 6th Avenue South	1950	Eligible (Criteria A and C)	3-1b
Alaskan Copper Company Employment Office	2958 6th Avenue South	1941	Eligible (Criterion C)	3-1b
Auto Repair Garage	2958 6th Avenue South	1948	Eligible (Criterion A)	3-1b
Los Angeles-Seattle Motor Express Company	3200 6th Avenue South	1945	Eligible (Criteria A and C)	3-1b
Department of Highways District No. 1 Headquarters/Maintenance Facility - Car/Paint Building	450 South Spokane Street	1931	Previously Determined Eligible (Criteria A and C)	3-1b and 3-1c
Department of Highways District No. 1 Headquarters/Maintenance Facility - Maintenance Building	450 South Spokane Street	1931	Previously Determined Eligible (Criteria A and C)	3-1b and 3-1c
Department of Highways District No. 1 Headquarters/Maintenance Facility – Maintenance/Garage Building	450 South Spokane Street	1959	Previously Determined Eligible (Criteria A and C)	3-1b and 3-1c
Department of Highways District No. 1 Headquarters/Maintenance Facility - Office/Administrative Building	450 South Spokane Street	1931	Previously Determined Eligible (Criteria A and C)	3-1b and 3-1c
Department of Highways District No. 1 Headquarters/Maintenance Facility - Storage Building	450 South Spokane Street	1931	Previously Determined Eligible (Criteria A and C)	3-1b and 3-1c
Transportation Equipment Rentals Office Building	3443 1st Avenue South	1968	Eligible (Criterion C)	3-1b and 3-1c
Transportation Equipment Rentals Maintenance Warehouse	3443 1st Avenue South	1968	Eligible (Criterion C)	3-1b and 3-1c
Fire Station 14	3224 4th Avenue South	1922	Previously Determined Eligible; Designated Seattle Landmark	3-1b
Langendorf United Bakeries	2901 6th Avenue South	1952	Eligible (Criteria A and C)	3-1b
Langendorf United Bakeries Repair Garage	2901 6th Avenue South	1955	Eligible (Criteria A and C)	3-1b

Property	Address	Built Date	National Register Eligibility Status	Figure
Link-Belt Company Property	3405 6th Avenue South	1946	Eligible (Criterion C)	3-1b
NW Motor Parts Corporation Building	2930 6th Avenue South	1951	Eligible (Criterion C)	3-1b
M.J.B. Coffee Company Warehouse	2940 6th Avenue South	1954	Eligible (Criteria A and C)	3-1b
Pacific Hoist and Warehouse Company	3200 4th Avenue South	1931	Eligible (Criterion C)	3-1b
Riches and Adams Co./Seattle Opportunities Industrialization Center, Inc.	3627 1st Avenue South	1954	Eligible (Criterion A)	3-1b
Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal	Railroad right-of-way from Black River Junction near Renton to Lake Washington Ship Canal in Interbay	1883	Previously Determined Eligible (Criterion A)	3-1b
Scientific Supplies Company	600 South Spokane Street	1954	Eligible (Criterion C)	3-1b and 3-1c
Viking Automatic Sprinkler Company	3434 1st Avenue South	1964	Eligible (Criteria A and C)	3-1b and 3-1c
Warehouse and Office Building	3623 6th Avenue South	1961	Eligible (Criterion C)	3-1b and 3-1c
Air Mac, Inc.	3838 4th Avenue South	1953	Eligible (Criterion C)	3-1c
Seattle City Light South Receiving Substation	3839 4th Avenue South	1938	Eligible (Criteria A and C)	3-1b and 3-1c
Seattle City Light South Receiving Substation Switchyard	3839 4th Avenue South	1924	Eligible (Criterion A)	3-1b and 3-1c
Seattle City Light Warehouse and Office Building	400 South Spokane Street	1965	Eligible (Criterion A and C)	3-1b and 3-1c
Seattle City Light South Rectifier Substation	400 South Spokane Street	1952	Eligible (Criteria A and C)	3-1b and 3-1c
General Construction Company Office	3840 West Marginal Way Southwest	1931	Eligible (Criteria A and C)	3-1d
Northern Pacific Railway Bridge over the West Duwamish Waterway	South of Spokane Street, near Klickitat Way Southwest	1911	Eligible (Criterion C); Designated Seattle Landmark	3-1d
Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory East Warehouse	3800 West Marginal Way Southwest	1968	Contributes to eligible Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory historic district (Criteria A and C)	3-1d
Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District	3800 West Marginal Way Southwest	1917 to 1968	Eligible Historic District (Criteria A and C)	3-1d

Property	Address	Built Date	National Register Eligibility Status	Figure
Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic Office	3800 West Marginal Way Southwest	1968	Contributes to eligible Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory historic district (Criteria A and C)	3-1d
Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory North Warehouse	3800 West Marginal Way Southwest	1968	Contributes to eligible Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory historic district (Criteria A and C)	3-1d
Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Pacific Coast Forge Building	3800 West Marginal Way Southwest	1917	Contributes to eligible Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory historic district (Criteria A and C)	3-1d
Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory South Warehouse	3800 West Marginal Way Southwest	1948	Contributes to eligible Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory historic district (Criteria A and C)	3-1d
Seattle Fire Station 36	3600 23rd Avenue Southwest	1972	Eligible (Criteria A and C)	3-1d
Single-Family Residence	3842 23rd Avenue Southwest	1914	Eligible (Criterion C)	3-1d
Spokane Street Manufacturing Historic District	Multiple	1918-1968	Eligible Historic District (Criterion A)	3-1b, 3-1c, and 3-1e
Edwards Ice Machine Co./Eagle Metals Co.	3628 East Marginal Way South	1924	Contributes to Spokane Street Manufacturing Historic District (Criterion A)	3-1e
The Simmons Company Metal Beds, Springs & Mattress Warehouse	99 South Spokane Street	1929	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1e
Nelson Iron Works Blacksmith & Machinist Shop	45 South Spokane Street	1918	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1e
Acme Tool Works	3626 East Marginal Way South	1941	Individually Eligible (Criterion A), contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1e
Lindmark Machine Works	3626 East Marginal Way South	1947	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1e
Lindmark Machine Works	49 South Spokane Street	1920	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1e
Air Reduction Company	3623 East Marginal Way South	1916	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1d
Air Reduction Company Carbide Storage Building	3621 East Marginal Way South	1951	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1d

Property	Address	Built Date	National Register Eligibility Status	Figure
Air Reduction Company Auto Repair Garage	3621 East Marginal Way South	1951	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1d
Puget Sound Sheet Metal Works	3651 East Marginal Way South	1942	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1d
Light Industrial Building	3633 East Marginal Way South	1968	Contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1d
A.M. Castle and Company	3640 to 60 East Marginal Way South	1945	Individually Eligible (Criteria A and C), contributes to eligible Spokane Street Manufacturing Historic District (Criterion A)	3-1d
Pacific Reefer Fisheries	3480 West Marginal Way Southwest	1964	Eligible (Criteria A and C)	3-1d
Alaskan Copper Works/Eagle Brass Foundry Company	3600 East Marginal Way South	1918	Eligible (Criterion A), contributes to the Spokane Street Manufacturing Historic District (Criterion A)	3-1d
Northern Pacific Railway-Argo to Seattle Waterfront	Seattle, Washington	1909	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	3-1e
Milwaukee Terminal Railway Company/Chicago, Milwaukee, St. Paul & Pacific Railway-Argo to Waterfront Yard	Seattle, Washington	1909	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	3-1e
Northern Pacific Railway West Seattle Line	Seattle, Washington	1909	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	3-1e
Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line	West Marginal Way Southwest and Spokane Street Southwest	1922	Eligible (Criteria A and C)	3-1e

Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

3.1.3 Delridge Segment

3.1.3.1 Parks/Recreational Resources and Wildlife/Waterfowl Refuges

Section 4(f) parks and recreational resources in the Delridge Segment are described in Table 3-4.

Table 3-4. Section 4(f) Parks/Recreational Resources and Wildlife/Waterfowl Refuges in the Delridge Segment

Resource Name	Official with Jurisdiction	Location	Resource Activities, Features, and Attributes	Figure
Delridge Playfield	Seattle Parks and Recreation	4458 Delridge Way Southwest	Playfield for soccer, baseball, softball, skate park, tennis courts, and playground. 14 acres and includes the Delridge Community Center.	3-1f
Longfellow Creek Natural Area	Seattle Parks and Recreation	35th Avenue Southwest	5.9-acre protected conservation area in the Longfellow Creek watershed; contains part of the Longfellow Legacy Trail (see below) and Dragonfly Pavilion and Garden.	3-1f
Longfellow Creek Legacy Trail	Seattle Parks and Recreation	Trail extends from Roxhill Park to the south to Southwest Yancy Street to the north	A 4.2-mile trail connecting the Delridge and Westwood neighborhoods and multiple parks. In the project study area, the trail is located on 26th Avenue Southwest and Southwest Genesee Street paved roadways and connects via staircase to the Longfellow Creek Natural Area, where the trail is gravel and dirt.	3-1f
West Seattle Golf Course	Seattle Parks and Recreation	35th Avenue Southwest	Public golf course. 138 acres, and one of five public golf courses in the City of Seattle.	3-1f

3.1.3.2 Historic Resources

Section 4(f) historic resources in the Delridge Segment are described in Table 3-5.

Table 3-5. Section 4(f) Historic Resources in the Delridge Segment

Historic Property	Address	Built Date	National Register Eligibility Status	Figure
Bethlehem Pacific Coast Steel Company Office Building	4045 Delridge Way Southwest	1960	Eligible (Criteria A and C)	3-1f
Cettolin House	4022 32nd Avenue Southwest	1928	Eligible (Criterion C)	3-1f
Contemporary Ranch House	4150 32nd Avenue Southwest	1959	Eligible (Criterion C)	3-1f
Kirlow Four-Plex	3074 Southwest Avalon Way	1967	Eligible (Criterion C)	3-1f
Mrachke & Son	3860 to 3864 Delridge Way Southwest	1930	Eligible (Criteria A and C)	3-1f
Residence	4030 Delridge Way Southwest	1906	Eligible (Criteria A and C)	3-1f
Residence	4017 23rd Avenue Southwest	1907	Eligible (Criteria A and C)	3-1f
Residence	4044 32nd Avenue Southwest	1925	Eligible (Criterion C)	3-1f

Historic Property	Address	Built Date	National Register Eligibility Status	Figure
Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation	2424 Southwest Andover Street	1966	Previously Determined Eligible (Criterion A)	3-1f
Single-family Craftsman Residence	4108 25th Avenue Southwest	1907	Eligible (Criteria A and C)	3-1f
Single-family Craftsman Residence	4139 25th Avenue Southwest	1909	Eligible (Criterion C)	3-1f
West Seattle Golf Course	4600 35th Avenue Southwest	1936	Eligible (Criteria A and C)	3-1f
Residence	4019 Fauntleroy Way Southwest	1931	Eligible (Criterion C)	3-1f
Residence	4032 35th Avenue Southwest	1932	Eligible (Criterion C)	3-1f

Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

3.1.4 West Seattle Junction Segment

3.1.4.1 Parks/Recreational Resources and Wildlife/Waterfowl Refuges

Section 4(f) parks and recreational resources in the West Seattle Junction Segment are described in Table 3-6. Fauntleroy Place is in this segment, but FTA and Sound Transit propose that it does not play an important role in meeting the City of Seattle's park and recreation objectives because it is a small, grassy street triangle with one bench and is not used for recreational purpose by the public.

The City of Seattle concurred that Fauntleroy Place is not a significant park resource and is therefore not subject to Section 4(f) approval in accordance with 23 Code of Federal Regulations Section 774.11.c (see Attachment H.2).

Table 3-6. Section 4(f) Parks/Recreational Resources and Wildlife/Waterfowl Refuges in the West Seattle Junction Segment

Resource Name	Official with Jurisdiction	Location	Resource Activities, Features, and Attributes	Figure
West Seattle Stadium	Seattle Parks and Recreation	4432 35th Avenue Southwest	The stadium contains a 11.6-acre recreational area that includes a football field, a track, and two sets of stands, one of which is historic.	3-1g
Junction Plaza Park	Seattle Parks and Recreation	4545 42nd Avenue Southwest	A 0.2-acre neighborhood park, with a grass lawn, benches, plaza and walking path.	3-1g and 3-1h
West Seattle Junction Park	Seattle Parks and Recreation	Mid-block of 40th Avenue Southwest between Southwest Edmunds Street and Southwest Alaska Street	A 0.4-acre planned future park with a proposed design that includes several play elements, gathering spaces, café seating, benches, picnic lawn, and pathways. [a]	3-1h

[a] The Seattle Parks and Recreation Department purchased the land for this park in 2012. City Ordinance 124078 authorized the acceptance and recording of the deed for the purpose of open space, park and recreation. The City has begun conceptual design for the park and has engaged the community in park planning.

3.1.4.2 Historic Resources

Section 4(f) historic resources in the West Seattle Junction Segment are listed in Table 3-7.

Table 3-7. Section 4(f) Historic Resources in the West Seattle Junction Segment

Property	Address	Built Date	National Register Eligibility Status	Figure
Residence	4407 38th Avenue Southwest	1924	Eligible (Criterion C)	3-1g
Carlsen & Winquist Auto	4480 Fauntleroy Way Southwest	1946	Eligible (Criteria A and C)	3-1g
Chinook Apartments	4431 37th Avenue Southwest	1959	Eligible (Criterion C)	3-1g
Contemporary Ranch House	3221 Southwest Genesee Street	1959	Eligible (Criterion C)	3-1g
Golden Tee Apartments	3201 Southwest Avalon Way	1967	Eligible (Criterion C)	3-1g
Golden Tee Apartments	3211 Southwest Avalon Way	1967	Eligible (Criterion C)	3-1g
J.C. Penney/Russell Building	4520 California Avenue Southwest	1926	Eligible (Criteria A and C)	3-1g
Limcrest Apartments	3600 Southwest Genesee Street	1956	Eligible (Criterion C)	3-1g
Marier Foto Studio	4528 California Avenue Southwest	1928	Eligible (Criteria A and C)	3-1g
Residence	4446 40th Avenue Southwest	1908	Eligible (Criterion A)	3-1g
Residence	4426 38th Avenue Southwest	1932	Eligible (Criterion C)	3-1g
Single-Family Residence	4157 38th Avenue Southwest	1956	Eligible (Criterion C)	3-1g
Wardrobe Cleaners	4500 Fauntleroy Way Southwest	1949	Eligible (Criterion C)	3-1g
West Seattle Bowl	4505 39th Avenue Southwest	1948	Eligible (Criterion A)	3-1g
West Seattle Brake Service	4464 37th Avenue Southwest	1948	Eligible (Criteria A and C)	3-1g
Jim's Shell Service	4457 Fauntleroy Way Southwest	1965	Eligible (Criterion A)	3-1g
Alaska House	4545 42nd Avenue Southwest	1979	Eligible (Criterion C)	3-1g
Bartell Drugs	4548 California Avenue Southwest	1929	Eligible (Criteria A and C)	3-1g and 3-1h
Campbell Building	4554 California Avenue Southwest	1918	Eligible (Criteria A and C); Designated Seattle Landmark	3-1g and 3-1h
Single-Family Residence	4714 38th Avenue Southwest	1939	Eligible (Criterion C)	3-1h

Property	Address	Built Date	National Register Eligibility Status	Figure
Residence	4115 Southwest Hudson Street	1913	Eligible (Criterion C)	3-1h
Apartment Complex (two buildings)	4821 Fauntleroy Way Southwest	1957	Eligible (Criterion C)	3-1h
Craftsman Bungalow	4015 Southwest Hudson Street	1906	Eligible (Criteria A and C)	3-1h
Residence	5011 41st Avenue Southwest	1925	Eligible (Criterion C)	3-1h
Single-Family Residence	4755 38th Avenue Southwest	1957	Eligible (Criterion C)	3-1h
Venable and Wing Law Office	4826 California Avenue Southwest	1963	Eligible (Criterion C)	3-1h
Single-Family Residence	4039 36th Avenue Southwest	1953	Eligible (Criterion C)	3-1g
Single-Family Residence	4045 36th Avenue Southwest	1948	Eligible (Criterion C)	3-1g
Single-Family Residence	4109 38th Avenue Southwest	1919	Eligible (Criteria A and C)	3-1g
Single-Family Residence	4111 38th Avenue Southwest	1919	Eligible (Criteria A and C)	3-1g

Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

3.2 Section 4(f) Resources Potential Use Determinations

This section assesses impacts to Section 4(f) resources in the project study area by segment alternatives and provides determinations as to whether impacts would result in a use of that resource under Section 4(f). Summary tables of the findings in this section are presented in Section 3.3, Summary of Use Determinations.

For the discussion in this section, if a Section 4(f) resource is referred to as “not impacted,” it means that the particular resource would not have property permanently incorporated or temporarily occupied by any alternative, nor would there be a constructive use.

FTA requested concurrence from the City of Seattle on *de minimis* and temporary occupancy findings of 4(f) resources under their jurisdiction on April 15, 2024. The City of Seattle concurred with determinations that applied to the West Duwamish Greenbelt for Preferred Alternative DUW-1a and Option DUW-1b, based on coordination that has occurred to date with Sound Transit. The City declined to concur with findings on other resources that are only affected by other alternatives at this time, as their review focused on the preferred alternative.

In instances where an alternative would permanently incorporate land from a historic resource but that alternative’s impacts were found to **not** to cause an adverse effect under Section 106, this definitively results in a *de minimis* determination per 23 Code of Federal Regulations 774.17; as such, no further description of impacts is warranted in this Section 4(f) Evaluation. With respect to discussions of potential constructive use for historic resources in this evaluation, it is important to note that the bar for making a constructive use determination under Section 4(f) is

much higher than making a finding of adverse effect under Section 106. According to 23 Code of Federal Regulations 774.15, a constructive use only occurs when the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished; in contrast, a project would have an adverse effect under Section 106 if it would alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the National Register.

Considerations of "use" at a historic resource are linked to the finding of adverse effect under Section 106. The State Historic Preservation Officer provided a letter concurring with FTA's findings of effect for all historic properties in the area of potential effects on April 16, 2024. FTA and Sound Transit are developing a programmatic agreement to resolve adverse effects to historic properties.

3.2.1 SODO Segment

3.2.1.1 Parks/Recreational Resources and Wildlife/Waterfowl Refuges

There are no Section 4(f) parks and recreational resources in the SODO Segment.

3.2.1.2 Historic Resources

The following Section 4(f) historic resources would not be impacted by any SODO Segment alternatives:

- Lincoln Moving & Storage, Alaska Orient Van Lines Building
- Denny's
- Platt Electric Supply Co.
- Holgate Terminals Incorporated
- Mill & Mine Supply Co. Building and Warehouse
- Northwest Wire Works

One Section 4(f) historic resource (the Graybar Electric Company Building), discussed below, would be impacted by at least one SODO Segment alternative. Greater detail on impacts to historic resources in this segment is provided in Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS.

Graybar Electric Company Building

Preferred Option SODO-1c, Alternative SODO-1a, Option SODO-1b, and Alternative SODO-2

Each of the SODO Segment alternatives would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Preferred Option SODO-1c, Alternative SODO-1a, Option SODO-1b, and Alternative SODO-2 would result in a use of the Graybar Electric Company Building under Section 4(f).

3.2.2 Duwamish Segment

3.2.2.1 Parks/Recreational Resources and Wildlife/Waterfowl Refuges

Terminal 18 Park would not be impacted by any Duwamish Segment alternatives. Impacts to the West Duwamish Greenbelt and the Terminal 25 wildlife refuge from Duwamish Segment alternatives are discussed below.

West Duwamish Greenbelt

Alternative DUW-2 would not impact this resource.

Figure 3-2 shows the impacts to the West Duwamish Greenbelt described below. Figure 3-2 shows the northernmost parcels of the greenbelt only.

Preferred Alternative DUW-1a

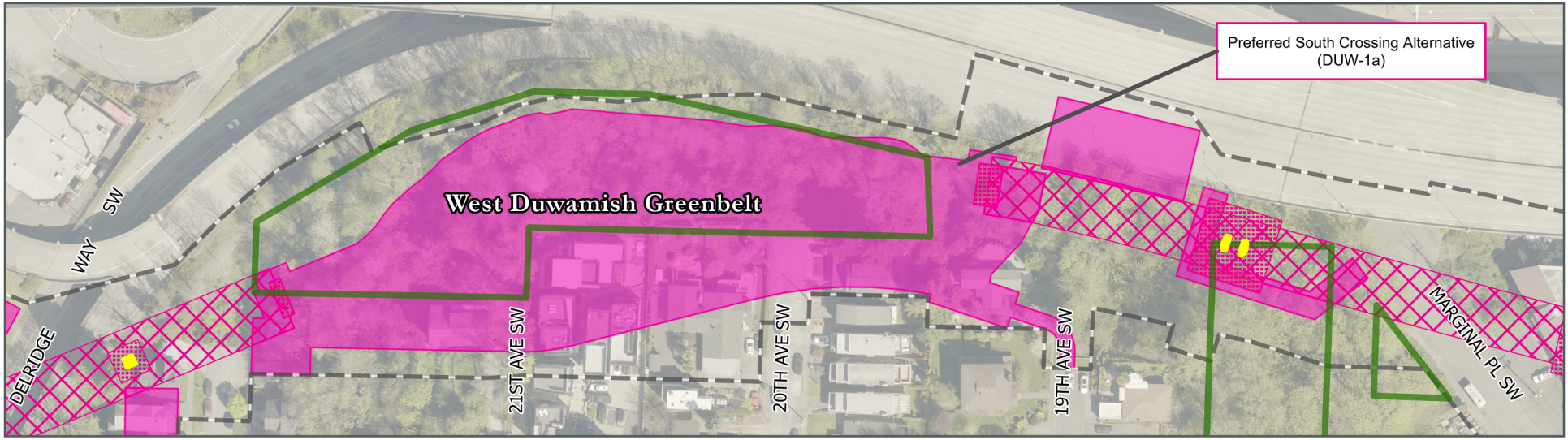
Preferred Alternative DUW-1a would permanently incorporate approximately 1.2 acres of the northernmost parcels of the greenbelt and convert this area to a transportation use; approximately 0.6 percent of total area of the greenbelt would be permanently impacted. The area that would be impacted is at the north end of the greenbelt, adjacent to the south side of the West Seattle Bridge. This area of the greenbelt has a steep grade and does not contain recreational activities, features, or attributes, nor is it designed for public access. While a public staircase connects Southwest Marginal Place to Southwest Charlestown Street in this area, it does not connect to or provide access to the trail system within the greenbelt. The permanent incorporation of land under Preferred Alternative DUW-1a would not affect the greenbelt's recreational trails, which are south of the study area. In accordance with a local regulation (City of Seattle Ordinance 118477), Sound Transit would purchase replacement land (with similar characteristics) to offset the land being acquired from the West Duwamish Greenbelt; it is assumed that replacement park land would be purchased by Sound Transit and conveyed to the City as agreed to by the City. However, if agreed to by the City and consistent with Ordinance 118477, Sound Transit would provide funds for purchase of replacement property.

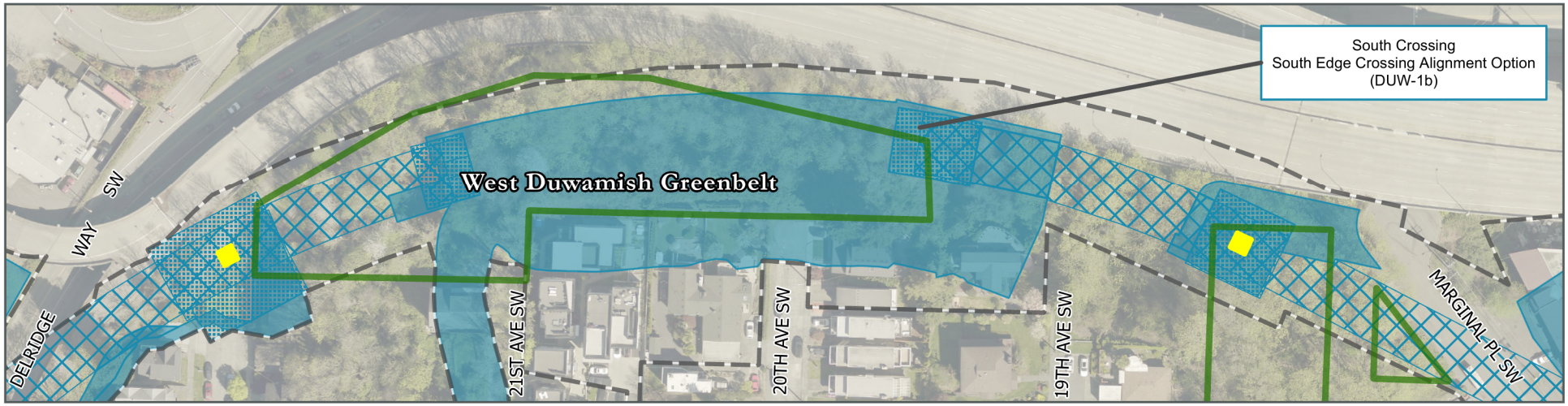
No land would be temporarily occupied at this resource (outside of the land to be permanently acquired).

Preferred Alternative DUW-1a could impact the wildlife habitat function of the greenbelt in that area by removing large trees, which support wildlife species such as great blue heron and peregrine falcon. The wildlife habitat temporarily impacted during construction would be replanted with low-growing vegetation, but large trees would not be allowed near the guideway.

Preferred Alternative DUW-1a would not result in noise, visual, or access impacts to the remainder of the greenbelt.

Conclusion. Based on the above discussion, although land would be permanently incorporated at this resource and some of its wildlife habitat would lose mature trees, Preferred Alternative DUW-1a would not adversely affect the recreational activities, features, or attributes of this resource that qualify it for protection under Section 4(f). The project includes vegetation restoration and replacement property of equal function and value to minimize harm. Therefore, impacts to the West Duwamish Greenbelt under Preferred Alternative DUW-1a have been determined to be *de minimis.* Based on the nature of the impact discussed above and the mitigation measures Sound Transit will perform (as described in Section 3.5.3, Parks and Recreation Measures to Minimize Harm), the City of Seattle has concurred with this *de minimis* determination (Attachment H.2).





Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Preferred Alternative
Other Alternative
Construction Footprint
Permanent Surface Footprint *
Permanent Elevated Footprint *
Permanent Sub-Surface Footprint *
* (color varies by alternative type)
Approximate Elevated Guideway Column Location
Park Boundary
Note: Column includes surface and sub-surface impact.

FIGURE 3-2
West Duwamish Greenbelt
Permanent and Construction Impacts
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet
N

Option DUW-1b

Option DUW-1b would permanently incorporate approximately 1 acre of the West Duwamish Greenbelt; approximately 0.6 percent of the total area of the greenbelt would be permanently impacted. The area that would be impacted is at the north end of the greenbelt, adjacent to the south side of the West Seattle Bridge. This area of the greenbelt has a steep grade and does not contain recreational amenities or features, nor is it publicly accessible. The permanent incorporation of land under Option DUW-1b would not affect the greenbelt's recreational trails, which are south of the study area. In accordance with a local regulation (City of Seattle Ordinance 118477), Sound Transit would purchase replacement land (with similar characteristics) to offset the land being acquired from the West Duwamish Greenbelt; it is assumed that replacement park land would be purchased by Sound Transit and conveyed to the City as agreed to by the City. However, if agreed to by the City and consistent with Ordinance 118477, Sound Transit would provide funds for purchase of replacement property.

No land would be temporarily occupied at this resource (outside of the land to be permanently acquired).

Option DUW-1b could impact the wildlife habitat function of the greenbelt in that area by removing large trees, which support wildlife species such as great blue heron and peregrine falcon. The wildlife habitat temporarily impacted during construction would be replanted with low-growing vegetation, but large trees would not be allowed near the guideway. Option DUW-1b would not result in noise, visual, or access impacts to the remainder of the greenbelt.

Conclusion. Based on the above discussion, although land would be permanently incorporated at this resource and some of its wildlife habitat would lose mature trees, Option DUW-1b would not adversely affect the recreational activities, features, or attributes of this resource that qualify it for protection under Section 4(f). The project includes vegetation restoration and replacement property of equal function and value to minimize harm. Therefore, impacts to the West Duwamish Greenbelt under Option DUW-1b have been determined to be *de minimis.* Based on the nature of the impact discussed above and the mitigation measures Sound Transit will perform (as described in Section 3.5.3, Parks and Recreation Measures to Minimize Harm), the City of Seattle has concurred with this *de minimis* determination (Attachment H.2).

Terminal 25 Wildlife Refuge

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would permanently incorporate approximately 0.01 acre of the planned approximately 10-acre Terminal 25 wildlife refuge to accommodate guideway support columns; approximately 0.1 percent of the planned refuge would be permanently impacted. This wildlife refuge has been in development with the Elliott Bay Natural Resources Trustee Council, which includes multiple Tribes and federal and state agencies, for several years. The creation of this refuge will include cleanup of contamination at this site; removal of approximately 950 creosote piles, debris, fill, and riprap; excavation of intertidal and subtidal elevations; and installation of anchored large woody debris to support intertidal marsh and riparian buffer plantings. Conceptual design for this site was completed in 2021, design authorization for this refuge was approved by the Port of Seattle in February 2022, and construction is expected to begin in 2025. The National Oceanic and Atmospheric Administration has confirmed the ecological value of the Terminal 25 wildlife refuge site to be used for habitat mitigation. The Terminal 25 wildlife refuge project is a component of a natural resource damages settlement and will have a restrictive

covenant conveyed by the Port of Seattle to the Washington Department of Ecology on behalf of itself, federal resource agencies, and Tribes.

Per coordination with the Port of Seattle, the placement of columns would adversely impact planned future wildlife features and attributes by eliminating planned redevelopment and habitat restoration efforts intended to support the recovery of Chinook salmon and southern resident killer whales (*Orcinus orca*), which are listed under the Endangered Species Act as threatened and endangered, respectively. Any impacts to this site would require redesign of the site to achieve the same benefits and would require approval by all parties to the natural resources damage settlement. This would extend the schedule for restoration of this site and delay benefits to these species.

Sound Transit would coordinate with the Port of Seattle to identify potential modifications to the planned wildlife refuge if this alternative is selected. Redesigning the planned refuge to achieve the same intended benefit would delay both the construction of the wildlife refuge project and the opportunity to realize the intended benefits to wildlife in this area, including threatened and endangered species.

Conclusion. Based on the above discussion, Alternative DUW-2 would adversely affect the planned wildlife refuge activities, features, and attributes of this resource that qualify it for protection under Section 4(f); as such, Alternative DUW-2 would result in an individual use of the planned Terminal 25 wildlife refuge.

3.2.2.2 Historic Resources

The following Section 4(f) historic resources would not be impacted by any Duwamish Segment alternatives:

- Seattle Pacific Sales Company Warehouse
- Link-Belt Company Property
- Alaskan Copper Works/Eagle Brass Foundry Company
- Alaskan Copper and Brass Company
- NW Motor Parts Corporation Building
- Scientific Supplies Company
- Riches & Adams Co./Seattle Opportunities Industrialization Center, Inc.
- General Construction Company Office
- Northern Pacific Railway Bridge over the West Duwamish Waterway
- Los Angeles-Seattle Motor Express Company
- Air Mac, Inc.
- Warehouse and Office Building
- Seattle City Light South Receiving Substation
- Seattle City Light South Receiving Substation Switchyard
- Seattle City Light Warehouse and Office Building
- Seattle City Light South Rectifier Substation
- M.J.B. Coffee Company Warehouse

- Single-Family Residence, 3842 23rd Avenue Southwest
- Northern Pacific Railway-Argo to Seattle Waterfront
- Milwaukee Terminal Railway Company/Chicago, Milwaukee, St. Paul & Pacific Railway-Argo to Waterfront Yard
- Northern Pacific Railway West Seattle Line
- Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal
- Pacific Reefer Fisheries
- Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line

Section 4(f) historic resources that would be impacted by at least one Duwamish Segment alternative are discussed below. Greater detail on impacts to historic resources in this segment is provided in Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS.

Viking Automatic Sprinkler Company

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-2 would result in a use of the Viking Automatic Sprinkler Company historic resource under Section 4(f).

Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District

Alternative DUW-2 would not impact this resource.

Preferred Alternative DUW-1a and Option DUW-1b

Preferred Alternative DUW-1a and Option DUW-1b would both result in the demolition of one or more buildings within this historic district, which would cause an adverse effect under Section 106 to the district and its contributing resources (Historic Office, Pacific Coast Forge Building, North Warehouse, South Warehouse, and East Warehouse). The exact buildings to be demolished would be determined during final design once the structural integrity of buildings can be evaluated, as some buildings may be connected. Sound Transit would minimize the number of buildings demolished as much as possible. As described in Final EIS Section 4.16, Historic and Archaeological Resources, and Appendix N.5, Historic and Archaeological Resources Technical Report, the buildings within the historic district are not individually eligible for the National Register.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Preferred Alternative DUW-1a and Option DUW-1b would result in a use of the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District and its contributing resources under Section 4(f).

Fire Station 14

Option DUW-1b would not impact this resource.

Preferred Alternative DUW-1a

Preferred Alternative DUW-1a would permanently incorporate land from this historic resource but was found **not** to cause an adverse effect under Section 106. There would be no additional temporary occupancy of land at this resource during construction.

Alternative DUW-2

Alternative DUW-2 would permanently incorporate land from this historic resource but was found **not** to cause an adverse effect under Section 106. There would be no additional temporary occupancy of land at this resource during construction.

Conclusion. Although land would be permanently incorporated from this historic resource, Preferred Alternative DUW-1a and Alternative DUW-2 would **not** result in an adverse effect under Section 106. As such, impacts to the Fire Station 14 historic resource under Alternative DUW-2 are determined to be *de minimis* under Section 4(f).

Pacific Hoist and Warehouse Company

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would permanently incorporate land from this historic resource but was found **not** to cause an adverse effect under Section 106. There would be no additional temporary occupancy of land at this resource during construction.

Conclusion. Although land would be permanently incorporated from this historic resource, Alternative DUW-2 would **not** result in an adverse effect under Section 106. As such, impacts to the Pacific Hoist and Warehouse Company historic resource under Alternative DUW-2 are determined to be *de minimis* under Section 4(f).

Langendorf United Bakeries

Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2

Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 would permanently incorporate land from this historic resource but were found **not** to cause an adverse effect under Section 106. There would be no additional temporary occupancy of land at this resource during construction.

Conclusion. Although land would be permanently incorporated from this historic resource, Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 would **not** result in an adverse effect under Section 106. As such, impacts to the Langendorf United Bakeries historic resource under Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 are determined to be *de minimis* under Section 4(f).

Langendorf United Bakeries Repair Garage

Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2

Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 would permanently incorporate land from this historic resource but were found **not** to cause an adverse effect under

Section 106. There would be no additional temporary occupancy of land at this resource during construction.

Conclusion. Although land would be permanently incorporated from this historic resource, Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 would **not** result in an adverse effect under Section 106. As such impacts to the Langendorf United Bakeries Garage under Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 are determined to be *de minimis* under Section 4(f).

A.M. Castle and Company

Alternative DUW-2 would not impact this resource.

Preferred Alternative DUW-1a

Preferred Alternative DUW-1a would not permanently incorporate land from the A.M. Castle historic resource nor would there be a temporary occupancy of land at this resource during construction under this alternative.

Although land would not be permanently incorporated, this alternative was found to cause an adverse effect under Section 106 to the A.M. Castle and Company historic resource because the resource would experience a diminishment of setting, feeling, and association due to the demolition of other buildings within the Spokane Street Manufacturing Historic District. Under Section 106, the A.M. Castle and Company historic resource is recommended as individually eligible for listing in the NRHP under Criteria A and C. Architecturally, the property is a distinct example of an industrial property with an office in front and warehouse in back, and thus embodies distinctive characteristics of its type and period. Additionally, it represents the work of a master; for these reasons, it meets Criterion C. Based on this, the A.M. Castle and Company historic resource's setting is not what qualifies it for Section 4(f) protection. As such, the project's impact to the visual setting of this resource would **not** result in a constructive use of this resource because there would not be a substantial impairment of the protected activities, features, or attributes of the A.M. Castle and Company historic resource under Section 4(f). 23 CFR 774.15(2) provides further guidance in this matter: "*Examples of substantial impairment to visual or esthetic qualities would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a Section 4(f) property which derives its value in substantial part due to its setting*."

Conclusion. Based on the above discussion, there would be no use of the A.M. Castle historic resource under Section 4(f) for Preferred Alternative DUW-1a.

Option DUW-1b

Option DUW-1b would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Option DUW-1b would result in a use of the A.M. Castle and Company historic resource under Section 4(f).

Alaskan Copper Company Employment Office

Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2

Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 would result in a use of the Alaskan Copper Company Employment Office historic resource under Section 4(f).

Auto Repair Garage

Alternative DUW-2 would not impact this resource.

Preferred Alternative DUW-1a and Option DUW-1b

Preferred Alternative DUW-1a and Option DUW-1b would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Preferred Alternative DUW-1a and Option DUW-1b would result in a use of the Auto Repair Garage historic resource under Section 4(f).

Department of Highways District No. 1 Headquarters – Office/Administrative Building

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would permanently incorporate land from this historic resource and would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-2 would result in a use of the Department of Highways District Number 1 Headquarters – Office/Administrative Building historic resource under Section 4(f).

Department of Highways District No. 1 Headquarters – Maintenance Building

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would permanently incorporate land from this historic resource and would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-2 would result in a use of the Department of Highways District Number 1 Headquarters – Maintenance Building historic resource under Section 4(f).

Department of Highways District No. 1 Headquarters – Storage Building

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would permanently incorporate land from this historic resource and would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-2 would result in a use of

the Department of Highways District Number 1 Headquarters – Storage Building historic resource under Section 4(f).

Department of Highways District No. 1 Headquarters – Car/Paint Building

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-2 would result in a use of the Department of Highways District No. 1 Headquarters Car/Paint Building historic resource under Section 4(f).

Department of Highways District No. 1 Headquarters – Maintenance/Garage Building

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-2 would result in a use of the Department of Highways District No. 1 Headquarters Maintenance/Garage Building historic resource under Section 4(f).

Spokane Street Manufacturing Historic District

Alternative DUW-2 would not impact this resource.

Alternative DUW-1a

Preferred Alternative DUW-1a would result in the demolition of the following contributing resources:

- Acme Tool Works
- Edwards Ice Machine Co./Eagle Metals Co.
- Simmons Company Metal Beds, Springs, & Mattress Warehouse at 99 South Spokane Street
- Lindmark Machine Works at 3626 East Marginal Way South
- Air Reduction Company at 3623 East Marginal Way South
- Air Reduction Company Carbide Storage Building at 3621 East Marginal Way South
- Air Reduction Company Auto Repair Garage at 3621 East Marginal Way South
- Light Industrial Building at 3633 East Marginal Way South
- Nelson Iron Works Blacksmith & Machinist Shop

The demolition of these resources would cause an adverse effect under Section 106 to the district and its contributing resources.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-1a would result in a use of the Spokane Street Manufacturing Historic District resource under Section 4(f).

Option DUW-1b

Option DUW-1b would result in the demolition of the same historic resources in the Spokane Street Manufacturing Historic District as Preferred Alternative DUW-1a. This option would also result in demolition of the following additional contributing resources in this district:

- A.M. Castle and Company Building
- Puget Sound Sheet Metal Works

The demolition of these resources would cause an adverse effect under Section 106 to the district and its contributing resources.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Option DUW-1b would result in a use of the Spokane Street Manufacturing Historic District resource under Section 4(f).

Acme Tool Works

Alternative DUW-2 would not impact this resource.

Preferred Alternative DUW-1a and Option DUW-1b

Preferred Alternative DUW-1a and Option DUW-1b would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Preferred Alternative DUW-1a and Option DUW-1b would result in a use of the Acme Tool Works historic resource under Section 4(f).

Transportation Equipment Rentals Office Building

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-2 would result in a use of the Transportation Equipment Rentals Office Building historic resource under Section 4(f).

Transportation Equipment Rentals Maintenance Warehouse

Preferred Alternative DUW-1a and Option DUW-1b would not impact this resource.

Alternative DUW-2

Alternative DUW-2 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DUW-2 would result in a use of the Transportation Equipment Rentals Maintenance Warehouse historic resource under Section 4(f).

3.2.3 Delridge Segment

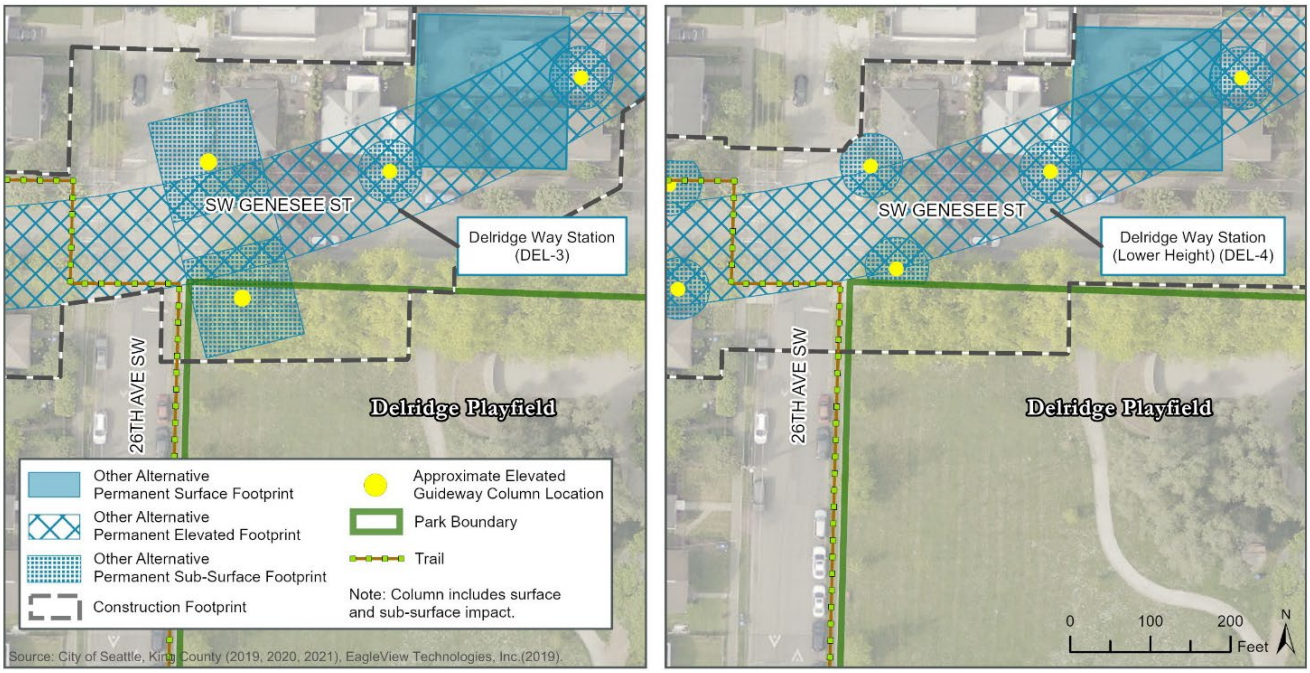
3.2.3.1 Parks/Recreational Resources and Wildlife/Waterfowl Refuges

The Section 4(f) parks and recreational resources in the Delridge Segment (Delridge Playfield, Longfellow Creek Natural Area, and West Seattle Golf Course) that would be impacted by a Delridge Segment alternative are described below. Preferred Option DEL-6b, Alternative DEL-2a, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not impact Section 4(f) parks and recreational resources.

Delridge Playfield

Figure 3-3 shows the impacts to Delridge Playfield described in the following sections. Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Option DEL-2b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not impact the Delridge Playfield.

Figure 3-3. Delridge Playfield Impacts – Delridge Segment



Alternative DEL-3

This alternative would permanently incorporate less than 0.1 acre of the playfield to accommodate an elevated guideway column; approximately less than 1 percent of the total area of the playfield would be permanently impacted. The area that would be permanently incorporated is adjacent to Southwest Genesee Street and does not contain recreational activities, features, or attributes. An additional 0.1 acre of the Delridge Playfield property adjacent to Southwest Genesee Street would be temporarily occupied during construction. The area that would be temporarily occupied is adjacent to Southwest Genesee Street and does not contain recreational amenities or features, but the alternative could temporarily impact access to the pathway within the park from Southwest Genesee Street for short periods of time.

The area disturbed during construction would be fully restored when construction is completed. There would be no adverse effect to the activities, features, or attributes that qualify the Delridge Playfield for protection under Section 4(f) as a result of the permanent incorporation of land or

during construction. There would be no noise, visual, or access impacts to the recreational part of this resource.

Conclusion. Although land would be permanently incorporated, Alternative DEL-3 would not adversely affect the recreational activities, features, or attributes of this resource either permanently or temporarily; therefore, impacts to the Delridge Playfield under Alternative DEL-3 are determined to be *de minimis*. As described above, the City has not provided concurrence on this finding.

Alternative DEL-4

There would be no permanent incorporation of land at Delridge Playfield under this alternative. However, 0.1 acre of the Delridge Playfield property adjacent to Southwest Genesee Street would be temporarily occupied during construction. The area that would be temporarily occupied is adjacent to Southwest Genesee Street and does not contain any recreational activities, features, or attributes, but the alternative could temporarily impact access to the pathway within the park from Southwest Genesee Street for short periods of time. The temporary occupancy exception criteria and findings are as follows:

1. ***Criterion:*** *Duration must be temporary (i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land).*

   Finding: Although the overall duration of project construction would be approximately 5 years, the project would be constructed in phases, and the duration of the temporary occupancy of Delridge Playfield would be approximately 1.5 years, so less than the time needed to construct the whole project. There would be no change in ownership of this resource.

2. ***Criterion:*** *Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal).*

   Finding: The area of the Delridge Playfield that would be temporarily occupied is at the northwest corner of the park. Trees and grass would be removed from this corner for construction of the guideway, but there are no recreational features or amenities in the area of the park that would be impacted. As such, the magnitude of changes to this Section 4(f) resource would be minor.

3. ***Criterion:*** *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.*

   Finding: None of the activities, features, or attributes of the Delridge Playfield would incur permanent adverse physical impacts, nor would there be temporary or permanent interference with visitors using the playfield as they currently do. The Delridge Playfield is a 14-acre property with amenities located throughout. The area of temporary occupancy is a small area of lawn with a few street trees at the northern edge of the property, adjacent to a busy roadway; there are no recreational activities, features, or attributes in this part of the park. Although the construction of this alternative could temporarily impact access to the pathway within the park from Southwest Genesee Street for short periods of time, there are alternate pathways and access points for visitors.

   There would be no temporary or permanent visual, or access impacts that interfere with the protected activities, features, or attributes of the property.

4. ***Criterion:*** *The land being used must be fully restored (i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project).*

Finding: The approximate 0.1 acre of vegetated land disturbed during temporary occupancy would be restored to existing conditions or better after construction.

5. ***Criterion:*** *There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

   Finding: FTA and Sound Transit have requested documented agreement from the City of Seattle that the above temporary occupancy exception criteria are met for this resource.

Conclusion. Alternative DEL-4 would not adversely affect the recreational activities, features, or attributes of the Delridge Playfield either permanently or during temporary occupancy. The temporary occupancy is determined to be minimal and would not constitute a use because it satisfies the temporary use exception conditions. As described above, the City has not provided concurrence on this finding.

Longfellow Creek Natural Area

Figure 3-4 shows project impacts to the Longfellow Creek Natural Area, which are described below by alternative. Preferred Option DEL-6b, Alternative DEL-2a, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not impact this resource.

Alternative DEL-1a

There would be no permanent incorporation of land at Longfellow Creek Natural Area under this alternative. However, Alternative DEL-1a would temporarily occupy 0.1 acre of the Longfellow Creek Natural Area during construction. The impacts would include removal of trees and construction of a temporary work trestle in the natural area to provide additional space on Southwest Genesee Street for equipment to maneuver. The temporarily occupied area is on the south end of the natural area. The temporary occupancy exception criteria and findings are as follows:

1. ***Criterion****: Duration must be temporary (i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land).*

   Finding: Although the overall duration of project construction would be approximately 5 years, the project would be constructed in phases, so the duration of the temporary occupancy of Longfellow Creek Natural Area (3 to 4 years) would be less than the time needed to construct the whole project. There would be no change in ownership of this resource.

2. ***Criterion****: Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal).*

   Finding: The part of the Longfellow Creek Natural Area that would be temporarily occupied is vegetated with plants and trees but does not contain recreational amenities or features and is not used for recreational purposes by the public. Access to the Longfellow Creek Legacy Trail (which travels through the natural area) from Southwest Genesee Street would be temporarily restricted, but construction would not inhibit the public's ability to visit the trail or the natural area because there are other points of access nearby. Visitors would still have easy access to the trail in the natural area throughout the construction period (impacts to the greater trail resource are described separately). As such, the magnitude of changes to this Section 4(f) resource would be minor.

3. ***Criterion:*** *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.*

   Finding: None of the activities, features, or attributes of the Longfellow Creek Natural Area would incur permanent adverse physical impacts, nor would there be temporary or permanent interference with visitors using the natural area via the trail as they currently do. Although the southern access point to the trail would be temporarily closed, visitors would still be able to use the trail and enjoy the natural area from other points of access. There would be no temporary or permanent noise, visual, or access impacts that interfere with the protected activities, features, or attributes of the property.

4. ***Criterion:*** *The land being used must be fully restored (i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project).*

   Finding: The approximate 0.1 acre of vegetated land disturbed during temporary occupancy would be restored to existing conditions or better after construction.

5. ***Criterion:*** *There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

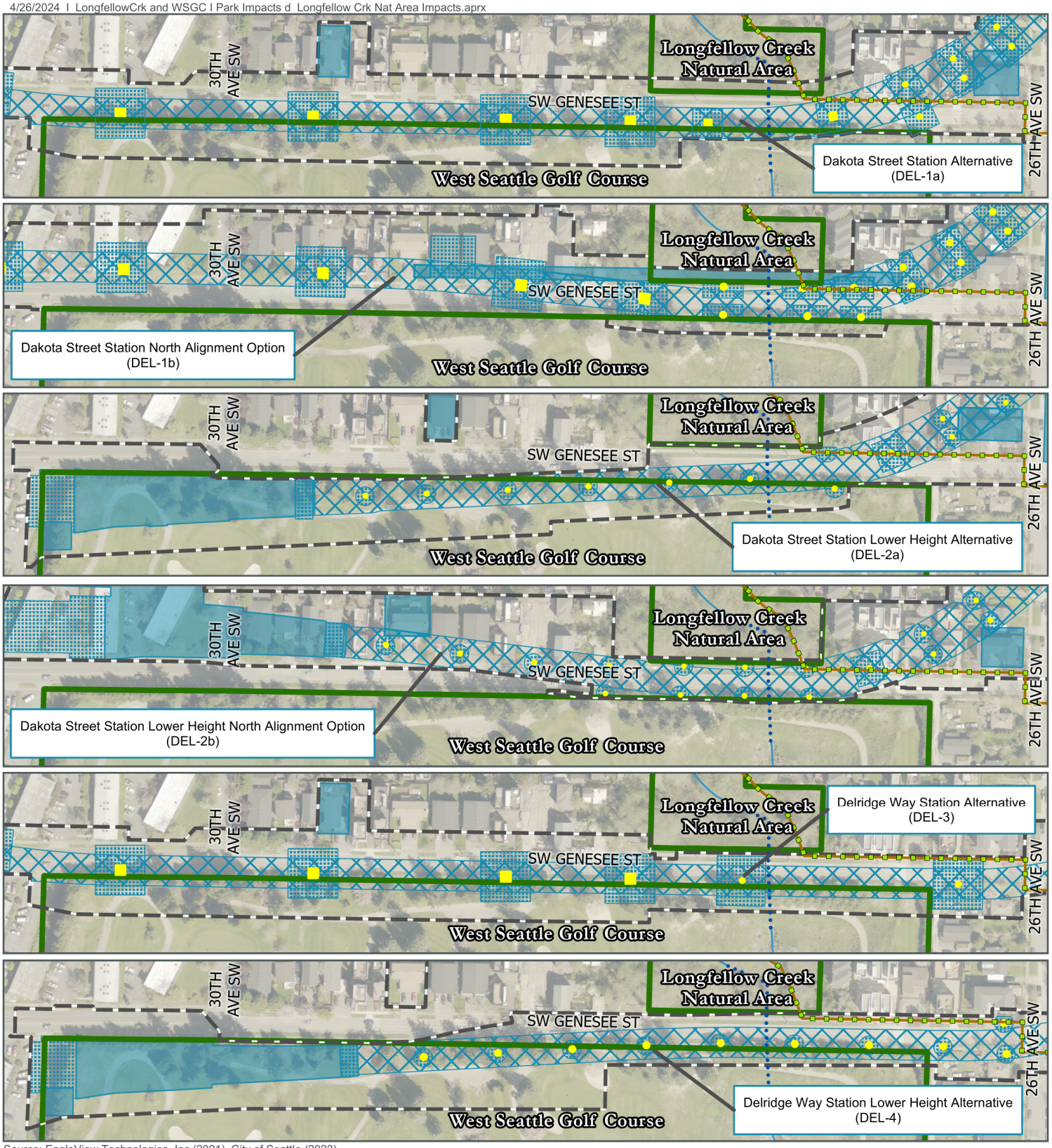
   Finding: FTA and Sound Transit have requested documented agreement from the City of Seattle that the above temporary occupancy exception criteria are met for this resource.

Conclusion. Alternative DEL-1a would not adversely affect the recreational activities, features, or attributes of the Longfellow Creek Natural Area either permanently or during temporary occupancy. The temporary occupancy is determined to be minimal and would not constitute a use because it satisfies the temporary use exception conditions. As described above, the City has not provided concurrence on this finding.

Option DEL-1b

Option DEL-1b would permanently incorporate approximately 0.1 acre of the south end of the natural area, adjacent to Southwest Genesee Street; approximately 2 percent of the total area of the natural area would be permanently incorporated. The area that would be permanently incorporated is vegetated with plants and trees; does not contain any recreational activities, features, or attributes; and is not used by the public for recreation. Access to the Longfellow Creek Legacy Trail (which travels through the natural area) would not be impacted. Option DEL-1b would also temporarily occupy less than 0.1 acre of the south end of the natural area to construct the project. Access to the Longfellow Legacy Trail from Southwest Genesee Street would be temporarily restricted, but construction would not inhibit use of the trail or the natural area from other points of access. Therefore, visitors would still have easy access to enjoy the trail in the natural area throughout the construction period (impacts to the greater trail resource are described separately). The area disturbed during construction would be restored, including planting trees when construction is completed. As such, there would be no adverse effect on the activities, features, or attributes that qualify the natural area for protection under Section 4(f) as a result of the permanent incorporation of land or during construction.

Conclusion. Based on the above discussion, Option DEL-1b would not adversely affect the recreational activities, features, or attributes of this resource either permanently or temporarily during construction; therefore, impacts to the Longfellow Creek Natural Area under this option are determined to be *de minimis*. As described above, the City has not provided concurrence on this finding.



Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Other Alternative Permanent Surface Footprint

Other Alternative Permanent Elevated Footprint

Other Alternative Permanent Sub-Surface Footprint

Construction Footprint

Approximate Elevated Guideway Column Location

Park Boundary

Trail

Stream

Piped Stream

Note: Column includes surface and sub-surface impact.

FIGURE 3-4

Longfellow Creek Natural Area, Longfellow Creek Legacy Trail and West Seattle Golf Course Permanent and Construction Impacts

Delridge Segment

West Seattle Link Extension

0 150 300 Feet

N

Option DEL-2b

There would be no permanent incorporation of land at Longfellow Creek Natural Area under this alternative. However, Option DEL-2b would temporarily occupy 0.1 acre of the Longfellow Creek Natural Area during construction. The impacts would include removal of trees and construction of a temporary work trestle in the natural area to provide additional space on Southwest Genesee Street for equipment to maneuver. The temporarily occupied area is on the south end of the natural area. The temporary occupancy exception criteria and findings are as follows:

1. ***Criterion**: Duration must be temporary (i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land).*

   Finding: Although the overall duration of project construction would be approximately 5 years, the project would be constructed in phases, so the duration of the temporary occupancy of Longfellow Creek Natural Area (3 to 4 years) would be less than the time needed to construct the whole project. There would be no change in ownership of this resource.

2. ***Criterion:** Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal).*

   Finding: The part of the Longfellow Creek Natural Area that would be temporarily occupied is vegetated with plants and trees but does not contain recreational amenities or features and is not used for recreational purposes by the public. Access to the Longfellow Creek Legacy Trail (which travels through the natural area) from Southwest Genesee Street would be temporarily restricted, but construction would not inhibit the public's ability to visit the trail or the natural area because there are other points of access nearby. Visitors would still have easy access to the trail in the natural area throughout the construction period.

   (Impacts to the greater trail resource are described separately). As such, the magnitude of changes to this Section 4(f) resource would be minor.

3. ***Criterion:** There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.*

   Finding: None of the activities, features, or attributes of the Longfellow Creek Natural Area would incur permanent adverse physical impacts, nor would there be temporary or permanent interference with visitors using the natural area via the trail as they currently do. Although the southern access point to the trail would be temporarily closed, visitors would still be able to use the trail and enjoy the natural area from other points of access. There would be no temporary or permanent noise, visual, or access impacts that interfere with the protected activities, features, or attributes of the property.

4. ***Criterion:** The land being used must be fully restored (i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project).*

   Finding: The approximate 0.1 acre of vegetated land disturbed during temporary occupancy would be restored to existing conditions or better after construction.

5. ***Criterion:** There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

   Finding: FTA and Sound Transit have requested documented agreement from the City of Seattle that the above temporary occupancy exception criteria are met for this resource.

Conclusion. Option DEL-2b would not adversely affect the recreational activities, features, or attributes of the Longfellow Creek Natural Area either permanently or during temporary occupancy. The temporary occupancy is determined to be minimal and would not constitute a use because it satisfies the temporary use exception conditions. As described above, the City has not provided concurrence on this finding.

Longfellow Creek Legacy Trail

Figure 3-4 shows project impacts to the Longfellow Creek Legacy Trail, which are described below by alternative. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative 7 would not impact this resource.

Alternative DEL-1a, Alternative DEL-2a, Alternative DEL-3, and Alternative DEL-4

These alternatives would all construct an elevated guideway over portions of Southwest Genesee Street in the vicinity of the Longfellow Creek Trail, but they would avoid placing guideway columns on the trail inside the Longfellow Creek Natural Area. These alternatives would all avoid a permanent incorporation or temporary occupancy of the Longfellow Creek Legacy Trail resource, as well as any impacts to the trail access from Southwest Genesee Street. Each of these alternatives would result in the visible removal of trees along the south side of Southwest Genesee Street near the trail and the visual presence of an elevated guideway from areas of the trail, but these visual impacts would not substantially impair the ability of users to recreationally use the trail in the manner they do today.

Conclusion. Based on the above discussion, these alternatives would not adversely affect the recreational activities, features, or attributes of the Longfellow Creek Legacy Trail either permanently or temporarily, and there would be no substantial impairment to the resource as a result of proximity impacts. As such, there would be no constructive use of the Longfellow Creek Legacy Trail under Alternative DEL-1a, Alternative DEL-2a, Alternative DEL-3, and Alternative DEL-4.

Option DEL-1b and Option DEL-2b

Option DEL-1b and Option DEL-2b would result in a permanent incorporation of the trail because the trail connection stairway to the sidewalk on Southwest Genesee Street would need to be relocated slightly northward due to widening of the roadway to the north by about 20 feet. However, the relocated trail access would provide the same function as the current trail, and trail users would be able to use the trail in the same manner they do today.

These options would also result in the temporary detour of the trail at the trail's access point from Southwest Genesee Street during construction. About 600 feet of trail between Southwest Nevada Street and Southwest Genesee Street would continue to be accessible, but the staircase to connect to Southwest Genesee Street would not be accessible. A signed detour would be provided via 26th Avenue Southwest and Southwest Nevada Street and via Southwest Dakota Street during temporary closures of 26th Avenue Southwest to maintain continuity of the trail.

Conclusion. Based on the above discussion, Option DEL-1b and Option DEL-2b would not adversely affect the recreational activities, features, or attributes of this resource either permanently or temporarily during construction; therefore, impacts to the Longfellow Creek Natural Area under this option are determined to be *de minimis*. As described above, the City has not provided concurrence on this finding.

West Seattle Golf Course

Figure 3-4 shows project impacts to the West Seattle Golf Course, which are described below by alternative. Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not impact this resource.

Alternative DEL-1a

There would be no permanent incorporation of land at the West Seattle Golf Course with this alternative. The project would require a 0.5-acre aerial easement along the north edge of the park property. The guideway would be approximately 150 feet high adjacent to the golf course, and the area underneath the guideway would remain open and the aerial easement would not extend over the playable area. Trees in this area would be removed. Within the same area of the aerial easement, there would also be an underground easement for guideway column foundations, but the columns would be outside of the golf course property, in the right-of-way. However, construction of the Alternative DEL-1a would result in the temporary occupancy of approximately 1 acre of the north end of the golf course property, impacting up to three greens (holes 13, 14 and 16) and the cart path in the golf course. The affected greens would be modified, and the cart path rerouted to avoid the construction area. Although nearby play may be impacted during some construction activities involving large cranes (such as girder placement), these construction activities would have short time durations (less than an hour); therefore, play on nearby holes would only be restricted during those times. The area temporarily occupied would be fully restored after construction. Sound Transit would coordinate with Seattle Parks and Recreation to determine the final mitigation to ensure the golf course is still playable throughout construction. With the course modification to avoid impacts during construction, the course would be playable similar to how it is played today; the adverse effect to the golf course would be mitigated prior to construction. The temporary occupancy exception criteria and findings are as follows:

1. ***Criterion:*** *Duration must be temporary (i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land).*

   Finding: Although the overall duration of project construction would be approximately 5 years, the project would be constructed in phases, so the duration of the temporary occupancy of West Seattle Golf Course (up to 3 years) would be less than the time needed to construct the whole project. There would be no change in ownership of this resource.

2. ***Criterion:*** *Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal).*

   Finding: Although a portion of the golf course would be modified to keep two greens playable during construction, it would continue to be used in the same manner it is currently (for playing golf); as such, the existing features and attributes that qualify the golf course for protection under Section 4(f) would be minimally impacted by project actions.

3. ***Criterion:*** *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.*

   Finding: None of the activities, features, or attributes of the West Seattle Golf Course would incur permanent adverse physical impacts, nor would there be temporary or permanent interference with visitors using the golf course as they currently do. The impacted greens would be modified, and the cart path re-aligned prior to construction to ensure that the course remains playable. Although there would be periodic temporary interruptions to nearby play during some construction activities involving large cranes, these construction activities would

have short time durations (less than an hour) and only play on nearby holes would be restricted during those times. This would not result in temporary interference because the golf course itself would remain open and the activity of golf would remain available to visitors at other areas of the course.

4. ***Criterion:*** *The land being used must be fully restored (i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project).*

   Finding: The approximate 1 acre of vegetated land disturbed during temporary occupancy would be restored to existing conditions or better after construction.

5. ***Criterion:*** *There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

   Finding: FTA and Sound Transit have requested documented agreement from the City of Seattle that the above temporary occupancy exception criteria are met for this resource.

There would be visual impacts associated with the installation of an elevated guideway adjacent to the golf course, which has views of Downtown Seattle, Elliott Bay, and Mount Rainier from various locations. While these views are a feature of the golf course, the golf course as a park/recreation Section 4(f) resource is primarily valued for providing an opportunity for the general public to actively recreate by playing golf and the golf course does not derive its purpose or significance from the quality of its views. It is the active recreational element from which the golf course derives its significance as a recreational resource and its subsequent protection under Section 4(f); an impact to views from some parts of the golf course would not substantially impair this recreational element. As such, there would be no adverse effect on the activities, features, or attributes that qualify the golf course for protection under Section 4(f).

Conclusion. Based on the above discussion, Alternative DEL-1a would not adversely affect the recreational activities, features, or attributes of the West Seattle Golf Course either permanently or during temporary occupancy. The temporary occupancy is determined to be minimal and would not constitute a use because it satisfies the temporary use exception conditions. As described above, the City has not provided concurrence on this finding.

Option DEL-1b and Option DEL-2b

There would be no permanent incorporation of land at the West Seattle Golf Course with these options. These options would require a less than 0.1-acre aerial easement for guideway overhang, and the columns and foundations would be outside of the golf course property, in the right-of-way. However, Option DEL-1b and Option DEL-2b would temporarily occupy a small portion of land (approximately 0.2 acre) on the north side of the golf course for up to 3 years during construction. This would require temporarily re-aligning a cart path for about 2 years for a short distance along the north end of the golf course where it parallels Southwest Genesee Street, to retain its functionality. Sound Transit would coordinate with Seattle Parks and Recreation to re-align the cart path prior to construction. The temporary occupancy exception criteria and findings are as follows:

1. ***Criterion:*** *Duration must be temporary (i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land).*

   Finding: Although the overall duration of project construction would be approximately 5 years, the project would be constructed in phases, so the duration of the temporary occupancy of West Seattle Golf Course (up to 3 years) would be less than the time needed to construct the whole project. There would be no change in ownership of this resource.

2. ***Criterion:*** *Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal).*

   Finding: The portion of the West Seattle Golf Course that would be temporarily occupied contains trees, grass, and a golf cart path. The cart path would be temporarily re-aligned for a short distance so that golfers can use it during project construction; the recreational features and amenities of the golf course would not be impacted. Therefore, the magnitude of the changes to the golf course property is minimal.

3. ***Criterion:*** *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.*

   Finding: None of the activities, features, or attributes of the West Seattle Golf Course would incur permanent adverse physical impacts, nor would there be temporary or permanent interference with visitors using the golf course as they currently do. The impacted cart path would be re-aligned before construction begins to maintain its use by visitors. There would be no temporary or permanent noise, visual, or access impacts that interfere with the protected activities, features, or attributes of the property.

4. ***Criterion:*** *The land being used must be fully restored (i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project).*

   Finding: The up to 0.2 acre of vegetated land disturbed during temporary occupancy would be restored to existing conditions or better after construction.

5. ***Criterion:*** *There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

   Finding: FTA and Sound Transit have requested documented agreement from the City of Seattle that the above temporary occupancy exception criteria are met for this resource.

Conclusion. Based on the above discussion, neither Option DEL-1b nor Option DEL-2b would adversely affect the recreational activities, features, or attributes of the West Seattle Golf Course either permanently or during temporary occupancy. The temporary occupancy is determined to be minimal and would not constitute a use because it satisfies the temporary use exception conditions. As described above, the City has not provided concurrence on this finding.

Alternative DEL-2a

This alternative would permanently incorporate approximately 0.7 acre of the West Seattle Golf Course because it would transition from an elevated guideway to a tunnel at the northwest corner of the property. Approximately 1 percent of the total area of the golf course would be permanently impacted. This alternative would remove some playable area along the northern property boundary and permanently impact five holes of the golf course (holes 13, 14, 15, 17, and 18). To mitigate for this permanent incorporation, the golf course could be modified to retain full functionality. However, the modified holes would need to have a minimum yardage; mitigation could include shortening a hole or reconfiguring part of the golf course. Protective fencing would need to be installed for this alternative between the course and the guideway to prevent golf balls from falling on the guideway or striking a train. After mitigation, there would still be an adverse effect on the features, attributes, or activities that qualify the golf course for protection under Section 4(f). As such, Alternative DEL-2a would result in a use of the West Seattle Golf Course. In addition to the permanent incorporation impacts, Alternative DEL-2a would also temporarily occupy an additional 1.2 acres of the golf course for construction and would impact the same playable area as impacted by the permanent incorporation.

Conclusion. Alternative DEL-2a would incorporate land from the West Seattle Golf Course and permanently adversely affect the features, attributes, or activities of the golf course. As such, impacts to the West Seattle Golf Course under Alternative DEL-2a would be a use under Section 4(f).

Alternative DEL-3

There would be no permanent incorporation of land at the West Seattle Golf Course with this alternative. Alternative DEL-3 would require a 0.6-acre aerial easement along the north edge of the park property. The guideway would be approximately 140 feet along the golf course, and the area underneath the guideway would remain open and the aerial easement would not extend over the playable area. Trees in this area would be removed. Within the same area of the aerial easement, there would also be an underground easement for guideway column foundations, but the columns would be outside of park property in the right-of-way. However, construction of Alternative DEL-3 would result in the temporary occupancy of approximately 1.2 acre of the north end of the golf course property, impacting up to three greens (holes 13, 14 and 16) and the cart path in the golf course. The impacted greens would be modified, and the cart path rerouted to avoid the construction area. Although nearby play could be impacted during some construction activities involving large cranes (such as girder placement), these construction activities would have short time durations (less than an hour); therefore, play on nearby holes would only be restricted during those times. The area temporarily occupied would be restored after construction. Sound Transit would coordinate with Seattle Parks and Recreation to determine the final mitigation to ensure the golf course is still playable throughout construction. With the course modification to avoid impacts during construction, the course would be playable similar to how it is played today; the adverse effect to the golf course would be mitigated prior to construction.

The temporary occupancy exception criteria and findings are as follows:

1. ***Criterion:*** *Duration must be temporary (i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land).*

   Finding: Although the overall duration of project construction would be approximately 5 years, the project would be constructed in phases, so the duration of the temporary occupancy of West Seattle Golf Course (up to 3 years) would be less than the time needed to construct the whole project. There would be no change in ownership of this resource.

2. ***Criterion:*** *Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal).*

   Finding: Although a portion of the golf course would be modified to keep two greens playable during construction, it would continue to be used in the same manner as it is currently (for playing golf); as such, the existing features and attributes that qualify the golf course for protection under Section 4(f) would be minimally impacted by project actions.

3. ***Criterion:*** *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.*

   Finding: None of the activities, features, or attributes of the West Seattle Golf Course would incur permanent adverse physical impacts, nor would there be temporary or permanent interference with visitors using the golf course as they currently do. The impacted greens would be modified, and the cart path re-aligned prior to construction to ensure that the course remains playable. Although there would be periodic temporary interruptions to nearby play during some construction activities involving large cranes, these construction activities would have short time durations (less than an hour) and only play on nearby holes would be

restricted during those times. This would not result in temporary interference because the golf course itself would remain open and the activity of golf would remain available to visitors at other areas of the course.

4. ***Criterion:*** *The land being used must be fully restored (i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project).*

   Finding: The approximate 1.2 acre of vegetated land disturbed during temporary occupancy would be restored to existing conditions or better after construction.

5. ***Criterion:*** *There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

   Finding: FTA and Sound Transit have requested documented agreement from the City of Seattle that the above temporary occupancy exception criteria are met for this resource.

There would be visual impacts associated with the installation of an elevated guideway adjacent to the golf course, which has views of Downtown Seattle, Elliott Bay, and Mount Rainier from various locations. While these views are a feature of the golf course, the golf course is valued for providing an opportunity for the general public to actively recreate by playing golf and is the attribute from which the golf course derives its significance as a recreational resource and its subsequent protection under Section 4(f). The golf course does not derive its purpose or significance from the quality of its views. An impact to views from some parts of the golf course would not substantially impair the active recreational element. As such, there would be no adverse effect on the activities, features, or attributes that qualify the golf course for protection under Section 4(f).

Conclusion. Based on the above discussion, Alternative DEL-3 would not adversely affect the recreational activities, features, or attributes of the West Seattle Golf Course either permanently or during temporary occupancy. The temporary occupancy is determined to be minimal and would not constitute a use because it satisfies the temporary use exception conditions. As described above, the City has not provided concurrence on this finding.

Alternative DEL-4

Alternative DEL-4 would permanently incorporate approximately 0.8 acre of the golf course because it would transition from an elevated guideway to a tunnel at the northwest corner of the golf course property. Approximately 1 percent of the total area of the golf course would be permanently impacted. This alternative would remove some playable area along the northern property boundary and impact five holes of the golf course (holes 13, 14, 15, 17, and 18). To mitigate for this permanent incorporation, the golf course could be modified to retain full functionality. However, the modified holes would need to have a minimum yardage; mitigation could include shortening a hole or reconfiguring part of the golf course. Protective fencing would need to be installed for this alternative between the course and the guideway to prevent golf balls from falling on the guideway or striking a train. After mitigation, there would still be an adverse effect on the features, attributes, or activities that qualify the golf course for protection under Section 4(f). As such, Alternative DEL-4 would result in a use of the West Seattle Golf Course. In addition to the permanent incorporation of land impacts, this alternative would also temporarily occupy an additional 1.2 acres of the golf course for construction and would impact the same playable area as impacted by the permanent incorporation.

Conclusion. Alternative DEL-4 would incorporate land from the West Seattle Golf Course and permanently adversely affect the features, attributes, or activities of the golf course. As such, impacts to the West Seattle Golf Course under this alternative would be a use under Section 4(f).

3.2.3.2 Historic Resources

The following Section 4(f) historic resources would not be impacted by any Delridge Segment alternatives:

- Residence, 4017 23rd Avenue Southwest
- Residence, 4044 32nd Avenue Southwest
- Residence, 4019 Fauntleroy Way Southwest
- Residence, 4032 35th Avenue Southwest

Section 4(f) historic resources that would be impacted by at least one Delridge Segment alternative are discussed below. Greater detail on impacts to historic resources in this segment is provided in Appendix N.5, Historic and Archaeological Resources Technical Report.

West Seattle Golf Course

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative 7 would not impact this resource.

Alternative DEL-1a, Option DEL-1b, Option DEL-2b, and Alternative DEL-3

Alternative DEL-1a, Option DEL-1b, Option DEL-2b, and Alternative DEL-3 would not permanently incorporate land from the West Seattle Golf Course resource. There would be no additional temporary occupancy of land at this resource during construction under any of these alternatives.

Although land would not be permanently incorporated, these alternatives would cause an adverse effect under Section 106 as a result of the introduction of a new elevated guideway adjacent to the golf course, which is an historic resource. This resource is historic because it is a public works project representative of 1930s public works projects and it represents the work of a master golf course architect. People using the West Seattle Golf Course would experience visual impacts from the new elevated guideway; however, the golf course's visual setting is not what qualifies it for Section 4(f) protection. Under Section 106, the golf course is eligible for the National Register of Historic Places under Criterion A for its association with Works Progress Administration-era public works projects, particularly related to recreation, and Criterion C for representing the work of a master; subsequently, the golf course qualifies for protection under Section 4(f) because it is a historic public works project designed by a master golf course architect. As such, the project's visual impact would **not** result in a constructive use of this resource because there would not be a substantial impairment of the protected activities, features, or attributes of the West Seattle Golf Course. 23 CFR 774.15(2) provides further guidance in this matter: "*Examples of substantial impairment to visual or esthetic qualities would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a Section 4(f) property which derives its value in substantial part due to its setting*."

Conclusion. Based on the above discussion, there would be no use of the West Seattle Golf Course historic resource under Section 4(f) for Alternative DEL-1a, Option DEL-1b, Option DEL-2b, or Alternative DEL-3.

Alternative DEL-2a and Alternative DEL-4

Alternative DEL-2a and Alternative DEL-4 would permanently incorporate land from this historic resource and would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DEL-2a and Alternative DEL-4 would each result in a use of the West Seattle Golf Course historic resource under Section 4(f).

Bethlehem Pacific Coast Steel Company Office Building

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative 7 would not impact this resource.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would each result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would result in a use of the Bethlehem Pacific Coast Steel Company Office Building historic resource under Section 4(f).

Cettolin House

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, and Alternative DEL-6a would not impact this resource.

Preferred Option DEL-6b and Alternative DEL-7

Preferred Option DEL-6b and Alternative DEL-7 would not permanently incorporate land from this historic resource nor would they necessitate temporary occupancy at the resource during construction.

The Cettolin House at 4022 32nd Avenue Southwest would be adversely affected under Section 106 by Preferred Option DEL-6b and Alternative DEL-7. Although the property would not be directly used (no portion of the parcel would be acquired by the project), the permanent proximity impacts of the project would diminish integrity of setting, feeling, and association of this resource; integrity of location, design, materials, and workmanship would not be altered or diminished.

This would not result in a constructive use under Section 4(f) because the main reason for this resource's National Register's eligibility is not its setting but rather its distinctive modified Italian Renaissance Revival style. Therefore, setting and feeling are not substantially contributing to the historic value of the resource; as such, the diminishment of setting and feeling would not result in a substantial impairment of this resource under Section 4(f).

Conclusion. Based on the above discussion, there would be no use of the Cettolin House historic resource under Preferred Option DEL-6b and Alternative DEL-7.

Residence, 4030 Delridge Way Southwest

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not impact this resource.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would each result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would result in a use of the 4030 Delridge Way historic resource under Section 4(f).

Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation

Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4, and Alternative DEL-7 would not impact this resource.

Alternative DEL-5 and Alternative DEL-6a

Alternative DEL-5 and Alternative DEL-6a would both permanently incorporate land from this historic resource. However, both alternatives were found **not** to cause an adverse effect under Section 106. There would be no additional temporary occupancy of land at this resource during construction.

Conclusion. Although land would be permanently incorporated from this historic resource, Alternative DEL-5 and Alternative DEL-6a would **not** result in an adverse effect under Section 106. As such, impacts to the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation historic resource under both Alternative DEL-5 and Alternative DEL-6a are determined to be *de minimis* under Section 4(f).

Mrachke & Son

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6, and Alternative 7 would not impact this resource.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would each result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would result in a use of the Mrachke & Son historic resource under Section 4(f).

Single-Family Craftsman Residence, 4108 25th Avenue Southwest

Preferred Option DEL-6b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, Alternative DEL-6a, and Alternative 7 would not impact this resource.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would each result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would result in a use of the 4108 25th Avenue Southwest historic resource under Section 4(f).

Single-Family Craftsman Residence, 4139 25th Avenue Southwest

Preferred Option DEL-6b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, Alternative DEL-6a, and Alternative 7 would not impact this resource.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would each result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would result in a use of the 4139 25th Avenue Southwest historic resource under Section 4(f).

Contemporary Ranch House, 4150 32nd Avenue Southwest

Preferred Option DEL-6b, Alternative DEL-1a, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-6a, and Alternative 7 would not impact this resource.

Option DEL-1b and Alternative DEL-5

Option DEL-1b and Alternative DEL-5 would both result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Option DEL-1b and Alternative DEL-5 would result in a use of the 4150 32nd Avenue Southwest historic resource under Section 4(f).

Kirlow Four-Plex

Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-6a, and Alternative 7 would not impact this resource.

Alternative DEL-5

Alternative DEL-5 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion.

Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative DEL-5 would result in a use of the Kirlow Four-Plex historic resource under Section 4(f).

3.2.4 West Seattle Junction Segment

Some project alternatives in the West Seattle Junction Segment would require tunnel easements under Section 4(f) resources. All the Section 4(f) park resources located above a proposed tunnel would also have surface impacts and therefore are included in this analysis. Historic

properties under which a project alternative would tunnel but which would not have surface impacts were reviewed to determine if a tunnel would substantially impair the historic value of the site. No historic properties were identified that would be substantially impaired by a tunnel underneath; therefore, those properties are not discussed further.

3.2.4.1 Parks and Recreational Resources

The West Seattle Stadium and West Seattle Junction Park would not be impacted by any West Seattle Junction Segment alternatives.

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-3a, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not impact any Section 4(f) parks and recreational resources. The impact to Junction Plaza Park from Option WSJ-3b is discussed below.

Junction Plaza Park

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-3a, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not impact this resource.

Option WSJ-3b

Option WSJ-3b would permanently acquire the entire park for a station entrance; this would result in a use of Junction Plaza Park.

Conclusion. Option WSJ-3b would permanently acquire the entire Junction Plaza Park, which would result in a use under Section 4(f).

3.2.4.2 Historic Resources

The following Section 4(f) historic resources would not be impacted by any West Seattle Junction Segment alternatives:

- Residence, 4407 38th Avenue Southwest
- Campbell Building
- Wardrobe Cleaners
- Craftsman Bungalow, 4015 Southwest Hudson Street
- Single-Family Residence, 4157 38th Avenue Southwest
- Bartell Drugs
- Residence, 4446 40th Avenue Southwest
- West Seattle Bowl
- Venable and Wing Law Office
- Residence, 4115 Southwest Hudson
- J.C. Penney/Russell Building
- Marier Foto Studio
- Single-Family Residence, 4714 38th Avenue Southwest
- Single-Family Residence, 4755 38th Avenue Southwest
- Apartment Complex (two buildings), 4821 Fauntleroy Way Southwest
- Alaska House
- Single-Family Residence, 4039 36th Avenue Southwest
- Single-Family Residence, 4045 36th Avenue Southwest
- Single-Family Residence, 4109 39th Avenue Southwest
- Single-Family Residence, 4111 38th Avenue Southwest

Section 4(f) historic resources that would be impacted by at least one West Seattle Junction Segment alternative are discussed below. Greater detail on impacts to historic resources in this segment is provided in Appendix N.5, Historic and Archaeological Resources Technical Report.

Limcrest Apartments

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-3a (when connecting to Alternative DEL-2a), Option WSJ-3b (when connecting to Alternative DEL-2a), Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not impact this resource.

Alternative WSJ-3a and Option WSJ-3b (when connecting to Option DEL-2b)

Alternative WSJ-3a and Option WSJ-3b would result in the demolition of this historic building, which would cause an adverse effect under Section 106. Preferred Option WSJ-3b would have this impact only when connecting to Option DEL-2b (Figure 3-5).

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative WSJ-3a and Option WSJ-3b would result in a use of the Limcrest Apartments historic resource under Section 4(f).

Carlsen & Winquist Auto

Preferred Option WSJ-5b, Alternative WSJ-2, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not impact this resource.

Alternative WSJ-1

This alternative would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative WSJ-1 would result in a use of the Carlsen & Winquist Auto historic resource under Section 4(f).

West Seattle Brake Service

Preferred Option WSJ-5b, Alternative WSJ-2, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative 6 would not impact this resource.

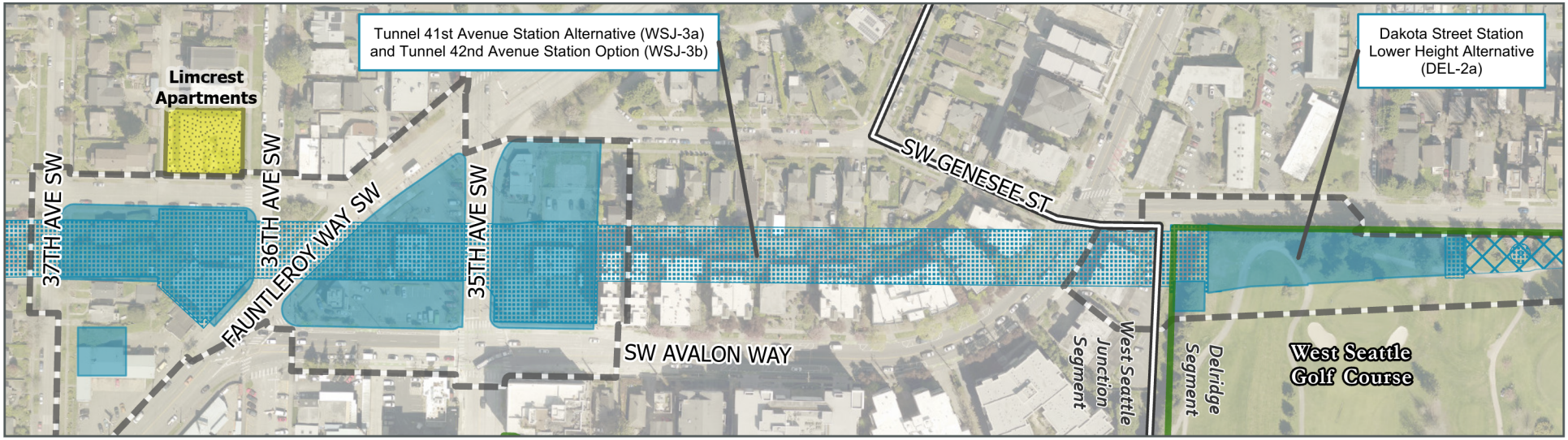
Alternative WSJ-1

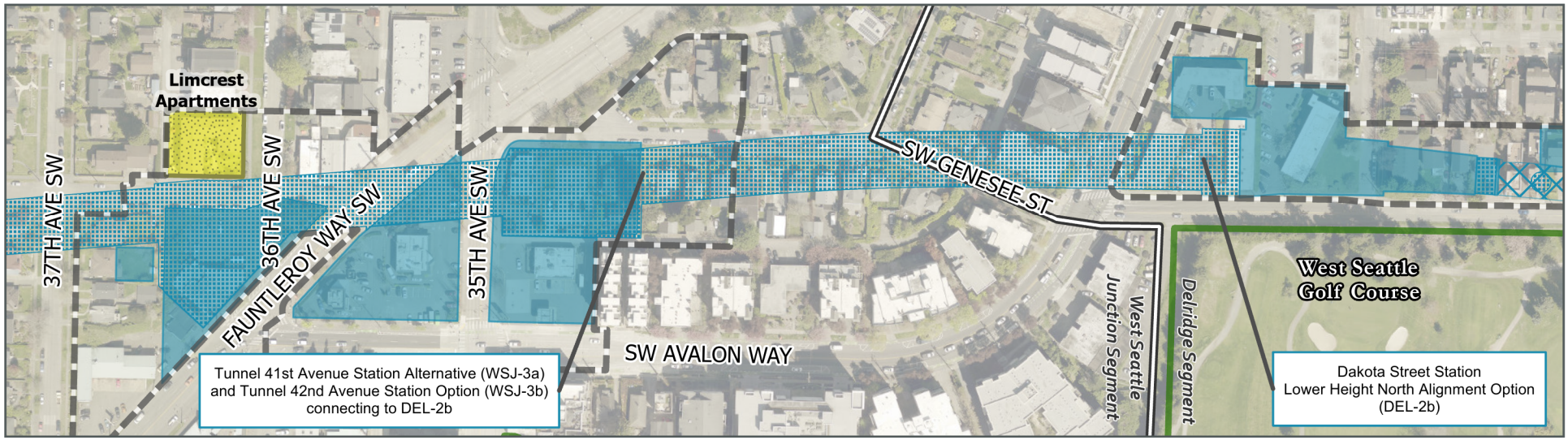
This alternative would permanently incorporate land from this historic resource; however, it was found **not** to cause an adverse effect under Section 106. There would be no additional temporary occupancy of land at this resource during construction.

Conclusion. Although land would be permanently incorporated from this historic resource, Alternative WSJ-1 would **not** result in an adverse effect under Section 106. As such, impacts to the West Seattle Brake Service historic resource under Alternative WSJ-1 are determined to be *de minimis* under Section 4(f).

Contemporary Ranch House, 3221 Southwest Genesee Street

Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-5a, and Alternative WSJ-6 would not impact this resource.





Source: EagleView Technologies, Inc.(2021), King County (2022), City of Seattle (2023).

Other Alternative
Construction Footprint
Permanent Surface Footprint *
Permanent Elevated Footprint *
Permanent Sub-Surface Footprint *
* (color varies by alternative type)
Segment Line
Park Boundary
Historic Parcel

FIGURE 3-5

Limcrest Apartments Historic Property Impact
WSJ-3a and WSJ-3b connection to DEL-2a
WSJ-3a and WSJ-3b connection to DEL-2b
West Seattle Junction and Delridge Segments

West Seattle Link Extension

0 160 320 Feet

N

Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4

These alternatives would each result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 would result in a use of the 3221 Southwest Genesee Street historic resource under Section 4(f).

Golden Tee Apartments (3201 Avalon Way Southwest)

Preferred Option WSJ-5b, Alternative WSJ-1 (when connecting to Option DEL-1b or Alternative DEL-5), Alternative WSJ-2 (when connecting to Option DEL-1b or Alternative DEL-5), Alternative WSJ-3a (when connecting to Option DEL-2b), Option WSJ-3b (when connecting to Option DEL-2b), Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not impact this resource.

Alternative WSJ-1 (when connecting to Alternative DEL-1a or Alternative DEL-3), Alternative WSJ-2 (when connecting to Alternative DEL-1a or Alternative DEL-3), Alternative WSJ-3a (when connecting to Alternative DEL-2a), Option WSJ-3b (when connecting to Alternative DEL-2a), and Alternative WSJ-4 (when connecting to Alternative DEL-1a or Alternative DEL-3)

Alternative WSJ-1 and Alternative WSJ-2 would result in a permanent incorporation of land at this resource and would result in an adverse effect under Section 106. Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-4 would result in the demolition of this historic building, which would cause an adverse effect under Section 106 (Figure 3-6).

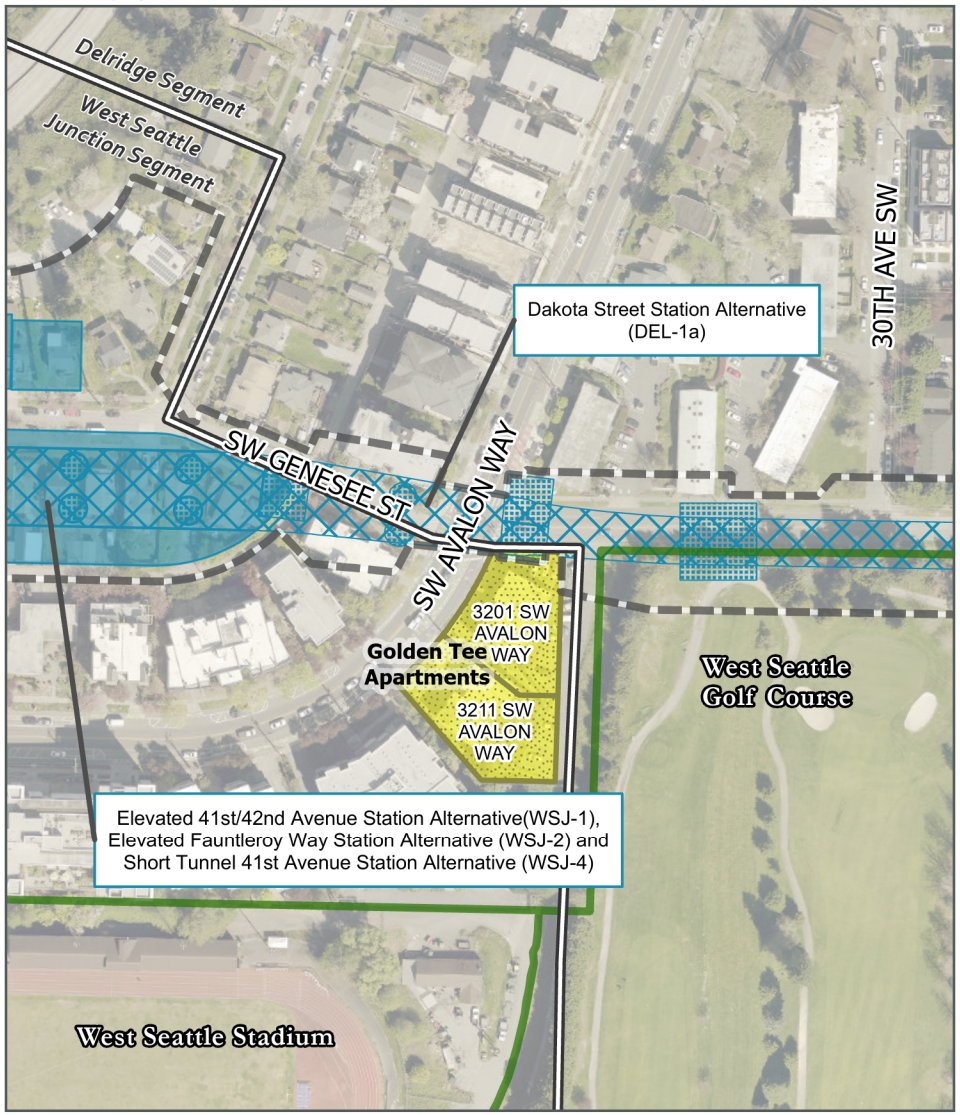
Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-4 would result in a use of the Golden Tee Apartments (3201 Southwest Genesee Street) historic resource under Section 4(f).

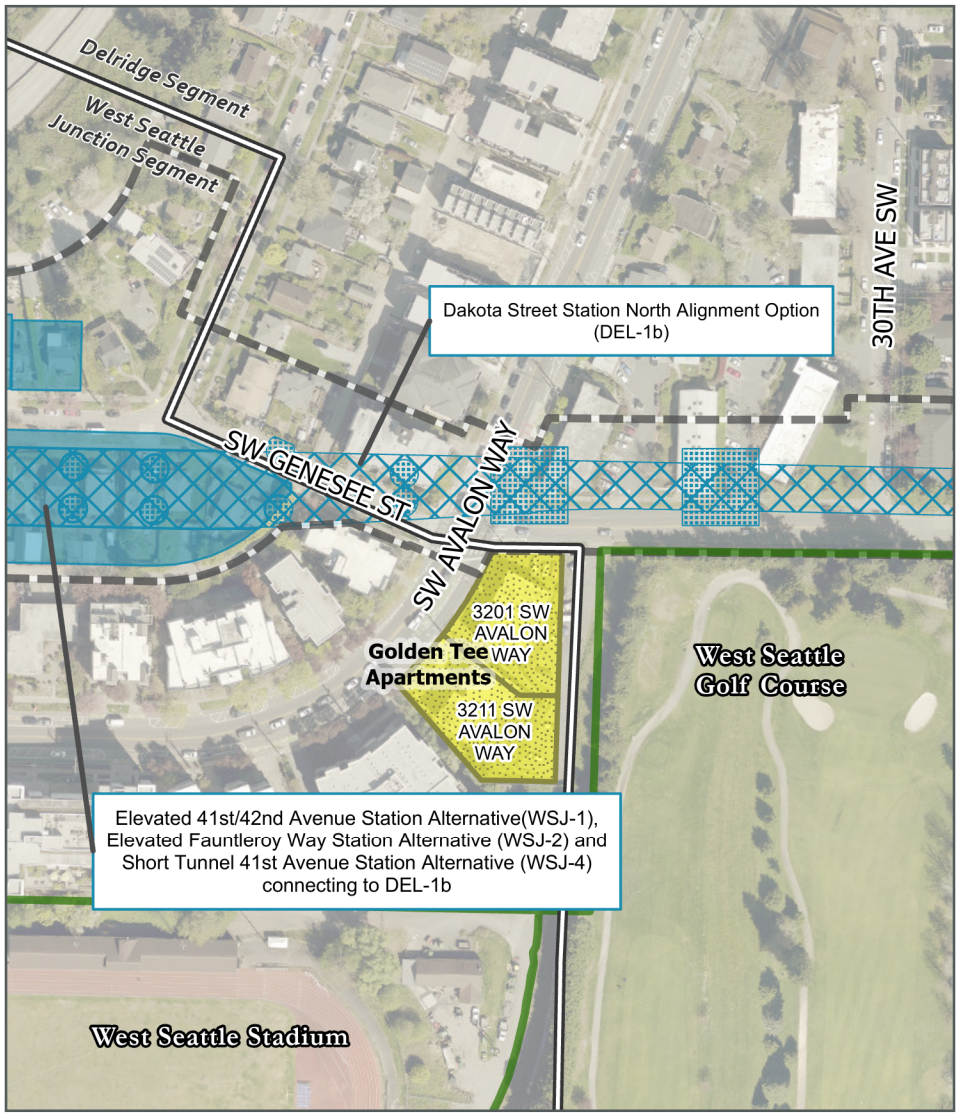
Golden Tee Apartments, 3211 Southwest Avalon Way

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-5, and Alternative WSJ-6 would not impact this resource.

Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-4

These alternatives would not permanently incorporate land from the Golden Tee Apartments (3211 Southwest Avalon Way) historic resource; however, a finding of adverse effect under Section 106 has been made for these alternatives with respect to this historic resource. The Section 106 finding of adverse effect for this historic resource is associated with the demolition of its twin building next door at 3201 Southwest Avalon Way. The two buildings were built as one overall complex, and removal of one of the buildings (3201 Avalon Way Southwest) would result in a diminishment of integrity of design, feeling, and setting of the other (3211 Southwest Avalon Way). However, the remaining building at 3211 Southwest Avalon Way would continue to function as it presently does after the building at 3201 Avalon Way was demolished. This would not result in a constructive use under Section 4(f) because the main reason for the resource's National Register's eligibility is not its setting but its architectural style, which would not be impacted. Therefore, the setting and feeling are not substantially contributing to the historic value of the resource and it would retain its National Register eligibility. The diminishment of setting and feeling would not result in a substantial impairment of this resource under Section 4(f).





Source: EagleView Technologies, Inc.(2021), King County (2022), City of Seattle (2023).

Other Alternative
Construction Footprint
Permanent Surface Footprint *
Permanent Elevated Footprint *
Permanent Sub-Surface Footprint *
* (color varies by alternative type)
Segment Line
Park Boundary
Historic Property

FIGURE 3-6

Golden Tee Apartments Historic Property Impact
WSJ-1, WSJ-2 and WSJ-4 connection to DEL-1a
WSJ-1, WSJ-2 and WSJ-4 connection to DEL-1b
West Seattle Junction and Delridge Segments

West Seattle Link Extension

0 140 280 Feet

N

There would be no additional temporary occupancy of land at this resource during construction.

Conclusion. Although there would be an adverse effect under Section 106 related to proximity impacts, these proximity impacts would not result in a constructive use under Section 4(f) because they would not result in substantial impairment of the resource. As such, there would not be a Section 4(f) use of the Golden Tee Apartments (3211 Southwest Avalon Way) historic resource.

Chinook Apartments

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-5a, and Alternative 6 would not impact this resource.

Alternative WSJ-2 and Alternative WSJ-4

Alternative WSJ-2 and Alternative WSJ-4 would each result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative WSJ-2 and Alternative WSJ-4 would result in a use of the Chinook Apartments historic resource under Section 4(f).

Residence, 5011 41st Avenue Southwest

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-5a, and Alternative 6 would not impact this resource.

Alternative WSJ-4

Alternative WSJ-4 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion. Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative WSJ-4 would result in a use of the 5011 41st Avenue Southwest historic resource under Section 4(f).

Residence, 4426 38th Avenue Southwest

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-5a, and Alternative WSJ-6 would not impact this resource.

Alternative WSJ-4

Alternative WSJ-4 would result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion.

Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative WSJ-4 would result in a use of the 4426 38th Avenue Southwest historic resource under Section 4(f).

Jim's Shell Service

Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-5a, and Alternative WSJ-6 would not impact this resource.

Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4

Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 would all result in the demolition of this historic building, which would cause an adverse effect under Section 106.

Conclusion.

Because land would be permanently incorporated from this historic resource and there would be an adverse effect under Section 106, Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 would result in a use of the Jim's Shell Service historic resource under Section 4(f).

3.3 Summary of Use Determinations

If a Section 4(f) resource is not mentioned in this section, there is no use of that resource under any alternative.

3.3.1 SODO Segment

There would be one Section 4(f) use under all SODO Segment alternatives: Graybar Electric Company Building.

3.3.2 Duwamish Segment

Table 3-8 summarizes the Section 4(f) use determinations for the Duwamish Segment alternatives.

3.3.3 Delridge Segment

Table 3-9 summarizes the Section 4(f) uses for the Delridge Segment alternatives.

3.3.4 West Seattle Junction Segment

Table 3-10 summarizes the Section 4(f) uses for the West Seattle Junction Segment alternatives.

Table 3-8. Summary of Section 4(f) Use Determinations by Alternative for the Duwamish Segment

Resource	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
West Duwamish Greenbelt	*de minimis*	*de minimis*	No use
Terminal 25 Wildlife Refuge	No use	No use	Use
Viking Automatic Sprinkler Company	No use	No use	Use
Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District	Use	Use	No use
Fire Station 14	*de minimis*	No use	*de minimis*
Pacific Hoist and Warehouse Company	No use	No use	*de minimis*
Langendorf United Bakeries	*de minimis*	*de minimis*	*de minimis*
Langendorf United Bakeries Repair Garage	*de minimis*	*de minimis*	*de minimis*
A.M. Castle and Company	No use	Use	No use
Alaskan Copper Co. Employment Office	Use	Use	Use
Auto Repair Garage	Use	Use	No use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Office/Administrative Building	No use	No use	Use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Maintenance Building	No use	No use	Use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Storage Building	No use	No use	Use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Car/Paint Building	No use	No use	Use
Department of Highway District No. 1 Headquarters/Maintenance Facility – Maintenance/Garage Building	No use	No use	Use
Spokane Street Manufacturing Historic District	Use	Use	No use
Acme Tool Works	Use	Use	No use
Transportation Equipment Rentals Office Building	No use	No use	Use
Transportation Equipment Rentals Maintenance Warehouse	No use	No use	Use

Table 3-9. Summary of Section 4(f) Use Determinations by Alternative for the Delridge Segment

Resource	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Delridge Playfield	No use	No use	No use	No use	No use	*de minimis*	No use: Temporary Occupancy	No use	No use	No use
Longfellow Creek Natural Area	No use	No use: Temporary Occupancy	*de minimis*	No use	No use: Temporary Occupancy	No use	No use	No use	No use	No use
Longfellow Creek Legacy Trail	No use	No use	*de minimis*	No use	*de minimis*	No use	No use	No use	No use	No use
West Seattle Golf Course (park)	No use	No use: Temporary Occupancy	No use: Temporary Occupancy	Use	No use: Temporary Occupancy	No use: Temporary Occupancy	Use	No use	No use	No use
West Seattle Golf Course (historic property)	No use	No use	No use	Use	No use	No use	Use	No use	No use	No use
Bethlehem Pacific Coast Steel Company Office Building	No use	Use	Use	Use	Use	Use	Use	No use	No use	No use
Residence, 4030 Delridge Way Southwest	No use	Use	Use	Use	Use	Use	Use	No use	No use	No use
Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation	No use	No use	No use	No use	No use	No use	No use	*de minimis*	*de minimis*	No use

Resource	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Mrachke & Son	No use	Use	Use	Use	Use	Use	Use	No use	No use	No use
Single-family Craftsman Residence, 4108 25th Avenue Southwest	No use	Use	Use	Use	Use	No use	No use	No use	No use	No use
Single-family Craftsman Residence, 4139 25th Avenue Southwest	No use	Use	Use	Use	Use	No use	No use	No use	No use	No use
Contemporary Ranch House, 4150 32nd Avenue Southwest	No use	No use	Use	No use	No use	No use	No use	Use	No use	No use
Kirlow Four-Plex	No use	No use	No use	No use	No use	No use	No use	Use	No use	No use

Table 3-10. Summary of Section 4(f) Use Determinations by Alternative for the West Seattle Junction Segment

Resource	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
Junction Plaza Park	No use	No use	No use	No use	Use	No use	No use	No use
Limcrest Apartments	No use	No use	No use	Use [a]	Use [a]	No use	No use	No use
Carlsen & Winquist Auto	No use	Use	No use	No use	No use	No use	No use	No use
West Seattle Brake Service	No use	*de minimis*	No use	No use	No use	No use	No use	No use
Contemporary Ranch House, 3221 Southwest Genesee Street	No use	Use	Use	No use	No use	Use	No use	No use
Golden Tee Apartments (3201 Avalon Way Southwest)	No use	Use [b]	Use [b]	Use [c]	Use [c]	Use [b]	No use	No use
Chinook Apartments	No use	No use	Use	No use	No use	Use	No use	No use
Residence, 5011 41st Avenue Southwest	No use	No use	No use	No use	No use	Use	No use	No use
Residence, 4426 38th Avenue Southwest	No use	No use	No use	No use	No use	Use	No use	No use
Jim's Shell Service	No use	Use	Use	No use	No use	Use	No use	No use

[a] Use would only occur when connecting to Option DEL-2b. No use would occur with other connections.

[b] Use would only occur when connecting to Alternative DEL-1a or Alternative DEL-3 in the Delridge Segment. No use would occur with other connections.

[c] Use would only occur when connecting to Alternative DEL-2a. No use would occur with other connections.

3.4 Avoidance Alternatives

In accordance with 23 Code of Federal Regulations Section 774.3, this section examines (where applicable) whether there is a feasible and prudent avoidance alternative, as defined in 23 Code of Federal Regulations Section 774.17 (and excerpted below), to the use of a Section 4(f) resource.

> ***Feasible and prudent avoidance alternative.***
>
> *(1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.*
>
> *(2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.*
>
> *(3) An alternative is not prudent if:*
>
> > *(i) it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;*
> >
> > *(ii) it results in unacceptable safety or operational problems;*
> >
> > *(iii) after reasonable mitigation, it still causes:*
> >
> > > *(A) Severe social, economic, or environmental impacts;*
> > > *(B) Severe disruption to established communities;*
> > > *(C) Severe disproportionate impacts to minority or low-income populations; or*
> > > *(D) Severe impacts to environmental resources protected under other Federal statutes;*
> >
> > *(iv) it results in additional construction, maintenance, or operational costs of an extraordinary magnitude;*
> >
> > *(v) it causes other unique problems or unusual factors; or*
> >
> > *(vi) it involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.*

The *Section 4(f) Policy Paper* (Federal Highway Administration 2012)[1] states that, along with the No Build Alternative, potential alternatives to avoid the individual use of Section 4(f) property must be considered and may include one or more of the following avoidance categories:

[1] FTA adopted the Federal Highway Administration Policy Paper per the FTA November 9, 2012, Memorandum https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/november-9-2012-memorandum.

- **Location Alternatives.** A location alternative refers to rerouting the entire project along a different alignment.
- **Alternative Actions.** An alternative action could be a different mode of transportation, such as rail transit or bus service, or some other action that does not involve construction such as the implementation of transportation management systems or similar measures.
- **Alignment Shifts.** An alignment shift is rerouting a portion of the project to a different alignment to avoid a specific resource. An example of an alignment shift alternative would be redesigning a proposed freeway exit ramp so that it loops around a Section 4(f) resource (such as a park) on a revised alignment footprint rather than intersecting with the park itself as a way of attempting to avoid a Section 4(f) use of the park.
- **Design Changes.** A design change is a modification of the proposed design in a manner that would avoid impacts, such as reducing the planned median width, building a retaining wall, or incorporating design exceptions. To differentiate from the alignment shift alternative while using the previous freeway exit ramp example, a design change alternative would stay in the same proposed exit ramp footprint but would fly over the park (via an elevated structure) as a way of attempting to avoid a Section 4(f) use of the park.

A discussion of avoidance alternatives is provided when all the project alternatives in a segment would result in the use of an individual Section 4(f) resource; with respect to the Final EIS alternatives, this is only the case for the Duwamish Segment. The discussion of avoidance alternatives is organized in the same order as the four avoidance categories above, with the discussion becoming more specific in each subsequent category. For example, location alternatives that would avoid many resources at once are discussed first, followed by alternative actions that consider other modes. Next is alignment shifts to avoid single resources or clusters of resources, and last is design changes to avoid or reduce impacts on a specific resource.

As described in Chapter 1, Purpose and Need for West Seattle Link Extension, in the Final EIS, and in Section 2.1 of this appendix, the project corridor, including mode and markets served, was defined during the Sound Transit 3 planning process, and the project as defined in the Sound Transit 3 Plan was incorporated into Puget Sound Regional Council's 2018 Regional Transportation Plan (Puget Sound Regional Council 2018). Funding to serve these corridors and markets was approved by voters in 2016. Chapter 2, Alternatives Considered, and Appendix M, Summary of Alternatives Development and Initial Assessment Process, in the Final EIS describe the Alternatives Development and screening process for the project, including the alternatives that were considered but not carried forward into the WSBLE Draft EIS. The project alternatives discussed in the Final EIS represent Sound Transit's best attempt to balance the purpose and need of the project against potential impacts, while providing a range of alternatives for the public to consider and from which FTA and Sound Transit can choose. Much of the study area is in a highly developed, urban area. There are also many design constraints unique to light rail that must be considered when evaluating avoidance alternatives. These include a maximum grade of 6 percent, a minimum radius of 625 feet for horizontal curves (which means the guideway cannot make sharp turns), and stations must be on a straight section of track that is at least 500 feet long. For elevated guideway, the typical column spacing is 130 feet, with a maximum span of 600 feet for long-span bridges. Column size and type can be impacted by guideway height and the span between columns, with higher guideways and columns farther apart requiring larger columns and underground foundations. Sound Transit has sought to locate the project within existing public transportation right-of-way to reduce impacts to public and private property (including Section 4(f) resources), and to reduce the cost associated with property acquisition.

There is not a full-length avoidance alternative for the project because all alternatives in the Duwamish Segment would result in the use of an individual Section 4(f) resource.

As design for the project progresses, Sound Transit continues to look for opportunities to reduce project impacts, including impacts on Section 4(f) resources. The following discussion describes how the project Build Alternatives represent Sound Transit's best attempt at minimizing and avoiding Section 4(f) resources in the densely developed project corridor. Avoidance alternatives are described for individual resources or collections of resources, and the reasons these were not found to be feasible or prudent are provided. The avoidance alternatives are not feasible and prudent generally because they would result in other severe social, economic, or environmental impacts; engineering challenges; and/or costs of extraordinary magnitude. Alternatives that would avoid certain resources but still result in impacts on other Section 4(f) resources (due to the density of these resources in the study area) would not be considered avoidance alternatives.

When considering impacts to historic resources, designers first considered all possible measures to avoid and minimize impacts to the resource. Demolition is only proposed when no options exist to avoid or minimize impacts. As such, design changes were not considered for resources where the entire resource would be displaced because in such situations all potential design changes on the same alignment would not be prudent per 23 Code of Federal Regulations Section 774.17.3.iii under the definition of feasible and prudent avoidance alternatives, which states:

> *after reasonable mitigation, it still causes:*
>
> *(A) Severe social, economic, or environmental impacts;*
> *(B) Severe disruption to established communities;*
> *(C) Severe disproportionate impacts to minority or low-income populations; or*
> *(D) Severe impacts to environmental resources protected under other Federal statutes;*

and 23 Code of Federal Regulations Section 774.17.3.vi, which states:

> *It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude*

Avoidance for demolished historic resources is evaluated for location alternatives, alternative actions, and alignment shifts.

3.4.1 SODO Segment

Because none of the Final EIS Build Alternatives in the SODO Segment would avoid an individual Section 4(f) use of all Section 4(f) resources, an analysis of potential avoidance alternatives is required for this segment.

The following discussion of avoidance alternatives for the SODO Segment addresses each of the four avoidance categories described in the introduction to Section 3.4, which includes identifying location alternatives, alternative actions, alignment shifts, and design changes where applicable. This analysis considers these four avoidance categories at decreasing scales, from segment-wide to site-specific.

3.4.1.1 No Build Alternative

The No Build Alternative is required by the National Environmental Policy Act process and includes all existing and committed transportation infrastructure, facilities, and services

contained in the region's fiscally constrained and federally approved Regional Transportation Plan (Puget Sound Regional Council 2018) as well as the Sound Transit 3 Plan (Sound Transit 2016). The No Build Alternative would avoid a use of all Section 4(f) resources.

As per 23 Code of Federal Regulations Section 774.17 of the Section 4(f) regulations, an alternative is not feasible if it cannot be built as a matter of sound engineering judgment. FTA has determined that the No Build Alternative would be feasible from an engineering perspective because no construction would be required to implement the alternative.

The No Build Alternative would not adequately support the purpose and need of the project as described in Section 2.3 of this appendix. The No Build Alternative would not improve mobility nor increase transit capacity and connectivity for regional connections, nor achieve any of the project needs listed in Section 2.3. The No Build Alternative would be inconsistent with local and regional comprehensive plans, which include or are consistent with implementation of the project.

Based on the above discussion, the No Build Alternative would not be prudent per paragraph (3)(i) under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states that an alternative is not prudent if:

> *it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;*

3.4.1.2 Location Alternatives

To meet the project purpose and need, the project must construct the SODO Station to provide access to the West Seattle Link Extension in the SODO community and to other destinations on the light rail system reached by transferring at the SODO Station. All of the SODO Segment alternatives carried into consideration in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS included a SODO Station along the SODO Busway slightly north of South Lander Street for the purpose of being in close proximity to the existing SODO Station for transferring. To construct the SODO Station in this location requires additional right-of-way to accommodate a temporary track around the construction area of the existing SODO Station to minimize disruption to the existing 1 Line; it is this need for additional right-of-way that results in the acquisition of the Graybar Electric Company Building under all the SODO Segment alternatives. Sound Transit considered other alternatives for the location of the SODO Station but they were not carried forward into the Final EIS because they were found to not meet the purpose and need of the project or had operational challenges or additional impacts associated with connecting to the Operations and Maintenance Facility Central.

Therefore, location alternatives would not be prudent per 23 Code of Federal Regulations Section 774.17.3.i under the definition of feasible and prudent avoidance alternative, which states that an alternative is not prudent if:

> *it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;*

3.4.1.3 Alternative Actions

Not constructing a temporary track to bypass the SODO Station during construction would result in the following:

- Construction of the SODO Station elements and trackwork for the project would require full closure of existing 1 Line service for over a year, which would have a severe impact and disruption to transit users region-wide.

- Completing project construction during off-peak train service periods without the temporary track would substantially increase costs and schedule delays due to the limited work windows. This would also result in closures during off-peak periods, causing substantial disruption to transit users region-wide.

Based on the discussion above, alternative modes or actions would not be prudent per 23 Code of Federal Regulations Section 774.17.3.i, 774.17.3.iii.(A and B), and 774.17.3.1v under the definition of feasible and prudent avoidance alternative, which states that an alternative is not prudent if:

> *it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;*
>
> *after reasonable mitigation, it still causes:*
>
> > *Severe social, economic, or environmental impacts;*
> >
> > *Severe disruption to established communities*
>
> *it results in additional construction, maintenance, or operational costs of an extraordinary magnitude;*

3.4.1.4 Alignment Shifts

To meet the project purpose and need, the project must construct the SODO Station to provide access to the West Seattle Link Extension in the SODO community and to other destinations on the light rail system reached by transferring at the SODO Station. The SODO Segment alternative alignments carried into consideration in the project EIS included a SODO Station along the SODO Busway slightly north of South Lander Street for the purpose of being in close proximity to the existing SODO Station for transferring. To construct the SODO Station in this location requires additional right-of-way to accommodate a temporary track around the construction area of the existing SODO Station to minimize disruption to the existing 1 Line; it is this need for additional right-of-way that results in the acquisition of the Graybar Electric Company Building under all the SODO Segment alternatives. Sound Transit considered other full SODO Segment alignments but they were not carried forward into this Final EIS because they were found to not meet the purpose and need of the project or had substantial additional impacts. Therefore, full SODO Segment alignment alternatives would not be prudent per 23 Code of Federal Regulations Section 774.17.3.i under the definition of feasible and prudent avoidance alternative, which states that an alternative is not prudent if:

> *it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;*

In addition to the consideration of a full SODO Segment alignment shift, there was also consideration of an alignment shift of just the temporary track; however, this was found to be not prudent for the following reasons:

- Adjusting the length of the shoofly, to tie-in to the 1 Line further south and avoid the Graybar Electric Company historic property, would not provide the necessary area for station construction and would require full closure of 1 Line service for over a year to complete the work.
- Shifting the temporary track further east would cut off access to the Graybar Electric Company historic property, likely resulting in an adverse effect under Section 106 and associated use under Section 4(f); in which case it would not be an avoidance alternative. This shift would also result in the following:

  - Additional property acquisition and building demolition north of South Holgate Street
  - Impacts to 6th Avenue South where electric utility lines need to be relocated
  - Potential effect to relocating the SODO Trail to 6th Avenue South
  - Operational challenges and increased travel times for riders on the 1 Line, as the temporary track in to connect back to the 1 Line would need to be longer and therefore would require slower speeds for a longer length of track and sharper curves
  - Connecting back to the 1 Line prior to the existing pocket track (south of Stadium Station), to ensure ongoing operation of 1 Line; would also require sharper curves
- Shifting the temporary track to the west side of SODO Busway would negate the benefit of the temporary track because it would require crossing back through the area where new track would be under construction; this would still require closure(s) of the 1 Line (which is the intent of the temporary track). In addition, it could require displacement of the Carrier Annex/Terminal Post Office, a federal facility that could be difficult to relocate, and Lincoln Moving & Storage, Alaska Orient Van Lines Building, an eligible historic resource.

Based on the above discussion, an alignment shift of the proposed temporary shoofly track (or eliminating the use of a temporary shoofly track) would not be prudent per 23 Code of Federal Regulations Section 774.17.3.i, 774.17.3.iii.(A and B), and 774.17.3.1v under the definition of feasible and prudent avoidance alternative, which states that an alternative is not prudent if:

> *it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;*
>
> *after reasonable mitigation, it still causes:*
>
> > *Severe social, economic, or environmental impacts;*
> >
> > *Severe disruption to established communities*
>
> *it results in additional construction, maintenance, or operational costs of an extraordinary magnitude;*

3.4.1.5 Design Changes

As design for the project progresses, Sound Transit continues to look for opportunities to reduce project impacts, including impacts on Section 4(f) resources. As noted earlier, design changes were not considered for resources where the entire resource would be displaced because in such situations all potential design changes on the same alignment would not be prudent per 23 Code of Federal Regulations Section 774.17 paragraph 3.iii and 3.v under the definition of feasible and prudent avoidance alternatives. Information on property-specific design changes to minimize impacts that were incorporated into the alternative design are discussed further in Section 3.5, Measures to Minimize Harm.

3.4.2 Duwamish Segment

Because none of the Final EIS Build Alternatives in the Duwamish Segment would avoid an individual Section 4(f) use of all Section 4(f) resources, an analysis of potential avoidance alternatives is required for this segment.

The following discussion of avoidance alternatives for the Duwamish Segment addresses each of the four avoidance categories described in the introduction to Section 3.4, which includes identifying location alternatives, alternative actions, alignment shifts, and design changes where applicable. This analysis considers these four avoidance categories at decreasing scales, from segment-wide to site-specific.

3.4.2.1 No Build Alternative

The No Build Alternative is required by the National Environmental Policy Act process and includes all existing and committed transportation infrastructure, facilities, and services contained in the region's fiscally constrained and federally approved Regional Transportation Plan (Puget Sound Regional Council 2018) as well as the Sound Transit 3 Plan (Sound Transit 2016). The No Build Alternative would avoid a use of all Section 4(f) resources.

As per 23 Code of Federal Regulations Section 774.17 of the Section 4(f) regulations, an alternative is not feasible if it cannot be built as a matter of sound engineering judgment. FTA has determined that the No Build Alternative would be feasible from an engineering perspective because no construction would be required to implement the alternative.

The No Build Alternative would not adequately support the purpose and need of the project as described in Section 2.3 of this appendix. The No Build Alternative would not improve mobility nor increase transit capacity and connectivity for regional connections, nor achieve any of the project needs listed in Section 2.3. The No Build Alternative would be inconsistent with local and regional comprehensive plans, which include or are consistent with implementation of the project.

Based on the above discussion, the No Build Alternative would not be prudent per paragraph (3)(i) under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states that an alternative is not prudent if:

> *it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;*

3.4.2.2 Location Alternatives

To meet the project purpose and need, the project must cross the Duwamish Waterway either to the north or south of the existing West Seattle Bridge to serve the markets identified in the Sound Transit 3 Plan. Sound Transit considered other alternatives in this area during the Alternatives Development process, but they were not carried forward into this Final EIS. Table 3-11 describes the location alternatives considered and why they are not prudent.

3.4.2.3 Alternative Actions

Alternative actions, such as other modes of transportation, were evaluated and not carried forward during Sound Transit 3 Plan development, which defined the mode for this project as light rail. Therefore, alternative modes or actions would not be prudent per 23 Code of Federal Regulations Section 774.17.3.i under the definition of feasible and prudent avoidance alternative, which states that an alternative is not prudent if:

> *it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;*

3.4.2.4 Alignment Shifts

Alignment shifts were considered to avoid Section 4(f) resources that would have an individual use from one or more alternatives in the Duwamish Segment. Table 3-12 describes the alignment shifts considered and why they are not prudent.

3.4.2.5 Design Changes

As design for the project progresses, Sound Transit continues to look for opportunities to reduce project impacts, including impacts on Section 4(f) resources. As noted earlier, design changes were not considered for resources where the entire resource would be displaced because in such situations all potential design changes on the same alignment would not be prudent per 23 Code of Federal Regulations Section 774.17 paragraph 3.iii and 3.v under the definition of feasible and prudent avoidance alternatives. Information on property-specific design changes to minimize impacts that were incorporated into the alternative design are discussed further in Section 3.5, Measures to Minimize Harm.

Permanent project elements that would result in a use of the West Duwamish Greenbelt include guideway foundations; slope stabilization (retaining walls or cut slopes and anchors); stabilized slope treatment, including low-height vegetation, drainage improvements for surface flow collection and conveyance, and subsurface slope drains; and access roads for construction and maintenance of guideway and slope. Trees that could result in damage to the guideway would also be cleared. To minimize impacts to the West Duwamish Greenbelt with Preferred Alternative DUW-1a and Option DUW-1b, the alignment approaching the greenbelt from the east would be offset from the slope as much as practical to minimize the impacts within the greenbelt while maintaining the minimum required distance from the West Seattle Bridge.

The degree of impacts within the greenbelt would vary based on the alternative that it would connect to in the Delridge Segment, but impacts would be minimized by having the section of guideway at-grade and benched into the slope with retaining walls when connecting to Alternative DEL-1a, Alternative DEL-2a, Option DEL-1b, Option DEL-2b, Alternative DEL-3, or Alternative DEL-4. Constructing the guideway in this manner would require an approximately 80-foot-tall, anchored cut slope. Minimizing an impact to the park by using a retaining wall was considered, but a wall of this height is not feasible as a matter of sound engineering judgment and would not be feasible per paragraph (2) under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17.

3.4.3 Delridge Segment

Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 would each avoid an individual use of Section 4(f) resources in the Delridge Segment.

3.4.4 West Seattle Junction Segment

Preferred Option WSJ-5b, Alternative WSJ-5a, and Alternative WSJ-6 would avoid an individual use of Section 4(f) resources in the West Seattle Junction Segment.

Table 3-11. Duwamish Segment Avoidance Alternatives - Location Alternatives

Resource	Location Alternatives	Assessment

• Viking Auto Sprinkler Company
• Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District
• A.M. Castle and Company
• Alaskan Copper Co. Employment Office
• Auto Repair Garage
• Department of Highway District No. 1 Headquarters/Maintenance Facility:
  ○ Office/Administrative Building
  ○ Maintenance Building
  ○ Storage Building
  ○ Car/Paint Building
  ○ Maintenance/Garage Building
• Spokane Street Manufacturing Historic District
• Acme Tool Works
• Transportation Equipment Rentals Office Building
Transportation Equipment Rentals Maintenance Warehouse
	There would be an individual use of these resources under Preferred Alternative DUW-1a, Option DUW-1b, or DUW-2.
	
	A tunnel for the entire alignment between the SODO Station and the West Seattle Junction Station could avoid most of these historic resources. However, this would likely not avoid an individual use of the Alaskan Copper Co. Employment Office, which would be impacted by the connection to the existing Operations and Maintenance Facility Central as identified for the existing Final EIS alternatives. Therefore, it would not be an avoidance alternative. A tunnel was also not considered due to technical feasibility and cost issues, as described below:
	
	• Technical feasibility issues are primarily related to the impractical tunnel length, which is related to the depth that would have been required under the Duwamish Waterway. To meet the operation grade requirements for light rail, the tunnel would need to begin in the SODO Segment to be deep enough to go under the Duwamish Waterway at the necessary depth and would not be able to exit the ground until the Delridge valley. The location and depth of the tunnel in the SODO area could make connecting to the Sound Transit Operations and Maintenance Facility Central not possible. Connecting to this facility is necessary for maintenance and storage of light rail vehicles. Poor soil conditions in both the SODO and Duwamish segments would require continuous ground improvements along the alignment and require the depth of the tunnel under the Duwamish Waterway to be approximately 300 feet deep to avoid ground improvements in the waterway. These ground improvements would require property acquisition or easements along the length of the tunnel, which could result in greater business displacements. Connecting to the Operations and Maintenance Facility Central would require an even longer tunnel that would require ground improvements on the Union Pacific Rail Argo railyard and Port of Seattle Terminal 106, which would further increase business displacements and could affect regional freight mobility.
	• The length of the tunnel between the SODO Station and the West Seattle Junction Station would also make the cost for this alternative more than $2 billion more than the elevated alternatives. It would result in construction costs of extraordinary magnitude greater than the segment alternatives being evaluated in the Final EIS and would involve multiple factors that would cumulatively cause unique problems or impacts of extraordinary magnitude.
		This location alternative would not be prudent under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states:
		
		It results in additional construction, maintenance, or operational costs of an extraordinary magnitude (paragraph 3.iv).
		
		It causes other unique problems or unusual factors (paragraph 3.v).
		
		It results in additional construction, maintenance, or operational costs of an extraordinary magnitude (paragraph 3.v).
		
		It causes other unique problems or unusual factors. (paragraph 3.v).

Resource	Location Alternatives	Assessment
• Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District • A.M. Castle and Company • Alaskan Copper Co. Employment Office • Auto Repair Garage • Spokane Street Manufacturing Historic District	There would be an individual use of these resources under Preferred Alternative DUW-1a and Option DUW-1b. A more southerly alignment that would cross the Duwamish Waterway in the Georgetown vicinity and followed a more gradual slope to reach Alaska Junction and connect areas south of Alaska Junction, was suggested during scoping. Some alignment suggestions included using the approximate corridors of Myers Way South, Southwest Roxbury Way, and 35th Avenue Southwest. Routes to Georgetown were considered in Level 1 but were not carried forward because they would not meet the purpose of the project, which is to provide light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016; see Chapter 1, Purpose and Need for West Seattle Link Extension, of the Final EIS). Georgetown and the areas south of Alaska Junction listed in these suggested alternatives were not communities identified in the project corridor in Sound Transit 3. This alignment would not have avoided the West Duwamish Greenbelt because the greenbelt extends to this area, but the more southerly alignment would have avoided the identified historic properties. Therefore, it is not an avoidance alternative.	This location alternative would not be prudent under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states: It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need (paragraph 3.i). It causes other unique problems or unusual factors (paragraph 3.v).

Table 3-12. Duwamish Segment Avoidance Alternatives - Alignment Shifts

Resource	Alignment Shifts	Assessment
Alaskan Copper Company Employment Office, Auto Repair Garage	There would be an individual use of these resources under Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2. These resources would be impacted by all Duwamish Segment alternatives by the track that would connect the project to the Sound Transit Operations and Maintenance Facility Central, which is directly east of the Alaskan Copper property that includes both the employment office and auto repair garage buildings. These resources are located on the east side of 6th Avenue South, between South Forest Street and South Horton Street. Due to the size of the Alaskan Copper property and the configuration of the existing Operations and Maintenance Facility Central, avoiding this property would require accessing the Central maintenance facility from either the far north end or far south end, where integrating into the existing trackwork would require reconfiguration of the maintenance facility, which was completed in 2009. Proposed track connection locations to the Operations and Maintenance Facility Central for the project were established in coordination with Sound Transit operations and based on existing track constraints (train turnout locations need to be on flat/tangent track) and the requirement for multiple connection locations. All proposed Duwamish Segment alternatives would connect on the north side of the maintenance facility, connecting to an at-grade circulating track. Locating the mainline connection farther south is not feasible as a matter of sound engineering judgment due to the horizontal curve from the south (from Duwamish Waterway crossing to the SODO Busway) and the space needed for special trackwork elements. Locating the mainline connection farther north is also not feasible due to the track profile transitioning to at-grade at South Lander Street. Also, reconfiguration of the maintenance facility to allow a connection without impacting either building would be cost-prohibitive, especially because the facility is still relatively new. Reconfiguration would also result in substantial disruption to existing operations. For these same reasons, the Auto Repair Garage on the Alaskan Copper property cannot be avoided by Preferred Alternative DUW-1a or Option DUW-1b, which have slightly different connections to the maintenance facility due to the different alignment from Alternative DUW-2.	This alignment shift alternative would not be feasible per paragraph 2 under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states: An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. This alignment shift alternative would also not be prudent under paragraph 3.iii, which states: It results in unacceptable safety or operational problems. or under paragraph 3.v, which states: It causes other unique problems or unusual factors.

Resource	Alignment Shifts	Assessment

• Viking Automatic Sprinkler Company
• A.M. Castle and Company
• Department of Highway District No. 1 Headquarters/Maintenance Facility:
  ○ Office/Administrative Building
  ○ Maintenance Building
  ○ Storage Building
  ○ Car/Paint Building
  ○ Maintenance/Garage Building
• Spokane Street Manufacturing Historic District
• Acme Tool Works
	There would be an individual use of these resources under Preferred Alternative DUW-1a, Option DUW-1b, or Alternative DUW-2.
	
	To avoid all of these Section 4(f) resources, an alignment was evaluated that would cross the Duwamish Waterway primarily on the south side of the West Seattle Bridge and then transition to the north side of the bridge after the crossing, on the west side of the waterway. This alignment would have to cross over the West Seattle Bridge three times to avoid all of these resources:
	
	(1) crossing to the south side of the bridge to avoid the historic resources on the north side of the bridge, which are all east of the Duwamish Waterway,
	
	(2) crossing to the north side of the bridge to avoid the West Duwamish Greenbelt, on the west side of the Duwamish Waterway, and
	
	(3) crossing back to the south side to reach the Delridge Station.
	
	Crossing over the West Seattle Bridge multiple times would require even taller structures than the Draft Environmental Impact State alternatives, would have longer water crossings, and would have longer spans with more curvature, which is structurally less desirable. These spans would also require larger, more expensive foundations and have more constrained locations for the larger foundations. These spans could also require additional in-water columns, which would have additional severe ecosystem impacts to federally protected environmental resources and could affect navigation in the Duwamish Waterway.
		This alignment shift alternative would not be prudent per paragraph 3.iii under the definition of feasible and prudent avoidance in 23 Code of Federal Regulations Section 774.17, which states:
		
		After reasonable mitigation, it still causes:
		
		(A) Severe social, economic, or environmental impacts;
		
		(B) Severe disruption to established communities;
		
		(C) Severe disproportionate impacts to minority or low-income populations; or
		
		(D) Severe impacts to environmental resources protected under other federal statutes.

Resource	Alignment Shifts	Assessment

• Viking Automatic Sprinkler Company
• Department of Highway District No. 1 Headquarters/Maintenance Facility:
  ○ Office/Administrative Building
  ○ Maintenance Building
  ○ Storage Building
  ○ Car/Paint Building
  ○ Maintenance/Garage Building
• Transportation Equipment Rentals Office Building
• Transportation Equipment Rentals Maintenance Warehouse
	There would be an individual use of these resources under Alternative DUW-2.
	
	To avoid these historic resources on the north side of the West Seattle Bridge, an alignment shift farther north than Alternative DUW-2 than what is currently proposed in this Final EIS was considered but would have greater impacts on Port of Seattle and Northwest Seaport Alliance terminals. It would directly cross Terminal 18, which is the largest container facility in the Pacific Northwest and would permanently affect operations of this facility. Impacts to operation of this container facility would have regional economic impacts. A crossing farther north would also likely require longer over-water spans of the Duwamish Waterway because it widens to the north, which could result in more in-water impacts. An alignment shift to the south to avoid these resources was not considered because Preferred Alternative DUW-1a is already located to the south.
		This alignment shift alternative would not be prudent per paragraph 3.iii under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states:
		
		After reasonable mitigation, it still causes:
		
		(A) Severe social, economic, or environmental impacts;
		
		(B) Severe disruption to established communities;
		
		(C) Severe disproportionate impacts to minority or low-income populations; or
		
		(D) Severe impacts to environmental resources protected under other federal statutes;

• A.M. Castle and Company Building	There would be an individual use of this resource under Option DUW-1b. An alignment shift to the north to avoid these resources was not considered because Preferred Alternative DUW-1a is already located to the north of these resources. An alignment shift to the south was not considered because impacts would result in an individual use of t̓uʔəlaltxʷ Village Park and Shoreline Habitat (formerly known as Terminal 105 Park) and is therefore not an avoidance alternative. This shift would require crossing a wider section of the Duwamish Waterway, thereby increasing in-water impacts.	This alignment shift alternative would not be prudent per paragraph 3.iii under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states: After reasonable mitigation, it still causes: (A) Severe social, economic, or environmental impacts; (B) Severe disruption to established communities; (C) Severe disproportionate impacts to minority or low-income populations; or (D) Severe impacts to environmental resources protected under other federal statutes;

Resource	Alignment Shifts	Assessment
• Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District • A.M. Castle and Company • Alaskan Copper Co. Employment Office • Auto Repair Garage • Spokane Street Manufacturing Historic District	There would be an individual use of this resource under Preferred Alternative DUW-1a and Option DUW-1b. An alignment shift to the north to avoid these resources was not considered because Alternative DUW-2 is already located to the north. An alignment shift to the south to avoid this resource was not considered because the West Duwamish Greenbelt extends several miles to the south, and an alignment farther to the south of these historic resources and the greenbelt is discussed under Section 3.4.2.2, Location Alternatives.	This alignment shift alternative would not be feasible per paragraph 2 under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states: An alternative is not feasible if it cannot be built as a matter of sound engineering judgment It results in unacceptable safety or operational problems. This alignment shift alternative would not be feasible per paragraph 3.ii under the definition of feasible and prudent avoidance alternative in 23 Code of Federal Regulations Section 774.17, which states: It results in unacceptable safety or operational problems;

3.5 Measures to Minimize Harm

As described in Section 3.4, Avoidance Alternatives, Sound Transit has looked for opportunities to reduce project impacts, including impacts on Section 4(f) resources, throughout the design development for the project. The Build Alternatives evaluated in this Section 4(f) Evaluation incorporate Sound Transit's best attempt at minimizing and avoiding Section 4(f) resources in the densely developed project corridor. Methods of minimization and avoidance included adjustments to the horizontal alignment, vertical profile, and placement of stations and support facilities. These design adjustments are included in the Build Alternatives that are being evaluated.

Sections 3.5.1 and 3.5.2 describe minimization measures for visual effects and noise and vibration impacts, respectively, that could apply to both parks and historic resources. Section 3.5.3, Parks and Recreation Measures to Minimize Harm, describes measures to minimize harm specific to parks, and Section 3.5.4, Historic Resources Measures to Minimize Harm, describes measures to minimize harm specific to historic resources.

3.5.1 Minimization of Visual Effects

Specific measures to minimize visual effects during construction include the implementation of design guidelines. The following describes the design guidelines that would be incorporated where practical:

- Sound Transit would develop specific design criteria for the West Seattle Link Extension that guide project design through a balanced set of systemwide elements and contextual elements, such as a consistent architectural theme for elevated elements and stations, consistent signage, and a systemwide art program. Interdisciplinary teams would develop these criteria with input from local communities and the City of Seattle and integrate these criteria with existing plans, including plans for redevelopment.
- Sound Transit will work collaboratively with applicable City of Seattle agencies and adjacent communities throughout the design process to minimize visual impacts and develop a civic aesthetic for each station that is aligned with the community vision.
- Through design review in coordination with the City of Seattle, Sound Transit would consider measures to minimize impacts to visual quality from the Duwamish Waterway crossings, such as design guidelines and context-sensitive design.
- Sound Transit would surplus the remainder of the parcels, not needed after construction, which could potentially be redeveloped consistent with Sound Transit's Transit Oriented Development Policies and City of Seattle plans.
- When possible, Sound Transit would preserve existing vegetation.
- Sound Transit would plant appropriate vegetation within and adjoining the project right-of-way to replace existing street trees and other visually important vegetation removed for the project or provide screening for sensitive visual environments and/or sensitive viewers. New plantings would be consistent with Sound Transit operations and maintenance requirements and would be low-maintenance-type plant material for the long-term growth and health of the plantings. The planting design would emphasize the use of native, adaptive, hardy, drought tolerant, low-maintenance material that can attract bees and butterflies and exist without supplemental water in the local climate after the establishment period.

- Sound Transit would design exterior lighting at stations, tail tracks, and hi-rail access to minimize height and use source shielding to avoid lighting bulbs that would be directly visible from residential areas, streets, and highways. Shielding would also limit spillover light and glare in residential areas.
- During construction, Sound Transit would provide visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Visual screening would include construction of a barrier to screen ground-level views into construction areas where practical. Nighttime construction lighting would be shielded and directed downward to avoid light spillover onto adjacent sensitive uses.

3.5.2 Minimization of Noise and Vibration Effects

Section 7 of Appendix N.3, Noise and Vibration Technical Report, of the Final EIS provides a description of means to reduce and monitor potential noise and vibration effects during light rail construction and operation. Key noise and vibration minimization strategies are summarized below.

3.5.2.1 Noise

Although noise-related adverse effects to Section 4(f) resources are not anticipated, for locations where Sound Transit has identified potential noise impacts, mitigation measures would be considered and reviewed using Sound Transit's light rail Noise and Vibration Mitigation Policy (Sound Transit 2023). Under this policy, potential mitigation measures would be considered for all noise impacts.

Sound Transit's noise mitigation policy is to mitigate both moderate and severe impacts beginning with source treatment, followed by treatments in the noise path. If source and path treatments are not sufficient to mitigate the impact, Sound Transit would evaluate and implement sound insulation at affected properties where the existing building does not already achieve sufficient exterior-to-interior reduction of noise levels.

For most of the identified noise impacts, sound walls were the selected method of reducing noise levels, consistent with Sound Transit's Link Noise and Vibration Mitigation Policy (Sound Transit 2023). Sound walls are effective at eliminating most predicted noise impacts for the project.

All construction activities would be required to comply with codified sound limits. Nighttime construction would require a noise variance from the City of Seattle. Noise mitigation would likely be required for construction activities to comply with Seattle Municipal Code or variance sound level limits.

3.5.2.2 Vibration

The primary means of mitigating vibration from construction activities is to require the contractor to prepare a detailed construction vibration control plan. A noise and vibration control engineer or acoustician would work with the contractor to prepare the plan in conjunction with the contractor's specific equipment and methods of construction. Key elements of a plan include the following:

- Contractor's specific equipment types
- Schedule and methods of construction
- Identification of all Category 1 and special buildings near construction sites

- Methods for projecting construction vibration levels
- Construction vibration limits
- Specific vibration control measures where predicted levels exceed the limits
- Methods for responding to community complaints

Construction would be carried out in compliance with Sound Transit specifications and all applicable local regulations. Specific construction vibration mitigation measures would be developed during the design phase, when more detailed construction means and methods information is available. The following mitigation measures would be applied as needed to minimize construction vibration impacts:

- **Pre-construction survey.** Prior to the start of construction, a survey of buildings including inspection and photographs of building foundations would be completed near construction areas.
- **Construction timing.** Nighttime construction in residential neighborhoods would be avoided and would be arranged with businesses to avoid interfering with sensitive daytime activities. Local ordinances would be followed unless variances are obtained.
- **Equipment location.** Stationary construction equipment would be located as far as possible from vibration-sensitive sites.
- **Continuous vibration monitoring.** Monitoring can be implemented at particularly sensitive receivers if needed.
- **Alternative construction methods.** Alternative construction methods would be used to minimize the use of impact and vibratory equipment (e.g., pile-drivers and compactors).

3.5.3 Parks and Recreation Measures to Minimize Harm

According to City of Seattle Ordinance 118477, any City park land permanently acquired by the project must be replaced with land of equivalent or better size, value, location, and usefulness. Sound Transit would coordinate with Seattle Parks and Recreation to find suitable replacement property for acquired park land and displaced parks. Where replacement property is included as a general measure to minimize harm, the property would be replaced with property that has the same features, attributes, and activities as the displaced resource.

Table 3-13 summarizes the resource-specific measures to minimize harm to Section 4(f) park resources.

Table 3-13. Proposed Measures to Minimize Harm by Section 4(f) Park Resource

Alternative	Use Determination	Potential Impacts	Proposed Measures to Minimize Harm
West Duwamish Greenbelt			
DUW-1a	*de minimis.*	This alternative would permanently incorporate 1.2 acres (approximately 0.6 percent of the total area) and temporarily occupy up to an additional 0.3 acre of greenbelt land. The total area of the two parcels affected is 3.05 acres. This alternative would impact the wildlife habitat function of the greenbelt in the study area by removing large trees, which support wildlife species such as great blue heron and peregrine falcon. This alternative would result in closure of the Delridge Connector Trail to the West Seattle Bridge Trail during construction.	Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477 with such modifications as approved by Seattle City Council. Replacement park land would have similar recreational functions and characteristics, and would serve the same geographic area. Sound Transit would provide improvements as necessary for property to be of equivalent recreational use as the acquired greenbelt property. Replacement park land would be purchased by Sound Transit and conveyed to the City as mutually agreed to by Sound Transit and the City. However, if agreed to by the City, Sound Transit could provide funds for purchase of replacement property, demolition of any structures thereon, cleanup of any contamination, and necessary improvements for property to be of equivalent use as the acquired greenbelt property. The temporarily impacted area would be replanted with low-growing vegetation when construction is completed, but large trees would not be allowed near the guideway. For trees permanently removed in the West Duwamish Greenbelt and elsewhere along the project, Sound Transit will replace them or provide payment in lieu fees in compliance with governing City regulations, Seattle Department of Construction & Inspections Director's Rules, and Executive Orders, or as agreed upon in the West Seattle Link Extension Tree and Vegetation Management Plan. Sound Transit will provide a detour of the Delridge Connector Trail to the West Seattle Bridge Trail and associated improvements for the detour. This detour route and associated improvements were developed jointly by the City of Seattle and Sound Transit. There are several areas where the City and Sound Transit will continue to refine the detour as appropriate and as agreed to by both parties. Based on mutual agreement by the City and Sound Transit, Sound Transit will provide a detour for the 22nd Avenue Southwest connection to the Delridge Connector Trail and associated improvements for the detour.*

Alternative	Use Determination	Potential Impacts	Proposed Measures to Minimize Harm
DUW-1b	*de minimis.*	This alternative would permanently incorporate 1.3 acres (approximately 0.7 percent of the total area) and temporarily occupy up to an additional 0.3 acre of greenbelt land. The total area of the three parcels affected is 3.22 acres. This alternative could impact the wildlife habitat function of the greenbelt in the study area by removing large trees, which support wildlife species such as great blue heron and peregrine falcon. This alternative would result in closure of the Delridge Connector Trail to the West Seattle Bridge Trail during construction.	Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477 with such modifications as approved by Seattle City Council. The replacement area needed is assumed to be equivalent to the total areas of parcels affected. Sound Transit would provide improvements as necessary for property to be of equivalent use as the acquired greenbelt property. Replacement park land would be purchased by Sound Transit and conveyed to the City as mutually agreed to by Sound Transit and the City. However, if agreed to by the City, Sound Transit could provide funds for purchase of replacement property, demolition of any structures thereon, cleanup of any contamination and necessary improvements for property to be of equivalent use as the acquired greenbelt property. The temporarily impacted area would be replanted with low-growing vegetation when construction is completed, but large trees would not be allowed near the guideway. For trees permanently removed in the West Duwamish Greenbelt and elsewhere along the project, Sound Transit will replace them or provide payment in lieu fees in compliance with governing City regulations, Seattle Department of Construction & Inspections Director's Rules, and Executive Orders, or as agreed upon in the West Seattle Link Extension Tree and Vegetation Management Plan. [a] Sound Transit will provide a detour of the Delridge Connector Trail to the West Seattle Bridge Trail and associated improvements for the detour as depicted on Figure 1. This detour route and associated improvements were developed jointly by the City of Seattle and Sound Transit. There are several areas where the City and Sound Transit will continue to refine the detour as appropriate and as agreed to by both parties. Based on mutual agreement by the City and Sound Transit, Sound Transit will provide a detour for the 22nd Avenue Southwest connection to the Delridge Connector Trail and associated improvements for the detour.*
DUW-2	No use.		

Alternative	Use Determination	Potential Impacts	Proposed Measures to Minimize Harm
Terminal 25 Wildlife Refuge			
DUW-1a	No use.		
DUW-1b	No use.		
DUW-2	Use.	This alternative would permanently incorporate approximately 600 square feet of this planned wildlife refuge and adversely affect planned wildlife habitat and restoration features intended to support the recovery of Chinook salmon and Southern Resident killer whales.	Sound Transit would coordinate with the Port of Seattle to identify potential modifications to the restoration site design if this alternative were to be selected to be built.
Delridge Playfield			
DEL-6b	No use.		
DEL-1a	No use.		
DEL-1b	No use.		
DEL-2a	No use.		
DEL-2b	No use.		
DEL-3	*de minimis.*	This alternative would permanently incorporate less than 0.1 acre (approximately less than 1 percent of the total area) of the playfield to accommodate an elevated guideway column and would temporarily occupy an additional 0.1 acre during construction.	The temporarily impacted area would be fully restored when construction is completed. Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477, as appropriate.
DEL-4	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy 0.1 acre of the playfield during construction.	The temporarily occupied area would be fully restored when construction is completed.
DEL-5	No use.		
DEL-6a	No use.		
DEL-7	No use.		

Alternative	Use Determination	Potential Impacts	Proposed Measures to Minimize Harm
Longfellow Creek Natural Area			
DEL-6b	No use.		
DEL-1a	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy 0.1 acre of the natural area during construction. Some trees at the south edge along Southwest Genesee Street on the west end of the park may need to be removed.	The temporarily occupied area would be fully restored when construction is completed, including replacing any trees removed.
DEL-1b	*de minimis.*	This alternative would permanently incorporate 0.1 acre (approximately 2 percent of the total area) of the south end of the natural area and would temporarily occupy less than 0.1 acre during construction. Some trees at the south edge along Southwest Genesee Street on the west end of the park may need to be removed.	The temporarily impacted area would be fully restored when construction is completed, including replacing any trees removed. Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477, as appropriate.
DEL-2a	No use.		
DEL-2b	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy 0.1 acre of the natural area during construction. The impacts would include removal of trees and construction of a temporary work trestle in the natural area to provide additional space on Southwest Genesee Street for equipment to maneuver. The temporarily occupied area is on the south end of the natural area.	The temporarily occupied area would be fully restored when construction is completed, including replacing any trees removed.
DEL-3	No use.		
DEL-4	No use.		
DEL-5	No use.		
DEL-6a	No use.		
DEL-7	No use.		

Alternative	Use Determination	Potential Impacts	Proposed Measures to Minimize Harm
Longfellow Creek Legacy Trail			
DEL-6b	No use.		
DEL-1a	No use. Temporary occupancy exception conditions would be satisfied.	Access to trail from Southwest Genesee Street temporarily disrupted.	Provide signed detour via 26th Avenue Southwest and Southwest Nevada Street and via Southwest Dakota Street during temporary closures of 26th Avenue Southwest to maintain continuity. The temporarily occupied area would be fully restored when construction is completed.
DEL-1b	*de minimis.*	Trail connection to sidewalk relocated with reconstruction of sideway. Access to trail from Southwest Genesee Street temporarily disrupted.	Provide signed detour via 26th Avenue Southwest and Southwest Nevada Street and via Southwest Dakota Street during temporary closures of 26th Avenue Southwest to maintain continuity. Trail connection at Southwest Genesee Street restored when construction is completed.
DEL-2a	No use.		
DEL-2b	*de minimis*.	Same as Option DEL-1b.	
DEL-3	No use.		
DEL-4	No use.		
DEL-5	No use.		
DEL-6a	No use.		
DEL-7	No use.		
West Seattle Golf Course			
DEL-6b	No use.		
DEL-1a	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy approximately 1 acre of the north end of the golf course property The temporary occupancy would impact up to three greens (holes 13, 14 and 16) and the cart path in the golf course. Nearby play may be impacted during some construction activities involving large cranes (such as girder placement), but these construction activities would have short time durations (less than an hour);	The alternative's design limited staging areas on the golf course to only the location needed for construction of guideway columns in the Southwest Genesee Street right-of-way. The greens (holes 13, 15 and 16) affected by the temporary occupancy would be modified and the cart path rerouted to avoid the construction area. The temporarily occupied area would be fully restored after construction. The construction period would be 2 to 3 years in the area, and modification of the affected holes would occur prior to construction and be

Alternative	Use Determination	Potential Impacts	Proposed Measures to Minimize Harm
		therefore, play on nearby holes would only be restricted during those times. Trees would need to be removed along the north edge of the golf course.	returned to original condition after construction, which would limit use of the holes during those times. Vegetation removed would be replaced with trees and lower growing vegetation after construction in consultation with the City of Seattle. Fencing along the north edge of the golf course would be replaced. Sound Transit would coordinate with Seattle Parks and Recreation to determine the final mitigation to ensure the golf course is still playable throughout construction; the course would be playable similar to how it is played today.
DEL-1b	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy up to 0.2 acre on the north end of the golf course; a cart path is in this area. Some trees would need to be removed along the north edge of the golf course on the east side.	The alternative's design limited staging areas on the golf course to only the location needed for construction of guideway columns in the Southwest Genesee Street right-of-way. A cart path would be temporarily re-aligned for a short distance to retain its functionality during construction; the cart path would be re-aligned for about 2 years. The area of temporary occupancy would be fully restored after construction. Area along the south edge would be replanted with trees and lower growing vegetation in consultation with the City of Seattle. Sound Transit would coordinate with Seattle Parks and Recreation to re-align the cart path prior to construction.
DEL-2a	Use.	This alternative would permanently impact 1.4 acres (approximately 1 percent of the total area) of the golf course as it transitions from an elevated guideway to a tunnel at the northwest corner of the property and would temporarily occupy an additional 1.2 acres during construction. The alternative would remove some playable area along the northern property boundary and permanently impact five holes of the golf course (holes 13, 14, 15, 17, and 18).	The temporarily impacted area would be fully restored after construction. To mitigate for the permanent impacts, the golf course could be modified to retain functionality. However, the modified holes would need to have a minimum yardage; mitigation could include shortening a hole or reconfiguring part of the golf course. Fencing along the north edge of the golf course would be installed between the golf course and the light rail. Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477, as appropriate.
DEL-2b	No use. Temporary occupancy exception conditions would be satisfied.	Same as Option DEL-1b.	

Alternative	Use Determination	Potential Impacts	Proposed Measures to Minimize Harm
DEL-3	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy 1.2 acres of the north end of the golf course property. The temporary occupancy would impact up to three greens (holes 13, 14, and 16) and the cart path in the golf course. Nearby play may be impacted during some construction activities involving large cranes (such as girder placement), but these construction activities would have short time durations (less than an hour); therefore, play on nearby holes would only be restricted during those times. Trees would need to be removed along the north edge of the golf course.	The alternative's design limited staging areas on the golf course to only the location needed for construction of guideway columns in the Southwest Genesee Street right-of-way. The greens affected by the temporary occupancy would be modified and the cart path rerouted to avoid the construction area. The temporarily occupied area would be fully restored after construction. The construction period would be 2 to 3 years in the area, and modification of the affected holes would occur prior to construction and be returned to original condition after construction, which would limit use of the holes during those times. Sound Transit would coordinate with Seattle Parks and Recreation to determine the final mitigation to ensure the golf course is still playable throughout construction; the course would be playable similar to how it is played today. Vegetation removed would be replaced with trees and lower growing vegetation after construction in consultation with the City of Seattle.
DEL-4	Use.	This alternative would permanently impact 1.4 acres (approximately 1 percent of the total area) of the golf course as it transitions from an elevated guideway to a tunnel at the northwest corner of the property and would temporarily occupy an additional 1.2 acres during construction. The alternative would remove some playable area along the northern property boundary and permanently impact five holes of the golf course (holes 13, 14, 15, 17, and 18).	The temporarily impacted area would be fully restored after construction. To mitigate for the permanent impacts, the golf course could be modified to retain functionality. However, the modified holes would need to have a minimum yardage; mitigation could include shortening a hole or reconfiguring part of the golf course. Sound Transit would coordinate with Seattle Parks and Recreation to determine the final mitigation to ensure the golf course is still playable throughout construction. Fencing along the north edge of the golf course would be installed between the golf course and the light rail. Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477, as appropriate.
DEL-5	No use.		
DEL-6a	No use.		
DEL-7	No use.		

Alternative	Use Determination	Potential Impacts	Proposed Measures to Minimize Harm
Junction Plaza Park			
WSJ-5b	No use.		
WSJ-1	No use.		
WSJ-2	No use.		
WSJ-3a	No use.		
WSJ-3b	Use.	This alternative would permanently acquire the park for a station entrance.	Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477, as appropriate.
WSJ-4	No use.		
WSJ-5a	No use.		
WSJ-6	No use.		

* These measures to minimize harm are mitigation for other project impacts not directly related to the activities, attributes, or features that qualify the resource for Section 4(f) protection and are repeated here as they address City concerns related to the property.

3.5.4 Historic Resources Measures to Minimize Harm

Measures to minimize or mitigate harm to Section 4(f) historic resources, beyond the design measures already included in the project, are not known at this time as Sound Transit and FTA continue to consult with the State Historic Preservation Officer, Tribes, and other consulting parties. These measures will be coordinated with the Washington State Department of Archaeology and Historic Preservation, local jurisdictions, and interested parties. They will also be memorialized in the Section 106 programmatic agreement for this project, consistent with Section 106 of the National Historic Preservation Act. The specific mitigation measures for each affected historic resource will be developed in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties under Section 106. The following typical mitigation measures for impacts to historic resources are from Section 11.2, Resolution of Adverse Effects, in Appendix N.5, Historic and Archaeological Resources Technical Report:

- Modifying the undertaking through redesign, reorientation, or other similar changes to avoid, minimize, or mitigate impacts
- Documenting historic properties or resources that would be impacted
- Installing interpretive/educational signage, or other options that provide a public benefit (e.g., exhibits, HistoryLink essays, documentaries, or historic property nominations)
- Implementing data recovery of archaeological or architectural information and materials
- Preparing a National Register nomination for an archaeological site
- Preparing City of Seattle landmark nominations for potentially eligible buildings, structures, objects, and/or sites
- Preparing an ethnographic study, historic essays, documentaries, or formal documentation
- Developing museum exhibits
- Offering lecture series, trainings, or workshops
- Additional consultation to ensure compatible replacement buildings or structures
- Supporting preservation non-profit organizations

Sound Transit will develop a detailed monitoring and inadvertent discovery plan for review by the State Historic Preservation Officer and Tribes. The plan will include research questions and outline protocols to ensure the proper treatment of archaeological resources that may be identified during construction.

3.5.4.1 SODO Segment

Each of the SODO Segment alternatives would demolish one historic resource (the Graybar Electric Company Building) to enable the construction of the project; as such, there are no minimization measures associated with SODO Segment alternative actions.

3.5.4.2 Duwamish Segment

Sound Transit has made design changes during the alternative design process and will continue to do so throughout project design to minimize impacts on historic properties in the Duwamish Segment. To minimize impacts to the Department of Highways District No. 1 Headquarters/Maintenance Facility - Office/Administrative Building, Maintenance Building, and

Storage Building under Alternative DUW-2, the construction staging area was reduced to preserve these historic buildings and only remove two other buildings on the property.

3.5.4.3 Delridge Segment

Sound Transit has made design changes during the alternative design process and will continue to do so throughout project design to minimize impacts on historic properties in the Delridge Segment.

To minimize impacts to Section 4(f) and other environmental resources, the preferred alternative for the project was revised from Alternative DEL-1a (which had temporary impacts at the West Seattle Golf Course and resulted in a use of multiple historic resources) to Preferred Option DEL-6b, which avoids a use of any Section 4(f) resources.

3.5.4.4 West Seattle Junction Segment

Sound Transit has made design changes during the alternative design process and will continue to do so throughout project design to minimize impacts on historic properties in the West Seattle Junction Segment.

To minimize impacts to Section 4(f) and other environmental resources, the preferred alternative for the project was revised from Alternative WSJ-1 and Alternative WSJ-2 (which both resulted in the use of multiple historic resources) to Preferred Option WSJ-5b, which avoids a use (or any impacts) of any Section 4(f) resources.

3.6 Least Harm Analysis

3.6.1 Least Harm Alternatives Analysis

When there is no feasible and prudent avoidance alternative, FTA may approve only the alternatives that cause the least overall harm based on an assessment of the seven factors listed in 23 Code of Federal Regulations Section 774.3.c.1:

1) The ability of the alternative to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property).
2) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.
3) The relative significance of each Section 4(f) property.
4) The views of the official(s) with jurisdiction over each Section 4(f) property.
5) The degree to which each alternative meets the purpose and need for the project.
6) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f).
7) Substantial differences in costs among the alternatives.

Because there is no alternative in either the SODO or Duwamish segments that avoids the individual use of a Section 4(f) resource, a least harm analysis is required under Section 4(f) to determine which alternative in the SODO and Duwamish segments causes the least overall harm per 23 Code of Federal Regulations Section 774.3.c. Table 3-14 presents the least harm analysis for the SODO Segment and Table 3-15 presents the least harm analysis for the

Duwamish Segment. The Delridge and West Seattle Junction segments contain alternatives that avoid all Section 4(f) resources; therefore a discussion of least harm for these segments is not required under Section 4(f).

Table 3-14. Least Harm Analysis: SODO Segment Alternatives

Least Harm Analysis Factor	Assessment of Least Harm	Conclusion
Factor 1: The ability to minimize and mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property).	This factor evaluates how well the effects of each alternative can be mitigated for each of the impacted Section 4(f) resources in the segment. **Park/Recreation and Wildlife Refuge Resources** There are no park/recreation resources within the SODO Segment. **Historic Resources** Each of the SODO Segment alternatives would result in the demolition of one historic resource (Graybar Electric Company Building); the ability to mitigate for this demolition is the same for each SODO Segment alternative.	Based on the assessment of least harm provided for this factor, all SODO Segment alternatives are concluded to equally be the least harm alternative for Factor 1.
Factor 2: The relative severity of remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.	This factor assesses the remaining effects on Section 4(f) resources after efforts to avoid, minimize, and mitigate project impacts are considered. **Park/Recreation Resources** There are no park/recreation resources within the SODO Segment. **Historic Resources** As noted for Factor 1, each of the SODO Segment alternatives would result in the demolition of one historic resource (with the same mitigation to offset the demolition).	Based on the assessment of least harm provided for this factor, all SODO Segment alternatives are concluded to equally be the least harm alternative for Factor 2.
Factor 3: The relative significance of each Section 4(f) property.	Each of the SODO Segment alternatives would result in the demolition of one historic resource. Because each SODO Segment alternative would have the identical impact to Section 4(f) resources, no distinction can be made between the alternatives with respect to Factor 3.	Based on the assessment of least harm provided for this factor, all SODO Segment alternatives are concluded to equally be the least harm alternative for Factor 3.
Factor 4: The views of the official(s) with jurisdiction over each Section 4(f) property.	Each of the SODO Segment alternatives would result in the demolition of one historic resources. Because the same single Section 4(f) property is being impacted the same under all SODO Segment alternatives, no distinction can be made between the alternatives with respect to Factor 4.	Based on the assessment of least harm provided for this factor, all SODO Segment alternatives are concluded to equally be the least harm alternative for Factor 4.
Factor 5: The degree to which each alternative meets the purpose and need for the project.	This factor evaluates how well each alternative meets the project's purpose and need. The purpose of the project is to expand the Sound Transit Link light rail system from SODO to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections (see Chapter 1, Purpose and Need for West Seattle Link Extension of the Final EIS). All Build Alternatives would meet this purpose by improving transit mobility and access to regional activity centers and advancing implementation of local and regional land use and	Based on the assessment of least harm provided for this factor, all SODO Segment alternatives are concluded to equally be the least harm alternative for Factor 5.

Least Harm Analysis Factor	Assessment of Least Harm	Conclusion
	transportation plans. All the Build Alternatives would also meet the needs of the project, as outlined in Section 1.2.2, Need for the West Seattle Link Extension Project, of the Final EIS. An integral quantitative element that can be considered when determining the degree to which each alternative would respectively meet the purpose and need of the project is the forecasted ridership numbers. Because all the SODO Segment station alternatives are relatively close to each other and have similar transit integration profiles, the number of boardings are forecasted to be similar for all SODO Segment alternatives. As such, all SODO Segment alternatives are assumed to meet the purpose and need equally well.	
Factor 6: After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f).	This factor evaluates the magnitude of unavoidable environmental impacts to resources not protected by Section 4(f) after implementing mitigation measures. Sound Transit has designed alternatives to avoid impacts to environmental resources wherever feasible, while still placing the alignment and stations in locations that will serve the population areas identified in the Sound Transit 3 Plan. Based on the summary of environmental impacts from the various alternatives in the SODO Segment provided in the Executive Summary of the Final EIS, the areas of slight differentiation are provided below: <u>Operational Transportation Impacts</u>: Preferred Option SODO-1c, Alternative SODO-1a, Option SODO-1b: • 0 intersections impacted. • Grade separation at South Lander Street, which eliminates existing at-grade rail crossing, which reduces rail conflicts with vehicles, bicycles, and pedestrians, and improves traffic operations. • Permanent closure of SODO Busway. Alternative SODO-2: • 0 intersections impacted. • SODO Busway reopens following construction. • Retains at-grade crossing at South Lander Street. <u>Construction Transportation Impacts</u>: Preferred Option SODO-1c, Alternative SODO-1a, Option SODO-1b: • Full closure of South Lander Street (3 years). • Detour a portion of the SODO Trail. • Long-term (greater than 1 year) closure of the existing SODO Station. Alternative SODO-2: • Full closure on South Lander Street on (nights/weekends). Detour a portion of the SODO Trail. • SODO Busway closed for the duration of construction (5 years). • Long-term (greater than 1 year) closure of the existing SODO Station.	Based on the assessment of least harm provided for this factor, all SODO Segment alternatives are concluded to equally be the least harm alternative for Factor 6.

Least Harm Analysis Factor	Assessment of Least Harm	Conclusion
	Potential Residential Displacements: • No residential displacements under any SODO alternative. Potential Business Displacements: • Preferred Option SODO-1c: 33 • Alternative SODO-1a: 34 • Option SODO-1b: 35 • Alternative SODO-2: 31 Potential Employee Displacements: • Preferred Option SODO-1c: 240 • Alternative SODO-1a: 240 • Option SODO-1b: 260 • Alternative SOSO-2: 280	
Factor 7: Substantial differences in costs among the alternatives (Code of Federal Regulations Title 23 Section 774.3(c)(i)).	This factor considers the cost of each alternative. • Preferred Option SODO-1c: $550 to 600 million • Alternative SODO-1a: $550 to 600 million • Option SODO-1b: $800 to 850 million • Alternative SODO-2: $800 to 850 million	Preferred Option SODO-1c and Alternative SODO-1a cost over 40 percent less than Option SODO-1b and Alternative SODO-2. Therefore, Preferred Option SODO-1c and Alternative SODO-1a are equal least harm alternatives for Factor 7.

Based on an overall assessment of all the seven factors in 23 Code of Federal Regulations Section 774.3 presented in Table 3-14, Preferred Option SODO-1c and Alternative SODO-1a are equal least harm alternatives due solely to Factor 7 for the SODO Segment per 23 Code of Federal Regulations Section 774.3.c.1.

Table 3-15. Least Harm Analysis: Duwamish Segment Alternatives

Least Harm Analysis Factor	Assessment of Least Harm	Conclusion
Factor 1: The ability to minimize and mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property).	This factor evaluates how well the effects of each alternative can be mitigated for each of the impacted Section 4(f) resources in the segment. **Park/Recreation and Wildlife Refuge Resources** Although the project has entailed measures to minimize harm and could provide measures to mitigate impacts to all park/recreation/wildlife refuge resources, of the three Duwamish Segment alternatives, only Alternative DUW-2 would actually result in an individual use of a Section 4(f) resource (the Terminal 25 wildlife refuge). Preferred Alternative DUW-1a and Option DUW-1b would both impact the West Duwamish Greenbelt (whereas Alternative DUW-2 would not), although those impacts would be *de minimis* in nature. **Historic Resources** Each of the Duwamish Segment alternatives would result in the demolition of six historic resources; the ability to mitigate for these demolition is the similar for each resource. In addition to the demolitions, Alternative DUW-2 would result in the partial property acquisition (and associated Section 4(f) use) of three additional historic resources. Although these partial acquisition impacts could be mitigated, because they are in addition to what would occur under Preferred Alternative DUW-1a and Option DUW-1b, Alternative DUW-2 would have the greatest impact to historic resources with regard to Factor 1.	Based on the assessment of least harm provided for this factor, Preferred Alternative DUW-1a and Option DUW-1b are concluded to equally both be the least harm alternative for Factor 1.
Factor 2: The relative severity of remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.	This factor assesses the remaining effects on Section 4(f) resources after efforts to avoid, minimize, and mitigate project impacts are considered. **Park/Recreation Resources** After mitigation, only Alternative DUW-2 would still result in an individual use of a Section 4(f) resource. Impacts to this resource would result in a delay in realizing the intended habitat benefits of this refuge (including benefits to threatened and endangered species). As such, Alternative DUW-2 would result in greater harm to park/recreation/wildlife refuge resources with regard to Factor 2. **Historic Resources** As noted for Factor 1, each of three Duwamish Segment alternatives would result in the demolition of six historic resources (with similar mitigation measures to offset the demolition). Because Alternative DUW-2 also has further impacts to historic resources (three additional partial property acquisitions and associated uses), it would have the greatest impact to historic resources with regard to Factor 2.	Based on the assessment of least harm provided for this factor, Preferred Alternative DUW-1a and Option DUW-1b are concluded to equally both be the least harm alternative for Factor 2.

Least Harm Analysis Factor	Assessment of Least Harm	Conclusion
Factor 3: The relative significance of each Section 4(f) property.	This factor evaluates all impacted Section 4(f) resources on a comparative basis. This factor does not address the impacts on each resource but rather is intended to help assess whether certain resources are of greater significance than others. This analysis is necessarily qualitative and requires an element of judgment, because it requires comparing unlike resources and their relative and comparative value to the community. A brief discussion of Section 4(f)-protected features and amenities at each impacted park and recreational Section 4(f) resource in the Duwamish Segment is provided below, but more information about parks and recreational resources can be found in Section 4.17, Parks and Recreational Resources, of the Final EIS and more information about historic resources can be found in the Historic and Archaeological Resources Technical Report (Appendix N.5). The assessment of significance for park and recreational resources is based on research and information obtained during consultation with agencies of jurisdiction and community outreach. The West Duwamish Greenbelt is the largest greenbelt in the city at 28 acres and is a significant park and recreational resource in Seattle. The West Duwamish Greenbelt contains trails for walking and hiking and wildlife habitat. The greenbelt draws people from around the city to recreate in its urban forest. Preferred Alternative DUW-1a and Option DUW-1b would impact the West Duwamish Greenbelt similarly, both having a *de minimis* impact because neither would adversely affect the recreational features and activities of the resource. Alternative DUW-2 would not impact the West Duwamish Greenbelt. The Terminal 25 wildlife refuge is a planned approximately 10-acre site that would be adversely affected by Alternative DUW-2 because the placement of columns at the site would impact planned wildlife habitat restoration efforts intended to support the recovery of Chinook salmon and Southern Resident killer whales. For the purposes of this assessment, because all impacted historic resources in the Duwamish Segment are recommended eligible for the National Register (none is currently listed), they are all considered equally significant.	Based on the assessment of least harm provided for this factor, all Duwamish Segment alternatives are concluded to equally be the least harm alternative for Factor 3.
Factor 4: The views of the official(s) with jurisdiction over each Section 4(f) property.	This factor provides a basis for judging the relative importance of each Section 4(f) resource and the relative significance of potential impacts to these resources based on the point of view of the jurisdiction with ownership of the resource. In the Duwamish Segment, the official with jurisdiction for all park and recreational resources is the City of Seattle and the official with jurisdiction for all historic resources is the Washington State Department of Archaeology and Historic Preservation. The official with jurisdiction for the Terminal 25 Wildlife Refuge is the Port of Seattle. Both the Port of Seattle and the City of Seattle have communicated that the resources over which they have jurisdiction are very significant. The City of Seattle's preferred alternative based on City Council Resolution 32055 is for Alternative DUW-1a (see Attachment H.3). Similarly, the Port of Seattle expressed greater overall concerns regarding impacts to their facilities, maritime business, and the Terminal 25 planned wildlife refuge from Alternative DUW-2. The Washington State Historic Preservation Officer did not express a preference for alternatives or regarding relative significance of specific resources.	Based on the assessment of least harm provided for this factor, Preferred Alternative DUW-1a would be the least harm alternative for Factor 4.

Least Harm Analysis Factor	Assessment of Least Harm	Conclusion
Factor 5: The degree to which each alternative meets the purpose and need for the project.	This factor evaluates how well each alternative meets the project's purpose and need. The purpose of the project is to expand the Sound Transit Link light rail system from SODO to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections (see Chapter 1, Purpose and Need for West Seattle Link Extension). All Build Alternatives would meet this purpose by improving transit mobility and access to regional activity centers and advancing implementation of local and regional land use and transportation plans. All the Build Alternatives would also meet the needs of the project, as outlined in Section 1.2.2, Need for the West Seattle Link Extension Project, of the Final EIS. An integral quantitative element that can be considered when determining the degree to which each alternative would respectively meet the purpose and need of the project is the forecasted ridership numbers. There are no stations in the Duwamish Segment, so forecasted ridership does not apply. In the absence of ridership numbers, each alternative in this segment is assumed to meet the purpose and need equally well.	Based on the assessment of least harm provided for this factor, all Duwamish Segment alternatives are concluded to equally be the least harm alternative for Factor 5.
Factor 6: After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f).	This factor evaluates the magnitude of unavoidable environmental impacts to resources not protected by Section 4(f) after implementing mitigation measures. Sound Transit has designed alternatives to avoid impacts to environmental resources wherever feasible, while still placing the alignment and stations in locations that will serve the population areas identified in the Sound Transit 3 Plan. Based on the summary of environmental impacts from the various alternatives in the Duwamish Segment provided in the Executive Summary of the Final EIS, a differentiation between alternatives with respect to levels of impact can be made for the following environmental resources (impacts to parks and historic resources have already been addressed in this table in Factors 1 through 4, so are not considered here): <u>Potential Residential Displacements</u>: • Preferred Alternative DUW-1a: 21 to 26 • Option DUW-1b: 23 to 26 • Alternative DUW-2: 0 • Although Preferred Alternative DUW-1a and Option DUW-1b would have notably higher residential displacements, these displacements would be mitigated through adherence to Sound Transit, state, and federal relocation requirements. <u>Potential Business Displacements</u>: • Preferred Alternative DUW-1a: 35 • Option DUW-1b: 29 to 30 • Alternative DUW-2: 35	Based on the assessment of least harm provided for this factor Preferred Alternative DUW-1a and Option DUW-1b are concluded to equally be the least harm alternative for Factor 6.

Least Harm Analysis Factor	Assessment of Least Harm	Conclusion
	Potential Employee Displacements: • Preferred Alternative DUW-1a: 625 • Option DUW-1b: 385 • Alternative DUW-2: 380 • Although Preferred Alternative DUW-1a would have notably higher employee displacements, these displacements would be mitigated through adherence to Sound Transit, state, and federal relocation requirements. Maritime Impacts: • Depending on the bridge type, Preferred Alternative DUW-1a and Alternative DUW-2 could avoid placing guideway columns in the water; Option DUW-1b would require guideway columns in the water for all bridge types. • Alternative DUW-2 would displace the most water-dependent businesses; the displacement of these businesses could impair the operations of waterway transportation and shipment of goods. Water-dependent facilities are difficult to relocate, and some may not be able to be relocated. The water-dependent business displacements triggered by Alternative DUW-2 would risk detrimental impacts on the economic activities of the Port of Seattle and Northwest Seaport Alliance, two of the key economic drivers of the Puget Sound region, These organizations support a critical mass of port employment across a variety of industries and are essential for maintaining trade and transportation flows. • Option DUW-1b would permanently displace moorage on the Duwamish Waterway. Potential Biodiversity Impacts: • Preferred Alternative DUW-1a and Option DUW-1b would both impact approximately 1 acre of the West Duwamish Greenbelt, which is home to a great blue heron colony; Alternative DUW-2 would not impact the greenbelt. • Alternative DUW-2 would impact the planned Terminal 25 wildlife refuge; neither Preferred Alternative DUW-1a or Option DUW-1b would impact this planned wildlife refuge. Mitigation of the impact to the Terminal 25 wildlife refuge would still result in a notable delay in the habitat benefits. • Preferred Alternative DUW-1a and Alternative DUW-2 could be constructed with no columns in the Duwamish Waterway, whereas Option DUW-1b would require in-water columns.	
Factor 7: Substantial differences in costs among the alternatives (*Code of Federal Regulations* Title 23 Section 774.3(c)(i)).	This factor considers the cost of each alternative. • Preferred Alternative DUW-1a: $1.95 to $2.15 billion • Option DUW-1b: $1.9 to 2.1 billion • Alternative DUW-2: $2.15 to 2.35 billion	Preferred Alternative DUW-1a and Option DUW-1b cost approximately 10 percent less than DUW-2. Therefore, Preferred Alternative DUW-1a and Option DUW-1b are least harm for Factor 7.

Based on an overall assessment of all the seven factors in 23 Code of Federal Regulations Section 774.3 presented in Table 3-15, Preferred Alternative DUW-1a and Option DUW-1b are equal least harm alternatives for the Duwamish Segment per 23 Code of Federal Regulations Section 774.3.c.1.

3.6.2 Avoidance and Least Harm Alternatives Conclusion

In accordance with 23 Code of Federal Regulations Section 774.3, the project could select a full corridor alternative that included the alternatives shown in Table 3-16.

Table 3-16. Least Harm Alternatives by Segment

SODO Segment	Duwamish Segment	Delridge Segment	West Seattle Junction Segment
Preferred Option SODO-1c or Alternative SODO-1a	Preferred Alternative DUW-1a or Option DUW-1b	Preferred Option DEL-6b or Alternative DEL-6a or Alternative DEL-7	Preferred Option WSJ-5b or Alternative WSJ-5a or Alternative WSJ-6

When factoring in Delridge Segment and West Seattle Junction Segment alternatives whose designs connect with one another, the following three full corridor alternative scenarios could be selected per Section 4(f), as shown in Table 3-17.

Table 3-17. Potential West Seattle Link Extension Least Harm Alternative Scenarios

Full Corridor Alternative Scenario	SODO Segment	Duwamish Segment	Delridge Segment	West Seattle Junction Segment
1	Preferred Option SODO-1c or Alternative SODO-1a	Preferred Alternative DUW-1a or Option DUW-1b	Alternative DEL-6a	Preferred Option WSJ-5b or Alternative WSJ-5a
2	Preferred Option SODO-1c or Alternative SODO-1a	Preferred Alternative DUW-1a or Option DUW-1b	Preferred Option DEL-6b	Preferred Option WSJ-5b or Alternative WSJ-5a
3	Preferred Option SODO-1c or Alternative SODO-1a	Preferred Alternative DUW-1a or Option DUW-1b	Alternative DEL-7	Alternative WSJ-6

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4 COORDINATION

Table 4-1 lists the coordination meetings conducted to date regarding Section 4(f) resources.

Table 4-2 provides a detailed listing of project coordination activities for historic properties. Copies of correspondence with the State Historic Preservation Officer are provided in Attachment N.5F of Appendix N.5, Historic and Archaeological Resources Technical Report.

Table 4-3 lists the concurrence requests sent by Sound Transit to officials with jurisdiction. A copy of the concurrence request sent to the City of Seattle is provided in Attachment H.2.

Table 4-1. Section 4(f) Consultation Summary, Park and Recreational Facilities

Date	Format	Participants	General Topic(s)
February 6, 2019	Tour	Sound Transit, Washington State Department of Archaeology and Historic Preservation	Corridor tour and overview of alignments
December 2, 2019	Meeting	Sound Transit, Seattle Parks and Recreation	Overview of West Seattle alternatives and potential impacts to parks
December 5, 2019	Meeting	Sound Transit, Seattle Parks and Recreation	Overview of Interbay and Ballard alternatives and potential impacts to parks
December 19, 2019	Meeting	Sound Transit, Seattle Parks and Recreation	Overview of Downtown alternatives and potential impacts to parks
February 27, 2020	Meeting	Sound Transit, Seattle Parks and Recreation, Premier Golf, Seattle Public Utilities	Overview of impacts to golf courses
March 10, 2020	Teleconference	Sound Transit, Seattle Parks and Recreation	Overview of impacts to Interbay Athletic Complex
August 3, 2021	Teleconference	Sound Transit, City of Seattle	Review draft Section 4(f) appendix
August 9, 2021	Teleconference	Sound Transit, Port of Seattle	Review draft Section 4(f) appendix
September 10, 2021	Teleconference	Sound Transit, Seattle Parks and Recreation	Discussion of comments on draft Section 4(f) appendix and clarification on *de minimis* and temporary occupancy concurrence
September 6, 2022	Teleconference	Sound Transit, Seattle Parks and Recreation	Discussion of *de minimis* determinations for West Seattle Link Extension and potential mitigation for impacts to West Duwamish Greenbelt
September 13, 2021	Teleconference	Sound Transit, City of Seattle, Seattle Center	Discussion of comments on draft Section 4(f) appendix and clarification on *de minimis* and temporary occupancy concurrence
October 31, 2022	Teleconference	Sound Transit, Seattle Parks and Recreation	Review of potential replacement properties for West Duwamish Greenbelt impacts
December 16, 2022	Teleconference	Sound Transit, Seattle Parks and Recreation	Review of potential replacement properties for West Duwamish Greenbelt impacts

Date	Format	Participants	General Topic(s)
April 17, 2023	Teleconference	Sound Transit, Seattle Parks and Recreation	Discussion of property requirements for West Duwamish Greenbelt replacement property
May 8, 2023	Teleconference	Sound Transit, Seattle Parks and Recreation	Discussion of property acquisition process for West Duwamish Greenbelt replacement property
May 22, 2023	Teleconference	Sound Transit, Seattle Parks and Recreation	Discussion of temporary detour of Delridge Connector Trail located partly on West Duwamish Greenbelt parcel
January 31, 2024	Teleconference	Sound Transit, Seattle Parks and Recreation	Discussion of concurrence request correspondence

Table 4-2. Historic/Section 106 Consultation

Date	From	To	Description
February 5, 2018	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Initiation of government-to-government consultation
February 6, 2018	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Invitation to participate in State Environmental Policy Act early scoping
February 8, 2018	Snoqualmie Indian Tribe	FTA	Letter indicating cultural resources concern and requesting cultural resources survey
February 12, 2018	Sound Transit	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Invitation to participate in State Environmental Policy Act early scoping
February 14, 2019	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Scoping notification and invitation to participate in the environmental review process
February 15, 2019	Sound Transit	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, State Historic Preservation Officer	Transmittal of State Environmental Policy Act Determination of Significance and scoping meeting invitation

Date	From	To	Description
February 25, 2019	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, State Historic Preservation Officer	Section 106 initiation and invitation to participate in environmental review process
March 5, 2019	Washington State Historic Preservation Officer	FTA	Participating agency acceptance letter
May 10, 2019	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, State Historic Preservation Officer	Transmittal of Agency Coordination Plan and request for concurrence with proposed schedule
May 10, 2019	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Transmittal of Agency Coordination Plan and request for concurrence with proposed schedule
May 21, 2019	Washington State Historic Preservation Officer	FTA	Concurrence with schedule proposed in the Agency Coordination Plan
July 23, 2019	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, State Historic Preservation Officer	Request for concurrence with area of potential effects and No Adverse Effects determination for geotechnical investigation
July 24, 2019	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Request for concurrence with area of potential effects and No Adverse Effects determination for geotechnical investigation
August 9, 2019	Washington State Historic Preservation Officer	FTA	Area of potential effects and No Adverse Effects determination concurrence for geotechnical investigation
September 9, 2019	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe, State Historic Preservation Officer	Request for EIS methodology review
September 10, 2019	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Request for EIS methodology review

Date	From	To	Description
September 26, 2019	Washington State Historic Preservation Officer	Sound Transit	EIS methodology comment letter
February 12, 2020	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, State Historic Preservation Officer	Request for comments on area of potential effects and Archaeological Survey and Inventory Plan
February 20, 2020	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Request for comments on area of potential effects and Archaeological Survey and Inventory Plan
February 25, 2020	Washington State Historic Preservation Officer	FTA	Area of potential effects concurrence and archaeological inventory methodology comments
April 21, 2020	FTA	State Historic Preservation Officer	Transmittal on the Built Environment Inventory Plan
April 23, 2020	Washington State Historic Preservation Officer	FTA	Concurrence with Built Environment Inventory Plan
August 31, 2020	FTA	Freeway Park Association, City of Seattle Historic Preservation Office, Martin Smith Inc., Alliance for Pioneer Square King County Historic Preservation Program, Historic Seattle, Historic South Downtown Community Preservation and Development Authority, Washington Trust for Historic Preservation, Seattle Center, Seattle Chinatown International District Preservation and Development Authority	Section 106 consulting party invitation and area of potential effects map
September 14, 2020	City Historic Preservation Officer	FTA	Consulting party acceptance letter and FTA response
September 23, 2020	Historic Seattle	FTA	Consulting party acceptance letter
September 24, 2020	Washington Trust for Historic Preservation	FTA	Consulting party acceptance letter
September 29, 2020	Alliance for Pioneer Square	FTA	Consulting party acceptance letter and comment on area of potential effects
September 29, 2020	Seattle Chinatown International District Preservation and Development Authority	FTA	Consulting party acceptance letter and comment on area of potential effects

Date	From	To	Description
September 29, 2020	Historic South Downtown Community Preservation and Development Authority	FTA	Consulting party acceptance letter and comment on area of potential effects
September 30, 2020	Martin Smith Inc.	FTA	Consulting party acceptance letter and comment on area of potential effects
December 7, 2020	FTA	Southwest Seattle Historical Society, Interim CDA	Section 106 consulting party invitation
December 21, 2020	Interim CDA	FTA	Consulting party acceptance letter and comment on area of potential effects
December 29, 2020	Southwest Seattle Historical Society	FTA	Consulting party acceptance letter
March 22, 2021	FTA	City Historic Preservation Officer, Historic Seattle, Historic South Downtown Community Preservation and Development Authority, Interim CDA, King County Historic Preservation Program, Martin Smith Inc., Alliance for Pioneer Square, Seattle Chinatown International District Preservation and Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	National Historic Preservation Act Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
March 22, 2021	FTA	State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	National Historic Preservation Act Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
March 25, 2021	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, Interim CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation and Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation, State Historic Preservation Officer	National Historic Preservation Act Section 106 Area of Potential Effects Amendment
March 25, 2021	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	National Historic Preservation Act Section 106 Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft EIS

Date	From	To	Description
March 26, 2021	Washington State Historic Preservation Officer	FTA	Area of potential effects concurrence
March 30, 2021	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	National Historic Preservation Act Section 106 Area of Potential Effects, Cultural Resources Technical Report, Agency and Tribal Coordination plan, and National Environmental Policy Act, Administrative Draft EIS Methodologies
April 30, 2021	Interim CDA	FTA	Section 106 Consultation Comments
September 3, 2021	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, Interim CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation and Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	National Historic Preservation Act Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
September 7, 2021	FTA	State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	National Historic Preservation Act Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
September 20, 2021	Sound Transit	Duwamish Tribal Organization	National Historic Preservation Act Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
September 27, 2021	Duwamish Tribal Organization	Sound Transit	Area of Potential Effects Amendments and National Register Eligibility Determinations
October 5, 2021	Washington State Historic Preservation Officer	FTA	Revised area of potential effects comments
October 6, 2021	City Historic Preservation Officer	FTA	National Historic Preservation Act Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations

Date	From	To	Description
October 6, 2021	Alliance for Pioneer Square	FTA	National Historic Preservation Act Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
October 6, 2021	Historic South Downtown Community Preservation and Development Authority	FTA	National Historic Preservation Act Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
October 7, 2021	Martin Smith Inc.	FTA	National Historic Preservation Act Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
November 9, 2021	Washington State Historic Preservation Officer	FTA	National Register Eligibility Determinations
Various dates	Alliance for Pioneer Square	Sound Transit	Comments on WSBLE Draft EIS
April 5, 2022	Sound Transit	All Consulting Parties	WSBLE Section 106 Consulting Parties Draft EIS Briefing
April 25, 2022	Seattle Chinatown International District Preservation and Development Authority	Sound Transit	Comments on WSBLE Draft EIS
April 26, 2022	Wing Luke Museum	Sound Transit	Comments on WSBLE Draft EIS
April 26, 2022	Historic South Downtown Community Preservation and Development Authority	Sound Transit	Comments on WSBLE Draft EIS
April 27, 2022	Martin Smith Inc	Sound Transit	Comments on WSBLE Draft EIS
April 27, 2022	Washington State Historic Preservation Officer	FTA	Comments on WSBLE Draft EIS
April 28, 2022	Historic Seattle	Sound Transit	Comments on WSBLE Draft EIS
April 28, 2022	Washington Trust for Historic Preservation	Sound Transit	Comments on WSBLE Draft EIS
April 28, 2022	City of Seattle	Sound Transit	Comments on WSBLE Draft EIS
January 23, 2023	Sound Transit	State Historic Preservation Officer	WSBLE project overview
April 13, 2023	Historic Seattle	Sound Transit	Update on Section 106 process following Draft EIS publication
April 26, 2023	FTA	Historic Seattle	Update on Section 106 process following Draft EIS publication

Date	From	To	Description
July 10, 2023	Sound Transit	State Historic Preservation Officer, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Duwamish Tribe, Snohomish Tribe	Announce decision to separate the environmental review processes for the two Link extensions
July 10, 2023	Sound Transit	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, Interim CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation and Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation, Seattle Center Redevelopment Office	Announce decision to separate the environmental review processes for the two Link extensions
August 2, 2023	FTA	State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	National Historic Preservation Act Section 106 Area of Potential Effects amendment, removing the Ballard Link Extension
August 2, 2023	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, Interim CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Center Redevelopment Office, Seattle Chinatown International District Preservation and Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	National Historic Preservation Act Section 106 Area of Potential Effects amendment, removing the Ballard Link Extension and invitation to confirm interest in Section 106 consultation for the West Seattle Link Extension Project
August 14, 2023	Washington State Historic Preservation Officer	FTA	Concurrence on revised area of potential effects
August 21 and 31, 2023	City Historic Preservation Officer	FTA	Indicated interest in remaining a Consulting Party, and no comment on area of potential effects
September 5-13, 2023	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Request for comments on area of potential effects
September 5, 2023	Suquamish Indian Tribe of the Port Madison Reservation	FTA	Concurrence on area of potential effects

Date	From	To	Description
September 11, 2023	Alliance for Pioneer Square	FTA	Indicated interest in remaining a Consulting Party
September 19, 2023	FTA	Washington Trust for Historic Preservation, Seattle Center Redevelopment Office, Southwest Seattle Historical Society, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation and Development Authority, Historic South Downtown Community Preservation and Development Authority, Interim CDA, Historic Seattle	Requested interest in remaining a Consulting Party for the West Seattle Link Extension
September 19, 2023	Seattle Center	FTA	No longer interested in remaining a Consulting Party for the West Seattle Link Extension
October 10, 2023	Washington Trust for Historic Preservation	FTA	Indicated interest in remaining a Consulting Party
October 27, 2023	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation	West Seattle Link Extension Briefing with the Suquamish Tribe
October 31, 2023	Stillaguamish Tribe of Indians of Washington	Sound Transit	Stillaguamish Tribal Meeting and tour of Stillaguamish facility
November 2, 2023	Sound Transit (FTA present)	Muckleshoot Indian Tribe	West Seattle Link Extension Briefing with the Muckleshoot Indian Tribe
December 11, 2023	Sound Transit (FTA present)	State Historic Preservation Officer (staff)	West Seattle Link Extension National Register Eligibility Consultation Record to discuss five non-concurrence properties with the State Historic Preservation Officer and FTA
December 12, 2023	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	Section 106 process briefing
December 14, 2023	Sound Transit (FTA present)	Muckleshoot Indian Tribe	Discussed archaeology focused on Pigeon Point
December 18, 2023	Sound Transit (FTA present)	City Historic Preservation Officer, State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 consulting parties briefing

Date	From	To	Description
December 19, 2023	Sound Transit	Suquamish Indian Tribe of the Port Madison Reservation	Discussed meetings for 2024, Section 106 logistics
January 5, 2024	Sound Transit (FTA present)	State Historic Preservation Officer (staff)	West Seattle Link Extension National Register Eligibility Consultation Record to discuss two remaining non-concurrence properties with the State Historic Preservation Officer and FTA
January 7, 2024	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting
January 17, 2024	Sound Transit (FTA present)	City Historic Preservation Officer, State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Eligibility and Effects Overview
February 13, 2024	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 1
February 23, 2024	Sound Transit (FTA present)	Muckleshoot Indian Tribe	Site visit to Pigeon Point to discuss project impacts
February 27, 2024	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 2

Date	From	To	Description
March 14, 2024	Sound Transit (FTA present)	Muckleshoot Indian Tribe	West Seattle Link Extension consultation – discussed agreement pathways
March 18, 2024	FTA	City Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Eligibility and Effects Determination
March 22, 2024	FTA	The State Historic Preservation Officer	West Seattle Link Extension Section 106 Eligibility and Effects Determination
March 25, 2024	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	Discussed goals of West Seattle Link Extension consulting party meeting series, project approach, and archaeology approach
March 26, 2024	Sound Transit (FTA present)	City Historic Preservation Officer, State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Eligibility and Effects Overview
March 28, 2024	Sound Transit (FTA present)	Muckleshoot Indian Tribe	Duwamish Crossing - discussion during meeting focused on importance of education on Muckleshoot history and environment, mitigation opportunities and agreement progress
March 28, 2024	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation	Presented updated information on barge use for the Duwamish crossing
April 8, 2024	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series - Approach to archaeology, investigation to date, treatment plan update

Date	From	To	Description
April 9, 2024	Sound Transit (FTA present)	City Historic Preservation Officer, State Historic Preservation Officer, Alliance for Pioneer Square, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 4
April 11, 2024	The State Historic Preservation Officer	FTA	West Seattle Link Extension Project Section 106 Consultation - Determination of Eligibility and Effects letter (2019-02-01457)
April 12, 2024	The State Historic Preservation Officer (staff)	FTA	Notice that the 2018 and 2019 projects were merged in WISAARD, and that the West Seattle Link Extension project now is under the WISAARD project number 2019-02-01457
April 16, 2024	The State Historic Preservation Officer	FTA	Revised - West Seattle Link Extension Project Section 106 Consultation - Determination of Eligibility and Effects letter (2019-02-01457)
April 16, 2024	Suquamish Indian Tribe of the Port Madison Reservation	FTA	Concurrence with FTA's Finding of Effect (Adverse Effect to Historic Properties). Also, request for correction be made to the West Seattle Link Extension Historic and Archaeological Resources Technical Report, where Chief Seattle is referred to as Duwamish only; request for correction to reference Chief Seattle as Duwamish and Suquamish.
April 17, 2024	Duwamish Tribe	Sound Transit	Comments on West Seattle Link Extension project
April 18, 2024	City Historic Preservation Officer	FTA	Noted "general" concurrence on area of potential effects, National Register eligibility, and effects, Requested additional information regarding impacts to Fire Station 14 and statement that effects to properties whose National Register eligibility had not yet been concurred on could not be assessed for effects.

Date	From	To	Description
April 22, 2024	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Project Section 106 Consultation with Tribes. Discussed ground disturbance.
April 23, 2024	Sound Transit (FTA present)	City Historic Preservation Officer, State Historic Preservation Officer, Alliance for Pioneer Square, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 5
May 9, 2024	Sound Transit (FTA present)	Muckleshoot Indian Tribe	Discussion on mitigation for West Seattle Link Extension
May 13, 2024	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series
May 14, 2024	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 6

Table 4-3. Concurrences Requested

Concurrence Item	Agency	Date Requested	Date Received
Significance of park and recreational resources; Section 4(f) *de minimis* and temporary occupancy use exception determinations	City of Seattle	April 15, 2024	April 25, 2024
Determination of Eligibility for listing to the National Register of Historic Places.	Washington State Historic Preservation Officer	September 3, 2021	November 9, 2021
Determination of Eligibility for listing to the National Register of Historic Places and Determination of Adverse Effects for the Project	Washington State Historic Preservation Officer	March 22, 2024	April 16, 2024

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Attachment H.1
Section 4(f) Status of Parks and Recreational Resources in the Study Area

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Table H.1-1. Parks and Recreational Section 4(f) Resources in Study Area

Segment	Resource Name	Ownership/Maintenance	Size/Length	Resource Type	Primary Use	Significant Resource? Yes/No	4(f) Resource? Yes/No
SODO	SODO Trail	Sound Transit, Seattle Department of Transportation	1 mile	Paved connector trail	Non-motorized transportation	No	No, primary purpose is transportation [a]
Duwamish	West Seattle Bridge Trail	Seattle Department of Transportation, Port of Seattle	2 miles	Paved trail	Non-motorized transportation	No	No, primary purpose is transportation [a]
Duwamish	Harbor Marina Corporate Center at Terminal 102	Port of Seattle	600 feet of shoreline	Waterfront park	Public shoreline access	No	No, primary purpose is landscaping and marina access
Duwamish	Bridge Gear Park	Port of Seattle	0.3	Waterfront park	Commemorative sign of historic Spokane Street Bridge and public shoreline access	No	No, primary purpose is landscaping and access to Harbor Island
Duwamish	Terminal 18 Park	Port of Seattle	1.3 acres	Waterfront park	Passive use	Yes	Yes
Duwamish	Duwamish Trail	Seattle Department of Transportation, Seattle Parks and Recreation, Port of Seattle	1.9 miles	On-street trail	Non-motorized transportation	No	No, primary purpose in study area is transportation [a]
Duwamish	West Duwamish Greenbelt	Seattle Parks and Recreation	197 acres	Greenspace	Recreation/conservation	Yes	Yes
Duwamish	22nd Avenue Southwest Street-end	Seattle Department of Transportation	<0.1 acre	Street-end park	Passive use	No	No, permitted use in public right-of-way
Duwamish	Delridge Connector Trail	Seattle Department of Transportation	0.4 mile	Paved trail	Non-motorized transportation	No	No, primary purpose is transportation [a]

Segment	Resource Name	Ownership/Maintenance	Size/Length	Resource Type	Primary Use	Significant Resource? Yes/No	4(f) Resource? Yes/No
Duwamish	Alki Trail	Seattle Department of Transportation, Seattle Parks and Recreation, Port of Seattle	4.4 miles	Paved trail	Non-motorized transportation	No	No, primary purpose in study area is transportation [a]
Delridge	Delridge Playfield	Seattle Parks and Recreation	14.0 acres	Playground	Active use	Yes	Yes
Delridge	Longfellow Creek Natural Area	Seattle Parks and Recreation	5.9 acres	Greenspace	Conservation/recreation	Yes	Yes
Delridge	Longfellow Creek Legacy Trail	Seattle Parks and Recreation	4.2 miles	Recreation trail	Recreation	Yes	Yes
Delridge	West Seattle Golf Course	Seattle Parks and Recreation	138.1 acres	Recreation area	Golf	Yes	Yes
West Seattle Junction	West Seattle Stadium	Seattle Parks and Recreation	11.6 acres	Recreation area	Active use	Yes	Yes
West Seattle Junction	Fauntleroy Place	Seattle Parks and Recreation	0.1 acre	Street triangle	Passive use/leisure activity	No	No, not a significant park
West Seattle Junction	West Seattle Junction Park	Seattle Parks and Recreation	0.4 acre	Planned park	Passive use/leisure activity	Yes	Yes
West Seattle Junction	Junction Plaza Park	Seattle Parks and Recreation	0.2 acre	Neighborhood park	Passive use/leisure activity	Yes	Yes

Note: For a discussion of study area parks and recreational resources, refer to Section 4.17, Parks and Recreational Resources, in Chapter 4, Affected Environment and Environmental Consequences, of the Final Environmental Impact Statement. For a discussion of potential project effects to paved multi-modal trails in the study area, see the Non-motorized Facilities subsections in Chapter 3, Transportation Environment and Consequences, of the Final Environmental Impact Statement.

[a] *Code of Federal Regulations* Title 23 Section 774.13(f)(4) provides an exception to Section 4(f) regulations for trails, paths, bikeways, and sidewalks that are part of the local transportation system and that function primarily for transportation. This trail meets the exception criteria because it is a Seattle Department of Transportation multi-use trail, the purpose of which is to provide another transportation option for city residents.

Attachment H.2
Section 4(f) Concurrence Letter from City of Seattle

The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

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From:	Graves, David
To:	Littauer, Erin
Cc:	Chasanov, Amy; Rastelli, Scot (FTA); Hale, Kent; Assam, Mark (FTA); Swift, Lauren; Durkin, Cassandra; Ann Costanza; Diaz, AP; Maxana, Sara
Subject:	RE: Section 4(f) Consultation- Sound Transit West Seattle Link Extension Project
Date:	Thursday, April 25, 2024 12:38:52 PM
Attachments:	image001.png Sound Transit 4f Concurrence - signed.pdf

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Erin,

Attached is Seattle Parks and Recreation's 4f concurrence, signed by Superintendent AP Diaz. Seattle Parks and Recreation also concurs in Sound Transit's determination that Fauntleroy Place is not a section 4(f) resource as it is not a public park of local significance. Please let me know if you have any follow-up questions.

Regards,

dg

David Graves, AICP, Strategic Advisor
Planning & Capital Development Branch
City of Seattle, Seattle Parks and Recreation
O: 206-684-7048 | M: 206-240-5968
Facebook | Twitter | Blog

Seattle Parks and Recreation
Planning & Capital Development Branch
300 Elliott Avenue West, Suite 100
Seattle, WA 98119

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Monday, April 15, 2024 1:33 PM
To: Diaz, AP <AP.Diaz@seattle.gov>
Cc: Graves, David <David.Graves@seattle.gov>; Chasanov, Amy <Amy.Chasanov@seattle.gov>; Rastelli, Scot (FTA) <Scot.Rastelli@dot.gov>; Hale, Kent <kent.hale@soundtransit.org>; Assam, Mark (FTA) <mark.assam@dot.gov>; Swift, Lauren <lauren.swift@soundtransit.org>; Durkin, Cassandra <cassandra.durkin@soundtransit.org>; Ann Costanza <acostanza@anchorqea.com>
Subject: Section 4(f) Consultation- Sound Transit West Seattle Link Extension Project

CAUTION: External Email

Superintendent Diaz,
Please see the attached Section 4(f) consultation documents for the Sound Transit West Seattle Link Extension (WSLE) Project.

Thank you,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

U.S. Department of Transportation
Federal Transit Administration

REGION X
Alaska, Idaho, Oregon, Washington

915 Second Avenue
Federal Bldg. Suite 3192
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

April 15, 2024

Anthony-Paul Diaz, Superintendent
Seattle Parks and Recreation
City of Seattle
100 Dexter Avenue N
Seattle, WA 98109

Subject: West Seattle Link Extension Section 4(f) Concurrence Request

Dear Superintendent Diaz:

As part of the West Seattle Link Extension Final Environmental Impact Statement (EIS) review process, the Federal Transit Administration (FTA), as the lead federal agency, in coordination with Sound Transit, is evaluating the potential impacts of the project on public parks and recreational facilities under the jurisdiction of the City of Seattle. A Draft Section 4(f) Evaluation that describes the impacts of the project on these facilities was published in the West Seattle and Ballard Link Extensions Draft EIS in January 2022. As detailed in the letter from Sound Transit to the City, dated July 10, 2023, the West Seattle Link Extension and Ballard Link Extension will now proceed under separate environmental review processes, with West Seattle Link Extension continuing to a Final EIS and the Ballard Link Extension initiating a new Draft EIS.

A Final Section 4(f) Evaluation for the West Seattle Link Extension will be prepared to publish with the West Seattle Link Extension Final EIS. Under Section 4(f) (49 U.S.C. 303), FTA cannot approve a transportation project such as the West Seattle Link Extension that requires either the use of publicly owned land from a significant public park, recreation area, or wildlife and waterfowl refuge, or the use of a significant historic site, unless a determination is made that:

- There is no feasible and prudent avoidance alternative, as defined in 23 CFR § 774.17, to the use of the resource; and
- The action includes all possible planning, as defined in 23 CFR § 774.17, to minimize harm to the resource; or
- The Administration determines that the use of the resource, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), will have a *de minimis* impact. A *de minimis* impact (as defined in 23 CFR 774.17) is one that will not adversely affect the features, attributes, or activities qualifying the resource for protection under Section 4(f).

Pursuant to 23 CFR 774.13(d), Section 4(f) may not apply to temporary occupancies of property that are so minimal as to not constitute a use. In order to qualify as a temporary occupancy, the following conditions must be satisfied:

- Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in the ownership of the land;
- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being used must be fully restored.

Federal guidance requires early coordination with officials with jurisdiction over any Section 4(f) resource to ascertain the position and views of the officials. The intent of this letter is to continue that coordination and to confirm previous discussions with the City of Seattle regarding the project's potential impacts to city parks and recreation resources. Throughout the EIS process and project design, Sound Transit, in coordination with FTA will continue to consult with the City to further detail specific mitigation plans for affected parks and recreation resources.

Federal regulations stipulate that "officials with jurisdiction over the Section 4(f) resource must concur in writing" with a *de minimis* finding (23 CFR 774.5(b)(2)(ii)). The regulations also require that there be an opportunity for public review and comment concerning the effects of the project on the Section 4(f) resource prior to such written concurrence. This requirement was met with the distribution of the Draft EIS for review and comment by Tribes, the public, agencies, and organizations. The 90-day comment period occurred from January 28th to April 28th, 2022. Federal regulations require documented agreement of the officials with jurisdiction regarding whether the project meets the conditions for temporary occupancy (23 CFR 774.13(d)(5)). With this letter, FTA is now requesting final concurrence for the West Seattle Link Extension from the City of Seattle on the *de minimis* findings and temporary occupancy of Section 4(f) resources within the jurisdiction of the City. Following the City's written concurrence, FTA will make final Section 4(f) *de minimis* and temporary occupancy determinations. The West Seattle Link Extension Final EIS will include documentation of the City's concurrence and FTA's determination.

On July 28, 2022, the Sound Transit Board passed Motion M2022-57 regarding the West Seattle and Ballard Link Extensions project. Please note that all alternatives in the Draft EIS will be carried forward in the Final EIS. For the Delridge and West Seattle Junction segments, the preferred alternative for the Final EIS has changed from what was identified as the preferred alternative in the Draft EIS. The Sound Transit Board will select the project to be built after the Final EIS is published.

Attachment 1 lists the city park resources for which FTA, in coordination with Sound Transit, requests Section 4(f) concurrence and includes a summary of potential impacts to each resource and proposed mitigation for impacts. This chart has been updated to reflect ongoing coordination with the City following publication of the Draft EIS and the Section 4(f) analysis. Based on potential impacts and mitigation detailed in the attachment for city resources identified with each alternative, and a *de minimis* impact and temporary occupancy determination may apply.

The preferred alternative for the West Seattle Link Extension would impact one park, the West Duwamish Greenbelt. Based on the potential impacts and proposed measure to minimize harm provided in Attachment 1, FTA has determined the impacts to the West Duwamish Greenbelt will be *de minimis*.

The alternatives not identified as preferred alternatives have impacts to additional city park resources as set forth in Attachment 1. The potential impacts to these resources may qualify as *de minimis* or as temporary occupancy, with the proposed mitigation. Although design and analysis will focus on the preferred alternative, the Board will not select the project to be built until after publication of the Final EIS. Concurrence on these preliminary determinations is requested in order to advance the Section 4(f) consultation.

In addition, concurrence from the City of Seattle is requested regarding Fauntleroy Place, which does not qualify as a Section 4(f) resources as a public park of national, state, or local significance. The term

"significant" in this context means that in comparing the availability and function of the park, recreation area or wildlife and waterfowl refuge, with the park, recreation or refuge objectives of the agency, community or authority, the property in question plays an important role in meeting those objectives (Federal Highway Administration Section 4(f) Policy Paper, 2012). While Fauntleroy Place is a city park and potential impacts to this park and mitigation for impacts were included in the Draft EIS along with a commitment to provide replacement property consistent with City Ordinance 118477, Sound Transit believes that the park lacks local significance needed for it to qualify for Section 4(f) protection.

FTA seeks concurrence on these determinations, as outlined in the attachment, and is looking forward to continued coordination with Sound Transit and the City as the project advances through the environmental review, the Board's identification of the project to be built, final design, and construction. Please contact Mark Assam (at 206-220-4465 or Mark.Assam@dot.gov) or Lauren Swift (206-398-5301 or Lauren.Swift@soundtransit.org) if you have any questions.

Sincerely,

SCOT TANNER RASTELLI

Digitally signed by SCOT TANNER RASTELLI
Date: 2024.04.15
10:43:05 -07'00'

(for) Susan K. Fletcher, P.E.
Regional Administrator

Attachment: West Seattle Link Extension Proposed Section 4(f) Determinations

cc: Lauren Swift, Sound Transit
David Graves, City of Seattle Parks and Recreation Department
Amy Chasanov, City of Seattle Department of Transportation

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Attachment 1: West Seattle Link Extension Proposed Preliminary Section 4(f) Determinations

Alternative	Potential Use Determination	Potential Impacts	Proposed Measures to Minimize Harm	City Concurrence Response[3]
West Duwamish Greenbelt				
Preferred Alternative				
DUW-1a	*de minimis*	This alternative would permanently incorporate 1.2 acres (approximately 0.6 percent of the total area) and temporarily occupy up to an additional 0.3 acre of greenbelt land. The total area of the two parcels affected is 3.05 acres. This alternative would impact the wildlife habitat function of the greenbelt in the study area by removing large trees, which support wildlife species such as great blue heron and peregrine falcon. Closure of the Delridge Connector Trail to the West Seattle Bridge Trail during construction.	Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477 with such modifications as approved by Seattle City Council.[1] Replacement park land would have similar recreational functions and characteristics, and would serve the same geographic area. Sound Transit would provide improvements as necessary for property to be of equivalent recreational use as the acquired greenbelt property. Replacement park land would be purchased by Sound Transit and conveyed to the city as mutually agreed to by Sound Transit and the city. However, if agreed to by the city, Sound Transit could provide funds for purchase of replacement property, demolition of any structures thereon, cleanup of any contamination and necessary improvements for property to be of equivalent use as the acquired greenbelt property. The temporarily impacted area would be replanted with low-growing vegetation when construction is completed, but large trees would not be allowed near the guideway. For trees permanently removed in the West Duwamish Greenbelt and elsewhere along the project, Sound Transit will replace them or provide payment in lieu fees in compliance with governing city regulations, SDCI Director's Rules, and Executive Orders, or agreed upon in the WSLE Tree and Vegetation Management Plan.[2] Sound Transit will provide a detour of the Delridge Connector Trail to the West Seattle Bridge Trail and associated improvements for the detour as depicted in Figure 1. This detour route and associated improvements were developed jointly by the City of Seattle and Sound Transit. As noted in Figure 1, there are several areas where the city and Sound Transit will continue to refine the detour as appropriate and as agreed to by both parties. Based on mutual agreement by the city and Sound Transit, Sound Transit will provide a detour for the 22nd Avenue connection to the Delridge Connector Trail and associated improvements for the detour as depicted in Figure 1.[2]	The City concurs with Sound Transit's de minimis determination so long as the proposed measures to minimize harm are fully implemented and so long as the project is consistent with the provisions outlined in footnotes 1-3 herein.
Other Alternatives				

Alternative	Potential Use Determination	Potential Impacts	Proposed Measures to Minimize Harm	City Concurrence Response[3]
DUW-1b	*de minimis*	This alternative would permanently incorporate 1.3 acres (approximately 0.7 percent of the total area) and temporarily occupy up to an additional 0.3 acre of greenbelt land. The total area of the three parcels affected is 3.22 acres. This alternative could impact the wildlife habitat function of the greenbelt in the study area by removing large trees, which support wildlife species such as great blue heron and peregrine falcon. Closure of the Delridge Connector Trail to the West Seattle Bridge Trail during construction.	Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477 with such modifications as approved by Seattle City Council.[1] The replacement area needed is assumed to be equivalent to the total areas of parcels affected. Sound Transit would provide improvements as necessary for property to be of equivalent use as the acquired greenbelt property. Replacement park land would be purchased by Sound Transit and conveyed to the city as mutually agreed to by Sound Transit and the city. However, if agreed to by the city, Sound Transit could provide funds for purchase of replacement property, demolition of any structures thereon, cleanup of any contamination and necessary improvements for property to be of equivalent use as the acquired greenbelt property. The temporarily impacted area would be replanted with low-growing vegetation when construction is completed, but large trees would not be allowed near the guideway. For trees permanently removed in the West Duwamish Greenbelt and elsewhere along the project, Sound Transit will replace them or provide payment in lieu fees in compliance with governing city regulations, SDCI Director's Rules, and Executive Orders, or agreed upon in the WSLE Tree and Vegetation Management Plan.[2] Sound Transit will provide a detour of the Delridge Connector Trail to the West Seattle Bridge Trail and associated improvements for the detour as depicted in Figure 1. This detour route and associated improvements were developed jointly by the City of Seattle and Sound Transit. As noted in Figure 1, there are several areas where the city and Sound Transit will continue to refine the detour as appropriate and as agreed to by both parties. Based on mutual agreement by the city and Sound Transit, Sound Transit will provide a detour for the 22nd Avenue connection to the Delridge Connector Trail and associated improvements for the detour as depicted in Figure 1.[2]	The City concurs with Sound Transit's de minimis determination so long as the proposed measures to minimize harm are fully implemented and so long as the project is consistent with the provisions outlined in footnotes 1-3 herein.
Delridge Playfield				
Other Alternatives				

Alternative	Potential Use Determination	Potential Impacts	Proposed Measures to Minimize Harm	City Concurrence Response[3]
DEL-3	*de minimis*	This alternative would permanently incorporate less than 0.1 acre (approximately less than 1 percent of the total area) of the playfield to accommodate an elevated guideway column and would temporarily occupy an additional 0.1 acre during construction.	The temporarily impacted area would be fully restored as agreed to by the city when construction is completed. Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477, with such modifications as approved by Seattle City Council .[1]	The City does not concur at this time. Review has focused on the preferred alternative(s).
DEL-4	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy 0.1 acre of the playfield during construction.	The temporarily occupied area would be fully restored when construction is completed.	The City does not concur at this time. Review has focused on the preferred alternative(s)
Longfellow Creek Natural Area				
Other Alternatives				
DEL-1a	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy 0.1 acre of the natural area during construction. Some trees at the south edge along Southwest Genesee Street on the west end of the park may need to be removed.	The temporarily occupied area would be fully restored when construction is completed, including replacing any trees removed.	The City does not concur at this time. Review has focused on the preferred alternative(s)
DEL-1b	*de minimis*	This alternative would permanently incorporate 0.1 acre (approximately 2 percent of the total area) of the south end of the natural area and would temporarily occupy less than 0.1 acre during construction. Some trees at the south edge along Southwest Genesee Street on the west end of the park may need to be removed.	The temporarily impacted area would be fully restored when construction is completed, including replacing any removed trees. Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477, with such modifications as approved by Seattle City Council.[1]	The City does not concur at this time. Review has focused on the preferred alternative(s)
DEL-2b	No use. Temporary occupancy exception conditions would be satisfied.	Same as DEL-1a.		The City does not concur at this time. Review has focused on the preferred alternative(s)
Longfellow Creek Legacy Trail				
Other Alternatives				

Alternative	Potential Use Determination	Potential Impacts	Proposed Measures to Minimize Harm	City Concurrence Response[3]
DEL-1a	No use. Temporary occupancy exception conditions would be satisfied.	Access to trail from SW Genesee temporarily disrupted.	Provide signed detour via 26th Avenue SW and SW Nevada Street and via Dakota Street during temporary closures of 26th Avenue SW to maintain continuity. The temporarily occupied area would be fully restored when construction is completed.	The City does not concur at this time. Review has focused on the preferred alternative(s)
DEL-1b	*de minimis*	Trail connection to sidewalk relocated with reconstruction of sideway. Access to trail from SW Genesee temporarily disrupted.	Provide signed detour via 26th Avenue SW and SW Nevada Street and via Dakota Street during temporary closures of 26th Avenue SW to maintain continuity. Trail connection at SW Genesee restored when construction is completed.	The City does not concur at this time. Review has focused on the preferred alternative(s)
DEL-2b	*de minimis*			
West Seattle Golf Course				
Other Alternatives				
DEL-1a	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy approximately 1 acre of the north end of the golf course property The temporary occupancy would impact up to three greens (holes 13, 14 and 16) and the cart path in the golf course. Nearby play may be impacted during some construction activities involving large cranes (such as girder placement), but these construction activities would have short time durations (less than an hour); therefore, play on nearby holes would only be restricted during those times. Trees would need to be removed along the north edge of the golf course.	The alternative's design limited staging areas on the golf course to only the location needed for construction of guideway columns in the Southwest Genesee Street right-of-way. The greens (holes 13, 15 and 16) affected by the temporary occupancy would be modified and the cart path re-routed to avoid the construction area. The temporarily occupied area would be fully restored after construction. The construction period would be 2 to 3 years in the area, and modification of the affected holes would occur prior to construction and be returned to original condition after construction, which would limit use of the holes during those times. Vegetation removed would be replaced with trees and lower growing vegetation after construction in consultation with the City of Seattle. Sound Transit would coordinate with Seattle Parks and Recreation to determine the final mitigation to ensure the golf course is still playable throughout construction; the course would be playable similar to how it is played today.	The City does not concur at this time. Review has focused on the preferred alternative(s)

Alternative	Potential Use Determination	Potential Impacts	Proposed Measures to Minimize Harm	City Concurrence Response[3]
DEL-1b	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy up to 0.2 acre on the north end of the golf course; a cart path is in this area. Some trees would need to be removed along the north edge of the golf course on the east side.	The alternative's design limited staging areas on the golf course to only the location needed for construction of guideway columns in the Southwest Genesee Street right-of-way. A cart path would be temporarily re-aligned for a short distance to retain its functionality during construction; the cart path would be re-aligned for about 2 years. Cart path relocation would be as agreed to by the city. The area of temporary occupancy would be fully restored after construction as agreed to by the city. Area along the south edge would be replanted with trees and lower growing vegetation in consultation with the City of Seattle. Sound Transit would coordinate with Seattle Parks and Recreation to re-align the cart path prior to construction.	The City does not concur at this time. Review has focused on the preferred alternative(s)
DEL-2b	No use. Temporary occupancy exception conditions would be satisfied.	Same as DEL-1b.		The City does not concur at this time. Review has focused on the preferred alternative(s)
DEL-3	No use. Temporary occupancy exception conditions would be satisfied.	This alternative would temporarily occupy 1.2 acres of the north end of the golf course property. The temporary occupancy would impact up to three greens (holes 13, 14 and 16) and the cart path in the golf course. Nearby play may be impacted during some construction activities involving large cranes (such as girder placement), but these construction activities would have short time durations (less than an hour); therefore, play on nearby holes would only be restricted during those times. Trees would need to be removed along the north edge of the golf course.	The alternative's design limited staging areas on the golf course to only the location needed for construction of guideway columns in the Southwest Genesee Street right-of-way. The greens affected by the temporary occupancy would be modified and the cart path re-routed to avoid the construction area. The temporarily occupied area would be fully restored after construction. The construction period would be 2 to 3 years in the area, and modification of the affected holes would occur prior to construction and be returned to original condition after construction, which would limit use of the holes during those times. Sound Transit would coordinate with Seattle Parks and Recreation to determine the final mitigation to ensure the golf course is still playable throughout construction; the course would be playable similar to how it is played today. Vegetation removed would be replaced with trees and lower growing vegetation after construction in consultation with the City of Seattle.	The City does not concur at this time. Review has focused on the preferred alternative(s)

[1] The property replacement must comply with city Ordinance 118477, with such modifications as approved by Seattle City Council. The city may require more acres of replacement land than is converted to comply with City Ordinance 118477. The City of Seattle reserves the right to determine whether the replacement property and exchange fulfills the city's legal responsibilities and commitments to city stakeholders. The City of Seattle has the right to accept or reject property offered by Sound Transit in exchange. The city has final approval authority over any transaction that includes the loss of Seattle Parks and Recreation's land at Pigeon Point and the

acceptance of new park land from Sound Transit. Sound Transit understands that the city expects Sound Transit to assume responsibility for all costs associated with the property transfer (including, but not limited to environmental and title due diligence, tenant relocation and building/structure demolition, remediation to Washington's Model Toxics Control Act-Method A (MTCA-A) standards prior to transfer of ownership to the city, and completion of the Washington State Recreation and Conservation Office (RCO) and/or other acquisition grant-related processes). The City of Seattle's Section 4(f) concurrence does not alter Sound Transit's need to acquire necessary local, state, and federal permits or licenses and comply with all necessary local codes and rules. The City of Seattle's Section 4(f) concurrence does not limit the conditions and mitigation requirements that Seattle Parks and Recreation and other city Departments may require during permitting and approval processes.

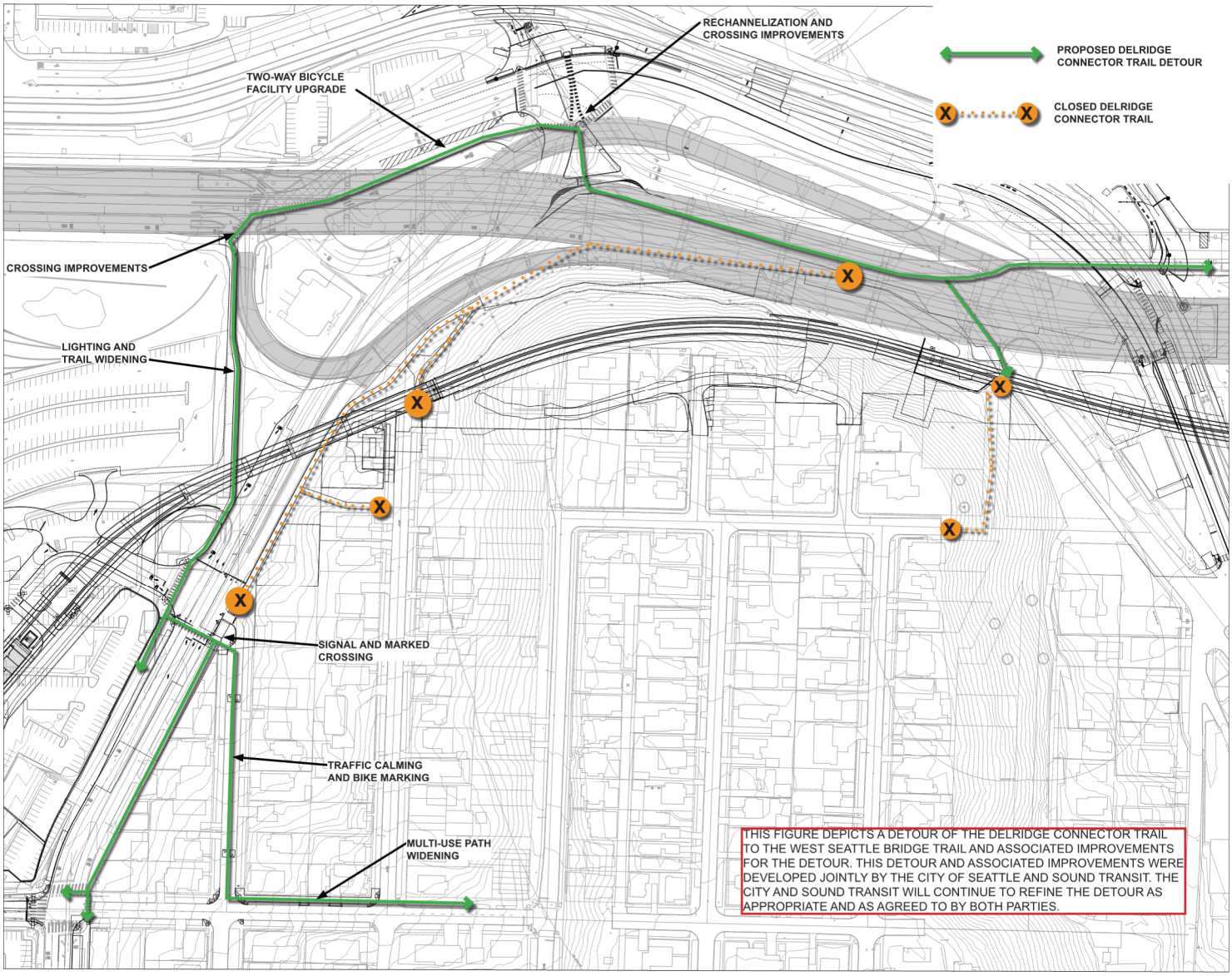
[2]These measures to minimize harm are mitigation for other project impacts not directly related to the activities, attributes, or features that qualify the resource for Section 4(f) protection and are repeated here as they address city concerns related to the property.

[3]Any city concurrence on a *de minimis* determination is based on the mitigation proposed being performed by Sound Transit.

AP Diaz (Apr 25, 2024 10:59 PDT)

City of Seattle Signature for Concurrence

Figure 1 Delridge Trail Detour



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Attachment H.3
City of Seattle Resolution 32055

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CITY OF SEATTLE

RESOLUTION 32055

A RESOLUTION relating to Sound Transit; providing recommendations to the Sound Transit Board as to the selection of the Preferred Alternative for the West Seattle and Ballard Link Extensions project to be studied in the Final Environmental Impact Statement.

WHEREAS, a Regional Transit Authority (Sound Transit) was created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, in November 2016, the voters of the three-county Sound Transit district approved Sound Transit 3, a funding measure to expand the regional transit system including the West Seattle and Ballard Link Extensions (WSBLE) project, and which included a Representative Alignment that described generally the alignment and the number and location of light rail stations to be provided; and

WHEREAS, on May 23, 2019, through Motion M2019-51, the Sound Transit Board identified the Preferred Alternative, Preferred Alternative with Third Party Funding, and other alternatives to be studied in the WSBLE Draft Environmental Impact Statement (DEIS); and

WHEREAS, The City of Seattle was a Cooperating Agency in the development of the WSBLE DEIS and continues to work collaboratively with Sound Transit through a Partnering Agreement, affirmed by Resolution 31788, and a Project Administration Agreement, authorized by Ordinance 125563; and

WHEREAS, on January 28, 2022, Sound Transit released the WSBLE DEIS for public review with a 90-day public comment period through April 28, 2022; and

WHEREAS, the WSBLE DEIS provided new information on the impacts of the project and provided the basis for updating cost estimates for the alternatives studied; and

WHEREAS, the City submitted extensive comments on the WSBLE DEIS to Sound Transit, identifying a range of areas where additional analysis is needed to sufficiently demonstrate compliance with City codes and regulations, assess potential project impacts, as well as identify where more work is needed to articulate potential mitigation strategies as required under the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA) as part of the WSBLE Final Environmental Impact Statement (FEIS); and

WHEREAS, the City has engaged with stakeholders throughout the WSBLE project area to help community understand and interpret the analysis in the DEIS, as well as gauge interest and concerns in the potential project locations and proposed project design through a broad range of venues, and has worked to incorporate priorities and feedback from that community engagement into its consideration of the WSBLE DEIS and a Preferred Alternative for the WSBLE project; and

WHEREAS, the City and Sound Transit have partnered on a Joint Racial Equity Toolkit (RET) to advance equitable distribution of project benefits, avoid disparate impacts, and promote project-wide RET outcomes, as well as address the specific needs of the RET-priority communities of Chinatown-International District (CID) and Delridge; and

WHEREAS, the Sound Transit Board is expected to take action to confirm or modify the Preferred Alternative to be studied in the WSBLE FEIS; and

WHEREAS, the Sound Transit Board may also consider cost saving ideas and design refinements that may require additional environmental review; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:

Section 1. City's goals and objectives. The City recognizes the West Seattle and Ballard Link Extensions (WSBLE) to be one of the largest infrastructure projects in City history, bringing both transformative opportunity to improve access and mobility for Seattle community members, and likelihood of significant impacts as the project is constructed through existing neighborhoods. In recommending a Preferred Alternative for study in the Final Environmental Impact Statement (FEIS), the City seeks to maximize benefit while minimizing impact and harm, by advancing alternatives that further the following values:

A. Racial equity. Promote equitable benefits and avoid disparate impacts.

B. Safety + user experience. Locate and design stations to maximize ridership and access to the Sound Transit system, providing for safe access and circulation that minimizes pedestrian risk.

C. Community. Minimize residential and business displacement and impacts to existing neighborhood assets; ensure compatibility with housing, employment, and industrial land uses; and maximize opportunities to further equitable TOD and other community-identified priorities.

D. Environmental Protection. Minimize impacts to sensitive environmental areas.

E. Financial Stewardship. Facilitate responsible stewardship of taxpayer dollars by seeking highest benefit for dollars spent, helping maintain the project schedule and budget, and prioritizing future expansion opportunities in planning and design.

Section 2. The City Council and Mayor of Seattle commend Sound Transit for its diligent work on the WSBLE Draft Environmental Impact Statement (DEIS). The City encourages the Sound Transit Board to select as the Preferred Alternative the best system for the long-term

needs of riders, surrounding communities, and the broader regional system. In consideration of the City's goals and objectives for the project and information provided in the DEIS, the City Council and Mayor support the following Preferred Alternative to be advanced into the FEIS for the WSBLE project.

A. West Seattle Junction Segment (Avalon and Alaska Junction stations): Preference for WSJ-5, medium tunnel to Alaska Junction station at 41st Street SW with retained cut Avalon station.

B. Delridge Segment (Delridge station): The City is not able to state a preference given the inadequate DEIS analysis of impacted social resources in this segment. The DEIS did not identify the Alki Beach Academy as a potentially impacted social resource, and therefore did not fully analyze the project's impact on child-care services. The DEIS identified potential impacts to Transitional Resources, which relies on co-located services and housing to provide comprehensive transitional housing services. The City's future support for DEL-6 is conditioned on avoidance or mitigation of impacts, or relocation, of impacted child-care and transitional housing service providers. The City encourages additional refinements to optimize transit integration and user experience for commuters arriving from Racial Equity Toolkit (RET)-identified communities including South Delridge and White Center. The additional refinements should include the creation of a transit access study for areas further south in the corridor that will access the new station by bus, include protections for Longfellow Creek, and minimize potential conflicts between pedestrians and freight movements.

C. Duwamish Crossing Segment: Preference for DUW-1a, South crossing, conditioned on adequate mitigation of impacts to parks, recreational areas, and natural habitat at Pigeon Point and the West Duwamish Greenbelt.

D. SODO Segment (SODO station): Preference for SODO-1b, at-grade south SODO station, conditioned on resolution of engineering challenges associated with additional overpasses needed along Lander and Holgate Streets.

E. Chinatown-International District (CID) Segment (CID station): The City is not able to state a preference given inadequate information in the DEIS related to business and residential impacts, construction and transportation impacts, and potential mitigation strategies. The City recommends that Sound Transit advance a focused six- to nine-month planning process with CID and Pioneer Square community members and community-based organizations, Sound Transit, the City of Seattle, King County Metro, and other interested partners. This process should focus on the 4th shallow and 5th shallow alternatives, with the aim of more in-depth work in community to provide mitigation and improvements to these alternatives, and ultimately providing the Sound Transit Board with improved alternatives to consider advancing into the FEIS. This process would:

1. More fully address the community's concerns with the existing alternatives, helping ensure complete information is provided on potential impacts as well as strategies available to avoid/minimize those impacts, and providing mitigation where impacts cannot be avoided;

2. Develop modifications to the 4th and 5th Avenue shallow alternatives that reduce impacts to community and to local and regional transportation systems, reduce the costs of these alternatives, and develop more complete mitigation plans; and

3. Initiate a broader community development strategy that furthers RET outcomes and addresses project and cumulative impacts and historic harm to community from past

infrastructure projects, and engages the City, Sound Transit, King County, and philanthropic and other partners.

F. Downtown Segment (stations at Midtown, Westlake, Denny, South Lake Union, and Seattle Center): Preference for a mix-and-match approach to the Downtown segment that optimizes stations from both DT-1 and DT-2 alternatives as follows:

1. Midtown Station: DT-1, tunnel Midtown station at 5th Avenue,

2. Westlake Station: DT-1, tunnel Westlake station at 5th Avenue,

3. Denny Station: DT-2, tunnel Denny station at Terry Street, conditioned on refinements to provide station access from the north and south of Denny Way, and connection to DT-1 South Lake Union station at Harrison,

4. South Lake Union: DT-1, tunnel South Lake Union station at Harrison Street, and

5. Seattle Center: DT-2, tunnel Seattle Center station at Mercer Street, conditioned on the need to ensure a mitigation plan is developed and fully implemented to address traffic and access impacts associated with construction along Mercer Street, and to avoid, minimize, or fully mitigate impacts to the Seattle Center campus and its resident organizations as well as affected properties along the corridor. Mitigation plans should address the unique noise and vibration impacts to performing arts organizations at Seattle Center, both during construction and during permanent light rail operations.

The City acknowledges that a mix-and-match approach in downtown will require additional design and analysis to fully understand its environmental impacts, and cost and schedule implications.

G. South Interbay Segment (Smith Cove station): The City is not able to state an alignment preference given inadequate information in the DEIS related to transportation and visual impacts associated with construction and operation of an elevated guideway along Elliott Avenue West with SIB-1 and SIB-2, and impacts to Environmentally Critical Areas with SIB-2 and SIB-3. The City supports a Smith Cove station located at W Galer Street, consistent with the SIB-1 alignment, that supports transit connections to Magnolia.

H. Interbay and Ballard Segment (Interbay and Ballard stations): Preference for IBB-2b, retained cut Interbay station at 17th Avenue W, conditioned on avoiding property impacts to multiple community assets, including any Seattle Storm facility; and a tunnel alignment to the Ballard station at 15th Avenue NW, conditioned on refinements that provide station access from the west side of 15th Avenue NW, and north and south of NW Market Street. The Ballard station alternative at 15th Avenue NW is preferred because it is the closest to the Ballard Hub Urban Village, which is one of the fastest-growing urban villages in Seattle and where the majority of the station's projected 13,100 daily riders will arrive from. The 15th Avenue NW station alternative would not require pedestrians coming from the west to cross 15th Avenue NW, providing for safer pedestrian access from the Ballard Hub Urban Village consistent with the City's Vision Zero pedestrian safety goals. The 14th Avenue NW station alternative is unacceptable without a station entrance west of 15th Avenue NW, based on these station accessibility issues and conflicts with the City's values articulated in Section 1.C.

The above recommendations are based on the current understanding of the project as described in the DEIS. Subsequent information developed through the environmental process, including additional analysis, evaluation of refinements, development of mitigation plans, and

better information on project costs may lead the City to alter its position on a Preferred Alternative.

Section 3. The City recognizes that Sound Transit is exploring potential cost-savings refinements to the DEIS alternatives in response to the 2021 Sound Transit Board action on ST3 realignment, as well as other refinements that strive to avoid impacts, reduce risk, or achieve other benefits to the system. The City supports exploring strategies to control costs overall, but opposes scope reductions that do not bring commensurate benefit to the system and its riders, and that are not consistent with what was committed to voters when ST3 was approved in 2016. The City supports re-examining Ballard tunnel alignments that would more directly serve the center of the Ballard Hub Urban Village in the vicinity of NW Market Street and 22nd Avenue NW. While tunnel options west of 15th Avenue NW did not advance into the DEIS during project screening, that decision was influenced by the significant anticipated cost difference between elevated and tunnel alignments. As the DEIS has shown a narrowing of this cost difference, re-examining tunnel alignments west of 15th Avenue NW may identify additional opportunities to reduce costs or to better serve the anticipated ridership.

Section 4. The City recognizes that Sound Transit faces tremendous cost pressures in delivering the ST3 program, resulting from a range of local, regional, and macroeconomic factors. To that end, the Sound Transit Board established the concept that certain WSBLE DEIS alternatives may require additional third-party funding to supplement Sound Transit's core funding established as part of the ST3 ballot measure. Since that time, however, the cost difference between the DEIS preferred alternatives and the alternatives with third-party funding has reduced significantly based on more design and cost estimating. The City acknowledges that, despite the reduction in this cost difference, there may be important project elements that require

third-party funding. The City anticipates a role as a partner to address funding needs as well as to assess available opportunities for the City to reduce costs to Sound Transit in other ways, including land acquisition, right-of-way, permitting, and other areas that have been identified as cost drivers to the ST3 Program. The City intends to engage with Sound Transit and other public agency and private sector partners in earnest to identify additional opportunities for third-party funding support as work on the FEIS advances, and anticipates more formal commitments at the time the FEIS and the Federal Record of Decision (ROD) are completed, along with the availability of more complete cost estimates.

Adopted by the City Council the 12th day of July, 2022, and signed by me in open session in authentication of its adoption this 12th day of July, 2022.

Dan Strauss

President Pro Tem of the City Council

The Mayor concurred the 19th day of July, 2022.

Bruce A. Harrell

Bruce A. Harrell, Mayor

Filed by me this 19th day of July, 2022.

Elizabeth M. Adkisson, Interim City Clerk

(Seal)

Attachments:

Appendix I

Mitigation Plan

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Appendix I. Mitigation Plan

The mitigation plan for the West Seattle Link Extension Project (the project) describes Sound Transit's mitigation commitments that will be implemented to avoid or minimize the impacts of the Preferred Alternative identified in the Final Environmental Impact Statement (EIS). Many of the potential impacts identified through the EIS process will be mitigated through incorporation of avoidance, minimization, or improvement elements that are now included in the definition and design of the project. If the Sound Transit Board ultimately selects another alternative to build that is different from the Preferred Alternative described in the Final EIS, the mitigation plan will be modified accordingly.

This plan describes the mitigation measures associated with the operating (long-term) impacts of the project and the mitigation measures associated with construction impacts. The final mitigation measures will be included as conditions of the Federal Transit Administration's (FTA) Record of Decision (ROD) for the project. FTA will incorporate them in any future grant agreement that FTA may award Sound Transit for construction of the project. Sound Transit will track these measures and report regularly to FTA to ensure that the mitigation commitments are being met. Where appropriate, Sound Transit will incorporate mitigation requirements into its contracting documents for final design and construction.

The mitigation measures described in Table I-1 are based on the potential mitigation measures identified in the Final EIS for the Preferred Alternative. As the project moves into final design and construction, additional design features may be identified that avoid or minimize project impacts. The table also includes measures that Sound Transit proposes to take but that require the agreement of other parties. For instance, Sound Transit has identified certain traffic improvements, traffic management, safety, and parking strategies to mitigate project-related impacts, but Sound Transit does not have the sole authority to make those improvements when the facilities are owned and managed by others. Others may also have alternative plans or projects to address future conditions with or without the project. In these cases, Sound Transit would coordinate with these other agencies and jurisdictions to further define and implement improvements to mitigate the project's impacts.

Table I-1. Mitigation Plan

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
Transportation	3.3 and 3.11	Regional Context and Travel	Long-term	No mitigation is required for operation.
			Construction	Mitigation for short-term (less than 1 year) construction closures of regional roadways would consist of Sound Transit providing information to drivers about closure timing and alternate routes. Because closures of nearby arterials would not result in impacts to regional facilities, no other mitigation is needed beyond what is identified in this table under Section 3.5, Arterials and Local Streets Operations, for the arterials themselves.
	3.4, 3.11, and Appendix N.1, Section 3.4	Transit	Long-term	Sound Transit would lead coordination with transit service providers as the project advances to maintain efficient transit operations, including refinements to the transit service plan as described in the Transit Service and Facilities section of Section 3.3.2.1 of Appendix N.1, Transportation Technical Report. Impacts to transit facilities would be addressed through ongoing coordination between Sound Transit, the City of Seattle, King County Metro Transit (Metro), and the FTA to identify capital, routing, and access management strategies that would be implemented before transit service operations would be affected. Sound Transit would implement agreed-upon improvements that mitigate impacts directly associated with the project. Closure of the SODO Busway with Preferred Option SODO-1c would impact transit speed and reliability, and layover in the SODO area. Sound Transit has coordinated with the City of Seattle and Metro on the following mitigation strategies: • Implementation of transit speed and reliability strategies on 4th Avenue South between South Spokane Street and South Royal Brougham Way. Potential strategies could include business access and transit lanes, freight and bus lanes, or queue jump lanes. • Implementation of improved pedestrian access and bus stop passenger amenities at bus stops along 4th Avenue South near the following intersections: South Royal Brougham Way, South Holgate Street, and South Lander Street. Improved bus stop passenger amenities are also identified on South Spokane Street near 4th Avenue South. Potential strategies could include wider sidewalks, moving poles and other obstructions in the bus stop zones, new or relocated transit benches and shelters, and revised curb ramps and crosswalks. • Replacement layover in the SODO area could use off-street properties currently being used by Sound Transit Express buses that may not be necessary for Sound Transit use in the future and on-street layover near the Atlantic/Central Bus Base.
			Construction	Sound Transit would lead coordination with Metro, the City of Seattle, and the FTA, where appropriate, to identify and confirm to bus service and associated infrastructure modifications and transit facility improvements that maintain transit service and access through construction areas. This would include continuing to coordinate on construction-related impacts to Metro's transit operations to determine the potential mitigation required,

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				as many of the alternatives close roadways served by transit and restrict access to transit facilities for varying durations. Sound Transit would maintain access to existing bus stops, layover areas, and comfort stations to the extent feasible and coordinate with Metro and the City of Seattle to minimize impacts and disruptions. Where needed, this coordination would include other transit operators. Where bus stops and layover cannot be maintained in existing locations, Sound Transit would implement temporary facilities to maintain service and access. Information would be communicated to riders in advance of construction at these locations. Sound Transit would maintain non-motorized access to transit, where feasible, through construction areas, such as providing dedicated walkways or alternative bike facilities around the construction area. Where non-motorized access is not able to be maintained through construction areas, Sound Transit would implement temporary non-motorized facilities to maintain non-motorized access to transit. Sound Transit would also notify the public of any closures. Construction-related transit service impacts such as the SODO Busway closure (whether permanent or temporary), as well as other transit pathway closures identified in the document, would be coordinated with Metro, the City of Seattle, and other relevant service providers. Sound Transit will coordinate with the City of Seattle, Metro, and other agencies as necessary to develop a transit operations plan for construction-related closures to transit pathways. These transit operations plans would identify bus detour routes and minimize impacts and disruptions to bus facilities and service performance and hours during project construction. This would include identifying associated improvements needed to implement these service and facility modifications, such as speed and reliability treatments (e.g., new transit lanes, transit signal priority, or similar). Sound Transit would continue to coordinate with the City of Seattle and Metro during final design to finalize a construction transit operations plan that would define specific transit reroutes, and identify agreed-upon speed and reliability improvements, bus stop modifications, temporary layover and comfort stations, and pavement management plans. For Preferred Option SODO-1c, Sound Transit is coordinating with Metro and the City of Seattle to refine mitigation strategies for the following construction transit operations and facilities impacts: • Short-term partial closures of 4th Avenue South to construct the South Lander Street overpass of the new and existing light rail tracks and for the light rail guideway over 4th Avenue South near South Spokane Street. - Sound Transit is coordinating with the City of Seattle and Metro to identify ways to shift travel lanes and implement business access and transit lanes, freight and bus lanes, and/or transit queue jump lanes at strategic locations. • Long-term (2-year) closure of South Lander Street over the light rail tracks and to facilitate construction of the SODO Station.

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				- The South Lander Street closure would require the reroute of Route 50 to either 4th Avenue South or 6th Avenue South. Construction could result in the potential long-term closure of the existing 1 Line SODO Station while the new SODO Station is built. • Sound Transit is committed to maintaining the regional transit access provided by the SODO Station. Mitigation measures to maintain this access are still being identified by Sound Transit and agency partners, but could include the following: - Studying the feasibility of building an interim station/platforms in the vicinity of the existing SODO Station with connections to transit routes on 4th Avenue South and South Lander Street. Key factors that require further study are whether there are adequate access routes to an interim station given the construction in the area and the operations/regulatory considerations to build and operate an interim station. - Implementing a transit shuttle between the SODO Station area and Stadium Station. - Working with Metro to adjust routing of buses near the SODO Station to provide a convenient connection from the SODO Station area to an adjacent 1 Line station (Stadium and/or Beacon Hill stations). Preferred Option WSJ-5b requires short-term partial closure of Southwest Alaska Street to construct stations and guideways. • Sound Transit would implement traffic control measures to minimize congestion impacts on bus operations along Southwest Alaska Street. Preferred Option WSJ-5b would require a full closure of 35th Avenue Southwest between the West Seattle Bridge and Southwest Avalon Way to construct the Avalon Station. Sound Transit would work with the City of Seattle and Metro on construction reroutes for Route 21X to navigate the closure of 35th Avenue Southwest. A potential pathway along Southwest Avalon Way to Southwest Spokane Street would not require any changes to signals or pavement.
	3.5, 3.11, and Appendix N.1, Section 4.4	Arterials and Local Streets	Long-term	Mitigation could be required at intersections where the intersection level of service (L.O.S.) would not meet agreed-to project-specific L.O.S. thresholds when compared to the No Build Alternative. For Build Alternatives, affected intersections are identified and defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if the intersection already operates at L.O.S. E or F in the No Build Alternative have noticeably worse vehicle delays in the Build Alternative (10 percent or higher vehicle delay than in the No Build Alternative). In addition to the impacted intersections, the transit treatment measures that could be implemented to mitigate the permanent closure of the SODO Busway with Preferred Option SODO-1c could potentially impact the arterial street system. Sound Transit will continue to work with the City of Seattle and the FTA as project design progresses to minimize project-related intersection delays. Where additional project-

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				related delays are unavoidable, Sound Transit will work with the City of Seattle to identify potential mitigation, with the intent of either meeting agreed-upon L.O.S. thresholds during the a.m. and p.m. peak hours or attaining a similar vehicle delay as the No Build Alternative. The intersection mitigation treatments would likely vary depending on the intersection location and cause of the increased vehicular delay. At intersections or movements where the delay is the result of vehicular operations such as pick-up/drop-off activity or additional transit buses, mitigation measures could include corridor signal optimization, upgraded signal technologies, implementation of corridor intelligent transportation system strategies, traffic movement and turn restrictions, or added intersection capacity, where feasible. For intersections or movements where increased delay is due primarily to increased non-motorized activity associated with the station, mitigation could be focused instead on strategies such as signal optimization for pedestrians, intersection crossing enhancements, pedestrian and/or bicycle facility modifications, reducing conflicts between vehicles and non-motorized users, or wayfinding, with the goal of improving safety and providing more efficient movement of pedestrians and cyclists. Final mitigation would be determined and agreed upon by Sound Transit and the City of Seattle, in coordination with the FTA and may include Sound Transit contributing a proportionate share of costs to improve intersections based on the project's proportionate ratio of trips at the intersection or another equitable method. The following sections describe mitigation measures that are being considered for specific impacted locations associated with the Preferred Alternative. **SODO Segment** As described above, the mitigation measures being considered for 4th Avenue South to address the transit travel time impact of closing the SODO Busway could impact arterial operations. This impact could be avoided by implementing transit treatment measures that do not reduce the general-purpose traffic capacity of 4th Avenue South though that may result in trade-offs in the extent to which the transit travel time impact could be mitigated. Specific mitigation for the permanent closure of the SODO Busway would be determined through coordination between Sound Transit, City of Seattle, and Metro. **Delridge Segment** This section identifies potential mitigation measures for intersections that are expected to be impacted by the project. Potential intersection mitigation options below apply to the Preferred Alternative. While these measures could reduce the magnitude of the impact, any modifications would be coordinated with the City of Seattle to determine whether they are consistent with City priorities and preferrable given other trade-offs and modal priorities: • Delridge Way Southwest and 23rd Avenue Southwest

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				- The main cause of the traffic operations impact at this location is southbound delay during the p.m. peak hour as high volumes of vehicles exit the West Seattle Bridge. With the No Build Alternative, that southbound delay is associated with the Delridge Way Southwest/Southwest Andover Street signal as it is the first signalized intersection after exiting the bridge. By implementing a new signal upstream at 23rd Avenue Southwest, the southbound delay assigned to the Southwest Andover Street only includes the stretch of roadway between Southwest Andover Street and 23rd Avenue Southwest and the remaining delay is shifted to the 23rd Avenue Southwest signal. In other words, while the Preferred Alternative includes a new impact to this location, the broader effect on traffic operations would not differ substantially. - Although this intersection would experience increased levels of delay by becoming the new access point for Nucor Steel, the station area, and any associated transit-oriented development, it is expected to provide better circulation, safety, and traffic operations than if the Preferred Alternative did not include this new signal and circulation concept. This circulation concept has been developed in coordination with the City of Seattle and Metro and any modifications could create secondary impacts to other modes or conflict with agency priorities or policies. Sound Transit will continue to refine the station concept through final design in partnership with the City of Seattle and Metro and determine whether further mitigation to reduce vehicle delay is included in the project. • Delridge Way Southwest and Southwest Dakota Street - Vehicles turning from Southwest Dakota Street onto Delridge Way Southwest at this side-street stop control intersection would experience increased delay as they wait for gaps in traffic on Delridge Way Southwest. This impact could be mitigated by adding a signal at this location. Sound Transit will continue to work with the City of Seattle and Metro regarding transit treatments and signal operations at this location and determine whether further mitigation to reduce vehicle delay is included in the project. • Delridge Way Southwest and Southwest Genesee Street - Adding an eastbound right-turn pocket on Southwest Genesee Street to allow more vehicles to move through the intersection during the eastbound green time would mitigate this impact. **West Seattle Junction Segment** This section identifies potential mitigation measures for intersections that are expected to be impacted by the project. Potential intersection mitigation options below apply to the Preferred Alternative. While these measures could reduce the magnitude of the impact, any modifications would be coordinated with the City of Seattle to determine whether they are consistent with the City's priorities and preferrable given other trade-offs and modal priorities: • Fauntleroy Way Southwest and 35th Avenue Southwest

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				- Adding an overlap phase to the northbound right turn during the westbound left phase, modifying the signal cycle length to 120 seconds, and/or maintaining a channelized right turn could potentially mitigate this impact. Sound Transit is coordinating with the City of Seattle and Metro to refine the intersection layout and signal operations to balance the needs of all modes. Effects to adjacent intersections whose signals are coordinated with this location would also need to be considered. • Southwest Genesee Street and Southwest Avalon - Revising the intersection to allow northbound left turns into the station area would result in increased delay for vehicles on Southwest Avalon Way. Modifying the signal cycle length to 120 seconds would mitigate the additional delay.
			Construction	Sound Transit will develop a Construction Access and Traffic Management Plan for the project for whichever Build Alternative is selected. The plan would be developed as the project advances and include the overarching goals and objectives for the project's construction and the approach to partner agency coordination. It would include applicable mitigation commitments to be built by Sound Transit, finalized as part of the environmental documentation, as well as additional detail reflecting continued design for the project after the Final EIS. Components likely to be addressed in detail include maintaining business access; minimizing construction disruption during large events; providing alternate routes for freight, general traffic, and non-motorized access; parking management; pavement restoration as appropriate; and maintaining transit operations (such as bus and light rail). Potential construction mitigation measures will be consistent with the applicable City requirements. Sound Transit would prepare traffic control plans during subsequent design phases to coordinate on how all modes of transportation would be maintained and address pedestrian and bicycle access and safety. Mitigation measures will follow the Manual on Uniform Traffic Control Devices for Streets and Highways (Federal Highway Administration 2009) and the City of Seattle Traffic Control Manual (City of Seattle 2012) for maintenance of traffic plans. Potential measures to minimize construction traffic impacts could include the following practices: • Install advance warning signs and highly visible construction barriers and use flaggers where needed. • Consider a variety of traffic and travel demand management strategies, such as supporting employer incentives or programs to use transit. • Clearly sign and provide detour routes when streets are fully or partially closed for elevated guideway and trench construction. The contractor would be required to keep nearby parallel facilities open to facilitate access and mobility. • For extended closures requiring substantial traffic detours, Sound Transit would coordinate with the City of Seattle to consider temporary physical treatments such as roadway rechannelization, traffic signals, and transit priority treatments.

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				• Use lighted or reflective signage to direct drivers to truck haul routes to ensure visibility during nighttime work hours. Use special lighting for work zones and travel lanes, where required. • Communicate public information through tools such as print, radio, posted signs, websites, and email to provide information regarding street closures, hours of construction, business access, and parking impacts. • Coordinate access closures with affected businesses and residents. If access closures are required, property access to residences and businesses would be maintained to the extent possible. If access to the property cannot be maintained, the specific construction activity would be reviewed to determine if it could occur during non-business hours, or if the parking and users of this access (e.g., deliveries) could be accommodated at an alternative location. • Post advance notice signs prior to construction in areas where construction activities would affect access to surrounding businesses. • Provide regular updates to schools, emergency service providers, local agencies, solid waste utilities, and postal services, and assist school officials in providing advance and ongoing notice to students and parents concerning construction activity near schools. • Schedule traffic lane closures and high volumes of construction truck traffic during off-peak hours to minimize delays, where practical. In addition, closures of parallel arterials or access points would be coordinated with the goal of avoiding simultaneous closures. • Cover potholes and open trenches, where possible, and use protective barriers to protect drivers from open trenches. • To minimize potential freight impacts, coordinate with affected businesses throughout the construction period to notify them of lane and access closures and maintain business access as much as possible. • Provide construction information to Washington State Department of Transportation (WSDOT) for use in the state's freight notification system when construction activities could affect state facilities, such as State Route 99. Sound Transit would provide information in the format required by WSDOT. • Coordinate with the City of Seattle and other relevant agencies to disseminate construction closure information to the public. The above mitigation measures could decrease vehicle demand, particularly peak hour demand, through the construction areas. The travel demand management strategies would help to mitigate the traffic operations impacts expected during construction. In addition to the measures described above which apply to all Build Alternatives, the following section describes mitigation measures that are being considered for specific locations expected to be impacted by the Preferred Alternative. Although the following discussion reflects the construction closures expected with the Preferred Alternative, the types of measures would also apply to other alternatives, for example, signal timing

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				revisions, lane reconfigurations, and transit treatments such as queue jumps. In addition to the measures described above, the following list describes mitigation measures that are being considered for specific locations expected to be impacted by the Preferred Alternative. **SODO and Duwamish Segments** A VISSIM traffic microsimulation model was used to evaluate 4th Avenue South corridor operations under Construction Scenario 1 and 2. The results of the Construction Scenario 1 and 2 evaluations are described in Section 4.3.3.3 of Appendix N.1. For Construction Scenario 1, travel times on 4th Avenue South from South Spokane Street to the Interstate 90 Westbound Off-Ramp could increase by 1 minute for vehicles, freight, and transit due to increased congestion between South Lander Street and South Holgate Street. Based on the mitigation options tested for the 2042 Build conditions, a potential measure to minimize construction traffic impacts for buses could include constructing a northbound transit queue jump at 4th Avenue South/South Holgate Street, and a southbound transit queue jump at 4th Avenue South/South Lander Street. The VISSIM model indicated that the transit queue jumps could reduce transit travel time by about 30 seconds, and result in up to 30 seconds of delay for vehicle and freight travel times along 4th Avenue South. The impact to 6th Avenue South/South Spokane Street may be mitigated with signal timing revisions including lengthening the cycle from 110 to 130 seconds. For Construction Scenario 2, a transit improvement was incorporated into the analysis. The existing northbound bus stop just north of South Spokane Street was assumed to shift to a near-side stop in the northbound right-turn lane approaching the intersection, with a transit queue jump so that buses would not have to merge back into the northbound through lanes. With this transit treatment in place, travel times along 4th Avenue South for vehicles, freight, and transit were similar to no build conditions. **Delridge Segment** No location-specific construction impacts are expected with the Preferred Option DEL-6b; therefore, no mitigation measures are identified. **West Seattle Junction Segment** The construction analysis described in Section 4.3.3.5 of Appendix N.1 incorporates a variety of lane configuration and signal timing measures to improve traffic flow and minimize delay during the roadway closures required for Preferred Option WSJ-5b. As the project advances, Sound Transit will continue to refine its construction approach and seek ways to limit impacts on traffic operations. However, there are no additional location-specific mitigation measures identified at this time beyond those already included in the analysis.

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	3.6 and 3.11	Parking	Long-term	All of the segments have areas of unrestricted parking that could be affected by light rail riders parking near the station. To mitigate this potential impact, Sound Transit would work with the City of Seattle to consider appropriate on-street parking measures within a 0.25-mile radius of each station to discourage hide-and-ride activity while retaining curb use functions to support area businesses or residents. Sound Transit would inventory on-street parking around each station before and after the start of light rail revenue service, and would then work with the City to determine where mitigation measures would be needed. Potential parking control measures include parking meters, restricted parking signage, time-limit signs, passenger and truck load zones, and restricted parking zone programs. Sound Transit would be responsible for the cost of installing the signage or other parking controls for 1 year after the light rail extension begins operation. The local jurisdiction would be responsible for monitoring, enforcing, and maintaining the parking controls. In addition, Sound Transit would coordinate with the City of Seattle to relocate affected Americans with Disabilities Act parking spaces.
			Construction	Through the permit process, Sound Transit would coordinate with the City of Seattle on measures to address temporary curbside management and project parking impacts during construction, in conjunction with the other infrastructure and development projects in the study area. This would include temporarily relocating affected Americans with Disabilities Act stalls or load zones that would continue to serve adjacent land uses. Increased bus service (such as bus bridges) implemented as mitigation for interruptions to transit service during construction could affect parking supply and would be coordinated with the City of Seattle and other relevant parties. Sound Transit would work with owners and operators of garages where parking could be removed or where ingress or egress could be blocked during construction. Sound Transit would prohibit construction worker parking on City streets outside of the staging areas and require the contractor to develop a Parking Plan describing where construction worker parking would be allowed.
	3.7, 3.11, and Appendix N.1, Section 6.4	Non-Motorized Facilities	Long-term	The West Seattle Link Extension is not expected to permanently impact existing designated bicycle facilities or routes. If impacts are identified as the project advances, Sound Transit will work with the City of Seattle to rebuild the affected facilities or develop alternate facilities or routes that achieve, to the extent feasible, a similar level of protection and comfort afforded by the facility being impacted. These replacements would be funded by Sound Transit and may include, for example, protected or standard bicycle lanes, trails, and neighborhood greenway treatments, along with associated design elements such as pavement markings and bike signals where needed. Under the full-build condition, no pedestrian facilities would have an L.O.S. impact with the West Seattle Link Extension. No pedestrian facilities would have an L.O.S. impact under the minimum operable segment.

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				The project may also have direct physical impacts to existing sidewalks and trails due to placement of guideway columns in the Duwamish and Delridge segments, and several streets in the Delridge and West Seattle Junction segments would be permanently closed, potentially eliminating pedestrian and bicycle access at those locations. As the project design is refined and potential column locations are identified with greater precision, additional pedestrian and bicycle visibility issues may emerge. These visibility issues could be mitigated with measures such as protected vehicle turns or restricting vehicle movements. Sound Transit will rebuild affected non-motorized facilities to meet Americans with Disabilities Act requirements as well as applicable local design standards at the time of permitting (such as Seattle Streets Illustrated [City of Seattle 2020] and the Seattle Land Use Code and Light Rail Facility Construction and Construction Impacts sections of the Seattle Municipal Code) or to a standard agreed to by Sound Transit and the City of Seattle. As the project design advances, if it is determined that a facility could not be rebuilt to applicable design standards and an alternate design cannot be agreed upon in the original location, Sound Transit would work with the City of Seattle to develop mitigation, such as an alternate route.
			Construction	When non-motorized facilities such as sidewalks and bicycle lanes must be temporarily closed for construction, Sound Transit would provide marked detours, such as dedicated walkways and alternate bicycle routes that may include treatments such as pedestrian and bicycle signals, signal optimization including leading pedestrian intervals, crosswalks, curb bulbs, rectangular rapid flashing beacons, pavement markings, and temporary signals. Where possible, temporary facilities will be designed to applicable design standards such as Seattle Streets Illustrated (City of Seattle 2020), Standard Plans for Municipal Construction (City of Seattle 2023), or as agreed to by the City of Seattle; at a minimum they will comply with Americans with Disabilities Act requirements. If maintaining a facility is not feasible, Sound Transit would work with the City of Seattle to develop and implement a construction management plan to provide alternate facilities that, to the extent feasible, offer a similar level of protection and comfort. Where already identified, specific mitigation measures are described by segment below. As design progresses, these detours will be refined in coordination with the City of Seattle. **SODO Segment** Under the SODO Trail construction closure (approximately 4 years), pedestrians and bicycles would be detoured to 6th Avenue South, approximately 280 feet to the east with east-west access maintained at adjacent street crossings. Sound Transit will work with the City of Seattle to identify and implement a design on 6th Avenue South that achieves, to the extent feasible, a similar level of protection and comfort as the affected facility.

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				During the South Lander Street closure, Sound Transit would maintain a temporary pedestrian connection south of South Lander Street to allow access between 4th Avenue South and 6th Avenue South. **Duwamish Segment** Under Preferred Alternative DUW-1a, the Delridge Connector Trail from Delridge Way Southwest to the West Seattle Bridge Trail would be rerouted during construction. Rather than run along the east side of Delridge Way Southwest, the trail would be detoured along the 23rd Avenue Southwest pathway on the west side of Delridge Way Southwest (starting at roughly Southwest Charlestown Street). The 23rd Avenue Southwest pathway would connect to the trail on the north side of the West Seattle Bridge via a series of improvements Sound Transit is designing in coordination with the City of Seattle. The 22nd Avenue Southwest connection to the Delridge Connector and stairway from 22nd Avenue Southwest to Delridge Way Southwest would also be temporarily closed. Pedestrians and bicyclists would be detoured via Southwest Andover Street and 23rd Avenue Southwest, where they could use the new signal at Delridge Way Southwest and 23rd Avenue Southwest to access the detour route. These replacements will be located and designed in coordination with the City of Seattle and funded by Sound Transit. Pedestrian and bicycle facilities removed or damaged by construction would be replaced, to the extent feasible, by permanent facilities that meet applicable design standards or as agreed to by the City of Seattle when project construction is complete.
	3.8 and 3.11	Safety	Long-term	In the SODO Segment, the space underneath the South Lander Street overpass would be designed in accordance with Crime Prevention Through Environmental Design principles, including adequate lighting and open sightlines to adjacent spaces, to ensure pedestrian visibility and security. Also see mitigation under Transit, Arterials and Local Streets, and Non-motorized Facilities.
			Construction	During construction, Sound Transit would develop a Maintenance of Traffic Plan to adhere to federal and local agency guidelines. The Maintenance of Traffic Plan would be created to minimize safety concerns on the transportation system during construction as discussed in this table under the impact topic arterials. The mitigation discussed in this table for construction under the impact topics of transit and non-motorized facilities would also maximize safety.
	3.9 and 3.11	Navigation	Long-term	During final design and the bridge permitting process, Sound Transit would determine mitigation actions in coordination with the Muckleshoot Indian Tribe, the Suquamish Tribe, and the United States Coast Guard (Coast Guard), and the United States Army Corps of Engineers. This would include identifying specific aids to navigation, such as signage and lighting. Proposed aids to navigation would be approved by the Coast Guard prior to installation.

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			Construction	The FTA, in coordination with Sound Transit, will continue government-to-government consultation with the Muckleshoot Indian Tribe and the Suquamish Tribe to avoid or minimize impacts to Tribal treaty-protected fishing rights and access to Usual and Accustomed Areas during construction. Sound Transit would develop a construction navigation management plan in consultation with the Coast Guard, United States Army Corps of Engineers (Corps), and Port of Seattle to mitigate impacts to navigation during construction. Measures in the plan could include the following: • Create a marine safety zone (to be approved by the Coast Guard and Corps) to help motorized and non-motorized waterway users pass through the Harbor Island Reach and East Waterway construction zones. • Provide a safe and easily recognizable path for non-motorized waterway users through the marine safety zone. • Set up the marine safety zone so all construction features or potential obstacles can be seen during inclement weather. • Coordinate with maritime stakeholders and emergency service providers, and conduct construction outreach prior to and throughout construction at key milestones or phases where navigation conditions could change. • Schedule navigation channel restrictions during a time of day or a day of the week with less vessel traffic. • Coordinate all maritime operations with the Coast Guard, Corps, Puget Sound Vessel Traffic Services, Puget Sound Harbor Safety Committee, and local mariners and advertise all changes to maritime operations in the Local Notice to Mariners publication.
	3.10 and 3.11	Freight Mobility and Access	Long-term	Freight traffic could be affected by the mitigation options being considered on 4th Avenue South to address the impact to transit of the SODO Busway closure. Potential improvement options for the busway closure include modifying 4th Avenue South with bus queue jumps at key intersections, business access and transit lanes, and/or a freight and bus lane that could be shared by buses and trucks. The first two transit improvement options could increase delays to truck traffic on 4th Avenue South, and the third option could reduce delays for truck traffic on 4th Avenue South. Therefore, Sound Transit and the City of Seattle may choose to mitigate the effect to freight travel times by selecting freight and bus lanes as the improvement on 4th Avenue South. As part of the parking mitigation, Sound Transit would coordinate with the Seattle Department of Transportation to manage curb use in the station vicinities. This would include locating commercial vehicle and truck-only load zones to serve business needs.
			Construction	Prior to construction activities that fully or partially close a Major or Minor Truck Street, Sound Transit would work with the City of Seattle to accommodate truck turning maneuvers or to identify detour routes suitable for trucks. Construction activities that

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				affect the City of Seattle's Over-Legal Network, including Southwest Avalon Way and Fauntleroy Way Southwest, would be coordinated with the City of Seattle to identify construction management measures to maintain an envelope to accommodate oversized trucks during construction or to identify suitable alternative routes that would be defined prior to freight movements as part of the City's over-legal permit process. Sound Transit would coordinate with the BNSF Railway and Union Pacific Railroad prior to construction over rail tracks or ground improvements for guideway columns close to the rail tracks. To the extent feasible, construction activity would adhere to schedule and minimum clearance requirements as agreed to by Sound Transit and BNSF Railway. Sound Transit would work with the Port of Seattle and Northwest Seaport Alliance to identify construction management measures to maintain adequate port terminal access and operations along its primary drayage routes between the marine and rail terminals. This could include identifying alternative routes for trucks if construction closures affect access or drayage routes along South Spokane Street and other streets that connect the Port terminals to local railyards. Sound Transit would coordinate with the Port of Seattle and Northwest Seaport Alliance on the construction schedule and sequencing to minimize major construction work on key freight corridors at the same time. For locations where truck-only load zones, commercial load zones, or general load zones would be eliminated but the businesses that rely on them remain, Sound Transit would coordinate with the City of Seattle to relocate these commercial load zones.
Acquisitions, Displacements, and Relocations	4.1		Long-term	Sound Transit's policies and procedures comply with the federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Uniform Act) and the Washington state relocation and property acquisition requirements. In some cases, Sound Transit provides advisory services to property owners above the minimum requirements of federal and state law. Sound Transit would compensate affected property owners (and relocation would occur) in accordance with the Uniform Act and the Sound Transit *Real Property Acquisition and Relocation Policy, Procedures and Guidelines* (Sound Transit 2017). Benefits would depend on the level of impact, available relocation options, and other factors. With regard to property acquisitions at the Nucor Steel property (under Preferred Alternative DUW-1a, Preferred Alternative and Option DEL-6b), Sound Transit would coordinate with the property owner to maintain operations. Relocation would occur in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and the Sound Transit Real Property Acquisition and Relocation Policy, Procedures and Guidelines (Sound Transit 2017).
			Construction	No mitigation is required for construction.

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Land Use	4.2		Long-term and Construction	No mitigation is required for operation or construction.
Economics	4.3		Long-term	In most cases, with relocation assistance for business displacements, the project is not anticipated to result in adverse effects that would require mitigation. Where feasible, Sound Transit would explore ways to maintain water-dependent business operations. For Preferred Alternative DUW-1a, Sound Transit would work with affected businesses on the Riverside Millworks property to determine if they could continue to operate on the southern portion of the property or to find a suitable relocation site.
			Construction	Construction management plans would be developed to address the needs of businesses and could include, but are not limited to, the following measures: • Provide a 24-hour construction telephone hotline for community members to report issues to Sound Transit community engagement staff, who work with the construction team to resolve issues and respond to the community member. • Provide business cleaning services on a case-by-case basis. • Provide detour, open for business, and other signage as appropriate. • Establish effective communications with the public through measures such as meetings, construction updates, alerts, and schedules. • Implement promotion and marketing measures to help affected business districts maintain their customer base, consistent with Sound Transit policies, during construction. • Maintain access as much as possible to each business and coordinate with businesses during times of limited access. • Provide a community ombudsman consistent with Sound Transit policy. In the event that complaints arise about construction impacts that could not be resolved by community outreach staff or the relevant department director, the ombudsman policy provides a process for addressing those complaints in an impartial, fair, and timely manner that ensures effective stewardship of public resources and minimizes construction impacts. Because project design could affect Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot Indian Tribe, Sound Transit and the FTA would: • Continue working with the Muckleshoot Indian Tribe to avoid and mitigate impacts to treaty fishing rights and access to the Usual and Accustomed Areas from construction of the Duwamish crossing through ongoing government-to-government consultation. Sound Transit will not authorize construction of the Duwamish Waterway crossing prior to reaching agreement with the Tribe on these measures.

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				Because project design could affect Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe, Sound Transit and the FTA would: • Continue working with the Suquamish Tribe to avoid and mitigate impacts to treaty fishing rights and access to the Usual and Accustomed Areas from construction of the Duwamish crossing through ongoing government-to-government consultation. Sound Transit will not authorize construction of the Duwamish Waterway crossing before reaching agreement with the Tribe on these measures.
Social Resources, Community Facilities, and Neighborhoods	4.4		Long-term	Sound Transit would coordinate with the SODO Business Improvement Area, 4Culture, and other community organizations to mitigate for the loss of the SODO Track murals with replacement murals or other public art in the area (where appropriate and feasible).
			Construction	No mitigation is required for construction.
Visual and Aesthetic Resources	4.5		Long-term	Sound Transit has developed mitigation measures for areas with visual impacts in the Duwamish Segment and the Delridge Segment. Site-specific mitigation measures are described below by segment. The design of structures associated with the preferred alternatives (including access ramps, traction power substation facilities and vent structures) will continue to be refined through preliminary design to minimize visual impacts to surrounding sensitive viewers. The areas for each segment where there would be visual impacts are identified on Figures 4.5 1, 4.5-2, and 4.5-12 (shown with ovals). Most of the visual quality impacts would be mitigated by planting screening vegetation where appropriate and where it meets the Sound Transit safety clear zone and setback requirements along the edge of construction footprints or within residential properties (if desired by residents). The vegetation would screen views of new project components and/or areas that are currently screened by vegetation that would be removed. Existing plant material would be protected to the extent possible to preserve a sense of scale and history. Plant material would be used to enhance the visual quality of the station areas and to integrate them with their surrounding environment. Plant selection would be adaptive plants that are suitable for the Northwest climate and the environment in which they are planted. Mitigation measures would be further refined if necessary in coordination with the City of Seattle as the project design advances.

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				It should be noted that the use of vegetation to buffer or screen views of Build Alternative elements would not provide immediate mitigation. Depending upon the vegetation's location in relationship to sensitive viewers, distance to Build Alternative elements, size of the elements, and the growth rates of the vegetation selected, effective screening of the elements could take between 5 years and 10 years and perhaps as many as 15 years. Impacts associated with some of the higher elements of the alternatives, such as bridges crossing the West Duwamish Waterway, could not be completely mitigated by vegetative screening. The impacts of these elements on sensitive viewers could be lessened with the strategic planting of vegetation, but the elements themselves would be too large to screen and they would produce unavoidable impacts. **Duwamish Segment** Area 1: Residential Areas along 22nd Avenue Southwest and 23rd Avenue Southwest Following construction, plant vegetation where appropriate to screen views of areas to the west, elevated guideway, and Delridge Way Southwest from remaining residences on 23rd Avenue Southwest. **Delridge Segment** Area 1: Residences along Delridge Way Southwest and 23rd Avenue Southwest from Eastern Edge of Segment to Southwest Andover Street Following construction, plant vegetation where appropriate to screen views of areas to the west, the elevated guideway, and Delridge Way Southwest from remaining residences on 23rd Avenue Southwest. Area 3: Delridge Way Southwest, 25th Avenue Southwest, and 26th Avenue Southwest Following construction, plant vegetation where appropriate to screen views of elevated guideway and station from remaining residences along Delridge Way Southwest, 25th Avenue Southwest and 26th Avenue Southwest. Area 6: Residential Areas North of Southwest Genesee Street and Longfellow Creek Natural Area Following construction, plant vegetation where appropriate that would not conflict with the light rail operations in front of remaining residences on north side of Southwest Genesee Street to replace vegetation removed for construction. Following construction, plant screening vegetation where appropriate along perimeter of stormwater detention facility to block views from adjacent residences. Area 7: Southwest Avalon Way Preferred Option DEL-6b would place an elevated guideway over the center of Southwest Avalon Way would be clearly seen by adjacent residents, but there would be no mitigation measures to reduce its impact. Therefore, no mitigation measures are proposed in this area.

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				Area 8: Southwest Yancy Street Following construction, plant vegetation where appropriate to help screen views of the elevated guideway from remaining industrial buildings on both sides of Southwest Andover Street and Southwest Yancy Street. Area 9: 32nd Avenue Southwest Following construction, plant vegetation where appropriate to help screen views of the elevated guideway from remaining residences on both sides of 32nd Avenue Southwest.
			Construction	No mitigation is required for construction.
Air Quality	4.6		Long-term and Construction	No mitigation is required for operation or construction.
Noise and Vibration	4.7	Noise	Long-term	Sound Transit is committed to minimizing project noise levels at their source for all of its light rail corridors. When noise would exceed FTA moderate or severe impact criteria, Sound Transit would consider noise mitigation measures consistent with its Link Noise and Vibration Policy (Resolution No. R2023-15; Sound Transit 2023), the Transit Noise and Vibration Impact Assessment Manual (FTA 2018), and the Sound Transit Design Criteria Manual (2021). The Link Noise and Vibration Policy provides the hierarchy for implementation of mitigation measures. It prioritizes reduction at the noise source, followed by measures to disrupt the noise path, such as sound walls. Lastly, it considers residential sound insulation. The policy also guides coordination with the affected property owners and reconsideration of noise impacts and mitigation during final design. Sound walls are the primary noise mitigation option for project operations because they are effective at reducing noise near the source. Sound walls for elevated profiles would be along the side of the top of the guideway; for other profiles, they would be next to the guideway on the ground or retaining structures. Sound walls are proposed for all areas with residential land uses in all segments. They are also proposed adjacent to Fire Station 14 in the Duwamish Segment. Wheel squeal reduction measures, including non-oil-based lubrication and friction modifiers, would be included in the project design following the Sound Transit policy in the Design Criteria Manual. Under Sound Transit policy, curves with a radius of less than 600 feet near noise-sensitive properties must have track lubricators installed as part of the project. Curves with a radius of 600 feet to 1,250 feet must be built to allow for subsequent lubrication if needed. For noise from crossovers, recommended mitigation would include special trackwork, such as moveable-point or spring-rail “frogs” (a mechanical installation enabling trains to be guided from one track to another, such as at a junction or where a spur or siding

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				branches off), to eliminate the noise- and vibration-causing gap between tracks. When source mitigation measures or sound barriers are infeasible or not entirely effective at reducing exterior noise levels below the FTA impact criteria, and where the affected building does not already achieve a sufficient exterior-to-interior reduction of noise levels, Sound Transit would consider residential sound insulation. Sound insulation is normally only used on older dwellings with single-paned windows or in buildings with double-paned windows that are no longer effective because of leakage. Most newer buildings have effective exterior-to-interior noise reduction, and additional sound insulation might not be necessary. For this analysis, however, any location not mitigated to within the FTA criteria with sound walls would be considered for sound insulation. Sound insulation would be designed to reduce the interior noise levels in sleeping and living quarters in residential land uses to within the 45-A-weighted decibel (dBA) day-night equivalent sound level (Ldn) guidelines set by the U.S. Department of Housing and Urban Development. Under these guidelines, fresh air exchange must be maintained within the units. Sound insulation would not reduce exterior noise levels. The project would mitigate the majority of noise impacts with sound walls along the guideway and with special trackwork at track crossover locations. To avoid noise impacts from light rail operations Sound Transit will incorporate sound walls between 4 and 8 feet in the Duwamish and Delridge segments and between 4 and 10 feet in the West Seattle Junction Segment. In the Duwamish Segment, Sound Transit will review locations for potential sound insulation. A sound wall is proposed adjacent to Fire Station 14 in the Duwamish Segment. The modeling process is conservative, and proposed mitigation is based on the current project design. During final design, the detailed noise analysis would be updated based on a more advanced design. All predicted noise levels and mitigation measures would be reviewed. Mitigation would be modified as needed to reduce noise levels to below the FTA impact criteria. If equivalent mitigation could be achieved by a less costly means or if the final design analysis shows no impact, then the mitigation measure may be modified or eliminated. After light rail operations begin, if the resulting noise were to exceed FTA criteria, Sound Transit would evaluate the need for additional mitigation. More details on light rail noise mitigation are available in Appendix N.3, Noise and Vibration Technical Report. Attachment N.3D, Maps of Noise Impact Assessment, shows detailed maps of noise impacts with proposed mitigation, and Attachment N.3F, Tables of Noise Predictions, shows tables of noise predictions and includes predicted levels with mitigation.
			Construction	Through compliance with applicable construction permits and management plans along with incorporating best management practices such as using broadband backup alarms during nighttime hours, minimizing the use of public address systems, ensuring internal combustion equipment are fitted with mufflers, and locating equipment away from noise-sensitive properties to the extent feasible, no additional mitigation for noise impacts would

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				be needed. Sound Transit would obtain a noise variance from the Seattle Department of Construction and Inspections to complete work during nighttime hours. For the construction staging areas near tunnel portals, mitigation measures could include construction of temporary noise barriers adjacent to the staging area. Detailed information on construction noise mitigation can be found in Appendix N.3.
		Vibration	Long-term	Sound Transit would mitigate vibration and groundborne noise impacts that exceed FTA criteria. Vibration impacts are projected at several special trackwork locations as the wheels travel through the gap between tracks at these locations. Sound Transit would use low-vibration designs for special trackwork, referred to as low-impact frogs, to mitigate these impacts. For vibration impacts not caused by special trackwork, high-resilience direct-fixation fasteners would be used to reduce vibration levels. Fasteners are used to attach the rail to the concrete track slab. Alternative vibration mitigation approaches that may be applied under specific circumstances include increasing the thickness of the concrete under the track, specifying straighter rails, and building the track on top of pile foundation systems where the track would traverse very soft sections of soil. With the potential mitigation, project vibration and groundborne noise levels are expected to be below FTA criteria. In addition, the modeling process is conservative, and additional measurement information at affected buildings might show no or reduced impact. As project design advances, some impacts may be eliminated or the type of mitigation needed may change. During final design, the detailed vibration analysis would be updated based on more advanced design and would evaluate the specific buildings, and alternative mitigation measures might be warranted. All predicted vibration levels and mitigation measures would be reviewed. Mitigation would be modified as needed to reduce vibration levels to below the FTA impact criteria. Recommended vibration mitigation includes low-impact frog for Preferred Alternative DUW-1a and high-resilience direct-fixation fastener for Preferred Options DEL-6b and WSJ-5b. Additional information on light rail vibration mitigation can be found in Appendix N.3. Attachment N.3E, Maps of Vibration Impact Assessment, shows detailed maps of vibration impacts with proposed mitigation, and Attachment N.3G, Tables of Vibration Predictions, shows tables of vibration predictions and includes predicted levels with mitigation.
			Construction	The primary means of mitigating vibration from construction activities are to conduct pre-construction surveys, locate equipment as far as possible from vibration-sensitive sites, use alternative low-vibration methods where practical, and conduct vibration monitoring. The contractor, when selected, would prepare and implement a detailed Construction Vibration Control Plan that provides more detail on the construction vibration mitigation measures. The Construction Vibration Control Plan would include Category 1 land uses and any other structures where predicted construction vibration would exceed the

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				applicable thresholds. If pile-driving is planned within 100 feet of structures, alternative methods of pile installation or vibration monitoring would be considered. Predicted vibration levels from the tunnel boring machine are below impact thresholds. If needed, options for reducing vibration from the supply train during tunneling are reducing the operation speed of the supply train, smoothing the running surface, or using rubber-tire supply train vehicles. Pre-construction surveys would be conducted to document the existing conditions of buildings, and the contractor would be responsible for repairing damage resulting from the project. During final design, all impacts and potential mitigation measures would be reviewed for verification.
Water Resources	4.8		Long-term	Mitigation for unavoidable impacts in the Duwamish Waterway and Longfellow Creek would be approved by the appropriate permitting agencies and jurisdictions before construction. Compensatory mitigation for this impact is described in the Ecosystems mitigation row below. As plans for wetland mitigation adjacent to Longfellow Creek advance, the floodplain analysis will be updated to reflect modified grading plans and determine if a rise in the base flood elevation would still occur and to confirm if additional storage capacity would be needed.
			Construction	No mitigation is required.
Ecosystems	4.9	Wetlands	Long-term and Construction	To the extent that permanent impacts could not be avoided to wetlands or wetland buffers (as would occur under Preferred Alternative DUW-1a, and Preferred Option DEL-6b), Sound Transit would provide compensatory mitigation to achieve no net loss of wetland function. For instance, enhancing areas currently covered in invasive plants with native vegetation would improve the ability for these wetland buffers to support wildlife. All compensatory mitigation would include a monitoring period to ensure success of the mitigation. **Preferred Alternative DUW-1a** This alternative would have permanent impacts to wetlands and its buffer. Onsite wetland buffer mitigation could be provided through native plantings or weed control in the West Duwamish Greenbelt. These mitigation actions could improve wetland buffer habitat where buffers are dominated by non-native plants or where ground cover is sparse. Mitigation for wetland impacts could occur on property adjacent to Longfellow Creek in the Delridge Segment, between Southwest Andover Street and Southwest Yancy Street, if this property is acquired for project construction for Preferred Option DEL-6b. The property provides opportunity for habitat creation and enhancement adjacent to a stream, wetlands and greenbelt. Sound Transit would plan this mitigation area using applicable policies and regulations and coordination with the City of Seattle. If additional mitigation is needed (or if the property between Southwest Andover Street and Southwest Yancy Street is not acquired), Sound Transit plans to use one or more of

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				the following methods. The mitigation planning would follow the mitigation sequencing priorities outlined in Corps guidance or as agreed to with regulatory agencies: • Approved In-Lieu Fee program such as the King County Mitigation Reserves Program or mitigation bank such as the Port of Seattle mitigation bank (currently in review), if available. The Port's Wetland Mitigation and Habitat Conservation Umbrella Bank Prospectus lists two new mitigation sites within about 0.5 mile of all Duwamish Segment alternatives' bridge impacts (Terminal 25 and Terminal 105), and two additional sites about 0.5 mile south, Terminal 107 and Terminal 108 (Port of Seattle and Anchor QEA 2021). • Compensatory mitigation at an advance mitigation site. • Project-specific mitigation developed by Sound Transit and approved by appropriate regulatory agencies. • Sound Transit would implement compensatory mitigation in accordance with applicable federal, state, and local requirements and guidelines. To the extent practical, wetland mitigation sites would be identified close to impacts and compensated in-kind for lost values. **Preferred Option DEL-6b** These alternatives would have permanent impacts to wetland and wetland buffer. Onsite mitigation could occur on property adjacent to Longfellow Creek that would be acquired for project construction of these alternatives, between Southwest Andover Street and Southwest Yancy Street. The existing wetlands and wetland buffers along Longfellow Creek could also provide opportunities for mitigation where native plantings could improve existing wetland or buffer habitat. If additional mitigation area is needed, one of the mitigation options previously described would be applied. Sound Transit would determine final mitigation actions during final design and permitting.
		Aquatic Resources	Long-term and Construction	Sound Transit would provide mitigation for unavoidable impacts to benthic habitat, streams, and stream buffers protected under federal, state, and local regulations. This mitigation would address permanent impacts, as well as temporary impacts as required. **Preferred Alternative DUW-1a** Preferred Alternative DUW-1a avoids permanent in-water impacts but would have permanent impacts to regulated shoreline along the Duwamish Waterway. Shoreline impacts could receive mitigation in the form of replanting near shorelines, which could improve conditions for juvenile salmonids in the Duwamish Waterway. The appropriate permitting agencies and jurisdictions would approve mitigation for impacts on shorelines prior to construction. **Preferred Alternative DEL-6b** Onsite mitigation could occur on property adjacent to Longfellow Creek between Southwest Andover Street and Southwest Yancy Street. At this location, currently paved

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				portions of stream buffer could be changed to vegetated areas of native plants. The existing stream buffers along Longfellow Creek could also provide opportunities for mitigation where enhancement with native plantings could improve the ability of these areas to support wildlife. Plantings could also improve over-water shade to the creek, thus improving fish habitat. If additional mitigation is needed (or if the property between Southwest Andover Street and Southwest Yancy Street is not acquired), Sound Transit would use one or more of the other mitigation methods listed above. Sound Transit would determine final mitigation actions during final design and permitting.
		Upland Vegetation and Wildlife Resources	Long-term and Construction	Mitigation would be required under all alternatives for impacts on trees. Sound Transit would coordinate with the City of Seattle on tree replacement requirements. For trees permanently removed, Sound Transit will replace them or provide payment in-lieu fees in compliance with (1) governing City regulations, Seattle Department of Construction and Inspections Director's Rules, and Executive Orders, or (2) agreed upon in the West Seattle Link Extension Tree and Vegetation Management Plan. Tree replacement regulations include Seattle's Executive Order 2023-03. Current Seattle Department of Transportation replacement ratios are 3:1 for any tree removed in the Seattle right-of-way and in Seattle parks. Seattle Department of Construction and Inspections would require appropriate replacement for trees meeting the Tier 1, 2, or 3 definitions on private property. It is expected that some of the area between Southwest Andover Street and Southwest Yancy Street could be used for tree replacement. **Preferred Alternative DUW-1a** To the extent that impacts cannot be avoided to acreage in the West Duwamish Greenbelt, Sound Transit would provide compensatory mitigation to achieve no net loss of ecosystem function. Sound Transit would mitigate for impacts on forested vegetation using applicable policy and regulations and would coordinate with the City of Seattle on tree replacement requirements as noted above. The onsite mitigation area proposed in Section above, on currently paved area between Southwest Andover Street and Southwest Yancy Street, could be used for upland habitat replacement. **Preferred Alternative DEL-6b** Similar to West Duwamish Greenbelt impacts, Sound Transit would mitigate for unavoidable impacts to greenbelt acreage along Longfellow Creek using applicable policy and regulations. As noted above, tree replacements would be coordinated with the City of Seattle. It is expected that some of the area proposed for riparian area mitigation between Southwest Andover Street and Southwest Yancy Street could be used for upland habitat replacement within the same contiguous greenbelt where the impacts would occur.
		Federally-listed Species,	Long-term and construction	No mitigation is required for operation or construction.

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
		Species of Concern, Priority Species, and Species of Local Importance		
Energy	4.10		Long-term and Construction	No mitigation is required for operation or construction.
Geology and Soils	4.11		Long-term and Construction	No mitigation is required for operation or construction.
Hazardous and Materials	4.12		Long-term and Construction	No mitigation is required for operation or construction.
Electromagnetic Fields	4.13		Long-term and Construction	No mitigation is required for operation or construction.
Public Services, Safety, and Security	4.14		Long-term	If Preferred Alternative DUW-1a would require permanent relocation of Fire Station 36 or the Seattle Fire Department Commissary and Utility Shop, Sound Transit would work closely with fire department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts during relocation. Permanent relocation of Fire Station 36 and the Seattle Fire Department Commissary and Utility Shop would occur in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and the Sound Transit Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (Sound Transit 2017).
			Construction	Sound Transit would coordinate with the Seattle Fire Department on temporary relocation of Fire Station 36, if needed, with Preferred Alternative DUW-1a. Sound Transit would also coordinate with the Seattle Fire Department regarding temporary relocation of parking and the transformer at Fire Station 14 during construction for Preferred Alternative DUW-1a. Sound Transit would coordinate with public service providers before and during construction to maintain reliable emergency access and alternative plans or routes to minimize delays in response times. This would include coordination with Seattle Police Harbor Patrol prior to and throughout construction at key milestones or phases where navigation conditions could change. Sound Transit would also coordinate with solid waste and recycling companies and schools should rerouting of collection or school bus routes need to occur.

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
Utilities	4.15		Long-term and Construction	No mitigation is required for operation or construction.
Historic and Archaeological Resources	4.16		Long-term	Mitigation for adverse effects to Historic and Archaeological resources is addressed in a Section 106 programmatic agreement. Where adverse effects to National Register of Historic Places (National Register)-eligible or -listed resources cannot be avoided or minimized, a Section 106 memorandum of agreement or programmatic agreement is developed through ongoing consultation to resolve adverse effects through mitigation. FTA and Sound Transit, in consultation with the Advisory Council on Historic Preservation, State Historic Preservation Officer, Tribes, and other consulting parties are developing a programmatic agreement to resolve adverse effects to historic properties for the project. The programmatic agreement will be executed prior to FTA issuing a ROD for the West Seattle Link Extension. Sound Transit is also addressing potential impacts to previously undocumented archaeological resources through a phased archaeological survey work plan, including pre-construction inventory work that will occur in coordination with Tribes and the State Historic Preservation Officer. This pre-construction inventory work will be phased to coordinate with property acquisition and project construction according to the process outlined in the Archaeological Survey and Inventory Plan and as stipulated in the Section 106 programmatic agreement. The agreement will include an Archaeological Treatment Plan to address the discovery of archaeological and historic resources during project activities. Should National Register-eligible properties be identified as the project advances, FTA will apply the adverse effect criteria to determine effects to resources. In summary, FTA, in coordination with Sound Transit and in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties, will resolve adverse effects pursuant to the terms of the Section 106 programmatic agreement. Typical mitigation measures that are included in the programmatic agreement are listed below. • Modifying the undertaking through redesign, re-orientation, or other similar changes to avoid, minimize, or mitigate impacts • Documenting historic properties or resources that would be impacted • Installing interpretive/educational signage or other options that provide a direct public benefit (e.g., exhibits, HistoryLink essays, documentaries, or historic property nominations) • Implementing data recovery of archaeological or architectural information and materials • Preparing a National Register nomination for an archaeological site • Preparing City of Seattle landmark nominations for potentially eligible buildings, structures, objects, and/or sites • Preparing an ethnographic study, historic essays, documentaries, or formal documentation

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				• Developing museum exhibits • Offering lecture series, trainings, or workshops • Performing additional consultation to ensure compatible replacement buildings or structures • Supporting preservation non-profit organizations
			Construction	Sound Transit will develop a detailed monitoring and inadvertent discovery plan, in consultation with the State Historic Preservation Officer and Tribes. The plan will outline protocols to ensure the proper treatment of archaeological resources that may be identified during construction.
Parks and Recreational Resources	4.17		Long-term	According to City of Seattle Ordinance 118477, City park land acquired by the project would need to be replaced with land of equivalent or better size, value, location, and usefulness. Sound Transit would continue to work with the City to identify appropriate replacement property for mitigation where park property would be permanently acquired for the West Seattle Link Extension consistent with Ordinance 118477. It is assumed that replacement park land in the West Duwamish Greenbelt would be purchased by Sound Transit and conveyed to the City of Seattle as agreed to by the City. However, if agreed to by the City of Seattle and consistent with Ordinance 118477, Sound Transit would provide funds for purchase of replacement property. Sound Transit would also coordinate with the Washington State Recreation and Conservation Office regarding mitigation for parks and recreation resources they have funded. Two parcels in the West Duwamish Greenbelt that could be affected received funding from this office. Sound Transit would work with the Pigeon Point community and the City of Seattle to identify opportunities to replace the 22nd Avenue Street-end for Preferred Alternative DUW-1a which would displace this resource.
			Construction	Restoration of park facilities is assumed to be part of the project, and Sound Transit would coordinate with the resource owner to restore temporarily disturbed parks and recreational resources after construction, consistent with clear zone requirements for trees near the guideway. During construction, pedestrian access to parks and trails would be routed to the remaining open portions of the facilities.
Section 4(f)	Appendix H		Operations and Construction	Sound Transit would provide replacement park land consistent with City of Seattle Ordinance 118477 with such modifications as approved by Seattle City Council.[a] Replacement park land would have similar recreational functions and characteristics, and would serve the same geographic area. Sound Transit would provide improvements as necessary for property to be of equivalent recreational use as the acquired greenbelt property.

Resource	Final EIS Section	Impact Topic	Period	Description of Mitigation for Preferred Alternative
				Replacement park land would be purchased by Sound Transit and conveyed to the City of Seattle as mutually agreed to by Sound Transit and the City. However, if agreed to by the City, Sound Transit could provide funds for purchase of replacement property, demolition of any structures thereon, cleanup of any contamination and necessary improvements for property to be of equivalent use as the acquired greenbelt property. The temporarily impacted area would be replanted with low-growing vegetation when construction is completed, but large trees would not be allowed near the guideway. For trees permanently removed in the West Duwamish Greenbelt and elsewhere along the project, Sound Transit will replace them or provide payment in-lieu fees in compliance with governing City regulations, Seattle Department of Constructions & Inspection Director's Rules, and Executive Orders, or agreed upon in the West Seattle Link Extension Tree and Vegetation Management Plan. [b] Sound Transit will provide a detour of the Delridge Connector Trail to the West Seattle Bridge Trail and associated improvements for the detour as depicted in Figure 1 (see Section 4(f) Concurrence Request dated April 15, 2024 and concurrence from City of Seattle dated April 25, 2024 in Attachment H.2 of Appendix H). This detour route and associated improvements were developed jointly by the City of Seattle and Sound Transit. As noted on Figure 1, there are several areas where the City and Sound Transit will continue to refine the detour as appropriate and as agreed to by both parties. Based on mutual agreement by the City and Sound Transit, Sound Transit will provide a detour for the 22nd Avenue connection to the Delridge Connector Trail and associated improvements for the detour as depicted on Figure 1. [b]

[a] The property replacement must comply with City Ordinance 118477, with such modifications as approved by Seattle City Council. The City may require more acres of replacement land than is converted to comply with City Ordinance 118477. The City of Seattle reserves the right to determine whether the replacement property and exchange fulfills the City's legal responsibilities and commitments to city stakeholders. The City of Seattle has the right to accept or reject property offered by Sound Transit in exchange. The City has final approval authority over any transaction that includes the loss of Seattle Parks and Recreation's land at Pigeon Point and the acceptance of new park land from Sound Transit. Sound Transit understands that the City expects Sound Transit to assume responsibility for all costs associated with the property transfer (including environmental and title due diligence, tenant relocation and building/structure demolition, remediation to Washington's Model Toxics Control Act-Method A standards prior to transfer of ownership to the City, and completion of the Washington State Recreation and Conservation Office and/or other acquisition grant-related processes). The City of Seattle's Section 4(f) concurrence does not alter Sound Transit's need to acquire necessary local, state, and federal permits or licenses and comply with all necessary local codes and rules. The City of Seattle's Section 4(f) concurrence does not limit the conditions and mitigation requirements that Seattle Parks and Recreation and other City Departments may require during permitting and approval processes.

[b] These measures to minimize harm are mitigation for other project impacts not directly related to the activities, attributes, or features.

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September 2024

West Seattle and Ballard Link Extensions

Final Environmental Impact Statement

CONCEPTUAL DESIGN DRAWINGS

Appendix J

Commitment to Accessibility

The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

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SOUNDTRANSIT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

WEST SEATTLE LINK EXTENSION

WEST SEATTLE TO DOWNTOWN SEATTLE

RTA / AE 0036-17

FINAL ENVIRONMENTAL IMPACT STATEMENT

MARCH, 2023

PREPARED BY:

HNTB

SOUNDTRANSIT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

WEST SEATTLE LINK EXTENSION

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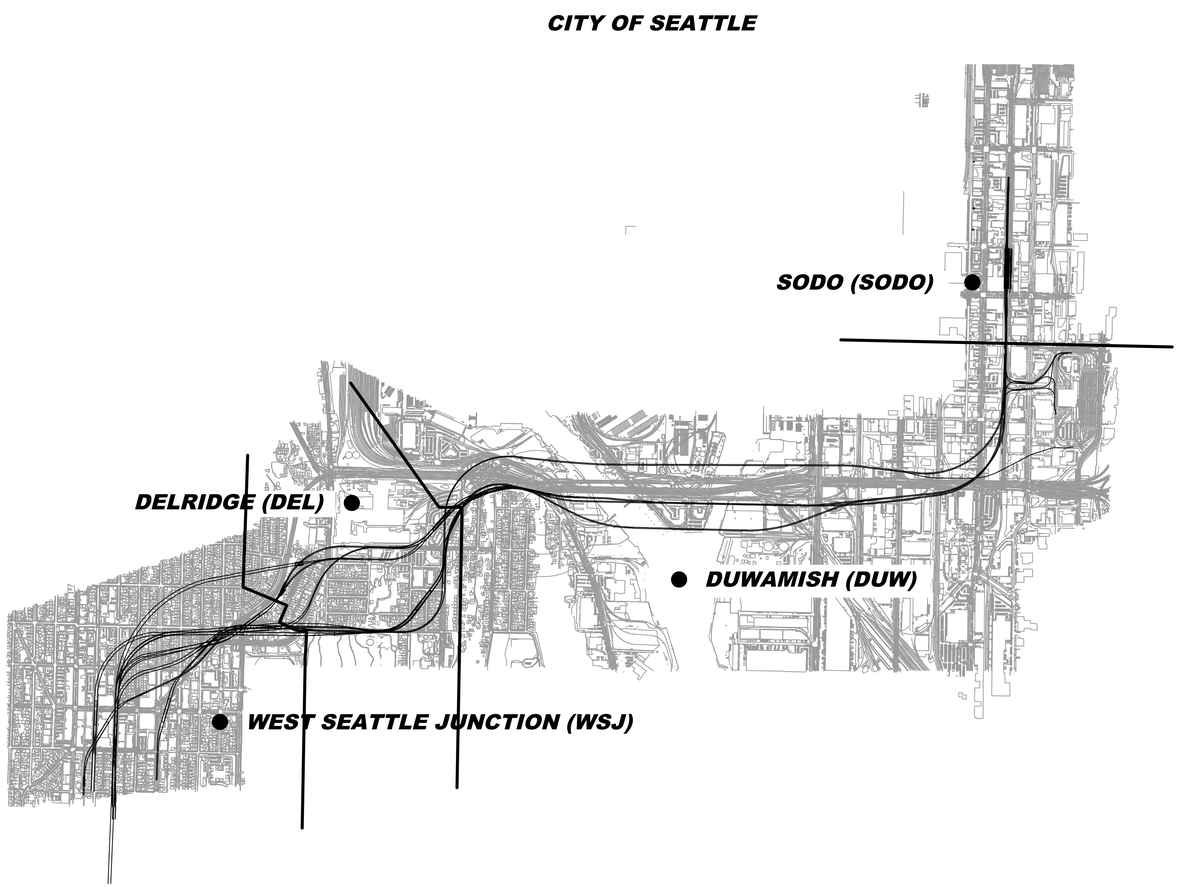
MARCH, 2023

PREPARED BY:

HNTB



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PROJECT LOCATION MAP

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WEST SEATTLE LINK EXTENSION

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			DELRIDGE SEGMENT (CONTINUED)
69	L50-GSP1324	0	DELRIDGE SEGMENT ANDOVER STREET STATION LOWER HEIGHT NO AVALON STATION TUNNEL CONNECTION (DEL-7) PLAN AND PROFILE
70	L50-CYX103	0	DELRIDGE SEGMENT SW GENESEE STREET DEL-1A, DEL-2A, DEL-3, AND DEL-4 ROADWAY TYPICAL SECTION
71	W03-ASP000	0	DELRIDGE SEGMENT DELRIDGE STATION PREFERRED ANDOVER STREET STATION LOWER HEIGHT SOUTH ALIGNMENT OPTION (DEL-6B) AND ANDOVER STREET STATION LOWER HEIGHT NO AVALON STATION TUNNEL CONNECTION (DEL-7)
72	W03-ASX000	0	DELRIDGE SEGMENT DELRIDGE STATION PREFERRED ANDOVER STREET STATION LOWER HEIGHT SOUTH ALIGNMENT OPTION (DEL-6B) AND ANDOVER STREET STATION LOWER HEIGHT NO AVALON STATION TUNNEL CONNECTION (DEL-7)
73	W03-ASP100	0	DELRIDGE SEGMENT DELRIDGE STATION DAKOTA STREET STATION ALTERNATIVE (DEL-1A) AND DAKOTA STREET STATION NORTH ALIGNMENT OPTION (DEL-1B) SITE PLAN
74	W03-ASX100	0	DELRIDGE SEGMENT DELRIDGE STATION DAKOTA STREET STATION ALTERNATIVE (DEL-1A) AND DAKOTA STREET STATION NORTH ALIGNMENT OPTION (DEL-1B) SITE SECTIONS
75	W03-ASP200	0	DELRIDGE SEGMENT DELRIDGE STATION DAKOTA STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-2A) AND DAKOTA STREET STATION LOWER HEIGHT NORTH ALIGNMENT OPTION (DEL-2B) SITE PLAN
76	W03-ASX200	0	DELRIDGE SEGMENT DELRIDGE STATION DAKOTA STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-2A) AND DAKOTA STREET STATION LOWER HEIGHT NORTH ALIGNMENT OPTION (DEL-2B) SITE SECTIONS
77	W03-ASP400	0	DELRIDGE SEGMENT DELRIDGE STATION DELRIDGE WAY STATION ALTERNATIVE (DEL-3) AND DELRIDGE WAY STATION LOWER HEIGHT ALTERNATIVE (DEL-4) SITE PLAN
78	W03-ASX400	0	DELRIDGE SEGMENT DELRIDGE STATION DELRIDGE WAY STATION ALTERNATIVE (DEL-3) AND DELRIDGE WAY STATION LOWER HEIGHT ALTERNATIVE (DEL-4) SITE SECTIONS
79	W03-ASP300	0	DELRIDGE SEGMENT DELRIDGE STATION ANDOVER STREET STATION ALTERNATIVE (DEL-5) AND ANDOVER STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-6A) SITE PLAN
80	W03-ASX300	0	DELRIDGE SEGMENT DELRIDGE STATION ANDOVER STREET STATION ALTERNATIVE (DEL-5) AND ANDOVER STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-6A) SITE SECTIONS
			WEST SEATTLE JUNCTION SEGMENT
81	G50-GZK043	0	WEST SEATTLE JUNCTION SEGMENT SEGMENT LOCATION MAP
82	G50-GZK053	0	WEST SEATTLE JUNCTION SEGMENT KEY LAYOUT INDEX OF 1" = 100' PLANS
83	L50-GSP025	0	WEST SEATTLE JUNCTION SEGMENT PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5B) PLAN AND PROFILE
84	L50-GSP026	0	WEST SEATTLE JUNCTION SEGMENT PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5B) PLAN AND PROFILE
85	L50-GSP925	0	WEST SEATTLE JUNCTION SEGMENT ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1) PLAN AND PROFILE
86	L50-GSP926	0	WEST SEATTLE JUNCTION SEGMENT ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1) PLAN AND PROFILE
87	L50-GSP125	0	WEST SEATTLE JUNCTION SEGMENT ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE (WSJ-2) PLAN AND PROFILE
88	L50-GSP126	0	WEST SEATTLE JUNCTION SEGMENT ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE (WSJ-2) PLAN AND PROFILE
89	L50-GSP225	0	WEST SEATTLE JUNCTION SEGMENT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-3A) PLAN AND PROFILE
90	L50-GSP226	0	WEST SEATTLE JUNCTION SEGMENT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-3A) PLAN AND PROFILE
91	L50-GSP425	0	WEST SEATTLE JUNCTION SEGMENT TUNNEL 42ND AVENUE STATION OPTION (WSJ-3B) PLAN AND PROFILE
92	L50-GSP426	0	WEST SEATTLE JUNCTION SEGMENT TUNNEL 42ND AVENUE STATION OPTION (WSJ-3B) PLAN AND PROFILE
93	L50-GSP625	0	WEST SEATTLE JUNCTION SEGMENT SHORT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-4) PLAN AND PROFILE
94	L50-GSP626	0	WEST SEATTLE JUNCTION SEGMENT SHORT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-4) PLAN AND PROFILE
95	L50-GSP525	0	WEST SEATTLE JUNCTION SEGMENT MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5A) PLAN AND PROFILE
96	L50-GSP526	0	WEST SEATTLE JUNCTION SEGMENT MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5A) PLAN AND PROFILE
97	L50-GSP1325	0	WEST SEATTLE JUNCTION SEGMENT NO AVALON STATION TUNNEL ALTERNATIVE (WSJ-6) PLAN AND PROFILE
98	L50-GSP1326	0	WEST SEATTLE JUNCTION SEGMENT NO AVALON STATION TUNNEL ALTERNATIVE (WSJ-6) PLAN AND PROFILE
99	L50-CYX101	0	WEST SEATTLE JUNCTION SEGMENT FAUNTLEROY WAY SW SOUTH OF EDMUNDS ST. INTERSECTION WSJ-2 ROADWAY TYPICAL SECTION
100	L50-CYX102	0	WEST SEATTLE JUNCTION SEGMENT FAUNTLEROY WAY SW SOUTH OF ALASKA ST. WSJ-2 ROADWAY TYPICAL SECTION
101	W05-ASP500	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5A) AND PREFERRED MEDUIM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5B) SITE PLAN
102	W05-ASX500	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5A) AND PREFERRED MEDUIM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5B) SITE SECTIONS
103	W05-ASP900	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1) SITE PLAN
104	W05-ASX900	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1) SITE SECTIONS
105	W05-ASP100	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE- CONNECTING TO DEL-1A, DEL-1B, AND DEL-3 (WSJ-2) SITE PLAN
106	W05-ASX100	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE- CONNECTING TO DEL-1A, DEL-1B, AND DEL-3 (WSJ-2) SITE SECTIONS
107	W05-ASP300	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE- CONNECTING TO DEL-5 (WSJ-2) SITE PLAN
108	W05-ASX300	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE- CONNECTING TO DEL-5 (WSJ-2) SITE SECTIONS
109	W05-ASP200	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION TUNNEL 41ST AVENUE STATION ALTERNATIVE- CONNECTING TO DEL-2A AND DEL-4 (WSJ-3A) SITE PLAN
110	W05-ASX200	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION TUNNEL 41ST AVENUE STATION ALTERNATIVE- CONNECTING TO DEL-2A AND DEL-4 (WSJ-3A) SITE SECTIONS
111	W05-ASP1000	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION TUNNEL 41ST AVENUE STATION ALTERNATIVE- CONNECTING TO DEL-2B (WSJ-3A) SITE PLAN
112	W05-ASX1000	0	WEST SEATTLE JUNCTION SEGMENT AVALON STATION TUNNEL 41ST AVENUE STATION ALTERNATIVE- CONNECTING TO DEL-2B (WSJ-3A) SITE SECTIONS
113	W07-ASP000	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5B) SITE PLAN
114	W07-ASX000	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5B) SITE SECTIONS
115	W07-ASP900	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1) SITE PLAN
116	W07-ASX900	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1) SITE SECTIONS
117	W07-ASP100	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE (WSJ-2) SITE PLAN
118	W07-ASX100	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE (WSJ-2) SITE SECTIONS
119	W07-ASP200	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-3A) SITE PLAN
120	W07-ASX200	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-3A) SITE SECTIONS
121	W07-ASP400	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION TUNNEL 42ND AVENUE STATION OPTION (WSJ-3B) SITE PLAN
122	W07-ASX400	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION TUNNEL 42ND AVENUE STATION OPTION (WSJ-3B) SITE SECTIONS
123	W07-ASP600	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION SHORT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-4) SITE PLAN
124	W07-ASX600	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION SHORT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-4) SITE SECTIONS
125	W07-ASP500	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5A) AND NO AVOLON STATION TUNNEL (WSJ-6) SITE PLAN
126	W07-ASX500	0	WEST SEATTLE JUNCTION SEGMENT ALASKA JUNCTION STATION MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5A) AND NO AVOLON STATION TUNNEL (WSJ-6) SITE SECTIONS

ABBREVIATIONS

A	
ALGN	ALIGNMENT
ARCH	ARCHITECTURE
B	
B	BRICK
BLD	BUILDING
BLK	BLOCK
BNSF	BNSF RAILWAY
BP	BEGIN POINT
BRG	BRIDGE
B/L	BASE LINE
C	
CHK	CHECK
C/L	CURB LINE
CL	CENTERLINE
CID	CHINATOWN INTERNATIONAL DISTRICT
CIV	CIVIL
CJ	CONTROL JOINT
CLR	CLEAR(ANCE)
CNTR	CENTER
CONC	CONCRETE
CONTR	CONTRACTOR
COS	CITY OF SEATTLE
D	
DEIS	DRAFT ENVIRONMENTAL IMPACT STATEMENT
DEL	DELRIDGE
DO	DESIGN OPTION
DT	DOWNTOWN
DUW	DUWAMISH
DWG	DRAWING
D/W	DRIVEWAY
E	
E	ELEVATION
E/P	EDGE OF PAVEMENT
EG	EXISTING GRADE
EJ	EXPANSION JOINT
EP	END POINT
ENGR	ENGINEER
F	
FLR	FLOOR
FT	FOOT/FEET
F/T	FIXED TERMINATION
FUT	FUTURE
G	
G	GAS, GROUND, GRADE
GD	GUIDEWAY DISPERSION, GARAGE DRAIN
GIS	GEOGRAPHIC INFORMATION SYSTEM
H	
HI	TRACK HIGHPOINT
HPT	HIGH POINT
HRL	HIGH RAIL LEVEL
HORZ	HORIZONTAL
I	
I	INTERSTATE
IBB	INTERBAY/BALLARD
IBC	INTERNATIONAL BUILDING CODE
ICC	INTERNATIONAL CODE COUNCIL
IE	INVERT ELEVATION
IN	INCHES
J	
JB, J-BOX	JUNCTION BOX
K	
KAP	TRACK ALIGNMENT PLAN
KC	KING COUNTY
L	
L/T	LEFT TRACK
LF	LINEAR FOOT/FEET
LG	LENGTH
LIN	LINEAR
LVL	LEVEL
M	
M/L	MAIN LINE
MECH	MECHANICAL
N	
N	NORTH
N/A	NOT APPLICABLE
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
NUM	NUMBER
O	
OE	OVERHEAD ELECTRICAL
OCS	OVERHEAD CATENARY SYSTEM
P	
PED	PEDESTRIAN
PC	POINT OF CURVATURE
PVC	POINT OF VERTICAL CURVATURE
Q	
QTY	QUANTITY
QUAD	QUADRANT
R	
R	RADIUS, RISER, RANGE
REF	REFERENCE
RD	ROAD
ROW	RIGHT OF WAY
RR	RAILROAD
RW	RETAINING WALL
S	
S	SOUTH
SB	SOUTH BOUND
SODO	SODO SOUTH OF DOWNTOWN
SF	SQUARE FOOT/FEET, SUPPLY FAN
S/W	SIDEWALK
SCH/SCHED	SCHEDULE
SR	STATE ROUTE
STA	STATION
SYMM	SYMMETRICAL
T	
TBD	TO BE DETERMINED
TOR	TOP OF RAIL
TPSS	TRACTION POWER SUBSTATION
TS	TANGENT TO SPIRAL
TYP	TYPICAL
U	
UG	UNDERGROUND, UNDERGRADE
UGB	UNDERGRADE BRIDGE
UNK	UNKNOWN
UNO	UNLESS NOTED OTHERWISE
UTIL	UTILITY
V	
VAC	VACANT
VAR	VARIABLE/VARIES, VARIETY
VLT	VAULT
W	
W/	WITH
W/O	WITHOUT
WAT	WATER
WSJ	WEST SEATTLE JUNCTION
WSBLE	WEST SEATTLE AND BALLARD LINK EXTENSION
WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Y	
YD	YARD

EXISTING FEATURES

- RIGHT OF WAY LINE
- LOT LINE
- NW — RETAINING/NOISE WALL ALIGNMENT
- ES — ESTIMATED STREAM
- DITCH
- CURB
- RAILROAD
- MEAN HIGH WATER
- EXISTING PROFILE GROUND LINE

PROPOSED FEATURES

- RETAINING WALL MSE
- NEW TRAFFIC SIGNAL
- CONSTRUCTION LIMITS
- SUBSURFACE SLOPE DRAINS
- TRACK CROSSOVER
- TUNNEL CROSS PASSAGE (IN PROFILE VIEW)
- ADDITIONAL CONSTRUCTION LIMITS REQUIRED FOR BUS LAYOVER ZONES WITH MINIMUM OPERABLE SEGMENT

NOTES:

1. HATCH PATTERNS AND SYMBOLS MAY BE SHOWN AT DIFFERENT ORIENTATIONS AND/OR OVERLAP DIFFERENT HATCH PATTERNS ON DRAWINGS.

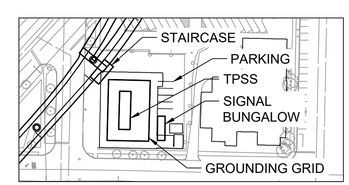
SYMBOLS

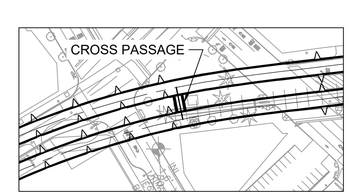
NORTH ARROW

0 #

SCALE IN FEET

SCALE BAR (SCALE AS NOTED ON SHEET)





- FLOW CONTROL VAULT
- COMBINED FLOW CONTROL / WATER QUALITY TREATMENT VAULT
- PUMP STATION

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

GENERAL
ABBREVIATIONS AND SYMBOLS

G50-GZN001

LOC. ID: G50
PG. #: 5
03/2023

02/16/24 | 10:29 AM | RMJOHNSON
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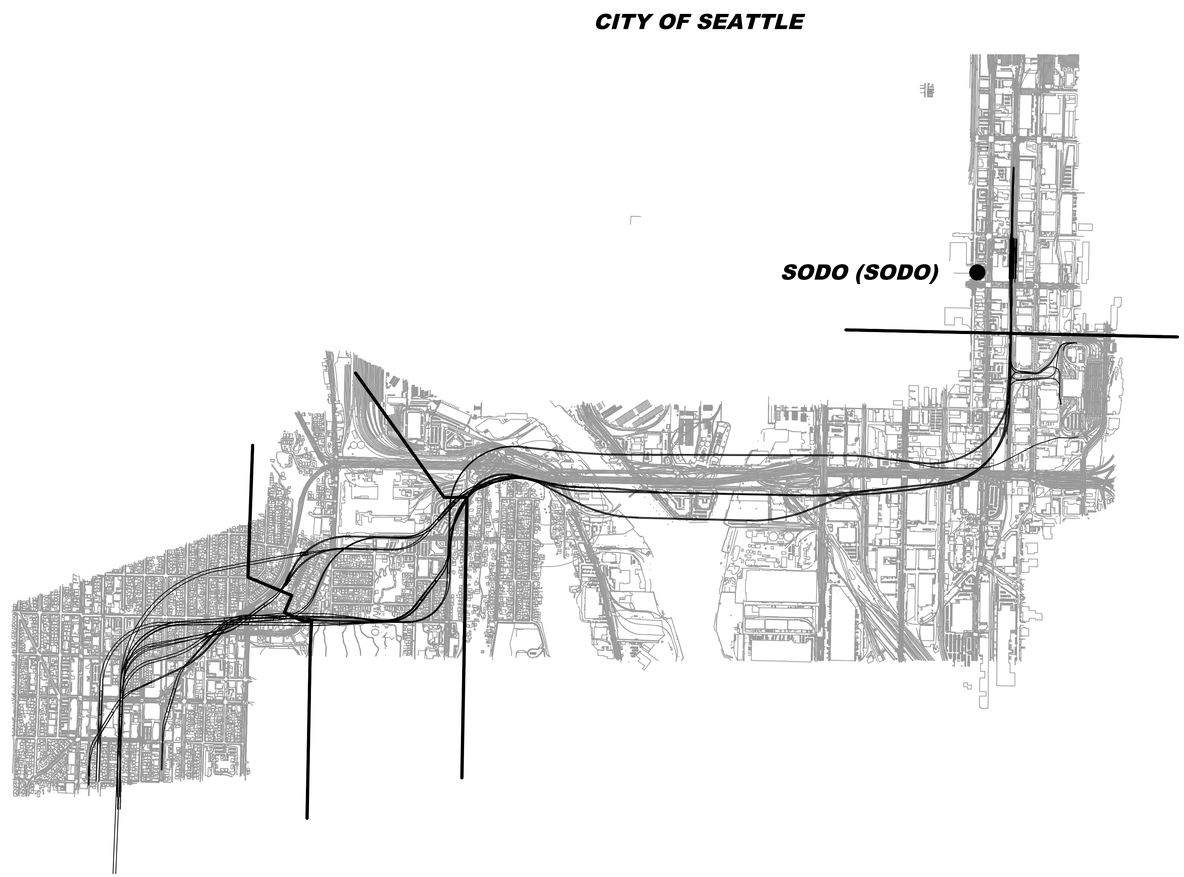
SOUNDTRANSIT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

WEST SEATTLE LINK EXTENSION

RTA / AE 0036-17
FINAL EIS

PREPARED BY:

HNTB



N

SEGMENT LOCATION MAP

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SOUNDTRANSIT HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
SEGMENT LOCATION MAP

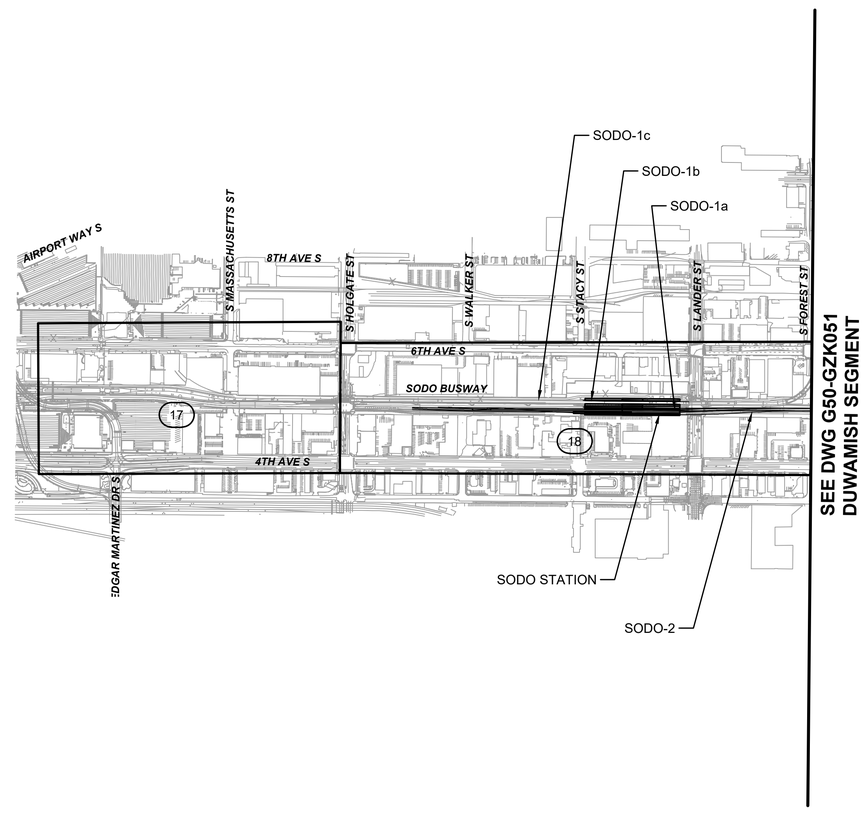
G50-GZK040

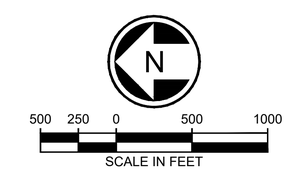
LOC. ID: G50
PG. #: 6
03/2023

CROSS REFERENCING OF DRAWINGS		
BASE SHEET TITLE	17	18
1"=100' DRAWING SETS	L50-**P*17	L50-**P*18

**P = DESIGN ELEMENT PLAN VIEW DESIGNATION

*** = DESIGN ELEMENT DESIGNATION
GSP - GENERAL SITE





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SOUNDTRANSIT

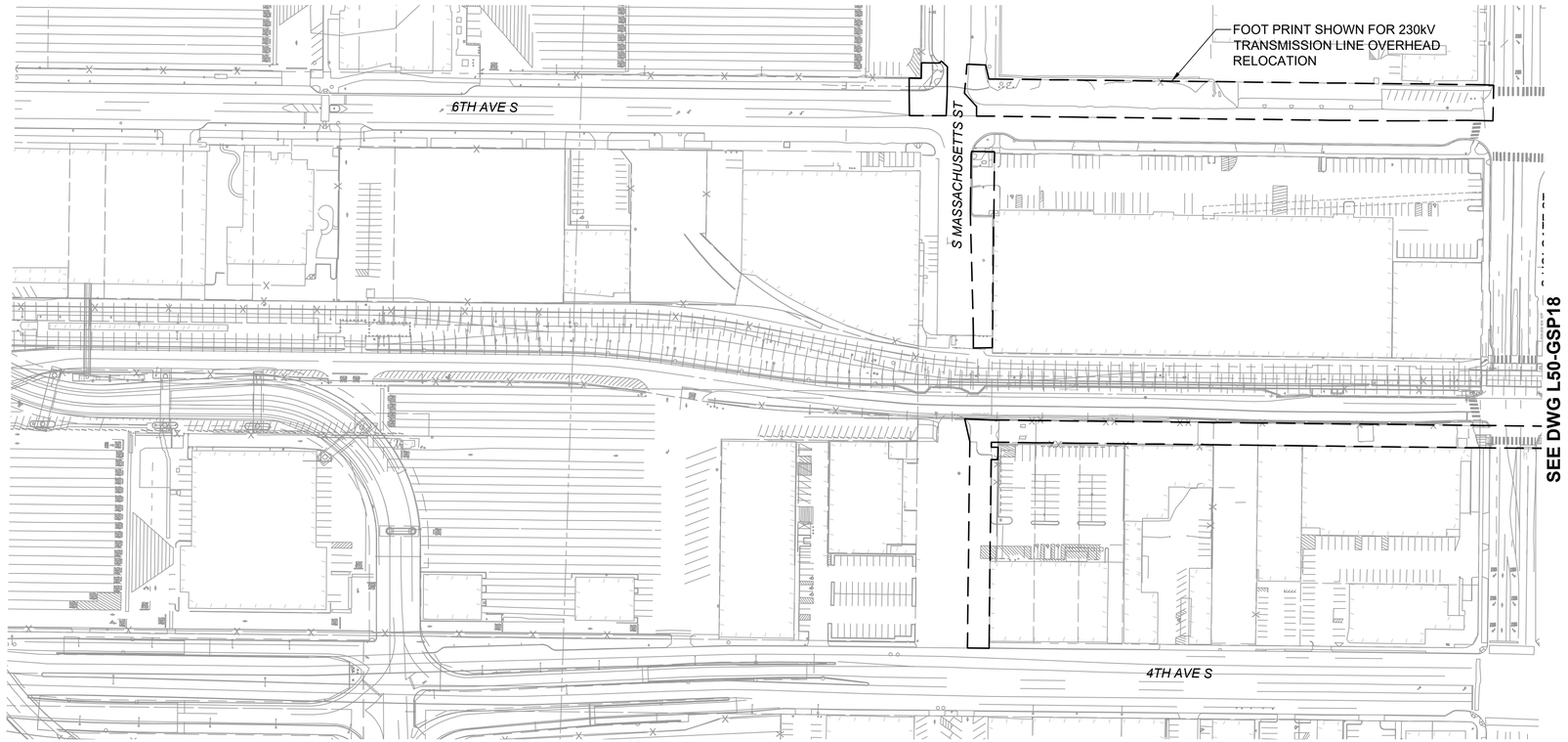
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
KEY LAYOUT INDEX OF 1" = 100' PLANS

G50-GZK050

LOC. ID: G50
PG. #: 7
03/2023



PLAN
SCALE: 1" = 100'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

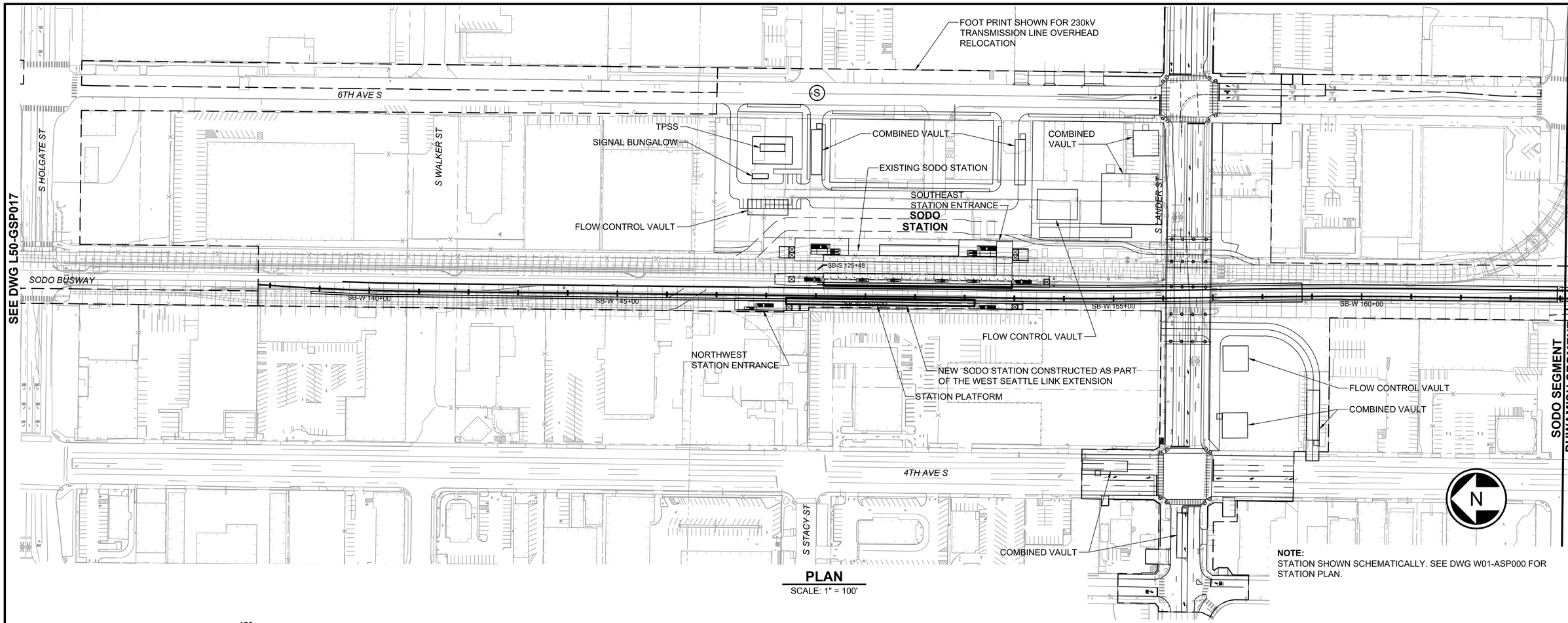
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
PREFERRED AT-GRADE LANDER ACCESS STATION OPTION (SODO-1c)
PLAN AND PROFILE

L50-GSP017

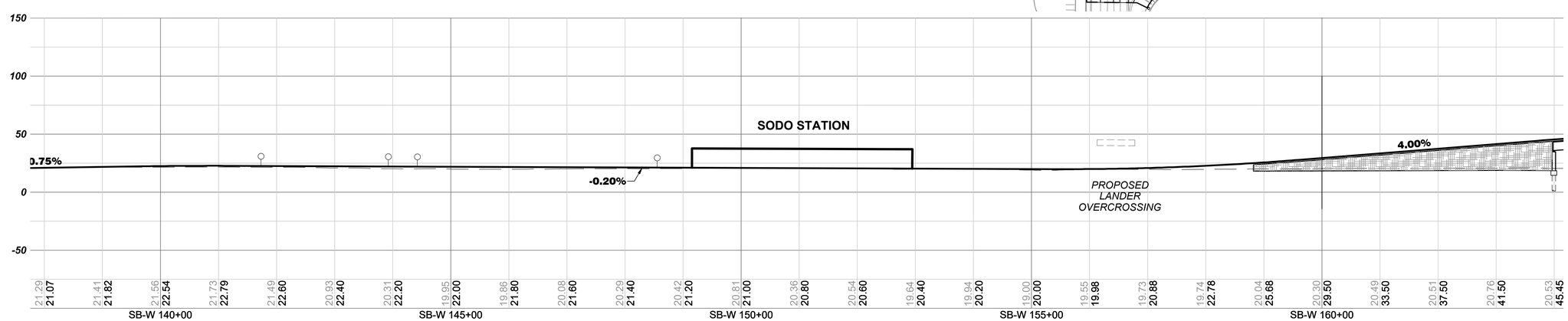
LOC. ID: L50
PG. #: 8
03/2023



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W01-ASP000 FOR STATION PLAN.

PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1"=50'

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SCALE IN FEET

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SOUNDTRANSIT

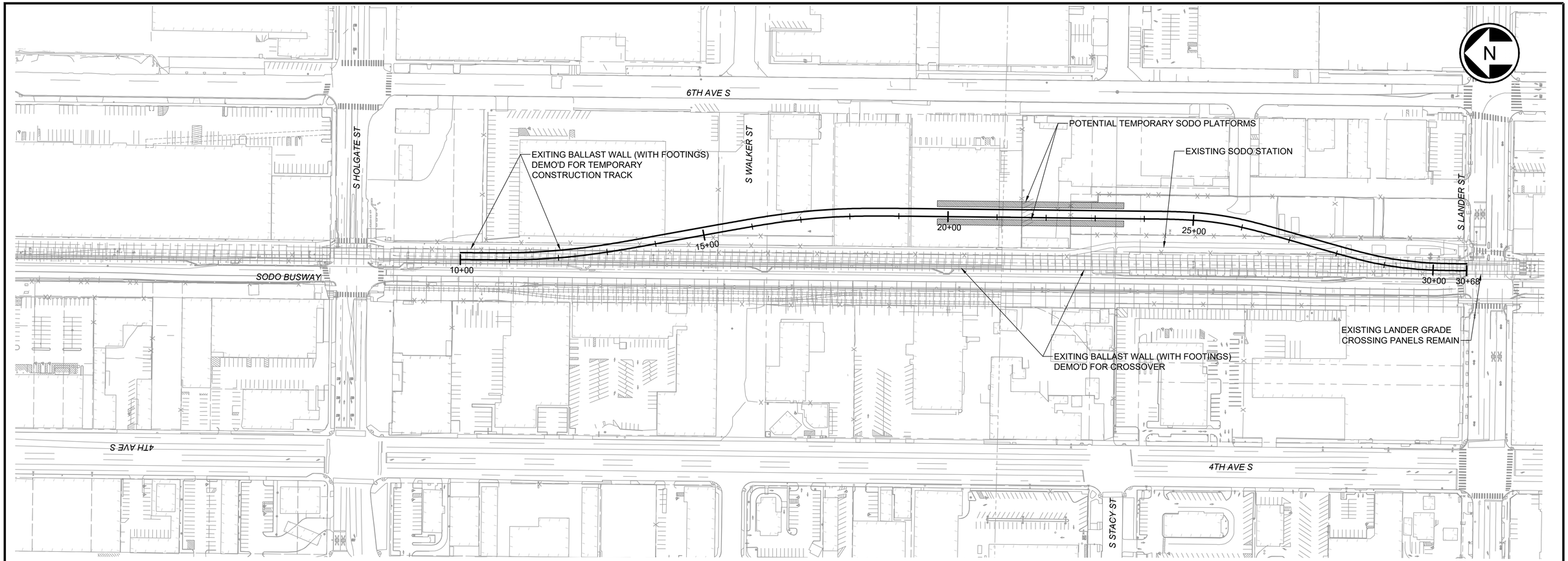
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
PREFERRED AT-GRADE LANDER ACCESS STATION OPTION (SODO-1c)
PLAN AND PROFILE

L50-GSP018

LOC. ID: L50
PG. #: 9
03/2023



PLAN
SCALE: 1" = 100'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

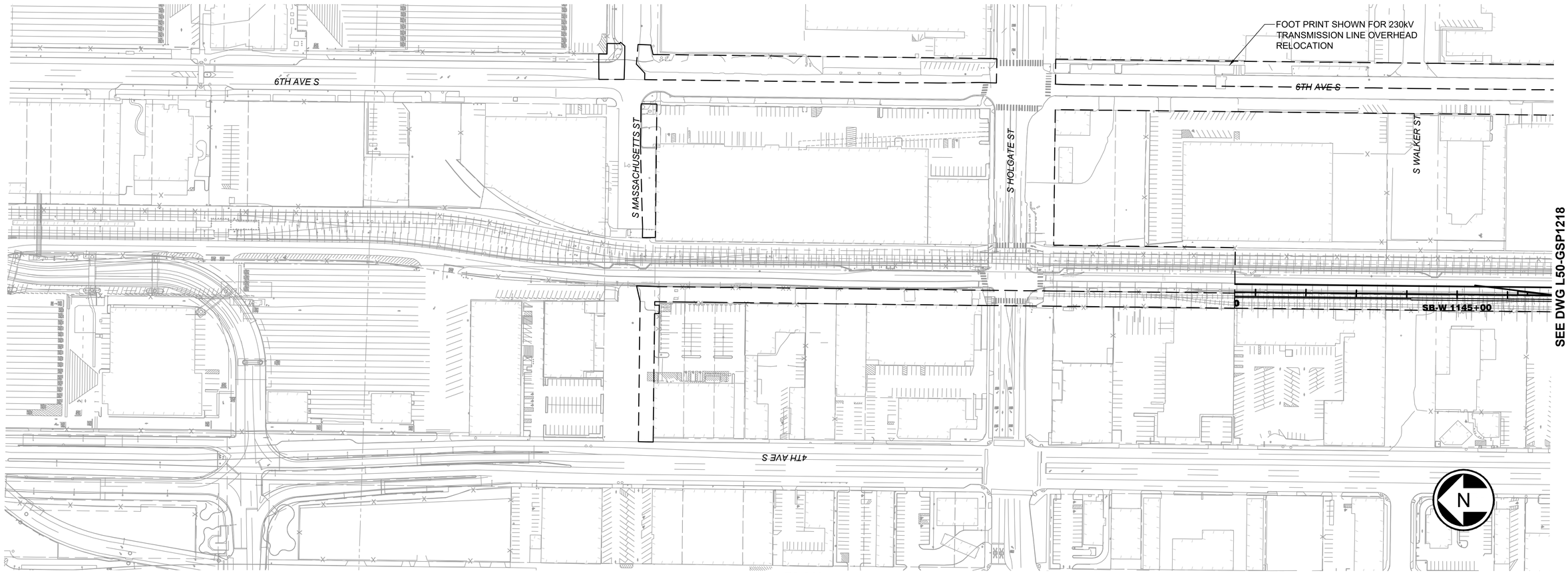
HNTB

WEST SEATTLE LINK EXTENSION

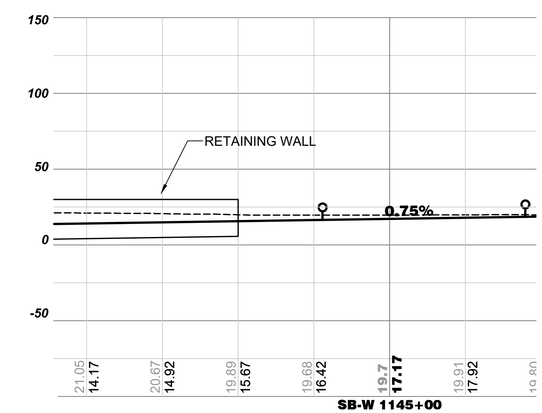
FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
TEMPORARY CONSTRUCTION TRACK
PLAN AND PROFILE

L50-GSP008

LOC. ID: L50
PG. #: 10
03/2023



PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

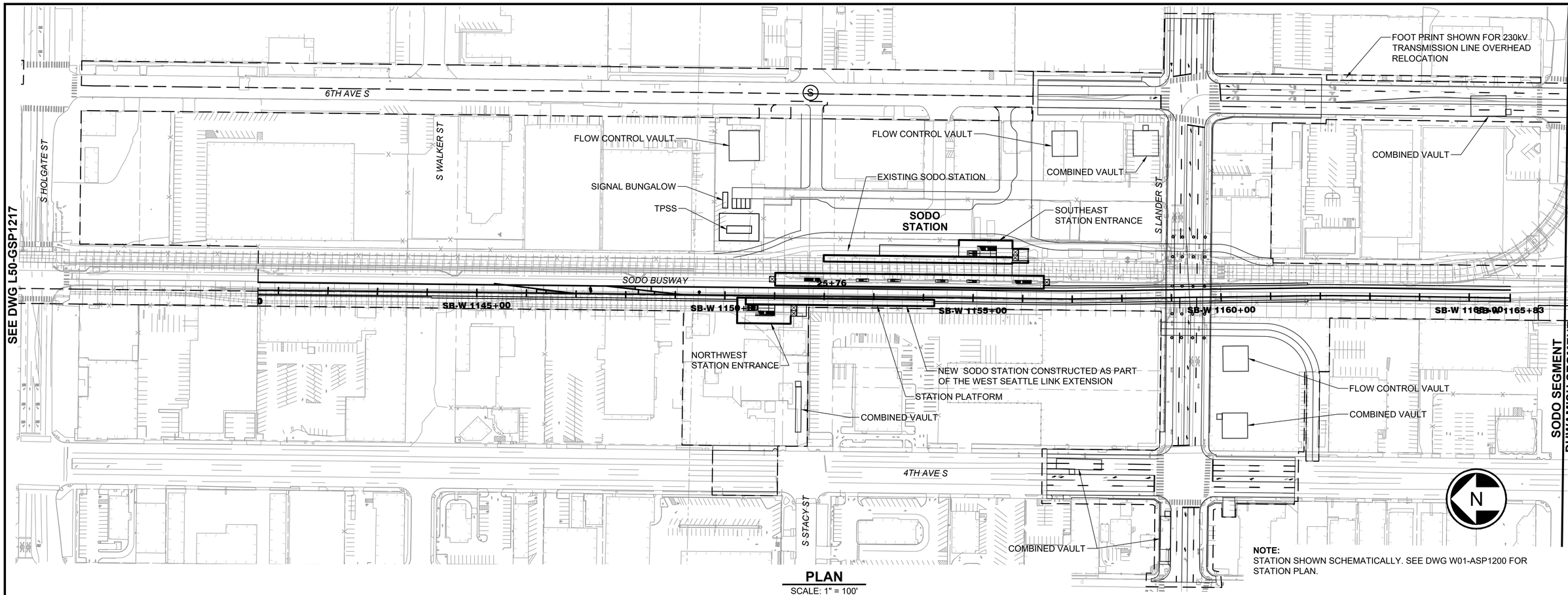
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
AT-GRADE ALTERNATIVE (SODO-1a)
PLAN AND PROFILE

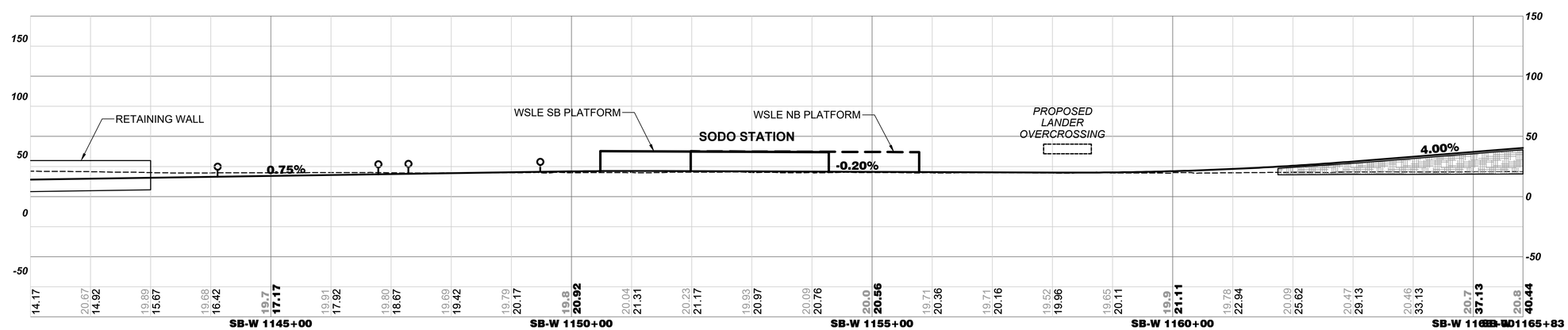
L50-GSP1217

LOC. ID: L50
PG. #: 11
03/2023



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W01-ASP1200 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

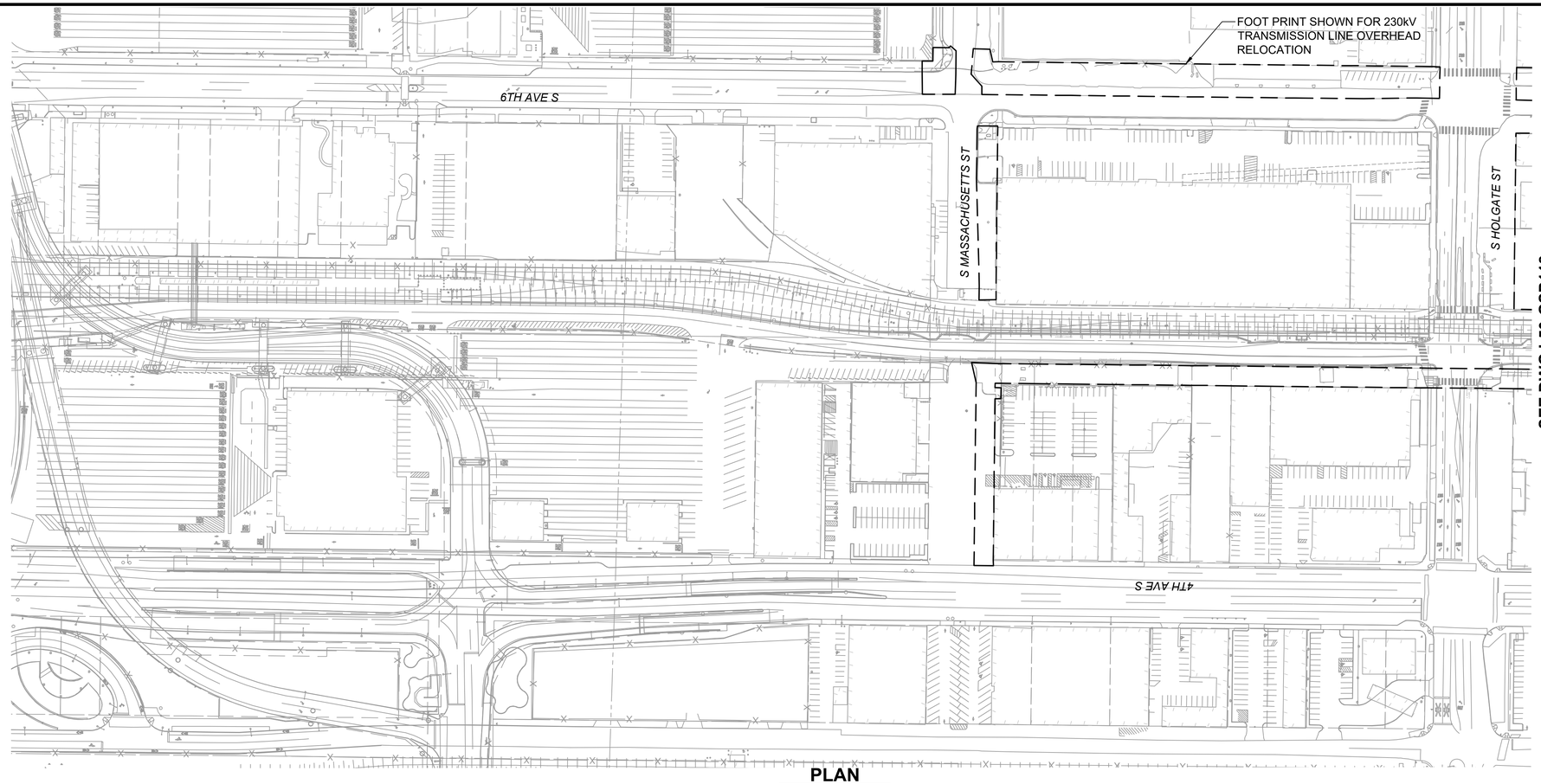
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
AT-GRADE ALTERNATIVE (SODO-1a)
PLAN AND PROFILE

L50-GSP1218

LOC. ID: L50
PG. #: 12
03/2023



SEE DWG L50-GSP118

PLAN
SCALE: 1" = 100'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

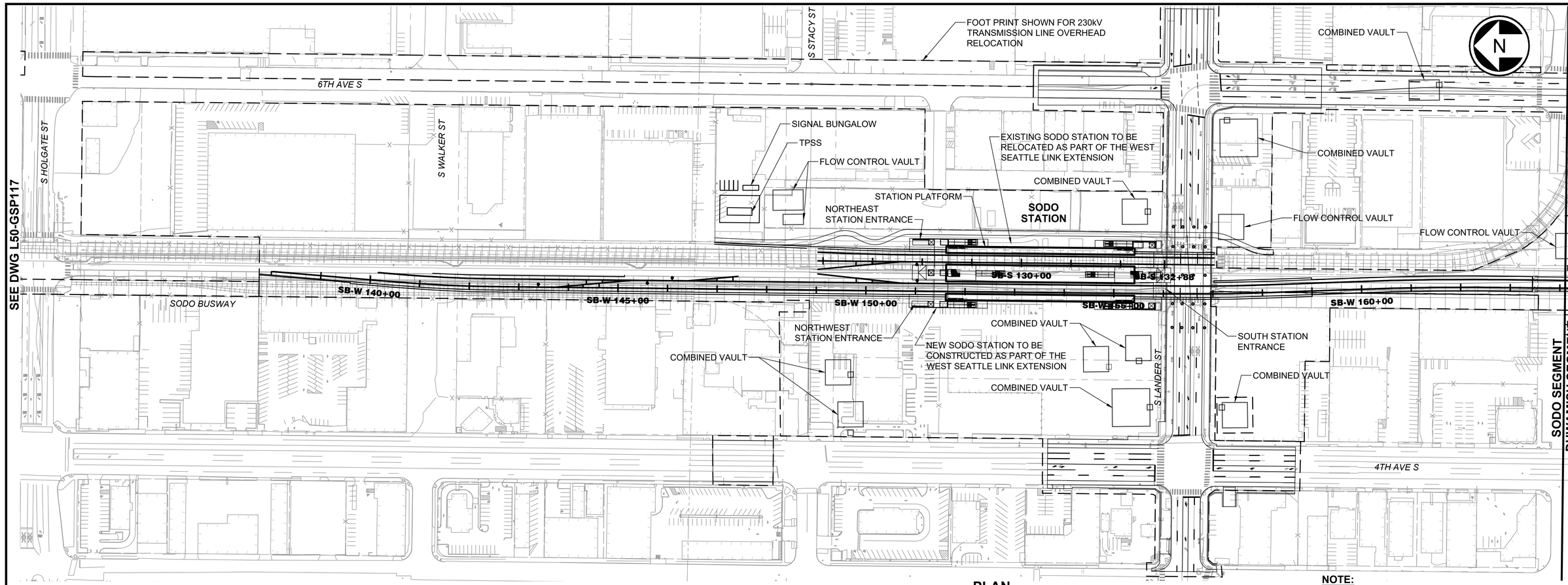
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
AT-GRADE SOUTH STATION OPTION (SODO-1b)
PLAN AND PROFILE

L50-GSP117

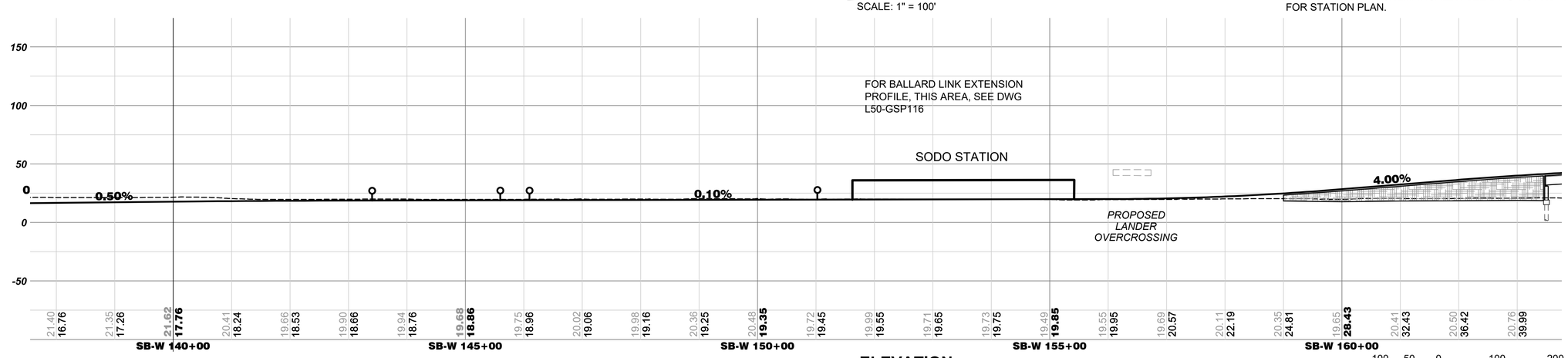
LOC. ID: L50
PG. #: 13
03/2023



PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W01-ASP100 FOR STATION PLAN.



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
AT-GRADE SOUTH STATION OPTION (SODO-1b)
PLAN AND PROFILE

L50-GSP118

LOC. ID: L50
PG. #: 14
03/2023

02/19/24 | 3:08 PM | RMJOHNSON
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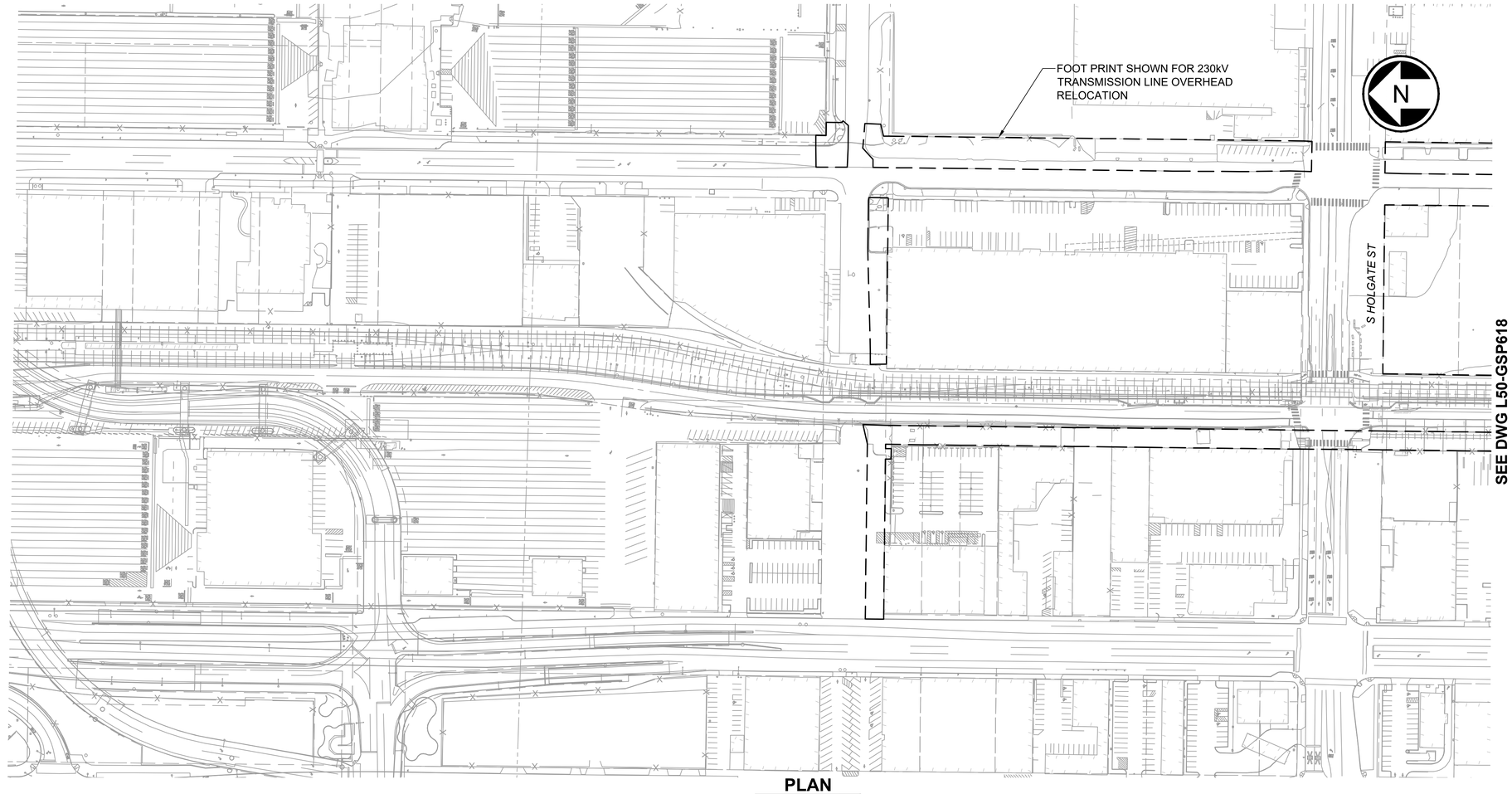

PLAN
SCALE: 1" = 100'

SEE DWG L50-GSP618

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
MIXED PROFILE ALTERNATIVE (SODO-2)
PLAN AND PROFILE

L50-GSP617

LOC. ID: L50
PG. #: 15
03/2023

02/19/24 | 3:34 PM | RMJOHNSON
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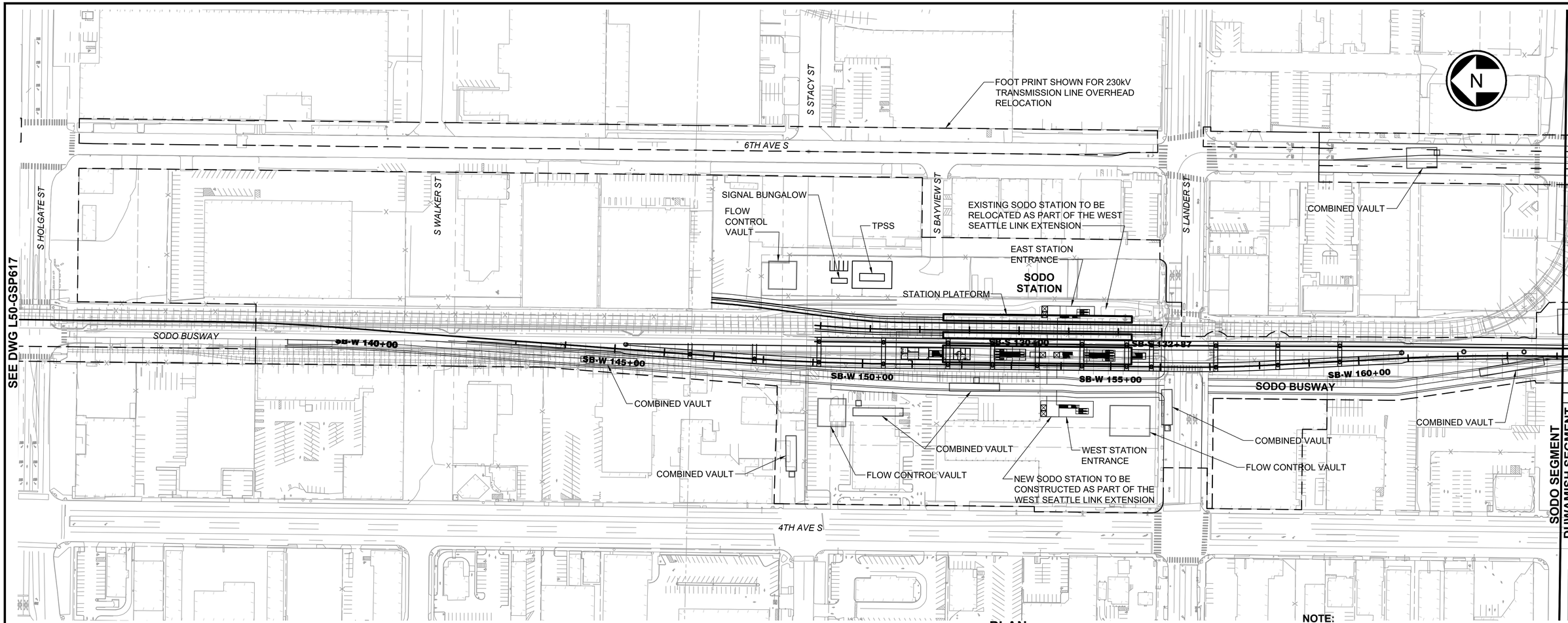
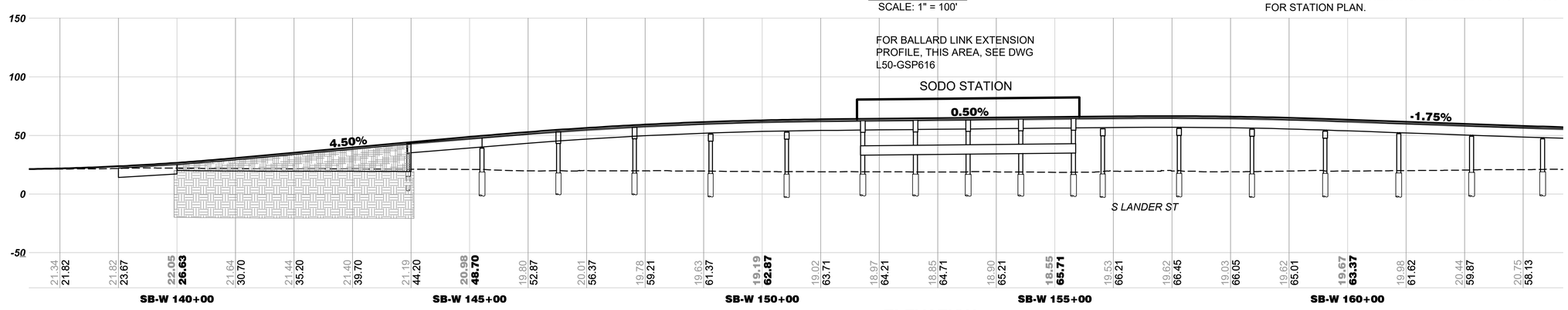


PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W01-ASP600 FOR STATION PLAN.



ELEVATION

SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
MIXED PROFILE ALTERNATIVE (SODO-2)
PLAN AND PROFILE

L50-GSP618

LOC. ID: L50
PG. #: 16
03/2023

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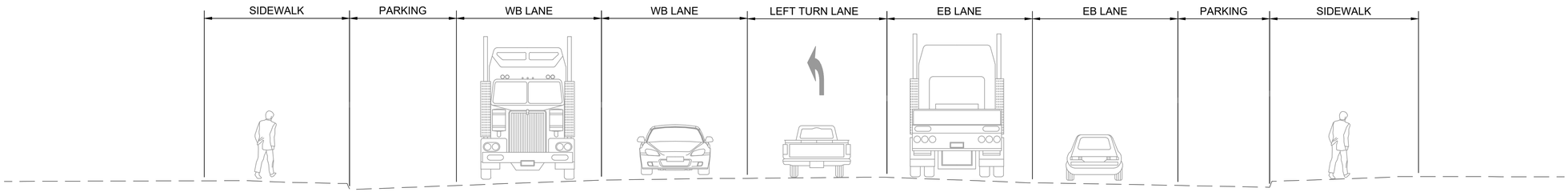
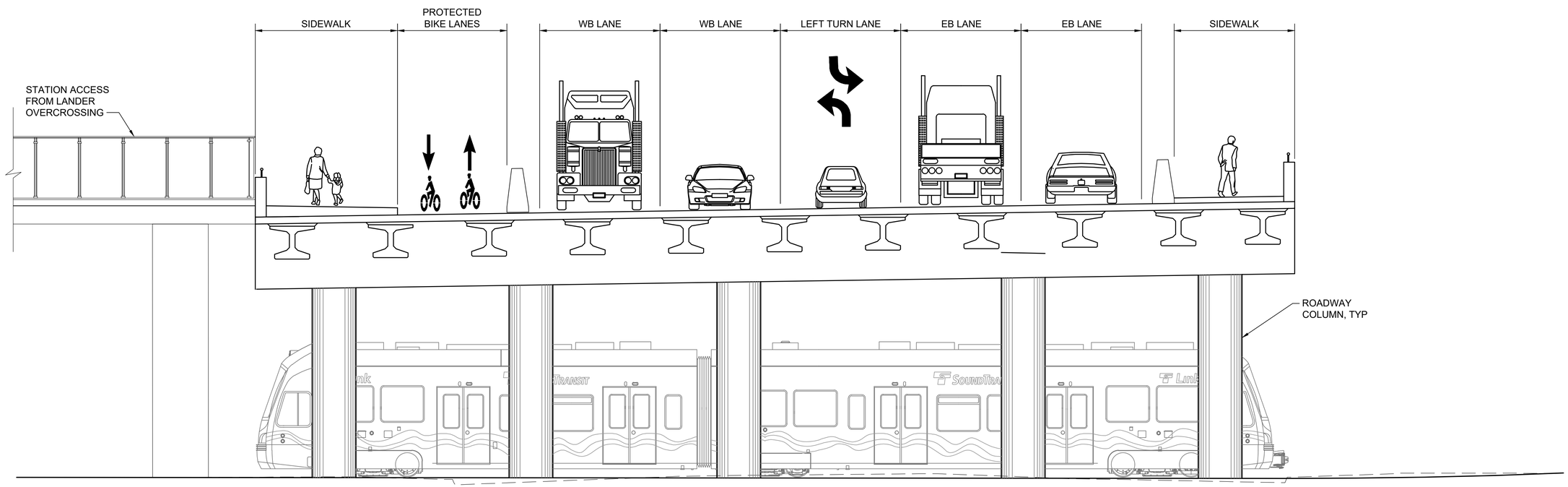


EXISTING ROADWAY SECTION - S LANDER ST (LOOKING EAST)

NTS



PROPOSED ROADWAY SECTION - S LANDER ST (LOOKING EAST)

NTS

02/13/24 | 4:08 PM | RMJOHNSON
C:\USERS\RMJOHNSON\DOCUMENTS\WSBL LOCAL C\02-SHEETS-FEIS - SOUTH\WSBL-L50-CYX105.DWG

SOUNDTRANSIT

HNTB

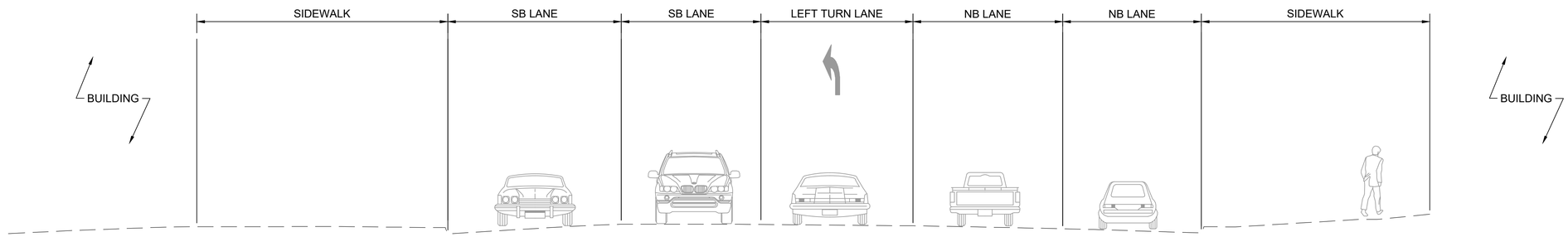
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

SODO SEGMENT
S LANDER STREET
SODO-1a, SODO-1b, AND SODO-1c
ROADWAY TYPICAL SECTION

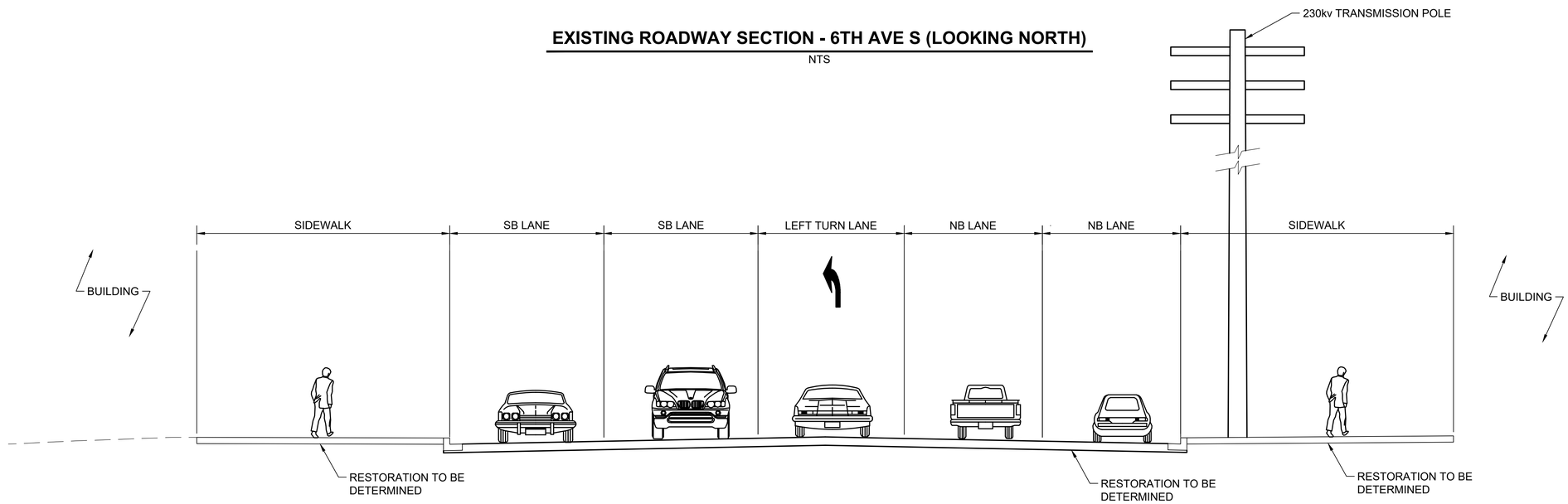
L50-CYX105

LOC. ID: L50
PG. #: 17
03/2023



EXISTING ROADWAY SECTION - 6TH AVE S (LOOKING NORTH)

NTS



PROPOSED ROADWAY SECTION - 6TH AVE S (LOOKING NORTH)

NTS

02/13/24 | 4:09 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

SODO SEGMENT
6TH AVENUE
SOUTH OF LANDER SODO-1a, SODO-1b, SODO-1c, AND SODO-2
ROADWAY TYPICAL SECTION

L50-CYX107

LOC. ID: L50
PG. #: 18
03/2023

6TH AVE S
A
6TH AVE S
TPSS
S LANDER ST
5TH PL S
FIRE ACCESS ROAD
STATION ENTRANCE
PUBLIC STAIR, TYP
ESCALATOR, TYP
BICYCLE STORAGE
ELEVATOR, TYP
BICYCLE STORAGE
BICYCLE STORAGE
AREA OF SAFE DISPERSAL AT PLATFORM LEVEL
LANDER ST ENTRANCE ABOVE
AT-GRADE GUIDEWAY
B
AT-GRADE GUIDEWAY
B
EDGE OF CONCOURSE ABOVE
AREA OF SAFE DISPERSAL
AREA OF SAFE DISPERSAL
ELEVATOR TO PEDESTRIAN BRIDGE (POTENTIAL)
S STACY ST
A
4TH AVE S

BUS LOADING AREA
BUS LAYOVER
PARATRANSIT LOADING AREA
PASSENGER LOADING AREA
STATION OPERATIONS FOOTPRINT

0 25' 50' 100' 200'

N

9/21/2023 1:27:28 PM
C:\Users\AdamFl\Documents\17009 PHASE 3 SODO R22_042023_FEIS_afoxFVHN3.rvt

SOUNDTRANSIT

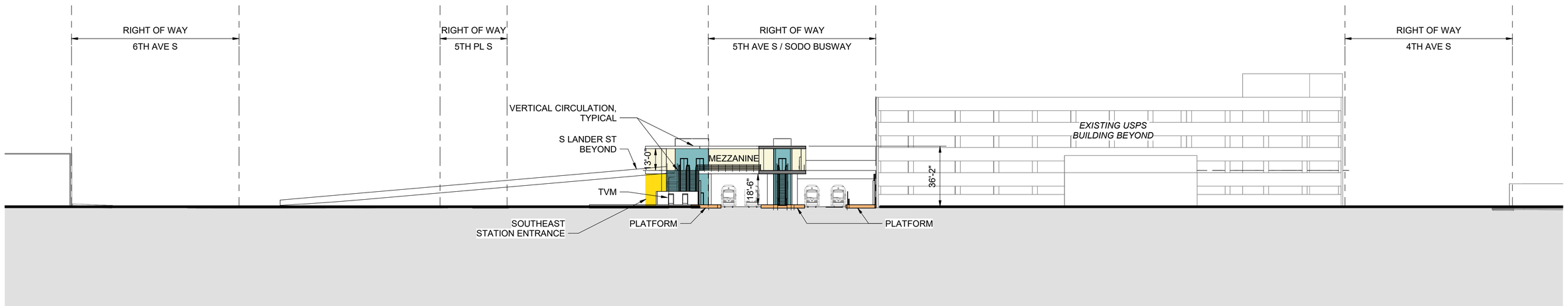
HNTB HEWITT

WEST SEATTLE LINK EXTENSION

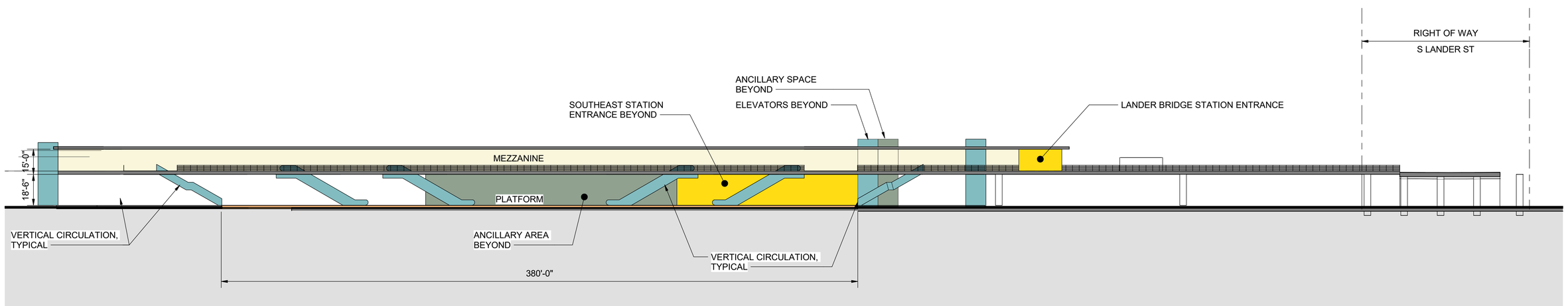
FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
PREFERRED AT-GRADE LANDER ACCESS STATION OPTION (SODO-1c)
SITE PLAN

W01-ASP000

LOC. ID: W01
PG. #: 19
03/2023



SECTION A



SECTION B

0 15' 30' 60' 120'

SOUNDTRANSIT HNTB LMN

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
PREFERRED AT-GRADE LANDER ACCESS STATION OPTION (SODO-1c)
SITE SECTIONS

W01-ASX000

LOC. ID: W01
PG. #: 20
03/2023

3/27/2023 2:04:51 PM
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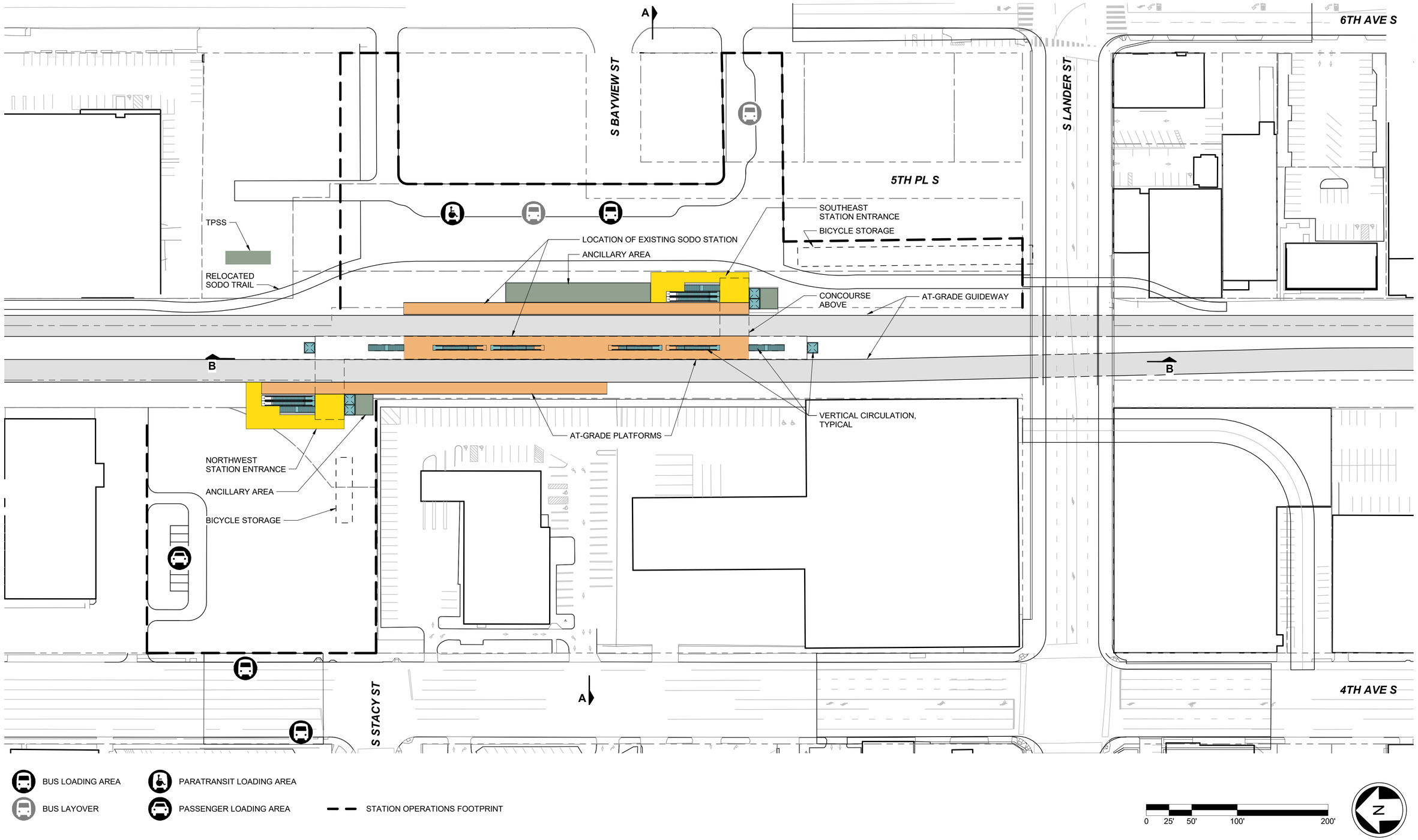

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SOUNDTRANSIT

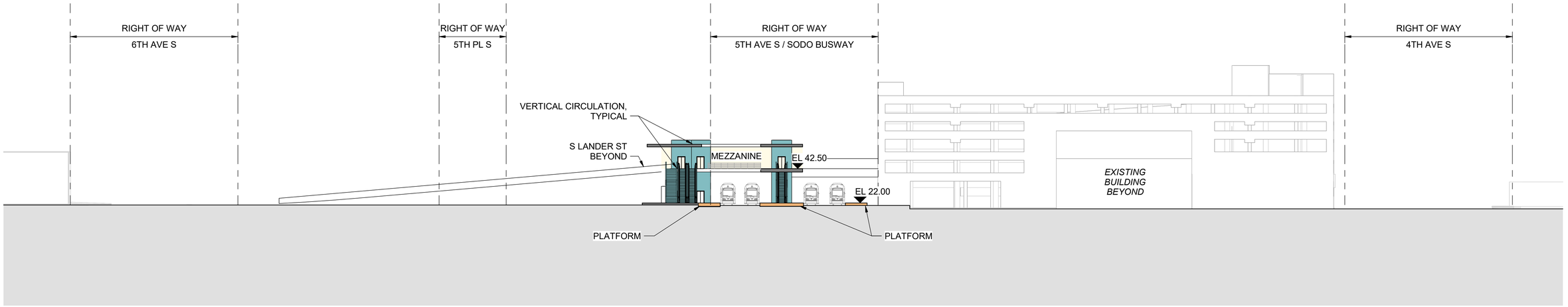
HNTB LMN

WEST SEATTLE LINK EXTENSION

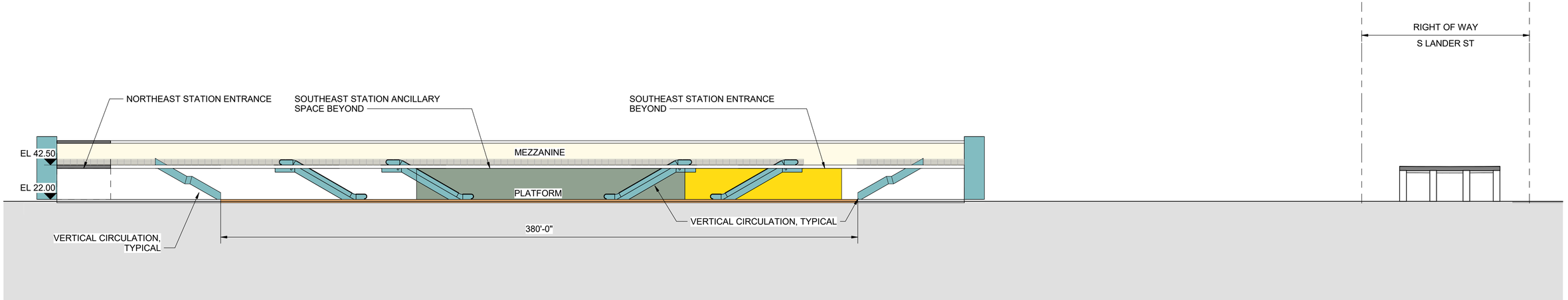
FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
AT-GRADE ALTERNATIVE (SODO-1a)
SITE PLAN

W01-ASP1200

LOC. ID: W01
PG. #: 21
03/2023



SECTION A



SECTION B

0 15' 30' 60' 120'

N

9/21/2023 4:49:21 PM
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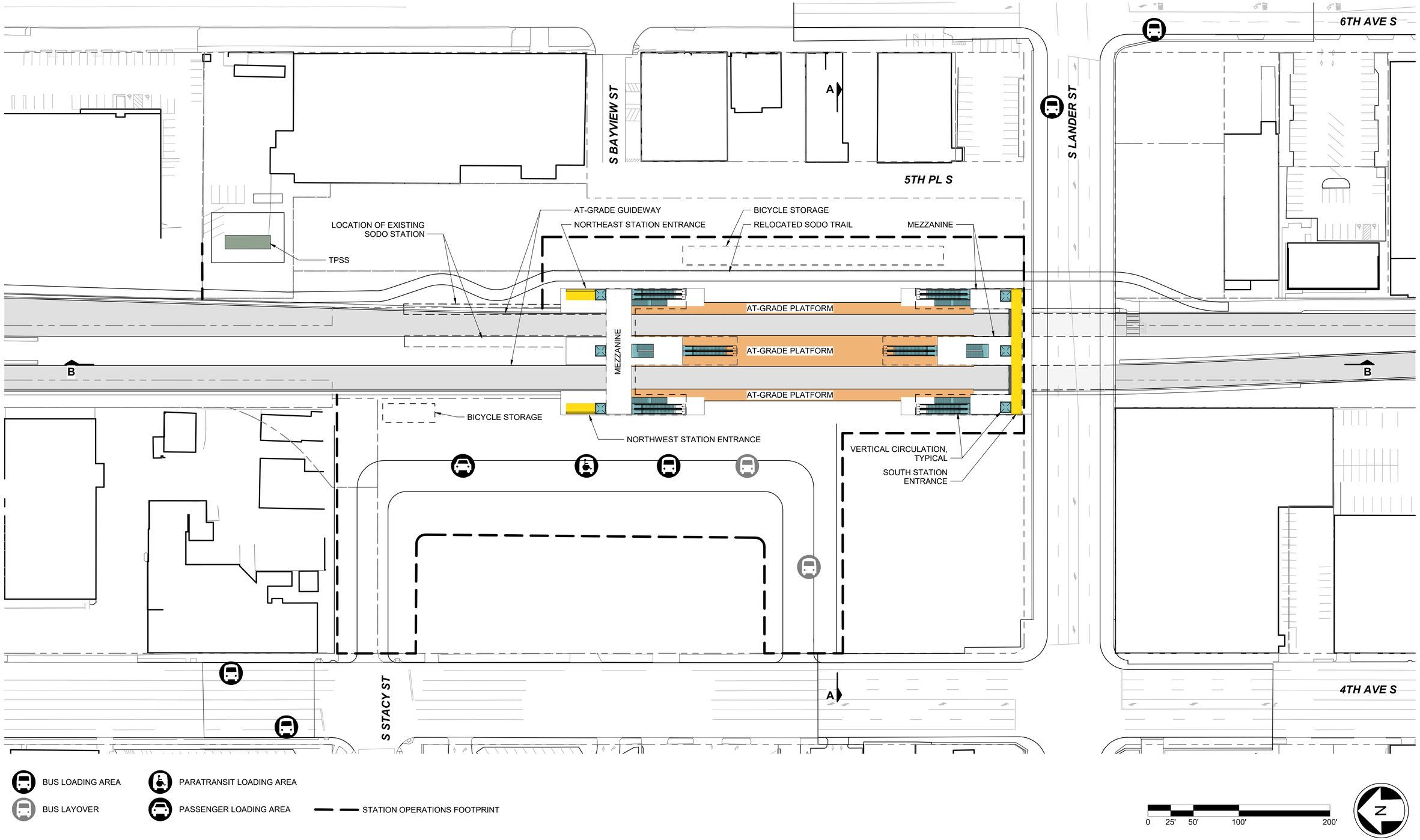
SOUNDTRANSIT HNTB LMN

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
AT-GRADE ALTERNATIVE (SODO-1a)
SITE SECTIONS

W01-ASX1200

LOC. ID: W01
PG. #: 22
03/2023



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SOUNDTRANSIT

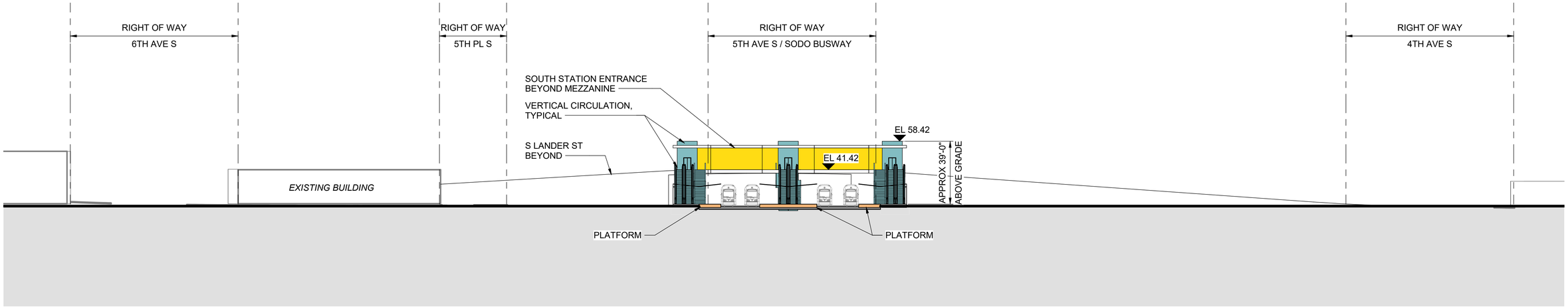
HNTB LMN

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
AT-GRADE SOUTH STATION OPTION (SODO-1b)
SITE PLAN

W01-ASP100

LOC. ID: W01
PG. #: 23
03/2023



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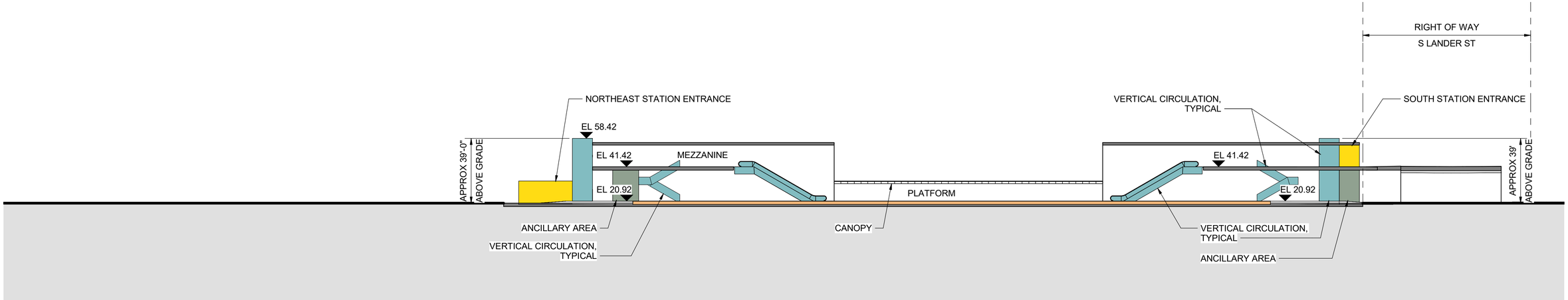

SECTION B

0 15' 30' 60' 120'

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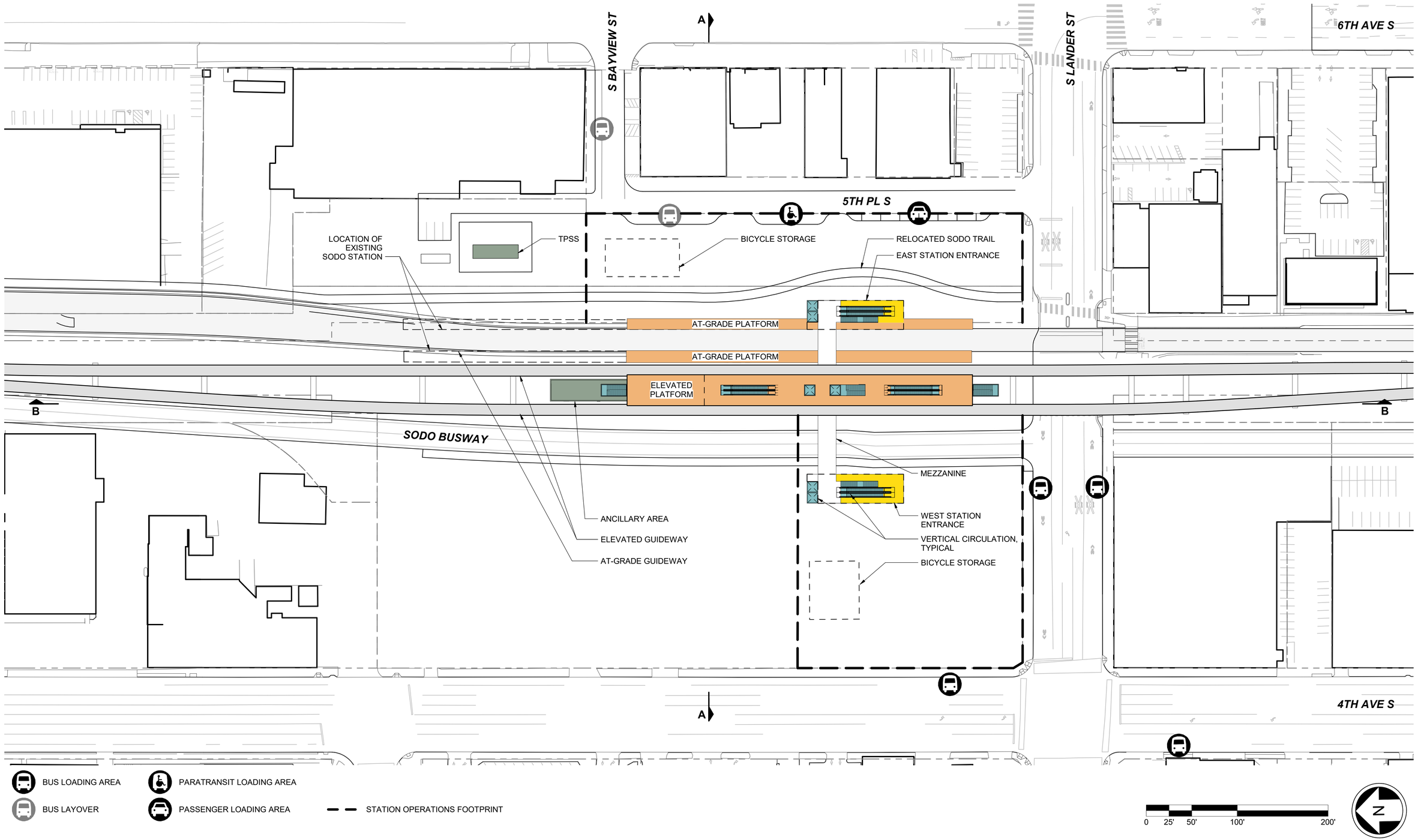
SOUNDTRANSIT HNTB LMN

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
AT-GRADE SOUTH STATION OPTION (SODO-1b)
SITE SECTIONS

W01-ASX100

LOC. ID: W01
PG. #: 24
03/2023



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SOUNDTRANSIT

HNTB LMN

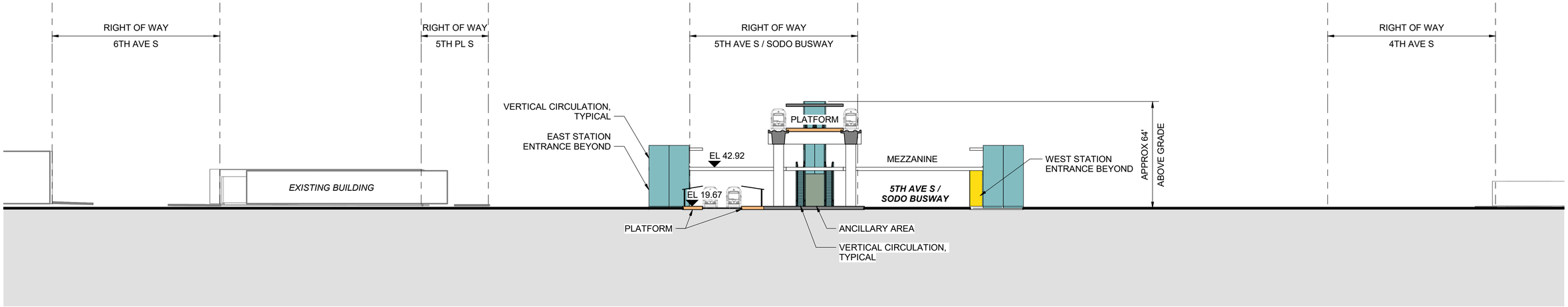
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

SODO SEGMENT
MIXED PROFILE ALTERNATIVE (SODO-2)
SITE PLAN

W01-ASP600

LOC. ID: W01
PG. #: 25
03/2023



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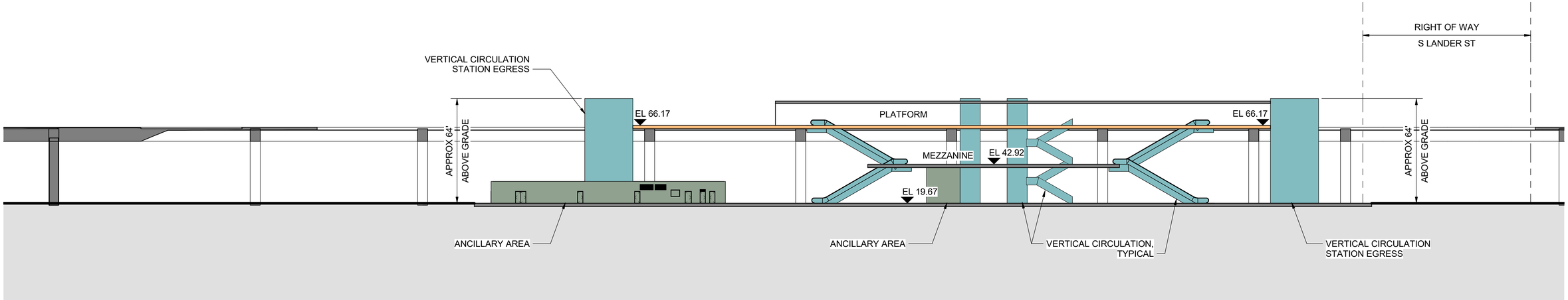

SECTION B

0 15' 30' 60' 120'

SOUNDTRANSIT HNTB LMN

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
SODO SEGMENT
MIXED PROFILE ALTERNATIVE (SODO-2)
SITE SECTIONS

W01-ASX600

LOC. ID: W01
PG. #: 26
03/2023

6/18/2021 8:07:25 AM
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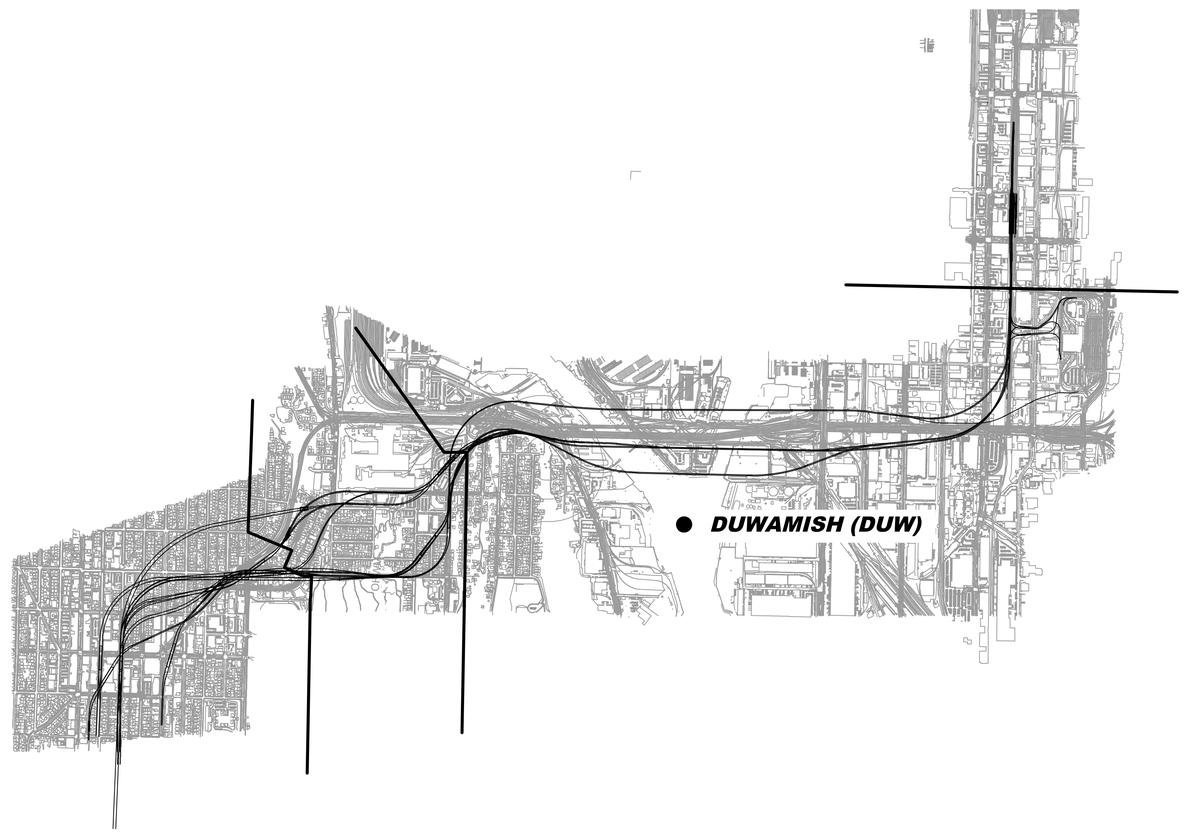
SOUNDTRANSIT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

WEST SEATTLE LINK EXTENSION

RTA / AE 0036-17
FINAL EIS

PREPARED BY:

HNTB



SEGMENT LOCATION MAP

SOUNDTRANSIT HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
SEGMENT LOCATION MAP

G50-GZK041

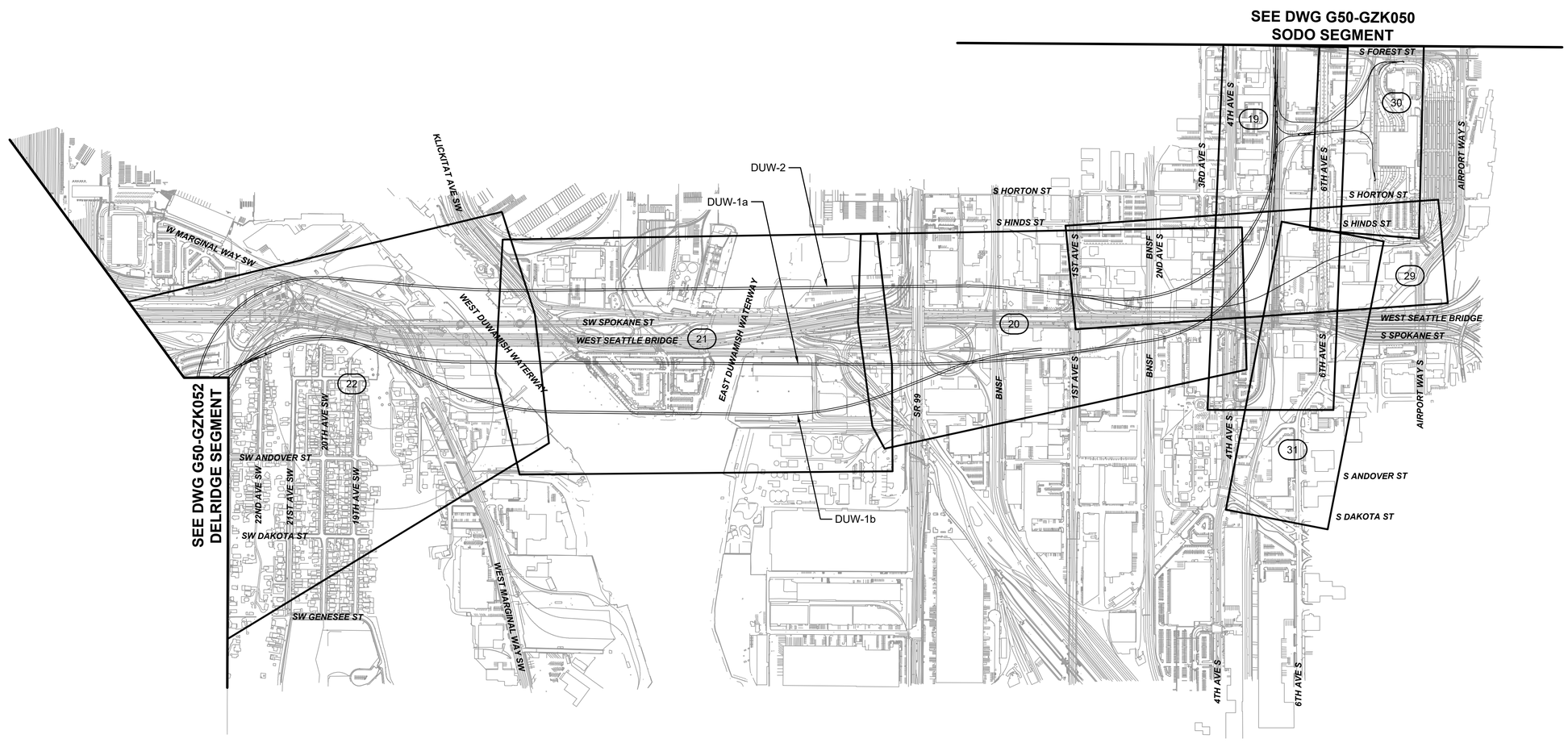
LOC. ID: G50
PG. #: 27
03/2023

04/03/24 | 2:41 PM | RMJOHNSON
C:\CADDLIB\PW\PWWESTCOASTIRMJOHNSONID0241187\WSBL-G50-GZK041.DWG

CROSS REFERENCING OF DRAWINGS							
BASE SHEET TITLE	19	20	21	22	29	30	31
1"=100' DRAWING SETS	L50-**P*19	L50-**P*20	L50-**P*21	L50-**P*22	L50-**P*29	L50-**P*30	L50-**P*31

**P = DESIGN ELEMENT PLAN VIEW DESIGNATION

*** = DESIGN ELEMENT DESIGNATION
GSP - GENERAL SITE



SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
KEY LAYOUT INDEX OF 1" = 100' PLANS

G50-GZK051

LOC. ID: G50
PG. #: 28
03/2023

02/13/24 | 4:05 PM | RMJOHNSON
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SEE DWG L50-GSP030

FOOT PRINT SHOWN FOR 230kV TRANSMISSION LINE OVERHEAD RELOCATION

6TH AVE S

N

S FOREST ST

SIGNAL BUNGALOW

FLOW CONTROL VAULT

FLOW CONTROL VAULT

FLOW CONTROL VAULT

SODO BUSWAY

WEST SEATTLE BRIDGE

S SPOKANE ST

BNSF

SB-W 165+00

SB-W 170+00

SB-W 175+00

SB-W 180+00

SB-W 185+00

FLOW CONTROL VAULT

FLOW CONTROL VAULT

SIGNAL BUNGALOW

CONNECTION TO OMF CENTRAL

SIGNAL BUNGALOW

S HORTON ST

S HINDS ST

SODO SEGMENT

DUWAMISH SEGMENT

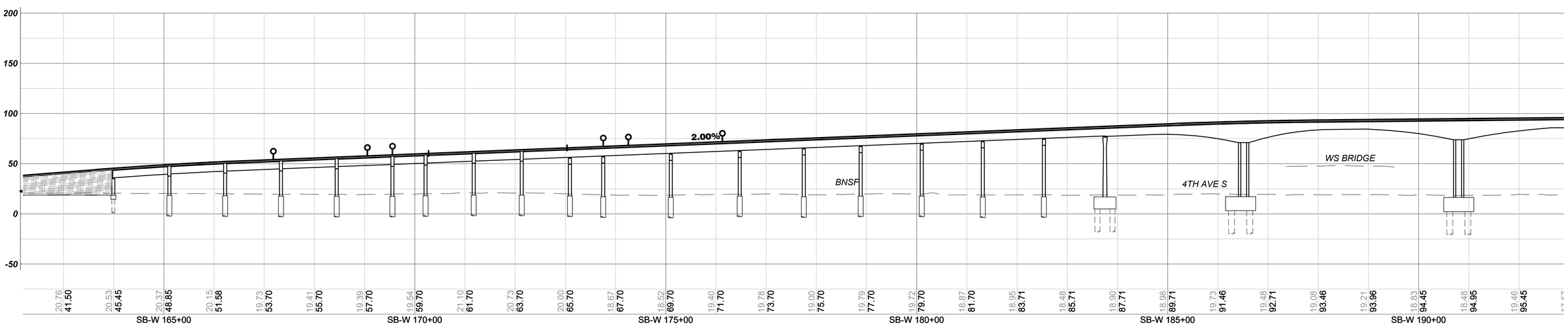
4TH AVE S

SEE DWG L50-GSP031

SEE DWG L50-GSP020

PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DUWAMISH SEGMENT

PREFERRED SOUTH CROSSING ALTERNATIVE (DUW-1a)

PLAN AND PROFILE

L50-GSP019

LOC. ID: L50

PG. #: 29

03/2023

02/19/24 | 2:55 PM | RMJOHNSON

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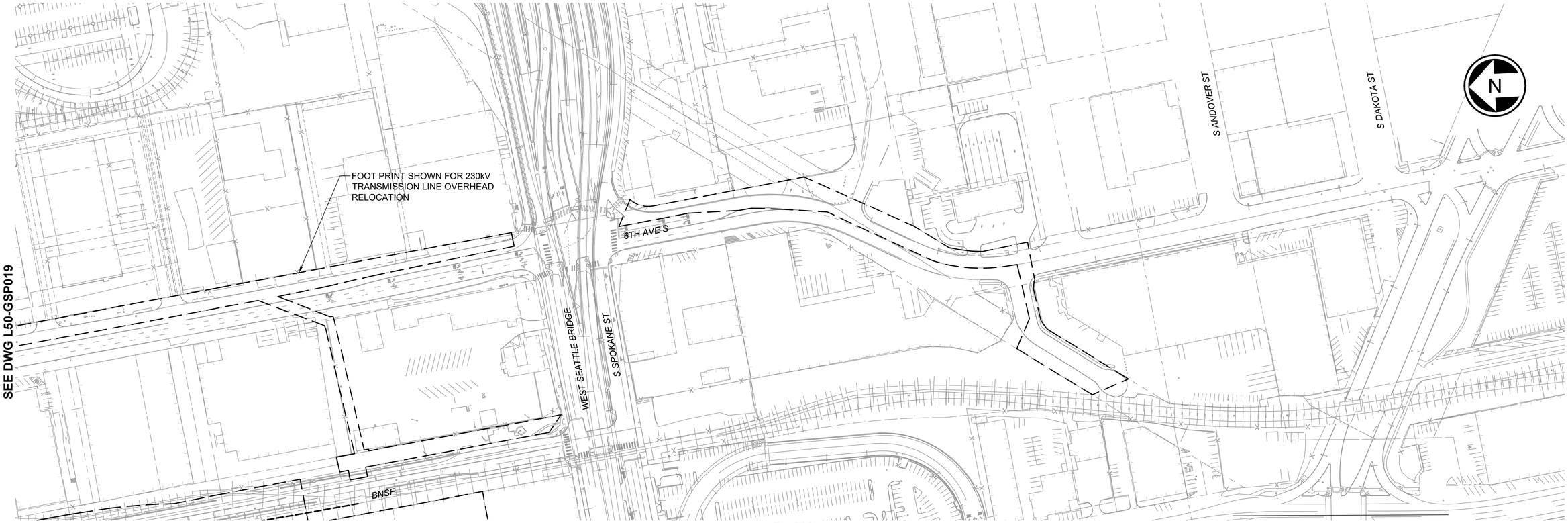

SEE DWG L50-GSP019

PLAN

SCALE: 1" = 100'

100 50 0 100 200

SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DUWAMISH SEGMENT

PREFERRED SOUTH CROSSING ALTERNATIVE (DUW-1a)

PLAN

L50-GSP031

LOC. ID: L50

PG. #: 30

03/2023

02/19/24 | 3:06 PM | RMJOHNSON

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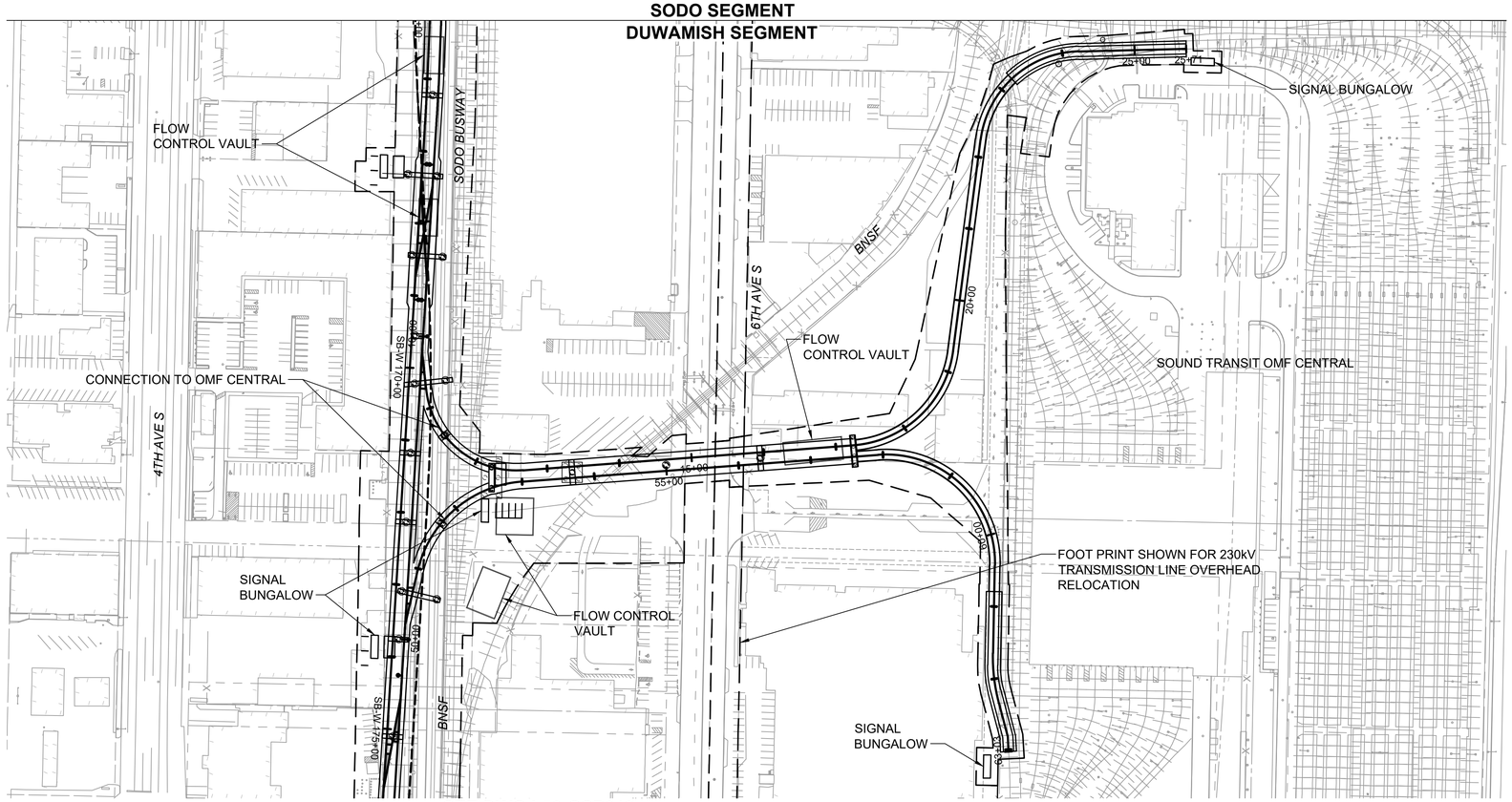
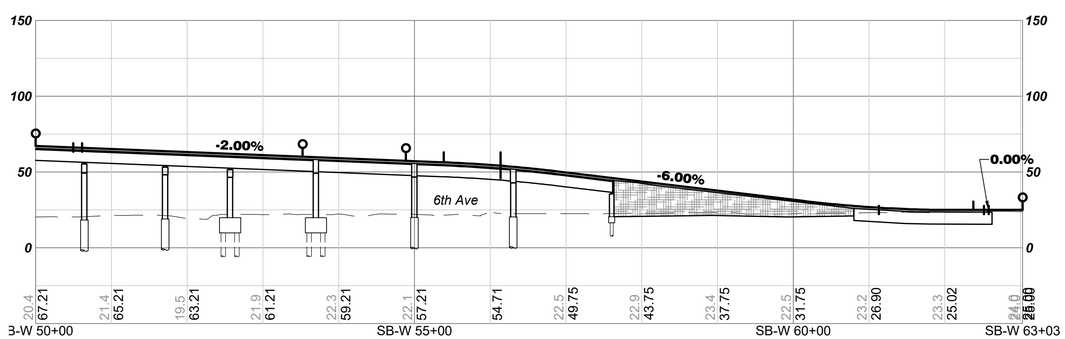
SODO SEGMENT
DUWAMISH SEGMENT



SEE DWG L50-GSP019

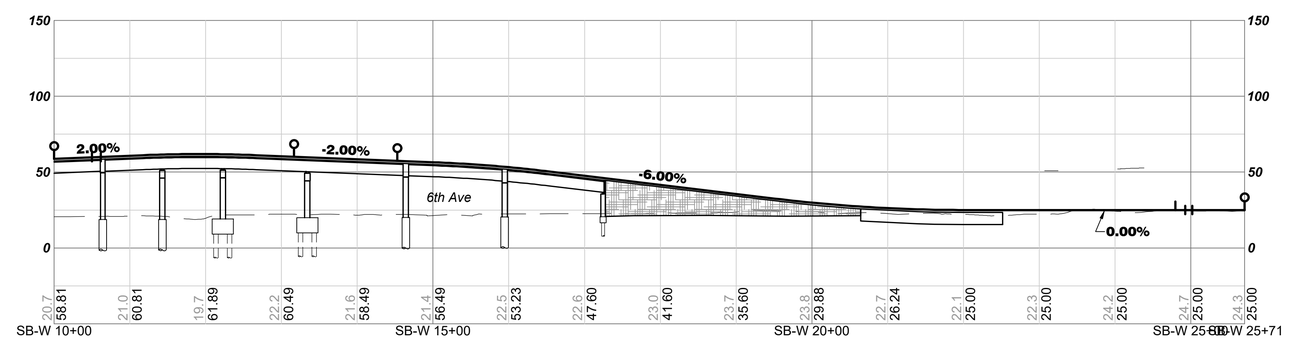
PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:04 PM | RMJOHNSON
C:\USERS\RMJOHNSON\DOCUMENTS\WSBL LOCAL C02-SHEETS-FEIS - SOUTH\WSBL-L50-GSP030.DWG

SOUNDTRANSIT

HNTB

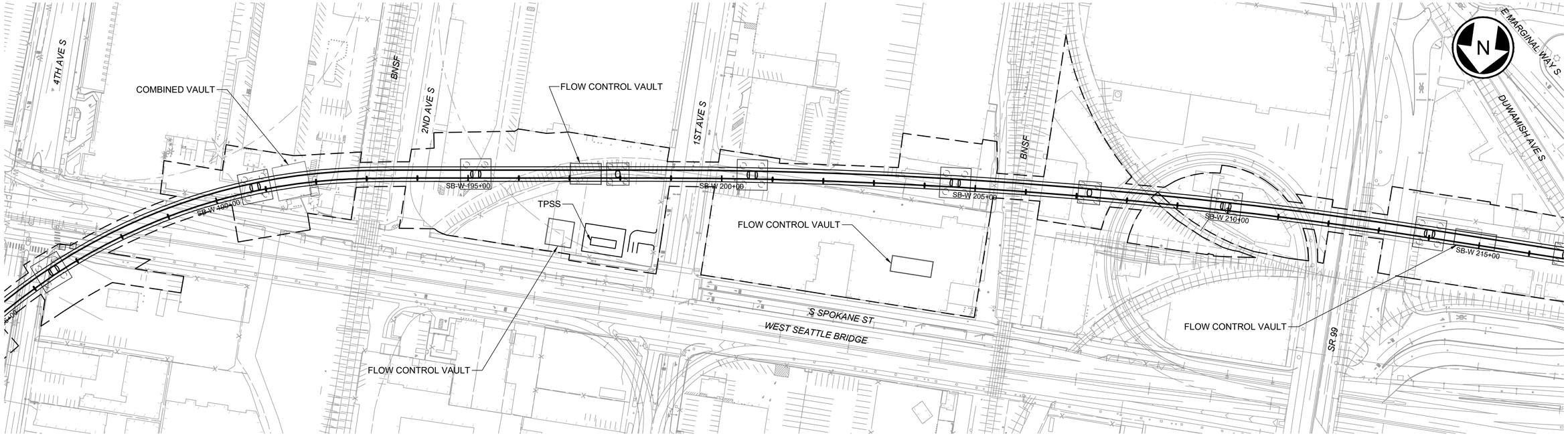
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
PREFERRED SOUTH CROSSING ALTERNATIVE (DUW-1a)
CONNECTION TO OMF CENTRAL
PLAN AND PROFILE

L50-GSP030

LOC. ID: L50
PG. #: 31
03/2023

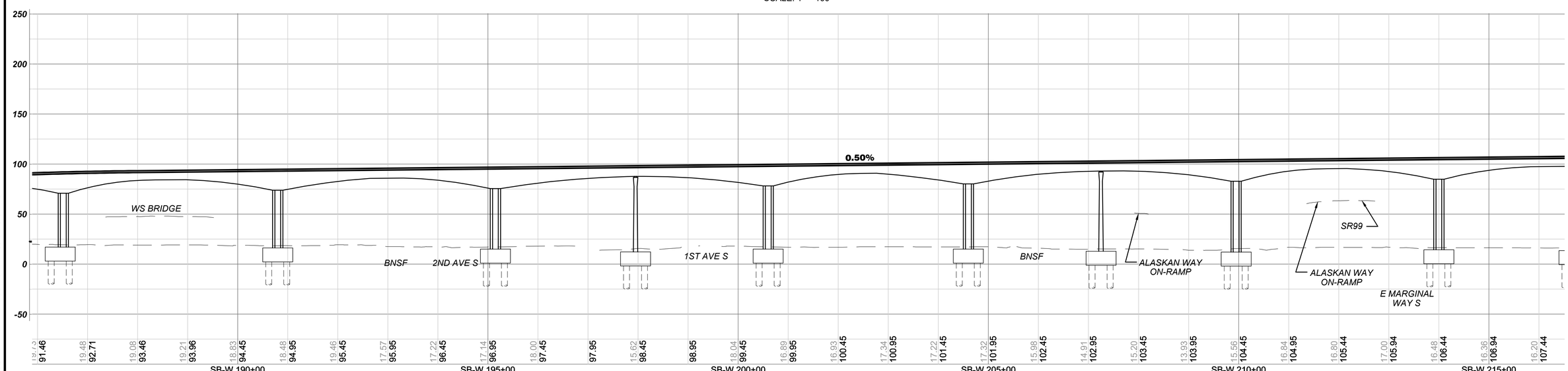
SEE DWG L50-GSP019



SEE DWG L50-GSP021

PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 2:56 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

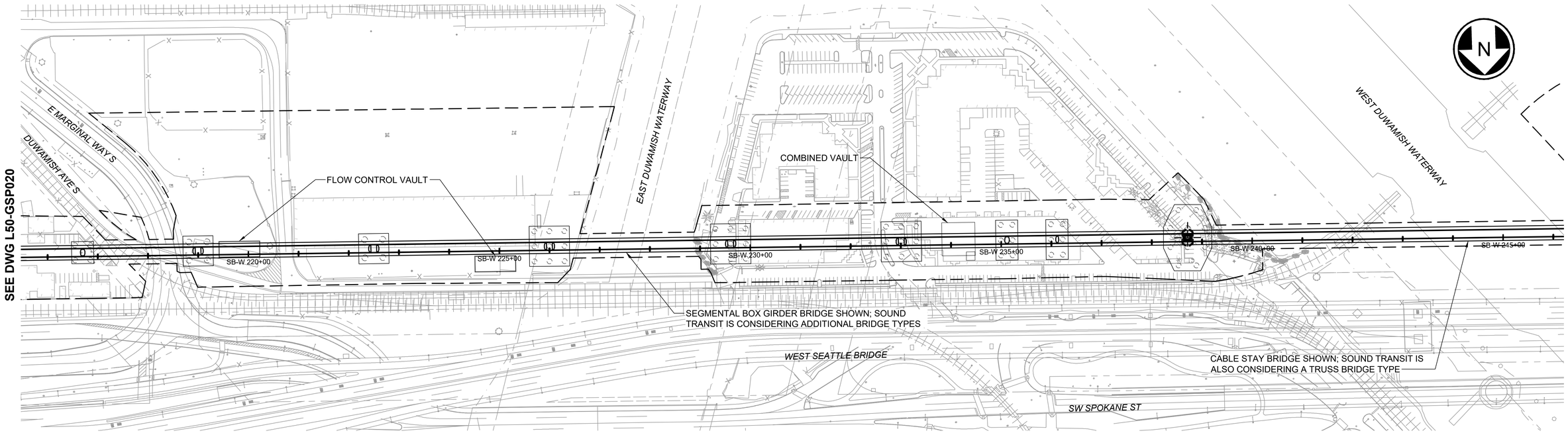
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

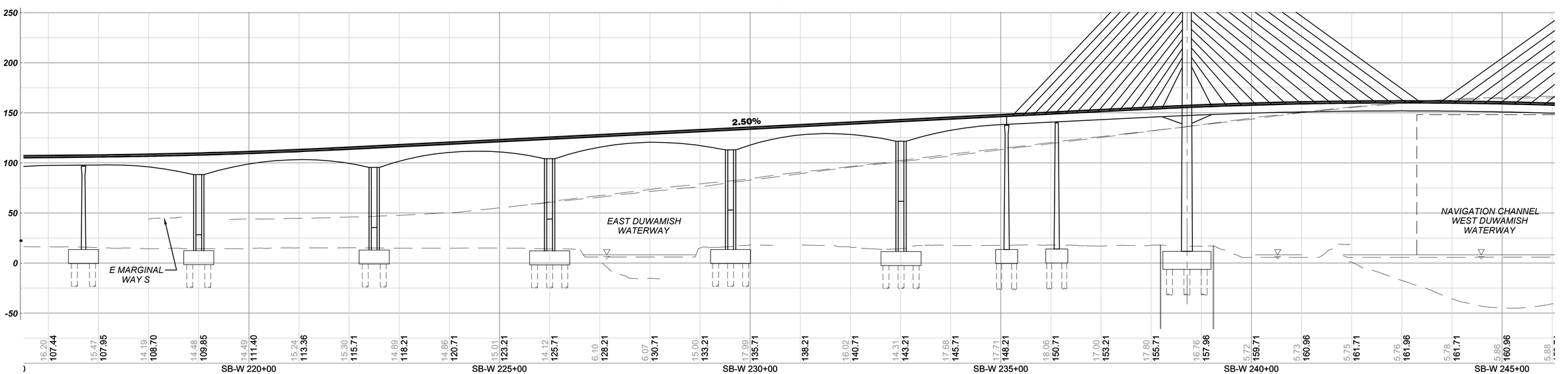
DUWAMISH SEGMENT
PREFERRED SOUTH CROSSING ALTERNATIVE (DUW-1a)
PLAN AND PROFILE

L50-GSP020

LOC. ID: L50
PG. #: 32
03/2023



PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 2:57 PM | RMJOHNSON
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SOUNDTRANSIT

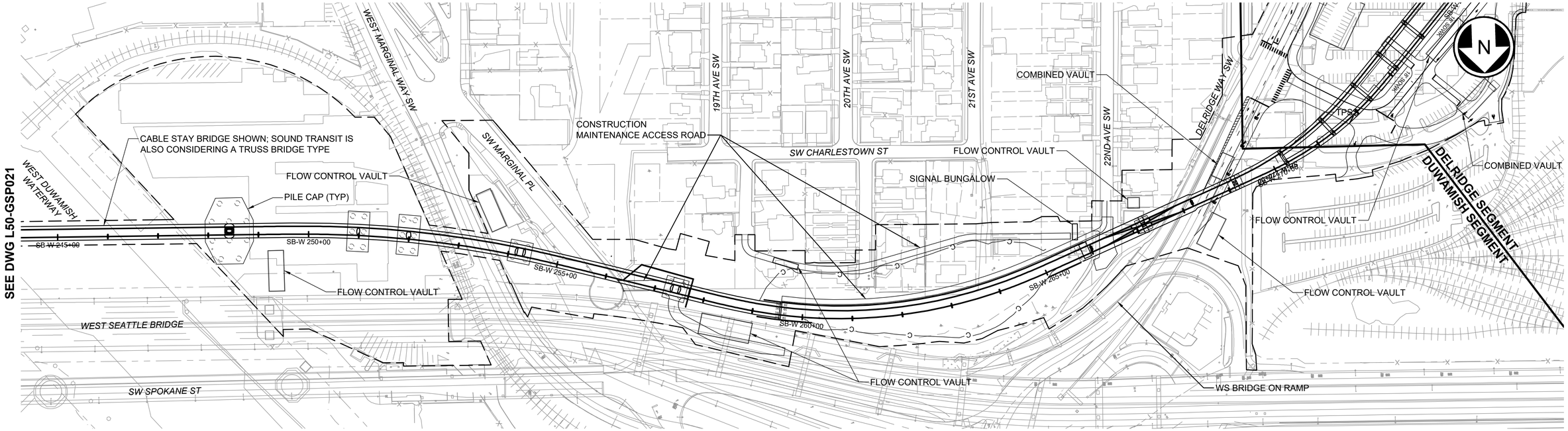
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
PREFERRED SOUTH CROSSING ALTERNATIVE (DUW-1a)
PLAN AND PROFILE

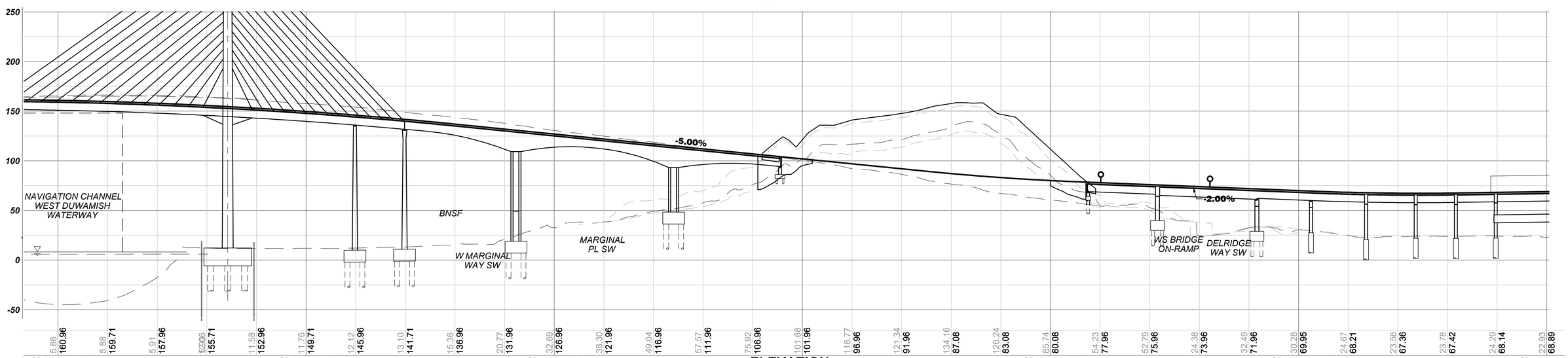
L50-GSP021

LOC. ID: L50
PG. #: 33
03/2023



PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 2:58 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

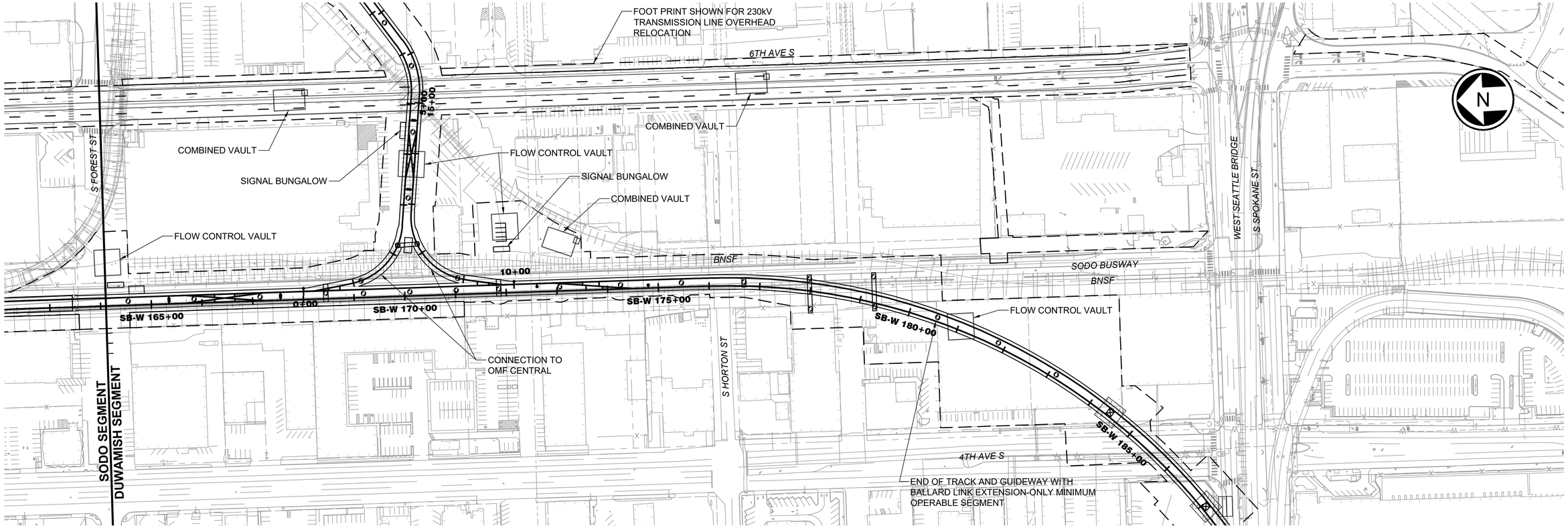
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DUWAMISH SEGMENT
PREFERRED SOUTH CROSSING ALTERNATIVE (DUW-1a)
PLAN AND PROFILE

L50-GSP022

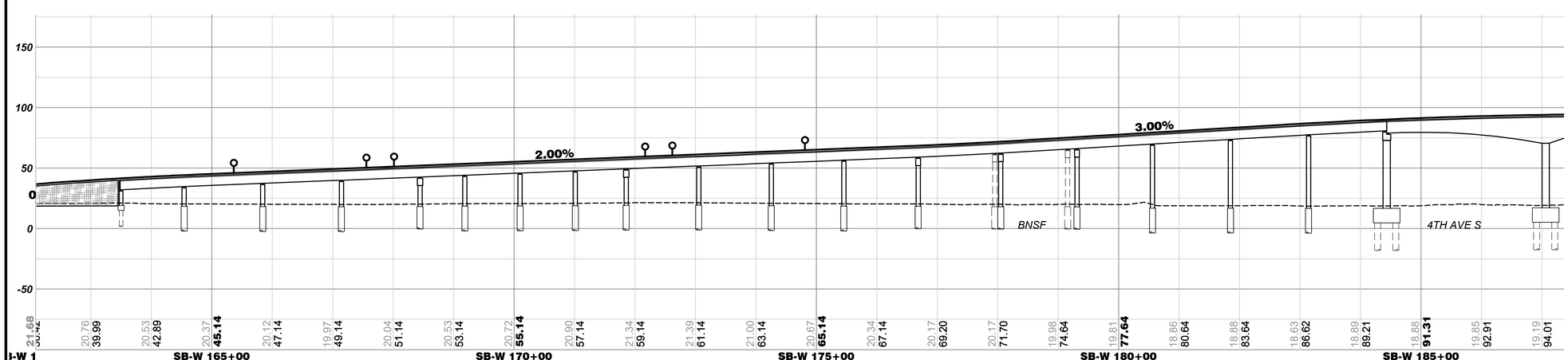
LOC. ID: L50
PG. #: 34
03/2023



SEE DWG L50-GSP620

PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1"=50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 3:36 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

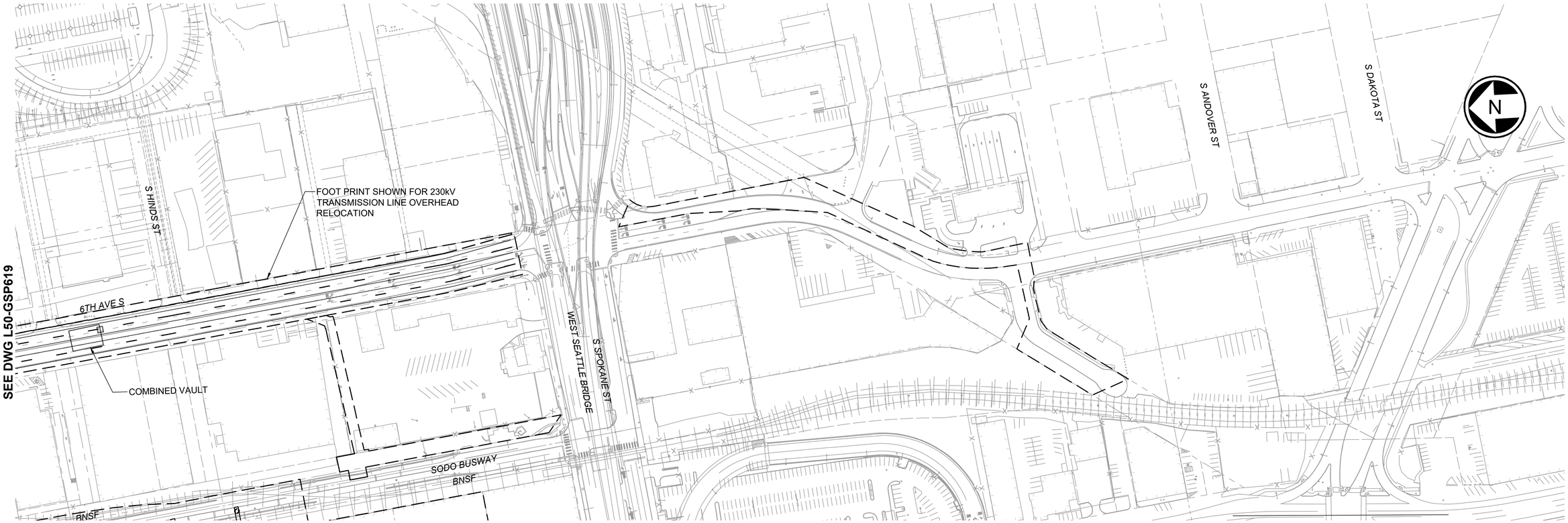
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DUWAMISH SEGMENT
SOUTH CROSSING SOUTH EDGE CROSSING ALIGNMENT OPTION (DUW-1b)
PLAN AND PROFILE

L50-GSP619

LOC. ID: L50
PG. #: 35
03/2023



PLAN
SCALE: 1" = 100'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:49 PM | RMJOHNSON
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SOUNDTRANSIT

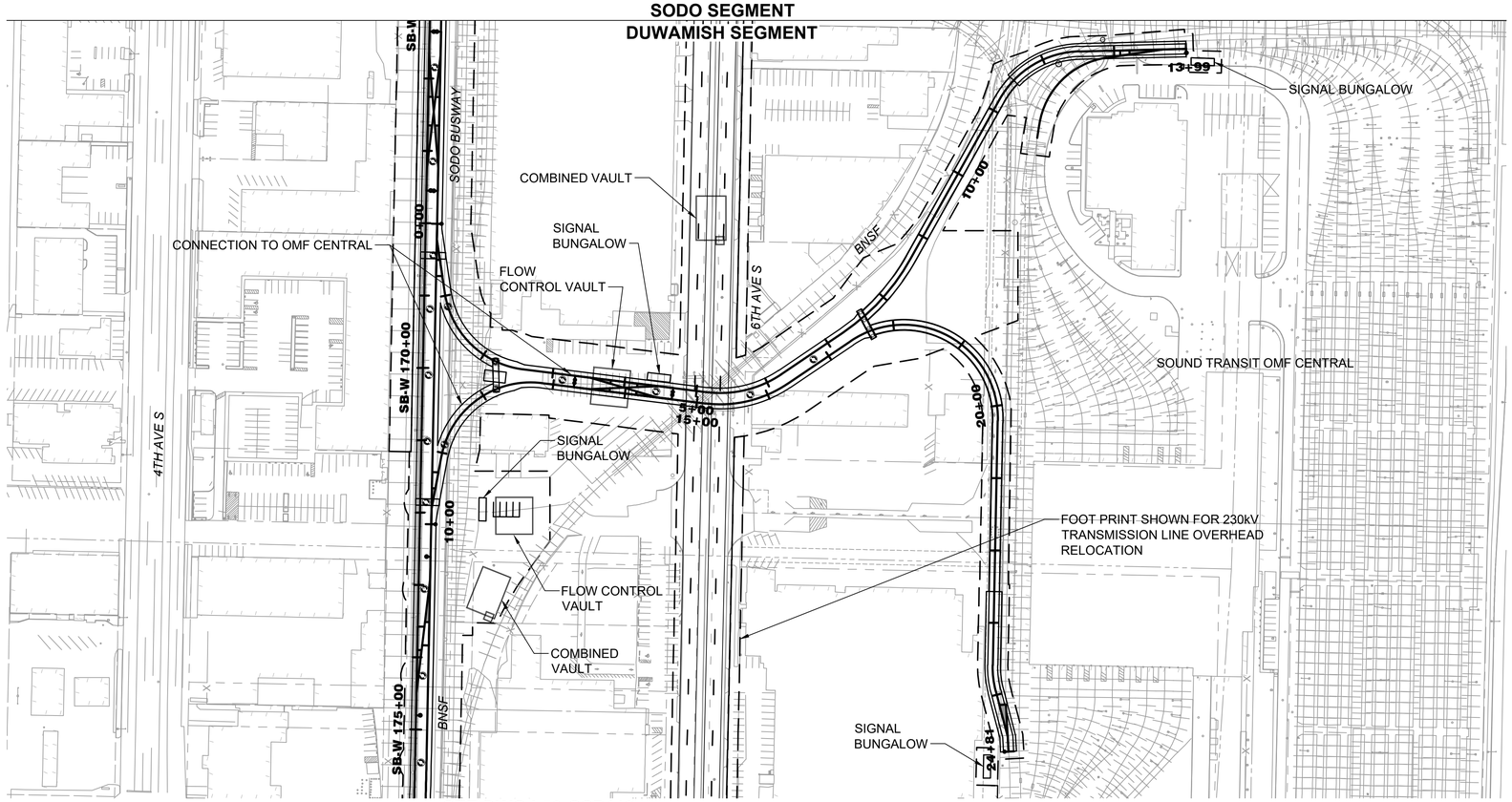
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
SOUTH CROSSING SOUTH EDGE CROSSING ALIGNMENT OPTION (DUW-1b)
PLAN

L50-GSP631

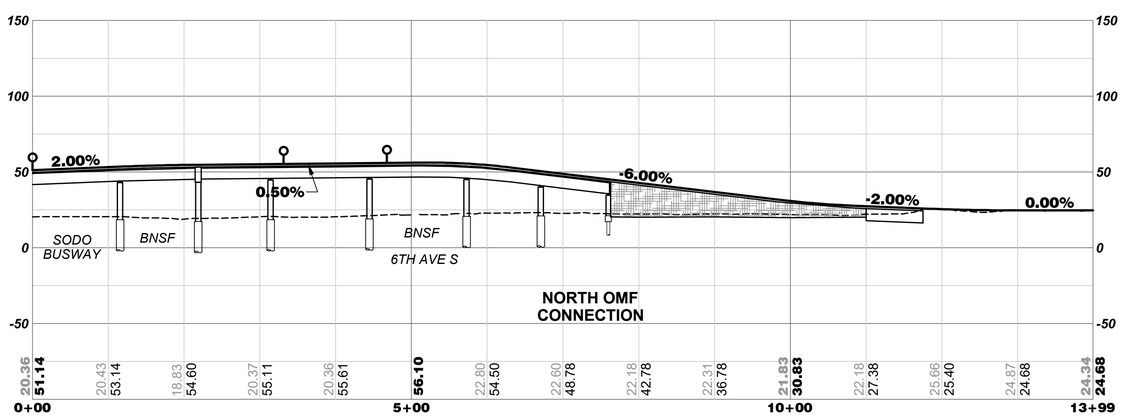
LOC. ID: L50
PG. #: 36
03/2023



SEE DWG L50-GSP119

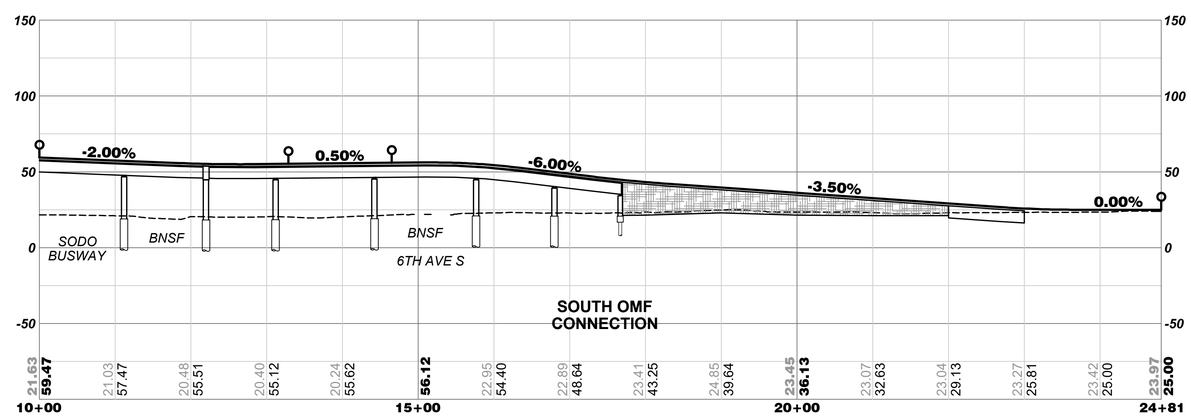
PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DUWAMISH SEGMENT
SOUTH CROSSING SOUTH EDGE CROSSING ALIGNMENT OPTION (DUW-1b)
CONNECTION TO OMF CENTRAL
PLAN AND PROFILE

L50-GSP630

LOC. ID: L50
PG. #: 37
03/2023

02/19/24 | 3:47 PM | RMJOHNSON
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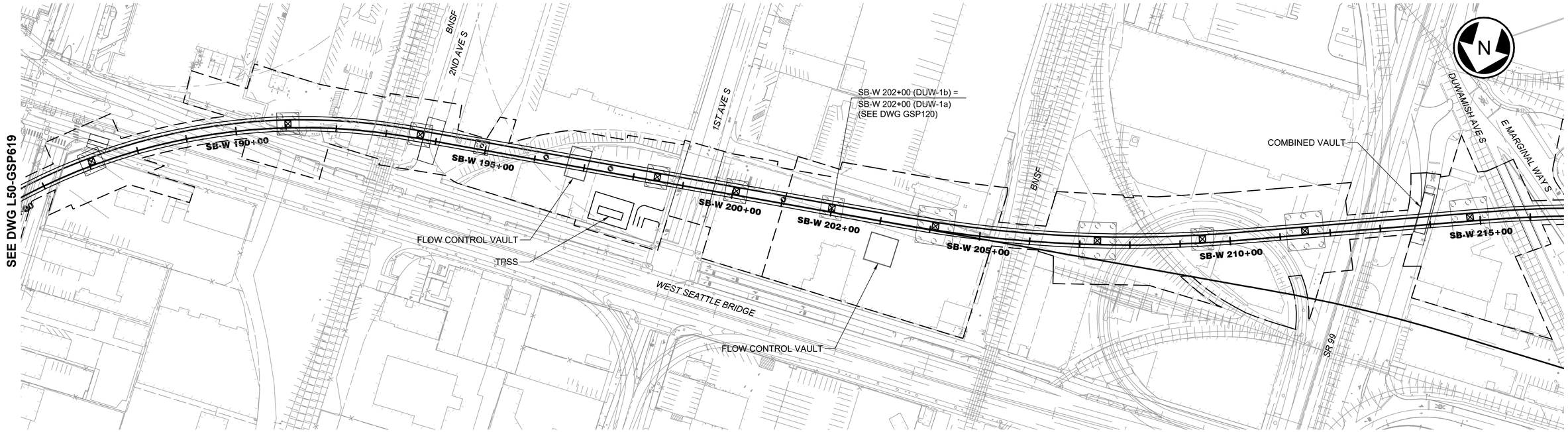
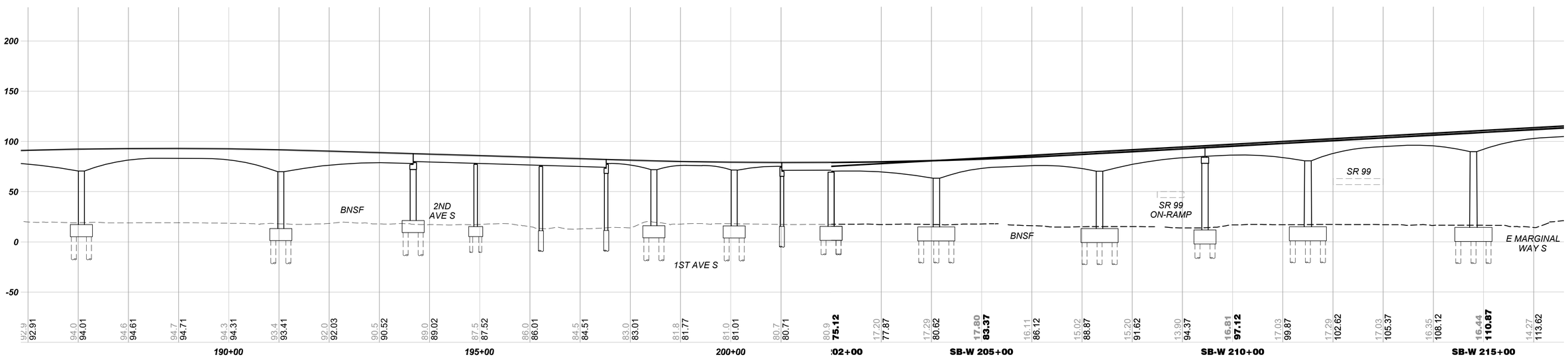


PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
SOUTH CROSSING SOUTH EDGE CROSSING ALIGNMENT OPTION (DUW-1b)
PLAN AND PROFILE

L50-GSP620

LOC. ID: L50
PG. #: 38
03/2023

02/19/24 | 3:39 PM | RMJOHNSON
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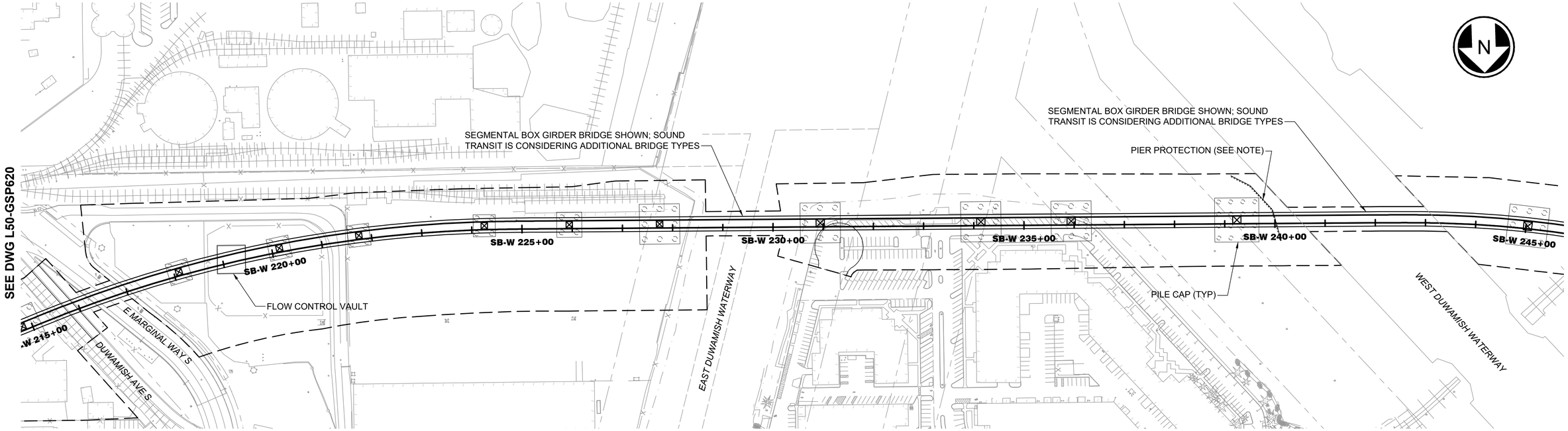
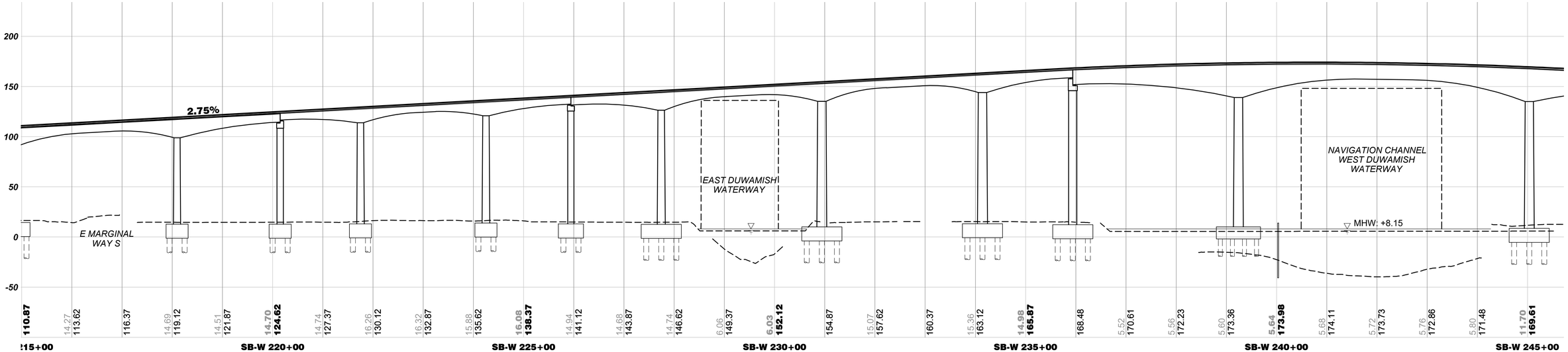


NOTE:
THE PIER PROTECTION SYSTEM SHOWN IS SCHEMATIC. SOUND TRANSIT IS CONSIDERING PIER PROTECTION SYSTEMS BOTH INTEGRATED WITH AND INDEPENDENT FROM THE PILE CAP, AS WELL AS PILE CAP OPTIONS ABOVE THE WATER AND UNDER THE MUDLINE.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:40 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

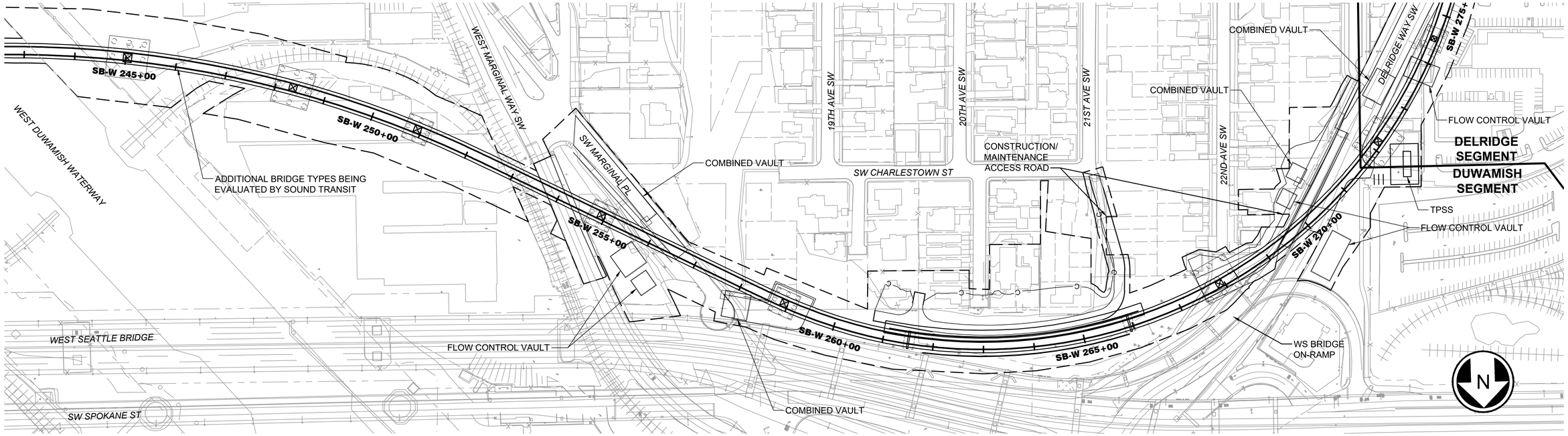
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
SOUTH CROSSING SOUTH EDGE CROSSING ALIGNMENT OPTION (DUW-1b)
PLAN AND PROFILE

L50-GSP621

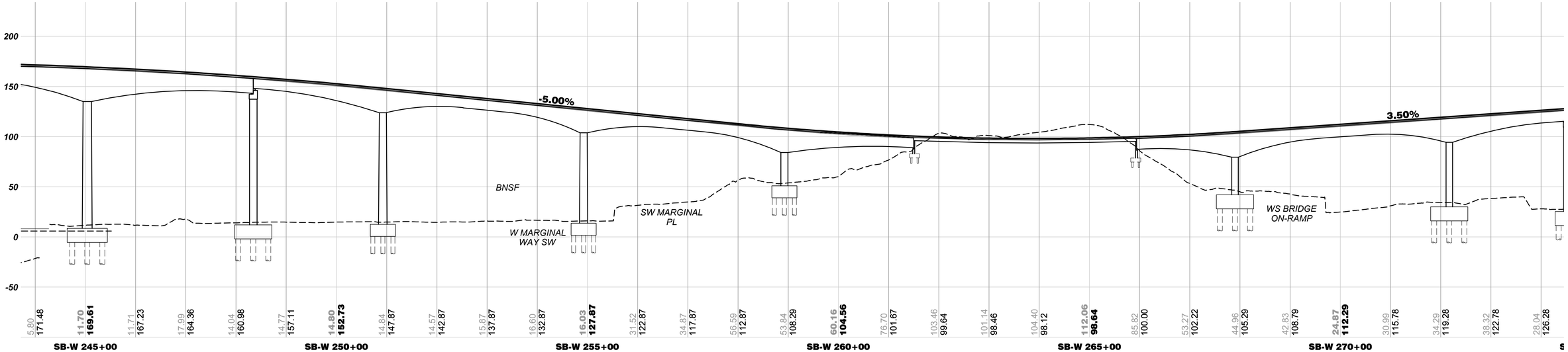
LOC. ID: L50
PG. #: 39
03/2023

SEE DWG L50-GSP621



PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1"=50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 3:41 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

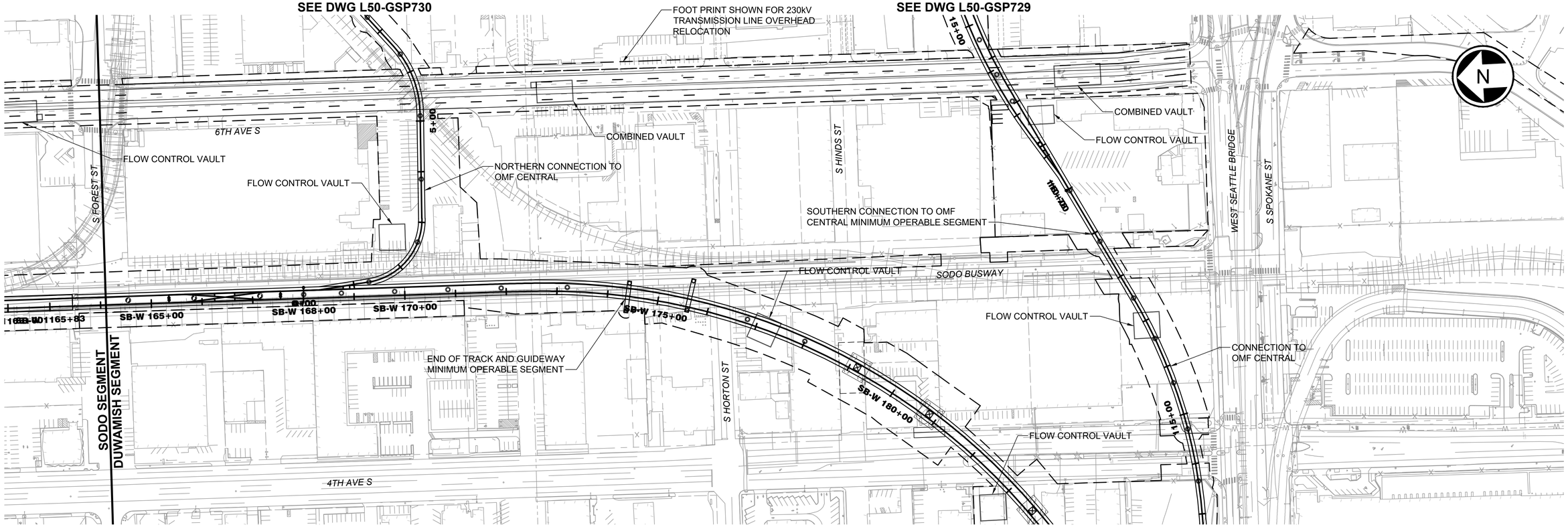
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

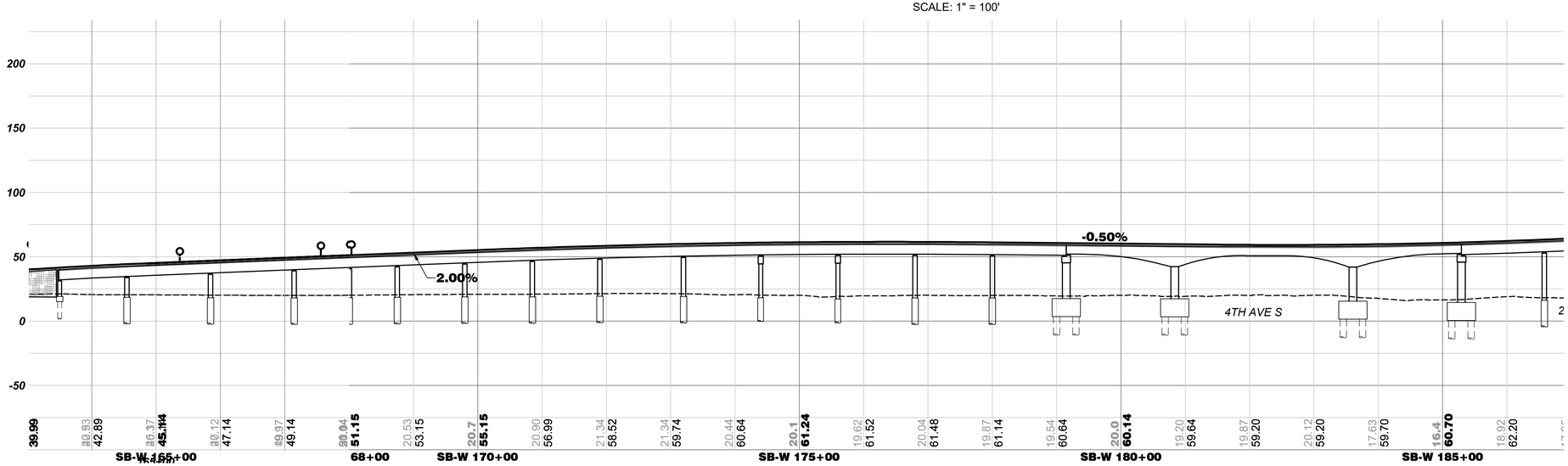
DUWAMISH SEGMENT
SOUTH CROSSING SOUTH EDGE CROSSING ALIGNMENT OPTION (DUW-1b)
PLAN AND PROFILE

L50-GSP622

LOC. ID: L50
PG. #: 40
03/2023



PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:51 PM | RMJOHNSON
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SOUNDTRANSIT

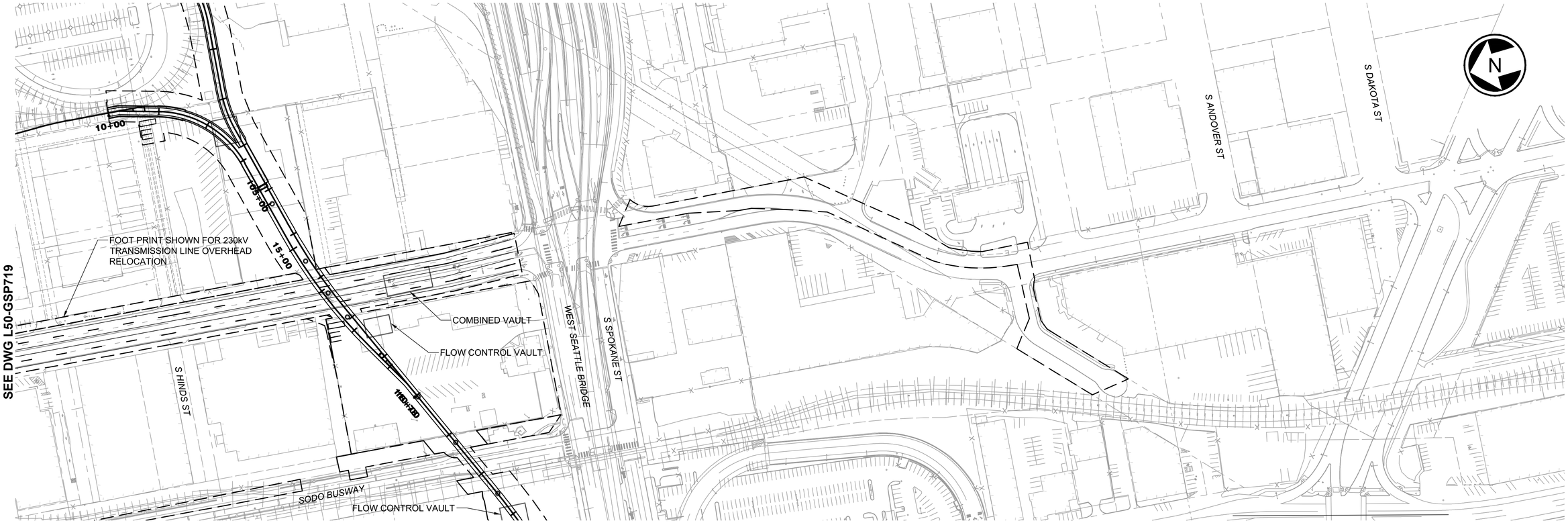
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
NORTH CROSSING ALTERNATIVE (DUW-2)
PLAN AND PROFILE

L50-GSP719

LOC. ID: L50
PG. #: 41
03/2023



SEE DWG L50-GSP719

PLAN

SCALE: 1" = 100'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 4:10 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

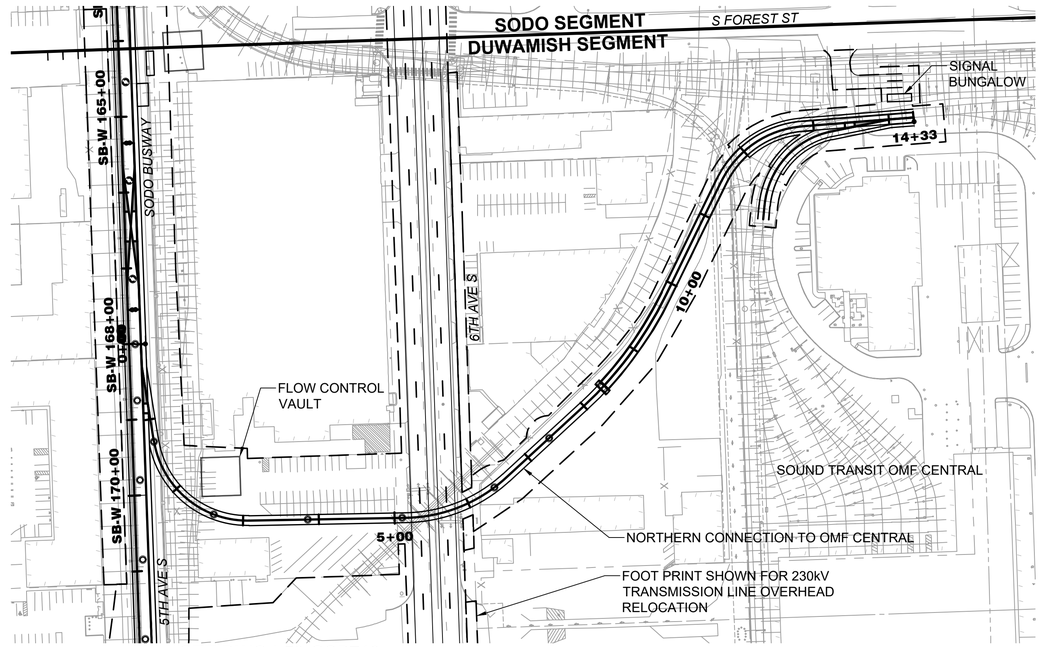
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DUWAMISH SEGMENT
NORTH CROSSING ALTERNATIVE (DUW-2)
PLAN

L50-GSP731

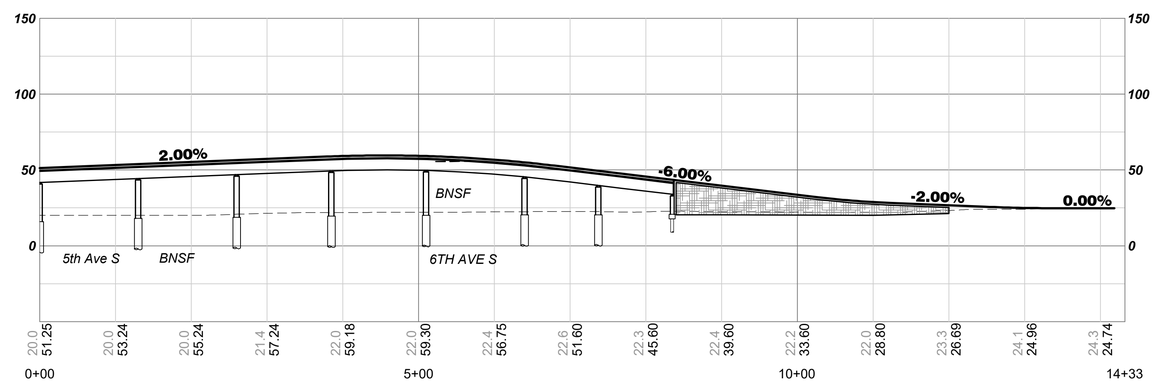
LOC. ID: L50
PG. #: 42
03/2023



SEE DWG L50-GSP719

PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1"=50'

100 50 0 100 200

SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DUWAMISH SEGMENT
NORTH CROSSING ALTERNATIVE (DUW-2)
CONNECTION TO OMF CENTRAL
PLAN AND PROFILE

L50-GSP730

LOC. ID: L50
PG. #: 43
03/2023

02/19/24 | 4:09 PM | RMJOHNSON
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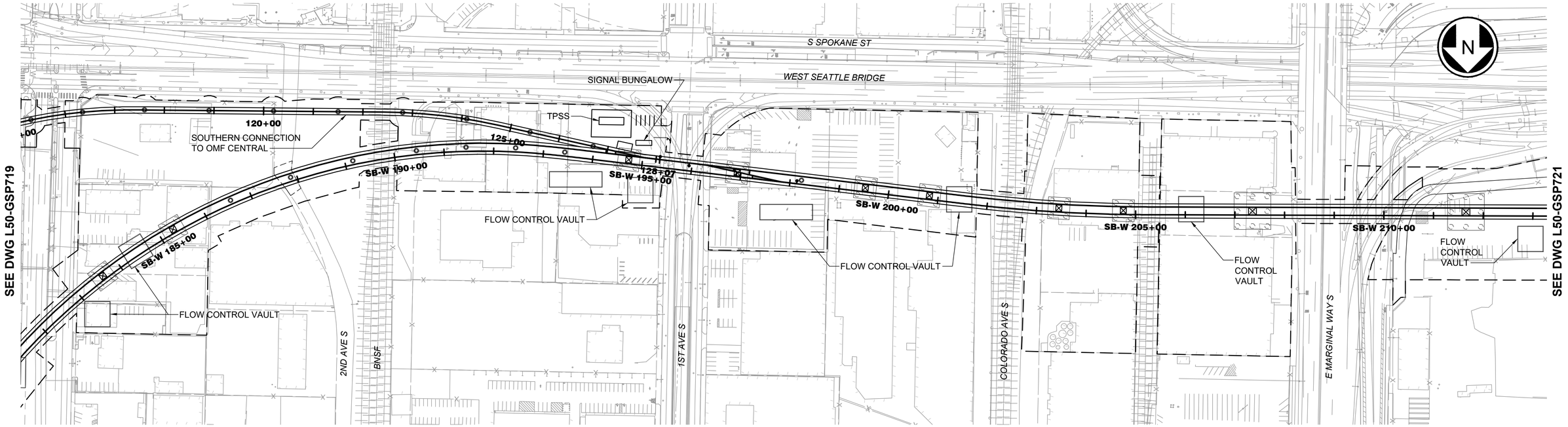
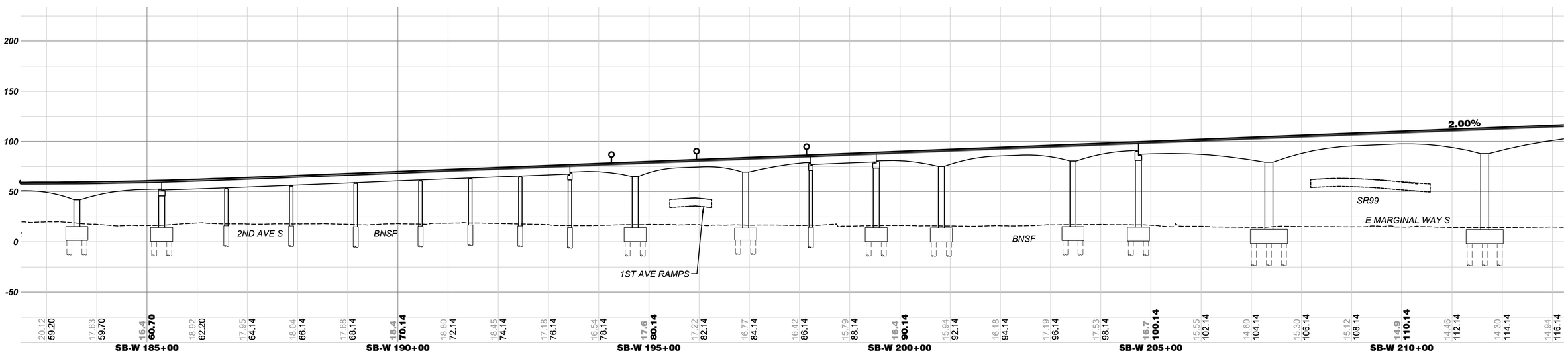


PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1"=50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 3:52 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

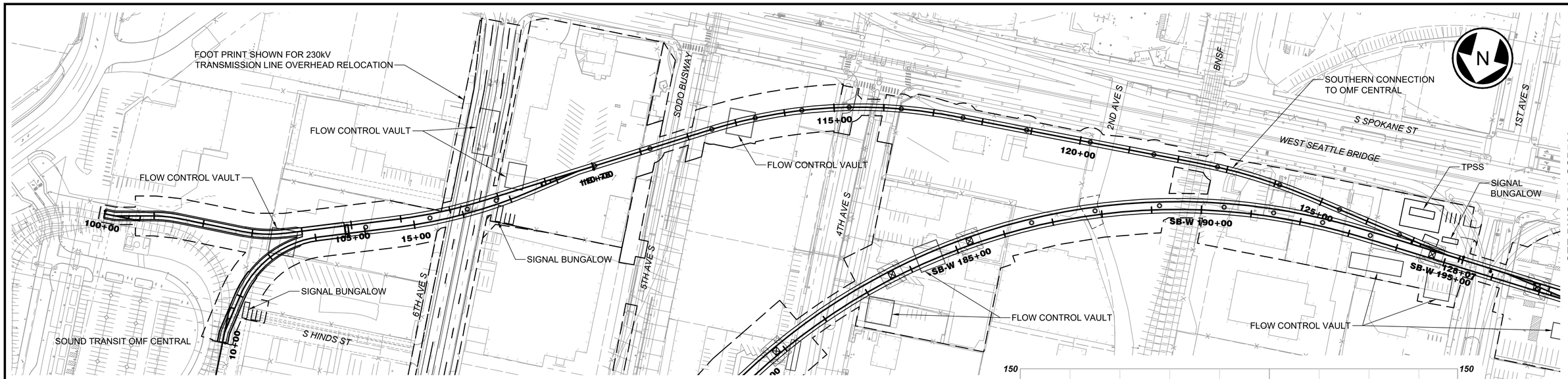
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DUWAMISH SEGMENT
NORTH CROSSING ALTERNATIVE (DUW-2)
PLAN AND PROFILE

L50-GSP720

LOC. ID: L50
PG. #: 44
03/2023



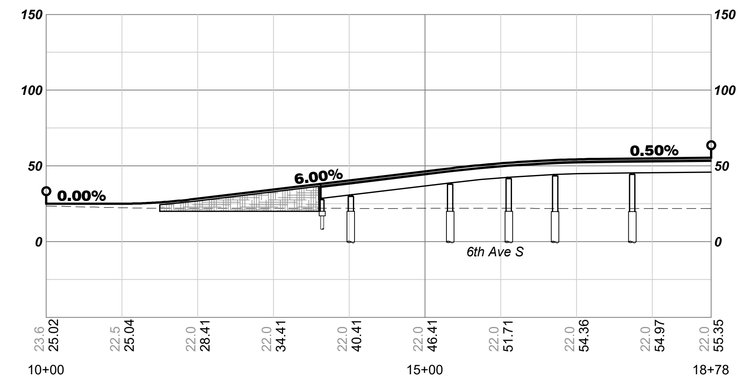
SEE DWG L50-GSP719

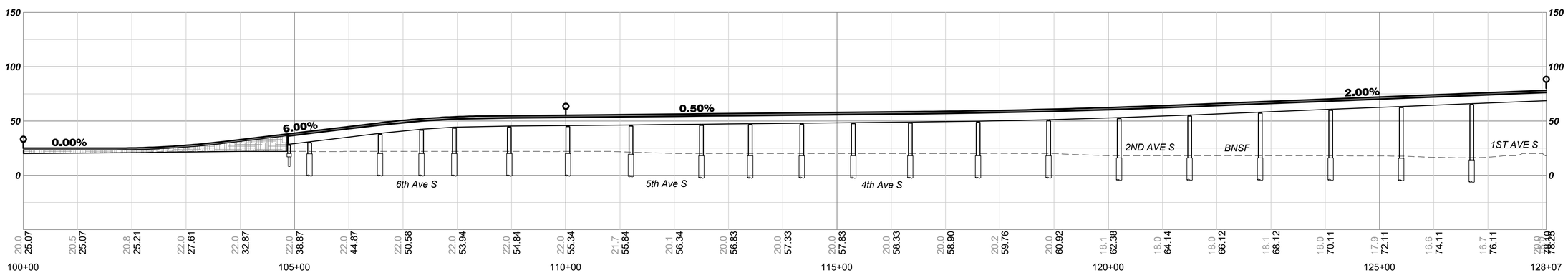
SEE DWG L50-GSP720

PLAN

SCALE: 1" = 100'

SOUTHERN CONNECTION TO OMF CENTRAL
FOR DUW-2





ELEVATION

SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
NORTH CROSSING ALTERNATIVE (DUW-2)
CONNECTION TO OMF CENTRAL
PLAN AND PROFILE

L50-GSP729

LOC. ID: L50
PG. #: 45
03/2023

02/19/24 | 3:55 PM | RMJOHNSON
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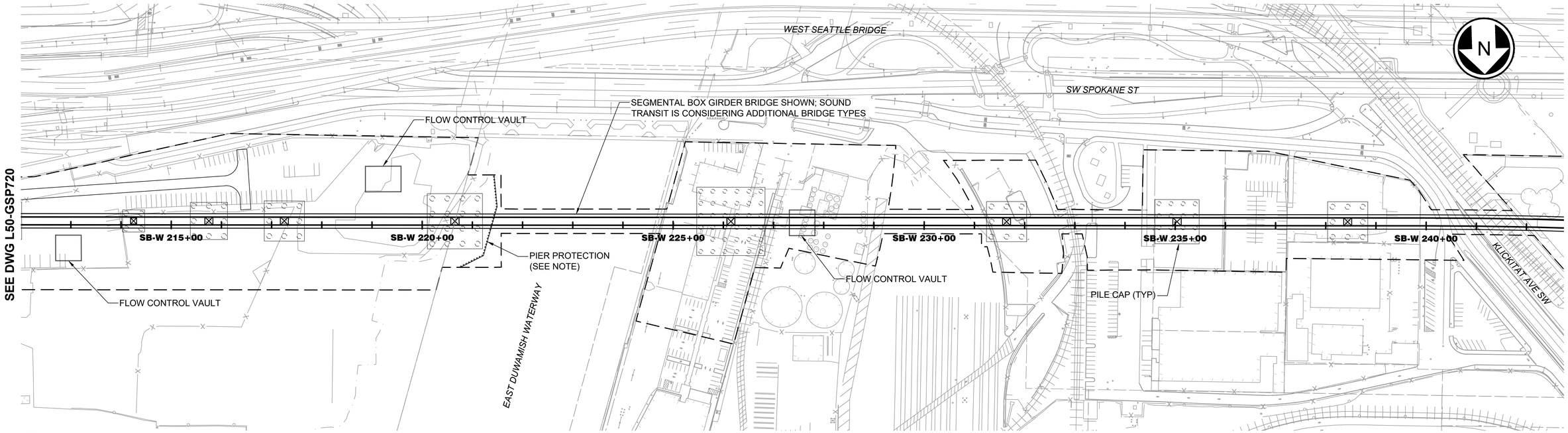
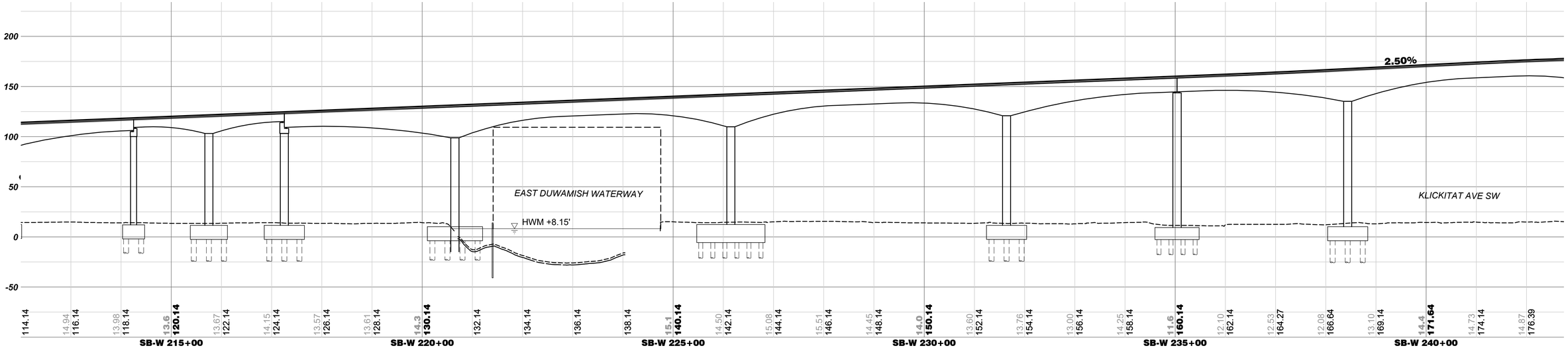


NOTE:
THE PIER PROTECTION SYSTEM SHOWN IS SCHEMATIC. SOUND TRANSIT IS CONSIDERING PIER PROTECTION SYSTEMS BOTH INTEGRATED WITH AND INDEPENDENT FROM THE PILE CAP, AS WELL AS PILE CAP OPTIONS ABOVE THE WATER AND UNDER THE MUDLINE.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:53 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

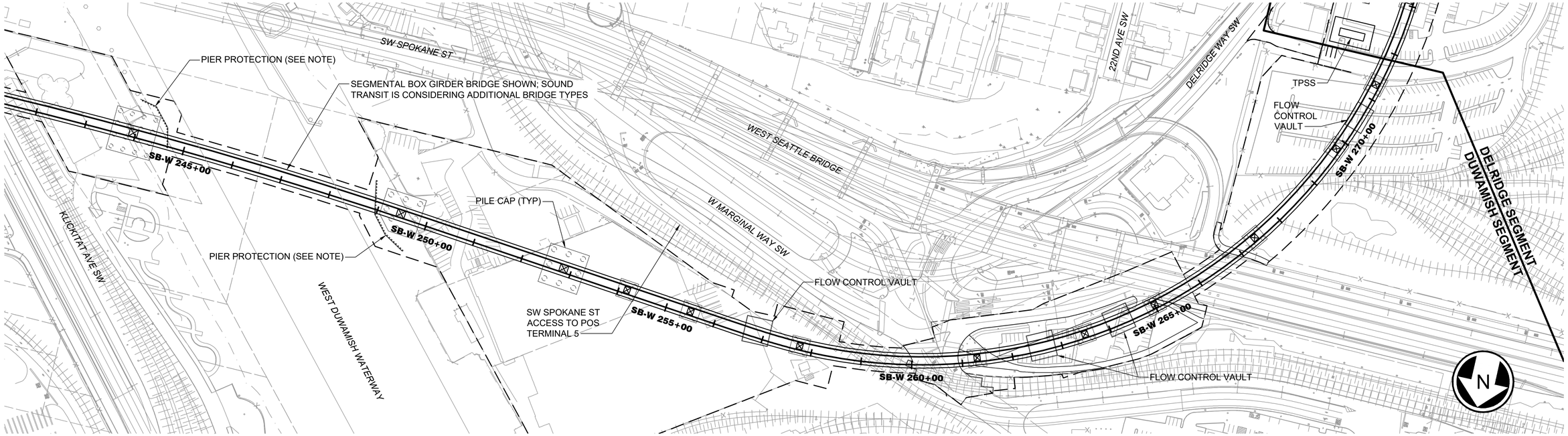
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
NORTH CROSSING ALTERNATIVE (DUW-2)
PLAN AND PROFILE

L50-GSP721

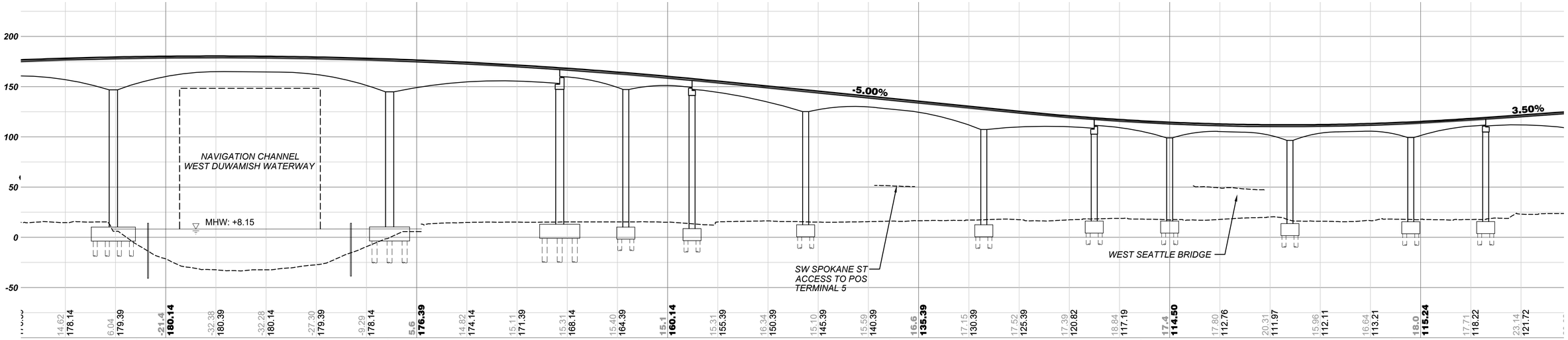
LOC. ID: L50
PG. #: 46
03/2023

SEE DWG L50-GSP721



NOTE:
THE PIER PROTECTION SYSTEM SHOWN IS SCHEMATIC. SOUND TRANSIT IS CONSIDERING PIER PROTECTION SYSTEMS BOTH INTEGRATED WITH AND INDEPENDENT FROM THE PILE CAP, AS WELL AS PILE CAP OPTIONS ABOVE THE WATER AND UNDER THE MUDLINE.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: 1" = 100'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:54 PM | RMJOHNSON
C:\USERS\RMJOHNSON\DOCUMENTS\WSBL LOCAL C\02-SHEETS-FEIS - SOUTH\WSBL-L50-GSP722.DWG

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DUWAMISH SEGMENT
NORTH CROSSING ALTERNATIVE (DUW-2)
PLAN AND PROFILE

L50-GSP722

LOC. ID: L50
PG. #: 47
03/2023

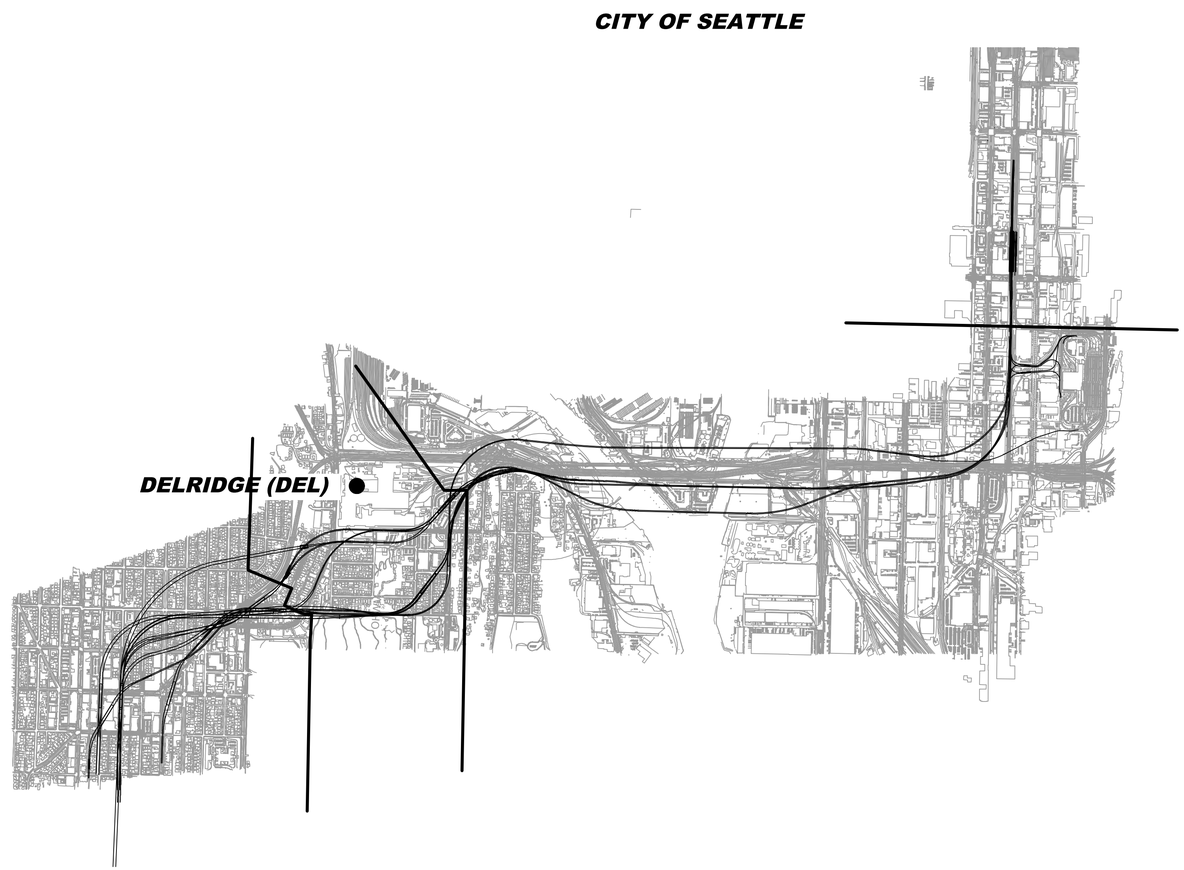
SOUNDTRANSIT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

WEST SEATTLE LINK EXTENSION

RTA / AE 0036-17
FINAL EIS

PREPARED BY:

HNTB



N

PROJECT LOCATION MAP

04/03/24 | 2:40 PM | RMJOHNSON
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SOUNDTRANSIT HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
SEGMENT LOCATION MAP

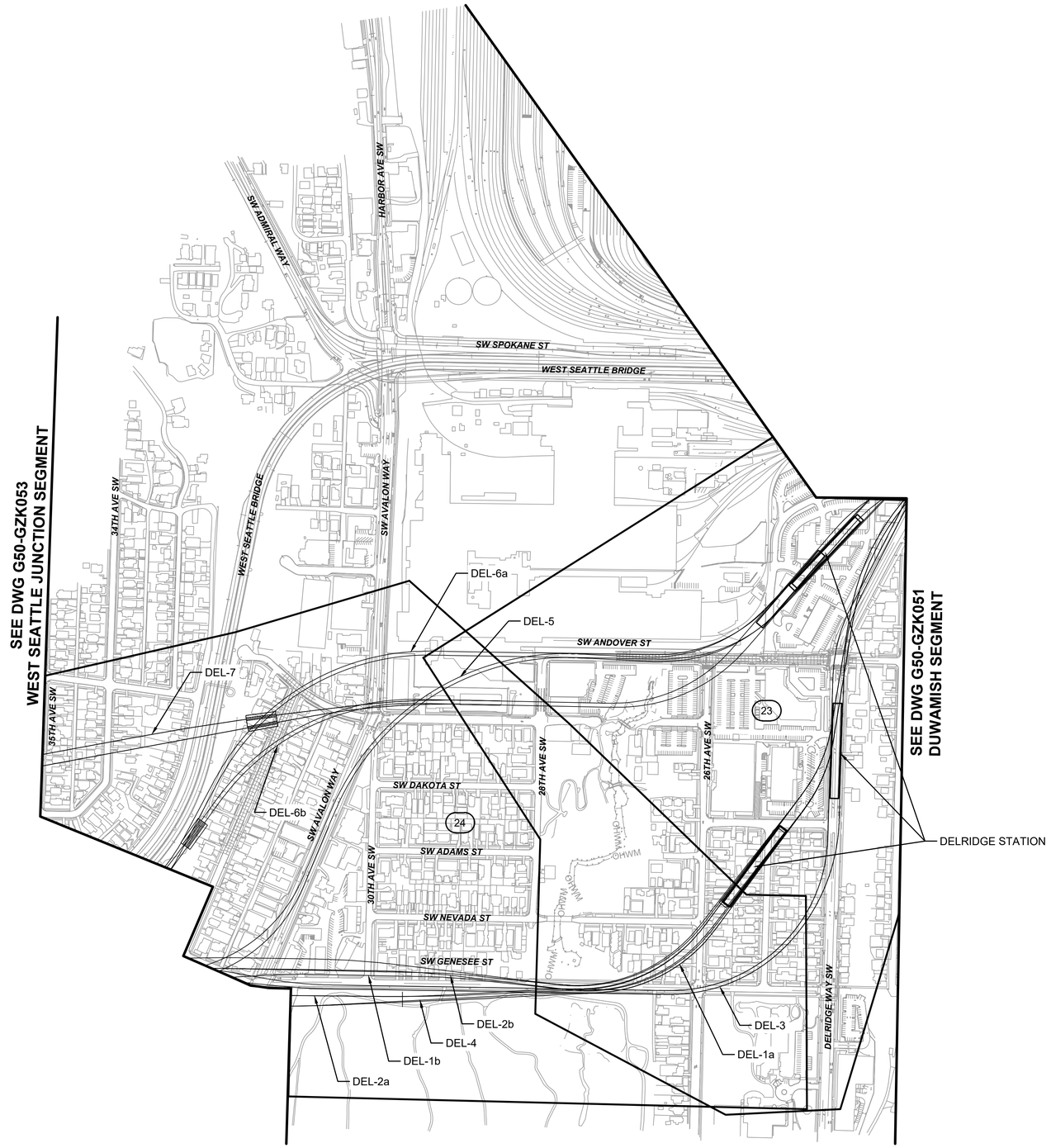
G50-GZK042

LOC. ID: G50
PG. #: 48
03/2023

CROSS REFERENCING OF DRAWINGS		
BASE SHEET TITLE	23	24
1"=100' DRAWING SETS	L50-**P*23	L50-**P*24

**P = DESIGN ELEMENT PLAN VIEW DESIGNATION

*** = DESIGN ELEMENT DESIGNATION
GSP - GENERAL SITE



02/13/24 | 4:06 PM | RMJOHNSON
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SOUNDTRANSIT

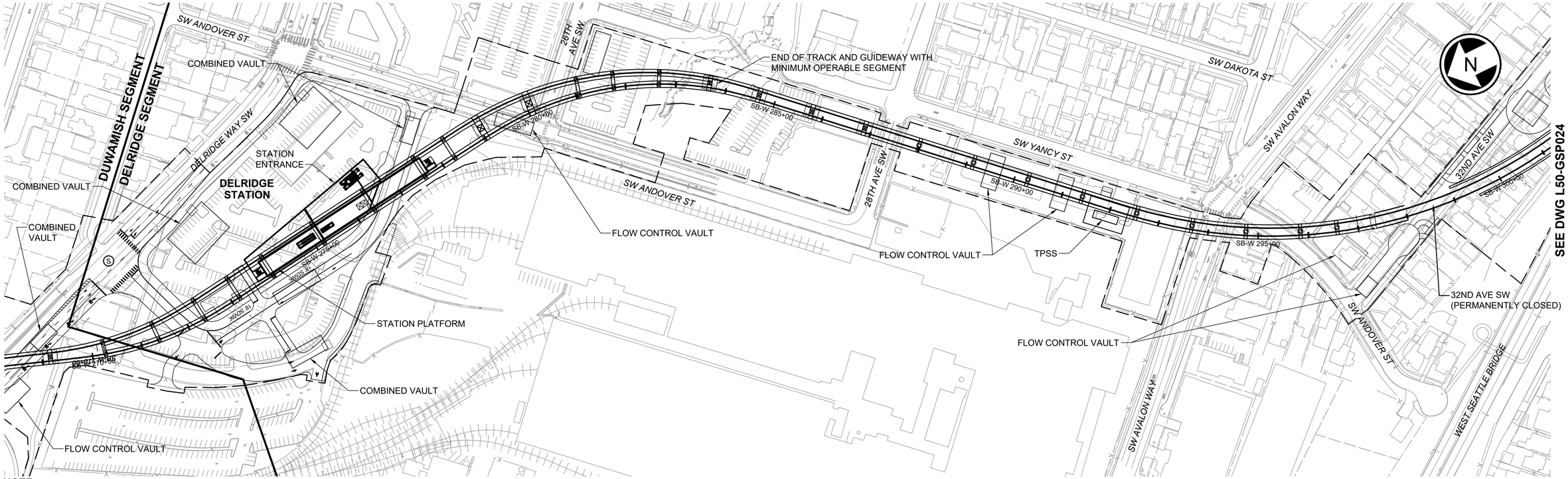
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
KEY LAYOUT INDEX OF 1" = 100' PLANS

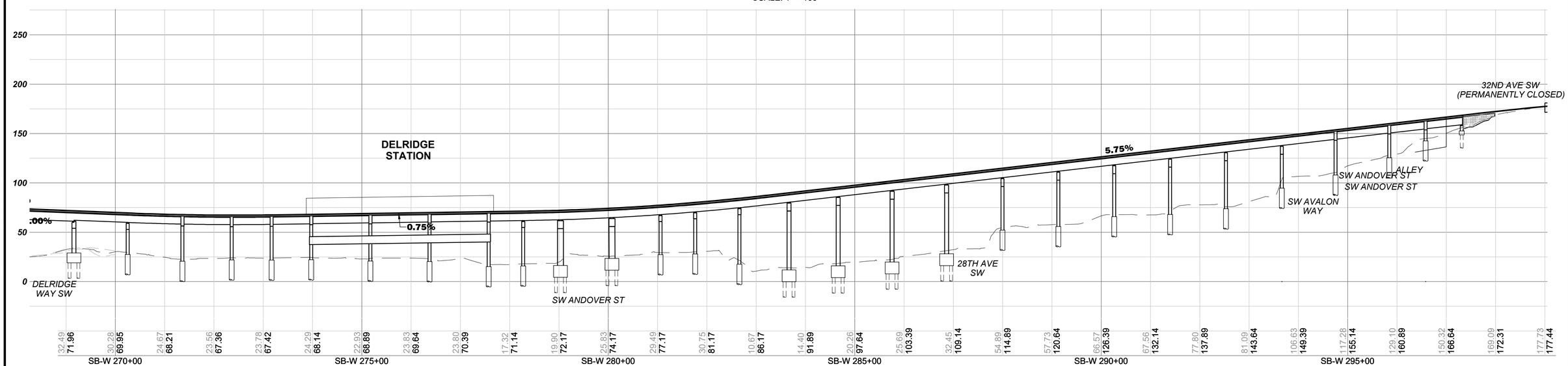
G50-GZK052

LOC. ID: G50
PG. #: 49
03/2023



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP000 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
PREFERRED ANDOVER STREET STATION LOWER HEIGHT SOUTH ALIGNMENT OPTION (DEL-6b)
PLAN AND PROFILE

L50-GSP023

LOC. ID: L50
PG. #: 50
03/2023

02/19/24 | 2:59 PM | RMJOHNSON
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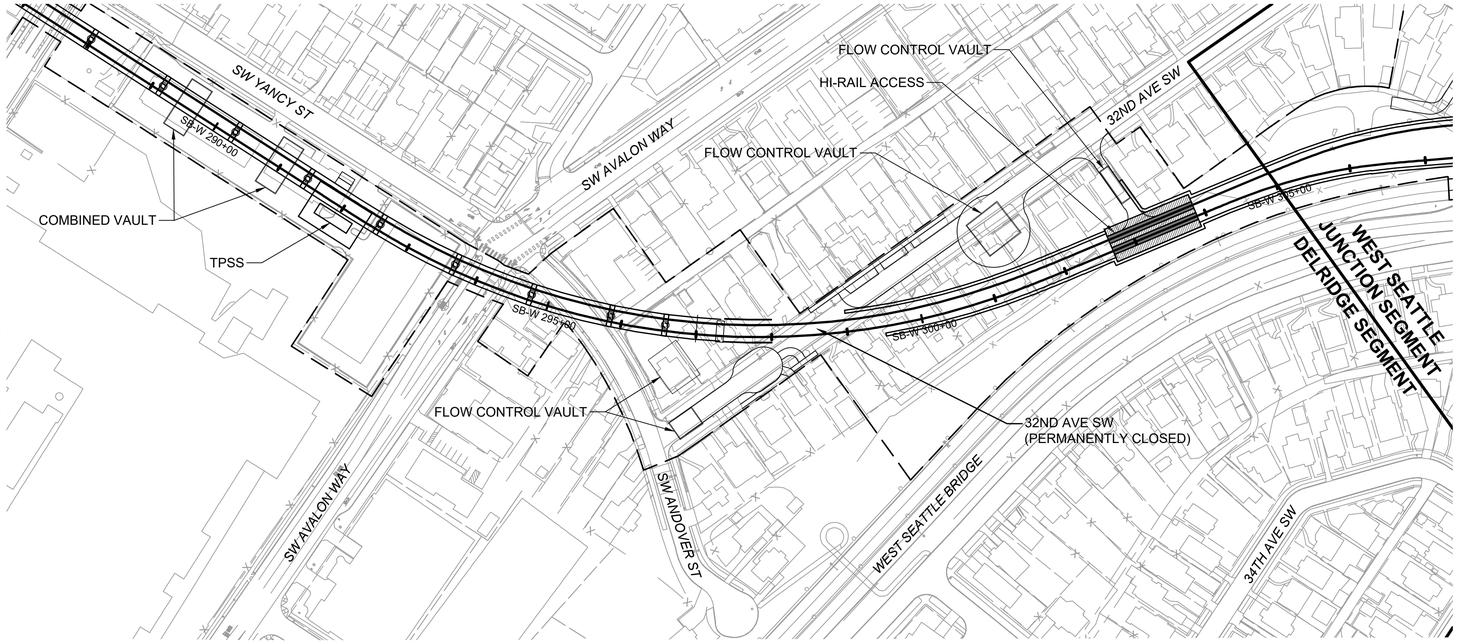
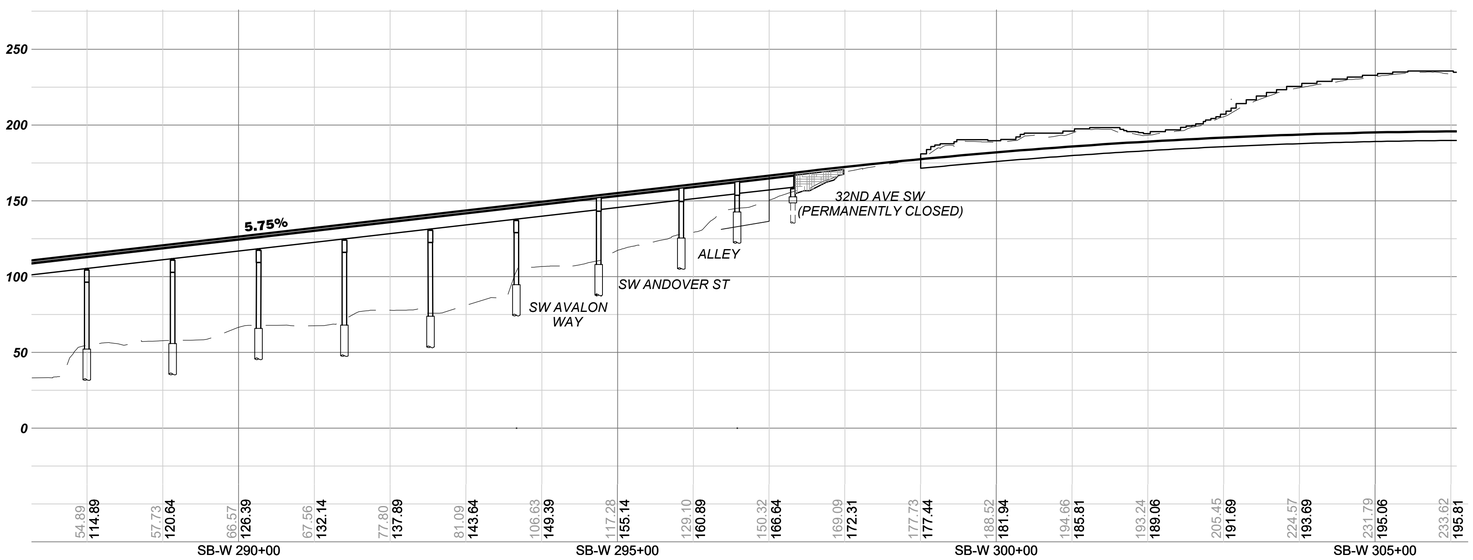
SEE DWG L50-GSP023



PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 3:01 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DELRIDGE SEGMENT

PREFERRED ANDOVER STREET STATION LOWER HEIGHT SOUTH ALIGNMENT OPTION (DEL-6b)

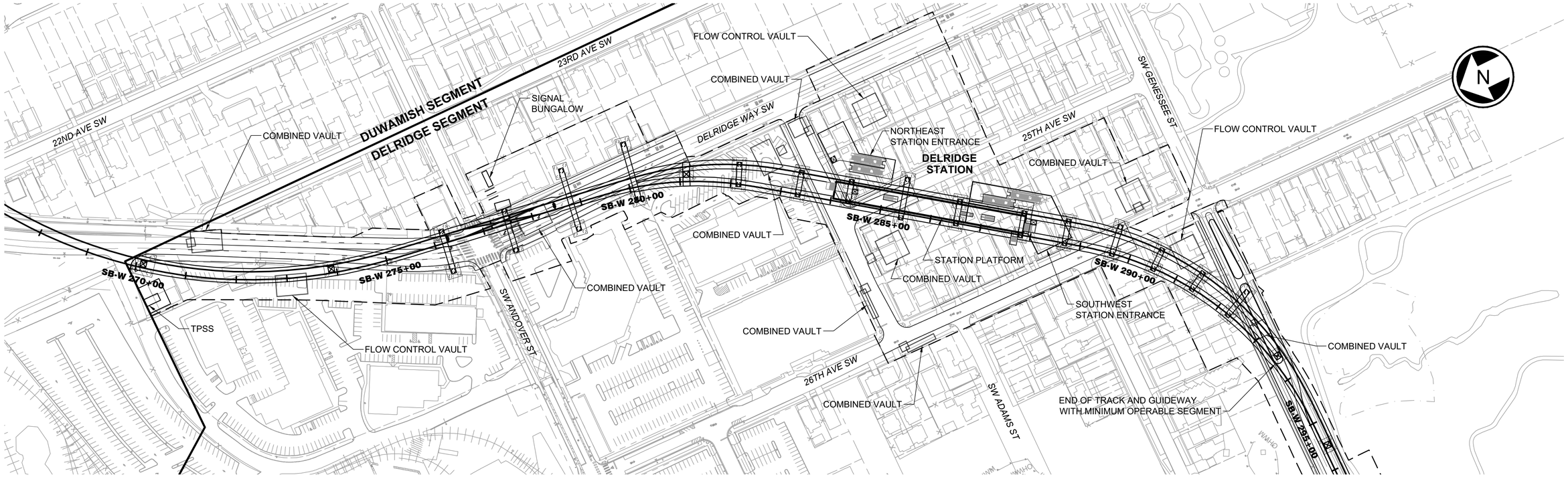
PLAN AND PROFILE

L50-GSP024

LOC. ID: L50

PG. #: 51

03/2023

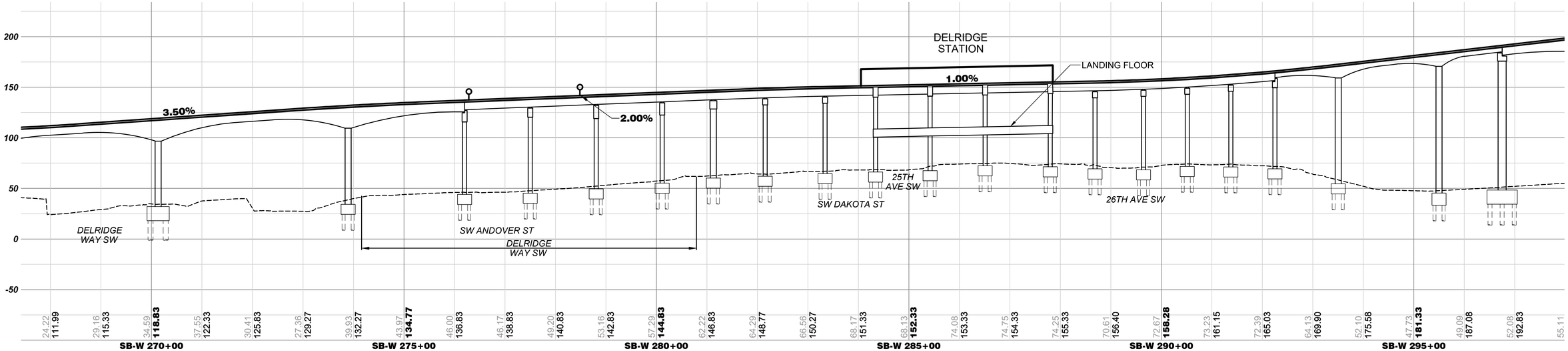


SEE DWG L50-GSP124

PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP100 FOR STATION PLAN.



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DAKOTA STREET STATION ALTERNATIVE (DEL-1a)
PLAN AND PROFILE

L50-GSP123

LOC. ID: L50
PG. #: 52
03/2023

02/19/24 | 3:09 PM | RMJOHNSON
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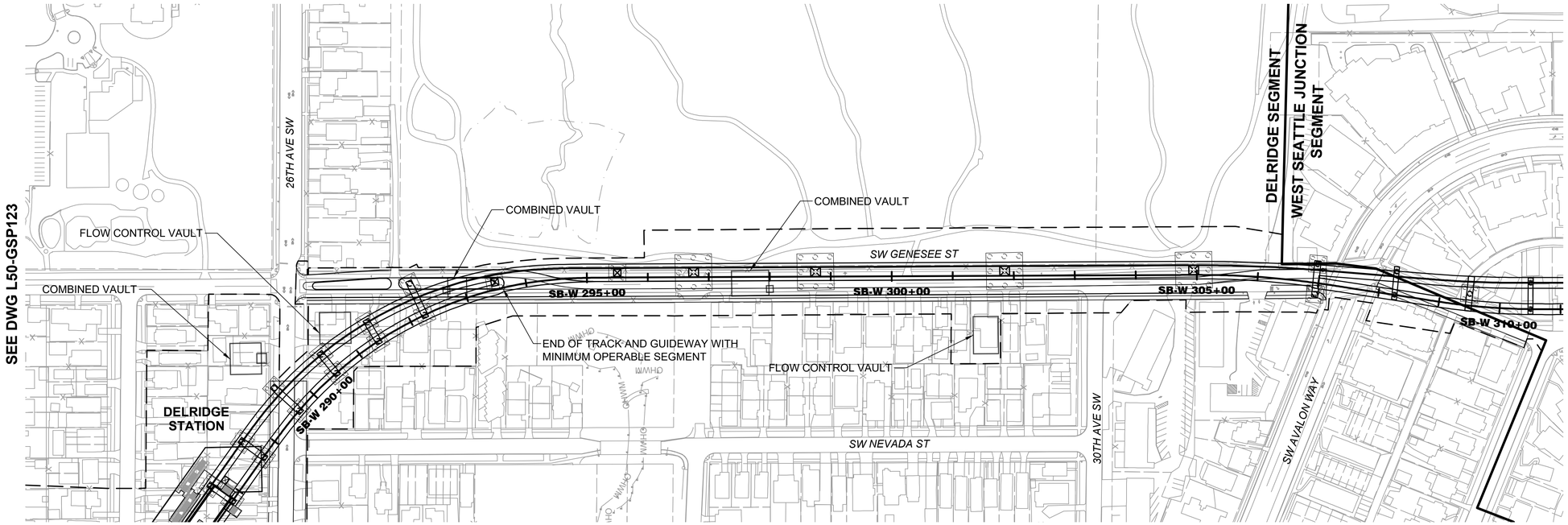
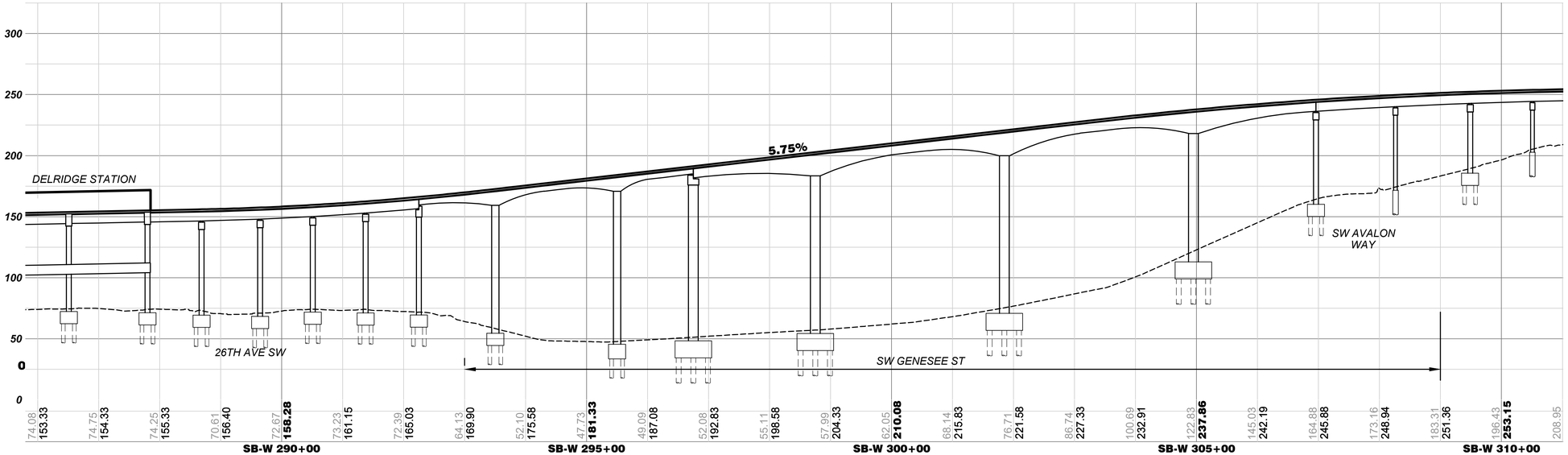


NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP100
FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:11 PM | RMJOHNSON
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SOUNDTRANSIT

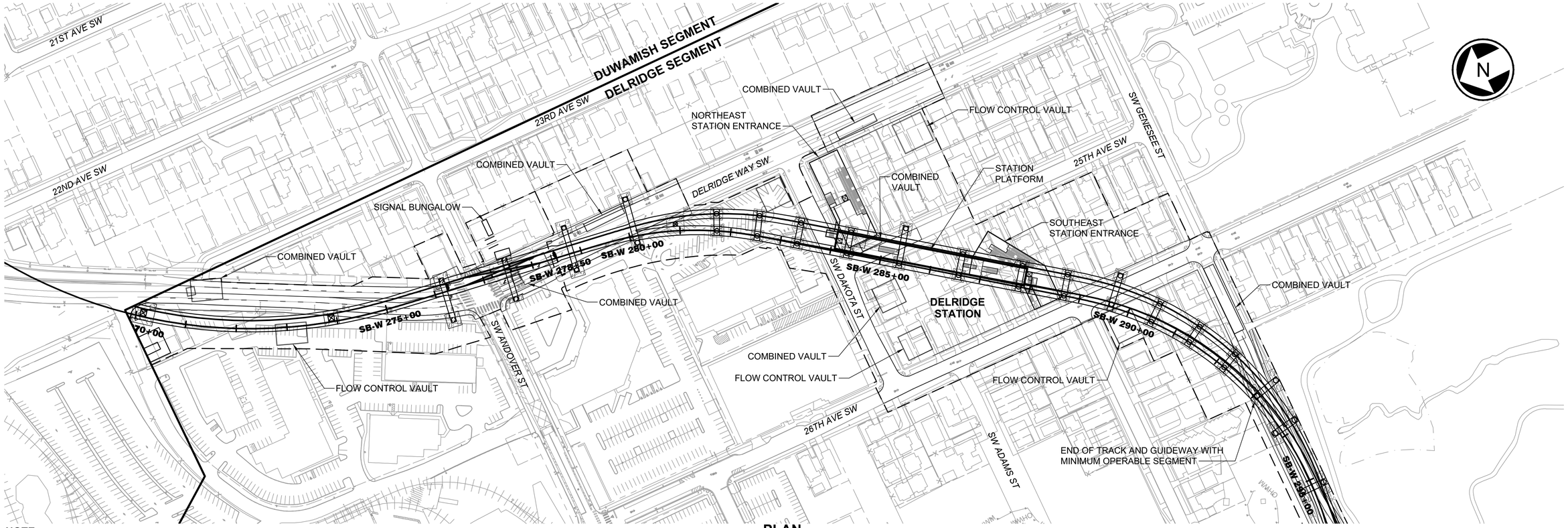
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DAKOTA STREET STATION ALTERNATIVE (DEL-1a)
PLAN AND PROFILE

L50-GSP124

LOC. ID: L50
PG. #: 53
03/2023

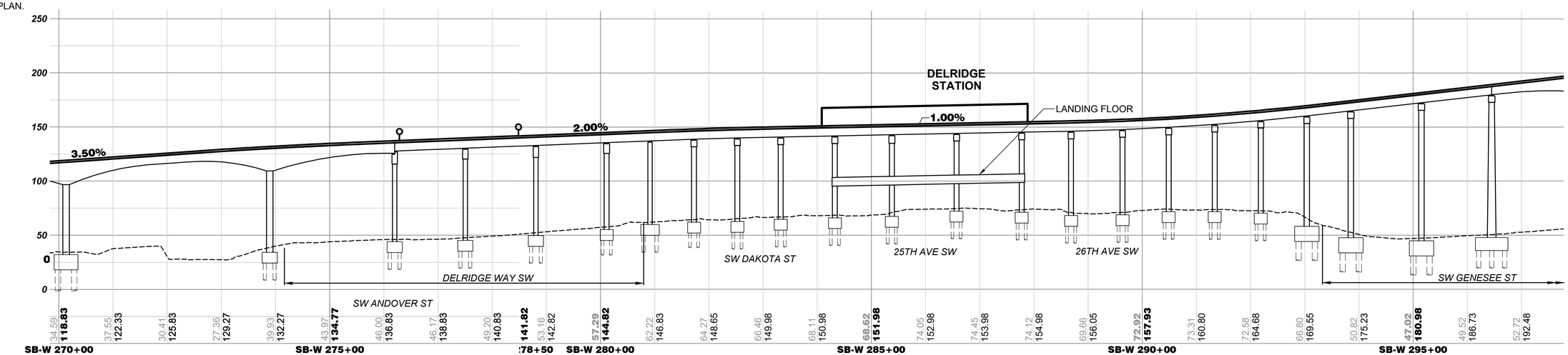


NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP100 FOR STATION PLAN.

PLAN

SCALE: 1" = 100'

SEE DWG L50-GSP824



ELEVATION

SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DAKOTA STREET STATION NORTH ALIGNMENT OPTION (DEL-1b)
PLAN AND PROFILE

L50-GSP823

LOC. ID: L50
PG. #: 54
03/2023

02/19/24 | 4:13 PM | RMJOHNSON
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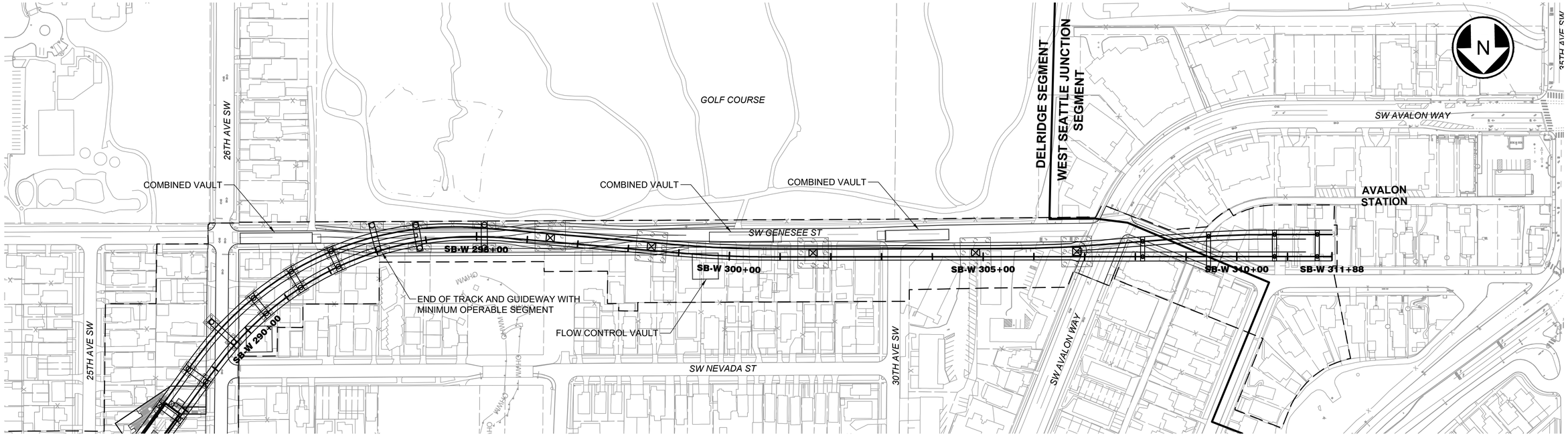
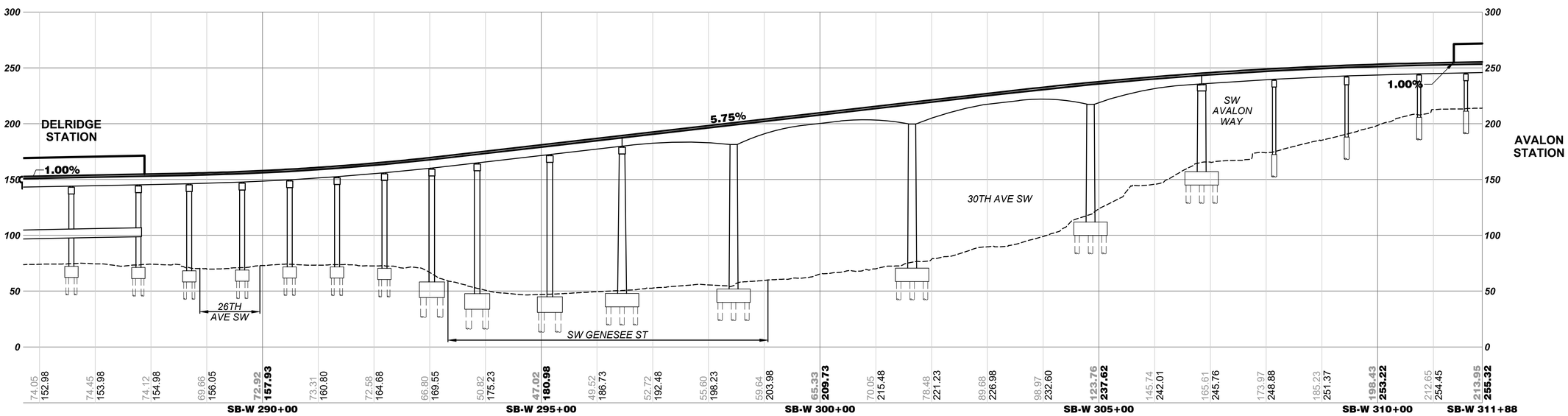


SEE DWG L50-GSP823

PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1"=50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 4:14 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

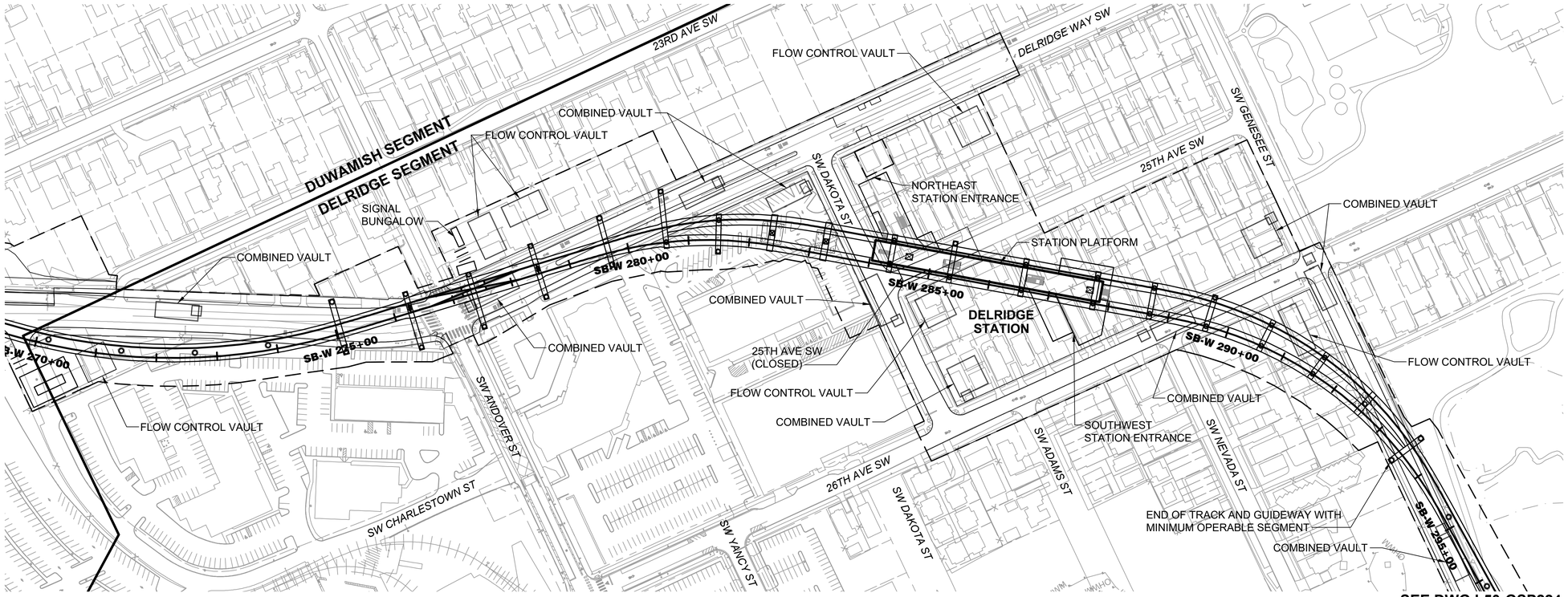
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DELRIDGE SEGMENT
DAKOTA STREET STATION NORTH ALIGNMENT OPTION (DEL-1b)
PLAN AND PROFILE

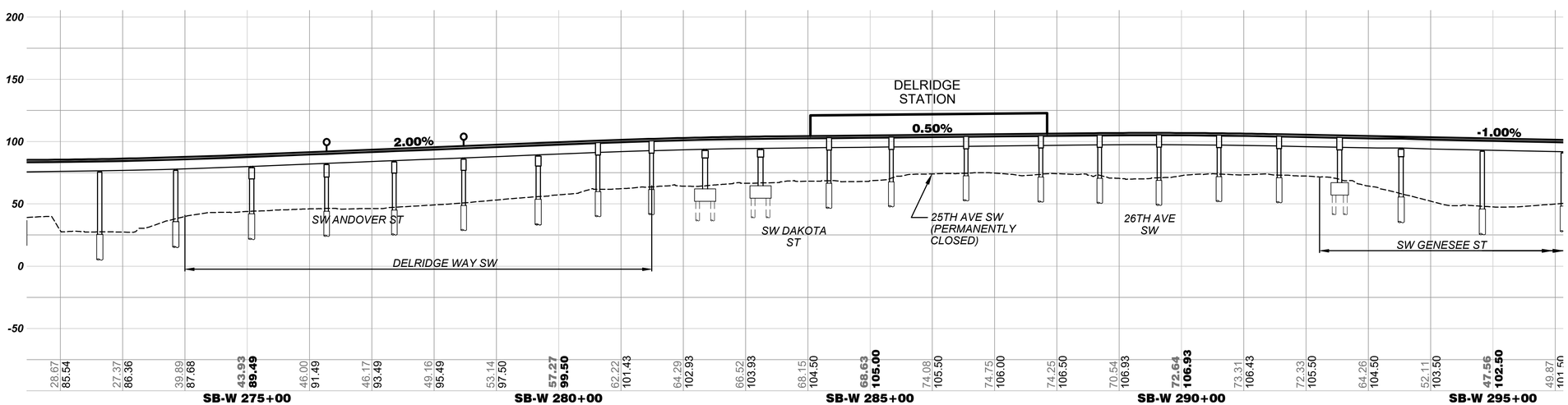
L50-GSP824

LOC. ID: L50
PG. #: 55
03/2023



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP200 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:15 PM | RMJOHNSON
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SOUNDTRANSIT

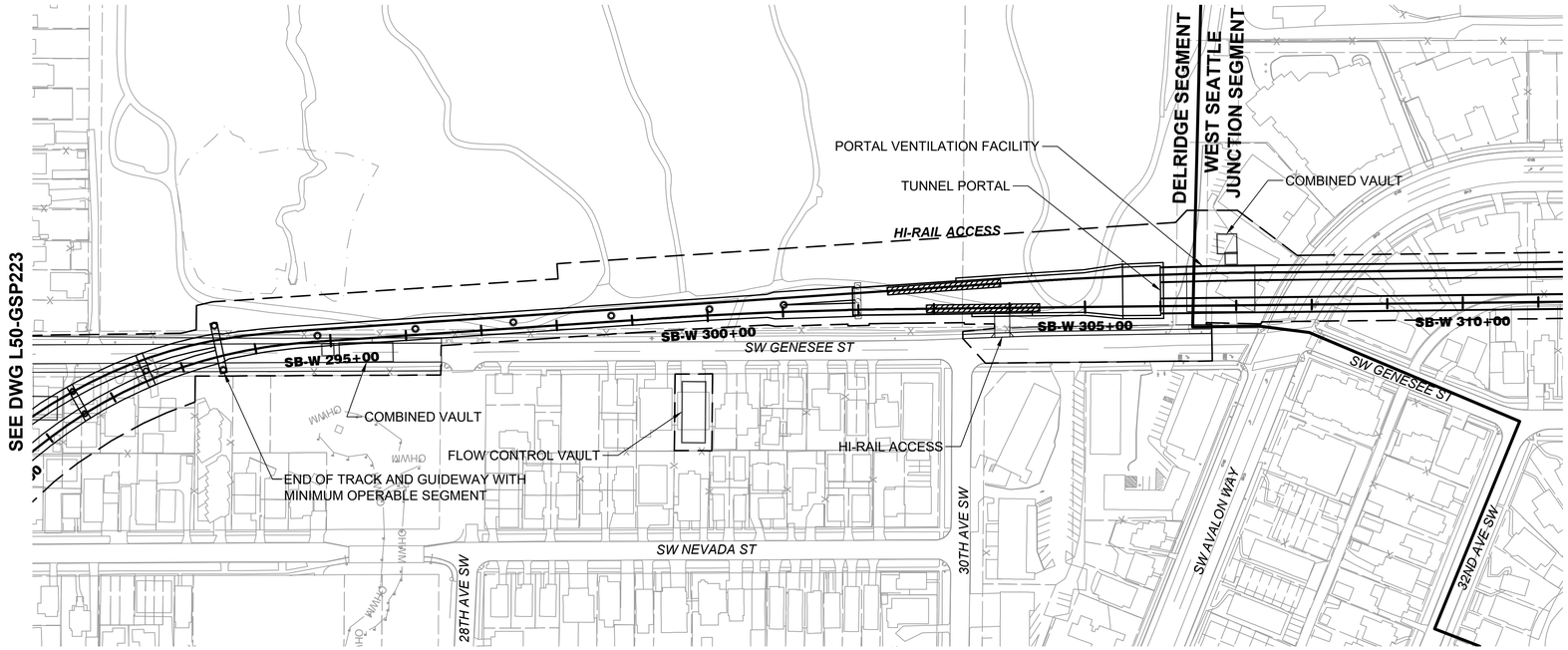
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DAKOTA STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-2a)
PLAN AND PROFILE

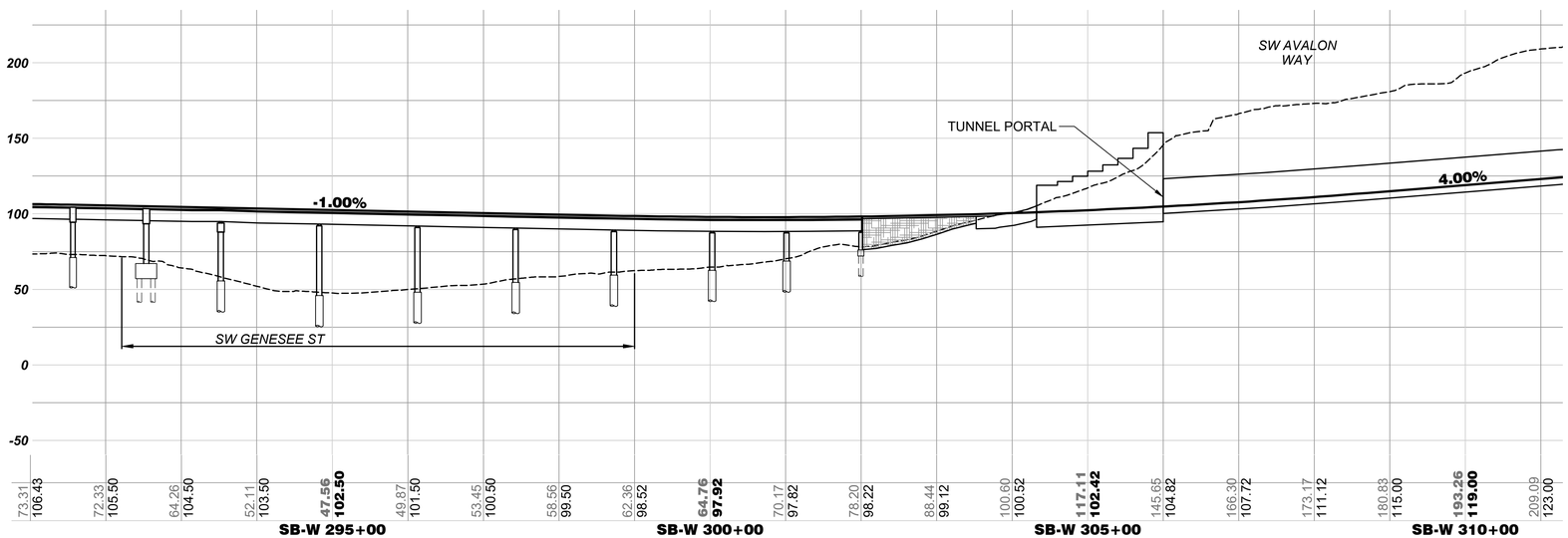
L50-GSP223

LOC. ID: L50
PG. #: 56
03/2023



PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 3:16 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

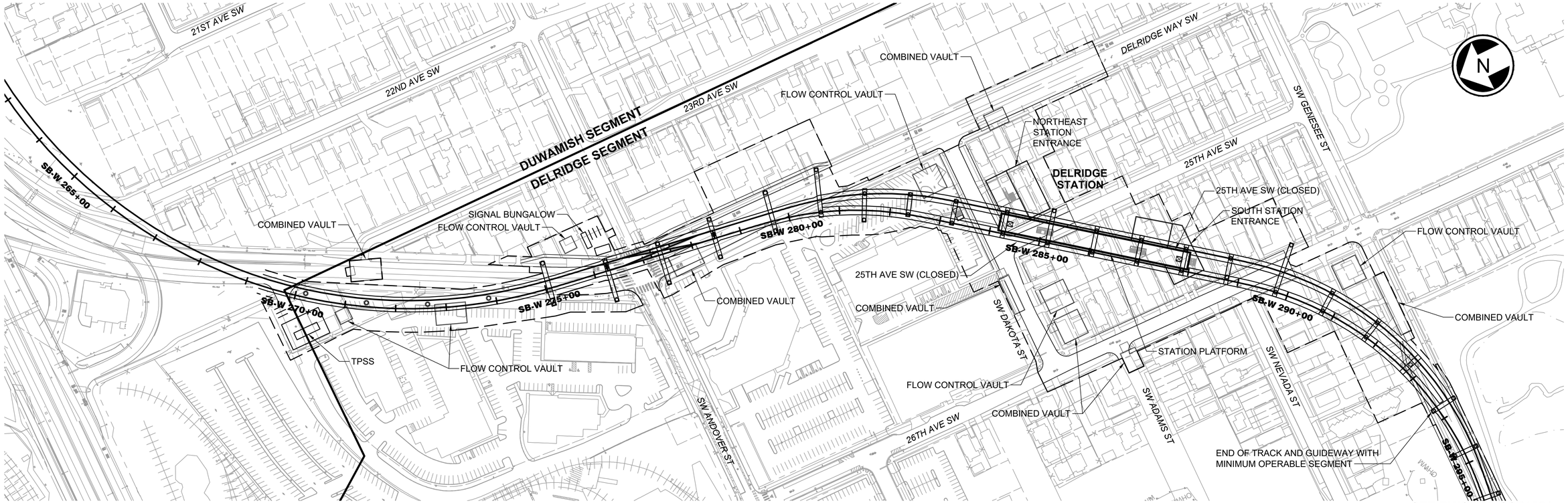
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DELRIDGE SEGMENT
DAKOTA STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-2a)
PLAN AND PROFILE

L50-GSP224

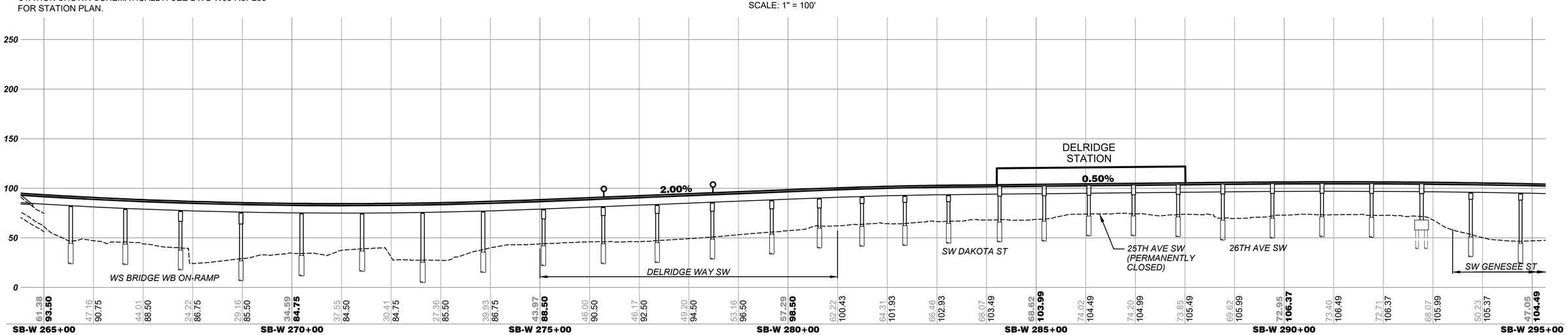
LOC. ID: L50
PG. #: 57
03/2023



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP200 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'

SEE DWG L50-GSP1024



ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 4:17 PM | RMJOHNSON
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SOUNDTRANSIT

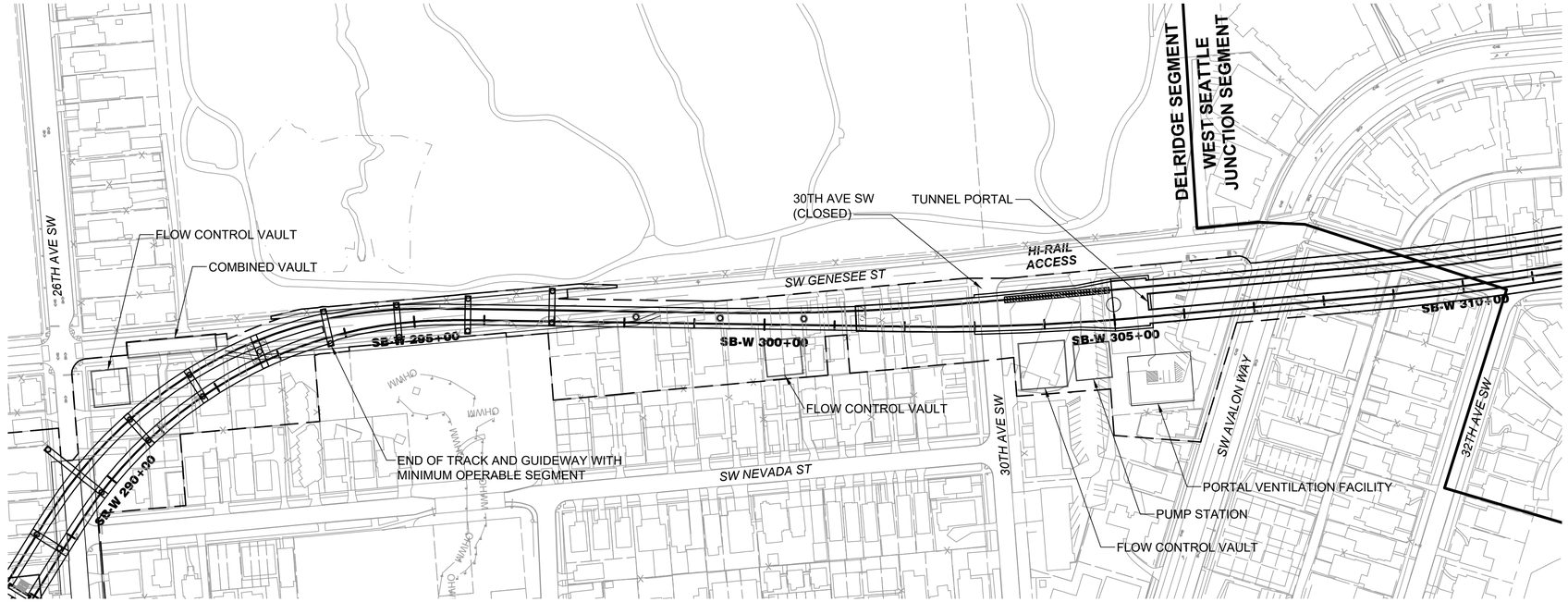
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DAKOTA STREET STATION LOWER HEIGHT NORTH ALIGNMENT OPTION (DEL-2b)
PLAN AND PROFILE

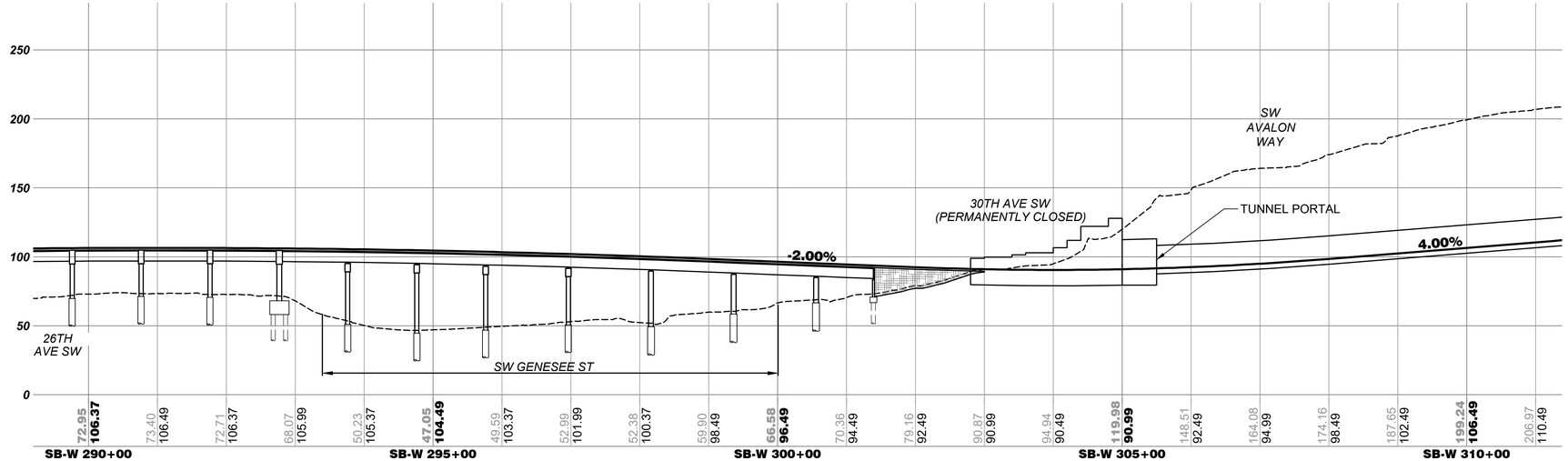
L50-GSP1023

LOC. ID: L50
PG. #: 58
03/2023



SEE DWG L50-GSP1023

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 4:18 PM | RMJOHNSON
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SOUNDTRANSIT

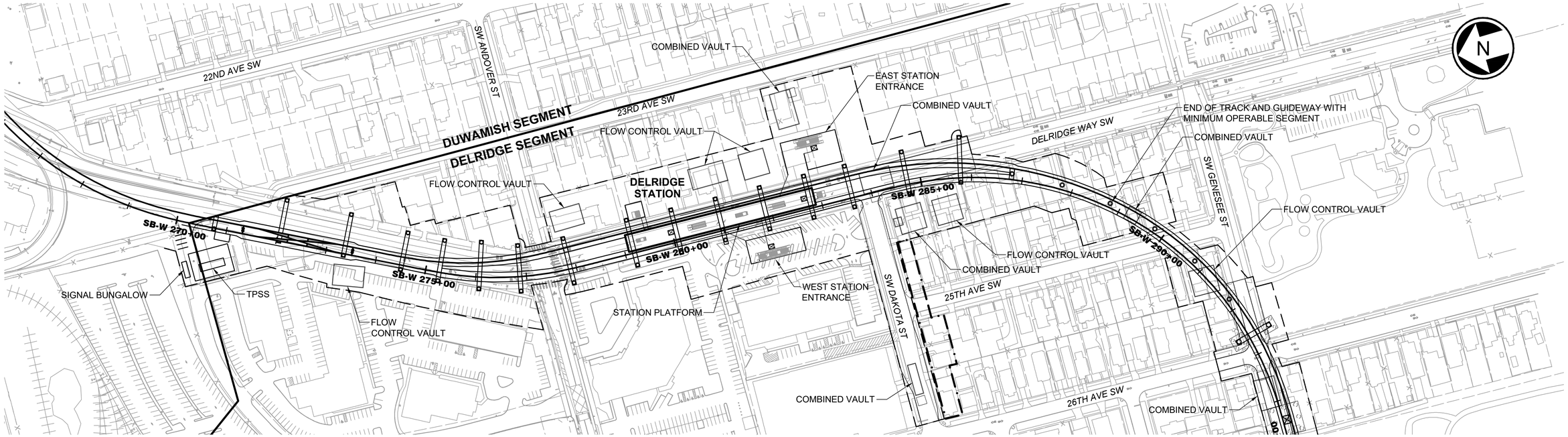
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DAKOTA STREET STATION LOWER HEIGHT NORTH ALIGNMENT OPTION (DEL-2b)
PLAN AND PROFILE

L50-GSP1024

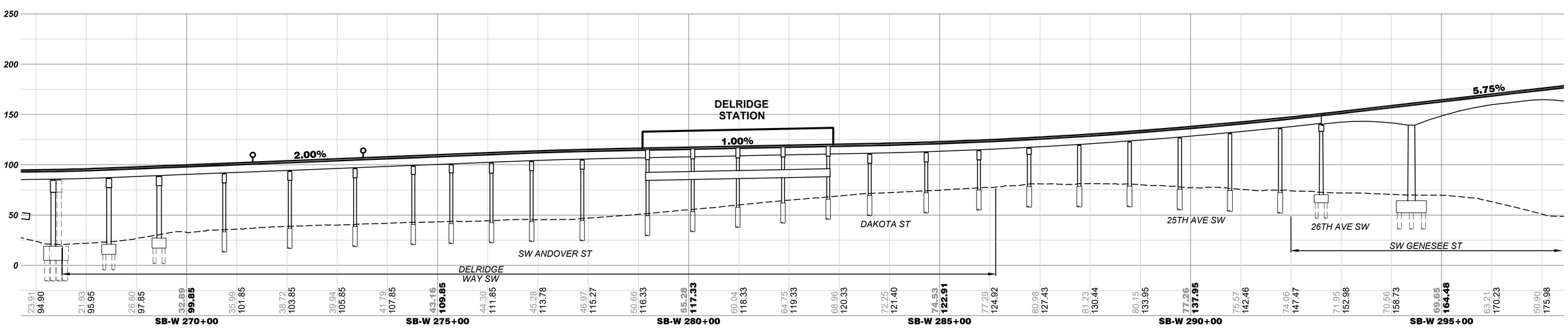
LOC. ID: L50
PG. #: 59
03/2023



SEE DWG L50-GSP424

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP400 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE WAY STATION ALTERNATIVE (DEL-3)
PLAN AND PROFILE

L50-GSP423

LOC. ID: L50
PG. #: 60
03/2023

02/19/24 | 3:21 PM | RMJOHNSON
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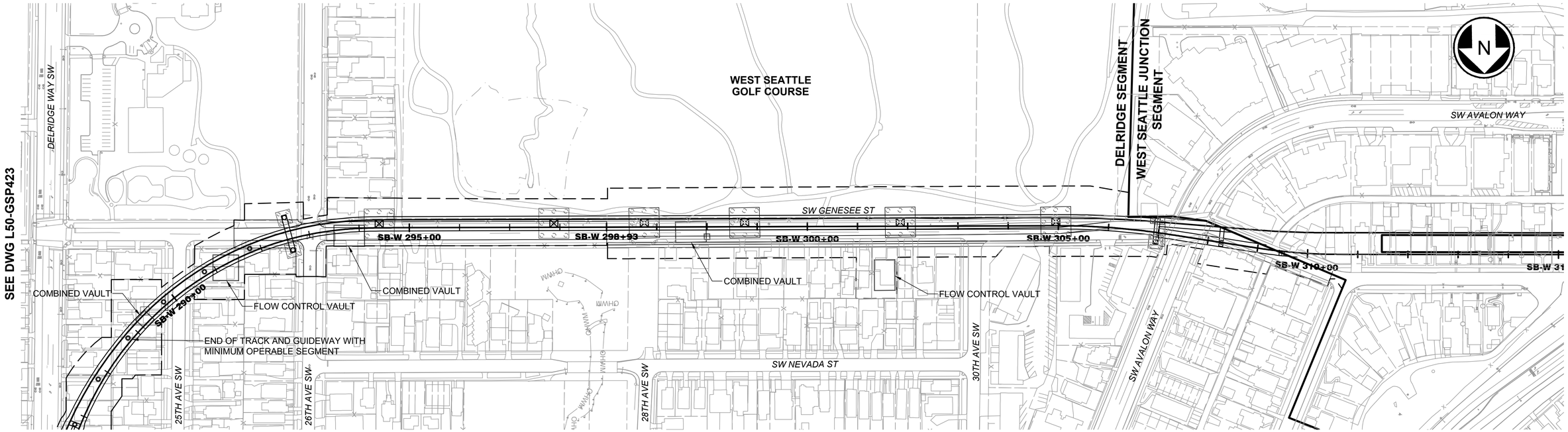
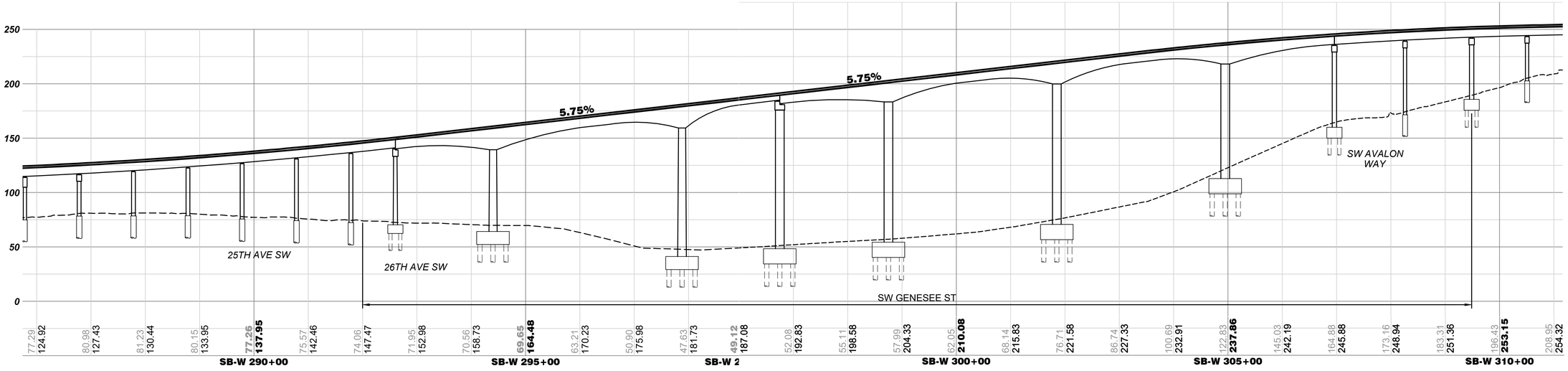


PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

02/19/24 | 3:24 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

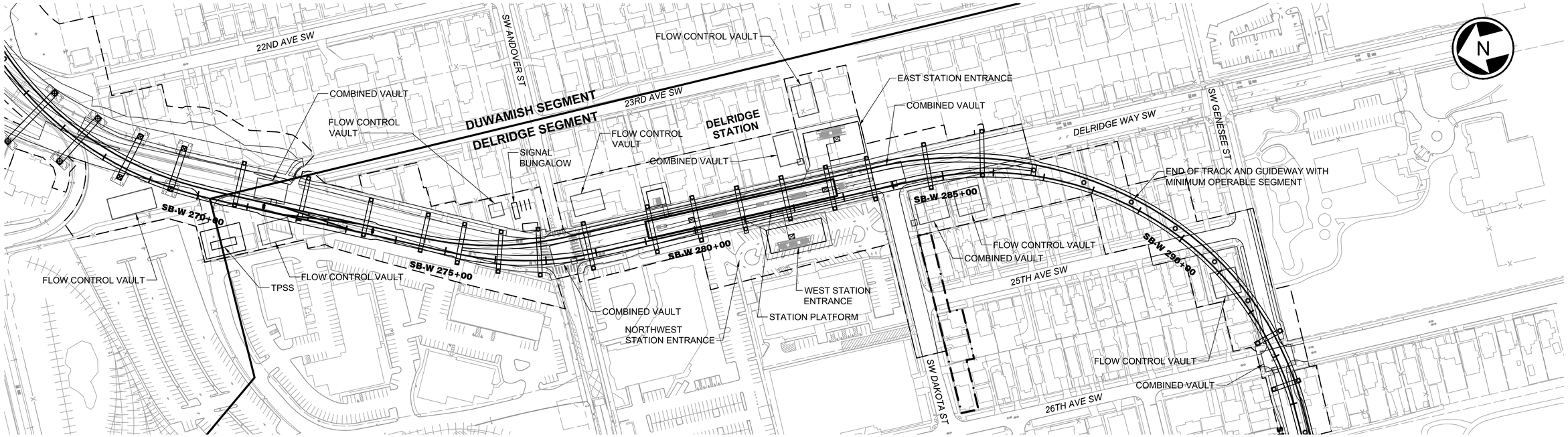
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DELRIDGE SEGMENT
DELRIDGE WAY STATION ALTERNATIVE (DEL-3)
PLAN AND PROFILE

L50-GSP424

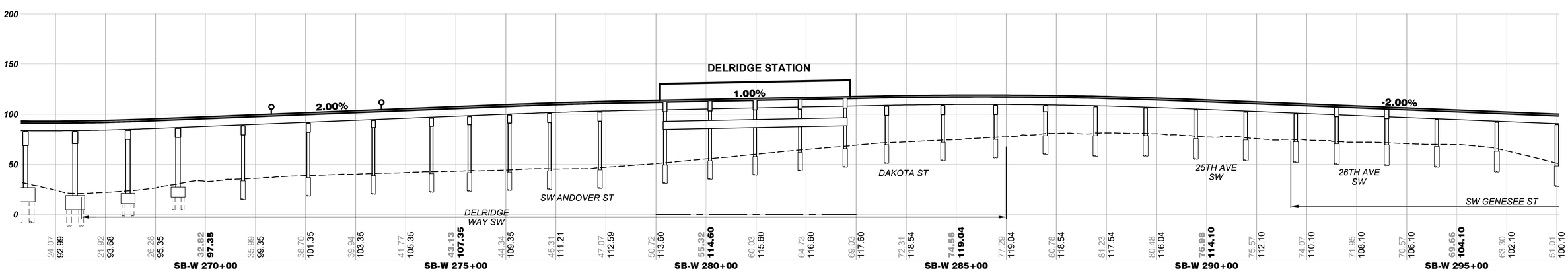
LOC. ID: L50
PG. #: 61
03/2023



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP400 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'

SEE DWG L50-GSP1124



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

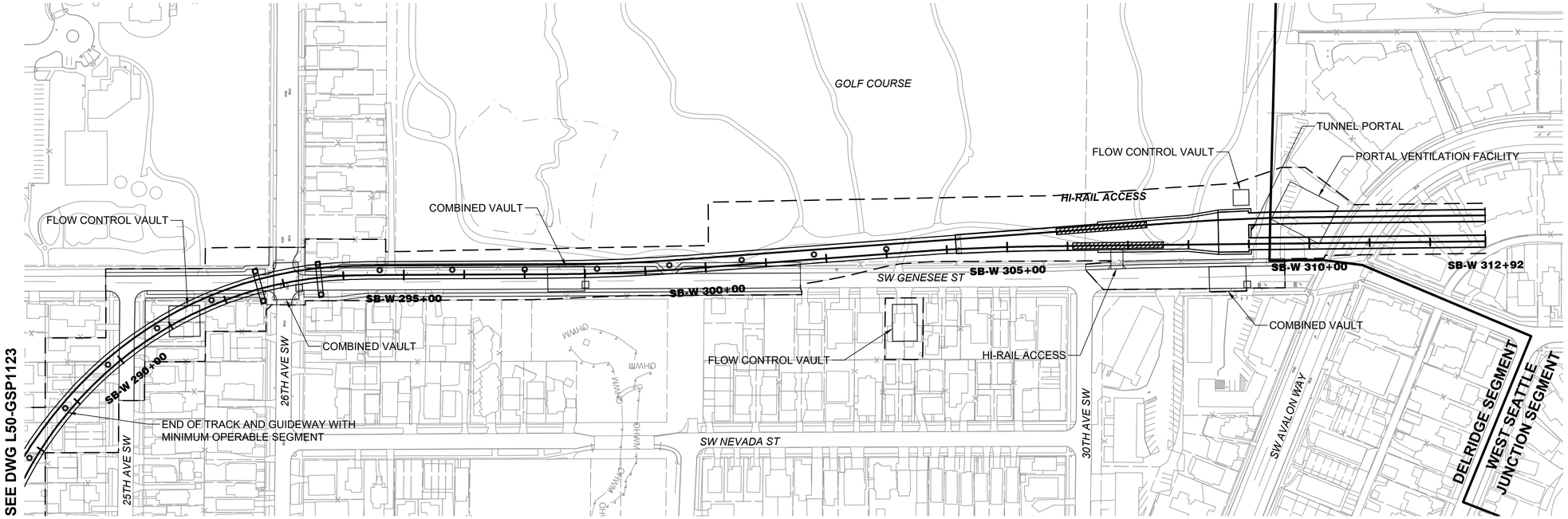
HNTB

WEST SEATTLE LINK EXTENSION

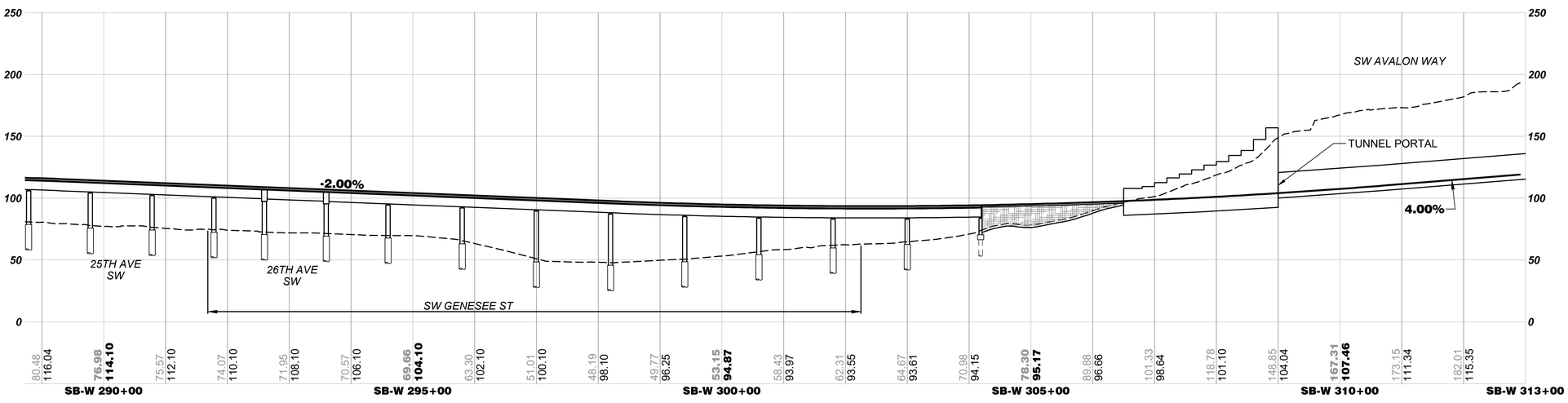
FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE WAY STATION LOWER HEIGHT ALTERNATIVE (DEL-4)
PLAN AND PROFILE

L50-GSP1123

LOC. ID: L50
PG. #: 62
03/2023



PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE WAY STATION LOWER HEIGHT ALTERNATIVE (DEL-4)
PLAN AND PROFILE

L50-GSP1124

LOC. ID: L50
PG. #: 63
03/2023

02/19/24 | 4:22 PM | RMJOHNSON
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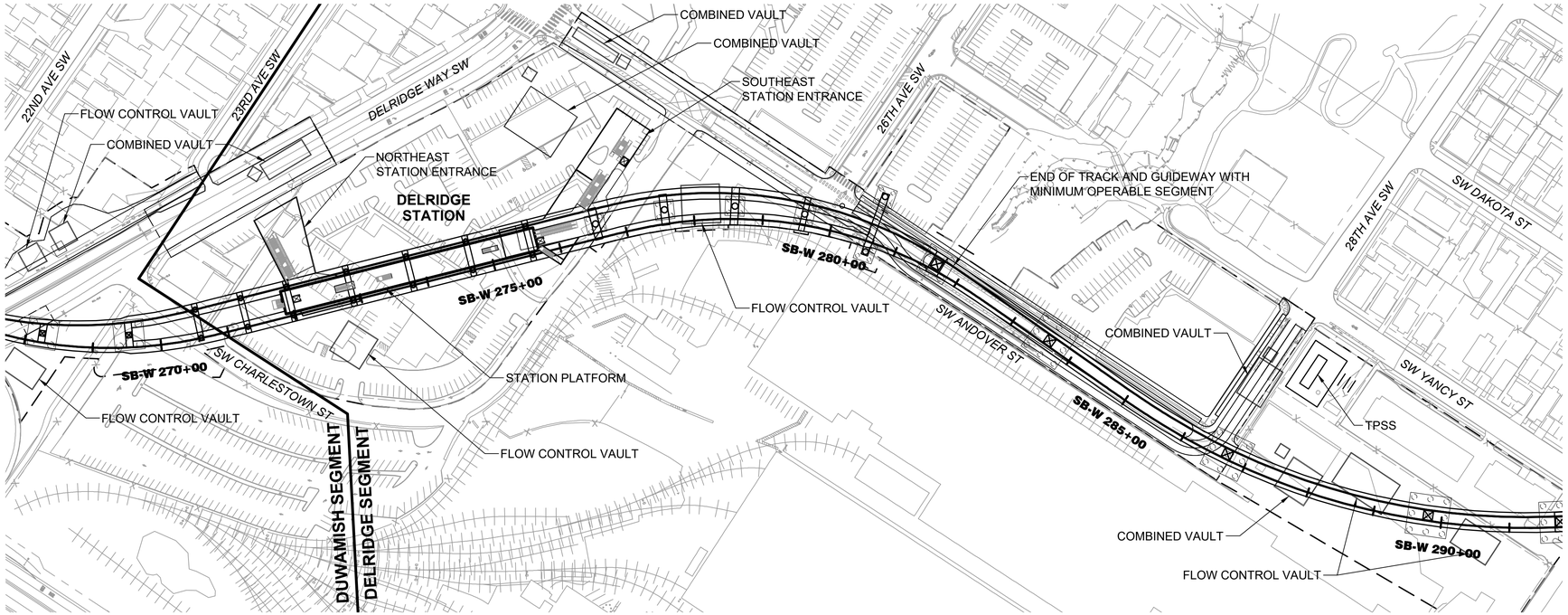
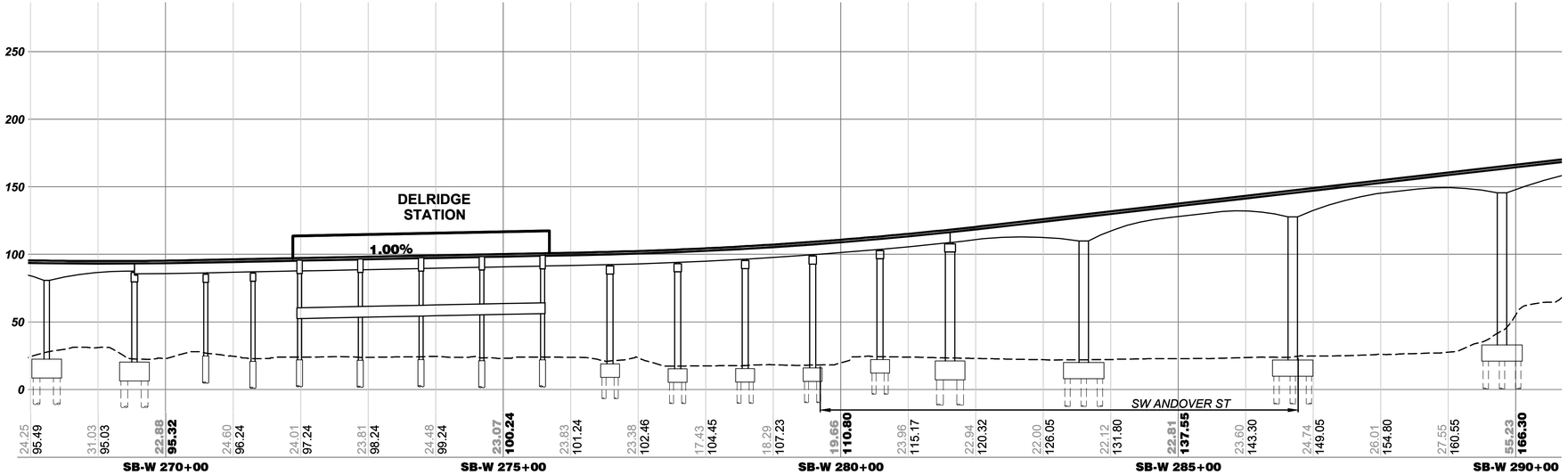


SEE DWG L50-GSP324

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP300 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

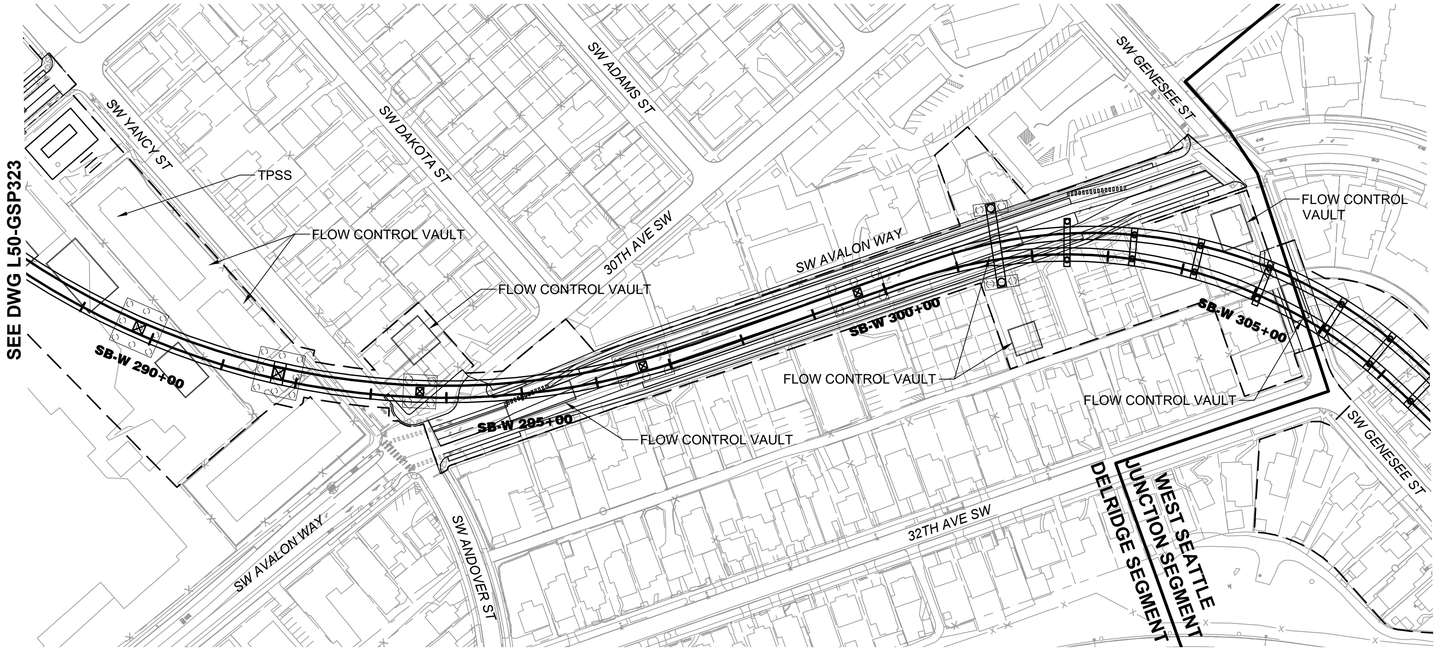
HNTB

WEST SEATTLE LINK EXTENSION

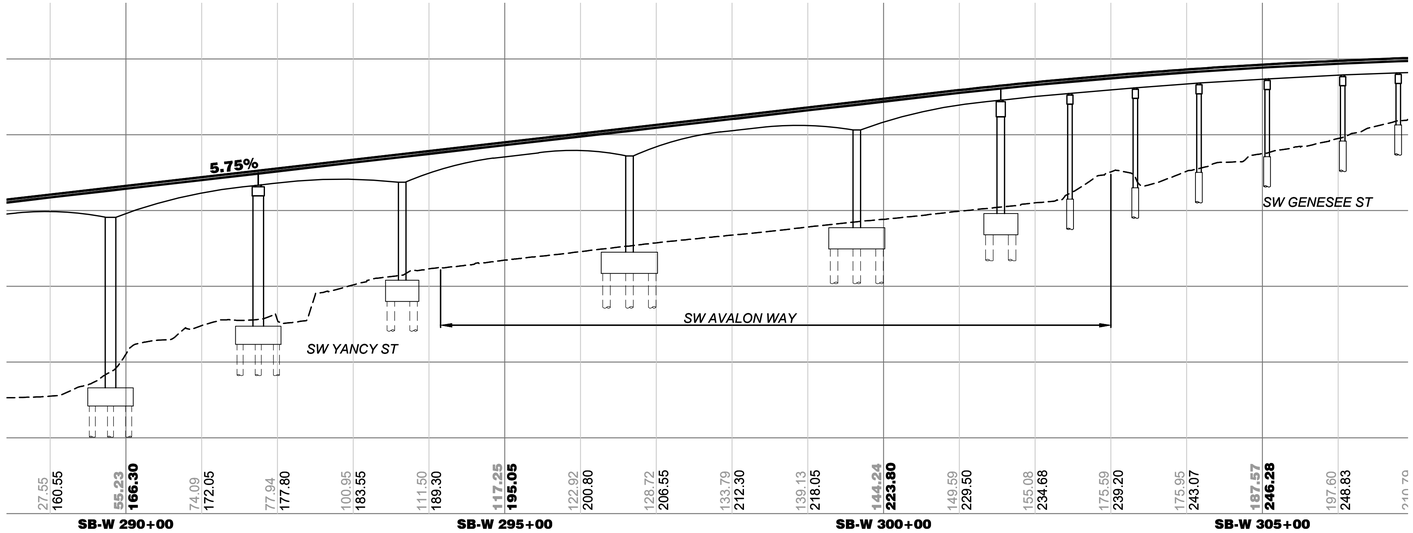
FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
ANDOVER STREET STATION ALTERNATIVE (DEL-5)
PLAN AND PROFILE

L50-GSP323

LOC. ID: L50
PG. #: 64
03/2023



PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

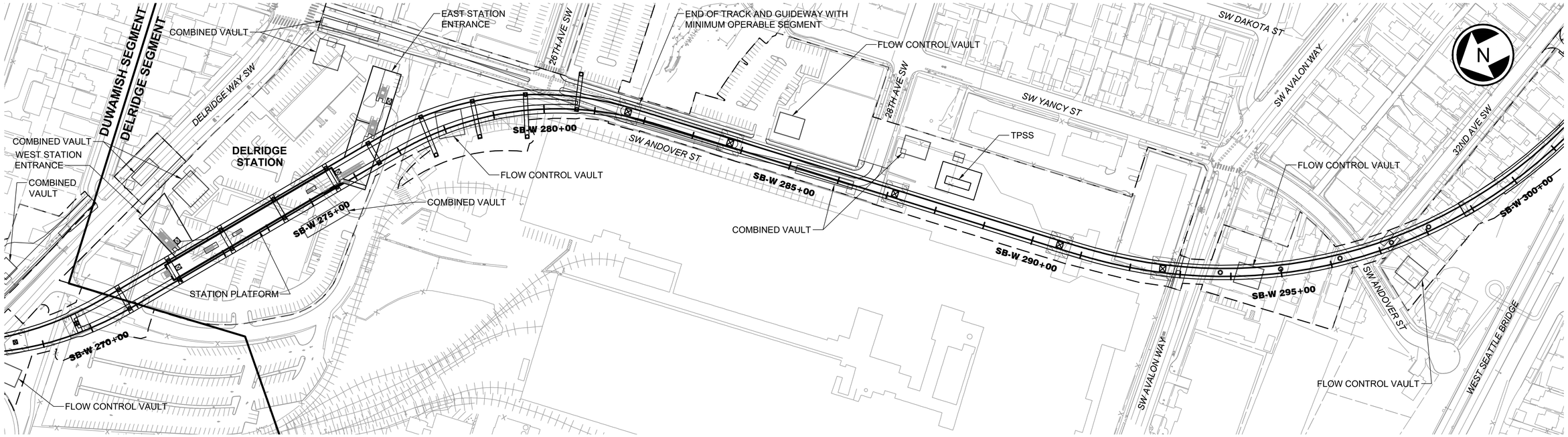
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
ANDOVER STREET STATION ALTERNATIVE (DEL-5)
PLAN AND PROFILE

L50-GSP324

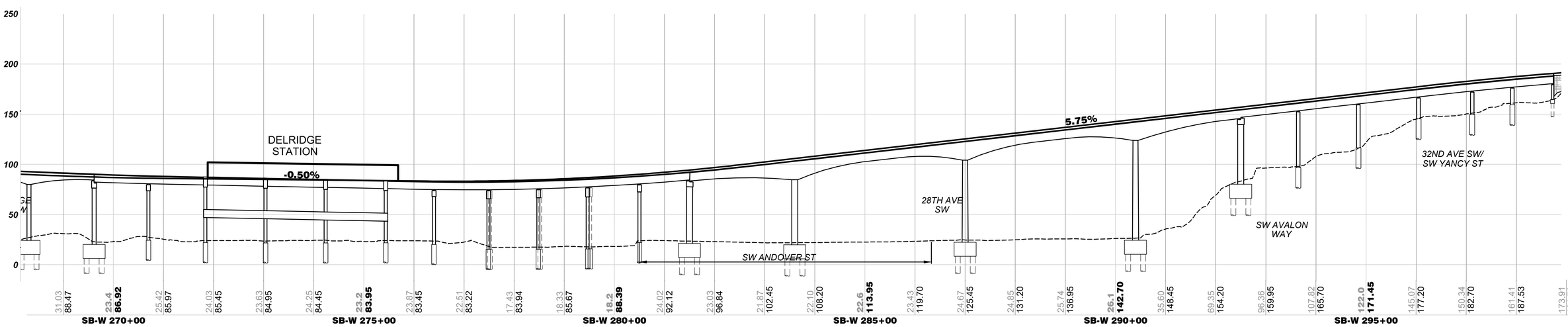
LOC. ID: L50
PG. #: 65
03/2023



SEE DWG L50-GSP524

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP300 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:28 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

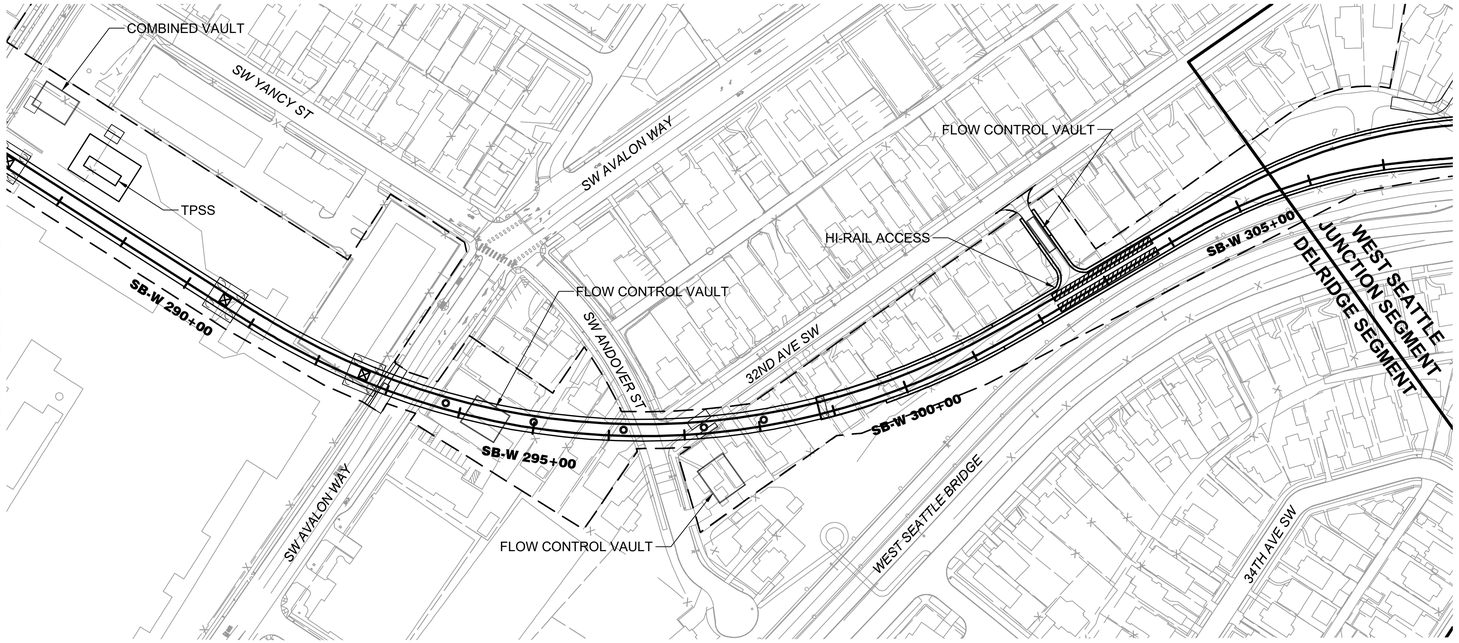
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
ANDOVER STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-6a)
PLAN AND PROFILE

L50-GSP523

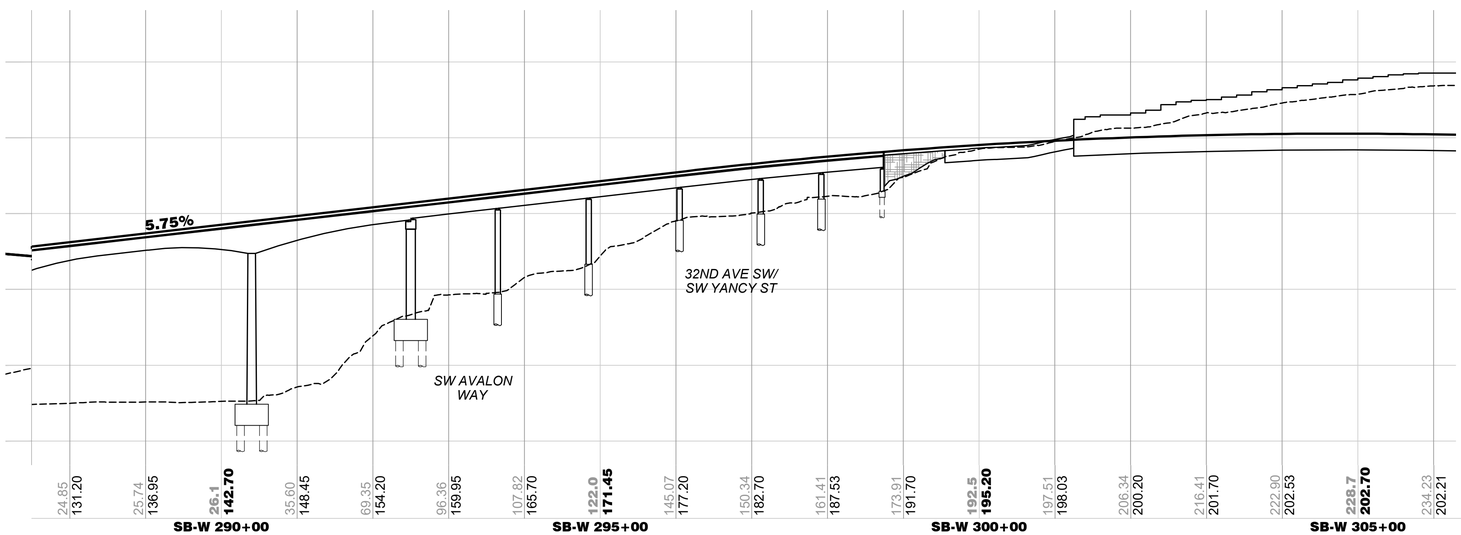
LOC. ID: L50
PG. #: 66
03/2023

SEE DWG L50-GSP523



PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

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SOUNDTRANSIT

HNTB

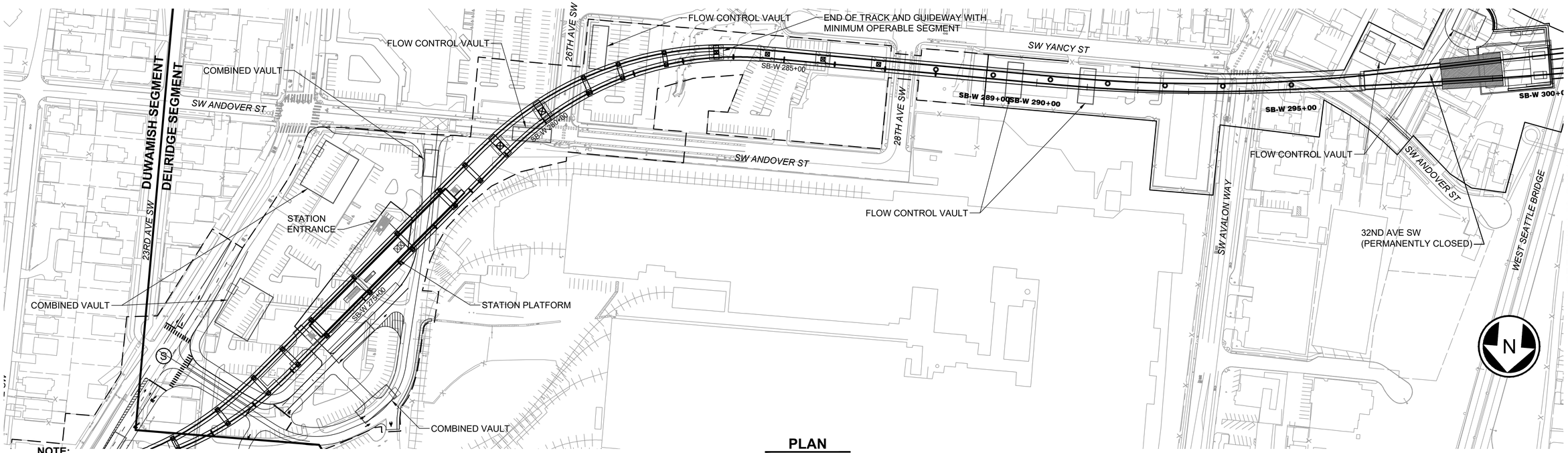
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DELRIDGE SEGMENT
ANDOVER STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-6a)
PLAN AND PROFILE

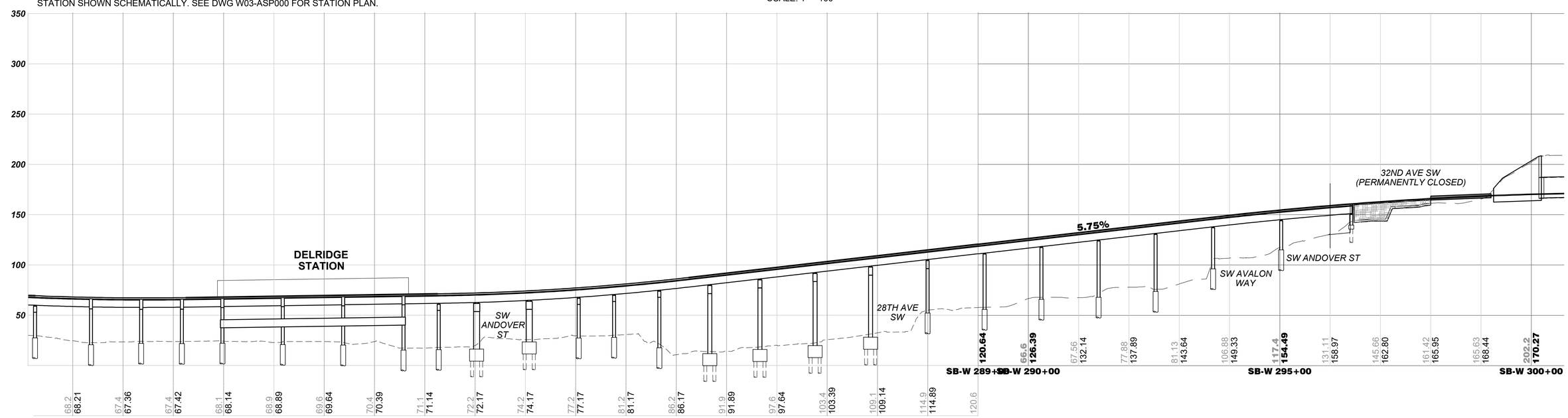
L50-GSP524

LOC. ID: L50
PG. #: 67
03/2023



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W03-ASP000 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SEE DWG L50-GSP1324

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
ANDOVER STREET STATION LOWER HEIGHT NO AVALON STATION TUNNEL CONNECTION (DEL-7)
PLAN AND PROFILE

L50-GSP1323
LOC. ID: L50
PG. #: 68
03/2023

02/21/24 | 2:08 PM | RMJOHNSON
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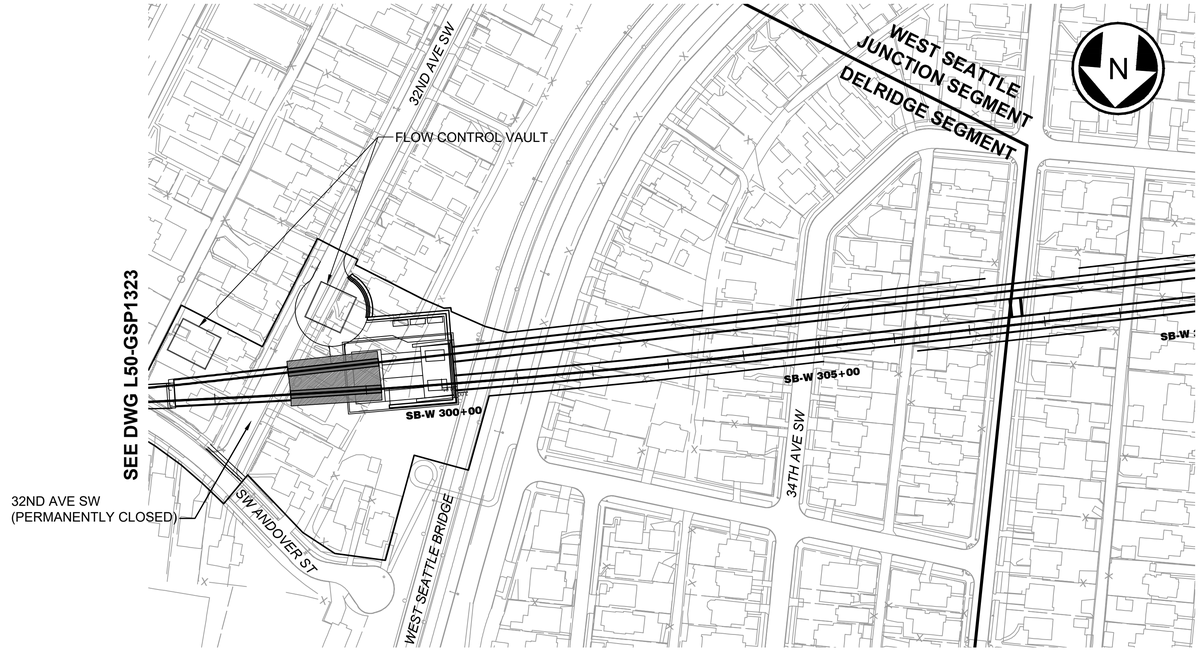
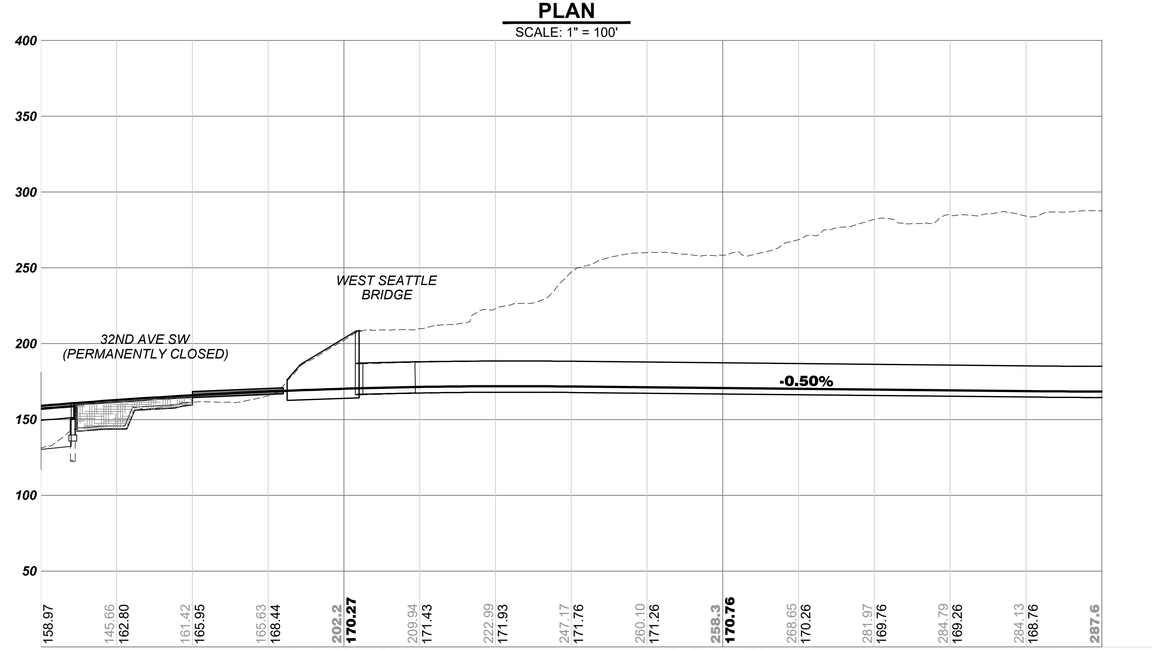


PLAN

SCALE: 1" = 100'



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200

SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DELRIDGE SEGMENT

ANDOVER STREET STATION LOWER HEIGHT NO AVALON STATION TUNNEL CONNECTION (DEL-7)

PLAN AND PROFILE

L50-GSP1324

LOC. ID: L50

PG. #: 69

03/2023

02/19/24 | 4:27 PM | RMJOHNSON

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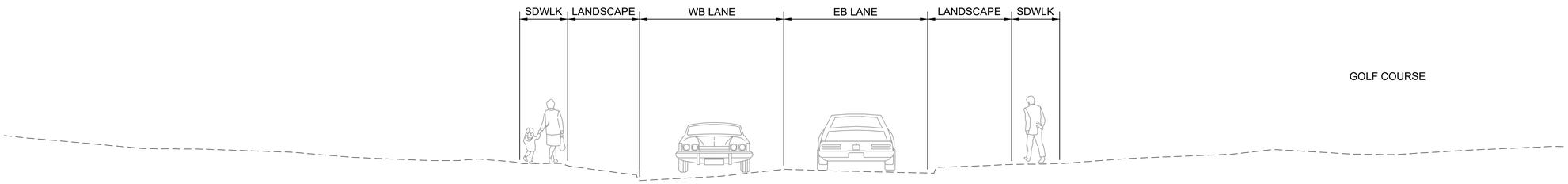
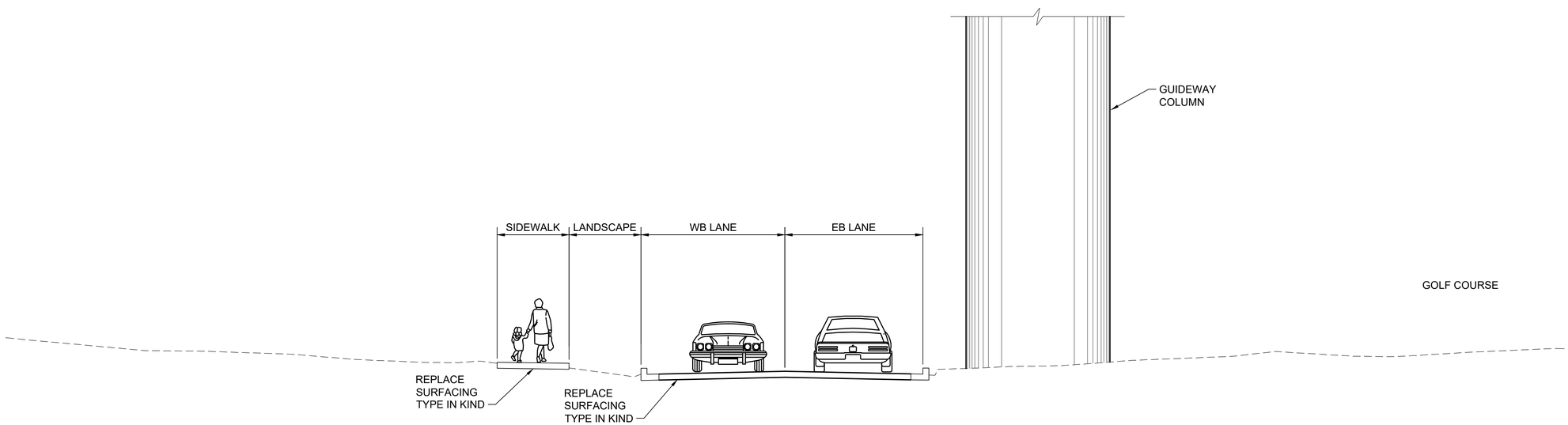


EXISTING ROADWAY SECTION - SW GENESEE ST (LOOKING EAST)

NTS



PROPOSED ROADWAY SECTION - SW GENESEE ST (LOOKING EAST)

NTS

02/13/24 | 4:08 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

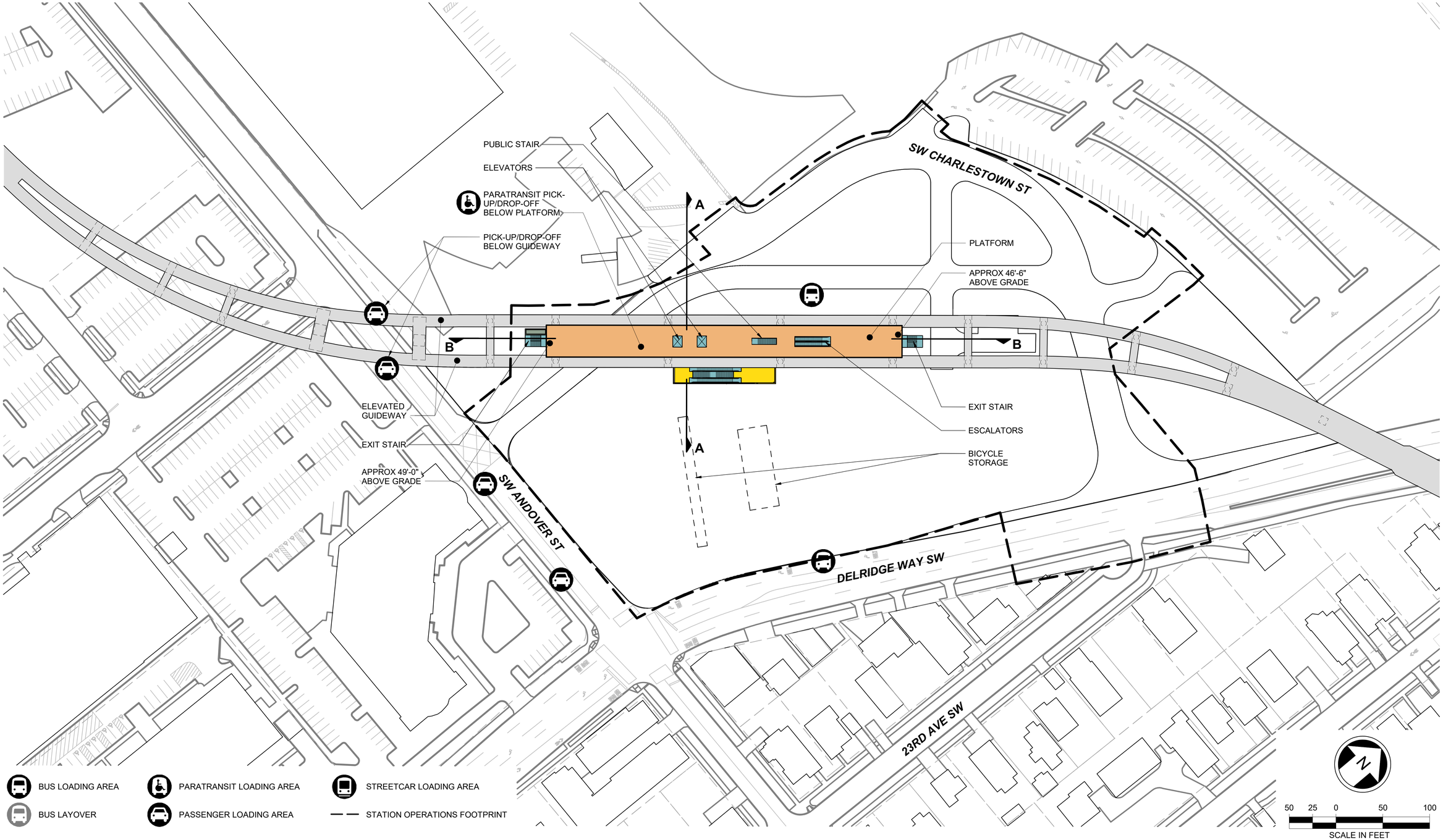
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

DELRIDGE SEGMENT
SW GENESEE STREET
DEL-1a, DEL-2a, DEL-3, AND DEL-4
ROADWAY TYPICAL SECTION

L50-CYX103

LOC. ID: L50
PG. #: 70
03/2023



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Autodesk Docs://66025_West Seattle and Ballard Link Extensions/WSBL-W03-DEL-A-v2022.rvt

SOUNDTRANSIT

HNTB

SCHARRERAD

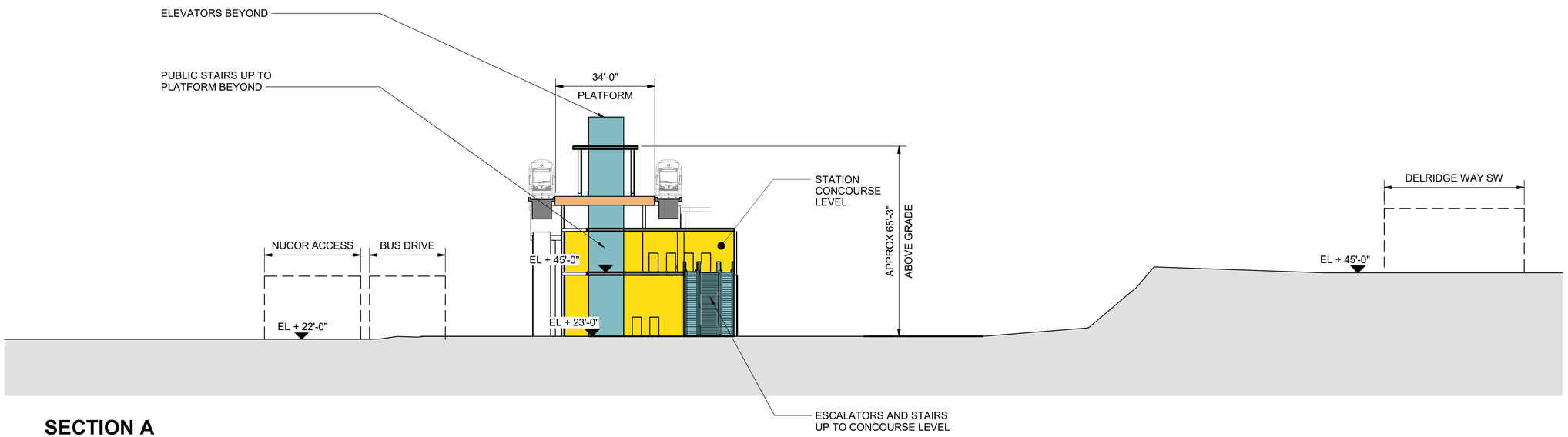
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

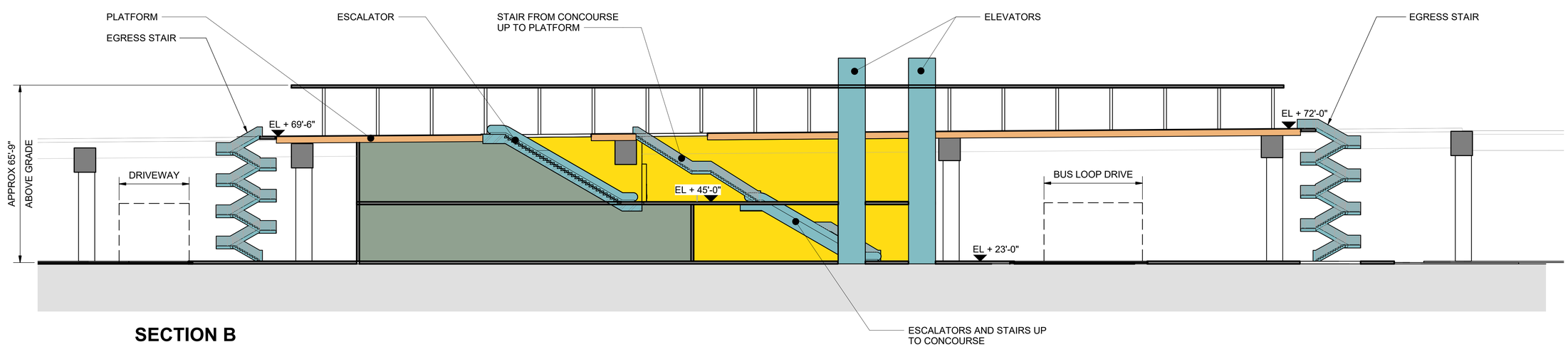
DELRIDGE SEGMENT
DELRIDGE STATION
PREFERRED ANDOVER STREET STATION LOWER HEIGHT SOUTH ALIGNMENT OPTION (DEL-6b) AN
ANDOVER STREET STATION LOWER HEIGHT NO AVALON STATION TUNNEL CONNECTION (DEL-7)
SITE PLAN

W03-ASP000

LOC. ID: W03
PG. #: 71
03/2023



SECTION A



SECTION B

30 15 0 30 60
SCALE IN FEET

SOUNDTRANSIT HNTB SCHARRERAD

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE STATION
PREFERRED ANDOVER STREET STATION LOWER HEIGHT SOUTH ALIGNMENT OPTION (DEL-6b) AND
ANDOVER STREET STATION LOWER HEIGHT NO AVALON STATION TUNNEL CONNECTION (DEL-7)
SITE SECTIONS

W03-ASX000
LOC. ID: W03
PG. #: 72
03/2023

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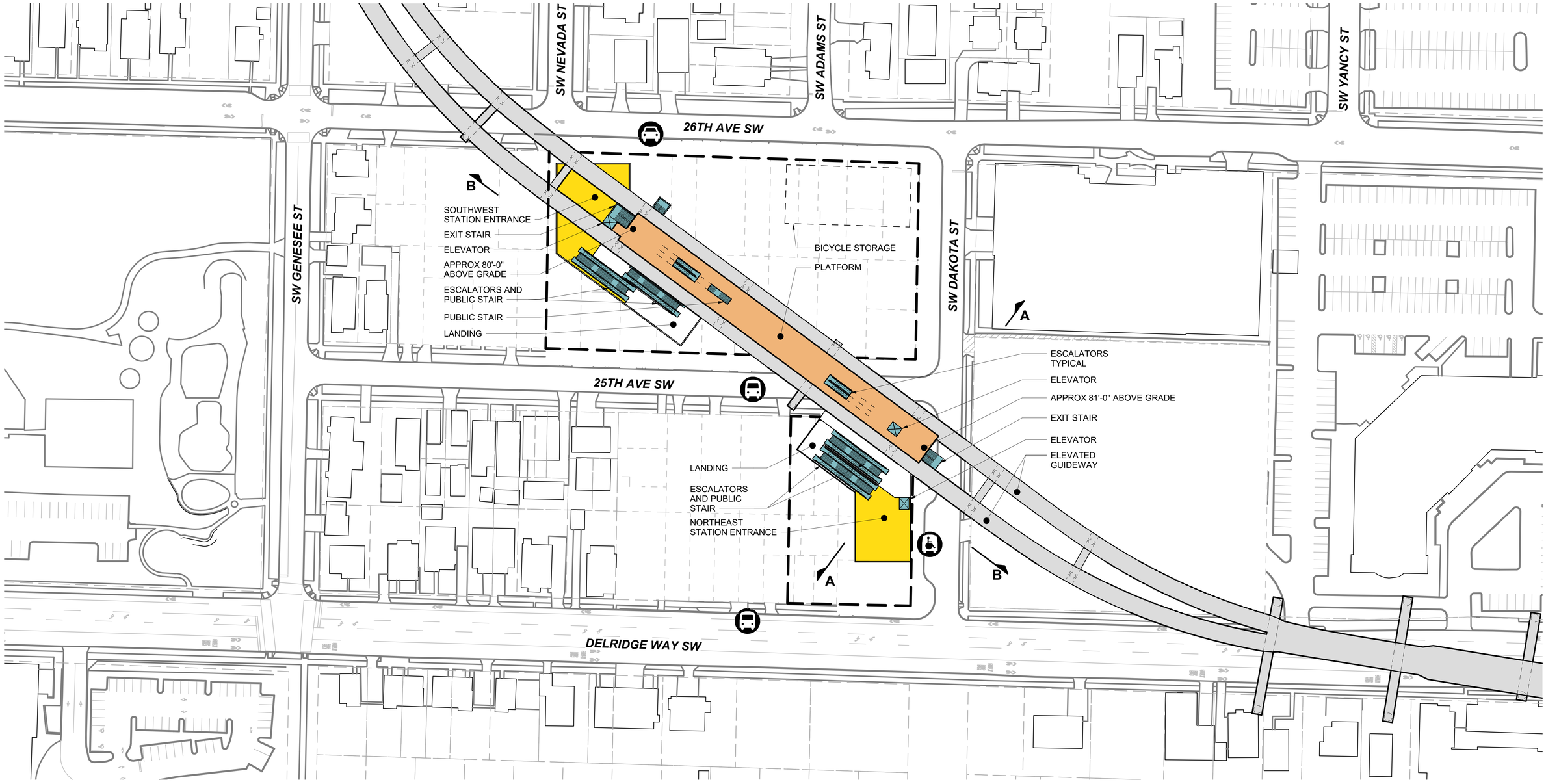
Autodesk Docs://66025_West Seattle and Ballard Link Extensions/WSBL-W03-DEL-A-v2022.rvt



BUS LOADING AREA
BUS LAYOVER
PARATRANSIT LOADING AREA
PASSENGER LOADING AREA
STREETCAR LOADING AREA
STATION OPERATIONS FOOTPRINT

50 25 0 50 100
SCALE IN FEET

N

SOUNDTRANSIT
HNTB
SCHARRERAD

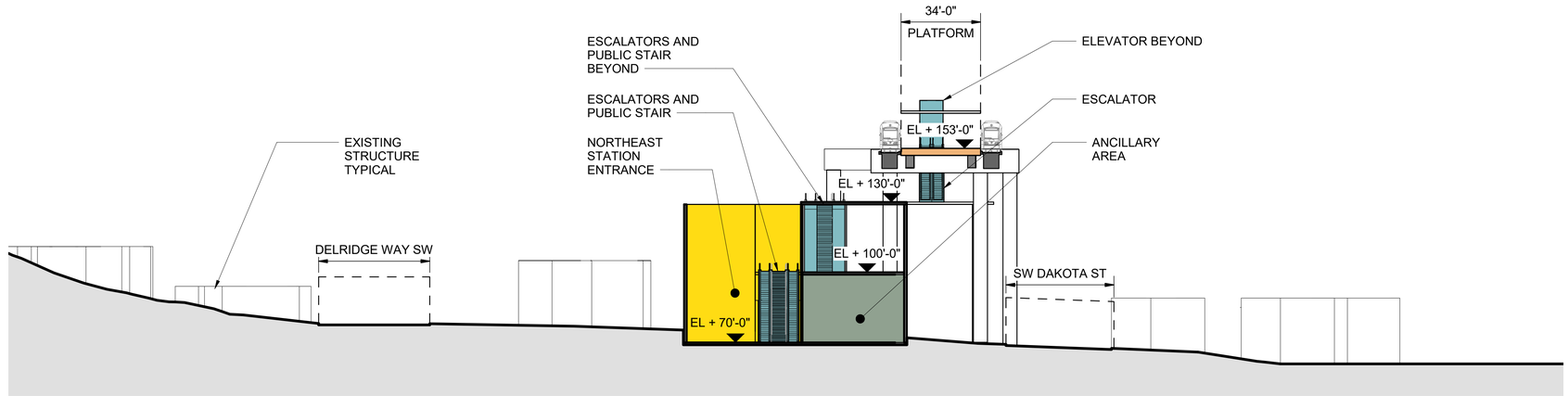
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE STATION
DAKOTA STREET STATION ALTERNATIVE (DEL-1a) AND
DAKOTA STREET STATION NORTH ALIGNMENT OPTION (DEL-1b)
SITE PLAN

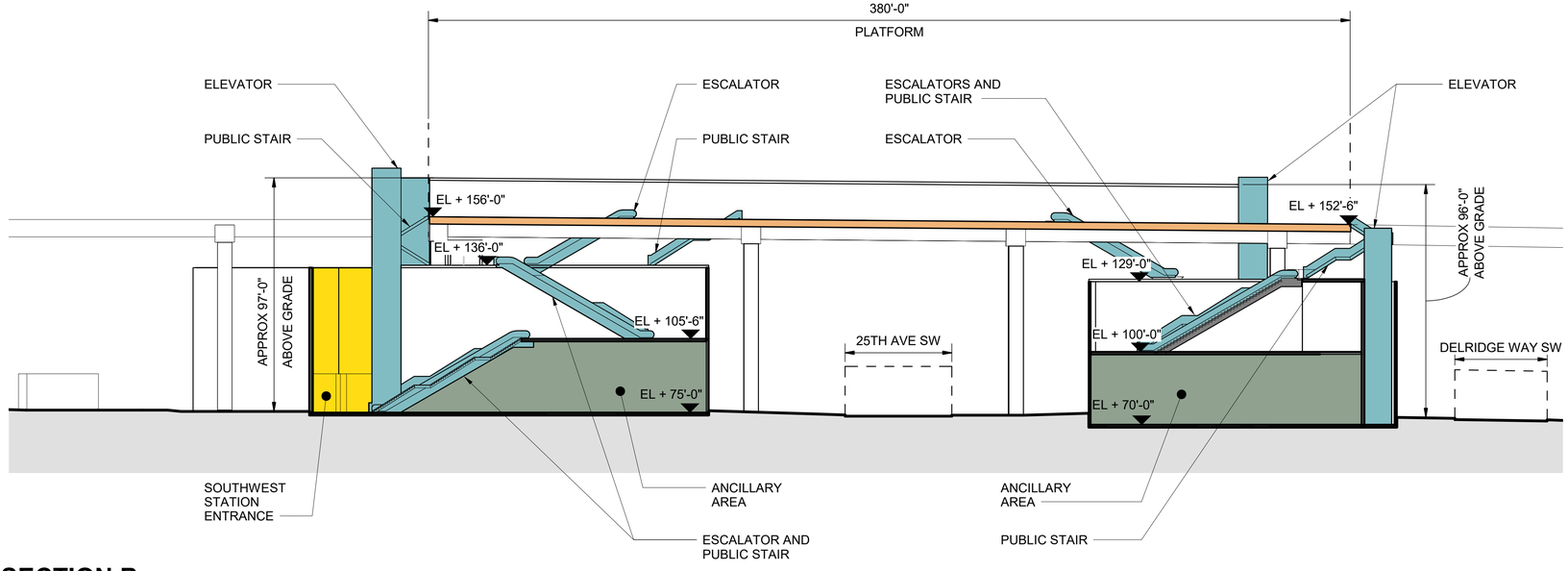
W03-ASP100

LOC. ID: W03
PG. #: 73
03/2023

9/25/2023 12:42:29 PM
Autodesk Docs://WSBLE - Delridge Station/WSBL-W03-Delridge-v2022.rvt



SECTION A



SECTION B

30 15 0 30 60
SCALE IN FEET

9/25/2023 12:42:36 PM
Autodesk Docs://WSBLE - Delridge Station/WSBL-W03-Delridge-v2022.rvt

SOUNDTRANSIT HNTB SCHARRERAD

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE STATION
DAKOTA STREET STATION ALTERNATIVE (DEL-1a) AND
DAKOTA STREET STATION NORTH ALIGNMENT OPTION (DEL-1b)
SITE SECTIONS

W03-ASX100

LOC. ID: W03
PG. #: 74
03/2023

SW NEVADA ST
SW ADAMS ST
SW YANCY ST
26TH AVE SW
SW GENESEE ST
SW DAKOTA ST
25TH AVE SW
DELRIDGE WAY SW

B
A
A
B

ELEVATED GUIDEWAY
EXIT STAIR
APPROX 32'-0" ABOVE GRADE
ELEVATOR

BICYCLE STORAGE
SOUTHWEST STATION ENTRANCE
ANCILLARY AREA

ESCALATOR AND PUBLIC STAIR
ELEVATOR
EXIT STAIR
APPROX 36'-0" ABOVE GRADE

PLATFORM
LANDING
NORTHEAST STATION ENTRANCE

BUS LOADING AREA
BUS LAYOVER
PARATRANSIT LOADING AREA
PASSENGER LOADING AREA
STREETCAR LOADING AREA
STATION OPERATIONS FOOTPRINT

N

50 25 0 50 100
SCALE IN FEET

SOUNDTRANSIT
HNTB
SCHARRERAD

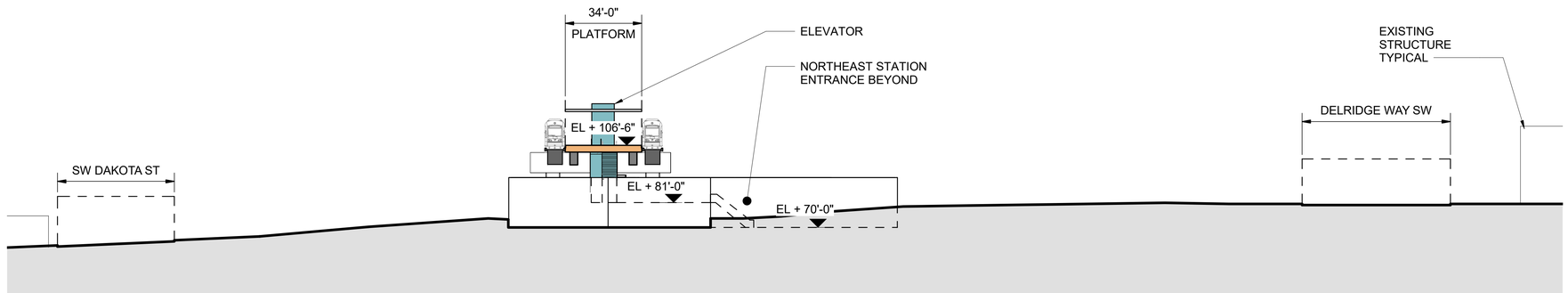
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE STATION
DAKOTA STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-2a) AND
DAKOTA STREET STATION LOWER HEIGHT NORTH ALIGNMENT OPTION (DEL-2b)
SITE PLAN

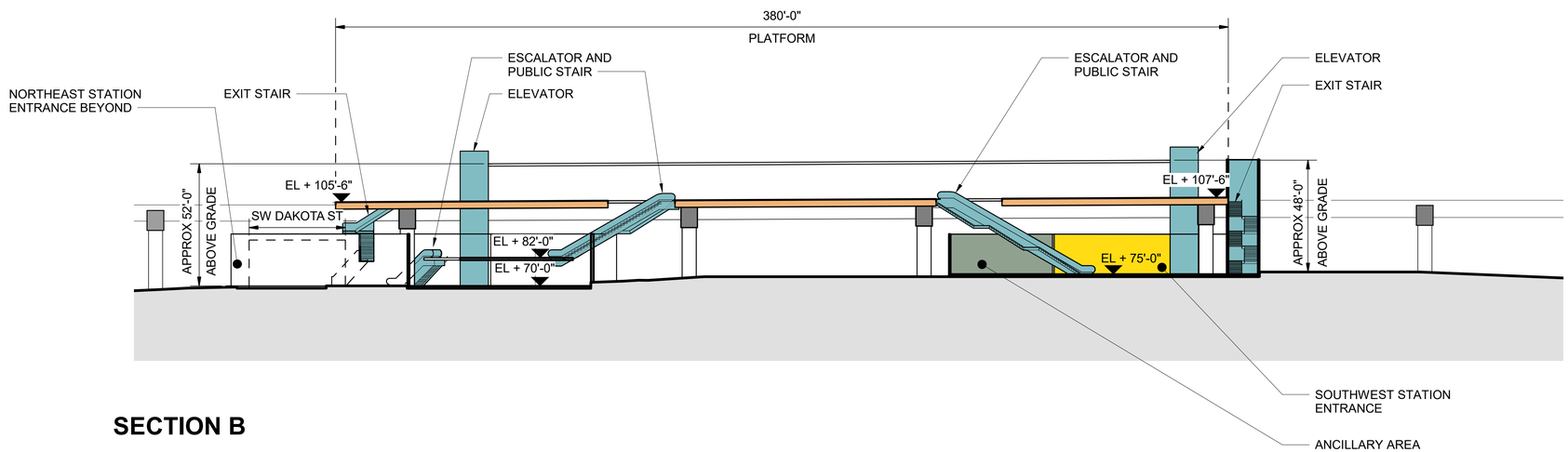
W03-ASP200

LOC. ID: W03
PG. #: 75
03/2023

9/25/2023 12:42:30 PM
Autodesk Docs://WSBLE - Delridge Station/WSBL-W03-Delridge-v2022.rvt



SECTION A



SECTION B

30 15 0 30 60
SCALE IN FEET

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Autodesk Docs://WSBLE - Delridge Station/WSBL-W03-Delridge-v2022.rvt

SOUNDTRANSIT HNTB SCHARRERAD

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE STATION
DAKOTA STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-2a) AND
DAKOTA STREET STATION LOWER HEIGHT NORTH ALIGNMENT OPTION (DEL-2b)
SITE SECTIONS

W03-ASX200

LOC. ID: W03
PG. #: 76
03/2023

25TH AVE SW

SW DAKOTA ST

SW ANDOVER ST

SW CHARLESTOWN ST

BICYCLE STORAGE

MEZZANINE

WEST STATION ENTRANCE

A

APPROX 51'-0" ABOVE GRADE

EXIT STAIR

DELRIDGE WAY SW

B

B

ELEVATED GUIDEWAY

EAST STATION ENTRANCE

ELEVATOR TYPICAL

MEZZANINE

ESCALATORS AND PUBLIC STAIR TYPICAL

A

APPROX 65'-0" ABOVE GRADE

PUBLIC STAIR TYPICAL

PLATFORM

EXIT STAIR

ESCALATORS TYPICAL

DELRIDGE WAY SW

23RD AVE SW

BICYCLE STORAGE

BUS LOADING AREA

BUS LAYOVER

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STREETCAR LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

9/25/2023 12:42:34 PM
Autodesk Docs://WSBLE - Delridge Station/WSBL-W03-Delridge-v2022.rvt

SOUNDTRANSIT

HNTB

SCHARRERAD

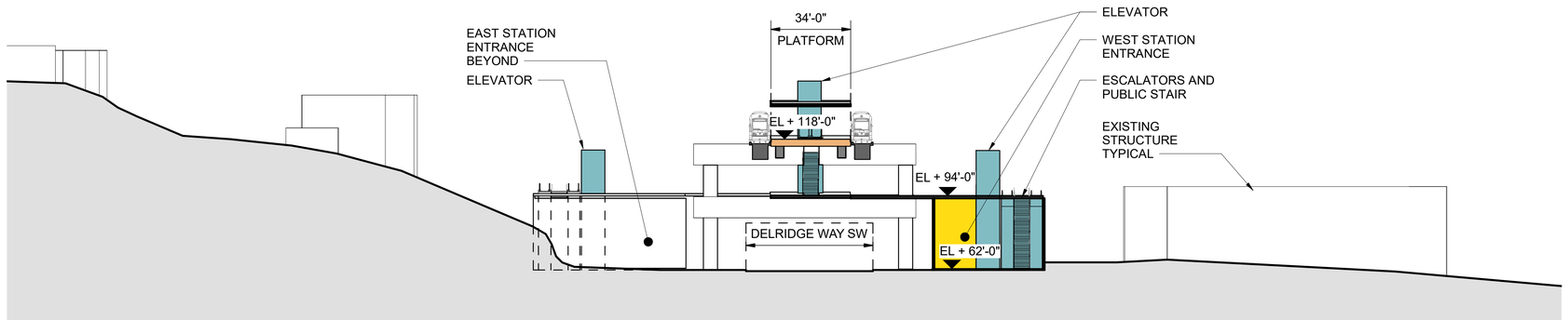
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

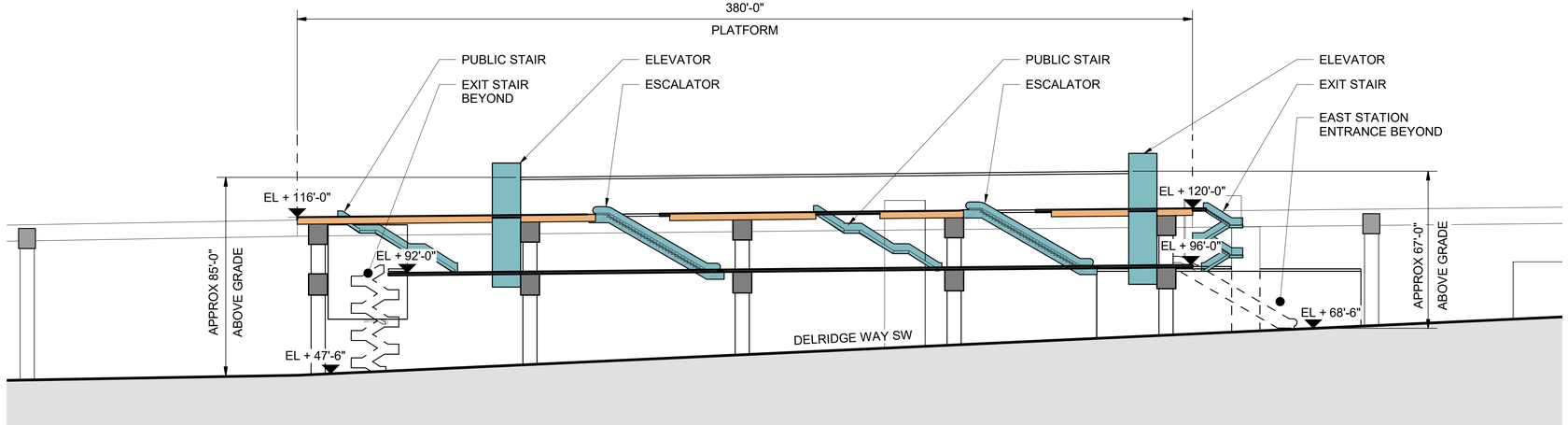
DELRIDGE SEGMENT
DELRIDGE STATION
DELRIDGE WAY STATION ALTERNATIVE (DEL-3) AND
DELRIDGE WAY STATION LOWER HEIGHT ALTERNATIVE (DEL-4)
SITE PLAN

W03-ASP400

LOC. ID: W03
PG. #: 77
03/2023



SECTION A



SECTION B

30 15 0 30 60
SCALE IN FEET

SOUNDTRANSIT HNTB SCHARRERAD

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE STATION
DELRIDGE WAY STATION ALTERNATIVE (DEL-3) AND
DELRIDGE WAY STATION LOWER HEIGHT ALTERNATIVE (DEL-4)
SITE SECTIONS

W03-ASX400
LOC. ID: W03
PG. #: 78
03/2023

9/25/2023 12:42:39 PM
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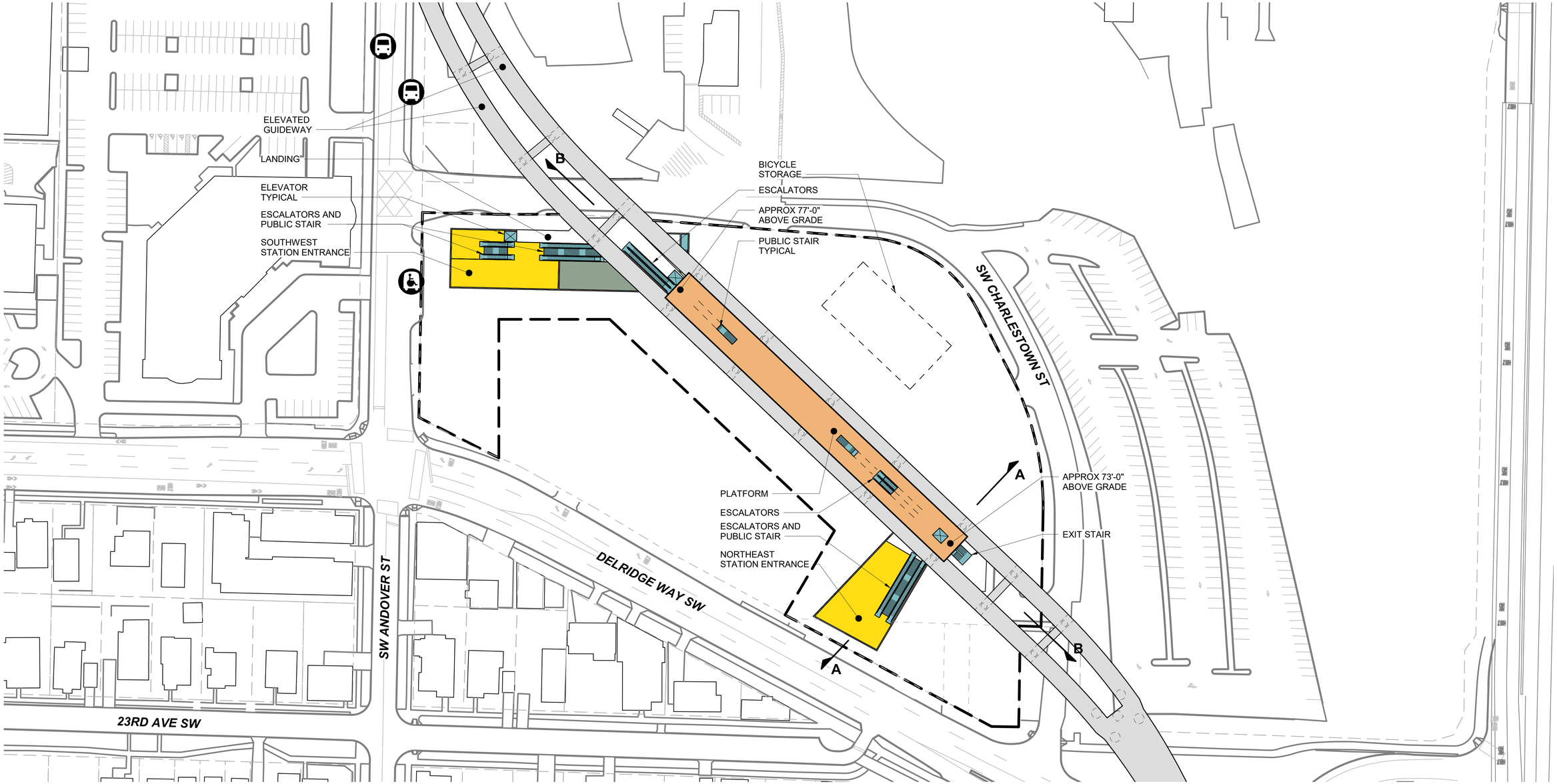

BUS LOADING AREA
BUS LAYOVER
PARATRANSIT LOADING AREA
PASSENGER LOADING AREA
STREETCAR LOADING AREA
STATION OPERATIONS FOOTPRINT

N

50 25 0 50 100
SCALE IN FEET

9/25/2023 12:42:33 PM
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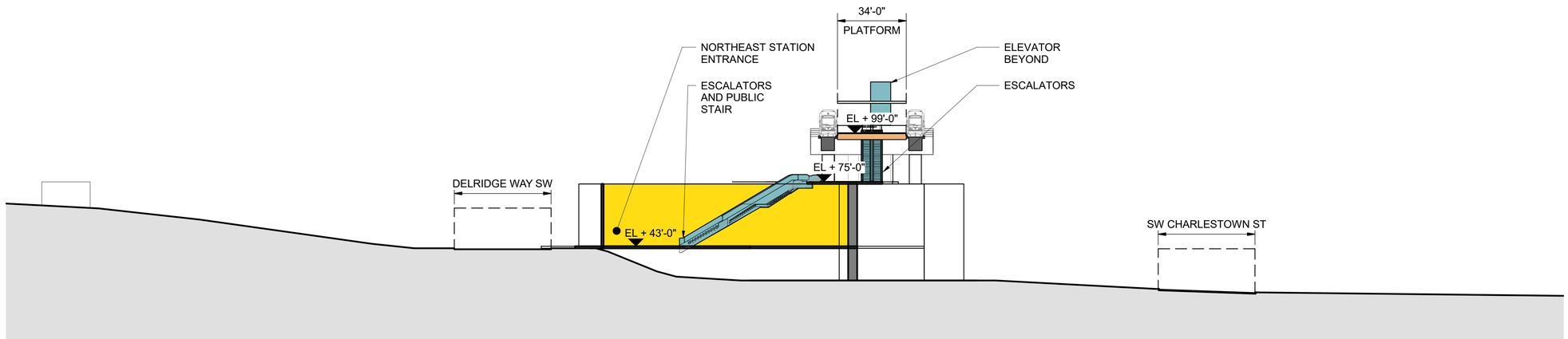
SOUNDTRANSIT
HNTB
SCHARRERAD

WEST SEATTLE LINK EXTENSION

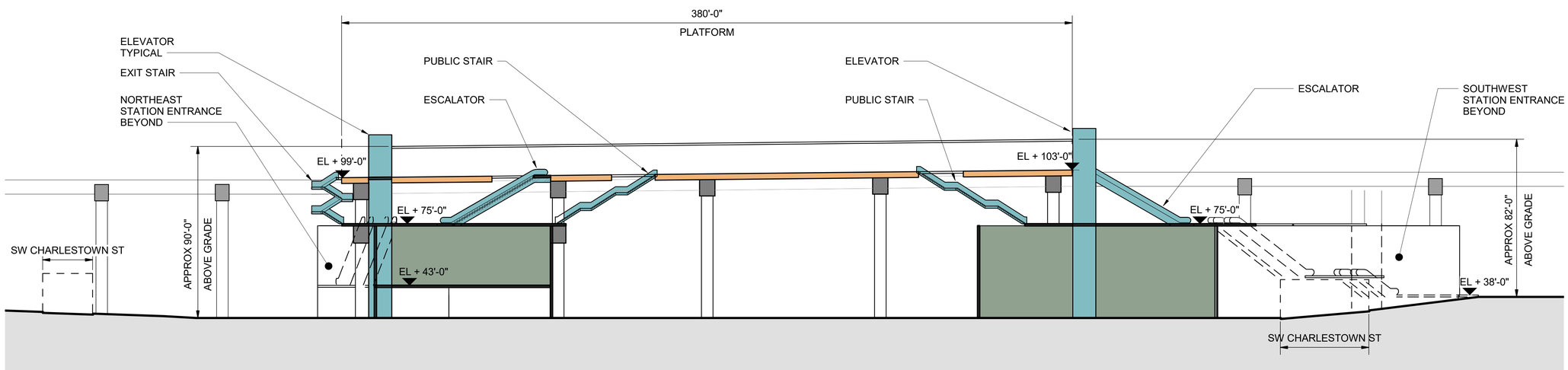
FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE STATION
ANDOVER STREET STATION ALTERNATIVE (DEL-5) AND
ANDOVER STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-6a)
SITE PLAN

W03-ASP300

LOC. ID: W03
PG. #: 79
03/2023



SECTION A



SECTION B

30 15 0 30 60
SCALE IN FEET

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Autodesk Docs://WSBLE - Delridge Station/WSBL-W03-Delridge-v2022.rvt

SOUNDTRANSIT HNTB SCHARRERAD

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
DELRIDGE SEGMENT
DELRIDGE STATION
ANDOVER STREET STATION ALTERNATIVE (DEL-5) AND
ANDOVER STREET STATION LOWER HEIGHT ALTERNATIVE (DEL-6a)
SITE SECTIONS

W03-ASX300
LOC. ID: W03
PG. #: 80
03/2023

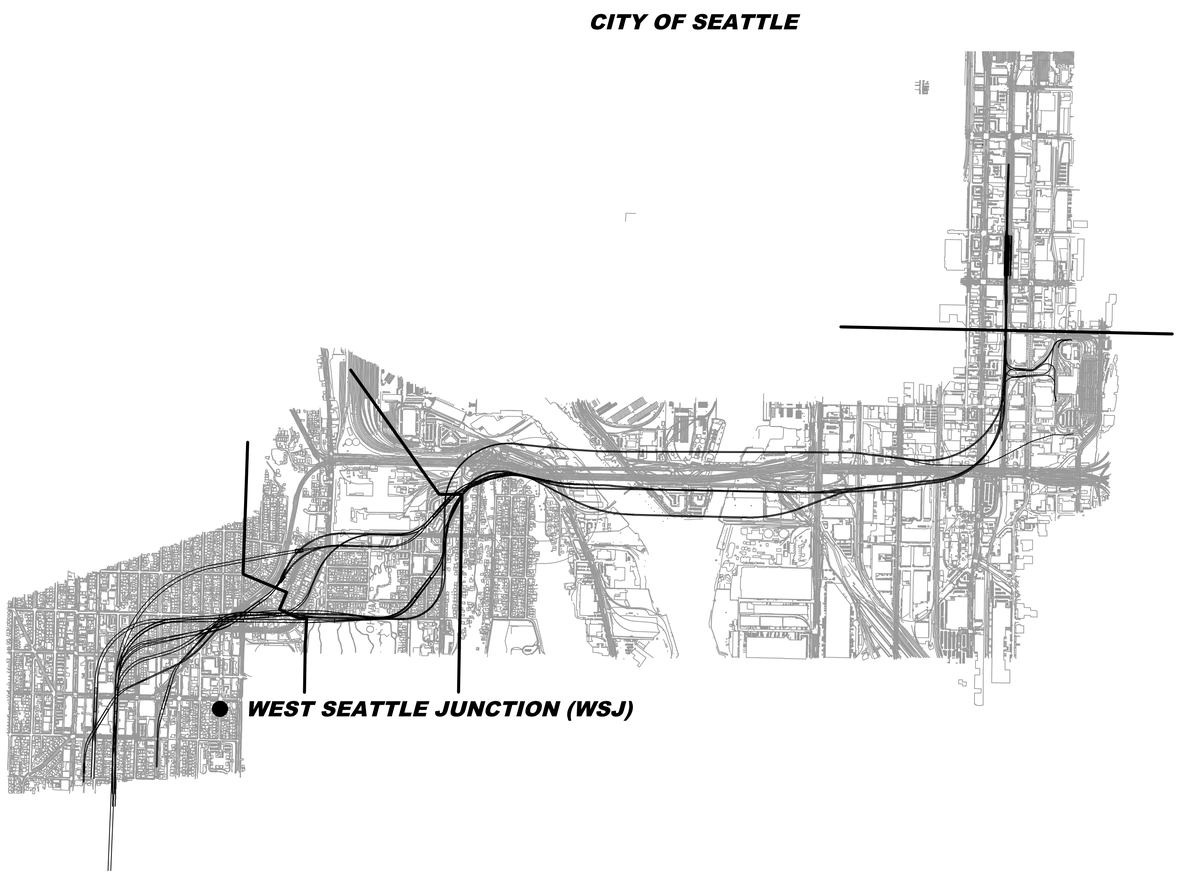
SOUNDTRANSIT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

WEST SEATTLE LINK EXTENSION

RTA / AE 0036-17
FINAL EIS

PREPARED BY:

HNTB



N

SEGMENT LOCATION MAP

04/03/24 | 2:40 PM | RMJOHNSON
C:\CADDLIB\PW\PWWESTCO\ASTIRMJOHNSONID0241187\WSBL-G50-GZK043.DWG

SOUNDTRANSIT HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
SEGMENT LOCATION MAP

G50-GZK043

LOC. ID: G50
PG. #: 81
03/2023

CROSS REFERENCING OF DRAWINGS		
BASE SHEET TITLE	25	26
1"=100' DRAWING SETS	L50-**P*25	L50-**P*26

**P = DESIGN ELEMENT PLAN VIEW DESIGNATION

*** = DESIGN ELEMENT DESIGNATION
GSP - GENERAL SITE

SEE DWG G50-GZK052
DELRIDGE SEGMENT

N

250 125 0 250 500
SCALE IN FEET

02/13/24 | 4:07 PM | RMJOHNSON
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SOUNDTRANSIT

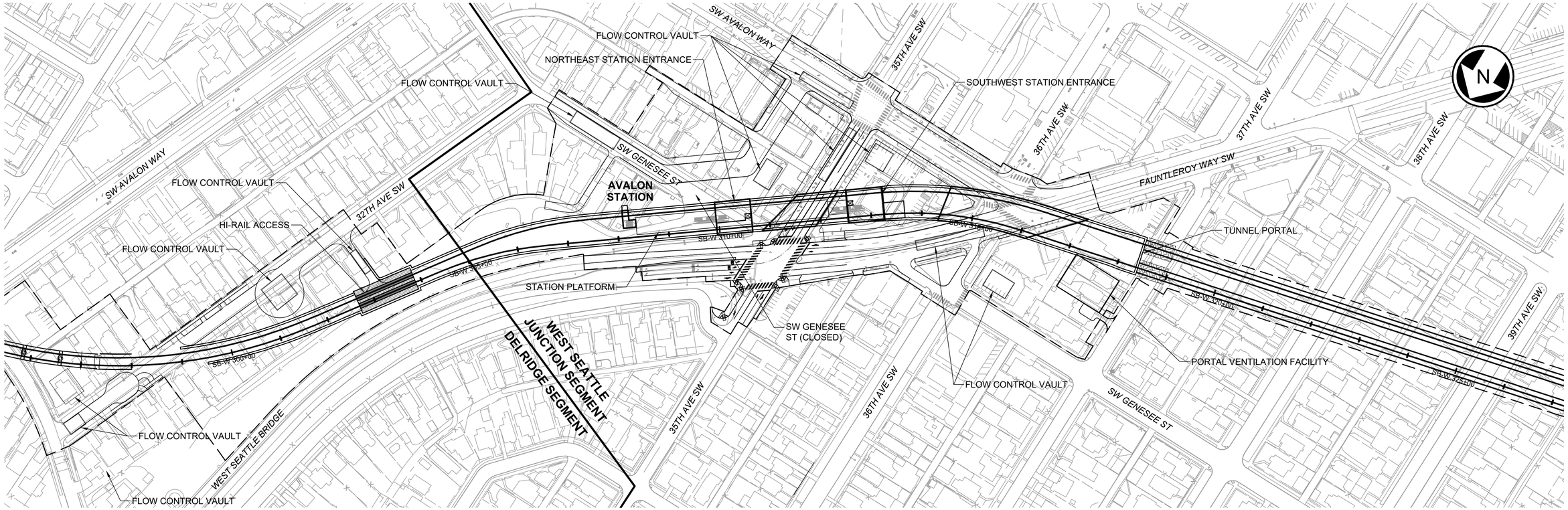
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
KEY LAYOUT INDEX OF 1" = 100' PLANS

G50-GZK053

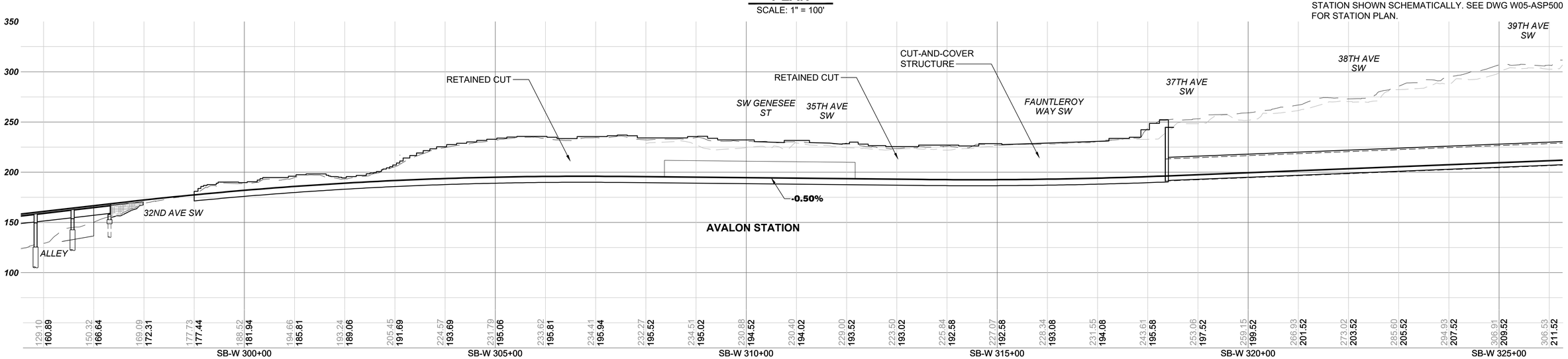
LOC. ID: G50
PG. #: 82
03/2023



PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W05-ASP500 FOR STATION PLAN.



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SEE DWG L50-GSP026

02/19/24 | 3:02 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

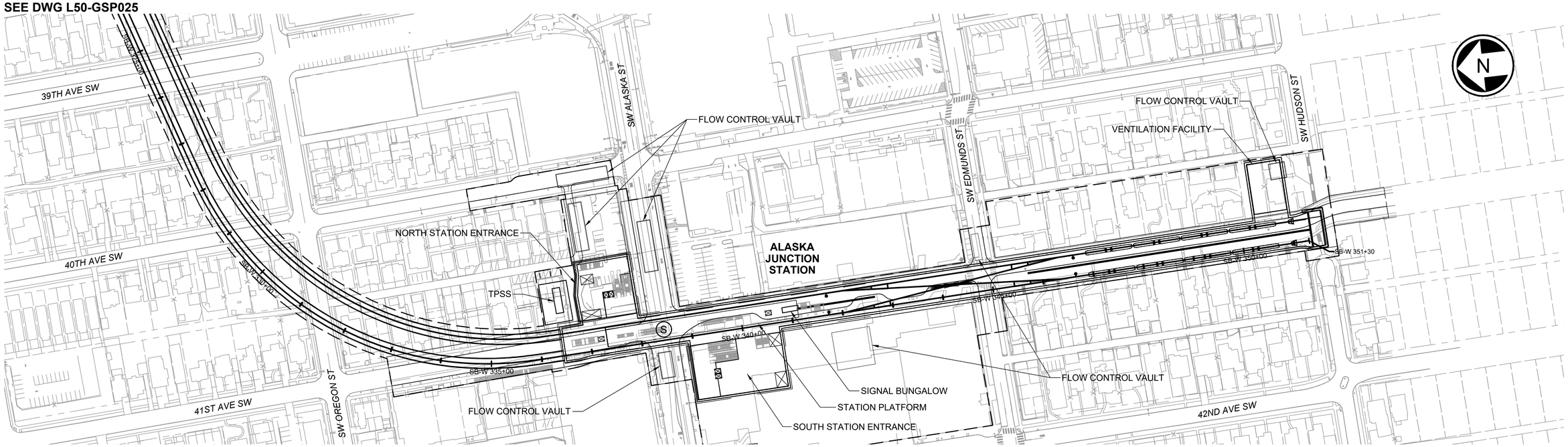
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5b)
PLAN AND PROFILE

L50-GSP025

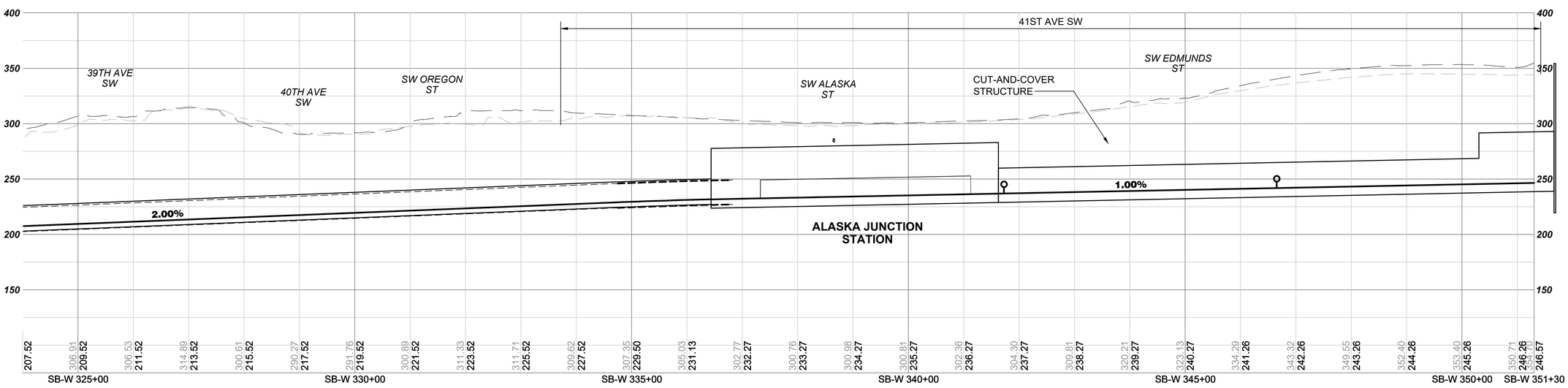
LOC. ID: L50
PG. #: 83
03/2023

SEE DWG L50-GSP025



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W07-ASP000 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:03 PM | RMJOHNSON
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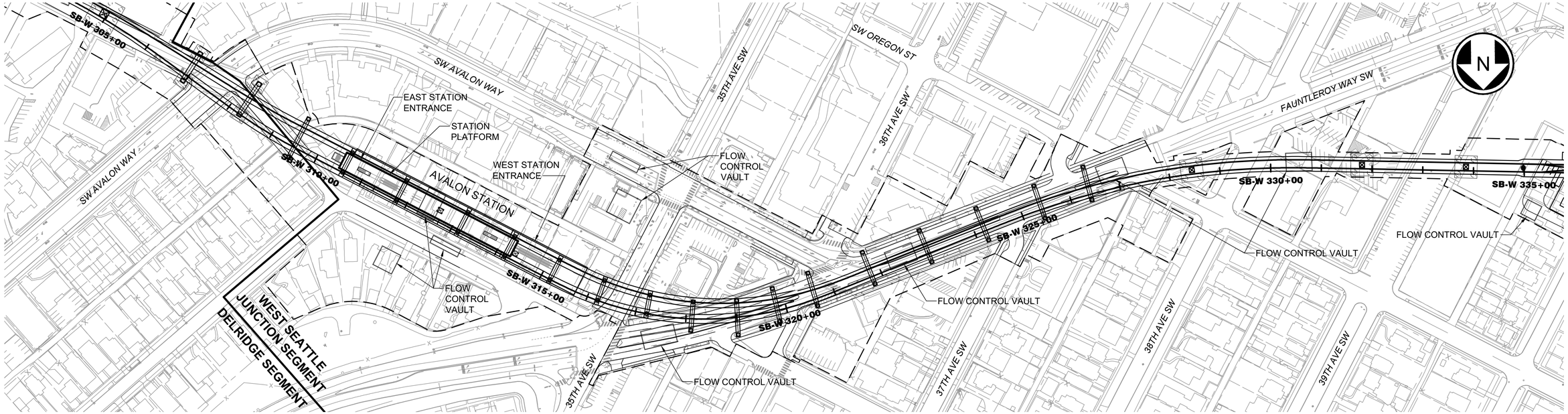
SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5b)
PLAN AND PROFILE

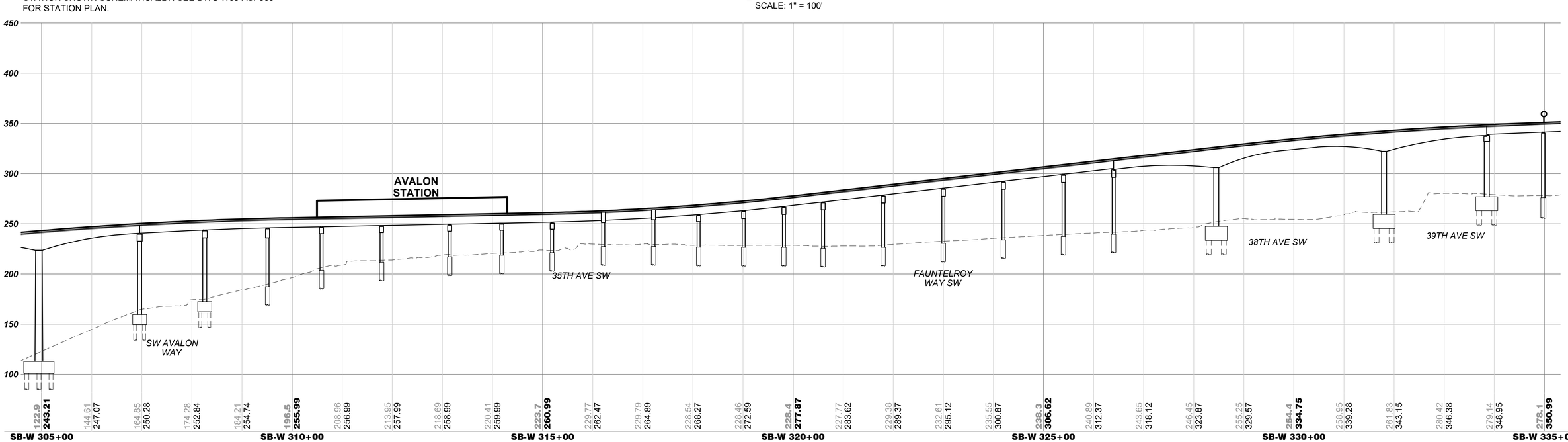
L50-GSP026
LOC. ID: L50
PG. #: 84
03/2023



SEE DWG L50-GSP926

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W05-ASP900 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 4:15 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

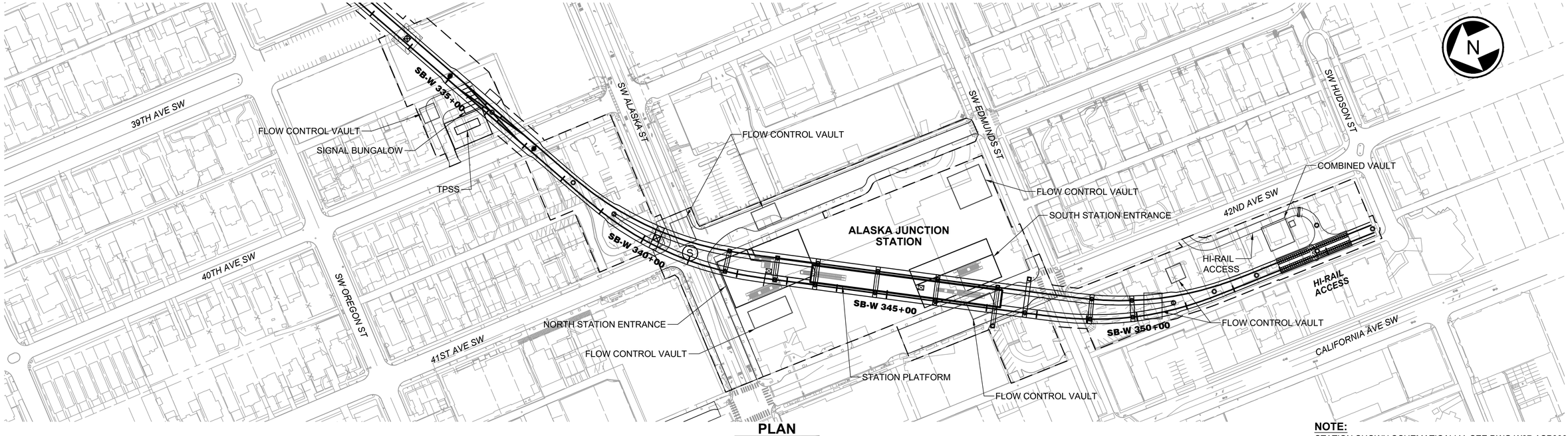
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1)
PLAN AND PROFILE

L50-GSP925

LOC. ID: L50
PG. #: 85
03/2023

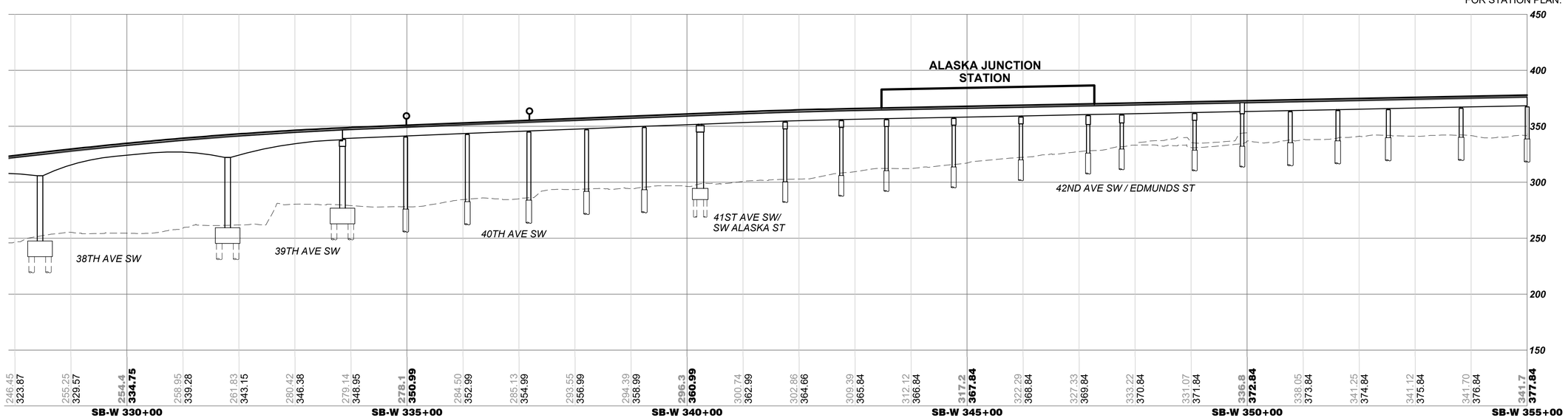
SEE DWG L50-GSP925



PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W07-ASP900 FOR STATION PLAN.



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1)
PLAN AND PROFILE

L50-GSP926

LOC. ID: L50
PG. #: 86
03/2023

02/19/24 | 4:16 PM | RMJOHNSON
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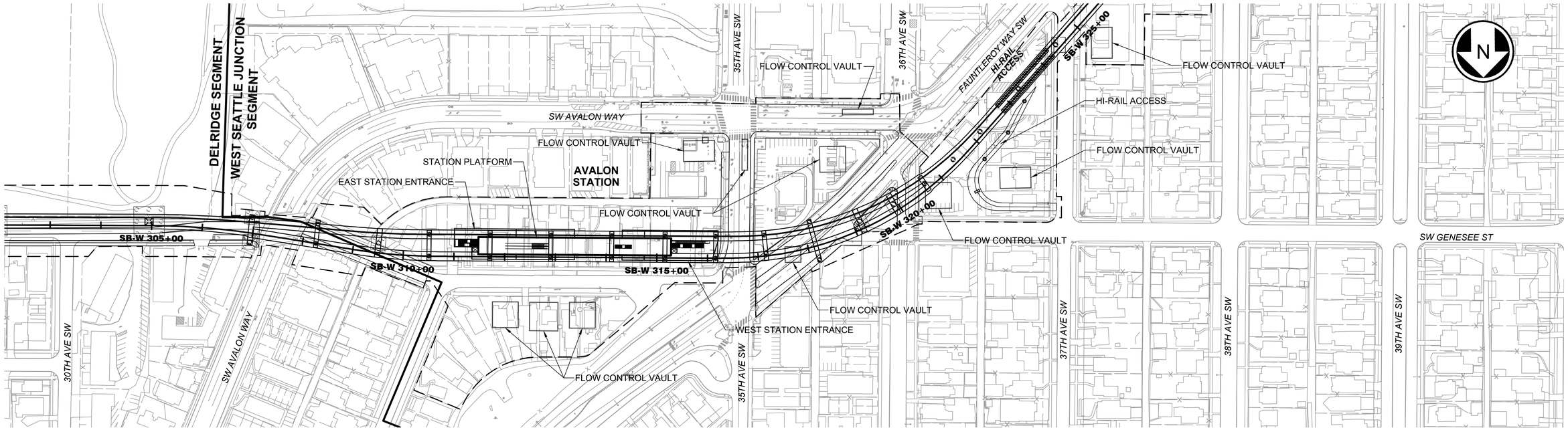
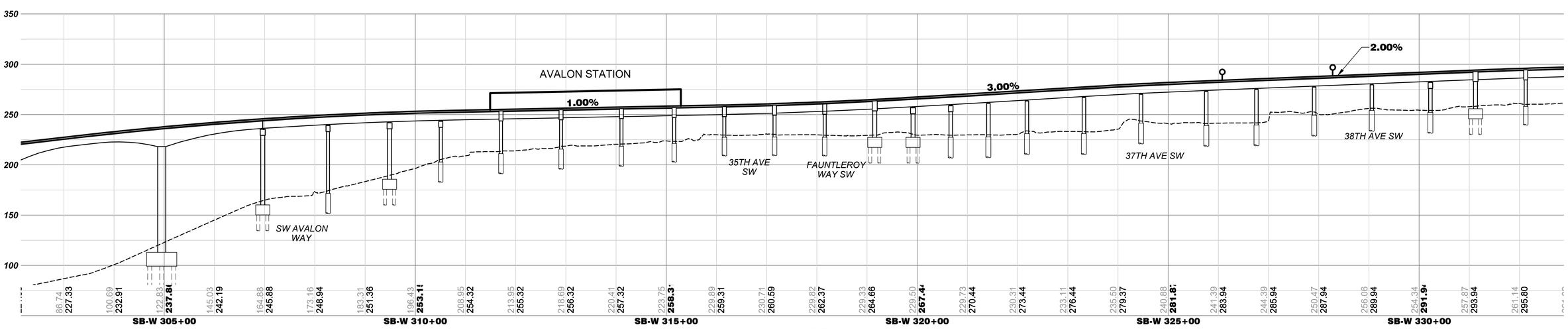


NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W05-ASP100 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE (WSJ-2)
PLAN AND PROFILE

L50-GSP125

LOC. ID: L50
PG. #: 87
03/2023

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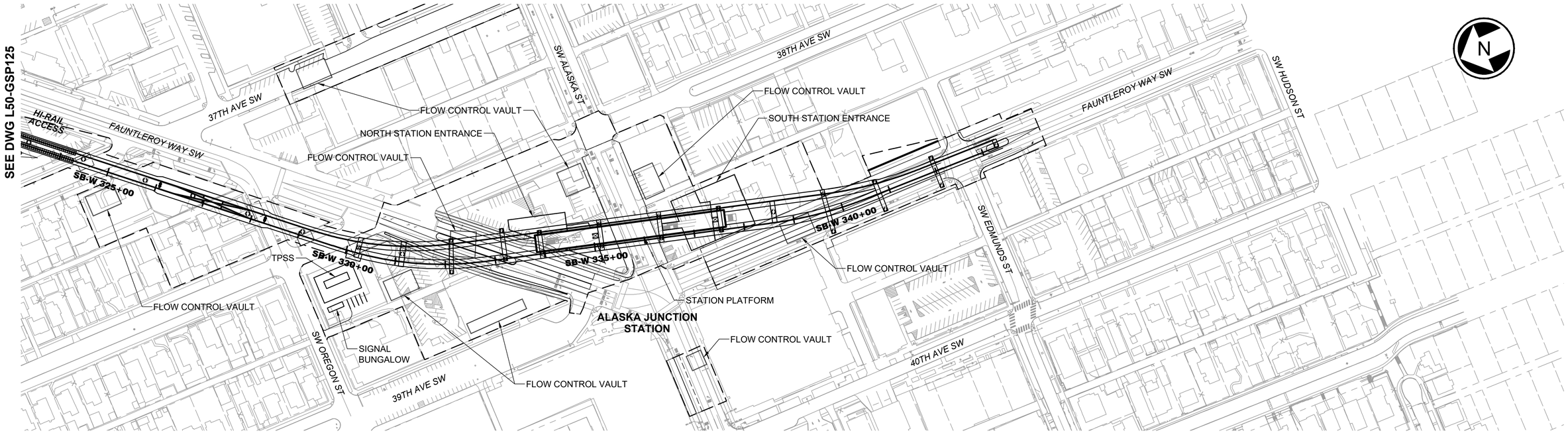
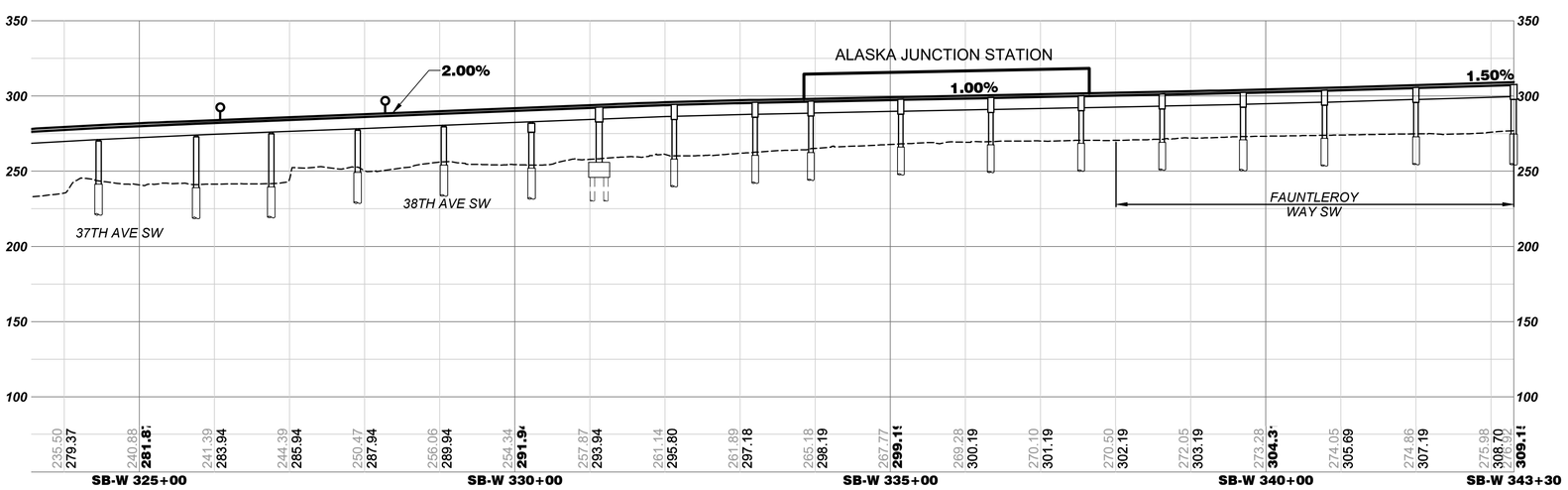


NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W07-ASP100 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

HNTB

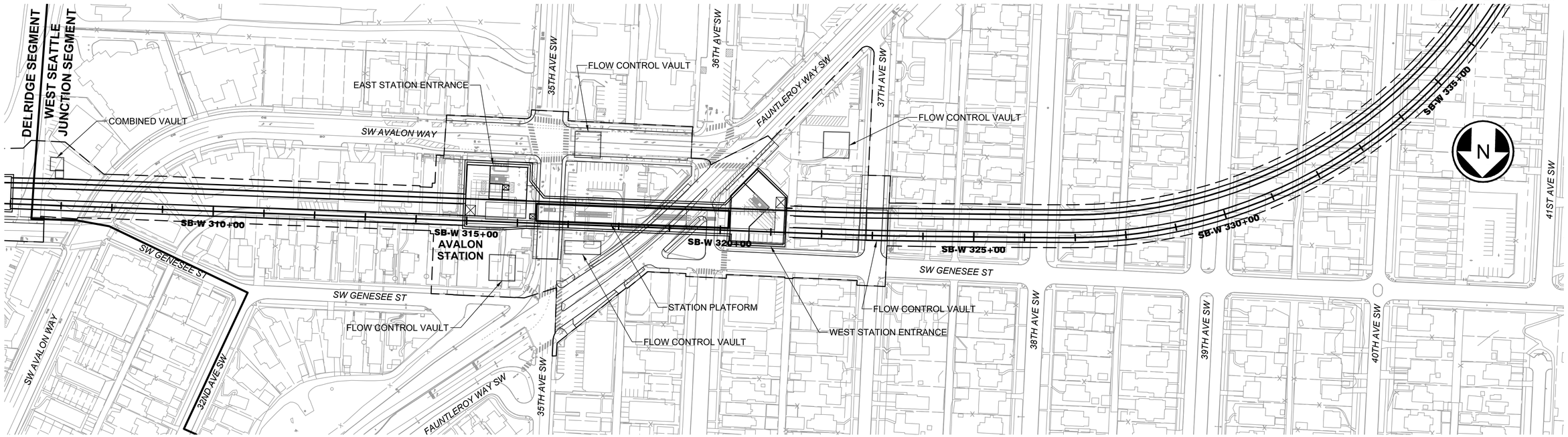
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE (WSJ-2)
PLAN AND PROFILE

L50-GSP126

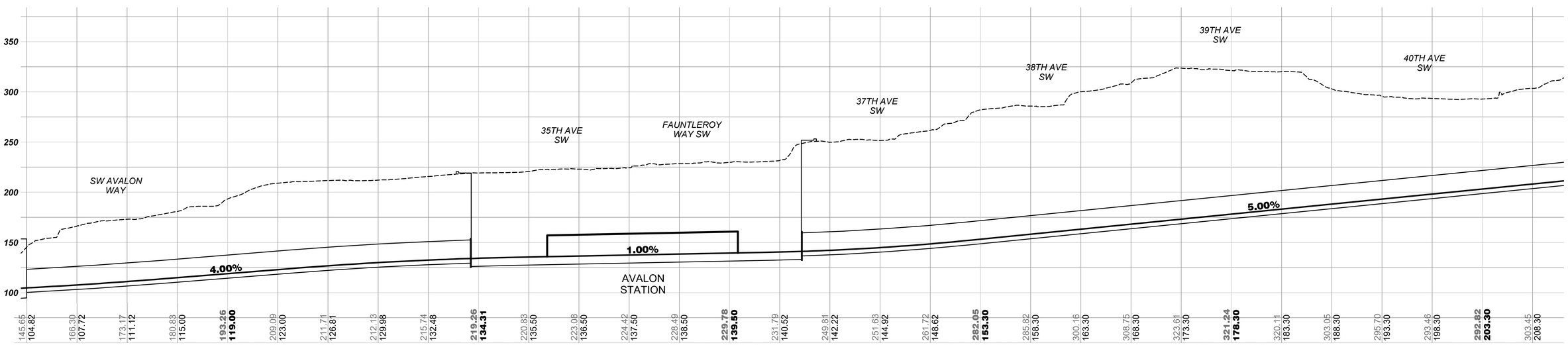
LOC. ID: L50
PG. #: 88
03/2023

SEE DWG L50-GSP226



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W05-ASP200 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

HNTB

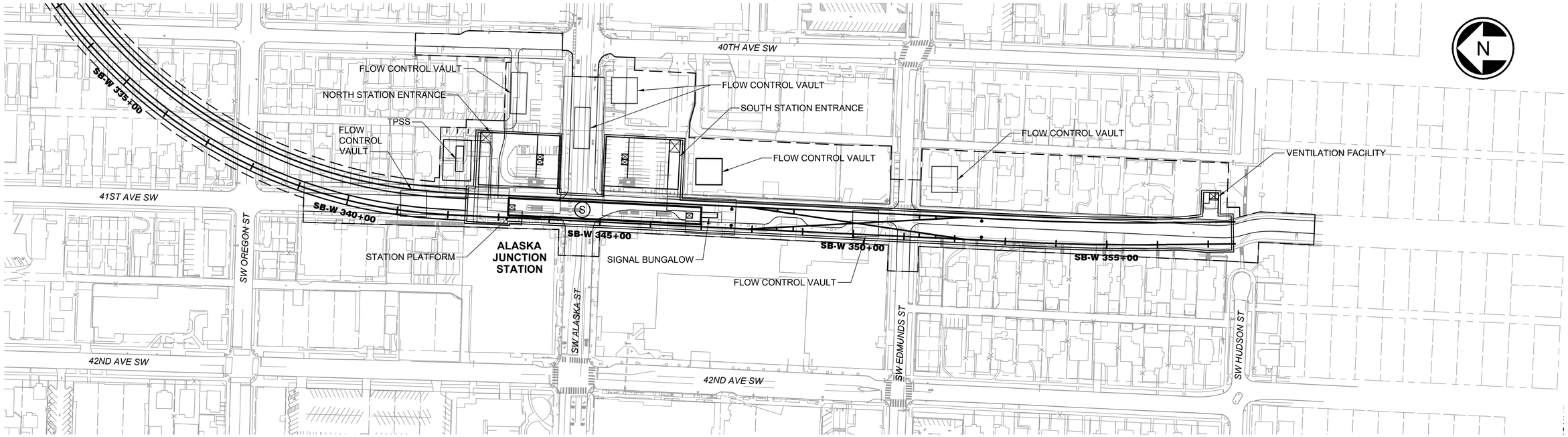
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-3a)
PLAN AND PROFILE

L50-GSP225

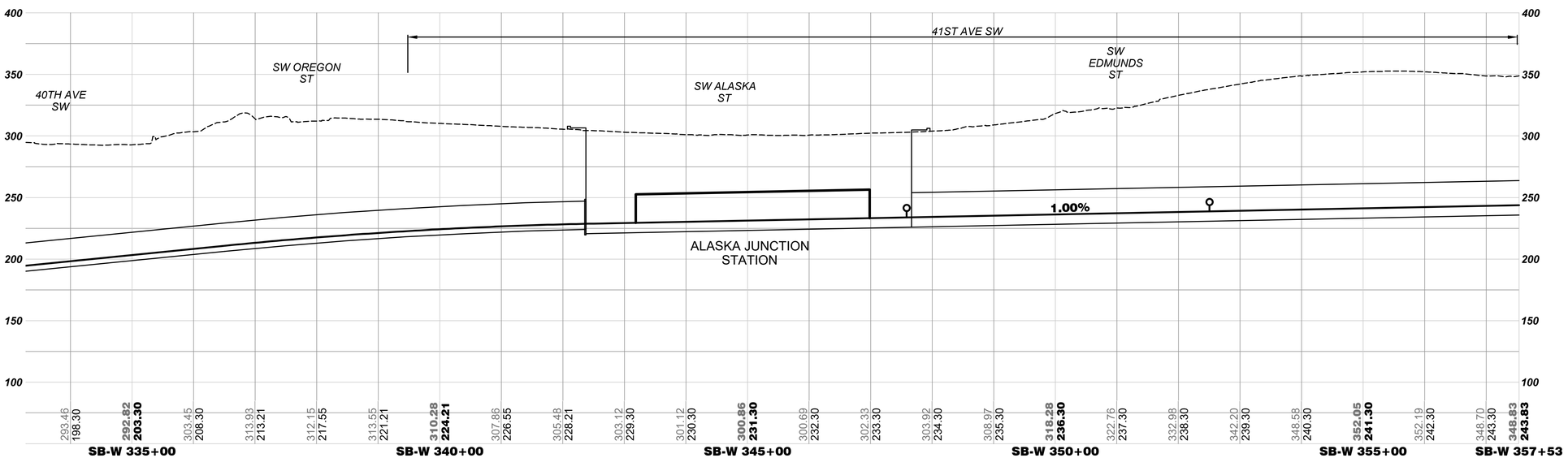
LOC. ID: L50
PG. #: 89
03/2023

SEE DWG L50-GSP225



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W07-ASP200 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-3a)
PLAN AND PROFILE

L50-GSP226

LOC. ID: L50
PG. #: 90
03/2023

02/19/24 | 3:18 PM | RMJOHNSON
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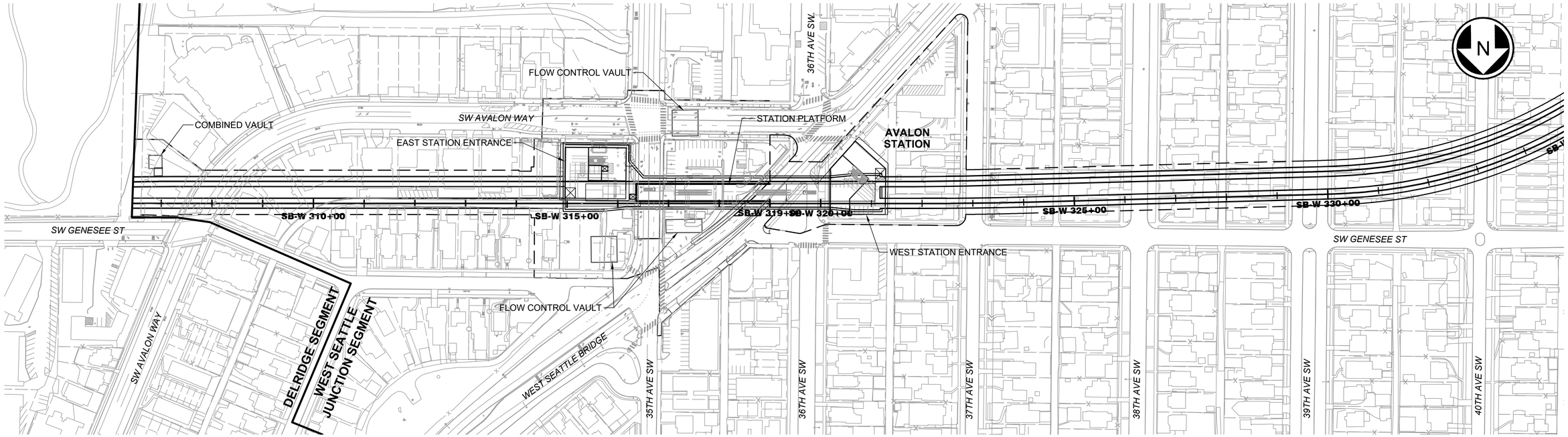
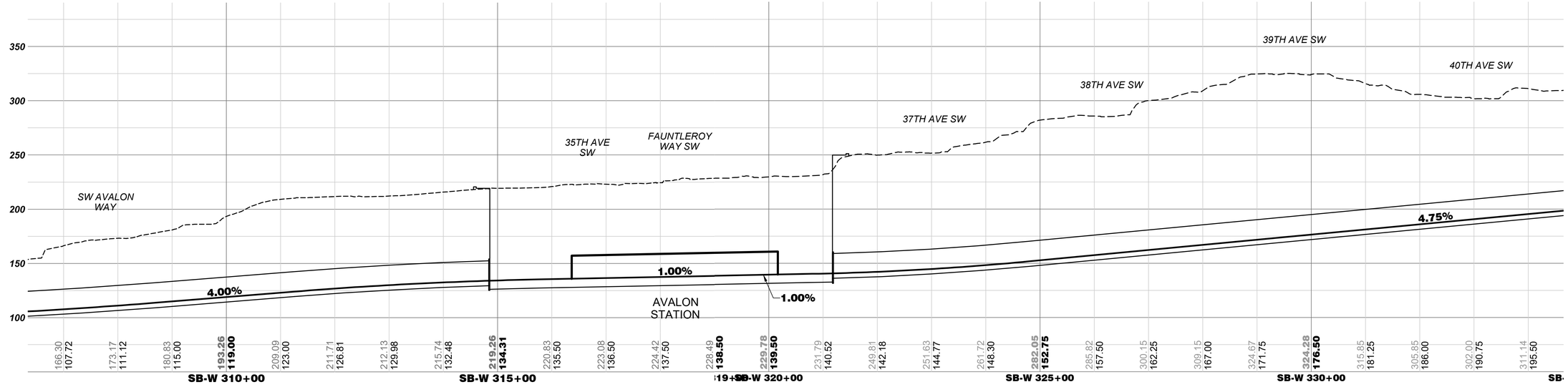


SEE DWG L50-GSP426

PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W05-ASP200 FOR STATION PLAN.



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:26 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

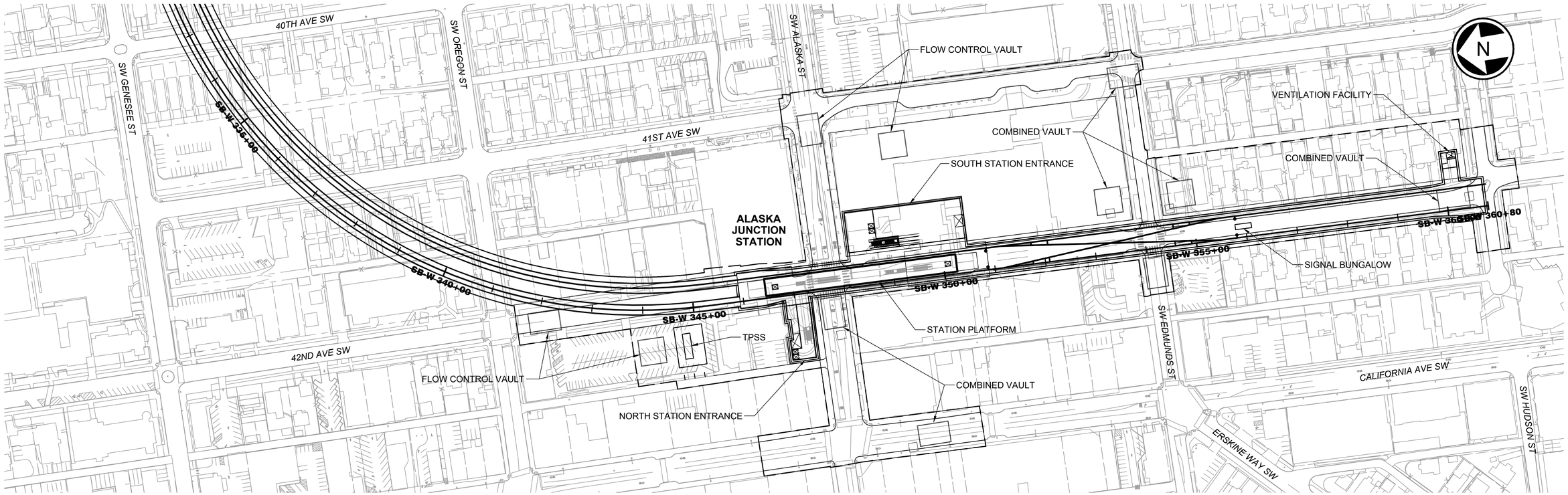
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
TUNNEL 42ND AVENUE STATION OPTION (WSJ-3b)
PLAN AND PROFILE

L50-GSP425

LOC. ID: L50
PG. #: 91
03/2023

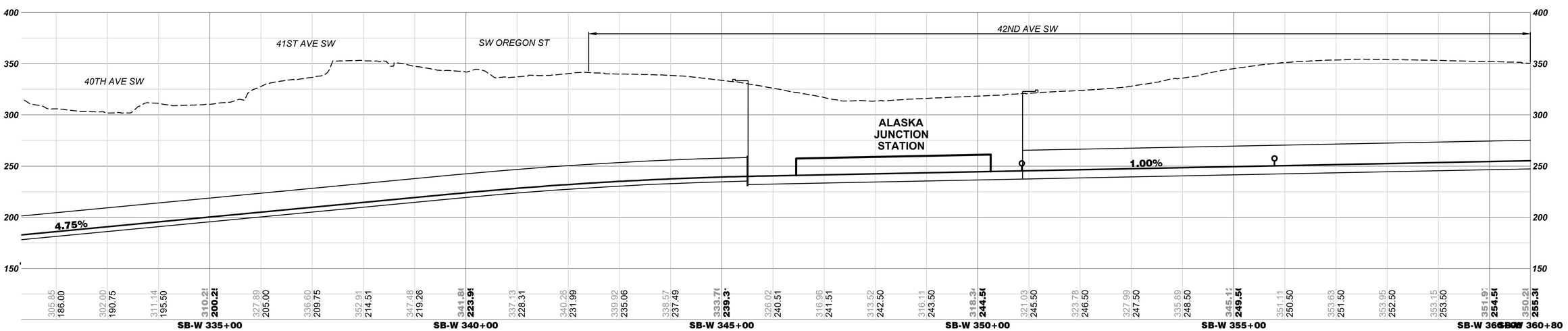
SEE DWG L50-GSP425



PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W07-ASP400 FOR STATION PLAN.



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:27 PM | RMJOHNSON
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SOUNDTRANSIT

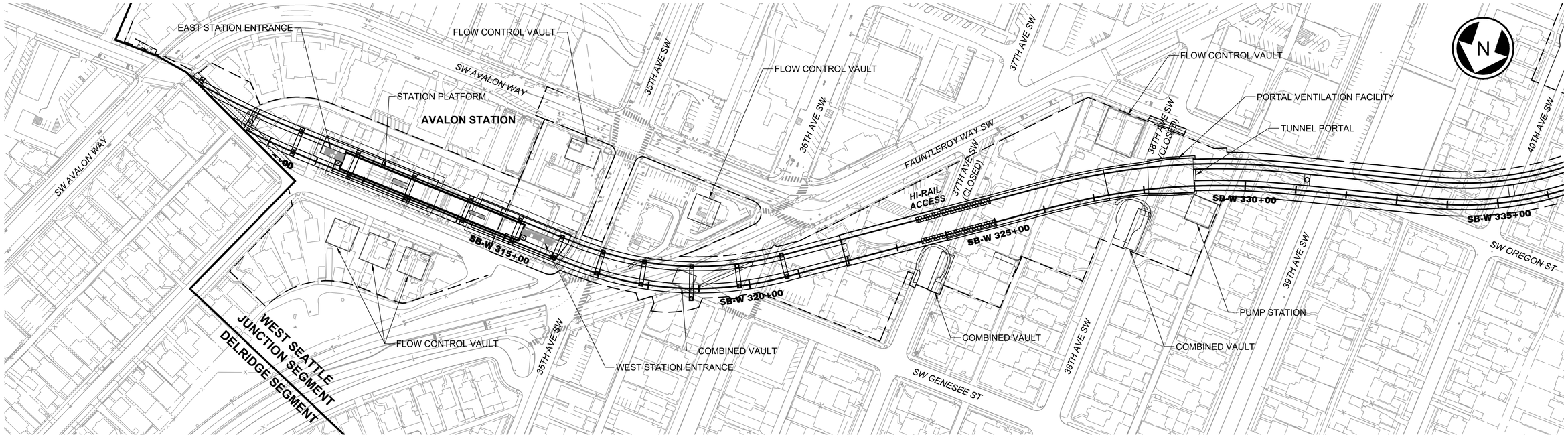
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
TUNNEL 42ND AVENUE STATION OPTION (WSJ-3b)
PLAN AND PROFILE

L50-GSP426

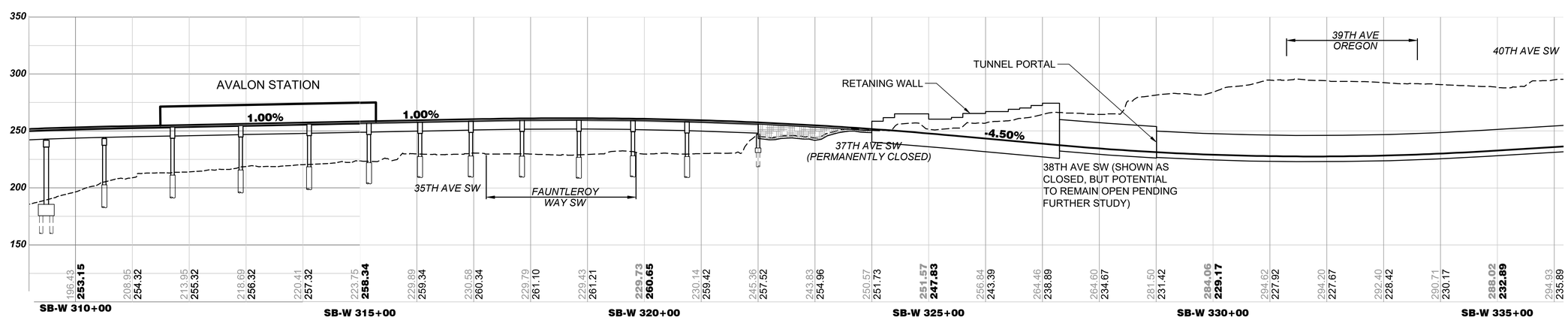
LOC. ID: L50
PG. #: 92
03/2023



SEE DWG L50-GSP626

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W05-ASP100 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1"=50'

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SCALE IN FEET

02/19/24 | 3:45 PM | RMJOHNSON
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SOUNDTRANSIT

HNTB

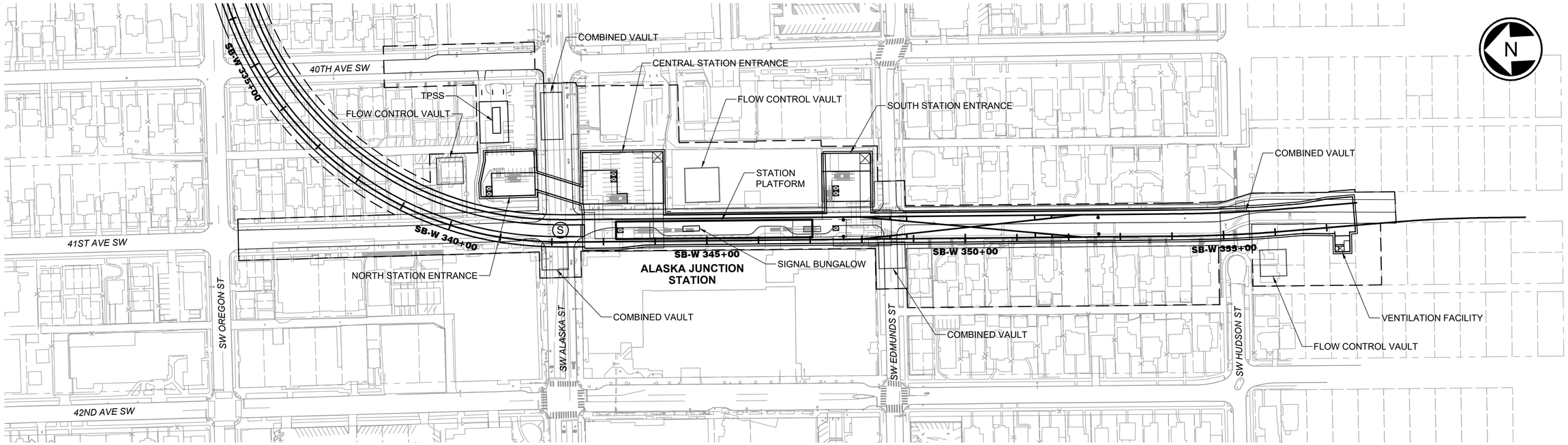
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
SHORT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-4)
PLAN AND PROFILE

L50-GSP625

LOC. ID: L50
PG. #: 93
03/2023

SEE DWG L50-GSP625



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W07-ASP600 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'

ELEVATION
SCALE: V: 1"=50'

100 50 0 100 200
SCALE IN FEET

02/19/24 | 3:46 PM | RMJOHNSON
C:\USERS\RMJOHNSON\DOCUMENTS\WSBL LOCAL C\02-SHEETS-FEIS - SOUTH\WSBL-L50-GSP626.DWG

SOUNDTRANSIT

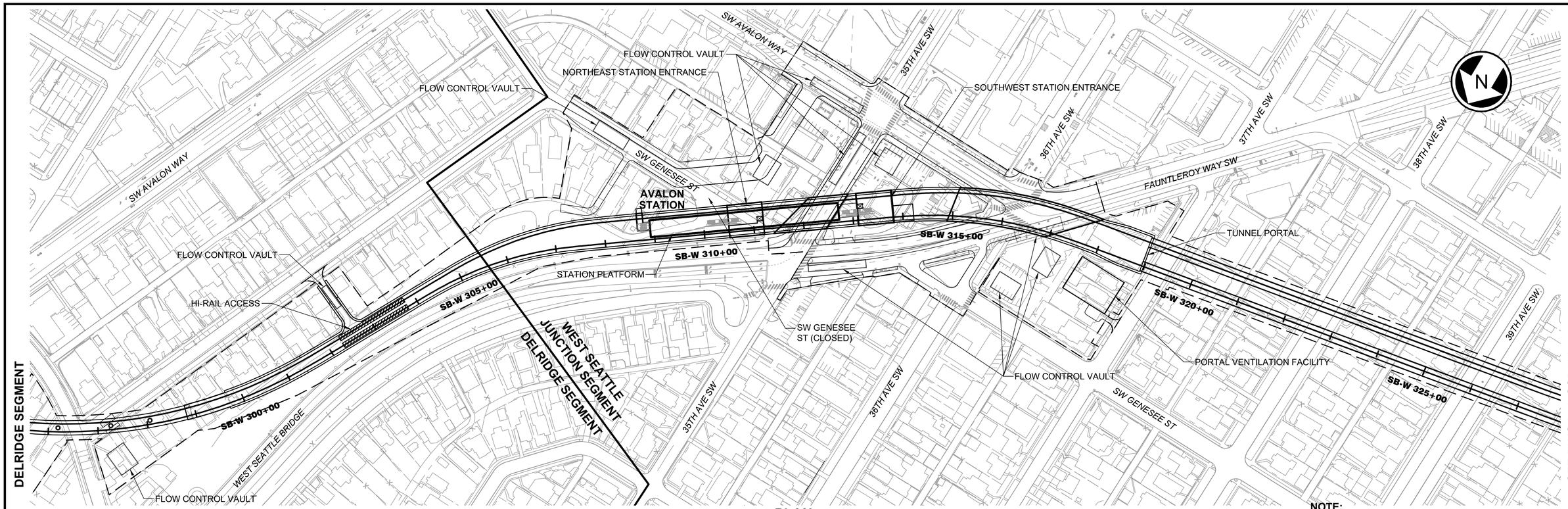
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
SHORT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-4)
PLAN AND PROFILE

L50-GSP626

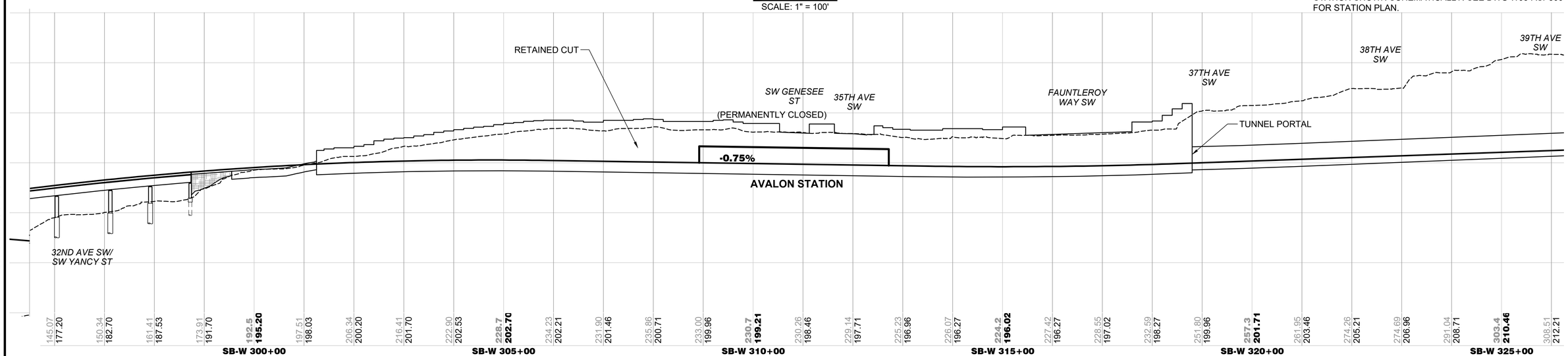
LOC. ID: L50
PG. #: 94
03/2023



PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W05-ASP500 FOR STATION PLAN.



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

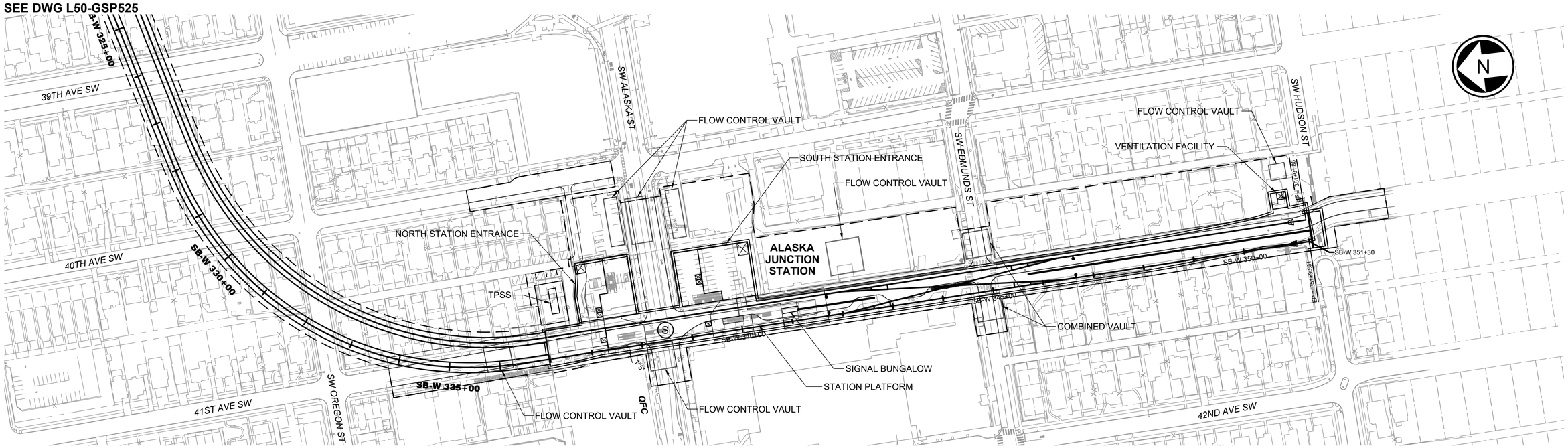
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5a)
PLAN AND PROFILE

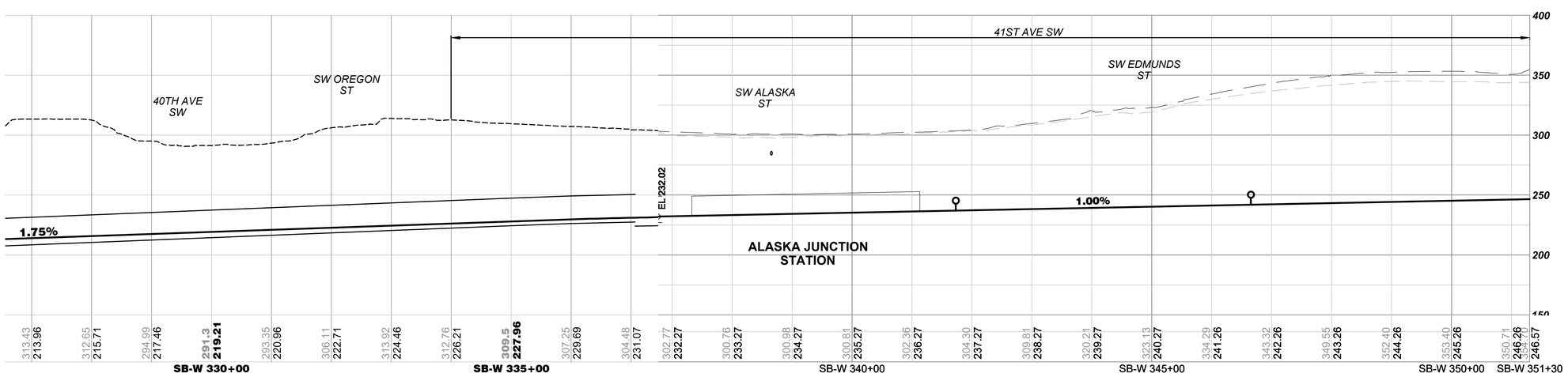
L50-GSP525

LOC. ID: L50
PG. #: 95
03/2023



NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W07-ASP500 FOR STATION PLAN.

PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

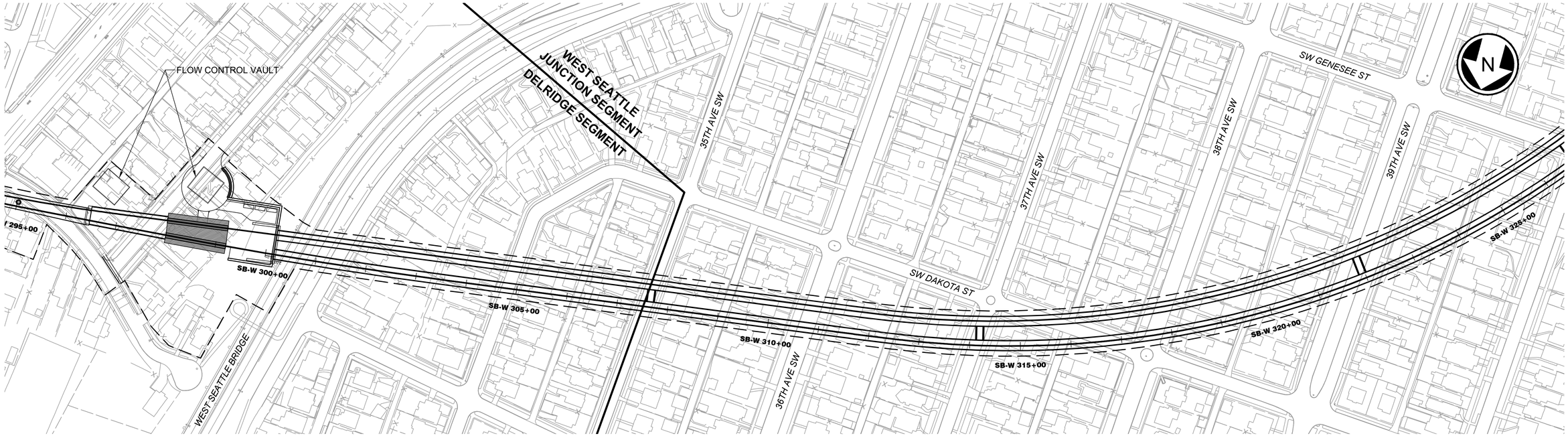
HNTB

WEST SEATTLE LINK EXTENSION

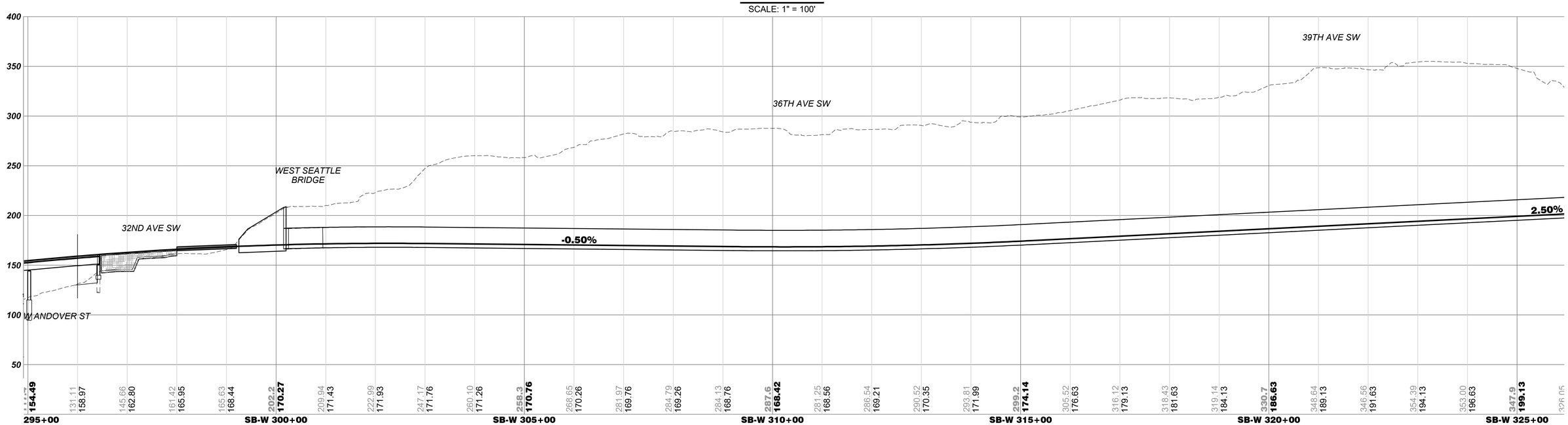
FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5a)
PLAN AND PROFILE

L50-GSP526

LOC. ID: L50
PG. #: 96
03/2023



PLAN
SCALE: 1" = 100'



ELEVATION
SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

HNTB

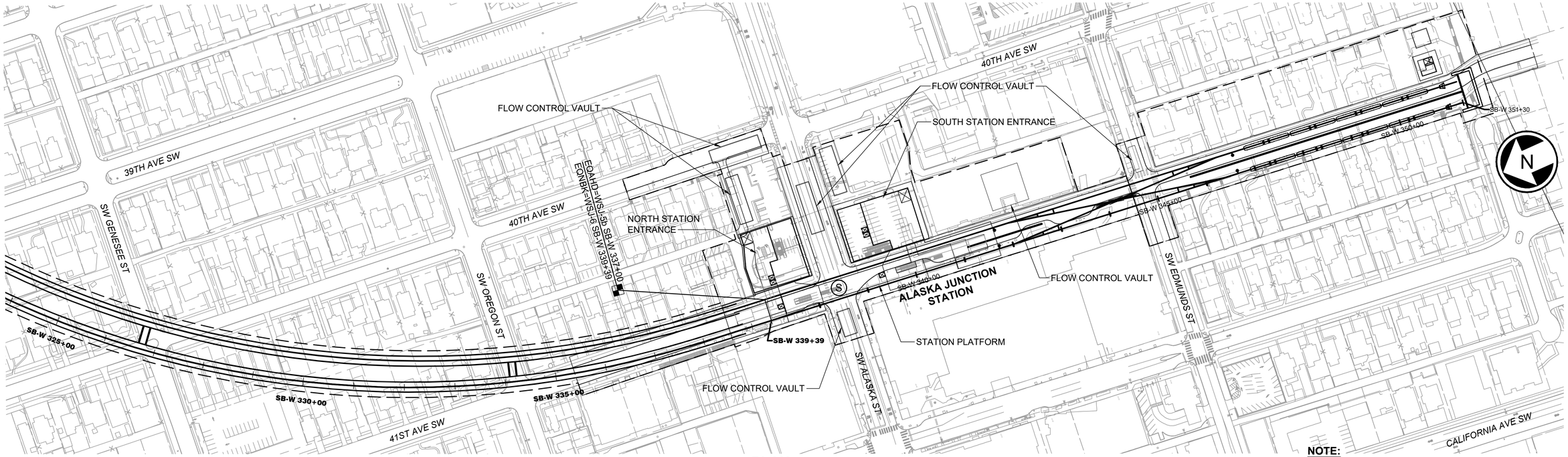
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
NO AVALON STATION TUNNEL ALTERNATIVE (WSJ-6)
PLAN AND PROFILE

L50-GSP1325

LOC. ID: L50
PG. #: 97
03/2023

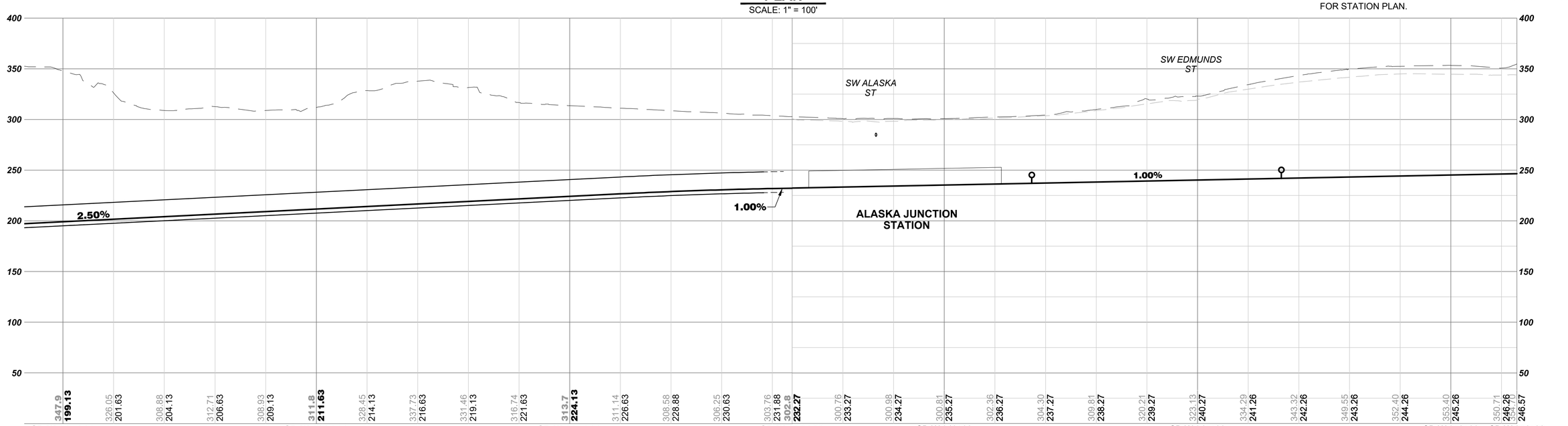
SEE DWG L50-GSP1325



PLAN

SCALE: 1" = 100'

NOTE:
STATION SHOWN SCHEMATICALLY. SEE DWG W07-ASP500 FOR STATION PLAN.



ELEVATION

SCALE: V: 1" = 50'

100 50 0 100 200
SCALE IN FEET

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SOUNDTRANSIT

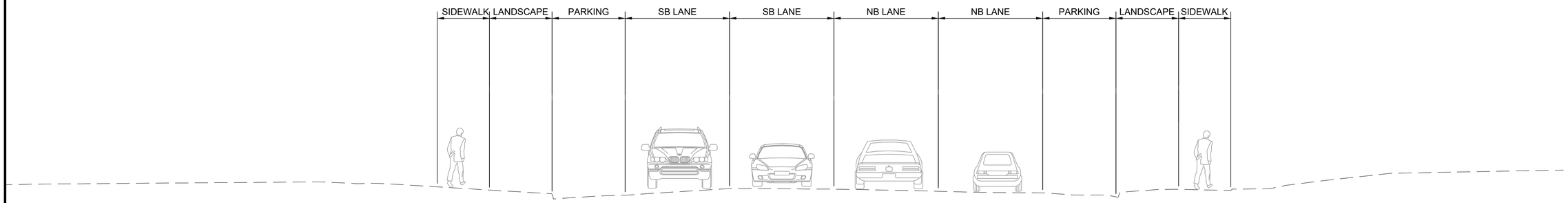
HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
NO AVALON STATION TUNNEL ALTERNATIVE (WSJ-6)
PLAN AND PROFILE

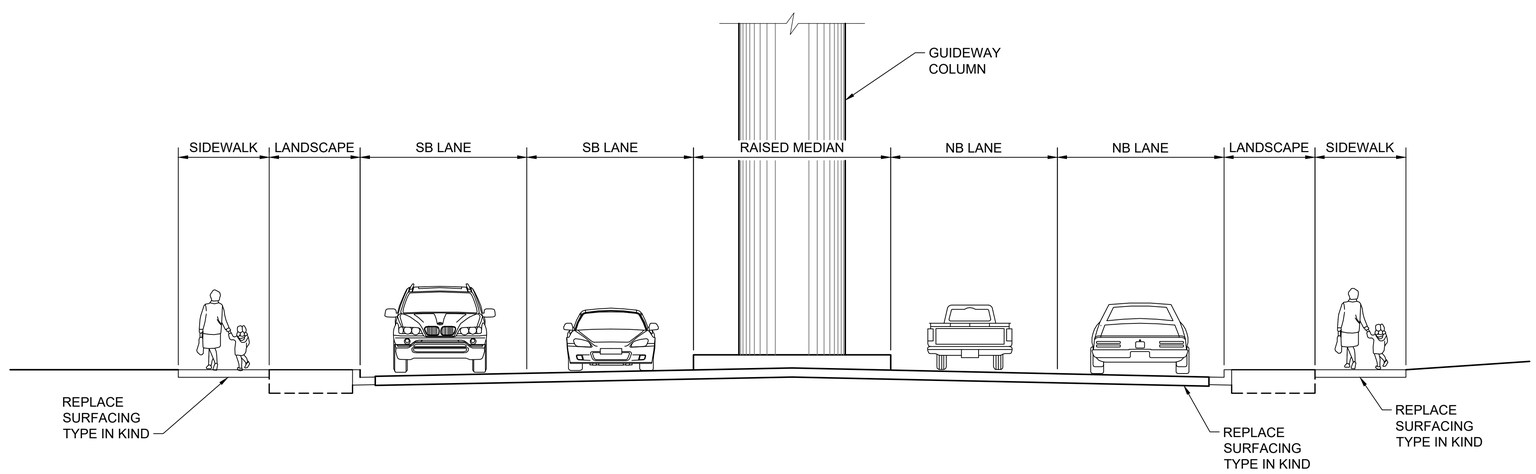
L50-GSP1326

LOC. ID: L50
PG. #: 98
03/2023



EXISTING ROADWAY SECTION - FAUNTLEROY WAY SW

NTS



PROPOSED ROADWAY SECTION - FAUNTLEROY WAY SW

NTS

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SOUNDTRANSIT

HNTB

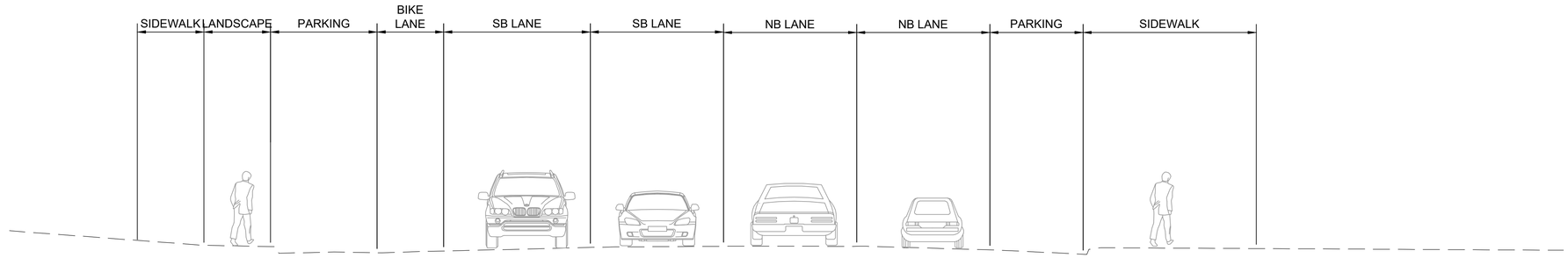
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
FAUNTLEROY WAY SW
SOUTH OF EDMUNDS ST. INTERSECTION WSJ-2
ROADWAY TYPICAL SECTION

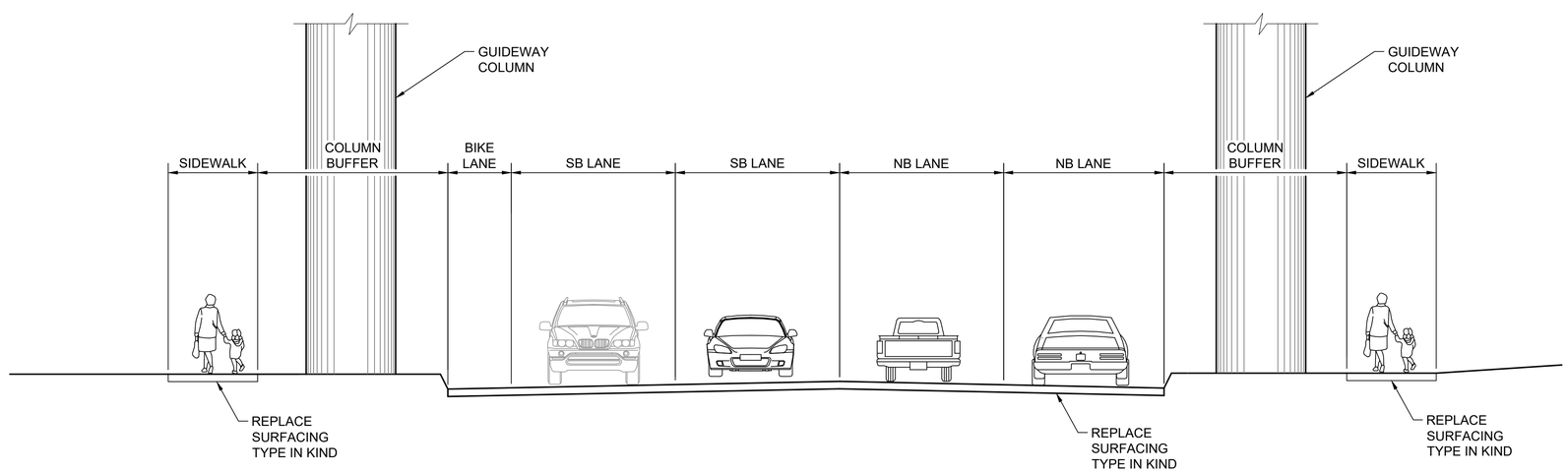
L50-CYX101

LOC. ID: L50
PG. #: 99
03/2023



EXISTING ROADWAY SECTION - FAUNTLEROY WAY SW

NTS



PROPOSED ROADWAY SECTION - FAUNTLEROY WAY SW

NTS

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SOUNDTRANSIT

HNTB

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
FAUNTLEROY WAY SW
SOUTH OF ALASKA ST. WSJ-2
ROADWAY TYPICAL SECTION

L50-CYX102

LOC. ID: L50
PG. #: 100
03/2023

37TH AVE SW
36TH AVE SW
35TH AVE SW
32ND AVE SW
WEST SEATTLE BRIDGE
SW GENESEE ST
FAUNTLEROY WAY SW
SW AVALON WAY
ESCALATOR AND PUBLIC STAIR
NORTHEAST STATION ENTRANCE
ANCILLARY AREA
ELEVATOR
ESCALATOR AND PUBLIC STAIR
ELEVATOR
SOUTHWEST STATION ENTRANCE
ANCILLARY AREA
EXIT STAIR
APPROX 29'-0" BELOW GRADE
PLATFORM
APPROX 30'-0" BELOW GRADE
BICYCLE STORAGE
BICYCLE STORAGE
PORTAL FAN BUILDING
BELOW GRADE FOOTPRINT
A
B
A
B

BUS LOADING AREA
BUS LAYOVER
PARATRANSIT LOADING AREA
PASSENGER LOADING AREA
STATION OPERATIONS FOOTPRINT

50 25 0 50 100
SCALE IN FEET

N

SOUNDTRANSIT
HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5a) AND PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5b)
SITE PLAN

W05-ASP500
LOC. ID: W05
PG. #: 101
03/2023

11/15/2023 9:28:25 AM
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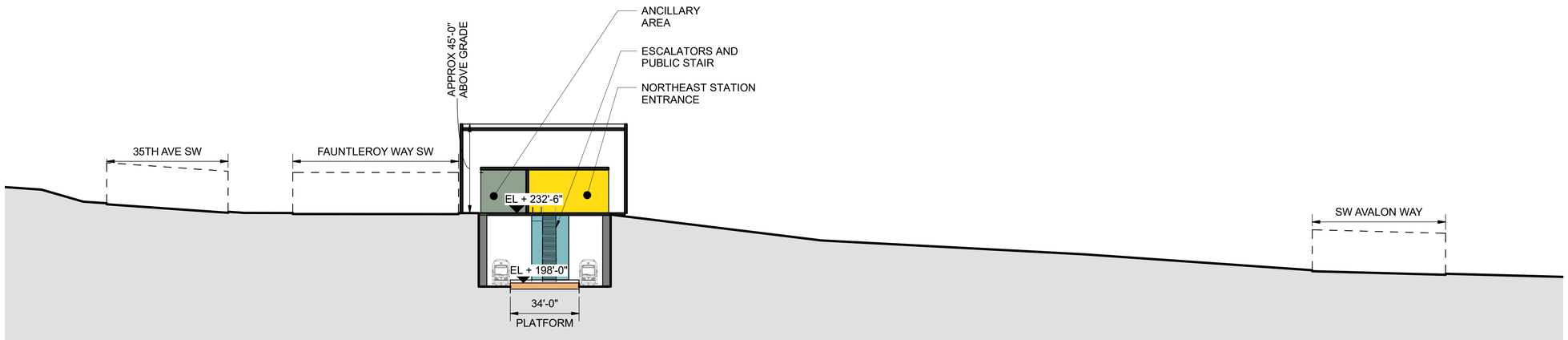
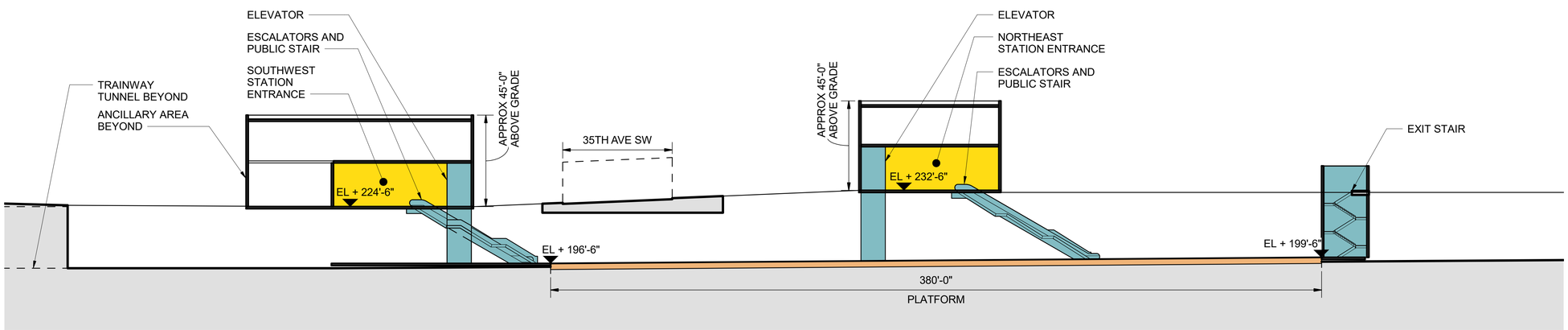


SECTION A



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SOUNDTRANSIT

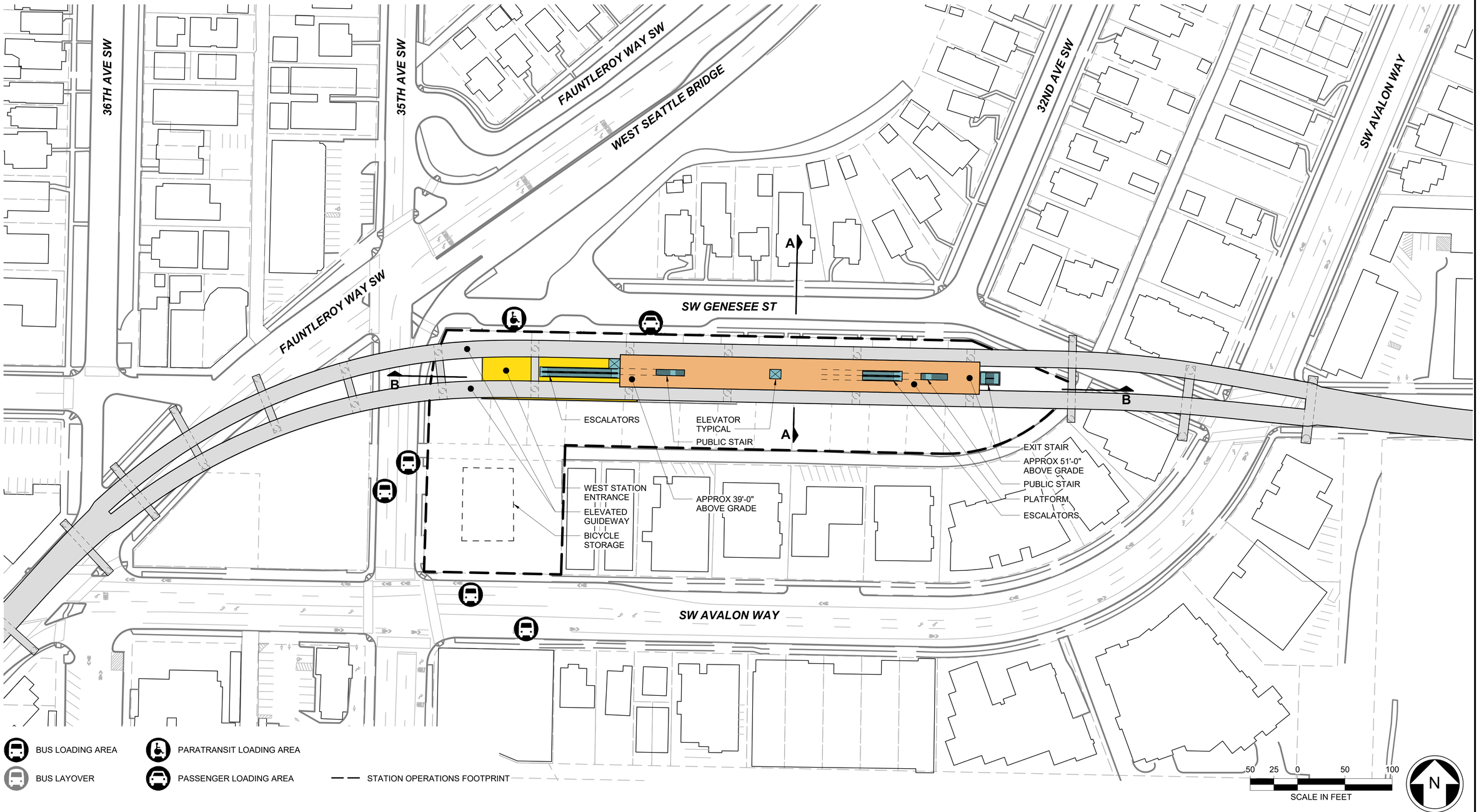
HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5a)* AND PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE STATION OPTION (WSJ-5b)
SITE SECTIONS

W05-ASX500

LOC. ID: W05
PG. #: 102
03/2023



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SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1)
SITE PLAN

W05-ASP900

LOC. ID: W05
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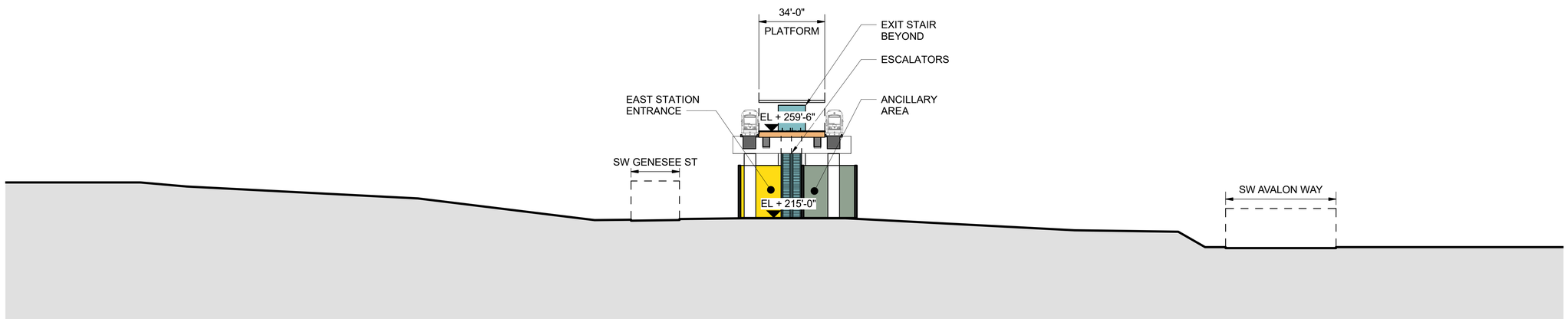

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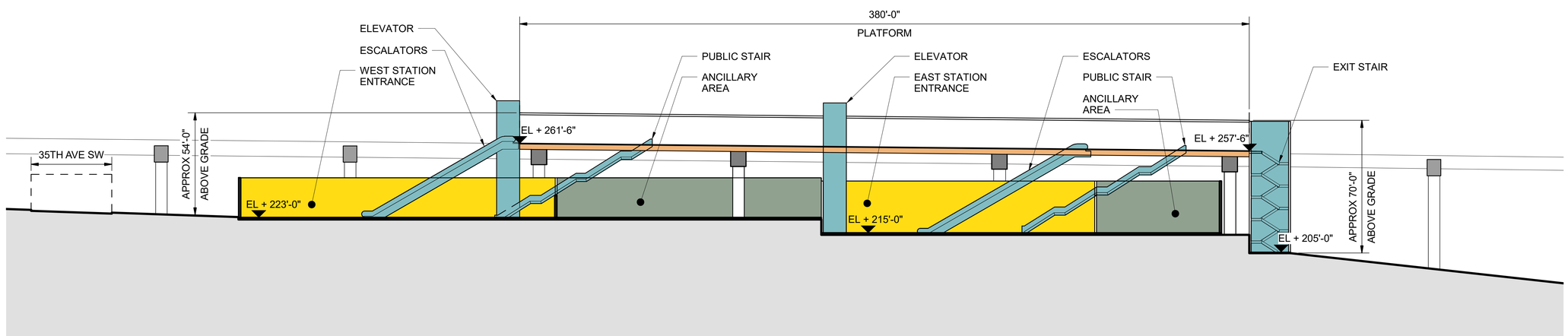

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SOUNDTRANSIT

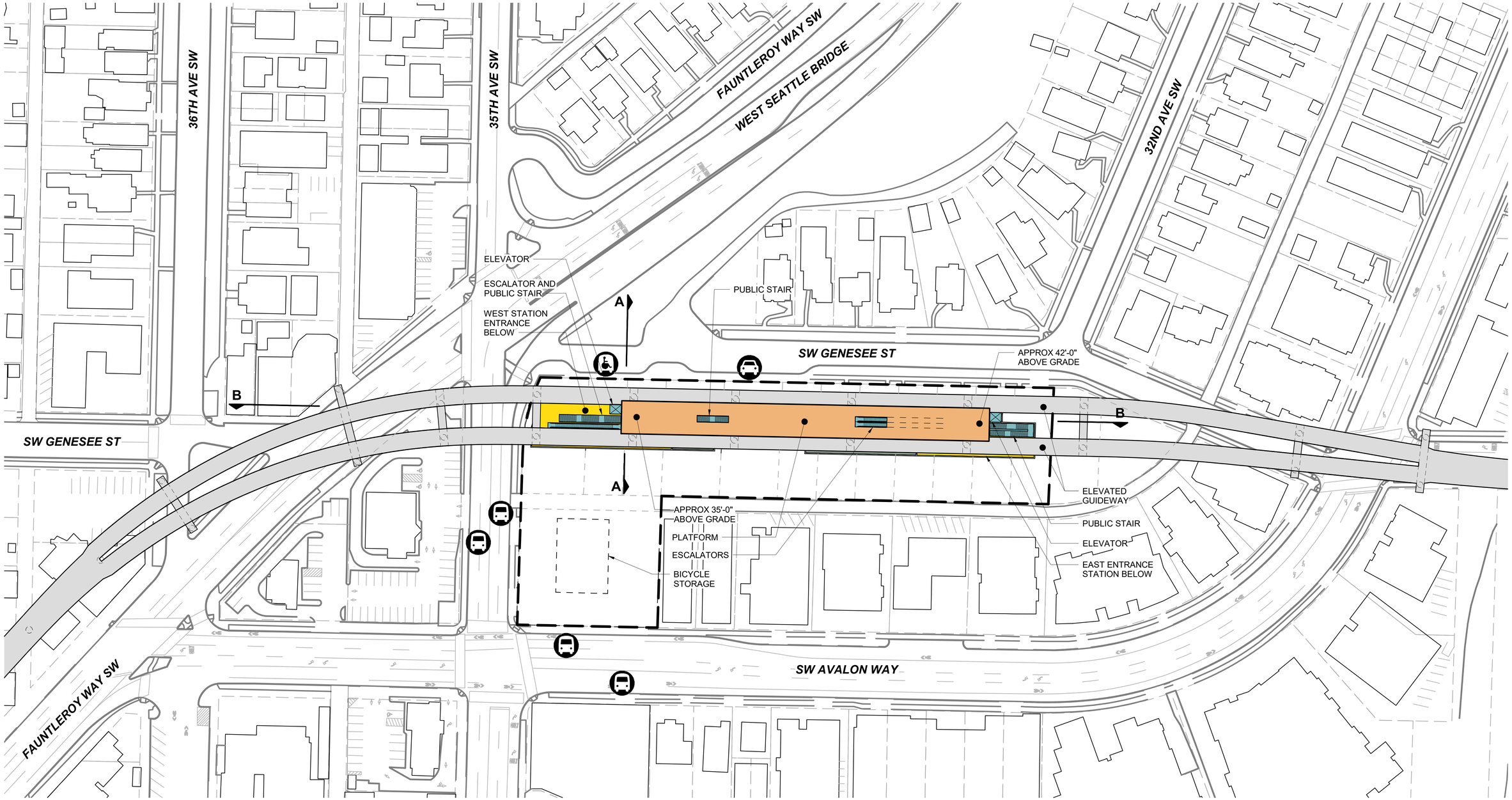
HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1)
SITE SECTIONS

W05-ASX900

LOC. ID: W05
PG. #: 104
03/2023



BUS LOADING AREA

BUS LAYOVER

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE - CONNECTING TO DEL-1a, DEL-1b, AND DEL-3 (WSJ-2)
SITE PLAN

W05-ASP100

LOC. ID: W05
PG. #: 105
03/2023

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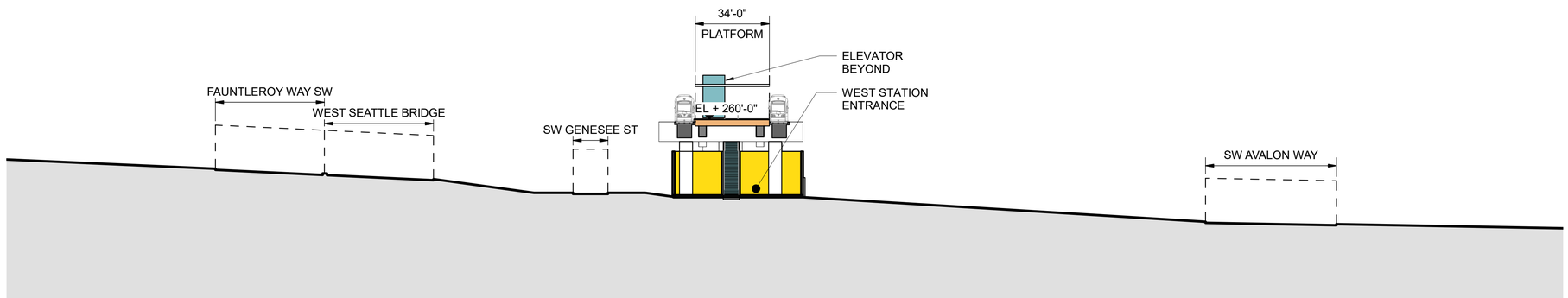
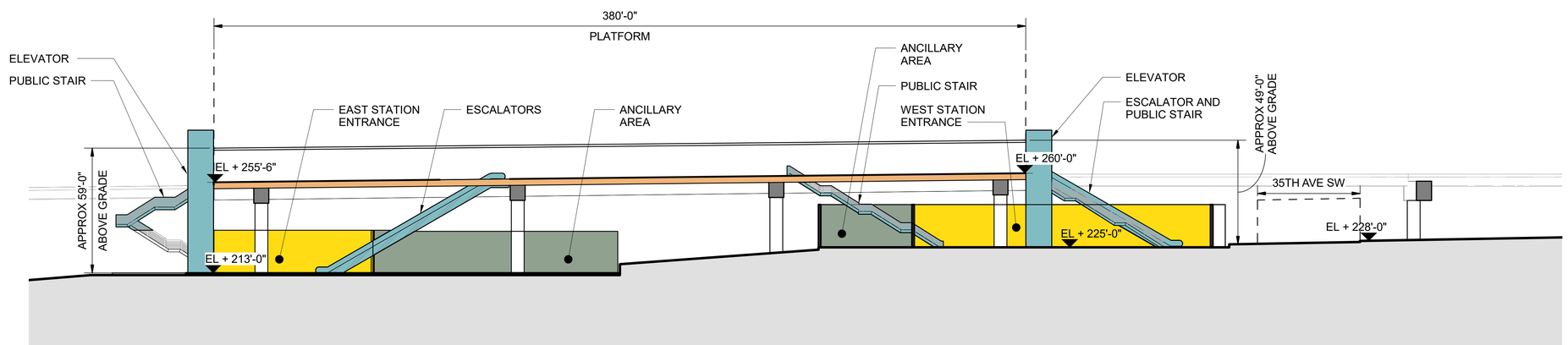


SECTION A



SECTION B

30 15 0 30 60
SCALE IN FEET

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE - CONNECTING TO DEL-1a, DEL-1b, AND DEL-3 (WSJ-2)
SITE SECTIONS

W05-ASX100

LOC. ID: W05
PG. #: 106
03/2023

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36TH AVE SW

35TH AVE SW

WEST SEATTLE BRIDGE

32ND AVE SW

EAST STATION ENTRANCE

ESCALATOR AND PUBLIC STAIR

ANCILLARY AREA

WEST STATION ENTRANCE

APPROX 30'-0" ABOVE GRADE

ELEVATED GUIDEWAY

SW GENESEE ST

SW GENESEE ST

A

B

B

ESCALATOR AND PUBLIC STAIR

EXIT STAIRS

ELEVATOR

BICYCLE STORAGE

ELEVATOR

APPROX 36'-0" ABOVE GRADE

PLATFORM

A

SW AVALON WAY

FAUNTLEROY WAY SW

35TH AVE SW

BUS LOADING AREA

BUS LAYOVER

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE -
CONNECTING TO DEL-5 (WSJ-2)
SITE PLAN

W05-ASP300

LOC. ID: W05
PG. #: 107
03/2023

3/23/2023 2:19:37 PM
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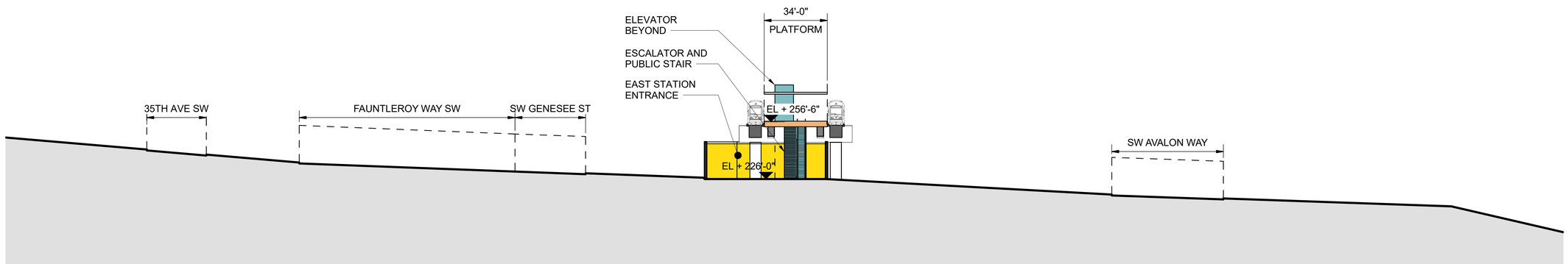
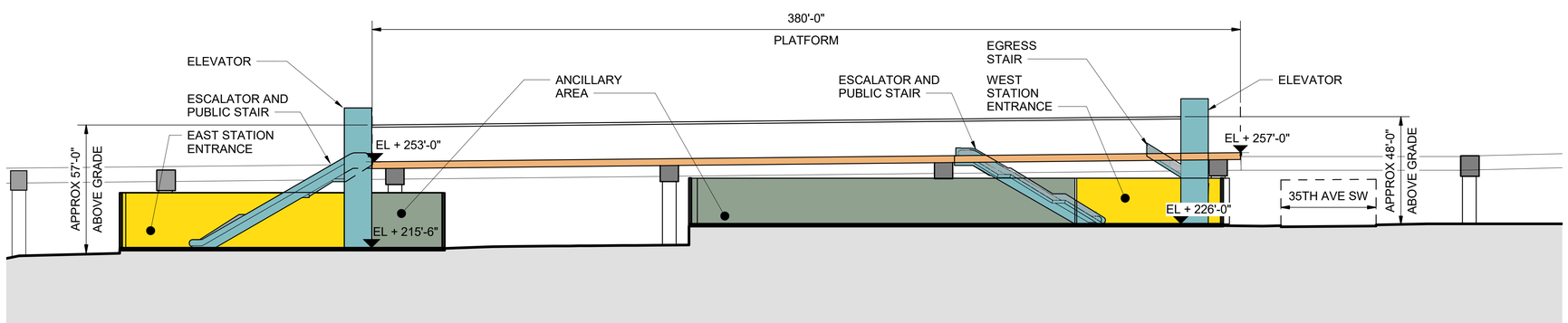


SECTION A



SECTION B

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SCALE IN FEET

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SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE -
CONNECTING TO DEL-5 (WSJ-2)
SITE SECTIONS

W05-ASX300

LOC. ID: W05
PG. #: 108
03/2023

37TH AVE SW

36TH AVE SW

WEST SEATTLE BRIDGE

SW GENESEE ST

SW GENESEE ST

ELEVATOR TYPICAL

APPROX 91'-0" BELOW GRADE

A

APPROX 87'-0" BELOW GRADE

PLATFORM

BICYCLE STORAGE

EXIT STAIR

BELOW GRADE FOOTPRINT

B

B

BICYCLE STORAGE

EXIT STAIR

TUNNEL VENTILATION

ESCALATORS AND PUBLIC STAIR TYPICAL

WEST STATION ENTRANCE

EAST STATION ENTRANCE

TUNNEL VENTILATION

A

SW AVALON WAY

FAUNTLEROY WAY SW

35TH AVE SW

BUS LOADING AREA

BUS LAYOVER

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
TUNNEL 41ST AVENUE STATION ALTERNATIVE - CONNECTING TO DEL-2a AND DEL-4 (WSJ-3a)
SITE PLAN

W05-ASP200

LOC. ID: W05
PG. #: 109
03/2023

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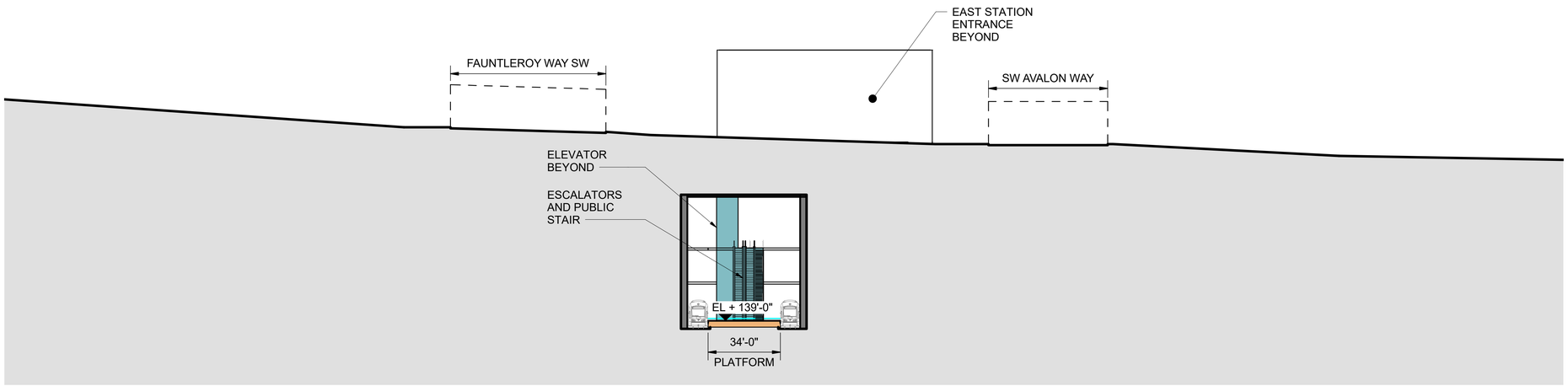

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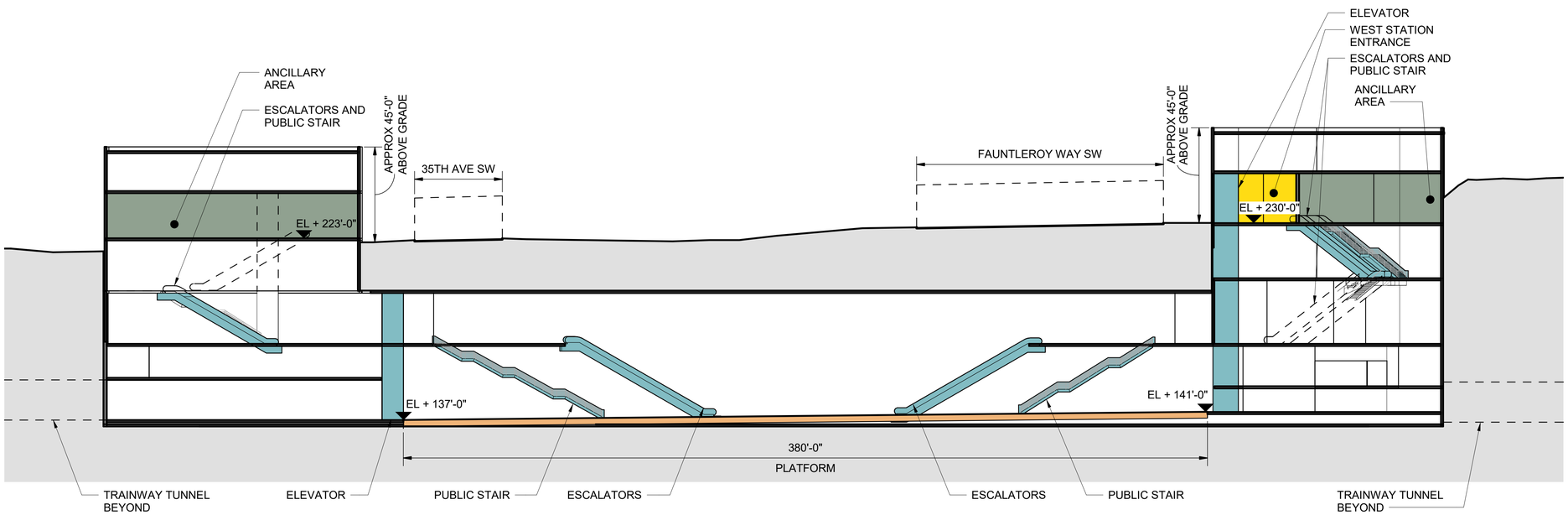

SECTION B

30 15 0 30 60
SCALE IN FEET

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
TUNNEL 41ST AVENUE STATION ALTERNATIVE -
CONNECTING TO DEL-2a AND DEL-4 (WSJ-3a)
SITE SECTIONS

W05-ASX200

LOC. ID: W05
PG. #: 110
03/2023

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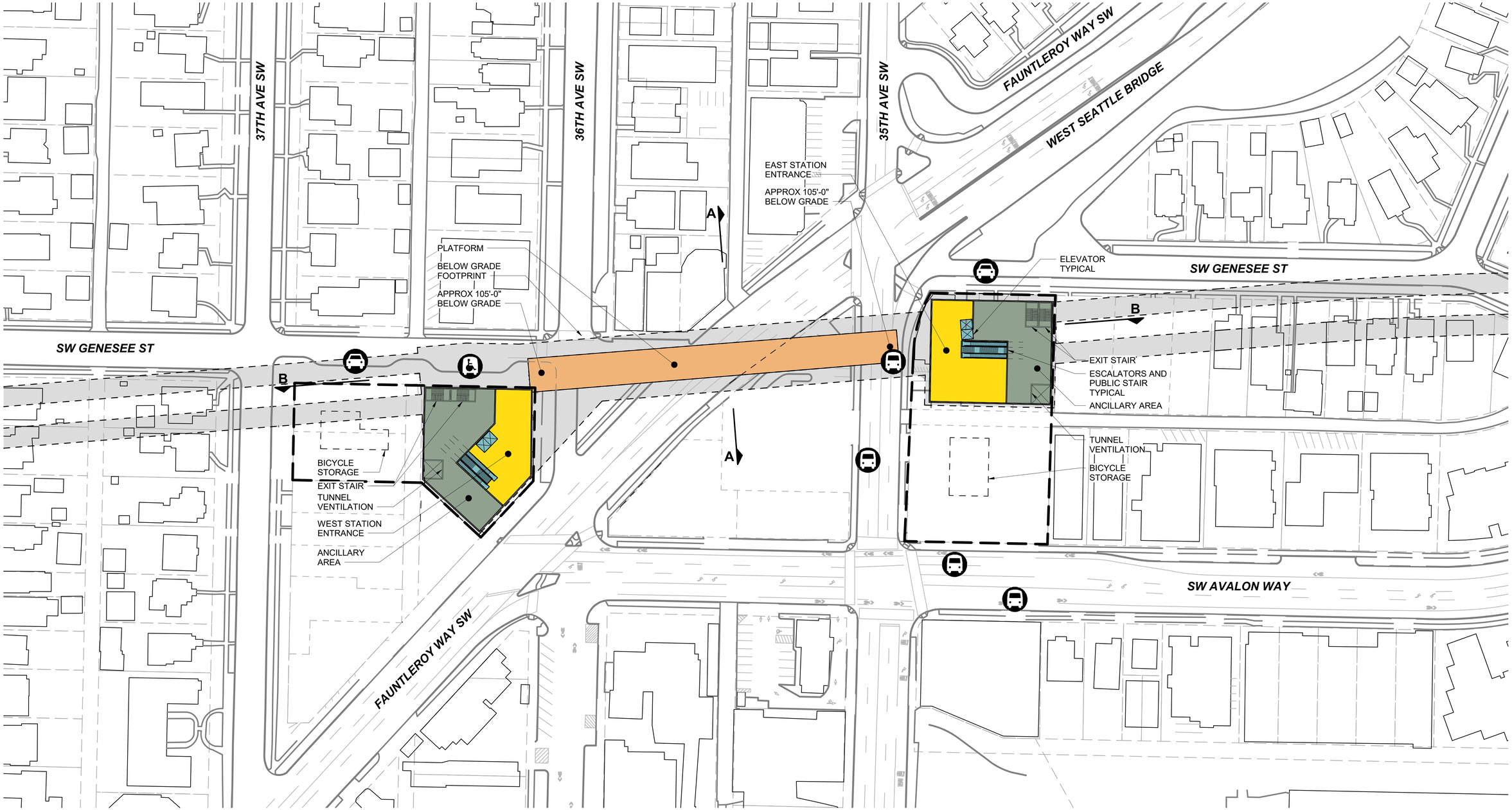

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SOUNDTRANSIT

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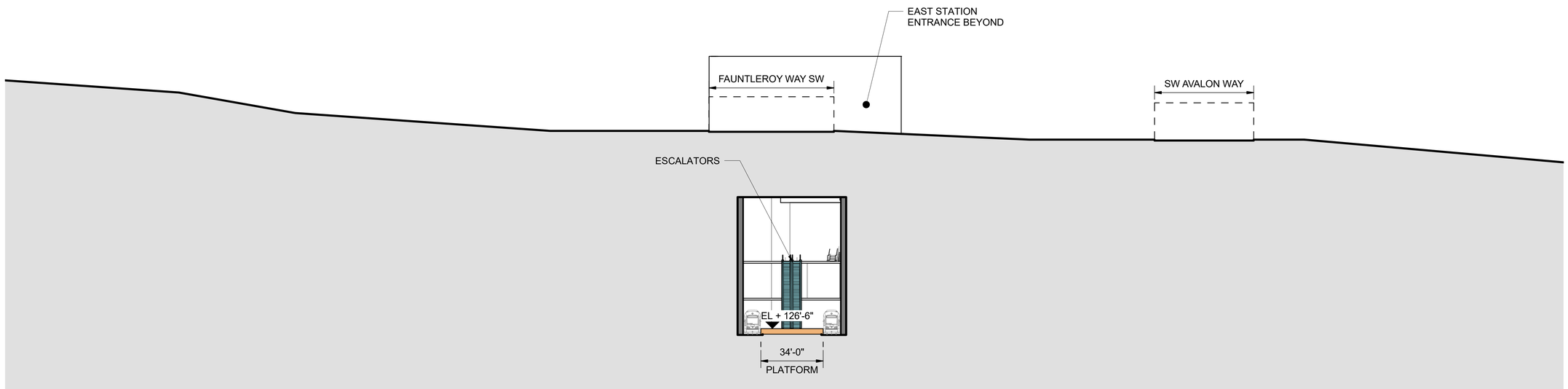
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
TUNNEL 41ST AVENUE STATION ALTERNATIVE - CONNECTING TO DEL-2b (WSJ-3a)
SITE PLAN

W05-ASP1000

LOC. ID: W05
PG. #: 111
03/2023



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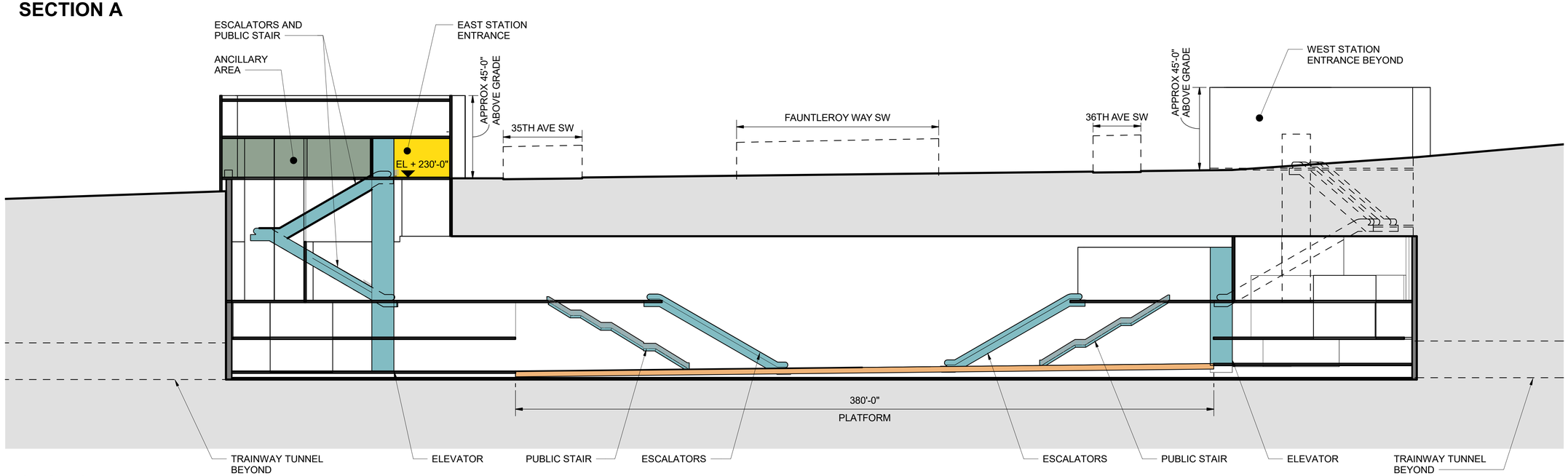

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SCALE IN FEET

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
TUNNEL 41ST AVENUE STATION ALTERNATIVE -
CONNECTING TO DEL-2b (WSJ-3a)
SITE SECTIONS

W05-ASX1000

LOC. ID: W05
PG. #: 112
03/2023

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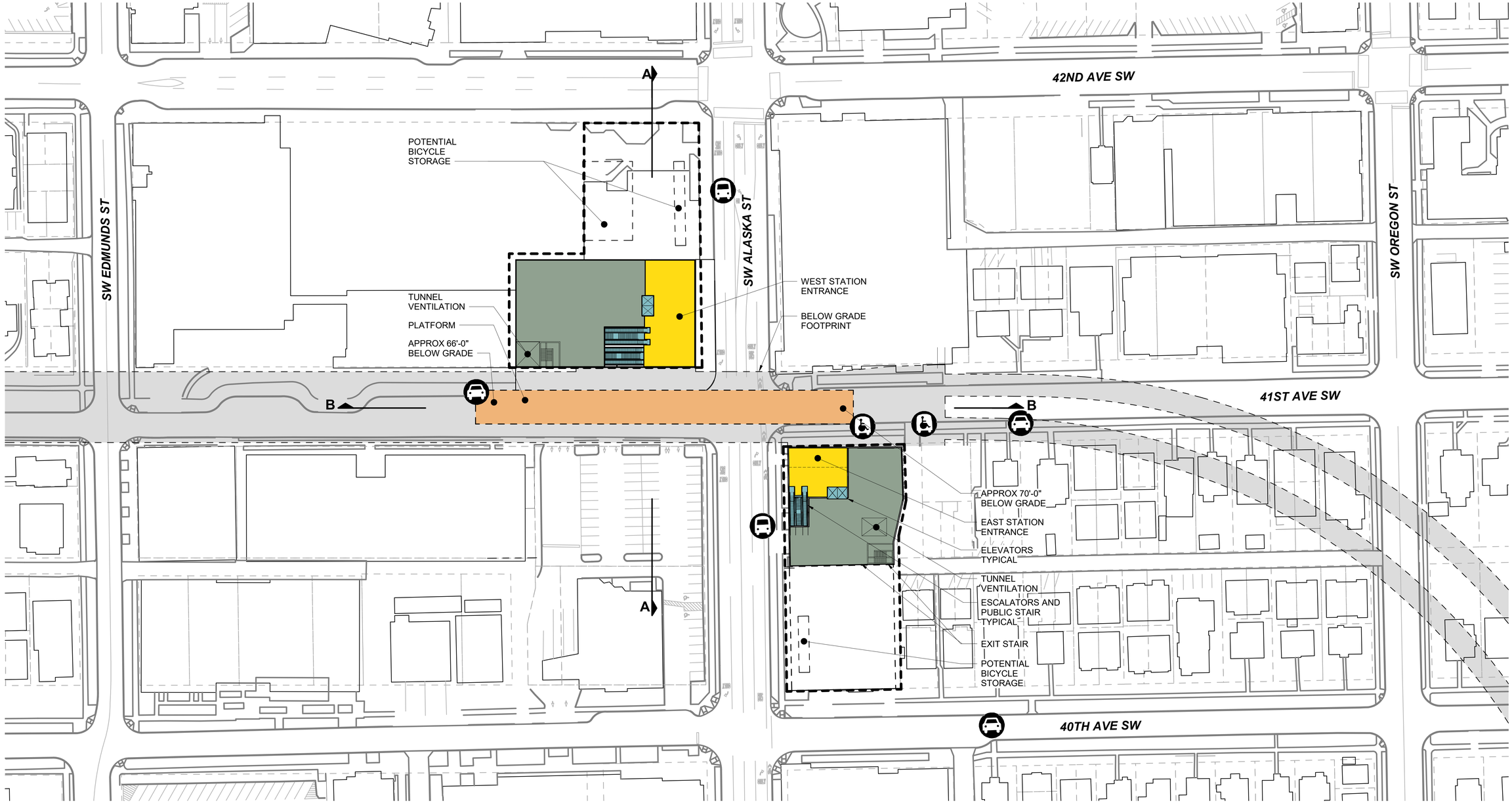

BUS LOADING AREA

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT

PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE OPTION (WSJ-5b)

SITE PLAN

W07-ASP000

LOC. ID: W07

PG. #: 113

03/2023

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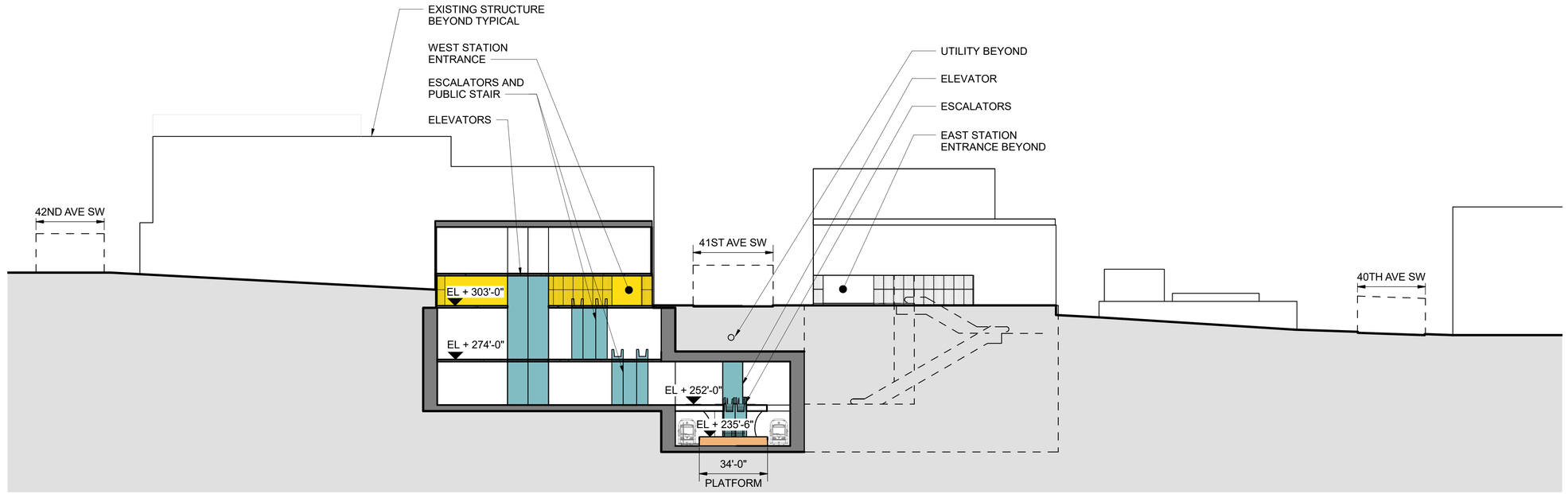

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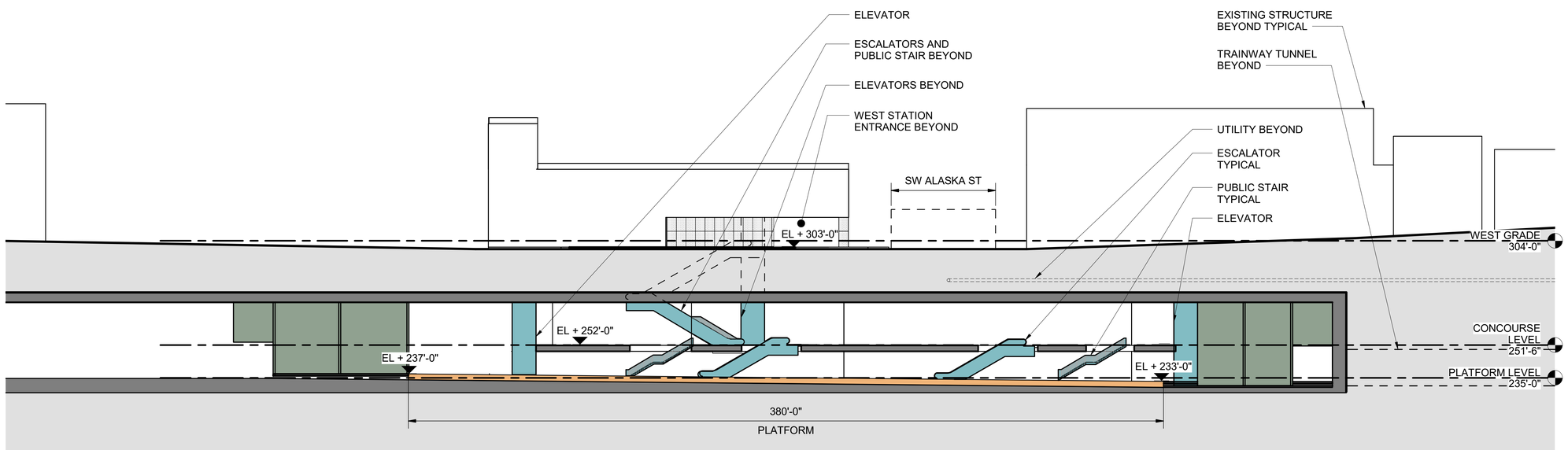

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SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
PREFERRED MEDIUM TUNNEL 41ST AVENUE STATION WEST ENTRANCE OPTION (WSJ-5b)
SITE SECTIONS

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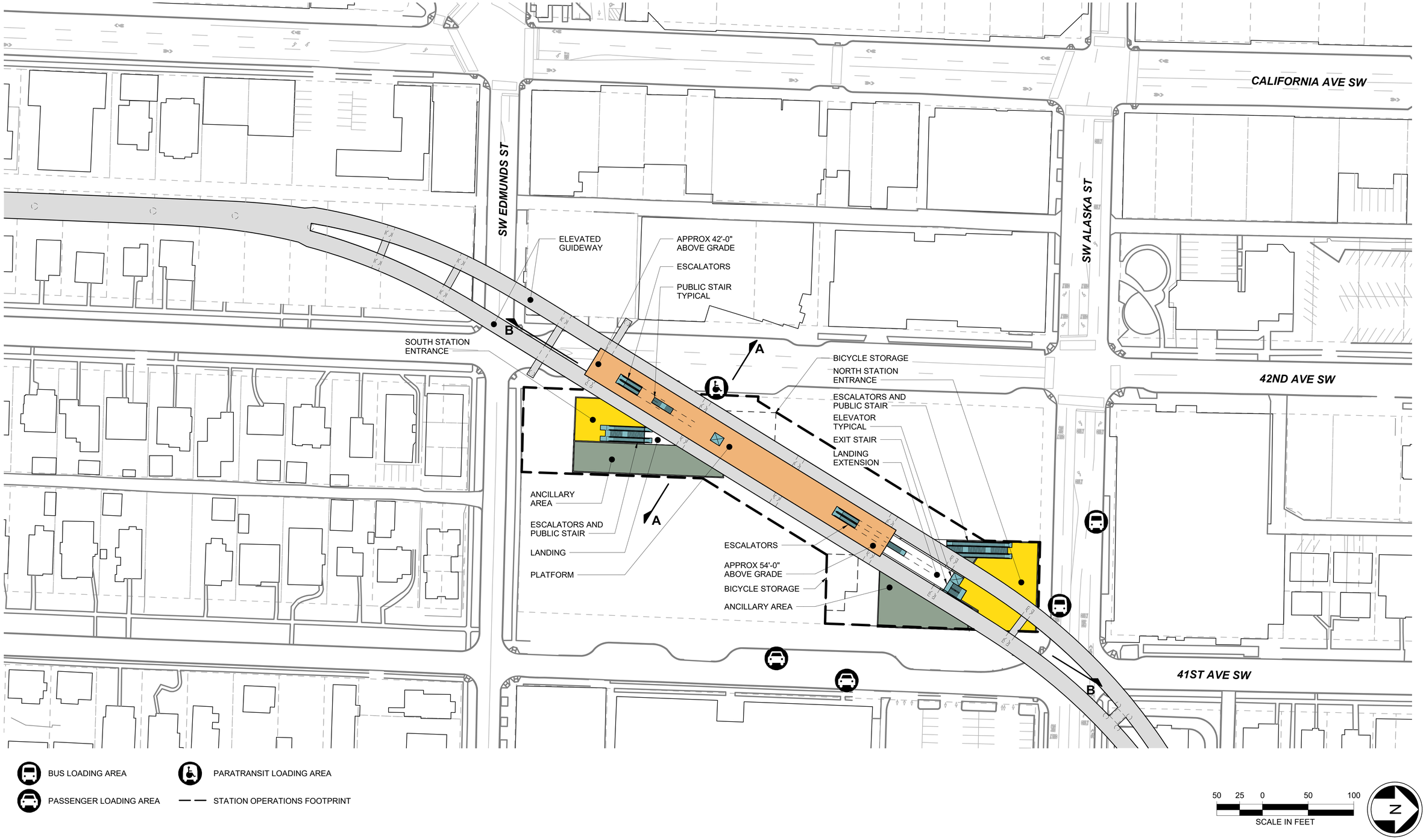
03/2023



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SOUNDTRANSIT

HNTB HEWITT

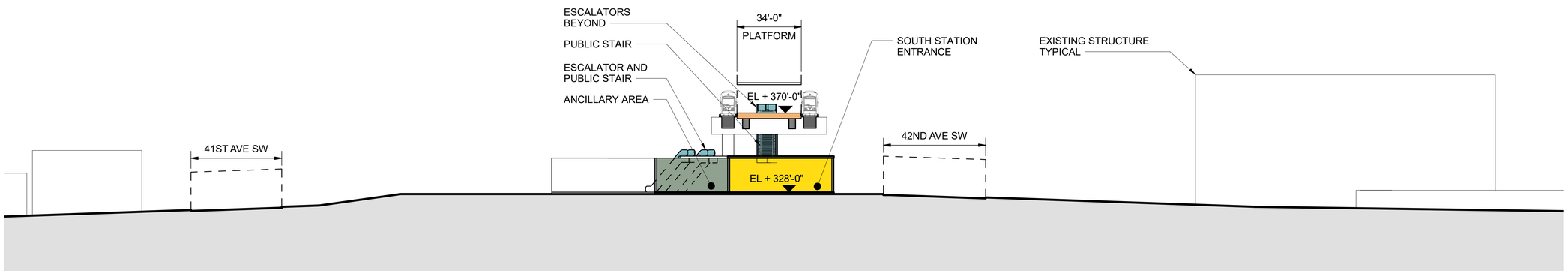
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1)
SITE PLAN

W07-ASP900

LOC. ID: W07
PG. #: 115
03/2023



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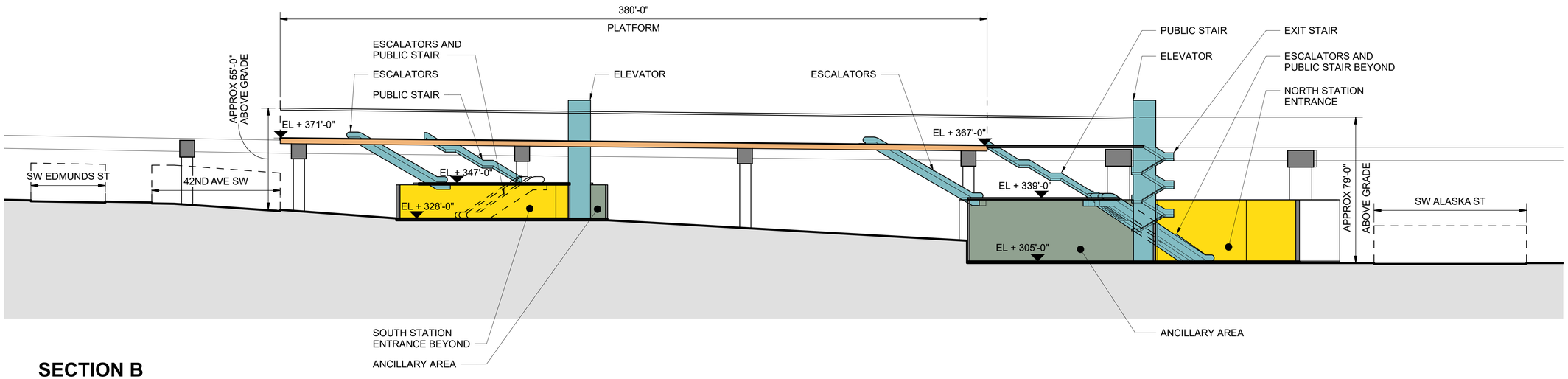

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SOUNDTRANSIT

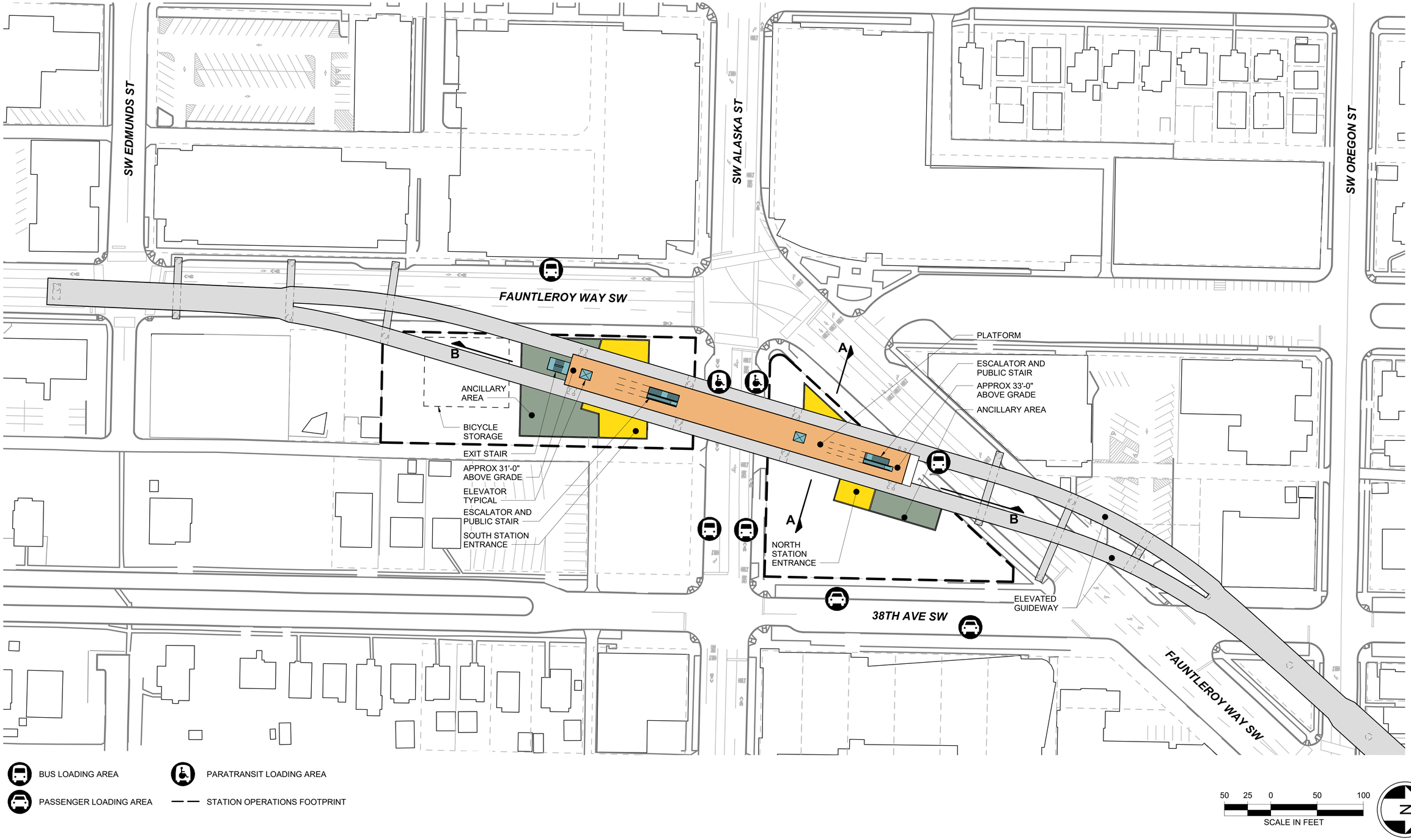
HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED 41ST/42ND AVENUE STATION ALTERNATIVE (WSJ-1)
SITE SECTIONS

W07-ASX900

LOC. ID: W07
PG. #: 116
03/2023



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SOUNDTRANSIT

HNTB HEWITT

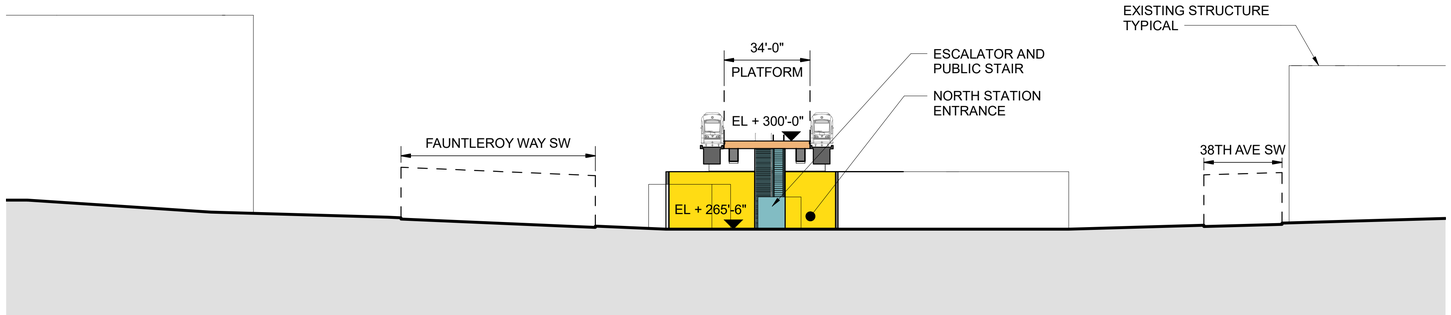
WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE (WSJ-2)
SITE PLAN

W07-ASP100

LOC. ID: W07
PG. #: 117
03/2023



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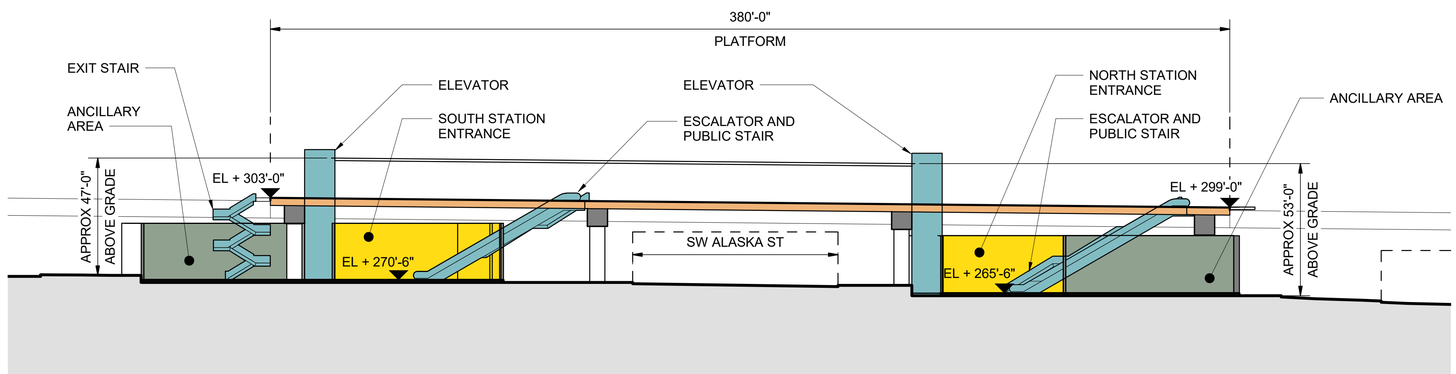

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SOUNDTRANSIT

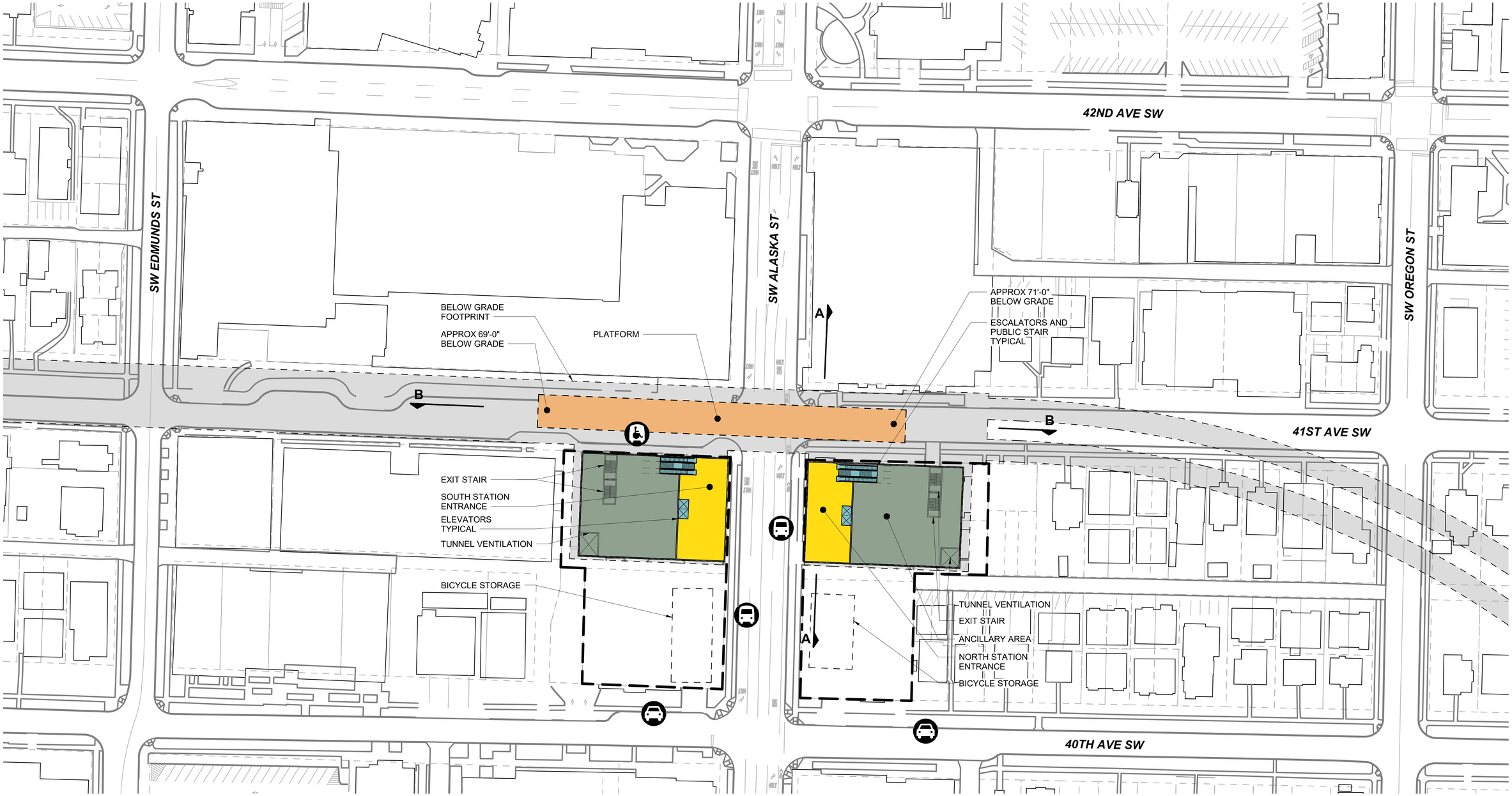
HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
ELEVATED FAUNTLEROY WAY STATION ALTERNATIVE (WSJ-2)
SITE SECTIONS

W07-ASX100

LOC. ID: W07
PG. #: 118
03/2023



BUS LOADING AREA

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-3a)
SITE PLAN

W07-ASP200

LOC. ID: W07
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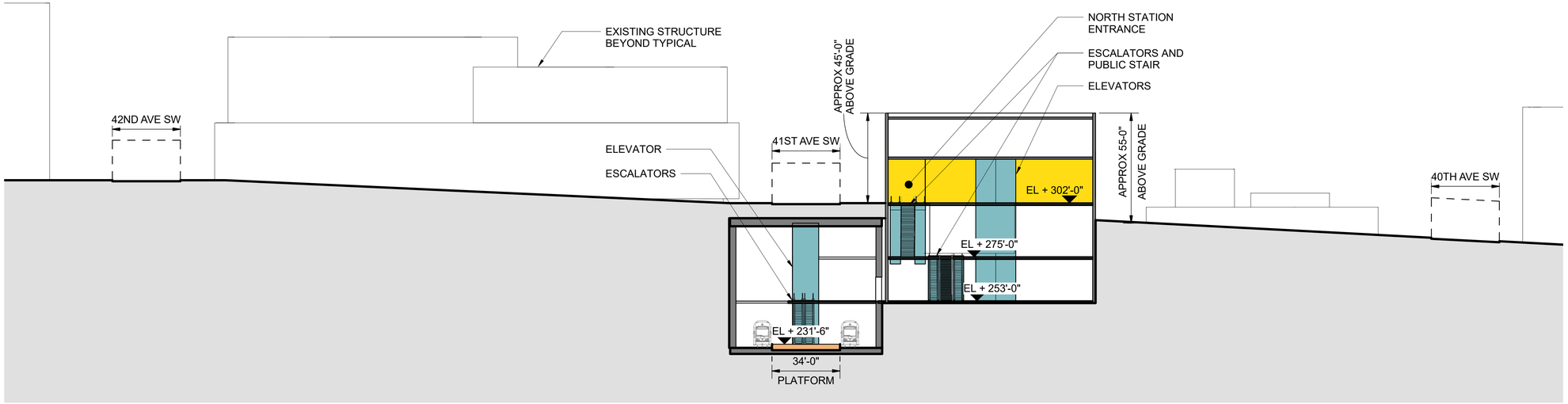

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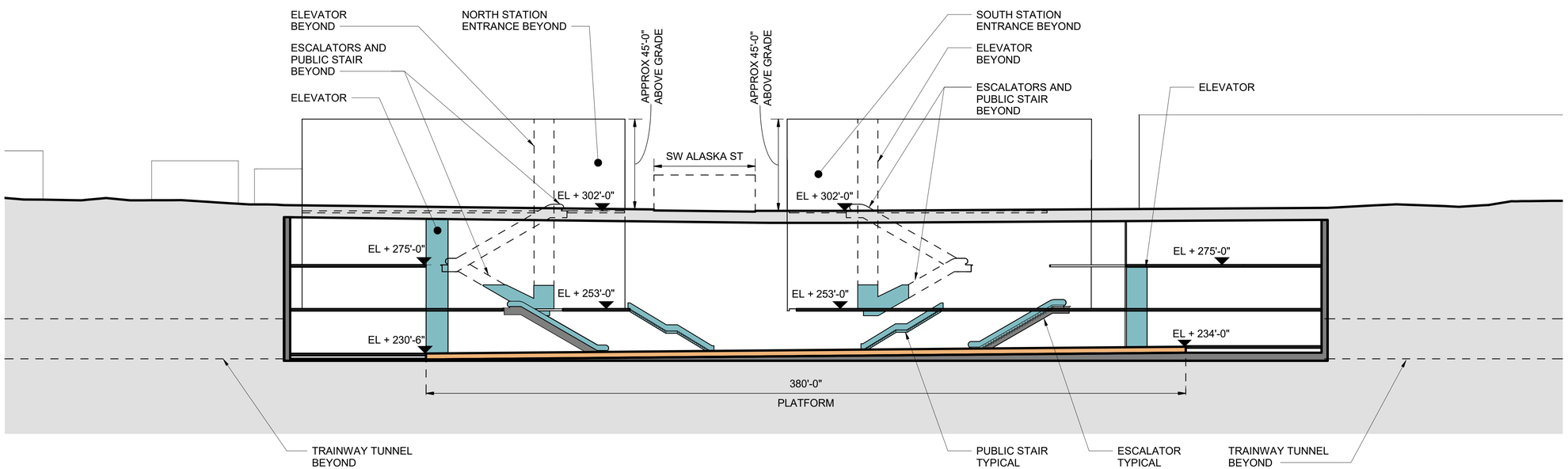

SECTION B

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SCALE IN FEET

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-3a)
SITE SECTIONS

W07-ASX200

LOC. ID: W07
PG. #: 120
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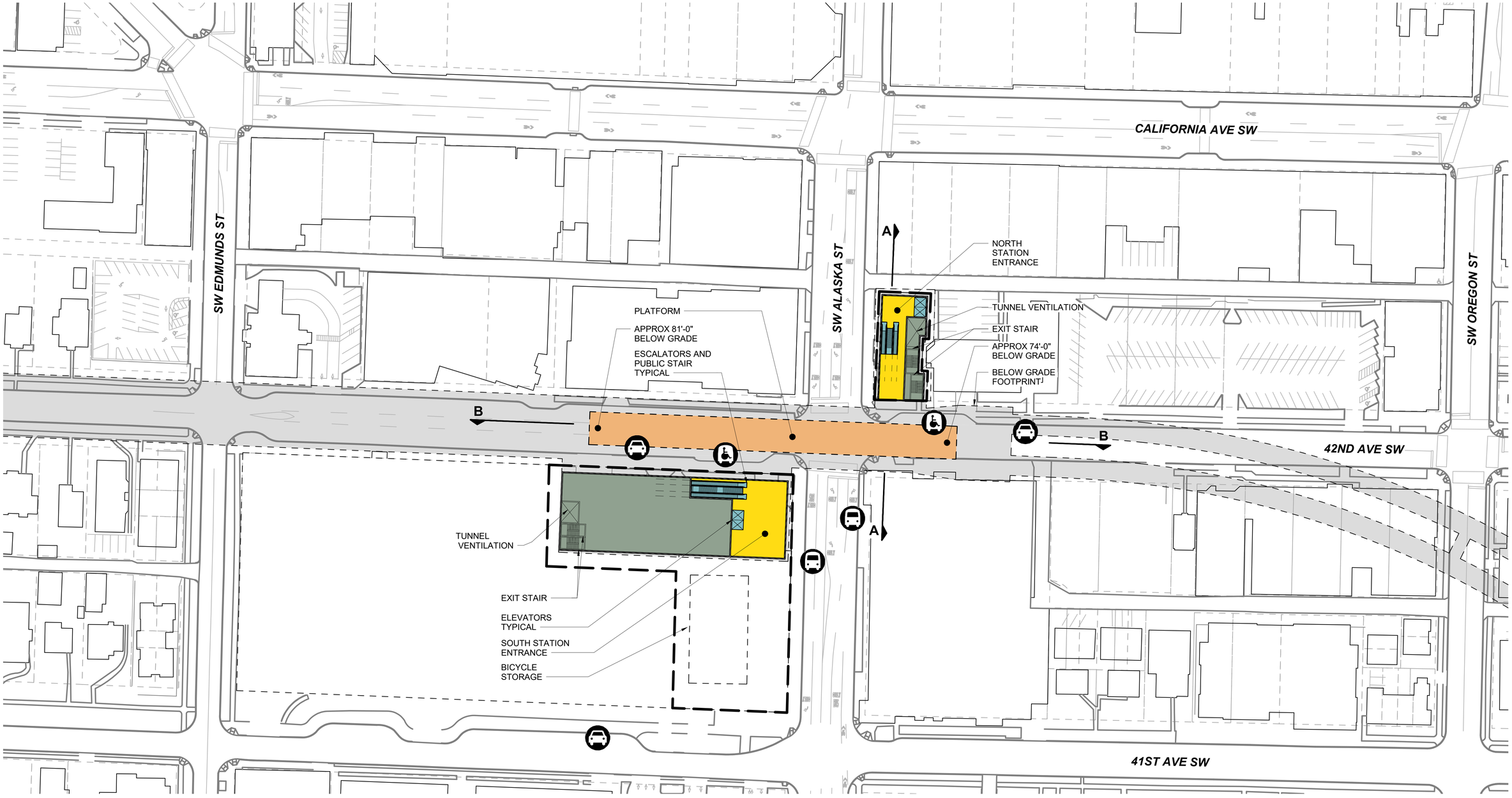

BUS LOADING AREA

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
TUNNEL 42ND AVENUE STATION OPTION (WSJ-3b)
SITE PLAN

W07-ASP400

LOC. ID: W07
PG. #: 121
03/2023

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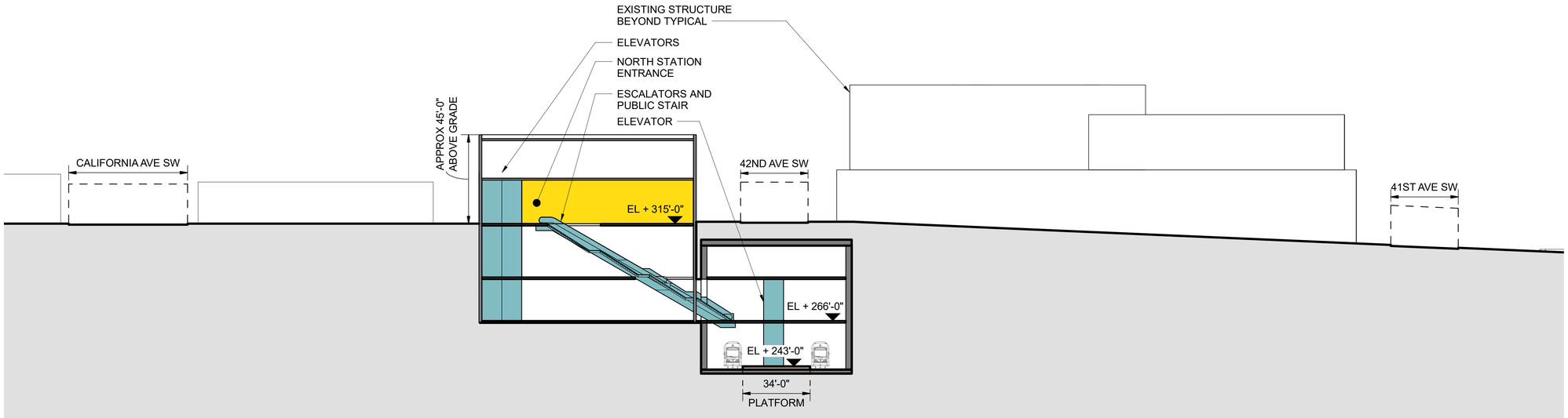

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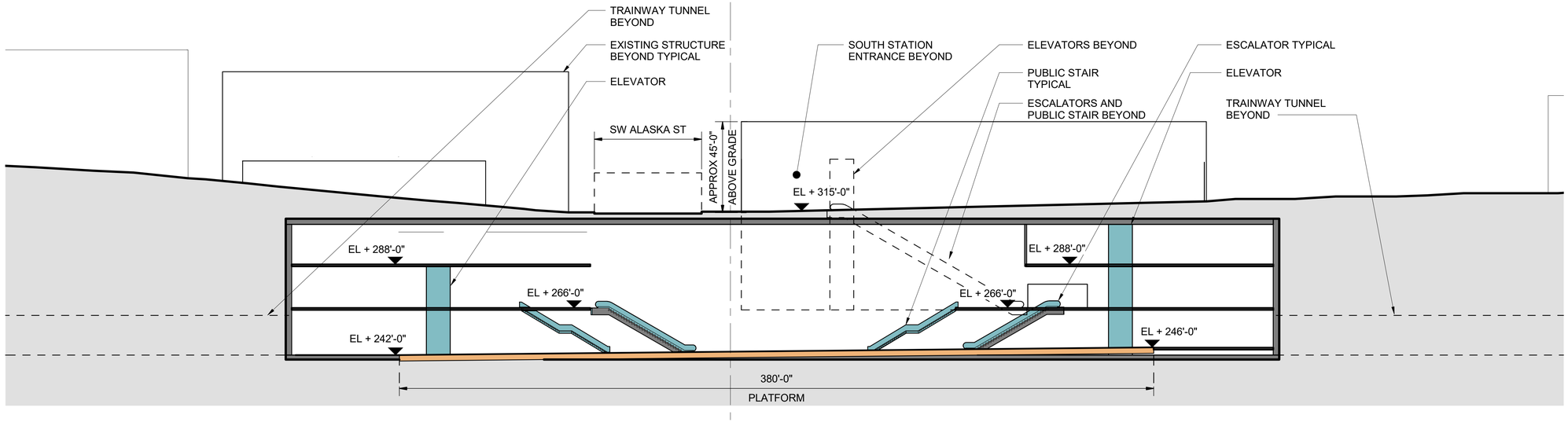

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SOUNDTRANSIT

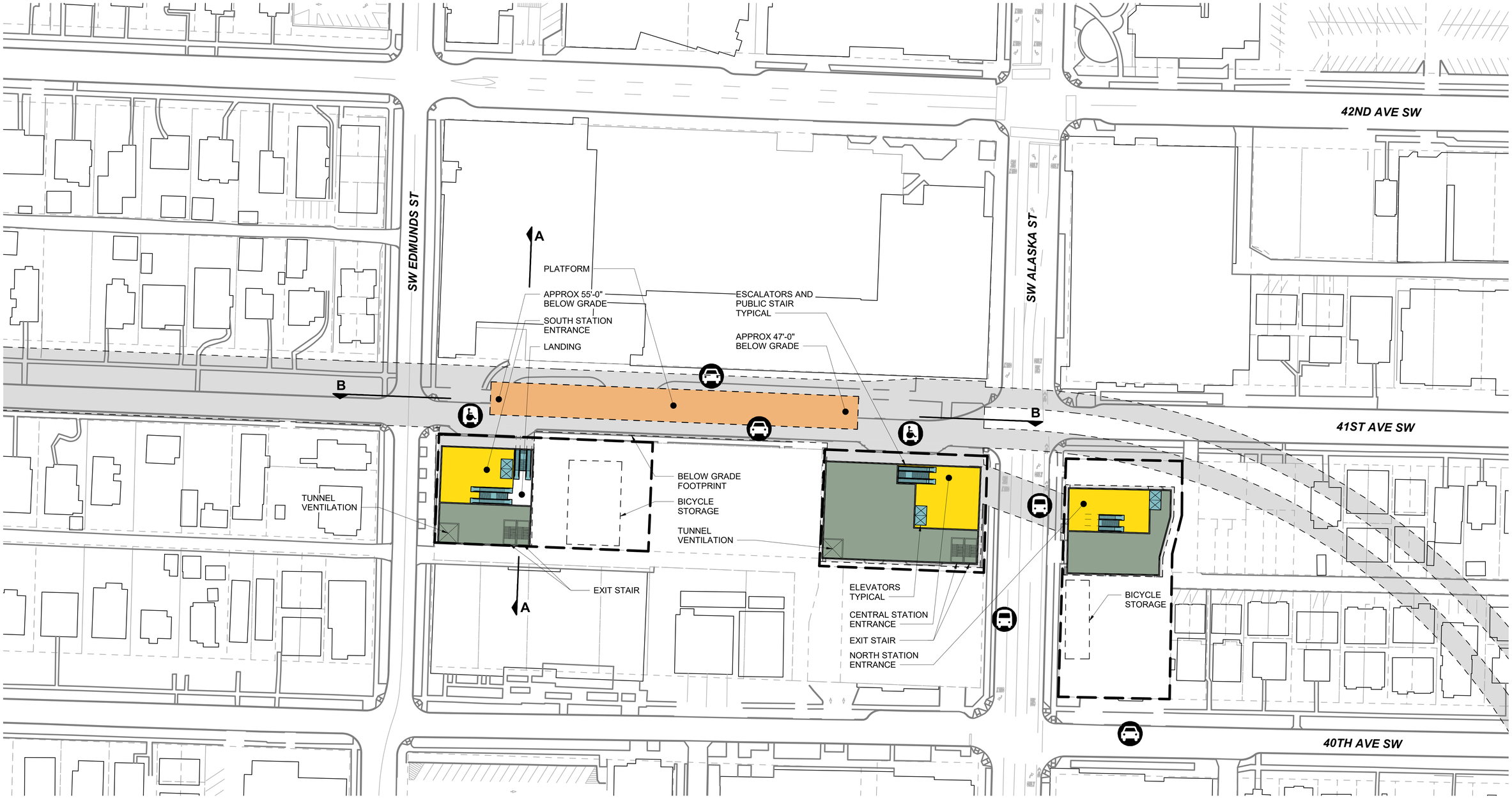
HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
TUNNEL 42ND AVENUE STATION OPTION (WSJ-3b)
SITE SECTIONS

W07-ASX400

LOC. ID: W07
PG. #: 122
03/2023



BUS LOADING AREA

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
SHORT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-4)
SITE PLAN

W07-ASP600

LOC. ID: W07
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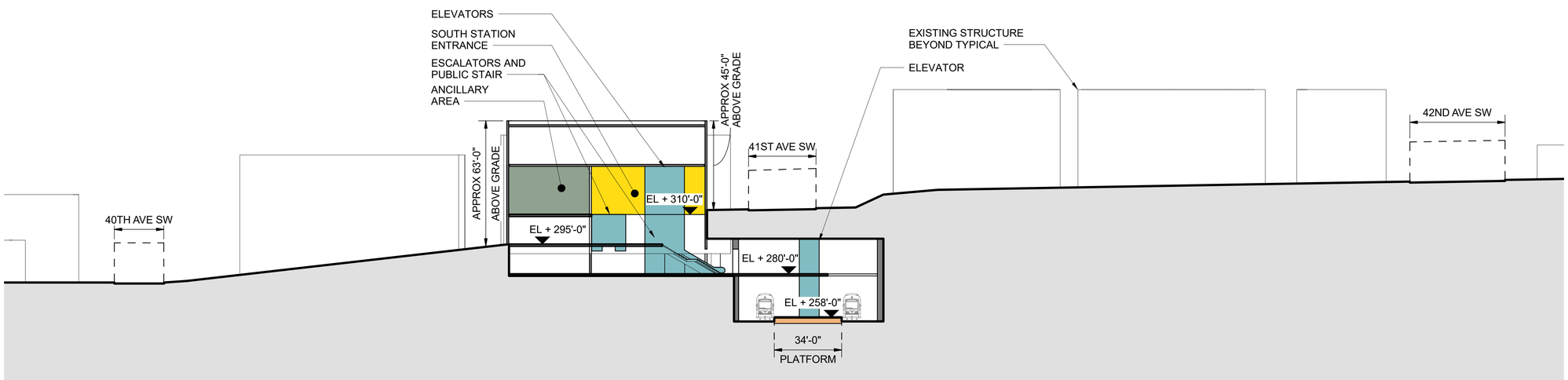

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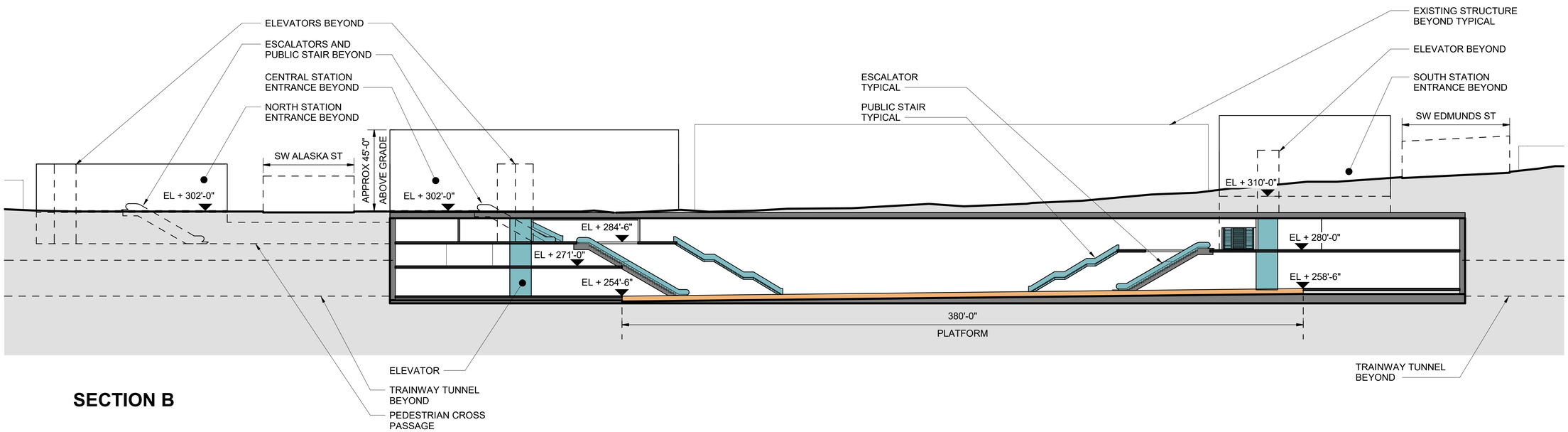

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SOUNDTRANSIT

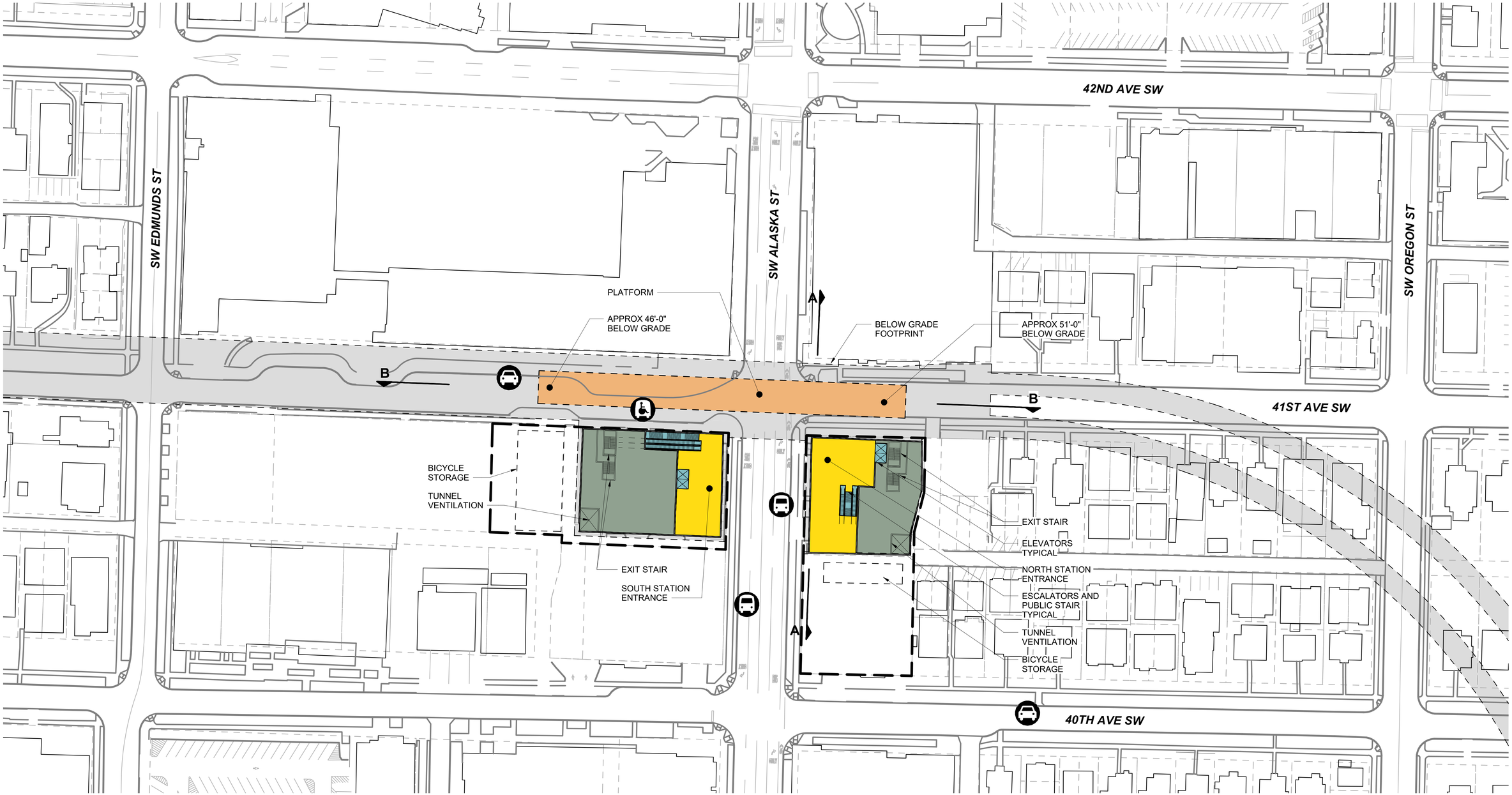
HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
SHORT TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-4)
SITE SECTIONS

W07-ASX600

LOC. ID: W07
PG. #: 124
03/2023



BUS LOADING AREA

PARATRANSIT LOADING AREA

PASSENGER LOADING AREA

STATION OPERATIONS FOOTPRINT

50 25 0 50 100

SCALE IN FEET

N

SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN

WEST SEATTLE JUNCTION SEGMENT
MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5a) AND NO AVALON STATION
TUNNEL ALTERNATIVE (WSJ-6)
SITE PLAN

W07-ASP500

LOC. ID: W07
PG. #: 125
03/2023

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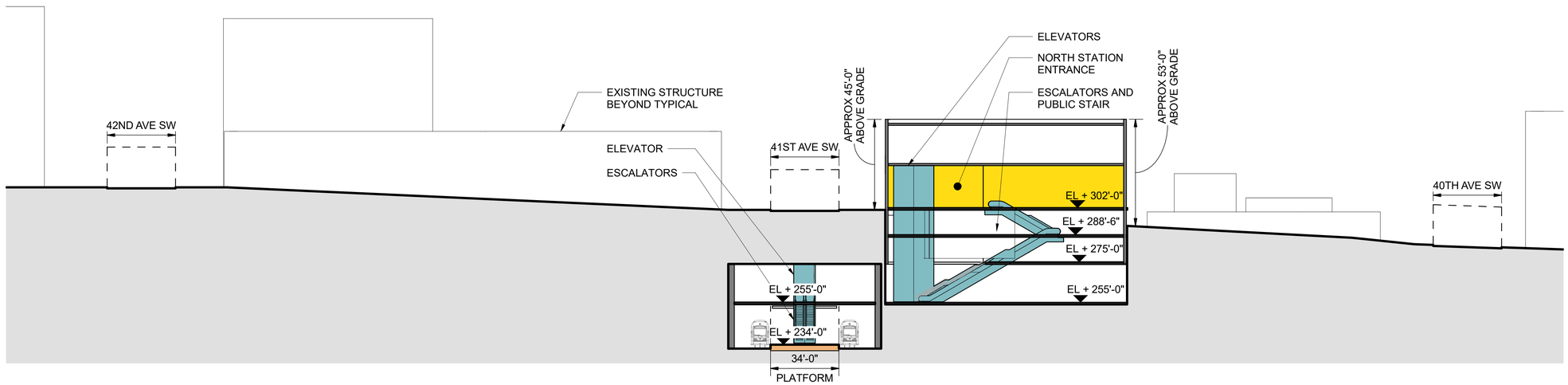

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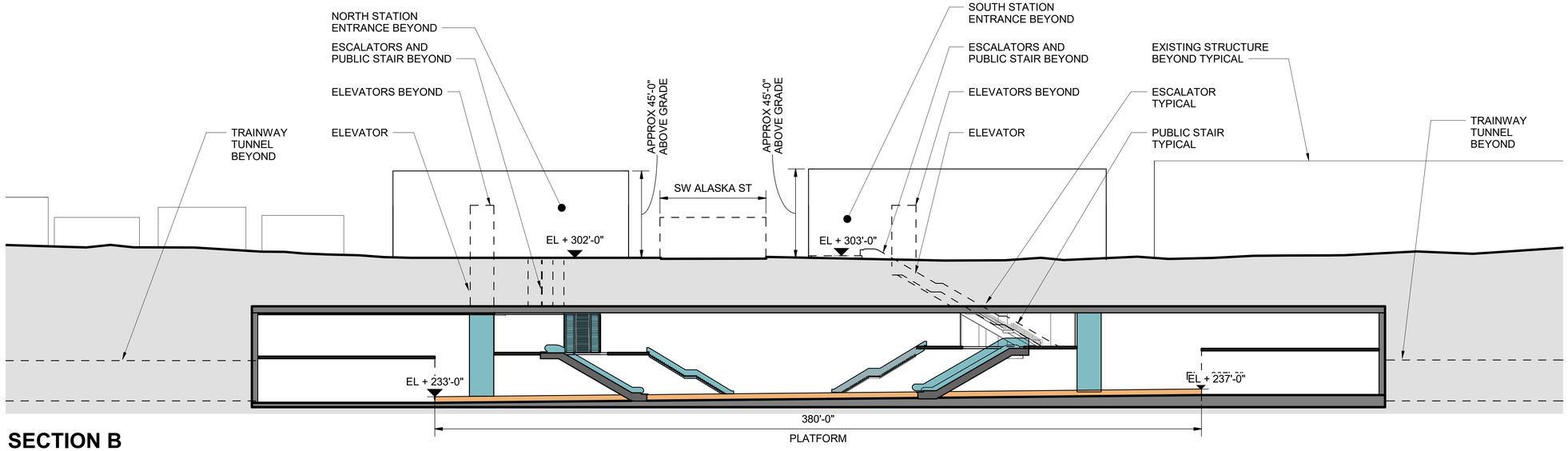

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SOUNDTRANSIT

HNTB HEWITT

WEST SEATTLE LINK EXTENSION

FINAL EIS - CONCEPTUAL DESIGN
WEST SEATTLE JUNCTION SEGMENT
MEDIUM TUNNEL 41ST AVENUE STATION ALTERNATIVE (WSJ-5a) AND NO AVALON STATION
TUNNEL ALTERNATIVE (WSJ-6)
SITE SECTIONS

W07-ASX500
LOC. ID: W07
PG. #: 126
03/2023

APPENDIX K

Present and Future Development, Transportation, and Public Works Projects in the Study Area

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Appendix K. Present and Future Development, Transportation, and Public Works Projects in the Study Area

This appendix includes the present and future related project and transportation assumptions for the cumulative impacts analysis in Chapter 5, Cumulative Impacts, of the Final Environmental Impact Statement for the West Seattle Link Extension Project. As discussed in Section 5.2, Past and Present Actions, impacts from past projects that were built prior to 2010 are considered qualitatively as part of the affected environment and are addressed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences. Present projects were defined as larger development projects that have begun or completed the permit process or construction since 2013 in the study area. These include present commercial projects with a construction value over $10 million and residential projects with 10 or more residential units. These projects were identified because they might have direct or indirect environmental impacts that could contribute to cumulative impacts when considered in conjunction with impacts.

Reasonably foreseeable future actions are future projects or actions proposed or under construction that could have environmental impacts that might add or interact with the project impacts. Reasonably foreseeable future actions are not speculative and are included regardless of the agency, organization, or person serving as their proponent (Council on Environmental Quality 1997). They must be reasonably likely to occur based on being funded, approved, or under consideration for regulatory permitting; subject to environmental review under the National Environmental Policy Act or the State Environmental Policy Act; or part of an officially adopted planning document or publicly available development plan.

Tables K-1 and K-2 list the present and future development projects (Table K-1) and transportation and public works projects (Table K-2) considered in the project cumulative impact analysis. Table K-2 summarizes the associated impacts identified in each project's environmental review processes.

The present and future development projects listed in Table K-1 are shown on Figures K-1 through K-3. Future projects that are not within the map extent are noted on the figures and in the tables. None of the projects in the SODO Segment study area are within the map extents, except for one shown on Figure K-1, Present and Future Development Projects – Duwamish Segment. These projects primarily represent privately funded residential, institutional, and commercial developments within the study area. This information was obtained through a publicly available City of Seattle building permit application database and may not include every development project that is underway in the study area.

Reasonably foreseeable future actions (the future transportation and public works projects in Table K-2) were identified by reviewing numerous plans, proposals, developments, and National Environmental Policy Act documentation from the City of Seattle, the Seattle Department of Transportation, the Port of Seattle, King County Metro Transit (Metro), the Washington State Department of Transportation (WSDOT), Sound Transit, private developers, and other entities, as well as actions identified in the *West Seattle and Ballard Link Extensions Scoping Information Report* (Sound Transit 2019). This information was compiled into Table K-2, and the projects are shown on Figures K-4 through K-7 for each segment of the project. Construction dates and durations are approximate and subject to change due to changes in scope, funding, or other factors. However, the dates and durations shown are adequate for the analysis of cumulative impacts and the findings of the cumulative impacts analysis are not expected to change.

Table K-1. Recent, Present, and Future Development Projects

Map ID	Segment	Development Type	Description	Permit Status (May 2023)	Address
109	SODO	Commercial	770-stall parking garage, 7-stories, 255,920 square feet.	Additional Information Requested	85 South Lander Street
559 [a]	SODO	Commercial	Land Use Application to allow three office buildings (9 and 10 stories) with retail at ground level. Parking for 447 vehicles will be provided below-grade.	Issued	1001 6th Avenue South
221 [a]	SODO	Residential	Construct 22-unit multi-family residence with underground attached parking garage.	Completed	1814 12th Avenue South
599 [a]	SODO	Residential	Establish use as apartment and construct new 4-story, 43-unit multi-family building.	Completed	1807 13th Avenue South
629 [a]	SODO	Commercial	Phased project for construction of office and retail towers on common base structure with below-grade parking.	Reviews In Process	1000 6th Avenue South
666 [a]	SODO	Residential	Construct new 5-story, 26-unit multi-family building with below-grade parking addition to existing building.	Completed	1808 12th Avenue South
668 [a]	SODO	Residential	Construct a new 3-story, 11-unit apartment building.	Completed	2119 13th Avenue South
672 [a]	SODO	Residential	Construct new 15-unit multi-family residence.	Completed	2711 14th Avenue South
583 [a]	SODO	Residential	Construct new 7-story mixed-use residential building with 107 units and 4,807 square feet of retail space.	Issued	2501 Beacon Avenue South
609 [a]	SODO	Residential	Establish use as apartment and construct new 4-story multi-family building with 37 units.	Issued	2537 15th Avenue South
555 [a]	SODO	Residential	Land Use Application to allow a new 4-story, 4-unit townhouse building and remodel an existing 2-story, 2-unit building to change to a 7-unit apartment building with 4 small efficiency dwelling units and 3 apartment units (11 units total). Parking for four vehicles proposed.	Issued	1512 12th Avenue South
100	Duwamish	Industrial	Phased project to construct a 4-story industrial and commercial building, occupy per plan.	Additional Information Requested	3847 1st Avenue South
560 [a]	Duwamish	Institutional	Land Use Application to expand an existing vehicle storage and maintenance facility and allow four new buildings (warehousing and vehicle wash). Outdoor storage is also proposed. (Seattle Public Utilities Drainage and Wastewater South Operations Center). Existing building to be remodeled and garage to be demolished. Surface parking for 112 vehicles proposed.	Issued	4500 West Marginal Way Southwest

Map ID	Segment	Development Type	Description	Permit Status (May 2023)	Address
563	Duwamish	Industrial	Land Use Application to allow a 4-story light manufacturing, research and development laboratory, and warehouse building. Parking for 85 vehicles proposed.	Issued	65 South Horton Street
641 [a]	Duwamish	Industrial	New 2-story industrial development on a 1,360,464-square-foot lot with 780 parking spaces.	Additional Information Requested	44 South Nevada Street
42	Delridge	Residential	Construct 30-unit townhome development with underground parking garage on vacant lot.	Additional Information Requested	3101 Southwest Bradford Street
45	Delridge	Residential	Construct a 6-story, 71-unit multi-family structure with below-grade parking.	Corrections Required	3039 Southwest Avalon Way
466	Delridge	Residential	Construct new 8-story 87-unit apartment building.	Additional Information Requested	3010 Southwest Avalon Way
192 [a]	Delridge	Residential	New 5-story 114-unit apartment building with garage parking accessed off Harbor Avenue Southwest.	Reviews in Process	3417 Harbor Avenue Southwest
612	Delridge	Residential	Construct new 35-unit multi-family structure.	Ready for Issuance	3084 Southwest Avalon Way
665	Delridge	Residential	Construct new 6-story, 14-unit residential building.	Issued	3050 Southwest Avalon Way
671	Delridge	Residential	Construct new 3-story, 44-unit apartment building.	Completed	2821 Southwest Yancy Street
39	West Seattle Junction	Residential	Construct a 5-story, 77-unit multi-family building. Includes 5 Mandatory Housing Affordability units.	Issued	4205 Southwest Genesee Street
44	West Seattle Junction	Residential	Phased project to construct a residential/retail building with below-grade parking.	Reviews in Process	4747 California Avenue Southwest
72	West Seattle Junction	Residential	Phased project to construct 7-story, 82-unit mixed-use building with below-grade parking.	Completed	4722 Fauntleroy Way Southwest
93	West Seattle Junction	Residential	Construct a three-story, 24-unit apartment building that fronts 40th Avenue Southwest and include 12 parking stalls accessed off of the alley and in a below-grade garage.	Additional Information Requested	4826 40th Avenue Southwest
145	West Seattle Junction	Residential	Construct a six-story apartment building with approximately 65 small efficiency dwelling units. No parking provided.	Scheduled	4800 Erskine Way Southwest
170	West Seattle Junction	Residential	Construct new 4-story, 60-unit mixed-use building and occupy.	Issued	4800 40th Avenue Southwest
200	West Seattle Junction	Residential	Establish use as restaurant, lodging and apartments, construct mixed-use restaurant and residential building with below-grade parking.	Issued	4508 California Avenue Southwest

Map ID	Segment	Development Type	Description	Permit Status (May 2023)	Address
394	West Seattle Junction	Residential	Construct a new multi-family apartment building containing approximately 160 residential units and 100 parking stalls. Site includes both 3201 and 3211 Southwest Avalon Way.	Additional Information Requested	3201 and 3211 Southwest Avalon Way
420	West Seattle Junction	Residential	Construct 3-story apartment building with 22 small efficiency dwelling units.	Issued	4807 41st Avenue Southwest
455	West Seattle Junction	Residential	Phased project to construct a residential (50-unit) and live-work (1-unit) building with below-grade parking.	Completed	4721 38th Avenue Southwest
456	West Seattle Junction	Residential	Construct a 5-story 43-unit multi-family building.	Withdrawn	4515 44th Avenue Southwest
2	West Seattle Junction	Residential	Construct a residential (151 dwelling units) and live-work (8 units) building with below-grade parking.	Completed	4435 35th Avenue Southwest
65	West Seattle Junction	Residential	Construct 7-story mixed-use apartment and live-work building with 103 units, below-grade parking garage.	Completed	5020 California Avenue Southwest
260	West Seattle Junction	Residential	Phased project to construct a 7-story residential (135 dwelling units and 16 live-work units) and retail building with below-grade parking.	Completed	4745 40th Avenue Southwest
264	West Seattle Junction	Residential	Phased project to construct a 7-story residential (75 dwelling units and 13 live-work units) and retail building with below-grade parking.	Completed	4724 California Avenue Southwest
270	West Seattle Junction	Residential	Construct 7-story north residential (260 units) and retail building with below-grade parking.	Completed	4710 40th Avenue Southwest and 4755 Fauntleroy Way Southwest
274	West Seattle Junction	Residential	Construct two 6-story mixed-use buildings (133 dwelling units and 3 live-work units) with underground parking.	Completed	4203 Southwest Alaska Street
281	West Seattle Junction	Residential	Phased project to construct 6-story 70-unit mixed-use building with underground parking.	Completed	4706 California Avenue Southwest
308	West Seattle Junction	Residential	Construct 4-story, 78-unit apartment building, and 2 additional live-work units, over one level of below-grade parking.	Completed	4433 42nd Avenue Southwest
313	West Seattle Junction	Residential	Construct 5-story mixed-use building (36 dwelling units and 2 live-work units).	Completed	4400 Southwest Alaska Street
319	West Seattle Junction	Residential	Construct 7-story retail and residential building with 45 units and below-grade parking.	Completed	4505 42nd Avenue Southwest

Map ID	Segment	Development Type	Description	Permit Status (May 2023)	Address
325	West Seattle Junction	Residential	Construct 4-story apartment building (36 dwelling units and 2 live-work units).	Completed	4535 44th Avenue Southwest
332	West Seattle Junction	Residential	Construct 7-story residential and retail building with 129 units, below-grade parking.	Completed	4755 Fauntleroy Way Southwest
339	West Seattle Junction	Residential	Construct 6-story, mixed-use building with 76 units.	Completed	4532 42nd Avenue Southwest
352	West Seattle Junction	Residential	Construct new 6-story multi-family structure (58 small efficiency dwelling units).	Completed	4528 44th Avenue Southwest
556	West Seattle Junction	Residential	Land Use Application to allow a four-story, 78-unit residential building with two live-work units. Parking for 53 vehicles will be below-grade.	Issued	4433 42nd Avenue Southwest
557	West Seattle Junction	Institutional	Expand an existing public school (Fairmount Park Elementary School) to allow a 2-story, 19,122-square foot, 10-classroom addition in an environmentally critical area. Project includes demolition of two portable classrooms and a portion of existing principal structure.	Completed	3800 Southwest Findlay Street
564	West Seattle Junction	Residential	Land Use Application to allow a 7-story, 88-unit apartment building with retail. No parking proposed.	Corrections Required	4448 California Avenue Southwest
646	West Seattle Junction	Residential	7-story mixed-use building.	Corrections Required	4406 36th Avenue Southwest
664	West Seattle Junction	Residential	7-story mixed-use building.	Additional Information Requested	4443 36th Avenue Southwest
667	West Seattle Junction	Residential	Construct residential building (108 dwelling units and 10 live-work units) with below-grade parking.	Completed	4754 Fauntleroy Way Southwest
669	West Seattle Junction	Residential	Construct apartment building (62 dwelling units and 4 live-work units) with below-grade parking.	Completed	4417 42nd Avenue Southwest

Sources: City of Seattle 2023a, 2023b.

[a] These projects are within the study area but are outside of the map extents.

Table K-2. Recent, Present, and Future Transportation and Public Works Projects

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
6 [a]	SODO	Seattle Department of Transportation	East Marginal Way Corridor Improvement Project	North Segment: two-way protected bike lane and multi-use path. Central Segment: provide a clear route between South Spokane Street and Diagonal Avenue South by share path. South Segment: Multi-use path, pedestrian and transit improvements.	2024 to 2026	Bike/Pedestrian	Construction Impacts, Water Resources, Traffic
7	SODO	Seattle Department of Transportation	Lander Street Bridge	Build an east-west bridge over the north-south BNSF Railway mainline, including a bridge structure with four vehicle travel lanes (two in each direction), pedestrian and bicycle facilities, intersection improvements, intelligent transportation system elements, and other improvements.	2018 to 2020 (Completed)	Public Works	Construction Impacts, Water Resources, Utilities
64	SODO	Seattle Department of Transportation	SODO Trail Extension	Extend SODO Trail from current southern terminus at South Forest Street to South Spokane Street.	To Be Determined	Bike/Pedestrian	Construction Impacts
114	SODO	City of Seattle/ Seattle Department of Transportation	SODO Area Intelligent Transportation Systems	Optimize goods movement and enhance industrial lands accessibility for local, regional, national, and international freight networks, featuring integration of maritime and rail operations and military facility support while accommodating major new transit.	2019 to 2025	Public Works	Construction Impacts, Utilities
2	Duwamish	Seattle Department of Transportation/ Metro	RapidRide H Line	Delridge Way Southwest is one of seven new corridors where Seattle Department of Transportation is partnering with Metro to upgrade existing bus routes to Metro RapidRide service and improve connections for people walking and biking (upgrading Metro Route 120 into RapidRide H).	2020 to 2022 (Completed)	Transit	Construction Impacts, Water Resources, Traffic, Air Quality

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
112	Duwamish	City of Seattle/ Seattle Department of Transportation	RapidRide C Line Improvements	Enhance existing RapidRide C operations with capital components to support efficient and convenient transit service. Capital improvements may include additional bus rapid transit speed and reliability measures.	2019 to 2038	Transit	Construction Impacts, Traffic, Air Quality
130	Duwamish	Seattle Department of Transportation	Georgetown to Downtown Safety Project	Two-way protected bike lane on roads between Airport Way South and 6th Avenue South, one-way protected bike lane on 6th Avenue South, and connection to SODO Trail at South Forest Street.	2024	Bike/Pedestrian	Construction Impacts
116 [a]	Duwamish	Port of Seattle	Terminal 5 Improvements	Improve infrastructure such as installing larger, heavier cranes with a longer reach, strengthening the dock, upgrading utilities, and water and air quality enhancements. Also includes Terminal 5 Quiet Zone Project, which will close some driveways and build new traffic signals near Terminal 5 and upgrade safety equipment at railroad crossings.	2017 to 2024	Public Works	Construction Impacts, Traffic, Air Quality, Water Resources, Utilities,
117	Duwamish	City of Seattle/ Seattle Department of Transportation	West Seattle High-Rise Bridge Safety Project	Repair the center span over the Duwamish West Waterway and the two approach spans to the east and west. The bridge spans will be stabilized, cracks will be filled, post tensioning will be added throughout the bridge, and bearings will be inspected and replaced as necessary. This work will stabilize the bridge in order to restore traffic.	2020 to 2022 (Completed)	Public Works	Construction Impact, Traffic, Air Quality, Water Resources, Utilities

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
129	Delridge	Seattle Department of Transportation	Delridge Multi-modal Corridor	This project improves pavement conditions, enhances safety, and improves traffic operation for all modes. The project will add transit lanes and improve transit speed and reliability. It includes protected bike lanes, sidewalk improvements, and amenities for walkers and transit riders along the corridor. It will streamline traffic operations and improve multi-modal connections among transit, freight, pedestrians, and general-purpose vehicles.	2018 to 2022 (Completed)	Transit, Bike/Pedestrian,	Construction Impacts, Traffic, Air Quality
1	West Seattle Junction	Seattle Department of Transportation	Fauntleroy Way Southwest Project	New sidewalks, crosswalks, and shortened crossings at side streets, created by re-aligning skewed intersections. One-way protected bike lane on either side of the street (0.29-mile) connecting to the existing bike network at Avalon Way and Alaska Street.	To Be Determined – On Hold	Bike/Pedestrian	Construction Impacts, Water Resources, Traffic
5	West Seattle Junction	Seattle Department of Transportation	Southwest Avalon Way and 35th Avenue Southwest	Redesign Southwest Avalon Way (Southwest Spokane Street – Fauntleroy Way Southwest) to add protected bike lanes, remove the center turn lane, maintain the transit lane, remove 12 parking spaces, add time restrictions to 23 parking spaces, pedestrian improvements, and more.	2019 to 2020 (Completed)	Public Works	Construction Impacts, Water Resources, Traffic
65	West Seattle Junction	Seattle Department of Transportation	West Seattle Neighborhood Greenway	Design a neighborhood greenway to connect residents with parks, local services, and transportation networks. Extension going north to south on 30th Avenue Southwest, South 4th Avenue Southwest, and 36th/37th Avenue Southwest between Southwest Roxbury and South Edmunds streets (3.61 miles).	2018 to 2021 (Complete)	Bike/Pedestrian	Construction Impacts

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
120	West Seattle Junction	Metro	RapidRide 1043 Alki-Burien-West Seattle	Construct a new RapidRide line connecting Alki to Burien via West Seattle.	To Be Determined to 2040	Transit	Construction Impacts, Traffic, Air Quality
23	Outside study area	Sound Transit	Link Light Rail Transit: Seattle to Downtown Bellevue/Overlake Hospital/Redmond Terminal Station	This project extends light rail from International District/Chinatown Station in Downtown Seattle to Redmond Technology Center. The project includes 10 new stations.	2015 to 2024/2025	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
16	Outside study area	WSDOT	Interstate 405/ Northeast 132nd Street Interchange – New Interchange	Construct half-diamond interchange with pedestrian and bicycle improvements and with ramps to and from the north at Northeast 132nd Street.	2021 to 2023 (Completed)	Public Works	Construction Impacts, Water Resources, Traffic
17	Outside study area	WSDOT	Interstate 405/ Renton to Bellevue – Corridor Widening and Express Toll Lanes (Stage 2)	This project continues the widening of the Interstate 405 corridor between Renton and Bellevue, including the implementation of express toll lanes and rebuilding impacted interchanges.	2021 to 2025	Public Works	Construction Impacts, Water Resources, Traffic
18	Outside study area	WSDOT	Interstate 5/ Everett to State Route 529 – Peak Use Shoulder Lane and Interchange Improvements	Create a peak use shoulder lane and install an active traffic management system and complete the half-interchange at State Route 529 by constructing a new northbound Interstate 5 off-ramp and southbound Interstate 5 on-ramp.	2022 to 2025	Public Works	Construction Impacts, Water Resources, Traffic
19	Outside study area	WSDOT	Interstate 90/State Route 18 Interchange to Deep Creek – Widening and Interchange Improvements	This project constructs improvements to the Interstate 90/State Route 18 interchange and widens State Route 18 to four lanes between Interstate 90 and Deep Creek with pedestrian and bicycle improvements.	2022 to 2025	Public Works	Construction Impacts, Water Resources, Traffic

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
20	Outside study area	WSDOT	State Route 520/ Interstate 5 to Floating Bridge – Bridge Replacement and High Occupancy Vehicle Lanes	The project will reconstruct the State Route 520 corridor from Interstate 5 to the new Evergreen Point Floating Bridge, resulting in a six-lane corridor including two high occupancy vehicle lanes and a new, second bascule bridge across the Montlake Cut.	2020 to 2030	Public Works	Construction Impacts, Water Resources, Traffic, Ecosystems
22	Outside study area	WSDOT	State Route 167/ State Route 509 Puget Sound Gateway	The State Route 167 and State Route 509 extensions will complete the missing highway system links to Interstate 5 that offer commuter and freight mobility benefits through added capacity and improved connectivity.	2020 to 2029	Public Works	Construction Impacts, Water Resources, Traffic
24	Outside study area	Sound Transit	Link Light Rail Transit: Extension from University of Washington to Northgate (Seattle)	This project extends light rail from University of Washington Station to Northgate in Seattle, with new stations at University District, Roosevelt, and Northgate Transit Center. Expanded parking is included at Northgate Station.	2012 to 2021 (Complete)	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
25	Outside study area	Sound Transit	Link Light Rail Transit: Northgate to Lynnwood Transit Center	This project extends light rail from Northgate Station to Lynnwood Transit Center. The project includes four new stations at North 145th Street, North 185th Street, Mountlake Terrace Transit Center, and Lynnwood Transit Center.	2019 to 2024	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
26	Outside study area	Sound Transit	Link Light Rail Transit: Extension from South 200th to Kent-Des Moines Road via State Route 99 (Federal Way)	Construct an approximately 2.3-mile extension of the 1 Line from South 200th Street to a new station near Kent-Des Moines Road (South 240th Street). The project will include all necessary components such as infrastructure, systems, and stations.	2019 to 2026	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
27	Outside study area	Sound Transit	Link Light Rail Transit: Extension from Kent-Des Moines Road to South 272nd Street via State Route 99	Continue extension of the 1 Line for 2.5 miles from Kent-Des Moines Station (South 240th Street) to South 272nd Street (at existing Redondo Heights Park-and-Ride lot), including a new station at South 272nd Street.	2019 to 2026	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
28	Outside study area	Sound Transit	Link Light Rail Transit: Extension of Tacoma Link to Tacoma General Hospital with Tacoma Link Technology (Hilltop Tacoma Link Extension)	This project will more than double the length of Tacoma Link, starting with a relocated Theater District station, and adding six new stations. These will connect to popular destinations such as Old City Hall, the Stadium District, and Wright Park.	2017 to 2023 (Complete)	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
29	Outside study area	Sound Transit	Sounder – Auburn Station Access	Station and transit center access improvements. Make new improvements or modifications at or adjacent to the station and transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities.	2021 to 2026	Bike/Pedestrian	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
30	Outside study area	Sound Transit	Sounder – Kent Station Access	Station and transit center access improvements. Make new improvements or modifications at or adjacent to the station and transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities.	2021 to 2026	Bike/Pedestrian	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
31	Outside study area	Sound Transit	Puyallup Station improvements	Station and transit center access improvements. Make new improvements or modifications at or adjacent to the station and transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities.	2017 to 2022 (Complete)	Bike/Pedestrian	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
33	Outside study area	Sound Transit	South Tacoma Station improvements	Station and transit center access improvements. Make new improvements or modifications at or adjacent to the station and transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities.	2025 to 2030	Bike/Pedestrian	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
34	Outside study area	Sound Transit	Lakewood Station improvements	Station and transit center access improvements. Make new improvements or modifications at or adjacent to the station and transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities.	2025 to 2030	Bike/Pedestrian	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
35	Outside study area	Sound Transit	Sumner Station improvements	Station and transit center access improvements. Make new improvements or modifications at or adjacent to the station and transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities.	2017 to 2025	Bike/Pedestrian	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
36	Outside study area	Sound Transit	Infill Light Rail Station: South Boeing Access Road	This project builds a new infill station on the Link light rail line in the vicinity of South Boeing Access Road and Interstate 5.	To Be Determined	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
37	Outside study area	Sound Transit	Infill Light Rail Station: South Graham Street	This project builds a new infill station on the Link light rail line in the vicinity of South Graham Street.	To Be Determined	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality

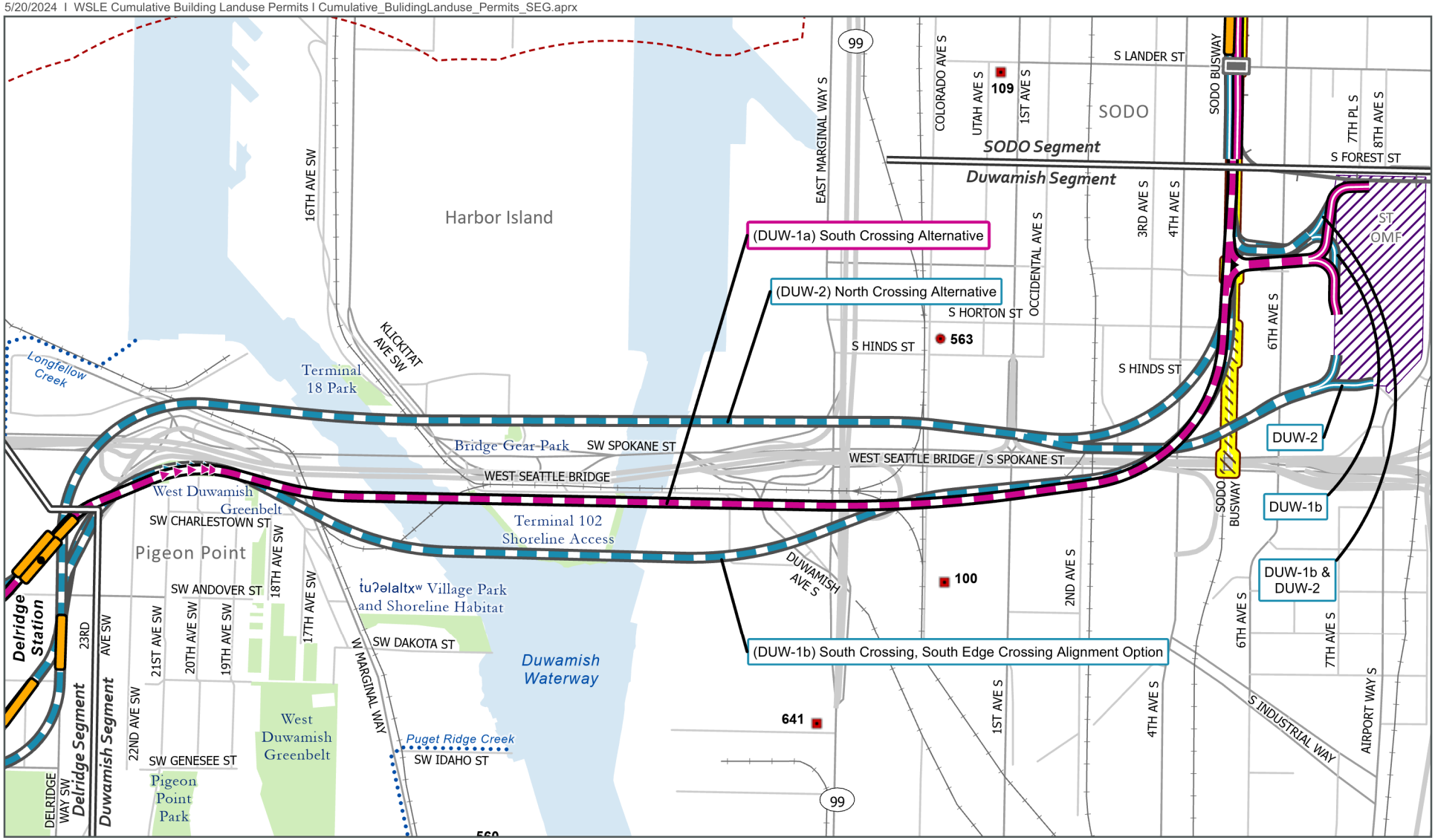
Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
38	Outside study area	Sound Transit	Redmond Technology Center Station to Downtown Redmond Light Rail	This project extends the 2 Line from Redmond Technology Center to downtown Redmond. The project would include two new stations, one with parking at southeast Redmond and a second in downtown Redmond.	2015 to 2025	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
39	Outside study area	Sound Transit	South Kirkland to Issaquah Light Rail	This project builds light rail from south Kirkland to Issaquah with four new stations at south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah, with one provisional station in the Lakemont area.	2031 to 2041	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
40	Outside study area	Sound Transit	Lynnwood to Everett Light Rail	This project extends the 1 Line from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center with both elevated and at-grade sections. The project includes six new stations.	2030 to 2036	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
41	Outside study area	Sound Transit	Infill Light Rail Station: Northeast 130th Street	This project builds a new infill station at Interstate 5 and Northeast 130th Street along the Lynnwood Link Extension.	2022 to 2025	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
43	Outside study area	Sound Transit	Federal Way Transit Center to Tacoma Dome Light Rail	This project extends the 1 Line from the Federal Way Transit Center to Tacoma via Interstate 5 with four new stations in the south Federal Way, Fife and east Tacoma areas, and at the Tacoma Dome Station.	2028 to 2035	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
44	Outside study area	Sound Transit	Tacoma Link Extension to Tacoma Community College	This project extends Tacoma Link from downtown Tacoma to Tacoma Community College with six new stations.	2030 to 2039	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
45	Outside study area	Sound Transit	Sounder North Parking	This project would provide an early deliverable within the Sound Transit 3 System Plan by providing additional parking at Mukilteo and Edmonds Sounder Stations.	To Be Determined	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
46	Outside study area	Sound Transit	Sounder Expansion to DuPont	This project extends Sounder commuter rail service from Lakewood to DuPont with two new stations at Tillicum and DuPont.	2034 to 2045	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
47	Outside study area	Sound Transit	Interstate 405 Bus Rapid Transit	This project establishes bus rapid transit from the Lynnwood Transit Center to the Burien Transit Center via Interstate 405 and State Route 518. The project relies on the Interstate 405 express toll system where available, as well as business access transit lanes.	2021 to 2028	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
48	Outside study area	Sound Transit	Northeast 145th Street and State Route 522 Bus Rapid Transit	This project establishes bus rapid transit from the Link station at Interstate 5 and Northeast 145th Street to University of Washington – Bothell, with service continuing at lower frequencies to Woodinville.	2023 to 2027	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
49	Outside study area	Sound Transit	North Sammamish Park-and-Ride	This project builds a surface park-and-ride in north Sammamish. The site for the park-and-ride will be determined in coordination with the City of Sammamish.	2022 to 2024	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
50	Outside study area	Sound Transit	Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)	This project provides a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue in Tacoma.	To Be Determined	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality

Map ID	Segment	Name of Project (Sponsor)	Project Title	Description	Construction Duration	Type	Identified Environmental Impacts
51	Outside study area	Sound Transit	Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County Cities and Sumner Sounder Station	This project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.	To Be Determined	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
73	Outside study area	Sound Transit	Sounder South Capital Improvements Program	This project establishes a program of capital elements that would be used to meet growing demand for Sounder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles.	2021 to 2036	Transit	Construction Impacts, Water Resources, Traffic, Utilities, Ecosystems, Air Quality
105	Outside study area	WSDOT/ King County Department of Transportation	West Seattle Water Taxi Mobility Hub	Preliminary engineering phase of a water taxi mobility hub in West Seattle 0.7 mile from the West Seattle Seacrest Water Taxi terminal. The mobility hub would provide a satellite facility to support existing Water Taxi service.	To Be Determined	Transit	Construction Impacts, Water Resources, Utilities, Ecosystems, Traffic, Air Quality
110	Outside study area	Metro	10001 1st Avenue Northeast	This project would enhance access to transit by investing in expanding park-and-ride capacity. This project would expand parking capacity in the following corridors through leasing or construction: 400 stalls, Interstate 5 north corridor.	To Be Determined to 2040	Transit	Construction Impacts, Water Resources, Traffic, Air Quality

Sources: City of Seattle 2015, 2016a, 2016b, 2016c, 2017a, 2017b, 2018, 2023a, 2023b; Metro 2021; Puget Sound Regional Council 2018; Sound Transit 2008, 2014, 2016; WSDOT 2019.

[a] These projects are within the study area but are outside the map extents.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- Study Area

City of Seattle Land Use Permits
- Commercial

City of Seattle Building Permits
- Commercial

Note: Map ID 560 is outside the map extent.

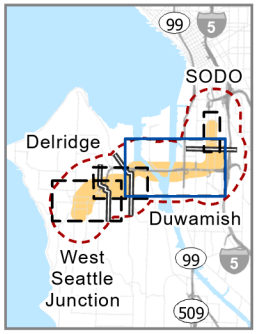
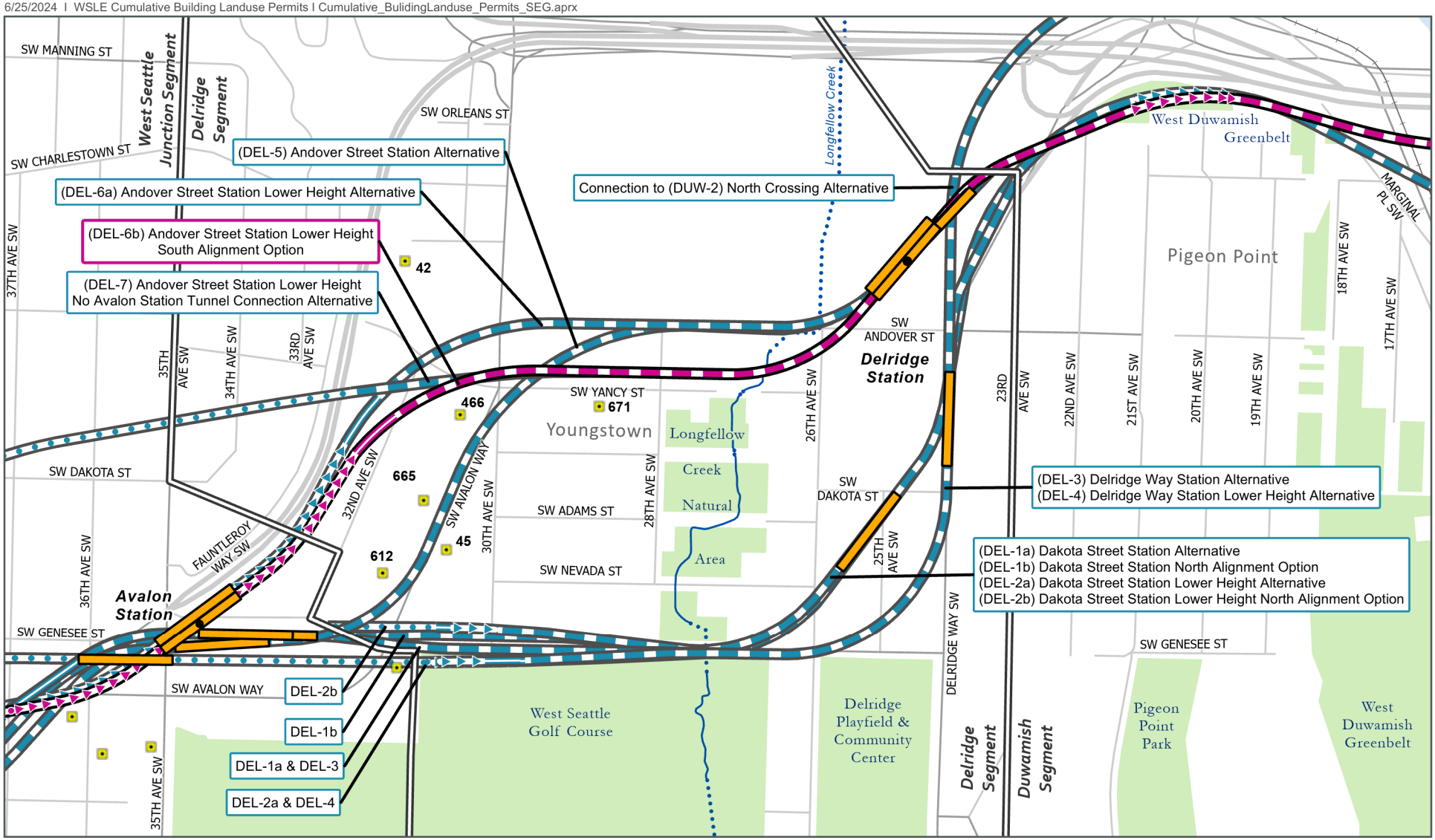


FIGURE K-1
Present and Future Development Projects
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Study Area

City of Seattle Building Permits
- Residential

Note: Map ID 192 is outside the map extent.

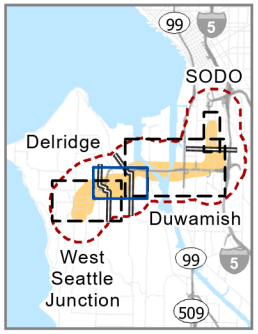
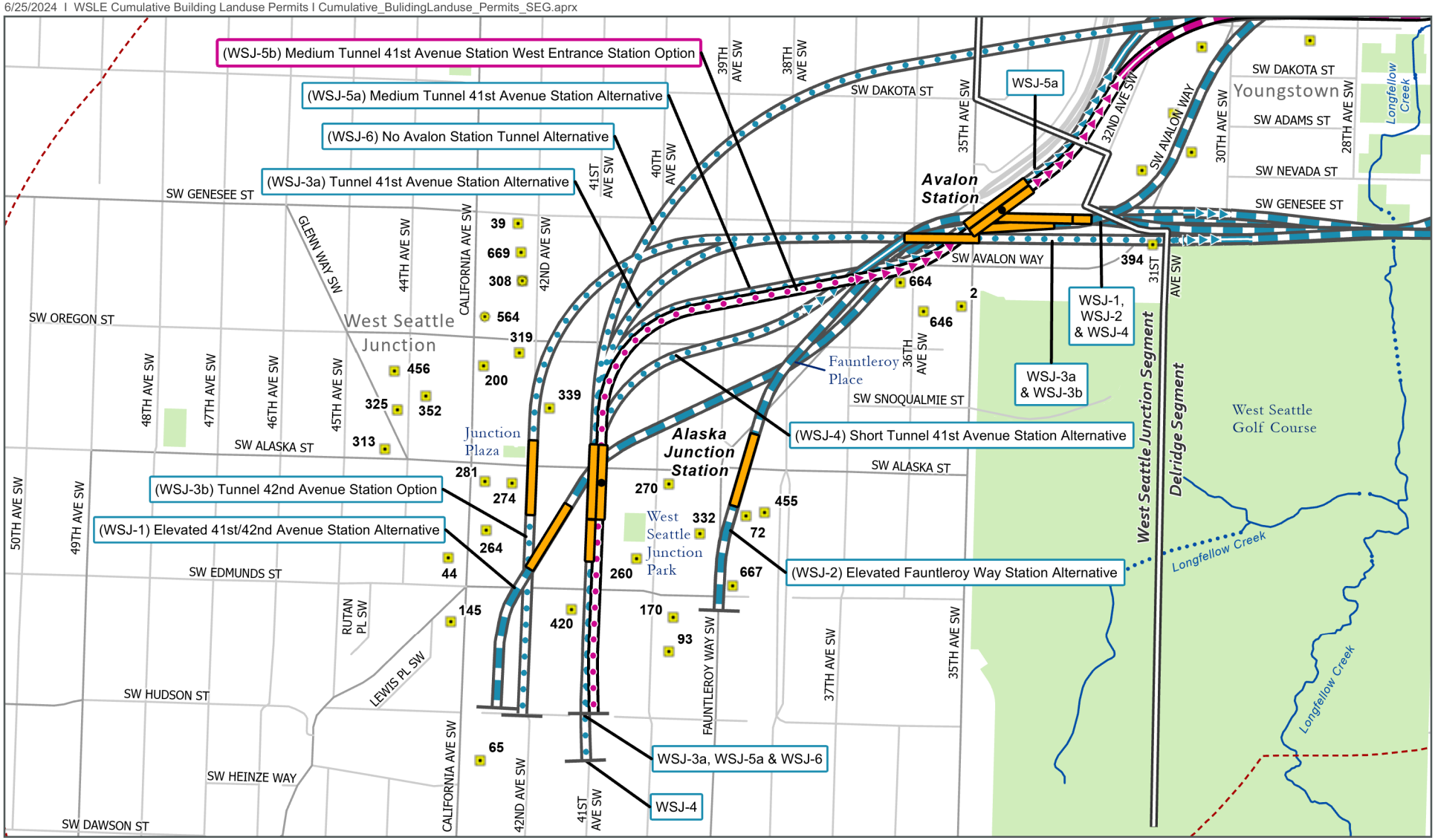


FIGURE K-2
Present and Future Development Projects
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Study Area

City of Seattle Land Use Permits
- Residential

City of Seattle Building Permits
- Residential

Note: Map ID 557 is outside the map extent.

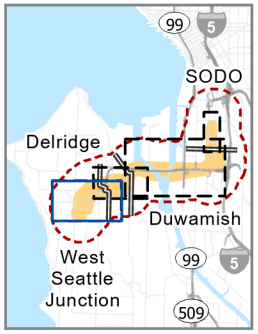


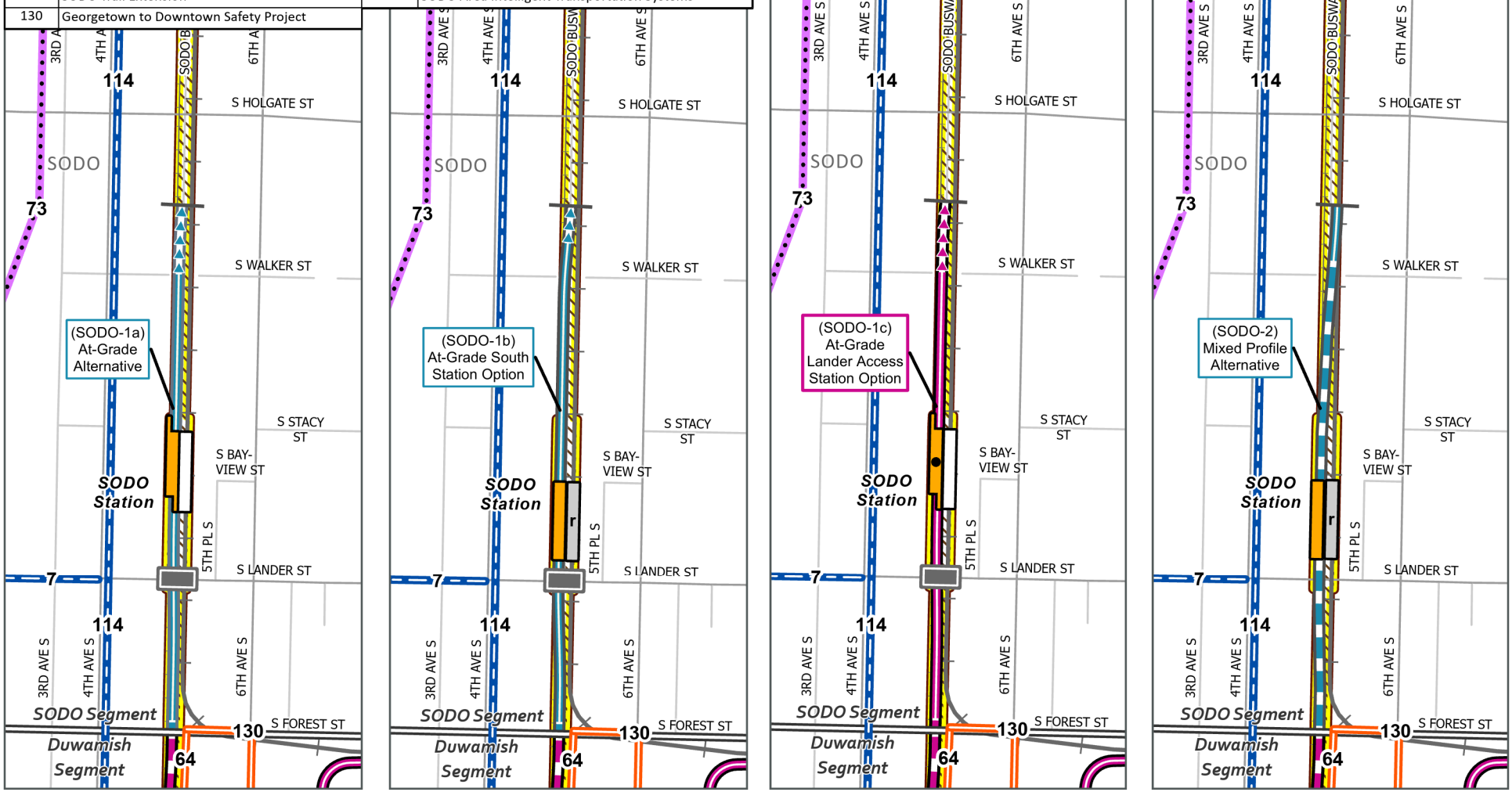
FIGURE K-3
Present and Future Development Projects
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Map ID	Project Title	Map ID	Project Title
6*	East Marginal Way Corridor Improvement Project	73	Sounder South Capital Improvements Program
7	Lander Street Bridge	106*	East Marginal Way Heavy Haul Corridor Improvements
64	SODO Trail Extension	114	SODO Area Intelligent Transportation Systems
130	Georgetown to Downtown Safety Project		



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Study Area

Project Type
- Bike/Pedestrian
- Public Works
- Transit

Note: Map ID's 6, 106 are outside the map extent.

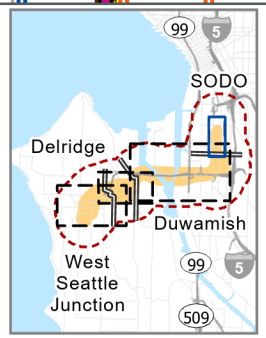


FIGURE K-4

Present and Future Transportation and Public Works Projects

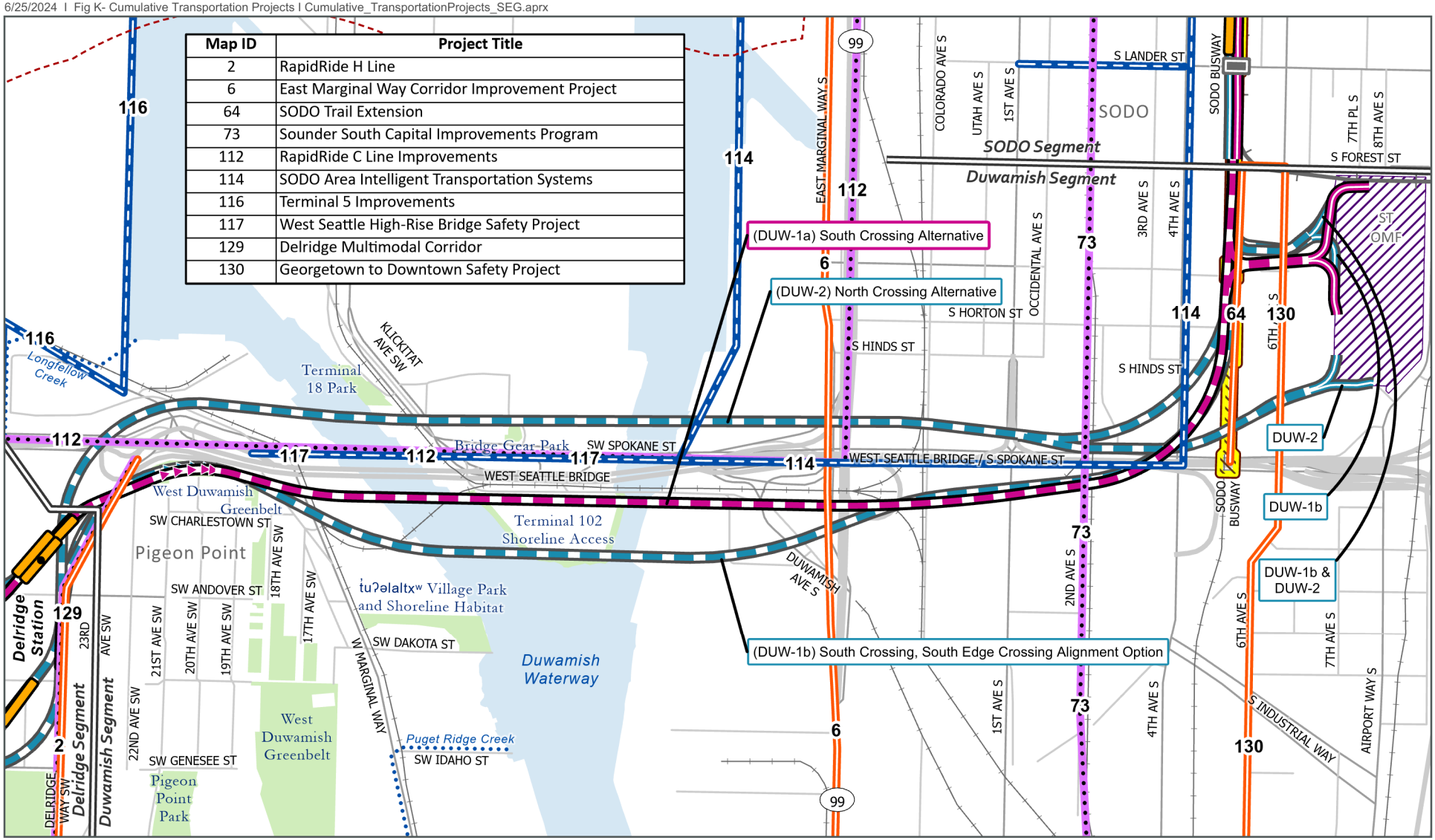
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Map ID	Project Title
2	RapidRide H Line
6	East Marginal Way Corridor Improvement Project
64	SODO Trail Extension
73	Sounder South Capital Improvements Program
112	RapidRide C Line Improvements
114	SODO Area Intelligent Transportation Systems
116	Terminal 5 Improvements
117	West Seattle High-Rise Bridge Safety Project
129	Delridge Multimodal Corridor
130	Georgetown to Downtown Safety Project



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- Study Area

Project Type
- Bike/Pedestrian
- Public Works
- Transit

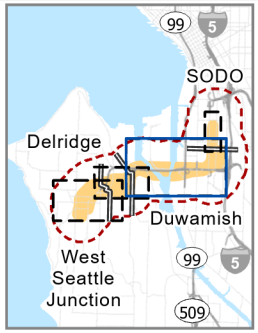


FIGURE K-5

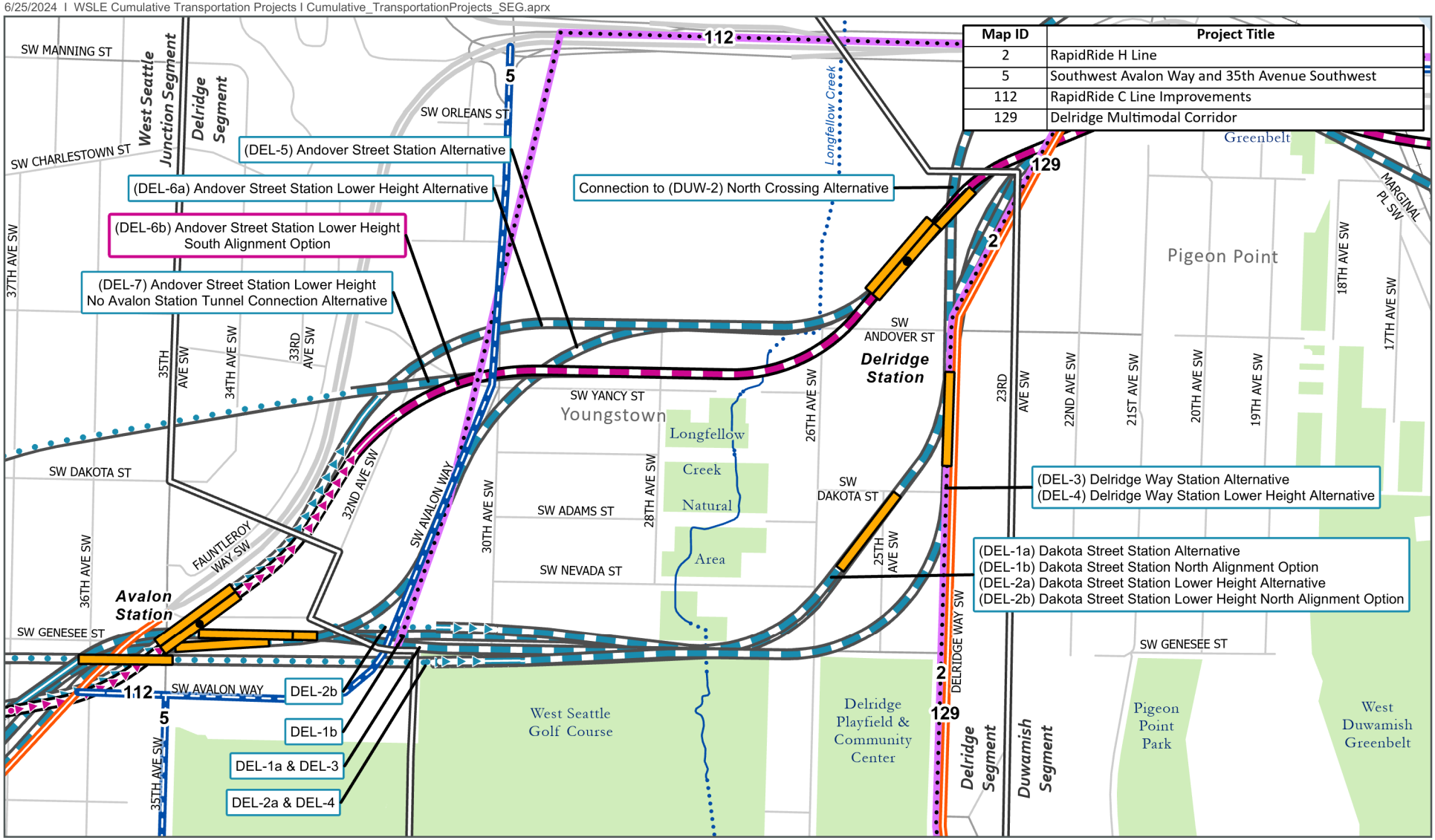
Present and Future Transportation and Public Works Projects

Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Study Area

Project Type
- Bike/Pedestrian
- Public Works
- Transit

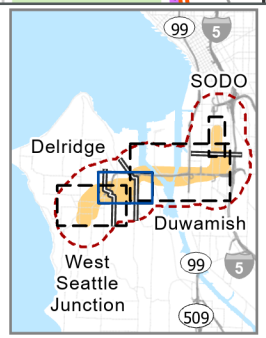


FIGURE K-6

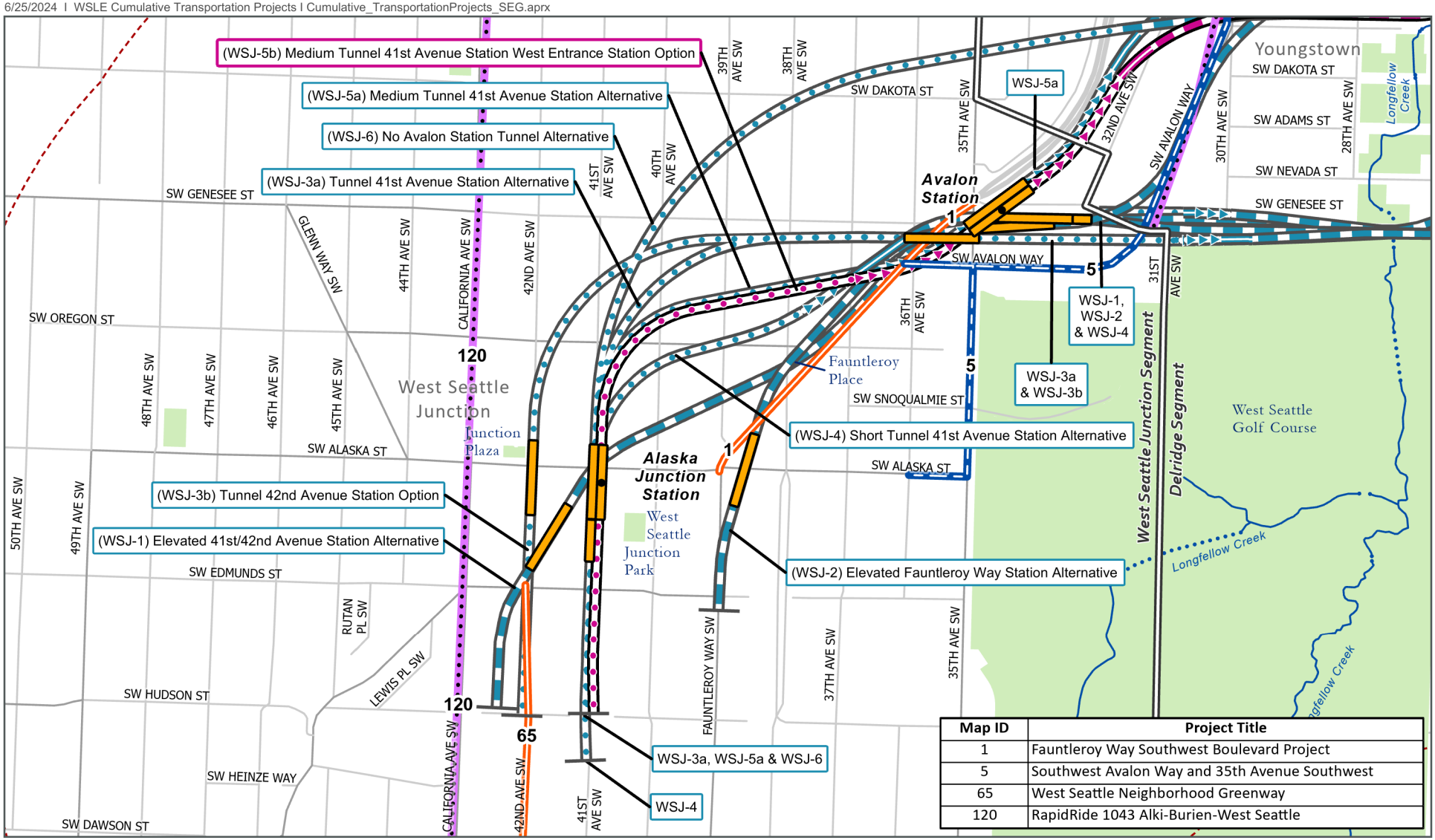
Present and Future Transportation and Public Works Projects

Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Map ID	Project Title
1	Fauntleroy Way Southwest Boulevard Project
5	Southwest Avalon Way and 35th Avenue Southwest
65	West Seattle Neighborhood Greenway
120	RapidRide 1043 Alki-Burien-West Seattle

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Study Area

Project Type
- Bike/Pedestrian
- Public Works
- Transit

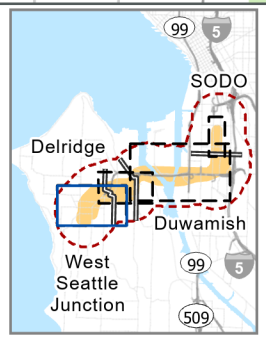


FIGURE K-7
Present and Future Transportation and Public Works Projects
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

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APPENDIX L

Chapter 4 Supporting Information on Affected Environment and Environmental Impacts

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Appendix L4.1 Acquisitions, Displacements, and Relocations

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APPENDIX L4.1. ACQUISITIONS, DISPLACEMENTS, AND RELOCATIONS

L4.1.1 Potentially Affected Properties

Building and operating the West Seattle Link Extension light rail system would require acquiring property for right-of-way and other facilities and presumes displacing and relocating some of the existing uses. This appendix lists likely property acquisitions based on current conceptual designs and the existing conditions at the time the analysis was conducted. The properties listed and mapped in this appendix should not be interpreted as the final determination regarding property acquisitions because the list will be updated as the West Seattle Link Extension Project design is refined. Accordingly, the number and type of displacements could vary between what is disclosed in this Final Environmental Impact Statement (EIS) and what is ultimately required. For example, currently vacant properties might be developed between the publication date of this EIS and the beginning of project construction.

There are two types of property acquisitions that are presented together as a combined number:

- **Partial acquisitions,** which would acquire part of a parcel and generally would not displace the existing use. In a few instances, some of the businesses or residential units on a parcel would be displaced.
- **Full acquisitions,** which would acquire the full parcel and displace the current use.

Full acquisitions include parcels that might not be fully needed for the project but would be affected to the extent that existing uses would be substantially impaired, such as by loss of parking or access. This includes parcels that would be acquired for construction activities, although in some cases all or part of the parcel would be available for other use or for redevelopment after construction is complete.

Tables L4.1-1 through L4.1-4 present information on the likely acquisitions by alternative for each project segment, including acquisitions anticipated to be required for project construction and operation. Table L4.1-5 includes properties that would only be needed for the minimum operable segment in the Delridge Segment. The parcels listed in these tables are mapped on the figures in Attachment L4.1A.

The tables list property mapping numbers unique to the project (Sound Transit Right-of-way Identification Number, or ROW I.D.), King County parcel identification numbers, and addresses. Properties have a “Yes” in the column for alternatives that directly affect the property and “No” for alternatives that do not directly affect the property. The tables and the exhibits do not distinguish between full and partial acquisitions.

In addition to the potential property acquisitions described, the project would also require temporary construction easements and use of public right-of-way not listed here.

Table L4.1-1. West Seattle Link Extension Potentially Affected Parcels by Alternative – SODO Segment

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option SODO-1c	Alternative SODO-1a	Option SODO-1b	Alternative SODO-2
WS12108	7666204395	2460 4th Avenue South	**No**	No	Yes	Yes
WS1326	7666204182	South Forest Street	**Yes**	Yes	Yes	Yes
WS1334	7666204440	Information not available – Pacific Iron & Metal Co	**Yes**	Yes	Yes	Yes
WS1338	7666204413	South Walker Street	**Yes**	Yes	Yes	Yes
WS5723	7666205290	2701 4th Avenue South	**Yes**	Yes	Yes	No
WS5725	7666204280	2760 4th Avenue South	**No**	No	No	Yes
WS5726	7666204256	2730 4th Avenue South	**No**	No	No	Yes
WS5727	7666204245	2724 4th Avenue South	**Yes**	Yes	No	No
WS5730	7666204225	2700 4th Avenue South	**Yes**	Yes	Yes	Yes
WS5737	7666204346	505 South Lander Street	**Yes**	Yes	Yes	No
WS5740	7666204345	555 South Lander Street	**Yes**	Yes	Yes	No
WS5745	7666205280	2461 4th Avenue South	**Yes**	Yes	Yes	No
WS5746	7666205270	2445 4th Avenue South	**No**	No	Yes	No
WS5751	7666204355	500 South Lander Street	**Yes**	Yes	Yes	Yes
WS5752	7666204391	2411 6th Avenue South	**Yes**	Yes	Yes	Yes
WS5753	7666204449	2231 6th Avenue South	**Yes**	Yes	Yes	Yes
WS5754	7666204371	500 South Lander Street	**Yes**	Yes	Yes	No
WS5755	7666204375	2447 6th Avenue South	**Yes**	Yes	Yes	No
WS5756	7666204380	2437 6th Avenue South	**Yes**	Yes	Yes	No
WS5757	7666204385	2425 6th Avenue South	**Yes**	Yes	No	No
WS5767	7666204430	2230 4th Avenue South	**No**	Yes	Yes	Yes
WS1344	7666204450	2225 6th Avenue South	**Yes**	Yes	Yes	Yes
WS1348	7666204452	2201 6th Avenue South	**Yes**	Yes	Yes	Yes
WS1350	7666204495	1919 6th Avenue South	**Yes**	Yes	Yes	Yes
WS3042	7666204515	1915 6th Avenue South	**Yes**	Yes	Yes	Yes
WS3044	7666204520	465 South Holgate Street	**Yes**	Yes	Yes	Yes

ROW I.D. = right-of-way identification number

Table L4.1-2. West Seattle Link Extension Potentially Affected Parcels by Alternative – Duwamish Segment

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Alternative DUW-1a	Option DUW-1b	Alternative DUW-2
WS10020	1324039001	Information not available – City of Seattle Department of Parks and Recreation	**Yes**	Yes	No
WS10022	7666705020	2300 Southwest Spokane Street	**No**	No	Yes
WS10024	1324039103	Information not available – Seattle Department of Transportation	**No**	No	Yes
WS10026	7666704000	1636 Southwest Spokane Street	**No**	No	Yes
WS10030	7666703096	Information not available - Department of Natural Resources	**No**	No	Yes
WS10032	7666702181	1112 Southwest Spokane Street	**No**	No	Yes
WS10034	7666701220	1001 Southwest Klickitat Way	**Yes**	Yes	No
WS10036	7666701356	1002 Southwest Spokane Street	**No**	No	Yes
WS10040	7666700315	3627 Duwamish Avenue South	**Yes**	Yes	No
WS10042	7666207905	2911 East Marginal Way South	**No**	No	Yes
WS10044	7666700325	Information not available – Port of Seattle	**Yes**	Yes	No
WS10046	7674800085	3224 4th Avenue South	**Yes**	No	Yes
WS12024	7666703980	Information not available – Port of Seattle	**No**	No	Yes
WS12026	9349900315	3600 West Marginal Way Southwest	**Yes**	Yes	No
WS12038	7666703440	3838 West Marginal Way Southwest	**No**	Yes	No
WS12082	7666204145	450 South Spokane Street	**No**	No	Yes
WS12110	9349900295	Information not available – City of Seattle Department of Parks and Recreation	**Yes**	Yes	No
WS1230	2848700125	3804 23rd Avenue Southwest	**Yes** [a]	Yes	No
WS1232	7966600065	3645 22nd Avenue Southwest	**Yes**	Yes	No
WS1234	7966600080	3631 22nd Avenue Southwest	**Yes**	Yes	No
WS1242	7666703920	3601 West Marginal Way Southwest	**Yes**	Yes	No
WS1244	7666703290	3800 West Marginal Way Southwest	**Yes**	Yes	No
WS1250	7666703100	Information not available	**Yes**	No	No
WS1252	7666703135	Southwest Spokane Street	**Yes**	No	No
WS1256	7666701250	1129 Southwest Klickitat Way	**Yes**	No	No
WS1262	7666700281	3621 East Marginal Way South	**Yes**	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Alternative DUW-1a	Option DUW-1b	Alternative DUW-2
WS1264	1824049031	East Marginal Way South	**Yes**	Yes	No
WS1266	1824049030	East Marginal Way South	**Yes**	Yes	No
WS1268	1824049029	East Marginal Way South	**Yes**	Yes	No
WS1270	1824049047	3628 East Marginal Way South	**Yes**	Yes	No
WS1272	1824049098	South Spokane Street	**Yes**	Yes	No
WS1274	7666207552	45 South Spokane Street	**Yes**	Yes	No
WS1276	7666207560	3626 East Marginal Way South	**Yes**	Yes	No
WS1278	1824049058	3625 1st Avenue South	**Yes**	Yes	No
WS1280	7666207506	99 South Spokane Street	**Yes**	Yes	No
WS1282	7666205805	101 South Spokane Street	**Yes**	Yes	No
WS1284	7666205806	115 South Spokane Street	**Yes**	Yes	No
WS1286	7666205807	2nd Avenue South	**Yes**	Yes	No
WS1288	7666205808	Information not available	**Yes**	Yes	No
WS1290	6172900015	3601 2nd Avenue South	**Yes**	Yes	No
WS1292	6172900345	2nd Avenue South	**Yes**	Yes	No
WS1296	7666205610	228 South Spokane Street	**Yes**	Yes	Yes
WS1298	7666204130	3434 4th Avenue South	**Yes**	Yes	No
WS1300	7666204140	3454 4th Avenue South	**Yes**	Yes	Yes
WS1302	7666204125	3414 4th Avenue South	**Yes**	Yes	Yes
WS1304	7666204121	3412 4th Avenue South	**Yes**	Yes	Yes
WS1306	7666204122	441 South Hinds Street	**Yes**	Yes	Yes
WS1308	7666204147	503 South Hinds Street	**No**	No	Yes
WS1316	7674800105	300 South Horton Street	**Yes**	Yes	Yes
WS1318	7674800025	300 South Hanford Street	**Yes**	Yes	Yes
WS1320	7666204166	400 South Hanford Street	**Yes**	Yes	Yes
WS1322	7666204173	400 South Hanford Street	**Yes**	Yes	Yes
WS1324	7666204306	South Forest Street	**Yes**	Yes	Yes
WS1326	7666204182	South Forest Street	**Yes**	Yes	Yes
WS20008	7666205660	400 South Spokane Street	**Yes**	Yes	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Alternative DUW-1a	Option DUW-1b	Alternative DUW-2
WS22002	7666703966	3500 Chelan Avenue Southwest	**No**	No	Yes
WS22004	7666207462	Information not available	**No**	No	Yes
WS2472	2445100110	2424 Southwest Andover Street	**Yes**	No	Yes
WS2478	7666703967	3456 Chelan Avenue Southwest	**No**	No	Yes
WS2480	7666703985	3542 West Marginal Way Southwest	**No**	No	Yes
WS2482	7666703990	Information not available	**No**	No	Yes
WS2490	7666703095	3423 Klickitat Avenue Southwest	**No**	No	Yes
WS2492	7666702155	3444 13th Avenue Southwest	**No**	No	Yes
WS2494	7666702165	1128 Southwest Spokane Street	**No**	No	Yes
WS2498	7666702180	1100 Southwest Spokane Street	**No**	No	Yes
WS2502	7666701275	910 Southwest Spokane Street	**No**	No	Yes
WS2508	7666207585	3430 East Marginal Way South	**No**	No	Yes
WS2510	7666207591	Information not available - BNSF	**No**	No	Yes
WS2512	7666207590	40 South Spokane Street	**No**	No	Yes
WS2514	7666207461	60 South Spokane Street	**No**	No	Yes
WS2516	7666207491	3443 1st Avenue South	**No**	No	Yes
WS2518	7666205880	100 South Spokane Street	**No**	No	Yes
WS2520	7666205862	3434 1st Avenue South	**No**	No	Yes
WS2522	7666205876	120 South Spokane Street	**No**	No	Yes
WS2524	7666205881	126 South Spokane Street	**No**	No	Yes
WS2526	7666205882	132 South Spokane Street	**No**	No	Yes
WS2528	7666205895	3441 2nd Avenue South	**No**	No	Yes
WS2530	7666205580	3434 2nd Avenue South	**No**	No	Yes
WS2532	7666205625	3447 4th Avenue South	**No**	No	Yes
WS2534	7666205630	3433 4th Avenue South	**No**	No	Yes
WS2536	7666205635	3429 4th Avenue South	**No**	No	Yes
WS2538	7666205640	3423 4th Avenue South	**No**	No	Yes
WS2540	7666204120	3404 4th Avenue South	**No**	Yes	Yes
WS2542	1327300010	3314 4th Avenue South	**Yes**	Yes	Yes

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Alternative DUW-1a	Option DUW-1b	Alternative DUW-2
WS2544	1327300006	423 South Horton Street	**Yes**	No	Yes
WS5485	2848700145	Information not available – Wayne Seminoff Company's Money Purchase Pension Plan	**Yes** [a]	Yes	No
WS5497	2848700370	3803 22nd Avenue Southwest	**Yes** [a]	Yes	No
WS5500	2848700374	3801 22nd Avenue Southwest	**Yes** [a]	Yes	No
WS5501	7966600069	3649 22nd Avenue Southwest	**Yes**	Yes	No
WS5542	7966600095	3624 22nd Avenue Southwest	**Yes**	Yes	No
WS5543	7966600140	Information not available	**No**	Yes [b]	No
WS5544	7966600135	3711 21st Avenue Southwest	**Yes** [b]	Yes [b]	No
WS5556	9349900045	2072 Southwest Charlestown Street	**No**	Yes [b]	No
WS5564	9349900005	2060 Southwest Charlestown Street	**Yes**	Yes	No
WS5570	9349900080	3709 20th Avenue Southwest	**Yes**	Yes	No
WS5571	9349900075	3707 20th Avenue Southwest	**Yes**	Yes	No
WS5586	9349900110	3706 20th Avenue Southwest	**Yes** [a]	Yes	No
WS5587	9349900105	3704 20th Avenue Southwest	**Yes**	Yes	No
WS5592	9349900195	3617 19th Avenue Southwest	**Yes**	Yes	No
WS5601	9349900225	3712 19th Avenue Southwest	**Yes**	Yes	No
WS5627	7666703320	3830 West Marginal Way Southwest	**No**	Yes	No
WS5630	7666703321	3835 West Marginal Way Southwest	**No**	Yes	No
WS5651	7666700285	3633 East Marginal Way South	**Yes**	Yes	No
WS5657	1824049055	3648 East Marginal Way South	**No**	Yes	No
WS5661	7666207555	45 South Spokane Street	**No**	Yes	No
WS5662	7666207570	49 South Spokane Street	**No**	Yes	No
WS5667	6172900005	3800 1st Avenue South	**Yes**	Yes	No
WS5676	7666203785	3400 6th Avenue South	**No**	No	Yes
WS5677	1327300012	3300 6th Avenue South	**No**	No	Yes
WS5680	7666203765	3200 6th Avenue South	**Yes**	Yes	No
WS5681	7666203736	2958 6th Avenue South	**Yes**	Yes	Yes
WS5682	7666203760	6th Avenue South	**No**	Yes	Yes

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Alternative DUW-1a	Option DUW-1b	Alternative DUW-2
WS5690	7674800075	300 South Horton Street	**No**	Yes	No
WS5691	7666204170	400 South Hanford Street	**Yes**	Yes	No
WS5695	7666204165	3200 4th Avenue South	**Yes**	No	Yes
WS5712	7666204210	2901 6th Avenue South	**Yes**	Yes	Yes
WS5713	7666204211	South Forest Street	**No**	Yes	Yes
WS6821	7666207583	20 South Spokane Street	**No**	No	Yes
WS6822	7666207580	3420 East Marginal Way South	**No**	No	Yes
WS6835	7666205636	3435 4th Avenue South	**No**	No	Yes
WS7130	7666203850	3433 Airport Way South	**No**	No	Yes
WS7396	7666203810	3440 6th Avenue South	**No**	No	Yes
WS5591	9349900170	3711 19th Avenue Southwest	**No**	No	No
WS12012	1324039043	3600 23rd Avenue Southwest	**Yes** [a]	Yes [a]	No
WS5496	2848700360	3805 22nd Avenue Southwest	**Yes** [a]	Yes [a]	No
WS5484	2848700160	3816 23rd Avenue Southwest	**Yes** [a]	Yes [a]	No
WS6824	7666207600	3429 Colorado Avenue South	**No**	No	Yes
WS7504	7966600132	Information not available	**No**	Yes	No
WS7505	7966600133	Information not available	**No**	Yes	No
WS7506	7966600134	Information not available	**Yes**	Yes	No
WS7501	9349900006	2058 Southwest Charlestown Street	**Yes**	Yes	No
WS7502	9349900007	2056 Southwest Charlestown Street	**Yes**	Yes	No
WS7503	9349900008	2054 Southwest Charlestown Street	**Yes**	Yes	No
WS7500	9349900009	2052 Southwest Charlestown Street	**Yes**	Yes	No
WS7457	9349900010	2050 Southwest Charlestown Street	**Yes**	Yes	No
WS5707	7666204190	2932 4th Avenue South	**Yes**	No	No
WS5706	7666204200	2932 4th Avenue South	**Yes** [b]	No	No

[a] Parcel is only affected when connecting to Alternatives DEL-3 or DEL-4.
[b] Parcel would not be affected when connecting to Alternatives DEL-3 or DEL-4.
ROW I.D. = Right-of-way identification number

Table L4.1-3. West Seattle Link Extension Potentially Affected Parcels by Alternative – Delridge Segment

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS10006	1324039013	4432 35th Avenue Southwest	**No**	Yes	No	Yes	No	Yes	Yes	No	No	No
WS10008	1324039014	4470 35th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS10010	1324039030	4501 Delridge Way Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS10012	9358001220	4111 26th Avenue Southwest	**No**	Yes	Yes	No	Yes	No	No	No	No	No
WS10014	9358002145	Information not available	**No**	Yes	Yes	No	Yes	No	No	No	No	No
WS10016	7891600100	4117 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS10018	7891600105	4115 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS1096	9297300765	3014 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	Yes	No	No
WS1102	9358002340	4316 30th Avenue Southwest	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1104	9358002350	2852 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS1106	9358002351	2850 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1108	9358002353	2848 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1110	9358002365	2842 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1112	9358002374	2838B Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1114	9358002372	2836A Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1116	9358002390	2834 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	Yes	No	No	No
WS1118	9358002395	2832 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	Yes	No	No	No
WS1120	9358002400	2828 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	No	No	No	No
WS1122	9358002410	2822 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS1124	9358002425	2818 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1126	9358002428	Information not available	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1128	9358002430	2808 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS1136	9358002164	Information not available	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1138	9358002180	2616 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1140	1772600735	4401 26th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1142	3574300056	2518 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1144	3574300055	2512 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1146	3574300070	4155 25th Avenue Southwest	**No**	No	No	Yes	Yes	Yes	Yes	No	No	No
WS1148	3574300072	Information not available	**No**	No	No	Yes	Yes	Yes	Yes	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS1150	3574300071	4151 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1152	3574300085	4147B 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS1154	3574300150	4144 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1156	3574300145	4140 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1158	3574300135	4138C 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1160	3574300134	4138B 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1162	3574300133	4138A 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1164	3574300136	4134 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1166	3574300127	4132 B 25th Avenue Southwest	**No**	No	No	No	No	Yes	No	No	No	No
WS1168	3574300126	4132 A 25th Avenue Southwest	**No**	No	No	No	No	Yes	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS1170	3574300235	4131 Delridge Way Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1172	7891600215	4127 Delridge Way Southwest	**No**	Yes	No	No	No	Yes	Yes	No	No	No
WS1174	7891600225	4123 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1176	7891600226	4121 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1178	7891600235	4117 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1180	7891600236	4115 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1182	7891600247	4109C Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1184	7891600246	4109B Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1186	7891600245	4109A Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS1188	7891600260	4103 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1190	7891600270	4101 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1192	7891600285	4106 Delridge Way Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1194	2444600275	4050 Delridge Way Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1196	2444600260	Information not available	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1198	2444600250	4034 Delridge Way Southwest	**No**	No	No	Yes	Yes	Yes	Yes	No	No	No
WS1200	2444600240	4030 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1202	7881500310	4028 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1204	7881500295	4022 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS1206	7881500285	4018 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1208	7881500255	4000 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1210	2445100315	3860 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1212	2445100295	3852 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS1214	2445100310	3850 Delridge Way Southwest	**No**	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes [a]	No	No	No
WS1216	2445100300	Information not available - Camp West Holdings Limited Liability Company	**No**	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes [a]	No	No	No
WS1218	2848700075	3837 23rd Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1220	2848700060	3831 23rd Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS1222	2848700050	3823 23rd Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS1224	2848700020	3809 Delridge Way Southwest	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
WS1226	2848700015	3805 Delridge Way Southwest	**Yes**	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes	Yes	Yes
WS1228	2848700005	3801 Delridge Way Southwest	**Yes**	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes [a]	Yes	Yes	Yes
WS2428	9358002190	2614 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS2430	9358002210	2604 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS2432	9358002211	4317 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS2434	9358002200	4313 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2436	9358001980	2609 Southwest Nevada Street	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2438	3574300020	4308A 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2440	3574300010	4222 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS2442	3574300005	4218 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2444	7891600065	4216 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2446	7891600060	4212 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2448	7891600055	4210 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2450	7891600070	4127 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2452	7891600075	4123 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2454	7891600090	4121 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2460	7891600125	4109 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2462	7891600160	4102 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2464	7891600155	4100 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS2466	2444600005	4045 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS2468	7881500200	4025 Delridge Way Southwest	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
WS2470	7666704005	2414 Southwest Andover Street	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
WS2472	2445100110	2424 Southwest Andover Street	**Yes**	No	No	No	No	No	No	Yes	Yes	Yes
WS3014	3574300065	4159 25th Avenue Southwest	**No**	No	No	Yes	Yes	Yes	Yes	No	No	No
WS3020	3574300165	4150 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS3022	3574300160	4148 A 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS3024	3574300161	4148 B 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS3026	3574300155	4146 A 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS3028	3574300156	4146 B 25th Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS3032	3574300217	4141 Delridge Way Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS3034	3574300225	4137 Delridge Way Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS3036	7891600310	4118 Delridge Way Southwest	**No**	No	No	No	No	No	No	No	No	No
WS3038	7891600295	Information not available	**No**	No	No	No	No	Yes	Yes	No	No	No
WS3040	2444600285	4050 Delridge Way Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS5203	9297301180	4115 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	No	No
WS5204	9297300966	4150 32nd Avenue Southwest	**No**	No	Yes	No	No	No	No	Yes	No	No
WS5205	9297300965	3166 Southwest Genesee Street	**No**	No	Yes	No	No	No	No	Yes	No	No
WS5222	9297300935	3104 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS5223	9297300933	3088C Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS5224	9297300930	3084 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS5225	9297300925	3078 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS5226	9297300920	3074 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS5253	9297300750	3055 Southwest Avalon Way	**No**	No	No	No	Yes	No	No	Yes	No	No
WS5254	9297300745	3051 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS5255	9297300740	3047 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS5256	9297300725	3039 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS5257	9297300710	3025 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS5270	9358002375	2838A Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS5271	9358002373	2836B Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS5287	9358002426	2816 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS5290	9358002427	2814 Southwest Genesee Street	**No**	Yes	Yes	No	Yes	Yes	No	No	No	No
WS5291	9358002238	2809 B Southwest Nevada Street	**No**	No	Yes	No	Yes	No	No	No	No	No
WS5292	9358002440	2809 A Southwest Nevada Street	**No**	No	No	No	Yes	No	No	No	No	No
WS5366	9358002165	2624 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS5372	9358001996	2611B Southwest Nevada Street	**No**	No	Yes	Yes	Yes	No	No	No	No	No
WS5373	9358002191	2612 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS5374	9358002192	2610 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS5375	9358002212	2602 Southwest Genesee Street	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS5394	3574300045	4314 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS5395	3574300044	4312 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS5396	3574300046	4310 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS5397	3574300086	4149 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS5400	3574300095	4143 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS5402	7891600204	4128A 25th Avenue Southwest	**No**	Yes	No	No	No	No	No	No	No	No
WS5403	7891600205	4128B 25th Avenue Southwest	**No**	Yes	No	No	No	No	No	No	No	No
WS5404	7891600206	4128C 25th Avenue Southwest	**No**	Yes	No	No	No	Yes	No	No	No	No
WS5405	7891600200	4122 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS5406	7891600251	4113 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS5407	7891600250	4111 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS5410	7891600261	4105 Delridge Way Southwest	**No**	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
WS5413	2444600300	4057 23rd Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS5414	2444600310	4053 23rd Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS5415	2444600315	4049 23rd Avenue Southwest	**No**	No	No	No	No	Yes	Yes	No	No	No
WS61100	9306000000	3120 Southwest Avalon Way	**No**	Yes	Yes	No	No	Yes	No	Yes	No	No
WS61200	2472850000	2629 Southwest Nevada Street	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6711	9358001997	2611A Southwest Nevada Street	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6712	9358001995	2611C Southwest Nevada Street	**No**	No	No	No	Yes	No	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS6713	3574300030	4306 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6714	3574300100	4139 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6715	3574300110	4137 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6716	3574300116	4133 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6717	3574300115	4131 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6720	7891600045	4206 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6721	7891600040	4202 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6722	7891600035	4200 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6723	7891600019	4110 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6724	7891600015	4108 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6725	7891600013	4104 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6726	7891600017	4106 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS6727	7891600005	4102 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6730	7891600140	2507 Southwest Dakota Street	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6731	7891600135	2501 Southwest Dakota Street	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6732	7891600190	4118 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6733	7891600180	4116 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6734	7891600175	4110 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6735	7891600165	4108 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6736	7891600161	4106 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS6791	2445100140	Southwest Andover Street	**Yes**	No	No	No	No	No	No	Yes	Yes	Yes
WS81600	0321500000	3112 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS82000	7569000000	3015 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS7116	9297301145	4039 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	No
WS7115	9297301150	4045 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	No
WS7114	9297301155	4049 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	No
WS82100	8602230000	3001 Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7137	9297300640	2988 Southwest Avalon Way	**No**	No	No	No	No	No	No	No	Yes	No
WS7140	9297300670	3014 Southwest Andover Street	**No**	No	No	No	No	No	No	No	Yes	No
WS7141	9297300675	3018 Southwest Andover Street	**No**	No	No	No	No	No	No	No	Yes	No
WS7142	9297300680	3024 Southwest Andover Street	**No**	No	No	No	No	No	No	No	Yes	No
WS7143	9297301100	4005 32nd Avenue Southwest	**No**	No	No	No	No	No	No	No	Yes	Yes
WS7144	9297301106	4009 32nd Avenue Southwest	**No**	No	No	No	No	No	No	No	Yes	Yes

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS7145	9297301115	4015 32nd Avenue Southwest	**No**	No	No	No	No	No	No	No	Yes	Yes
WS7146	9297301120	4017 32nd Avenue Southwest	**No**	No	No	No	No	No	No	No	Yes	Yes
WS7147	9297301125	4025 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	Yes
WS7150	9297301130	4029 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	Yes
WS7151	9297301134	4031 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	No
WS7152	9297301135	4035 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	No
WS7136	9297300630	2980 Southwest Avalon Way	**No**	No	No	No	No	No	No	No	Yes	No
WS7153	9297301165	4055 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	No
WS7154	9297301170	4105 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	No	No
WS7155	9297301175	4107 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	No	No
WS7160	9358000450	2850 Southwest Yancy Street	**Yes**	No	No	No	No	No	No	Yes	Yes	Yes

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS7161	9358000595	2851 Southwest Yancy Street	**No**	No	No	No	No	No	No	Yes	No	No
WS7156	9298300025	4001 32nd Avenue Southwest	**No**	No	No	No	No	No	No	No	Yes	Yes
WS7157	9358000300	2629 Southwest Andover Street	**Yes**	No	No	No	No	No	No	Yes	Yes	Yes
WS7162	9358000600	2853 Southwest Yancy Street	**No**	No	No	No	No	No	No	Yes	No	No
WS7163	9358000605	4050 30th Avenue Southwest	**No**	No	No	No	No	No	No	Yes	No	No
WS7164	9358000606	4052 30th Avenue Southwest	**No**	No	No	No	No	No	No	Yes	No	No
WS7165	9358000607	4056 30th Avenue Southwest	**No**	No	No	No	No	No	No	Yes	No	No
WS7166	9358000610	4058 30th Avenue Southwest	**No**	No	No	No	No	No	No	Yes	No	No
WS7213	9297301160	4051 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	Yes	No
WS7411	9358000465	2806 Southwest Yancy Street	**Yes**	No	No	No	No	No	No	Yes	No	Yes
WS7520	3574300031	4304 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS7517	3574300083	4147C 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7514	7891600074	4123 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7546	9297300922	3078H Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7530	3574300021	4308B 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7527	3574300022	4308C 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7526	3574300023	4308D 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7525	3574300024	4308E 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7524	3574300025	4308F 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7522	3574300027	4308G 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS7521	3574300028	4308H 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7531	3574300029	4300 26th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7516	3574300084	4147A 25th Avenue Southwest	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7515	7891600076	Information not available	**No**	Yes	Yes	Yes	Yes	No	No	No	No	No
WS7547	9297300923	3078G Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7550	9297300924	3078F Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7551	9297300926	3078D Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7552	9297300927	3078C Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7553	9297300928	3078B Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS7554	9297300929	3078A Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7555	9297300931	3088A Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7556	9297300932	3088B Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7557	9297300934	3088D Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7560	9297300936	3088E Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7561	9297300937	3088F Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7562	9297300938	3088G Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7563	9297300939	3088H Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7566	9297300940	3104F Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS7564	9297300941	3104G Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7565	9297300942	3104H Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7572	9297300943	3104A Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7571	9297300944	3104C Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7570	9297300946	3104D Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7567	9297300947	3104E Southwest Avalon Way	**No**	No	No	No	No	No	No	Yes	No	No
WS7412	9297300650	2992 Southwest Avalon Way	**Yes**	No	No	No	No	No	No	No	No	Yes
WS82500	7732800000	3000 Southwest Avalon Way	**Yes**	No	No	No	No	No	No	No	No	No
WS7184	9297300645	3004 Southwest Andover Street	**Yes**	No	No	No	No	No	No	No	No	Yes

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option DEL-6b	Alternative DEL-1a	Option DEL-1b	Alternative DEL-2a	Option DEL-2b	Alternative DEL-3	Alternative DEL-4	Alternative DEL-5	Alternative DEL-6a	Alternative DEL-7
WS7210	9297301070	4018 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	No	No
WS7211	9297301080	4014 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	No	No
WS7212	9297301085	4012 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	No	Yes
WS7117	9297301086	4008 32nd Avenue Southwest	**Yes**	No	No	No	No	No	No	No	No	Yes
WS7120	9297301095	3021 Southwest Andover Street	**Yes**	No	No	No	No	No	No	No	No	Yes
WS7185	9297300665	3008 Southwest Andover Street	**No**	No	No	No	No	No	No	No	No	Yes
WS7225	9298300015	3221 Southwest Andover Street	**No**	No	No	No	No	No	No	No	No	Yes
WS7226	9298300020	3215 Southwest Andover Street	**No**	No	No	No	No	No	No	No	No	Yes

[a] Parcel would not be affected when connecting to Alternative DUW-2.

ROW I.D. = Right-of-way identification number

Table L4.1-4. West Seattle Link Extension Potentially Affected Parcels by Alternative – West Seattle Junction Segment

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS10002	0952006470	42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS10004	9297301780	3225 Southwest Genesee Street	**Yes**	Yes	Yes	Yes [a]	Yes [a]	Yes	Yes	No
WS1010	7579200260	4720 42nd Avenue Southwest	**Yes**	Yes	No	No	Yes	Yes	No	No
WS1014	7579200265	4001 Southwest Alaska Street	**No**	No	No	Yes	No	Yes	Yes	Yes
WS1016	0952006850	4022 Southwest Alaska Street	**Yes**	Yes	No	Yes	No	Yes	Yes	Yes
WS1018	7579200470	4001 Southwest Alaska Street	**No**	No	No	Yes	No	Yes	Yes	Yes
WS1020	0952006880	4000 Southwest Alaska Street	**Yes**	Yes	No	Yes	No	Yes	Yes	Yes
WS1026	6126600235	3801 Southwest Alaska Street	**No**	No	Yes	No	No	No	No	No
WS1028	0952007430	4580 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS1030	0952007545	4550 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS1032	0952007370	4545 Fauntleroy Way Southwest	**No**	Yes	Yes	No	No	No	No	No
WS1034	0952007490	4533 Fauntleroy Way Southwest	**No**	Yes	Yes	No	No	No	No	No
WS1036	0952007485	4527 Fauntleroy Way Southwest	**No**	Yes	Yes	No	No	No	No	No
WS1042	095200PUBL	Information not available	**No**	Yes	Yes	No	No	No	No	No
WS1046	0952004790	4457 Fauntleroy Way Southwest	**No**	Yes	Yes	No	No	Yes	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS1048	0952004640	4460 37th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS1050	0952004620	4480 Fauntleroy Way Southwest	**No**	Yes	No	No	No	No	No	No
WS1052	0952004580	4441 Fauntleroy Way Southwest	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS1054	0952004475	Fauntleroy Way Southwest	**No**	Yes	No	No	No	No	No	No
WS1056	0952004465	4440 Fauntleroy Way Southwest	**No**	Yes	No	No	No	No	No	No
WS1058	0952004435	4415 Fauntleroy Way Southwest	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS1060	0952004319	4408 Fauntleroy Way Southwest	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS1062	0952004216	3500 Southwest Avalon Way	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS1070	9297301800	3237 Southwest Genesee Street	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS1072	9297301790	3229 Southwest Genesee Street	**Yes**	Yes	Yes	Yes [a]	Yes [a]	Yes	Yes	No
WS1074	9297301785	3227 Southwest Genesee Street	**Yes**	Yes	Yes	Yes [a]	Yes [a]	Yes	Yes	No
WS1078	9297301775	3221 Southwest Genesee Street	**No**	Yes	Yes	No	No	Yes	No	No
WS1080	9297301770	3215 Southwest Genesee Street	**No**	Yes	Yes	No	No	Yes	No	No
WS1082	9297301765	3211 Southwest Genesee Street	**No**	Yes	Yes	No	No	Yes	No	No
WS1084	9297301760	3205 Southwest Genesee Street	**No**	Yes	Yes	No	No	Yes	No	No
WS1086	9297301755	3201 Southwest Genesee Street	**No**	Yes	Yes	No	No	Yes	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS1088	9297301750	3127 Southwest Genesee Street	**No**	Yes	Yes	No	No	Yes	No	No
WS1090	9297301751	3119 Southwest Genesee Street	**No**	Yes	Yes	No	No	Yes	No	No
WS1094	9297301925	3201 Southwest Avalon Way	**No**	Yes [b, c]	Yes [b, c]	Yes [d]	Yes [d]	Yes	No	No
WS20002	9297301815	4402 35th Avenue Southwest	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS20004	9297301810	3243 Southwest Genesee Street	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS20006	9297301805	Information not available	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS2110	7579201125	4857 42nd Avenue Southwest	**No**	Yes	No	No	Yes	No	No	No
WS2112	7579201135	4853 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2114	7579201145	4847 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2116	7579201155	4843 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2118	7579201165	4837 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2120	7579201175	4833 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2122	7579201185	4827 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2124	7579201195	4823 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2126	7579201205	4817 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2128	7579201215	4811 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS2130	7579201230	4801 42nd Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS2132	7579200875	4856 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2134	7579200865	4852 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2136	7579200855	4846 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2138	7579200845	4840 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2140	7579200835	4836 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2142	7579200825	4832 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2144	7579200815	4828 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2146	7579200805	4822 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2148	7579200795	4816 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2150	7579200785	4812 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2154	7579200769	4119 Southwest Edmunds Street	**No**	No	No	No	Yes	No	No	No
WS2156	7579200120	4200 Southwest Edmunds Street	**No**	Yes	No	No	No	No	No	No
WS2164	0952006455	42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2166	0952006445	42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS2168	0952006435	42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS2188	7579200885	4857 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2190	7579200895	4853 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2192	7579200905	4847 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2194	7579200915	4843 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2196	7579200925	4837 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2198	7579200935	Information not available	**No**	No	No	No	No	Yes	No	No
WS2200	7579200945	4827 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2202	7579200955	4823 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2204	7579200965	4815 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2206	7579200975	4811 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2208	7579200985	4807 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2210	7579200999	4803 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2212	7579200998	4801 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS2214	7579200620	4856 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2216	7579200610	Information not available	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2218	7579200600	4846 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS2220	7579200590	4840 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2222	7579200580	4836 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2224	7579200570	4832 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2226	7579200560	4830 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2228	7579200550	4822 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2230	7579200540	4816 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2232	7579200530	4812 41st Avenue Southwest	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2234	7579200491	4023 Southwest Edmunds Street	**Yes**	No	No	Yes	No	No	Yes	Yes
WS2238	7579200295	4718 41st Avenue Southwest	**No**	No	No	Yes	No	Yes	Yes	Yes
WS2240	0952006725	4537 41st Avenue Southwest	**No**	No	No	No	No	No	Yes	No
WS2242	0952006715	4531 41st Avenue Southwest	**No**	No	No	No	No	No	Yes	No
WS2252	0952006865	4542 41st Avenue Southwest	**Yes**	No	No	Yes	No	Yes	Yes	Yes
WS2254	0952006855	4536 41st Avenue Southwest	**No**	No	No	Yes	No	No	Yes	No
WS2256	0952006861	4538 C 41st Avenue Southwest	**No**	No	No	Yes	No	Yes	Yes	No
WS2258	0952006859	4538 B 41st Avenue Southwest	**No**	No	No	Yes [c]	No	No	No	No
WS2260	0952006857	4538 A 41st Avenue Southwest	**No**	No	No	Yes [c]	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS2262	0952006845	4532 41st Avenue Southwest	**No**	No	No	Yes [c]	No	No	Yes	No
WS2402	0952004550	4406 37th Avenue Southwest	**Yes**	No	Yes	Yes	Yes	Yes	Yes	No
WS2404	0952004540	4400 37th Avenue Southwest	**Yes**	No	Yes	Yes	Yes	Yes	Yes	No
WS2406	0952004420	Southwest Genesee Street	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS2408	9297301820	3280 Southwest Avalon Way	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes	No
WS2410	9297301835	3268 Southwest Avalon Way	**No**	No	No	Yes [d]	Yes [d]	No	No	No
WS2412	9297301840	3266 Southwest Avalon Way	**No**	No	No	Yes [d]	Yes [d]	No	No	No
WS3008	0952004049	3520 Southwest Genesee Street	**No**	No	Yes [c]	Yes [a]	Yes [a]	No	No	No
WS3010	0952004047	3518 Southwest Genesee Street	**No**	No	Yes [c]	Yes [a]	Yes [a]	Yes	No	No
WS3012	0952004048	4159 Fauntleroy Way Southwest	**No**	No	Yes [c]	Yes [a]	Yes [a]	Yes	No	No
WS50000	9379700000	4755 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS5011	7579200465	4001 Southwest Alaska Street	**No**	No	No	Yes	No	Yes	Yes	Yes
WS5014	6126600435	4722 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS5015	6126600410	4736 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS5016	6126600400	4740 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS5091	0952006871	4544 C 41st Avenue Southwest	**Yes**	No	No	Yes	No	Yes	Yes	Yes

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS5092	0952006869	4544 B 41st Avenue Southwest	**Yes**	No	No	Yes	No	Yes	Yes	Yes
WS5093	0952006867	4544 A 41st Avenue Southwest	**Yes**	No	No	Yes	No	Yes	Yes	Yes
WS5094	0952006999	4547 B 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5095	0952006997	4547 A 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5096	0952006989	4543 B 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5097	0952006987	4543 A 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5100	0952006995	4545 40th Avenue Southwest	**No**	Yes	No	Yes	No	No	No	No
WS5101	0952006985	4541 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5102	0952007165	4538 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5103	0952007149	4534A 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5104	0952007150	4534B 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5105	0952007151	4536A 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5106	0952007152	4536B 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5107	0952007137	4530 D 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5110	0952007141	4530 B 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5111	0952007135	4530 C 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS5112	0952007139	4530 A 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5113	0952007125	4526 40th Avenue Southwest	**No**	Yes	No	No	No	No	No	No
WS5136	0952007460	4501 38th Avenue Southwest	**No**	Yes	Yes	No	No	No	No	No
WS5137	0952004935	4450 38th Avenue Southwest	**No**	Yes	Yes	No	No	Yes	No	No
WS5140	0952004930	3718 Southwest Oregon Street	**No**	Yes	Yes	No	No	Yes	No	No
WS5141	0952004925	3714 Southwest Oregon Street	**No**	Yes	Yes	No	No	Yes	No	No
WS5142	0952004915	4446 38th Avenue Southwest	**No**	No	Yes	No	No	Yes	No	No
WS5143	0952004905	4442 38th Avenue Southwest	**No**	No	Yes	No	No	Yes	No	No
WS5144	0952004895	4436 38th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS5145	0952004765	4431 37th Avenue Southwest	**No**	No	Yes	No	No	Yes	No	No
WS5186	9297301255	3224 Southwest Genesee Street	**Yes**	Yes	Yes	Yes [a]	Yes [a]	Yes	Yes	No
WS5187	9297301250	3220 Southwest Genesee Street	**Yes**	Yes	Yes	Yes [a]	Yes [a]	Yes	Yes	No
WS5190	9297301245	3218 Southwest Genesee Street	**Yes**	Yes	Yes	Yes [a]	Yes [a]	Yes	Yes	No
WS5191	9297301240	3212 Southwest Genesee Street	**Yes**	Yes	Yes	No	No	Yes	Yes	No
WS5192	9297301235	3206 Southwest Genesee Street	**Yes**	Yes	Yes	No	No	Yes	Yes	No
WS5193	9297301230	3200 Southwest Genesee Street	**No**	Yes	Yes	No	No	Yes	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS5194	9297301225	4149 32nd Avenue Southwest	**No**	Yes	Yes	No	No	Yes	No	No
WS5195	9297301220	4143 32nd Avenue Southwest	**No**	Yes [c]	Yes [c]	No	No	Yes	No	No
WS5196	9297301215	4139 32nd Avenue Southwest	**No**	Yes [c]	Yes [c]	No	No	Yes	No	No
WS60000	7865200000	4806 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS60300	2607870000	4752 41st Avenue Southwest	**No**	No	No	Yes	No	Yes	Yes	No
WS60700	7942040000	3922 Southwest Alaska Street	**No**	Yes	No	No	No	No	No	No
WS60900	7809670000	3210 Southwest Avalon Way	**No**	Yes	No	No	No	No	No	No
WS61000	8644250000	3202 Southwest Avalon Way	**No**	Yes [c]	Yes [c]	No	No	Yes	No	No
WS6106	7579200765	4802 42nd Avenue Southwest	**No**	No	No	No	Yes	No	No	No
WS6107	7579200767	4121 Southwest Edmunds Street	**No**	No	No	No	Yes	No	No	No
WS6110	7579200773	4115 Southwest Edmunds Street	**No**	No	No	No	Yes	No	No	No
WS6111	7579200771	4117 Southwest Edmunds Street	**No**	No	No	No	Yes	No	No	No
WS6112	7579200996	4107 Southwest Edmunds Street	**No**	No	No	No	No	Yes	No	No
WS6113	7579200995	4103 Southwest Edmunds Street	**No**	No	No	No	No	Yes	No	No
WS6114	7579200997	4805 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6115	7579200490	4017 Southwest Edmunds Street	**Yes**	No	No	Yes	No	No	Yes	Yes

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS6185	7624700025	5021 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6186	7624700020	5017 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6187	7624700015	5011 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6190	7624700006	4111 Southwest Hudson Street	**No**	No	No	No	No	Yes	No	No
WS6191	7624700010	5007 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6192	7624700005	4101 Southwest Hudson Street	**No**	No	No	No	No	Yes	No	No
WS6201	1297300105	5018 41st Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6570	0952005095	4457 38th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6571	0952005085	4453 38th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6572	0952005075	4451 38th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6573	0952005065	4441 38th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6574	0952005055	4437 38th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6580	0952004885	4432 38th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6581	0952004875	4426 38th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6585	0952004755	4427 37th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6586	0952004745	4421 37th Avenue Southwest	**No**	No	No	No	No	Yes	No	No

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Preferred Option WSJ-5b	Alternative WSJ-1	Alternative WSJ-2	Alternative WSJ-3a	Option WSJ-3b	Alternative WSJ-4	Alternative WSJ-5a	Alternative WSJ-6
WS6587	0952004735	4417 37th Avenue Southwest	**No**	No	No	No	No	Yes	No	No
WS6591	0952004570	4414 37th Avenue Southwest	**Yes**	No	Yes	Yes	Yes	Yes	Yes	No
WS6592	0952004560	4410 37th Avenue Southwest	**Yes**	No	Yes	Yes	Yes	Yes	Yes	No
WS81900	2492700000	4800 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS7125	6126600370	4754 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS7126	6126600380	4754 Fauntleroy Way Southwest	**No**	No	Yes	No	No	No	No	No
WS5197	9297301210	4135 32nd Avenue Southwest	**No**	Yes [e]	Yes [e]	No	No	No	No	No
WS3006	0952003915	3600 Southwest Genesee Street	**No**	No	No	Yes [a]	Yes [a]	No	No	No
WS7596	7579201176	No information available	**No**	Yes	No	No	No	No	No	No
WS7597	7579201177	No information available	**No**	Yes	No	No	No	No	No	No
WS7595	7579201210	No information available	**No**	Yes	No	No	No	No	No	No

[a] Parcel would only be affected when connecting to Option DEL-2b.
[b] Parcel would not be affected when connecting to Option DEL-1b.
[c] Parcel would not be affected when connecting to Alternative DEL-5.
[d] Parcel would not be affected when connecting to Option DEL-2b.
[e] Parcel is only affected when connecting to Option DEL-1b.
ROW I.D. = Right-of-way identification number

Table L4.1-5. Potentially Affected Parcels by Alternative – West Seattle Link Extension Minimum Operable Segment

Sound Transit ROW I.D.	King County Parcel I.D.	Site Address	Alternative DEL-3	Alternative DEL-4
WS2464	7891600155	4100 25th Avenue Southwest	Yes	Yes
WS6727	7891600005	4102 26th Avenue Southwest	Yes	Yes
WS6730	7891600140	2507 Southwest Dakota Street	Yes	Yes
WS6731	7891600135	2501 Southwest Dakota Street	Yes	Yes

ROW I.D. = Right-of-way identification number

L4.1.2 Relocation Opportunities

Sound Transit researched market conditions for available residential and commercial real estate in the City of Seattle. Property availability will change over time, but research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity. Some affected properties with unique characteristics or uses, such as water-dependent uses, assistive living and supportive housing, and public facilities could be difficult to relocate and may require construction of new facilities. Some water-dependent facilities may not be able to be relocated.

L4.1.2.1 Commercial and Industrial

Table L4.1-6 summarizes the 2021, 2022, and 2023 commercial and industrial vacancy rates in Seattle. There is an adequate amount of vacant office space to replace the office spaces that the project would acquire. In 2022, there was approximately 12 million square feet of office space available in Seattle (Colliers 2022a). Vacant land and underutilized properties available for the construction of new office buildings could also provide additional capacity.

In March 2020, Washington state issued a statewide stay-at-home order to help curb the spread of COVID-19, which was declared a global pandemic by the World Health Organization on March 11, 2020. With the spread of the virus, office, industrial, and retail markets experienced impacts, including increased vacancy rates, temporary closures, supply chain disruptions, shortage of goods, and increased construction costs (Colliers 2020). Many employers allowed remote work during the pandemic, and for a large number of employees, return to offices has been gradual. As of May 2023, 51 percent of downtown-based employees had returned to office (Downtown Seattle Association 2023) and a survey of Seattle Metropolitan Chamber of Commerce Members in April 2023 found that while many companies continue to allow hybrid work, 62 percent reported workers coming into the office three or more days per week (Seattle Metropolitan Chamber of Commerce 2023). Because of the changes caused by the pandemic, the vacancy rates for 2021, 2022, and 2023 are each included in Table L4.1-6.

Table L4.1-6. Commercial and Industrial Vacancy Rates in Seattle

Property Type	Vacancy Rate (Quarter 2)	Amount of Vacant Space (square feet) (Quarter 2)
Office [a]	2021: 14.5 percent 2022: 18.9 percent 2023: 24.0 percent	2021: 11,621,993 2022: 12,050,787 2023: 15,321,566
Retail [b]	2021: 2.3 percent 2022: 2.4 percent 2023: 3.0 percent	2021: 639,841 2022: 650,727 2023: 818,967
Industrial [c]	2021: 4.0 percent 2022: 5.2 percent 2023: 7.2 percent	2021: 1,450,200 2022: 1,857,162 2023: 3,435,071

[a] Source: Colliers International 2021a, 2022a, 2023a.

[b] Source: CoStar 2023.

[c] Source: Colliers International 2021b, 2022b, 2023b.

Sound Transit would perform a case-by-case assessment of the available retail inventory and the displaced retailer's specific needs. There is approximately 1,021,100 square feet of retail space available in the Seattle area (CoStar 2023).

For some specialized businesses, location requirements and physical characteristics of the displaced business may be unique, and it may be difficult to find an available property that meets all desired features. New development sites could provide an opportunity for replacement.

Adequate industrial space is available in the market to meet the needs of businesses that the project would displace. There is approximately 3.4 million square feet of industrial space available in the Seattle area (Colliers International 2023b).

L4.1.2.2 Residential

Table L4.1-7 summarizes residential property availability in Seattle and in census tracts within the study area, based on the most recent available census data.

In addition, telework has been encouraged by many employers during the pandemic, which has allowed some workers the ability to live farther away from their job. Approximately 26,000 households moved out of Seattle in 2020. People that moved out of Seattle generally moved to neighboring areas including Bellevue, Bothell, Lynnwood, Kirkland, and Shoreline (Westneat 2021). Current data are not yet available to show how these changed conditions have affected availability of housing within Seattle or how they might affect future availability.

For displaced tenants, a sufficient supply of comparable relocation apartments is expected to be available within the City of Seattle. Relocation sites are expected to be available in the same general area, but not necessarily in the same neighborhood. However, depending on market conditions and individual circumstances, the replacement property may cost more. Section 4.2.1.7, Sound Transit Real Property Acquisition and Relocation Policy, Procedures, and Guidelines Summary, in Chapter 4 of the Final EIS describes how Sound Transit would accommodate this difference. Income-restricted, transitional, and supportive housing is limited within the immediate area of the project; therefore, relocation sites provided to residents of these displaced housing types would likely be within the broader West Seattle or City of Seattle areas. Existing income-restricted, transitional, and supportive housing are discussed further in Section 4.4, Social Resources, Community Facilities, and Neighborhoods.

Table L4.1-7. Residential Property Availability for Relocation in Seattle

Location	Property Type	Vacancy Rate	Occupied Units	Approximate Number of Available Units
Seattle	Owner-Occupied	2019: 1.0 percent 2021: 1.1 percent	2019: 151,722 2021: 152,495	2019: 22,639 2021: 25,448
	Renter-Occupied	2019: 3.1 percent 2021: 4.4 percent	2019: 180,114 2021: 184,866	
Study Area	Owner-Occupied	2019: 0.0 percent 2021: 2.2 percent	2019: 6,315 2021: 6,003	2019: 545 2021: 1,164
	Renter-Occupied	2019: 2.7 percent 2021: 7.7 percent	2019: 6,418 2021: 6,917	

Source: United States Census Bureau 2023.

According to the Puget Sound Business Journal, Seattle has seen a decline in new apartment construction in the beginning of 2023, with 337 units constructed through May in the urban King County area (De La Rosa 2023). However, *Berkadia*'s Q2 2023 report identifies an additional 19,400 units under construction or scheduled to begin construction soon. The number of residential homes for sale declined from 981 listings in July of 2022 to 793 in July of 2023 (Northwest Multiple Listing Service 2023). According to the *Seattle Times*, mortgage rates of homes have doubled since 2021 from an average of 3 percent in 2021 to 6 percent in 2023, while most Seattle homeowners have mortgage rates below 5 percent and a third have rates below 3 percent (Groover 2023a, 2023b). As a result, current homeowners are less inclined to sell their homes as they would likely finance any new home at a rate higher than their current mortgage.

Redevelopment in the project corridor will continue to increase the inventory of single-family homes and condominiums in areas where zoning allows. Section 4.2, Land Use in Chapter 4 of the Final EIS provide detailed information on transit-oriented development. The Mandatory Housing Affordability zoning changes approved by the City of Seattle include increased density in some areas where displacements could occur, such as the West Seattle Junction (City of Seattle 2023).

L4.1.3 References

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Attachment L4.1A
Maps of Affected Parcels

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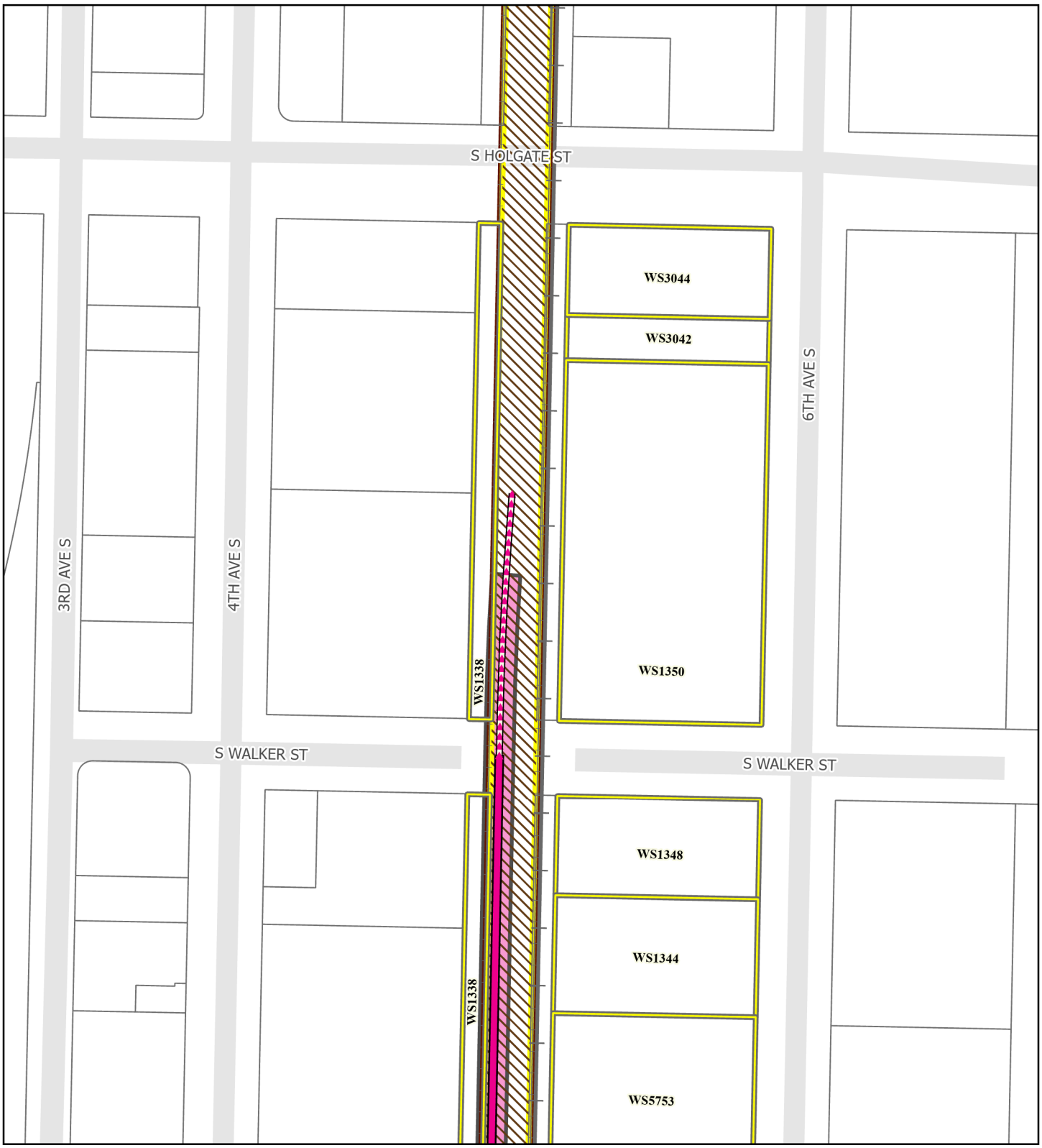


Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

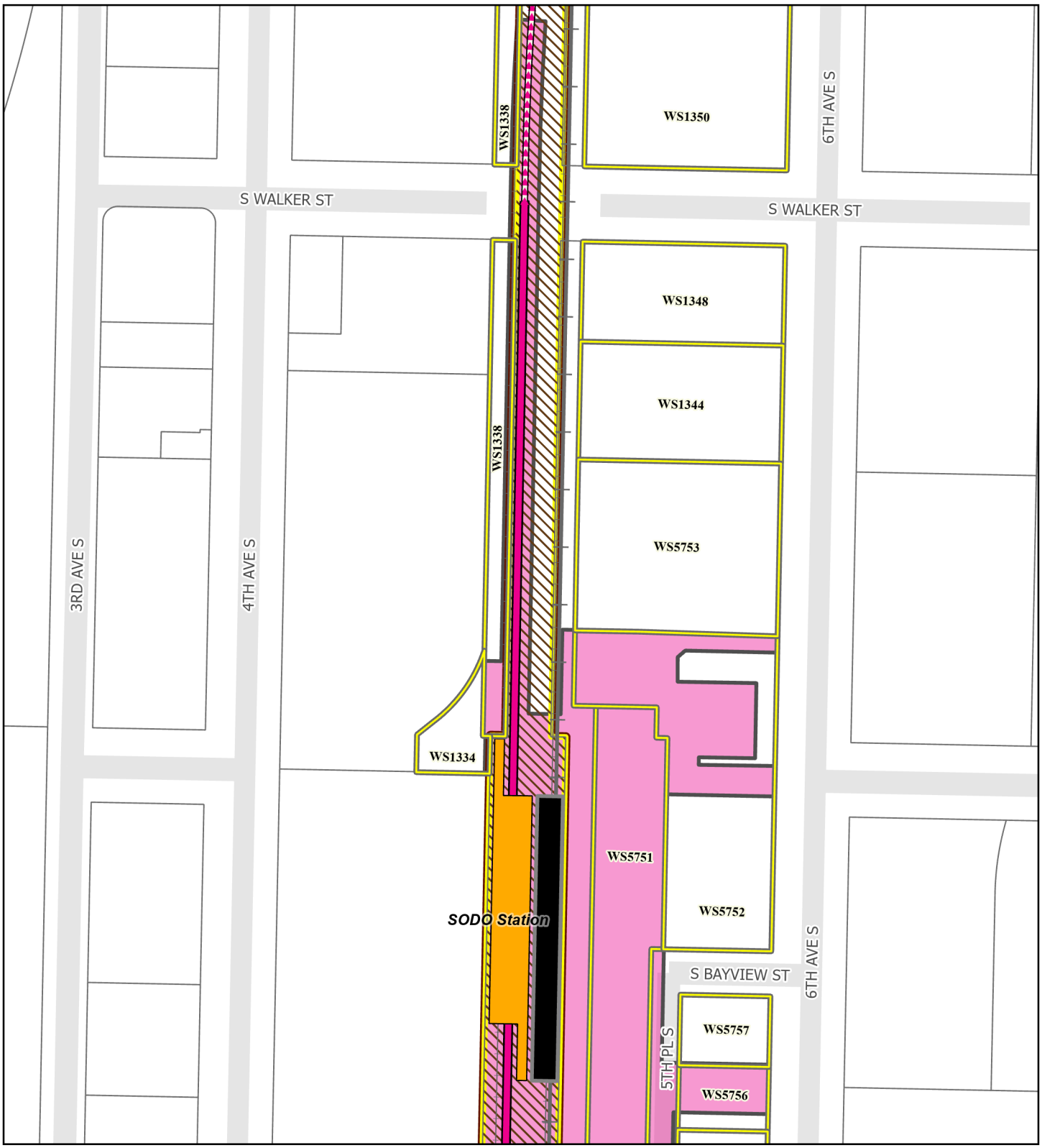
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-1a
Option SODO-1c
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

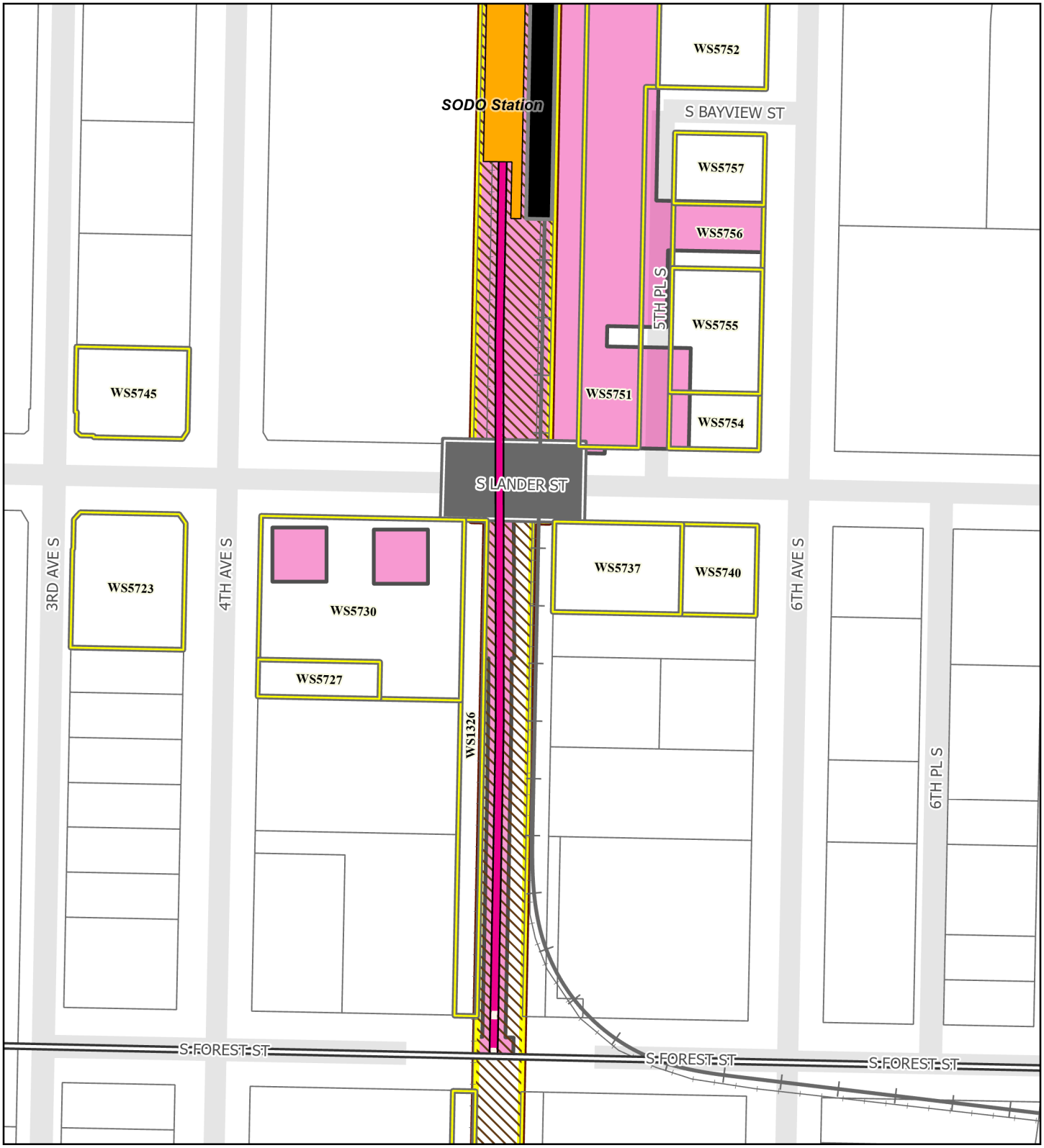
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-1b
Option SODO-1c
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- Proposed Overpass
- SODO Busway
- Parcel

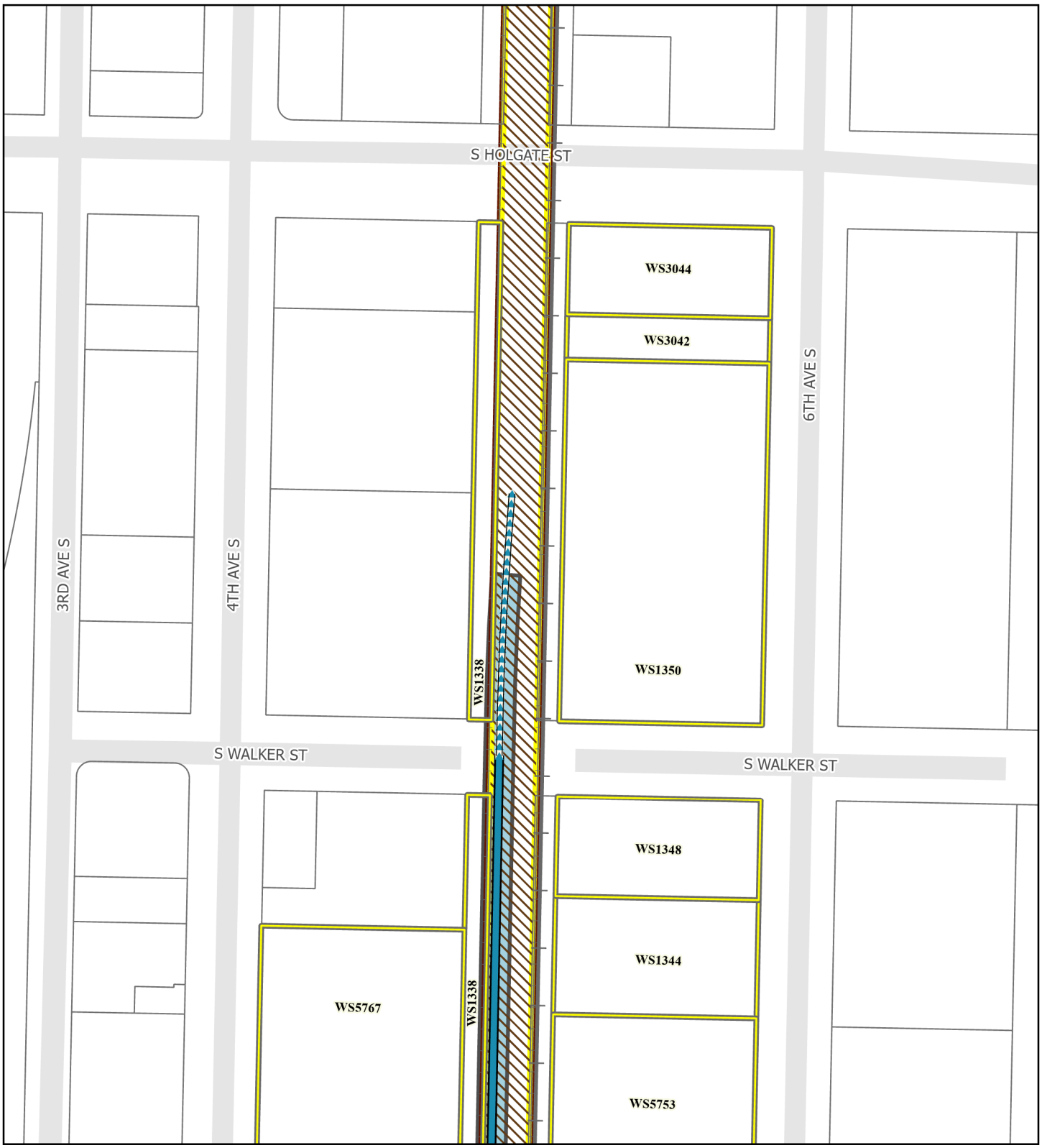
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-1c
Option SODO-1c
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

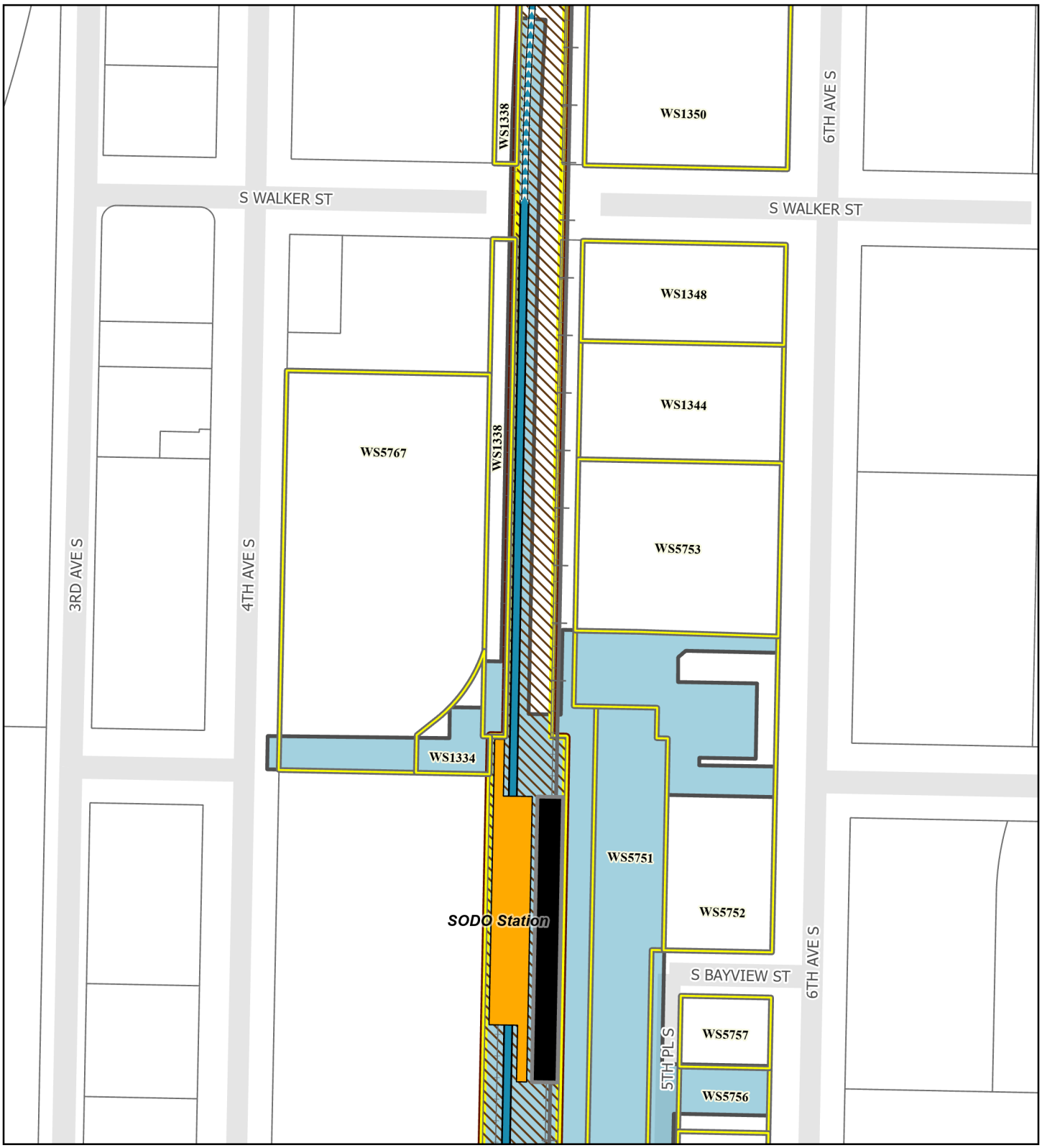
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-2a
Alternative SODO-1a
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

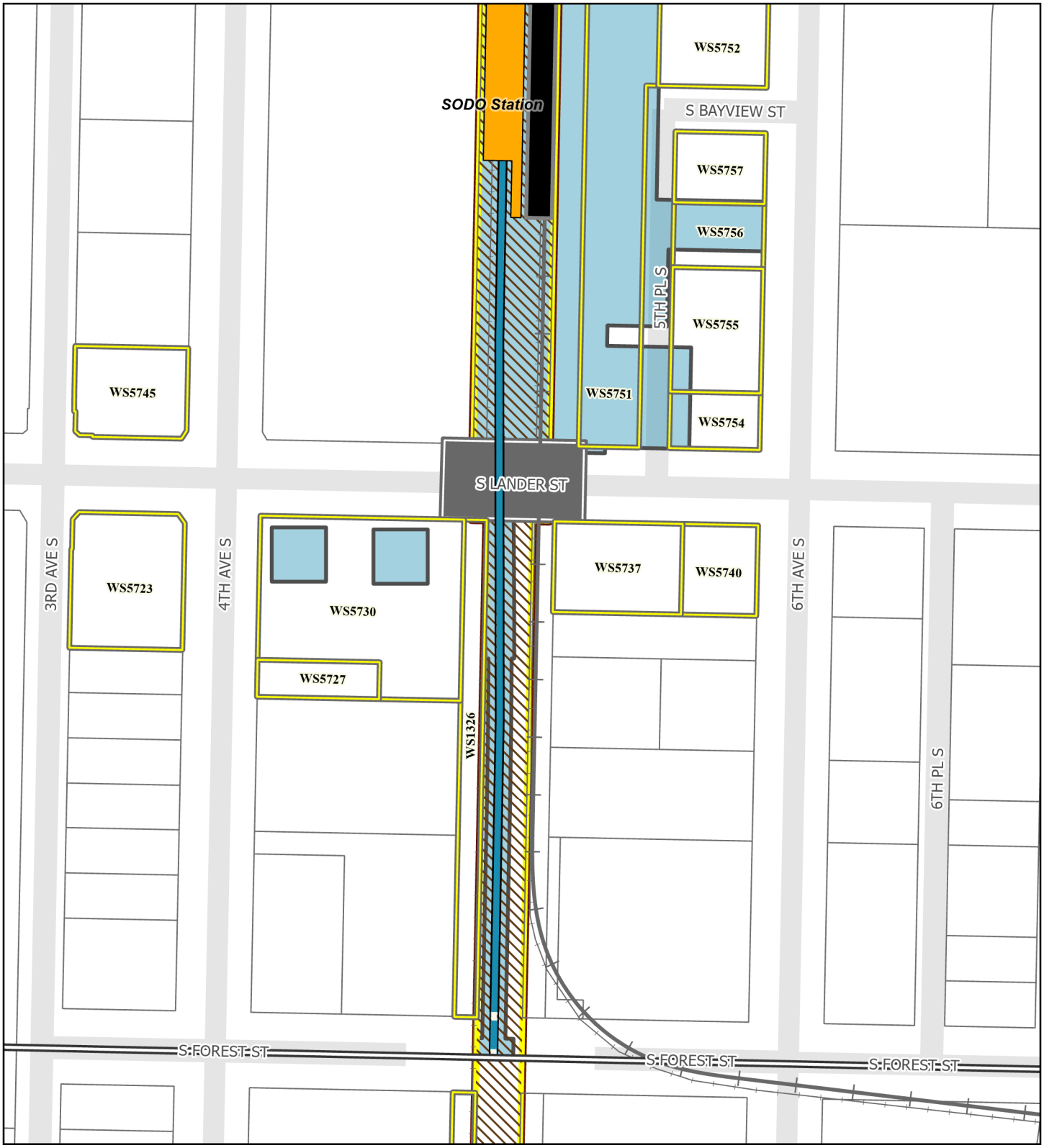
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-2b
Alternative SODO-1a
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- Proposed Overpass
- SODO Busway
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-2c
Alternative SODO-1a
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

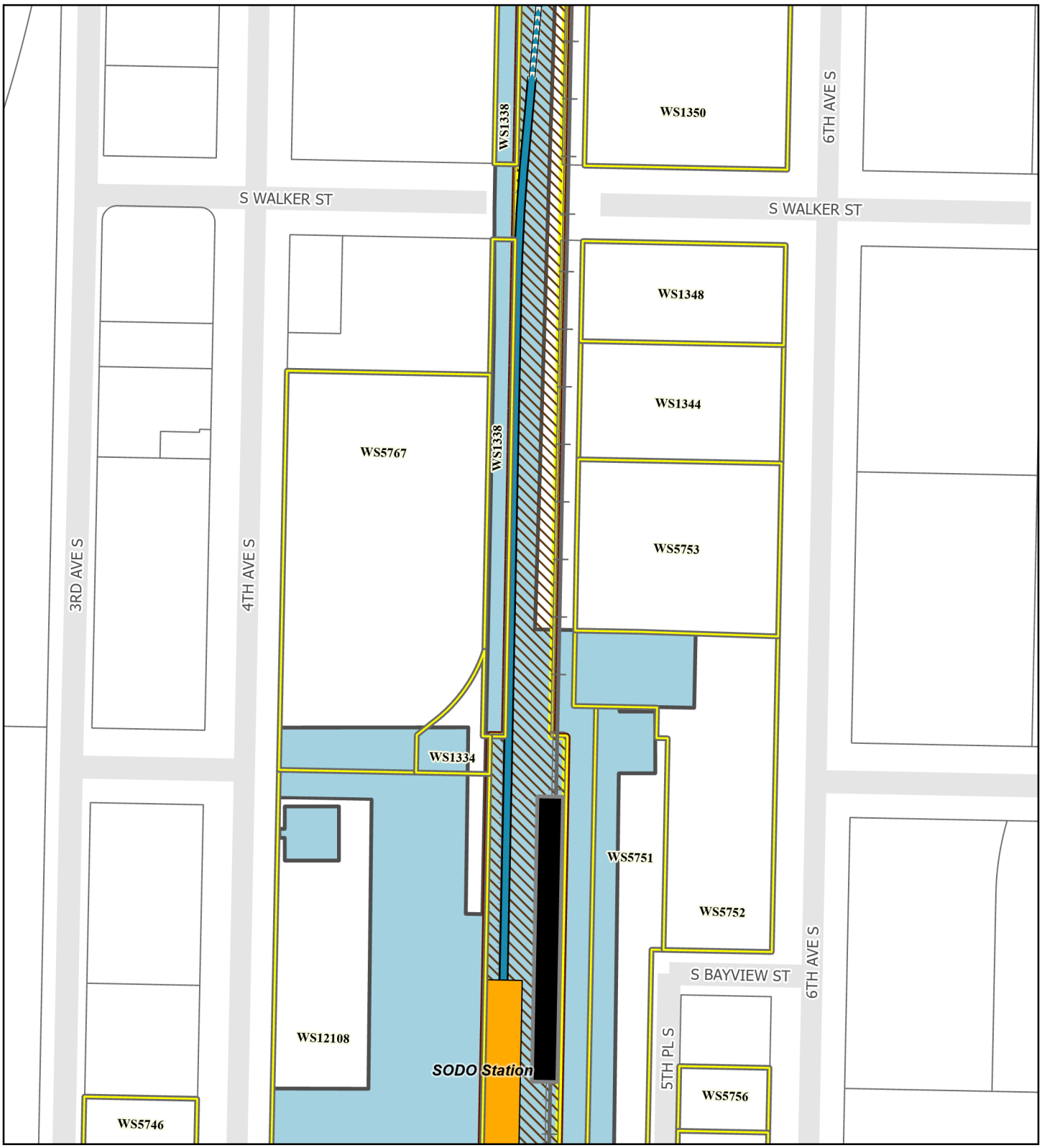
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-3a
Option SODO-1b
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

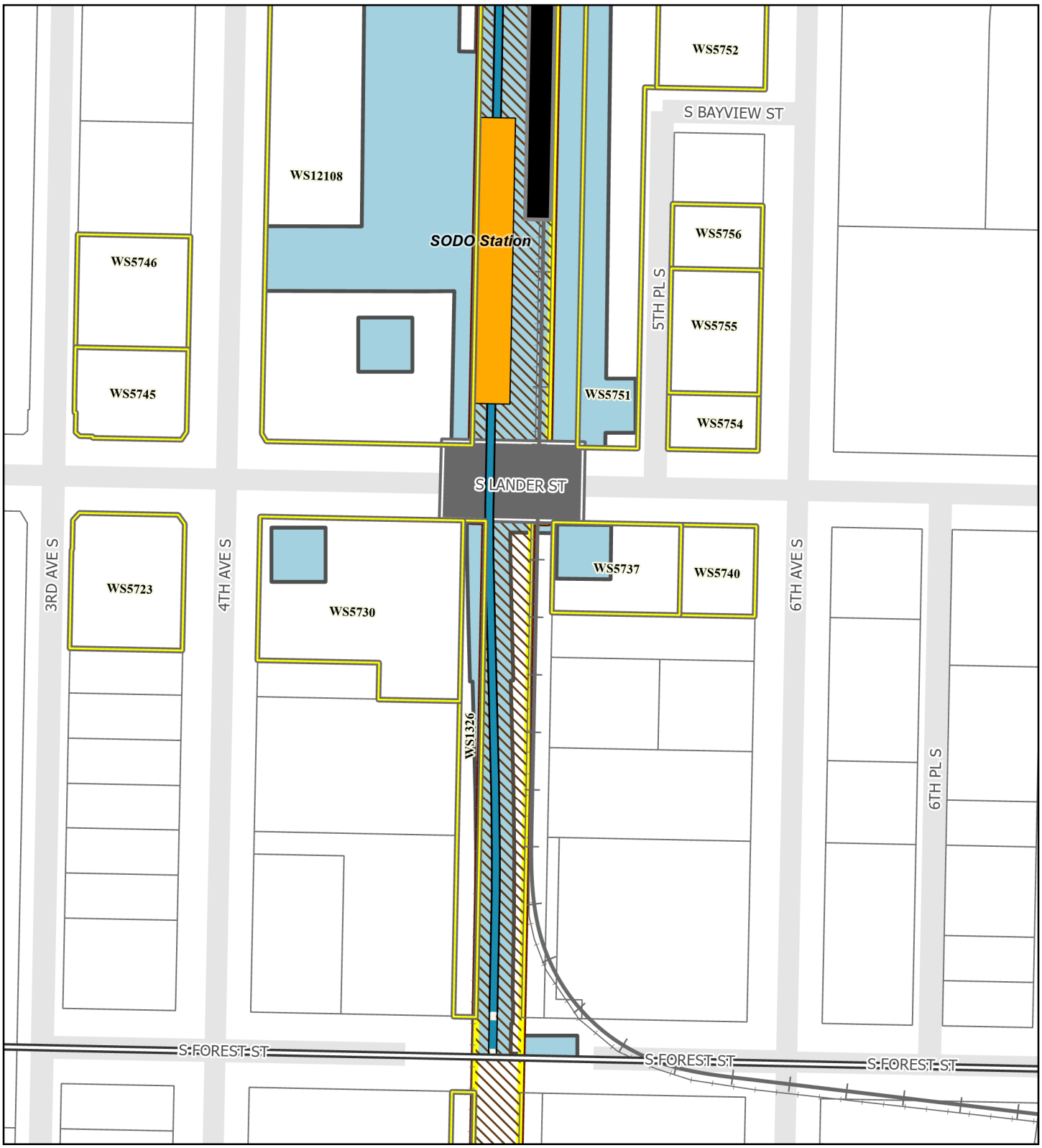
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-3b
Option SODO-1b
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- Proposed Overpass
- SODO Busway
- Parcel

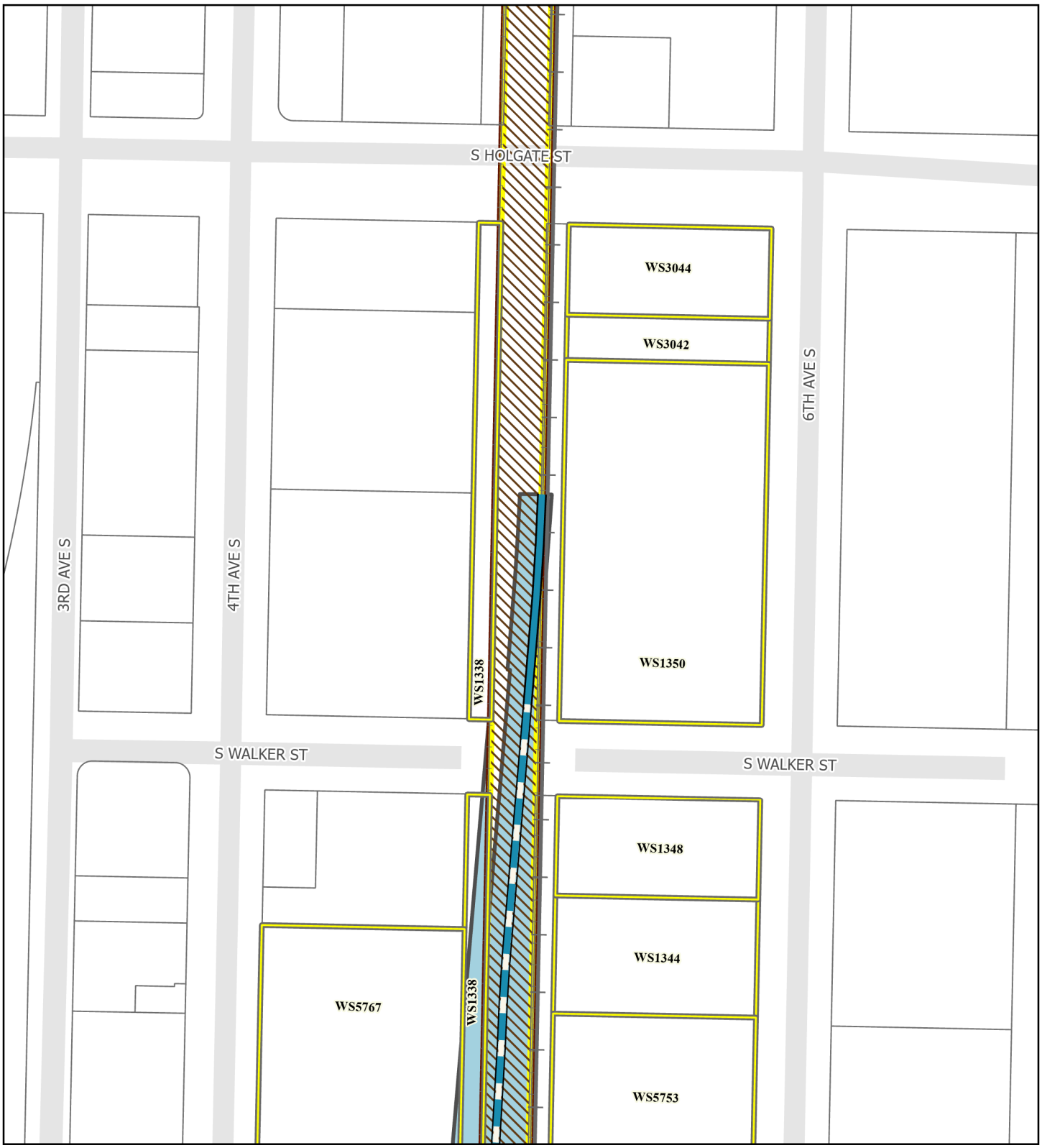
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-3c
Option SODO-1b
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

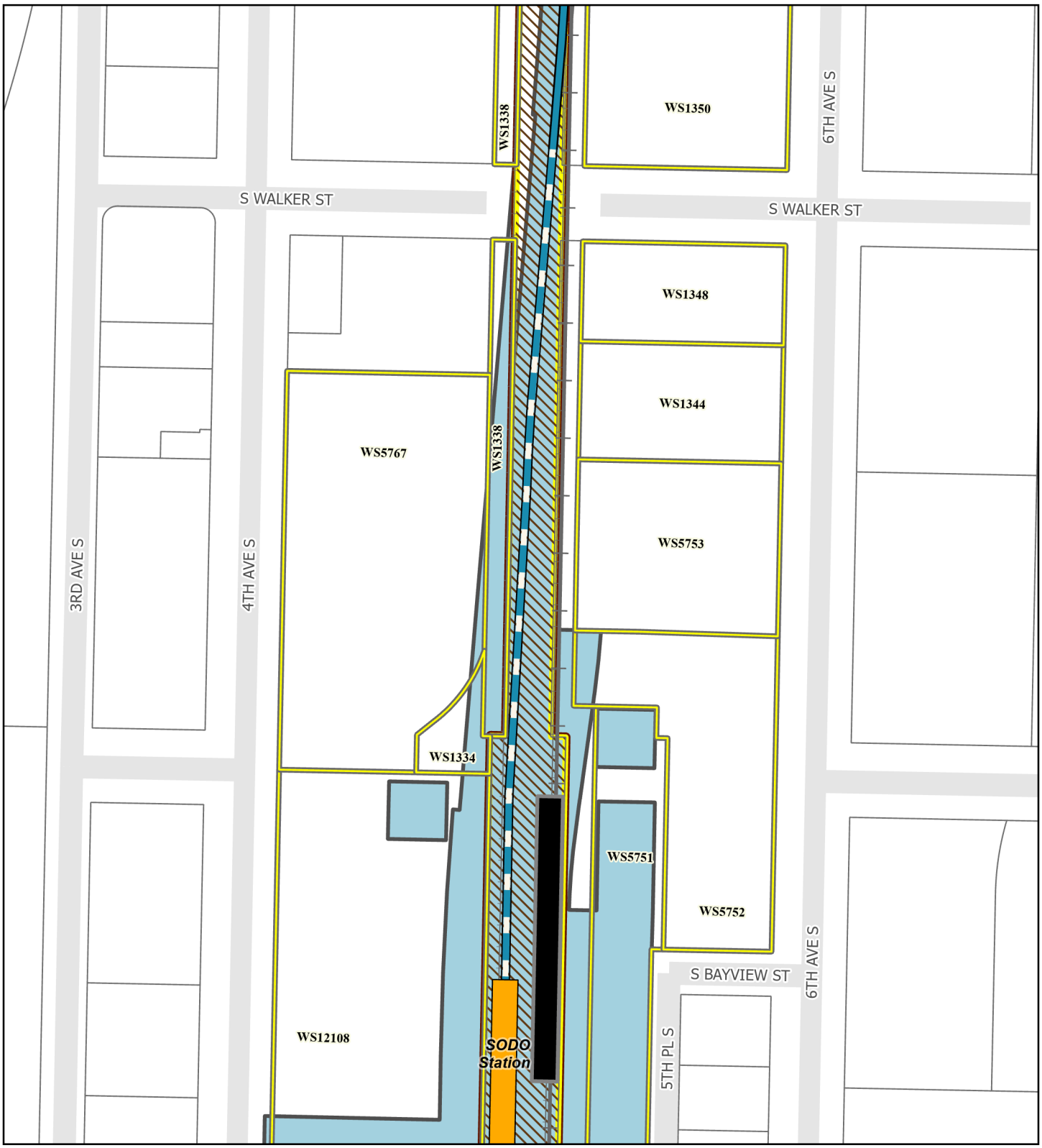
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-4a
Alternative SODO-2
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

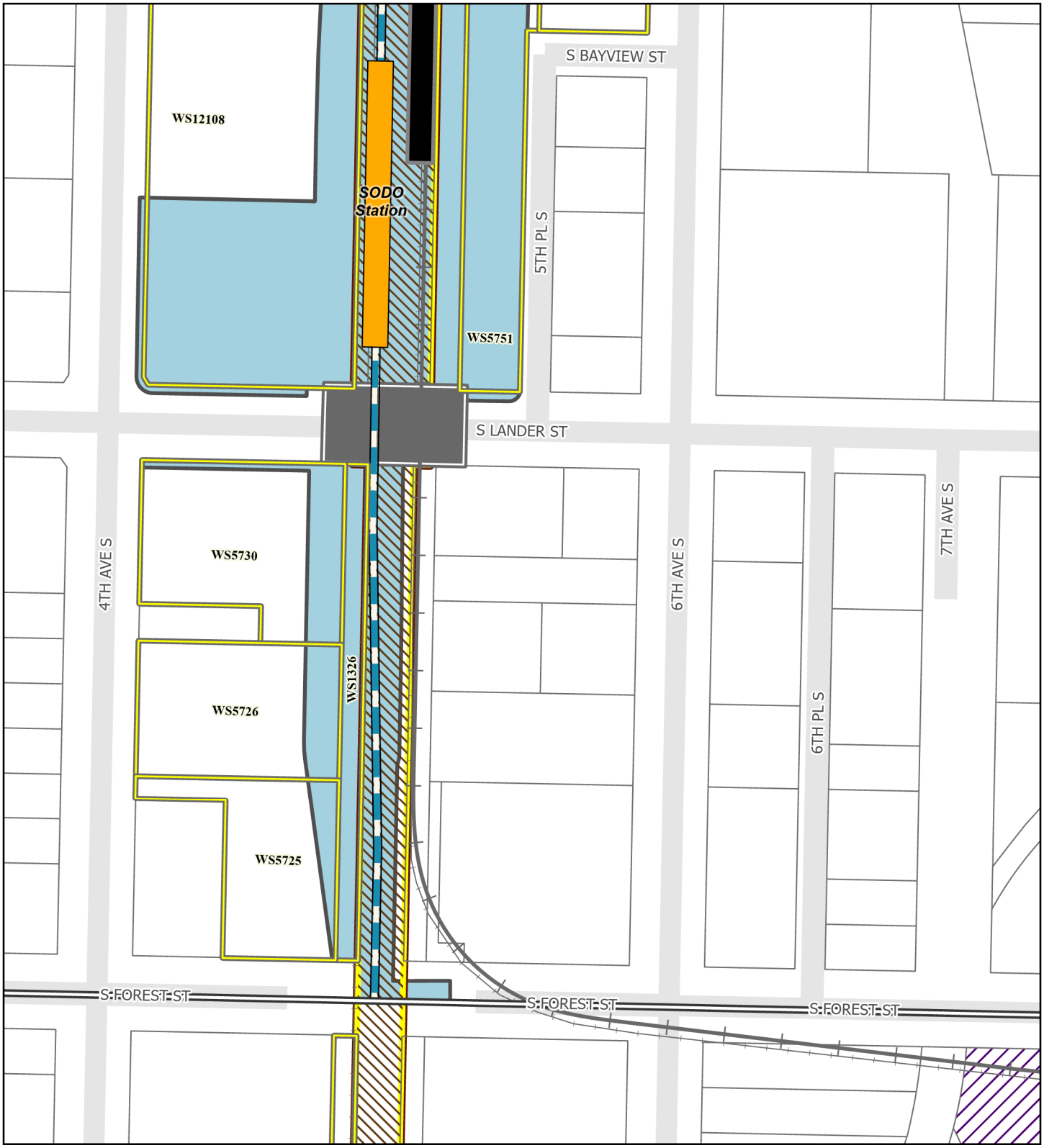
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-4b
Alternative SODO-2
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Proposed Overpass
- SODO Busway
- Parcel

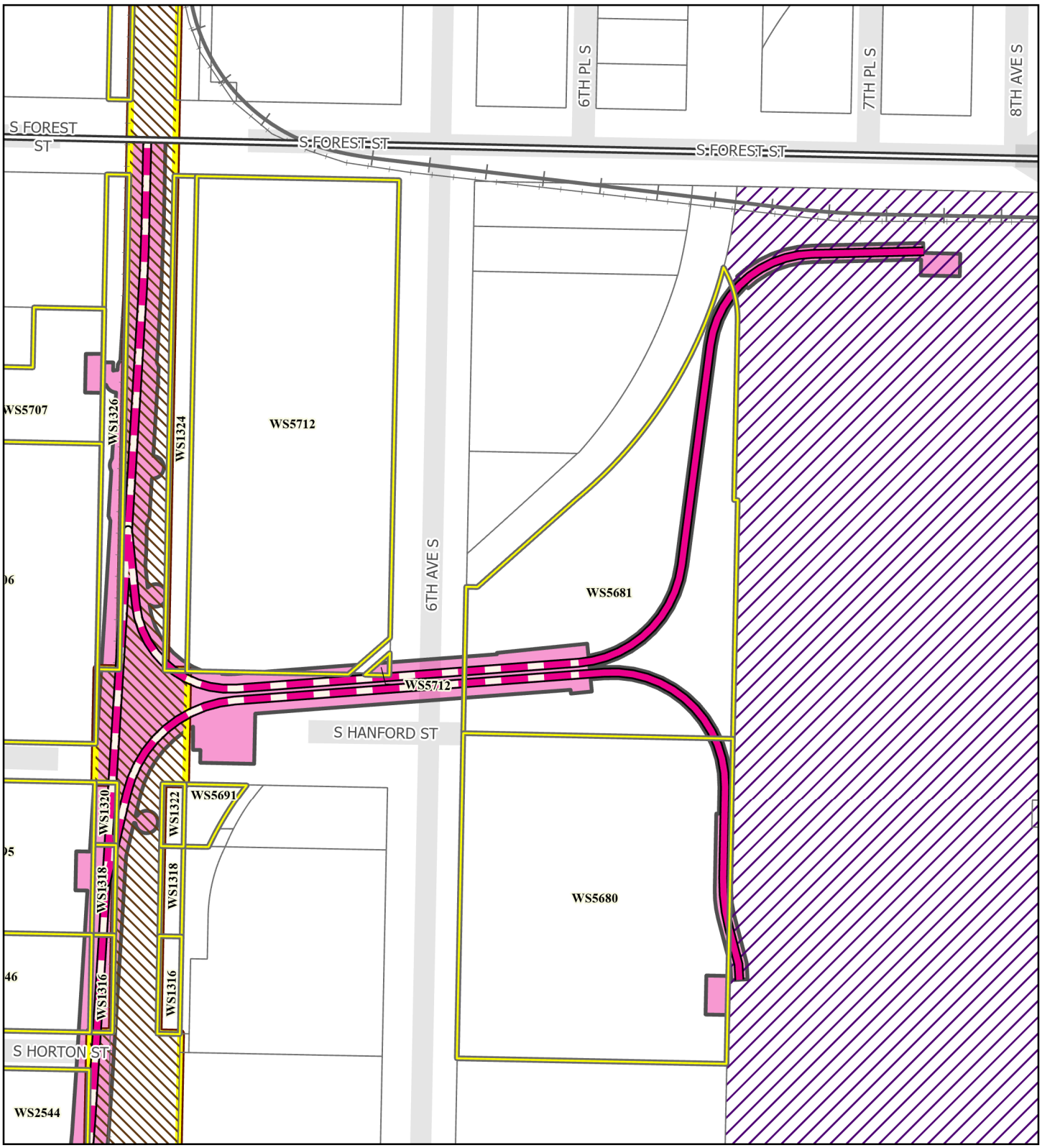
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-4c
Alternative SODO-2
SODO Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- Sound Transit Operations and Maintenance Facility (ST OMF)
- SODO Busway
- Parcel

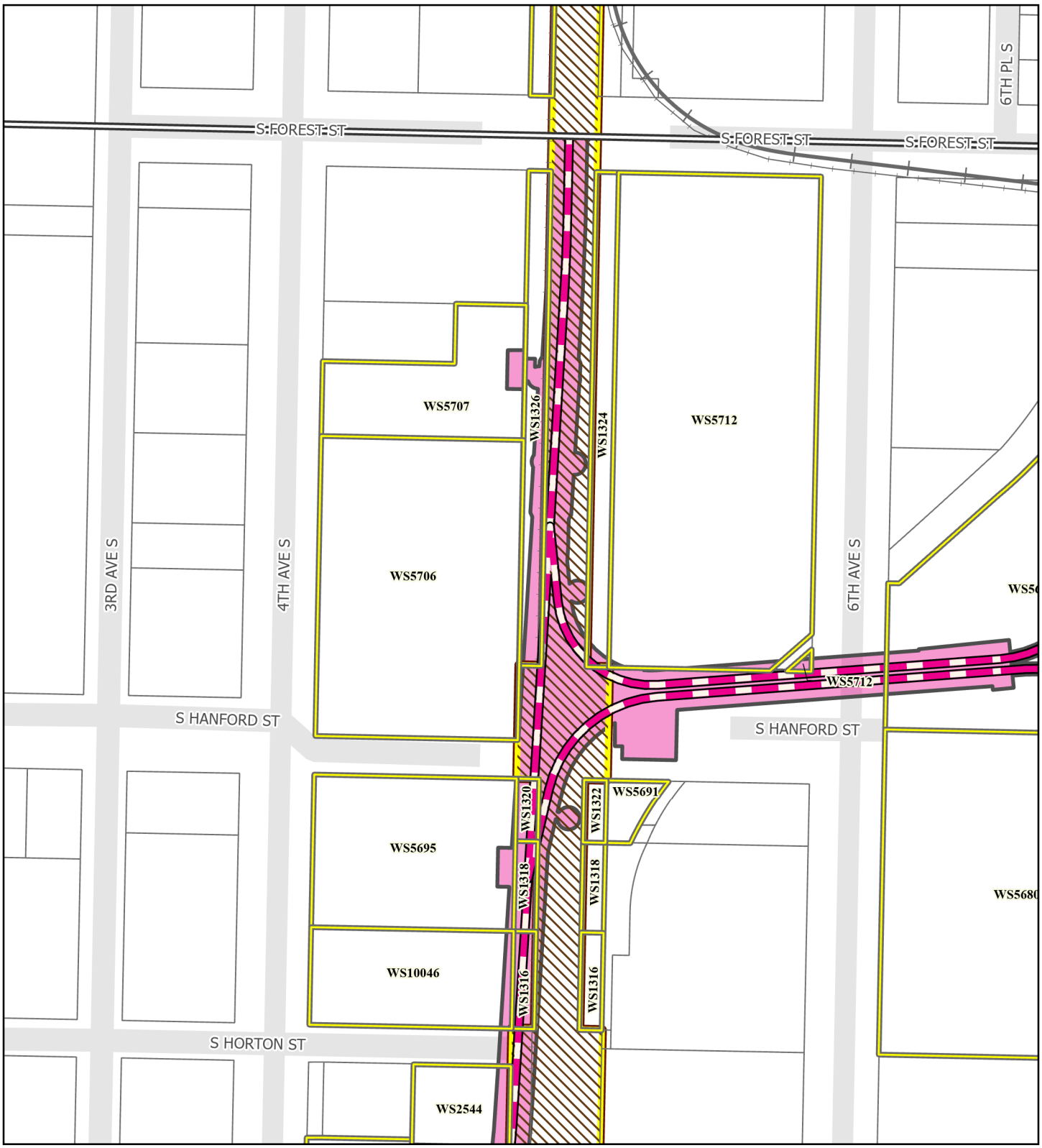
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5a
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Parcel

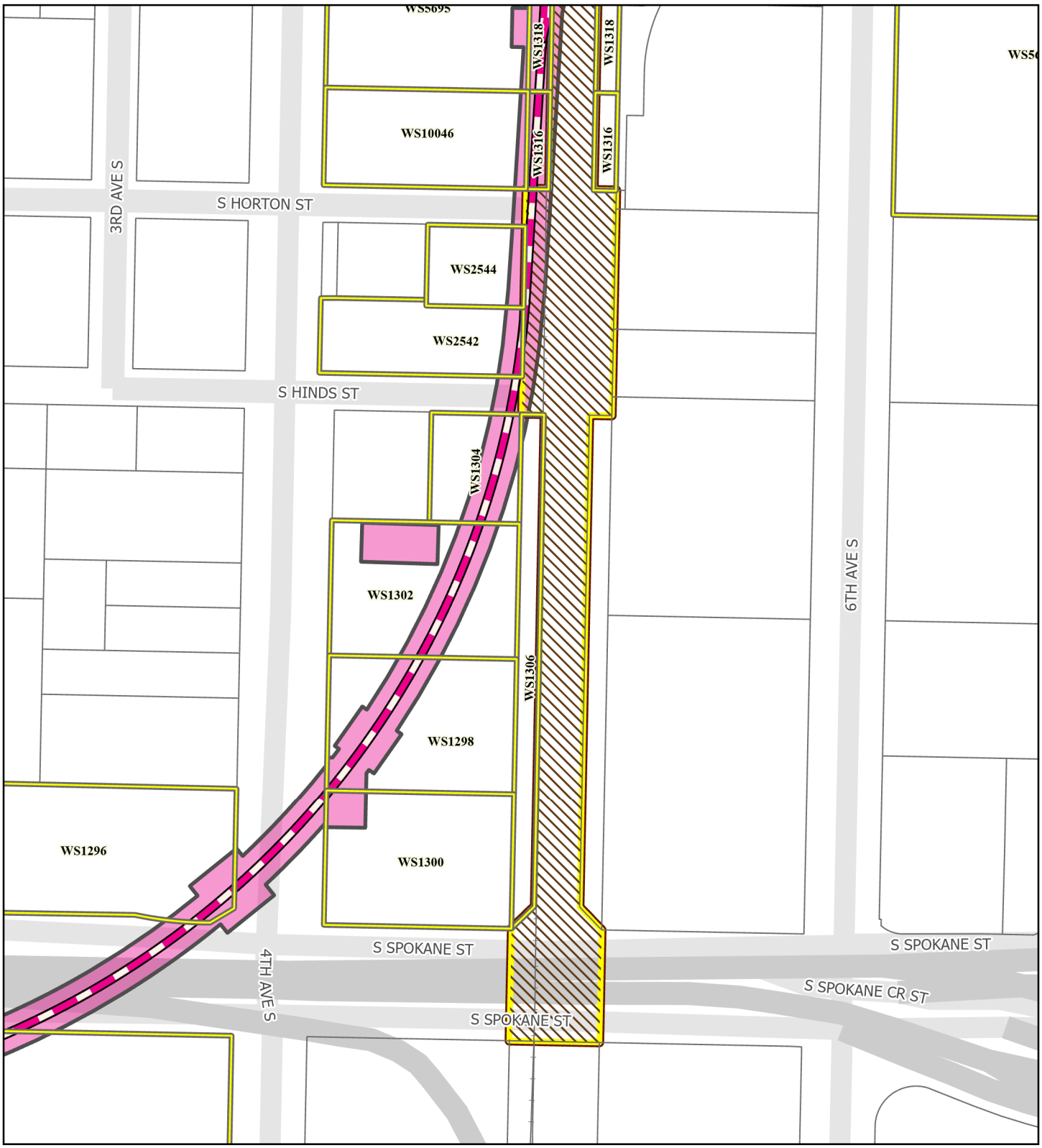
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5b
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

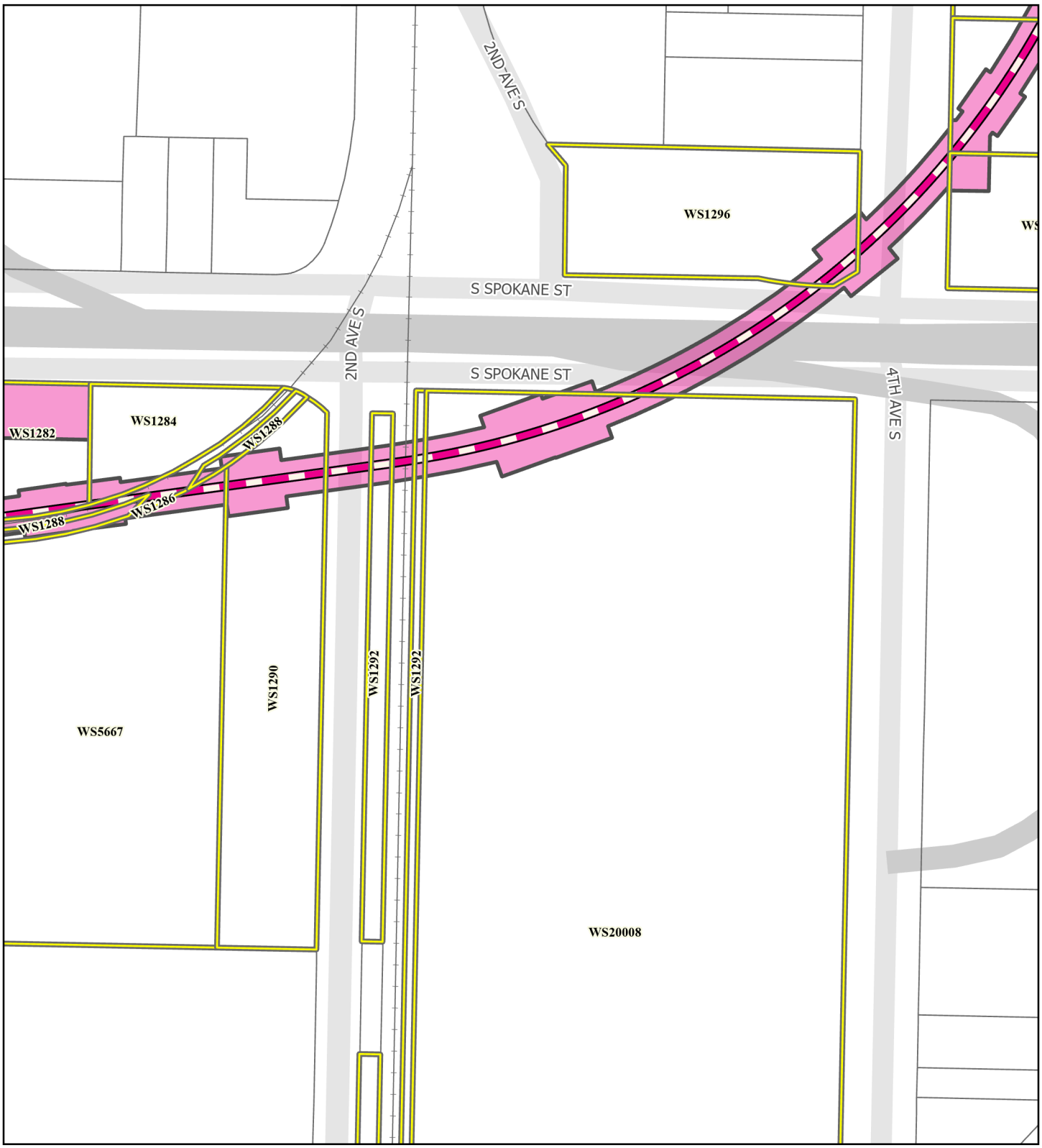
- Railroad
- SODO Busway
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5c
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Parcel

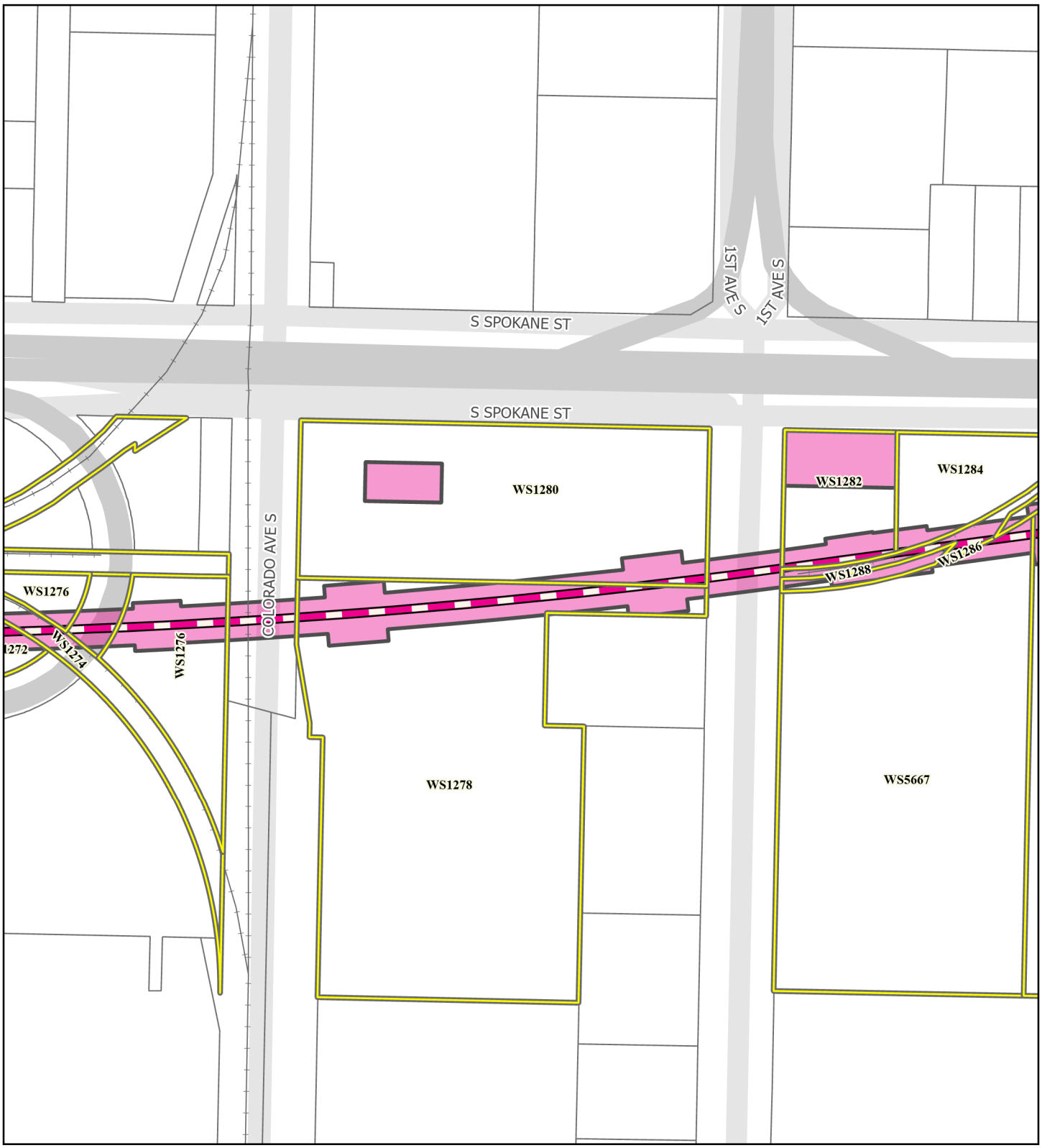
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5d
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Parcel

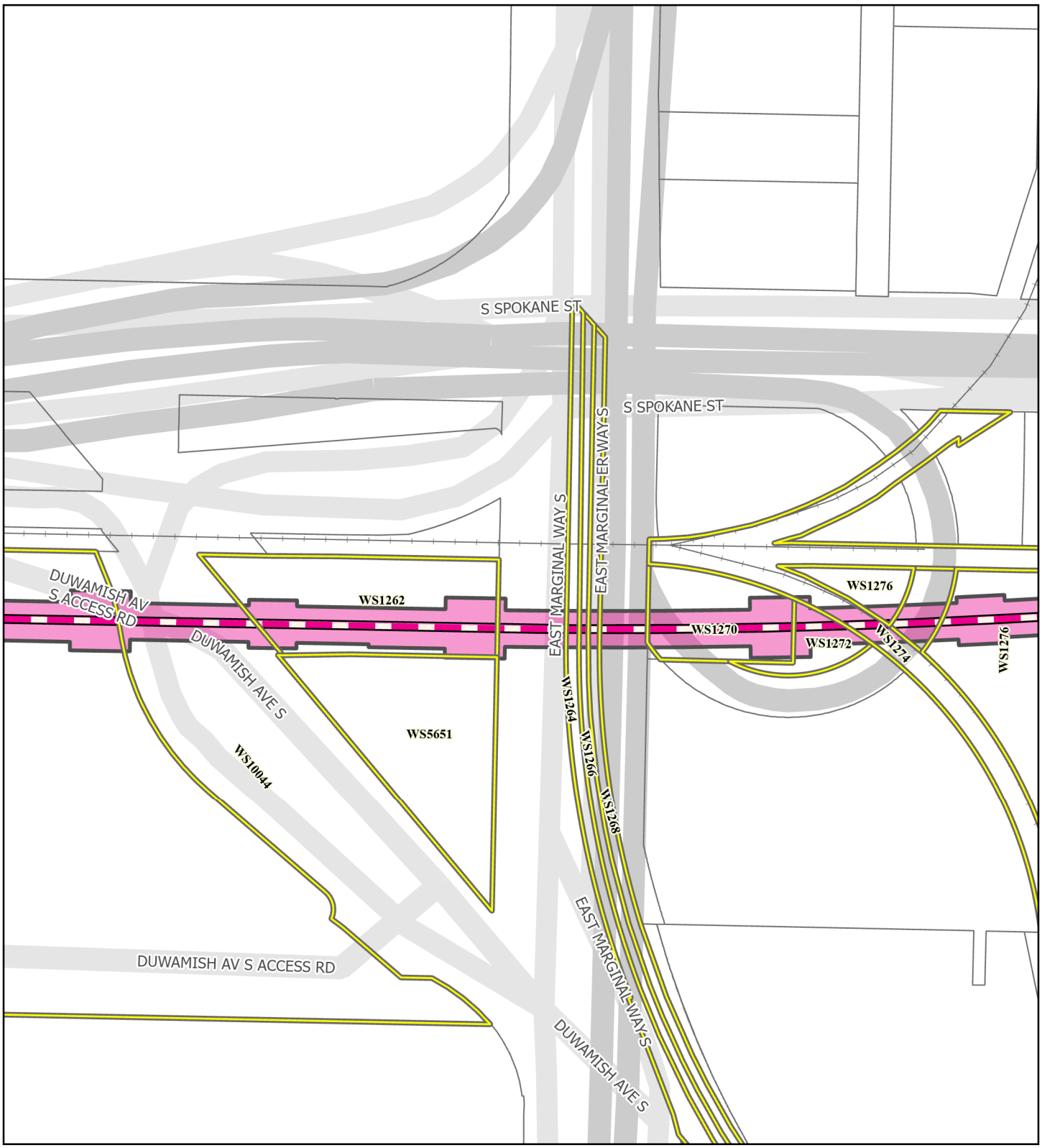
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5e
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Railroad
- Parcel

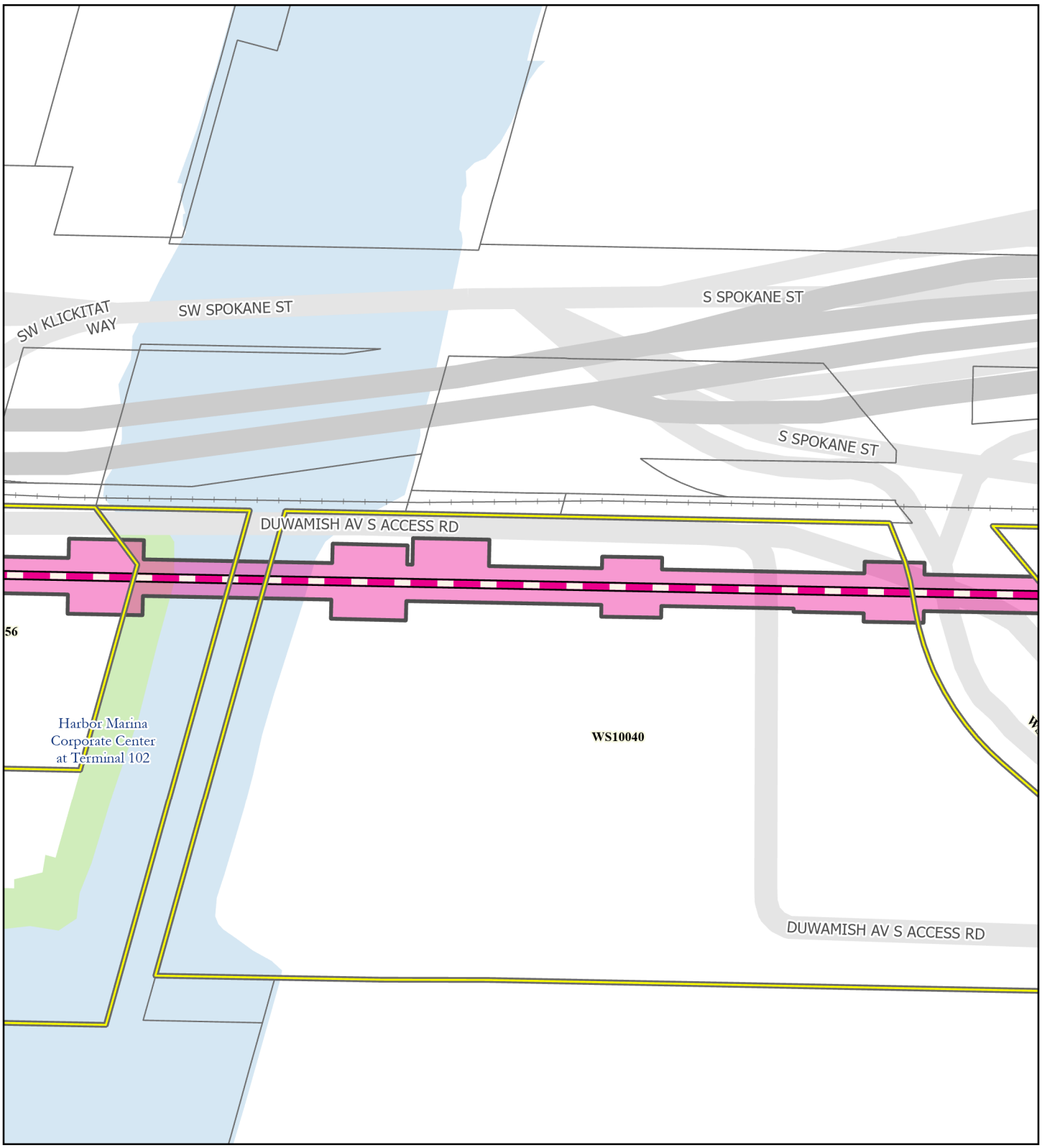
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5f
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

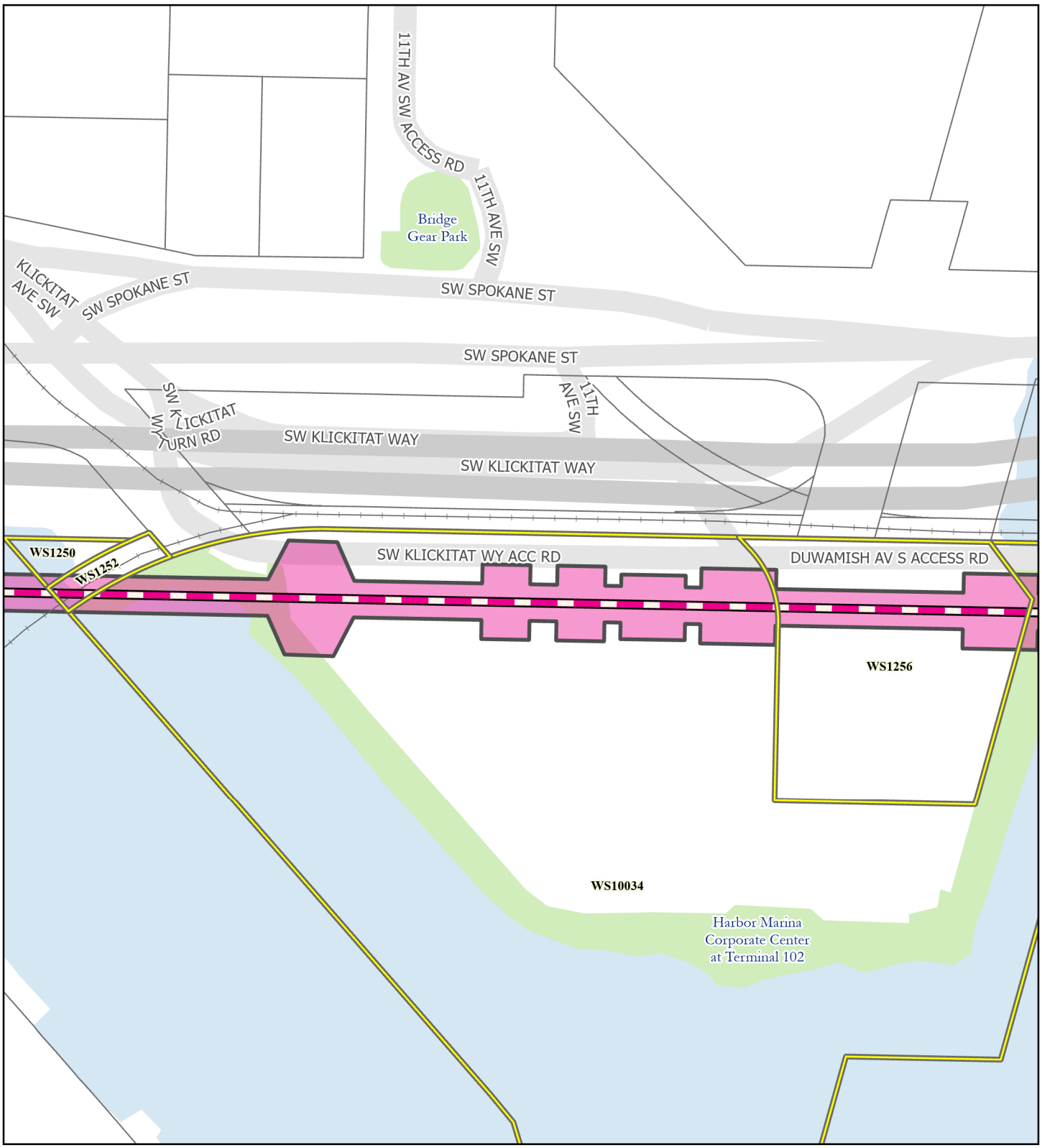
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5g
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

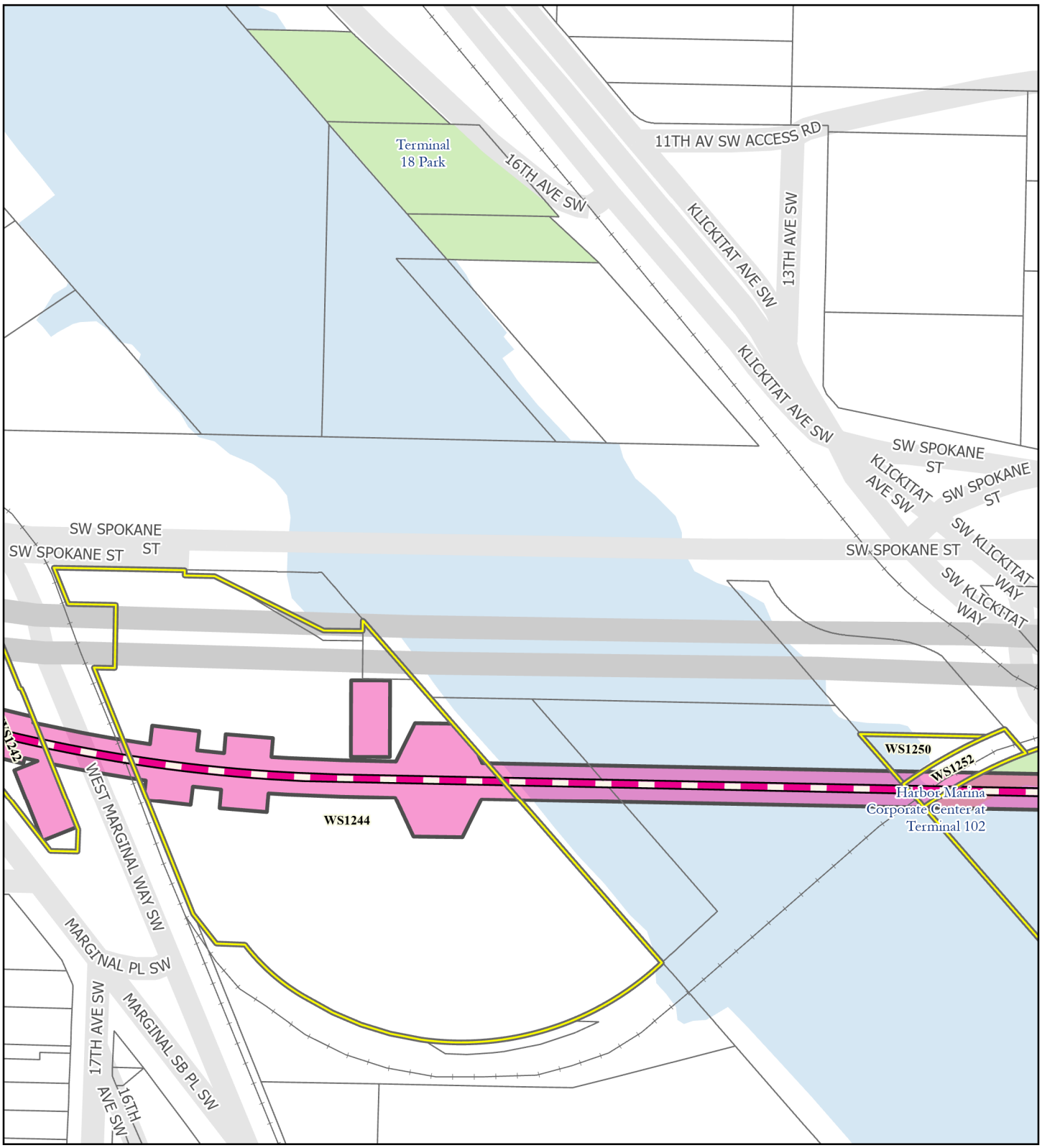
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5h
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

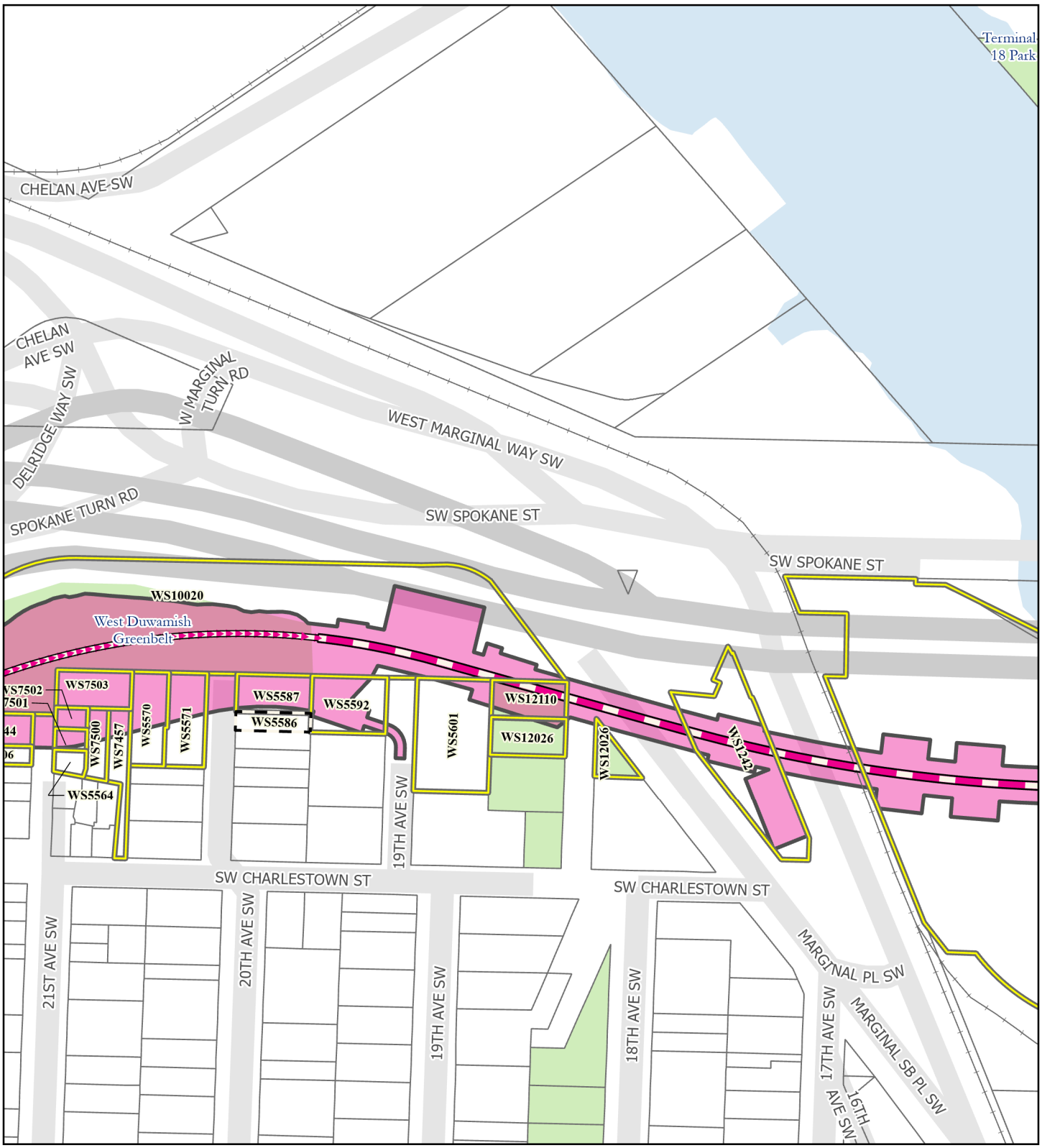
- Railroad
- Park
- Water Body
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-5i
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

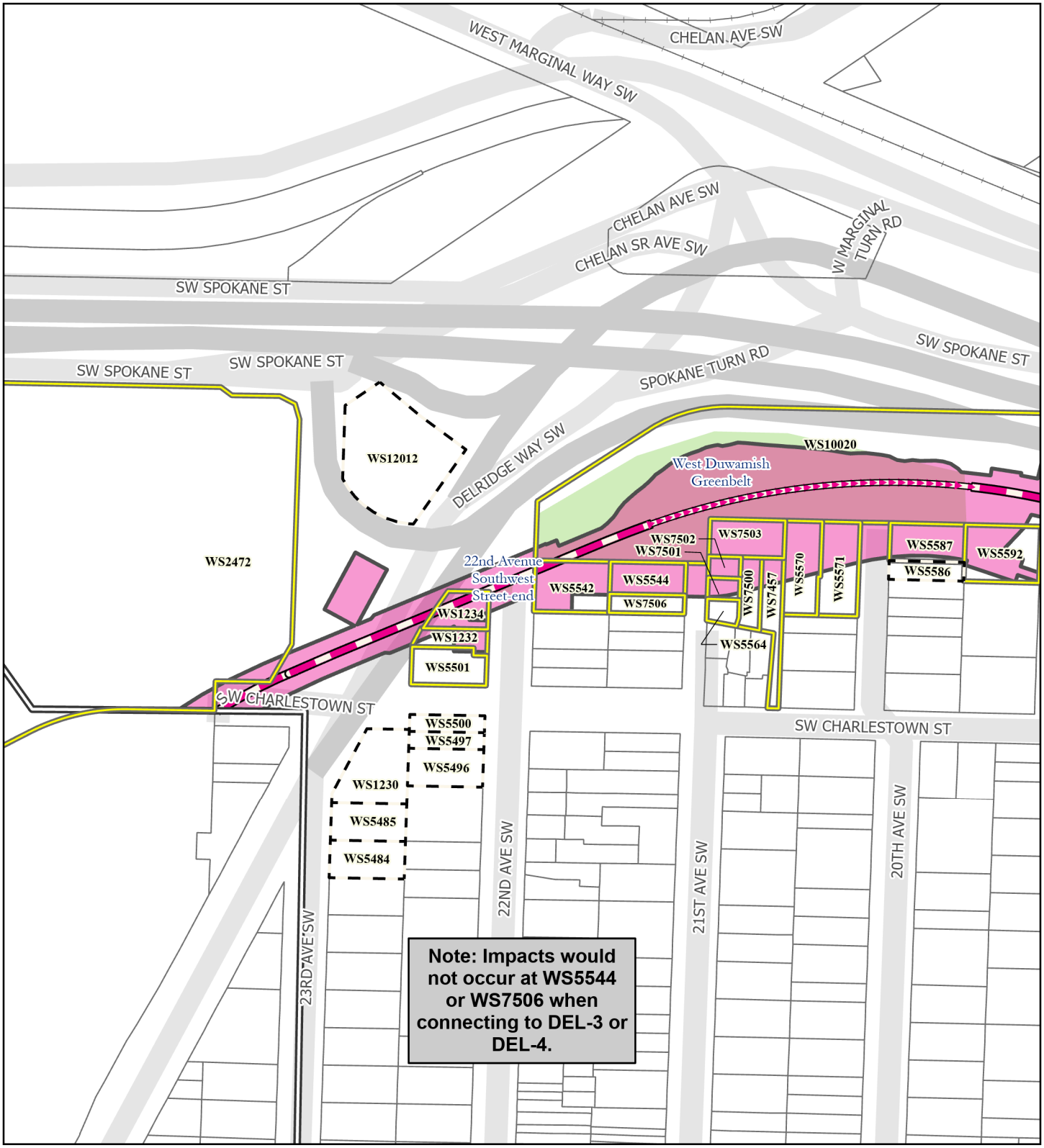
- Affected Parcel
- Additional Parcel needed when connecting to DEL-3 or DEL-4
- Parcel
- Permanent Footprint

FIGURE L4.1-5j
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Park
- Parcel

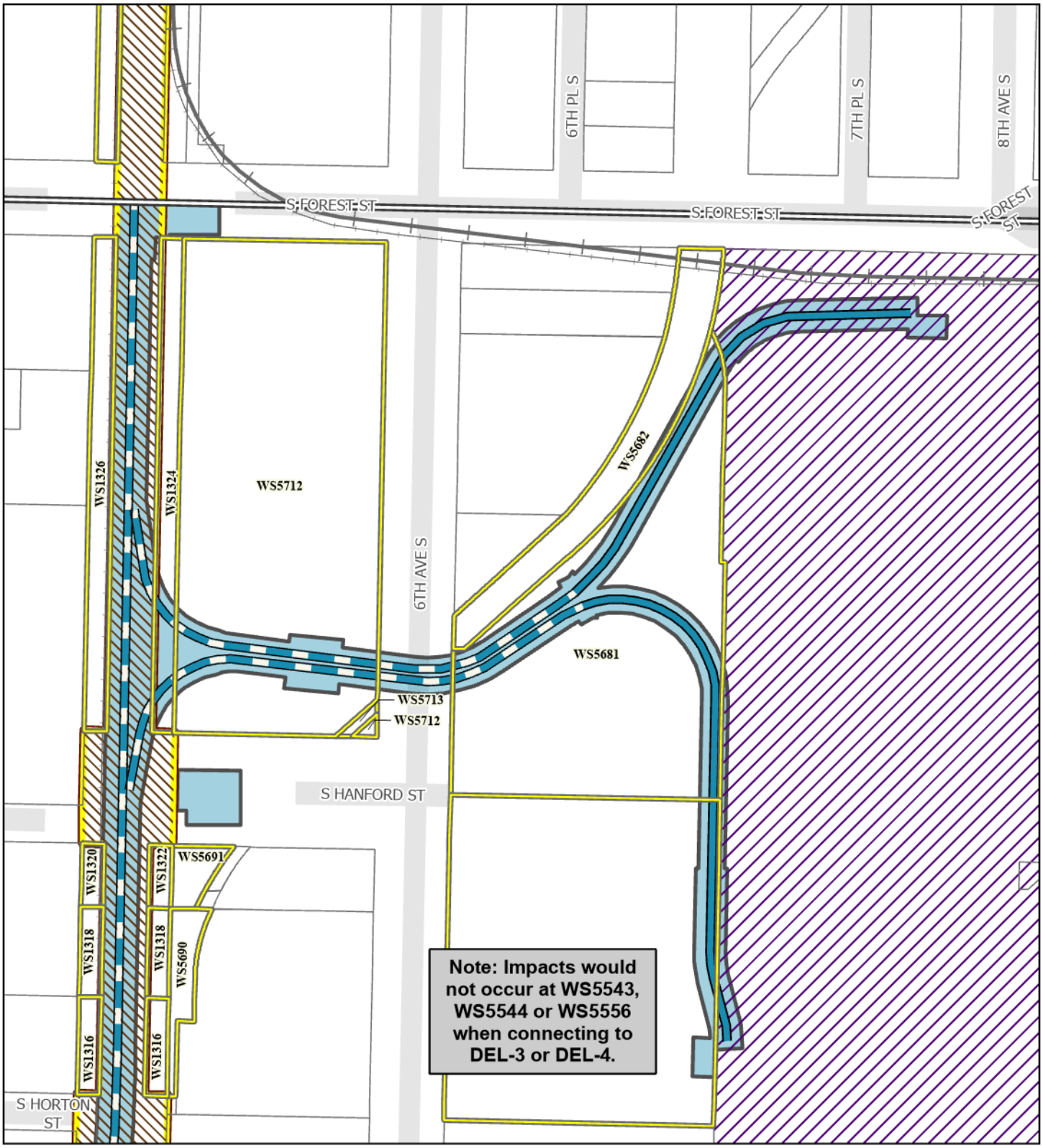
- Affected Parcel
- Additional Parcel needed when connecting to DEL-3 or DEL-4
- Parcel
- Permanent Footprint

FIGURE L4.1-5k
Alternative DUW-1a
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- Sound Transit Operations and Maintenance Facility (ST OMF)
- SODO Busway
- Parcel

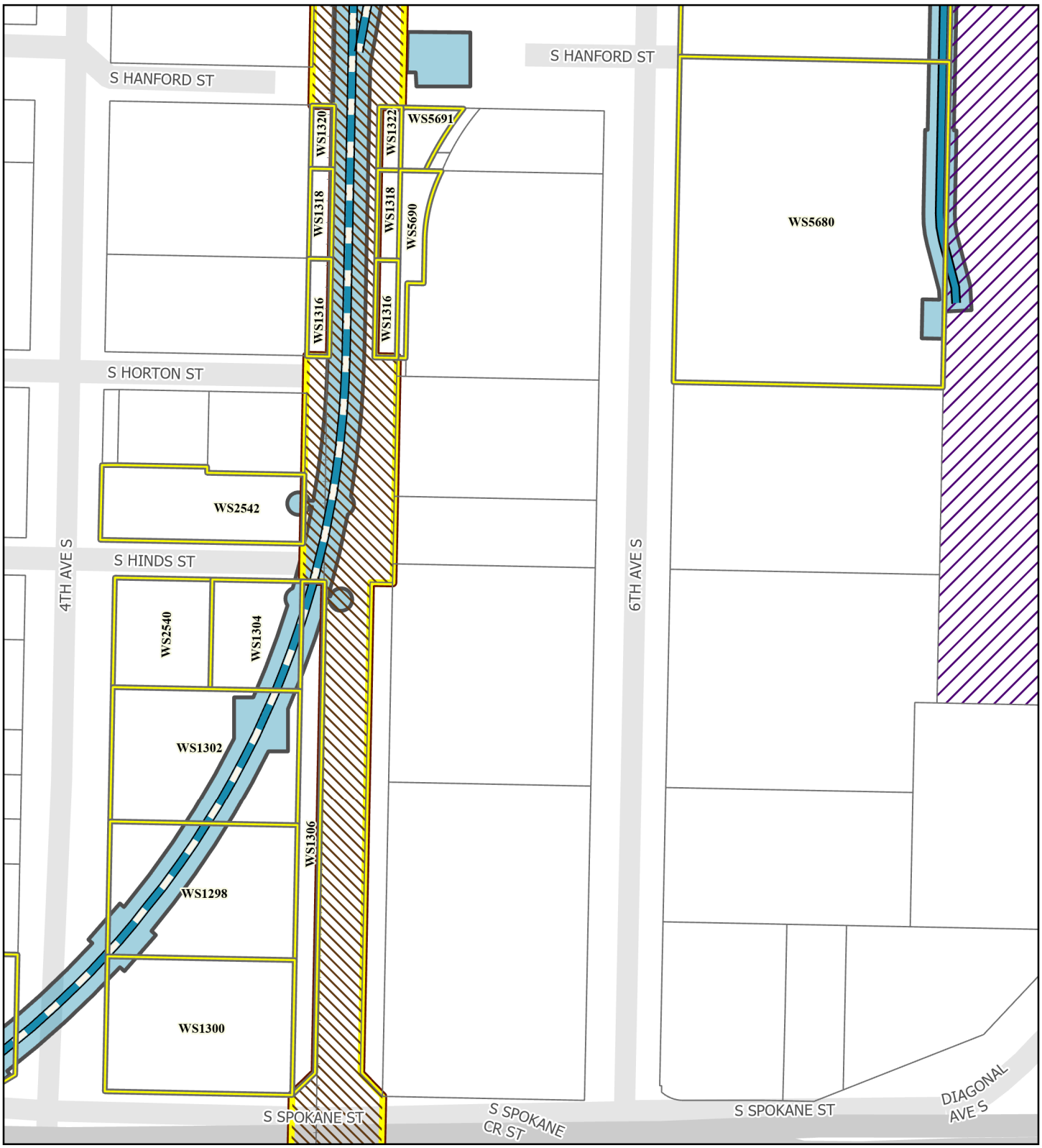
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6a
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Sound Transit Operations and Maintenance Facility (ST OMF)
- SODO Busway
- Parcel

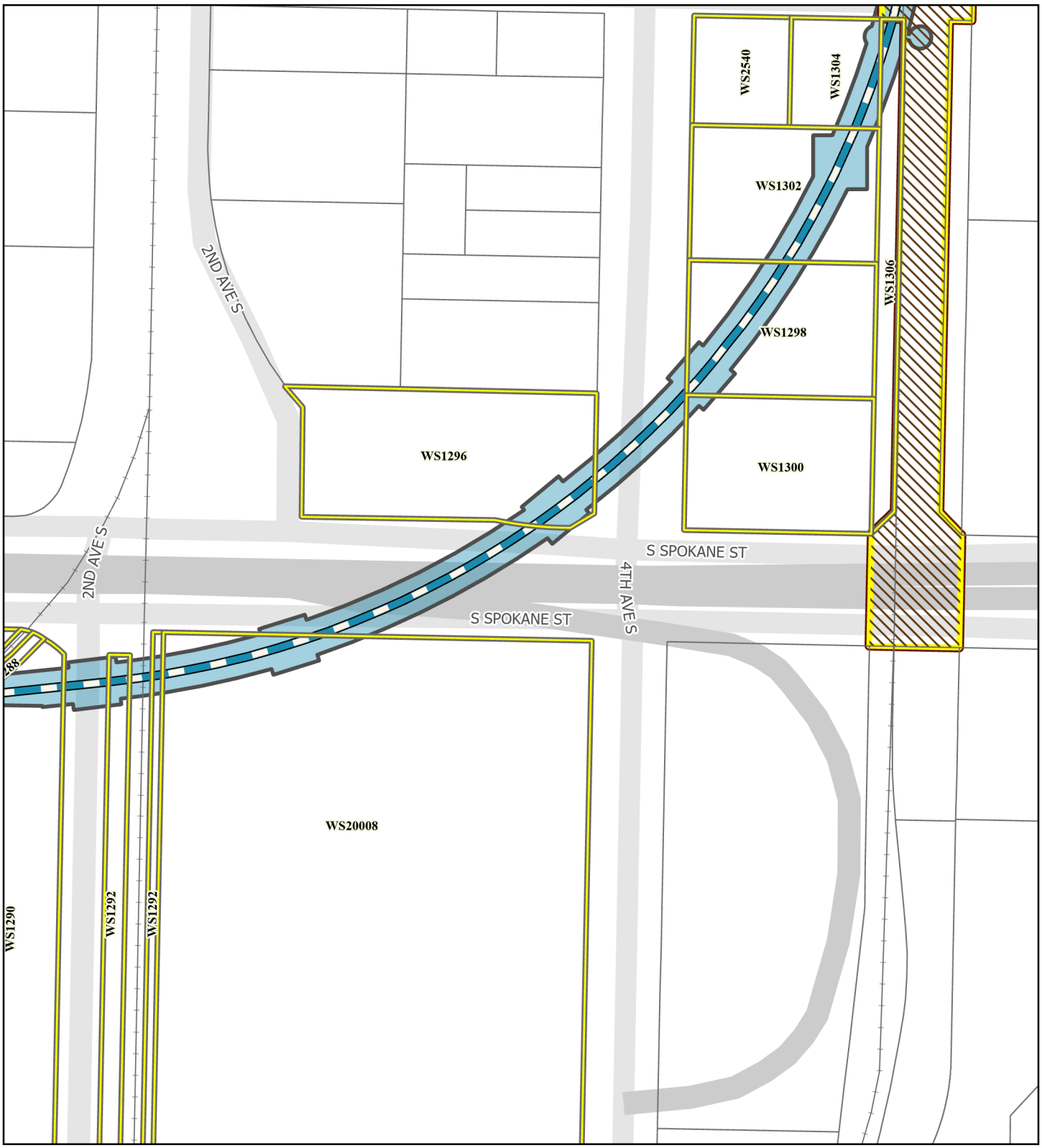
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6b
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

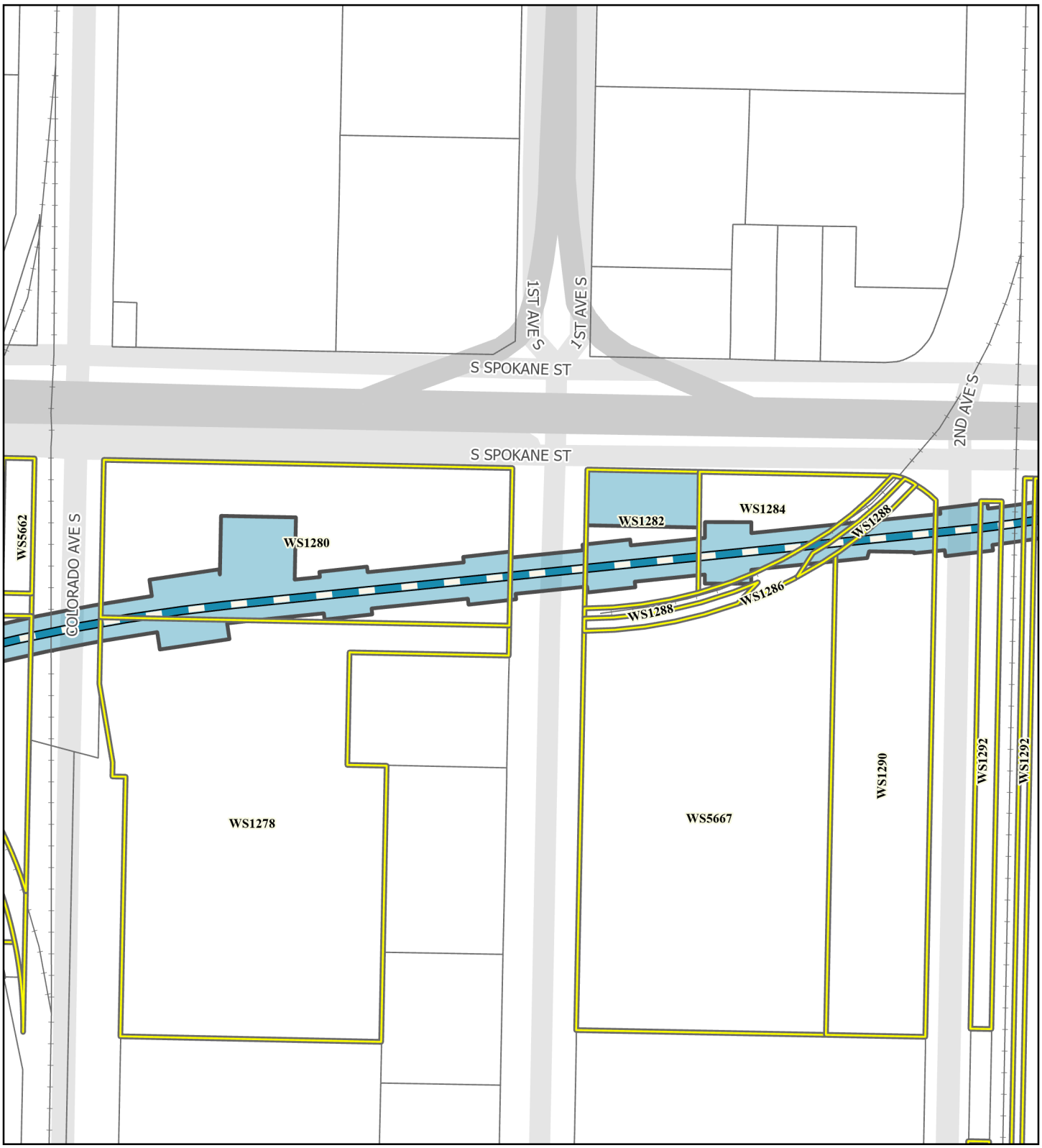
- Railroad
- SODO Busway
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6c
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Parcel

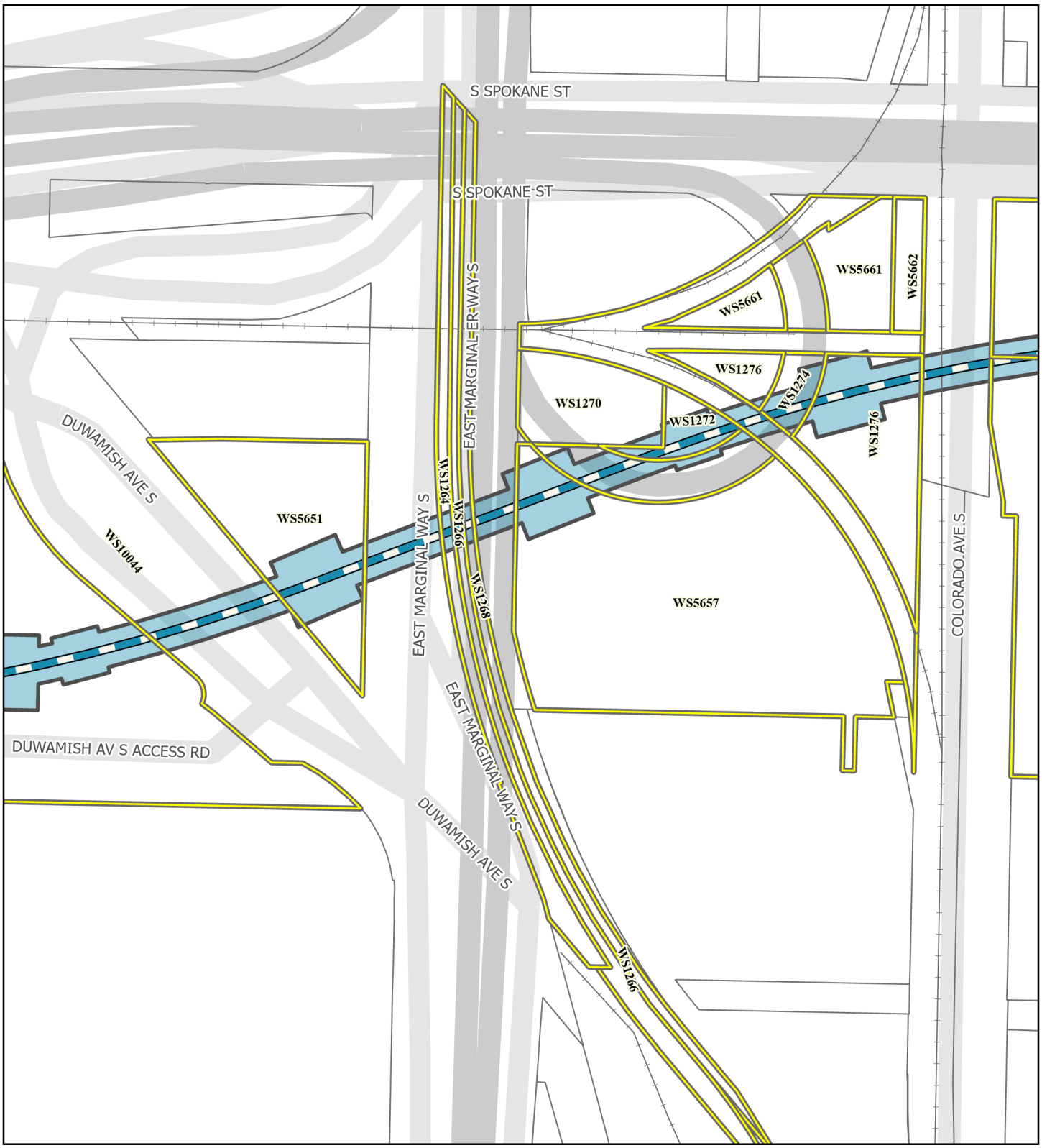
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6d
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

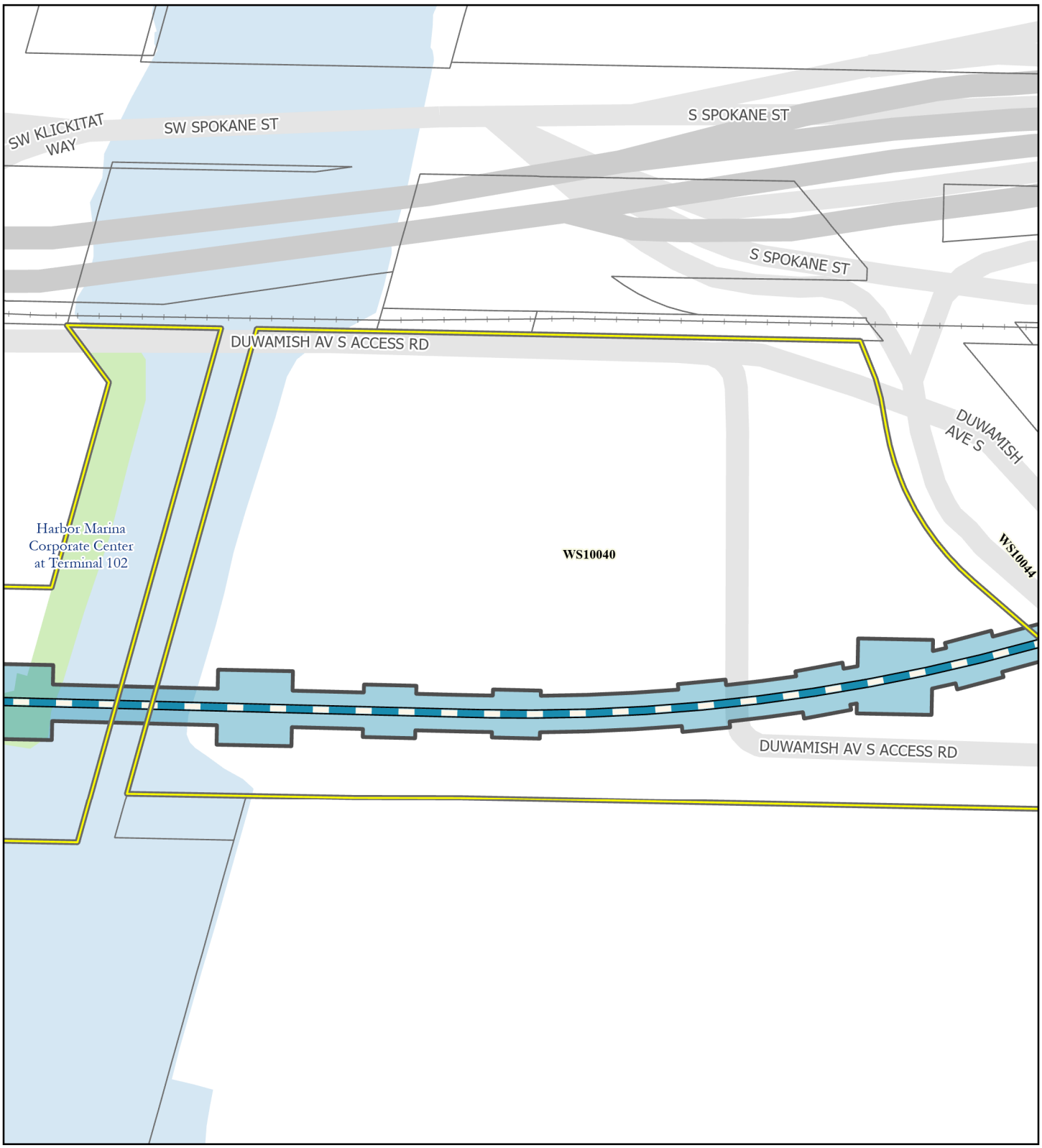
- Railroad
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6e
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

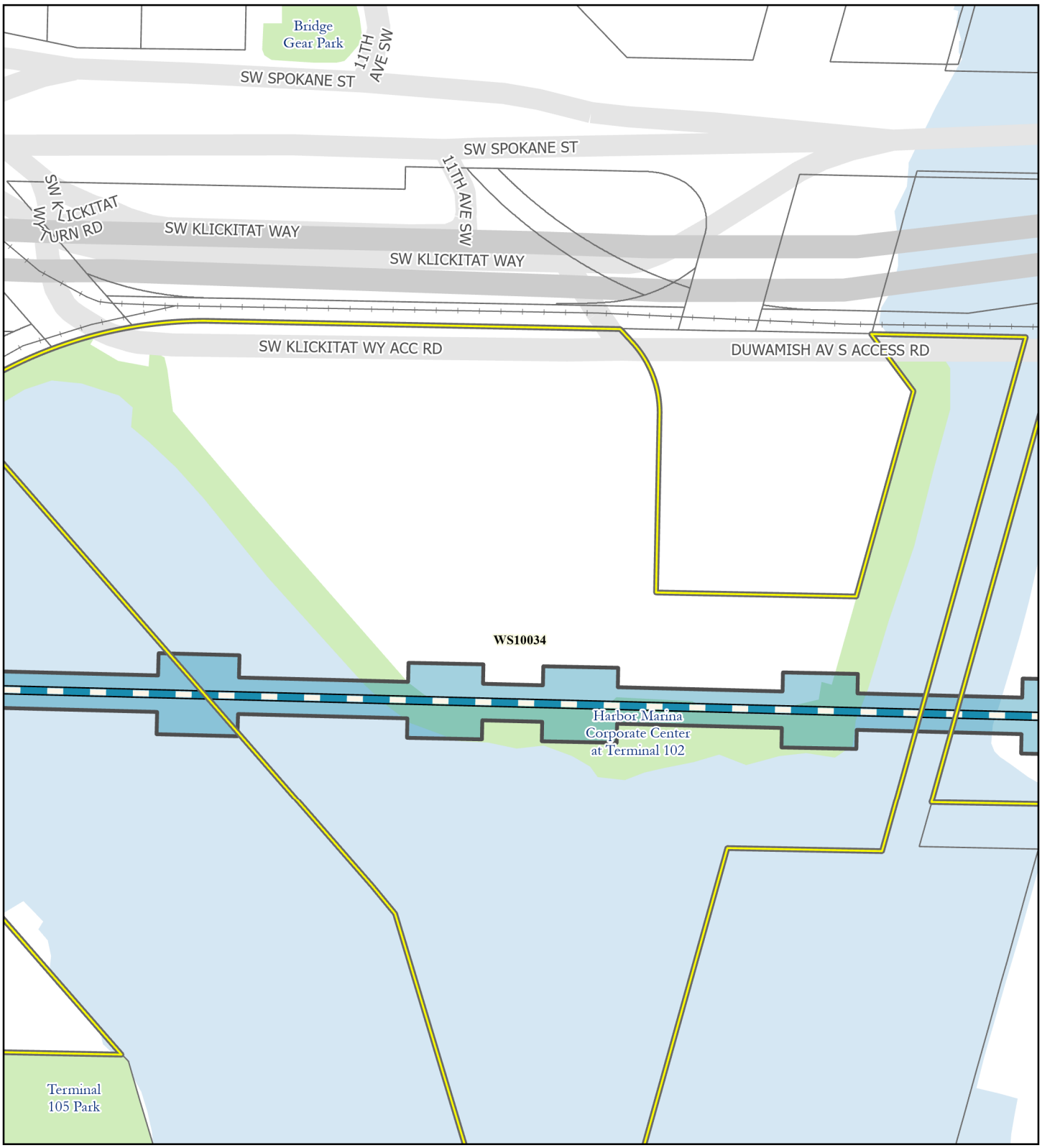
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6f
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

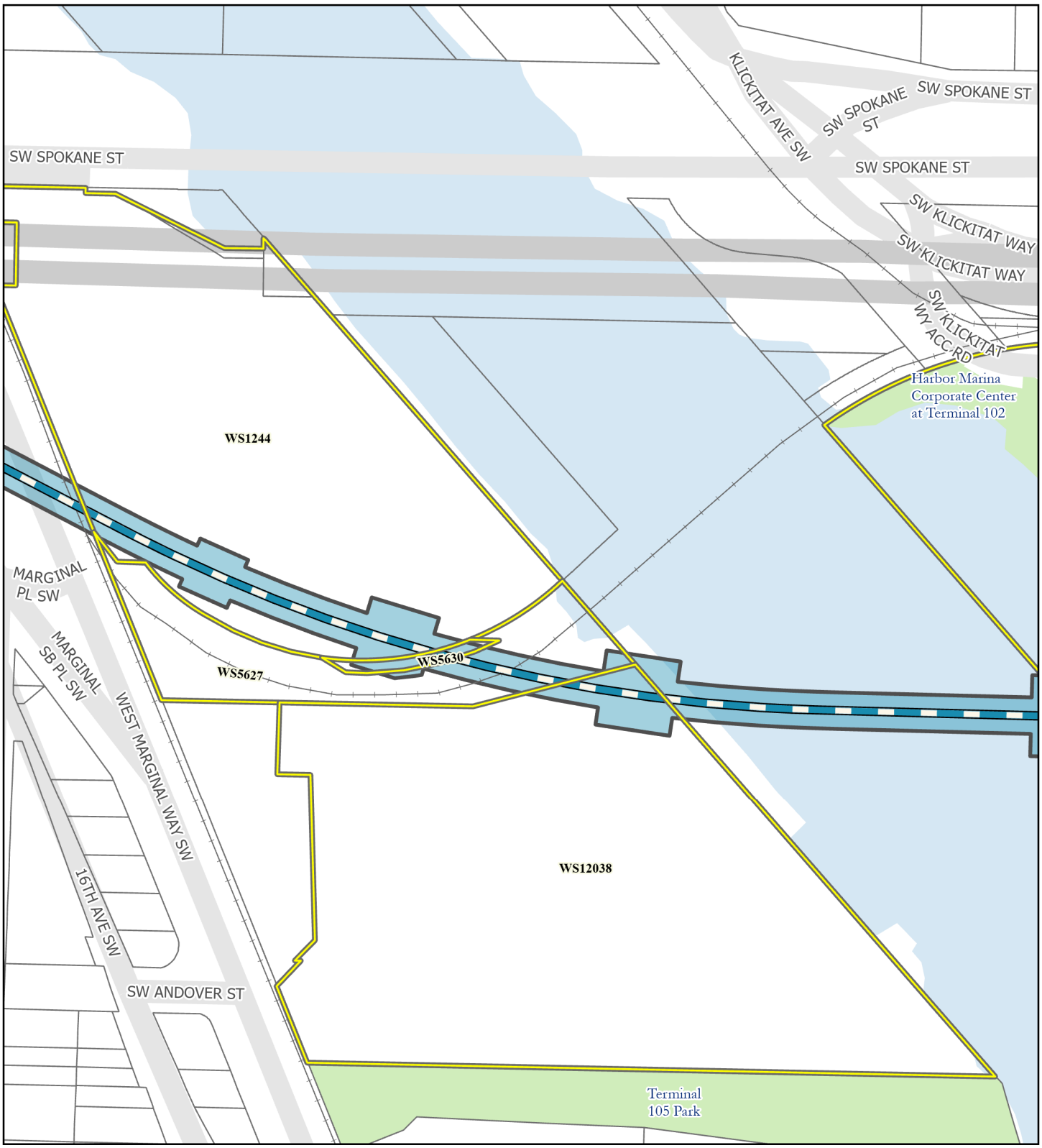
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6g
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

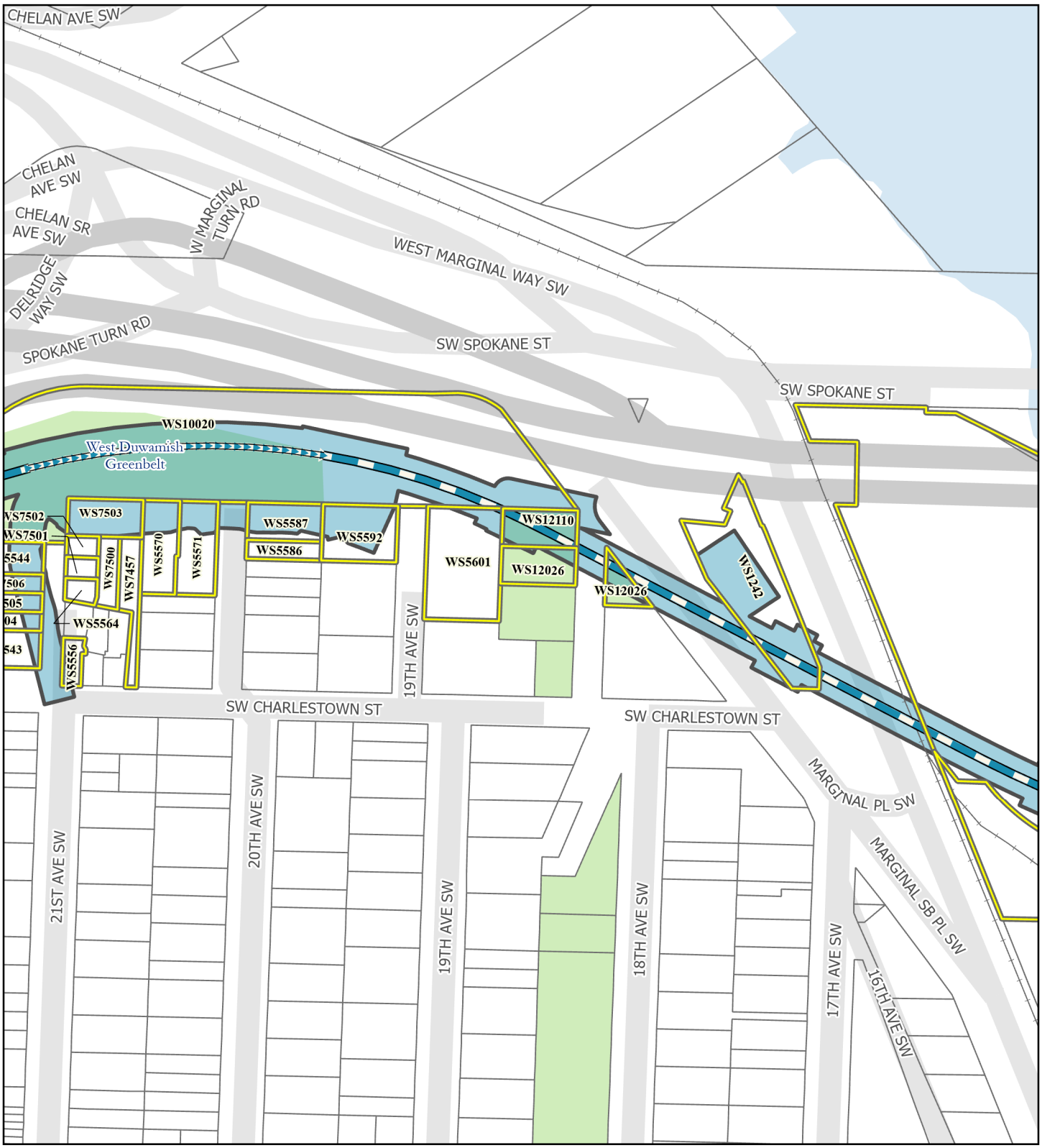
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6h
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

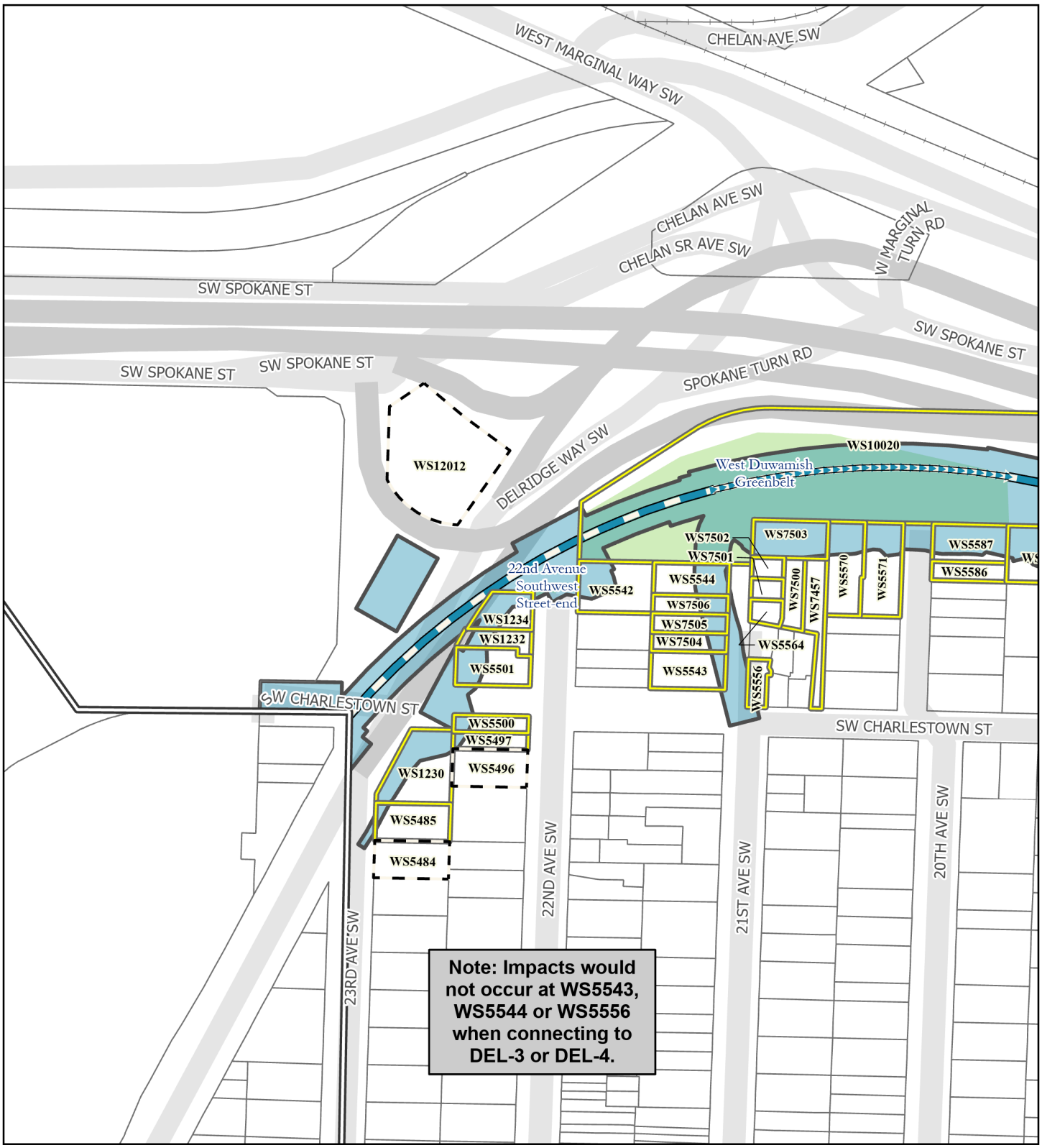
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-6i
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Park
- Parcel

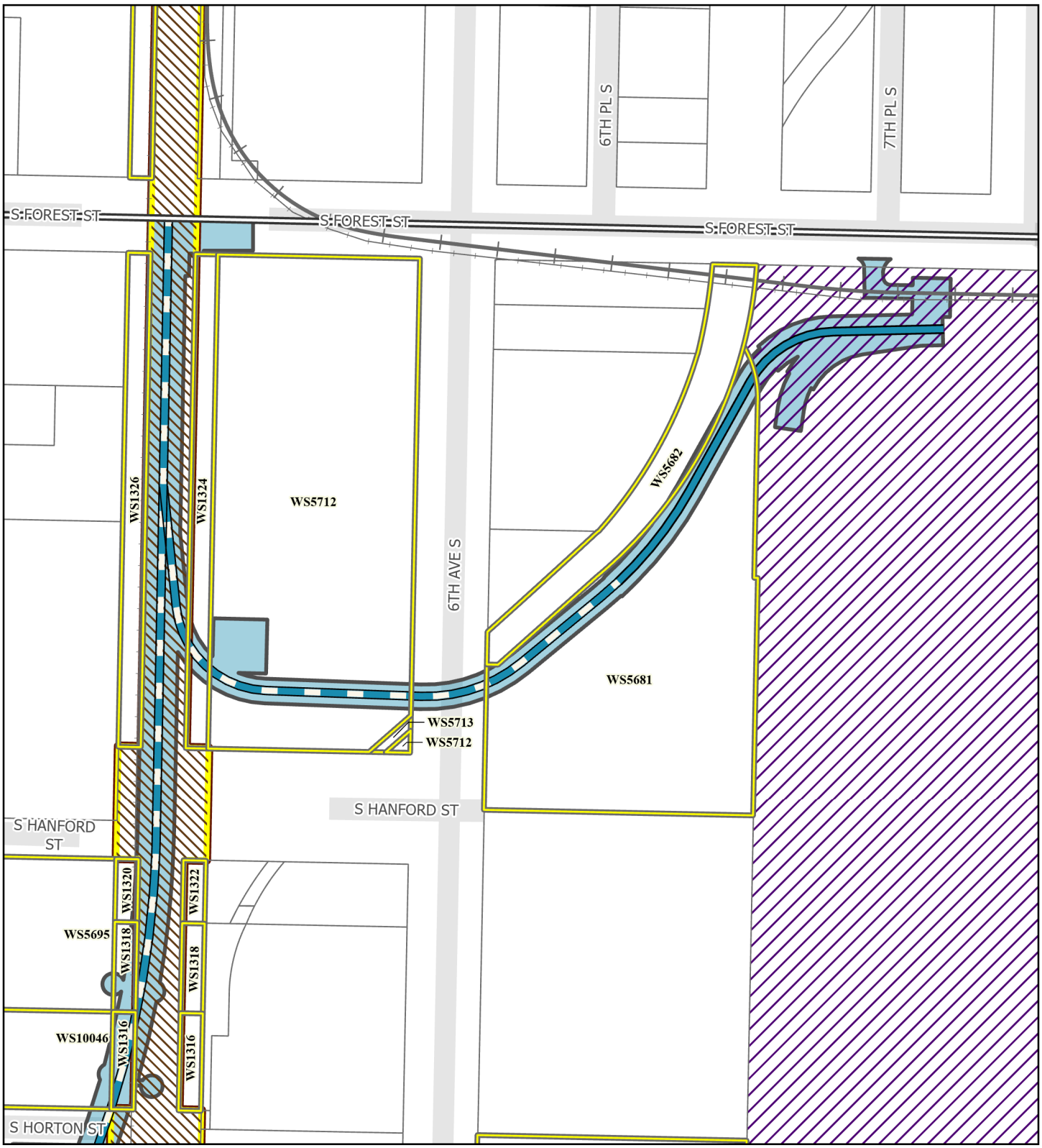
- Affected Parcel
- Additional Parcel needed when connecting to DEL-3 or DEL-4
- Parcel
- Permanent Footprint

FIGURE L4.1-6j
Option DUW-1b
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- Sound Transit Operations and Maintenance Facility (ST OMF)
- SODO Busway
- Parcel

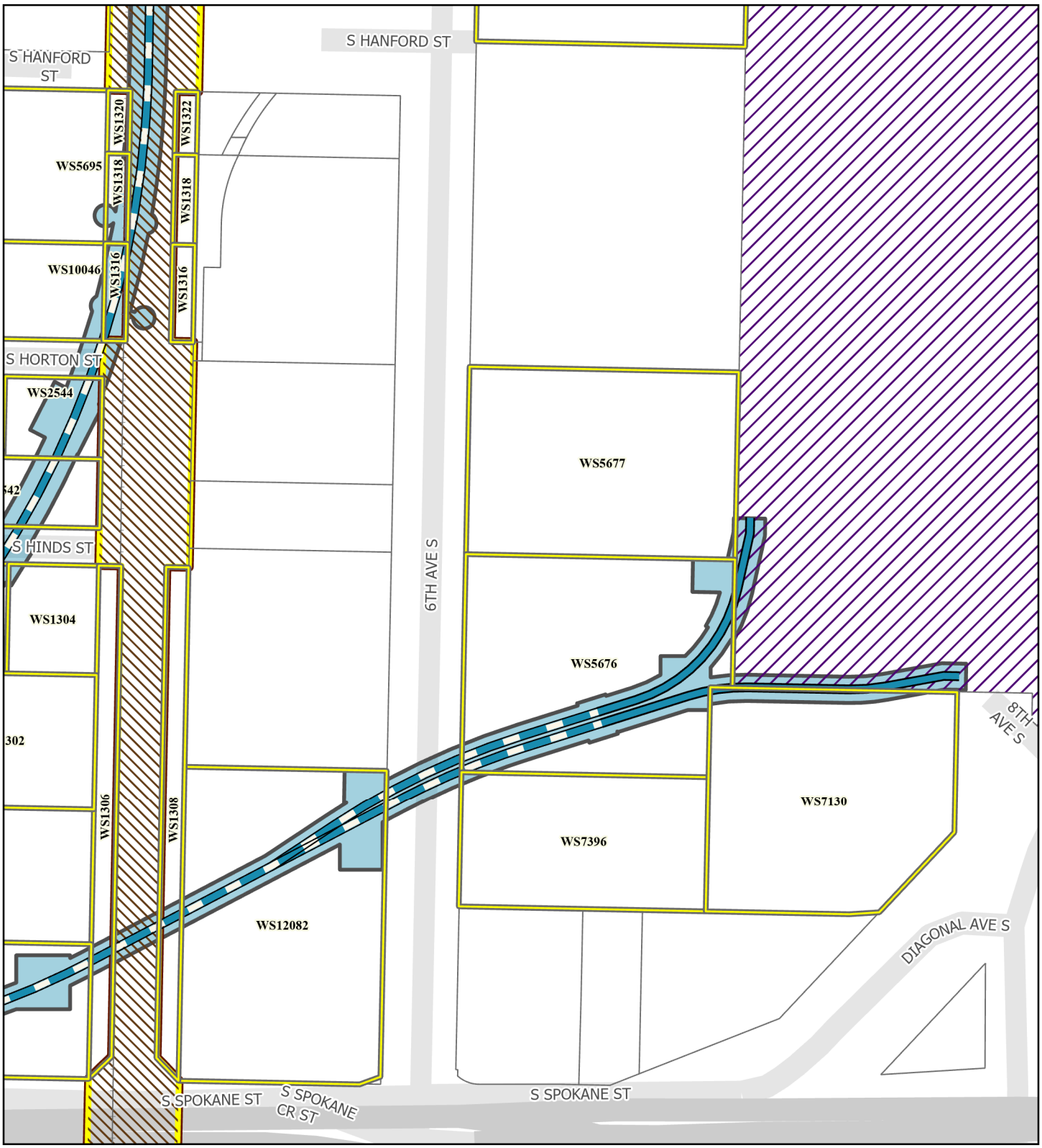
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7a
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Sound Transit Operations and Maintenance Facility (ST OMF)
- SODO Busway
- Parcel

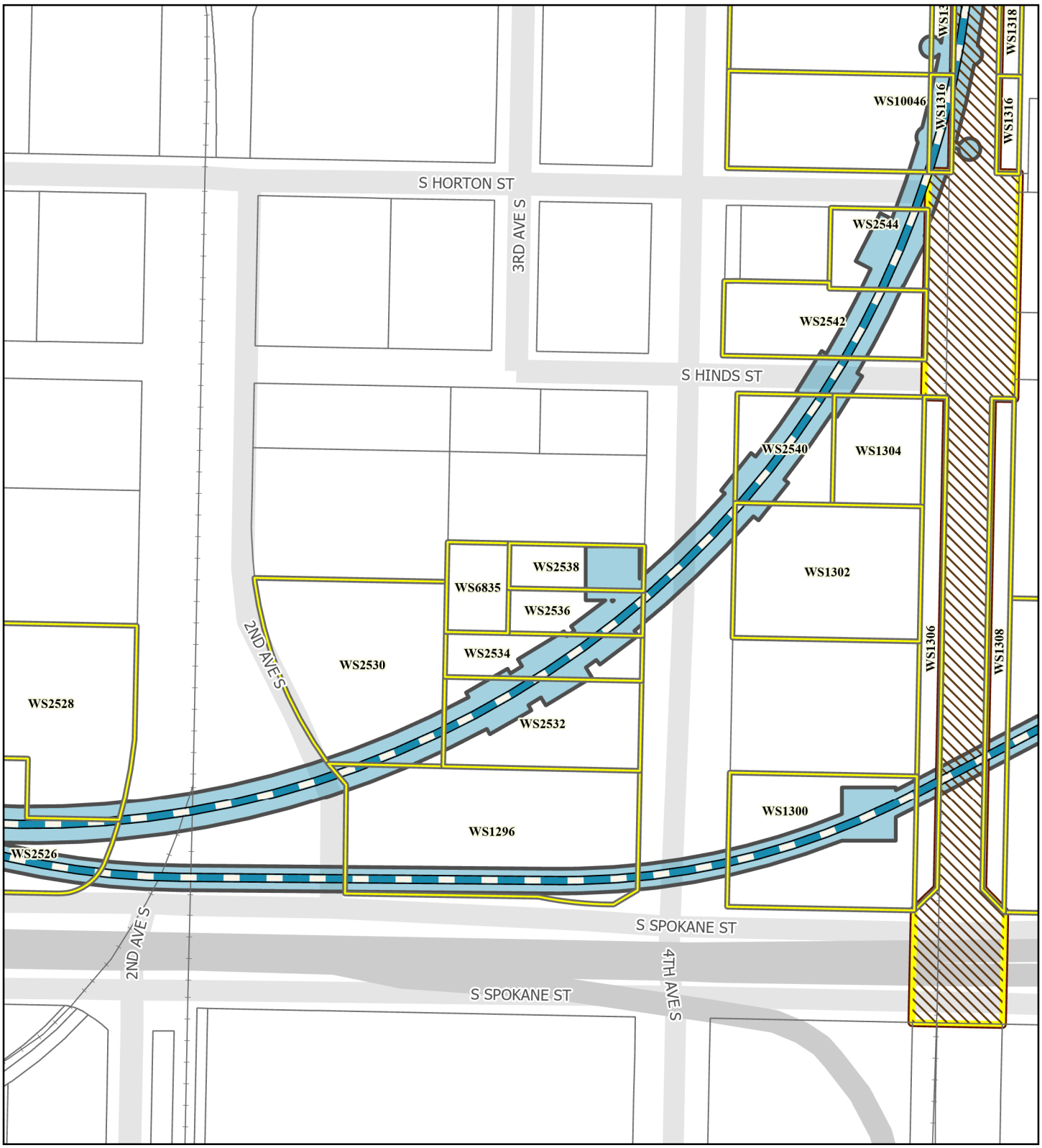
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7b
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

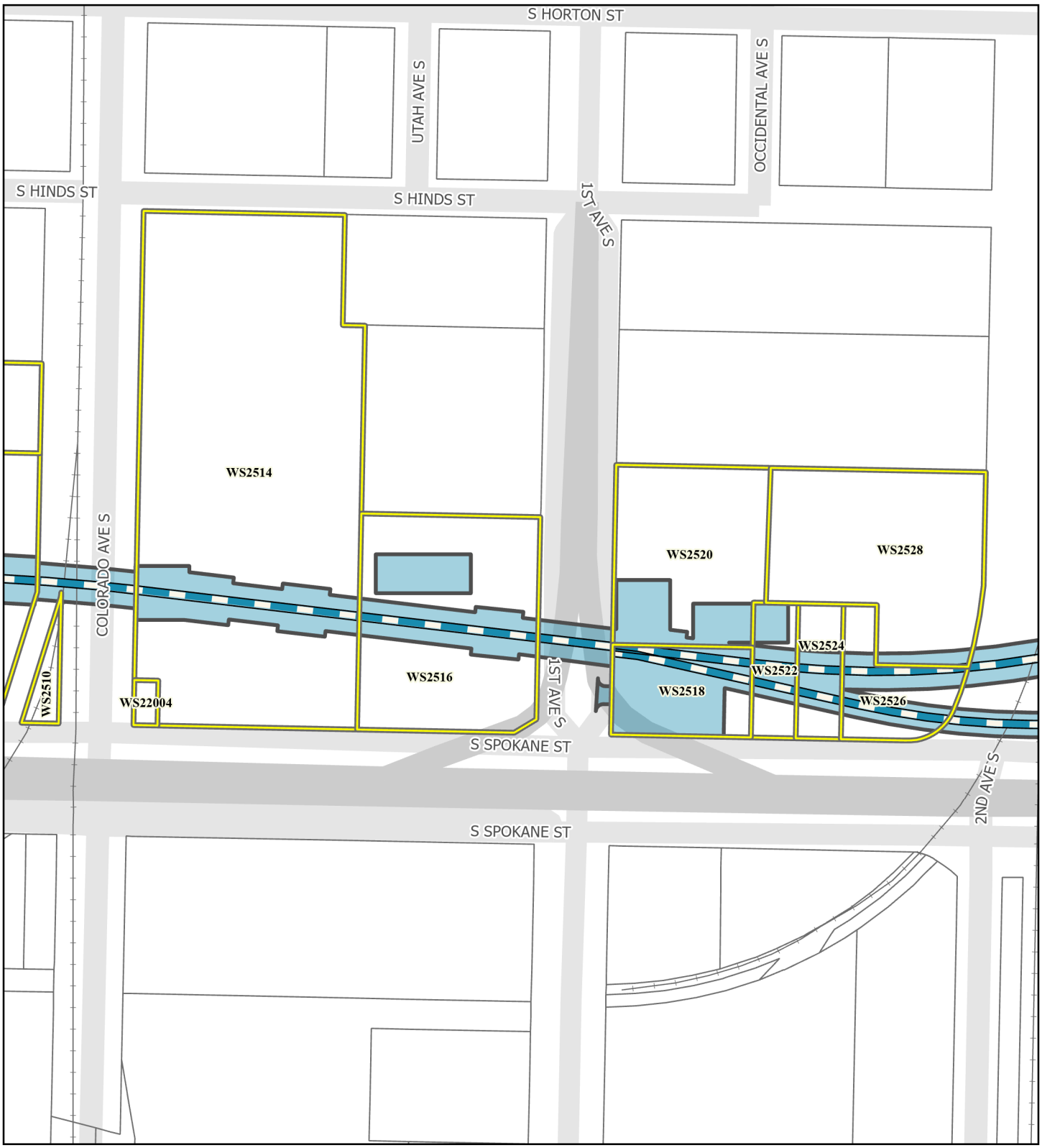
- Railroad
- SODO Busway
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7c
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Parcel

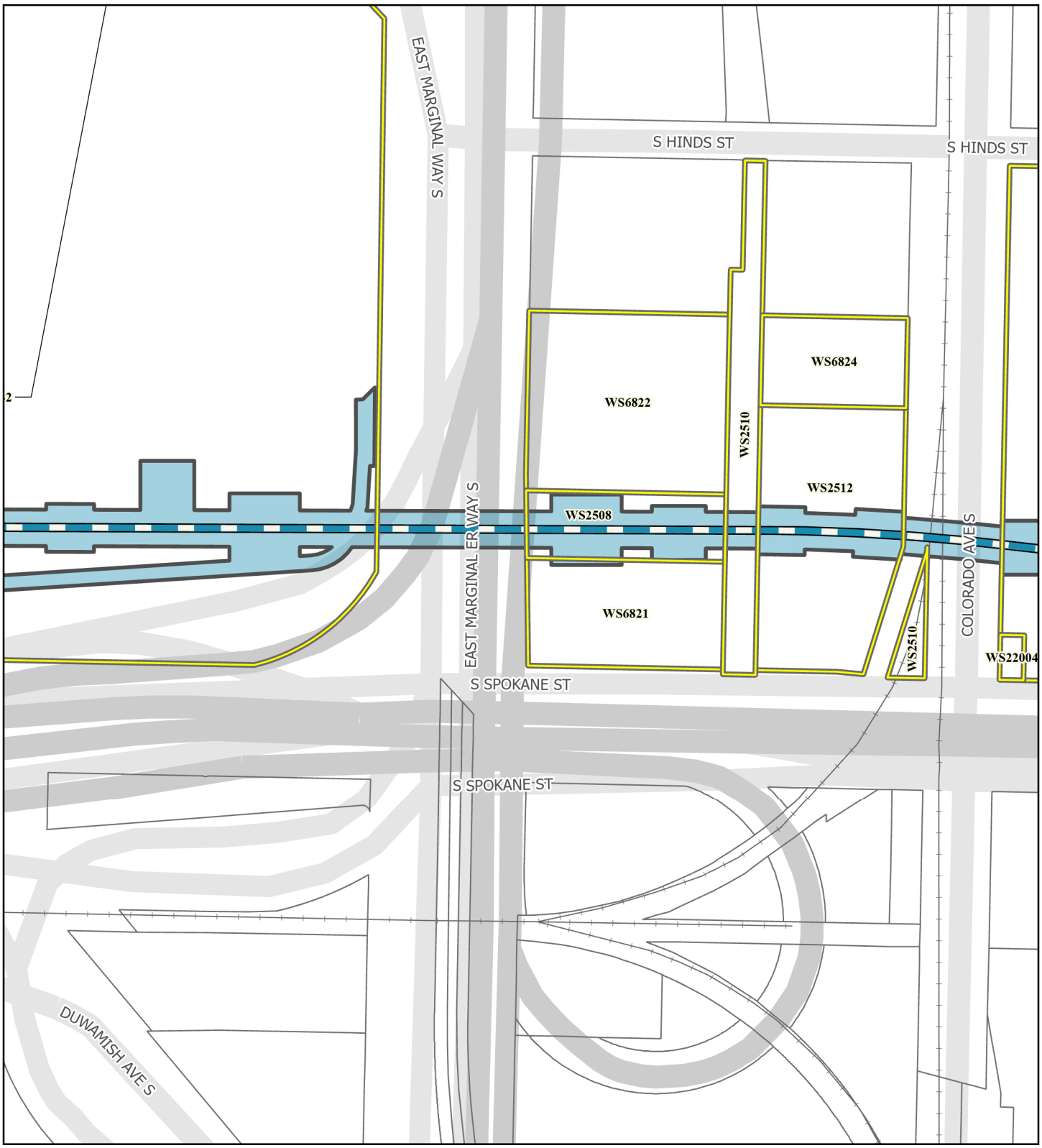
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7d
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Parcel

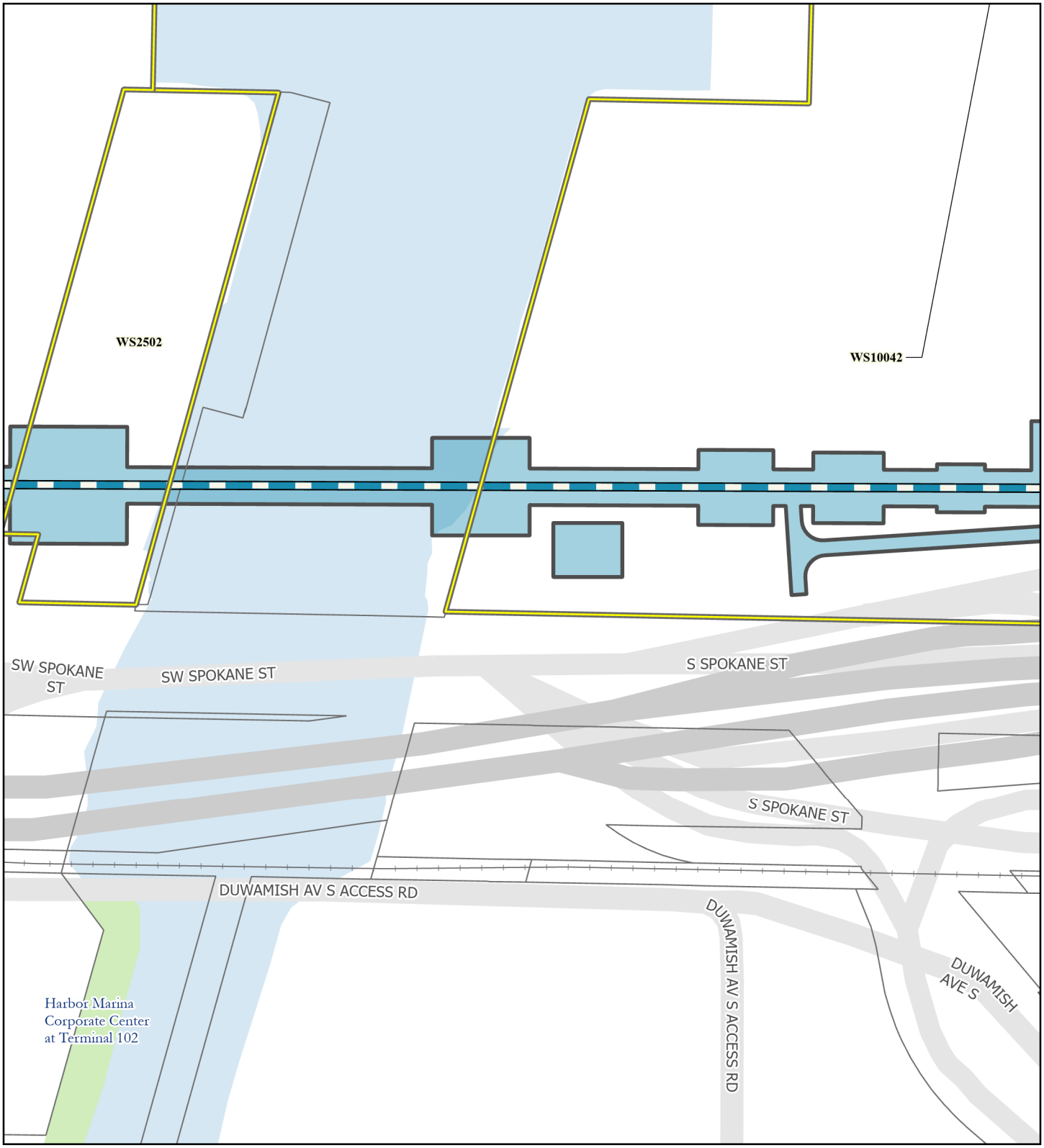
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7e
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

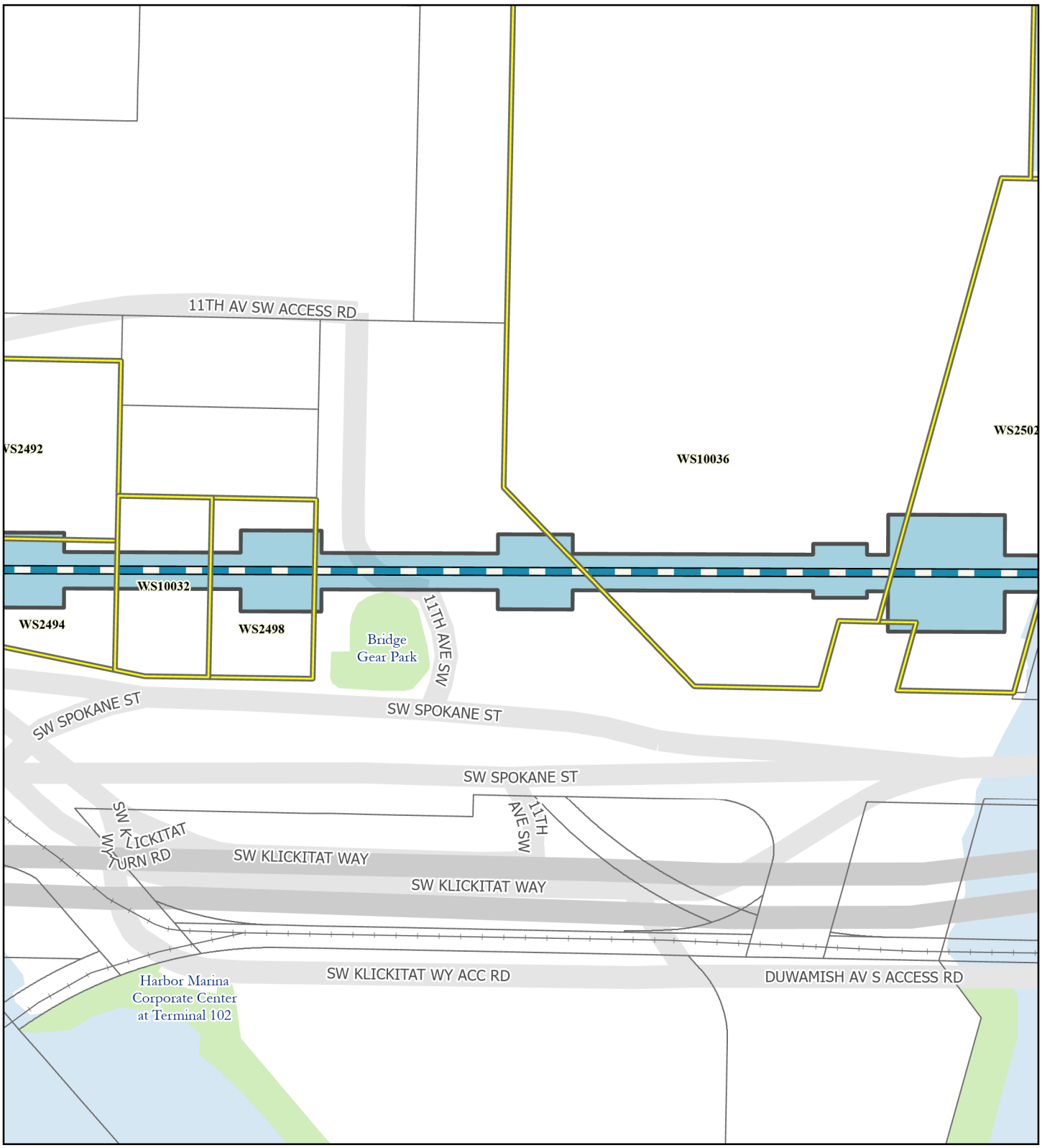
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7f
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

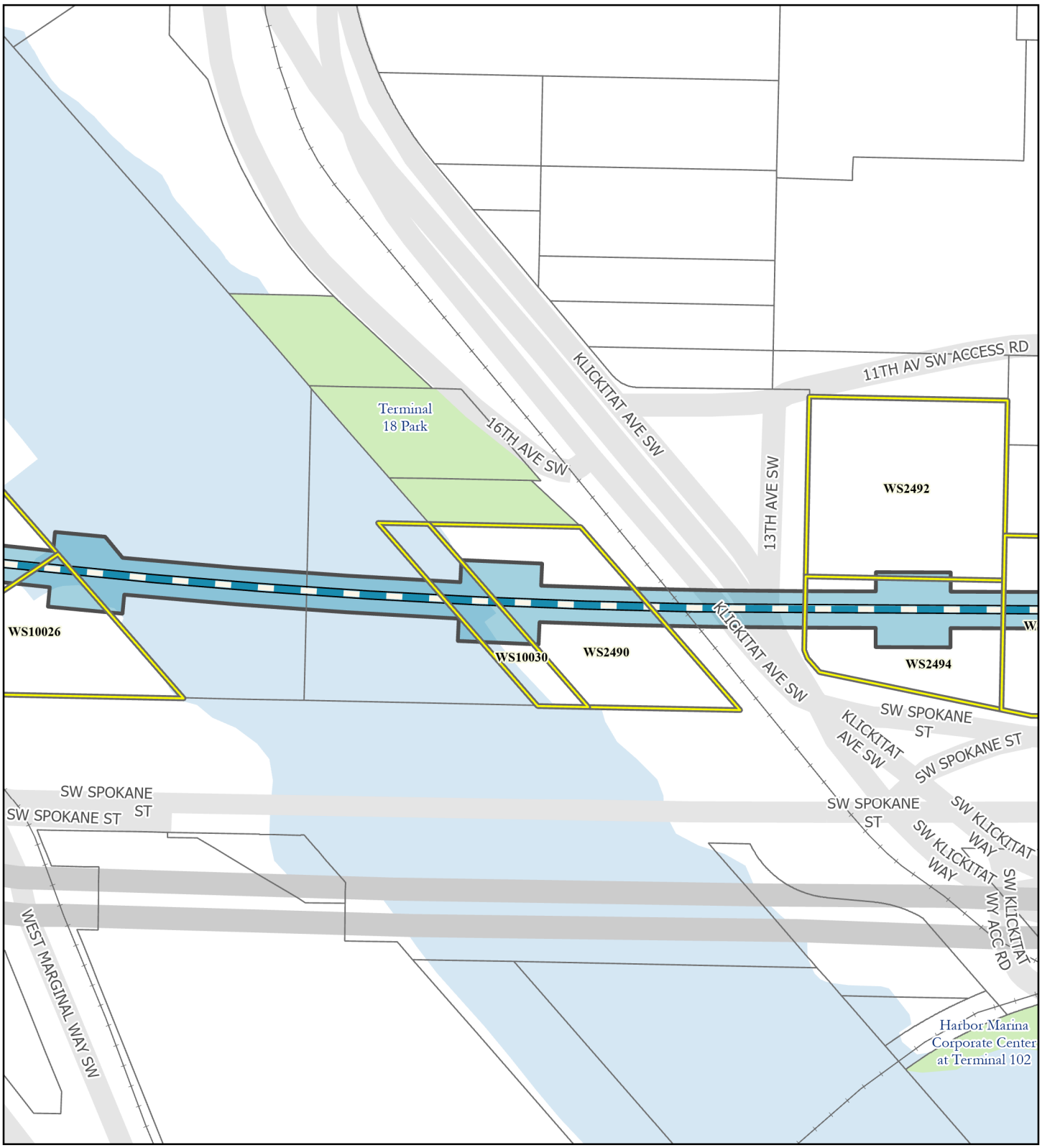
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7g
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

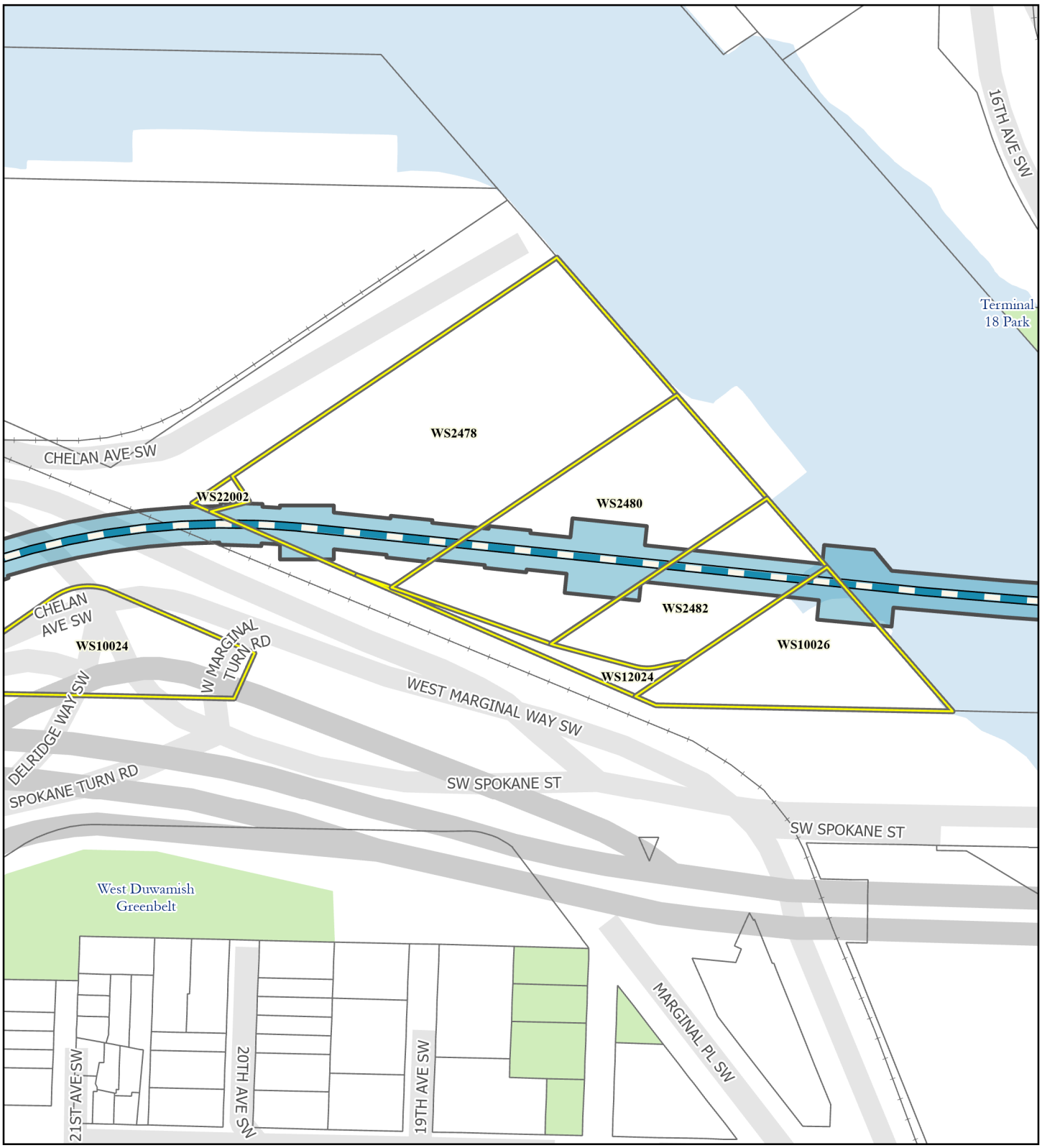
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7h
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Water Body
- Parcel

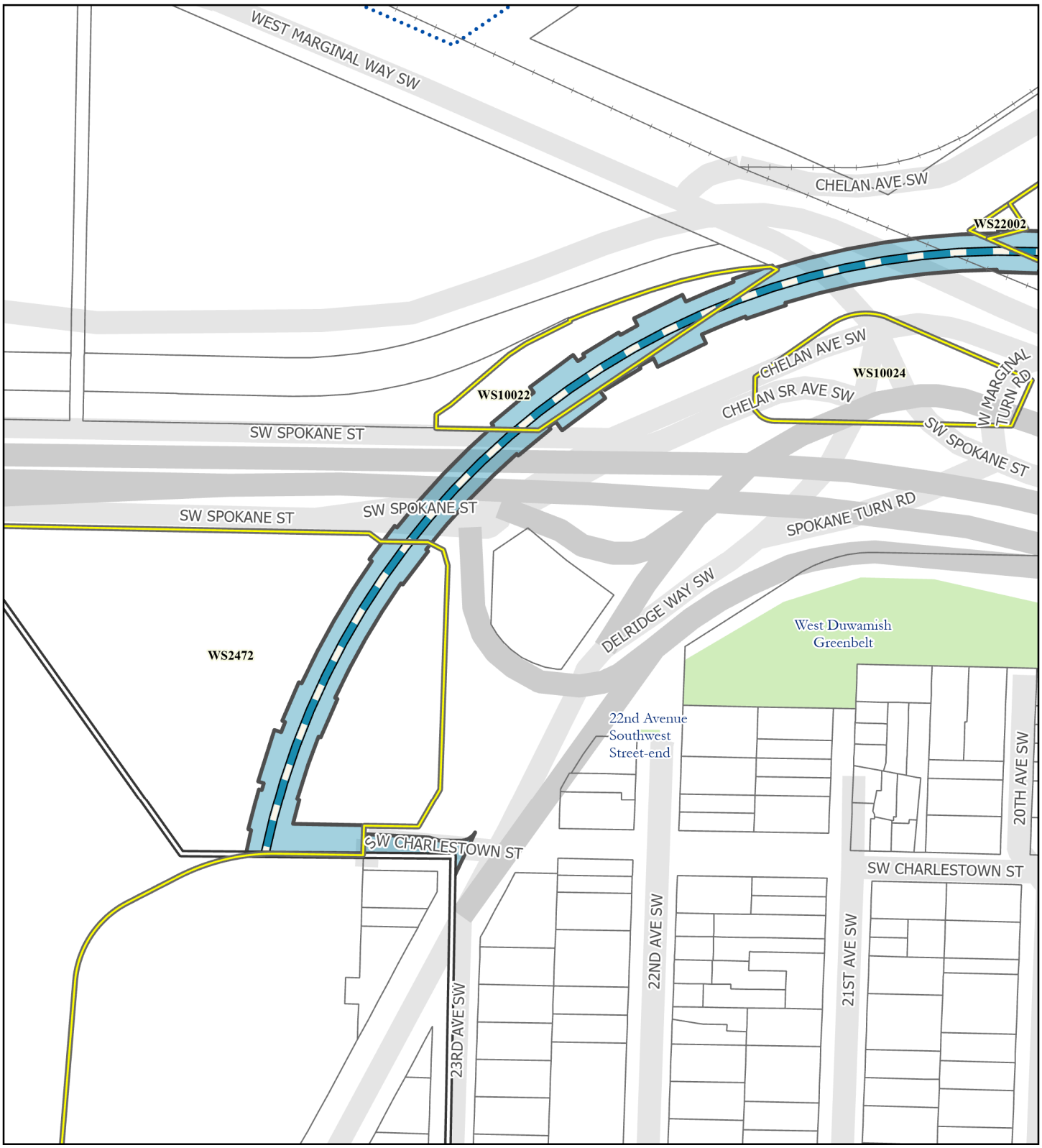
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7i
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Piped Stream
- Park
- Parcel

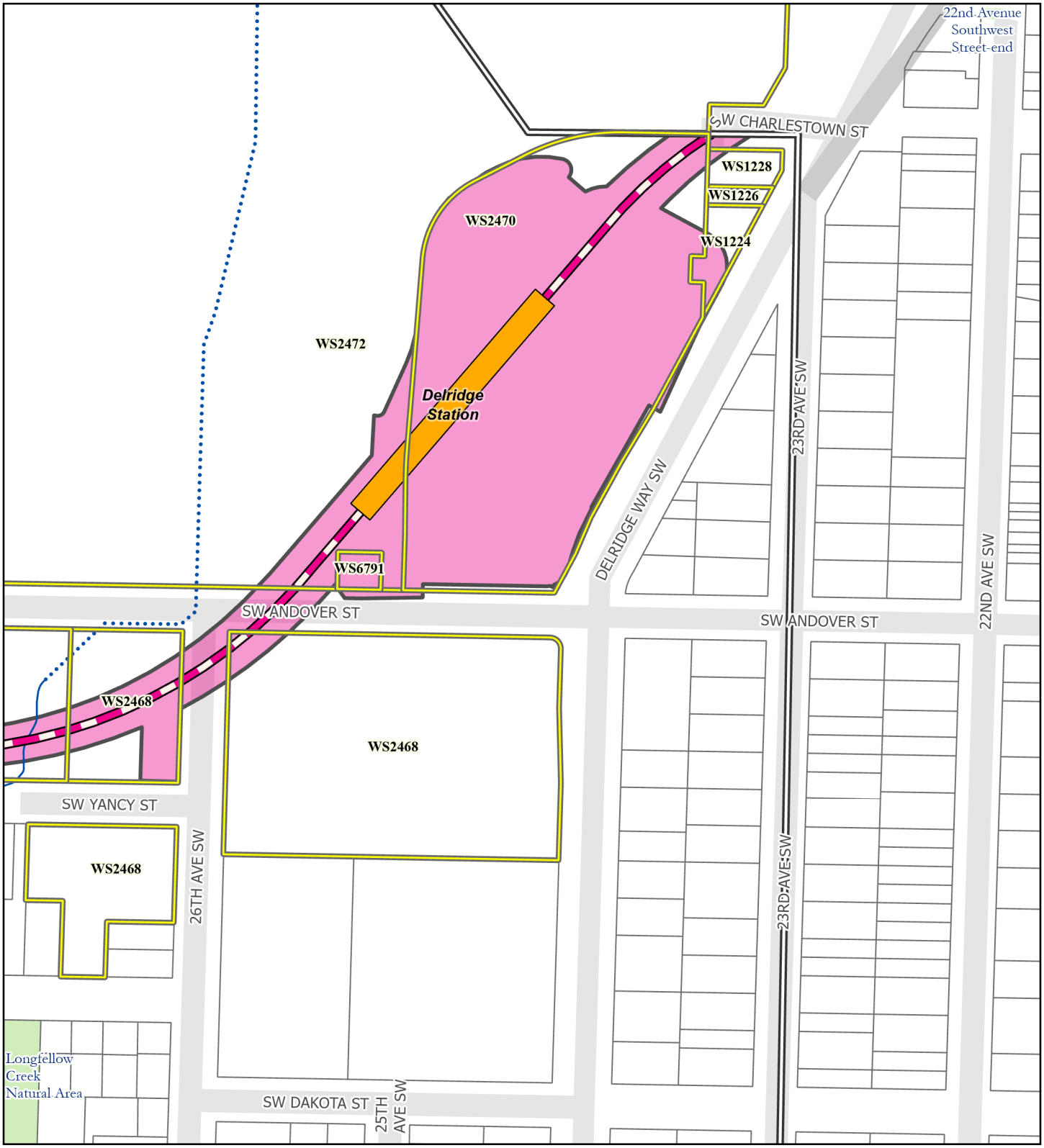
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-7j
Alternative DUW-2
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

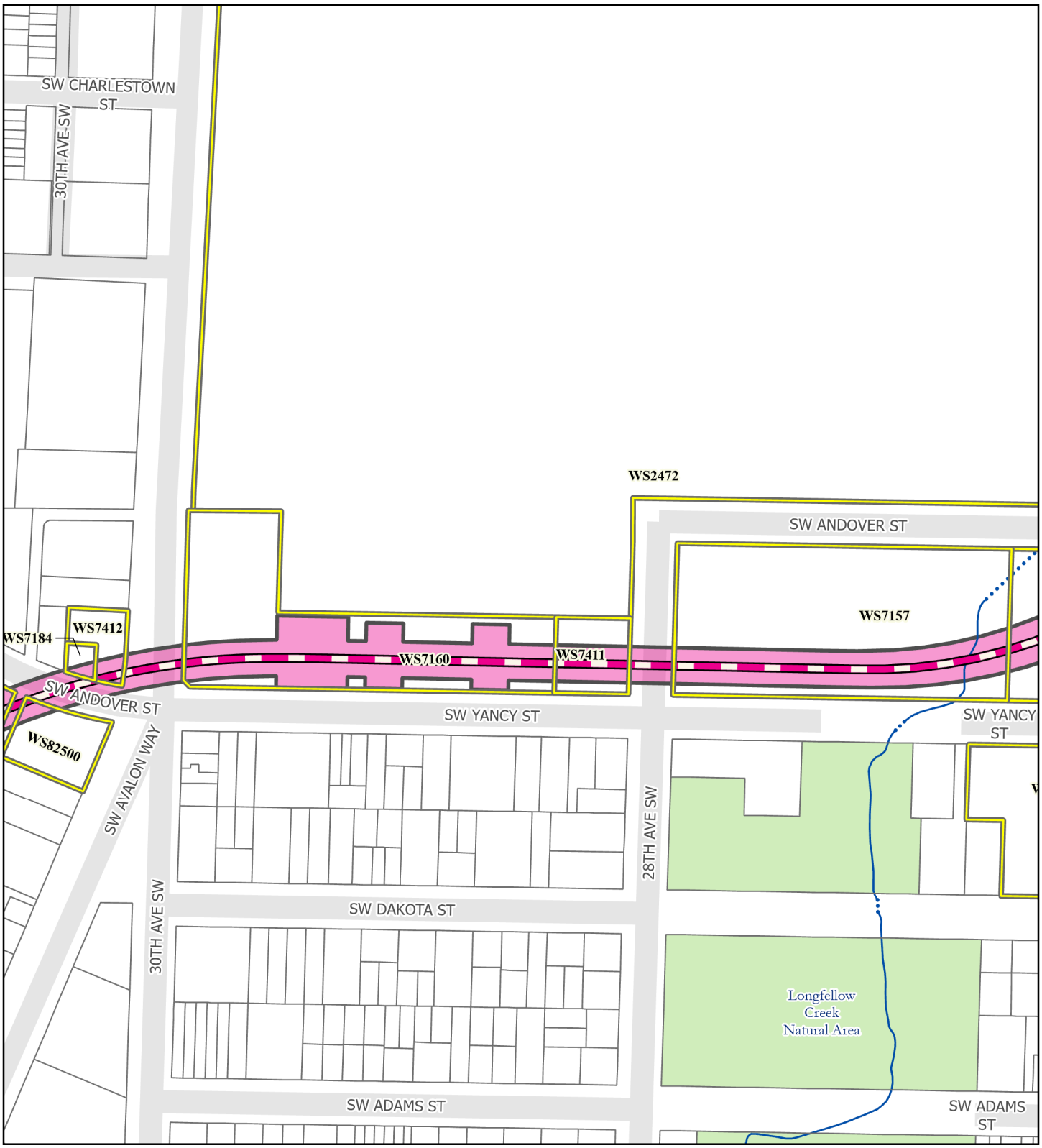
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-8a
Alternative DEL-6b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-8b
Alternative DEL-6b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel

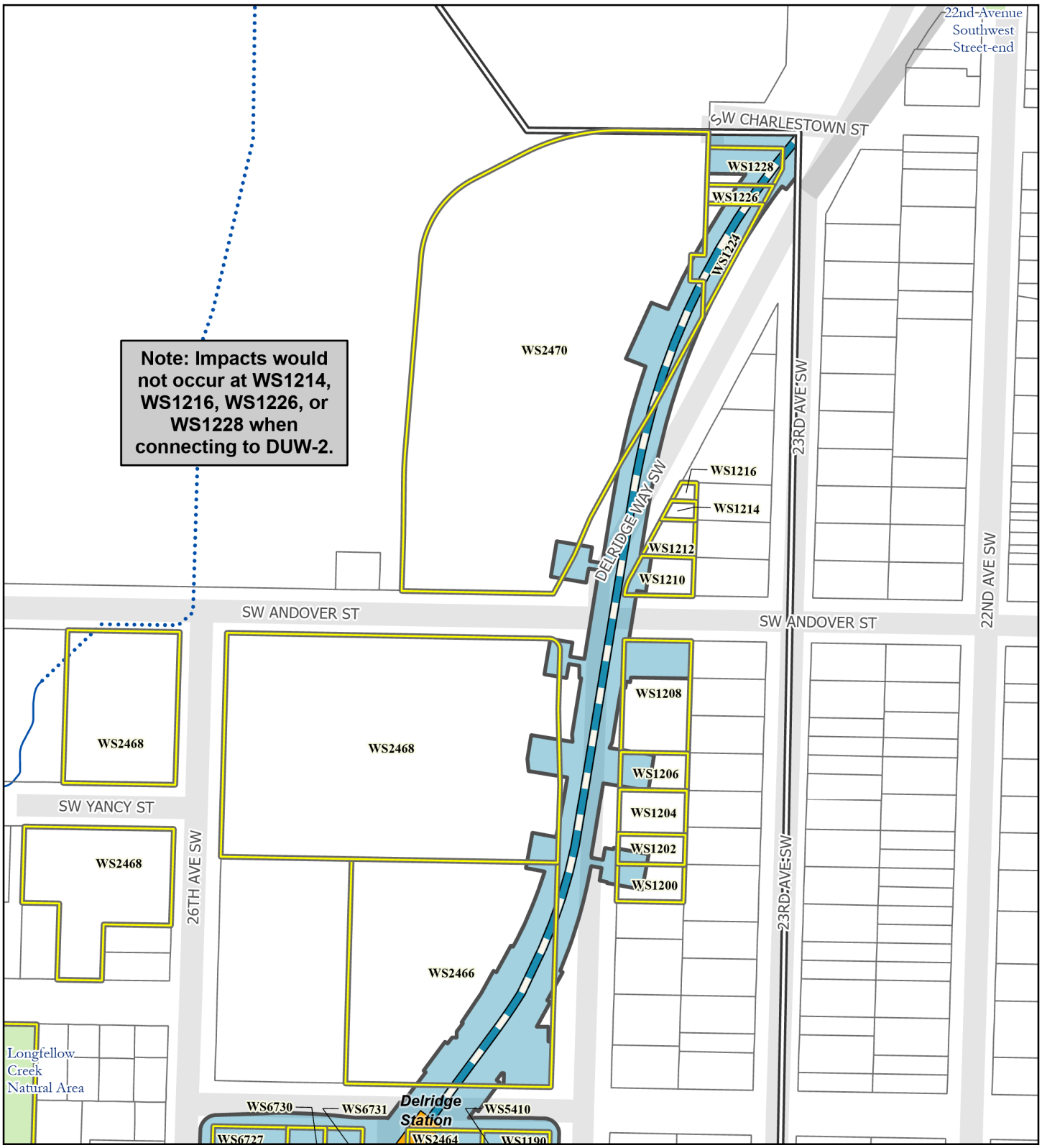
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-8c
Alternative DEL-6b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

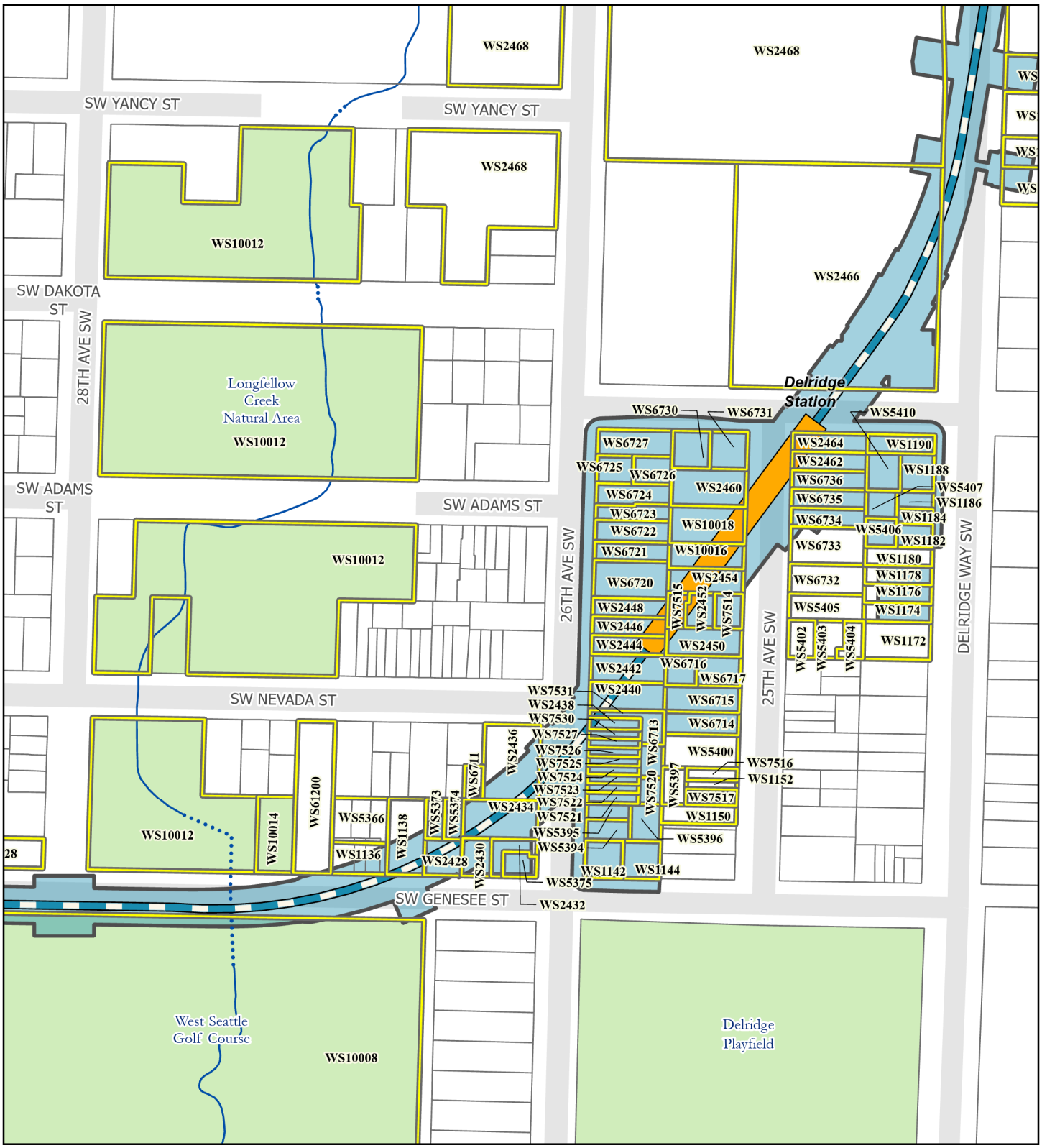
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-9a
Alternative DEL-1a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Stream
- Piped Stream
- Park
- Parcel

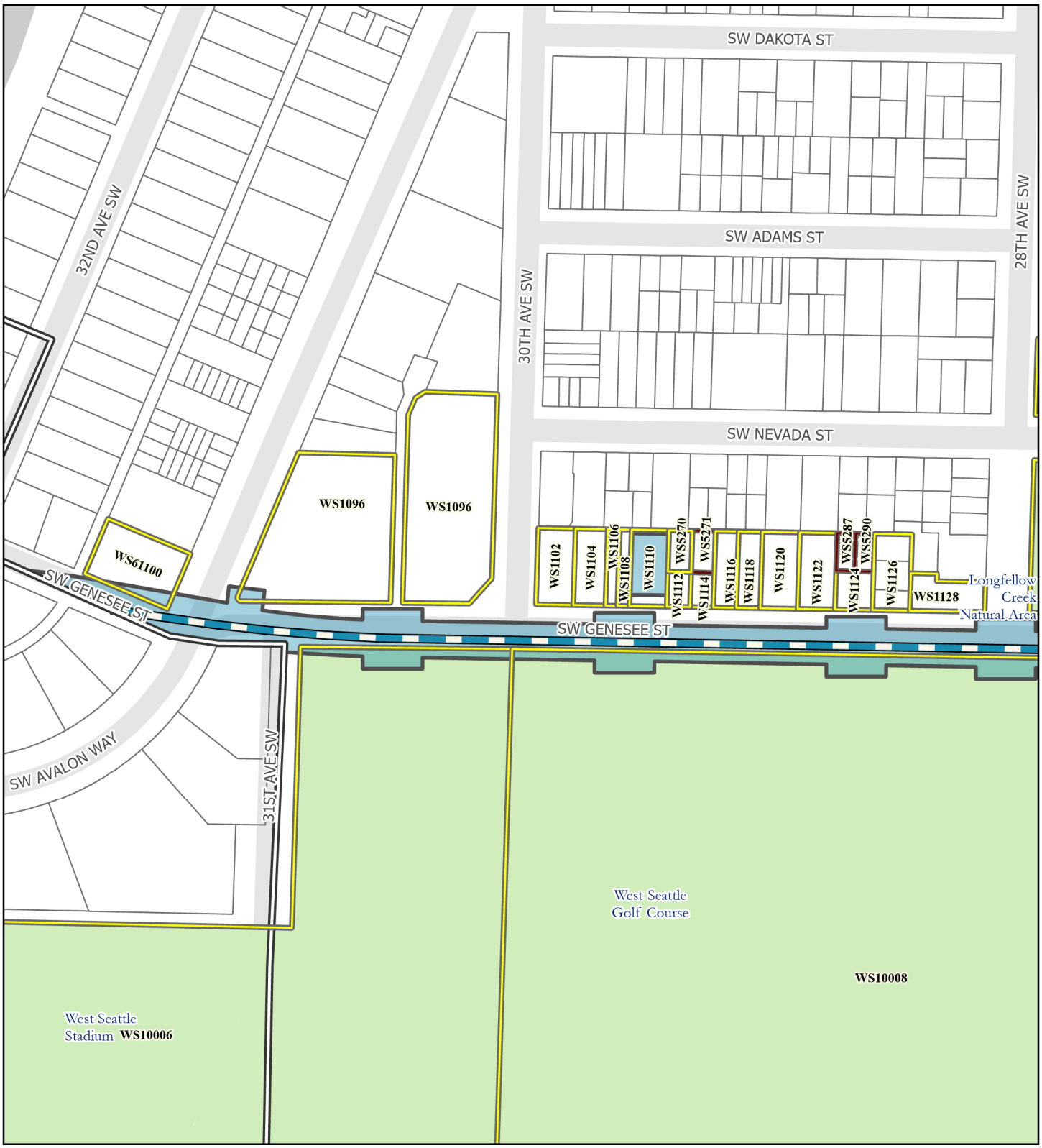
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-9b
Alternative DEL-1a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

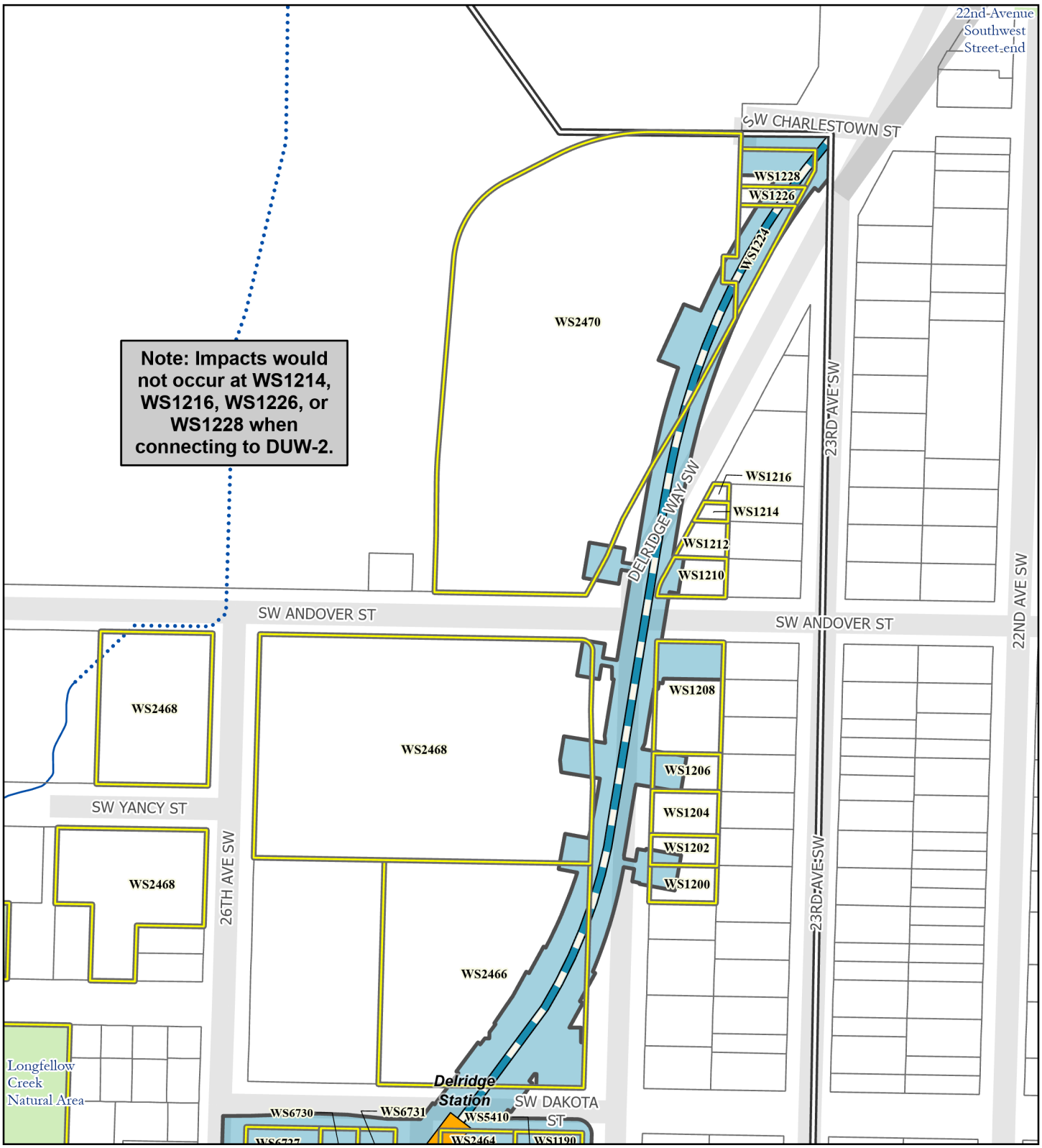
- Affected Parcel
- Affected Parcel Due to Loss of Access During Construction
- Parcel
- Permanent Footprint

FIGURE L4.1-9c
Alternative DEL-1a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

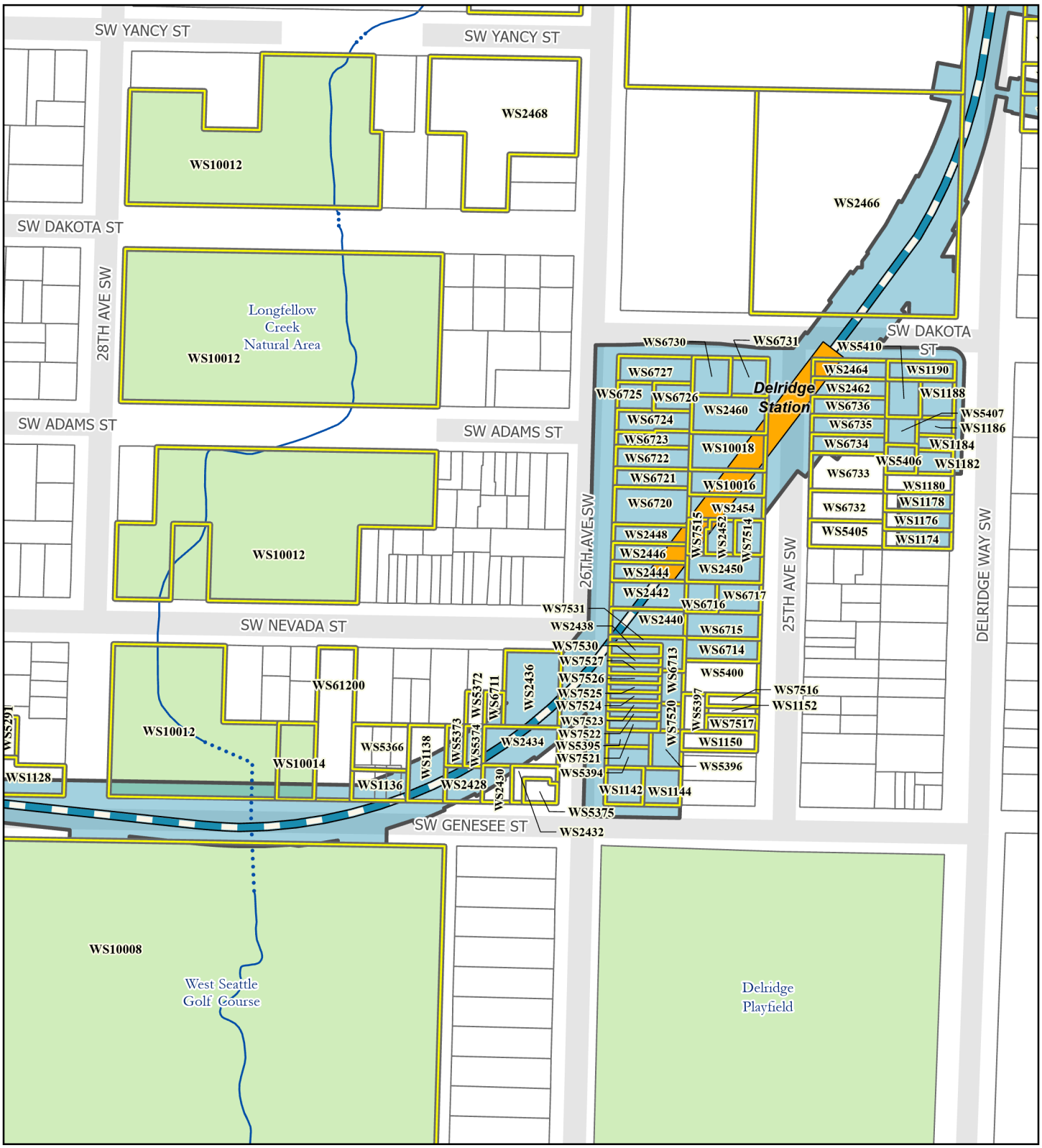
- Segment Line
- Stream
- Piped Stream
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-10a
Option DEL-1b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Stream
- Piped Stream
- Park
- Parcel

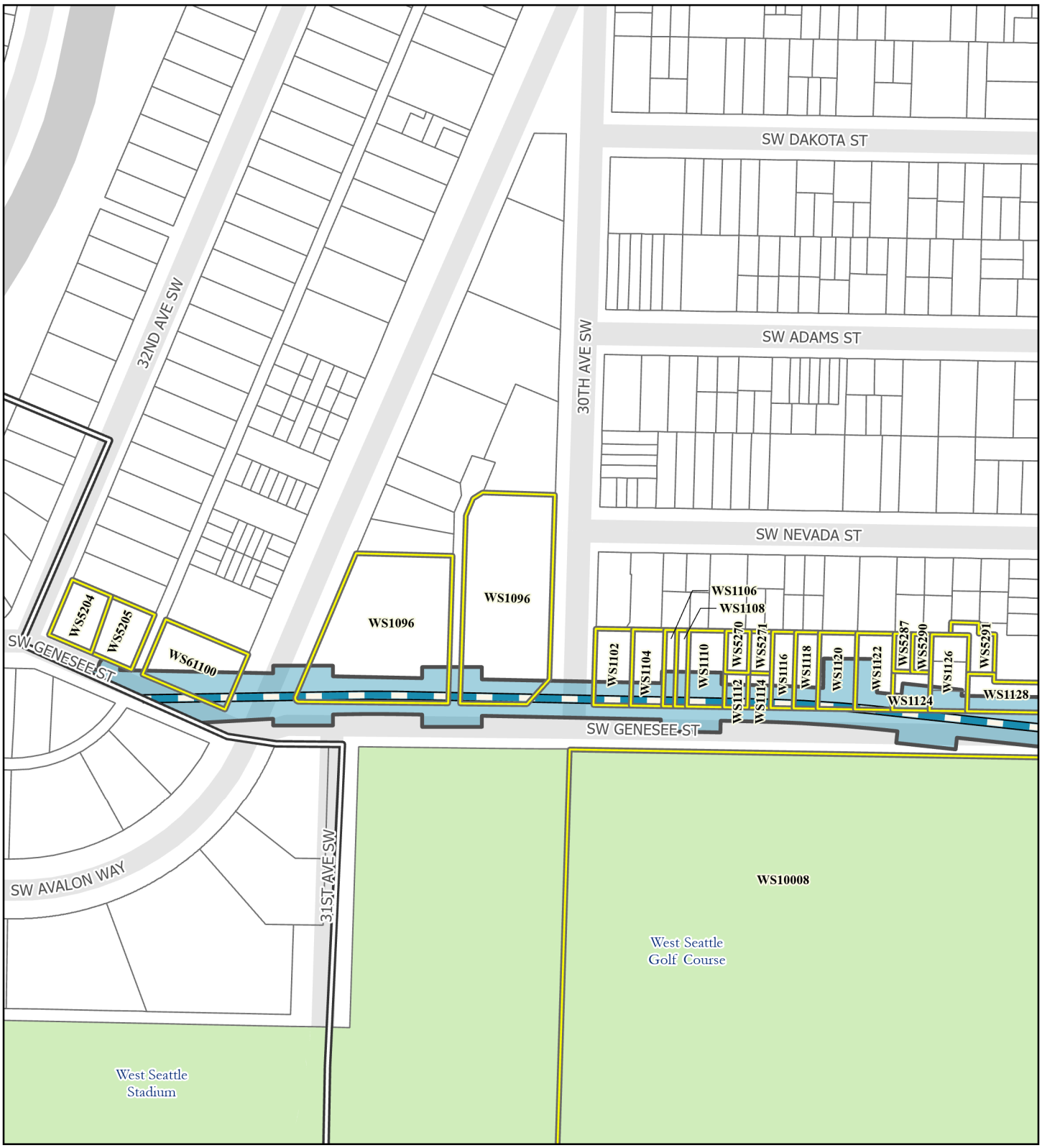
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-10b
Option DEL-1b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

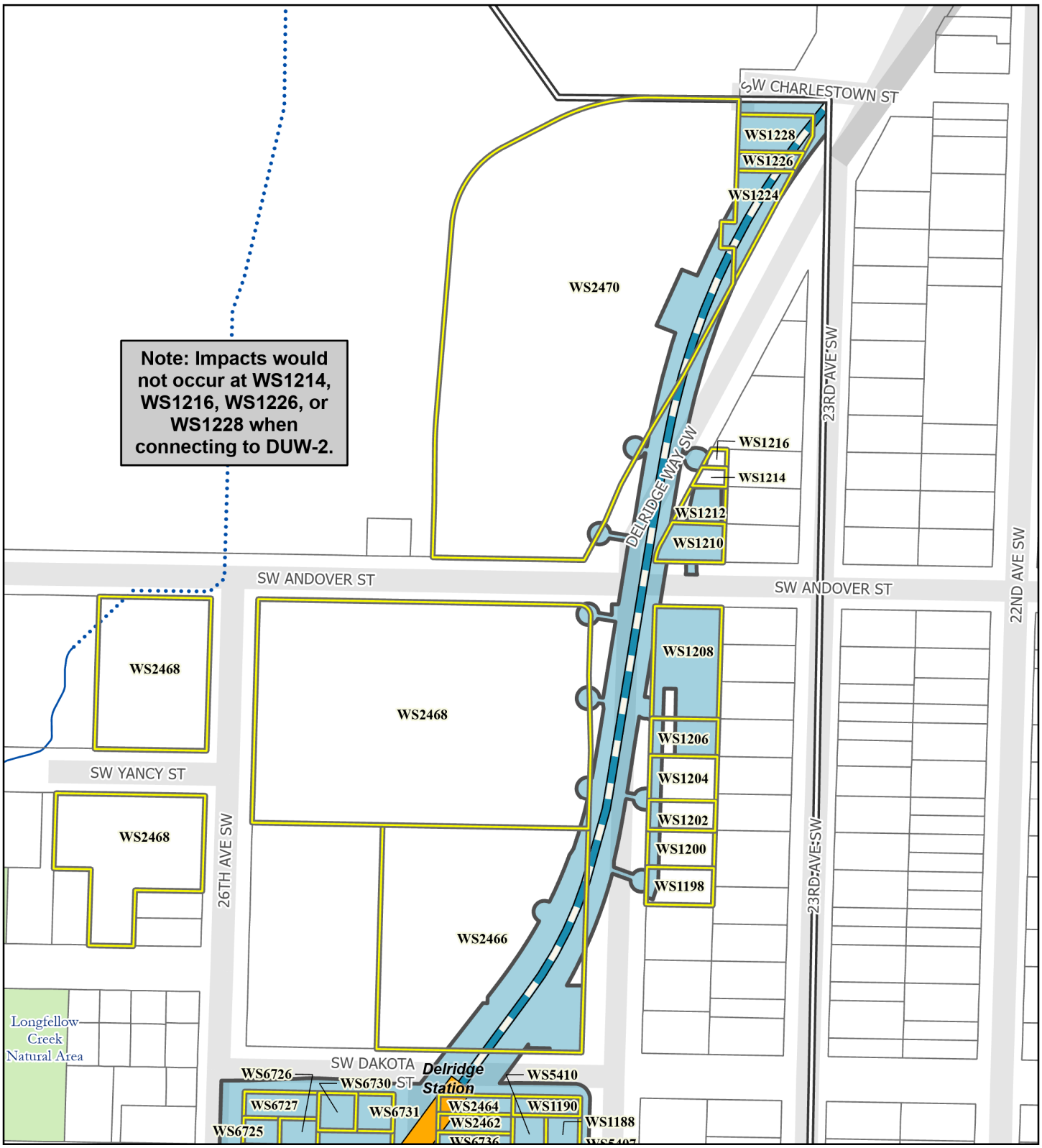
- Segment Line
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-10c
Option DEL-1b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

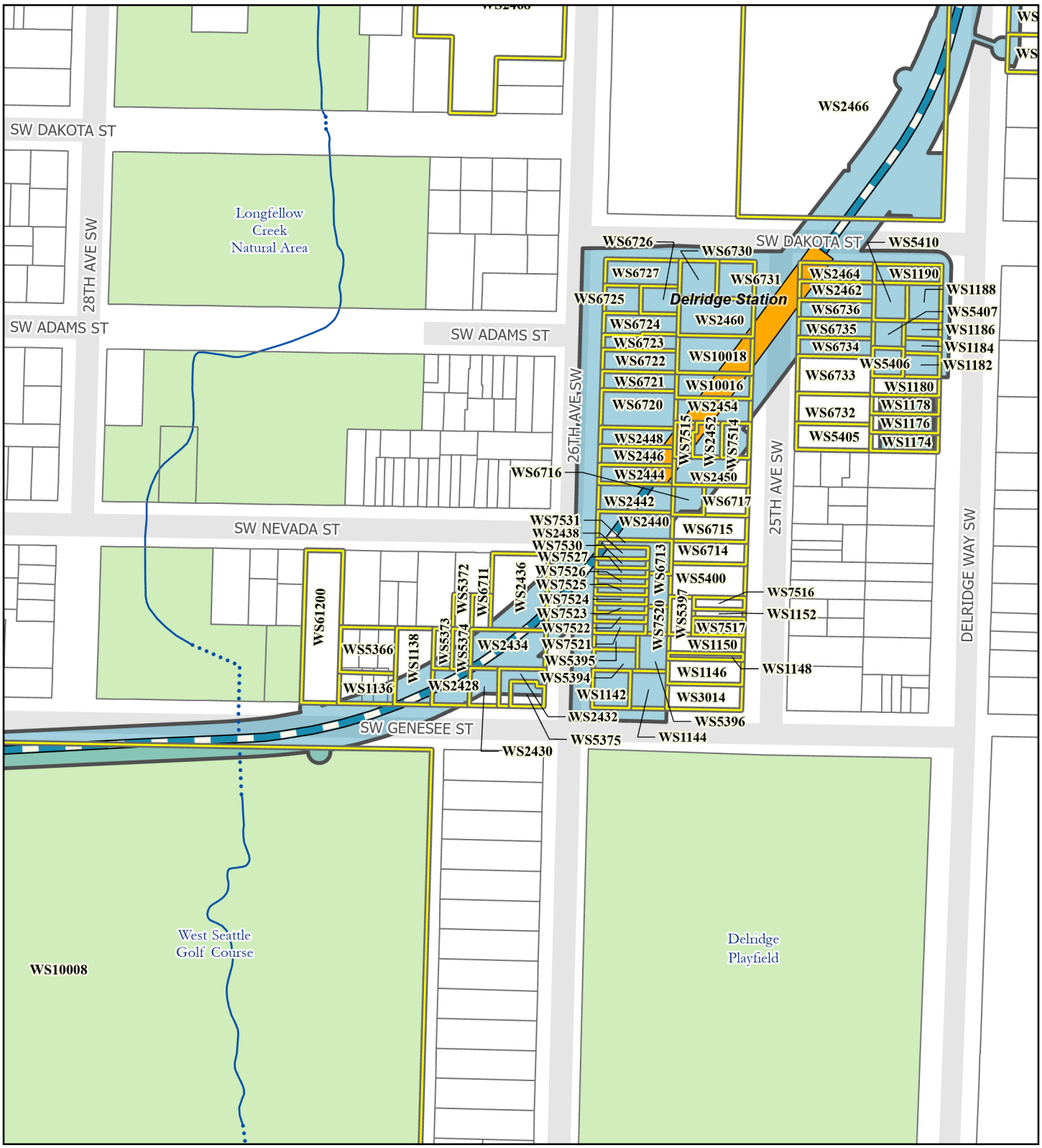
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-11a
Alternative DEL-2a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Stream
- Piped Stream
- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-11b
Alternative DEL-2a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

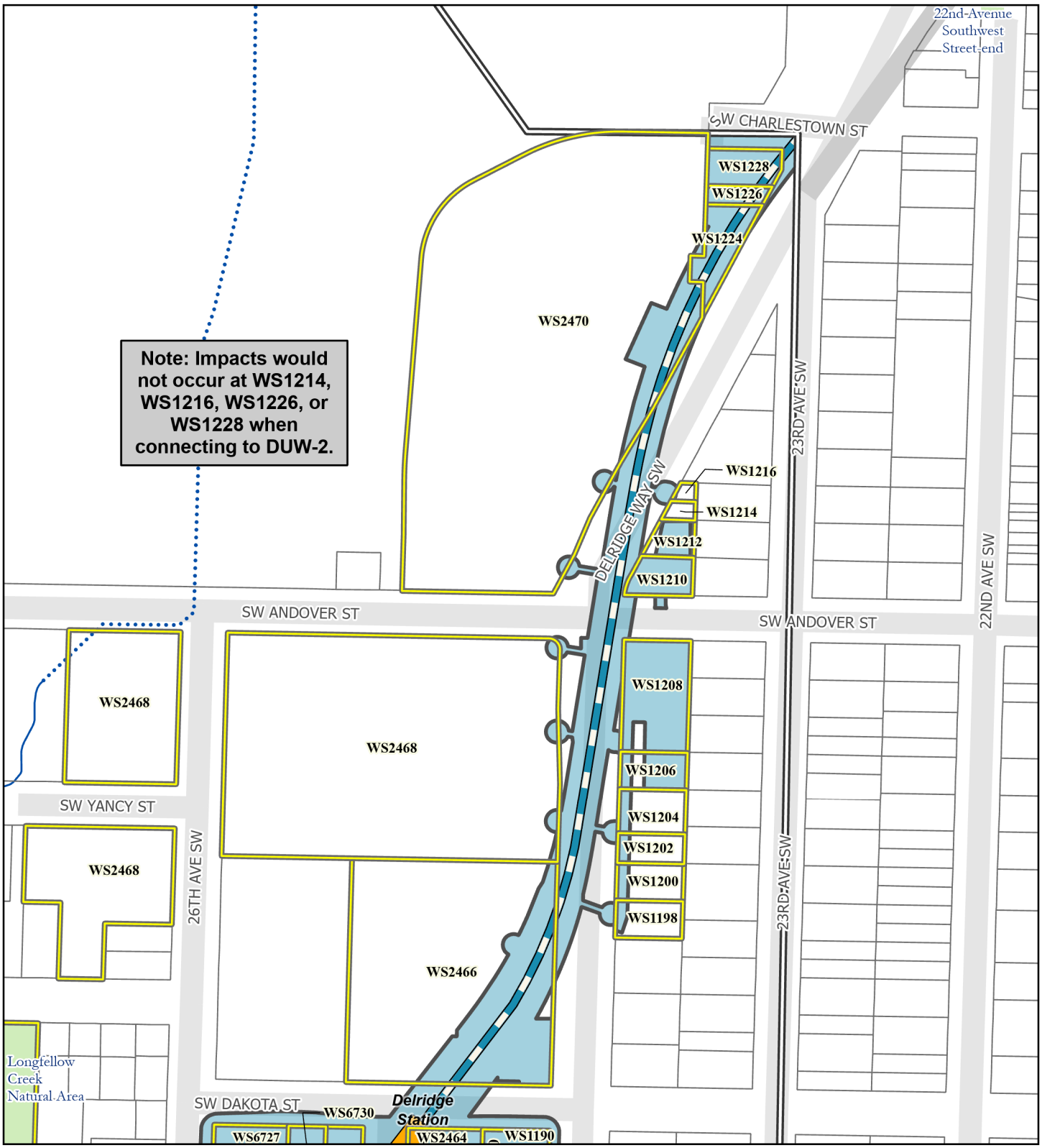
- Segment Line
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-11c
Alternative DEL-2a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

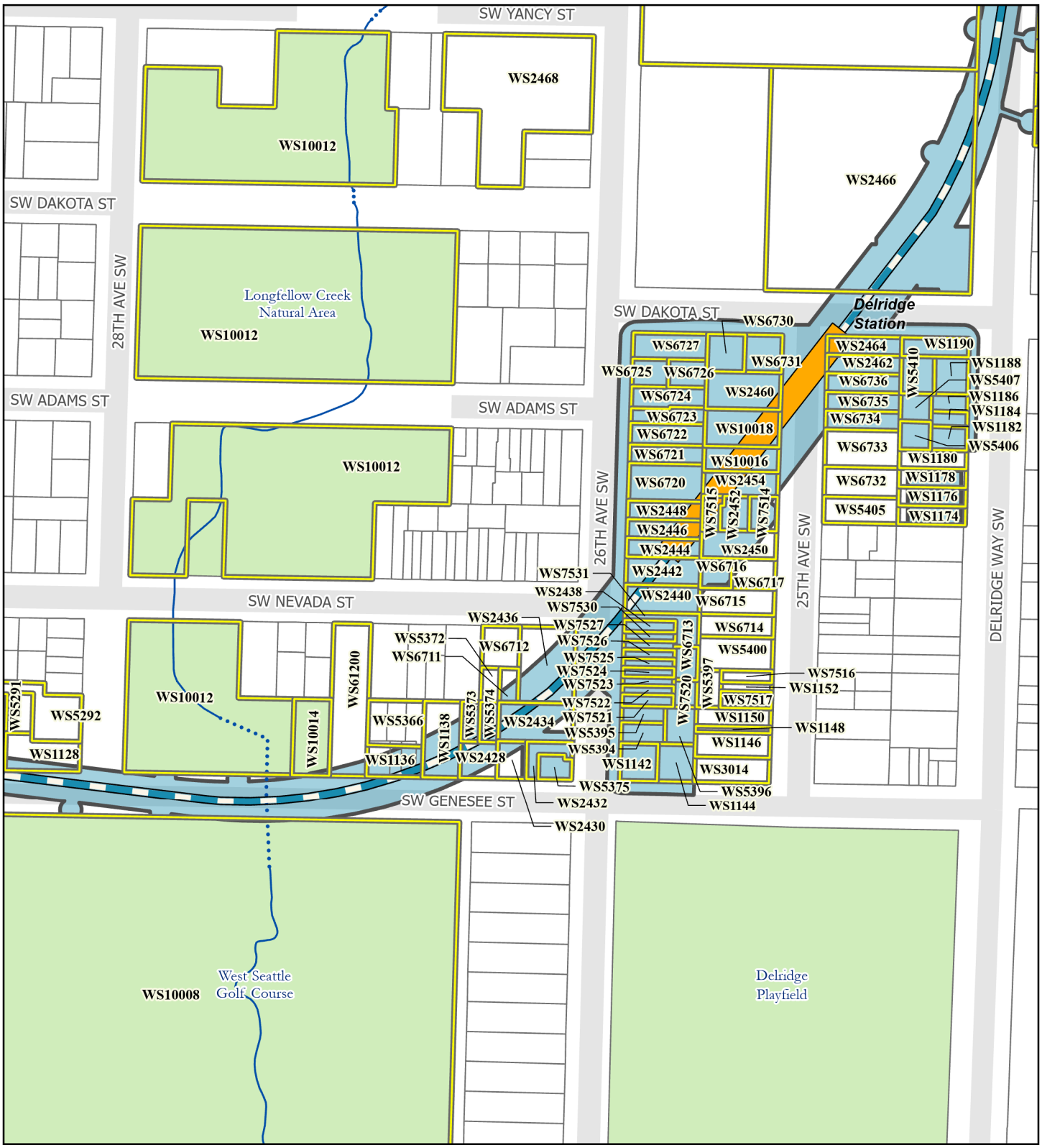
- Segment Line
- Stream
- Piped Stream
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-12a
Option DEL-2b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Stream
- Piped Stream
- Park
- Parcel

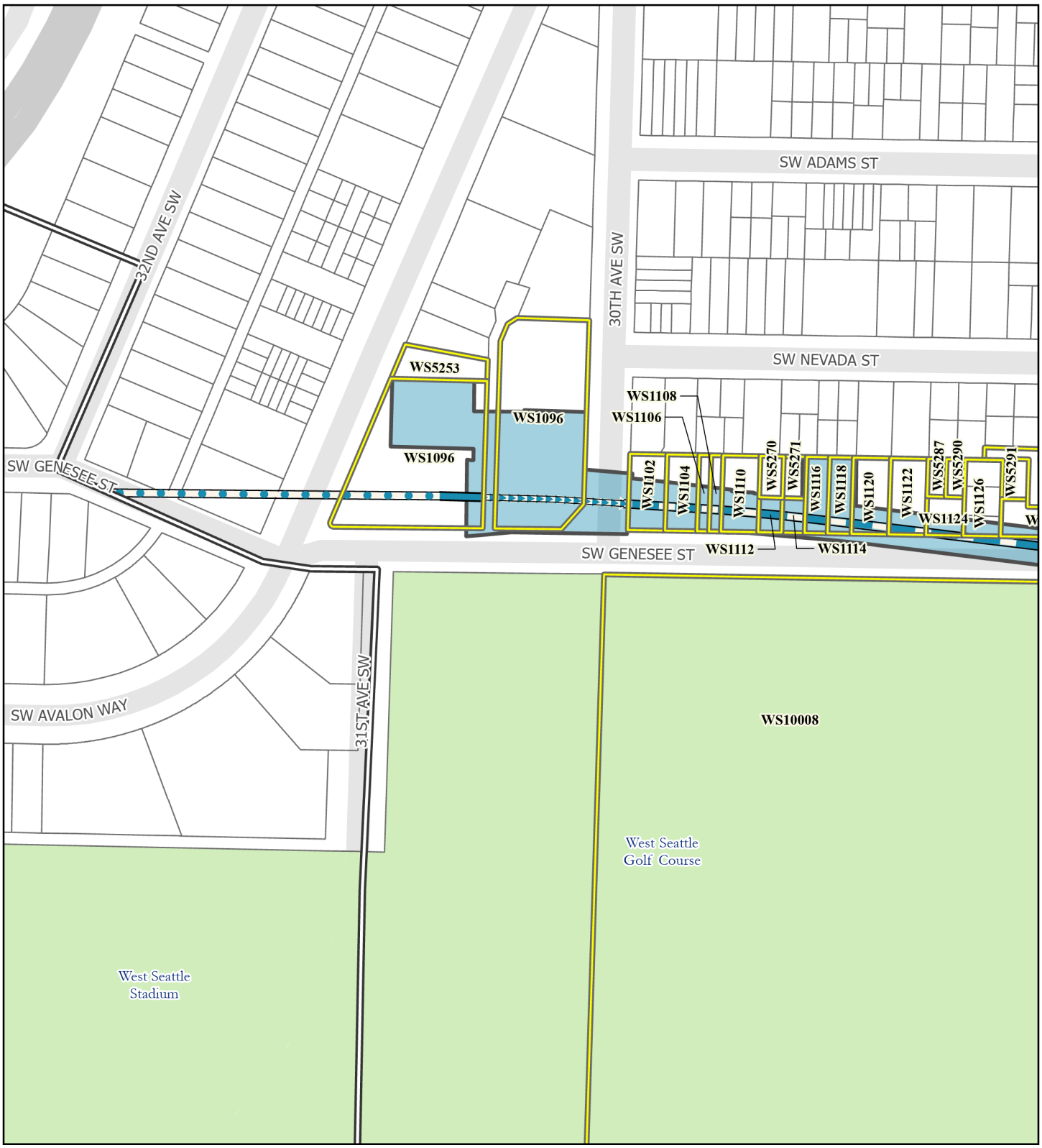
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-12b
Option DEL-2b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

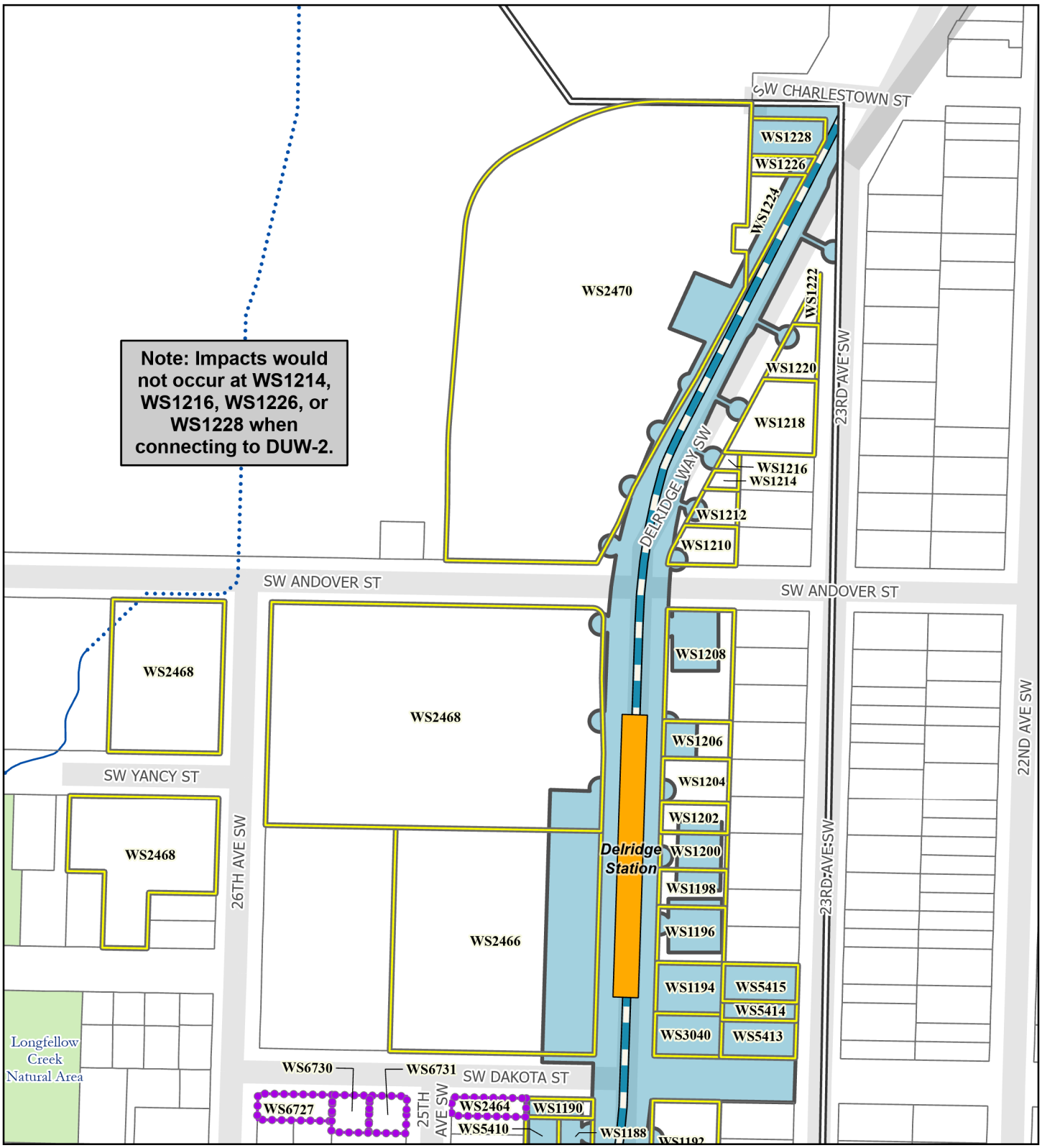
- Segment Line
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-12c
Option DEL-2b
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

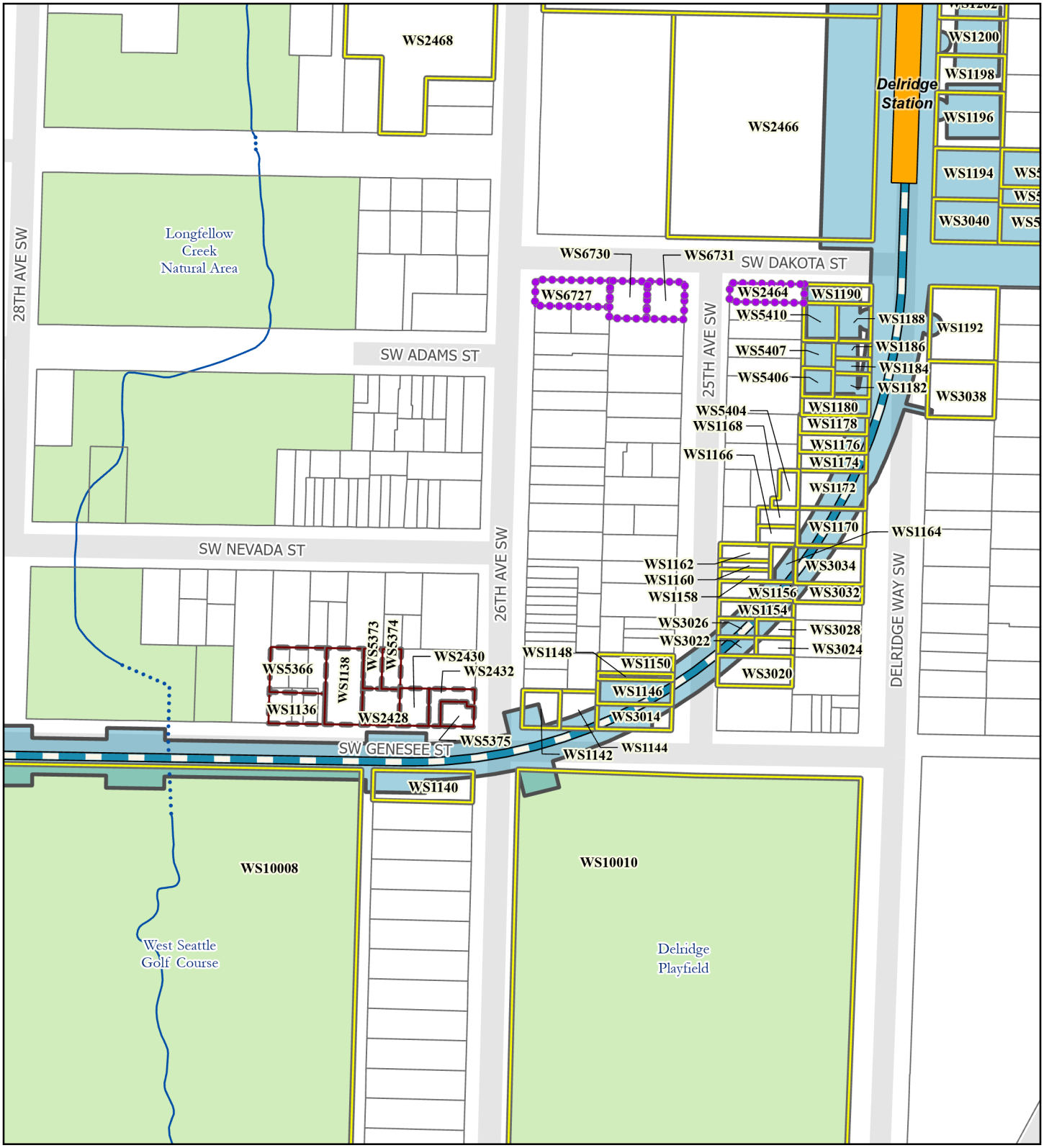
- Affected Parcel
- Additional Parcel Needed for MOS
- Parcel
- Permanent Footprint

FIGURE L4.1-13a
Alternative DEL-3
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

- Affected Parcel
- Affected Parcel Due to Loss of Access During Construction
- Additional Parcel Needed for MOS
- Parcel
- Permanent Footprint

FIGURE L4.1-13b
Alternative DEL-3
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

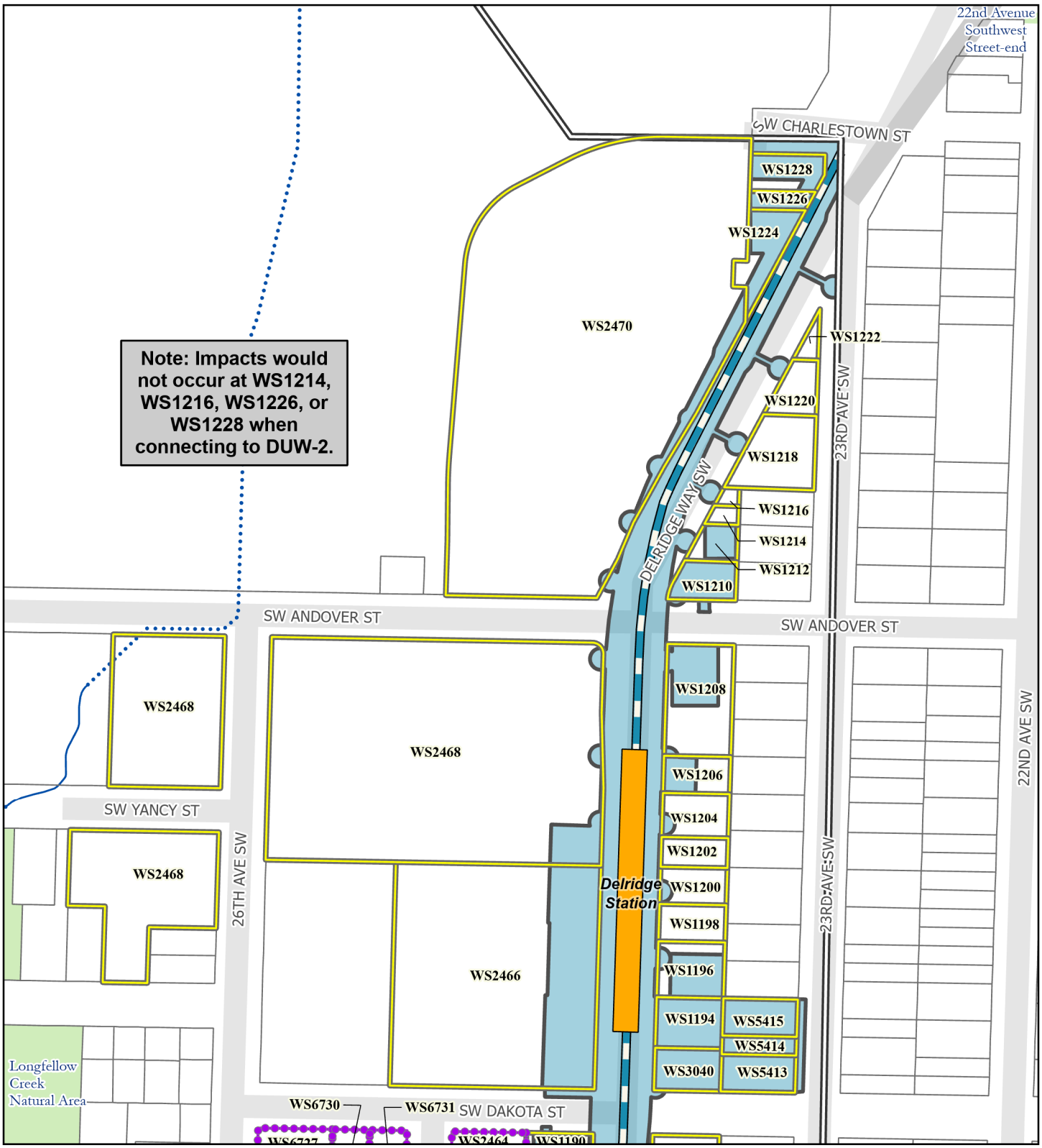
- Affected Parcel
- Affected Parcel Due to Loss of Access During Construction
- Parcel
- Permanent Footprint

FIGURE L4.1-13c
Alternative DEL-3
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

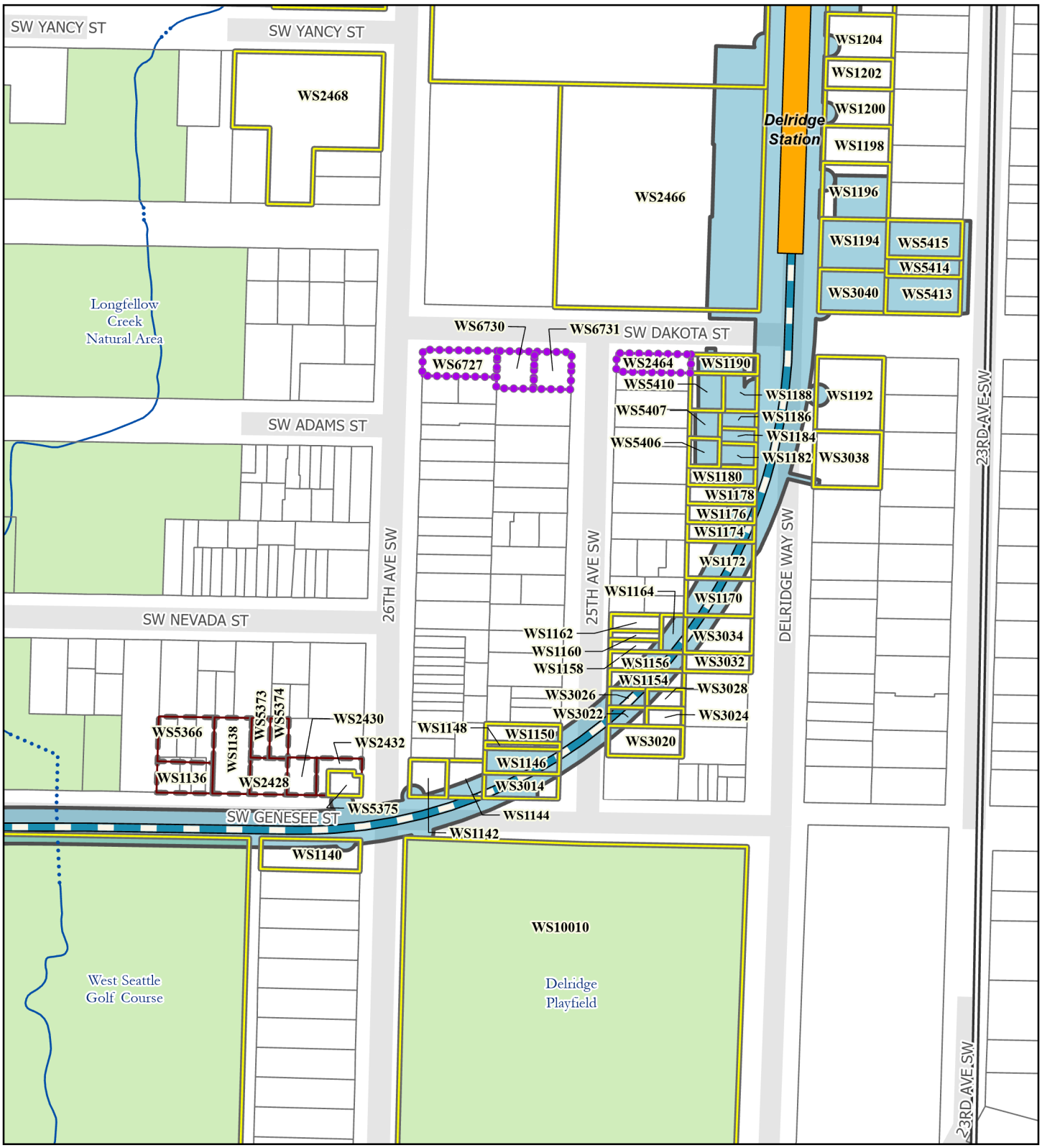
- Affected Parcel
- Additional Parcel Needed for MOS
- Parcel
- Permanent Footprint

FIGURE L4.1-14a
Alternative DEL-4
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Affected Parcel
- Affected Parcel Due to Loss of Access During Construction
- Additional Parcel Needed for MOS
- Parcel
- Permanent Footprint

FIGURE L4.1-14b
Alternative DEL-4
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

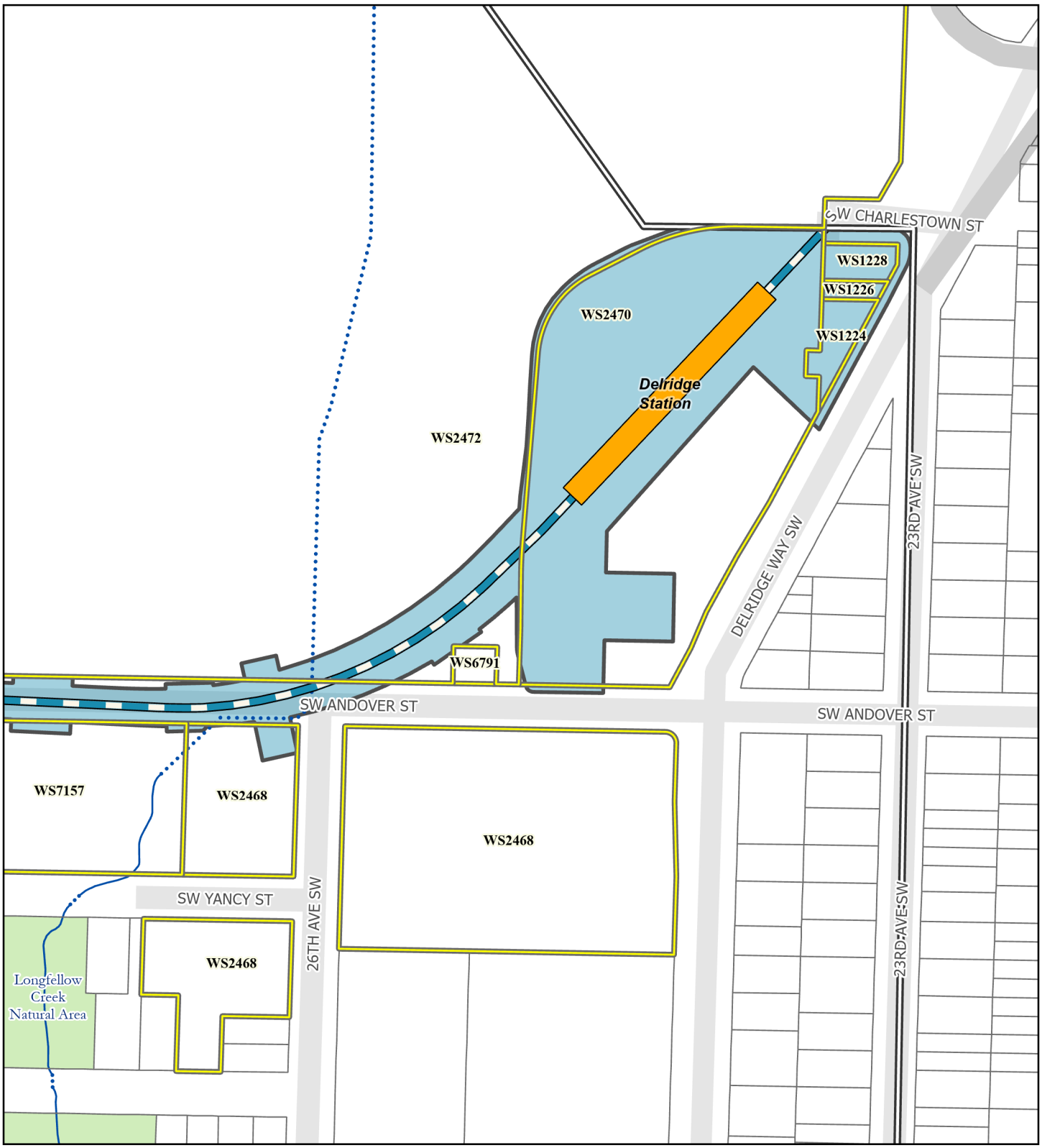
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-14c
Alternative DEL-4
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

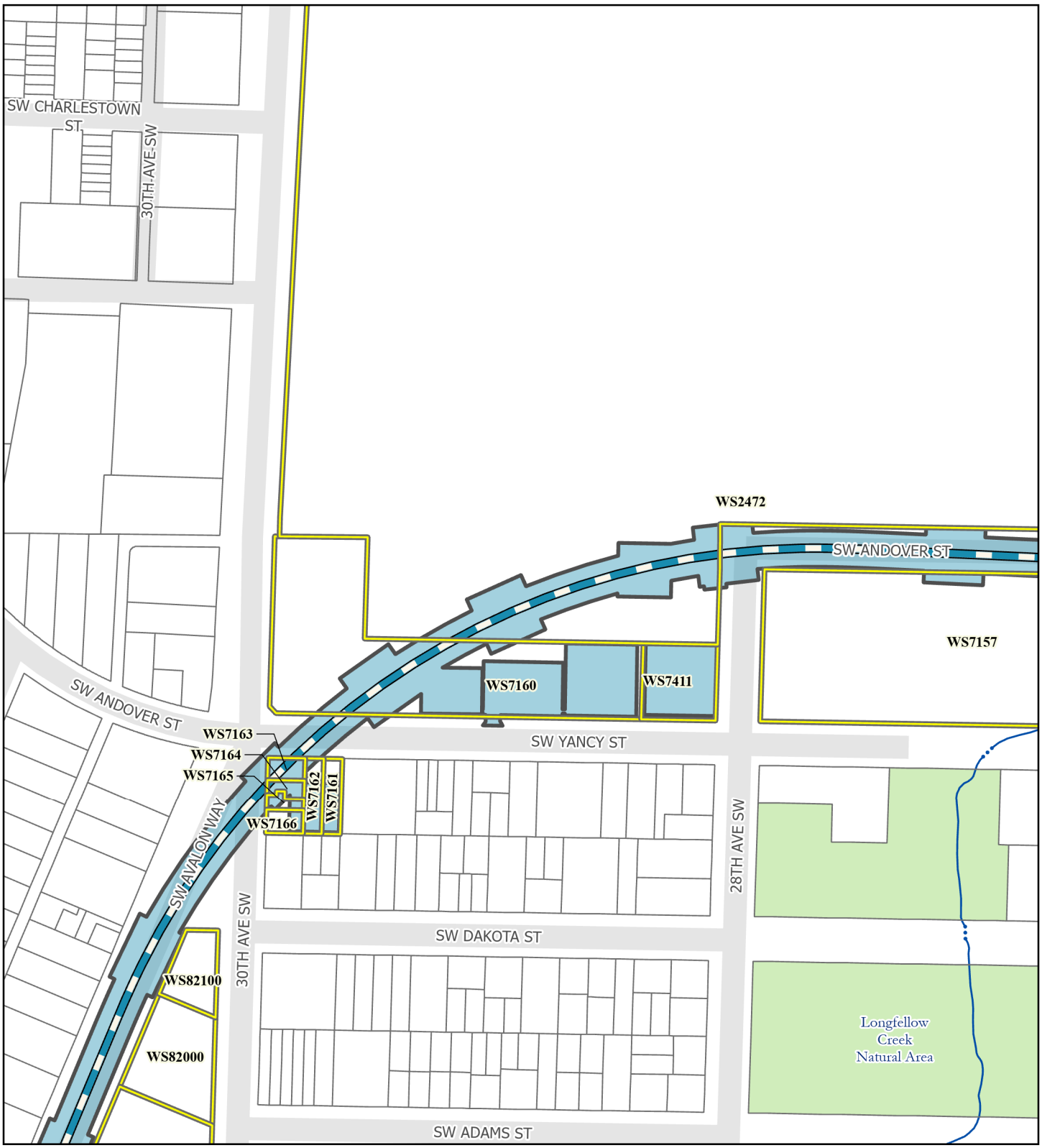
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-15a
Alternative DEL-5
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

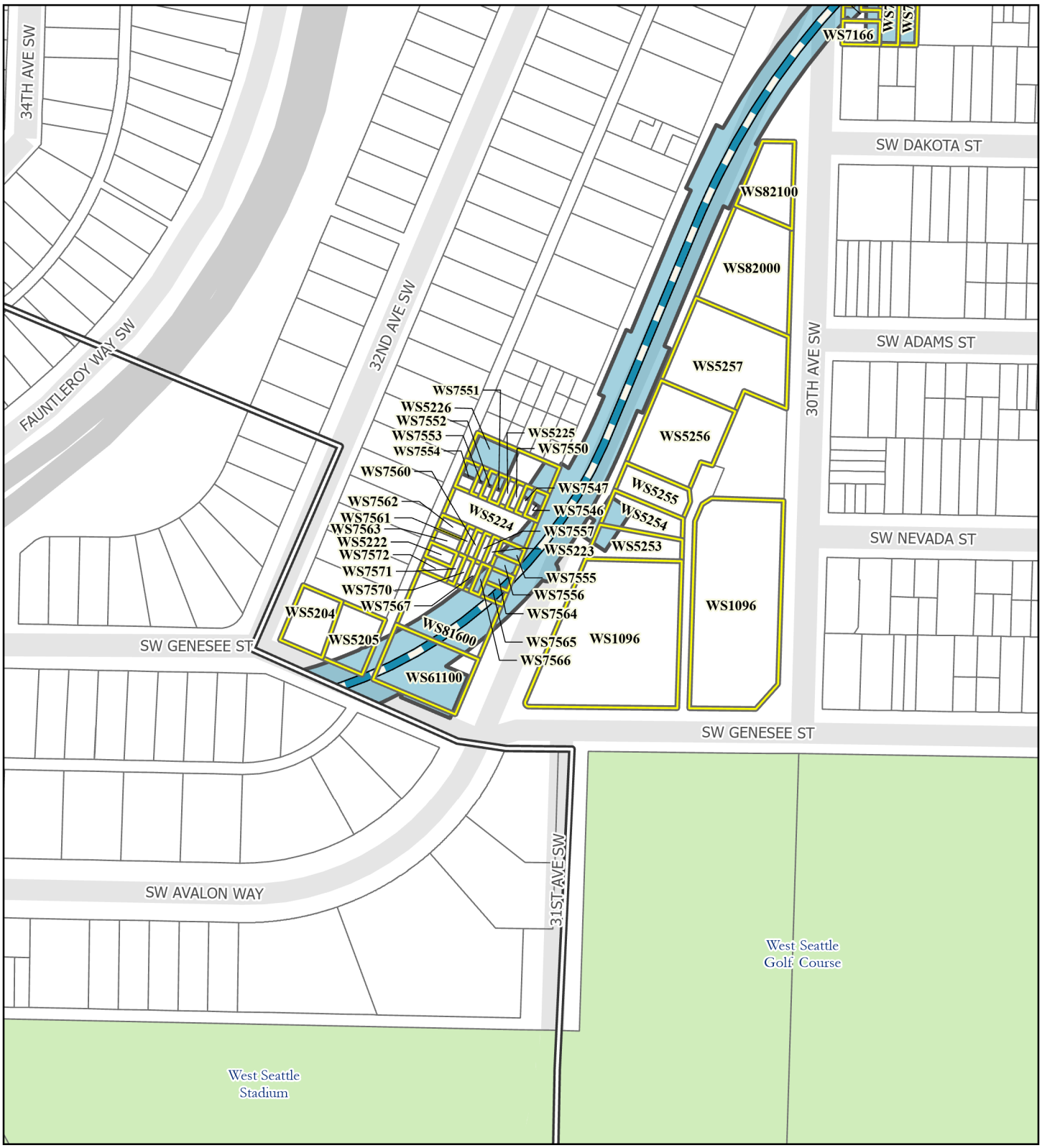
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-15b
Alternative DEL-5
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

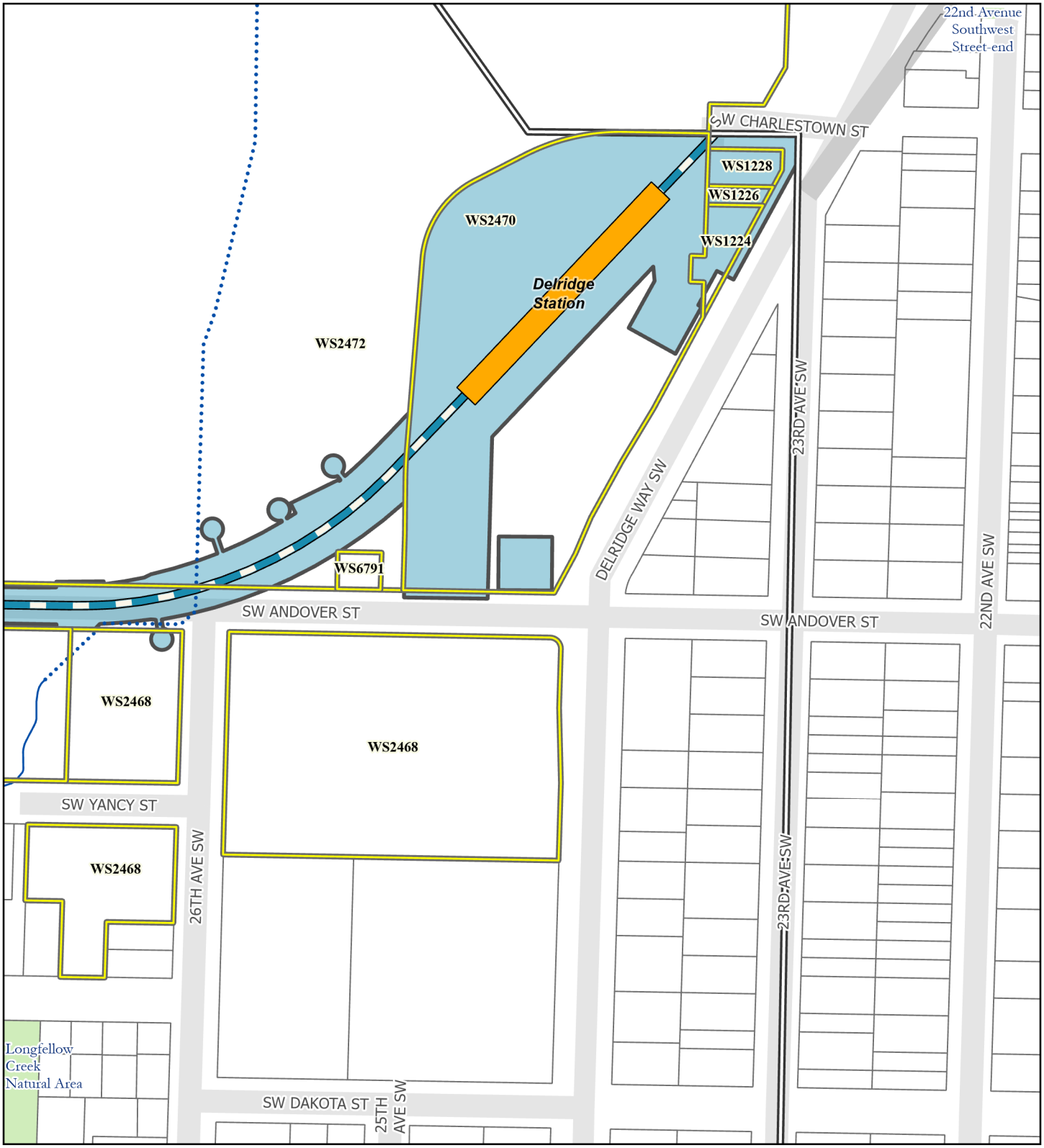
- Segment Line
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-15c
Alternative DEL-5
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

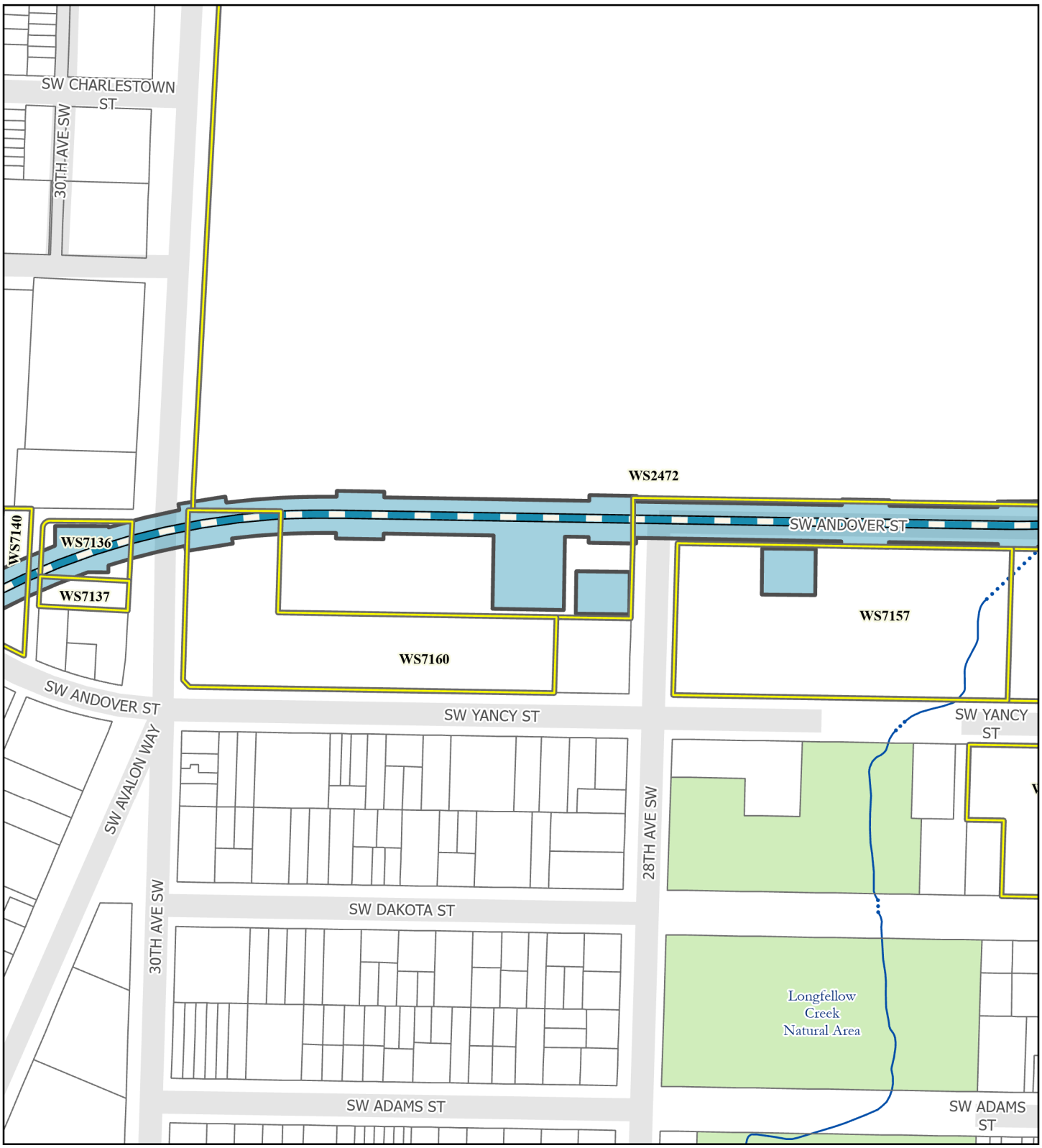
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-16a
Alternative DEL-6a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-16b
Alternative DEL-6a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

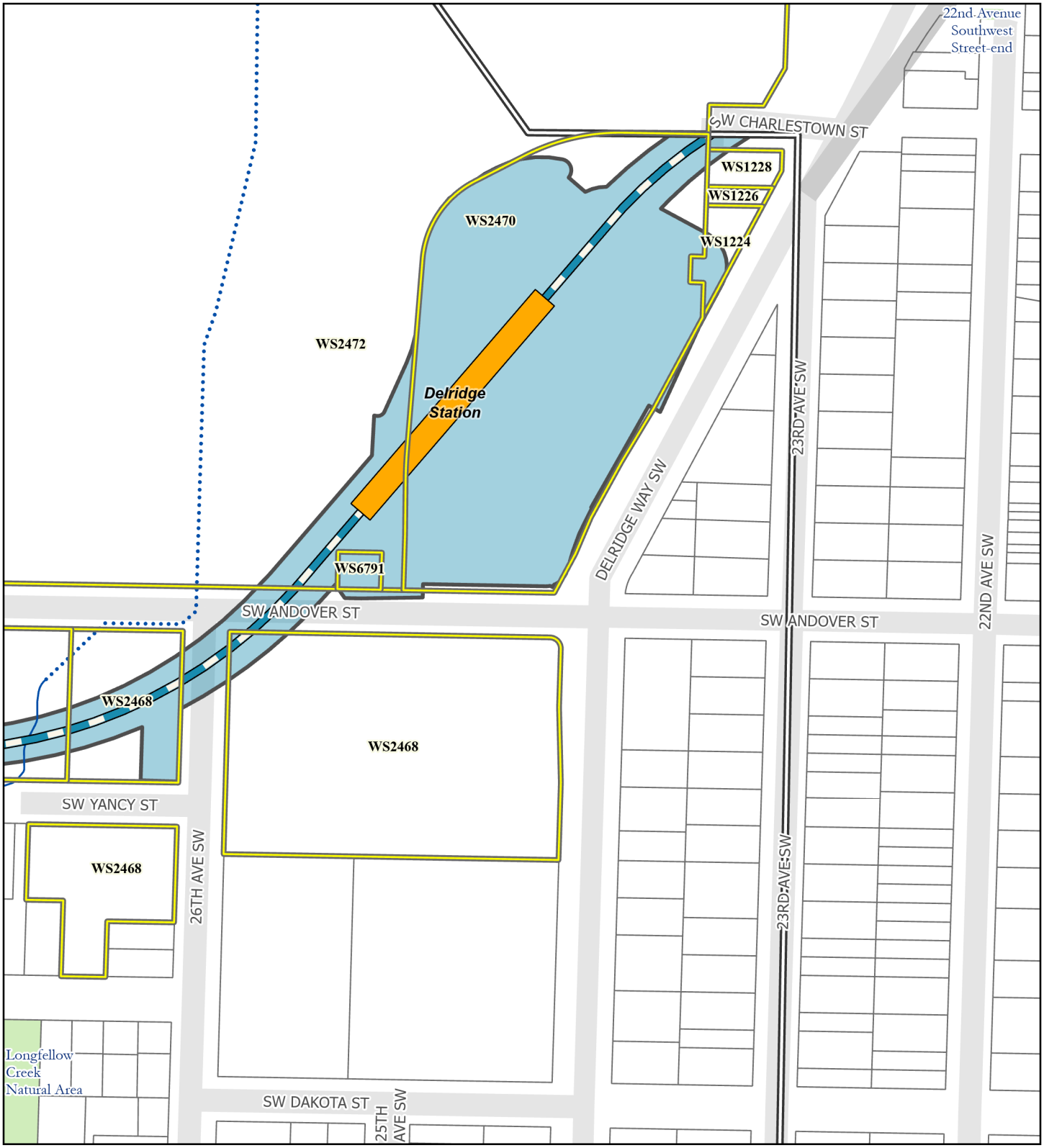
- Segment Line
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-16c
Alternative DEL-6a
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

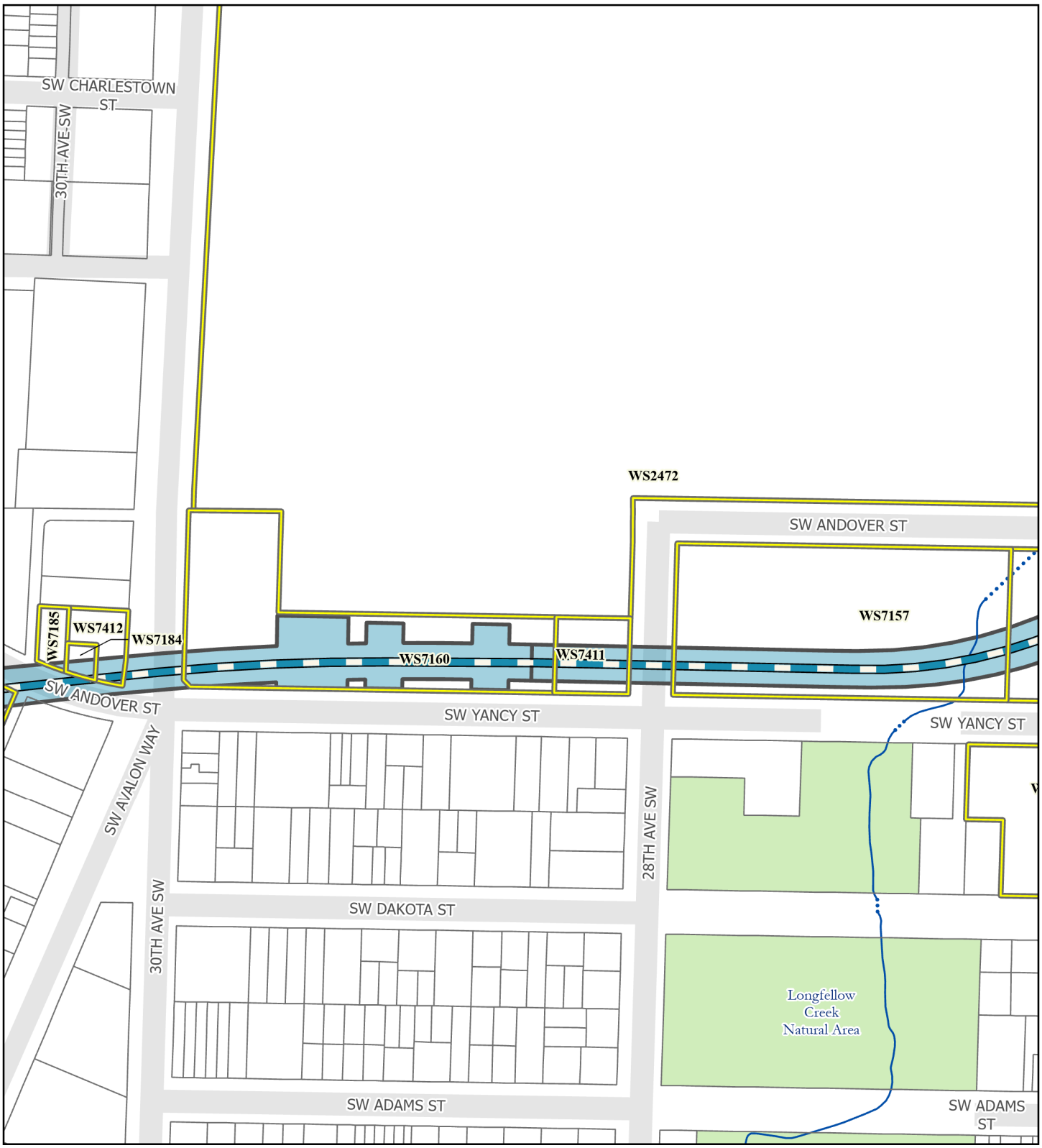
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-17a
Alternative DEL-7
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-17b
Alternative DEL-7
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel

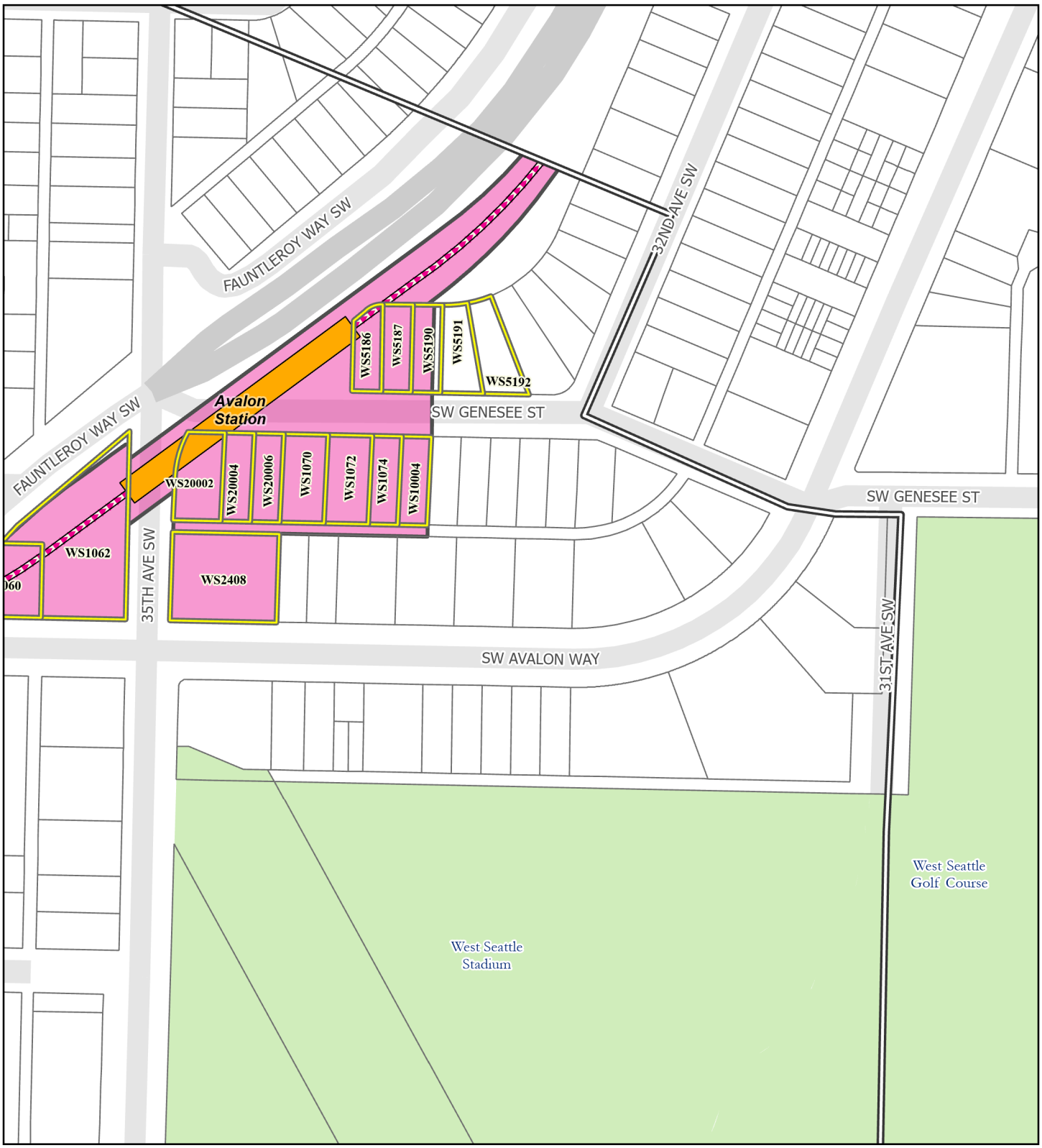
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-17c
Alternative DEL-7
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

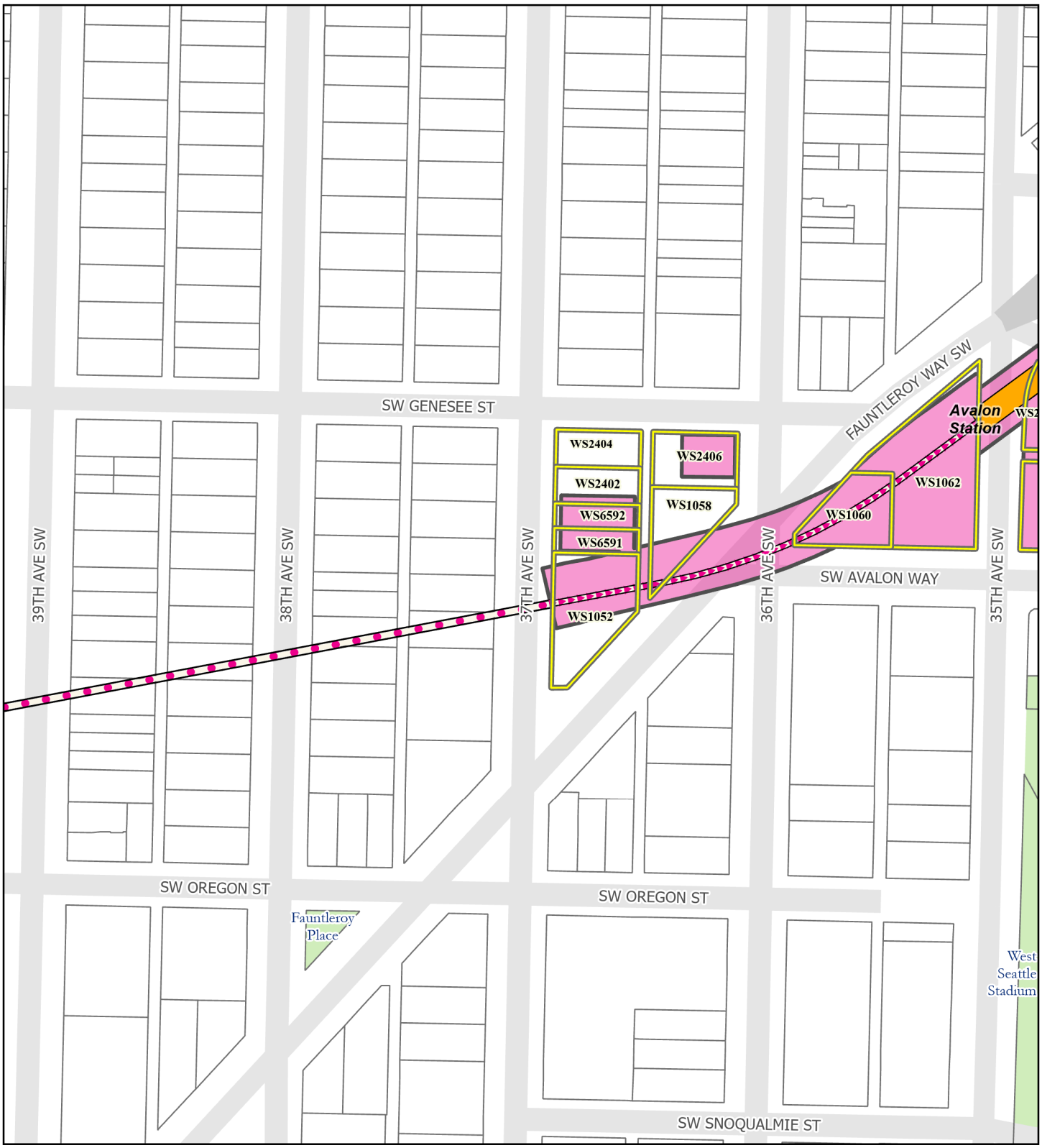
- Segment Line
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-18a
Alternative WSJ-5b
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-18b

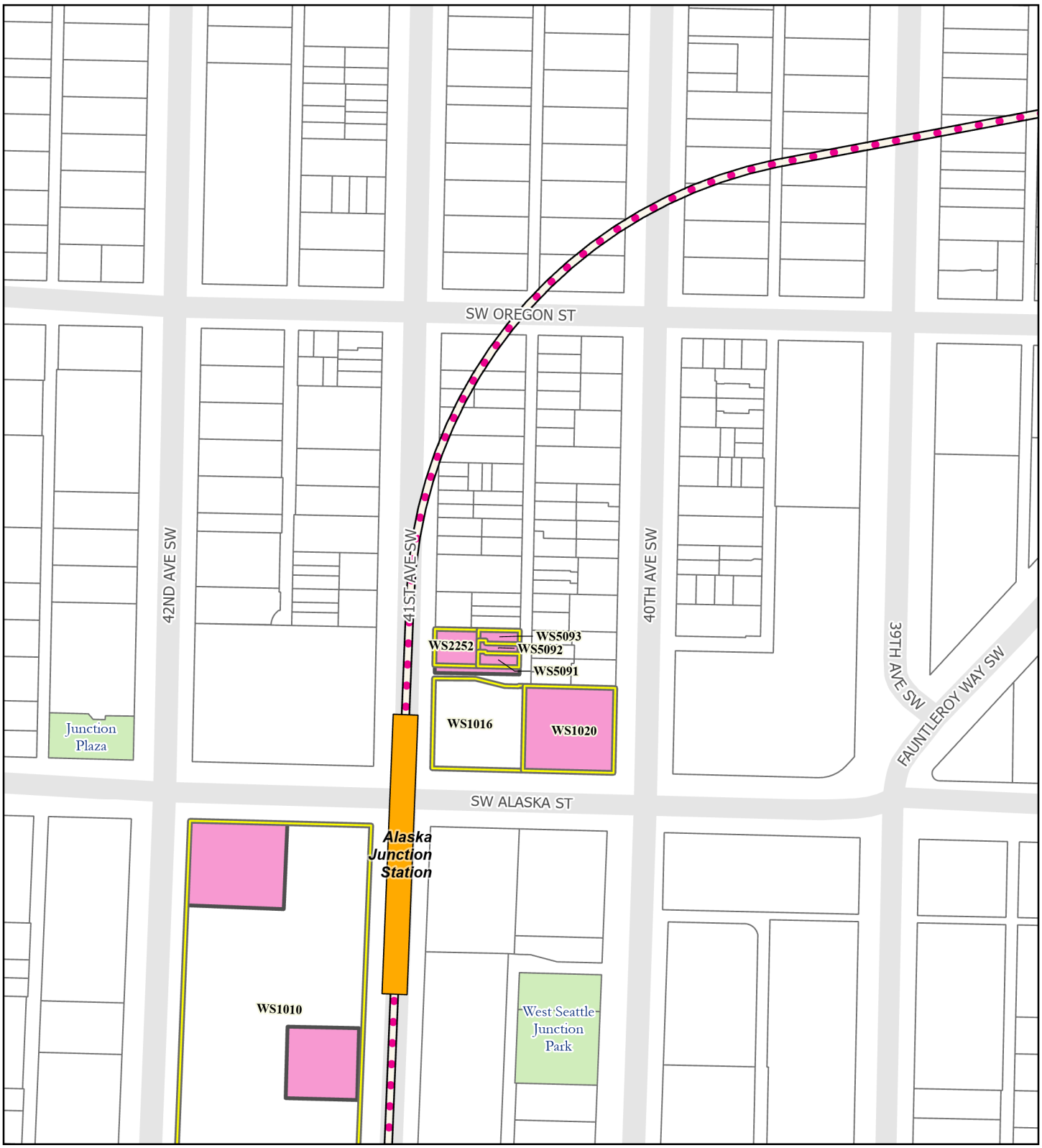
Alternative WSJ-5b

West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-18c
Alternative WSJ-5b
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

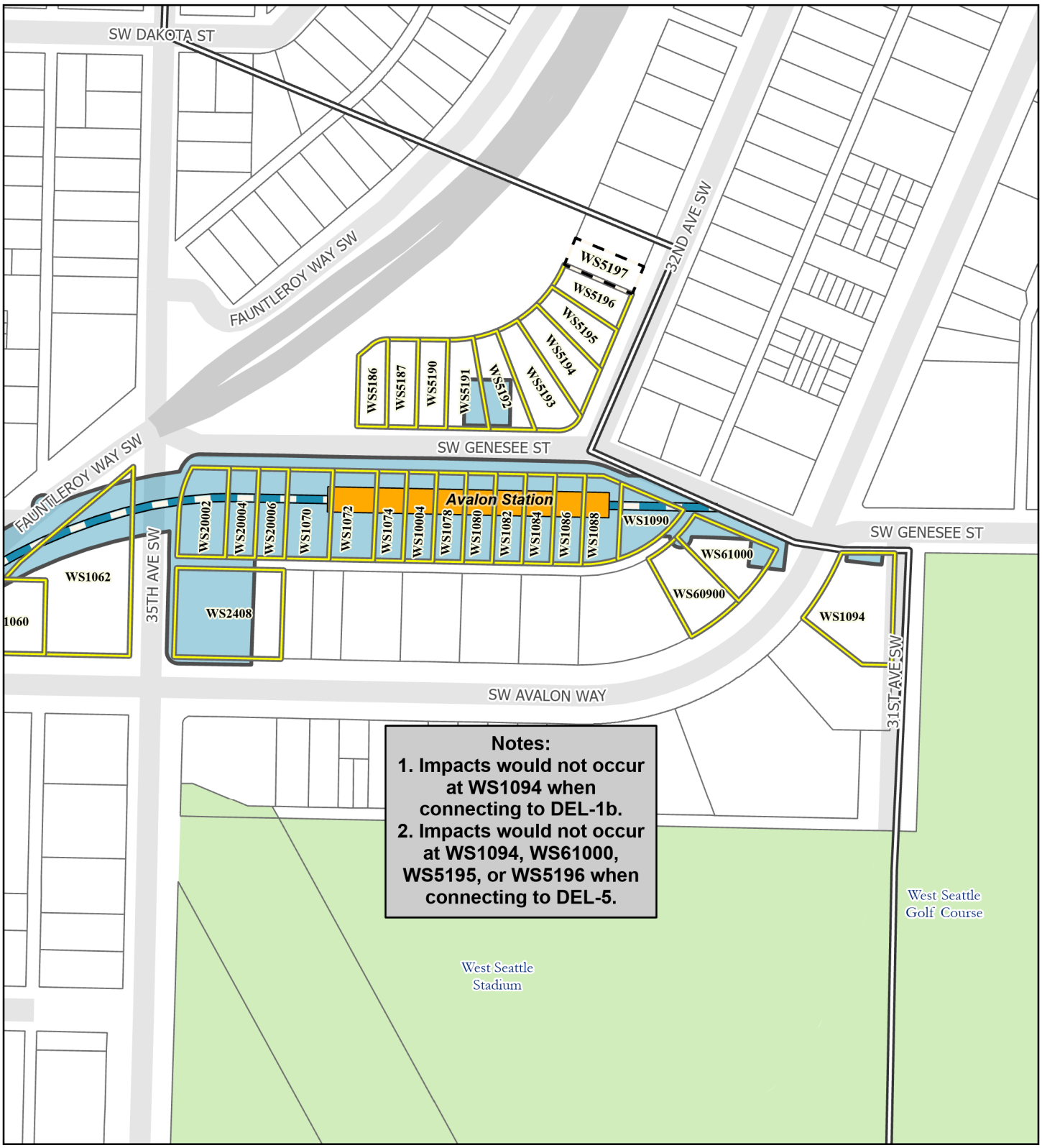
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-18d
Alternative WSJ-5b
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

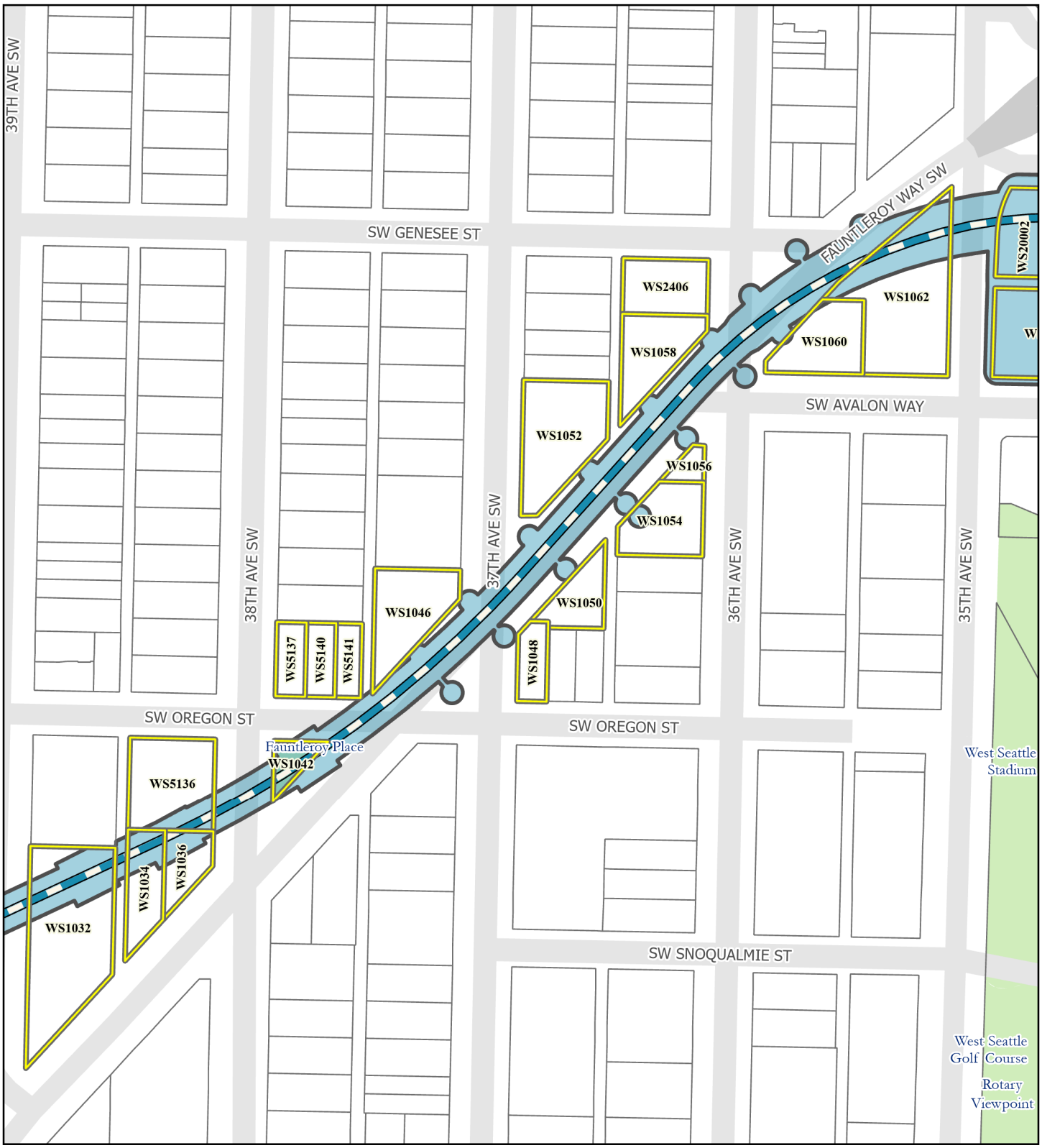
- Affected Parcel
- Additional Parcel needed when connecting to DEL-1b
- Parcel
- Permanent Footprint

FIGURE L4.1-19a
Alternative WSJ-1
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

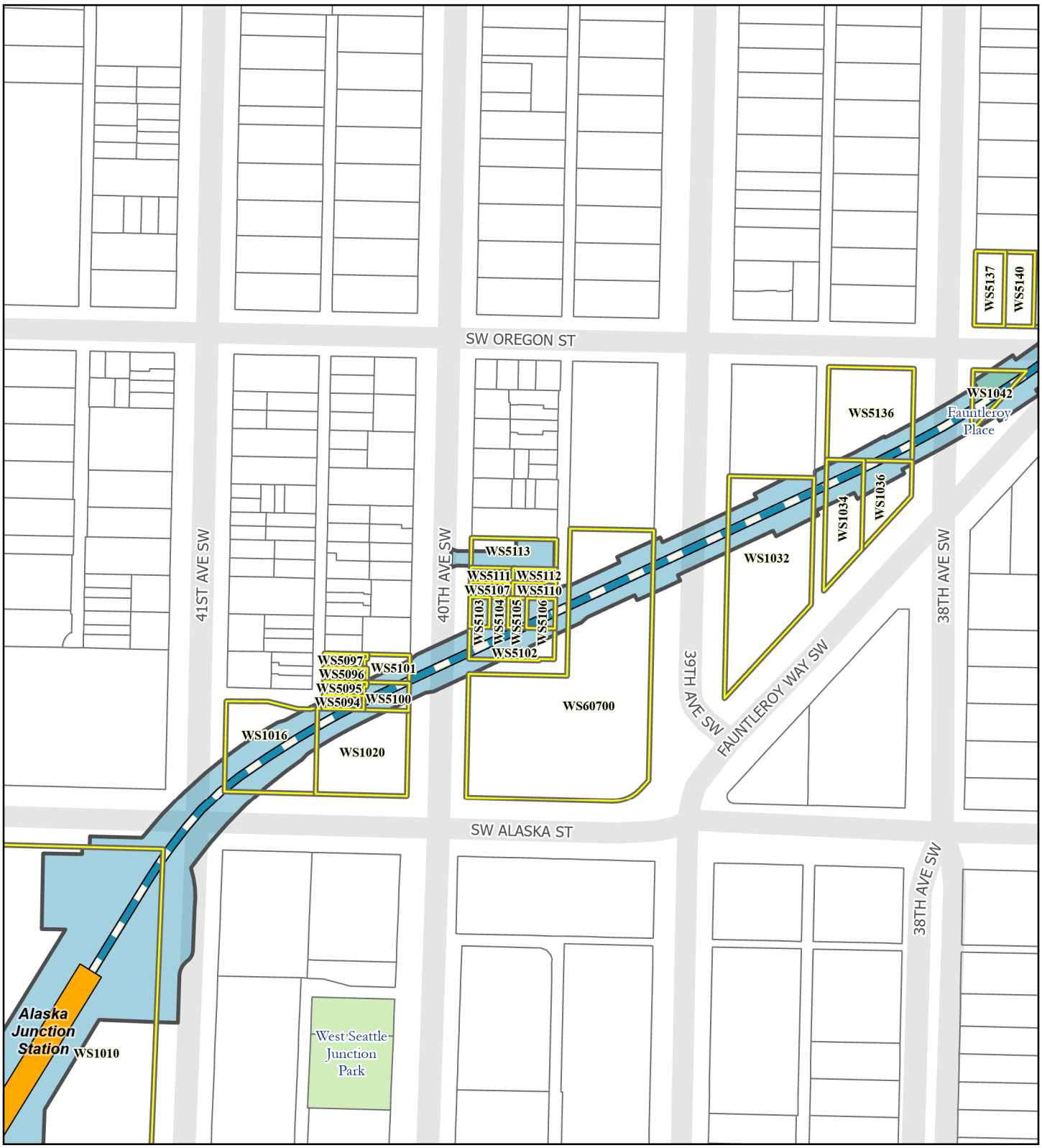
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-19b
Alternative WSJ-1
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

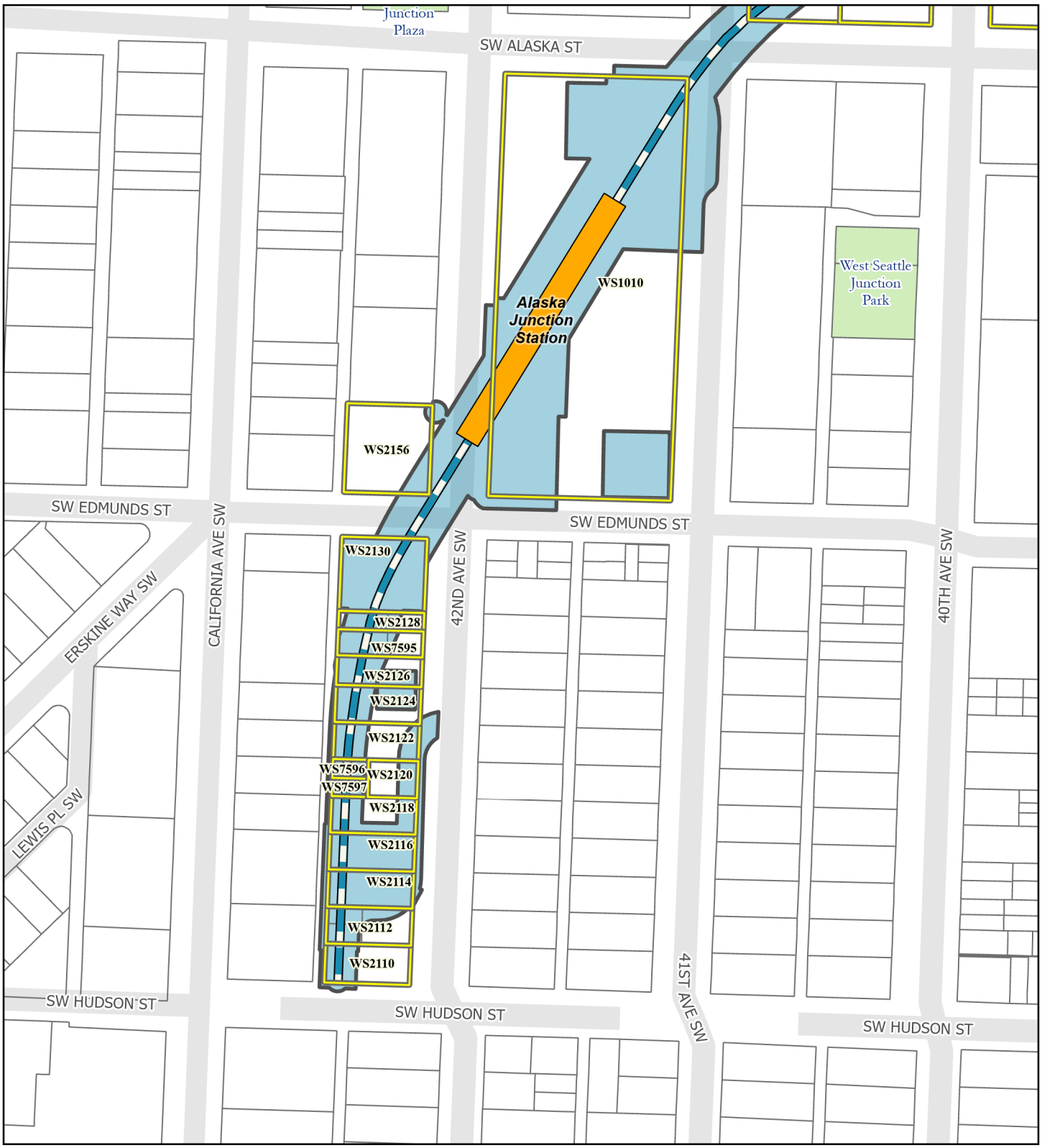
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-19c
Alternative WSJ-1
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

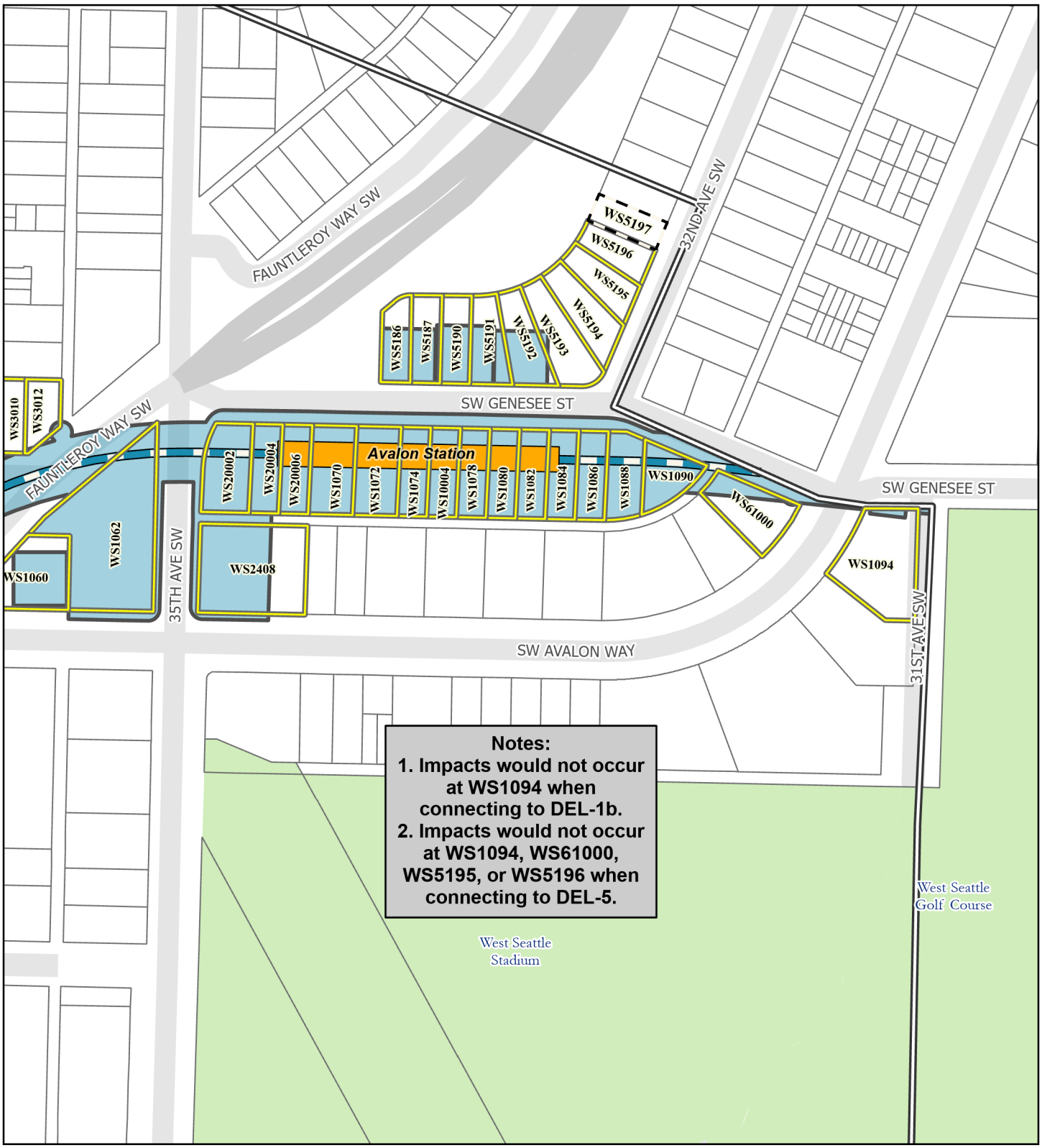
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-19d
Alternative WSJ-1
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

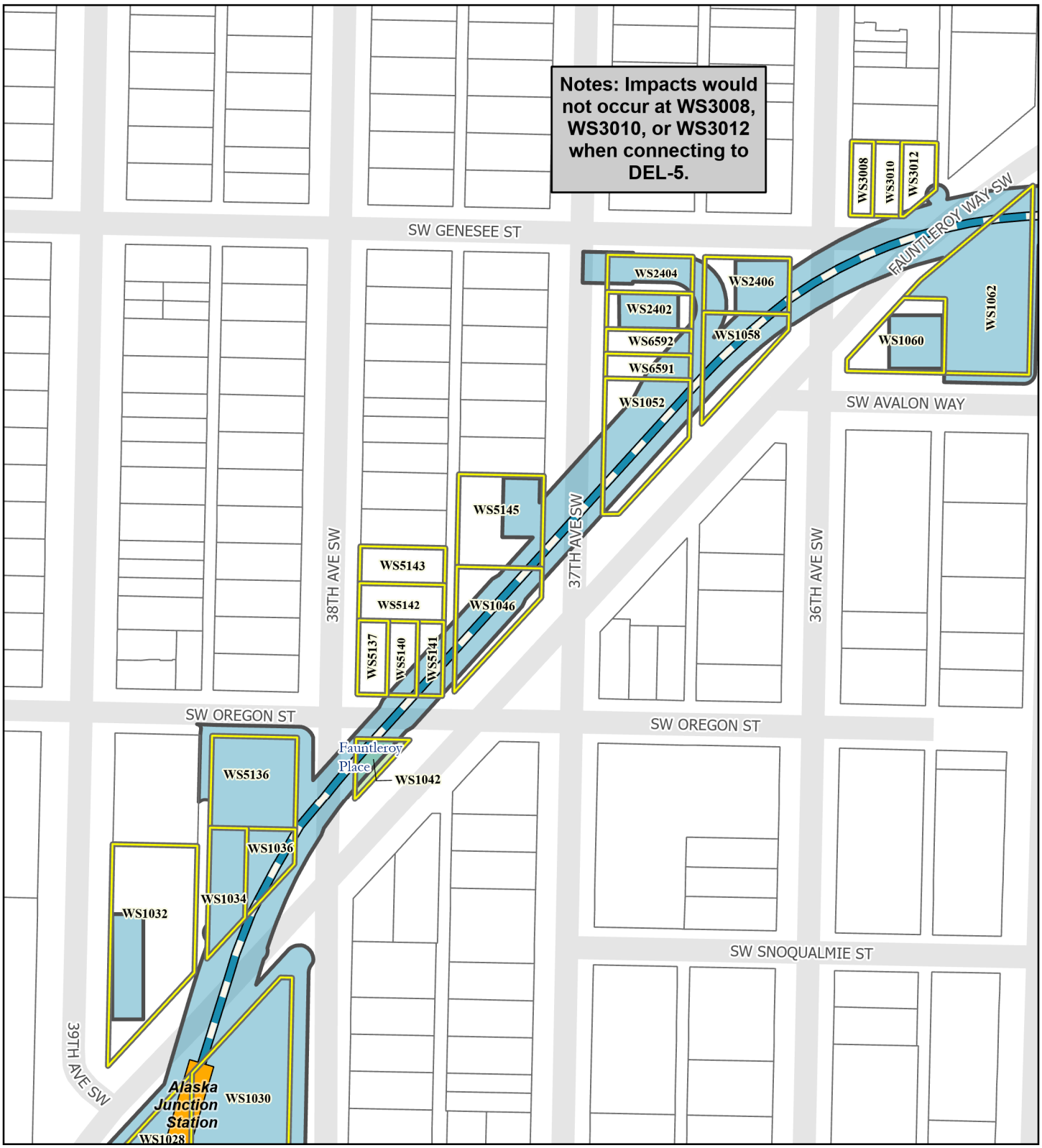
- Affected Parcel
- Additional Parcel needed when connecting to DEL-1b
- Parcel
- Permanent Footprint

FIGURE L4.1-20a
Alternative WSJ-2
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-20b
Alternative WSJ-2
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-20c

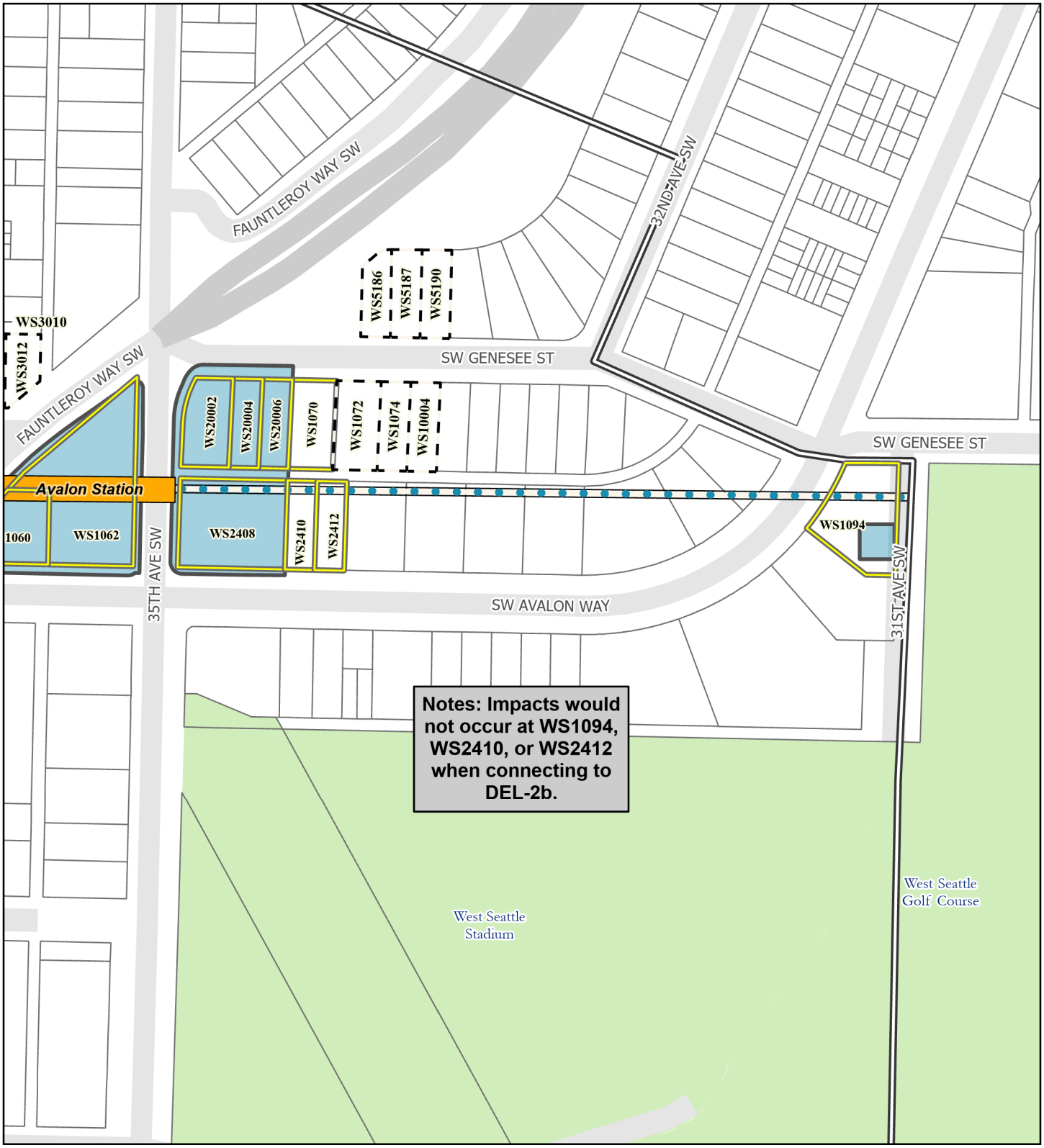
Alternative WSJ-2

West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

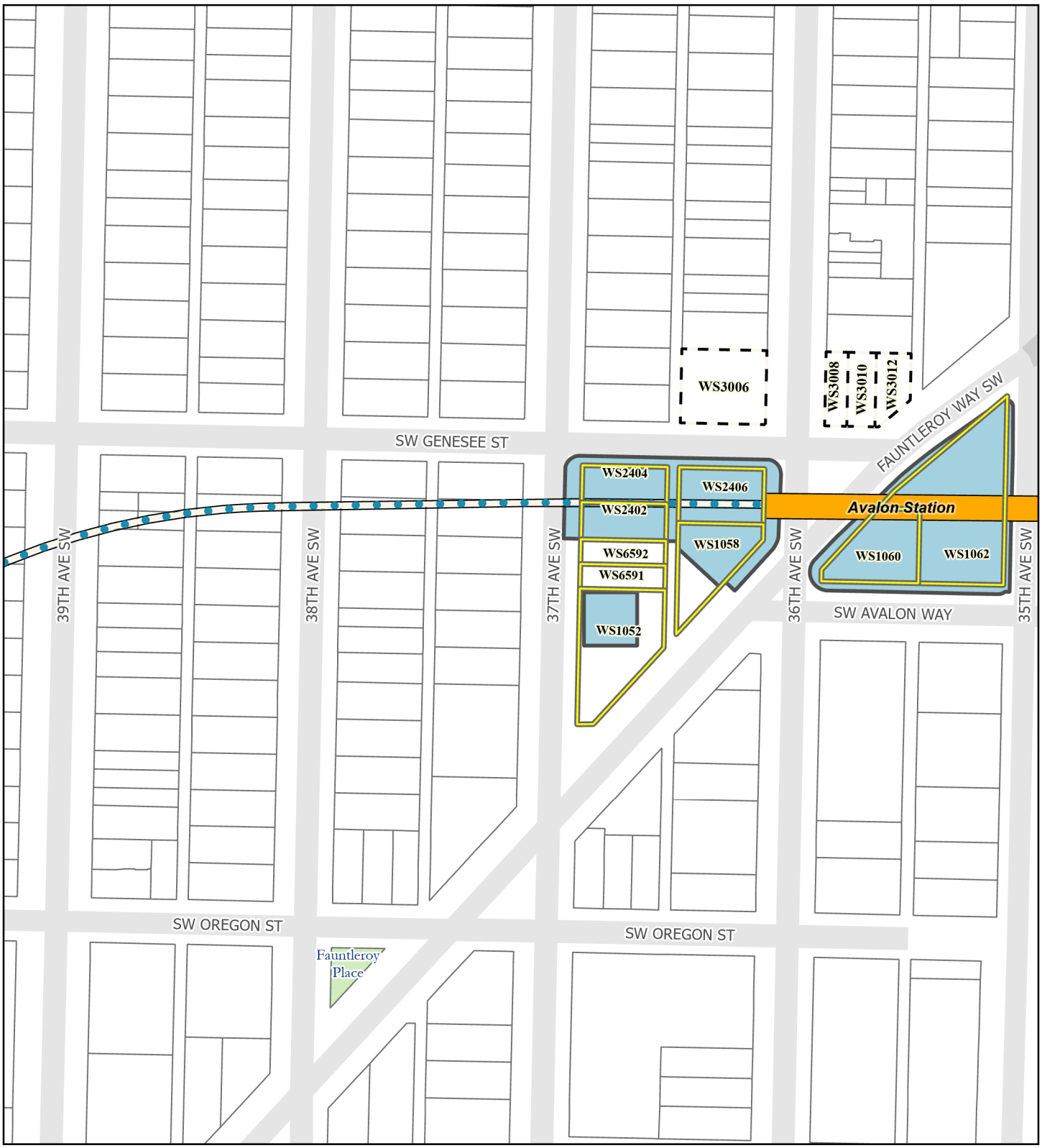
- Segment Line
- Park
- Parcel
- Affected Parcel
- Additional Parcel needed when connecting to DEL-2b
- Parcel
- Permanent Footprint

FIGURE L4.1-21a
Alternative WSJ-3a
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Park
- Parcel

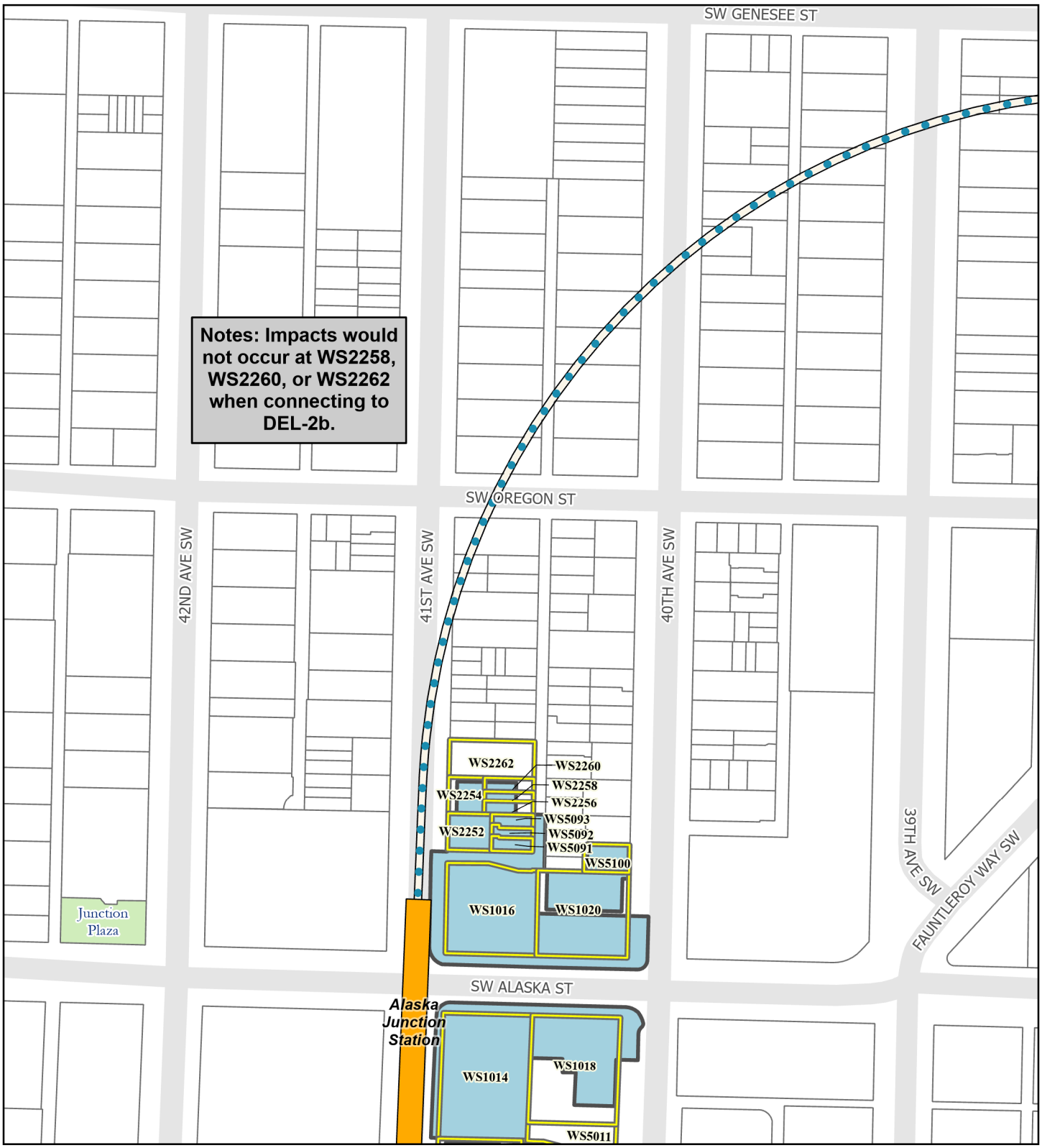
- Affected Parcel
- Additional Parcel needed when connecting to DEL-2b
- Parcel
- Permanent Footprint

FIGURE L4.1-21b
Alternative WSJ-3a
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-21c
Alternative WSJ-3a
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

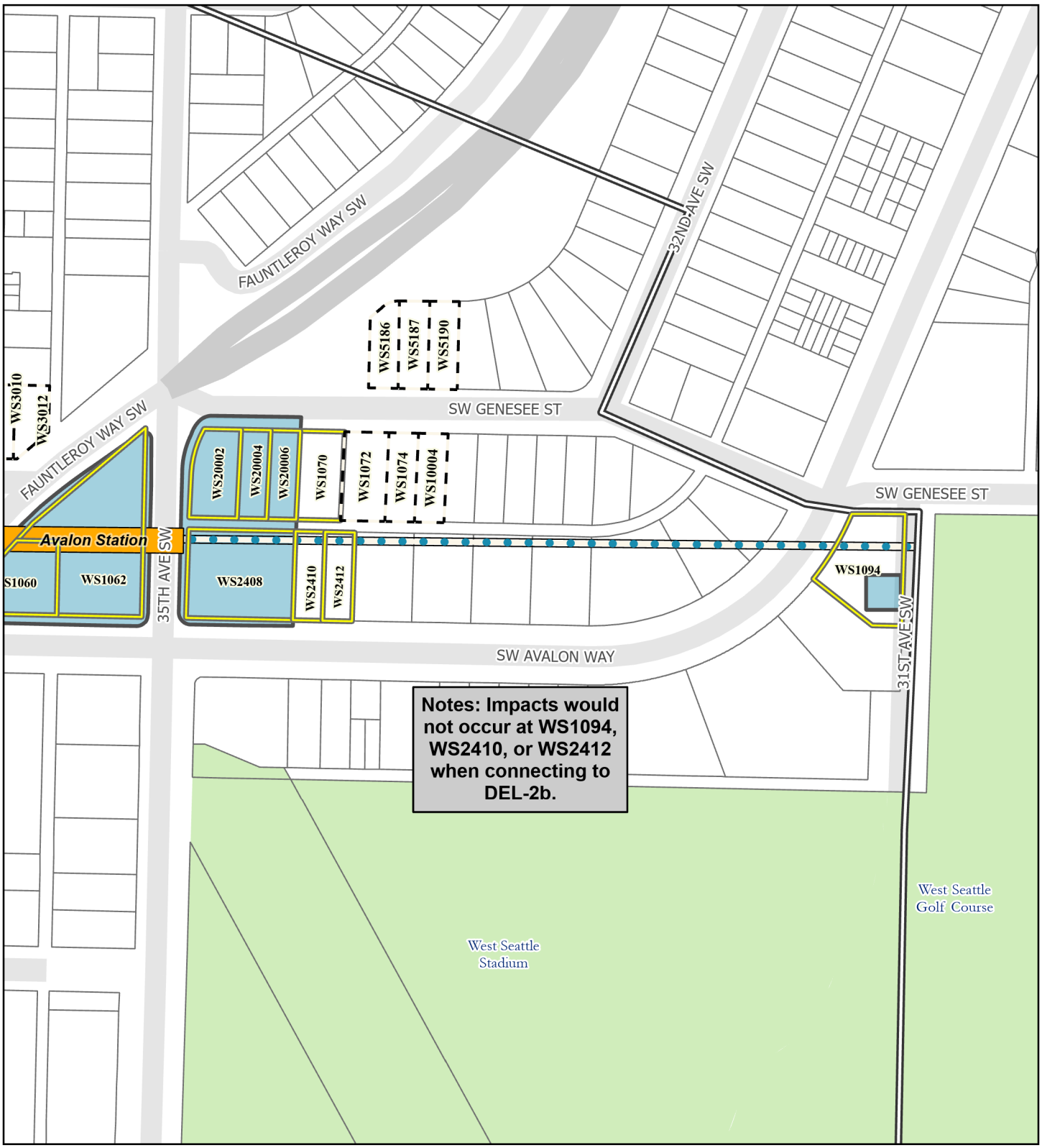
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-21d
Alternative WSJ-3a
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

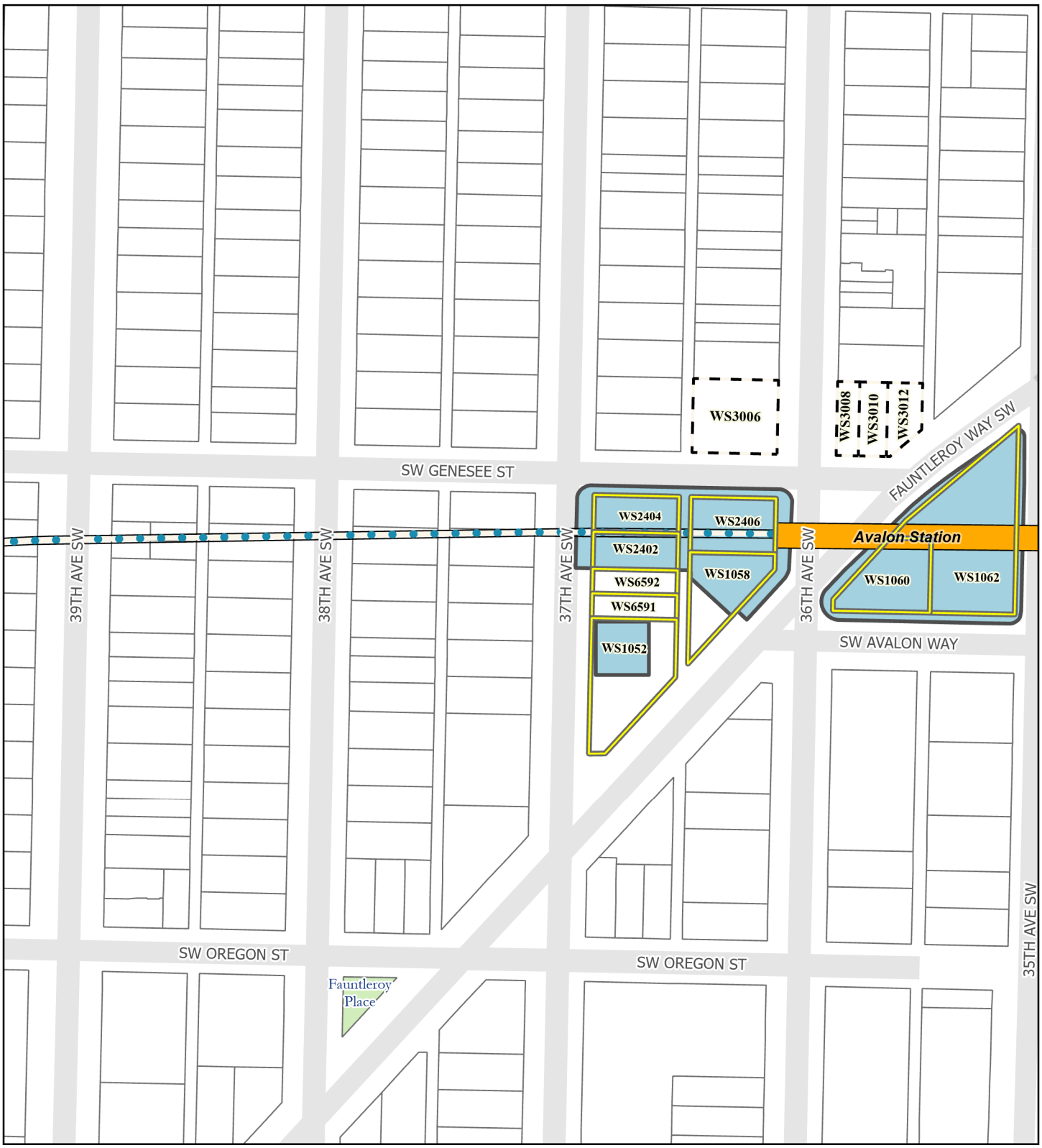
- Affected Parcel
- Additional Parcel needed when connecting to DEL-2b
- Parcel
- Permanent Footprint

FIGURE L4.1-22a
Option WSJ-3b
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Park
- Parcel

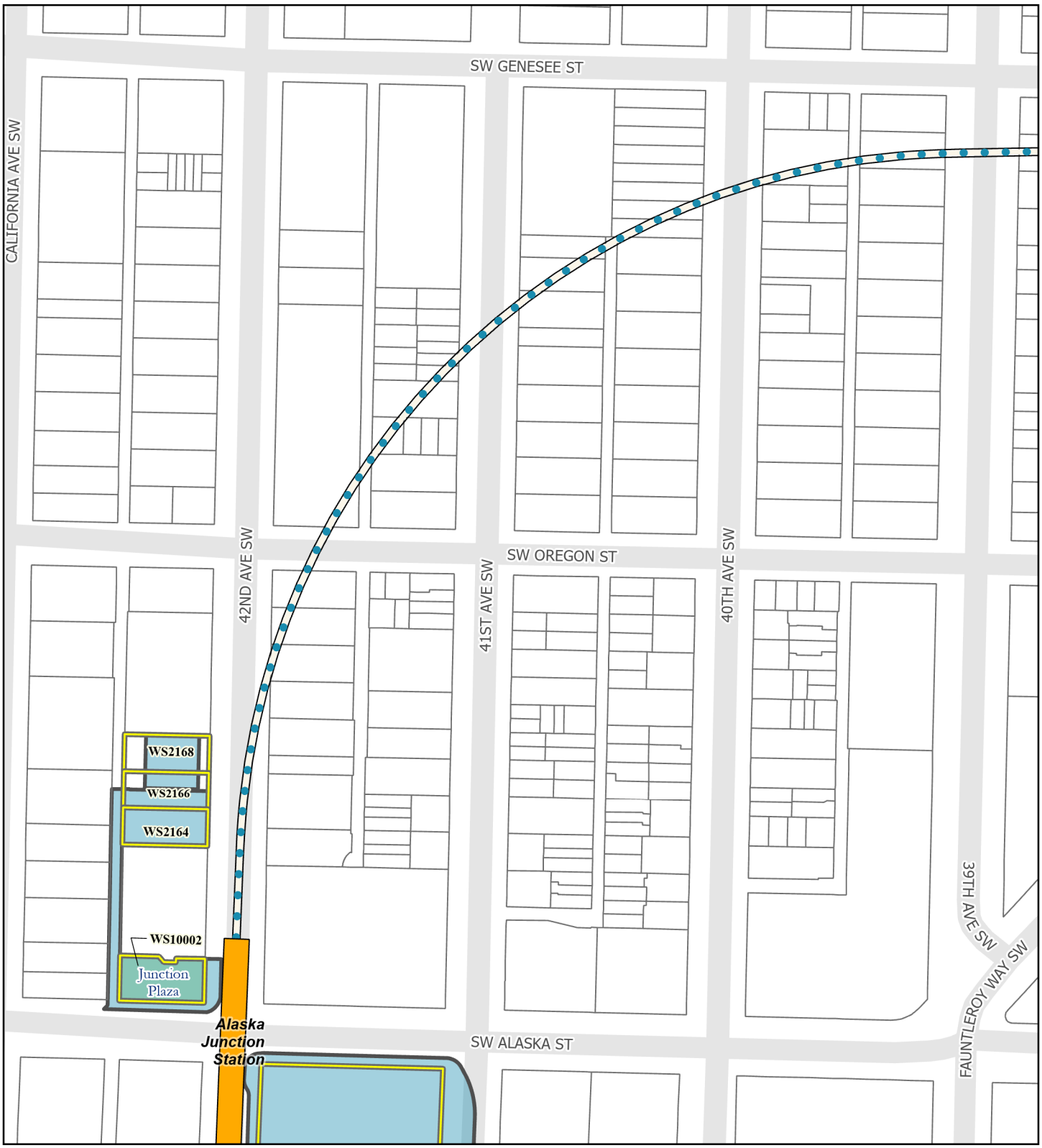
- Affected Parcel
- Additional Parcel needed when connecting to DEL-2b
- Parcel
- Permanent Footprint

FIGURE L4.1-22b
Option WSJ-3b
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

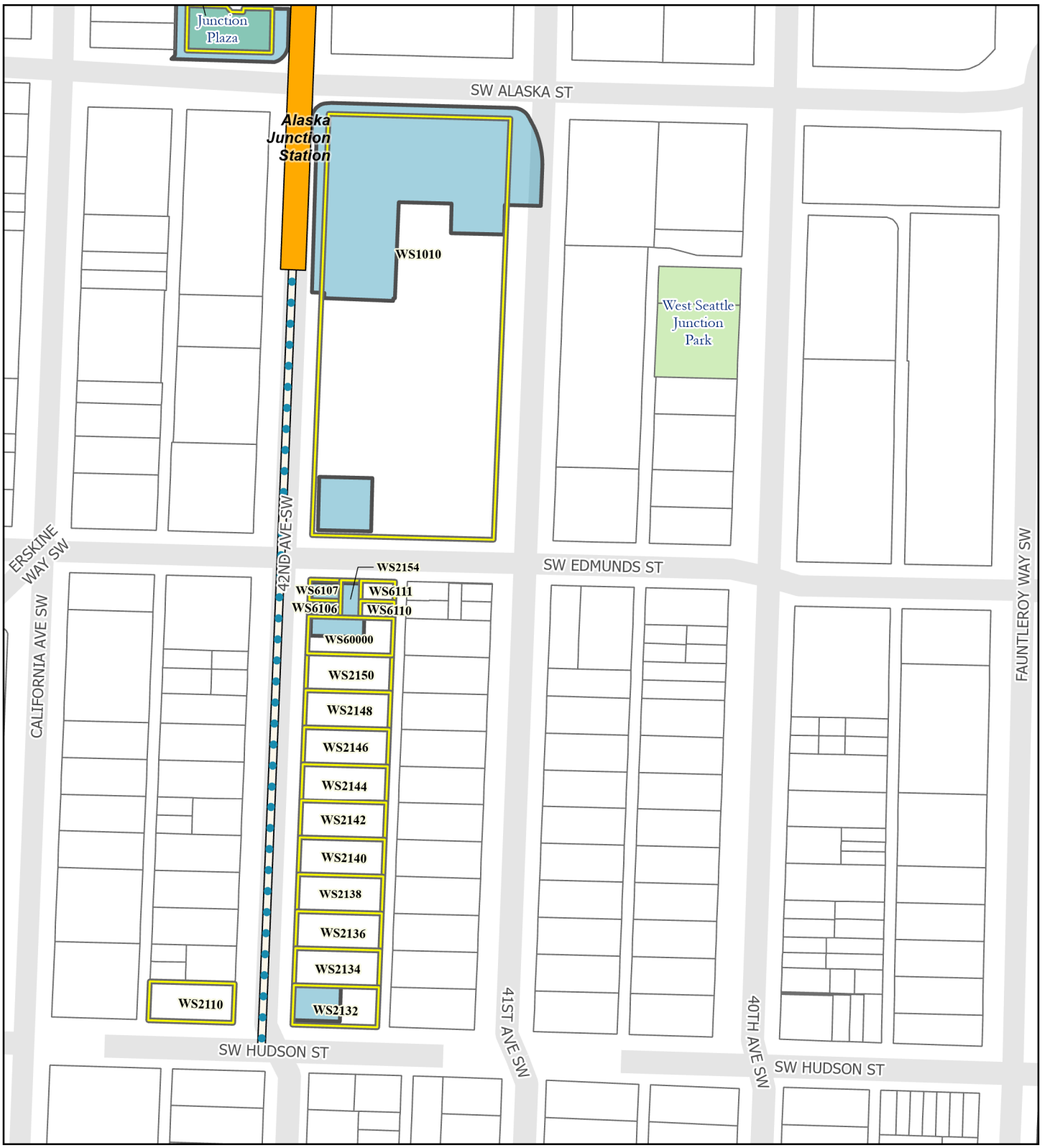
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-22c
Option WSJ-3b
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

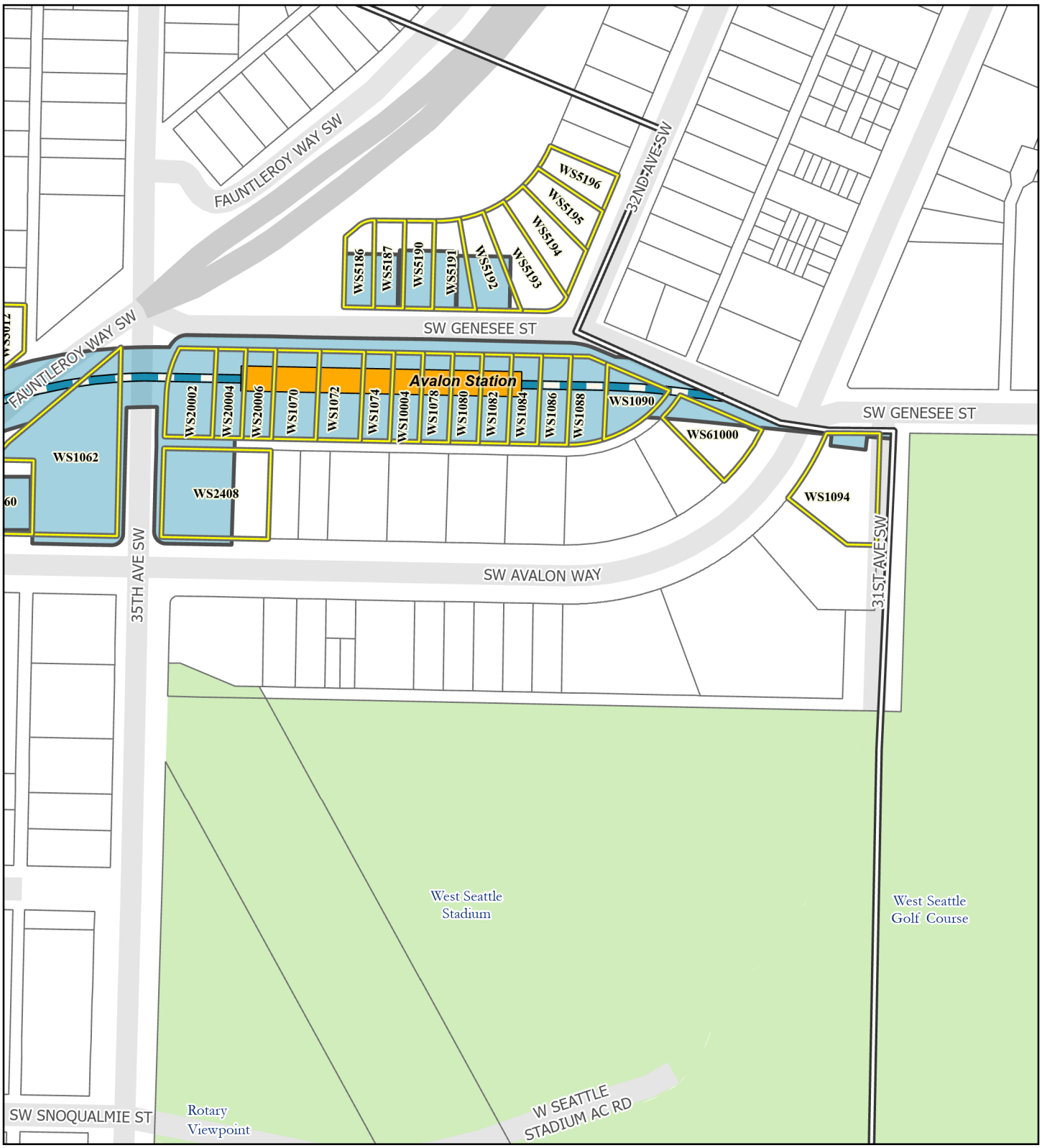
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-22d
Option WSJ-3b
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

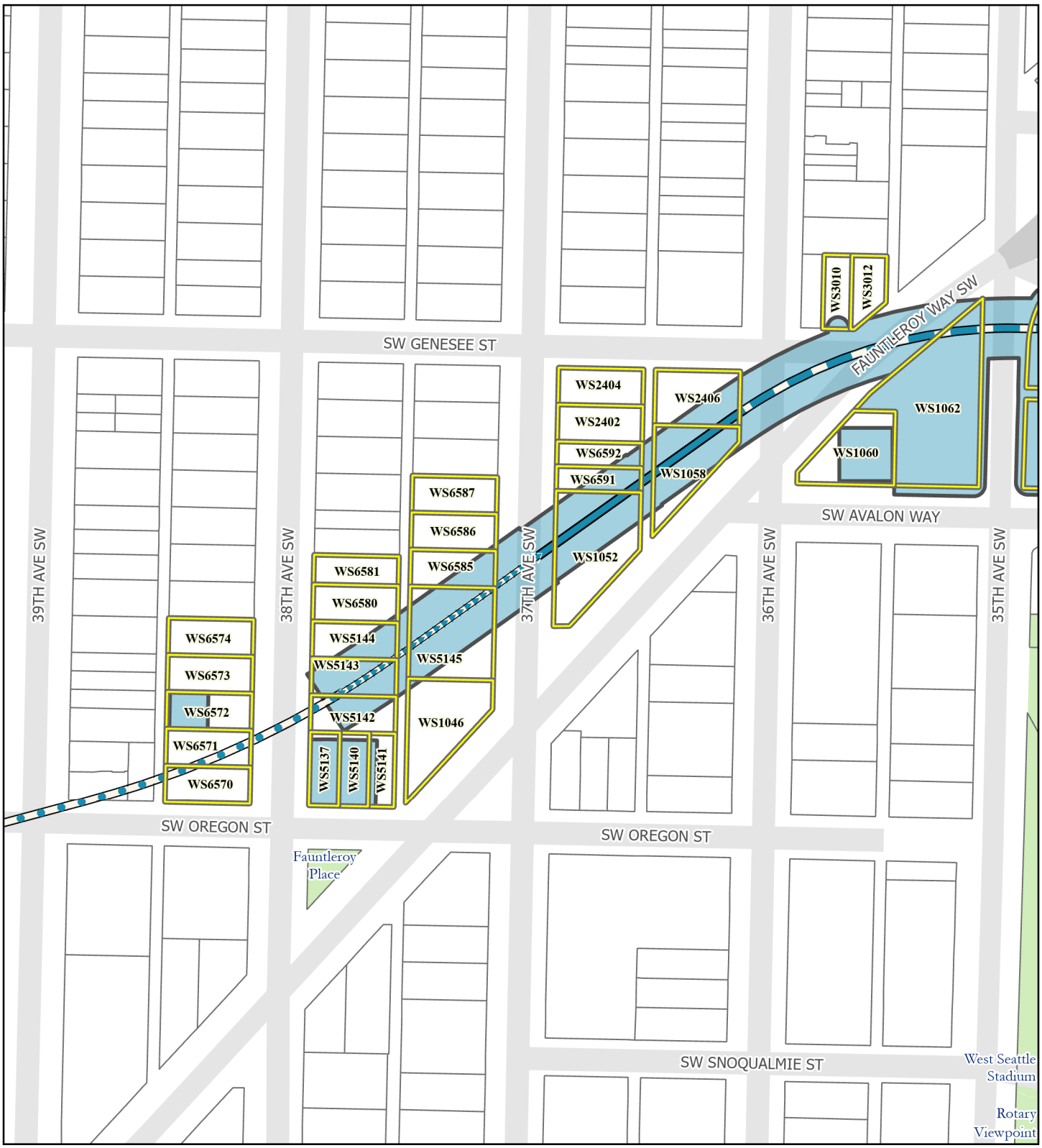
- Segment Line
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-23a
Alternative WSJ-4
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

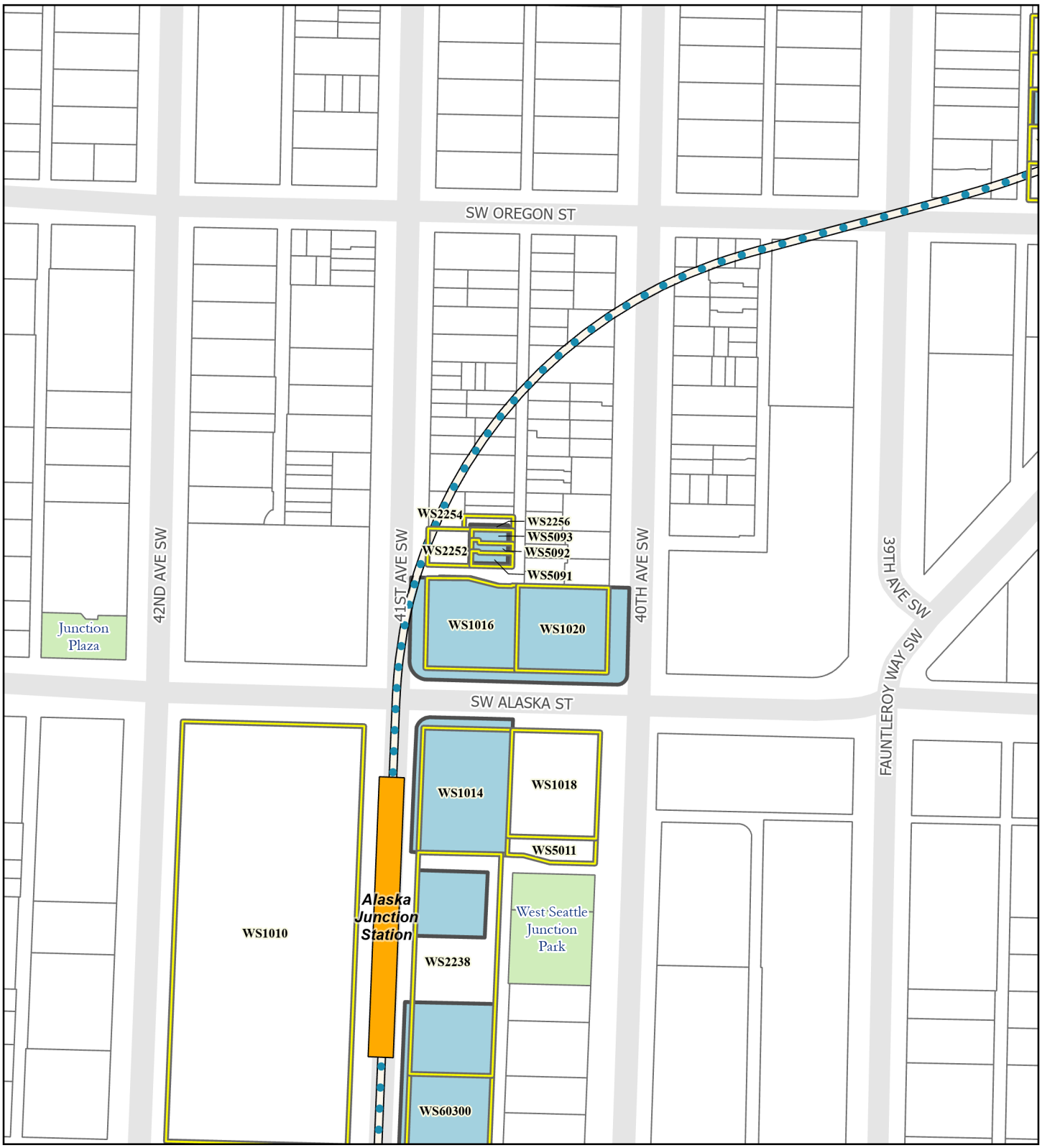
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-23b
Alternative WSJ-4
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-23c
Alternative WSJ-4
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

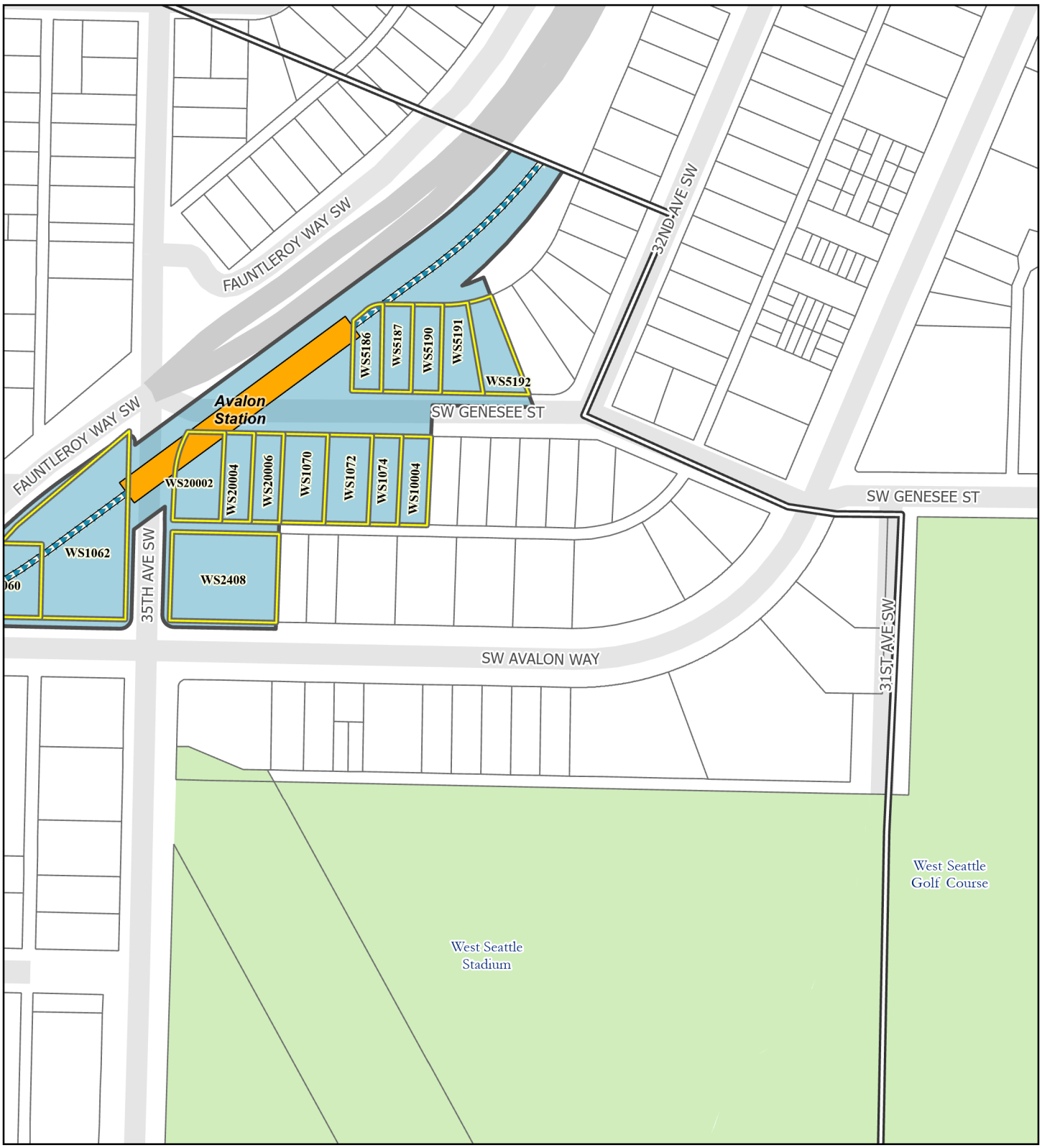
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-23d
Alternative WSJ-4
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

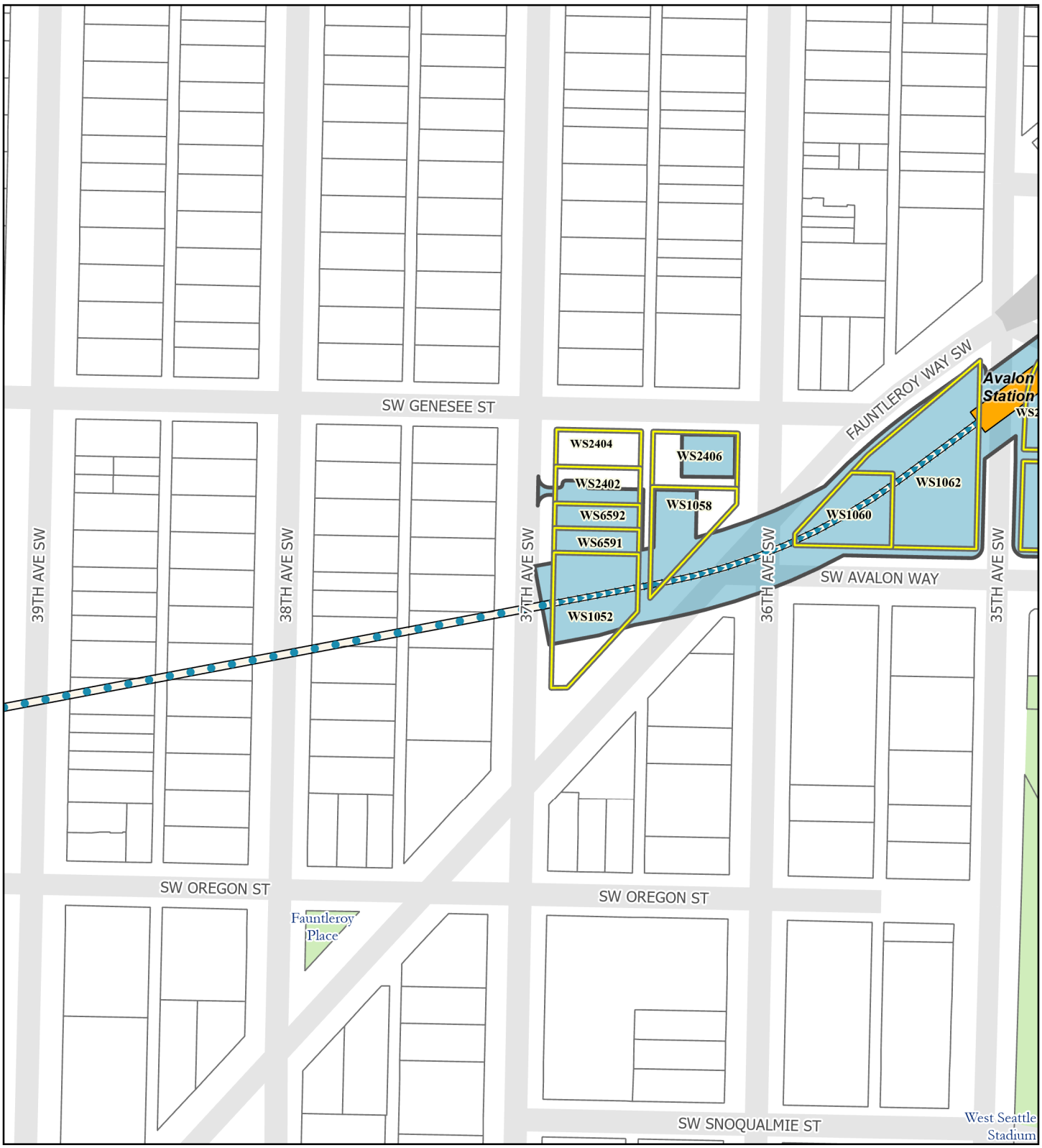
- Segment Line
- Park
- Parcel
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-24a
Alternative WSJ-5a
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

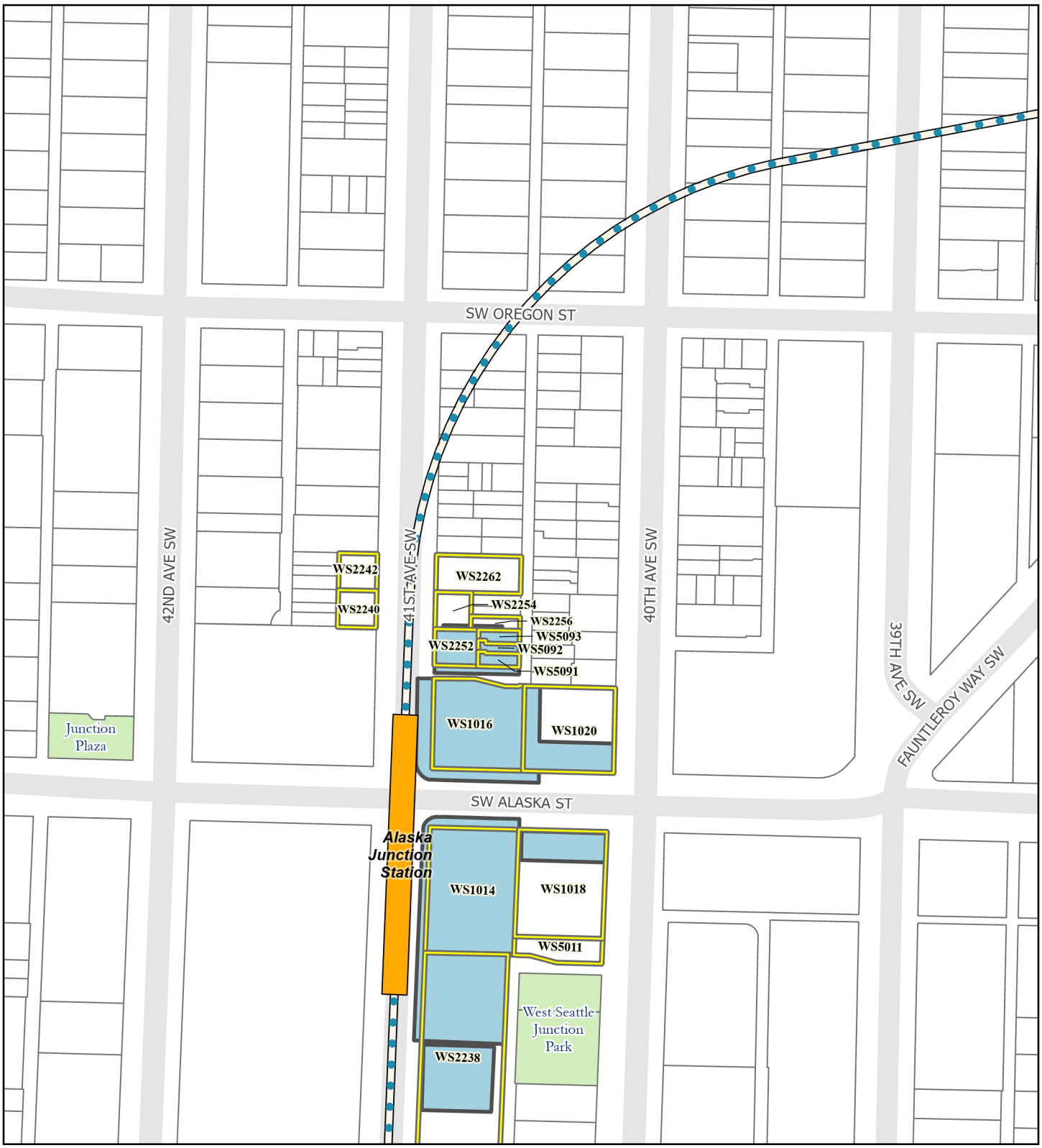
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-24b
Alternative WSJ-5a
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-24c

Alternative WSJ-5a

West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

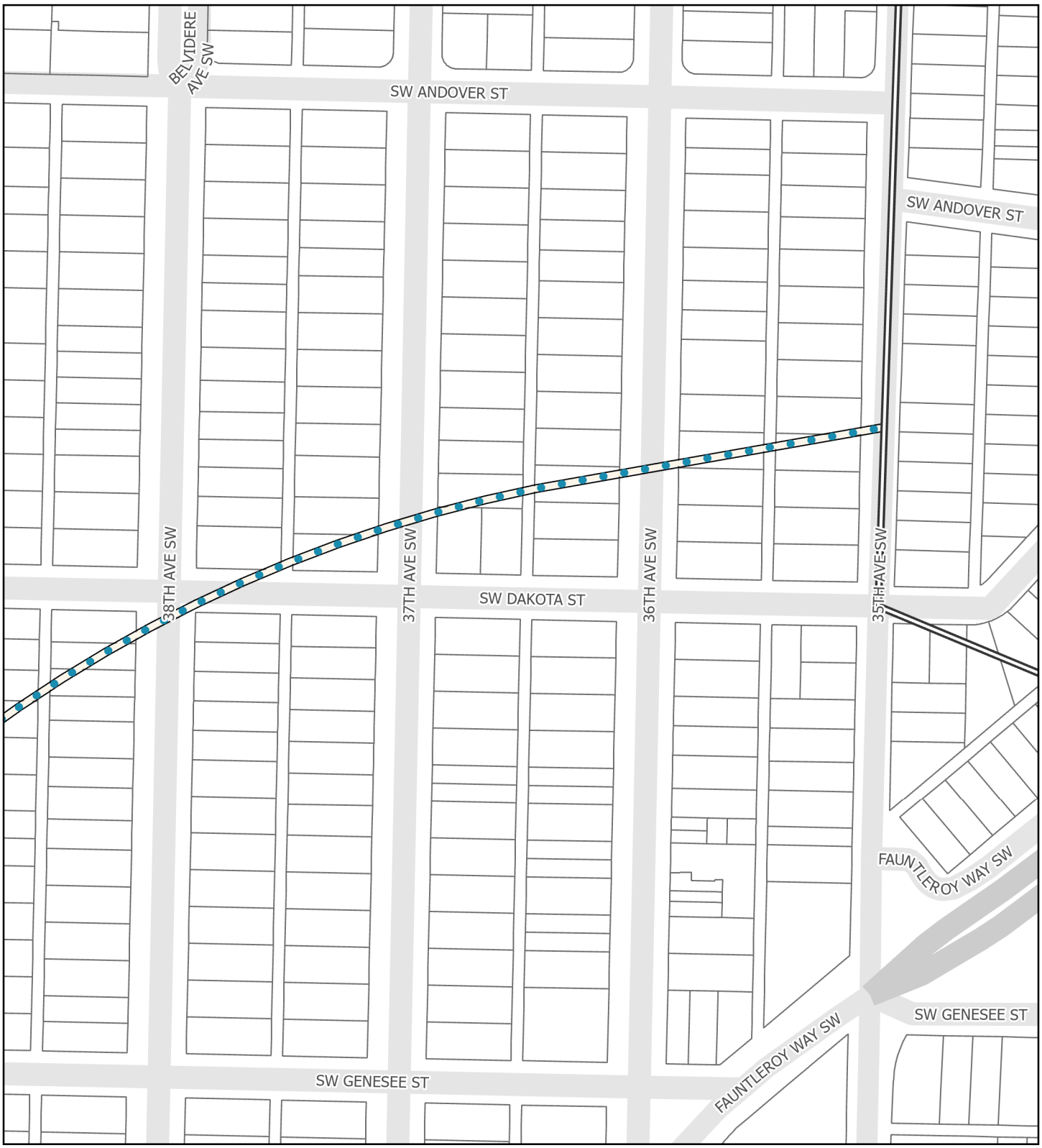
- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-24d
Alternative WSJ-5a
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel

- Parcel

FIGURE L4.1-25a
Alternative WSJ-6
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

Parcel

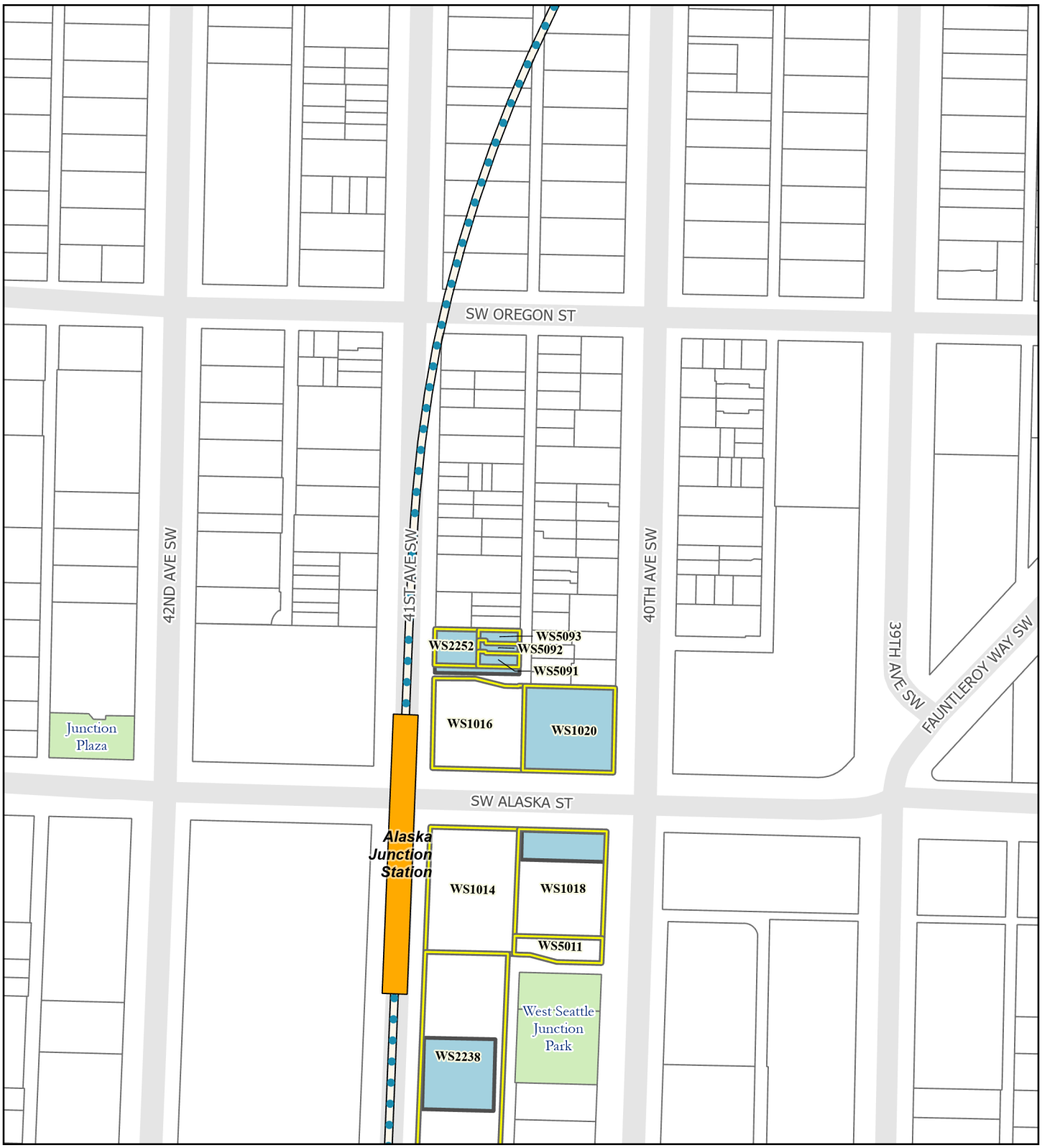
Parcel

FIGURE L4.1-25b
Alternative WSJ-6
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-25c
Alternative WSJ-6
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2022, 2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

- Affected Parcel
- Parcel
- Permanent Footprint

FIGURE L4.1-25d
Alternative WSJ-6
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Appendix L4.2 Land Use

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Appendix L4.2 Land Use

L4.2.1 Land Conversion to Transportation Use

Tables 4.2.-1 through 4.2-4 in Section 4.2, Land Use, of the Final Environmental Impact Statement (EIS) summarize the estimated acres of land that would be converted by the West Seattle Link Extension Project (the project) to a transportation-related use by alternative. Changes in the land use conversion amounts associated with station and alignment options are shown as an increase or decrease relative to each Build Alternative. The totals represent the amount of property that would be permanently converted outside of existing transportation rights-of-way. Figures L4.2-1 and L4.2-2 show existing land uses and zoning around the Build Alternatives.

L4.2.2 Land Use Plans, Goals, and Policies

Sound Transit is the Regional Transit Authority for the central Puget Sound region (Revised Code of Washington Chapters 81.104 and 81.112). The project is part of the Sound Transit 3 plan that voters approved in 2016. Sound Transit 3 aims to complete major mass transit extensions over a 25-year period in the Puget Sound region.

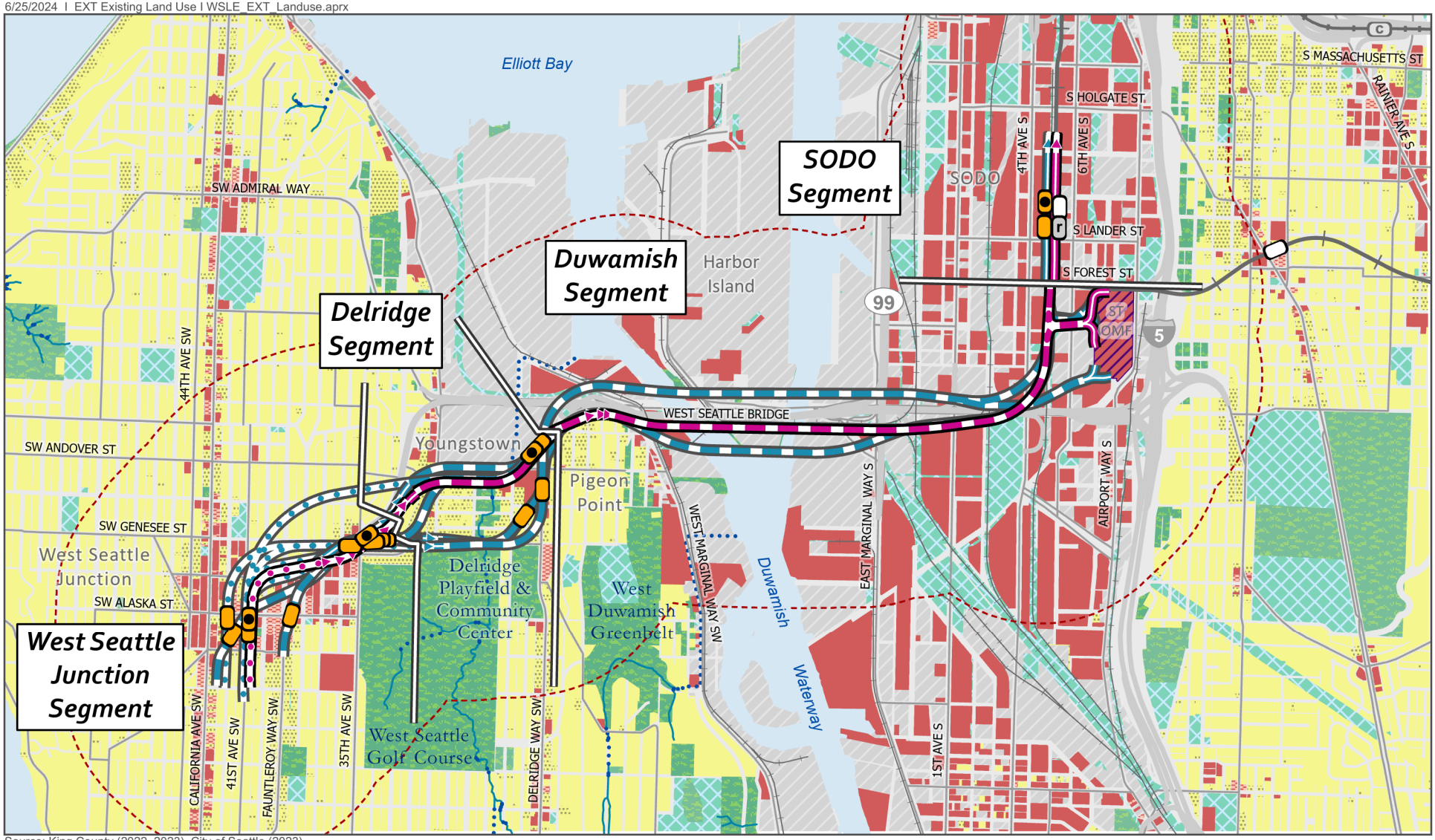
Sound Transit has reviewed applicable regional, state, and local plans for goals and/or policies pertinent to the project. The following sections summarize applicable plans and the consistency of the project with each of them. Tables L4.2-1 through L4.2-4 in Section L4.2.4.12, Project Consistency with Specific Regional and Local Goals and Policies, provide information on specific goals and policies and the project's consistency with each of them. The Build Alternatives are consistent with plans and policies that cover the study area. In addition to the goals and policies identified, the project would also comply with applicable federal, state, and local permits and approvals.

L4.2.3 Regional and State Land Use Plans

Regional and state planning documents establish the framework for local land use and transportation programs and plans. The subsections below provide an overview of each document as follows:

- Washington State Growth Management Act (1990, as amended)
- Puget Sound Regional Council's VISION 2050 (2020) and *Regional Transportation Plan – 2022-2050* (2022)
- *Port of Seattle 2018–2022 Long Range Plan* (Port of Seattle 2017a)
- Sound Transit's *Regional Transit Long-Range Plan* (2014a); *Transit-Oriented Development (TOD) Program: Strategic Plan Update* (2014b) and *Adopting an Equitable Transit Oriented Development Policy* (2018); *Sound Transit 3 Regional Transit System Plan for Central Puget Sound* (2016); *Real Property Excess, Surplus, and Disposition Policy* (2013)
- *King County Comprehensive Plan.* Updated December 6, 2022 (King County 2022)

6/25/2024 I EXT Existing Land Use I WSLE_EXT_Landuse.aprx



Source: King County (2022, 2023), City of Seattle (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream

- Study Area

Existing Land Use
- Commercial
- Mixed Use
- Multi-family Residential
- Single-family Residential
- Parks/Open Space
- Public/Institutional
- Industrial
- Other

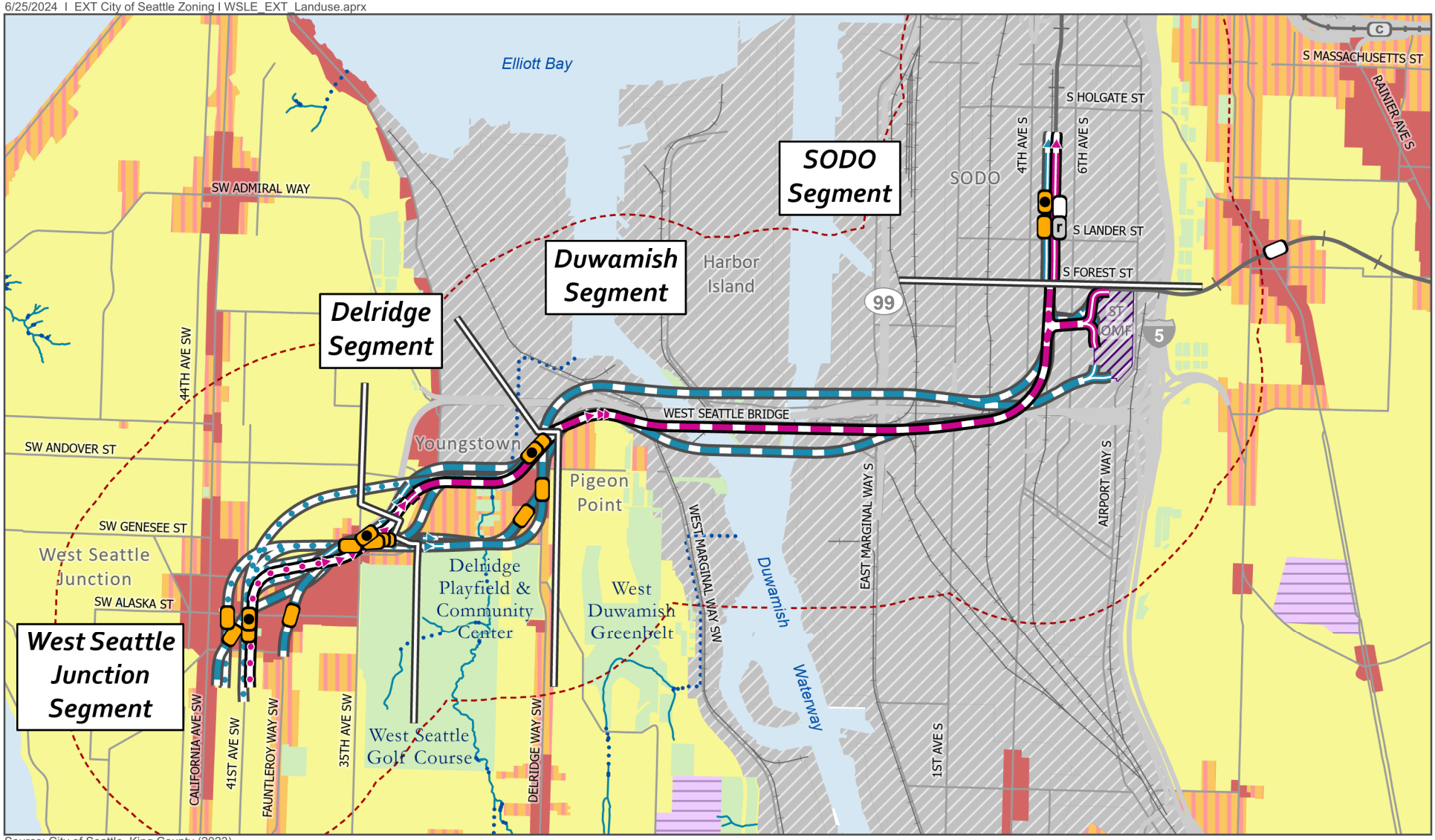
0 0.5 1 Mile

N

FIGURE L4.2-1
Existing Land Use

West Seattle Link Extension

6/25/2024 I EXT City of Seattle Zoning I WSLE_EXT_Landuse.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

- Study Area

City of Seattle Zoning
- Commercial/Mixed Use
- Major Institutions
- Manufacturing/Industrial
- Multi-Family
- Single Family

0 0.5 1 Mile

N

FIGURE L4.2-2
City of Seattle Zoning

West Seattle Link Extension

L4.2.3.1 Washington State Growth Management Act

Plan Summary

The Growth Management Act, codified at Revised Code of Washington Chapter 36.70A, was adopted in 1990 to provide a framework for managing growth and coordinating land use development with construction of transportation facilities and other infrastructure. Consistency with the Growth Management Act is required for local, county, and regional plans. The overarching goal of the Growth Management Act is to focus development in urban areas that have adequate public facilities and services, while encouraging an efficient, multi-modal transportation system based on regional priorities and coordinated with comprehensive plans.

Local governments are required to develop and adopt growth management policies, plans, and regulations that are consistent with the Growth Management Act. Comprehensive plans require elements that address land use, housing, capital facilities, utilities, rural lands (counties only), and transportation. Coordination and consistency between the transportation and land use elements is a requirement and key component of the Growth Management Act. The Growth Management Act also requires cities and counties to establish a process in their comprehensive plans to make provisions for siting essential public facilities, such as state and regional transportation or transit facilities. The City of Seattle plans for land development by focusing growth within designated growth centers and making roadway and transit improvements to help meet increasing transportation demands.

Project Consistency

The West Seattle Link Extension Project would connect major residential, employment, and retail centers throughout Seattle and comply with applicable City adopted comprehensive plans and regulations. The project would further the goals of the Growth Management Act by creating a consistent, safe, and effective alternative to single-occupant vehicle transportation within the city (and region); encourage growth within the urban areas surrounding new stations; and reduce sprawl and congestion. The project would be considered an essential public facility, and as such, under the Growth Management Act, the City of Seattle would have a “duty to accommodate” the light rail project’s final alignment and station locations in any existing or future land use plans.

L4.2.3.2 Puget Sound Regional Council VISION 2050

Plan Summary

Puget Sound Regional Council adopted VISION 2050 in 2020 to serve as the regional long-range growth strategy for the four-county area served by Puget Sound Regional Council (King County, Snohomish County, Kitsap County, and Pierce County). VISION 2050 supersedes Puget Sound Regional Council’s VISION 2040 and the *Growing Transit Communities Strategy.* VISION 2050 is integrated with and supported by the Growth Management Act, and it contains regional planning policies that supply local framework for county and city comprehensive plans to help the region grow in a more sustainable and socially equitable manner. Multi-county planning policies and actions fall within nine elements: Regional Collaboration, Regional Growth Strategy, Environment, Climate Change, Development Patterns, Housing, Economy, Transportation, and Public Services.

VISION 2050 offers regional framework and direction for making local decisions to guide distributions of population and employment growth as well as environmental health. The regional growth strategy focuses most of the region’s housing and employment growth into cities and regional growth centers, creating walkable, compact, and transit-oriented communities. Areas within the city of Seattle are identified as regional growth centers.

Project Consistency

VISION 2050 identifies Seattle as a "Metropolitan City," which is a focal point of growth and development, specifically centered around transit stations. Development of the project would provide high-capacity transit in the metropolitan city of Seattle consistent with VISION 2050's plan. VISION 2050 prioritizes sustainable transportation projects and services that produce greater efficiency, reduce trips and greenhouse gas emissions, and provide more transportation choices. It has a goal for 65 percent of the region's population and 75 percent of the region's employment to occur in regional growth centers and within walking distance of transit. VISION 2050 also calls for reducing greenhouse gas by investing in multi-modal transportation improvements, including light rail, to create a transit network as identified in the Regional Transportation Plan, which includes the project. Relevant policies and project consistencies are summarized in Table L4.2-1.

L4.2.3.3 Puget Sound Regional Council Regional Transportation Plan

Plan Summary

Puget Sound Regional Council adopted *The Regional Transportation Plan – 2022-2050* in 2022. *The Regional Transportation Plan – 2022-2050* is the current long-range plan for transportation in the central Puget Sound region through 2050, and it is the transportation element of VISION 2050. The plan comprehensively describes how the region will meet transportation needs and implement VISION 2050 to meet anticipated growth in the central Puget Sound region. The plan focuses on specific projects to improve roadways and create walkable and bikeable neighborhoods well connected by transit to job centers.

Project Consistency

Puget Sound Regional Council's Regional Transportation Plan identifies the project as part of the region's future integrated transit network and highlights its role in supporting equitable access to opportunity, reliable regional connections, and catalyzing economic and TOD within the region.

L4.2.3.4 Port of Seattle 2018–2022 Long Range Plan

Plan Summary

The Port of Seattle's Long-Range Plan (Port of Seattle 2017a) provides strategies and objectives to effectively and transparently improve the Port's ability to support the local economy through job creation, while addressing environmental opportunities and social responsibility of all its stakeholders. The plan focuses on two strategies, the Century Agenda and the High-Performance Organization. The Century Agenda focuses on external growth by efficiently moving increasing amounts of cargo and people, further developing community engagement, and excelling in environmental stewardship. The High-Performance Organization strategy focuses on operations excellence, organizational alignment, and people-centric organization. Several of the plan's objectives emphasize the need to reduce carbon emissions and air pollutants, prevent sprawl in less developed areas, and increase connectivity through major urban centers.

Project Consistency

The project would not require acquisition of any area on Terminal 5, which is consistent with the Port's Long Range Plan. Some operational capacity would be affected by Alternative DUW-2 at the Port of Seattle Terminal 25, which is not compatible with the plan. The north and west

buildings for the Harbor Marina Corporate Center at Terminal 102, owned by Port of Seattle, would be displaced by Preferred Alternative DUW-1a and Option DUW-1b. Construction of Alternative DUW-2 across Harbor Island could impact freight traffic accessing Port of Seattle and Northwest Seaport Alliance terminals, including Terminal 18. Freight trains using the lead tracks of Terminals 5 and 18, along the south side of Klickitat Avenue Southwest could also be impacted during construction. Sound Transit will work with the Port of Seattle to limit construction impacts. More detail about the existing freight use and potential impacts is included in Chapter 3, Transportation Environment and Consequences.

During construction, freight mobility to and from Harbor Island (Duwamish Segment) would be temporarily impacted. Where possible, Sound Transit would maintain access to and from these properties during construction. Alternatives in the Duwamish Segment would acquire parcels owned by the Port of Seattle. See Section 4.1, Acquisitions, Displacements, and Relocations, in the Final EIS for additional information.

L4.2.3.5 Sound Transit Regional Transit Long-Range Plan

Plan Summary

As the Regional Transit Authority, Sound Transit is responsible for regional high-capacity transit system planning within the context of the Regional Transportation Plan. Puget Sound region voters approved financing for Sound Transit 2 in 2008 and for Sound Transit 3 in 2016, showing continuing popular support for regional transit investments. The *Regional Transit Long-Range Plan* serves as the basis for Sound Transit 3, the current phase of high-capacity transit investments (see Section L4.2.3.8, Sound Transit Real Property Excess, Surplus, and Disposition Policy). The plan was adopted in 2014 and includes goals, policies, and strategies for the long-term development of a high-capacity transit system within the central Puget Sound region. The plan identifies performance-related measures to assess and select projects and services to be included in any new system plan, including Sound Transit 3. All new system plans should provide a public transportation system that helps ensure long-term mobility, connectivity, and convenience; preserves communities and open space; contributes to the region's economic vitality; preserves the environment; and increases use of regional transit networks.

Project Consistency

The project is explicitly identified in Sound Transit's *Regional Transit Long-Range Plan* as a future project.

L4.2.3.6 Sound Transit Transit-Oriented Development Policy and Program Strategic Plan

Plan Summary

First adopted in 2012, Sound Transit's TOD policy provides the groundwork for the agency's TOD Program and establishes a framework for implementing TOD strategies within the regional transit system. The *Transit-Oriented Development (TOD) Program: Strategic Plan Update,* adopted in 2010 and updated in 2014, defines Sound Transit's vision for TOD around its corridors, stations, park-and-ride lots, and transit centers (2014b). It describes the importance of integrating land use and transit in an environmentally responsible way and furthers the emphasis on the role of TOD in long-range and project planning. The plan is intended to be used by the Sound Transit Board of Directors, staff, local jurisdictions, and partner agencies to provide guidance on how to facilitate public and private development projects that create dense, pedestrian-oriented communities, which encourage people to use transit and foster a healthy, livable environment.

Recent state legislation (Revised Code of Washington Chapter 81.112.350) and the approval of Sound Transit 3 (and the West Seattle Link Extension Project) triggered new requirements for Sound Transit to implement an equitable TOD strategy that creates stable, livable, and affordable transit communities adjacent to light rail stations. In response, Sound Transit adopted Resolution No. R2018-10: Adopting an Equitable Transit Oriented Development Policy in 2018. The policy conforms to regional growth plans by providing a strategy to implement equitable TOD within transit projects; emphasizing partnerships and collaboration with local jurisdictions and regional stakeholders; committing the agency to an equitable engagement process that informs disposition strategies; and prioritizing housing surplus property disposition to non-profit and governmental housing over for-profit and retail corporations.

Project Consistency

The project would act as a catalyst in station areas that have planned for and would allow increased densities. Following construction, remnant land could become available for redevelopment or joint development. TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program as laid out in the Sound Transit TOD Program Strategic Plan and Sound Transit's TOD policy.

L4.2.3.7 Sound Transit 3 Regional Transit System Plan for Central Puget Sound

Plan Summary

The Sound Transit 3 Regional Transit System Plan, adopted in 2016, builds on the success of Sound Move and Sound Transit 2 by adding over 60 miles of new light rail, including the West Seattle

Link Extension, serving 37 new stations and 4 expanded stations. This addition to the Sound Transit light rail system will increase the region's total light rail network to 116 miles of laid track serving over 80 stations in 16 cities. The plans include a program to improve bus speed and reliability in specific corridors, improve bus-rail junctions, and expand Sounder commuter rail. The Sound Transit 3 Plan supports Puget Sound Regional Council's VISION 2050 and Regional Transportation Plan by investing in and creating the next phase of high-capacity-transit improvements for the central Puget Sound region.

The Sound Transit 3 Plan outlines the planning, construction, operation, and funding schedule for Sound Transit 3 while also incorporating a series of policies and programs to ensure the system supports TOD; improves the system through innovation and technology; is sustainable; and is accessible by walking, biking, transferring from other transit services, and safe drop-off and pick-up. The plan includes studies to continue planning beyond Sound Transit 3 to expand the regional transit system to meet the needs of Sound Transit's Long-Range Plan. The project is a key component within this voter-approved plan.

Project Consistency

The proposed project is a regional high-capacity-transit system project and is included in Sound Transit 3. The project would build upon the existing light rail system and increase ridership by providing connections between identified growth centers, and by supporting TOD and joint development opportunities around station areas.

L4.2.3.8 Sound Transit Real Property Excess, Surplus, and Disposition Policy

Plan Summary

The *Real Property Excess, Surplus, and Disposition Policy* was adopted by Sound Transit's Board of Directors as Resolution R2013-30 in 2013. The policy states that Sound Transit will consider several priorities in determining surplus real property disposition, including encouraging TOD, joint development, and public and private projects at and around Sound Transit facilities through early involvement in project planning and design. The policy also calls for careful consideration of and support for real property disposition that would:

- Increase transit ridership; support economic development efforts
- Support state, regional, and local growth plans, policies, and strategies
- Foster relationships with local jurisdictions, regional agencies, private developers, local residents, businesses, community groups, and other stakeholders
- Encourage convenient, safe multi-modal access to the transit system, with an emphasis on non-motorized access
- Encourage creation of housing options including market-rate and affordable units

The policy serves as one of the cornerstones of the *Transit-Oriented Development (TOD) Program: Strategic Plan Update* (Sound Transit 2014b), and both policies are to be used in coordination to create TOD projects.

Project Consistency

The project would drive development in the station areas where the City of Seattle has planned for and allows increased density. Following construction, and where allowed, remnant land could become available for redevelopment or joint development. The Real Property Excess, Surplus, and Disposition Policy serves as a tool to determine how to dispose of surplus acquisitions to foster TOD communities and support other Sound Transit policies related to TOD.

L4.2.3.9 King County Comprehensive Plan

Plan Summary

The *King County Comprehensive Plan* was adopted in 2016 and updated in 2017, 2018, 2019, 2020, and 2022. The plan provides updated approaches to the following principles, first adopted in the 2012 Comprehensive Plan:

- Creating sustainable neighborhoods.
- Preserving and maintaining open space and natural resource lands.
- Directing development toward existing communities.
- Providing a variety of transportation choices.
- Addressing health, equity, and social and environmental justice.
- Achieving environmental sustainability.

The plan sets the policy framework that guides the creation of an integrated, sustainable, and safe transportation system by providing transportation choices that use less energy, produce fewer pollutants, and reduce greenhouse gases in the region. The plan also establishes increased convenience, accessibility, safety, and comfort of taking transit as a County priority. With these strategies and policies, the plan provides a foundation for Sound Transit and King County Metro Transit (Metro) to work collaboratively to create a seamless regional and

local transportation system. The updated plan for 2022 includes an increased focus on climate change and accessibility to affordable housing within a 0.5-mile walkshed of high-capacity-transit options. King County is currently working on the 2024 Comprehensive Plan Update.

Project Consistency

The project would provide the most densely-populated areas of King County with an efficient, convenient, accessible, sustainable, and safe transportation option. The project would provide increased connectivity to other transit options at station areas and increase pedestrian-friendly environments. By also employing Sound Transit's equitable TOD policies (see Section L4.2.3.7, Sound Transit 3 Regional Transit System Plan for Central Puget Sound), the project would increase affordable housing options near light rail stations.

L4.2.4 Local Land Use Plans

Local land use plans guide future growth and shape communities at the city planning level. The following subsections provide an overview of each document:

- *Seattle 2035 Comprehensive Plan: Managing Growth to Become an Equitable and Sustainable City 2015–2035* (Comprehensive Plan) *(*City of Seattle 2020a)
- *Neighborhood Plans* (City of Seattle 2020b)
- *Transit Master Plan: Move Seattle 10-Year Strategic Vision for Transportation* (City of Seattle 2016a)
- *Pedestrian Master Plan* (City of Seattle 2017a)
- *Bicycle Master Plan* (City of Seattle 2017b)
- *Freight Master Plan* (City of Seattle 2016b)
- *Industrial and Maritime Strategy* (City of Seattle 2021)
- *Urban Forest Management Plan* (City of Seattle 2020c)
- Shoreline Master Program (Seattle Municipal Code Chapter 23.60A)
- *North Delridge Action Plan* (City of Seattle 2018)
- *Seaport Alliance Strategic Business Plan* (Port of Seattle and Port of Tacoma 2015)
- *Port of Seattle 2018–2022 Long Range Plan* (Port of Seattle 2017a)

L4.2.4.1 City of Seattle Comprehensive Plan

Plan Summary

The City of Seattle's Comprehensive Plan (City of Seattle 2020a), which was published in 2020 and adopted in 2021, provides guidance on managing growth to support an equitable and sustainable city by the year 2035. Transportation is a key element in the comprehensive plan, as it calls for a robust transportation system that contributes to a safer city by working to eliminate serious injuries and fatalities on city streets; creates an interconnected city with reliable, easy-to-use travel options; creates streets and sidewalks that generate economic and social activity; and provides high-quality and affordable transportation options. Several of the transportation-related goals target increased development of transit infrastructure that connects

urban centers and villages, reduces dependence on personal automobiles, and contributes to a citywide transit system that includes access to high-capacity transit stations. The plan highlights the importance of the existing light rail system in providing equitable and sustainable movement through the city and encourages system expansion and focusing growth in areas within a 10-minute walk of existing and future light rail stations.

Project Consistency

Table L4.2-2 in Section L4.2.4.12 summarizes the relevant Comprehensive Plan land use policies and plans and discusses how the project would be consistent with them. The project would provide high-capacity transit between urban centers and villages, which would be consistent with the City of Seattle Comprehensive Plan. This includes being consistent with the plan's Container Port Element because it fulfills a Growth Management Act mandate for the City's land use and transportation planning to accommodate the freight access needs of the Port of Seattle as a "Transportation Facility of Statewide Significance."

L4.2.4.2 City of Seattle Move Seattle 10-Year Strategic Vision for Transportation

Plan Summary

The City of Seattle's *Move Seattle 10-Year Strategic Vision for Transportation* was adopted in 2014 and implemented by the voter-approved Levy to Move Seattle in 2015. The plan lays out the City's transportation goals through three key elements: organizing daily work around core values, integrating modal plans to deliver transformational projects, and prioritizing projects to work to identify funding. The plan calls for a safe, interconnected, vibrant, affordable, and innovative city that integrates the master plans for freight, transit, walking, and bicycling into a near-term strategy for improving streets and sidewalks. Part of this vision includes providing 72 percent of Seattle residents with 10-minute all-day transit service within a 10-minute walk of their homes, improve ridership growth on existing and planned transit (Sound Transit 3), and improve the speed with which residents can connect between neighborhoods.

Project Consistency

The *Move Seattle* plan references the incorporation of future light rail transit corridors within the project corridor. It lays the groundwork for TOD (where zoning allows) near new light rail station areas. The project would expand high-capacity transit accessibility to some of Seattle's densest neighborhoods and increase transit ridership growth for the entire transit system.

L4.2.4.3 City of Seattle Transit Master Plan

Plan Summary

The City of Seattle's *Transit Master Plan* (2016a) was adopted in 2012 and amended in 2016 to reflect *Move Seattle*. It is a 20-year blueprint establishing a transit system that meets Seattle's growing transit needs through 2030. The Transit Master Plan identifies the city's most important transit corridors, both current and future, and the transit modes that will be most effective in those corridors. The plan provides guidance on integrating transit capital facilities and services with walking and biking infrastructure, enhancing bus transit performance through roadway investments, and coordinating with Metro and Sound Transit to create a more integrated transit network. The Transit Master Plan establishes the planning, funding, and building of high-capacity transit projects (Sound Transit 3) as a priority strategy for Seattle Department of Transportation and the City of Seattle's leadership.

Project Consistency

The West Seattle Link Extension project is explicitly included in the Transit Master Plan as a top-priority project through 2030. It identifies the project and its associated stations as the City's highest-priority Sound Transit 3 project.

L4.2.4.4 City of Seattle Pedestrian Master Plan

Plan Summary

Seattle's *Pedestrian Master Plan* (2017a) was adopted in 2017 and updated in 2018, 2019, 2020, 2022, and 2023. The 20-year plan describes a vision for Seattle to be the most walkable and accessible city within the United States while focusing on the safety and well-being of residents and vibrancy of neighborhoods. The *Pedestrian Master Plan* establishes a framework that prioritizes policies, programs, and funding opportunities to advance pedestrian safety and accessibility. The plan defines a Priority Investment Network to direct attention and resources to key pedestrian routes throughout the city. Streets within walksheds to all light rail stations, including the West Seattle Link Extension project and other Sound Transit 3 projects, are listed as a critical component of the Priority Investment Network. As such, the plan directs Sound Transit to assess pedestrian needs for new stations and provide funding for station access improvements to new and existing stations, consistent with the Sound Transit 3 Regional Transit System Plan (Sound Transit 2016). The most recent update to the *Pedestrian Master Plan* (2023–2024) defines a suite of projects that will improve pedestrian and bicycle connectivity, accessibility, and safety when connecting to existing and future light rail.

Project Consistency

The project would encourage safe and accessible pedestrian communities, especially in station areas. The *Pedestrian Master Plan* emphasizes the importance of and encourages investment in light rail stations because of their positive influence on pedestrian mobility. The streets within the Priority Investment Network are within walksheds to the project stations, and therefore the project is supportive of the Seattle *Pedestrian Master Plan*.

L4.2.4.5 City of Seattle Bicycle Master Plan

Plan Summary

The *Bicycle Master Plan* (City of Seattle 2017b) was adopted in 2014 and updated in 2015, 2017, 2019, and 2021. It encourages the City to invest more in bicycling in a manner that purposefully benefits the city's livability, affordability, public health, economic competitiveness, and natural environment. The *Bicycle Master Plan* outlines an infrastructure plan to connect 100 miles of protected bicycle lanes and 250 miles of neighborhood greenways, while also identifying activities designed to support and encourage riding. The plan also provides a list of specific infrastructure projects Seattle Department of Transportation is planning to build each year to serve as an accountability and reporting tool and guide future budget requests. A key component of project evaluation is the project's ability to offer connections to major transit. As a result, several identified projects within the *Bicycle Master Plan* improve connectivity to existing or near-term light rail systems included in Sound Transit 2 and Sound Transit 3. The most recent update to the *Bicycle Master Plan* includes initiatives to increase pedestrian and bicycle infrastructure and a focus on reconnecting West Seattle following closure of the West Seattle high-rise Bridge in 2020. The plan includes a list of planned projects to increase safety and access for people bicycling in and out of West Seattle.

Project Consistency

The project would offer bicyclists additional connections to major transit networks throughout several neighborhoods in Seattle. Stations would be designed with bike storage lockers or racks, and light rail cars would have spaces to secure bicycles during transit. The project would continue to work with Seattle Department of Transportation to ensure bicyclist safety and security at station locations.

L4.2.4.6 City of Seattle Freight Master Plan

Plan Summary

Adopted in 2016, the *Freight Master Plan* (City of Seattle 2016b) was developed to help determine freight's role in the economies of the city and the region, examine challenges of moving freight, and develop solutions to address these challenges. The focus of the *Freight Master Plan* is largely urban truck freight movement to support an increasing demand for goods and services within the Seattle region. In addition to integrating the *Freight Master Plan* with existing City and County plans, the *Freight Master Plan* outlines the role freight movement plays in social equity, economic productivity, sustainability, and livable neighborhoods. As such, the *Freight Master Plan* considers how to update and modernize the freight network based on where trucks are traveling and connections to other transportation modes.

Project Consistency

The project would increase transit ridership and decrease the number of commuters who rely on automobiles to travel through or around the city of Seattle. As a result, automotive congestion would decrease along the city's freight routes, leading to increased mobility and greater network connectivity for freight within Seattle. The project includes traffic mitigation measures that could improve freight corridors and increase mobility.

L4.2.4.7 City of Seattle Industrial and Maritime Strategy

Plan Summary

In 2019, the City of Seattle assembled an Industrial and Maritime Strategy Council to develop an Industrial and Maritime Strategy that is future-oriented and centers opportunities for working people. The council finalized the *Industrial and Maritime Strategy Council Recommendations* report in June 2021. The council included recommended strategies to prioritize industrial and maritime investment in Seattle, including investment strategies, land use strategies, and action strategies. The City of Seattle approved these land use and zoning updates in June 2023. The Industrial and Maritime Strategy includes strategies to prioritize industrial and maritime investment in the city.

Project Consistency

The *Industrial and Maritime Strategy* focuses on five key efforts: workforce development, environmental justice, transportation, public safety, and land use. Transportation priorities include improving the movement of people and goods. Land use efforts include prioritizing stronger protections for industrially zoned land. The project would result in the conversion of some industrial land to transportation uses, which is incompatible with this strategy. The project would help improve the movement of people and goods by reducing vehicle miles traveled, increasing transportation capacity, and increasing access to both industrial and non-industrial land uses.

L4.2.4.8 City of Seattle Urban Forest Management Plan

Plan Summary

The City of Seattle adopted its *2007 Urban Forest Management Plan* in 2007 and updated it under the name *Urban Forest Stewardship Plan* in 2013 (City of Seattle 2007, 2013). The plan was updated again in 2020 under the name *2020 Urban Forest Management Plan* (City of Seattle 2020c). The plan provides recommendations for encouraging tree preservation and planting across the city over a 30-year period. The plan includes an overarching goal of increasing the city's tree canopy cover to 30 percent by 2037. The plan identifies existing conditions and goals for tree canopy cover by nine land use types, known in the plans as management units. For example, manufacturing/industrial land uses have a goal of 10 percent tree canopy cover, while natural areas have a goal of 80 percent tree canopy cover. The plan outlines an action agenda with recommended strategies for implementation, including community education about the benefits of the urban forest and proper tree care practices; ongoing research and assessments to better understand urban forest characteristics; interdepartmental and interagency coordination; tree preservation, restoration, and enhancement activities on City property; and private property regulations to ensure minimum standards of care for the urban forest. The plan provides results of the City's comprehensive tree canopy cover assessment conducted in 2016. In 2016, the citywide canopy coverage was 28 percent, which was close to the 30 percent canopy coverage target the City set in the original *2007 Urban Forest Management Plan.*

Project Consistency

The project would result in tree removal for construction of the project. The project would minimize tree removal along the corridor, where practical. Sound Transit would coordinate with the City of Seattle on tree removal, while ensuring light rail safety, and on tree replacement requirements.

L4.2.4.9 Shoreline Master Program

Plan Summary

The Seattle Shoreline Master Program (Seattle Municipal Code Chapter 23.60A) includes goals and policies supporting the Seattle Comprehensive Plan Shoreline Areas element. It includes shoreline regulations and maps of shoreline districts with locations of shoreline environments and provides the Restoration and Enhancement Plan required by Washington Administrative Code Section 173-26-201(2)(f). The program has policies to regulate development of, uses for, and modifications of the shoreline of the city. The program allows light rail development and provides standards for rail transit facilities (Seattle Municipal Code Section 23.60A.209). Light rail bridges and tunnels are classified as water-dependent uses, allowing for intermittent and temporary construction uses within the Shoreline District, and reducing the purview of shoreline substantial development permits from the entire project to only the portions of the light rail system within the shoreline area. The code instructs the Seattle Planning Director to impose conditions to ensure consistency with design guidelines, waive or modify development standards, or impose reasonable conditions on any waiver or modification of development standards to ensure consistency with the program.

Project Consistency

The project would cross shoreline areas. The Shoreline Master Program allows light rail development within the Shoreline District, with certain standards and conditions (Seattle Municipal Code Section 23.60A.209). The project would comply with the standards and coordinate with the City on any applicable conditions.

L4.2.4.10 North Delridge Action Plan

Plan Summary

The *North Delridge Action Plan* (City of Seattle 2018b) supports the vision of the *Delridge Neighborhood Plan* (City of Seattle 2019), identifies priorities and specific steps to achieve the neighborhood vision. It includes goals, policies, and strategies to guide projects to effectively support community development and manage growth, as well as guide future development that would occur in the neighborhood. The plan's vision is to support diverse and engaged communities, develop dynamic neighborhood destinations, improve access to healthy food, create active transportation choices, nurture a healthy Longfellow Creek watershed, and leverage parks and cultural facilities to support a healthy community. Priorities were developed through community workshops and involve supporting mixed-use neighborhoods and potential rezoning, as well as growth of transit, parks and cultural facilities, and food security initiatives. The plan recognizes the development of future light rail projects, and as a result it aims to coordinate with Sound Transit regarding specific station area planning and to improve access to transit stations for all travel modes.

Project Consistency

The project would serve the Delridge community and provide direct and frequent access to other areas in the project corridor as well as other regional destinations. The project would support mixed-use development in designated growth areas, focusing most growth in station areas where zoning and land use codes allow greater densities. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections, and would provide linkages to other travel modes including rail, bus, biking, and walking. The project would avoid and minimize impacts to Longfellow Creek to the extent practicable.

L4.2.4.11 Northwest Seaport Alliance 10-Year Strategic Business Plan

Plan Summary

The Northwest Seaport Alliance is an operating partnership of the Ports of Tacoma and Seattle. The Seaport Alliance Strategic Business Plan (Port of Seattle and Port of Tacoma 2015) outlines opportunities to develop strategic terminals, like Terminal 5 near the West Seattle Bridge, to handle ultra-large container ships and increased cargo volumes. The plan includes goals to provide service delivery excellence, create jobs and improve financial performance.

Project Consistency

The project would expand mobility for the corridor and region's residents, providing increased access for employees to commercial and industrial areas such as the port terminals. The project would not require acquisition of any area on Terminal 5. Some operational capacity would be affected by Alternative DUW-2, which would displace businesses that would risk detrimental impacts to the economic activities of the Port of Seattle and Northwest Seaport Alliance; this would not be compatible with the Seaport Alliance Strategic Business Plan. Alternative DUW-2 would also temporarily affect the truck parking lot at Terminal 25. Construction of Alternative

DUW-2 across Harbor Island could impact freight traffic accessing Port of Seattle and Northwest Seaport Alliance terminals, including Terminal 18. Sound Transit will work with the Port of Seattle and Northwest Seaport Alliance to limit construction impacts. Fewer Port-related impacts would occur with Preferred Alternative DUW-1a and Option DUW-1b, which makes these alternatives more consistent with the plan. Businesses within the Harbor Marina Corporate Center at Terminal 102, owned by Port of Seattle, would be displaced by Preferred Alternative DUW-1a and Option DUW-1b. Harbor Island Marina Dock E would be impacted by intermittent interruptions during project construction. More detail about the existing freight use and potential impacts is included in Chapter 3.

L4.2.4.12 Project Consistency with Specific Regional and Local Goals and Policies

Tables L4.2-1 through L4.2-4 summarize project consistency with applicable goals and policies in the various policy documents. The project would comply with applicable permits and approvals from federal, state, and local agencies prior to construction.

Table L4.2-1. Project Consistency with Puget Sound Regional Council VISION 2050

Topic	Policy and Goals	Discussion
Regional Growth Strategy	**Policy MPP-RGS-8:** Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	The project would increase connectivity between metro growth centers and urban growth centers in Seattle as well as provide easy access to light rail and transit stations. The project would support mixed-use development in designated growth areas and would help focus most growth in station areas where zoning and land use codes allow greater densities.
Environment	**Goal:** The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem. **Policy MPP-En-3:** Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change. **Policy MPP-En-7:** Reduce and mitigate noise and light pollution caused by transportation, industries, public facilities, and other sources. **Policy MPP-En-21**: Continue efforts to reduce pollutants from transportation activities, including the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use. **Policy MPP-En-22**: Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.	The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As detailed in Section 3.3, Regional Context and Travel, the project is expected to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements. The project would include stormwater detention and treatment to address impacts related to stormwater runoff. Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the project design. Low-impact development stormwater management techniques would be evaluated during the design process. As described in Section 4.7, Noise and Vibration, in Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS, Sound Transit would provide noise mitigation where the project would exceed FTA noise criteria for operations. Sound Transit would adhere to the City of Seattle's noise ordinance for construction noise.

Topic	Policy and Goals	Discussion
Climate Change	**Goal:** The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts. **Policy MPP-CC-1:** Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by Puget Sound Clean Air Agency. **Policy MPP-CC-3:** Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and reducing vehicle miles traveled by increasing alternatives to driving alone. **Policy MP-CC-12**: Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.	The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As detailed in Section 3.3 in Chapter 3, the project is expected to reduce daily vehicle miles traveled by approximately 17,000 by 2042, thereby helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment, and impacts would be mitigated consistent with local, state, and federal requirements.
Development Patterns	**Goal**: The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.	The project would increase connectivity between metro growth centers and urban growth centers as well as provide easy pedestrian access to light rail and transit stations. The project would support TOD in station areas. Following construction, remnant land could become available for redevelopment or joint development. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program. The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor. The project would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections.

Topic	Policy and Goals	Discussion
Development Patterns: Building Urban Communities	**Policy MPP-DP-1:** Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use. **Policy MPP-DP-2**: Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses. **Policy MPP-DP-3**: Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use and sufficient public spaces. **Policy MPP-DP-12**: Design transportation projects and other infrastructure to achieve community development objectives and improve communities. **Policy MPP-DP-13**: Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	The project would be located within King County's urban growth area. The project would increase connectivity between metro growth centers and urban growth centers as well as provide easy pedestrian access to light rail and transit stations. The project would connect employment opportunities in Downtown Seattle to existing light rail lines and light rail extensions currently under construction in King, Pierce, and Snohomish counties, where more affordable housing is available. Improving mobility in the project corridor will help improve access to employment and educational opportunities for low-income people and people of color around the region. The project corridor also contains many regional activity centers and regional attractions. The project would improve access to these regional destinations for all populations. The project would support mixed-use development in designated growth areas and would help focus most growth in station areas where zoning and land use codes allow greater densities. The project would support TOD in station areas. Following construction, remnant land could become available for redevelopment or joint development. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program. The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor. t would expand mobility for the corridor and the region's residents, which include transit-dependent and low-income populations and people of color. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way. The project would efficiently move large numbers of people and encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. It would generally follow existing transportation corridors, thereby limiting the amount of land that would be converted to a transportation use. Responses from community outreach are incorporated into the planning and design of the project.

Topic	Policy and Goals	Discussion
Development Patterns: Promoting Healthy Communities	**Policy MPP-DP-15**: Design communities to provide safe and welcoming environments for walking and bicycling. **Policy MPP-DP-17**: Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.	The project would increase connectivity between metro growth centers and urban growth centers as well as provide easy pedestrian access to light rail and transit stations. The project would support mixed-use development in designated growth areas and would help focus most growth in station areas where zoning and land use codes allow greater densities. The project would support TOD in station areas. Following construction, remnant land could become available for redevelopment or joint development. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program. The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor. The project would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. As detailed in Section 3.3, the project is anticipated to reduce daily vehicle miles traveled by approximately 17,000 by 2042, thereby helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment, and impacts would be mitigated consistent with local, state, and federal requirements.
Development Patterns: Centers: Supporting Connection to Opportunity	**Policy MPP-DP-22**: Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth. **Policy MPP-DP-23**: Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts. **Policy MPP-DP-25**: Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.	The project would support mixed-use development in designated growth areas and would help focus most growth in station areas where zoning and land use codes allow greater densities. The project would support TOD in station areas. Following construction, remnant land could become available for redevelopment or joint development. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program. The project would connect metro growth centers and urban growth centers and implement a system that is technically and financially feasible to build, operate, and maintain. It would expand mobility for the corridor and the region's residents, which include transit-dependent and low-income populations and people of color. Connecting to the existing light rail would- provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project would provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way.

Topic	Policy and Goals	Discussion
Development Patterns: Collaborating to Preserve and Enhance Important Uses	**Policy MPP-DP-50:** Protect industrial zoning and manufacturing/industrial centers from encroachment by incompatible uses and development on adjacent land.	The project would provide greater accessibility to the Duwamish Manufacturing/Industrial Center. Some industrial land would be converted to a transportation use. It would generally follow existing transportation corridors, thereby limiting the amount of land that would be converted to a transportation use.
Housing	**Goal:** The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people. **Policy MPP-H-7:** Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region. **Policy MPP-H-8**: Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.	The project would support continued growth within the regional growth center and would support TOD in station areas where zoning allows for greater density. Following construction, remnant land could become available for redevelopment or joint development. Sound Transit's TOD and Real Property Excess, Surplus, and Disposition policies would promote racial and social equitability in development that occurs in station areas and minimize displacement potential.
Economy	**Policy MPP-EC-6**: Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy. **Policy MPP-EC-21**: Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.	The project is a voter-approved investment in high-capacity transit that would connect the region's metropolitan cities and designated growth areas. The regional growth strategy calls for metropolitan cities to accommodate for a large portion of the regional population and job growth. The project would efficiently move large numbers of people and increase connectivity within the corridor and region. The project would provide reliable, safe, and efficient transit to Seattle's downtown urban and economic core, as well as the Duwamish Manufacturing/Industrial Center. It would support TOD in station areas where zoning allows for greater density. Sound Transit's TOD and Real Property Excess, Surplus, and Disposition policies would promote racial and social equitability in development that occurs in station areas and minimize displacement potential. Existing reduced-fare transit pass options would continue to exist and would apply to the project, when operational.

Topic	Policy and Goals	Discussion
Transportation	**Goal:** The region has a sustainable, equitable, affordable, safe, and efficient multi-modal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.	The project would connect regional centers and implement a system that is technically and financially feasible to build, operate, and maintain. It would expand mobility for the project corridor and the region's residents, which include transit-dependent and low-income populations and people of color. Connecting to the existing light rail would provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project would provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma. and Federal Way. The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. The project is being designed to minimize effects to the natural environment, and impacts would be mitigated consistent with local, state, and federal requirements. The project would support TOD in station areas where zoning allows for greater density. Sound Transit's TOD and Real Property Excess, Surplus, and Disposition policies would promote racial and social equitability in development that occurs in station areas and minimize displacement potential. Existing reduced-fare transit pass options would continue to exist and would apply to the project, once operational.

Topic	Policy and Goals	Discussion
Transportation- The Regional Transportation Plan	**Policy MPP-T-5**: Develop a transportation system that minimizes negative impacts to, and promotes, human health.	The project would also encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, using durable materials, while reflecting the individual characters of station areas. These criteria would be developed with input from the City of Seattle. Visual and aesthetic resources are discussed in Section 4.5, Visual and Aesthetics Resources. of the Final EIS. Sound Transit would establish a Life and Safety Committee to oversee public safety and ensure it is maintained during planning, construction, and operation of the project. No new at-grade crossings of roadways are proposed as part of the project. Build Alternatives in the SODO Segment would eliminate one or two existing at-grade crossings of the existing 1 Line light rail line (formerly called the “Central Link” line). The project station design would use the principles of CPTED and include numerous features, such as abundant light, open access, and visibility, to address security issues. CPTED design measures would also control passenger movements with specific traffic flow patterns and include closed-circuit television cameras, emergency telephones, controlled exits, and sealed fare boxes.
Transportation- The Regional Transportation Plan	**Policy MPP-T-7:** Fund, complete, and operate the highly efficient, multi-modal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multi-modal system. **Policy MPP-T-8:** Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	The project is a voter-approved investment in high-capacity transit that would connect regional centers and implement a system that is technically and financially feasible to build, operate, and maintain. The project would provide reliable, safe, and efficient transit to Seattle’s downtown urban and economic core, as well as the Duwamish Manufacturing/Industrial Center. Regional Transportation Plan identifies the project as part of the region’s future integrated transit network and highlights its role in supporting equitable access to opportunity, reliable regional connections, and catalyzing economic and TOD within the region.

Topic	Policy and Goals	Discussion
Transportation- The Regional Transportation Plan	**Policy MPP-T-9:** Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs. **Policy MPP-T-10:** Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes. **Policy MPP-T-11**: Design, construct, and operate a safe and convenient transportation system for all users while accommodating the movement of freight and goods, using best practices and context-sensitive design strategies.	The project would create key transfer points at the SODO and Delridge stations, thereby increasing connectivity to communities to the south of the project corridor, such as White Center, Westwood Village, High Point, and Burien. These communities have ethnically and economically diverse populations. The project would expand mobility for the project corridor and the region's residents, which include transit-dependent and low-income populations and people of color. Connecting to the existing light rail would provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project would provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way. Sound Transit would establish a Life and Safety Committee to oversee public safety and ensure it is maintained during planning, construction, and operation of the project. The project would increase transit ridership and decrease the number of commuters who rely on automobiles to travel through or around the city of Seattle. As a result, automotive congestion would decrease along the city's freight routes, leading to increased mobility and greater network connectivity for freight within Seattle. The project includes traffic mitigation measures that could improve freight corridors and increase mobility.
Transportation – The Regional Transportation Plan	**Policy MPP-T-12**: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers. **Policy MPP-T-13**: Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options. **Policy MPP-T-14**: Integrate transportation systems to make it easier for people to move from one mode or technology or another.	The project would increase transit ridership and decrease the number of commuters who rely on automobiles to travel through or around the city of Seattle. As a result, automotive congestion would decrease along the city's freight routes, thereby leading to increased mobility and greater network connectivity for freight within Seattle. The project includes traffic mitigation measures that could improve freight corridors and increase mobility. It would serve as an alternative to the single-occupant vehicle and also provide linkages to other travel modes (bus, rail, walking, and biking). This would support a more efficient transportation system with fewer cars. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail.

Topic	Policy and Goals	Discussion
Transportation- The Regional Transportation Plan	**Policy MPP-T-15**: Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development. **Policy MPP-T-19:** Design transportation programs and projects to support local and regional growth centers and high-capacity transit station areas. **Policy MPP-T-20:** Promote the preservation of existing rights-of-way for future high-capacity transit. **Policy MPP-T-21:** Design transportation facilities to fit within the context of the built or natural environments in which they are located.	The project would efficiently move large numbers of people and encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. It would generally follow existing transportation corridors, thereby limiting the amount of land that would be converted to a transportation use. The project would also provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way. Sound Transit is coordinating with Metro, Seattle Department of Transportation, and several other governmental agencies to ensure the project is integrated with existing and future transit opportunities. It would support TOD and mixed-use development in station areas where zoning allows for greater density. Sound Transit's TOD and Real Property Excess, Surplus, and Disposition policies would promote racial and social equitability in development that occurs in station areas and minimize displacement potential. Existing reduced-fare transit pass options would continue to exist and would apply to the project, when operational.
Transportation – Supporting the Economy	**Policy MPP-T-23:** Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	The project would provide reliable, safe, and efficient transit to Seattle's downtown urban and economic core, as well as the Duwamish Manufacturing/Industrial Center. The project would improve regional mobility by increasing connectivity to Downtown Seattle and the regional light rail system to meet the projected transit demand. It would generally follow existing transportation corridors, thereby limiting the amount of land that would be converted to a transportation use. The project would facilitate faster and more reliable transit service to various destinations and services, such as jobs, education, shopping, and medical care. The project would create key transfer points at the SODO and Delridge stations, thereby increasing connectivity to communities to the south of the project corridor, such as White Center, Westwood Village, High Point, and Burien. These communities have an ethnically and economically diverse population.

Topic	Policy and Goals	Discussion
Transportation – Protecting the Environment	**Policy MPP-T-29:** Support the transition to a cleaner transportation system through investments in zero emission vehicles, low-carbon fuels, and other clean energy options. **Policy MPP-T-31**: Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery. **Policy MPP-T-32:** Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than with the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As detailed in Section 3.3, the project is expected to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment, and impacts would be mitigated consistent with local, state, and federal requirements. The project would include stormwater detention and treatment to address impacts related to stormwater runoff. Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the project design. Low-impact development stormwater management techniques would be evaluated during the design process.
Public Services	**Goal:** The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.	The project is a voter-approved investment in high-capacity transit that would connect regional centers and implement a system that is technically and financially feasible to build, operate, and maintain. It would expand mobility for the corridor and the region's residents, which include transit-dependent and low-income populations and people of color. The project would increase connectivity between metro growth centers and urban growth centers as well as provide easy access to light rail and transit stations. Connecting to the existing light rail would provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project would provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way.

Topic	Policy and Goals	Discussion
Public Services	**Policy MPP-PS-1:** Protect and enhance the environment and public health and safety when providing services and facilities.	Sound Transit's Fire/Life Safety Committee would review safety requirements and develop solutions regarding access to the light rail system, emergency routes, water and fire hydrant needs, training, costs, and other design features; specific emergency procedures and necessary equipment would be determined during final design. The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. The project is being designed to minimize effects to the natural environment, and impacts would be mitigated consistent with local, state, and federal requirements. Design of stations would include context-sensitive design. Sound Transit would implement CPTED design principles aiming to reduce criminal activities at stations. Other measures to minimize crime could include use of security equipment, anti-crime programs, and security personnel. Sound Transit would also develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, using durable materials, while reflecting the individual characters of station areas. These criteria would be developed with input from the City of Seattle. Visual and aesthetic resources are discussed in Section 4.5 in Chapter 4 of the Final EIS.
Public Services	**Policy MPP-PS-2:** Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities. **Policy MPP-PS-29**: Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.	The project would support continued growth within the designated growth centers and would support TOD in station areas where zoning allows for greater density. It would support TOD in station areas where zoning allows for greater density. Sound Transit's TOD and Real Property Excess, Surplus, and Disposition policies would promote racial and social equitability in development that occurs in station areas and minimize displacement potential. Existing reduced-fare transit pass options would continue to exist and would apply to the project, once operational. The project would create key transfer points at the SODO and Delridge stations, increasing connectivity to communities to the south of the project corridor, such as White Center, Westwood Village, High Point, and Burien. These communities have an ethnically and economically diverse population. It would expand mobility for the corridor and the region's residents, which include transit-dependent and low-income populations and people of color. Connecting to the existing light rail would provide access to additional destinations such as Sea-Tac Airport and Tacoma.

Source: Puget Sound Regional Council 2020.

CPTED = Crime Prevention Through Environmental Design; FTA = Federal Transit Administration; Sea-Tac Airport = Seattle-Tacoma International Airport; TOD = transit-oriented development

Table L4.2-2. Project Consistency with City of Seattle Comprehensive Plan

Topic	Policy and Goals	Discussion
Growth Strategy	**Goal GS G1:** Keep Seattle as a city of unique, vibrant, and livable urban neighborhoods, with concentrations of development where all residents can have access to employment, transit, and retail services that can meet their daily needs. **Policy GS 1.2:** Encourage investments and activities in urban centers and urban villages that will enable those areas to flourish as compact mixed-use neighborhoods designed to accommodate the majority of the city's new jobs and housing. **Policy GS 1.5:** Encourage infill development in underused sites, particularly in urban centers and villages. **Policy GS 1.6:** Plan for development in urban centers and urban villages in ways that will provide all Seattle households, particularly marginalized populations, with better access to services, transit, and educational and employment opportunities. **Policy GS 1.7:** Promote levels of density, mixed uses, and transit improvements in urban centers and villages that will support walking, biking, and use of public transportation.	The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, connecting urban villages and urban centers. The project would serve as a catalyst for TOD in the areas surrounding stations, where zoning allows greater densities. Following construction, remnant land could become available for redevelopment or joint development. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program. The project would create key transfer points at the SODO and Delridge stations, increasing connectivity to communities to the south of the project corridor, such as White Center, Westwood Village, High Point and Burien. These communities have an ethnically and economically diverse population. The project would facilitate faster and more reliable transit service to various destinations and services, such as jobs, education, shopping, and medical care.
Growth Strategy	**Policy GS 2.1:** Plan for a variety of uses and the highest densities of both housing and employment in Seattle's urban centers, consistent with their role in the regional growth strategy. **Policy GS 2.3:** Accommodate a substantial portion of the city's growth in hub and residential urban villages. **Policy GS 2.4:** Work toward a distribution of growth that eliminates racial and social disparities by growing great neighborhoods throughout the city, with equitable access for all and with community stability that reduces the potential for displacement.	The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, connecting urban villages and urban centers. The project would serve as a catalyst for TOD in the areas surrounding stations, where zoning allows greater densities. Following construction, remnant land could become available for redevelopment or joint development. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program. Sound Transit's TOD and Real Property Excess, Surplus, and Disposition policies promote racial and social equitability for development that occurs in station areas and minimize displacement potential. The project would expand mobility for the corridor and the region's residents, which include transit-dependent and low-income populations and people of color. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way.

Topic	Policy and Goals	Discussion
Growth Strategy	**Policy GS 3.2:** Design public facilities to emphasize physical and visual connections to Seattle's natural surroundings, with special attention to public vistas of shorelines, the Olympic Mountains, and the Cascade Range. **Policy GS 3.10:** Design public infrastructure and private building developments to help visitors understand the existing block and street patterns and to reinforce the walkability of neighborhoods. **Policy GS 3.16:** Encourage designs for buildings and public spaces that maximize use of natural light and provide protection from inclement weather.	The project would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, using durable materials, while reflecting the individual character of each station area. These criteria would be developed with input from the communities near stations and the City of Seattle. Station platforms and entrances would have overhead canopies, and elevated platforms would offer weather protection for customers.
Growth Strategy	**Policy GS 3.26:** Design public spaces that consider the nearby physical context and the needs of the community. **Policy GS 3.27:** Use the principles of crime prevention through environmental design for public spaces, where appropriate.	Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, using durable materials, while reflecting the individual character of each station area. These criteria would be developed with input from the communities near stations and the City of Seattle. The project station design would use CPTED principles and include numerous features such as abundant light, open access, and visibility to address security issues. CPTED design measures would also control passenger movements with specific traffic flow patterns and include closed-circuit television cameras, emergency telephones, controlled exits, and sealed fare boxes.

Topic	Policy and Goals	Discussion
Land Use	**Goal LU G1:** Achieve a development pattern consistent with the urban village strategy, concentrating most new housing and employment in urban centers and villages, while also allowing some infill development compatible with the established context in areas outside centers and villages. **Policy LU 1.6:** Consider and seek to reduce the potential health impacts of air pollution on residential populations and other sensitive uses near corridors with high volumes of vehicle traffic, the King County Airport, major rail yards, freight routes, and point sources of pollution.	The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, connecting urban villages and urban centers. Sound Transit's TOD policy supports and encourages the creation of market-rate and affordable housing options in station areas. It provides the groundwork for the TOD Program and establishes a framework for implementing TOD strategies with the regional transit system. Following construction, remnant land could become available for redevelopment or joint development. The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements.
Land Use	**Goal LU G3:** Allow public facilities and small institutions to locate where they are generally compatible with the function, character, and scale of an area, even if some deviation from certain regulations is necessary. **Policy LU 3.2:** Allow public facilities and small institutions to depart from development standards, if necessary to meet their particular functional requirements, while maintaining general design compatibility with the surrounding area's scale and character. Require public facilities and small institutions to adhere to zoned height limits, Citywide Planning Land Use Seattle 2035 except for spires on religious institutions. Consider providing greater flexibility for schools in recognition of their important role in the community. **Policy LU 3.5:** Allow nonconforming public facilities and small institutions to expand or make structural changes, provided these alterations comply with the zone's development standards and do not increase the structure's nonconformity.	The project would generally be compatible with the function, character, and scale of station areas. Within the Delridge Segment, there could be a new station in a single-family residential zone. The top of this station would be higher than what is allowed in this zone. As provided in Seattle Municipal Code Section 23.80.004.C(5), the Seattle Department of Construction & Inspections' Director has the authority to waive or modify applicable development standards to allow the siting, proper functioning, and lessen environmental impacts of such facilities. The code also includes the Director's authority to accommodate future development that will comply with development standards in a manner that is better than if the waiver or modification were not granted.

Topic	Policy and Goals	Discussion
Land Use – Off-Street Parking	**Policy LU 6.15:** Discourage the development of major standalone park-and-ride facilities within Seattle. Additions to park-and-ride capacity could be considered at the terminus of a major regional transit system, where opportunities exist for shared parking, or where alternatives to automobile use are particularly inadequate or cannot be provided in a cost-effective manner.	The project does not include any parking facilities, including park-and-rides. The project would increase connectivity with transit systems that include park-and-ride facilities.
Land Use	**Policy LU 9.2:** Encourage the development of compact, concentrated commercial/mixed-use areas, in urban centers and urban villages, where pedestrians can easily access transit and a variety of businesses.	Neighborhoods served by light rail stations would benefit from increased transit access to Downtown Seattle and other areas in the Puget Sound region accessible by light rail. The project would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. It would encourage equitable and sustainable urban growth in station areas through support of TOD and multi-modal integration.
Land Use	**Goal LU G10:** Provide sufficient land with the necessary characteristics to allow industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that could disrupt or displace them. **Policy LU 10.2:** Preserve industrial land for industrial uses, especially where industrial land is near rail- or water-transportation facilities, in order to allow marine- and rail-related industries that rely on that transportation infrastructure to continue to function in the city.	The project would provide greater connectivity to the Duwamish Manufacturing/Industrial Center. It would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. In some segments, the project would convert Manufacturing/Industrial Center land to a transportation use.
Land Use	**Goal LU G11:** Promote Downtown Seattle as an urban center with the densest mix of residential and commercial development in the region, with a vital and attractive environment that supports employment and residential activities and is inviting to visitors.	The project would improve regional mobility by increasing connectivity to Downtown Seattle and the regional light rail system. It would encourage equitable and sustainable urban growth in station areas through support of TOD and multi-modal integration.

Topic	Policy and Goals	Discussion
Land Use	**Policy LU 17.1:** Use best available science to identify and protect environmentally critical areas. **Policy LU 17.10:** Limit disturbance and maintain and enhance vegetative cover on steep slopes to control erosion and water runoff in order to reduce the risk of siltation and other environmental impacts to streams, lakes, Puget Sound, and the City's stormwater facilities. **Policy LU 17.16:** Protect Seattle's unique remaining wetland resources and use mitigation sequencing to address construction and postconstruction impacts in wetlands and their buffers by strictly regulating development. **Policy LU 17.18:** Protect existing vegetation in wetlands and their buffers, unless augmenting or replanting can be shown to better protect the wetland's functions and values. **Policy LU 17.22:** Limit development within the riparian corridor to protect the natural functions and values of these areas from the potential negative effects of urban development. Retain vegetation in its natural condition. If the vegetation within the riparian corridor is degraded, allow new native plantings that enhance the functions and values of the riparian corridor.	The project will be designed to minimize vegetation removal where possible and implement best management practices to control erosion. The project would be designed to reduce risks of injury and loss of life during earthquake or seismic activity. The project would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. The project would impact some wetlands within the project corridor. To the extent that impacts cannot be avoided, Sound Transit would provide compensatory mitigation to achieve no net loss of ecosystem function and acreage. The project would also include stormwater detention and treatment to address impacts related to stormwater runoff. Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the project design. Low-impact development stormwater management techniques would be evaluated during the design process. Sound Transit would consider Green Stormwater Infrastructure, which would help filter pollutants, lessen urban heat islands, and sequester carbon while providing local neighborhoods with aesthetic and natural resource benefits.

Topic	Policy and Goals	Discussion
Transportation	**Goal TG1:** Ensure that transportation decisions, strategies, and investments support the City's overall growth strategy and are coordinated with this Plan's land use goals. **Policy T 1.1:** Provide safe and reliable transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers. **Policy T 1.2:** Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options (pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and marginalized communities. **Policy T 1.3:** Design transportation infrastructure in urban centers and villages to support compact, accessible, and walkable neighborhoods for all ages and abilities. **Policy T 1.4:** Design transportation facilities to be compatible with planned land uses and consider the planned scale and character of the surrounding neighborhood. **Policy T1.7:** Recognize the connection between transportation choices and climate change and work to reduce vehicular emissions.	The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, connecting urban villages and urban centers. It would encourage equitable and sustainable urban growth in station areas through support of TOD and multi-modal integration. It would also encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements. Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, using durable materials, while reflecting the individual character of each station area. These criteria would be developed with input from the communities near stations and the City of Seattle.
Transportation	**Goal TG 2:** Allocate space on Seattle's streets to safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the rights-of-way. **Policy T 2.1:** Devote space in the street right-of-way to accommodate multiple functions of mobility, access for commerce and people, activation, landscaping, and storage of vehicles. **Policy T 2.2:** Ensure that the street network accommodates multiple travel modes, including transit, freight movement, pedestrians, people with disabilities, bicycles, general purpose traffic, and shared-transportation options.	The project would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. Stations would be designed to include art installations from local artists designed to enhance the public spaces they occupy. The project would expand mobility for the corridor and the region's residents, which include transit-dependent and low-income populations and people of color. Also, the project would provide increased connectivity for the local populations, which include low-income and people of color. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way.

Topic	Policy and Goals	Discussion
Transportation	**Goal TG 3:** Meet people's mobility needs by providing equitable access to, and encouraging use of, multiple transportation options. **Policy T 3.1:** Develop and maintain high-quality, affordable, and connected bicycle, pedestrian, and transit facilities. **Policy T 3.2:** Improve transportation options to and within the urban centers and urban villages, where most of Seattle's job and population growth will occur. **Policy T 3.4:** Develop a citywide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and week. **Policy T 3.9:** Expand light rail capacity and bus reliability in corridors where travel capacity is constrained, such as crossing the Lake Washington Ship Canal or the Duwamish River, or through the Center City. **Policy T 3.10:** Provide high-quality pedestrian, bicycle, and bus transit access to high-capacity transit stations, in order to support transit ridership and reduce single-occupant vehicle trips.	The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. It would also connect urban villages and urban centers, where most of the job and population growth will occur. The project would improve regional mobility by increasing connectivity to Downtown Seattle and the regional light rail system to meet the projected transit demand. Effective transit can help avoid or reduce the expense of automobile ownership and provide critical access to economic opportunity for disadvantaged populations. It would improve access to regional destinations for all populations. Existing reduced-fare transit pass options would continue to exist and would apply to the project, once operational. The project would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. The project would cross the Duwamish Waterway (also known as Duwamish River).
Transportation	**Goal TG 4:** Promote healthy communities by providing a transportation system that protects and improves Seattle's environmental quality. **Policy T 4.3:** Reduce drive-alone vehicle trips, vehicle dependence, and vehicle miles traveled in order to help meet the City's greenhouse gas reduction targets and reduce and mitigate air, water, and noise pollution. **Policy T 4.4:** Manage the transportation system to support modes that reduce the use of fossil fuels and promote the use of alternative fuels.	The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As described in Section 3.3, the project is expected to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements. As described in Section 4.7, Sound Transit would provide noise mitigation where the project would exceed FTA noise criteria for operations. Sound Transit would adhere to the City's noise ordinance for construction noise.

Topic	Policy and Goals	Discussion
Transportation	**Policy T 5.5:** Evaluate the feasibility of grade separation in locations where train-induced street closings result in significant delays and safety issues for other traffic and improve the safety and operational conditions at rail crossings of city streets. **Policy T 5.8:** Increase efficient and affordable access to jobs, education, and workforce training in order to promote economic opportunity. **Policy T 5.9:** Improve access to urban villages and other neighborhood business districts for customers and delivery of goods.	The project would not require any new at-grade roadway crossings. Build Alternatives in the SODO Segment would eliminate one or two existing at-grade crossings of the existing 1 Line light rail line. It would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, connecting urban villages and urban centers. It would expand mobility for the corridor and the region's residents, which include transit-dependent and low-income populations and people of color. Effective transit can help avoid or reduce the expense of automobile ownership and provide critical access to economic opportunity for disadvantaged populations. The project would create key transfer points at the SODO and Delridge stations, thus increasing connectivity to communities to the south of the project corridor, such as White Center, Westwood Village, High Point, and Burien. These communities have an ethnically and economically diverse population. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way.
Transportation	**Goal TG 6:** Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users. **Policy T 6.1:** Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries by 2030 to attain the City's Vision Zero objectives. **Policy T 6.4:** Minimize right-of-way conflicts to safely accommodate all travelers. **Policy T 6.5:** Improve safety for all modes of transportation on streets heavily used by trucks. **Policy T 6.8:** Make safety a priority in all transportation plans and projects, including project prioritization criteria.	Sound Transit's Fire/Life Safety Committee would review safety requirements and develop solutions regarding access to the light rail system, emergency routes, water and fire hydrant needs, training, costs, and other design features; specific emergency procedures and necessary equipment would be determined during final design. No new at-grade crossings of roadways are proposed as part of the project. Build Alternatives in the SODO Segment would eliminate one or two existing at-grade crossings of the existing 1 Line light rail line. Project station design would use the principles of CPTED and include numerous features, such as abundant light, open access, and visibility, to address security issues. CPTED design measures would also control passenger movements with specific traffic flow patterns and include closed-circuit television cameras, emergency telephones, controlled exits, and sealed fare boxes.

Topic	Policy and Goals	Discussion
Transportation	**Policy T 7.1:** Coordinate with regional, state, and federal agencies; other local governments; and transit providers when planning and operating transportation facilities and services that reach beyond the city's borders. **Policy T 7.6:** Work with regional transit agency partners to expand and optimize cross-jurisdictional regional light rail and bus transit service investments that function as a single, coordinated system to encourage more trips to, from, and within Seattle on transit. **Policy T 7.7:** Work with regional transit agencies to encourage them to provide service that is consistent with this Plan's growth goals and strategy.	Sound Transit is coordinating with Metro, Seattle Department of Transportation, and several other governmental agencies to ensure the project is integrated with existing and future transit opportunities. The project would provide connections from within the city to other light rail projects, including connections under construction to Northgate, Bellevue, Redmond, Lynnwood, and Federal Way. Extension; commuter rail (Sounder); and bus routes that extend beyond the city and into the Puget Sound region. The project would serve as a catalyst for mixed-use development around station areas, where local zoning allows for it. This redevelopment would support concentrated growth in designated areas and reduce urban sprawl, consistent with Seattle's growth plan and strategy.

Topic	Policy and Goals	Discussion
Transportation	**Policy T 8.2:** Operate the transportation system in a way that balances the following priorities: safety, mobility, accessibility, social equity, placemaking, infrastructure preservation, and resident satisfaction. **Policy T 8.3:** Employ state-of-the-art intelligent transportation systems to increase efficiency of movement and reduce travel delays for all modes. **Policy T 8.7:** Mitigate construction impacts from City and private projects on the use of the street right-of-way and on the operation of the transportation system, especially for vulnerable populations. **Policy T 8.8:** Look for innovative ways to create training, youth employment, and living wage opportunities for marginalized populations in the construction and major maintenance of transportation facilities.	The project would expand mobility for the corridor and the region's residents, which include transit-dependent and low-income populations and people of color. It would provide fast, reliable light rail connections to dense residential and job centers throughout the Puget Sound region, while the new Downtown Seattle light rail tunnel would provide capacity for the entire regional system to operate efficiently. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way. The project would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. The project would be tunneled or elevated in much of the corridor. Sound Transit would develop design criteria that provide a consistent architectural theme for all elevated elements and for features such as stations, using durable materials, while reflecting the individual character of each station area. These criteria would be developed with input from the communities near stations and the City of Seattle. Sound Transit's Fire/Life Safety Committee would review safety requirements and develop solutions regarding access to the light rail system, emergency routes, water and fire hydrant needs, training, costs, and other design features; specific emergency procedures and necessary equipment would be determined during final design. No new at-grade crossings of roadways are proposed as part of the project. Build Alternatives in the SODO Segment would eliminate one or two existing at-grade crossings of the existing 1 Line light rail line. Project station design would use the principles of CPTED and include numerous features, such as abundant light, open access, and visibility, to address security issues. CPTED measures would also control passenger movements with specific traffic flow patterns and include closed-circuit television cameras, emergency telephones, controlled exits, and sealed fare boxes. The project would provide a fast, efficient, and reliable transit system for people including low-income and special-needs populations and people of color. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way.

Topic	Policy and Goals	Discussion
Transportation	**Policy T 9.3:** Pursue strategies to reduce drive-alone trips in order to increase the ability of the city's transportation network to carry people and goods.	Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As detailed in Section 3.3, the project is anticipated to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals.
Transportation	**Goal TG 10:** Ensure that transportation funding is sufficient to operate, maintain, and improve the transportation system that supports the City's transportation, land use, economic, environmental, equity, and other goals. **Policy T 10.4:** Partner with other City departments, as well as regional transportation and public works agencies, to coordinate investments, maximize project integration, reduce improvement costs, and limit construction impacts on neighborhoods.	The project is part of the Sound Transit 3 plan of regional transit system investments, funding for which was approved by voters in the region in 2016. Sound Transit will work with the City and other agencies to maximize project benefits and limit construction impacts.
Environment	**Policy EN 1.9:** Work with other levels of government and with the private sector to support and encourage the cleanup of contaminated soil and other environmental remediation associated with the re-use or expansion of industrial sites.	To the extent practicable, Sound Transit would limit construction activities that would encounter contaminated soil and groundwater.
Environment	**Policy EN 2.6:** Promote quality wildlife habitats in Seattle's waterways by protecting and improving migratory fish passageways, spawning grounds, wetlands, estuaries, and river mouths.	Sound Transit would minimize long-term and construction impacts by avoiding contaminated sites or portions of sites when possible. Sound Transit would perform environmental due diligence for properties along the corridor before acquisition or construction to avoid or minimize impacts from contaminated sites. Section 4.12, Hazardous Materials, provides more information. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements.

Topic	Policy and Goals	Discussion
Environment	**Goal EN G3:** Reduce Seattle's greenhouse gas emissions by 58 percent from 2008 levels by 2030 and become carbon neutral by 2050. **Policy EN 3.1:** Expand transit, walking, bicycling, and shared-transportation infrastructure and services to provide safe, affordable and effective options for getting around that produce low or zero emissions, particularly for lower-income households and communities of color. **Policy EN 3.2:** Implement the urban village strategy with the goal of meeting the growing demand for conveniently located homes and businesses in pedestrian-friendly neighborhoods where residents can walk to a variety of recreation and service offerings, in order to increase the number of trips that do not require automobile use and increase access to opportunity for lower-income households and communities of color. **Policy EN 4.1:** Consider projected climate impacts when developing plans or designing and siting infrastructure, in order to maximize the function and longevity of infrastructure investments, while also limiting impacts on marginalized populations and fostering resilient social and natural systems.	The project would provide a fast, efficient, and reliable transit system for people including low-income and special-needs populations and people of color. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way. The project would help reduce greenhouse gases and improve air quality by providing an alternative to automobile travel that would reduce vehicle miles traveled. The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As detailed in Section 3.3, the project design considers climate impacts, and is anticipated to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements. The project would support the urban village strategy by providing connections to urban centers and urban villages with a fast, efficient, and reliable transit system. It would promote mixed-use development to allow growth at greater density, where existing land use policies and regulations allow. The increased density would be a more efficient use of land and promote efficient provision of services and facilities. Following construction, remnant land could become available for redevelopment or joint development. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD policy and program.

Topic	Policy and Goals	Discussion
Environment	**Goal EN G5:** Seek to ensure that environmental benefits are equitably distributed and environmental burdens are minimized and equitably shared by all Seattleites. **Policy EN 5.3:** Prioritize strategies with co-benefits that support other equity goals such as promoting living wage jobs or enhancing social connectedness.	The project would provide a fast, efficient, and reliable transit system for people including low-income and special-needs populations and people of color. Neighborhoods served by light rail stations would benefit from increased transit access to Downtown Seattle and other areas in the Puget Sound region accessible by light rail. The project would provide increased access to locations around the city for pedestrians, bicyclists, and those with mobility challenges. It would provide transfer points for communities south of the Delridge Station, including White Center, Westwood Village, and High Point. These communities have an ethnically and economically diverse population. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way. Sound Transit's TOD and Real Property Excess, Surplus, and Disposition policies would promote racial and social equitability in development that occurs in station areas and minimize displacement potential. Existing reduced-fare transit pass options would continue to exist and would apply to the project, once operational.
Parks and Open Space	**Policy P 4.3:** Recognize that visitors to major regional attractions can impact the neighborhoods surrounding those facilities, and look for ways to limit those impacts, including through enhanced walking, biking, and transit connections.	The project would provide a reliable, efficient, and fast light rail transit service to communities in the project corridor. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. The project would provide connections to attractions such as Seattle Center and would expand transit options and connections to West Seattle.

Topic	Policy and Goals	Discussion
Community Well-Being	**Policy CW 6.1:** Enhance opportunities for people with low incomes, disabilities, limited English, cultural barriers, time constraints, transportation limitations, and other barriers to gain access to services they need.	The project would provide a fast, efficient, and reliable transit system for people including low-income and special-needs populations and people of color. Neighborhoods served by light rail stations would benefit from increased transit access to Downtown Seattle and other areas in the Puget Sound region accessible by light rail. The project would provide increased access to locations around the city for pedestrians, bicyclists, and those with mobility challenges. It would provide transfer points for communities south of the Delridge Station, including White Center, Westwood Village, and High Point. These communities have an ethnically and economically diverse population. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way. Sound Transit's TOD and Real Property Excess, Surplus, and Disposition policies would promote racial and social equitability in development that occurs in station areas and minimize displacement potential. Existing reduced-fare transit pass options would continue to exist and would apply to the project, once operational.
Shoreline Areas	**Goal SA G4:** Protect ecological function of those areas of shoreline that are biologically significant or that are geologically fragile.	Several alignment alternatives include elevated guideways and bridges that could impact shorelines. However, the project will be designed to minimize impacts as appropriate. Sound Transit would provide mitigation for unavoidable impacts on shorelines protected under federal, state, and local regulations.
Shoreline Areas	**Goal SA G8:** Provide a transportation network that supports and enhances use of and access to the shorelines. **Policy SA P15:** Provide public transportation convenient to the shoreline.	The project would connect riders to stations close to the West Seattle shorelines. From these stations, riders could connect to other transportation options (bike, bus, walk) to access the shoreline. These new connections would reduce the need for automotive transportation.

Topic	Policy and Goals	Discussion
Shoreline Areas	**Goal SA G12:** Preserve, protect, and restore areas necessary for the support of terrestrial and aquatic life or those identified as having geological or biological significance. **Policy SA P19:** Use mitigation sequencing to meet no net loss of ecological functions. Mitigation sequencing refers to taking steps in this order: avoid, rectify, minimize, and/or compensate for the loss to ecological functions. **Policy SA P22:** Develop methods to measure both the impacts of development in the Shoreline District and the effects of mitigation so that no net loss of ecological function occurs through development projects. **Policy SA P24:** Conserve existing shoreline vegetation and encourage new shoreline plantings with native plants to protect habitat and other ecological functions, reduce the need for shoreline stabilization structures, and improve visual and aesthetic qualities of the shoreline. **Policy SA P32:** Work with other government agencies and shoreline users to reduce the input of pollutants, to restore contaminated areas, to control disposal of dredge spoils, and to determine the appropriate mitigation for project impacts.	The project incorporates avoidance and minimization techniques, which would continue to be refined during final design. For unavoidable impacts, Sound Transit would implement compensatory mitigation in accordance with applicable federal, state, and local requirements and guidelines.
Shoreline Areas	**Policy SA P48:** Avoid impacts to areas identified as archaeologically and historically significant, unless no reasonable alternative locations exist and impacts to the resource are mitigated.	The project would minimize impacts to archaeological and historic resources through the application of best management practices during construction and operation. Where impacts cannot be avoided or minimized, mitigation measures would be developed.
Shoreline Areas	**Policy SA P61:** Minimize impacts on navigation, public views, and ecological functions.	The project incorporates avoidance and minimization techniques, which would continue to be refined during final design. Sound Transit would implement compensatory mitigation in accordance with applicable federal, state, and local requirements and guidelines for unavoidable impacts. The project includes coordination with the Coast Guard to address navigational requirements.
Shoreline Areas	**Policy SA P88:** Preserve and enhance the resources of natural areas and fish migration routes, feeding areas, and spawning areas.	The project incorporates avoidance and minimization techniques, which would continue to be refined during final design. Sound Transit would implement compensatory mitigation in accordance with applicable federal, state, and local requirements and guidelines for unavoidable impacts.

Source: City of Seattle 2018a

Table L4.2-3. Project Consistency with City of Seattle Neighborhood Plans

Topic	Policy and Goals	Discussion
Delridge	**Policy D-P7:** Seek to develop a pedestrian-oriented environment along Delridge Way that integrates adjacent storefront activities with transit, parking, bikeways, and walking areas. Seek to calm traffic on Delridge Way through the neighborhood anchors.	The project would support mixed-use development in designated growth areas and would focus most growth in station areas where zoning and land use codes allow greater densities. The increased density would promote more efficient use of land, allowing for efficient provision of services and facilities, as well as promoting walkable neighborhoods. The project would serve as an alternative to the single-occupant vehicle and would also provide linkages to other travel modes, including rail, bus, and walking.
Delridge	**Goal D-G4:** A transportation system that provides convenient access for local travel within the neighborhood, and access to principal employment, shopping, and entertainment activities in the surrounding area.	The project would provide reliable, safe, and efficient transit options to several urban villages and centers in Seattle, including across the Delridge neighborhood and through the City Center. The project would support mixed-use development in designated areas that could attract commercial and business uses and provide increased employment opportunities.
Duwamish Manufacturing/Industrial Center	**Goal GD-G2:** Public infrastructure adequate to serve business operations in the Duwamish Manufacturing/Industrial Center is provided. **Goal GD-G3:** Land in the Duwamish Manufacturing/Industrial Center is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities, and commercial fishing activities. **Policy GD-P1:** Recognize the significant contribution of the industries and businesses in the Duwamish Manufacturing/Industrial Center in terms of the jobs they create, and the export and tax revenues they generate.	The project would provide a safe, fast, efficient, and reliable transportation system. It would support mixed-use development in designated areas that could attract commercial and business uses and provide increased employment opportunities. It would generally follow existing transportation corridors, limiting the amount of industrial land that would be converted to a transportation use.
Duwamish Manufacturing/Industrial Center	**Policy GD-P8:** Strive to protect the limited and nonrenewable regional resource of industrial, particularly waterfront industrial, land from encroachment by nonindustrial uses.	The project would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use.

Topic	Policy and Goals	Discussion
Duwamish Manufacturing/Industrial Center	**Goal GD-G9:** A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center. **Goal GD-G10:** The transportation network in the Duwamish Manufacturing/Industrial Center makes appropriate connections and minimizes conflicts between different travel modes. **Goal GD-G15:** Sufficient transportation infrastructure, particularly in the northern portion of the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users. **Goal GD-G16:** The public transit system provides employee access to the Duwamish Manufacturing/Industrial Center while minimizing impacts on freight mobility. **Policy GD-P27:** Pursue opportunities and develop partnerships to provide grade separations between rail and auto/truck traffic along key east–west routes for enhanced speed and reliability while maintaining safety for both travel modes. **Policy GD-P34:** Recognize the importance of intermodal connections for the movement of freight between the state highway system, rail yards, barge terminals, port terminals, airports, and warehouse/distribution centers. **Policy GD-P35:** Strive to minimize disruptions to freight mobility caused by construction (including construction of transportation facilities) in the Duwamish Manufacturing/Industrial Center. **Policy GD-P40:** Encourage the efficient use of transit opportunities, including the SODO Busway, to expedite the movement of event patrons in and out of the Duwamish Manufacturing/Industrial Center.	The project would provide high-quality, rapid, reliable, and efficient light rail transit service to communities in the project corridor. It would support mixed-use development in designated areas that could attract commercial and business uses and provide increased employment opportunities. The project would increase the ability of employees, customers, and businesses to access Seattle. The project would provide connections to other urban centers and urban villages in the project corridor, other urban communities, and other regional destinations. The project would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. The project would not require any new at-grade roadway crossings. Build Alternatives in the SODO Segment would eliminate one or two existing at-grade crossings of the existing 1 Line light rail line. It would reduce dependency on the automobile and provide a reliable mode of transit with linkages to other modes. The project would increase the ability of employees, customers, and businesses to access Seattle. It would provide connections to urban centers in the project corridor, to other communities, and to other regional destinations. The project would increase transit ridership and decrease the number of commuters who rely on automobiles to travel through or around the city of Seattle. As a result, automotive congestion would decrease along the city's freight routes, leading to increased mobility and greater network connectivity for freight within Seattle. All long-term impacts to intersection operations would be mitigated as agreed to with the City of Seattle. Sound Transit has coordinated with the City of Seattle and Metro on the siting of project facilities and will continue to coordinate.

Topic	Policy and Goals	Discussion
West Seattle Junction	**Goal WSJ-G4:** A neighborhood that facilitates movement of people and goods with a particular emphasis on increasing safety, supporting the economic centers, and encouraging a full range of transportation choices. **Policy WSJ-P12:** Strive to protect the residential neighborhoods surrounding the West Seattle Junction from traffic impacts.	The project would provide a fast, reliable, and efficient mode of transit linking West Seattle Junction to other urban centers and urban villages in the project corridor. The project would serve as an alternative to the automobile and would also provide linkages to other travel modes including rail, bus, biking, and walking. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. The project would generally follow existing transportation corridors, limiting the amount of land that would be converted to a transportation use. Chapter 3 includes an analysis of traffic through West Seattle Junction. All long-term impacts to intersection operations would be mitigated as agreed to with the City of Seattle.

Source: City of Seattle 2018a.

Table L4.2-4. Project Consistency with King County Comprehensive Plan

Topic	Policy and Goals	Discussion
Regional Growth Management – King County Guiding Principles	**Policy RP- 203:** King County shall continue to support the reduction of sprawl by focusing growth and future development in the Urban Growth Area, consistent with adopted growth targets. **Policy RP-204:** King County shall continue to promote an efficient multi-modal transportation system that provides residents with a range of transportation choices that respond to community needs and reduce impacts on the natural environment.	The project would be within the urban growth boundary of King County and would support TOD where zoning and land use codes allow greater densities, including urban centers. The project would serve as an alternative to the automobile and would also provide linkages to other travel modes including rail, bus, biking, and walking. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections.

Topic	Policy and Goals	Discussion
Urban Communities – Urban Communities	**Policy U-108:** King County should support the development of urban centers to meet the region's needs for housing, jobs, services, culture and recreation and to promote healthy communities; improving access to these services helps address social and economic needs of all residents, including disadvantaged communities. Strategies may include exploring opportunities for joint development or TOD, siting civic uses in mixed-use areas, and leveraging or utilizing existing County assets in urban centers. **Policy U-109a:** King County should encourage development, facilities and policies that lead to compact communities that transit can serve efficiently and effectively. As funding permits, King County should partner with jurisdictions and the private sector to spur development of compact communities and infrastructure investments that enhance alternatives to single-occupant vehicles such as transit, safe walking paths and trails, bicycle facilities, car and van pools, and other modes.	The project would serve as an alternative to the automobile and would provide linkages to other travel modes including rail, bus, biking, and walking. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. The project would promote mixed-use development in designated urban growth areas and focus most growth in station areas, where zoning and land use codes allow for greater densities. The increased density would allow more efficient use of land, promote efficient provision of services and facilities, and encourage walkable neighborhoods. Sound Transit's TOD policy encourages the creation of market-rate and affordable housing options in station areas, where zoning and land use codes allow. Following construction, remnant land could become available for redevelopment or joint development. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program as laid out in the Sound Transit TOD Program Strategic Plan (Sound Transit 2014b) and Sound Transit's TOD policy (Sound Transit 2018).

Topic	Policy and Goals	Discussion
Housing and Human Services – Housing	**Policy H-104:** King County shall work with the multiple partners outlined in this section to promote the preservation and expansion of affordable rental housing opportunities for households earning up to 80 percent of the King County median income. Preservation is a particularly acute need in areas that may experience redevelopment due to proximity to high-capacity transit and/or an area experiencing changing market conditions. **Policy H-105:** King County shall work with the multiple partners outlined in this section to promote the preservation and expansion of affordable rental housing opportunities for households earning up to 120 percent of the King County median income. Preservation is a particularly acute need in areas that may experience redevelopment due to proximity to high-capacity transit and/or an area experiencing changing market conditions. **Policy H-121:** King County shall support affordable and mixed-income housing development in transit-oriented locations that is compatible with surrounding uses by: a. Providing information and a process for accessing potential development sites in transit-oriented locations where King County has ownership or access to potential sites; b. Promoting land use patterns that cohesively connect affordable and mixed-income housing with active transportation choices; and c. Developing public financing techniques that will provide an advantage for projects that will create and/or preserve affordable and mixed-income housing within transit-oriented communities and neighborhoods that promote health, well-being and opportunity, or within a neighborhood plan for revitalization. **Policy H-122:** King County shall support TOD at transit supportive density and scale that preserves and expands affordable and mixed-income housing opportunities at locations near frequent and high-capacity transit service. King County shall engage in this work through a variety of strategies, including the engagement of funding partners, transit partners, jurisdictions, private for-profit and non-profit development entities, and other TOD partners. **Policy H-124:** King County shall work with partners to reduce and prevent displacement of very-low to moderate-income households from transit-oriented locations, to the extent possible, and shall strive to align affordable housing investments and transit investments in order to increase the quality of life of disinvested communities as measured by the Determinants of Equity.	The project would provide a high-quality rapid, efficient, and reliable transportation option for people, including low-income and special-needs populations and people of color. Sound Transit's TOD policy supports and encourages the creation of market-rate and affordable housing options in station areas. It provides the groundwork for the TOD Program and establishes a framework for implementing TOD strategies with the regional transit system. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way. Following construction, remnant land could become available for redevelopment or joint development. Surplus property would be developed under an agreement with developers that includes conditions, which could include requiring a portion of housing units to be affordable. Sound Transit's TOD policy encourages the creation of market-rate and affordable housing options in the station areas. Any TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program as laid out in the Sound Transit TOD Program Strategic Plan and Sound Transit's TOD policy.

Topic	Policy and Goals	Discussion
Environment – Climate Change	**Policy E-201:** King County should participate in and support appropriate local, regional and national efforts and organizations focused on reducing greenhouse gas emissions and preparing for climate change impacts. **Policy E-214:** King County, through its Comprehensive Plan policies and development regulations, should promote healthy community designs that enable walking, bicycling, and public transit use, thereby reducing greenhouse gas emissions and regional air pollution.	The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As detailed in Section 3.3, the project is anticipated to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements. The project would help improve air quality by providing an alternative to automobiles through reduction in the number of vehicle miles traveled and by encouraging compact urban development at regional centers and where the local jurisdictions have identified growth through their regulations.
Shorelines – Shoreline Policy Goals	**Policy S-201:** All proposed uses and development occurring within King County's shoreline jurisdiction must conform to the Shoreline Management Act and to King County's Shoreline Master Program.	The project alternatives are within the Shoreline Management Act jurisdiction for regulated waterbodies. The project would comply with the City of Seattle Shoreline regulations.

Topic	Policy and Goals	Discussion
Shorelines – Shoreline Element Policy Goals	**Policy S-309:** The King County Shoreline Master Program should guide the County's transportation plans and projects within the shoreline jurisdiction. **Policy S-313:** King County should ensure that public and private development proposals protect and restore the aesthetic quality of shorelines in the project design. **Policy S-321:** If development is proposed adjacent to an historic resource, the proposed development should be designed and operated to be compatible with continued protection of the historic, cultural or archaeological resource.	The project would be within King County's aquatic shoreline area. It would comply with the City of Seattle Shoreline regulations. The project design has been refined to avoid permanent in-water impacts to the Duwamish Waterway. The project will continue to be refined to avoid direct impacts to shorelines where possible. Impacts to historic and archaeological resources would be avoided or minimized where possible. Where impacts would occur, Sound Transit would provide mitigation in consultation with the Washington Department of Archaeology and Historic Preservation, the City of Seattle, and affected Tribes, as appropriate.
Shorelines – Environment Protection Policies	**Policy S-601:** King County shall ensure that new uses, development and redevelopment within the shoreline jurisdiction do not cause a net loss of shoreline ecological processes and functions.	The project will be designed to avoid and minimize impacts on environmentally sensitive resources and provide suitable mitigation when impacts are unavoidable, ensuring no net loss of ecosystem function or acreage.
Shorelines – Shoreline Use and Shoreline Modification	**Policy S-704:** Shoreline Master Program development regulations shall ensure no net loss of shoreline ecological processes and functions. **Policy S-741:** The location and planning of in-water structures shall give due consideration to the full range of public interests and shoreline ecological processes and functions, with special emphasis on protecting and restoring habitat for threatened or endangered species. **Policy S-758:** Transportation and parking facilities located in the shoreline jurisdiction shall be planned, located and designed to have the least possible adverse impact on unique or fragile shoreline features, not result in a net loss of shoreline ecological processes and functions or adversely impact existing or planned water-dependent uses. Where other options are available and feasible, new transportation facilities or transportation facility expansions should not be constructed within the shoreline jurisdiction.	The project will be designed to avoid and minimize impacts on environmentally sensitive resources and provide suitable mitigation when impacts are unavoidable, ensuring no net loss of ecosystem function or acreage.

Topic	Policy and Goals	Discussion
Transportation – Creating an Integrated, Sustainable, and Safe Transportation System that Enhances Quality of Life	**Policy T-101:** King County should provide a system of transportation services and facilities that offers travel options to all members of the community. **Policy T-101a:** King County should seek to ensure that its system of transportation services and facilities serves the mobility needs of disadvantaged communities and people with limited transportation options, including people of color, low-income communities, people with limited English proficiency, immigrant and refugee populations, students, youth, seniors, and people with disabilities. **Policy T-102:** As a transportation provider and participant in regional transportation planning, King County should support, plan, design, and implement an integrated, coordinated and balanced multi-modal transportation system that serves the growing travel needs of the county safely, effectively and efficiently and promotes a decrease in the share of trips made by single-occupant vehicles.	The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, which include transit-dependent and low-income populations and people of color. It would reduce dependency on the automobile by providing a mode of transit with linkages to other travel modes. Connecting to the existing light rail will provide access to additional destinations such as Sea-Tac Airport and Tacoma. The project will provide connections to light rail projects currently being planned or under construction to Northgate, Bellevue, Redmond, Lynnwood, Everett, Tacoma, and Federal Way.
Transportation – Providing Services and Infrastructure that Support the County Land Use Vision	**Policy T-201:** Multi-modal transportation options such as public transportation, bicycling and walking, are most effective in densely developed urban areas. As resources allow, King County's transportation investments in urban areas should emphasize public transportation and road services and facilities that support multiple modes and facilitate connections between them. **Policy T-205:** King County should support, encourage, and implement high-capacity transit facilities and services that are consistent with, and supportive of, the Comprehensive Plan, Metro's Strategic Plan for Public Transportation, Metro's Long-Range Plan for Public Transportation and the King County Ferry District 2014 Strategic Plan, or successor plans.	The project would provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor. It would provide a high-capacity-transit alternative to the automobile and would also provide linkages to other travel modes (bus, rail, walking, biking). This would support a more efficient transportation system with fewer cars and more affordable transportation. It would move large numbers of people, increasing the capacity of existing facilities and promote more walkable neighborhoods. The project is consistent with and supportive of comprehensive plans and long-range plans for the jurisdictions in which the project would be located.

Topic	Policy and Goals	Discussion
Transportation – Ensuring Effective Management and Efficient Operations	**Policy T-320:** Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution, greenhouse gas emissions, and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location of such facilities could increase the pressure for development in critical areas or Rural Areas and Natural Resource Lands. **Policy T-322:** Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The County will promote new vehicle technologies, the use of low-carbon fuels, and strategies to reduce greenhouse gas emissions, including land use changes, provision of transit, promotion of non-motorized travel, joint purchasing, pilot projects, and actions to reduce vehicle miles traveled.	The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As detailed in Section 3.3, the project is anticipated to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements. The project would help reduce greenhouse gases and improve air quality by providing an alternative to automobiles through reduction in the number of vehicle miles traveled and by encouraging compact urban development at regional centers and where the local jurisdictions have identified growth through their regulations. The project would include stormwater detention and treatment to address impacts related to stormwater runoff. Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the project design. Low-impact-development stormwater management techniques would be evaluated during the design process. As described in Section 4.7, Sound Transit would provide noise mitigation where the project would exceed FTA noise criteria for operations. Sound Transit would adhere to the City's noise ordinance for construction noise.

Topic	Policy and Goals	Discussion
Transportation – Coordination and Public Outreach	**Policy T-502:** King County should promote a multi-jurisdictional, multi-modal regional corridor approach to reducing congestion and improving efficiency on highways and arterial roads.	The project would provide high-capacity transit, providing residents with an option for mode of travel and connecting urban centers in the project corridor and region. The project would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections. Sound Transit is coordinating with Metro, Seattle Department of Transportation, and several other governmental agencies to ensure the project is integrated with existing and future transit opportunities. The project would provide connections from within the city to other light rail projects, including connections under construction to Northgate, Bellevue, Redmond, Lynnwood, and Federal Way.
Services, Facilities and Utilities – Facilities and Services	**Policy F-201:** All facilities and services should be provided in compliance with provisions and requirements of the Endangered Species Act, the Clean Water Act and the Growth Management Act. **Policy F-226:** Proposed new or expansions to existing essential public facilities should be sited consistent with the King County Comprehensive Plan. Listed existing essential public facilities should be preserved and maintained until alternatives or replacements for such facilities can be provided.	Light rail is considered an essential public facility. Essential public facilities (e.g., airports, education facilities, and transportation facilities) are typically difficult to site. Local comprehensive plans must accommodate the siting of essential public facilities. Sound Transit has coordinated with the City of Seattle and King County on the siting of project facilities and will continue to do so. The project is consistent with and supportive of comprehensive plans and long-range plans for the jurisdictions in which the project would be located. The project would comply with applicable local, state, and federal environmental regulations including the Endangered Species Act, the Clean Water Act, and the Growth Management Act.

Topic	Policy and Goals	Discussion
Services, Facilities and Utilities – Energy and Telecommunications	**Policy F-307:** King County should foster the development and increased use of clean, renewable and alternative fuel and energy technologies.	The project would be entirely powered through electricity sourced from Seattle City Light, which uses hydroelectric power for almost all its power. Regional vehicle miles traveled and average daily traffic for the project would be lower than the No Build Alternative when some people switch from driving to using light rail, thereby reducing regional vehicle emissions of criteria pollutants, mobile source air toxics, and greenhouse gases. As detailed in Section 3.3, the project is expected to reduce daily vehicle miles traveled by approximately 17,000 by 2042, helping to achieve Washington state's greenhouse gas emissions goals. The project is being designed to minimize effects to the natural environment and impacts will be mitigated consistent with local, state, and federal requirements.
Economic Development – Infrastructure Development	**Policy ED-401:** King County recognizes that adequate infrastructure is essential to support existing economic activity and to attract new industry and development. The County therefore supports and partners on programs and strategies to maintain existing infrastructure and construct new facilities (transportation, utilities, schools, information, communications, including an adequate supply of housing) necessary to accommodate current and future economic demand, in locations and at a size and scale that is consistent with other policies in the Comprehensive Plan.	The project would increase the ability of employees, customers, and businesses to access Seattle. The project would provide connections to urban centers in the project corridor, to other communities, and to other regional destinations. The project is consistent with and supportive of comprehensive plans and long-range plans for the jurisdictions in which the project would be located.

Source: King County 2020.

Table L4.2-5. Project Consistency with City of Seattle Industrial and Maritime Strategy

Topic	Policy and Goals	Discussion
Investment Strategies	**3. Transportation Priorities to Improve the Movement of People and Goods:** Improve the movement of people and goods and make transit and freight networks work for industrial and maritime users with better service and facilities; improved last mile connections for active transportation, transit, and freight, including large truck access to shoreline and railroad uses; and advocating for a tunnel alignment for Ballard and Interbay future light rail.	The project would serve as an alternative to the automobile and would also provide linkages to other travel modes including rail, bus, biking, and walking. It would encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections.
Land Use Strategies	**6. High Density Industrial Development:** Encourage modern industrial development that supports high density employment near transit stations and near existing industrial-commercial areas by creating density bonuses for employment uses (i.e., office, research and development, etc.) if coupled with industrial uses in the same project. **7. Healthy Transitional Areas near Urban Villages:** Foster increased employment and entrepreneurship opportunities with a vibrant mix of affordable, small-scale places for light industry, makers, and creative arts, as well as industry supporting ancillary retail.	The project would promote mixed-use development in designated urban growth areas and focus most growth in station areas, where zoning and land use codes allow for greater densities. The increased density would allow more efficient use of land, promote efficient provision of services and facilities, and encourage walkable neighborhoods.

L4.2.5 References

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Appendix L4.3 Economics

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Appendix L4.3 Economics

L4.3.1 Regulatory Requirements

In addition to the federal and state regulations, policies, and related resources that guide a major transit project environmental impact statement, the following regulatory and resource requirements were considered in the assessment of economic effects: Title 42 United States Code Section 4601, Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended; the Transit Cooperative Research Program Synthesis 128, Practices for Evaluating the Economic Impacts and Benefits of Transit (Transit Cooperative Research Program 2017); and the Economic Impact Case Study Tool for Transit (Transit Cooperative Research Program 2016).

L4.3.2 Region and County

Table L4.3-1 summarizes population, households, and employment forecasts for the Puget Sound Regional Council region and its four member counties.

Table L4.3-1. Population, Household, and Employment Forecasts by Region and County

Area	2018	2050	Average Annual Growth Rate, 2018 to 2050
Puget Sound Region Population	4,134,473	5,885,483	1.11%
Puget Sound Region Household	1,605,263	2,419,603	1.29%
Puget Sound Region Jobs	2,277,775	3,417,783	1.28%
King County Population	2,189,962	3,038,738	1.03%
King County Household	884,582	1,287,395	1.18%
King County Jobs	1,492,074	2,155,720	1.16%
Kitsap County Population	267,104	366,688	1.00%
Kitsap County Household	101,858	150,061	1.22%
Kitsap County Jobs	102,994	167,785	1.54%
Pierce County Population	872,450	1,264,812	1.17%
Pierce County Households	323,902	500,322	1.37%
Pierce County Jobs	367,906	554,819	1.29%
Snohomish County Population	804,957	1,215,245	1.30%
Snohomish County Household	294,921	481,825	1.55%
Snohomish County Jobs	314,801	539,459	1.70%

Source: Puget Sound Regional Council 2023.

Note: The Land Use Vision – Implemented Targets (LUV-it) is the latest Puget Sound Regional Council land use forecast published in 2023. The LUV-it is consistent with the latest growth allocations and policies in VISION 2050 and current countywide growth targets.

L4.3.3 West Seattle Link Extension Study Area

Demographic and economic trends in the project study area were assessed by using forecast analysis zone estimates (Figure L4.3-1).

Table L4.3.-2 summarizes population, households, and employment forecasts from Puget Sound Regional Council for the project study area by segment.

Table L4.3.-3 summarizes employment trends from Puget Sound Regional Council for the project study area by segment using forecast analysis zones.

Table L4.3.-4 summarizes employment projections by industry sector from Puget Sound Regional Council for the project study area by segment.

Table L4.3.-5 summarizes employment growth rates by industry sector from Puget Sound Regional Council for the project study area by segment.

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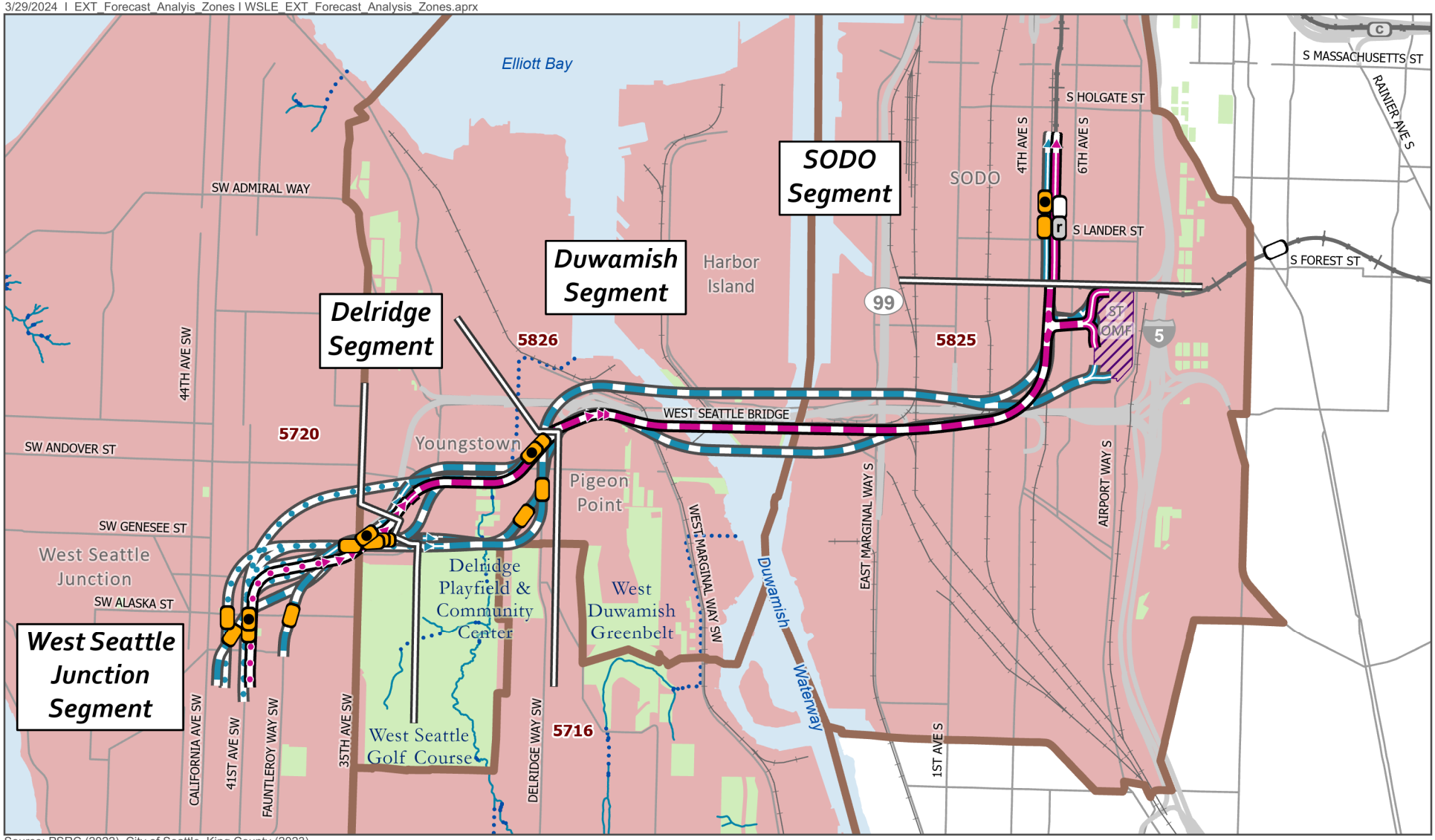

Source: PSRC (2022), City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Forecast Analysis Zones

0 0.5 1 Mile

N

FIGURE L4.3-1
Forecast Analysis Zones

West Seattle Link Extension

Table L4.3-2. Population, Household, and Employment Forecast for the Study Area by Segment

Segment and Forecast Analysis Zone	2018	2050	Average Annual Growth Rate, 2018 to 2050
SODO Segment (Forecast Analysis Zone 5825): Population	5,140	8,375	1.54%
SODO Segment (Forecast Analysis Zone 5825): Households	2,157	3,990	1.94%
SODO Segment (Forecast Analysis Zone 5825): Jobs	51,126	77,215	1.30%
Duwamish and Delridge Segments (Forecast Analysis Zone 5826): Population	5,365	6,902	0.79%
Duwamish and Delridge Segments (Forecast Analysis Zone 5826): Households	2,674	3,349	0.71%
Duwamish and Delridge Segments (Forecast Analysis Zone 5826): Jobs	5,806	9,848	1.66%
Duwamish and Delridge Segments (Forecast Analysis Zone 5716): Population	29,306	33,774	0.44%
Duwamish and Delridge Segments (Forecast Analysis Zone 5716): Households	11,177	15,020	0.93%
Duwamish and Delridge Segments (Forecast Analysis Zone 5716): Jobs	9,040	13,590	1.28%
West Seattle Junction Segment (Forecast Analysis Zone 5720): Population	41,712	50,781	0.62%
West Seattle Junction Segment (Forecast Analysis Zone 5720): Households	20,228	24,322	0.58%
West Seattle Junction Segment (Forecast Analysis Zone 5720): Jobs	14,975	17,264	0.45%

Source: Puget Sound Regional Council 2023.

Table L4.3-3. Total Employment History Forecast Analysis Zones

Area	2000	2005	2010	2015	2018
SODO Segment (Forecast Analysis Zone 5825)	45,333	40,426	40,220	46,482	51,126
Duwamish and Delridge Segments (Forecast Analysis Zone 5826)	7,429	6,443	5,601	5,199	5,806
Duwamish and Delridge Segments (Forecast Analysis Zone 5716)	7,169	6,911	7,837	8,695	9,040
West Seattle Junction Segment (Forecast Analysis Zone 5720)	8,981	9,655	9,571	11,195	14,975

Source: Puget Sound Regional Council 2023.

Table L4.3-4. Employment Growth Projections by Sector for Study Area

Segment and Forecast Analysis Zone	Construction and Resources	Manufacturing and Wholesale Trade and Utilities	Retail	Finance, Insurance, Real Estate, and Services	Government	Education
SODO Segment (Forecast Analysis Zone 5825): 2018 Number of Employees	4,673	11,085	7,914	20,409	5,899	1,146
SODO Segment (Forecast Analysis Zone 5825): 2050 Number of Employees	5,930	10,463	9,090	43,138	4,209	4,385
SODO Segment (Forecast Analysis Zone 5825): Change in Number of Employees	1,257	-622	1,176	22,729	-1,690	3,239
Duwamish and Delridge Segments (Forecast Analysis Zone 5826): 2018 Number of Employees	617	2,512	261	2,114	111	191
Duwamish and Delridge Segments (Forecast Analysis Zone 5826): 2050 Number of Employees	1,143	2,979	636	4,365	82	643
Duwamish and Delridge Segments (Forecast Analysis Zone 5826): Change in Number of Employees	526	467	375	2,251	-29	452
Duwamish and Delridge Segments (Forecast Analysis Zone 5716): 2018 Number of Employees	1,322	1,639	1,777	2,581	341	1,380
Duwamish and Delridge Segments (Forecast Analysis Zone 5716): 2050 Number of Employees	1,370	1,732	2,893	5,448	250	1,897
Duwamish and Delridge Segments (Forecast Analysis Zone 5716): Change in Number of Employees	48	93	1,116	2,867	-91	517
West Seattle Junction Segment (Forecast Analysis Zone 5720): 2018 Number of Employees	579	656	6,329	6,422	103	886
West Seattle Junction Segment (Forecast Analysis Zone 5720): 2050 Number of Employees	491	684	6,345	8,457	106	1,181
West Seattle Junction Segment (Forecast Analysis Zone 5720): Change in Number of Employees	-88	28	16	2,035	3	295

Source: Puget Sound Regional Council 2023.

Table L4.3-5. Employment Growth Rate Projections by Sector for Study Area

Segment and Forecast Analysis Zone	Construction and Resources	Manufacturing and Wholesale Trade and Utilities	Retail and Food Services	Finance, Insurance, Real Estate, and Services	Government	Education
SODO Segment (Forecast Analysis Zone 5825): Average Annual Growth Rate, 2018 to 2050	0.75%	-0.18%	0.43%	2.37%	-1.05%	4.28%
Duwamish and Delridge Segments (Forecast Analysis Zone 5826): Average Annual Growth Rate, 2018 to 2050	1.95%	0.53%	2.82%	2.29%	-0.94%	3.87%
Duwamish and Delridge Segments (Forecast Analysis Zone 5716): Average Annual Growth Rate, 2018 to 2050	0.11%	0.17%	1.53%	2.36%	-0.97%	1.00%
West Seattle Junction Segment (Forecast Analysis Zone 5720): Average Annual Growth Rate, 2018 to 2050	-0.51%	0.13%	0.01%	0.86%	0.09%	1.04%

Source: Puget Sound Regional Council 2023.

Note: Percentages refer to the average annual growth rate for the segment from the year 2018 to the year 2050.

L4.3.5 References

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Appendix L4.4 Social Resources

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Appendix L4.4 Social Resources

Table L4.4-1 lists the social resources in the West Seattle Link Extension corridor by segment and identifies the social resources that could be fully displaced by particular alternatives. All of these resources are shown with symbols on Figures 4.4-1 to 4.4-4 in Section 4.4 of the West Seattle Link Extension Final Environmental Impact Statement (EIS).

Table L4.4-1. Social Resources in the West Seattle Link Extension Segments

Segment	Name	Address	Type	Displaced by an Alternative
SODO	Northwest Harvest SODO Community Market	1915 4th Avenue South	Social Service	No
SODO	Amazon Fresh Pick-up [a]	Utah Avenue South and South Lander Street	Grocery Store/Market	No
SODO	Bright Horizons Child Care	2401 Utah Avenue South	Community Facility	No
SODO	SODO Track murals [b]	Near 2250 4th Avenue South	Public Art/Landmark	SODO-1a SODO-1b **SODO-1c** SODO-2 **DUW-1a** DUW-1b DUW-2
SODO	US Food Chef's Store	1760 4th Avenue South	Grocery Store/Market	No
Duwamish	Costco Wholesale	4401 4th Avenue South	Grocery Store/Market	No
Duwamish	Seattle Unity	2931 1st Avenue South	Church/Religious Institution	No
Duwamish	Blazing Trails Childcare	1901 Southwest Genesee Street	Community Facility	No
Duwamish	Catholic Seafarers Ministry	3568 West Marginal Way Southwest	Social Service	DUW-2
Delridge	Mode Music and Performing Arts	3801 Delridge Way Southwest	Community Facility	DEL-1a DEL-1b DEL-2a DEL-2b DEL-3 DEL-4 DEL-5 DEL-6a **DEL-6b** DEL-7
Delridge	Alki Beach Academy	2414 Southwest Andover Street	Community Facility	DEL-5 DEL-6a DEL-6b DEL-7

Segment	Name	Address	Type	Displaced by an Alternative
Delridge	Delridge Deli Mart	3861 Delridge Way Southwest	Grocery Store/Market	DEL-5 DEL-6a **DEL-6b** DEL-7
Delridge	Washington State Department of Children, Youth, and Families Four Offices: Office of Indian Child Welfare Alliance for Child Welfare Excellence (partnership with University of Washington) Licensing Division West Seattle Family Connection Center	4045 Delridge Way Southwest	Social Service	DEL-1a DEL-1b DEL-2a DEL-2b DEL-3 DEL-4
Delridge	Youngstown Cultural Arts Center	4408 Delridge Way Southwest	Community Facility	No
Delridge	Delridge Community Center	4501 Delridge Way Southwest	Community Facility	No
Delridge	Seattle Housing Authority Property	4115 25th Avenue Southwest	Seattle Housing Authority Property	DEL-1a DEL-1b DEL-2a DEL-2b
Delridge	Seattle Housing Authority Property	4117 25th Avenue Southwest	Seattle Housing Authority Property	No
Delridge	Seattle Housing Authority Property	4818 Delridge Way Southwest	Seattle Housing Authority Property	No
Delridge	Seattle Housing Authority Property	4822 Delridge Way Southwest	Seattle Housing Authority Property	No
Delridge	Seattle Housing Authority Property	4701 26th Avenue Southwest	Seattle Housing Authority Property	No
Delridge	Seattle Housing Authority Property	4113 25th Avenue Southwest	Seattle Housing Authority Property	DEL-1a DEL-1b DEL-2a DEL-2b
Delridge	Seattle Housing Authority Property	4825 Delridge Way Southwest	Seattle Housing Authority Property	No
Delridge	Disabled American Veterans	4857 Delridge Way Southwest	Social Service	No
Delridge	Seattle Housing Authority Property	2851 Southwest Dakota Street	Seattle Housing Authority Property	No
Delridge	Transitional Resources' Supportive Housing	2970 Southwest Avalon Way	Housing with Services (drop-in center)	No

Segment	Name	Address	Type	Displaced by an Alternative
Delridge	Transitional Resources' Yancy Street Permanent Supportive Housing (Rise on Yancy)	2821 Southwest Yancy Street	Housing with Services	No
Delridge	Transitional Resources' Avalon Mutual Housing	2980 Southwest Avalon Way	Housing with Services	DEL-6a
Delridge	Income-restricted Housing	3050 Southwest Avalon Way	Income-restricted Housing	No
West Seattle Junction	Whole Foods	4755 Fauntleroy Way Southwest, Number 190	Grocery Store/Market	No
West Seattle Junction	Tibbetts United Methodist Church	3940 41st Avenue Southwest	Church/Religious Institution	No
West Seattle Junction	The Church of Jesus Christ Latter Day Saints	4001 44th Avenue Southwest	Church/Religious Institution	No
West Seattle Junction	First Lutheran Church	4105 California Avenue Southwest	Church/Religious Institution	No
West Seattle Junction	Holy Rosary Catholic Church & Parsonage	4139 42nd Avenue Southwest	Church/Religious Institution	No
West Seattle Junction	The Junction Church	4157 California Avenue Southwest	Church/Religious Institution	No
West Seattle Junction	West Seattle Church of the Nazarene [c]	4201 Southwest Juneau Street	Church/Religious Institution	No
West Seattle Junction	Wide Side Presbyterian Church [c]	3601 California Avenue Southwest	Church/Religious Institution	No
West Seattle Junction	West Seattle Christian Church	4400 42nd Avenue Southwest	Church/Religious Institution	No
West Seattle Junction	Fraternal Order of Eagles number 2643	4426 California Avenue Southwest	Social Service	No
West Seattle Junction	Alaska House	4545 42nd Avenue Southwest	Income-restricted Housing	No
West Seattle Junction	West Seattle Stadium	4432 35th Avenue Southwest	Community Facility	No
West Seattle Junction	Senior Center of West Seattle	4217 Southwest Oregon Street	Community Facility	No
West Seattle Junction	Eastridge Church	4500 39th Avenue Southwest	Church/Religious Institution	No
West Seattle Junction	West Seattle Y.M.C.A.	3622 Southwest Snoqualmie Street	Social Service	No
West Seattle Junction	Trader Joe's	4545 Fauntleroy Way Southwest	Grocery Store/Market	WSJ-1 WSJ-2
West Seattle Junction	Bright Horizons at West Seattle	4470 35th Avenue Southwest	Community Facility	No
West Seattle Junction	QFC number 883	4550 42nd Avenue Southwest	Grocery Store/Market	No

Segment	Name	Address	Type	Displaced by an Alternative
West Seattle Junction	Safeway	4720 42nd Avenue Southwest	Grocery Store/Market	WSJ-1 WSJ-3b WSJ-4 **WSJ-5b**
West Seattle Junction	American Legion Post 160	3618 Southwest Alaska Street	Social Service	No
West Seattle Junction	West Seattle Farmers Market	Southwest Alaska Street and California Avenue Southwest	Grocery Store/Market	No
West Seattle Junction	Arts West	4711 California Avenue Southwest	Theater/Performance Venue	No
West Seattle Junction	Veterans of Foreign Wars	3601 Southwest Alaska Street	Social Service	No
West Seattle Junction	Alki Masonic Center	4736 40th Avenue Southwest	Social Service	No
West Seattle Junction	Safeway number 1062	4754 42nd Avenue Southwest	Grocery Store/Market	No
West Seattle Junction	Camp Long	5200 35th Avenue Southwest	Community Facility	No
West Seattle Junction	Income-restricted Housing	3261 Southwest Avalon Way	Income-restricted Housing	No
West Seattle Junction	Income-restricted Housing	4528 44th Avenue Southwest	Income-restricted Housing	No
West Seattle Junction	Income-restricted Housing	4745 40th Avenue Southwest	Income-restricted Housing	No
West Seattle Junction	Seattle Housing Authority Property	3225 Southwest Genesee Street	Seattle Housing Authority Property	WSJ-1 WSJ-2 WSJ-3a WSJ-3b WSJ-4 WSJ-5a **WSJ-5b**
West Seattle Junction	Seattle Housing Authority Property	4126 41st Avenue Southwest	Seattle Housing Authority Property	No
West Seattle Junction	Seattle Housing Authority Property	5243 Fauntleroy Way Southwest	Seattle Housing Authority Property	No
West Seattle Junction	Seattle Housing Authority Property	5247 Fauntleroy Way Southwest	Seattle Housing Authority Property	No
West Seattle Junction	Property with Mandatory Housing Affordability Units	4205 Southwest Genesee Street	Property with Mandatory Housing Affordability Units	No

[a] Resource is beyond map extent of Figure 4.4-1

[b] This resource is not shown on Figures 4.4-1 and 4.4-2. Preferred Option SODO-1c, Alternative SODO-1a, Option SODO-1b, and Alternative SODO-2 would remove six to seven murals of the SODO Track urban art gallery. Preferred Alternative DUW-1a would remove nine murals, Option SODO-1b would remove seven murals, and Alternative DUW-2 would remove six murals.

[c] Resource is beyond map extent of Figure 4.4-4

Appendix L4.6 Air Quality

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Appendix L4.6A
Applicable Laws, Regulations, Guidance, and Policies

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Appendix L4.6A Applicable Laws, Regulations, Guidance, and Policies

The following federal, state, and local laws, regulations, guidance, and policies are applicable to the air quality analysis for the West Seattle Link Extension Project:

- Clean Air Act (United States Code Title 42 Section 7401).
- Code of Federal Regulations Title 40, Section 50, United States Environmental Protection Agency, National Primary and Secondary Air Quality Standards.
- Code of Federal Regulations Title 40, Section 93, Determining Conformity of Federal Actions to State or Federal Implementation Plans.
- Washington Clean Air Act (Revised Code of Washington 70.94).
- Washington Administrative Code Chapter 173-420, Conformity of Transportation Activities to Air Quality Implementation Plans.
- Federal Highway Administration, Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA [National Environmental Policy Act] Documents. 2023.
- Federal Transit Administration, *Greenhouse Gas Emissions from Transit Projects: Programmatic Assessment*. 2024.
- Puget Sound Clean Air Agency Regulation I, Article 9, Section 15, Fugitive Dust Control Measures.
- United States Environmental Protection Agency, National Ambient Air Quality Standards.
- Washington State Department of Transportation (WSDOT), *WSDOT Guidance – Project Level Greenhouse Gas Evaluations under NEPA and SEPA* [State Environmental Policy Act]. 2018.
- The Council on Environmental Quality, *National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change* (88 Federal Register 10097).

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Appendix L4.6B
Air Monitoring Data from the Study Area

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Appendix L4.6B Air Monitoring Data from the Study Area

Table L4.6B-1. Air Monitoring Data from the Study Area

Parameter	National Ambient Air Quality Standard	2020	2021	2022
Carbon monoxide maximum 1-hour concentration (parts per million)	35	1.7	1.3	1.7
Carbon monoxide maximum 8-hour concentration (parts per million)	9	1.7	1.0	1.5
Ozone fourth-highest 8-hour concentration (parts per million)	0.070	0.052	0.052	0.047
Nitrogen oxides 98th-percentile 1-hour concentration (parts per million)	0.100	0.057	0.049	0.054
Nitrogen oxides annual average (parts per million)	0.053	0.01577	0.01586	0.01640
PM_{10} maximum 24-hour concentration (micrograms per cubic meter)	150	46	25	35
$PM_{2.5}$ 98th-percentile 24-hour concentration (micrograms per cubic meter)	35	61	17	30
$PM_{2.5}$ Weighed Annual Mean (micrograms per cubic meter)	12	10.1	6.6	8.9
Sulfur dioxide 99th-percentile 1-hour concentration (parts per million)	0.075	0.004	0.003	0.003

Source: United States Environmental Protection Agency 2023.

Note:

Monitoring data are from the monitoring stations closest to the project corridor located at 4700 East Marginal Way, 4103 Beacon Hill South, and 10th Avenue South and South Weller Street in the Chinatown-International District. If the same pollutant was monitored at more than one of the three monitoring stations closest to the project corridor, the highest monitored concentrations among the stations is presented.

$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

PM_{10} = particulate matter less than 10 microns in diameter

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Appendix L4.6C
Limitations of the Mobile Source Air Toxics Analysis

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Appendix L4.6C Limitations of the Mobile Source Air Toxics Analysis

The mobile source air toxics analysis in Sections 4.6, Air Quality, of the Final West Seattle Link Extension Project Environmental Impact Statement includes a basic analysis of the likely mobile source air toxics impacts of the proposed project. Due to the limitations of information and methodology of the analysis, the following discussion is included in accordance with Council on Environmental Quality regulations regarding incomplete or unavailable information (Code of Federal Regulations Title 40 Section 1502.22[b]). The discussion regarding the limitations of the mobile source air toxics analysis is prototype language taken from Appendix C of the Federal Highway Administration *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA* [National Environmental Policy Act] *Documents* (Federal Highway Administration 2023).

Information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in mobile source air toxics emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to mobile source air toxics exposure associated with a proposed action.

The United States Environmental Protection Agency is responsible for protecting the public health and welfare from any known or anticipated effects of an air pollutant. The United States Environmental Protection Agency is the lead authority for administering the Clean Air Act and its amendments and has specific statutory obligations with respect to hazardous air pollutants and mobile source air toxics. The United States Environmental Protection Agency is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. It maintains the Integrated Risk Information System (IRIS), which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects” (https://www.epa.gov/iris). Each report provides assessments of noncancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of mobile source air toxics, including the Health Effects Institute. A number of Health Effects Institute studies are summarized in Appendix D of the *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents* (Federal Highway Administration 2023). Among the adverse health effects linked to mobile source air toxics compounds at high exposures are cancer in humans in occupational settings, cancer in animals, and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of mobile source air toxics compounds at current environmental concentrations (Health Effects Institute 2007) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling, dispersion modeling, exposure modeling, and then final determination of health impacts, with each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the mobile source air toxics health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70-year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that timeframe, because such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime mobile source air toxics concentrations and exposure near roadways, to determine the portion of time that people are actually exposed at a specific location, and to establish the extent of exposure attributable to a specific proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various mobile source air toxics because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by the Health Effects Institute (2007). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for mobile source air toxics compounds, and in particular for diesel particulate matter. The United States Environmental Protection Agency states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk" (United States Environmental Protection Agency IRIS database, Diesel Engine Exhaust, Section II.C, https://iris.epa.gov/static/pdfs/0642_summary.pdf).

There is also a lack of national consensus on an acceptable level of risk. The current context is the process used by the United States Environmental Protection Agency as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires United States Environmental Protection Agency to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than one in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than one in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the United States Court of Appeals for the District of Columbia Circuit upheld the United States Environmental Protection Agency's approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable (https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf).

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision-makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

References

Federal Highway Administration. 2023. *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents*. Memorandum from Emily Biondi, Acting Associate Administrator, Office of Planning, Environment, and Realty. https://www.fhwa.dot.gov/ENVIRonment/air_quality/air_toxics/policy_and_guidance/msat/fhwa_nepa_msat_memorandum_2023.pdf. January 18.

Health Effects Institute. 2007. *Health Effects Institute Special Report 16*, *Mobile-Source Air Toxics: A Critical Review of the Literature on Exposure and Health Effects.* https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects. Accessed January 3, 2020.

Appendix L4.6D
Air Quality Best Management Practices

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Appendix L4.6D Air Quality Best Management Practices

Sound Transit would minimize or avoid potential air quality impacts during construction of the West Seattle Link Extension Project by selecting best management practices appropriate for the circumstances. Best management practices may include the following:

- Spray exposed soil with a dust-control agent, such as water, as necessary to reduce emissions of particulate matter.
- Cover all transported loads of soil and wet materials before transport or provide adequate freeboard (i.e., space from the top of the material to the top of the truck bed) to reduce particulate matter emissions during transport.
- Provide wheel washes where necessary to reduce dust and mud that would be carried offsite by vehicles and decrease particulate matter on area roadways.
- Remove any dust and mud deposited by construction vehicles or other project activities on paved public roads.
- Route and schedule high volumes of construction traffic, where practicable, to reduce additional congestion during peak travel periods and reduce carbon monoxide and nitrogen oxide emissions.
- Require appropriate emissions-control devices on all construction equipment powered by gasoline or diesel fuel to reduce carbon monoxide and nitrogen oxide emissions.
- Use well-maintained heavy equipment to reduce carbon monoxide and nitrogen oxide emissions, which may also reduce greenhouse gas emissions.
- Cover, install mulch, or plant vegetation as soon as practicable after grading to reduce windblown particulates in the area.
- Encourage contractors to employ emissions-reduction technologies and practices for both on-road and off-road equipment and vehicles (e.g., retrofit equipment with diesel emission-control technology, use ultra-low-sulfur diesel, or do both).
- Implement idling restrictions for construction trucks.
- Locate construction equipment and truck-staging zones away from air-quality-sensitive receptors when possible and considering other factors such as noise and safety.
- Comply with Sound Transit standard specifications. Sound Transit standard specifications require United States Environmental Protection Agency Tier 2 and above for off-road equipment, with 85 percent of equipment meeting United States Environmental Protection Agency Tier 3 or above. They also require on-road vehicles to be 2007 or newer.

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Appendix L4.6E
Greenhouse Gas Analysis

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Appendix L4.6E1
Greenhouse Gas Emissions

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Greenhouse Gas Emissions Summary

Annualized CO_2e Greenhouse Gas Emissions [1]

Year	2042		
Scenario	**Build Alternative: Low Cost**	**Build Alternative: High Cost**	**Build Alternative: Preferred**
Units	**metric tons/year**	**metric tons/year**	**metric tons/year**
Construction (amortized over 50 years)	1,610	10,191	7,604
Transitway Maintenance	39	46	41
Facility Operations	0	0	0
Vehicle Operations	0	0	0
Vehicle Maintenance	19	19	19
Displaced Emissions	-3,001	-3,001	-3,001
Annual Operation	-2,943	-2,936	-2,941
Annual Construction and Operation	-1,333	7,255	4,662

Adjusted Annualized CO_2e Greenhouse Gas Emissions [4]

Year	2042		
Scenario	**Build Alternative: Low Cost**	**Build Alternative: High Cost**	**Build Alternative: Preferred**
Units	**metric tons/year**	**metric tons/year**	**metric tons/year**
Construction (amortized over 50 years)	1,610	4,134	2,819
Transitway Maintenance	39	46	41
Facility Operations	0	0	0
Vehicle Operations	0	0	0
Vehicle Maintenance	19	19	19
Displaced Emissions	-3,001	-3,001	-3,001
Annual Operation	-2,943	-2,936	-2,941
Annual Construction and Operation	-1,333	1,199	-122

Notes:

1. Annual Operation emissions include the Transitway Maintenance, Facility Operations, Vehicle Operations, Vehicle Maintenance, and minus the Displaced Emissions
2. Annualized greenhouse gas emissions for each activity were taken from the Federal Transit Administration's Transit Greenhouse Gas Emissions Estimator v3.0. using an analysis period of 50 years.
3. Facility operation emissions were set to zero because Sound Transit will use 100% renewable energy for station operation.
4. Upstream construction emissions factors for tunnel trackway are reduced by 90 percent based on a literature review of peer-reviewed studies

CO2e = carbon dioxide equivalent

MT = metric ton(s)

Scenario	Total Construction Emissions	Total Adjusted Construction Emissions
	(MT CO_2e)	**(MT CO_2e)**
West Seattle Link Extension Build Alternative: Low-cost	80,508	80,508
West Seattle Link Extension Build Alternative: High -cost	509,544	206,723
West Seattle Link Extension Build Alternative: Preferred	380,181	140,952

Adjusted Emissions - Preferred Alt (using 10% of the ICE tool emission factors for tunnel)

Current Emissions

Track Type	Miles	Upstream factor	Downstream factor	Total Emissions
		MT CO2e/mile	MT CO2e/mile	MT CO2e
elevated	5.71	5,047	793	33,346
tunnel	1.58	168,234	4,246	272,518
at-grade	1.92	425	138	1,081
			Total	306,946

station type	#	Upstream factor	Downstream factor	Total Emissions
		MT CO2e/station	MT CO2e/station	MT CO2e
elevated	1	10,736	383	11,119
tunnel	1	53,740	782	54,522
at-grade	2	3,786	11	7,594
			Total	73,235

Project Total	**380,181**

Adjusted Emissions

Track Type	Miles	Upstream factor	Downstream factor	Total Emissions
		MT CO2e/mile	MT CO2e/mile	MT CO2e
elevated	5.71	5,047	793	33,346
tunnel	1.58	16,823	4,246	33,290
at-grade	1.92	425	138	1,081
			Total	67,717

station type	#	Upstream factor	Downstream factor	Total Emissions
		MT CO2e/station	MT CO2e/station	MT CO2e
elevated	1	10,736	383	11,119
tunnel	1	53,740	782	54,522
at-grade	2	3,786	11	7,594
			Total	73,235

Adjusted Project Total	**140,952**

Note: Upstream construction emissions factors for tunnel trackway are reduced by 90 percent based on a literature review of peer-reviewed studies

Adjusted Emissions -High Cost (using 10% of the ICE tool emission factors for tunnel)

Current Emissions

Track Type	Miles	Upsteam factor	Downstream factor	Total Emissions
		MT CO2e/mile	MT CO2e/mile	MT CO2e
elevated	6.8	5,047	793	39,712
tunnel	2	168,234	4,246	344,960
at-grade	1.62	425	138	912
			Total	385,584

station type	#	Upsteam factor	Downstream factor	Total Emissions
		MT CO2e/station	MT CO2e/station	MT CO2e
elevated	1	10,736	383	11,119
tunnel	2	53,740	782	109,044
at-grade	1	3,786	11	3,797
			Total	123,960

Project Total	**509,544**

Adjusted Emissions

Track Type	Miles	Upsteam factor	Downstream factor	Total Emissions
		MT CO2e/mile	MT CO2e/mile	MT CO2e
elevated	6.8	5,047	793	39,712
tunnel	2	16,823	4,246	42,139
at-grade	1.62	425	138	912
				82,763

station type	#	Upsteam factor	Downstream factor	Total Emissions
		MT CO2e/station	MT CO2e/station	MT CO2e
elevated	1	10,736	383	11,119
tunnel	2	53,740	782	109,044
at-grade	1	3,786	11	3,797
				123,960

Adjusted Project Total	**206,723**

Note: Upstream construction emissions factors for tunnel trackway are reduced by 90 percent based on a literature review of peer-reviewed studies

Social Cost of Greenhouse Gases Summary

Unit Social Cost for Greenhouse Gases (2020 dollars per metric ton of greenhouse gas) [1]

Pollutant	Discount Rate (%)	2040	2050	2042 [2]
CO_2	2.0%	270	310	278
CH_4	2.0%	3,300	4,200	3,480
N_2O	2.0%	79,000	93,000	81,800

Notes:
1. Source: Supplementary Material for the Regulatory Impact Analysis for the Final Rulemaking, "Standards of Performance for New, Reconstructed, and Modified Sources and Emissions Guidelines for Existing Sources: Oil and Natural Gas Sector Climate Review." United States Environmental Protection Agency Report on the Social Cost of Greenhouse Gases: Estimates Incorporating Recent Scientific Advances (December 2023).
2. Interpolated 2042 emissions year social cost (2020 dollars per metric ton of greenhouse gas) assuming a linear relationship for social cost from 2040 to 2050.

CO2 = carbon dioxide
CH4 = methane
N2O = nitrous oxide

Greenhouse Gases Social Cost for Project Construction and Operation Emissions in 2042 (2020 dollars) [1]

Discount Rate (%)	Emission Year 2042		
	Build Alternative: Low Cost	Build Alternative: High Cost	Build Alternative: Preferred
2.0%	-$370,568	$2,016,899	$1,296,153

Notes:
1. Federal Transit Administration Transit Greenhouse Gas Emissions Estimator v3.0. output is presented as CO2e. Social cost of CO_2 was applied to the CO2e emissions, as majority of the greenhouse gas emissions from the project would be CO2.

Adjusted Greenhouse Gases Social Cost for Project Construction and Operation Emissions in 2042 (2020 dollars) [1]

Discount Rate (%)	Emission Year 2042		
	Build Alternative: Low Cost	Build Alternative: High Cost	Build Alternative: Preferred
2.0%	-$370,568	$333,213	-$33,959

Notes:
1. Upstream construction emissions factors for tunnel trackway are reduced by 90 percent based on a literature review of peer-reviewed studies

Greenhouse Gas Equivalencies

Greenhouse Gas Equivalencies Calculator Output [1]

Equivalency Quantity	Unit
1000	metric tons CO_2e
238.0	gasoline-powered passenger vehicles driven for one year

Notes:

1. The Greenhouse Gas Equivalencies Calculator was used using 1,000 metric tons of CO_2e as the input (https://www.epa.gov/energy/greenhouse-gas-equivalencies-

Greenhouse Gas Equivalencies

	2042		
	Build Alternative: Low Cost	Build Alternative: High Cost	Build Alternative: Preferred
CO2e Emissions (MT CO2e)	-1,333	7,255	4,662
Equivalencies			
Gasoline-powered passenger vehicles driven for 1 year	-317	1,727	1,110

Adjusted Greenhouse Gas Equivalencies [1]

	2042		
	Build Alternative: Low Cost	Build Alternative: High Cost	Build Alternative: Preferred
CO2e Emissions (MT CO2e)	-1,333	1,199	-122
Equivalencies			
Gasoline-powered passenger vehicles driven for 1 year	-317	285	-29

1. Upstream construction emissions factors for tunnel trackway are reduced by 90 percent based on a literature review of peer-reviewed studies

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Appendix L4.6E2
Greenhouse Gas Emissions Calculations – FTA's Transit Greenhouse Gas Emissions Estimator v3.0

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Welcome to the FTA's Transit Greenhouse Gas Emissions Estimator, version 3.0

OVERVIEW

The Federal Transit Administration's (FTA's) Transit Greenhouse Gas (GHG) Emissions Estimator v3.0 is a spreadsheet tool that allows users to estimate the partial lifecycle GHG emissions and energy use associated with the construction, operations, and maintenance phases of projects across select transit modes. Users input general information about a project, and the tool calculates annual GHG emissions and energy use by project phase. Total annual GHG emissions for a transit project is the sum of amortized construction emissions, annual maintenance emissions, and annual operations emissions, minus annual displaced emissions. The tool also calculates the total GHG emissions and energy use by project phase over the analysis period selected.

The Estimator was developed in connection with FTA's Greenhouse Gas Emissions from Transit Projects Programmatic Assessment (2016). Although the tool lacks the precision that may be attainable by using more complex emission models or route-specific ridership estimates, it provides a resource to generate coarse but informative estimates of GHG emissions and energy use for a broad range of transit projects. In no case is the use of this tool mandatory, and transit agencies should work with FTA Regions to determine whether to conduct project-specific analyses of GHG emissions and the best approach for doing so.

NAVIGATING THE TOOL

The tool asks users to enter information associated with four different elements of a project - Construction; Facility Operations; Vehicle Operations and Maintenance, and Displaced Emissions. Users can navigate to the different data input screens using the buttons on the main calculator page or by clicking the individual tabs. To begin, click the "GHG Calculator" tab.

ADDITIONAL INFORMATION

Refer to the accompanying user guide for detailed instructions on how to use the tool, as well as information about the GHG emissions factors, data sources, and assumptions used in the tool. The User Guide is available on the FTA Environmental Programs website.

FTA's TRANSIT GREENHOUSE GAS EMISSIONS ESTIMATOR

The tables below summarize the construction, facilty operations, vehicle operations and maintenance, and displaced emissions inputs for the project. Users can navigate to the different data input screens using the associated buttons. Once the inputs are added, scroll to the Results section below to view results.

1. Select State	WA	2. Enter Analysis Period (years)	50

Calculate Results

Construction Information

Structured Parking Spots	0
Surface Parking Lot Spots	0
Trees Removed	0

Transit Mode:	Miles of New Track/Alignment				Miles of Converted or Upgraded Track/Alignment	Number of Stations		
	Underground	Elevated	At-Grade	Catenary		Underground	Elevated	At-Grade
Light Rail or Streetcar	0.00	7.28	1.49				3	1

Facility Operations Information

Transit Mode	Building Type	Facility Square Footage
Light Rail or Streetcar	Station	79,044.00
Light Rail or Streetcar	Station	33,605.00
Light Rail or Streetcar	Station	33,605.00
Light Rail or Streetcar	Station	33,605.00

Vehicle Operations & Maintenance Information

Operation Mode	Fuel Source	eGrid Subregion (if applicable)	VMT
Light Rail or Streetcar	Electric	100% renewable energy	1,569,500

Displaced VMT

Operation Mode	Fuel Source	eGrid Subregion (if applicable)	VMT
Sedan/Auto	Gas		5,621,000
Bus/BRT	Hybrid Diesel		438,000

RESULTS

Calculate Results

Summary Results

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Annual	908	-1,077	-169
Total Analysis Period	45,403	-53,868	-8,465

Energy Use (mmBTU)

	Upstream	Downstream	Total
Annual	36,329	-8,798	27,531
Total Analysis Period	1,816,460	-439,902	1,376,558

Detailed Results

Annual Results

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Construction	1,467	143	1,610
Transitway Maintenance	0	39	39
Facility Operations	0	1,164	1,164
Vehicle Operations	0	0	0
Vehicle Maintenance	0	19	19
Displaced Emissions	559	2,441	3,001
Cumulative Emissions	908	-1,077	-169

Energy Use (mmBTU)

	Upstream	Downstream	Total
Construction	41,685	1,457	43,142
Transitway Maintenance	0	395	395
Facility Operations	0	10,310	10,310
Vehicle Operations	0	3,889	3,889
Vehicle Maintenance	0	0	0
Displaced Emissions	5,356	24,849	30,205
Cumulative Emissions	36,329	-8,798	27,531

Total Analysis Period

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Construction	73,369	7,139	80,508
Transitway Maintenance	0	1,938	1,938
Facility Operations	0	58,184	58,184
Vehicle Operations	0	0	0
Vehicle Maintenance	0	942	942
Displaced Emissions	27,966	122,071	150,037
Cumulative Emissions	45,403	-53,868	-8,465

Energy Use (mmBTU)

	Upstream	Downstream	Total
Construction	2,084,239	72,867	2,157,105
Transitway Maintenance	0	19,733	19,733
Facility Operations	0	515,494	515,494
Vehicle Operations	0	194,461	194,461
Vehicle Maintenance	0	0	0
Displaced Emissions	267,779	1,242,456	1,510,235
Cumulative Emissions	1,816,460	-439,902	1,376,558

CONSTRUCTION

Return to Calculator

1. Enter # of Structured Parking Spots to be Built:		2. Enter # of Surface Parking Lot Spots to be Built:		3. Enter the # of Trees to be Removed:*		*If there will be a net gain in trees, enter the number as a negative (e.g., -5)

4. Select Transit Mode:	5. Enter the Miles of New Track/Lanes and Catenary to be Built				6. Enter the Miles of Track/Alignment to be Converted or Upgraded	7. Enter the # of New Stations to be Built		
	Underground	Elevated	At-Grade	Catenary		Underground	Elevated	At-Grade
Light Rail or Streetcar	0.00	7.28	1.49				3	1

FACILITY OPERATIONS

Return to Calculator

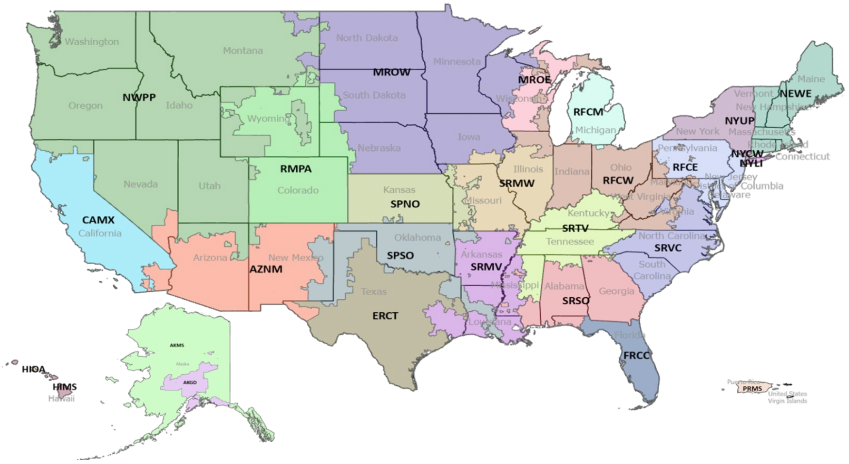
1. Select Transit Mode:	2. Select Facility Type	3. Enter Size (Square Footage) of Facility
Light Rail or Streetcar	Station	79,044
Light Rail or Streetcar	Station	33,605
Light Rail or Streetcar	Station	33,605
Light Rail or Streetcar	Station	33,605

TRANSIT VEHICLE OPERATIONS & MAINTENANCE

Return to Calculator

1. Select Transit Vehicle Type	2. Select Fuel Source	3. Select eGrid Subregion (for electric operations)	4. Enter Annual Transit VMT Anticipated
Light Rail or Streetcar	Electric	100% renewable energy	1,569,500

eGRID Subregions

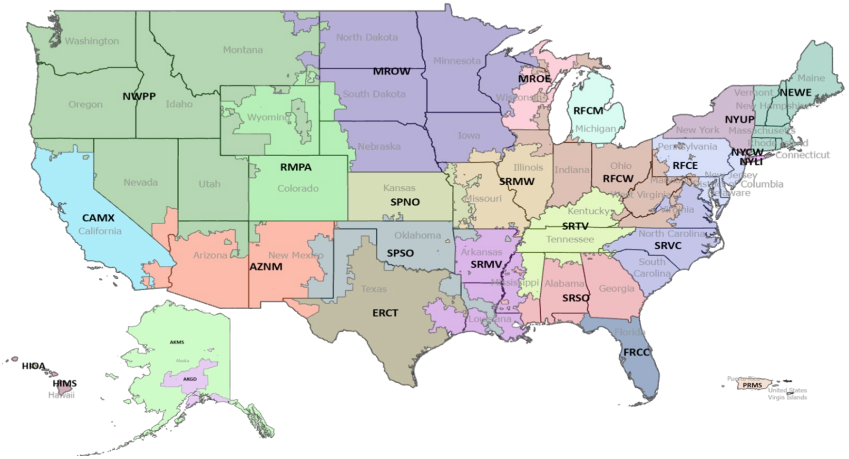


DISPLACED EMISSIONS

Return to Calculator

1. Select Vehicle Type	2. Select Fuel Source	3. Select eGrid Subregion (for electric operations)	4. Enter Annual Vehicle VMT Displaced
Sedan/Auto	Gas		5,621,000
Bus/BRT	Hybrid Diesel		438,000

eGRID Subregions



FTA's TRANSIT GREENHOUSE GAS EMISSIONS ESTIMATOR

The tables below summarize the construction, facilty operations, vehicle operations and maintenance, and displaced emissions inputs for the project. Users can navigate to the different data input screens using the associated buttons. Once the inputs are added, scroll to the Results section below to view results.

1. Select State	WA	2. Enter Analysis Period (years)	50

Calculate Results

Construction Information

Structured Parking Spots	0
Surface Parking Lot Spots	0
Trees Removed	0

Transit Mode:	Miles of New Track/Alignment				Miles of Converted or Upgraded Track/Alignment	Number of Stations		
	Underground	Elevated	At-Grade	Catenary		Underground	Elevated	At-Grade
Light Rail or Streetcar	2.00	6.80	1.62			2	1	1

Facility Operations Information

Transit Mode	Building Type	Facility Square Footage
Light Rail or Streetcar	Station	79,044.00
Light Rail or Streetcar	Station	33,605.00
Light Rail or Streetcar	Station	49,000.00
Light Rail or Streetcar	Station	213,900.00

Vehicle Operations & Maintenance Information

Operation Mode	Fuel Source	eGrid Subregion (if applicable)	VMT
Light Rail or Streetcar	Electric	100% renewable energy	1,569,500

Displaced VMT

Operation Mode	Fuel Source	eGrid Subregion (if applicable)	VMT
Sedan/Auto	Gas		5,621,000
Bus/BRT	Hybrid Diesel		438,000

RESULTS

Calculate Results

Summary Results

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Annual	9,310	375	9,685
Total Analysis Period	465,512	18,730	484,242

Energy Use (mmBTU)

	Upstream	Downstream	Total
Annual	72,783	4,537	77,320
Total Analysis Period	3,639,169	226,854	3,866,023

Detailed Results

Annual Results

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Construction	9,870	321	10,191
Transitway Maintenance	0	46	46
Facility Operations	0	2,430	2,430
Vehicle Operations	0	0	0
Vehicle Maintenance	0	19	19
Displaced Emissions	559	2,441	3,001
Cumulative Emissions	9,310	375	9,685

Energy Use (mmBTU)

	Upstream	Downstream	Total
Construction	78,139	3,501	81,640
Transitway Maintenance	0	469	469
Facility Operations	0	21,527	21,527
Vehicle Operations	0	3,889	3,889
Vehicle Maintenance	0	0	0
Displaced Emissions	5,356	24,849	30,205
Cumulative Emissions	72,783	4,537	77,320

Total Analysis Period

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Construction	493,478	16,066	509,544
Transitway Maintenance	0	2,303	2,303
Facility Operations	0	121,490	121,490
Vehicle Operations	0	0	0
Vehicle Maintenance	0	942	942
Displaced Emissions	27,966	122,071	150,037
Cumulative Emissions	465,512	18,730	484,242

Energy Use (mmBTU)

	Upstream	Downstream	Total
Construction	3,906,947	175,043	4,081,991
Transitway Maintenance	0	23,445	23,445
Facility Operations	0	1,076,361	1,076,361
Vehicle Operations	0	194,461	194,461
Vehicle Maintenance	0	0	0
Displaced Emissions	267,779	1,242,456	1,510,235
Cumulative Emissions	3,639,169	226,854	3,866,023

CONSTRUCTION

Return to Calculator

1. Enter # of Structured Parking Spots to be Built:		2. Enter # of Surface Parking Lot Spots to be Built:		3. Enter the # of Trees to be Removed:*		*If there will be a net gain in trees, enter the number as a negative (e.g., -5)

4. Select Transit Mode:	5. Enter the Miles of New Track/Lanes and Catenary to be Built				6. Enter the Miles of Track/Alignment to be Converted or Upgraded	7. Enter the # of New Stations to be Built		
	Underground	Elevated	At-Grade	Catenary		Underground	Elevated	At-Grade
Light Rail or Streetcar	2.00	6.80	1.62			2	1	1

FACILITY OPERATIONS

Return to Calculator

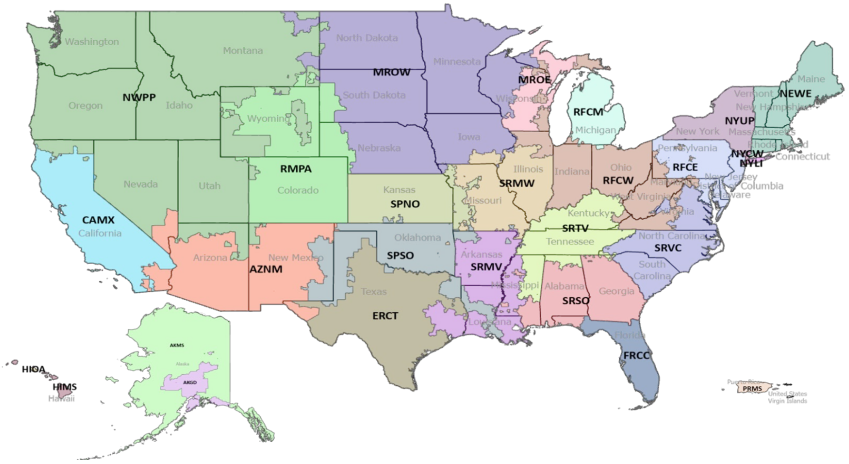
1. Select Transit Mode:	2. Select Facility Type	3. Enter Size (Square Footage) of Facility
Light Rail or Streetcar	Station	79,044
Light Rail or Streetcar	Station	33,605
Light Rail or Streetcar	Station	49,000
Light Rail or Streetcar	Station	213,900

TRANSIT VEHICLE OPERATIONS & MAINTENANCE

Return to Calculator

1. Select Transit Vehicle Type	2. Select Fuel Source	3. Select eGrid Subregion (for electric operations)	4. Enter Annual Transit VMT Anticipated
Light Rail or Streetcar	Electric	100% renewable energy	1,569,500

eGRID Subregions

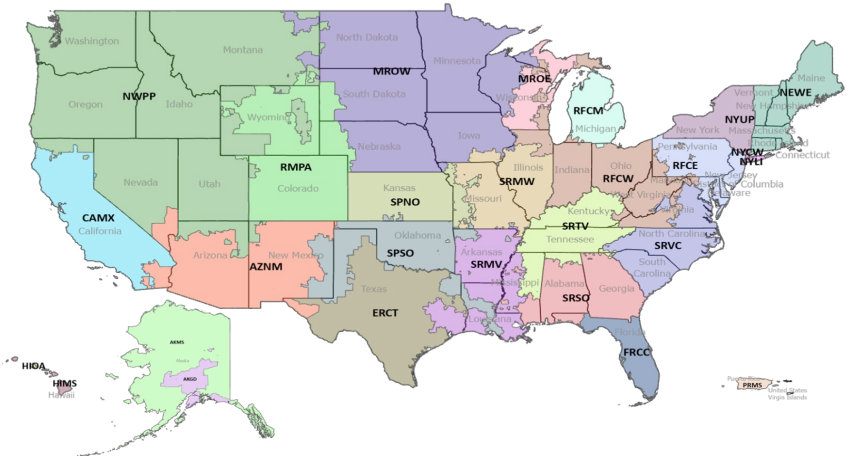


DISPLACED EMISSIONS

Return to Calculator

1. Select Vehicle Type	2. Select Fuel Source	3. Select eGrid Subregion (for electric operations)	4. Enter Annual Vehicle VMT Displaced
Sedan/Auto	Gas		5,621,000
Bus/BRT	Hybrid Diesel		438,000

eGRID Subregions



FTA's TRANSIT GREENHOUSE GAS EMISSIONS ESTIMATOR

The tables below summarize the construction, facilty operations, vehicle operations and maintenance, and displaced emissions inputs for the project. Users can navigate to the different data input screens using the associated buttons. Once the inputs are added, scroll to the Results section below to view results.

1. Select State	WA	2. Enter Analysis Period (years)	50

Calculate Results

Construction Information

Structured Parking Spots	0
Surface Parking Lot Spots	0
Trees Removed	0

Transit Mode:	Miles of New Track/Alignment				Miles of Converted or Upgraded Track/Alignment	Number of Stations		
	Underground	Elevated	At-Grade	Catenary		Underground	Elevated	At-Grade
Light Rail or Streetcar	1.58	5.71	1.92			1	1	2

Facility Operations Information

Transit Mode	Building Type	Facility Square Footage
Light Rail or Streetcar	Station	79,044.00
Light Rail or Streetcar	Station	33,605.00
Light Rail or Streetcar	Station	49,000.00
Light Rail or Streetcar	Station	213,900.00

Vehicle Operations & Maintenance Information

Operation Mode	Fuel Source	eGrid Subregion (if applicable)	VMT
Light Rail or Streetcar	Electric	100% renewable energy	1,569,500

Displaced VMT

Operation Mode	Fuel Source	eGrid Subregion (if applicable)	VMT
Sedan/Auto	Gas		5,621,000
Bus/BRT	Hybrid Diesel		438,000

RESULTS

Calculate Results

Summary Results

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Annual	6,791	302	7,092
Total Analysis Period	339,526	15,085	354,611

Energy Use (mmBTU)

	Upstream	Downstream	Total
Annual	55,608	3,747	59,354
Total Analysis Period	2,780,384	187,339	2,967,723

Detailed Results

Annual Results

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Construction	7,350	254	7,604
Transitway Maintenance	0	41	41
Facility Operations	0	2,430	2,430
Vehicle Operations	0	0	0
Vehicle Maintenance	0	19	19
Displaced Emissions	559	2,441	3,001
Cumulative Emissions	6,791	302	7,092

Energy Use (mmBTU)

	Upstream	Downstream	Total
Construction	60,963	2,765	63,728
Transitway Maintenance	0	414	414
Facility Operations	0	21,527	21,527
Vehicle Operations	0	3,889	3,889
Vehicle Maintenance	0	0	0
Displaced Emissions	5,356	24,849	30,205
Cumulative Emissions	55,608	3,747	59,354

Total Analysis Period

GHG Emissions (MTCO2eq)

	Upstream	Downstream	Total
Construction	367,492	12,689	380,181
Transitway Maintenance	0	2,035	2,035
Facility Operations	0	121,490	121,490
Vehicle Operations	0	0	0
Vehicle Maintenance	0	942	942
Displaced Emissions	27,966	122,071	150,037
Cumulative Emissions	339,526	15,085	354,611

Energy Use (mmBTU)

	Upstream	Downstream	Total
Construction	3,048,163	138,251	3,186,414
Transitway Maintenance	0	20,723	20,723
Facility Operations	0	1,076,361	1,076,361
Vehicle Operations	0	194,461	194,461
Vehicle Maintenance	0	0	0
Displaced Emissions	267,779	1,242,456	1,510,235
Cumulative Emissions	2,780,384	187,339	2,967,723

CONSTRUCTION

Return to Calculator

1. Enter # of Structured Parking Spots to be Built:		2. Enter # of Surface Parking Lot Spots to be Built:		3. Enter the # of Trees to be Removed:*		*If there will be a net gain in trees, enter the number as a negative (e.g., -5)

4. Select Transit Mode:	5. Enter the Miles of New Track/Lanes and Catenary to be Built				6. Enter the Miles of Track/Alignment to be Converted or Upgraded	7. Enter the # of New Stations to be Built		
	Underground	Elevated	At-Grade	Catenary		Underground	Elevated	At-Grade
Light Rail or Streetcar	1.58	5.71	1.92			1	1	2

FACILITY OPERATIONS

Return to Calculator

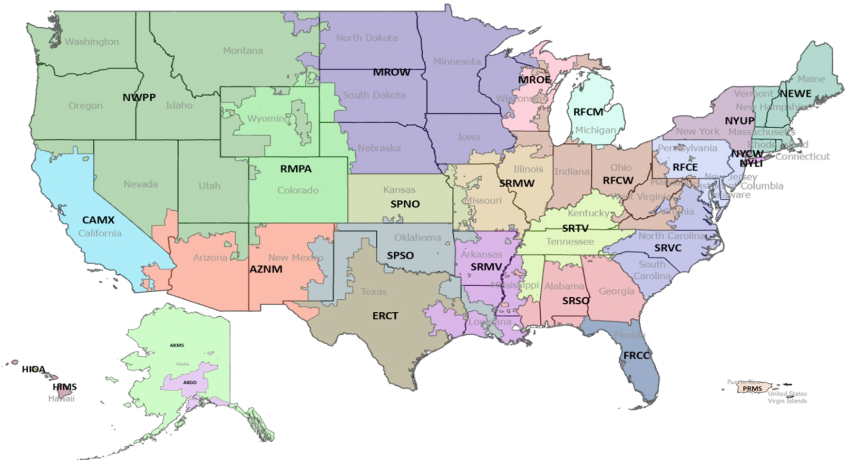
1. Select Transit Mode:	2. Select Facility Type	3. Enter Size (Square Footage) of Facility
Light Rail or Streetcar	Station	79,044
Light Rail or Streetcar	Station	33,605
Light Rail or Streetcar	Station	49,000
Light Rail or Streetcar	Station	213,900

TRANSIT VEHICLE OPERATIONS & MAINTENANCE

Return to Calculator

1. Select Transit Vehicle Type	2. Select Fuel Source	3. Select eGrid Subregion (for electric operations)	4. Enter Annual Transit VMT Anticipated
Light Rail or Streetcar	Electric	100% renewable energy	1,569,500

eGRID Subregions

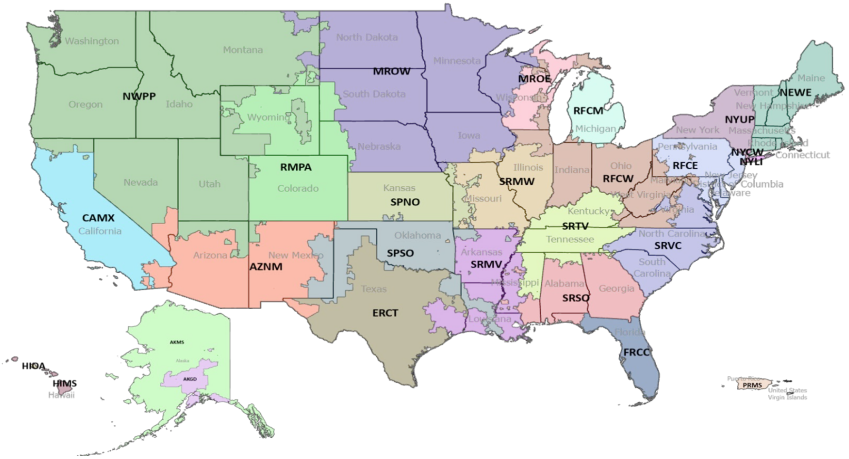


DISPLACED EMISSIONS

Return to Calculator

1. Select Vehicle Type	2. Select Fuel Source	3. Select eGrid Subregion (for electric operations)	4. Enter Annual Vehicle VMT Displaced
Sedan/Auto	Gas		5,621,000
Bus/BRT	Hybrid Diesel		438,000

eGRID Subregions



Appendix L4.8 Water Resources

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Acronyms and Abbreviations

Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
WAC	Washington Administrative Code

Appendix L4.8 Water Resources

L4.8.1 Regulatory Requirements

The following laws, statutes, local ordinances, and guidelines address hydrology, water quality, and flooding issues relevant to the project. Under the Washington Administrative Code (WAC) 173-201A, each of the waterbodies in the study area has designated water uses. These are shown in Table L4.8-1. These uses define the Washington State Department of Ecology (Ecology) water quality standards that must be met for each waterbody and that are enforced by Ecology.

L4.8.1.1 Federal

- Clean Water Act, 33 United States Code 1251 *et seq.*, including Sections 401 – Water Quality Certification, 402 – National Pollutant Discharge Elimination System, and 404 – Permits for Dredge or Fill
- Coastal Zone Management Act, 16 United States Code 1451 *et seq*
- Floodplain Management Presidential Executive Order 11988
- Federal Flood Risk Management Standard Presidential Executive Order 13690
- Climate-Related Financial Risk Executive Order 14030
- Safe Drinking Water Act, 42 United States Code 300 *et seq.*, Chapter 6A

L4.8.1.2 State

- Water Quality Standards for Surface Waters, WAC 173-201A
- Water Quality Standards for Groundwater, WAC 173-200
- Flood Control Management Act, Revised Code of Washington 89
- Water Pollution Control Act, Revised Code of Washington 90.48
- Shoreline Management Act, Revised Code of Washington 90.58, WAC 173-26
- National Pollutant Discharge Elimination System Construction Stormwater General Permit (Ecology 2020)
- *Stormwater Management Manual for Western Washington* (Ecology 2019) and *Errata for the 2019 SWMMWW* (Ecology 2022)
- Washington State Department of Transportation *Hydraulics Manual* (2023)
- Washington State Department of Transportation *Highway Runoff Manual* (2019)
- Washington State Hydraulic Code (WAC 220-660)

Table L4.8-1. Designated Water Uses for Waterbodies in the Study Area

Waterbody Name	Total Basin Area (square miles)	Receiving Water	Segment(s)	Water Resource Inventory Area Basin Designation	Designated Use – Aquatic Life	Designated Use – Recreation Uses [a]	Designated Use – Water Supply Uses [b]	Designated Use – Miscellaneous Uses [c]
Longfellow Creek	4.2	Duwamish Waterway	Delridge Segment	9 – Duwamish-Green	Rearing/migration only	Primary contact	All, except domestic water	All
Duwamish Waterway	21.6	Elliott Bay	Duwamish Segment	9 – Duwamish-Green	Rearing/migration only	Primary contact	All, except domestic water	All
Elliott Bay	8.1	Puget Sound	SODO and Duwamish segments	8-Cedar-Sammamish and 9 – Duwamish-Green	Rearing/migration only	Secondary contact	All, except domestic water	All

[a] Examples of recreation uses include swimming, wading, boating, and surfing.

[b] Examples of water supply uses include domestic water, industrial water, agricultural water, and stock water.

[c] Examples of miscellaneous uses include wildlife habitat, harvesting, commerce/navigation, boating, and aesthetics.

L4.8.1.3 Regional

- Sound Transit *Link Design Criteria Manual*, Rev. 5 (Sound Transit 2021)
- Low Impact Development Technical Guidance Manual for Puget Sound (Puget Sound Partnership 2012)
- Sound Transit Environmental Policy (2004)
- Sound Transit Sustainability Initiative (Resolution No. R2007-12)
- Sound Transit Sustainability Plan – 2019 Update (2019)
- King County Surface Water Design Manual (2021)

L4.8.1.4 Local

- City of Seattle Municipal Code Title 22, Subtitle VIII, Stormwater Code
- City of Seattle Department and Planning and Development, Seattle Public Utilities Stormwater Manual Volumes 1 through 5, Appendices A to I. Director's Rule DWW-200 (City of Seattle 2021)
- City of Seattle Department of Construction and Inspections, Seattle Municipal Code Section 25.06 – Floodplain Development Code
- City of Seattle, Seattle Municipal Code Section 21.16 – Side Sewers
- City of Seattle, Seattle Municipal Code Section 23.60A – Seattle Shoreline Master Program Regulations, including applicable standards in 23.60A.152 – General Development, and 23.60A.158 – Standards for Mitigation Sequencing
- City of Seattle, Seattle Municipal Code Section 25.09 – Floodplain/Floodways
- City of Seattle Department of Construction and Inspections, Director's Rules 4-2011, Requirements for Design and Construction of Side Sewers (Drainage and Wastewater Discharges)
- City of Seattle Department of Construction and Inspections, Director's Rules 13-2010/ Seattle Public Utilities 5-2010: Groundwater/Dewatering
- Client Assistance Memo 1180: Design Guidelines for Public Storm Drain Facilities (City of Seattle 2020)
- Port of Seattle Stormwater Management Program Plan for Maritime Phase I Properties (Port of Seattle 2023)

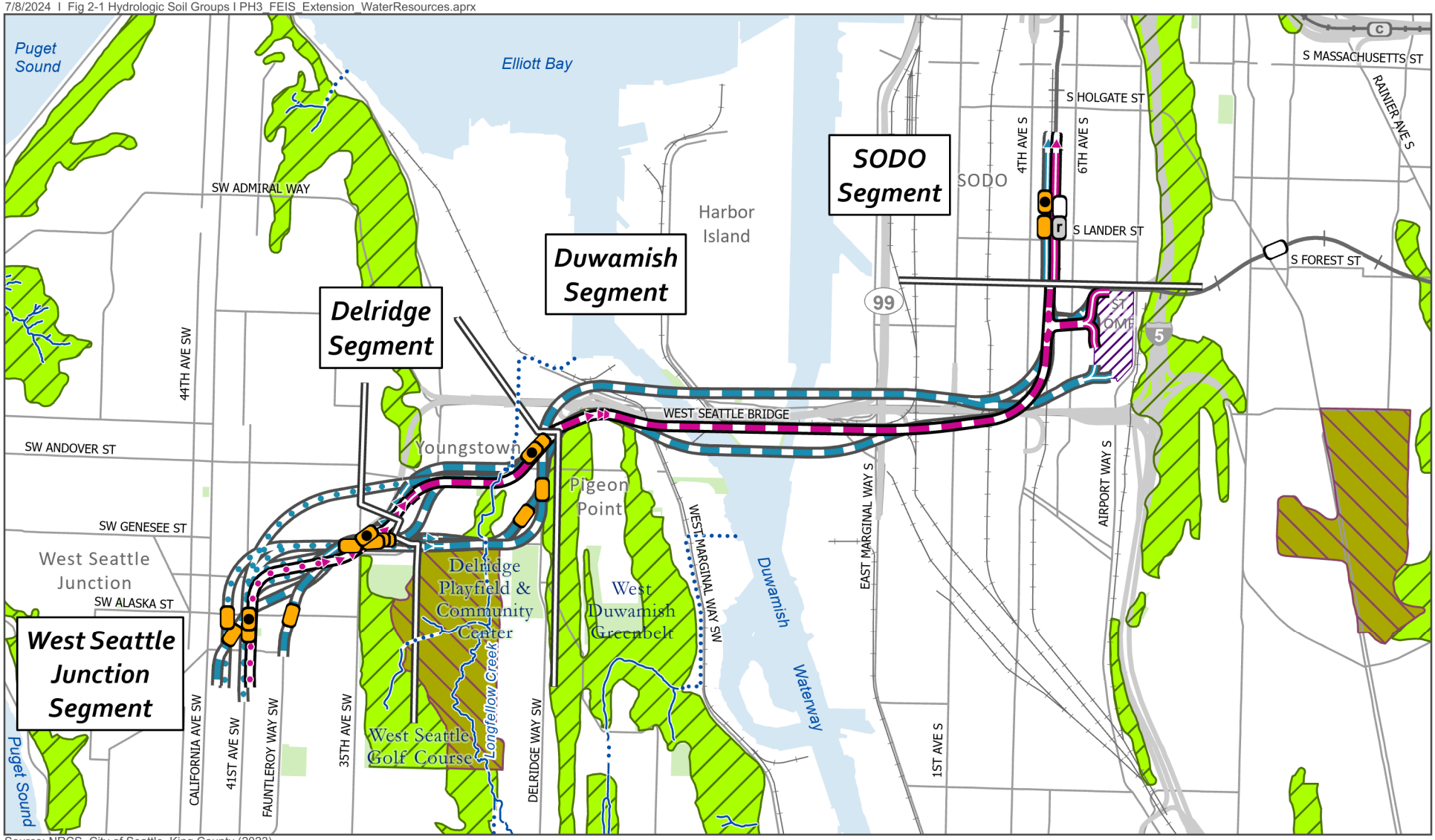
L4.8.2 Hydrologic Soil Groups

The soils in King County have been classified into lettered groups. Each soil group has similar soil properties. Hydrologic soil group is one of the classified soil properties. Hydrologic soil group is a relative measure of the soil's infiltration rate. There are four hydrologic soil groups (A to D), defined as follows:

- **Group A soils** have a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

- **Group B soils** have a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.
- **Group C soils** have a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.
- **Group D soils** have a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Some areas are classified with soils from two groups, such as A/D. These are areas that could have characteristics of both groups, such as different soil layers (for example, a shallow porous layer over a till layer). Figure L4.8-1 shows the hydrologic soils groups in the study area. Most of the study area is heavily urbanized with imported fill, so the hydrologic soil groups are not available.



Source: NRCS, City of Seattle, King County (2023).

Preferred Alternative
- Elevate
- Tunnel
- At-Grade
- Retaine Cut

Other Alternatives
- Elevate
- Tunnel
- At-Grade
- Retaine Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

Hydrologic Soil Group
- A
- A/D

0 0.5 1 Mile

N

FIGURE L4.8-1
Hydrologic Soil Groups

West Seattle Link Extension

In addition to added impervious surfaces, there will be some older existing impervious surfaces on the streets and at stations that would be replaced. Runoff from replaced surfaces would also receive water quality treatment and flow control prior to discharging to surface waters. The replaced surfaces have not been quantified in these estimates, but they would be identified in future design phases, based on pavement condition data to be collected.

Portions of the project consist of elevated guideways that would intercept rainfall before it reaches the underlying ground surface. For this analysis, it was assumed that the guideway runoff would be collected at discrete discharge locations and then conveyed by pipe down the guideway columns. For this reason, if the guideway would be over existing pervious area, the guideway would represent new impervious area. In areas where guideway would be over existing impervious area, no change in impervious area would result.

In areas where guideway would be over existing pollution-generating impervious surfaces, such as crossing a road or parking lot, no net change in pollution-generating impervious surfaces is assumed. Even though the overlying guideway (non-pollution-generating impervious surfaces) would intercept precipitation, the runoff from surrounding, at-grade pollution-generating impervious surfaces would pick up and transport pollutants from the underlying ("sheltered") pollution-generating impervious surfaces and carry them to the local drainage system. Discharges would continue to their current locations (typically into the same municipal stormwater systems). Thus, from a practical standpoint, there would be no net reduction in existing pollution-generating impervious surfaces. In the case of a guideway situated over existing non-pollution-generating impervious surfaces, there would be no change in non-pollution-generating impervious surfaces.

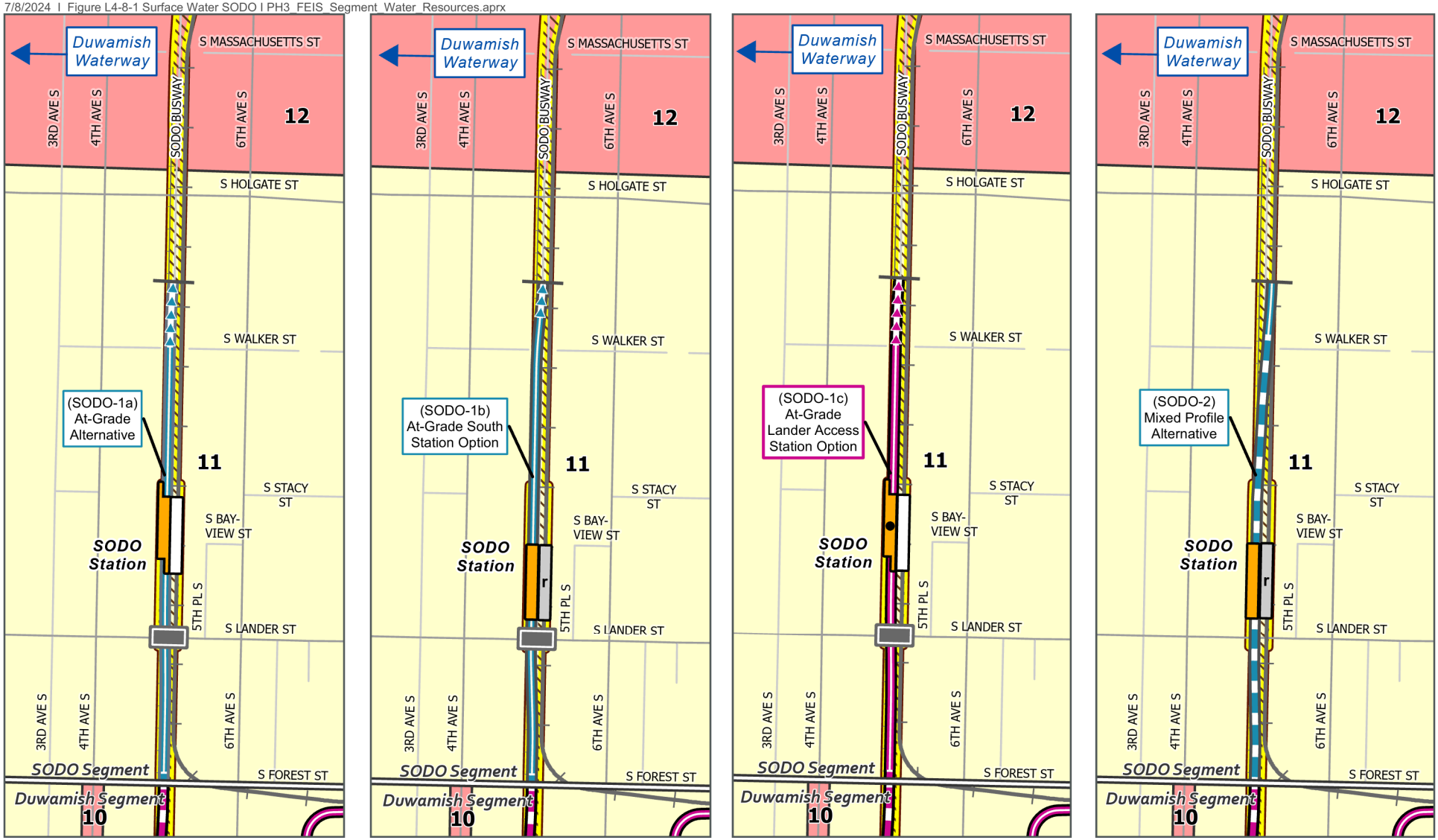
L4.8.2.1 SODO Segment

Because the SODO Segment is in an industrialized and urbanized area, existing land cover is primarily impervious. Runoff from added impervious areas for all alternatives in this segment would drain west to the Duwamish Waterway (also known as Duwamish River) (Figure L4.8-2, outfall number 30). As shown in Table L4.8-2, Option SODO-1b would have the highest total added impervious areas because this alternative would remove the largest area of existing planter strip between the guideways in the SODO Busway. Required flow-control and water quality facilities in this segment would reduce flows to the storm drain system, while controlling flows and pollutants to the Duwamish Waterway.

Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b include the South Lander Street overpass. However, the South Lander Street overpass structure adds very little new impervious area because it is constructed over an existing impervious roadway. In addition, because a new bridge over South Lander Street would eliminate the need for vehicles to stop for train traffic, fewer pollutants from those vehicles are expected to concentrate at that location, which would improve the quality of water draining to the Duwamish Waterway from this area.

L4.8.2.2 Duwamish Segment

Stormwater in the Duwamish Segment would flow primarily directly through storm drains to the Duwamish Waterway (Figure L4.8-3). As shown in Table L4.8-2, Option DUW-1b would add the most impervious areas and associated runoff from converting undeveloped areas in the West Duwamish Greenbelt to impervious surfaces. Preferred Alternative DUW-1a would have a smaller but similar increase. Alternative DUW-2 would be constructed over more existing paved areas west of Harbor Island and would avoid the West Duwamish Greenbelt; therefore, it would have substantially less increase in impervious area. Required flow-control and water quality facilities in this segment would reduce flows to the storm drain system, while controlling flows and pollutants to the Duwamish Waterway.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Combined Sewer Basin
- Separated Storm Drainage Basin

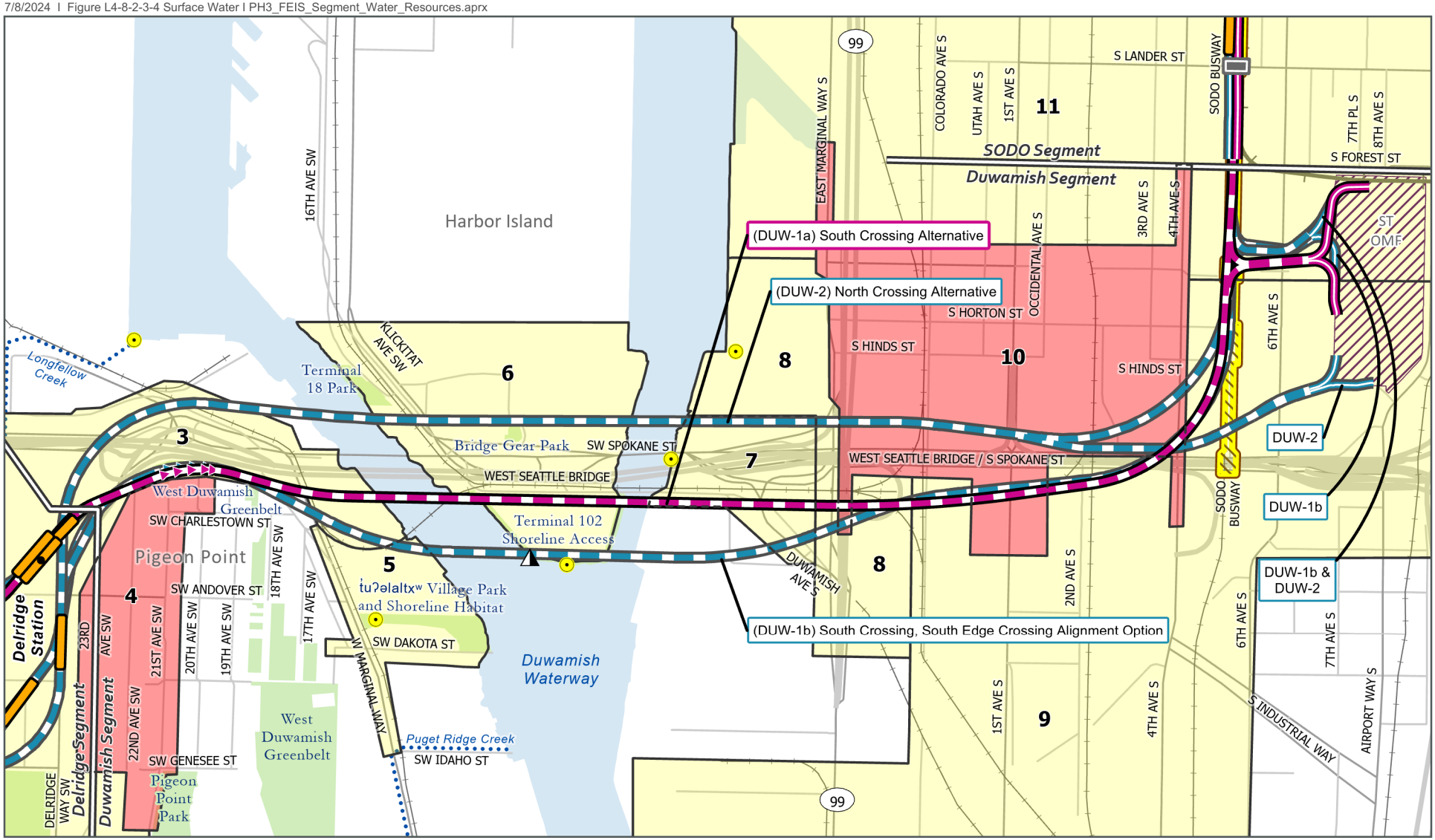
Basin No.	Discharge Location
10	West Point Treatment Plant
11	Outfall #30
12	West Point Treatment Plant

FIGURE L4.8-2
Drainage Basins
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- Storm Drain Outfall to be Relocated
- Combined Sewer Basin
- Separated Storm Drainage Basin
- Outfalls

Basin No.	Discharge Location
3	Outfall #99
4	West Point Treatment Plant
5	Terminal 105 Outfall
6	Port of Seattle Outfall 10
7	Outfall #34
8	Outfall #107
9	Outfall #111
10	West Point Treatment Plant
11	Outfall #30

FIGURE L4.8-3
Drainage Basins and Outfalls
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet
N

Table L4.8-2. Summary of Added Impervious Areas for the Build Alternatives

Segment	Alternatives and Design Options	New Non-Pollution-Generating Impervious Surfaces in Non-Combined Sewer Drainage Areas [a] (square feet)	New Pollution-Generating Impervious Surfaces in Non-Combined Sewer Drainage Areas [a] (square feet)	New Impervious Surface in Combined Sewer Basins (square feet)	Total New Impervious Surface (square feet)
SODO	**Preferred At-Grade Lander Access Station Option (SODO-1c)**	**4,700**	**700**	**0**	**5,400**
SODO	At-Grade Alternative (SODO-1a)	0	0	5,400	5,400
SODO	At-Grade South Station Option (SODO-1b)	4,400	2,700	0	7,100
SODO	Mixed Profile Alternative (SODO-2)	2,100	1,600	0	3,700
Duwamish	**Preferred South Crossing Alternative (DUW-1a)**	**41,800**	**0**	**5,900**	**47,700**
Duwamish	South Crossing South Edge Crossing Alignment Option (DUW-1b)	30,300	27,600	2,200	60,100
Duwamish	North Crossing Alternative (DUW-2)	3,400	0	1,400	4,800
Delridge	**Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)**	**29,400**	**9,000**	**18,300**	**56,700**
Delridge	Dakota Street Station Alternative (DEL-1a)	50,800	2,600	0	53,400
Delridge	Dakota Street Station North Alignment Option (DEL-1b)	35,500	2,000	7,100	44,600
Delridge	Dakota Street Station Lower Height Alternative (DEL-2a)	44,100	100	7,100	51,300
Delridge	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	21,800	100	0	21,900
Delridge	Delridge Way Station Alternative (DEL-3)	41,400	6,900	0	48,300
Delridge	Delridge Way Station Lower Height Alternative (DEL-4)	31,000	700	0	31,700

Segment	Alternatives and Design Options	New Non-Pollution-Generating Impervious Surfaces in Non-Combined Sewer Drainage Areas [a] (square feet)	New Pollution-Generating Impervious Surfaces in Non-Combined Sewer Drainage Areas [a] (square feet)	New Impervious Surface in Combined Sewer Basins (square feet)	Total New Impervious Surface (square feet)
Delridge	Andover Street Station Alternative (DEL-5)	23,400	1,400	2,500	27,300
Delridge	Andover Street Station Lower Height Alternative (DEL-6a)	19,600	2,000	7,800	29,400
Delridge	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	30,900	8,800	8,700	48,400
West Seattle Junction	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)**	**0**	**0**	**98,300**	**98,300**
West Seattle Junction	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	4,000	0	31,900	35,900
West Seattle Junction	Elevated Fauntleroy Way Station Alternative (WSJ-2)	0	0	30,700	30,700
West Seattle Junction	Tunnel 41st Avenue Station Alternative (WSJ-3a)	0	13,000	51,000	64,000
West Seattle Junction	Tunnel 42nd Avenue Station Option (WSJ-3b)	2,800	7,600	20,300	30,700
West Seattle Junction	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	0	13,000	68,700	81,700
West Seattle Junction	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	0	0	98,300	98,300
West Seattle Junction	No Avalon Station Tunnel Alternative (WSJ-6)	2,200	6,800	54,600	63,600

[a] Includes direct discharge areas and drainage areas to receiving waters in partially separated drainage systems.

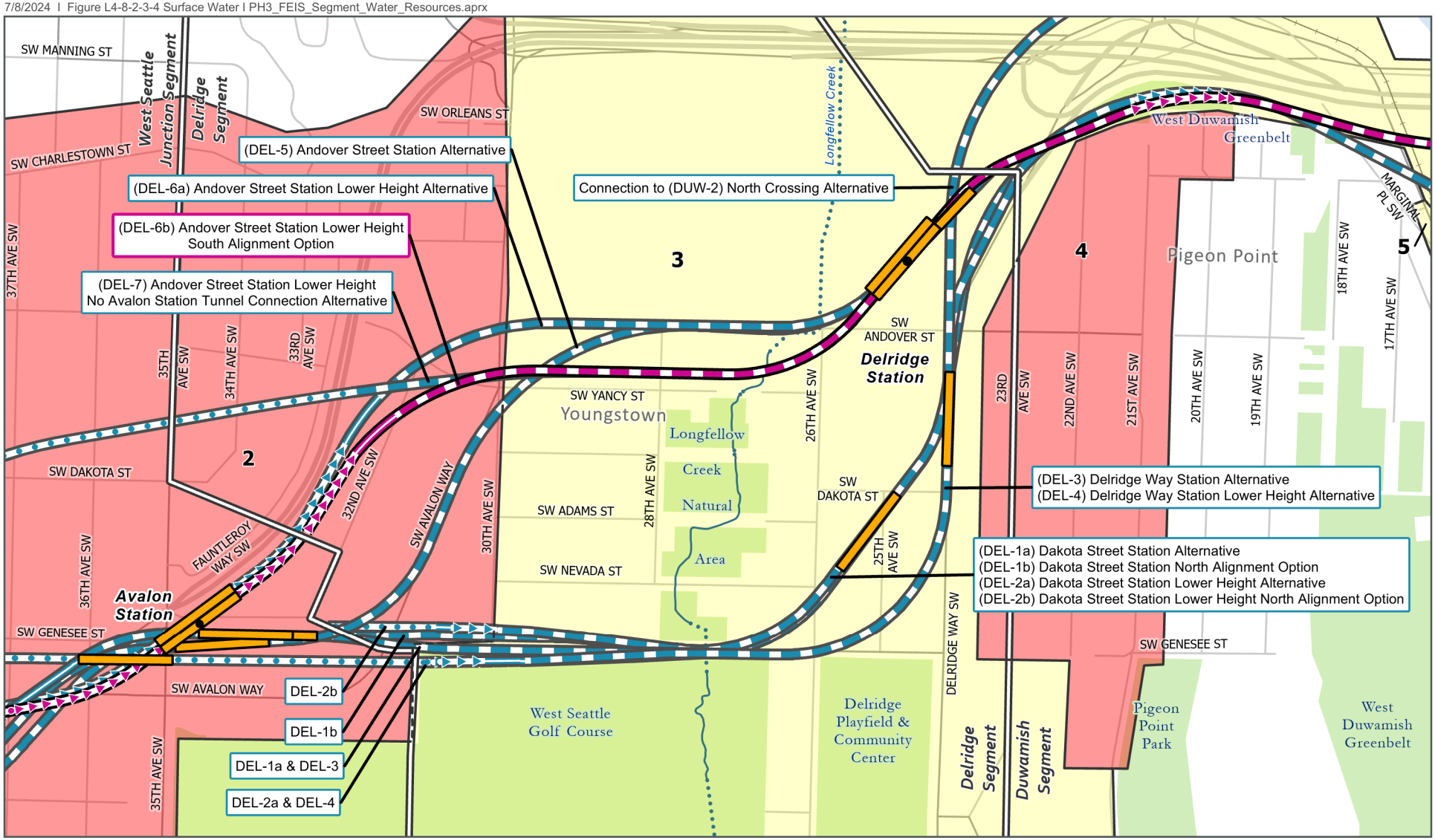
L4.8.2.3 Delridge Segment

As shown in Table L4.8-2, Preferred Option DEL-6b would have the greatest increase in impervious surface; it passes over vegetated areas along the north side of Southwest Yancy Street and along the west side of 32nd Avenue Southwest (Figure L4.8-4). Option DEL-2b would add the least impervious area because it would travel through areas with more existing impervious surface. Preferred Option DEL-6b, Alternative DEL-3, and Alternative DEL-7 would have the most added pollution-generating impervious surfaces in the basins that drain to the Duwamish Waterway, with between 6,900 and 9,000 square feet. All other alternatives would have 2,600 square feet or less of added pollution-generating impervious surface that drains to the Duwamish Waterway.

Required flow-control for all discharge and water quality facilities for areas discharging to the Duwamish Waterway would reduce flows to the combined sewer system and control flows and pollutants to the Duwamish Waterway.

L4.8.2.4 West Seattle Junction Segment

As shown in Table L4.8-2, most of the new impervious surface in this segment would be in a combined sewer system basin (Figure L4.8-5, basin number 2), so runoff from new impervious surfaces would be conveyed to and treated at the West Point Treatment Plant (Figure L4.8-5). Preferred Option WSJ-5b and Alternative WSJ-5a would add the most total impervious area due to cut-and-cover stations and associated roadway improvements in residential areas with areas of pervious areas. Alternative WSJ-3a and Alternative WSJ-4 would add the most pollution-generating impervious area to non-combined sewer basins because they would remove more vegetated areas during cut-and-cover construction of the tunnel than the other alternatives. Alternative WSJ-1 and Alternative WSJ-2 would have the least added pollution-generating impervious surface impacts because they would disturb fewer existing street surfaces and would be mostly in areas already covered with pollution-generating impervious surfaces. Required flow-control for all discharge would reduce flows to the combined sewer system.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Combined Sewer Basin
- Separated Storm Drainage Basin
- Outfalls

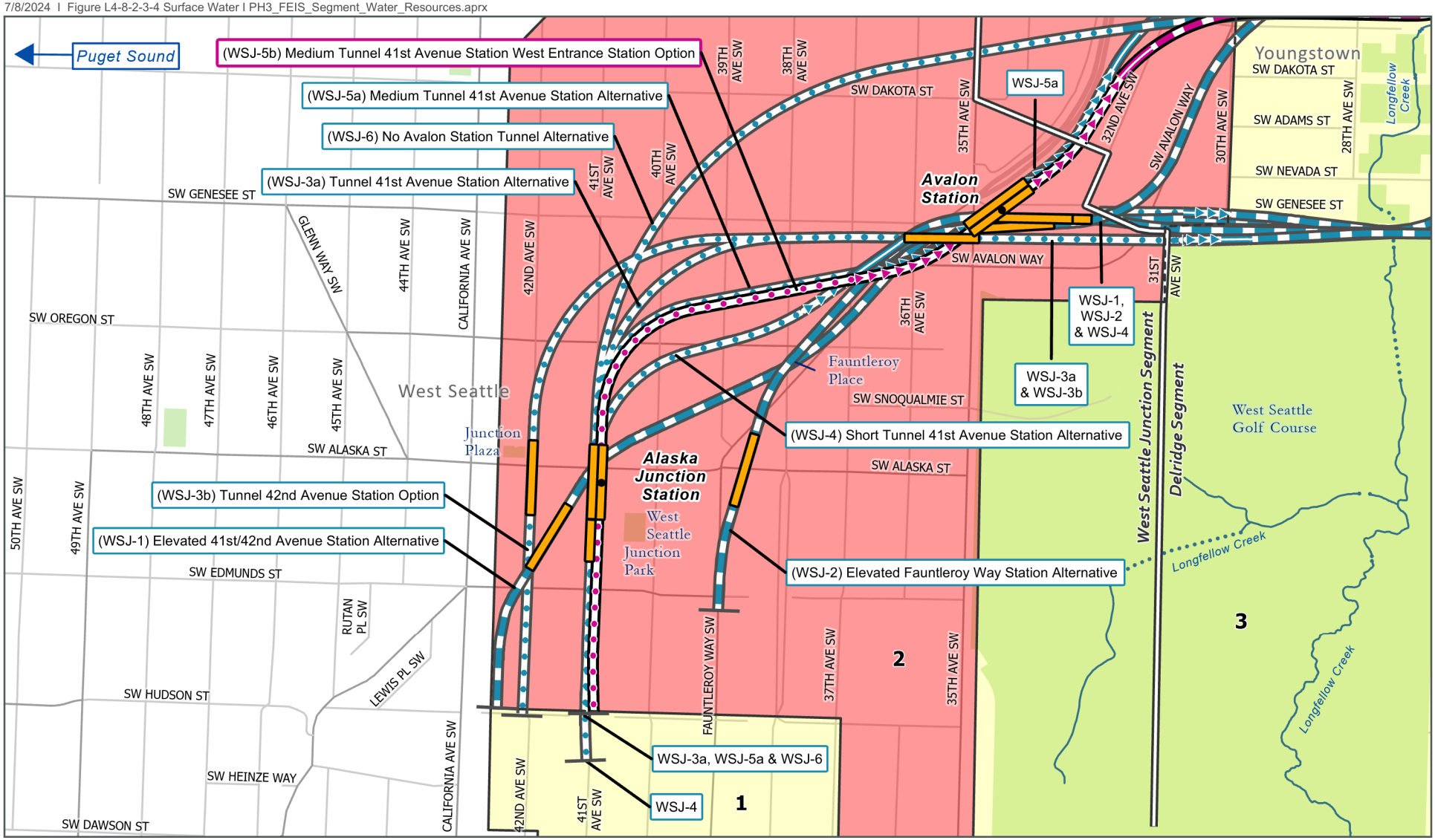
Basin No.	Discharge Location
2	West Point Treatment Plant
3	Outfall #99
4	West Point Treatment Plant
5	Terminal 105 Outfall

FIGURE L4.8-4
Drainage Basins
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Combined Sewer Basin
- Separated Storm Drainage Basin
- Outfalls

Basin No.	Discharge Location
1	Outfall #69
2	West Point Treatment Plant
3	Outfall #99

FIGURE L4.8-5
Drainage Basins
West Seattle
Junction Segment

West Seattle Link Extension

0 500 1,000 Feet
N

L4.8.3 Potential Floodplain Impacts

L4.8.3.1 Longfellow Creek Floodplain

Table L4.8-3 provides information on the potential number of guideway columns within the Longfellow Creek 100-year floodplain, as well as the estimated area of impact.

Table L4.8-3. Potential Number and Area of Columns within Longfellow Creek 100-year Floodplain

Alternatives and Design Options	Potential Number of Columns	Potential Area of Impact (square feet)
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**4**	**300**
Dakota Street Station Alternative (DEL-1a)	1	150
Dakota Street Station North Alignment Option (DEL-1b)	4	900
Dakota Street Station Lower Height Alternative (DEL-2a)	3	100
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	4	100
Delridge Way Station Alternative (DEL-3)	1	200
Delridge Way Station Lower Height Alternative (DEL-4)	1	50
Andover Street Station Alternative (DEL-5)	0	Not applicable
Andover Street Station Lower Height Alternative (DEL-6a)	0	Not applicable
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	4	300

A hydraulic analysis of the Longfellow Creek crossing for Preferred Option DEL-6b was completed using the conceptual design shown in Appendix J, Conceptual Design Drawings, of the Final EIS.

The analysis demonstrates the project's consistency with local, state, and federal requirements. Guidance for project requirements comes from Section 25.06 of the City of Seattle (City) Municipal Code, which states that new development must not generate an increase the base flood elevation. At the location of Preferred Option DEL-6b, Longfellow Creek is classified as a Federal Emergency Management Agency (FEMA) Zone A in the most recent FEMA Flood Insurance Study published on August 19, 2020 (FEMA 2020), and does not have a recorded base flood elevation or defined floodway at or near the proposed crossing in the Flood Insurance Study. The hydraulic analysis was based on a HEC-RAS model provided by the City in January 2023. The crossing was analyzed for changes in water surface elevation for the base flood as well as for the compensatory storage and scour. The analysis shows the project meets City requirements according to Section 22.170 of the City's Municipal Code.

The analysis identified a 0.01-foot rise in the base flood elevation, based on areas adjacent to the creek being regraded to existing conditions following construction. As design advances, Sound Transit would evaluate whether guideway columns could be shifted to avoid impacts to the floodplain (consistent with Executive Order 11988, Floodplain Management) or coordinate with the City regarding modifications to the floodplain to increase storage capacity. As plans for wetland mitigation adjacent to Longfellow Creek advance, this analysis will be updated to reflect modified grading plans and to determine if there would be a rise in the base flood elevation

would occur and confirm in additional storage capacity would be needed. If modifications to the floodplain occur, Sound Transit would submit a Conditional Letter of Map Revision to FEMA. Longfellow Creek has no defined floodway; therefore, no floodway analysis could be performed.

L4.8.4 Executive Orders 13690 and 14030

Executive Order 13690, Federal Flood Risk Management Standard, and Executive Order 14030, Climate-Related Financial Risk, were established to encourage climate resiliency of federally funded projects and provide guidelines for what to evaluation in project siting, design, and construction. The Federal Flood Risk Management Standard provides the following three approaches for evaluating the elevation that a project should be built at assuming future increases in floodplain elevations due to climate change (FEMA 2023):

- *Climate Informed Science Approach (CISA): The elevation and flood hazard area that result from using the best-available, actionable hydrologic and hydraulic data and methods that integrate current and future changes in flooding based on climate science;*
- *Freeboard Value Approach (FVA): The elevation and flood hazard area that result from adding an additional 2 feet to the base flood elevation for non-critical actions and by adding an additional 3 feet to the base flood elevation for critical actions; or*
- *500-year floodplain: The area subject to flooding by the 0.2%-annual-chance flood.*

The Duwamish Waterway and Longfellow Creek do not have a mapped 500-year floodplain. Using the Freeboard Value Approach, both crossings meet the requirements of these executive orders because they are approximately 140 feet and 70 feet, respectively, above the waterbodies and can accommodate a two to three foot rise of the floodplain without affecting the infrastructure.

L4.8.5 Best Management Practices

L4.8.5.1 Long-Term Operations

The proposed stormwater management for the project follows the Sound Transit *Link Design Criteria Manual* (Sound Transit 2021), which requires stormwater design for Sound Transit projects to conform to the requirements of the local jurisdictions. The project would comply with the state and local design. Based on the guidance provided in the *Link Design Criteria Manual*, low-impact development is a preferred stormwater management method and would be employed wherever possible. This method uses techniques that encourage natural processes of managing stormwater, such as infiltration, evaporation, and dispersion. Also, the 2019 Ecology *Stormwater Management Manual for Western Washington* and 2022 Ecology *Errata for the 2019 SWMMWW* requires low-impact development approaches to stormwater management to the extent feasible. However, in areas where use of low-impact development measures is not feasible because of physical site constraints, other techniques may be used. Stormwater flow-control techniques may include, but are not limited to, detention ponds, vaults, bioretention, and dispersion. Discharge of groundwater collected in tunnels to a storm sewer, sanitary sewer, or combined sewer would require approval from the utility provider.

L4.8.5.2 Construction

The risk of construction-related impacts to water resources would be controlled by complying with the National Pollutant Discharge Elimination System Construction Stormwater General Permit process and best management practices, as appropriate. If discharge of treated construction or

process water to a combined or sanitary sewer is proposed, approval must be obtained from the King County Industrial Waste Division and the City of Seattle. For construction within and over streams or other waterbodies, a Hydraulic Project Approval would be obtained from the Washington Department of Fish and Wildlife before work begins. A Section 404 permit would be needed for work within a Water of the United States, and a Section 10 permit would be needed for work in navigable waters. Both permits are issued by the United States Army Corps of Engineers Section 404 permit. A Section 401 Water Quality Certification would also be needed from Ecology.

Through compliance with these requirements, Sound Transit would develop and implement an approved Construction Stormwater Pollution Prevention Plan for the project. The Construction Stormwater Pollution Prevention Plan would describe overall procedural and structural pollution prevention and flow-control best management practices, including location, size, maintenance requirements, and monitoring. An Ecology-certified erosion and sediment control lead would conduct compliance inspections. In addition, the Construction Stormwater Pollution Prevention Plan would include each of the following plans:

- Temporary Erosion and Sediment Control Plan – This plan would outline the design and construction specifications for best management practices to be used to identify, reduce, eliminate, or prevent sediment and erosion problems
- Spill Prevention, Control, and Countermeasures Plan – This plan would outline requirements for and implementation of spill prevention, inspection protocols, equipment, material containment measures, and spill response procedures
- Concrete Containment and Disposal Plan – This plan would outline the management, containment, and disposal of concrete debris, slurry, and dust, and discuss best management practices that would be used to reduce high pH
- Dewatering Plan – This plan would outline procedures for pumping groundwater away from the construction area, and storing (as necessary), testing, treating (as necessary), and discharging or disposing of the dewatering water
- Fugitive Dust Plan – This plan would outline measures to prevent the generation of fugitive dust from exposed soil, construction traffic, and material stockpiles

Potential best management practices include, but are not limited to, the following:

- Minimizing the amount of cleared area at a construction site
- Stabilizing construction entrances and haul roads using quarry spall rock
- Washing truck tires at construction entrances, as necessary
- Constructing silt fences downslope from exposed soils
- Protecting catch basins from sediment
- Containing and controlling concrete and hazardous materials onsite
- Installing temporary ditches to route runoff around or through construction sites, with periodic straw bales or rock check dams to slow and settle runoff
- Providing temporary plastic or mulch to cover soil stockpiles and exposed soil
- Using straw wattles to reduce the length of unbroken slopes and minimize runoff concentration
- Using temporary erosion-control blankets or mulch on exposed steep slopes to minimize erosion before vegetation is established

- Constructing temporary sedimentation ponds to remove solids from concentrated runoff and dewatering before being discharged
- Conducting vehicle fueling and maintenance activities no closer than 100 feet from a waterbody or ditch
- Implementing stream-protection measures, as necessary, including diverting stream flow around the construction area and limiting the construction period to the required "in-water work window," a period of the year identified in the Hydraulic Project Approval and United States Army Corps of Engineers Section 404 permit when impacts to fish would be reduced

L4.8.6 References

City of Seattle. 2020. *Seattle Public Utilities Client Assistance Memo 1180*. September.

City of Seattle. 2021. *Seattle Public Utilities Stormwater Manual*. Volumes 1 through 5, Appendices A to I. Director's Rule DWW-200. July. https://www.seattle.gov/Documents/Departments/SDCI/Codes/ChangesToCodes/UpdatingStormwaterRegulations/2021SWFullManualFinalClean.pdf.

Federal Emergency Management Agency (FEMA). 2020. "Flood Insurance Rate Map: King County Washington and Incorporated Areas, Panel 630 of 1725." August 19, 2020. https://map1.msc.fema.gov/firm?id=53033C0630G. Accessed April 10, 2023.

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Puget Sound Partnership. 2012. *Low Impact Development Technical Guidance Manual for Puget Sound*. December. https://www.ezview.wa.gov/Portals/_1965/Documents/Background/2012_LIDmanual_PSP.pdf.

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Sound Transit. 2019. Sustainability Plan – 2019 Update. https://www.soundtransit.org/sites/default/files/documents/2019-sustainability-plan.pdf. Accessed June 5, 2023.

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Washington State Department of Ecology (Ecology). 2020. National Pollutant Discharge Elimination System Construction Stormwater General Permit. November. https://apps.ecology.wa.gov/paris/DownloadDocument.aspx?Id=348923.

Washington State Department of Ecology (Ecology). 2022. *Errata for the 2019 SWMMWW*. January. https://fortress.wa.gov/ecy/ezshare/wq/Permits/Flare/2019SWMMWW/Content/Resources/DocsForDownload/2019SWMMWW_Errata_1-25-22.pdf.

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Washington State Department of Transportation. 2023. *Hydraulics Manual*. April. https://www.wsdot.wa.gov/publications/manuals/fulltext/M23-03/HydraulicsManual.pdf.

Appendix L4.11 Geology and Soils

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Table L4.11-1. Summary of Geology Documents Reviewed

Author	Date	Title and Source Information
Altiney and Associates	1926	*Elliott Tire and Service*.
Associated Earth Sciences, Inc.	1988	*21-Unit Apartment/Commercial Building, Seattle, Washington*.
Blakely, R.J., Wells, R.E., Weaver, C.S., and Johnson, S. Y.	2002	*Location, Structure, and Seismicity of The Seattle Fault Zone, Washington: Evidence from Aeromagnetic Anomalies, Geologic Mapping, and Seismic-Reflection Data*.
Brown, R.	2011	The Puget Lobe Glaciation.
City of Seattle	2008	Landslide Prone Areas. https://www.seattle.gov/Documents/Departments/SDCI/About/LandslideProneAreas.pdf.
Dames & Moore	1967	*Report of Soils Investigation – Phase I Proposed Warehouse Site Sixth Avenue South and South Forest Street Seattle, Washington.*
Earth Consultants, Inc.	1983	*Geotechnical Engineering Study Proposed Industrial Building 3605 6th Avenue South, Seattle Washington*.
Geotech Consultants	1997	*Geotechnical Engineering Study Proposed Addition to Existing Duplexes 3656 and 3658 – 13*th *Avenue West Seattle, Washington.*
Golder Associates, Inc.	2001	*Final Draft Report on Central Link Light Rail Geotechnical Design Investigation Design Segment 700 Royal Brougham Way to Airport Way South*.
Golder Associates, Inc.	2018	*WSBLE Project Memo – Field Geological Reconnaissance: North Slope of Pigeon Point and Proposed Portal Locations at Southwest Genesee Street.*
Government Technology	2015	Seattle Natural Hazards Map. http://www.govtech.com/em/emergency-blogs/disaster-zone/seattlenaturalhazardsmap.html
Hart Crowser, Inc.	1986	*Subsurface Exploration and Geotechnical Engineering Study 5th Avenue South Viaduct and Retaining Wall Seattle, Washington*.
Hart Crowser, Inc.	1986	*Subsurface Explorations and Design Phase Geotechnical Engineering Study SR-90, Seattle Access General Purpose and Transit/HOV Lanes, Seattle, Washington*. Volume II of III.
HNTB and Golder Associates, Inc.	2020	*Geotechnical Data Report – Duwamish Crossing, Draft 3, October 2020.*
HNTB and Golder Associates, Inc.	2021	*Phase 2 Geotechnical Data Report – Pigeon Point, Draft 3, August 2021.*
HNTB and Golder Associates, Inc.	2021	*Phase 2 Geotechnical Data Report – Delridge and West Seattle Junction Segments, Draft 2, August 2021.*
HNTB and Golder Associates, Inc.	2021	*Geotechnical Recommendations Report; Advanced Conceptual Design - Duwamish Crossing, Draft 2, February 2021.*
Liu & Associates	2004	*Geotechnical Engineering Study Twin Duplex Buildings 3420 – 14th Avenue West Seattle, Washington.*
Morse, R.W.	1989	Regrading Years in Seattle. In *Engineering Geology in Washington*, Vol. 2.
Neil H. Twelker and Associates	1965	*John M. McFarland Apartments at 3401 14th Avenue West Seattle, Washington.*
Neil H. Twelker and Associates	1974	*Soils and Foundation Investigation for Proposed Plate Warehouse at South Hinds Street and 6th Avenue South, Seattle, Washington.*
Pacific Northwest Seismic Network	2019	Cascadia Subduction Zone. https://pnsn.org/outreach/earthquakesources/csz.

Author	Date	Title and Source Information
PanGeo, Inc.	2002	*Addendum #1 to Geotechnical Report Proposed Duplex 4110 – Delridge Way Southwest, Seattle, Washington.*
Pratt, T., Troost, K.G., Odum, J.K. and Stephenson, W.J.	2016	*Kinematics of Shallow Backthrusts in the Seattle Fault Zone, Washington State*.
Robinson, R.A.	2013	Lesson's Learned from 130 Years of Tunneling in Seattle's Complex Soils. *Proceedings of the Rapid Excavation and Tunneling Conference.*
Roger Lowe and Associates	1978	*Washington Fish and Oyster Company*.
Seattle Department of Construction & Inspections	2017	GIS Maps. http://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=f822b2c6498c4163b0cf908e2241e9c2.
Seattle Engineering Department	1924	*23rd Avenue Southwest et al. Concrete Walks etc., Local Improvement District 3874.*
Seattle Engineering Department	1973	*Preliminary Foundation Investigation Longfellow Storm Separation*.
Seattle Engineering Department	1980	*West Seattle Bridge Design Team*.
Shannon & Wilson	1974	*West Seattle Freeway Pigeon Point Wall Number 1 Soil-Structure interaction Design Report.*
Shannon & Wilson	1977	*Proposed Triplex Complex Delridge Way Southwest Seattle, Washington.*
Shannon & Wilson	1981	*Geotechnical Engineering Studies West Seattle Freeway Bridge Replacement City of Seattle West Interchange East Interchange – Volume 1 Engineering Studies and Recommendations.*
Shannon & Wilson	1986	*Geotechnical Report Field & Laboratory Test Results, Volume 1 of 2 – Field Explorations and Testing.*
Shannon & Wilson	1994	*Seismic Retrofit Study 15th Avenue West Interchange West Emerson Street Viaduct Seattle, Washington.*
Shannon & Wilson	1997	*Seattle Public Utilities Southwest Dakota Street Slide Seattle, Washington.*
Shannon & Wilson	1997	*Geotechnical Report West Central Maintenance Facility Landslide Seattle, Washington.*
Shannon & Wilson	2008	*Geotechnical Engineering Report South Spokane Street Viaduct Eastbound – Fourth Avenue Off-ramp Seattle, Washington.*
Troost, K.G., Booth, D.B., Wisher, A.P., and Shimel, S.A.	2005	*The Geologic Map of Seattle*. United States Geological Survey. Open-File Report 2005-1252.
Washington Department of Natural Resources	2019	Puget Sound and Coastal Geology. https://www.dnr.wa.gov/programs-and-services/geology/explore-popular-geology/puget-sound-and-coastal-geology#puget-sound-geology.
Wells, R.E., and Simpson, R.W.	2001	*Northward Migration of the Cascadia Forearc in the Northwestern U.S. and Implications for Subduction Deformation*.
Yount, J.C., Dembroff, G.R., and Barats, G.M.	1985	Map showing depth to bedrock in the Seattle 30-foot by 60-foot quadrangle, Washington. United States Geological Survey Miscellaneous Field Studies Map MF-1692, scale 1:100,000.

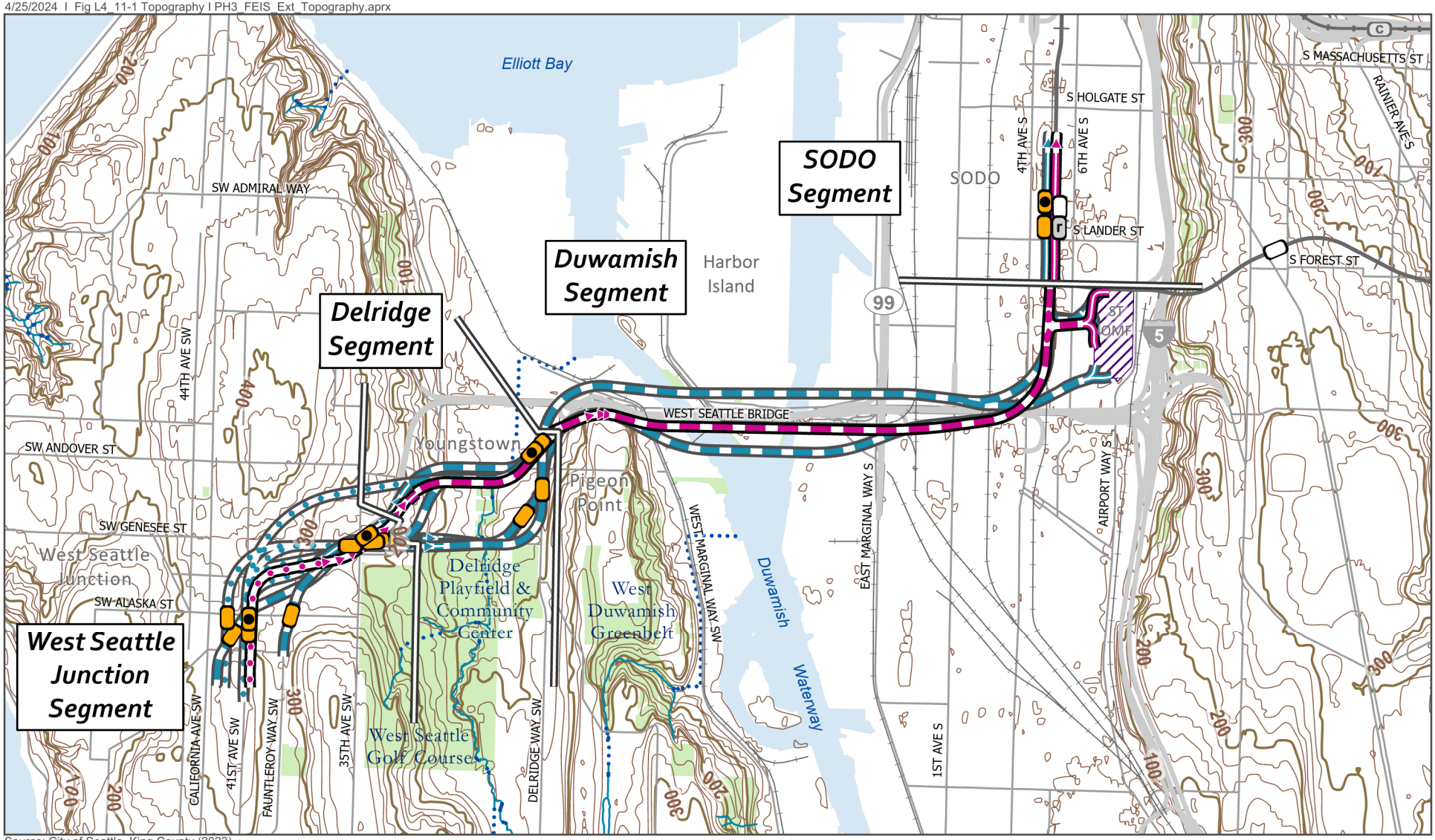
Table L4.11-2. Geologic Units

Geologic Unit (Map Symbol)	Description	Density and/or Hardness	Permeability Factors
Alluvium (Qal)	Sand, silt, gravel, and cobbles deposited by streams and running water. May include landslide debris and colluvium at margins. Locally contains very soft peat lenses.	Loose to dense or soft to stiff	Predominantly sandy and horizontally bedded, fine and coarser-grained lenses
Beach deposits (Qb)	Loose sand and gravel deposited or reworked by modern wave action. Along the Puget Sound shoreline, on the east side of Duwamish Head, west of Harbor Island, and along Lake Washington, where it is commonly overlain by fill.	Loose to dense	Uniformly to well graded
Uplifted beach deposits (Qbu)	Loose sand and gravel deposited by wave action and subsequently uplifted above modern tide level by tectonic movement.	Loose to dense	Uniformly to well graded
Lake Deposits (Ql)	Silt and clay with local sand layers, peat, and other organic sediments, deposited in slow-flowing water. Locally gradational with units Qvrl, Qal, and Qp.	Very soft to medium stiff or very loose to medium dense	Predominantly fine-grained and horizontally bedded
Olympia beds (Qob)	Sand, silt (locally organic-rich), gravel, and peat, discontinuously and thinly interbedded; may contain tephra and/or diatomaceous layers. Sand and gravel clast lithology varies depending on source area, from volcanic to reworked northern lithologies.	Very dense to hard	Localized iron-oxide cemented layers, interbedded and intermixed fine- and coarse-grained layers
Peat (Qp)	Predominantly organic matter consisting of plant material and woody debris, accumulated in bodies greater than about 1 meter in thickness and of mappable extent. Accumulations are greatest in the floors of recessional outwash channels and where lowering of Lake Washington has exposed extensive lake-floor deposits. Commonly interbedded with silt and clay.	Very soft to medium stiff or very loose to medium dense	Commonly saturated
Possession glaciolacustrine deposits (Qpdf)	Laminated silt and clay exposed along the west, north, and east faces of Beacon Hill; assigned to this unit based on a single infra-red stimulated luminescence date just southeast of the Interstate 5 and Interstate 90 junction. Correlative with Marine Isotope Stage 4, with an age range from 60 to 80 thousand years ago. Dated exposure displays strongly contorted and faulted beds, plausibly related to motion on the Seattle fault but also possibly a result of glaciotectonic shear or postglacial landsliding. Correlative diamict (unit Qpdt) is identifiable in subsurface borings and in outcrop to the south and is assigned to this unit based on spatial and stratigraphic proximity to dated exposure.	Hard	Localized iron-oxide cemented layers and sand partings; locally deformed and jointed
Deposits of pre-Fraser glaciation age (Qpf)	Interbedded sand, gravel, silt, and diamicts of indeterminate age and origin. Locally divided.	Very dense and hard	Localized iron-oxide cemented layers, interbedded and intermixed fine- and coarse-grained layers

Geologic Unit (Map Symbol)	Description	Density and/or Hardness	Permeability Factors
Nonglacial deposits (Qpfn)	Sand, gravel, silt, clay, and organic deposits of inferred nonglacial origin, based on the presence of peat, paleosols, and tephra layers.	Very dense and hard	Localized iron-oxide cemented layers, interbedded and intermixed fine- and coarse-grained layers
Deposits of pre-Olympia age (Qpo)	Interbedded sand, gravel, silt, and diamicts of indeterminate age and origin. Locally divided into Qpof, Qpoc.	Very dense and hard	Localized iron-oxide cemented layers, interbedded and intermixed fine- and coarse-grained layers
Coarse-grained deposits (Qpoc)	Sand and gravel, clean to silty, with some silt layers, lightly to moderately oxidized.	Very dense	Localized iron-oxide cemented layers and channels
Fine-grained deposits (Qpof)	Silt and clay, may have sandy interbeds, laminated to massive.	Hard	Localized iron-oxide cemented layers and sandy partings
Glacial deposits (Qpog)	Silt, sand, gravel and till of glacial origin. Weakly to strongly oxidized. Underlies Vashon-age deposits and thus must also be of pre-Olympia age. Sediment is of inferred glacial (northern) origin, based on presence of clasts or mineral grains requiring southward ice-sheet transport.	Very dense and hard	Localized iron-oxide cemented layers, interbedded and intermixed fine- and coarse-grained layers
Glacial diamict (Qpogd)	Till-like material, but finer grained and with fewer gravel clasts than most Puget Lowland tills.	Very dense and hard	Localized iron-oxide cemented layers, sandy partings, and lenses
Fine-grained glacial deposits (Qpogf)	Silt and clay, may have sandy interbeds, laminated to massive.	Hard	Localized iron-oxide cemented layers and sandy partings
Till deposits (Qpogt)	Till thick enough to show at map scale. Most extensive on west slopes of Queen Anne hill, and in the west wall of the Duwamish valley.	Very dense and hard	Localized iron-oxide cemented layers, sandy partings, and lenses
Nonglacial deposits (Qpon)	Sand, gravel, silt, clay, and organic deposits of inferred nonglacial origin, based on the presence of paleosols, and tephra layers; or a southern Cascade Range provenance for sedimentary clasts.	Very dense and hard	Localized iron-oxide cemented layers, interbedded and intermixed fine- and coarse-grained layers
Fine-grained nonglacial deposits (Qponf)	Silt and clay, may have sandy interbeds, with peat and tephra layers, laminated to massive.	Hard	Localized iron-oxide cemented layers and sandy partings
Terrace Deposits (Qt)	Sand, silt, gravel, and cobbles, deposited by streams and running water; elevated bench forms resulting from subsequent down cutting. May include slide debris and colluvium, locally gradational with unit Qal.	Loose to dense or soft to stiff	Predominantly sandy and horizontally bedded, fine and coarser-grained lenses

Geologic Unit (Map Symbol)	Description	Density and/or Hardness	Permeability Factors
Tideflat deposits (Qtf)	Silt, sand, organic sediment, and detritus, with some shells, historically exposed in broad coastal benches at low tide and now fill covered. Along Duwamish Waterway, valley thickens to north at mouth; initially deposited post-glacially when marine water extended up the Duwamish valley to Georgetown. Aggraded northward with rising sea level and alluvial filling of the Duwamish valley. Elsewhere, present along much of Puget Sound coastline and now fill covered.	Very loose to dense and/or very soft to stiff	Micaceous, saturated, lenses of shell and wood debris
Advance Outwash Deposits (Qva)	Well-sorted sand and gravel deposited by streams issuing from advancing ice sheet. May grade upward into till. Silt lenses locally present in upper part and are common in lower part. Generally unoxidized to only slightly oxidized. May be overlain by Vashon till in areas too small to show at map scale. Includes Esperance Sand Member of the Vashon Drift. Grades downward into unit Qvlc with increasing silt content.	Dense to very dense	Predominantly medium grained sand, horizontally to cross bedded, hard silt beds common throughout
Ice-contact deposits (Qvi)	Intercalated till and outwash, irregularly shaped bodies of till and outwash. Outwash consists of sand and gravel, clean to silty, horizontally bedded to steeply dipping. The till consists of matrix-supported gravelly sandy silt that may or may not have been glacially overridden.	Loose to very dense	Intermixed irregularly shaped bodies of till and coarse-grained deposits
Lawton Clay (Qvlc)	Laminated to massive silt, clayey silt, and silty clay with scattered drop stones deposited in lowland proglacial lakes. Locally may include fine-grained sediment of unit Qob or distal deposits from the Cascade Mountains where indistinguishable from Qvlc.	Very stiff to hard	Vertical fractures, fine sand partings common near top and bottom of unit
Recessional outwash deposits (Qvr)	Stratified sand and gravel, moderately sorted to well sorted, and less common silty sand and silt. Deposited in outwash channels that carried south-draining glacial meltwater during the ice retreat away from the ice margin. Also includes deposits that accumulated in or adjacent to recessional lakes. Discontinuous. May include thin lag on glacial till uplands.	Loose to dense	Horizontally bedded to cross-bedded, uniformly to well graded, channelized, coarse lag deposits common
Recessional lacustrine deposits (Qvrl)	Laminated silt and clay, low to high plasticity, with local sand layers, peat, and other organic sediments, deposited in slow-flowing water and ephemeral lakes. Locally includes high-plasticity clay with swell potential. Lenses and layers of ash and diatomite may be present.	Very soft to stiff	Horizontally bedded; sandy channels may breach the lacustrine deposits
Vashon till (Qvt)	Compact diamict of silt, sand, and sub-rounded to well-rounded gravel, glacially transported and deposited under ice. Commonly fractured and has intercalated sand lenses. Generally, forms undulating, elongated surfaces. Upper 1 meter of unit generally weathered and only medium dense to dense.	Very dense	Vertical fractures, sand lenses, and crude sub-horizontal bedding common
Younger Alluvium (Qyal)	Sand, silt, gravel, and cobbles deposited by streams and running water. Locally contains soft peat lenses.	Loose to dense or soft to stiff	Predominantly sandy and horizontally bedded, fine and coarser-grained lenses

Source: United States Geological Survey. 2005. *The Geologic Map of Seattle – a Progress Report*, by Kathy Goetz Troost, Derek B. Booth, Aaron P. Wisher, and Scott A. Shimel. Open-File Report 2005-1252, Version 1.0.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- 20-ft Contour
- 100-ft Contour

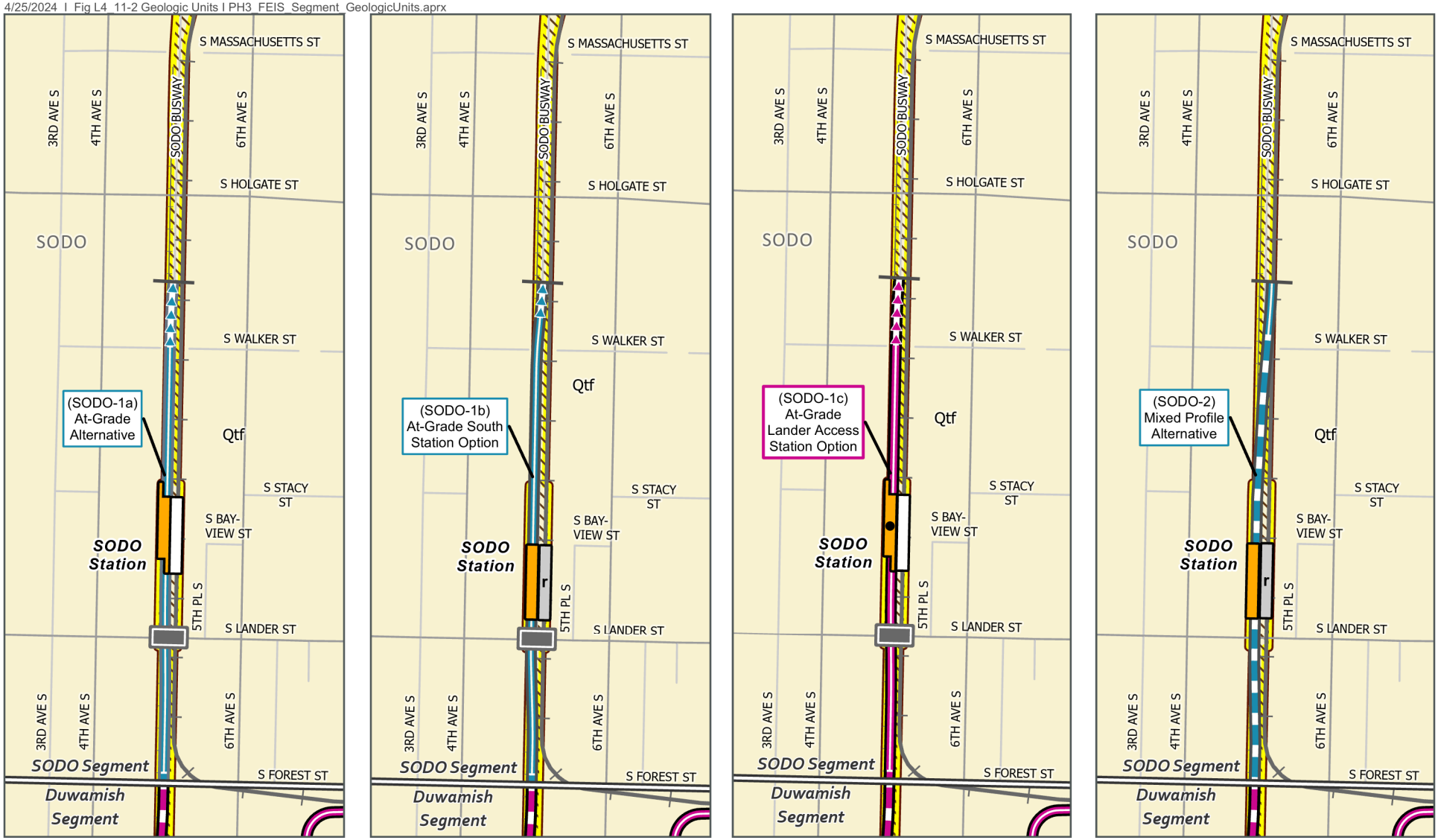
0 0.5 1 Mile

N

FIGURE L4.11-1
West Seattle - Topography

West Seattle Link Extension

4/25/2024 I Fig L4_11-2 Geologic Units I PH3_FEIS_Segment_GeologicUnits.aprx



Source: U.S. Geologic Survey (2005). City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

Geologic Unit
- Qtf

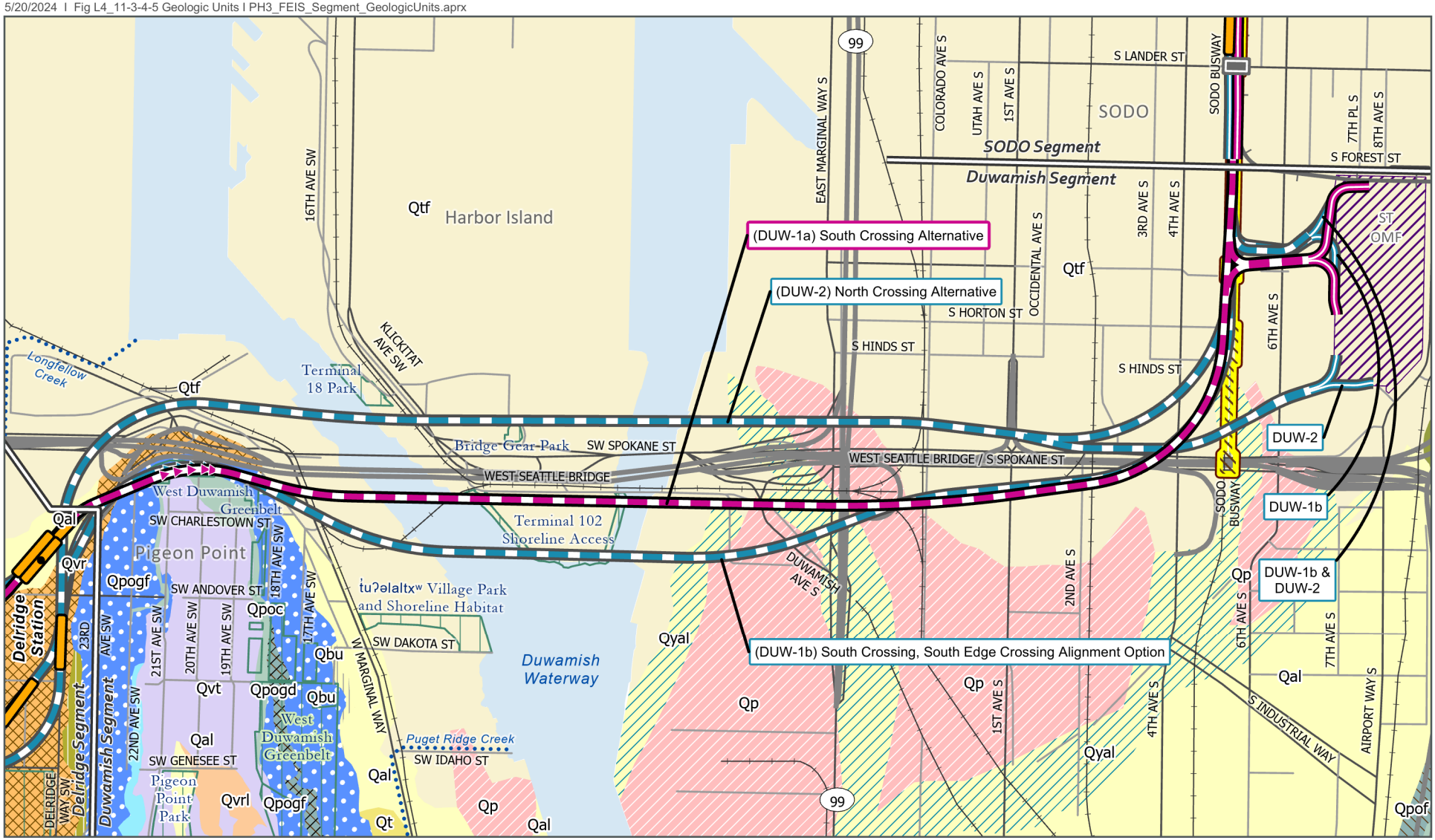
Note: see Appendix L.4.11 for geologic unit names, descriptions, consistency, and permeability

FIGURE L4.11-2
Geologic Units
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: U.S. Geologic Survey (2005). City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

Geologic Unit

Qal	Qpogd	Qtf
Qbu	Qpogf	Qva
Qp	Qpogt	Qvr
Qpoc	Qpon	Qvrl
Qpof	Qponf	Qvt
	Qt	Qyal

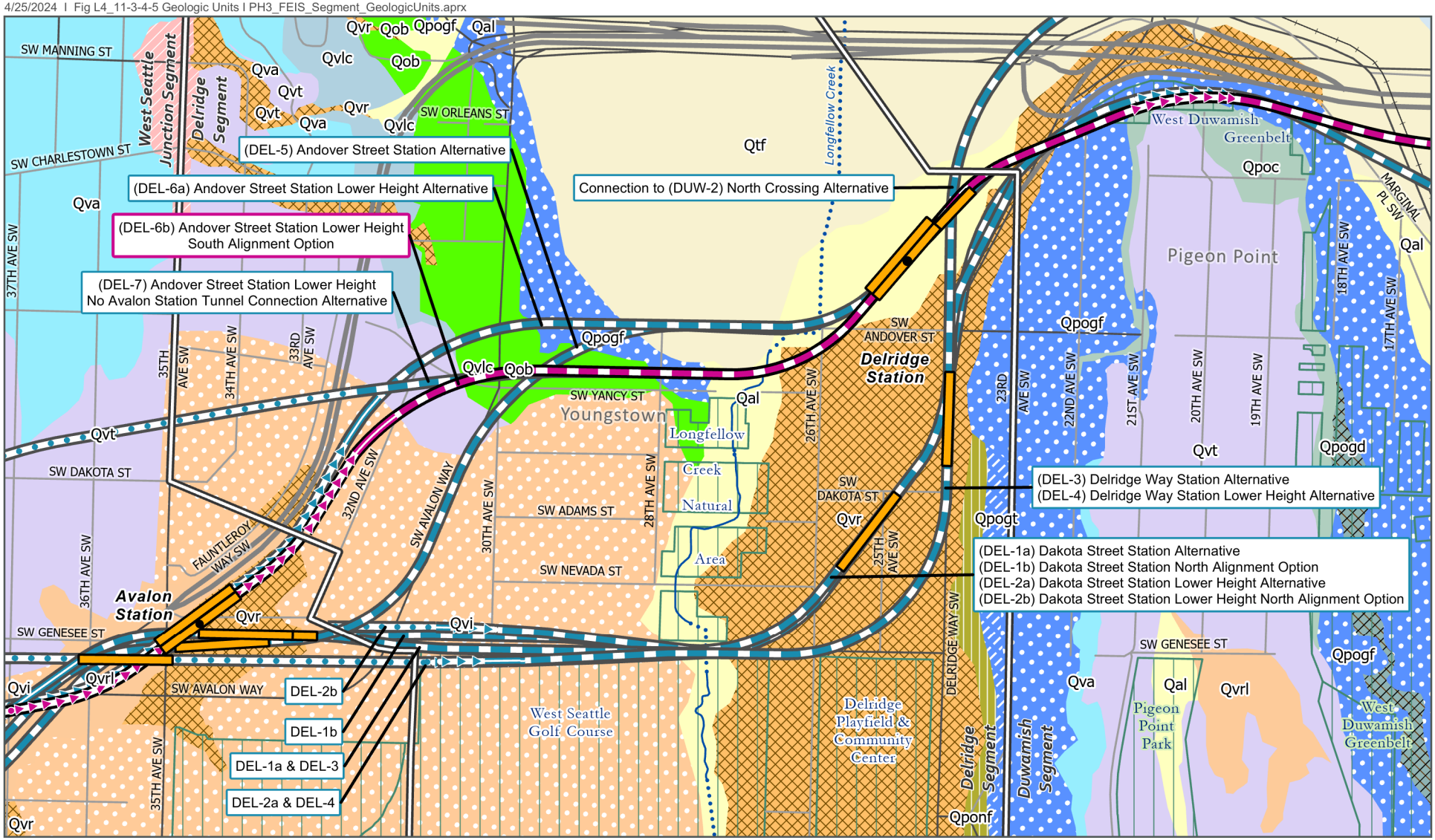
Note: see Appendix L.4.11 for geologic unit names, descriptions, consistency, and permeability

0 500 1,000 Feet

N

FIGURE L4.11-3
Geologic Units
Duwamish Segment

West Seattle Link Extension



Source: U.S. Geologic Survey (2005). City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Geologic Unit

Qal	Qpogf	Qvlc
Qob	Qpogt	Qvr
Qp	Qponf	Qvrl
Qpoc	Qtf	Qvt
Qpogd	Qva	
	Qvi	

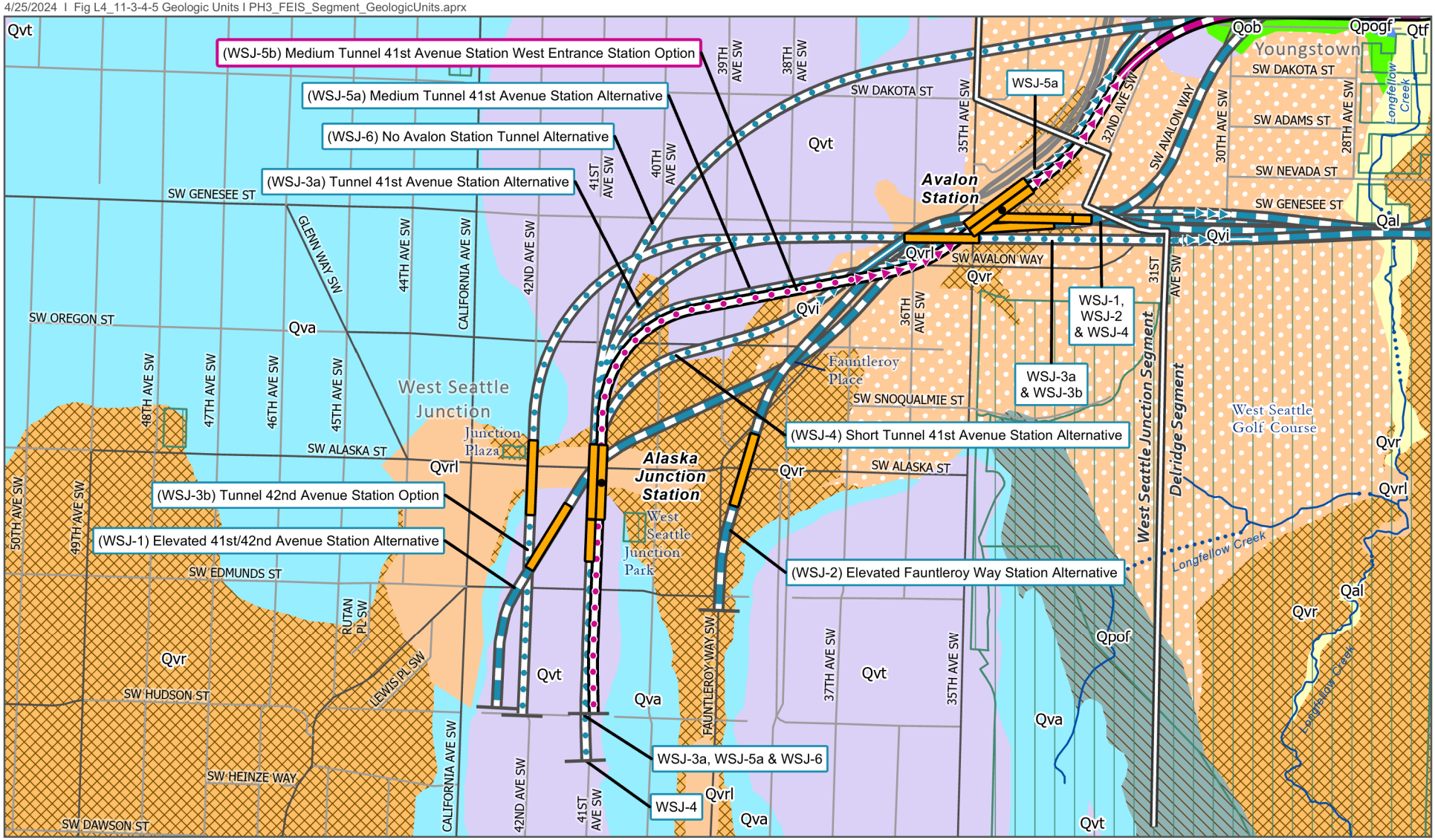
Note: see Appendix L.4.11 for geologic unit names, descriptions, consistency, and permeability

0 500 1,000 Feet

N

FIGURE L4.11-4
Geologic Units
Delridge Segment

West Seattle Link Extension



Source: U.S. Geologic Survey (2005). City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

Geologic Unit
- Qal
- Qob
- Qpof
- Qpogf
- Qtf
- Qva
- Qvi
- Qvr
- Qvrl
- Qvt

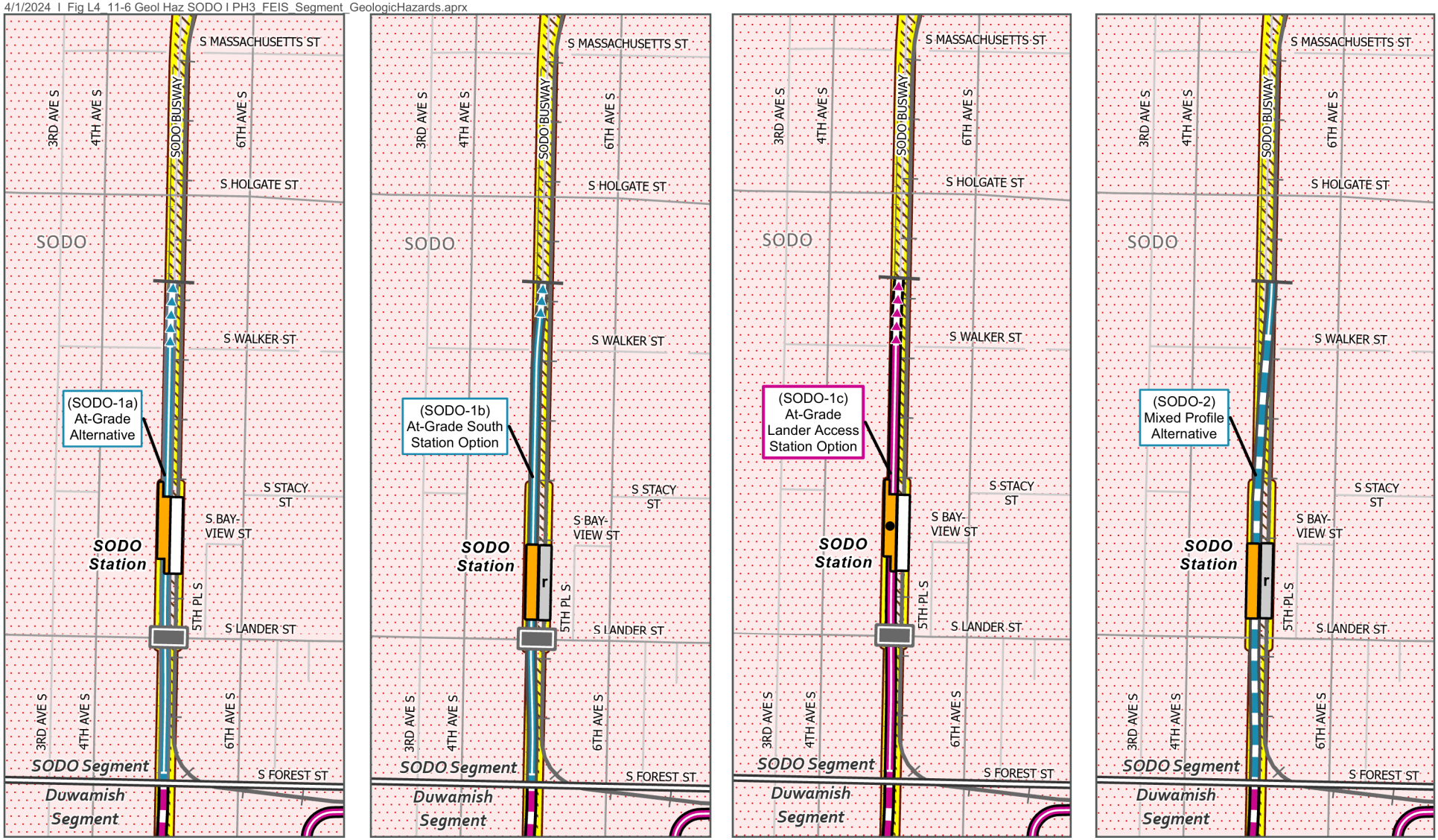
Note: see Appendix L.4.11 for geologic unit names, descriptions, consistency, and permeability

0 500 1,000 Feet

N

FIGURE L4.11-5
Geologic Units
West Seattle Junction Segment

West Seattle Link Extension



Source: U.S. Geologic Survey (2005), City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

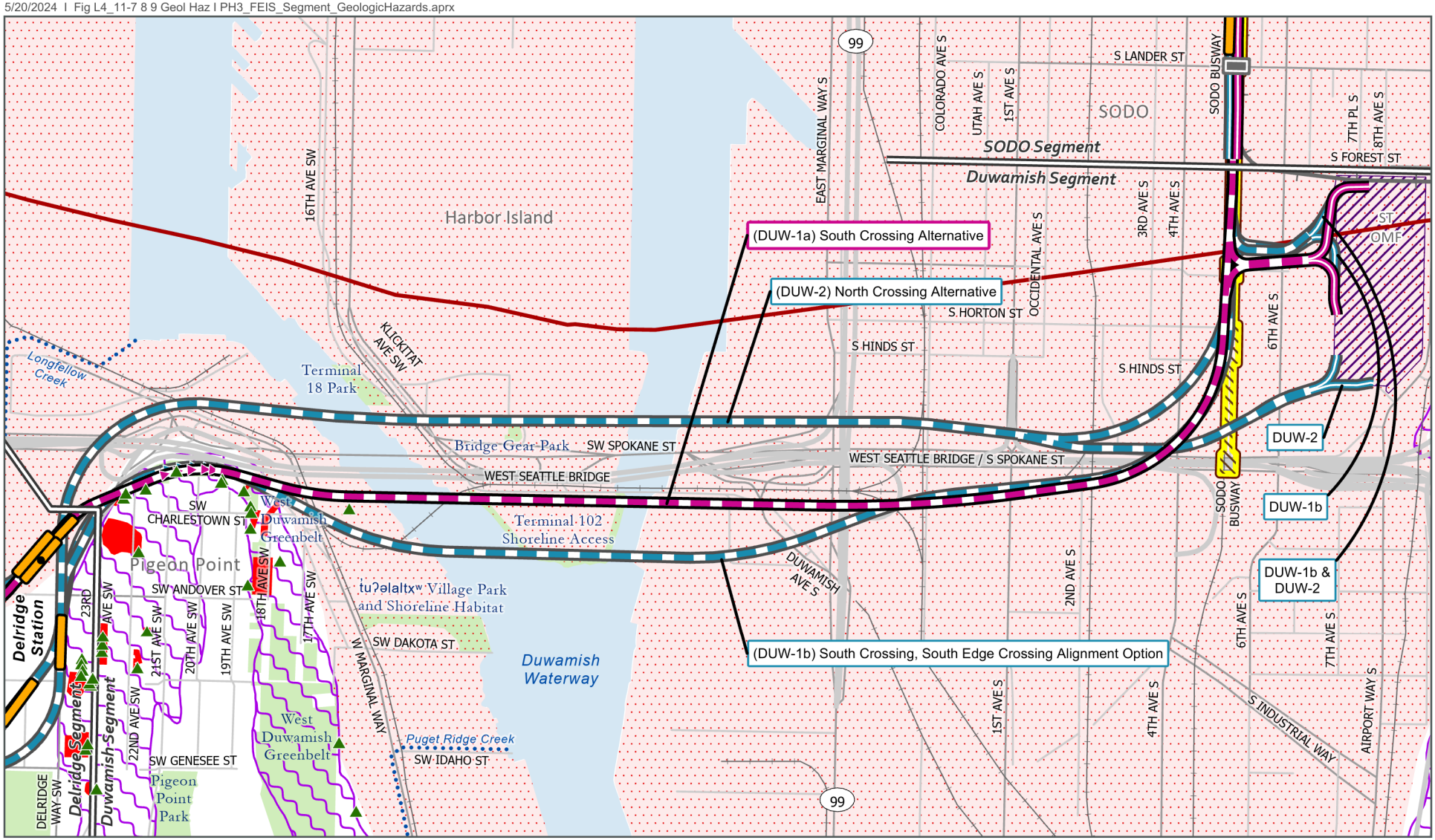
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Liquefaction-ProneArea

FIGURE L4.11-6
Geologic Hazards
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: U.S. Geologic Survey (2005), City of Seattle, King County (2023), Washington Department of Natural Resources (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- Known Landslide
- Known Landslide Area
- Potential Landslide Area
- Liquefaction-Prone Area
- Main Strand of the Seattle Fault Zone

Note: Seattle Fault Zone covers a 3 to 5 mile area on either side of the main strand.

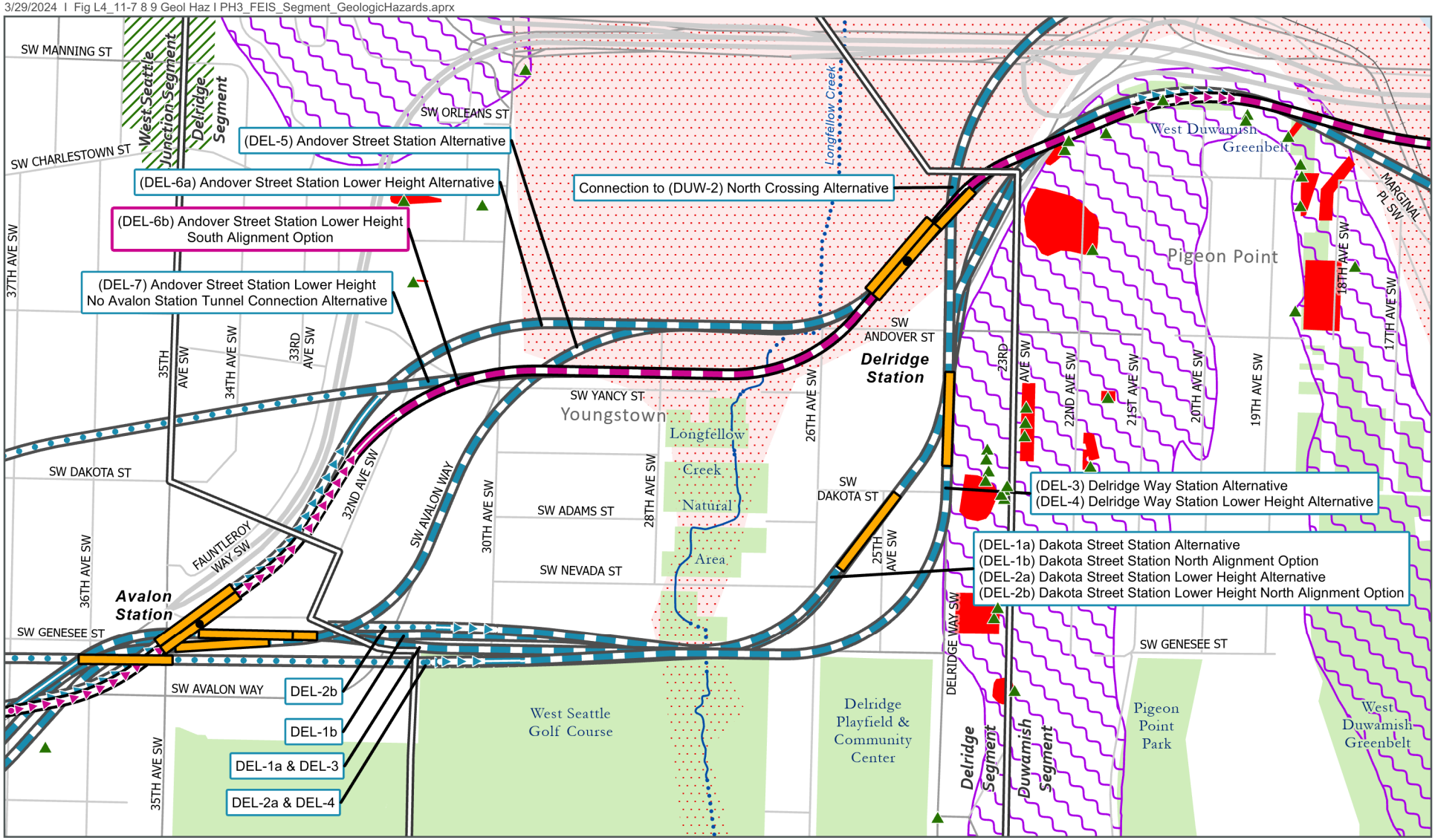
0 500 1,000 Feet

N

FIGURE L4.11-7
Geologic Hazards
Duwamish Segment

West Seattle Link Extension

3/29/2024 I Fig L4_11-7 8 9 Geol Haz I PH3_FEIS_Segment_GeologicHazards.aprx



Source: U.S. Geologic Survey (2005), City of Seattle, King County (2023),

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

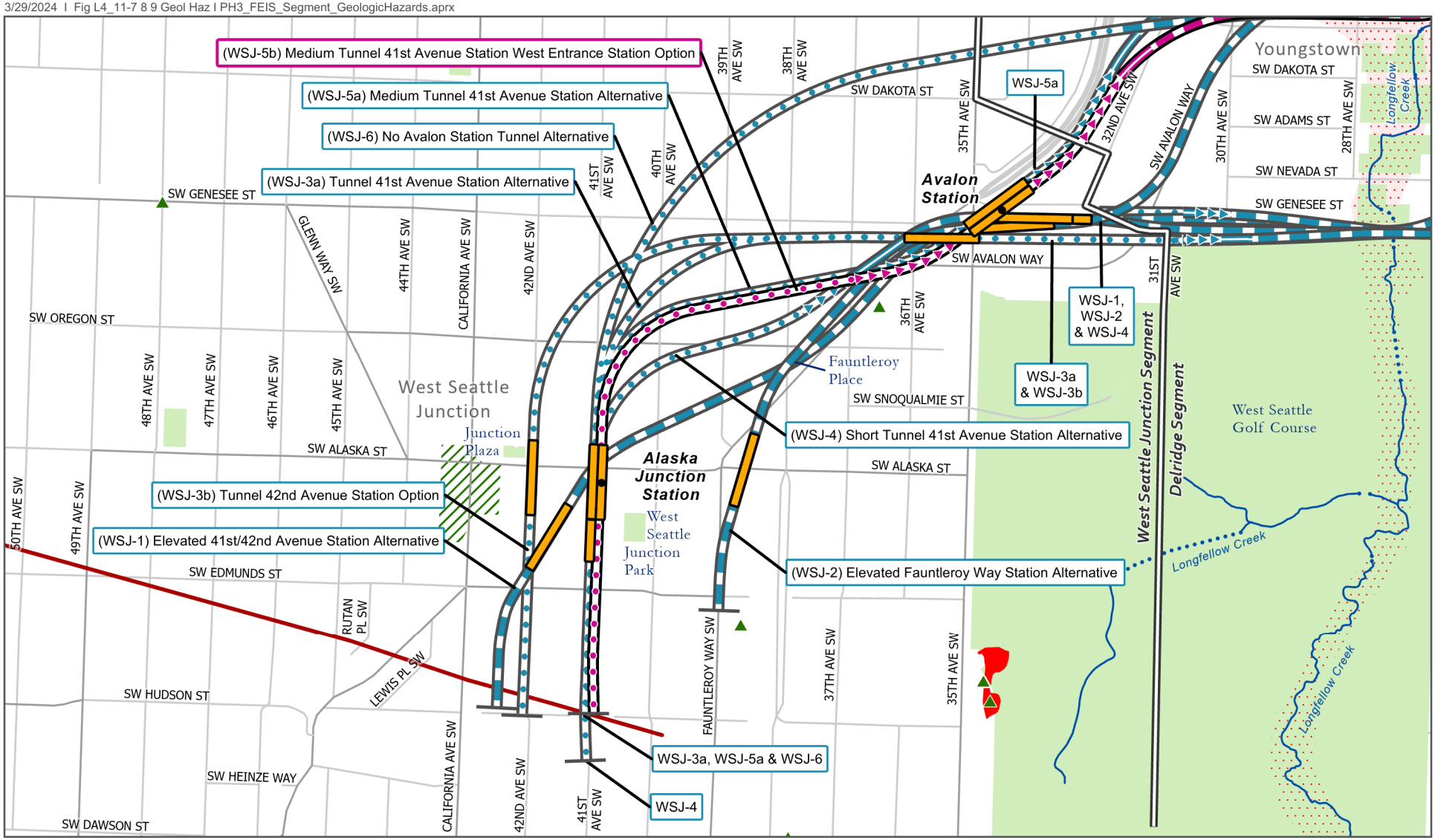
- Known Landslide
- Known Landslide Area
- Potential Landslide Area
- Peat Settlement-Prone Area
- Liquefaction-Prone Area

0 500 1,000 Feet

N

FIGURE L4.11-8
Geologic Hazards
Delridge Segment

West Seattle Link Extension



Source: U.S. Geologic Survey (2005), City of Seattle, King County (2023), Washington Department of Natural Resources (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Known Landslide
- Known Landslide Area
- Peat Settlement-Prone Area
- Liquefaction-Prone Area
- Main Strand of the Seattle Fault Zone

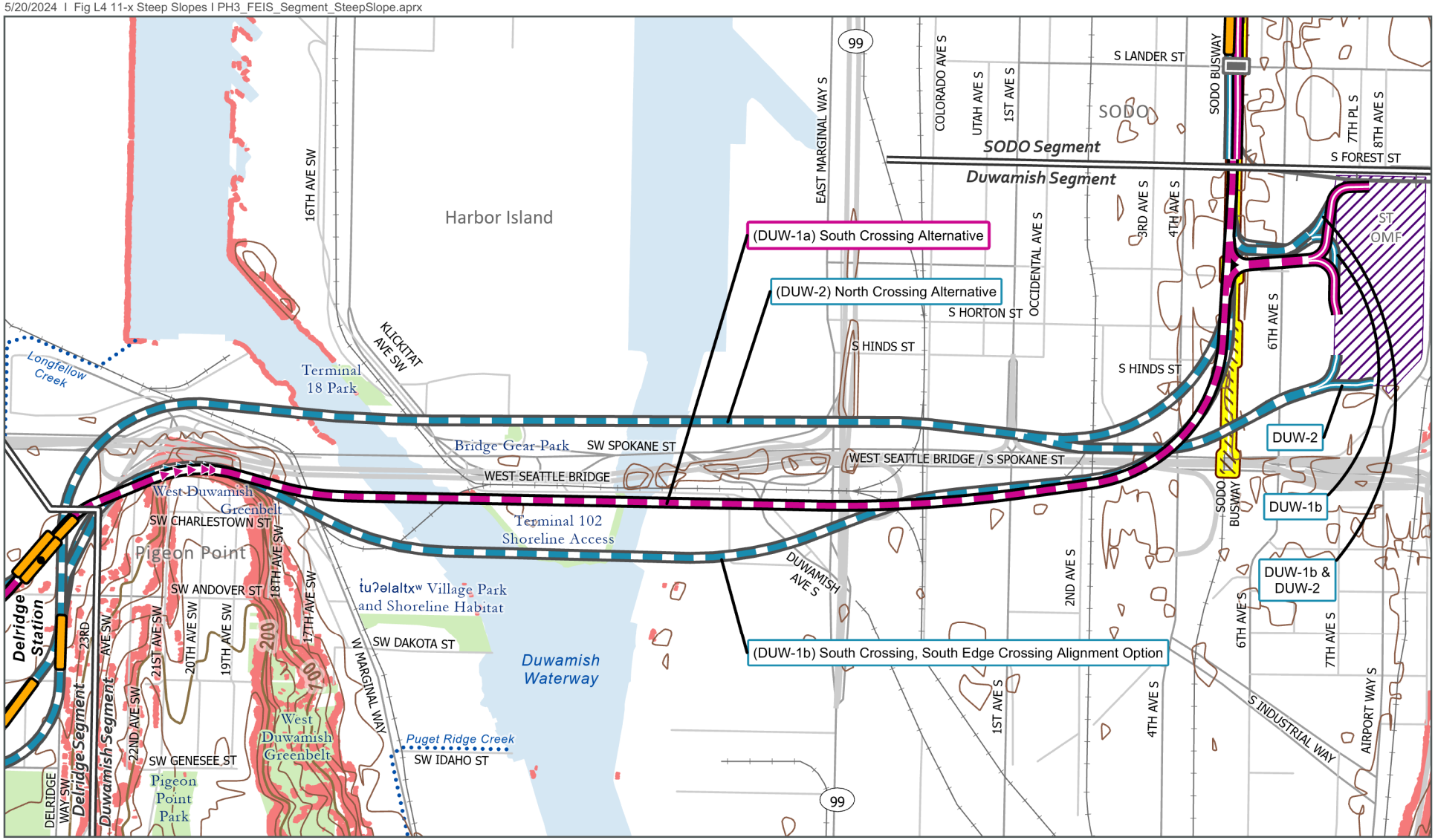
Note: Seattle Fault Zone covers a 3 to 5 mile area on either side of the main strand.

0 500 1,000 Feet

N

FIGURE L4.11-9
Geologic Hazards
West Seattle Junction Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

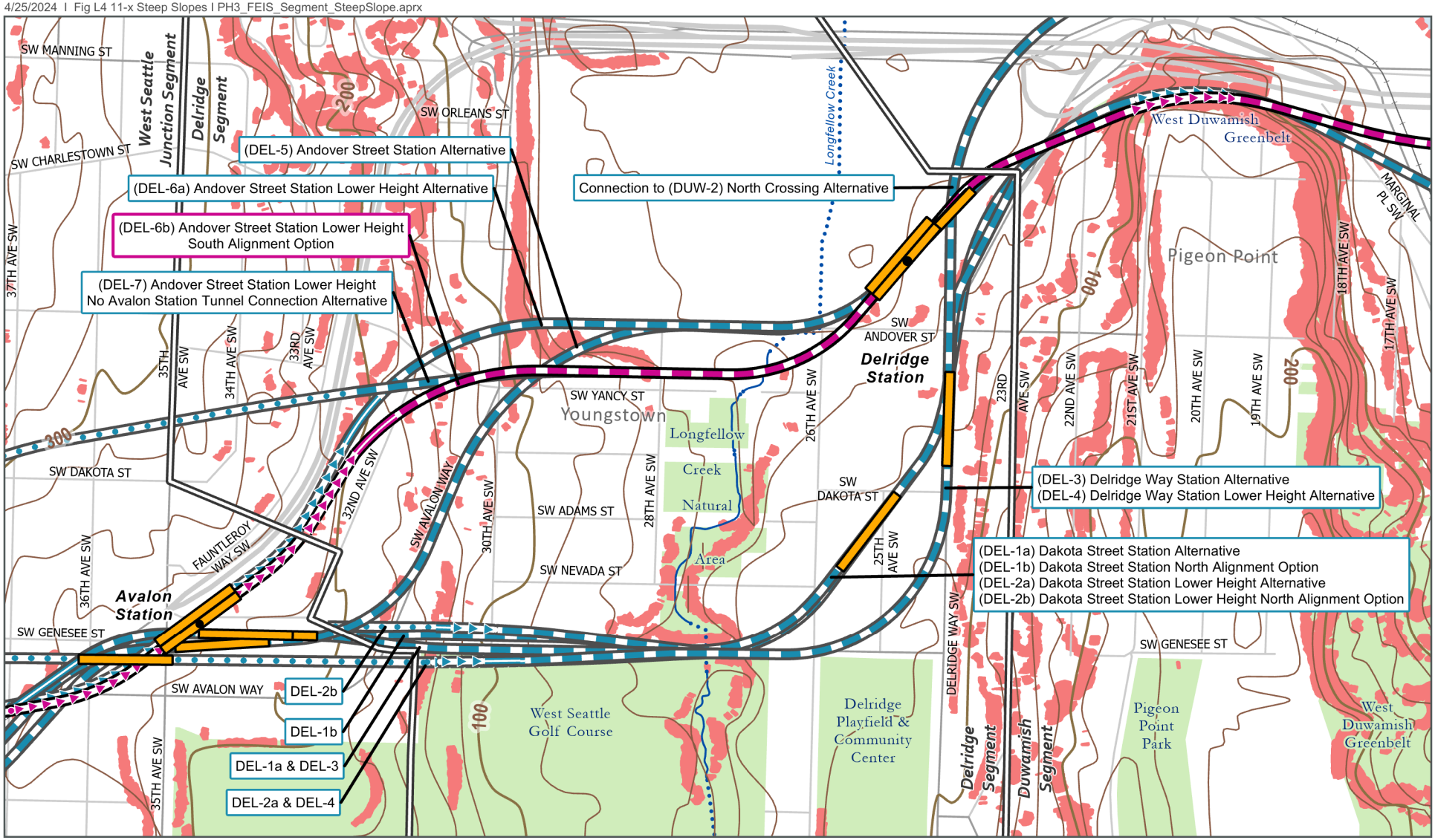
- 20-ft Contour
- 100-ft Contour
- Steep Slope Greater than 40%

FIGURE L4.11-10
Steep Slopes > 40%
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

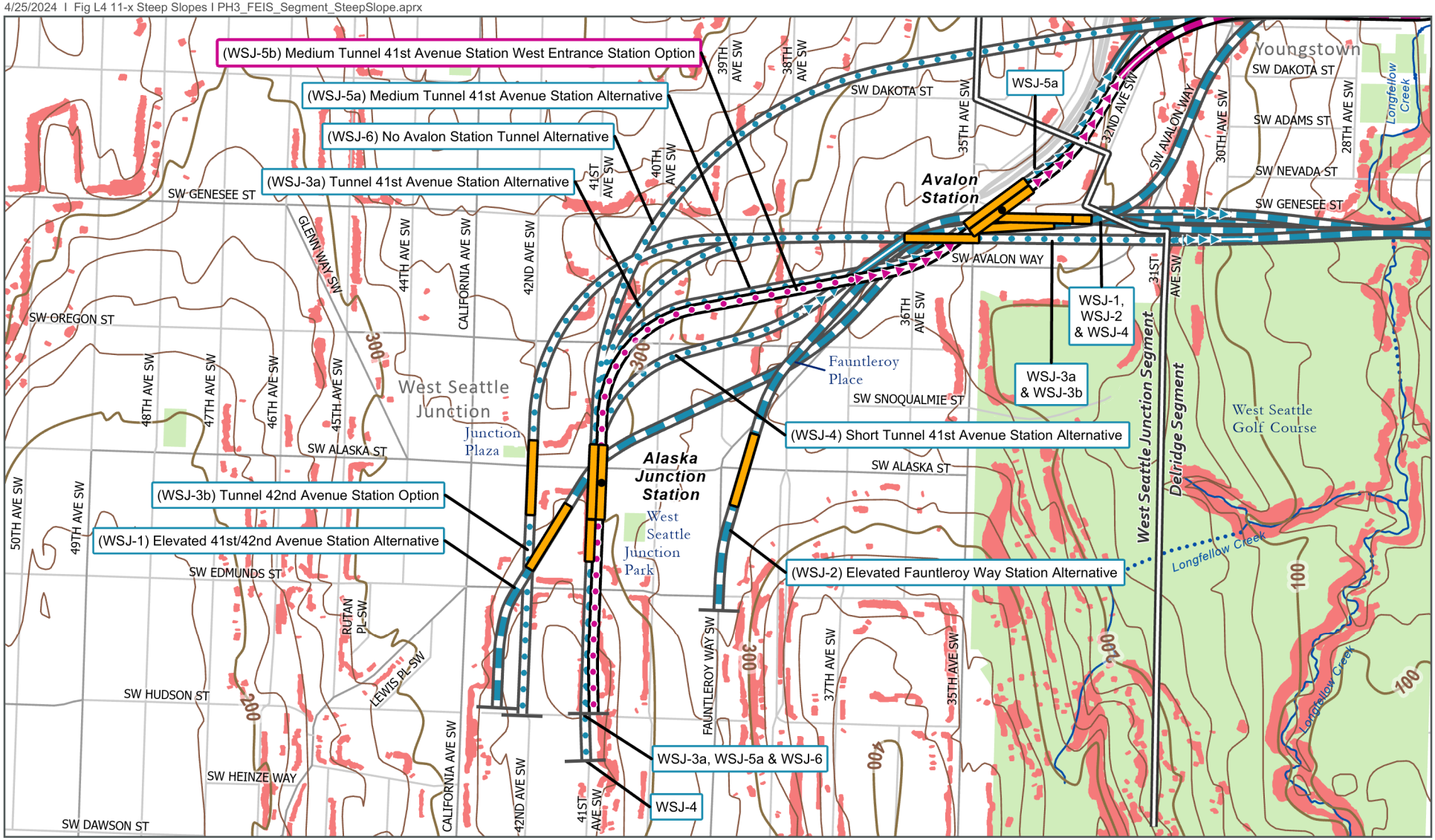
- 20-ft Contour
- 100-ft Contour
- Steep Slope Greater than 40%

FIGURE L4.11-11
Steep Slopes > 40%
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Stream
- Piped Stream
- Park

- 20-ft Contour
- 100-ft Contour
- Steep Slope Greater than 40%

FIGURE L4.11-12

Steep Slopes > 40%

West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

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Appendix L4.12 Hazardous Materials

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Appendix L4.12 Hazardous Materials

L4.12.1 Regulations

In addition to the relevant regulations considered in all environmental analyses for the West Seattle Link Extension Project, the following hazardous materials-related regulations were considered.

L4.12.1.1 Federal

- Federal Transit Administration Standard Operating Procedures No. 19, Consideration of Contaminated Properties including Brownfields, 2016
- Federal Highway Administration Technical Advisory T6640.8A, 1987
- Comprehensive Environmental Response, Compensation and Liability Act, (42 United States Code 9601, et seq.)
- Superfund Amendment and Reauthorization Act
- Resource Conservation and Recovery Act of 1976, as amended (42 United States Code 6901, et seq.)
- Clean Water Act (33 United States Code Section 1251, et seq.)
- Toxic Substances Control Act (15 United States Code 2601-2629)

L4.12.1.2 State

- Dangerous Waste Regulations (Washington Administrative Code [WAC] 173-303)
- Model Toxics Control Act (WAC 173-340)
- Underground Storage Tanks (WAC 173-360A)
- Sediment Management Standards (WAC 173-204)

L4.12.1.3 Local

- Development standards for abandoned landfills (Seattle Municipal Code 25.09.220)

L4.12.2 Hazardous Risk Evaluation

Sound Transit acquired information about sites with known contamination or potential contamination within the study area, as well as relevant historical conditions within the study area from the following data sources:

- Environmental agency database records (Environmental Data Resources Inc. 2023)
- Washington State Department of Ecology (Ecology) site files (Ecology 2023a and 2023b)
- Historical fire insurance maps (Sanborn Map Company 1988 and 1905-1950a, b, c, and d)
- Historical aerial photographs (Environmental Data Resources Inc. 2023)
- Current and historical topographic maps (United States Geological Survey 2019)
- Windshield reconnaissance of the study area

Environmental agency database records include records maintained by the United States Environmental Protection Agency and Ecology that track sites with potential or confirmed hazardous material releases to the environment. The Environmental Data Resources Inc. database search was completed in January 2023, and site-specific Ecology files were reviewed between January 2023 and June 2023.

L4.12.2.1 Risk Categories

Based on the information collected and reviewed, Sound Transit categorized sites into three risk categories (high, medium, and low) to prioritize sites and determine the need for avoidance, remediation, or mitigation when considering project impacts. The risk levels are defined as follows:

- High – Sites that involve substantial contamination of large areas, including soil and groundwater, and multiple contaminants. High-risk sites might represent a higher risk of further releases of hazardous materials to people or the environment or would be likely to involve high levels of regulatory approvals, extensive or lengthy remediation activities that may create other impacts to the environment or could pose major delays to the development of the project.
- Medium – Sites where the nature of potential contamination is known based on existing investigation data, the potential contaminants are not extremely toxic or difficult to treat, and probable remediation approaches are straightforward.
- Low – Sites where the nature of potential contamination is known based on existing investigation data and the sites are not expected to have notable impacts on the project due to their location, or sites where hazardous materials were used but had no or only very small reported releases.

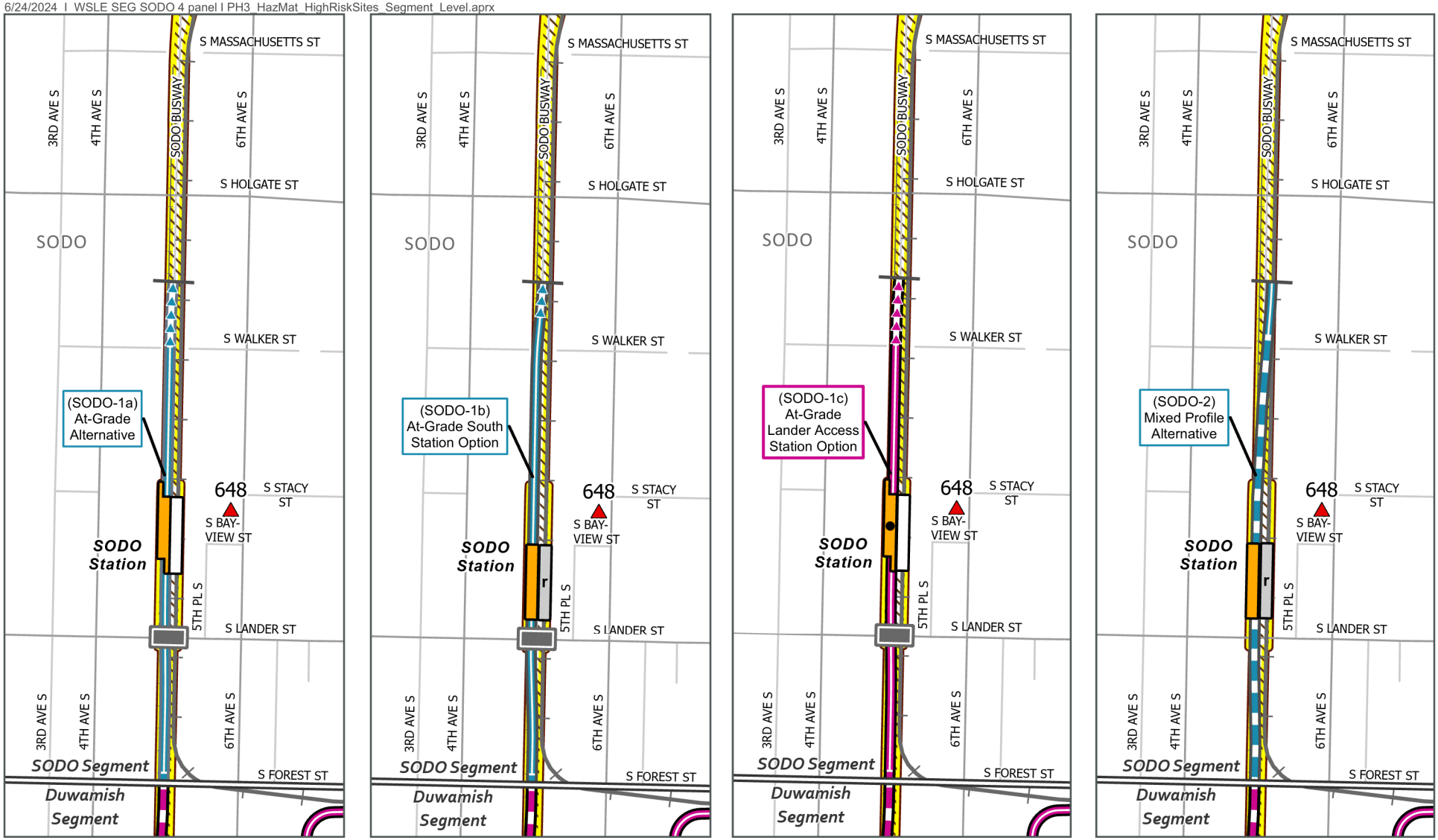
In contrast, sites that were considered minimal risk were not reviewed or counted. Minimal-risk sites include sites that had regulatory interactions not related to the potential release of hazardous materials to soil or groundwater (i.e., permitted air emissions) or sites with a small one-time spill that was reported as cleaned up. The figures in this appendix show the high-, medium-, and low-risk hazardous materials sites in the study area for each project segment. Some listed sites might have multiple points mapped on due to multiple regulatory interactions at different locations on a single property. Table L4.12-1 at the end of this file identifies and provides a description of each site, including its ranking, databases, and whether the site has a documented release.

Detailed descriptions of the high-risk sites are provided below. The map identification number (I.D.) listed for the high-risk sites refers to the number shown on Figures 4.12-1 through 4.12-4 in Section 4.12, Hazardous Materials, of the Final Environmental Impact Statement, which show the location for each high-risk site.

L4.12.2.2 High-risk Sites

The high-risk sites identified within the study area are discussed below by segment. Figures L4.12-1 through L4.12-4 show the high-, medium-, and low-risk hazardous materials sites within the study area.

6/24/2024 I WSLE SEG SODO 4 panel I PH3_HazMat_HighRiskSites_Segment_Level.aprx



Source: City of Seattle, King County, U.S. Environmental Protection Agency, Environmental Data Resources Inc., Ecology (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

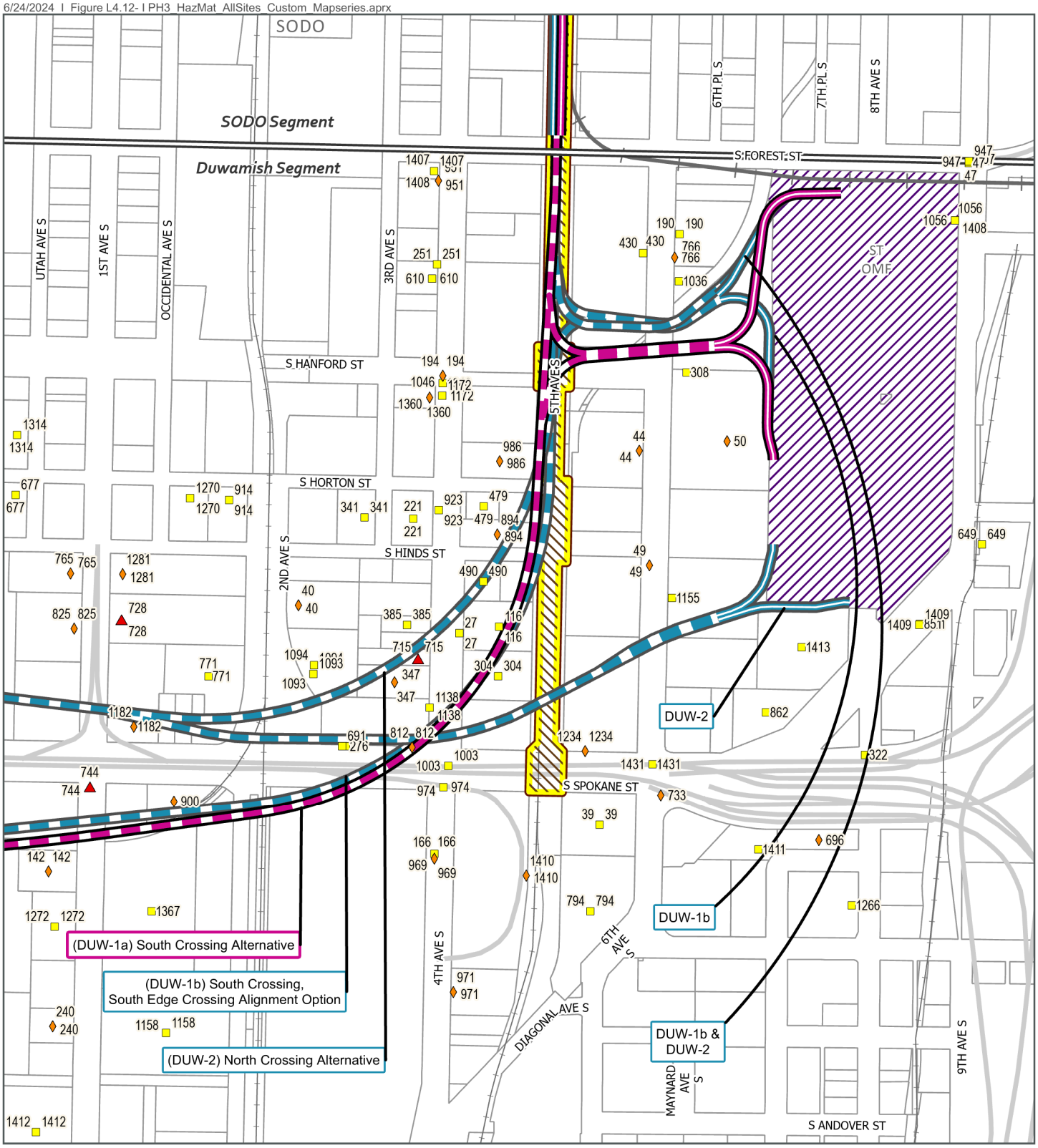
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- High-Risk Hazardous Material Site

FIGURE 4.12-1
High-Risk Hazardous Material Sites
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade

Other Alternatives
- Elevated
- At-Grade

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel

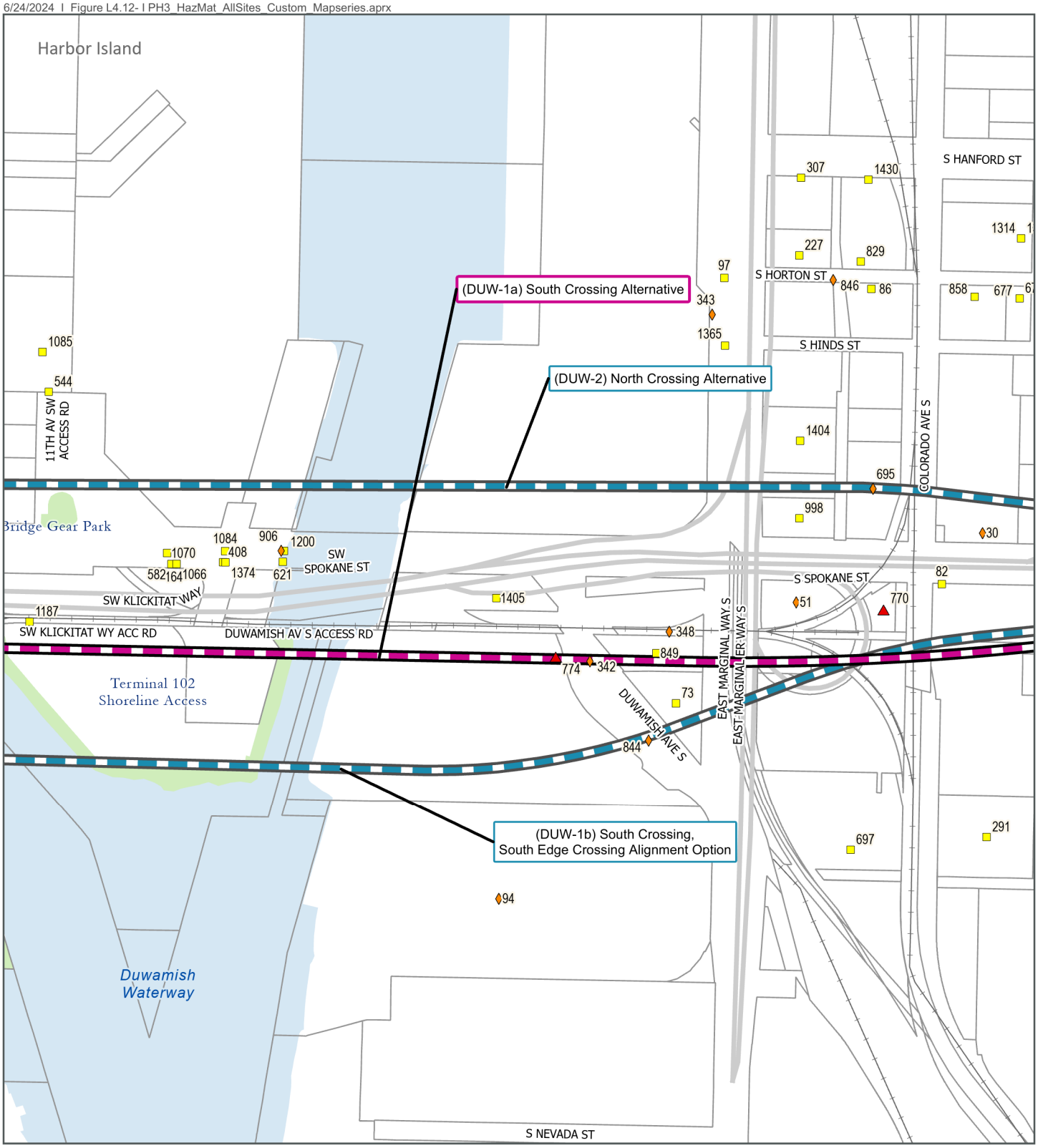
Hazardous Materials Sites
- High-risk
- Medium-risk
- Low-risk

FIGURE L4.12-2a
Hazardous Materials Sites
Duwamish Segment

West Seattle Link Extension

0 300 600 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated

Other Alternatives
- Elevated

- Segment Line
- Railroad
- Park
- Water Body
- Parcel

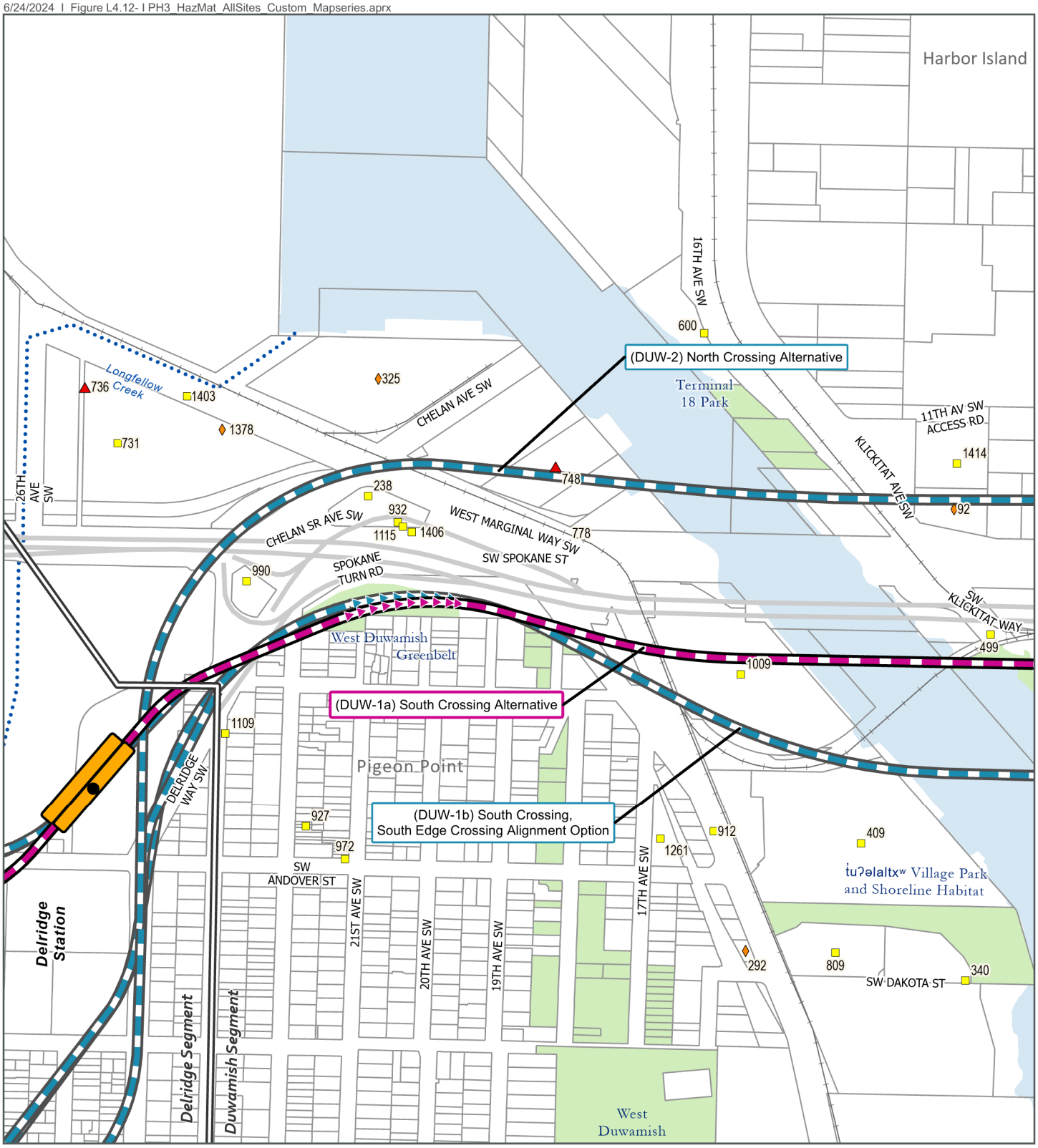
Hazardous Materials Sites
- High-risk
- Medium-risk
- Low-risk

FIGURE L4.12-2b
Hazardous Materials Sites
Duwamish Segment

West Seattle Link Extension

0 300 600 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut

Other Alternatives
- Elevated
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Piped Stream
- Park
- Water Body
- Parcel

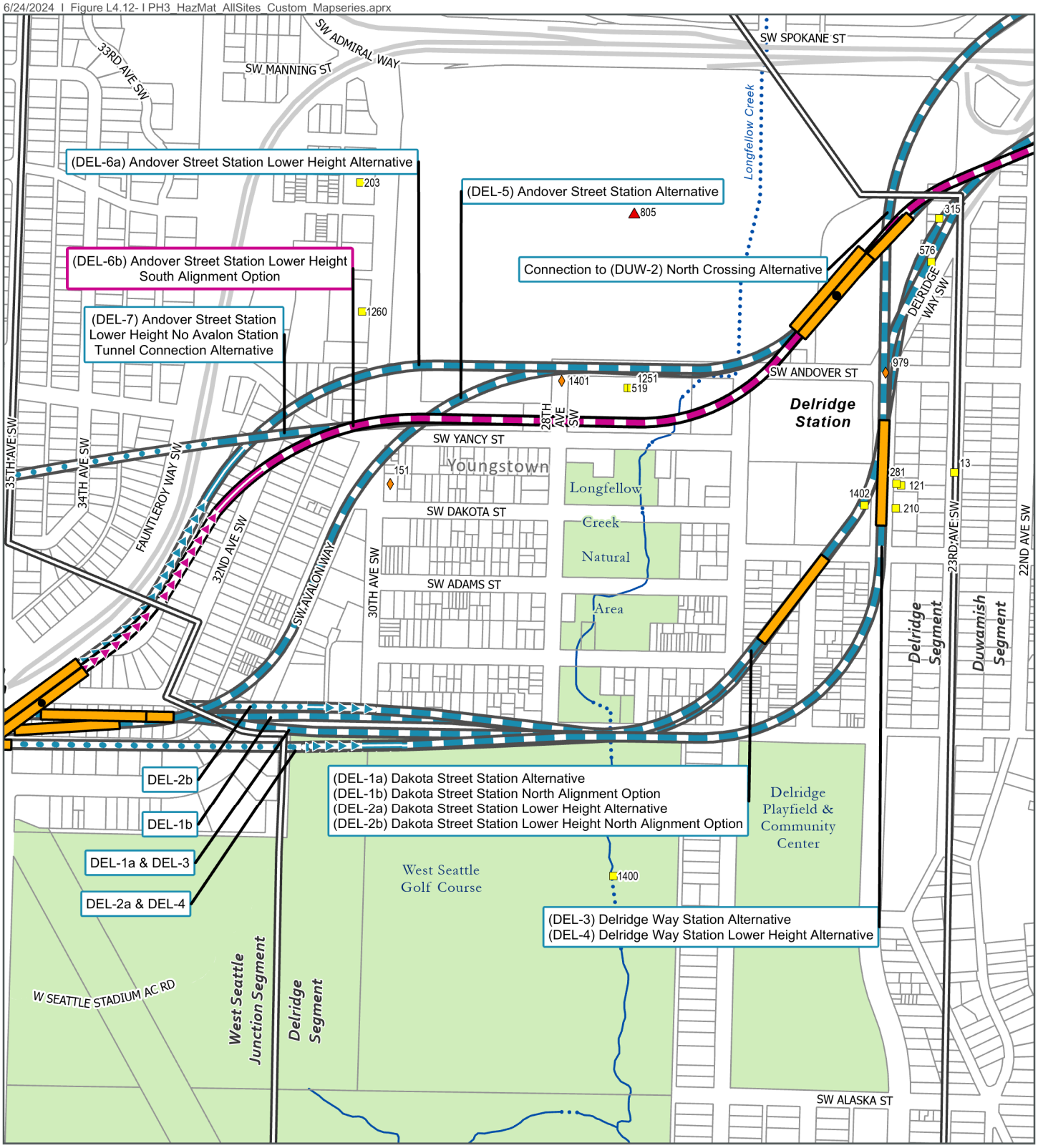
Hazardous Materials Sites
- High-risk
- Medium-risk
- Low-risk

0 300 600 Feet

N

FIGURE L4.12-2c
Hazardous Materials Sites
Duwamish Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

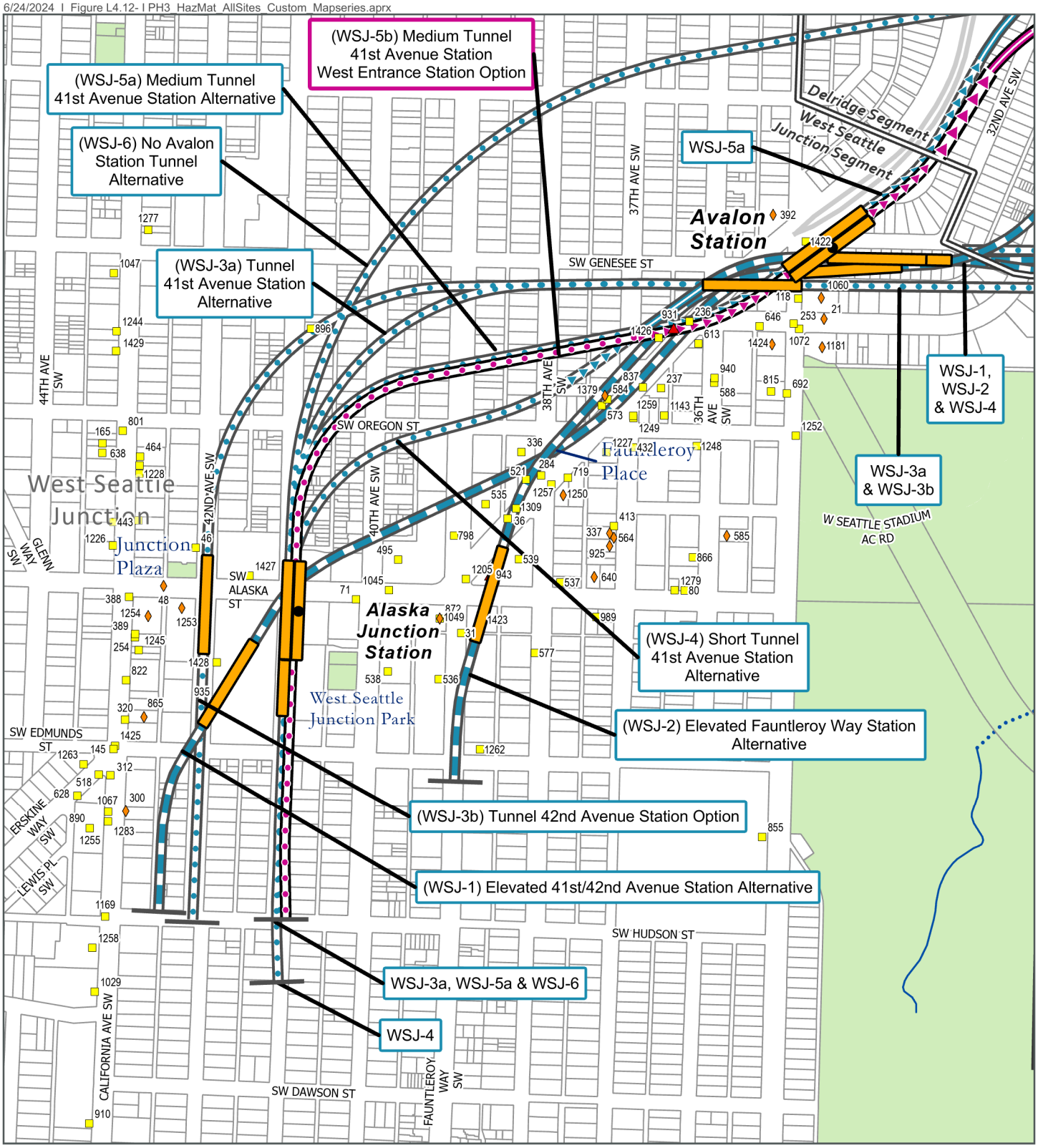
Hazardous Materials Sites
- High-risk
- Medium-risk
- Low-risk

FIGURE L4.12-3
Hazardous Materials Sites
Delridge Segment

West Seattle Link Extension

0 300 600 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

Hazardous Materials Sites

- High-risk
- Medium-risk
- Low-risk

FIGURE L4.12-4
Hazardous Materials Sites
West Seattle Junction Segment

West Seattle Link Extension

0 300 600 Feet

N

SODO Segment

Industrial Plating (2411 6th Avenue South; Map I.D. 648) is a former metal plating facility. Remedial investigations conducted between 2014 and 2016 indicated concentrations of trichloroethylene and its degradation products, cyanide, and metals are present in soil and groundwater at levels exceeding cleanup levels (Environmental Partners, Inc. 2018). Trichloroethylene in soil and groundwater has not been delineated west of the property and might extend beneath the existing Sound Transit rail line. The site is within areas that would be affected for all SODO Build Alternatives.

Duwamish Segment

Two Superfund sites, Harbor Island and the Lower Duwamish Waterway, are along the Duwamish Segment:

Harbor Island Superfund Site is within the area that would be affected for all Build Alternatives within the Duwamish Segment. Harbor Island is a 420-acre island in the Duwamish Waterway delta in Elliott Bay. The site includes the East Waterway and West Waterway, which border Harbor Island to the east and west. The site was listed on the National Priorities List in 1983 due to contamination with high levels of pollutants, including polychlorinated biphenyls, arsenic, carcinogenic polycyclic aromatic hydrocarbons, tributyltin, and mercury (AECOM 2018).

The potential sources of contaminants are both historical and from potentially ongoing sources. The United States Environmental Protection Agency divided the site into six operable units to better address site cleanup. Cleanup decisions have been made at five operable units, and the remaining operable unit for cleanup is the East Waterway operable unit. The West Waterway operable unit required no action for cleanup, and there are no institutional controls or long-term monitoring associated with the West Waterway. Current site conditions in the West Waterway allow for unlimited use and unrestricted exposure (United States Environmental Protection Agency 2015).

The Duwamish Segment Build Alternatives cross two ongoing Harbor Island Superfund Site operable units: the sitewide Soil and Groundwater operable unit and the East Waterway operable unit. The proposed plan for the East Waterway operable unit was published in April 2023 and is going through public comment. The proposed remedial alternatives for the East Waterway include a combination of dredging, capping, enhanced natural remediation, in situ treatment, and monitored natural recovery (United States Environmental Protection Agency 2023).

Construction activities within the Harbor Island Superfund Site may generate contaminated soil or groundwater, and any material generated during construction will require analytical testing prior to disposal. The Duwamish Segment Build Alternatives cross the Harbor Island Superfund Site either north or south of the West Seattle Bridge. Construction activities would be coordinated with United States Environmental Protection Agency and the potentially responsible parties, as the construction timeline or methods could impact the remedy implementation at the Harbor Island Superfund Site.

Lower Duwamish Waterway Superfund Site is immediately south of Harbor Island in the Duwamish Waterway, within the Duwamish Segment. All alternatives are close to this site and could potentially affect it. The South Crossing South Edge Crossing Alignment Option (Option DUW-1b) would cross the Lower Duwamish Waterway at the north end of the Lower Duwamish Waterway Superfund Site. The United States Environmental Protection Agency declared the Lower Duwamish Waterway a Superfund site in 2001. The Lower Duwamish Waterway's river bottom is contaminated with toxic chemicals from many sources, including stormwater runoff, wastewater, and industrial pollution. There are many chemical contaminants in Lower Duwamish Waterway sediment, fish, and shellfish. Most of the human health risk comes from

polychlorinated biphenyls, arsenic, carcinogenic polycyclic aromatic hydrocarbons, and dioxins and furans (United States Environmental Protection Agency 2019).

The City of Seattle, King County, Port of Seattle, and Boeing Company joined together as the Lower Duwamish Waterway Group. This group completed a comprehensive Remedial Investigation study, which identified some of the most contaminated areas where they could start early cleanups, called Early Action Areas. Several Early Action Areas were selected for action by the United States Environmental Protection Agency and Ecology. All of the Early Action Areas are at least 0.5 mile south of the Build Alternatives alignments.

In 2014, the United States Environmental Protection Agency published a final cleanup plan, also known as a Record of Decision, for the remaining sediment cleanup (United States Environmental Protection Agency 2014). The United States Environmental Protection Agency expects parties potentially responsible for cleanup costs to design and construct the remaining sediment cleanup and to monitor and maintain the site over time. As cleanup and source control continues, analytical testing will be conducted to assess progress toward long-term cleanup goals.

Impacts to sediment from polychlorinated biphenyls, arsenic, carcinogenic polycyclic aromatic hydrocarbons, as well as dioxins and furans could be encountered during construction within the waterway. Sediment generated during construction would require analytical testing prior to disposal. Construction methods and activities would be coordinated with the United States Environmental Protection Agency and the potentially responsible parties to avoid conflicts with the remedy implementation within the Lower Duwamish Waterway Superfund Site.

In addition to the Superfund Sites listed above, the following high-risk sites are within the Duwamish Segment:

Southwest Harbor Project (Port Terminal 5) (26th Avenue Southwest and Southwest Spokane Street; Map I.D. 736) is a Port of Seattle property on the western shore of the West Waterway. The Lockheed West Seattle Superfund Site and the Pacific Sound Resources Superfund Site are on the north end of Terminal 5, outside of the project study area. The site has confirmed metals, tetrachloroethylene, and trichloroethylene in groundwater in the remedial action areas adjacent to the North Crossing Alternative (Alternative DUW-2). The site also has a Restrictive Covenant in place (Hart Crowser 2010).

Island Tug and Barge (3546 West Marginal Way Southwest; Map I.D. 748), also called West Waterway Lumber, is a former lumber mill along the Duwamish West Waterway. Petroleum impacts were found in soil, with detections of oil, diesel, metals, volatile organic compounds, and polycyclic aromatic hydrocarbons at concentrations below cleanup levels. Dioxin and furans were detected in groundwater exceeding the Model Toxics Control Act Method B criteria (Environmental Resource Management 2015). The site is within the area that would be affected for the North Crossing Alternative (Alternative DUW-2).

Port of Seattle Terminal 106NW (3629 Duwamish Avenue South; Map I.D. 774) is a former cargo and shipping terminal along the Duwamish Waterway. There is confirmed lead in soil and dust across the site. The site is adjacent to the Ash Grove Cement plant, which has suspected halogenated solvents in soil and potential for cement kiln dust, based on confirmed cement kiln dust on the parcel south of Ash Grove Cement (Ecology 2015). The site is within areas that would be affected for the Preferred South Crossing Alternative (Preferred Alternative DUW-1a) and North Crossing Alternative (Alternative DUW-2).

Nelson Iron Works/Irish Foundry (45 South Spokane Street; Map I.D. 770) is a metal fabricator and has operated as a blacksmith, machine shop, railroad manufacturer, or aluminum and brass parts manufacturer since 1918. Impacts from an oil-water separator were identified at the site in 1991, and a subsequent remedial excavation was completed. Subsequent surface

investigations have identified additional oil, diesel, carcinogenic polycyclic aromatic hydrocarbons, and metals in soil and groundwater across the site (Aerotech Environmental Consulting, Inc. 2019). The site is immediately adjacent to Preferred Alternative DUW-1a and the South Crossing South Edge Crossing Alignment Option (Option DUW-1b).

Business Pro Computers (3433 4th Avenue South; Map I.D. 715) has confirmed petroleum impacts to soil and groundwater. The site was issued a No Further Action determination in 1994, but the determination was rescinded in 2011 based on groundwater impacts. The direction of groundwater flow and the lateral extent of impacts in groundwater is currently unknown. The property has a Restrictive Covenant, which restricts use of groundwater (Ecology 2012). The property is within the area that would be affected for the North Crossing Alternative (Alternative DUW-2).

Buffalo Industries (99 South Spokane Street; Map I.D. 744) has confirmed petroleum, naphthalene, tetrachloroethylene, and vinyl chloride impacts in soil and groundwater. A remedial investigation and feasibility study were completed in 2021 (Farallon 2021); however, the Pollution Liability Insurance Agency's opinion indicated that the extent of contamination has not been delineated (PLIA 2022). The lateral extent of impacts at the site and into the rights-of-ways are unknown. The site is within areas that would be affected under Preferred Alternative DUW-1a and Option DUW-1b.

Enterprises Northwest (3422 1st Avenue South; Map I.D. 728) is a historical industrial site with confirmed polychlorinated biphenyls, petroleum, polycyclic aromatic hydrocarbons, and metals in soil and groundwater (Amec Foster Wheeler 2018). The site was formerly in the Voluntary Cleanup Program but was terminated due to the site complexity, which was attributed mainly to polychlorinated biphenyls in groundwater (Ecology 2017). The site is adjacent to affected areas for Alternative DUW-2.

Delridge Segment

Nucor Steel (2424 Southwest Andover Street; Map I.D. 805), also known as Seattle Steel, is a steel plant that has operated since 1905. A variety of contamination has been confirmed at the site, including polychlorinated biphenyls, polycyclic aromatic hydrocarbons, metals, and solvents (Aspect Consulting 2008). The affected areas for the Andover Street Station Alternative (Alternative DEL-5) and Andover Street Station Lower Height Alternative (Alternative DEL-6a) are within the Nucor Steel property boundary. Contaminated soil and groundwater could be encountered during construction activities near the Nucor Steel site.

West Seattle Junction Segment

Conoco Phillips 30124 (4580 Fauntleroy Way Southwest; Map I.D. 943), also known as West Seattle Arco, is an active gasoline service station with confirmed petroleum impacts to soil and groundwater. A soil vapor extraction system currently operates at the site (Antea Group 2023). Vapor intrusion investigations have indicated the potential presence of tetrachloroethylene and trichloroethylene beneath the east adjoining property (Arcadis 2019). The site is within the area that would be affected for the Elevated Fauntleroy Way Station Alternative (Alternative WSJ-2).

House of Kleen Inc. (4425 Fauntleroy Way Southwest; Map I.D. 931) was originally a gasoline station from 1935 and was converted to a dry-cleaning business in 1956. Investigations have confirmed tetrachloroethylene, trichloroethylene, and petroleum hydrocarbons in soil and groundwater (UEP 2021). Cleanup at the site is scheduled to start in summer 2023 and will include in-situ chemical reduction, Electrical Resistance Heating, and targeting soil removal (UEP 2023). House of Kleen is within areas that would be affected for all the Build Alternatives in the West Seattle Junction Segment, except Alternative WSJ-6.

Table L4.12-1. Hazardous Materials Sites by Segment

ID	Segment	Name	Address	Database	Rank	Documented Release
648	SODO	Industrial Plating Corp	2411 6th Avenue S	CSCSL, HSL, PRP, RGA HWS, VCP, SEMS-ARCHIVE	High	Yes
15	SODO	4th & Virginia	1924 4th Avenue S	UST	Low	No
19	SODO	6th Avenue S Landfill 2752 6th Avenue S	2752 6th Avenue S	CSCSL NFA	Low	Yes
96	SODO	Assocated Petroleum Products Inc	465 S Holgate Street	UST	Low	No
117	SODO	Automotive Service Company Inc	505 S Lander Street	EDR Hist Auto	Low	No
214	SODO	Budget Rent a Car of Washington-Oregon/Elliott Tire & Service Co Inc/Pep Boys #6451	1961 4th Avenue S	CSCSL, CSCSL NFA, EDR Hist Auto, HSL, LUST, PTAP, RCRA-VSQG, RGA HWS, RGA LUST, UST, VCP	Low	Yes
354	SODO	Eckert S Automotive Service	1943 4th Avenue S	EDR Hist Auto	Low	No
364	SODO	Elephant Car Wash	2763 4th Avenue S	CSCSL NFA, EDR Hist Auto, ICR, LUST, RGA LUST, UST	Low	Yes
384	SODO	Exxon 79532	2401 4th Avenue S	CSCSL NFA, EDR Hist Auto, LUST, RGA LUST, UST	Low	Yes
407	SODO	Fleet Repair	466 S Holgate Street	EDR Hist Auto	Low	No
410	SODO	Food Service International	801 S Holgate Street	CSCSL, HSL, ICR, LUST, RGA HWS, RGA LUST, UST	Low	Yes
436	SODO	Friction Service	555 S Lander Street	RGA LUST	Low	Yes
479	SODO	Green S Automotive	2740 4th Avenue S	EDR Hist Auto	Low	No
481	SODO	Green Spot Service Station	2701 6th Avenue S	EDR Hist Auto	Low	No
523	SODO	Holgate Center	1737 Airport Way S	CSCSL NFA, ICR, RCRA-SQG, VCP	Low	Yes
547	SODO	Industrial Warehouse	2450 6th Avenue S	CSCSL NFA, INST CONTROL, PRP, RGA HWS, UST, VCP	Low	Yes

ID	Segment	Name	Address	Database	Rank	Documented Release
559	SODO	J & B Mobile Repair Inc	2747 4th Avenue S	UST	Low	No
656	SODO	Mac Collom W L	1915 6th Avenue S	EDR Hist Auto	Low	No
659	SODO	Mac S Garage	2217 4th Avenue S	EDR Hist Auto	Low	No
662	SODO	Macmillan Piper	185 S Holgate Street	ICR	Low	Yes
726	SODO	Mobile Truck Service	2214 4th Avenue S	CSCSL NFA, ICR, RGA HWS, RGA LUST	Low	Yes
738	SODO	Murray S Truck Terminal	2244 6th Avenue S	EDR Hist Auto	Low	No
901	SODO	R H Brown Co	1900 4th Avenue S	UST	Low	No
911	SODO	Rivers Herbt T	2463 4th Avenue S	EDR Hist Auto	Low	No
981	SODO	Seattle Department Of Transportation	3rd Avenue S & S Walker Street	CSCSL NFA	Low	Yes
1078	SODO	Star Rentals & Sales	1919 4th Avenue S	CSCSL, LUST, RGA LUST, UST, VCP	Low	Yes
1116	SODO	System Transfer & Storage Co	2400 6th Avenue S	CSCSL NFA, UST	Low	Yes
1117	SODO	System Transfer & Storage Company	2417 8th Avenue S	UST	Low	No
1125	SODO	Taylor Edwards Transfer	615 S Holgate Street	ICR	Low	No
1148	SODO	Total Reclaim Inc	2200 6th Avenue S	EDR Hist Auto, PADS, PCB TRANSFORMER, RGA LF, US AIRS	Low	No
1149	SODO	Total Reclaim Inc. 6th Avenue S/Taylow Edwards Inc.	1930 6th Avenue S	CSCSL NFA, ICR, LUST, RCRA-LQG, RGA HWS, RGA LUST, UST	Low	Yes
1161	SODO	Trulabs LLC	624 South Lander Street #48	SSTS	Low	No
1168	SODO	U.S. Postal Service	2401-2445 3rd Avenue S	ICR, RGA LUST, ICR	Low	Yes
1195	SODO	USPS Vehicle Maintenance Facilty	2460 4th Avenue S	RCRA-VSQG, UST	Low	No
1207	SODO	Century Automotive Service	2203 4th Avenue S	EDR Hist Auto	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
1208	SODO	Pague Virgil J	1901 4th Avenue S	EDR Hist Auto	Low	No
1239	SODO	Wesco Distribution Seattle	2233 6th Avenue S	CSCSL NFA	Low	Yes
1267	SODO	Western Petroleum	2739 4th Avenue S	CSCSL NFA, LUST, RGA HWS, RGA LUST, UST	Low	Yes
1415	SODO	2424 8th Avenue S	2424 8th Avenue S	RCRA-LQG	Low	No
1417	SODO	All Custom Metal Arts	47.5819/-122.326444	PFAS ECHO	Low	No
1419	SODO	Process Heating Company	2732 3rd Avenue S	SWF/LF	Low	No
1420	SODO	Southern Alaska Forwarders	646 S Holgate Street	CSCSL NFA, LUST, RGA HWS, UST, VCP	Low	Yes
1421	SODO	Towmasters Inc	707 S Lander Street	EDR Hist Auto	Low	No
107	SODO	Austin Mack	2739 6th Avenue S	CSCSL, RGA HWS	Medium	Yes
406	SODO	Flajole Brothers Inc	2201 4th Avenue S	CSCSL, EDR Hist Auto, HSL, ICR, LUST, RGA LUST, UST	Medium	Yes
472	SODO	Gray Line Of Seattle	720 S Forest Street	CSCSL, HSL, ICR, LUST, RGA LUST, UST	Medium	Yes
560	SODO	Jack in the Box 4th & Holgate	1907 4th Avenue S	CSCSL, HSL, ICR, LUST, RGA HWS, RGA LUST, UST	Medium	Yes
606	SODO	King County Metro Transit Power Distribution	2255 4th Avenue S	CSCSL, HSL, LUST, RCRA-VSQG, RGA HWS, RGA LUST, UST	Medium	Yes
663	SODO	Macmillan-Piper Facility/Maust Terminal	1762 6th Avenue S	CSCSL, LUST, PRP, RGA HWS, RGA LUST, SEMS-ARCHIVE, UST	Medium	Yes
754	SODO	Newell Properties	2730 4th Avenue S.	CSCSL, HSL, ICR, LUST, RGA HWS, RGA LUST, UST	Medium	Yes
797	SODO	Pacific Chem & Cleaning Co/Arco #4090	2200 4th Avenue S	CSCSL, CSCSL NFA, EDR Hist Auto, ICR, LUST, RGA LUST, SEMS-ARCHIVE, UIC, UST, VCP	Medium	Yes
864	SODO	Pyramid Tire/Big O Tires 4 Less Seattle	2701 4th Avenue S	CSCSL, EDR Hist Auto, LUST, RCRA-VSQG, RGA HWS, RGA LUST, UST	Medium	Yes
877	SODO	Rabanco Recycling (3rd and Lander)	2733 3rd Avenue S	RGA LF, SWF/LF	Medium	No

ID	Segment	Name	Address	Database	Rank	Documented Release
976	SODO	Seattle City Row Holgate & 3rd	Holgate Avenue & 3rd Avenue S	CSCSL	Medium	Yes
1006	SODO	Seattle School Dist John Stanford Center	2445 3rd Avenue S	CSCSL, HSL, INST CONTROL, LUST, RGA HWS, RGA LUST, UST, VCP	Medium	Yes
1033	SODO	Shell Station 120993/Texaco #63 232 0043	2461 4th Avenue S	CSCSL, EDR Hist Auto, ICR, 0, LUST, PTAP, RGA HWS, RGA LUST, UST, VCP	Medium	Yes
1386	SODO	Pacific Iron & Metal	2230 4th Avenue S	CSCSL, PRP, RGA HWS, RGA LF, SWF/LF, UST	Medium	Yes
1416	SODO	610 Walker Street	610 Walker Street	AQUEOUS FOAM NRC	Medium	Yes
1418	SODO	Go Green Mechanical	2535 Airport Way S	CSCSL, EDR Hist Auto, LUST, RGA LUST, UST	Medium	Yes
805	Delridge	Nucor Steel Seattle Inc	2424 SW Andover Street	CSCSL, LUST, PADS, PRP, RCRA-LQG, RGA HWS, RGA LF, SWF/LF, US AIRS, UST, ICR, RGA HWS, RGA LUST	High	Yes
13	Delridge	4053 Southwest 23rd	4053 SW 23rd Avenue	US CDL	Low	No
121	Delridge	B and M Cleaners	4034 SW Delridge Way	EDR Hist Cleaner	Low	No
203	Delridge	D and O Auto Repair	2938 Avalon Way SW	EDR Hist Auto	Low	No
210	Delridge	Brown Horace	4044 Delridge Way SW	EDR Hist Cleaner	Low	No
281	Delridge	Cleaning By Clark	4032 Delridge Way SW	EDR Hist Cleaner	Low	No
315	Delridge	Delridge Cleaners	3805 Delridge Way SW	EDR Hist Cleaner	Low	No
519	Delridge	Hodges And Delin	2637 W Andover	EDR Hist Auto	Low	No
576	Delridge	Joes Super Service	3817 Delridge Way SW	EDR Hist Auto, UST	Low	No
1251	Delridge	West Seattle Dye Wks	2627 W Andover	EDR Hist Cleaner	Low	No
1260	Delridge	West Seattle Recycling	2964 SW Avalon Way	CSCSL NFA, ICR, LUST, RGA LUST, UST	Low	Yes
1400	Delridge	Longfellow Creek AB Genesee Street NR West Seattle, Wa	(blank)	PFAS WQP	Low	No
1401	Delridge	Seattle Steel Cooling Pond	28th Avenue SW & SW Andover Street	CSCSL NFA, RGA HWS	Medium	Yes

ID	Segment	Name	Address	Database	Rank	Documented Release
1402	Delridge	Seattle Steel Inc	4045 Delridge Way SW	RAATS, RCRA-TSDF, SEMS-ARCHIVE	Low	No
151	Delridge	Bayview Development Partners	4050 30th Avenue SW	CSCSL, EDR Hist Auto, EDR Hist Cleaner, HSL, RGA HWS	Medium	Yes
979	Delridge	Seattle Commerce Center	Delridge Way SW & Andover SW	CSCSL, HSL, RGA HWS	Medium	Yes
715	Duwamish	Business Pro Computers	3433 4th Avenue S	CSCSL, ICR, INST CONTROL, LUST, RGA HWS, RGA LUST, UST, VCP	High	Yes
728	Duwamish	Enterprises NW	3422 1st Avenue S	CSCSL, HSL, RGA HWS, UST, VCP	High	Yes
736	Duwamish	Sw Harbor Project	26th Avenue SW & SW Spokane Street	CSCSL, INST CONTROL	High	Yes
744	Duwamish	Buffalo Industries	99 S Spokane Street	CSCSL, EDR Hist Cleaner, PRP, PTAP, RCRA-SQG, RGA LF, SWF/LF	High	Yes
770	Duwamish	Nelson Iron Works/Irish Foundry	45 S Spokane Street	CSCSL, ICR, RGA HWS, US BROWNFIELDS, VCP	High	Yes
774	Duwamish	Port of Seattle Terminal #106nw	3629 Duwamish Avenue S	CSCSL, ICR, LUST, RGA HWS	High	Yes
748	Duwamish	Island Tug & Barge	3546 West Marginal Way SW	CSCSL, UST	High	Yes
27	Duwamish	A Bet Radiator Co	3462 4th Avenue S	EDR Hist Auto	Low	No
39	Duwamish	Ackerley Communications	3601 6th Avenue S	CSCSL NFA, LUST, PRP, RGA LUST, UST	Low	Yes
47	Duwamish	Alaska Rental Equipment Co Inc	3301 Airport Way S	UST	Low	No
73	Duwamish	Andrews Machinery of Washington Inc	3633 East Marginal Way S	UST	Low	No
82	Duwamish	Aramark Uniform Services Inc	55 S Spokane Street	DRYCLEANERS, UST	Low	No
86	Duwamish	Arco Lake City Way NE Seattle	3860 Lake City Way NE	UST	Low	No
97	Duwamish	Associated Auto Body and Fender Works	3304 East Marginal Way S	EDR Hist Auto	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
116	Duwamish	Automotive Safety House Inc	3414 4th Avenue S	EDR Hist Auto	Low	No
164	Duwamish	Berringer Wm J	1045 SW Spokane Street	EDR Hist Auto	Low	No
166	Duwamish	Better Cleaners	3603 4th Avenue S	EDR Hist Cleaner	Low	No
190	Duwamish	Bow Wow Service Center	2920 6th Avenue S	EDR Hist Auto	Low	No
221	Duwamish	Burger King 4th Avenue S	3301 4th Avenue S	CSCSL NFA, ICR, LUST, RGA LUST, UST	Low	Yes
227	Duwamish	California & Hawaiian Sugar Co	2 S Horton Street	UST	Low	No
238	Duwamish	Carmichael Frank P	Spokane & W Marginal Way	EDR Hist Auto	Low	No
251	Duwamish	Century Automotive Slrvice	2933 4th Avenue S	EDR Hist Auto	Low	No
276	Duwamish	Clark Donald M	232 Spokane	EDR Hist Auto	Low	No
291	Duwamish	Compton Lumber Company	3847 1st Avenue S; PO Box 84972	UST	Low	No
304	Duwamish	Crain NW Inc	3434 4th Avenue S	CSCSL NFA, UST, VCP	Low	Yes
307	Duwamish	Crescent Foods Warehouse	25 S Hanford Street	ICR, RGA LUST	Low	Yes
308	Duwamish	Curtis And Dalby Automotive Inc	628 Hanford	EDR Hist Auto	Low	No
322	Duwamish	Dick S Mobil Service	3519 Airport Way S	EDR Hist Auto	Low	No
340	Duwamish	Duroboat Mfg Co Inc	1140 SW Dakota Street	UST	Low	No
341	Duwamish	Dw Close Company Inc	3317 3rd Avenue S	UST	Low	No
385	Duwamish	Blooms Auto Electric	3423 4th Avenue S	UST	Low	No
408	Duwamish	Fleharty J A	1003 W Spokane Street	EDR Hist Auto	Low	No
409	Duwamish	Fletcher General Construction	3838 West Marginal Way SW	CSCSL NFA, ICR, LUST, RCRA-VSQG, RGA HWS, RGA LUST, UST	Low	Yes
430	Duwamish	Franz Seattle	2901 6th Avenue S	CSCSL NFA, ICR, LUST, RGA HWS, RGA LUST, SEMS-ARCHIVE, US AIRS, UST	Low	Yes

ID	Segment	Name	Address	Database	Rank	Documented Release
479	Duwamish	Green S Automotive	3300 4th Avenue S	EDR Hist Auto	Low	No
490	Duwamish	Gull Industries Inc	3404 4th Avenue S	EDR Hist Auto	Low	No
499	Duwamish	Harbor Marina Corporate Center	1001 SW Klickitat Way	CSCSL, EDR Hist Auto, HSL, ICR, LUST, PADS, RGA LUST, UST	Low	Yes
544	Duwamish	Industrial Office Complex	3400 11th Avenue SW	CSCSL, HSL	Low	Yes
582	Duwamish	Johnson S Service	1047 W Spokane Street	EDR Hist Auto	Low	No
600	Duwamish	King Cnty Solid Waste Div Seattle/Fisher Mills Inc	3235 16th Avenue SW	CSCSL, ICR, LUST, PFAS ECHO, PRP, RGA LUST, RMP, US BROWNFIELDS, UST	Low	Yes
610	Duwamish	Kings Transmissions	2939 4th Avenue S	EDR Hist Auto	Low	No
621	Duwamish	Straley S Ed Service	909 SW Spokane Street	EDR Hist Auto	Low	No
649	Duwamish	Lovstead Industries	3300 Airport Way S	CSCSL NFA	Low	Yes
677	Duwamish	Markey Machinery Co Inc	79 S Horton Street	CSCSL NFA, RGA HWS, VCP	Low	Yes
691	Duwamish	Mc Glenn Thos G	228 Spokane	EDR Hist Auto	Low	No
697	Duwamish	Mce Technologies Inc	3670 E Marginal Way S	CSCSL NFA, RGA HWS, UST, VCP	Low	Yes
731	Duwamish	Morel Foundry Corporation	3400 26th SW	UST	Low	No
771	Duwamish	Obert Marine Supply Inc	3441 2nd Avenue S	UST	Low	No
778	Duwamish	Ole And Charlies High And Dry Company	3568 W Marginal Way SW	PRP, UST	Low	No
794	Duwamish	Owl Transfer & Storage Co Inc	3623 6th Avenue S	PRP, RGA LUST, UST	Low	Yes
809	Duwamish	Pacific Rendering Co Inc	4034 W Marginal Way SW	RGA LF, SWF/LF, US AIRS	Low	No
829	Duwamish	Phantom Restorations	30 S Horton Street	EDR Hist Auto	Low	No
849	Duwamish	Praxair Distribution Inc	3623 East Marginal Way S	UST	Low	No
851	Duwamish	Preservative Paint Company	3410 Airport Way S	ICR	Low	Yes

ID	Segment	Name	Address	Database	Rank	Documented Release
858	Duwamish	Former Psf Industries Horton Street	65 S Horton Street	RCRA-VSQG, UIC, UST	Low	No
862	Duwamish	Puget Sound Electric Supply Inc	640 S Spokane Street	CSCSL NFA, UST, VCP	Low	Yes
907	Duwamish	Riggs Automotive Maintenance	3229 Airport Way S	EDR Hist Auto	Low	No
912	Duwamish	Riverside Body and Fender Works	3851 West Marginal Way	EDR Hist Auto	Low	No
914	Duwamish	Rogers Olympic Corp	151 S Horton Street	UST	Low	No
923	Duwamish	Rose E W	3319 4th Avenue S	EDR Hist Auto	Low	No
927	Duwamish	Rowe Property	3848 22nd Avenue SW	CSCSL NFA	Low	Yes
932	Duwamish	Rutledge & Martin	2340 SW Spokane Street	CSCSL NFA, ICR, LUST, RGA HWS, RGA LUST, UST	Low	Yes
947	Duwamish	Scalzo Company	3211 Airport Way S	ICR, RGA LUST	Low	Yes
972	Duwamish	Seattle City Light Andover Property	2100 SW Andover Street	CSCSL NFA, PCB TRANSFORMER	Low	Yes
974	Duwamish	Seattle City Light South Substation	4th Avenue S & Spokane Street	ICR	Low	Yes
990	Duwamish	Seattle Fire Station 36	3600 23rd Avenue S W	CSCSL NFA, LUST, UST	Low	Yes
998	Duwamish	Seattle Port Terminal 106 North	3440 East Marginal Way S	UST	Low	No
1003	Duwamish	Seattle Row 2nd & Spokane	(blank)	HSL	Low	No
1009	Duwamish	Seattle Steel Industrial Fasteners	3800 West Marginal Way SW	CSCSL NFA, ICR, LUST, PRP, UST	Low	Yes
1036	Duwamish	Sherwin Williams Pain Co 6th Avenue Seattle	2940 6th Avenue S	RCRA-LQG	Low	No
1046	Duwamish	Skeel Enterprises Inc	3221 4th Avenue	EDR Hist Auto	Low	No
1056	Duwamish	Sound Transit Link Op & Maintenance Fac	3407 Airport Way S	RCRA-VSQG	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
1066	Duwamish	Spokane Street Service	1043 SW Spokane Street	EDR Hist Auto	Low	No
1070	Duwamish	SSA Terminals, Llc - T-18	1050 SW Spokane Street	RCRA-SQG, US BROWNFIELDS	Low	Yes
1084	Duwamish	Sterling S Sooper Save	1000 SW Spokane Street	EDR Hist Auto	Low	No
1085	Duwamish	Stevedoring Services Of America	3415 11th Avenue SW	CSCSL NFA, LUST, RGA HWS, RGA LUST, UST	Low	Yes
1094	Duwamish	Lucks, Oscar	3434 2nd Avenue S	PRP	Low	No
1093	Duwamish	Straleys Dean Union 76	3460 2nd Avenue S	EDR Hist Auto	Low	No
1109	Duwamish	Swendsen Berg S	3632 23rd Avenue SW	EDR Hist Auto	Low	No
1115	Duwamish	System Supply	2324 SW Spokane Street	UST	Low	No
1138	Duwamish	Time Oil Station	3461 4th Avenue S	EDR Hist Auto	Low	No
1155	Duwamish	Transport Equipment Co	3400 6th Avenue S	UST	Low	No
1158	Duwamish	Triple B Corporation Dba Charlies Produc	3844 1st Avenue S	UST	Low	No
1172	Duwamish	Union Seventy Six Service Sta	3231 4th Avenue S	EDR Hist Auto	Low	No
1187	Duwamish	UPRR Harbor Island Klickitat Avenue SW Spill	Klickitat Avenue SW & W Seattle Freeway	CSCSL NFA	Low	Yes
1200	Duwamish	Van Patten Service	900 W Spokane Street	EDR Hist Auto	Low	No
1261	Duwamish	West Seattle Recycling Center	3881 16th Avenue SW	RGA LF, SWF/LF	Low	No
1266	Duwamish	Western Peterbilt	3707 Airport Way S	CSCSL, HSL, LUST, RGA LUST, UST, RGA LUST	Low	Yes
1270	Duwamish	Western Steel Casting Co	145 S Horton Street	CSCSL NFA, ICR, LUST, RGA HWS, RGA LUST, UST, VCP	Low	Yes
1272	Duwamish	Western Union Tel Co Ust 97406	3663 1st Avenue S	UST	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
1314	Duwamish	Young Corporation	3231 Utah Avenue S	PFAS ECHO, US AIRS	Low	No
1365	Duwamish	Bei Chempro Field Svcs Ps	3400 East Marginal Way S	CSCSL NFA, PFAS ECHO	Low	Yes
1365	Duwamish	Crowley Environmental Services Corp	3400 East Marginal Way S	SEMS-ARCHIVE	Low	No
1367	Duwamish	Cascade Designs Dba Mountain Safety Research	3800 1st Avenue S	RCRA-VSQG, SSTS	Low	No
1374	Duwamish	Sunset Garage	1001 W Spokane Street	EDR Hist Auto	Low	No
1403	Duwamish	Amway Corp	47.57302/-122.36278	PFAS ECHO	Low	No
1404	Duwamish	Buffalo Investments	3420 East Marginal Way S	CSCSL NFA, PTAP	Low	Yes
1405	Duwamish	Colorado Street Facility Rainier Petro	47.571111/-122.343056	PFAS ECHO	Low	No
1406	Duwamish	Emerald City Chemical Inc	2300 SW Spokane Street	SSTS	Low	No
1407	Duwamish	Larson S Brake Service	2901 4th Avenue S	EDR Hist Auto	Low	No
1408	Duwamish	Puget Sound Industry Services Inc.	3407 Airport Way S	US BROWNFIELDS	Low	Yes
1409	Duwamish	Seattle Nissan	3412 Airport Way S	RCRA-SQG	Low	No
1411	Duwamish	Skyline Electric and Manufacturing	47.570806/-122.32439	PFAS ECHO	Low	No
1412	Duwamish	Union Pacific RR Dakota	55 S Dakota Street	CSCSL NFA	Low	Yes
1413	Duwamish	West Coast Trucking	3433 Airport Way S, Suite A	PADS	Low	No
1414	Duwamish	Young Corporation Meltec Division	47.5725/-122.351416	PFAS ECHO	Low	No
1430	Duwamish	Seattle Pottery Supply	35 S Hanford Street	RCRA-LQG	Low	No
1431	Duwamish	Consolidated Press Seattle	47.57164/-122.32597	PFAS ECHO	Low	No
30	Duwamish	A.O. Smith Corp	60 S Spokane Street	CSCSL, CSCSL NFA, LUST, RGA LUST, UST	Medium	Yes

ID	Segment	Name	Address	Database	Rank	Documented Release
40	Duwamish	Acme Intercity Freight	3414 2nd Avenue S	CSCSL, HSL, ICR, LUST, PRP, RGA HWS, RGA LUST, UST, VCP	Medium	Yes
44	Duwamish	Alaska Copper & Brass	3223 6th Avenue S	CSCSL, RGA HWS, SWF/LF	Medium	No
49	Duwamish	Alaskan Copper & Brass 3405 6th Avenue	3405 6th Avenue S	ICR	Medium	Yes
50	Duwamish	Alaskan Copper Works	3200 6th Avenue S	PFAS ECHO, RCRA-LQG, RGA HWS	Medium	No
51	Duwamish	Alaskan Copper Works Seattle	3600 East Marginal Way S	CSCSL, HSL, RGA HWS	Medium	Yes
92	Duwamish	Asahipen America Inc	1128 SW Spokane Street	CSCSL NFA, INST CONTROL, PRP, RGA HWS, UST, VCP	Medium	Yes
94	Duwamish	Ash Grove Cement Co, E Marginal	3801 East Marginal Way S	CSCSL, HSL, PFAS ECHO, RCRA-VSQG, RGA HWS, SEMS-ARCHIVE, US AIRS, US MINES, 0	Medium	Yes
142	Duwamish	Bargreen Ellingson	3627 1st Avenue S	CSCSL	Medium	Yes
194	Duwamish	BP/Southcenter Oil/Pacific Express	3215 4th Avenue S	CSCSL, EDR Hist Auto, ICR, LUST, RGA HWS, RGA LUST, UIC, UST, VCP	Medium	Yes
240	Duwamish	Cascade Commercial Company	3825 1st Avenue S	RGA LUST	Medium	Yes
240	Duwamish	Discount Office Furniture	3825 1st Avenue S	CSCSL, HSL, LUST, RGA HWS, RGA LUST, UST	Medium	Yes
292	Duwamish	Concrete Restoration Inc/Brys Auto Wrecking	4025 West Marginal Way SW	CSCSL, HSL, RGA HWS, VCP	Medium	Yes
325	Duwamish	Dinol US Inc W Marginal Way	3480 West Marginal Way S	CSCSL, PFAS ECHO	Medium	Yes
342	Duwamish	E Marginal Way Grade Separation Proj Row	Duwamish Way S & S Spokane Street	CSCSL, HSL	Medium	Yes
343	Duwamish	E Marginal Way S Bridge Rehabilitation	East Marginal Way S at S Horton Street	CSCSL	Medium	Yes
347	Duwamish	Earthwise	3447 4th Avenue South, Suite E	SWF/LF	Medium	No

ID	Segment	Name	Address	Database	Rank	Documented Release
348	Duwamish	East Marginal Grade Separation Project	1600 Duwamish	UIC	Medium	No
695	Duwamish	MC Terminals	40 S Spokane Street	CSCSL, ICR, RGA HWS	Medium	Yes
696	Duwamish	Holiday Resales	3605 Airport Way S	CSCSL NFA, INST CONTROL, RGA HWS, SEMS-ARCHIVE, VCP	Medium	Yes
733	Duwamish	Moss G Milan Property	537 S Spokane Street	CSCSL, HSL, RGA HWS, VCP	Medium	Yes
765	Duwamish	Northwest Castings Inc	3411 1st Avenue S	US AIRS	Medium	Yes
766	Duwamish	Northwest Motor Repair	2930 6th Avenue S	CSCSL, HSL, LUST, RGA LUST, UST	Medium	Yes
812	Duwamish	Pacific Trucking Seattle	300 S Spokane Street	CSCSL, ICR, LUST, RCRA-SQG, RGA HWS, RGA LUST, UST	Medium	Yes
825	Duwamish	Penske Truck Leasing Co LP	3443 1st Avenue S	CSCSL, HSL, ICR, LUST, RCRA-VSQG, RGA HWS, RGA LUST, UST	Medium	Yes
844	Duwamish	Ponchos Legacy Property	3685 Duwamish Avenue S	CSCSL, HSL, RGA HWS, VCP	Medium	Yes
846	Duwamish	Horton Maintenance Shoop	25 S Horton Street	RGA LUST	Medium	Yes
846	Duwamish	Port of Seattle-Horton Maintenance Shop	25 S Horton Street	CSCSL NFA, ICR, LUST, RGA LUST, UST	Medium	Yes
894	Duwamish	REI Woodworking Former	3314 4th Avenue S	ICR, RGA LUST	Medium	Yes
900	Duwamish	Pacific Sheet Metal/Rex Metal Works	100 111 115 117 S Spokane Street	CSCSL, LEAD SMELTERS, PFAS ECHO	Medium	Yes
906	Duwamish	Riedel International	910 SW Spokane Street	AQUEOUS FOAM, AQUEOUS FOAM NRC, CSCSL, LUST, RCRA-SQG, UST, RGA HWS, RGA LUST	Medium	Yes
951	Duwamish	Schucks Auto Supply	2905 4th Avenue S	CSCSL, HSL, ICR, LUST, RGA LUST, UST	Medium	Yes
969	Duwamish	Seattle City Light South Service Center	3613 4th Avenue S	CSCSL, HSL, ICR, LUST, PADS, RCRA-VSQG, RGA HWS, RGA LF, RGA LUST, SEMS-ARCHIVE, SWF/LF, UST	Medium	Yes
971	Duwamish	Seattle City Light 4th Avenue S	3814 4th Avenue S	CSCSL, HSL, ICR, RGA HWS	Medium	Yes
986	Duwamish	Seattle Fire Station 14	3224 4th Avenue S	CSCSL, HSL, ICR, LUST, RGA LUST, UIC, UST	Medium	Yes

ID	Segment	Name	Address	Database	Rank	Documented Release
1182	Duwamish	Unocal 5472	3460 1st Avenue S	CSCSL, EDR Hist Auto, HSL, ICR, LUST, PTAP, RGA HWS, RGA LUST, UST, VCP	Medium	Yes
1234	Duwamish	WA DOT Seattle S Spokane Street	450 S Spokane Street	CSCSL, ICR, LUST, RGA LUST, UIC, UST	Medium	Yes
1281	Duwamish	WG Recycling Center	3408 1st Avenue S #B	RGA LF, SWF/LF	Medium	Yes
1360	Duwamish	Andys Diner Inc	3201 4th Avenue S	CSCSL, EDR Hist Auto, HSL, ICR, LUST, RGA LUST, UST	Medium	Yes
1378	Duwamish	Lockheed West Seattle	3443 West Marginal Way	NPL, PRP, RCRA-SQG, ROD, SEMS, US ENG CONTROLS, US INST CONTROLS	Medium	Yes
1410	Duwamish	Sixth South And South of Spokane	2900 Block of Sixth Avenue S, Spokane Street A	SWF/LF	Medium	No
931	West Seattle Junction	House of Kleen Inc	4425 Fauntleroy Way SW	CSCSL, DRYCLEANERS, EDR Hist Auto, EDR Hist Cleaner, HSL, ICR, Inactive Drycleaners, RGA HWS, UIC, VCP	High	Yes
943	West Seattle Junction	Conocophillips 30124/BP 11060-30124/Tosco 11060-30124	4580 Fauntleroy Way SW	CSCSL, EDR Hist Auto, ICR, LUST, RGA HWS, RGA LUST, UST, VCP	High	Yes
31	West Seattle Junction	AA Rentals West Seattle	4722 Fauntleroy Way SW	CSCSL NFA, EDR Hist Auto, VCP	Low	Yes
36	West Seattle Junction	Burnill and Nicholson	4557 Fauntleroy Way SW	EDR Hist Auto	Low	No
46	West Seattle Junction	Alaska House	4545 42nd Avenue SW	CSCSL NFA, VCP	Low	Yes
71	West Seattle Junction	Andresen Chrysler Plymouth	4019 SW Alaska Street	EDR Hist Auto	Low	No
80	West Seattle Junction	Antique Auto Restoration	3604 SW Alaska Street	EDR Hist Auto	Low	No
118	West Seattle Junction	Avalon Cleaners	4418 35th Avenue SW	EDR Hist Cleaner	Low	No
165	West Seattle Junction	Kraff S Better Cleaners	4509 California Avenue SW	EDR Hist Cleaner	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
236	West Seattle Junction	Carlsen And Winquist	4421 Fauntleroy Way SW	EDR Hist Auto	Low	No
237	West Seattle Junction	Carlsen and Winquist Service	4480 Fauntleroy Way SW	EDR Hist Auto	Low	No
254	West Seattle Junction	Cheadle Kennan	4714 California Avenue SW	EDR Hist Auto	Low	No
284	West Seattle Junction	Cole S Auto Repair	4509 38th Avenue SW	EDR Hist Auto	Low	No
312	West Seattle Junction	Davis Arth N	4805 California Avenue SW	EDR Hist Auto	Low	No
320	West Seattle Junction	Maytag Laundrymat	4748 California Avenue SW	EDR Hist Cleaner	Low	No
388	West Seattle Junction	Fashion Care Professional Drycleaning	4610 California Avenue SW	EDR Hist Cleaner	Low	No
389	West Seattle Junction	Fashion Care Professional Drycleaning	4710 California Avenue SW	EDR Hist Cleaner	Low	No
413	West Seattle Junction	Foreign Car Workshop	4603 37th Avenue SW	EDR Hist Auto	Low	No
432	West Seattle Junction	Ed S Auto Rebuild Inc	4510 37th Avenue SW	EDR Hist Auto	Low	No
464	West Seattle Junction	Gorne S Cleaners	4506 California Avenue SW	EDR Hist Cleaner, EDR Hist Cleaner	Low	No
464	West Seattle Junction	Gorne S Cleaners	4512 California Avenue SW	EDR Hist Cleaner, EDR Hist Cleaner	Low	No
495	West Seattle Junction	Hancock Fabrics	3922 SW Alaska Street	CSCSL NFA, ICR, LUST, RGA LUST, UST, VCP	Low	Yes
518	West Seattle Junction	Hineline Douglas	4806 Erskine Way	EDR Hist Auto	Low	No
521	West Seattle Junction	Hoffman S Auto Rebuild	4527 Fauntleroy Way SW	EDR Hist Auto	Low	No
535	West Seattle Junction	Huling Bros Buick Inc	4545 Fauntleroy Way SW	EDR Hist Auto, UST	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
536	West Seattle Junction	Huling Bros Chevrolet	4755 Fauntleroy Way SW	CSCSL, LUST, UST, VCP	Low	Yes
537	West Seattle Junction	Huling Bros Chrysler Plymouth Jeep Eagle	4550 38th Avenue SW	UST	Low	No
538	West Seattle Junction	Huling Bros Inc Body Shop	4724 40th Avenue SW	CSCSL, VCP	Low	Yes
539	West Seattle Junction	Franciscan Medical Clinic	4550 Fauntleroy Way SW	CSCSL	Low	Yes
573	West Seattle Junction	Jim S Shell	4479 Fauntleroy Way SW	EDR Hist Auto	Low	No
577	West Seattle Junction	John & Maria Campagnaro LLC	4721 38th Avenue SW	CSCSL NFA, LUST, RGA LUST, UST	Low	Yes
584	West Seattle Junction	Johnston Roy E	4459 Fauntleroy Way SW	EDR Hist Auto	Low	No
588	West Seattle Junction	Junction Manufacturing	4422 36th Avenue SW, PO Box 16345	UST	Low	No
613	West Seattle Junction	Kleen King Car Wash	4440 Fauntleroy Way SW	EDR Hist Auto	Low	No
628	West Seattle Junction	Launder Well Self-Service Laundry.	4814 Erskine Way	EDR Hist Cleaner	Low	No
638	West Seattle Junction	Lewis A S	4513 California Avenue SW	EDR Hist Auto	Low	No
646	West Seattle Junction	Lobb Aug C	3507 SW Avalon Way	EDR Hist Auto	Low	No
692	West Seattle Junction	Mc Kelvey Enterprises	4451 35th Avenue SW	EDR Hist Auto	Low	No
719	West Seattle Junction	Misha 76	4508 Fauntleroy Way SW	EDR Hist Auto, RGA LUST	Low	Yes
798	West Seattle Junction	Pacific Dye Works Inc.	4537 39th Avenue SW	EDR Hist Cleaner	Low	No
801	West Seattle Junction	Pacific Dye Works Inc	4507 California Avenue SW	EDR Hist Cleaner	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
815	West Seattle Junction	Parcel Ws232 West Fuel	4455 35th Avenue SW	CSCSL NFA, RGA HWS, UST, VCP	Low	Yes
822	West Seattle Junction	Peitz Julian F S	4728 California Avenue SW	EDR Hist Cleaner	Low	No
837	West Seattle Junction	Pierce Jas W	4450 Fauntleroy Way SW	EDR Hist Auto	Low	No
855	West Seattle Junction	Providence Mount Street. Vincent	4831 35th Avenue SW	PADS, UST	Low	No
866	West Seattle Junction	Quality Auto Rebuild	4623 36th Avenue SW	EDR Hist Auto	Low	No
872	West Seattle Junction	Quick	24 3901 SW Alaska Street	EDR Hist Auto	Low	No
890	West Seattle Junction	Real Estate Associates	4815 California Avenue SW	UST	Low	No
896	West Seattle Junction	Residence	4426 41st Avenue SW	ICR	Low	Yes
910	West Seattle Junction	Rite Aid #5223	5217 California Avenue SW	RCRA-VSQG	Low	No
935	West Seattle Junction	Safeway Store 1062	4754 42nd Avenue SW	RCRA-VSQG	Low	No
940	West Seattle Junction	Sandy S Shell Service	4414 36th Avenue SW	EDR Hist Auto	Low	No
989	West Seattle Junction	Seattle Fire Station 32	3715 SW Alaska Street	UST	Low	No
1029	West Seattle Junction	Shaw S Texaco Service	5027 California Avenue SW	EDR Hist Auto	Low	No
1045	West Seattle Junction	Sixty Minute Tune	3940 SW Alaska Street	EDR Hist Auto	Low	No
1047	West Seattle Junction	Skelly And Bean	4409 California Avenue SW	EDR Hist Auto	Low	No
1067	West Seattle Junction	Spotless Cleaning	4821 California Avenue SW	EDR Hist Cleaner	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
1072	West Seattle Junction	Standard Stations Inc	3407 Avalon Way SW	EDR Hist Auto	Low	No
1143	West Seattle Junction	Tom S Automotive	3616 SW Oregon Street	EDR Hist Auto	Low	No
1169	West Seattle Junction	U.S. West Business Resources	4927 California Avenue SW	ICR	Low	Yes
1205	West Seattle Junction	Vieta Dry Cleaners	4628 Fauntleroy Way SW	EDR Hist Cleaner	Low	No
1226	West Seattle Junction	Wardrobe Cleaners	4549 California Avenue SW	EDR Hist Cleaner	Low	No
1228	West Seattle Junction	W Ardrobe Cleaners	4516 California Avenue SW	EDR Hist Cleaner	Low	No
1244	West Seattle Junction	Qwest Corporation W00297	4427 California Avenue SW	CSCSL NFA, ICR, LUST, RGA LUST, UST	Low	Yes
1245	West Seattle Junction	West End Garage	4720 California Avenue SW	EDR Hist Auto	Low	No
1248	West Seattle Junction	West Seattle Auto Machine	4459 36th Avenue SW	EDR Hist Auto	Low	No
1249	West Seattle Junction	West Seattle Brake Service	4464 37th Avenue SW	EDR Hist Auto	Low	No
1252	West Seattle Junction	West Seattle Golf Course 92	4470 35th Avenue SW	CSCSL NFA, ICR, LUST, RGA HWS, RGA LUST, UST	Low	Yes
1255	West Seattle Junction	West Seattle Nash Inc	4815 California Avenue SW	EDR Hist Auto	Low	No
1257	West Seattle Junction	West Seattle One Hour Martinizing	4524 Fauntleroy Way SW	EDR Hist Cleaner	Low	No
1258	West Seattle Junction	West Seattle Properties	5001 California Avenue SW	UST	Low	No
1259	West Seattle Junction	West Seattle Radiator Service	4460 37th Avenue SW	EDR Hist Auto	Low	No
1262	West Seattle Junction	West Seattle Transmission And Automobile Repair	4754 Fauntleroy Way SW	EDR Hist Auto	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
1263	West Seattle Junction	West Side Service	4805 Erskine Way SW	EDR Hist Auto	Low	No
1277	West Seattle Junction	Westside Clrs & Alterations	4154 California Avenue SW	EDR Hist Cleaner	Low	No
1277	West Seattle Junction	Westside Clrs & Alterations	4536 California Avenue SW	EDR Hist Cleaner	Low	No
1279	West Seattle Junction	Westside Import Repair	3606 SW Alaska Street	EDR Hist Auto	Low	No
1283	West Seattle Junction	Whirlomat	4825 California Avenue SW	EDR Hist Cleaner	Low	No
1309	West Seattle Junction	Xilev S Service	4551 Fauntleroy Way SW	EDR Hist Auto	Low	No
1422	West Seattle Junction	Avalon Power Station	35th Avenue SE & SW Genessee Street	PCB TRANSFORMER	Low	No
1423	West Seattle Junction	Burton S Glen Chevron Service	4700 Fauntleroy Way SW	EDR Hist Auto	Low	No
1425	West Seattle Junction	Logan Kenneth D	4801 Erskine Way	EDR Hist Auto	Low	No
1426	West Seattle Junction	Pep Boys #6452	4441 Fauntleroy Way SW	RCRA-VSQG	Low	No
1427	West Seattle Junction	Petco #1256	4100 SW Alaska Street	RCRA-VSQG	Low	No
1428	West Seattle Junction	Rite Aid 6916 Dba Bartells 016	4706 42nd Avenue SW	RCRA-VSQG	Low	No
1429	West Seattle Junction	Uniqtue Celaners	4437 California Avenue SW	EDR Hist Cleaner	Low	No
443	West Seattle Junction	West Home Laundry	4537 California Avenue SW	EDR Hist Cleaner	Low	No
253	West Seattle Junction	Deans Super Service	35th Avenue and SW Avalon Way	EDR Hist Auto	Low	No
145	West Seattle Junction	Dewey S Automotive Service	4759 California Avenue SW	EDR Hist Auto	Low	No

ID	Segment	Name	Address	Database	Rank	Documented Release
1227	West Seattle Junction	Wardrobe Cleaners	4500 Fauntleroy Way SW	EDR Hist Cleaner, Inactive Drycleaners	Low	No
336	West Seattle Junction	Doyles Automotive Service	4501 38th Avenue SW	EDR Hist Auto	Low	No
21	West Seattle Junction	7-Eleven 22561/The Southland Corp. 22561	3280 SW Avalon Way	CSCSL NFA, EDR Hist Auto, LUST, RGA LUST, UST	Medium	Yes
48	West Seattle Junction	Alaska Square Associates	4200 SW Alaska Street	CSCSL NFA, EDR Hist Auto, LUST, US BROWNFIELDS, UST, VCP	Medium	Yes
337	West Seattle Junction	Doyles Automotive Service	4607 37th Avenue SW	CSCSL, EDR Hist Auto, 0, HSL, ICR, LUST, RGA LUST, UST	Medium	Yes
392	West Seattle Junction	Fauntleroy Plaza	4151 Fauntleroy Way SW	CSCSL NFA, EDR Hist Auto, EDR Hist Cleaner, ICR, RGA HWS, VCP	Medium	Yes
564	West Seattle Junction	James B Hartog	4609 37th Avenue SW	EDR Hist Auto, UST	Medium	No
585	West Seattle Junction	Jones Building	4608 36th Avenue SW	CSCSL, ICR, LUST, RGA HWS, RGA LUST, UST, VCP	Medium	Yes
640	West Seattle Junction	Lien Animal Clinic	3710 SW Alaska Street	CSCSL, RGA HWS, VCP	Medium	Yes
865	West Seattle Junction	Q Cleaners Inc	4744 California Avenue SW	CSCSL NFA, EDR Hist Cleaner, Inactive Drycleaners, VCP	Medium	Yes
925	West Seattle Junction	Rossoe Oil Bulk	4613 37th Avenue SW	CSCSL, HSL, LUST, RGA LUST, UST	Medium	Yes
1049	West Seattle Junction	Sks Shell Station Property	3901 SW Alaska Street	CSCSL, EDR Hist Auto, LUST, RGA HWS, RGA LUST, UIC, UST, VCP	Medium	Yes
1060	West Seattle Junction	Southland Corp 22561	4414 35th Avenue SW	EDR Hist Auto, ICR, RGA HWS, RGA LUST	Medium	Yes
1181	West Seattle Junction	Unocal 3774	3295 SW Avalon Way	CSCSL NFA, EDR Hist Auto, ICR, LUST, RGA HWS, RGA LUST, UST, VCP	Medium	Yes
1250	West Seattle Junction	West Seattle Cleaners	4528 Fauntleroy Way SW	EDR Hist Auto, EDR Hist Cleaner, Inactive Drycleaners	Medium	No
1253	West Seattle Junction	West Seattle Junction East Lot	4201 SW Alaska Street	CSCSL NFA, LUST, UST, VCP	Medium	Yes

ID	Segment	Name	Address	Database	Rank	Documented Release
1254	West Seattle Junction	West Seattle Junction West Lot	4700 California Avenue SW	CSCSL, VCP	Medium	Yes
1379	West Seattle Junction	Former West Seattle Midas	4457 Fauntleroy Way SW	UIC	Medium	Yes
1379	West Seattle Junction	Midas Muffler & Brake Shop	4457 Fauntleroy Way SW	CSCSL, EDR Hist Auto, ICR, LUST, RGA LUST, UST	Medium	Yes
1424	West Seattle Junction	KFC Avalon Way	3501 SW Avalon Way	CSCSL	Medium	Yes
300	West Seattle Junction	Courtesy Tire of West Seattle	4820 California Avenue SW	CSCSL, ICR, LUST, RGA LUST, UST, EDR HIST AUTO	Medium	Yes

L4.12.3 References

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Appendix L4.13 Electromagnetic Fields

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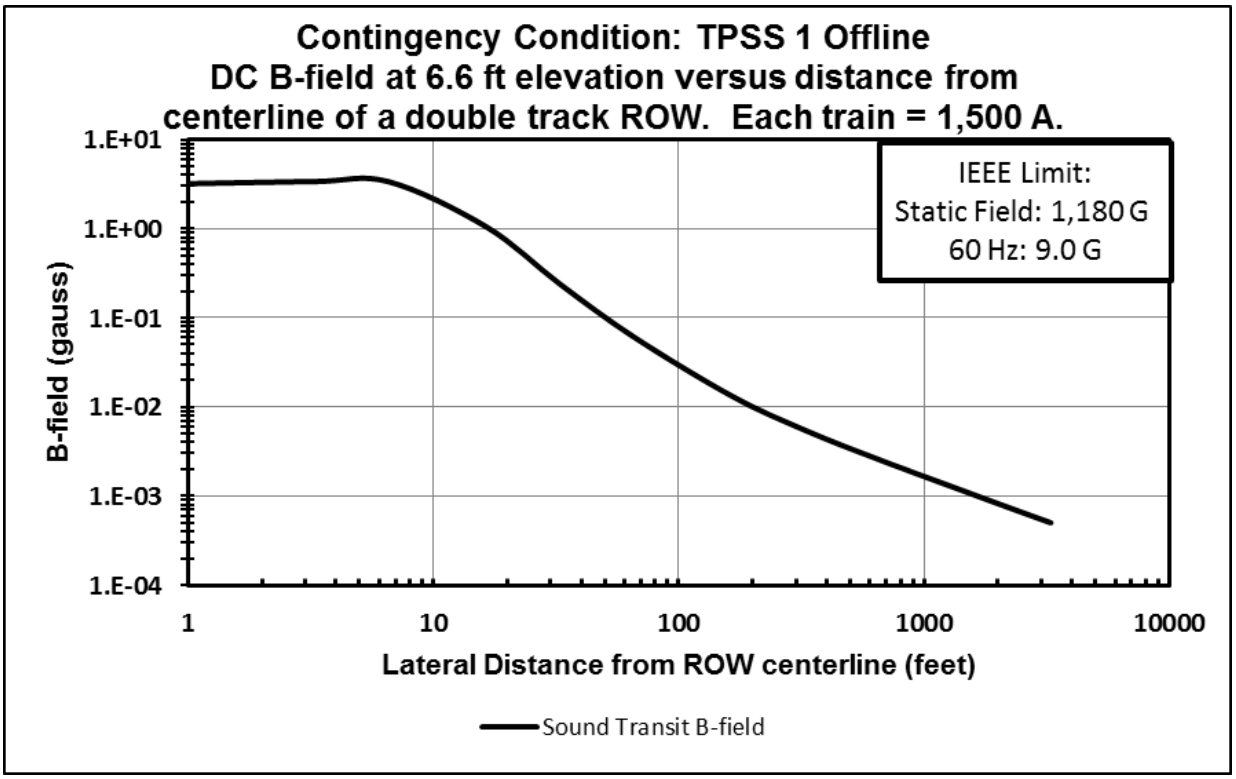
Appendix L4.13
Electromagnetic Fields

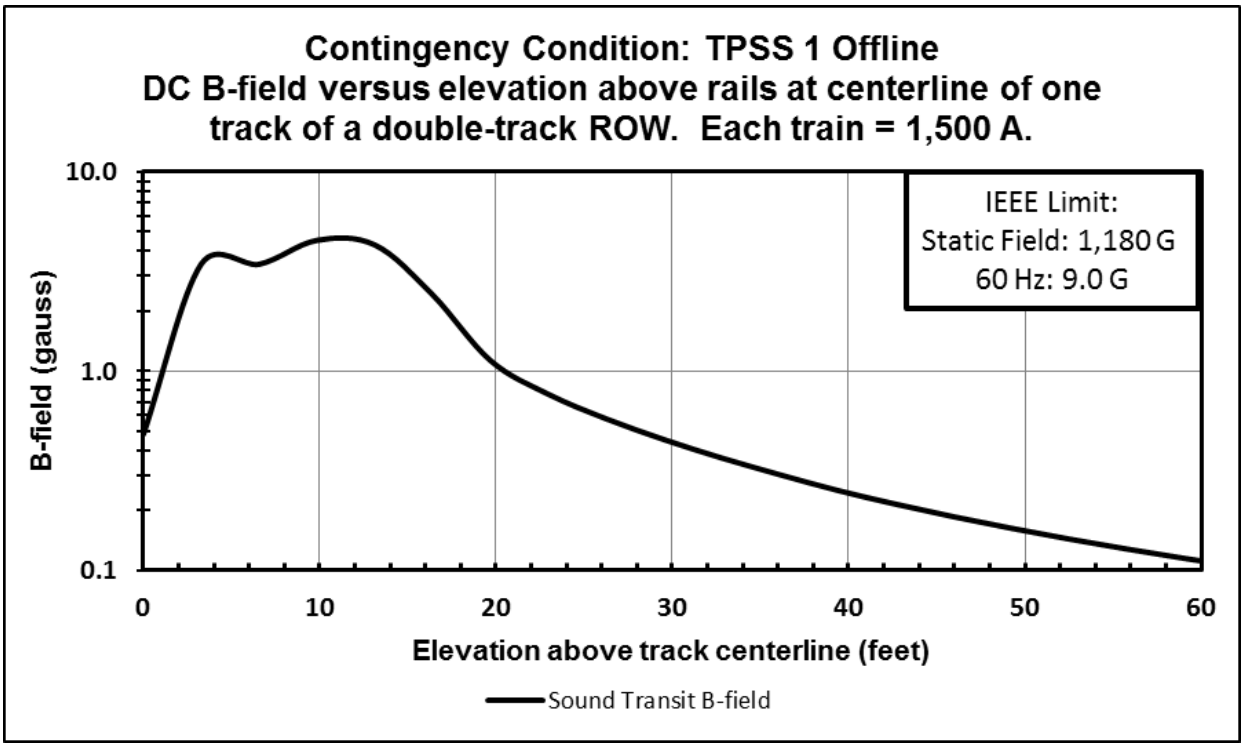
The rapid dissipation of the static magnetic field disruption caused by light rail vehicles relative to the lateral distance from the track centerline in worst-case electromagnetic field disruption is summarized on Figures L4.13-1 and L4.13-2. The magnetic field disturbance in the worst-case conditions would be approximately 0.06 to 0.09 gauss at 60 feet from the track centerline and top of rail.

Figure L4.13-1. Static Magnetic Field of Light Rail Vehicles in Worst-Case Conditions versus Lateral Offset



A = amp(s)
ft = foot/feet
G = gauss
Hz = hertz
IEEE = Institute of Electrical and Electronics Engineers
ROW = right-of-way
TPSS = traction power substation

Figure L4.13-2. Static Magnetic Field of Light Rail Vehicles in Worst-Case Conditions versus Vertical Offset



Appendix L4.14 Public Services, Safety, and Security

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Appendix L4.14 Public Services, Safety, and Security

The Washington Association of Sheriffs and Police Chiefs crime reporting program provides statistics for violent crimes and property crimes. Table L4.14-1 compares crime data for Seattle with the state average for 2019, 2020, and 2021 (Washington Association of Sheriffs and Police Chiefs 2019, 2020, 2021).

Table L4.14-1. 2019, 2020, and 2021 Violent and Property Crime Rates by Jurisdiction

Jurisdiction	Year	Part 1 Offenses (Violent and Property Crimes)	Violent Crime Rate (per 1,000 people)	Property Crime Rate (per 1,000 people)
City of Seattle	2019	49,168	4.6	61.2
	2020	63,217	5.0	78.3
	2021	61,335	8.2	70.6
State of Washington	2019	337,402	2.7	41.9
	2020	388,433	2.6	48.0
	2021	394,490	3.8	47.0

Source: Washington Association of Sheriffs and Police Chiefs 2019, 2020, 2021.

Information was collected on criminal activity reported near existing Link light rail stations in the city of Seattle. Data were obtained from the Seattle Police Department for a 1-year period in 2022. Table L4.14-2 shows the number of violent and property crimes reported within a 1-block radius of all existing and proposed light rail stations between January and December 2022 (King County Sherriff's Office and Seattle Police Department 2023). It also reports the number of violent and property crimes reported in the neighborhoods where the facilities are located. As shown in the table, the number of crimes that occur near these existing facilities is very low compared to overall crime in the neighborhoods. Most crimes were related to property and motor vehicle theft.

There is no nationally recognized standard for police response time. The Seattle Police Department's priority designations and response times for each dispatched, fielded call in 2022, from the creation of a call event to when the first unit arrives on the scene, are listed in Table L4.14-3.

Table L4.14-2. Crimes near Link Light Rail Stations in Seattle between January and December 2022

Location Type	Location Name	Violent Crimes	Property Crimes	Percent of Total Neighborhood Crime [a]
Neighborhood	**Northgate**	**330**	**2,461**	**Not applicable**
Link Light Rail Station	Northgate Station	6	16	<0.0
Neighborhood	**Roosevelt/Ravenna**	**126**	**2,256**	**Not applicable**
Link Light Rail Station	Roosevelt Station	2	3	<0.0
Neighborhood	**University**	**209**	**1,966**	**Not applicable**
Link Light Rail Station	U-District Station	3	1	<0.0
Link Light Rail Station	University of Washington Station	1	7	<0.0
Neighborhood	**Downtown**	**471**	**2,123**	**Not applicable**
Link Light Rail Station	Westlake Station	12	5	0.7
Link Light Rail Station	University Street Station	3	4	0.3
Neighborhood	**Capitol Hill**	**452**	**2,385**	**Not applicable**
Link Light Rail Station	Capitol Hill Station	1	1	0.1
Neighborhood	**Pioneer Square**	**134**	**376**	**Not applicable**
Link Light Rail Station	Pioneer Square Station	30	1	6.0
Neighborhood	**Chinatown-International District**	**286**	**808**	**Not applicable**
Link Light Rail Station	International District/Chinatown Station and King Street Station	6	7	1.2
Link Light Rail Station	Stadium Station	8	16	2.2
Neighborhood	**SODO**	**131**	**932**	**Not applicable**
Link Light Rail Station	SODO Station	6	3	0.8
Neighborhood	**North Beacon Hill**	**132**	**904**	**Not applicable**
Link Light Rail Station	Beacon Hill Station	2	1	<0.0
Neighborhood	**Mount Baker**	**88**	**857**	**Not applicable**
Link Light Rail Station	Mount Baker Station	0	2	<0.0
Neighborhood	**Columbia City**	**27**	**266**	**Not applicable**
Link Light Rail Station	Columbia City Station	2	0	<0.0
Neighborhood	**Brighton/Dunlap**	**120**	**464**	**Not applicable**
Link Light Rail Station	Othello Station	1	2	<0.0
Neighborhood	**Rainier Beach**	**106**	**323**	**Not applicable**
Link Light Rail Station	Rainier Beach Station	1	0	<0.0

Note: Percentages are rounded to the nearest whole number.

[a] Total crime is a combination of violent and property crimes.

Table L4.14-3. 2022 Response Times by Priority

Priority	Priority Evaluation	Median Response Time (minutes)
1	Any incident which poses obvious danger to the life of a citizen or officer. Life-threatening crimes in progress such as shootings, stabbings, helping the officer. Major disturbances, including those with weapons, serious injury accidents, robbery alarms, and prowlers.	7.2
2	Altercations or actions which, if not policed quickly, would or could develop into more serious or major incidents wherein there is a threat of violence, injury, or damage to property; unknown injury/minor injury accidents; shoplifters in custody.	25.3
3 and 4	Investigations or minor incident type complaints in which response time is not a critical issue.	60.1

Source: Seattle Police Department 2023.

L4.14.1 References

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Appendix L4.15 Utilities

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Appendix L4.15 Utilities

L4.15.1 Planned Utility Upgrades and New Projects

Sound Transit contacted utility providers to identify the following planned upgrades or new projects in the West Seattle Link Extension Project (the project) study area:

- The King County Wastewater Treatment Division has been conducting ongoing work to control combined sewer overflows, which carry sewage and stormwater to the nearest body of water during periods of heavy rain to prevent sewer backups into homes and streets (King County 2018, 2019). Ongoing King County Wastewater Treatment Division projects estimated for completion in 2030 include the Chelan Avenue and Harbor Avenue Regulator Station Overflows, which would be just north of the West Seattle Bridge (King County 2017).
- The Hanford #2-Lander Street-King Street-Kingdome Combined Sewer Overflow Treatment Facility is undergoing development planning and is scheduled for completion in 2030 (King County 2019).

Table L4.15-1 and Figures L4.15-1 through L4.15-22 summarize major utility conflicts with the project alternatives. Where utilities would be directly under or above the project limits, the approximate length of the relocation is provided. Where utilities would intersect with an alternative, the number of crossings is identified because the length of the relocation has not yet been determined. Sound Transit would determine relocation lengths and specific location during final design in coordination with utility providers.

Table L4.15-1. Major Utility Conflict Summary – Approximate Length of Relocations and Number of Crossings

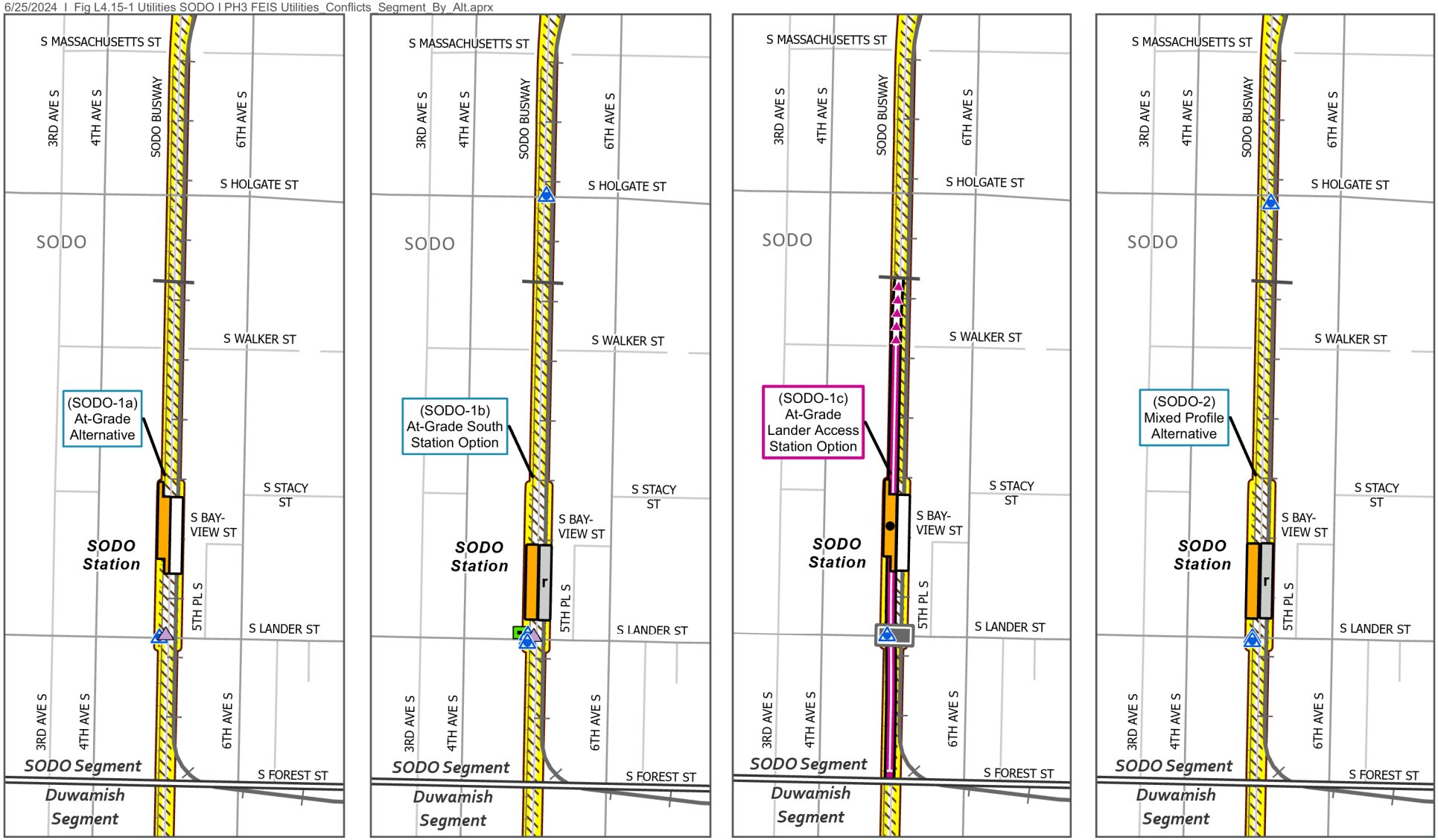
Alternative	Power Line	Water Line	Sewer Line	Gas Line	Telecommunications [a]	Storm Drain	Steam
Preferred At-Grade Lander Access Station Option (SODO-1c)	**3,100 feet [b]**	**1 crossing**	**Not applicable**	**Not applicable**	**Not applicable**	**400 feet**	**Not applicable**
At-Grade Alternative (SODO-1a)	3,100 feet [b]	3 crossings	Not applicable	Not applicable	Not applicable	1 crossing, 400 feet	Not applicable
At-Grade South Station Option (SODO-1b)	3,100 feet [b]	4 crossings	1 crossing	Not applicable	Not Applicable	1 crossing, 400 feet	Not applicable
Mixed Profile Alternative (SODO-2)	3,100 feet [b]	2 crossings	Not applicable	Not applicable	Not Applicable	400 feet	Not applicable
Preferred South Crossing Alternative (DUW-1a)	**1 crossing, 800 feet**	**1 crossing, 100 feet**	**2 crossings, 500 feet**	**2 crossings, 200 feet**	**2 crossings, 3,100 feet**	**600 feet**	**Not applicable**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	1 crossing, 800 feet	2 crossings, 100 feet	2 crossings, 100 feet	2 crossings, 700 feet	2 crossings, 4,100 feet	1 crossing 600 feet	Not applicable
North Crossing Alternative (DUW-2) [c]	1 crossing, 800 feet	2 crossings, 800 feet	3 crossings, 400 feet	200 feet	4 crossings, 500 feet	1 crossing, 600 feet	Not applicable
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**2 crossings**	**Not applicable**	**3 crossings**	**1 crossing**	**1 crossing, 200 feet**	**1 crossing**	**Not applicable**
Dakota Street Station Alternative (DEL-1a)	Not applicable	Not applicable	1 crossing	2 crossings, 100 feet	1 crossing, 1,600 feet	Not applicable	Not applicable
Dakota Street Station North Alignment Option (DEL-1b)	Not applicable	Not applicable	1 crossing	2 crossings, 100 feet	1,200 feet	Not applicable	Not applicable
Dakota Street Station Lower Height Alternative (DEL-2a)	Not applicable	Not applicable	1 crossing	2 crossings, 400 feet	1 crossing, 2,700 feet	1 crossing	Not applicable
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Not applicable	Not applicable	1 crossing	2 crossings, 100 feet	1 crossing, 1,600 feet	Not applicable	Not applicable
Delridge Way Station Alternative (DEL-3)	Not applicable	Not applicable	1 crossing	300 feet	1,600 feet	1 crossing	Not applicable

Alternative	Power Line	Water Line	Sewer Line	Gas Line	Telecommunications [a]	Storm Drain	Steam
Delridge Way Station Lower Height Alternative (DEL-4)	Not applicable	Not applicable	1 crossing	300 feet	2,400 feet	Not applicable	Not applicable
Andover Street Station Alternative (DEL-5)	Not applicable	Not applicable	1 crossing	1 crossing, 900 feet	500 feet	100 feet	Not applicable
Andover Street Station Lower Height Alternative (DEL-6a)	Not applicable	Not applicable	1 crossing	1 crossing, 500 feet	200 feet	1 crossing, 100 feet	Not applicable
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	2 crossings	Not applicable	3 crossings	1 crossing	200 feet	1 crossing	Not applicable
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**Not applicable**	**1 crossing**	**1 crossing, 200 feet**	**300 feet**	**100 feet**	**Not applicable**	**Not applicable**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Not applicable	2 crossings	1 crossing, 200 feet	200 feet	400 feet	Not applicable	Not applicable
Elevated Fauntleroy Way Station Alternative (WSJ-2)	Not applicable	2 crossings	Not applicable	500 feet	600 feet	Not applicable	Not applicable
Tunnel 41st Avenue Station Alternative (WSJ-3a)	Not applicable	2 crossings	1 crossing, 200 feet	300 feet	400 feet	Not applicable	Not applicable
Tunnel 42nd Avenue Station Option (WSJ-3b)	Not applicable	2 crossings	1 crossing, 200 feet	300 feet	1 crossing, 400 feet	Not applicable	Not applicable
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Not applicable	1 crossing	1 crossing, 200 feet	Not applicable	500 feet	Not applicable	Not applicable
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	Not applicable	1 crossing	1 crossing, 200 feet	300 feet	100 feet	Not applicable	Not applicable
No Avalon Station Tunnel Alternative (WSJ-6)	Not applicable	Not applicable	1 crossing, 200 feet	Not applicable	Not applicable	Not applicable	Not applicable

[a] Telecommunication utilities include fiber optic telecom.

[b] All SODO Segment Build Alternatives would relocate an overhead 230-kilovolt power line from the SODO Busway to 6th Avenue South between South Massachusetts Street and the substation south of South Spokane Street.

[c] Alternative DUW-2 would conflict with approximately 100 feet of Olympic Pipeline on Harbor Island.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

Utility Crossing Conflicts
- Sewer
- Water
- Storm Drain

Conflicts with Nearby Utility
- Power
- Storm Drain

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

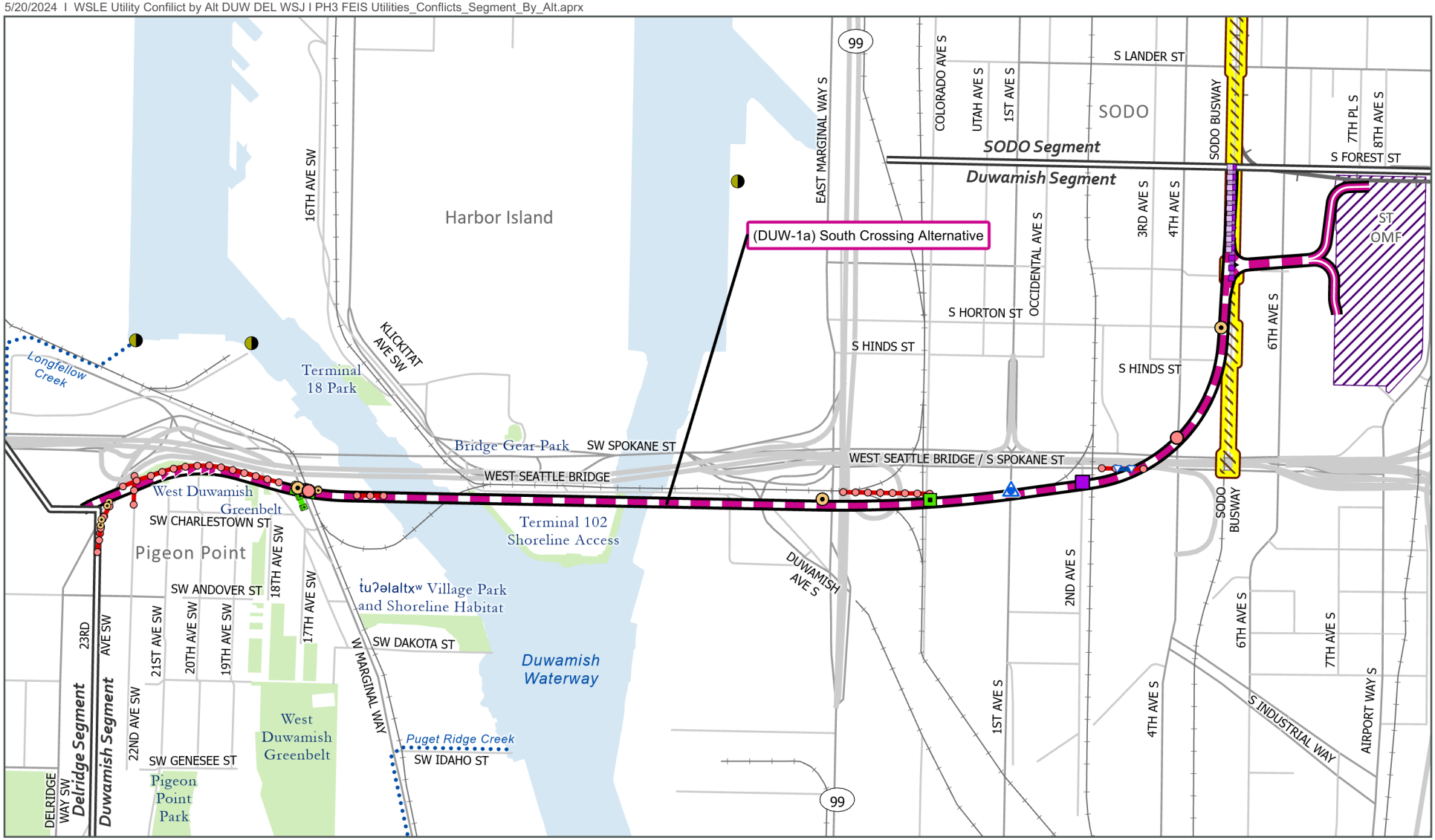
FIGURE L4.15-1
Conflicts with Major Utilities
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N

5/20/2024 I WSLE Utility Confilict by Alt DUW DEL WSJ I PH3 FEIS Utilities_Conflicts_Segment_By_Alt.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park
- Combined Sewer Overflow (CSO) Outfall

Utility Crossing Conflicts
- Fiber Optic Telecom
- Gas
- Power
- Sewer
- Water

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas
- Power
- Sewer
- Water
- Storm Drain

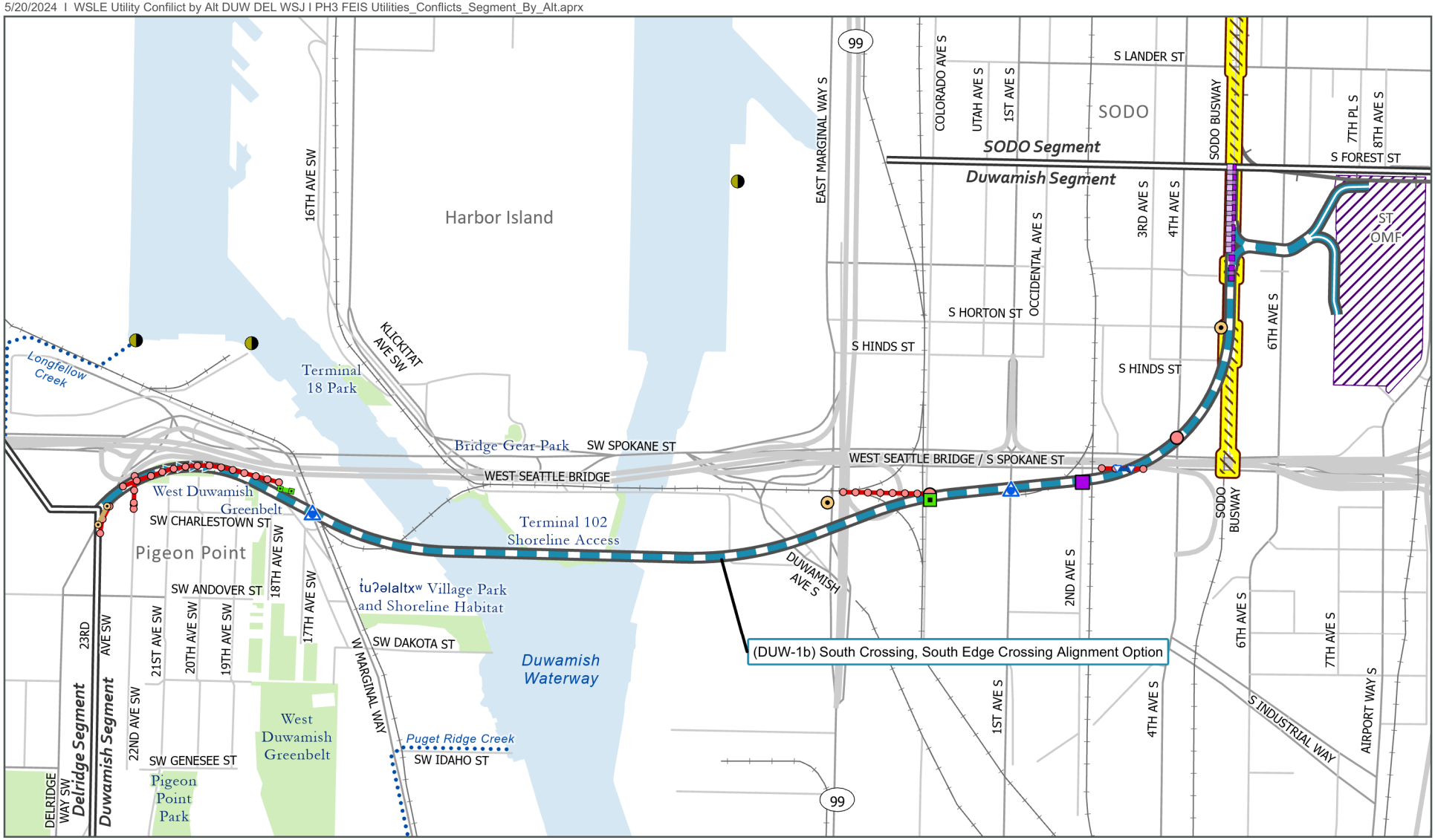
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-2
Preferred Alternative DUW-1a Conflicts with Major Utilities
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative

- Elevated
- At-Grade
- Retained Cut

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park
- Combined Sewer Overflow (CSO) Outfall

Utility Crossing Conflicts

- Fiber Optic Telecom
- Gas
- Power
- Sewer
- Water

Conflicts with Nearby Utility

- Fiber Optic Telecom
- Gas
- Power
- Sewer
- Water
- Storm Drain

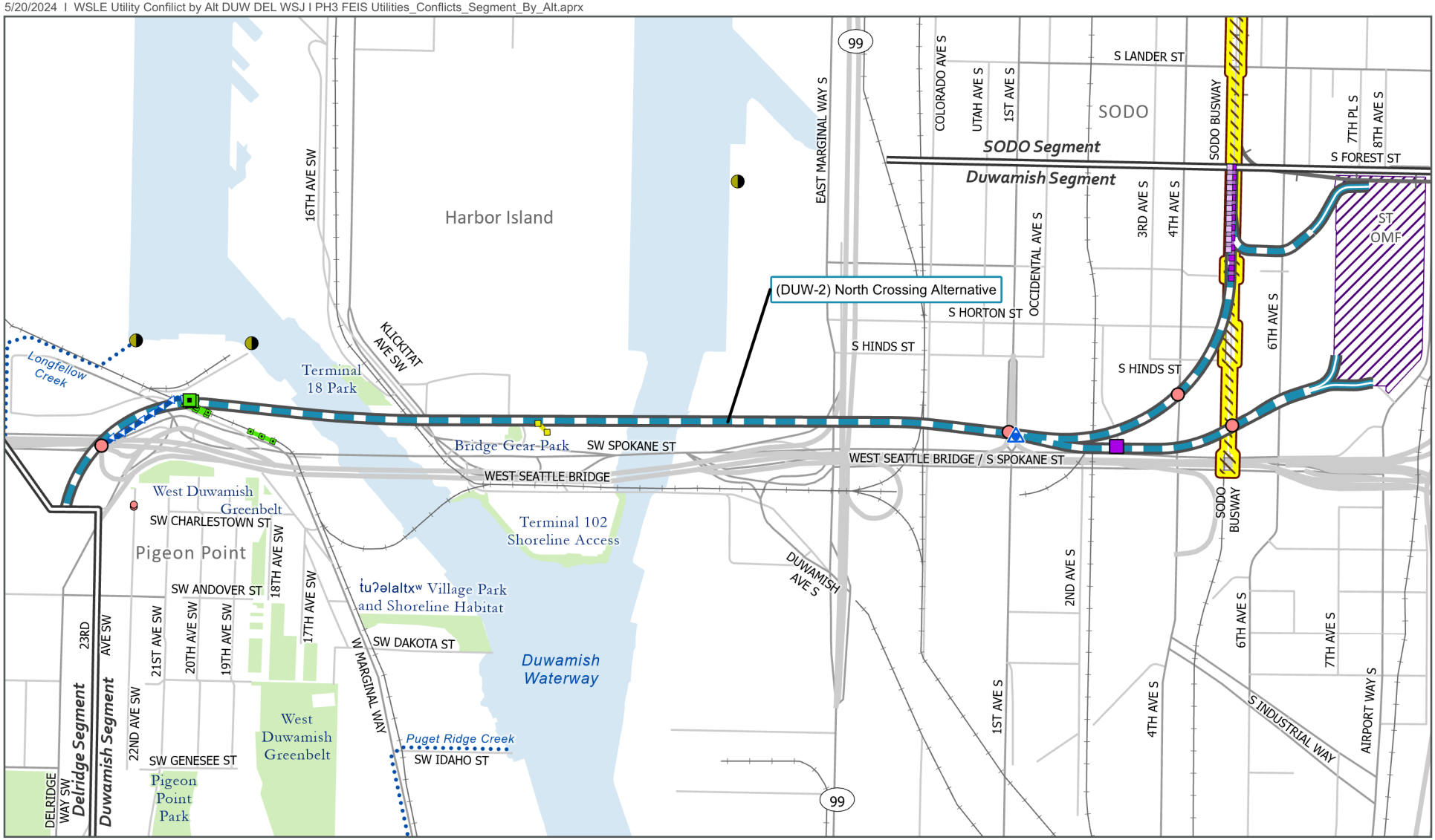
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-3
Option DUW-1b
Conflicts with Major Utilities
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative

- Elevated
- At-Grade

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park
- Combined Sewer Overflow (CSO) Outfall

Utility Crossing Conflicts

- Fiber Optic Telecom
- Power
- Sewer
- Water

Conflicts with Nearby Utility

- Fiber Optic Telecom
- Power
- Sewer
- Water
- Storm Drain
- Oil

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

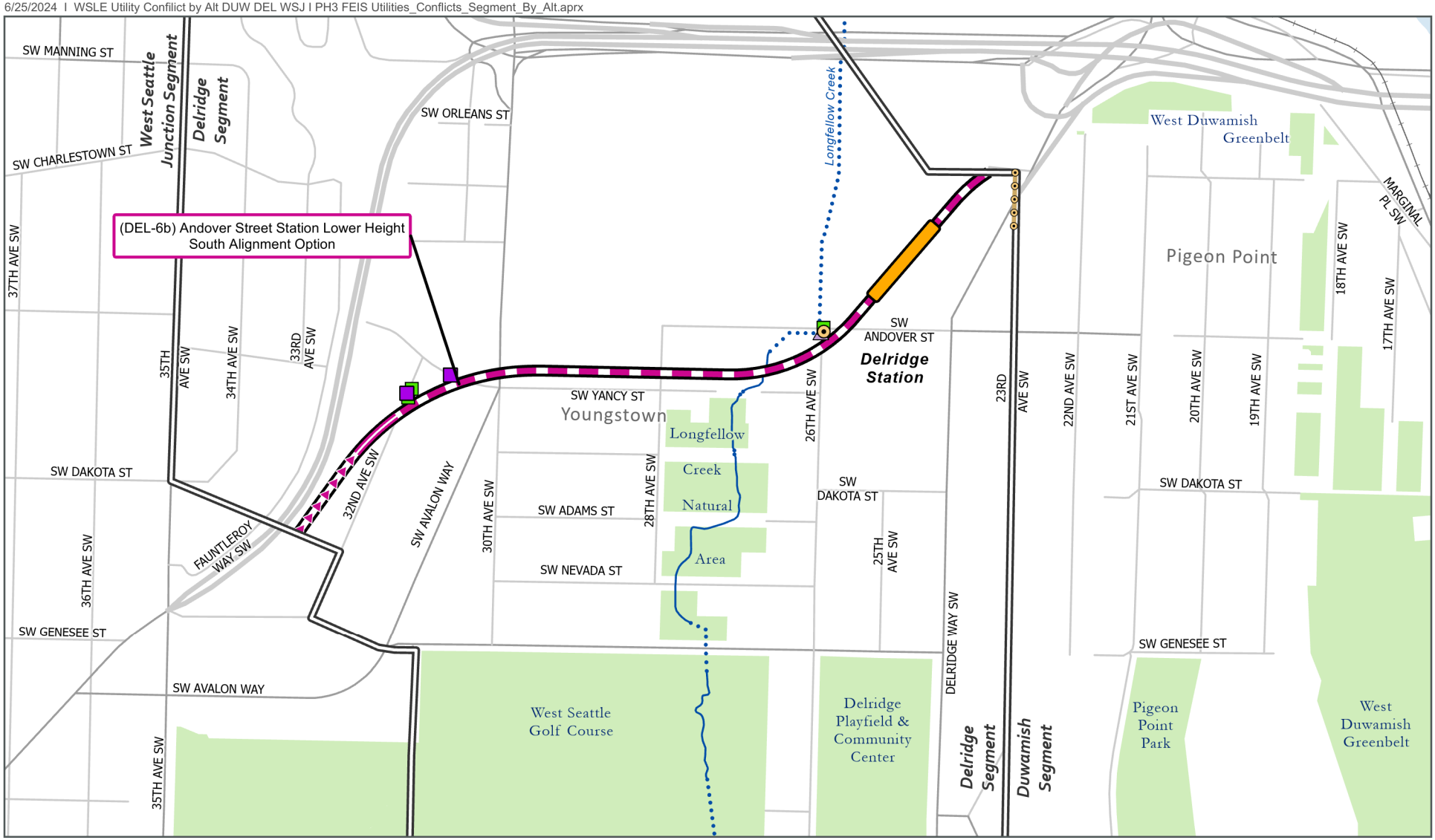
FIGURE L4.15-4
Alternative DUW-2
Conflicts with Major Utilities
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N

6/25/2024 I WSLE Utility Confilict by Alt DUW DEL WSJ I PH3 FEIS Utilities_Conflicts_Segment_By_Alt.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Gas
- Power
- Sewer
- Storm Drain

Conflicts with Nearby Utility
- Gas

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

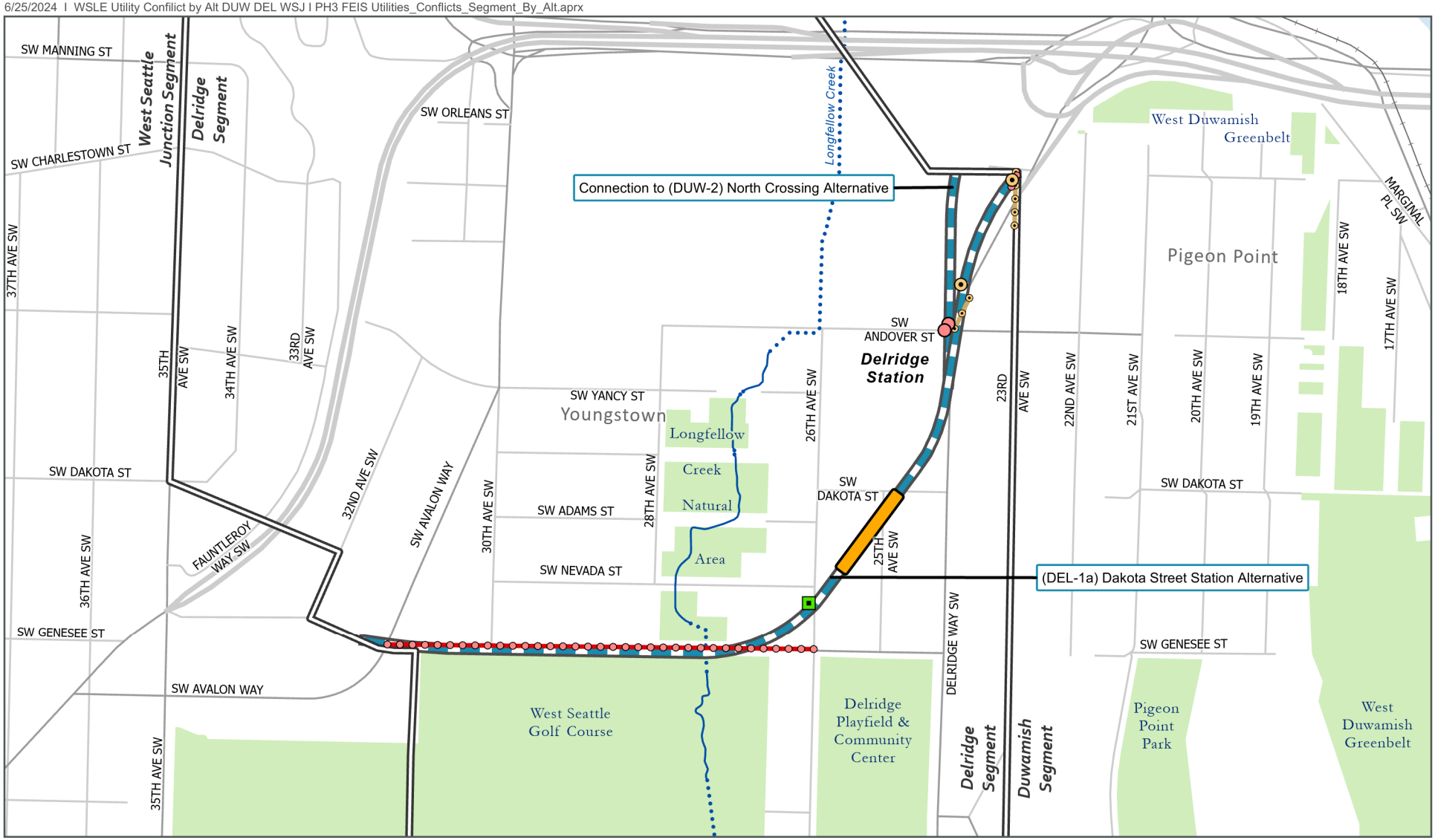
FIGURE L4.15-5
Preferred Option DEL-6b
Conflicts with Major Utilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

6/25/2024 I WSLE Utility Confilict by Alt DUW DEL WSJ I PH3 FEIS Utilities_Conflicts_Segment_By_Alt.aprx



Source: City of Seattle, King County (2023).

Other Alternative

- Elevated

Station

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts

- Fiber Optic Telecom
- Gas
- Sewer

Conflicts with Nearby Utility

- Fiber Optic Telecom
- Gas

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-6

Alternative DEL-1a

Conflicts with Major Utilities

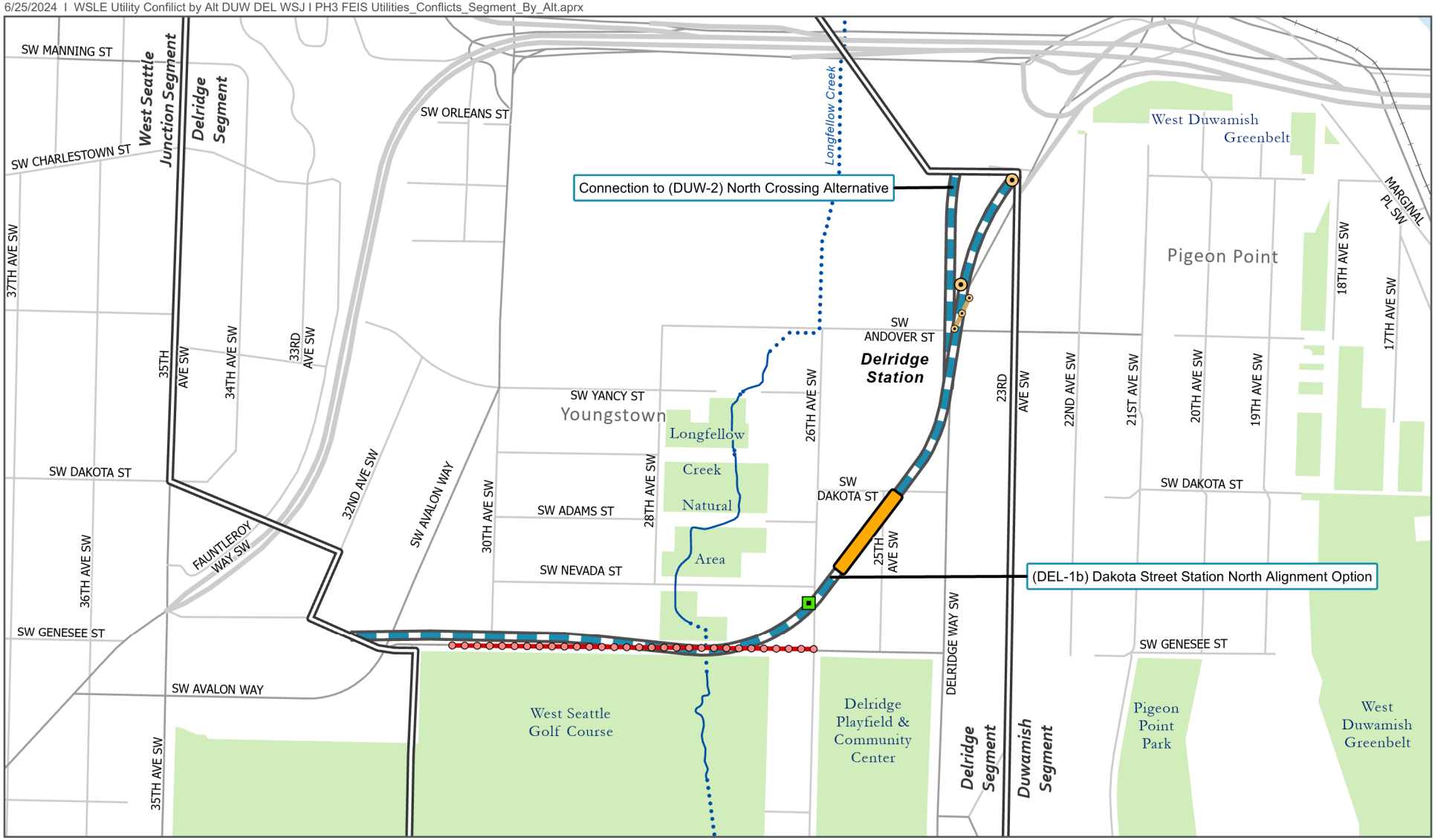
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

6/25/2024 I WSLE Utility Confilict by Alt DUW DEL WSJ I PH3 FEIS Utilities_Conflicts_Segment_By_Alt.aprx



Source: City of Seattle, King County (2023).

Other Alternative

- Elevated

Station

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts

- Gas
- Sewer

Conflicts with Nearby Utility

- Fiber Optic Telecom
- Gas

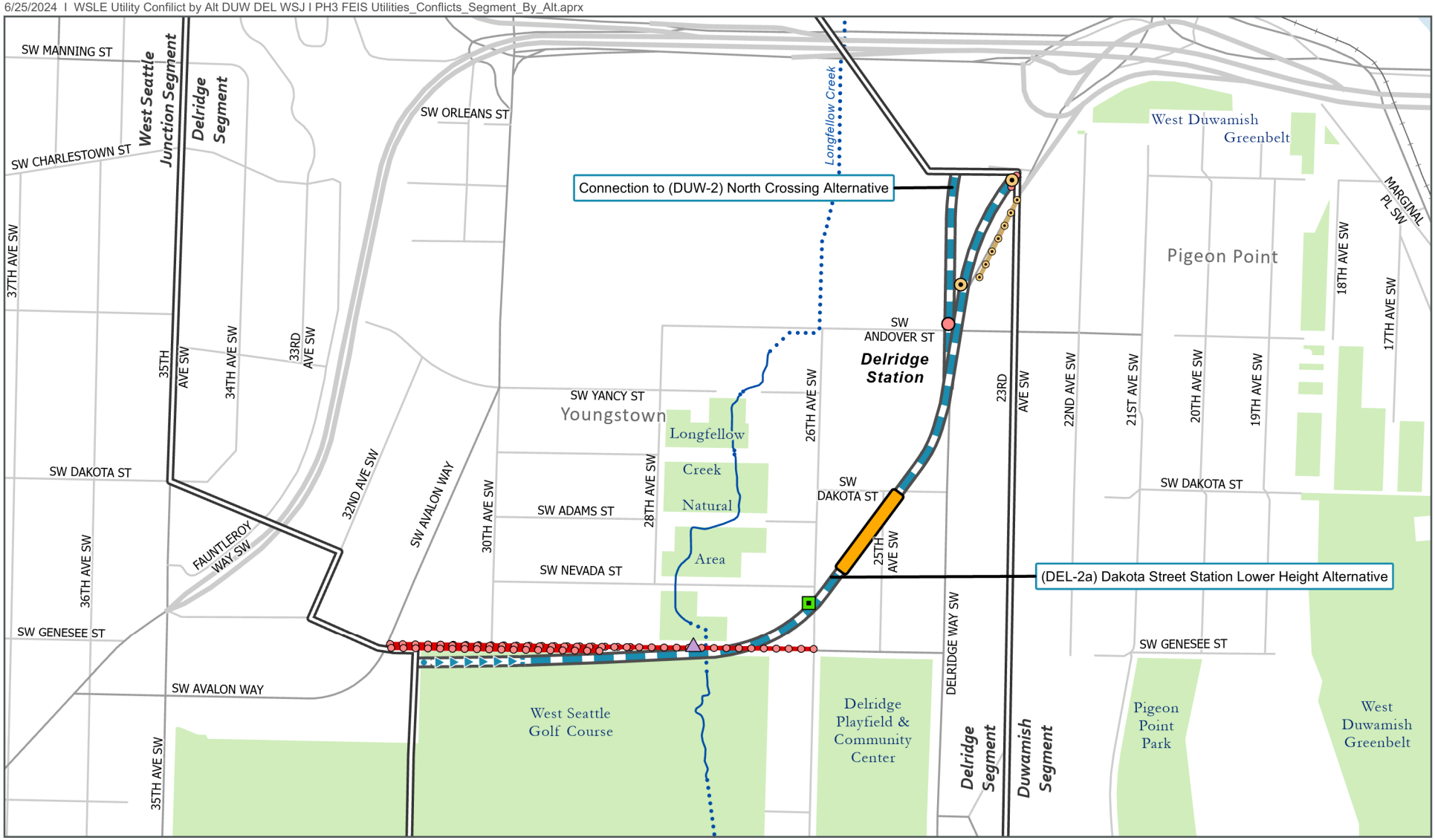
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-7
Option DEL-1b
Conflicts with Major Utilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Fiber Optic Telecom
- Gas
- Sewer
- Storm Drain

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas

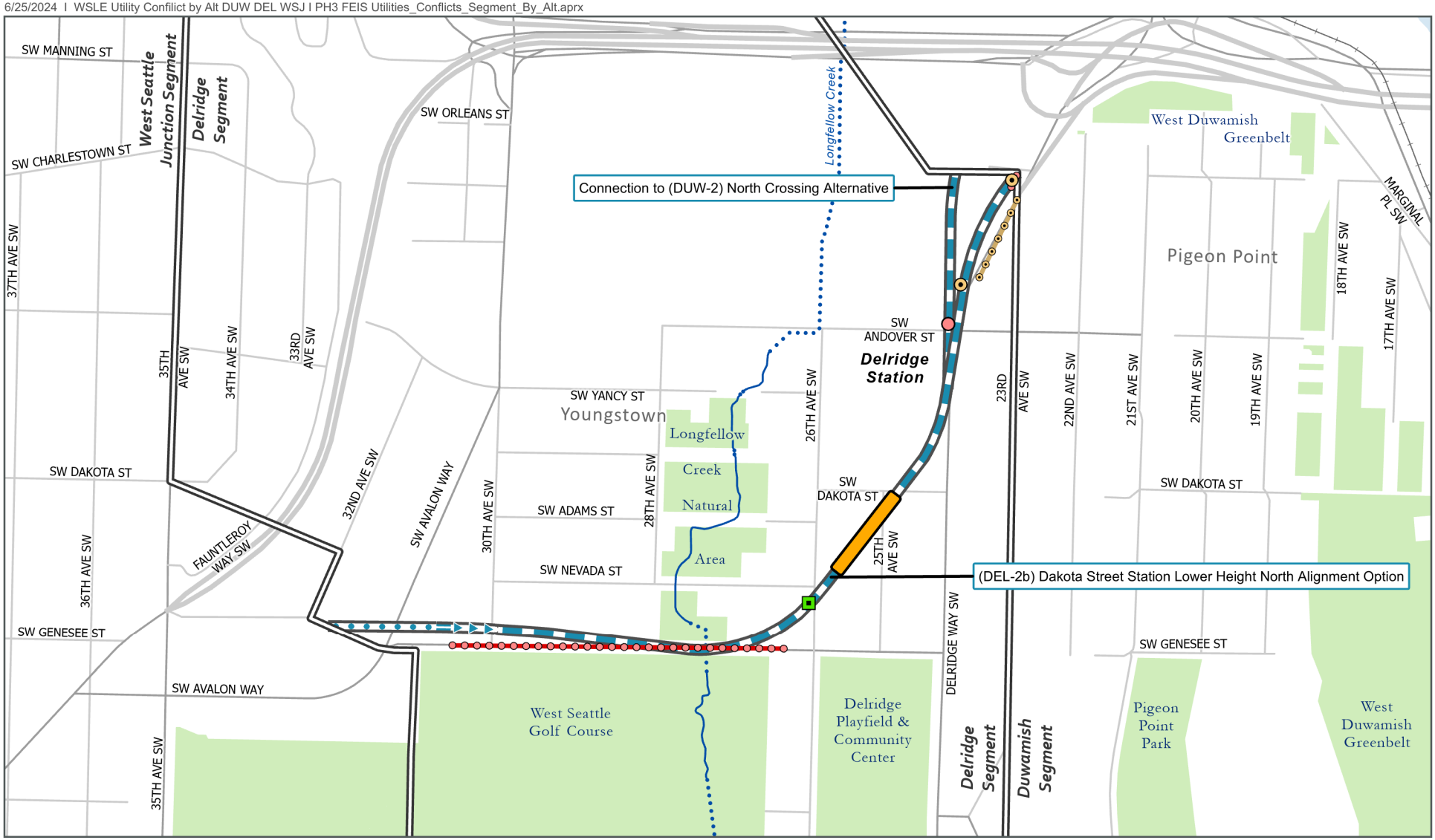
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-8
Alternative DEL-2a
Conflicts with Major Utilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Fiber Optic Telecom
- Gas
- Sewer

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas

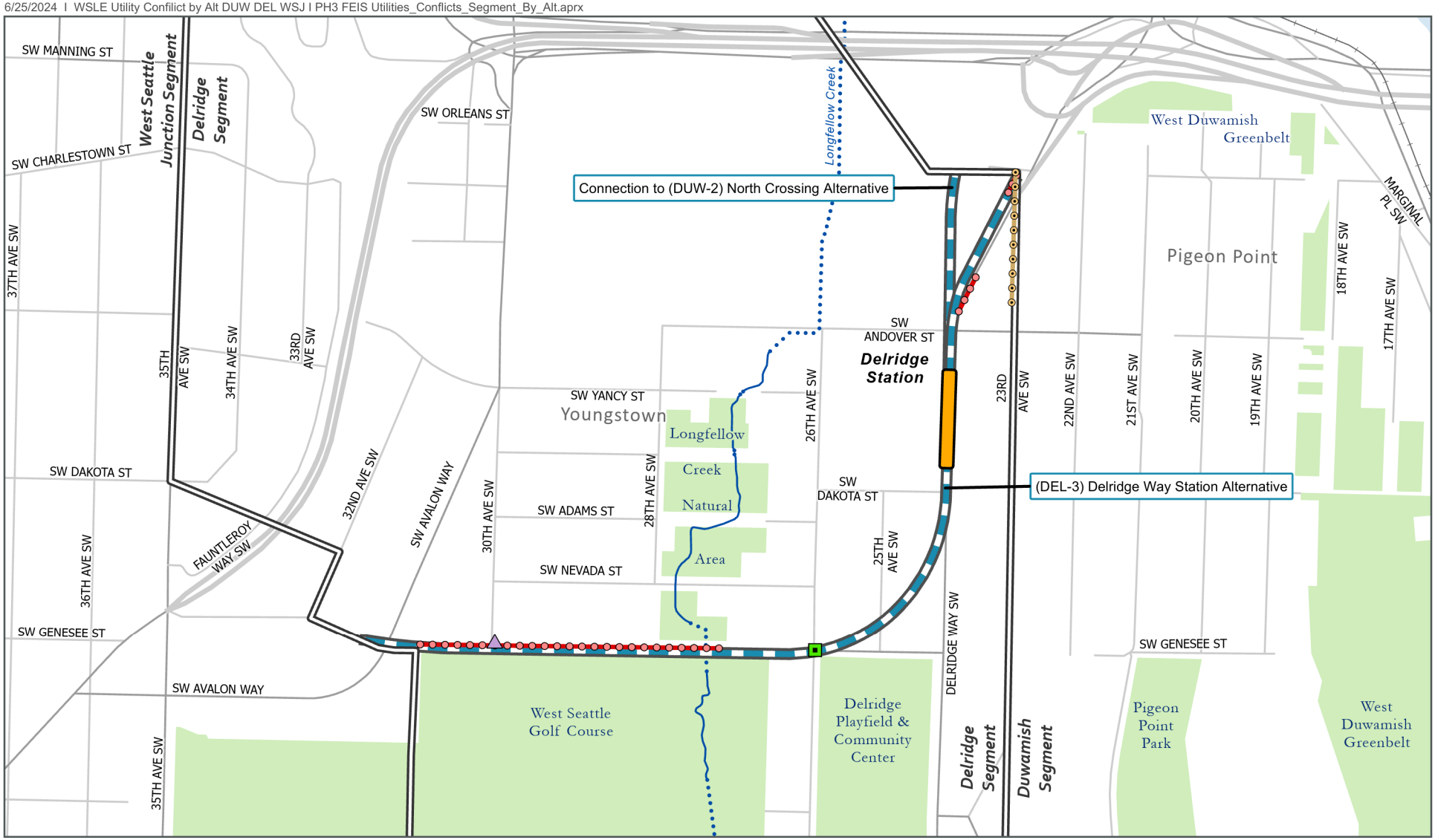
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-9
Option DEL-2b
Conflicts with Major Utilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative
- Elevated

Station
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Sewer
- Storm Drain

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas

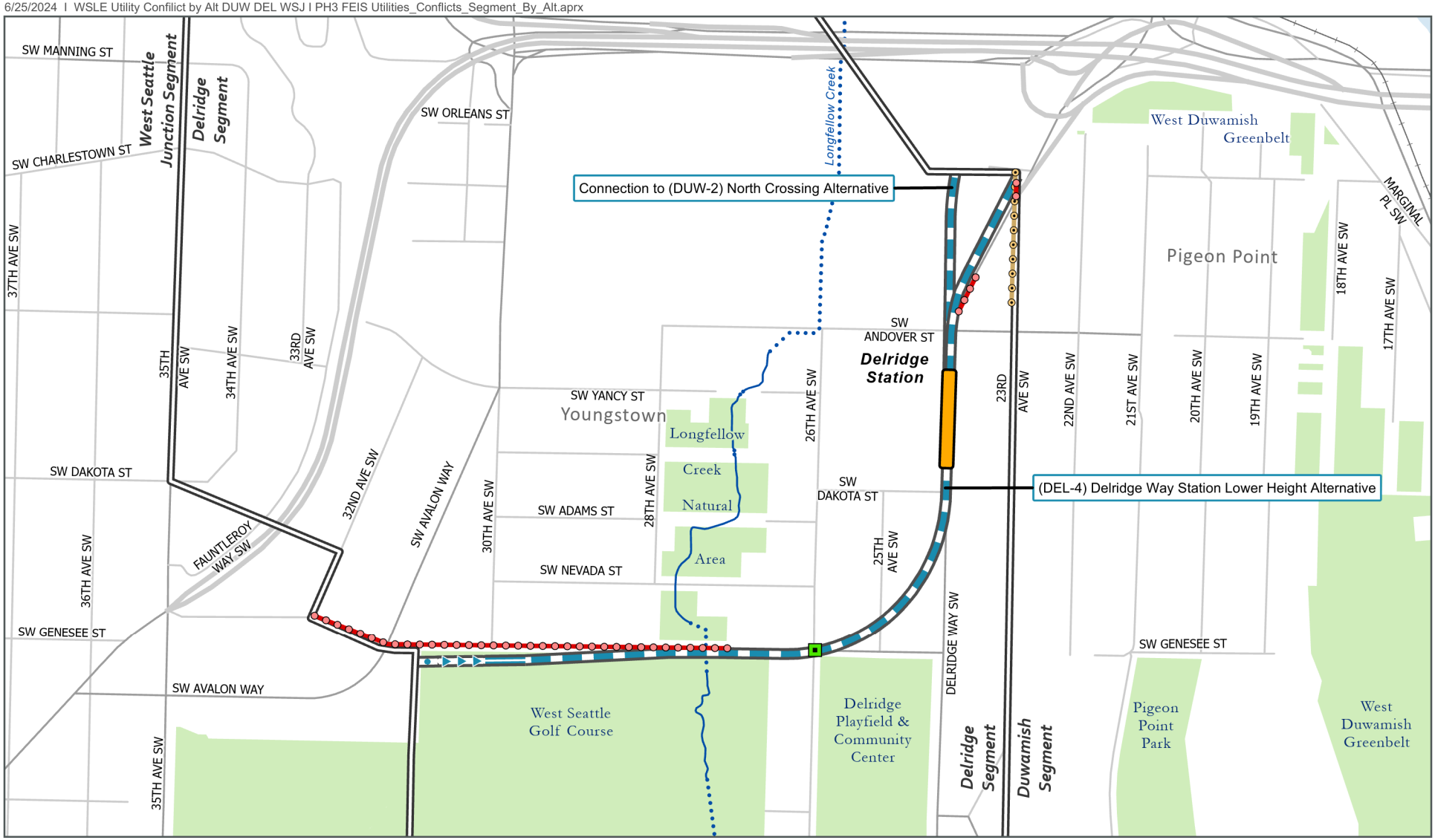
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-10
Alternative DEL-3
Conflicts with Major Utilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Sewer

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

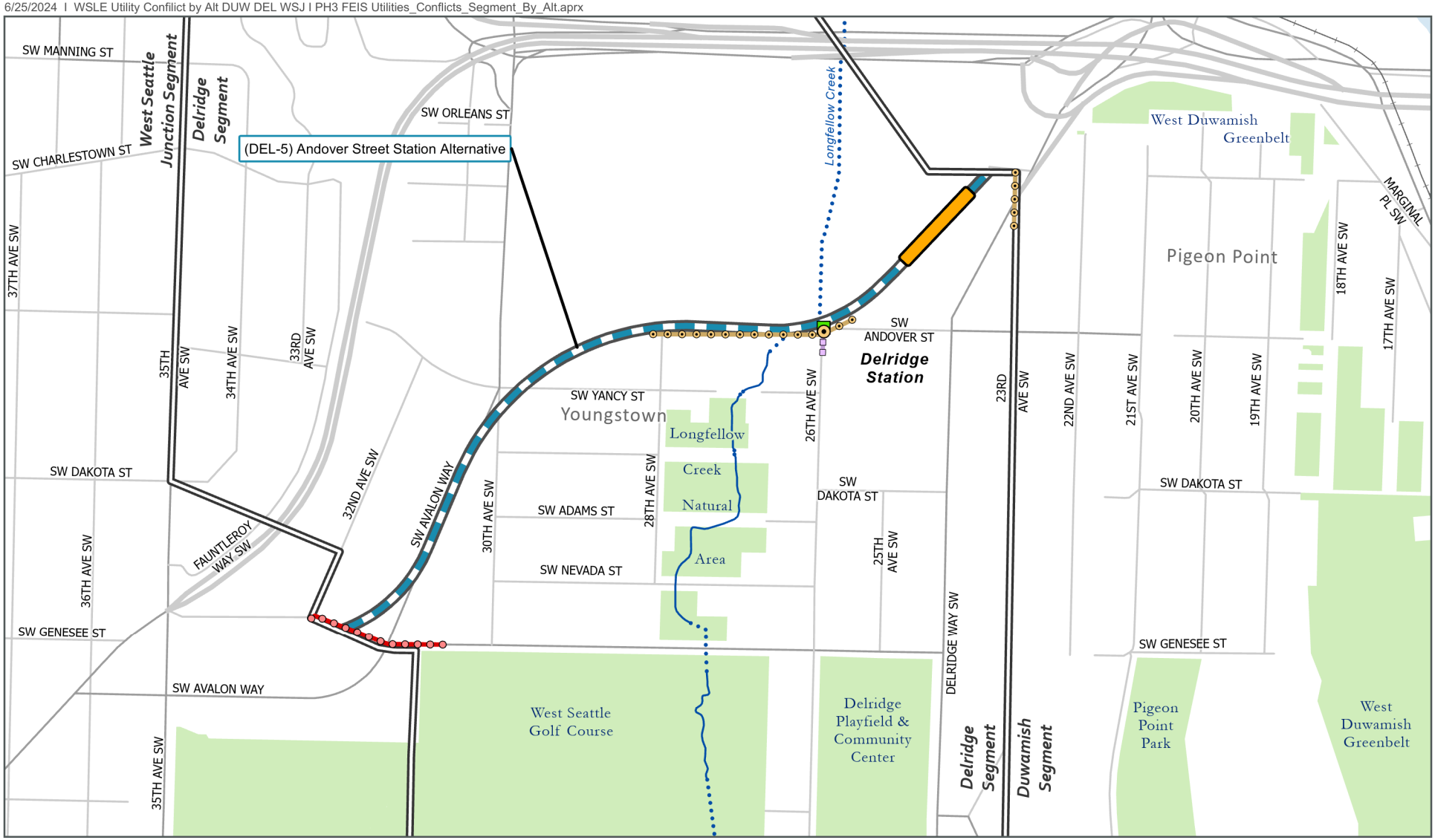
FIGURE L4.15-11
Alternative DEL-4
Conflicts with Major Utilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

6/25/2024 I WSLE Utility Confilict by Alt DUW DEL WSJ I PH3 FEIS Utilities_Conflicts_Segment_By_Alt.aprx



Source: City of Seattle, King County (2023).

Other Alternative

- Elevated

Station

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts

- Gas
- Sewer

Conflicts with Nearby Utility

- Fiber Optic Telecom
- Gas
- Storm Drain

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-12

Alternative DEL-5

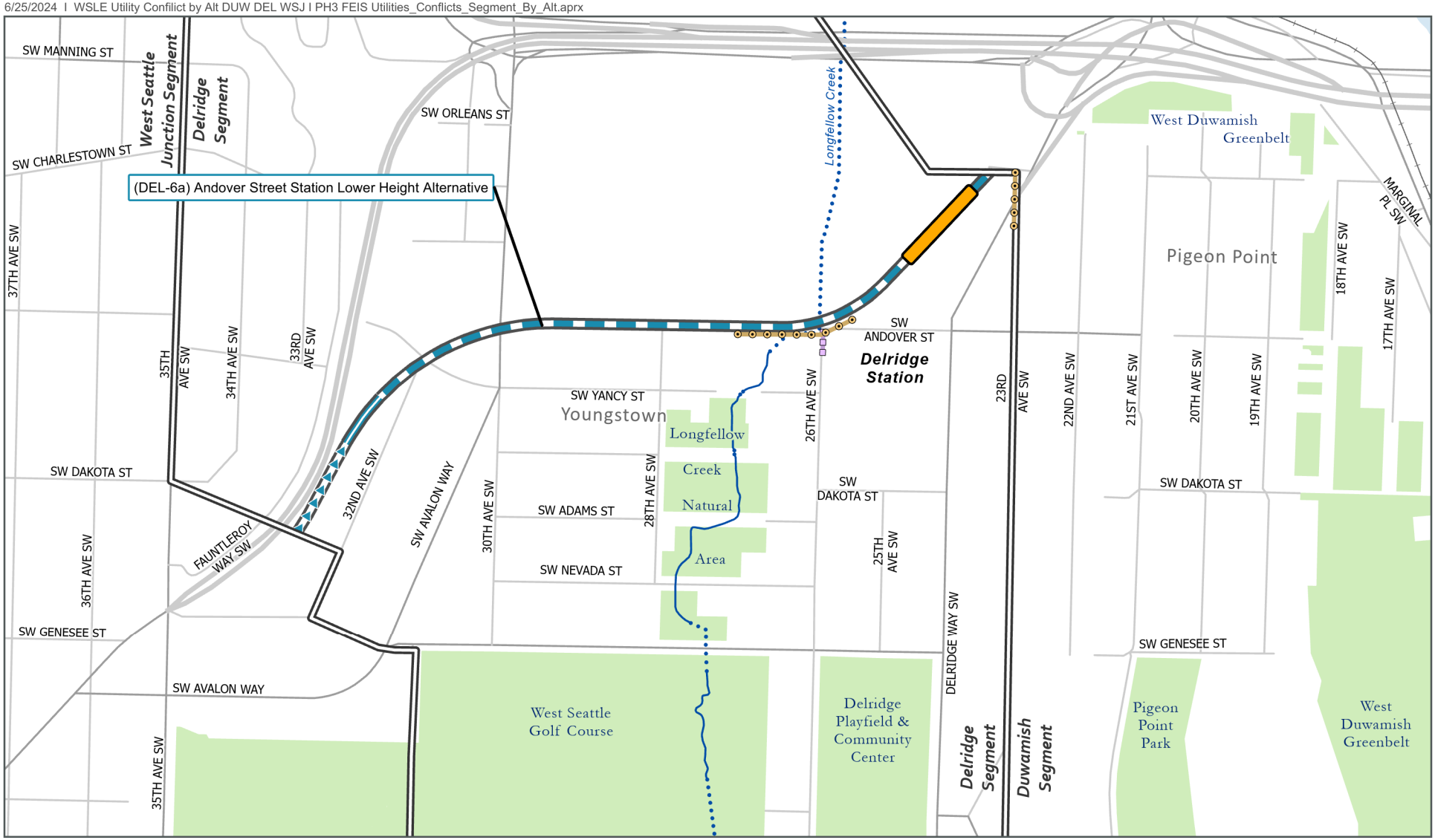
Conflicts with Major Utilities

Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative
- Elevated
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Conflicts with Nearby Utility
- Gas
- Storm Drain

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

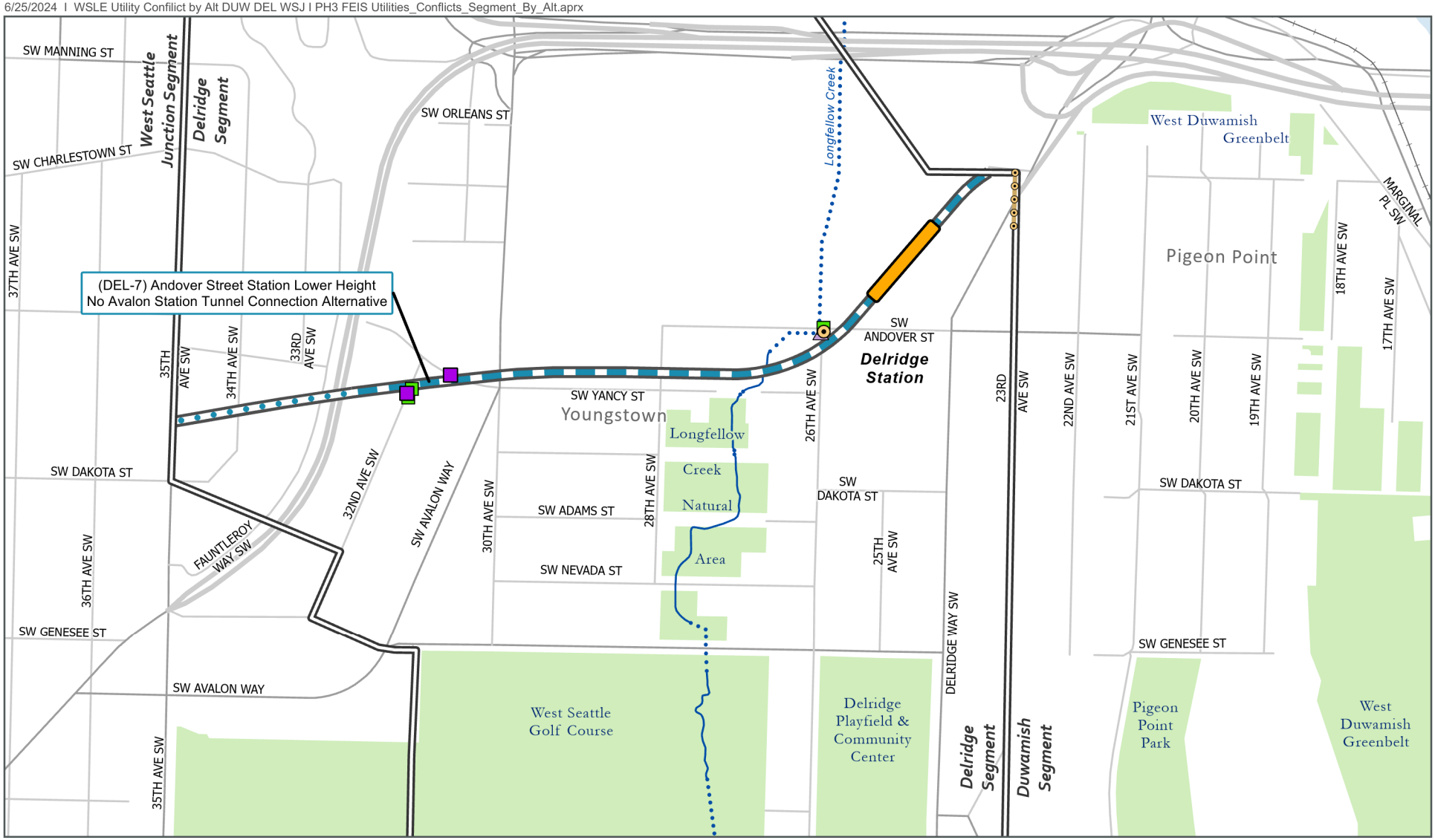
FIGURE L4.15-13
Alternative DEL-6a
Conflicts with Major Utilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

6/25/2024 I WSLE Utility Confilict by Alt DUW DEL WSJ I PH3 FEIS Utilities_Conflicts_Segment_By_Alt.aprx



Source: City of Seattle, King County (2023).

Other Alternative
- Elevated
- Tunnel

Station
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Gas
- Power
- Sewer
- Storm Drain

Conflicts with Nearby Utility
- Gas

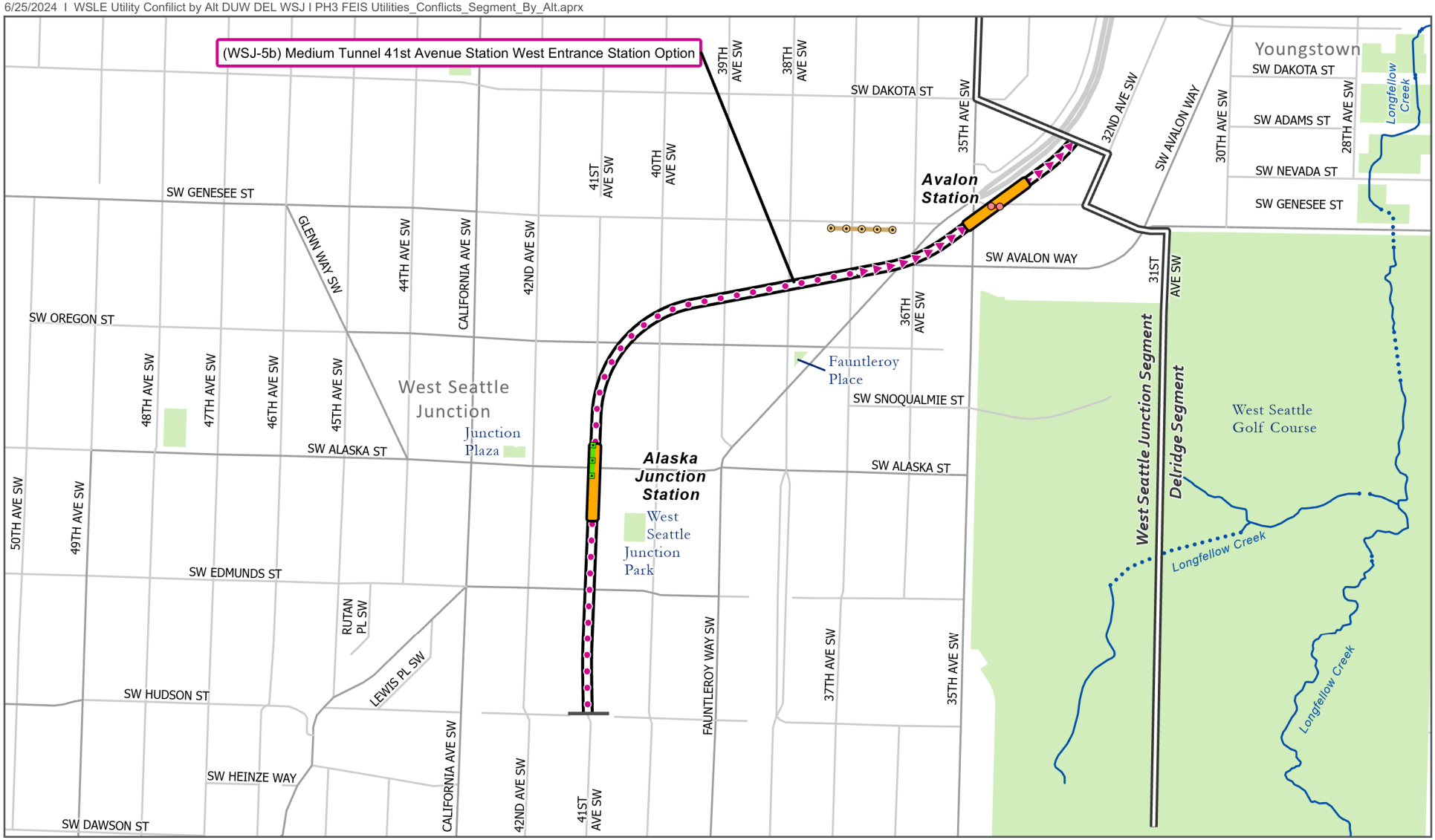
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-14
Alternative DEL-7
Conflicts with Major Utilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Tunnel
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas
- Sewer

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-15
Preferred Option WSJ-5b
Conflicts with Major Utilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Source: City of Seattle, King County (2023).

Other Alternative
- Elevated

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Water

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas
- Sewer

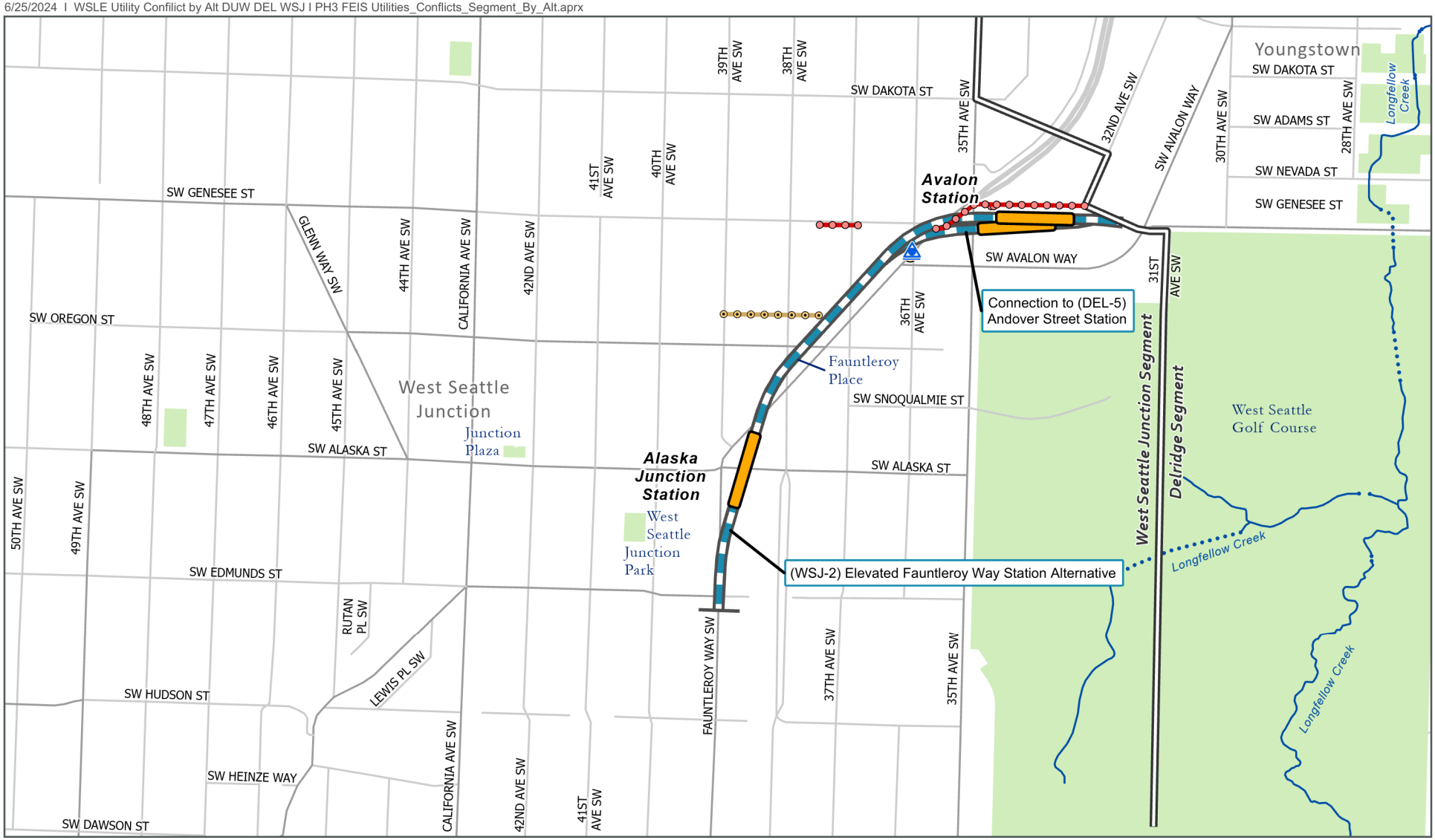
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-16
Alternative WSJ-1
Conflicts with Major Utilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative
- Elevated

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Gas
- Water

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-17
Alternative WSJ-2
Conflicts with Major Utilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Source: City of Seattle, King County (2023).

Other Alternative
- Tunnel

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Water

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas
- Sewer

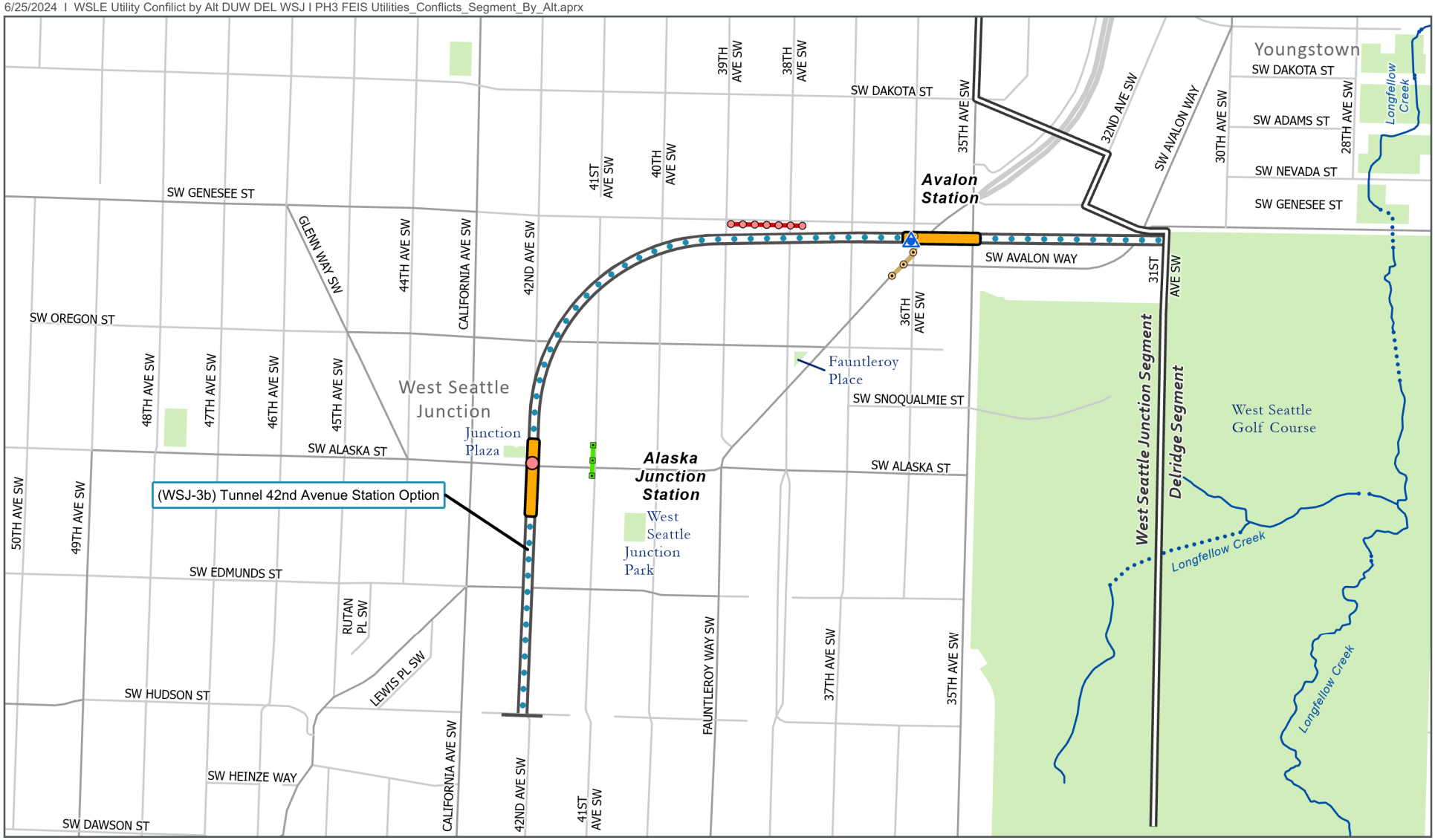
Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-18
Alternative WSJ-3a
Conflicts with Major Utilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Other Alternative
- Tunnel

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Fiber Optic Telecom
- Water

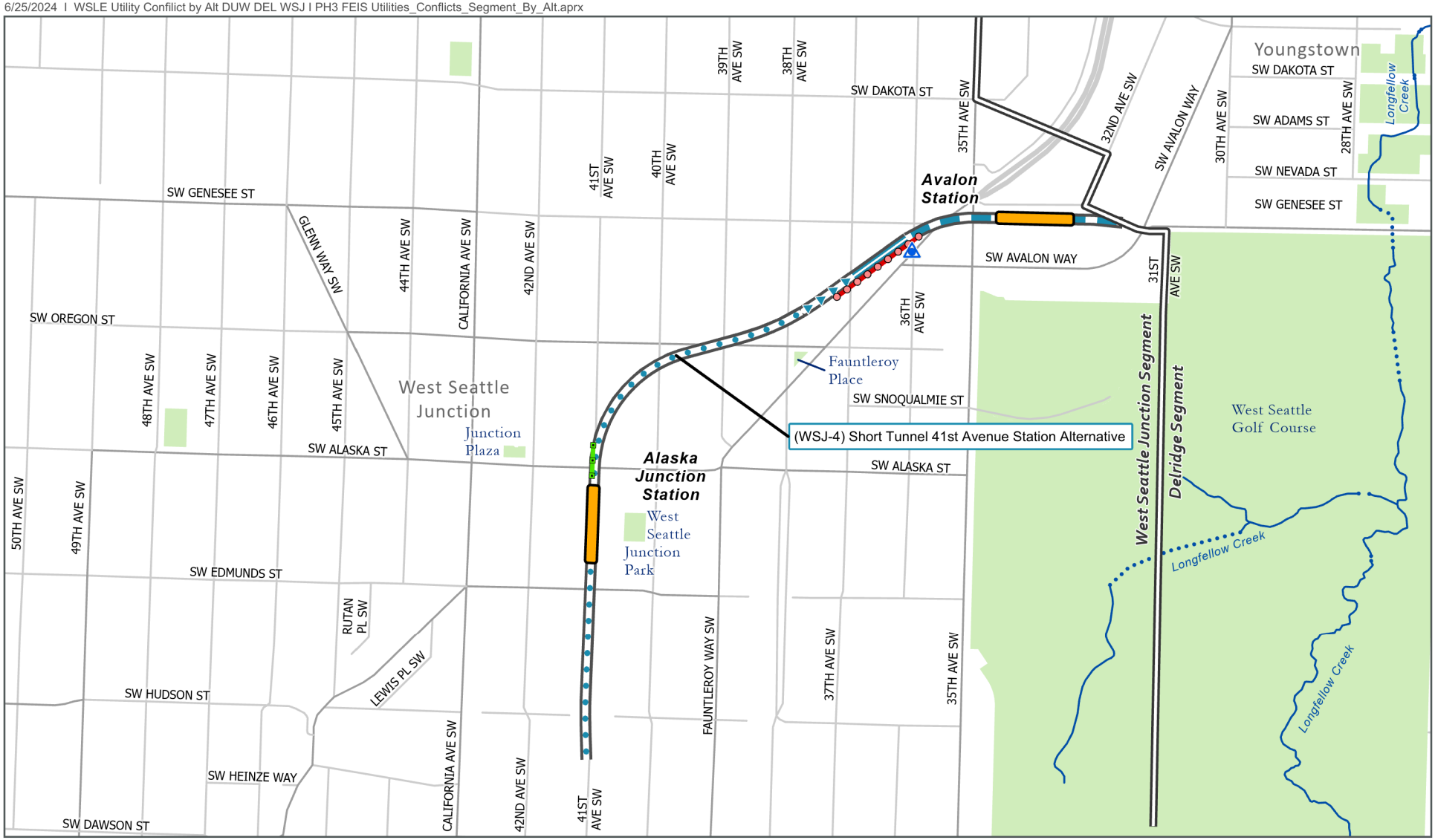
Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas
- Sewer

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-19
Option WSJ-3b
Conflicts with Major Utilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County (2023).

Other Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Utility Crossing Conflicts
- Water

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Sewer

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-20
Alternative WSJ-4
Conflicts with Major Utilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet
N

Source: City of Seattle, King County (2023).

Other Alternative
- Tunnel
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Conflicts with Nearby Utility
- Fiber Optic Telecom
- Gas
- Sewer

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-21
Alternative WSJ-5a
Conflicts with Major Utilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Source: City of Seattle, King County (2023).

Other Alternative
- Tunnel

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Conflicts with Nearby Utility
- Sewer

Note: Conflict symbology is approximate and does not represent the exact position or length of the conflict with the alternative.

FIGURE L4.15-22
Alternative WSJ-6
Conflicts with Major Utilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

L4.15.2 References

King County. 2017. *Chelan Combined Sewer Overflow Control Project Fact Sheet*. Wastewater Treatment Division. https://www.kingcounty.gov/~/media/depts/dnrp/wtd/capital-projects/ChelanCSO/docs/1703_Chelan-CSO-fact-sheet.ashx?la=en.

King County. 2018. *2018 Combined Sewer Overflow Control Program Update.* Wastewater Treatment Division. https://kingcounty.gov/~/media/services/environment/wastewater/cso/docs/program-updates/2018_CSO-control-program-update-secure.ashx?la=en.

King County. 2019. *King County Protecting Our Waters projects to control CSOs*. Wastewater Treatment Division. https://kingcounty.gov/services/environment/wastewater/cso/projects/building.aspx.

Appendix L4.17
Parks and Recreational Resources

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Appendix L4.17 Parks and Recreational Resources

Table L4.17-1. Parks and Recreational Resources in the Study Area

Segment	Resource Name	Primary Access	Ownership/ Maintenance	Size/ Length	Resource Type	Primary Use
SODO	East Duwamish Greenbelt	Between South Dearborn Street and South Lucile Street	Seattle Parks and Recreation	23.6 acres	Greenspace	Conservation
SODO	SODO Trail [a]	South Royal Brougham Way and South Forest Street	Sound Transit; Seattle Department of Transportation	1 mile	Paved connector trail	Non-motorized transportation
SODO	12th Avenue South Viewpoint	12th Avenue South and South McClellan Street	Seattle Parks and Recreation	1.1 acre	Neighborhood park	Viewpoint
Duwamish	22nd Avenue Southwest Street-end	22nd Avenue Southwest and Southwest Andover Street	Seattle Department of Transportation	<0.1 acre	Street-end park	Passive use
Duwamish	Bridge Gear Park	3431 11th Avenue Southwest	Port of Seattle	0.3 acre	Historical context display	Passive use
Duwamish	Duwamish Trail [a]	South Spokane Street Bridge to 1st Avenue South Bridge	Seattle Department of Transportation; Port of Seattle	1.9 miles	On-street trail	Non-motorized transportation
Duwamish	Harbor Marina Corporate Center at Terminal 102	Southwest Klickitat Way	Port of Seattle	2.4 acres	Waterfront park	Public shoreline access
Duwamish	Pigeon Point Park	Southwest Genesee Street	Seattle Parks and Recreation	30.1 acres	Neighborhood park	Passive use/ Leisure activity
Duwamish	t̓uʔəlaltxʷ Village Park and Shoreline Habitat	West Marginal Way Southwest	Port of Seattle	2.9 acres	Waterfront park	Public shoreline access
Duwamish	Terminal 18 Park	Southwest Spokane Street	Port of Seattle	1.3 acres	Waterfront park	Passive use
Duwamish	West Duwamish Greenbelt	West Marginal Way Southwest	Seattle Parks and Recreation	197 acres	Greenspace	Recreation/ Conservation
Duwamish	West Seattle Bridge Trail [a]	Southwest Spokane Street	Seattle Department of Transportation; Port of Seattle	2 miles	Paved multi-modal trail	Non-motorized transportation
Delridge	Alki Trail [a]	Alki Beach to Duwamish Waterway	Seattle Department of Transportation; Seattle Parks and Recreation; Port of Seattle	4.4 miles	Paved multi-modal trail	Non-motorized transportation

Segment	Resource Name	Primary Access	Ownership/ Maintenance	Size/ Length	Resource Type	Primary Use
Delridge	Delridge Connector Trail [a]	Southwest Andover Street to West Seattle Bridge	Seattle Parks and Recreation	0.4 mile	Paved multi-modal trail	Non-motorized transportation
Delridge	Delridge Playfield	Southwest Alaska Street	Seattle Parks and Recreation	14.0 acres	Playground	Active use
Delridge	Duwamish Head Greenbelt	West Admiral Way	Seattle Parks and Recreation	20.7 acres	Greenspace	Conservation/ Recreation
Delridge	Longfellow Creek Natural Area	28th Avenue West	Seattle Parks and Recreation	5.9 acres	Greenspace	Conservation/ Recreation
Delridge	Longfellow Creek Legacy Trail	Southwest Genesee Street	Seattle Parks and Recreation	4.2 miles	Recreation trail	Recreation
Delridge	West Seattle Golf Course	35th Avenue Southwest	Seattle Parks and Recreation	138.1 acres	Recreation area	Active use
West Seattle Junction	Camp Long	35th Avenue Southwest	Seattle Parks and Recreation	54.5 acres	Large city park	Recreation
West Seattle Junction	Dakota Place Park	Southwest Dakota Street	Seattle Parks and Recreation	0.5 acre	Neighborhood park	Passive use/ Leisure activity
West Seattle Junction	Ercolini Park	48th Avenue Southwest	Seattle Parks and Recreation	0.5 acre	Neighborhood park	Active use
West Seattle Junction	Fairmount Playground	Fauntleroy Way Southwest	Seattle Parks and Recreation	5.3 acres	Playground	Active use
West Seattle Junction	Fauntleroy Place	Fauntleroy Way Southwest	Seattle Parks and Recreation	0.1 acre	Street triangle	Passive use
West Seattle Junction	Junction Plaza	42nd Avenue Southwest	Seattle Parks and Recreation	0.2 acre	Neighborhood park	Passive use
West Seattle Junction	Rotary Viewpoint	35th Avenue Southwest	Seattle Parks and Recreation	2.2 acres	Neighborhood park	Viewpoint
West Seattle Junction	West Seattle Junction Park	40th Avenue Southwest	Seattle Parks and Recreation	0.4 acre	Planned park	Passive use/Leisure activity
West Seattle Junction	West Seattle Stadium	35th Avenue Southwest	Seattle Parks and Recreation	11.6 acres	Recreation area	Active use

[a] For a discussion of potential project effects to paved multi-modal trails in the study area, refer to Section 3.7, Non-motorized Facilities, in Chapter 3, Transportation Environment and Consequences.

Table L4.17-2 Delridge Segment Visual Impacts to Parks and Recreational Resources

Resource	Alternative	Change in Visual Quality	Visual Impact Summary
Delridge Playfield	• Dakota Street Station Alternative (DEL-1a) • Dakota Street Station North Alignment Option (DEL-1b) • Delridge Way Station Alternative (DEL-3)	High to Low-average	• Visible tree removal along Southwest Genesee Street (varies among these alternatives). • Visual presence of guideway. • Visual character change to transportation.
Delridge Playfield	• Dakota Street Station Lower Height Alternative (DEL-2a) • Dakota Street Station Lower Height North Alignment Option (DEL-2b) • Delridge Way Station Lower Height Alternative (DEL-4)	High to Average	• Visual presence of guideway. • Visual character change to transportation.
West Seattle Golf Course	• Dakota Street Station Alternative (DEL-1a) • Dakota Street Station North Alignment Option (DEL-1b) • Dakota Street Station Lower Height Alternative (DEL-2a) • Delridge Way Station Alternative (DEL-3) • Delridge Way Station Lower Height Alternative (DEL-4)	High to Low-average	• Visible tree and vegetation removal along edge and/or within the golf course at northern boundary (DEL-3 would remove the most). • Visual quality of northern views from within the golf course would be most affected, among the alternatives. • Visual character change to transportation.
West Seattle Golf Course	• Dakota Street Station Lower Height North Alignment Option (DEL-2b)	High to Average	• Visual quality of northern views from within the golf course would be least affected, among the alternatives. • Visual presence of lower elevated guideway lower (transitioning in height). • Visual character change to transportation.

Resource	Alternative	Change in Visual Quality	Visual Impact Summary
Longfellow Creek Natural Area/ Longfellow Creek Legacy Trail	• Dakota Street Station Alternative (DEL-1a) • Dakota Street Station North Alignment Option (DEL-1b)	High-average to Low	• Some vegetation would be removed from the southern edge of the Longfellow Creek Natural Area. Remaining trees would screen or partially screen views of the elevated guideway from most of the Longfellow Creek Legacy Trail, which follows the creek along the bottom of its ravine.
Longfellow Creek Natural Area/ Longfellow Creek Legacy Trail	• Delridge Way Station Alternative (DEL-3)	High to Average	• Would not remove vegetation from the edge of the Longfellow Creek Natural Area, although it might be seen from a few points along the Longfellow Creek Legacy Trail. If and where it is seen, it would lower the high average visual quality of views.
Longfellow Creek Natural Area/ Longfellow Creek Legacy Trail	• Delridge Way Station Lower Height Alternative (DEL-4)	High to Low-average	• Would not remove vegetation from the edge of the Longfellow Creek Natural Area, although it might be seen from a few points along the Longfellow Creek Legacy Trail. If and where it is seen, it would lower the high average visual quality of views.

APPENDIX M

Summary of Alternatives Development and Initial Assessment Process

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1 INTRODUCTION

The Alternatives Development process evaluated alternatives for both the West Seattle Link Extension and the Ballard Link Extension. During preparation of the Draft Environmental Impact Statement (EIS), the projects were evaluated together because of their location, schedule, and review efficiencies for partner agencies. This appendix describes the Alternatives Development process, and therefore includes alternatives applicable to both the West Seattle Link Extension and the Ballard Link Extension.

In January 2022, Sound Transit published a Draft EIS that included both the West Seattle Link Extension and the Ballard Link Extension. In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, evaluating additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. As a result, environmental review for the two extensions is no longer on the same schedule. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and the Federal Transit Administration have decided to complete environmental review for each extension separately.

Sound Transit evaluated alternatives based on the alternative's ability to satisfy the West Seattle and Ballard Link Extensions Project's preliminary purpose and need and how well it performs relative to other alternatives. Evaluation criteria, measures, and methods were used to assess the performance of the alternatives considered in a three-level screening process (Levels 1, 2, and 3). After each screening analysis was complete, the results were presented to the Stakeholder Advisory Group for discussion and recommendations of what alternatives to carry forward to the next level of screening were provided to the Elected Leadership Group. The Elected Leadership Group's recommendations on which alternatives to study in the next screening level were then presented to the Sound Transit Board. The Stakeholder Advisory Group includes transit riders, residents, businesses, major institutional organizations, key stakeholders, and members of the public. The Elected Leadership Group includes elected officials who represent the jurisdictions within project corridor and/or Sound Transit Board of Directors (the Board).

Following the public scoping period for the Draft EIS, the Board reviewed the comments received and the results of the three-level alternatives development process. In May 2019, the Board approved Motion M2019-51 (Sound Transit Board of Directors 2019a), which identified preferred alternatives, preferred alternatives with third-party funding, and other alternatives to study in the Draft EIS. The Board also directed Sound Transit project staff to conduct an initial assessment of additional alternatives suggested during the scoping period to establish whether further detailed study in the Draft EIS was appropriate.

Following completion of the initial assessment, the Board reviewed the assessment findings and public input and in October 2019 approved Motion M2019-104 (Sound Transit Board of Directors 2019b), which identified additional alternatives to study in the Draft EIS.

A summary of the alternatives considered in each screening level and the initial assessment and the outcome of each process is provided in the following sections. A summary of the alternatives suggested during public scoping and not carried forward into the Draft EIS is also provided.

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2 LEVEL 1 ALTERNATIVES SCREENING

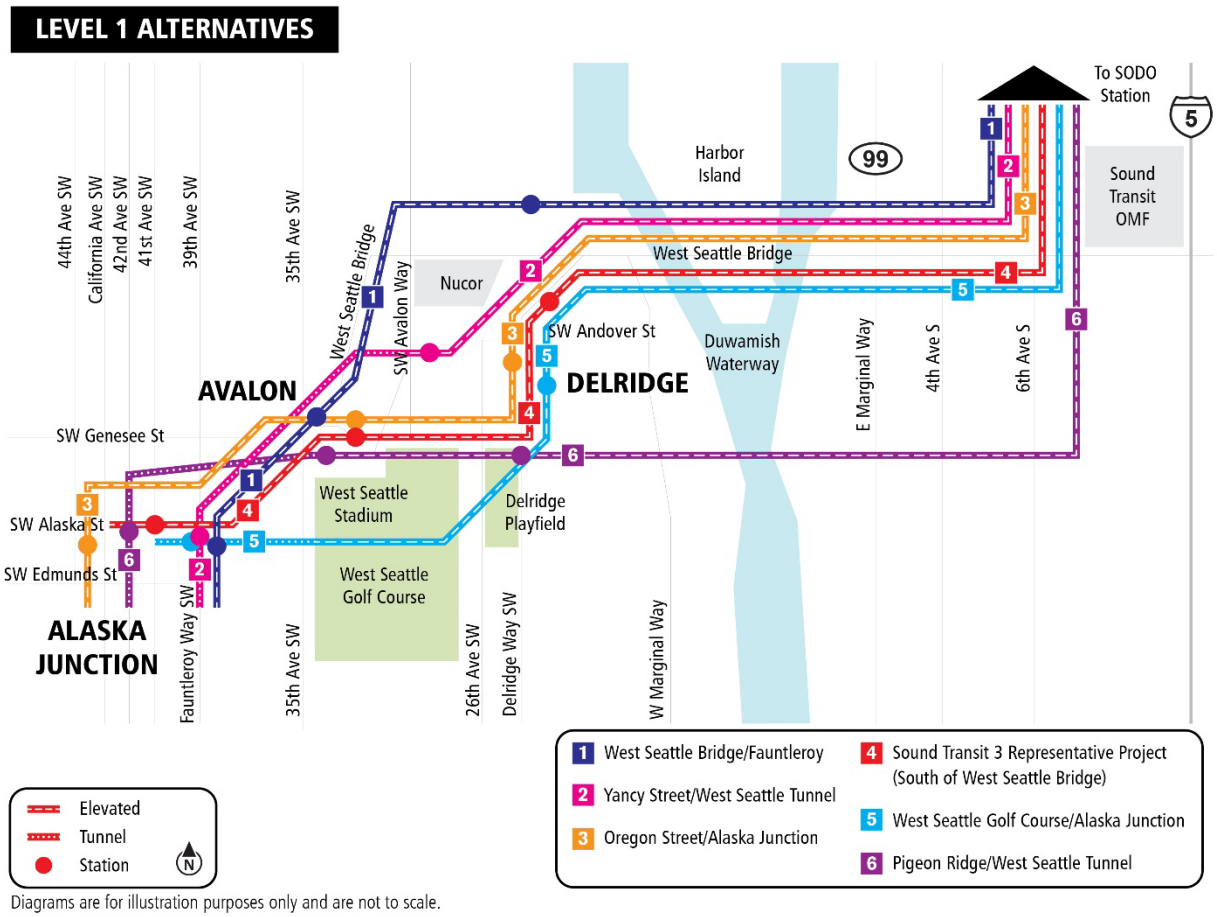
Due to the unique characteristics of the project corridor, the corridor was subdivided into four geographically based study segments for evaluation purposes in the Level 1 and Level 2 screenings. The Level 1 screening evaluated 28 alternatives in the four study segments as described below and shown on Figures 2-1 through 2-5. The figures are excerpted from the *Scoping Information Report* (Sound Transit 2019a). The alternatives are as follows:

- West Seattle/Duwamish Segment Alternatives:
  - Sound Transit 3 Representative Project (South of West Seattle Bridge)
  - Pigeon Ridge/West Seattle Tunnel
  - West Seattle Bridge/Fauntleroy
  - Yancy Street/West Seattle Tunnel
  - Oregon Street/Alaska Junction
  - West Seattle Golf Course/Alaska Junction
- SODO Segment Alternatives:
  - Sound Transit 3 Representative Project (Elevated E-3)[1]
  - Massachusetts Tunnel Portal
  - Surface E-3
  - Occidental Avenue
  - 6th Avenue
- Downtown Segment (includes International District/Chinatown Station Alternatives):
  - Sound Transit 3 Representative Project (5th/6th/Republican)
  - 5th Avenue/Harrison
  - 5th Avenue/Mercer
  - 6th Avenue/Boren/Roy
  - 8th Avenue/6th Avenue/Republican
  - 5th Avenue/Roy/Consolidated South Lake Union Station
  - 5th Avenue Cut-and-Cover Tunnel/Station (Sound Transit 3 Representative Project at International District/Chinatown Station)
  - 5th Avenue Bored Tunnel/Mined Station (Massachusetts Tunnel Portal, but with mined station at International District/Chinatown Station)
  - 4th Avenue Cut-and-Cover Tunnel/Station at International District/Chinatown Station
  - 4th Avenue Bored Tunnel/Mined Station at International District/Chinatown Station
  - Union Station Bored Tunnel/Mined Station at International District/Chinatown Station

[1] "E-3" refers to the SODO Busway, which runs north-south in SODO parallel to the existing Link light rail line.

- Interbay/Ballard Segment Alternatives:
  - Sound Transit 3 Representative Project (Elliott/15th/Moveable Bridge)
  - Elliott/15th/16th/Fixed Bridge
  - West of BNSF/20th/17th/Fixed Bridge
  - West of BNSF/20th/17th/Tunnel
  - East of BNSF/14th/Moveable Bridge
  - Elliott/Armory Way/14th/Tunnel
  - West of BNSF/20th/Tunnel

Figure 2-1. Level 1 West Seattle/Duwamish Segment Alternatives



Diagrams are for illustration purposes only and are not to scale.

Figure 2-2. Level 1 SODO Segment Alternatives

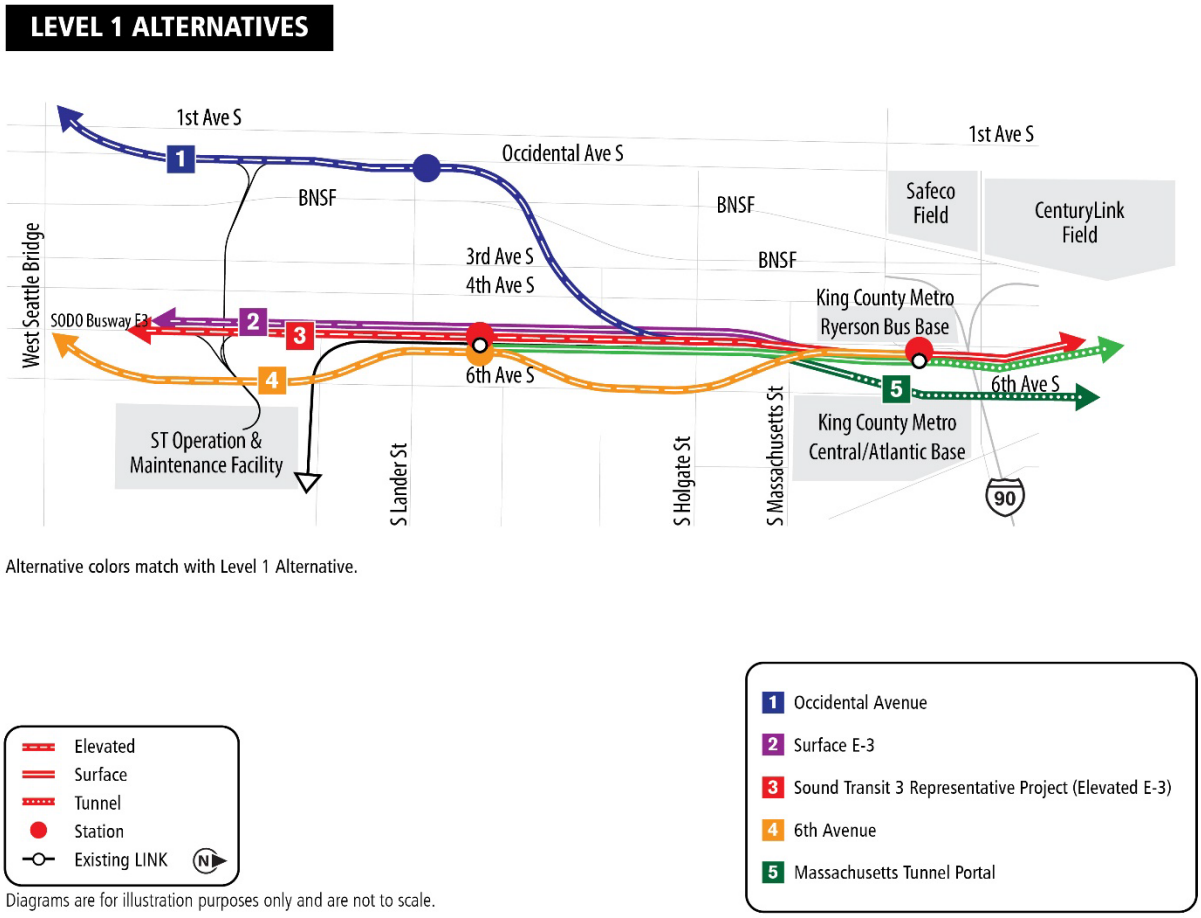


Figure 2-3. Level 1 International District/Chinatown Station Alternatives

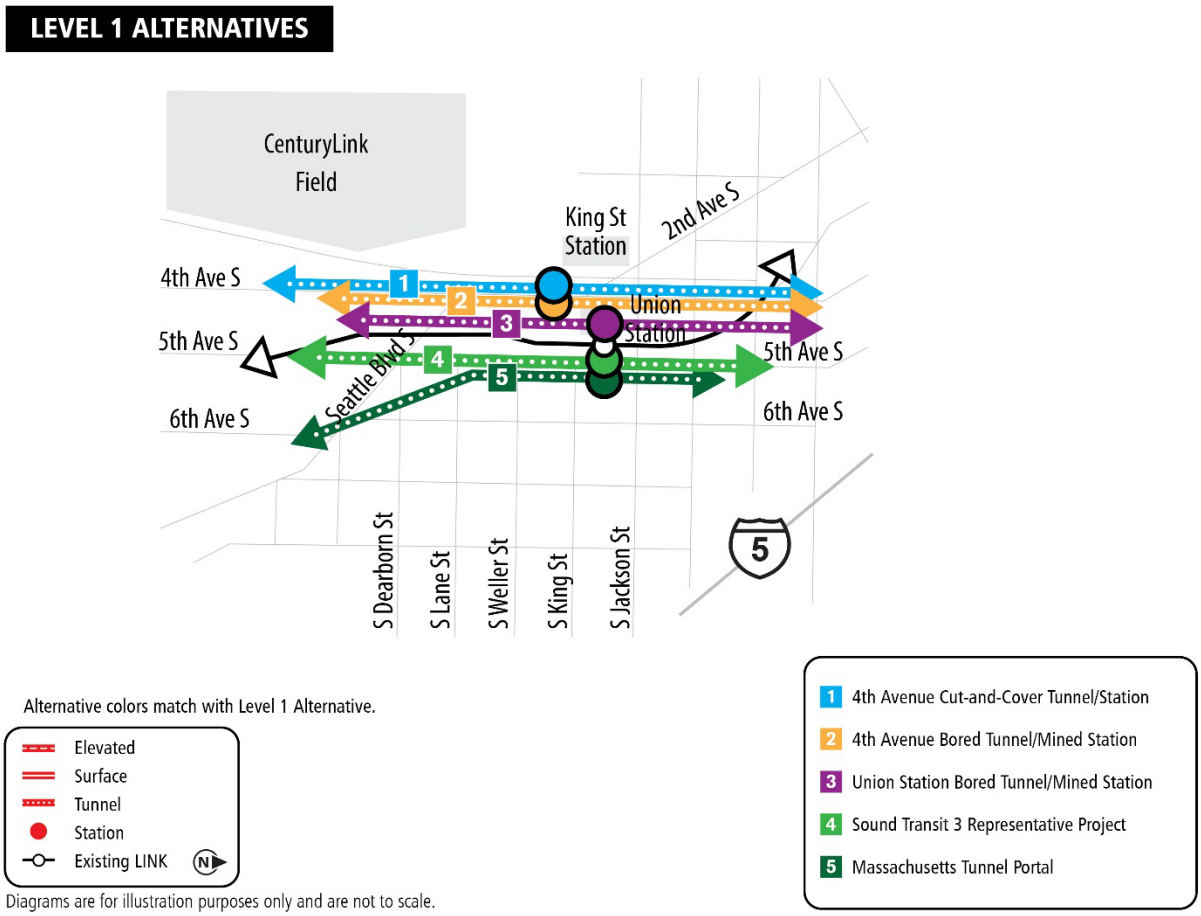
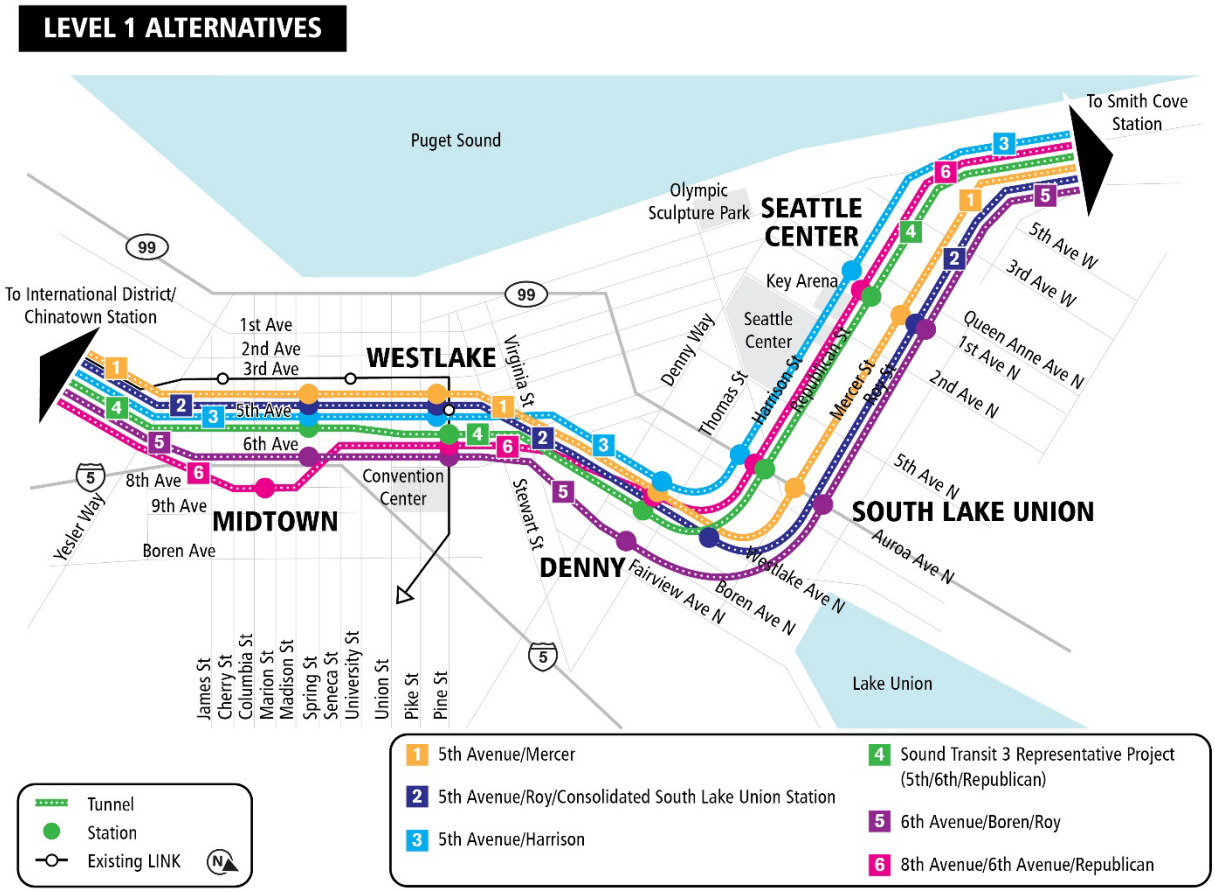
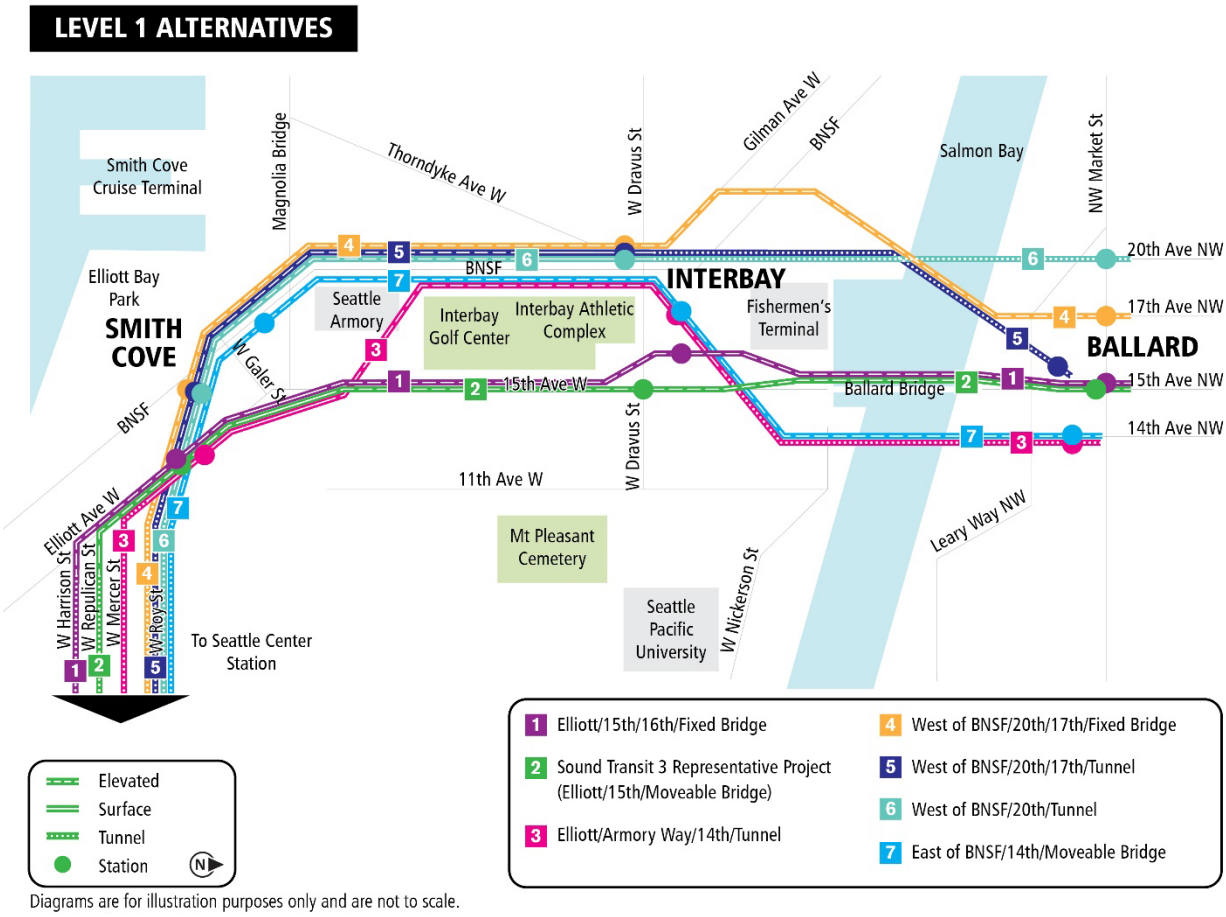


Figure 2-4. Level 1 Downtown Segment Alternatives



Diagrams are for illustration purposes only and are not to scale.

Figure 2-5. Level 1 Interbay/Ballard Segment Alternatives



After considering the evaluation and recommendations from the Stakeholder Advisory Group, on May 17, 2018, the Elected Leadership Group recommended carrying 16 of the Level 1 alternatives forward into Level 2. Subsequently, on July 17, 2018, the Elected Leadership Group recommended advancing four additional alternatives into Level 2 in SODO and Chinatown-International District. Table 2-1 lists the 20 Level 1 alternatives that the Elected Leadership Group recommended be carried forward into the Level 2 Screening process. Table 2-2 lists the Level 1 alternatives that the Elected Leadership Group recommended not be carried forward into Level 2. The information in these tables is from the *Level 1 Alternatives Development and Screening* report (Sound Transit 2018a). Most of these alternatives did not adequately serve the community and/or were anticipated to have greater potential impacts to the community. As such, they would have a limited ability to achieve the preliminary purpose and need for the West Seattle and Ballard Link Extensions Project. In addition, some suggestions were not carried forward for further review because they were not identified or analyzed in the Sound Transit 3 Plan (Sound Transit 2016). Some suggestions were also identified as impractical or technically infeasible due to right-of-way, engineering, and/or operational constraints (Sound Transit 2018a).

Table 2-1. Summary of Level 1 Alternatives Carried Forward into Level 2

Segment	Level 1 Alternative	Notes/Comments
West Seattle/ Duwamish Segment	Sound Transit 3 Representative Project	Baseline project (South of West Seattle Bridge).
West Seattle/ Duwamish Segment	Pigeon Ridge/West Seattle Tunnel	Lessens effects to Port of Seattle, Alaska Junction, Delridge. Better orientation for future southern extension. Requires two tunnels; tunnel costs not included in the Sound Transit 3 financial plan or evaluation methodology and may require funding partnerships.
West Seattle/ Duwamish Segment	Oregon Street/Alaska Junction	Avoids Fauntleroy and Alaska. Better orientation for future southern extension. Affects Southwest Oregon Street and 44th Avenue Southwest.
West Seattle/ Duwamish Segment	West Seattle Golf Course/ Alaska Junction [a]	Crosses West Seattle Golf Course (Section 4(f) resource). Lessens effect to Alaska Junction and Delridge. Consolidating station not identified or analyzed in the Sound Transit 3 Plan. Tunnel costs not included in the Sound Transit 3 financial plan or evaluation methodology and may require funding partnerships.
SODO Segment	Sound Transit 3 Representative Project	Baseline project (Elevated E-3).
SODO Segment	Massachusetts Tunnel Portal	Reduces cut-and-cover tunnel construction on 5th Avenue South in Chinatown-International District. Less service disruption during construction. Eliminates existing grade crossing at Holgate. Requires longer tunnel, with more property acquisitions.
SODO Segment	Surface E-3	Less service disruption during construction. Accommodates Stadium Station on both lines. Eliminates existing grade crossings at Lander and Holgate. Closes South Royal Brougham Way between 4th Avenue South and 6th Avenue South.
SODO Segment	Occidental Avenue	Long-span elevated crossing over BNSF tracks. Traffic and freight access effects on Occidental Avenue South. Property impacts of alignment crossing from Occidental Avenue South to Stadium Station. Long track connection to operations and maintenance facility; no track connections between lines.
Downtown Segment	Sound Transit 3 Representative Project	Baseline project (5th/6th/Republican).
Downtown Segment	5th Avenue/Harrison	Avoids utility conflicts on Republican and station under State Route 99 off-ramp. Decreased station coverage; consider moving Denny Station south.

Segment	Level 1 Alternative	Notes/Comments
Downtown Segment	6th Avenue/Boren/Roy	Avoids utility conflicts on Republican and station under State Route 99 off-ramp. Increases construction risk due to Interstate 5 walls along 6th Avenue but avoids tie-backs on 5th Avenue.
Downtown Segment	5th Avenue Bored Tunnel/ Mined Station [b]	Reduces extent of cut-and-cover construction impacts. Deep mined station construction technically challenging (platform 100 to 120 feet deep).
Downtown Segment	4th Avenue Cut-and-Cover Tunnel/Station [b]	4th Avenue South viaduct rebuild; potential major traffic, freight, and transit mobility impacts. Construction detours could impact neighborhood streets. 4th Avenue South viaduct rebuild; requires funding partnerships. Light rail service disruptions during construction over existing tunnel. Constructability challenge of tunneling under I-90 ramps.
Downtown Segment	4th Avenue Bored Tunnel/ Mined Station [b]	4th Avenue South viaduct rebuild (at station); potential traffic, freight, and transit mobility impacts. Construction detours could impact neighborhood streets. Deep mined station construction under 4th Avenue South (platform 150 to 200 feet deep). Property impacts of tunnel boring machine portal site in E-3 Busway.
Interbay/Ballard Segment	Sound Transit 3 Representative Project	Baseline project (Elliott/15th/Moveable Bridge).
Interbay/Ballard Segment	Elliott/15th/16th/Fixed Bridge	Avoids 15th Avenue West and West Dravus Street interchange. Supports more reliable service; no bridge openings.
Interbay/Ballard Segment	West of BNSF/20th/17th/Fixed Bridge	Avoids Elliott Avenue West, 15th Avenue West, and Fishermen's Terminal. Supports more reliable service; no bridge openings.
Interbay/Ballard Segment	West of BNSF/20th/17th/ Tunnel	Avoids Elliott Avenue West, 15th Avenue West, Fishermen's Terminal, and Salmon Bay. Requires tunnel; tunnel costs not included in the Sound Transit 3 financial plan or evaluation methodology and may require funding partnerships.
Interbay/Ballard Segment	East of BNSF/14th/Moveable Bridge	Avoids Elliott Avenue West, 15th Avenue West, and Fishermen's Terminal. Locates station on 14th Avenue Northwest within industrial area.
Interbay/Ballard Segment	Elliott/Armory Way/14th/Tunnel	Avoids Elliott Avenue West, 15th Avenue West, Fishermen's Terminal, and Salmon Bay. Locates station on 14th Avenue Northwest within industrial area. Requires tunnel; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and may require funding partnerships.

Note: Bridge alternatives do not preclude pedestrian/bicycle paths.

[a] The Stakeholder Advisory Group recommended that this alternative be screened out because of impacts through the middle of the golf course, a Section 4(f) resource. The Elected Leadership Group recommended that instead of screening out the alternative, it should be refined to avoid or minimize impacts to the Section 4(f) resource. Therefore, this alternative was carried forward to Level 2 with the Elected Leadership Group's recommended refinements.

[b] The Level 1 Alternatives at International District/Chinatown Station were part of the Downtown Segment in Level 1. In Level 2 they were studied in combination with the SODO Segment rather than the Downtown Segment.

Table 2-2. Summary of Level 1 Alternatives Not Carried Forward into Level 2

Segment	Level 1 Alternative or Other Suggestion	Notes/Comments	Stakeholder Advisory Group and Elected Leadership Group Screening Reasoning
West Seattle/Duwamish Segment	West Seattle Bridge/Fauntleroy	Lessens effects to Alaska Junction and Delridge. Better orientation for future southern extension. Creates isolated Delridge Station.	Delridge Station location does not provide easy access to neighborhood centers and is lower performing for bicycle and pedestrian connectivity. Potentially greater right-of-way impacts to Port of Seattle/Northwest Seaport Alliance and other industrial businesses.
West Seattle/Duwamish Segment	Yancy Street/West Seattle Tunnel	Lessens effects to Alaska Junction and Delridge Way. Better orientation for future southern extension. Consolidating stations not identified or analyzed in Sound Transit 3 Plan. Requires tunnel; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and may require funding partnerships.	Potential impacts on industrial businesses and consolidation of the Delridge and Avalon stations not identified or analyzed in the Sound Transit 3 Plan; support for three stations to serve walksheds and transit-oriented development and provide strong bus and rail integration.
West Seattle/Duwamish Segment	Duwamish Tunnel	Impractical tunnel depth and length.	Technical feasibility issues.
West Seattle/Duwamish Segment	West Seattle Bridge	Existing structure not built to accommodate light rail. Constructability issues.	Technical feasibility issues.
West Seattle/Duwamish Segment	Gondola and Rail/Bus Bridge [a]	Mode not identified or analyzed in Sound Transit 3 Plan.	Not identified or analyzed in the Sound Transit 3 Plan.
West Seattle/Duwamish Segment	Extensions to Alki, Admiral, etc.	Extensions not identified or analyzed in Sound Transit 3 Plan.	Not identified or analyzed in the Sound Transit 3 Plan.
SODO Segment	6th Avenue	Operations and maintenance facility connection technically challenging. Property impacts to locate SODO Station adjacent to existing station. Braiding lines could have major construction challenges and service disruptions.	Large amount of property impacts.
SODO Segment	Maintain Buses on E-3	Not practical due to right-of-way constraints.	Concerns about right-of-way constraints and technical feasibility.
SODO Segment	First Avenue Route	Route and station locations not identified or analyzed in Sound Transit 3 Plan.	Not identified or analyzed in the Sound Transit 3 Plan.

Segment	Level 1 Alternative or Other Suggestion	Notes/Comments	Stakeholder Advisory Group and Elected Leadership Group Screening Reasoning
SODO Segment	Design for Potential Extension South to Georgetown	Not identified or analyzed in Sound Transit 3 Plan.	Not identified or analyzed in the Sound Transit 3 Plan.
SODO Segment	Track interlining	Requires grade-separated junctions; does not accommodate buses on E-3 Busway. Creates bottleneck, impacts service reliability, and limits system capacity.	Creates a potential bottleneck in the system.
SODO Segment	Extended Ballard Line	Rebuild of South Forest Street junction requires disruption of existing light rail service. Deep mined International District/Chinatown Station; constructability challenges. Additional guideway length; no track connections.	Technical challenges and disruption to existing light rail service.
Downtown Segment	5th Avenue/Mercer	Avoids utility conflicts on Republican Street and station under State Route 99 off-ramp. Increases construction risk due to large sewer beneath Mercer Street.	Constructability issues with the International District/Chinatown Station, Columbia Tower tie-backs, and utilities beneath Mercer Street. Concerns about potential construction effects to traffic and freight on Mercer Street, a high-volume roadway.
Downtown Segment	8th Avenue/6th Avenue/Republican	Increases construction risk due to two crossings under Interstate 5. First Hill Station not identified or analyzed in Sound Transit 3 Plan.	Stakeholder Advisory Group recommended this alternative be carried forward; however, members recognized the potential constructability/engineering issues of crossing under Interstate 5 at two locations, as well as potential inaccessibility for people with disabilities from downtown because of the steep grades west of the Midtown Station location. Elected Leadership Group recommended this alternative not be carried forward because it crosses under Interstate 5 twice, the First Hill Station is not identified or analyzed in the Sound Transit 3 Plan, and existing transit investments already serve First Hill (Seattle Streetcar).
Downtown Segment	5th/Roy/Consolidated South Lake Union Station	Avoids utility conflicts on Republican and station under State Route 99 off-ramp. Consolidating stations not identified or analyzed in Sound Transit 3 Plan.	Did not support consolidating the Denny and South Lake Union stations.

Segment	Level 1 Alternative or Other Suggestion	Notes/Comments	Stakeholder Advisory Group and Elected Leadership Group Screening Reasoning
Downtown Segment	Union Station Bored Tunnel/Mined Station [b]	Deep piles under Union Station, existing International District/Chinatown Station, and adjacent buildings require deep mined station (platform 150 to 200 feet deep). Deep station precludes easy pedestrian connections to International District/Chinatown and King Street stations. Risk of settlement damage to landmark Union Station building. Lacks construction staging and access shaft sites.	Technical feasibility issues.
Downtown Segment	Use Existing Downtown Seattle Transit Tunnel	Existing Downtown Seattle Transit Tunnel has capacity constraints.	Technical feasibility issues.
Downtown Segment	Design for Potential Extensions to North and/or East	Extensions to north and/or east not identified or analyzed in Sound Transit 3 Plan.	Not identified or analyzed in the Sound Transit 3 Plan.
Interbay/Ballard Segment	West of BNSF/20th/Tunnel	Avoids Elliott Avenue West, 15th Avenue West, Fishermen's Terminal, and Salmon Bay. Requires longer tunnel; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and may require funding partnerships. Requires construction and displacement within Ballard core.	Stakeholder Advisory Group recommended carrying this alternative forward because of community interest in a station farther west in Ballard and an interest in carrying forward multiple tunnel options. Elected Leadership Group recommended this alternative not be carried forward due to anticipated constructability issues and higher costs associated with the longer tunnel.
Interbay/Ballard Segment	Tunnel through Queen Anne/Interbay	Depth and length impractical; would affect downtown tunnel depth.	Technical feasibility and anticipated higher costs associated with additional tunnel sections.
Interbay/Ballard Segment	Extensions to 65th, 85th, Northgate	Extensions not identified or analyzed in Sound Transit 3 Plan.	Not identified or analyzed in the Sound Transit 3 Plan.
Interbay/Ballard Segment	Multi-modal Salmon Bay Bridge	Multi-modal bridge not identified or analyzed in Sound Transit 3 Plan.	Not identified or analyzed in the Sound Transit 3 Plan.
Interbay/Ballard Segment	Eliminate or Add Stations	Eliminating, consolidating, or adding stations not identified or analyzed in Sound Transit 3 Plan.	Not identified or analyzed in the Sound Transit 3 Plan.

[a] Bridge alternatives do not preclude pedestrian/bicycle paths.
[b] The Level 1 Alternatives at International District/Chinatown Station were part of the Downtown Segment in Level 1. In Level 2 they were studied in combination with the SODO Segment rather than the Downtown Segment.

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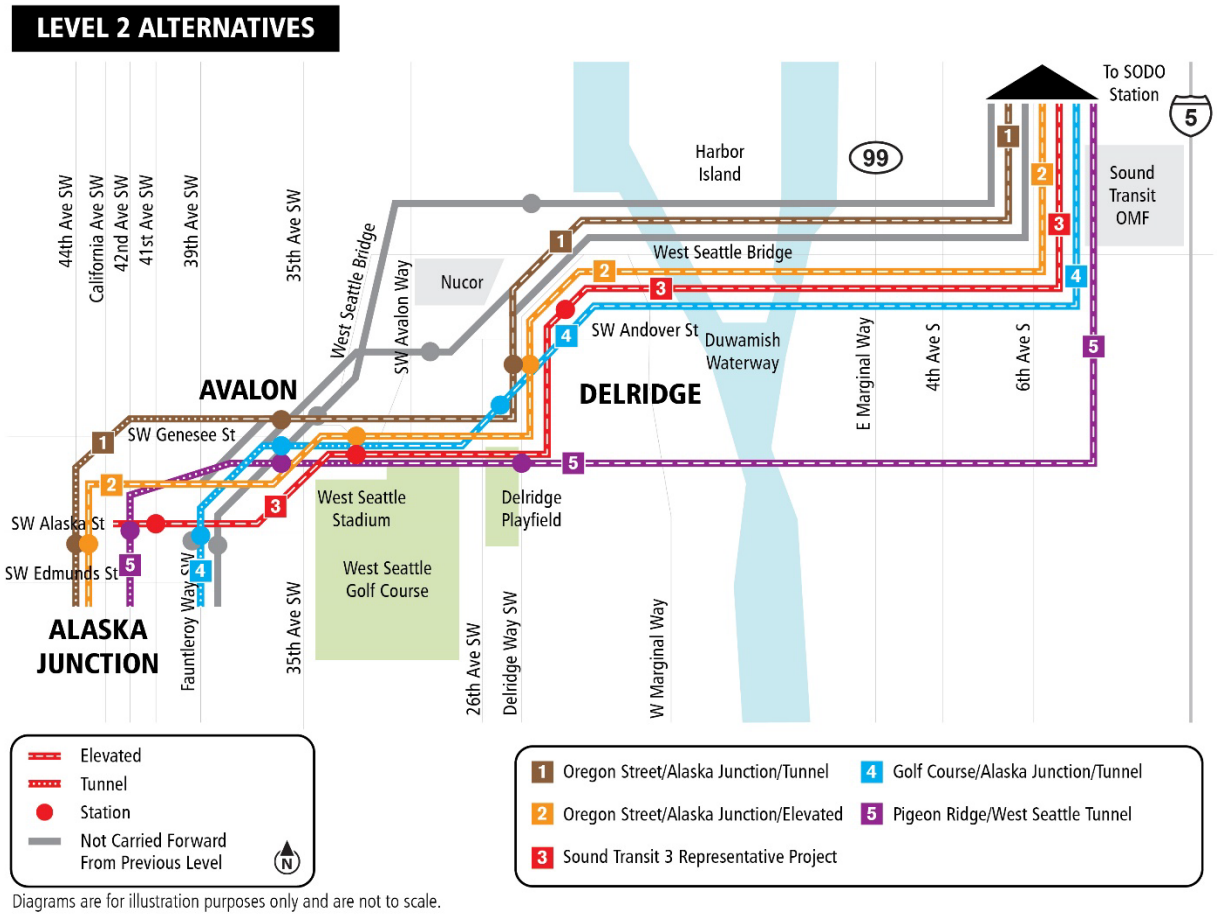
3 LEVEL 2 ALTERNATIVES SCREENING

The 20 alternatives carried forward from Level 1 were refined and optimized, leading to a total of 24 alternatives studied in Level 2. Based on input from the community and because there were important differences among alternatives within Chinatown-International District, for Level 2, the Chinatown-International District alternatives were studied in combination with the SODO Segment rather than the Downtown Segment. The 24 alternatives considered in the Level 2 evaluation (by study segment) are described below and shown on Figures 3-1 through 3-4. The figures are excerpted from the *Scoping Information Report* (Sound Transit 2019a). The alternatives are as follows:

- West Seattle/Duwamish Segment Alternatives:
  - Sound Transit 3 Representative Project
  - Pigeon Ridge/West Seattle Tunnel
  - Oregon Street/Alaska Junction/Elevated
  - Golf Course/Alaska Junction/Tunnel
  - Oregon Street/Alaska Junction/Tunnel
- SODO and Chinatown-International District Segment Alternatives:
  - Sound Transit 3 Representative Project
  - Massachusetts Tunnel Portal
  - Surface E-3
  - 4th Avenue Cut-and-Cover Tunnel/Station
  - 4th Avenue Bored Tunnel/Mined Station
  - 5th Avenue Bored Tunnel/Mined Station
  - Occidental Avenue
- Downtown Segment Alternatives:
  - Sound Transit 3 Representative Project
  - 5th/Harrison
  - 5th/Terry/Roy/Mercer
  - 6th/Boren/Roy
- Interbay/Ballard Segment Alternatives:
  - Sound Transit 3 Representative Project
  - 15th/Fixed Bridge/15th
  - 20th/Fixed Bridge/17th
  - 20th/Tunnel/15th
  - Central Interbay/Moveable Bridge/14th
  - Armory Way/Tunnel/14th
  - Central Interbay/Fixed Bridge/14th
  - Central Interbay/Tunnel/15th

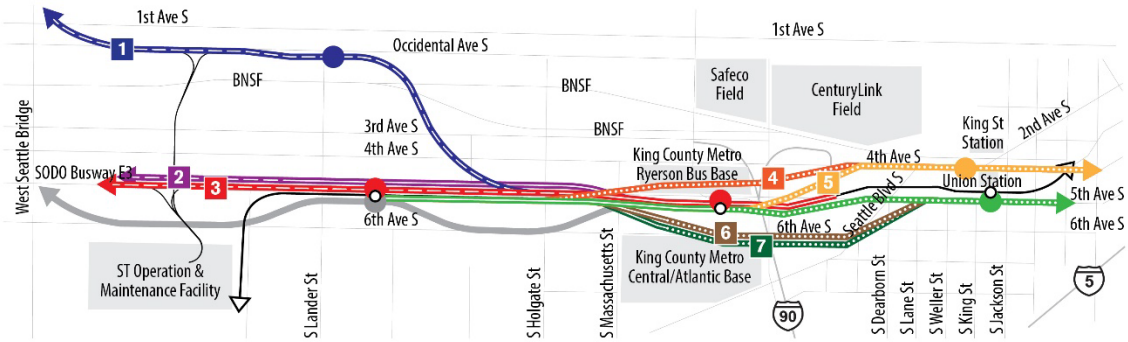
Figure 3-1. Level 2 West Seattle/Duwamish Alternatives



Diagrams are for illustration purposes only and are not to scale.

Figure 3-2. Level 2 SODO and Chinatown-International District Segment Alternatives

LEVEL 2 ALTERNATIVES



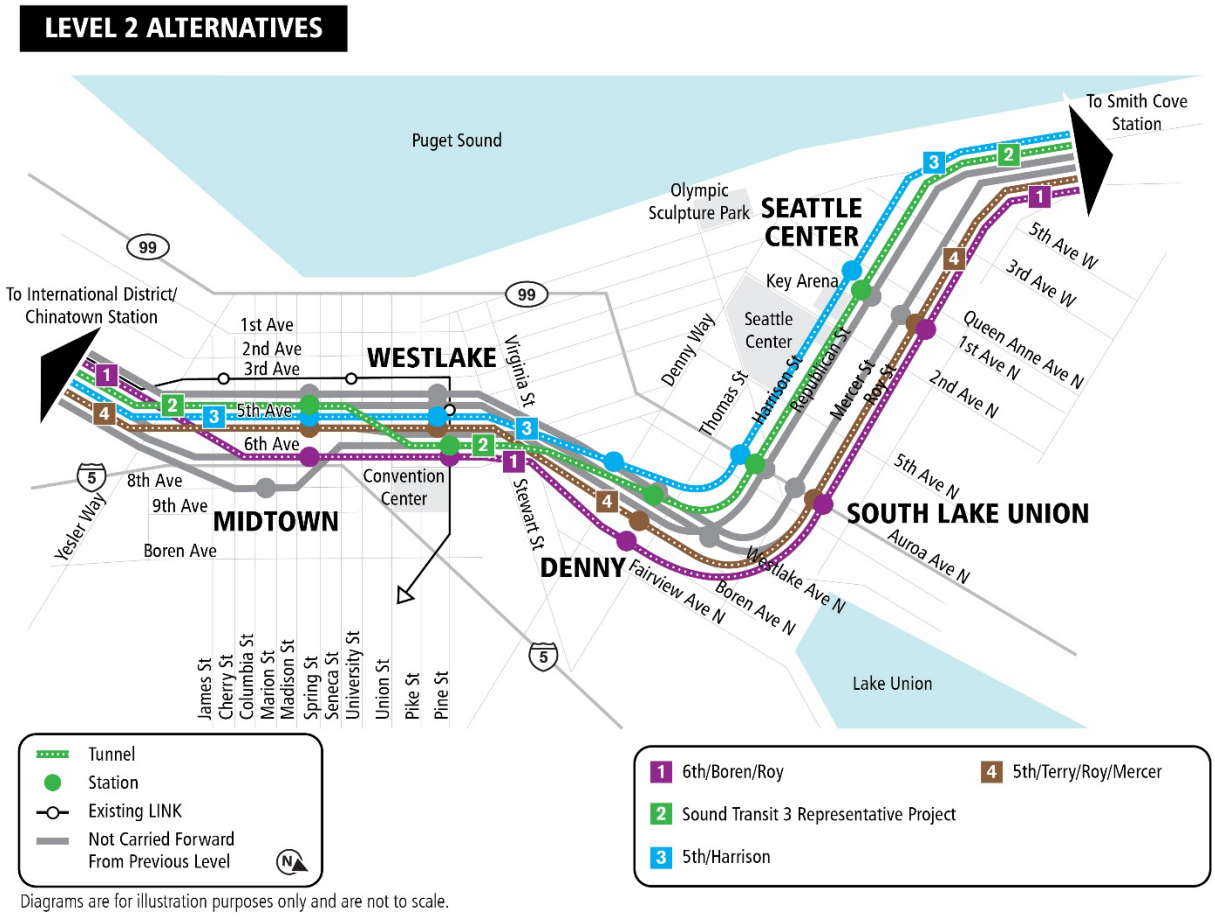
Alternative colors match with Level 1 Alternative.

- 1 Occidental Avenue
- 2 Surface E-3
- 3 Sound Transit 3 Representative Project
- 4 4th Avenue Bored Tunnel/Mined Station
- 5 4th Avenue Cut-and-Cover Tunnel/Station
- 6 Massachusetts Tunnel Portal
- 7 5th Avenue Bored Tunnel/Mined Station

- Elevated
- Surface
- Tunnel
- Station
- Existing LINK
- Not Carried Forward From Previous Level

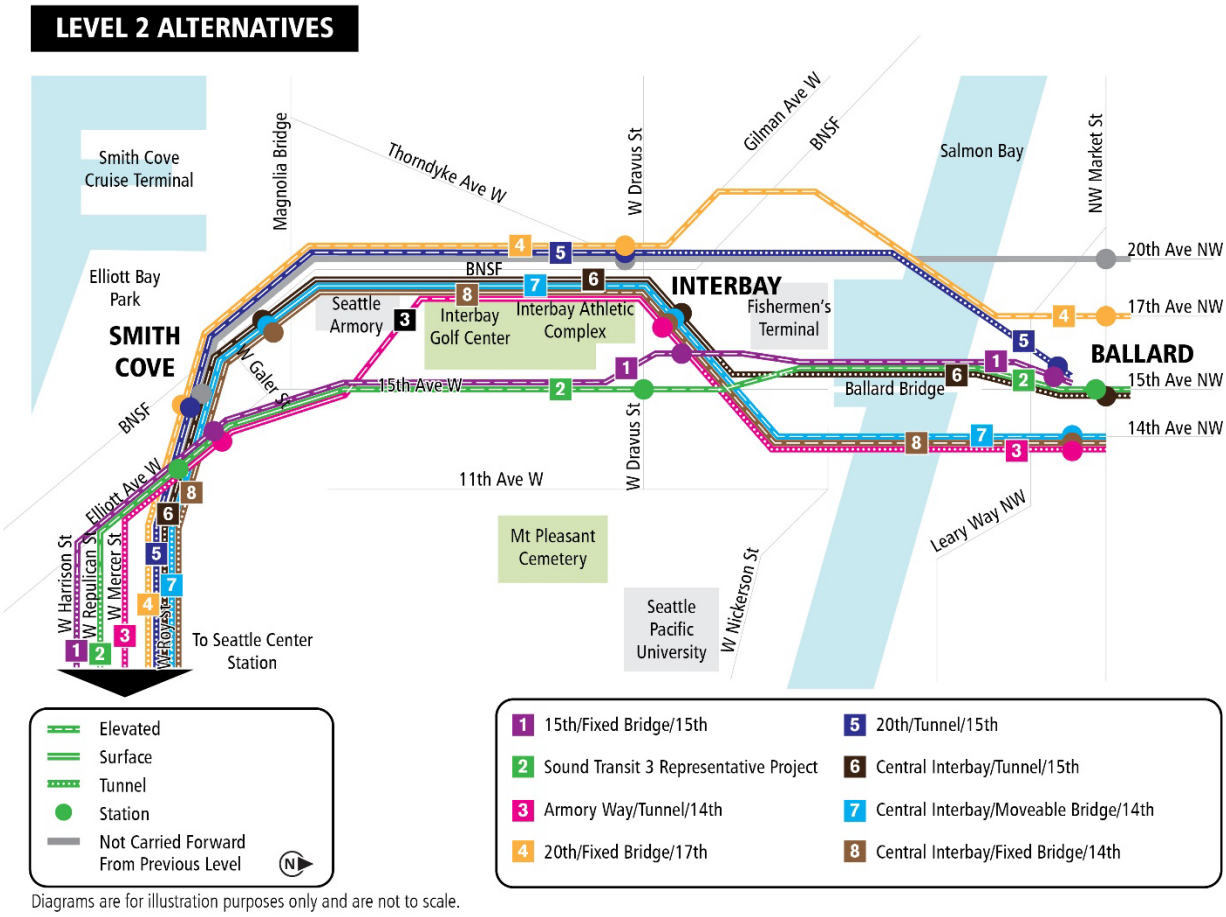
Diagrams are for illustration purposes only and are not to scale.

Figure 3-3. Level 2 Downtown Segment Alternatives



Diagrams are for illustration purposes only and are not to scale.

Figure 3-4. Level 2 Interbay/Ballard Segment Alternatives



Diagrams are for illustration purposes only and are not to scale.

On October 5, 2018, the Elected Leadership Group recommended carrying forward 14 of the Level 2 alternatives into Level 3. Table 3-1 shows the Level 2 alternatives recommended to be carried forward into Level 3. Table 3-2 shows the 10 Level 2 alternatives that the Elected Leadership Group recommended not be carried forward into Level 3. The information in these tables is from the Level 2 Alternatives Development and Screening report (Sound Transit 2018b). Many of these alternatives did not adequately serve the community in comparison to the other alternatives and/or were anticipated to have greater potential impacts to the community and environment (Sound Transit 2018b). In addition, some alternatives were not carried forward because of major engineering constraints and constructability issues.

Table 3-1. Summary of Level 2 Alternatives Carried Forward into Level 3

Segment	Level 2 Alternative	Key Findings	Public Feedback and Common Themes	Suggested Refinements for Level 3
West Seattle/ Duwamish Segment	Sound Transit 3 Representative Project	Carried forward into Level 3 as Sound Transit 3 Representative Project.	Explore moving Delridge Station farther south. Explore Alaska Junction Station farther east and oriented north-south.	Shift Delridge Station farther south. Shift Alaska Junction Station farther east and oriented north-south.
West Seattle/ Duwamish Segment	Golf Course/Alaska Junction/Tunnel	Fewer residential and business effects at Alaska Junction. Low guideway along Southwest Genesee Street. Costs approximately $700 million more than Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships. Increases schedule risk compared to Sound Transit 3 Representative Project.	General support for this alternative, with development opportunities at Delridge Station location to serve neighborhood. Support for lower guideway along Southwest Genesee Street. Explore Alaska Junction Station location at 41st and 42nd avenues Northwest. Explore north crossing of Duwamish Waterway.	Shift Alaska Junction Station locations to 41st and 42nd avenues Northwest. North crossing of Duwamish Waterway.
SODO and Chinatown-International District Segment	Sound Transit 3 Representative Project	Carried forward into Level 3 as Sound Transit 3 Representative Project.	Concern about cut-and-cover tunnel construction effects.	None.

Segment	Level 2 Alternative	Key Findings	Public Feedback and Common Themes	Suggested Refinements for Level 3
SODO and Chinatown-International District Segment	Massachusetts Tunnel Portal	Shallow cut-and-cover tunnel station under 5th Avenue with easy rider access/transfers. Construction effects and parking lane closures on 5th Avenue in station area. Costs approximately $200 million less than Sound Transit 3 Representative Project. New at-grade SODO Station on E-3 Busway at Lander. Transfer at existing SODO Station. Bus operations on E-3 Busway displaced. New grade-separated roadway crossings (Lander, Holgate) improve existing rail/traffic/freight operations. Property effects at tunnel portal site. Avoids impacts to Ryerson Bus Base.	General support for surface alignment. Support for new roadway overpasses at Lander and Holgate. Explore shifting existing and new SODO stations closer to Lander. Support for reduced construction effects and shallower station.	Shift existing and new SODO stations closer to Lander.
SODO and Chinatown-International District Segment	Surface E-3	Shallow cut-and-cover tunnel station under 5th Avenue and easy rider access/transfers. Construction effects and parking lane closures on 5th Avenue in station area. Costs approximately $400 million less than Sound Transit 3 Representative Project. New at-grade SODO Station on E-3 Busway at Lander. Transfer at existing SODO Station. Bus operations on E-3 SODO Busway displaced. New grade-separated roadway crossings (Lander, Holgate) improve existing rail/traffic/freight operations. Avoids impacts to Ryerson Bus Base.	General support for surface alignment. Support for new roadway overpasses at Lander and Holgate. Some support for second Stadium Station. Explore shifting existing and new SODO stations closer to Lander. Concern about cut-and-cover tunnel construction effects.	Shift existing and new SODO stations closer to Lander.

Segment	Level 2 Alternative	Key Findings	Public Feedback and Common Themes	Suggested Refinements for Level 3
SODO and Chinatown-International District Segment	4th Avenue Cut-and-Cover Tunnel/Station	Shallow cut-and-cover tunnel station under 4th Avenue with easy rider access/transfers. Major engineering/constructability constraints (4th Avenue viaduct demolition/rebuild, active BNSF Railway tracks, existing transit tunnel, etc.). Large property effects (King County Administration Building). Costs approximately $600 million more than Sound Transit 3 Representative Project; requires funding partnerships for 4th Avenue Viaduct rebuild costs. Increased schedule risk compared to Sound Transit 3 Representative Project.	Support for closer proximity to King Street Station, reduced Chinatown-International District effects along 5th Avenue, and shallower station. Concern about traffic detours.	None.
SODO and Chinatown-International District Segment	4th Avenue Bored Tunnel/Mined Station	Deep mined station (approximately 200 feet) under 4th Avenue with poor rider access/transfers. Major engineering/constructability constraints (4th Avenue Viaduct demolition/rebuild, active BNSF Railway tracks, existing transit tunnel, etc.). Large property effects (Ryerson Bus Base for tunnel portal site). Results in very deep Midtown Station (approximately 250 feet). Costs approximately $500 million more than Sound Transit 3 Representative Project; requires funding partnerships for 4th Avenue Viaduct rebuild costs. Increased schedule risk compared to Sound Transit 3 Representative Project.	Support for closer proximity to King Street Station and reduced Chinatown-International District Segment effects along 5th Avenue. Concern about traffic detours and access due to deep station.	None.

Segment	Level 2 Alternative	Key Findings	Public Feedback and Common Themes	Suggested Refinements for Level 3
SODO and Chinatown-International District Segment	5th Avenue Bored Tunnel/ Mined Station	Deep mined station (approximately 200 feet) under 5th Avenue with poor rider access/transfers. Less construction effects, parking closures on 5th Avenue with mined station. Some property effects (for mined station access shaft). Results in very deep Midtown Station(approximately 250 feet). Cost similar to Sound Transit 3 Representative Project. Somewhat higher schedule risk compared to Sound Transit 3 Representative Project.	Support for reduced construction effects. Concern about access due to deep station.	None.
Downtown Segment	Sound Transit 3 Representative Project	Carries forward into Level 3 as Sound Transit 3 Representative Project.	None.	None.
Downtown Segment	5th/Harrison	Better bus/rail integration opportunity at South Lake Union Station on Harrison Street. Higher property effects due to tunnel portal location on Harrison Street west of Seattle Center. Engineering challenges with tunneling under Key Arena (now Climate Pledge Arena). Approximately $200 million more than Sound Transit 3 Representative Project.	Support for this alternative with Seattle Center Station located at Republican Street.	Seattle Center Station located at Republican Street.
Downtown Segment	5th/Terry/Roy/ Mercer	Avoids State Route 99 portal and large sewer pipes in the vicinity of State Route 99. Seattle Center Station location on Mercer Street is one block from Key Arena (now Climate Pledge Arena). Approximately $200 million more than Sound Transit 3 Representative Project.	Some support for Denny Station at Terry. Interest in 6th Avenue route through Downtown.	6th Avenue route through Downtown.

Segment	Level 2 Alternative	Key Findings	Public Feedback and Common Themes	Suggested Refinements for Level 3
Interbay/Ballard Segment	Sound Transit 3 Representative Project	Carries forward into Level 3 as Sound Transit 3 Representative Project.	Concern about poor transit reliability with a moveable bridge. Concern with route on 15th Avenue West due to traffic and business effects.	None.
Interbay/Ballard Segment	Armory Way/Tunnel/14th	Fewer environmental and maritime business/navigation effects; no permanent in-water impacts with tunnel under Salmon Bay. Affects fewer parcels in Ballard because of wider available right-of-way along 14th Avenue Northwest. Approximately $300 million more than Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships.	General support for more cost-effective tunnel crossing. Support for Ballard Station with fewer property effects. Explore Ballard Station access at 15th Avenue Northwest, closer to center of urban village.	Ballard Station access at 15th Avenue Northwest, closer to center of urban village.
Interbay/Ballard Segment	Central Interbay/Fixed Bridge/14th	Maritime business effects, but less than with moveable bridge. Affects fewer parcels in Ballard because of wider available right-of-way along 14th Avenue Northwest. Costs approximately $100 million more than Sound Transit 3 Representative Project.	Some support for fixed bridge and Ballard Station, with fewer property effects.	None.

Table 3-2. Summary of Level 2 Alternatives Not Carried Forward into Level 3

Segment	Level 2 Alternative	Key Findings	Stakeholder Advisory Group and Elected Leadership Group Screening Reasoning
West Seattle/ Duwamish Segment	Pigeon Ridge/West Seattle Tunnel	Most engineering constraints and effects on Duwamish Greenbelt. Low guideway along Southwest Genesee Street. Fewer residential and business effects in Delridge. Costs approximately $1,200 million more than Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships. Increases schedule risk compared to Sound Transit 3 Representative Project.	Stakeholder Advisory Group recommended this alternative be carried forward because of fewer residential and business impacts in Delridge area and lower guideway on Southwest Genesee Street. Elected Leadership Group recommended this alternative not be carried forward due to high cost and engineering constraints.
West Seattle/ Duwamish Segment	Oregon Street/Alaska Junction/Elevated	Increases residential and business effects at Alaska Junction. Complicates a future extension to the south. High guideway along Southwest Genesee Street. Cost would be similar to Sound Transit 3 Representative Project.	Property effects of an elevated guideway along California Avenue Southwest.
West Seattle/ Duwamish Segment	Oregon Street/Alaska Junction/Tunnel	High guideway along Southwest Genesee Street. Fewer engineering constraints. Affects freight and port terminal facilities during construction. Costs approximately $500 million more than Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships. Increases schedule risk compared to Sound Transit 3 Representative Project.	Concern about Alaska Junction Station location at 44th Avenue Southwest and higher guideway along Southwest Genesee Street.
SODO and Chinatown-International District Segment	Occidental Avenue	New elevated SODO Station on Occidental Avenue at Lander Street and transfer at existing Stadium Station. Long-span bridges over BNSF tracks and longer track connection to operations and maintenance facility. Bus operations on E-3 Busway partially displaced. Property effects along Occidental, BNSF crossings, and operations and maintenance facility connection. Costs approximately $200 million more than Sound Transit 3 Representative Project.	Stakeholder Advisory Group recommended this alternative be carried forward due to support for locating a station farther west in SODO area. The Elected Leadership Group recommended this alternative not be carried forward due to concerns about property effects and freight mobility that would result from a long

Segment	Level 2 Alternative	Key Findings	Stakeholder Advisory Group and Elected Leadership Group Screening Reasoning
			elevated structure over the BNSF railroad.
Downtown Segment	6th Avenue/Boren/Roy	Avoids building tie-backs on 5th Avenue, State Route 99 portal, and large sewer pipes in the vicinity of State Route 99. More constrained Denny Station location on Boren Avenue. Seattle Center Station location on Roy Street is two blocks from Key Arena (now Climate Pledge Arena). Lower bus/rail integration opportunity at Seattle Center Station on Roy Street. Comparable cost to Sound Transit 3 Representative Project.	Steep grade on Denny Way at Boren Avenue and limited support for South Lake Union Station at Roy Street due to access restrictions to east.
Interbay/Ballard Segment	15th/Fixed Bridge/15th	Maritime business effects at Fishermen's Terminal. Elevated guideway along west side of 15th Avenue West affects more residences. Costs approximately $200 million more than Sound Transit 3 Representative Project.	Concern about effects on Fishermen's Terminal.
Interbay/Ballard Segment	20th/Fixed Bridge/17th	Long-span bridge over the BNSF tracks adds complexity. Ballard terminus/crossing location at 17th Avenue Northwest affects more residences. Costs approximately $500 million more than Sound Transit 3 Representative Project.	Overall cost and property, construction, and visual effects of the 17th Avenue Northwest Ballard Station location.
Interbay/Ballard Segment	20th/Tunnel/15th	Long-span bridge over the BNSF tracks, constrained tunnel portal location, and deeper tunnel station at 15th Avenue Northwest add complexity; no permanent in-water impacts with tunnel under Salmon Bay. Tunnel station along west side of 15th Avenue West affects residences. Costs approximately $700 million more than Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships.	Concern about the high cost relative to other tunnel options and construction complexity associated with major structures.
Interbay/Ballard Segment	Central Interbay/Moveable Bridge/14th	Potential service interruptions due to moveable bridge. Maritime business and potential vessel navigation effects.	Concern about poor transit reliability with a moveable bridge.

Segment	Level 2 Alternative	Key Findings	Stakeholder Advisory Group and Elected Leadership Group Screening Reasoning
		Affects fewer parcels in Ballard because of wider available right-of-way along 14th Avenue Northwest. Costs approximately $200 million more than Sound Transit 3 Representative Project.	
Interbay/Ballard Segment	Central Interbay/Tunnel/15th	Fewer environmental and maritime business/navigation effects; no permanent in-water impacts with tunnel under Salmon Bay. Tunnel station along the east side of 15th Avenue West affects businesses. Costs approximately $500 million more than Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships.	Stakeholder Advisory Group recommended this alternative be carried forward because of desire to locate the Ballard Station at 15th Avenue Northwest. Elected Leadership Group recommended this alternative not be carried forward due to concerns about the high cost relative to other tunnel options and business effects associated with Ballard Station.

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4 LEVEL 3 ALTERNATIVES SCREENING

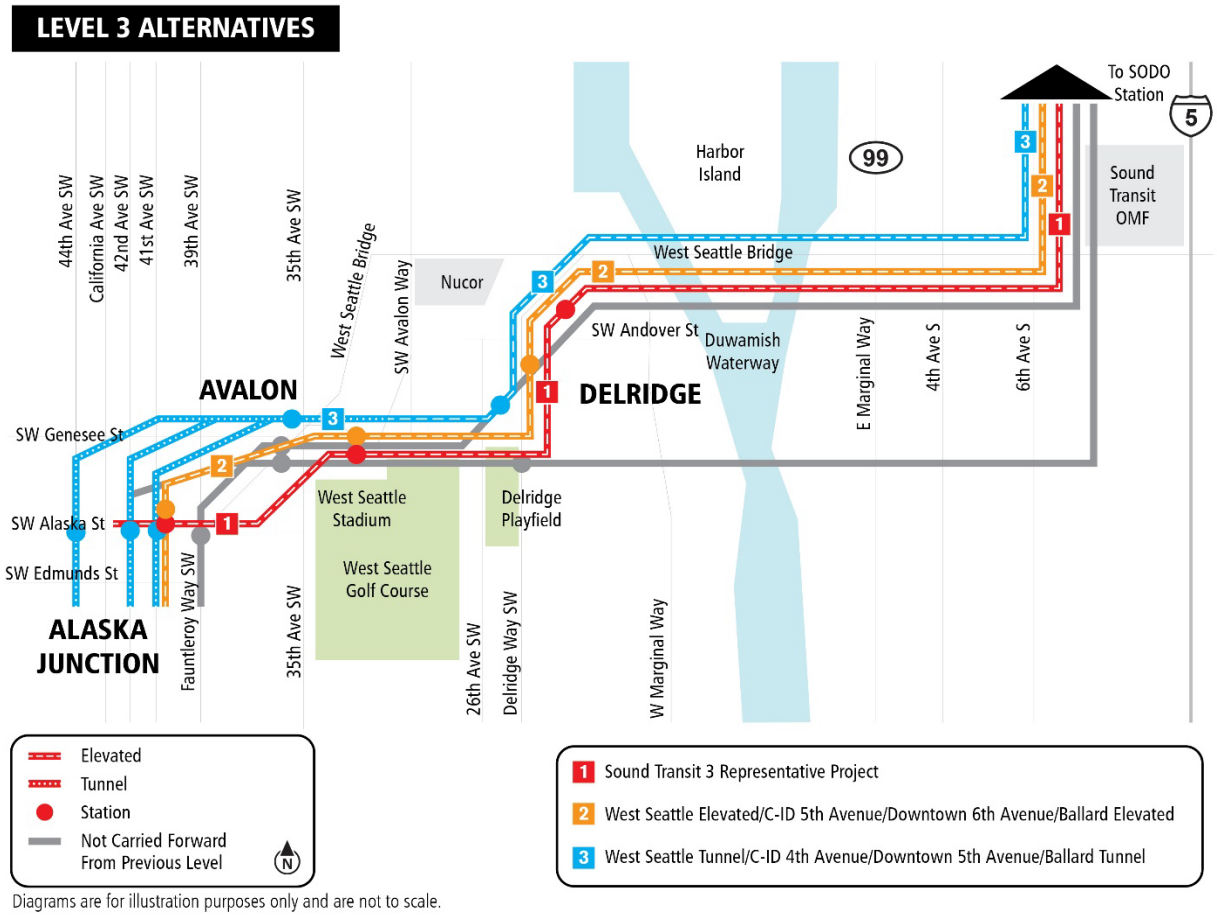
After the Elected Leadership Group made recommendations on which alternatives to carry forward from Level 2, the alternatives within each study segment were pieced together to form end-to-end project alternatives from Downtown to West Seattle and Downtown to Ballard for the Level 3 screening. The Sound Transit 3 Representative Project was carried forward into Level 3 to continue to serve as the baseline alternative from the Sound Transit 3 Plan. The *Alternatives Development Report* documents the Level 3 screening process (Sound Transit 2019b). The Level 3 screening evaluated three alternatives and associated design options as follows:

- Sound Transit 3 Representative Project
- West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated Alternative
  - 5th Ave Cut-and-Cover International District/Chinatown Station Design Option
  - 5th Ave Mined International District/Chinatown Station Design Option
- West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel Alternative
  - 41st Ave Alaska Junction/4th Ave Cut-and-Cover/14th Ave Ballard Design Option
  - 42nd Ave Alaska Junction Station Design Option
  - 44th Ave Alaska Junction Station Design Option
  - 4th Ave Mined International District/Chinatown Station Design Option
  - 15th Ave Ballard Station Design Option

The Level 3 alternatives in each study segment are shown on Figures 4-1 through 4-4. The figures are excerpted from the *Scoping Information Report* (Sound Transit 2019a).

All Level 3 evaluation alternatives and design options were carried forward into the scoping process for the Draft EIS. Following the public scoping period, the Board reviewed the comments received, the alternatives evaluation, and the Elected Leadership Group recommendations. On May 23, 2019, the Board approved Motion M2019-51 (Sound Transit Board of Directors 2019a), which identified preferred alternatives, preferred alternatives with third-party funding, and other alternatives to study in the Draft EIS. These alternatives are described in Chapter 2 of the Draft EIS. Table 4-1 shows the Level 3 alternatives not identified for study in the Draft EIS and the reasons the Elected Leadership Group and Stakeholder Advisory Group recommended that they not be carried forward, which helped inform the Board action.

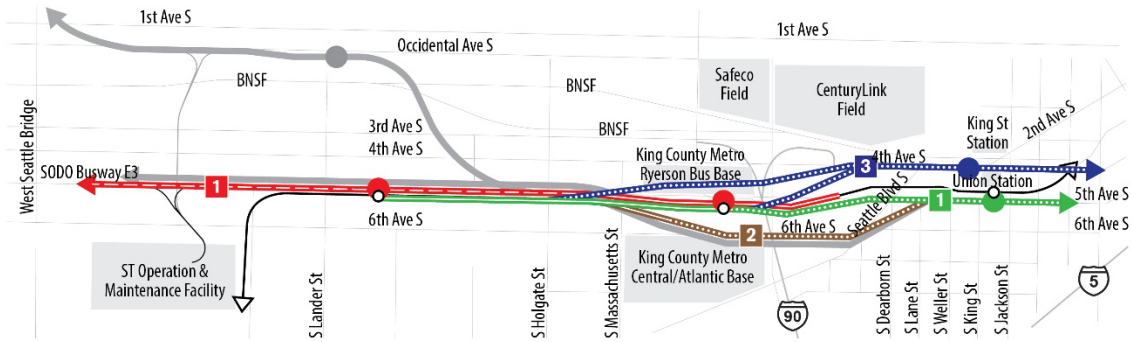
Figure 4-1. Level 3 Alternatives in the West Seattle/Duwamish Segment



Diagrams are for illustration purposes only and are not to scale.

Figure 4-2. Level 3 Alternatives in the SODO and Chinatown-International District Segments

LEVEL 3 ALTERNATIVES



Alternative colors match with Level 1 Alternative.

- Elevated
- Surface
- Tunnel
- Station
- Existing LINK
- Not Carried Forward From Previous Level

Diagrams are for illustration purposes only and are not to scale.

- 1 / 1 Sound Transit 3 Representative Project
- 2 West Seattle Elevated/C-ID 5th Avenue/Downtown 6th Avenue/Ballard Elevated
- 3 West Seattle Tunnel/C-ID 4th Avenue/Downtown 5th Avenue/Ballard Tunnel

Figure 4-3. Level 3 Alternatives in the Downtown Segment

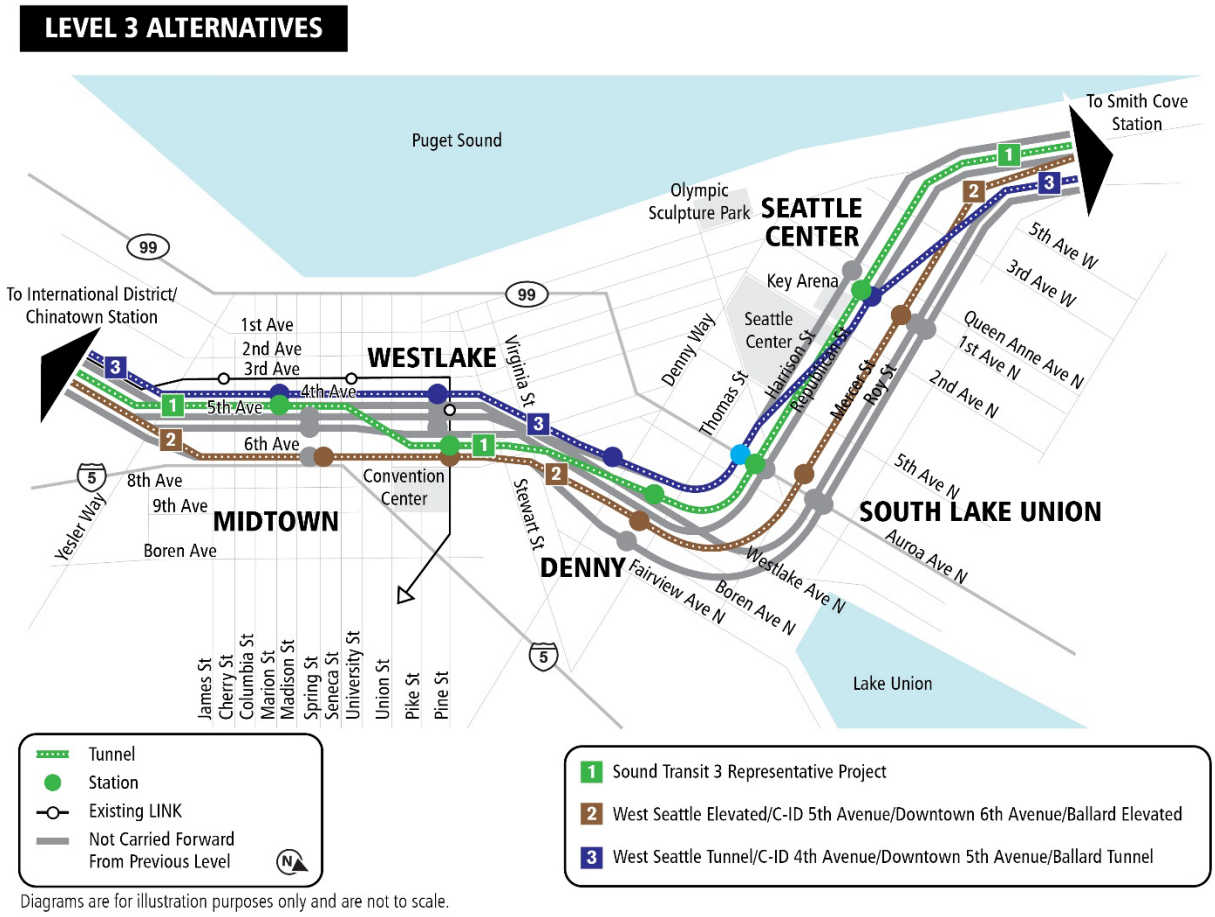
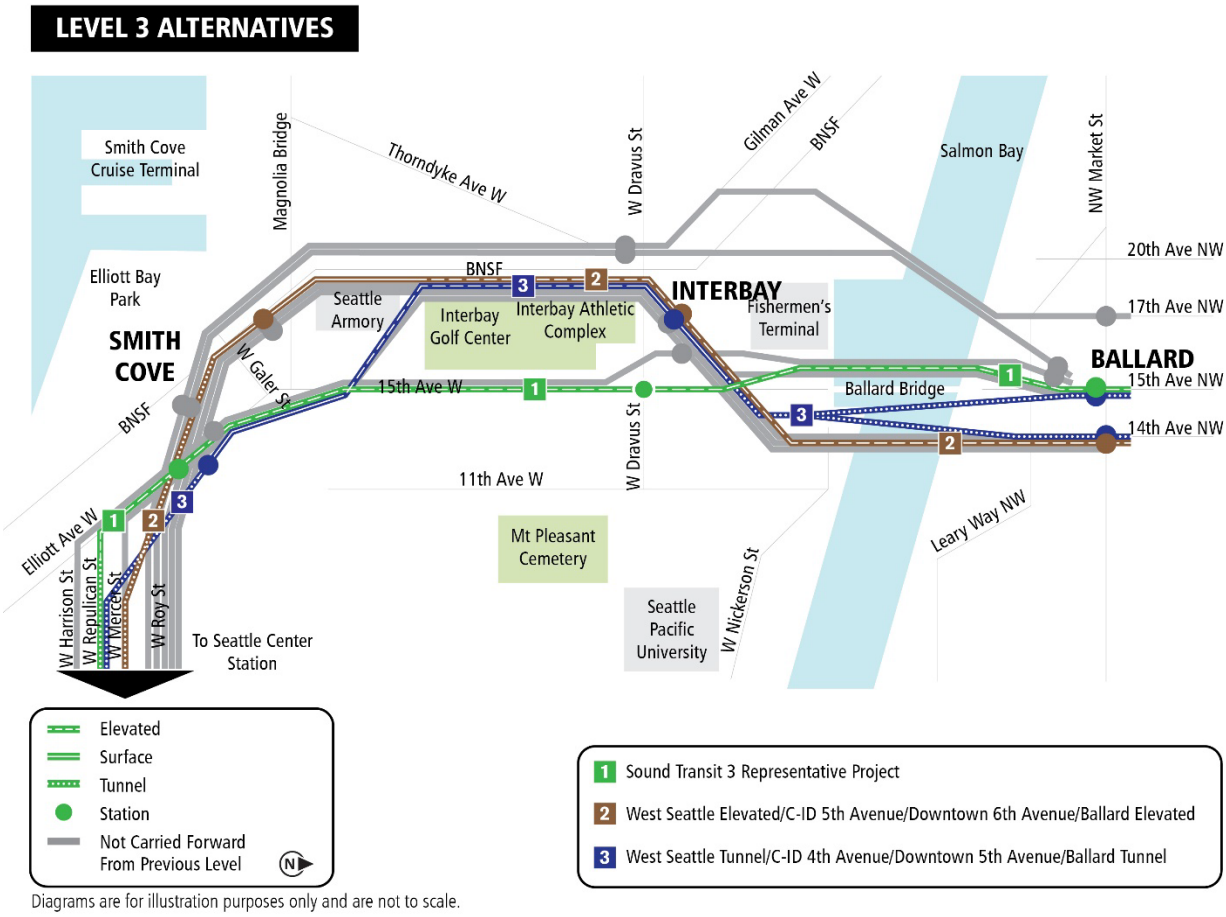


Figure 4-4. Level 3 Alternatives in the Interbay/Ballard Segment



Diagrams are for illustration purposes only and are not to scale.

Table 4-1. Summary of Level 3 Alternatives Not Carried Forward into Draft Environmental Impact Statement

Segment	Level 3 Alternative [a]	Key Findings	Stakeholder Advisory Group and Elected Leadership Group Screening Reasoning
West Seattle/Duwamish	Elevated 41st Avenue Alaska Junction Station (North-South Orientation)	More residential effects between Alaska Junction and Avalon stations. North-south oriented elevated Alaska Junction Station accommodates future light rail extension.	No support from the Stakeholder Advisory Group or Elected Leadership Group for this alternative due to the property effects in West Seattle Junction neighborhood.
West Seattle/Duwamish	44th Ave Alaska Junction Tunnel Station	Less direct for future extension to the south than tunnel alternatives on 41st Avenue Southwest or 42nd Avenue Southwest. Would cost approximately $700 million more than the Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships	Would not provide any greater benefit than the other tunnel options. It would be the same distance from California Avenue Southwest as the 42nd Avenue Southwest tunnel option, but with a longer tunnel.
West Seattle/Duwamish	Sound Transit 3 Representative Project (Delridge Station North of Andover)	Similar number of residential effects in Delridge for all alternatives. Delridge station further north would not serve the Delridge community as well as other alternatives with Delridge station further south.	Station would not serve the Delridge community as well as other station locations farther south.
SODO	Sound Transit 3 Representative Project (Elevated West Seattle Line) in SODO	Would not remove at-grade crossings between roadways and the existing light rail line in SODO. Would not allow track interconnections between the West Seattle and Ballard light rail lines needed for system operational flexibility.	Would not allow track interconnections between the West Seattle and Ballard light rail lines needed for system operational flexibility.
Chinatown-International District	Sound Transit 3 Representative Project (Cut-and-Cover Tunnel and Station) in Chinatown-International District	Would have longest section of cut-and-cover tunnel construction along 5th Avenue South in Chinatown-International District.	Would have extensive surface construction impacts along 5th Avenue South compared to the other 5th Avenue alternatives.
Downtown	Sound Transit 3 Representative Project (5th/6th/Republican)	Would have construction challenges with conflicts with State Route 99 off-ramp and large sewer pipe on Republican Street in South Lake Union.	Would conflict with the State Route 99 off-ramp or large sewer pipe in South Lake Union.

[a] This column lists the portions of the Level 3 end-to-end alternatives that were not carried forward into the Draft EIS.

5 INITIAL ASSESSMENT

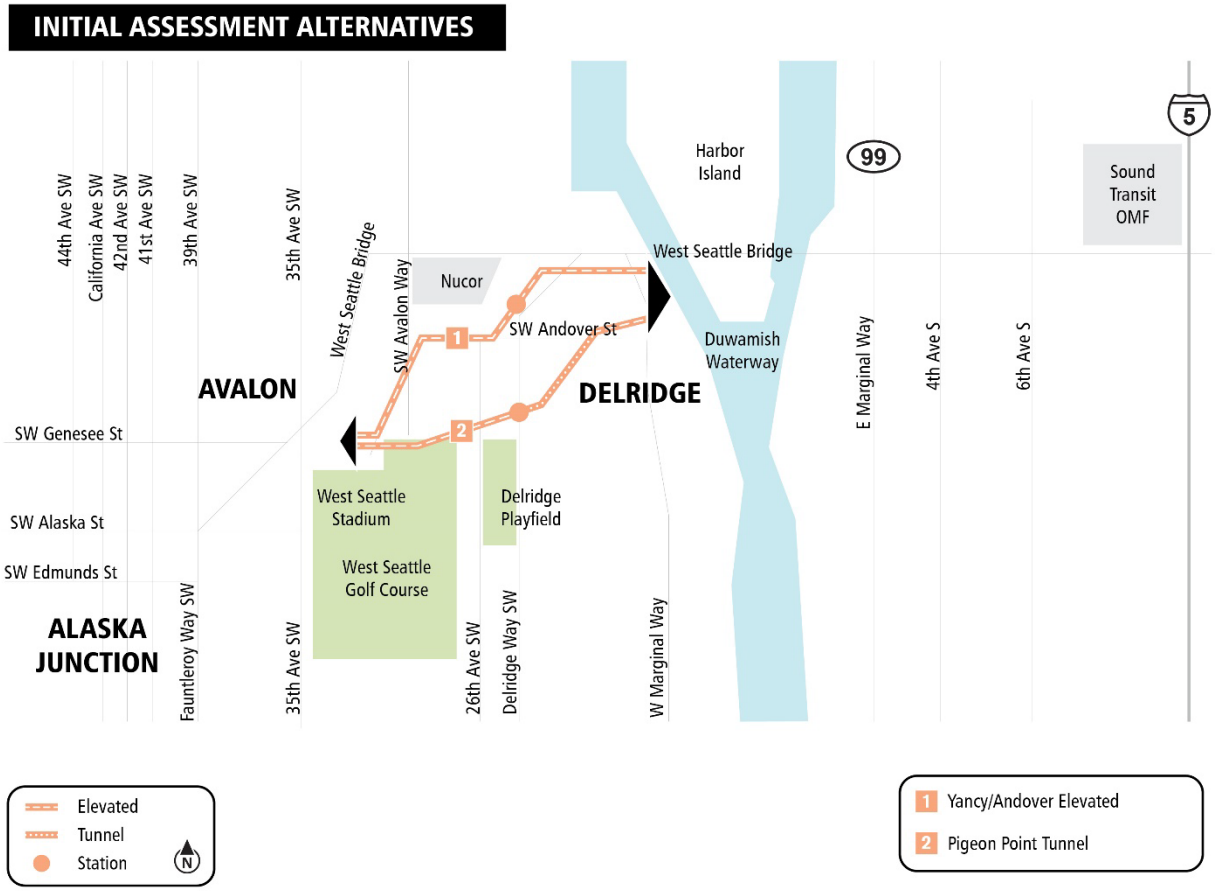
In May, 2019, the Sound Transit Board adopted Motion M2019-51 (Sound Transit Board of Directors 2019a), which identified preferred alternatives, preferred alternatives with third-party funding, and other alternatives to study in the Draft EIS. In this motion, the Board also directed Sound Transit staff to conduct an initial assessment of four additional alternatives suggested during the scoping comment period, to establish whether further detailed study in the Draft EIS was appropriate. As Sound Transit staff began evaluating these alternatives, they were refined, and two additional design options were added to respond to engineering constraints. The initial assessment evaluated four alternatives and associated design options as follows:

- Yancy/Andover Elevated Alternative
- Pigeon Point Tunnel Alternative
- SODO Elevated Alternative
  - SODO Double Elevated Design Option
  - SODO Partial Elevated Design Option
- Tunnel with 20th Avenue Station in Ballard Alternative
  - 20th Avenue Tunnel Ballard – BNSF Portal Design Option
  - 20th Avenue Tunnel Ballard – Thorndyke Portal Design Option

The initial assessment alternatives and design options in each study segment are shown on Figures 5-1 through 5-3.

Following completion of the initial assessment, the Board reviewed the initial assessment findings (Sound Transit 2020) and public input. In October 2019, the Board approved Motion M2019-104 (Sound Transit Board of Directors 2019b), which identified additional alternatives to study in the Draft EIS. Table 5-1 summarizes the alternatives from the initial assessment that were not carried forward for further study in the Draft EIS.

Figure 5-1. Initial Assessment Alternatives in the West Seattle/Duwamish Segment



Diagrams are for illustration purposes only and are not to scale.

Figure 5-2. Initial Assessment Alternatives in the SODO Segment

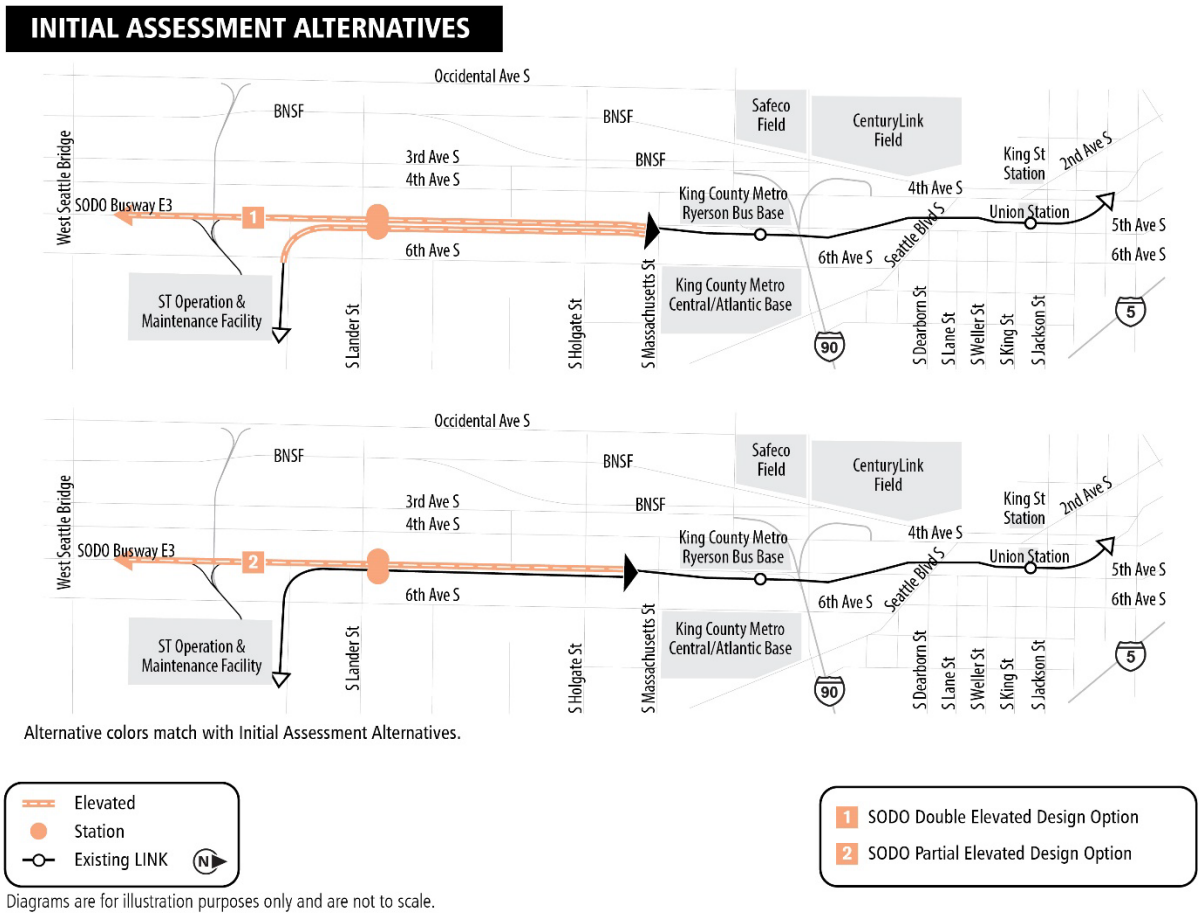
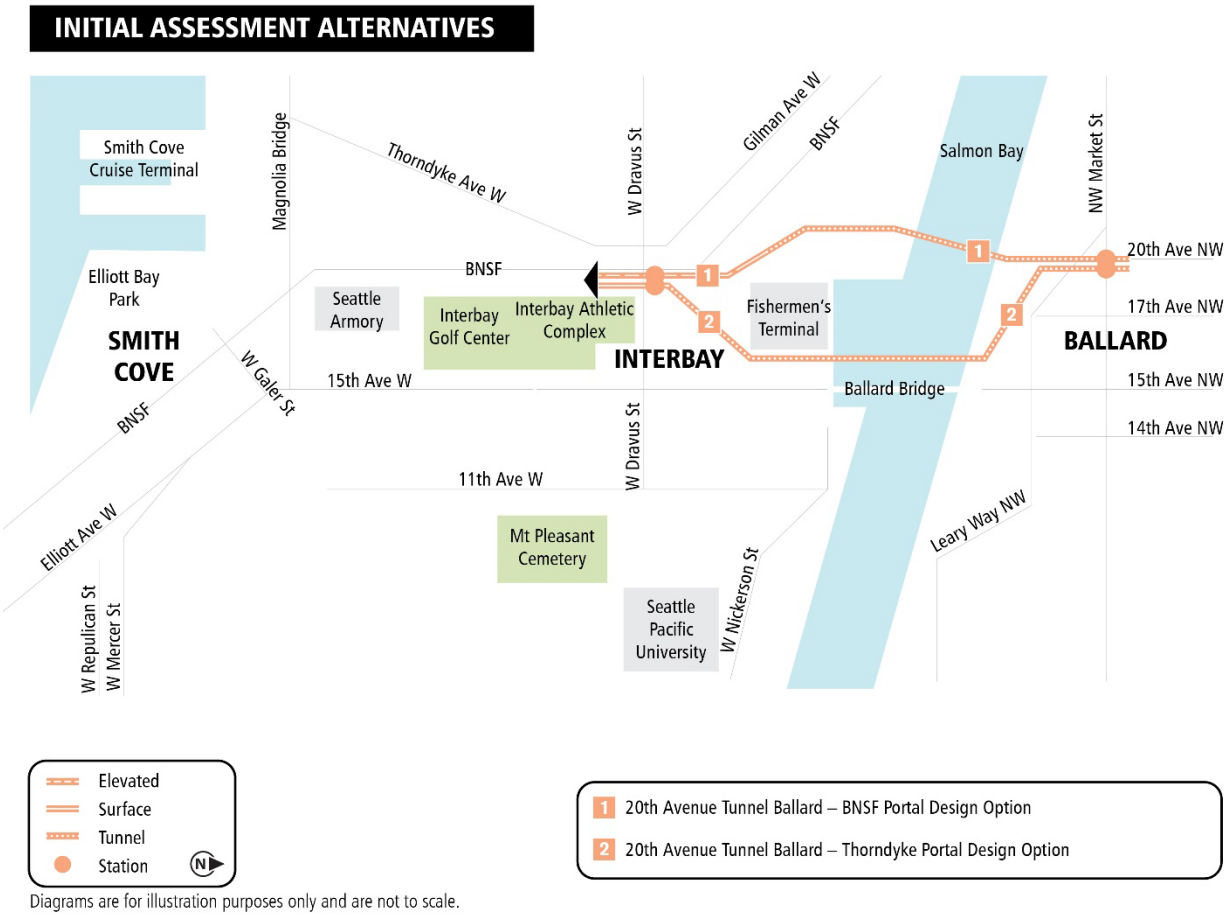


Figure 5-3. Initial Assessment Alternatives in the Interbay/Ballard Segment



Diagrams are for illustration purposes only and are not to scale.

Table 5-1. Summary of Initial Assessment Alternatives Not Carried Forward into Draft Environmental Impact Statement

Segment	Initial Assessment Alternative	Key Findings	Screening Reasoning
West Seattle/ Duwamish	Pigeon Point Tunnel	Fewer business, freight, and visual effects. Similar residential effects. More accessible Delridge station Bisects habitat areas of the West Duwamish Greenbelt. Would cost approximately $900 million more than the Sound Transit 3 Representative Project for the two tunnels (+$700 million for the West Seattle Junction Tunnel and +$200 million for the Pigeon Point Tunnel); tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships.	Would have a higher cost with limited additional benefit compared to other alternatives. Would bisect the West Duwamish Greenbelt.
SODO	SODO Double Elevated Design Option	Similar to At-Grade Alternative, would have full grade separation at South Holgate and South Lander streets, improving traffic and light rail reliability. Would improve transit integration by shifting the SODO Station south, closer to South Lander Street and allow the SODO Busway to continue operations. Would require the construction of two elevated guideways in poor soils. Would require two extended shutdowns of Central Link during construction, disproportionally affecting communities of color and low-income populations. Would cost approximately $300 million more than the Sound Transit 3 Representative Project (approximately $500 million more than the Preferred At-Grade Alternative).	Would require extended shutdowns of Central Link during construction, which would disproportionately affect communities of color and low-income populations and would have a higher cost.
Interbay/ Ballard	20th Avenue Tunnel Ballard – BNSF Portal Design Option	Ballard Station would be closer to the center of the Ballard Hub Urban Village. Additional property effects due to the constrained right-of-way along 20th Avenue Northwest in Ballard. Constructability challenges due to relocation of major underground utilities in Interbay and a long span structure over BNSF tracks. Would cost approximately $750 million more than the Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships.	Would have additional property effects in the core of the Ballard Hub Urban Village. Would add constructability challenges, cost, and risk
Interbay/ Ballard	20th Avenue Tunnel Ballard – Thorndyke Portal Design Option	Ballard Station would be closer to the center of the Ballard Hub Urban Village. Additional property effects due to the constrained right-of-way along 20th Avenue Northwest in Ballard. Constructability challenges due to relocation of major underground utilities in Interbay, though less than with the BNSF Portal. May require a retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges. Would cost approximately $450 million more than the Sound Transit 3 Representative Project; tunnel costs not included in Sound Transit 3 financial plan or evaluation methodology and requires funding partnerships.	Would have additional property effects in the core of the Ballard Hub Urban Village. Would add constructability challenges, cost, and risk.

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6 ALTERNATIVES SUGGESTED DURING SCOPING BUT NOT CARRIED FORWARD

The scoping process for the EIS generated some new alternative suggestions that were considered but not identified for study in the Draft EIS for the reasons shown in Table 6-1 for the West Seattle Link Extension and in Table 6-2 for the Ballard Link Extension. A multi-year local planning process identified the Sound Transit 3 Plan for which voters approved funding. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Alternatives suggested during scoping that included modes, corridors, or stations that were inconsistent with the Representative Project and not identified or analyzed in the Sound Transit 3 Plan were not carried forward.

Table 6-1. West Seattle Link Extension Alternatives Suggested During Scoping and Not Carried Forward

Alternative Suggested	Reason Not Evaluated in Draft Environmental Impact Statement
Tunnel alignment in West Seattle Junction on Fauntleroy Way Southwest that terminates near Southwest Alaska Street and does not include Avalon Station and/or Delridge Station.	A purpose of the project, as identified in Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016). Sound Transit 3 Plan calls for station areas at SODO, Avalon, Delridge, and the Alaska Junction; an alternative that does not contain these stations would be inconsistent with the Sound Transit 3 Plan.
Pigeon Ridge/West Seattle Tunnel from Level 1 and 2.	This alternative was considered in the Level 1 and Level 2 Alternatives Development but was not recommended to be carried forward by Elected Leadership Group due to high cost and engineering constraints. Board Motion M2019-51 directed Sound Transit project staff to conduct an initial assessment of a modified version of the Pigeon Ridge/West Seattle Tunnel from Level 1 and Level 2 Alternatives Development. This alternative was not identified for study in the Draft EIS because it would have a higher cost with limited additional benefit compared to other alternatives and it would bisect the West Duwamish Greenbelt.
Duwamish Waterway (also known as Duwamish River) crossing primarily on the south side of the West Seattle Bridge that would transition to the north side on the west side of the Duwamish Waterway to avoid both Port of Seattle property and Pigeon Point.	A Duwamish Waterway crossing as described would have to cross the West Seattle Bridge three times. Any south-north-south crossing presents the following challenges: more very tall structures, longer water crossings, longer spans and more curvature in long spans, and larger foundations and more constrained locations for these foundations. The engineering and constructability issues with the south-north-south crossing concepts performs lower than the Draft EIS south and north crossing alignments.
Using a portion of the West Seattle Golf Course or the Delridge Playfield to minimize impacts to the Youngstown/North Delridge neighborhood. Suggestions included using the northern portion of the golf course along Southwest Genesee Street or traveling south of the West Seattle Stadium to a tunnel portal in the vicinity of Rotary Viewpoint Park near Southwest Alaska Street and 35th Avenue Southwest.	The Golf Course/West Seattle Junction Alternative was considered in Alternatives Development. The Level 1 alternative traveled through the golf course and did not have an Avalon Station area as called for in the Sound Transit 3 Plan, while the Level 2 analysis shifted the guideway through the north edge of the golf course in order to minimize park impacts and accommodate an Avalon Station. Refinements to this alternative and additional alternatives in the Delridge Segment are considered in the Draft EIS to reduce impacts to North Delridge and Youngstown neighborhoods.

Alternative Suggested	Reason Not Evaluated in Draft Environmental Impact Statement
Continuing west along the West Seattle Bridge to Southwest Avalon Way and following Southwest Avalon Way on an elevated guideway to Avalon Station without a Delridge Station. Comments suggested a park-and-ride lot or transit hub near the west end of the West Seattle Bridge.	A purpose of the project, as identified in Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016). The Sound Transit 3 Plan calls for station areas at SODO, Avalon, Delridge, and the Alaska Junction; an alternative that does not contain these stations would be inconsistent with the Sound Transit 3 Plan. An alternative that does not provide service to Delridge is inconsistent with the Sound Transit 3 Plan.
Tunnel under the Duwamish Waterway.	This alternative was not considered due to technical feasibility issues related to the impractical tunnel depth and length due to the topography in West Seattle.
An additional station on the east side of the Duwamish Waterway.	A purpose of the project, as identified in Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016). An additional station on the east side of the Duwamish Waterway would not be consistent with the station areas identified and analyzed in the Sound Transit 3 Plan.
Light rail should terminate in North Delridge or near the West Seattle Bridge. This could be combined with a transit hub to provide transfers to improved bus service to reach Alaska Junction and other West Seattle neighborhoods.	A purpose of the project, as identified in Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016). Sound Transit 3 Plan called for station areas at SODO, Avalon, Delridge, and the Alaska Junction; an alternative that does not contain these stations would be inconsistent with the Sound Transit 3 Plan. The Draft EIS analysis does evaluate the Delridge Station as a potential Minimum Operable Segment.
Improving existing bus routes instead of light rail.	A purpose of the project, as identified in Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016).The mode (bus) was considered in the Level 1 analysis but was not carried forward since it was not identified and analyzed in the Sound Transit 3 Plan.
Aerial tram at Delridge Station could connect areas to the west with this Delridge Way Southwest light rail alignment.	As part of the Sound Transit 3 planning process, Sound Transit developed the *High-Capacity Transit Technologies Issue Paper* (Sound Transit 2014a) to evaluate different technologies and determine their viability for high-capacity transit implementation. It identified that gondolas and aerial trams are not considered regional high-capacity transit. As a result, the mode (aerial tram) was not identified in the Sound Transit 3 Plan.
Alignment continues south on Delridge Way Southwest toward South Delridge, Westwood Village, White Center, and other neighborhoods to the south, rather than go to Alaska Junction. Some suggested this in combination with a transit hub near the west end of the West Seattle Bridge to facilitate bus connections to reach Alaska Junction and other West Seattle neighborhoods. Some suggested surface light rail on Delridge Way Southwest.	Future extensions were considered in Level 1 but were not carried forward because they were not identified or analyzed in the Sound Transit 3 Plan or the Long-Range Plan (Sound Transit 2014b). Extensions south that do not serve an Alaska Junction Station area were not identified or analyzed in the Sound Transit 3 Plan. A purpose of the project, as identified in Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016).

Alternative Suggested	Reason Not Evaluated in Draft Environmental Impact Statement
Extending south on 35th Avenue Southwest rather than to Alaska Junction with a tunnel under 35th Avenue Southwest or surface light rail.	A purpose of the project, as identified in Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016). An alternative that does not include an Alaska Junction Station would be inconsistent with the Sound Transit 3 Plan.
Future extension from Alaska Junction should connect to the Fauntleroy Ferry Terminal.	Future extensions were considered in Level 1 but were not carried forward because they were not identified or analyzed in the Sound Transit 3 Plan or the Long-Range Plan (Sound Transit 2014b). A purpose of the project, as identified in Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016). The Fauntleroy Ferry Terminal was not identified as one of these communities. All proposed Alaska Junction stations are oriented north-south so as not to preclude a future extension of light rail to the south.
A more southerly alignment to serve Georgetown, South Park, and White Center and extend to Burien and the airport. Other comments suggested the use of the State Route 509 highway corridor.	Future extensions were considered in Level 1 but were not carried forward because they were not identified or analyzed in the Sound Transit 3 Plan or the Long-Range Plan (Sound Transit 2014b). Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, identifies a purpose of the project is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016). Georgetown, South Park, White Center, and Burien were not communities identified in the project corridor in Sound Transit 3.
A more southerly alignment, crossing the Duwamish in the vicinity of Georgetown and following a more gradual slope to reach Alaska Junction and connect underserved areas south of Alaska Junction. Some alignment suggestions included using the approximate corridors of Myers Way South, Southwest Roxbury Way, and 35th Avenue Southwest.	Routes to Georgetown were considered in Level 1 but were not carried forward because they were not identified or analyzed in the Sound Transit 3 Plan or Long-Range Plan. Chapter 1, Purpose and Need for West Seattle and Ballard Link Extensions, identifies a purpose of the project is to provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan (Sound Transit 2016). Georgetown and the underserved areas south of Alaska Junction listed in these suggested alternatives were not communities identified in the project corridor in Sound Transit 3.
Elevate both the West Seattle line and the Ballard line through SODO.	Board Motion M2019-51 directed Sound Transit project staff to conduct an initial assessment of this alternative. This alternative was not identified for study in the Draft EIS because it would require extended shutdowns of Central Link during construction, which could disproportionately affect communities of color and low-income populations, and would have a higher cost.

Table 6-2. Ballard Link Extension Alternatives Suggested During Scoping and Not Carried Forward

Alternative Suggested	Reason Not Evaluated in Draft Environmental Impact Statement
Station located east of Interstate 5.	An alignment with Midtown Station east of Interstate 5 was considered in Level 1 of the Alternatives Development but was not recommended by the Elected Leadership Group to be carried forward into Level 2 due to concerns regarding engineering feasibility and cost risks. A Midtown Station east of Interstate 5 was not identified in the Sound Transit 3 Plan.
Denny Station located farther west, on 5th Avenue/Denny Way or 6th Avenue/Denny Way, to better serve Belltown.	Alignments serving Belltown were considered in the *Ballard to Downtown Seattle Transit Expansion Study* (Sound Transit 2014c) as part of the early local planning process. A Denny Station in this vicinity would preclude a station in South Lake Union and would therefore not be consistent with the Sound Transit 3 Plan, which included a station at South Lake Union.
Seattle Center Station farther south to better serve Belltown.	A Seattle Center Station location on Harrison Street was considered in Levels 1 and 2 of the Alternatives Development. It was not recommended by the Elected Leadership Group to be carried forward to Level 3 because of concerns about distance from Key Arena (now Climate Pledge Arena) and effects to the neighborhood.
Alignment and station located on 4th Avenue, with Midtown Station between James and Madison streets.	A tunnel alignment beneath 4th Avenue was considered during Alternatives Development but not evaluated because of constructability challenges associated with avoiding a conflict with the existing BNSF Railway tunnel.
Alignment extending from 5th Avenue in the Chinatown-International District to 3rd Avenue near the existing rail station and then proceeding north to Denny Station.	A tunnel alignment beneath 3rd Avenue would conflict with the existing Downtown Seattle Transit Tunnel.
Siting South Lake Union Station east of Aurora Avenue North and spanning Mercer Street.	South Lake Union Station locations east of Aurora Avenue were considered during Alternatives Development but were not evaluated because a tunnel station beneath and spanning Mercer Street is problematic due to conflicts with existing large underground utilities.
Alignment and stations following State Route 99 from downtown to North Seattle.	Alignment and stations following State Route 99 would not meet the purpose of the project, which is to expand the light rail system from Downtown Seattle to West Seattle and Ballard, consistent with Sound Transit's Long-Range Plan and reflected in the Sound Transit 3 Plan. The Sound Transit 3 Plan specifies that light rail be extended from Downtown Seattle to Ballard with a new subway through Downtown Seattle and South Lake Union, with stations serving the Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. An alignment along State Route 99 from Downtown to North Seattle would not be consistent with the Sound Transit 3 Plan.

Alternative Suggested	Reason Not Evaluated in Draft Environmental Impact Statement
Alignment with a bridge over the BNSF railyard, an optional station at Fishermen's Terminal, a tunnel under Salmon Bay west of Fishermen's Terminal, and a station at 20th Avenue Northwest and Northwest Market Street in Ballard.	An alignment with Ballard Station at 20th Avenue Northwest and Northwest Market Street was considered in Level 1 but was not recommended by the Elected Leadership Group to be carried forward into Level 2 because of anticipated constructability issues and costs related to the length of the tunnel. An alignment with a bridge over the BNSF railyard, tunnel under Salmon Bay, and Ballard Station at 20th Avenue Northwest and Northwest Market Street was considered in the initial assessment following scoping, but the Board did not identify this alternative for study in the Draft EIS due to constructability challenges with conflicts to major underground utilities, potential neighborhood effects, and cost.
A 20th Avenue West alignment in Interbay to better serve Magnolia.	An alignment along 20th Avenue West was evaluated in Level 2 but was not carried forward due to the added complexity of a long-span bridge over the BNSF Railway tracks.
Ballard Station closer to the core of the Ballard urban village. Suggestions included a station in the vicinity of 20th Avenue Northwest or 17th Avenue Northwest.	Ballard Station at 20th Avenue Northwest and Northwest Market Street in the urban village was considered in Level 1 but was not recommended by the Elected Leadership Group to be carried forward into Level 2 because of anticipated constructability issues and costs related to the length of the tunnel necessary to provide a station at this location. A station at 20th Avenue Northwest was considered in the initial assessment following scoping as directed by Board Motion M2019-51, but the Board did not identify this alternative for study in the Draft EIS due to constructability challenges with conflicts to major underground utilities, potential neighborhood effects, and cost. A Ballard Station at 17th Avenue Northwest was considered in Levels 1 and 2 but was not recommended by the Elected Leadership Group to be carried forward into Level 3 because of potential residential property impacts.
14th Avenue Northwest fixed-bridge alignment with Ballard Station located on 15th Avenue Northwest.	An elevated alignment transitioning between a 14th Avenue fixed bridge and a station on 15th Avenue Northwest would result in greater potential property impacts in this area of Ballard.
Additional station immediately north of Ballard Bridge.	An additional station north of the Ballard Bridge would not be consistent with the Sound Transit 3 Plan. In addition, there are two other stations nearby, namely Ballard and Interbay stations, and adding another station north of the Ballard Bridge would increase travel times between Ballard and Downtown.
Alignment and locations to serve neighborhoods to the north (Whittier Heights, Crown Hill, and Greenwood) and east (Fremont, Phinney Ridge, Wallingford, and U-District, and the urban center of Upper Queen Anne).	This alignment and station locations would not meet the purpose of the project, which is to expand the light rail system from downtown Seattle to West Seattle and Ballard, consistent with Sound Transit's Long-Range Plan and reflected in the Sound Transit 3 Plan. The Sound Transit 3 Plan includes studies to continue planning for future expansion of the regional high-capacity transit system even farther, consistent with the regional transit system envisioned in the Long-Range Plan. Additional investments for future expansion must be approved by voters.

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September 2024

West Seattle Link Extension

Final Environmental Impact Statement

TRANSPORTATION TECHNICAL REPORT

Appendix N.1

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

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West Seattle Link Extension
Transportation Technical Report

September 2024

Sound Transit

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Appendices

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Attachment N.1B. Existing and Future Transit Routes and Levels of Service
Attachment N.1C. Existing and Future Intersection Levels of Service
Attachment N.1D. Permanent and Temporary Transportation Facility Closures
Attachment N.1E. Pedestrian Level of Service
Attachment N.1F. Bicycle Master Plan Project List
Attachment N.1G. Historical Collisions by Collision Type

Acronyms and Abbreviations

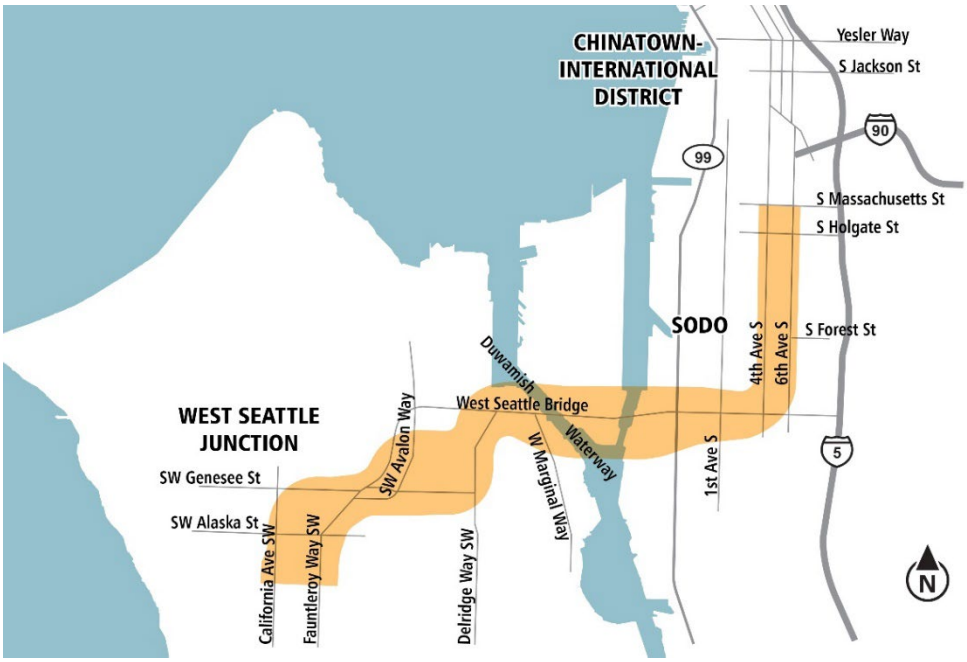
Acronym	Definition
A.D.A	Americans with Disabilities Act
A.D.T.	average daily traffic
Coast Guard	United States Coast Guard
Corps.	United States Army Corps of Engineers
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
Harbor Patrol	Seattle Police Harbor Patrol
L.O.S.	level of service
M.O.S.	minimum operable segment
Metro	King County Metro Transit
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
SEPA	State Environmental Policy Act
Ship Canal	Lake Washington Ship Canal
Sound Transit	Central Puget Sound Regional Transit Authority
TOD	transit-oriented development
WSBLE	West Seattle and Ballard Link Extensions
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from SODO to West Seattle. The West Seattle Link Extension Project (the project) is a 4.1-mile corridor in the city of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 1-1). The project would include stations at SODO, Delridge, Avalon, and Alaska Junction. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

Figure 1-1. West Seattle Link Extension Project Corridor



The Draft Environmental Impact Statement (EIS) published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions (WSBLE) Project. The extensions were evaluated together in the WSBLE Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and Federal Transit Administration (FTA) have decided to move forward under separate environmental reviews for each extension.

As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are standalone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further analysis is undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed.

The West Seattle Link Extension would provide fast, frequent, and reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region. The Puget Sound Regional Council (the regional metropolitan planning organization) and the City of Seattle have designated the following Manufacturing/ Industrial Center and urban village in the project corridor:

- **Manufacturing/Industrial Center.** The project corridor includes the Duwamish Manufacturing/ Industrial Center. SODO Station is in the Duwamish Manufacturing/Industrial Center.
- **Urban Village.** West Seattle Junction is a neighborhood in the project corridor designated by the City of Seattle as an urban village. The Alaska Junction and Avalon stations are in the West Seattle Junction Urban Village.

Puget Sound Regional Council

Puget Sound Regional Council, the regional metropolitan planning organization, develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Kitsap, Pierce, and Snohomish counties. Puget Sound Regional Council is composed of over 80 jurisdictions, including all four counties; cities and towns; ports; state and local transportation agencies; and Tribal governments within the region.

These designations indicate that these areas will continue to increase in residential and/or employment density over the next 30 years.

Existing local transit connections in the project corridor include bus and light rail. The King County Metro Transit (Metro) RapidRide C bus line currently provides service between West Seattle, Downtown Seattle, and South Lake Union. The RapidRide H bus line provides service between Burien and Downtown Seattle via Delridge. Other local bus service also operates in the project corridor.

Regional transit service in the project corridor includes regional bus service, ferry service, light rail, Sounder commuter rail, and Amtrak passenger rail service. Light rail currently operates between the Angle Lake Station in the city of SeaTac and Northgate Station in Seattle, traveling through the Downtown Seattle Transit Tunnel. There is an existing light rail station in SODO in the West Seattle Link Extension Corridor.

Extensions of light rail are under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way, all of which are anticipated to be operational by 2026. Additional planned light rail extensions would continue south to the Tacoma Dome, expected to begin service in 2035, and north to Everett, planned to begin service between 2037 and 2041. The Ballard Link Extension is scheduled to begin service between SODO and Ballard in 2039. The West Seattle Link Extension is scheduled to open in 2032 and would include a new SODO station where riders to and from West Seattle could transfer to the existing SODO station and light rail system until the Ballard Link Extension begins operation. The Ballard Link Extension would permanently connect the West Seattle Link Extension to the existing 1 Line, allowing riders to continue north to Everett. Figure 1-2 shows the full system planned for operation in 2042 under the target schedule. Table 1-1 lists the project Build Alternatives.

Figure 1-2. Link Light Rail System Expansion

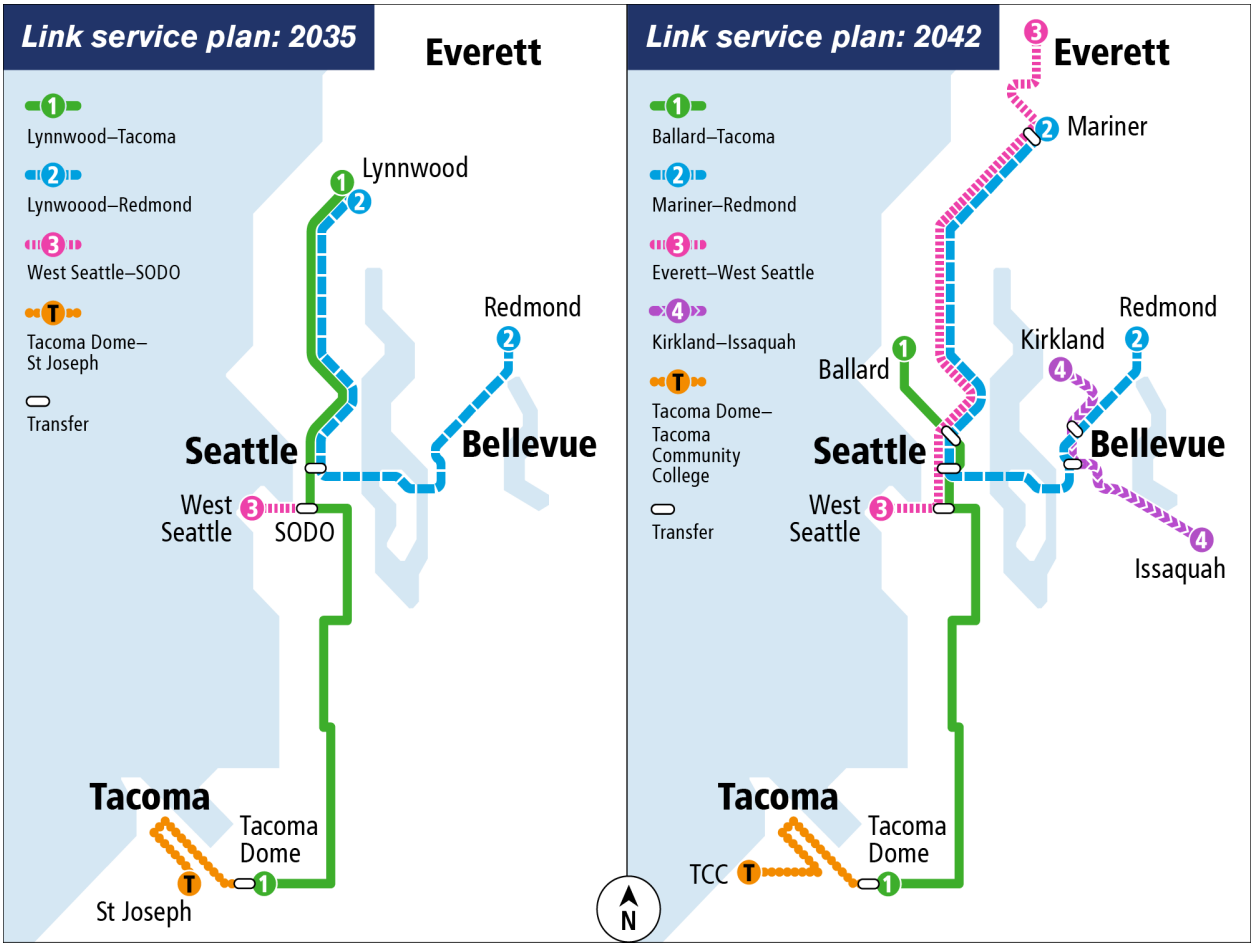


Table 1-1. Summary of West Seattle Link Extension Build Alternatives

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**	**SODO (At-Grade)**	**All Duwamish Segment alternatives.**
SODO	At-Grade Alternative	SODO-1a	SODO(At-Grade)	All Duwamish Segment alternatives.
SODO	At-Grade South Station Option	SODO-1b	SODO (At-Grade)	All Duwamish Segment alternatives.
SODO	Mixed Profile Alternative	SODO-2	SODO (Elevated)	All Duwamish Segment alternatives.
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**	**None**	**All SODO Segment alternatives. All Delridge Segment alternatives.**
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Duwamish (DUW)	North Crossing Alternative	DUW-2	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**	**Delridge (Elevated)**	**All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.**
Delridge (DEL)	Dakota Street Station Alternative	DEL-1a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station Lower Height Alternative	DEL-2a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Delridge Way Station Alternative	DEL-3	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Andover Street Station Alternative	DEL-5	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.
Delridge (DEL)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-6.
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**	**Avalon (Retained Cut), Alaska Junction (Tunnel)**	**Connects to DEL-6a and DEL-6b.**
West Seattle Junction (WSJ)	Elevated 41st/42nd Avenue Station Alternative	WSJ-1	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Elevated Fauntleroy Way Station Alternative	WSJ-2	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Tunnel 41st Avenue Station Alternative	WSJ-3a	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Tunnel 42nd Avenue Station Option	WSJ-3b	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4	Avalon (Elevated), Alaska Junction (Tunnel)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	Avalon (Retained Cut), Alaska Junction (Tunnel)	Connects to DEL-6a and DEL-6b.
West Seattle Junction (WSJ)	No Avalon Station Tunnel Alternative	WSJ-6	Alaska Junction (Tunnel)	Connects to DEL-7.

1.2 Purpose of Report

This report provides information about the potential transportation effects of the West Seattle Link Extension alternatives, allowing alternatives to be compared and mitigation to be identified where potential project impacts are found. The transportation analysis describes and evaluates the project alternatives' potential short-term (construction) and long-term (operations) impacts as follows:

- Chapter 2: Regional transportation, including vehicle miles of travel, vehicle hours of travel, vehicle hours of delay, and mode share.
- Chapter 3: Transit services, including regional and local services, project and station ridership, and transit quality and performance levels of service (L.O.S.).
- Chapter 4: The arterial and local street system, including property access, local traffic circulation, and intersection L.O.S.
- Chapter 5: Parking, including the loss of parking due to project facilities, and potential hide-and-ride parking impacts near stations.
- Chapter 6: Non-motorized facilities (bicycle and pedestrian) around stations and on major bicycle or pedestrian trails affected by the alternative or alternatives.
- Chapter 7: Safety (all modes).
- Chapter 8: Navigation of navigable waterways.
- Chapter 9: Freight (truck, rail, and water).
- Chapter 10: Indirect impacts on transportation.
- Chapter 11: Cumulative impacts on transportation.

The following attachments provide additional information:

- Attachment N.1A, Transportation Technical Analysis Methodology Report
- Attachment N.1B, Existing and Future Transit Routes and Level of Service
- Attachment N.1C, Existing and Future Intersection Levels of Service
- Attachment N.1D, Permanent and Temporary Transportation Facility Closures
- Attachment N.1E, Pedestrian Levels of Service
- Attachment N.1F, Bicycle Master Plan Project List
- Attachment N.1G, Historical Collisions by Collision Type

1.3 Methodology

The methodology and assumptions used to analyze the transportation impacts of the project are detailed in the Transportation Technical Analysis Methodology, which is provided as Attachment N.1A of this report. That report presents the following information:

- Agency guidelines and regulations regarding the transportation analysis.
- Transportation analysis methodology, including relevant definitions, data collection, regional traffic analysis, intersection impact analysis, and safety assessments.
- Methods for traffic forecasting and transit ridership estimates.

- Methods for assessing project impacts related to light rail stations, parking, non-motorized facilities and modes, property access and circulation, freight, transit, navigation, and construction.
- Specific roadways, intersections, and transit facilities analyzed.

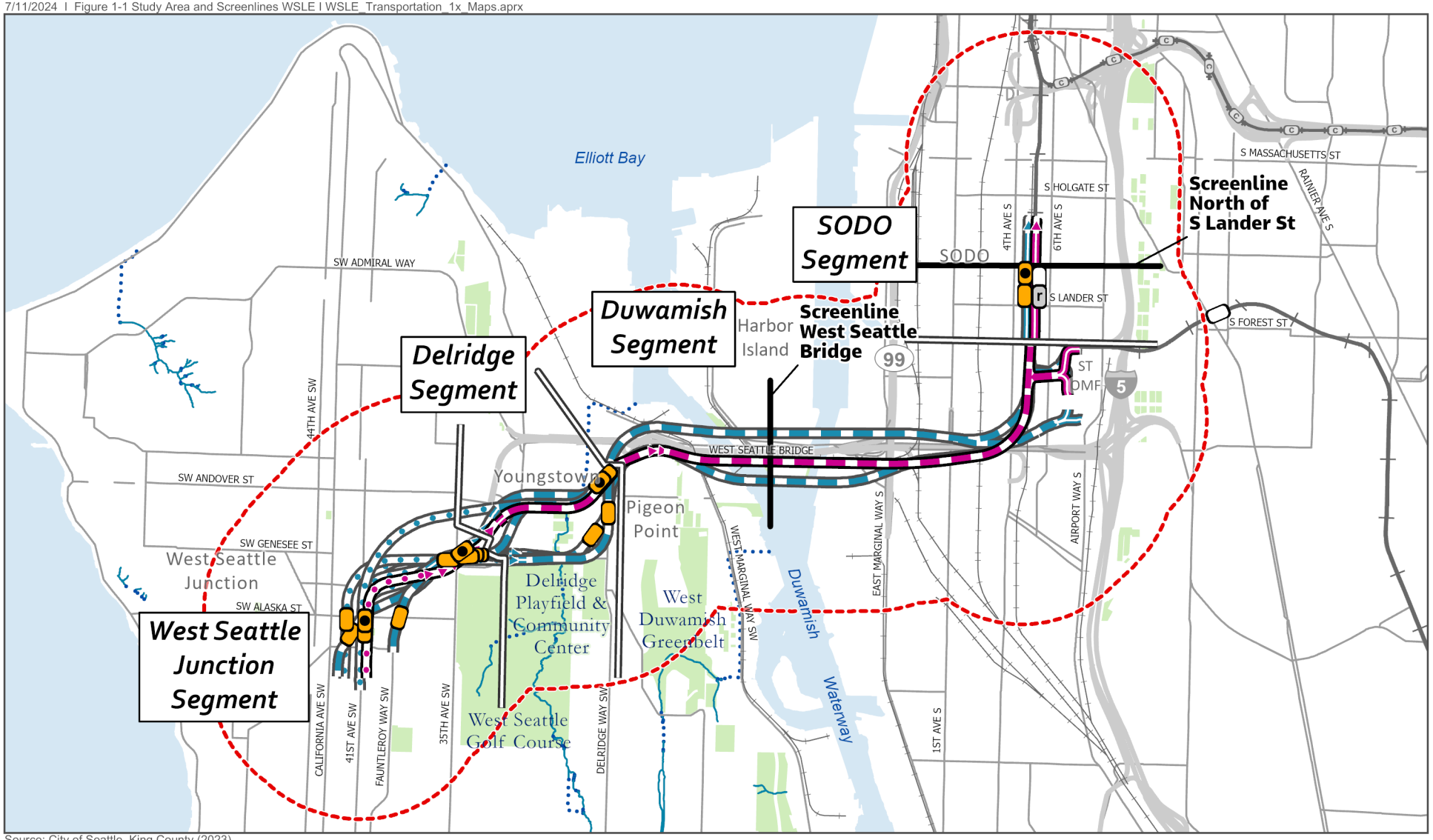
For each of these transportation elements, an affected environment section describes the existing (2019) conditions to provide context. The Draft EIS for this project, published in January 2022, reflected an existing year condition of 2019. For consistency, the Final EIS continues to use 2019 as the base year. The environmental impacts section describes the future conditions as a comparison between the No Build Alternative and the Build Alternatives for the year 2042.

The 2042 future condition for the transportation analysis represents Sound Transit's long-range plans, when the Sound Transit 3 program, including the West Seattle Link Extension, would be complete. Some transportation elements also evaluate 2032 for the construction period analysis. The future analysis considers both long-term (operations) and short-term (construction) impacts. The future long-term analysis considers the fully-built West Seattle Link Extension Project as well as the minimum operable segment (M.O.S.). The Delridge Station would be the West Seattle Link Extension M.O.S. terminus station. Potential mitigation to reduce identified potential project impacts is discussed in each section. For more detail on the various conditions and time periods analyzed, see Chapter 2, Regional Context and Travel.

In addition to the relevant regulations, plans, and policies considered in all environmental analyses, the transportation analysis would be guided by laws and regulations relevant to transportation as well as be informed by the policy direction established in the numerous plans and policy documents adopted within the project corridor.

1.4 Study Area

The study area for this transportation analysis is generally the area within 0.5 mile from the project alternatives (including stations) but varies for some transportation elements. Study areas that are particular to a transportation element are described in that element's section. The study area includes analysis screenlines at the West Seattle Bridge (east/west) and north of South Lander Street (north/south), which are used in the reporting of certain transportation analysis metrics. Figure 1-3 shows the general transportation study area and screenlines for the West Seattle Link Extension. The intersection analysis described in Chapter 4, Arterial and Local Street Operations, focuses on a set of study intersections in each project segment; these are presented in Figures 1-4 through 1-7.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

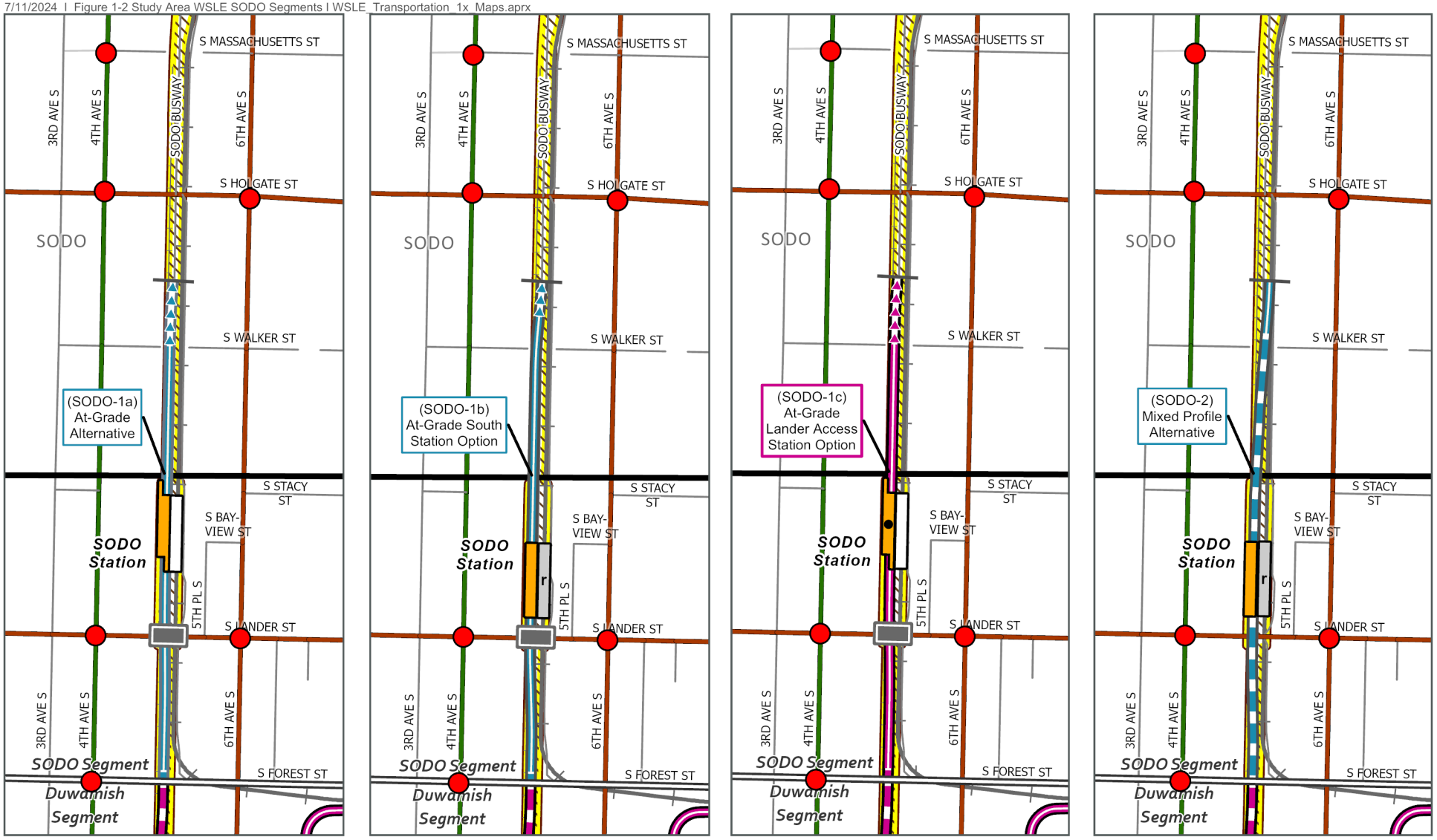
- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Screenlines
- Study Area

0 0.5 1 Mile

N

FIGURE 1-3
Study Area and Screenlines

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Screenlines
- Study Intersections

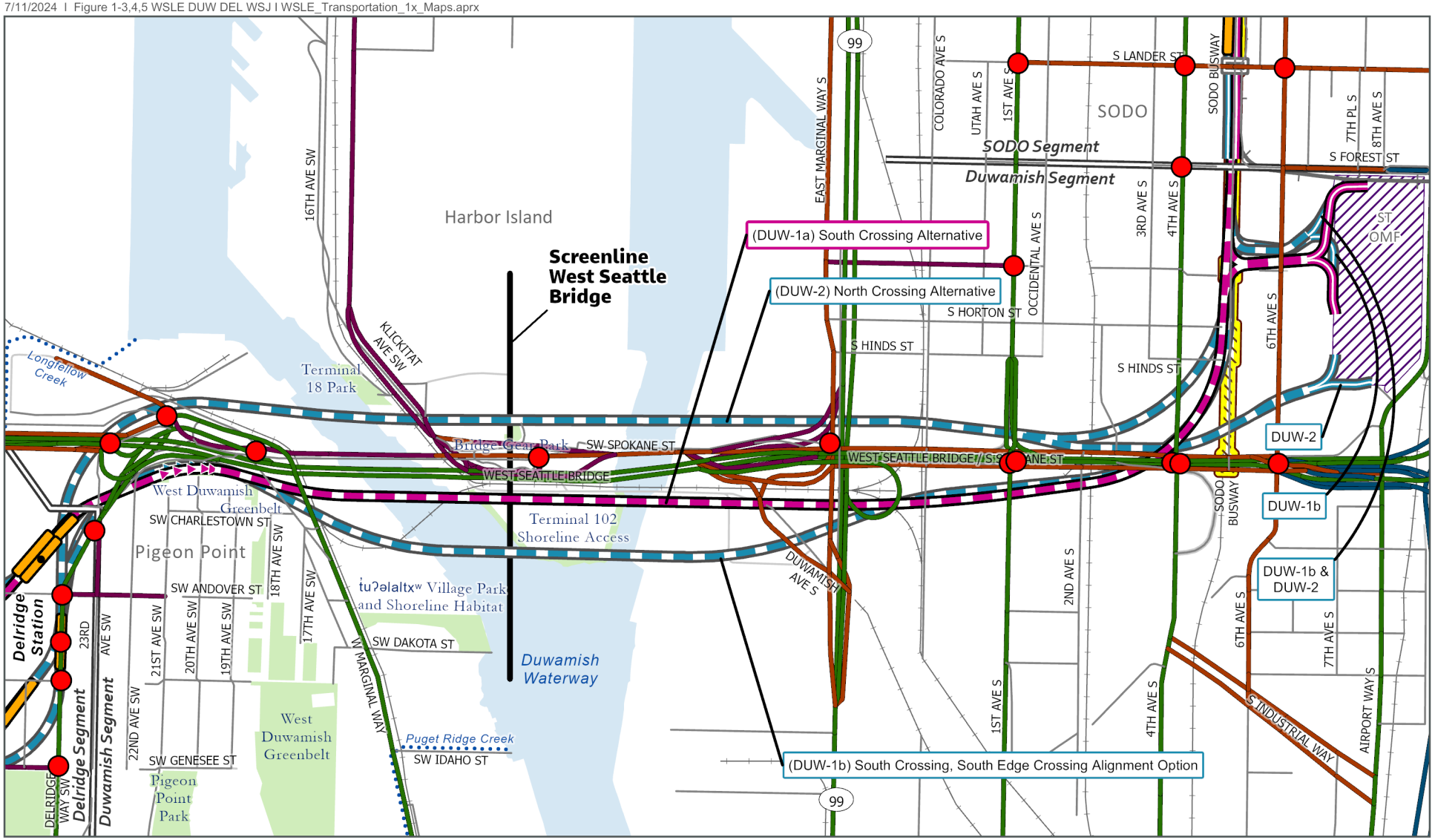
Street Functional Classification
- Collector Arterial
- Interstate/Freeway
- Principal Arterial/State Highway
- Minor Arterial
- Local Arterial

FIGURE 1-4
Study Area
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- Study Intersections
- Screenlines

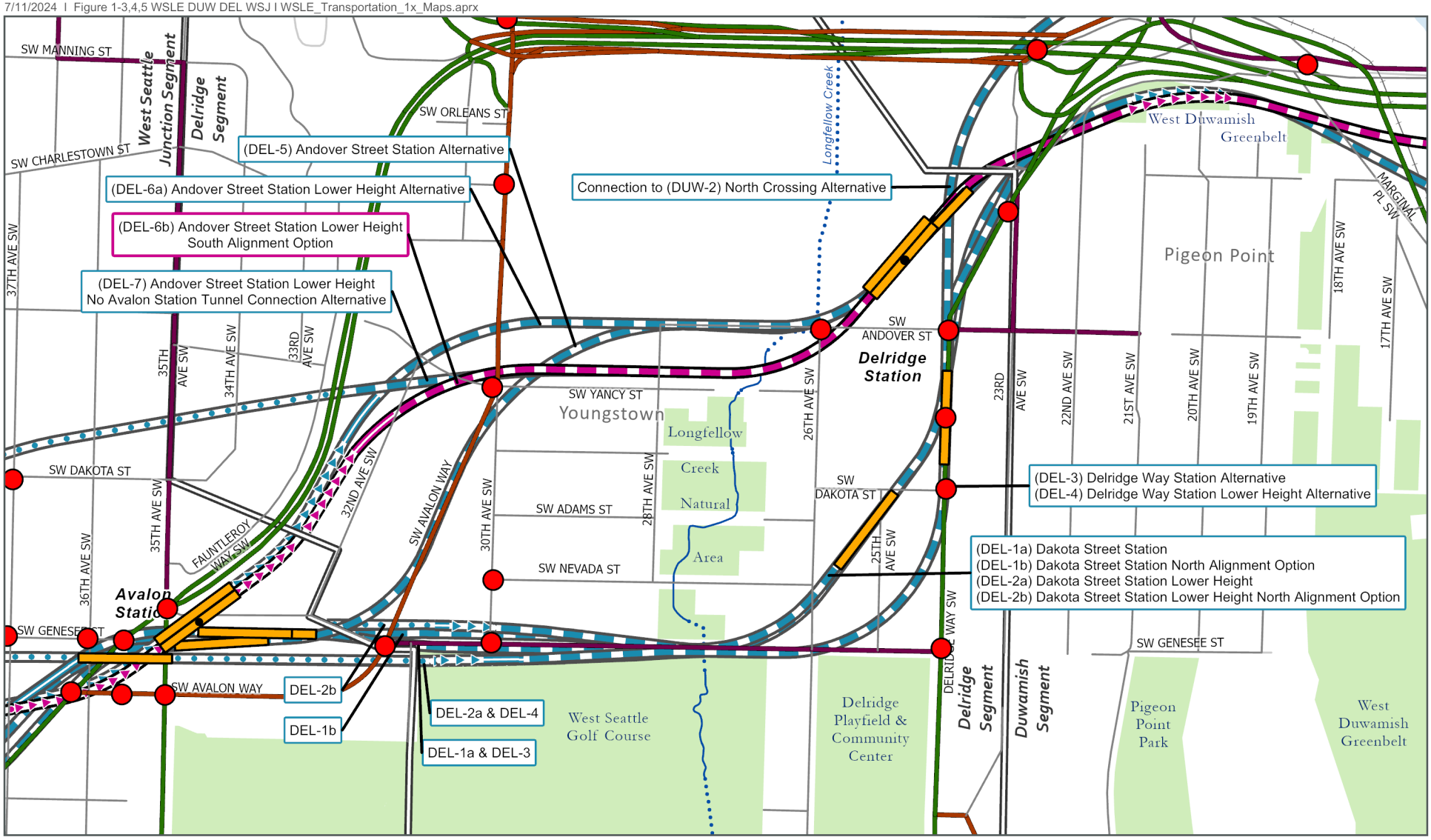
Street Functional Classification
- Collector Arterial
- Interstate/Freeway
- Principal Arterial/State Highway
- Minor Arterial
- Local Arterial

FIGURE 1-5
Study Area
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Study Intersections
- Screenlines

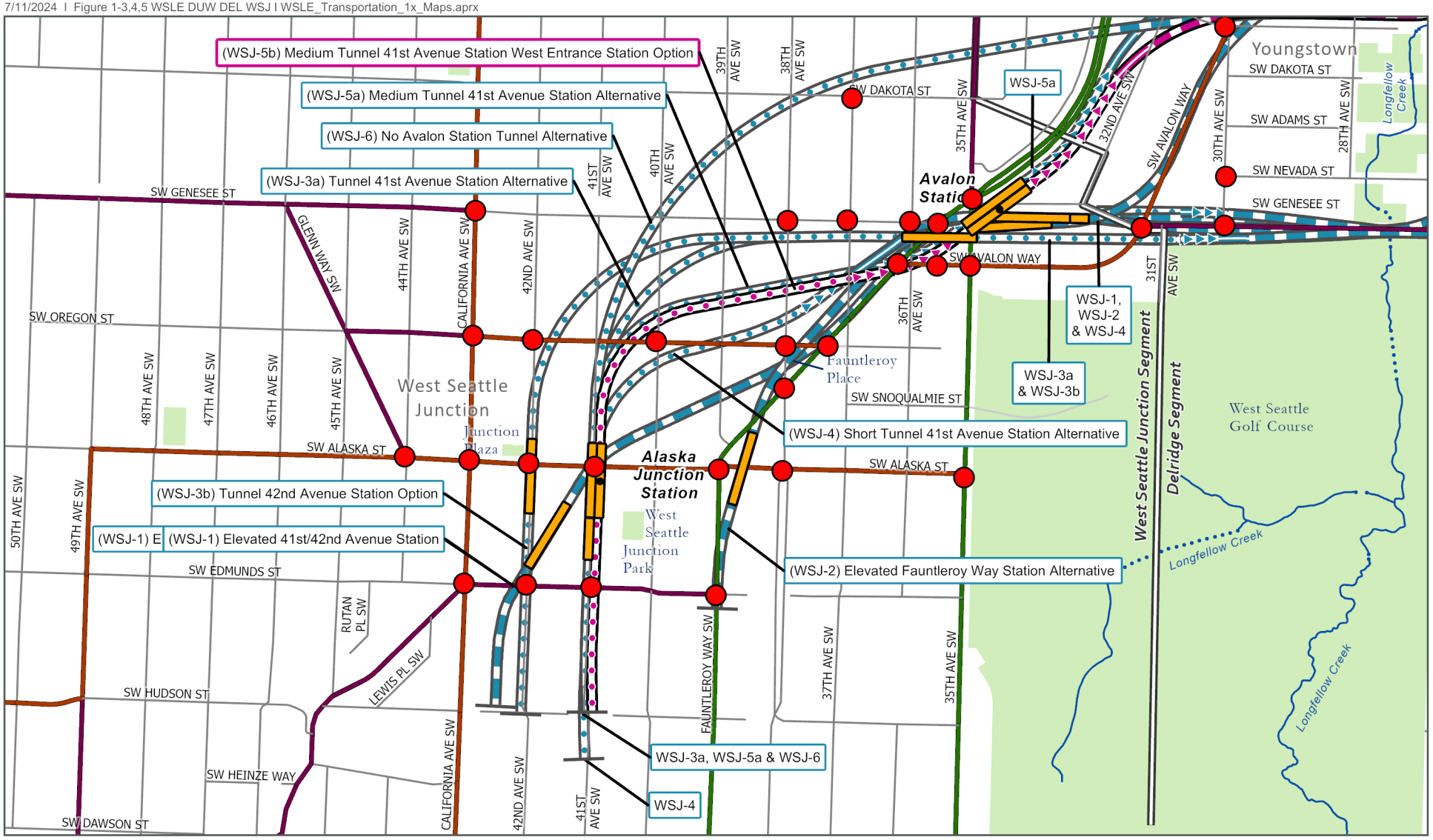
Street Functional Classification
- Collector Arterial
- Interstate/Freeway
- Principal Arterial/State Highway
- Minor Arterial
- Local Arterial

0 500 1,000 Feet

N

FIGURE 1-6
Study Area
Delridge Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Study Intersections
- Screenlines

Street Functional Classification
- Collector Arterial
- Interstate/Freeway
- Principal Arterial/State Highway
- Minor Arterial
- Local Arterial

0 500 1,000 Feet

N

FIGURE 1-7
Study Area
West Seattle Junction Segment

West Seattle Link Extension

2 REGIONAL CONTEXT AND TRAVEL

2.1 Introduction to Regional Facilities and Travel

This section describes the existing and anticipated future conditions of the regional roadway system through the West Seattle Link Extension Project (the project) study area, which includes major highways and arterials such as Interstates 5 and 90, State Route 99, and the West Seattle Bridge. The measures in this section are generally oriented to a regional scale and include analysis for mode share, vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay in the vicinity of the project.

Performance measures include region-wide vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay under base year (2019) conditions and in the future, with and without the project. Roadway performance is also assessed at select locations (screenlines) within the study area, with estimates of total trips at screenlines by mode, person trips, and a comparison of volumes to roadway capacity (i.e., volume-to-capacity ratio). Temporary (construction period) and permanent impacts on regional facilities and travel are discussed, as well as potential mitigation.

The following key findings were determined for regional context and travel:

- The project would result in reductions in vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay across the region in 2042.
- Within the study area, transit mode share is forecast to increase with slight shifts from single-occupancy and high-occupancy automobile trips.
- Volume-to-capacity ratios are anticipated to remain relatively unchanged under the Build Alternatives.

2.2 Affected Environment

The City of Seattle has designated portions of the West Seattle Junction as a hub urban village, and Puget Sound Regional Council has designated Downtown Seattle as a Regional Growth Center, meaning that these areas would continue to add housing and jobs over the next 20 years as a matter of policy. The project corridor also includes the Puget Sound Regional Council- and City-designated Duwamish Manufacturing/Industrial Center.

The regional facilities within the project study area include Interstates 5 and 90, State Route 99, and the West Seattle Bridge. Major arterials include Airport Way, South Jackson Street, South Dearborn Street, South Holgate Street, South Lander Street, 6th Avenue South, 4th Avenue South, 1st Avenue South, Delridge Way Southwest, 35th Avenue Southwest, and Fauntleroy Way Southwest.

The study area is also served by Sound Transit and King County Metro Transit (Metro).

2.2.1 Vehicle Miles Traveled, Vehicle Hours Traveled, and Mode Share

Vehicle miles traveled refers to the total number of miles traveled by vehicles in an area over a given period. Vehicle hours traveled refers to the total operating hours for all vehicles in an area over a given period. These statistics are used to describe the intensity of automobile use in the region, and increases in either or both are usually accompanied by increases in congestion and pollution. Vehicle hours of delay is the difference between forecasted and free-flow travel times, representing the amount of delay attributable to roadway congestion.

In 2019, within the central Puget Sound region, there were over 88 million vehicle miles and 3.1 million vehicle hours traveled daily (King, Kitsap, Pierce, and Snohomish counties), with approximately 815,000 hours of delay for passenger cars and heavy trucks. Approximately 17 million total daily trips were taken, with single-occupancy vehicles and freight making up about half of the travel in the region. Table 2-1 shows existing daily mode share by person trips.

Table 2-1. Daily Trips by Mode for the Central Puget Sound Region (2018)

Mode	Mode Share (Person Trips)
Single-occupancy Vehicles/Freight	43%
Shared Ride	39%
Walk/Bike	14%
Transit	5%
Total	**100%**

Source: Puget Sound Regional Council 2022

2.2.2 Screenline Performance

The following measures were used to assess the existing condition of regional travel on major corridors through the study area:

- Vehicle volume
- Vehicle volume-to-capacity ratio
- Person trips
- Mode share

Vehicle volume is the total number of vehicles passing through a location for a given time. Volume-to-capacity ratio compares the vehicle volume on a roadway to its capacity; a ratio over 1.0 indicates that demand exceeds capacity and that congestion is present as a result. Person trips are the number of discrete trips taken by individual persons regardless of mode. Mode share across screenlines is the percentage of trips by a particular mode (i.e., single-occupancy vehicles, high-occupancy vehicles with two or more persons, and transit [bus and rail][1]). These statistics were calculated at two representative locations along the project corridor: at the West Seattle Bridge and across a screenline north of South Lander Street (Figure 1-3 in Chapter 1, Introduction). Table 2-2 and Table 2-3 show the existing p.m. peak hour and daily performance metrics for these two screenlines, respectively. Existing a.m. peak hour performance metrics are not shown because they would be the inverse of the existing p.m. peak hour metrics.

During the p.m. peak hour, both screenlines are over capacity in the peak travel direction (westbound at the West Seattle Bridge screenline and southbound at the north of South Lander Street screenline), with volume-to-capacity ratios greater than 1.0. Eastbound travel across the West Seattle Bridge also shows a volume-to-capacity ratio greater than 0.9, meaning that vehicles are beginning to experience slowdowns. Transit mode share is relatively high—over 15 percent—in the p.m. peak hour in the peak travel direction.

The daily results include off-peak periods of the day with lower travel demand. Daily volume-to-capacity ratios are less than 0.7, and transit mode shares are between 8 and 11 percent.

[1] The Puget Sound Regional Council travel demand forecast model does not produce link-level non-motorized forecasts, so bicycle and pedestrian volumes are not included in these statistics. For more information about non-motorized volumes and operations, refer to Chapter 6, Non-Motorized Facilities.

Table 2-2. Existing P.M. Peak Hour Volumes, Volume-to-capacity Ratios, and Mode Shares

Screenline (Direction)	Vehicles	Volume-to-capacity Ratio	Persons	Single-occupancy Vehicle	High-occupancy Vehicle	Transit
West Seattle Bridge (Eastbound)	4,600	0.92	6,600	57%	38%	5%
West Seattle Bridge (Westbound)	5,300	1.04	8,700	50%	29%	21%
Lander Street (Northbound)	15,200	0.77	22,500	62%	35%	3%
Lander Street (Southbound)	21,000	1.08	36,000	51%	32%	17%

Source: Puget Sound Regional Council Regional Model and Sound Transit Ridership Model.

Table 2-3. Existing Weekday Daily Volumes, Volume-to-capacity Ratios, and Mode Share

Screenline (Direction)	Vehicles	Volume-to-capacity Ratio	Persons	Single-occupancy Vehicle	High-occupancy Vehicle	Transit
West Seattle Bridge (Eastbound)	58,400	0.65	85,200	57%	32%	11%
West Seattle Bridge (Westbound)	57,300	0.64	83,400	58%	31%	11%
Lander Street (Northbound)	234,200	0.66	352,200	60%	32%	8%
Lander Street (Southbound)	222,700	0.66	336,700	61%	31%	8%

Source: Puget Sound Regional Council Regional Model and Sound Transit Ridership Model.

2.3 Environmental Impacts

2.3.1 No Build Alternative

The No Build Alternative describes anticipated future land use and transportation conditions if the project was not built. Between 2019 and 2042, Puget Sound Regional Council's travel demand forecast model forecasts up to 2.5 percent growth in p.m. peak hour vehicle trips across the screenlines. Total screenline p.m. peak hour person trips are forecasted to increase between 2 and 29 percent. Several planned and funded regional transportation improvements are assumed to be completed during the same timeframe, including the following (for further details on these projects and a complete list of assumed future projects, refer to Attachment N.1A, Transportation Technical Analysis Methodology Report):

- Washington State Department of Transportation (WSDOT) State Route 520 – Interstate 5 to Lake Washington – Rest of the West
- City of Seattle Central Waterfront Improvement Program
- Sound Transit 2 and Sound Transit 3 representative projects light rail extension projects
- City of Seattle and Metro RapidRide G Line (Madison Street), J Line (formerly RapidRide Roosevelt), as well as other bus corridor projects within the city

While the West Seattle Light Rail extension would not be implemented under the No Build Alternative, the Ballard Link Extension, Downtown Redmond Link Extension, Lynnwood Link, Everett Link, Federal Way Link, South Kirkland-Issaquah Link Extension, and Tacoma Dome Link Extension are assumed to be completed by 2042 as part of the No Build Alternative. Transit routing is assumed to generally conform to King County's 2050 Metro Connects long-range service vision, with an average of 1 percent annual growth in service hours per year (the number of hours of active bus service).

2.3.2 Build Alternatives

2.3.2.1 Long-term Impacts

This section discusses regional transportation conditions in 2042 with the project in operation. Because all of the full-build project alternatives would have equivalent effects on travel patterns at the regional scale, a single representative set of analysis results (based on modeling of the Preferred Alternative) is presented here for comparison to the No Build Alternative.

Vehicle Miles Traveled, Vehicle Hours Traveled, and Vehicle Hours of Delay

Table 2-4 shows average weekday vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay for the Build Alternatives and No Build Alternative in year 2042.

With the project, daily vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay are forecasted to decrease compared to the No Build Alternative.

Table 2-4. 2042 Average Weekday Vehicle Miles Traveled, Vehicle Hours Traveled, and Vehicle Hours of Delay

Alternative	Vehicle Miles Traveled	Vehicle Hours Traveled	Vehicle Hours of Delay
No Build Alternative	96,874,600	3,430,600	965,500
Build Alternatives	96,858,000	3,429,800	965,000
Change (#)	*-16,600*	*-800*	*-500*
Change (%)	*-0.02%*	*-0.02%*	*-0.05%*

Source: Puget Sound Regional Council Regional Model.

Note:

Regional measures include travel by passenger vehicles, freight, and buses.

Screenline Performance

In general, the project would shift some trips to transit within the project corridor. The screenline analysis reflects that shift by showing slightly reduced vehicle volumes, lower roadway volume-to-capacity ratios, and increased transit mode share.

Table 2-5 compares the vehicle demand volumes and vehicle volume-to-capacity ratios for the 2042 No Build Alternative and Build Alternatives for the weekday p.m. peak hour and daily time periods. The Build Alternatives show improved performance compared to the No Build Alternative, with slightly fewer vehicles traveling on the roadways and lower roadway volume-to-capacity ratios. Travel during the p.m. peak hour in the peak direction is congested in both alternatives.

Table 2-5. 2042 Vehicle Volumes and Volume-to-capacity Ratios

Screenline (Direction)	P.M. Peak No Build Vehicles	P.M. Peak No Build Volume-to-capacity Ratio	P.M. Peak Build Vehicles	P.M. Peak Build Volume-to-capacity Ratio	Daily No Build Vehicles	Daily No Build Volume-to-capacity Ratio	Daily Build Vehicles	Daily Build Volume-to-capacity Ratio
West Seattle Bridge (Eastbound)	4,500	0.91	4,500	0.91	58,000	0.65	57,700	0.65
West Seattle Bridge (Westbound)	5,200	1.03	5,200	1.02	55,900	0.63	55,800	0.63
North of South Lander Street (Northbound)	15,600	0.81	15,500	0.81	241,600	0.70	241,400	0.70
North of South Lander Street (Southbound)	20,800	1.09	20,600	1.08	230,400	0.70	229,400	0.70

Source: Puget Sound Regional Council Regional Model.

Note: The p.m. peak travel direction is westbound for the West Seattle Bridge screenline and southbound for the north of South Lander Street screenline.

Table 2-6 and Table 2-7 compare year 2042 total person demand volumes and travel mode shares for the No Build Alternative and Build Alternatives for the weekday p.m. peak hour and daily time periods. The Build Alternatives show approximately the same number of people traveling across each screenline, with an increase in the percentage of people using transit across the West Seattle Bridge screenline.

Table 2-6. 2042 P.M. Peak Hour Mode Shares

Screenline (Direction)	No Build Persons	No Build Single-occupancy Vehicle	No Build High-occupancy Vehicle	No Build Transit	Build Persons	Build Single-occupancy Vehicle	Build High-occupancy Vehicle	Build Transit
West Seattle Bridge (Eastbound)	6,700	55%	38%	7%	6,900	52%	38%	10%
West Seattle Bridge (Westbound)	9,600	43%	30%	27%	9,600	43%	28%	29%
North of South Lander Street (Northbound)	26,100	56%	33%	11%	26,100	56%	33%	11%
North of South Lander Street (Southbound)	46,700	40%	26%	34%	46,500	40%	26%	34%

Source: Puget Sound Regional Council Regional Model and Sound Transit Model.

Note: The p.m. peak travel direction is westbound for the West Seattle Bridge screenline and southbound for the north of South Lander Street screenline.

Table 2-7. 2042 Daily Mode Shares

Screenline (Direction)	No Build Persons	No Build Single-occupancy Vehicle	No Build High-occupancy Vehicle	No Build Transit	Build Persons	Build Single-occupancy Vehicle	Build High-occupancy Vehicle	Build Transit
West Seattle Bridge (Eastbound)	89,700	53%	33%	14%	90,200	53%	32%	15%
West Seattle Bridge (Westbound)	86,300	54%	31%	15%	87,400	53%	31%	16%
North of South Lander Street (Northbound)	423,400	53%	29%	18%	423,100	53%	29%	18%
North of South Lander Street (Southbound)	409,000	53%	28%	19%	407,700	53%	28%	19%

Source: Puget Sound Regional Council Regional Model and Sound Transit Model.

Note: The p.m. peak travel direction is westbound for the West Seattle Bridge screenline and southbound for the north of South Lander Street screenline.

2.3.2.2 Construction Impacts

All Duwamish Segment alternatives would require short-duration (less than 48-hour), partial closures of regional facilities such as State Route 99 and the West Seattle Bridge. The closures would be limited to nights and weekends. Alternative DEL-7 would partially close the West Seattle Bridge south of the Southwest Andover Street pedestrian bridge for up to 6 months. For more details, including exact closure locations, refer to Attachment N.1D, Permanent and Temporary Transportation Facility Closures. For construction impacts to regional transit facilities, see Section 3.3.2.2, Construction Impacts, in Chapter 3, Transit.

Some arterials in the project corridor would be fully or partially closed for longer periods, potentially affecting users of adjacent regional roadways, including general purpose traffic, freight, and buses. The project travel demand model was used to assess potential impacts of closures of a year or longer (refer to Section 4.3.3, Construction Impacts, in Chapter 4, Arterials and Local Street Operations, for more details). The model predicted minimal effects on regional roadway volumes relative to the no build condition, with peak hour volume changes of roughly 10 vehicles on State Route 99 and Interstate 5 and 20 vehicles on the West Seattle Bridge during construction. Therefore, regional transportation facilities and travel would not be noticeably impacted by diverted traffic during the project construction period.

2.4 Potential Mitigation Measures

There are no permanent impacts to regional facilities due to the project, so no long-term mitigation would be needed during light rail operations.

Mitigation for short-term construction closures of regional roadways would consist of Sound Transit providing information to drivers about closure timing and alternate routes (refer to Section 4.4.2, Construction Mitigation, in Chapter 4). Because closures of nearby arterials would not result in impacts to regional facilities, no other mitigation is needed beyond what is identified in Section 4.4, Potential Mitigation Measures, in Chapter 4, for the arterials themselves.

3 TRANSIT

3.1 Introduction to Transit

This chapter describes existing conditions for transit in the West Seattle Link Extension Project (the project) study area and regionally, as well as the anticipated future effects of the project on bus and rail operations. Transit service and facilities, travel times, ridership, and transit L.O.S. are evaluated. L.O.S. measures include frequency, hours of service (span), reliability, and passenger load. Construction impacts to transit facilities and operations are also discussed.

3.1.1 Key Findings

Several deficiencies in transit service were identified in the existing condition and No Build Alternative. Current issues related to transit speed, reliability, and overcrowding will degrade in the future and capacity on the transit system will not be sufficient to support regional growth. The Build Alternatives address many of these deficiencies and support growth in regional connectivity. The following sections describe the primary changes or benefits of the Build Alternatives.

- Travel Time and Reliability – Transit travel times between West Seattle and Downtown Seattle are expected to improve by about 50 percent with light rail under the 2042 Build Alternative compared to a No Build Alternative bus trip. In addition, the project would be fully grade-separated and would provide reliable, high-speed trips regardless of roadway conditions.
- Ridership – Because of improved reliability, additional capacity, and increased service levels, approximately 26,000 riders are forecasted to use the project each day by year 2042.
- Transit Construction – Construction of the guideway, stations, and support infrastructure could disrupt King County Metro Transit (Metro) bus operations and access to transit for several years. Roadway, travel lane, bus stop, layover, and sidewalk and bike facility closures would be coordinated between Sound Transit, Metro, and the City of Seattle to identify alternative bus routes, bus stops, layover areas, and transit access locations. Sound Transit would implement mitigation for adverse impacts to Metro operations and access to transit caused by the construction activities. Construction could also require the closure of the existing 1 Line SODO Station to allow space to construct the new SODO Station. Closure of the SODO Station would reduce light rail access to the SODO area.

3.1.2 Regional Transit Ridership

This section describes the characteristics of the regional transit system as applicable to the project.

In 2019, there were over half a million average daily boardings within the Sound Transit service area (Table 3-1), which includes parts of King, Pierce, and Snohomish counties; by 2042, that number is anticipated to grow by over 50 percent. An average of 72,000 people boarded Link light rail in 2019, and that number is expected to grow substantially by 2042 (under the no build condition) as the light rail system is built out to Ballard, Everett, Tacoma, and Redmond. Future growth in ridership, particularly for light rail, will present capacity challenges, particularly in the segment between the International District and Beacon Hill. Some bus routes in the study area will also experience capacity challenges as ridership increases (see Section 3.3.2.1, Long-term Impacts).

Table 3-1. Regional Transit System Ridership (2019)

Measure	Existing Ridership
Total Daily Transit Trips	467,000
Total Daily Transit Boardings	604,000
Total Daily System-wide Link Boardings	72,000

Note: Transit ridership modeled using the Sound Transit Incremental Ridership Model.

3.2 Affected Environment

3.2.1 Transit Service and Facilities

Metro buses provide the bulk of existing transit service in the project corridor, with Sound Transit running Link light rail and some regional express buses through SODO into Downtown Seattle. Approximately 100 routes operate within the project study area; of those, the 22 routes that most directly serve the core of West Seattle were selected to represent the project corridor (Table 3-2), and the following discussion and analysis describes those routes. The project corridor is also served by King County Water Taxi, which operates between the Downtown Seattle ferry terminal on Alaskan Way and the West Seattle taxi pier on Harbor Avenue Southwest.

All-day service between downtown and West Seattle is provided by the RapidRide C Line, RapidRide H Line, Route 21, and Route 125. The RapidRide C Line runs from South Lake Union, through downtown, across the West Seattle Bridge and south through West Seattle by California Avenue Southwest and Fauntleroy Way Southwest, terminating at Westwood Village. The RapidRide H Line provides frequent service from downtown across the West Seattle Bridge and south through the Delridge neighborhood by Delridge Way Southwest, continuing on to Westwood Village, White Center, and Burien. West Seattle is also served by Route 21, which provides service along 35th Avenue Southwest, connecting downtown to Westwood Village by West Seattle at 15-minute headways. Route 125 travels from Westwood Village to South Seattle College via 16th Avenue Southwest, then on to Downtown Seattle via Delridge Way Southwest, to the West Seattle Bridge and State Route 99.

From SODO, multiple routes along the SODO Busway provide frequent service south to locations like Renton, Tukwila, Kent, and Federal Way, and Link light rail provides service every 6 minutes (peak) and 10 minutes (off-peak) north to the Northgate Station and south to the Seattle-Tacoma International Airport and Angle Lake stations.

Peak period-only bus services connect various portions of West Seattle and Vashon Island to downtown.

Transit facilities in the study area include the SODO Busway, which runs between South Spokane Street and South Royal Brougham Way and includes dedicated right-of-way for light rail and buses; the light rail transitions to the Downtown Seattle Transit Tunnel north of the SODO Busway. The BNSF Railway tracks adjacent to the SODO Busway provide service to freight and commuter trains. In West Seattle, bus-only lanes are provided along portions of the RapidRide C and RapidRide H Line pathways, including portions of Southwest Alaska Street, 35th Avenue Southwest, Southwest Avalon Way, Delridge Way Southwest, and the West Seattle Bridge. There are two park-and-rides within the study area: Southwest Spokane Street under the West Seattle Bridge near Delridge Way Southwest and the Airport & Spokane park-and-ride under the Spokane Street Viaduct. Combined, these park-and-ride lots have 80 spaces, although the 2019 utilization data from Metro indicated light use of both lots (less than 15 vehicles parked on a typical weekday) (Metro 2019a).

Table 3-2. Existing Key Transit Routes

Route	Service Period	Service Type	Average P.M. Peak Period Headway	Service Area
21	Peak	Frequent	15	Westwood Village to Downtown Seattle
22	All-Day	Local	60	Alaska Junction to Arbor Heights
37	Peak	Express	60	Alaska Junction to Alki to Downtown Seattle
50	All-Day	Local	20	Othello Station to SODO to Alki
55	Peak	Express	22	Admiral District to Alaska Junction to Downtown Seattle
56	Peak	Express	30	Alaska Junction/Alki to Admiral District to Downtown Seattle
57	Peak	Express	48	Alaska Junction/Alki to Admiral District to Downtown Seattle
101	All-Day	Frequent	13	Renton Transit Center to Downtown Seattle
102	Peak	Express	20	Fairwood to Downtown Seattle
116	Peak	Express	34	Fauntleroy Ferry to Downtown Seattle
118	Peak	Express	48	Fauntleroy Ferry to Downtown Seattle
119	Peak	Express	60	Tahlequah Ferry to Vashon Ferry
H Line	All-Day	Frequent	9	Burien Transit Center to Westwood Village to Downtown Seattle
124	All-Day	Frequent	14	Tukwila International Boulevard Link Station to Downtown Seattle
125	All-Day	Express	20	Westwood Village to South Seattle College to Downtown Seattle
128	All-Day	Local	20	Southcenter to Admiral District
131	All-Day	Local	30	Burien Transit Center to Highland Park to Downtown Seattle
132	All-Day	Local	27	Burien Transit Center to South Park to Downtown Seattle
150	All-Day	Express	17	Kent Station to Southcenter to Downtown Seattle
177	Peak	Express	27	South Federal Way Park-and-ride to Downtown Seattle
178	Peak	Express	30	South Federal Way Park-and-ride to Downtown Seattle
C Line	All-Day	RapidRide	6	Westwood Village to South Lake Union
Link	All-Day	Rail	6	Seattle-Tacoma International Airport to Seattle

Note: Metro Connects defines frequent service as all-day with headways of 15 minutes or less. RapidRide is Metro's bus rapid transit service that has higher frequencies, transit speed improvements, and enhanced stations. Express service includes limited-stop service to major destinations that can be peak-only or all-day. Local service includes all other all-day service.

3.2.2 Transit Travel Times

There are numerous bus routes within the project corridor, but the RapidRide C Line follows a similar path for a downtown-to-West Seattle trip that could be taken on light rail with the project in place (although it does not serve the Delridge or SODO station areas). Between Downtown Seattle (Westlake Station) and West Seattle (Fauntleroy Way Southwest and Southwest Alaska Street), this trip on the RapidRide C Line takes an average of 22 minutes in the peak direction during the peak period, which is about 50 percent longer than during the off-peak period (Table 3-3). The same trip by private automobile would take about 16 minutes. Due to

congestion and other factors that impact reliability on the route (see Section 3.2.3.3, Reliability), travel times can vary substantially from these averages.

Table 3-3. Existing Transit Travel Times on RapidRide C Line (P.M. Peak Hour)

Trip	Direction	Existing P.M. Peak (minutes)	Existing Unconstrained/ Off-Peak (minutes)	Additional Travel Time due to Congestion (minutes)	Additional Travel Time due to Congestion (%)
3rd Avenue and Pike Street (Westlake Station) to Fauntleroy Way Southwest and Southwest Alaska Street	Outbound	22	15	+7	+47%
Fauntleroy Way Southwest and Southwest Alaska Street to 3rd Avenue and Pike Street (Westlake Station)	Inbound	19	15	+4	+27%

Source: Metro 2019b.

3.2.3 Transit Levels of Service

The performance of existing transit service along the project corridor was evaluated using L.O.S. measures for frequency, span of service, reliability, and passenger load. L.O.S. A reflects ideal conditions for the measure in question (e.g. all-day service, high frequency, ample seating) while L.O.S. F reflects poor conditions (e.g. limited hours, long headways, overcrowding). These measures were adapted from the *Transit Capacity and Quality of Service Manual*, third edition (Transportation Research Board of the National Academies 2013), and more information about how they were applied can be found in Attachment N.1B, Existing and Future Transit Routes and Levels of Service.

Routes were analyzed at two screenline locations along the new alignment: the West Seattle Bridge and north of South Lander Street in SODO (for maps, see Figure 1-5 and Figure 1-4). The a.m. peak period is defined as 5 a.m. to 9 a.m. and the p.m. peak period is 3 p.m. to 7 p.m. (Metro 2019c).

3.2.3.1 Frequency

Frequency L.O.S. is a transit service rating based on headways, or how frequently a bus or train stops at a given location. The better (shorter) the transit headway, the less time a rider must wait between transit arrivals, and therefore the better the frequency L.O.S. Transit routes that have headways of less than 10 minutes are rated L.O.S. A, whereas headways longer than 60 minutes are rated L.O.S. F.

The RapidRide C Line generally follows the path of the project between West Seattle and Downtown Seattle and currently operates at L.O.S. A during the peak and mid-day off-peak (6-minute and 10-minute headways, respectively).

Tables 3-4 and 3-5 show the average headways and corresponding frequency L.O.S. for all-day and peak-only transit routes that cross both screenlines. All-day routes generally have better frequency levels of service. Transit users tend to favor frequent routes: about three-quarters of existing ridership in the corridor is carried by routes operating at L.O.S. A or B. The 1 Line, which crosses the South Lander Street screenline, operates at 8-minute headways in the peak, or L.O.S. A.

Table 3-4. Existing Bus Service Average Frequency (A.M. Peak)

Screenline Location	Average Headway – All-Day Routes (minutes)	Average Frequency L.O.S. – All-Day Routes	Average Headway – Peak-Only Routes (minutes)	Average Frequency L.O.S. – Peak-Only Routes
West Seattle Bridge	12	B	41	D
North of South Lander Street	15	B	36	D

Table 3-5. Existing Bus Service Average Frequency (P.M. Peak)

Screenline Location	Average Headway – All-Day Routes (minutes)	Average Frequency L.O.S. – All-Day Routes	Average Headway – Peak-Only Routes (minutes)	Average Frequency L.O.S. – Peak-Only Routes
West Seattle Bridge	11	B	41	D
North of South Lander Street	17	C	35	D

3.2.3.2 Span

Span L.O.S. is a transit service rating based on the number of hours per day a transit service operates. The longer that transit service operates throughout the day, the more riders and types of trips it can serve—therefore a longer span is reflected in a better span level of service. L.O.S. A reflects service with a span greater than 18 hours, and L.O.S. D or worse indicates 11 hours or less of service.

Routes are typically categorized as all-day or peak-only. All-day routes have the longest span, running in the weekday a.m. and p.m. peaks, as well as during the mid-day, evening, and often late-night periods. All-day routes serve the widest variety of trip types and usually also run on weekends. Peak-only routes have shorter spans because they are structured to accommodate weekday commuter trips and generally lack mid-day and evening service. They are also less likely to run on the weekends. Table 3-2 notes these service types for the select routes operating in study area.

Tables 3-6 and 3-7 show the existing average L.O.S. for all-day and peak-only transit routes crossing the West Seattle Bridge and north of South Lander Street screenlines. The overall average span level of service for all-day routes is A, with the RapidRide C Line providing service 24 hours a day, seven days a week.

Table 3-6. Existing Transit Span of Service – Weekday

Screenline Location	Average Weekday Bus Span of Service – All-Day Routes (hours)	Average Weekday Bus Span L.O.S. – All-Day Routes	Average Weekday Bus Span of Service – Peak-Only Routes (hours)	Average Weekday Bus Span L.O.S. – Peak-Only Routes	Average Weekday Light Rail Span of Service (hours)	Average Weekday Light Rail Span L.O.S.
West Seattle Bridge	20	A	7	D	Not Applicable	Not Applicable
North of South Lander Street	20	A	7	D	20	A

Table 3-7. Existing Transit Span of Service – Weekend

Screenline Location	Average Bus Span of Service – All-Day Routes (hours)	Average Weekend Span L.O.S. – All-Day Routes	Average Weekend Light Rail Span of Service (hours)	Average Weekend Light Rail Span L.O.S.
West Seattle Bridge	19	A	Not Applicable	Not Applicable
North of South Lander Street	19	A	20	A

3.2.3.3 Reliability

Reliability L.O.S. is a transit service rating based on the consistency of a transit line's arrival time. Reliable service is desirable because it provides certainty for users, minimizes passenger waiting, and maximizes the efficiency of the system by evenly loading transit vehicles. Reliability is rated on a scale from A to F, with higher letter grades indicating better on-time performance. Ratings of L.O.S. E or F indicate unreliable service, in which even spacing between buses cannot be maintained. This causes excessive wait times and crowded buses, making transit less appealing for users.

Peak period reliability for bus routes in the project corridor is generally poor in the a.m. and p.m. peaks (L.O.S. D through F) in both the inbound and outbound directions (see Table 3-8).

The buses travel on congested streets for most of their routes. Most lines fail to meet Metro's evaluation threshold of 80 percent on-time trips ("on-time" is defined as a departure up to 1.5 minutes early and up to 5.5 minutes late). The RapidRide C Line, which generally follows the new project alignment, operates at L.O.S. E. In comparison, existing light rail service within the region has a high reliability (L.O.S. A) because it operates in exclusive right-of-way.

Detailed performance analysis by route can be found in Attachment N.1B.

Table 3-8. Existing Bus Service Reliability

Screenline Location	Direction	A.M. Peak Period Level of Service	P.M. Peak Period Level of Service
West Seattle Bridge	Inbound (east)	D	E
West Seattle Bridge	Outbound (west)	E	E
North of South Lander Street	Inbound (north)	E	E
North of South Lander Street	Outbound (south)	E	F

3.2.3.4 Passenger Load

Load L.O.S. measures passenger comfort by comparing the number of passengers on a transit vehicle to its capacity. For buses, this is the ratio between passengers and seats, and for light rail, it is the ratio between passengers and square feet of standing area. L.O.S. A indicates ample room for passengers and their personal items. L.O.S. D or worse indicates overcrowding. In addition to discomfort, overcrowding can cause service slowdowns and reliability problems because of inefficient boarding and alighting. It can also lead to stops being passed up when vehicles are full.

Tables 3-9 and Table 3-10 present average load factors and levels of service at the two analysis screenlines. On average, the bus load factors at the screenline locations are good. However, many of the more frequent, high-ridership routes are more crowded in peak directions during

peak periods. In particular, the RapidRide C Line operates at L.O.S. D, indicating standing room conditions in the peak direction during the peak periods. For detailed route-by-route values, see Attachment N.1B.

Table 3-9. Existing Transit Passenger Load Level of Service (A.M. Peak)

Screenline Location	Direction	Bus Average Load Factor	Bus L.O.S.	Link Light Rail Average Standing Passenger Space (square feet per person)	Link Light Rail L.O.S.
West Seattle Bridge	Inbound	0.9	C	Not Applicable	Not Applicable
West Seattle Bridge	Outbound	0.2	A	Not Applicable	Not Applicable
North of South Lander Street	Inbound	0.7	B	11	A
North of South Lander Street	Outbound	0.3	A	14	A

Table 3-10. Existing Transit Passenger Load Level of Service (P.M. Peak)

Screenline Location	Direction	Bus Average Load Factor	Bus L.O.S.	Link Light Rail Average Standing Passenger Space (square feet per person)	Link Light Rail L.O.S.
West Seattle Bridge	Inbound	0.3	A	Not Applicable	Not Applicable
West Seattle Bridge	Outbound	0.8	C	Not Applicable	Not Applicable
North of South Lander Street	Inbound	0.3	A	7	C
North of South Lander Street	Outbound	0.7	B	8	C

3.3 Environmental Impacts

The transit system was assessed for 2042 under the No Build Alternative and Build Alternatives. Its effects are measured in terms of transit service and facilities; regional, project, and segment/station ridership forecasts; transit travel time; and transit L.O.S. Construction-period impacts are also assessed.

3.3.1 No Build Alternative

The No Build Alternative assumes that the project has not been constructed by 2042, but that other planned Sound Transit system expansion projects are operating. In 2042, this would include the following:

- Ballard Link Extension
- Downtown Redmond Link Extension
- East Link Extension
- Everett Link Extension
- Federal Way Link Extension
- Hilltop Tacoma Link Extension
- Lynnwood Link Extension
- Northgate Link Extension
- Tacoma Community College Tacoma Link Extension
- Tacoma Dome Link Extension

Bus service assumptions for both the No Build Alternative and Build Alternatives were developed by Metro and Sound Transit as part of the project's Transit Service Integration Technical Memorandum, provided as Appendix B to Attachment N.1A, Transportation Technical Analysis Methodology Report. The memorandum was based on Metro Connects (Metro 2021), which provides a long-range plan for bus service in King County, integrating with future Sound Transit light rail and bus rapid transit services. Metro will continue to update the bus network as part of Metro Connects in coordination with agency partners as implementation progresses. The Transit Service Integration technical memorandum considers the bus routing networks as well as the frequency of service consistent with the planned growth in service hours in Metro Connects. With the No Build Alternative, the bus network in West Seattle is similar to existing conditions, although some frequencies are assumed to be higher due to the overall growth in bus service hours planned in Metro Connects.

For land use and trip growth assumptions see Section 2.3.1, No Build Alternative, in Chapter 2, Regional Context and Travel.

3.3.2 Build Alternatives

3.3.2.1 Long-term Impacts

Impacts Common to All Alternatives

All alternatives would increase transit ridership in the study area and region. Bus service would be restructured to integrate with Link, which would result in removing or truncating some lines but generally replacing them with reliable, high-frequency light rail service. Those bus service hours savings would be redeployed in accordance with Metro's service guidelines. The service changes are based on Metro Connects and coordination with Metro regarding this project. Transit travel times would be reduced along the project corridor when compared to surface bus routes, and transit L.O.S. for frequency, reliability, span of service, and passenger load would be improved or remain similar to conditions under the No Build Alternative.

Transit Service and Facilities

This section describes the transit services and facilities in 2042 under the Build Alternatives.

Service

By year 2042, with both West Seattle and Ballard Link light rail service in operation, most RapidRide, frequent, and express routes from Burien, White Center, High Point, and other areas south of the Alaska Junction would end at the Alaska Junction Station, while local routes would connect to all three West Seattle stations.

Route changes for the 2042 Build Alternatives include but would not be limited to the following (additional detail can be found in Attachment N.1A, Appendix B):

- Metro Connects Route 1041 (similar to RapidRide H Line) would follow the current pathway from Burien to Delridge Station, then continue on to serve the Admiral Junction area and Alki. Unlike the no build condition, this route would terminate in West Seattle and would not continue to Downtown Seattle.
- Metro Connects Route 2021 (similar to Route 21 without traveling downtown) would provide a connection between the Kent Station and northern West Seattle from Burien and White Center.

- Metro Connects Route 3034 (similar to Route 50) would provide east-west connectivity between West Seattle and the Mount Baker Station.
- Metro Connects Route 2003 (similar routing to the RapidRide C Line) would continue to serve the Fauntleroy Ferry terminal but then would instead provide express service to South Lake Union by the State Route 99 tunnel, thus bypassing Downtown Seattle. Route 2003 differs from RapidRide C Line in that it would not be an all-day frequent route.

These changes to bus routes would require layover near the Alaska Junction Station, the location of which would be determined in later phases of design in conjunction with the City of Seattle and Metro. Specific routing and layover locations (bus stops where buses stop for driver breaks or changing drivers) would consider adjacent land uses but could impact on-street parking and loading areas.

Under the M.O.S., in year 2042, bus services that would otherwise terminate at the Alaska Junction Station would be revised to serve the Delridge Station. This includes the following routes:

- Metro Connects Route 1043 (similar to Route 128) would serve the Alaska Junction area, but then continue on to the Delridge Station via 35th Avenue Southwest to Southwest Avalon Way to Southwest Genesee Street.
- Metro Connects Route 2003 (similar to the RapidRide C Line) would serve the Fauntleroy Ferry terminal and provide express service to South Lake Union by the State Route 99 tunnel, thus bypassing Downtown Seattle. This route would serve the Delridge Station via Southwest Avalon Way to Southwest Genesee Street.
- Metro Connects Route 2021 (similar to Route 21) would no longer serve Admiral Junction via Southwest Hanford Street, as described in Metro Connects, but would access the Delridge Station via 35th Avenue Southwest to Southwest Avalon Way to Southwest Genesee Street before continuing on to Downtown Seattle. This extension to Downtown Seattle would be a substantial departure from the routing in the full Build Alternatives, but it would provide a single-seat ride for West Seattle residents into downtown as an option to transferring to light rail at the Delridge Station.
- Metro Connects Route 3400 (similar to Routes 37 and 22) would be extended from Alaska Junction to the Delridge Station via 35th Avenue Southwest to Southwest Avalon Way to Southwest Genesee Street.

To accommodate this change in routing, additional active bay (bus stops where passengers board and alight from the bus) and layover spaces would be needed at the Delridge Station. Refer to Attachment N.1A, Appendix B for more information.

Facilities

With the 2042 Build Alternatives, bus stops and select layover areas and comfort stations (a facility used by transit staff) would be relocated to serve new or revised transit routes. This includes waiting areas for riders transferring to buses.

Relocation of existing transit facilities would be focused at the new light rail stations, which would intercept most of the bus routes that would otherwise travel across the West Seattle Bridge under the No Build Alternative. Bus stops and paratransit spaces are proposed to be generally adjacent to the light rail stations to provide safe and efficient transfer access.

Station area layover needs and potential impacts were assessed collaboratively by Sound Transit, Metro, and the City of Seattle and are also summarized in this section. In general, layover space would be allocated near the stations where bus routes terminate, and routing to

access the layover spaces would be kept as short as possible and on streets that can accommodate bus movements. Some streets may require pavement improvements to accommodate bus traffic, as determined in collaboration with Sound Transit and the City of Seattle. For more details, see Attachment N.1A, Appendix B and the conceptual design drawings in Appendix J of the Final EIS.

The information included in this section is based on the conceptual design of the project analyzed in this Final EIS. Sound Transit, Metro, and the City of Seattle will continue to coordinate to refine the design of station areas, bus stops, and layover accommodations as the project advances.

Key facilities affected include the following:

- SODO Station – For Preferred Option SODO-1c, bus stops would be along both sides of 4th Avenue South for north-south routes and in a new bus loop adjacent to the station for east-west routes. For Alternative SODO-1a, the east-west bus stops would have a similar configuration to the Preferred Option SODO-1c, but under this configuration, there would also be direct access to 4th Avenue South from the station. This access would allow north-south buses to serve the station just north of South Stacy Street (by relocating the existing stops near South Lander Street). For Option SODO-1b, the bus stops on 4th Avenue South near South Lander Street would also shift north to South Stacy Street. Terminating bus routes would use a new bus loop located off of 4th Avenue South north of South Lander Street, and Route 3034 (which would not terminate at the station) would use new bus stops near the intersection of South Lander Street and 6th Avenue South. All the bus stops along the SODO Busway near South Lander Street would be permanently closed for the Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b. Routes that used to use the SODO Busway would shift to 4th Avenue South.

  For Alternative SODO-2, north-south buses would stop on 4th Avenue South (with the option to stop along the SODO Busway, if Metro chooses to operate buses along that pathway) and on South Lander Street, just west of the SODO Busway.

  For all alternatives, an off-street loop would also accommodate bus layover spaces, pick-up/drop-off spots, paratransit access, and a driver comfort station. For Preferred Option SODO-1c, Alternative SODO-1a, and Alternative SODO-2, the loop would be east of the station, accessed from 6th Avenue South, although Alternative SODO-1a would also have a cul-de-sac for pick-up and drop-off and pedestrian and bicycle access that accesses 4th Avenue South opposite of South Stacy Street. For Option SODO-1b, the loop would be west of the station and accessed from 4th Avenue South. Option SODO-1c completely separates private vehicle pick-up/drop-off traffic from bus and paratransit areas.

- Delridge Station – For Preferred Option DEL-6b and Alternative DEL-7, bus stops would be located immediately adjacent to the station entrances. This would require northbound buses on Delridge Way Southwest to divert to Southwest Andover Street to access the station via a new transit-only road just west of the station; southbound buses would remain on Delridge Way Southwest. Paratransit would be located on the transit-only road and pick-up/drop-off would be on Southwest Andover Street. Alternative DEL-5 and Alternative DEL-6a would have a similar configuration, but northbound buses would divert to Southwest Dakota Street to access Southwest Andover Street via 26th Avenue Southwest to provide a bus stop immediately adjacent to the station; southbound buses would follow a similar route and have a bus stop on Southwest Andover Street immediately adjacent to the station entrance. This configuration would require a new transit or traffic signal at Southwest Dakota Street and Delridge Way Southwest. Pavement improvements and parking restrictions along 26th Avenue Southwest may be required to accommodate bus traffic. Paratransit access would be

on Southwest Andover Street, immediately adjacent to the station entrance and pick-up/drop-off would also be on Southwest Andover Street but located west of the bus stops.

Alternative DEL-1a and Option DEL-1b would have northbound buses divert to Southwest Genesee Street and 25th Avenue Southwest for a stop immediately adjacent to the station. No diversion would be required for southbound buses. These alternatives would also require a new traffic signal at Southwest Dakota Street and Delridge Way Southwest and potential pavement improvements and parking restrictions along 25th Avenue Southwest. Paratransit would be adjacent to the station entrance on Southwest Dakota Street and pick-up/drop-off would be on 26th Avenue Southwest. Alternative DEL-2a and Option DEL-2b would be similar to Alternative DEL-1a and Option DEL-1b except that northbound buses would access the station via 26th Avenue Southwest, turning to access the bus stop on Southwest Dakota Street. Paratransit and pick-up/drop-off would be on 26th Avenue Southwest.
For Alternatives DEL-3 and DEL-4, the station would straddle Delridge Way Southwest and there would be bus stops on both sides of Delridge Way Southwest, thus requiring no route deviation, although the existing bus stops along Delridge Way Southwest would be relocated to be immediately adjacent to the station entrances. Paratransit and pick-up/drop-off would be on Southwest Dakota Street. There is no layover assumed near the Delridge Station.

All alternatives would require transit priority (e.g., reconfigured bus only lanes, transit signal priority, transit-only signals) to facilitate access to the station for northbound buses on Delridge Way Southwest.

Alternatives DEL-1a and DEL-3 would impact the existing eastbound bus stop on Southwest Genesee Street in the vicinity of 30th Avenue Southwest by removing the sidewalk on the south side of Southwest Genesee Street. Alternative DEL-4 could eliminate the sidewalk east of the bus stop, but any land uses east of where the sidewalk would be removed that would need to be accessed are closer to the bus stop on Delridge Way Southwest; therefore, access would not be affected.

- Avalon Station (all alternatives) – Bus stops would be on Southwest Avalon Way and 35th Avenue Southwest, adjacent to the station. There is no layover identified at the Avalon Station, as no routes would terminate at the station. Paratransit would be immediately adjacent to a station entrance along Southwest Genesee Street for all alternatives (although for the two alternatives that have the station in a tunnel, Alternative WSJ-3a and Alternative WSJ-3b, paratransit would be on Southwest Genesee Street west of Fauntleroy Way Southwest). The pick-up/drop-off location would be north of the station on Southwest Genesee Street.
- Alaska Junction – For Preferred Option WSJ-5b, bus stops would be along Southwest Alaska Street, with westbound stops between 40th Avenue Southwest and 41st Avenue Southwest and eastbound stops between 42nd Avenue Southwest and 41st Avenue Southwest. Paratransit would be adjacent to the station entrance on 41st Avenue Southwest, and pick-up/drop-off would be on 40th Avenue Southwest and 41st Avenue Southwest.

  The bus stop locations for Alternatives WSJ-1, WSJ-2, WSJ-3a, WSJ-4, WSJ-5a, and WSJ-6 and Option WSJ-3b would be similar to Preferred Option WSJ-5b, also along either side of Southwest Alaska Street. Paratransit and pick-up/drop-off would also be generally adjacent to the station on lower-volume north-south streets like 38th Avenue Southwest, 40th Avenue Southwest, 41st Avenue Southwest, and 42nd Avenue Southwest.

  Because there would be two terminating routes at the Alaska Junction Station, there would be the need to accommodate layover space, including a comfort station, at or near the

station. Sound Transit, Metro, and the City of Seattle will continue to coordinate regarding the location of layover space as design advances. Layover space could be either on-street or integrated into the station area. If layover is ultimately located on-street, there could be impacts to parking.

In addition to changes around the station areas, the Build Alternatives would modify the SODO Busway in the SODO Segment. For Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, the SODO Busway would be permanently closed to accommodate the light rail guideway. For Alternative SODO-2, the busway would remain open to buses after construction.

Metro Connects anticipated the closure of the SODO Busway as part of Sound Transit 3 Plan Link expansion projects and Metro plans to reroute all future active routes (Route 101 and Route 1088) and deadhead routes to 4th Avenue South. However, when compared to the no build condition, closure of the busway would result in active and deadhead buses experiencing increased travel times during the peak hour on 4th Avenue South. These increased travel times are consistent with intersection delay results presented in Chapter 4, Arterial and Local Street Operations, of this report. The SODO Busway also has numerous existing layover areas that would be eliminated by a permanent closure. The total layover space available on the SODO Busway is approximately 1,700 feet, which accommodates 21 articulated buses, based on information from Metro.

Removal of the SODO Busway for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b could affect formula funding for transit providers that use that facility. Sound Transit will continue to coordinate with the City and Metro to determine how the alternative bus routing on 4th Avenue South would accommodate buses shifting from the Busway to 4th Avenue South. This includes exploring transit treatments such as queue jumps, business access and transit lanes, and freight and bus lanes.

Transfer Environment

Transfers in West Seattle would increase with the 2042 Build Alternatives because some bus passengers originating in West Seattle, White Center, and Burien would transfer to light rail, particularly if they are destined for Downtown Seattle or other points along the light rail network.

There would be more transfers with the Build Alternatives, and the transfer environment would be enhanced to provide for safe and efficient movement between buses and light rail. For many alternatives, bus stops would be immediately adjacent to light rail station entrances. Where a street crossing is required, it would be at an existing, new, or enhanced crossing.

- SODO Station – The SODO Station would be the first opportunity for West Seattle passengers to transfer between the 3 Line from West Seattle and the 1 Line. The light rail stations would be built side-by-side, thus providing a direct transfer environment, though transfer movement patterns would be different between the alternatives due to the varying profiles. For all Build Alternatives, bus transfers to Routes 101 and 1088 would require crossing either 4th Avenue South or South Lander Street, although there are existing or planned signalized crossings near each of the bus stop pairs. For Preferred Option SODO-1c, the walk distance between the 4th Avenue South bus stops and the south SODO Station entrance is approximately one-quarter mile. Sound Transit would continue to explore options to reduce the walk distance through new station access points closer to 4th Avenue South.

  There would be a multi-year period between the opening of the West Seattle Link Extension and the opening of the Ballard Link Extension, which connects the West Seattle Link Extension directly to the existing light rail system. During that period, West Seattle Link Extension riders who wish to continue their trip on light rail would have to transfer to the

1 Line at the SODO Station. After Ballard Link Extension opens, riders from West Seattle could continue north on the 3 Line without a transfer.

- Delridge Station – The Delridge Station would be a major transfer point for bus-to-rail transfers, with about 90 percent of all light rail boardings coming from buses. This translates to more than 5,000 projected daily transfer boardings at Delridge Station. For the Preferred Option DEL-6b and all other station alternatives except Alternatives DEL-5 and DEL-6a, bus-to-rail transfers would occur without the need to cross a street. For Alternatives DEL-5 and DEL-6a, passengers to and from northbound Delridge Way Southwest buses would need to cross Southwest Andover Street.
- Avalon Station – The Avalon Station is not expected to be a major transfer point between buses and trains (fewer than 500 daily transfer boardings). For all West Seattle Junction Segment alternatives, including Preferred Option WSJ-5b, some transfers would require crossing either 35th Avenue Southwest or Southwest Avalon Way at the existing signalized intersection.
- Alaska Junction Station – Like the Delridge Station, Alaska Junction would be a notable transfer point between buses and rail, with more than 3,500 daily transfer boardings forecast under 2042 conditions. For Preferred Option WSJ-5b, bus stops would be adjacent to the station on Southwest Alaska Street and no street crossing would be required. However, for all West Seattle Junction Segment alternatives, some bus routes would not deviate to Southwest Alaska Street and would require crossing either California Avenue Southwest or Fauntleroy Way Southwest at existing signalized intersections.

Transit Travel Time

Table 3-11 presents travel times for a representative trip between the Westlake and Alaska Junction stations with and without the project for all alternatives. Travel times are similar for both directions during the a.m. and p.m. peak periods due to light rail operating within its own right-of-way. In 2042, the project would cut transit travel times by almost half when compared to forecasted bus travel times, thus making a ride on the 3 Line competitive with a private automobile trip (approximately 24 minutes), assuming a 5-minute walk at the start and end of the transit trip. Travel time savings may vary depending on origin and destination and whether transfers are necessary.

Table 3-11. 2042 Transit Travel Times (A.M. and P.M. Peak Period)

Trip	2042 No Build – Bus (minutes)	2042 Build Alternatives (minutes)	Travel Time Change (minutes)	Travel Time Change (%)
Westlake Station to Alaska Junction Station (outbound)	30	16	-14	-47%
Alaska Junction Station to Westlake Station (inbound)	30	16	-14	-47%

Notes:

Modeling for the 2042 alternatives performed using Sound Transit ridership and operational models.

a.m. travel times are the inverse of the p.m. travel times presented here, e.g. p.m. outbound = a.m. inbound

Beyond the in-vehicle rail travel times, a rider's trip time would vary depending on the station platform's vertical distance from the street level. Some of the higher elevated stations (i.e., Alternative DEL-1a or Option DEL-1b) or deeper tunnel stations (i.e., Alternative WSJ-3a or Option WSJ-3b) would take approximately 1 minute to 90 seconds for a rider to walk within the station between the train platform and the ground-level entrance, relative to access times for the

other alternatives in those segments. Use of the elevator can reduce this extra walk time, depending on wait times. In-station travel times were estimated using architectural drawings; see Appendix J, Conceptual Design Drawings.

For Alternative DEL-7, which would not include an Avalon Station or the M.O.S., which would not include the Avalon and Alaska Junction stations, longer trips could occur for riders originating in those station areas who would need to take an additional bus ride to access the light rail system. The extra time would vary depending on the specifics of the trip, but a hypothetical peak period trip on the RapidRide C Line from the Alaska Junction Station area to the Delridge Station terminus could add between 10 minutes and 15 minutes. Riders traveling to or from the Alaska Junction Station could save about 1 minute under Alternative DEL-7 with no Avalon Station.

As noted previously in this section, under Transit Service and Facilities, the RapidRide H Line would be truncated and no longer serve Downtown Seattle under the full build in 2042. This would necessitate a transfer for riders traveling between communities to the south of West Seattle and points along the project corridor that would otherwise be directly served by the RapidRide H Line under the no build condition. However, the project would provide considerable time savings for these riders despite the new transfer. For example, a ride from Southwest 116th Street and Ambaum Boulevard Southwest to the Westlake Station would take 16 to 18 fewer minutes with the project in place, including the transfer at the Delridge Station, when compared to a trip on the RapidRide H Line under the no build condition.

Prior to the opening of the Ballard Link Extension, West Seattle Link Extension riders who wish to continue their trip on light rail to Downtown Seattle would have to transfer to the 1 Line at SODO Station. This would add about 5 minutes on average to their trip. The RapidRide C and H Lines would continue to provide a one-seat ride to Downtown and South Lake Union during this time period. When the Ballard Link Extension project is completed, the 3 Line would extend to Everett, which would provide West Seattle riders direct service to Downtown Seattle and beyond.

Ridership

Ridership forecasts were produced using the Sound Transit Incremental Ridership Model. Forecasts were conducted for the alternatives at the system, project, and segment levels to estimate how ridership would differ between alternatives. In some instances, a single forecasted value is presented for all or a subset of the alternatives, when forecasts for individual alternatives would not notably differ. This is the case for the system and project-level forecasts, and for some of the segment-level forecasts.

For the M.O.S., 2042 ridership forecasts are provided for the project as a whole and for the Delridge Station, its western terminus. The station forecasts in the other segments were lower under the M.O.S. than under the full build and therefore were not included.

System-wide Ridership

Transit ridership was forecasted for the Sound Transit service area in King, Pierce, and Snohomish counties with and without the project in 2042 using the Sound Transit Incremental Ridership Model. Under the “base” land use scenario, about 764,000 trips would be taken on the system with the No Build Alternative, and with the Preferred Alternative there would be 766,000 trips, for a net

Transit Trips

A transit trip is a journey by one person from an origin to a destination that includes at least one leg on bus, rail, or another transit mode. This is different than a boarding, which refers to the act of entering a transit vehicle; a trip may include more than one boarding. Station-level boardings for the project are presented later in this section.

increase of 2,000 daily trips. “Low” and “high” ridership forecasts were also developed to present a reasonable range of potential ridership, given the inherent uncertainty in predicting future travel behavior. The low ridership forecast is 667,000 system-wide trips per day, and the high forecast is 856,000 trips per day.

The COVID-19 pandemic disrupted commute patterns, including transit ridership, beginning in 2020. After the initial steep declines experienced in 2020 and 2021, transit ridership has steadily increased, with 2022 Link light rail ridership only slightly below 2019 levels, in part due to the opening of the Northgate Link extension. While Sound Transit’s ridership forecast model does not explicitly take the pandemic into account, recent ridership data indicate that the variation in ridership attributable to pandemic-related changes in travel patterns is within the range of values presented here under the low to high ridership scenarios. Therefore, the long-range forecasts developed for this Final EIS remain reasonable estimates for planning purposes.

Project Ridership

Between 24,000 and 27,000 riders per day are expected to use the project in 2042 under all full Build Alternatives, with 26,000 forecasted under the “base” ridership scenario. Elimination of the Avalon Station under Alternative WSJ-6 would have a limited effect on project ridership. The M.O.S. would have fewer riders than the full Build Alternatives (about 17,000 trips per day) due to the lack of the Avalon and Alaska Junction stations.

SODO Segment Ridership

The SODO Segment has the existing SODO light rail station, and a second station would be constructed next to it as part of the project.

In 2042, light rail boardings in the SODO Segment are expected to more than triple with the project (Table 3-12). SODO Station is the first stop where Tacoma riders could transfer to reach the Stadium Station, and it is also the first opportunity for 3 Line (West Seattle) riders to transfer to the 1 Line (Ballard-to-Tacoma). Because all the station alternatives are relatively close to each other and have similar transit integration profiles, boardings are forecasted to be similar for all SODO Segment alternatives.

Table 3-12. 2042 SODO Segment Station Daily Boardings by Mode of Access

Station	No Build Alternative	All Build Alternatives Except M.O.S. [a]	M.O.S.
SODO (new station) – Walk, Bike, Pick-up/Drop-off	Not Applicable	1,500	1,400
SODO (new station) – Bus Transfers	Not Applicable	1,300	1,300
SODO (new station) – Light Rail Transfers	Not Applicable	4,500	3,400
SODO (existing station) – Walk/Bike, Pick-up/Drop-off	2,600	1,400	1,400
SODO (existing station) – Bus Transfers	1,900	1,300	1,500
SODO (existing station) – Light Rail Transfers	Not Applicable	4,500	3,400
Segment Total	**4,400**	**14,600**	**12,400**

[a] Includes Preferred Option SODO-1c, Alternative SODO-1a, Option SODO-1b, and Alternative SODO-2

Note: Totals may not exactly equal the sum of addends due to rounding.

Duwamish Segment Ridership

The Duwamish Segment does not include any stations.

Delridge Segment Ridership

In 2042, daily boardings would be similar under all full Build Alternatives (Table 3-13). Alternative DEL-7, which would only connect to Alternative WSJ-6 in the West Seattle Junction Segment, would see slightly fewer transfers because of bus network changes associated with the absence of Avalon Station in the West Seattle Junction Segment. Ridership would be about 50 percent higher under the M.O.S. because the Delridge Station would be the terminus station and would be served by additional bus connections, thus generating more bus-rail transfers.

Table 3-13. 2042 Delridge Segment Station Daily Boardings by Mode of Access

Station	All Build Alternatives Except Alternative DEL-7 and M.O.S. [a]	Alternative DEL-7	M.O.S.
Delridge – Walk, Bike, Pick-up/Drop-off	700	700	700
Delridge – Bus Transfers	4,700	4,600	7,800
Segment Total	**5,400**	**5,300**	**8,400**

[a] Includes Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, and Alternative DEL-6a.

Note: Totals may not exactly equal the sum of addends due to rounding.

West Seattle Junction Segment Ridership

In 2042, the number of boardings at the Avalon and Alaska Junction stations with most full Build Alternatives is expected to be similar (see Table 3-14). Of the two, the Alaska Junction Station is forecasted to have higher ridership because of its role as a bus-to-rail transfer hub and the denser land use around the station. Elimination of Avalon Station under Alternative WSJ-6 would shift some riders from that station to Alaska Junction Station, and segment ridership would be modestly higher for Alternative WSJ-2 driven by higher numbers of walk, bike, and drop-off/pick-up trips at Alaska Junction.

Table 3-14. 2042 West Seattle Junction Segment Station Daily Boardings by Mode of Access

Station	All Build Alternatives and Options Except Alternatives WSJ-2 and WSJ-6 [a]	Alternative WSJ-2 -- Elevated Fauntleroy	Alternative WSJ-6 -- No Avalon Station Tunnel
Avalon – Walk, Bike, Pick-up/Drop-off	1,400	800	Not Applicable
Avalon – Bus Transfers	900	400	Not Applicable
Alaska Junction – Walk, Bike, Pick-up/Drop-off	2,100	3,000	3,000
Alaska Junction – Bus Transfers	3,200	3,800	4,500
Segment Total	**7,600**	**8,000**	**7,500**

[a] Includes Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, and Alternative WSJ-5.

Note: Totals may not exactly equal the sum of addends due to rounding.

Transit Levels of Service

Frequency

Tables 3-15 through 3-18 present the anticipated average bus frequencies at analysis screenlines in the study area for the weekday a.m. and p.m. peak periods (5 a.m. to 9 a.m. and 3 p.m. to 7 p.m.) in 2042. The 3 Line (West Seattle to Everett) would run every 6 minutes (L.O.S. A) during peak periods, and the 1 Line (Tacoma to Ballard), which would also be operating across the north of South Lander Street screenline in 2042, would run every 5 minutes (L.O.S. A). The service restructures associated with the project are expected to slightly improve average bus frequency in the corridor.

Table 3-15. 2042 Transit Frequency – All-Day Routes (A.M. Peak)

Screenline Location	No Build Average Bus Headway (minutes)	No Build Average Bus Frequency L.O.S.	Build Average Bus Headway (minutes)	Build Average Bus Frequency L.O.S.	Build Average Light Rail Headway (minutes)	Build Average Light Rail Frequency L.O.S.
West Seattle Bridge	15	B	13	B	6	A
North of South Lander Street	16	C	14	B	6	A

Table 3-16. 2042 Transit Frequency – All-Day Routes (P.M. Peak)

Screenline Location	No Build Average Bus Headway (minutes)	No Build Average Bus Frequency L.O.S.	Build Average Bus Headway (minutes)	Build Average Bus Frequency L.O.S.	Build Average Light Rail Headway (minutes)	Build Average Light Rail Frequency L.O.S.
West Seattle Bridge	15	B	13	B	6	A
North of South Lander Street	16	C	13	B	6	A

Table 3-17. 2042 Transit Frequency – Peak-Only Routes (A.M. Peak)

Screenline Location	No Build Average Bus Headway (minutes)	No Build Average Bus Frequency L.O.S.	Build Average Bus Headway (minutes)	Build Average Bus Frequency L.O.S.
West Seattle Bridge	30	C	Not Applicable	Not Applicable
North of South Lander Street	31	D	20	C

Table 3-18. 2042 Transit Frequency – Peak-Only Routes (P.M. Peak)

Screenline Location	No Build Average Bus Headway (minutes)	No Build Average Bus Frequency L.O.S.	Build Average Bus Headway (minutes)	Build Average Bus Frequency L.O.S.
West Seattle Bridge	34	D	Not Applicable	Not Applicable
North of South Lander Street	30	C	20	C

Span

In 2042, the average span L.O.S. for buses would improve slightly from B to A with the project (Table 3-19), as service would be restructured to complement the project. The project would provide 20 hours of high-capacity light rail service per day (L.O.S. A), seven days a week, with future bus routes providing up to 19 hours of service a day at both screenlines as well. There would be no peak-only routes at the West Seattle Bridge screenline under the build condition, while the span for these routes would improve slightly at the north of South Lander Street screenline (see Table 3-20).

Table 3-19. 2042 Transit Span of Service – All-Day Routes (Weekdays and Weekends)

Screenline Location	No Build Average Bus Span of Service (hours)	No Build Average Bus Span L.O.S.	Build Average Bus Span of Service (hours)	Build Average Bus Span L.O.S.	No Build Light Rail Span of Service (hours)	No Build Light Rail Span L.O.S.	Build Light Rail Span of Service (hours) L.O.S.	Build Light Rail Span L.O.S.
West Seattle Bridge	17	B	19	A	Not Applicable	Not Applicable	20	A
North of South Lander Street	18	B	18	A	20	A	20	A

Table 3-20. 2042 Transit Span of Service – Peak-Only Routes (Weekdays)

Screenline Location	No Build Average Bus Span of Service (hours)	No Build Average Bus Span L.O.S.	Build Average Bus Span of Service (hours)	Build Average Bus Span L.O.S.
West Seattle Bridge	5	E	Not Applicable	Not Applicable
North of South Lander Street	6	E	7	D

Reliability

Most bus service in the project corridor would operate at L.O.S. E and F in 2042 under the No Build Alternative due to current and expected future traffic congestion in the corridor (refer to Section 4.3.1, No Build Alternative). Even though bus transit speed and reliability improvements are being planned along portions of some roadways in the project corridor, the overall transit reliability is not expected to improve substantially beyond existing conditions, as buses would continue to mainly operate within general traffic.

Under the Build Alternatives, the project would operate at reliability L.O.S. A, as the project would be within exclusive right-of-way separated from vehicle traffic.

Passenger Load

In 2042, project ridership forecasts anticipate ample seating and standing room for passengers on the project (3 Line) (Table 3-21). Passenger load conditions on the 1 Line would be unaffected. Bus passengers would experience similar or improved load conditions with the project in place, as some transit passengers would switch to the 3 Line (Table 3-22).

Table 3-21. 2042 Light Rail Passenger Load Level of Service (Peak Period)

Screenline Location	Direction [a]	No Build L.O.S.	Preferred Alternative Build L.O.S.	Alternative WSJ-6 No Avalon Build L.O.S.	M.O.S. Build L.O.S.
West Seattle Bridge – 3 Line	P.M. Inbound/ A.M. Outbound	Not Applicable	A	A	A
West Seattle Bridge – 3 Line	P.M. Outbound/ A.M. Inbound	Not Applicable	A	A	A
North of South Lander Street – 3 Line	P.M. Inbound/ A.M. Outbound	Not Applicable	A	A	A
North of South Lander Street – 3 Line	P.M. Outbound/ A.M. Inbound	Not Applicable	A	A	A
North of South Lander Street – 1 Line	P.M. Inbound/ A.M. Outbound	A	A	A	A
North of South Lander Street – 1 Line	P.M. Outbound/ A.M. Inbound	E	E	E	E

Notes:

Source of forecasts is the Sound Transit Incremental Ridership Model.

[a] Inbound toward Downtown Seattle, outbound away from Downtown Seattle.

Table 3-22. 2042 Bus Passenger Load Level of Service (Peak Period)

Screenline Location	Direction [a]	No Build L.O.S.	Preferred Alternative Build Bus L.O.S.	Alternative WSJ-6 No Avalon Build L.O.S.	M.O.S. Build L.O.S.
West Seattle Bridge	P.M. Inbound/ A.M. Outbound	A	A	A	A
West Seattle Bridge	P.M. Outbound/ A.M. Inbound	C	A	A	B
North of South Lander Street	P.M. Inbound/ A.M. Outbound	B	A	A	A
North of South Lander Street	P.M. Outbound/ A.M. Inbound	B	A	B	A

Notes:

Source of forecasts is the Sound Transit Incremental Ridership Model.

[a] Inbound toward Downtown Seattle, outbound away from Downtown Seattle.

3.3.2.2 Construction Impacts

Construction activities for the project could affect transit in the following ways:

- Bus operations and routing impacts due to roadway/lane closures
- 1 Line operations and transit access disruptions due to construction of the South Lander Street overpass and SODO Station
- Impacts to transit infrastructure and facilities as well as their access

Transit Operations and Routing Impacts

Roadway and lane closures during construction may impact transit operations by increasing traffic congestion or requiring transit to find an entirely new pathway, which may affect travel times. Sound Transit would work with the City of Seattle and Metro to reduce operations and routing impacts to the extent practical, given other uses of the affected roadway. Rerouting buses to new pathways could also impact pavement conditions. Sound Transit would work with the City of Seattle to implement pavement management and restoration strategies, depending on the duration of the reroute.

Transit Infrastructure and Facilities Impacts

Road, lane, and sidewalk closures may require bus stop, layover, and comfort station relocations during project construction. Sound Transit would maintain access to existing bus stops and layovers/comfort stations to the extent feasible and coordinate with Metro and other transit providers to identify temporary/interim facilities during closures. Information (e.g., rider alerts) would be posted at transit stops before construction at these locations.

Sidewalk closures would also affect pedestrians accessing transit. Sound Transit would maintain pedestrian access, where feasible, through construction areas, such as providing dedicated walkways or alternative pathways around the construction area. Sound Transit would also notify the public of any closures as appropriate.

With Alternative SODO-2, the SODO Busway would close for guideway construction for 5 years. This closure would affect all bus routes that currently use the SODO Busway and would require deviation for active and deadhead routes to adjacent parallel streets. Sound Transit is also planning for the Ballard Link Extension which is a proposed light rail extension from SODO Station to Ballard. If this were constructed, it would create a cumulative closure of the SODO Busway for 10 years.

Impacts Common to All Alternatives

Detailed descriptions of the roadway closures during construction, including extents and closure durations, are provided in Section 4.3.3, Construction Impacts. During construction, there would be temporary impacts to bus pathways, bus travel times and reliability, sidewalks and bike lanes that access transit and layover areas. For areas with construction within the roadway right-of-way, streets may operate with fewer lanes or be temporarily closed, which would affect roadway operations, including bus service along those streets.

Durations of roadway construction closures would vary from nights and weekends to multi-year closures. At locations where roadways would have a full closure, bus routes may need to use alternate pathways and temporary bus facilities may need to be installed. Bus routes could also face delays from increased traffic congestion. In general, project alternatives constructed outside the roadway right-of-way would have minimal impacts on bus routes, although some pedestrian and bicycle access to transit routes may be temporarily affected.

Specific transit services and/or facilities that are expected to be affected by construction for at least 1 year are described in the following segment-specific discussions. Key shorter-duration construction impacts to transit services and facilities (lasting at least 6 months) are also highlighted where there are substantial differences between alternatives or where many transit routes/transit trips would be affected, but the analysis does not consider every short-duration transit impact from construction. See Attachment N.1D, Permanent and Temporary Transportation Facility Closures, for a more complete list of the roadway construction closures expected for each alternative and design option.

For all alternatives, there would be potential construction-related impacts to 1 Line operations and access. Details of construction phasing would not be finalized until final design, but a long-term (greater than 1 year) closure of the existing SODO Station may be needed while the 1 Line operates on a temporary track around the construction area. Closure of the SODO Station would reduce light rail access to the SODO area. There could also be short-term service interruptions for 1 Line service to relocate overhead catenary system wires and adjust the track and other related roadway and station construction. These short-term service interruptions could result in longer headways during single-track operations or complete service interruptions during nights and weekends.

SODO Segment

Under Preferred Option SODO-1c, as well as Alternative SODO-1a and Option SODO-1b, South Lander Street between 4th Avenue South and 6th Avenue South would be closed for construction, which would affect Route 50. The SODO Busway would be permanently closed to bus use with these alternatives. In Section 3.3.2.1, the permanent effect of this closure on bus service is described. Construction of the South Lander Street overpass could also cause short-term operations impacts to 1 Line service.

Under Alternative SODO-2, South Lander Street would remain open. The SODO Busway would be closed during the duration of the project construction period (5 years). Sound Transit is also planning for the Ballard Link Extension, which is a proposed light rail extension from SODO Station to Ballard. If this were constructed, it would create a cumulative closure of the SODO Busway for approximately 10 years. The SODO Busway temporary closure would affect 60 to 80 peak hour Metro buses, including both revenue and non-revenue trips (Table 3-23). After this time, the SODO Busway would reopen for bus access. Temporary construction impacts on transit with the SODO Busway closure would be similar to those described in Section 3.3.2.1 for Preferred Option SODO-1c.

Table 3-23. Key Arterial Roadway Closures Affecting Transit Routes – SODO Segment

Alternative	Affected Street	From Street	To Street	Closure Type	# of Affected Buses: Minimal per Hour	# of Affected Buses: 5 to 40 per Hour	# of Affected Buses: 41 to 100 per Hour	# of Affected Buses: 101 to 200 per Hour	# of Affected Buses: >200 per Hour	Frequent/ RapidRide Routes Affected [a]	Express Routes Affected [a]	Local Routes Affected [a]	Non-Revenue Routes Affected [b]
Preferred Option SODO-1c	**SODO Busway**	**South Massachusetts Street**	**South Spokane Street**	**Full**	**Not Applicable**	**Not Applicable**	**Permanent**	**Not Applicable**	**Not Applicable**	**2**	**4**	**1**	**11**
Preferred Option SODO-1c	**South Lander Street**	**4th Avenue South**	**6th Avenue South**	**Full**	**3 years**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**1**	**0**	**0**	**0**
Alternative SODO-1a	SODO Busway	South Massachusetts Street	South Spokane Street	Full	Not Applicable	Not Applicable	Permanent	Not Applicable	Not Applicable	2	4	1	11
Alternative SODO-1a	South Lander Street	4th Avenue South	6th Avenue South	Full	3 years	Not Applicable	Not Applicable	Not Applicable	Not Applicable	1	0	0	0
Option SODO-1b	SODO Busway	South Massachusetts Street	South Spokane Street	Full	Not Applicable	Not Applicable	Permanent	Not Applicable	Not Applicable	2	4	1	11
Option SODO-1b	South Lander Street	4th Avenue South	6th Avenue South	Full	3 years	Not Applicable	Not Applicable	Not Applicable	Not Applicable	1	0	0	0
Alternative SODO-2	SODO Busway	South Massachusetts Street	South Spokane Street	Full	Not Applicable	Not Applicable	5 years	Not Applicable	Not Applicable	2	4	1	11

Notes:

Non-arterial roadway closures are not shown as the potential transit impacts would be expected to be less than an arterial roadway closure.

Most-likely affected roadways are listed. Other roadways could be affected depending on final construction plans.

[a] The type and number of bus routes affected is based on Metro Connects and the assumed frequencies for different types of bus services.

[b] Approximate number of routes based on 2018 routing to bases.

Duwamish Segment

Preferred Alternative DUW-1a would require partial closure of 4th Avenue South for 12 to 18 months. All traffic would be shifted to the other half of the roadway, which would affect Routes 101/102, 131, and 132.

While night and weekend closures are not the focus of transit operations impacts, since they affect fewer patrons, there would be full night and weekend closures of Delridge Way Southwest immediately south of the West Seattle Bridge (to accommodate guideway construction) under the Preferred Alternative DUW-1a if connected to Preferred Option DEL-6b and Alternatives DEL-5, DEL-6a, and DEL-7. Given the limited roadway network and steep grades on alternative transit pathways, these closures could require more substantial reroutes and resulting reduction in transit coverage (bus stops not being served by fixed routes) for Routes 50, 125, and RapidRide H. See Table 4-23 in Section 4.3.3.3, Duwamish Segment, for more detail on night and weekend closures in the Duwamish Segment.

Delridge Segment

With Preferred Option DEL-6b, there would be no long-term roadway closures that would affect transit operations. Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3 would affect Route 50 on Southwest Genesee Street and would require a new transit pathway for the duration of construction (Table 3-24). Given the terrain in the area, there are limited options for rerouting Route 50 in the study area and maintaining a direct connection between the Delridge and Alaska Junction area could be challenging.

Alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, and DEL-4 would require full night and weekend closures of Delridge Way Southwest between 23rd Avenue Southwest and Southwest Dakota Street, impacting Routes 50, 125, and RapidRide H. Given the limited roadway network and steep grades on alternative transit pathways, these closures could require more substantial reroutes and result in reduction of transit coverage.

Alternatives DEL-3 and DEL-4 would have the longest construction effects on Delridge Way Southwest (3 years), which could affect Routes 50 and 125 and the RapidRide H Line with partial closures to accommodate station construction.

Under Alternative DEL-5, a full closure of Southwest Avalon Way for 1 year would require the rerouting of up to eight Metro routes, including Routes 21 and 55 and the RapidRide C Line. Given the number of routes and extent of this construction closure, this would be a more substantial construction transit impact than any others in the Delridge Segment.

There would be minimal effects to transit with Alternatives DEL-6a or DEL-7 because there would be no long-term closures of bus pathways with these alternatives.

Table 3-24. Key Arterial Roadway Closures Affecting Transit Routes – Delridge Segment

Alternative	Affected Street	From Street	To Street	Closure Type	# of Affected Buses: Minimal per Hour	# of Affected Buses: 5 to 40 per Hour	# of Affected Buses: 41 to 100 per Hour	# of Affected Buses: 101 to 200 per Hour	# of Affected Buses: >200 per Hour	Frequent/ RapidRide Routes Affected [a]	Express Routes Affected [a]	Local Routes Affected [a]
Alternative DEL-1a	Delridge Way Southwest	23rd Avenue Southwest	Southwest Dakota Street	Partial	Not Applicable	9 months	Not Applicable	Not Applicable	Not Applicable	1	0	2
Alternative DEL-1a	Southwest Genesee Street	26th Avenue Southwest	Southwest Avalon Way	Full	Not Applicable	2 years	Not Applicable	Not Applicable	Not Applicable	0	0	1
Option DEL-1b	Delridge Way Southwest	23rd Avenue Southwest	Southwest Dakota Street	Partial	Not Applicable	9 months	Not Applicable	Not Applicable	Not Applicable	1	0	2
Option DEL-1b	Southwest Genesee Street	26th Avenue Southwest	Southwest Avalon Way	Full	Not Applicable	2 years	Not Applicable	Not Applicable	Not Applicable	0	0	1
Alternative DEL-2a	Delridge Way Southwest	23rd Avenue Southwest	Southwest Dakota Street	Partial	Not Applicable	9 months	Not Applicable	Not Applicable	Not Applicable	1	0	2
Option DEL-2b	Delridge Way Southwest	23rd Avenue Southwest	Southwest Dakota Street	Partial	Not Applicable	9 months	Not Applicable	Not Applicable	Not Applicable	1	0	2
Option DEL-2b	Southwest Genesee Street	26th Avenue Southwest	Southwest Avalon Way	Partial	Not Applicable	9 months	Not Applicable	Not Applicable	Not Applicable	0	0	1
Alternative DEL-3	Delridge Way Southwest	23rd Avenue Southwest	Southwest Dakota Street	Partial	Not Applicable	3 years	Not Applicable	Not Applicable	Not Applicable	1	0	2

Alternative	Affected Street	From Street	To Street	Closure Type	# of Affected Buses: Minimal per Hour	# of Affected Buses: 5 to 40 per Hour	# of Affected Buses: 41 to 100 per Hour	# of Affected Buses: 101 to 200 per Hour	# of Affected Buses: >200 per Hour	Frequent/ RapidRide Routes Affected [a]	Express Routes Affected [a]	Local Routes Affected [a]
Alternative DEL-3	Southwest Genesee Street	26th Avenue Southwest	Southwest Avalon Way	Full	Not Applicable	2 years	Not Applicable	Not Applicable	Not Applicable	0	0	1
Alternative DEL-4	Delridge Way Southwest	23rd Avenue Southwest	Southwest Dakota Street	Partial	Not Applicable	3 years	Not Applicable	Not Applicable	Not Applicable	1	0	2
Alternative DEL-4	Southwest Genesee Street	26th Avenue Southwest	Southwest Avalon Way	Partial	Not Applicable	9 months	Not Applicable	Not Applicable	Not Applicable	0	0	1
Alternative DEL-5	Southwest Avalon Way	Southwest Yancy Street	Southwest Genesee Street	Full	Not Applicable	Not Applicable	1 year	Not Applicable	Not Applicable	1	6	1

Note: Non-arterial roadway closures are not shown, as the potential transit impacts would be expected to be less than an arterial roadway closure.

[a] The type and number of bus routes affected is based on Metro Connects and the assumed frequencies for different types of bus services.

West Seattle Junction Segment

Construction for Preferred Option WSJ-5b would have minimal effects on transit operations (Table 3-25), although the closure of 35th Avenue Southwest between Southwest Avalon Way and the West Seattle Bridge would impact Route 21X. Congestion from closures of 35th Avenue Southwest and the phased closure of the Southwest Avalon Way and Fauntleroy Way Southwest intersection could cause congestion spillback or general purpose traffic diversion that could affect operations of routes along Southwest Avalon Way (e.g., RapidRide C, Route 21, Route 21X, Route 50, and Route 55). Construction closures with Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a along 35th Avenue Southwest between Southwest Avalon Way and the West Seattle Bridge and at the intersection of Southwest Avalon Way and Fauntleroy Way Southwest would also result in impacts, particularly to Route 21X. The only impact with Alternative WSJ-4 would occur due to the partial construction closure of Fauntleroy Way Southwest between Southwest Avalon Way and 35th Avenue Southwest for less than a year.

With Alternative WSJ-2, part of Southwest Alaska Street between Fauntleroy Way Southwest and 38th Avenue Southwest would be closed for 3 years. This would require rerouting Routes 50, 55, and 773 and the RapidRide C Line to bypass this closure.

While not a long-term closure, construction of Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would require a short-term, partial closure of Southwest Alaska Street (3 months to 6 months) at the cut-and-cover station, which could affect the performance of Routes 50, 55, 57, and 773 and the RapidRide C Line (see Attachment N1.D). Alternative WSJ-1 would not require any long-term or major short-term closures of streets that have transit routes.

Table 3-25. Key Arterial Roadway Closures Affecting Transit Routes – West Seattle Junction Segment

Alternative	Affected Street	From Street	To Street	Closure Type	# of Buses: Minimal per Hour	# of Affected Buses: 5 to 40 per Hour	# of Affected Buses: 41 to 100 per Hour	# of Affected Buses: 101 to 200 per Hour	# of Affected Buses: >200 per Hour	Frequent/ RapidRide Routes Affected [a]	Express Routes Affected [a]	Local Routes Affected [a]
Preferred Option WSJ-5b	**Fauntleroy Way Southwest**	**Southwest Avalon Way**	**Southwest Avalon Way**	**Partial**	**1.5 years**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**0 [b]**	**0 [b]**	**0 [b]**
Preferred Option WSJ-5b	**35th Avenue Southwest**	**West Seattle Bridge**	**Southwest Avalon Way**	**Full**	**1 year**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**0**	**1**	**0**
Alternative WSJ-2	Southwest Alaska Street	38th Avenue Southwest	Fauntleroy Way Southwest	Full	Not Applicable	Not Applicable	3 years	Not Applicable	Not Applicable	2	1	1
Alternative WSJ-3a	Fauntleroy Way Southwest	Southwest Avalon Way	35th Avenue Southwest	Partial	1.5 years	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0 [b]	0 [b]	0 [b]
Alternative WSJ-3a	35th Avenue Southwest	West Seattle Bridge	Southwest Avalon Way	Full	3 years	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0	1	0
Alternative WSJ-3b	Fauntleroy Way Southwest	Southwest Avalon Way	35th Avenue Southwest	Partial	1.5 years	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0 [b]	0 [b]	0 [b]
Option WSJ-3b	35th Avenue Southwest	West Seattle Bridge	Southwest Avalon Way	Full	3 years	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0	1	0
Alternative WSJ-4	Fauntleroy Way Southwest	Southwest Avalon Way	35th Avenue Southwest	Partial	9 months	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0 [b]	0 [b]	0 [b]
Alternative WSJ-5a	Fauntleroy Way Southwest	Southwest Avalon Way	35th Avenue Southwest	Partial	1.5 years	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0 [b]	0 [b]	0 [b]
Alternative WSJ-5a	35th Avenue Southwest	West Seattle Bridge	Southwest Avalon Way	Full	1 year	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0	1	0

Notes:

Non-arterial roadway closures are not shown, as the potential transit impacts would be expected to be less than an arterial roadway closure. Most-likely-affected roadways are listed. Other roadways could be affected depending on final construction plans.

[a] The type and number of bus routes affected is based on Metro Connects and the assumed frequencies for different types of bus services.

[b] This closure would not directly affect Metro bus routes, but traffic congestion spillback and people choosing different routes to avoid the closures could degrade transit speed and reliability. See report text for details – potentially affected routes include Route 21, Route 50, Route 55, and RapidRide C.

3.4 Potential Mitigation Measures

3.4.1 Long-Term Impacts

Sound Transit would lead coordination with transit service providers as the project advances to maintain efficient transit operations, including refinements to the transit service plan as described in the Transit Service and Facilities section of Section 3.3.2.1. Impacts to transit facilities would be addressed through ongoing coordination between Sound Transit, the City of Seattle, Metro, and the Federal Transit Administration to identify capital, routing, and access management strategies that would be implemented before transit service operations would be affected. Sound Transit would implement agreed-upon improvements that mitigate impacts directly associated with the project.

Closure of the SODO Busway with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would impact transit speed and reliability, and layover in the SODO area. Sound Transit has coordinated with the City of Seattle and Metro on the following mitigation strategies:

- Implementation of transit speed and reliability strategies on 4th Avenue South between South Spokane Street and South Royal Brougham Way. Potential strategies could include business access and transit lanes, freight and bus lanes, or queue jump lanes.
- Implementation of improved pedestrian access and bus stop passenger amenities at bus stops along 4th Avenue South near the following intersections: South Royal Brougham Way, South Holgate Street, and South Lander Street. Improved bus stop passenger amenities are also identified on South Spokane Street near 4th Avenue South. Potential strategies could include wider sidewalks, moving poles and other obstructions in the bus stop zones, new or relocated transit benches and shelters, and revised curb ramps and crosswalks.
- Replacement layover in the SODO area could use off-street properties currently being used by Sound Transit Express buses that may not be necessary for Sound Transit use in the future and on-street layover near the Atlantic/Central Bus Base.

For Alternatives DEL-1a and DEL-3, Sound Transit would work with Metro and the City of Seattle to either provide a pedestrian crossing to the eastbound bus stop along Southwest Genesee Street that would be isolated by guideway construction or relocate the bus stop.

3.4.2 Construction Impacts

Sound Transit would lead coordination with Metro, the City of Seattle, and the Federal Transit Administration, where appropriate, to identify and confirm to bus service and associated infrastructure modifications and transit facility improvements that maintain transit service and access through construction areas. This would include continuing to coordinate on construction-related impacts to Metro’s transit operations to determine the potential mitigation required, as many of the alternatives close roadways served by transit and restrict access to transit facilities for varying durations.

Sound Transit would maintain access to existing bus stops, layover areas, and comfort stations to the extent feasible and coordinate with Metro and the City of Seattle to minimize impacts and disruptions. Where needed, this coordination would include other transit operators. Where bus stops and layover cannot be maintained in existing locations, Sound Transit would implement temporary facilities to maintain service and access. Information would be communicated to riders in advance of construction at these locations.

Sound Transit would maintain non-motorized access to transit, where feasible, through construction areas, such as providing dedicated walkways or alternative bike facilities around the construction area. Where non-motorized access is not able to be maintained through construction areas, Sound Transit would implement temporary non-motorized facilities to maintain non-motorized access to transit. Sound Transit would also notify the public of any closures. Refer to Section 4.4.2, Construction Mitigation, for more information on measures to minimize impacts related to road closures and detours that would also reduce bus service disruptions.

Construction-related transit service impacts such as the SODO Busway closure (whether permanent or temporary) with all SODO alternatives, as well as other transit pathway closures identified in the document, would be coordinated with Metro, the City of Seattle, and other relevant service providers. Sound Transit will coordinate with the City of Seattle, Metro, and other agencies as necessary to develop a transit operations plan for construction-related closures to transit pathways. These transit operations plans would identify bus detour routes and minimize impacts and disruptions to bus facilities and service performance and hours during project construction. This would include identifying associated improvements needed to implement these service and facility modifications, such as speed and reliability treatments (e.g., new transit lanes, transit signal priority, or similar). Sound Transit would continue to coordinate with the City of Seattle and Metro during final design to finalize a construction transit operations plan that would define specific transit reroutes, and identify agreed-upon speed and reliability improvements, bus stop modifications, temporary layover and comfort stations, and pavement management plans

For Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, Sound Transit is coordinating with Metro and the City of Seattle to refine mitigation strategies for the following construction transit operations and facilities impacts:

- Short-term partial closures of 4th Avenue South to construct the South Lander Street overpass of the new and existing light rail tracks and for the light rail guideway over 4th Avenue South near South Spokane Street.
    - Sound Transit is coordinating with the City of Seattle and Metro to identify ways to shift travel lanes and implement business access and transit lanes, freight and bus lanes, and/or transit queue jump lanes at strategic locations.
- Long-term (2-year) closure of South Lander Street over the light rail tracks and to facilitate construction of the SODO Station.
    - The South Lander Street closure would require the reroute of Route 50 to either 4th Avenue South or 6th Avenue South.

Construction of all alternatives could result in the potential long-term closure of the existing 1 Line SODO Station while the new SODO Station is built.

- Sound Transit is committed to maintaining the regional transit access provided by the SODO Station. Mitigation measures to maintain this access are still being identified by Sound Transit and agency partners, but could include the following:
    - Study the feasibility of building an interim station/platforms in the vicinity of the existing SODO Station with connections to transit routes on 4th Avenue South and South Lander Street. Key factors that require further study are whether there are adequate access routes to an interim station given the construction in the area and the operations/regulatory considerations to build and operate an interim station.
    - Implementing a transit shuttle between the SODO Station area and Stadium Station.

  - Working with Metro to adjust routing of buses near the SODO Station to provide a convenient connection from the SODO Station area to an adjacent 1 Line station (Stadium and/or Beacon Hill stations).

Related to Alternatives DEL-1a, DEL-2a, DEL-3, and DEL-4, and Options DEL-1b and DEL-2b, there would be partial closures of Delridge Way Southwest that would impact route speed and reliability. There would be night and weekend closures of Delridge Way Southwest with all alternatives.

- Sound Transit would work with the City of Seattle and Metro refine traffic signal operations, potentially including new queue jump signals to optimize transit speed and reliability through the construction zone.
- Sound Transit would work with the City of Seattle and Metro to identify night and weekend detour pathways for Routes 50, 125, and RapidRide H.

Alternatives DEL-1a and DEL-3 and Option DEL-1b would completely close Southwest Genesee Street during construction, affecting Route 50.

- Sound Transit would work with the City of Seattle and Metro to identify an alternative pathway for Route 50 that would minimize the loss of transit coverage. Sound Transit may also enhance pedestrian and bicycle access to areas where the alternative pathway does not provide access to facilitate transit access to other nearby routes.

Alternatives WSJ-3a, WSJ-4, WSJ-5a, and WSJ-6 and Options WSJ-3b and WSJ-5b require short-term partial closure Southwest Alaska Street to construct stations and guideways.

- Sound Transit would implement traffic control measures to minimize congestion impacts on bus operations along Southwest Alaska Street.

Alternatives WSJ-3a and WSJ-5a and Options WSJ-3b and WSJ-5b would require a full closure of 35th Avenue Southwest between the West Seattle Bridge and Southwest Avalon Way to construct the Avalon Station.

- Sound Transit would work with the City of Seattle and Metro on construction reroutes for Route 21X to navigate the closure of 35th Avenue Southwest. A potential pathway along Southwest Avalon Way to Southwest Spokane Street would not require any changes to signals or pavement.

4 ARTERIAL AND LOCAL STREET OPERATIONS

This chapter presents the following information for the West Seattle Link Extension Project (the project):

- Existing operations of the arterials and local roadways in the study area and their intersection level of service (L.O.S.)
- Future condition traffic forecasts and light rail station trip generation
- Future No Build Alternative and Build Alternative traffic operations and peak hour intersection L.O.S. compared to project-specific L.O.S. thresholds
- Potential effects on local access to adjacent properties and traffic circulation
- Construction impacts, including road closures, detours, traffic diversions, truck traffic, haul routes, and traffic analysis of long-term construction closures

The arterial and local street analysis evaluates locations where traffic circulation, access, and operations are most likely to be affected by the project. The specific intersections studied vary by time period and alternative, as described further in this section.

4.1 Introduction to Arterial and Local Street Operations

This section describes the arterials and local roadway facilities, and intersection operations within the study area for existing conditions, future no build conditions, and Build Alternatives. The traffic forecasting and operations analysis methods are documented in Attachment N.1A, Transportation Technical Analysis Methodology (Sound Transit 2023). Intersections are typically considered to be failing if they do not meet the L.O.S. threshold set by the agency; however, the City of Seattle does not have an official intersection L.O.S. threshold. For the purposes of this analysis, failing intersections are defined as L.O.S. E or F as agreed to with the City of Seattle. For Build Alternatives, affected intersections are identified and defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if the intersection already operates at L.O.S. E or F in the No Build Alternative have noticeably worse vehicle delays in the Build Alternative (10 percent or higher vehicle delay than in the No Build Alternative). See Attachment N.1C, Existing and Future Intersection Levels of Service, for more detail. The following sections present key observations related to arterial and local street operations for the project.

4.1.1 Key Findings

- All alternatives would generally result in increased intersection vehicle delays near the stations because of increased activity such as vehicle trips from passenger pick-ups and drop-offs, including transportation network company activity (e.g., Uber, Lyft) and pedestrians and bicyclists. Volumes range from 15 additional p.m. peak hour vehicle trips at the SODO Station to 120 vehicle trips at the Alaska Junction Station. Bus volumes accessing the stations would also increase.
- There are no major traffic operations differentiators at the study intersections for the four SODO Build Alternatives. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would construct a new South Lander Street overpass, which would eliminate an at-grade vehicle crossing with the existing 1 Line and would close the SODO Busway. Alternative SODO-2 would allow the SODO Busway to remain open in this segment and maintain the existing at-grade crossing.

- There are no long-term traffic operations impacts with the Build Alternatives in the Duwamish Segment. Delays at the 4th Avenue South and South Spokane Street intersection may be slightly higher for the Preferred Alternative DUW-1a compared to the other Build Alternatives, but it is expected to operate at acceptable L.O.S. D in the p.m. peak hour.
- Within the Delridge Segment, the new traffic signal at Delridge Way Southwest/23rd Avenue Southwest with the Preferred Option DEL-6b and Alternative DEL-7 would provide access for buses, Nucor Steel Plant freight, and potential transit-oriented development (TOD) trips to and from the site. The new signal and site access would improve traffic operations at the Delridge Way Southwest/Southwest Andover Street intersection by allowing for more efficient traffic signal operations, but would slightly increase corridor delay along Delridge Way Southwest. There would also be some local permanent street closures with several of the alternatives, but the street grid network would allow for local rerouting.
- Within the West Seattle Junction Segment, there would be increased traffic delay at intersections adjacent to most of the Alaska Junction Station alternatives as a result of the added vehicle, pedestrian, and bicycle activity generated by the new station. While there would be some local street closures, the street grid network would allow for reroutes.
- In the SODO and Duwamish segments, construction activities would affect traffic operations along the 4th Avenue South corridor, particularly the intersections of 4th Avenue South/South Holgate Street and 6th Avenue South/South Spokane Street with the Preferred Alternative.
- Construction activities would affect traffic patterns and congestion within the Delridge Segment along Delridge Way Southwest, Southwest Genesee Street, Southwest Andover Street, and Southwest Avalon Way. Preferred Option DEL-6b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-6a, and Alternative DEL-7, which lead to tunnel options into the West Seattle Junction, typically have fewer traffic construction effects because more of the alignments are outside of street rights-of-way.
- Construction activities along arterials in the West Seattle Junction Segment would also create substantial traffic diversions and increased congestion levels on arterial streets such as Fauntleroy Way Southwest, Southwest Avalon Way, 35th Avenue Southwest, and Southwest Oregon Street, as well as adjacent side streets.

4.2 Affected Environment

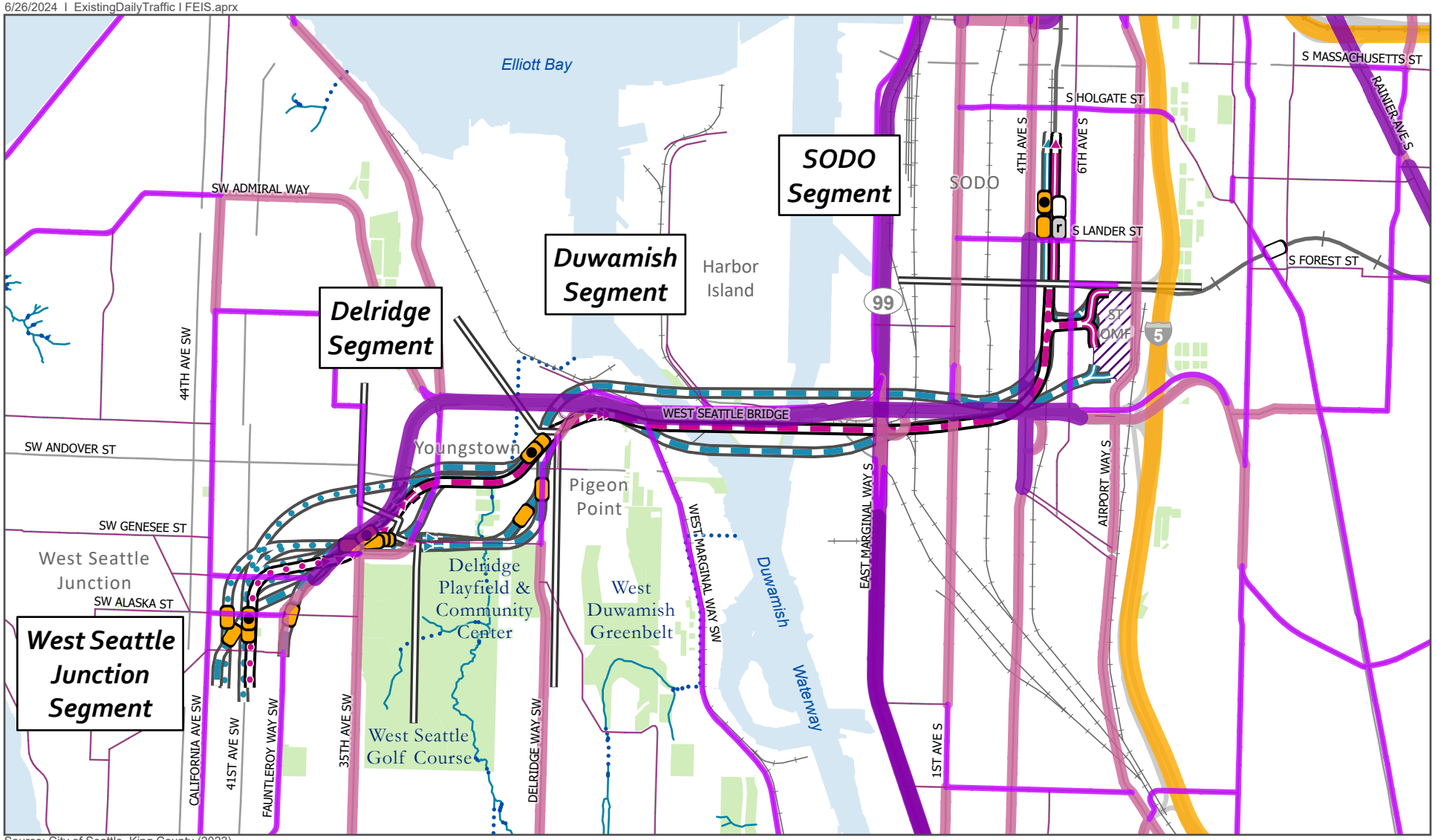
The project includes the following segments: SODO, Duwamish, Delridge, and West Seattle Junction. This section includes discussion about vehicle travel patterns through the study area and intersection operations. Roadway network and daily traffic volumes in the study area are shown on Figure 4-1. Additional information about non-motorized facilities is in Section 6.2, Affected Environment, of Chapter 6, Non-motorized Facilities, of this technical report.

4.2.1 Arterials and Local Roadways

4.2.1.1 SODO Segment

The SODO Segment starts at the Link light rail SODO Station and continues south to South Forest Street. The roadway network in the SODO neighborhood consists of a grid of arterials that serve industrial land uses and through movements for vehicles traveling north-south.

6/26/2024 I ExistingDailyTraffic I FEIS.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- Railroad
- Stream
- Piped Stream
- Park

Average Annual Weekday Traffic (2018)

≤8,000 | 17,000 | 32,000 | 100,000 | > 100,000

0 0.5 1 Mile

N

FIGURE 4-1
Existing Daily Traffic Volumes

West Seattle Link Extension

Important north-south arterials in this segment are 1st Avenue South, 4th Avenue South, 6th Avenue South, and Airport Way South, which provide connections to Downtown Seattle, a major employment center and a Puget Sound Regional Council-designated Regional Growth Center. Among the north-south arterials, 1st Avenue South and 4th Avenue South have higher traffic volumes as they also connect Downtown Seattle to State Route 99, the West Seattle Bridge, and Interstate 90. The east-west arterials of South Spokane Street and South Lander Street are also important connections; South Spokane Street connects to the West Seattle Bridge, Interstate 5, and Beacon Hill, while South Lander Street connects industrial land uses through SODO.

There are at-grade BNSF Railway mainline track and light rail track crossings at these locations, which can cause delays. The South Lander Street overpass was recently constructed between 1st Avenue South and 4th Avenue South to reduce the rail conflict on the BNSF mainline track (after the 2019 base year used in this Final EIS).

The SODO Busway is an important route for King County Metro (Metro) buses. Hundreds of daily active (i.e., routes in service carrying passengers) and non-active (i.e., deadhead) bus trips use the SODO Busway to serve Downtown Seattle or access the Ryerson and Atlantic/Central bus bases. The existing Link light rail tracks are currently east of the SODO Busway, and there is an at-grade crossing with vehicle traffic on South Lander Street between 4th Avenue South and 6th Avenue South. The major existing street facilities and characteristics such as street classification, number of lanes, speed limit, average daily traffic (A.D.T.), and presence of bike lanes or sidewalks are shown in Table 4-1.

Table 4-1. Existing Local Roadway Segments – SODO Segment

Roadway	Arterial Classification	Number of Lanes	Speed Limit (miles per hour)	A.D.T. [a]	Bike Lanes	Sidewalk
1st Avenue South	Principal	4 to 5	30	27,000 to 30,000	No	Yes
4th Avenue South	Principal	6	30	29,000 to 37,000	No	Yes
6th Avenue South	Minor	2	25	5,900 to 8,800	No	Partial
Airport Way South	Principal	4	30	11,200 to 21,100	No	Yes
South Lander Street	Minor	4 to 5	25	5,700 to 12,600	Yes	Yes
South Spokane Street	Minor	4	25	10,000	No	Yes

Note: The table only includes study area roads classified as arterial and above.

[a] A.D.T. based on 2017 to 2018 traffic count information unless otherwise noted (City of Seattle 2018).

4.2.1.2 Duwamish Segment

The east-west connections across the Duwamish Waterway (also known as the Duwamish River) include lower South Spokane Street, which connects West Seattle, Harbor Island, and the Terminal 18 and Terminal 5 Port of Seattle facilities to SODO, and the elevated West Seattle Bridge, which connects West Seattle through Fauntleroy Way Southwest to SODO and Downtown Seattle. Lower Southwest Spokane Street also has a separated bicycle and pedestrian trail between Southwest Avalon Way and East Marginal Way South. The major street facilities and characteristics such as street classification, number of lanes, speed limit, A.D.T., and presence of bike lanes or sidewalks are shown in Table 4-2.

Table 4-2. Existing Local Roadway Segments – Duwamish Segment

Roadway	Arterial Classification	Number of Lanes	Speed Limit (miles per hour)	A.D.T. [a]	Bike Lanes	Sidewalk
Southwest Spokane Street	Principal	2 to 4	25	10,300	Yes	Yes
West Seattle Bridge	Principal	4 to 7	40 to 45	102,600	No	No

Note: The table only includes study area roads classified as arterial and above.
[a] A.D.T. based on 2017 to 2018 traffic count information unless otherwise noted (City of Seattle 2018).

4.2.1.3 Delridge Segment

In the Delridge Segment, the major arterial is north-south Delridge Way Southwest, which is a major transit corridor as well as one of the main access roads to the West Seattle Bridge. East-west travel is limited due to the terrain and park properties. The main east-west street is Southwest Genesee Street, which is a lower volume, 2-lane street. Southwest Andover Street and Southwest Yancy Street are east-west roads that provide access to the Nucor Steel property and connect Southwest Avalon Way and Delridge Way Southwest. Southwest Avalon Way also connects to the West Seattle Bridge, lower Southwest Spokane Street, and the Water Taxi terminal. East of Delridge Way Southwest, there are more residential land uses with relatively lower traffic volumes.

Since publication of the West Seattle and Ballard Link Extensions Draft EIS, Delridge Way Southwest has been modified for the RapidRide H Line. This included removing the center turn lane south of Southwest Dakota Street, converting a parking lane to a business access and transit lane, and decreasing the speed limit. In addition, Southwest Avalon Way was rechannelized to add protected bicycle lanes and remove the center turn lane. Because these projects occurred after the 2019 EIS base year, these assumptions are not included in the existing year analysis.

The major existing street facilities and characteristics such as street classification, number of lanes, speed limit, A.D.T., and presence of bike lanes or sidewalks are shown in Table 4-3.

Table 4-3. Existing Local Roadway Segments – Delridge Segment

Roadway	Arterial Classification	Number of Lanes	Speed Limit (miles per hour)	A.D.T. [a]	Bike Lanes	Sidewalk
Delridge Way Southwest	Principal	4 to 5 [b]	25	17,000 to 23,500	Yes	Yes
Southwest Genesee Street	Collector	2	25	4,000	No	Yes

Note: The table only includes study area roads classified as arterial and above.
[a] A.D.T. based on 2017 to 2018 traffic count information unless otherwise noted (City of Seattle 2018).
[b] Includes one or more transit-only lanes.

4.2.1.4 West Seattle Junction Segment

In the West Seattle Junction Segment, the existing roadway network is a mix of arterials that connect neighborhoods to Alaska Junction and to the West Seattle Bridge, along with local streets that serve the mixed residential and commercial land uses. Fauntleroy Way Southwest is a north-south arterial that provides access to the West Seattle Bridge and connects to most residential neighborhoods in West Seattle. The other north-south arterials are California Avenue Southwest, which provides access to Alaska Junction and Admiral Junction, and 35th Avenue Southwest, which provides access to the West Seattle Bridge from communities to the south.

As noted in Section 4.2.1.3, Delridge Segment, Southwest Avalon Way runs through the Delridge and West Seattle Junction segments and connects to the West Seattle Bridge, lower Southwest Spokane Street, and the Water Taxi terminal. The north-south arterials described are major transit corridors.

Southwest Alaska Street is the main east-west arterial connecting West Seattle neighborhoods to Alaska Junction and Fauntleroy Way Southwest. Southwest Oregon Street is another east-west arterial one block north of Southwest Alaska Street. The major existing street facilities and characteristics such as street classification, number of lanes, speed limit, A.D.T., and presence of bike lanes or sidewalks are shown in Table 4-4.

Table 4-4. Existing Local Roadway Segments – West Seattle Junction Segment

Roadway	Arterial Classification	Number of Lanes	Speed Limit (miles per hour)	A.D.T. [a]	Bike Lanes	Sidewalk
35th Avenue Southwest	Principal	3 to 4	25	5,200 to 22,600	No	Yes
Southwest Avalon Way	Minor	2 to 3	25	14,800 to 20,200	Yes	Yes
California Avenue Southwest	Minor	4	25	10,000 to 13,600	Yes	Yes
Fauntleroy Way Southwest	Principal	3 to 4	25	29,700 to 37,000	Yes	Yes
Southwest Alaska Street	Minor	3 to 4 [b]	25	7,400 to 13,400	No	Yes
Southwest Oregon Street	Minor	2	25	9,500	No	Yes

Note: The table only includes study area roads classified as arterial and above.

[a] A.D.T. based on 2017 to 2018 traffic count information unless otherwise noted (City of Seattle 2018).

[b] Includes one or more transit-only lanes.

4.2.2 Intersection Operations

Key intersections adjacent to potential station areas were evaluated during peak hours to better understand existing traffic operations. All analysis intersections were evaluated during the a.m. and p.m. peak hour. For the a.m. and p.m. peak hour analysis, the peak 1-hour traffic count for each intersection (between 6 a.m. and 8 a.m. and between 4 p.m. and 6 p.m.) was entered into the traffic analysis software. While the p.m. peak hour generally represents the most congested period of the day, some locations have worse a.m. operations as a result of local land uses and traffic patterns.

Intersection operations were evaluated by calculating the average delay (in seconds) per vehicle and translating that delay into a qualitative L.O.S. The L.O.S. ranges from A to F, where L.O.S. A represents little to no congestion with under-used lane capacity and free-flow travel speeds, L.O.S. E represents conditions that are at capacity, and L.O.S. F represents poor operating conditions where demand exceeds the intersection's capacity with vehicle queuing and frequent stop-and-go travel. There are separate L.O.S. delay thresholds for signalized intersections and unsignalized intersections, as defined by the *Highway Capacity Manual 6th Edition* (Transportation Research Board 2016). For additional information, see Attachment N.1C.

Intersections are generally considered to be failing if they do not meet the L.O.S. threshold set by the governing agency; however, the City of Seattle does not have an adopted intersection L.O.S. threshold. In the absence of an adopted City of Seattle L.O.S. threshold, intersections that operate at L.O.S. E and L.O.S. F are identified as failing as agreed upon by the City of Seattle. Attachment N.1C provides a detailed summary of the traffic analysis results for the existing a.m. and p.m. peak hour conditions, signal control, and the applicable L.O.S. threshold.

4.2.2.1 SODO Segment

In SODO, the majority of vehicles travel north in the a.m. peak period towards Downtown Seattle and in the reverse direction during the p.m. peak period. There are three main north-south corridors in SODO that help to ease congestion during peak periods. In the SODO Segment, peak hour analysis was performed at six intersections; the results are shown in Table 4-5. Currently, all intersections operate at L.O.S. D or better during the a.m. and p.m. peak hours. Results for the a.m. and p.m. peak hour traffic operations at the study intersections are shown on Figure 4-2.

Table 4-5. A.M. and P.M. Peak Intersection Level of Service - SODO Segment

Intersection	Existing A.M.	Existing P.M.
4th Avenue South/South Holgate Street	D	C
4th Avenue South/South Lander Street	D	D
6th Avenue South/South Holgate Street	B	C
6th Avenue South/South Lander Street	B	B
6th Avenue South/South Stacy Street	B	B
SODO Busway/South Lander Street	B	B

4.2.2.2 Duwamish Segment

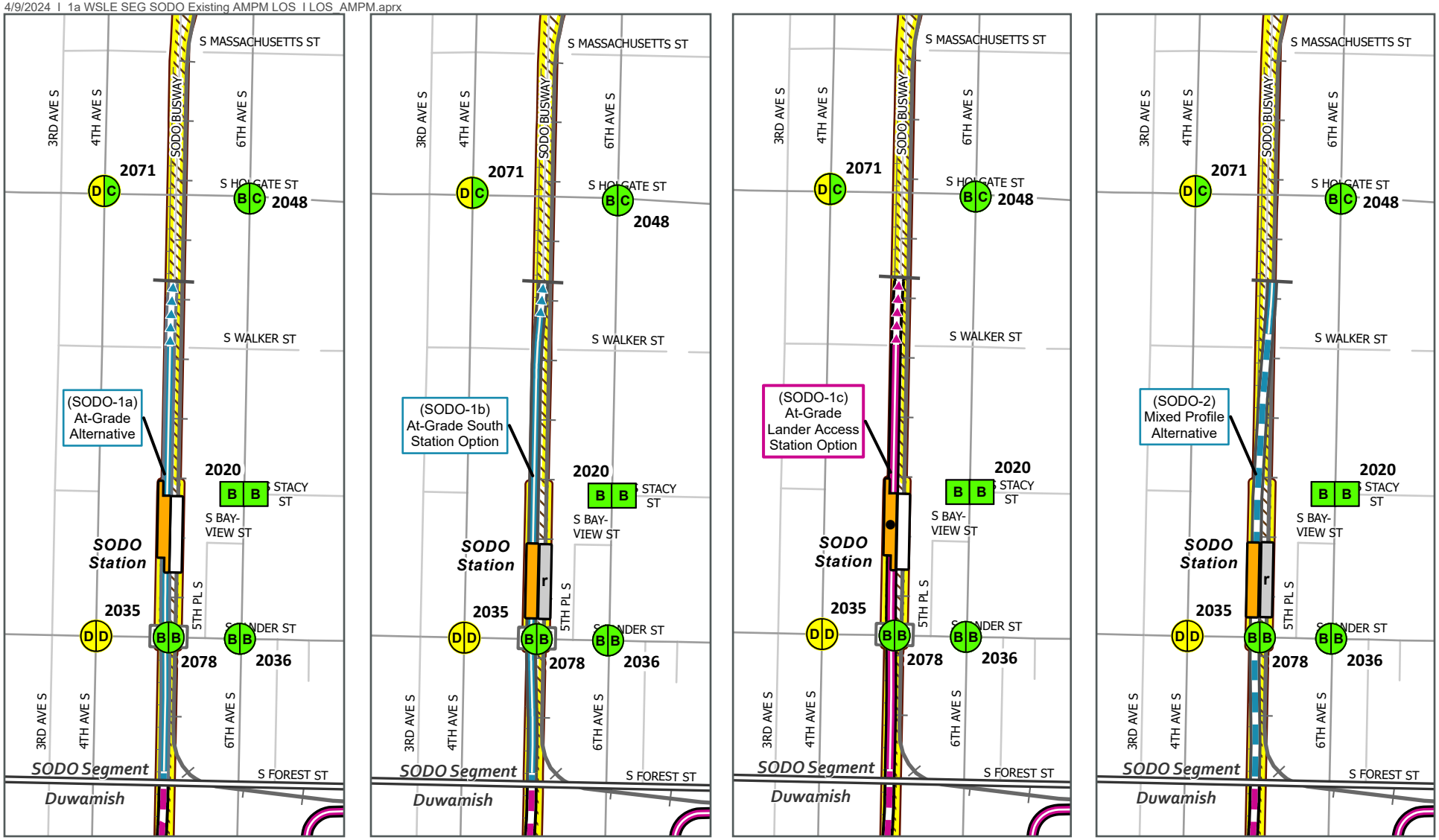
Across the Duwamish Waterway, the seven study intersections currently operate at L.O.S. D or better during both a.m. and p.m. peak hours. Results for the a.m. and p.m. peak hour traffic operations at the study intersections are shown in Table 4-6 and on Figure 4-3.

Table 4-6. P.M. and A.M. Peak Level of Service - Duwamish Segment

Intersection	Existing A.M.	Existing P.M.
4th Avenue South/South Spokane Street (North)	A	A
4th Avenue South/South Spokane Street (South)	D	B
Chelan Avenue Southwest/Southwest Spokane Street	B	B
East Marginal Way South/South Spokane Street [a]	A	A
Southwest Spokane Street/11th Avenue Southwest	A	A
Southwest Spokane Street/West Marginal Way Southwest/Terminal 5	A	A
West Marginal Way Southwest/Chelan Avenue Southwest/ Southwest Spokane Street	D	D

[a] Higher delays can be experienced from nearby port and terminal operations in the area.

4/9/2024 I 1a WSLE SEG SODO Existing AMPM LOS I LOS_AMPM.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

Intersection Level of Service

AM PM
- A-C
- D
- E-F

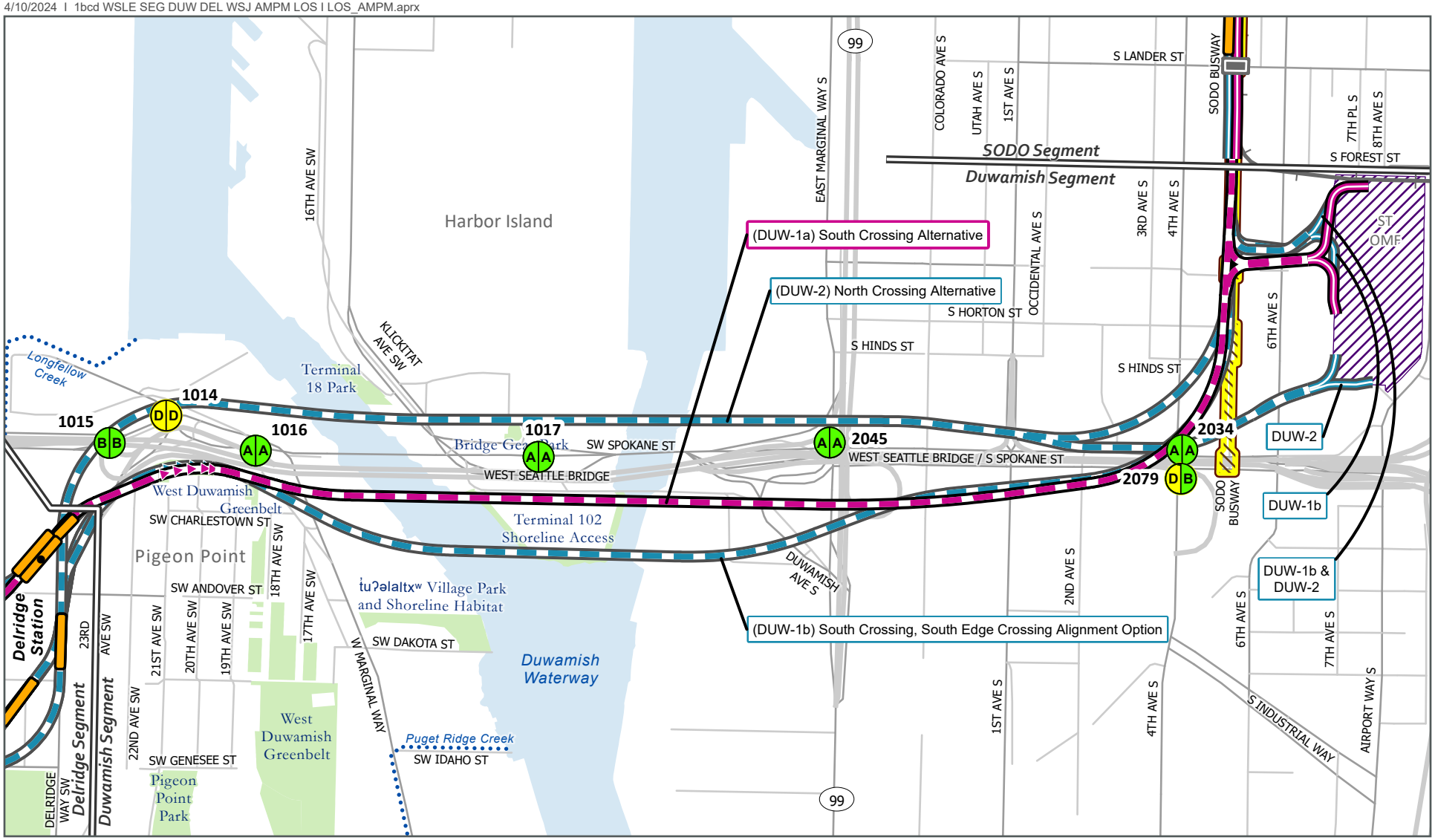
Intersection Type
- Stop-Controlled
- Signalized

FIGURE 4-2
Existing A.M. and P.M. Peak Hour Intersection Level of Service (L.O.S.)
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

Intersection Level of Service

AM PM
- A-C
- D
- E-F

Intersection Type
- Stop-Controlled
- Signalized

FIGURE 4-3
Existing A.M. and P.M. Peak Hour Intersection Level of Service (L.O.S.)
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N

4.2.2.3 Delridge Segment

In Delridge, the predominant flow of traffic is along Delridge Way Southwest, northbound in the morning and southbound in the afternoon. Eight study intersections were analyzed in the Delridge Segment. Delridge Way Southwest/Southwest Andover Street and Delridge Way Southwest/Southwest Genesee Street are signalized intersections. Delridge Way Southwest/23rd Avenue Southwest is right-turn-only out of 23rd Avenue Southwest, and the other intersections are side-street stop control or uncontrolled intersections. (Note: 26th Avenue Southwest/Southwest Andover Street was modified to an all-way stop after the 2019 year of analysis.) During the p.m. peak hour, the southbound vehicle queues on Delridge Way Southwest can extend to the West Seattle Bridge. During the a.m. peak hour, the northbound vehicle queues on Delridge Way Southwest can extend multiple blocks to access the West Seattle Bridge. Two intersections operate at L.O.S. E or F in either a.m. or p.m. peak hours: Delridge Way Southwest/Southwest Andover Street (L.O.S. F in both peak hours) and Delridge Way Southwest/Southwest Genesee Street (L.O.S. F in the a.m. peak hour).

Results for the a.m. and p.m. peak hour traffic operations at the study intersections are shown in Table 4-7 and on Figure 4-4.

Table 4-7. A.M. and P.M. Peak Level of Service - Delridge Segment

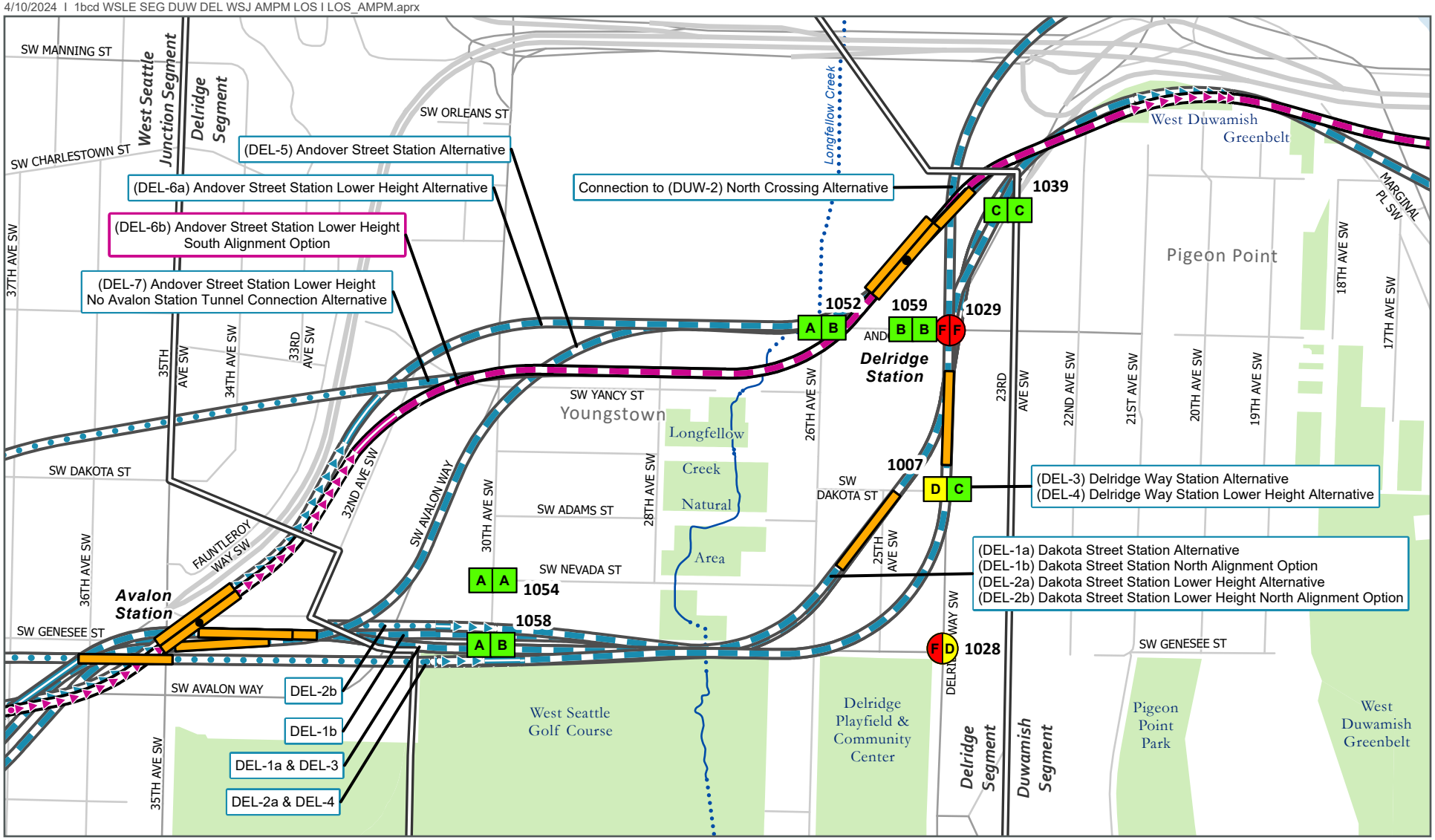
Intersection	Existing A.M.	Existing P.M.
Delridge Way Southwest/23rd Avenue Southwest	C	C
Delridge Way Southwest/Southwest Andover Street	F	F
Delridge Way Southwest/Southwest Dakota Street	D	C
Delridge Way Southwest/Southwest Genesee Street	F	D
26th Avenue Southwest/Southwest Andover Street	A	B
30th Avenue Southwest/Southwest Nevada Street	A	A
30th Avenue Southwest/Southwest Genesee Street	A	B
Southwest Charlestown Street/Southwest Andover Street	B	B

4.2.2.4 West Seattle Junction Segment

In the West Seattle Junction Segment, 19 intersections were evaluated near the Alaska Junction Station and Avalon Station options. During the p.m. peak hour, the peak directional travel is westbound on Southwest Alaska Street and southbound on Fauntleroy Way Southwest and 35th Avenue Southwest. In the a.m. period, most vehicles are traveling northbound towards the West Seattle Bridge to Downtown Seattle or other regional destinations. Five intersections operate at L.O.S. E or F in either a.m. or p.m. peak hours:

- California Avenue Southwest and Southwest Alaska Street (L.O.S. E in p.m. peak hour, L.O.S. F in a.m. peak hour)
- California Avenue Southwest and Southwest Edmunds Street (L.O.S. E in p.m. peak hour)
- Fauntleroy Way Southwest and 35th Avenue Southwest (L.O.S. E in p.m. peak hour, L.O.S. F in a.m. peak hour)
- Fauntleroy Way Southwest and 38th Avenue Southwest (L.O.S. F in p.m. peak hour, L.O.S. E in a.m. peak hour)
- Southwest Avalon Way and Southwest Genesee Street (L.O.S. F in both peak hours)

Results for the a.m. and p.m. peak hour traffic operations at the study intersections are shown in Table 4-8 and on Figure 4-5.



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Stream
- Piped Stream
- Park

Intersection Level of Service

AM PM

- A-C
- D
- E-F

Intersection Type

- Stop-Controlled
- Signalized

FIGURE 4-4

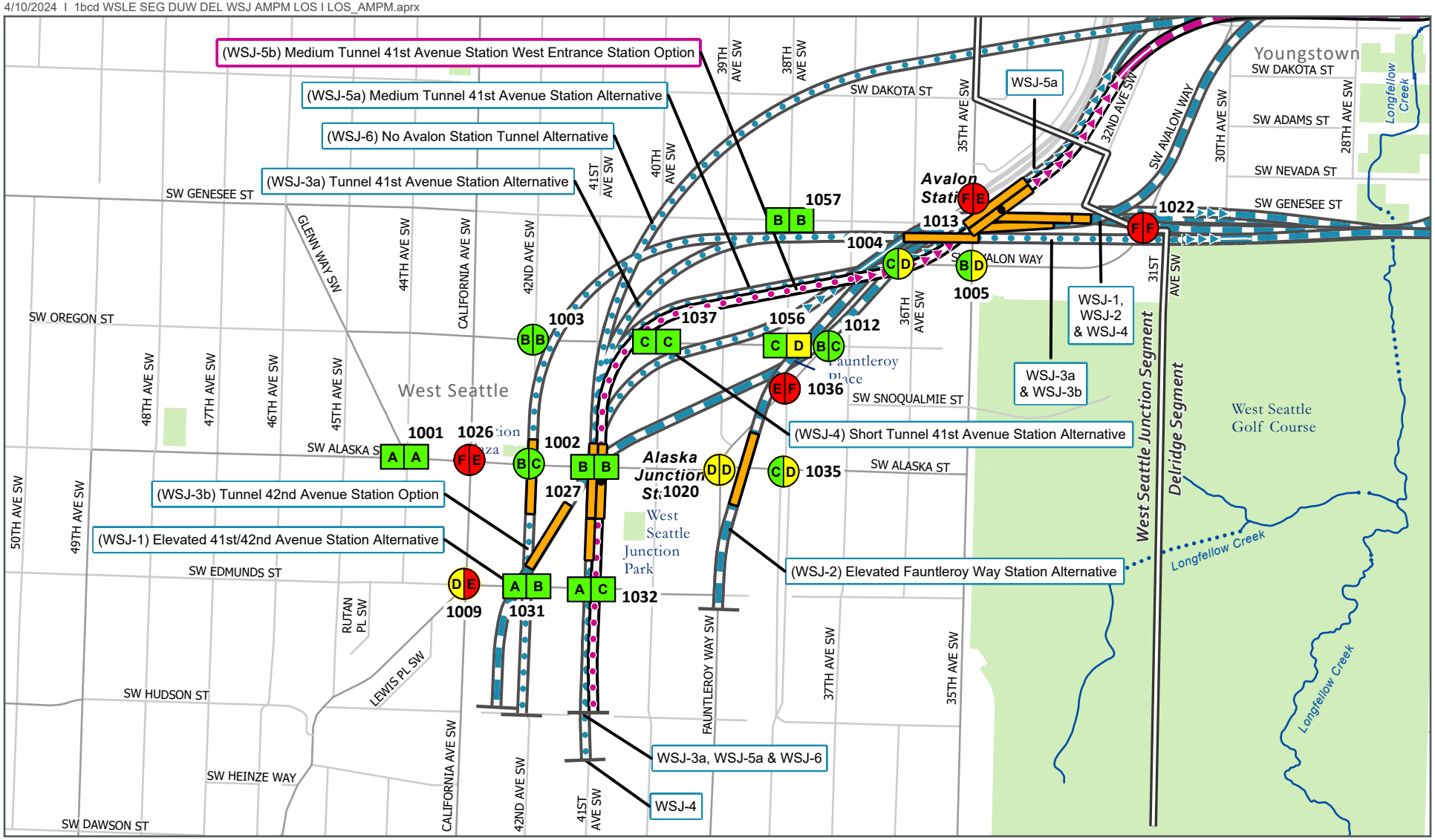
Existing A.M. and P.M. Peak Hour Intersection Level of Service (L.O.S.)

Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

Intersection Level of Service

AM PM
- A-C
- D
- E-F

Intersection Type
- Stop-Controlled
- Signalized

FIGURE 4-5
Existing A.M. and P.M. Peak Hour Intersection Level of Service (L.O.S.)
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Intersection queues are evident during the a.m. and p.m. peak hours at the Southwest Alaska Street/Fauntleroy Way Southwest intersection, and during the p.m. peak hour at the Southwest Alaska Street/California Avenue Southwest intersection.

Table 4-8. A.M. and P.M. Peak Level of Service - West Seattle Junction Segment

Intersection	Existing A.M.	Existing P.M.
35th Avenue Southwest/Southwest Avalon Way	B	D
40th Avenue Southwest/Southwest Oregon Street	C	C
41st Avenue Southwest/Southwest Alaska Street	B	B
41st Avenue Southwest/Southwest Edmunds Street	B	C
42nd Avenue Southwest/Southwest Alaska Street	B	C
42nd Avenue Southwest/Southwest Edmunds Street	A	B
42nd Avenue Southwest/Southwest Oregon Street	B	B
44th Avenue Southwest/Southwest Alaska Street	A	A
California Avenue Southwest/Southwest Alaska Street	F	E
California Avenue Southwest/Southwest Edmunds Street	D	E
Fauntleroy Way Southwest/35th Avenue Southwest	F	E
Fauntleroy Way Southwest/38th Avenue Southwest	E	F
Fauntleroy Way Southwest/Southwest Alaska Street	D	D
Fauntleroy Way Southwest/Southwest Avalon Way	B	D
Fauntleroy Way Southwest/Southwest Oregon Street	B	C
Southwest Alaska Street/38th Avenue Southwest	C	D
Southwest Avalon Way/Southwest Genesee Street	F	F
38th Avenue Southwest/Southwest Genesee Street	B	B
38th Avenue Southwest/Southwest Oregon Street	C	D

4.3 Environmental Impacts

This section describes the property access, circulation, roadway and traffic conditions for the Build Alternatives compared to the No Build Alternative, organized by segment as well as during construction.

4.3.1 No Build Alternative

As part of the No Build Alternative, other transportation projects in the study area assumed to be completed include the following:

- The City's Vision Zero project to convert one northbound general-purpose lane of 4th Avenue South to a freight and bus lane from South Holgate Street to South Royal Brougham Way in the SODO Segment
- The Southwest Spokane Street/West Marginal Way Southwest/Terminal 5 intersection modification as part of the Port of Seattle Terminal 5 redevelopment project in the Duwamish Segment

- The recently completed 35th Avenue Southwest/Southwest Avalon Way Repaving project in the Delridge and West Seattle Junction segments
- The completion of the Fauntleroy Way Southwest Boulevard Project in the West Seattle Junction Segment

For a complete list of the background transportation projects assumed for the No Build Alternative, see Appendix A, Future Transportation Project List, in Attachment N.1A.

Traffic volumes for the No Build Alternative were forecasted for the 2042 a.m. and p.m. peak hours using Puget Sound Regional Council's population and land use forecasts. Forecasts within the study area are predicted to have an average annual traffic volume growth rate of up to approximately 0.4 percent during the a.m. and p.m. peak hours. Because of this traffic growth, intersections are expected to operate with more congestion in the future with the No Build Alternative than in existing conditions. By 2042, 12 intersections in the a.m. peak hour and 12 intersections in the p.m. peak hour are expected to operate at L.O.S. E or F in the No Build Alternative. See Figures 4-6, 4-7, 4-9, 4-10, 4-12, 4-13, 4-15, and 4-16; note that these figures only show study intersections for the Preferred Alternative. Maps for all alternatives are included in Attachment N.1C.

4.3.2 Long-term Impacts

The long-term traffic impacts were evaluated using 2042 traffic forecasts and include the effects of additional buses accessing the stations, vehicle traffic (pick-up, drop-off, and transportation network company activity) and non-motorized volumes generated by the Build Alternatives. Sound Transit is also planning for the Ballard Link Extension, which is a light rail extension from SODO Station to Ballard. The 2042 analysis assumes that both the West Seattle Link Extension and Ballard Link Extension are open. However, there would be a multi-year period between the opening of the West Seattle Link Extension and the opening of the Ballard Link Extension, which connects the West Seattle Link Extension directly to the existing light rail system. During that period, West Seattle Link Extension riders who wish to continue their trip on light rail would have to transfer at the SODO Station. Background traffic volumes and station-generated trips would be lower than the 2042 condition with both West Seattle Link Extension and Ballard Link Extension open. After Ballard Link Extension opens, riders from West Seattle could continue north to Everett on the 3 Line without a transfer. Therefore, the period between the openings of the West Seattle Link Extension and Ballard Link Extension is expected to have fewer impacts to the arterial and local streets system than the 2042 condition analyzed in this document.

Beyond the results presented in this section, Attachment N.1C provides a detailed summary of the traffic analysis results for the existing a.m. and p.m. peak hour conditions, signal control, and potentially affected intersections with the project. In general intersections are considered to be failing if they do not meet the L.O.S. threshold set by the agency; however, the City of Seattle does not have an official intersection L.O.S. threshold. For the purposes of this analysis, failing intersections are defined as L.O.S. E or F as agreed to with the City of Seattle.

4.3.2.1 Property Access and Circulation

This section describes the main roadway modifications and traffic circulation changes with the No Build Alternative and proposed with each Build Alternative by segment. For example, roadway modifications may be needed to accommodate elevated guideway columns within the roadway or modifications to the street network surrounding stations. In these situations, left-turn access to properties may be restricted, with guideway columns proposed in the roadway median. To maintain property access, vehicles would either be able to recirculate using the

surrounding street grid system, or U-turn movements, where feasible, would be provided at adjacent intersections. The drawings in Appendix J, Conceptual Design Drawings, of the Final EIS show additional detail about each alternative.

SODO Segment

No Build Alternative

The No Build Alternative includes the Lander Street Bridge project (completed in 2020), which provides a new vehicle overpass between 1st Avenue South and 4th Avenue South and eliminates an at-grade crossing with the BNSF Railway rail line. In addition, it was assumed the City's Vision Zero project to convert one northbound 4th Avenue South general-purpose lane to a freight and bus lane north of South Holgate Street to South Royal Brougham Way.

Preferred Alternative (At-Grade Lander Access Station Option SODO-1c)

Preferred Option SODO-1c would build a new South Lander Street vehicle overpass elevated above the light rail tracks between 4th Avenue South and 6th Avenue South. The overpass would affect access to the adjacent United States Postal Service garage; alternative access and egress from this garage would be provided on 4th Avenue South. Sound Transit is working with the United States Postal Service and the City of Seattle to ensure trucks and other vehicles are able to access the parking garage facility. The South Lander Street overcrossing would eliminate an existing at-grade conflict with the existing 1 Line light rail, which interrupts the traffic flow accessing adjacent properties and east-west traffic circulation at one of the few places to cross existing tracks. A new traffic signal would be added at South Stacy Street and 6th Avenue South to facilitate bus and station access.

Preferred Option SODO-1c would close the SODO Busway permanently. There are fewer revenue bus trips in the future displaced from the busway, as some bus routes will be replaced with the completion of other Link extensions in the region. Permanent closure of the SODO Busway would displace remaining buses to alternate routes along 4th Avenue South and/or 6th Avenue South. See the segment-specific arterial and local street information later in this section for effects to traffic operations, and see Section 3.3.2.1, Long-term Impacts, for detailed information on the long-term effects to transit.

Other Build Alternatives and Design Options (SODO-1a, SODO-1b, and SODO-2)

As with Preferred Option SODO-1c, Alternative SODO-1a and Option SODO-1b would build a new South Lander Street vehicle overpass. Both alternatives provide access to the SODO Station by constructing the east leg of the South Stacy Street/4th Avenue South intersection, as shown in Appendix J of the Final EIS. Alternative SODO-1a would also add a new traffic signal at South Stacy Street and 6th Avenue South.

As with Preferred Option SODO-1c, Alternative SODO-1a and Option SODO-1b would close the SODO Busway permanently. The SODO Busway would be relocated to the west within the existing right-of-way and remain open with Alternative SODO-2.

Duwamish Segment

No Build Alternative

The No Build Alternative assumed the Southwest Spokane Street/West Marginal Way Southwest/Terminal 5 intersection modification, which would remove the north leg. This is assumed to be completed as part of the Terminal 5 redevelopment by 2032.

All Build Alternatives and Design Options (DUW-1a, DUW-1b, and DUW-2)

The Build Alternatives in this segment would not change any existing roadway channelization. All traffic movements would remain along public roadways and at private property access points. Notably, access to Terminal 18 would be the same as current conditions, and there would be no changes in access to the redeveloped Terminal 5 or to properties along West Marginal Way Southwest from the Duwamish River Bridge to Terminal 5, also known as the Quiet Zone project near Terminal 5. There could be some traffic circulation and property access changes after construction related to properties that have been fully or partially acquired during construction including using different streets.

Delridge Segment

No Build Alternative

The No Build Alternative includes the RapidRide H Line Corridor improvements along the Delridge Way Southwest corridor (completed in 2023), which includes rechannelizing portions of the corridor for a business access and transit lane in both the northbound and southbound directions. This segment also assumed completion of the 35th Avenue Southwest/Southwest Avalon Way Repaving project (35th/Avalon Paving project completed in 2020), which extends into the West Seattle Junction Segment, and includes rechannelization of Southwest Avalon Way and turn restrictions closer to Fauntleroy Way Southwest.

Preferred Alternative (Andover Street Station Lower Height South Alignment Option DEL-6b)

Preferred Option DEL-6b would add a new traffic signal at the re-aligned intersection of Delridge Way Southwest with Southwest Charlestown Street and 23rd Avenue Southwest. This would serve as the main access point for freight and employees accessing Nucor as well as potential TOD adjacent to the station. The existing Southwest Charlestown Street and Southwest Andover Street driveway would become one-way northbound and accessible for transit buses and paratransit only. Sound Transit is coordinating with the City of Seattle and Metro to select appropriate transit treatments to facilitate northbound bus movements from the existing bus lanes on Delridge Way Southwest into the Delridge Station, including a transit queue jump at either Southwest Andover Street or Southwest Dakota Street. For analysis purposes, it is assumed the queue jump would be at Southwest Andover Street but the final design would be selected in coordination with agency partners.

The elevated guideway would transition to at-grade track to the west towards the West Seattle Junction Segment at 32nd Avenue Southwest, south of Southwest Andover Street. This would result in permanent cul-de-sacs on 32nd Avenue Southwest to the north and south of the tracks. As a residential street with single-family housing, up to 45 peak hour trips could be shifted to Southwest Genesee Street. Intersection operations are expected to be similar to the No Build Alternative.

Other Build Alternatives and Design Options (DEL-1a, DEL-2a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

Alternative DEL-1a would construct a median to support the columns under the elevated light rail guideway on Southwest Genesee Street west of 26th Avenue Southwest. Left-turn access could be restricted in these sections with the median, but the street grid network would allow for local rerouting, such as using Southwest Nevada Street to maintain access to the properties.

Alternative DEL-2a would close 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street below the station to through traffic. The street grid network would allow for local rerouting, such as using 26th Avenue Southwest, Southwest Nevada Street, or Delridge Way Southwest to maintain access to properties.

Option DEL-1b would construct a median to support the columns under the elevated light rail guideway along Southwest Genesee Street west of the Longfellow Creek crossing. Left-turn access could be restricted in these sections with the median, but the street grid network would allow for local rerouting, such as using Southwest Nevada Street to maintain access to the properties.

Option DEL-2b would close 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street below the station to through traffic, and close 30th Avenue Southwest north of Southwest Genesee Street. The street grid network would allow for local rerouting, such as using 26th Avenue Southwest, Southwest Nevada Street, or Delridge Way Southwest to maintain access to properties.

Alternative DEL-3 and Alternative DEL-4 are not expected to affect traffic circulation or access.

Alternative DEL-5 would construct guideway columns on the south side of Southwest Andover Street west of 26th Avenue Southwest, but this is not expected to affect traffic circulation. Guideway columns would be within the median or adjacent to Southwest Avalon Way between Southwest Yancy Street and Southwest Genesee Street, which could restrict some left-turn access to properties. The street grid network would allow for local rerouting, such as using 30th Avenue Southwest or 32nd Avenue Southwest to maintain access to properties.

Alternative DEL-6a would construct a new median on Southwest Andover Street west of 26th Avenue Southwest to place guideway columns for the elevated track which would restrict some left-turn access, but the street network would allow for rerouting, such as using Southwest Nevada Street or Southwest Dakota Street to maintain access to properties.

Alternative DEL-7 would be similar to the Preferred Option DEL-6b in the Delridge station area; however, the 32nd Avenue Southwest cul-de-sac would only be on the south side of the guideway crossing and 32nd Avenue Southwest would no longer connect to Southwest Andover Street.

West Seattle Junction Segment

No Build Alternative

The No Build Alternative assumes completion of the Fauntleroy Way Southwest Boulevard project and the 35th Avenue Southwest/Southwest Avalon Way Repaving project.

Preferred Alternative (Medium Tunnel 41st Avenue Station West Entrance Station Option WSJ-5b)

Preferred Option WSJ-5b would close Southwest Genesee Street just east of 35th Avenue Southwest. Station access would occur at Southwest Avalon Way and Southwest Genesee Street at a new road connection between the station and Southwest Avalon Way, east of 35th Avenue Southwest. Preferred Option WSJ-5b, along with all other Build Alternatives except Alternative WSJ-6 which has no Avalon Station, would also modify the northbound approach at the Southwest Avalon Way and Southwest Genesee Street intersection to allow left-turn access to the drop-off and pick-up locations on Southwest Genesee Street near the Avalon Station. A new traffic signal would be installed at Southwest Alaska Street and 41st Avenue Southwest to provide direct access to the Alaska Junction Station.

Other Build Alternatives and Design Options (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, and WSJ-6)

Alternative WSJ-1 would add a new traffic signal at Southwest Alaska Street and 41st Avenue Southwest intersection to provide direct access to the Alaska Junction Station. Alternative WSJ-2 would construct a median on Fauntleroy Way Southwest north of Southwest Alaska Street. The inside southbound through lane would slightly reduce in length.

Alternative WSJ-3a and Option WSJ-3b would modify the northbound approach at the Southwest Avalon Way/Southwest Genesee Street intersection to allow left-turn access to the drop-off and pick-up locations on Southwest Genesee Street near the station. Alternative WSJ-3a would also include a new traffic signal at Southwest Alaska Street and 41st Avenue Southwest intersection to provide direct access to the Alaska Junction Station.

Alternative WSJ-4 would close 38th Avenue Southwest north of Southwest Oregon Street and 37th Avenue Southwest north of Fauntleroy Way Southwest and create cul-de-sacs to allow vehicles to turn around. These street closures would be needed to accommodate the elevated track's transition to a tunnel Alaska Junction Station. The existing street grid network in this area would allow vehicles to use other streets such as 39th Avenue Southwest to reach their destination.

Alternative WSJ-5a would be the same as Preferred Option WSJ-5b around the Avalon Station.

Both Alternative WSJ-4 and Alternative WSJ-5a would include a new traffic signal at Southwest Alaska Street and 41st Avenue Southwest intersection to provide more direct access to the Alaska Junction Station.

Alternative WSJ-6 is similar to Alternative WSJ-5a; however there would be no Avalon Station.

4.3.2.2 Travel Demand Forecasts

Traffic volumes were forecasted for the 2042 a.m. and p.m. peak hours for the West Seattle Link Extension based on Puget Sound Regional Council's population and land use forecasts. Forecasts within the study area are predicted to have an average annual traffic volume growth rate in the study area of up to approximately 0.4 percent during the a.m. and p.m. peak hours in the No Build Alternative.

For the Build Alternatives, station characteristics and information from the Sound Transit Incremental Ridership Model (Sound Transit 2019) were used to calculate the anticipated vehicular trip generation for each station area. Station forecasts for the a.m. and p.m. peak hour are similar, but the boardings and alightings are inversely related. Three different types of station trips were estimated:

- Passenger drop-off and pick-up (including transportation network companies such as Uber and Lyft)
- Buses
- Walk and bicycle trips (non-motorized trips)

Because the Sound Transit ridership model does not break out pick-up/drop-off access percentages, a post-processing step was conducted to allocate a share of the forecasted trips to that mode based on recent market trends, potential future growth of transportation network company services, and stations' placement on the line. Post-processing was also applied to the bicycle mode to account for variations in the local bicycling infrastructure and station placement.

The calculated increase in vehicle and non-motorized trips at each station were added to the No Build Alternative traffic volume forecasts to estimate traffic volumes with the Build Alternatives. This forecast process is conservative because it does not reduce background traffic growth to account for people changing their travel mode from driving with the No Build Alternative to using transit with the project.

The trips associated with each station were assigned to the surrounding streets based on existing and future travel patterns and the location of the station facilities, such as transit stops, passenger pick-up and drop-off spaces, and entrances. The number of buses with the Build Alternatives were also adjusted based on the plan documented in the Transit Service Integration Technical Memorandum (Appendix B, Transit Service Integration Technical Memorandum, of Attachment N.1A). Beyond the changes to the vehicle trips around the station areas, the walk and bicycle trips generated at the stations were also incorporated into the traffic analysis, because this can affect intersection L.O.S. The walk and bicycle trips forecasted at each station were also an input to the pedestrian L.O.S. assessment in Section 6.3.2, Build Alternatives, in Chapter 6 of this technical report. None of the stations include park-and-ride lots.

Table 4-9 presents forecasts of trip activity for the 2042 p.m. peak hour condition. The SODO Station has the highest number of boardings, but most of these are rail-to-rail transit transfers and do not involve new trips beyond the station area. Among the other stations, the Alaska Junction and Delridge stations have the highest number of new trips, mainly due to the density of surrounding land use and bus-to-rail transfers, respectively. Avalon Station, which is not anticipated to be a transfer hub and has relatively low land use density, has the lowest trip activity of any West Seattle Link Extension station.

The minimum operable segment (M.O.S.) of the West Seattle Link Extension is assumed to have an interim terminus at Delridge Station. Station trip generation was re-evaluated and presented in Section 3.3.2, Build Alternatives, as part of the transit ridership forecasts. Based on those forecasts, the peak hour trips (most notably pick-up, drop-off, and transit transfers) at the Delridge Station would increase in the M.O.S. compared to the full extension. The majority of the increased vehicle trips compared to the full extension are assumed to access the station from the west, because the Avalon and Alaska Junction stations would not be built. Refer to Table 4-9 for the specific Delridge Station trip generation with the M.O.S.

4.3.2.3 Arterial and Local Street Operations

The a.m. and p.m. peak hour analysis for the No Build Alternative was evaluated for all study intersections. The p.m. peak hour generally represents the most congested period of the day and was therefore used for all Build Alternatives; however, some locations may have worse a.m. operations due to local land use and traffic patterns. The No Build Alternative a.m. analysis was one factor used to determine which locations warranted a.m. analysis in the Build Alternatives. See Attachment N.1A for more detail.

Intersections are generally considered to be failing if they do not meet the L.O.S. threshold set by the governing agency; however, the City of Seattle does not have an adopted intersection L.O.S. threshold. In the absence of an adopted City of Seattle L.O.S. threshold, intersections that operate at L.O.S. E and L.O.S. F were identified as failing as agreed upon with the City of Seattle. For Build Alternatives, affected intersections are identified and defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if the intersection already operates at L.O.S. E or F in the No Build Alternative and have noticeably worse vehicle delays in the Build Alternative (10 percent or higher vehicle delay than in the No Build Alternative). See Attachment N.1C for more detailed intersection L.O.S. and queuing results.

Table 4-9. 2042 P.M. Peak Hour Station Trip Generation Forecasts by Mode (Boardings and Alightings)

Segment	Station	Alternative	Walk and Bike	Drop-off/ Pick-up [a]	Transit Transfers	Total Station Trips [b]
SODO	SODO – Build and (No Build) [c]	All Build Alternatives except M.O.S.	700 (600)	40 (40)	2,900 (400)	3,700 (1,100)
SODO	SODO – Build and (No Build) [c]	M.O.S.	700 (600)	40 (40)	2,300 (400)	3,000 (1,100)
Delridge	Delridge	All Build Alternatives except M.O.S.	150	30	1,200	1,400
Delridge	Delridge	M.O.S.	150	30	1,900	2,100
West Seattle Junction	Avalon	Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a	300	50	250	600
West Seattle Junction	Avalon	Alternative WSJ-2	150	30	100	250
West Seattle Junction	Alaska Junction	Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a	500	100	500	1,200
West Seattle Junction	Alaska Junction	Alternative WSJ-2	700	100	800	1,600
West Seattle Junction	Alaska Junction	Alternative WSJ-6	700	20	900	1,700

[a] Includes transportation network companies (e.g., Uber and Lyft).

[b] Due to rounding, some totals may not exactly match the sum of the values in their rows.

[c] Values in parentheses indicate forecasted ridership for the existing station only under the 2042 no build condition. Values without parentheses represent the build condition and include both the proposed and existing stations.

Impacts Common to All Alternatives

Most intersections affected by the Build Alternatives are a result of increased vehicle trips for pick-up/drop-off and pedestrian and bicycle activity that increase delays near station access points.

SODO Segment

Intersection operation results for the 2042 No Build Alternative and Build Alternatives in the SODO Segment are shown in Table 4-10 and Table 4-11. Intersection operation results for Preferred Option SODO-1c are shown on Figure 4-6 and Figure 4-7; figures for the other Build Alternatives are included in Attachment N1.C.

Table 4-10. 2042 P.M. Peak Intersection Level of Service - SODO Segment

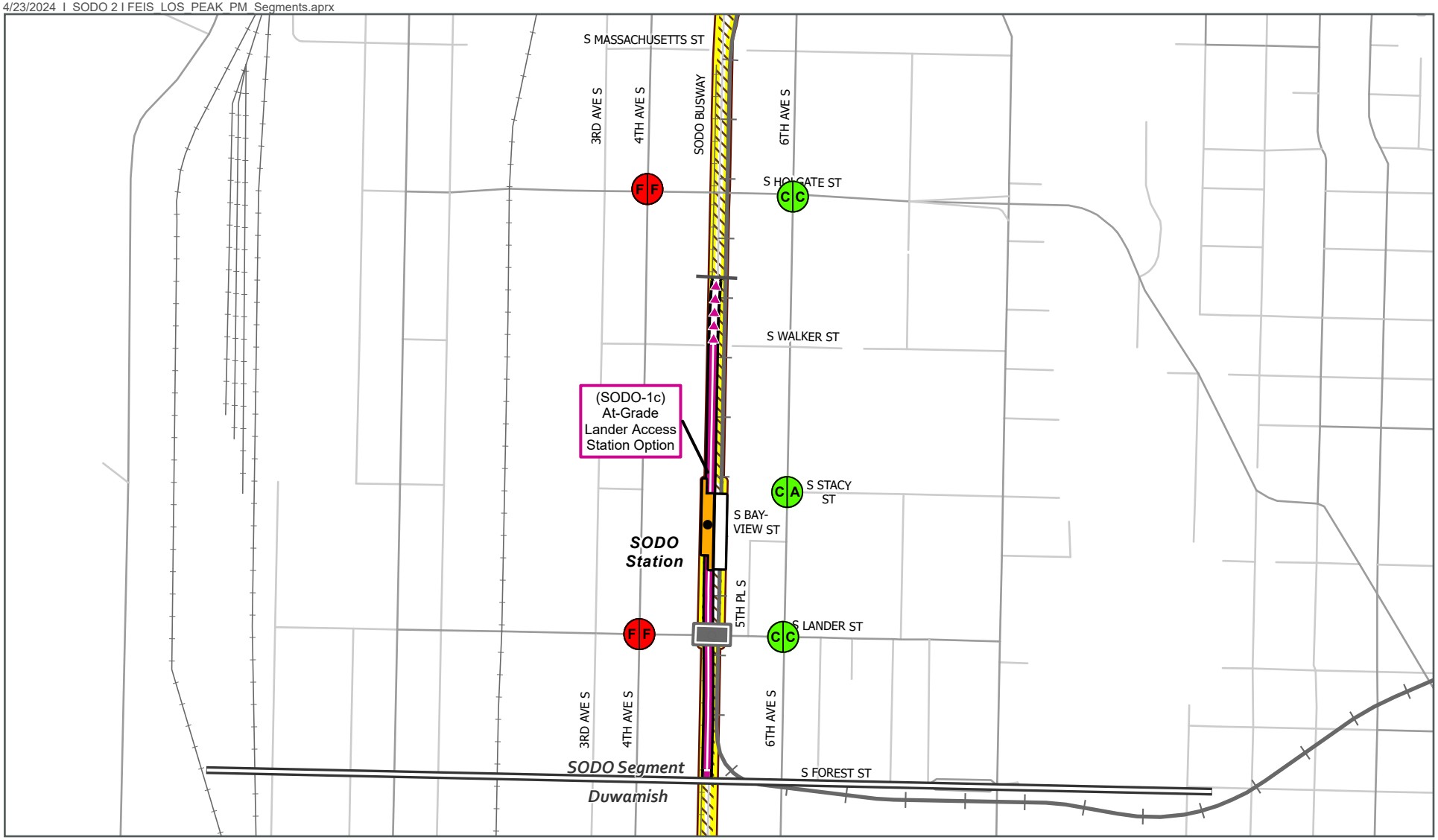
Intersection	No Build Alternative	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
4th Avenue South/ South Holgate Street	F	F	F	F	F
4th Avenue South/ South Lander Street	F	F	F	F	F
6th Avenue South/ South Holgate Street	C	C	C	C	C
6th Avenue South/ South Lander Street	C	C	C	C	C
6th Avenue South/ South Stacy Street	C	A	A	Not Analyzed	Not Analyzed
SODO Busway/ South Lander Street	C	Not Analyzed	Not Analyzed	Not Analyzed	C

Table 4-11. 2042 A.M. Peak Intersection Level of Service – SODO Segment

Intersection	No Build Alternative	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
4th Avenue South/ South Holgate Street	E	E	E	E	E
4th Avenue South/ South Lander Street	F	F	F	F	F
6th Avenue South/ South Holgate Street	C	C	C	C	C
6th Avenue South/ South Lander Street	B	B	B	B	B
6th Avenue South/ South Stacy Street	C	A	A	Not Analyzed	Not Analyzed
SODO Busway/ South Lander Street	B	Not Analyzed	Not Analyzed	Not Analyzed	C

Note: Limited a.m. analysis was performed for locations that met the criteria in Attachment N.1A.

4/23/2024 I SODO 2 I FEIS_LOS_PEAK_PM_Segments.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative

Elevated
Retained Cut
At-Grade

Station (● *Indicates Preferred Alternative*)

New
Existing
Relocated

Segment Line
Existing Link Light Rail
Railroad
SODO Busway
Proposed Overpass

Intersection Level of Service

NB ALT

A-C
D
E-F

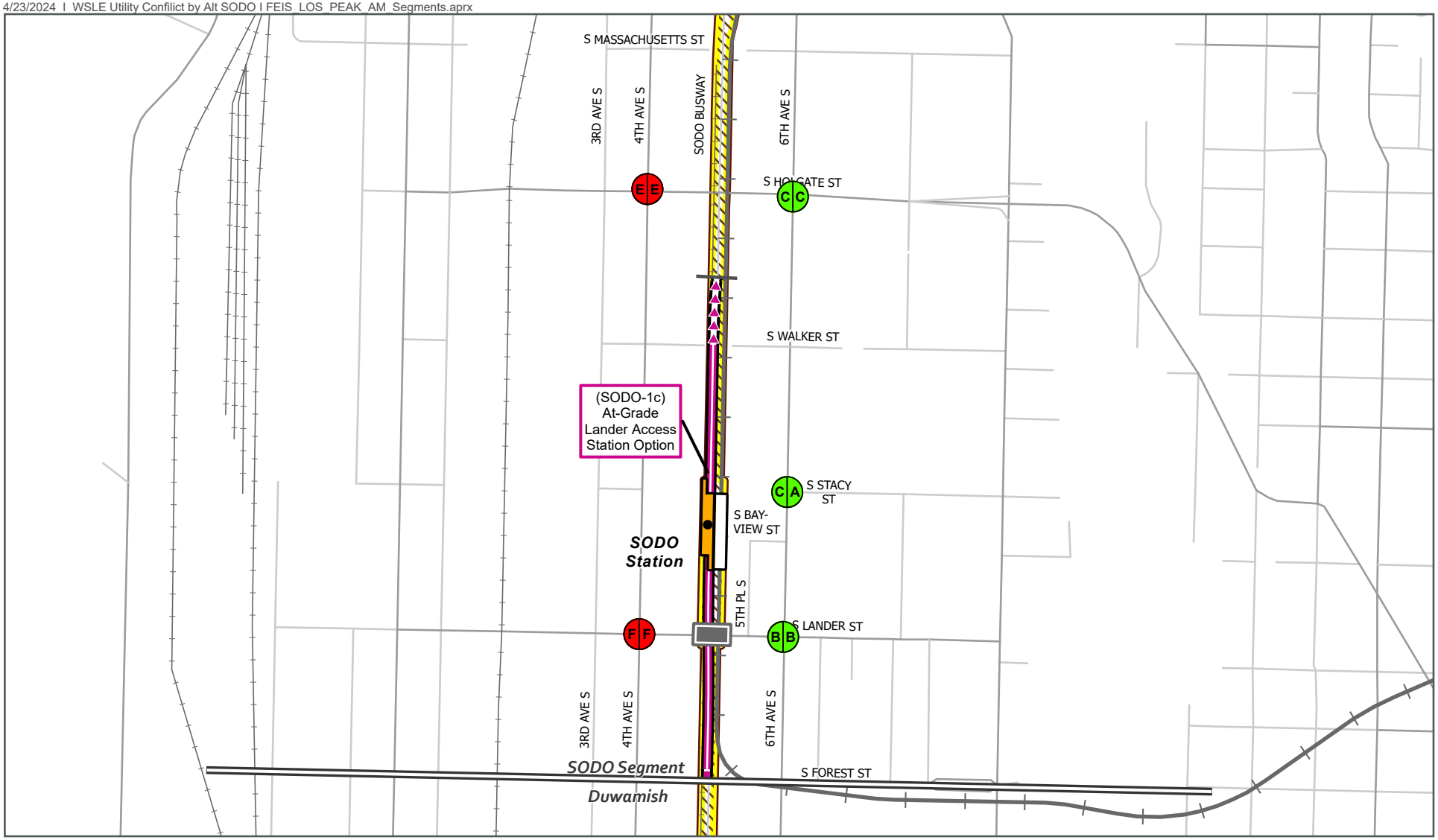
Figure 4-6
Preferred Option SODO-1c
2042 P.M. Peak Hour Intersection Level of Service (L.O.S.)
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N

4/23/2024 I WSLE Utility Conflict by Alt SODO I FEIS_LOS_PEAK_AM_Segments.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)

- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

Intersection Level of Service

NB ALT

- A-C
- D
- E-F

Figure 4-7

Preferred Option SODO-1c
2042 A.M. Peak Hour Intersection Level of Service (L.O.S.)
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N

2042 No Build Alternative

With the 2042 No Build Alternative, traffic volumes are expected to increase along 4th Avenue South and South Spokane Street compared to existing conditions. Most study intersections would continue to operate at L.O.S. D or better during both a.m. and p.m. peak periods except for 4th Avenue South and South Holgate Street, which would operate at L.O.S. E in the a.m. peak hour and L.O.S. F in the p.m. peak hour, and 4th Avenue South and South Lander Street, which would operate at L.O.S. F during both a.m. and p.m. peak periods.

2042 Build Alternatives

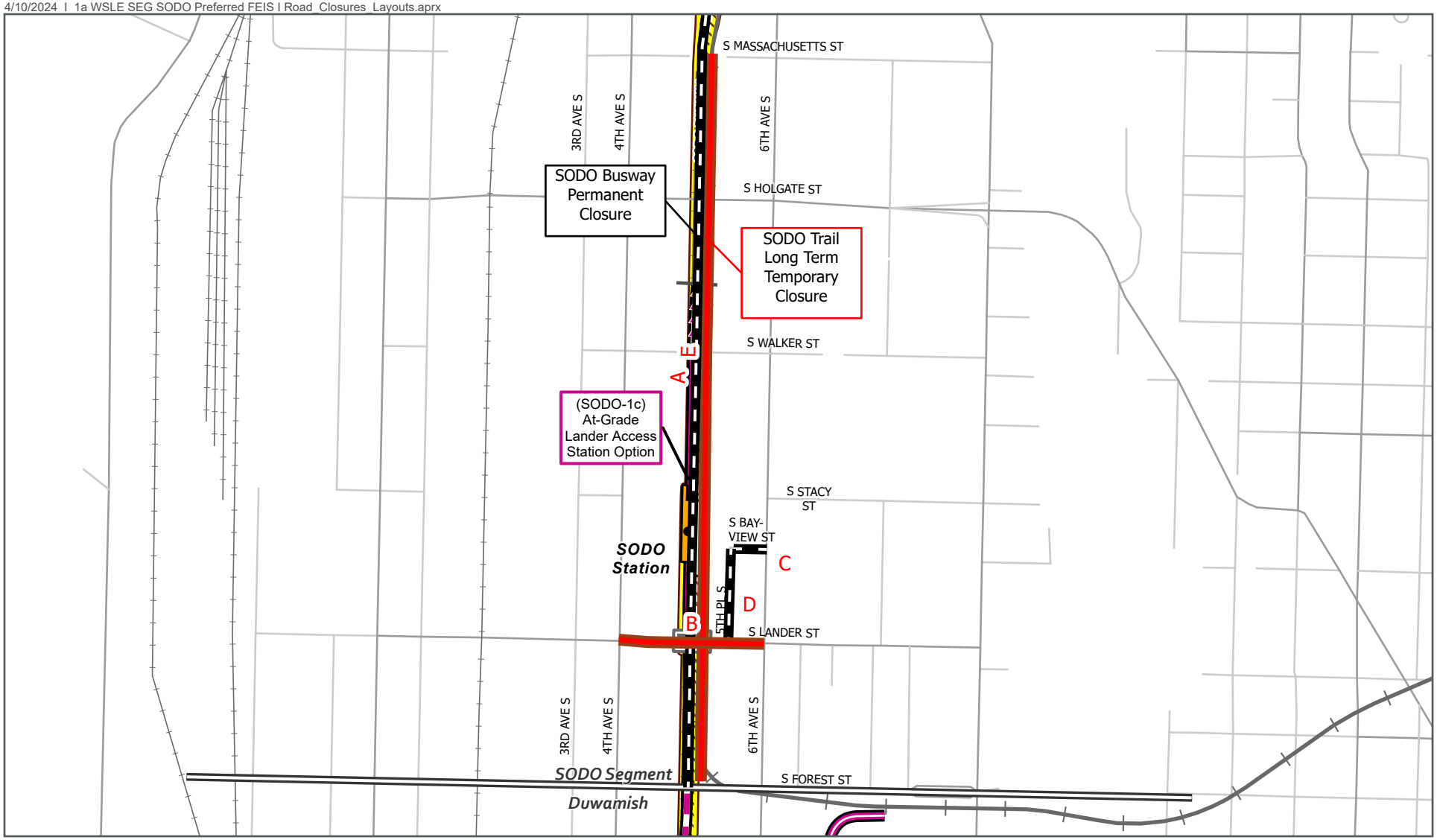
In 2042, Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would permanently close the SODO Busway, as shown on Figure 4-8 (construction closures also shown on this figure are discussed in Section 4.3.3.2, SODO Segment). The closure of the SODO Busway would displace Metro buses, which use the busway for active bus trips and for buses deadheading (i.e., non-revenue trips) to and from the Ryerson and Atlantic/Central bus bases. These 30 to 40 total buses in the peak hour were assumed to mostly shift to 4th Avenue South and would not result in a noticeable change in traffic L.O.S. relative to the No Build Alternative. See Section 3.3.2.1 for more information on the long-term transit effects of the SODO Busway closure. The new South Lander Street overpass between 4th Avenue South and 6th Avenue South (with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b) would provide similar capacity to the No Build Alternative, resulting in similar L.O.S. conditions; most of the transit trips at the SODO Station are transfers from other transit routes, bike access, or walk access. The traffic operations results for Alternative SODO-2 would be the same relative to the No Build Alternative at the study intersections.

Although the Stadium Station is north of the SODO Segment with all Build Alternatives, the West Seattle Link Extension would serve this station. Ridership at this station is relatively low today during typical peak hours; ridership surges occur before and after large events as riders walk between nearby event venues and Stadium Station. Therefore, no substantial change in vehicle trips is expected during the peak hour for any of the Build Alternatives compared to the No Build Alternative. Traffic operations around the station are therefore not expected to be impacted by any of the Build Alternatives.

A more detailed traffic microsimulation model, called VISSIM, was created to evaluate 4th Avenue South corridor operations with the permanent SODO Busway closure. Scenarios evaluated included 2042 No Build Alternative and Preferred Option SODO-1c.

The VISSIM model included all signalized intersections along 4th Avenue South from the I-90 Westbound Off-ramp to the West Seattle Bridge Off-ramp. Roadway geometry changes from existing conditions included a City of Seattle project that constructs a northbound freight and bus lane between South Holgate Street and South Royal Brougham Way, and a new signal at the intersection of 4th Avenue South and South Massachusetts Street to facilitate Metro bus access to Ryerson Bus Base. The VISSIM model also incorporated future City of Seattle projects to eliminate right turns on red and add leading pedestrian intervals at all signalized intersections.

With Preferred Option SODO-1c, no study intersections are expected to be affected during the a.m. or p.m. peak hours compared to 2042 No Build. However, an impact to transit travel times is expected with the permanent closure of the SODO Busway, a dedicated transit-only facility, which would require buses to shift to travel with mixed traffic on 4th Avenue South or 6th Avenue South corridors. The mitigation measures being considered for the transit impact would modify arterial configurations and traffic signal operations, potentially resulting in impacts to arterial operations.



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

- Segment Line
- Railroad
- Existing Link Light Rail
- SODO Busway
- Proposed Overpass

Street Intersection Closures

- Full Closure: Long Term Temporary
- Partial Closure: Long Term Temporary
- Permanent Closure

Street and Trail Closures

- Full Closure: Long Term Temporary
- Partial Closure: Long Term Temporary
- Permanent Closure

FIGURE 4-8

Key Preferred Alternative Construction Facility Closures

SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N

The mitigation measures being considered include transit queue jumps, business access and transit lanes, and freight and bus lanes. Specific mitigation for the permanent closure of the SODO Busway would be determined through coordination between Sound Transit, City of Seattle, Port of Seattle, Northwest Seaport Alliance, and King County Metro.

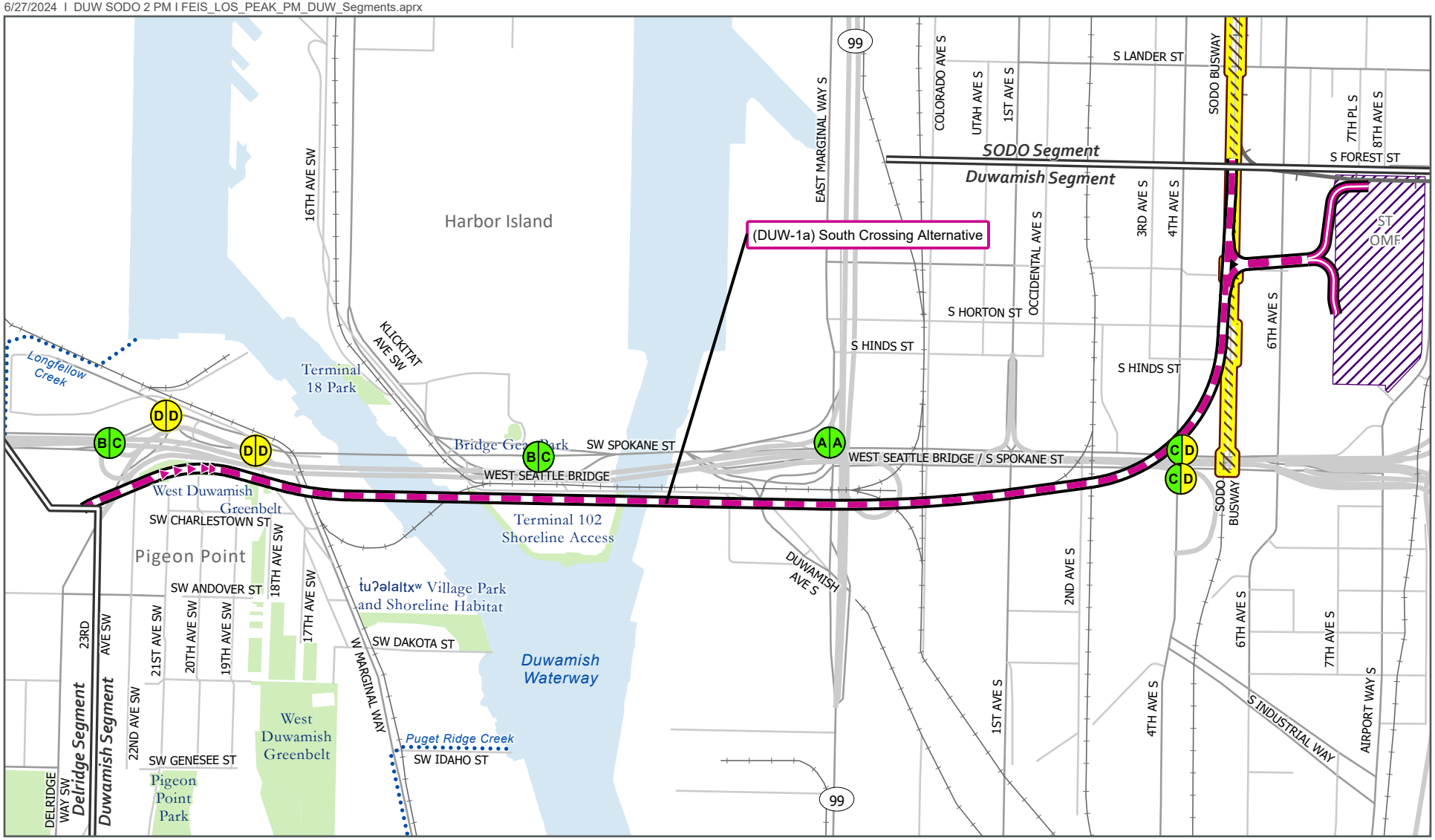
For the purposes of this analysis, dedicated freight and bus lanes in both directions along 4th Avenue South between South Spokane Street and South Holgate Street were tested as mitigation for transit impacts. This configuration would require removing all parking along both sides of 4th Avenue South and one northbound general-purpose lane (refer to Section 5.3.2.1, Long-term Impacts, for discussion of parking effects). With this transit mitigation in place, L.O.S. impacts are expected at the intersections of 4th Avenue South/South Lander Street and 4th Avenue South/South Spokane Street during the a.m. peak hour. Both intersections are expected to operate at L.O.S. F due to the reduction in northbound capacity for general-purpose vehicles. Northbound queuing along 4th Avenue South could cause additional delay for vehicles attempting to turn onto 4th Avenue South between the intersections of 4th Avenue South/South Lander Street and 4th Avenue South/West Seattle Bridge Off-ramp. An impact is also expected at 4th Avenue South/South Lander Street during the p.m. peak hour due to the reduction in northbound general-purpose capacity.

Although there would be increases in delay for general-purpose traffic, the freight and bus lanes could save up to 2 minutes of northbound transit travel time along the corridor compared to no mitigation on 4th Avenue South during the a.m. peak hour, and up to 90 seconds of travel time during the p.m. peak hour. Southbound transit could also save up to 2 minutes of travel time during the p.m. peak hour. Northbound freight travel times could save up to 50 seconds in the a.m. peak hour and almost 2 minutes southbound in the p.m. peak hour compared to no mitigation on 4th Avenue South. This potential impact would also occur under Alternative SODO-1a and Option SODO-1b; traffic operations findings are anticipated to be similar to the Preferred Option SODO-1c.

Duwamish Segment

There are no proposed stations in the Duwamish Segment. Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 would have no guideway structures within the public street system that would substantively affect traffic operations. However, a minimal increase in traffic volumes for pick-up or drop-off vehicle trips (fewer than 20 vehicles) associated with the SODO Station and Delridge Station would travel through these study intersections in both the a.m. and p.m. peak periods compared to the No Build Alternative. Therefore, the study intersections were evaluated with the SODO and Delridge segments Build Alternatives. All Duwamish Segment alternatives could connect to all SODO Segment alternatives and Delridge Segment alternatives.

Intersection operation results for the 2042 No Build Alternative and Build Alternatives in the Duwamish Segment are shown in Table 4-12 through Table 4-15. Intersection operations results for Preferred Option SODO-1c and Preferred Option DEL-6b are shown on Figure 4-9 and Figure 4-10; figures for the other Build Alternatives are included in Attachment N1.C.



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

Intersection Level of Service

NB ALT

- A-C
- D
- E-F

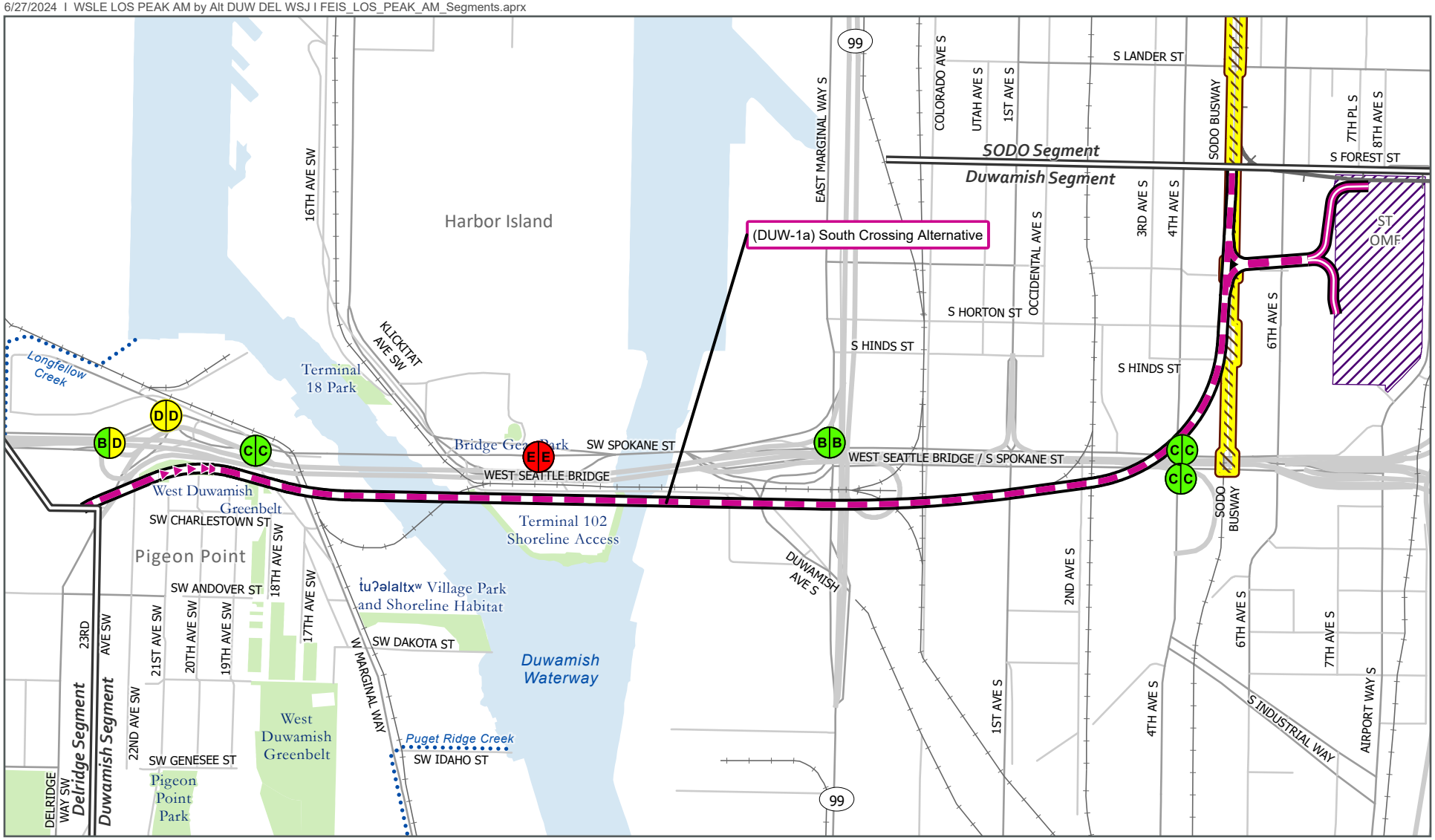
Figure 4-9

Preferred Options SODO-1c/DEL-6b
2042 P.M. Peak Hour Intersection Level of Service (L.O.S.)
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

Intersection Level of Service

NB ALT

- A-C
- D
- E-F

Figure 4-10

Preferred Alternative SODO-1c/DEL-6b
2042 A.M. Peak Hour Intersection
Level of Service (L.O.S.)
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Table 4-12. 2042 P.M. Peak Level of Service – Duwamish Study Intersections Evaluated for SODO Segment Alternatives

Intersection	No Build Alternative	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
4th Avenue South/ South Spokane Street (North)	C	D	C	C	C
4th Avenue South/ South Spokane Street (South)	C	D	C	C	C
East Marginal Way South/ South Spokane Street	A	A	A	A	A

2042 No Build Alternative

With the 2042 No Build Alternative, general vehicle and truck volumes increase along Southwest Spokane Street with the planned redevelopment of Terminal 5. Chelan Avenue Southwest/Southwest Spokane Street and Southwest Spokane Street/11th Avenue Southwest would operate at L.O.S. D or better during the p.m. peak period. However, during the a.m. peak period, Southwest Spokane Street/11th Avenue Southwest would operate at L.O.S. E.

As a part of the Terminal 5 Redevelopment, the north approach of the West Marginal Way Southwest/Chelan Avenue Southwest/Southwest Spokane Street intersection will be closed and all Terminal 5 traffic will be rerouted to use the intersection of Southwest Spokane Street/Terminal 5 access ramp. With these access changes and volume increases, the West Marginal Way Southwest/Chelan Avenue Southwest/Southwest Spokane Street intersection is expected to operate at L.O.S. D during both peak hours. Delay also increases at the Southwest Spokane Street/Terminal 5 access ramp, which would operate at L.O.S. D during the p.m. peak hour and L.O.S. C during the a.m. peak hour.

Table 4-13. 2042 P.M. Peak Level of Service - Duwamish Study Intersections Evaluated for Delridge Segment Alternatives

Intersection	No Build Alternative	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
West Marginal Way Southwest/ Chelan Avenue Southwest/ Southwest Spokane	D	D	D	D	D	D	D	D	D	D	D
Chelan Avenue Southwest/ Southwest Spokane Street	B	C	C	C	C	C	C	C	C	C	C
Southwest Spokane Street/West Marginal Way Southwest/ Terminal 5	D	D	D	D	D	D	D	D	D	D	D
Southwest Spokane Street/ 11th Avenue Southwest	B	C	C	C	C	C	C	C	C	C	C

Table 4-14. 2042 A.M. Peak Level of Service – Duwamish Study Intersections Evaluated for SODO Segment Alternatives

Intersection	No Build Alternative	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
4th Avenue South/ South Spokane Street (North)	C	C	D	D	C
4th Avenue South/ South Spokane Street (South)	C	C	D	D	C
East Marginal Way South/ South Spokane Street	B	B	B	B	B

Note: Limited a.m. analysis was performed for locations that met the criteria in Attachment N.1A.

Table 4-15. 2042 A.M. Peak Level of Service – Duwamish Study Intersections Evaluated for Delridge Segment Alternatives

Intersection	No Build Alternative	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
West Marginal Way Southwest/ Chelan Avenue Southwest/ Southwest Spokane Street	D	D	D	D	D	D	D	D	D	D	D
Chelan Avenue Southwest/ Southwest Spokane Street	B	D	D	D	D	D	D	D	D	D	D
Southwest Spokane Street/ West Marginal Way Southwest/ Terminal 5	C	C	C	C	C	C	C	C	C	C	C
Southwest Spokane Street/11th Avenue Southwest	E	E	E	E	E	E	E	E	E	E	E

2042 Build Alternatives

There are no proposed stations in the Duwamish Segment. Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2 would have no guideway structures within the public street system that would affect traffic operations. There would be no permanent roadway closures in this segment as shown on Figure 4-11 (construction closures shown on this figure are discussed in Section 4.3.3.3, Duwamish Segment).

Preferred Alternative DUW-1a would locate a guideway column on the west side of 4th Avenue South immediately north of South Spokane Street. This could potentially block the visibility of a pedestrian waiting to cross southbound from a southbound right-turning vehicle. Therefore, a separate pedestrian crossing phase was assumed in this alternative and is reflected in the Preferred Option SODO-1c analysis shown in Table 4-12. The intersection delay would increase to L.O.S. D operations during the p.m. peak hour.

For all Build Alternatives, all study intersections would continue to operate at L.O.S. D or better except for Southwest Spokane Street and 11th Avenue Southwest, which would operate at L.O.S. E during the a.m. peak period with both No Build Alternative and Build Alternatives, but would not meet the threshold for an affected intersection.

Delridge Segment

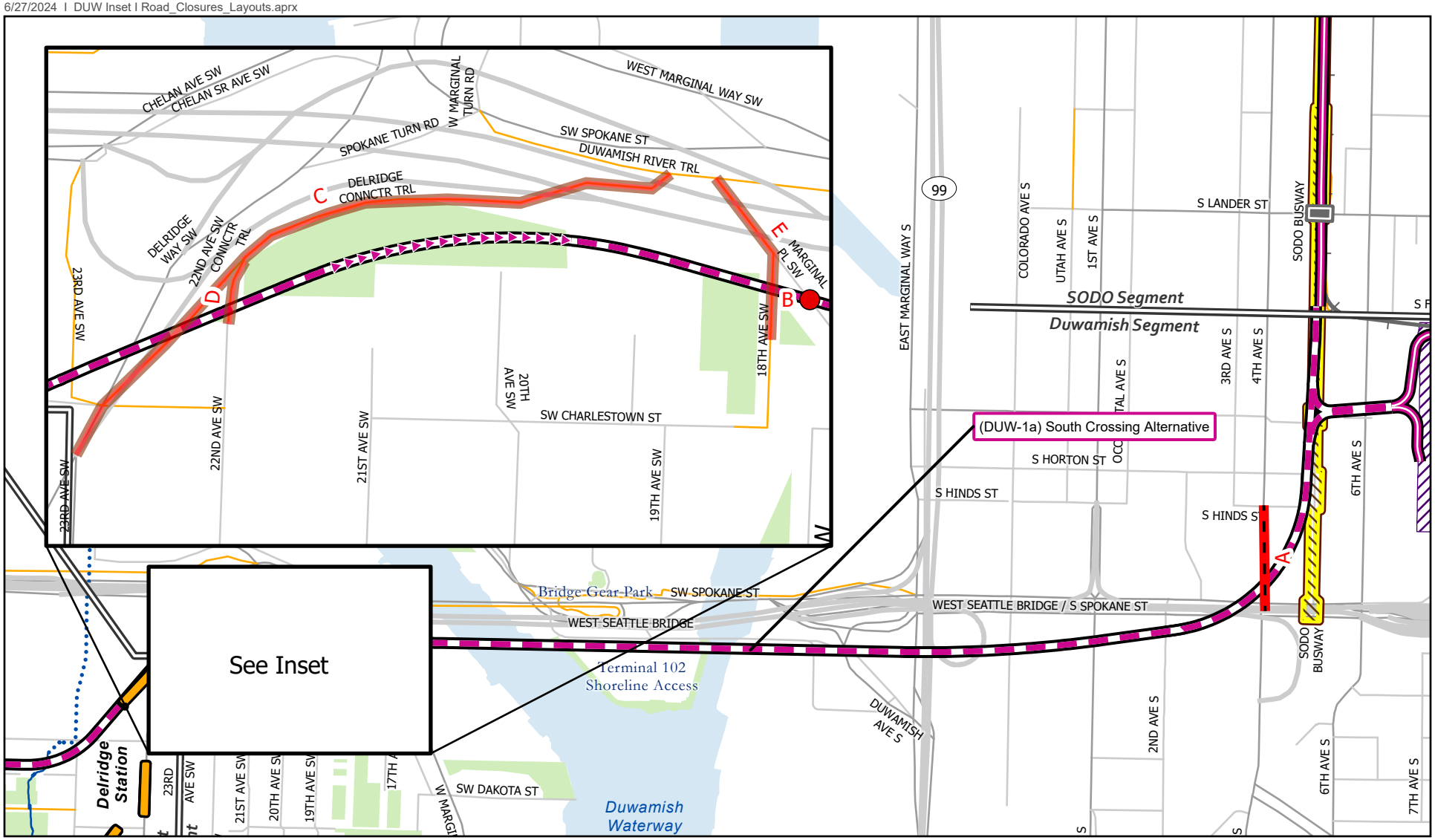
Intersection operation results for the 2042 No Build Alternative and Build Alternatives in the Delridge Segment are shown in Table 4-16 and Table 4-17. Intersection operations results for Preferred Option DEL-6b are shown on Figure 4-12 and Figure 4-13; figures for the other Build Alternatives are included in Attachment N1.C.

2042 No Build Alternative

With the 2042 No Build Alternative, traffic volumes are expected to increase in the Delridge Segment study area. The following intersections would operate at L.O.S. E or F:

- Southwest Andover Street and Delridge Way Southwest (L.O.S. F in both peak hours)
- Southwest Dakota Street and Delridge Way Southwest (L.O.S. E in p.m. peak hour and L.O.S. F in a.m. peak hour)
- Southwest Genesee Street and Delridge Way Southwest (L.O.S. E in a.m. peak hour)
- Southwest Andover Street and 26th Avenue Southwest (L.O.S. F in a.m. peak hour)
- Southwest Andover Street and Charlestown Street (L.O.S. E in both peak hours)

During the p.m. peak period, southbound queues would extend on average from Southwest Andover Street back to the Seattle Fire Station, and under the worst conditions, queues could extend under the West Seattle Bridge overpass. During the a.m. peak period, northbound queues at Southwest Genesee Street/Delridge Way Southwest could extend back to the Delridge Playfield, and at Southwest Andover Street/Delridge Way Southwest, northbound queues could extend through the intersection of Southwest Dakota Street/Delridge Way Southwest.



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

- Segment Line
- Stairs, Trail, Walkway
- Local Street
- Major Street
- Existing Link Light Rail
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Stream
- Piped Stream
- Park

Street Intersection Closures

- Full Closure: Long Term Temporary
- Partial Closure: Long Term Temporary
- Permanent Closure

Street and Trail Closures

- Full Closure: Long Term Temporary
- Partial Closure: Long Term Temporary
- Permanent Closure

Figure 4-11

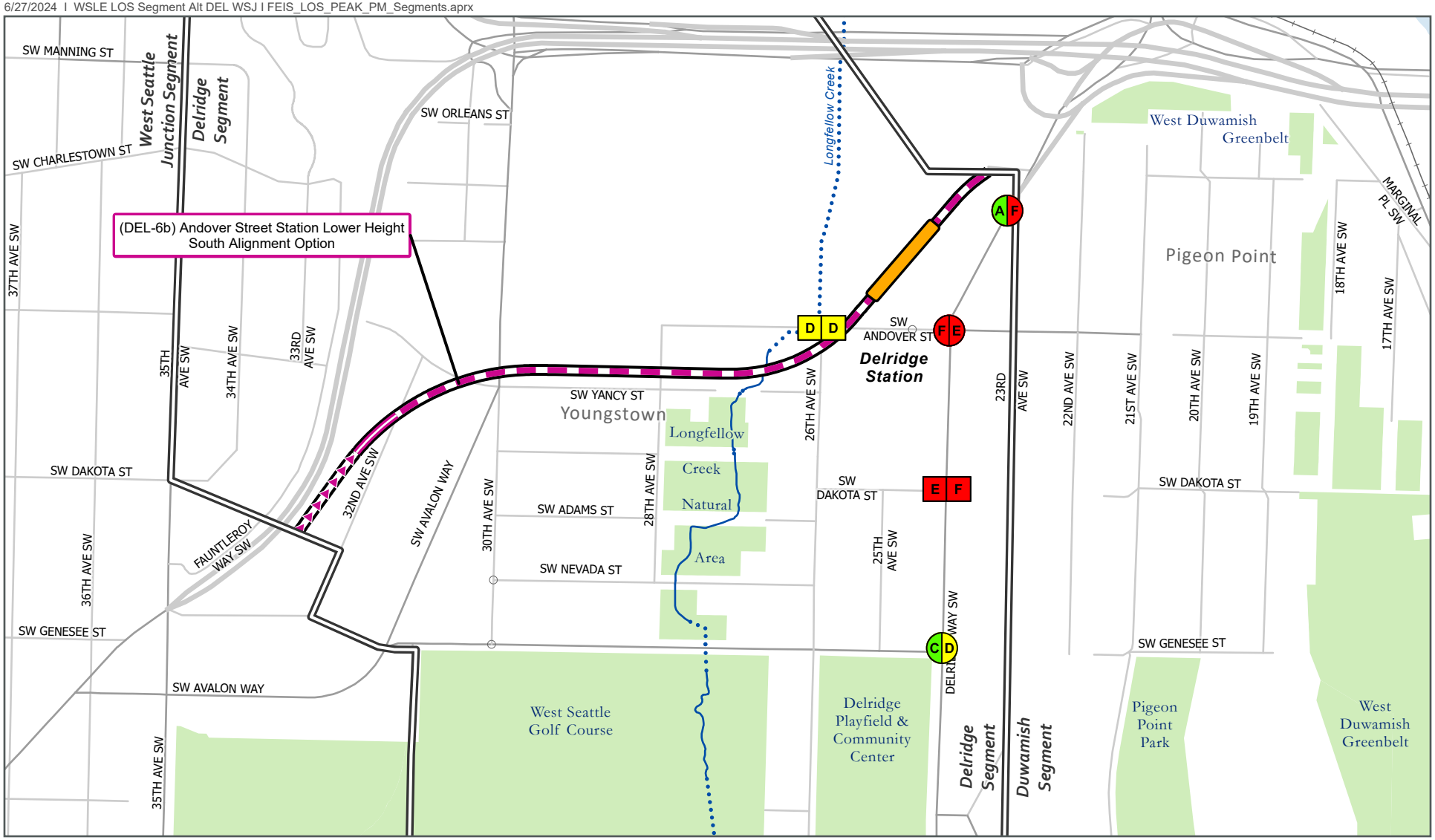
Key Preferred Alternative Construction Facility Closures

Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Intersection Level of Service

NB ALT
- A-C
- D
- E-F

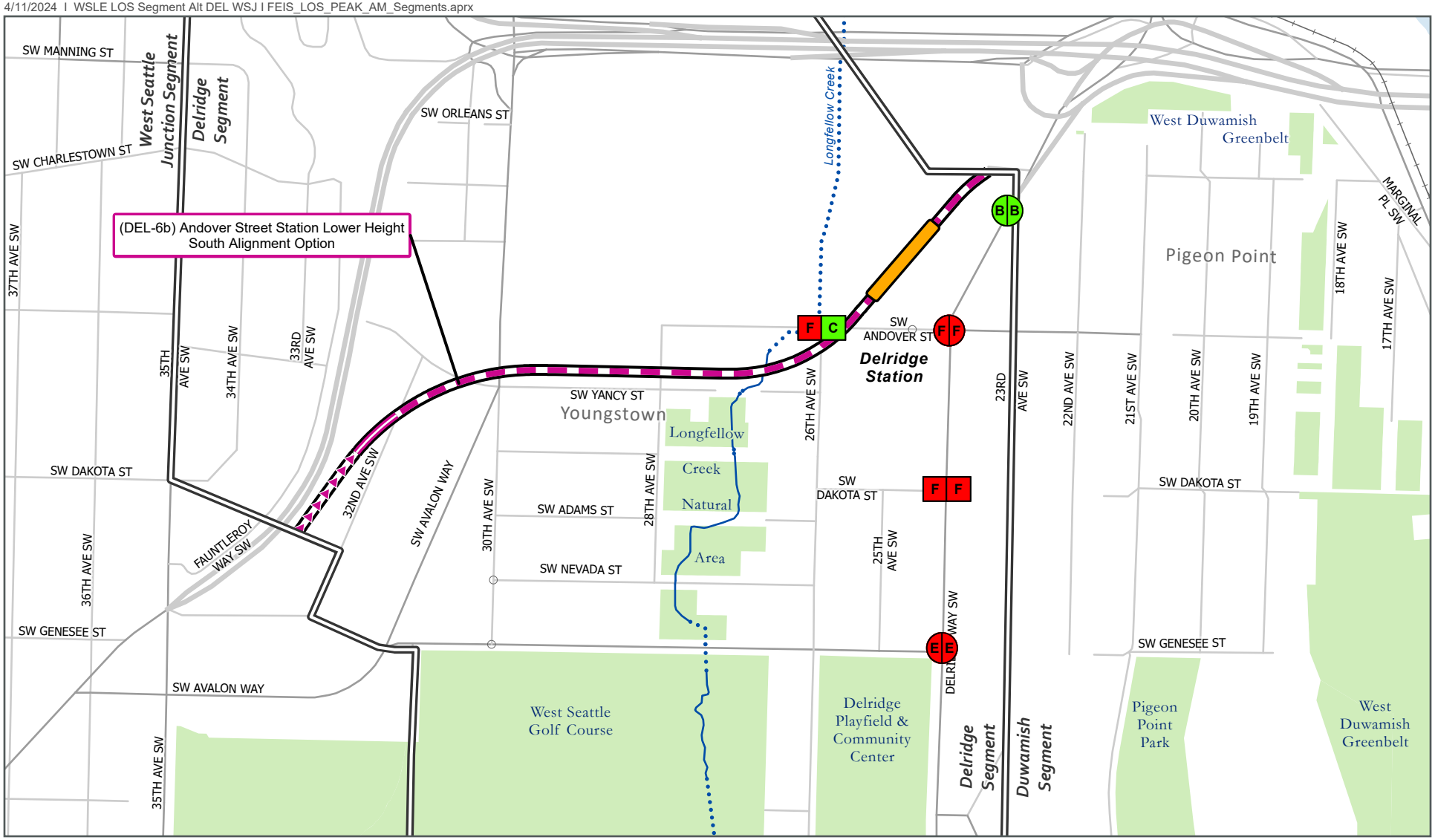
Intersection Type
- Stop-Controlled
- Signalized

Figure 4-12
Preferred Option DEL-6b
2042 P.M. Peak Hour Intersection Level of Service (L.O.S.)
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

Intersection Level of Service

NB ALT

- A-C
- D
- E-F

Intersection Type

- Stop-Controlled
- Signalized

Figure 4-13

Preferred Option DEL-6b
2042 A.M. Peak Hour Intersection Level of Service (L.O.S.)
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Table 4-16. 2042 P.M. Peak Level of Service - Delridge Segment

Intersection	No Build Alternative	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
Delridge Way Southwest/ 23rd Avenue Southwest	A	F [a]	A	A	A	A	A	A	B	B	F [a]
Southwest Andover Street/ Delridge Way Southwest [b]	F	E	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	E
Southwest Dakota Street/Delridge Way Southwest	E	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]
Southwest Genesee Street/Delridge Way Southwest [b]	C	D	C	C	C	C	C	C	C	C	D
26th Avenue Southwest/ Southwest Andover Street [b]	D	D	D	D	D	D	D	D	D	D	D
30th Avenue Southwest/ Southwest Nevada Street	A	Not Analyzed	A	A	A	A	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
30th Avenue Southwest/ Southwest Genesee Street	B	Not Analyzed	B	B	B	B	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed

Intersection	No Build Alternative	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
Southwest Charlestown Street/ Southwest Andover Street [b]	E	Not Analyzed [c]	E	E	E	E	E	E	E	E	Not Analyzed [c]

[a] An affected intersection in the Build Alternative is expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project or, if it already operates at L.O.S. E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

[b] VISSIM model results are reported for the No Build and the Preferred Option DEL-6b. Synchro results are reported for all other Build Alternatives.

[c] Charlestown access changed to a northbound only driveway for transit, therefore intersection is no longer controlled or evaluated.

Table 4-17. 2042 A.M. Peak Level of Service – Delridge Segment

Intersection	No Build Alternative	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
Delridge Way Southwest/ 23rd Avenue Southwest	B	B [a]	B	B	B	B	D	D	D	D	B
Southwest Andover Street/ Delridge Way Southwest [b]	F	F	F [c]	F [c]	F [c]	F [c]	F [c]	F [c]	F [c]	F [c]	F
Southwest Dakota Street/ Delridge Way Southwest	F	F [c]	F [c]	F [c]	F [c]	F [c]	F [c]	F [c]	F [c]	F [c]	F [c]
Southwest Genesee Street/ Delridge Way Southwest [b]	E	E [c]	E	E	E	E	E	E	E	E	E [c]
26th Avenue Southwest/ Southwest Andover Street [b]	F	C [d]	F	F	F	F	F	F	F	F	C [d]

Intersection	No Build Alternative	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
30th Avenue Southwest/ Southwest Nevada Street	A	Not Analyzed	A	A	A	A	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
30th Avenue Southwest/ Southwest Genesee Street	B	Not Analyzed	B	B	B	B	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
Southwest Charlestown Street/ Southwest Andover Street [b]	E	Not Analyzed [e]	E	E	E	E	E	E	E	E	Not Analyzed [e]

[a] VISSIM modeling shows lower vehicle delay at the new Charlestown/Delridge Way Southwest/23rd Avenue Southwest intersection as the vehicle demand is metered by the upstream Southwest Andover Street intersection in the a.m. peak hour. Northbound queuing would still be expected to extend beyond the Southwest Dakota Street intersection.

[b] VISSIM model results are reported for the No Build Alternative and the Preferred Option DEL-6b. Synchro results are reported for all other Build Alternatives.

[c] An affected intersection in the Build Alternative is expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project or, if it already operates at L.O.S. E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

[d] Trips that used 26th Avenue South/Southwest Andover Street to access the current land uses on the northwest corner of Southwest Andover Street/Delridge Way Southwest under no build conditions shift to use the new access point on Delridge under the Preferred Option DEL-6b and Alternative DEL-7.

[e] Charlestown access changed to a northbound only driveway for transit; therefore, intersection is no longer controlled or evaluated.

2042 Build Alternatives

Preferred Alternative (Andover Street Station Lower Height South Alignment Option DEL-6b)

More detailed microsimulation traffic operations analyses were completed for the Preferred Option DEL-6b using VISSIM. This approach was used as the Preferred Option DEL-6b was assumed to include the following:

- Higher density TOD would be implemented adjacent to the site and sharing the same access road network. Specific development details are unknown, but for the purposes of this analysis it was assumed to include a grocery store, 290 multi-family residential units, small retail, and recreational community center meeting space. This would generate additional peak hour trips entering and exiting the site (note the additional level of detail used for modeling the Preferred Option DEL-6b was not included in the evaluation of other alternatives).
- Transit speed and reliability improvement at the Delridge Way Southwest and Southwest Andover Street intersection in the form of a modified intersection layout and bus queue jump for northbound buses. In the No Build Alternative, all buses would stay on Delridge Way Southwest; however, in the Preferred Option DEL-6b, all transit buses are expected to deviate from Delridge Way Southwest at Southwest Andover Street to serve the station and then return onto Delridge Way Southwest at the proposed new signal at re-aligned Southwest Charlestown Street.

The Preferred Option DEL-6b would affect the side-street stop-controlled Southwest Dakota Street/Delridge Way Southwest intersection as it serves as access for the proposed station pick-up/drop-off zones, and would operate at a worse L.O.S. F condition for both a.m. and p.m. peak periods relative to the No Build Alternative.

Preferred Option DEL-6b would signalize the Delridge Way Southwest and 23rd Avenue Southwest intersection for improved transit circulation, access to the Nucor Steel Plant, and access for potential TOD adjacent to the station. The associated traffic volumes and new signal would increase the intersection delay to L.O.S. F in the p.m. peak hour as it would increase delay for the northbound and southbound through vehicles on Delridge Way Southwest. Long southbound queues extending back to the West Seattle Bridge are expected for both the No Build Alternative and Preferred Option DEL-6b, though they are likely longer with the Preferred Option DEL-6b. In the a.m. peak hour, the VISSIM model shows this intersection operating at L.O.S. B as the upstream queue would be metered by the Southwest Andover Street intersection. Northbound queuing would still be expected to extend past the Southwest Dakota Street intersection, but slightly shorter than the No Build Alternative. The Southwest Andover Street and Delridge Way Southwest intersection would be modified with a northbound bus queue jump to facilitate bus access to the station from Delridge Way Southwest. An eastbound left-turn pocket would be added to remove the existing split traffic signal phasing for more efficient vehicle operations. The intersection would operate at L.O.S. E in the p.m. peak hour and L.O.S. F in the a.m. peak hour and delay would be slightly lower than the No Build Alternative. The intersection of Delridge Way Southwest and Southwest Genesee Street would also be affected.

As noted earlier, 32nd Avenue Southwest south of Southwest Andover Street would be permanently closed, resulting in cul-de-sacs on 32nd Avenue Southwest to the north and south of the tracks, as shown on Figure 4-14 (construction closures also shown on this figure are discussed in Section 4.3.3.4, Delridge Segment). As a residential street with single-family housing, up to 45 peak hour trips could be shifted to Southwest Genesee Street. Intersection operations are expected to be similar to the No Build Alternative.

Other Build Alternatives and Design Options

Similar to Preferred Option DEL-6b, all other Build Alternatives would affect the side-street stop-controlled Southwest Dakota Street/Delridge Way Southwest intersection as pick-up/drop-off trips increase volumes through the intersection, or it serves as access for the proposed station pick-up/drop-off zones, and would operate at a worse L.O.S. F condition for both a.m. and p.m. peak periods relative to the No Build Alternative.

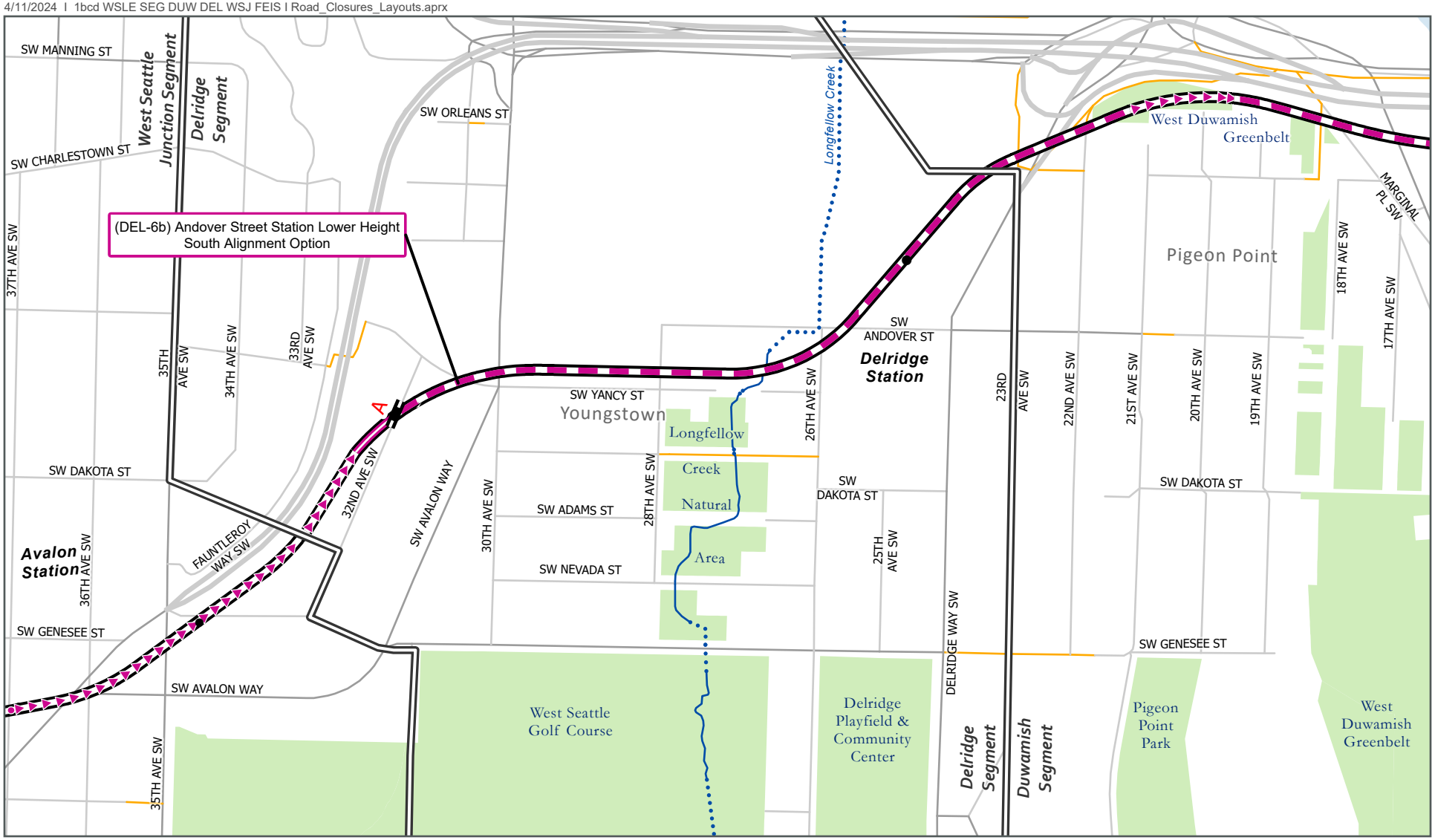
The Delridge Way Southwest/Southwest Andover Street intersection would be affected by the project for all other Build Alternatives except for Alternative DEL-7. This is due to increased traffic volumes to access pick-up and drop-off zones without improvements to the traffic signal operations or intersection layout.

Option DEL-1b and Option DEL-2b would result in either street ends created on 30th Avenue Southwest and/or left-turn restrictions on portions of Southwest Genesee Street. A relatively low number of vehicles are expected to detour using 26th Avenue Southwest or Southwest Nevada Street. Intersection operations are expected to be similar to the No Build Alternative as a relatively low peak hour vehicles trips are expected to divert to other routes. The 30th Avenue Southwest street-end would result in the highest volume diversion of up to 70 peak hour trips shifting to other roads.

Alternative DEL-7 would have the same station access as Preferred Option DEL-6b including the new signal at Delridge Way Southwest/23rd Avenue Southwest. Therefore, Alternative DEL-7 is expected to affect the same intersections as Preferred Option DEL-6b. The Delridge Way Southwest and Southwest Genesee Street intersection would also be affected by Alternative DEL-7 during the a.m. peak hour.

2042 Build Alternatives M.O.S.

The M.O.S. of the West Seattle Link Extension is assumed to have an interim terminus at Delridge Station. Traffic operations analysis for this terminus Delridge Station assumed additional bus service connections at the station and increased pick-up/drop-off and pedestrian activity with increased station ridership compared to the full project extension. For each Build Alternative, the same intersections affected with the full project extension would also be affected with the M.O.S. Preferred Option DEL-6b would affect the Southwest Genesee Street/Delridge Way Southwest intersection during the a.m. period, which would operate at a worse L.O.S. E condition than the No Build Alternative because of increased southbound and eastbound approach vehicle volumes. Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would result in additional buses making turns at the stop-controlled Southwest Dakota Street/Delridge Way Southwest intersection, adding delay while maintaining an L.O.S. F condition. All Build Alternatives would affect the stop-controlled Southwest Dakota Street/Delridge Way Southwest intersection for one or both peak periods. All alternatives except for Preferred Option DEL-6b and Alternative DEL-7 would also affect the Southwest Andover Street/Delridge Way Southwest intersection. Preferred Option DEL-6b and Alternative DEL-7 would affect the 23rd Avenue Southwest/Delridge Way Southwest intersection with the proposed new signal with the M.O.S. More local street intersections adjacent to the station entrances may also experience higher delays with increased vehicle trips.



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

- Segment Line
- Stairs, Trail, Walkway
- Local Street
- Major Street
- Stream
- Piped Stream
- Park

Street Intersection Closures

- Full Closure: Long Term Temporary
- Partial Closure: Long Term Temporary
- Permanent Closure

Street and Trail Closures

- Full Closure: Long Term Temporary
- Partial Closure: Long Term Temporary
- Permanent Closure

FIGURE 4-14

Key Preferred Alternative Construction Facility Closures

Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

West Seattle Junction Segment

Intersection operation results for the 2042 No Build Alternative and Build Alternatives in the West Seattle Junction Segment are shown in Table 4-18 and Table 4-19. Intersection operation results for Preferred Option WSJ-5b are shown on Figure 4-15 and Figure 4-16; figures for the other Build Alternatives are included in Attachment N1.C.

2042 No Build Alternative

With the 2042 No Build Alternative, there are large volume increases along Southwest Avalon Way, Fauntleroy Way Southwest, and Southwest Alaska Street. Intersections in the vicinity of the Alaska Junction Station and Avalon Station would operate at L.O.S. D or better in the p.m. and a.m. peak hours with the exception of the following intersections:

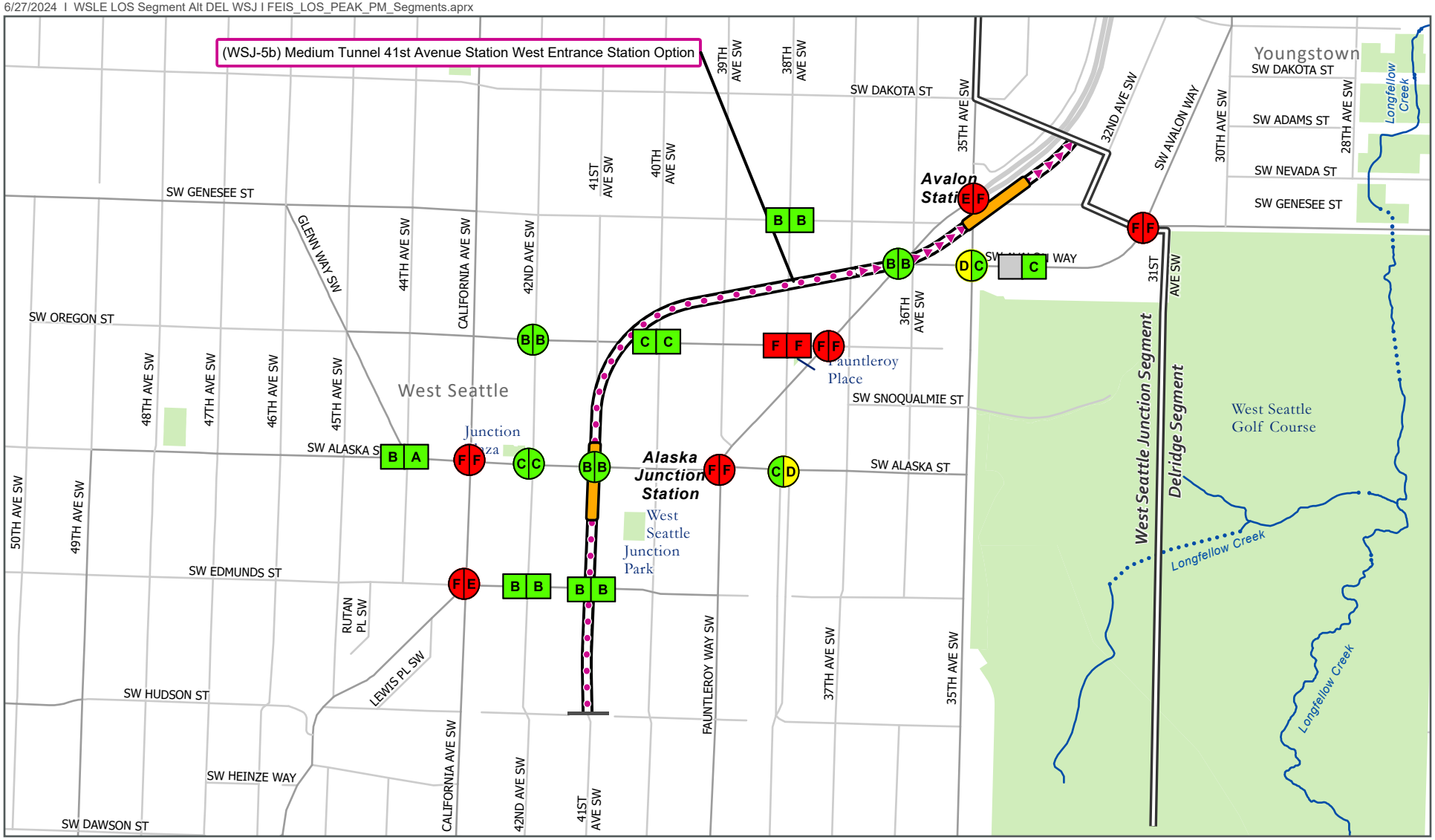
- 38th Avenue Southwest/Southwest Oregon Street (L.O.S. F in the p.m. peak hour)
- California Avenue Southwest/Southwest Alaska Street (L.O.S. F in both peak hours)
- California Avenue Southwest/Southwest Edmunds Street (L.O.S. F in p.m. peak hour and L.O.S. E in a.m. peak hour)
- Fauntleroy Way Southwest/35th Avenue Southwest (L.O.S. E in p.m. peak hour, L.O.S. F in a.m. peak hour)
- Fauntleroy Way Southwest/Southwest Alaska Street (L.O.S. F in both peak hours)
- Fauntleroy Way Southwest/Southwest Oregon Street (L.O.S. F in p.m. peak hour)
- Southwest Avalon Way/Southwest Genesee Street (L.O.S. F in p.m. peak hour)

The Fauntleroy Way Southwest/38th Avenue Southwest intersection operations improved to L.O.S. D compared to existing conditions as it was assumed the Fauntleroy Way Southwest Boulevard project would restrict northbound through movements on 38th Avenue Southwest.

During the p.m. peak hour at the Southwest Alaska Street/Fauntleroy Way Southwest intersection, southbound queues extend halfway up the block on average, and under the worst conditions extend just south of 38th Avenue Southwest. At the Southwest Alaska Street/ California Avenue Southwest intersection, westbound queues can extend through the intersection Southwest Alaska Street/42nd Avenue Southwest under the worst conditions. During the a.m. peak hour at Southwest Alaska Street/Fauntleroy Way Southwest, northbound queues may extend through the intersection of Southwest Edmunds Street/Fauntleroy Way Southwest under the worst conditions.

2042 Build Alternatives

The Avalon Station would generate relatively low pick-up and drop-off trips compared to the Alaska Junction Station. For all Build Alternatives in the West Seattle Segment, except Alternative WSJ–6, the study intersections in the vicinity of the Avalon Station are expected to operate similar to the 2042 No Build Alternative, except for Fauntleroy Way Southwest and 35th Avenue Southwest intersection, which would degrade from L.O.S. E in the No Build Alternative to L.O.S. F for all Build Alternatives in the p.m. peak hour. Intersection delays would increase the most for Preferred Option WSJ-5b and Alternative WSJ-5a as the project would remove the northbound and southbound free right turns to accommodate bus stops serving the station. Southwest Genesee Street would be permanently closed east of 35th Avenue Southwest, as shown on Figure 4-17 (construction closures also shown on this figure are discussed in Section 4.3.3.5, West Seattle Junction Segment).



Source: City of Seattle, King County (2023).

Preferred Alternative

- Tunnel
- Retained Cut

Station

- New

- Segment Line
- Stream
- Piped Stream
- Park

Intersection Level of Service

NB ALT

- A-C
- D
- E-F

Intersection Type

- Stop-Controlled
- Signalized

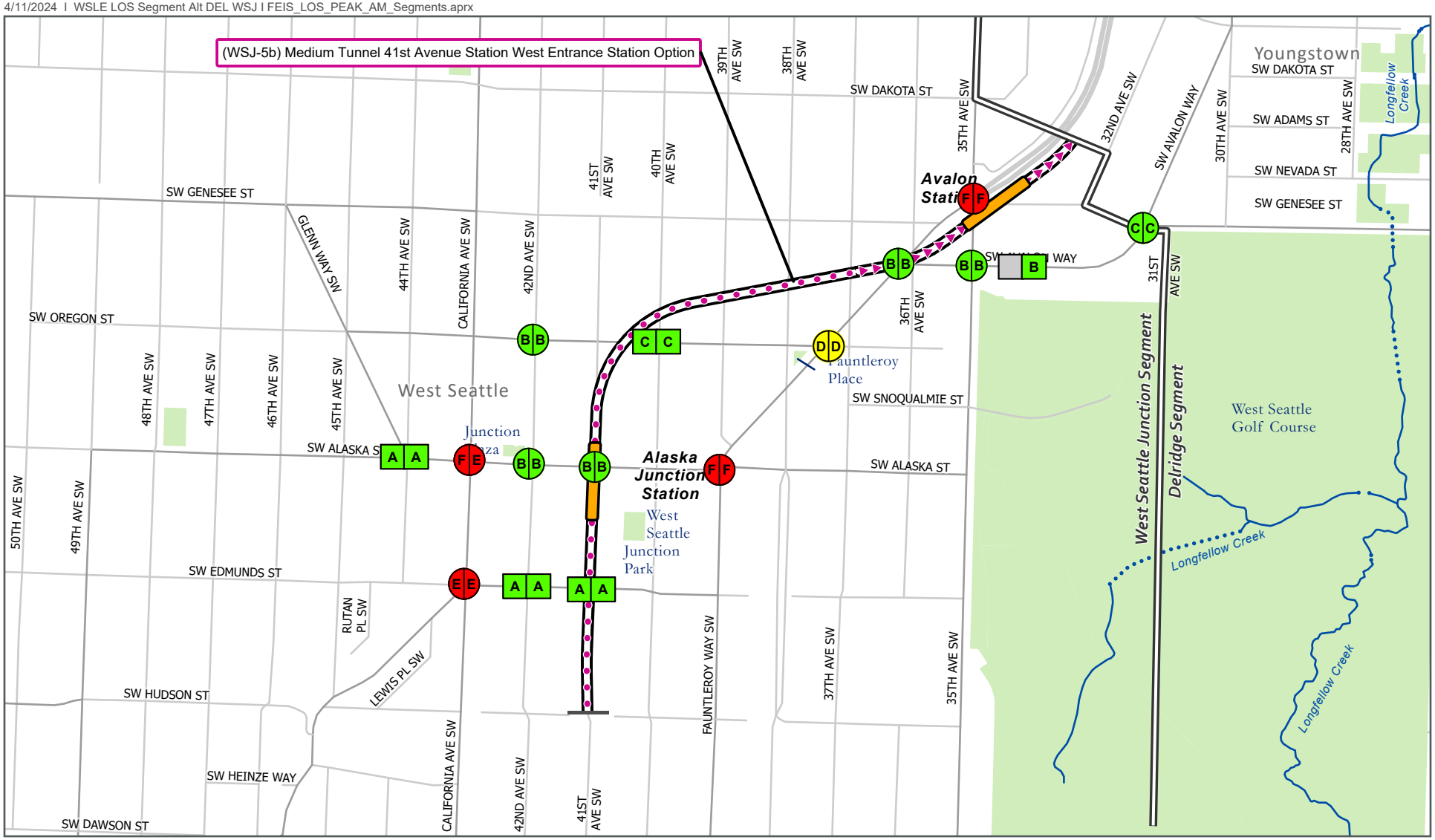
Figure 4-15

Preferred Option WSJ-5b
2042 P.M. Peak Hour Intersection Level of Service (L.O.S.)
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Tunnel
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park

Intersection Level of Service

NB ALT
- A-C
- D
- E-F

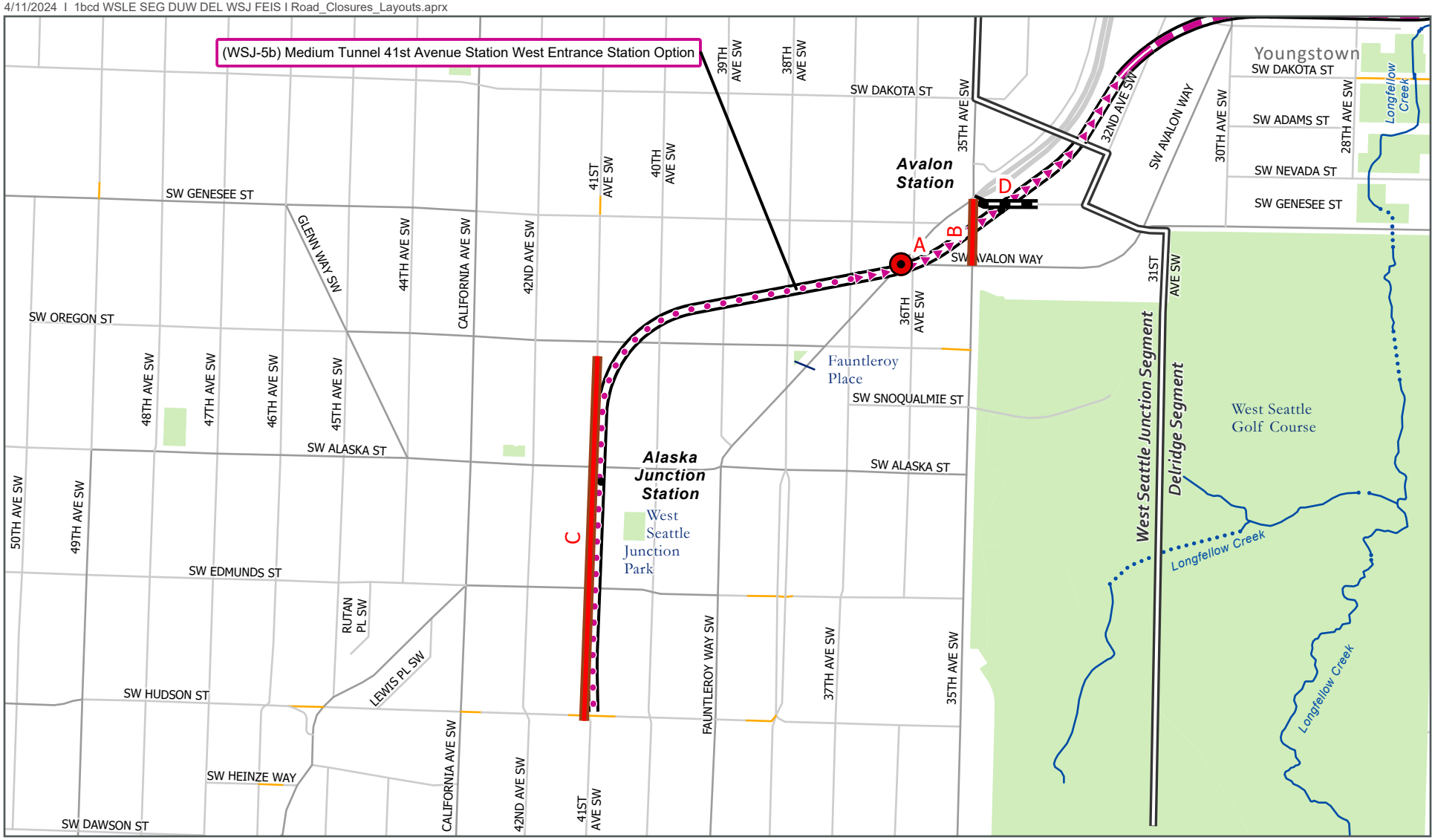
Intersection Type
- Stop-Controlled
- Signalized

Figure 4-16
Preferred Option WSJ-5b
2042 A.M. Peak Hour Intersection Level of Service (L.O.S.)
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

- Segment Line
- Stairs, Trail, Walkway
- Local Street
- Major Street
- Stream
- Piped Stream
- Park

Street Intersection Closures

- Full Closure: Long Term Temporary
- Partial Closure: Long Term Temporary
- Permanent Closure

Street and Trail Closures

- Full Closure: Long Term Temporary
- Partial Closure: Long Term Temporary
- Permanent Closure

FIGURE 4-17

Key Preferred Alternative Construction Facility Closures

West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Table 4-18. 2042 P.M. Peak Level of Service – West Seattle Junction Segment

Intersection	No Build Alternative	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel (WSJ-6)
35th Avenue Southwest/ Southwest Avalon Way	D	C	D	D	C	C	D	C	Not Analyzed
38th Avenue Southwest/ Southwest Oregon Street	F	F	F	F [a]	F	F	E	F	F
38th Avenue Southwest/ Southwest Genesee Street	B	B	B	B	B	B	B	B	B
40th Avenue Southwest/ Southwest Oregon Street	C	C	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	C
41st Avenue Southwest/ Southwest Alaska Street	B	B	B	C	B	C	B	B	B
41st Avenue Southwest/ Southwest Edmunds Street	B	B	B	B	B	B	B	B	B
42nd Avenue Southwest/ Southwest Alaska Street	C	C	C	C	C	C	C	C	C
42nd Avenue Southwest/ Southwest Edmunds Street	B	B	B	Not Analyzed	B	C	B	B	B
42nd Avenue Southwest/ Southwest Oregon Street	B	B	B	B	B	B	B	B	B
44th Avenue Southwest/ Southwest Alaska Street	A	A	A	A	A	A	A	A	A
California Avenue Southwest/ Southwest Alaska Street	F	F	F	F	F	F	F	F	F
California Avenue Southwest/ Southwest Edmunds Street	F	E	E	E	E	E	E	E	E
Fauntleroy Way Southwest/ 35th Avenue Southwest	E	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	F [a]	Not Analyzed

Intersection	No Build Alternative	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel (WSJ-6)
Fauntleroy Way Southwest/ 38th Avenue Southwest	D	Not Analyzed	Not Analyzed	F [a]	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
Fauntleroy Way Southwest/ Southwest Alaska Street	F	F	F	F [a]	F	F	F	F	F
Fauntleroy Way Southwest/ Southwest Avalon Way	B	B	B	B	B	B	B	B	Not Analyzed
Fauntleroy Way Southwest/ Southwest Oregon Street	F	F	F	F	F	F	F	F	F
Southwest Alaska Street/ 38th Avenue Southwest	C	Not Analyzed	Not Analyzed	E [a]	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
Southwest Avalon Way/ Southwest Genesee Street	F	F [a]	F	F	E	E	F	F [a]	Not Analyzed
Southwest Avalon Way/ New Driveway	Not Analyzed	C	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	C	Not Analyzed

[a] An affected intersection in the Build Alternative is expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project or, if it already operates at L.O.S. E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

Table 4-19. 2042 A.M. Peak Level of Service – West Seattle Junction Segment

Intersection	No Build Alternative	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel (WSJ-6)
35th Avenue Southwest/ Southwest Avalon Way	B	B	B	B	B	B	B	B	Not Analyzed
38th Avenue Southwest/ Southwest Oregon Street	C	Not Analyzed	Not Analyzed	D	Not Analyzed	Not Analyzed	D	Not Analyzed	Not Analyzed
38th Avenue Southwest/ Southwest Genesee Street	B	Not Analyzed	Not Analyzed	B	Not Analyzed	Not Analyzed	B	Not Analyzed	Not Analyzed
40th Avenue Southwest/ Southwest Oregon Street	C	C	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	C
41st Avenue Southwest/ Southwest Alaska Street	B	B	C	B	B	B	C	C	B
41st Avenue Southwest/ Southwest Edmunds Street	A	A	A	A	A	A	A	A	A
42nd Avenue Southwest/ Southwest Alaska Street	B	B	B	B	B	B	B	B	B
42nd Avenue Southwest/ Southwest Edmunds Street	A	A	A	A	A	A	A	A	A
42nd Avenue Southwest/ Southwest Oregon Street	B	B	Not Analyzed	B	B	B	Not Analyzed	Not Analyzed	B
44th Avenue Southwest/ Southwest Alaska Street	A	A	A	A	A	A	A	A	A
California Avenue Southwest/ Southwest Alaska Street	F	E	F	E	F	E	E	E	E
California Avenue Southwest/ Southwest Edmunds Street	E	E	E	E	E	E	E	E	E
Fauntleroy Way Southwest/ 35th Avenue Southwest	F	F	F	F	F	F	F	F	Not Analyzed

Intersection	No Build Alternative	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel (WSJ-6)
Fauntleroy Way Southwest/ 38th Avenue Southwest	C	Not Analyzed	Not Analyzed	C	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
Fauntleroy Way Southwest/ Southwest Alaska Street	F	F	F	F [a]	F	F	F	F	F
Fauntleroy Way Southwest/ Southwest Avalon Way	B	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
Fauntleroy Way Southwest/ Southwest Oregon Street	D	Not Analyzed	Not Analyzed	F [a]	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
Southwest Alaska Street/ 38th Avenue Southwest	C	Not Analyzed	Not Analyzed	C	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed
Southwest Avalon Way/ Southwest Genesee Street	C	C	C	C	C	C	C	C	Not Analyzed
Southwest Avalon Way & New Driveway	Not Analyzed	B	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	Not Analyzed	B	Not Analyzed

Note: Limited a.m. analysis was performed for locations that met the criteria in Attachment N.1A.

[a] An affected intersection in the Build Alternative is expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project or, if it already operates at L.O.S. E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

Preferred Option WSJ-5b and Alternative WSJ-5a would construct a new station access driveway on Southwest Avalon Way east of 35th Avenue Southwest. This right-in, right-out driveway would operate at L.O.S. C.

All Build Alternatives except Alternative WSJ-6 would include a pick-up/drop-off zone on Southwest Genesee Street, requiring a modification to the northbound approach at Southwest Avalon Way/Southwest Genesee Street from a through-only lane (as part of the 35th/Avalon Paving project) to a shared northbound through/left-turn lane to provide access to the pick-up/drop-off zone. Fewer than 30 northbound left turns are expected, and this intersection would continue operating at L.O.S. F during the p.m. peak hour and L.O.S. C during the a.m. peak hour assuming permitted northbound left turns. The increase in p.m. peak hour delay with Preferred Option WSJ-5b and Alternative WSJ-5a would meet the threshold for an affected intersection.

The Alaska Junction Station would generate a substantial number of passenger pick-up and drop-off trips that would increase delay at intersections in the vicinity of the pick-up/drop-off zones. Study intersections for all Build Alternatives (including Preferred Option WSJ-5b) would operate at similar conditions compared to the No Build Alternative except for Alternative WSJ-2. Alternative WSJ-2 would degrade the L.O.S. results and affect the following intersections:

- Fauntleroy Way Southwest/38th Avenue Southwest (L.O.S. F in p.m. peak hour)
- Fauntleroy Way Southwest/Southwest Alaska Street (L.O.S. F in both peak hours)
- Southwest Alaska Street/38th Avenue Southwest (L.O.S. E in p.m. peak hour)
- Southwest Oregon Street/38th Avenue Southwest (L.O.S. F in p.m. peak hour)
- Fauntleroy Way Southwest/Southwest Oregon Street (L.O.S. F in a.m. peak hour)

4.3.3 Construction Impacts

This section describes the potential construction impacts to roadway conditions, including conceptual haul routes; construction traffic; and roadway closures and diversions and their effects on traffic and freight conditions. For alternatives other than the Preferred Alternative, the sequencing of construction activities was not assessed, and some of the impacts described in this section may occur simultaneously. For the Preferred Alternative, construction planning, including sequencing, has been advanced and four construction analysis scenarios have been defined to analyze long-term closures in close proximity that could occur concurrently. The four scenarios represent likely concurrent long-term closures of high volume roadways that would have the most potential effects to arterial operations in the immediate closure area as well as nearby detour routes.

4.3.3.1 Impacts Common to All Alternatives

Haul Routes and Construction Traffic

To construct the project, Sound Transit would primarily use the City of Seattle's Major Truck Streets (see Section 9.2, Affected Environment, for the City's Major Truck Streets) and Washington State Department of Transportation's (WSDOT's) Interstate and State Route facilities, including Interstates 5, 90, and 405 and State Routes 99, 509, 519, 599, and 520. These routes would be used for construction vehicle access to and from the alignments. Some oversize construction vehicles may need to use designated alternative routes.

Certain construction areas are not served by these state and City major truck routes, so other existing streets would be used to access construction areas. These streets would be limited to arterials whenever possible but would sometimes need to include local streets to access construction areas not adjacent to the arterial street system. Construction areas where local streets would be necessary for access include the following:

- Pigeon Point construction staging area for Preferred Alternative DUW-1a and Option DUW-1b in the Duwamish Segment
- Delridge tunnel portals for Alternative DEL-2a, Option DEL-2b, Alternative DEL-4, and Alternative DEL-7 in the Delridge Segment
- Portals for the West Seattle Junction Segment tunnel alternatives (Preferred Option WSJ–5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6), and the station areas for all alternatives, including the elevated alternatives

Consistent with City of Seattle regulations, construction and construction traffic management plans (including haul routes) would be prepared in consultation with the City during the project final design and construction phases.

Over the duration of the construction period, the major construction activities would be associated with the station construction, tunneling, and constructing the elevated guideway or bridges. These activities would require between 10 and 35 trucks per hour, with bridge construction and tunnel excavation generating the highest truck activity (20 to 35 trucks per hour) within that range.

Property Access, Roadway Impacts, and Detour Routes

Construction for each alternative would require road and lane closures that could also affect transit, non-motorized travel, and freight, as addressed in Sections 3.3.2.2, Construction Impacts, 6.3.2.2, Construction Impacts, and 9.3.2.2, Construction Impacts, respectively. Sound Transit will coordinate with the City of Seattle as the project advances to identify and finalize proposed detour routes and determine if those roads would be able to accommodate increased volumes. In general, traffic detour routes would be along arterials, where feasible, to discourage traffic on local and collector streets through neighborhoods. Detour routes would be determined during the final design phase and in coordination with the City of Seattle and the contractor.

The following discussion identifies major roadway and lane closures, generally defined as a full or partial closure of roadways for at least 1 year that would affect vehicle, people, and property access on these roadways. Some shorter-term (less than 1 year) closures are also described, as appropriate, to explain the breadth of the construction activities within a segment. Construction flaggers may also occasionally halt vehicle and non-motorized traffic on roadways adjacent to active construction for very short periods. See Attachment N.1D, Permanent and Temporary Transportation Facility Closures, for a more detailed list of the roadway construction closures expected for each alternative.

For long-term (over 1 year on key arterial streets) closures, an analysis of these traffic impacts was performed using 2032 as a representative analysis year for the construction period. Potential diversion routes were identified, and traffic volumes were rerouted to adjacent roadways. The analysis describes locations where there could be additional congestion for vehicles, including freight, as a result of the construction activities. In the SODO Segment, the SODO Busway would be permanently closed or fully closed for more than 1 year for all alternatives. Other segments would experience varied construction closures and diverted traffic, depending on the specific alternative, and are discussed by segment in the following sections.

If property access is restricted, temporary alternate access, if feasible, to these properties would be provided. If alternative access is not available, then the specific construction activity would be reviewed to determine whether it could occur during non-business hours. Additional road or lane closures may be needed for utility relocation, which will be determined during final design in coordination with the utility owner.

In the SODO and Duwamish segments, all project alternatives would require relocation of 26-kilovolt and 230-kilovolt utilities along the SODO Busway and 6th Avenue South. Construction activity would progress in stages along the corridors such that closures would be localized rather than closing the entire corridor at once. South Holgate Street and South Lander Street would each have partial closures at the SODO Busway for up to one month at a time. One to two lanes of 6th Avenue South would be closed at a time, with each closure lasting up to 4 months. Full closures of 6th Avenue South would also occur between South Massachusetts Street and South Spokane Street and between Diagonal Avenue South and South Hinds Street. Intersection closures could also occur during overnight hours. Because these are short-term closures (less than 1 year), they are not quantitatively analyzed in further detail.

Additional construction closures are discussed by segment in the following sections.

4.3.3.2 SODO Segment

Table 4-20 provides a summary of the major construction closures in the SODO Segment for the Preferred Alternative. Figure 4-8 displays major construction closures of roadway and non-motorized facilities for the Preferred Alternative; non-motorized effects are discussed in Chapter 6.

Table 4-20. Key Preferred Alternative Construction Roadway Closures – SODO Segment

Map Key	Affected Street	Extents [a]	Preferred Option SODO-1c
B	South Lander Street	4th Avenue South to 6th Avenue South	Full closure, 3 years [b]

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D.

[a] Extents listed do not include intersections unless specifically stated.

[b] Includes short-term partial closures of intersections with 4th Avenue South and 6th Avenue South.

Table 4-21 compares the key construction roadway closures in the SODO Segment across all alternatives.

Table 4-21. Key Construction Roadway Closures for All Alternatives – SODO Segment

Affected Street	Extents [a]	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
SODO Busway [b]	South Massachusetts Street to South Spokane Street	**Permanently closed**	Permanently closed	Permanently closed	Full closure, 5 years
South Lander Street	4th Avenue South to 6th Avenue South	**Full closure, 3 years [c]**	Full closure, 3 years [c]	Full closure, 3 years [c]	Full closure, nights/weekends

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D.

[a] Extents listed do not include intersections unless specifically stated.

[b] While the full length of the SODO Busway extends beyond the SODO Segment, the SODO Busway closure is described in the SODO Segment.

[c] Includes short-term partial closures of intersections with 4th Avenue South and 6th Avenue South.

Preferred Option (SODO-1c) and Other Options (SODO-1a, SODO-1b)

Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would close South Lander Street between 4th Avenue South and 6th Avenue South during construction of a new overpass. Option SODO-1b would move the existing SODO Station further south to the new South Lander Street overcrossing, and results in a longer construction period to build the extra structure to connect South Lander Street to the station access at the top of the bridge.

Closing South Lander Street would require diverting a substantial number of peak hour vehicle trips, including relatively high truck volumes. Probable diversion routes would include South Holgate Street and South Spokane Street, along with portions of 4th Avenue South, 6th Avenue South, and Airport Way South. Based on the analysis described in the Preferred Alternative Construction Analysis, the intersections of 4th Avenue South/South Holgate Street and 6th Avenue South/South Spokane Street would be affected by the South Lander Street closure.

The permanent closure of the SODO Busway with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would occur at the beginning of construction, as described in the Long-term Impacts section of Section 3.3.2.1.

More detailed traffic operations analysis was completed for potential concurrent roadway closures for the Preferred Option SODO-1c. The analysis includes closures in both the SODO and Duwamish segments due to the proximity of the closures; see the Preferred Alternative Construction Analysis in Section 4.3.3.3 for the analysis results of the concurrent closures.

Other Build Alternative (SODO-2)

Alternative SODO-2 would require the closure of the SODO Busway from South Massachusetts Street to South Spokane Street during the construction period. The closure would displace 60 to 80 peak hour Metro buses to either 4th Avenue South or 6th Avenue South. The effects would be similar to those reported for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b for a permanent closure (see Section 4.3.2.3, Arterial and Local Street Operations, for effects on general-purpose traffic and Section 3.3.2.1 for effects on transit).

4.3.3.3 Duwamish Segment

Table 4-22 provides a summary of the major construction closures in the Duwamish Segment for the Preferred Alternative. Figure 4-11 displays major construction closures of both roadway and non-motorized facilities for the Preferred Alternative; non-motorized effects are discussed in Chapter 6.

Road closures in the Duwamish Segment would mostly include short-term partial and full roadway closures. One key exception is the partial closure of 4th Avenue South, north of South Spokane Street. This closure was analyzed as a concurrent closure with SODO Segment closures to provide a conservative analysis. Results are summarized for both segments in the Preferred Alternative Construction Analysis section.

Table 4-23 compares the key construction roadway closures in the Duwamish Segment across all alternatives.

Table 4-22. Key Preferred Alternative Construction Roadway Closures – Duwamish Segment

Map Key	Affected Street	Extents [a]	Preferred Option DUW-1a
A	4th Avenue South [b]	4th Avenue South just north of South Spokane Street [c]	Partial closure (3 lanes) 1.5 years
B	Southwest Marginal Place	Southwest Marginal Place south of West Seattle Bridge	Full closure 4.5 years

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D.

[a] Extents listed do not include intersections unless specifically stated.

[b] While this closure is in the Duwamish Segment, the traffic operations were evaluated concurrently with other SODO roadway closures in the SODO Segment.

[c] Although the construction closure would affect the area just north of South Spokane Street, traffic would be diverted to the east side of the street starting in the vicinity of South Hinds Street, as shown on Figure 4-11.

Table 4-23. Key Construction Roadway Closures for All Alternatives – Duwamish Segment

Affected Street	Extents [a]	Preferred Option DUW-1a	Option DUW-1b	Alternative DUW-2
4th Avenue South [b]	4th Avenue South just north of South Spokane Street [c]	**Partial closure (3 lanes) 1.5 years**	Not applicable	Not applicable
Southwest Marginal Place	Southwest Marginal Place south of West Seattle Bridge	**Full closure 4.5 years**	Full closure 4.5 years	Not applicable
Delridge Way Southwest	Delridge Way Southwest south of West Seattle Bridge	**Full closure, nights/weekends when connecting to DEL-5, DEL-6a, DEL-6b, and DEL-7**	Partial closure, 9 months and nights/weekends	Not applicable

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D.

[a] Extents listed do not include intersections unless specifically stated.

[b] While this closure is in the Duwamish Segment, the traffic operations were evaluated concurrently with other SODO roadway closures in the SODO Segment.

[c] Although the construction closure would affect the area just north of South Spokane Street, traffic would be diverted to the east side of the street starting in the vicinity of South Hinds Street, as shown on Figure 4-11.

Preferred Alternative (DUW-1a) and Other Option (DUW-1b)

Preferred Alternative DUW-1a and Option DUW-1b would require short-term (9-month-or-less, and/or night and weekend) partial and full roadway closures for the guideway crossings over several City streets, including Southwest Spokane Street, East Marginal Way South, and West Marginal Way Southwest, and State Route 99. Crossing over the West Seattle Bridge and Delridge Way Southwest would require night and weekend partial closures. Some local street construction access would also be required in the Pigeon Point area. This would result in the full closure of Southwest Marginal Place for over 4 years; however, the location is a dead-end street. No substantive traffic effects are expected. The effects of the long-term partial closure of 4th Avenue South are described in the Preferred Alternative Construction Analysis section.

Other Build Alternative (DUW-2)

Alternative DUW-2 would require full and partial road closures during nights and weekends for the guideway crossings over 6th Avenue South, 4th Avenue South, 1st Avenue South, and State Route 99. Crossing the Duwamish Waterway, the guideway construction would require night and weekend partial closures of Klickitat Avenue Southwest and West Marginal Way Southwest. Crossing over the West Seattle Bridge would require night and weekend partial closures, along with a partial 3-month closure of Chelan Avenue Southwest west of West Marginal Way Southwest/Southwest Spokane Street. Increased traffic congestion is expected along Chelan Avenue Southwest with this partial closure; however, one lane can be maintained in each direction.

Preferred Alternative Construction Analysis (SODO and Duwamish Segments)

Detailed traffic operations analysis was completed for potential concurrent roadway closures for Preferred Option SODO-1c in the SODO Segment and Preferred Alternative DUW-1a in the Duwamish Segment. Two scenarios were evaluated as described in the subsequent sections; traffic operations are analyzed for the year 2032 and compared to conditions for 2032 No Build. For intersections along 4th Avenue South, a VISSIM microsimulation model was used to analyze traffic operations. All other intersections were analyzed using Synchro. An intersection is considered affected by construction if the intersection L.O.S. worsens to L.O.S. E or F, or if the intersection already operates at L.O.S. E or F under 2032 no build conditions and delay increases more than 10 percent.

Some of the expected roadway closures would result in traffic diversions within the SODO and Duwamish segments which may affect freight travel. Table 4-24 summarizes the potential volumes diverted due to long-term arterial roadway closures, along with an estimated range of volumes diverted to other roadways in the study area. The sections following Table 4-24 further describe the traffic effects for each of the scenarios studied in the SODO and Duwamish segments.

Table 4-24. Key Arterial Roadway Closure Traffic Diversion Summary – SODO and Duwamish Segments

Alternative	Arterial Roadway Closure	Potential Volume Diversion (vehicles/hour in 2032 P.M. Peak Hour)	Potentially Affected Roadways [a]
SODO-1c, SODO-1a, SODO-1b	South Lander Street (4th Avenue South to 6th Avenue South)	900 to 1,100	South Holgate Street 4th Avenue South (south of South Lander Street) [b] 6th Avenue South (north of South Lander Street) South Spokane Street Airport Way South
SODO-1c, SODO-1a, SODO-1b, SODO-2	SODO Busway (South Massachusetts Street to South Spokane Street)	60 to 80 buses	4th Avenue South [b] 6th Avenue South
SODO-1c, DUW-1a	4th Avenue South, north of South Spokane Street	200 to 300	6th Avenue South (between South Holgate Street and South Spokane Street) 1st Avenue South (between South Holgate Street and South Spokane Street)

Note: Non-arterial roadway closures are not shown, as the potential volume diversion would be expected to be less than an arterial roadway closure.

[a] Most-likely-affected roadways are listed. Other roadways could be affected depending on final construction plans.

[b] Denotes a street that is anticipated to be at or near capacity during the p.m. peak hour in 2032.

Construction Scenario 1
Under Construction Scenario 1, the SODO Busway would be fully closed and South Lander Street would be fully closed between 4th Avenue South and 6th Avenue South as shown on Figure 4-8. Due to the closure of South Lander Street, the following roadway changes were assumed at the intersections of 4th Avenue South/South Lander Street and 6th Avenue South/South Lander Street:

- 4th Avenue South/South Lander Street
  - The crosswalk across the closed east leg of the intersection would remain open during construction.
  - The eastbound through lane would be converted to a second eastbound left-turn lane.
  - The protected southbound left-turn phase would be removed, allowing more green time for northbound vehicles.
- 6th Avenue South/South Lander Street
  - The crosswalk across the closed west leg of the intersection would remain open during construction.

With No Build, about 1,000 vehicles use South Lander Street between 4th Avenue South and 6th Avenue South during the a.m. and p.m. peak hours. Therefore, with Construction Scenario 1, about 1,000 vehicles were diverted to other streets in SODO. Based on travel demand modeling completed for this scenario, 300 to 400 vehicles were diverted to South Holgate Street, and 100 to 200 vehicles were diverted to South Spokane Street to travel between 4th Avenue South and 6th Avenue South during both the a.m. and p.m. peak hours. Vehicle traffic also increased northbound and southbound on 1st Avenue South, 6th Avenue South, and Airport Way South as vehicles divert to South Holgate Street and South Spokane Street with the South Lander Street closure. The remaining diverted vehicles were assumed to travel northbound and southbound on 1st Avenue South, 4th Avenue South, and 6th Avenue South, and turn east or west outside of the study area. Due to an increase in westbound traffic under Construction Scenario 1, an overlap phase was added to the westbound right-turn phase at 4th Avenue South/South Holgate Street so vehicles could use the additional green time associated with the southbound left-turn phase.

Intersections affected by Construction Scenario 1 would include:

- At 6th Avenue South/South Spokane Street, average delay would increase by about 15 seconds during the p.m. peak hour. The intersection would operate at L.O.S. D under 2032 no build conditions and would degrade to L.O.S. E with Construction Scenario 1.
- At 4th Avenue South/South Holgate Street, average delay would increase by about 10 seconds during the a.m. peak hour. While the intersection continues to operate at L.O.S. E, the change in delay is over 10 percent. During the p.m. peak hour, average delay would increase by about 20 seconds, and the intersection L.O.S. would degrade to L.O.S. E from L.O.S. D under 2032 no build conditions.

Along 4th Avenue South (from south of South Spokane Street to north of the I-90 Westbound Off-ramp), travel times would increase by about 1 minute for northbound vehicles and trucks during both the a.m. and p.m. peak hours, and transit travel times would increase by about 30 seconds. The increase in northbound travel time is mostly concentrated between South Lander Street and South Holgate Street. There is no change in southbound travel time compared to 2032 no build conditions. The primary cause of increased northbound travel times is due to less northbound green time at 4th Avenue South/South Holgate Street, which is reduced to provide

additional green time to the southbound left-turn phase. The southbound left-turn phase facilitates diverted traffic using South Holgate Street instead of South Lander Street to access 6th Avenue South. Northbound queues at 4th Avenue South/South Holgate Street could affect access to businesses between South Holgate Street and South Walker Street.

Intersection operation results for the 2032 No Build Alternative and Construction Scenario 1 in the SODO and Duwamish Segment are shown in Table 4-25.

Table 4-25. 2032 Peak Hour Intersection Level of Service – Construction Scenario 1

Intersection	No Build A.M. Peak Hour	Construction Scenario 1 A.M. Peak Hour	No Build P.M. Peak Hour	Construction Scenario 1 P.M. Peak Hour
4th Avenue South/South Holgate Street	E	E [a]	D	E [a]
6th Avenue South/South Holgate Street	C	C	C	C
4th Avenue South/South Lander Street	E	D	E	D
6th Avenue South/South Lander Street	B	B	C	D
4th Avenue South/South Spokane Street	C	D	C	D
6th Avenue South/South Spokane Street	C	C	D	E [a]

[a] An affected intersection in the Build Alternative is expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project or, if it already operates at L.O.S. E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

Construction Scenario 2

Under Construction Scenario 2, all southbound lanes of 4th Avenue South would be closed between 175 feet south of South Hinds Street and South Spokane Street. While this roadway portion is in the Duwamish Segment, this scenario considers concurrent closure of the SODO Busway which spans the Duwamish and SODO segments. To accommodate four lanes of traffic along 4th Avenue South, the bulbout on the northeast corner of 4th Avenue South/South Spokane Street, as well as all parking on the east side of 4th Avenue South between South Spokane Street and South Hinds Street, would be removed. Northbound traffic would use the two eastern lanes, and southbound traffic would use the two western lanes on the east side of 4th Avenue South. Southbound traffic would be shifted to the east side of the median starting just south of South Hinds Street. At the intersection of 4th Avenue South/South Spokane Street, vehicles traveling southbound would be able to access one southbound through/right lane and one southbound left-turn lane. On the northbound approach, the third northbound through lane would be closed to accommodate southbound traffic shifting back to the west side of 4th Avenue South. Two northbound through lanes would remain open, as well as the northbound right-turn lane. The existing northbound bus stop just north of South Spokane Street was assumed to shift to a near-side stop in the northbound right-turn lane approaching the intersection, with a transit queue jump so that buses would not have to merge back into the northbound through lanes.

This closure would result in a one lane reduction for both northbound and southbound traffic on 4th Avenue South between South Spokane Street and South Hinds Street. Based on travel demand modeling completed for this scenario, about 100 northbound and 200 southbound vehicles were diverted from this segment of 4th Avenue South to use 1st Avenue South or 6th Avenue South during the peak hours.

During the a.m. peak hour, average delays would increase by about 30 seconds at the intersection of 4th Avenue South/South Spokane Street would be affected as the intersection operations would degrade to L.O.S. E. The increase in delay is primarily due to the reduced capacity for northbound vehicles. Increased northbound queues at the intersection may cause additional delay for vehicles exiting the West Seattle Bridge Off-ramp.

Intersections affected by Construction Scenario 2 would include:

- At 4th Avenue South/South Spokane Street, average delay would increase by about 25 seconds during the p.m. peak hour. L.O.S. would fall to L.O.S. E, compared to L.O.S. C under 2032 no build conditions. Southbound queuing at the intersection could affect business access between South Horton Street and the closure 175 feet south of South Hinds Street.
- At 6th Avenue South/South Spokane Street, average delay would increase by about 15 seconds during the p.m. peak hour. The intersection would operate at L.O.S. D under 2032 no build conditions and would degrade to L.O.S. E with Construction Scenario 2.

Intersection operation results for the 2032 No Build Alternative and Construction Scenario 2 in the SODO and Duwamish Segment are shown in Table 4-26.

Table 4-26. 2032 Peak Hour Intersection Level of Service – Construction Scenario 2

Intersection	No Build A.M. Peak Hour	Construction Scenario 2 A.M. Peak Hour	No Build P.M. Peak Hour	Construction Scenario 2 P.M. Peak Hour
4th Avenue South/South Holgate Street	E	E	D	D
4th Avenue South/South Lander Street	E	D	E	E
6th Avenue South/South Holgate Street	C	C	C	C
6th Avenue South/South Lander Street	B	B	C	C
4th Avenue South/South Spokane Street	C	E [a]	C	E [a]
6th Avenue South/South Spokane Street	C	C	D	E [a]

[a] An affected intersection in the Build Alternative is expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project or, if it already operates at L.O.S. E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

4.3.3.4 Delridge Segment

Local, minor, and principal arterials would be affected by construction in the Delridge Segment. Road closures would range from partial road closures for short-term durations to full road closures for long-term durations depending on alternative. The Preferred Option DEL-6b would not have any long-term roadway closures during construction; however, 26th Avenue Southwest south of Southwest Andover Street would be fully closed during nights and weekends. Alternative DEL-7 would also have a key short-term closure (6 months) that would partially close the West Seattle Bridge at the guideway crossing (just south of the Southwest Andover Street pedestrian bridge).

Table 4-27 compares the key construction roadway closures in the Delridge Segment across all alternatives.

Table 4-27. Key Construction Roadway Closures for All Alternatives – Delridge Segment

Affected Street	Extents [a]	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station, North Alignment Option (DEL-1b)	Dakota Street Station (Lower Height) Alternative (DEL-2a)	Dakota Street Station (Lower Height), North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station (Lower Height) Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station (Lower Height) Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Construction Alternative (DEL-7)
Delridge Way Southwest (see Table 4-23 for closures of Delridge Way Southwest north of 23rd Avenue Southwest)	23rd Avenue Southwest to Southwest Dakota Street	**Not applicable**	Partial closure, 9 months Full closure, nights/week-ends	Partial closure, 9 months Full closures, nights/week-ends	Partial closure, 9 months Full closure, nights/week-ends	Partial closure, 9 months Full closure, nights/ weekends	Partial closure, 3 years Full closure, nights/week-ends (extends south of Southwest Dakota Street)	Partial closure, 3 years Full closure, nights/week-ends (extends south of Southwest Dakota Street)	Not applicable	Not applicable	Not applicable
Southwest Dakota Street	25th Avenue Southwest to Delridge Way Southwest	**Not applicable**	Full closure, nights/week-ends	Full closure, nights/ weekends	Full closure, nights/week-ends	Full closure, nights/week-ends	Full closure, 3 years	Full closure, 3 years	Not applicable	Not applicable	Not applicable
25th Avenue Southwest	Southwest Dakota Street to Southwest Genesee Street	**Not applicable**	Full closure, 4 years	Full closure, 4 years	Permanently closed	Permanently closed	Full closure, nights/week-ends	Full closure, nights/week-ends	Not applicable	Not applicable	Not applicable
Southwest Genesee Street	26th Avenue Southwest to Southwest Avalon Way	**Not applicable**	Full closure, 2 years	Full closure, 2 years	Full closure, nights/week-ends (only extends from 26th Avenue Southwest to 28th Avenue Southwest)	Partial closure, 9 months Full closure, nights/ weekends (only extends from 26th Avenue	Full closure, 2 years	Partial closure, 9 months Full closure, nights/week-ends (only extends from 26th Avenue	Not applicable	Not applicable	Not applicable

Affected Street	Extents [a]	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station, North Alignment Option (DEL-1b)	Dakota Street Station (Lower Height) Alternative (DEL-2a)	Dakota Street Station (Lower Height), North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station (Lower Height) Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station (Lower Height) Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Construction Alternative (DEL-7)
						Southwest to 30th Avenue Southwest)		Southwest to 28th Avenue Southwest)			
Southwest Genesee Street	Southwest Avalon Way to 32nd Avenue Southwest	**Not applicable**	Full closure, 3 years	Full closure, 3 years	Not applicable	Not applicable	Full closure, 3 years	Not applicable	Not applicable	Not applicable	Not applicable
Southwest Andover Street	26th Avenue Southwest to 28th Avenue Southwest	**Not applicable**	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Full closure, 2 years	Full closure, 2 years	Not applicable
Southwest Avalon Way	Southwest Yancy Street to Southwest Genesee Street	**Full closure, nights/week-ends (north of Southwest Yancy Street/South-west Andover Street)**	Full closure, nights/weekends (Southwest Avalon Way at Southwest Genesee Street intersection)	Partial closure, 9 months and full closure, nights/week-ends (Southwest Avalon Way north of Southwest Genesee Street)	Not applicable	Not applicable	Full closure, nights/week-ends (Southwest Avalon Way at Southwest Genesee Street intersection)	Not applicable	Full closure, 1 year	Full closure, nights/week ends (north of Southwest Yancy Street at Southwest Andover Street)	Full closure, nights/week-ends (north of Southwest Yancy Street at Southwest Andover Street)

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D.

[a] Extents listed do not include intersections unless specifically stated.

Some of the expected roadway closures would result in traffic diversions within the Delridge Segment. Table 4-28 summarizes the potential volumes diverted due to long-term arterial roadway closures, along with an estimated range of volumes diverted to other roadways in the Delridge area. The sections following Table 4-28 further describe the traffic effects for each of the Delridge Segment alternatives.

Table 4-28. Key Arterial Roadway Closure Traffic Diversion Summary – Delridge Segment

Alternative	Arterial Roadway Closure	Potential Volume Diversion (vehicles/hour in 2032 P.M. Peak Hour)	Potentially Affected Roadways [a]
DEL-6b, DEL-7	No long-term arterial closures	Not applicable	Not applicable
DEL-1 [a], DEL-1b, DEL-3	Southwest Genesee Street (26th Avenue Southwest to Southwest Avalon Way; portion from Southwest Avalon Way to 32nd Avenue Southwest is not designated as an arterial)	410 to 500	Southwest Andover Street Southwest Avalon Way Southwest Yancy Street 26th Avenue Southwest
DEL-3, DEL-4	Delridge Way Southwest (23rd Avenue Southwest to Southwest Dakota Street)	420 to 520	West Seattle Bridge [b] Southwest Genesee Street Southwest Avalon Way Southwest Genesee Street Southwest Andover Street 26th Avenue Southwest
DEL-5	Southwest Andover Street (26th Avenue Southwest to 28th Avenue Southwest) Southwest Avalon Way (Southwest Yancy Street to Southwest Genesee Street)	1,600 to 1,900	West Seattle Bridge [b] Delridge Way Southwest [b] Southwest Genesee Street 30th Avenue Southwest
DEL- 6a	Southwest Andover Street (26th Avenue Southwest to 28th Avenue Southwest)	180 to 220	Delridge Way Southwest [b] Southwest Genesee Street 26th Avenue Southwest Southwest Yancy Street

Note: Non-arterial roadway closures are not shown, as the potential volume diversion would be expected to be less than an arterial roadway closure.
[a] Most-likely-affected roadways are listed. Other roadways could be affected depending on final construction plans.
[b] Denotes a street that is anticipated to be at or near capacity during the p.m. peak hour in 2032.

Preferred Option DEL-6b and Alternative DEL-7

No long-term roadway closures are expected for the Preferred Option DEL-6b or Alternative DEL-7.

Other Build Alternatives and Design Options (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-5, DEL-5, DEL-6a)

Alternative DEL-1a would cross over Delridge Way Southwest for construction of the guideway over the street. Portions of Delridge Way Southwest would likely have short-term closures for this construction. The construction of the Delridge Station would require a long-term closure of 25th Avenue Southwest.

The construction of the guideway would require full closure of Southwest Genesee Street between 26th Avenue Southwest and Southwest Avalon Way. While the volumes on Southwest Genesee Street are moderate, this street provides one of the few east-west routes through the Delridge neighborhood. Traffic would likely be diverted to other arterial and local streets within the Youngstown neighborhood. The primary diversion routes would likely be Southwest Andover Street, Southwest Yancy Way, and Southwest Avalon Way, resulting in increased congestion at intersections along these routes. Local streets within Youngstown would also be affected, including 26th Avenue Southwest and 28th Avenue Southwest. Southwest Genesee Street would also be fully closed from Southwest Avalon Way to 32nd Avenue Southwest. This street segment is not designated as an arterial and has low traffic volumes, as it provides residential access to the neighborhood. Traffic would be diverted to either 35th Avenue Southwest to the south or Southwest Andover Street to the north.

Option DEL-1b would have impacts similar to Alternative DEL-1a along Delridge Way Southwest and in the vicinity of the Delridge Station. Although the guideway would be north of Southwest Genesee Street, construction activities would likely require the full closure of this street, including the segment from Southwest Avalon Way to 32nd Avenue Southwest. Diversion routes and affected intersections would be similar to Alternative DEL-1a.

Alternative DEL-2a would have construction activities similar to Alternative DEL-1a, although Southwest Genesee Street would likely only require short-term full closures on nights and weekends.

Option DEL-2b would have impacts similar to Alternative DEL-2a along Delridge Way Southwest and in the vicinity of the Delridge Station. Southwest Genesee Street could remain open except for short-term closures, with construction occurring on properties on the north side of Southwest Genesee Street.

Alternative DEL-3 would require construction closure of one to three lanes on Delridge Way Southwest from 23rd Avenue Southwest to Southwest Dakota Street. These lane closures would potentially divert up to a third of the traffic from Delridge Way Southwest to 35th Avenue Southwest and/or Southwest Avalon Way via the West Seattle Bridge. It is also anticipated that some traffic could divert away from Delridge Way Southwest using the parallel 26th Avenue Southwest to bypass the construction area. These diversions would create additional traffic and congestion along those streets. The two unsignalized intersections at 26th Avenue Southwest/Southwest Genesee Street and Southwest Yancy Street/Southwest Avalon Way would also experience increased delay for turning vehicles. This alternative would require closure of Southwest Genesee Street with impacts similar to those identified for Alternative DEL-1a. Construction of the Delridge Station would also close Southwest Dakota Street during construction, resulting in localized traffic diversions.

Alternative DEL-4 would have impacts similar to Alternative DEL-3 along Delridge Way Southwest. Southwest Genesee Street could remain open except for short-term closures to construct the guideway across this street.

Alternative DEL-5 construction would require a full closure of Southwest Andover Street (26th Avenue Southwest to 28th Avenue Southwest) and Southwest Avalon Way (Southwest Yancy Street to Southwest Genesee Street), likely during overlapping periods. This would result in a substantial diversion of vehicle trips within the Delridge area. The primary diversion routes would include Delridge Way Southwest, Southwest Genesee Street, and the West Seattle Bridge/Fauntleroy Way Southwest. The Southwest Genesee Street corridor would likely experience heavy congestion at both the Delridge Way Southwest and Southwest Avalon Way intersections. Traffic diverted to the West Seattle Bridge would likely increase congestion at the intersections of Fauntleroy Way Southwest with 35th Avenue Southwest and Southwest Avalon Way. Higher volumes on Delridge Way Southwest would also add to congestion at Southwest Andover Street, although volumes on Southwest Andover Street would be reduced. With these closures, access to the Nucor Steel property would be maintained. Southwest Yancy Street and Delridge Way Southwest would also be closed for short periods during nights and weekends for guideway construction over the roadway. Local access to properties within the Youngstown neighborhood would require diversions around the two closure areas.

Alternative DEL-6a would also require the full closure of Southwest Andover Street from 26th Avenue Southwest to 28th Avenue Southwest, although access to Nucor Steel would be retained. Closures to Southwest Avalon Way and Southwest Yancy Street would be short term. The traffic volumes on Southwest Andover Street are relatively low and would likely be diverted to Delridge Way Southwest, Southwest Genesee Street, and Southwest Avalon Way. Congestion could increase at the unsignalized intersections of Southwest Genesee Street/26th Avenue Southwest and Southwest Avalon Way/Southwest Yancy Street for diverted traffic needing to access the properties in the Youngstown neighborhood. Delridge Way Southwest would also be partially closed north of Southwest Andover Street for short periods for guideway construction over the roadway.

4.3.3.5 West Seattle Junction Segment

Construction in the West Seattle Junction Segment would range from partial road closures for short-term durations to potentially full road closures for long-term durations. Table 4-29 provides a summary of the major construction closures in the West Seattle Junction Segment for the Preferred Alternative. Figure 4-17 displays major construction closures for the Preferred Alternative.

Table 4-29. Key Preferred Alternative Construction Roadway Closures – West Seattle Junction Segment

Map Key	Affected Street	Extents [a]	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)
A	Fauntleroy Way Southwest	At Southwest Avalon Way/Station	Partial closure, 1.5 years
B	35th Avenue Southwest	West Seattle Bridge to Southwest Avalon Way	Full closure, 1 year [b]
C	41st Avenue Southwest	North of Southwest Alaska Street to Southwest Hudson Street	Full closure, 4 years

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D.

[a] Extents listed do not include intersections unless specifically stated.

[b] The 35th Avenue Southwest full closure would be coordinated to not overlap with the partial Fauntleroy Way Southwest closure.

Table 4-30 compares the key construction roadway closures in the West Seattle Junction Segment across all alternatives.

Table 4-30. Key Construction Roadway Closures for All Alternatives – West Seattle Junction Segment

Affected Street	Extents [a]	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Alternative (WSJ-1)	Elevated Fauntleroy Way Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
Fauntleroy Way Southwest	West Seattle Bridge/35th Avenue Southwest to Southwest Avalon Way	**Partial closure, 1.5 years (at Southwest Avalon Way)**	Full closure, nights/weekends (extends from West Seattle Bridge/35th Avenue Southwest to Southwest Oregon Street)	Full closure, nights/weekends	Partial closure, 1.5 years	Partial closure, 1.5 years	Partial closure, 9 months; Full closure, nights/ weekends	Partial closure, 1.5 years (at Southwest Avalon Way)	Not applicable
35th Avenue Southwest	West Seattle Bridge/ Fauntleroy Way Southwest to Southwest Avalon Way	**Full closure, 1 year [b]**	Full closure, nights/weekends	Full closure, nights/weekends	Full closure, 3 years	Full closure, 3 years	Full closure, nights/ weekends	Full closure, 1 year	Not applicable
36th Avenue Southwest	Southwest Genesee Street to Fauntleroy Way Southwest	**Not applicable**	Full closure, 1.5 years	Full closure, 3 years	Full closure, 3 years	Full closure, 3 years	Full closure, 9 months	Not applicable	Not applicable
Southwest Alaska Street	38th Avenue Southwest to Fauntleroy Way Southwest	**Not applicable**	Not applicable	Full closure, 3 years	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

Affected Street	Extents [a]	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Alternative (WSJ-1)	Elevated Fauntleroy Way Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
41st Avenue Southwest	North of Southwest Alaska Street to Southwest Hudson Street	**Full closure, 4 years**	Not applicable	Not applicable	Full closure, 4 years	Not applicable	Full closure, 4 years [c]	Full closure, 4 years	Full closure, 4 years
42nd Avenue Southwest	North of Southwest Alaska Street to Southwest Hudson Street	**Not applicable**	Partial closure, 9 months Full closure, nights/weekends [d]	Not applicable	Not applicable	Full closure, 4 years [e]	Not applicable	Not applicable	Not applicable
Southwest Edmunds Street	At 41st Avenue Southwest	**Full closure, 6 months**	Not applicable	Not applicable	Full closure, 4 years	Not applicable	Full closure, 4 years	Full closure, 4 years	Full closure, 4 years
Southwest Edmunds Street	At 42nd Avenue Southwest	**Not applicable**	Full closure, nights/weekends (west of 42nd Avenue Southwest)	Not applicable	Not applicable	Full closure, 4 years	Not applicable	Not applicable	Not applicable

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative. For the complete list, see Attachment N.1D.

[a] Extents listed do not include intersections unless specifically stated.

[b] The 35th Avenue Southwest full closure would be coordinated to not overlap with the partial Fauntleroy Way Southwest closure.

[c] Extends to south of Southwest Hudson Street; includes 1-year partial closure of Southwest Alaska Street east of 41st Avenue Southwest.

[d] Extent limited to block north of Southwest Edmunds Street.

[e] Includes 4-year partial closure of Southwest Hudson Street at 42nd Avenue Southwest.

Some of the expected roadway closures would result in traffic diversions within the West Seattle Segment. Table 4-31 summarizes the potential volumes diverted due to long-term arterial roadway closures, along with an estimated range of volumes diverted to other roadways in the West Seattle area. The sections following Table 4-31 further describe the traffic effects for each of the West Seattle Junction Segment alternatives.

Table 4-31. Key Arterial Roadway Closure Traffic Diversion Summary –West Seattle Junction Segment

Alternative	Arterial Roadway Closure	Potential Volume Diversion (vehicles/hour in 2032 P.M. Peak Hour)	Potentially Affected Roadways [a]
WSJ-2	Southwest Alaska Street (38th Avenue Southwest to Fauntleroy Way Southwest)	500 to 600	Fauntleroy Way Southwest [b] 38th Avenue Southwest
WSJ-3a, WSJ-3b, WSJ-5a, WSJ-5b	Fauntleroy Way Southwest (West Seattle Bridge to Southwest Avalon Way)	1,200 to 1,400	35th Avenue Southwest Southwest Alaska Street [b] Delridge Way Southwest [b] Southwest Avalon Way California Avenue Southwest Southwest Admiral Way West Marginal Way Southwest Highland Park Way Southwest 1st Avenue South Bridge [b]
WSJ-3a, WSJ-3b, WSJ-5a, WSJ-5b	35th Avenue Southwest (West Seattle Bridge to Southwest Avalon Way)	1,500 to 1,900	Fauntleroy Way Southwest [b] Southwest Alaska Street [b] Southwest Avalon Way California Avenue Southwest Southwest Admiral Way West Marginal Way Southwest Highland Park Way Southwest 1st Avenue South Bridge [b]

Note: Non-arterial roadway closures are not shown, as the potential volume diversion would be expected to be less than an arterial roadway closure.

[a] Most-likely-affected roadways are listed. Other roadways could be affected depending on final construction plans.

[b] Denotes a street that is anticipated to be at or near capacity during the p.m. peak hour in 2032.

Preferred Option WSJ-5b Construction Analysis

Detailed traffic operations analysis was completed for potential concurrent roadway closures for Preferred Option WSJ-5b. Two scenarios were evaluated in the West Seattle Junction Segment. A SimTraffic simulation model was created for the subarea to analyze traffic operations that allow for detailed representation of intersection delays and queuing along corridors when vehicles are diverted during roadway closures. Seventeen signalized or all-way stop intersections were evaluated within the study area. An intersection is considered affected by construction if the intersection L.O.S. worsens to L.O.S. E or F, or if the intersection already operates at L.O.S. E or F under 2032 no build conditions and delay increases more than 10 percent.

For the no build conditions scenario, SDOT's Fauntleroy Way Southwest Boulevard project was not assumed to be complete by the 2032 construction year. Two second leading pedestrian intervals were included in the pedestrian crossing timings at all signalized intersections.

Construction Scenario 3

Under Construction Scenario 3, the following concurrent construction-related closures are assumed:

- Partial closure of Southwest Alaska Street between 42nd Avenue Southwest and 40th Avenue Southwest to remove one bus-only travel lane in each direction
- Full closure of 41st Avenue Southwest from north of Southwest Alaska Street to south of Southwest Hudson Street, while allowing east-west through traffic on Southwest Alaska Street and Southwest Edmunds Street
- Full closure of 35th Avenue Southwest between Southwest Avalon Way and Fauntleroy Way Southwest

The route diversions for these closures are shown in Table 4-31 and include the conservative assumption that drivers would not divert outside of the study area nor shift to other travel modes or times of day. Depending on the closure, drivers are assumed to divert to California Avenue Southwest, Fauntleroy Way Southwest, or Southwest Avalon Way depending on their ultimate destination.

The following intersection and roadway changes were assumed in the analysis to accommodate the movement of vehicular traffic during the construction closures:

- Signal timing (cycle lengths and coordination offsets) were retimed and optimized along Fauntleroy Way Southwest and 35th Avenue Southwest to prioritize northbound traffic during the a.m. peak hour and southbound during the p.m. peak hour.
- 35th Avenue Southwest and Southwest Avalon Way:
  - Eliminated eastbound left-turn pocket
  - Reconfigured northbound approach with a single left-turn lane and single right-turn lane
  - Reconfigured westbound approach as a left-turn lane, shared through-left lane, and through lane; westbound left operates with protected-permitted signal phasing
- 35th Avenue Southwest and Fauntleroy Way Southwest:
  - Eliminated westbound left-turn pockets
  - Reconfigured southbound approach as a right-turn pocket and shared left-right-turn lane
- Southwest Avalon Way/Southwest Spokane Street:
  - Added protected phase for southbound left turning vehicles
- 42nd Avenue Southwest/Southwest Alaska Street:
  - Added protected-permitted phase for westbound left turning vehicles

Table 4-32 shows the L.O.S. and affected intersections for the a.m. peak hour and p.m. peak hour for Construction Scenario 3.

Table 4-32. 2032 Peak Hour Level of Service – West Seattle Junction Segment Construction Scenario 3

Intersection	No Build Scenario: A.M. Peak Hour	Construction Scenario 3: A.M. Peak Hour	No Build Scenario: P.M. Peak Hour	Construction Scenario 3: P.M. Peak Hour
44th Avenue Southwest/Southwest Alaska Street	A	A	A	A
42nd Avenue Southwest/Southwest Alaska Street	C	D	D	E [a]
42nd Avenue Southwest/Southwest Oregon Street	B	B	C	D
Fauntleroy Way Southwest/Southwest Avalon Way	C	B	C	C
35th Avenue Southwest/Southwest Avalon Way	F	E	E	C
California Avenue Southwest/Southwest Edmunds Street	D	D	F	F
Fauntleroy Way Southwest/Southwest Edmunds Street	B	E [a]	C	C
California Avenue Southwest/Southwest Oregon Street	C	C	C	C
Fauntleroy Way Southwest/Southwest Oregon Street	D	D	C	D
35th Avenue Southwest/Fauntleroy Way Southwest	D	C	D	F [a]
35th Avenue Southwest/Southwest Alaska Street	D	C	D	C
Fauntleroy Way Southwest/Southwest Alaska Street	D	E [a]	D	E [a]
Southwest Avalon Way/Southwest Genesee Street	C	D	D	F [a]
Southwest Avalon Way/Southwest Spokane Street	C	E [a]	C	D
California Avenue Southwest/Southwest Alaska Street	D	D	D	E [a]
42nd Avenue Southwest/Southwest Edmunds Street	A	A	D	C

[a] An affected intersection in the Build Alternative is expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project or, if it already operates at L.O.S. E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

Three intersections are affected during the a.m. peak hour. The increased demand on Fauntleroy Way Southwest would increase the congestion and queuing northbound at Southwest Alaska Street. The queuing extends back through Southwest Edmunds Street increasing the delay at that intersection. Operations would improve along 35th Avenue Southwest due to the diverted volumes to Fauntleroy Way Southwest. There would be increased queuing and congestion along Southwest Avalon Way because of the increased demand and the intersection of Southwest Avalon Way and Southwest Spokane Street would also be affected.

Five intersections would be affected during the p.m. peak hour. The increased demand on the West Seattle Bridge and Southwest Avalon Way would increase the congestion and queuing on these roadways. On Southwest Avalon Way, the rolling southbound queue from Southwest Genesee Street could extend back to Southwest Spokane Street at times during the p.m. peak hour. At 35th Avenue Southwest and Fauntleroy Way Southwest, the southbound queue could extend beyond Southwest Manning Street. On the West Seattle Bridge, the westbound queue extends more than a half mile from the intersection at 35th Avenue Southwest. The intersections of 42nd Avenue Southwest/Southwest Alaska Street and California Avenue Southwest/Southwest Alaska Street would also be affected.

In the simulation model, about 95 percent of the vehicles are able to enter the study area during the p.m. peak hour. This suggests that several hundred vehicles would likely switch travel modes, change travel times, or divert out of the study area to avoid congestion related to the closure. The potential diversion routes include Southwest Admiral Way, Delridge Way Southwest, West Marginal Way Southwest, Highland Park Way Southwest, and the 1st Avenue South bridge.

Construction Scenario 4

Under Construction Scenario 4, the following concurrent construction-related closures are assumed:

- Partial closure of Southwest Alaska Street between 42nd Avenue Southwest and 40th Avenue Southwest to remove one bus-only travel lane in each direction.
- Full closure of 41st Avenue Southwest from north of Southwest Alaska Street to south of Southwest Hudson Street, while allowing east-west through traffic on Southwest Alaska Street and Southwest Edmunds Street.
- Partial closure of the intersection at Fauntleroy Way Southwest and Southwest Avalon Way. One approach lane and one departure lane were assumed at each leg of the intersection. (Construction activities would close one quadrant of the intersection at a time; this analysis assumes that a consistent amount of vehicular capacity would be maintained during each quadrant closure).

The route diversions for these closures are shown in Table 4-31 and include the conservative assumptions that drivers would not divert outside of the study area nor shift travel modes or time of day. Depending on the closure, drivers are assumed to divert to California Avenue Southwest, 35th Avenue Southwest, or Southwest Avalon Way depending on their ultimate destination.

The following intersection and roadway changes were assumed in the analysis to accommodate the movement of vehicular traffic during the construction closures:

- Signal timing (cycle lengths and coordination offsets) were retimed and optimized along Fauntleroy Way Southwest and 35th Avenue Southwest to prioritize northbound traffic during the a.m. peak hour and southbound during the p.m. peak hour.
- 35th Avenue Southwest and Southwest Avalon Way:
    - Reconfigured westbound approach with a dual-left-turn pocket and shared through-right travel lane
- Southwest Avalon Way/Southwest Spokane Street:
    - Added protected phase for southbound left turning vehicles
- 42nd Avenue Southwest/Southwest Alaska Street:
    - Added protected-permitted phase for westbound left turning vehicles

Table 4-33 shows the L.O.S. and affected intersections for the a.m. peak hour and p.m. peak hour for Construction Scenario 4.

Table 4-33. 2032 A.M. Peak Level of Service – West Seattle Junction Segment Construction Scenario 4

Intersection	No Build Scenario: A.M. Peak Hour	Construction Scenario 4: A.M. Peak Hour	No Build Scenario: P.M. Peak Hour	Construction Scenario 4: P.M. Peak Hour
44th Avenue Southwest/Southwest Alaska Street	A	A	A	A
42nd Avenue Southwest/Southwest Alaska Street	C	C	D	E [a]
42nd Avenue Southwest/Southwest Oregon Street	B	B	C	C
Fauntleroy Way Southwest/Southwest Avalon Way	C	E [a]	C	F [a]
35th Avenue Southwest/Southwest Avalon Way	F	F [a]	E	F [a]
California Avenue Southwest/Southwest Edmunds Street	D	D	F	E
Fauntleroy Way Southwest/Southwest Edmunds Street	B	F [a]	C	D
California Avenue Southwest/Southwest Oregon Street	C	B	C	C
Fauntleroy Way Southwest/Southwest Oregon Street	D	F [a]	C	F [a]
35th Avenue Southwest/Fauntleroy Way Southwest	D	D	D	F [a]
35th Avenue Southwest/Southwest Alaska Street	D	F [a]	D	F [a]
Fauntleroy Way Southwest/Southwest Alaska Street	D	F [a]	D	F [a]
Southwest Avalon Way/Southwest Genesee Street	C	F [a]	D	F [a]
Southwest Avalon Way/Southwest Spokane Street	C	D	C	F [a]
California Avenue Southwest/Southwest Alaska Street	D	D	D	D
42nd Avenue Southwest/Southwest Edmunds Street	A	A	D	C

[a] An affected intersection in the Build Alternative is expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project or, if it already operates at L.O.S. E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

Seven intersections would be affected during the a.m. peak hour. Due to the routing changes, 650 additional vehicles are routed onto 35th Avenue Southwest between Southwest Alaska Street and Southwest Avalon Way. Even with these shifts, Fauntleroy Way Southwest and 35th Avenue Southwest would be over capacity and queuing and congestion would spill back throughout the study network. Lengthy queuing is expected at the following locations with the queue lengths extending through multiple upstream intersections:

- Northbound on Fauntleroy Way Southwest at Southwest Edmunds Street
- Northbound on 35th Avenue Southwest at Southwest Alaska Street
- Westbound on Southwest Avalon Way at 35th Avenue Southwest
- Southbound on 35th Avenue Southwest at Fauntleroy Way Southwest

In the simulation model, about 90 percent of the vehicles are able to enter the study area during the a.m. peak hour. This suggests that as many as 500 vehicles would likely switch travel modes, change travel times, or divert out of the study area to avoid congestion related to the closure. The potential diversion routes include Southwest Admiral Way, Delridge Way Southwest, West Marginal Way Southwest, Highland Park Way Southwest, and the 1st Avenue South bridge.

Similar to the a.m. peak hour, nine intersections would be affected during the p.m. peak hour. Due to the routing changes, there would be additional congestion and queuing westbound on the West Seattle Bridge. During the construction closure, the average delay for drivers would be over 4 minutes with extensive queuing onto the West Seattle Bridge from the intersection at 35th Avenue Southwest.

In the simulation model, about 90 percent of the vehicles are able to enter the study area during the p.m. peak hour. This suggests that as many as 500 vehicles would likely switch travel modes, change travel times, or divert out of the study area to avoid congestion related to the closure. The potential diversion routes include Southwest Admiral Way, Delridge Way Southwest, West Marginal Way Southwest, Highland Park Way Southwest, and the 1st Avenue South bridge.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, WSJ-6)

With Alternative WSJ-1, the short section of 36th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest would be closed during construction. Traffic could be diverted to 37th Avenue Southwest, the adjacent street, for access to southbound Fauntleroy Way Southwest.

Sections of Fauntleroy Way Southwest between 35th Avenue Southwest and Southwest Oregon Street would be closed on nights and weekends for guideway construction. Traffic effects would likely be minimal during these low volume times, although access to the West Seattle Bridge would be restricted, with trips likely diverted to 35th Avenue Southwest for this purpose. Short sections of Southwest Oregon Street, 39th Avenue Southwest, 40th Avenue Southwest, and 42nd Avenue Southwest would also have short-term closures with minimal effect on traffic conditions.

Alternative WSJ-2 would have similar construction effects as Alternative WSJ-1 except at the Alaska Junction Station area. Southwest Alaska Street would be closed during station construction between 38th Avenue Southwest and 39th Avenue Southwest. This section of Southwest Alaska Street has relatively low traffic volume but serves as a roadway connection between Alaska Junction and 35th Avenue Southwest. With the closure, a majority of the traffic would likely travel along Fauntleroy Way Southwest between Southwest Alaska Street and 35th Avenue Southwest, resulting in higher congestion levels at intersections with 38th Avenue Southwest, Southwest Oregon Street, and Southwest Avalon Way.

With Alternative WSJ-3a, there would be multiple roadway closures. 35th Avenue Southwest would be closed between Fauntleroy Way Southwest and Southwest Avalon Way and would divert over 1,700 p.m. peak hour vehicles. This roadway section is a key connection between the West Seattle Bridge and areas to the south along 35th Avenue Southwest and for north-south connections across Fauntleroy Way Southwest. The primary diversion routes could include Southwest Alaska Street, Southwest Avalon Way, and California Avenue Southwest. Vehicles could connect to either 37th Avenue Southwest or 38th Avenue Southwest for access to Fauntleroy Way Southwest. Intersections along these routes, several of which are unsignalized, would likely experience substantial increases in traffic delay. Increases in volumes along Fauntleroy Way Southwest between 38th Avenue Southwest and 35th Avenue Southwest would add to congestion in that corridor, which is a major freight and transit route. Traffic that normally would use 35th Avenue Southwest to travel into the North Admiral neighborhood would also likely divert across Southwest Alaska Street through the Alaska Junction. Traffic congestion would likely increase along these routes.

One to three lanes on Fauntleroy Way Southwest would be closed between the West Seattle Bridge and Southwest Avalon Street. Up to 1,300 p.m. peak hour vehicle trips would likely divert from Fauntleroy Way Southwest, which is a major truck street and provides access to the Fauntleroy – Vashon Island Ferry Terminal. Primary diversion routes would likely be along 35th Avenue Southwest (if open, depending on construction schedules) from Fauntleroy Way Southwest to Southwest Alaska Street and along Southwest Alaska Street from 35th Avenue Southwest to Fauntleroy Way Southwest. Efforts would be made to minimize any simultaneous closures of 35th Avenue Southwest and Fauntleroy Way Southwest. Delridge Way Southwest could also be a diversion route for traffic coming from the West Seattle Bridge heading further south within West Seattle. Congestion could increase at the Southwest Andover Street and Southwest Genesee Street intersections along this route. Traffic heading towards Alaska Junction could also divert from Fauntleroy Way Southwest west along Southwest Genesee Street and/or Southwest Dakota Street to California Avenue Southwest. However, if Alternative WSJ-3a connects to Option DEL-2b, there would be a multi-year full closure of Southwest Genesee Street between Fauntleroy Way Southwest and 37th Avenue Southwest.

The closures of the non-arterial roadways, 36th Avenue Southwest, 41st Avenue Southwest, and Southwest Edmunds Street, would create localized traffic diversions that could be adequately handled within the adjacent street system. Southwest Alaska Street at 41st Avenue Southwest would be partially closed for a few months during the construction of the cut-and-cover West Seattle Junction Station, although traffic along Southwest Alaska Street could be maintained.

The construction effects of Option WSJ-3b would be similar to those described for Alternative WSJ-3a except that the Alaska Junction effects would be along 42nd Avenue Southwest.

Alternative WSJ-4 would have similar construction effects as Alternative WSJ-3a. The partial closure of Fauntleroy Way Southwest and the full closure of 36th Avenue Southwest at the Avalon Station would be shorter in duration. 35th Avenue Southwest would also be closed, but only during nights and weekends, with fewer traffic effects. Closures and traffic effects at the Alaska Junction Station would be similar to Alternative WSJ-3a.

41st Avenue Southwest between Southwest Alaska Street and Southwest Hudson Street would be closed, creating localized traffic diversions. Southwest Edmunds Street at 41st Avenue Southwest would also be closed. There would be short-term partial closures of Southwest Alaska Street at the station location. Fauntleroy Way Southwest would also have closures of two to three lanes at the Avalon tunnel station. Traffic effects would be similar to Alternative WSJ-3a. Construction of this short section would add to localized peak hour congestion at this location, with some potential diversions to Delridge Way Southwest or Southwest Avalon Way.

With Alternative WSJ-5a, the roadway closures on 35th Avenue Southwest and Fauntleroy Way Southwest at the Avalon cut-and-cover station and on 41st Avenue Southwest at the Alaska Junction Station would result in traffic diversion effects similar to Preferred Option WSJ-5b.

With Alternative WSJ-6, there would be a full closure of 41st Avenue Southwest, which would create localized traffic diversions that could be adequately handled within the adjacent street system. Southwest Alaska Street at 41st Avenue Southwest would be partially closed for several months during the construction of the cut-and-cover Alaska Junction Station, although traffic along Southwest Alaska Street could be maintained.

4.4 Potential Mitigation Measures

4.4.1 Long-term Mitigation

Mitigation could be required at intersections where the intersection L.O.S. would not meet agreed-to project-specific L.O.S. thresholds when compared to the No Build Alternative. For Build Alternatives, affected intersections are identified and defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if the intersection already operates at L.O.S. E or F in the No Build Alternative have noticeably worse vehicle delays in the Build Alternative (10 percent or higher vehicle delay than in the No Build Alternative). Intersections that would be considered for potential mitigation measures would vary depending on the alternative in each segment and are noted in Table 4-34. In addition to the impacted intersections, the transit treatment measures that could be implemented to mitigate the permanent closure of the SODO Busway with Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b could potentially impact the arterial street system.

Sound Transit will continue to work with the City of Seattle and the Federal Transit Administration as project design progresses to minimize project-related intersection delays. Where additional project-related delays are unavoidable, Sound Transit will work with the City of Seattle to identify potential mitigation at the intersections identified in Table 4-34, with the intent of either meeting agreed-upon L.O.S. thresholds during the a.m. and p.m. peak hours or attaining a similar vehicle delay as the No Build Alternative.

The intersection mitigation treatments would likely vary depending on the intersection location and cause of the increased vehicular delay. At intersections or movements where the delay is the result of vehicular operations such as pick-up/drop-off activity or additional transit buses, mitigation measures could include corridor signal optimization, upgraded signal technologies, implementation of corridor intelligent transportation system strategies, traffic movement and turn restrictions, or added intersection capacity, where feasible. For intersections or movements where increased delay is due primarily to increased non-motorized activity associated with the station, mitigation could be focused instead on strategies such as signal optimization for pedestrians, intersection crossing enhancements, pedestrian and/or bicycle facility modifications, reducing conflicts between vehicles and non-motorized users, or wayfinding, with the goal of improving safety and providing more efficient movement of pedestrians and cyclists.

Final mitigation would be determined and agreed upon by Sound Transit and the City of Seattle, in coordination with the Federal Transit Administration, and may include Sound Transit contributing a proportionate share of costs to improve intersections based on the project's proportionate ratio of trips at the intersection or another equitable method.

The following sections describe mitigation measures that are being considered for specific impacted locations associated with all Build Alternatives including the Preferred Alternative. Mitigation measures to address that impact are described in Section 4.4.1.1, SODO Segment.

Table 4-34. Potentially Impacted Intersections to be Considered for Mitigation

Segment	Intersection	Alternative	Primary Cause(s) of Impact	Potential Mitigation
Delridge Segment	Southwest Dakota Street/Delridge Way Southwest	All Full Build Alternatives; All Alternatives (M.O.S.)	Increased pick-up/drop-off activity	See Section 4.4.1.2.
Delridge Segment	23rd Avenue Southwest/Delridge Way Southwest	Full Build and M.O.S.: Preferred Option DEL-6b, and Alternative DEL-7	New signal	See Section 4.4.1.2.
Delridge Segment	Southwest Genesee Street/Delridge Way Southwest	Full Build and M.O.S.: Preferred Option DEL-6b and Alternative DEL-7	Increased pick-up/drop-off activity	See Section 4.4.1.2.
Delridge Segment	Delridge Way Southwest/Southwest Andover Street	Full Build and M.O.S.: Alternative [a] DEL-1a, Option DEL-1b, Alternative [a] DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, and Alternative [a] DEL-6a	Increased pick-up/drop-off activity	See Section 4.4.1.2.
West Seattle Junction Segment	Fauntleroy Way Southwest/ 35th Avenue Southwest	All Build Alternatives except WSJ-6	Increased pick-up/drop-off activity	See Section 4.4.1.3.
West Seattle Junction Segment	Southwest Genesee Street/Southwest Avalon Way	Preferred Option WSJ-5b and Alternative WSJ-5a	Intersection revision to accommodate pick-up/drop-off activity	See Section 4.4.1.3.
West Seattle Junction Segment	Fauntleroy Way Southwest/ Southwest Alaska Street, Southwest Alaska Street/38th Avenue Southwest, Fauntleroy Way Southwest/38th Avenue Southwest, Southwest Oregon Street/38th Avenue Southwest, and Fauntleroy Southwest/Southwest Oregon Street	Alternative WSJ-2	Increased pick-up/drop-off activity	See Section 4.4.1.3.

4.4.1.1 SODO Segment

As described in Section 4.3.2.3, the mitigation measures being considered for 4th Avenue South to address the transit travel time impact of closing the SODO Busway could impact arterial operations. This impact could be avoided by implementing transit treatment measures that do not reduce the general-purpose traffic capacity of 4th Avenue South though that may result in trade-offs in the extent to which the transit travel time impact could be mitigated. Specific mitigation for the permanent closure of the SODO Busway would be determined through coordination between Sound Transit, City of Seattle, and King County Metro.

4.4.1.2 Delridge Segment

This section identifies potential mitigation measures for intersections that are expected to be impacted by the project. Potential intersection mitigation options below apply to the Build Alternatives identified in Table 4-34 including in the Preferred Alternative. While these measures could reduce the magnitude of the impact, any modifications would be coordinated with the City of Seattle to determine whether they are consistent with City priorities and preferrable given other trade-offs and modal priorities:

- Delridge Way Southwest and 23rd Avenue Southwest (Preferred Option DEL-6b and Alternative DEL-7)
  - The main cause of the traffic operations impact at this location is southbound delay during the p.m. peak hour as high volumes of vehicles exit the West Seattle Bridge. With the No Build Alternative, that southbound delay is associated with the Delridge Way Southwest/Southwest Andover Street signal as it is the first signalized intersection after exiting the bridge. By implementing a new signal upstream at 23rd Avenue Southwest, the southbound delay assigned to the Southwest Andover Street only includes the stretch of roadway between Southwest Andover Street and 23rd Avenue Southwest and the remaining delay is shifted to the 23rd Avenue Southwest signal. In other words, while the Preferred Alternative includes a new impact to this location, the broader effect on traffic operations would not differ substantially.
  - Although this intersection would experience increased levels of delay by becoming the new access point for Nucor Steel, the station area, and any associated TOD, it is expected to provide better circulation, safety, and traffic operations than if the Preferred Alternative did not include this new signal and circulation concept. This circulation concept has been developed in coordination with the City of Seattle and Metro and any modifications could create secondary impacts to other modes or conflict with agency priorities or policies. Sound Transit will continue to refine the station concept through final design in partnership with the City of Seattle and Metro and determine whether further mitigation to reduce vehicle delay is included in the project.
- Delridge Way Southwest and Southwest Andover Street (Alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, and DEL-6a)
  - The main cause of the traffic operations impact at this location is northbound delay during the a.m. peak hour as high volumes of vehicles access the West Seattle Bridge. To mitigate this impact, a second northbound lane south of Southwest Andover Street would be required. However, that may not be consistent with the City's priorities and preferrable given secondary effects to other modes. Sound Transit will continue to work with the City of Seattle and Metro regarding transit treatments and signal operations at this location and determine whether further mitigation to reduce vehicle delay is included in the project.
- Delridge Way Southwest and Southwest Dakota Street (All alternatives)
  - Vehicles turning from Southwest Dakota Street onto Delridge Way Southwest at this side-street stop control intersection would experience increased delay as they wait for gaps in traffic on Delridge Way Southwest. This impact could be mitigated by adding a signal at this location. Sound Transit will continue to work with the City of Seattle and Metro regarding transit treatments and signal operations at this location and determine whether further mitigation to reduce vehicle delay is included in the project.

- Delridge Way Southwest and Southwest Genesee Street (Preferred Option DEL-6b and Alternative DEL-7)
  - Adding an eastbound right-turn pocket on Southwest Genesee Street to allow more vehicles to move through the intersection during the eastbound green time would mitigate this impact.

4.4.1.3 West Seattle Junction Segment

This section identifies potential mitigation measures for intersections that are expected to be impacted by the project. Potential intersection mitigation options below apply to the Build Alternatives identified in Table 4-34 including the Preferred Alternative. While these measures could reduce the magnitude of the impact, any modifications would be coordinated with the City of Seattle to determine whether they are consistent with the City's priorities and preferrable given other trade-offs and modal priorities:

- Fauntleroy Way Southwest and 35th Avenue Southwest (Preferred Option WSJ-5b, and Alternatives WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, and WSJ-5a)
  - Adding an overlap phase to the northbound right turn during the westbound left phase, modifying the signal cycle length to 120 seconds, and/or maintaining a channelized right turn could potentially mitigate this impact. Sound Transit is coordinating with the City of Seattle and King County Metro to refine the intersection layout and signal operations to balance the needs of all modes. Effects to adjacent intersections whose signals are coordinated with this location would also need to be considered.
- Southwest Genesee Street and Southwest Avalon Way (Preferred Option WSJ-5b and Alternative WSJ-5a)
  - Revising the intersection to allow northbound left turns into the station area would result in increased delay for vehicles on Southwest Avalon Way. Modifying the signal cycle length to 120 seconds would mitigate the additional delay.

Five other intersections would be impacted only with Alternative WSJ-2. The locations and potential mitigation options are described below:

- Fauntleroy Way Southwest and Southwest Alaska Street
  - Intersection delays would increase with the additional pick-up/drop-off trips to and from the Alaska Junction Station. Increasing the westbound approach capacity from a shared westbound through/left-turn lane to a westbound left and separate westbound through lane would mitigate the additional delay.
- Southwest Alaska Street and 38th Avenue Southwest
  - Increased pick-up/drop-off trips would result in increased delay for vehicles turning from 38th Avenue Southwest onto Southwest Alaska Street. This could be mitigated by converting the intersection from side-street stop-controlled to all-way stop-controlled.
- Fauntleroy Way Southwest and 38th Avenue Southwest
  - Increased delays would be expected for vehicles turning left from 38th Avenue Southwest onto Fauntleroy Way Southwest. The increased intersection delays could be mitigated by restricting left turns from 38th Avenue Southwest.

- Southwest Oregon Street and 38th Avenue Southwest
  - Increased delays would be experienced by vehicles turning left from 38th Avenue Southwest onto Southwest Oregon Street. Converting the intersection from side-street stop-controlled to all-way stop-controlled would mitigate the delay.
- Fauntleroy Southwest and Southwest Oregon Street
  - Increasing the signal cycle length to 120 seconds would mitigate the impact of added delays from additional pick-up/drop-off vehicle trips through the intersection.

4.4.2 Construction Mitigation

4.4.2.1 Mitigation for All Build Alternatives

Sound Transit will develop a Construction Access and Traffic Management Plan for the project for whichever Build Alternative is selected. The plan would be developed as the project advances and include the overarching goals and objectives for the project's construction and the approach to partner agency coordination. It would include applicable mitigation commitments to be built by Sound Transit, finalized as part of the environmental documentation, as well as additional detail reflecting continued design for the project after the Final EIS. Components likely to be addressed in detail include maintaining business access; minimizing construction disruption during large events; providing alternate routes for freight, general traffic, and non-motorized access; parking management; pavement restoration as appropriate; and maintaining transit operations (such as bus and light rail).

Potential construction mitigation measures will be consistent with the applicable City requirements. Sound Transit would prepare traffic control plans during subsequent design phases to coordinate on how all modes of transportation would be maintained and address pedestrian and bicycle access and safety. Mitigation measures will follow the *Manual on Uniform Traffic Control Devices for Streets and Highways* (Federal Highway Administration 2009) and the City of Seattle *Traffic Control Manual* (City of Seattle 2012) for maintenance of traffic plans. Potential measures to minimize construction traffic impacts could include the following practices:

- Install advance warning signs and highly visible construction barriers and use flaggers where needed.
- Consider a variety of traffic and travel demand management strategies, such as supporting employer incentives or programs to use transit.
- Clearly sign and provide detour routes when streets are fully or partially closed for elevated guideway and trench construction. The contractor would be required to keep nearby parallel facilities open to facilitate access and mobility.
- For extended closures requiring substantial traffic detours, Sound Transit would coordinate with the City of Seattle to consider temporary physical treatments such as roadway rechannelization, traffic signals, and transit priority treatments.
- Use lighted or reflective signage to direct drivers to truck haul routes to ensure visibility during nighttime work hours. Use special lighting for work zones and travel lanes, where required.
- Communicate public information through tools such as print, radio, posted signs, websites, and email to provide information regarding street closures, hours of construction, business access, and parking impacts.

- Coordinate access closures with affected businesses and residents. If access closures are required, property access to residences and businesses would be maintained to the extent possible. If access to the property cannot be maintained, the specific construction activity would be reviewed to determine if it could occur during non-business hours, or if the parking and users of this access (e.g., deliveries) could be accommodated at an alternative location.
- Post advance notice signs prior to construction in areas where construction activities would affect access to surrounding businesses.
- Provide regular updates to schools, emergency service providers, local agencies, solid waste utilities, and postal services, and assist school officials in providing advance and ongoing notice to students and parents concerning construction activity near schools.
- Schedule traffic lane closures and high volumes of construction truck traffic during off-peak hours to minimize delays, where practical. In addition, closures of parallel arterials or access points would be coordinated with the goal of avoiding simultaneous closures.
- Cover potholes and open trenches, where possible, and use protective barriers to protect drivers from open trenches.
- To minimize potential freight impacts, coordinate with affected businesses throughout the construction period to notify them of lane and access closures and maintain business access as much as possible.
- Provide construction information to WSDOT for use in the state's freight notification system when construction activities could affect state facilities, such as State Route 99. Sound Transit would provide information in the format required by WSDOT.
- Coordinate with the City of Seattle and other relevant agencies to disseminate construction closure information to the public.

The above mitigation measures could decrease vehicle demand, particularly peak hour demand, through the construction areas. The travel demand management strategies would help to mitigate the traffic operations impacts expected during construction. In addition to the measures described above which apply to all Build Alternatives, the following section describes mitigation measures that are being considered for specific locations expected to be impacted by the Preferred Alternative. Although the following discussion reflects the construction closures expected with the Preferred Alternative, the types of measures would also apply to other alternatives, for example, signal timing revisions, lane reconfigurations, and transit treatments such as queue jumps.

4.4.2.2 Mitigation for the Preferred Alternative

SODO and Duwamish Segments

A VISSIM traffic microsimulation model was used to evaluate 4th Avenue South corridor operations under Construction Scenario 1 and 2. The results of the Construction Scenario 1 and 2 evaluations are described in Section 4.3.3.3.

For Construction Scenario 1, travel times on 4th Avenue South from South Spokane Street to the I-90 Westbound Off-Ramp could increase by 1 minute for vehicles, freight, and transit due to increased congestion between South Lander Street and South Holgate Street. Based on the mitigation options tested for the 2042 Build conditions in Section 4.3.2.3, a potential measure to minimize construction traffic impacts for buses could include constructing a northbound transit queue jump at 4th Avenue South/South Holgate Street, and a southbound transit queue jump at 4th Avenue South/South Lander Street. The VISSIM model indicated that the transit queue

jumps could reduce transit travel time by about 30 seconds, and result in up to 30 seconds of delay for vehicle and freight travel times along 4th Avenue South. The impact to 6th Avenue South/South Spokane Street may be mitigated with signal timing revisions including lengthening the cycle from 110 to 130 seconds.

For Construction Scenario 2, a transit improvement was incorporated into the analysis. The existing northbound bus stop just north of South Spokane Street was assumed to shift to a near-side stop in the northbound right-turn lane approaching the intersection, with a transit queue jump so that buses would not have to merge back into the northbound through lanes. With this transit treatment in place, travel times along 4th Avenue South for vehicles, freight, and transit were similar to no build conditions.

Delridge Segment

No location-specific construction impacts are expected with the Preferred Option DEL-6b and therefore no mitigation measures are identified.

West Seattle Junction Segment

The construction analysis described in Section 4.3.3.5 incorporates a variety of lane configuration and signal timing measures to improve traffic flow and minimize delay during the roadway closures required for Preferred Option WSJ-5b. As the project advances, Sound Transit will continue to refine its construction approach and seek ways to limit impacts on traffic operations. However, there are no additional location-specific mitigation measures identified at this time beyond those already included in the analysis.

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5 PARKING

5.1 Introduction

This chapter describes existing on- and off-street parking and curb use conditions along the West Seattle Link Extension Project (the project) corridor and around stations. It describes changes in parking supply or curb use restrictions with the No Build Alternative and Build Alternatives and documents parking supply and occupancy along streets in each station's vicinity to identify unrestricted parking that could be affected by light rail riders who park and commute by light rail (also known as hide-and-ride). Hide-and-ride parking could adversely affect local businesses and residents who rely on that parking. It also discusses temporary construction impacts such as loss of on- and off-street parking and construction worker parking.

Two study areas were evaluated to assess parking impacts: a near-project study area and a "hide-and-ride" study area. The near-project study area included streets within one block of the light rail alignment as well as within one block of each station. Potential permanent or temporary changes to curb use functions were assessed for the near-project study area. The hide-and-ride study area included all street segments and publicly available off-street lots (both paid and free parking) within a 0.25-mile walking distance from the Build Alternative stations. Parking data for this analysis were collected in fall 2019, prior to the COVID-19 pandemic. These included a detailed parking inventory (number of spaces by type) and midday occupancy surveys (number of vehicles parked) during the weekday.

The long-term parking effects analysis considered two types of parking impacts: (1) the amount of on-street parking eliminated by an alternative's station or alignment and (2) the potential for hide-and-ride parking near stations. Parking supply temporarily displaced by construction activities and restored after construction would be in addition to any parking identified to be permanently displaced. Potential mitigation measures to address parking impacts are also identified.

The project would result in temporary (construction period) and long-term impacts to parking supply along the project alignment. The following sections summarize the findings of this chapter.

5.1.1 Long-term Impact Key Findings

- The SODO Segment has the greatest number of potential permanent parking space removals from building the station and light rail alignment: 80 to 180 parking spaces, depending on the alternative. For Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, transit improvements on 4th Avenue South would be implemented to accommodate buses diverted from the SODO Busway. These transit improvements could remove 25 to 175 parking spaces on 4th Avenue South between South Holgate Street and South Spokane Street, which spans the SODO and Duwamish segments.
- Consistent with local comprehensive planning, Sound Transit will not construct park-and-ride facilities at any of the stations; therefore, there is a potential for hide-and-ride parking impacts. To mitigate the possibility of hide-and-ride impacts, Sound Transit would work with the City of Seattle to implement curb use management in proposed station areas where it does not already exist. This could include designating new Americans with Disabilities Act-compliant and loading spaces, or implementing restrictions to deter long-term parking.

5.1.2 Construction Impact Key Findings

- Most of the Build Alternatives would temporarily remove on-street parking spaces during construction of the guideway and stations.
- The greatest number of temporary parking removals (up to 260) would take place in the West Seattle Junction Segment.
- While some on-street truck parking would be temporarily removed in the Duwamish Manufacturing/Industrial Center, the preferred alternative would not affect the Port of Seattle's designated off-street truck parking lot at Terminal 25 South (with capacity for about 140 truck tractors).
- Early utility work to relocate the 230-kilovolt power lines from the SODO Busway to 6th Avenue South would temporarily remove parking along 6th Avenue South between South Spokane Street and South Massachusetts Street while new power poles are installed. A total of 363 parking spaces could be affected along the entire length of street, but only one block of spaces would be removed at any one time. This could be up to 100 spaces at a time in the SODO Segment and up to 85 spaces at a time in the Duwamish Segment.
- For Alternative SODO-2, transit improvements on 4th Avenue South would be implemented to accommodate buses diverted from the SODO Busway for the duration of construction on the SODO Busway. The closure period would be 5 years for West Seattle Link Extension construction; see Chapter 11, Cumulative Impacts, for a discussion of the combined effect with the Ballard Link Extension on the SODO Busway. These transit improvements could remove 25 to 175 parking spaces on 4th Avenue South between South Holgate Street and South Spokane Street, which spans the SODO and Duwamish segments. Note that the same effects would also apply to the other SODO alternatives discussed in Section 5.1.1, Long-term Impact Key Findings, but would be permanent in nature under those alternatives.
- Sound Transit would work with private parties and partner agencies to mitigate construction-period impacts. This could include Americans with Disabilities Act space relocation, increases to bus service, coordination with private lot owners, and management of construction worker parking.

5.2 Affected Environment

As noted in Section 5.1, Introduction, the project assessed parking conditions in a near-project study area and a hide-and-ride study area. The near-project study area included streets within one block of the light rail alignment and of each station, and the hide-and-ride study area extended 0.25-mile walking distance from the Build Alternative stations and included all on-street parking as well as off-street parking lots that the public could use for long-term parking. This included both facilities that are free or require payment. Parking lots that are reserved for a particular use, such as signed for customer or resident only, were not studied.

Within the hide-and-ride study area, Sound Transit collected detailed on-street and publicly available off-street parking inventory by space type and midday parking occupancy data on weekdays to assess the potential for hide-and-ride activity. This included detailed parking inventory (number of spaces by type), and midday occupancy surveys (number of vehicles parked) during the weekday. Parking data for this analysis were collected in fall 2019, prior to the COVID-19 pandemic.

Special-use curb zones in the near-project study area were documented to assess potential temporary or permanent loss of parking due to the project. The special-use curb zones studied include the following restriction types:

- Disabled parking space: Restricts space use to vehicles displaying a state disabled parking permit.
- General load zone: Allows loading/unloading people and/or goods by any vehicle.
- Commercial vehicle load zone: Restricts zone use to loading/unloading goods by vehicles with a commercial permit.
- Truck-only load zone: Restricts zone use to loading/unloading goods by vehicles licensed as trucks.
- Passenger load zone: Restricts zone use to loading/unloading passengers, and the driver must stay in the vehicle.

5.2.1 SODO Segment

The parking inventoried for the SODO Segment is shown on Figure 5-1. Table 5-1 presents the on-street parking supply and occupancy inventoried for the SODO Segment station areas, by alternative.

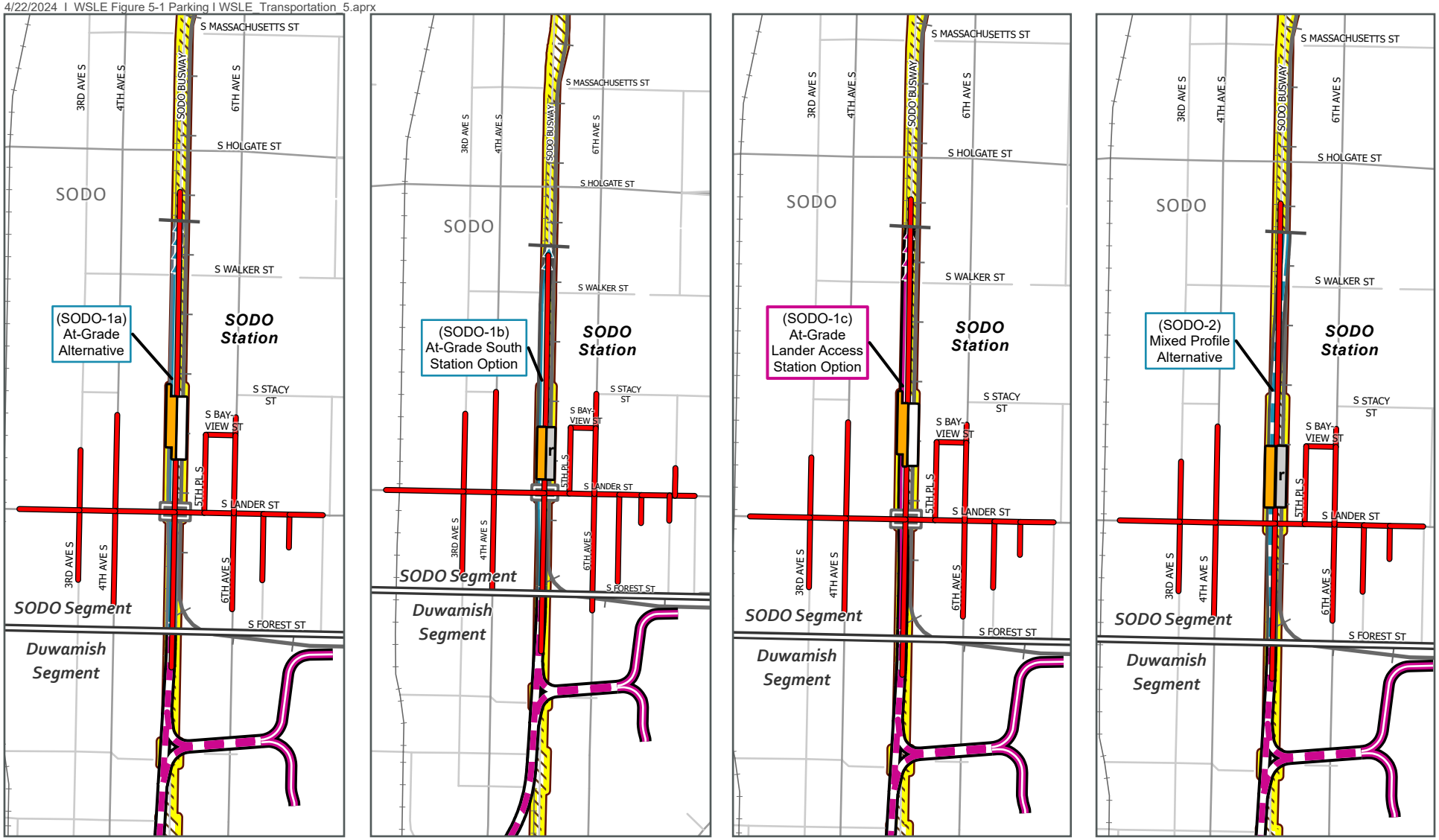
Table 5-1. Inventoried Station Area On-street Parking Supply and Occupancy in the SODO Segment

Alternatives and Design Options	Unrestricted Spaces	Restricted Spaces [a]	Total Spaces	Percent Occupied
Preferred At-Grade Lander Access Station Option (SODO-1c)	**173**	**65**	**238**	**65%**
At-Grade Alternative (SODO-1a)	173	65	238	65%
At-Grade South Station Option (SODO-1b)	245	71	316	64%
Mixed Profile Alternative (SODO-2)	245	71	316	64%

[a] Restricted spaces are signed to limit parking duration or type of vehicle.

Note: Reflects number of parking or loading stalls within 0.25 mile of each station alternative.

Within the near-project study areas, the special-use curb zone inventory identified ten general load zone spaces and four truck-only load zone spaces; there were no disabled parking space, commercial vehicle load zone, or passenger load zone spaces.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- On-Street Parking Study Area

FIGURE 5-1
Parking
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N

5.2.2 Duwamish Segment

Only the near-project streets were inventoried in the Duwamish Segment because there would be no stations to induce hide-and-ride parking. Within the near-project study areas, the special-use curb zone inventory identified one disabled parking space, two general load zone spaces, and three truck-only load zone spaces. Trucks and trailers are allowed to park on-street in the Duwamish Manufacturing/Industrial Center.

The Port of Seattle owns a surface truck parking lot at the south end of Terminal 25. Port-related tractors (the engine component of a tractor-trailer truck) are allowed to park in the lot between shifts and overnight. The lot has capacity for about 140 truck tractors, and an overnight count performed in January 2018 observed it to be 96 percent occupied (Heffron Transportation, Inc. 2018).

5.2.3 Delridge Segment

The parking study area for the Delridge Segment is shown on Figure 5-2. Table 5-2 presents the on-street parking supply and occupancy inventoried for the Delridge Segment station areas, by alternative.

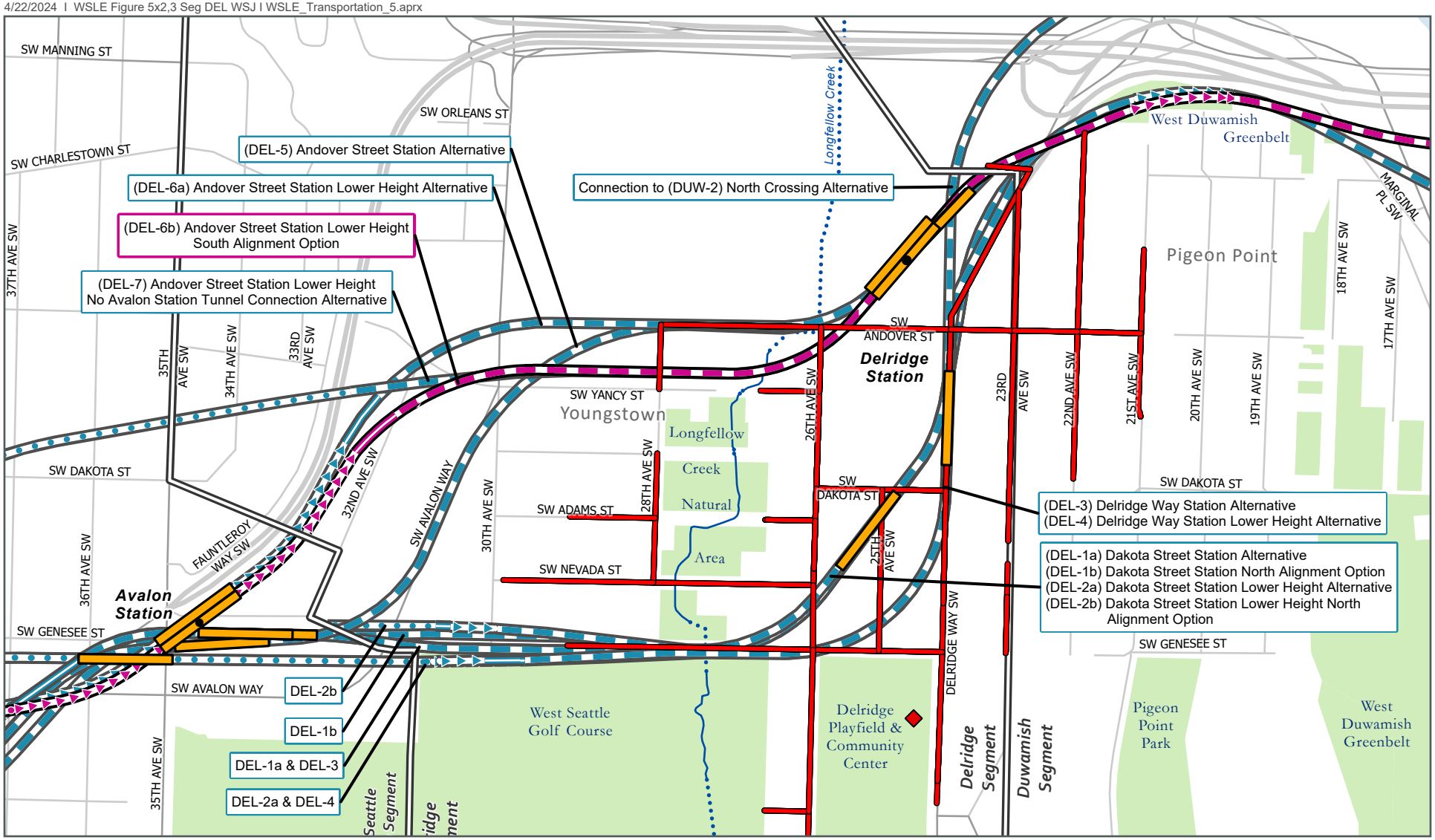
Table 5-2. Inventoried Station Area On-street Parking Supply and Occupancy in the Delridge Segment

Alternatives and Design Options	Unrestricted Spaces	Restricted Spaces [a]	Total Spaces	Percent Occupied
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**359**	**33**	**392**	**50%**
Dakota Street Station Alternative (DEL-1a)	353	73	426	59%
Dakota Street Station North Alignment Option (DEL-1b)	353	73	426	59%
Dakota Street Station Lower Height Alternative (DEL-2a)	353	73	426	59%
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	353	73	426	59%
Delridge Way Station Alternative (DEL-3)	324	73	397	57%
Delridge Way Station Lower Height Alternative (DEL-4)	324	73	397	57%
Andover Street Station Alternative (DEL-5)	359	33	392	50%
Andover Street Station Lower Height Alternative (DEL-6a)	359	33	392	50%
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	359	33	392	50%

[a] Restricted spaces are signed to limit parking duration or type of vehicle.

There is one off-street 38-space public parking lot in the study area, at the Delridge Community Center and Skate Park.

Within the near-project study areas, the special-use curb zone inventory identified up to one disabled parking space, one general load zone space, no commercial vehicle load zone spaces, one truck-only load zone space, and two passenger load zone spaces.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Public Off-Street Parking
- On-Street Parking Study Area

FIGURE 5-2
Parking
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

5.2.4 West Seattle Junction Segment

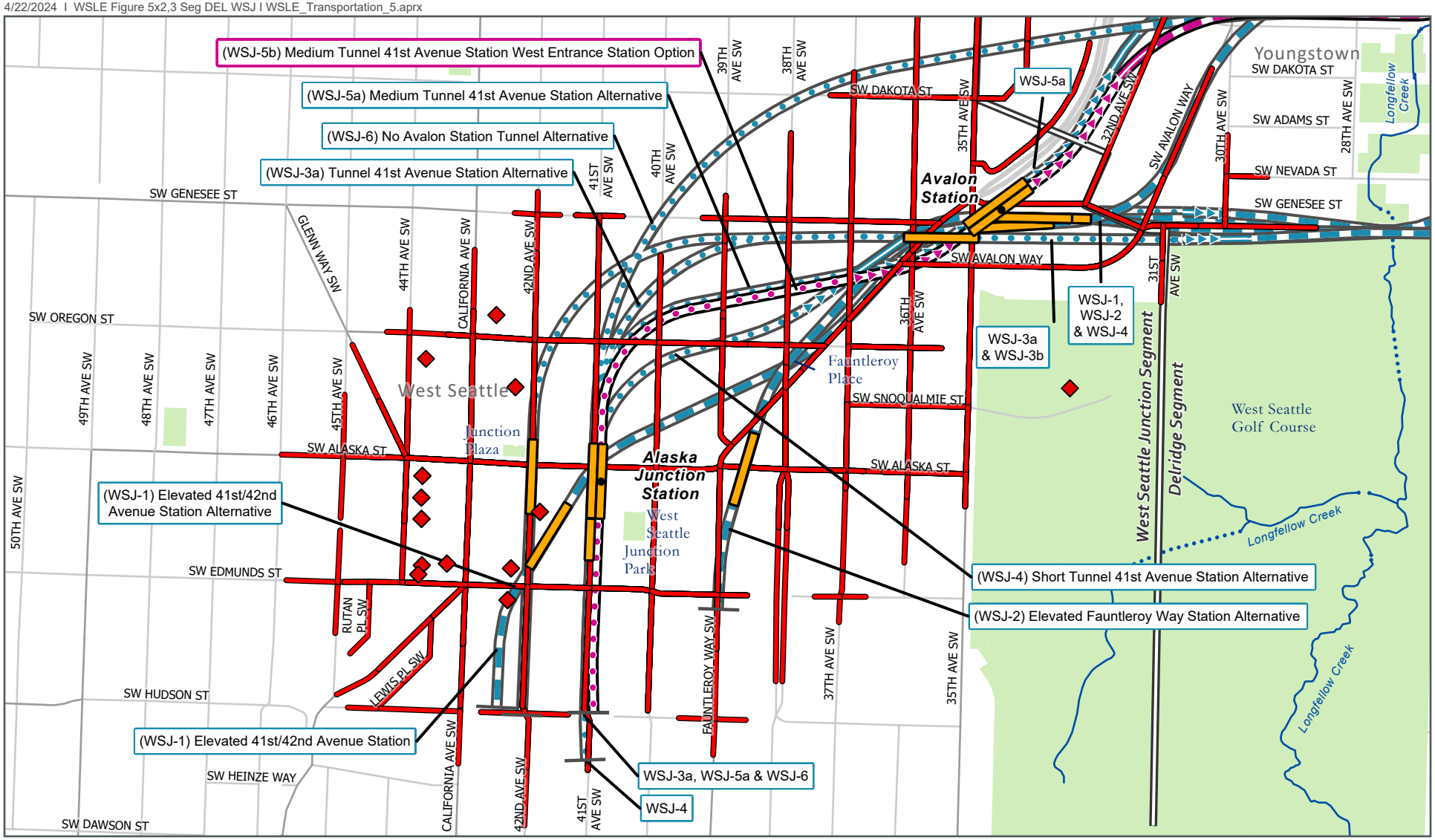
The parking study area for the West Seattle Junction Segment is shown on Figure 5-3. This segment includes the Avalon and Alaska Junction stations. Table 5-3 presents the on-street parking supply and occupancy inventoried for the West Seattle Junction Segment station areas by alternative.

Table 5-3. Inventoried Station Area On-Street Parking Supply and Occupancy in the West Seattle Junction Segment

Alternatives and Design Options	Unrestricted Spaces	Restricted Spaces [a]	Total Spaces	Percent Occupied
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b): Avalon Station	**590**	**277**	**867**	**55%**
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b): Alaska Junction Station	**263**	**756**	**1019**	**64%**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1): Avalon Station	629	102	731	52%
Elevated 41st/42nd Avenue Station Alternative (WSJ-1): Alaska Junction Station	242	731	973	62%
Elevated Fauntleroy Way Station Alternative (WSJ-2): Avalon Station	629	102	731	52%
Elevated Fauntleroy Way Station Alternative (WSJ-2): Alaska Junction Station	471	507	978	67%
Tunnel 41st Avenue Station Alternative (WSJ-3a): Avalon Station	590	277	867	55%
Tunnel 41st Avenue Station Alternative (WSJ-3a): Alaska Junction Station	263	756	1019	64%
Tunnel 42nd Avenue Station Option (WSJ-3b): Avalon Station	590	277	867	55%
Tunnel 42nd Avenue Station Option (WSJ-3b): Alaska Junction Station	132	851	983	61%
Short Tunnel 41st Avenue Station Alternative (WSJ-4): Avalon Station	629	102	731	52%
Short Tunnel 41st Avenue Station Alternative (WSJ-4): Alaska Junction Station	263	756	1019	64%
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a): Avalon Station	590	277	867	55%
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a): Alaska Junction Station	263	756	1019	64%
No Avalon Station Tunnel Alternative (WSJ-6): Alaska Junction Station [b]	263	756	1019	64%

[a] Restricted spaces are signed to limit parking duration or type of vehicle.

[b] Parking information for Alternative WSJ-6 is only provided for the Alaska Junction Station because the alternative does not include an Avalon station.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Public Off-Street Parking
- On-Street Parking Study Area

FIGURE 5-3
Parking
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N

There is one public parking lot within the Avalon Station study area of all eight segment alternatives. The 249-space lot serves users of the West Seattle Stadium and Golf Course. It has restrictions such as time limits or payment requirements.

Within the near-project study areas, the special-use curb zone inventory identified up to 10 disabled parking spaces, 20 general load zone spaces, no commercial vehicle load zone spaces, 3 truck-only load zone spaces, and 10 passenger load zone spaces.

5.3 Environmental Impacts

Potential long-term parking impacts for the project alternatives would be from the potential for hide-and-ride parking near light rail stations and the removal of parking along the alternative alignments and near the stations, both permanently and temporarily during construction.

5.3.1 No Build Alternative

The No Build Alternative would not remove on-street or off-street parking or change parking characteristics in the study area.

5.3.2 Build Alternatives

5.3.2.1 Long-term Impacts

Impacts Common to All Alternatives

All the proposed West Seattle Link Extension stations are currently surrounded by areas of unrestricted parking that could be used by light rail riders to park and commute elsewhere. This hide-and-ride parking could adversely affect local businesses and residents who rely on that parking for other purposes. Consistent with current practice in Seattle's existing light rail station areas, Sound Transit expects that the Seattle Department of Transportation would manage parking within the vicinity of new stations by placing restrictions (including time limits or permit restrictions) where they do not already exist. Operators of off-street parking facilities near stations might choose to change their pricing structures or implement parking management strategies to ensure an adequate supply of parking for their tenants and customers.

Sound Transit would not create new parking at any stations to accommodate light rail riders. Trip generation and traffic analysis performed for the project assumes no long-term parking by commuters and that curb use management in the vicinity of new light rail stations would discourage such parking. Therefore, long-term parking impacts surrounding the stations could occur if existing unrestricted parking accommodates hide-and-ride parking or if there is permanent removal of parking spaces by the project.

Sound Transit identified potential long-term parking impacts, where parking spaces would be permanently removed for project use at the new station locations and along the alignments. These are described further in the following segment-specific discussions.

All Build Alternatives would remove parking along 4th Avenue South between South Holgate Street and South Spokane Street in the SODO and Duwamish segments, where new transit improvements would be implemented to accommodate buses diverted off of the SODO Busway. As discussed in Chapter 3, Transit, the different types of improvements being considered include queue jump lanes, business access and transit lanes, and freight and transit lanes. The number of parking stalls affected by the transit improvements could range from 25 to 175 on-street parking spaces, including up to four general load zone spaces. The removal could be permanent for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b,

because the rail alignment would eliminate the SODO Busway. For Alternative SODO-2, parking on 4th Avenue South would be a long-term construction-related removal for the duration of construction on the SODO Busway. The closure period for Alternative SODO-2 would be 5 years for construction of the West Seattle Link Extension. Sound Transit is also planning the Ballard Link Extension, which is a light rail extension from SODO Station to Ballard that would require a closure of the SODO Busway during construction. See Chapter 11 for a discussion of the combined effect on the SODO Busway. Chapter 3 provides further information about the transit improvements on 4th Avenue South.

SODO Segment

Table 5-4 shows the number of on-street parking spaces that would be permanently removed by the SODO Segment alternatives.

Table 5-4. Permanent Parking Removal in the SODO Segment

Alternatives and Design Options	On-street Parking Permanently Removed (Spaces)
Preferred At-Grade Lander Access Station Option (SODO-1c)	**80 to 180 [a]**
At-Grade Alternative (SODO-1a)	85 to 195 [a]
At-Grade South Station Option (SODO-1b)	55 to 155 [a]
Mixed Profile Alternative (SODO-2)	25 to 35

[a] Includes parking spaces permanently removed on 4th Avenue South between South Holgate Street and South Forest Street due to transit improvements. The various treatments could remove between 25 and 110 spaces in the SODO Segment.

Preferred Option (SODO-1c)

Preferred Option SODO-1c would permanently remove 55 to 70 spaces removed on 5th Place South, South Bayview Street, and South Lander Street to accommodate the station and rail alignment. No public off-street parking would be removed with this alternative. The preferred option would permanently remove ten general load zone spaces and four truck-only load zone spaces in the station area.

For Preferred Option SODO-1c, transit improvements on 4th Avenue South would be implemented to accommodate buses diverted from the SODO Busway. Freight and transit lanes in both directions could permanently remove up to 110 parking spaces on 4th Avenue South between South Holgate Street and South Forest Street; transit queue jump lanes at select intersections could eliminate up to 75 parking spaces, and a northbound bus and transit lane with southbound queue jump lanes could remove 25 parking spaces. This includes up to four general load zone spaces.

Other Build Alternatives (SODO-1a, SODO-1b, and SODO-2)

Alternative SODO-1a removes slightly more parking than Preferred Option SODO-1c; it would remove an additional 5 to 15 spaces that would be converted to station passenger or bus load zones on 4th Avenue South and 5th Place South. Alternative SODO-1a would remove the same number of special-use spaces as Preferred Option SODO-1c: it would permanently remove eleven general load zone spaces and four truck-only load zone spaces.

Option SODO-1b would remove slightly fewer parking spaces than Preferred Option SODO-1c. It would convert 10 to 15 spaces to station passenger or bus load zones on 4th Avenue South and 5th Place South and would remove 20 to 30 spaces on South Holgate Street and South Lander Street to accommodate the station and rail alignment. This option would remove two general load zone spaces and one truck-only load zone space near the station, as well as one general load zone on 4th Avenue South.

Alternative SODO-2 would convert 25 to 35 spaces on 4th Avenue South and 5th Place South to station passenger or bus load zones. However, it would not affect other on-street parking in the station area. No special-use spaces would be permanently affected.

No public off-street parking would be removed with these alternatives.

Duwamish Segment

Table 5-5 shows the number of on-street parking spaces that would be permanently removed by the Duwamish Segment alternatives.

Table 5-5. Permanent Parking Removal in the Duwamish Segment

Alternatives and Design Options	On-street Parking Permanently Removed (spaces)
Preferred South Crossing Alternative (DUW-1a)	**Up to 65 [a]**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	Up to 65 [a]
North Crossing Alternative (DUW-2)	5 to 80 [a]

[a] Includes up to 65 parking spaces permanently removed on 4th Avenue South between South Forest Street and South Spokane Street due to transit improvements if Preferred Option SODO-1c, Alternative SODO-1a, or Option SODO-1b is selected.

Preferred Alternative (DUW-1a)

If Preferred Option SODO-1c, Alternative SODO-1a, or Option SODO-1b is selected, there would be permanent parking removal within the Duwamish Segment regardless of which Duwamish Segment alternative is selected. With those SODO Segment alternatives, transit improvements on 4th Avenue South would be implemented to accommodate buses diverted from the SODO Busway. These transit improvements could permanently remove up to 65 parking spaces on 4th Avenue South between South Forest Street and South Spokane Street. No special-use spaces would be permanently affected. No other spaces would be permanently removed with Preferred Alternative DUW-1a.

Other Build Alternatives (DUW-1b and DUW-2)

Option DUW-1b would have the same permanent parking removals as Preferred Alternative DUW-1a. In addition to the potential parking removal resulting from the SODO Segment alternatives, Alternative DUW-2 would remove 5 to 15 on-street spaces on South Hinds Street to accommodate the rail alignment. No special-use spaces would be permanently affected.

Delridge Segment

Table 5-6 shows the number of on-street parking spaces that would be permanently removed by the Delridge Segment alternatives.

Table 5-6. Permanent Parking Removal in the Delridge Segment

Alternatives and Design Options	On-street Parking Permanently Removed (spaces)
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b) [a]	**30 to 40**
Dakota Street Station Alternative (DEL-1a)	5 to 15
Dakota Street Station North Alignment Option (DEL-1b)	5 to 15
Dakota Street Station Lower Height Alternative (DEL-2a)	15 to 25
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	20 to 30
Delridge Way Station Alternative (DEL-3)	5 to 15
Delridge Way Station Lower Height Alternative (DEL-4)	5 to 15
Andover Street Station Alternative (DEL-5) [a]	0
Andover Street Station Lower Height Alternative (DEL-6a) [a]	0
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7) [a]	20 to 30

[a] Since parking data were collected in 2019, the Seattle Department of Transportation has reconfigured Southwest Andover Street, Southwest Yancy Street, and Southwest Avalon Way. The resulting parking changes along these streets were taken into consideration when determining long-term impacts.

Preferred Option (DEL-6b)

Preferred Option DEL-6b would remove 30 to 40 on-street parking spaces on 32nd Avenue Southwest. No public off-street parking would be removed with this alternative and no special-use spaces would be permanently affected.

Other Build Alternatives (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

Alternative DEL-1a and Option DEL-1b would convert 5 to 15 spaces on Southwest Dakota Street, 26th Avenue Southwest, and 25th Avenue Southwest to station passenger or bus loading zones at the station.

Alternative DEL-2a would convert up to 5 spaces on Southwest Dakota Street to station passenger or bus loading zones at the station and would remove an additional 10 to 20 spaces on 25th Avenue Southwest south of Southwest Dakota Street to accommodate the rail or station alignment. Option DEL-2b would remove these same spaces plus up to 5 more spaces along 25th Avenue Southwest south of Southwest Dakota Street.

Alternative DEL-3 and Alternative DEL-4 would convert 5 to 15 spaces on Southwest Dakota Street and 23rd Avenue Southwest to station passenger or bus loading zones at the station.

Sound Transit expects that Alternative DEL-5 and Alternative DEL-6a would not result in any parking removed to accommodate the station or rail alignment.

Alternative DEL-7 is expected to remove 20 to 30 spaces along 32nd Avenue Southwest to accommodate the rail alignment.

None of the alternatives would remove public off-street parking spaces or special-use spaces.

West Seattle Junction Segment

Table 5-7 shows the number of on-street parking spaces that would be permanently removed by the West Seattle Junction Segment alternatives. Off-street parking impacts are also noted in the table footnotes.

Table 5-7. Permanent Parking Removal in the West Seattle Junction Segment

Alternatives and Design Options	On-street Parking Permanently Removed (spaces)
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**10 to 20**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	10 to 20 [a]
Elevated Fauntleroy Way Station Alternative (WSJ-2)	10 to 20
Tunnel 41st Avenue Station Alternative (WSJ-3a)	10 to 20
Tunnel 42nd Avenue Station Option (WSJ-3b)	15 to 25 [b]
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	45 to 60
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	Up to 10
No Avalon Station Tunnel Alternative (WSJ-6)	Up to 10

[a] An additional 210 public off-street parking spaces would also be removed with Alternative WSJ-1.

[b] An additional 230 public off-street parking spaces would also be removed with Option WSJ-3b.

Preferred Option (WSJ-5b)

Preferred Option WSJ-5b would convert 10 to 20 spaces to station passenger or bus loading zones along 41st Avenue Southwest and 40th Avenue Southwest. No public off-street parking spaces would be removed. No special-use spaces would be permanently affected.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, and WSJ-6)

Alternative WSJ-1 would convert 10 to 20 spaces to station passenger loading zones on Southwest Genesee Street, 42nd Avenue Southwest, and 41st Avenue Southwest. This alternative would also remove 210 public off-street spaces: 174 spaces in the 4704 42nd Avenue Southwest lot, 8 spaces in the 4200 Southwest Edmunds Street lot, and 28 spaces in the 4810 42nd Avenue Southwest lot.

Alternative WSJ-2 would convert 10 to 20 spaces to station passenger loading zones on Southwest Alaska Street and 38th Avenue Southwest. No public off-street parking would be removed with this alternative.

Alternative WSJ-3a would convert 10 to 20 spaces to station passenger loading zones on Southwest Genesee Street and 40th Avenue Southwest. No public off-street parking would be removed with this alternative.

Option WSJ-3b would convert 15 to 25 spaces to station passenger loading zones on 41st Avenue Southwest and 42nd Avenue Southwest. This option would also remove 230 public off-street spaces: 174 spaces in the 4704 42nd Avenue Southwest lot and 56 spaces in the south section of the parking lot just north of 4545 Alaska House.

Alternative WSJ-4 would convert 15 to 20 spaces to station passenger loading zones on 40th Avenue Southwest, 41st Avenue Southwest, and Southwest Genesee Street. This alternative would also remove 30 to 40 spaces along 37th Avenue Southwest and 38th Avenue Southwest along the guideway. No public off-street parking would be removed with this alternative.

Alternative WSJ-5a and Alternative WSJ-6 would convert up to 10 spaces to station passenger loading zones along 41st Avenue Southwest and 40th Avenue Southwest. No public off-street parking would be removed with these alternatives.

No special-use spaces would be permanently affected by these alternatives.

5.3.2.2 Construction Impacts

This section identifies potential temporary parking impacts during construction with each project Build Alternative, as well as the potential for construction workers to park near the construction areas. The temporary parking impacts are in addition to permanent parking losses described in Section 5.3.2.1, Long-term Impacts, or parking lost through property acquisition. Tables 5-8 through 5-11 present the potential temporary removal of parking during construction of the guideway and stations, which also includes parking that may be used as staging or storage areas. The number of spaces listed is the total amount that could be removed during construction, even if those removals do not occur simultaneously. Additional short-term removal of parking could be needed during night or weekend construction beyond those areas depending on the construction activities. Parking would be restored after construction is complete. For information on key roadway construction closures, including extents and durations, refer to Section 4.3.3, Construction Impacts.

Impacts Common to All Alternatives

Sound Transit expects that construction employee vehicles could park within the construction staging areas. Without mitigation, construction workers could also park on local streets and arterials near construction sites where parking is unrestricted.

All alternatives would temporarily remove on-street parking spaces along 6th Avenue South between South Massachusetts Street and South Spokane Street during relocation of the 230-kilovolt power lines. This portion of 6th Avenue South, which is in both the SODO and Duwamish segments, has an estimated 363 parking stalls on both sides of the street and includes 12 general load zone spaces, 2 truck-only load zone spaces, and 1 disabled parking space. Parking would likely be temporarily removed for each block while new power pole foundations are installed, and access to all spaces on a block could be restricted when the street is closed to erect the poles using a crane. Each affected street segment could have up to 100 stalls that are removed simultaneously. Parking would be restored after construction is complete.

SODO Segment

Table 5-8 shows the number of on-street parking spaces that would be temporarily removed by the SODO Segment alternatives. These are in addition to the permanent parking removals described in Section 5.3.2.1.

Table 5-8. Temporary Parking Removal in the SODO Segment

Alternatives and Design Options	On-street Parking Temporarily Removed during Construction (spaces) [a]
Preferred At-Grade Lander Access Station Option (SODO-1c)	**0 to 105**
At-Grade Alternative (SODO-1a)	0 to 105
At-Grade South Station Option (SODO-1b)	15 to 125
Mixed Profile Alternative (SODO-2)	25 to 225 [b]

[a] Includes parking spaces temporarily removed on 6th Avenue South for 230-kilovolt relocation for all alternatives. Approximately 280 parking spaces in the SODO Segment could be affected, but only about 100 spaces at a time would be removed.

[b] Includes parking spaces temporarily removed on 4th Avenue South between South Holgate Street and South Forest Street due to transit improvements. The various treatments could remove between 25 and 110 spaces in the SODO Segment.

Preferred Option (SODO-1c)

Preferred Option SODO-1c would temporarily remove up to 100 parking spaces at a time during relocation of the 230-kilovolt power lines, plus 5 on-street parking spaces near the station.

Other Build Alternatives (SODO-1a, SODO-1b, and SODO-2)

Alternative SODO-1a would have similar parking removals as Preferred Option SODO-1c.

Option SODO-1b would remove slightly more parking during construction than Preferred Option SODO-1c, with an additional 15 to 20 on-street parking spaces removed along both sides of 5th Place South between South Lander Street and South Bayview Street during construction. This includes removal of four general load zone spaces and three truck-only load zone spaces.

Potential mitigation for Alternative SODO-2 would implement temporary transit improvements on 4th Avenue South to accommodate buses diverted from the SODO Busway for the duration of construction. The closure period would be 5 years for West Seattle Link Extension construction. Note that the same effects would also apply to the other SODO alternatives, but would be permanent in nature under those alternatives. Sound Transit is also planning the Ballard Link Extension, which is a light rail extension from SODO Station to Ballard that would require a closure of the SODO Busway during construction. See Chapter 11 for a discussion of the combined effect on the SODO Busway. These transit improvements could remove up to 110parking spaces on 4th Avenue South between South Holgate Street and South Forest Street. In addition to removals described for Preferred Option SODO-1c, Alternative SODO-2 would temporarily remove up to 10 on-street parking spaces along the east side of 5th Place South between South Lander Street and South Bayview Street during construction.
This includes removal of four general load zone spaces and three truck-only load zone spaces.

Duwamish Segment

Table 5-9 shows the number of on-street parking spaces that would be temporarily removed by the Duwamish Segment alternatives.

Table 5-9. Temporary Parking Removal in the Duwamish Segment

Alternatives and Design Options	On-street Parking Temporarily Removed during Construction (spaces) [a]
Preferred South Crossing Alternative (DUW-1a)	**40 to 205** [b]
South Crossing South Edge Crossing Alignment Option (DUW-1b)	40 to 205 [b]
North Crossing Alternative (DUW-2)	90 to 275 [b, c]

[a] Includes parking spaces temporarily removed on 6th Avenue South for 230-kilovolt relocation for all alternatives. About 85 parking spaces in the Duwamish Segment could be affected at one time.

[b] Includes up to 65 parking spaces temporarily removed on 4th Avenue South between South Forest Street and South Spokane Street due to transit improvements if Alternative SODO-2 is selected.

[c] Alternative DUW-2 would temporarily displace the Terminal 25 South truck parking lot, which can accommodate about 140 truck tractors.

Preferred Alternative (DUW-1a)

Preferred Option DUW-1a would temporarily remove up to 85 parking spaces at a time during relocation of the 230-kilovolt power lines, plus 40 to 55 on-street parking spaces along 6th Avenue South between South Forest Street and South Horton Street during construction of the rail alignment. There would be no additional removals of special-use spaces during construction. If Alternative SODO-2 is selected, there would be temporary parking removal in the Duwamish Segment regardless of which Duwamish Segment alternative is selected. Alternative SODO-2 would implement temporary transit improvements on 4th Avenue South to accommodate buses diverted from the SODO Busway for the duration of construction. These transit improvements could remove up to 65 parking spaces on 4th Avenue South between South Forest Street and South Spokane Street.

Other Build Alternatives (DUW-1b and DUW-2)

Similar to Preferred Alternative DUW-1a, Option DUW-1b and Alternative DUW-2 would temporarily remove up to 85 parking spaces at a time during relocation of the 230-kilovolt power lines, plus an additional 40 to 55 on-street parking spaces along 6th Avenue South between South Forest Street and South Horton Street during construction of the rail alignment. Alternative DUW-2 would also temporarily remove 50 to 70 on-street parking spaces under State Route 99 north of South Spokane Street during construction and would also temporarily displace the Terminal 25 South truck parking lot, which can accommodate about 140 truck tractors. There would be no additional removals of special-use spaces during construction. The temporary parking removals described for Option DUW-1b and Alternative DUW-2 would be in addition to the potential parking removal resulting from the SODO Segment alternative.

Delridge Segment

Table 5-10 shows the number of on-street parking spaces that would be temporarily removed by the Delridge Segment alternatives.

Table 5-10. Temporary Parking Removal in the Delridge Segment

Alternatives and Design Options	On-street Parking Temporarily Removed during Construction (spaces)
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b) [a]	**15 to 25**
Dakota Street Station Alternative (DEL-1a)	60 to 85
Dakota Street Station North Alignment Option (DEL-1b)	115 to 155
Dakota Street Station Lower Height Alternative (DEL-2a)	30 to 40
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	30 to 40
Delridge Way Station Alternative (DEL-3)	75 to 105
Delridge Way Station Lower Height Alternative (DEL-4)	70 to 90
Andover Street Station Alternative (DEL-5) [a]	55 to 75
Andover Street Station Lower Height Alternative (DEL-6a) [a]	0
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7) [a]	15 to 25

[a] Since parking data were collected in 2019, the Seattle Department of Transportation has reconfigured Southwest Andover Street, Southwest Yancy Street, and Southwest Avalon Way. The resulting parking changes along these streets were taken into consideration when determining construction impacts.

Preferred Option (DEL-6b)

In addition to the parking spaces that would be permanently removed, Preferred Option DEL-6b would temporarily remove 15 to 25 on-street parking spaces on Southwest Andover Street between 32nd Avenue Southwest and Southwest Avalon Way during construction. There would be no additional removals of special-use spaces during construction.

Other Build Alternatives (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

Alternative DEL-1a would temporarily remove an additional 60 to 85 on-street parking spaces on 25th Avenue Southwest, 26th Avenue Southwest, Delridge Way Southwest, Southwest Dakota Street, and Southwest Genesee Street during construction.

Option DEL-1b would temporarily remove an additional 115 to 155 on-street parking spaces on Southwest Avalon Way, 25th Avenue Southwest, 26th Avenue Southwest, Delridge Way Southwest, and Southwest Genesee Street during construction.

Alternative DEL-2a would temporarily remove an additional 30 to 40 on-street parking spaces on Southwest Dakota Street, 26th Avenue Southwest and Delridge Way Southwest during construction.

Option DEL-2b would temporarily remove an additional 30 to 40 on-street parking spaces on Southwest Dakota Street, 26th Avenue Southwest, and Delridge Way Southwest during construction.

Alternative DEL-3 would temporarily remove an additional 75 to 105 on-street parking spaces on Delridge Way Southwest, 25th Avenue Southwest, Southwest Dakota Street, and Southwest Genesee Street during construction.

Alternative DEL-4 would temporarily remove an additional 70 to 90 on-street parking spaces on Delridge Way Southwest, 25th Avenue Southwest, and Southwest Dakota Street during construction.

Alternative DEL-5 would temporarily remove an additional 55 to 75 on-street parking spaces on Southwest Yancy Street and Southwest Avalon Way during construction.

Alternative DEL-6a would not remove additional on-street parking spaces during construction.

Alternative DEL-7 would temporarily remove an additional 15 to 25 on-street parking spaces on Southwest Andover Street between 32nd Avenue Southwest and Southwest Avalon Way during construction.

None of these alternatives are expected to remove public off-street parking during construction. All other Build Alternatives would temporarily remove up to one disabled parking space, one general load zone space, and one passenger load zone space during construction.

West Seattle Junction Segment

Table 5-11 shows the number of on-street parking spaces that would be temporarily removed by the West Seattle Junction Segment alternatives.

Table 5-11. Temporary Parking Removal in the West Seattle Junction Segment

Alternatives and Design Options	On-street Parking Temporarily Removed during Construction (spaces)
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**190 to 260**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	100 to 135
Elevated Fauntleroy Way Station Alternative (WSJ-2)	70 to 95
Tunnel 41st Avenue Station Alternative (WSJ-3a)	185 to 245
Tunnel 42nd Avenue Station Option (WSJ-3b)	80 to 110
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	95 to 130
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	190 to 260
No Avalon Station Tunnel Alternative (WSJ-6)	165 to 225

Preferred Option (WSJ-5b)

In addition to the parking spaces that would be permanently removed, Preferred Option WSJ-5b would temporarily remove an additional 190 to 260 on-street parking spaces, including 165 to 225 spaces along 41st Avenue Southwest and 25 to 35 spaces along 37th Avenue Southwest. Construction activities would not remove public off-street parking with these alternatives. During construction, up to two disabled parking spaces, one general load zone space, and two passenger load zone spaces would be temporarily removed.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, and WSJ-6)

During construction, Alternative WSJ-1 would temporarily remove an additional 100 to 135 on-street parking spaces on 40th Avenue Southwest, 42nd Avenue Southwest, Fauntleroy Way Southwest, 36th Avenue Southwest, 38th Avenue Southwest, Southwest Edmunds Street, and 39th Avenue Southwest. Alternative WSJ-2 would temporarily remove 70 to 95 on-street parking spaces on Fauntleroy Way Southwest, 37th Avenue Southwest, 38th Avenue Southwest, Southwest Alaska Street, Southwest Genesee Street, 36th Avenue Southwest, and Southwest Oregon Street during construction. Off-street parking would not be removed by project construction activities with either of these alternatives. These alternatives would temporarily remove up to three disabled parking spaces, three general load zone space, three truck-only load zone spaces, and two passenger load zone space during construction.

Alternative WSJ-3a would temporarily remove an additional 185 to 245 on-street parking spaces during construction, 170 to 220 spaces along 41st Avenue Southwest, and 15 to 25 spaces on Southwest Genesee Street and 36th Avenue Southwest. Option WSJ-3b would temporarily remove 80 to 110 spaces on 42nd Avenue Southwest during construction. Neither alternative would remove public off-street parking during construction. These alternatives would temporarily remove up to one general load zone space and one passenger load zone space during construction.

Alternative WSJ-4 would remove an additional 95 to 130 spaces on 41st Avenue Southwest during construction. Alternative WSJ-5a would temporarily remove 190 to 260 on-street parking spaces, 165 to 225 spaces along 41st Avenue Southwest, and 25 to 35 spaces along 37th Avenue Southwest. Alternative WSJ-6 would temporarily remove an additional 165 to 225 on-street parking spaces along 41st Avenue Southwest. Construction activities would not remove public off-street parking with these alternatives. During construction up to two disabled parking spaces, one general load zone space, and two passenger load zone spaces would be temporarily removed.

5.4 Potential Mitigation Measures

5.4.1 Long-term Impacts

All of the segments have areas of unrestricted parking that could be affected by light rail riders parking near the station. To mitigate this potential impact, Sound Transit would work with the City of Seattle to consider appropriate on-street parking measures within a 0.25-mile radius of each station to discourage hide-and-ride activity while retaining curb use functions to support area businesses or residents. Sound Transit would inventory on-street parking around each station before and after the start of light rail revenue service, and would then work with the City to determine where mitigation measures would be needed. Potential parking control measures include parking meters, restricted parking signage, time-limit signs, passenger and truck load zones, and restricted parking zone programs. Sound Transit would be responsible for the cost of installing the signage or other parking controls for 1 year after the light rail extension begins operation. The local jurisdiction would be responsible for monitoring, enforcing, and maintaining the parking controls. In addition, Sound Transit would coordinate with the City of Seattle to relocate affected Americans with Disabilities Act parking spaces.

5.4.2 Construction Impacts

Through the permit process, Sound Transit would coordinate with the City of Seattle on measures to address temporary curbside management and project parking impacts during construction, in conjunction with the other infrastructure and development projects in the study area. This would include temporarily relocating affected Americans with Disabilities Act stalls or load zones that would continue to serve adjacent land uses. Increased bus service (such as bus bridges) implemented as mitigation for interruptions to transit service during construction could affect parking supply and would be coordinated with the City of Seattle and other relevant parties.

Sound Transit would work with owners and operators of garages where parking could be removed or where ingress or egress could be blocked during construction.

Sound Transit would prohibit construction worker parking on City streets outside of the staging areas and require the contractor to develop a Parking Plan describing where construction worker parking would be allowed.

For Alternative DUW-2, Sound Transit would work with the Port of Seattle to temporarily relocate or reconfigure the Terminal 25 South truck parking lot.

6 NON-MOTORIZED FACILITIES

This chapter describes the existing and planned pedestrian and bicycle conditions and facilities within the West Seattle Link Extension (the project) study area, especially near stations, and expected project changes to these facilities. This includes facilities such as sidewalks, stairways, multi-use paths, bicycle lanes, cycle tracks, and neighborhood greenways. Walksheds and bikesheds were used to show the areas around each station that are accessible to pedestrians and bicyclists. The “sheds” are defined as the distance a person can walk or bicycle in 10 minutes around each station. This translates to roughly a 0.5-mile walk distance and a 1.5-mile bicycle distance to or from a station by streets and trails. The bikeshed methodology assumes an average speed consistent with traditional bicycles; riders using electric-assist bicycles could travel longer distances within 10 minutes. Signalized crossing delay at arterial intersections and topography were factored into the analysis because they affect travel times and travel choices.

Pedestrian level of service (L.O.S.) at sidewalks, crosswalks, and intersection corners within one block of each station entrance was evaluated using methods consistent with the Highway Capacity Manual (Transportation Research Board 2016). The methodology considers the number of pedestrians using the facility, the width or area of the facility, and crosswalk signal timings. The study facilities include a combination of existing infrastructure and new improvements that would be made as part of station construction. Forecasted pedestrian volumes under build conditions account for background growth in pedestrian activity plus additional trips made by light rail riders accessing stations. This Final EIS analyzes p.m. peak hour pedestrian L.O.S. because the p.m. peak hour would have higher pedestrian volumes than the a.m. peak hour. The analysis identifies sidewalk and crosswalk facilities performing at L.O.S. F and intersection corners with less than 4 square feet of waiting space per person. Because the 2042 ridership forecasts are higher than the 2032 ridership forecasts, 2042 is used for analysis to provide a more conservative assessment of potential impacts. Project impacts to pedestrian and bicycle facilities during construction such as closures and detours are described, along with potential mitigation measures. More details can be found in Attachment N.1A, Transportation Technical Analysis Methodology Report.

6.1 Key Findings

- Some street connections would be permanently closed, requiring pedestrians and/or bicyclists to use other streets under Preferred Option DEL-6b and Preferred Option WSJ-5b as well as Option DEL-2b, Alternative DEL-7, Alternative WSJ-4, and Alternative WSJ-5a.
- There would be no long-term impacts to *Pedestrian Master Plan* (City of Seattle 2017a) projects, sidewalks, school access, or safety because any affected facilities would be rebuilt to meet Americans with Disabilities Act requirements as well as applicable design standards at the time of permitting (such as Seattle Streets Illustrated [City of Seattle 2020] and Standard Plans for Municipal Construction [City of Seattle 2023]) or standards as agreed to by Sound Transit and the City of Seattle.
- No *Seattle Bicycle Master Plan* (City of Seattle 2014) or *Bicycle Master Plan 2021-2024 Implementation Plan* (City of Seattle 2021) projects would be adversely affected by the Build Alternatives.
- All sidewalks, crosswalks, and corners are expected to have sufficient capacity to serve demand.

- All alternatives could temporarily affect non-motorized facilities and Americans with Disabilities Act accessibility during construction. Sound Transit would work with the City of Seattle and other partner agencies to develop and implement a construction management plan to provide alternate facilities to the extent feasible.
- Construction activity within the transportation roadway system would result in closed or modified non-motorized facilities of various durations throughout the project. These would include regional facilities such as the SODO Trail, West Seattle Bridge Trail, Delridge Connector Trail, Alki Trail, Southwest Marginal Place connection to the West Seattle Bridge Trail, and the staircase through the West Duwamish Greenbelt connecting Southwest Charlestown Street and Southwest Marginal Place. Americans with Disabilities Act-compliant access or detours would be provided.

6.2 Affected Environment

This section describes existing non-motorized facilities within the project study area.

6.2.1 Sidewalks and Crosswalks

Existing sidewalks, trails, marked crosswalks, and curb ramps were inventoried within the 10-minute station walksheds of the Preferred Alternative. The general condition of the sidewalks and curb ramps was noted, with each side of the block and curb ramp qualitatively rated as “good,” “needs improvement,” or “no sidewalk.” This assessment was based on completeness of the sidewalk along the block, pavement condition, and width, and was informed by City of Seattle Geographic Information System data as well as field observations. Most of the streets around proposed stations have sidewalks on both sides, as discussed below. Marked crosswalks are generally provided at intersections on arterial and collector streets.

6.2.1.1 SODO Segment

The SODO Segment is characterized by industrial and commercial land use patterns. There are generally sidewalks and curb ramps on both sides of the roadway near the new SODO Station, but there are gaps in coverage, as shown in Figure 6-1. For example, South Stacy Street has sidewalk gaps east of 6th Avenue South. Many streets in the area have impediments or conditions not conducive to walking. Impediments include sidewalk obstructions (including parked cars), lack of a curb, long block lengths, high truck volumes, and barriers such as railroad tracks and fencing that limit connectivity and increase walking distances. The pedestrian facilities on 6th Avenue South near South Lander Street have many of these challenging characteristics. Marked crosswalks exist at most key intersections on arterial and collector streets, but due to long block lengths, they can be more than 0.25 mile apart—a 5-minute walk for most people.

Figure 6-2 shows the condition of sidewalks within the Preferred Option SODO-1c walkshed (Section 6.3.2.1, Long-term Impacts, describes the walksheds for all station alternatives). The current condition of sidewalks around the SODO Station varies; there are some in good condition along South Lander Street, 4th Avenue South, and sections of the north side of South Holgate Street. However, many of the smaller street connections, as well as the south side of South Holgate Street, lack sidewalks. Curb ramps are generally in good condition along South Lander Street and 4th Avenue South, but many are missing or in poor condition on 6th Avenue South.

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

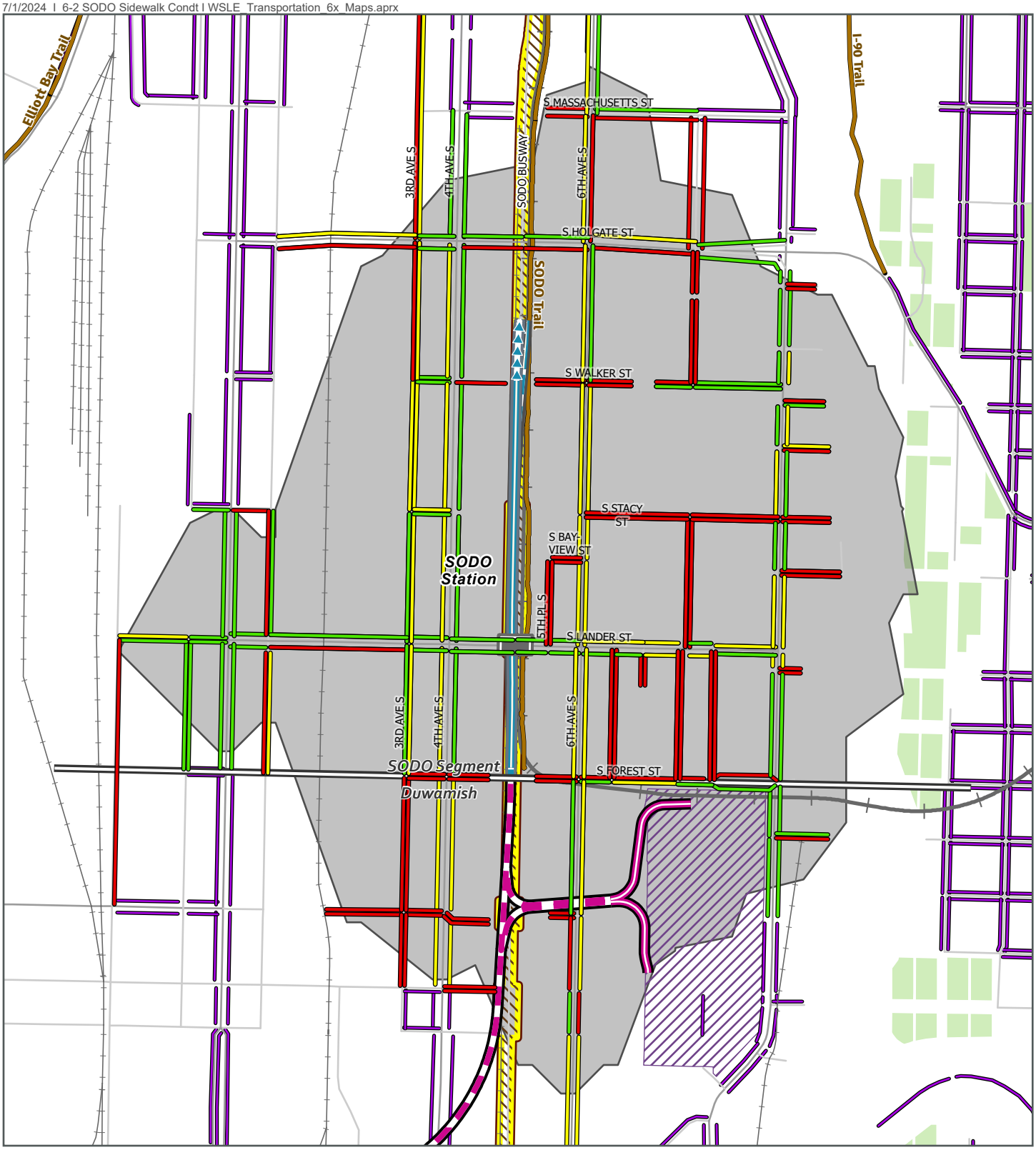
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sidewalks
- Existing Trail

FIGURE 6-1
Existing Pedestrian Facilities
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Park
- Sound Transit Operations and Maintenance Facility (ST OMF)

Sidewalk Condition
- Good/Sufficient
- Needs Improvement
- No Sidewalk
- SODO Station Walkshed (Preferred Alternative)
- Sidewalks
- Existing Trail

FIGURE 6-2
Sidewalk Condition
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N

6.2.1.2 Duwamish Segment

The Duwamish Segment is characterized by industrial and commercial land use patterns east of the Duwamish Waterway, and by residential, industrial, and commercial uses to the west. Major arterials generally have sidewalks on both sides, but there are gaps in coverage, particularly on the east side of the waterway (Figure 6-3). For instance, there are sidewalk gaps on 6th Avenue South, south of South Forest Street, and along South Horton Street. Pedestrian challenges are similar to those in the SODO Segment. Staircases provide pedestrian connections between some facilities at different grades. These include a staircase through the West Duwamish Greenbelt from Southwest Charlestown Street to Southwest Marginal Place and a staircase from 22nd Avenue Southwest to Delridge Way Southwest, which provides access from the Pigeon Point neighborhood to roadways to the east and west.

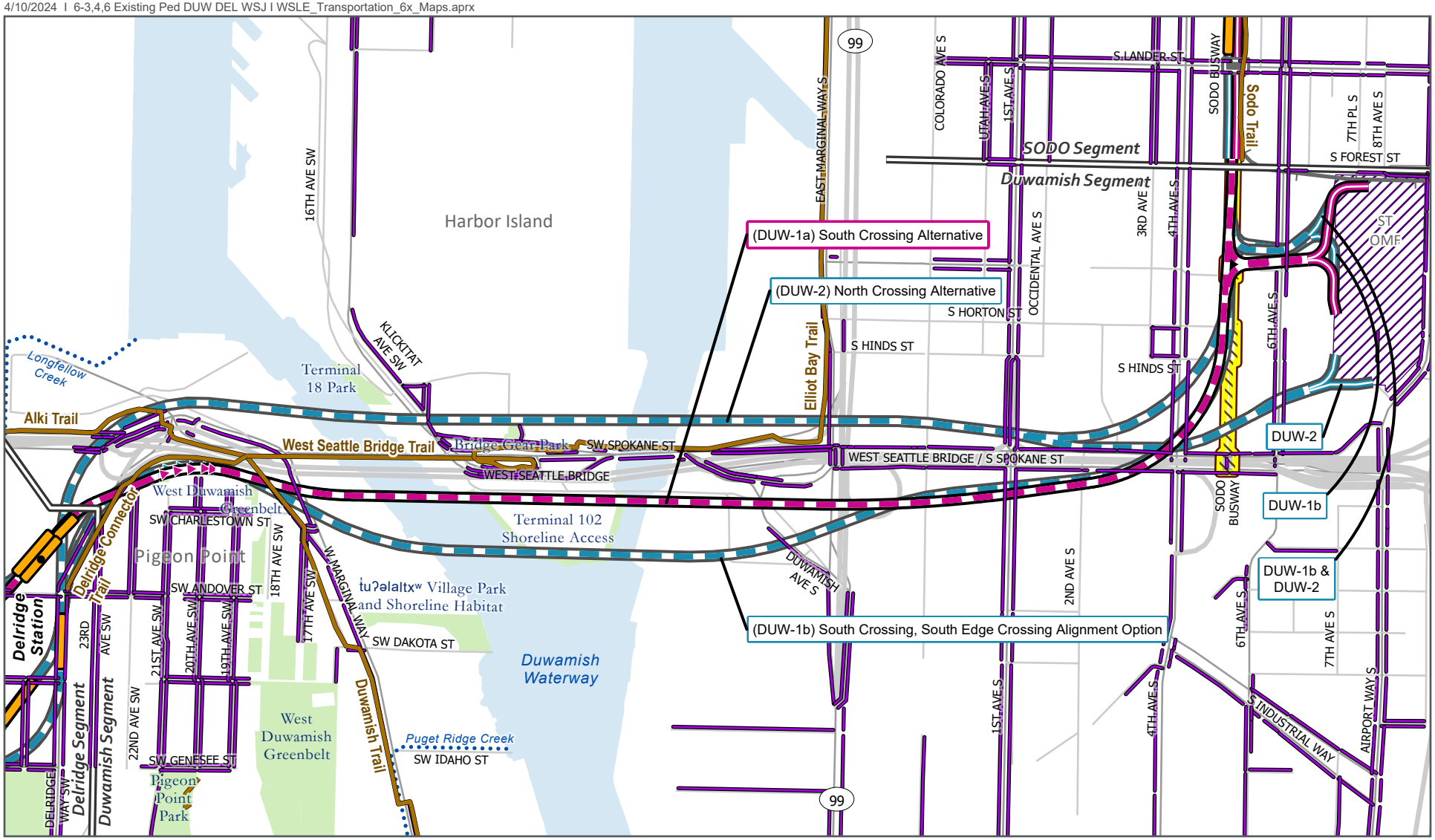
6.2.1.3 Delridge Segment

The Delridge Segment is predominantly residential or commercial in character, with industrial areas north of the West Seattle Bridge. There are generally sidewalks on both sides of the roadway near the location of the future Delridge Station with a few short gaps in coverage and curb ramps missing in several locations. As shown in Figure 6-4, gaps include nearby residential streets such as Southwest Andover Street, 22nd Avenue Southwest, 28th Avenue Southwest, and 30th Avenue Southwest, which provide access to commercial areas on Delridge Way Southwest and bus stops on Southwest Genesee Street and Southwest Avalon Way. There are also sidewalk gaps within industrial areas north of the West Seattle Bridge. Marked crosswalks exist at most intersections on arterial and collector streets but are not typically found on low speed and low volume residential streets.

Figure 6-5 shows the condition of sidewalks within the Preferred Option DEL-6b walkshed (Section 6.3.2.1 describes the walksheds for all station alternatives). Sidewalks along Delridge Way Southwest, the south side of Southwest Andover Street, 26th Avenue Southwest, Southwest Dakota Street, and the northern section of 22nd Avenue Southwest are in good condition. Sections of sidewalk and the curb ramps on 23rd Avenue Southwest need improvement, and 22nd Avenue Southwest south of Southwest Andover Street lacks sidewalks.

6.2.1.4 West Seattle Junction Segment

The West Seattle Junction Segment is predominantly residential or commercial in character, with sidewalks on both sides of the roadway throughout the Alaska Junction and Avalon station areas, as shown in Figure 6-6. Fauntleroy Way Southwest is missing many curb ramps, as are sections of 28th Avenue Southwest, Southwest Oregon Street, and Southwest Edmunds Street, among others. Figure 6-7 and Figure 6-8 show the condition of sidewalks within the Preferred Option WSJ-5b walksheds around the location of the future Avalon and Alaska Junction stations (Section 6.3.2.1 describes the walksheds for all station alternatives). Most of the sidewalks around the future Avalon Station are in good condition, including on key access routes like Southwest Genesee Street, Southwest Avalon Way, and 35th Avenue Southwest. Sidewalks are only present on one side of the street along Fauntleroy Way Southwest east of 35th Avenue Southwest. Many of the curb ramps along Fauntleroy Way Southwest and 35th Avenue Southwest need improvement. Most sidewalks around the future Alaska Junction Station are in good condition. There are some missing curb ramps on Southwest Alaska Street and on Southwest Edmunds Street.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

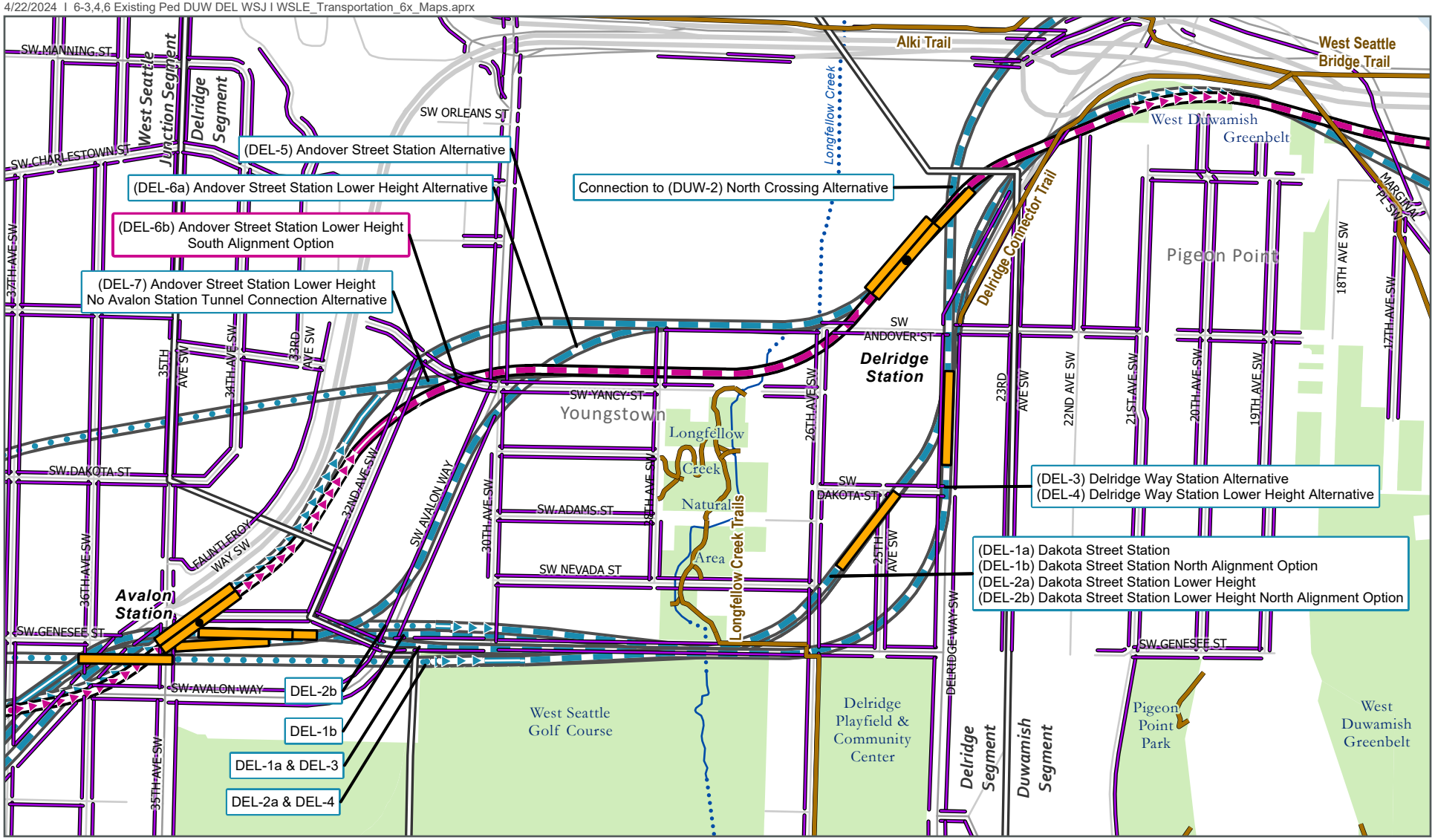
- Segment Line
- Existing Link Light Rail
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park
- Sidewalks
- Existing Trail

FIGURE 6-3
Existing Pedestrian Facilities
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

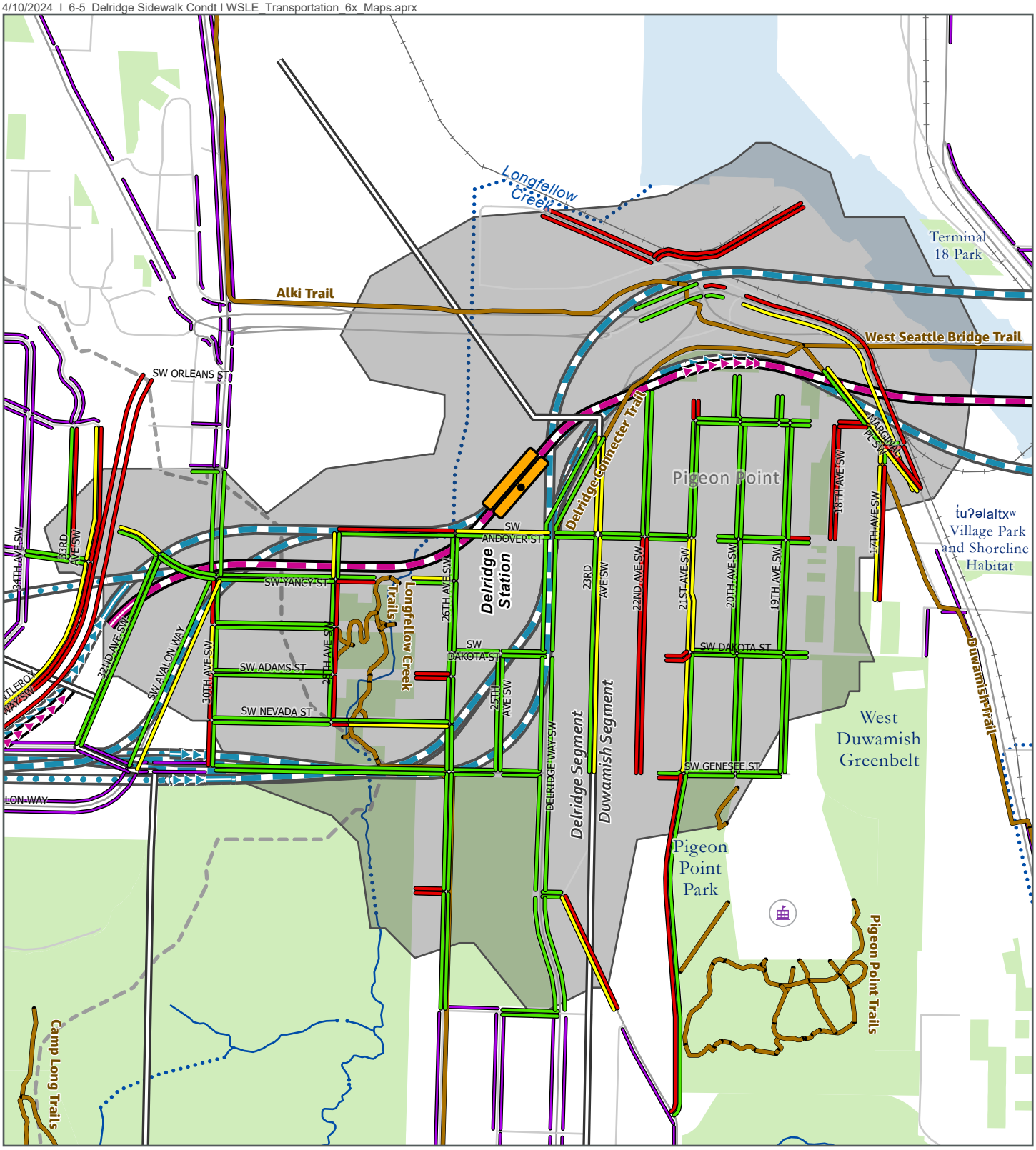
- Segment Line
- Stream
- Piped Stream
- Park
- Sidewalks
- Existing Trail

FIGURE 6-4
Existing Pedestrian Facilities
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Sidewalks
- Existing Trail
- Schools

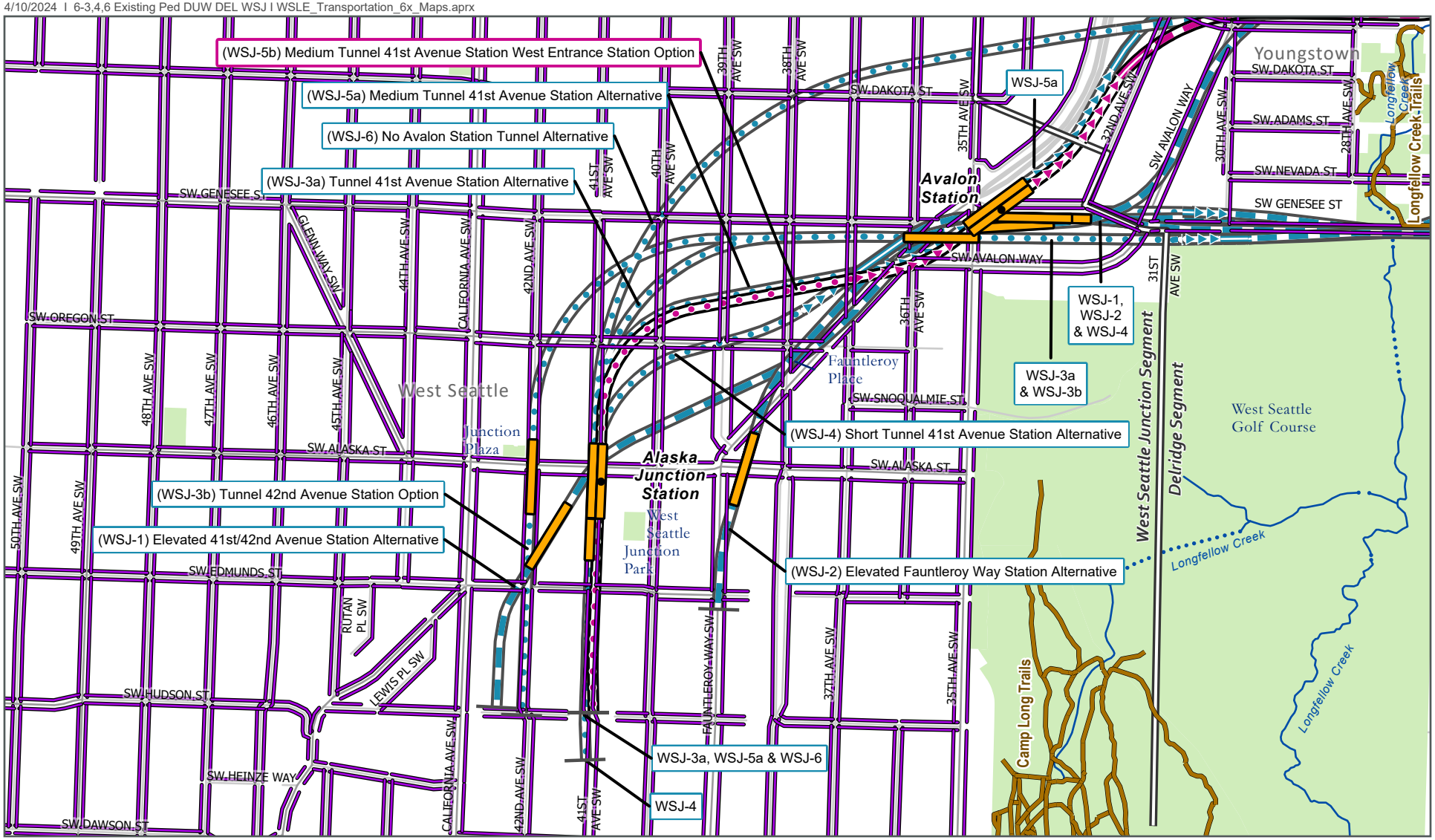
Sidewalk Condition
- Good/Sufficient
- Needs Improvement
- No Sidewalk
- Delridge Station Walkshed (Preferred Alternative)
- Avalon Station Walkshed (Preferred Alternative)

0 500 1,000 Feet

N

FIGURE 6-5
Sidewalk Condition
Delridge Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

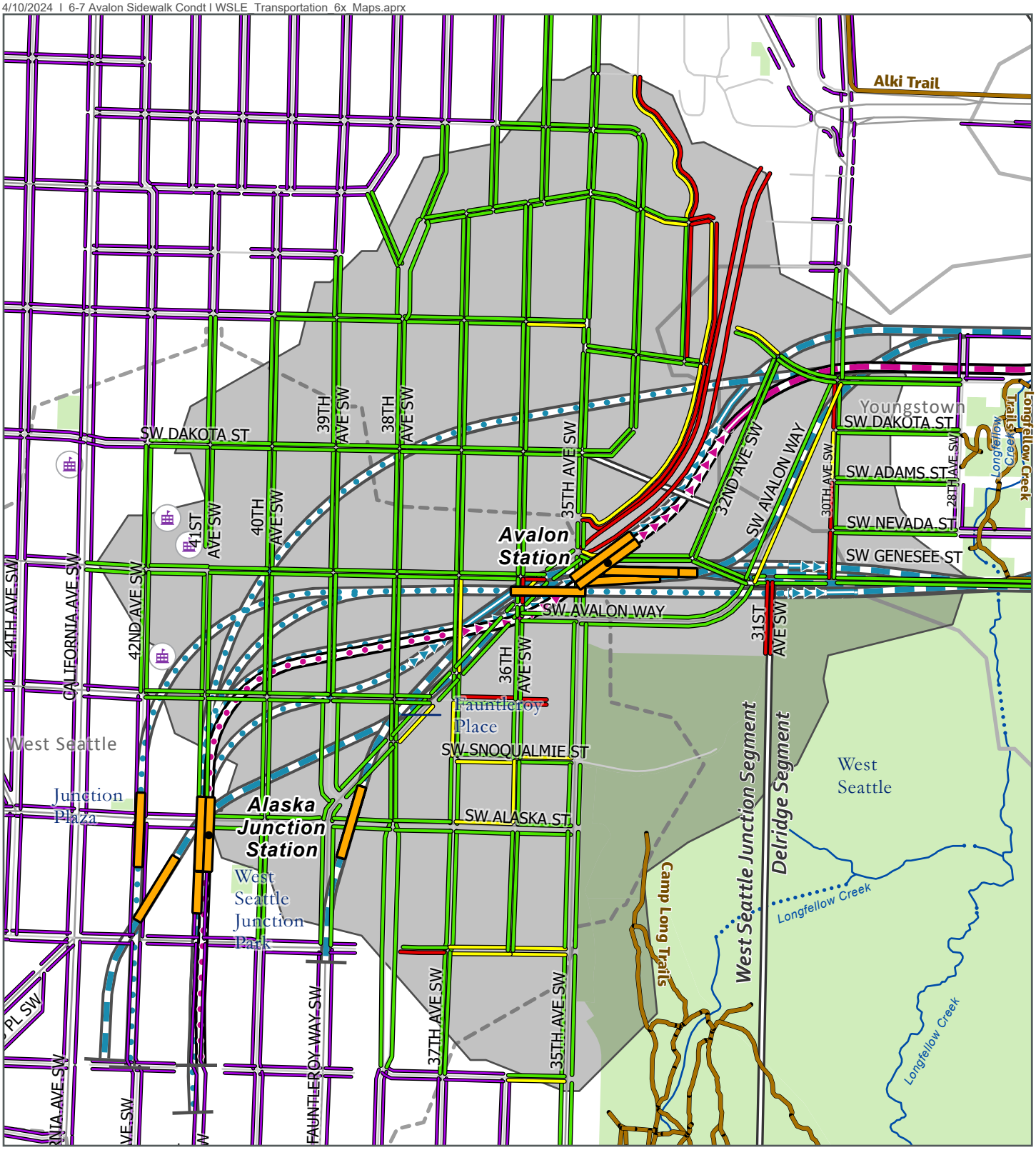
- Segment Line
- Stream
- Piped Stream
- Park
- Sidewalks
- Existing Trail

FIGURE 6-6
Existing Pedestrian Facilities
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

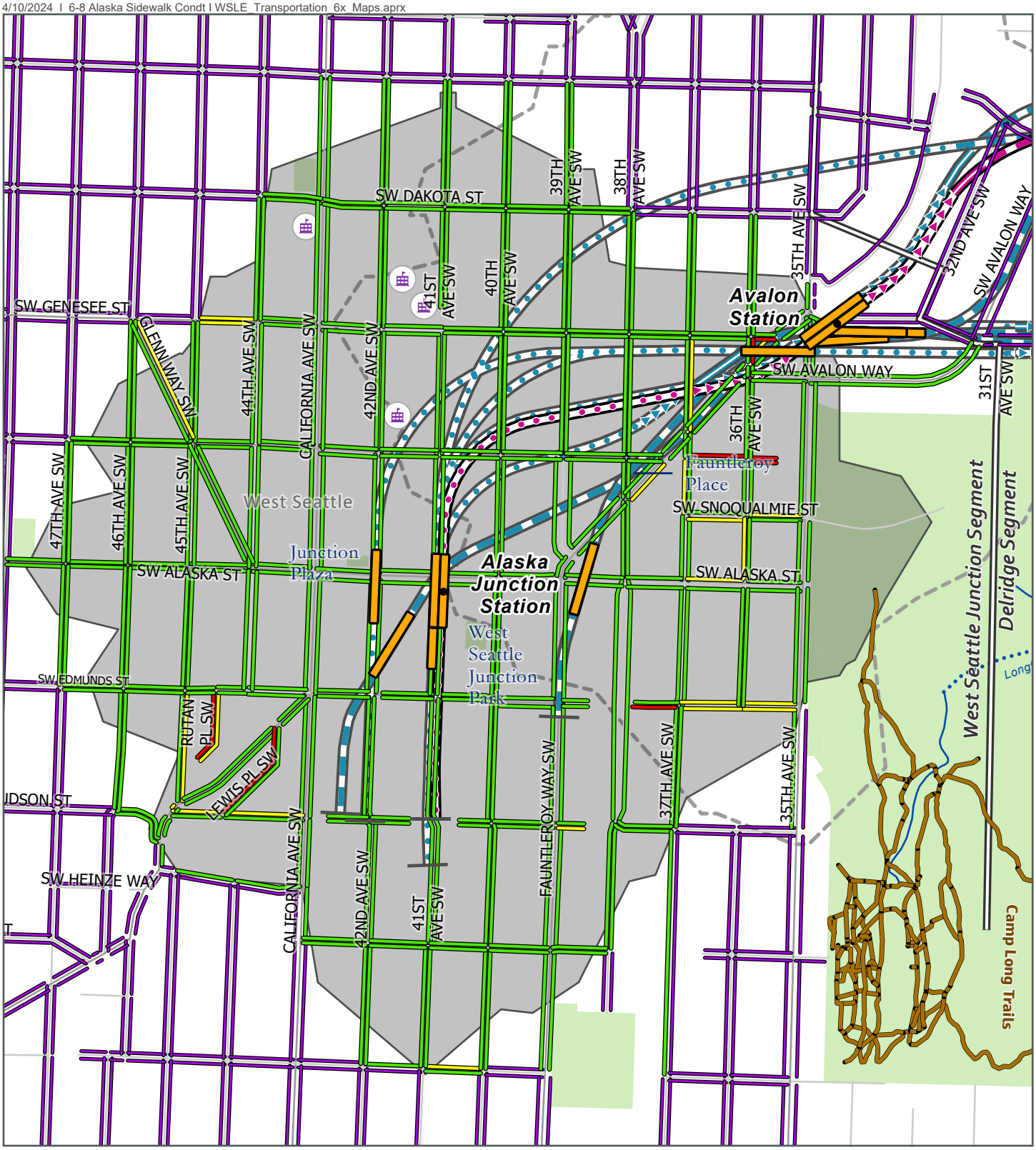
- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Sidewalks
- Existing Trail
- Schools

Sidewalk Condition
- Good/Sufficient
- Needs Improvement
- No Sidewalk
- Avalon Station Walkshed (Preferred Alternative)
- Delridge Station Walkshed (Preferred Alternative)
- Alaska Station Walkshed (Preferred Alternative)

FIGURE 6-7
Sidewalk Condition
West Seattle Junction Segment
Avalon Station

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Sidewalks
- Existing Trail
- Schools

Sidewalk Condition
- Good/Sufficient
- Needs Improvement
- No Sidewalk
- Alaska Station Walkshed (Preferred Alternative)
- Avalon Station Walkshed (Preferred Alternative)

FIGURE 6-8
Sidewalk Condition
West Seattle Junction Segment
Alaska Junction Station

West Seattle Link Extension

0 500 1,000 Feet

N

6.2.2 Bicycle Facilities and Multi-use Trails

Most of the study area lacks designated facilities for cyclists, as shown on Figure 6-9. Planned bicycle facilities near stations include bicycle lanes, protected bicycle lanes, neighborhood greenways, and multi-use trails. These types of facilities would increase capacity for bicycles within the station areas; on-road bicycle facilities can accommodate approximately 2,000 bicycles per hour based on guidance in the Highway Capacity Manual (Transportation Research Board 2016).

6.2.2.1 SODO Segment

In the SODO Segment, the SODO Trail runs north-south on the east side of the SODO Busway near SODO Station, between Interstate 90 and South Forest Street (see Figures 6-1 and 6-2). In 2024 the City of Seattle plans to extend the trail to South Spokane Street and connect it to protected bicycle lanes that would extend south to South Lucile Street. No dedicated bicycle facilities currently connect to the SODO Trail or run east-west through the segment. South Lander Street between 1st Avenue South and 4th Avenue South has a shared use path on the north side.

6.2.2.2 Duwamish Segment

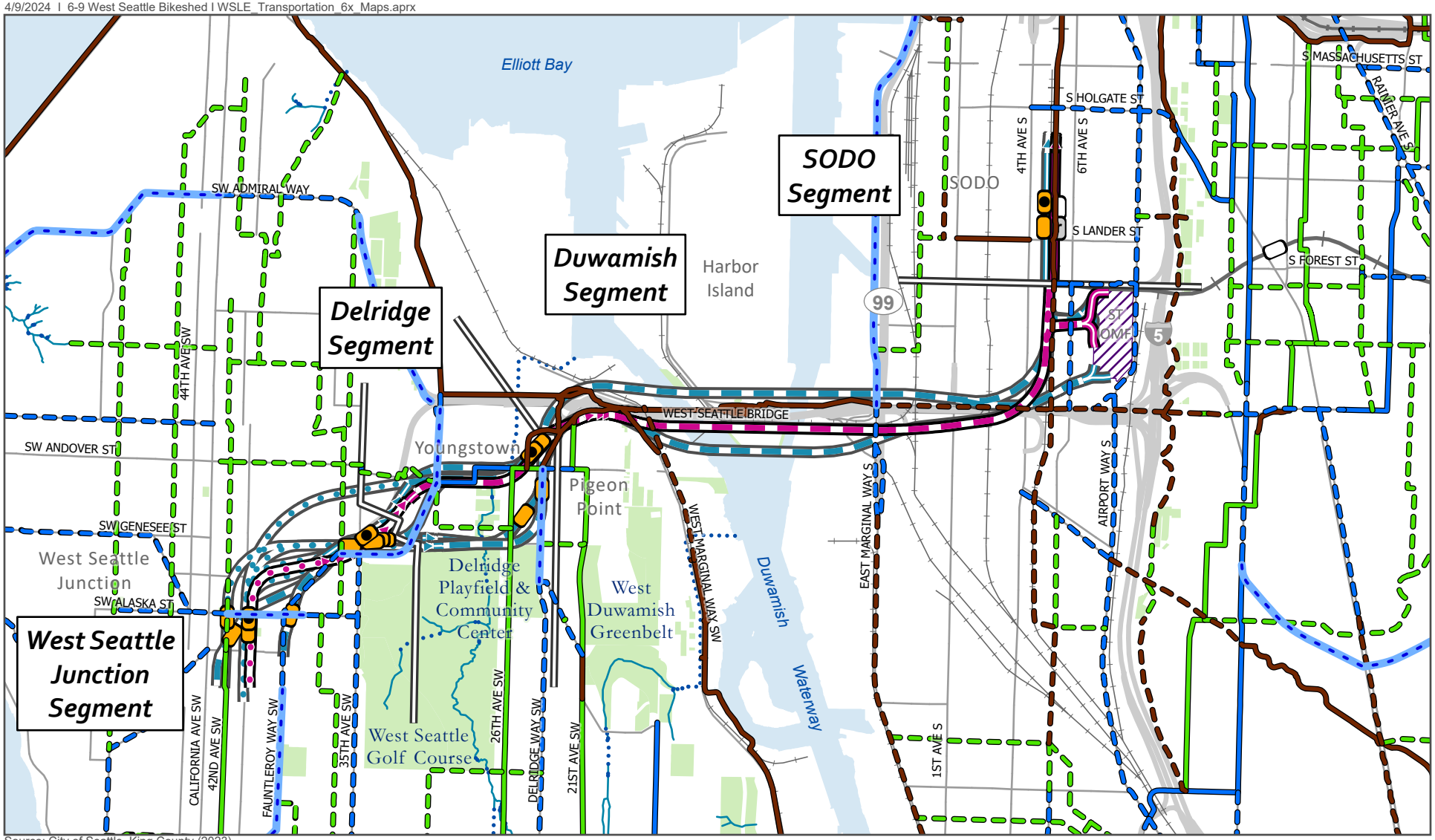
In the Duwamish Segment (see Figure 6-3), the West Seattle Bridge Trail connects across the Duwamish Waterway along South Spokane Street between East Marginal Way South and Delridge Way Southwest. East of the Duwamish Waterway, East Marginal Way South has protected bicycle lanes north of the West Seattle Bridge. West of the Duwamish Waterway, the Duwamish Trail runs north-south parallel to the waterway as a paved path, with the final 0.5 mile to the West Seattle Bridge as a two-way bicycle lane with concrete dividers separating the facility from moving traffic. At the West Seattle Bridge, the Duwamish Trail connects to the Alki Trail, which continues to the north. The Delridge Connector Trail provides access to 23rd Avenue Southwest and the east side of Delridge Way Southwest. Protected bicycle lanes that connect to the West Seattle Bridge bicycle facilities are on East Marginal Way South.

6.2.2.3 Delridge Segment

Roadways in the Delridge Segment have a combination of bicycle lanes (with and without separation), neighborhood greenways, and multi-use trails, but the facilities are discontinuous. The only contiguous east-west connection in the immediate vicinity of the new station area is the West Seattle Bridge Trail. North-south connectivity is provided by three neighborhood greenways (21st Avenue Southwest, 22nd Avenue Southwest, and 26th Avenue Southwest) and Delridge Way Southwest has shared bicycle/bus lanes. Protected east-west bike lanes on Southwest Andover Street, 28th Avenue Southwest, and Southwest Yancy Street to the west of the proposed Delridge Station area connect Delridge Way Southwest with Southwest Avalon Way.

6.2.2.4 West Seattle Junction Segment

There are few existing bicycle facilities in the West Seattle Junction Segment, and they are discontinuous. North-south connectivity is provided by a neighborhood greenway on 42nd Avenue Southwest and on bicycle lanes without separation on Fauntleroy Way Southwest. Southwest Admiral Way and Southwest Alaska Street have bicycle lanes without separation, and Southwest Avalon Way has protected bicycle lanes between 35th Avenue Southwest and Southwest Spokane Street.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

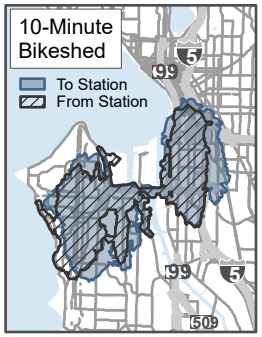
Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

Existing Bicycle Facilities
- Bike Lane (In-Street Separation)
- Multi-Use Trail
- Neighborhood Greenway

Planned Bicycle Facilities
- Bike Lane (In-Street Separation)
- Multi-use Trail
- Neighborhood Greenway
- Planned Improvement of Existing Bike Lane



0 0.5 1 Mile

N

FIGURE 6-9
Existing and Planned Bike Facilities

West Seattle Link Extension

6.3 Environmental Impacts

This section discusses the future non-motorized conditions (year 2042) under the No Build Alternative and the anticipated non-motorized conditions under each Build Alternative.
The station locations could affect surrounding non-motorized facilities and pedestrian access and circulation within each station area. This section describes future pedestrian and bicycle facilities, walksheds, bikesheds, school walking routes, Americans with Disabilities Act accessibility, non-motorized trip activity at the stations, and sidewalk, crosswalk, and corner operations. Additional pedestrian and bicycle improvements not included as part of the project could be identified for implementation by others. These improvements could be identified through station planning efforts, included in existing local plans by partner agencies, or potentially funded in partnership with Sound Transit. The Federal Transit Administration considers pedestrian and bicycle improvements within 0.5 mile and 3 miles of station areas for grant funding, which could be sought by partner agencies or in conjunction with Sound Transit. In addition, Sound Transit could consider funding access improvements beyond the station footprint as part of the Non-motorized Access Allowance Fund included in the Sound Transit 3 Plan.

6.3.1 No Build Alternative

Under the No Build Alternative, non-motorized projects in the *Seattle Bicycle Master Plan* (City of Seattle 2014), the *Bicycle Master Plan 2021-2024 Implementation Plan* (City of Seattle 2021), and the *Pedestrian Master Plan* (City of Seattle 2017) are assumed to be built. The Bicycle Master Plan calls for protected bicycle lanes on Airport Way South, Delridge Way Southwest, 35th Avenue Southwest, Fauntleroy Way Southwest, and Southwest Alaska Street and multi-use trails on South Spokane Street and between the SODO Trail and South Spokane Street, among others, as well as a network of greenways as shown on Figure 6-9. A separated pedestrian path is planned for construction in 2024 on the east side of West Marginal Way Southwest from Marginal Place Southwest to Chelan Avenue Southwest. Figure 6-9 shows existing and planned bike facilities that are expected to be present under the No Build or Build Alternatives. A full list of projects is included in Attachment N.1A. Over time, there may be improvements to facilities that are not compliant with the Americans with Disabilities Act. However, it is likely that fewer locations would be upgraded under the No Build Alternative than under the Build Alternatives because Sound Transit would rebuild all facilities within its station footprint to meet Americans with Disabilities Act standards. Under the No Build Alternative assumptions, all sidewalks, crosswalks, and corners studied would meet L.O.S. standards.

6.3.2 Build Alternatives

6.3.2.1 Long-term Impacts

The project proposes pedestrian and bicycle improvements at the stations to serve the projected increases in pedestrian and bicycle travel generated by the project. Specific improvements affecting pedestrian circulation, such as new connections or signals, are described by segment. As the design advances, Sound Transit will continue to work with the City of Seattle to determine appropriate pedestrian and bicycle improvements to support station access. Any new facilities would meet Americans with Disabilities Act requirements. New facilities would also meet local and federal design standards for pedestrian and bicycle facilities, as appropriate.

Impacts Common to All Alternatives

Based on the information available when this analysis was being prepared, no projects listed in the *Seattle Bicycle Master Plan* or *Bicycle Master Plan 2021-2024 Implementation Plan* would be impacted by the Build Alternatives. None of the Build Alternatives would result in long-term impacts to *Pedestrian Master Plan* projects, sidewalks, school access, or safety, because any affected facilities would be rebuilt to meet Americans with Disabilities Act requirements as well as applicable design standards at the time of permitting (such as Seattle Streets Illustrated [City of Seattle 2020], Standard Plans for Municipal Construction [City of Seattle 2023], the Seattle Land Use Code and Light Rail Facility Construction and Construction Impacts sections of the Seattle Municipal Code) or to a standard agreed to by Sound Transit and the City of Seattle. If it is determined that a facility could not be rebuilt in the original location, Sound Transit would work with the City of Seattle to identify an alternate route. Sound Transit will continue to coordinate with the City to ensure bike parking facilities are adequately distributed, sized, and configured to meet present and future bike parking demand at the stations. Therefore, no long-term impacts to bicycle parking are expected under any of the Build Alternatives.

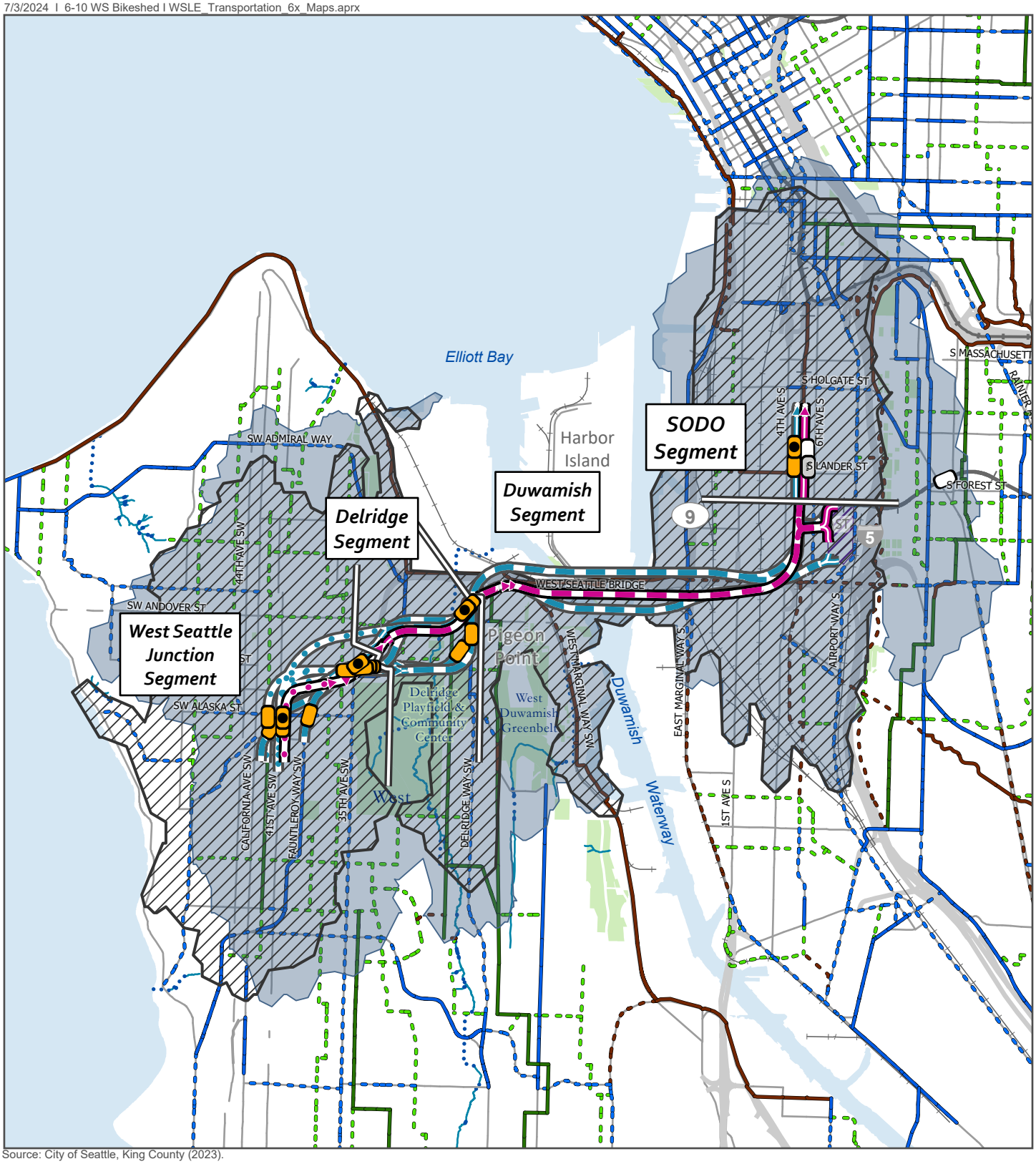
Figure 6-10 shows existing and future bicycle facilities and bikeshed for the 2042 Preferred Alternative. Topography limits how far a cyclist could travel, so both directions to and from a new station are shown together. Due to topography, either the direction of travel to or from a station could be more constrained. The bikeshed displays the theoretical maximum distance a cyclist could travel on the roadway network in a given amount of time, regardless of the specific type of facility provided.

Most of the Build Alternatives do not include network changes that would affect the existing walksheds and bikesheds; any changes are described under the individual alternatives in the following discussion. Projects included in the *Seattle Bicycle Master Plan, Bicycle Master Plan 2021-2024 Implementation Plan,* and *Pedestrian Master Plan* are assumed to be in place by 2042, though these do not affect the walksheds and bikesheds; rather, these projects influence how comfortable walking and bicycling within the sheds would be. Any effects to *Pedestrian Master Plan* or *Seattle Bicycle Master Plan* projects are described by segment for applicable alternatives in the following sections. All sidewalks, crosswalks, and corners within one block of the station entrances have sufficient capacity, in terms of pedestrian L.O.S., to serve projected demand unless noted. Sound Transit will coordinate with the City of Seattle on sidewalk width standards as the project advances.

SODO Segment

Figure 6-11 shows the walksheds and surrounding pedestrian facilities for the alternatives at the SODO Station. The land uses within the walkshed and bikeshed around the station are generally industrial and commercial. There are sidewalk gaps, limited bicycle facilities, long blocks, and freight vehicles in the station area. Most boardings and alightings at the SODO Station during the p.m. peak hour would be light rail to light rail transfers within the station area. In addition to these transfers, a smaller number of riders would either be transferring from the bus, walking, bicycling, or using pick-up and drop-off to access the SODO Station for all alternatives.

Under all alternatives in the SODO Segment, cyclists could continue to access the station using the SODO Trail, which could be accessed by planned protected bicycle lanes on South Royal Brougham Way and Airport Way South (with connections at South Holgate Street and South Forest Street), a planned trail extension south to South Spokane Street, and planned protected bicycle lanes that would connect at the current trail end on South Forest Street and extend south along 6th Avenue South and Airport Way South to South Lucile Street.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

10-Minute Bikeshed
- To Station
- From Station

Existing Bicycle Facilities
- Bike Lane (In-Street Separation)
- Multi-Use Trail
- Neighborhood Greenway

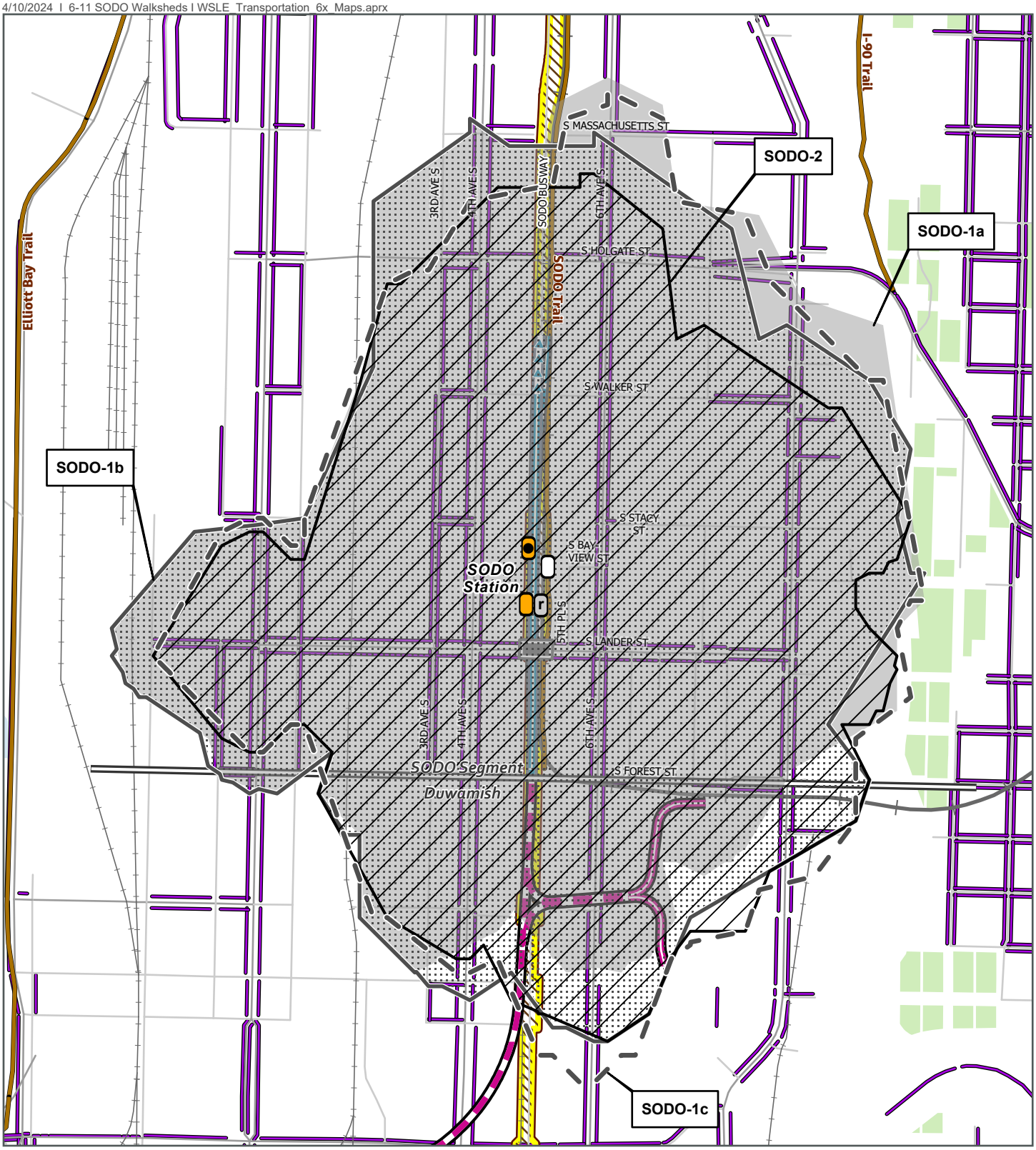
Planned Bicycle Facilities
- Bike Lane (In-Street Separation)
- Multi-use Trail
- Neighborhood Greenway

FIGURE 6-10
West Seattle Link Extension Bikeshed

West Seattle Link Extension

0 0.5 1 Mile

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Park
- Sidewalks
- Existing Trail
- Sound Transit Operations and Maintenance Facility (ST OMF)

10-Minute Walkshed
- SODO-1a
- SODO-1b
- SODO-1c
- SODO-2

FIGURE 6-11
Pedestrian Facilities and Station Pedestrian Access
SODO Station Walksheds

West Seattle Link Extension

0 500 1,000 Feet

N

Figure 6-12 is a visual simulation that illustrates the South Lander Street overpass from the SODO Trail looking north under Alternative SODO-1c. Figure 6-13 is a visual simulation looking north from the same point and illustrates the elevated guideway assumed under Alternative SODO-2.

Figure 6-12. Visual Simulation of South Lander Street overpass and SODO Trail (Alternative SODO-1c)

Figure 6-13. Visual Simulation of the Elevated Guideway at the SODO Station (Alternative SODO-2)

The bicycle trip generation under all of the SODO Segment alternatives is expected to be about 30 new trips in the p.m. peak hour. Given the number and capacity of bicycle facilities serving the station area (for example, 2,000 bicycle per hour for on-road bicycle facilities), the existing and planned bicycle facilities around the station are expected to have sufficient capacity for these additional bicycle trips.

Preferred Option (SODO-1c)

Preferred Option SODO-1c would create new pedestrian connections to serve station entrances, which increase the pedestrian walksheds for the station compared to the No Build Alternative. Preferred Option SODO-1c proposes station access from a roadway loop constructed along 5th Place South to the east of the station to serve bus and paratransit loading between the concourse and 6th Avenue South and from the South Lander Street overcrossing. These connections would provide riders with better non-motorized access to the SODO Station by shortening the distance that riders approaching from 6th Avenue South north of South Lander Street would have to walk. The new connections provided by this alternative would slightly increase the area reachable by bicycle from the stations, but the effect would be slight.

Preferred Option SODO-1c would include the South Lander Street roadway overpass between 4th Avenue South and 6th Avenue South. The new overpass would include a sidewalk and bicycle lanes or a multi-use path that would separate pedestrians and bicyclists from the current at-grade rail crossing and allow access to the station at the top of the overpass. The pedestrian facilities on the north side of the overpass would meet Americans with Disabilities Act requirements; in addition, Sound Transit is considering options to provide an elevator between the at-grade sidewalk on South Lander Street and the station. Bus stops, pedestrian, and bicycle access would also be provided from the at-grade level via 5th Place South. Preferred Option SODO-1c would incorporate a new traffic signal at South Stacy Street and 6th Avenue South, which would provide a signalized crossing for pedestrians to access the station.

Table 4-9 in Section 4.3.2.3, Arterial and Local Street Operations, summarizes p.m. peak hour non-motorized station trip generation. Pedestrian volumes would be concentrated on the bus loop and the connection to the station platform via the South Lander Street overpass; this connection is being designed to accommodate the expected pedestrian volumes. The pedestrian L.O.S. analysis determined that sidewalks, crosswalks, and intersection corners within one block of the station entrances would have sufficient capacity to serve the pedestrian demand.

Other Build Alternatives (SODO-1a, SODO-1b, and SODO-2)

Alternative SODO-1a proposes station access along the South Stacy Street corridor between 4th Avenue South and 6th Avenue South. This would include new roadway construction along South Stacy Street between 4th Avenue South and the concourse to serve passenger pick-up and drop-off. There would also be station access from a concourse between the east and west sides of the tracks and a roadway loop to serve paratransit loading between the concourse and 6th Avenue South. Alternative SODO-1a would include the South Lander Street roadway overpass between 4th Avenue South and 6th Avenue South but would not include direct access from the overpass to the station; it would also add a new signalized crossing at South Stacy Street and 6th Avenue South.

Alternative SODO-1a and Option SODO-1b would both create new pedestrian connections to serve station entrances, which increases the pedestrian walksheds for the stations compared to the No Build Alternative. Option SODO-1b would improve upon the existing non-motorized access with a new roadway loop serving passenger pick-up and drop-off, paratransit loading,

and bus layover between 4th Avenue South and the light rail stations. The new connections provided by this alternative would slightly increase the area reachable by bicycle from the stations, but at a 10-minute bikeshed scale, the effect would be slight. Option SODO-1b would also include the South Lander Street roadway overpass between 4th Avenue South and 6th Avenue South, as described for Preferred Option SODO-1c. Bus stops would be provided on the bus loop, at the corner of South Lander Street and 6th Avenue South, and on 4th Avenue South near South Stacy Street, so that people transferring to or from the bus would have easy access to the station. Pedestrians and bicyclists could also access the station at-grade.

Alternative SODO-2 would be accessible from the east via the existing South Bayview Street; the existing walkshed would not be substantially affected because the station entrance locations would not be substantially different from the current SODO Station.

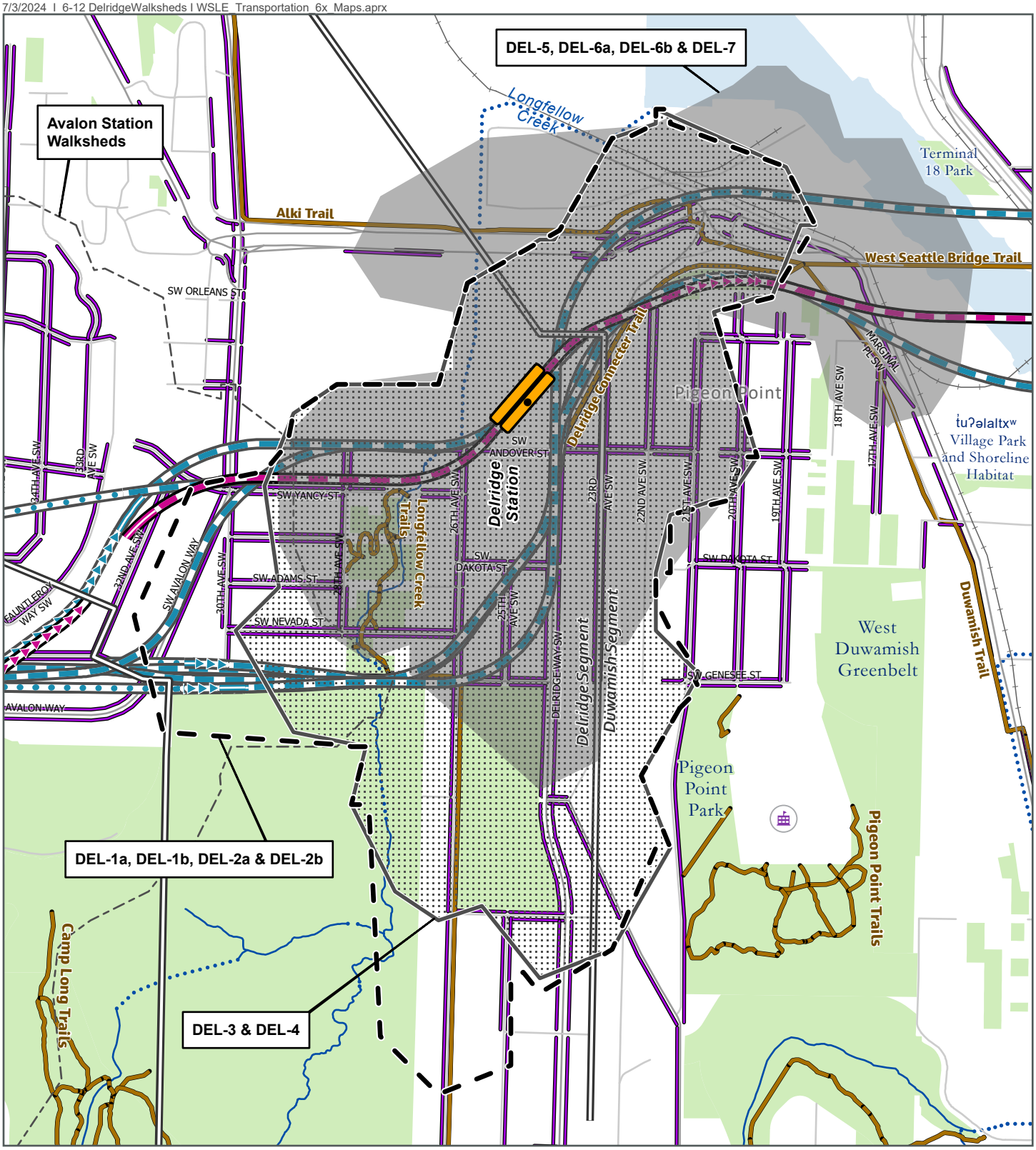
The non-motorized trip generation for Alternative SODO-1a, Option SODO-1b, and Alternative SODO-2 would be the same as Preferred Option SODO-1c.

Duwamish Segment

Because the Duwamish Segment would not include any stations, no walksheds, bikesheds, or pedestrian trip generation analysis was conducted. Columns associated with the elevated guideway for Alternative DUW-2 would encroach on the Alki Trail just west of the Chelan Avenue Southwest/West Marginal Way Southwest/Southwest Spokane Street intersection. The trail would be permanently shifted to maintain connectivity between the trail and the crosswalk at that intersection. Columns associated with the elevated guideway tracks connecting all of the alternatives to the Operations and Maintenance Facility Central could encroach on sidewalks on 6th Avenue South north of South Hanford Street. Under Preferred Alternative DUW-1a and Alternative DUW-2, guideway columns could also encroach on sidewalks along 4th Avenue South north of Spokane Street. In both locations, Sound Transit would rebuild the affected facilities to the extent feasible.

Delridge Segment

Figure 6-14 shows the walksheds and surrounding pedestrian facilities for the alternatives at the Delridge Station. The land uses within the Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 walksheds include commercial, industrial, and residential uses. The land uses within the Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b walksheds are generally residential, with some commercial uses. The land uses around the Alternative DEL-3 and Alternative DEL-4 walksheds are similar to the other alternatives, with a more equal distribution of residential and commercial land uses. A small area along the 28th Avenue Southwest corridor would fall within the walksheds of both the Avalon and Delridge stations.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Sidewalks
- Existing Trail
- Schools

10-Minute Walkshed
- Delridge-1a, 1b, 2a, & 2b
- Delridge-3 & 4
- Delridge-5, 6a, 6b & 7
- Avalon Station Walksheds

FIGURE 6-14
Pedestrian Facilities and Station Pedestrian Access
Delridge Station Walksheds

West Seattle Link Extension

0 500 1,000 Feet

N

Under all Build Alternatives in the Delridge Segment, bicyclists could access the Delridge Station using the following planned routes:

- Multi-use trails:
  - West Seattle Bridge Trail
  - Delridge Connector Trail
  - 22nd Avenue Southwest Connector Trail
  - 23rd Avenue Southwest Trail
- Neighborhood greenways:
  - 21st Avenue Southwest
  - 22nd Avenue Southwest
  - 26th Avenue Southwest
- Bicycle lanes:
  - Delridge Way Southwest
  - Southwest Andover Street
  - 28th Avenue Southwest
  - Southwest Yancy Street

Figure 6-15 is a visual simulation of Delridge Way Southwest, looking north to the preferred alternative guideway in relation to non-motorized facilities on either side of the roadway.

Figure 6-15. Visual Simulation of Guideway from Delridge Way Southwest

The bicycle trip generation under all of the Delridge Segment alternatives is expected to be about 20 new trips in the p.m. peak hour under the full build and 25 trips in the p.m. peak hour under the M.O.S. Given the number and capacity of bicycle facilities serving the station area (for example, 2,000 bicycle per hour for on-road bicycle facilities), the existing and planned bicycle facilities around the station are expected to have sufficient capacity for these additional bicycle trips.

Pedestrian and bicycle access for all alternatives would be complicated by steep slopes, environmental features, and major infrastructure, particularly to the east and west. Access is hindered by Longfellow Creek Natural Area and large, fenced-off park areas, including the West Seattle Golf Course and Pigeon Point Park, part of the West Duwamish Greenbelt. In addition,

the Delridge Way Southwest on- and off-ramps present a barrier for people walking and biking. There are sidewalks on both sides of most roadways near the new stations, with only a few gaps in coverage on nearby residential streets, including Southwest Andover Street, 28th Avenue Southwest, and 30th Avenue Southwest, and near industrial areas north of the West Seattle Bridge. For all alternatives, cyclists could generally access the Delridge Station area using existing and planned neighborhood greenways on 21st Avenue Southwest, 26th Avenue Southwest, and Southwest Andover Street/Southwest Yancy Street; multi-use trails on Delridge Way Southwest north of 23rd Avenue Southwest; the West Seattle Bridge Trail on the Spokane Street Bridge; the Alki Trail; the Duwamish Trail; the Delridge Connector Trail; and protected bicycle lanes on Delridge Way Southwest and Southwest Avalon Way. Preferred Option DEL-6b and Alternative DEL-7 would add a new signal at Delridge Way Southwest and re-align Southwest Charlestown Street to provide a new crossing location for pedestrians and cyclists accessing the station.

All alternatives would have an elevated guideway with columns that would encroach on existing sidewalks through the Delridge Segment, but Sound Transit would rebuild the affected facilities to the extent feasible. These include:

- The vicinity of 26th Avenue Southwest and Southwest Andover Street (Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7)
- 26th Avenue Southwest and Southwest Genesee Street (Alternative DEL-1a, Alternative DEL-2a, Alternative DEL-3, and Alternative DEL-4)
- Southwest Genesee Street from 26th Avenue Southwest to Longfellow Creek (Alternative DEL-1a and Option DEL-2b)

Preferred Option (DEL-6b)

Preferred Option DEL-6b has a station design featuring a one-way bus loop connecting Southwest Andover Street to Delridge Way Southwest via a re-aligned Southwest Charlestown Street. Station access would be provided from the bus loop to the west and Delridge Way Southwest from the east, thus allowing riders to transfer between bus and light rail without any street crossings. Preferred Option DEL-6b would include a new signalized intersection at Delridge Way Southwest and the re-aligned Southwest Charlestown Street/23rd Avenue Southwest to provide a new crossing location for pedestrians and bicyclists accessing the station. Pick-ups/drop-offs would occur on Southwest Andover Street west of Delridge Way Southwest. Most of the riders transferring between light rail and buses come from Delridge, White Center, Burien, and other communities to the south. The RapidRide H Line is expected to have the highest number of light rail transfers. Table 4-9 in Section 4.3.2.3 summarizes p.m. peak hour non-motorized station trip generation. The pedestrian L.O.S. analysis determined that sidewalks, crosswalks, and intersection corners within one block of the station entrances would have sufficient capacity.

Before the Ballard Link Extension opens, which would connect the West Seattle Link Extension directly to the existing light rail system, King County Metro (Metro) would continue to operate some bus routes into Downtown Seattle and would use the existing bus stops on Delridge Way Southwest. Therefore, there would be a multi-year period during which riders transferring between bus and light rail would have to cross two roadways during their transfer. However, the number (approximately 40 peak hour riders) is small relative to the number of expected riders in 2042 when the Sound Transit 3 light rail system expansion is complete.

Preferred Option DEL-6b would also cross 32nd Avenue Southwest at-grade, resulting in a permanent closure of a portion of 32nd Avenue Southwest, which would create a cul-de-sac on

either side of the guideway and reduce the walkshed to the west. Sound Transit is considering options to provide a pedestrian connection from Southwest Andover Street to 32nd Avenue Southwest south of the cul-de-sac; however, it is unknown if a connection is feasible until final design is complete. If a pedestrian connection cannot be maintained, pedestrians would need to detour to Southwest Avalon Way, which is approximately 300 feet east of 32nd Avenue Southwest. Traffic diversion is discussed in more detail in Section 4.3.3.4, Delridge Segment, in the Construction Impacts section of Chapter 4, Arterial and Local Street Operations.

Other Build Alternatives (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

Under Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b, the station entrances would be on the west side of Delridge Way Southwest, one at Southwest Dakota Street near Delridge Way Southwest and one on 26th Avenue Southwest south of Southwest Dakota Street. The nearest signalized crossings are roughly 650 feet to either side of the intersection of Delridge Way Southwest and Southwest Dakota Street (at Southwest Andover Street and at Southwest Genesee Street), so some riders may cross Delridge Way Southwest at Southwest Dakota Street without a signal. If one of these alternatives were selected, Sound Transit, Metro, and the City of Seattle would assess alternative pathways that would enable closer bus stop placement. The walksheds for Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b overlap with the Avalon Station walksheds to the west. Due to these stations being slightly farther south than Preferred Option DEL-6b, the walksheds extend farther to the south than the other alternative walksheds.

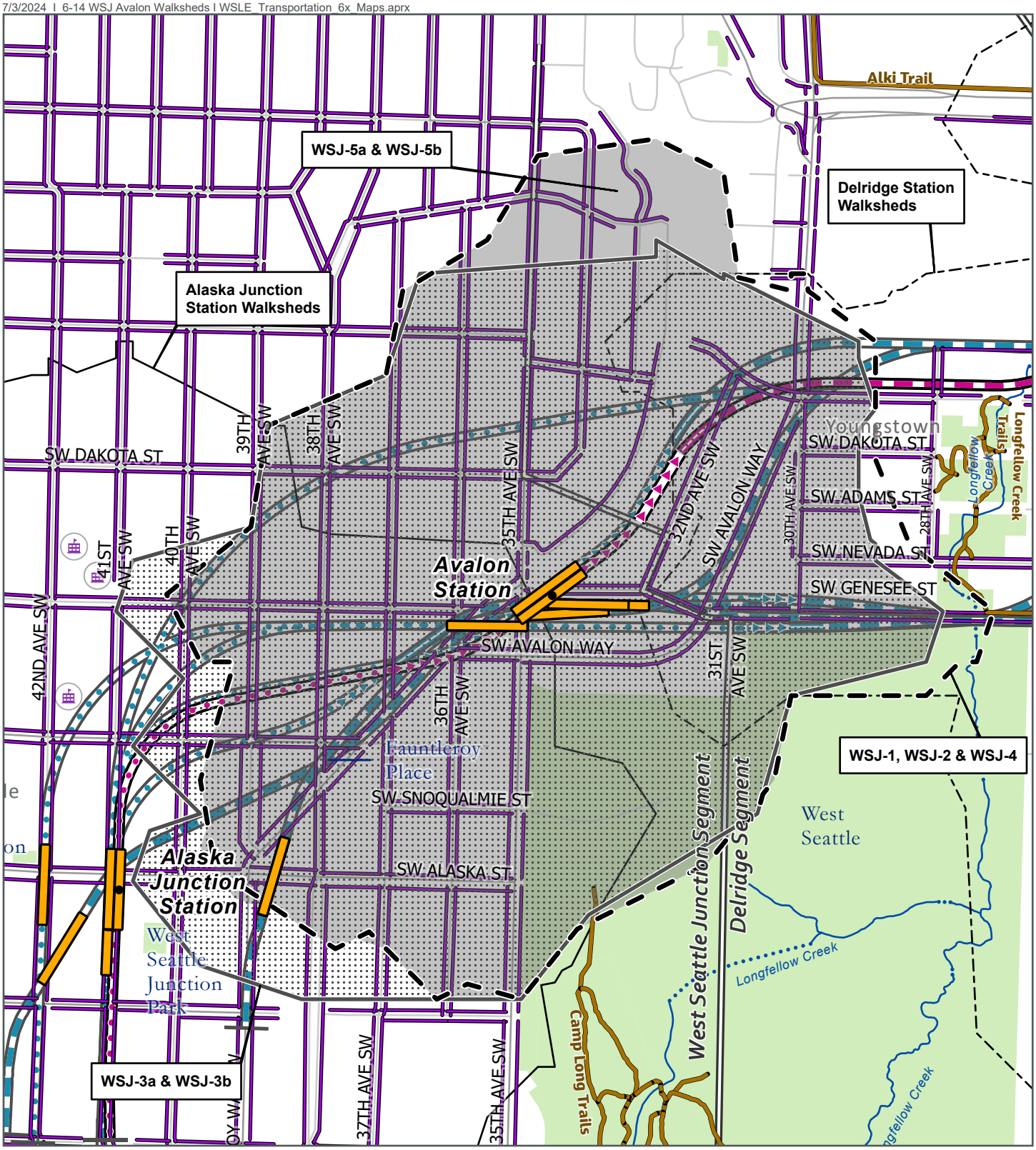
Under Alternative DEL-2a and Option DEL-2b, 25th Avenue Southwest would be closed to through traffic south of Southwest Dakota Street, but pedestrian and bicycle access would be maintained. Option DEL-2b would permanently close 30th Avenue Southwest north of Southwest Genesee Street, thus potentially eliminating pedestrian and bicycle access at that location.

Alternatives DEL-1a and DEL-3 would remove the sidewalk on the south side of Southwest Genesee Street between Southwest Avalon Way and 26th Avenue Southwest; DEL-4 would remove a portion of that sidewalk segment. This sidewalk runs alongside the West Seattle Golf Course fence; pedestrians would instead travel along the sidewalk on the north side of the street. A bus stop would remain on the south side of Southwest Genesee Street with access maintained from the north sidewalk by a pedestrian crossing and treatments to provide safe access.

The non-motorized trip generation for Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, Alternative DEL-5, and Alternative DEL-6a would be the same as Preferred Option DEL-6b. Preferred Option DEL-6b and Alternative DEL-7 share the same station design, with different volumes of boardings and alightings because Alternative DEL-7 would not include an Avalon Station in the West Seattle Junction Segment. Under Alternative DEL-7, the pedestrian L.O.S. would be acceptable for all pedestrian sidewalks, crossings, and corners studied. More riders would access the Link light rail network at Delridge Station if there were no Avalon Station. Alternative DEL-7 would permanently close 32nd Avenue Southwest, similar to Preferred Option DEL-6b.

Under the West Seattle Link Extension M.O.S., the Delridge Station would be the southern terminus and would therefore have higher ridership than the full-build project. Over 90 percent of the riders would access the light rail station by bus from Alaska Junction, White Center, Burien, and communities to the south. The remaining riders would access the station by walking, biking, or using pick-up and drop-off.

All pedestrian sidewalks, crossings, and corners within one block of Delridge Station are expected to have sufficient capacity under the M.O.S. scenario.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

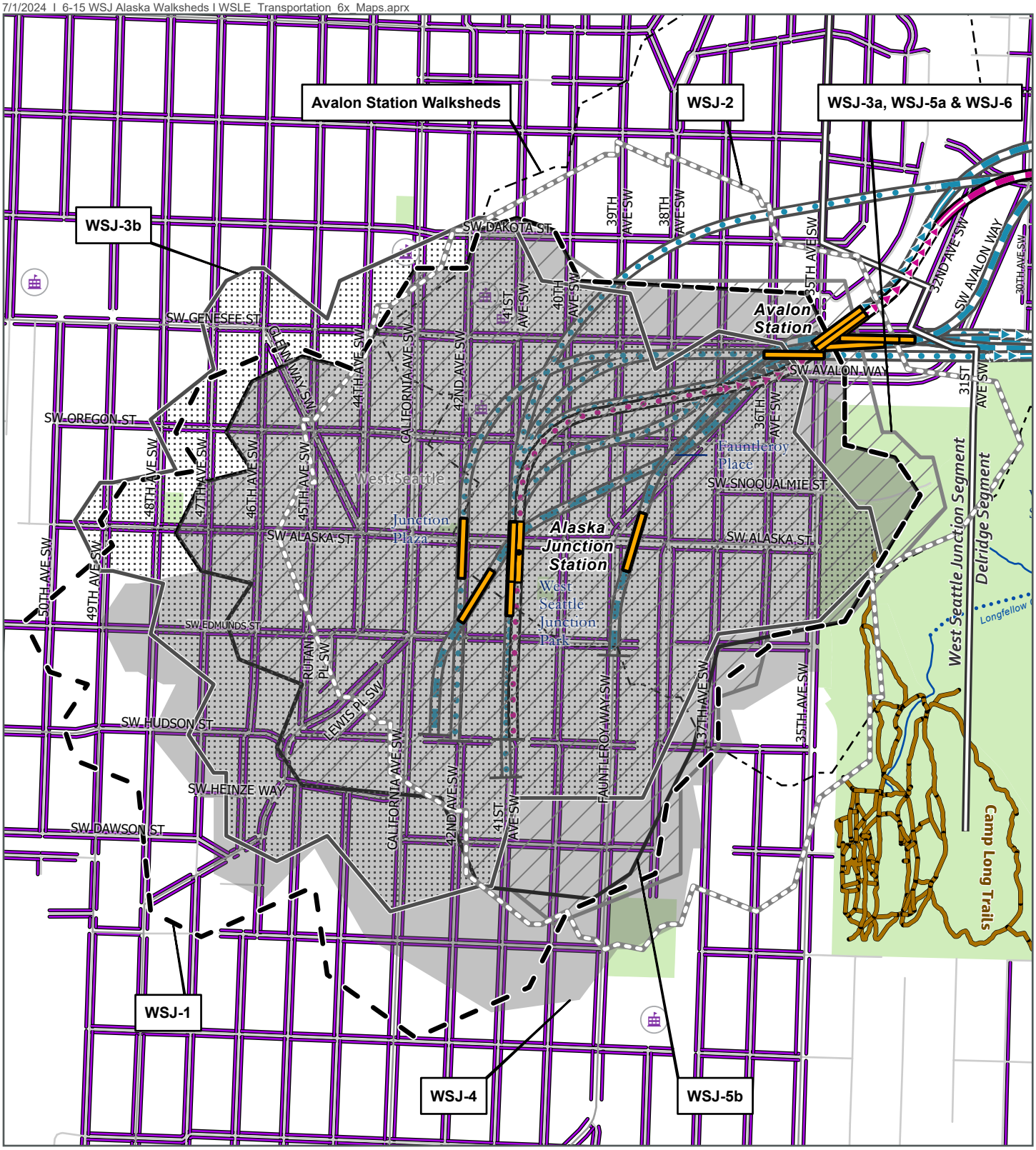
- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Sidewalks
- Existing Trail
- Schools

10-Minute Walkshed
- WSJ Avalon-1, 2, & 4
- WSJ Avalon-3a & 3b
- WSJ Avalon-5a & 5b
- Delridge Station Walksheds
- Alaska Junction Station Walksheds

FIGURE 6-16
Pedestrian Facilities and Station Pedestrian Access
Avalon Station Walksheds

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Park
- Stream
- Piped Stream
- Sidewalks
- Existing Trail
- Schools

10-Minute Walkshed
- WSJ Alaska-1
- WSJ Alaska-2
- WSJ Alaska-3b
- WSJ Alaska-4
- WSJ Alaska-5b
- WSJ Alaska-3a, 5a, & 6
- Avalon Station Walksheds

0 500 1,000 Feet

N

FIGURE 6-17
Pedestrian Facilities and Station Pedestrian Access
Alaska Junction Station Walksheds

West Seattle Link Extension

West Seattle Junction Segment

Figure 6-16 and Figure 6-17 show the walksheds and surrounding pedestrian facilities for the Build Alternatives at the Avalon and Alaska Junction stations, respectively. The Avalon Station walksheds for Preferred Option WSJ-5b and Alternative WSJ-5a are very similar to the other alternatives but do not extend quite as far east or west as some of the other walksheds. These walksheds overlap with portions of the Delridge walksheds to the east and portions of the Alaska Junction walksheds to the southwest. The Avalon Station walksheds for Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 are similar because the stations would be close together. The walksheds for Alternative WSJ-3a and Option WSJ-3b are shifted slightly to the southwest due to the station location.

The walksheds around Alaska Junction Station vary more, as the station locations are up to 1,200 feet apart. The walksheds for Alternative WSJ-3a, Alternative WSJ-5a, and Alternative WSJ-6 are very similar to the walkshed for Preferred Option WSJ-5b, as they would have similar station entrance locations. The Alaska Junction Station walkshed for Preferred Option WSJ-5b would not extend as far south and west as Alternative WSJ-1, Option WSJ-3b, and Alternative WSJ-4 walksheds due to different station locations. Due to the Avalon and Alaska Junction stations' proximity, their walksheds would overlap.

Under all alternatives, bicyclists could access the station via nearby bicycle facilities, including neighborhood greenways on 42nd Avenue Southwest and 36th Avenue Southwest and bicycle lanes on Fauntleroy Way Southwest, Southwest Avalon Way, and Southwest Alaska Street.

Table 4-9 in Section 4.3.2.3 summarizes p.m. peak hour non-motorized station trip generation. The bicycle trip generation for Preferred Option WSJ-5b at Avalon Station is expected to be approximately 10 new trips in the p.m. peak hour. The bicycle trip generation for Avalon Station under Alternative WSJ-2 would likely be five new trips in the p.m. peak hour and approximately 10 new trips in the p.m. peak hour under the other alternatives. The Alaska Junction Station is expected to have an estimated 35 new bicycle trips in the p.m. peak hour with Preferred Option WSJ-5b. Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, and Alternative WSJ-5a would have the same bicycle trip generation as the Preferred Option. Alternative WSJ-2 and Alternative WSJ-6 are expected to have approximately 55 new bicycle trips in the p.m. peak hour. As on-road bicycle facilities can accommodate approximately 2,000 bicycles an hour, the existing and planned bicycle facilities around the station are expected to have sufficient capacity for these additional bicycle trips.

Topography is a limiting factor for both pedestrian and bicycle mobility. For all alternatives, cyclists could access the Alaska Junction and Avalon stations using the following planned routes:

- Neighborhood greenways:
  - 36th Avenue Southwest
  - 42nd Avenue Southwest
  - 45th Avenue Southwest
  - 48th Avenue Southwest
  - Southwest Andover Street
- Bicycle lanes:
  - Glenn Way Southwest
  - Erskine Way Southwest
  - Southwest Charlestown Street
  - Southwest Genesee Street

- Protected bicycle lanes:
  - 35th Avenue Southwest
  - Fauntleroy Way Southwest
  - Southwest Admiral Way
  - Southwest Alaska Street
  - Southwest Avalon Way

There are three schools within the 10-minute walkshed from the new Alaska Junction Station:

- Holy Rosary Elementary, grades Pre-K to 8 (private)
- Hope Lutheran School, grades Pre-K to 8 (private)
- Tilden School, grades K to 5 (private)

There are no designated school crossings, crossing guards, or school patrols near the station, and all roadways adjacent to the station have sidewalks.

Preferred Option (WSJ-5b)

Under Preferred Option WSJ-5b, the station access points would be on the northeast and southwest corners of the 41st Ave Southwest and Southwest Alaska Street intersection.

Under Preferred Option WSJ-5b, Southwest Genesee Street at 35th Avenue Southwest would be permanently closed. Pedestrians would be detoured along Southwest Genesee Street eastbound to Southwest Avalon Way. Table 4-9 in Section 4.3.2.3 summarizes p.m. peak hour non-motorized station trip generation. About half of riders at the Avalon Station and a third of riders at the Alaska Junction Station would be pedestrians or bicyclists. Because Alaska Junction Station would be the terminus, a high share of bus-to-light rail transfers is anticipated. The pedestrian L.O.S. analysis determined that sidewalks, crosswalks, and intersection corners within one block of the station entrances would have sufficient capacity.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, and WSJ-6)

Guideway columns could encroach on sidewalks along the Fauntleroy Way Southwest corridor under Alternative WSJ-1 and Alternative WSJ-2, but Sound Transit would rebuild the affected facilities to the extent feasible.

Non-motorized trip generation for Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, and Alternative WSJ-5a would be the same as Preferred Option WSJ-5b. The non-motorized trip generation for Alternative WSJ-2 would be approximately 600 boardings lower at the Avalon Station than under Preferred Option WSJ-5b, and about 850 boardings higher at the Alaska Junction Station than Preferred Option WSJ-5b. This would be because under Alternative WSJ-2, the Alaska Junction Station would be at Fauntleroy Way Southwest, closer to Avalon Station, which would cause some of the Avalon Station riders to shift to the Alaska Junction Station. Non-motorized trips would also slightly increase at Alaska Junction Station under Alternative WSJ-2 due to land use density differences at this location.

Alternative WSJ-6 would differ from Preferred Option WSJ-5b in terms of volume of boardings and alightings because it would not have the Avalon Station. Without the Avalon Station, increased boardings and alightings are expected at the Alaska Junction Station, as well as a higher proportion of bus transfers. The non-motorized trip generation at the Alaska Junction Station for Alternative WSJ-6 would be approximately 750 boardings and 750 alightings higher than for Preferred Option WSJ-5b.

Alternative WSJ-4 would permanently close 37th Avenue Southwest north of Fauntleroy Way Southwest and 38th Avenue Southwest at the guideway north of Southwest Oregon Street, potentially eliminating non-motorized access. Pedestrians and bicycles could reroute to the adjacent parallel roadways, which have short block spacing such that out-of-direction travel would be minimal. Alternative WSJ-5a would permanently close Southwest Genesee Street east of 35th Avenue Southwest. Although the station would still be accessible by cyclists and pedestrians, those passing through the station area may have to cross 35th Avenue Southwest and Fauntleroy Way Southwest at Southwest Avalon Way. Pedestrians and bicycles could reroute to Southwest Avalon Way instead.

6.3.2.2 Construction Impacts

Specific non-motorized facilities that are expected to be affected by construction for at least one year are described in the following segment-specific discussions (consistent with the definition of long-term closures in Attachment N.1A). See Attachment N.1D, Permanent and Temporary Transportation Facility Closures, for a complete list of the roadway construction closures expected for each alternative.

Impacts Common to All Alternatives

Project construction would impact non-motorized travel modes; see Chapter 4 for discussion of specific roadways, including extents and durations of key closures. Construction could temporarily close some sidewalks, reduce sidewalk widths, or close crosswalks, though Americans with Disabilities Act-compliant access would be maintained or detours would be provided to the extent feasible. Construction flaggers may also occasionally halt non-motorized travel adjacent to active construction for very short periods.

Although sidewalks or pedestrian paths that students use to reach schools may be affected during construction, no designated school crossings are expected to be affected. Some Americans with Disabilities Act-accessible curb ramps may be temporarily removed. There could also be bicycle facility closures and reduced bicycle lane widths within or adjacent to construction areas.

Pedestrians, people with disabilities that require the use of Americans with Disabilities Act-accessible curb ramps, and bicyclists might have to use alternate routes and/or navigate closures. In accordance with Seattle Department of Transportation Director's Rule 10-2015, sidewalks and pedestrian paths would be maintained to the maximum extent feasible; adjacent lanes could be repurposed to create non-motorized pathways through or around construction zones. Some roadways may be fully closed; in those cases, pedestrians and bicycles would be rerouted to the next adjacent street, where feasible, to minimize out-of-direction travel. In locations where a dedicated bicycle facility (such as a protected bicycle lane or multi-use path) must be temporarily closed, Sound Transit will work with the City of Seattle to identify and implement an alternate route that achieves, to the extent feasible, a similar level of protection and comfort as the affected facility.

The conditions described above could affect areas throughout the alignment for a range of durations. Trails, bicycle lanes, greenways, signed bicycle routes, and stairways expected to be affected by construction or full roadway closures causing substantial barriers or out-of-direction travel for at least 1 year are described by alternative in the following sections. For long-term roadway closure details, see Section 4.3.3, Construction Impacts.

All project alternatives in the SODO and Duwamish segments would require relocation of 26-kilovolt and 230-kilovolt utilities along the SODO Busway and 6th Avenue South. These closures would be in addition to the closures described for light rail construction.

Construction activity would progress in stages along the corridors such that closures would be localized rather than closing the entire corridor at once. During the utility relocation, the SODO Trail would be fully closed east of the SODO Station for less than 1 month (note additional closures of the SODO Trail are described in the following subsection). South Holgate Street and South Lander Street would each have partial closures at the SODO Busway for up to one month at a time. One to two lanes of 6th Avenue South would be closed at a time, with each closure lasting up to 4 months, thus potentially affecting adjacent pedestrian facilities. Full closures of 6th Avenue South, including sidewalks, would also occur between South Massachusetts Street and South Spokane Street and between Diagonal Avenue South and South Hinds Street. Temporary detours around the localized closures would be put in place to the extent feasible to allow pedestrian access. No designated bicycle facilities are expected to be affected. Intersection closures could also occur during overnight hours.

SODO Segment

For all alternatives, the SODO Trail would be closed for the duration of construction (approximately 4 years) between South Stacy Street and South Forest Street. Pedestrians and bicycles would likely be detoured to 6th Avenue South, approximately 280 feet to the east, with east-west access maintained at adjacent street crossings. Sound Transit will work with the City of Seattle to identify and implement a design on 6th Avenue South (or other location as agreed upon) that achieves, to the extent feasible, a similar level of protection and comfort as the affected facility. There are no additional long-term construction closures under SODO-2; additional closures under the other alternatives are described below.

Preferred Option (SODO-1c) and Other Alternatives (SODO-1a, SODO-1b)

Under Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, the sidewalks on both sides of South Lander Street between 4th Avenue South and 6th Avenue South would be closed for approximately 3 years during construction of the South Lander Street overpass. During this time, pedestrians would be detoured to a temporary connection south of South Lander Street to connect between 4th Avenue South and 6th Avenue South. The connection would be parallel to South Lander Street along a nearby east-west path where practical. Sound Transit is also considering opportunities to maintain a pedestrian connection with the existing SODO Station, but there may be periods when the SODO Station is not accessible. See Chapter 3, Transit, for more detail.

Duwamish Segment

Preferred Alternative (DUW-1a) and Other Alternative (DUW-1b)

Under Preferred Alternative DUW-1a, 4th Avenue South north of South Spokane Street would have partial closures. There would be periods of time when the sidewalk on one side of 4th Avenue South would be closed between approximately South Spokane Street and South Hinds Street. When the west sidewalk is closed, the east side would remain open and vice versa.

Under Preferred Alternative DUW-1a and Option DUW-1b, the Delridge Connector Trail from Delridge Way Southwest to the West Seattle Bridge Trail would be rerouted during construction. Rather than run along the east side of Delridge Way Southwest, the trail would be detoured along the 23rd Avenue Southwest pathway on the west side of Delridge Way Southwest (starting at roughly Southwest Charlestown Street). The 23rd Avenue Southwest pathway would connect to the trail on the north side of the West Seattle Bridge via a series of improvements Sound Transit is designing in coordination with the City of Seattle.

The 22nd Avenue Southwest connection to the Delridge Connector Trail and the stairway between 22nd Avenue Southwest and Delridge Way Southwest would also be temporarily closed. Bicyclists would be detoured via Southwest Andover Street and 23rd Avenue Southwest, where they could use the new signal at Delridge Way Southwest and 23rd Avenue Southwest to access the detour route.

The staircase through the West Duwamish Greenbelt between Southwest Charlestown Street and Southwest Marginal Place would also be closed during construction of Preferred Alternative DUW-1a and Option DUW-1b, as would the Southwest Marginal Place connector trail to the West Seattle Bridge Trail. Pedestrians who must detour during the staircase closure would have to travel a longer distance and encounter more vehicle conflicts on facilities along the roadway. The Southwest Marginal Place connector trail would be kept open for some periods of construction depending on the construction activity. During some periods, non-motorized users could be detoured to the sidewalk on the west side of West Marginal Way or the planned pedestrian path of the east side of West Marginal Way Southwest (scheduled to be constructed in 2024) to connect to the West Seattle Bridge Trail at the intersection with Chelan Avenue Southwest. However, the west side facility is a relatively narrow sidewalk with no barrier to adjacent traffic. Moreover, there may be periods of construction when the sidewalk on the west side of West Marginal Way and the planned pedestrian path of the east side of West Marginal Way Southwest are closed concurrent with the Southwest Marginal Place closure. Due to the limited street network and topographical constraints, pedestrian and bicycle travel on existing facilities may not be possible during those times. Sound Transit would continue to consider alternative means to transport pedestrians and bicycles through the corridor.

Other Build Alternative (DUW-2)

Under the North Crossing Alternative (Alternative DUW-2), construction of the guideway would close the portion of the Alki Trail west of the Chelan Avenue Southwest/West Marginal Way Southwest/Southwest Spokane Street intersection. Although the current access to the crosswalk would be unavailable, travelers may use existing crosswalks farther to the west to connect to the West Seattle Bridge Trail and the Duwamish Trail. The partial closure of 4th Avenue South as described under Preferred Alternative DUW-1a, would also apply for Alternative DUW-2.

Delridge Segment

During construction of Preferred Option DEL-6b, 26th Avenue Southwest south of Southwest Andover Street would be closed on nights and weekends. This would include closure of the sidewalks on both sides of 26th Avenue Southwest. This roadway is a neighborhood greenway so bicyclists would need to use an alternate route such as 28th Avenue Southwest. No additional non-motorized effects beyond the general roadway impacts described in the Construction Impacts Common to All Alternatives section are expected for Preferred Option DEL-6b.

Other Build Alternatives (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

Under Alternative DEL-1a and Option DEL-1b, Southwest Genesee Street would be temporarily closed to all users. Because there are no parallel routes to the south, pedestrians and bicycles would likely reroute approximately 250 feet to the north to Southwest Nevada Street or 650 feet to the north to Southwest Dakota Street. Traffic diversion from this closure would likely cause an increase in vehicular volumes on 26th Avenue Southwest, which is a neighborhood greenway. Traffic diversion is discussed in more detail in Section 4.3.3.4, Delridge Segment, in the Construction Impacts section of Chapter 4.

No non-motorized effects beyond the general roadway impacts described in the Construction Impacts Common to All Alternatives section above are expected for Option DEL-2a or Option DEL-2b. Under Alternatives DEL-3 and DEL-4, the multi-year partial closure of Delridge Way Southwest would close the sidewalk and bicycle lane on one side of the street at a time during construction. Portions of Southwest Genesee Street would be fully closed under Alternative DEL-3 and partially closed under Alternative DEL-4. Because there are no parallel routes to Southwest Genesee Street to the south, pedestrians and bicycles would reroute to the north. Due to the irregular street grid in that area, there would be some out-of-direction travel required. Traffic diversion from the Delridge Way Southwest and Southwest Genesee Street closures would likely cause an increase in vehicular volumes on 26th Avenue Southwest, which is a neighborhood greenway. Traffic diversion is discussed in more detail in Section 4.3.3.4.

Under Alternatives DEL-5 and DEL-6a, Southwest Andover Street—a signed bicycle route—would be temporarily closed to pedestrians and bicyclists. Pedestrians and bicycles could use Southwest Genesee Street approximately 1,300 feet to the south as an alternate route. Alternative DEL-5 would also fully close a portion of Southwest Avalon Way, including the protected bike lanes along that segment. Pedestrians and bicycles could reroute to 32nd Avenue Southwest, approximately 300 feet to the west. Traffic diversion from Southwest Andover Street and Southwest Avalon Way would cause an increase in vehicular volumes on 26th Avenue Southwest, which is a neighborhood greenway. Alternative DEL-7 would have the same closure of 26th Avenue Southwest as Preferred Option DEL-6b. Traffic diversion is discussed in more detail in Section 4.3.3.4.

West Seattle Junction Segment

Preferred Option WSJ-5b

Under Preferred Option WSJ-5b, 35th Avenue Southwest would be closed between Fauntleroy Way Southwest and Southwest Avalon Way for 1 year during construction, during which time pedestrians could detour to Fauntleroy Way Southwest. Construction would be phased such that the 35th Avenue Southwest closure would not coincide with closures at the Fauntleroy Way Southwest and Southwest Avalon Way intersection. Partial closures of the intersection pedestrian crossings would be phased so that pedestrians would only need to detour to one side of the intersection while the other side is closed.

Under Preferred Option WSJ-5b, 41st Avenue Southwest from north of Southwest Alaska Street to Southwest Hudson Street would also be closed during construction. Pedestrians would detour to either 40th Avenue Southwest or 42nd Avenue Southwest, which are approximately 300 feet east and west of 41st Avenue Southwest. The staircases along Southwest Hudson Street on either side of 41st Avenue Southwest would be closed during construction. Pedestrians could detour to Southwest Dawson Street approximately 620 feet to the south.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b WSJ-4, WSJ-5a, and WSJ-6)

Under Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-3a, and Option WSJ-3b, 36th Avenue Southwest from Fauntleroy Way Southwest to Southwest Genesee Street would be closed. Pedestrians would detour approximately 130 feet to the northeast, where Southwest Genesee Street and Fauntleroy Way Southwest meet.

Under Alternative WSJ-2, portions of Southwest Alaska Street and 39th Avenue Southwest would be closed to pedestrians and bicyclists, which includes a westbound bike lane on Southwest Alaska Street. Pedestrians and bicyclists would likely not be allowed on Southwest Alaska Street for several years due to the type of construction activities. For the remaining construction period, the sidewalk could be maintained on at least one side of the street. During the periods when pedestrians are not allowed on Southwest Alaska Street, the nearest alternate route would be 38th Avenue Southwest and Fauntleroy Way Southwest.

Under Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a, portions of 35th Avenue Southwest would be closed for varying durations. Because there are no parallel routes to the east, pedestrians and bicycles could use 36th Avenue Southwest approximately 260 feet west (under Alternative WSJ-5a) or 37th Avenue Southwest approximately 600 feet west (under Alternative WSJ-3a and Option WSJ-3b) as an alternate route.

Under Alternatives WSJ-3a, WSJ-4, WSJ-5a, and WSJ-6 the staircases along Southwest Hudson Street on either side of 41st Avenue Southwest would be closed during construction. Under Option WSJ-3b, Southwest Hudson Street would be closed to pedestrians and bicycles at 42nd Avenue Southwest.

6.4 Potential Mitigation Measures

6.4.1 Long-term Impacts

The West Seattle Link Extension is not expected to permanently impact existing designated bicycle facilities or routes. If impacts are identified as the project advances, Sound Transit will work with the City of Seattle to rebuild the affected facilities or develop alternate facilities or routes that achieve, to the extent feasible, a similar level of protection and comfort afforded by the facility being impacted. These replacements would be funded by Sound Transit and may include, for example, protected or standard bicycle lanes, trails, and neighborhood greenway treatments, along with associated design elements such as pavement markings and bike signals where needed.

Under the full-build condition, no pedestrian facilities would have an L.O.S. impact with the West Seattle Link Extension. No pedestrian facilities would have an L.O.S. impact under the M.O.S.

The project may also have direct physical impacts to existing sidewalks and trails due to placement of guideway columns in the Duwamish and Delridge segments, and several streets in the Delridge and West Seattle Junction segments would be permanently closed, potentially eliminating pedestrian and bicycle access at those locations. As the project design is refined and potential column locations are identified with greater precision, additional pedestrian and bicycle visibility issues may emerge. These visibility issues could be mitigated with measures such as protected vehicle turns or restricting vehicle movements.

Sound Transit will rebuild affected non-motorized facilities to meet Americans with Disabilities Act requirements as well as applicable local design standards at the time of permitting (such as Seattle Streets Illustrated [City of Seattle 2020] and the Seattle Land Use Code and Light Rail Facility Construction and Construction Impacts sections of the Seattle Municipal Code) or to a standard agreed to by Sound Transit and the City of Seattle.

As the project design advances, if it is determined that a facility could not be rebuilt to applicable design standards and an alternate design cannot be agreed upon in the original location, Sound Transit would work with the City of Seattle to develop mitigation, such as an alternate route.

6.4.2 Construction Impacts

When non-motorized facilities such as sidewalks and bicycle lanes must be temporarily closed for construction, Sound Transit would provide marked detours, such as dedicated walkways and alternate bicycle routes that may include treatments such as pedestrian and bicycle signals, signal optimization including leading pedestrian intervals, crosswalks, curb bulbs, rectangular rapid flashing beacons, pavement markings, and temporary signals. Where possible, temporary facilities will be designed to applicable design standards such as Seattle Streets Illustrated (City of Seattle 2020), Standard Plans for Municipal Construction (City of Seattle 2023), or as agreed to by the City of Seattle; at a minimum they will comply with Americans with Disabilities Act requirements.

If maintaining a facility is not feasible, Sound Transit would work with the City of Seattle to develop and implement a construction management plan to provide alternate facilities that, to the extent feasible, offer a similar level of protection and comfort. Where already identified, specific mitigation measures are described by segment below. As design progresses, these detours will be refined in coordination with the City of Seattle.

6.4.2.1 SODO Segment

Under the SODO Trail construction closure (approximately 4 years), pedestrians and bicycles would be detoured to 6th Avenue South, approximately 280 feet to the east with east-west access maintained at adjacent street crossings. Sound Transit will work with the City of Seattle to identify and implement a design on 6th Avenue South that achieves, to the extent feasible, a similar level of protection and comfort as the affected facility.

During the South Lander Street closure, Sound Transit would maintain a temporary pedestrian connection south of South Lander Street to allow access between 4th Avenue South and 6th Avenue South.

6.4.2.2 Duwamish Segment

Under Preferred Alternative DUW-1a and Option DUW-1b, the Delridge Connector Trail from Delridge Way Southwest to the West Seattle Bridge Trail would be rerouted during construction. Rather than run along the east side of Delridge Way Southwest, the trail would be detoured along the 23rd Avenue Southwest pathway on the west side of Delridge Way Southwest (starting at roughly Southwest Charlestown Street). The 23rd Avenue Southwest pathway would connect to the trail on the north side of the West Seattle Bridge via a series of improvements Sound Transit is designing in coordination with the City of Seattle. The 22nd Avenue Southwest connection to the Delridge Connector and stairway from 22nd Avenue Southwest to Delridge Way Southwest would also be temporarily closed. Pedestrians and bicyclists would be detoured via Southwest Andover Street and 23rd Avenue Southwest, where they could use the new signal at Delridge Way Southwest and 23rd Avenue Southwest to access the detour route. These replacements will be located and designed in coordination with the City of Seattle and funded by Sound Transit.

Pedestrian and bicycle facilities removed or damaged by construction would be replaced, to the extent feasible, by permanent facilities that meet applicable design standards or as agreed to by the City of Seattle when project construction is complete.

7 SAFETY

7.1 Introduction

This chapter describes the effects of the West Seattle Link Extension Project (the project) on safety for motorists, pedestrians, and cyclists. To assess the current safety conditions within the study area, collision data were collected for the 5-year period between 2017 and 2021. The safety study area is defined as a one-block (approximately 300 feet) radius around the guideway and stations. A total of 1,014 collisions were reported within this study area between 2017 and 2021. The 20 roadway segments and 20 intersections with the highest number of collisions are summarized to highlight existing trends in collisions along the project corridor and around station locations.

To determine the project's effects on safety, qualitative assessments of the operating condition (permanent effects) were performed using a 2042 horizon year. Because ridership is expected to be higher in 2042 than in the year of opening (2032), this provides a conservative assessment of potential impacts. Analysis was also performed for the construction period. These assessments considered factors such as detours, traffic volume changes, conflict points, and project design elements. Finally, potential mitigation was identified for long-term and temporary impacts.

7.1.1 Key Findings

- Under the no build condition, safety performance is expected to remain largely the same as the existing conditions, with slight growth in traffic volumes and no major transportation infrastructure projects that would substantially alter the travel patterns within the study area.
- The project would minimally affect safety because all light rail alternatives would be grade-separated and operate in exclusive right-of-way.
- The project would result in approximately 17,000 fewer vehicle miles traveled per day in the region due to travelers shifting from driving to transit—an inherently safer mode.
- Increased vehicular and/or non-motorized activity around stations may result in increased conflicts. Stations would be designed to include appropriate non-motorized facilities to accommodate this expected level of activity and coordinated with the City of Seattle. Station access would be through signalized or controlled locations, and in some instances grade-separated crossings.
- Although pedestrian and bicyclist activities are expected to increase around stations, the increase in conflicts is small compared to the number of conflicts already present within the existing study area.
- For construction, Sound Transit would develop a Maintenance of Traffic Plan based on the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* and Seattle Department of Transportation's *Traffic Control Manual for In-street Work*. During construction, some roadways would be partially or fully closed. While the number of collisions on the network within any given segment are expected to be similar, streets used as alternative routes would have more vehicles traveling on them potentially creating more collisions on those streets.
- Construction also may temporarily close some sidewalks, crosswalks, and bicycle facilities. Some closures may detour bicyclists away from dedicated facilities to shared facilities,

but Sound Transit would coordinate with the City of Seattle to identify appropriate alternative facilities.

7.2 Affected Environment

The City of Seattle's safety initiative, Vision Zero, aims to eliminate all traffic deaths by 2030, and the City is using several strategies to advance this goal, including efforts to increase transit use. Vision Zero high crash corridors are the 100 arterial segments with the highest number of collisions. This section considers the high crash corridors included in the Vision Zero corridor prioritization in the study area.

Several roadways within the project study area are identified as high injury corridors in the Seattle Department of Transportation's *Vision Zero 2019 Update*.

Southwest Oregon Street was identified as a priority location, along with Southwest Avalon Way, 4th Avenue South, 6th Avenue South, the Spokane Street Viaduct, and South Lander Street. There are currently no planned, committed safety improvement projects at these locations within the project study area. However, recent improvements along Southwest Avalon Way included adding protected bicycle lanes and removing some parking spaces, which may reduce collision severity and frequency.

Intersections between the roadway system and the existing light rail system are potential conflict points. While most of the existing light rail system is grade-separated and does not interact with other modes, portions of the Link light rail system are at-grade and at intersections vehicle and non-motorized traffic have direct conflicts with light rail vehicles. Within the project corridor, the 1 Line operates at-grade in the SODO Segment with at-grade roadway crossings at South Holgate Street and South Lander Street. Dynamic and static warning signs, signals, and zigzag or gated pedestrian crossings are present in these locations to alert drivers and pedestrians of the presence or potential presence of light rail vehicles.

Roadway segments and intersections potentially affected by the Build Alternatives were summarized and sorted based on total collision frequency. Table 7-1 summarizes the 20 intersections with the highest number of collisions, by severity, within the study area. Most of these were property damage only. No fatal collisions occurred at these intersections.[1] Angle collisions were the most common collision type, which is typical for intersections. More information regarding the distribution of collision types at these intersections are included in Attachment N.1G, Historical Collisions by Collision Type.

[1] One fatal crash within the study area occurred in 2019 at the intersection of the Alaskan Way Viaduct and South Spokane Street; that intersection is not a top 20 location, so it does not appear in Table 7-1.

Table 7-1. Top 20 Collision Intersections by Severity (2017 to 2021)

Segment	Location [a]	Fatal Collisions	Serious Injury Collisions	Injury Collisions	Property Damage Only Collisions	Unknown Collisions	Total Collisions
Duwamish	1st Avenue South and South Spokane Street (northbound)	0	2	10	12	0	24
Duwamish	1st Avenue South and South Spokane Street (southbound)	0	1	2	2	0	5
Duwamish	4th Avenue South and South Horton Street	0	1	5	4	0	10
Duwamish	4th Avenue South and South Spokane Street (northbound)	0	0	6	6	0	12
Duwamish	4th Avenue South and South Spokane Street (southbound)	0	0	24	23	0	47
Duwamish	East Marginal Way South and South Spokane Street (southbound)	0	0	2	11	0	13
Duwamish	South Lander Street and SODO Busway	0	1	2	3	0	6
Duwamish	West Marginal Way Southwest and Southwest Spokane Street (northbound)	0	0	1	6	0	7
Delridge	Delridge Way Southwest and Southwest Andover Street	0	0	5	6	0	11
West Seattle Junction	35th Avenue Southwest and Fauntleroy Way Southwest	0	0	6	10	1	17
West Seattle Junction	35th Avenue Southwest and Southwest Avalon Way	0	0	10	12	0	22
West Seattle Junction	37th Avenue Southwest and Fauntleroy Way Southwest	0	0	3	4	0	7

Segment	Location [a]	Fatal Collisions	Serious Injury Collisions	Injury Collisions	Property Damage Only Collisions	Unknown Collisions	Total Collisions
West Seattle Junction	38th Avenue Southwest and Fauntleroy Way Southwest	0	0	4	2	0	6
West Seattle Junction	38th Avenue Southwest and Southwest Oregon Street	0	0	3	3	0	6
West Seattle Junction	42nd Avenue Southwest and Southwest Alaska Street	0	0	8	4	0	12
West Seattle Junction	44th Avenue Southwest and Southwest Oregon Street	0	0	2	7	0	9
West Seattle Junction	California Avenue Southwest and Southwest Oregon Street	0	0	6	3	0	9
West Seattle Junction	Fauntleroy Way Southwest and Southwest Alaska Street	0	0	0	6	0	6
West Seattle Junction	Fauntleroy Way Southwest and Southwest Oregon Street	0	2	2	4	0	8
West Seattle Junction	Klickitat Avenue Southwest and Southwest Spokane Street	0	0	1	7	0	8

[a] Locations included are within one block of the West Seattle Link Extension.

Table 7-2 summarizes the 20 roadway segments with the highest number of collisions within the study area. For the roadway segments analyzed along the project corridor, the highest number of collisions occurred at the West Seattle Bridge eastbound lane between the Alaskan Way Viaduct on-ramp and West Seattle Bridge eastbound on-ramp from Delridge Way South. Nearly half of the 20 highest-collision roadway segments are on or near the West Seattle Bridge.

For these high-collision intersections and roadway segments, over half of the collisions resulted in property damage only. There were 2 fatal collisions, both of which were pedestrian-related, and 10 serious injury collisions, 2 of which were pedestrian-related and 1 of which was bicycle-related.

Table 7-2. Top 20 Collision Roadway Segments by Severity (2017 to 2021)

Segment	Location [a]	Fatal Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown Collisions	Total Collisions
SODO	East Marginal Way South between South Spokane Street (south) and East Marginal Way South (southbound)	0	0	4	4	0	8
Duwamish	Alaskan Way Viaduct (southbound) between Alaskan Way Viaduct northbound on-ramp from South Spokane Street and Alaskan Way Viaduct southbound off-ramp to South Spokane Street	0	0	2	5	1	8
Duwamish	Alaskan Way Viaduct northbound on-ramp between South Spokane Street–Alaskan Ramp and Alaskan Way Viaduct (northbound)	0	0	1	13	1	15
Duwamish	Alaskan Way Viaduct (southbound) West Seattle Bridge westbound off-ramp between Alaskan Way Viaduct southbound and West Seattle Bridge westbound	0	0	3	13	0	16
Duwamish	South Spokane Street between Southwest Manning Street and Duwamish Avenue South	0	0	4	7	1	12
Duwamish	Southwest Spokane Street between West Marginal Way Southwest and 11th Avenue Southwest	0	1	10	11	1	23
Duwamish	West Seattle Bridge (eastbound) between Alaskan Way Viaduct northbound on-ramp and 1st Avenue South	0	0	6	13	0	19

Segment	Location [a]	Fatal Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown Collisions	Total Collisions
Duwamish	West Seattle Bridge (eastbound) between Alaskan Way Viaduct (northbound) on-ramp and West Seattle Bridge eastbound on-ramp from Delridge Way South	0	0	9	46	1	56
Duwamish	West Seattle Bridge (eastbound) between West Seattle Bridge eastbound 4th Avenue South off-ramp and 1st Avenue South off-ramp	0	1	1	16	0	18
Duwamish	West Seattle Bridge (westbound) between 1st Avenue South and Alaskan Way Viaduct	0	0	5	5	0	10
Duwamish	West Seattle Bridge (westbound) between 4th Avenue South and 1st Avenue South	0	0	5	4	0	9
Duwamish	West Seattle Bridge (westbound) between Alaskan Way Viaduct southbound West Seattle Bridge westbound off-ramp and West Seattle Bridge westbound-Chelan off-ramp	0	0	5	29	0	34
Delridge	Delridge Way Southwest between 23rd Avenue Southwest and West Marginal Way Southwest	0	0	3	12	2	17
Delridge	Delridge Way Southwest between Southwest Andover Street and Southwest Dakota Street	0	0	7	1	0	8
Delridge	Delridge Way Southwest between Southwest Dakota Street and Southwest Genesee Street	0	0	1	12	0	13
Delridge	Southwest Avalon Way between Southwest Genesee Street and 35th Avenue Southwest	0	0	1	12	0	13

Segment	Location [a]	Fatal Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown Collisions	Total Collisions
Delridge	West Marginal Way Southwest between Chelan Avenue Southwest and Southwest Marginal Place	0	0	4	7	1	12
West Seattle Junction	42nd Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street	1	0	2	10	0	13
West Seattle Junction	California Avenue Southwest between Southwest Edmunds Street and Southwest Alaska Street	0	1	2	10	0	13
West Seattle Junction	California Avenue Southwest between Southwest Hudson Street and Southwest Edmunds Street	1	0	3	9	0	13

[a] Locations are included within one block of the West Seattle Link Extension alignment/station areas.

7.3 Environmental Impacts

The transportation safety impacts of the project were assessed qualitatively for each alternative. This assessment takes into consideration the concept designs for the alternatives and how travel patterns, volume, and transportation network changes may affect conflicts and impact overall transportation safety. This also includes consideration of vehicles, pedestrians, and bicyclists, particularly focused on the preferred alternative in each segment and the areas surrounding stations.

In general, while activity in station areas would increase due to users accessing the light rail system, the project is expected to shift people from using non-transit modes to riding transit. Sound Transit is proposing pedestrian and bicyclist circulation improvements adjacent to stations, such as new connections or signals, both of which would potentially reduce conflicts in some locations. In general, these aspects of the project are likely to improve safety at or near the stations, which will be described in the following sections.

Safety is generally described in this section in terms of potential conflicts between modes (e.g., the number of pedestrians that might interact with motor vehicles). However, a variety of other factors that could influence safety could be considered at more advanced stages of design, including speed differential between users, improved visibility between users, and potential applications of shared space designs.

7.3.1 No Build Alternative

While background traffic volumes are expected to grow modestly under the 2042 no build condition, transportation safety is expected to be similar or better than existing conditions, as the City of Seattle completes transportation (including Vision Zero) projects within the corridor. Transportation projects in the study area assumed to be completed include the Fauntleroy Way Southwest Boulevard Project, 35th Avenue Southwest/Southwest Avalon Way Repaving Project (completed in 2020), the RapidRide H Line Project (completed in 2023), Delridge Multimodal Corridor Project (completed in 2022), West Marginal Way Southwest Safety Corridor Project (completed in 2023), East Marginal Way Corridor Improvement Project, Lander Street Bridge Project (completed in 2020), as well as planned bicycle and greenway improvements.

The Fauntleroy Way Southwest Boulevard Project would reconfigure the street cross-section on Fauntleroy Way Southwest, also a high crash corridor, with bicycle lanes and a raised median, which also have the potential to reduce collisions or their severity. The Southwest Avalon Way and 35th Avenue Southwest Project would redesign Southwest Avalon Way by adding protected bicycle lanes, removing the center turn lane while maintaining the transit lane, and improving parking and pedestrian facilities. The RapidRide H Line Project includes improvements to Delridge Way Southwest that have the potential to reduce crashes, crash severity, or both by providing non-motorized facilities (for example, bicycle greenways and signalized crossings) on a high crash corridor. The Delridge Multimodal Corridor Project improved pavement conditions, enhanced safety, and improved traffic operations for all modes along Delridge Way Southwest. The West Marginal Way Southwest Safety Corridor Project installed a two-way protected bicycle lane and updated adjacent driveways with signage and pavement markings. The East Marginal Way Corridor Improvement Project would add a two-way protected bicycle lane to East Marginal Way South from South Atlantic Street to South Spokane Street as well as add a new multi-use path between Duwamish Avenue South and 1st Avenue South. The Lander Street Bridge Project includes a bridge over the BNSF mainline railroad with pedestrian and bicycle facilities, intersection improvements, Intelligent Transportation System elements to improve signal operations, and other infrastructure enhancements.

Beyond these planned improvements, the City routinely conducts Vision Zero progress reports to assess previous projects and identify prioritized locations for future projects. Therefore, it is expected that beyond the projects identified above, the City would deliver additional projects to improve the safety of the transportation system prior to the project being built.

7.3.2 Build Alternatives

7.3.2.1 Long-term Impacts

Impacts Common to All Alternatives

While most of the project alignment would be adjacent to or along City of Seattle-designated high crash corridors, the safety of the transportation system is expected to be minimally affected by the project or improve because of the following:

- Light rail alternatives would all be grade-separated and operate in exclusive rights-of-way, with no new direct conflicts with vehicles, pedestrians, or bicyclists.
- Light rail design would adhere to both light rail and roadway standards to minimize impacts on transportation safety.
- People would shift from driving to riding transit, a safer travel mode.
- Station access improvements (such as proposed signaled crossings) would be implemented.

Overall, the project would eliminate about 17,000 vehicle miles traveled per day by shifting trips to transit from driving and other non-transit modes. According to the American Public Transportation Association (American Public Transportation Association 2018), transit is safer than driving on a per-mile basis, so this shift would have an inherent safety benefit.

A large majority of project riders would walk, bike, or take transit to stations, with pick-up/drop-off representing between 2 percent and 11 percent of total boardings, depending on the station and alternative. Therefore, only small increases in daily vehicle traffic around stations can be expected, suggesting that the project's impact on safety due to additional vehicular volumes would be negligible. The light rail design would adhere to both light rail and roadway standards to minimize impacts on transportation safety. Pedestrian and bicyclist activities are expected to increase between 450 and 2,500 additional pedestrian and bicyclists per day around each station. While this increase in activity would create the potential for more conflicts near stations, Sound Transit is proposing pedestrian and bicycle improvements adjacent to the stations to provide access at signalized or controlled locations and, in some instances, grade-separated crossings. Beyond the station improvements, increased non-motorized activity can also improve driver expectations (i.e., drivers expecting pedestrians and bicyclists to be present) and reduce collision severity because of reduced speeds. All stations would be designed to include appropriate non-motorized facilities to accommodate this expected level of activity and be coordinated with the City of Seattle.

SODO Segment

Preferred Option SODO-1c

With Preferred Option SODO-1c, the guideway would be within the SODO Busway right-of-way and separated from general purpose traffic. Buses would no longer use the SODO Busway, which would become a rail-only facility with this alternative. As part of the project's transit integration plan (see Appendix B, Transit Service Integration Technical Memorandum, in Attachment N.1A, Transportation Technical Analysis Methodology Report), five of the seven bus routes currently using the SODO Busway would be truncated or eliminated, and the other two would shift to 4th Avenue South. Therefore, the additional bus traffic on nearby streets with the SODO Busway transition to a rail-only facility is not expected to be substantial. Some shifts to pedestrians' exposure to traffic may occur because of bus stops shifting to 4th Avenue South, with some riders (i.e., those coming from the east) needing to cross 4th Avenue South for a round trip, while others (those coming from the west) having one fewer crossing of 4th Avenue South. Therefore, the net change to rider safety is expected to be minimal.

A roadway overcrossing at South Lander Street would separate the proposed West Seattle Link Extension and the existing 1 Line light rail tracks from South Lander Street traffic, thus eliminating rail conflicts with crossing vehicles, pedestrians, and bicyclists. Also, no portion of the guideway would be within the roadway in this segment; therefore, the guideway would not impact vehicle safety.

South Bayview Street between 5th Place South and 6th Avenue South, and 5th Place South between South Lander Street and South Bayview Street would be permanently closed under Preferred Option SODO-1c. These closures are not expected to have an impact on safety in the area as these routes operate as secondary access points to businesses and do not provide connectivity for vehicular or non-motorized traffic outside of these access points.

Pedestrian and bicyclist interactions under Preferred Option SODO-1c would be comparable or better than under the no build condition. Non-motorized volumes in the area are expected to increase by about 450 trips per day, and while by themselves higher volumes can create the potential for increased conflict, project design treatments would offset that effect. From the

south, access would be provided via the South Lander Street overpass, which would improve safety by eliminating the need for pedestrians to cross the train tracks at-grade, as is the case today. The conceptual design for the South Lander Street overpass includes a bicycle facility separate from vehicle traffic on South Lander Street, and limits pedestrian exposure by reducing crossing distance across South Lander Street. Therefore, the project is not expected to cause net adverse safety impacts at this location.

According to the Seattle Department of Transportation's *Vision Zero 2019 Update* document (City of Seattle 2019), the SODO Segment contains roadway sections that are high-priority streets, with a high density of collisions and frequency of serious injury and fatal crashes. The high-priority streets in this segment are South Spokane Street from the West Seattle Bridge to 4th Avenue South, Alaskan Way Viaduct from South Spokane Street to South Hinds Street, 1st Avenue South from South Dakota Street to South Horton Street, 4th Avenue South from South Spokane Steet to South Horton Street, and South Lander Street from 4th Avenue South to 6th Avenue South. Of those corridors, the only street that would experience a substantive increase in pedestrian activity due to the project would be South Lander Street, where users could access the station via the new overpass; the safety implications of this are discussed in the previous paragraph. Changes in safety along all other high-priority streets in the SODO Segment are expected to be negligible. Top priority locations from the Seattle Department of Transportation's *Vision Zero 2019 Update* and collision locations from this safety analysis differ due to variations in study period years and study geography area.

Other Build Alternatives (SODO-1a, SODO-1b, and SODO-2)

Alternative SODO-1a would be the same as Preferred Option SODO-1c except for the SODO Station access. The station would include the South Stacy Street cul-de-sac to the west and would not include an access point at South Lander Street. This would lower pedestrian traffic and conflicts at South Lander Street but could potentially increase pedestrian issues at other access points. Access at 6th Avenue South would remain the same as Preferred Option SODO-1c.

Transportation safety issues and impacts with Option SODO-1b are expected to be similar to Alternative SODO-1a because the South Lander Street overcrossing would also be constructed as part of this alternative, the SODO Busway would be eliminated, and no portion of the existing or new guideway would be within the roadway.

With Alternative SODO-2, buses would continue to operate in the SODO Busway. No portion of the guideway would be within the general purpose roadway system in the segment, so the guideway would not impact vehicle safety. This option would be elevated over South Lander Street and would not create any additional at-grade rail crossings. Existing rail and bus traffic would still have an at-grade signalized crossing at South Lander Street.

Duwamish Segment

About half of the top collision locations identified in Section 7.2, Affected Environment, are within the Duwamish Segment, but none of the alternatives would affect vehicular or non-motorized safety in the segment because the guideway would be elevated, grade-separated, and outside of the roadway for the entirety of the segment. The project would ensure adequate lateral clearance from the guideway columns to any travel lanes. The alternatives in this segment do not include a station.

South Hinds Street would be permanently closed between 4th Avenue South and the SODO Busway under Alternative DUW-2. South Hinds Street serves as a secondary business

access/driveway at this location, does not provide a through route for vehicles or non-motorized users, and is not anticipated to affect vehicular or non-motorized user safety.

According to the Seattle Department of Transportation's *Vision Zero 2019 Update,* the Duwamish Segment contains no roadway sections that are high-priority streets with a high density of collisions and frequency of serious injury and fatal crashes. Top priority locations from the *Vision Zero 2019 Update* and collision locations from this safety analysis differ due to variations in study period years and study geography area.

Delridge Segment

Preferred Option DEL-6b

Preferred Option DEL-6b would be on an elevated guideway on the west side of Delridge Way Southwest, south of Southwest Andover Street. The alignment would travel west along the north side of Southwest Yancy Street on an elevated guideway, then cross Southwest Avalon Way in the vicinity of Southwest Yancy Street. Preferred Option DEL-6b would cross 32nd Avenue Southwest at-grade, which would result in the permanent closure of a portion of 32nd Avenue Southwest and the construction of cul-de-sacs on the street to the north and south.
Sound Transit is considering options to provide a pedestrian connection from Southwest Andover Street to 32nd Avenue Southwest south of the cul-de-sac; however, it is unknown if a connection would be feasible until final design. If a pedestrian connection cannot be maintained, then non-motorized users would likely divert to Southwest Avalon Way, where there are higher numbers of vehicle-pedestrian conflicts.

Preferred Option DEL-6b would add a traffic signal at the intersection of Delridge Way Southwest and 23rd Avenue Southwest to facilitate vehicle access and pedestrian crossings into the station area and Nucor Steel. Bus stops would be along the station frontage, which would allow riders to transfer between bus and rail without needing to cross a street.
The addition of the new signal to the current free-flow traffic on Delridge Way Southwest could result in an increase in rear-end crashes. However, it would potentially improve the severity of crashes for all modes at this location, and particularly has the potential to reduce vehicle versus vehicle angle collisions (the collision type most commonly associated with injuries and fatalities [National Safety Council 2023]) and vehicle versus pedestrian crashes. Pedestrian safety would improve because the new signal would provide a protected crossing.

The Delridge Station would generate approximately 500 new daily pedestrian and bicycle trips, thus creating the potential for increased conflicts near the station. However, the station would be designed to accommodate this level of activity, and station access would be at signalized and/or controlled locations.

Before the opening of the Ballard Link Extension, which would connect the West Seattle Link Extension directly to the existing light rail system, King County Metro (Metro) would continue to operate some bus routes into Downtown Seattle and would use the existing bus stops on Delridge Way Southwest. Therefore, there would be a multi-year period during which riders transferring between bus and light rail would have to cross two roadways during their transfer, thus increasing the potential for vehicle-pedestrian conflicts. The number of riders making the transfer would be substantially less (approximately 40 peak hour riders) relative to the 2042 condition when the Sound Transit 3 light rail system expansion would be complete.

According to the Seattle Department of Transportation's *Vision Zero 2019 Update*, Southwest Avalon Way from Southwest Spokane Street to Fauntleroy Way Southwest is a high-priority street, with a high density of collisions and frequency of serious injury and fatal crashes. Traffic volumes along this high-priority street could potentially increase because of diverted

traffic from 32nd Avenue Southwest, which would be dead-ended as part of the project; however, the overall safety impact is expected to be negligible. Note that the Seattle Department of Transportation's Vision Zero priority corridors and the high-collision locations identified by this safety analysis are not identical due to a difference in study period years and geographic area.

Other Build Alternatives (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

With Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4, the elevated guideway would be outside of or adjacent to the roadway except for a few locations where it crosses from one side to the other. This would place a guideway column in the median of Southwest Genesee Street. The project would ensure adequate sightlines and lateral clearance to any travel lanes, including to and from the Nucor Steel property, to minimize impacts. Safety impacts due to guideway columns outside of the roadway would be minimal to none.

25th Avenue Southwest south of Southwest Dakota Street would be permanently closed with Alternative DEL-2a and Option DEL-2b, and 30th Avenue Southwest north of Southwest Genesee Street would be permanently closed with Option DEL-2b. Both of these streets serve as residential/local streets with limited through traffic. Motorized and non-motorized traffic has similar facilities on 26th Avenue Southwest, which includes marked and signed bike routes, and on 28th Avenue Southwest, with detours of 300 feet and 600 feet, respectively. There would be little anticipated impact on safety with these closures because of the proximity of alternative routes with similar or better facilities. Otherwise, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 would all have similar transportation safety issues and impacts as Alternative DEL-1a.

Alternatives DEL-5 and DEL-6a are similar to Preferred Option DEL-6b except that rather than being aligned with the north side of Southwest Yancy Street, these alternatives would be in line with Southwest Andover Street. Overall, these two alternatives along with Alternative DEL-7 would have impacts similar to Preferred Option DEL-6b in the Delridge Segment.

West Seattle Junction Segment

Preferred Option WSJ-5b

Preferred Option WSJ-5b would begin in a retained cut along the east side of the West Seattle Bridge connection north of Southwest Genesee Street, then cross under 35th Avenue Southwest south of Fauntleroy Way Southwest and under the intersection of Southwest Avalon Way and Fauntleroy Way Southwest before entering a tunnel at approximately 37th Avenue Southwest. This option would not place any guideway columns in the roadway or cause other physical impacts.

The Preferred Option WSJ-5b Avalon Station is expected to generate a small increase in daily vehicle traffic around the station location; the impact to vehicle safety is expected to be negligible. Pedestrian and bicyclist daily volumes are expected to increase from approximately 900 daily trips in the no build condition to approximately 1,800 daily trips. This doubling of trips is expected to have a negligible impact on safety around the station area because there is not a history of pedestrian and bicycle crashes in this location, the project components would be built to local and federal design standards, and the predicted pedestrian level of service would be at acceptable levels (see Chapter 6, Non-motorized Facilities). Southwest Genesee Street would be permanently closed to through vehicle movements from 35th Avenue Southwest, but

pedestrians would still be able to follow that route via the station area, so it is not anticipated that the closure would encourage jaywalking or other unsafe pedestrian movements.

At the underground Alaska Junction Station, there would be an increase in pedestrian and bicycle volumes on the surrounding transportation system from approximately 1,300 daily trips in the no build condition to approximately 3,800 daily trips. This is in addition to the already active West Seattle Junction area, which would increase the potential for conflicts around the station area. However, the Alaska Junction Station area would be designed to accommodate this level of activity, and station access would be at signalized or controlled locations, including a new signal at Southwest Alaska Street and 41st Avenue Southwest. There would also be entrances on both sides of Southwest Alaska Street to avoid the need for riders to cross this street. Although pedestrian and bicyclist volumes are expected to increase at this station location, the increase in conflicts would be relatively small compared to the number of conflicts already experienced in this urban environment.

According to the Seattle Department of Transportation's *Vision Zero 2019 Update,* Southwest Oregon Street from Fauntleroy Way Southwest to Glenn Way Southwest is a high-priority street with a high density of collisions and frequency of serious injury and fatal crashes. Safety impacts for this high-priority roadway are expected to be negligible due to no major changes to the expected volume or facility in this segment. Note that the Seattle Department of Transportation's Vision Zero priority corridors and the high-collision locations identified by this safety analysis are not identical due to a difference in study period years and geographic area. Seven of the highest-collision locations identified in Section 7.2 are adjacent to the Alaska Junction Station area for Preferred Option WSJ-5b. However, as with the Avalon Station, the small increase in daily vehicle traffic around the station would be likely to have a negligible impact on vehicle safety.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, and WSJ-6)

Alternatives WSJ-1 and WSJ-2 would have similar transportation safety issues and impacts as Preferred Option WSJ-5b in terms of station activity levels and lack of conflicts with motorized vehicles. However, unlike Preferred Option WSJ-5b, Alternatives WSJ-1 and WSJ-2 would require the placement of guideway columns to support portions of the elevated guideway. These columns would adhere to design standards and be outside of the vehicle travel lanes, and thus would not be expected to introduce a safety hazard.

The transportation safety impacts of Alternative WSJ-2 would also be similar to Preferred Option WSJ-5b, except that the Alaska Junction Station along Fauntleroy Way Southwest would be in an area with lower background pedestrian volumes. However, about a dozen of the top collision locations identified in Section 7.2 are near the Alaska Junction Station with Alternative WSJ-2. Design of the station and alignment through this area would adhere to City of Seattle roadway standards, consider the collision history, and include potential applicable roadway treatments to minimize the conflicts.

The daily increase in non-motorized trips for Alternative WSJ-2 would be about the same as for Preferred Option WSJ-5b; however, the station would be closer to the major arterials (Fauntleroy Way Southwest and Southwest Alaska Street) and may have greater potential for intermodal conflicts. The station would be designed to include appropriate non-motorized facilities to accommodate this expected level of activity and coordinated with the City.

Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would have transportation safety issues and impacts similar to Preferred Option WSJ-5b because all would be underground or mostly underground, have similar station locations and similar vehicular and non-motorized volumes around the stations. Unlike the preferred option,

Alternative WSJ-4 would permanently close 37th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest, and 38th Avenue Southwest north of Southwest Oregon Street. This would result in pedestrian and vehicular volumes being displaced to 39th Avenue Southwest, but it is not expected to negatively impact safety due to the short reroute distance traveled.

7.3.2.2 Construction Impacts

With each of the Build Alternatives, traffic diversion caused by light rail construction would be required. These diversions would be focused on arterials, where feasible.

Refer to Section 4.3.3, Construction Impacts, for details on the location and duration of each closure for the Build Alternatives. The following sections highlight roadways that are expected to have long-term closures, with access or travel pattern changes that could affect the safety of the transportation system.

Impacts Common to All Alternatives

The potential roadway closures and traffic diversions during construction could increase traffic volumes and the potential for conflicts and collisions on adjacent streets and alternative routes, as drivers would be required to navigate unfamiliar routes and roadway configurations. Consistent with City of Seattle regulations, construction and construction traffic management plans would be prepared in consultation with the City during the project final design and construction phases. These traffic plans would include appropriate detours, signage, flagger control, and driver education and would actively manage traffic during this period, limiting the potential for increased conflict. Also, overall volumes in the area would be similar. Site-specific conditions may have impacts, as noted for each segment in the following sections.

In locations where there would be no physical change to the roadway (i.e., volume changes only), the types of collisions would likely remain similar to existing conditions. Currently, most collisions in the study area are property damage only. Signing and advanced communication of any changes to travel patterns and detours would minimize the potential safety impacts and be addressed in the Construction Access and Traffic Management Plan. This plan would be developed based on the Federal Highway Administration *Manual on Uniform Traffic Control Devices* (Federal Highway Administration 2009) and Seattle Department of Transportation *Traffic Control Manual* (City of Seattle 2018). Items that would be included are described in Section 4.4.2, Construction Mitigation.

Access modifications (such as right-in, right-out) and left-turn restrictions at intersections could be imposed in construction areas where necessary to reduce conflicts.

Some sidewalks, crosswalks, and bicycle facilities could be closed temporarily during construction. Detours would be provided where feasible and appropriately designed and marked to encourage compliance. This could temporarily modify trips to these other routes. Some closures may divert bicyclists away from dedicated facilities to shared facilities, and Sound Transit would coordinate with the City of Seattle to identify appropriate alternative facilities.

SODO Segment

Preferred Option SODO-1c

The long-term full closure of South Lander Street between 4th Avenue South and 6th Avenue South under Preferred Option SODO-1c would redistribute traffic to parallel routes such as South Holgate Street and South Spokane Street. This would likely have a mixed impact on

safety because collisions are related to traffic volumes. While specific streets may see a change in safety impacts (increase or decrease), it is likely that there would be negligible overall safety impact within the SODO Segment because the total traffic volumes in the area are not expected to change.

During construction, pedestrians would be detoured to a temporary connection south of South Lander Street to connect between 4th Avenue South and 6th Avenue South. The connection would be parallel to South Lander Street along a nearby east-west path where practical. If this connection is temporarily closed for short periods during construction, non-motorized users would need to find alternate east-west routes, which may require additional crossings and more exposure to potential conflicts. The SODO Trail would be temporarily closed, which would require pedestrians and bicyclists to divert to a new non-motorized facility on 6th Avenue South to be developed in partnership with the City of Seattle prior to the trail closure. Depending on the selected design, this detour could increase users' exposure to, and potentially conflicts with, vehicles.

Other Build Alternatives (SODO-1a, SODO-1b, and SODO-2)

Alternative SODO-1a and Option SODO-1b would have construction impacts comparable to Preferred Option SODO-1c. The closure of South Lander Street for Alternative SODO-2 would be limited to nights and weekends, thus reducing disruption to vehicular and non-motorized conflicts. Also, the SODO Busway would be closed for multiple years under Alternative SODO-2, as opposed to permanently under the other Build Alternatives. Some shifts to pedestrians' exposure to traffic could occur as a result of bus stops shifting to 4th Avenue South: some walk-access riders (i.e., those coming from the east) would need to cross 4th Avenue South for a round trip, while others (those coming from the west) would make one fewer crossing of 4th Avenue South. Therefore, the net change to rider safety is expected to be minimal.

Duwamish Segment

Preferred Alternative DUW-1a

At the Spokane Street Viaduct, 4th Avenue South would be partially closed for multiple years, which would result in a combined estimated 200 to 300 vehicles being diverted during the peak hour to 6th Avenue South and 1st Avenue South. These vehicular diversions are not anticipated to substantially affect safety conditions due to multiple potential diversion routes and similar roadway attributes among 1st, 4th, and 6th Avenues South. Pedestrians would be required to navigate sidewalk closures (one side of the street at a time), necessitating additional roadway crossings. Depending on their destination, pedestrians may have to cross 4th Avenue South twice to detour. These additional crossings would add two potential conflict locations with vehicles during construction. Vehicles would be detoured to one side of the roadway to allow a partial closure of the other side using temporary barriers, signage, and signals as appropriate for construction zones.

All lanes of Southwest Marginal Place, a low-volume local access street, would be closed for multiple years for construction of the guideway, where the new light rail bridge would cross the roadway. No detours are assumed because this is a dead-end street. Southwest Charlestown Street and 18th Avenue Southwest would not be affected, with the closure of Southwest Marginal Place beginning just north of Southwest Charlestown Street. The street closure is not expected to substantially affect safety, as this is a dead-end street that provides local access only, and no additional conflicts would be introduced.

Also closed for this time would be the staircase through the West Duwamish Greenbelt between Southwest Charlestown Street and Southwest Marginal Place and the Southwest Marginal Place connector trail to the West Seattle Bridge Trail. Pedestrians who must detour during the staircase closure would have to travel a longer distance and encounter more vehicle conflicts on facilities along the roadway. During some periods, non-motorized users could be detoured to the sidewalk on the west side of West Marginal Way Southwest or the planned pedestrian path of the east side of West Marginal Way Southwest (scheduled to be constructed in 2024) to connect to the West Seattle Bridge Trail at the intersection with Chelan Avenue Southwest. However, the west side facility is a relatively narrow sidewalk with no barrier to adjacent traffic. Moreover, there may be periods of construction when the sidewalk on the west side of West Marginal Way Southwest and the planned pedestrian path of the east side of West Marginal Way Southwest are closed concurrent with the Southwest Marginal Place closure. Due to the limited street network and topographical constraints, pedestrian and bicycle travel on existing facilities may not be possible during those times. Sound Transit would continue to consider alternative means to transport pedestrians and bicycles through the corridor.

Under Preferred Alternative DUW-1a, the Delridge Connector Trail from Delridge Way Southwest to the West Seattle Bridge Trail would be rerouted during construction. Rather than run along the east side of Delridge Way Southwest, the trail would be detoured along the 23rd Avenue Southwest pathway on the west side of Delridge Way Southwest (starting at roughly Southwest Charlestown Street). The 23rd Avenue Southwest pathway would connect to the trail on the north side of the West Seattle Bridge via a series of improvements Sound Transit is designing in coordination with the City of Seattle. This detour route would require non-motorized users to cross multiple roadways during construction, which would introduce new conflict locations with vehicles.

The 22nd Avenue Southwest connection to the Delridge Connector would also be temporarily closed. Bicyclists would be detoured via Southwest Andover Street and 23rd Avenue Southwest, where they could use the new signal at Delridge Way Southwest and 23rd Avenue Southwest to access the detour route. This detour route would require non-motorized users to cross multiple roadways during construction, which would introduce new conflict locations with vehicles. The detour route and associated treatments to provide safe crossings for users are being designed in coordination with City of Seattle.

Navigation-related safety concerns are discussed in Chapter 8, Navigation.

Other Build Alternatives (DUW-1b and DUW-2)

There would be no major (greater than 1 year) roadway construction closures under Option DUW-1b and Alternative DUW-2. All closures would be limited to nights and weekends or less than 1 year in duration. However, South Hinds Street (a dead-end street) would be permanently closed between 4th Avenue South and the SODO Busway under Alternative DUW-2 (see Section 7.3.2.1, Long-term Impacts). Option DUW-1b would have the same effects on the Delridge Connector Trail and staircase through the West Duwamish Greenbelt as Preferred Alternative DUW-1a.

Navigation-related safety concerns are discussed in Chapter 8.

Delridge Segment

Preferred Option DEL-6b

Roadway closures under Preferred Option DEL-6b would be short in duration and/or limited to nights and weekends. Therefore, safety impacts are expected to be negligible. Preferred Option

DEL-6b would require permanent closure of 32nd Avenue Southwest, as described in Section 7.3.2.1.

Other Build Alternatives (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

Several local streets and arterials would experience multi-year construction closures under the other Delridge Segment alternatives, including the following (for a full list of construction-related closures, see Attachment N.1D, Permanent and Temporary Transportation Facility Closures):

- Under Alternative DEL-1a and Option DEL-1b, 25th Avenue Southwest south of Southwest Dakota Street would be closed for multiple years (and permanently closed under Alternative DEL-2a and Option DEL-2b). Alternative routes would be available less than 250 feet to the east and west of the closure and is expected to have a minimal impact on safety.
- Southwest Genesee Street between 26th Avenue Southwest and 32nd Avenue Southwest would be closed for multiple years under Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3. This would reroute vehicular traffic along Southwest Andover Street, Southwest Avalon Way, and Southwest Yancy Street. Vehicular traffic making a through or left movement at the Southwest Genesee Street/Southwest Avalon Way intersection, which currently has a traffic signal to protect movements against north-south traffic, would have to navigate a stop-controlled intersection at Southwest Yancy Street. Pedestrian and bicyclists would be exposed to more traffic on Southwest Yancy Street as a result of this diversion, but existing infrastructure, including protected bicycle lanes and pedestrian crossings with rectangular rapid flash beacons, would limit potential conflicts. There are no parallel routes to the south, and this closure would result in some out-of-direction travel for pedestrians.
- Delridge Way Southwest between 23rd Avenue Southwest and south of Southwest Dakota Street would be partially closed for multiple years under Alternatives DEL-3 and DEL-4; this would include closing the sidewalk on one side of the road at a time during construction. Pedestrians would need to cross during this time, and this would introduce new conflict points. Also under Alternative DEL-3 and DEL-4, there would be a full closure of Southwest Dakota Street between Delridge Way Southwest and 25th Avenue Southwest. This closure could improve intersection-related crashes at that location because it would temporarily eliminate a conflict point at Delridge Way Southwest and Southwest Dakota Street.
- Southwest Andover Street between 26th Avenue Southwest and 28th Avenue Southwest would be closed for multiple years under Alternatives DEL-5 and DEL-6a, resulting in the closure of a marked/unprotected bicycle facility and sidewalks. Pedestrians and bicycles would need to reroute approximately 1,300 feet to the south to Southwest Genesee Street along 26th Avenue Southwest and 28th Avenue Southwest; 26th Avenue Southwest is a neighborhood greenway with marked bicycle lanes and sidewalks. Traffic diversions along 26th Avenue Southwest would increase the exposure of bicycles to vehicles along the route.
- Southwest Avalon Way between Southwest Yancy Street/Southwest Andover Street and Southwest Genesee Street would fully close under Alternative DEL-5, including the protected bicycle lanes along that segment of road. Pedestrians and bicyclists could reroute to 32nd Avenue Southwest, which is approximately 300 feet to the west and is a low-volume, local street.

In general, these closures could increase traffic volumes on detour routes and potentially increase conflicts on those routes. For a list of potential detour routes refer to Section 4.3.3.

South of Southwest Dakota Street, 25th Avenue Southwest would be permanently closed under Alternative DEL-2a and Option DEL-2b, and 30th Avenue Southwest north of Southwest Genesee Street would be permanently closed under Option DEL-2b (see Section 7.3.2.1).

West Seattle Junction Segment

Preferred Option WSJ-5b

Preferred Option WSJ-5b would require the full closure of 35th Avenue Southwest between Southwest Avalon Way and Fauntleroy Way Southwest during construction. Northbound traffic on 35th Avenue Southwest would divert at Southwest Alaska Street and Southwest Avalon Way, which would substantially increase the number of left turns. The signal at Southwest Alaska Street already operates with a protected left-turn phase, which eliminates the conflict point between the northbound left and southbound through movements. With the closure of 35th Avenue Southwest, the 35th Avenue South/Southwest Avalon Way intersection would become a three-leg intersection during construction, with the northbound left turn becoming, in effect, a protected movement with no oncoming southbound traffic with which to conflict. Southbound traffic would be accommodated along Fauntleroy Way Southwest. The southbound through/right movement on 35th Avenue Southwest could be converted to a left/right lane, which would improve flow during the closure and reduce the need for upstream lane positioning. Northbound pedestrians and bicyclists would be diverted approximately 300 feet along Southwest Avalon Way to Fauntleroy Way Southwest, while southbound pedestrians and cyclists would be diverted directly along Fauntleroy Way Southwest. Fauntleroy Way Southwest has equivalent pedestrian facilities to 35th Avenue Southwest, with buffered sidewalks, although there are no bicycle lanes. Southwest Avalon Way has sufficient sidewalks and buffered bicycle lanes. Therefore, the closure is expected to have a minimal impact on safety.

The intersection of Fauntleroy Way Southwest and Southwest Avalon Way would experience partial closures for 9 months to 18 months and would be phased to avoid coinciding with the closure of 35th Avenue Southwest. Multiple potential detours could be implemented, such as either keeping one lane open in either direction on Fauntleroy Way Southwest or making traffic one-way southbound on Fauntleroy Way Southwest, with a one-way couplet on Southwest Avalon Way and 35th Avenue Southwest to accommodate northbound traffic. With appropriate signing, destination guidance, and detour communications, neither partial closure strategy is estimated to substantially impact safety.

Westbound vehicular traffic diversions on Southwest Avalon Way would use existing protected left turns at 35th Avenue Southwest/Southwest Avalon Way and Southwest Alaska Street/Fauntleroy Way Southwest with similar facility types as diversions, which is expected to have minimal impact on safety conditions. Northbound vehicular traffic diversions on Fauntleroy Way Southwest would use Southwest Alaska Street and 35th Avenue Southwest, including the three-leg intersection with protected left (westbound to northbound) movements at Southwest Alaska Street and similar facility types at 35th Avenue Southwest; this is expected to have minimal impacts on safety conditions. Depending on their destination, pedestrians might have to make additional crossings on Fauntleroy Way Southwest or Southwest Avalon Way to reroute past closed sidewalks. These additional crossings would add potential conflict locations with vehicles during construction.

There would be a multi-year full closure along 41st Avenue Southwest from north of Southwest Alaska Street to Southwest Hudson Street. The staircases along Southwest Hudson Street on either side of 41st Avenue Southwest would be closed during project construction. Pedestrians would detour approximately 300 feet to either 40th Avenue Southwest or 42nd Avenue Southwest, which are both residential streets (like 41st Avenue Southwest) with similar sidewalk facilities. As 40th, 41st, and 42nd avenues all have similar intersection configurations with crossroads and similar roadway designs, these detours would be likely to have minimal impacts on vehicular and non-motorized safety.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, and WSJ-6)

The multi-year full closure of 36th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest would occur with Alternatives WSJ-1, WSJ-2, and WSJ-3a and Option WSJ-3b. This 100-foot section of street only provides a connection for vehicles turning right onto southbound Fauntleroy Way Southwest, which could be served at several parallel routes. Similarly, non-motorized traffic has multiple alternative routes that provide similar facilities to 36th Avenue Southwest. This closure is not anticipated to impact traffic safety due to the limited use and easily accessible alternative routes.

The multi-year full closure of Southwest Alaska Street between 38th Avenue Southwest and Fauntleroy Way Southwest with Alternative WSJ-2 would divert vehicles to adjacent arterial streets where feasible. This would result in similar impacts as under Preferred Option WSJ-5b because the diversions would be similar to those accommodating closures on Fauntleroy Way Southwest and 35th Avenue Southwest under the preferred option. During the periods when pedestrians would not be allowed on Southwest Alaska Street, the nearest alternative route would be 38th Avenue Southwest and Fauntleroy Way Southwest. Pedestrians would have access to sidewalks for alternative routes, but bicycles would be shifted from the buffered bicycle lane on Southwest Alaska Street to Fauntleroy Way Southwest, which has no dedicated or shared bicycle lanes (north of Alaska), or 39th Avenue Southwest.

The full closure of 35th Avenue Southwest and the partial closure of Fauntleroy Way Southwest with Alternative WSJ-3a and Option WSJ-3b would also divert vehicles and non-motorized users to adjacent arterial streets where feasible and have similar impacts as Preferred Option WSJ-5b. The additional multi-year full closure of Southwest Genesee Street between Fauntleroy Way Southwest and 37th Avenue Southwest with Alternative WSJ-3a (only when connecting to Option DEL-2b) would divert vehicles and non-motorized users to similar facilities and is not expected to impact safety.

From north of Southwest Alaska Street to Southwest Hudson Street, 41st Avenue Southwest would be closed under Alternatives WSJ-3a, WSJ-4, WSJ-5a, and WSJ-6, with the same effects as those discussed for Preferred Option WSJ-5b.

Option WSJ-3b would include a multi-year full closure of 42nd Avenue Southwest between north of Southwest Alaska Street and Southwest Hudson Street and associated intersections of 42nd Avenue Southwest with Southwest Edmunds Street and Southwest Hudson Street. This closure would be instead of the closure of 41st Avenue Southwest with Preferred Option WSJ-5b. The impacts of the 42nd Avenue Southwest closure would be similar to the impacts to the 41st Avenue Southwest closure for vehicles and non-motorized users.

Both Alternatives WSJ-4 and WSJ-5a would partially close Fauntleroy Way Southwest, similar to Alternative WSJ-3a and Option WSJ-3b. Alternative WSJ-5a would also require the full closure of 35th Avenue Southwest. Closures with Alternative WSJ-4 and Alternative WSJ-5a would have construction impacts similar to Preferred Option WSJ-5b.

Under Alternatives WSJ-3a, WSJ-4, WSJ-5a, and WSJ-6, the staircases along Southwest Hudson Street on either side of 41st Avenue Southwest would be closed during construction. Under Option WSJ-3b, Southwest Hudson Street would be closed to pedestrians and bicycles at 42nd Avenue Southwest. The closures are not anticipated to impact safety other than needing to reroute pedestrians along similar nearby facilities.

7.4 Potential Mitigation Measures

7.4.1 Long-term Impacts

The project includes roadway, transit, and pedestrian and bicyclist improvements and associated potential mitigation around the stations, including some grade-separated facilities to eliminate conflicts between modes, increase visibility, and reduce delay. These project elements and potential mitigation are described in the sections for transit (Chapter 3, Transit), arterials and local streets (Chapter 4, Arterial and Local Street Operations), and non-motorized facilities (Chapter 6).

Mitigation for impacts to traffic operations would be implemented as described in Chapter 4; however, there may be instances where congestion increases. This could have the effect of increasing the crash rate but lowering severity.

Potential mitigation measures for non-motorized facilities would be determined as the project design proceeds because the project is not currently expected to permanently affect existing designated pedestrian or bicycle facilities or routes. The project may have direct physical impacts on existing sidewalks and trails due to placement of guideway columns in the Duwamish and Delridge segments, and several streets in the Delridge and West Seattle Junction segments would be permanently closed potentially eliminating pedestrian and bicycle access at those locations. Depending on placement, columns could introduce visibility concerns between bicyclists and pedestrians and generally between non-motorized users and vehicles. Any impeded visibility reduces time to recognize potential conflicts and react, either in braking or otherwise maneuvering to avoid a conflict. As the project design is refined and potential column locations are identified with greater precision, additional pedestrian and bicycle visibility issues may emerge. These visibility issues could be addressed in the design with measures such as protected vehicle turns, restricting vehicle movements, signage, curb bulbs, crossing enhancements, and enhanced pavement markings.

Permanent street closures that would affect existing bicycle and pedestrian facilities are noted in Section 6.3.2.1, Long-Term Impacts. Alternative routes with similar or better facilities would be provided, where feasible, and as the project progresses pedestrian enhancements would be designed to avoid unintended driver and non-motorist behaviors. In the SODO Segment, the space underneath the South Lander Street overpass would be designed in accordance with Crime Prevention Through Environmental Design principles, including adequate lighting and open sightlines to adjacent spaces, to ensure pedestrian visibility and security. See Chapter 6 for more details about impacts and potential mitigation.

Beyond these improvements, the project would operate in exclusive right-of-way, separated from other modes of travel, and would be built to applicable design standards, such as those that determine the placement of guideway columns; therefore, no further mitigation specific to safety-related impacts is proposed beyond those improvements identified in other chapters of this Transportation Technical Report.

7.4.2 Construction Impacts

During construction, Sound Transit would develop a Maintenance of Traffic Plan to adhere to federal and local agency guidelines as described in Section 7.3.2.2, Construction Impacts, as well as to the measures described in Section 4.4.2. The Maintenance of Traffic Plan would be created to minimize safety concerns on the transportation system during construction.
The mitigation proposed in Section 3.4.2, Construction Impacts, for transit and Section 6.4.2, Construction Impacts, for non-motorized facilities would also be implemented to maximize safety. Therefore, no additional safety-related mitigation measures for the construction period are anticipated to be necessary.

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8 NAVIGATION

8.1 Introduction to Resource and Regulatory Requirements

This chapter discusses how the West Seattle Link Extension Project (the project) would affect navigation on navigable waterways. Navigable waterways are defined by the United States Coast Guard (Coast Guard) as waters subject to tidal influence, waterways with a history of substantial commercial navigation, waterways that presently have commercial navigation, or waterways susceptible to commercial development (Coast Guard 2011).

The Coast Guard has primary permitting authority related to navigation. The Coast Guard approves the locations and clearances of bridges through the issuance of bridge permits under the authority of Section 9 of the Rivers and Harbors Act, the General Bridge Act of 1946, and other statutes. A bridge permit is required for new construction, reconstruction, or modification of a bridge or causeway over navigable waters of the United States. The Coast Guard issues bridge permits after confirming that the other federal approvals as described below have been issued.

The United States Army Corps of Engineers (Corps) also has regulatory authority under Section 10 and Section 14 of the Rivers and Harbors Act of 1899. Section 10, codified in 33 United States Code Section 403, allows the Corps to require a permit for any construction, not just bridges, that would affect navigable waters. Section 14, codified in 33 United States Code Section 408 and referred to herein as Section 408, requires the Corps to review and approve proposed modifications to federally authorized Public Works to ensure that such proposed activities would not be injurious to the public interest or impair the usefulness of a federally authorized project. Federally authorized Public Works can include navigation Projects to improve the nation's waterways. Together, both agencies provide safe, reliable, and efficient waterborne transportation systems (e.g., channels, harbors, and waterways) for movement of commerce, national security needs, and recreation.

In addition to this Final EIS, Sound Transit prepared a navigation impact report for the Duwamish Waterway to support the Coast Guard bridge permitting process. Sound Transit submitted the navigation impact report to the Coast Guard in May 2021. On January 4, 2022, based on the findings in the navigation impact report, the Coast Guard issued a preliminary navigation clearance determination for any bridge Sound Transit would construct over the West Waterway as part of the project. The preliminary navigation clearance determination concluded that the vertical clearance must be a minimum of 140 feet and the horizontal clearance must be a minimum of 250 feet. The preliminary navigation clearance determination also requires that, for any bridge that needs in-water piers, those piers must line up with the current West Seattle Bridge piers to maintain the existing horizontal clearance of 250 feet through both the West Seattle Bridge and the project's bridge over the West Waterway (Coast Guard 2022).

8.2 Affected Environment

The study area for navigation analysis in the West Seattle Link Extension corridor extends 3 miles from the project. It includes across Elliott Bay (from the mouth of the Duwamish Waterway [also known as the Duwamish River] north to the Olympic Sculpture Park and around Duwamish Head to Alki Point), in Puget Sound (from Alki Point to Lincoln Park), and south along the Duwamish Waterway from Elliott Bay to the Corps Turning Basin 3 at Rivermile 6.2. Turning Basin 3 is the upstream extent of the Corps-maintained navigation channel in the waterway. A turning basin is a wider area of the waterway for vessels to turn around.

The Duwamish River is the only navigable waterway that would be crossed by the West Seattle Link Extension Project. It extends 12 miles from the Green River in Tukwila to Elliott Bay in Seattle. The portion of the Duwamish River in the study area is known as the Duwamish Waterway. In the study area, the Duwamish Waterway includes the Lower Duwamish, West, and East waterways. The Lower Duwamish Waterway extends 6 miles downstream or north from the Corps turning basin through the South Park, Highland Park, and Georgetown neighborhoods of Seattle to the south end of Harbor Island. The Duwamish Waterway then splits into the West Waterway and the East Waterway. The West Waterway includes the Harbor Island Reach that extends northwest from where the Lower Duwamish Waterway splits to where the West Waterway has been widened and flows north into Elliott Bay.

8.2.1 Waterway Users

Because the Duwamish Waterway has a primarily industrial and commercial shoreline, tugboats, barges, and cargo boats make up a large portion of the vessels that use it. Between 2015 and 2019, vessels that requested an opening of the Spokane Street (swing) Bridge on the West Waterway consisted of approximately 90 percent tugboats, 7 percent sailboats, 2 percent fishing or motor vessels, and 1 percent yachts, derricks, and commercial, government, research, or passenger vessels.

In addition, the Muckleshoot Indian Tribe is signatory to both the Treaty of Point Elliott and the Treaty of Medicine Creek. The Muckleshoot Indian Tribe has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the Duwamish Waterway. The Suquamish Tribe of the Port Madison Reservation (Suquamish Tribe) is signatory to the Treaty of Point Elliott and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the Duwamish Waterway. Tribal fishing boats operate on the waterway, and the Tribal fishermen place fishing gear in traditional fishing locations. Tribal treaty-protected fishing peaks in mid- to late summer through late fall during annually established salmon and steelhead fishing seasons. The Muckleshoot Indian Tribe Fisheries Division enforcement vessels dock in the study area at Harbor Island Marina.

The Corps uses vessels such as a workboat with a crane or a standard clamshell dredge to maintain navigation channels by clearing debris and dredging. Barges may also be used to remove dredged material from the waterway, and other Corps vessels are used for hydrographic surveys to map the navigation channels.

The Seattle Police Harbor Patrol (Harbor Patrol) is on the north shore of Lake Union. While the headquarters and boat docks are outside the study area, Harbor Patrol operates on waterways within the study area, including Elliott Bay and the Duwamish Waterway. They provide marine law enforcement, rescue, fire response, and assistance.

Recreational pleasure boat traffic on the Duwamish Waterway occurs year-round but typically peaks in the summer months between Memorial Day and Labor Day. While recreational fishing boats stored outside the waterway may fish the waterway during salmon and steelhead seasons, most recreational vessel traffic occurs as recreational vessels make their way to and from their berths on the Duwamish Waterway. Based on the number of berths available at the four marinas on the waterway, approximately 430 recreational vessels are kept on the Duwamish Waterway.

8.2.2 Existing Vertical Clearances, Horizontal Clearances, and Hazards

A navigation channel is a deeper channel cut into a river bed to enable larger vessels to pass through to a port. Areas outside of the navigation channels are also used by vessels to access local facilities and maneuver, hold, or avoid other vessels. The Duwamish Waterway includes two navigation channels maintained by the Corps: one that includes the West Waterway and Lower Duwamish Waterway between Elliott Bay and the Corps turning basin, and another that comprises the East Waterway between Elliott Bay and the Spokane Street (fixed) Bridge. Because these navigation channels are maintained by the Corps, they are considered federal navigation Projects subject to Section 408 requirements.

Existing structures create horizontal or vertical restrictions to navigation. Ten existing bridges and five existing overhead cables cross the Duwamish Waterway in the study area, as listed in Tables 8-1 through 8-3. The Coast Guard has established guide clearances for the West Waterway of a 140-foot vertical clearance for fixed bridges and a 250-foot horizontal clearance for all types of bridges (Coast Guard 2017), which were matched in the preliminary navigation clearance determination, but the Coast Guard has not established guide clearances for the East Waterway.

When traveling from Elliott Bay, vessels can enter either the East or West waterways. In the East Waterway in the vicinity of the Spokane Street (fixed) Bridge, obstructions limit navigation under the bridge to vessels that can pass beneath a vertical clearance of 5 feet (National Oceanic and Atmospheric Administration [NOAA] 2019). In the West Waterway, vessels are restricted by the 140-foot vertical and 150-foot horizontal clearances of the West Seattle Bridge.

The Duwamish Waterway is tidally influenced. Some vessels must wait for certain tides to travel under the West Seattle Bridge, either sailing on a lower tide to meet the vertical clearance or sailing on a higher tide to have enough draft within the navigation channel. Other existing hazards to navigation include shoaling (sediment accumulation that creates shallow areas) at the edge of the navigation channels, submerged obstructions, and minimal room outside of the navigation channels to maneuver, hold, or avoid other vessels. Along the Harbor Island Reach, the areas available outside of the navigation channel are narrow and much shallower than the maintained depth of the channel.

Climate change projections suggest that sea level rise is very likely to affect the water level of the Duwamish Waterway. Under a high emissions scenario (Representative Concentration Pathway 8.5, the highest emissions scenario adopted by the Intergovernmental Panel on Climate Change), there is a 17 percent probability that sea level rise will exceed 3 feet and a 1 percent probability that it will exceed 5 feet by the year 2100 (Miller et al. 2018). If the sea level rises as projected, the vertical clearance of the existing and future aerial structures over the Duwamish Waterway would be reduced. It is reasonable to assume that the vertical clearance of the bridges and overhead cables across the Harbor Island Reach and East Waterway near the southern part of Harbor Island would be affected equally by future sea level rise.

Table 8-1. Existing Restrictions to Navigation in the Study Area – West Waterway

Structure	Approximate Rivermile	Type/Use	Vertical Clearance Closed/Open (feet) [a]	Horizontal Clearance Closed/Open (feet) [b]	Channel Depth (feet)	Waterway Width (feet) [c]
Overhead cable	1.28	Power	175	Unrestricted	40	450
Spokane Street (swing) Bridge	1.33	Moveable (swing)/road	44/Unrestricted	250	42	450
West Seattle Bridge	1.36	Fixed/road	140	150	42	450
BNSF Railway Duwamish Waterway Rail Bridge	1.45	Moveable (single-leaf bascule)/rail	7/Unrestricted	150	43	400

Sources: NOAA 2019; Corps 2020a, 2020b, 2020c.

[a] Vertical clearance in feet above mean high water; refers to the lowest clearance of the cable or bridge.

[b] Horizontal clearance refers to the width between bridge fenders or bridge protection on either side of a bridge opening.

[c] Width based on approximate measurements using aerial imagery.

Table 8-2. Existing Restrictions to Navigation in the Study Area – East Waterway

Structure	Approximate Rivermile	Type/Use	Vertical Clearance Closed/Open (feet) [a]	Horizontal Clearance Closed/Open (feet) [b]	Channel Depth (feet)	Waterway Width (feet) [c]
Pedestrian/ bicycle pier	1.30	Fixed/ multi-modal	5	16	8	390
Spokane Street (fixed) Bridge	1.31	Fixed/road	5	90	Unknown	390
West Seattle Bridge	1.34	Fixed/road	60	163	Unknown	390
Southwest Klickitat Way Bridge [d]	1.38	Fixed/road and rail	7	48	11	390
Overhead cable	1.38	Power	27	Unrestricted	11	230

Sources: NOAA 2019; Corps 2020a, 2020b, 2020c.

[a] Vertical clearance in feet above mean high water; refers to the lowest clearance of the cable or bridge.

[b] Horizontal clearance refers to the width between bridge fenders or bridge protection on either side of a bridge opening.

[c] Width based on approximate measurements using aerial imagery.

[d] The Southwest Klickitat Way Bridge across the East Waterway includes two structures for the railroad tracks and one for the two-lane roadway. However, this report considers the structures to be one bridge because they are intricately connected by metal grating and have the same vertical and horizontal clearances.

Table 8-3. Existing Restrictions to Navigation in the Study Area – Lower Duwamish Waterway

Structure	Approximate Rivermile	Type/Use	Vertical Clearance Closed/Open (feet) [a]	Horizontal Clearance Closed/Open (feet) [b]	Channel Depth (feet)	Waterway Width (feet) [c]
Overhead cable	1.95	Power	174	Unrestricted	35	760
Overhead cable	3.48	Power	160	Unrestricted	26	460
1st Avenue South Bridge (west)	3.56	Moveable (double-leaf bascule)/road	22 (39 at center)/ Unrestricted	145/120	30	890
1st Avenue South Bridge (east)	3.58	Moveable (double-leaf bascule)/road	22 (39 at center)/ Unrestricted	145/120	30	825
South Park Bridge	4.85	Moveable (double-leaf bascule)/road	29	125	22	490
Overhead cable	5.93	Power	134	Unrestricted	15	365

Sources: NOAA 2019; Corps 2020b, 2020c, 2020d.

[a] Vertical clearance in feet above mean high water; refers to the lowest clearance of the cable or bridge.

[b] Horizontal clearance refers to the width between bridge fenders or bridge protection on either side of a bridge opening.

[c] Width based on approximate measurements using aerial imagery.

8.3 Environmental Impacts

8.3.1 No Build Alternative

Under the No Build Alternative, light rail would not be extended to West Seattle and the potential impacts on navigation identified for the Build Alternatives would be avoided. Navigation on the Duwamish Waterway would continue as it does today.

8.3.2 Build Alternatives

Sound Transit evaluated the following three alternatives that would have bridge crossings of the Duwamish Waterway in the Duwamish Segment:

- Preferred Alternative DUW-1a
- Option DUW-1b
- Alternative DUW-2

Table 8-4 lists the proposed vertical and horizontal clearances of the bridges over the East and West waterways for each of the three Duwamish Segment alternatives. The listed clearances are proposed, and the horizontal and vertical clearances of bridges would be coordinated through the Coast Guard through the bridge permitting process under the General Bridge Act of 1946, not through the National Environmental Policy Act process.

Table 8-4. Proposed Bridge Clearances over the Duwamish Waterway

Bridge Alternative	Proposed Vertical Clearance (feet)	Proposed Horizontal Clearance (feet)
East Waterway		
Preferred Alternative DUW-1a	**104**	**155**
Option DUW-1b	125	150
Alternative DUW-2	100	315
West Waterway		
Preferred Alternative DUW-1a	**140**	**250**
Option DUW-1b	140	290
Alternative DUW-2	140	275

8.3.2.1 Long-term Impacts

Impacts Common to All Alternatives

The West Seattle Link Extension would cross both the East and West waterways. Sound Transit evaluated impacts to navigation in the Corps-maintained navigation channels and to vessel movements outside of the navigation channels to access local docks. Impacts to moorage were also identified. Displacement of water-dependent businesses by the West Seattle Link Extension and the related economic impacts and mitigation are described in Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics, of the West Seattle Link Extension Final EIS.

Sound Transit is evaluating the feasibility of several high-level fixed bridge types to cross the Duwamish Waterway, as described in Chapter 2, Alternatives Considered, of the Final EIS. All alternatives would have a balanced cantilever segmental box girder bridge over the East Waterway. Preferred Alternative DUW-1a would be either cable-stayed or truss over the West Waterway and would avoid placing guideway columns in the water. All bridge types for Option DUW-1b would require a guideway column in the West Waterway. Depending on the bridge type selected for Alternative DUW-2, the waterway crossing could require guideway columns in the West Waterway. All bridge types would have the same or greater vertical clearance than the West Seattle Bridge. Therefore, all vessels that currently travel under the West Seattle Bridge and through the area could continue to do so. Bridge types that avoid guideway columns in the water would have fewer impacts to navigation.

All alternatives would cross the East and West waterways near existing restrictions. For the West Waterway, all alternatives would meet or exceed the 140-foot vertical clearance and 250-foot horizontal clearance required by the Coast Guard preliminary navigation clearance determination. The projected 3- to 5-foot increase in the Duwamish Waterway water levels related to climate change would correspondingly reduce vertical clearances under the existing structures and the structures of proposed alternatives over the East and West waterways.

Bridge types with guideway columns and associated pier protection in the water, and to a lesser degree bridge types with guideway columns on shore, could affect the Muckleshoot Indian Tribe treaty-protected fishing rights and access to the Tribe's Usual and Accustomed Areas. Bridge types with guideway columns and associated pier protection in the water could also affect the Suquamish Tribe treaty-protected fishing rights and access to the Tribe's Usual and Accustomed Areas.

Depending on bridge type, occasional maintenance about every 2 years would also temporarily reduce portions of the planned vertical clearance over the waterway up to about 15 feet. The maintenance durations would range from 2 weeks to 3 weeks for a structural inspection to 2 years to repaint a truss bridge. Truss bridge repainting would occur approximately every 20 years. Based on vessel heights reported during surveys and coordination Sound Transit conducted with Duwamish Waterway users, these temporary vertical clearance reductions could affect some of the boats that currently access maritime facilities on the Lower Duwamish Waterway, such as shipping terminals and facilities for marine construction and building boats.

East Waterway

All alternatives would create a new over-water structure that could affect vessel movement outside of the navigation channel. These impacts and impacts to the navigation channel are described in more detail by alternative in the following sections.

West Waterway

None of the alternatives would encroach upon the West Waterway navigation channel. All alternatives would meet or exceed the West Seattle Bridge horizontal and vertical clearances. Therefore, they would not affect the ability of vessels to sail between the West Waterway and the Lower Duwamish Waterway.

In addition to the existing Spokane Street (swing), West Seattle, and BNSF bridges, a new light rail bridge would be a fourth bridge in a relatively short stretch of water. A bridge type with in-water guideway columns and pier protection in the West Waterway would require vessels to set up to travel through the bridges earlier and to hold their course longer in a relatively narrow channel.

Along the Harbor Island Reach, in the West Waterway, the areas available for holding or maneuvering outside of the navigation channel are already relatively narrow. Additional in-water guideway columns and pier protection would further constrain these areas. Anecdotal evidence indicates that tugs frequently tow or push barges “on the hip” or in a nearly side-by-side configuration on the Duwamish Waterway. Wider vessels, like a tug and barge configured on the hip, could have less room to navigate outside of the navigation channel and maneuver during heavy traffic. Therefore, during times with heavier vessel traffic (typically Wednesdays and Fridays and daily around 7 a.m. and 5 p.m.), increased interaction with Puget Sound Vessel Traffic Services may be needed.

Preferred South Crossing Alternative (DUW-1a)

East Waterway

Preferred Alternative DUW-1a would be about 40 feet south of the existing Southwest Klickitat Way (fixed) Bridge, and about 300 feet south of the Spokane Street (fixed) bridge. These bridges have vertical clearances of 7 feet and 5 feet, respectively, which block the majority of vessels from navigating under these bridges. Preferred Alternative DUW-1a would be over a portion of the East Waterway that does not include a Corps-maintained navigation channel. Therefore, the new structure would not impact navigation channels.

The portion of the East Waterway where Preferred Alternative DUW-1a would cross is primarily used by vessels to access the Harbor Island Marina commercial dock. The horizontal clearance under the guideway would not change. The vertical clearance under the guideway would be approximately 104 feet. This is not anticipated to negatively affect the vessels that use the Harbor Island Marina commercial dock because they are primarily tugs and work boats that require less than 104 feet of vertical clearance.

West Waterway

Preferred Alternative DUW-1a would introduce a new over-water structure about 120 feet south of the West Seattle Bridge. As described in Impacts Common to All Alternatives, this alternative would have the same or greater vertical clearance than the West Seattle Bridge. The horizontal clearance would be about 250 feet. All vessels that currently travel under the West Seattle Bridge and through the area could continue to do so. Outside of the navigation channel, in the areas used by vessels to access maritime businesses and associated docks, vertical clearance immediately under the guideway would be limited to about 140 feet.

South Crossing South Edge Crossing Alignment Option (DUW-1b)

Option DUW-1b would permanently reduce moorage in the Duwamish Waterway by removing recreational marinas and docks. The amount of recreational moorage that would be removed from the Duwamish Waterway represents about 20 percent of what is currently available. Due to the percentage of moorage being displaced, many recreational boaters are unlikely to find replacement moorage nearby on the Duwamish Waterway or in Elliott Bay.

East Waterway

Option DUW-1b would have similar impacts to the East Waterway as Preferred Alternative DUW-1a. However, the vertical clearance under the guideway would be higher at approximately 125 feet.

West Waterway

Option DUW-1b would introduce a new over-water structure approximately 600 feet south of the West Seattle Bridge and would have similar impacts to the West Waterway as Preferred Alternative DUW-1a.

North Crossing Alternative (DUW-2)

East Waterway

Alternative DUW-2 would introduce a new over-water structure approximately 150 feet north of the Spokane Street (fixed) Bridge, which has a vertical clearance of 5 feet and blocks the majority of vessels from navigating under the bridge. Alternative DUW-2 is over an Corps-maintained navigation channel (a Public Work subject to the Section 408 review and approval process) that spans the width of the East Waterway. This area is primarily used by vessels to access maritime businesses and includes a dock. The vertical clearance under the guideway would be about 100 feet over the navigation channel. The horizontal clearance under the guideway would be about 315 feet wide, approximately 85 feet less than the current horizontal clearance. Sound Transit would coordinate with the Corps regarding the East Waterway federal navigation project as part of the permission process pursuant to Section 408 of the Rivers and Harbors Act.

Because vessels that use this area typically require about 75 feet of vertical clearance or less, the vertical clearance of the bridge is not anticipated to prevent current uses. However, the change in horizontal clearance could affect vessel movements by reducing the area available for navigation and maneuvering in this section of the waterway.

West Waterway

Alternative DUW-2 would introduce a new over-water structure approximately 310 feet north of the West Seattle Bridge. As described under Impacts Common to All Alternatives, this alternative would have the same or greater vertical clearance than the West Seattle Bridge. All vessels that currently travel under the West Seattle Bridge and through the area could continue to do so. However, the Harbor Island Reach is currently constrained by moored barges and other vessels that encroach on the navigation channel. Alternative DUW-2 would add another constraint to this section of the waterway if it includes in-water guideway columns. Outside of the navigation channel, in the areas used by vessels to access maritime businesses and associated docks, vertical clearance immediately under the guideway would be limited to about 140 feet.

8.3.2.2 Construction Impacts

Impacts Common to All Alternatives

Barges would be required for material supply and would be moored outside of the navigation channels when possible. However, given the size of the barges, they are likely to encroach on the navigation channels, which are Section 408 resources.

All alternatives would result in the short-term closure of the East and West waterways for approximately 4 hours about twice a week during bridge construction. The waterways would be closed because larger vessels and those constrained to the deep-draft channel may not have adequate horizontal clearance or water depth to pass the construction barges. In addition, all alternatives could result in two 12-hour closures of the East and West waterways to complete the center of each over-water bridge span, but the truss bridge type would result in a full 3-day closure when the center span is placed. Closures of the West and East waterways could affect access to the navigation channels in those waterways. Sound Transit would coordinate with the Corps regarding potential impacts to the Duwamish Waterway and East Waterway federal navigation Projects as part of the permission process pursuant to Section 408 of the Rivers and Harbors Act. All waterway closures would be coordinated through and approved by the Coast Guard. Economic impacts related to temporary restrictions on the Duwamish Waterway during construction and mitigation are described in Section 4.3 of the Final EIS.

Harbor Patrol response times to the Duwamish Waterway could be affected by temporary closures of the navigation channel and by increased waterway congestion during construction. Sound Transit would coordinate with Harbor Patrol prior to and throughout construction at key milestones or phases where navigation conditions could change.

Construction activities on the shoreline or in the water for all alternatives including placement of temporary cofferdams, work barges, and work trestles (for Option DUW-1b and Alternative DUW-2 only), may affect Muckleshoot Indian Tribe treaty-protected fishing rights and access to the Usual and Accustomed Areas for the duration of construction when Tribal treaty-protected fishing is occurring. These construction activities may also affect Suquamish Tribe treaty-protected fishing rights and access to the Usual and Accustomed Areas for the duration of construction when Tribal treaty-protected fishing is occurring. Construction activities may also change vessel traffic patterns, which could interfere with upstream and downstream Tribal treaty-protected fishing rights and access.

Preferred South Crossing Alternative (DUW-1a)

East Waterway

The northern gangway from Harbor Island to the Harbor Island Marina commercial dock on the East Waterway would be temporarily closed during construction. Mariners could use the existing southern access point; however, the northern gangway is the only vehicle access point for loading and unloading heavy gear. In addition, the northern 125 feet of the dock would be closed during construction. Closure of the northern portion of the dock would reduce commercial moorage and may temporarily displace some commercial vessels. If Muckleshoot Indian Tribe Fisheries Division vessels moor at the commercial dock, these vessels may also be temporarily displaced. Temporarily displaced commercial vessels and Tribal patrol boats could have difficulty finding replacement moorage on the Duwamish Waterway. Sound Transit would coordinate with the Port of Seattle to minimize disruptions to land and water access from the closure of the northern gangway and northern portion of the Harbor Island Marina commercial dock, and use would be restored following construction. Sound Transit would coordinate with the Port of Seattle to ensure access is maintained throughout construction to the Harbor Island Marina.

Neither of the bridge types for Preferred Alternative DUW-1a would require temporary work trestles to be installed in the East Waterway. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the planned vertical clearance over the waterway by up to 15 feet (from approximately 104 feet to approximately 89 feet) for about 3 months. Because vessels that use this area are primarily tugs and work boats that typically require less than 89 feet of vertical clearance, the vertical clearance is not anticipated to prevent current uses. Sound Transit's *Duwamish Waterway Navigation Impact Report* has more information on the vertical clearance requirements of the vessels that use the Harbor Island Marina commercial dock (Sound Transit 2021).

West Waterway

The gangway from Harbor Island to the Jim Clark Marina on the West Waterway would be temporarily relocated. Sound Transit would coordinate with the Port of Seattle and tenants to provide alternate access to the marina from the western edge of the Port-owned Harbor Marina Corporate Center parking lot. Sound Transit would coordinate with the Port of Seattle to ensure access is maintained throughout construction to the Jim Clark Marina.

Neither of the bridge types for Preferred Alternative DUW-1a would require a permanent bridge protection system or temporary work trestles to be installed in the West Waterway. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet (from approximately 140 feet to approximately 125 feet) for about 2 months. Based on vessel heights reported during surveys and coordination Sound Transit conducted with Duwamish Waterway users, these temporary vertical clearance reductions could affect some of the boats that currently access maritime facilities on the Lower Duwamish Waterway such as shipping terminals and facilities for marine construction and building boats.

South Crossing South Edge Crossing Alignment Option (DUW-1b)

East Waterway

The southern gangway from Harbor Island to the Harbor Island Marina commercial dock on the East Waterway would be closed intermittently during construction, but mariners could use the existing northern access point. In addition, the southern 300 feet of the dock would be restricted during overhead bridge construction, which would temporarily displace commercial vessels. Temporarily displaced commercial vessels could have difficulty finding replacement moorage on the Duwamish Waterway. Sound Transit would coordinate with the Port of Seattle to minimize disruptions to land and water access from the intermittent closures of the southern gangway and southern portion of the Harbor Island Marina commercial dock. Use of the southern access point and southern portion of the dock would be restored following construction.

Temporary work trestles may be installed in the East Waterway to support the operation of heavy equipment. The trestles would be placed outside of the navigation channel. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the planned vertical clearance over the waterway by up to 15 feet (from approximately 125 feet to approximately 110 feet) for about 3 months. Because vessels that use this area are primarily tugs and work boats that typically require less than 100 feet of vertical clearance (Sound Transit 2021), the vertical clearance of the bridge during construction is not anticipated to prevent current uses.

West Waterway

The Harbor Island Marina recreational docks would be closed for approximately 3 to 4 years during construction, which would temporarily remove about 18 percent of recreational moorage and 100 percent of linear dockage for recreational boats on the Duwamish Waterway. If Muckleshoot Indian Tribe Fisheries Division patrol boats moor at a recreational dock, these vessels may also be temporarily displaced. Temporarily displaced recreational vessels and Tribal patrol boats could have difficulty finding replacement moorage nearby. Sound Transit would coordinate with Port of Seattle to retain the Harbor Island Marina recreational docks and associated marina infrastructure so that marina operations could resume after construction.

Temporary work trestles may be installed in the West Waterway to support the operation of heavy equipment. The trestles would be placed outside of the navigation channel. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet (from approximately 140 feet to approximately 125 feet) for about 5 months. Based on vessel heights reported during surveys and coordination Sound Transit conducted with Duwamish Waterway users, these temporary vertical clearance reductions could affect some of the boats that currently access maritime facilities on the Lower Duwamish Waterway such as shipping terminals and facilities for marine construction and building boats.

West Waterway navigation channel closures would occur during installation of the bridge protection system for all bridge types, when part of the navigation channel would be closed intermittently for up to approximately 4 weeks.

North Crossing Alternative (DUW-2)

East Waterway

Temporary work trestles may be installed in the East Waterway to support the operation of heavy equipment. The trestles would be placed outside of the navigation channel. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the planned vertical clearance over the waterway by up to 15 feet (from approximately 100 feet to approximately 85 feet) for about 6 months. Because vessels that use this area typically require about 75 feet of vertical clearance or less, the vertical clearance of the bridge during construction is not anticipated to prevent current uses.

East Waterway navigation channel closures would occur during installation of the bridge protection system for all bridge types, when part of the navigation channel would be closed intermittently for up to approximately 4 weeks.

West Waterway

Temporary work trestles may be installed in the West Waterway to support the operation of heavy equipment. The trestles would be placed outside of the navigation channel. For all bridge types, scaffolding and netting under the bridge would temporarily reduce portions of the vertical clearance over the waterway by up to 15 feet (from approximately 140 feet to approximately 125 feet) for about 1 month. Based on vessel heights reported during surveys and coordination Sound Transit conducted with Duwamish Waterway users, these temporary vertical clearance reductions could affect some of the boats that currently access maritime facilities on the Lower Duwamish Waterway such as shipping terminals and facilities for marine construction and building boats.

West Waterway navigation channel closures would occur during installation of the bridge protection system for all bridge types, when part of the navigation channel would be closed intermittently for up to approximately 4 weeks.

8.4 Potential Mitigation Measures

Sound Transit would determine mitigation actions in coordination with the Muckleshoot Indian Tribe, the Suquamish Tribe, the Coast Guard, and the Corps during final design and the bridge permitting process. This would include identifying specific aids to navigation, such as signage and lighting. Proposed aids to navigation would be approved by the Coast Guard prior to installation.

The Federal Transit Administration, in coordination with Sound Transit, will continue government-to-government consultation with the Muckleshoot Indian Tribe and the Suquamish Tribe to avoid or minimize impacts to Tribal treaty-protected fishing rights and access to Usual and Accustomed Areas during construction.

Sound Transit would develop a construction navigation management plan in consultation with the Coast Guard, Corps, and Port of Seattle to mitigate impacts to navigation during construction. Measures in the plan could include the following:

- Create a marine safety zone (to be approved by the Coast Guard and Corps) to help motorized and non-motorized waterway users pass through the Harbor Island Reach and East Waterway construction zones.

- Provide a safe and easily recognizable path for non-motorized waterway users through the marine safety zone.
- Set up the marine safety zone so all construction features or potential obstacles can be seen during inclement weather.
- Coordinate with maritime stakeholders and emergency service providers, and conduct construction outreach prior to and throughout construction at key milestones or phases where navigation conditions could change.
- Schedule navigation channel restrictions during a time of day or a day of the week with less vessel traffic.
- Coordinate all maritime operations with the Coast Guard, Corps, Puget Sound Vessel Traffic Services, Puget Sound Harbor Safety Committee, and local mariners and advertise all changes to maritime operations in the Local Notice to Mariners publication.

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9 FREIGHT MOBILITY AND ACCESS

This chapter describes the freight transportation system within 0.5 mile of the West Seattle Link Extension Project (the project) Build Alternatives, including the facilities and operations for truck and rail transportation. It also describes how the Build Alternatives could affect the freight system during project operation and construction. The marine freight system and potential project impacts to the marine system are presented in Chapter 8, Navigation. The assessment of freight mobility and access in this section addresses direct impacts from the project.

9.1 Introduction

9.1.1 Overview of Truck Street Network

The City of Seattle has designated many streets and arterials with various functions as part of its truck network. The designations include Limited Access Facility, Major Truck Street, Minor Truck Street, First/Last Mile Connector, Heavy Haul Network, Over-Legal Network, Seaport Highway Connectors, and Seaport Intermodal Connectors. The Washington State Freight and Goods Transportation System designates freight facilities with numbers, T-1 through T-5, with T-1 indicating the highest volume or tonnage of freight carried.
Both designations are provided in Section 9.2, Affected Environment. The various truck networks are mostly concentrated in the Duwamish Manufacturing/Industrial Center, which includes the SODO and Duwamish segments.

9.1.1.1 Summary of Long-term Impacts to Truck Network

All alternatives would be designed to retain clearance envelopes for truck streets, including those designated for over-legal loads. All of the alternatives could affect 4th Avenue South, which is designated by the City of Seattle as a Major Truck Street, a street classification for arterials that accommodate substantial amounts of freight movement. On 4th Avenue South, between South Massachusetts Street and South Spokane Street, transit improvements would be constructed to accommodate buses diverted from the SODO Busway. The 4th Avenue transit improvements could be permanent for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO1b because the rail alignment would eliminate the SODO Busway.
For Alternative SODO-2, the transit accommodations on 4th Avenue South would be a long-term construction-related change for the duration of construction on the SODO Busway. The closure period would be 5 years for construction of the West Seattle Link Extension. Sound Transit is also planning the Ballard Link Extension, which is a light rail extension from SODO Station to Ballard that would require a closure of the SODO Busway during construction. See Chapter 11, Cumulative Impacts, for a discussion of the combined effect on the SODO Busway. Improvement options being considered include bus queue jumps at key intersections, business access and transit lanes, and/or a freight and bus lane that could be shared by buses and trucks. The first two transit improvement options could increase delays to truck traffic on 4th Avenue South and the third could reduce delays for truck traffic. Chapter 3, Transit, provides further information about the transit improvements on 4th Avenue South.

In the SODO Segment, the planned grade separation on South Lander Street for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would eliminate roadway delays at the existing light rail crossing. The grade of the new structure is expected to be about 7 percent, which is similar to the grade of the South Lander Street grade-separated structure to the west.

In the Delridge Segment, Preferred Option DEL-6b and Alternative DEL-7 would create a new signalized intersection at Delridge Way Southwest and Southwest Charlestown Street/23rd Avenue Southwest that would provide truck and passenger vehicle access to Nucor Steel.

No other alternatives would permanently affect the truck network.

9.1.1.2 Summary of Construction Impact to Truck Network

Section 4.3.3, Construction Impacts, of this technical report details key construction-related facility closures. Construction activities would affect the truck network with full and partial closures of truck streets. Many streets could be fully closed for a short duration (less than 48 hours) when structures are constructed overhead. Longer-term full and partial closures that affect truck streets are described in this section.

In the SODO Segment, the planned grade separation on South Lander Street for Preferred Option SODO-1c would require fully closing South Lander Street between 4th Avenue South and 6th Avenue South for several years. Alternative SODO-1a and Option SODO-1b would also close South Lander Street for several years; Alternative SODO-2 would only require night and weekend closures. When South Lander Street is closed, South Holgate Street and South Spokane Street would remain open and could serve as detour routes for trucks. Local access to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office (Carrier Annex/Terminal Post Office), would be retained during construction, although some short-term closures could be needed when placing overhead structures. Partial short-term closures (of a few months) of 6th Avenue South and 4th Avenue South near the intersections with South Lander Street would also occur under Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b.

In the Duwamish Segment, Preferred Alternative DUW-1a would construct guideway columns on each side of 4th Avenue South, north of South Spokane Street, that would require multi-pier foundations that could close up to three lanes of 4th Avenue South at a time for over a year. Option DUW-1b would also partially close this section of South Spokane Street but for a shorter period of time (about 6 months). Another guideway column on the south side of South Spokane Street west of 4th Avenue South would also have a multi-pier foundation that would require closing three lanes on eastbound South Spokane Street for 3 to 6 months for both Preferred Alternative DUW-1a and Option DUW-1b. These closures are expected to increase travel times for trucks on these corridors. Additional detail is presented in Section 4.3.3 in Chapter 4, Arterial and Local Street Operations.

Southwest Avalon Way, which is a Minor Truck Street and part of the City's Over-Legal Network for large trucks, could be fully closed on nights and weekends with Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-3, Alternative DEL-6a, and Alternative DEL-7, partially closed for nine months with Option DEL-1b, and fully closed for approximately 1 year with Alternative DEL-5. Partial closures of streets in the truck network could occur for various alternatives. This includes partial closures of Delridge Way Southwest for multiple years with Alternative DEL-3 and Alternative DEL-4.

Fauntleroy Way Southwest would have a partial closure with Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-5a. Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 would have full closures on Fauntleroy Way Southwest on nights and weekends. Sound Transit would coordinate with the City of Seattle to identify alternative routes for over-dimension freight during the construction period.

9.1.2 Overview of Truck Parking and Loading

On-street truck-only load zones, commercial vehicle load zones, and general load zones serve local business deliveries. Truck-only load zones are the most restrictive and allow only vehicles that are licensed as trucks. Commercial vehicle load zones allow a broader range of vehicles but still require specific licensing or commercial permits. They are most commonly in Seattle's business districts. In some areas, general load zones, which allow any type of vehicle, also exist. Most of these zones are longer than a standard vehicle parking space.

The project would permanently affect load zones that serve trucks or business deliveries, either through elimination of a street or conversion to a different curb-use function such as a transit stop or passenger load zone. The project's largest permanent effect to load zones would be near the SODO Station, where Preferred Option SODO-1c and Alternative SODO-1a would permanently eliminate ten general load zones and four truck-only load zones. Other alternatives in SODO and all other segments would permanently eliminate two or fewer general load zones.

Construction activities could temporarily disrupt load zones for all alternatives. The highest number affected would be for Option SODO-1b and Alternative SODO-2, which would each affect four general load zones and three truck-only load zones on 5th Place South. Other alternatives in SODO and all other segments would temporarily affect fewer than five load zones.

The SODO and Duwamish segments are within the Duwamish Manufacturing/Industrial Center, where trucks are allowed to park on-street. Alternative DUW-2 would have the highest impact to truck parking because construction staging areas could affect 95 to 120 on-street parking spaces, including the area under State Route 99, which is often used for truck parking. Alternative DUW-2 would also temporarily displace Terminal 25 South, which is the Port of Seattle's designated off-street truck parking lot with capacity for about 140 truck tractors. Preferred Alternative DUW-1a could temporarily remove 40 to 55 on-street parking spaces during construction and would not affect Terminal 25 South. Additional information about truck parking and loading impacts is presented in Chapter 5, Parking.

Sound Transit would coordinate with the City of Seattle to replace truck load zones and truck parking where feasible.

9.1.3 Overview of Rail Network

Seattle is served by two Class I railroads: BNSF Railway and Union Pacific Railroad. The BNSF Railway's mainline passes through SODO, under Downtown Seattle, and through Interbay. The Union Pacific Railroad mainline is south of South Spokane Street. There are local rail spurs throughout the Duwamish area, including lead tracks located just south of South Spokane Street that serve Harbor Island and West Seattle (referred to as the West Seattle Lead tracks) as well as spur tracks along the SODO Busway that serve local businesses.

Spur tracks along the SODO Busway north of South Lander Street would be removed with all alternatives. The BNSF storage tracks on the west side of the SODO Busway between about the vicinity of South Hinds Street and South Lander Street would also be eliminated. Loading and lead tracks on the east side of the SODO Busway south of South Lander Street, including those that serve Franz Bakery and the 7th Avenue South lead tracks, would be retained. No other long-term effects to rail operations are expected. In the Duwamish Segment, ground improvements near guideway columns close to the West Seattle Lead railroad tracks could affect the track envelope during construction. Sound Transit would coordinate with the railroads prior to construction.

9.1.4 Overview of Marine Network

All Duwamish Segment alternatives would cross the navigation channels of the East and West waterways of the Duwamish Waterway (also known as the Duwamish River). Potential impacts on navigation and marine access on these waterways, including to marine freight, are described in Chapter 8.

9.2 Affected Environment

Almost all of the arterials and streets that comprise the study area's truck network are owned and operated by the City of Seattle. Regional highways that connect to the local network, including Interstate 5, Interstate 90, and State Route 99, are owned and operated by the Washington State Department of Transportation (WSDOT).

The *City of Seattle Freight Master Plan* (City of Seattle 2016) defines the following freight network designations:

- Limited Access Facility – Supports through-movements and/or long-distance trips. These facilities include interstate and state highways, such as Interstate 5 and State Route 99.
- Major Truck Street – An arterial street serving connections to the regional network, between and through the City's designated Manufacturing/Industrial Centers, commercial districts, and urban centers.
- Minor Truck Street – Supports goods delivery to urban villages and neighborhood commercial districts. These streets also provide secondary connections to the Major Truck Street network, thereby creating freight system redundancy and resiliency.
- First/Last Mile Connector – Supports short truck movements to/from key freight activity centers, such as marine and intermodal terminals. These connections are all within the designated Manufacturing/Industrial Centers.

The City also has two regulatory networks related to freight: the Heavy Haul Network and the Over-Legal Network (City of Seattle 2016). These routes play an important role in moving freight loads, with appropriate permits, throughout Seattle. The City established the Heavy Haul Network to allow heavier cargo containers to be transported between the Port of Seattle, industrial businesses, and rail yards. The Over-Legal Network can accommodate trucks with larger loads, with most segments able to accommodate loads that require up to a 20-foot-wide by 20-foot-high envelope.

Seaport Highway Connectors and Seaport Intermodal Connectors are also highlighted in the Freight Master Plan. Although not officially designated, these routes are identified on arterial streets that accommodate two-way travel and direct access between the regional highway system and port or railroad intermodal facilities.

Figure 9-1 and Figure 9-2 show Seattle's truck street designations for the West Seattle Link Extension. Some transportation facilities within the study area are also included in the Washington State Freight and Goods Transportation System, which is a classification system for roadways, railways, and waterways based on the freight tonnage that they carry. Freight facilities are designated with numbers, T-1 through T-5, with T-1 indicating the highest volume of freight carried. (WSDOT 2020). T-1 corridors carry more than 10 million tons per year; T-2 corridors carry between 4 and 10 million tons per year; and T-3 corridors carry between 300,000 and 4 million tons per year.

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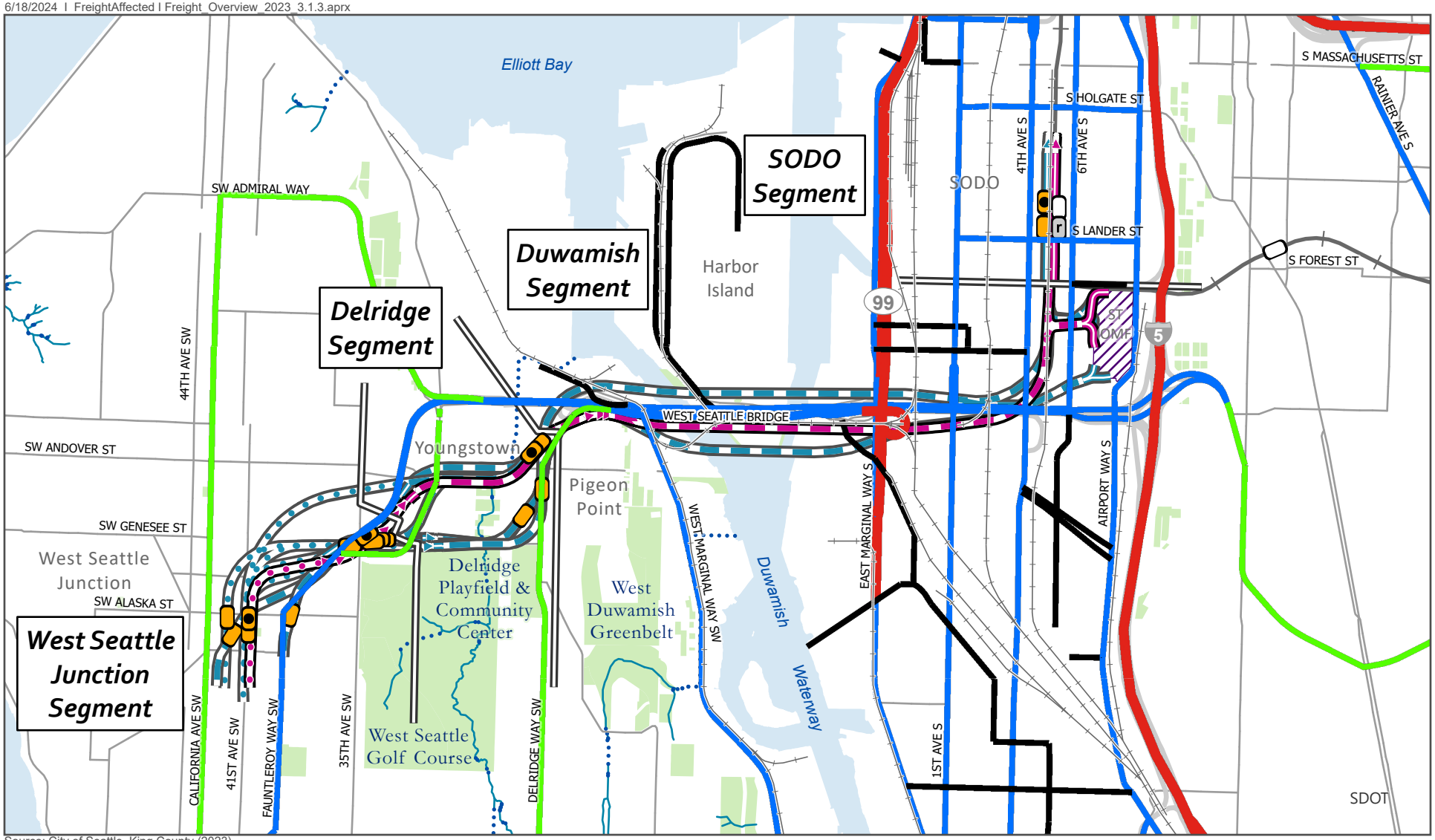


Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- Railroad
- Stream
- Piped Stream
- Park

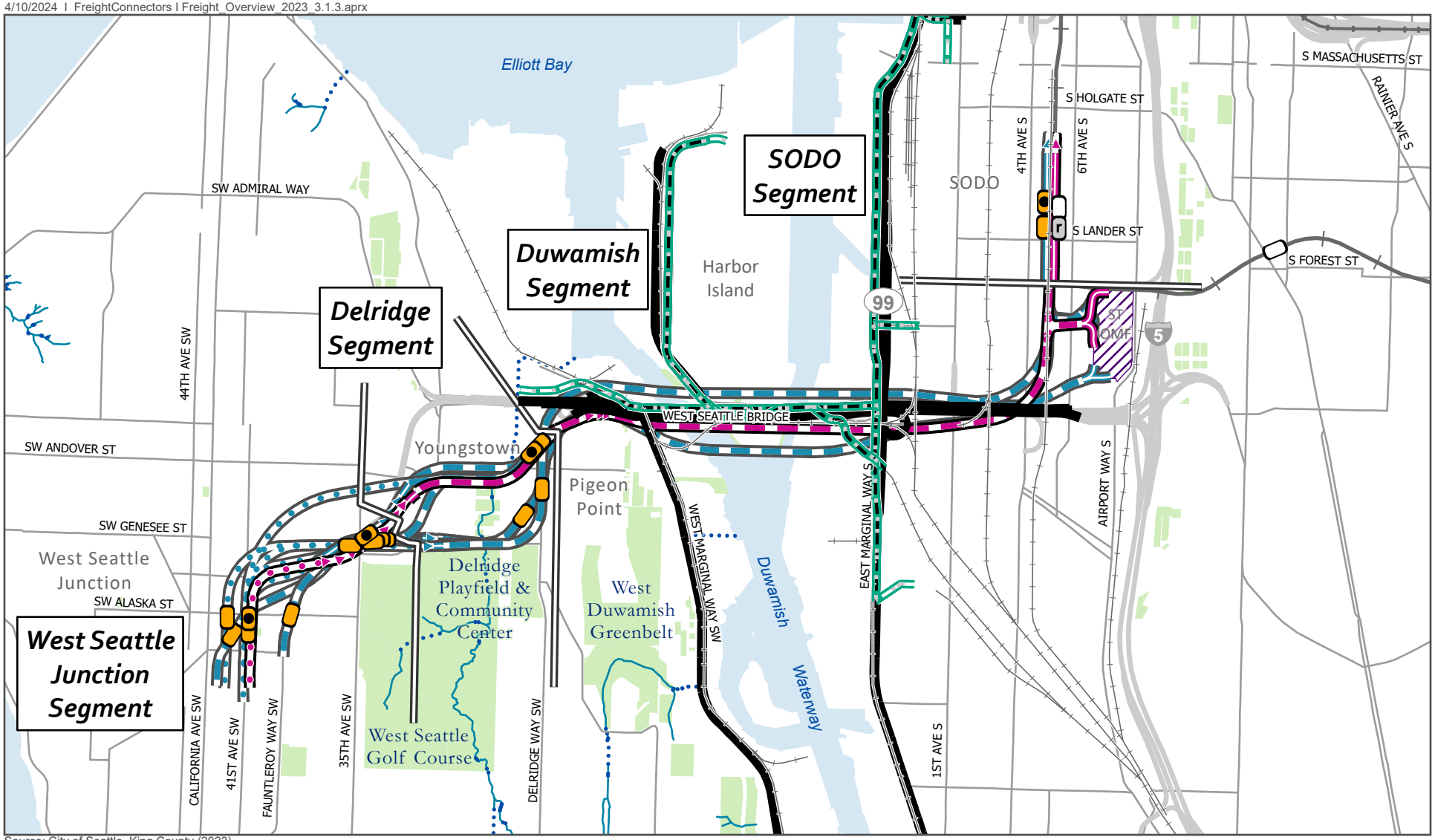
Freight Network
- Limited Access
- Major
- Minor
- First/Last Mile Connector

0 0.5 1 Mile

N

FIGURE 9-1
Freight Affected Environment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- Railroad
- Stream
- Piped Stream
- Park
- Seaport Intermodal Rail Connector
- Seaport Highway Connector

FIGURE 9-2
Freight Affected Environment Connectors

West Seattle Link Extension

0 0.5 1 Mile

N

Rail facilities are also described in the SODO, Duwamish, and Delridge segments. There are no rail facilities in the West Seattle Junction Segment.

Marine facilities are only described for the Duwamish Segment as there are no marine facilities in the SODO, Delridge, or West Seattle Junction segments.

This section also summarizes potential impacts to on-street load zones that were evaluated in Chapter 5. It evaluates general load zones, commercial vehicle load zones, and truck-only load zones within one block of the light rail alignment or stations. Definitions for various types of load zones are provided in Chapter 5.

9.2.1 SODO Segment

9.2.1.1 Truck System

The SODO Segment passes through the Duwamish Manufacturing/Industrial Center, which is a designated employment area with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. It is characterized by large contiguous blocks served by the region's major transportation infrastructure, including roads, rail, and port facilities. The Duwamish Manufacturing/Industrial Center is one of the largest and most intensely developed industrial and manufacturing areas in the Pacific Northwest.

Table 9-1 summarizes the existing truck transportation route characteristics of the SODO Segment study area.

Major Truck Streets in this segment include 4th Avenue South, 6th Avenue South, South Holgate Street, and South Lander Street. All of these are also designated truck freight corridors in the statewide Freight and Goods Transportation System network.

Table 9-1. Truck Route Characteristics – SODO Segment

Street Corridor	Freight Classification(s)	Over-Legal or Heavy Haul Designation	Freight Constraints
4th Avenue South	Major Truck Street State T-2 corridor	None	None
6th Avenue South	Major Truck Street State T-3 corridor	Heavy Haul Network (short segment north of South Holgate Street)	None
South Holgate Street between 1st Avenue South and 6th Avenue South	Major Truck Street State T-3 corridor	Heavy Haul Network	At-grade rail crossings west of 4th Avenue South include BNSF Railway mainline and Amtrak yards. At-grade rail crossing east of 4th Avenue South (Sound Transit light rail line)
South Lander Street between 1st Avenue South and Airport Way South	Major Truck Street State T-1 corridor	None	At-grade rail crossing east of 4th Avenue South (Sound Transit line)

Sources: City of Seattle 2016, WSDOT 2020.

Depending on the station and alignment locations, there are up to ten general load zones and four truck-only load zones that serve businesses within one block of the station/alignment. Most of these are along 5th Place South and South Bayview Street near the SODO Station.

9.2.1.2 Rail System

The BNSF Railway mainline passes through SODO about midway between 1st Avenue South and 4th Avenue South. It crosses South Holgate Street at-grade. There are many other spur tracks that cross South Holgate Street, including those to the Amtrak/Sound Transit maintenance facility. There are also rail spurs and rail storage tracks along the SODO Busway. The spurs, which serve local business rail needs, extend north to South Massachusetts Street and connect to the 7th Avenue South lead tracks.

9.2.2 Duwamish Segment

9.2.2.1 Truck System

Table 9-2 summarizes the existing truck transportation route characteristics of the Duwamish Segment study area, which is also within the Duwamish Manufacturing/Industrial Center. In addition to the City of Seattle's truck street designations, key arterials in this segment—4th Avenue South, South/Southwest Spokane Street, West Marginal Way Southwest, East Marginal Way South, and the West Seattle Bridge/Spokane Street Viaduct—are designated as T-1 or T-2 truck freight corridors in the statewide Freight and Goods Transportation System network. East Marginal Way South and Southwest Spokane Street are also part of the City's Over-Legal Network, and several streets within the study area are in the City's Heavy Haul network. Streets designated as both a Seaport Highway Connector and Seaport Intermodal Rail Connector include the West Seattle Bridge/Spokane Street Viaduct, South Spokane Street, East Marginal Way South, and West Marginal Way Southwest.

Table 9-2. Truck Route Characteristics – Duwamish Segment

Street Corridor	Freight Classification(s)	Over-Legal or Heavy Haul Designation	Freight Constraints
4th Avenue South, north of Argo Yard	Major Truck Street State T-2 corridor	None	None
6th Avenue South, north of South Spokane Street	Major Truck Street State T-3 corridor	None	One at-grade rail crossing
Delridge Way Southwest between West Seattle Bridge and 23rd Avenue Southwest	Minor Truck Street Seaport Highway Connector State T-2 corridor	None	None
East Marginal Way South	Major Truck Street Seaport Intermodal Rail Connector Seaport Highway Connector State T-1 corridor	Over-Legal Network Heavy Haul Network	Five at-grade rail crossings
South Spokane Street between 23rd Avenue Southwest and Interstate 5	Major Truck Street Seaport Highway Connector Seaport Intermodal Rail Connector State T-2 corridor	Over-Legal Network Heavy Haul Network	Seven at-grade rail crossings Bridge openings at Duwamish Waterway
West Marginal Way Southwest between South Spokane Street and Terminal 5	Last/First Mile Connector Seaport Intermodal Rail Connector Seaport Highway Connector State T-2 corridor	Heavy Haul Network	One at-grade rail crossing

Street Corridor	Freight Classification(s)	Over-Legal or Heavy Haul Designation	Freight Constraints
West Seattle Bridge/ Spokane Street Viaduct between 23rd Avenue Southwest and Interstate 5	Major Truck Street Seaport Highway Connector Seaport Intermodal Rail Connector State T-1 corridor	Heavy Haul Network	None

Sources: City of Seattle 2016, WSDOT 2020.

Depending on the alignment, there are two general load zones and three truck-only load zones within one block of the alignment. The general load zones are on 6th Avenue South near South Hanford Street, and the truck-only load zones are on 6th Avenue South near South Hinds Street. As described in Chapter 5, trucks and trailers are allowed to park on-street in the Duwamish Manufacturing/Industrial Center, and the Port of Seattle operates the Terminal 25 off-street parking facility for port-related trucks.

9.2.2.2 Rail System

The BNSF Railway mainline passes through the Duwamish Segment about midway between 1st Avenue South and 4th Avenue South. It crosses South Spokane Street and South Horton Street at-grade.

Both railroads have major intermodal transfer hubs in the Duwamish Segment. The BNSF Railway's Seattle International Gateway Yard is just east of State Route 99 between South Hanford Street and South Massachusetts Street. The Union Pacific Railroad Argo Yard is south of South Spokane Street and east of East Marginal Way South. Both terminals receive and discharge cargo by truck, a large proportion of which passes through the Port of Seattle's marine terminals.

The Port of Seattle's Terminal 5 and Terminal 18 have on-dock intermodal rail yards, which allow the direct transfer of containers between rail and ship within the terminals. During both the arrival and departure maneuvers, trains to the Terminal 5 on-dock intermodal yard block the at-grade crossing of West Marginal Way Southwest (just north of Southwest Spokane Street) and require lowering of the rail bridge across the Duwamish Waterway. Terminals 5 and 18 trains use the lead tracks across Harbor Island along the south side of Klickitat Avenue Southwest (referred to as the West Seattle Lead tracks). There are other rail storage yards and local rail spurs throughout the Duwamish Segment, including the Whatcom Yard west of State Route 99, the West Marginal Branch line on the west side of the Duwamish Waterway, and storage yards on Harbor Island. Train movements across Harbor Island can block both main driveways to Terminal 102, which is an industrial park on the south end of Harbor Island. When this occurs, vehicles can access that terminal through a Port-owned bridge that connects the south tip of Harbor Island to the east side of the Duwamish Waterway. There are also local spur tracks along the SODO Busway south of South Forest Street.

9.2.3 Delridge Segment

9.2.3.1 Truck System

The Delridge Segment is in an area with a mix of residential, commercial, and industrial/ manufacturing land uses. Its largest industrial business is the Nucor Steel plant. Table 9-3 summarizes the existing truck transportation route characteristics of the Delridge Segment.

Table 9-3. Truck Route Characteristics – Delridge Segment

Street Corridor	Freight Classification(s)	Over-Legal or Heavy Haul Designation	Freight Constraints
Delridge Way Southwest	Minor Truck Street Seaport Highway Connector State T-2 corridor	None	Low-clearance under pedestrian bridge for northbound trucks north of Southwest Oregon Street
Fauntleroy Way Southwest	Major Truck Street State T-3 corridor	Over-Legal Network south of Southwest Avalon Way	Low-clearance location under pedestrian bridge at Southwest Andover Street
Southwest Avalon Way	Minor Truck Street State T-3 corridor	Over-Legal Network	None

Sources: City of Seattle 2016, WSDOT 2020.

There is one general load zone and one truck-only load zone within one block of the alternative alignments in this segment. The truck-only load zone is on Southwest Andover Street west of Delridge Way Southwest, and the general load zone is on Southwest Yancy Street.

9.2.3.2 Rail System

There is one rail facility partially in this segment, the rail tracks at Nucor Steel Seattle. The Nucor Steel plant is connected to the rail tracks of BNSF Railway's West Seattle Yard just west of the Port of Seattle's Terminal 5. The railroad tracks access the site through the northwest corner of the plant lot under the West Seattle Bridge and across South Spokane Street at-grade. These spurs and yard connect to the BNSF Railway mainline by shared tracks that cross the south tip of Harbor Island (West Seattle Lead).

9.2.4 West Seattle Junction Segment

The West Seattle Junction Segment is in an area with a high level of commercial development, mixed with residential uses. Most of the freight activity is related to local business deliveries. Table 9-4 summarizes the existing truck transportation route characteristics of the West Seattle Junction Segment.

Table 9-4. Truck Route Characteristics – West Seattle Junction Segment

Street Corridor	Freight Classification(s)	Over-Legal or Heavy Haul Designation	Freight Constraints
California Avenue Southwest	Minor Truck Street State T-3 corridor	None	None
Fauntleroy Way Southwest	Major Truck Street State T-3 corridor	Over-Legal Network south of Southwest Avalon Way	Low-clearance location under pedestrian bridge at Southwest Andover Street
Southwest Avalon Way	Minor Truck Street State T-3 corridor	Over-Legal Network	None

Sources: City of Seattle 2016, WSDOT 2020.

Depending on the station and alignment locations, there are up to 20 general load zones and three truck-only load zones within one block of the stations or alignment. The truck-only load zones are concentrated on Fauntleroy Way Southwest north of 39th Avenue Southwest, and the general load zones are concentrated on 36th Avenue Southwest south of Southwest Avalon Way and California Avenue Southwest north of Southwest Hudson Street.

9.3 Environmental Impacts

This section discusses the future freight conditions for the No Build Alternative and Build Alternatives, including effects to the truck network and rail network. Marine network impacts are presented in Chapter 8. In general, long-term or short-term impacts to traffic operations, as described in Chapter 4, would affect both general and truck traffic. This section summarizes the potential effects unique to freight traffic or facilities.

9.3.1 No Build Alternative

With the No Build Alternative, there are no planned changes to the freight network, although slight growth in traffic volumes is expected in the future, which would increase congestion on designated freight routes. As part of the transportation analysis, future planned industrial and port developments are assumed, including the recently completed improvements at Terminal 5 and potential future increases in freight throughput at Terminal 18.

9.3.2 Build Alternatives

9.3.2.1 Long-term Impacts

Impacts Common to All Build Alternatives

The Build Alternatives would be designed to retain clearance envelopes for truck streets, including those designated for over-legal loads. They would also retain horizontal and vertical clearance requirements for railroad tracks.

At new stations, there would be functional changes to the surrounding curb uses. In some locations, existing truck-only/commercial vehicle load zones would be modified to support the station as a transit stop or passenger load zone area. Most stations would eliminate fewer than five load zones.

All of the alternatives could affect 4th Avenue South, a Major Truck Street, between South Massachusetts Street and South Spokane Street, where transit improvements would be constructed to accommodate buses diverted from the SODO Busway. The 4th Avenue South transit improvements could be permanent for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b, because the rail alignment would eliminate the SODO Busway. For Alternative SODO-2, the transit accommodations on 4th Avenue South would be a long-term construction-related change for the duration of construction on the SODO Busway. The closure period would be 5 years for construction of the West Seattle Link Extension. Sound Transit is also planning the Ballard Link Extension, which is a light rail extension from SODO Station to Ballard that would require a closure of the SODO Busway during construction. See Chapter 11 for a discussion of the combined effect on the SODO Busway. Improvement options being considered include bus queue jumps at key intersections, business access and transit lanes, and/or a freight and bus lane that could be shared by buses and trucks. The first two transit improvement options could increase delays to truck traffic on 4th Avenue South, and the third could reduce delays for truck traffic. Chapter 3 provides further information about the transit improvements on 4th Avenue South.

SODO Segment

Preferred Option (SODO-1c)

Preferred Option SODO-1c would build a new vehicle overpass over the guideways on South Lander Street, which is a Major Truck Street. The vehicle overpass would be designed to accommodate trucks with a maximum slope of 7 percent, and would eliminate roadway delay at the existing light rail crossing. Alternative access to the existing Carrier Annex/Terminal Post Office garage would be provided by connecting the southern access driveway to 4th Avenue South via a new access road under the new South Lander Street overpass. Sound Transit is working with the United States Postal Service and the City of Seattle to ensure trucks and other vehicles are able to access the parking garage facility. The clearance above the new roadway would accommodate truck access to the Post Office facility.

Spur tracks along the SODO Busway north of South Lander Street would be removed with all alternatives. The BNSF storage tracks on the west side of the SODO Busway between the vicinity of South Hinds Street and South Lander Street would also be eliminated. Loading and lead tracks on the east side of the SODO Busway south of South Lander Street, including those that serve Franz Bakery and the 7th Avenue South lead tracks, would be retained.

Preferred Option SODO-1c would permanently eliminate 14 load zones. This includes three truck-only load zones on 5th Place South, four general load zones on 5th Place South, and four general load zones on South Bayview Street. The new vehicle overpass on South Lander Street would eliminate two general load zones and one truck-only load zone. Adjacent businesses would be acquired for the station, which could reduce or eliminate demand for the affected load zones.

Other Build Alternatives (SODO-1a, SODO-1b, and SODO-2)

Alternative SODO-1a and Option SODO-1b would also build a new overpass on South Lander Street. In the West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (EIS), Option SODO-1b was planned to have a pedestrian crossing at the top of the overpass that could add delay for trucks, but that feature has been eliminated. Alternative SODO-2 would not have an overpass at South Lander Street, and the new guideway would be elevated above South Lander Street; the existing Link light rail track would remain at-grade, and trucks would continue to experience short-duration closures when trains cross South Lander Street.

The other alternatives would have similar effects on spur tracks along the SODO Busway as Preferred Option SODO-1c.

Alternative SODO-1a would have similar loading space losses as Preferred Option SODO-1c. Option SODO-1b would remove fewer loading spaces than the preferred option, with two general load zone spaces and one truck-only load zone on South Lander Street. Alternative SODO-2 would have no loss of load zone spaces.

Duwamish Segment

Preferred Alternative (DUW-1a)

No stations are proposed in the Duwamish Segment, and Preferred Alternative DUW-1a would have no structures within the public street system or Port of Seattle terminals that would permanently affect traffic or truck operations, including over-legal trucks. No on-street load zones or truck parking would be permanently affected.

Preferred Alternative DUW-1a would cross several major rail facilities, including the BNSF Railway mainline and the Seattle International Gateway Yard lead tracks, but it would have no long-term effects on rail operations. It would retain the existing local rail spurs along both sides of the SODO Busway south of South Hinds Street.

Other Build Alternatives (DUW-1b and DUW-2)

Option DUW-1b and Alternative DUW-2 would not affect truck or rail operations. Alternative DUW-2 includes a guideway column near Terminal 18, but this column would be outside of the gate queuing area. No load zones would be affected.

Delridge Segment

Preferred Option (DEL-6b)

Preferred Option DEL-6b would create a new signalized intersection at Delridge Way Southwest and Southwest Charlestown Street/23rd Avenue Southwest that would provide truck and passenger vehicle access to Nucor Steel. No load zones would be affected.

Other Build Alternatives (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

Alternative DEL-7 would be similar to Preferred Option DEL-6b. None of the other alternatives would permanently affect the truck or rail networks in this segment. No load zones would be affected.

West Seattle Junction Segment

Preferred Option (WSJ-5b)

Preferred Option WSJ-5b would not permanently affect the truck or rail networks in this segment. No load zones would be affected.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, and WSJ-6)

None of the other alternatives or options would permanently affect the truck or rail networks in this segment. No load zones would be affected.

9.3.2.2 Construction Impacts

Impacts Common to All Build Alternatives

Construction activities for all Build Alternatives are expected to eliminate on-street load zones that trucks can use within the construction areas, particularly near stations. For many of those locations, adjacent businesses would also be acquired, which could limit the demand for the affected load zone. Temporary removal of parking during construction could affect trucks, which are allowed to legally park long-term and overnight on streets in industrial areas.

Many streets could be fully closed for a short duration (less than 48 hours) when structures are constructed overhead. Freight facilities expected to be affected by construction or full roadway closures causing substantial barriers or out-of-direction travel are described by alternative in the following sections. Specific information about each closure is provided in Section 4.3.3, in Chapter 4. Construction flaggers may also occasionally halt vehicle traffic on roadways adjacent to active construction for very short periods; this would affect key freight routes that pass through the construction area.

All alternatives would temporarily close sections of 6th Avenue South between South Massachusetts Street and South Spokane Street during relocation of the 230-kilovolt power lines from the SODO Busway. This Major Truck Street is in the SODO and Duwamish segments of the project. Sections of 6th Avenue South could be fully closed temporarily while a crane is used to erect power poles. Access to truck parking or loading zones along each segment would also be eliminated during these closures. Major Truck Streets that cross 6th Avenue South could also require temporary closures during these construction activities.

SODO Segment

Preferred Option (SODO-1c)

Preferred Option SODO-1c would build a new vehicle overpass over the guideways on South Lander Street, which is a Major Truck Street. Construction is expected to require a full closure of South Lander Street between 4th Avenue South and 6th Avenue South. When South Lander Street is closed, South Holgate Street and South Spokane Street would remain open and would likely be the primary diversion routes for trucks. Partial closures of 6th Avenue South and 4th Avenue South near the intersections with South Lander Street for a few months would also occur. Local access to the Carrier Annex/Terminal Post Office would be retained during construction, although some short-term closures could be needed when placing overhead structures. No additional load zones beyond those described as long-term impacts would be removed for construction.

Other Build Alternatives (SODO-1a, SODO-1b, and SODO-2)

Alternative SODO-1a and Option SODO-1b would also build a vehicle overpass on South Lander Street with similar closures as Preferred Option SODO-1c. Local access to the Carrier Annex/ Terminal Post Office would be retained during construction, with potential short-term closures.

Alternative SODO-2 would not have an overpass at South Lander Street and would not require long-term closure of South Lander Street. Construction of Option SODO-1b and Alternative SODO-2 would affect seven load zones, which includes four general load zones and three truck-only load zones on 5th Place South. Alternative SODO-1a would not have additional load zones removed for construction beyond those described as long-term impacts.

Duwamish Segment

Preferred Alternative (DUW-1a)

Preferred Alternative DUW-1a would construct guideway columns on each side of 4th Avenue South north of South Spokane Street; construction of multi-pier foundations for the guideway columns could close up to three lanes of 4th Avenue South at a time for 12 to 18 months. Another guideway column on the south side of South Spokane Street west of 4th Avenue South would also have a multi-pier foundation that would require closing three lanes on eastbound South Spokane Street for 3 to 6 months. Preferred Alternative DUW-1a could require short-term closures of key streets in the truck network (e.g., South Spokane Street, State Route 99, East Marginal Way South, and West Marginal Way Southwest) when the guideway is built over those streets.

Preferred Alternative DUW-1a would have a guideway column close to the BNSF Railway tracks east of East Marginal Way South, for which ground improvements could extend into the track envelope and require temporary closures of the tracks. It would also have a bridge pier and foundation just east of the West Waterway that is close to the BNSF West Seattle lead tracks. Construction of the guideway and columns could also temporarily affect the local business rail spurs on each side of the SODO Busway.

Preferred Alternative DUW-1a would affect two general load zones on 6th Avenue South between South Forest Street and South Horton Street. Construction staging areas could also affect between 40 and 55 on-street parking spaces, which can be used for general truck parking (see Chapter 5 for further detail).

Other Build Alternatives (DUW-1b and DUW-2)

Option DUW-1b would have similar street network impacts as Preferred Alternative DUW-1a, except that the partial closure of 4th Avenue South would be shorter, lasting about 6 months.

Alternative DUW-2 would have a guideway column requiring lane closures on Chelan Avenue Southwest west of the West Marginal Way Southwest/Southwest Spokane Street intersection. Ground improvements for this column would extend into the west leg of the intersection on Chelan Avenue Southwest. There would be a guideway column in the Terminal 18 employee parking lot just west of the Terminal 18 truck gate queue area, but it would not affect truck operations at the terminal. Construction access to the column and construction of the guideway could encroach into the gate area but is not expected to affect queue capacity or circulation within the terminal.

Option DUW-1b would have similar rail impacts as Preferred Alternative DUW-1a except that the pier for the Duwamish River Bridge crossing would not be near the West Seattle lead track. Alternative DUW-2 would span several tracks, including the lead rail track serving Harbor Island and Terminal 5, but is not expected to disrupt rail operations. Construction of the guideway and columns could also temporarily affect the local business rail spurs on each side of the SODO Busway.

Alternative DUW-2 would temporarily displace the truck parking lot at Terminal 25 described in Chapter 5. Both Option DUW-1b and Alternative DUW-2 would affect two general load zones on 6th Avenue South between South Forest Street and South Horton Street. Construction staging for Alternative DUW-2 would temporarily remove 95 to 120 on-street parking spaces including many under State Route 99, which would reduce general truck parking. Option DUW-1b would have parking losses due to staging similar to Preferred Alternative DUW-1a.

Delridge Segment

Preferred Option (DEL-6b)

Preferred Option DEL-6b would require the full closure of Southwest Avalon Way during nights and weekends. This is part of the City of Seattle's designated Over-Legal Network and a Minor Truck Street. It would affect one general load zone on Southwest Yancy Street. Preferred Option DEL-6b would not affect the rail network.

Other Build Alternatives (DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7)

Nucor Steel is adjacent to two alternatives that would be constructed along Southwest Andover Street. Alternative DEL-5 and Alternative DEL-6a would require a full closure of Southwest Andover Street during construction of the tall bridge footings and structure, but access to the Nucor facility by vehicle and rail would be maintained. Nucor access could also be affected by Alternative DEL-3 and Alternative DEL-4, which would require a partial closure of Delridge Way Southwest for multiple years.

Alternative DEL-5 would require the full closure of Southwest Avalon Way for about 1 year. Option DEL-1b would partially close Southwest Avalon Way for nine months. Alternative DEL-1a, Option DEL-1b, Alternative DEL-3, Alternative DEL-6a and Alternative DEL-7 would close this street on nights and weekends. This is part of the City of Seattle's designated Over-Legal Network and a Minor Truck Street. Other truck streets could be closed on nights and weekends during construction.

Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would affect one general load zone on Southwest Yancy Street; the other Build Alternatives would not have additional load zone impacts during construction beyond those described as long-term impacts.

None of the alignments would affect the rail network in this segment.

West Seattle Junction Segment

Preferred Option (WSJ-5b)

Preferred Option WSJ-5b would require a partial closure of the intersection at Fauntleroy Way Southwest and Southwest Avalon Way. Both of these streets are part of the City's Over-Legal Network; Fauntleroy Way Southwest is a Major Truck Street and Southwest Avalon Way is a Minor Truck Street. It would affect one general load zone on 41st Avenue Southwest.

There is no rail network in this segment.

Other Build Alternatives (WSJ-1, WSJ-2, WSJ-3a, WSJ-3b, WSJ-4, WSJ-5a, and WSJ-6)

Alternative WSJ-1 and Alternative WSJ-2 would require a full closure on Fauntleroy Way Southwest on nights and weekends. Alternative WSJ-1 would affect four general load zones along Fauntleroy Way Southwest, 38th Avenue Southwest, and 39th Avenue Southwest. Alternative WSJ-2 would affect three truck-only load zones on Fauntleroy Way Southwest, and three general load zones on 38th Avenue Southwest, Fauntleroy Way Southwest, and Southwest Genesee Street.

Alternative WSJ-3a and Option WSJ-3b would require a partial closure of Fauntleroy Way Southwest. Alternative WSJ-3a and Option WSJ-3b would affect two general load zones.

Alternative WSJ-4 would require a full closure on Fauntleroy Way Southwest on nights and weekends. Alternative WSJ-5a would require partial closure of Fauntleroy Way Southwest. Alternative WSJ-4 would not remove any load zones, and Alternative WSJ-5a would affect one general load zone on 41st Avenue Southwest. WSJ-6 would not affect any truck streets but would affect one general load zone on 41st Avenue Southwest.

9.4 Potential Mitigation Measures

9.4.1 Long-term Impacts

Freight traffic could be affected by the mitigation options being considered on 4th Avenue South to address the impact to transit of the SODO Busway closure. Potential improvement options for the busway closure include modifying 4th Avenue South with bus queue jumps at key intersections, business access and transit lanes, and/or a freight and bus lane that could be shared by buses and trucks. The first two transit improvement options could increase delays to truck traffic on 4th Avenue South, and the third option could reduce delays for truck traffic on 4th Avenue South. Therefore, Sound Transit and the City of Seattle may choose to mitigate the effect to freight travel times by selecting freight and bus lanes as the improvement on 4th Avenue South.

As part of the parking mitigation, Sound Transit would coordinate with the Seattle Department of Transportation to manage curb use in the station vicinities. This would include locating commercial vehicle and truck-only load zones to serve business needs. For more information, see Section 5.4, Potential Mitigation Measures, in Chapter 5.

9.4.2 Construction Impacts

Prior to construction activities that fully or partially close a Major or Minor Truck Street, Sound Transit would work with the City of Seattle to accommodate truck turning maneuvers or to identify detour routes suitable for trucks. Construction activities that affect the City of Seattle's Over-Legal Network, including Southwest Avalon Way and Fauntleroy Way Southwest, would be coordinated with the City of Seattle to identify construction management measures to maintain an envelope to accommodate oversized trucks during construction or to identify suitable alternative routes that would be defined prior to freight movements as part of the City's over-legal permit process.

Sound Transit would coordinate with the BNSF Railway and Union Pacific Railroad prior to construction over rail tracks or ground improvements for guideway columns close to the rail tracks. To the extent feasible, construction activity would adhere to schedule and minimum clearance requirements as agreed to by Sound Transit and BNSF Railway.

Sound Transit would work with the Port of Seattle and Northwest Seaport Alliance to identify construction management measures to maintain adequate port terminal access and operations along its primary drayage routes between the marine and rail terminals. This could include identifying alternative routes for trucks if construction closures affect access or drayage routes along South Spokane Street and other streets that connect the Port terminals to local railyards. In addition, for Alternative DUW-2, measures could include ensuring adequate terminal driveway widths and restricting some construction activities to times of day when the terminals have low or no gate activity. At a broader level, Sound Transit would coordinate with the Port of Seattle and Northwest Seaport Alliance on the construction schedule and sequencing to minimize major construction work on key freight corridors at the same time.

For locations where truck-only load zones, commercial load zones, or general load zones would be eliminated but the businesses that rely on them remain, Sound Transit would coordinate with the City of Seattle to relocate these commercial load zones. For Alternative DUW-2, Sound Transit would work with the Port of Seattle to provide temporary truck parking to replace parking affected by construction activities on Terminal 25.

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10 INDIRECT AND SECONDARY IMPACTS

This chapter presents the indirect and secondary transportation impacts from the West Seattle Link Extension Project (the project), which are those that occur later in time or are farther removed in distance during project operation and construction. Any additional mitigation measures beyond those described in previous chapters are also discussed.

10.1 Regional Travel

The completion of the West Seattle Link Extension would provide reliable light rail service between West Seattle and the region's major urban centers, including Downtown Seattle. Light rail service could help facilitate further increases in residential and employment uses around the stations beyond what is assumed for the Final EIS. This could lead to changes in regional and local travel patterns as trips to and from these areas increase for all travel modes, affecting transit, local and regional traffic volumes, parking demand, and non-motorized users.

10.2 Transit Service and Operations

Beyond the future conceptual bus service plan assumed for each Build Alternative, other changes in transit service within the West Seattle Link Extension corridor that are not yet planned or anticipated in response to the project could also result in shifts in ridership. For instance, Metro could redeploy or reinvest in bus service that would be replaced by light rail service above what has been assumed in the West Seattle Link Extension Final EIS.

Investments in high-capacity transit service can attract higher-density residential and commercial land uses around stations; this is known as transit-oriented development. The population and employment projections used in Sound Transit's ridership forecasting model (Puget Sound Regional Council's 2014 Land Use Targets) forecast substantial population and employment growth around project stations. Because the ridership model already accounts for this potential transit-oriented development, ridership is not expected to exceed the forecasts presented in the Final EIS. Passenger load forecasts (see Section 3.3.2.1, Long-term Impacts, in Chapter 3, Transit) indicate sufficient capacity on the project and other routes in the corridor, so overcrowding is unlikely.

10.3 Arterial and Local Street Operations

Increased automobile and bus trips to and from the station areas could result from potential increases in land use development around the light rail stations along the corridor. The increase in traffic could cause additional impacts on the arterials and local streets. Shifts among the automobile, transit, bicycle, and pedestrian modes could also result from increased development along the project corridor. For example, depending on how development is planned and permitted, there could be additional bicycle and pedestrian activity near the station areas.

10.4 Parking

Increase in parking demand around station areas along the project corridor might result from the potential increase in land use development surrounding these areas. The demand for parking more than 0.25 mile from the stations could increase because riders could park along feeder bus routes and travel to the station by bus. Hide-and-ride impacts are not anticipated in station areas, as Sound Transit would work with the City of Seattle to implement curb use management where it does not already exist.

10.5 Non-motorized Facilities

Additional pedestrian and bicycle trips to the station could result from potential increases in higher-density residential and commercial developments. Likewise, light rail ridership at the affected station could potentially increase. These trips may travel along streets that lack sufficient facilities or Americans with Disabilities Act accessibility. However, that could encourage local jurisdictions to implement improvements to these facilities as increased usage becomes evident. The non-motorized analysis (see Chapter 6, Non-motorized Facilities) indicates that the surrounding sidewalks, crosswalks, and corners have ample capacity under future conditions.

10.6 Safety

The potential for increases in residential and employment uses around the light rail stations could lead to an increase in non-motorized activity and further conflicts between all travel modes (i.e., automobile, transit, and non-motorized).

10.7 Freight Mobility and Access

Increased automobile and bus trips to and from the station areas could result from potential increases in land use development around the light rail stations along the project corridor. The increase in traffic could cause additional impacts on the arterials and local street operations near stations, which could affect freight mobility and access on local roadways. Any impacts on freight would be similar to those for automobiles.

10.8 Navigation

No indirect effects to navigation are anticipated. See Section 4.3, Economics, of the Final EIS for discussion of potential indirect effects to maritime businesses.

11 CUMULATIVE IMPACTS

This chapter describes how the cumulative long-term incremental transportation effects of the West Seattle Link Extension Project (the project), in conjunction with past, present, and reasonably foreseeable future actions, are accounted for in the transportation analysis. Cumulative impacts include both direct and indirect impacts resulting from governmental and private actions. Assumed background projects have been reflected in the analyses discussed in previous chapters. Cumulative short-term construction transportation impacts are also presented.

11.1 Impacts during Operation

The analysis of future traffic and transit impacts in this technical report is a cumulative analysis based on the results of traffic modeling and ridership modeling that incorporate past, funded, and approved future actions, as well as projected growth that would result from development in the region. Other reasonably foreseeable transit and development projects could affect transit ridership and travel patterns within the study area, including traffic operations near new stations. This could include possible transit-oriented development in station areas, which would likely increase the numbers of people walking or biking to stations.

As the West Seattle Link Extension becomes operational, its contribution to cumulative impacts on transportation would be beneficial in several ways. The project would contribute travel efficiencies in addition to those provided by the other reasonably foreseeable future transportation improvement projects listed in Appendix A, Future Transportation Project List, of Attachment N.1A, Transportation Technical Analysis Methodology Report. It would shift trips from personal auto to transit, reducing the number of vehicle miles traveled and vehicle hours of delay along the corridor compared to the No Build Alternative. Fewer vehicle miles and hours could improve general traffic conditions, including freight mobility, within the study area. In the SODO Segment, the South Lander Street Overpass that would be constructed as part of the project would eliminate a railroad crossing on South Lander Street between 6th Avenue South and 4th Avenue South, reducing delay.

The project, in combination with other reasonably foreseeable future transit projects, is not expected to have a cumulative impact on parking throughout the study area. The project would either remove or convert some street parking to bus (or other transit) loading zones in the immediate vicinity of the stations. Sound Transit would work with the Seattle Department of Transportation to consider appropriate on-street parking measures within a 0.25-mile radius of each station to discourage hide-and-ride activity and encourage parking availability for residents and businesses in the area.

While other transportation projects could also remove street parking to implement their improvements (for example, a City of Seattle project that changes allocation of the right-of-way), these changes would be consistent with City goals and policies related to curb space management. With the project creating a more connected and accessible regional transit system, especially in the commercial and residential areas along the project corridor, transit ridership would increase and potentially reduce the need for parking within the study area. The City of Seattle could adjust curb space use in the project corridor for reasons unrelated to the project, such as policy, adjacent land uses, transportation improvement project needs, transit service availability, and non-motorized network improvements (for example, the Georgetown to Downtown Safety Project).

This Final EIS assumes completion of the Sound Transit 3 program of regional transit improvements by 2042; Sound Transit's Long-Range Vision (Sound Transit 2014) contains additional rail projects beyond the Sound Transit 3 program that may eventually be implemented. Similarly, the Final EIS assumes that a modified version of King County Metro Transit (Metro) Metro Connects (2021) long-range vision is in place by 2042. These improvements are accounted for in the impacts analysis for this project. If regional transit service is expanded beyond these assumptions, it could attract additional ridership to project stations in the project corridor, thereby increasing vehicle and pedestrian activity around stations. Future unfunded projects or local growth could add more pedestrian and bicycle trips to the street network surrounding the light rail stations and improve non-motorized facilities within the study area.

The City of Seattle is in the process of delivering several safety projects as part of Vision Zero, which is Seattle's plan to eliminate traffic deaths and serious injuries on city streets by 2030, and additional projects may be implemented in the future. These include the Highland Park Way Safety Project and Georgetown to Downtown Safety Project, which will be completed in 2024. In addition, protected bike lanes are planned for several areas near the project corridor. Other development would not likely affect safety in the study area. These projects, together with the West Seattle Link Extension, would lead to an overall improvement in safety.

11.2 Impacts during Construction

Other transportation projects in the study area could have construction periods that overlap with civil construction of the project and, if they include road closures, could extend or intensify the disruption to regular travel patterns in the affected areas. Cumulative traffic-related construction impacts could include longer durations of detours for all modes, increased travel delay and congestion, and increased traffic on detour routes.

In bored-tunnel areas, the project would not affect traffic flow outside of station, station shaft, and portal locations. WSDOT, the City of Seattle, Metro, the Port of Seattle, Northwest Seaport Alliance, and Sound Transit have been coordinating and would continue to coordinate on the construction schedules for transportation projects to avoid major construction work on overlapping corridors at the same time. The proposed project, in combination with the proposed Ballard Link Extension, could include building roadway overpasses at South Lander Street and South Holgate Street, two of the few major east-west streets in SODO that cross the light rail and BNSF Railway tracks. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b would include construction of one roadway overpass at South Lander Street as part of the West Seattle Link Extension. The proposed Ballard Link Extension would include construction of one roadway overpass at South Holgate Street and, depending on the alternative selected for the south end of the Ballard Link Extension, partial or full closures of Major Truck Streets in the area, including 4th Avenue South, Seattle Boulevard South, and 6th Avenue South. Overlapping traffic-related construction impacts in the SODO Segment would be minimized due to the construction schedules of the West Seattle Link Extension and the Ballard Link Extension. However, the construction schedules may be consecutive or separated by a short period of time, resulting in a cumulative impact by extending the duration of construction closures in the area. Access for all types of vehicles and non-motorized access would be maintained on one roadway while the other is under construction. South Lander Street and South Holgate Street would not be closed for construction at the same time.

Although Alternative SODO-2 would not permanently close the SODO Busway as would occur under the other project alternatives, it would close the SODO Busway for 5 years, followed by a similar closure of 5 years to construct the Ballard Link Extension. This would result in a cumulative 10-year closure of that facility and extending the duration of bus route detours to 4th Avenue South.

The proposed project, in combination with the proposed Ballard Link Extension, could include disruptions to the Link light rail system while the light rail extensions are being integrated into the existing system. The schedules of construction activities that could affect Link light rail service are unknown at this time, but they may occur in similar timeframes, leading to longer periods of service disruptions for light rail riders.

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September 2024

West Seattle Link Extension

Final Environmental Impact Statement

VISUAL AND AESTHETICS TECHNICAL REPORT

Appendix N.2

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

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Appendix N.2
Visual and Aesthetics Technical Report

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West Seattle Link Extension
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Sound Transit

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Acronyms and Abbreviations

EIS	Environmental Impact Statement
FTA	Federal Transit Administration
KOP	key observation point
M.O.S.	minimum operable segment
Metro	King County Metro Transit

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1 INTRODUCTION

1.1 Overview

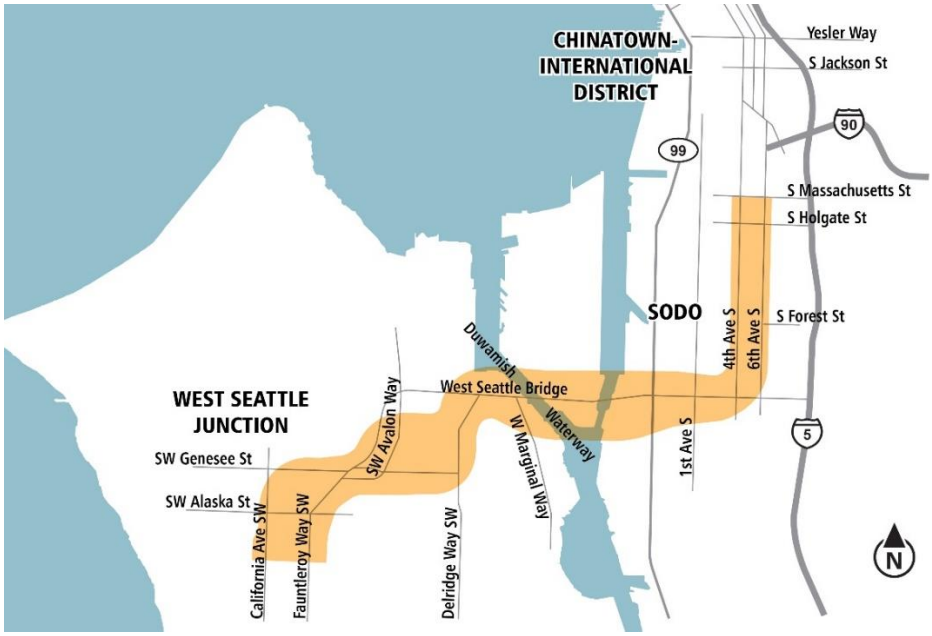
Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from SODO to West Seattle. The West Seattle Link Extension Project (the project) is a 4.1-mile corridor in the city of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 1-1). The project would include stations at SODO, Delridge, Avalon, and Alaska Junction. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

The Draft Environmental Impact Statement (EIS) published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions (WSBLE) Project. The extensions were evaluated together in the WSBLE Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and Federal Transit Administration (FTA) have decided to move forward under separate environmental reviews for each extension.

As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are stand alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further analysis is undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed.

Figure 1-1. West Seattle Link Extension Project Corridor



The West Seattle Link Extension would provide fast, frequent, and reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region. The Puget Sound Regional Council (the regional metropolitan planning organization) and the City of Seattle have designated the following Manufacturing/Industrial Center and urban village in the project corridor:

- **Manufacturing/Industrial Center.** The project corridor includes the Duwamish Manufacturing/ Industrial Center. SODO Station is in the Duwamish Manufacturing/Industrial Center.
- **Urban Village.** West Seattle Junction is a neighborhood in the project corridor designated by the City of Seattle as an urban village. The Alaska Junction and Avalon stations are in the West Seattle Junction Urban Village.

Puget Sound Regional Council

Puget Sound Regional Council, the regional metropolitan planning organization, develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Kitsap, Pierce, and Snohomish counties. Puget Sound Regional Council is composed of over 80 jurisdictions, including all four counties; cities and towns; ports; state and local transportation agencies; and tribal governments within the region.

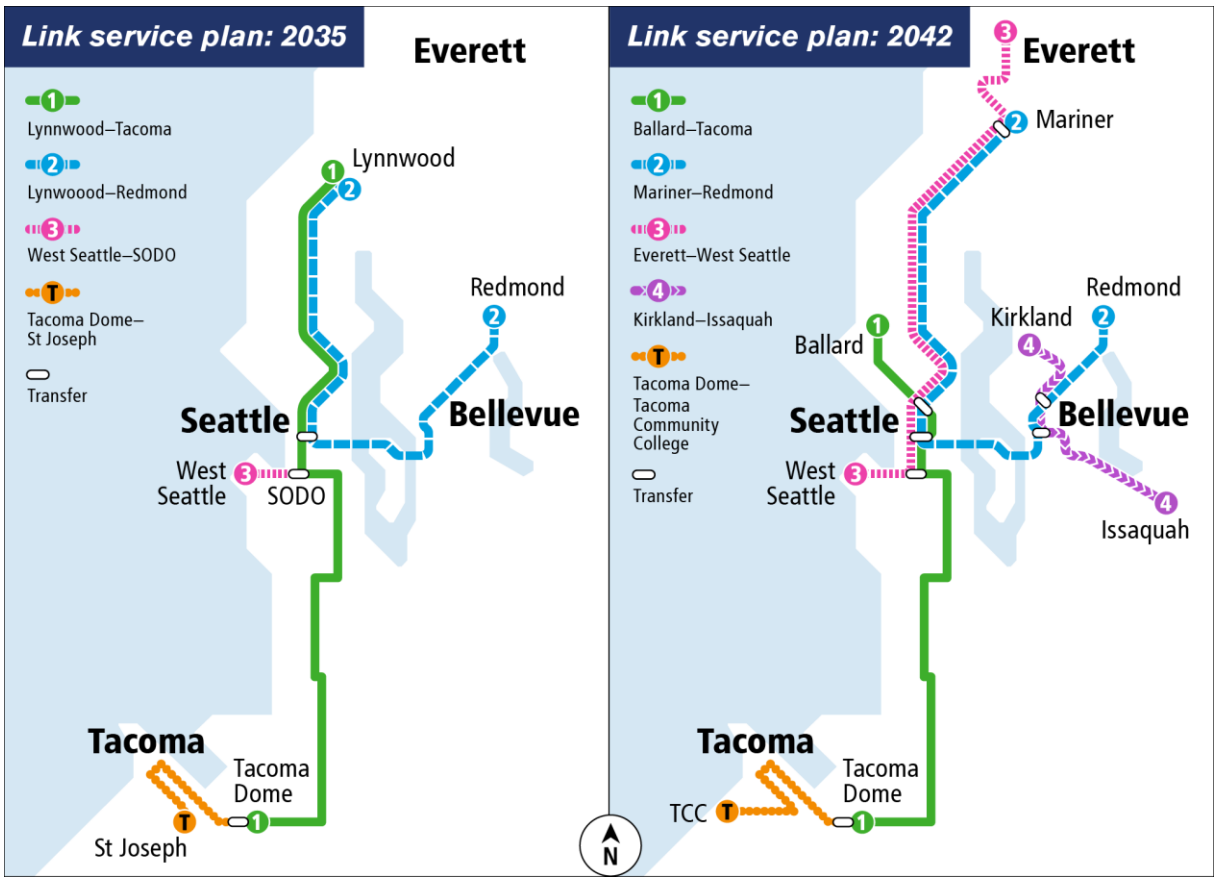
These designations indicate that these areas will continue to increase in residential and/or employment density over the next 30 years.

Existing local transit connections in the project corridor include bus and light rail. The King County Metro Transit (Metro) RapidRide C bus line currently provides service between West Seattle, Downtown Seattle, and South Lake Union. The RapidRide H bus line provides service between Burien and Downtown Seattle via Delridge. Other local bus service also operates in the project corridor.

Regional transit service in the project corridor includes regional bus service, ferry service, light rail, Sounder commuter rail, and Amtrak passenger rail service. Light rail currently operates between the Angle Lake Station in the city of SeaTac and Northgate Station in Seattle, traveling through the Downtown Seattle Transit Tunnel. There is an existing light rail station in SODO in the West Seattle Link Extension Corridor.

Extensions of light rail are under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way, all of which are anticipated to be operational by 2026. Additional planned light rail extensions would continue south to the Tacoma Dome, expected to begin service in 2035, and north to Everett, planned to begin service between 2037 and 2041. The Ballard Link Extension is scheduled to begin service between SODO and Ballard in 2039. The West Seattle Link Extension is scheduled to open in 2032 and would include a new SODO station where riders to and from West Seattle could transfer to the existing SODO station and light rail system until the Ballard Link Extension begins operation. The Ballard Link Extension would permanently connect the West Seattle Link Extension to the existing 1 Line, allowing riders to continue north to Everett. Figure 1-2 shows the full system planned for operation in 2042 under the target schedule. Table 1-1 lists the project Build Alternatives.

Figure 1-2. Link Light Rail System Expansion



1.2 Purpose of Report

This technical report focuses on the portions of the project that would be above ground and thus potentially visible. The existing visual and aesthetic conditions of the study area for the project are described, as are changes to existing visual conditions that would occur with each alternative or option. Existing City of Seattle regulations and ordinances related to visual and aesthetic resources are identified, and the consistency of the alternatives with the directives and objectives of those regulations and ordinances are discussed. This technical report concludes with a comparison of the potential impacts of each alternative on visual and aesthetic resources, a review of Sound Transit design measures that are intended to help project components fit with their visual environment, and mitigation measures to reduce visual impacts.

Table 1-1. Summary of West Seattle Link Extension Build Alternatives

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**	**SODO (At-Grade)**	**All Duwamish Segment alternatives.**
SODO	At-Grade Alternative	SODO-1a	SODO(At-Grade)	All Duwamish Segment alternatives.
SODO	At-Grade South Station Option	SODO-1b	SODO (At-Grade)	All Duwamish Segment alternatives.
SODO	Mixed Profile Alternative	SODO-2	SODO (Elevated)	All Duwamish Segment alternatives.
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**	**None**	**All SODO Segment alternatives. All Delridge Segment alternatives.**
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Duwamish (DUW)	North Crossing Alternative	DUW-2	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**	**Delridge (Elevated)**	**All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.**
Delridge (DEL)	Dakota Street Station Alternative	DEL-1a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station Lower Height Alternative	DEL-2a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Delridge Way Station Alternative	DEL-3	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Andover Street Station Alternative	DEL-5	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.
Delridge (DEL)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-6.
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**	**Avalon (Retained Cut), Alaska Junction (Tunnel)**	**Connects to DEL-6a and DEL-6b.**
West Seattle Junction (WSJ)	Elevated 41st/42nd Avenue Station Alternative	WSJ-1	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Elevated Fauntleroy Way Station Alternative	WSJ-2	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Tunnel 41st Avenue Station Alternative	WSJ-3a	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Tunnel 42nd Avenue Station Option	WSJ-3b	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4	Avalon (Elevated), Alaska Junction (Tunnel)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	Avalon (Retained Cut), Alaska Junction (Tunnel)	Connects to DEL-6a and DEL-6b.
West Seattle Junction (WSJ)	No Avalon Station Tunnel Alternative	WSJ-6	Alaska Junction (Tunnel)	Connects to DEL-7.

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2 INTRODUCTION TO RESOURCE, METHODOLOGY, AND REGULATORY REQUIREMENTS

2.1 Introduction to Visual and Aesthetic Resources

Visual and aesthetic resources are the landscape's natural and cultural features that can be seen and contribute to the public's appreciation and enjoyment of their surroundings. These resources include elements from both the built and natural environments. They can include solitary built and natural landmarks (such as buildings, trees, and bodies of water) or entire landscapes. For this technical report, impacts to visual and aesthetic resources are defined in terms of the extent to which the project alternatives would change the visual character and visual quality of the resources.

2.2 Methodology

Sound Transit used a methodology specifically designed to analyze the visual impacts of linear rail projects in an urban setting. Sound Transit's methodology draws upon established Federal Highway Administration guidelines (Federal Highway Administration 1988) with several key differences, such as the identification of viewer sensitivity, and the use of a qualitative rather than quantitative scale. The *Guidelines for the Visual Impact Assessment for Highway Projects* (Federal Highway Administration 2015) were also consulted. Sound Transit's methodology was applied by professionally credentialed landscape architects. For linear projects such as the West Seattle Link Extension, it is important to select locations that can serve as representatives of areas found along routes of a proposed project from which the project would be seen. These locations are called key observation points (KOPs) and are used to depict current views toward a proposed project and how the views would change with the project. The KOPs that are used in this technical report represent a variety of types of viewer locations and a variety of locations within the project limits that would be seen by different types of viewers. The locations were selected with input from the City of Seattle to represent the proposed project in areas where there is a potential for visual impacts. The locations selected were those where it was possible to gain access to the KOP with an unobstructed view of the proposed project.

The impact assessment conducted in this technical report focuses on changes to the landscape that would be seen by sensitive viewers. People who view and experience a landscape (viewers) have low, medium, or high sensitivity to changes in the viewed environment. Viewer sensitivity is strongly influenced by a viewer's awareness of their surroundings, the activities they are engaged in, and the amount of time spent looking at a view (viewer duration). People, such as residents and park users, who see a landscape multiple times for long periods of time and are familiar with it would be aware of changes in the landscape and have high viewer sensitivity. People who are less familiar with a landscape, are engaged in activities that may require their attention (such as workers) or are viewing it for short periods of time (such as motorists) are not considered to have high viewer sensitivity. In this assessment, people who have high sensitivity to changes in the viewed environment are called sensitive viewers. People using a recreational designated facility (such as a trail designated for walking, bicycling, or other non-motorized recreational purpose) were identified as sensitive viewers, but pedestrians or bicyclists using a transportation-designated facility (such as a sidewalk) are not considered sensitive viewers because they are primarily using these facilities to get from one location to another. An exception to this the West Seattle Bridge Trail because the Spokane Street Bridge is designated as a City of Seattle Designated Scenic Route (see Section 2.3, Regulatory Requirements).

The Federal Highway Administration methodology evaluates changes to the visual character of a view that would be seen by sensitive viewers as well as changes to visual quality. Visual character is a non-evaluative description of a viewed landscape. Visual character can describe a landscape in terms that many people understand. For example, a neighborhood in a new subdivision might be said to have a suburban, residential visual character. Most people would have an image of what the neighborhood looks like. Other examples of visual character types include industrial, rocky shoreline, and high school campus. These descriptions do not assign "value" or "degree of beauty," they just describe the appearance of an area. Where conflicts in visual settings can occur is when an object of one visual character type (like a factory with an industrial character) is placed in or next to another visual character type (like a high school campus) and visual incompatibility results.

Visual quality does assign "value" or "degree of attractiveness" to a viewed landscape so that changes from a proposed project can be determined. The Federal Highway Administration methodology uses a quantitative approach to determine visual quality. It starts with a description of views of a landscape and seeks to understand: Is this particular view common or dramatic? Is it a pleasing composition (with a mixture of elements that seem to belong together) or not (with a mixture of elements that either do not belong together or are visual intrusions that contrast with the other elements in the surroundings)? Visual quality is evaluated in terms of three components: vividness, intactness, and unity. The three components that together determine visual quality are described below.

- Vividness is the degree of drama, memorability, or distinctiveness of the landscape. Vividness is composed of four elements—landform, vegetation, water features, and human-made elements—that usually influence the degree of vividness.
- Intactness is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. Intactness is composed of two primary elements—development and encroachment—that influence the degree of intactness.
- Unity is the degree of visual coherence and compositional harmony of the landscape when it is considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape.

The three components of visual quality are rated numerically and are considered together to determine overall visual quality. The Federal Highway Administration methodology uses a seven-point scale to rate each of the three components and then divides the totals by three to produce an overall visual quality rating that can be anywhere from 1 (very low) to 7 (very high). The fairly complex seven-point Federal Highway Administration scale was simplified for this analysis to three general levels of visual quality: low, average, and high. The descriptions of the three simplified visual quality categories are described below:

- Low Visual Quality – Areas with low visual quality have some combination of features that seem visually out of place, lack visual coherence, do not have compositional harmony, and/or might contain unsightly elements.
- Average Visual Quality – Areas with average visual quality are commonly occurring or average-appearing landscapes that have a generally pleasant appearance but might lack enough vividness (distinctiveness, memorability, and drama), intactness (the elements in the views "fit" with their natural and human-built surroundings), and unity (compositional harmony) to place them in the high visual quality category. This is generally the most frequent category. In this analysis, a view with high average visual quality would have vividness, intactness, and unity characteristics that are slightly higher than average but not high enough to qualify as high. Likewise, a view with low average would have slightly lower than average vividness, unity, and intactness characteristics, but not enough to be considered to have low visual quality.

- High Visual Quality – Areas with high visual quality must be outstanding in terms of being very memorable, distinctive, unique (in a positive way), and/or intact—they can be natural, park-like, or urban, with urban areas displaying strong and consistent architectural and urban design features.

Because the vast majority of the visual quality of the study area is average, the average category was further refined to high average, average, and low average. This refinement assisted in describing changes to visual quality from alternatives in situations where the existing average visual quality of a view from a KOP might be lowered but still remain in the "average" category. By using high average, average, and low average, a better description of the influence of a Build Alternative on visual quality could be made. For example, if a Build Alternative lowered the existing high average visual quality of a view from a KOP to low average, that information would be important to know, rather than simply stating the average visual quality of the view from a KOP would remain average with that Build Alternative.

The study area for visual and aesthetic resources is the portion of the viewshed of the Build Alternatives that would be clearly seen by sensitive viewers. A viewshed is the geographical area from which an object is visible and can include all surrounding points that are in line-of-sight with that object and excludes points that are beyond the horizon or obstructed by terrain and other features (such as buildings and trees). In many locations along the alignments of the alternatives, sensitive viewers' views of project components such as guideways, stations, trains, hi-rail vehicle access required for maintenance, and vent shafts for tunnels would be partially or completely blocked by vegetation, terrain, and buildings. In densely developed areas, the alternatives' viewshed is frequently between approximately 100 feet and 500 feet on either side of the alignment.

This 100-foot to 500-foot distance is considered the study area for this assessment. In areas where above-grade project components would be higher than nearby buildings and vegetation, the components could be visible beyond 500 feet. Given the developed urban nature of the areas through which the Build Alternatives would pass and the many features (such as buildings of varying sizes, streets, bridges, and trees) that are already viewed in these areas, being able to see project components beyond approximately 500 feet would generally not alter the visual character or visual quality of views. Where Build Alternatives would cross waterbodies, their bridges would be clearly seen beyond 500 feet. In these situations, the study area is extended out to approximately 0.5 mile on either side of the alternative.

This assessment considered changes to the viewed environment that would be seen by areas with concentrations of sensitive viewers within the study area at the distances described above (between approximately 100 feet and 500 feet from the alignments on land and within approximately 0.5 mile from the alignments on water). The Federal Highway Administration methodology recognizes that the greater the number of people who would have their views altered by a proposed project, the greater the potential impact of a proposed project would be. By focusing on areas with concentrations of sensitive viewers, impacts associated with the various alternatives can be compared.

The following factors were used to assess how the Build Alternatives would affect visual and aesthetic resources:

- Changes to visual character near areas with concentrations of sensitive viewers (this is a qualitative description).
- Changes to the visual quality of views towards the Build Alternatives near areas with concentrations of sensitive viewers. If the visual quality category would be lowered one category or more (high to average or average to low), the change was considered an impact.

- Potential blockage of or intrusion on existing views from scenic routes and public places identified in Seattle Municipal Code Section 25.05.675.P, Public View Protection. Areas where alternatives would interrupt or block views were qualitatively described.

Of the factors identified above, the primary factor used to assess potential impacts from the alternatives was change to the visual quality of views towards the Build Alternatives that would be seen from areas with concentrations of sensitive viewers. Attachment N.2A, Key Observation Point Analysis, contains reduced-scale existing condition photographs of views from each KOP toward various alternative alignments; reduced-scale conceptual simulations (based on the degree of detail available at the time the simulation was produced) of the view with the various Build Alternatives in place; and detailed evaluations that describe if, how, and why the various alternatives that were simulated for each KOP would change the existing visual quality of the views. The findings in Attachment N.2A were then extrapolated to assist in assessing impact levels to areas that were similar to the areas represented by the KOPs.

2.3 Regulatory Requirements

The project would be within the Seattle city limits. The Seattle Municipal Code contains several policies and regulations of relevance to visual and aesthetic resources. One of the codes most relevant in terms of assessing potential impacts to visual and aesthetic resources is Seattle Municipal Code Section 25.05.675. Several Section 25.05.675 policies are relevant to the project, including the following:

- Policy P, Public View Protection – This policy contains directives that guide the protection of public views of “significant natural and human-made features” seen from specific public places such as viewpoints, parks, scenic routes, and view corridors that are identified in Policy P. The features in Policy P that are of potential relevance to this technical report are the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and views of the downtown skyline. Attachment 1 to Policy P is a list of public places consisting of the specified viewpoints, parks, scenic routes, and view corridors which contain relevant views of the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and views of the downtown skyline. Attachment 1 also includes two exhibits, Exhibit 1 – SEPA Scenic Routes Map North Seattle and Exhibit 2 – SEPA Scenic Routes Map South Seattle. The two exhibits identify scenic routes described as “Seattle Engineering Department, Traffic Division map and designated by Ordinance 97025” and “Scenic routes identified as protected view rights of way in the Seattle Mayor’s April 1987 Open Space Policies Recommendation.” The routes shown on these exhibits are collectively described in the figures and text of this technical report as City of Seattle Designated Scenic Routes and are shown on Figures 3-1 to 3-3 in Chapter 3, Affected Environment.

  Policy P also strives to protect public views of historic landmarks designated by the Landmarks Preservation Board that, because of their prominence of location or contrasts of siting, age, or scale, are easily identifiable visual features of their neighborhood or the city and contribute to the distinctive quality or identity of their neighborhood or the city.

- Policy K, Light and Glare – This policy states that “Development projects sometimes include lighting and/or reflective surface materials which can impact motorists, pedestrians, and the surrounding area.” Potential impacts from light and glare are discussed in this technical report, as are mitigation measures. Policy K of Section 25.05.675 is subject to the overview policy set forth in Section 25.05.665.

- Policy Q, Shadows on Open Spaces – The policy describes areas outside of Downtown Seattle where it is desirable to minimize or prevent "light blockage and the creation of shadows on open spaces most used by the public." These areas include public parks, public schoolyards, private schools that allow the public use of schoolyards during non-school hours, and publicly owned street ends in shoreline areas. Potential impacts from shadows on open spaces are discussed in this technical report. Policy Q of Section 25.05.675 is subject to the overview policy set forth in Section 25.05.665.
- Policy G, Height, Bulk and Scale – This policy states that it is City of Seattle policy that the "height, bulk, and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in the Land Use Element, Growth Strategy Element, and Shoreline Element of the Seattle Comprehensive Plan." There are places where the height of the stations would be higher than what is allowed under City zoning. The existing visual character of areas along the alternative alignments and near proposed stations is very generally described in this technical report, as are potential changes to visual character from the Build Alternatives. Policy G of Section 25.05.675 is subject to the overview policy set forth in Section 25.05.665.

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3 AFFECTED ENVIRONMENT

Although the project would pass through four segments (SODO, Duwamish, Delridge, and West Seattle Junction), this section does not address the SODO Segment or the portion of the Duwamish Segment east of Harbor Island. It focuses on segments and portions of segments that contain areas with concentrations of sensitive viewers who would potentially be concerned with changes to the visual and aesthetic settings from the project. The SODO Segment and eastern part of the Duwamish Segment do not meet that criteria. Figures 3-1 through 3-3 show the locations of areas with concentrations of sensitive viewers as well as KOPs and the view directions of the KOPs that were used to depict existing views toward the alternative alignments. Attachment N.2A includes existing condition photographs from all of the KOPs in these segments and describes the existing views from each KOP and how the visual quality categories of the views were determined. Table 3-1 lists the location of KOPs and the associated sensitive viewers. See Chapter 2, Alternatives Considered, and Appendix J, Conceptual Design Drawings, of the Final EIS for more information on the aboveground elements that would be potentially seen by sensitive viewers.

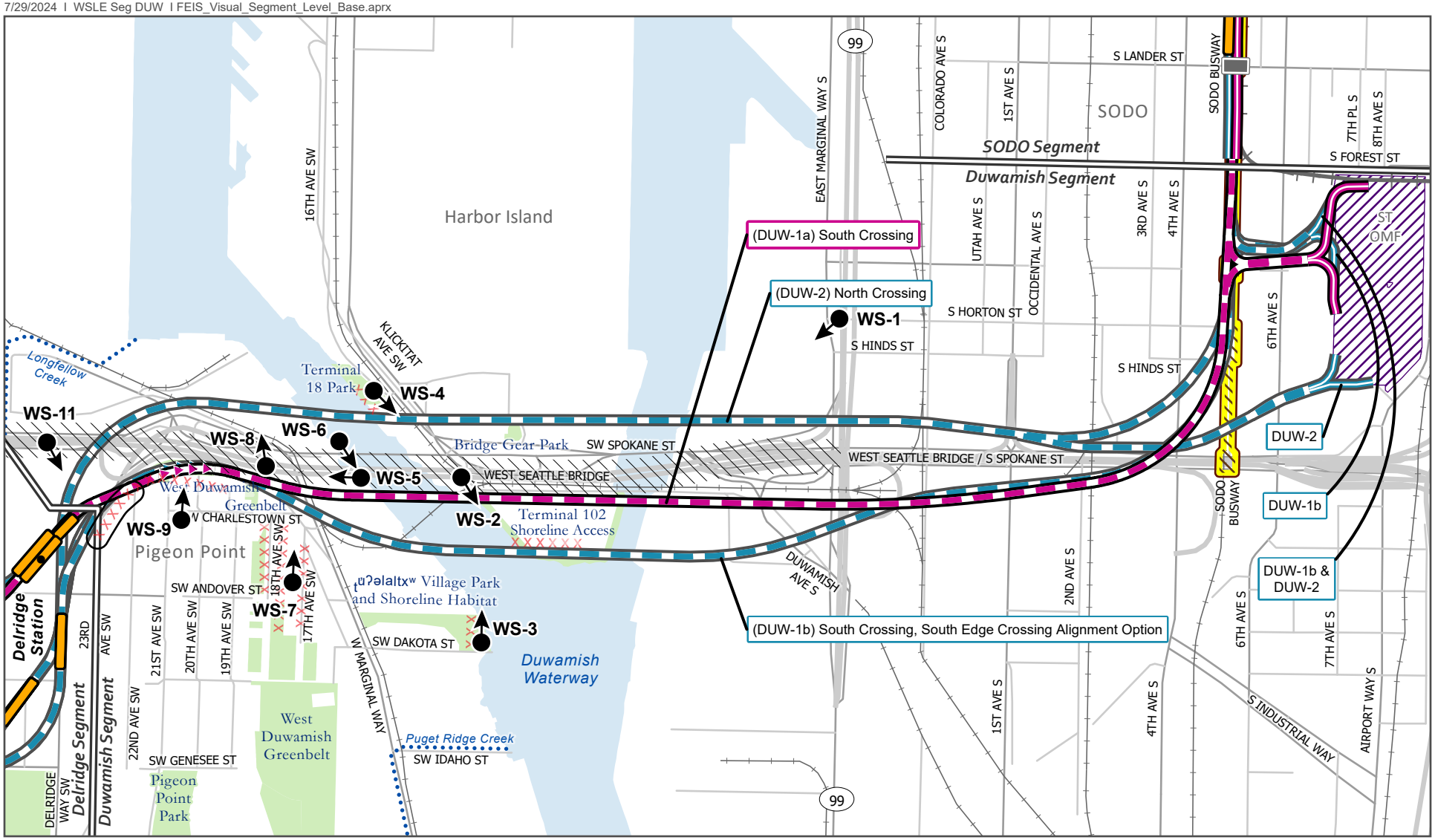
3.1 SODO Segment

The description of the affected environment focuses on areas that contain concentrations of sensitive viewers. Although there may be isolated sensitive viewers within the SODO Segment, the segment does not contain areas with concentrations of sensitive viewers and therefore is not addressed in this section.

3.2 Duwamish Segment

The eastern part of the Duwamish Segment does not contain areas with concentrations of sensitive viewers. The portion of the Duwamish Segment where there are concentrations of sensitive viewers, which was evaluated for this technical report, begins at Harbor Island, heads west over the Duwamish Waterway (also known as the Duwamish River), proceeds up and over the top of Pigeon Point, and slopes down to 23rd Avenue Southwest (the boundary of the Duwamish and Delridge segments). The Duwamish Waterway is near three areas with concentrations of sensitive viewers (recreationists) that would be near project alternatives: Terminal 18 Park, which is north of the West Seattle Bridge; Harbor Marina Corporate Center at Terminal 102 (a thin strip of land with some vegetation along three sides of the south end of Harbor Island along the shoreline between an office park and parking lots); and t̓uʔəlaltxʷ Village Park and Shoreline Habitat, which is south of the West Seattle Bridge. The West Seattle Bridge, which passes above this area, is a very strong visual presence. The visual quality of views up and down the Duwamish Waterway from these two recreational areas is low to average.

Two streets (17th Avenue Southwest and 18th Avenue Southwest) containing single-family residences within the Riverside community are situated at the bottom of the Pigeon Ridge slope, which also contains the West Duwamish Greenbelt. This pocket of residences in an otherwise industrial area has a residential character, and the adjacent greenbelt has a natural character. The visual quality of views from the residences to the north toward the West Seattle Bridge is generally low.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

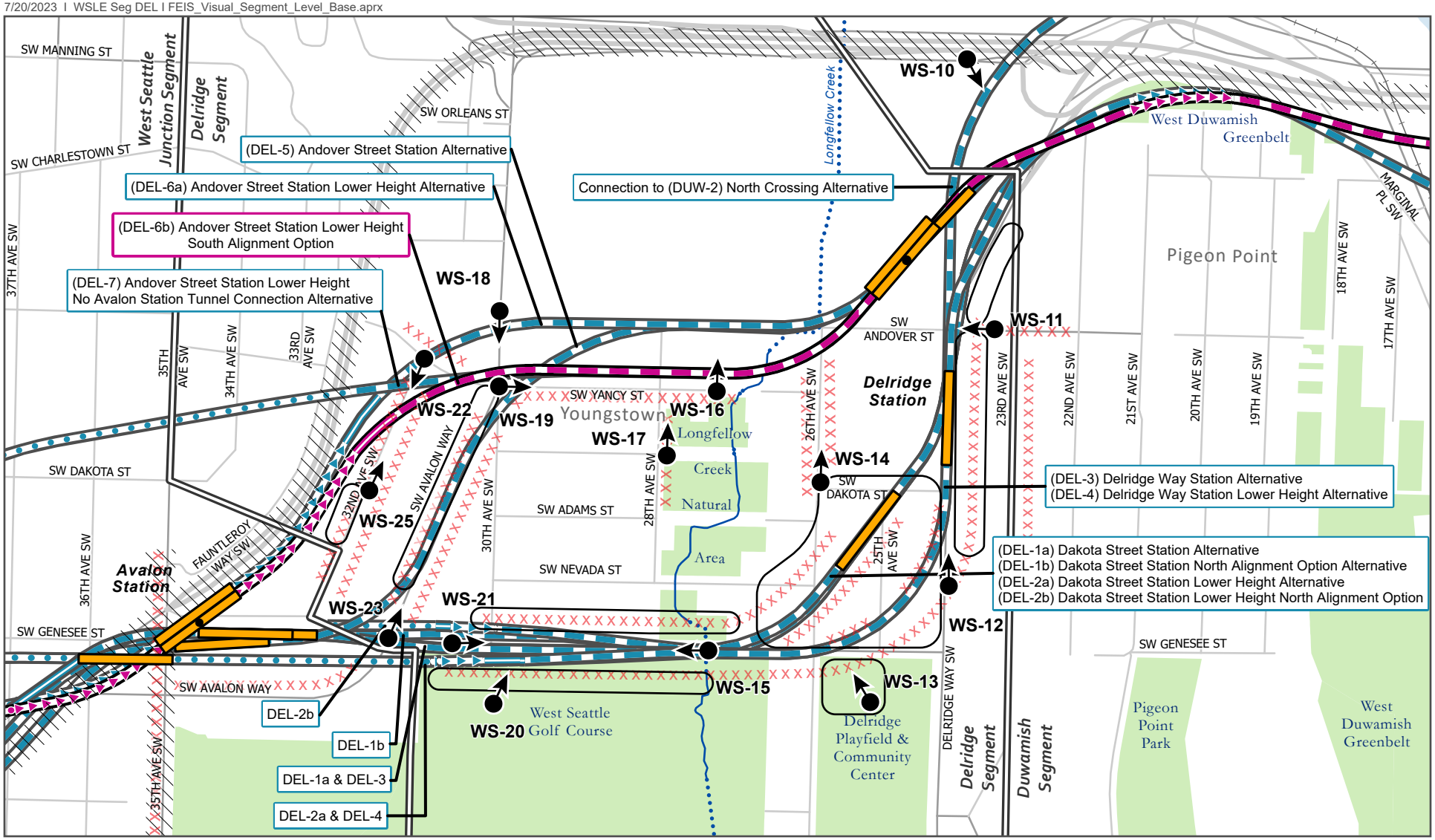
0 500 1,000 Feet

N

FIGURE 3-1
Visual Setting and Impacts
Duwamish Segment

West Seattle Link Extension

DRAFT: For internal discussion only. Not reviewed or approved on behalf of any party.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

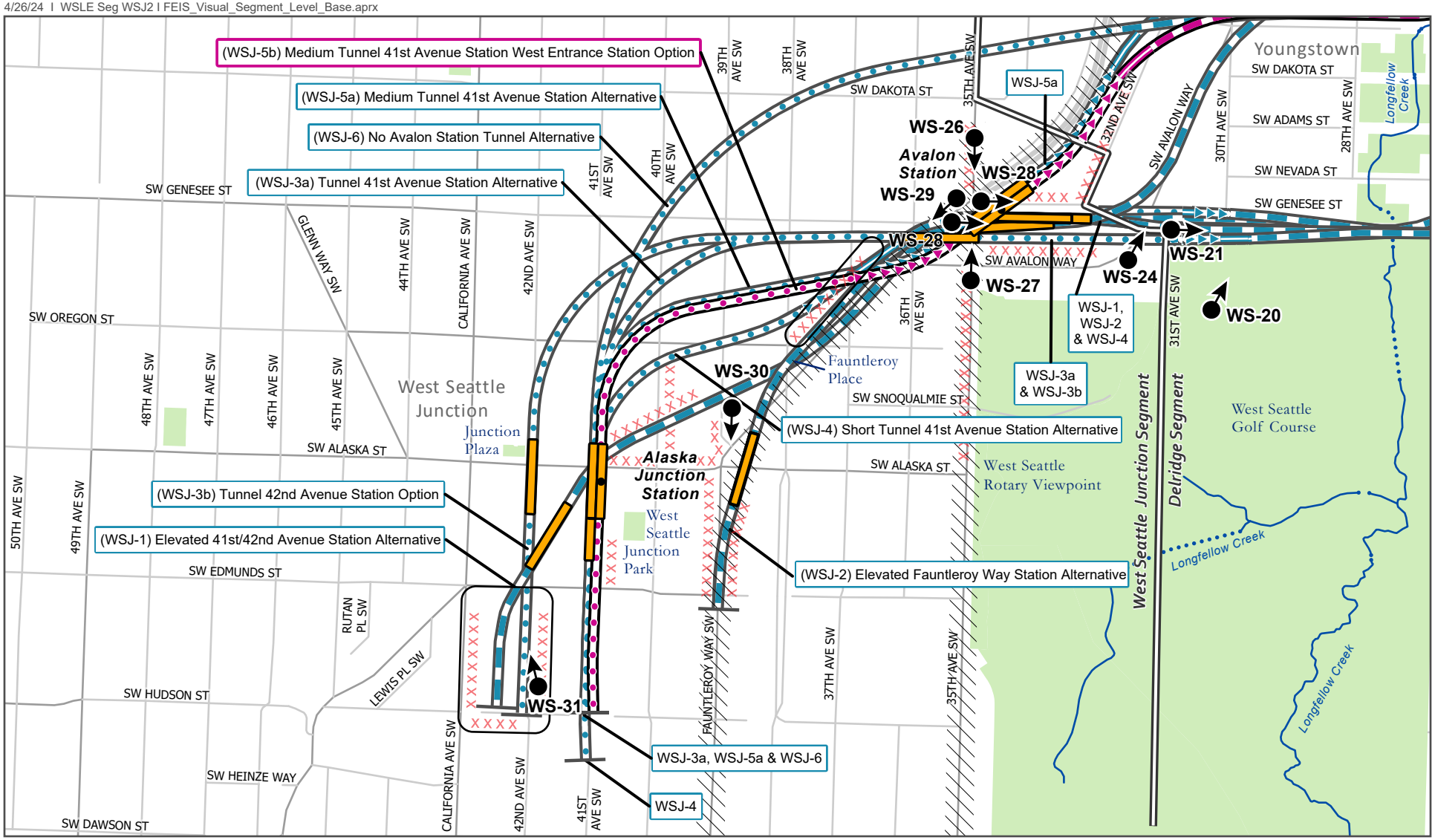
- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

FIGURE 3-2
Visual Setting and Impacts
Delridge Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

N

FIGURE 3-3

Visual Setting and Impacts

West Seattle Junction Segment

West Seattle Link Extension

Table 3-1. Description of Key Observation Points (KOPs)

KOP #	Location of KOP/Sensitive Viewers Represented
WS-1	Highway 99 Viaduct southbound lane/South Horton Street, looking southwest; no sensitive viewers
WS-2	West Seattle Bridge Westbound Looking South; no sensitive viewers
WS-3	View from t̓uʔəlaltxʷ Village Park and Shoreline Habitat Looking North; visitors at Village Park and Shoreline Habitat
WS-4	Terminal 18 Park, Looking Southwest; park visitors
WS-5	West Seattle Bridge Westbound, Looking West toward Pigeon Point
WS-6	Southwest Spokane Street/West Seattle Bridge Trail Looking Southwest toward Mount Rainier; pedestrians and non-motorized traffic.
WS-7	17th Avenue Southwest Looking North; Riverside neighborhood residents
WS-8	West Seattle Bridge Westbound Looking North
WS-9	Looking North from Southwest Charlestown Street and 20th Avenue Southwest
WS-10	West Seattle Bridge Eastbound Lane, 300 Feet West of 23rd Avenue Southwest Right-of-Way, Looking Southeast; no sensitive viewers
WS-11	Looking West along Southwest Andover Street toward Delridge Way Southwest
WS-12	Looking North Along Delridge Way Southwest
WS-13	Looking Northwest from Delridge Playfield
WS-14	Looking North along 26th Avenue Southwest
WS-15	Looking West along Southwest Genesee Street from near Longfellow Creek
WS-16	Longfellow Creek Legacy Trailhead on Southwest Yancy Street, Looking North
WS-17	Dragonfly Garden on 28th Avenue Southwest Looking toward Longfellow Creek Natural Area
WS-18	Southwest Avalon Way Looking South
WS-19	Southwest Yancy Street Looking East from Intersection at 30th Avenue Southwest
WS-20	Looking Past the North End of the West Seattle Golf Course
WS-21	Looking East along Southwest Genesee Street from Southwest Avalon Way
WS-22	Intersection of Southwest Yancy Street and 32nd Avenue Southwest Looking South
WS-23	Southwest Avalon Way Looking Northeast
WS-24	Southwest Avalon Way Looking North at Intersection with Southwest Genesee Street
WS-25	32nd Avenue Southwest Looking Northeast
WS-26	35th Avenue Southwest Looking South near Intersection with Fauntleroy Way Southwest
WS-27	35th Avenue Southwest Looking North at Intersection with Southwest Avalon Way
WS-28	Southwest Genesee Street Looking East toward Southwest Avalon Way
WS-29	Looking Southwest along Fauntleroy Way Southwest from 35th Avenue Southwest
WS-30	39th Avenue Southwest Looking South toward Fauntleroy Way Southwest
WS-31	42nd Avenue Southwest near Southwest Hudson Street

The Duwamish Segment continues west upslope to the top of Pigeon Point and a residential area known as the Pigeon Point community. Southwest Charleston Street, 19th Avenue Southwest, 20th Avenue Southwest, and 21st Avenue Southwest pass along the top of Pigeon Point.

The West Duwamish Greenbelt serves as a backdrop to this residential area, and trees within it block views of the industrial and commercial areas that lie to the north. This area has a residential character and the existing visual quality of views to the north and northwest from residences in these areas is generally high.

As the segment continues west, it travels downslope and includes additional streets in the Pigeon Point community (21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest) with residences. Both 21st Avenue Southwest and 22nd Avenue Southwest dead-end against the edge of the West Duwamish Greenbelt, and 23rd Avenue Southwest connects with Delridge Way Southwest. Trees in the West Duwamish Greenbelt, along streets, and within yards block views to the north and west from many of the residences on these streets of the Delridge Way Southwest-West Seattle Bridge on-ramp, the West Seattle Bridge, and industrial-commercial areas beyond them. These residential streets have a residential character and, due to nearby vegetative screening, the visual quality of views from the residences is generally average.

East Marginal Way South, State Route 99, the Spokane Street Bridge, and the West Seattle Bridge are City of Seattle Designated Scenic Routes. There are no relevant City of Seattle protected views in this segment along East Marginal Way South, which primarily offers views of industrial lands and Port Terminal activities, including docks and piers that are not considered to be protected views. The bridge offers views of the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and the downtown skyline. The views from the portion of the West Seattle Bridge at Longfellow Creek offers views of the downtown skyline, the Cascade Mountains, and partial views of Elliott Bay.

3.3 Delridge Segment

This segment includes alternatives that would pass through several areas within the overall Delridge Segment area. Several alternatives would begin near the northwest corner of Pigeon Point. Part of the segment continues south along Delridge Way Southwest, and the other part heads west along Southwest Andover Street past the Nucor Steel complex. The residential area on the slope east of Delridge Way Southwest has an established residential visual character (with many mature trees that block views to the west). The visual quality of views to the west is average to high average. The area west of this part of Delridge Way Southwest (south to Southwest Dakota Street) contains commercial buildings (mostly office) and large parking areas. It has a commercial character, low to average visual quality, and no areas with concentrations of sensitive viewers.

The neighborhood south of Southwest Dakota Street, east of Delridge Way Southwest, north of Southwest Genesee Street, and east of the Longfellow Creek Natural Area is composed of several blocks. This area is residential in visual character, contains sensitive residential viewers, and generally has average visual quality. The area south of Southwest Genesee Street contains the Delridge Playfield and Community Center as well as the West Seattle Golf Course, with residences between them along the west side of 26th Avenue Southwest. Delridge Playfield has high visual quality. The heavily vegetated Longfellow Creek Natural Area passes from north to south through the center (and low elevation point) of the Delridge Segment and is an important visual feature. An entrance to the trail that follows the Longfellow Creek Natural Area (the Longfellow Creek Legacy Trail) is on the north side of Southwest Genesee Street and is used by recreationists (sensitive viewers) accessing the trail. These greenspaces, along with the

mature trees that line edge of Southwest Genesee Street, greatly influence the appearance of this part of the segment and create an open-space, park-like visual character. The portion of the Delridge Segment north of Southwest Genesee Street passes by residences east of the Longfellow Creek Natural and continues west uphill next to additional residences to the segment's end. The residential area north of Southwest Genesee Street has a residential visual character along with views of high average visual quality.

The West Seattle Golf Course has a recreational visual character and contains visually distinctive elements associated with golf courses, such as fairways, greens, sand traps, and paths. It supports many mature trees, including trees that line much of the north side of the golf course along the edge of Southwest Genesee Street. These trees form the northern backdrop of the golf course and tend to screen views of the residences to the north. Some openings in the line of trees, however, allow views of the downtown skyline. People at the West Seattle Golf Course are sensitive viewers, and the visual quality of views to the north they see is generally high.

The northern part of the Delridge Segment continues west along Southwest Andover Street past industrial and commercial areas before slowly curving to the southwest, reconnecting with Southwest Andover Street, and entering the residential neighborhood between Southwest Andover Street and the West Seattle Bridge. Multi-family residential buildings line this part of Southwest Andover Street, while there are single-family residences along the streets (32nd Avenue Southwest and Southwest Yancy Street) to the west. This area has a residential visual character, sensitive residential viewers, and views of generally average visual quality. The area along the east end of Southwest Yancy Street is also characterized as a forested recreational area and includes the Longfellow Creek Natural Area and the trailhead to Longfellow Creek Legacy Trail. The sensitive viewers to the north from this trailhead have an average visual quality due to extent of existing vegetation and northerly views of the commercial and industrial buildings.

The on-ramps to the West Seattle Bridge are a City of Seattle Designated Scenic Route, although views to the east from this portion of the scenic route are blocked by adjacent trees to the east side (which block views of it from adjacent residences facing 32nd Avenue Southwest).

The City of Seattle protected views (other than scenic routes) in this segment are the West Seattle Golf Course and the West Seattle Rotary Viewpoint; however, the views from the West Seattle Rotary Viewpoint to the West Seattle Bridge on-ramps are blocked by adjacent trees and residential buildings. The West Seattle Golf Course was selected as a KOP.

3.4 West Seattle Junction Segment

The eastern boundary of the West Seattle Junction Segment begins at the segment boundary and heads west across Southwest Avalon Way and Southwest Genesee Street to Fauntleroy Way Southwest. It then generally follows Fauntleroy Way Southwest to the Alaska Junction area. There are four distinct subsections in this segment.

The first subsection consists of the residential neighborhood between Southwest Avalon Way on the east and Fauntleroy Way Southwest on the west. Multi-family buildings line both sides of Southwest Avalon Way. Single-family residences are found along Southwest Genesee Street and 32nd Avenue Southwest. This neighborhood is somewhat elevated, and some of the multi-family residential buildings have views of the West Seattle Golf Course and nearby areas. The visual character of this area is residential, and the visual quality of views is generally average. There are sensitive residential viewers throughout this subarea.

The second subsection follows the Fauntleroy Way Southwest corridor as it travels southwest and uphill from its intersection with Southwest Avalon Way to the Alaska Junction area. This part of Fauntleroy Way Southwest angles through the generally north-south/east-west street grid pattern of West Seattle. Land uses along this part of Fauntleroy Way Southwest are largely commercial and oriented to the street and/or have parking areas that provide easy street access to customers. The character of this part of the corridor is commercial, and the visual quality is average to low. Sensitive viewers along this portion of Fauntleroy Way Southwest are people using Fauntleroy Place, a small open space between three streets, including Fauntleroy Way Southwest. Areas to the northwest and uphill from the commercial part of Fauntleroy Way Southwest are residential in use and character and contain concentrations of sensitive residential viewers. The area between 36th Avenue Southwest and 42nd Avenue Southwest is primarily composed of single-family residences. Streets in this area are lined with trees, and many of the residences' yards contain additional trees that block views of Fauntleroy Way Southwest. The area has a strong single-family residential character, and the visual quality of this area is generally average. The western part of this subsection north of Southwest Alaska Street contains mixed use, with some multi-family residential buildings. This area has a more urban character, contains many sensitive residential viewers, and has views that are generally of average visual quality.

The third subsection, which encompasses the blocks west and south of the Fauntleroy Way Southwest and Southwest Alaska Street intersection and north of Southwest Edmonds Street, has a very urban visual character. The blocks in this area have a generally pleasant appearance similar to many redeveloping areas in Seattle. The visual quality of views from residences in this area is generally average. Sensitive viewers are composed primarily of residents who view the surrounding area from multi-family buildings, ranging from one to approximately six stories in height.

The last subsection is the residential area south of Southwest Edmunds Street. This area is primarily single-family residential in use and visual character, although multi-family buildings line the east side of California Avenue Southwest. Sensitive residential views are found throughout this area, and the visual quality of views in this area is generally average.

Three City of Seattle Designated Scenic Routes are within the West Seattle Junction Segment: the southwestern portion of the West Seattle Bridge, a portion of Fauntleroy Way Southwest from the off-/on-ramps, and along 35th Avenue Southwest parallel to the West Seattle Golf Course. Key features that can be seen from Fauntleroy Way Southwest are limited because of views are blocked by terrain, vegetation, and buildings. Depending upon location along the southern end of 35th Avenue Southwest, there are views of the Cascade Mountains, and the downtown skyline. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

4 ENVIRONMENTAL IMPACTS

The project Build Alternatives evaluated in this section are shown on Figures 3-1 through 3-3. Chapter 2, Alternatives Considered, and Appendix J, Conceptual Plans, of the Final EIS provide more information on above-ground components of the project. Attachment N.2A includes existing conditions photographs from all of the KOPs in the study area, reduced-scale simulations of alternatives developed for the KOPs, and detailed descriptions of if how, and to what degree the alternatives would change the visual quality of views from the KOPs. Because none of the KOPs are located within the SODO Segment, the SODO alternatives listed in Table 1-1 are not shown on Figures 3-1 through Figure 3-3, nor were they evaluated.

4.1 No Build Alternative

With the No Build Alternative, the existing visual and aesthetic conditions found throughout the segments described in the affected environment would generally be maintained, subject to changes related to planned development. With the No Build Alternative, light rail stations would not be built in the Delridge, Avalon, and Alaska Junction areas. Development would continue to occur in accordance with zoning and would evolve into denser multi-family development in the Delridge area, along Southwest Avalon Way, with more mixed use in the Alaska Junction area. It is likely that density in the West Seattle Junction area would continue to increase and that some of the less developed parcels of land would be redeveloped and contribute to the increasingly urban character of this area.

4.2 Build Alternatives

4.2.1 Impacts Common to All Build Alternatives

All of the project Build Alternatives would change the visual environments to varying degrees. Figures 3-1 through 3-3 depict the project alternative alignments and proposed profile (at-grade, elevated, trench, or tunnel). The construction and operation of the Build Alternatives would require the removal of a variety of existing visual features such as buildings and vegetation (including trees) in landscaped areas, on slopes, and within parking lots. Some streets would require minor widening, which could require the removal of street trees, and others would require cut-and-cover construction where the alternative would pass beneath them in a trench that would be covered after construction. Tunnel alignments would not be visible after construction, with the exception of station entrances and vent/egress shafts. Table 4-1 identifies the main components of the project alternatives and describes their visual characteristics. As detailed in Section 5.2, Sound Transit Design Measures, Sound Transit has developed design measures that would also be incorporated into the Build Alternatives.

Table 4-1. Visual Characteristics of Project Components

Project Component	Visual Characteristics and Notes
Elevated Guideways or Structures (guideway columns, straddle bents) [a]	These are often the most visible project elements. The bottom parts of elevated guideways and hi-rail access would range between approximately 20 feet and 170 feet in height with the project. Noise barriers near sensitive receivers could add several additional feet to the height of the elevated guideways. Elevated hi-rail access ramps would be required to reach and maintain elevated guideways. In some locations, elevated guideways (and their associated overhead catenary system) could intrude on views of features such the Cascade and Olympic Mountains. Mount Rainier, Elliott Bay, Puget Sound and the downtown skyline. Elevated stations (and guideways to a lesser extent) could create shadows that could have impacts. However, stations and associated structures such as elevators, escalators, and walkways as well as underground stations egress/vent structures would be designed to be attractive architectural elements or features and would add visual interest to the nearby area.
Bridges	The bridges over the Duwamish Waterway would be the most visible structure as seen from a distance associated with the project (see Figure 4-1). High-level fixed bridge structure types could include balanced cantilever segmental box girder, extradosed, cable-stayed, or truss superstructure over the West Waterway. Preferred Alternative DUW-1a over the West Waterway would be constructed as either truss or cable-stayed and the East Waterway would be crossed by a balanced cantilever segmental box girder. For Option DUW-1b and Alternative DUW-2, all bridge types over the West Waterway are still being considered. The project would include a balanced cantilever segmental box girder over the East Waterway for all alternatives.
Stations	Depending on size, bulk, and whether they would be elevated, retained cut, or at-grade, stations could block or intrude on views of features such as the Cascade Mountains, Mount Rainier, Elliott Bay, Puget Sound, and the downtown skyline; cast shadows; or add built elements to the landscape. Elevated stations would be more visible than stations in retained cuts or tunnels and would contain features such as escalators, elevators, and stairs. The only at-grade station would be in SODO.
Overhead Catenary System	The overhead catenary system can be a very visible component from close viewing distances. Overhead catenary system elements (wires and poles) become less visible as viewing distances increase. The structures could intrude on views but would not block views because of their thin, cable-like profile and appearance.
Lighting and Glare Associated with Stations	Project-related lighting at stations could create light impacts, increase the level of ambient light nearby, and increase skyglow, which can impact nighttime views of the stars. Design-related measures such as shielding and altering light direction in stations would be used where appropriate to reduce potential impacts. Glare impacts from the project Build Alternatives would be unlikely. “Glare” is defined by the online Merriam-Webster Dictionary as “a harsh uncomfortably bright light” (Merriam-Webster 2020); given this definition, potential reflection from stations might be seen under certain conditions and at certain times of the day, but would not be likely to produce harsh, uncomfortable bright light that would be a safety issue to vehicle drivers.
Lighting Associated with Trains	Lights from the interior of project light rail trains and train headlights would be seen at night in some locations as the light rail passes viewers, although some noise barriers on elevated structures near sensitive viewers would block views of interior train lights and/or train headlights, particularly when looking upward at trains traveling above viewers on elevated guideways. Briefly seeing light associated with passing light rail trains would not be expected to create visual disturbances, given the existing level of traffic on streets at night on most streets near the Build Alternatives. Some sensitive viewers living in residences that would be adjacent to elevated structures might find passing nighttime light rail visually disturbing.
Building Removal	Removal of existing buildings can improve or detract from visual settings, depending on building condition, style, scale, and color. Areas where buildings would be removed would contain project elements and/or be revegetated to better blend in with nearby areas.

Project Component	Visual Characteristics and Notes
Vegetation Removal	Removal of vegetation can open up views that are nonexistent or, conversely, expose other unsightly views, such as industrial areas below sensitive viewers that are currently blocked by vegetation. When possible, Sound Transit would preserve existing vegetation as practical, replant vegetation, replace trees, and screen to minimize effects of vegetation removal.
Retaining Walls	Retaining walls often replace vegetated hillsides with hard materials such as concrete that might require surface design treatments to reduce impacts. Where appropriate, retaining walls would be treated with surface design enhancements.
Sound Walls	Sound walls or noise barriers could be installed near sensitive noise receivers. They are built of solid materials and placed adjacent to or attached to the light rail guideway (see Figure 4-2). When these measures are not effective, sound walls might be constructed along property lines, sometimes replacing existing fences. The proposed locations of sound walls are shown in Appendix N.3, Noise and Vibration Technical Report, and were considered in the visual impact analysis.
Retained Cut	Retained cut for light rail would only be visible from nearby areas. Fencing and/or walls along the top of the retained cut would be the most visible elements of this feature and would be appropriately designed to fit in with the adjacent properties.
Traction Power Substations	The traction power substations would be in enclosed buildings, about 20 feet by 60 feet in size, with an additional 10 to 20 feet required around each unit. Where appropriate, they would be screened from public view with a wall or fence. The exterior walls or fences would be landscaped in accordance with the landscape regulations of the jurisdictions where the facilities would be located.
Tunnel Egress and Vent Shaft Structure	The tunnel egress and vent shaft structure would provide access from tunnels to the surface and provide a way for the vent shaft to vent above the surface. The structure would be a building approximately 30 feet by 30 feet and 25 feet in height above-grade.

[a] Guideway columns are structures that hold up elevated guideways. Straddle bents are supports made of two guideway columns that support a beam on which the elevated guideway sits.

Figure 4-1. Bridge Structure Types Illustration

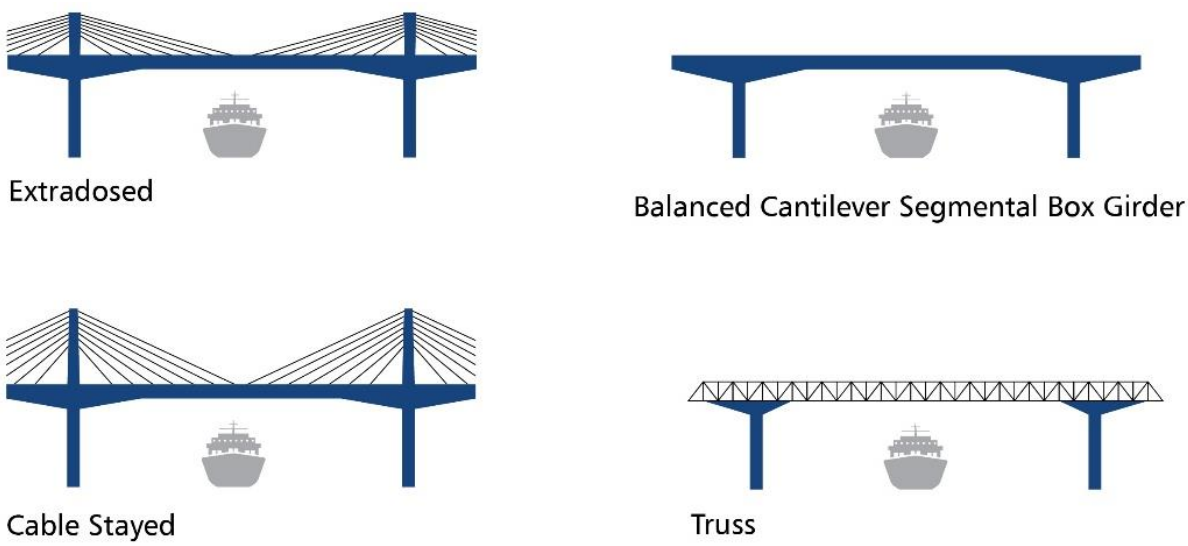


Figure 4-2. Sound Wall on Elevated Guideway

4.2.2 Duwamish Segment

Table 4-2 identifies locations within the Duwamish Segment where there would be visual impacts (a reduction of one or more visual quality categories) near areas with concentrations of sensitive viewers. These sensitive viewer locations are identified on Figure 3-1. The following subsections describe how the alternatives would, or would not, impact the visual quality of views toward them from areas with concentrations of sensitive viewers. It then identifies alternative components that would be seen from City of Seattle Designated Scenic Routes and whether those components would intrude upon or block views of important visual resources identified by the City. Sound Transit is considering several bridge types for Option DUW-1b and Alternative DUW-2, including balanced cantilever segmental box girder, extradosed, truss, and cable-stayed bridges for crossing over the West Waterway. Each of these bridges would have different visual characteristics as described in the following subsections. The subsection concludes with a discussion about light and glare that would be associated with the alternatives as well as identifying where the alternatives would cast shadows on open spaces used by the public.

Table 4-2. Duwamish Segment Visual Quality Impacts near Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Impacts (miles) [a]	Where Visual Quality Impacts Would Occur
Preferred South Crossing Alternative (DUW-1a)	**0.1**	**Residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0.1	Residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenues Southwest
North Crossing Alternative (DUW-2)	0	None

[a] Visual impacts occur when an existing visual quality category (high, average, low) is reduced one or more categories. Visual impacts are in miles along the length of the alternative or option adjacent to concentrations of sensitive viewers.

4.2.2.1 Preferred South Crossing Alternative (DUW-1a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Preferred Alternative DUW-1a would pass near several distinct areas with concentrations of sensitive viewers. This alternative would continue west and to the south side of the West Seattle Bridge. Where Preferred Alternative DUW-1a would cross State Route 99, the alignment would be higher than the West Seattle Bridge and would gradually increase in height as it travels west because light rail cannot travel on grades as steep as automobiles can. This alternative would cross over the East Waterway, Harbor Island, and the West Waterway on a fixed, light-rail-only bridge. It would pass over and place a guideway column in Harbor Marina Corporate Center at Terminal 102. This alternative's bridge would add additional large-scale transportation elements to views from both Harbor Marina Corporate Center at Terminal 102 and t̓uʔəlaltxʷ Village Park and Shoreline Habitat (represented in KOP WS-3) The presence of the bridge's guideway column would somewhat change the character of the view from Harbor Marina Corporate Center at Terminal 102 but would not further reduce the average visual quality of the views from either park.

The bridge for Preferred Alternative DUW-1a would pass south of the West Seattle Bridge and be seen from the Riverside community from residences along 17th Avenue Southwest and 18th Avenue Southwest (represented in KOP WS-7; see Figure 2-7b in Attachment N.2A). It would add an additional large-scale infrastructure element to the northern view from this residential area. The existing low visual quality category of views toward Preferred Alternative DUW-1a would not change.

Sound Transit is considering multiple bridge types for crossing the Duwamish Waterway. In addition to the balanced cantilever segmental box girder bridge depicted in the simulations (Attachment N.2A) over the East Waterway. Over the West Waterway, Sound Transit is considering a truss or cable-stayed bridge for Preferred Alternative DUW-1a (represented in KOP WS-1).

The balanced cantilever segmental box girder bridge crossing the East Waterway would be narrower in width than the cable-stayed or the truss on the West Waterway. The bridge would be very similar to the existing West Seattle Bridge in scale, form, materials, and overall appearance. Its bridge deck would be supported by a series of guideway columns that are similar in appearance to those supporting the West Seattle Bridge. The cable-stayed bridge over the West Waterway would be supported by cables attached to two guideway columns, the tops of which would be approximately 400 feet above the waters of the navigation channel and 130 feet above the deck of the bridge (represented in KOP WS-2 and KOP WS-6). The support cables of this bridge would create an inverted "v." Due to its height and vivid appearance, the cable-stayed bridge is the most visually distinctive bridge being considered and would be seen over the greatest distance. The appearance of the truss bridge type over the West Waterway would be similar to the nearby lower BNSF truss bridge but would be at a much larger scale and more visually distinctive from a greater distance.

The types of bridges and their different visual characteristics would have different influences on the visual character of views toward the West Seattle Bridge from sensitive viewers in the Riverside community or in nearby parks (represented by KOP WS-3 and KOP WS-4). However, regardless of bridge type, the alternatives would not impact the visual quality for these sensitive viewers. The visual quality of views toward the West Seattle Bridge is already low, and the presence of an elevated guideway would not change the low visual quality.

Another concentration of sensitive viewers is on the top of Pigeon Point (represented in KOP WS-9). Preferred Alternative DUW-1a would pass by a residential area at the north end of Pigeon Point (along Southwest Charlestown Street and 19th Avenue Southwest, 20th Avenue Southwest, and 21st Avenue Southwest) that is bordered by the West Duwamish Greenbelt. Tree removal in the greenbelt would open up views to the north toward Elliott Bay. This and the removal of residences next to the greenbelt would be noticed by remaining residents *(*see Figure 2-9b in Attachment N.2A*)*. However, the remaining residences would be too far back from the greenbelt to see the industrial lands to the north that the trees in the greenbelt currently screen. None of the project components (elevated guideways, overhead catenary system, or trains) associated with this alternative would be seen from remaining residences. The residential character of views to the north from remaining residences would remain transportation or change from transportation to unbuilt lot with the removal of residences. Sound Transit would use the lots where residences would be removed for the construction of the guideway. This alternative would reduce the high visual quality of views to the north from remaining residences to high average, which would not be a visual impact.

A third area with sensitive viewers along the Preferred Alternative DUW-1a alignment is on the northwestern slope of Pigeon Point along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest. In this area, this alternative would change visual character and impact visual quality of views from some residences along these streets (represented by KOP WS-10). Removing trees would result in uninterrupted views of industrial and commercial areas below as well as the West Seattle Bridge and other streets from some residences. This would change the current residential and natural character of the views to industrial-commercial and bridge. In addition, components of this alternative would be seen, depending on location. The existing average to high visual quality of views to the northwest from this area would be reduced to low, which would be an impact to visual quality.

There are no trails within the portion of the West Duwamish Greenbelt that Preferred Alternative DUW-1a would pass through. There is a pedestrian passageway consisting of series of sections of paved walkway and stairs between Southwest Charleston Street and Southwest Marginal Way that allows pedestrians to walk between Pigeon Point and West Marginal Way Southwest. This alternative would pass over this series of paved walkways and stairs and would be seen by pedestrians. People using the passageway are generally using it for transportation rather than recreation and are not considered sensitive viewers in this analysis. The elevated guideway would add another large-scale elevated transportation element (in addition to the West Seattle Bridge) to views along the passageway and would not change the visual character of quality of most areas along the guideway.

City of Seattle Designated Scenic Routes and Public View Protection

East Marginal Way South, State Route 99, the Spokane Street Bridge, and the West Seattle Bridge (including the West Seattle Bridge Trail) are City of Seattle Designated Scenic Routes. There are no views of elements identified as protected by the City (such as the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and the downtown skyline) from the stretch of East Marginal Way South where Preferred Alternative DUW-1a would be visible. The nearby presence of the Preferred Alternative DUW-1a elevated guideway in the foreground of the view from East Marginal Way South looking directly south would be another layer of the human-made elements (overpasses) that characterize the existing view conditions. Views to the south from the West Seattle Bridge would be altered by the presence of the elevated guideways associated with Preferred Alternative DUW-1a (represented by KOP WS-2). This alternative would be approximately 115 feet south (over the center of the Duwamish Waterway) of the West Seattle Bridge and, in some locations, would block travelers' passing views of the Duwamish Waterway and Mount Rainier (see Figure 2-2b

in Attachment N.2A*).* Sound Transit is considering either a truss or a cable-stayed bridge for the West Waterway crossing for Preferred Alternative DUW-1a. Both truss or cable-stayed bridges could be less bulky than the balanced cantilever segmental box girder considered for other alternatives in terms of scale and form. However, they would still intrude upon, or disrupt, the views described above.

Cables from the cable-stayed and vertical steel members of the truss bridge types would be seen by people passing them on the West Seattle Bridge (but would not block views), and the tall guideway columns of both types of bridges would momentarily block north or south views. The many vertical support arms of the truss bridge would slightly intrude upon views from the West Seattle Bridge as drivers and trail users approach and pass over the Duwamish Waterway more than the cable-stayed type of bridge.

The balanced cantilever segmental box girder bridge for the crossing of the East Waterway would be narrower in width than the cable-stayed or the truss on the West Waterway. The bridge would be very similar to the existing West Seattle Bridge in scale, form, materials, and overall appearance. Its bridge deck would be supported by a series of guideway columns that are similar in appearance to those supporting the West Seattle Bridge.

No additional City of Seattle protected views would be affected by Preferred Alternative DUW-1a.

Light, Glare, and Shadows

As is the case with vehicles currently traveling on the West Seattle Bridge, lights and glare (from reflective surface materials) from passing trains associated with Preferred Alternative DUW-1a would be seen from nearby areas. Lights from trains would be seen from the Riverside and the northwestern slope of Pigeon Point residential areas, and from the West Duwamish Greenbelt, Harbor Marina Corporate Center at Terminal 102, and t̓uʔəlaltxʷ Village Park and Shoreline Habitat. The lights from trains would add additional lights to the variety of lights seen throughout the Duwamish Segment. Light and glare produced by trains would not affect motorists, pedestrians, or the surrounding area. Safety lights for aviation could be required on the bridges being considered for crossing the Duwamish Waterway. These lights could be required at the tops of bridge towers, guideway columns, or the bridge's tallest point. These lights would be seen at night and be similar in appearance to other aviation safety lights, such as those on the tops of communication towers and buildings. Navigation lights could be required on the guideway column protection system and the base of the bridge deck. These lights would be similar to navigation lights seen on bridges over the Duwamish Waterway. The bridge and elevated guideway would add to the existing shadows associated with the West Seattle Bridge, including shadows on public open spaces such as the West Duwamish Greenbelt and Terminal 18 Park (only when winter sun angles are low).

4.2.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Option DUW-1b would be similar to Preferred Alternative DUW-1a except it would cross the East Waterway on the south edge of Harbor Island and is shown as a balanced cantilevered segmental box girder bridge. Option DUW-1b would not pass by areas with concentrations of sensitive viewers until crossing the south end of Harbor Island above Harbor Marina Corporate Center at Terminal 102. It would continue west across the Duwamish Waterway and approach Pigeon Point from the southeast and follow the alignment of Preferred Alternative DUW-1a. The portions of Option DUW-1b that would pass near areas with concentrations of sensitive viewers would be very similar to that of Preferred Alternative DUW-1a and would have the same influence on visual quality, protected views, and light, glare, and shadows (see Figure 2-3d in Attachment N.2A). This option would be approximately 400 feet farther south of Preferred Alternative DUW-1a when

it would cross the Duwamish Waterway. The elevated guideway of this Option DUW-1b would pass above the southern portion of Harbor Marina Corporate Center at Terminal 102, and guideway columns would be placed within or near it (represented by KOP WS-3). The presence of the bridge and guideway columns would not further reduce the low visual quality of views from within Harbor Marina Corporate Center at Terminal 102. The portion of Option DUW-1b in the Pigeon Point community would be the same as Preferred Alternative DUW-1a and have similar visual impacts from nearby Riverside area residences (represented in KOP WS-7).

City of Seattle Designated Scenic Routes and Public View Protection

East Marginal Way South is a City of Seattle Designated Scenic Route. However, there are no views of elements identified as protected by the City (such as the Olympic Mountains, the Cascade Mountains, Mount Rainier, or Duwamish Waterway) from the stretch of East Marginal Way South where Option DUW-1b would be visible. The nearby presence of the elevated guideway of Option DUW-1b in the foreground of the view from East Marginal Way South looking directly south would be another layer of the human-made elements (overpasses) that characterizes the existing view conditions.

State Route 99, the Spokane Street Bridge, and the West Seattle Bridge (including the West Seattle Bridge Trail) are also City of Seattle Designated Scenic Routes. At Harbor Island, Option DUW-1b would be over 400 feet farther south from the West Seattle Bridge than Preferred Alternative DUW-1a and would intrude to a lesser degree on travelers' views of key features, such as Mount Rainier and the Duwamish Waterway (see Figure 2-3d in Attachment N.2A). As discussed for Preferred Alternative DUW-1a, no additional City of Seattle protected views would be affected by Option DUW-1b.

Light, Glare, and Shadows

Option DUW-1b would have a similar influence on light, glare, and shadows as Preferred Alternative DUW-1a, although unlike that alternative, the shadow from the elevated guideway would be cast on parts of one additional open space used by the public (Harbor Marina Corporate Center at Terminal 102) at the south end of Harbor Island.

4.2.2.3 North Crossing Alternative (DUW-2)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DUW-2 would continue south from South Forest Street along the west side of the existing rail line on an elevated guideway before heading west on a new fixed, light-rail-only bridge north of the existing West Seattle Bridge (represented in KOP WS-5). The height of the guideway would range between approximately 30 feet and 170 feet high. It would be at its highest when crossing the West Waterway. Alternative DUW-2 would parallel the north side of the West Seattle Bridge past the western shoreline of the Duwamish Waterway, pass through industrial areas north and northwest of the bridge, (represented in KOP WS-1) and turn south toward the edge of Delridge Way Southwest and the boundary of this segment.

Alternative DUW-2 would have the least change to visual character and least impact on visual quality of the Duwamish Segment alternatives. It would pass by one area containing concentrations of sensitive viewers, Terminal 18 Park. This alternative would introduce another large-scale overhead structure (in addition to the West Seattle Bridge) to views to the south from Terminal 18 Park. This alternative would not change the existing maritime transportation-oriented visual character of views from Terminal 18 Park or further reduce the visual quality of views from this park. This alternative would be seen to the north behind the West Seattle Bridge by residents in the Riverside neighborhood along 17th Avenue Southwest and 18th Avenue Southwest and would not further reduce the existing low visual quality of views towards it (see Figure 2-7d in Attachment N.2A).

Trains would be visible in the distance between existing vegetation (that would not be removed) in the West Duwamish Greenbelt from residences along Southwest Charlestown Street and 19th Avenue Southwest, 20th Avenue Southwest, and 21st Avenue Southwest (see Figure 2-4c in Attachment N.2A). Although trains would be visible, this would not change the residential visual character or lower the existing high visual quality in this area.

Alternative DUW-2 would not remove trees along the northwestern slope of Pigeon Point within the West Duwamish Greenbelt and would not change the existing visual character or lower visual quality of views from residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest.

City of Seattle Designated Scenic Routes and Public View Protection

East Marginal Way South and State Route 99 are City of Seattle Designated Scenic Routes. There are no views of elements identified as protected by the City (such as the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and the downtown skyline) from the stretch of East Marginal Way South and State Route 99 where Alternative DUW-2 would be visible. The nearby presence of the Alternative DUW-2 elevated guideway in the foreground of the view from East Marginal Way South and State Route 99 looking directly south would be another layer of the human-made elements (overpasses) that characterize the existing view conditions.

Alternative DUW-2 would pass approximately 350 feet north of the West Seattle Bridge. The elevated guideway would alter or block short segments of views to the north for people traveling on the West Seattle Bridge. The elevated guideway would intrude on views of features such as Elliott Bay, Puget Sound, and the downtown skyline (see Figure 2-8b in Attachment N.2A).

Sound Transit is considering the possibility of a truss or a cable-stayed bridge for this crossing rather that the balanced cantilever segmental box girder bridge that was depicted in Attachment N.2A for this alternative and others that were simulated. Both truss or cable-stayed bridges would be less bulky in terms of scale and form than the bridges that were depicted in the simulations. They would still intrude upon, or block, the views described above but to a lesser degree. No additional City of Seattle protected views would be affected by this alternative.

Light, Glare, and Shadows

The influence of light, glare, and shadows produced by Alternative DUW-2 would be similar to that described for Preferred Alternative DUW-1a but would not be seen from the same areas with concentrations of sensitive viewers. Lights from this alternative would be seen in front of the West Seattle Bridge from Terminal 18 Park. Shadows created by the elevated guideway would be cast on Terminal 18 Park and Bridge Gear Park for short periods of time in the mornings and winter when the sun angle would be low.

4.2.3 Delridge Segment

Table 4-3 identifies locations within the Delridge Segment where there would be visual impacts (a reduction of one or more visual quality categories) near areas with concentrations of sensitive viewers. The Delridge Segment would have primarily above-ground components and contains nearby concentrations of sensitive viewers. Simulations developed for the Delridge Segment in Attachment N.2A serve as a guide to understand how visual quality would change with the alternative from clear vantage points. Cross sections and 3D views are provided in Attachment N.2B to illustrate the general height, bulk, and scale of the Delridge Station. For more information about station design, see the Sound Transit Station Area Development Opportunities Memo (Sound Transit in development). Because the station and alignments in Delridge represent a

noticeable visual change, a 3D model was created to compare the following components of the alternatives: heights and locations of alignments, station heights, bulk of station elements, and scale relative to the surrounding buildings and landscape (Figure 4-3).

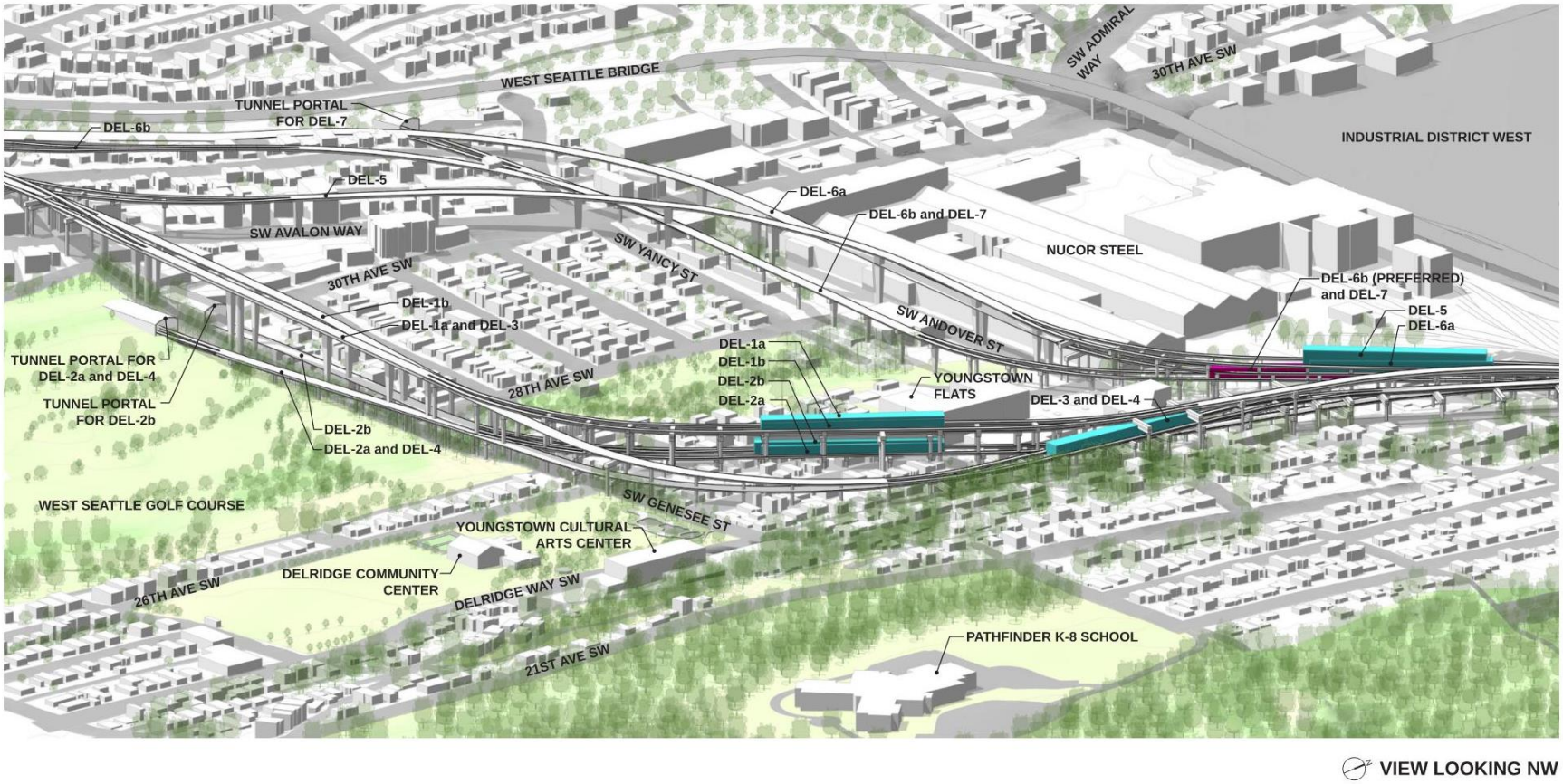
Table 4-3. Delridge Segment Visual Quality Impacts near Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Impacts (miles) [a]	Where Visual Impacts Would Occur
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**0.1**	**Residences along 32nd Avenue Southwest**
Dakota Street Station Alternative (DEL-1a)	1.0	Residences along 23rd Avenue Southwest, 25th Avenue Southwest, 26th Avenue Southwest, Nevada Street, Delridge Way Southwest, and parts of Southwest Genesee Street and part of the Delridge Playfield, West Seattle Golf Course, and some locations within Longfellow Creek Natural Area
Dakota Street Station North Alignment Option (DEL-1b)	1.0	Similar to Preferred Alternative DEL-1a; however, additional residences north of Southwest Genesee Street would be removed and therefore do not have visual impacts
Dakota Street Station Lower Height Alternative (DEL-2a)	1.0	Similar to Preferred Alternative DEL-1a but would impact views from fewer residences
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	1.0	Similar to Preferred Alternative DEL-1a; however, additional residences north of Southwest Genesee Street would be removed and therefore do not have visual impacts
Delridge Way Station Alternative (DEL-3)	1.0	Similar to Preferred Alternative DEL-1a
Delridge Way Station Lower Height Alternative (DEL-4)	1.0	Similar to Preferred Alternative DEL-1a
Andover Street Station Alternative (DEL-5)	0.2	Residences along Southwest Avalon Way between Southwest Yancy Street and Southwest Genesee Street
Andover Street Station Lower Height (DEL-6a)	0.1	Residences along a small section of 32nd Avenue Southwest
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	0.1	Residences along 32nd Avenue Southwest

[a] Visual impacts occur when an existing visual quality category (high, average, or low) is reduced one or more categories. Visual impacts are in miles along the length of the alternative or option adjacent to concentrations of sensitive viewers.

The West Seattle Link Extension Minimum Operable Segment (M.O.S.) would have an interim terminus in Delridge. With the M.O.S., a tail track (which would look the same as the guideway for the full-length alternatives) would extend approximately 500 feet southwest of Delridge Station. The M.O.S. would have the same design of the guideway and Delridge Station, and therefore would not result in different visual impacts than the full-length alternatives discussed for the Delridge Segment and is not discussed further in this technical report.

Figure 4-3. Delridge Segment Alternatives 3D Model



4.2.3.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Preferred Option DEL-6b includes an elevated guideway on the west side of Delridge Way Southwest near Southwest Andover Street would be seen by residential sensitive viewers east of Delridge Way Southwest (represented in KOP WS-11) see Figure 3-1b in Attachment N2.A). The height of the guideway would range from approximately 40 feet to 80 feet high and the top of the station would be approximately 70 feet. The height, bulk, and scale of the station would be consistent with the existing commercial and industrial development at the intersection of Southwest Andover Street and Delridge Way Southwest.

The alignment would travel west along Southwest Andover Street, curving to the southwest past commercial areas and entering the residential neighborhood between Southwest Andover Street and the north side of Southwest Yancy Street. The elevated guideway would be seen primarily by residential sensitive viewers along 26th Avenue Southwest looking north (represented by KOP WS-14) The guideway would also be seen by sensitive viewers near the Longfellow Creek Legacy Trailhead on Southwest Yancy Street and by park users at Longfellow Creek Natural Area near 28th Avenue Southwest before crossing over Southwest Avalon Way with an elevated guideway (represented by KOP WS-16 and KOP WS-17) The visual quality from these two recreation resources would decrease from average to low average due to the scale and proximity of the structures to the sensitive viewers. Preferred Option DEL-6b would cross 32nd Avenue Southwest at-grade and then transition to a retained-cut condition, resulting in the closure of a portion of 32nd Avenue Southwest and removal of residences (represented by KOP WS-22 and KOP WS-25) This closure would be seen from the remaining residences along 32nd Avenue Southwest, and the visual quality would be reduced from high average to low.

The Delridge station would be elevated north of Southwest Andover Street and west of Delridge Way Southwest, in a northeast-southwest orientation. The top of the station structure would be approximately 70 feet high and would be seen by the residential sensitive viewers east of Delridge Way Southwest near Southwest Andover Street (represented in KOP WS-11). The existing average visual quality of views to the station from the residences would slightly increase to high average due to the visual coherence the station and guideway would provide.

City of Seattle Designated Scenic Routes and Public View Protection

Preferred Option DEL-6b is located adjacent to Fauntleroy Way Southwest on the west end of the Delridge Segment. The alignment transitions to a retained cut, and ancillary components such as catenary poles would be noticed by travelers for a brief period. Due to the depth of the alignment's retained-cut condition, the exposure from travelers on Fauntleroy Way Southwest to residential buildings along 32nd Avenue Southwest would increase compared to the current conditions. From the remaining residence along the south end of 32nd Avenue Southwest the alignment and the ancillary components would be noticed and partially obscure views to the downtown skyline. This alternative would have an effect on City of Seattle protected views.

Light, Glare, and Shadows

With Preferred Option DEL-6b, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line the adjacent parts of Southwest Yancy Street and 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from vehicles traveling on Southwest Yancy Street and 32nd Avenue

Southwest, where the alignment transitions from elevated to at-grade to retained-cut profile. The removal of trees next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. Shadows from the elevated guideway would not be cast on the Longfellow Creek Natural Area and other open spaces used by the public due to its location and height.

4.2.3.2 Dakota Street Station Alternative (DEL-1a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-1a would follow Delridge Way Southwest south on an elevated guideway to an elevated station. The guideway would be on the west side of Delridge Way Southwest except for in the vicinity of Southwest Andover Street, where it would be in the roadway right-of-way. The height of Alternative DEL-1a components would range between approximately 70 feet and 150 feet. The height of the top of the Delridge Station with this alternative would be approximately 110 feet. The alternative's elevated guideway would follow Delridge Way Southwest and cross over it near Southwest Dakota Street (see Figure 3-2b in Attachment N.2A). This alternative would require the removal of some single-family residences along Delridge Way Southwest south of Southwest Andover Street, as well as the removal of most of the residences in the blocks between Delridge Way Southwest on the east, Southwest Genesee Street on the south, 26th Avenue Southwest on the west, and Southwest Dakota Street on the north. The curve of the alignment would not follow the street grid of this area, which would be inconsistent with the existing street pattern and would disrupt the visual coherence.

With Alternative DEL-1a, the height of the elevated Delridge Station (about 110 feet) would be taller than the current 30- to 35-foot height allowed by zoning. By removing the residences and introducing the elevated guideway and station into this area, the current residential character of views from remaining nearby residences and the Delridge Playfield (represented in KOP WS-13) would change to a transportation character, and these new transportation elements would seem visually out of place. The elevated station and guideway would be noticeably higher and be larger in bulk and scale than any other structures in this area, and the station would have a more contemporary design than many older nearby residential single-family buildings in the area. The new station design would be similar to that of the many newer multi-family developments that are increasingly being built in the area (particularly along Delridge Way Southwest). The elevated station and guideway would reduce the current average degree of visual unity and intactness of views toward them to low. These reductions would result in a lowering of the current average visual quality to low, which would be a visual impact.

Southeast of the Delridge Station, Alternative DEL-1a would gradually curve toward Southwest Genesee Street past the Delridge Playfield (see Figure 3-3b in Attachment N.2A) and follow the south side of Southwest Genesee Street next to the West Seattle Golf Course up the hill to Southwest Avalon Way (see Figure 3-5a in Attachment N.2A). The elevated guideway would be as high as approximately 150 feet above-grade along this section of the alignment. Trees along both sides of Southwest Genesee Street and within the northern edge of the West Seattle Golf Course would be removed (see Figure 3-5b in Attachment N.2A), as would residences north of Southwest Genesee Street.

Some vegetation would be removed from the south edge of the Longfellow Creek Natural Area. Remaining trees would screen or partially screen views of the elevated guideway from most of the Longfellow Creek Legacy Trail, which follows the creek along the bottom of its ravine. In the few areas along the trail where the elevated guideway would be seen), the high average visual quality of views would be reduced to low, which would be a visual impact.

The removal of the trees, residences, and other visual elements in the Delridge Segment, as well as the elevated guideway, would be seen by sensitive viewers in the Delridge Playfield (represented in KOP WS-13), the West Seattle Golf Course (represented in KOP WS-20), and remaining residences north of the residences adjacent to Southwest Genesee Street (represented in KOP WS-15) that were removed. The existing high visual quality of views toward the guideway from the Delridge Playfield and West Seattle Golf Course would be reduced to low average, which would be a visual impact. The generally high average visual quality of views from the residences north of Southwest Genesee Street (represented in KOP WS-15) toward the guideway would be reduced to low, which would also be an impact to visual quality. Note that the impact assessment in Attachment N.2A describes that Alternative DEL-1a would not impact the visual quality of views looking down the length of Southwest Genesee Street from two KOPs (represented by KOP WS-15 and KOP WS-21) at either end of the street. This conclusion would not apply to perpendicular views toward the guideway from remaining residences to the north of the residences adjacent to Southwest Genesee Street that would remain. Where the alternative would cross over the Southwest Genesee Street and Southwest Avalon Way intersection, it would introduce a new large-scale transportation element to an area whose character is a mix of residential and transportation arterial intersection (see Figure 3-14b in Attachment N.2A). The elevated guideway and columns would be dominant visual components to the view but would not block street-level views of the downtown skyline. The average visual quality of the views near this intersection would be reduced to low average, which would not be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

There are no City of Seattle Designated Scenic Routes near Alternative DEL-1a. The alternative would intrude upon or block views of the Downtown Seattle skyline from parts of the West Seattle Golf Course (see Figure 3-10b in Attachment N.2A). Views of the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, or the downtown skyline from the other City of Seattle protected view, the West Seattle Rotary Viewpoint would not be blocked by Alternative DEL-1a (which is located above and over 0.25 mile to the east of the West Seattle Rotary Viewpoint).

Light, Glare, and Shadows

With Alternative DEL-1a, lights, and to a much lesser degree, glare from passing trains on the elevated guideway as well as the elevated station lights would be seen from nearby, including areas with concentrations of sensitive viewers. At night, trains would be quite visible, particularly between Delridge Way Southwest and Southwest Avalon Way. The elevated guideway would cast shadows on the north end of the West Seattle Golf Course and the southern edge (adjacent to Southwest Genesee Street) of the Longfellow Creek Natural Area.

4.2.3.3 Dakota Street Station North Alignment Option (DEL-1b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Option DEL-1b would be similar to Alternative DEL-1a except it would be within the Southwest Genesee Street right-of-way between the West Seattle Golf Course and the Longfellow Creek Natural Area, then shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. The height of Option DEL-1b components would range between approximately 60 feet and 150 feet. The height to the top of the Delridge Station for Option DEL-1b would be approximately 110 feet. Up to the east end of the West Seattle Golf Course, the impacts associated with Option DEL-1b would be essentially the same as those described for Alternative DEL-1a (see Figure 3-2c in Attachment N.2A) for a view of this alternative along Delridge Way Southwest). Shortly after leaving the station, the elevated guideway would cross

to the south side of Southwest Genesee Street and then veer back along and over the center of the street and onto the north side for the rest of the route in this segment. Some vegetation would be removed from the southern edge of the Longfellow Creek Natural Area. Remaining trees would screen or partially screen views of the elevated guideway from most of the Longfellow Creek Legacy Trail, which follows the creek along the bottom of its ravine. In the few areas along the trail where the elevated guideway would be seen, the high average visual quality of views would be reduced to low, which would be a visual impact.

Option DEL-1b, unlike Alternative DEL-1a, would require removing all of the residences on the north side of Southwest Genesee Street and many of the trees that line the south side of the street as well as trees within the northern edge of the West Seattle Golf Course. It would remove fewer trees along the south side of Southwest Genesee Street and the northern edge of the West Seattle Golf Course than would be removed with Alternative DEL-1a. The changes to the appearance of Southwest Genesee Street and the presence of the elevated guideway, which would be higher (approximately 150 feet at its highest point along Southwest Genesee Street) and have a larger bulk and scale than nearby structures, would be seen from the remaining nearby residences north of the residences that would be removed, as well as by recreationists using the West Seattle Golf Course (see Figures 3-11b and 3-10c in Attachment N.2A). The visual quality of views from the remaining residences towards the guideway (represented in KOPs WS-15 and WS-21) would be reduced from high average to low, which would be a visual impact. The existing high visual quality of views toward the guideway from the Delridge Playfield and West Seattle Golf Course (represented in KOPs WS-13 and WS-20) would be reduced to low average, which would be a visual impact. The Southwest Avalon Way and Southwest Genesee Street intersection crossing would appear very similar in appearance to Alternative DEL-1a and would also not be considered a visual impact (see Figure 3-14c in Attachment N.2A).

City of Seattle Designated Scenic Routes and Public View Protection

There are no City of Seattle Designated Scenic Routes near Option DEL-1b. Option DEL-1b would have similar impacts on protected views as Alternative DEL-1a.

Light, Glare, and Shadows

The influence of Option DEL-1b on light, glare, and shadows would be very similar to what was described above for Alternative DEL-1a.

4.2.3.4 Dakota Street Station Lower Height Alternative (DEL-2a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

From the beginning of the Delridge Segment to the east end of the West Seattle Golf Course, the Alternative DEL-2a would be similar to Alternative DEL-1a, although it would be lower in height (see Figure 3-2d in Attachment N.2A). Alternative DEL-2a would travel over and south of Southwest Genesee Street through the north end of the West Seattle Golf Course, where it would enter a tunnel. The maximum height of the elevated guideway would be about 60 feet, and the height to the top of the Delridge Station would be approximately 60 feet, with the platform at 35 feet high. With this alternative, the Delridge station would be approximately 50 feet lower than the station for Alternative DEL-1a.

The elevated station would be taller than the current 30- to 35-foot height allowed by zoning. The influence of this lower station on visual character would be very similar to that described for Alternative DEL-1a, but because the top of the station in Alternative DEL-2a station would be about 50 feet lower, it would be seen from fewer areas and therefore would change the visual

character of less of the area than would Alternative DEL-1a. Alternative DEL-2a's impact to visual quality would be the same as that of Alternative DEL-1a. The elevated station and guideway's height, bulk, and scale would reduce the current average degree of visual unity and intactness of views towards it to low. These reductions would result in a lowering of the current average visual quality to low, which would be a visual impact.

By removing the residences and introducing the elevated guideway and station, the current residential character of views towards this area from remaining nearby residences would change to transportation. The elevated station and guideway would be noticeably higher and have a larger bulk and scale than nearby structures and would lack visual coherence with the street grid due to the curved alignment. The station would also have a more contemporary design than many older nearby residential single-family buildings. The station design, height, bulk, and scale would be similar to that of the many newer multi-family developments that are increasingly being built in the area (particularly along Delridge Way Southwest). The elevated station and guideway would reduce the current average degree of visual unity and intactness of views towards it to low. These reductions would result in a lowering of the current average visual quality to low, which would be a visual impact.

Alternative DEL-2a would remove some trees along the edge of Southwest Genesee Street on private property. Trees would screen or partially screen views of the elevated guideways along most of the Longfellow Creek Legacy Trail. The elevated guideway would be seen from some locations along the trail, but its presence would not lower visual quality of views along the trail.

From Southwest Genesee Street, Alternative DEL-2a would remove one residence north of Southwest Genesee Street. It would pass through the northern portion of the West Seattle Golf Course to a portal at the west end of the golf course. The guideway would extend farther south into the West Seattle Golf Course than would Alternative DEL-1a. The presence of Alternative DEL-2a would change the recreational visual character of views toward it from within the golf course (represented in KOP WS-20) and the residential character of views along the north side of Southwest Genesee Street to transportation (represented in KOPs WS-15 and WS-21). Potential sound walls along the eastern portion of Southwest Genesee Street would be on the elevated guideway and would not be very different in appearance from the guideway structure. Freestanding sound walls would be on the west end of Genesee right before the alignment enters into a tunnel. In this area, the sound walls would be noticeable and more memorable than the existing view. The change would not be enough to change the vividness rating. The sound wall near the tunnel portal would contrast with the existing view in terms of height, bulk, and scale, and would be an encroachment into the view. The removal of trees and presence of this alternative through the north end of the West Seattle Golf Course would lower the existing high unity and intactness of views in this area. It would reduce the high visual quality of views from within the West Seattle Golf Course and the Delridge Playfield (represented in KOPs WS-20 and WS-13, respectively) to low average, which would be a visual impact. This alternative would also reduce the high average visual quality of views from along both sides of Southwest Genesee Street to low average, which would not be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

There are no City of Seattle Designated Scenic Routes near Alternative DEL-2a. This alternative would have similar impacts on protected views as Alternative DEL-1a.

Light, Glare, and Shadows

The influence of Alternative DEL-2a on light, glare, and shadows would be similar to what was described for Alternative DEL-1a, although passing trains and the station would be lower in height in many areas, particularly at the elevated Delridge Station. The elevated guideway

would cast shadows on parts of two open spaces used by the public—the north end of the West Seattle Golf Course and along the southern edge (adjacent to Southwest Genesee Street) of the Longfellow Creek Natural Area.

4.2.3.5 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Up to the east end of the West Seattle Golf Course, the impacts associated with Option DEL-2b would be essentially the same as those described for Alternative DEL-2a, except it would shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. With Option DEL-2b, the alternative and associated impacts to visual quality near areas with concentrations of sensitive viewers would be very similar to those associated with Option DEL-1b. Option DEL-2b's Delridge Station would also be approximately 60 feet high and would have similar height and scale influences on the visual character and quality of views toward it from remaining residences. Residences north of Southwest Genesee Street would be removed. Compared to Option DEL-1b, Option DEL-2b would not require the removal of as many trees along the south side of Southwest Genesee Street (represented by KOP WS-15). This would result in slightly less of an impact on the visual quality of views within the West Seattle Golf Course. With Option DEL-2b, the existing high visual quality of views from the West Seattle Golf Course (represented in KOP WS-20) would be reduced to average. This design option would still have a visual impact on views toward it from the West Seattle Golf Course as well as from remaining residences north of Southwest Genesee Street. Potential sound walls along the eastern portion of Southwest Genesee Street would be on the elevated guideway and would not be very different in appearance than the guideway structure. Freestanding sound walls would be on the west end of Southwest Genesee Street right before the alignment enters into a tunnel. In this area, the sound walls would be noticeable and more memorable than the existing view, but vegetation would act as a visual buffer. The change would not be enough to change the vividness rating. The sound wall near the tunnel portal would contrast with the existing view in terms of height, bulk, and scale, and would be an encroachment into the view, but not enough to reduce the visual quality to create a visual impact.

Option DEL-2b would remove some vegetation along the edge of the Longfellow Creek Natural Area. Although trees within the Longfellow Creek Natural Area would generally screen views of the elevated guideway, people on the Longfellow Creek Legacy Trail would see the elevated guideway from some locations. The presence of the elevated guideway would not lower the visual quality of views along the trail.

City of Seattle Designated Scenic Routes and Protected Views

There are no City of Seattle Designated Scenic Routes near Option DEL-2b. This design option would somewhat intrude upon views of the downtown skyline from parts of the West Seattle Golf Course (see Figure 3-10e in Attachment N.2A). It would not intrude upon or block views of the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, or Elliott Bay. Views of Option DEL-2b would be blocked from the other City of Seattle protected view, the West Seattle Rotary Viewpoint.

Light, Glare, and Shadows

The influence of Option DEL-2b on light, glare, and shadows would be similar to that described for Alternative DEL-2a, although there would be less shadow on the West Seattle Golf Course because the west end of Option DEL-2b would be on the opposite side of Southwest Genesee Street.

4.2.3.6 Delridge Way Station Alternative (DEL-3)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-3 would follow Delridge Way Southwest south on an elevated guideway to the Delridge Station. The station would be in the middle of Delridge Way Southwest, north of Southwest Dakota Street. The height of the Alternative DEL-3 elevated guideway would range between about 50 feet and 150 feet, and the height to the top of the Delridge Station would be approximately 90 feet with a platform height of 65 feet. The elevated station and guideway would be noticeably higher and have a larger bulk and scale than nearby structures. This alternative would pass through the middle of residential blocks east of Delridge Way Southwest. It would require the removal of residences and trees, which would open up views to the west from remaining residences that are currently screened by trees and buildings. This would change the visual character of views from remaining residences on the hillside between the east side of Delridge Way Southwest and 23rd Avenue Southwest. The new views would include commercial and industrial areas, the elevated guideway, and the Delridge Station, which would cross over the middle of Delridge Way Southwest. The removal of trees and buildings and the presence of the alternative's components would decrease the average visual unity and intactness of views to the west from remaining residences along 23rd Avenue Southwest. This would reduce the average visual quality of views toward Alternative DEL-3 to low, which would be a visual impact.

Alternative DEL-3 would continue south along Delridge Way Southwest and follow it farther south than the other Delridge Segment Build Alternatives before veering west (see Figure 3-2e in Attachment N.2A*)* mid-block through the residential area south of Southwest Dakota Street between Delridge Way Southwest and 26th Avenue Southwest. The elevated guideway in this area would change the residential character of the areas it would pass through to transportation. The height, bulk, and scale of the elevated guideway would lower the generally average visual quality of views from remaining residences (represented in KOP WS-11) towards it to low, which would be a visual impact.

Alternative DEL-3 would not remove vegetation from the edge of the Longfellow Creek Natural Area, although it might be seen from a few points along the Longfellow Creek Legacy Trail due to its height. Where seen, it would lower the high visual quality of views toward the guideway to average, which would be a visual impact.

The guideway would pass along the south side of Southwest Genesee Street and would remove residences north of Southwest Genesee Street. It would also remove trees along the south side of this street (see Figures 3-3d, 3-5f, and 3-10b in Attachment N.2A) From the West Seattle Golf Course, Delridge Playfield, and Southwest Genesee Street, its appearance would be similar to that of Alternative DEL-1a, and impacts would be similar. The existing high visual quality of views toward the guideway from the Delridge Playfield and West Seattle Golf Course (represented in KOPs WS-13 and KOP WS-20) would be reduced to low average, which would be a visual impact. The generally high average visual quality of views from the residences north of Southwest Genesee Street toward the guideway would be reduced to low, which would also be an impact to visual quality.

City of Seattle Designated Scenic Routes and Protected Views

There are no City of Seattle Designated Scenic Routes near Alternative DEL-3. This alternative would have similar impacts on protected views as Alternative DEL-1a.

Light, Glare, and Shadows

With Alternative DEL-3, lights and, to a much lesser degree, glare from passing trains on the elevated guideway and the elevated Delridge Station lights would be seen from nearby, including areas with concentrations of sensitive viewers. At night, light rail trains would be quite visible, particularly in areas along both sides of Delridge Way Southwest where there are residences. The influence of this alternative on light, glare, and shadows in open spaces used by the public (the north end of the West Seattle Golf Course and the southern edge of the Longfellow Creek Natural Area) would be similar to what was described for Alternative DEL-1a.

4.2.3.7 Delridge Way Station Lower Height (DEL-4)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-4 would follow the same alignment as Alternative DEL-3 to the station but would be at a lower height to connect to tunnel alternatives in the West Seattle Junction Segment. With Alternative DEL-4, the height of the elevated guideway would range up to about 60 feet, and the height of the top of the Delridge Station would be approximately 90 feet. The elevated station and guideway would be noticeably higher and have a larger bulk and scale than nearby structures. Between the beginning of the Delridge Segment and Southwest Genesee Street (including the Delridge Station), Alternative DEL-4 would be similar to Alternative DEL-3, although the maximum height would be about 40 feet lower.

The influence of Alternative DEL-4 on visual quality near areas with concentrations of sensitive viewers near the Delridge Station and the residential neighborhood south of the station would be very similar to that described for Alternative DEL-3. Although it would be lower in height, Alternative DEL-4's influence on visual character and visual quality in the residential area east of Delridge Way Southwest would be very similar to that of Alternative DEL-3.

Alternative DEL-4 would not remove vegetation from the edge of the Longfellow Creek Natural Area, although it might be seen from a few points along the Longfellow Creek Legacy Trail. If and where it is seen, it would lower the high average visual quality of views toward the guideway to low average, which would not be a visual impact.

The impacts of Alternative DEL-4 on Delridge Playfield, residents along Southwest Genesee Street, and sensitive viewers in the golf course would be very similar to Alternative DEL-2a (see Figures 3-3c, and 3-3e in Attachment N.2A). Sound walls would be similar to those described for Alternative DEL-2a. The removal of trees and the presence of this alternative through the north end of the West Seattle Golf Course would lower the existing high unity and intactness of views in this area. It would reduce the high visual quality of views from within the West Seattle Golf Course and the Delridge Playfield (represented in KOPs WS-20 and WS-13, respectively) to low average, which would be a visual impact. Alternative DEL-4 would also reduce the high average visual quality of views from along both sides of Southwest Genesee Street (represented in KOPs WS-15 and WS-21) to low average, which would not be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

There are no City of Seattle Designated Scenic Routes near Alternative DEL-4. This alternative would have similar impacts on protected views as Option DEL-2b.

Light, Glare, and Shadows

The influence of Alternative DEL-4 on light, glare, and shadows on open spaces would be similar to that described for Alternative DEL-1a, although passing trains and the station would be lower in height in many areas.

4.2.3.8 Andover Street Station Alternative (DEL-5)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-5 would be on an elevated guideway on the west side of Delridge Way Southwest, north of Southwest Andover Street, and would pass to the north of the alternatives previously described in the Delridge Segment. The height of the elevated guideway would range from about 50 to 130 feet, and the top of the Delridge Station would be approximately 90 feet in height. After crossing over Delridge Way Southwest (see Figure 3-2f in Attachment N.2A), Alternative DEL-5 would extend west along Southwest Andover Street near commercial and industrial areas to Southwest Yancy Street. From Southwest Yancy Street, the alternative would head south and enter a residential area. Although Alternative DEL-5 would have the second-least impact on the visual quality of views seen from areas with concentrations of sensitive viewers, it would have impacts along Southwest Avalon Way. This alternative would remove several multi-family residential buildings and most or all of the street trees along Southwest Avalon Way. The guideway curves to the west from Southwest Avalon Way would remove residential buildings (single-family and multi-family) along this street north of Southwest Genesee Street (see Figure 3-14e in Attachment N.2A).

Alternative DEL-5 would impact views from multi-family buildings along Southwest Avalon Way where buildings and existing street trees would be removed, and the elevated guideway would be seen along (and over) much of Southwest Avalon Way. The residential character of views along the street from residences would be changed to transportation. The height, bulk, and scale of the elevated guideway passing over Southwest Avalon Way through a corridor flanked with residences would reduce the average visual unity and intactness of views along it to low and reduce the average visual quality of views to low, which would be a visual impact.

City of Seattle Designated Scenic Routes and Protected Views

There are no City of Seattle Designated Scenic Routes near Alternative DEL-5. This alternative would not have on effect on City of Seattle protected views.

Light, Glare, and Shadows

With Alternative DEL-5, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of Southwest Andover Street. The lights from the trains would add to the at-grade lights from vehicles traveling on Southwest Andover Street. Shadows from the elevated guideway would be cast on Southwest Andover Street and adjacent properties, but not on the open spaces used by the public.

4.2.3.9 Andover Street Station Lower Height Alternative (DEL-6a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-6a would be similar to Alternative DEL-5 up to and including the light rail station. After passing through commercial and industrial properties west of Delridge Way Southwest, Alternative DEL-6a would head west along Southwest Andover Street, pass into a residential area west of Southwest Andover Street, and then turn south through (and remove residences in) the residential area between 32nd Avenue Southwest and the ramp to and from the West Seattle Bridge (represented by KOP WS-11) The elevated guideway would range from ground level to about 120 feet. The station top height would be approximately 90 feet.

Alternative DEL-6a would have the least impact on visual quality of all the Delridge Segment alternatives. Just before Alternative DEL-6a would cross Southwest Yancy Street, it would remove a cluster of single-family residences. After crossing south of Southwest Yancy Street on

the north end of 32nd Avenue Southwest, this alternative would also remove a series of residences from the west (uphill) side of the street, adjacent to the West Seattle Bridge. Trees that currently screen views of the West Seattle Bridge would be left in place on the north end of 32nd Avenue Southwest. Where the residences and trees would be removed, the view toward the alignment from remaining residences (represented in KOP WS-25) would be changed from a residential character to transportation. The existing average visual quality of views to the west from these remaining residences would remain average.

Farther south along 32nd Avenue Southwest, trees would be removed that are currently behind some remaining residences on the west side of the street. The removal of trees would open up views to a portion of the West Seattle Bridge, the elevated guideway, and potential sound walls from the remaining residences along this portion of 32nd Avenue Southwest (represented by KOP WS-22). The average visual quality of views to the west from these residences would be reduced to low, which would be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

With Alternative DEL-6a located adjacent to Fauntleroy Way Southwest on the west end of the Delridge Segment, the alignment transitions to at-grade and to a retained-cut condition. Ancillary components such as catenary poles would be noticed by travelers for a brief period; however, due to the depth of the alignment's retained-cut condition, the exposure to residential buildings along 32nd Avenue Southwest from travelers on Fauntleroy Way Southwest would increase compared current conditions. From the remaining residence along the south end of 32nd Avenue Southwest the alignment and the ancillary components would be noticed and partially obscure views to the downtown skyline. This alternative would have an effect on City of Seattle protected views.

Light, Glare, and Shadows

With Alternative DEL-6a, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from vehicles traveling on 32nd Avenue Southwest. The removal of trees next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. Shadows from the elevated guideway would not be cast on open spaces used by the public.

4.2.3.10 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-7 would be similar to Preferred Option DEL-6b up to and including Delridge Station. The top of the Delridge Station structure would be approximately 70 feet high. The height of the guideway would range between approximately 40 feet and 80 feet. The height, bulk and scale of the station would be consistent with the existing commercial and industrial development at the intersection of Southwest Andover Street and Delridge Way Southwest. The elevated guideway would be seen primarily by residential sensitive viewers along 26th Avenue Southwest looking north (represented by KOP WS-14). The guideway would also be seen by sensitive viewers near the Longfellow Natural Area trailhead on Southwest Yancy Street (represented in KOP WS-16) and by park users at the Longfellow Creek Natural Area near 28th Avenue Southwest before it crosses over Southwest Avalon Way with an elevated guideway. The visual quality from these two recreation areas would decrease from average to low average due to the scale and proximity of the structures to the sensitive viewers.

South of the station, the elevated guideway would continue west along Southwest Yancy Street and cross over Southwest Avalon Way in an elevated guideway (see Figure 3-8d in Attachment N.2A) and would be seen by sensitive viewers in a similar way as described for Preferred Option DEL-6b. A tunnel portal leading to Alternative WSJ-6 in the West Seattle Junction Segment would be in the vicinity of 32nd Avenue Southwest, east of the West Seattle Bridge, and would be seen primarily by residential viewers in the vicinity of 32nd Avenue Southwest. 32nd Avenue Southwest would no longer connect to Southwest Andover Street but would end in a cul-de-sac south of the tunnel portal and would be seen by residential viewers on both the north and south side of the portal (represented in KOP WS-25) see Figure 3-12d in Attachment N.2A. The visual quality in this area would be reduced from high average to low. The tunnel portion would continue west under the West Seattle Bridge towards 35th Avenue Southwest and would result in visual impacts to sensitive viewers.

City of Seattle Designated Scenic Routes and Public View Protection

Alternative DEL-7 would not be seen from City of Seattle Designated Scenic Routes. The alignment remains aerial up to the east side of the West Seattle Bridge, where it transitions to a tunnel condition. The portal or aerial structure would not be seen from the West Seattle Bridge. This alternative would not have an effect on City of Seattle protected views.

Light, Glare, and Shadows

With Alternative DEL-7, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of Southwest Yancy Street and 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from roadway lights and vehicles traveling on Southwest Yancy Street near Southwest Avalon Way. The removal of trees next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. Shadows from the elevated guideway would not be cast on the Longfellow Creek Natural Area and other open spaces used by the public due its location and height.

4.2.4 West Seattle Junction Segment

Table 4-4 identifies locations within the West Seattle Junction Segment where there would be visual impacts (a reduction of one or more visual quality categories) near areas containing concentrations of sensitive viewers. Simulations developed for the West Seattle Junction Segment in Attachment N.2A serve as a guide to understand how visual quality will change with the alternative from clear vantage points. Cross sections and 3D views are provided in Attachment N.2B to illustrate the general height, bulk, and scale of the different station types (elevated or tunnel) in this segment. For additional information related to station design, see the Sound Transit Station Area Development Opportunities Memo (Sound Transit in development).

Table 4-4. West Seattle Junction Segment Visual Quality Impacts near Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Quality Impacts (miles) [a]	Where Visual Impacts Would Occur
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**0**	**None**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	0.1	Residences along 42nd Avenue Southwest, Southwest Hudson Street, and California Avenue Southwest
Elevated Fauntleroy Way Station Alternative (WSJ-2)	0.2	Residences along 36th Avenue Southwest, 37th Avenue Southwest, and 38th Avenue Southwest
Tunnel 41st Avenue Station Alternative (WSJ-3a)	0	None
Tunnel 42nd Avenue Station Option (WSJ-3b)	0	None
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	0	None
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	0	None
No Avalon Station Tunnel Alternative (WSJ-6)	0	None

[a] Visual impacts occur when an existing visual quality category (high, average, low) is reduced one or more categories. Visual impacts are in miles along the length of the alternative or option adjacent to concentrations of sensitive viewers.

4.2.4.1 Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Preferred Option WSJ-5b would enter the West Seattle Junction Segment from the northeast in a retained cut between the West Seattle Bridge on-ramp and 32nd Avenue Southwest. It would continue under Fauntleroy Way Southwest in a retained cut and enter a tunnel west of 37th Avenue Southwest. Single-family residences between the West Seattle Bridge on-ramp and the southern portion of 32nd Avenue Southwest would be removed, as would single-family residences along Southwest Genesee Street and multi-family buildings that face Southwest Avalon Way whose backs face the area where residences would be removed. The removals could change the existing residential visual character of views from remaining residences to a vacant lot or transportation character. Sound Transit would use the lots where residences would be removed for the construction of the guideway. Although the removal of residential buildings (and associated vegetation) in a residential neighborhood would be very noticeable to residents, the average visual quality of views from remaining residences toward Preferred Option WSJ-5b would not be reduced to low and would not be considered a visual impact.

The Avalon Station entrances would be on either side of 35th Avenue Southwest and would be seen primarily by travelers along 35th Avenue Southwest and Southwest Avalon Way. Residents users would be the primary sensitive viewers in the area (represented by KOP WS-27). The Alaska Junction Station is also below ground and the entrances would be seen by residential viewers. The stations would not be considered a visual impact. Adjacent residential viewers would see the above-ground station structures with a similar height, bulk and scale as the adjacent buildings. The stations would increase the visual coherence of the area and would be considered a visual benefit.

City of Seattle Designated Scenic Routes and Public View Protection

The Preferred Option WSJ-5b guideway would parallel the West Seattle Bridge, which is a City of Seattle Designated Scenic Route. Residences and some vegetation that currently screen views to the east from the bridge (and of the bridge from nearby residences) in this area would be removed. Views to the east beyond the bridge may be opened up towards the residential buildings with this alternative. From the remaining residence along the south end of 32nd Avenue Southwest the alignment and the ancillary components would be noticed and partially obscure views to the downtown skyline. This alternative would have an effect on City of Seattle protected views.

Along 35th Avenue Southwest, a City of Seattle Designated Scenic Route, the presence of Preferred Option WSJ-5b in the foreground of the view looking north would slightly increase the vividness, intactness, and unity of the view. The Avalon Station would be another human-made element that characterizes and visually improves the integrity of the existing view and would not distract or intrude from views to the downtown skyline or Cascade Mountains due to the natural topography, existing buildings, and existing vegetation in the foreground. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Light, Glare, and Shadows

Although part of the Preferred Option WSJ-5b guideway would be in a retained cut and a tunnel, lights from light rail trains might be seen from adjacent properties and from the West Seattle Bridge on-ramp.

4.2.4.2 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-1 would begin near the elevated Avalon Station (the height to the top of the station would be approximately 70 feet to 80 feet, depending on which alternative it would connect to in the Delridge Segment) and proceed west to where it would curve to the southeast to pass over to the northwest side of Fauntleroy Way Southwest. Fauntleroy Place park would be permanently removed with this alternative, so there would be no visual impacts to views from the former park site. However, adjacent residential viewers would see a change of visual character in the neighborhood with an elevated guideway. The height of the elevated guideway would range from about 30 feet to 80 feet. The guideway would depart Fauntleroy Way Southwest and curve to the southwest over 39th Avenue Southwest, 40th Avenue Southwest, and 41st Avenue Southwest before crossing south over Southwest Alaska Street to the Alaska Junction Station, which would be bounded by Southwest Alaska Street, Southwest Edmunds Street, 41st Avenue Southwest, and 42nd Avenue Southwest. From the station, the elevated guideway would travel south to it terminus north of Southwest Hudson Street. The guideway would end on the west side of 42nd Avenue Southwest and would include a tail track south of the Alaska Junction Station

Alternative WSJ-1 would change the visual character at its east end near the Avalon Station. Residential viewers living in the remaining single-family residences on both sides of Southwest Genesee Street would see the changes, as would viewers living in a series of multi-family buildings on Southwest Avalon Way. With this alternative, a multi-family residential building and all of the single-family residences along Southwest Genesee Street would be removed and replaced with the elevated guideway and Avalon Station. The top of the station would be approximately 70 to 80 feet in height (see Figure 1-12 in Attachment N.2B). The appearance and character of the area would change from residences to the north. The elevated station and

its associated plaza would maintain the area's average visual quality. The height, bulk, and scale of the elevated Avalon Station would be similar to that of the five- to six-story multi-family buildings that face Southwest Avalon Way directly south of the station. The station plaza would provide an at-grade visual connection to Southwest Genesee Street, the multi-family buildings on Southwest Avalon Way, and Fauntleroy Way Southwest. The average visual quality of views towards this alternative would be slightly increased to high average by the presence of the station and station plaza the resulting increase in visual intactness, vividness, and unity.

Alternative WSJ-1 would pass south of another area with concentrations of sensitive (residential) viewers; this area is northwest of, and behind, the series of commercial buildings that line the northwest side of Fauntleroy Way Southwest. The removal of these buildings (and associated trees) would eliminate their screening value in terms of screening views to the southeast of Fauntleroy Way Southwest from the residences. The residences would have clear views of the elevated guideway, passing trains, and Fauntleroy Way Southwest. Although the visual character of the views from residences in these areas would change from commercial to transportation, the existing low to low average visual quality of the views (that currently feature the backs and/or roofs of commercial buildings/properties) would not be reduced by the presence of the elevated guideway and new streetscape, and there would not be a visual impact.

The area west of the Fauntleroy Way Southwest and Southwest Alaska Street intersection and south of Southwest Alaska Street contains several concentrations of sensitive viewers. Mixed use, with some multi-family residential and multi-story commercial buildings are within this general area along Southwest Alaska Street (between 41st Avenue Southwest and 42nd Avenue Southwest). The replacement of large mixed-use buildings would be clearly seen by some nearby residents. The large-scale mixed-use, urban visual character of the area would be replaced with a large-scale transportation character, which would include the elevated guideway and the height, bulk, and scale of the Alaska Junction Station. The average visual quality of views in the direction of the elevated guideway and station would not be lowered enough to reduce the visual quality category to low, and there would not be an impact to visual quality.

Impacts to visual quality from Alternative WSJ-1 would occur at the south end of the alignment where the tail track and hi-rail access would remove residences along the west side of 42nd Avenue Southwest between Southwest Edmunds Street and Southwest Hudson Street. The removal of residences and replacement with the tail track and hi-rail access would change the visual character of this area (represented in KOP WS-31) from residential to transportation facility (see Figure 4-6b in Attachment N.2A). The existing high average visual quality of views towards this area from the remaining residential areas would be reduced to low, which would be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

The portion of Fauntleroy Way Southwest and its ramp to the West Seattle Bridge and 35th Avenue Southwest are City of Seattle Designated Scenic Routes. Alternative WSJ-1 would cross over Fauntleroy Way Southwest just before it links to the West Seattle Bridge but would not intrude upon or block views of notable features like the downtown skyline (which cannot be seen from this location). Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Along 35th Avenue Southwest, the distant presence of the Alternative WSJ-1 elevated guideway in the background of the view looking north would not lower the vividness, intactness, or unity of the view. The elevated guideway would be another human-made element that characterizes the existing view conditions and would not distract or intrude from views of the downtown skyline or Cascade Mountains beyond due to the natural topography, existing buildings, and existing vegetation in the foreground.

Light, Glare, and Shadows

Elevated stations like the Avalon and Alaska Junction stations would have lights that would be seen from nearby locations, including some buildings containing sensitive residential viewers. The elevated guideway, tail track, and hi-rail vehicle access would also have lighting that would be seen from nearby residential areas. At-grade vehicle lights and overhead airplane lights are common sights within most of this segment. Elevated lights on trains would be new additions to lights seen in the West Seattle Junction Segment. The lights from passing trains would not impact motorists, pedestrians, and the surrounding area.

4.2.4.3 Elevated Fauntleroy Way Station Alternative (WSJ-2)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-2 would be elevated along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The height of Avalon Station would be approximately 60 to 70 feet (depending on the alternative it connects with in Delridge) and would be similar in height, bulk, and scale compared to the surrounding neighborhood as described for Alternative WSJ-1. The height of the elevated guideway for the Alternative WSJ-2 would range between approximately 30 feet and 70 feet. After crossing south over and continuing southwest along Fauntleroy Way Southwest (see Figure 4-5b in Attachment N.2A). Alternative WSJ-2 would remove street-facing commercial buildings and vegetation on Fauntleroy Way Southwest and residences on nearby side streets, opening up views to the south toward Fauntleroy Way Southwest and the elevated guideway from remaining residences. This would change the residential character of most of the views to transportation. The existing average visual quality of views to the south from the remaining residences between 36th Avenue Southwest, 37th Avenue Southwest, and 38th Avenue Southwest would not change. As with Alternative WSJ-1, Fauntleroy Place park would be permanently removed with Alternative WSJ-2, so there would be no visual impacts to views from the former park. However, adjacent residential viewers would see a change of visual character in the neighborhood with an elevated guideway but due to the alignment being consistent with an existing transportation system it would not enough to change the visual quality.

Alternative WSJ-2 would cross south over Fauntleroy Way Southwest, and its elevated guideway would connect with the elevated Alaska Junction Station (with a height of 70 to 80 feet) that would straddle Southwest Alaska Street (see Figure 4-4c in Attachment N.2A). The station and the elevated guideway south of the station would be seen from several multi-family residential buildings along the west side of 39th Avenue Southwest. The station would be constructed in an area currently containing small commercial buildings, a gas station, and a parking lot. The elevated station, plaza, and guideway would be more memorable elements in this view than the current mix of land uses and buildings. The height, bulk and scale of the elevated Alaska Junction Station would be compatible with nearby buildings and would follow the street pattern in this location. The station and its associated plaza would simplify the visually complex intersection area and add a unifying architectural element. The low visual quality of views toward the intersection that are seen by nearby residences would improve to average, which would be a beneficial change. The elevated guideway as it extends further south on Fauntleroy Way Southwest would be seen by sensitive viewers from multi-family residential on both the east and west side of Fauntleroy Way Southwest. While the guideway would become more memorable, the height, bulk and scale of the alignment would be compatible with nearby buildings and follow the street pattern as a transportation element.

City of Seattle Designated Scenic Routes and Public View Protection

Alternative WSJ-2 would twice pass over the section of Fauntleroy Way Southwest that is a City of Seattle Designated Scenic Route. The elevated guideway would not intrude upon or block views of notable features such as the downtown skyline.

Along 35th Avenue Southwest, and similar to Alternative WSJ-1, the distant presence of the elevated guideway of the Alternative WSJ-2 alignment in the background of the view looking north would not lower the vividness, intactness, or unity of the view. The guideway would be another human-made element that characterizes the existing view conditions and would not distract or intrude from views of the downtown skyline or Cascade Mountains beyond due to the natural topography, existing buildings, and existing vegetation in the foreground. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Light, Glare, and Shadows

With Alternative WSJ-2, both the elevated Avalon and Alaska Junction stations would have lights that would be seen from nearby locations, including residential buildings with sensitive viewers. At-grade vehicle lights along Fauntleroy Way Southwest and nearby streets are common sights along most of this segment. Elevated lights on light rail trains would be new additions to light views seen by sensitive viewers, including residents living in multi-family buildings at about the same height as the elevated guideway. The presence of passing light rail train lights could be noticed by some residents. The shadows cast by Alternative WSJ-2 on open spaces used by the public would be similar to those described for Alternative WSJ-1.

4.2.4.4 Tunnel 41st Avenue Station Alternative (WSJ-3a)

Alternative WSJ-3a (and the other tunnel alternatives) would produce few changes to the visual character and quality of portions of its route seen by the greatest concentrations of sensitive viewers. The most noticeable change to existing visual conditions would be near the southern portion of this alternative. Alternative WSJ-3a would require the demolition of a number of buildings, including several stories-high multi-family buildings along the east side of 41st Avenue Southwest that are directly across the street from a large multi-family residential complex. The removal of these buildings would change the residential character of the east side of 41st Avenue Southwest to vacant lot or transportation character and would be seen from the adjacent residences. The average visual quality to the east from the multi-family complex west of 41st Avenue Southwest would not be reduced to low and would therefore not be a visual impact. Construction of the underground tracks employ a cut-and-cover method, which would require the removal of residences on the east side of 41st Avenue Southwest between Southwest Edmunds Street and Southwest Hudson Street. The removal of these residences would change the existing residential visual character of the area when viewed from remaining residences to a vacant lot or transportation character. The presence of the above-ground egress and vent shaft structure associated with Alternative WSJ-3a and the cleared land would not reduce the average visual quality of views towards the areas to low and therefore would not be a visual impact.

4.2.4.5 Tunnel 42nd Avenue Station Option (WSJ-3b)

Option WSJ-3b would be essentially the same as Alternative WSJ-3a, but the guideway would pass under the surface of slightly different locations. Residences would be removed for the elevated guideway and above-ground egress and vent shaft along the east side of 42nd Avenue Southwest between Southwest Edmunds Street and Southwest Hudson Street. As with Alternative WSJ-3a, this design option would change the character of the area where residences would be removed but would not lower the average visual quality of views toward the area to low; therefore, it would not be a visual impact.

4.2.4.6 Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-4 would pass near several areas with concentrations of sensitive viewers. Alternative WSJ-4 would have Avalon Station at about 60 to 70 feet high. The height, bulk, and scale of the station might differ from some of the land uses that would remain next to it, but would be similar to the height, bulk, and scale of multi-story, mixed-use buildings that are being developed and will continue to be built in the area. The guideway would begin elevated about 40 feet high near the Avalon Station (which is closer in height to nearby multi-family buildings), head west, and cross over Fauntleroy Way Southwest. After crossing Fauntleroy Way Southwest, the alternative curves southwest and parallels Fauntleroy Way Southwest to the northwest. Alternative WSJ-4 would remove single-family residences along either side of Southwest Genesee Street and, after passing over Fauntleroy Way Southwest, would remove a series of buildings and vegetation north of Fauntleroy Way Southwest. The removal of these features would open up views to the south that are currently blocked by the buildings and trees. The new open views to the south from remaining residences would include Fauntleroy Way Southwest and the elevated guideway, which would change the character of most of the views from residential to transportation. The average visual quality of these views would be reduced to low average, which would not be a visual impact.

The West Seattle Junction Station would be in a tunnel along 41st Avenue Southwest, starting south of Southwest Alaska Street. To build the station, Alternative WSJ-4 would require the demolition of a number of buildings, including several stories-high multi-family buildings along the east side of 41st Avenue West that are directly across the street from a large multi-family residential complex. The removal of these buildings would change the residential character of the east side of 41st Avenue Southwest to vacant lot or transportation character and would be seen from the adjacent residences. The average visual quality to the east from the multi-family complex west of 41st Avenue Southwest would likely not be reduced, and therefore would not be a visual impact.

The other location of where residences would be removed for the elevated guideway and above-ground egress vent shaft would be along the west side of 41st Avenue Southwest from Southwest Edmunds Street to mid-block south of Southwest Hudson Street. As with Alternative WSJ-3a, Alternative WSJ-4 would change the character of the area where residences would be removed but would not lower the average visual quality of views toward the area to low, and thus would not be a visual impact.

City of Seattle Designated Scenic Routes and Protected Views

Alternative WSJ-4 would pass over the section of Fauntleroy Way Southwest that is a City of Seattle Designated Scenic Route. The elevated guideway would not intrude upon or block views of notable features such as the downtown skyline.

Along 35th Avenue Southwest, the distant presence of the elevated guideway of the Alternative WSJ-4 alignment in the background of the view looking north would not lower the vividness, intactness, or unity of the view. The guideway would be another human-made element that characterizes the existing view conditions and would not distract or intrude from views of the downtown skyline or Cascade Mountains beyond due to the natural topography, existing buildings, and existing vegetation in the foreground. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Light, Glare, and Shadows

Lights at the elevated Avalon Station would be seen from nearby residential areas. Measures to reduce potential light impacts associated with stations are discussed in Section 5, Sound Transit Design and Mitigation Measures. At-grade vehicle lights along Fauntleroy Way Southwest and nearby streets are a common sight along most of this segment. Elevated lights on light trail trains near Avalon Station would be additional new lights seen by sensitive viewers. The shadows cast by Alternative WSJ-4 from its elevated guideway and station would be similar to those described for Alternative WSJ-1, but along a shorter alignment.

4.2.4.7 Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-5a would enter the West Seattle Junction Segment from the northeast in a retained cut between the West Seattle Bridge on-ramp and 32nd Avenue Southwest. It would continue under Fauntleroy Way Southwest in a retained cut and enter a tunnel west of 37th Avenue Southwest. From the tunnel portal south, this alternative would be similar to Option WSJ-3b. Single-family residences between the West Seattle Bridge on-ramp and the southern portion of 32nd Avenue Southwest would be removed, as would single-family residences along Southwest Genesee Street and multi-family buildings that face Southwest Avalon Way whose “backs” face the area where residences would be removed. The removals could change the existing residential visual character of views from remaining residences to a vacant lot or transportation character. Although the removal of residential buildings (and associated vegetation) in a residential neighborhood would be very noticeable to residents, the average visual quality of views from remaining residences toward Alternative WSJ-5a would not be reduced to low and would not be considered a visual impact.

West of Fauntleroy Way Southwest and near the elevated guideway at the southern terminus of Alternative WSJ-5a, this alternative’s influence on the visual quality of views from areas with concentrations of sensitive viewers would be very similar to that of Alternative WSJ-3a.

The Avalon Station entrances would be on either side of 35th Avenue Southwest and would be seen primarily by travelers along 35th Avenue Southwest and Southwest Avalon Way. The Alaska Junction Station is also below ground and the entrances would be seen by residential viewers (represented by KOP WS-27). The stations would not be considered a visual impact. Adjacent residential viewers would see the above-ground station structures with a similar height, bulk, and scale as the adjacent buildings. The stations would increase the visual coherence of the area and would be considered a visual benefit.

City of Seattle Designated Scenic Routes and Protected Views

Part of the Alternative WSJ-5a guideway would parallel the West Seattle Bridge, which is a City of Seattle Designated Scenic Route. Residences and some vegetation that currently screen views to the east from the bridge (and of the bridge from nearby residences) in this area would be removed. Views to the east beyond the bridge may be opened up with this alternative.

Along 35th Avenue Southwest, the distant presence of the elevated guideway of Alternative WSJ-5a in the background of the view looking north would not lower the vividness, intactness, or unity of the view. The elevated guideway would be another human-made element that characterizes the existing view conditions and would not distract or intrude from views of the downtown skyline or Cascade Mountains beyond due to the natural topography, existing buildings, and existing vegetation in the foreground. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Light, Glare, and Shadows

Although part of the Alternative WSJ-5a guideway would be in a retained cut and a tunnel, lights from light rail trains might be seen from adjacent properties and from the West Seattle Bridge on-ramp.

4.2.4.8 No Avalon Station Tunnel Alternative (WSJ-6)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-6 would enter a tunnel within the Delridge Segment on the east side of the West Seattle Bridge and remain in a tunnel condition through the entire West Seattle Junction Segment. The station above-ground ancillary elements would be seen by residential sensitive viewers along 41st Avenue Southwest and the planned West Seattle Junction Park. However, these ancillary elements are another human-built component and would not be considered a visual quality impact.

City of Seattle Designated Scenic Routes and Public View Protection

Alternative WSJ-6 would not have a visual impact on City of Seattle Designated Scenic Routes or Public View Protection areas, as the alignment is underground in a tunnel configuration throughout the West Seattle Junction Segment with the exception of the above-grade ancillary components of the station at Alaska Junction.

Light, Glare, and Shadows

The Alternative WSJ-6 alignment would not have any visual impacts on light, glare, or shadows due to the underground tunnel configuration.

4.3 Construction Impacts

Activities related to building the project would have temporary impacts on the visual environment. Section 2.7, Construction Approach, in Chapter 2 of the Final EIS provides an overview of potential construction activities and timing. The construction period for the project is anticipated to occur over a 5-year period. During this time, many construction activities and related effects would be seen by sensitive viewers, such as moving and storing equipment and materials; exposing soils; glare and lights associated with nighttime construction; storing construction materials; using cranes, in-water equipment, and barges for bridge construction; installing and using work trestles on Pigeon Point, and making general visual changes to the viewed landscape during the project construction period. As detailed in Table 2-6, Major Construction Activities and Duration, in Chapter 2 of the Final EIS, demolition and clearing activities are estimated to last between 2 months and 12 months, guideway construction between 2 years and 4 years, bridge construction between 3 years and 4 years over the Duwamish Waterway, tunnel construction approximately 2 years, and elevated station construction about 3 years. All of these activities would be seen by the public and some would be nearby and seen by sensitive viewers. Staging areas throughout the project corridor would range in size from about 1 acre per mile for elevated or at-grade construction to 3 to 5 acres for water-crossing structure construction.

Views toward the project for sensitive viewers will change during the construction period, and there will be impacts of varying degrees. Measures to reduce the effect of construction activities on views seen by sensitive viewers are identified in Section 5.

4.4 Indirect Impacts

The project could support changes to nearby land uses in station areas, as allowed by zoning. Increases in density of development that are allowed under zoning could occur and would likely be consistent with existing new development in West Seattle. This might result in changes to the visual setting of the areas where the project would support new and more dense development around station areas.

4.5 Consistency with Policies

As described in Section 2.3, Regulatory Requirements, the ordinance with the greatest number of policies that were examined for this technical report is Seattle Municipal Code Section 25.05.675, Specific Environmental Policies. The policies to examine are Policy P, Public View Protections (with an emphasis on views from City of Seattle Designated Scenic Routes); Policy K, Light and Glare; Policy Q, Shadows on Open Spaces; and Policy G, Height, Bulk and Scale. The effects of the project alternatives on Policies P, K, and Q are discussed in Sections 4.1, No Build Alternative, and 4.2, Build Alternatives, for each alternative's assessment; Policy G is discussed in Section 4.5.1 below and will be examined during the design review phase of the project.

There are other City of Seattle ordinances and policies that Sound Transit will need to consider, as appropriate, in coordination with the City of Seattle as part of the project that would have some influence on visual and aesthetic resources. In many cases, project design details related to the project are not far enough along to address the ordinances and/or policies, and in other cases the ordinances and policies are addressed in other sections of the Final EIS or will be addressed during final design. The following sections list some of the ordinances and policies that Sound Transit will need to examine for the project and include assessment related to visual and aesthetic resources.

4.5.1 Seattle Municipal Code Section 25.05.675, Specific Environmental Policies

Seattle Municipal Code Section 25.05.675 contains Policy G, Height, Bulk and Scale. This policy states that it is City policy that the "height, bulk, and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in the Land Use Element, Growth Strategy Element, and Shoreline Element of the Seattle Comprehensive Plan; the procedures and locational criteria for shoreline environment resignations set forth in Sections 23.60A.060 and 23.60A.220; and the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning." It describes how impacts might be mitigated. This policy goes on to state that a "project that is approved pursuant to the design review process is presumed to comply with these height, bulk, and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk, and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decisionmaker pursuant to these height, bulk, and scale policies on projects that have undergone design review shall comply with design guidelines applicable to the project." This policy will be examined during the design review phase of the project.

4.5.2 Seattle Municipal Code Section 23.60A, Shoreline Master Program

The City's Shoreline Master Program contains two policies that may apply to the project. The first is Policy Q of Section 23.60A.152, General Development, which contains standards for lighting that states "Artificial night lighting shall first be avoided. If that is infeasible, lighting

should minimize night light impacts on the aquatic environment by focusing the light on the pier surface, using shades that minimize illumination of the surrounding environment and using lights that minimize penetration into the water, to the maximum extent feasible, considering the activities that occur at the site at night." The second possibly applicable policy includes Section 23.60A, which also contains policy sections under "Development" that describe view corridor requirements for development of "lots" on private lands and within public rights-of-way that are subject to Shoreline Master Program requirements. These requirements vary by shoreline designation but may require that view corridors of varying percentages of "lot" width (for developments on shoreline lots) be established on the lots to maintain views of the water from upland areas. This policy will be examined during the design review phase of the project.

4.5.3 Seattle Design Guidelines

The City of Seattle's Design Guidelines are the primary tool used in the review of proposed private projects by the Department of Construction and Inspections for administrative design review, and/or by Design Review Boards (City of Seattle 2013a). These guidelines apply to all areas of the city except downtown and are used in tandem with neighborhood plans.

The design guidelines are organized around three themes: context and site, public life, and design concept. Each theme includes three to four individual guidelines. The various guidelines within each theme can provide a large-scale transportation project such as the project with guidance to, among other things: help a proposed project employ the natural systems and features of a site; strengthen the urban pattern and form of the area surrounding the proposed project; provide and strengthen a sense of place near the proposed project; contribute to the architectural character of the neighborhood the proposed project would be in; improve the quality of public life by considering how a proposed project would reinforce or emphasize connectivity, walkability, street-level interactions among people; and integrate transportation systems.

In addition to the City's design guidelines, neighborhood guidelines have been developed that provide specific guidance for proposed projects in those neighborhoods. Several neighborhoods that the project would pass through have specific neighborhood design guidelines. The City's design guidelines are applied to neighborhoods that do not have specific neighborhood plans. Neighborhood design guidelines have "purview over all physical design elements within the private property lines." Some neighborhood design guidelines may contain comments related to design features outside of, but adjacent to, private property lines such as sidewalks and landscaping. These comments are advisory only. It should be noted that elements within public rights-of-way are under the purview of the Seattle Department of Transportation.

4.5.4 West Seattle Junction Neighborhood Design Guidelines

The West Seattle Junction design guidelines apply to proposed development projects in the West Seattle Urban Village that would be subject to design review (City of Seattle 2013b). The West Seattle design guidelines are organized around three themes: context and site, public life, and design concept. Guidelines within each theme can provide a large-scale transportation project such as the West Seattle Link Extension with guidance in the following:

- Using the natural systems and features of a site
- Strengthening the urban pattern and form of the portion of the West Seattle Junction area surrounding the West Seattle Link Extension
- Providing and strengthening a sense in the portion of the West Seattle Junction area near the West Seattle Link Extension

- Contributing to the architectural character of the neighborhood
- Improving the quality of public life by considering how the project would reinforce or emphasize connectivity, walkability, street-level interactions among people
- Integrating transportation systems

The stations associated with the various project alternatives would be designed to meet the intentions of the guidelines highlighted above. This will be accomplished through coordination with the City of Seattle.

The guidelines also identify Fauntleroy Way Southwest as a major pedestrian street and the portions of Southwest Oregon, Alaska, and Edmunds streets as important pedestrian connections. The walkability section of the design guidelines describes measures to create safe and comfortable walking environments that would be of relevance to the West Seattle Link.

Streetscapes associated with project stations and the rebuilding of sidewalks that would be removed during construction would help meet these aspirations.

The design guidelines also identify several gateways within the neighborhood. The project would pass by a gateway at Southwest Alaska Street and Fauntleroy Way Southwest as well as a gateway at Fauntleroy Way Southwest and 35th Avenue Southwest. Alternative WSJ-3a would include an elevated station over Southwest Alaska Street and Fauntleroy Way Southwest that would help create a gateway into this area. The stations in the Southwest Avalon Way area that would be on either side of 35th Avenue Southwest would help create gateways into the neighborhood.

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5 SOUND TRANSIT DESIGN AND MITIGATION MEASURES

5.1 Introduction to Design and Mitigation Measures

The project would result in changes in the visual environment of varying degrees throughout the project segments. Sound Transit has developed design measures that, where practical, would be incorporated into the project to help the alternatives visually fit in with their surroundings. In addition, Sound Transit has developed mitigation measures to reduce visual impacts of the project.

5.2 Sound Transit Design Measures

The following describes the design measures that Sound Transit would incorporate:

- Sound Transit would develop specific design criteria for the project that guide project design through a balanced set of systemwide elements and contextual elements, such as a consistent architectural theme for elevated elements and stations, consistent signage, and a systemwide art program. Interdisciplinary teams would develop these criteria with input from local communities and the City of Seattle and integrate these criteria with existing plans, including plans for redevelopment.
- Sound Transit will work collaboratively with applicable City of Seattle agencies and adjacent communities throughout the design process to minimize visual impacts and develop a civic aesthetic for each station that is aligned with the community vision.
- Through design review in coordination with the City of Seattle, Sound Transit would consider measures to minimize impacts to visual quality from the Duwamish water crossings, such as design guidelines and context-sensitive design.
- Sound Transit would surplus the remainder of the parcels, not needed after construction, which could potentially be redeveloped consistent with Sound Transit's Transit Oriented Development Policies and City of Seattle plans.
- When possible, Sound Transit would preserve existing vegetation.
- Sound Transit would plant appropriate vegetation within and adjoining the project right-of-way to replace existing street trees and other vegetation removed for the project, or provide screening for sensitive visual environments and/or sensitive viewers. New plantings would be consistent with Sound Transit operations and maintenance requirements and would be low-maintenance-type plant material for the long-term growth and health of the plantings. The planting design would emphasize the use of native, adaptive, hardy, drought tolerant, low-maintenance material that can attract bees and butterflies and exist without supplemental water in the local climate after the establishment period.
- Sound Transit would design exterior lighting at stations, tail tracks, and hi-rail access to minimize height and use source shielding to avoid lighting bulbs that would be directly visible from residential areas, streets, and highways. Shielding would also limit spillover light and glare in residential areas.
- During construction, Sound Transit would provide visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Visual screening would include construction of a barrier to screen ground-level views into construction areas where practical. Nighttime construction lighting would be shielded and directed downward to avoid light spillover onto adjacent sensitive uses.

5.3 Mitigation Measures

In addition to the design measures described in Section 5.2, Sound Transit has developed the mitigation measures described in the following sections, which would be applied within the project study area near the locations of sensitive viewers shown on Figures 3-1, 3-2, and 3-3. Sound Transit would further refine the mitigation measures as project design progresses. The design of all structures for the alternative selected to be built, including access ramps, traction power substation facilities, and vent structures, will continue to be refined through preliminary design to minimize visual impacts to surrounding sensitive viewers.

The following are descriptions by segment of where the site-specific mitigation measures within the project study area would be applied. Most of the visual quality impacts to these areas would be mitigated by planting screening vegetation where appropriate along the edge of construction footprints or within residential properties (if desired by residents) to screen views of proposed project components and/or areas that are currently screened by vegetation that would be removed. Existing plant material would be protected to the greatest extent possible to preserve a sense of scale and history. Plant material would be used to enhance the visual quality of the station areas and to integrate them with their surrounding environment. Plant selection would be limited to native and adaptive plants that are suitable for the northwest climate and will thrive in the environment in which they are planted. For safety purposes, vegetation types and locations would adhere to Sound Transit clear zone requirements and setbacks. It should be noted that the use of vegetation to buffer or screen views of Build Alternative elements would not provide immediate mitigation. Depending upon the location of the vegetation in relationship to sensitive viewers, distance to Build Alternative elements, size of the elements, and the growth rates of the vegetation selected, effective screening of the elements could take 5 to 10 years and perhaps as long as 15 years. Impacts associated with some of the higher elements of the alternatives, such as bridges crossing the West Waterway or the taller alternatives passing along Southwest Genesee Street, could not be mitigated. The impacts of the elements on sensitive viewers could be lessened with the strategic planting of vegetation, but the elements themselves would be too large to screen and they would produce unavoidable impacts.

5.3.1 Duwamish Segment

5.3.1.1 Area 1: Residential Areas along 22nd Avenue Southwest and 23rd Avenue Southwest

The following measure would apply to Preferred Alternative DUW-1a and Option DUW-1b:

- Following construction, plant vegetation where appropriate to screen views of areas to the west, elevated guideway, and Delridge Way Southwest from remaining residences on 23rd Avenue Southwest.

5.3.2 Delridge Segment

5.3.2.1 Area 1: Residences along Delridge Way Southwest and 23rd Avenue Southwest from Eastern Edge of Segment to Southwest Andover Street

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to screen views of areas to the west, the elevated guideway, and Delridge Way Southwest from remaining residences on 23rd Avenue Southwest.

5.3.2.2 Area 2: 23rd Avenue Southwest South of Southwest Andover Street

The following measure would apply to Alternative DEL-3 and Alternative DEL-4:

- Following construction, plant vegetation where appropriate to screen views of elevated guideway, Delridge Way Southwest, and views to the west from remaining residences on 23rd Avenue Southwest.

5.3.2.3 Area 3: Delridge Way Southwest, 25th Avenue Southwest, and 26th Avenue Southwest

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to screen views of elevated guideway from remaining residences along Delridge Way Southwest, 25th Avenue Southwest, and 26th Avenue Southwest.

5.3.2.4 Area 4: Delridge Playfield and Community Center

The following measure would apply to Alternative DEL-1a, Option DEL-1b, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4:

- Following construction, plant screening vegetation where appropriate within the northwest edge of the park, if the City of Seattle desires, to screen views of the elevated guideway.

5.3.2.5 Area 5: West Seattle Golf Course

The following measures would apply to Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3:

- Although the elevated guideway could not be screened by vegetation, plant vegetation where appropriate to screen views of Southwest Genesee Street and frame views of the downtown skyline.
- Following construction, plant vegetation in a manner and pattern similar to the vegetation within the golf course that would be removed for construction.

Because Option DEL-2b would not enter the golf course's area of play, no mitigation measures are recommended.

The following measure would apply to Alternative DEL-2a and Alternative DEL-4:

- Redesign and revegetate the north end of the golf course that would be impacted and include screening vegetation where appropriate to block views of the elevated guideway, transition to the portal, and portal.

5.3.2.6 Area 6: Residential Areas North of Southwest Genesee Street and Longfellow Creek Natural Area

The following measures would apply to Preferred Option DEL-6b, Alternative DEL-1a, Alternative DEL-2a, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate that would not conflict with the light rail operations in front of remaining residences on north side of Southwest Genesee Street to replace vegetation removed for construction.
- Following construction, plant screening vegetation where appropriate along perimeter of stormwater detention facility to block views from adjacent residences.

The following measure would apply to Option DEL-1b and Option DEL-2b:

- Following construction, plant replant vegetation (subject to Sound Transit height restrictions for vegetation planted near elevated guideways) in front of remaining residences on north side of Southwest Genesee Street, to replace vegetation removed for construction.

5.3.2.7 Area 7: Southwest Avalon Way

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would place an elevated guideway over the center of Southwest Avalon Way. It would be clearly seen by adjacent residents, but there would be no mitigation measures to reduce its impact due to limited planting areas within the plaza and pedestrian circulation areas. Therefore, no mitigation measures are recommended in this area.

5.3.2.8 Area 8: Southwest Yancy Street

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to help screen views of the elevated guideway from remaining industrial buildings on both sides of Southwest Andover Street and Southwest Yancy Street.

5.3.2.9 Area 9: 32nd Avenue Southwest

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to help screen views of the elevated guideway from remaining residences on both sides of 32nd Street Southwest.

5.3.3 West Seattle Junction Segment

5.3.3.1 Area 1: North of Fauntleroy Way Southwest along 35th Avenue Southwest, 37th Avenue Southwest, 38th Avenue Southwest, and 39th Avenue Southwest

The following measure would apply to Alternative WSJ-1 and Alternative WSJ-2:

- Following construction, plant screening vegetation where appropriate along the edge of construction footprint.

5.3.3.2 Area 2: Along 42nd Avenue Southwest and California Avenue Southwest.

The following measure would apply to Alternative WSJ-1:

- Following construction, plant screening vegetation where appropriate along the edge of construction footprint

5.3.3.3 Area 3: Along 35th Avenue Southwest and Southwest Genesee Street

The following measure would apply to Alternative WSJ-1:

- Following construction, plant screening vegetation where appropriate along the edge of construction footprint.

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Attachment N.2A
Key Observation Point Analysis

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Acronyms and Abbreviations

KOP	key observation point

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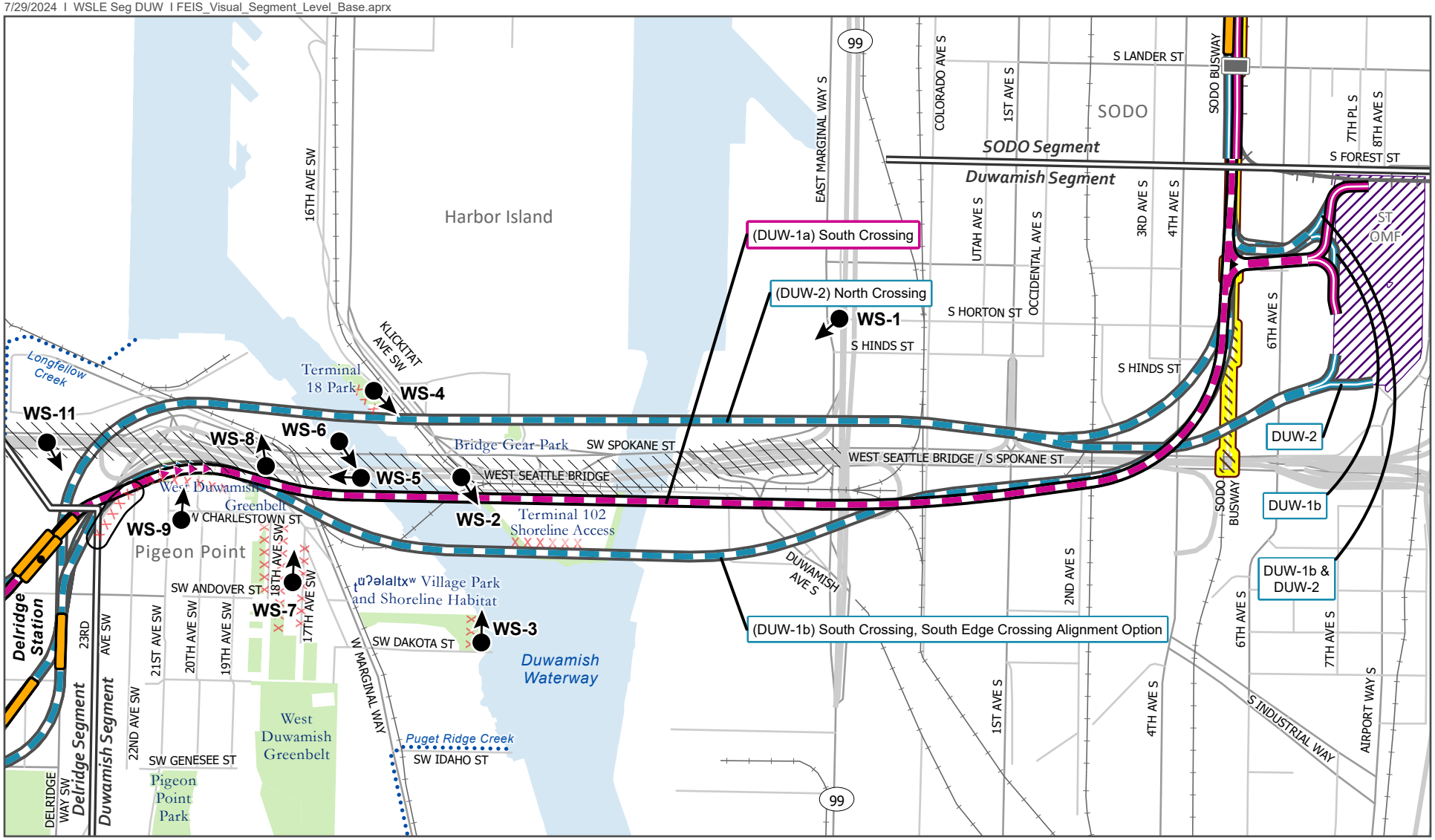
1 INTRODUCTION

This attachment explains how the West Seattle Link Extension Project (the project) alternatives would influence the visual character and quality of the areas they would pass through, as seen from selected key observation points (KOPs). Figures 1-1 through 1-3 identify the locations of the KOPs by segment analyzed. The KOPs described in this attachment were selected in consultation with the City of Seattle. They depict a range of locations and types of views, such as views looking up at alternatives to represent views of elevated guideways from areas below them, views looking perpendicular toward alternatives to represent level views from adjacent areas, and views looking down at alternatives to represent views from hillsides toward alternatives below. KOPs were selected to represent views that would be seen by sensitive viewers from locations such as residential areas and recreation areas. Sensitive viewers include residents and users of recreation areas, such as parks, who are very familiar with, and/or concerned with, a viewed landscape and would notice changes to it. Some locations for KOPs were selected to represent views from streets and bridges that have been identified as City of Seattle Designated Scenic Routes. Several views were chosen to depict entries or gateways into neighborhoods from locations that do not necessarily have sensitive viewers but are very familiar to residents entering the neighborhood.

1.1 Simulations

The simulations included in this attachment were developed using the conceptual design drawings available when the Draft Environmental Impact Statement was being developed, or approximately 10 percent of design completion. The simulations do not contain many engineering details that would be further developed through final design and do not depict the avoidance and minimization measures described in the main section of this technical report. Overhead utility locations could change as a result of future coordination with utility providers. Sound Transit will incorporate specific measures to mitigate visual impacts as it develops the detailed design for the light rail facilities. Avoidance, minimization, and mitigation measures will be developed further by interdisciplinary teams and in coordination with the City of Seattle. These measures will likely “soften” or screen views of the components compared to how the components are depicted in the simulations contained in this attachment. These simulations are useful for depicting the form and scale of the components of the various alternatives and options as well as how they might affect views. In addition, the simulations are valuable for depicting differences between the alternatives and options.

All of the alternatives would build a bridge over the Duwamish Waterway (also known as the Duwamish River). High-level fixed bridge structure types could include a balanced cantilever segmental box girder over the East Waterway and cable-stayed or truss for the bridge over the West Waterway for Preferred Alternative DUW-1a. Option DUW-1b and Alternative DUW-2 could be constructed with a balanced cantilever segmental box girder, extradosed, cable-stayed, or truss superstructures over the West Waterway. The various types of bridges are depicted in Figure 2-50 in Section 2.7.7, Bridge Light Rail Construction - Over-water Crossings, of the Final EIS. The bridge structure types would be determined during final design based on various factors, including engineering constraints, environmental effects, cost, and coordination with other agencies on permitting requirements.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

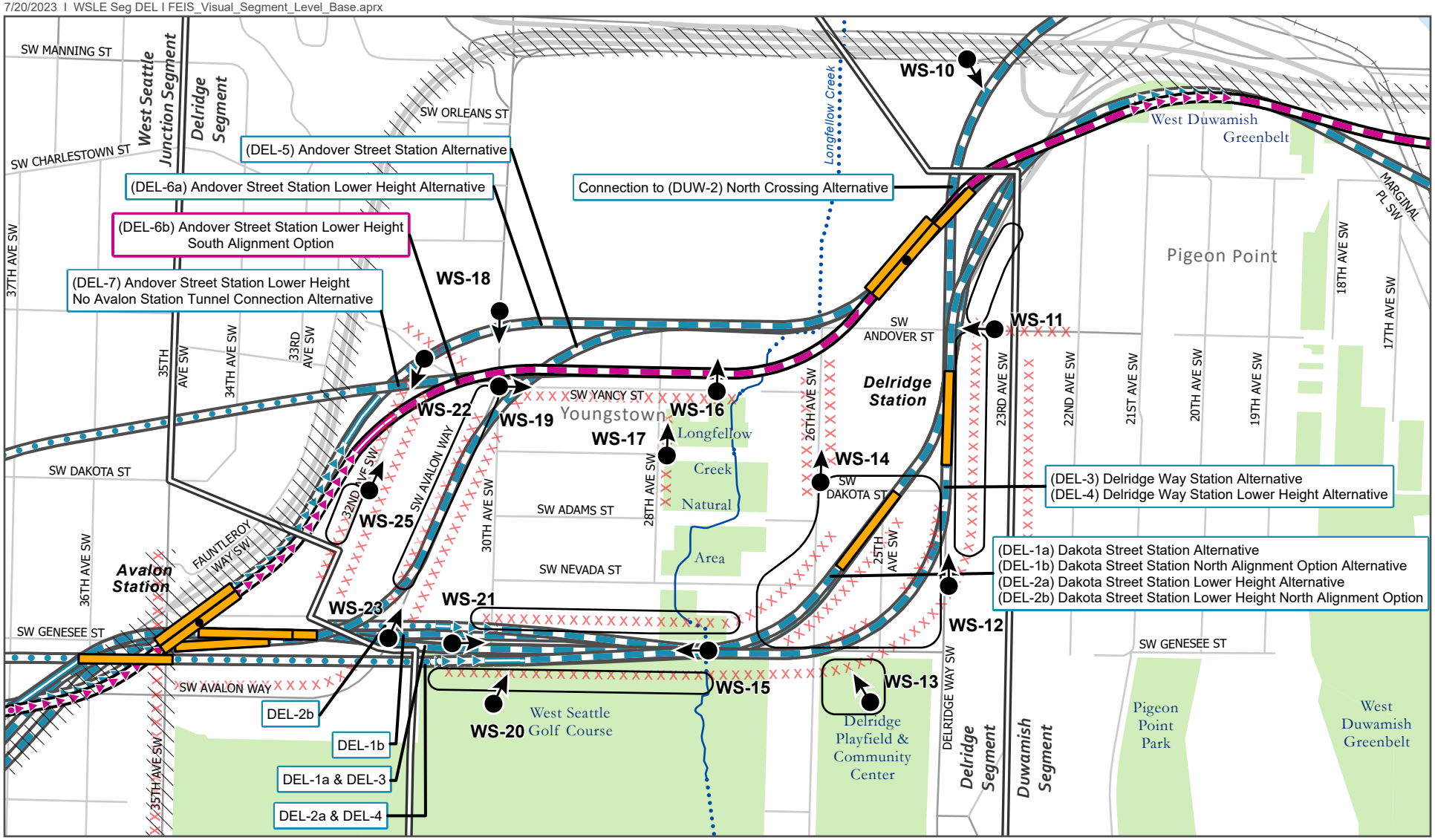
N

FIGURE 1-1

Visual Setting and Impacts

Duwamish Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- Approximate Areas with Concentration of Sensitive Viewers

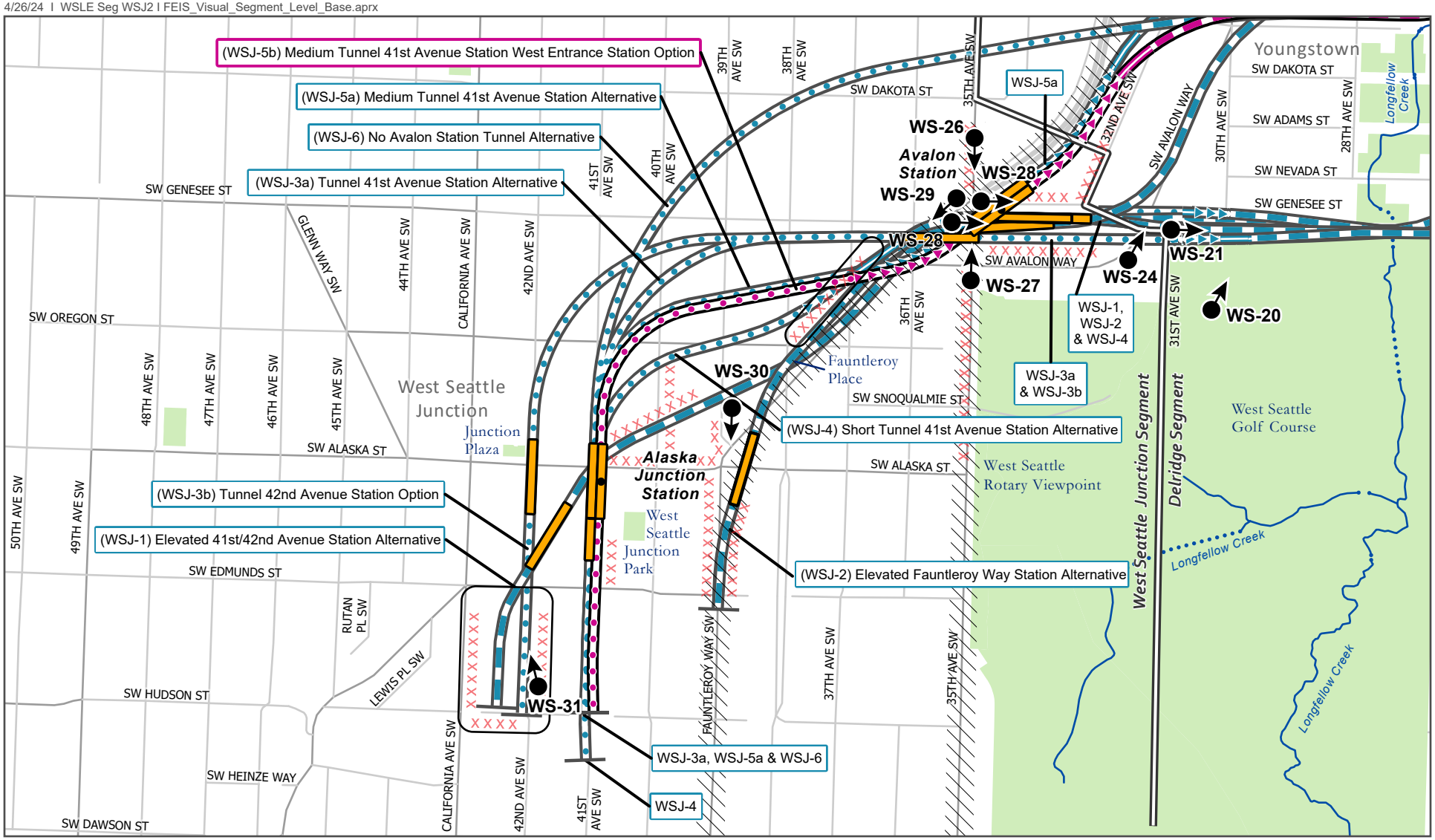
0 500 1,000 Feet

FIGURE 1-2

Visual Setting and Impacts

Delridge Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

N

FIGURE 1-3

Visual Setting and Impacts

West Seattle Junction Segment

West Seattle Link Extension

1.2 Analysis Methodology

Sound Transit used a methodology specifically designed to analyze the visual impacts of linear rail projects in an urban setting. Sound Transit's methodology draws upon established Federal Highway Administration guidelines (Federal Highway Administration 1988), with several key differences such as the identification of viewer sensitivity and the use of a qualitative rather than quantitative scale. The 2015 Federal Highway Administration guidelines were also consulted (Federal Highway Administration 2015). Sound Transit's methodology was applied by professionally credentialed landscape architects. For linear projects such as the West Seattle Link Extension, it is important to select locations that can serve as representatives of areas found along routes of a proposed project from which the project would be seen. These locations are called KOPs and are used to depict current views toward a proposed project and how the views would change with the project.

The KOPs that are used in this technical report represent a variety of types of view locations and a variety of locations that would be seen by different types of viewers. The locations were selected with input from the City of Seattle.

Visual quality is an assessment of the composition of the character-defining features for selected views of landscapes. A visual quality assessment asks: Is this particular view common or dramatic? Is it a pleasing composition (with a mixture of elements that seem to belong together) or not (with a mixture of elements that either do not belong together or are visual intrusions that contrast with the other elements in the surroundings)? Visual quality is evaluated in terms of three components; vividness, intactness, and unity. The three components are described below.

Vividness is the degree of drama, memorability, or distinctiveness of the landscape. Vividness is composed of four elements—landform, vegetation, water features, and human-made elements—that usually influence the degree of vividness.

Intactness is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. Intactness is composed of two primary elements—development and encroachment—that influence the degree of intactness.

Unity is the degree of visual coherence and compositional harmony of the landscape when it is considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape.

The three components of visual quality are considered together to determine visual quality. Federal Highway Administration methodology uses a seven-point scale that rates each of the three components and then divides the totals by three to come up with a visual quality rating that can be anywhere from 1 (very low) to 7 (very high). The fairly complex seven-point Federal Highway Administration scale was simplified in this technical report to three general levels of visual quality: low, average, and high. The descriptions of the three simplified visual quality categories are as follows:

Low Visual Quality – Areas with low visual quality have some combination of features that seem visually out of place, lack visual coherence, do not have compositional harmony, and/or might contain unsightly elements.

Average Visual Quality – Areas with average visual quality are commonly occurring or average-appearing landscapes that have a generally pleasant appearance but might lack enough vividness (distinctiveness, memorability, and drama), and/or intactness (the elements in the views "fit" with their natural and human-built surroundings) and/or unity (compositional harmony) to place them in the high visual quality category. Average Visual Quality is generally

the most frequent category. In this technical report, a view with high-average visual quality would have vividness, intactness, and unity characteristics that would be slightly higher than average, but not enough to qualify as high average. Likewise, a view with low-average visual quality would have slightly lower than average vividness, unity, and intactness characteristics, but not enough to have low visual quality.

High Visual Quality – Areas with high visual quality must be outstanding in terms of being very memorable, distinctive, unique (in a positive way), and/or intact—they can be natural, park-like, or urban, with urban areas displaying strong and consistent architectural and urban design features.

Because the vast majority of the visual quality of the areas the project alternatives would pass through is average, the average category was further refined to high average, average, and low average. This refinement assisted in describing changes to visual quality from alternatives in situations where the existing average visual quality of a view from a KOP might be lowered but still remain in the “average” category. By using high average, average, and low average, a better description of the influence of an alternative on visual quality could be made. For example, if an alternative lowered the existing above average visual quality of a view from a KOP to low average, that information would be important to know, rather than simply stating the average visual quality of the view from a KOP would remain average with that alternative. Where the existing visual quality category would be reduced one or more categories (from high to average, from high to low or from average to low), it was determined that an impact to visual quality would occur if the changes were seen by sensitive viewers. If the changes would not be seen by sensitive viewers, the reduction in visual quality was noted, as was the conclusion that the change would not produce a visual impact.

The assessments in this attachment were made by three senior landscape architects who conducted visual impact assessments. The group first rated the existing condition photographs of each KOP and assigned visual quality categories to each. The group then examined the simulations of the alternatives that were developed for each KOP and rated the view using the same rating criteria as was used to establish the existing visual quality category.

2 DUWAMISH SEGMENT

2.1 KOP WS-1 Highway 99 Viaduct SB Lane/Horton, Looking Southwest

2.1.1 Existing Condition

KOP WS1 is what travelers on southbound State Route 99 (a City of Seattle Designated Scenic Route) would see when looking southwest across the Duwamish Waterway toward West Seattle. This view is from the roadway and as such, would not be seen by sensitive viewers. This oblique view of the West Seattle Bridge (Figure 21a) has high average memorability or vividness because of the height of the bridge, partial view across the water, and view of the West Seattle hillsides in the distance. Vividness is also high average because the curved bridge form fits with the landform in the background. Utility structures and storage facilities are strong components of this KOP. The overall intactness is average because the marine-related uses are distinct from the forested hillside. Unity is low average because of the mix of uses. The quality of the view is average primarily because the bridge is a memorable landmark, the greenbelt is mostly intact, and the bridge form fits with the landform. However, the port terminal facility in the foreground provides competing elements with the bridge.

Figure 2-1a. KOP WS-1: Existing Condition

2.1.2 Summary of Visual Quality Changes, by Alternative

Table 2-1 compares the ratings for visual quality components in the existing condition at KOP WS-1 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-1. KOP WS-1 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High Average	High Average	High Average	High Average
Intactness	Average	Low Average	Low Average	Low Average
Unity	Low Average	Low	Low Average	Low
Visual Quality	**Average**	**Low Average**	**Low Average**	**Low Average**

Note: All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder and a cable-stayed type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.1.2.1 Preferred South Crossing Alternative (DUW-1a)

The presence of the elevated guideway and cable-stayed structure would be dominant from this view along State Route 99 toward the West Seattle Bridge in the distance (Figure 2-1b). The vividness would remain high average due to the presence of the existing bridge, and the cable-stayed segment would visually emphasize the overall structure. The intactness would be reduced to low average, and the unity would be reduced to low due to the lack of unity between the bridges and the disrupted relationship to the greenbelt landscape in the background. The visual quality of the view would be reduced to low average but would not be a visual impact.

Figure 2-1b. KOP WS-1: Preferred Alternative DUW-1a

2.1.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The presence of the elevated guideway and arching structure would be dominant from this view along State Route 99 toward the West Seattle Bridge in the distance (Figure 2-1c). The vividness would slightly reduce to high average due to the disparity between ascending and descending structural elements. The intactness would be reduced to low average, and the unity would be reduced to low average due to the lack of unity between the bridges and the competing components in the foreground, the disruption to the greenbelt in the background, and the increase in human-made elements. The visual quality of the view would be reduced to low average and would not be a visual impact.

Figure 2-1c. KOP WS-1: Option DUW-1b

2.1.2.3 North Crossing Alternative (DUW-2)

The presence of the elevated guideway and cantilever box girder structure would be dominant from this view along State Route 99 toward the West Seattle Bridge (Figure 2-1d). The vividness would remain as high average due to the memorability of the structure in the foreground and its dominance over the West Seattle Bridge in the background. The intactness would be reduced to low average because it encroaches on a view of the greenbelt. The unity would reduce to low due to the visual clutter and competing components in the foreground. The visual quality of the view would be reduced from average to low average but would not be a visual impact.

Figure 2-1d. KOP WS-1: Alternative DUW-2

2.2 KOP WS-2: West Seattle Bridge Westbound, Looking South

2.2.1 Existing Condition

KOP WS-2 was selected to depict views that people traveling on the West Seattle Bridge (a City of Seattle Designated Scenic Route) would see when looking south. This oblique view includes industrial lands and docks and piers along the Duwamish Waterway, the waterway itself, Boeing Field, and Mount Rainier, 57 miles to the south (Figure 2-2a). The memorability or vividness of this view is primarily dependent upon two factors: its elevation over a body of water and views of Mount Rainier. When Mount Rainer is visible on clear days, the vividness of the view is high, despite the industrial setting of the uplands and waterway. When Mount Rainier is not visible, foreground and middle ground views of industrial land uses decrease vividness. The mixture of industrial elements of varying sizes and appearances (including vapor plumes) creates a view with a low intactness even when Mount Rainier is visible. When visible, Mount Rainier's contrast with the industrial setting in the foreground and middle ground is high, and the unity of the view is less than when the mountain is not visible. The unity of the view is low average, as is the visual quality. This view is from the roadway and as such, would not be seen by sensitive viewers.

Figure 2-2a. KOP WS-2: Existing Condition

2.2.2 Summary of Visual Quality Changes, by Alternative Summary of Visual Quality Changes, by Alternative

Table 2-2 compares the ratings for visual quality components in the existing condition at KOP WS-2 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-2. KOP WS-2 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Algernative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)
Vividness	High	Low	Average
Intactness	Low	Low	Low
Unity	Low Average	Low	Low Average
Visual Quality	**Low Average**	**Low**	**Low Average**

Notes:

Alternative DUW-2 would not be seen from this view and therefore was not simulated or included in this table.

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder or a cable-stayed type bridge. Sound Transit is studying multiple bridge types, all of which are not shown.

2.2.2.1 Preferred South Crossing Alternative (DUW-1a)

The nearby presence of the elevated guideway and trains would change the view to the south (Figure 2-2b) with Preferred Alternative DUW-1a. Most views to the south would be obscured, except for train users, and the ratings of vividness and unity of the visual quality components would be reduced to low, as would visual quality. This would be a visual impact.

Figure 2-2b. KOP WS-2: Preferred Alternative DUW-1a

2.2.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The Duwamish Waterway would still be seen by travelers, but the elevated guideway for Option DUW-1b would encroach on views to the south of the waterway and industrial lands (Figure 2-2c*)*. The elevated guideway would encroach upon views of Mount Rainier at this elevation on the West Seattle Bridge. The high vividness of the existing view is achieved in part because it is all-encompassing. That panoramic view would be impeded by this alternative, except for train users, and the vividness would be reduced to from high to average. The low intactness would remain. From this location on the West Seattle Bridge, the low average unity of the view would not change. The visual quality of the view would remain low average. No visual impact would occur.

Figure 2-2c. KOP WS-2: Option DUW-1b

2.3 KOP WS-3: View from and Shoreline Habitat, Looking North

2.3.1 Existing Condition

KOP WS-3 was selected to depict views that visitors to t̓uʔəlaltxʷ Village Park and Shoreline Habitat would see when looking north across the Duwamish Waterway toward Harbor Island. The view includes the West Seattle Bridge, Duwamish Waterway, boat moorage, Harbor Marina Corporate Center at Terminal 102, and Terminal 18 gantry cranes (Figure 2-3a). The memorability or vividness of this view is the view across the water with recognizable downtown buildings that are partially obstructed in the background and the West Seattle Bridge. The quality of the view is average because the covered boat moorage and office building detract from the intactness and unity of the view.

Figure 2-3a. KOP WS-3: Existing Condition

2.3.2 Summary of Visual Quality Changes, by Alternative

Table 2-3 compares the ratings for visual quality components in the KOP WS-3 existing condition, with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-3. KOP WS-3 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a Cable-stayed Bridge)	Preferred South Crossing Alternative (DUW-1a Truss Bridge)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High Average	High	High	High	High Average
Intactness	Average	Average	Average	High Average	Average
Unity	Average	Low Average	Average	High Average	Average
Visual Quality	**Average**	**Average**	**Average**	**High Average**	**Average**

Note:

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder, a cable-stayed, and a truss type bridge. Sound Transit is studying multiple bridge types, all of which are not shown.

2.3.2.1 Preferred South Crossing Alternative (DUW-1a), Cable-stayed Bridge

With Preferred Alternative DUW-1a, the visually dominant cable-stayed structure would create a dramatic and memorable change (Figure 2-3b). The vividness would increase slightly from a high average to a high rating for sensitive viewers, even with the presence of the existing boat moorage in the foreground. The intactness would remain average as the preferred alternative is considered another human-built element in the landscape and would maintain partially obstructed views to Downtown Seattle, of the boat moorage, and of the existing buildings in the foreground. The unity would be lowered slightly to low average due to the addition of another element adding to the complexity of the waterway view in the foreground. The visual quality would remain as average, which would not be a visual impact.

Figure 2-3b. KOP WS-3: Preferred Alternative DUW-1a, Cable-stayed Bridge

2.3.2.2 Preferred South Crossing Alternative (DUW-1a), Truss Bridge

With Preferred Alternative DUW-1a, the visually prominent truss structure would create a remarkable and memorable change (Figure 2-3c). The vividness rating would increase slightly from a high average to a high rating for sensitive viewers because the structure would align horizontally with the West Seattle Bridge. The intactness would remain average as the preferred alternative is considered another human-built element in the landscape and would maintain views to Downtown Seattle and the boat moorage in the foreground. The unity rating would remain average due to the truss structure consistent within the context of the working and recreational waterfront. The visual quality would remain as average, which would not be a visual impact.

Figure 2-3c. KOP WS-3: Preferred Alternative DUW-1a, Truss Bridge

2.3.2.3 South Crossing South Edge Crossing Alignment Option (DUW-1b)

With the structure's alignment being closer to sensitive viewers with Option DUW-1b, the light rail bridge structure would become more apparent (Figure 2-3d). Consequently, the vividness would increase slightly to high due to the height of the structure and larger presence in the landscape. The intactness and the unity would increase slightly due to the widely spaced guideway columns and the removal of the boat moorage in the waterway, thus balancing the view and providing an increased level of visual coherence. The visual quality would increase slightly from average to high average due to the slight increase in vividness, which would not be a visual impact.

Figure 2-3d. KOP WS-3: Option DUW-1b

2.3.2.4 North Crossing Alternative (DUW-2)

With Alternative DUW-2, the light rail bridge structure would align and merge with the horizontal profile of the existing West Seattle Bridge and maintain partial existing views of Downtown Seattle and foreground views of the boat moorage, existing buildings, and waterway (Figure 2-3e). This alternative would maintain the vividness rating of high average. Due to the alignment and the horizontal profile, most of the existing view would be maintained and Alternative DUW-2 would not affect intactness or unity levels. The visual quality would remain unchanged, which would not be a visual impact.

Figure 2-3e. KOP WS-3: Alternative DUW-2

2.4 KOP WS-4: Terminal 18 Park, Looking Southwest

2.4.1 Existing Condition

Terminal 18 Park is located along the Duwamish Waterway shoreline, with views of the waterway and West Seattle. The view from KOP WS-4 includes the West Seattle Bridge, a small part of a forested greenbelt, and nearby industrial land uses (Figure 2-4a). The primary visual elements in the view are the West Seattle Bridge, Duwamish Waterway, nearby industrial land uses, and utility structures. In the distance, the eastern slope of the Admiral District is also visible. The memorability or vividness of this view is high average and is primarily dependent on its view across the water; the West Seattle Bridge structure, which is vivid; and the foreground shoreline. The overall quality of the view is low average because the view lacks both unity and intactness of the visual integrity and coherence.

Figure 2-4a. KOP WS-4: Existing Condition

2.4.2 Summary of Visual Quality Changes, by Alternative

Table 2-4 compares the ratings for visual quality components in the existing condition at KOP WS-4 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-4. KOP WS-4 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)
Vividness	High Average	Average	Average
Intactness	Low Average	Low	Low
Unity	Low Average	Low Average	Low
Visual Quality	**Low Average**	**Low Average**	**Low Average**

Note: Alternative DUW-2 would not be seen from this view. The alignment is above the viewer and therefore was not simulated or included in this table.

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.4.2.1 Preferred South Crossing Alternative (DUW-1a)

KOP WS-4 represents recreational sensitive viewers at Terminal 18 Park. The Preferred Alternative DUW-1a guideway would become another human-made element in the landscape (Figure 2-4b). The height and scale of the structure would be consistent with the existing West Seattle Bridge but obscure views to the greenbelt in the background and slightly lower the vividness from high average to average. The structure would add enough visual complexity to change the intactness to low. While the third elevated guideway (in addition to the West Seattle Bridge and the Spokane Street Bridge) would add to the unity, it would not be enough to offset the loss of the greenbelt views in the background. The visual quality of this alternative would remain as low average, which would not be a visual impact.

Figure 2-4b. KOP WS-4: Preferred Alternative DUW-1a

2.4.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The Option DUW-1b guideway would become another human-made element in the landscape for recreational sensitive viewers at Terminal 18 Park (Figure 2-4c). The height of Option DUW-1b would be slightly lower than that of Preferred Alternative DUW-1a and would obscure more of the view to the greenbelt in the background, which would slightly lower the vividness from high average to average. The guideway structure would add enough additional visual complexity to change the intactness to low. While this third elevated guideway in the view would add to the unity, its lower vertical profile would increase the loss of the greenbelt views in the background compared to Preferred Alternative DUW-1a and would decrease to low. The visual quality of Option DUW-1b would be reduced to low average but not enough to be a visual impact.

Figure 2-4c. KOP WS-4: Option DUW-1b

2.5 KOP WS-5: West Seattle Bridge Westbound, Looking West toward Pigeon Point

2.5.1 Existing Condition

KOP WS5 was selected to represent views that people traveling on the West Seattle Bridge (a City of Seattle Designated Scenic Route) would see when looking west toward the northern extent of Pigeon Point and beyond. The primary visual elements in the view are the hillside greenbelt parkland that abuts the eastbound lane of the West Seattle Bridge (Figure 2-5a). The Admiral District neighborhood is visible in the distance. When both Pigeon Point and the hilltop neighborhood of Admiral District are visible, the vividness of the view is moderately high. The natural elements of the greenbelt create a higher degree of unity and intactness to the overall view; however, the appearance of a wide roadway and industrial uses through the otherwise residential West Seattle neighborhood would decrease the visual unity and intactness to low average. The visual quality of the existing view is average.

Figure 2-5a. KOP WS-5: Existing Condition

2.5.2 Summary of Visual Quality Changes, by Alternative

Table 2-5 compares the ratings for visual quality components in the existing condition with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-5. KOP WS-5 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High Average	Average	Average	High Average
Intactness	Low Average	Low	Low	Low Average
Unity	Low Average	Low	Low	Low Average
Visual Quality	**Average**	**Low**	**Low**	**Average**

Note: Alternative DUW-2 would change the appearance of this area, but to a lesser degree than Preferred Alternative DUW-1a and Option DUW-1b and therefore was not simulated or included on this table.

2.5.2.1 Preferred South Crossing Alternative (DUW-1a)

KOP WS-5 represents a driver's perspective heading west into West Seattle on the West Seattle Bridge (Figure 2-5b). The introduction of retaining walls and the guideway under Preferred Alternative DUW-1a would interrupt the natural landform and forested hillside of Pigeon Point, which would reduce the distinctiveness of the landscape and vividness from high average to average. The addition of the retaining walls and guideway would become part of the transportation infrastructure in this area and decrease the intactness of the view to low. The relationship between the structures, the existing roadway, and the removal of vegetation would slightly reduce the compositional harmony (unity) between the existing forested landform to low. The visual quality would be reduced from average visual quality to low, which would be a visual impact.

Figure 2-5b. KOP WS-5: Preferred Alternative DUW-1a

2.5.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The introduction of retaining walls and the guideway with Option DUW-1b would disrupt the natural landform and forested hillside of Pigeon Point, which would reduce the distinctiveness of the landscape and vividness from high average to average. The inclusion of the retaining walls and guideway curvature would become part of the encroachment of the transportation infrastructure, as shown in Figure 2-5c, and would decrease the intactness of the view to low. The relationship between the structures, the existing highway, and the removal of vegetation would slightly reduce the compositional harmony between the existing forested landform to low. The visual quality would be reduced from average visual quality to low, which would be considered a visual impact.

Figure 2-5c. KOP WS-5: Option DUW-1b

2.5.2.3 North Crossing Alternative (DUW-2)

Under Alternative DUW-2 the natural landform and vegetated hillside of Pigeon Point (Figure 2-5d) would be preserved; as such, the distinctiveness of the existing view would be maintained. As the alternative traverses the West Seattle Bridge, the guideway would create somewhat of a new gateway element into West Seattle, which would be a visual change. However, there would not be enough of a visual change to lower the existing vividness level (high average). The elevated alignment may be noticeable but blends in with the commercial and industrial background view near the lower portion of the West Seattle Bridge and maintains views to greenbelts and residential buildings; as such, the intactness and unity would also remain unchanged (from low average). The overall average visual quality would remain unchanged and is not considered a visual impact.

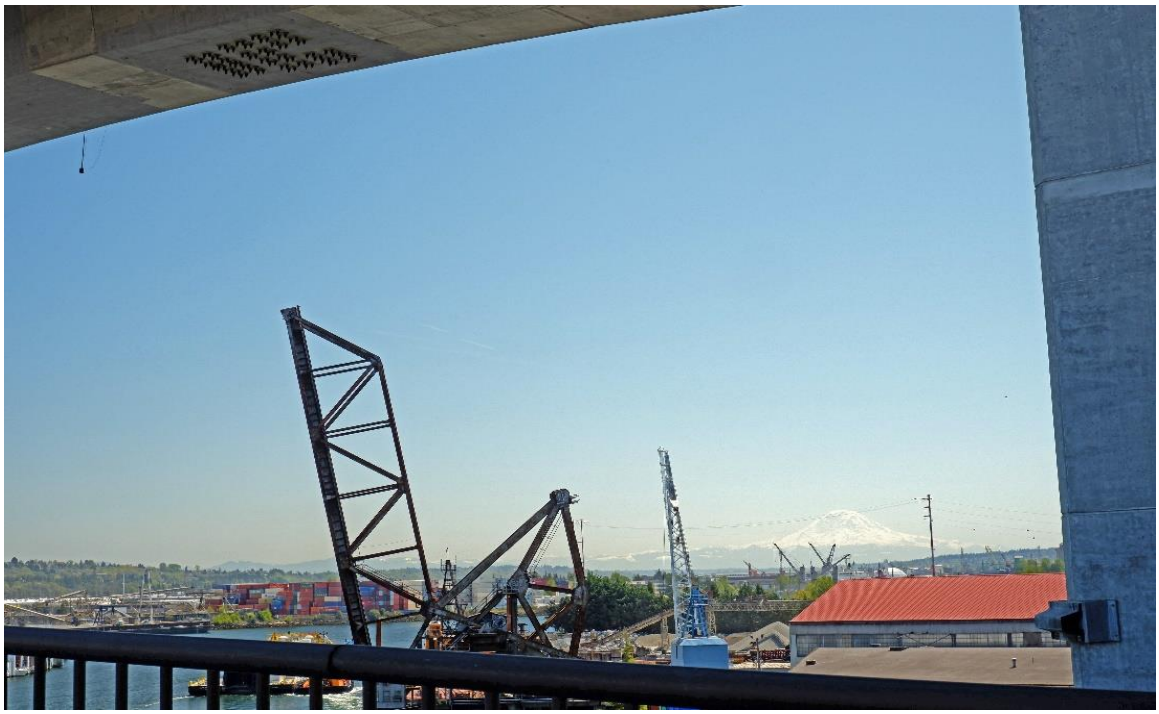
Figure 2-5d. KOP WS-5: Alternative DUW-2

2.6 KOP WS-6: Southwest Spokane Street/West Seattle Bridge Trail, Looking Southwest toward Mount Rainier

2.6.1 Existing Condition

KOP WS6 was selected to depict views that pedestrians and non-motorized traffic would see when traveling on the West Seattle Bridge Trail (a City of Seattle Designated Scenic Route). The view includes the West Seattle Bridge piers, Duwamish Waterway, nearby industrial land uses, and Mount Rainier, which is 57 miles to the south (Figure 2-6a). The memorability or vividness of this view is primarily high but is dependent on its elevation over water and views across the Duwamish River Valley toward Mount Rainier. When Mount Rainier is visible on clear days, the vividness of the view is high; the vividness is lower when the mountain is not visible. Due to the existing competing elements in the background, the intactness is high average and the unity of the view is average. The overall visual quality is high average.

Figure 2-6a. KOP WS-6: Existing Condition



2.6.2 Summary of Visual Quality Changes, by Alternative

Table 2-6 compares the ratings for visual quality components in the existing condition at KOP WS-6 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-6. KOP WS-6 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a, Cable-stayed Bridge)	Preferred South Crossing Alternative (DUW-1a, Truss Bridge)	South Crossing South Edge Crossing Alignment Option (DUW-1b)
Vividness	High	High Average	High Average	High Average
Intactness	High Average	Low	Low	Low
Unity	Average	Low Average	Low Average	Low Average
Visual Quality	**High Average**	**Low**	**Low**	**Low**

Note: Alternative DUW-2 would not be seen from this view and therefore was not simulated or included in this table.

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder, a cable-stayed and truss type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.6.2.1 Preferred Alternative DUW-1a, Cable-stayed Bridge

Because of the elevation of the guideway structure over the waterway, the elevated, cable-stayed bridge under Preferred Alternative DUW-1a would maintain the City of Seattle Designated Scenic Route, along with pedestrian and bicyclist views toward the Duwamish Waterway and Mount Rainier in the distance (Figure 2-6b). Preferred Alternative DUW-1a with a cable-stayed bridge would maintain a high average level of vividness and become a positive aesthetic element in the landscape. The structure would interrupt the visual integrity of the view in the foreground and lower the intactness to low. The unity would be lowered to low average due to the lack of visual coherence within the viewshed. The visual quality of the view would be reduced from high average visual quality to low, which would be a visual impact.

Figure 2-6b. KOP WS-6: Preferred Alternative DUW-1a, Cable-stayed Bridge

2.6.2.2 Preferred South Crossing Alternative (DUW-1a), Truss Bridge

An elevated truss bridge under Preferred Alternative DUW-1a would maintain the City of Seattle Designated Scenic Route and the pedestrian and bicyclist views toward the Duwamish Waterway and Mount Rainier in the distance due to the elevation of the guideway structure over the waterway (Figure 2-6c). The truss bridge under this alternative would maintain a high level of vividness and becomes a positive aesthetic element in the landscape. The guideway structure would interrupt the visual integrity of the view in the foreground and lower the intactness to low. The unity would be slightly lowered to low average due to the lack of visual coherence within the viewshed. The visual quality of the view would be reduced from high average visual quality to low, which would be a visual impact.

Figure 2-6c. KOP WS-6: Preferred Alternative DUW-1a, Truss Bridge

2.6.2.3 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The elevated balanced cantilever segmental box girder under Option DUW-1b would maintain the City of Seattle Designated Scenic Route and the pedestrian and bicyclist views toward the Duwamish Waterway and Mount Rainier in the distance due to the elevation of the guideway structure over the waterway (Figure 2-6d). The Option DUW-1b structure would slightly lower the high level of vividness to high average and become a positive aesthetic element in the landscape. The structure and guideway columns would interrupt the visual integrity of the view in the foreground and lower the intactness to low. The unity would be lowered to low average by the lack of visual coherence within the viewshed. The visual quality of the view would be reduced from high average visual quality to low, which would be a visual impact.

Figure 2-6d. KOP WS-6: Option DUW-1b

2.7 KOP WS-7: 17th Avenue Southwest, Looking North

2.7.1 Existing Condition

The view from KOP WS-7 represents what residents in this small residential neighborhood (Riverside) see when looking north toward Marginal Way Southwest and the West Seattle Bridge. The area beyond Marginal Way Southwest is industrial and commercial in use and character (Figure 2-7a). Utilitarian elements, which dominate this view, include the elevated West Seattle Bridge, the Spokane Street Bridge, and a tall electrical transmission line support structure. Utility lines and poles, single-family residences, and parked vehicles are prominent features in the foreground of this view. The West Seattle Bridge is the most noticeable element in this view, which has a high average degree of vividness. The bridge is also an intrusive element that, along with a mixture of visual elements such as residences, utilities lines, a large electric transmission line support structure, the 1st Avenue Bridge, and the surface of streets, results in a low degree of visual intactness. The view from this location is disjointed, which results in low visual unity. The visual quality of the view is low.

Figure 2-7a. KOP WS-7: Existing Condition

2.7.2 Summary of Visual Quality Changes, by Alternative

Table 2-7 compares the ratings for visual quality components in the existing condition at KOP W-7 with the ratings for each Duwamish Segment alternative. The visual changes related to each alternative are described in the following sections.

Table 2-7. KOP WS-7 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High Average	High Average	Average	Average
Intactness	Low	Low	Low	Low
Unity	Low	Low	Low	Low
Visual Quality	**Low**	**Low**	**Low**	**Low**

Note:

All waterway crossing simulations depicted below indicate a cable-stayed or a balanced cantilever segmental box girder type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.7.2.1 Preferred South Crossing Alternative (DUW-1a)

With Preferred Alternative DUW-1a, the elevated guideway and support structure would be in front of the West Seattle Bridge and be very similar to its angle of descent (Figure 2-7b). The primary difference in the view is that with this alternative, passing trains would be clearly seen at a high elevation (although passing vehicles on the West Seattle Bridge can be seen to some degree). This alternative's presence would not result in a change of the views vividness, intactness, unity, or visual quality.

Figure 2-7b. KOP WS-7: Preferred Alternative DUW-1a

2.7.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

With Option DUW-1b, the elevated guideway and support structure would be closer to KOP WS-7 than would Preferred Alternative DUW-1a, and its angle of approach toward Pigeon Point would be different (Figure 2-7c*)*. The West Seattle Bridge would be visible "behind" the elevated guideway. The most noticeable difference between the existing view and the view with this alternative would be the addition of passing trains. The trains would be additional moving features to a view that currently includes vehicles traveling on the West Seattle Bridge, which would decrease the vividness of the view from high average to average. This alternative would not change the intactness, unity, or visual quality of the view, and there would not be a visual impact.

Figure 2-7c. KOP WS-7: Option DUW-1b

2.7.2.3 North Crossing Alternative (DUW-2)

The elevated guideway and support structure would be seen “behind and underneath” the West Seattle Bridge (Figure 2-7d) with Alternative DUW-2. The elevated guideway would add another visual element to the view and change the vividness from high average to average. However, it would not change the view’s low intactness, unity, or visual quality and would not be a visual impact.

Figure 2-7d. KOP WS-7: Alternative DUW-2

2.8 KOP WS-8: West Seattle Bridge Westbound, Looking North

2.8.1 Existing Condition

KOP WS-8 was selected to depict views that people traveling on the West Seattle Bridge (a City of Seattle Designated Scenic Route) would see when looking north (Figure 2-8a*)*. The view includes the west edge of Harbor Island, the Duwamish Waterway, the Industrial District West (Harbor Island), Elliott Bay, Queen Anne Hill, Magnolia, and a glimpse of the area north of Downtown Seattle (including the Space Needle). The view is somewhat memorable because of its elevation and views of the features mentioned previously. The mixture of different industrial elements in the foreground and middle ground, along with their utilitarian appearance, produce a low intactness. The unity of the view is consistent and low average. The visual quality of the view is low average. This view would not be seen by sensitive viewers.

Figure 2-8a. KOP WS-8: Existing Condition

2.8.2 Summary of Visual Quality Changes, by Alternative

Table 2-8 compares the ratings for visual quality components in the existing condition at KOP W-8 with the ratings for Alternative DUW-2, which is the only alternative that this view represents. The visual changes related to this alternative are described below.

Table 2-8. KOP WS-8 Visual Quality Changes by Alternative

Visual Quality Components	Existing	North Crossing Alternative (DUW-2)
Vividness	High Average	Low Average
Intactness	Low	Low
Unity	Low Average	Low Average
Visual Quality	**Low Average**	**Low Average**

Notes:

Preferred Alternative DUW-1a and Option DUW-1b would not be seen from this view and, therefore, were not simulated or included in this table.

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.8.2.1 North Crossing Alternative (DUW-2)

With Alternative DUW-2, the elevated guideway would be higher than the West Seattle Bridge elevation (Figure 2-8b*)*. The elevated guideway would encroach on the wide-open panoramic nature of the moving view and reduce its high average vividness to low average. The features of interest that are seen from the view would not be blocked by the elevated guideway. The guideway would be another element in this view that contains many different types of elements and would not alter the low intactness of the view. The vividness would be reduced from high average to low average, and the intactness would remain low. The visual unity of the view with the elevated guideway in place would remain low average, as would the visual quality, which would not be a visual impact.

Figure 2-8b. KOP WS-8: Alternative DUW-2

2.9 KOP WS-9: Looking North from Southwest Charlestown Street and 20th Avenue Southwest

2.9.1 Existing Condition

The view from KOP WS-9 represents the view to the north seen by residents in this neighborhood on Pigeon Point. The view extends over the edge of the West Duwamish Greenbelt and includes Elliott Bay, Queen Anne Hill, and the edge of Downtown Seattle (Figure 2-9a). The viewed area has a single-family residential character. The waters of Elliott Bay, Queen Anne Hill, and three tall orange Port of Seattle cranes on Harbor Island create a memorable and vivid view. Utility lines and poles encroach on the view to a degree and detract from its visual intactness, thus producing a rating of average. The unity of the view is high, as is the visual quality of the view.

Figure 2-9a. KOP WS-9: Existing Condition

2.9.2 Summary of Visual Quality Changes, by Alternative

Table 2-9 compares the ratings for visual quality components in the existing condition at KOP WS-9 with the ratings for each Duwamish Segment alternative. The visual changes related to each alternative are described in the following sections.

Table 2-9. KOP WS-9 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High	High	High	High Average
Intactness	Average	Average	Average	Average
Unity	High	Average	Average	High Average
Visual Quality	**High**	**High Average**	**High Average**	**High Average**

Note: All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.9.2.1 Preferred South Crossing Alternative (DUW-1a)

Construction of Preferred Alternative DUW-1a would require the removal of trees within and next to the West Duwamish Greenbelt as well as the removal of several residences (Figure 2-9b). The removal of these objects would open up distant views of more of Elliott Bay and Queen Anne Hill and would maintain or improve upon the high vividness of the view. The factors that contribute to an average degree of intactness (primarily the utility lines and poles) would remain, as would the average rating. The residential character of views to the north from remaining residences would change with the removal of residences. The lots where the residences would be removed would be used by Sound Transit for project support, and the character would change from residential to transportation (Figure 2-9b depicts the lots as cleared without support elements on them).
The replacement of residences with other uses would reduce the view's high degree of unity to average. The visual quality rating of the view would be reduced from high to high average, which is not enough of a reduction to be a visual impact.

Figure 2-9b. KOP WS-9: Preferred Alternative DUW-1a

2.9.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

This influence of Option DUW-1b on the visual quality of this view would be very similar to that of Preferred Alternative DUW-1a.

2.9.2.3 North Crossing Alternative (DUW-2)

This alternative's elevated guideway would be approximately 800 feet north of this location but would high enough that part of the elevated structure would be seen, as would passing trains (Figure 2-9c). Unlike Preferred Alternative DUW-1a and Option DUW-1b, vegetation in the West Duwamish Greenbelt next to this location would not be removed. Passing trains and the elevated guideway would slightly lower the vividness and unity rating and would slightly reduce the visual quality rating from high to high average, which would not be enough of a reduction to be a visual impact.

Figure 2-9c. KOP WS-9: Alternative DUW-2

2.10 KOP WS-10: West Seattle Bridge Eastbound Lane, 300 Feet West of 23rd Avenue Southwest Right-of-Way, Looking Southeast

2.10.1 Existing Condition

KOP WS-10 looks out over an area identified as a City of Seattle, Scenic Route Corridor. The view represents a driver's perspective heading east on the West Seattle Bridge.

Primary elements of the view include the northern extent of Pigeon Point below (Figure 2-10a). The scene is a juxtaposition of residences on a forested hillside that is a prominent landform and the lower West Duwamish Greenbelt. The vividness is rated as high average due to the recognizable forested hillside for viewers heading east from West Seattle. Intactness is average because of the bridge and ramp in the foreground. Likewise, unity is average only because of the mix of land uses, which are predominantly transportation-related in the foreground view. The existing visual quality is average.

Figure 2-10a. KOP WS-10: Existing Condition

2.10.2 Summary of Visual Quality Changes, by Alternative

Table 2-10 compares the ratings for visual quality components in the existing condition at KOP WS-10 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-10. KOP WS-10 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)
Vividness	High Average	Average	Average
Intactness	Average	Low	Low
Unity	Average	Low	Low
Visual Quality	**Average**	**Low**	**Low**

Note: Alternative DUW-2 would not be seen from this view. The alignment would be above the viewer and frame of this photo and therefore was not simulated or included in this table.

2.10.2.1 Preferred South Crossing Alternative (DUW-1a)

The introduction of retaining walls and the guideway under Preferred Alternative DUW-1a would disrupt the natural landform and forested hillside of Pigeon Point, which would reduce the distinctiveness of the landscape and vividness from high average to average (Figure 2-10b). The new retaining walls and guideway would become part of the transportation system and, due to the impact on the natural hillside, the intactness would be reduced to low. The relationship between the new structures, the existing highway, and the removal of vegetation would slightly reduce the compositional harmony of the existing forested landform to low. Therefore, the visual quality would be reduced from average to low, which would be considered a visual impact.

Figure 2-10b. KOP WS-10: Preferred Alternative DUW-1a

2.10.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The KOP WS-10 view under Option DUW-1b would be very similar to Preferred Alternative DUW-1a (Figure 2-10c). The introduction of retaining walls and the guideway in the foreground would replace the natural landform and forested hillside of Pigeon Point; this would reduce the distinctiveness of the landscape and vividness from high average to average. The inclusion of the retaining walls and guideway would become part of the overall transportation system, but due to the impact on the natural hillside, the intactness would downgrade to low. While the removal of existing vegetation could increase northerly views from the existing residences at the top of Pigeon Point, the relationship between the structures, the existing highway, and the removal of vegetation from this view would slightly reduce the compositional harmony of the existing forested landform to low. The visual quality would be reduced from average to low, which would be a visual impact.

Figure 2-10c. KOP WS-10: Option DUW-1b

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3 DELRIDGE SEGMENT

3.1 KOP WS-11: Looking West along Southwest Andover Street toward Delridge Way Southwest

3.1.1 Existing Condition

KOP WS11 was selected to depict views of the guideway that residential sensitive viewers on Southwest Andover Street might see when looking west toward Delridge Way Southwest. The vividness of this view is enhanced by the unobstructed sightline across the valley to the hillside residences (Figure 3-1a). The character of the surrounding area is a mix of commercial and residential land uses with some dense urban canopy. Overall, this view has an average level of vividness because this is a common view of West Seattle. The intactness and unity are also average because of the mix of land uses, including strip retail. The overall existing visual quality is average.

Figure 3-1a. KOP WS-11: Existing Condition

3.1.2 Summary of Visual Quality Changes, by Alternative

Table 3-1 compares the ratings for visual quality components in the existing condition at KOP WS-11 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-1. KOP WS-11 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station Lower Height Alternative (DEL-2a)	Delridge Way Station Alternative (DEL-3)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	High	Average	Average	Average	High Average	High
Intactness	Average	Average	High Average	Low	High Average	Average	Average
Unity	Average	High Average	Average	Low Average	Average	Low Average	High Average
Visual Quality	**Average**	**High Average**	**Average**	**Low**	**Average**	**Average**	**High Average**

Note: Alternative DEL-7 would be the same as Preferred Option DEL-6b and therefore was not simulated. Option DEL-1b, Option DEL-2b, Alternative DEL-4, and Alternative DEL-5 would change the appearance of this area, but to a lesser degree than Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 and therefore were not simulated or included on this table.

3.1.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

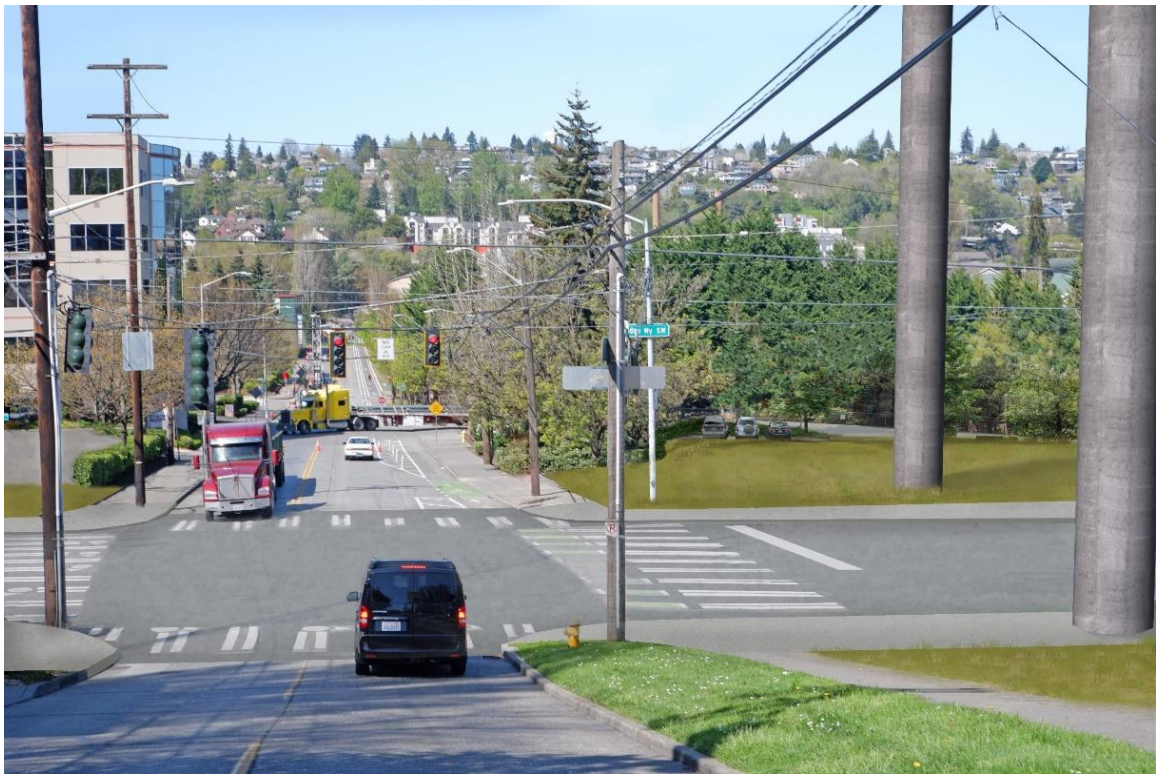
With Preferred Option DEL-6b, the lower height guideway would place more emphasis on the station area in the foreground and would be very visible from KOP WS-11 (Figure 3-1b). The view of the station in the foreground would strengthen the focal point with a similar bulk and scale as the existing retail center and increase the vividness to high. The intactness would remain as average as existing conditions because this option would not alter the integrity of the neighborhood and views to the topography and vegetation in the background. The unity would slightly increase the visual coherence because the station would replace the existing retail center and maintain the existing residential and commercial character. The visual quality would slightly increase from average to high average, which is not considered a visual impact.

Figure 3-1b. KOP WS-11: Preferred Option DEL-6b

3.1.2.2 Dakota Street Station Alternative (DEL-1a)

The elevated guideway and straddle bent piers would remove the existing strip retail building at the northwest corner of Southwest Andover Way and Delridge Way Southwest, which would allow views of the remaining business park buildings. Views of the trees and homes on the hillside in the background would be maintained (Figure 3-1c). The vividness would not change (from average). The removal of the existing building would enhance the integrity of the view while slightly increasing the intactness from average to high average. Visual unity would slightly decrease due to the introduction of a new transportation element but not enough to lower the existing average unity. The overall visual quality would remain average and there would not be a visual impact.

Figure 3-1c. KOP WS-11: Alternative DEL-1a



3.1.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

With Alternative DEL-2a, the lower height elevated guideway and the straddle beam columns would be in close proximity to the viewer and would add an increased degree of drama which would slightly increase the vividness but would remain average. With the removal of the existing building on the northeast corner of Delridge Way Southwest and Southwest Andover Street, the integrity of the view to the business park would slightly increase but remain intact. However, the background view to the residential neighborhood (Figure 3-1d) would be diminished and would lower the intactness from average to low. The encroachment of a new transportation element at a lower height would be more apparent to the viewer and would slightly lower the average unity to low average. The visual quality would be lowered from average to low and would be considered a visual impact.

Figure 3-1d. KOP WS-11: Alternative DEL-2a

3.1.2.4 Delridge Way Station Alternative (DEL-3)

Similar to Alternative DEL-1a (Figure 3-1c), the elevated alignment and straddle bent piers would remove the existing retail building at the northwest corner of Southwest Andover Street and Delridge Way Southwest, which would expose additional views of the business park on the west side of Delridge Way Southwest. This alternative would maintain views of the trees and homes on the hillside in the background (Figure 3-1e). The vividness would not change (from average). The removal of the existing building would enhance the integrity of the view while slightly increasing the intactness from average to high average. Visual unity would slightly decrease due to the introduction of a new transportation element but not enough to lower the existing average unity. The overall visual quality would remain average and there would not be a visual impact.

Figure 3-1e. KOP WS-11: Alternative DEL-3

3.1.2.5 Andover Street Station Lower Height Alternative (DEL-6a)

With Alternative DEL-6a, the elevated guideway, which would curve and ascend through the neighborhood, would be very visible from this location and slightly increase the degree of drama and vividness to high average while maintaining the rise in topography and existing vegetation in the background (Figure 3-1f). The station in the foreground reflects a very similar height, bulk and scale as the existing retail strip center and would not be out of character or change the intactness. The unity would slightly decrease to low average due to the exposure of the large industrial building and the addition of a new transportation facility element that is out of residential and commercial visual character of the neighborhood. The average visual quality would not change and is not a visual impact.

Figure 3-1f. KOP WS-11: Alternative DEL-6a

3.1.2.6 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-1b). The visual quality of the view would slightly increase from average to high average which would not be a visual impact.

3.2 KOP WS-12: Looking North Along Delridge Way Southwest

3.2.1 Existing Condition

KOP WS-12 was selected to represent views to the north along Delridge Way Southwest that are seen along Delridge Way by residents. The view extends beyond Delridge Way Southwest and includes Queen Anne Hill and a glimpse of Elliott Bay (Figure 3-2a). This part of Delridge Way Southwest has a primarily residential character, although commercial buildings can be seen in the middle ground and industrial areas can be glimpsed beyond the visual terminus of the street. The primary visual elements in the view are the street, single-family and multi-family buildings, plus utility lines and poles. Distant views of Queen Anne and Elliott Bay rate the view a high average of vividness. The pleasant streetscape contains street trees and adjacent landscaping, which contributes to average visual intactness. The visual pattern of the streetscape and adjacent areas is somewhat coherent, so the unity is average. The visual quality of the view is average.

Figure 3-2a. KOP WS-12: Existing Condition

3.2.2 Summary of Visual Quality Changes, by Alternative

Table 3-2 compares the ratings for visual quality components in the existing condition at KOP WS-12 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-2. KOP WS-12 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station (DEL-3)	Delridge Way Station Lower Height (DEL-4)	Andover Street Station (DEL-5)	Andover Street Station Lower Height (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
Vividness	High Average	Average	Average	Average	Low Average	Average	Average	Average	Average	Average	Average
Intactness	Average	Average	Low	Low	Low	Low	Low	Low	Average	Average	Average
Unity	Average	Low Average	Low	Low	Low	Low	Low	Low	Low Average	Low Average	Low Average
Visual Quality	**Average**	**Average**	**Low**	**Low**	**Low**	**Low**	**Low**	**Low**	**Average**	**Average**	**Average**

Note:

Preferred Option DEL-6b and Alternative DEL-7 were not simulated because they are the same as Alternative DEL-6a. Option DEL-2b was not simulated because, from this view, it would be like Alternative DEL-1a.

3.2.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

The influence of Preferred Option DEL-6b on the visual quality of this view would be similar to that of Alternative DEL-6a (see Figure 3-2g below in Section 3.2.2.9). The visual quality of the view would remain average which would not be a visual impact.

3.2.2.2 Dakota Street Station Alternative (DEL-1a)

With Alternative DEL-1a, the elevated guideway would be located along Delridge Way Southwest and cross over the street approaching the elevated Delridge Station (the edge of which would be seen as shown in Figure 3-2b). This alternative would require the removal of single-family residences along Delridge Way Southwest, which would detract from the residential character this part of the neighborhood. The elevated guideway structure over Delridge Way Southwest would be highly visible from this location and could appear visually incompatible in a residential neighborhood.

Views toward Elliott Bay and Queen Anne Hill would be framed by straddle bents over Delridge Way Southwest. The vividness of this view would change from high average to average. The height, bulk, scale, and form of the elevated guideway would be a visual encroachment and reduce intactness from average to low. Visual connections to Elliott Bay and Queen Anne Hill would somewhat remain. However, the curve of the alignment would not follow the street grid of this area and thus inconsistent with the street pattern and consequently diminish visual coherence. Likewise, the unity rating would be reduced to low. The overall visual quality would be lowered from average to low, which would be a visual impact.

Figure 3-2b. KOP WS-12: Alternative DEL-1a

3.2.2.3 Dakota Street Station North Alignment Option (DEL-1b)

The influence of Option DEL-1b on the visual quality of this view, as shown on Figure 3-2c, would be very similar to Alternative DEL-1a. The visual quality would be lowered from average to low, which would be a visual impact.

Figure 3-2c. KOP WS-12: Option DEL-1b

3.2.2.4 Dakota Street Station Lower Height Alternative (DEL-2a)

The elevated guideway with Alternative DEL-2a would intrude upon views to the north of areas along Delridge Way Southwest, Elliott Bay, and Queen Anne Hill (see Figure 3-2d). The high average vividness of this view would be decreased to low average without views of Elliott Bay and Queen Anne Hill. The location, height, bulk, scale, form, and color of the elevated guideway would be a visual encroachment on this location, thus reducing intactness from average to low. Because the curved alignment would not provide a visual coherence with the street grid, the unity rating would be reduced from average to low. The visual quality would be lowered from average to low, which would be a visual impact.

Figure 3-2d. KOP WS-12: Alternative DEL-2a

3.2.2.5 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

The influence of Option DEL-2b on the visual quality of the view from KOP WS-12 would be very similar to Alternative DEL-2a, as shown on Figure 3-2d. The visual quality would be lowered from average to low, which would be a visual impact.

3.2.2.6 Delridge Way Station Alternative (DEL-3)

The elevated guideway's wide straddle bents with Alternative DEL-3 would follow both sides of Delridge Way Southwest when viewed from KOP WS-12 and would dominate the views to the north (Figure 3-2e). The tunnel-like appearance of the guideway over Delridge Way Southwest would be unique and vivid, but these qualities would be reduced from average to low and high average to low, respectively. This alternative's structures would introduce multiple large-scale elements into the view that would be very different in height, bulk, scale, form, and color compared to existing visual elements. With this alternative, the overhead utility lines would be underground due to the station crossing over Delridge Way Southwest but would not alter the overall visual quality. The intactness of the view down Delridge Way Southwest would be reduced from average to low. The visual pattern of this part of Delridge Way Southwest would be less visually coherent with this alternative than it is currently, and the unity would be reduced from average to low. The visual quality of the view would be reduced from average to low, which would be a visual impact.

Figure 3-2e. KOP WS-12: Alternative DEL-3

3.2.2.7 Delridge Way Station Lower Height Alternative (DEL-4)

From this location, Alternative DEL-4 would be very similar in appearance to Alternative DEL-3 depicted in Figures 3-2d and 3-2e, as would its influence on visual quality. The visual quality of the view would be reduced from average to low, which would be a visual impact.

3.2.2.8 Andover Street Station Alternative (DEL-5)

Alternative 5 would place the elevated guideway at the end of Delridge Way Southwest but would not require the removal of buildings in the foreground of this view (Figure 3-2f). The primary change to the view would be the elevated guideway and station crossing over Delridge Way Southwest, impairing distant views of Elliott Bay and Queen Anne Hill and reducing the high average vividness of the view to average. The guideway and station would introduce new elements into the view, but they would be far enough away so their presence would not alter existing intactness or unity, but the vividness would change from high average to average. The visual quality of the view would remain average, which would not be a visual impact.

Figure 3-2f. KOP WS-12: Alternative DEL-5

3.2.2.9 Andover Street Station Lower Height Alternative (DEL-6a)

The appearance of Alternative DEL-6a would be very similar to that of Alternative DEL-5. However, because this alternative would be farther north on Delridge Way Southwest, the guideway would have less impact on distant views of Queen Anne Hill (Figure 3-2g). All the existing ratings of the visual quality components and visual quality would be the same as with Alternative DEL-5 and would reduce the high average vividness from high average to average, but all other visual components would remain the same. The visual quality would remain average, which would not be a visual impact.

Figure 3-2g. KOP WS-12: Alternative DEL-6a

3.2.2.10 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Alternative DEL-6a (Figure 3-2g). The visual quality of the view would remain average which would not be a visual impact.

3.3 KOP WS-13: Looking Northwest from Delridge Playfield

3.3.1 Existing Condition

KOP WS-13 is a place within the Delridge Playfield (much of which is a traditional park) where park users looking north/northwest have relatively unobstructed territorial views (Figure 3-3a). The character of the view is a combination of parklands and residential neighborhood. Trees within the park and beyond are major visual elements that partially obstruct views of residences and utility lines and poles beyond them. This open view in a heavily developed area with views of the distant hill has a high degree of vividness. The pleasant park and residential settings of the view also have high average visual intactness. The unity of the view is high, as is its visual quality.

Figure 3-3a. KOP WS-13: Existing Condition

3.3.2 Summary of Visual Quality Changes, by Alternative

Table 3-3 compares the ratings for visual quality components in the existing condition at KOP WS-13 with the ratings for each alternative. The visual changes related to each alternative are described in the following subsections.

Table 3-3. KOP WS-13 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Altnerative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)
Vividness	High	High	High	Average	Average	High	Average
Intactness	High Average	Low	Low	Low	Low	Low	Low
Unity	High	Low Average	Low Average	Average	Average	Low Average	Average
Visual Quality	**High**	**Low Average**	**Low Average**	**Average**	**Average**	**Low Average**	**Average**

Note:

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and, therefore, were not simulated or included in this table.

3.3.2.1 Dakota Street Station Alternative (DEL-1a)

With Alternative DEL-1a, the elevated guideway and support structures would be very visible from this location. This alternative would be located outside the Delridge Playfield, but would influence the viewed landscape beyond (Figure 3-3b). The vividness or memorability of the view with the elevated guideway structure would remain high. The scale, form color, and materials of this alternative's components would encroach on the viewed landscape and introduce a new, major transportation facility element into a view that is currently residential and park-like. The vertical alignment of the guideway would be above the horizon line. With these changes, the intactness of the view would be reduced from high average to low. The visual connection with the far hillside would be maintained by the elevated guideway, but the visual pattern of the view would change. The unity of the view would be reduced from high to low average. The visual quality of the view would be reduced from high to low average, which would be a visual impact.

Figure 3-3b. KOP WS-13: Alternative DEL-1a

3.3.2.2 Dakota Street Station North Alignment Option (DEL-1b)

The influence of Option DEL-1b on the visual quality of this view would be very similar to that of Alternative DEL-1a in that the structure and guideway columns would be visible. The vividness or memorability of the view with the elevated guideway structures would remain high. However, the intactness of the view would be reduced from high average to low due to the encroachment of the neighborhood and park character. The visual pattern of the view would be interrupted and reduce the unity from high to low average. The visual quality of the view would be reduced from high to low average, which would be a visual impact.

3.3.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

Portions of the elevated guideway would be visible from this location (Figure 3-3c) with Alternative DEL-2a. This alternative would be outside of the Delridge Playfield, but the viewed landscape (particularly the residential area across Southwest Genesee Street) would be influenced by it. From this viewing location, the elevated guideway would be similar in appearance to a typical roadway overpass unless trains were visible. The vividness of the view would be reduced from high to average. The strong horizontal form, color, materials, and scale of the elevated guideway would encroach on the viewed landscape and introduce a major transportation facility element into an area that is otherwise residential and park-like in character. It would reduce the intactness from high average to low. The alignment of this alternative as it would pass from Fauntleroy Way Southwest to Southwest Genesee Street would not follow the grid pattern of nearby streets. This would change the visual pattern and coherence of the viewed area and reduce the unity rating from high to average. The visual quality of the view would be reduced from high to average, which would be a visual impact.

Figure 3-3c. KOP WS-13: Alternative DEL-2a

3.3.2.4 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

From this location, the Option DEL-2b elevated guideway would be very similar in appearance to the Alternative DEL-2a elevated guideway. The visual quality of the view would be reduced from high to average, which would be a visual impact.

3.3.2.5 Delridge Way Station Alternative (DEL-3)

The Alternative DEL-3 elevated guideway would be highly visible from this location (Figure 3-3d). It would create less visual change to the portion of the neighborhood across the street from the Delridge Playfield seen from this location than would the other alternatives along Southwest Genesee Street. However, this alternative would be closer to this location than the other alternatives. The memorability or vividness of the view with the elevated guideway and support structures would remain high. The location, scale, form, color, and materials of the elevated guideway and columns would encroach into the viewed landscape and introduce a major transportation facility element into the view, which would reduce the intactness rating from high average to low. The elevated guideway would not follow the existing street pattern and would be above the horizon from this observation point. The existing high unity would be reduced to low average. The visual quality of the view would be lowered from high to low average, which would be a visual impact.

Figure 3-3d. KOP WS-13: Alternative DEL-3

3.3.2.6 Delridge Way Station Lower Height Alternative (DEL-4)

Alternative DEL-4 would be closer to this observation point than Alternative DEL-2a, and its elevated guideway would be somewhat higher (Figure 3-3e). The influence of this alternative on vividness, intactness, and unity would be like that of Alternative DEL-2a, as would the influence on visual quality. Although the elevation of the guideway would preserve views of the neighborhood, the scale and height of the guideway would offset that benefit because it would be visually imposing. The vividness and unity would be reduced from high to average. The intactness would be reduced from high average to low, and the visual quality of the view would be reduced from high to average, which would be a visual impact.

Figure 3-3e. KOP WS-13: Alternative DEL-4

3.4 KOP WS-14: Looking North along 26th Avenue Southwest

3.4.1 Existing Condition

KOP WS-14 was selected to depict views that residents see when looking north along 26th Avenue Southwest. The view is of a residential neighborhood, with multi-story, multi-family buildings on the east side of the street and lower density residential on the west side of the street (Figure 3-4a). The vividness of this view is maintained by the unobstructed sightline across the valley to the hilltop neighborhood of Queen Anne in the background. The character of the surrounding area is a mix of commercial and residential with a densely planted urban canopy. Overall, this view has a moderately high degree of unity and intactness, a high degree of vividness, and an average level of encroaching elements. Visual quality overall is average because it is a common view in West Seattle. In the immediate area, unity is high average because of the strong architectural presence of the newer multi-family buildings.

Figure 3-4a. KOP WS-14: Existing Condition

3.4.2 Summary of Visual Quality Changes, by Alternative

Table 3-4 compares the ratings for visual quality components in the existing condition at KOP WS-14 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-4. KOP WS-14 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	Average	High Average	High Average	Average
Intactness	Average	Average	Average	Average	Average
Unity	High Average	High Average	High Average	High Average	High Average
Visual Quality	**Average**	**Average**	**High Average**	**High Average**	**Average**

Note: Alternative DEL-5 would be the same as Alternative DEL-6a from this view, and Alternative DEL-7 would be the same as Preferred Option DEL-6b; therefore, these alternatives were not simulated.

3.4.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

The view of Preferred Option DEL-6b indicates a lower height guideway (Figure 3-4b). This view would primarily be seen by sensitive residential viewers. With the Lower Height Alternative, the existing vegetation would be removed and provide partial views to the West Seattle Bridge and limited views to Elliott Bay, which would maintain the average vividness from this viewpoint. The height and scale of the guideway would be consistent with adjacent multi-family buildings. However, the guideway would partially obscure views of Queen Anne Hill but not enough to lower the intactness rating, which would remain average. The unity rating would also increase slightly to high average because the guideway would be narrowly framed by buildings and vegetation, with a similar height and scale. The visual quality would remain as average, which would not be a visual impact.

Figure 3-4b. KOP WS-14: Preferred Option DEL-6b

3.4.2.2 Andover Street Station Alternative (DEL-5)

The influence of Alternative DEL-5 on the visual quality of this view would primarily be seen by residential sensitive viewers. The existing vegetation would be removed and provide views to the West Seattle Bridge and partial views to Elliott Bay, which would slightly increase the vividness from this viewpoint (Figure 3-4c). The height and scale of the guideway is consistent with the adjacent multi-family buildings. The guideway would partially obscure views of Queen Anne Hill in the background but not enough to lower the intactness, which would remain average. The unity would also remain high average due to the guideway being narrowly framed by buildings and vegetation. The visual quality of the view would be an increase from average to high average, which would be a slight visual benefit.

3.4.2.3 Andover Street Station Lower Height Alternative (DEL-6a)

The influence of Alternative DEL-6a on the visual quality of this view would be similar to that of Alternative DEL-5 (see Figure 3-4c).The visual quality would slightly increase from average to high average and would not be a visual impact.

Figure 3-4c. KOP WS-14: Alternative DEL-6a

3.4.2.4 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-4b). The visual quality of the view would remain average, which would not be a visual impact.

3.5 KOP WS-15: Looking West along Southwest Genesee Street from near Longfellow Creek

3.5.1 Existing Condition

KOP WS15 represents the view to the west seen by residents along this portion of Southwest Genesee Street as well as by people accessing the Longfellow Creek Legacy Trail from Southwest Genesee Street. The view from KOP WS15 includes Longfellow Creek Natural Area to the north (right), the edge of the West Seattle Golf Course to the south (left), and the slope up to Southwest Avalon Way. Residences (single-family and multi-family) can be seen along the north side of Southwest Genesee Street beyond the Longfellow Creek Natural Area (Figure 3-5a). Trees in the Longfellow Creek Natural Area and along the south side of Southwest Genesee Street (next to the West Seattle Golf Course) are dominant visual elements of the view and lend a natural character to part of the view. The north side of Southwest Genesee Street beyond the Longfellow Creek Natural Area has a residential character. The vividness, intactness, and unity of the existing view is high average, due in large part to the presence of large trees on either side of the road. The visual quality of the view is also high average.

Figure 3-5a. KOP WS-15: Existing Condition

3.5.2 Summary of Visual Quality Changes, by Alternative

Table 3-5 compares the ratings for visual quality components in the existing condition at KOP WS-15 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-5. KOP WS-15 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)
Vividness	High Average	Low Average	Low Average	Average	Low Average	Low Average	Average
Intactness	High Average	Low	Low	Low	Low	Low	Low
Unity	High Average	Low	Low	Low Average	Low	Low	Low Average
Visual Quality	**High Average**	**Low**	**Low**	**Low Average**	**Low**	**Low**	**Low Average**

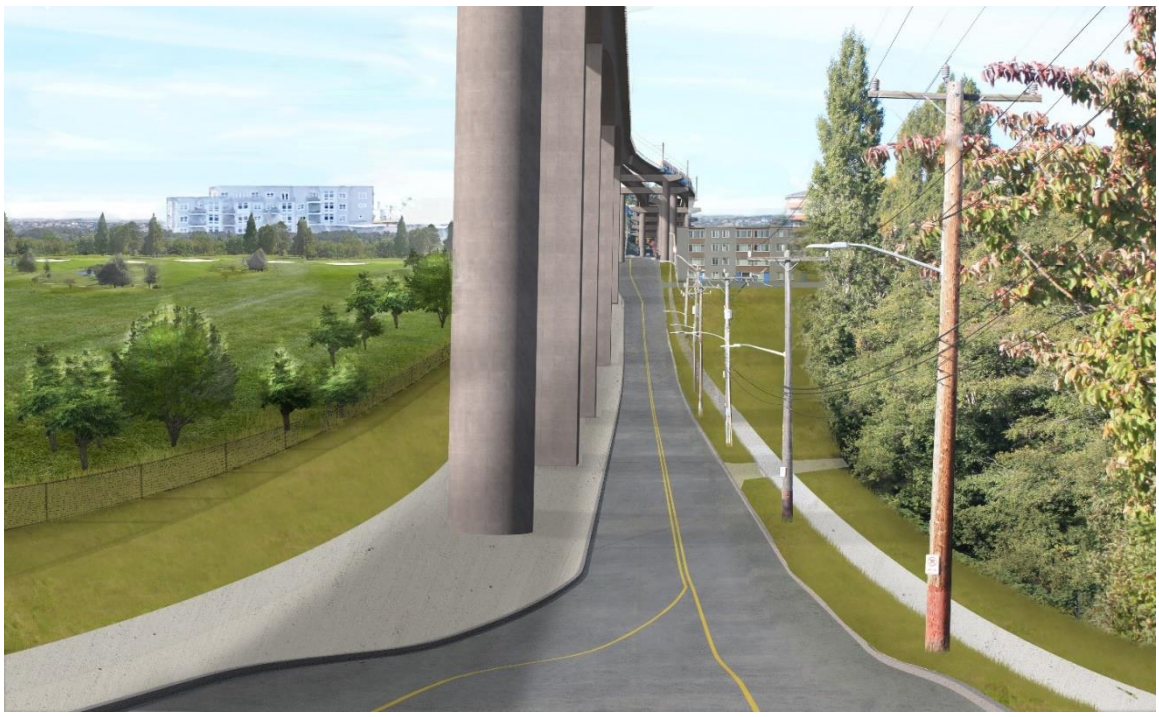
Note:

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and therefore were not simulated or included in this table.

3.5.2.1 Dakota Street Station Alternative (DEL-1a)

Trees at the edge of the Longfellow Creek Natural Area next to Southwest Genesee Street would be cleared with Alternative DEL-1a, but most of the clearing (trees and residences) along the north (right) side of the street would occur farther west (Figure 3-5b). Large trees that line the south side of Southwest Genesee Street and screen views into (and out of) the West Seattle Golf Course would be removed. The existing overhead utilities on the north side of Southwest Genesee Street would shift farther to the north but would not alter the visual quality. The presence of the elevated guideway columns and overhead elevated guideway along the south side of this view would introduce large-scale transportation elements into this view. The visually distinctive and vivid trees would be removed, and vividness would decrease from high average to low average. The guideway columns and elevated guideway would add new human-made objects to this view that would differ in scale, form, color, and materials with existing visual elements and would encroach on the view to the west (but not block it) toward the top of Southwest Genesee Street. The intactness of the view would be reduced from high average to low due to the removal of trees. The high average unity of the view would decrease to low with the removal of the important visual elements in the view (trees and residences) that currently help establish a harmonious visual pattern. The visual quality of the view from this location would be reduced from high average to low, which would be a visual impact.

Figure 3-5b. KOP WS-15: Alternative DEL-1a



3.5.2.2 Dakota Street Station North Alignment Option (DEL-1b)

Option DEL-1b would change the visual character of this view from natural and residential to transportation (Figure 3-5c). The appearance of the view to the west would perhaps best be described as that found underneath an overpass structure (but would not be as wide). Trees next to the Longfellow Creek Natural Area would be removed, as would trees and residences farther west along the north side of Southwest Genesee Street. The existing overhead utilities on the north side of Southwest Genesee Street would shift farther to the north but would not alter the visual quality. Trees along the south side of Southwest Genesee Street and part of the West Seattle Golf Course would also be removed. The replacement of trees and residences with a series of tall guideway columns (that would be somewhat memorable due to their scale) would reduce the vividness of the view to low average. The existing high average intactness and unity of the view would be reduced to low with the alternative's components, as would visual quality, which would be a visual impact.

Figure 3-5c. KOP WS-15: Option DEL-1b

3.5.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

Alternative DEL-2a components would only be seen on the south side of Southwest Genesee Street (Figure3-5d) from this location. The north side of the street's visual condition would not change. The large trees that line the south side of Southwest Genesee Street and screen views into and out of the West Seattle Golf Course would be removed, and the north end of the golf course would need to be redesigned. The presence of the golf course netting and support poles would be noticeable but would not reduce the visual quality. The presence of the single row of columns and overhead guideway heading to the tunnel portal would introduce large-scale elements into this view but would not block views to the top of Southwest Genesee Street. The overhead structures and the tunnel portal would be memorable, but the vividness of the view would change to average. The location, scale, form, and color of the elevated structure would be a visual encroachment on this location, which would reduce the intactness of the view. These new visual elements and removal of trees would reduce the existing high average intactness of the view to low. The single row of guideway columns and elevated guideway heading to the tunnel portal would establish a somewhat coherent pattern in the view, so despite the removal of trees south of Southwest Genesee Street, unity would be reduced to low average rather than low. The visual quality of the view would be reduced from high average to low average, which not be a visual impact from this location.

Figure 3-5d. KOP WS-15: Alternative DEL-2a

3.5.2.4 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Option DEL-2b would pass over and along Southwest Genesee Street, and its straddle bents would dominate the view and change the visual character of this area from natural and residential to transportation (Figure3-5e). The appearance of the view to the west would perhaps best be described as that found underneath an overpass structure (but would not be as wide). Trees next to the Longfellow Creek Natural Area would be removed, as would trees and residences farther west along the north side of Southwest Genesee Street. Trees along the south side of Southwest Genesee Street and part of the West Seattle Golf Course would also be removed. The replacement of trees and residences with a series of tall guideway columns (that would be somewhat memorable due to their scale) would reduce the vividness of the view to low average. The existing high average intactness and unity of the view would be reduced to low, as would visual quality, which would be a visual impact.

Figure 3-5e. KOP WS-15: Option DEL-2b

3.5.2.5 Delridge Way Station Alternative (DEL-3)

With Alternative DEL-3, the large trees that line the south side of Southwest Genesee Street and screen views into the West Seattle Golf Course would be removed (Figure 3-5f). The presence of the single row of guideway columns and overhead guideway heading to the tunnel portal would introduce large-scale elements into this view, which would lower the high average vividness to low average. The high average unity of the view would be reduced to low. The elevated guideway would not block views to the top of Southwest Genesee Street, and the high average intactness of the view would be reduced to low. The existing high average visual quality of the view would be reduced to low; this would be a visual impact.

Figure 3-5f. KOP WS-15: Alternative DEL-3

3.5.2.6 Delridge Way Station Lower Height Alternative (DEL-4)

The influence of Alternative DEL-4 on the visual quality of the view from this location would be very similar to that of Alternative DEL-2a. The removal of trees along the south side of Southwest Genesee Street would reduce the existing high average vividness of the view to average. The presence of the golf course netting and support poles would be noticeable but would not reduce the visual quality. The change in the view would reduce the existing high average intactness of the view to low. The single row of guideway columns and elevated guideway heading to the tunnel portal would establish a somewhat coherent pattern in the view and would not block views toward the western end of Southwest Genesee Street (Figure 3-5g). The removal of trees south of Southwest Genesee Street, unity would be reduced from high average to low average. The visual quality of the view from this location would be reduced from high average to low average, which would not be a visual impact.

Figure 3-5g. KOP WS-15: Alternative DEL-4

3.6 KOP WS-16: Longfellow Creek Legacy Trailhead on Southwest Yancy Street, Looking North

3.6.1 Existing Condition

KOP WS-16 represents the view looking north from the Longfellow Creek Legacy Trailhead along Southwest Yancy Street. This view was captured to show how changes to this area might affect trail users. The tree canopy over the existing creek alignment is dense and frames the view to the parking lot and commercial building in the foreground (Figure 3-6a). The overall vividness and intactness is average due to the lack of distinctiveness of the parking lot, while maintaining a forested character. The unity of the view is high average, with the tree canopy confined primarily to the riparian area that encompasses the creek and views to the commercial and industrial buildings in the background. Views outside of the trail are average because the adjacent roadways, vehicles, parking lot, and commercial buildings are consistent with the neighborhood character. The overall visual quality of the view is average.

Figure 3-6a. KOP WS-16: Existing Condition

3.6.2 Summary of Visual Quality Changes, by Alternative

Table 3-6 compares the ratings for visual quality components in the existing condition at KOP WS-16 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-6. KOP WS-16 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	High Average	Average	Average	High Average
Intactness	Average	Low	Low Average	Low Average	Low
Unity	High Average	Low Average	Low Average	Low Average	Low Average
Visual Quality	**Average**	**Low Average**	**Low Average**	**Low Average**	**Low Average**

Note: Alternative DEL-5 would be the same as Alternative DEL-6a, and Alternative DEL-7 would be the same as Preferred Option DEL-6b; therefore, these alternatives were not simulated. Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3 and Alternative DEL-4 would not be seen and therefore were not included in this table or simulated.

3.6.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

With Preferred Option DEL-6b, the guideway alignment would be much closer to the viewer than with Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7. The guideway columns and structure would become more dominant and memorable in the foreground to sensitive viewers. However, the existing trees and other vegetation partially screen the structure (Figure 3-6b). This would result in a slight increase in the vividness, from average to high average. The scale of the structure would be disharmonious with the natural setting of the trail and trailhead and would lower the intactness and unity from average to low average. The visual quality would lower from average to low average, which would not be a visual impact.

Figure 3-6b. KOP WS-16: Preferred Option DEL-6b

3.6.2.2 Andover Street Station Alternative (DEL-5)

With Alternative DEL-5, the view of the guideway would mostly be obscured by existing vegetation (Figure 3-6c). Due to the height of the guideway from KOP WS-16, the viewer would primarily be visually drawn to the street and parking in the foreground, which would not alter the vividness from average. The intactness would be slightly lowered to low average due to the guideway's disharmonious context with the natural setting of the trail and the human-built alignment. Unity would be slightly lowered from high average to low average due to the height and scale of the guideway in relationship to the trail and trailhead setting. The visual quality would be slightly lowered from average visual quality to low average visual quality, which would not be a visual impact.

3.6.2.3 Andover Street Station Lower Height Alternative (DEL-6a)

The influence of Alternative DEL-6a on the visual quality of this view would be similar to that of Alternative DEL-5a (Figure 3-6c). The visual quality of the view would decrease from average to low average, which would not be a visual impact.

Figure 3-6c. KOP WS-16: Alternative DEL-6a

3.6.2.4 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-6b). The visual quality of the view would lower the visual quality from average to low average, which would not be a visual impact.

3.7 KOP WS-17: Longfellow Creek Natural Area on 28th Avenue Southwest, Looking North

3.7.1 Existing Condition

KOP WS-17 was selected to show how changes to the residential and park setting might impact park visitors and other sensitive viewers (Figure 3-7a). The character of this area is primarily residential, with views to the industrial building in the background. The impact of industrial and commercial development is most significant at the north end of the neighborhood and reduces the memorability of the view to average. The urban canopy over the existing creek alignment is dense and maintains the intactness of the overall view. However, the unity of the view is low average with the tree canopy confined primarily to the riparian zone. The overall quality of this view is average because the residential and park space is the dominant character, and the industrial development views do not overpower the view.

Figure 3-7a. KOP WS-17: Existing Condition

3.7.2 Summary of Visual Quality Changes, by Alternative

Table 3-7 compares the ratings for visual quality components in the existing condition at KOP WS-17 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-7. KOP WS-17 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	High Average	High Average	High Average	High Average
Intactness	Average	Low Average	Low Average	Low Average	Low Average
Unity	Low Average	Low Average	Low Average	Low Average	Low Average
Visual Quality	**Average**	**Low Average**	**Low Average**	**Low Average**	**Low Average**

Note: Alternative DEL-5 would be the same as Alternative DEL-6a, and Alternative DEL-7 would be the same as Preferred Option DEL-6b from this view; therefore, these alternatives were not simulated. Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3 and Alternative DEL-4 would not be seen and therefore were not included in this table or simulated.

3.7.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

The guideway alignment for Preferred Option DEL-6b would be in front of the industrial development (Figure 3-7b). Trains would become more apparent to viewers at the park and increase the memorability slightly. The vividness would slightly increase from average to high average. The height and scale of the guideway and columns would be a factor and more noticeable compared to the residential character and the industrial building in the background, and would slightly alter the intactness of the view from average to low average. The unity would not be altered from low average because this option would be on the edge of the non-residential and park development and portions of the structure would be screened by existing vegetation. The visual quality would slightly decrease from average to low average in this setting, which would not be a visual impact.

Figure 3-7b. KOP WS-17: Preferred Option DEL-6b

3.7.2.2 Andover Street Station Alternative (DEL-5)

The guideway alignment under Alternative DEL-5 would be in front of the industrial development (Figure 3-7c). Trains would become more apparent to viewers at Longfellow Creek Natural Area and increase the memorability slightly. Vividness would slightly increase from average to high average. The height and scale of the guideway would be more noticeable compared to the residential character and the industrial building in the background and would slightly alter the intactness of the view from average to low average. The unity would not be altered from low average, as the alignment would be on the edge of the non-residential and park development. The visual quality would slightly decrease from average to low average in this setting, which would not be a visual impact.

3.7.2.3 Andover Street Station Lower Height Alternative (DEL-6a)

The influence of Alternative DEL-6a on the visual quality of this view would be similar to that of Alternative DEL-5 (Figure 3-7c) discussed below. The visual quality of the view would decrease from average to low average, which would not be a visual impact.

Figure 3-7c. KOP WS-17: Alternative DEL-6a

3.7.2.4 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-7b). The visual quality of the view would decrease from average to low average which would not be a visual impact.

3.8 KOP WS-18: Southwest Avalon Way, Looking South

3.8.1 Existing Condition

The KOP WS-18 location was selected to represent the view of the adjacent residences while heading south on Southwest Avalon Way (Figure 3-8a). The view includes mixed density residential and commercial buildings. The vividness of the view is low average because the wide roadway and street trees dominate the view. Intactness is low average because the land uses are mostly residential; however, a large storage facility is on the east side of the street and overhead power lines and poles also dominate the view. Unity is low average because the neighborhood appears in transition, with older light industrial buildings, predominance of power lines, street trees and newer residential buildings in the view. Visual quality is low average.

Figure 3-8a. KOP WS-18: Existing Condition

3.8.2 Summary of Visual Quality Changes, by Alternative

Table 3-8 compares the ratings for visual quality components in the existing condition at KOP WS-18 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-8. KOP WS-18 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Low Average	Average	Average	Average
Intactness	Low Average	Low Average	Low Average	Low Average
Unity	Low Average	Low Average	Low Average	Low Average
Visual Quality	**Low Average**	**Low Average**	**Low Average**	**Low Average**

Note: Alternative DEL-5 would not be seen from this view and therefor, was not simulated or included in this table. Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3, and Alternative DEL-4 would not be seen and therefore were not included in this table or simulated

3.8.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

From KOP WS-18, the view with Preferred Option DEL-6b looking south would be framed by the guideway and columns, which would slightly increase the memorability of this view and slightly increase the vividness from low average to average (Figure 3-8b). Intactness would remain average based on the slightly lowered height of the guideway, which would be at a similar scale with the multi-family residential buildings. The power lines would remain within the view and provide visual clutter but not enough to alter the intactness. With the guideway structure framing, looking south, the unity would remain low average, with the visual focus primarily on the road ahead and the residential buildings in the background and lack of compositional harmony. The visual quality would remain as low average, which would not be a visual impact.

Figure 3-8b. KOP WS-18: Preferred Option DEL-6b

3.8.2.2 Andover Street Station Lower Height Alternative (DEL-6a)

The view looking south along Southwest Avalon Way with Alternative DEL-6a would be framed by the guideway and columns, which would slightly increase the memorability of this view and slightly increase the vividness from low average to average (Figure 3-8c). Intactness would remain low average due to the height of the guideway being at a similar scale as the multi-family residential buildings. The power lines would remain within the view and provide visual clutter but not enough to alter the intactness. With the framing of the structure looking south, the unity would slightly increase from low average to average, with the visual focus primarily on the road ahead and the residential buildings in the background. The visual quality would remain as low average, which would not be a visual impact.

Figure 3-8c. KOP WS-18: Alternative DEL-6a

3.8.2.3 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Similar to Preferred Option DEL-6b, Alternative DEL-7 guideways and guideway columns would frame the existing view looking south and would slightly increase the memorability from low average to average (Figure 3-8d). Intactness would remain low average due to the power lines and poles remaining in the view that provide visual clutter. The unity would remain low average due to the lack of compositional harmony between the structures, buildings, and the visual clutter of the overhead power lines and poles. Visual quality would remain low average, which would not be a visual impact.

Figure 3-8d. KOP WS-18: Alternative DEL-7

3.9 KOP WS-19: Southwest Yancy Street, Looking East from Intersection at 30th Avenue Southwest

3.9.1 Existing Condition

KOP WS-19 represents the view that residents along this portion of Southwest Yancy Street would see when looking east. The character of this neighborhood is both commercial and residential and common for the larger West Seattle area (Figure 3-9a). Street trees and landscape screening preserve some of the residential character of the street. Utility poles and overhead wires are also strong visual elements in the view. The street has low average unity and intactness because of the commercial development to the north and east. The downhill midpoint of the view includes Longfellow Creek Natural Area to the north and south. The overall quality of the view is low average due to lower unity and intactness.

Figure 3-9a. KOP WS-19: Existing Condition

3.9.2 Summary of Visual Quality Changes, by Alternative

Table 3-9 compares the ratings for visual quality components in the existing condition at KOP WS-19 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-9. KOP WS-19 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	High Average	High Average	High Average
Intactness	Low Average	Low Average	Low Average	Low Average
Unity	Low Average	Low Average	Low Average	Low Average
Visual Quality	**Low Average**	**Average**	**Average**	**Average**

Note: Alternative DEL-5 would not be seen from this view and therefore was not simulated or included in this table. Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3, and Alternative DEL-4 would not be seen and therefore were not simulated or included in this table.

3.9.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b would be on the south side of Southwest Yancy Street and close to the residential buildings on the south side of the street in the foreground (Figure 3-9b). Due to the height of the structure, the openness of the area, and views to the north where the light industrial building would be removed for this alternative, the vividness or memorability of the view would slightly increase from average to high average. The intactness and unity would slightly decrease to a low average based on the prominence of the guideway's proximity encroachment to the residences, the introduction of a traction power sub-station, and the contextual environment of the existing industrial building character on the north side of Southwest Yancy Street. With Preferred Option EL-6b, the power lines would remain, but some of the existing vegetation would be removed and expose more of the larger industrial buildings to the residential viewers on the south side of Southwest Yancy Street. The visual quality would slightly increase from low average to average, which would not be a visual impact.

Figure 3-9b. KOP WS-19: Preferred Option DEL-6b

3.9.2.2 Andover Street Station Lower Height Alternative (DEL-6a)

Alternative DEL-6a would be on the north side of the light industrial building in the foreground view from KOP WS-19, and due to the height of the guideway structure, the vividness or memorability of the view would slightly increase from average to high average (Figure 3-9c). The intactness and unity would slightly decrease to a low average based on the contextual environment of the existing industrial and light commercial building character on this north side of Southwest Yancy Street. With Alternative DEL-6a, the existing light industrial buildings and power lines would remain, but some of the existing vegetation would be removed and expose more of the buildings to the residential viewers on the south side of Southwest Yancy Street. The visual quality would slightly increase from low average to average, which would not be a visual impact.

Figure 3-9c. KOP WS-19: Alternative DEL-6a

3.9.2.3 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Similar to Preferred Option DEL-6b, Alternative DEL-7 would be on the south side of the light industrial building and closer to the residential buildings on the south side of Southwest Yancy Street (Figure 3-9d). Due to the height of the structure, the openness of the area, and views to the north where the light industrial building would be removed in this alternative the vividness or memorability of the view would slightly increase from average to high average. The intactness and unity would slightly decrease to a low average due to the prominence of the guideway and encroachment on the residences as well as the contextual environment of the existing industrial building character on the north side of Southwest Yancy Street. With Alternative DEL-7, the traction power sub-station would not be visible from KOP WS-19 and the power lines would remain. However, some of the existing vegetation would be removed and expose more of the larger industrial buildings to the residential viewers on the south side of Southwest Yancy Street. The visual quality would slightly increase from low average to average, which would not be a visual impact.

Figure 3-9d. KOP WS-19: Alternative DEL-7

3.10 KOP WS-20: Looking Past the North End of the West Seattle Golf Course

3.10.1 Existing Condition

The view from KOP WS-20, in the north part of the West Seattle Golf Course, includes features of the golf course and views of the Downtown Seattle skyline (Figure 3-10a). The foreground includes fairways, greens, a sand trap, paths, and trees. Trees along the north side of the golf course and north of Southwest Genesee Street screen views of the nearby neighborhood on the north side of Southwest Genesee Street. Shorter vegetation allows views of Downtown Seattle as well as Port of Seattle gantry cranes at Terminal 18. The character of the view is clearly pastoral, with an urban background. The vividness of this view is high (due primarily to the unique combination of a golf course with a framed view of the downtown skyline and Port of Seattle cranes). The view has high ratings for intactness and unity. The visual quality of the view is high.

Figure 3-10a. KOP WS-20: Existing Condition

3.10.2 Summary of Visual Quality Changes, by Alternative

Table 3-10 compares the ratings for visual quality components in the existing condition at KOP WS-20 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-10. KOP WS-20 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)
Vividness	High	High	High	Average	Average	High	Average
Intactness	High	Low	Low	Low	Average	Low	Low Average
Unity	High	Low Average	Low Average	Low Average	Low Average	Low Average	Low Average
Visual Quality	**High**	**Low Average**	**Low Average**	**Low Average**	**Average**	**Low Average**	**Low Average**

Note:
Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and therefore were not simulated or included in this table.

3.10.2.1 Dakota Street Station Alternative (DEL-1a)

The elevated guideway with Alternative DEL-1a would pass over the view toward Downtown Seattle and, along with the two support structures and passing trains, would be a unique major visual element in the view (Figure 3-10b). Trees along Southwest Genesee Street would be removed and no longer screen the view of residences on the north side of the street. The tree removals would somewhat open distant views of Downtown Seattle. The vividness or memorability of the view with the elevated guideway and support structures would continue to be high. The location, scale, form, color, and materials of this alternative's elevated guideway and support structures would encroach on the viewed landscape; be silhouetted against the sky; and introduce a new, major transportation facility element into a view that is currently park-like in character. The intactness of the view would be reduced to low. The removal of screening vegetation along Southwest Genesee Street would open views of residences north of the street, which along with the elevated guideway and columns, would add new elements into the view and reduce the high degree of visual unity to low average. The visual quality of the view would be reduced from high to low average, which would be a visual impact.

Figure 3-10b. KOP WS-20: Alternative DEL-1a

3.10.2.2 Dakota Street Station North Alignment Option (DEL-1b)

The influence of Option DEL-1b on the visual quality of this view, as shown in Figure 3-10c, would be very similar to that of Alternative DEL-1a. The visual quality of the view would be reduced from high to low average, which would be a visual impact.

Figure 3-10c. KOP WS-20: Option DEL-1b

3.10.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

The elevated guideway with Alternative DEL-2a would be visible as it would begin its transition into the tunnel west of this location (Figure 3-10d). The alignment would require the removal of trees along the south side of Southwest Genesee Street because it would extend into the West Seattle Golf Course. The tree removals would open views to the south toward the alignment from residences on the north side of Southwest Genesee Street as well as open up more views of Downtown Seattle to the north for golfers. The presence of the golf course netting and support poles would be noticeable but would not reduce the visual quality. From this location, the elevated guideway would have an appearance like that of an elevated overpass (unless trains were traveling on it). The high vividness of the view would be reduced to average.

The strong presence (horizontal form, color, materials, and scale) of the elevated guideway, trains, sound wall, and portal retaining wall would encroach on the viewed landscape of the golf course and introduce a major transportation facility element into the view. The elevated guideway encroachment into the view of Downtown Seattle, the portal retaining wall, and construction within the golf course that would permanently change the appearance of its north end would reduce visual intactness to low. The high unity of the existing view would be reduced to low average by this alternative's changes to the existing visual pattern (but would allow some visual connection with the downtown skyline). The visual quality rating of the view would be reduced from high to low average, which would be a visual impact.

Figure 3-10d. KOP WS-20: Alternative DEL-2a

3.10.2.4 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

The portion of Option DEL-2b that would be seen from KOP WS-20 would be north of Southwest Genesee Street (Figure 3-10e). The alignment would require the removal of trees and residences north of Southwest Genesee Street, little of which would be noticed from this location. Part of the elevated guideway and trains would be visible and would somewhat intrude into views of the downtown skyline and reduce the high vividness of the view to average. The presence of the golf course netting and support poles would be noticeable but would not reduce the visual quality. The elevated guideway would be somewhat of an encroachment into the view of Downtown Seattle, passing trains would be seen, and the intactness of the view would be reduced from high to average. The high unity of the view would be slightly reduced to low average with the addition of the elevated guideway into the view. The visual quality of the view would be reduced from high to average, which would be a visual impact.

Figure 3-10e. KOP WS-20: Option DEL-2b

3.10.2.5 Delridge Way Station Alternative (DEL-3)

The influence of Alternative DEL-3 on the visual quality of this view would be similar to that of Alternative DEL-1a (Figure 3-10b). The visual quality of the view would be reduced from high to low average, which would be a visual impact.

3.10.2.6 Delridge Way Station Lower Height Alternative (DEL-4)

The influence of Alternative DEL-4 on the visual quality of this view would be similar to that of Alternative DEL-2a (Figure 3-10d). The visual quality of the view would be reduced from high to low average, which would be a visual impact.

3.11 KOP WS-21: Looking East along Southwest Genesee Street from Southwest Avalon Way

3.11.1 Existing Condition

The view from KOP WS-21 represents what residents in this area see when looking east along Southwest Genesee Street. The view includes the downhill and uphill gradients of Southwest Genesee Street and the Pigeon Point area beyond (Figure 3-11a). Single-family residences along the north (left) side of Southwest Genesee Street give the area a residential character. Tall trees along the south (right) side of the view block views into the north end of the West Seattle Golf Course. The sloping terrain, trees, structures, and utility lines and poles are strong visual elements in this view. The viewed landscape is somewhat memorable and has a slightly high average degree of vividness. The visual intactness rating of the viewed area is high average. Utility lines intrude on the view and somewhat decrease the unity rating of the view to average. The view's visual quality rating is high average.

Figure 3-11a. KOP WS-21: Existing Condition

3.11.2 Summary of Visual Quality Changes, by Alternative

Table 3-11 compares the ratings for visual quality components in the existing condition at KOP WS-21 with the ratings for each alternative. The visual changes related to these alternatives are described in the following section.

3.11.2.1 Dakota Street Station Alternative (DEL-1a)

The column to the right in this view with Alternative DEL-1a would block views down the south (right) side of Southwest Genesee Street and beyond up the hill to Pigeon Point (Figure 3-11b). It would also block views of the tree removals along the south side of the street and this alternative route though the West Seattle Golf Course. Residences and some of the trees along the north side of the street would remain. The existing overhead utilities on the north side of Southwest Genesee Street would shift farther to the north but would not alter the visual quality. The curving elevated guideway near the east end of Southwest Genesee Street, would create a memorable visual element due to its size and form. Overall, however, the above average vividness of the view would be reduced to average. The view on the north side of the street would remain intact, although the view on the south side and beyond would effectively change reducing the intactness of the view to low average. The unity rating would be lowered from average to low average. The visual quality of the view would be lowered from high average to low average, which would not be a visual impact.

Figure 3-11b. KOP WS-21: Alternative DEL-1a

Table 3-11. KOP WS-21 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)
Vividness	High Average	Average	High Average	High Average	High Average	Average	High Average
Intactness	High Average	Low Average	Low	Low Average	Low Average	Low Average	Average
Unity	Average	Low Average	Low Average	Average	Average	Low Average	Average
Visual Quality	**High Average**	**Low Average**	**Low Average**	**Average**	**Average**	**Low Average**	**Low Average**

Note:

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and therefore were not simulated or included in this table.

3.11.2.2 Dakota Street Station North Alignment Option (DEL-1b)

Option DEL-1b would remove all the residences and vegetation on the north side of the view (left), which would open views to the east and north that are currently obscured by trees and buildings (Figure 3-11c). Because the elevated guideway would be seen as a sweeping element curving from left to right though this view, the memorability or vividness of the view would remain high average. The closeness of the large-scale guideway columns and elevated guideway would encroach on this view of a residential area and reduce the intactness from high average to low. Because so much of the elevated guideway could be seen in the landscape, thus providing a somewhat unifying element, and because the appearance of most of the area on the north side of Southwest Genesee Street would be maintained, the view would be different than it is now but nevertheless coherent. The existing overhead utilities on the north side of Southwest Genesee Street would shift farther to the north but would not alter the visual quality. This would result in the unity rating of the view decreasing from above average to low average. The visual quality of the view would be reduced from high average to low average, which would not be a visual impact.

Figure 3-11c. KOP WS-21: Option DEL-1b

3.11.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

Alternative DEL-2a would be located entirely on the south (right) side of Southwest Genesee Street along the northern part of the West Seattle Golf Course at an elevation lower than the viewer (Figure 3-11d). Potential sound walls along the eastern portion of Southwest Genesee Street would be on the elevated guideway and would not be very different in appearance than the guideway structure. Freestanding sound walls would be on the western part of Genesee right before the alignment enters into a tunnel. In this area, the sound walls would be noticeable and more memorable than the existing view. The change would not be enough to change the vividness rating. The sound wall near the tunnel portal would contrast with the existing view in terms of height, bulk, and scale, and would be an encroachment into the view. The above average intactness of the view would be reduced to low average. The average unity rating of the view would be maintained because the viewed landscape would continue to have a somewhat coherent visual pattern. The visual quality of the view would be lowered from high average to average, which would not be a visual impact.

Figure 3-11d. KOP WS-21: Alternative DEL-2a

3.11.2.4 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Option DEL-2b would be located entirely on the north (left) side of Southwest Genesee Street at an elevation lower than the viewer. This option would open views to the east and north that are currently obscured by trees and buildings (Figure 3-11e). Potential sound walls along the eastern portion of Southwest Genesee Street would be on the elevated guideway and would not be very different in appearance than the guideway structure. Freestanding sound walls would be on the western part of Genesee right before the alignment enters into a tunnel. In this area, the sound walls would be noticeable and more memorable than the existing view, but vegetation would act as a visual buffer. The change would not be enough to change the vividness rating. The sound wall near the tunnel portal would contrast with the existing view in terms of height, bulk, and scale, and would be an encroachment into the view. The above average intactness of the view would be reduced to low average. The average unity rating of the view would be maintained because the viewed landscape would continue to have a somewhat coherent visual pattern. The visual quality of the view would be lowered from high average to average, which would not be a visual impact.

Figure 3-11e. KOP WS-21: Option DEL-2b

3.11.2.5 Delridge Way Station Alternative (DEL-3)

From KOP WS-21, the influence of Alternative DEL-3 on visual quality would be similar to that of Alternative DEL-1a, although the curve of the Alternative DEL-1a elevated guideway would not be seen in the distance (Figure 3-11f). The visual quality of the view would be lowered from high average to low average, which would not be a visual impact.

Figure 3-11f. KOP WS-21: Alternative DEL-3

3.11.2.6 Delridge Way Station Lower Height Alternative (DEL-4)

The influence of Alternative DEL-4 on the visual quality of this view would be similar to that of Alternative DEL-2a (Figure 3-11g). The visual quality of the view would be lowered from high average to low average, which would not be a visual impact.

Figure 3-11g. KOP WS-21: Alternative DEL-4

3.12 KOP WS-22: Intersection of Southwest Andover Street and 32nd Avenue Southwest, Looking South

3.12.1 Existing Condition

KOP WS-22 was selected to examine changes that residents and other sensitive viewers would experience looking south on 32nd Avenue Southwest. The neighborhood is typical for West Seattle, so vividness is rated as average (Figure 3-12a). The character of the area is primarily single-family residential, with a high average degree of intactness and unity. Overall, the aesthetic quality is rated as high average.

Figure 3-12a. KOP WS-22: Existing Condition

3.12.2 Summary of Visual Quality Changes, by Alternative

Table 3-12 compares the ratings for visual quality components in the existing condition at KOP WS-22 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-12. KOP WS-22 Visual Quality Changes by Alternative

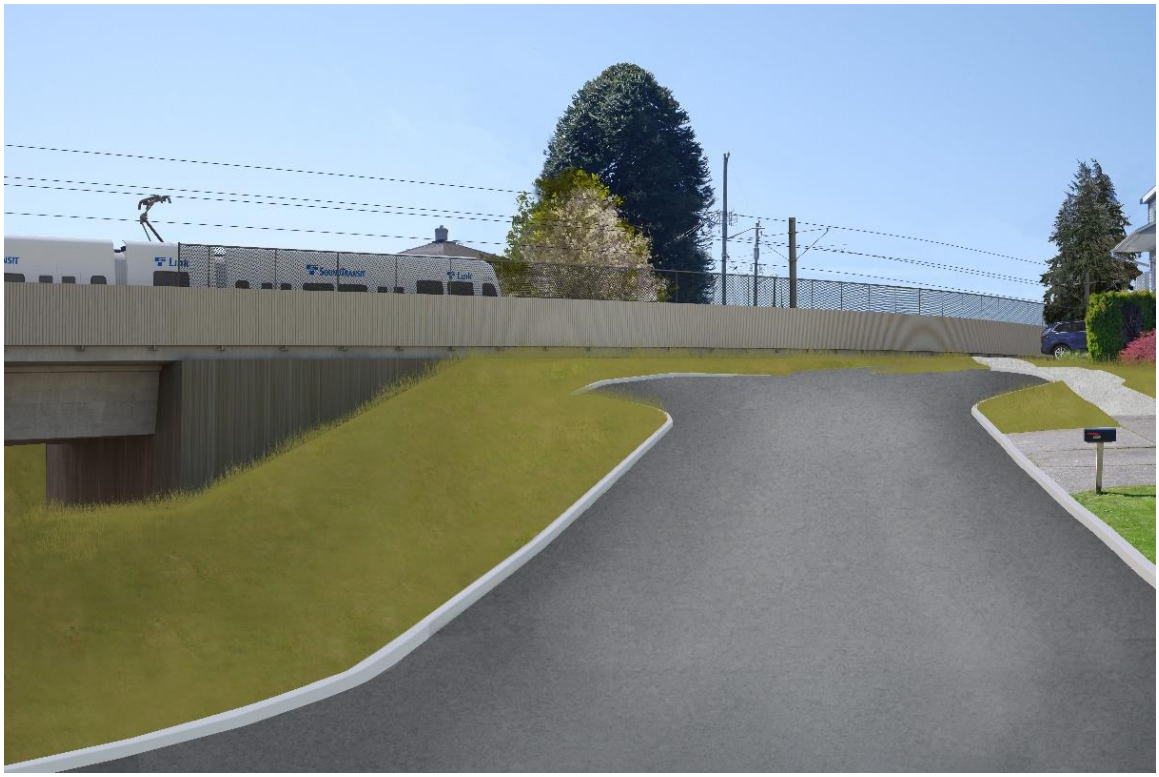
Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	Low	Average	Low
Intactness	High Average	Low	Average	Low
Unity	High Average	Low	Average	Low
Visual Quality	**High Average**	**Low**	**Average**	**Low**

Note: Alternative DEL-5 would not be seen from this view and therefore was not simulated or included in this table. In addition, Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3, and Alternative DEL-4 would not be seen from this view and therefore were not simulated or included in this table.

3.12.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

In the view from KOP WS-22, Preferred Option DEL-6b is in a retained cut (Figure 3-12b). This view represents what the remaining residences would see looking south from Southwest Yancy Street. The vividness of this view would be lowered from average to low due to the encroachment of the guideway structure, retaining walls, fencing, and sound walls on the views to the south, and the visual focus would be toward the tree, utility poles, and power lines in the background. The intactness and unity would be lowered from high average to low due to the structure, retaining walls, and the street end. In addition, removal of landscaping and residences would create a discontinuous sense and lack of harmony of the residential neighborhood. The overall visual quality would be lowered from high average to low, which would be a visual impact.

Figure 3-12b. KOP WS-22: Preferred Option DEL-6b



3.12.2.2 Andover Street Station Lower Height Alternative (DEL-6a)

With Alternative DEL-6a, the visible portion of the guideway would be minimal from neighbors at Southwest Yancy Street (Figure 3-12c). The vividness or degree of drama that the structure and openness on the west side of 32nd Avenue Southwest provide in this view would maintain the average neighborhood character. The intactness would be slightly reduced to average, and due to the removal of residences, this alternative would not alter the view to the south enough to have an impact on visual quality. The removal of residential buildings on the west side of 32nd Avenue Southwest and the presence of the guideway would lower the sense of unity from high average to average. The overall visual quality would change slightly and be reduced to average, which is not considered a visual impact.

Figure 3-12c. KOP WS-22: Alternative DEL-6a

3.12.2.3 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Similar to Preferred Option DEL-6b, Alternative DEL-7 would be in a retained cut in the view from KOP WS-22 (Figure 3-12d). The vividness of this view would be lowered from average to low due to the encroachment of the guideway structure and retaining walls on the views to the south, and the visual focus would be toward the utility poles and power lines in the foreground. The intactness and unity would be lowered from high average to low due to the structure, retaining walls, and street and landscape removal. The residential buildings provide a lack of harmony to the existing residential neighborhood visual character. The overall visual quality with this alternative would be lowered from high average to low, which would be a visual impact.

Figure 3-12d. KOP WS-22: Alternative DEL-7

3.13 KOP WS-23: Southwest Avalon Way, Looking Northeast

3.13.1 Existing Condition

KOP WS-23 was selected to represent the view that residential sensitive viewers would see looking northeast on Southwest Avalon Way. The view includes mixed-use residential and commercial land uses and appears as a neighborhood with ongoing redevelopment (Figure 3-13a). Partial views of Elliott Bay, portions of the Terminal 5 facility, and Downtown Seattle in the distance contribute to the memorability and vividness of this viewpoint. Utility poles and the wide roadway are strong visual elements in this view, and there are few mature trees, which rates this view as average intactness. Unity, however, is rated high average due to the strong architectural presence of the facades. The overall visual quality of the view is high average due to the scenic nature of Elliott Bay and downtown skyline view.

Figure 3-13a. KOP WS-23: Existing Condition

3.13.2 Summary of Visual Quality Changes, by Alternative

Table 3-13 compares the ratings for visual quality components in the existing condition at KOP WS-23 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-13. KOP WS-23 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	High	High Average	High Average	High Average
Intactness	Average	Low Average	Low Average	Low Average
Unity	High Average	Low Average	Low Average	Low Average
Visual Quality	**High Average**	**Average**	**Average**	**Average**

Note: Alternative DEL-5 would not be seen from this view and therefore was not simulated or included in this table. In addition, Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3 and Alternative DEL-4 would not be seen from this view and therefore were not simulated or included in this table.

3.13.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b would pass from northeast to southwest across Southwest Avalon Way near its intersection with Southwest Yancy Street (Figure 3-13b). The elevated structure and guideway columns would be similar in scale with the elements and multi-family buildings currently near this intersection. The elevated guideway would encroach on and somewhat intrude upon views of Downtown Seattle. The above high vividness of the view would be reduced to high average. The elevated structure and guideway columns would be encroachments into the view to downtown at this location and would reduce the intactness rating from average to low average. The placement of guideway columns would frame views to the industrial buildings and a portion of the Terminal 5 facility; this would also reduce the unity of the existing unobstructed view. The high average visual quality rating would be reduced slightly to average but not enough to be a visual impact.

Figure 3-13b. KOP WS-23: Preferred Option DEL-6b

3.13.2.2 Andover Street Station Lower Height Alternative (DEL-6a)

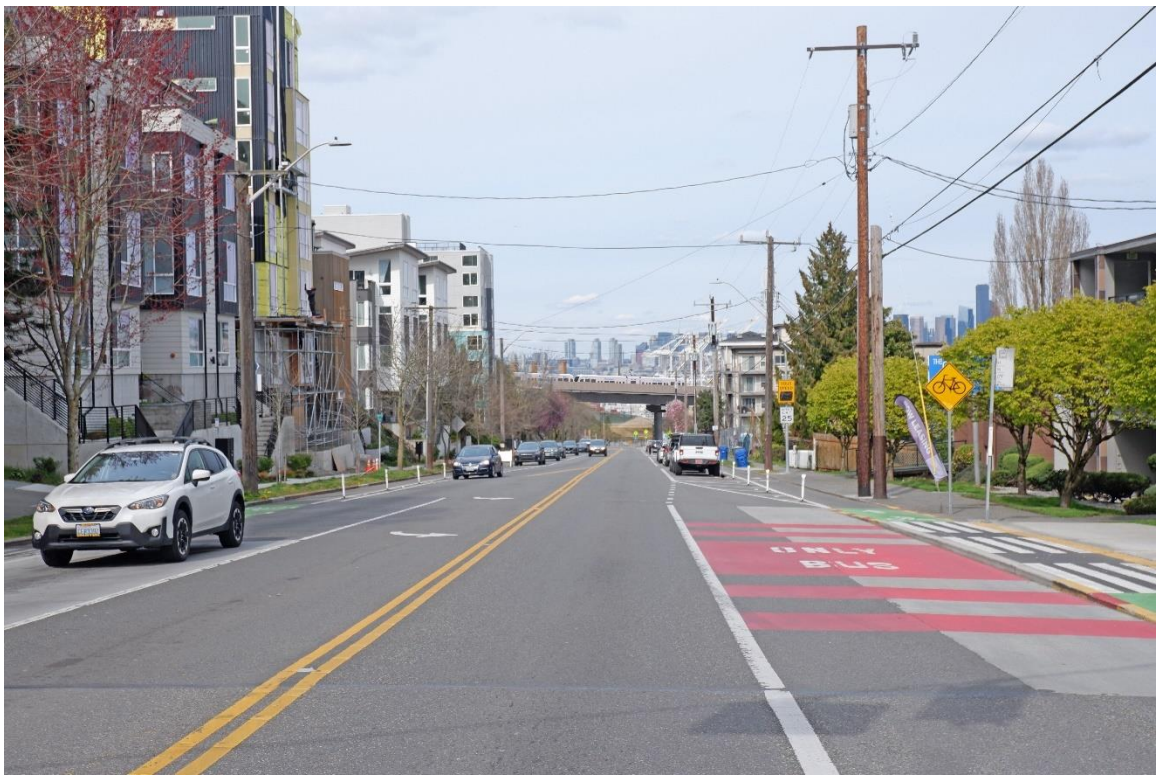
Alternative DEL-6a would pass from northeast to southwest across Southwest Avalon Way near its intersection of Southwest Yancy Street (Figure 3-13c). From the perspective of KOP WS-23, the elevated structure and guideway columns would be similar in scale with the elements and multi-family buildings currently near this intersection. The elevated guideway would encroach on and somewhat intrude upon views of Downtown Seattle. The high vividness of the current view would be reduced to high average. The elevated structure and columns would encroach on the view to downtown and would reduce the intactness rating from average to low average. The placement of guideway columns would frame views to the industrial buildings and a portion of the Terminal 5 facility; this would also reduce the unity of the existing unobstructed view. The high average visual quality rating would be reduced somewhat to average but not enough to be a visual impact.

Figure 3-13c. KOP WS-23: Alternative DEL-6a

3.13.2.3 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on KOP WS-23 would be the same to that under Preferred Option DEL-6b (Figure 3-13d). Visual quality would be reduced slightly from high average to average but not enough to be a visual impact.

Figure 3-13d. KOP WS-23: Alternative DEL-7



3.14 KOP WS-24: Southwest Avalon Way, Looking North at Intersection with Southwest Genesee Street

3.14.1 Existing Condition

KOP WS-24 was selected to represent views that residents in this area have when looking along Southwest Avalon Way as it descends to the north. The view includes multi-story, multi-family buildings on either side of Southwest Avalon Way, Harbor Island, Elliott Bay, and the Downtown Seattle skyline (Figure 3-14a). The character of the view is urban, and its vividness (with the optimal type of light available when the photograph was taken) is high average. Utility lines, traffic signals, and their associated poles are very apparent in the foreground of this view and, along with storage containers and other facilities at Harbor Island, detract from the intactness of the view, resulting in a slightly low average intactness rating. The unity of the view is average, as is visual quality.

Figure 3-14a. KOP WS-24: Existing Condition

3.14.2 Summary of Visual Quality Changes, by Alternative

Table 3-14 compares the ratings for visual quality components in the existing condition at KOP WS-24 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-14. KOP WS-24 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Delridge Way Station Alternative (DEL-3)	Andover Street Station Alternative (DEL-5)
Vividness	High Average	High Average	High Average	High Average	Low Average
Intactness	Low Average	Low Average	Low Average	Low Average	Low
Unity	Average	Low Average	Low Average	Low Average	Low
Visual Quality	**Average**	**Low Average**	**Low Average**	**Low Average**	**Low**

Note:

Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and therefore were not simulated or included in the table. In addition, Alternative DEL-2a, Alternative DEL-2b, and Alternative DEL-4 would not be seen from this view and therefore were not simulated or included in this table.

3.14.2.1 Dakota Street Station Alternative (DEL-1a)

Alternative DEL-1a would pass over Southwest Avalon Way near its intersection with Southwest Genesee Street and remove a multi-story, multi-family building on the northwest corner of the intersection (Figure 3-14b). The mass of the elevated structure and guideway columns would be greater than the scale of the intersection. The structures and guideway columns form, materials, and texture would be architecturally inconsistent. Because the view of Downtown Seattle would not be blocked, the vividness of the view would remain high average. The elevated guideway and columns would be encroachments into the view but based on the height of the elevated guideway (and views of Downtown Seattle beneath the guideway) would not further reduce the low average intactness. This alternative would not be consistent with the existing visual pattern of the streetscape and adjacent areas, so the average unity rating would be reduced to low average. Visual quality would be reduced from average to low average, which would not be a visual impact.

Figure 3-14b. KOP WS-24: Alternative DEL-1a

3.14.2.2 Dakota Street Station North Alignment Option (DEL-1b)

The influence of Option DEL-1b on the visual quality of this view would be very similar to that of Alternative DEL-1a (Figure 3-14c). Visual quality would be reduced from average to low average, which would not be a visual impact.

Figure 3-14c. KOP WS-24: Option DEL-1b

3.14.2.3 Delridge Way Station Alternative (DEL-3)

As shown in Figure 3-14d, the influence of Alternative DEL-3 on the visual quality of this view would be very similar to that of Alternative DEL-1a. Visual quality would be reduced from average to low average, which would not be a visual impact.

Figure 3-14d. KOP WS-24: Alternative DEL-3

3.14.2.4 Andover Street Station Alternative (DEL-5)

Alternative DEL-5 would pass from northeast to southwest above the intersection of Southwest Genesee Street and Southwest Avalon Way (Figure 3-14e). It would require the removal of multi-story, multi-family buildings on the west side of Southwest Avalon Way, and this would partially alter the residential character of Southwest Avalon Way. The elevated structure and guideway columns would be out of scale with the setting, and the alternative's weaving alignment would not follow the nearby street grid.

The elevated guideway would encroach on and partially eclipse views of Downtown Seattle. The above average vividness of the view would be reduced to low average. The elevated structure and guideway columns would be encroachments into the view of this location and would reduce the intactness rating from low average to low. The placement of a series of guideway columns and straddle bents in an area where buildings would be removed, along with the elevated guideway's weaving alignment, would not follow the visual pattern of the existing streetscape and decrease the unity rating from average to low. In addition, the number of introduced elements and shear mass of the structure would visually overpower what is architecturally a cohesive neighborhood. The average visual quality rating would be reduced from average to low, which would be a visual impact.

Figure 3-14e. KOP WS-24: Alternative DEL-5

3.15 KOP WS-25: 32nd Avenue Southwest, Looking Northeast

3.15.1 Existing Condition

The view from KOP WS-25 represents what residences in the area would see looking north along 32nd Avenue Southwest (Figure 3-15a). The view includes the downward slope of 32nd Avenue Southwest toward a distant partial view of Downtown Seattle, Port of Seattle facilities, and Elliott Bay through the trees in the foreground, with single-family residences and trees on both the east and west side of 32nd Avenue Southwest. The single-family residences on the west side of 32nd Avenue Southwest back up against the West Seattle Bridge (approach), with a buffer of trees between. The sloping terrain, trees, structures, and utility poles are strong visual elements in this view. The unity, vividness, and intactness are rated high average due to the consistent neighborhood character with partial views of the downtown skyline. The visual quality is high average.

Figure 3-15a. KOP WS-25: Existing Condition

3.15.2 Summary of Visual Quality Changes, by Alternative

Table 3-15 compares the ratings for visual quality components in the existing condition at KOP WS-25 with the ratings for. The visual changes related to are described in the following section.

Table 3-15. KOP WS-25 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	High Average	Average	Average	Average	Average
Intactness	High Average	Low	Low	Low	Low
Unity	High Average	Low	Low	Low	Low
Visual Quality	High Average	**Low**	**Low**	**Low**	**Low**

Note:

Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would be similar from this view and therefore were not simulated. In addition, Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3, and Alternative DEL-4 would not be seen from this view and therefore were not simulated or included in this table.

3.15.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b would cross in a retained cut (Figure 3-15b) near the north end of 32nd Avenue Southwest. It would remove a series of residences from both the east and the west side of the street. This view represents what the remaining residents would see looking north along 32nd Avenue Southwest. The vividness of this view would be lowered from high average to average due to the encroachment of the guideway structure, sound walls, and retaining walls but still maintain memorable partial views to the downtown skyline and the port facilities. The intactness and unity would be lowered from high average to low due to the guideway structure, retaining walls, and street end. The overhead power lines would be placed underground but would not alter the intactness or unity enough to increase the visual quality. In addition, removal of landscaping and residences would create a discontinuous sense and lack of harmony of the residential neighborhood. The overall visual quality would be lowered from high average to low, which would be a visual impact.

Figure 3-15b. KOP WS-25: Preferred Option DEL-6b

3.15.2.2 Andover Street Station Alternative (DEL-5)

The influence of Alternative DEL-5 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-15b). The visual quality of the view would be reduced from high average to low, which would be a visual impact.

3.15.2.3 Andover Street Station Lower Height Alternative (DEL-6a)

The influence of Alternative DEL-6a (Figure 3-15c) on the visual quality of this view would be similar to that of Preferred Option DEL-6b. The vividness of this view would be lowered from high average to average due to the encroachment of the guideway structure, sound walls, and retaining walls but still maintain memorable partial views to the downtown skyline and the port facilities. The intactness and unity would be lowered from high average to low due to the encroachment of the guideway structure, retaining walls, and street end. The visual quality of the view would be reduced from high average to low, which would be a visual impact.

Figure 3-15c. KOP WS-25: Alternative DEL-6a

3.15.2.4 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 (Figure 3-15d) on the visual quality of this view would be similar to that of Preferred Option DEL-6b. The alignment would partially maintain views of the city skyline in the background, but would encroach upon the neighborhood visual character. The intactness and unity would be lowered from high average to low due to the guideway structure, sound walls, retaining walls, and street end. The visual quality of the view would be reduced from high average to low, which would be a visual impact.

Figure 3-15d. KOP WS-25: Alternative DEL-7

4 WEST SEATTLE JUNCTION SEGMENT

4.1 KOP WS-26: 35th Avenue Southwest, Looking South near Intersection with Fauntleroy Way Southwest

4.1.1 Existing Condition

KOP WS-26 was selected to represent the view looking southeast at potential visual impacts of the proposed Avalon Station area and across the intersection of Fauntleroy Way Southwest. The current view is predominantly transportation based; elements include high traffic roadways, sidewalks, and retail. (Figure 41a). New large-scale, multi-family residential structures and Providence Hospital are also visible along 35th Avenue Southwest. Vividness is rated as low average (but not low) because of the topography and trees visible at the top of the hill on 35th Avenue Southwest. The overall intactness and unity of this view are low because of the mix of different land uses and the visual clutter of utilities and signs. Overall, the visual quality of the KOP is rated low.

Figure 4-1a. KOP WS-26: Existing Condition

4.1.2 Summary of Visual Quality Changes, by Alternative

Table 4-1 compares the ratings for visual quality components in the existing condition at KOP WS-26 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 4-1. KOP WS-26 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)
Vividness	Low Average	Low Average	Low Average	Low Average	Low Average
Intactness	Low	Low Average	Low	Low	Low Average
Unity	Low	Low Average	Low	Low	Low Average
Visual Quality	**Low**	**Low Average**	**Low**	**Low**	**Low Average**

Note: Alternative WSJ-5a would be the same as Preferred Option WSJ-5b and therefore was not simulated or included in table. Alternative WSJ-4 would be the same as Alternative WSJ-1 and WSJ-2 and therefore was not simulated or included in the table. Alternative WSJ-3a, Alternative WSJ-3b, and Alternative WSJ-6 would be in a tunnel and would not be seen.

4.1.2.1 Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Preferred Option WSJ-5b represents the residential viewers to the north of Fauntleroy Way Southwest looking southeast across this major intersection (Figure 4-1b). The above-ground portion of the east and west station buildings would not add to the memorability of the view because it would blend into this view in architectural size and style. The intactness of the view would increase by replacing surface parking and strip retail buildings on both sides of the intersection. The station architecture would add to unity of the view by appearing more in common with the contemporary large-scale multi-family buildings and by mirroring the east and west buildings. The addition of the east and west entrance buildings would simplify an otherwise visually disconnected setting consisting of commercial, retail, and residential. The east and west station buildings would be a similar scale and height as the existing residential development. The vividness would remain as low average, and the intactness and unity would increase to low average, therefore increasing the overall visual quality to low average. This alternative would be a visual quality benefit.

Figure 4-1b. KOP WS-26: Preferred Option WSJ-5b

4.1.2.2 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

KOP WS-26 represents the residential sensitive viewers to the north of Fauntleroy Way Southwest looking south across this major intersection. While the elevated guideway with Alternative WSJ-1 would slightly add to the memorability of the view, this KOP is in a setting characterized by the visual disarray of a mix of commercial, retail, and residential (Figure 4-1c). The guideway would have a similar scale and height as the existing development and add to the complexity of the view. Therefore, the vividness would remain low average and the intactness and unity would remain low. The overall visual quality would remain low, which would not be a visual impact.

Figure 4-1c. KOP WS-26: Alternative WSJ-1

4.1.2.3 Elevated Fauntleroy Way Station Alternative (WSJ-2)

With Alternative WSJ-2, the guideway would be slightly lower but the vividness, intactness and unity would be very similar to WSJ-1 and not alter the visual quality from low (Figure 4-1d). The visual quality would remain low, which would not be a visual impact.

Figure 4-1d. KOP WS-26: Alternative WSJ-2

4.1.2.4 Tunnel 41st Avenue Alternative (WSJ-3a)

With Alternative WSJ-3a, the station building would be on the west side of this major intersection (Figure 4-1e). The station platform would be at the tunnel level and unseen in this view. This above-ground portion of the station would not add to the memorability of the view because it would blend into this setting with both architectural scale and style. Likewise, vividness would remain the same because the view of the hilltop and trees would remain. The intactness of the view would increase by replacing the strip retail buildings. The station building would add to unity of the view by appearing more in harmony with the contemporary large-scale multi-family buildings. The addition of the station would simplify an otherwise visually disconnected setting consisting of commercial, retail, and residential. The station building would be a similar scale, height, and bulk as the existing residential development. The view intactness and unity would improve to low average, therefore increasing the overall visual quality to low average. This alternative would be a visual quality benefit.

Figure 4-1e. KOP WS-26: Alternative WSJ-3a

4.1.2.5 Short Tunnel 41st Avenue Station Alternative (WSJ-4)

The influence of Alternative WSJ-4 on the visual quality of this view would be similar to that of Alternative WSJ-1 (Figure 4-1c) and Alternative WSJ-2 (Figure 4-1d). The average visual quality rating would remain low, which would not be a visual impact.

4.1.2.6 Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

The influence of Alternative WSJ-5a on the visual quality of this view would be similar to that of Preferred Option WSJ-5b (Figure 4-1b). The low visual quality rating would increase to low average, which would be a visual quality benefit.

4.2 KOP WS-27: 35th Avenue Southwest, Looking North at Intersection with Southwest Avalon Way

4.2.1 Existing Condition

KOP WS-27 was selected to represent the view looking north from the proposed Avalon Station location. The current view is predominantly transportation-based; elements of this include high traffic roadways, sidewalks, parking lots, and strip retail (Figure 42a). The overall intactness and unity of this view are low. The area includes residential sensitive viewers and commercial retail space. Signs, overhead utility poles and wire utilities are dominant in this view. The quality of the view is low.

Figure 4-2a. KOP WS-27: Existing Condition

4.2.2 Summary of Visual Quality Changes, by Alternative

Table 4-2 compares the ratings for visual quality components in the existing condition at KOP WS-27 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 4-2. KOP WS-27 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)
Vividness	Average	Average	Average	Average	Average	Average	Average
Intactness	Low	Low Average	Low Average	Low Average	Low Average	Low Average	Low Average
Unity	Low	Average	Average	Average	Average	Average	Average
Visual Quality	**Low**	**Average**	**Average**	**Average**	**Average**	**Average**	**Average**

Note: Alternative WSJ-4 would be the same as Alternative WSJ-1 and WSJ-2 and therefore was not simulated or included in the table. Alternative WSJ-3b would be the same as Alternative WSJ-3a, and Alternative WSJ-5a would be the same as Preferred Option WSJ-5b and therefore was not simulated or included in this table.

4.2.2.1 Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

The view with Preferred Option WSJ-5b represents the neighborhood and residential sensitive viewers from south of Fauntleroy Way Southwest, along 35th Avenue Southwest at Southwest Avalon Way looking north across this major intersection. While the Preferred Option WSJ-5b would be in a tunnel configuration, the station (shown to the right on Figure 4-2b) would add to the memorability of the view. The preferred option alignment would be in an already visually high traffic area along a City of Seattle Designated Scenic Route consisting of a mix of commercial, retail, and residential district. The station, being a similar height, bulk, and scale as the existing adjacent development, would add distinctiveness; therefore, the vividness would increase to average. The intactness would increase slightly to low average, and the unity would increase to average due to the removal of some of the retail and parking lots, which would increase the integrity of the neighborhood and level of visual coherence. The overall visual quality would increase to average, which would be a visual quality benefit.

Figure 4-2b. KOP WS-27: Preferred Option WSJ-5b

4.2.2.2 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

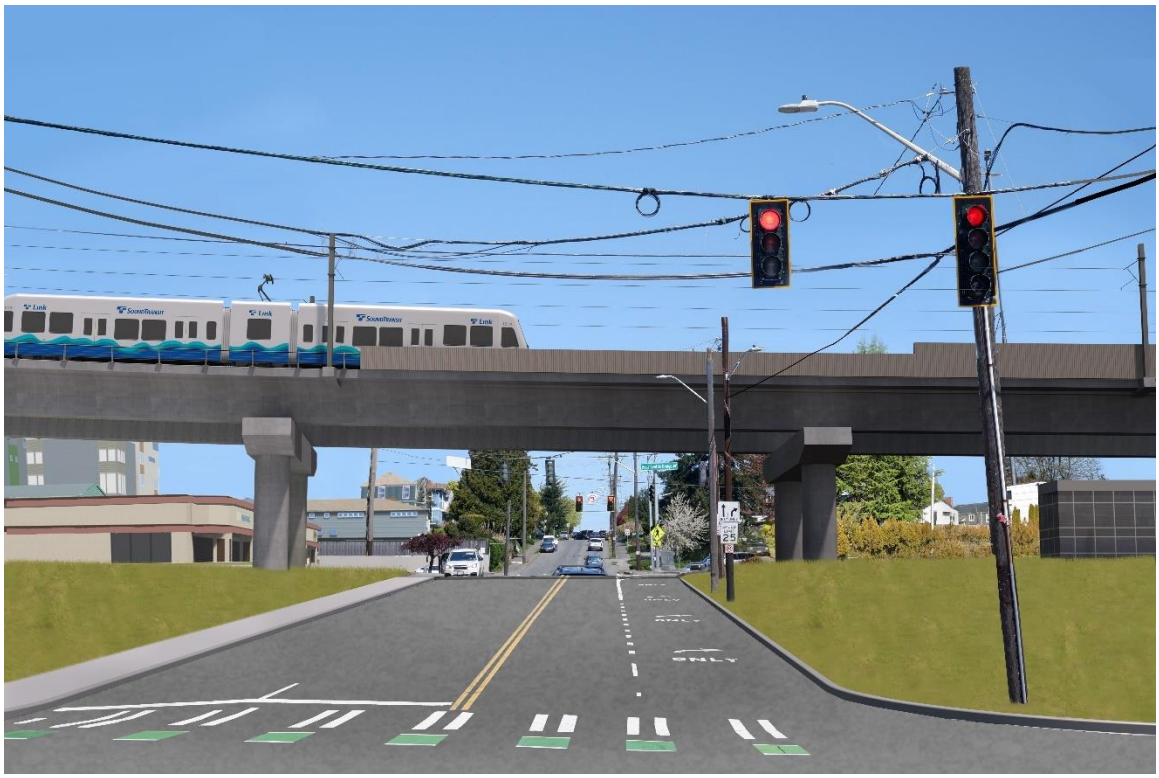
This KOP represents the neighborhoods sensitive viewers and retail strip patrons with views to the north of Fauntleroy Way Southwest, along 35th Avenue Southwest at Southwest Avalon Way, looking north across this major intersection (Figure 4-2c). While the elevated guideway would add to the memorability of the view, this alternative would be in an already high traffic area along a City of Seattle Designated Scenic Route consisting of a mix of commercial, retail, and residential district. The removal of some of the retail and parking lots would reduce the amount of visual clutter. The guideway, with a similar scale and height as the existing development, would add to the complexity of the view; therefore, the vividness would remain as average. The intactness would slightly increase to low average based on the removal of visual distractions, and unity would slightly increase to average based on this alternative's increase in visual coherence. The overall visual quality would increase from low to average, which would be a visual quality benefit.

Figure 4-2c. KOP WS-27: Alternative WSJ-1

4.2.2.3 Elevated Fauntleroy Way Station Alternative (WSJ-2)

This view of Alternative WSJ-2 represents the neighborhoods residential viewers and retail strip patrons with views to the south of Fauntleroy Way Southwest at Southwest Avalon Way looking north across this major intersection (Figure 4-2d). While the elevated guideway would add to the memorability of the view, this alternative would be in an already visually high traffic area along a City of Seattle Designated Scenic Route consisting of a mix of commercial, retail, and residential district. The removal of some of the retail and parking lots would reduce the amount of visual clutter. The guideway, which would be a similar scale and height as the existing development, would add to the complexity of the view; therefore, the vividness would remain as average. The intactness would slightly increase to low average based on the removal of visual distractions, and unity would slightly increase to average visual quality based on this alternative providing an increase in visual coherence. The overall visual quality would increase from low to average, which would be a visual quality benefit.

Figure 4-2d. KOP WS-27: Alternative WSJ-2



4.2.2.4 Tunnel 41st Avenue Station Alternative (WSJ-3a)

The view of Alternative WSJ-3a from this KOP represents the neighborhoods sensitive viewers and retail strip patrons view from south of Fauntleroy Way Southwest at Southwest Avalon Way looking north across this major intersection (Figure 4-2e). While Alternative WSJ-3a would be a tunnel configuration, the station to the right of the image would add to the memorability of the view. This alternative is already in a visually high traffic area along a City of Seattle Designated Scenic Route consisting of a mix of commercial, retail, and residential district. The station would be similar in height, bulk, and scale as the existing adjacent development and would slightly increase the sense of distinctiveness; therefore, the vividness would increase to average. The intactness would increase slightly to low average, and the unity would increase to average based on the removal of some of the retail and parking lots, with a resulting increase in the integrity of the neighborhood and level of visual coherence. The overall visual quality would increase to average, which would be a slight improvement and would be considered a visual quality benefit.

Figure 4-2e. KOP WS-27: Alternative WSJ-3a

4.2.2.5 Short Tunnel 41st Avenue Station Alternative (WSJ-4)

The influence of Alternative WSJ-4 on the visual quality of this view would be similar to that of Alternative WSJ-1 (Figure 4-2c) and Alternative WSJ-2 (Figure 4-2d). The average visual quality rating would increase from low to average visual quality, which would be a visual quality benefit.

4.3 KOP WS-28: Southwest Genesee Street, Looking East toward Southwest Avalon Way

4.3.1 Existing Condition

KOP WS-28 was selected to represent views that residents along this portion of Southwest Genesee Street have when looking east toward Southwest Avalon Way. Single-family residences and a multi-story, multi-family building at the end of the street create a residential character (Figure 4-3a). The view is not especially memorable, and its vividness rating is average. Utility poles and tall trees are major vertical visual elements in this view. The view has a low average intactness rating due to the strong visual presence of the utility poles and lines running along and crossing the street in several places. The unity rating of the view is average, as is the visual quality rating.

Figure 4-3a. KOP WS-28: Existing Condition

4.3.2 Summary of Visual Quality Changes, by Alternative

Table 4-3 compares the ratings for visual quality components in the existing condition at KOP WS-28 with the ratings for each alternative. The visual changes related to these alternatives are described in the following section.

Table 4-3. KOP WS-28 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)
Vividness	Average	High Average	High Average	High Average
Intactness	Low Average	Average	Average	Average
Unity	Average	High Average	High Average	High Average
Visual Quality	**Average**	**High Average**	**High Average**	**High Average**

Note:

Preferred Option WSJ-5b, Alternative WSJ-3a, Alternative WSJ-5a, and Alternative WSJ-6 would change the appearance of this area but to a lesser degree than Alternative WSJ-1 and therefore were not simulated or included on this table. Option WSJ-3b would not be seen from this view and therefore was not simulated or included in the table.

4.3.2.1 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Residences along both sides of Southwest Genesee Street would be removed, and those on the south side of the street (right) would be replaced with an elevated guideway, support structures, and station (Figure 4-3b) with Alternative WSJ-1. The elevated guideway would continue east and remove the multi-story, multi-family buildings seen at the terminus of Southwest Genesee Street. The back of multi-story, multi-family buildings that face Southwest Avalon Way would be exposed with the removal of single-family residence and associated landscaping along the south side of Southwest Genesee Street. The visual character would partially change from residential to major transportation facility. With the extension of the elevated guideway to the east (especially the arched guideway), the memorability or vividness of this view would slightly increase to high average. The intactness of the view would remain average (if utility poles and lines are removed, it could increase to high average). The development of the station and its plaza along with the extension of the elevated guideway through the view would increase the visual unity rating of the view to high average. The average visual quality rating would slightly increase to high average which would be a visual quality benefit.

Figure 4-3b. KOP WS-28: Alternative WSJ-1

4.3.2.2 Elevated Fauntleroy Way Station Alternative (WSJ-2)

The influence of Alternative WSJ-2 on the visual quality of this view would be similar to that of Alternative WSJ-1 (Figure 4-3b). The average visual quality rating would slightly increase to high average.

4.3.2.3 Short Tunnel 41st Avenue Station Alternative (WSJ-4)

The influence of Alternative WSJ-4 on the visual quality of this view would be similar to that of Alternative WSJ-1 (Figure 4-3b). The average visual quality rating would slightly increase to high average.

4.4 KOP WS-29: Looking Southwest along Fauntleroy Way Southwest from 35th Avenue Southwest

4.4.1 Existing Condition

The location of KOP WS-29 is somewhat of an extended gateway into West Seattle because it represents the view seen by people approaching the Alaska Junction area after they exit the West Seattle Bridge. The view is along Fauntleroy Way Southwest as it passes through an area of primarily low-rise, commercial development (Figure 4-4a). Multi-story, mixed-use buildings in the Alaska Junction area are visible at the terminus of the street. The character of the view is commercial. Street trees along both sides of Fauntleroy Way Southwest obscure views beyond the street corridor and provide some visual unity. The view toward Alaska Junction is not memorable and has an average degree of vividness. Power lines and utility poles intrude on the view and somewhat decrease the intactness but not enough to reduce it to low average. The scale of the elements along Fauntleroy Way Southwest appears fairly uniform from KOP WS-29, and the development pattern is generally consistent. The unity rating of the view is average as is overall visual quality.

Figure 4-4a. KOP WS-29: Existing Condition

4.4.2 Summary of Visual Quality Changes, by Alternative

Table 4-4 compares the ratings for visual quality components in the existing condition at KOP WS-29 with the ratings for each alternative. The visual changes related to the alternatives are described in the following section.

Table 4-4. KOP WS-29 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)
Vividness	Average	Average	Average
Intactness	Average	Low	Low Average
Unity	Average	Low	Low Average
Visual Quality	**Average**	**Low**	**Low Average**

Note:

Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not be seen from this view and therefore were not simulated or included on this table.

4.4.2.1 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

The elevated guideway with Alternative WSJ-1 would pass next to and above KOP WS29 (Figure 4-4b). It would continue west toward Alaska Junction while straddling Fauntleroy Way Southwest. Although the vividness rating of the view would not change, the elevated guideway, straddle bents, and double row of guideway columns would be dissimilar in height, bulk, scale, form, color, and materials, and would visually encroach on the view. The average intactness rating would be reduced to low. The tunnel effect along Fauntleroy Way Southwest that would be created by the straddle bents and guideway columns would lower the average unity rating to low by disrupting the existing average harmony and visual pattern of the existing view. The existing overhead power lines would be undergrounded, which would not alter the visual quality. The average visual quality rating would be reduced to low, which would be a visual impact.

Figure 4-4b. KOP WS-29: Alternative WSJ-1

4.4.2.2 Elevated Fauntleroy Way Station Alternative (WSJ-2)

Although the elevated guideway and one straddle bent would be very close to and visible from KOP WS-29 with Alternative WSJ-2, on the north (right) side of Fauntleroy Way Southwest, this alternative would follow the street direction and maintain a degree of visual intactness, although the rating would be reduced from average to low average (Figure 4-4c). The existing overhead power lines would be undergrounded, which would not alter the visual quality. By following the existing street pattern and creating an open area next to Fauntleroy Way Southwest under the elevated guideway, the unity of the view would not be decreased as much as it would be with different alternatives in this segment. The unity rating would decrease to low average, as would the visual quality rating, which would not be a visual impact.

Figure 4-4c. KOP WS-29: Alternative WSJ-2

4.5 KOP WS-30: 39th Avenue Southwest, Looking South toward Fauntleroy Way Southwest

4.5.1 Existing Condition

KOP WS-30 represents views that residents on the slope north of Fauntleroy Way Southwest have when looking south toward Alaska Junction. The view includes a major intersection in West Seattle; a gas station; a multi-story, multi-family building; Fauntleroy Way Southwest where it angles to the southwest at the junction; a tower crane (a temporary feature); and a hillside beyond the junction (Figure 4-5a). This visually busy and transitioning area has a mixed character. The most distinctive feature in this view is the prominent hillside beyond the intersection. However, even with the hillside, the view is not unusually memorable, and its vividness rating is average. The view has an average degree of intactness. With the mixture of uses and building types that can be viewed, the unity of the view is low average. The visual quality rating of the view is average.

Figure 4-5a. KOP WS-30: Existing Condition

4.5.2 Summary of Visual Quality Changes, by Alternative

Table 4-5 compares the ratings for visual quality components in the existing condition at KOP WS-30 with the ratings for Alternative WSJ-2. The visual changes related to this alternative are described in the following section.

Table 4-5. KOP WS-30 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Elevated Fauntleroy Way Station Alternative (WSJ-2)
Vividness	Average	High Average
Intactness	Average	High Average
Unity	Low Average	Average
Visual Quality	**Average**	**Average**

Note:

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not be seen from this view and therefore were not simulated or included on this table.

4.5.2.1 Elevated Fauntleroy Way Station Alternative (WSJ-2)

The Alternative WSJ-2 elevated station and guideway would add more memorable elements in this view than the mix of land uses and buildings that are currently seen (Figure 4-5b). The vividness of the view would increase from average to high average. The height and scale of the elevated station would be compatible with nearby buildings and this setting in general. The existing overhead power lines would be undergrounded, which would not alter the visual quality. Although the elevated guideway might encroach on views from residential sensitive viewers farther down Fauntleroy Way Southwest, this alternative's components would improve the intactness of the view and increase the rating to high average. The elevated station and guideway would follow the street pattern in this location, simplify and harmonize the intersection area compared to the existing condition, and increase the low average unity rating to average. The visual quality rating would remain average, which would not be a visual impact.

Figure 4-5b. KOP WS-30: Alternative WSJ-2

4.6 KOP WS-31: 42nd Avenue Southwest near Southwest Hudson Street, Looking North

4.6.1 Existing Condition

KOP WS-31 represents the view north along 42nd Avenue Southwest that is seen by residents in this neighborhood. Single-family residences, street trees, and large trees in the yards of residences are the primary visual elements of this view (Figure 4-6a). The area viewed from this location is residential in character. The view is of a pleasant but unremarkable residential area that has an average degree of vividness. The intactness and unity of this area are high average. The area viewed has high average visual quality rating.

Figure 4-6a. KOP WS-31: Existing Condition

4.6.2 Summary of Visual Quality Changes, by Alternative

Table 4-6 compares the ratings for visual quality components in the existing condition at KOP WS-31 with the ratings for Alternative WSJ-1. The visual changes related to this alternative are described in the following section.

Table 4-6. KOP WS-31 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)
Vividness	Average	Average
Intactness	High Average	Low
Unity	High Average	Low
Visual Quality	**High Average**	**Low**

Notes:

Option WSJ-3b would not be seen from this view and therefore, was not simulated or included in this table. Changes associated with the construction of Option WSJ-3b would alter the appearance of this view (but were not simulated or included in this table because simulations show long-term permanent impacts).

In addition, Preferred Option WSJ-5b, Alternative WSJ-2, Alternative WSJ-3a, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not be seen from this view and therefore were not simulated or included in this table.

4.6.2.1 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

All of the residences along 41st Avenue Southwest that are visible in Figure 4-6a would be removed with Alternative WSJ-1 (Figure 4-6b). The elevated guideway, the elevated trail track, stored trains, and the high access would introduce large-scale elements into the view that would be very different visually, and somewhat more memorable, than the existing view. The change would not be enough to change the vividness rating to high average however, so it would remain average. The project components would contrast with the existing view in terms of height, bulk, scale, form, color, and material, and would be encroachments into the view. The high average intactness of the view would be reduced to low. The project elements do not fit the pattern of the area near them, contrast with nearby residential areas, and do not support a harmonious visual setting. As a result, the unity rating of view would be reduced to low. The visual quality rating would also be reduced to low, which would be a visual impact.

Figure 4-6b. KOP WS-31: Alternative WSJ-1

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5 REFERENCES

Federal Highway Administration. 1988. *Visual Assessment Methodology*.

Federal Highway Administration. 2015. *Guidelines for the Visual Impact Assessment of Highway Projects.*

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Attachment N.2B
Station 3D Views and Cross Sections

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Attachment N.2B
Station 3D Views and Cross Sections

To show the height, bulk, and scale of the stations in Delridge and the West Seattle Junction, segments, this attachment includes generalized cross sections of each station. In addition, 3D views of some of the stations are also shown as representative examples of the height, bulk, and scale for higher and lower alternatives. The 3D views also identify potential sites for transit-oriented development (TOD).

1 DELRIDGE SEGMENT

Figure 1-1. Delridge Station 3D View for Preferred Option DEL-6b and Alternative DEL-7

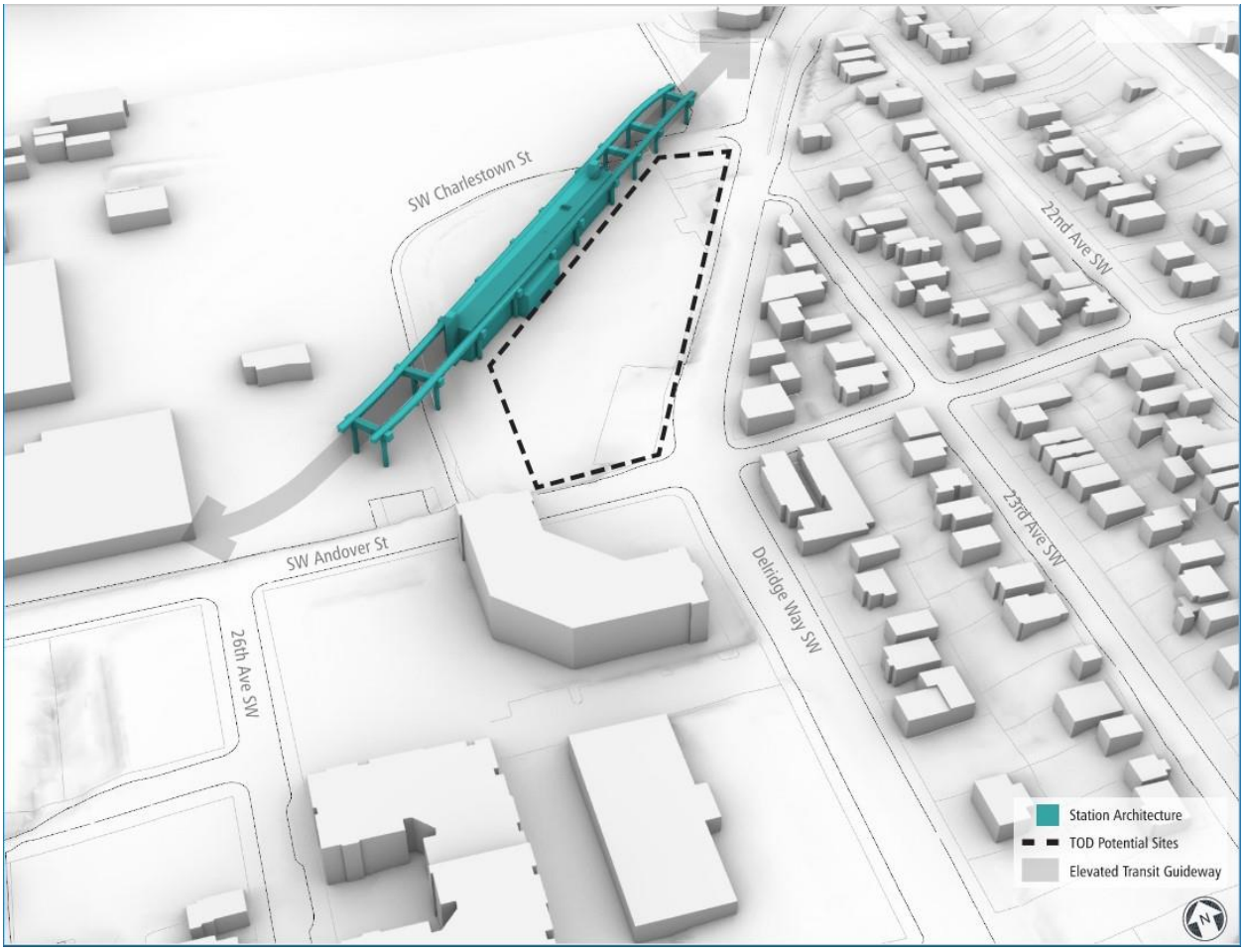
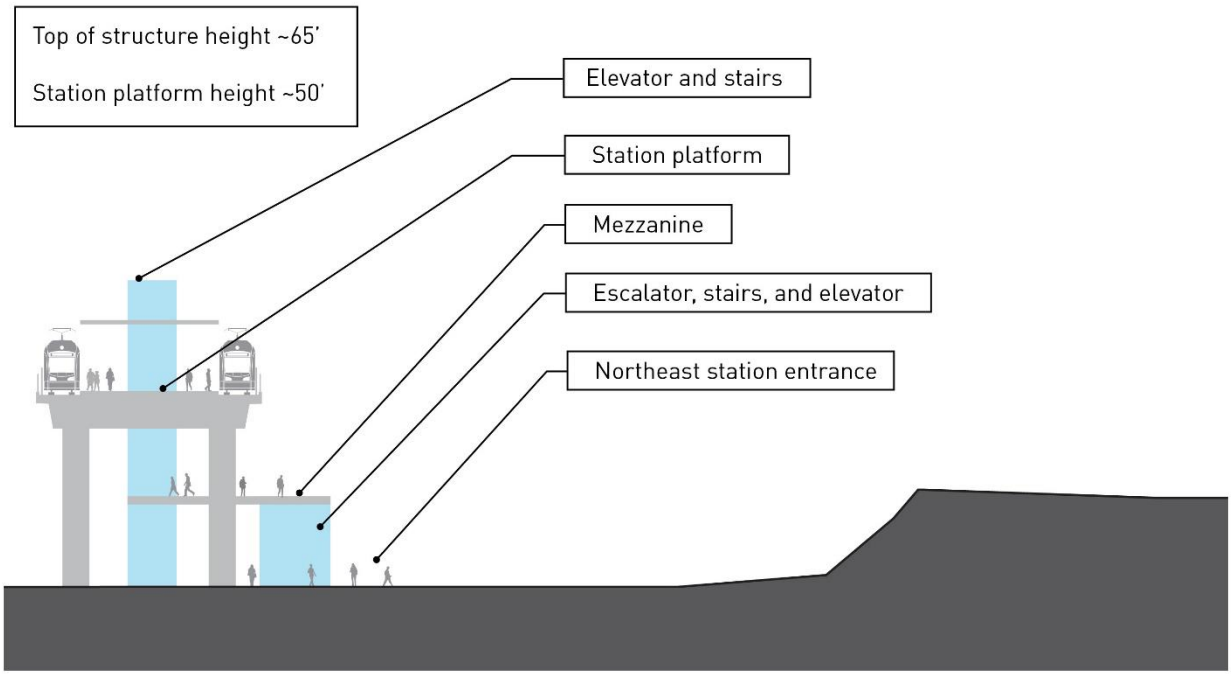


Figure 1-2. Delridge Station Cross Section for Preferred Option DEL-6b and Alternative DEL-7



Note: Heights shown are the same for both Preferred Option DEL-6b and Alternative DEL-7.

Figure 1-3. Delridge Station 3D View for Alternative DEL-1a and Option DEL-1b

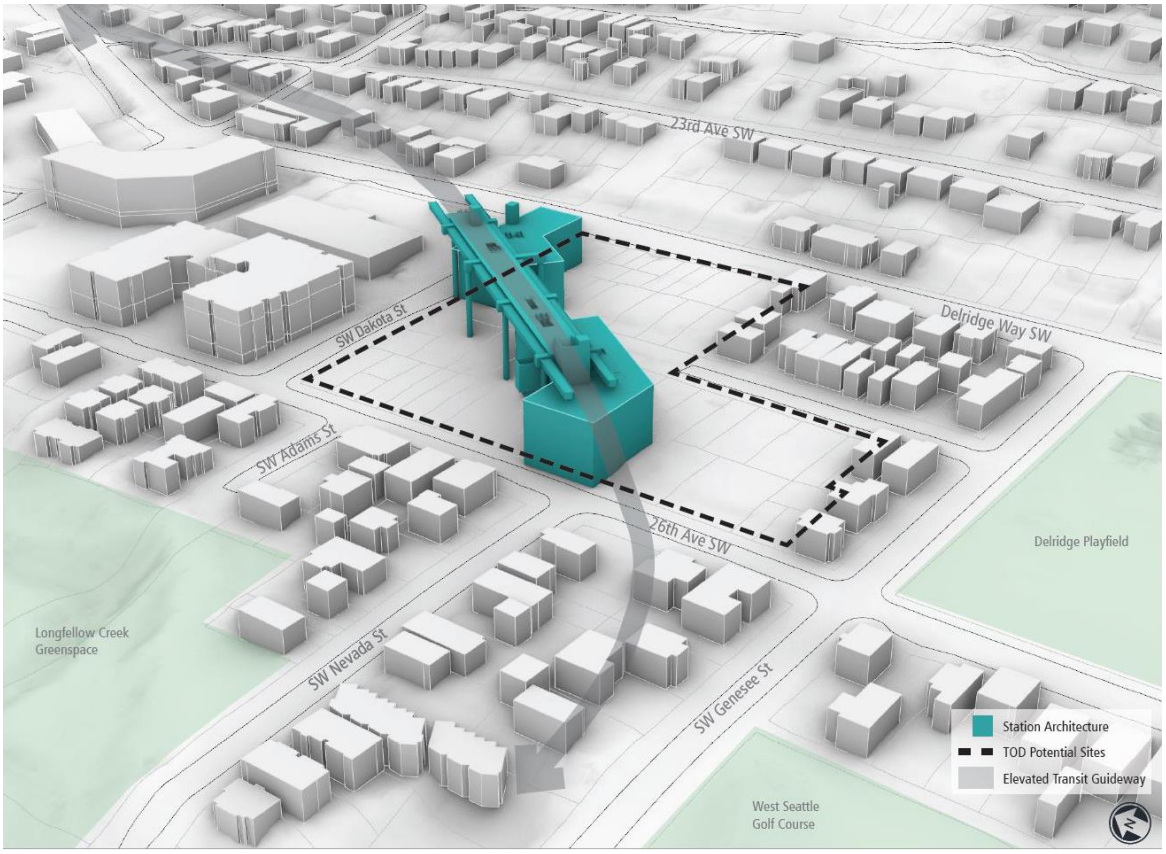


Figure 1-4. Delridge Station Cross Section for Alternative DEL-1a and Option DEL-1b

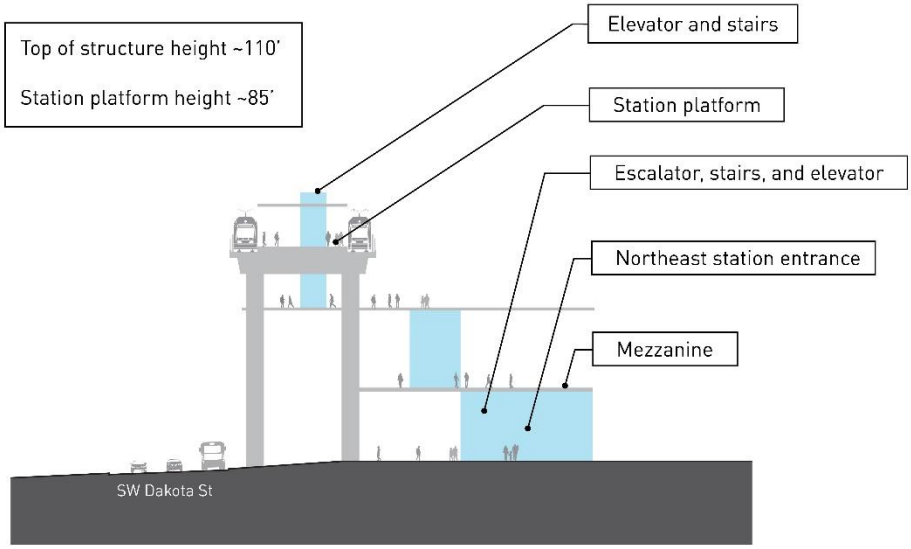


Figure 1-5. Delridge Station 3D View for Alternative DEL-2a and Option DEL-2b

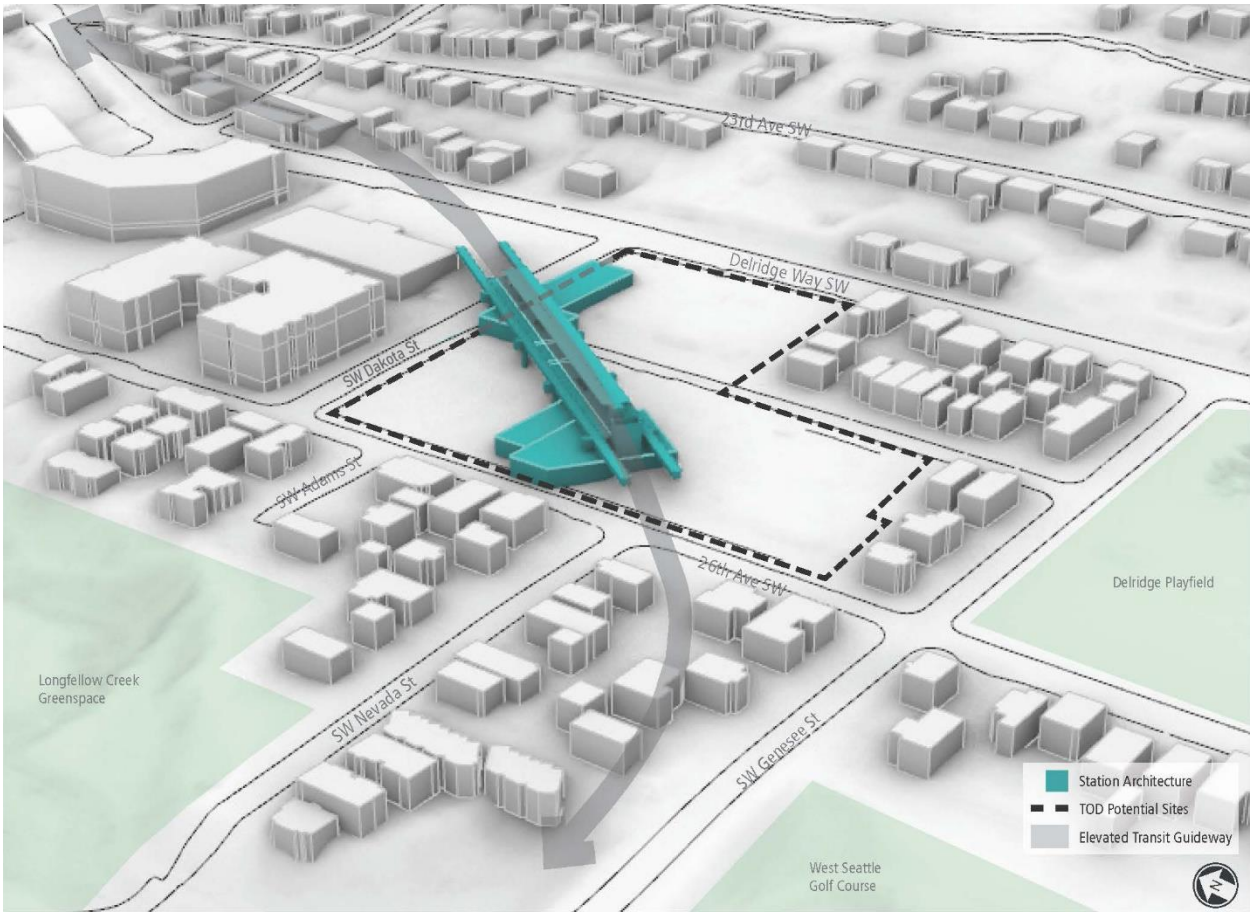


Figure 1-6. Delridge Station Cross Section for Alternative DEL-2a and Option DEL-2b

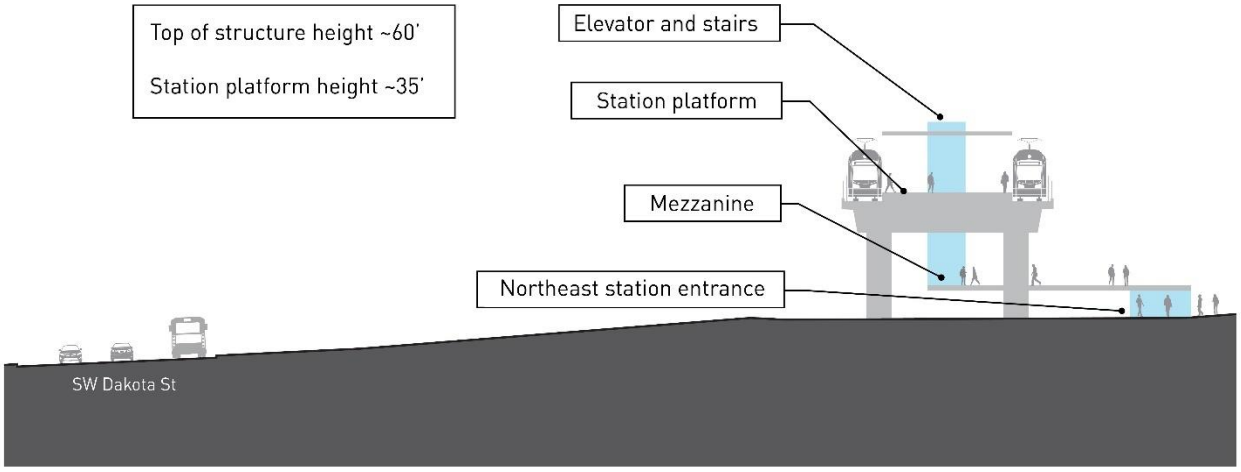
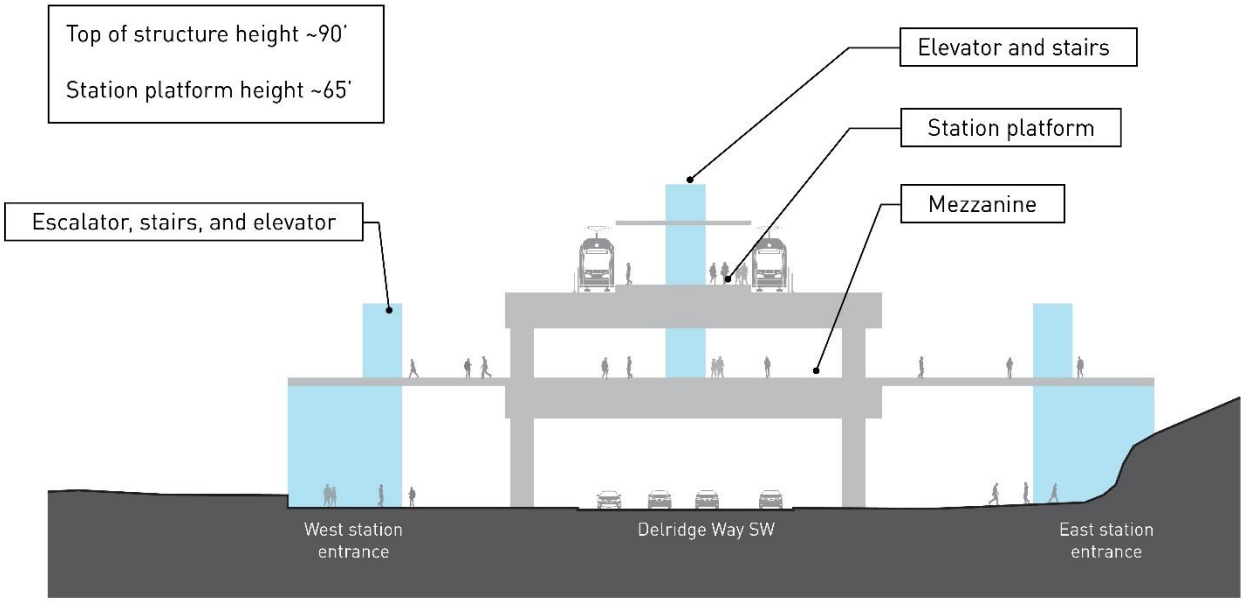


Figure 1-7. Delridge Station Cross Section for Alternative DEL-3 and Alternative DEL-4



Note: There is no 3D view for Alternative DEL-3 and Alternative DEL-4.

Figure 1-8. Delridge Station 3D View for Alternative DEL-5 and Alternative DEL-6a

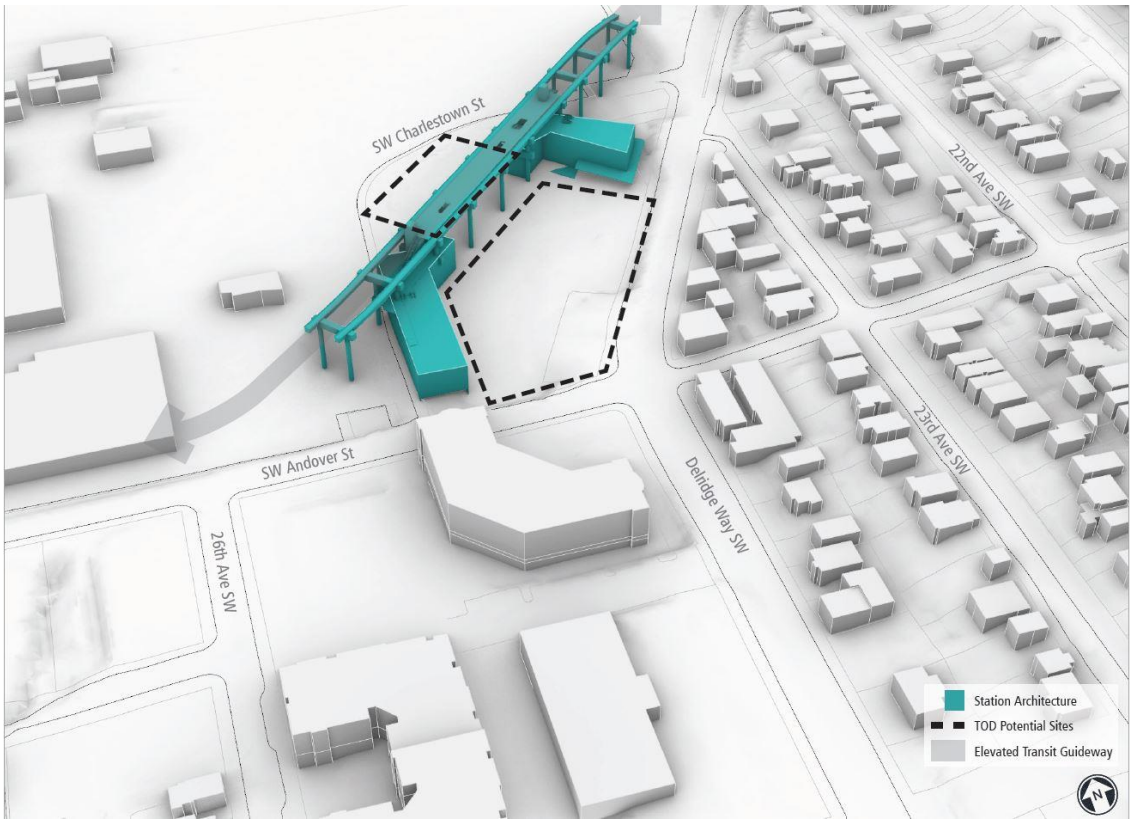
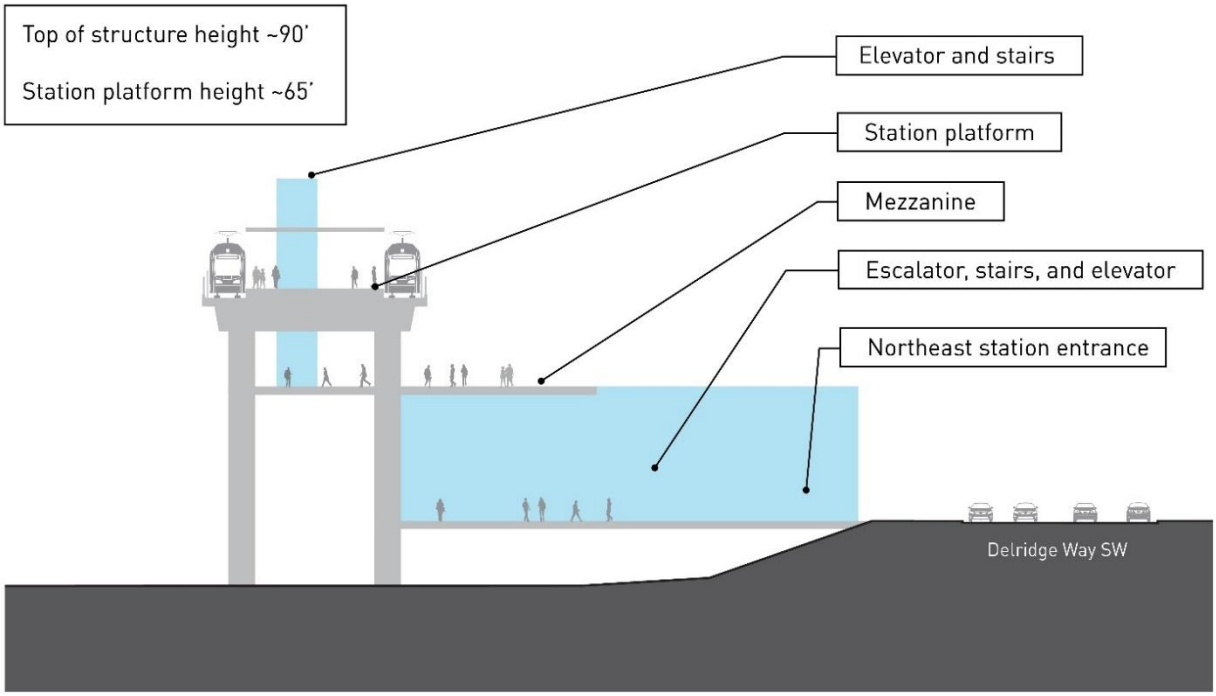


Figure 1-9. Delridge Station Cross Section for Alternative DEL-5 and Alternative DEL-6a



Notes: Heights shown are for Alternative DEL-6a. The top of the station height for Alternative DEL-5 would be about 100 feet.

2 WEST SEATTLE JUNCTION SEGMENT

Figure 2-1. Avalon Station 3D View for Preferred Option WSJ-5b

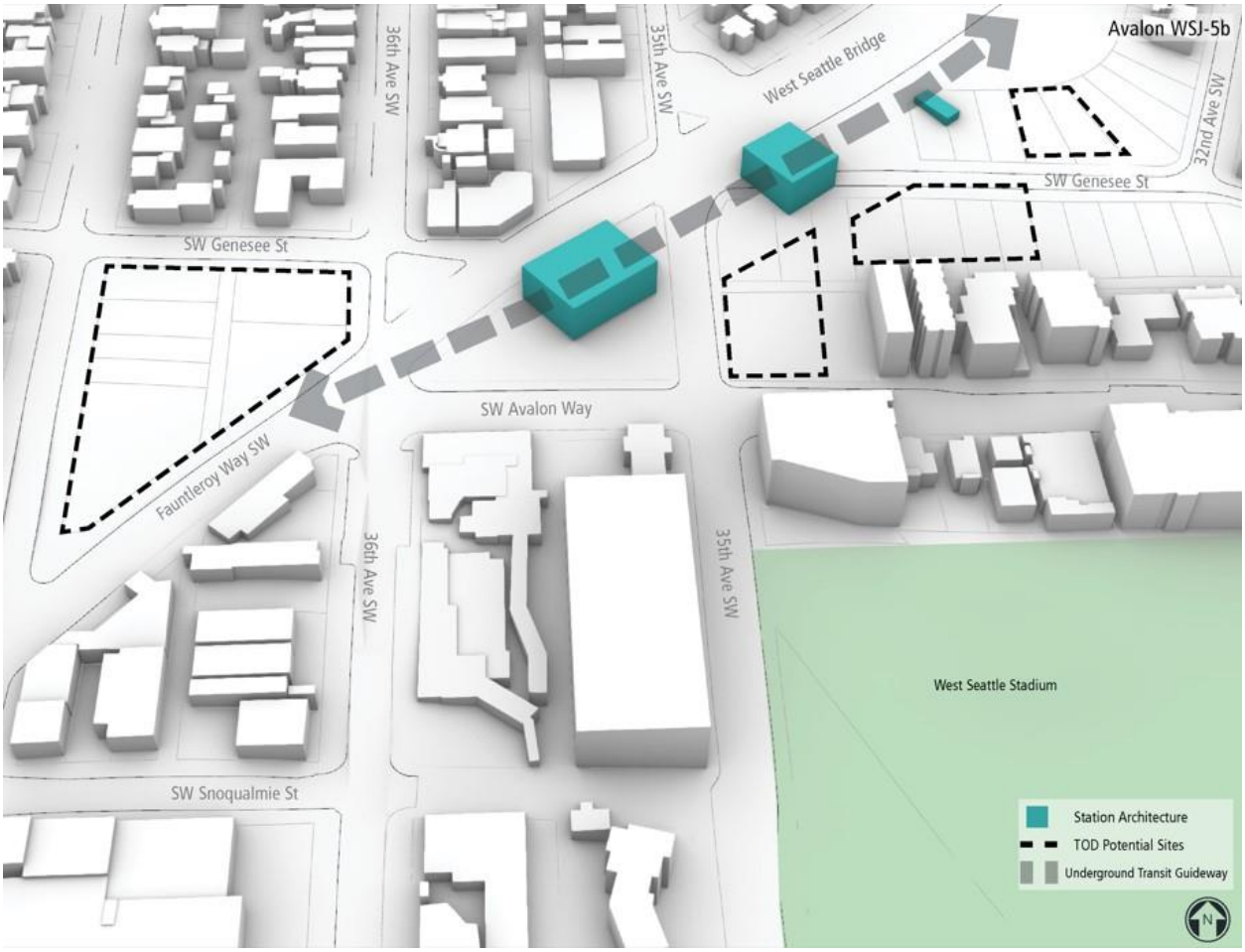


Figure 2-2. Avalon Station Cross Section for Preferred Option WSJ-5b

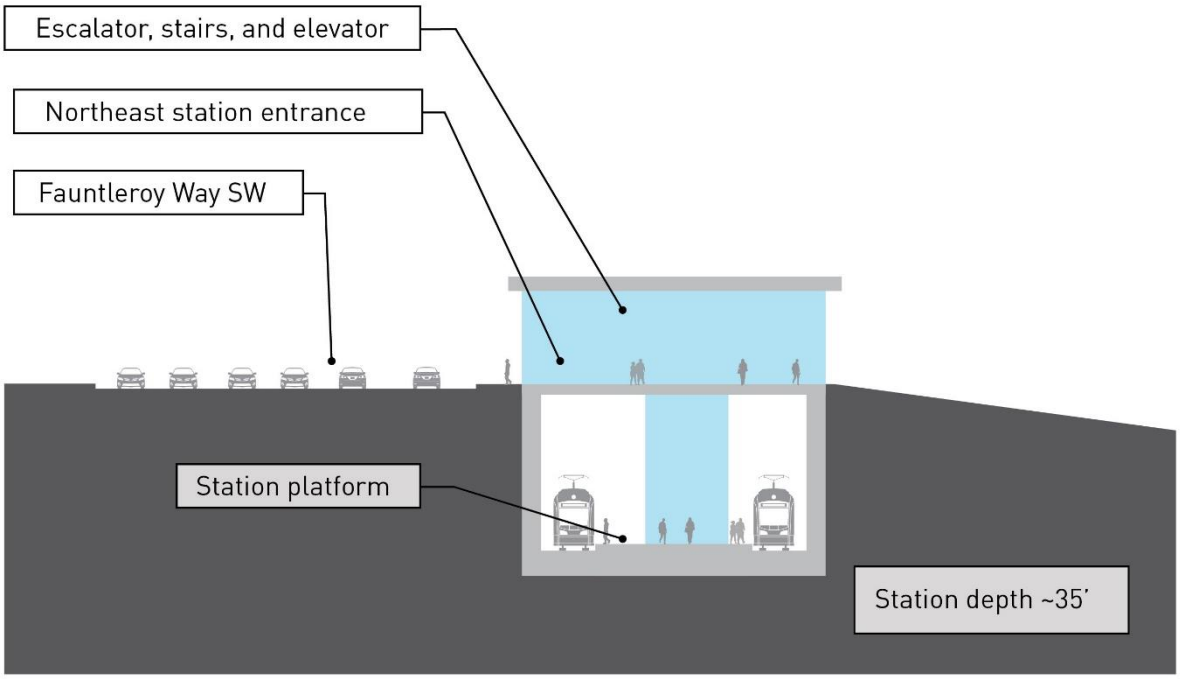
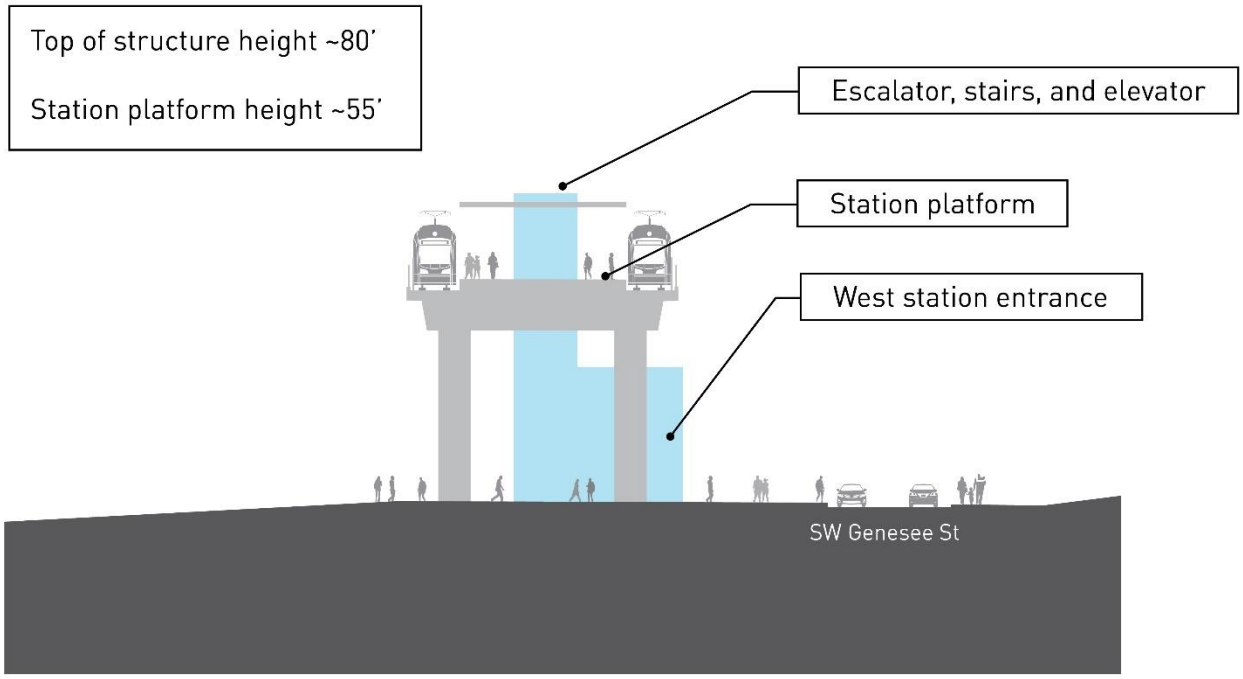
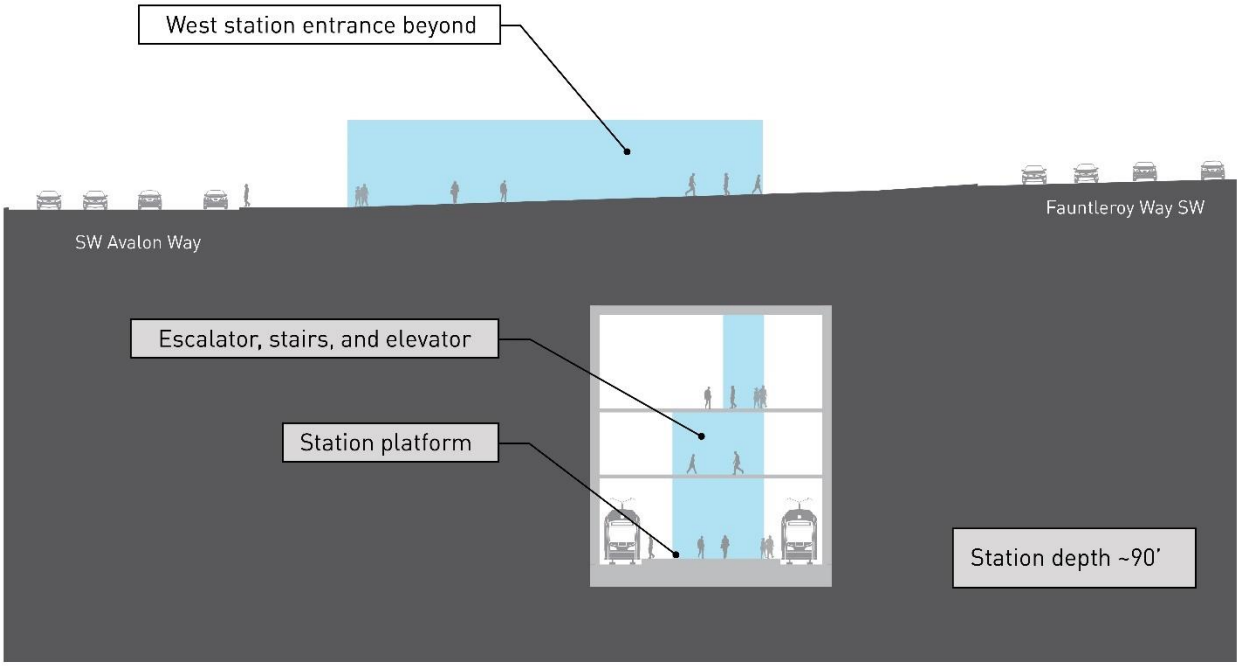


Figure 2-3. Avalon Station Cross Section for Alternative WSJ-1 and Alternative WSJ-2



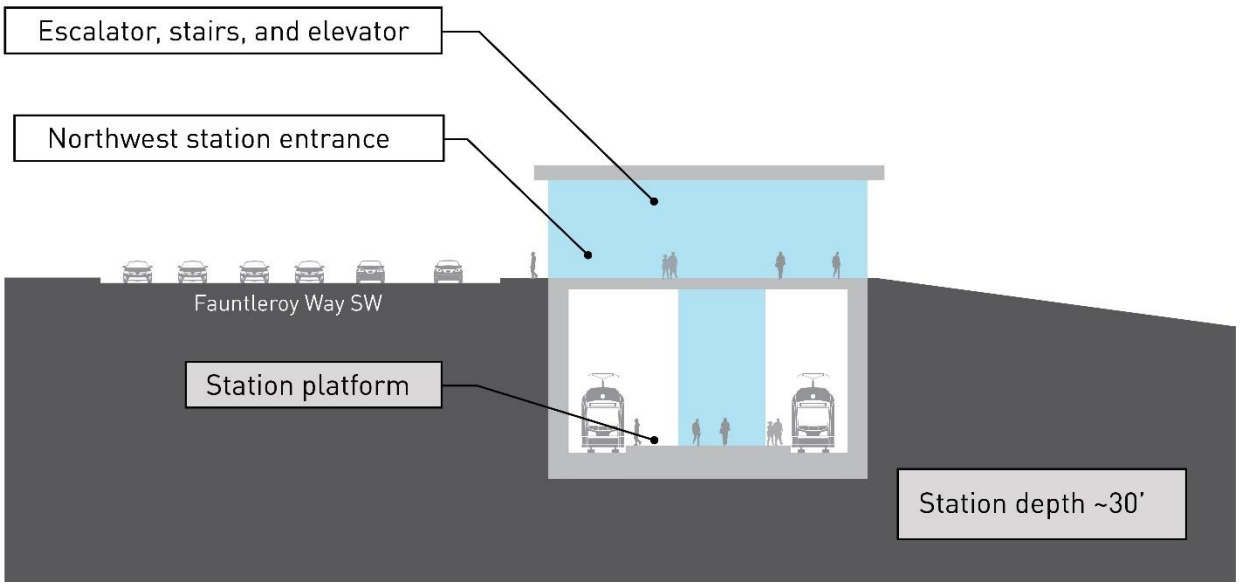
Note: There is no 3D view for Alternatives WSJ-1 and WSJ-2.

Figure 2-4. Avalon Station Cross Section for Alternative WSJ-3a and Option WSJ-3b



Note: There is no 3D view for Alternative WSJ-3a and Option WSJ-3b.

Figure 2-5. Avalon Station Cross Section for Alternative WSJ-5a



Note: There is no 3D view for Alternative WSJ-5a.

Figure 2-6. Alaska Junction Station 3D View for Preferred Option WSJ-5b and Alternative WSJ-6

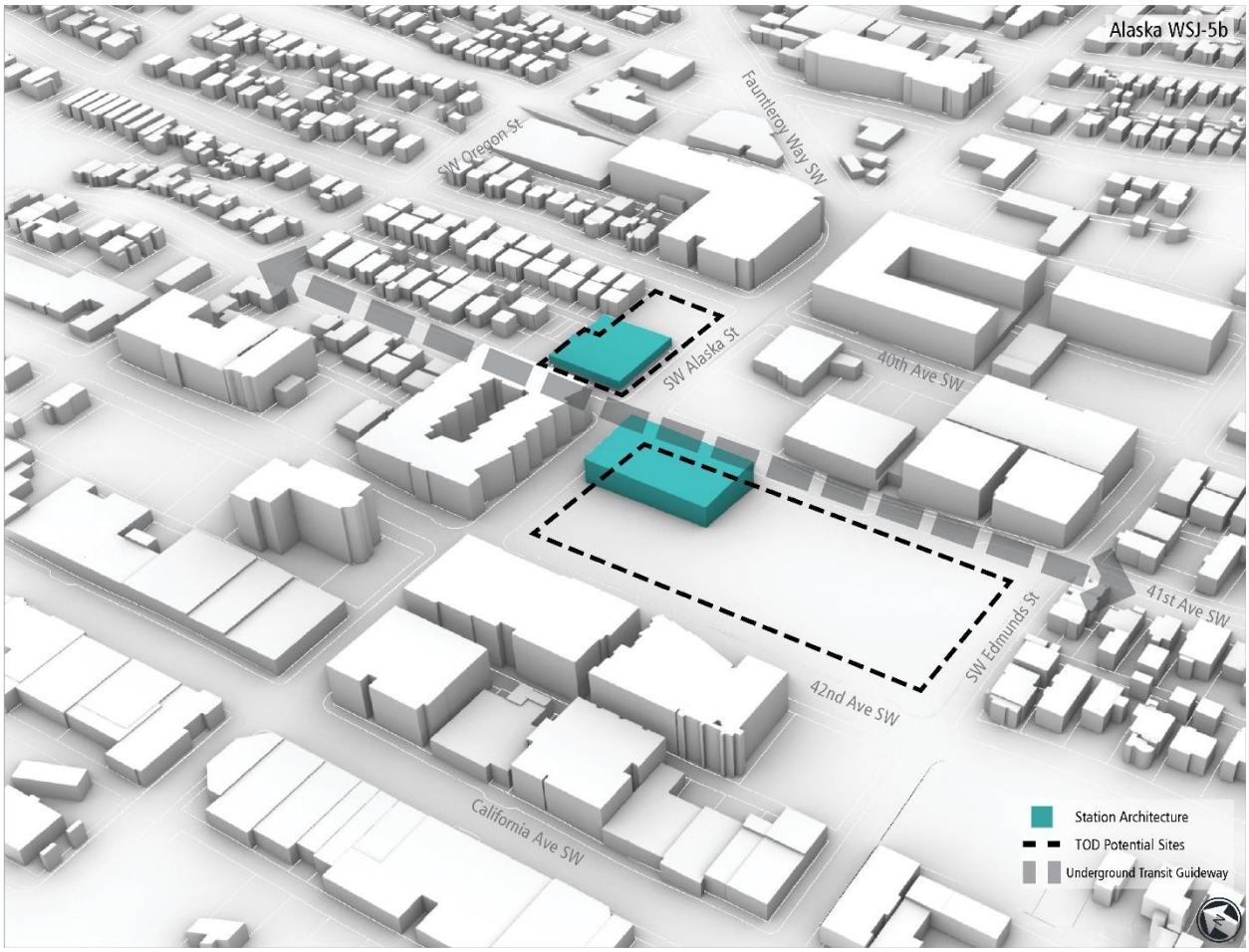


Figure 2-7. Alaska Junction Station Cross Section for Preferred Option WSJ-5b and Alternative WSJ-6

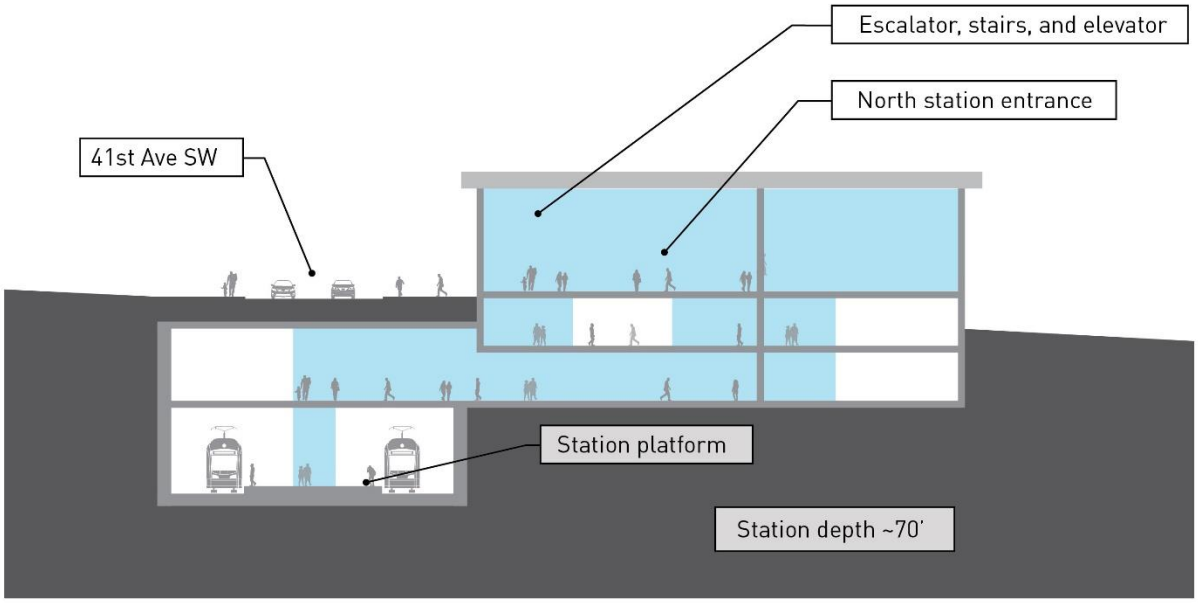
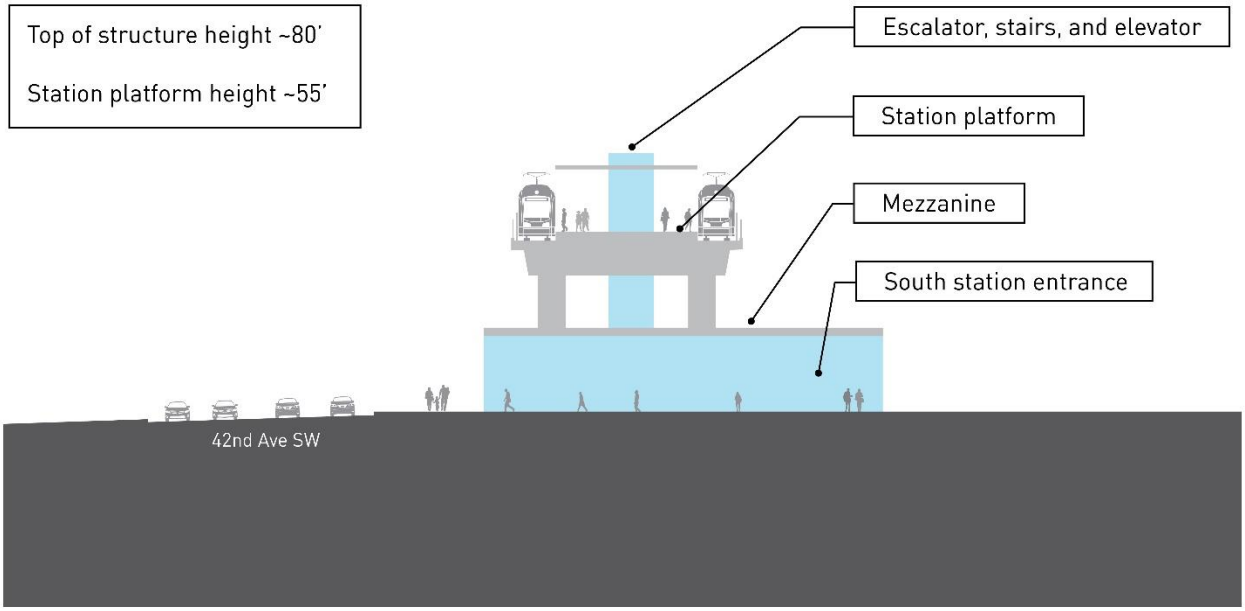
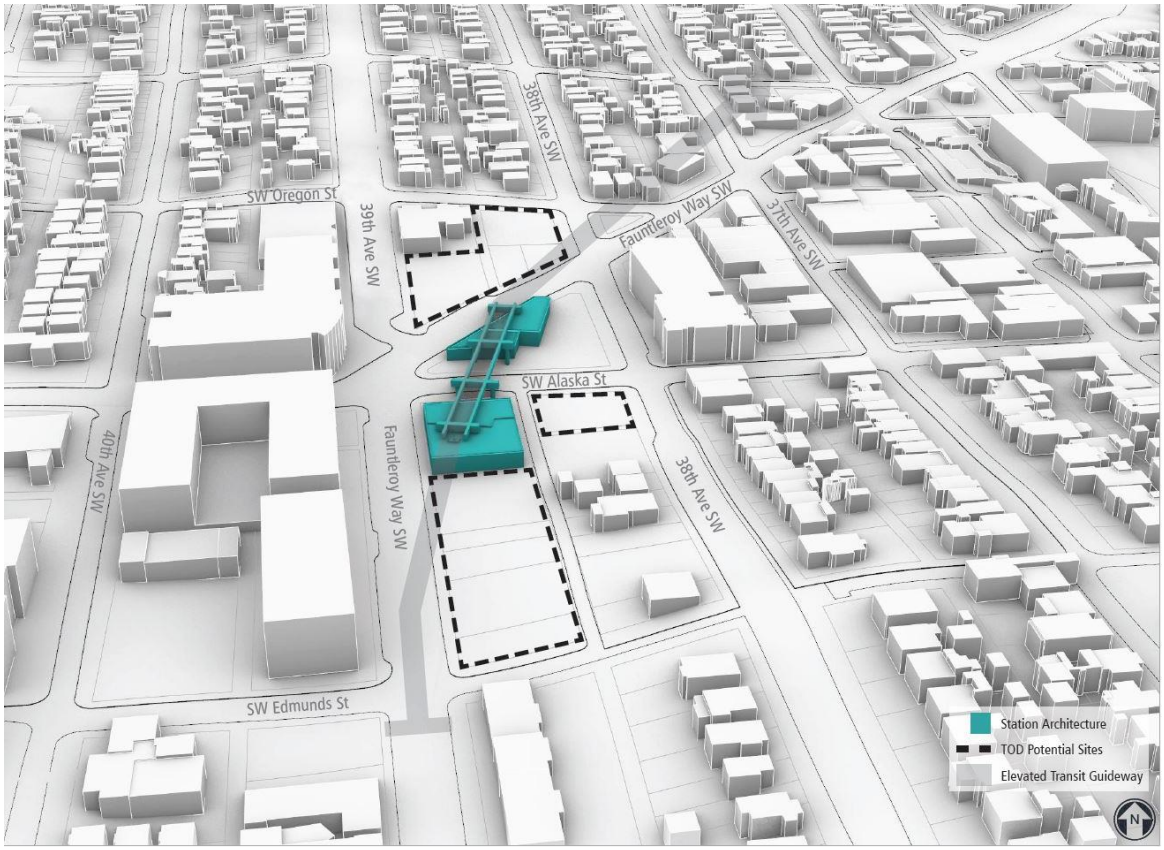


Figure 2-8. Alaska Junction Station Cross Section for Alternative WSJ-1



Note: There is no 3D view for Alternative WSJ-1.

Figure 2-9. Alaska Junction Station 3D View for Alternative WSJ-2



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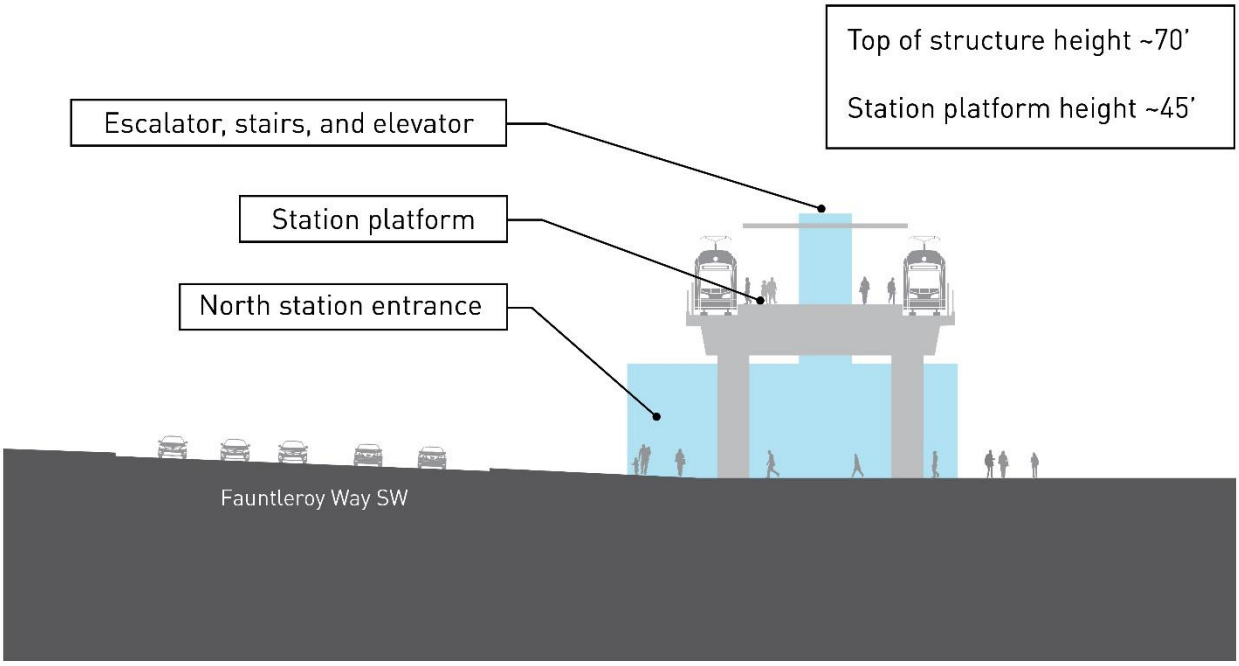


Figure 2-11. Alaska Junction Station 3D View for Alternative WSJ-3a

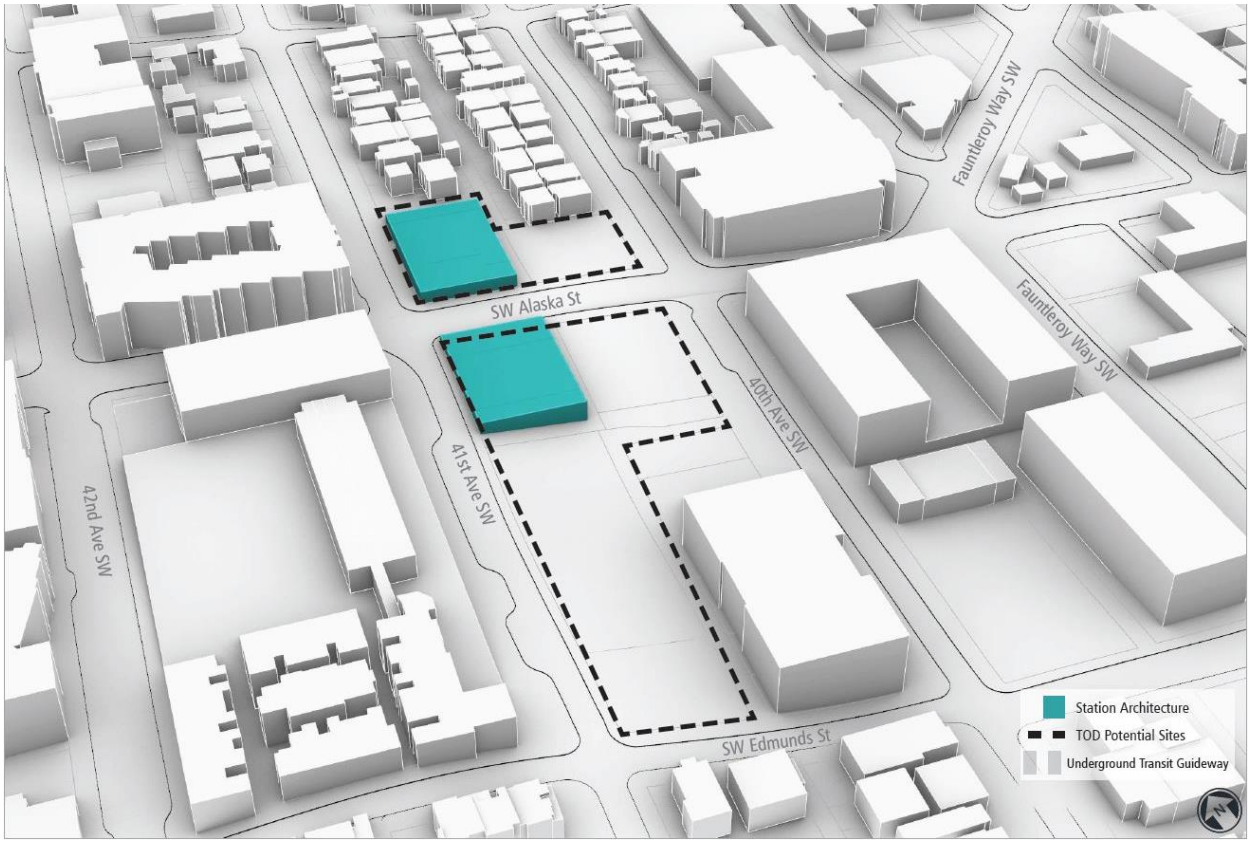


Figure 2-12. Alaska Junction Station Cross Section for Alternative WSJ-3a

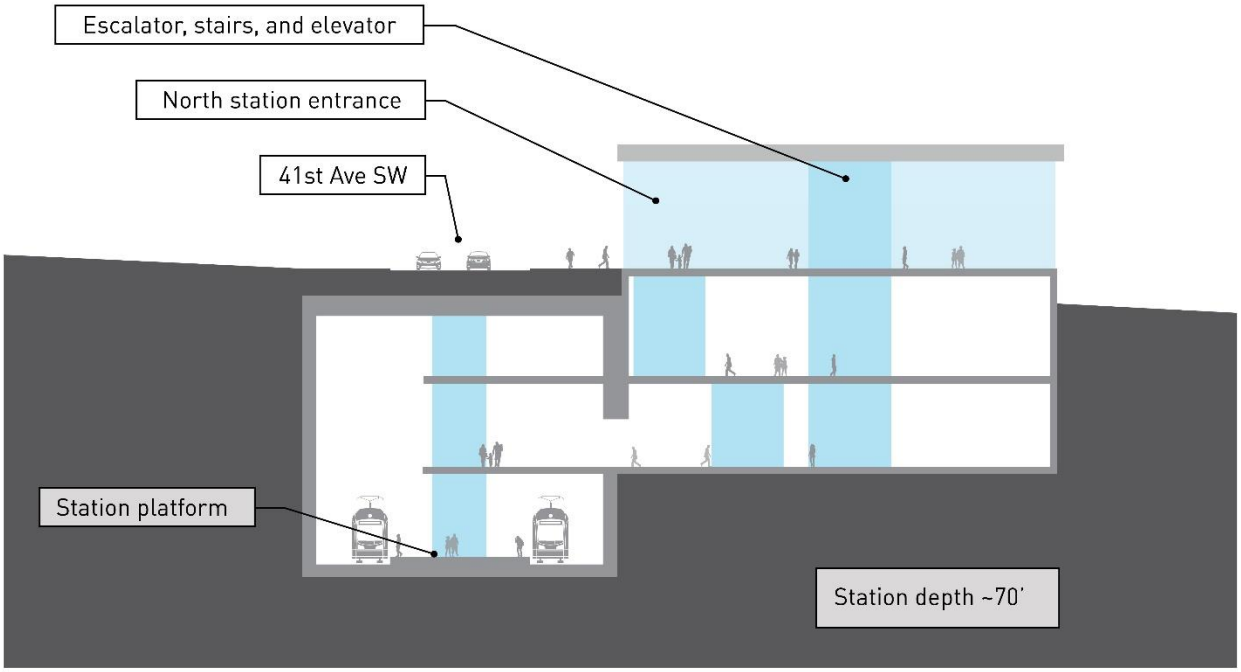
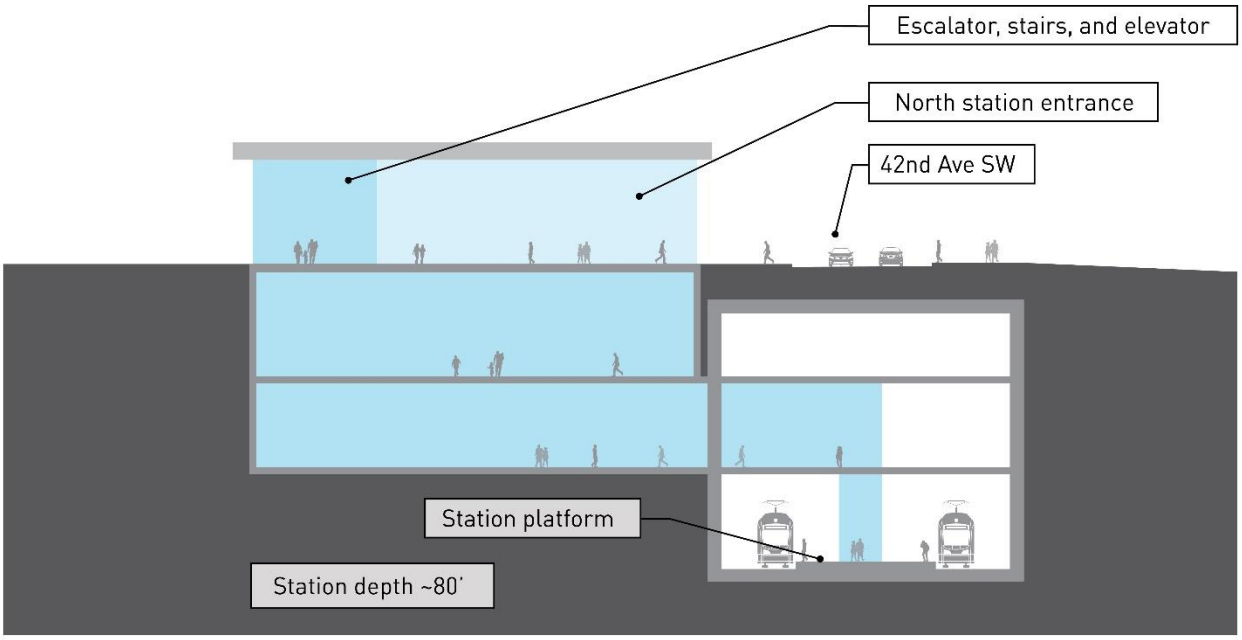
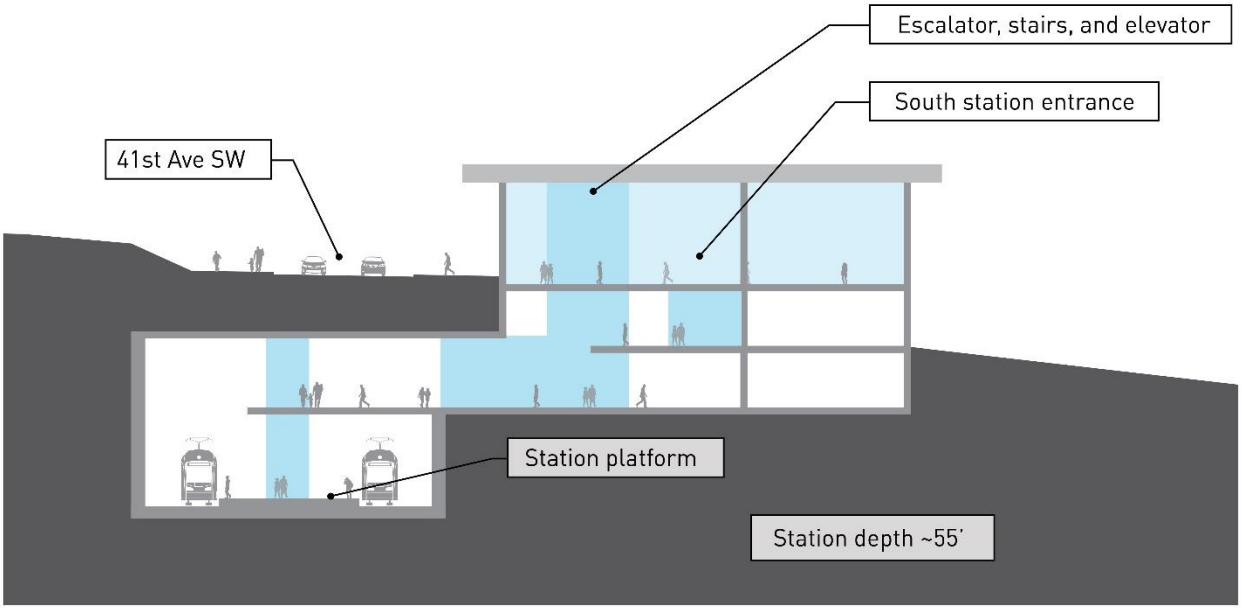


Figure 2-13. Alaska Junction Station Cross Section for Option WSJ-3b



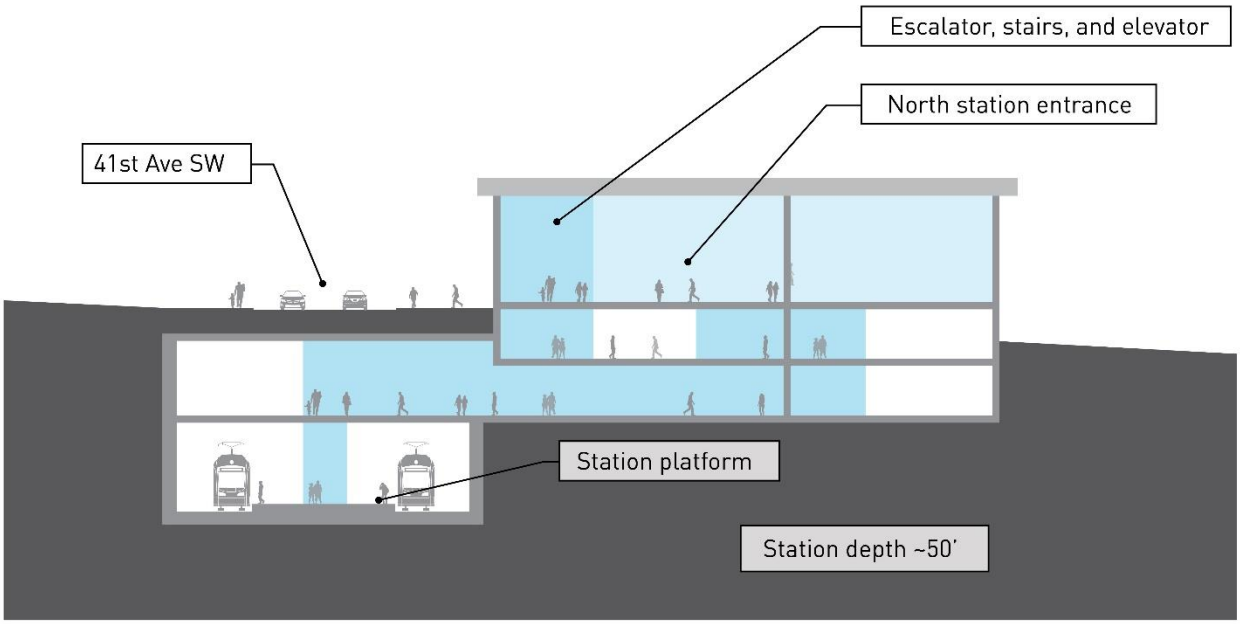
Note: There is no 3D view for Option WSJ-3b.

Figure 2-14. Alaska Junction Station Cross Section for Alternative WSJ-4



Note: There is no 3D view for Alternative WSJ-4.

Figure 2-15. Alaska Junction Station Cross Section for Alternative WSJ-5a



Note: There is no 3D view for Alternative WSJ-5a.

September 2024

West Seattle Link Extension

Final Environmental Impact Statement

NOISE AND VIBRATION TECHNICAL REPORT

Appendix N.3

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

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Appendix N.3

Noise and Vibration Technical Report

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West Seattle Link Extension Noise and Vibration Technical Report

September 2024

Sound Transit

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Acronyms and Abbreviations

Acronym	Definition
Ccurv	force density level
dB	decibel(s)
dBA	A-weighted decibel(s)
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
FTA Guidance Manual	*Transit Noise and Vibration Impact Assessment Manual*
I.D.	identification
Krad	sound pressure level
Ldn	day-night equivalent sound level
Leq	equivalent sound level
Lmax	maximum sound level
Lv	vibration velocity
Sound Transit	Central Puget Sound Regional Transit Authority
V.C.	vibration criteria
VdB	vibration velocity decibel(s)
WSDOT	Washington State Department of Transportation

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1 INTRODUCTION

1.1 Overview

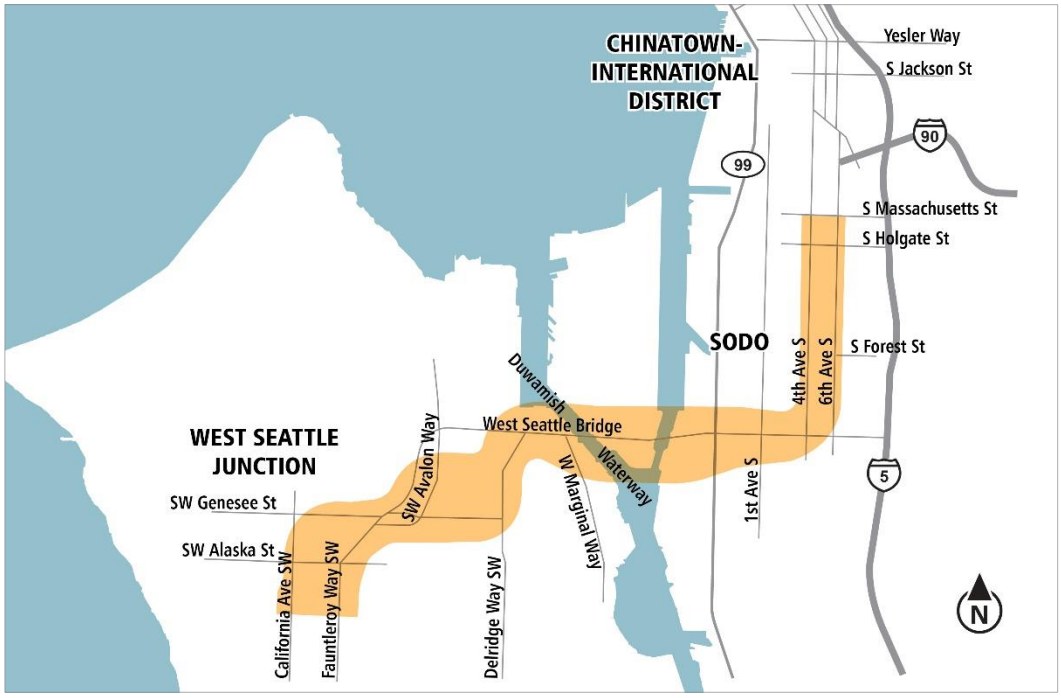
Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from SODO to West Seattle. The West Seattle Link Extension Project (the project) is a 4.1-mile corridor in the city of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 1-1). The project would include stations at SODO, Delridge, Avalon, and Alaska Junction. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

The Draft Environmental Impact Statement (EIS) published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions (WSBLE) Project. The extensions were evaluated together in the WSBLE Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and Federal Transit Administration (FTA) have decided to move forward under separate environmental reviews for each extension.

As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are standalone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further analysis is undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed.

Figure 1-1. West Seattle Link Extension Project Corridor



The West Seattle Link Extension would provide fast, frequent, and reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region. The Puget Sound Regional Council (the regional metropolitan planning organization) and the City of Seattle have designated the following Manufacturing/Industrial Center and urban village in the project corridor:

- **Manufacturing/Industrial Center.** The project corridor includes the Duwamish Manufacturing/ Industrial Center. SODO Station is in the Duwamish Manufacturing/Industrial Center.
- **Urban Village.** West Seattle Junction is a neighborhood in the project corridor designated by the City of Seattle as an urban village. The Alaska Junction and Avalon stations are in the West Seattle Junction Urban Village.

Puget Sound Regional Council

Puget Sound Regional Council, the regional metropolitan planning organization, develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Kitsap, Pierce, and Snohomish counties. Puget Sound Regional Council is composed of over 80 jurisdictions, including all four counties; cities and towns; ports; state and local transportation agencies; and tribal governments within the region.

These designations indicate that these areas will continue to increase in residential and/or employment density over the next 30 years.

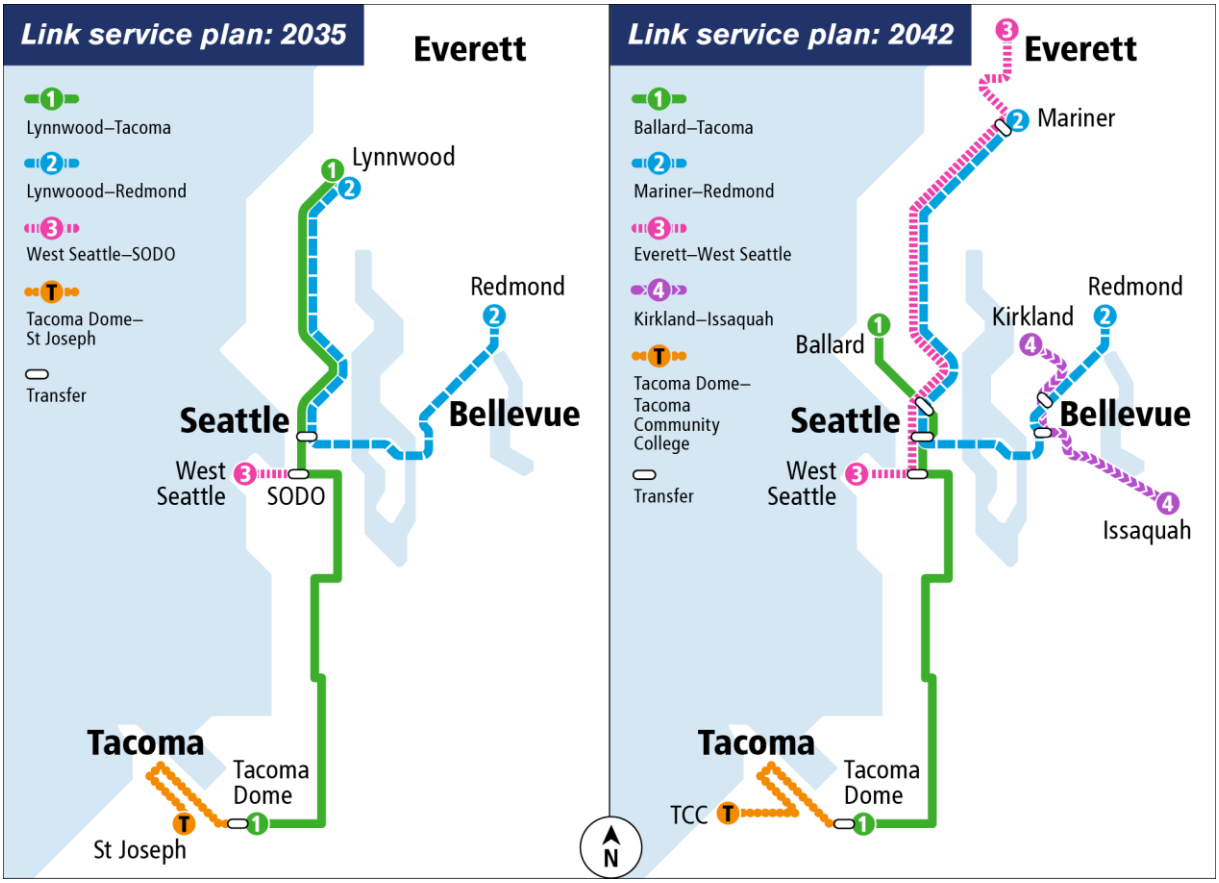
Existing local transit connections in the project corridor include bus and light rail. The King County Metro Transit (Metro) RapidRide C bus line currently provides service between West Seattle, Downtown Seattle, and South Lake Union. The RapidRide H bus line provides service between Burien and Downtown Seattle via Delridge. Other local bus service also operates in the project corridor.

Regional transit service in the project corridor includes regional bus service, ferry service, light rail, Sounder commuter rail, and Amtrak passenger rail service. Light rail currently operates between the Angle Lake Station in the city of SeaTac and Northgate Station in Seattle, traveling

through the Downtown Seattle Transit Tunnel. There is an existing light rail station in SODO in the West Seattle Link Extension Corridor.

Extensions of light rail are under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way, all of which are anticipated to be operational by 2026. Additional planned light rail extensions would continue south to the Tacoma Dome, expected to begin service in 2035, and north to Everett, planned to begin service between 2037 and 2041. The Ballard Link Extension is scheduled to begin service between SODO and Ballard in 2039. The West Seattle Link Extension is scheduled to open in 2032 and would include a new SODO station where riders to and from West Seattle could transfer to the existing SODO station and light rail system until the Ballard Link Extension begins operation. The Ballard Link Extension would permanently connect the West Seattle Link Extension to the existing 1 Line, allowing riders to continue north to Everett. Figure 1-2 shows the full system planned for operation in 2042 under the target schedule. Table 1-1 lists the project Build Alternatives.

Figure 1-2. Link Light Rail System Expansion



1.2 Purpose of Report

The purpose of this report is to document noise and vibration in the project vicinity and evaluate potential impacts associated with the proposed alternatives. This report covers both noise and vibration in the study area.

Table 1-1. Summary of West Seattle Link Extension Build Alternatives

Segment	Alternatives and Design Options	Abbreviation	Stations (and Station Profile)	Connections
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**	**SODO (At-Grade)**	**All Duwamish Segment alternatives.**
SODO	At-Grade Alternative	SODO-1a	SODO(At-Grade)	All Duwamish Segment alternatives.
SODO	At-Grade South Station Option	SODO-1b	SODO (At-Grade)	All Duwamish Segment alternatives.
SODO	Mixed Profile Alternative	SODO-2	SODO (Elevated)	All Duwamish Segment alternatives.
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**	**None**	**All SODO Segment alternatives. All Delridge Segment alternatives.**
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Duwamish (DUW)	North Crossing Alternative	DUW-2	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**	**Delridge (Elevated)**	**All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.**
Delridge (DEL)	Dakota Street Station Alternative	DEL-1a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station Lower Height Alternative	DEL-2a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Delridge Way Station Alternative	DEL-3	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.

Segment	Alternatives and Design Options	Abbreviation	Stations (and Station Profile)	Connections
Delridge (DEL)	Andover Street Station Alternative	DEL-5	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.
Delridge (DEL)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-6.
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**	**Avalon (Retained Cut), Alaska Junction (Tunnel)**	**Connects to DEL-6a and DEL-6b.**
West Seattle Junction (WSJ)	Elevated 41st/42nd Avenue Station Alternative	WSJ-1	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Elevated Fauntleroy Way Station Alternative	WSJ-2	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Tunnel 41st Avenue Station Alternative	WSJ-3a	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Tunnel 42nd Avenue Station Option	WSJ-3b	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4	Avalon (Elevated), Alaska Junction (Tunnel)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	Avalon (Retained Cut), Alaska Junction (Tunnel)	Connects to DEL-6a and DEL-6b.
West Seattle Junction (WSJ)	No Avalon Station Tunnel Alternative	WSJ-6	Alaska Junction (Tunnel)	Connects to DEL-7.

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2 ENVIRONMENTAL NOISE AND VIBRATION BASICS

2.1 Noise Fundamentals and Descriptors

2.1.1 Understanding Sound

What humans perceive as sound is a series of continuous air pressure fluctuations superimposed on the atmospheric pressure that surrounds us. The amplitude of fluctuation is related to the energy carried in a sound wave; the greater the amplitude, the greater the energy, and the louder the sound. The full range of sound pressures encountered in the world is so great that it is more convenient to compress the range by using a logarithmic scale, resulting in the fundamental descriptor used in acoustics—the sound pressure level, which is measured in decibels (dB). When sounds are unpleasant, unwanted, or disturbingly loud, one tends to classify them as noise.

Another aspect of sound is the quality described as its pitch. Pitch of a sound is established by the frequency, which is a measure of how rapidly a sound wave fluctuates. The unit of measurement is cycles per second, called hertz. When a sound is analyzed, its energy content at individual frequencies is displayed over the frequency range of interest, usually the range of human audibility from 20 to 20,000 hertz. This display is called a frequency spectrum.

Sound is measured using a sound level meter with a microphone designed to respond accurately to all audible frequencies. However, the human hearing system does not respond equally to all frequencies. Low-frequency sounds below about 400 hertz are progressively and severely attenuated, as are high frequencies above 10,000 hertz. To approximate the way humans interpret sound, a filter circuit with frequency characteristics similar to the human hearing mechanism is built into sound level meters. Measurements with this filter enacted are called A-weighted sound levels, expressed in A-weighted decibels (dBA). Community noise is usually characterized in terms of the A-weighted sound level.

The range of human hearing extends from about 0 dBA for young healthy ears (that have not been exposed to loud noise sources) to about 140 dBA. When sounds exceed 110 dBA, there is a potential for hearing damage, even with relatively short exposures. In quiet suburban areas far from major freeways, the noise levels during the late-night hours will drop to about 30 dBA. Outdoor noise levels lower than this only occur in isolated areas where there is a minimum amount of natural noises, such as leaves blowing in the wind, crickets, or flowing water. Table 2-1 provides a list of different sounds, activities and transportation noise sources and the maximum noise levels typically experienced in dBA.

Another characteristic of environmental noise is that it is constantly changing. The noise level increasing when a train passes is an example of a short-term change. The lower average noise levels occur during nighttime hours, when activities are at a minimum, with higher noise levels during daytime hours caused by daily patterns of noise-level fluctuation. The instantaneous A-weighted sound level is insufficient to describe the overall acoustic environment. Thus, it is common practice to condense the fluctuating noise levels into a single number, called the equivalent sound level (Leq).

Table 2-1. Examples of Common Noise Sources and General Noise Levels

Maximum Noise Level (approximate)	Examples of Sounds, Activities, and Transportation Noise Sources, Quietest to Loudest
25 to 30 dBA	Acoustic test chamber Quiet, rural area at night, crickets or wind noise, no traffic
30 to 40 dBA	Quiet bedroom with no air systems running Empty recording studio
40 to 50 dBA	Quiet window air conditioner, indoors Background noise inside a typical office space
50 to 60 dBA	Normal conservation, two people at 4 to 6 feet Typical television volume at 10 feet
60 to 70 dBA	Automobile cruising, 50 miles per hour, 50 feet Heated conservation, two to four people, 4 to 6 feet
70 to 80 dBA	Vanpool bus cruising, 50 miles per hour, 50 feet Medium truck (parcel delivery trucks) at 50 miles per hour, 50 feet
86 dBA	Link light rail, 4-car train traveling at 55 miles per hour, measured at 50 feet
80 to 90 dBA	Overland bus cruising, 50 miles per hour, 50 feet Accelerating heavy loaded truck, 50 feet
90 to 100 dBA	Multiple locomotives pulling 5000 feet train. 40 miles per hour, 100 feet Loud shop tools (router, table saw), 5 feet
Over 100 dBA	Loud crowd at an indoor basketball game Freight train horn at 100 feet Jet takeoff at 250 feet

Source: Adapted from FTA (2018) and measured noise levels. Link light rail noise levels from measurements in 2018 and 2019.

Leq can be thought of as the steady sound level that represents the same sound energy as the varying sound levels over a specified time period (typically 1 hour or 24 hours). Often the Leq values over a 24-hour period are used to calculate cumulative noise exposure in terms of the day-night equivalent sound level (Ldn), which is defined as the 24-hour Leq but with a 10-dB penalty added to each nighttime hourly Leq (with nighttime defined as the period from 10 p.m. to 7 a.m.). The effect of this penalty is that any event during the nighttime is equivalent to 10 events during the daytime. This strongly weights Ldn toward nighttime noise to reflect most people being more easily annoyed by noise at night when background noise is lower, and most people are resting.

Environmental impact assessments for mass transit projects in the United States typically use Ldn to describe the community noise environment at residential locations. Studies of community response to a wide variety of noises indicate that Ldn is a good measure of the noise environment. Table 2-2 defines typical community noise levels in terms of Ldn. Most urban and suburban neighborhood Ldn noise levels range from 50 to 70 dBA. An Ldn of 70 dBA is a relatively noisy environment that might be found at buildings on a busy surface street, close to a freeway, or near a busy airport and would usually be considered unacceptable for residential land use without special measures taken to enhance outdoor-indoor sound insulation. Residential neighborhoods that are not near major sound sources are usually in the range of Ldn 55 to 60 dBA. If there is a freeway or moderately busy arterial nearby, or any nighttime noise, Ldn is usually in the range of 60 to 65 dBA.

Table 2-2. Typical 24-hour Day-night Sound Levels and Land Use Compatibility

Day-Night Equivalent Noise Level in A-weighted Decibels	Description of Typical and Acceptable Land Use
Ldn below 50 dBA	Typically found in rural areas with no major roadways or other major noise sources nearby. Compatible with all noise-sensitive properties.
Ldn of 50 to 55 dBA	Typically found in quiet suburban residential neighborhoods not near any major roadways and with little nighttime activity. Compatible with all noise-sensitive properties.
Ldn of 55 to 60 dBA	Typically found in many residential areas with minor arterial roadways nearby, typical of many close in suburban and some urban residential areas. Compatible with all noise-sensitive properties.
Ldn of 60 to 65 dBA	Relatively noisy residential area. Usually a major road or airport is nearby. Considered normally acceptable for residential land use.
Ldn of 65 to 70 dBA	Noise levels in this range are typical for a noisy residential area that is close to a major freeway or the end of an airport runway. Considered marginally acceptable for a residential area.
Ldn of 70 to 75 dBA	Typical for areas directly adjacent to a major freeway or very near an airport. Not normally acceptable for residential use without noise mitigation measures.
Ldn greater than 75 dBA	Noise levels above 75 dBA Ldn are not acceptable for residential use and are only found near the ends of airport runways and adjacent to major highways.

Source: Adapted from FTA 2018.

Ldn is the designated noise metric of choice for many federal agencies, including the Department of Housing and Urban Development, Federal Aviation Administration, FTA, and United States Environmental Protection Agency. Most federal and state agency criteria for noise impacts are based on some measurement of noise energy. For example, the Federal Aviation Administration and Department of Housing and Urban Development use Ldn and the Federal Highway Administration uses peak hour Leq. The noise impact criteria applicable to residential areas is included in the 2018 *FTA Transit Noise and Vibration Impact Assessment Manual* (FTA Guidance Manual) (FTA 2018) and uses both Leq and Ldn to characterize community noise.

2.1.2 Calculating Decibels

An important factor to recognize is that noise is measured on a decibel scale, and calculating the sound level for two noise sources is not achieved by simple addition. For example, combining two 60-dB noise sources does not give 120 dB (which is near the pain threshold), but yields 63 dB, which is lower than the volume at which most people listen to their TVs. For reference, if two noise sources are 10 dB apart, for example 50 dB and 60 dB, the sum of the two noise levels will simply be the louder of the two, in this case 60 dB. This is to say that for similar noise sources that are 10 dB apart in magnitude, a person would only be able to hear the louder of the two sources.

Examples of simplified decibel addition, based on the difference between the two levels, are provided in Table 2-3 for reference, to aid in the understanding of the total project noise and impact analysis presented in this report.

Table 2-3. Decibel Addition Approximations

Difference between the Two Noise Sources	Amount Added to the Higher of the Two Noise Levels
0 to 1 dB	3 dB
2 to 3 dB	2 dB
4 to 9 dB	1 dB
10 dB or more	0 dB

This information is important when considering the FTA criteria and what the total noise (existing and light rail noise) would be at any location. An increase of less than 3 dB is not typically perceptible to an average person. For example, if noise from light rail operations is 4 dB to 9 dB below the existing noise levels, the project-related increase in the total noise (light rail plus existing) would be approximately 1 dB or less, an increase which is not perceptible to an average person.

2.2 Vibration Fundamentals and Descriptors

Vibration is an oscillatory motion that is described in terms of the displacement, velocity, or acceleration of the motion. The response of humans to vibration is very complex. However, the general consensus is that for the vibration frequencies generated by light rail trains, human response is best approximated by the vibration velocity level. Therefore, this study uses vibration velocity to describe light rail-generated vibration levels.

One potential community impact from a project like the West Seattle Link Extension is vibration that is transmitted from the tracks through the ground to adjacent buildings. This is referred to as groundborne vibration. When evaluating human response, groundborne vibration is expressed in terms of decibels using the root mean square vibration velocity. Root mean square is defined as the square root of the average of the squared amplitude of the vibration signal. To avoid confusion with sound decibels, the abbreviation VdB is used for vibration velocity decibels. All vibration decibels in this report use a decibel reference of 1 micro-inch per second.

The potential impacts of rail transit groundborne vibration are as follows:

- Perceptible building vibration: The vibration of the floor or other building surfaces that the occupants feel.
- Rattle: The building vibration can cause rattling of items on shelves and hangings on walls, and various rattle and buzzing noises from windows and doors.
- Reradiated noise: The vibration of room surfaces radiates sound waves that are audible to humans (groundborne noise). Groundborne noise sounds like a low-frequency rumble. Usually, for a surface rail system such as the light rail train, the groundborne noise is masked by the normal airborne noise radiated from the transit vehicle and the rails.

Table 2-4 presents typical vibration levels from rail and non-rail sources, as well as the human and structural response to such levels.

Although there is relatively little research into human and building response to groundborne vibration, there is substantial experience with vibration from rail systems. In general, the collective experience indicates the following:

- It is rare that groundborne vibration from transit systems results in building damage, even minor cosmetic damage. Therefore, the primary consideration is whether or not the vibration is intrusive to building occupants or interferes with interior activities or machinery.
- The threshold for human perception is approximately 65 VdB. Vibration levels in the range of 70 to 75 VdB often are noticeable but acceptable. Beyond 80 VdB, vibration levels are considered unacceptable.
- For human annoyance, there is a relationship between the number of daily events and the degree of annoyance caused by groundborne vibration. The FTA Guidance Manual includes an 8-VdB higher impact threshold if there are fewer than 30 events per day and a 3-VdB higher threshold if there are fewer than 70 events per day (FTA 2018).

Table 2-4. Typical Vibration Level in Decibels and Human/Structural Responses

Vibration Level in VdB	Description of Typical Sources 50 Feet from Source and Human/Structural Response
Below 60 VdB	Typical background vibration levels.
60 to 70 VdB	Light rail transit on a normal track; bus or truck on a smooth roadway. Approximate threshold of human perception and limit for vibration-sensitive equipment.
70 to 80 VdB	Light rail transit near a crossover; bus or truck over pothole. Residential annoyance from infrequent events (e.g., commuter trains), residential annoyance from occasional events, and residential annoyance from frequent events (e.g., light rail transit).
80 to 90 VdB	Bulldozers and other heavy tracked vehicles and freight trains. The typical human response would be difficulty with tasks such as reading a computer screen.
90 to 100 VdB	Blasting from construction projects. This is the threshold for minor cosmetic damage.

Source: Adapted from FTA 2018.

Often it is necessary to determine the contribution at different frequencies when evaluating vibration or noise signals. The 1/3-octave band spectrum is the most common method used to evaluate frequency components of acoustic signals. The term octave is borrowed from music, where it refers to a span of eight notes. The ratio of the highest frequency to the lowest frequency in an octave is 2:1. For a 1/3-octave band spectrum, each octave is divided into three bands, where the ratio of the lowest frequency to the highest frequency in each 1/3-octave band is 2 1/3:1 (1.26:1). An octave consists of three 1/3 octaves. The 1/3-octave band spectrum of a signal is obtained by passing the signal through a bank of filters. Each filter excludes all components except those that are between the upper and lower range of one 1/3-octave band (FTA 2018).

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3 NOISE AND VIBRATION IMPACT CRITERIA

This section summarizes the noise and vibration criteria used to evaluate the operations and construction of the project. Criteria from the FTA, Federal Highway Administration, Washington State Department of Transportation (WSDOT) and the City of Seattle are included and discussed as required for this environmental analysis.

3.1 Noise Criteria

The operation of a light rail system can cause noise that becomes a public concern. Noise impacts can be caused by either transit operations (e.g., light rail operational noise, warning bells, and ancillary facilities) or changes in traffic noise exposure. The major noise source for the project would be noise from Link light rail operations, as well as some additional noise from stations. An increase in traffic noise exposure could result from the development of new or extended roadways in station areas or from the removal of buildings, walls, or berms that currently provide acoustical shielding from traffic noise.

Noise from project-related ancillary facilities can also be a source of noise; these would include maintenance and cleaning facilities, power substations, park-and-rides, and tunnel exhaust fan systems. The maintenance and cleaning facilities for operations of the project will be at the existing Operations and Maintenance Facility Central. No park-and-rides are proposed as part of this project; therefore, no noise analysis for park-and-rides was needed. Substations and tunnel exhaust fans are enclosed in buildings with acoustically treated ventilation systems and are designed to maintain noise levels well below any applicable state or local noise criteria.

There are several different noise impact criteria applicable to the project. Criteria from the FTA, Federal Highway Administration, WSDOT, and the City of Seattle were all reviewed and applied as appropriate to this analysis. This section summarizes those criteria and defines the project noise impact criteria applicable to the project.

3.1.1 Transit Noise Criteria

Noise impacts for the project are determined based on the criteria defined in the FTA Guidance Manual (FTA 2018). The FTA noise impact criteria are founded on well-documented research on community reaction to noise and are based on changes in noise exposure rated using a sliding scale. Although more transit noise is allowed in neighborhoods with high levels of existing noise, as existing noise levels increase, smaller increases in total noise exposure are allowed than in areas with lower existing noise levels. The FTA noise impact criteria group noise-sensitive land uses into the following three categories:

- **Category 1**: Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included in this category are recording studios and concert halls.
- **Category 2**: Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

- **Category 3**: Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and places of worship where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also considered to be in this category. Certain historical sites and parks are also included, but their sensitivity to noise must be related to their defining characteristics, and generally parks with active recreational facilities are not considered noise-sensitive.

Ldn is used to characterize noise exposure for residential areas (Category 2). For other noise-sensitive land uses, such as outdoor amphitheaters and school buildings (Categories 1 and 3), the maximum 1-hour Leq during the facility's operating period is used.

The two levels of impact included in the FTA criteria (moderate and severe) are as follows:

- **Moderate Impact**: In this range of noise impact, the change in the cumulative noise level is noticeable to most people but may not be sufficient to cause strong, adverse reactions from the community. In this transitional area, other project-specific factors must be considered to determine the magnitude of the impact and the need for mitigation. These factors include the existing level, the projected level of increase over existing noise levels, the types and numbers of noise-sensitive land uses affected, the noise sensitivity of the properties, the effectiveness of the mitigation measures, community views, and the cost of mitigating noise to more acceptable levels.
- **Severe Impact**: Project-generated noise in the severe impact range can be expected to cause a large percentage of people to be highly annoyed by the new noise and represents the most compelling need for mitigation. Noise mitigation will normally be specified for severe impact areas unless there are truly extenuating circumstances that prevent mitigation.

The FTA noise impact criteria for Category 2 and Category 3 land uses are summarized in Tables 3-1 and 3-2, which show the existing noise exposure and the allowable noise exposure from a transit project that would cause either moderate or severe impact. The future noise exposure would be the combination of the existing noise exposure and the additional noise exposure caused by the light rail project. As existing noise exposure increases, an increasingly smaller increase in noise is permitted before an impact occurs.

Given the complex nature of these criteria, an example of the application of the criteria can be helpful in understanding how impacts are identified. For example, a residential land use (FTA Category 2) with an existing Ldn of 65 dBA would have no impact if noise from light rail operations were below 61 dBA Ldn, a moderate impact if the light rail noise were between 61 and 66 dBA, and a severe impact if light rail noise were above 66 dBA (Table 3-1). This example shows how the light rail noise level could be *lower* than the *existing* noise levels, and still result in a noise impact. The example also demonstrates how the FTA criteria help to prevent increasing noise levels in areas that already have high levels of background noise. Furthermore, using the information from Table 2-3 (Decibel Addition Approximations), if the light rail operations were, for example, 62 dBA Ldn, the total future noise (existing 65 dBA Ldn plus the light rail's 62 dBA Ldn) would be approximately 67 dBA Ldn, or a 2-dB increase, which is not typically perceptible to an average person but would be an impact under FTA criteria.

The FTA Guidance Manual provides details on how parks are analyzed for noise. The FTA assumes that parks are a special case, and how they are used and where they are located should be considered when considering whether or not a particular park (or an area in a park) is considered noise-sensitive. Parks that are used for active outdoor recreation are typically not considered noise-sensitive. This includes parks with baseball diamonds, soccer fields, basketball courts, football fields, and other active recreation areas.

Table 3-1. FTA Transit Project Noise Impact Criteria for Category 1 and 2 Sites

Existing Noise Exposure Ldn or Leq (dBA) [a]	Transit Noise Level for No Noise Impact	Transit Noise Level for a Moderate Noise Impact	Transit Noise Level for a Severe Noise Impact
<43	<Ambient +10	Ambient +10 to 15	>Ambient +15
43	<52	52 to 58	>58
44	<52	52 to 58	>58
45	<52	52 to 58	>58
46	<53	53 to 59	>59
47	<53	53 to 59	>59
48	<53	53 to 59	>59
49	<54	54 to 59	>59
50	<54	54 to 59	>59
51	<54	54 to 60	>60
52	<55	55 to 60	>60
53	<55	55 to 60	>60
54	<55	55 to 61	>61
55	<56	56 to 61	>61
56	<56	56 to 62	>62
57	<57	57 to 62	>62
58	<57	57 to 62	>62
59	<58	58 to 63	>63
60	<58	58 to 63	>63
61	<59	59 to 64	>64
62	<59	59 to 64	>64
63	<60	60 to 65	>65
64	<61	61 to 65	>65
65	<61	61 to 66	>66
66	<62	62 to 67	>67
67	<63	63 to 67	>67
68	<63	63 to 68	>68
69	<64	64 to 69	>69
70	<65	65 to 69	>69
71	<66	66 to 70	>70
72	<66	66 to 71	>71
73	<66	66 to 71	>71
74	<66	66 to 72	>72
75	<66	66 to 73	>73
76	<66	66 to 74	>74
77	<66	66 to 74	>74
>77	<66	66 to 75	>75

Source: FTA 2018.

[a] The Ldn is used for FTA Category 2 sites, including residential land use and other sites where people sleep, and the peak hour Leq is used for Category 1 sites.

Table 3-2. FTA Transit Project Noise Impact Criteria for Category 3 Sites

Existing Noise Exposure Leq (dBA)	Transit Noise Level for No Noise Impact	Transit Noise Level for a Moderate Noise Impact	Transit Noise Level for a Severe Noise Impact
<43	<Ambient +15	Ambient +15 to 20	>Ambient +20
43	<57	57 to 63	>63
44	<57	57 to 63	>63
45	<57	57 to 63	>63
46	<58	58 to 64	>64
47	<58	58 to 64	>64
48	<58	58 to 64	>64
49	<59	59 to 64	>64
50	<59	59 to 64	>64
51	<59	59 to 65	>65
52	<60	60 to 65	>65
53	<60	60 to 65	>65
54	<60	60 to 66	>66
55	<61	61 to 66	>66
56	<61	61 to 67	>67
57	<62	62 to 67	>67
58	<62	62 to 67	>67
59	<63	63 to 68	>68
60	<63	63 to 68	>68
61	<64	64 to 69	>69
62	<64	64 to 69	>69
63	<65	65 to 70	>70
64	<66	66 to 70	>70
65	<66	66 to 71	>71
66	<67	67 to 72	>72
67	<68	68 to 72	>72
68	<68	68 to 73	>73
69	<69	69 to 74	>74
70	<70	70 to 74	>74
71	<71	71 to 75	>75
72	<71	71 to 76	>76
73	<71	71 to 76	>76
74	<71	71 to 77	>77
75	<71	71 to 78	>78
76	<71	71 to 79	>79
77	<71	71 to 79	>79
>77	<71	71 to 80	>80

Source: FTA 2018.

Parks that are noise-sensitive would be those where quiet is an essential element in their intended purpose or places where it is important to avoid interference with activities such as speech, meditation, and reading. The existing noise levels at a park can provide some indication of the sensitivity of its use. All parks along the West Seattle Link Extension corridor were evaluated for consideration under the FTA criteria and, based on the park locations and existing noise levels, only those parks in quiet areas without active sports met the requirements for noise sensitivity under the FTA Category 3 criteria. Noise-sensitive parks include the Longfellow Creek Natural Area in the Delridge Segment. All other parks are in areas with high existing noise levels or are active sports fields. Additional information on parks as related to noise and vibration is provided in Chapter 5, Affected Environment.

3.1.2 Traffic Noise Criteria

Criteria for traffic noise impacts are from the Federal Highway Administration Procedures for Abatement of Highway Traffic Noise and Construction Noise, Code of Federal Regulations Title 23, Subchapter H, Section 772 (1982). A traffic noise impact occurs if predicted traffic noise levels approach the criteria levels for specific land use categories or substantially exceed existing noise levels (e.g., a 10-dBA increase). These levels are defined as noise abatement criteria and are based on hourly Leq levels for the peak hour of traffic noise. The Federal Highway Administration has land use categories that are similar to the ones used by the FTA, although the Federal Highway Administration categories use letters instead of numbers. The land uses of greatest concern in the project corridor are Federal Highway Administration Type B and Type C land uses, which include residences, playgrounds, active sports areas, parks, schools, places of worship, libraries, and hospitals. Hotels, motels, offices, restaurants and bars, and other developed lands are included in Federal Highway Administration Type E land use category and have a higher impact level than Federal Highway Administration Types B and C land use. The noise abatement criterion used to determine impacts on Federal Highway Administration Types B and C land use is 67 dBA Leq, and for Type E land use the criteria is 72 dBA Leq. Under WSDOT policy, a traffic noise impact occurs if predicted noise levels are within 1 dB of the noise abatement criteria. Therefore, an impact on Type B and Type C land uses would occur at 66 dBA, and at 71 dBA Leq for Type E land use.

WSDOT is responsible for implementing the Federal Highway Administration regulations in Washington state. Under Federal Highway Administration and WSDOT regulations, any highway project receiving federal funds must have a noise analysis if it includes elements including new roadway or highway, substantial alteration of the alignment of an existing roadway or highway, or adding new capacity to an existing roadway or highway. The removal of physical shielding (e.g., building or topographical conditions), which provide traffic noise attenuation, also counts as an alteration of the alignment. There are some limited locations under some alternatives where project-related displacement may warrant a traffic noise study. The impact assessments for those areas are presented in Chapter 6, Impact Assessment.

3.1.3 Construction Noise Criteria

Project construction would take place in the city of Seattle. The City has its own municipal noise ordinance that would be applicable to the project. Noise impacts are assessed using the City of Seattle noise ordinance, which has more stringent criteria than the FTA criteria.

The maximum permissible sound levels from construction activities are governed by the Seattle Municipal Code, where Section 25.08 specifies permissible sound limits within Seattle. Seattle Municipal Code 25.08.410 sets forth separate sound limits for residential, commercial, and industrial districts. These districts, defined in Seattle Municipal Code 25.08.100, are based on the zoning of the affected properties. While districts are based on zoning, the two are not equivalent. For example, Neighborhood Commercial-1 is a commercial zone, but is considered a residential district. Table 3-3 shows the exterior sound level limits applicable to each district.

Table 3-3. City of Seattle Exterior Sound Level Limits

District of Sound Source	Residential Receiving Districts Leq (Lmax) (in dBA)	Commercial Receiving Districts Leq (Lmax) (in dBA)	Industrial Receiving Districts Leq (Lmax) (in dBA)
Residential	55 (70)	57 (72)	60 (75)
Commercial	57 (72)	60 (75)	65 (80)
Industrial	60 (75)	65 (80)	70 (85)

Source: Seattle Municipal Code 25.08.410, Exterior Sound Level Limits.

Notes:

Measurement time is 1 minute for a constant sound source and 1 hour for a varying sound source.

During measurement intervals, maximum sound level (Lmax) may exceed Leq limits by no more than 15 dBA.

The exterior sound level limits shown in Table 3-3 may be modified under certain circumstances, as outlined in Seattle Municipal Code 25.08.420. These modifications are for certain times of the day, classification of receiving properties, and type of sound generated. These modifications to the exterior sound level limits include the following reductions:

- 10 dB at receiving properties within residential districts during the nighttime hours of 10 p.m. and 7 a.m. on weekdays, 10 p.m. and 9 a.m. on weekends, and 10 p.m. and 9 a.m. on legal holidays
- 5 dB for sources that carry a pure tone component
- 5 dB for impulsive sources not measured with an impulse sound level meter

These reductions are cumulative and independent of one another. Therefore, the permissible nighttime exterior sound level in a residential district from an impulsive, tonal source would be 20 dB less than the exterior sound level described in Table 3-3.

Modifications to the permissible exterior sound level limits shown in Table 3-3 are allowed for construction activities. Daytime, non-impact construction activities are subject to Seattle Municipal Code 25.08.425. For public projects such as Sound Transit projects, modifications are permitted to the exterior sound level limits in all zones between 7 a.m. and 10 p.m. on weekdays and between 9 a.m. and 10 p.m. on weekends and legal holidays. The modifications allowed under Seattle Municipal Code 25.08.425 include the following increases during daytime hours:

- 25-dB increase for equipment on construction sites, including but not limited to crawlers, tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, graders, off-highway trucks, ditchers, trenchers, compactors, compressors, and pneumatic-powered equipment
- 20-dB increase for portable powered equipment used in temporary locations in support of construction activities in any zone, maintenance activities on commercial property, or used in maintenance of public facilities, including but not limited to chainsaws, log chippers, lawn and garden maintenance equipment, and powered hand tools

- 15-dB increase for powered equipment used in temporary or periodic maintenance or repair of the grounds and appurtenances of residential property, including but not limited to lawnmowers, powered hand tools, snow-removal equipment, and composters

The resulting exterior sound level limits from construction activities are measured at the adjacent property line or 50 feet from the equipment generating the sound, whichever is greater. The resulting daytime construction sound limits are listed in Table 3-4.

Table 3-4. City of Seattle Exterior Daytime Construction Sound Level Limits

District of Sound Source	Residential Receiving Districts Leq (Lmax) (in dBA)	Commercial Receiving Districts Leq (Lmax) (in dBA)	Industrial Receiving Districts Leq (Lmax) (in dBA)
Residential	80 (95)	82 (97)	85 (100)
Commercial	82 (97)	85 (100)	90 (105)
Industrial	85 (100)	90 (105)	95 (110)

Source: Seattle Municipal Code 25.08.410 and Seattle Municipal Code 25.08.425.

Notes:

Measurement time is 1 minute for a constant sound source and 1 hour for a varying sound source.

During measurement intervals Lmax may exceed Leq limits by no more than 15 dBA.

Seattle Municipal Code 25.08.425 also includes modifications to the permissible exterior sound level limits for impact types of construction equipment, including equipment that create impulse sound or impact sound, or are used as impact equipment. Examples of this type of equipment are pavement breakers, pile drivers, jackhammers, and sandblasting tools. Impact construction equipment can exceed the exterior sound level limits in any 1-hour period between 8 a.m. and 5 p.m. on weekdays and 9 a.m. and 5 p.m. on weekends and legal holidays. However, sound levels associated with impact construction equipment are not allowed to exceed the values set forth in Table 3-5. These values are defined at the adjacent property line or 50 feet from the equipment, whichever is greater.

Table 3-5. City of Seattle Daytime Impact Construction Sound Level Limits

Activity During 1-Hour Period	Leq (dBA)
Continuous	90
30 minutes	93
15 minutes	96
7.5 minutes	99

Source: Seattle Municipal Code 25.08.425.

Note: Standard of measurement is a 1-hour Leq. Leq may be measured for times not less than 1 minute to project an hourly Leq.

In addition to providing modifications for exterior sound levels during construction, Seattle Municipal Code 25.08.425 also defines permissible limits for sound levels measured inside a commercial building adjacent to construction activities. Specifically, construction or maintenance equipment that exceeds the exterior sound level limits outlined in Table 3-4 when measured from the interior of buildings in a commercial district is prohibited between the hours of 8 a.m. and 5 p.m. Seattle Municipal Code 25.08.425 states that “interior sound levels shall be measured only after every reasonable effort, including but not limited to closing windows and doors, is taken to reduce the impact of the exterior construction noise.”

Typically, noise reduction due to the barrier effect of the building (e.g., noise reduction from the exterior to interior of a building assuming all doors and windows are closed) is approximately 25 dB. This is equivalent to the code modification allowed for construction noise (25 dB). Those interior limits are usually satisfied when work complies with daytime exterior construction noise limits and is farther than 50 feet from a commercial building.

3.2 Vibration Criteria

Rail transit can result in vibration that results in perceptible building vibration, rattle noises, and reradiated noise (groundborne noise). Vibration caused by light rail operations is typically well below what would cause even minor cosmetic damage to buildings. Therefore, the criteria for building vibration caused by transit operations are primarily concerned with potential annoyance of building occupants. Vibration caused by construction equipment and activities is typically evaluated for potential damage to nearby buildings rather than annoyance because it is temporary.

3.2.1 Transit Vibration Criteria

The FTA vibration impact criteria are based on the maximum indoor vibration level as a train passes. There are no impact criteria for outdoor spaces such as parks. The FTA vibration thresholds do not specifically account for existing vibration because it is very rare that even substantial volumes of vehicular traffic including trucks and buses would generate perceptible ground vibration unless there are irregularities in the roadway surface such as potholes or wide expansion joints. The FTA Guidance Manual (2018) recommends that where there are existing rail lines, existing vibration conditions should be considered when determining vibration impact criteria for a new transit project. For a discussion of locations where there are existing trains or transit vehicles in the corridor, refer to Section 5.3.1, Ambient Vibration Survey (Representative Sites).

Like noise, the sensitivity to vibration varies by land use type, and the criteria represent these sensitivities. Sensitive land use categories for vibration assessment are presented in Table 3-6 in order of sensitivity.

Table 3-6. Land Use Categories for Vibration Assessment

Land Use Category	Land Use Type	Description of Land Use Category
Not applicable	Special Buildings	This category includes special-use facilities that are very sensitive to vibration and groundborne noise that are not included in the categories below and require special consideration. Examples of these facilities include concert halls, television and recording studios, and theaters.
1	High Sensitivity	This category includes buildings where vibration levels, including those below the threshold of human annoyance, would interfere with operations within the building. Examples include buildings where vibration-sensitive research and manufacturing equipment is conducted, hospitals with vibration-sensitive equipment, and universities conducting physical research operations. The building's degree of sensitivity to vibration is dependent on the specific equipment that will be affected by the vibration.
2	Residential	This category includes all residential land use and buildings where people normally sleep, such as hotels and hospitals. Transit-generated groundborne vibration and noise from subways or surface running trains are considered to have a similar effect on receivers.
3	Institutional	This category includes institutions and offices that have vibration-sensitive equipment and have potential for activity interference such as schools, places of worship, and doctors' offices. Commercial or industrial locations including office buildings are not included in this category unless there is vibration-sensitive activity or equipment within the building. As with noise, the use of the building determines the vibration sensitivity.

Source: FTA 2018.

The FTA Guidance Manual (2018) provides two sets of criteria: one based on the overall vibration velocity level for use in a general vibration impact assessment and one based on the maximum vibration level in any 1/3-octave band (the band maximum level) for use with a detailed vibration assessment. This analysis applied the detailed vibration assessment criteria. The thresholds for use with the detailed vibration assessments are shown on Figure 3-1 and Table 3-7. For the detailed assessment, the predicted vibration levels in terms of the 1/3-octave band spectra are compared to the curves shown on Figure 3-1 to determine whether there is impact and the frequency range over which vibration mitigation should be evaluated. If the predicted vibration levels are below the curves on Figure 3-1 over the entire spectra, no impact is predicted.

Table 3-7 gives a description of the land uses that correspond to each of the vibration criteria (V.C.) curves on Figure 3-1, which are designated V.C.-A through V.C.-E. The curves apply to vibration-sensitive equipment, such as microscopes or magnetic resonance imaging machines. The Residential (Day) curve is applied to institutional land uses (Category 3) such as places of worship and schools, and the Residential (Night) curve is applied to residential land uses (Category 2).

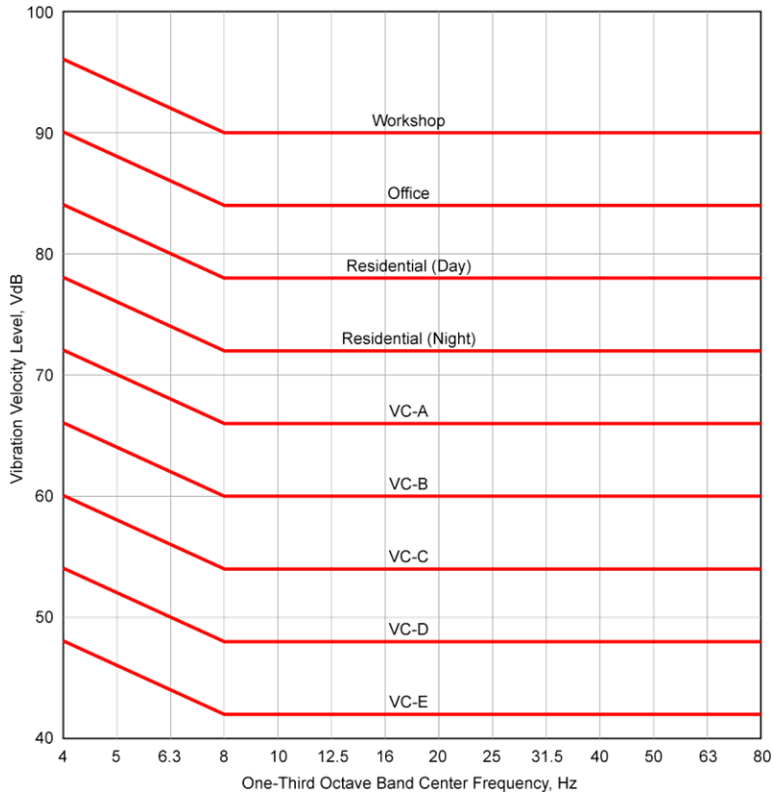
Table 3-7. Interpretation of FTA Vibration Criteria for Detailed Analysis

Criterion Curve	Maximum Vibration Velocity (VdB) [a]	Description of Use
Workshop	90	Distinctly detectable vibration; appropriate to workshops and non-sensitive areas
Office	84	Detectable vibration; appropriate to offices and non-sensitive areas
Residential day	78	Barely detectable vibration; adequate for computer equipment and low-power optical microscopes (up to 20 times power)
Residential night, operating rooms and sensitive hospital equipment	72	Vibration not detectable, but groundborne noise might be audible inside quiet rooms; suitable for medium-power optical microscopes (100 times power) and other equipment of low sensitivity
V.C.-A	66	Adequate for medium- to high-power optical microscopes (400 times power), microbalances, optical balances, and similar specialized equipment
V.C.-B	60	Adequate for high-power optical microscopes (1,000 times power) and inspection and lithography equipment up to 3 micron-line widths
V.C.-C	54	Appropriate for most lithography and inspection equipment to 1-micron detail size
V.C.-D	48	Suitable in most instances for the most demanding equipment, including electron microscopes operating to the limits of their capability
V.C.-E	42	The most demanding criterion for extremely vibration-sensitive equipment

Source: FTA 2018.

[a] As measured in 1/3-octave bands of frequency over the frequency range of 8 to 80 hertz.

Figure 3-1. FTA Criteria for Detailed Vibration Assessment



Source: FTA 2018.

3.2.2 Groundborne Noise Criteria

Some buildings, such as concert halls, recording studios, and theaters, can be particularly sensitive to groundborne noise. Because of their sensitivity, these buildings usually warrant special attention during the impact assessment. Table 3-8 gives criteria for acceptable levels of groundborne vibration and groundborne noise for various types of special buildings.

Table 3-8. Groundborne Vibration and Noise Impact Criteria for Special Buildings

Type of Building or Room [a]	Groundborne Vibration Impact Levels for Frequent Events (VdB) [b]	Groundborne Noise Impact Levels for Frequent Events (dBA) [b]
Concert Halls	65 VdB	25 dBA
Television Studios	65 VdB	25 dBA
Recording Studios	65 VdB	25 dBA
Auditoriums	72 VdB	30 dBA
Theaters	72 VdB	35 dBA

Source: FTA 2018.

[a] If the building will rarely be occupied when trains are operating, then there is no need to consider impact. As an example, consider locating a commuter rail line next to a concert hall; if no commuter trains will operate after 7 p.m., then trains would rarely interfere with the use of the hall.

[b] "Frequent events" are defined as more than 70 vibration events per day; most transit projects fall into this category.

Table 3-9 presents the groundborne noise impact criteria for three different land use types. Category 1 land uses are buildings where low ambient vibrations are essential for interior operations, such as laboratories. These spaces are generally not sensitive to groundborne noise and therefore no groundborne noise criteria is applicable to these spaces. Limits for spaces particularly sensitive to groundborne noise are covered in Table 3-8.

Table 3-9. Groundborne Noise Impact Criteria for Frequent Events

Land Use Category	Groundborne Noise Impact for Frequent Events (decibels re 20 micropascals) [a]
Category 1: Buildings where low ambient vibration is essential for interior operations	Not applicable [b]
Category 2: Residences and buildings where people normally sleep	35 dBA
Category 3: Institutional land uses with primarily daytime use	40 dBA

Source: FTA 2018.

[a] "Frequent events" are defined as more than 70 vibration events of the same source per day; most rapid transit projects fall into this category.

[b] Vibration-sensitive equipment is generally not sensitive to groundborne noise.

3.2.3 Construction Vibration Criteria

Construction vibration was assessed for both potential damage to structures and human annoyance. For potential vibration effects during construction, the FTA's recommended criteria on vibration levels is applied because there are no state, county, or municipal vibration regulations. The parameter normally used to assess potential construction vibration effects to structures is peak particle velocity, which is the maximum velocity recorded during a particular event, such as from a jackhammer. The FTA's recommended limits for construction vibration for four building categories are as follows:

- Reinforced concrete, steel, or timber: 0.5 inch per second peak particle velocity
- Engineered concrete and masonry: 0.3 inch per second peak particle velocity
- Nonengineered timber and masonry buildings: 0.2 inch per second peak particle velocity
- Buildings extremely susceptible to vibration damage: 0.12 inch per second peak particle velocity

Annoyance from groundborne noise and vibration is generally not assessed for construction activities because they are short-term in duration. However, potential interference with sensitive activities at Category 1 or Special Building land uses from groundborne noise and vibration due to construction are evaluated applying the criteria for operations in Tables 3-8 and 3-9. At Category 1 and Special Building land uses, groundborne noise and vibration from even short-term construction activities may interfere with sensitive research processes or planned performance or recording events that would disrupt the normal operations at those facilities. Potential annoyance at Category 2 (residential) and Category 3 (institutional) land uses were evaluated for reference using the operational criteria but were not used to identify potential construction vibration impacts. The exception is groundborne noise and vibration from tunnel muck and support trains, which are evaluated to meet the FTA criteria for operations based on annoyance because the tunnel support trains may run continuously over several years.

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4 NOISE AND VIBRATION IMPACT ANALYSIS ASSUMPTIONS AND METHODS

This section summarizes the assumptions and methods used for the noise and vibration analysis. In order to evaluate noise and vibration resulting from a transit project, identifying and characterizing the various project elements that could generate or potentially affect noise or vibration levels is essential. Key elements and sources pertaining to noise and vibration levels for the project are described in the following sections.

4.1 Noise Assumptions and Methods

This section summarizes the approach used to identify and characterize noise sources and predict future noise levels for potential sources of community impacts related to the West Seattle Link Extension. Project elements potentially influencing noise include light rail operation, track types and configuration, changes in traffic related to the project, and construction activities. Noise impacts from the operation and construction of the Build Alternatives were determined through noise and vibration modeling using FTA methods.

4.1.1 Operational Noise Elements

The plan and profile of the new light rail alignment, including the locations of special track work such as crossovers, and typical speeds were provided by the project design engineers. The plan and profile drawings used are included in Appendix J, Conceptual Design Drawings, of the West Seattle Link Extension Final EIS. The design information provided includes the elevation of the guideway, type of track (ballast-and-tie, embedded, and direct-fixation) and the location and design of the station alternatives.

4.1.1.1 Light Rail Operational and Maintenance Measures

This section describes the assessment approach for noise related to operating the light rail system. This includes noise from light rail operations, ancillary facilities, and wheel squeal. Sound Transit employs several operational measures to maintain low noise and vibration levels for its light rail trains. Table 4-1 lists operational and maintenance measures that Sound Transit performs on a regular basis and the benefit that each measure provides.

Table 4-1. System-wide Light Rail Operational and Maintenance Measures

Operational Measure	System Benefit
Rail grinding, maintenance, and replacement	As rails wear, both noise and vibration levels from light rail operations can increase. By grinding or replacing worn rails or correcting improper track alignment, noise and vibration levels will remain at the projected levels.
Wheel truing and replacement	Wheel truing is a method of grinding down flat spots (commonly called wheel flats) on the vehicle wheels. Flat spots occur primarily because of hard braking. When flat spots occur, they can cause increases in both the noise and vibration levels produced by the light rail vehicles.
Vehicle maintenance	Vehicle maintenance includes performing scheduled and general maintenance on items such as air conditioning units, bearings, wheel skirts, and other mechanical units on the light rail vehicles. Keeping the mechanical systems on the light rail vehicles in top condition will also help to maintain the projected levels of noise and vibration.
Operator training	Operators will be trained to operate light rail vehicles at the speeds given in the operation plan that was used for the analysis and to avoid hard braking, which can cause wheel flats and may also damage the track. Furthermore, by training operators to identify potential wheel flats and other mechanical problems with the light rail trains, proper maintenance can be performed in a timely manner.

4.1.1.2 Reference Light Rail Noise Levels

Sound Transit modeled noise from light rail operations using the methods described in the FTA Guidance Manual (FTA 2018). Input to the model included measured reference noise levels for the new light rail vehicles that are currently being used on the existing Link light rail system. Reference measurements for light rail operations were taken from the *2019 Reference Noise and Vibration Levels for Link Light Rail Projects* (Sound Transit 2019). The measured reference noise levels include measured levels in 5-mile-per-hour increments for ballast-and-tie track, direct-fixation track, and embedded track.

The speeds used in this analysis are the track design speeds. The light rail speed is limited by speed limited curves and reduced speed when accessing at stations. The speeds used in the analysis may be higher than actual speeds and assure a conservative noise impact analysis. More detailed information on how all this information is used to predict operational noise levels are provided in Section 4.1.2, Operational Noise Prediction Methods.

4.1.1.3 Crossovers and Special Track Work

Track crossovers are mechanical devices that enable light rail cars to be guided from one track to another at a junction point. Crossovers have a gap in the rails that is necessary for the flange of the light rail wheels to pass through at the location where the two tracks cross. As a wheel passes through the gap, there are increased noise and vibration levels. A frog is a rail-crossing structure that allows the train to cross over to another track or continue moving on the same track. A gap is provided on top of the frog so that vehicle wheels can pass regardless of which track is in use. According to the FTA Guidance Manual and measurements of the Link light rail system, standard frogs can increase noise levels by as much as 5 to 10 dB.

4.1.1.4 Light Rail Warning Bells

Consistent with Sound Transit operating rules, train-mounted bells would be sounded twice as a train enters a station and twice when the train leaves the station. The bells produce a maximum noise level of 80 dBA at 50 feet between 6 a.m. and 10 p.m. and are reduced to 72 dBA Lmax between 10 p.m. and 6 a.m. Sound Transit measured and validated train-mounted bells on light rail cars in October 2009, with several supplemental measurements in 2011 and 2012.

4.1.1.5 Operations Plan

The operations plan for this analysis reflects a future build-out of the regional light rail system established by the Sound Transit 3 Plan (Sound Transit 2016). This assumes light rail service is operating to north to Everett, south to Tacoma, and east to Downtown Redmond. Under this maximized future operational plan, the light rail trains would operate with four passenger cars during all periods of service.

Train frequencies are established based on ridership demand and other service standards. Table 4-2 shows the new service schedule for weekdays. Weekend and holiday service levels are based on early and late service levels, as shown in the table.

Table 4-2. Weekday Service Periods for Year 2042

Service Period	Time Period	Service Level	Train Frequency (minutes)
Early morning	5 a.m. to 6 a.m.	Early	10
Morning peak	6 a.m. to 8:30 a.m.	Peak	6
Midday	8:30 a.m. to 3 p.m.	Base	10
Afternoon peak	3 p.m. to 6:30 p.m.	Peak	6
Evening	6:30 p.m. to 10 p.m.	Base	10
Late Evening	10 p.m. to 1 a.m.	Late	15

Vehicle, track, and systems maintenance occurs between approximately 1 a.m. and 5 a.m. daily, outside of normal hours of light rail service. Based on preliminary operating plans, approximately two trains may be deployed between 4:30 and 5 a.m. to stage trains for the beginning of morning service at project stations. Similarly, about two trains may operate between approximately 1 and 1:30 a.m. along the West Seattle Link Extension as they return to the operations and maintenance facilities at the close of service each day.

4.1.1.6 Wheel Squeal and Wheel-flanging Noise

Wheel squeal is caused by the oscillation of the wheel against the rail on curved sections of rail. Sound Transit measured wheel squeal noise levels at several different locations along the Link light rail corridor and used these measurements as reference data. Based on these measurements, curves with radii of less than 600 feet and potentially up to 1,250 feet can produce maximum wheel squeal noise levels of 80 dBA to 90 dBA at 50 feet.

Research into methods of reducing wheel squeal noise, including using non-oil-based lubricants (such as water) and friction modifiers, has found such methods effectively reduce or eliminate wheel squeal. The lubricants can be applied by personnel working trackside or by an automated applicator. As provided in the Sound Transit *Design Criteria Manual, Revision 5* (Sound Transit 2021), potential for wheel squeal shall be identified. Locations where tight-radius curves of 600 feet or less are near noise-sensitive receivers shall include wheel squeal mitigation measures in the project design. In addition, provisions for wayside lubrication shall be incorporated in the project design at all curves up to a 1,250-foot radius near commercial or residential areas. If audible wheel squeal or flanging noise are present on curve radii of 601 feet to 1,250 feet during pre-revenue service, then mitigation such as wayside lubrication shall be applied to the rail gauge face and wheel flange. Because the noise level from wheel squeal varies greatly depending on curve radius, train speed, and track type, modeling of squeal is not normally performed. However, all curves with radii up to 1,250 feet are identified in the impact analysis in Chapter 6, Impact Assessment.

4.1.1.7 Light Rail Track Types

The track installation method can have an effect on noise levels emitted from light rail operations. First, all tracks on the Link light rail systems are continuously welded. Unlike freight rail tracks, which are butted, leaving a gap between tow rails that can increase noise and vibration levels, Sound Transit's welded rails provide a continuous smooth surface, reducing noise and vibration and improving the ride quality for patrons.

The overall track installation is generally performed using one of three methods: ballasted track, direct-fixation track or embedded track. Ballasted track is similar to freight rail tracks, with the track installed on concrete ties that are installed on top of the ballast, a crushed rock surface. Ballasted track is used mainly for at-grade guideways, and the ballast can absorb some of the noise making this the quietest of the three track installation methods. Direct-fixation track is guideway where the rails are installed with fasteners directly on a concrete plinth. This is also the method used on most all elevated structures and in tunnels. Due to the hard-reflective plinth surface, this method of track installation can increase the overall noise from the system by up to 3 dB for at-grade systems and 4 dB for elevated systems. The added noise from the elevated system is due, in part, to noise radiating directly from the structure.

The final type, embedded track, is usually a type of direct-fixation track embedded in a concrete slab or paved over to allow motor vehicles to drive over the tracks. This installation method is reserved for at-grade tracks with vehicles overcrossing. The only locations with embedded track in the project area are at access points for hi-rail vehicles, the service trucks that can operate along the guideway for servicing. Table 4-3 summarizes the different track types and corrections used for the project noise analysis.

Table 4-3. Light Rail Track-type Adjustments

Track Type	Adjustment in Decibels
At-grade ballast-and-tie track (ballast exposed)	0
Elevated structure	+4
Embedded track or retained-fill guideway	+3

Source: FTA 2018.

In some cases, the trackway would be installed in a retained cut, where the trackway is cut into the side of a hill; an example of this is along Pigeon Point in the Duwamish Segment. In these cases, the topographical conditions are included in the analysis and can provide shielding of noise from light rail operations. The level of shielding is calculated based on the relationship between the trackway and the noise-sensitive property. Depending on the depth of the cut and locations of sensitive properties, noise reductions of 0 to 10 dB or more are possible.

4.1.2 Operational Noise Prediction Methods

Noise impacts that would result from the project were determined through the following approach:

- Sound Transit performed a land use survey of potential noise-sensitive receivers near the new light rail alignments. This process involved site visits and use of land use maps and information.
- Sound Transit conducted long-term (multi-day) and short-term (15- to 30-minute) noise monitoring to establish existing noise levels for the potentially affected area. Ambient noise monitoring was taken at 42 locations along the project corridor. The criteria for selecting the monitoring locations included location of potential alignments, land use, existing ambient noise, number of sensitive receivers in the area, and level of expected impact.
- Field noise measurements were used to develop a set of existing ambient sound levels for the noise-sensitive receivers.
- The existing ambient sound levels were also used to determine the noise impact criteria. The FTA criteria for noise impacts are based on the existing noise level and land use.

- Projections of light rail noise levels were made based on track type, train speed, number of passenger cars, and distance of receiver from tracks, with adjustments for shielding and ground attenuation. Adjustments for track crossovers are discussed in Section 4.1.1.3, Crossovers and Special Track Work. Mitigation adjustments based on track type are provided in Section 7.1, Operational Noise Mitigation. Typical noise reductions for sound walls, elevated acoustical walls, and trench situations are shown in Section 7.1. Sound attenuation related to physical shielding from the elevated structure and other existing and planned structures was included in the analysis using acoustical formulas from the FTA Guidance Manual (FTA 2018). Noise related to bells at stations was included in the analysis as described in Section 4.1.1.4, Light Rail Warning Bells.
- Sound Transit evaluated noise projections with respect to the FTA impact thresholds to determine whether a receiver would be affected by light rail operations. Where noise impacts were identified, mitigation recommendations follow Sound Transit's Light Rail Noise and Vibration Mitigation Policy (Sound Transit 2023).
- Measured noise-level reductions from existing noise barriers installed on the elevated guideway and at-grade track along the existing Link Light Rail System and information from the FTA Guidance Manual (2018) were used to assist in the final mitigation predictions.

4.1.3 Traffic Noise Prediction Methods

The potential to create or increase exposure to traffic noise as a result of the transit project must also be considered. As defined in Federal Highway Administration noise abatement policy (2010), changes in the traffic noise environment could occur if the project creates new roadways or alters existing roadways in relation to noise-sensitive properties or changes the pathway for traffic noise by removing or altering barriers (buildings, berms, or walls) that currently provide some level of shielding from traffic noise. These locations are identified and evaluated for potential traffic noise impacts based on existing noise measurements and Federal Highway Administration impact criteria.

4.1.4 Construction Noise Prediction Methods

Potential impacts from construction noise were evaluated using representative sound levels from various types of construction equipment provided in the FTA Guidance Manual (2018). Construction sound levels were generally predicted using the methodology detailed in Section 7 of the FTA Guidance Manual (2018), which analyzes the two loudest pieces of equipment expected for a particular construction activity. Resulting sound levels were compared to codified sound limits within the city of Seattle.

The analysis predicted sound levels from activities expected to produce the highest sound levels, require several months to complete, or require work during nighttime hours. These construction activities include elevated light rail construction, retained-cut construction, tunneling, cut-and-cover station construction, and bridge construction over water crossings.

For Category 1 land uses, computer noise models were used to predict sound levels from construction. Noise models were made using the 3-D computer noise modeling software environment, CadnaA. The CadnaA models use the International Organization for Standardization 9613 Part II algorithms, which account for the effects of distance, topography, and surface reflections on sound levels. Due to variations in sound levels created by construction equipment and the locations of construction equipment, actual sound levels at nearby properties may vary for any specific construction activity.

4.2 Vibration Assumptions and Methods

Both the construction and operation of a light rail system generate vibration that is transmitted through the ground and into nearby buildings. It is rare for the vibration from train operations to be high enough to create a risk of structural damage to buildings. However, it is possible for construction vibration to approach risk thresholds for minor cosmetic damage. Construction and light rail operations both have the potential to generate vibration that may be intrusive to building occupants. The following vibration sources are associated with light rail systems:

- Train operations: Light rail operations can create groundborne vibration that can be intrusive to occupants of buildings close to the tracks. However, light rail operation vibration levels in general are well below the thresholds used to protect sensitive and fragile structures from damage. A key assumption in the vibration predictions is that optimal wheel and rail profiles would be maintained for the system through periodic truing of the wheels and rail grinding.
- Special track work: The wheel impacts at the frogs used at special track work for turnouts and switches increases vibration levels. A frog is a rail-crossing structure at track crossovers that allows the train to cross over to another track or continue moving on the same track.

4.2.1 Operational Vibration Prediction Methods

To predict groundborne vibration associated with the West Seattle Link Extension, the detailed vibration assessment procedure outlined in the FTA Guidance Manual (2018) was followed. This is an empirical model based on testing the vibration propagation characteristics of the soil in the project corridor and measurements of the vibration characteristics of existing Sound Transit light rail vehicles. As is discussed in Section 5.3.2, Vibration Propagation Tests, vibration propagation measurements were performed at surface and below-grade locations throughout the new project corridors.

The result of the vibration propagation tests is the line source transfer mobility, a measure of how efficiently vibration propagates through the soil. The force density level quantifies the vibration forces generated by the train and track. The basic relationship used for the vibration predictions is:

$$Lv = \text{Force Density Level} + \text{Line Source Transfer Mobility} + \text{Safety Factor}$$

Where: Lv is the train vibration velocity measured at the ground surface. Force density level is derived by measuring Lv and line source transfer mobility at a site where there are existing light rail vehicle operations. The force density levels used in this analysis are the measured force density level values of the existing Sound Transit Link light rail system (Rajaram 2019). The force density levels depend on speed and track type. The force density levels are available for speeds in increments of 5 miles per hour from 25 miles per hour to 55 miles per hour for ballast-and-tie and direct-fixation track structures. The force density level for the two track structure types at 55 miles per hour is shown on Figure 4-1. The force density levels include a 3-dB safety factor.

Elevated structures typically reduce vibration by about 10 dB relative to at-grade track. For this assessment, an adjustment of -10 dB was applied at all 1/3-octave band center frequencies except at 10 hertz and 12 hertz, as shown on Figure 4-2. This adjustment is based on force density level measurements of a Link aerial structure (Rajaram and Wolf 2014).

Figure 4-1. Force Density Levels at 55 Miles per Hour for Direct-Fixation and Ballast-and-Tie Track Structures

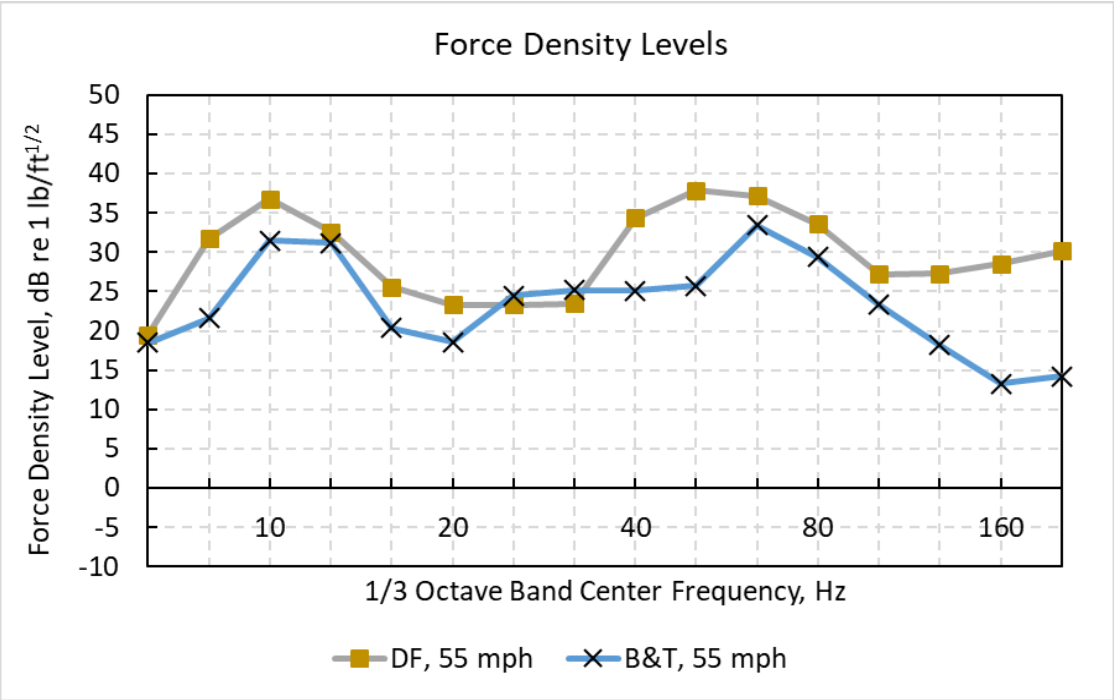
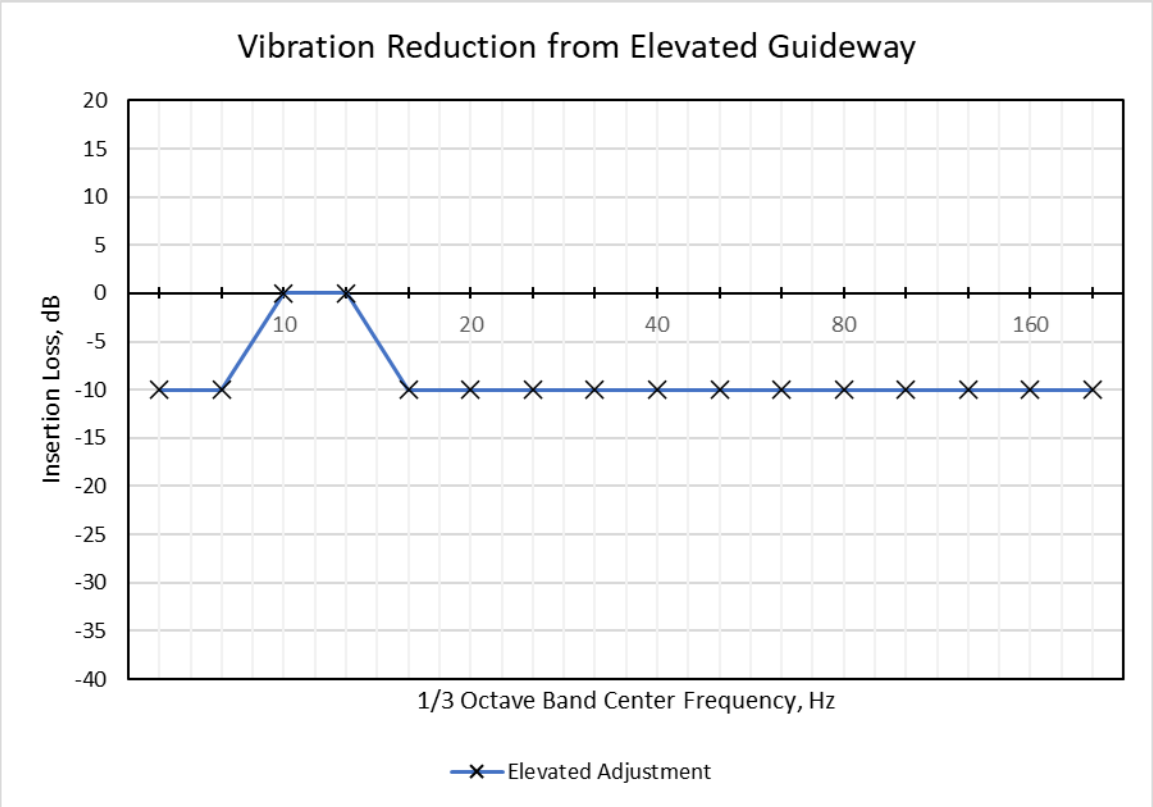


Figure 4-2. Vibration Reduction from Elevated Track Structure



The line source transfer mobility measurement sites and results are discussed in Section 5.3, Vibration Measurements. The data were collected at surface sites in areas where elevated or at-grade track is proposed and at below-grade or borehole sites where tunnels are proposed. The approach used for predicting vibration from light rail operations was to average the line source transfer mobilities measured throughout the project study area. Separate averages were developed for the surface sites and borehole sites. The line source transfer mobility results showed similar trends at sites throughout the project study area, indicating the average is a reasonable approximation to use in the prediction model. For Category 1 sensitive receivers where site-specific line source transfer mobility data were collected, the site-specific data were applied as opposed to the averaged data. Figures 4-3 to 4-6 show the line source transfer mobility curves for the surface and borehole data at 25 feet, 50 feet, 100 feet, and 200 feet, respectively. The borehole data are only shown at 100 feet and 200 feet because the data were usually collected at depths of 80 feet or greater.

The line source transfer mobility data were applied to sensitive receivers throughout the study area as follows:

- Surface West Seattle: Applied to sensitive receivers near elevated, at-grade, or retained-cut track in the West Seattle Junction, Delridge, or Duwamish segments.
- Borehole West Seattle: Applied to sensitive receivers near tunnel track in the West Seattle Junction, Delridge, or Duwamish segments.

Figure 4-3. Average Line Source Transfer Mobility at 25 Feet for Surface Measurement Sites

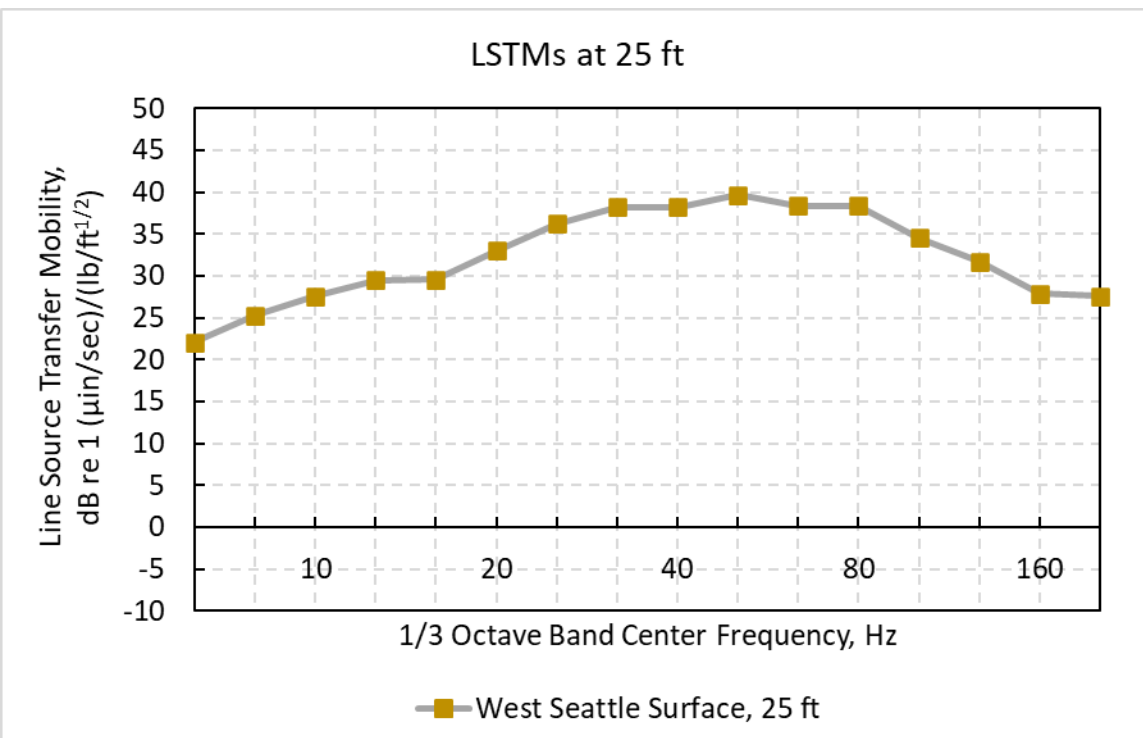


Figure 4-4. Average Line Source Transfer Mobility at 50 Feet for Surface Measurement Sites

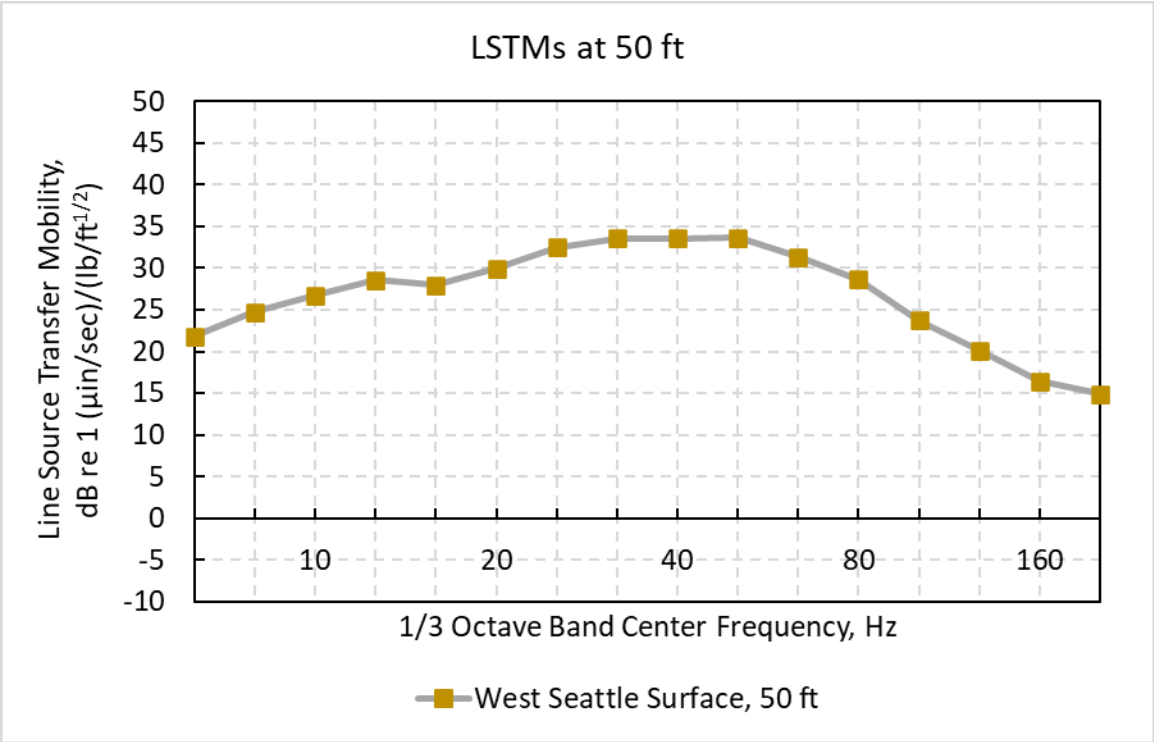


Figure 4-5. Average Line Source Transfer Mobilities at 100 Feet for Surface and Borehole Measurement Sites

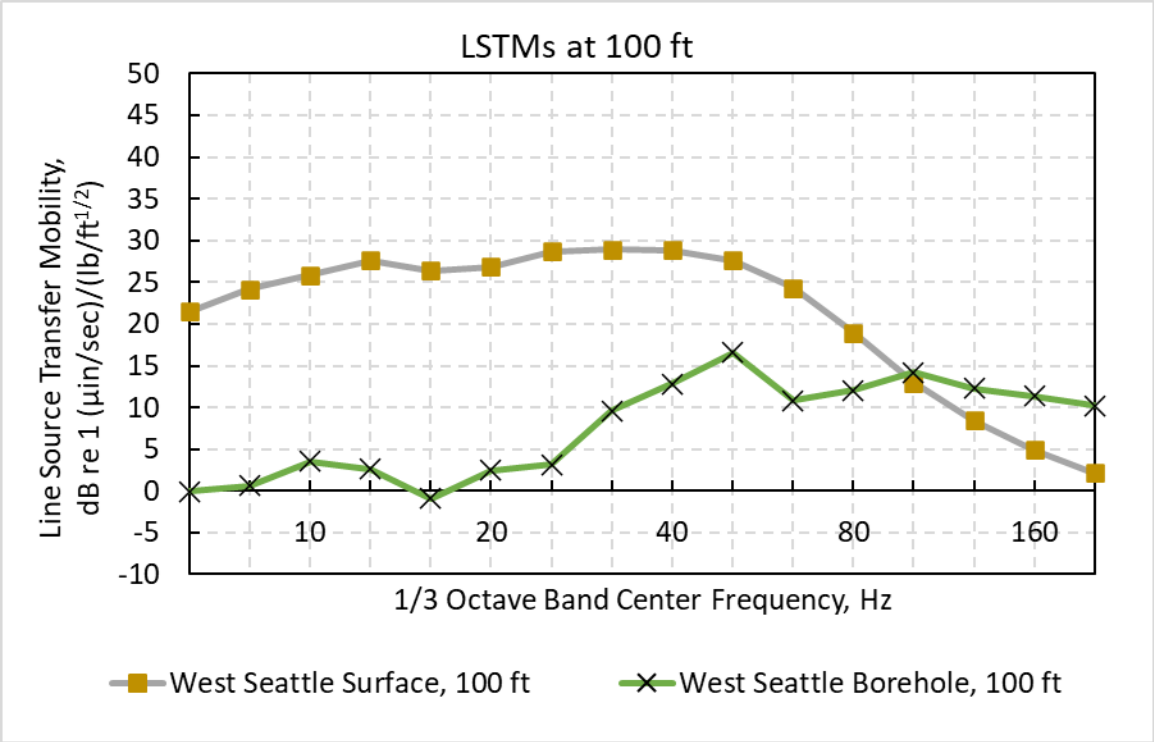
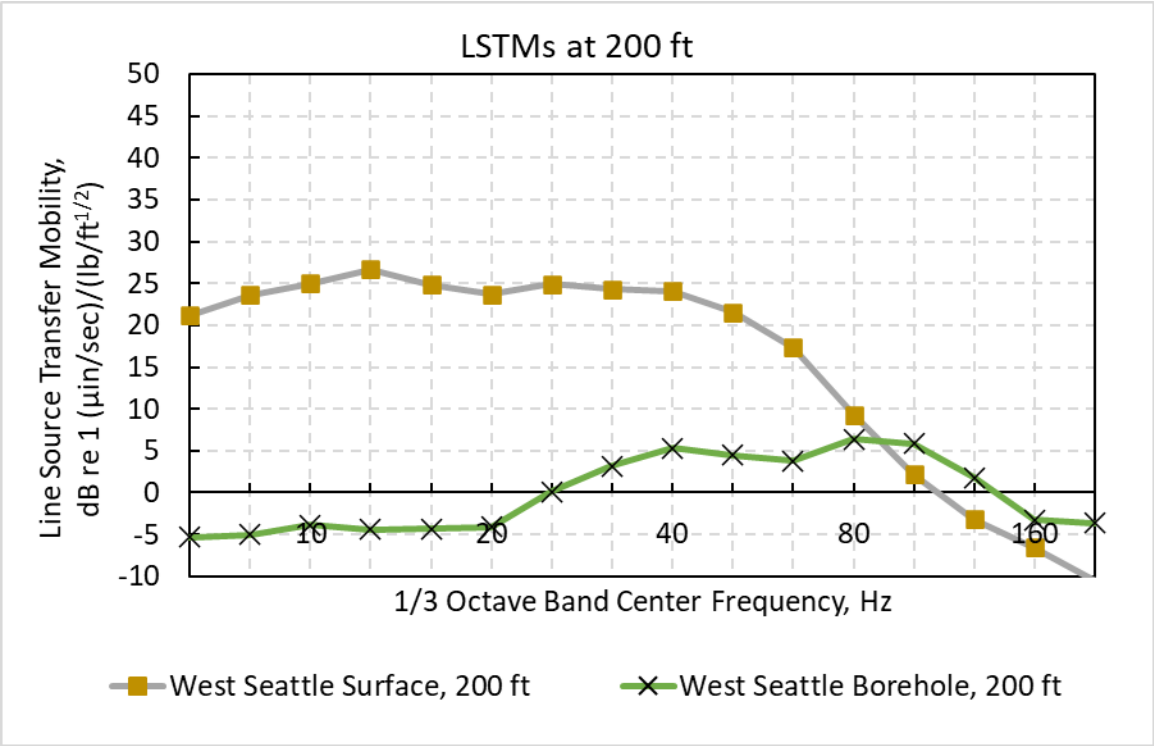


Figure 4-6. Average Line Source Transfer Mobilities at 200 Feet for Surface and Borehole Measurement Sites



The prediction model includes a safety factor of +3 dB to each 1/3-octave band to account for uncertainties in the line source transfer mobility and potential uncaptured amplification effects inside buildings. When vibration is propagated from the ground to the building foundation there is loss in vibration energy at the buildings' interface with the ground, which is commonly referred to as coupling loss. Floor amplification may occur due to resonances of the floors and varies greatly, depending on the type of construction. For the combined effect of coupling loss and floor amplification, the FTA Guidance Manual (2018) recommends a net adjustment of +1 dB for the vibration inside a typical residence. A Transit Cooperative Research Program study based on 35 outdoor-indoor vibration measurements in several cities in North America showed an average outdoor-indoor amplification of 0 dB with a standard deviation of approximately 5 dB (Zapfe et al. 2009, McKenna 2011).

With the exception of Category 1 buildings with building-specific measurement data, it was assumed that the coupling loss and building amplification was a net 0-dB effect. The safety factor of +3 dB is a conservative approach that ensures that in the majority of cases the predicted vibration levels are higher than what would occur when the new project is operational. For Category 1 buildings with site-specific measurements, a measured building adjustment was applied to the predicted level. The measured building adjustments for those Category 1 buildings are presented in Attachment N.3H, Vibration Analysis of Category 1 Uses and Special Buildings.

Another source of vibration accounted for in the prediction model is special trackwork. The wheel impacts at the gaps in the rail at special trackwork for turnouts and switches increases vibration levels. The prediction model for this assessment applies the special trackwork adjustment recommended in the FTA Guidance Manual (2018): Wheel impacts are assumed to cause a localized increase in vibration of 10 VdB up to a distance of 100 feet and an increase in vibration of 5 VdB from 100 to 200 feet.

Track curvature can increase vibration levels. The prediction model assumes an increase in force density level (Ccurv) for tracks with curve radius less than 6,000 feet using the following formula:

$$\text{Ccurv (decibel)} = 3280 \text{ feet/radius (feet)}$$

The force density level adjustment for curves with radius less than 1,150 feet is limited to +3 dB.

Groundborne noise refers to the noise generated by groundborne vibration. The relationship between the predicted groundborne vibration, Lv, and the predicted groundborne noise is equal to the vibration velocity plus the A-weighting adjustment at the 1/3-octave band center frequency plus an adjustment to account for the conversion from vibration velocity level to sound pressure level (Krad), such as any acoustical absorption in the room. The FTA Guidance Manual (2018) recommends a Krad value of -5 for typical residential rooms. This analysis assumes a Krad value of -5 decibels for all sensitive receivers.

4.2.2 Construction Vibration Prediction Methods

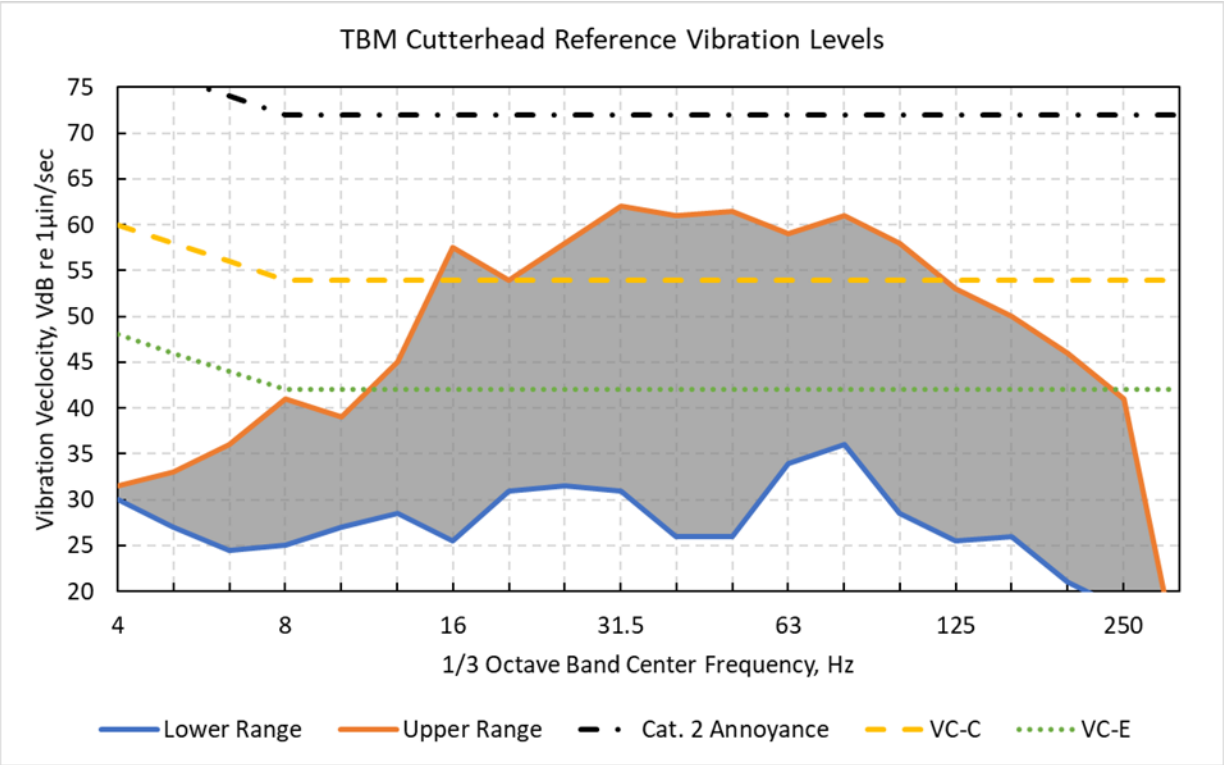
Vibration associated with construction of the West Seattle Link Extension generally falls into two categories: tunneling operations and surface construction activities. Several different alignment alternatives are under consideration and detailed means and methods of construction have not been determined. Therefore, the construction vibration analysis focuses on determining the minimum distance between sensitive receivers and major vibration-generating equipment pieces that would exceed the construction vibration criteria. An analysis specific to Category 1 land uses in the study area has also been conducted to determine the potential for interference with sensitive activities at those facilities.

4.2.2.1 Tunneling Construction Vibration

Many areas of the alignments under consideration include tunnels constructed by an earth pressure balance tunnel boring machine. The machine removes soil and rock via a rotating cutterhead at the front, followed by hydraulic thrust jacks that are temporarily extended to hold the tunnel wall in place. Each time the cutterhead advances 5 feet, the thrust jacks are retracted and replaced with concrete tunnel liner segments. The liner segments are delivered from the tunnel supply shaft to the tunnel boring machine via a temporary rail system, positioned on the tunnel wall by a vacuum erector and bolted into place with handheld pneumatic impact wrenches. The main sources of vibration during this process are tunnel boring machine cutterhead mining, thrust jack retraction during liner segment installation, and operation of the supply train for workers and materials. A vibration prediction model for these tunneling activities was developed using measured data from tunneling under the University of Washington main campus (Bergen and Schwarz 2015, Bergen et al. 2012).

Operation of the tunnel boring machine cutterhead can generate a large range of vibration levels that is affected by underground features such as cobbles as well as the type of surrounding soil being tunneled through. Measurements conducted during tunneling under the University of Washington main campus suggest that vibration levels from the tunnel boring machine cutterhead are generally higher in areas of sandy soils and lower in clay/silt soils. Reference levels for the tunnel boring machine cutterhead vibration analysis have been based on those measurements at the University of Washington and are shown on Figure 4-7. A range of values are included to account for the variability in the cutterhead vibration levels due to depth, soil type, and underground features like cobbles. The reference levels were measured at distances ranging from 0 feet to over 200 feet horizontally along the surface from the tunnel centerline, and the range of reference levels are considered valid for those distances.

Figure 4-7. Reference Vibration Levels for Tunnel Boring Machine Cutterhead Operation

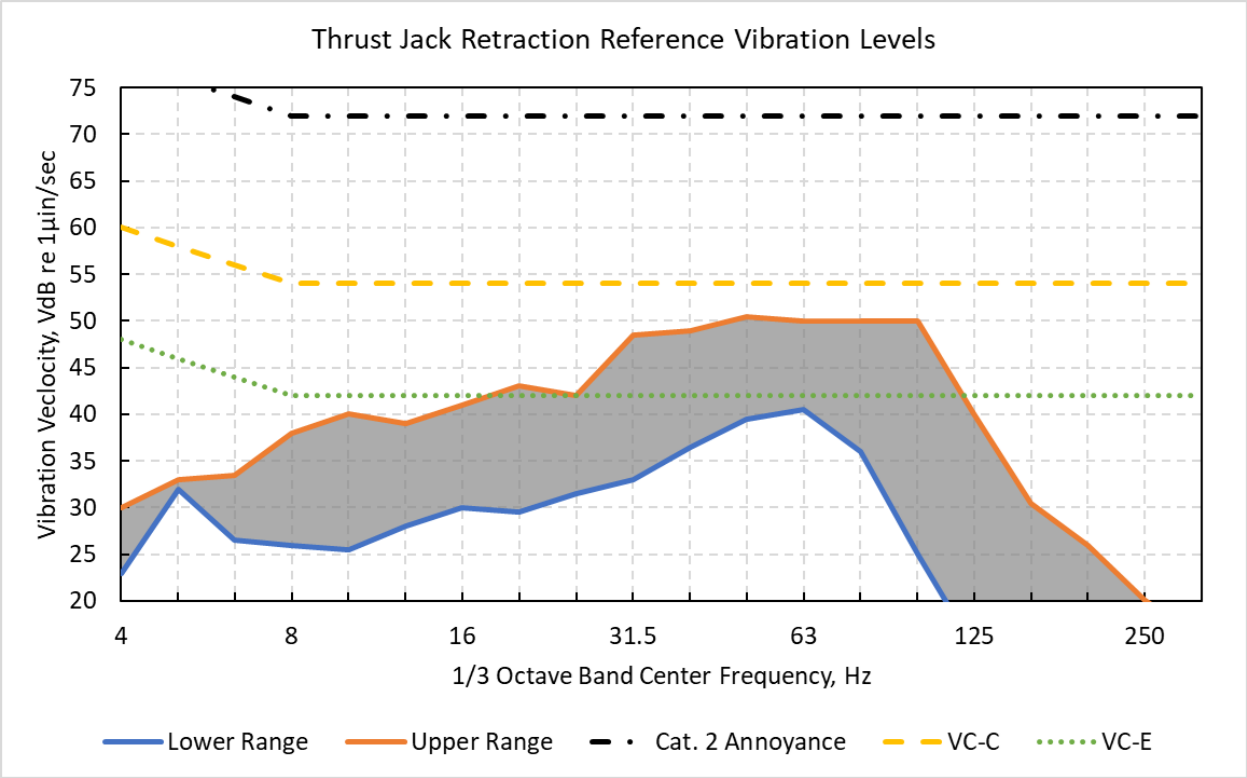


Source: Bergen et al. 2012.

Vibration levels generated as the concrete liner segments are positioned and bolted into place are negligible, and usually below the existing ambient vibration levels at the surface. However, retraction of the hydraulic thrust jacks during the liner segment installation has the potential to generate high levels of vibration if it includes a hard stop, when the cylinders are retracted at full speed. Reference vibration levels of thrust jack retraction measured during the University of Washington tunnel construction are shown on Figure 4-8. The reference level range accounts for the variability in vibration levels due to the tunnel depth and nearby soil type and are considered valid for distances from 0 to 200 feet measured horizontally from the tunnel centerline.

The supply train may be used to transport workers and materials from the portal or tunnel supply shaft to the tunnel boring machine. A supply train typically travels at 12 miles per hour and consists of steel-wheeled flatbed trailers pulled by a diesel locomotive. The rail is progressively laid out in short sections as the boring machine travels along its path, and the rail often includes some level of damage on the running surface. Gaps of up to 3/4 inch between adjoining rail sections were noted during tunneling for the University Link project. Both the uneven rail running surface and the rail gaps contribute to higher vibration levels. Rail sections are installed either by using pre-assembled rail fastened to wooden ties, or by fastening the rail to temporary steel ties bolted directly to the tunnel invert.

Figure 4-8. Reference Vibration Levels for Thrust Jack Retraction

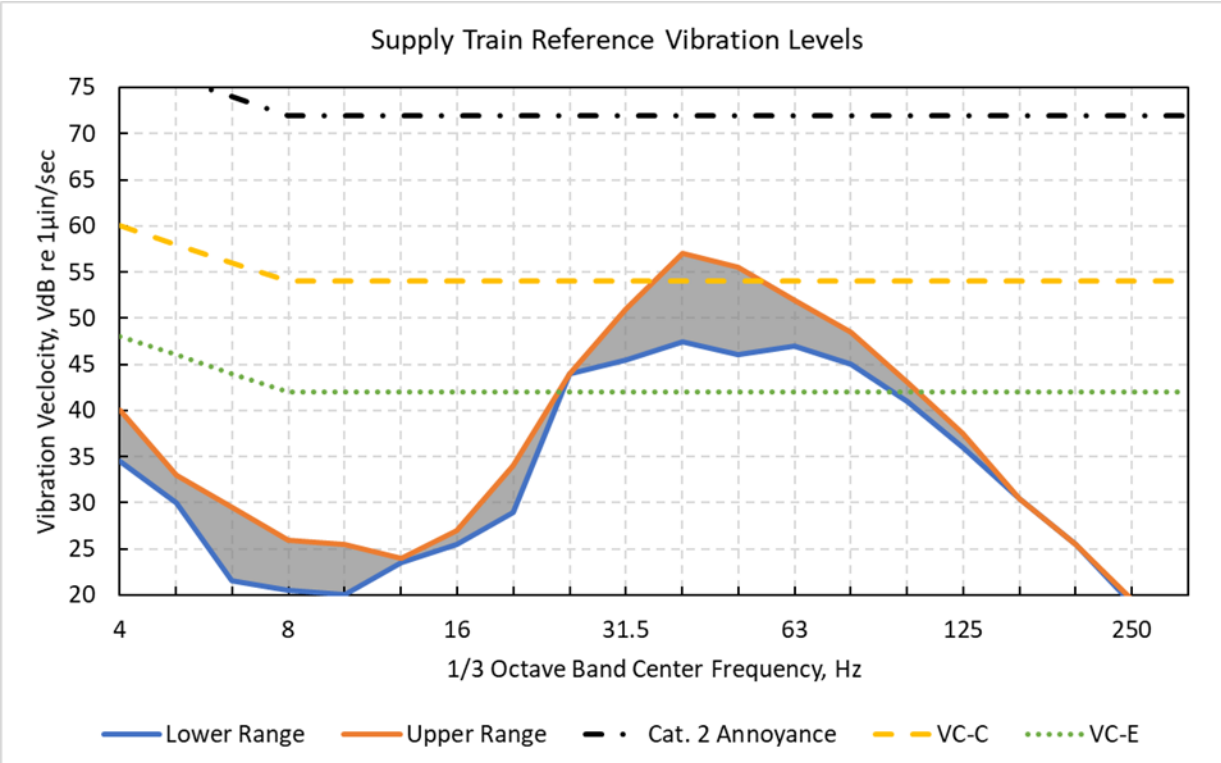


Source: Bergen et al. 2012.

Reference vibration levels for a supply train running at 12 miles per hour on uneven rail are shown on Figure 4-9 and are given as a range of values based on measurements conducted during the University of Washington tunnel construction. The range of values accounts for the variability in vibration levels due to the tunnel depth and nearby soil type and are considered valid for distances from 0 to 200 feet measured horizontally from the tunnel centerline.

As discussed in Section 2.2, Vibration Fundamentals and Descriptors, groundborne noise is a low-frequency rumble caused by room surfaces radiating sound waves as they vibrate. A groundborne noise assessment is not included in most construction assessments because the airborne noise generated by the construction is typically higher than the groundborne noise. However, because there is no airborne noise path during tunneling a groundborne noise assessment has been conducted for these activities. The impact assessment is presented in Section 6.4, Construction Vibration Impacts.

Figure 4-9. Reference Vibration Levels for Tunnel Boring Machine Supply Train (12 miles per hour with uneven rail)



Source: Bergen et al. 2012.

4.2.2.2 Surface Construction Vibration

Surface construction activities often include the use of high-vibration equipment pieces, the most common of which are listed in Section 6.4.2, Surface Construction Vibration Impacts. The reference vibration levels for the analysis come from the FTA Guidance Manual (2018) and are shown as peak particle velocity levels, which quantify the maximum vibration velocity from a piece of equipment at a distance of 25 feet. The damage criteria for buildings as discussed in Section 3.2.2, Groundborne Noise Criteria, is in terms of peak particle velocity. However, the criteria for sensitive equipment and occupant annoyance (Section 3.2.1, Transit Vibration Criteria) is in VdB, which are a root mean square of a vibration velocity signal. The ratio of the peak particle velocity to the max root mean square level is called the crest factor and is typically between 4 and 5. A crest factor of 4 has been used for this analysis. The equation below is used to convert from peak particle velocity (inches per second) to a vibration level L_v (VdB):

$$L_v = 20 \times \ log_{10}\left(\frac{peak\ particle\ velocity}{crest\ factor\ \times\ 10^{-6}}\right)$$

In most cases, construction equipment will not be operating at the 25-foot reference distance, so a distance correction is needed. The following equation is used to convert peak particle velocity reference values to a desired distance:

$$peak\ particle\ velocity_{equip} = peak\ particle\ velocity_{ref} \times \left({D_{ref}}/{D_{equip}}\right)^{1.5}$$

where D_{ref} is the reference distance (typically 25 feet) and D_{equip} is the distance between the equipment and the sensitive receiver. Typically, the minimum distance each piece of equipment is expected to operate from a sensitive receiver is determined and vibration predictions are made based on that distance using the equation above. The predictions are compared to the criteria to determine whether impacts are expected. This type of analysis is not possible at this stage because detailed information about construction means and methods and site layouts are not available. Instead, the equation above was used to determine the distance from a sensitive receiver at which each piece of equipment would generate vibration levels equal to the impact threshold. The result of this analysis is presented in Section 6.4.2.

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5 AFFECTED ENVIRONMENT

Sound Transit identified noise- and vibration-sensitive locations throughout the project corridor and selected locations where noise monitoring and vibration testing would be performed. The study area for noise is based on measured noise levels of the existing fleet of Sound Transit light rail vehicles, operational schedule, and train speeds, and is large enough to capture all potential noise impacts from system operations. Based on this information, the analysis includes noise-sensitive properties within at least 500 feet of the track alignments.

The potential area of effect for the vibration study is smaller compared to noise because vibration levels attenuate more rapidly. The potential area of effect for the vibration study is 200 feet from the track alignment for most land uses, such as residences and schools, and 450 feet from the track alignment for more vibration-sensitive land uses such as research laboratories or recording studios.

The following sections describe the land uses along the West Seattle Link Extension corridor, the existing noise-level measurements, and the current noise sources in the corridor. A more detailed discussion of land use can be found in Section 4.2, Land Use, of the Final EIS. The land uses are summarized for their potential sensitivity to noise and vibration. Most identified sensitive land uses are sensitive to both noise and vibration. The exceptions include outdoor parks, which may be noise-sensitive depending on usage but are not vibration-sensitive, and vibration-sensitive equipment (such as a magnetic resonance imaging machine), which are not sensitive to airborne noise. The tunnel segments would not generate airborne noise during operations. As such, sensitive receivers near tunnel segments are only assessed for groundborne noise and vibration impacts and not airborne noise during operations.

5.1 Noise- and Vibration-sensitive Receivers

This section provides an overview of the noise- and vibration-sensitive receivers along the corridors being evaluated for the West Seattle Link Extension. Chapter 3, Noise and Vibration Impact Criteria, of this document defines the land use types considered as noise- and vibration-sensitive under the FTA assessment methodology (FTA 2018). For a more detailed presentation of land uses, refer to Section 4.2 of the Final EIS.

5.1.1 SODO Segment

No noise- or vibration-sensitive properties were identified in the SODO Segment. Land uses in this segment are predominantly industrial and commercial (Figure 5-1). Alternatives in this segment would be a mix of at-grade and elevated options.

The SODO Trail, a 1-mile urban bicycle and pedestrian trail, runs along the east side of the light rail line between South Royal Brougham Way and South Forest Street. Based on the land uses, there was no noise or vibration analysis required.

6/24/2024 I WSLE Seg SODO I Exist_Landuse_SEG.aprx

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

Existing Land Use
- Commercial
- Institutional/Public
- Industrial

FIGURE 5-1
Existing Land Use
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N

5.1.2 Duwamish Segment

Similar to the SODO Segment, the Duwamish Segment is predominantly industrial and commercial land uses that are generally not noise- or vibration-sensitive (Figure 5-2).

Noise-sensitive land uses include fire stations, single- and multi-family housing, schools, and a recording studio. The Secret Studio Records/Studio 1208 recording studio, located at 3856 23rd Avenue Southwest, is an FTA Category 1 noise-sensitive land use. The Seattle Fire Department has two fire stations in this segment that are considered noise-sensitive because they have sleeping quarters (FTA Category 2): Fire Station 14 at 3224 4th Avenue South, and Fire Station 36 at 3600 23rd Avenue Southwest. On the west side of the segment, there are single- and multi-family residences in the Pigeon Point and Riverside communities. Single- and multi-family housing, public and institutional uses (Pathfinder K-8 School), the Delridge Connector Trail (paved bicycling and walking trail), and open space (West Duwamish Greenbelt) are all in the Pigeon Point community. The only part of West Duwamish Greenbelt that is near the Link light rail alignments are along the steep hillside near Pigeon Point, which is south of the West Seattle Bridge, dominated by noise from traffic on the bridge, and not an area with public access; therefore, it is not considered noise-sensitive under FTA criteria.

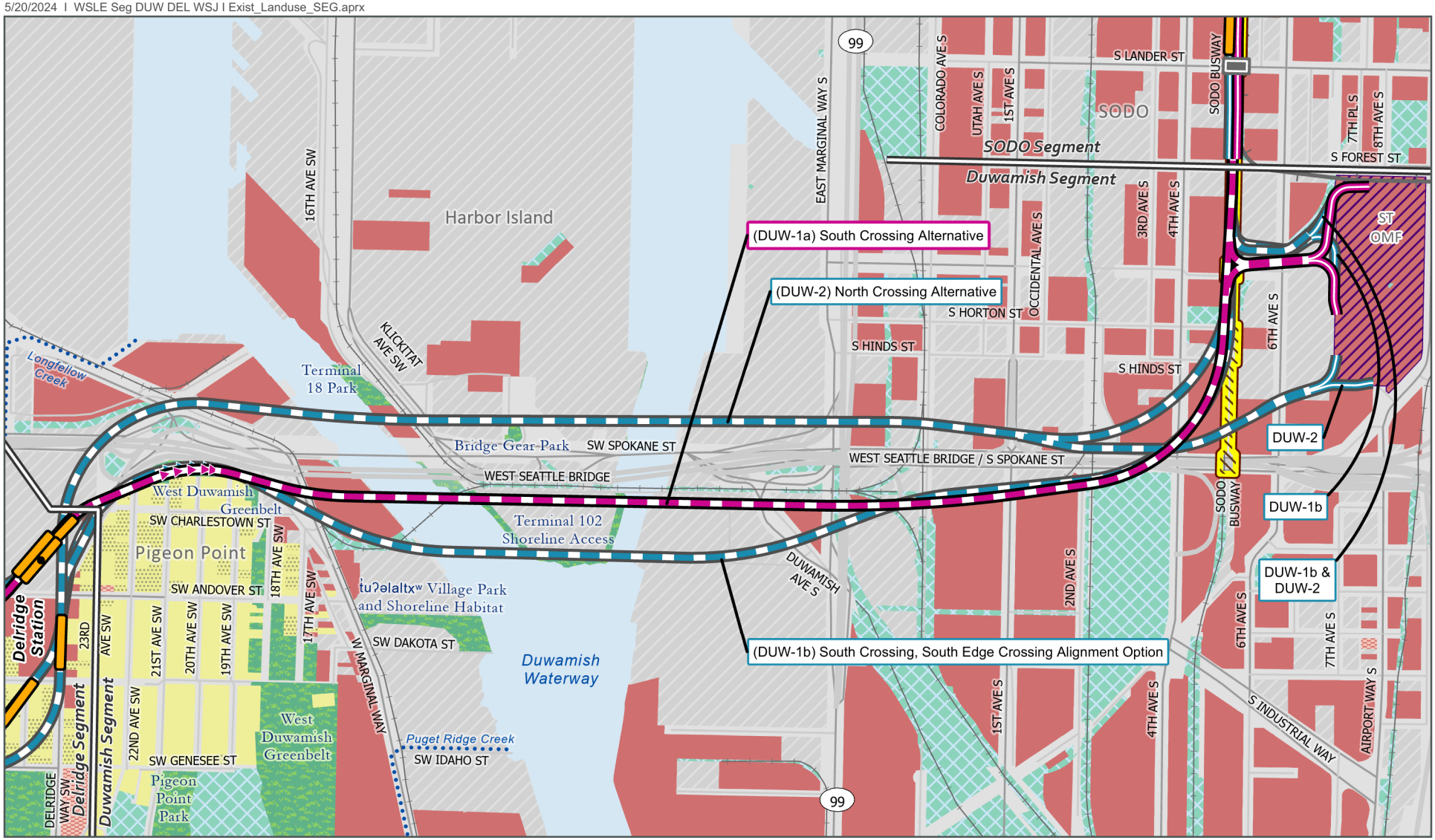
Vibration-sensitive land uses also include fire stations, single- and multi-family housing, schools, a recording studio, and a precision machining facility. The Category 2 (residential) and Category 3 (institutional) vibration-sensitive land uses in the Duwamish Segment are the same as the described noise-sensitive land uses. The Harbor Island Machine Works at 3431 11th Avenue Southwest is a precision machining company and is the only Category 1 vibration-sensitive land use in the Duwamish Segment, while the Secret Studio Records/Studio 1208 recording studio at 3856 23rd Avenue Southwest is the only special-use building.

The Bootstrap Music Company, located in the industrial area near the east end of the West Seattle Bridge, provides music rehearsal space for rent but is not considered noise- or vibration-sensitive under FTA criteria because its use is compatible with higher noise and vibration levels. This area would have higher existing noise levels as there is freight train activity and frequent heavy truck traffic in close proximity to the building.

5.1.3 Delridge Segment

Noise-sensitive uses in the Delridge Segment include residential uses, schools and childcare centers, parks, and open spaces as described below.

Most of this segment is single or multi-family residential land uses (Figure 5-3). Several multi-family residential uses are concentrated along Southwest Avalon Way, north of Southwest Genesee Street. There is some non-noise-sensitive commercial development along Delridge Way Southwest. In addition to many residential uses, other noise-sensitive uses include Alki Beach Academy at 2414 Southwest Andover Street, Mode Music Studios at 3805 Delridge Way Southwest, and the Youngstown Cultural Arts Center at 4408 Delridge Way Southwest (FTA Category 3).



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream

Existing Land Use
- Commercial
- Mixed Use
- Multi-family Residential
- Single-family Residential
- Parks/Open Space
- Public/Institutional
- Industrial
- Other

0 500 1,000 Feet

N

FIGURE 5-2
Existing Land Use
Duwamish Segment

West Seattle Link Extension

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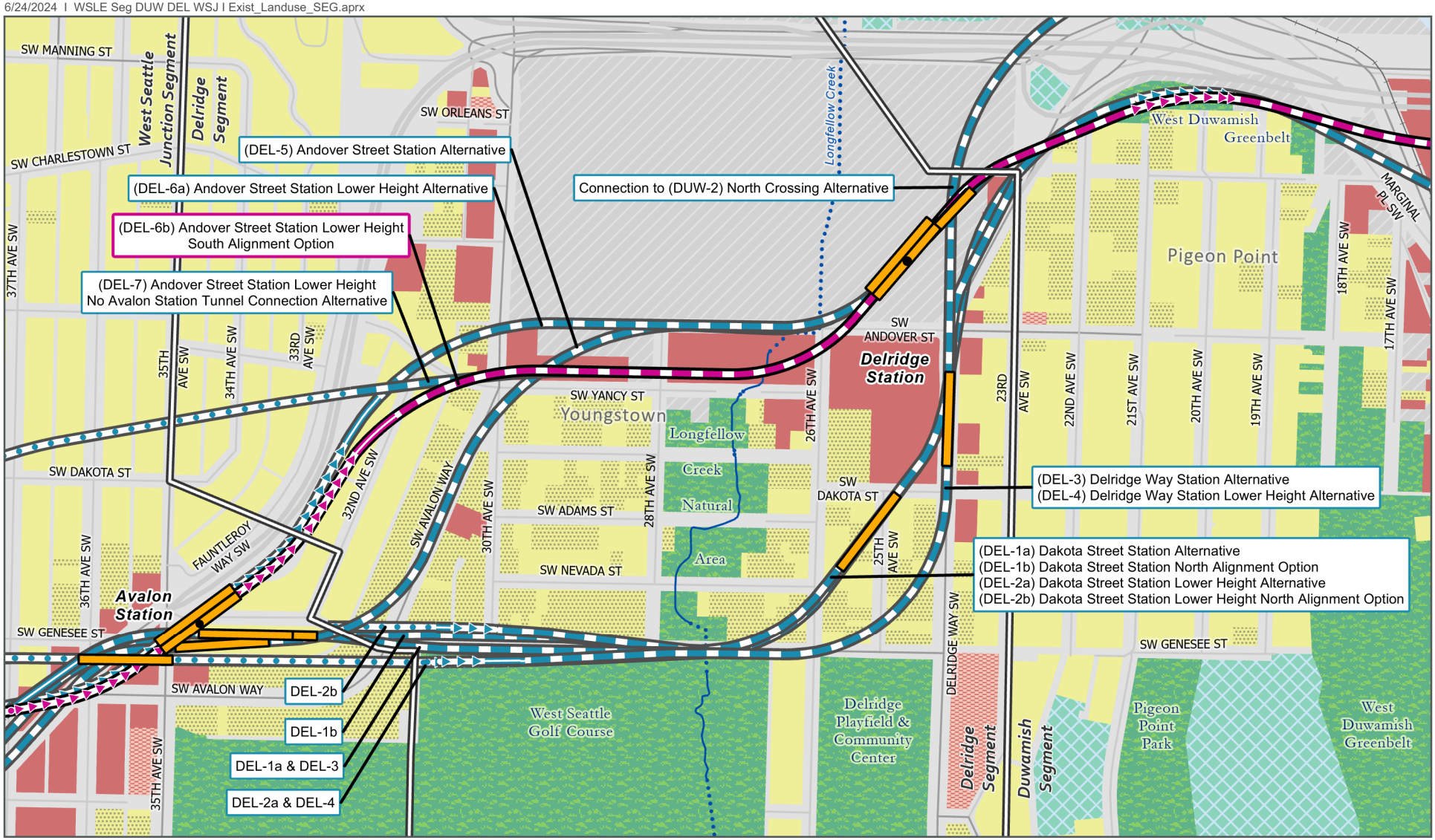


Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Railroad
- Stream
- Piped Stream

Existing Land Use

- Commercial
- Mixed Use
- Multi-family Residential
- Single-family Residential
- Parks/Open Space
- Public/Institutional
- Industrial
- Other

0 500 1,000 Feet

N

FIGURE 5-3
Existing Land Use
Delridge Segment

West Seattle Link Extension

Parks and active outdoor uses include the West Seattle Golf Course, Longfellow Creek Natural Area, and Delridge Playfield and Community Center; however, due to the locations and existing noise levels, only parts of the Longfellow Creek Natural Area were considered noise-sensitive under the FTA criteria. Noise-sensitive parts of the Longfellow Creek Natural Area include the portions of the park that have lower noise levels and are not near arterial roadways in the area, including Southwest Genesee Street. Locations selected for analysis at the Longfellow Creek Natural Area include the trail just north of Southwest Nevada Street and the area near the Dragonfly Garden and Pavilion.

A small portion of this segment is within the Duwamish Manufacturing/Industrial Center and includes Nucor Steel, a steel manufacturing plant, also not considered noise- or vibration-sensitive under FTA criteria.

In the Delridge Segment, the vibration-sensitive receivers are the same as the noise-sensitive receivers.

5.1.4 West Seattle Junction Segment

Noise- and vibration-sensitive properties in the West Seattle Junction Segment include a mix of single- and multi-family residences, childcare centers, a fire station, and places of worship as described in the following paragraphs (Figure 5-4).

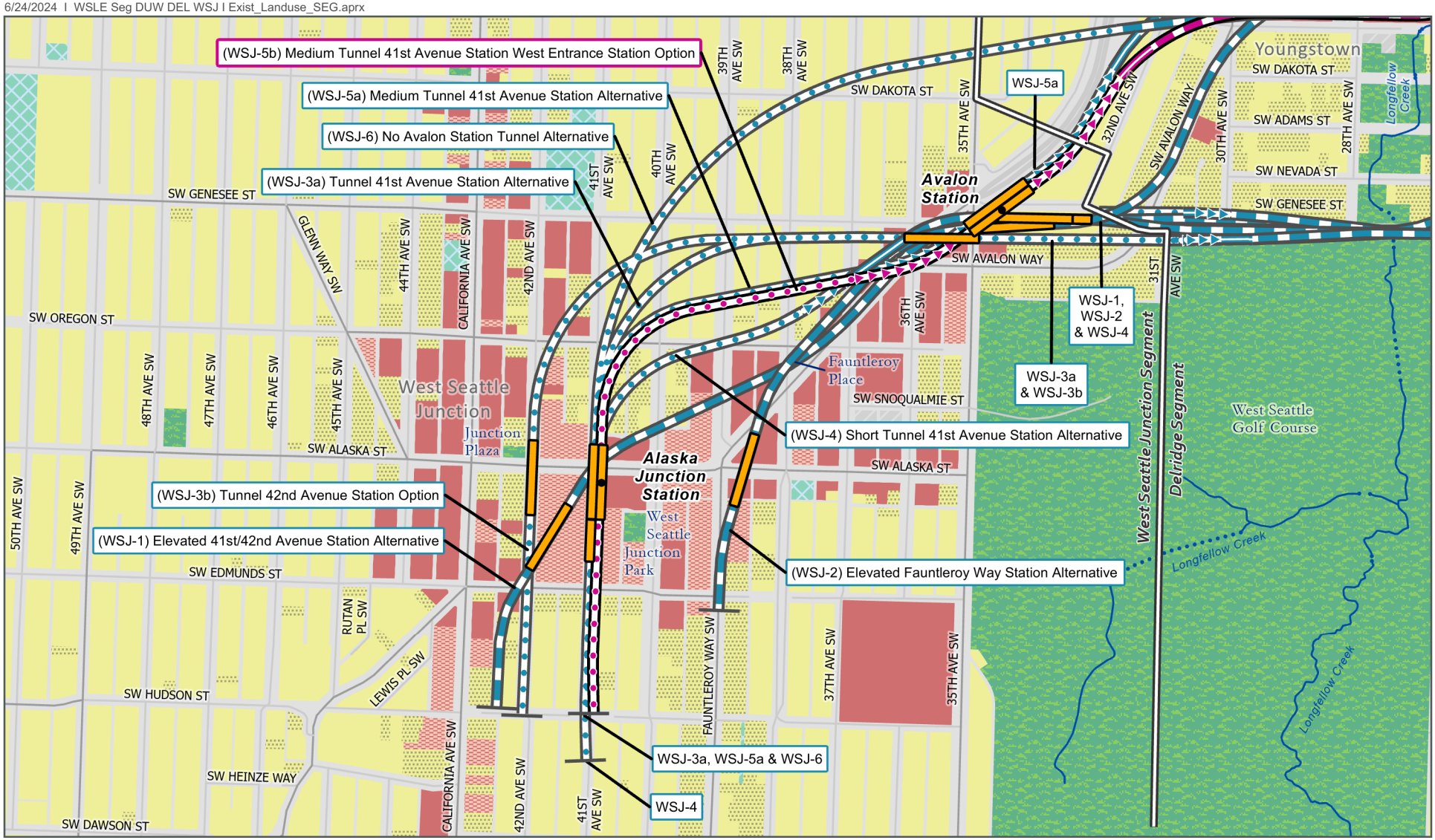
This segment includes the West Seattle Junction hub urban village, where there is an active mixed-use district serving the surrounding single- and multi-family residential areas. Fire Station 32 is in this segment at 3715 Southwest Alaska Street and is considered noise-sensitive because it has sleeping quarters (FTA Category 2). Commercial and mixed-use development is mostly clustered along Fauntleroy Way Southwest, Southwest Alaska Street, and California Avenue Southwest and includes childcare centers such as Bright Horizons at 4530 38th Avenue Southwest and the West Seattle Family Y.M.C.A. at 3622 Southwest Snoqualmie Street. The West Seattle Stadium is also in this segment; however, active sports complexes, including the West Seattle Stadium, are not considered noise- or vibration-sensitive under FTA criteria. Two places of worship are also in this segment, the Eastridge Church at 4500 39th Avenue Southwest and the Calvary Chapel West Seattle at 4217 Southwest Oregon Street.

Sensitive receivers within the screening distance of the tunnel alternatives are assessed for groundborne noise and vibration impacts, but not for airborne noise.

5.2 Noise Measurements

Sound Transit characterized the existing noise environment through onsite inspections and onsite noise monitoring. Monitoring was performed at 42 locations, including 22 long-term (approximately 48-hour or more) and 20 short-term (30-minute) sites. Long-term monitoring was performed at locations representative of nearby residential use properties. Short-term monitoring was conducted near residences and nonresidential use properties, such as parks and schools. Sound Transit also collected traffic counts at several of the short-term noise monitoring locations to predict noise impacts from changes to roadways associated with project construction.

Noise monitoring locations were selected based on land use, existing noise sources, proximity to light rail alternatives and profile types, representative land uses, and access allowed by the property owner (when not in the public right-of-way). Long-term noise monitoring was primarily used to establish the existing 24-hour Ldn along the corridor. Where long-term monitoring was not practical, short-term monitoring was conducted to supplement nearby long-term monitoring sites, and to support the traffic noise analysis.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream

Existing Land Use
- Commercial
- Mixed Use
- Multi-family Residential
- Single-family Residential
- Parks/Open Space
- Public/Institutional
- Industrial
- Other

0 500 1,000 Feet

N

FIGURE 5-4
Existing Land Use
West Seattle Junction Segment

West Seattle Link Extension

5.2.1 Measurement Methodology

Noise measurements were conducted in general accordance with the FTA Guidance Manual and the American National Standards Institute procedures for community noise measurements. Measurement locations were at least 5 feet from structures and 5 feet above the ground (where possible) to reduce the effects of acoustical reflections on the measurement results. Traffic counts accompanying the noise measurements were also taken in accordance with the Federal Highway Administration and WSDOT standards.

Equipment used for the noise monitoring included Brüel & Kjaer Type 2250, Svantek SV979, Svantek 958, Svantek SV971, and Svantek SV307 sound level meters. All sound monitoring equipment was calibrated before and after the measurements using acoustic calibrators. Measurement equipment was calibrated within 1 year of the measurement dates by an accredited testing laboratory traceable to the National Institute of Standards and Technology. All measurement equipment met or exceeded the requirements for an American National Standards Institute Type 1 noise measurement system.

Measurement periods that included rain or wet road conditions were excluded from the analysis. All Ldn values were calculated from a minimum of 48 hours of data.

Short-term measurements for most locations were made approximately twice per site, at least once in the morning between 7 a.m. and 10 a.m. and again in the afternoon between 3 p.m. and 7 p.m. The reported values from these measurements are the loudest overall Leq measured either in the morning or afternoon.

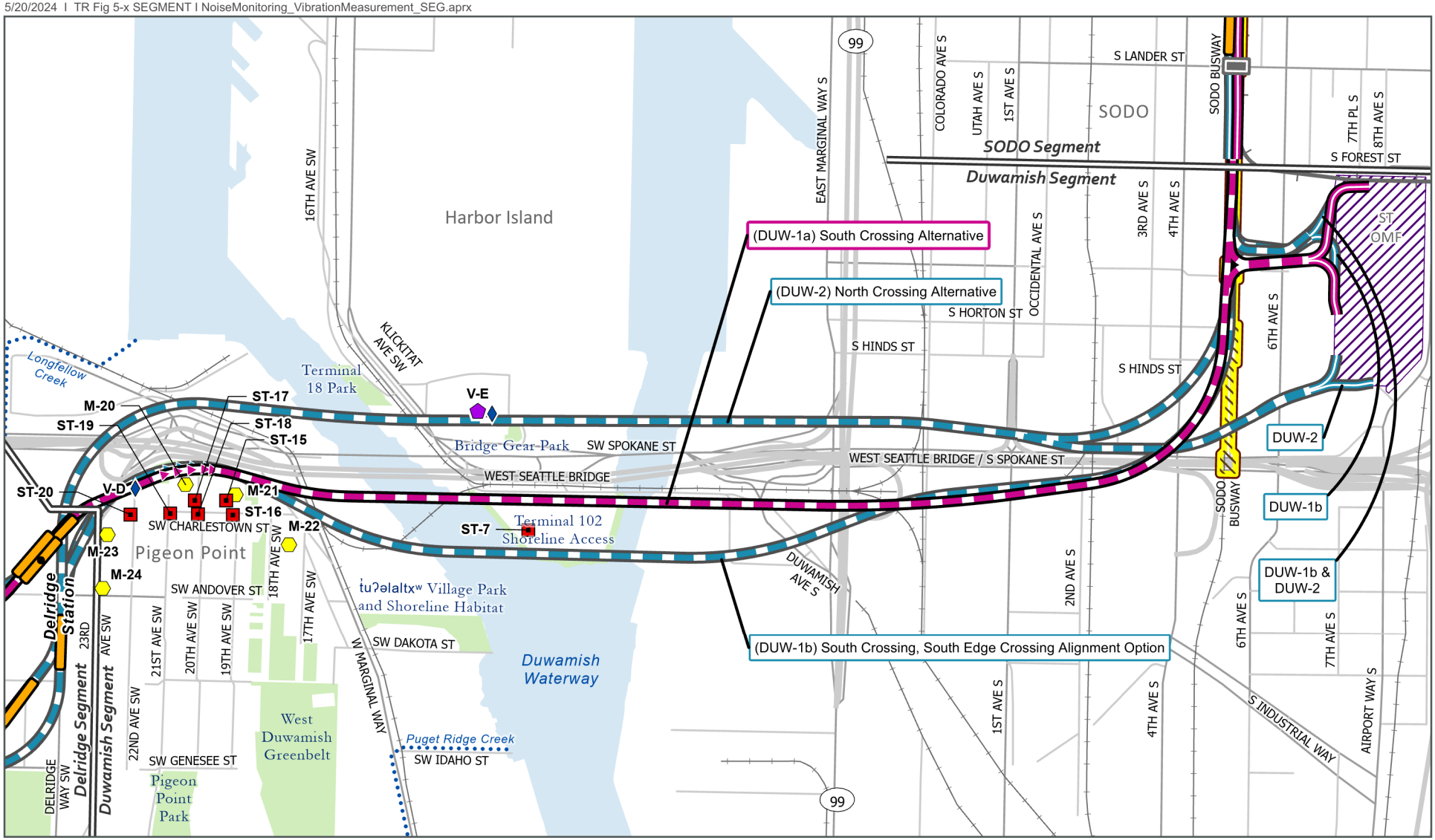
The following sections describe the existing noise environment in the West Seattle Link Extension. It should be noted that noise measurements were not taken in the SODO Segment because adjacent receivers did not warrant noise measurements. In addition, all noise measurements were taken during normal operations of the West Seattle Bridge, and none were taken during the COVID-19 travel restrictions.

Complete results of the monitoring, along with photos of the system installations and locations, are provided in Attachment N.3A, Noise Measurement Data, Site Details, and Photographs.

5.2.2 Existing Noise Measurement Results

The West Seattle Link Extension had 22 long-term and 20 short-term monitoring locations as shown on Figures 5-5 through 5-7. Sound levels in the project area are dominated by traffic noise on major arterial roadways, such as the West Seattle Bridge, Fauntleroy Way Southwest, West Marginal Way Southwest, and Delridge Way Southwest. Table 5-1 summarizes ambient noise monitoring for the West Seattle Link Extension, which includes the monitoring locations, addresses, land use, and type of measurements. Although the noise monitoring location numbers may not be shown in order, the monitoring sites are generally presented from east to west.

For the SODO Segment, there are no properties identified that are noise-sensitive under FTA criteria; therefore, no sound levels were measured in this segment.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

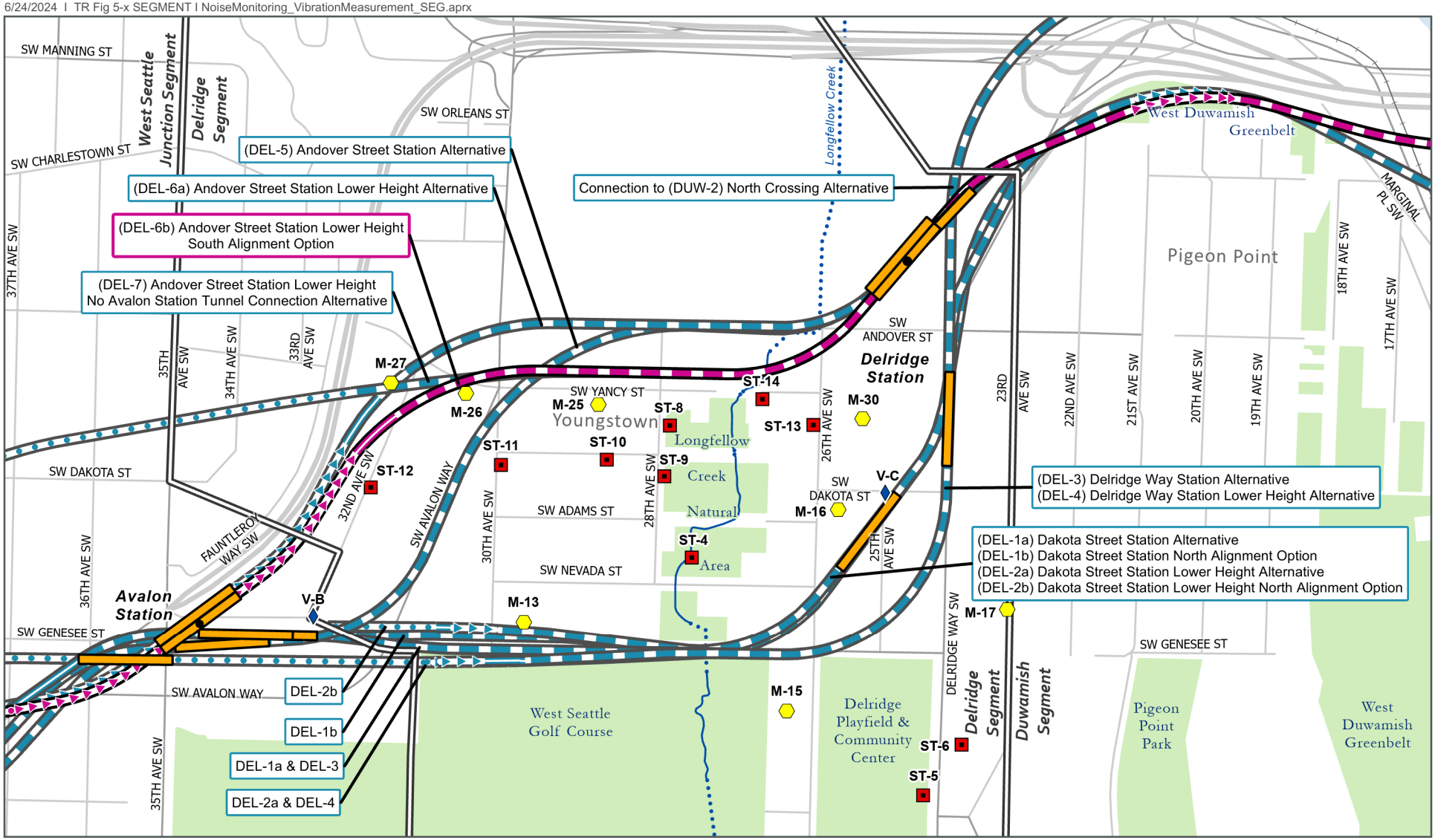
Noise Monitoring Locations
- Short Term Monitoring
- Long Term Monitoring

Vibration Measurement Sites
- Existing Vibration Measurement
- At-grade Vibration Propagation

FIGURE 5-5
Noise Monitoring Locations and Vibration Measurement Sites
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

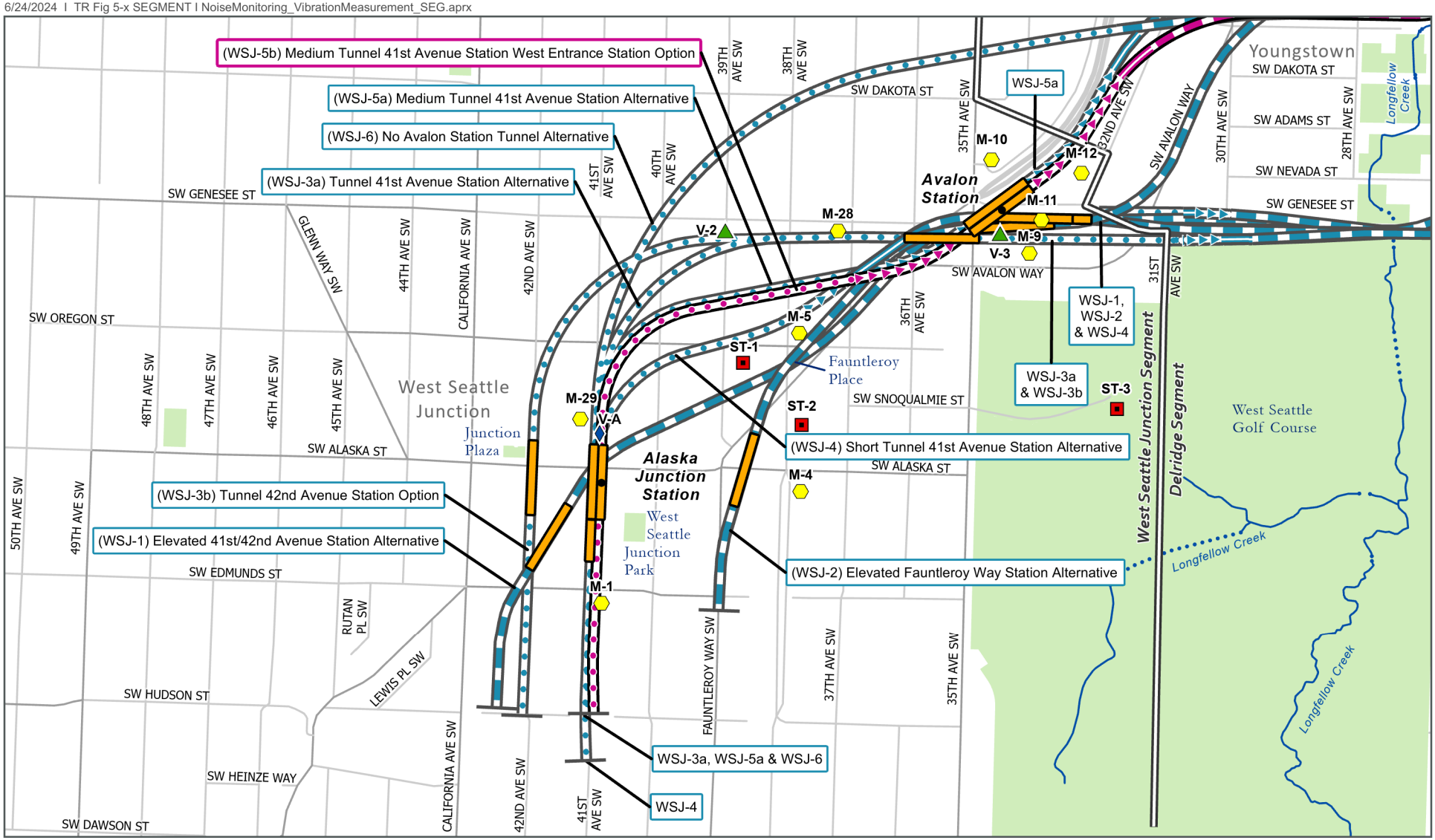
Noise Monitoring Locations
- Short Term Monitoring
- Long Term Monitoring

Vibration Measurement Sites
- At-grade Vibration Propagation

FIGURE 5-6
Noise Monitoring Locations and Vibration Measurement Sites
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

Noise Monitoring Locations
- Short Term Monitoring
- Long Term Monitoring

Vibration Measurement Sites
- At-grade Vibration Propagation
- Below-grade Vibration Propagation

FIGURE 5-7
Noise Monitoring Locations and Vibration Measurement Sites
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet

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Table 5-1. Noise Measurements

Segment	Monitoring Location	Address	Land Use Type	Type of Measurement	Leq (Daytime-hour Leq in dBA)	Ldn (24-hour Ldn in dBA)
Duwamish	ST-7	1011 Southwest Klickitat Avenue	Commercial	Short-Term	63	59
Duwamish	M-22	3823 17th Avenue Southwest	Single-Family	Long-Term	67	69
Duwamish	M-21	3712 19th Avenue Southwest	Single-Family	Long-Term	72	75
Duwamish	ST-15	3711 19th Avenue Southwest	Single-Family	Short-Term	59	65
Duwamish	ST-16	3801 19th Avenue Southwest	Single-Family	Short-Term	58	62
Duwamish	ST-17	3719 20th Avenue Southwest	Single-Family	Short-Term	56	65
Duwamish	ST-18	2005 Southwest Charlestown Street	Single-Family	Short-Term	58	62
Duwamish	ST-19	3802 21st Avenue Southwest	Single-Family	Short-Term	60	62
Duwamish	ST-20	3801 22nd Avenue Southwest	Single-Family	Short-Term	60	62
Duwamish	M-20	3709 20th Avenue Southwest	Single-Family	Long-Term	72	75
Duwamish	M-23	3816 23rd Avenue Southwest	Single-Family	Long-Term	68	69
Duwamish	M-24	3856 23rd Avenue Southwest	Recording Studio	Long-Term	68	64
Delridge	M-17	4143 23rd Avenue Southwest	Single-Family	Long-Term	59	62
Delridge	M-16	4106 26th Avenue Southwest	Single-Family	Long-Term	52	54
Delridge	M-30	4040 26th Avenue Southwest	Multi-Family	Long-Term	63	64
Delridge	ST-13	4065 26th Avenue Southwest	Single-Family	Short-Term	55	62
Delridge	ST-14	2623 Southwest Yancy Street	Single-Family	Short-Term	58	64
Delridge	ST-6	4408 Delridge Way Southwest	Community Center	Short-Term	74	72
Delridge	ST-5	4501 Delridge Way Southwest	Park	Short-Term	74	Not Applicable
Delridge	M-15	4421 26th Avenue Southwest	Single-Family	Long-Term	51	53
Delridge	ST-8	Longfellow Creak Natural Area	Park	Short-Term	60	Not Applicable

Segment	Monitoring Location	Address	Land Use Type	Type of Measurement	Leq (Daytime-hour Leq in dBA)	Ldn (24-hour Ldn in dBA)
Delridge	ST-9	Longfellow Creak Natural Area	Park	Short-Term	59	Not Applicable
Delridge	ST-4	Longfellow Creek Legacy Trail	Park	Short-Term	47	Not Applicable
Delridge	M-25	2821 Southwest Yancy Street	Multi-Family	Long-Term	68	64
Delridge	ST-10	2819 Southwest Dakota Street	Single-Family	Short-Term	60	56
Delridge	ST-11	2851 Southwest Dakota Street	Single-Family	Short-Term	58	56
Delridge	M-13	2848 Southwest Genesee Street	Single-Family	Long-Term	60	60
Delridge	M-26	3000 Southwest Avalon Way	Multi-Family	Long-Term	72	70
Delridge	M-27	4009 32nd Avenue Southwest	Single-Family	Long-Term	60	57
Delridge	ST-12	4104 Southwest 32nd Avenue	Single-Family	Short-Term	56	57
Delridge	ST-3	4470 35th Avenue Southwest	Golf Course	Short-Term	70	67
West Seattle Junction	M-12	4143 32nd Avenue Southwest	Single-Family	Long-Term	53	56
West Seattle Junction	M-11	3225 Southwest Genesee Street	Single-Family	Long-Term	56	59
West Seattle Junction	M-10	4147 Fauntleroy Way Southwest	Single-Family	Long-Term	70	73
West Seattle Junction	M-9	3256 Southwest Avalon Way	Multi-family	Long-Term	67	68
West Seattle Junction	M-28	4403 37th Avenue Southwest	Single-Family	Long-Term	62	62
West Seattle Junction	M-5	4450 38th Avenue Southwest	Single-Family	Long-Term	66	68
West Seattle Junction	ST-2	4530 38th Southwest Avenue	Right-of-Way	Short-Term	69	67
West Seattle Junction	ST-1	4500 39th Avenue Southwest	Right-of-Way	Short-Term	58	55
West Seattle Junction	M-4	4700 38th Avenue Southwest	Fire Station	Long-Term	69	68
West Seattle Junction	M-29	4537 41st Avenue Southwest	Single-Family	Long-Term	67	61
West Seattle Junction	M-1	4023 Southwest Edmunds Street	Single-Family	Long-Term	62	62

5.2.2.1 SODO Segment

There are no sensitive receivers in the SODO Segment.

5.2.2.2 Duwamish Segment

Sound levels in the Duwamish Segment are governed almost entirely by traffic on the West Seattle Bridge and West Marginal Way Southwest, heavy truck traffic, heavy rail service, loading and unloading ships, and foghorns. The Ldn values in this segment ranged between 59 dBA and 75 dBA (M-20 to M-23 and ST-7) and peak hour Leq values ranged between 56 dBA and 72 dBA (M-20 to M-23 and ST-7 and ST-15 through ST-20). Median nighttime Leq levels ranged from 58 dBA to 67 dBA (M-20 to M-22).

5.2.2.3 Delridge Segment

The Delridge Segment Ldn values range between 53 dBA and 72 dBA (M-13 through M-27, M-30, and ST-3 to ST-14) and peak hour Leq values range between 47 dBA and 74 dBA (M-13 through M-27, M-30, and ST-3 to ST-14). Median nighttime Leq values ranged between 42 dBA and 54 dBA (M-13 through M-27 and M-30). Traffic on arterial roadways such as Delridge Way Southwest and Southwest Genesee Street were the dominant sound sources in this segment. Other contributing sound sources include smaller roadways, aircraft noise, industrial facilities, and trains.

5.2.2.4 West Seattle Junction Segment

The Ldn values in the West Seattle Junction Segment ranged from 55 dBA to 73 dBA (M-1 through M-12, M-28 through M-29, and ST-1 to ST-2) and peak hour Leq ranged from 53 dBA to 70 dBA (M-1 through M-12, M-28 through M-29, and ST-1 and ST-2). Median nighttime Leq values ranged from 48 dBA to 64 dBA (M-1 through M-12 and M-28 through M-29). Sound levels in this segment are primarily governed by traffic noise on nearby arterial roadways, such as Fauntleroy Way Southwest and 35th Avenue Southwest.

5.3 Vibration Measurements

The vibration measurements conducted for the assessment include an ambient vibration survey and vibration propagation measurements. The ambient vibration measurement survey documents existing vibration levels near existing rail lines and at highly vibration-sensitive buildings. The vibration propagation measurements are used to quantify how efficiently vibration travels through the soil and are used in the vibration prediction model. The vibration propagation measurements are completed at representative sites throughout the study area.

5.3.1 Ambient Vibration Survey (Representative Sites)

The FTA Guidance Manual (2018) recommends that where there are existing rail lines, existing vibration conditions be considered when determining vibration impact criteria for a new transit project. Both the existing vibration levels and the frequency with which the existing rail corridor is used are factors in determining the appropriate impact criteria.

There are existing freight operations in West Seattle, but they are infrequently used or beyond the screening distance of the vibration-sensitive receivers. An existing vibration measurement was completed at Harbor Island Machine Works, a Category 1 vibration-sensitive receiver. The

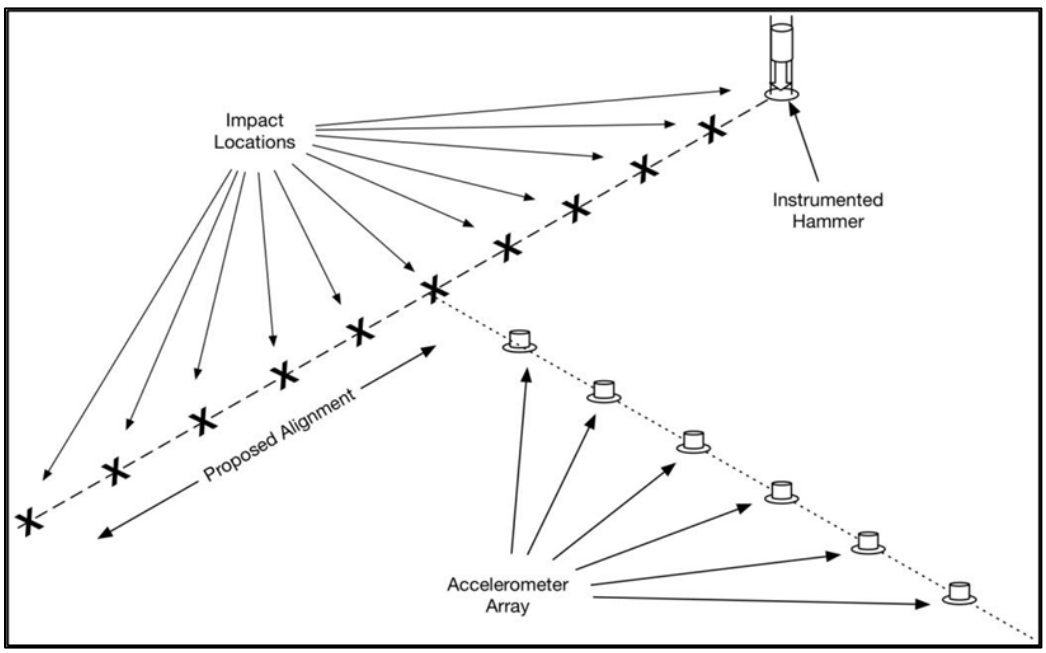
results of the ambient vibration measurement are shown in Attachment N.3H, Vibration Analysis of Category 1 Uses and Special Buildings.

5.3.2 Vibration Propagation Tests

A vibration propagation test is used to determine the line source transfer mobility, which is a measure of how efficiently vibration travels through the earth. The field test procedure for determining the line source transfer mobility is shown schematically on Figure 5-8 for at-grade or surface sites. The measurement consists of dropping a heavy weight on to the ground surface and measuring the force imparted into the ground and the vibration response at sensors at several distances from the weight.

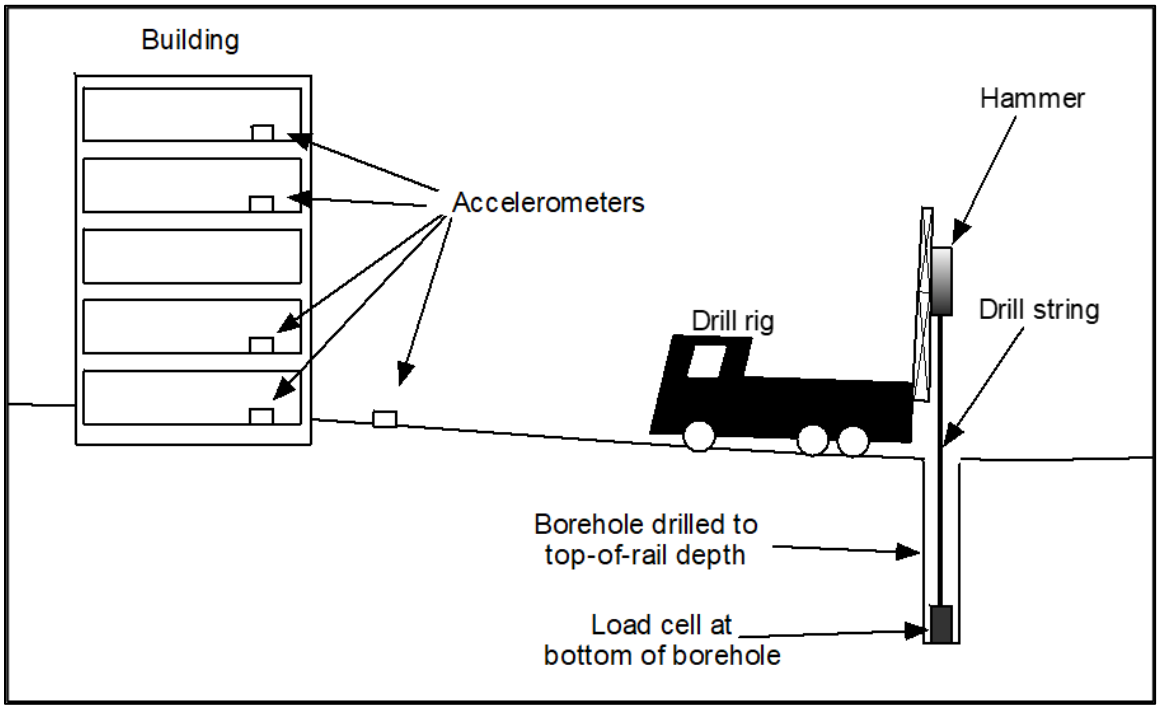
As shown on Figure 5-8, the weight is dropped at a line of discrete impact points to approximate the distributed line source of a light rail vehicle. The accelerometer sensors that measure the vibration response are placed in a line perpendicular to the line of impact points. The number of accelerometers and their distances from the impact line vary at each test site depending on field conditions.

Figure 5-8. Schematic of Surface Vibration Propagation Test Procedure



For tunnel and borehole sites, an impact hammer was used to generate vibration at the bottom of a borehole. Typically, data were collected at three depths: 10 feet above the depth of the track, at the depth of the track, and 10 feet below the depth of the track. The measured data from the three test depths were extrapolated to account for the length of the train instead of using a line of impact points as with the surface measurements. The accelerometer sensors that measure the vibration response were placed on the surface in a line extending away from the borehole. At some measurement locations, sensors were also placed inside of the building to measure the building response. Figure 5-9 shows a schematic of the borehole vibration propagation test procedure.

Figure 5-9. Schematic of Borehole Vibration Propagation Test Procedure



The vibration propagation test sites were selected based on a review of aerial photographs and a windshield survey of land uses. Vibration propagation tests have been completed at seven sites in the project study area. The results of the vibration propagation test are the line source transfer mobility and the coherence. Coherence is a measure of the quality of the line source transfer mobility results and varies between 0 and 1. A coherence value close to 1 indicates that the vibration response and the force generated by the dropped weight are closely related. A coherence less than about 0.2 indicates a relatively weak relationship between the exciting force and the vibration response. Low coherence results may occur when the ambient vibration is relatively high, the distance between the dropped weight and the sensor are relatively far, or when the soil is a poor transmitter of vibration at a particular frequency. Most measurement sites have coherence below 0.2 at frequencies less than 20 hertz, indicating the soil is a relatively poor transmitter of vibration at low frequencies. Many measurement sites have low coherence for the farthest sensor locations.

Higher line source transfer mobility levels indicate that vibrations are transmitted more efficiently through the soil. The frequency range with the highest line source transfer mobility values is important because it indicates the frequency range where vibration is transmitted most efficiently. If the frequency range with high line source transfer mobility values coincides with the frequency range in which the train produces the most energy, it would result in higher vibration at sensitive receivers. In the project area, surface propagation tests were completed at four sites in residential areas and at the Category 1 sensitive receiver Harbor Island Machine Works. Borehole propagation tests were completed at two sites in residential areas. A summary of the vibration propagation test sites and sensor locations is provided in Table 5-2, and a map of the test sites is shown on Figures 5-5 through 5-7. Surface vibration propagation test sites are labeled with letters and borehole propagation test sites are labeled with numbers. Photographs and aerial maps of each test site are provided in Attachment N.3B. Detailed vibration propagation measurement results, including the best-fit coefficients for the line source transfer mobilities, are provided in Attachment N.3C, Vibration Propagation Measurement Results.

Table 5-2. Summary of Vibration Propagation Test Sites

Segment	Test Site	Location	Sensor Positions (in feet or by location)
Duwamish	V-E (surface)	Harbor Island Machine Works, 3431 11th Avenue Southwest	25, 50, 75, 100, 125, 150
Duwamish	V-D (surface)	Bike path at 22nd Avenue Southwest at West Seattle Bridge	29, 52, 75, 100, 125, 160, 200
Delridge	V-C (surface)	Southwest Dakota Street at 25th Avenue Southwest	25, 50, 75, 100, 125, 150, 195
West Seattle Junction	V-B (surface)	Southwest Genesee Street at 32nd Avenue Southwest	25, 50, 75, 100, 125, 150, 200
West Seattle Junction	V-3 (borehole)	Alley at Southwest Genesee Street and 35th Avenue Southwest	0, 45, 75, 105, 123, 150, 200
West Seattle Junction	V-2 (borehole)	39th Avenue Southwest at Southwest Genesee Street	0, 25, 50, 75, 100, 150, 200
West Seattle Junction	V-A (surface)	Alley on 41st Avenue Southwest, north of Southwest Alaska Street	25, 50, 75, 100, 125, 150

Figures 5-10 and 5-11 show the measured vibration propagation test results at or close to 100 feet for surface measurement sites and at or close to 150 feet for borehole measurement sites, respectively. For the surface sites, the line source transfer mobility is presented, and for borehole sites, the point source transfer mobility is presented because it is not possible to measure at a line of impact points. The point source transfer mobility has lower amplitudes compared to the line source transfer mobility.

Observations from the vibration propagation test results were as follows:

- Surface sites:
  - Site V-E shows high line source transfer mobility levels at frequencies below 40 hertz and lower line source transfer mobility levels above 40 hertz. This site was on Harbor Island, which is composed of reclaimed land. The data from this site are only applied to Harbor Island Machine Works, the sensitive receiver where the data were collected.
  - In general, the surface sites show the highest line source transfer mobility levels in the 30- to 60-hertz range, with levels decreasing at higher frequencies.
  - The data show generally good agreement across different measurement sites with the exception of Site V-E. Site V-B does show more efficient vibration propagation at 40- and 50-hertz compared to the other sites.
- Borehole sites:
  - At borehole vibration propagation test sites, the transfer mobilities generally have flatter spectra than the surface sites. This generally results in lower levels in the 30- to 60-hertz range, but higher levels at higher frequencies.
  - The data shows generally good agreement at the two borehole measurement sites.

Figure 5-10. Measured Line Source Transfer Mobility at 100 Feet for Surface Sites

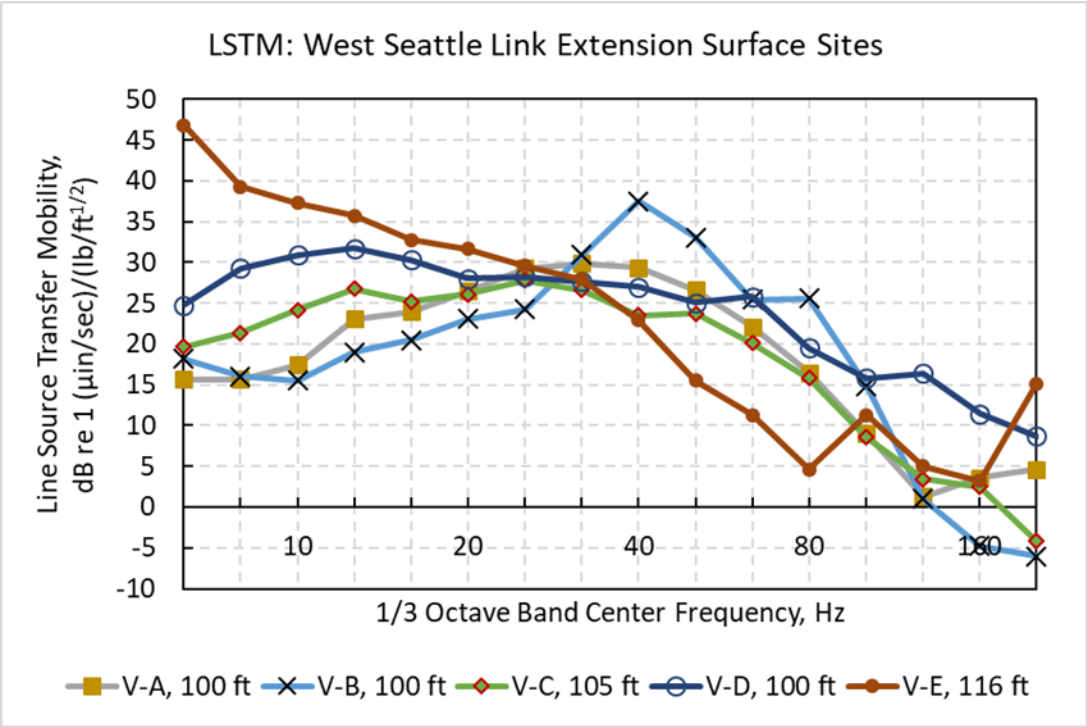
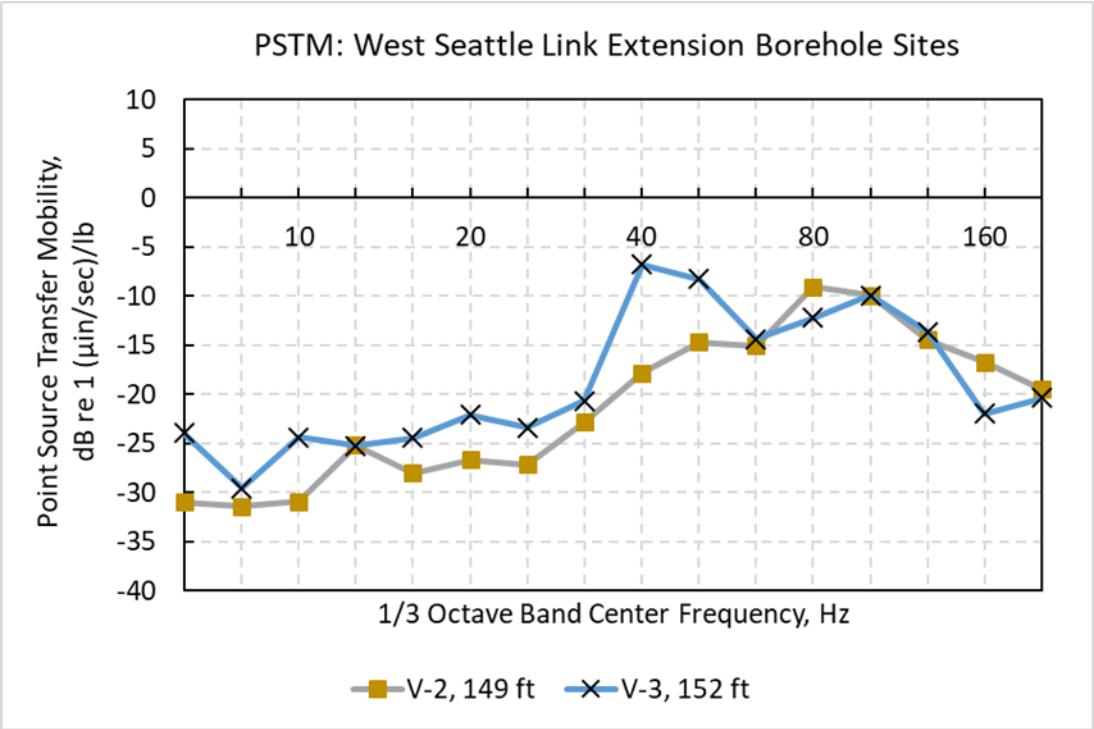


Figure 5-11. Measured Point Source Transfer Mobility at 150 Feet for Borehole Sites



6 IMPACT ASSESSMENT

Sound Transit performed a detailed noise and vibration impact assessment based on the criteria discussed in Chapter 3, Noise and Vibration Impact Criteria, using the methods and projections described in Chapter 4, Noise and Vibration Impact Analysis Assumptions and Methods, of this report. For areas with potential noise or vibration impacts, mitigation measures are evaluated and proposed as described in Chapter 7, Noise and Vibration Mitigation Measures. Potential noise and vibration impacts from light rail transit operations according to the FTA Guidance Manual (2018) are provided in the following sections. An assessment of construction noise levels was also performed, and is described in Section 6.2, Construction Noise Impacts.

Assessment details are provided in the following attachments:

- Attachment N.3A: Noise Measurement Data, Site Details and Photographs
- Attachment N.3B: Vibration Measurement Site Photographs
- Attachment N.3C: Vibration Propagation Measurement Results
- Attachment N.3D: Maps of Noise Impact Assessment
- Attachment N.3E: Maps of Vibration Impact Assessment
- Attachment N.3F: Tables of Noise Predictions
- Attachment N.3G: Tables of Vibration Predictions
- Attachment N.3H: Vibration Analysis of Category 1 Uses and Special Buildings

Summary discussions of the results are provided in the following sections.

6.1 Operational Noise Impacts

6.1.1 Transit Noise Impact Analysis

This section provides the results of the detailed noise analysis for the West Seattle Link Extension. The study area for the West Seattle Link Extension is based on measured noise levels of the existing fleet of Sound Transit light rail vehicles, operational schedule, and train speeds, and is large enough to capture all potential noise impacts from system operations. System operations includes all light rail-related noise sources (wayside noise, bells, crossovers) ancillary facilities, and identification of areas with potential wheel squeal. Based on this information, the analysis includes noise-sensitive properties within at least 500 feet of the track alignments. This amounts to over 70 analysis locations in the Duwamish Segment, over 450 in Delridge, and nearly 900 in the West Seattle Junction area. The locations analyzed include single- and multi-family residences, fire stations, schools, daycares, a recording studio, parks, and other FTA noise-sensitive land uses.

Figures displaying the locations of noise impacts and tables with detailed noise analysis information are provided in Attachment N.3D and Attachment N.3F.

6.1.1.1 No Build Alternative

Under the No Build Alternative, traffic noise levels would continue to be dominated by major and minor arterial roadways, aircraft over flights, unrelated construction projects, and commercial, industrial, and residential activities. Because there would be no light rail construction or operations, no light rail-related noise impacts are predicted.

6.1.1.2 Build Alternatives

The noise impacts are summarized by alternative and include moderate and severe impacts for each of the three FTA categories. A general discussion of impacts for each of the alternatives is also included. Detailed information on the impacts are provided graphically on area maps in Attachment N.3D and tables of the noise projections by receiver are provided in Attachment N.3F.

SODO Segment

There are no FTA noise-sensitive properties in the SODO Segment; therefore, no operational noise analysis was performed.

Duwamish Segment

A summary of the noise impacts for the Duwamish Segment is shown in Table 6-1 and on Figure 6-1. Detailed figures displaying the locations of noise impacts and tables with detailed noise analysis information are provided in Attachments N.3D and N.3F.

Table 6-1. Summary of Light Rail Noise Impacts by Alternative for the Duwamish Segment

Alternatives and Design Options	Category 1 Noise Impacts	Category 2 Moderate Noise Impacts	Category 2 Severe Noise Impacts	Category 3 Noise Impacts	Total Noise Impacts
Preferred South Crossing Alternative (DUW-1a)	**0**	**25 to 45**	**1 to 6**	**0**	**29 to 47**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0	34	1	0	35
North Crossing Alternative (DUW-2)	0	1	0	0	1

Notes:

The numbers presented are the number of units, counted by individual residences, including individual units of multi-family structures, and number of structures for other uses, like schools, churches and parks. Category 2 parcels are evaluated with the 24-hour Ldn and Category 1 and 3 are evaluated with the peak hour Leq.

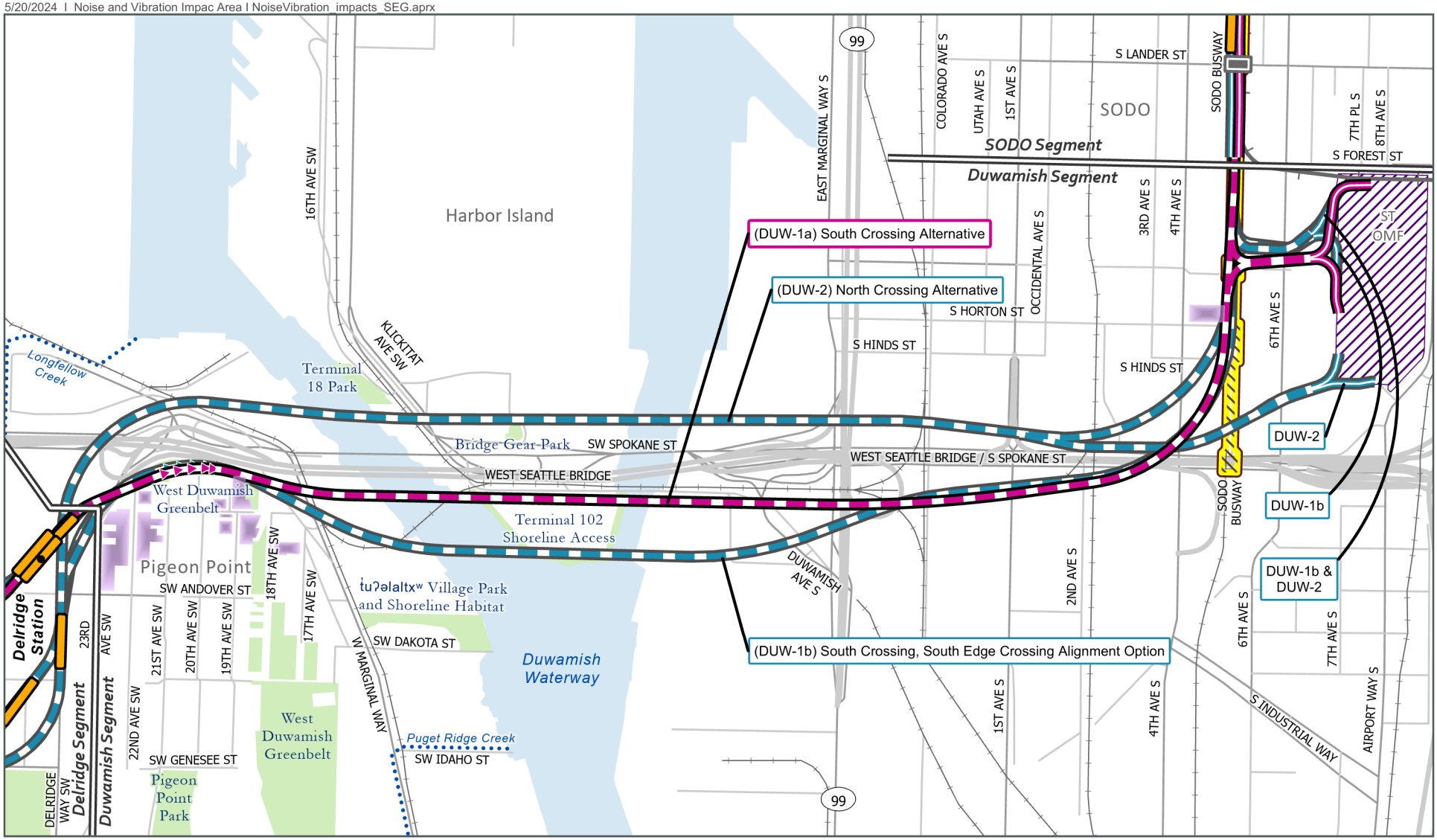
Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low of each impact type shown in the table.

The Duwamish Segment includes the area between South Forest Street at the east end of the segment and Southwest Charlestown Street at the west end of the segment.

Preferred Alternative DUW-1a and Option DUW-1b would have the most overall impacts in the Duwamish Segment. These alternatives could connect to any of the SODO and Delridge segment alternatives. Noise impact differences between the two alternatives are affected by five factors – retained-cut segments, receiver elevation, track elevation, crossovers, and track location across the Duwamish Waterway. Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment alternatives. All alternatives except Alternative DUW-2 transition to a retained-cut section along the West Duwamish Greenbelt.

The alignment for Alternative DUW-2 would be farther north than the other alternatives (north of the West Seattle Bridge) and far enough away from residential housing to not cause noise impacts in the Pigeon Point or Riverside neighborhoods.

Each of the Duwamish Segment alternatives would have a noise impact at Fire Station 14 due to proximity to the guideway and crossovers.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park
- Area of Noise Impact

FIGURE 6-1
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

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Preferred South Crossing Alternative (DUW-1a)

Preferred Alternative DUW-1a, when connecting to Preferred Option DEL-6b and Alternative DEL-7, would have more overall severe noise impacts than the other Duwamish Segment Build Alternatives. A severe impact was identified at Fire Station 14 at 3224 4th Avenue South. The remaining severe impacts were identified at single-family homes along the north end of 22nd Avenue Southwest, where homes would have minimal shielding from light rail noise.

When connecting to Preferred Option DEL-6b and Alternative DEL-7, moderate noise impacts were identified at the following locations:

- A cluster of single-family residences along 17th Avenue Southwest, where the homes would have line of sight to the new light rail structure
- Between 19th Avenue Southwest and 21st Avenue Southwest along Southwest Charlestown Street, where the alignment would be elevated, approaching Pigeon Point
- Along the north end of 22nd Avenue Southwest, where residences uphill from the guideway will have minimal or no acoustical shielding

Fire Station 36 at 3600 23rd Avenue Southwest would not have a noise impact because of the high existing noise levels and because of the distance and shielding from the elevated structure. Noise from light rail operations on the guideway would be shielded from impacting Seattle Fire Station 36 by the structure itself. The guideway would act as a noise barrier and would effectively block noise from going downward toward the Fire Station 36 building.

When connecting to Alternative DEL-1a and Option DEL-1b, there would be fewer noise impacts due to higher track elevations. However, connections to Alternative DEL-2a and Option DEL-2b would have a lower track elevation, resulting in impacts more similar to Preferred Alternative DUW-1a when connecting to Preferred Option DEL-6b and Alternative DEL-7. When connecting to Alternative DEL-3 or Alternative DEL-4, Preferred Alternative DUW-1a would have fewer moderate noise impacts due to the alignment being farther from single- and multi-family residences along 22nd Avenue Southwest and not having a crossover on Pigeon Point.

When connecting to Alternative DEL-5 or Alternative DEL-6a, Preferred Alternative DUW-1a would have fewer predicted noise impacts than the connections with Alternative DEL-3 or Alternative DEL-4. The alignment would be partially shielded by a retained cut along Pigeon Point when connecting to Alternative DEL-5 and due to the aerial track when connecting to Alternative DEL-6a.

Following Sound Transit policy and the discussion in Section 4.1.1.5, Operations Plan, the Duwamish Segment was reviewed for curves with the potential for wheel squeal. Under Preferred Alternative DUW-1a, there would be several curves located primarily near the existing Operations and Maintenance Facility Central. The first two curves with radii of 125 feet and 160 feet would be at the north and south of the entrance to the Operations and Maintenance Facility Central, followed by 150 feet curves just as the tracks branch off to the facility's connections. The northern connection would have one curve at 150 feet with one additional curve radii at the tail end of 140 feet. The south connection only would have two curves both with a radius of 150 feet. To the southwest of the facility, there would be one more curve before crossing the Duwamish Waterway with a 1,150-foot radius by 4th Avenue South, which may impact Fire Station 14. West of the Duwamish Waterway crossing there would be only one curve with a radius less than 1,250 feet; this curve would have a 950-foot radius and would be north of 20th Avenue Southwest near the West Seattle Bridge, by single- and multi-family residences. The majority of crossovers for Preferred Alternative DUW-1a would be for Operations and Maintenance Facility Central access. They would consist of single and double crossovers at the facility's entrances and north and south of the connection guideways.

While most crossovers would be within commercial/industrial areas, the crossovers at the south entrance would be close to Fire Station 14 and therefore were included in the analysis. One additional crossover would be located north of 22nd Avenue Southwest just before transitioning to the Delridge Segment when connecting to Preferred Option DEL-6b and Alternative DEL-7. The crossover has the potential to result in noise impacts on residences in this area. When connecting to Alternative DEL-5 and Alternative DEL-6a the crossover would be located north of 21st Avenue Southwest. There are no crossovers in the Duwamish Segment Pigeon Point area when connecting to Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, or Alternative DEL, because the crossover is located in the Delridge Segment under these alternatives.

South Crossing South Edge Crossing Alignment Option (DUW-1b)

Option DUW-1b would have one severe noise impact at Fire Station 14. Moderate impacts that would affect single-family and multi-family residences were identified at the same areas as described under Preferred Alternative DUW-1a. However, Option DUW-1b would have slightly more noise impacts at residences on the east side of Pigeon Point than Preferred Alternative DUW-1a due to the southern alignment across Harbor Island.

Option DUW-1b would have the same curves and crossovers at the existing Operations and Maintenance Facility Central as Preferred Alternative DUW-1a and only one curve with the potential for wheel squeal in the Pigeon Point area near the West Duwamish Greenbelt. This curve would have a 950-foot radius, and would be north of 20th Avenue Southwest near the West Seattle Bridge by single- and multi-family residences. There would be no crossovers in the Pigeon Point area because the crossover would be located in the Delridge Segment for these alternatives.

North Crossing Alternative (DUW-2)

Alternative DUW-2 would have the least noise impacts for the Duwamish Segment. It would have no severe noise impacts and one moderate noise impact at Fire Station 14. It would not have impacts on any residential properties in the Pigeon Point area.

Most curves and crossovers for the Alternative DUW-2 would be for the Operations and Maintenance Facility Central access. This would include several curves, a 125-foot-radius curve followed by three more curves at 150-foot, 300-foot, and 130-foot radii. There would also be a 1,250-foot-radius curve between the north and south facility access near 4th Avenue South, which may affect Fire Station 14. The south facility access would have six curves with three of those curves having a radius between 1,100 and 1,000 feet. The remaining south curves would be at the far east end of the main guideway and have curve radii between 200 and 250 feet. There would be additional tight-radius curves associated with the connection to the Operations and Maintenance Facility Central. Alternative DUW-2 would have one more curve after crossing west over the Duwamish Waterway between West Marginal Way Southwest and Chelan Avenue Southwest with a 900-foot curve radius, but this curve would be in a commercial and industrial area.

Duwamish Segment Bus Operations

Bus operations in the Duwamish Segment would remain on existing roadways; therefore, no noise analysis for buses was required.

Delridge Segment

Noise impacts for the Delridge Segment are shown in Table 6-2 and on Figure 6-2. Some of the impacts in this segment are in the Duwamish Segment; however, these impacts are caused by the alignment within the Delridge Segment. Impacts shown in Table 6-2 assume a connection to Preferred Alternative DUW-1a in the Duwamish Segment. Impacts would be reduced when connecting to Alternative DUW-2. Detailed figures displaying the locations of noise impacts and tables with detailed noise analysis information are provided in Attachments N.3D and N.3F.

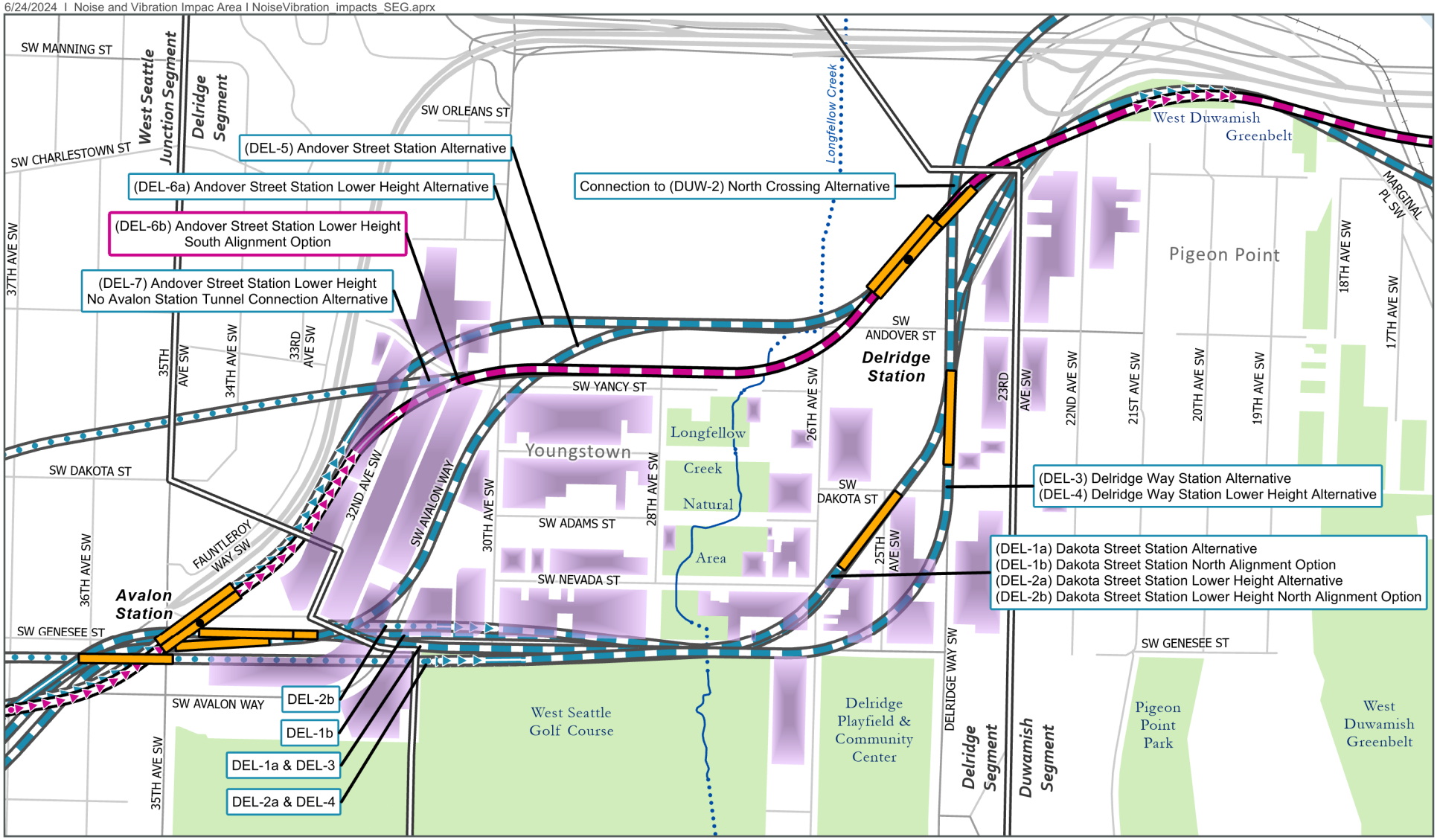
The Delridge Segment generally includes the area between Southwest Charlestown Street (west of Delridge Way Southwest) at the east end of the segment and 31st Avenue Southwest at the west end of the segment. Alternative DEL-6a would have the fewest overall noise impacts because it would be farther from most residences, followed by Preferred Option DEL-6b, while Alternatives DEL-1a, DEL-3, DEL-4, and DEL-5 would have the most overall noise impacts because they are closest to the greatest number of residences. Alternative DEL-5 and Alternative DEL-7 would have the most severe noise impacts.

Preferred Option DEL-6b and Alternative DEL-7 would have similar alignments north of Southwest Yancy Street, where Preferred Option DEL-6b and Alternative DEL-7 would be just north of Southwest Yancy Street. Preferred Option DEL-6b would turn south near 32nd Avenue Southwest before transitioning to a retained cut near the West Seattle Junction Segment. Alternative DEL-7 would continue slightly southwest across the West Seattle Bridge before going into a tunnel. Due to speed restrictions along the curve west of Southwest Avalon Way, Preferred Option DEL-6b would have slightly slower speeds, and thereby lower noise levels, than Alternative DEL-7.

Table 6-2. Summary of Light Rail Noise Impacts by Alternative for the Delridge Segment

Alternatives and Design Options	Category 1 Noise Impacts	Category 2 Moderate Noise Impacts	Category 2 Severe Noise Impacts	Category 3 Noise Impacts	Total Noise Impacts
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**0**	**156**	**5**	**0**	**161**
Dakota Street Station Alternative (DEL-1a)	1	228 to 240	5 to 6	0	234 to 247
Dakota Street Station North Alignment Option (DEL-1b)	1	203	14	0	218
Dakota Street Station Lower Height Alternative (DEL-2a)	1	218	22	0	241
Dakota Street Station Lower Height North Alignment Option Alternative (DEL-2b)	1	154	23	0	178
Delridge Way Station Alternative (DEL-3)	1	242	2	0	245
Delridge Way Station Lower Height Alternative (DEL-4)	1	217	28	0	246
Andover Street Station Alternative (DEL-5)	0	208	43	0	251
Andover Street Station Lower Height Alternative (DEL-6a)	0	55	13	0	68
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	0	186	42	0	228

Note: The numbers presented are the number of units, counted by individual residences, including individual units of multi-family structures, and number of structures for other uses, like schools, churches and parks. Category 2 parcels are evaluated with the 24-hour Ldn and Category 1 and 3 are evaluated with the peak hour Leq.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Area of Noise Impact

FIGURE 6-2
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N

Both Alternative DEL-1a and Option DEL-1b would share similar track alignment and elevation except along Southwest Genesee Street between 28th Avenue Southwest and Southwest Avalon Way, where Alternative DEL-1a would be on the south side of the Southwest Genesee Street right-of-way while Option DEL-1b would shift to the north side of Southwest Genesee Street.

Alternative DEL-2a and Option DEL-2b would have similar alignments at lower elevations than Alternative DEL-1a and Option DEL-1b. Under Alternative DEL-2a, the guideway would be along the northern edge of the West Seattle Golf Course at 4470 35th Avenue Southwest, south of Southwest Genesee Street, while Option DEL-2b runs north of Southwest Genesee Avenue. Both alternatives would enter tunnel portals east of the West Seattle Junction Segment.

Both Alternatives DEL-3 and DEL-4 would travel farther south along Delridge Way than Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b. While they both would have different guideway elevations, they would share similar alignments until Southwest Genesee Street between 28th Avenue Southwest and Southwest Avalon Way.
Alternative DEL-3 would run along the south side of the Southwest Genesee Street right-of-way, while Alternative DEL-4 would travel along the northern edge of the West Seattle Golf Course, south of Southwest Genesee Street, just before the West Seattle Junction Segment.

Alternative DEL-5 and Alternative DEL-6a would both be along Southwest Andover Street. Though they would have different guideway elevations, their alignments would be similar until they reach the intersection of 28th Avenue Southwest and Southwest Andover Street. From there, Alternative DEL-5 would turn south to travel along Southwest Avalon Way and Alternative DEL-6a would continue west, turning south just east of the West Seattle Bridge before entering a retained cut near the West Seattle Junction Segment.

<u>Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)</u>

Preferred Option DEL-6b could connect to all Build Alternatives in the Duwamish Segment and to Preferred Option WSJ-5b and Alternative WSJ-5a in the West Seattle Junction Segment.

The only severe noise impacts were identified at five single-family residences along the north end of 23rd Avenue Southwest where the alignment would transition to the south, west of 23rd Avenue Southwest. The distances from these residences to the nearest station range from 30 feet to 165 feet.

Moderate impacts would be felt throughout the alignment corridor. On the east side of this segment, near the Delridge Station, moderate noise impacts were identified at Youngstown Flats, a five-story apartment building at 4040 26th Avenue Southwest, on the corner of Southwest Dakota Street and 26th Avenue Southwest, in close proximity to the guideway and station. The train-mounted warning bells at the Delridge Station would contribute to a number of the moderate noise impacts identified.

Other moderate noise impacts are found at most first-row single- and multi-family residences along Southwest Yancy Street, including housing for Transitional Resources (a non-profit behavioral health center and supportive housing facility), where there is no acoustical shielding. The guideway is approximately 100 feet from many of the residential buildings. Some second- or third-story second-row residences would also have moderate impacts when there is no acoustical shielding from first-row buildings.

The west end of the alignment has moderate impacts at most first-row residences along 32nd Avenue Southwest, where the guideway runs east of the West Seattle Bridge before transitioning to the West Seattle Junction Segment. Impacts were also identified near the intersection of Southwest Avalon Way and Southwest Andover Street, where the guideway begins its transition south and east of the West Seattle Bridge. Residences with noise impacts in this area include portions of the Transitional Resources buildings along Southwest Avalon Way.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no noise impacts were identified.

Following Sound Transit policy and the discussion in Section 4.1.1.6, Wheel Squeal and Wheel-Flanging Noise, the Delridge Segment was reviewed for curves with the potential for wheel squeal. Preferred Option DEL-6b would have a 625-foot-radius curve north of Delridge Station on Delridge Way Southwest near the intersection with Southwest Charlestown Street. South of Delridge Station, a 675-foot-radius curve and a 625-foot-radius curve would be near the intersection of Southwest Andover Street and 26th Avenue Southwest. There would be one additional curve of 950-foot radius south of the intersection of Southwest Andover Street and 32nd Avenue Southwest.

There would be no crossovers in the Delridge Segment under Preferred Option DEL-6b.

Dakota Street Station Alternative (DEL-1a)

Alternative DEL-1a could connect to all Build Alternatives in the Duwamish Segment and Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 in the West Seattle Junction Segment.

Alternative DEL-1a could connect to Preferred Alternative DUW-1a in the Duwamish Segment and Alternative WSJ-2 in the West Seattle Junction Segment. The range of impacts for Alternative DEL-1a would depend on the connection in the Duwamish Segment. When connecting to Preferred Alternative DUW-1a, Alternative DEL-1a would have the most impacts. When connecting to Alternative DUW-2, it would have the least moderate noise impacts predicted for the area north of the station. This alternative would have less severe noise impacts than other Delridge Segment alternatives except Preferred Option DEL-6b, Alternative DEL-3, and Alternative DEL-6a.

Most of the severe noise impacts would be found near the east end of the alignment, which would be in close proximity to the guideway and station. Severe noise impacts would affect single-family residences on 23rd Avenue Southwest near Southwest Andover Street and at the southeast corner of 26th Avenue Southwest and Southwest Nevada Street along with upper-floor units at a multi-family complex, The Edge Apartments at 3101 Southwest Avalon Way. Single-family residences along Delridge Way Southwest, Southwest Andover Street, 22nd Avenue Southwest, and 23rd Avenue Southwest are predicted to have moderate noise impacts due to proximity to the guideway and a double crossover. The station would contribute to a number of moderate noise impacts due to noise from the train-mounted warning bells.

As described in Chapter 5, Affected Environment, there is one building in the Delridge Segment that meets the requirements for analysis under the FTA Category 1 criteria. Secret Studio Records/Studio 1208, on the southwest corner of 23rd Avenue Southwest and Southwest Andover Street, is a wooden-framed structure built in 1916 that has been converted to a recording studio and is predicted to have a moderate noise impact.

A cluster of moderate noise impacts were identified at The Edge Apartments. Noise impacts at residences along 23rd Avenue Southwest and Southwest Andover Street would be from a combination of noise from the light rail operations and a nearby crossover.

West of the station, lower ambient noise levels would result in a lower impact criterion and nearly all the residences in between Southwest Adams Street and Southwest Nevada Street west of 26th Avenue Southwest are predicted to have moderate noise impacts. As the alignment would make its way onto Southwest Genesee Street, single- and multi-family residences on Southwest Nevada Street between 26th Avenue Southwest and 28th Avenue Southwest would have moderate noise impacts from a combination of low existing ambient noise levels, close proximity to the guideway, and noise from the station.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no noise impacts were identified.

Three curves at 1,250 feet or less were identified under Alternative DEL-1a. The first curve, with a 625-foot radius, would be along Delridge Way Southwest between Southwest Dakota Street and Southwest Andover Street. Another 625-foot-radius curve would be just north of Southwest Genesee Street and slightly west of the intersection with 26th Avenue Southwest. The final curve, at a 1,250-foot radius, would be at the west end of the alternative on Southwest Genesee Street between 30th Avenue Southwest and Southwest Avalon Way.

Under the alternative, there would be one crossover along Delridge Way Southwest at the intersection with Southwest Andover Street. The crossover would be near single- and multi-family residences and was included in the light rail analysis. The crossover would contribute to noise impacts identified in this area.

Dakota Street Station North Alignment Option (DEL-1b)

Option DEL-1b could connect to all Build Alternatives in the Duwamish Segment and Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 in the West Seattle Junction Segment.

Option DEL-1b shares a similar alignment and track elevation with Alternative DEL-1a in the northeast end of the segment. However, Option DEL-1b would transition to the north side of Southwest Genesee Street just east of 28th Street Southwest.

There would be several severe noise impacts with this alternative. Severe impacts would occur at single-family residences along Southwest 23rd Avenue and Southwest Andover Street and along 26th Avenue Southwest and Southwest Nevada Street. The remaining severe noise impacts would be at the west end of the alternative, and would affect multi-story apartment buildings on the northwest and southwest corner of Southwest Genesee Street and Southwest Avalon Way. All of these apartments would be in close proximity to the guideway as it would be approaching Avalon Station.

Moderate noise impacts were also identified for Option DEL-1b. Youngstown Flats apartments would receive the largest cluster of moderate noise impacts, due to its close proximity to the elevated guideway and the station. Moderate impacts would occur at single- and multi-family residences along the west slope of Pigeon Point, along 22nd Avenue Southwest and 23rd Avenue Southwest. Moderate impacts were also identified south of Southwest Andover Street, along Delridge Way Southwest and 23rd Avenue Southwest at single- and multi-family residences.

Additional moderate noise impacts would occur east of the station along 25th Avenue Southwest at Southwest Genesee Street and along Delridge Way Southwest south of Southwest Dakota Street. The alternative would travel on Southwest Genesee Street where single- and multi-family residences on Southwest Nevada Street between 26th Avenue Southwest and 28th Avenue Southwest would have moderate noise impacts due to the close proximity to the guideway, noise from the station, and lower existing noise levels.

Option DEL-1b would have slightly fewer moderate noise impacts at single- and multi-family residences on Southwest Nevada Street between 30th Avenue Southwest and 28th Avenue Southwest than the Alternative DEL-1a because the alignment would travel along the north of side of Southwest Genesee Street rather than the south side, it could result in more residential displacements. Another cluster of moderate noise impacts was identified at The Edge Apartment buildings on Southwest Genesee Street between 30th Avenue Southwest and Southwest Avalon Way. These impacts would be caused by the close proximity to the guideway and station along with topographical conditions, which vary greatly, placing some receiver

locations with balconies above the light rail tracks, increasing impacts. The last cluster of single- and multi-family residences with predicted moderate noise impacts would be between Southwest Avalon Way and 32nd Avenue Southwest on Southwest Genesee Street. Residences in this cluster would also be elevated and within 500 feet of the station.

The FTA Category 1 land use, the Secret Studio Records/Studio 1208, on the southwest corner of 23rd Avenue Southwest and Southwest Andover Street, is predicted to have a moderate noise impact.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no noise impacts were identified.

Under Option DEL-1b, there would be a 625-foot-radius curve just west of Delridge Way between Southwest Dakota Street and Southwest Andover Street followed by another 625-foot-radius curve north of Southwest Genesee Street and west of 26th Avenue Southwest where the track would curve south to go west along Southwest Genesee Street. The last curve for the alternative, with an 1,800-foot radius, would be midway between 28th Avenue Southwest and 30th Avenue Southwest on Southwest Genesee Street.

Option DEL-1b would have only one crossover along Delridge Way Southwest at the intersection with Southwest Andover Street. The crossover would be near single- and multi-family residences and was included in the analysis. The crossover would contribute to noise impacts identified in this area.

Dakota Street Station Lower Height Alternative (DEL-2a)

Alternative DEL-2a could connect to all Build Alternatives in the Duwamish Segment and to Alternative WSJ-3a or Option WSJ-3b in the West Seattle Junction Segment. It would have a lower track alignment than Alternative DEL-1a, to connect to these tunnel alternatives. The lower guideway elevations for the Alternative DEL-2a would have more severe and moderate impacts than alternatives with higher profile guideway elevations.

Severe noise impacts along Delridge Way Southwest would be similar to Alternative DEL-1a on the east side of the alignment, with severe noise impacts at single- and multi-family residences along 23rd Avenue Southwest, south of Andover Street and 26th Avenue Southwest, near the station. Along Southwest Genesee Street, severe noise impacts would occur at most residences adjacent to the guideway between 28th Avenue Southwest and 30th Avenue Southwest due to close proximity to the guideway.

Moderate impacts were identified at single- and multi-family residences between the north end of 22nd Avenue Southwest and Delridge Way Southwest to Southwest Andover Street, due in part to the elevation of the receiver relative to the guideway, at the upper floors of multi-family buildings and the Pigeon Point hillside and the general proximity to the guideway and double crossover at Southwest Andover Street. Added noise from bells at the station would cause moderate noise impacts at those residences near the station. East of the station, moderate impacts were identified at single- and multi-family residences between 25th Avenue Southwest and Delridge Way Southwest at Southwest Genesee Street. To the west of the station, the largest cluster of moderate noise impacts would occur at lower level floors of the Youngstown Flats, in addition to the severe noise impacts, as well as at nearly all single- and multi-family residences along Southwest Adams Street and Southwest Nevada Street near 26th Avenue Southwest, where lower existing noise levels would result in a lower criteria level. Additional moderate noise impacts are also predicted at several single- and multi-family residences along Southwest Nevada Street, west of 28th Avenue Southwest.

Secret Studios Records/Studio 1208, on the southwest corner of 23rd Avenue Southwest and Southwest Andover Street, is predicted to have a moderate noise impact.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no noise impacts were identified.

Alternative DEL-2a would only have two curves under 1,250 feet, both with a curve radius of 625 feet found just east of Delridge Way between Southwest Dakota Street and Southwest Andover Street and east as the guideway bends to turn west and travel along Southwest Genesee Street.

Alternative DEL-2a would have one crossover along Delridge Way Southwest at the intersection with Southwest Andover Street. The crossover would be near single- and multi-family residences and was included in the light rail analysis. The crossover would contribute to noise impacts identified in this area.

Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Option DEL-2b could connect to all Build Alternatives in the Duwamish Segment and Alternative WSJ-3a and Alternative WSJ-3b in the West Seattle Junction Segment.

Option DEL-2b would generally share a similar track elevation and route with Alternative DEL-2a, but the guideway would have a slightly higher elevation than the Dakota Street Station Lower Height Alternative (DEL-2a). West of the station, Option DEL-2b would travel north of Southwest Genesee Street, rather than south, and would have a lower elevation for connection to the tunnel near the West Seattle Junction Segment. The higher guideway elevation would result in less severe and moderate noise impacts than Alternative DEL-2a.

With this alternative, severe noise impacts would occur at single- and multi-family residences east of the guideway from 23rd Avenue Southwest at Delridge Way to Southwest Dakota Street. A number of factors would contribute to severe noise impacts in this area, including proximity to the guideway, elevation of receiver relative to the guideway, and proximity to a crossover. Severe noise impacts would also occur at single- and multi-family residences on 26th Avenue Southwest west of the station and at some units in the southeast corner of the Youngstown Flats. Other single- and multi-family residences that would have severe noise impacts are along Southwest Genesee Street between 28th Avenue Southwest and 30th Avenue Southwest.

The moderate noise impact locations would be similar to the moderate impacts under Alternative DEL-2a. There would be less impacts with Option DEL-2b because of the slightly higher guideway elevation, which would increase the structural shielding from the far track at many single- and multi-family units along Delridge Way Southwest, with less impacts along Southwest Genesee and Southwest Nevada streets due to track location and residential displacements.

Secret Studio Records/Studio 1208, on the southwest corner of 23rd Avenue Southwest and Southwest Andover Street, is predicted to have a moderate noise impact.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no noise impacts were identified.

Option DEL-2b would have two curves with a curve radius of 625 feet found just west of Delridge Way Southwest between Southwest Dakota Street and Southwest Andover Street and as the guideway bends to turn west and travel along Southwest Genesee Street.

Under this option there would only be one crossover along Delridge Way Southwest at the intersection with Southwest Andover Street. The crossover would be near single- and multi-family residences and was included in the light rail analysis. The crossover would contribute to noise impacts identified in this area.

Delridge Way Station Alternative (DEL-3)

Alternative DEL-3 could connect to all Duwamish Segment Build Alternatives and Alternative WSJ-1, Alternative WSJ-2, or Alternative WSJ-4 in the West Seattle Junction Segment.

The only severe noise impacts were identified at upper-floor units at The Edge Apartments. These buildings would also have the highest number of moderate impacts for this alternative. Another cluster of moderate noise impacts would be found at the Youngstown Flats. While the apartment building would be farther from the guideway than with Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b, the upper floors of the building would have impacts from this alternative. The double crossover north of the station, as well as the elevation of receiver relative to the guideway elevations on the upper floors of multi-family units and proximity to the guideway, would cause moderate noise impacts for single- and multi-family residences from the north end of 22nd Avenue Southwest to Southwest Andover Street and at residences along 23rd Avenue Southwest, Delridge Way Southwest, and 25th Avenue Southwest south of Southwest Andover Street. Moderate residential noise impacts would extend on both sides of the guideway from Delridge Way Southwest to 30th Avenue Southwest, including some residences in between Southwest Genesee Street and Southwest Nevada Street.

Secret Studio Records/Studio 1208, on the southwest corner of 23rd Avenue Southwest and Southwest Andover Street, is predicted to have a moderate noise impact.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no noise impacts were identified.

Alternative DEL-3 would have a 625-foot-radius curve north of Delridge Station on Delridge Way Southwest near the intersection with Southwest Andover Street. South of the Delridge Station, a 750-foot-radius curve would be on Delridge Way Southwest between Southwest Dakota Street and Southwest Genesee Street followed by about 625-foot-radius curve on 25th Avenue just north of Southwest Genesee Street as the guideway would begin to turn west.

Alternative DEL-3 would have one crossover along Delridge Way Southwest just at the intersection with 23rd Avenue Southwest. The crossover would be near single- and multi-family residences and was included in the analysis. The crossover would contribute to noise impacts identified in this area.

Delridge Way Station Lower Height Alternative (DEL-4)

Alternative DEL-4 could connect to all Build Alternatives in the Duwamish Segment and Alternative WSJ-3a and Option WSJ-3b in the West Seattle Junction Segment. It would have a similar alignment as Alternative DEL-3 but would have a lower track elevation, resulting in a slight reduction in moderate impacts but an increase in severe noise impacts.

Three single-family residences between Southwest Dakota Street and Southwest Genesee Street on 25th Avenue Southwest would have a severe noise because of the elevation of the receiver relative to the guideway. Many of the other single- and multi-family residences in the area are predicted to have moderate noise impacts. Other severe noise impacts would occur at first-row single- and multi-family housing on Southwest Genesee Street between 28th Avenue Southwest and 30th Avenue Southwest, while nearly all other residences within this block would have moderate noise impacts due to second and third row acoustical shielding provided by buildings directly in front of them. One single-family residence on the southeast corner of Southwest Nevada Street and 28th Avenue would have a severe noise impact despite being further away from the guideway due to the elevation of the receiver relative to the guideway and lack of shielding.

The largest concentration of moderate noise impacts would occur where the guideway would be lower and the alignment transitions from Delridge Way Southwest to travel west along Southwest Genesee Street, between 23rd Avenue Southwest and 26th Avenue Southwest. Another concentration of moderate noise impacts would occur at the Youngstown Flats. While the apartment building would be further from the guideway, impacts would occur at the upper floors, which are in close proximity to the station. The double crossover north of the station, as well as high receiver elevation and proximity to the guideway, would cause moderate noise impacts for single- and multi-family residences along 22nd Avenue Southwest near Southwest Charleston and south towards Southwest Andover Street. As the guideway would decrease in elevation, it would cause moderate noise impacts for residences from 26th Avenue Southwest to 30th Avenue Southwest. West of 30th Avenue Southwest, moderate impacts are predicted for The Edge Apartments, which would be in close proximity to the guideway.

Secret Studio Records/Studio 1208, on the southwest corner of 23rd Avenue Southwest and Southwest Andover Street, is predicted to have a moderate noise impact.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no noise impacts were identified.

Alternative DEL-4 would have a 625-foot-radius curve north of Delridge Station on Delridge Way Southwest near the intersection with Southwest Andover Street. South of Delridge Station, a 750-foot-radius curve would be on Delridge Way Southwest between Southwest Dakota Street and Southwest Genesee Street followed by about 625-foot-radius curve on 25th Avenue Southwest, just north of Southwest Genesee Street as the guideway would begin to turn west.

There would be one crossover in Alternative DEL-4 along Delridge Way Southwest at the intersection with 23rd Avenue Southwest. The crossover would be near single- and multi-family residences and was included in the light rail analysis. The crossover would contribute to noise impacts identified in this area.

Andover Street Station Alternative (DEL-5)

Alternative DEL-5 could connect to all Build Alternatives in the Duwamish Segment and Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 in the West Seattle Junction Segment. This alternative would travel west of Delridge Way Southwest and head south until turning west along Southwest Andover Street. It then would turn south on Southwest Avalon Way. This alternative would have the most overall noise impacts and most severe noise impacts compared to the other Delridge Segment alternatives because of the close proximity of the guideway to several large multi-family units along Southwest Avalon Way.

All of the severe noise impacts would be at single- and multi-family apartments and condominiums along 32nd Avenue Southwest and Southwest Avalon Way between Southwest Andover Street and Southwest Genesee Street. Not only would many of the buildings be close to the guideway, but many severe impacts at multi-family residences would occur at upper-floor units overlooking the guideway.

Residences predicted to have moderate impacts include the north-facing units of the Youngstown Flats and the nearby single-family residences on 26th Avenue Southwest. While the structures would be more than 300 feet away from the guideway, the area itself has lower noise levels than other surrounding areas and there is little, if any, acoustical shielding. Moderate noise impacts would occur for first-row residences along Southwest Yancy Street between 28th Avenue Southwest and 30th Avenue Southwest, including housing for Transitional Resources, as well as single- and multi-family residences on the east corners of Southwest Dakota Street and Southwest Adams Street at 30th Avenue Southwest.

West of the guideway along Southwest Avalon Way, moderate noise impacts were identified at most first-row housing with no acoustical shielding between Southwest Yancy Street and Southwest Genesee Street. Another cluster of moderate noise impacts was identified at several multi-story apartment buildings on Southwest Genesee Street and between Southwest Avalon Way and 30th Avenue Southwest as well as single- and multi-family homes along 32nd Avenue Southwest. Many of the buildings that would have moderate noise impacts have limited to no acoustical shielding, and would just meet the moderate noise level criteria, at 1 to 2 dB over the criteria level. First-row single- and multi-family residences on Southwest Avalon Way are also predicted to have moderate noise impacts. Residences in this area would have lower local noise levels and also just meet the moderate noise level criteria.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no noise impacts were identified.

Alternative DEL-5 would have three curves with a radius under 1,250 feet. The first, with a 625-foot radius, would be just slightly west of the intersection with Delridge Way Southwest and Southwest Andover Street. As the guideway would begin to turn south before traveling along Southwest Avalon Way, a 1,000-foot-radius curve would be on Southwest Yancy Street at the intersection with 28th Avenue Southwest and Southwest Avalon Way. The final curve of 625 feet would be west of Southwest Avalon Way near the intersection with Southwest Genesee Street where the track would begin to curve east again before Avalon Station in the West Seattle Junction Segment.

Andover Street Station Lower Height Alternative (DEL-6a)

Alternative DEL-6a could connect to all Build Alternatives in the Duwamish Segment and Preferred Option WSJ-5b and Alternative WSJ-5a in the West Seattle Junction Segment. This alternative would travel southwest of Delridge Way Southwest and then travel west across Southwest Andover Street before turning south again along the east side of the West Seattle Bridge as it transitions to Fauntleroy Way Southwest. This alternative would have the fewest overall noise impacts and the fewest moderate noise impacts.

All of the severe noise impacts would occur at a single-family residences on 32nd Avenue Southwest between Southwest Andover Street and Southwest Genesee Street, where residences would have minimal to no acoustical shielding and would be in close proximity to the guideway.

The largest concentration of moderate impacts would occur at the upper-level units of the City Views Apartments on Southwest Bradford Street west of Southwest Avalon Way and north of Southwest Andover Street. Additional moderate impacts would occur at the Youngstown Flats and a single-family residence across from the apartment building on 26th Avenue Southwest. First-row housing along 32nd Avenue Southwest between Southwest Yancy Street and Southwest Genesee Street are also predicted to have moderate noise impacts.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area, and no noise impacts were identified.

Three curves were identified for Alternative DEL-6a. The first, a 625-foot-radius curve, would be just southwest of Delridge Station and north of Southwest Andover Street slightly east of the intersection with Charlestown Street. A 950-foot-radius curve would be near Southwest Yancy Street at the north end of 32nd Avenue Southwest. The last curve, with a 675-foot radius, would be at the Delridge-West Seattle Junction border east of West Seattle Bridge. There are no crossovers within the Delridge Segment under Alternative DEL-6a.

Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)

Alternative DEL-7 could connect to all Build Alternatives in the Duwamish Segment and Alternative WSJ-6 in the West Seattle Junction Segment. This alternative would travel southwest of Delridge Way Southwest and then west near Southwest Yancy Street before turning slightly southwest and transitioning to a tunnel just before the West Seattle Bridge.

All of the severe noise impacts would occur at the west end of the alignment, with a large cluster of impacts at the Transitional Resources residences along Southwest Yancy Street as well at several single-family houses where residences are in close proximity to the guideway. Other severe impacts would occur at residences along 32nd Avenue Southwest, Andover Way Southwest, and Southwest Avalon Way, including the Transitional Resources building on Southwest Avalon Way and an apartment building on the southwest corner of Southwest Avalon Way and Southwest Andover Street.

The largest concentration of moderate noise impacts would occur at the Youngstown Flats, along with single-family residences adjacent to the apartment building. Other moderate impacts would occur at single- and multi-family households along Southwest Yancy Street and upper-floor units on Southwest Dakota Street between 28th Avenue Southwest and 30th Avenue Southwest, single-family residences along Southwest 32nd Avenue, single- and multi-family residences on Southwest Avalon Way, and the upper-floor units of the City View Apartments.

A noise analysis was performed at the frequent use areas in Longfellow Creek Natural Area and no moderate noise impact would occur from light rail operations.

Alternative DEL-7 would have a 625-foot-radius curve north of Delridge Station on Delridge Way Southwest near the intersection with Southwest Charlestown Street. There are two additional curves south of Delridge Station, a 675-foot-radius curve along the east side of the guideway and 625-foot-radius curve along the west side of the guideway near the intersection of Southwest Andover Street and 26th Avenue Southwest.

There would be no crossovers within the Delridge Segment under Alternative DEL-7.

Delridge Segment Bus Operations

Bus operations were reviewed for potential noise impacts. Bus operations under Alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, and DEL-6a would occur on existing roadways, including Delridge Way Southwest, Southwest Andover Street, 25th Avenue Southwest and 26th Avenue Southwest, and no analysis was required. For Preferred Option DEL-6b and Alternative DEL-7, southbound buses would connect to the Delridge Station through a commercial area near Southwest Charlestown Street, with no noise sensitive land uses; therefore, no impacts were identified.

West Seattle Junction Segment

Noise impacts for the West Seattle Junction Segment are shown in Table 6-3 and on Figure 6-3. Alternative WSJ-3a, Option WSJ-3b, and Alternative WSJ-6 would be entirely in tunnels and would not have any airborne noise impacts; therefore, they are not discussed further in this section. Preferred Option WSJ-5b and Alternative WSJ-5a would have the fewest number of airborne noise impacts in the West Seattle Junction Segment. Alternative WSJ-1, Alternative WSJ-2, and Alternative WSJ-4 assume a connection to Alternative DEL-1a in the Delridge Segment. Connections to other Delridge Segment alternatives could result in some moderate impacts changing to severe impacts, but the overall number of impacts would be similar. Detailed figures displaying the locations of noise impacts and tables with detailed noise analysis information are provided in Attachments N.3D and N.3F.

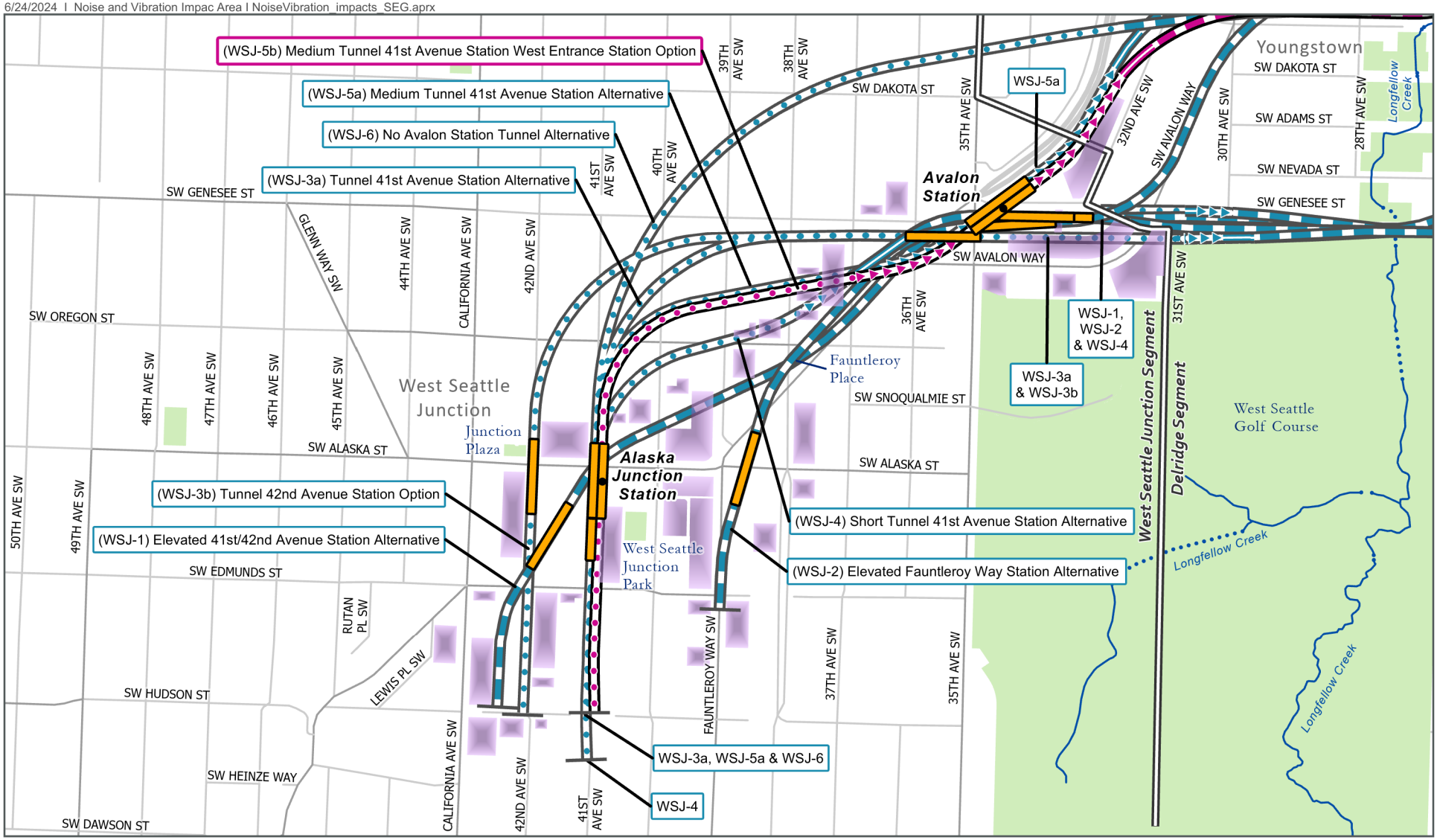
Table 6-3. Summary of Light Rail Noise Impacts by Alternative for the West Seattle Junction Segment

Alternatives and Design Options	Category 1 Noise Impacts	Category 2 Moderate Noise Impacts	Category 2 Severe Noise Impacts	Category 3 Noise Impacts	Total Noise Impacts
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**0**	**5**	**0**	**0**	**5**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	0	359	54	1	414
Elevated Fauntleroy Way Station Alternative (WSJ-2)	0	275 to 332	15 to 81	0	312 to 356
Tunnel 41st Avenue Station Alternative (WSJ-3a)	0	0	0	0	0
Tunnel 42nd Avenue Station Option (WSJ-3b)	0	0	0	0	0
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	0	140	0	0	140
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	0	5	0	0	5
No Avalon Station Tunnel Alternative (WSJ-6)	0	0	0	0	0

Note: The numbers presented are the number of units, counted by individual residences, including individual units of multi-family structures, and number of structures for other uses, like schools, churches, and parks. Category 2 parcels are evaluated with the 24-hour Ldn and Category 1 and 3 are evaluated with the peak hour Leq.

The West Seattle Junction Segment includes the area generally west of 31st Avenue Southwest between Southwest Charlestown Street and Southwest Hudson Street. A noise impact analysis was performed for Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-2, Alternative WSJ-4, and Alternative WSJ-5a. All other West Seattle Junction Segment alternatives are entirely within tunnels in this segment and therefore would not result in noise impacts from light rail operation.

Of the analyzed alternatives, Preferred Option WSJ-5b and Alternative WSJ-5a would have the least overall noise impacts and no severe noise impacts, and Alternative WSJ-1 and Alternative WSJ-2 would have the most overall noise impacts. Each alternative would have two stations, Avalon Station and Alaska Junction Station, with the exception of Alternative WSJ-6. However, Preferred Option WSJ-5b, Alternative WSJ-4, and Alternative WSJ-5a would enter into a tunnel before the Alaska Junction Station and therefore would have a lower guideway elevation than the other two elevated alternatives. Alternative WSJ-1 would be aligned west of Fauntleroy Way Southwest, between 41st Avenue Southwest and 42nd Avenue Southwest, while Alternative WSJ-2 would be along Fauntleroy Way Southwest.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Area of Noise Impact

FIGURE 6-3
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet
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Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Preferred Option WSJ-5b could connect to Preferred Option DEL-6b and Alternative DEL-6a in the Delridge Segment. Beginning in the Delridge Segment, Preferred Option WSJ-5b begins in a retained cut south of Southwest Yancy Street and follows the east side of the West Seattle Bridge connection to Southwest Genesee Street in the West Seattle Junction Segment. The alignment enters a tunnel north of Fauntleroy Way Southwest at 37th Avenue Southwest. This alternative would have the least overall noise impacts for the above-grade alternatives and no severe noise impacts.

Moderate noise impacts are predicted along 32nd Avenue Southwest just north of the intersection with Southwest Genesee Street. The single-family residences would have moderate noise impacts due to the close proximity to the guideway and little to no acoustical shielding.

Preferred Option WSJ-5b would have a 675-foot-radius curve at the Delridge Segment/West Seattle Junction Segment boundary east of West Seattle Bridge/Fauntleroy Way Southwest. There are no Category 1 Land Uses in the West Seattle Junction Segment. There are no noise-sensitive parks in the West Seattle Junction Segment.

Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Alternative WSJ-1 could connect to Alternative DEL-1a, Option DEL-1b, Alternative DEL-3, and Alternative DEL-5 in the Delridge Segment. The alternative would travel along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The alternative would transition to the west side of Fauntleroy Way Southwest. The guideway would turn south in the vicinity of 41st Avenue Southwest and Southwest Alaska Street and continue south to Southwest Hudson Street terminating with a tail track on the west side of 42nd Avenue Southwest. It is the longest West Seattle Junction Segment alternative that was analyzed.

Alternative WSJ-1 would have the most noise impacts of all the West Seattle Junction Segment Build Alternatives.

One Category 3 noise impact would occur at a church on the northwest corner of 39th Avenue Southwest and Southwest Oregon Street, due to close proximity to the guideway. Several single- and multi-family residences on 40th Avenue Southwest would have severe noise impacts due to proximity to the guideway and lack of structural shielding. They would also be in direct line of sight of the double crossover north of Alaska Junction Station. Severe noise impacts would occur at a multi-story mixed-use apartment building on the northwest corner of Southwest Alaska Street and 41st Avenue Southwest. The impacted apartments would be less than 50 feet from the guideway, within 500 feet of Alaska Junction Station and overlook the guideway. The remaining apartments would face the guideway, but would be farther away, and would have moderate noise impacts. Other severe noise impacts would include multi-story apartments on the west side of 42nd Avenue Southwest within 50 feet of Alaska Junction Station; the remaining apartments would have moderate noise impacts. South of Avalon Station, single- and multi-family residences on California Avenue Southwest would all have both moderate and severe noise impacts, with the closest building to the guideway having a severe impact for the top floor. At the end of the alignment, a multi-story apartment building on the southeast corner of California Avenue Southwest and Southwest Hudson Street would have several severe impacts for the uppermost floors due to high receiver elevation and close proximity (20 feet) to the guideway; the remaining residences for the north half of the block would have moderate noise impacts.

The largest cluster of moderate noise impacts includes most of the multi-story apartments and condominiums on the north side of Southwest Avalon Way between Southwest Genesee Street and 35th Avenue Southwest. This block of housing would be adjacent to Avalon Station. Buildings closest to the guideway would have severe impacts at the uppermost floors. Other floors and buildings would have moderate noise impacts. There would also be moderate noise impacts at several single-family residences along 32nd Avenue Southwest north of Southwest Genesee Street.

Additional moderate noise impacts would occur at several multi-family units on 42nd Avenue Southwest, 41st Avenue Southwest, and 40th Avenue Southwest. The affected units would all be within 500 feet of the Alaska Junction Station. Moderate noise impacts are also predicted at a multi-story building within 500 feet of Alaska Junction Station at the north corner of California Avenue Southwest and Erskine Way Southwest, a multi-story apartment building with 300 feet of the double crossover on 40th Avenue Southwest, and several multi-family units, which have minimal or no acoustical shielding from noise at Alaska Station.

The residences along the northwest corner of Fauntleroy Way Southwest and 37th Avenue north of the alignment would have moderate impacts primarily because of guideway proximity and no acoustical shielding. The single- and multi-family residences along 40th Avenue Southwest that would also have moderate noise impacts are affected by proximity to the guideway and being within 300 feet of the double crossover with minimal to no shielding.

Following Sound Transit policy and the discussion in Section 4.1.1.5, the West Seattle Junction Segment was reviewed for curves with the potential for wheel squeal. Alternative WSJ-1 has three curves with the potential for wheel squeal. All of the curves would have a 625-foot radius. These curves would be on Fauntleroy Way Southwest between Southwest Avalon Way and 35th Avenue Southwest as the guideway turns southwest along Fauntleroy Way Southwest, at the intersection of Southwest Alaska Street and 41st Avenue Southwest before Alaska Junction Station, and just west of intersection of Southwest Edmunds Street and 42nd Avenue Southwest after Alaska Junction Station.

Alternative WSJ-1 would have one crossover on the elevated trackway near 40th Avenue Southwest between Southwest Oregon Street and Southwest Alaska Street. The crossover would contribute to noise impacts in this area.

<u>Elevated Fauntleroy Way Station Alternative (WSJ-2)</u>

Alternative WSJ-2 could connect to Alternative DEL-1a, Option DEL-1b, Alternative DEL-3, and Alternative DEL-5. This alternative would travel along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. It would then head southwest on Fauntleroy Way Southwest and continue along the west side of Fauntleroy Way Southwest. The guideway would cross to the east side of Fauntleroy Way Southwest south of Southwest Oregon Street. The alternative would terminate with tail tracks within the Fauntleroy Way Southwest right-of-way just past Southwest Edmunds Street.

Alternative WSJ-2, when connecting to Alternative DEL-5 in the Delridge Segment, would have the most severe noise impacts of all the West Seattle Junction Segment alternatives.

The largest concentration of severe noise impacts would be at Fauntleroy Way Southwest near the end of the alignment at a four-story apartment building. One other severe noise impact would occur at a single-family residence at the intersection of Southwest Oregon Street and 38th Avenue Southwest, where the structure would be in close proximity to the guideway, have no acoustical shielding from the guideway, and would be within 300 feet of a double crossover just north of Alaska Junction Station.

When connecting to Alternative DEL-5, some moderate noise impacts would change to severe noise impacts at multi-story apartment buildings on Southwest Avalon Way between Southwest Genesee Street and 35th Avenue Southwest. It would also have more severe impacts when connecting to Alternative DEL-5 than it would connecting to Alternative DEL-1a.

Moderate noise impacts for this alternative would occur at single- and multi-family residences starting from the southwest corner of Southwest Genesee Street and Southwest Avalon Way and continue to 35th Avenue Southwest, affecting residences north and south of the guideway. Affected residences would be in close proximity to the guideway, have no acoustical shielding, or a combination of both. All residences with moderate noise impacts would be within 500 feet of Avalon Station. The largest concentration of moderate noise impacts is predicted for several multi-story apartment complexes south of Avalon Station.

At 36th Avenue Southwest and Southwest Genesee Street a small cluster of single- and multi-family residences would have moderate noise impacts due to close guideway proximity, no acoustical shielding, and being within 500 feet of Avalon Station. The double crossover between Avalon Station and Alaska Junction Station would be primarily responsible for the moderate noise impacts on 37th Avenue Southwest.

Another concentration of identified moderate noise impacts would be at two apartment buildings to the west of Alaska Junction Station on the corners of Southwest Alaska Street and Fauntleroy Way Southwest. Both buildings would have high receiver elevations and their uppermost floors would overlook or be at level with Alaska Junction Station. They also would be in close proximity to the guideway and would not have any acoustical shielding. To the east of Alaska Junction Station, all the mixed-use, multi-story residences on 38th Avenue Southwest between Fauntleroy Way Southwest and Southwest Alaska Street would have moderate noise impacts. These buildings would be near the guideway and have no acoustical shielding due in part to the high receiver elevations. The buildings would be within 500 feet of Alaska Junction Station or 300 feet of the double crossover and in some cases, both. The last cluster of moderate noise impacts would occur on both the east and west sides of Fauntleroy Way Southwest south of Southwest Edmunds Street.

With Alternative WSJ-2, two 625-foot-radius curves would be between Avalon Station and Alaska Junction Station. The first would be at the intersection of 36th Avenue Southwest and Fauntleroy Way Southwest where the guideway turns southwest and the second curve at the intersection of Fauntleroy Way Southwest and 38th Avenue Southwest as the guideway angles closer to south. A remaining curve, with a 750-foot radius, would be at Fauntleroy Way Southwest between Southwest Alaska Street and Southwest Edmunds Street after Alaska Junction Station and before the end of the light rail line.

There would be only one crossover within this alternative, on the elevated trackway along Fauntleroy Way Southwest at the intersection with Southwest Oregon Street. The crossover would contribute to noise impacts in this area.

Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Alternative WSJ-4 could connect to Alternative DEL-1a, Option DEL-1b, Alternative DEL-3, or Alternative DEL-5. The alternative would travel along the south side of Southwest Genesee Street from 31st Avenue Southwest to the west side of Fauntleroy Way Southwest. It would continue along the west side of Fauntleroy Way Southwest on elevated guideway before transitioning to at-grade near 37th Avenue Southwest. It would then turn west near Southwest Oregon Street and transition into a tunnel with a portal in the vicinity of Southwest Oregon Street and 38th Avenue Southwest. The alternative would have fewer moderate noise impacts than Alternative WSJ-1 or Alternative WSJ-2 and no severe noise impacts.

The majority of moderate noise impacts would occur at residences near Avalon Station and would primarily affect multi-family residences along Southwest Avalon Way between 35th Avenue Southwest and Southwest Genesee Street. Other single- and multi-family residences that would have moderate impacts are around the intersection of Southwest Genesee Street and 32nd Avenue Southwest. West of Avalon Station, multi-family residences on the north side of Southwest Genesee Street between 36th Avenue Southwest and 37th Avenue Southwest would have moderate noise impacts because of their proximity to the guideway and no acoustical shielding.

Alternative WSJ-4 would only have two curves at a 1,250-foot radius or less. The first would be a 625-foot-radius curve at the intersection of Fauntleroy Way and Southwest Genesee Street after Avalon Station where the track turns southwest. The final curve would be within the cut-and-cover portion of the guideway just before entering the tunnel portal and therefore would not have an impact on surrounding residences.

Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Alternative WSJ-5a would connect to Preferred Option DEL-6b and Alternative DEL-6a. Beginning in the Delridge Segment, the alternative begins in a retained cut south of Southwest Yancy Street and follows the east side of the West Seattle Bridge connection to Southwest Genesee Street in the West Seattle Junction Segment. The alignment enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. This alternative would have the least overall noise impacts for the above-grade alternatives and no severe noise impacts.

Moderate noise impacts are predicted along 32nd Avenue Southwest just north of the intersection with Southwest Genesee Street and at one residence on the south side of Southwest Genesee Street. The single-family residences would have moderate noise impacts due to the close proximity to the guideway and little to no acoustical shielding.

Alternative WSJ-5a would have a 675-foot-radius curve that would be shared with Alternative DEL-6a. It would be at the Delridge Segment/West Seattle Junction Segment boundary east of West Seattle Bridge/Fauntleroy Way. There are no Category 1 Land Uses in the West Seattle Junction Segment. There are no noise-sensitive parks in the West Seattle Junction Segment.

West Seattle Junction Segment Bus Operations

All buses serving the station alternatives in the West Seattle Junction Segment would be along existing roadways, including Southwest Avalon Way, 35th Avenue Southwest, Southwest Alaska Street, and Fauntleroy Way Southwest; therefore, no noise analysis for buses was required.

6.1.2 Traffic Noise Impact Analysis

This section provides an analysis of project-related areas considered for traffic noise impacts in the West Seattle Link Extension area. There are potential traffic revisions planned as part of the West Seattle Link Extension along with some removal of shielding that could result in increased traffic noise levels. As required by the FTA, if the transit project could result in traffic noise impacts, then the project must also evaluate the traffic noise and identify impacts and provide mitigation consistent with agency policy. In most locations, the slight modifications to traffic or removal of shielding are not predicted to cause a measurable change in traffic noise levels and no traffic noise analysis is required. Locations where increased traffic noise levels could cause new project-related traffic noise impacts are evaluated in the following sections.

6.1.2.1 No Build Alternative

Under the No Build Alternative, traffic noise levels would continue to be dominated by major and minor arterial roadways including traffic on the West Seattle Bridge. Other major roadways with high levels of traffic noise include 4th Avenue South and Alaskan Way in the SODO and Duwamish segments. Roadways with major contributions to noise in the Delridge Segment area include Delridge Way Southwest, Southwest Genesee Street, Southwest Avalon Way, Fauntleroy Way Southwest, and 35th Avenue Southwest. Major roadways in the West Seattle Junction Segment area include Fauntleroy Way Southwest and 35th Avenue Southwest in addition to Southwest Alaska Street, and California Avenue Southwest. These roadways would continue to be major noise sources in these areas.

6.1.2.2 Build Alternatives

Although there are some displacements and roadway modifications planned for the West Seattle Link Extension, most are not predicted to result in any new traffic noise impacts.

Within the Delridge Segment, under Preferred Option DEL-6b, Alternative DEL-7, and Alternative DEL-6a, several residences along the east side of 32nd Avenue Southwest could be exposed to noise from the West Seattle Bridge roadway due to the removal of existing residential structures on the west side of 32nd Avenue Southwest. A preliminary traffic noise analysis was performed for the residences that would lose acoustical shielding from Fauntleroy Way Southwest/West Seattle Bridge traffic noise. Based on the preliminary analysis, although noise levels would be expected to increase by 3 to 6 dB over existing conditions, due to the distance from the highway to the residences of over 240 feet, noise levels would remain well below the Federal Highway Administration impact criteria, and therefore no noise impacts were identified.

No other traffic noise related issues were identified for the West Seattle Link Extension.

6.2 Construction Noise Impacts

Construction noise was analyzed using the methodology established in the FTA Guidance Manual (2018) to document predicted noise impacts from the project's construction. This analysis was conducted for a variety of different construction activities that are anticipated to generate the highest sound levels, require nighttime construction, or are expected to require several months to complete.

An assessment of construction noise levels was performed with noise metrics that can be compared with the City of Seattle construction noise ordinance. The Seattle Municipal Code Chapter 25.08 was used for the criteria for construction noise level limits, along with noise allowances from the Seattle Noise Ordinance for construction activities.

The following activities are expected to produce the highest sound levels, would be done during nighttime hours, or require several months to complete:

- Elevated Light Rail Construction
- Retained-cut Construction
- Tunneling
- Cut-and-cover Station Construction
- Bridge Construction Over Water Crossings

Table 6-4 lists the types of construction equipment used in the analysis with representative sound levels established in the FTA Guidance Manual (2018), which are Leq sound levels 50 feet from the equipment. Construction sound levels were generally predicted using the methodology detailed in Section 7 of the FTA Guidance Manual (2018), which analyzes the two loudest pieces of equipment expected for a particular activity.

Computer noise models were used to predict sound levels at Category 1 land uses from nearby construction activities. The noise models accounted for the effects of distance, topography, and surface reflections on sound levels and used the reference sound levels provided in the FTA Guidance Manual (2018).

Table 6-4. Construction Equipment Sound Levels

Construction Equipment	Sound Level at 50 feet Leq (in dBA)
Air Compressor	80
Backhoe	80
Concrete Mixer	85
Concrete Pump	82
Crane	83
Excavator	81
Generator	82
Impact Pile Driver	101
Jackhammer	88
Loader	80
Pneumatic Tools	85
Roller	85
Truck	84

Source: FTA 2018.

Predicted sound levels from elevated light rail construction, retained-cut construction, tunneling, cut-and-cover station construction, and bridge construction over water crossings are listed in Table 6-5.

Table 6-5. Predicted Construction Sound Levels

Construction Activity	Construction Equipment	Sound Level at 50 feet Leq (dBA) [a]
Elevated Light Rail Construction	Cranes, excavators, concrete pumps, pneumatic tools	85 to 87
Retained-Cut Construction	Cranes, backhoes, jackhammers, excavators, pneumatic tools, concrete mixers	84 to 89
At-Grade Construction	Excavators, backhoes, concrete mixers, concrete pumps, haul trucks, loaders	86 to 87
Ground Improvements	Generators, air compressors, loaders, haul trucks, concrete mixers	80 to 87
Tunneling	Excavators, backhoes, haul trucks, loaders	84 to 86
Cut-and-Cover Station Construction	Excavators, backhoes, haul trucks, loaders, vibratory rollers	84 to 88
Bridge Construction Over Water Crossings	Cranes, pile drivers, concrete mixer, concrete pumps	87 to 101

Source: FTA 2018.

[a] The sound levels show the two loudest pieces of equipment operating at the same time.

6.2.1 Construction Noise Sources

6.2.1.1 Elevated Light Rail Construction

Alternatives that include construction of elevated light rail structures occur in the Duwamish, Delridge, and West Seattle Junction segments.

Demolition of existing structures and relocation of utilities would likely be required in several of these work areas before beginning heavy civil construction. Once heavy civil construction begins, construction activities may include the following:

- Footings and Drilled Shafts – Elevated guideway construction would likely begin with preparation work to construct foundations that may consist of shallow spread footings or drilled shafts. Excavators, cranes, haul trucks, concrete mixers, and concrete pump trucks would likely be used during this work.
- Concrete Guideway Columns and Piers – Following the foundations, concrete guideway columns and piers that support the guideway could be constructed. Equipment anticipated to be used during this work could include cranes, haul trucks, concrete mixers, and concrete pump trucks.
- Elevated Guideway and Falsework – The elevated guideway superstructure could be constructed of either cast-in-place or pre-cast reinforced concrete. Falsework would be required where cast-in-place construction is used to support the superstructure while the concrete is poured and cures. Loud equipment anticipated to be used could include cranes, air compressors, pneumatic tools, haul trucks, concrete mixers, and concrete pump trucks.
- Elevated Station Construction – Construction of the elevated stations would be similar to construction of the guideway but include construction of station platforms and include the use of the same general equipment used for the guideway construction, along with trucks for delivery of materials for station construction and finishing.

The loudest sources of noise would be from cranes and pneumatic tools. Sounds levels from elevated light rail construction may exceed 87 dBA at 50 feet from construction activities.

6.2.1.2 Retained-cut Construction

Alternatives with areas requiring retained-cut construction include the Duwamish, Delridge, and West Seattle Junction segments. Construction activities may include the following:

- Demolition of Existing Structures – Retained-cut construction may involve demolition of existing structures and clearing and grading. Existing structures would need to be removed before excavation. Demolition may include the use of cranes, backhoes, excavators, loaders, haul trucks, and jackhammers.
- Excavation – After any existing structures are removed, excavation activities could begin. Equipment used during excavation may include excavators, loaders, haul trucks, and backhoes.
- Construction of Guideways – Excavation may be necessary to construct the subgrade, track slabs, drainage structures, and below-grade light rail infrastructure. The work may include the use of cranes, air compressors, pneumatic tools, concrete mixers, and concrete pump trucks.
- Construction of Retaining Walls – In some locations, subsurface anchors, or tiebacks may be required to support the retaining walls. Dewatering may also be necessary in some locations. Retaining wall construction could include the use of cranes, haul trucks, concrete mixers, and concrete pump trucks.

The loudest sources of construction noise would be from jackhammers and other demolition equipment, as well as concrete mixers, cranes, and pneumatic tools. Sound levels from retained-cut construction could be over 89 dBA at 50 feet from construction activities.

6.2.1.3 At-Grade Construction

At-grade construction is anticipated to occur primarily within the SODO Segment. Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b include construction of the at-grade SODO Station. Construction activities may include the following:

- Shallow Excavations – Construction of at-grade guideways would be similar to typical road construction and would involve shallow excavations to construct the subgrade, track, and station platform slabs. Equipment used during this process may include haul trucks, loaders, excavators, and backhoes.
- Concrete Pours – After excavation concrete would be poured to form the station platform slabs and may include concrete mixers, and concrete pumps.

The loudest noise sources would be concrete mixers and haul trucks. Sound levels from at-grade construction could be over 87 dBA at 50 feet from construction activities.

6.2.1.4 Ground Improvements

Ground improvements may be needed to address weak soils in order to build on them and may be needed throughout the project corridor. Ground improvements may be necessary in the Duwamish and SODO segments, which are predominantly fill material on top of tide flats.

Ground improvements may include jet grouting, ground freezing, rock displacement, or a combination of these methods. Construction equipment may include generators, air compressors, loaders, haul trucks, and concrete mixers. Construction noise from ground improvements could be over 87 dBA at 50 feet from the construction activities. The loudest sound sources would be concrete mixers and haul trucks.

6.2.1.5 Tunneling

Alternatives with areas requiring mined tunnel construction would include the Delridge and West Seattle Junction segments. Although tunneling may occur under several noise-sensitive properties throughout the project corridor, above-grade construction, which would be concentrated near the tunnel portals and underground station locations are the primary locations for potential construction noise impacts. Construction activities near the tunnel portals may include the following:

- Portal and Shaft Excavation – Tunnel construction requires tunnel portals at the beginning and end of each tunnel for launch and retrieval of equipment. On hillsides, portals may be dug directly into the hillside, while in flatter areas, an access shaft or pit would be excavated from the surface. Soil stabilization would be necessary to support excavation of access shafts or pits. At several locations these pits would also serve as below-grade stations after tunneling has been completed. Construction of portals or shafts would likely require the use of excavators, haul trucks, and backhoes.
- Transporting Spoils – Once tunneling is underway, spoils would be transported back to the tunnel portals and hauled off the site. Spoils would likely be loaded into trucks, or depending on the portal location, by barge or train for removal from the site. Transporting spoils would likely require material conveyors, haul trucks, and loaders. Ventilation fans would also run continuously to supply fresh air to construction crews working inside the tunnel.

The loudest construction sound sources would be excavators, haul trucks and ventilation fans to provide fresh air inside the tunnel. Sound levels near the tunnel portals may be over 86 dBA at 50 feet from construction activities.

6.2.1.6 Cut-and-Cover Construction

Cut-and-cover construction would be used for below-grade station construction for the Alaska Junction Station and tail track in the West Seattle Junction Segment. Construction activities during cut-and-cover work may include the following:

- Excavation – Cut-and-cover construction involves excavating from the surface, similar to retained-cut construction. Excavation may include the use of excavators, haul trucks, and backhoes.
- Transporting Spoils – As excavation is underway the excavated materials would likely need to be removed from the site. Removal of excavated materials would likely require the use of haul trucks, and loaders.
- Backfill – Cut-and-cover construction also requires backfilling with imported fill or suitable excavated material after construction of the lid or station roof. This may require the use of excavators, backhoes, haul trucks, and vibratory rollers.
- Roadway Repair – Roadways that are removed and replaced as part of the project may need to be reconstructed. Roadway repairs may occur throughout the project area. Equipment would include pavers, backhoes, haul trucks, and vibratory rollers.

The loudest sources of noise would include haul trucks and vibratory rollers. Sound levels may be over 88 dBA at 50 feet from construction activities.

6.2.1.7 Bridge Construction over the Duwamish Waterway

Alternatives in the Duwamish Segment may include the following construction activities for crossing the Duwamish Waterway:

- Construct Temporary Work Trestles, Piles and Install Cofferdams – Temporary work trestles may need to be constructed to support material deliveries and operation of heavy equipment. Construction of temporary work trestles would be accomplished by driving or vibrating steel-pipe piles into the ground and constructing bents, framing, and decking. Temporary piles and sheet piles for cofferdam walls would be driven or vibrated into place, and the bridge support columns would be installed within the dewatered cofferdams. Temporary work trestle and cofferdam construction may require impact and/or vibratory pile drivers, delivery trucks, and cranes.
- Construct Bridge Segments – Bridge superstructures would follow construction of the bridge foundations. Cranes, concrete pump trucks, and mixers would likely be used during construction of the bridge segments.

The loudest type of construction equipment would be pile drivers. During pile installation sound levels may exceed 101 dBA at 50 feet from pile-driving. Other construction activities would likely be 87 dBA at 50 feet.

6.2.2 No Build Alternative

Under the No Build Alternative, construction would not take place and no impacts from construction noise would occur.

6.2.3 Build Alternatives

Residential neighborhoods are near the west end of the Duwamish Segment and throughout the Delridge Segment and the West Seattle Junction Segment. Noise impacts from construction activities are most likely to occur at residential properties within these segments. The SODO and Duwamish segments are mostly comprised of industrial and commercial properties.

6.2.3.1 SODO Segment

The SODO Segment is between South Forest Street and South Holgate Street and is within an industrial district. The closest residential properties are nearly 0.5 mile away and east of Interstate 5. Therefore, no construction noise impacts are expected.

6.2.3.2 Duwamish Segment

Properties within the Duwamish Segment are primarily industrial. There is a residential district west of West Marginal Way Southwest and south of the West Seattle Bridge in Pigeon Point. Secret Studio Records/Studio 1208 is the only FTA Category 1 land use for noise in the Duwamish Segment. The Bootstrap Music Company is also in this segment but is located near major heavy trucking routes and freight train tracks and therefore is not considered noise-sensitive.

All three Duwamish Segment Build Alternatives would include construction of elevated guideway from the SODO Segment and a bridge over the Duwamish Waterway. Preferred Alternative DUW-1a and Option DUW-1b would cross the Duwamish Waterway on a new bridge south of the West Seattle Bridge and transition into a retained cut at the north side of Pigeon Point before connecting to the Delridge Segment. Alternative DUW-2 would construct a new bridge to the north of the West Seattle Bridge and remain elevated until connecting to the Delridge Segment.

The closest residential properties are approximately 100 feet from Preferred Alternative DUW-1a and Option DUW-1b. These properties would be near the transition from elevated structures to retained cut and would experience construction noise from both types of construction. Sound levels from elevated construction are expected to be up to 81 dBA and up to 83 dBA during retained-cut construction. These activities are expected to exceed the city's construction noise limits and result in noise impacts at nearby residential properties around Pigeon Point.

Because of the proximity of construction activities, the Bootstrap Music Company could experience sound levels exceeding 92 dBA during construction of the elevated guideway under Preferred Alternative DUW-1a and Option DUW-1b. Although sound levels are not expected to exceed City of Seattle construction noise limits, construction noise may temporally affect operations within the Bootstrap Music Company during periods of heavy construction. Under Alternative DUW-2, the Bootstrap Music Company could experience construction noise up to 66 dBA during the construction of the elevated guideway, which is unlikely to impact its operations given the existing noise environment.

Although Secret Studio Records/Studio 1208 on the southwest corner of 23rd Avenue Southwest and Southwest Andover Street is located in the Duwamish Segment, construction noise at this FTA Category 1 receiver would come from project construction in the Delridge Segment and is discussed in Section 6.2.3.3.

Alternative DUW-2 is approximately 500 feet from residential properties and does not require retained-cut construction. Because Alternative DUW-2 is farther from residential properties than the other alternatives, it is expected to result in the least noise impacts.

Bridge construction would likely take place in industrial districts on the shore of the Duwamish Waterway and Harbor Island, or in the water. The loudest sound levels would likely be generated from pile-driving during construction of the temporary work trestle, piles, and cofferdams. Sound levels during pile-driving are expected to exceed 101 dBA at 50 feet from the work. Nearby noise-sensitive properties may experience sound levels up to 78 dBA during pile-driving. Construction of the bridge may take 3 to 4 years to complete.

Nighttime construction may be required at locations along the elevated guideway where it crosses over roadways, such as the West Seattle Bridge and West Marginal Way Southwest. A noise variance for any nighttime work would be requested from the City of Seattle.

6.2.3.3 Delridge Segment

The Delridge Segment is mostly made up of residential districts. Industrial districts are north of Southwest Andover Street and a commercial district is between Southwest Andover Street and residences south of Southwest Yancy Street. As previously described, although Secret Studio Records/Studio 1208 is in the Duwamish Segment, due to its location and nearby hills, it would experience higher levels of construction noise from construction occurring within the Delridge Segment than the Duwamish Segment.

All of the Delridge Segment alternatives would include elevated guideway between the Duwamish Segment and the station. The location of the station varies between alternatives and could be north of Southwest Andover Street to the west of Delridge Way Southwest, on Delridge Way Southwest between Southwest Andover Street and Southwest Dakota Street, or between Southwest Dakota Street and Southwest Genesee Street. Nighttime construction could be necessary in areas crossing over roadways, requiring a noise variance.

West of the station the light rail would remain elevated to the West Seattle Junction Segment under Alternative DEL-1a, Option DEL-1b, Alternative DEL-3, and Alternative DEL-5. The alignment would enter a retained cut for Preferred Option DEL-6b and Alternative DEL-6a near 32nd Avenue Southwest. Alternative DEL-2a and Alternative DEL-4 would transition to a short section of retained cut near 30th Avenue Southwest.

All alternatives would require guideway construction within 50 feet of residential properties. This may result in sound levels of up to 87 dBA and would likely exceed Seattle construction sound limits.

City of Seattle construction noise limits would likely be met at Secret Studio Records/Studio 1208 under all alternatives. Construction of Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 are expected to generate noise levels up to 70 dBA at Secret Studio Records/Studio 1208. This is lower than the other alternatives that are along Delridge Way, which are expected to generate noise levels up to 75 dBA. Because the distances between Secret Studio Records/Studio 1208 and the Delridge Station under Preferred Option DEL-6b and Alternatives DEL-3, DEL-4, DEL-5, DEL-6a, and DEL-7 are similar, construction of the station is expected to result in similar construction noise levels at Secret Studio Records/Studio 1208 and would be approximately 67 dBA. Station construction under Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, and Option DEL-2b would be further away from Secret Studio Records/Studio 1208 and would likely result in sound levels of approximately 60 dBA.

Tunnel construction would occur under Alternative DEL-2a, Alternative DEL-4, and Alternative DEL-7. Tunnel portals under Alternative DEL-2a and Alternative DEL-4 would be constructed at Southwest Genesee Street near 30th Avenue Southwest and may take up to 2 years to build. The tunnel portal under Alternative DEL-7 would be constructed near Southwest Andover Street. Tunneling would typically occur 20 to 24 hours per day, 6 to 7 days per week. Nighttime construction may include removing spoils from the site and delivering materials.

Ventilation fans could be necessary to supply fresh air to construction crews working inside the tunnel and would likely operate continuously. Tunnel construction may last for 1 to 2 years.

Tunnel portals constructed under all alternatives would be within residential districts and the closest residential properties would be approximately 50 feet away from construction activities. Sound levels at these properties may by up to 86 dBA and exceed the City's construction sound limits and result in noise impacts.

Construction of Preferred Option DEL-6b, Alternative DEL-5, and Alternative DEL-6a may result in the least noise impacts at residential properties because a portion of the alignment would be within industrial and commercial districts and farther away from noise-sensitive properties than other alternatives. Although most of Alternative DEL-7 would also be within industrial and commercial properties and would include a tunnel, construction at the tunnel portal would be within a residential district, likely include night work, and have a longer construction duration than Preferred Option DEL-6b, Alternative DEL-5, and Alternative DEL-6a.

6.2.3.4 West Seattle Junction Segment

The West Seattle Junction Segment includes residential and commercial districts. Residential properties are throughout the segment and commercial properties are generally between Southwest Alaska Street and Southwest Edmunds Street.

Elevated guideway construction would be necessary to construct the Alternative WSJ-1, Alternative WSJ-2, and northern portion of Alternative WSJ-4. The Avalon Station would be elevated under these three alternatives. Nighttime construction may be required when crossing over roadways. The elevated guideway and the construction of Avalon Station may take 2 to 3 years to complete.

Properties within residential districts would be within 50 feet of elevated construction. These properties would likely experience construction sound levels of up to 87 dBA which exceeds Seattle construction noise limits and would result in noise impacts.

Some West Seattle Junction alternatives would include construction of a tunnel and underground Alaska Junction Station. Construction of the underground station would use cut-and-cover construction and take 4 to 6 years to build.

Because the tunnels in the West Seattle Junction Segment are relatively short and shallow, the tunnel could be built using a tunnel boring machine or sequential excavation mining. Both tunneling methods would require ventilation fans on the surface to supply fresh air into the tunnel and would run continuously. Nighttime work would likely be necessary to remove spoils from the portal area. Tunneling may take 1 to 2 years to construct.

The tunnel options with tunnel portals close to or within residential districts in the West Seattle Junction Segment would be Preferred Option WSJ-5b, Alternative WSJ-4, and Alternative WSJ-5a. Residential properties would be approximately 50 feet from the tunnel portals and may experience sound levels up to 86 dBA. These sound levels would exceed the city's construction sound limits and would result in noise impacts.

Alternative WSJ-1 and Alternative WSJ-2 may result in less impacts at noise-sensitive properties than other alternatives which require tunneling. Although tunneling would take place underground, night work at the tunnel portals may last several years, whereas elevated construction may only require night work when crossing over roadways and the overall construction duration may be less than construction of a below-grade station and tunnel.

6.3 Operational Vibration Impacts

This section presents the results of the detailed assessment of vibration impacts from train operations. The assessment was based on the FTA methodology discussed in Section 4.2, Vibration Assumptions and Methods. The inputs for the assessment include distance from the receivers to the tracks, train speeds, track type, and other relevant information such as proximity to special trackwork.

6.3.1 No Build Alternative

The No Build Alternative would not result in any change to the existing vibration environment. There are no projected vibration impacts for the No Build Alternative.

6.3.2 Build Alternatives

Tables 6-6 through 6-8 and Figures 6-4 through 6-6 summarize the number of groundborne noise and vibration impacts by alternative for segments where impacts were predicted. A discussion of key differences between alternatives follows. Attachment N.3E includes detailed maps that show the locations of sensitive receivers with projected impact and Attachment N.3G contains tables with the projected vibration and groundborne noise levels for all sensitive receivers.

6.3.2.1 SODO Segment

Based on the land use review, there were no FTA vibration-sensitive properties in the SODO Segment; therefore, no vibration impacts were identified.

6.3.2.2 Duwamish Segment

Vibration impacts are shown in Table 6-6 and on Figure 6-4. Groundborne noise impacts were not assessed for elevated alternatives. Preferred Alternative DUW-1a is the only alternative with projected impacts in the Duwamish Segment, and the projected impacts are near crossovers. Crossovers are special trackwork that can increase predicted vibration levels by 5 to 10 decibels. An impact is projected at Fire Station 14 near the turnout at the entrance to the Operations and Maintenance Facility Central. When connecting to Preferred Option DEL-6b or Alternative DEL-7, an impact is also projected at a single-family residence near the crossover east of Delridge Way Southwest near the West Seattle Bridge on-ramp. When connecting to Alternative DEL-5 or Alternative DEL-6a, the crossover located near Delridge Way Southwest is further from sensitive receivers and no impact is projected at that crossover location.

Alternative DUW-1b and Alternative DUW-2 in the Duwamish Segment are not projected to have impacts, because they do not have special trackwork as close to sensitive receivers. All alternatives and options in this segment would be mostly elevated, which reduces vibration levels by about 10 dB compared with at-grade track. Therefore, there are few impacts in this segment compared to the West Seattle Junction and Delridge segments.

Alternative DUW-2 is near Harbor Island Machine Works, a precision manufacturing company with vibration-sensitive equipment, but the projected vibration level from light rail operations would not exceed the applicable limit.

Table 6-6. Summary of Vibration Impacts by Alternative in the Duwamish Segment

Alternatives and Design Options	Category 1 Vibration Impacts	Category 2 Vibration Impacts	Category 3 Vibration Impacts	Total Vibration Impacts	Distance Range (feet) [a]	Range of exceedance (dB) [b]
Preferred South Crossing Alternative (DUW-1a)	**0**	**1 to 2**	**0**	**1 to 2**	**67 to 172**	**0 to 1**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0	0	0	0	Not applicable	Not applicable
North Crossing Alternative (DUW-2)	0	0	0	0	Not applicable	Not applicable

Note: Numbers presented are individual residences (including units at multi-family structures) for FTA Category 2 land uses and number of structures for FTA Category 1 and 3 land uses.

[a] The slant distance between the near track and the façade of the sensitive receivers with impact, in feet. For alternatives with no impact, no distance is provided.

[b] The decibel amount by which the vibration (VdB) or groundborne noise (dBA) would exceed the applicable criteria. For alternatives with no impact, no value is provided.

6.3.2.3 Delridge Segment

Vibration and groundborne noise impacts are shown in Table 6-7 and on Figure 6-5. Groundborne noise impacts were not assessed for elevated alternatives. Preferred Option DEL-6b would have impacts at one single-family residence near the intersection of Southwest Andover Street and Southwest Avalon Way.

Alternative DEL-1 and Alternative DEL-3 would have the most impacts in the Delridge Segment. The impacts would be at the same multi-family building, the Golden Tee Apartments, near the intersection of Southwest Genesee Street and Southwest Avalon Way.

Option DEL-1b, Alternative DEL-2a, Option DEL-2b, and Alternative DEL-4 would not have any impacts. The sensitive receivers closest to these options would be displaced as part of the project and the projected vibration levels at the nearest remaining sensitive receivers would be below the criteria.

For Alternative DEL-5 and Alternative DEL-6a, there would be impacts at the residences closest to the alignment. Alternative DEL-6a would impact several single-family residences. Alternative DEL-5 would impact a multi-family building at 30th Avenue Southwest and Southwest Dakota Street that has a greater number of dwelling units and therefore would have more impacts.

For Alternative DEL-7, there would be groundborne noise impacts at the residences near the tunnel portal. All of the impacts for Alternative DEL-7 would be at single-family residences.

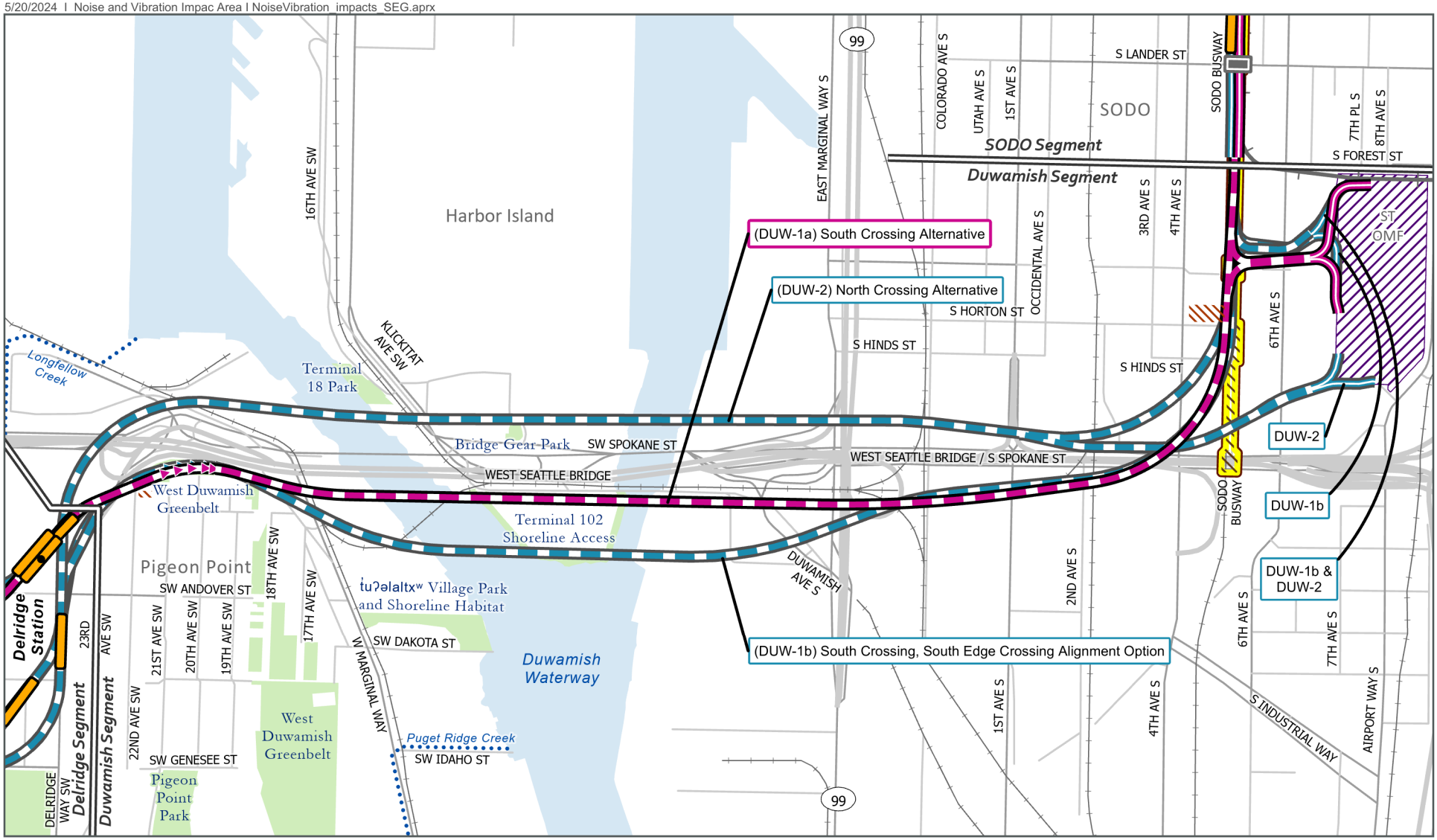
Table 6-7. Summary of Vibration Impacts by Alternative in the Delridge Segment

Alternatives and Design Options	Category 1 Vibration Impacts	Category 2 Vibration Impacts	Category 2 Groundborne Noise Impacts	Category 3 Vibration Impacts	Total Vibration or Groundborne Noise Impacts	Distance Range (feet) [a]	Range of Exceedance (dB) [b]
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**0**	**1**	**Not applicable**	**0**	**1**	**26**	**1**
Dakota Street Station Alternative (DEL-1a)	0	12	Not applicable	0	12	44	<1
Dakota Street Station North Alignment Option (DEL-1b)	0	0	Not applicable	0	0	Not applicable	Not applicable
Dakota Street Station Lower Height Alternative (DEL-2a)	0	0	Not applicable	0	0	Not applicable	Not applicable
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	0	0	Not applicable	0	0	Not applicable	Not applicable
Delridge Way Station Alternative (DEL-3)	0	12	Not applicable	0	12	42	<1
Delridge Way Station Lower Height Alternative (DEL-4)	0	0	Not applicable	0	0	Not applicable	Not applicable
Andover Street Station Alternative (DEL-5)	0	9	Not applicable	0	9	27	<1
Andover Street Station Lower Height Alternative (DEL-6a)	0	3	Not applicable	0	3	50 to 76	1 to 4
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	0	0	9	0	9	54 to 124	0 to 8

Note: Numbers presented are individual residences (including units at multi-family structures) for FTA Category 2 land uses and number of structures for FTA Category 1 and 3 land uses.

[a] The slant distance between the near track and the façade of the sensitive receivers with impact, in feet. For alternatives with no impact, no distance is provided.

[b] The decibel amount by which the vibration (VdB) or groundborne noise (dBA) would exceed the applicable criteria. For alternatives with no impact, no value is provided.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

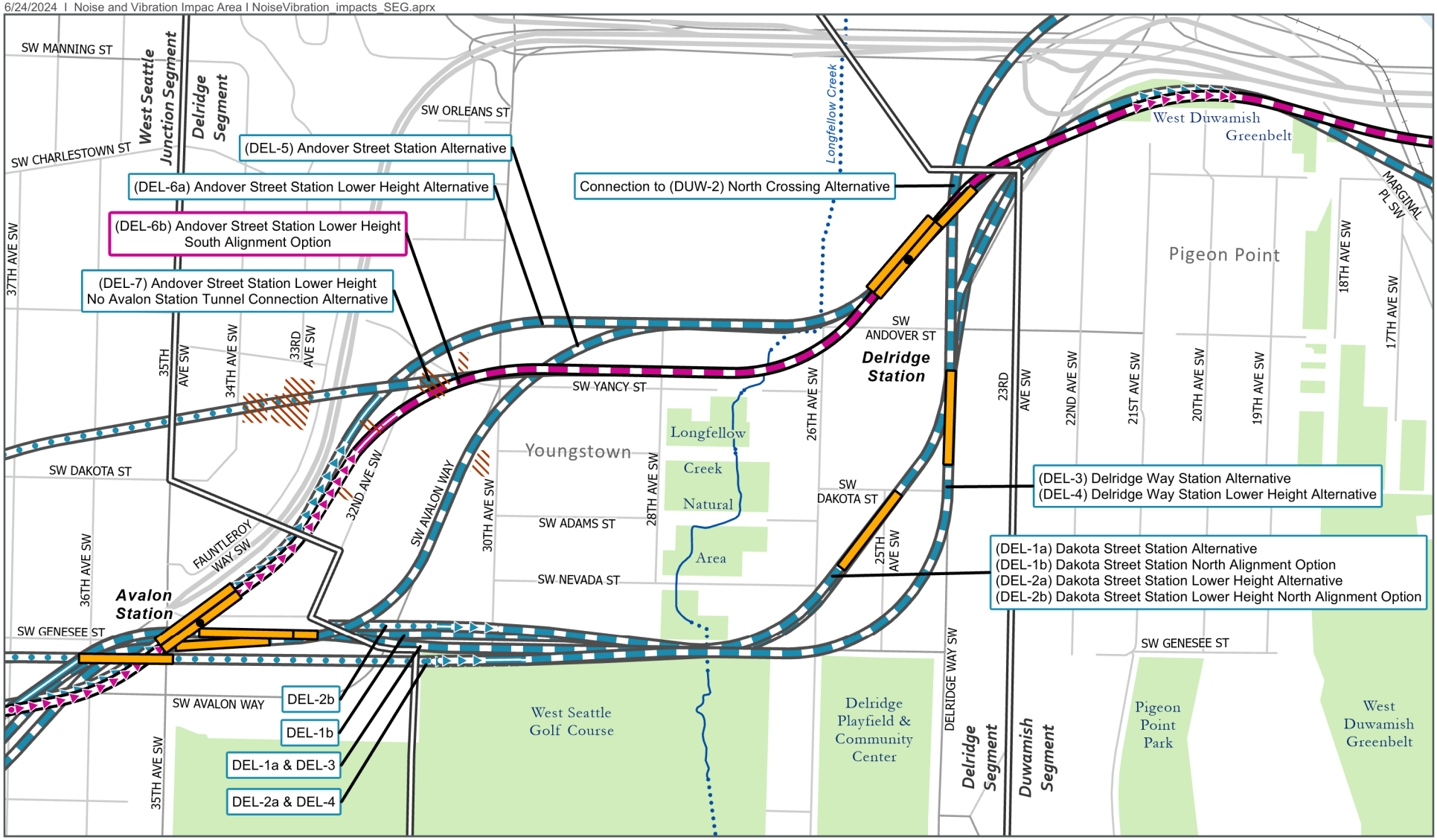
- Area of Vibration or Groundborne Noise Impact

FIGURE 6-4
Vibration Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

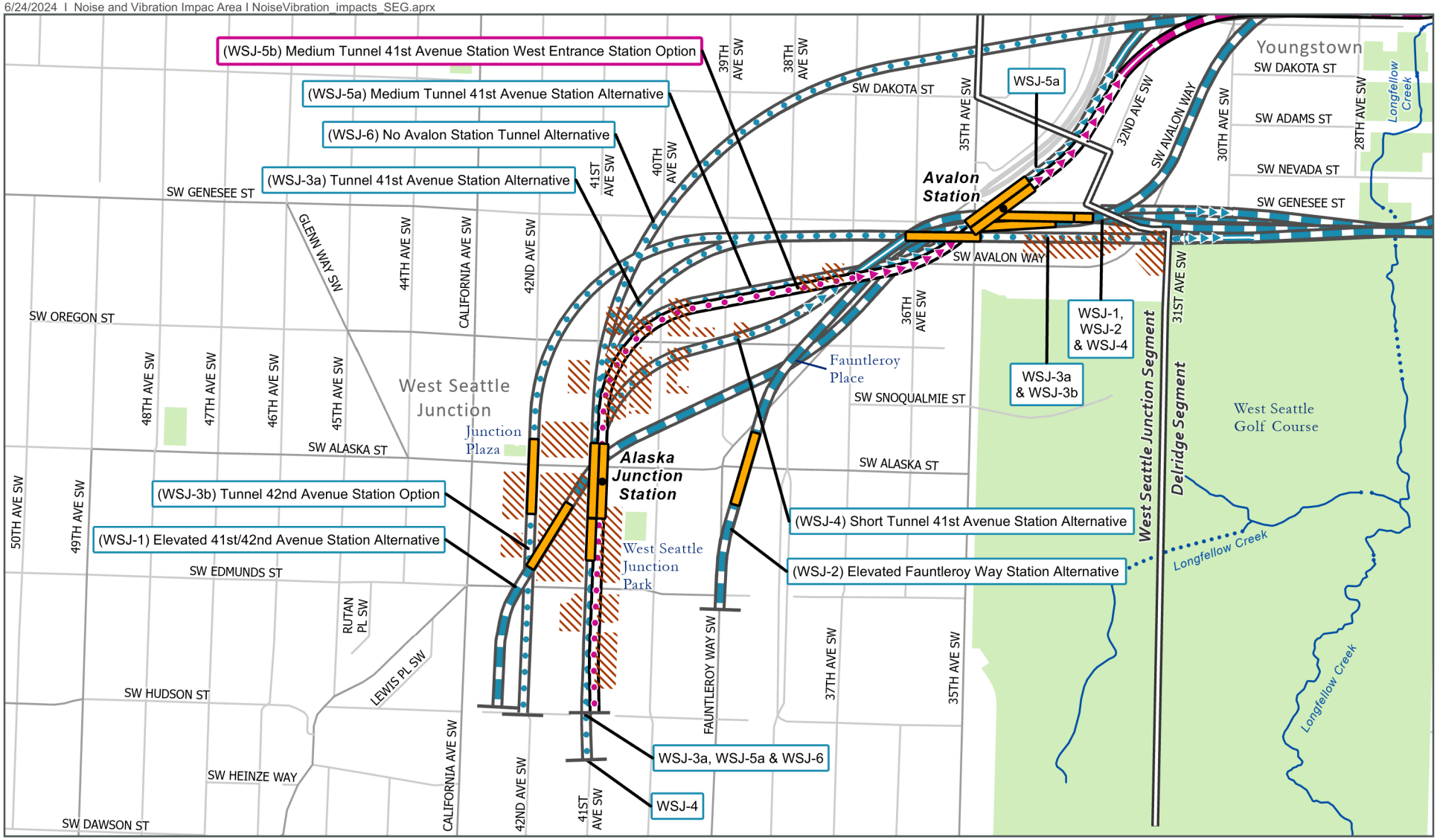
- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Area of Vibration or Groundborne Noise Impact

FIGURE 6-5
Vibration Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Area of Vibration or Groundborne Noise Impact

FIGURE 6-6
Vibration Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 500 1,000 Feet
N

6.3.2.4 West Seattle Junction Segment

Groundborne noise and vibration impacts are shown in Table 6-8 and on Figure 6-6. In the West Seattle Junction Segment, the tunnel alternatives would have more impacts than the elevated alternatives because the elevated structures would reduce vibration levels by about 10 dB. All of the impacts for the tunnel alternatives would be from groundborne noise.

Preferred Option WSJ-5 would have impacts near the crossover south of Alaska Junction Station and where the tunnel is shallowest near the tunnel portal and along the curve.

Option WSJ-3b would have the most impacts, which would be concentrated in multi-family buildings along 42nd Avenue Southwest near Southwest Alaska Street and east of Avalon Station along Southwest Avalon Way. Alternative WSJ-2 would have no impacts because of the vibration reduction provided by the elevated structure.

Alternative WSJ-1 would have impacts near a crossover north of the Alaska Junction Station but would have a low number of impacts overall because of the low density of residences near the crossover and the vibration reduction provided by the elevated structure.

For Alternative WSJ-3a, groundborne noise impacts would occur where the tunnel becomes shallower east of the Avalon Station and near the crossover south of the Alaska Junction Station. Alternative WSJ-3a would have impacts at fewer residential dwelling units when connecting to Option DEL-2b compared to connecting with Alternative DEL-2a because the tunnel would be deeper when connecting to Option DEL-2b.

Option WSJ-3b would have the most impacts, but the projected impacts are concentrated in a few multi-family buildings east of the Avalon Station and south of the Alaska Junction Station near a crossover. Option WSJ-3b would have impacts at fewer residential dwelling units when connecting to Option DEL-2b compared to connecting with Alternative DEL-2a because the tunnel would be deeper when connecting to Option DEL-2b.

Alternative WSJ-5a would have a lower number of impacts compared to Alternative WSJ-4 and Alternative WSJ-6. All three alternatives would have impacts at the residences near crossover locations and where the tunnel is shallowest. There are differences in the displacements required for construction of the Alaska Junction Station between the alternatives that affect large multi-family buildings and results in differences in the number of vibration or groundborne noise impacts. There are also differences in where the alternatives are shallowest as they approach different portal locations.

Table 6-8. Summary of Groundborne Noise and Vibration Impacts by Alternative in the West Seattle Junction Segment

Alternatives and Design Options	Category 1 Vibration or Groundborne Noise Impacts	Category 2 Vibration Impacts	Category 2 Groundborne Noise Impacts	Category 3 Vibration or Groundborne Noise Impacts	Total Vibration or Groundborne Noise Impacts	Distance Range (feet) [a]	Range of Exceedance (dB) [b]
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**0**	**0**	**158**	**0**	**158**	**57 to 106**	**0 to 8**
Elevated 41st/42nd Avenue Station (WSJ-1)	0	7	Not applicable [c]	0	7	120 to 186	1 to 2
Elevated Fauntleroy Way Station (WSJ-2)	0	0	Not applicable [c]	0	0	Not applicable	Not applicable
Tunnel 41st Avenue Station (WSJ-3a)	0	0	24 to 199	0	24 to 199	64 to 130	0 to 6
Tunnel 42nd Avenue Station Option (WSJ-3b)	0	0	269 to 430	0	269 to 430	64 to 95	0 to 7
Short Tunnel 41st Avenue Station (WSJ-4)	0	0	153	0	153	55 to 106	0 to 10
Medium Tunnel 41st Avenue Station (WSJ-5a)	0	0	79	0	79	57 to 106	0 to 5
No Avalon Station Tunnel (WSJ-6)	0	0	144	0	144	81 to 106	0 to 6

Notes:

Numbers presented are individual residences (including units at multi-family structures) for FTA Category 2 land uses and number of structures for FTA Category 1 and 3 land uses.

Ranges reflect differences from connecting to different alternatives in adjacent segments.

[a] The slant distance between the near track and the façade of the sensitive receivers with impact, in feet. For alternatives with no impact, no distance is provided.

[b] The decibel amount by which the vibration (VdB) or groundborne noise (dBA) would exceed the applicable criteria. For alternatives with no impact, no distance is provided.

[c] Groundborne noise is not assessed for elevated alternatives.

6.4 Construction Vibration Impacts

As discussed in Section 4.2.2, Construction Vibration Prediction Methods, construction vibration generally falls into the categories of tunneling activities and surface construction activities. The vibration from tunneling muck and support trains are compared to the FTA criteria for operations because this can be a relatively long-term activity. For surface construction activities that are temporary in nature, the construction vibration criteria from Section 3.2.3, Construction Vibration Criteria, are applied. The construction vibration criteria were developed to avoid potential damage risk to buildings, while the operational vibration criteria were developed to avoid annoyance for Category 2 and Category 3 sensitive receivers. The construction vibration criteria are the thresholds for the potential of superficial damage, such as cracks in plaster, and are not the threshold at which structural damage would occur.

Category 1 and special-use buildings are evaluated using the FTA criteria for operations for all construction activities, because exceedances of those limits may interfere with operations inside the building. The construction vibration criteria also apply to historic buildings, which may be particularly susceptible to construction damage. Construction vibration impacts specific to historic buildings were not assessed. Historic buildings should be taken into account when updating the construction vibration assessment during final design when more information on construction means and methods is known.

6.4.1 Tunneling Vibration Impacts

The three major sources of vibration from tunneling are the cutterhead operation, thrust jack retraction during concrete liner installation, and operation of the supply train. The range of vibration levels expected from the three activities and the relevant criteria are shown on Figures 4-7 to 4-9. As shown in the figures, the range of expected levels for all three activities would be below the operational criteria for annoyance for Category 2 (residential) land uses, and therefore would also be below the criteria for institutional land uses, which have a higher limit.

There are no Category 1 or special-use buildings near tunnel alternatives in the West Seattle Link Extension study area. The expected vibration levels from tunneling would be below the operational criteria for annoyance for Category 2 (residential) and Category 3 (institutional) land uses. Therefore, there would be no vibration impact from tunneling in the West Seattle Link Extension study area. The predicted levels from tunneling activities relative to the Category 2 and Category 3 limits are shown on Figures 4-7 through 4-9. The predicted levels from tunneling operations are also below the most restrictive criteria for minor cosmetic building damage.

Groundborne noise has been evaluated for tunneling operations because there is no airborne noise path. Thresholds for groundborne noise due to train operations have been applied as the annoyance thresholds for tunneling activities. The thresholds are 35 dBA and 40 dBA for Category 2 and Category 3 land uses, respectively. Table 6-9 shows the range of expected groundborne noise levels based on data measured under the University of Washington campus presented in Section 4.2.2, Construction Vibration Prediction Methods, which show very high variability. Vibration from the tunnel boring machine cutterhead may reach as high as 40 dBA, which would exceed the criteria for Category 2 land uses and equal the criteria for Category 3 land uses. The highest groundborne noise levels are typically caused by very localized underground features such as cobbles, so it is not possible to identify precise locations where the groundborne noise criteria are most likely to be exceeded. Effects from the cutterhead would likely only last up to 1 week as the cutterhead makes progress along the tunnel.

Mitigation measures are discussed in Section 7.4, Construction Vibration Mitigation.

Table 6-9. Range of Predicted Groundborne Noise Levels During Tunneling

Vibration Source	Groundborne Noise Prediction (dBA) [a]
Tunnel Boring Machine Cutterhead	14 to 40
Thrust Jack Retraction	13 to 29
Supply Train with steel wheels and jointed rails	24 to 28

[a] Range is based on measured data from 0 to 200 feet from tunnel.

6.4.2 Surface Construction Vibration Impacts

The primary concern from construction activities is the potential for damage to buildings. Because the details of the construction means and methods for this project may change from what is described in Chapter 2, Alternatives Evaluated, of the Final EIS and there are several alternatives, the construction vibration analysis focused on determining the distance beyond which the damage risk criteria and annoyance criteria would not be exceeded.

Table 6-10 shows the distance at which vibration from different pieces of construction equipment is expected to be equal to different thresholds for potential damage, rounded up to the nearest 10 feet. The highest vibration-generating construction activity that could occur would be pile-driving. Several receivers have the potential to be impacted by pile-driving in areas where bridge construction, elevated track guideway, or retained cut guideway is planned.

Table 6-10. Distance to Vibration Thresholds for Construction Equipment Pieces

Equipment	Peak Particle Velocity Reference Level at 25 feet (inch per second)	Distance to 0.5 inch per second Damage Criteria (feet) [a]	Distance to 0.2 inch per second Damage Criteria (feet) [a]	Distance to Category 3 Annoyance Criteria (feet) [b]	Distance to Category 2 Annoyance Criteria (feet) [b]
Impact Pile Driver [c]	0.644 to 1.518	30 to 60	60 to 100	240 to 420	300 to 530
Sonic Pile Driver [c]	0.17 to 0.734	20 to 40	30 to 60	100 to 260	130 to 330
Hoe Ram	0.089	10	20	70	80
Large Bulldozer	0.089	10	20	70	80
Caisson Drilling	0.089	10	20	70	80
Loaded Trucks	0.076	10	20	60	80
Jackhammer	0.035	10	10	40	50
Small Bulldozer	0.003	10	5	10	10

[a] Thresholds defined in Section 3.2.2, Groundborne Noise Criteria: 0.5 inch per second for reinforced concrete, steel, or timber and 0.2 inch per second for nonengineered timber and masonry buildings.

[b] Annoyance limits of 75 VdB for Category 3, and 72 VdB for Category 2 on projects with frequent events (>70 per day).

[c] Reference levels and distances cover a range from typical to high amounts of vibration from the equipment.

The project may use impact or sonic (vibratory) pile-driving for the construction of elevated guideways, retained cut guideways, and the bridge over the Duwamish Waterway. Pile-driving would result in a risk of damage to nonengineered timber and masonry buildings (0.2 inch per second threshold) at structures within 100 feet of impact pile-driving and within 60 feet of sonic pile-driving. When structures are within these distances, pile-driving should be avoided in favor of alternative construction methods such as drilled shaft foundations or shallow spread footings.

Within the SODO Segment, there may be structures located within 100 feet of pile locations for the elevated alternative (Alternative SODO-2). There may be structures within 100 feet of pile locations for the retained cut sections north of South Walker Street for Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b.

Within the Duwamish Segment, pile-driving may be used for the new light rail bridge over the Duwamish Waterway, elevated guideways, and the retained cut section along the Pigeon Point neighborhood. For Preferred Alternative DUW-1a and Option DUW-1b, single-family residences in the Pigeon Point and Riverside neighborhoods west of the waterway may be within 100 feet of pile locations. For Preferred Alternative DUW-1a, some of the Harbor Marina buildings on Harbor Island may be within 100 feet of pile locations. For Option DUW-1b, there are unlikely to be any buildings within 100 feet of pile locations on Harbor Island. For Alternative DUW-2, the Harbor Island Machine Works and Meltec buildings on Harbor Island are likely to be within 100 feet of pile locations.

Within the Delridge Segment, pile-driving may be used for the elevated guideway for all alternatives and for retained cut sections near tunnel portals for some alternatives. For Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4, the closest buildings to the guideway along Southwest Genesee Street and Delridge Way Southwest may be within 100 feet of pile locations for elevated structures. For Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7, the closest structures along Southwest Yancy Street may be within 100 feet of the pile locations for elevated structures. For Alternative DEL-2a, Option DEL-2b, and Alternative DEL-4, the closest buildings to the retained cut near the tunnel portal locations east of Avalon Way Southwest may be within 100 feet of pile locations. For Preferred Option DEL-6b and Alternative DEL-6a, the closest residences to the retained cut section between the West Seattle Bridge and 32nd Avenue Southwest may be within 100 feet of pile locations.

Within the West Seattle Junction Segment, pile-driving may be used for the elevated guideway for Alternative WSJ-1 or Alternative WSJ-2. For both alternatives, there may be buildings within 100 feet of the pile locations near Fauntleroy Way Southwest; for Alternative WSJ-1, there may also be buildings within 100 feet of the pile locations near 42nd Avenue Southwest. Pile-driving may also be used for retained cut sections near the tunnel portals for Preferred Option WSJ-5b, Alternative WSJ-4, and Alternative WSJ-5a.

The results in Table 6-10 show that equipment other than pile drivers can operate without risk of damage at distances of 10 feet or greater from reinforced concrete buildings (0.5 inch per second threshold) and 20 feet or greater from nonengineered timber and masonry buildings (0.2 inch per second threshold), which are the most common types of buildings in the study area. The mitigation measures discussed in Section 7.4.1 should be considered when operating equipment within the damage criteria distances listed in Table 6-10. Plans to operate within these minimum distances should be avoided, as practical, when developing construction means and methods.

During final design, a construction vibration impact assessment would be developed to address all Category 1 receivers and locations where operations may be within these minimum distances and consider use of the vibration-reducing measures discussed in Section 7.4. Category 1 receivers, where high levels of vibration may disrupt business operations, are Harbor Island Machine Works and Secret Studio Records. In the Duwamish Segment, the Harbor Island Machine Works on Harbor Island is likely to be within 100 feet of pile locations for Alternative DUW-2. The Bootstrap Music Company, a music rehearsal space, is located near the east end of the West Seattle Bridge in the Duwamish Segment and is likely to be within 100 feet of pile locations for Preferred Alternative DUW-1a. The Bootstrap Music Company is

not considered a Category 1 land use because it is compatible with noise and vibration levels generated by operational light rail; however, higher levels of vibration and groundborne noise generated by construction might be noticeable in the building. In the Delridge Segment, the Secret Studio Records/Studio 1208 recording studio is likely to be within 300 feet of pile locations for Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4, which is within a distance that vibration or groundborne noise generated by pile-driving may affect the operations of a recording studio.

6.5 Indirect Impacts

Indirect noise and vibration impacts include increased noise and/or vibration levels near the project that could be associated with transit-oriented development, typically traffic and construction noise and vibration. Although noise associated with future development could increase noise in the project corridor, any increase would be expected to be minimal and any new developments would be required to meet the City of Seattle noise regulations. Most vehicle traffic and other sources of environmental vibration are below the levels of human perception and would not constitute an indirect impact.

6.6 Cumulative Impacts

6.6.1 Operation

The FTA's methodology for noise and vibration analysis reflects both cumulative ambient noise conditions from land uses and activities from past and present activities in combination with project-specific noise and vibration impacts. All project noise impacts could be mitigated depending on the alternatives chosen. Most vibration impacts can also be mitigated; however, there could be residual vibration impacts in some segments.

The light rail vibration might occur concurrently with vibration from heavy trucks on rough roads and local construction activities. Cumulative vibration levels in most areas are not expected to differ from existing vibration levels. Exceptions to this would include areas that have extremely rough roadways with potholes or cracks, which would increase vibration levels from passing trucks and other heavy vehicles, and areas near active construction sites where equipment could cause short-term increases in vibration levels.

No other reasonably foreseeable future actions are expected to cause notable vibration impacts during project operation, so cumulative vibration impacts are not expected. Although Sound Transit is committed to mitigating project noise impacts, light rail would still create a new noise source and, therefore, would contribute to cumulative noise in the project corridor. In addition, the indirect impact of the project, combined with local land use policies, could attract more development around rail stations, which might result in more intense urban activities in some station areas, therefore adding cumulative noise to the surroundings.

6.6.2 Construction

During construction, the project would contribute noise and vibration impacts along with other nearby transportation and private development construction projects, and cumulative impacts would be anticipated. Any construction activities would have to comply with the City of Seattle's noise regulations or require a noise variance from the City. Where necessary, Sound Transit would monitor noise and vibration during construction to minimize related disturbances on residential and other sensitive areas and work with other adjacent projects to limit nighttime noise and vibration impacts.

7 NOISE AND VIBRATION MITIGATION MEASURES

For locations where Sound Transit has identified potential noise impacts, mitigation measures will be considered and reviewed using Resolution No. R2023-15, Sound Transit's light rail Link Noise and Vibration Policy (Sound Transit 2023). Under this policy, potential mitigation measures will be considered for all noise impacts where reasonable and feasible mitigation is available.

Sound Transit's noise mitigation policy is to mitigate impacts beginning with source treatment, followed by treatments in the noise path. If source and path treatments are not sufficient to mitigate the impact, Sound Transit will evaluate and implement sound insulation at affected properties where the existing building does not already achieve sufficient exterior-to-interior reduction of noise levels. Sound Transit practice is to mitigate both FTA moderate and severe impacts. Detailed tables of noise levels for each receiver location, before and after mitigation, are provided in Attachment N.3F.

Sections 7.1.1, Transit Noise Mitigation Approaches, and 7.1.2, Traffic Noise Mitigation Approaches, introduce the mitigation strategies normally used for light rail projects. Following this introduction, Section 7.1.3, Proposed Operational Noise Mitigation, presents the mitigation strategies and measures proposed for the West Seattle Link Extension. Mitigation for noise related to construction is discussed in Section 7.2.

Also consistent with Sound Transit's policy, where potential vibration impacts are identified, vibration mitigation measures will be considered. Vibration mitigation measures focus on reducing the source of vibration, with path and building treatment being considered as secondary measures. Section 7.3.1, Vibration Mitigation Approaches, introduces the vibration mitigation strategies normally used for light rail projects. The vibration mitigation measures and strategies proposed for the project are presented in Section 7.3.2, Proposed Operational Vibration Mitigation. Section 7.4 discusses construction vibration mitigation measures for surface construction and tunneling.

During final design, all impacts and potential mitigation measures will be reviewed for verification. If it is discovered that the mitigation could be achieved by less costly means, or if refined detailed analysis shows reduced or no impact, the mitigation measure may be downgraded or eliminated.

7.1 Operational Noise Mitigation

This section discusses mitigation for noise generated by the operation of the West Seattle Link Extension. Potential mitigation measures for construction noise are discussed in Section 7.2, Construction Noise Mitigation.

7.1.1 Transit Noise Mitigation Approaches

Several types of noise mitigation measures can be used to reduce noise levels and mitigate noise impacts. First, to minimize noise effects and the subsequent need for their mitigation, Sound Transit has incorporated several noise-reducing project design elements into the project. These include the noise-reducing effects from elevated structures and retained-cut segments where project-related design reduces noise from light rail operations through physical shielding. For areas where these types of design options are not available, other forms of mitigation are considered and are discussed in order of application in the following sections (e.g., source, path, or receiver).

7.1.1.1 Noise Source Mitigation

One of the most effective forms of noise mitigation is to reduce noise at the source. One form of source noise reduction is using light rail vehicles with low noise levels. Sound Transit has purchased state-of-the-art, lower-noise vehicles equipped with noise-reducing wheel skirts covering the wheel-rail interface. Several additional operational measures can also be used to reduce noise levels at the source. Table 4-1 lists operational and maintenance measures that Sound Transit performs on a regular basis and the benefits that these measures provide. Crossovers, special track work, and adjustments based on track type are provided in Table 7-1. Typical noise reductions for sound walls, elevated acoustical walls, and trench situations are also shown in Table 7-1. Source treatments that Sound Transit is currently using to minimize noise impacts include requiring wheel skirts, maintaining smooth tracks, performing vehicle maintenance and wheel truing, and conducting operator training.

Table 7-1. Light Rail Noise-shielding Adjustments

Track Type	Adjustment in Decibels
Acoustical sound walls on structures between 4 and 6 feet above the top of rail with some going as high as 8 feet. Walls on structures over 8 feet are not normally used because of wind loading and safety concerns.	Typical noise reduction of 6 to 15 dB or more, as predicted using FTA formulas and verified with measured data during normal operations along the existing light rail line in Tukwila.
Sound wall at-grade with an expected height of at least 6 feet above the grade of the guideway. An at-grade sound wall can go as high as 20 feet or more; however, for light rail only mitigation, the typical heights range from 4 to 8 feet.	Typical noise reduction of 4 to 12 dB or more, as predicted using FTA formulas and verified with measured data during normal operations along the Tukwila segment.

Research into methods of reducing wheel squeal noise, including using non-oil-based lubricants (such as water) and friction modifiers, has found such methods effectively reduce or eliminate wheel squeal. The lubricants can be applied by personnel working trackside or by an automated applicator. It is the general policy of Sound Transit to install lubricators on curves with a radius of 600 feet or less and prepare for lubrication on any curves with a radius of less than 1,250 feet near noise-sensitive properties. If wheel squeal is identified after system operation begins, it is possible to add lubricators. There are also some additional considerations that will be reviewed as related to installation and use of lubricants. For example, on some guideways with steeper grades, lubricants on the rails can make track maintenance more difficult and prevent the use of hi-rail vehicles. In some cases, the lubricator may need to be disabled from time to time to facilitate maintenance activities and wayside noise levels and noise from wheel squeal could increase during these brief periods. Once work is completed, the wayside lubricants would be reactivated.

When a light rail train travels over special trackwork for crossovers or turnouts, there is a loud clicking noise as the steel wheels go over the gap between the tracks. This can increase noise levels from the train by as much as 10 dBA compared with a smooth track with no gaps. Mitigation for noise impacts from special trackwork can include relocating the crossover or turnout away from noise-sensitive properties or using special frogs that include gap-closing mechanisms or moveable-point frogs.

With standard rigid frogs, noise and vibration occurs when the wheels pass over the gap in the rail, but a moveable-point frog eliminates the gap and one end of the frog moves in the direction of train travel. Other similar options for reducing noise from special trackwork include spring-rail or flange-bearing frogs. Flange-bearing frogs transfer the vehicle load from the wheel tread to the wheel flange and raise the light rail car up and over the gap, reducing noise and vibration levels. Each of these types of frogs produces noticeably lower noise levels than standard frogs.

Depending on the type of crossover and angle between the crossover and mainline track, special frogs can reduce noise levels between 4 and 8 dBA compared to a standard frog. The type of frogs used for the project would depend on the track type, crossover location, and proximity of noise-sensitive properties.

Relocation of special trackwork to more than 500 feet from noise-sensitive sites also could be used to eliminate the noise impact from the frogs.

7.1.1.2 Path Noise Mitigation

The next type of mitigation considered would be applied between the noise source and receiver. Typical noise path mitigation includes earth berms, sound walls, and buffer zones. Constructing barriers between the light rail tracks and the affected receivers would reduce noise levels by physically blocking the transmission of noise generated by light rail. Barriers can be constructed as walls or earth berms. Berms require more right-of-way than walls and are usually constructed with a 3-to-1 slope. Berms would not be feasible for the project because of topographical conditions and limited right-of-way. Therefore, walls would be used where appropriate.

Two types of sound walls are typically used for transit projects: For at-grade areas, the noise barrier type is a standard concrete wall, while on the elevated guideway, lightweight acoustical walls that place less load on the structure are used. Sound walls should be high enough to break the line of sight between the noise source and the receiver. The typical height for sound walls is 6 to 8 feet (or more) when at-grade and 4 to 6 feet when on elevated structures. Sound walls must also be long enough to prevent flanking of noise around the ends of the walls. Openings in sound walls for driveway connections or intersecting streets greatly reduce the effectiveness of these walls.

Buffer zones are undeveloped open spaces between the noise source and receiver. Buffer zones are created when an agency purchases land or development rights in addition to the normal right-of-way, so that future dwellings cannot be constructed close to the noise source. The West Seattle Link Extension corridor is an urban area that is heavily developed, so creating buffer zones is not a feasible form of noise mitigation because it would require substantially more project-related property acquisition and displacements.

7.1.1.3 Receiver Noise Mitigation

For situations where noise path mitigation would be either unfeasible or ineffective, Sound Transit would consider adding sound insulation to buildings. Sound insulation programs are developed to reduce the interior noise levels in sleeping and living quarters in residential land uses or in noise-sensitive areas such as schools and other institutional uses to within the guidelines set by the U.S. Department of Housing and Urban Development. Under these guidelines, interior noise levels for residential land uses should not exceed an Ldn of 45 dBA, and a form of fresh air exchange must be maintained. The air exchange can be achieved by opening a window or using a ventilation system. Sound insulation is normally only used on older dwellings with single-paned windows or in buildings with double-paned windows that are no longer effective because of leakage. Sound insulation would not reduce exterior noise levels.

7.1.2 Traffic Noise Mitigation Approaches

Potential traffic noise impacts could be mitigated either alone or in conjunction with the light rail mitigation.

In West Seattle, the displacement of residences along 32nd Avenue Southwest under Preferred Option DEL-6b and Alternative DEL-6a required an analysis for traffic noise impacts at residences with increased exposure to West Seattle Bridge traffic noise. The area was analyzed, and no traffic noise impacts were identified due to the steep hillside providing some noise shielding and preventing much of the traffic noise from propagating into the neighborhood. Therefore, no traffic noise mitigation was required.

7.1.3 Proposed Operational Noise Mitigation

For most identified noise impacts, sound walls were the selected method of reducing noise levels, consistent with Sound Transit's Link Noise Mitigation Policy (Sound Transit 2004). Sound walls would be effective at eliminating most predicted noise impacts in the West Seattle Link Extension. Details on the locations and heights for the new walls are provided by project and segment in the following sections. The sound walls presented here were evaluated using 100-foot-long panel segments and the actual wall segments would be much shorter in length, typically 12 to 14 feet long. In addition, during final design, the walls would be optimized further based on any revisions to the project design; therefore, the final wall lengths and heights may vary from those presented here, based on updated design elements and land uses along the corridor. Also, because detailed station design was not available for all stations, and because most station design includes noise-reducing elements, mitigation near some stations is quantified using an equivalent sound wall. In fact, for most stations, these design elements would be sufficient to mitigate noise from light rail operations.

Noise mitigation for the project includes sound walls along the elevated structures and along some at-grade retained-cut segments. Because of the height of some structures in the West Seattle area, not all noise impacts can be mitigated with sound walls. For those sites where sound walls would not be effective, building sound insulation will be examined. Maps showing the locations of sound walls are provided in Attachment N.3D.

7.1.3.1 SODO Segment

There are no FTA noise impacts in the SODO Segment of the West Seattle Link Extension and therefore, no noise mitigation is proposed.

7.1.3.2 Duwamish Segment

Sound walls are summarized by alternative in Tables 7-2 through 7-4. Project station numbering is provided in each of the tables as a reference for the wall locations. With the proposed mitigation, all impacts would be mitigated.

Under Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2, a 300-foot-long, 4-foot-tall sound wall would be required along the west side of the elevated light rail structure for Seattle Fire Station 14, on 4th Avenue South. Two additional sound walls would also be needed under Preferred Alternative DUW-1a and Option DUW-1b along the Pigeon Point area, east and west of the retained-cut sections of the guideway.

Under Preferred Alternative DUW-1a when connecting to Alternative DEL-6a, additional noise impacts were identified due to the trackway being elevated along a slope in Pigeon Point. There may be an option to install noise walls along the top of the slope; however, due to service access and hillside support, the walls are not included in this analysis and those impacts would be reviewed for sound insulation. If this alternative is selected, additional mitigation analysis would be required.

Under Preferred Alternative DUW-1a, the following sound walls would be needed:

- One 300-foot-long, 4-foot-tall wall on the west side of the structure to provide mitigation to Fire Station 14
- A second, 700-foot-long wall ranging in height from 4 to 8 feet on the south side of the elevated structure to provide mitigation to the east side of the Pigeon Point area
- A third, 800-foot-long, 4- to 8 foot-tall wall on the south side of the structure to provide mitigation for the western slope of Pigeon Point

Table 7-2. Summary of Sound Walls for the Preferred South Crossing Alternative (DUW-1a)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	West	174+00	177+00	4 feet	300 feet
At-grade-level and elevated sound wall	East	253+00	260+00	4 to 8 feet	700 feet
Elevated sound wall	East	264+00	Continued in Delridge	4 to 6 feet	800 feet

The sound wall information presented in Table 7-2 would be for connections to Preferred Option DEL-6b and Alternative DEL-7. If connecting to other Delridge Segment alternatives, the sound walls would be similar but the lengths of the at-grade and elevated walls could increase by 100 feet, except for the connection to Alternative DEL-3 and Alternative DEL-4. Because the location of the alignment is farther from the Pigeon Point area, an additional 500 feet of wall would be required for the connection to Alternative DEL-3 and Alternative DEL-4 when compared to Preferred Alternative DUW-1a connecting to Preferred Option DEL-6b and Alternative DEL-7. Wall heights would vary by connection; however, the walls would be 4 to 6 feet, with some short sections of 100 to 200 feet where 8 foot walls may be required.

Table 7-3. Summary of Sound Walls for the South Crossing South Edge Crossing Alignment Option (DUW-1b)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	West	174+00	177+00	4 feet	300 feet
Elevated sound wall	East	253+00	262+00	4 to 8 feet	900 feet
Elevated sound wall	East	267+00	Continued in Delridge	4 feet	400 feet

The sound wall information presented in Table 7-3 would be for connections to Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4. If connecting to Preferred Option DEL-6b, Alternative DEL-6a, or Alternative DEL-7, the sound wall length would be slightly shorter and the heights could be slightly different and vary by connection.

Table 7-4. Summary of Sound Walls for the North Crossing Alternative (DUW-2)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	West	174+00	177+00	4 feet	300 feet

Under Alternative DUW-2, the only sound wall required is for Fire Station 14, on 4th Avenue South.

7.1.3.3 Delridge Segment

Sound walls are summarized by alternative in Tables 7-5 through 7-14. Project station numbering is provided in each of the tables as a reference for the wall locations.

Under Preferred Option DEL-6b, the following sound walls would be needed:

- A 4- to 8-foot-tall sound wall would begin just south of Delridge Station along the east side of the guideway where it begins to curve toward to the west. The wall would continue through to the West Seattle Junction Segment (2,600 feet).
- A 4- to 6-foot-tall sound wall on the west side of the guideway would begin just east of the intersection of Southwest Andover Street and Southwest Avalon Way where the guideway turns south to travel west of 32nd Avenue Southwest. The 800-foot-long wall would end approximately 400 feet from the West Seattle Junction Segment.
- Noise mitigation would not be required at the Delridge Station as it would be further away from sensitive receivers east of Delridge Way Southwest.

The sound walls are sufficient to mitigate all potential noise impacts under Preferred Option DEL-6b. Table 7-5 summarizes the sound walls for Preferred Option DEL-6b.

Table 7-5. Summary of Sound Walls for the Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
At-grade-level and elevated sound wall	East	280+00	Continues in West Seattle Junction	4 to 8 feet	2,600 feet
At-grade-level and elevated sound wall	West	293+00	301+00	4 to 6 feet	800 feet

Under Alternative DEL-1a, the following sound walls would be needed:

- A sound wall from the Duwamish Segment would continue along the east side of the elevated guideway to the curve on to Southwest Genesee Street, ending approximately 400 feet west of 26th Avenue Southwest. A shorter length would be needed when connecting to Alternative DUW-2 in the Duwamish Segment.
- Sound walls on the west side of the elevated structure along Southwest Delridge Way and along Southwest Genesee Street, continuing to the West Seattle Junction Segment.

Sound walls on the east side of the elevated guideway on Southwest Genesee Street east of Southwest Avalon Way, continuing to the West Seattle Junction Segment. Noise mitigation no less effective than a 4-foot sound wall would also be integral on both sides of the Delridge Station. Mitigation no less effective than a 4-foot wall means that the station design would include elements that would provide the same reduction as a wall that was at least 4 feet above the top or rail. Due to different installation techniques of the rails that are unknown at this time, the noise mitigation in some areas, for example stations, are specified using this terminology. All sound walls would have a height of 4 feet to 6 feet and with the proposed mitigation, all impacts under Alternative DEL-1a would be mitigated. The new walls also would provide noise mitigation for the FTA Category 1 Secret Studio Records/Studio 1208. Table 7-6 summarizes the sound walls for Alternative DEL-1a.

Noise mitigation under Option DEL-1b would be the same as described for Alternative DEL-1a and would also be effective at mitigation of all noise impacts.

Table 7-6. Summary of Sound Walls for the Dakota Street Station Alternative (DEL-1a)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall [a]	East	Continued from Duwamish Segment	295+00	4 feet	2,500 feet
Elevated sound wall	West	282+00	Continues in West Seattle Junction	4 to 6 feet	2,800 feet
Elevated sound wall	East	306+00	Continues in West Seattle Junction	4 feet	400 feet

[a] Sound wall would be shorter in length when connecting to Alternative DUW-2.

Noise mitigation under Option DEL-1b would be the nearly the same as described for Alternative DEL-1a with one change in sound wall height from 4 feet to 6 feet at the southwest corner of Southwest Avalon Way and Southwest Genesee Street before dropping back down to 4 feet at the Delridge and West Seattle Junction segments border. Table 7-7 summarizes the sound walls for Option DEL-1b.

Table 7-7. Summary of Sound Walls for the Dakota Street Station North Alignment Option (DEL-1b)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	East	Continued from Duwamish Segment	294+00	4 feet	2,400 feet
Elevated sound wall	West	282+00	Continues in West Seattle Junction	4 to 6 feet	2,800 feet
Elevated sound wall	East	306+00	Continues in West Seattle Junction	4 to 6 feet	400 feet

Under Alternative DEL-2a, the location and lengths of sound walls for the west side of the guideway are the same as described under Alternative DEL-1a; however, because of the lower track alignment, many of the sound walls along Delridge Way Southwest and Southwest Genesee Street would be taller, ranging from 4 to 8 feet tall. Sound walls along the east side of the guideway would also be the same as with Alternative DEL-1a with slightly taller walls of 4 to 6 feet, continuing from the Duwamish Segment to Southwest Genesee Street, ending approximately 400 feet west of 26th Avenue Southwest. Noise mitigation no less effective than a 4-foot sound wall would also be integral on both sides of the Delridge Station. The new walls would also provide noise mitigation for the FTA Category 1 Secret Studio Records/Studio 1208. Table 7-7 summarizes the sound walls for Alternative DEL-2a.

Even with sound walls of up to 8 feet, the following seven units would not be mitigated:

- Four units at the multi-family building The Edge Apartments at 3014 Southwest Genesee Street
- Three units at 3120 Avalon Way

All noise impacts identified would be to the exterior of the units. The Edge Apartments was constructed in 1958, prior to many current building requirements, and has no outdoor uses, and therefore may be a candidate for sound insulation such as improved windows and fresh air exchange systems. The final building, 3120 Avalon Way, is a newer building (constructed in 2002) and therefore would have double-pane windows. The impacts that could not be mitigated are on the upper floor of this six-floor building. If this alternative is selected, additional testing

may be performed at each of these buildings. The purpose of the testing would be to determine the interior noise levels from transit operations and to verify compliance that they meet the Department of Housing and Urban Development requirements or provide recommended acoustical improvements. However, with the sound walls and building insulation as needed, the interior noise levels would be within Department of Housing and Urban Development requirements, and all noise impacts would be mitigated. Table 7-8 summarizes the sound walls for Alternative DEL-2a.

Table 7-8. Summary of Sound Walls for the Dakota Street Station Lower Height Alternative (DEL-2a)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	East	Continued from Duwamish Segment	293+00	4 feet	2,30 feet
Elevated sound wall	West	282+00	Tunnel Portal	4 to 8 feet	2,500 feet

Option DEL-2b would be to the north along Southwest Genesee Street and would remove several of the buildings near Southwest Avalon Way. The sound walls would be similar to Alternative DEL-2a, with wall heights ranging from 4 feet to 8 feet. Noise mitigation no less effective than a 4-foot sound wall would also be integral on both sides of the Delridge Station. The new walls also provide noise mitigation for the FTA Category 1 Secret Studio Records/Studio 1208. Under this alternative, there are approximately four top-floor (sixth-floor) units at the Youngstown Flats that could not be mitigated with walls. The impacts at the Youngstown Flats under Option DEL-2b are slightly different than Alternative DEL-2a because the elevation of the track and station location are slightly different. This slight change in the track elevation and station location increases the number of impacts remaining, even with an 8-foot sound wall. If this alternative is selected, additional testing may be performed at those units where noise mitigation was not predicted to resolve impacts. The purpose of the testing would be to determine the interior noise levels from transit operations and verify that they meet the Department of Housing and Urban Development requirements for residences. With the sound walls and building insulation as needed, the interior noise levels would be within Department of Housing and Urban Development requirements. Table 7-9 summarizes the sound walls for Option DEL-2b.

Table 7-9. Summary of Sound Walls for the Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	East	Continued from Duwamish Segment	294+00	4 feet	2,400 feet
Elevated sound wall	West	282+00	Tunnel Portal	4 to 8 feet	2,500 feet

Under Alternative DEL-3, the following sound walls would be needed:

- Sound walls on the east side of the guideway continuing from the Duwamish Segment to Southwest Genesee Street and ending approximately 100 feet west of 26th Avenue Southwest
- Sound walls on the west side of the guideway along Delridge Way Southwest south of Southwest Andover Street and ending along Southwest Genesee Street approximately 500 feet east of Delridge Way Southwest

- Sound walls on the west side of the structure from the north end of the Delridge Station to the connection in the West Seattle Junction Segment
- Sound walls on the east side of the elevated guideway along Southwest Genesee Street east of Southwest Avalon Way, continuing to the West Seattle Junction Segment

Noise mitigation no less effective than a 4-foot sound wall would also be integral along the east side of the Delridge Station. The new walls also provide noise mitigation for the FTA Category 1 Secret Studio Records/Studio 1208. With the new sound walls, all noise impacts are mitigated. Table 7-10 summarizes the sound walls for Alternative DEL-3.

Table 7-10. Summary of Sound Walls for the Delridge Way Station Alternative (DEL-3)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	East	Continued from Duwamish Segment	291+00	4 to 6 feet	2,000 feet
Elevated sound wall	East	294+00	298+00	4 feet	400 feet
Elevated sound wall	East	306+00	309+00	4 feet	300 feet
Elevated sound wall	West	Delridge Station	Continues in West Settle Junction	4 to 6 feet	3,100 feet

Under Alternative DEL-4, the following sound walls would be needed:

- Sound walls on the east side of the guideway continuing from the Duwamish Segment to Southwest Genesee Street and ending approximately 100 feet west of 26th Avenue Southwest
- Sound walls on the west side of the structure from the north end of the Delridge Station to the connection in the West Seattle Junction Segment

Noise mitigation under Alternative DEL-4 would range from 4- to 8-foot-tall walls to account for the lower track elevations. Even with the walls, four units on the upper floor at the multi-family building at 3101 Southwest Avalon Way are predicted to meet or exceed the FTA criteria. Therefore, the upper-floor units in this multi-family building may be candidates for sound insulation. If this alternative is selected, additional testing may be performed. The purpose of the testing would be to determine the interior noise levels from transit operations and to verify that they meet the Department of Housing and Urban Development requirements for residences or to provide recommended structural improvements. However, with the sound walls and building insulation as needed, the interior noise levels would be within Department of Housing and Urban Development requirements, and all noise impacts would be mitigated. Table 7-11 summarizes the sound walls for Alternative DEL-4.

Table 7-11. Summary of Sound Walls for the Delridge Station Lower Height Alternative (DEL-4)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
At-grade-level and elevated sound wall	East	Continued from Duwamish Segment	297+00	4 to 6 feet	2,600 feet
At-grade-level and elevated sound wall	West	280+00	Tunnel Portal	4 to 8 feet	3,000 feet

For Alternative DEL-5, the following sound walls would be needed:

- The continuation of the 4-foot-tall sound wall on the east side of the guideway in the Duwamish Segment for an additional 300 feet, providing noise mitigation for residences along Southwest Delridge Way and 23rd Avenue Southwest
- A second, 4-foot-tall, east-side sound wall continuing from just east of 26th Avenue Southwest to just east of 28th Avenue, providing noise mitigation for the Youngstown Flats multi-family building

A third, 4-foot-tall, east-side sound wall with a parallel, 4- to 8-foot-tall, sound wall on the west side from just west of 28th Avenue Southwest to the connection to the West Seattle Junction Segment. There are up to 15 multi-family residences in a nine-floor building at 3050 Southwest Avalon Way that are well above the guideway and could not be mitigated with sound walls; however, this building was constructed in 2018, has no external uses at the upper floors, and given current construction requirements for double-pane windows and wall insulation, interior noise levels at these units are likely within Department of Housing and Urban Development requirements. If this alternative is selected, additional testing may be performed at those units where noise mitigation was not predicted to resolve impacts. The purpose of the testing would be to determine the interior noise levels from transit operations and to verify that they meet the Department of Housing and Urban Development requirements for residences or to provide recommended structural improvements. With the sound walls and building insulation as needed, the interior noise levels would be within Department of Housing and Urban Development requirements. Table 7-12 summarizes the sound walls for Alternative DEL-5.

Table 7-12. Summary of Sound Walls for the Andover Street Station Alternative (DEL-5)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	East	273+00	276+00	4 feet	300
Elevated sound wall	East	279+00	282+00	4 feet	300 feet
Elevated sound wall	East	287+00	Continues in West Seattle Junction	4 feet	1,900 feet
Elevated sound wall	West	292+00	Continues in West Seattle Junction	4 to 8 feet	1,400

Noise mitigation for Alternative DEL-6a begins at the connection to the Duwamish Segment, with a continued sound wall just east of the Delridge Station. Alternative DEL-6a would also have a sound wall along the east side of the guideway for mitigation at the Youngstown Flats multi-family building. Sound walls would also be required along the east side of the guideway from just east of 28th Avenue Southwest, continuing to the tunnel portal to the West Seattle Junction Segment. Finally, a 6- to 8-foot-tall sound wall would be needed along the west side of the guideway for approximately 800 feet starting at Southwest Avalon Way. The sound walls are sufficient to mitigate all potential noise impacts under Alternative DEL-6a. Table 7-13 summarizes the sound walls for Alternative DEL-6a.

Table 7-13. Summary of Sound Walls for the Andover Street Station Lower Height Alternative (DEL-6a)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	East	Continued from Duwamish Segment	274+00	4 feet	300 feet
Elevated sound wall	East	278+00	282+00	4 feet	400 feet
At-grade-level and elevated sound wall	East	292+00	Continues in West Seattle Junction	4 to 8 feet	1,400 feet
At-grade-level and elevated sound wall	West	292+00	300+00	4 to 8 feet	800 feet

Noise mitigation for Alternative DEL-7 begins south of the Delridge Station with 4- to 6-foot-tall sound walls along the east side of the guideway and continues to the tunnel portal. Noise mitigation would not be required at the Delridge Station as it would be further away from sensitive receivers east of Delridge Way Southwest. A 4-foot-tall sound wall would also be required along the westside of the guideway from the intersection of Southwest Avalon Way and Southwest Andover Street till just before the tunnel portal entrance.

Even with the walls, two units at the multi-family building at 3000 Southwest Avalon Way and two single-family residences at 4031 and 4035 32nd Avenue Southwest are predicted to meet or exceed the FTA criteria. Therefore, these residences may be candidates for sound insulation. If this alternative is selected, additional testing may be performed. The purpose of the testing would be to determine the interior noise levels from transit operations and to verify that they meet the Department of Housing and Urban Development requirements for residences or to provide recommended structural improvements. However, with the sound walls and building insulation as needed, the interior noise levels would be within Department of Housing and Urban Development requirements and all noise impacts would be mitigated. Table 7-14 summarizes the sound walls for Alternative DEL-7.

Table 7-14. Summary of Sound Walls for the Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	East	280+00	Tunnel Portal	4 to 6 feet	2,100 feet
Elevated sound wall	East	294+00	298+00	4 feet	400 feet

7.1.3.4 West Seattle Junction Segment

Sound walls are summarized by alternative in Tables 7-15 through 7-19. Project station numbering is provided in each of the tables as a reference for the wall locations.

Under Preferred Option WSJ-5b, the sound wall would continue from the Delridge Segment on the east side of the trackway. The 6- to 10-foot-tall sound walls just prior to Avalon Station would mitigate noise coming from the retained cut. Table 7-15 summarizes the new wall.

Table 7-15. Summary of Sound Walls for the Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
At-grade-level	East	Continued from Delridge Segment	309+00	6 to 10 feet	400 feet

Alternative WSJ-1 would continue sound walls on both sides of the guideway from the Delridge Segment, including at the Avalon Station. Sound walls up to 8 feet tall would be required for the upper floors of the multi-family units south of the station area. The walls on the east and south side of the guideway would continue to the west side of 35th Avenue Southwest, where land use changes to commercial and no mitigation is needed. On the west and north side of the guideway, the walls end at 35th Avenue Southwest and start again near 37th Avenue Southwest, continuing at 4 to 8 feet tall to the end of the alignment near Southwest Hudson Street. Sound walls would also be needed along the east and south of the guideway near Southwest Oregon Street, 40th Avenue Southwest and from Southwest Alaska Street to the end of the guideway.

Because of the severe noise impacts and building elevations, sound walls would not be sufficient to fully mitigate the noise impacts at the following locations:

- A single-family residence on 40th Avenue Southwest
- Upper-floor units at the multi-family building at 4100 Southwest Alaska Street
- Upper-floor units at the multi-family building at 5000 California Avenue Southwest

The noise impact at the single-family residence on 40th Avenue Southwest is due in part to the double crossover and requires special trackwork mitigation in addition to the sound wall. The remaining sites would be considered for sound insulation as needed, but the buildings at 4100 Southwest Alaska Street are newer construction and would be equipped with double-pane windows. The multi-family building at 5000 California Avenue Southwest was constructed in 1984 and had a major remodel performed in 2018 that may have included installation of improved windows. If this alternative is selected, additional testing may be performed at each of these buildings. The purpose of the testing would be to determine the interior noise levels from transit operations and to verify that they meet the Department of Housing and Urban Development requirements for residences or to provide recommended structural improvements. With the sound walls, special trackwork, and building insulation as needed, the interior noise levels would be within Department of Housing and Urban Development requirements, and all noise impacts would be mitigated. Table 7-16 summarizes the sound walls for Alternative WSJ-1.

Table 7-16. Summary of Sound Walls for the Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	East	Continued from Delridge Segment	317+00	4 to 8 feet	800 feet
Elevated sound wall	West	Continued from Delridge Segment	312+00	4 feet	300
Elevated sound wall	West	319+00	Project Terminus	4 to 8 feet	3,600 feet
Elevated sound wall	East	329+00	333+00	4 feet	400 feet
Elevated sound wall	East	337+00	340+00	4 feet	300 feet
Elevated sound wall	East	343+00	Project Terminus	4 feet	1,200 feet

Alternative WSJ-2 would also continue the sound walls from the Delridge Segment on both sides of the alignment and include the same noise mitigation at the station. Sound walls would also be needed on the west side of the structure (north) near 36th Avenue Southwest to the Alaska Junction Station. Sound walls on the east side of the guideway (south) would resume south of Southwest Oregon Street to and including the Alaska Junction Station with mitigation equivalent to a 6-foot wall. North of the Alaska Junction Station, 4-foot sound walls would continue to mitigate sound from light rail operations on the trail tracks. Sound insulation would be considered for upper floors of a multi-family building on Fauntleroy Way Southwest (4800 and 4830) near the project terminus. The building was constructed in the 1980s and would be considered for sound insulation and tested to verify the interior noise levels from transit operations meet the Department of Housing and Urban Development requirements for residences if this alternative is selected. With the set of noise mitigation measures (i.e., walls and sound insulation), all noise impacts would be mitigated. Table 7-17 summarizes the walls proposed for Alternative WSJ-2.

Table 7-17. Summary of Sound Walls for the Elevated Fauntleroy Way Station Alternative (WSJ-2)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall [a]	East	Continued from Delridge Segment	317+00	4 to 6 feet	800 feet
Elevated sound wall	West	Continued from Delridge Segment	338+00	4 feet	2,900 feet
Elevated sound wall	East	331+00	Project Terminus	4 to 8 feet	1,300 feet
Elevated sound wall	West	342+00	Project Terminus	4 to 6 feet	200 feet

[a] Sound wall would be shorter in length when connecting to Option DEL-1b.

Under Alternative WSJ-3a and Option WSJ-3b, the alignment is entirely in a tunnel in the West Seattle Junction Segment and no noise impacts were identified and no mitigation is required.

Alternative WSJ-4 would continue the sound walls from the Delridge Station on both sides of the alignment and include noise mitigation at the Avalon Station. The 4- to 6-foot-tall walls would mitigate noise from the station. An additional 4-foot sound wall would be required along the west and north side of the guideway from near 36th Avenue Southwest to just prior to the tunnel portal. All impacts would be mitigated. Table 7-18 summarizes the new sound wall.

Table 7-18. Summary of Sound Walls for the Short Tunnel 41st Avenue Station (WSJ-4)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
Elevated sound wall	West	Continued from Delridge	316+00	4 feet	700 feet
Elevated sound wall	East	Continued from Delridge	316+00	4 to 6 feet	700 feet
Elevated sound wall	West	319+00	327+00	4 feet	800 feet

Alternative WSJ-5a would continue the sound walls from the Delridge Segment on the east side of the trackway. The 4- to 8-foot-tall sound walls just prior to Avalon Station would mitigate noise coming from the retained-cut segment. Table 7-19 summarizes the new wall.

Table 7-19. Summary of Sound Walls for the Medium Tunnel 41st Station Alternative (WSJ-5a)

Mitigation	Side of Track	Start Station	End Station	Wall Height	Wall Length
At-grade-level	East	Continued from Delridge Segment	309+00	4 to 8 feet	400 feet

Under Alternative WSJ-6, the alignment is entirely in a tunnel in the West Seattle Junction Segment and no noise impacts were identified. Therefore, no mitigation is required.

7.2 Construction Noise Mitigation

Construction activities will be required to comply with codified sound limits. Nighttime construction would require a noise variance from the City of Seattle. Noise mitigation would likely be required for construction activities to comply with Seattle Municipal Code or variance sound level limits. The contractor will develop a Noise Control Plan prior to construction. The Noise Control Plan will detail the construction equipment and methods that will be used throughout the project, predicted sound levels from various construction phases, noise monitoring and reporting requirements, and the types of noise mitigation that will be used to satisfy project sound level limits. These noise mitigation measures may include the following, as appropriate:

- Schedule construction activities to occur during daytime hours, or if nighttime construction is unavoidable, schedule the loudest construction activities for daytime hours.
- Install construction noise barriers between the construction site and noise-sensitive properties at tunnel portals, or other construction areas where nighttime construction or long periods of construction are anticipated.
- Use backup warning devices that are the least intrusive broadband type on all equipment or use backup observers as permitted by law.
- Use low-noise emission equipment.
- Use bed lining such as soil, gravel, or rubber in all haul truck beds.
- Monitor and maintain equipment to meet noise limits.
- Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.
- Use radios for all long-range communication onsite; no yelling should be permitted except in case of an emergency.
- Limit use of public address systems.
- Remove any material or debris spilled on pavement by hand sweeping and avoid scraping type equipment or activity will be used to clean pavement surfaces.
- Limit engine idling to not more than two minutes when vehicles or equipment are not directly engaged in work activity.
- Locate stationary equipment away from noise-sensitive properties to the extent possible.
- Where practical, minimize the use of generators or use generators in sound-rated enclosures.
- Operate equipment to minimize banging, clattering, buzzing, and other annoying types of noises.

- To the extent feasible, configure the construction site in a manner that keeps noisier equipment and activities as far as practicable from noise-sensitive locations and nearby buildings.
- Provide enclosures for stationary equipment and barriers around particularly noisy areas of the site.
- Phase start-up of equipment and avoid simultaneous high-noise activities.
- Fit equipment with high-grade engine exhaust silencers and/or engine shrouds.
- Additional coordination of the construction activities and scheduling may also be necessary with sensitive land uses along the corridor, including recording studios, performance arts centers, and other highly sensitive land uses.

7.3 Operational Vibration Mitigation

7.3.1 Vibration Mitigation Approaches

Several different approaches have been used by rail transit systems to reduce groundborne vibration and groundborne noise. The most common vibration mitigation measures used on light rail systems consist of placing a resilient layer between the track and the soil. Some standard approaches for vibration mitigation measures with direct-fixation track are as follows:

- High-resilience fasteners: Direct-fixation track fasteners are used to attach the rail to the concrete track slab in a tunnel or on an elevated structure. High-resilience fasteners include a soft, high-resilience element (nominal vertical static stiffness of 60,000 pounds force inch and a dynamic to static ratio of 1.4:1) to provide greater vibration isolation than standard rail fasteners in the vertical direction.
- Floating slabs: Floating slab consists of a concrete slab supported by elastomer springs on a concrete foundation. The elastomer springs could be a continuous mat or individual springs. The frequency range at which a floating slab is effective depends on the thickness of the slab and the stiffness of the springs. Floating slabs are very effective at reducing vibration levels, particularly at low frequencies. However, they are also very expensive.
- Low-impact special trackwork: The impacts of vehicle wheels over rail gaps at special trackwork locations such as turnouts and switches can increase vibration levels by up to 10 dB. If special trackwork cannot be located away from vibration-sensitive receivers, another approach is to use low-impact frogs. Spring-rail and moveable-point frogs allow the flangeway gap to remain closed in the main traffic direction for revenue service trains and can almost completely reduce the vibration increase caused by special trackwork. Monoblock frogs are milled out of a single block of steel and their tolerances can be tighter than a traditional frog, which reduces the vibration increase. Flange-bearing frogs include a ramp to support the flange of the wheel to minimize banging. Well-designed monoblock and flange-bearing frogs can reduce the vibration level increase by about half compared to a standard frog.
- Alternative approaches: There are alternative vibration mitigation approaches that may be applied under specific circumstances. Examples include increasing the thickness of the concrete under the track, specifying straighter rails, and building the track on top of pile foundation systems when the track would traverse very soft sections of soil.

The typical vibration mitigation measure for ballast-and-tie track is ballast mat; however, there would be no vibration exceedances in ballast-and-tie track areas.

7.3.2 Proposed Operational Vibration Mitigation

Vibration mitigation is proposed for all sensitive receivers where there would be impacts. Locations of vibration impacts are shown in the maps in Attachment N.3E. The key points of mitigation are as follows:

- High-resilience fasteners are proposed for most vibration and groundborne noise exceedances for direct-fixation track for tunnels or elevated structure.
- Low-impact frogs are proposed at locations where exceedances are predicted as a result of amplification from special trackwork. Moveable-point frogs and monoblock frogs are examples of low-impact frogs that provide different levels of vibration reduction. Moveable-point frogs are proposed as a low-impact frog where the projected levels exceed the limit by more than 5 dB. Monoblock frogs are proposed as a low-impact frog where the projected levels exceed the limit by less than 5 dB. Low-impact frogs with similar performance could be used in place of the proposed frog.

During final design, the vibration analysis will be refined before finalizing mitigation measures. Increasing the distance between the track and the closest sensitive receiver by removing buildings may eliminate the need for track-based mitigation. Site-specific vibration measurements at locations where vibration exceedances are predicted could also be used to refine the predicted vibration levels and mitigation recommendations.

The following sections describe the mitigation recommendations for each segment of the West Seattle Link Extension. High-resilience fasteners are used to connect the rail to the track slab and are softer than traditional fasteners, which allows them to absorb some of the vibration that is transmitted from the rail into the ground. The lifespan is similar to traditional fasteners, and no special maintenance is required. A frog is a component of special trackwork where there is a gap in the rail to allow one rail to cross another. The impacts of vehicle wheels over rail gaps can cause high levels of noise and vibration. Low-impact frogs are designed to reduce the impact forces at the gap, and as a result produce lower noise and vibration levels.

7.3.2.1 SODO Segment

There would be no vibration impacts for any alternatives in the SODO Segment; therefore, no vibration mitigation measures are proposed.

7.3.2.2 Duwamish Segment

There would be no vibration impacts for Option DUW-1b and Alternative DUW-2. Impacts for Preferred Alternative DUW-1a are projected in two different special trackwork areas: at Fire Station 14 in east Duwamish near the turnout at the entrance to the Maintenance Facility and at a single-family residence near the crossover east of Delridge Way Southwest near the West Seattle Bridge on-ramp. Proposed mitigation at both locations would be a low-impact frog, such as a monoblock frog. At both locations, the predicted vibration level exceeds the impact threshold by less than 1 decibel. Additional analysis or refinement of the prediction model during final design may show that the predicted levels are below the impact threshold without mitigation.

Table 7-20 summarizes the proposed mitigation measures for the Preferred Alternative DUW-1a vibration impacts.

Table 7-20. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Preferred South Crossing Alternative (DUW-1a)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
DUW-1a	WS10046	1	Reassessment (exceeds by less than 1 dB)/ Low-impact frog, monoblock	SB-W 174+00	SB-W 174+00	Not applicable
DUW-1a (*when connecting to DEL-6b only*)	WS5541	1	Reassessment (exceeds by less than 1 dB)/ Low-impact frog, monoblock	SB-W 266+00	SB-W 266+00	Not applicable

7.3.2.3 Delridge Segment

There would be no vibration impacts for Option DEL-1b, Alternative DEL-2a, Option DEL-2b, and Alternative DEL-4. Impacts and proposed mitigation for the other alternatives would be as follows:

- Preferred Option DEL-6b would have a vibration impact at one single-family residence located close to the elevated structure near the intersection of Southwest Andover Street and Southwest Avalon Way. The proposed mitigation is high-resilience fasteners.
- Alternative DEL-1a would have a vibration impact at a multi-family residential building near the curve at the intersection of Southwest Genesee Street and Southwest Avalon Way. The proposed mitigation is high-resilience fasteners.
- Alternative DEL-3 would have a vibration impact at one multi-family building near the curve at the intersection of Southwest Genesee Street and Southwest Avalon Way. The proposed mitigation measure is high-resilience fasteners.
- Alternative DEL-5 would have vibration impacts at the multi-family building at the intersection of Southwest Dakota Street and 30th Avenue Southwest. The proposed mitigation measure is high-resilience fasteners.
- For Alternative DEL-6a, there would be vibration impacts at the buildings near the intersection of Yancy Street and 32nd Avenue Southwest and at a building near the retained-cut portion of the alignment on 32nd Avenue Southwest. The proposed mitigation measure is high-resilience fasteners.
- For Alternative DEL-7, there would be groundborne noise impacts at the residences where the tunnel gets shallower as it approaches the tunnel portal. The proposed mitigation is high-resilience fasteners.

Table 7-21 through Table 7-26 summarize the proposed mitigation measures for the Delridge Segment Build Alternatives with vibration impacts.

Table 7-21. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
DEL-6b	WS7185	1	Reassessment (exceeds by less than 1 dB)/ High- resilience direct-fixation fasteners	SB-W 293+00	SB-W 297+00	400

Table 7-22. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Dakota Street Station Alternative (DEL-1a)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
DEL-1a	WS1094	12	Reassessment (exceeds by less than 1 dB)/ High- resilience direct-fixation fasteners	SB-W 305+00	SB-W 309+00	400

Table 7-23. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Delridge Way Station Alternative (DEL-3)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
DEL-3	WS1094	12	Reassessment (exceeds by less than 1 dB)/High-resilience direct-fixation fasteners	SB-W 305+00	SB-W 309+00	400

Table 7-24. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Andover Street Station Alternative (DEL-5)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
DEL-5	WS82100	9	High-resilience direct-fixation fasteners	SB-W 294+00	SB-W 298+00	400

Table 7-25. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Andover Street Station Lower Height Alternative (DEL-6a)

Alternative	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
DEL-6a	WS7154, WS7120, WS7117	3	High-resilience direct-fixation fasteners	SB-W 294+00	SB-W 305+00	1,100

Table 7-26. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
DEL-7	WS7151, WS7215, WS7350, WS7351, WS7352, WS7335, WS7336, WS7391, WS7214	9	High-resilience direct-fixation fasteners	SB-W 297+00	SB-W 306+00	900

7.3.2.4 West Seattle Junction Segment

There would be no vibration impacts for Alternative WSJ-2. Impacts and proposed mitigation for the remaining West Seattle Junction Segment Build Alternatives would be as follows:

- For Preferred Option WSJ-5b, there would be groundborne noise impacts where the tunnel is shallowest near the tunnel portal and along the curve. The proposed mitigation at both of these locations is high-resilience fasteners. There would also be groundborne noise impact near the special trackwork south of the Alaska Junction Station. The proposed mitigation is a low-impact frog, such as a moveable-point frog. Site-specific vibration propagation data may show that a monoblock or flange-bearing frog provides sufficient mitigation.
- For Alternative WSJ-1, there would be groundborne noise impacts at parcels close to a crossover. The proposed mitigation is a low-impact frog, such as a monoblock frog.
- For Alternative WSJ-3a, there would be groundborne noise impacts at residences east of the Avalon Station where the tunnel would be shallower and at residences near the curve between Southwest Oregon Street and Southwest Alaska Street. The proposed mitigation measure in this area is high-resilience fasteners. Site-specific vibration propagation data at residences near Avalon Station may show that mitigation is not necessary, because most of the projected levels exceed the criteria by less than 2 dB, which is less than the safety factor applied in the prediction model. There would also be a groundborne noise impact near the special trackwork south of the Alaska Junction Station. The proposed mitigation is a low-

impact frog, such as a moveable-point frog. Site-specific vibration propagation data may show that a monoblock or flange-bearing frog provides sufficient mitigation.

- The proposed mitigation for Option WSJ-3b is similar to the recommendations for Alternative WSJ-3a. Groundborne noise impacts would occur at residences east of Avalon Station where the tunnel would be shallower. The proposed mitigation measure in this area is high-resilience fasteners. There would also be groundborne noise impacts at residences on 42nd Avenue Southwest near the crossover south of the Alaska Junction Station. The proposed mitigation is a low-impact frog, such as a moveable-point frog. The projected groundborne noise levels at two of the buildings exceed the threshold for impact by more than 10 dB, which is the expected reduction of the low-impact frog. Site-specific vibration propagation testing is proposed to verify additional mitigation measures, such as high-resilience fasteners, are not necessary.
- For Alternative WSJ-4, there would also be groundborne noise impacts near the crossover south of the Alaska Junction Station and at the receivers north of the same station where the tunnel depth is shallower. The proposed mitigation for the special trackwork is a low-impact frog, such as a moveable-point frog. The proposed mitigation for the other groundborne noise impacts is high-resilience fasteners.
- For Alternative WSJ-5a, there would be groundborne noise impacts near the crossover south of the Alaska Junction Station and at the receivers between the Alaska Junction Station and Avalon Station where the tunnel would be shallower compared to some of the other alternatives. The proposed mitigation for the special trackwork is a low-impact frog, such as a moveable-point frog or spring-rail frog. The proposed mitigation for the other impacts is high-resilience fasteners.
- For Alternative WSJ-6, there would be groundborne noise impacts along the curve where the tunnel is shallower. The proposed mitigation is high-resilience fasteners. There would also be groundborne noise impact near the special trackwork south of the Alaska Junction Station. The proposed mitigation is a low-impact frog, such as a moveable-point frog.

Tables 7-27 through 7-33 summarize, by alternative, the proposed mitigation measures for the West Seattle Junction Segment.

Table 7-27. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
WSJ-5b	WS6586, WS6585, WS6581, WS6580	4	High-resilience direct-fixation fasteners	SB-W 317+00	SB-W 323+00	600
WSJ-5b	WS6541, WS6540, WS6537, WS6536, WS2330, WS2332, WS3004, WS3002, WS6385, WS6384, WS2254, WS7584, WS7585, WS7583, WS7582, WS2280, WS2282, WS2284, WS2286, WS2288, WS2290, WS2292, WS2294, WS2264, WS2266, WS2268, WS2270	30	High-resilience direct-fixation fasteners	SB-W 326+00	SB-W 338+00	1,200
WSJ-5b	WS6114, WS2212, WS2210, WS2208, WS2206, WS2204, WS60300, WS2238	124	Low-impact frog, moveable-point	SB-W 342+00	SB-W 347+00	Not applicable

Table 7-28. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
WSJ-1	WS5114, WS5115, WS6391, WS6390, WS6387	7	Low-impact frog, monoblock	SB-W 336+00	SB-W 336+00	Not applicable

Table 7-29. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Tunnel 41st Avenue Station Alternative (WSJ-3a)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
WSJ-3a (*when connecting to DEL-2a only*)	WS5167, WS61000, WS60900, WS2422, WS2420, WS2418, WS2416, WS60800	161 [a]	High-resilience direct-fixation fasteners	SB-W 306+00	SB-W 315+00	900
WSJ-3a (*when connecting to DEL-2a only*)	WS7584, WS7585, WS2280, WS2282, WS2284, WS2286, WS2288, WS2290, WS2292, WS2294, WS2264, WS2266, WS2268, WS2270	14	High-resilience direct-fixation fasteners	SB-W 336+00	SB-W 343+00	700
WSJ-3a	WS1010, WS2204, WS2212, WS2210, WS2208, WS2206	24	Low-impact frog, moveable-point	SB-W 350+00	SB-W 350+00	Not applicable

[a] Alternative WSJ-3a with connection to Alternative DEL-2a would have impacts at the same 24 units as the original Alternative WSJ-3a, with 175 additional units for a total of 199 impacted units.

Table 7-30. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Tunnel 42nd Avenue Station Option (WSJ-3b)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
WSJ-3b (*when connecting to DEL-2a only*)	WS5167, WS61000, WS60900, WS2422, WS2420, WS2418, WS2416, WS60800	161	High-resilience direct-fixation fasteners	SB-W 306+00	SB-W 315+00	900
WSJ-3b	WS2158, WS1006	269	Low-impact frog, moveable-point	SB-W 354+00	SB-W 354+00	Not applicable

Table 7-31. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
WSJ-4	WS6555, WS6554, WS6545, WS5122, WS5123, WS5125, WS5126, WS5130, WS5131, WS5132, WS5133, WS5127, WS5124, WS6395, WS6394, WS6391, WS6383, WS6382, WS6381, WS6380, WS6390, WS6392, WS6393, WS6377, WS6376, WS6375, WS6372, WS2260, WS2262, WS2272, WS2264, WS2266, WS2268, WS2270, WS7582, WS2274, WS2276, WS2278, WS6374, WS6391, WS5116, WS51000	124	High-resilience direct-fixation fasteners	SB-W 329+00	SB-W 343+00	1400
WSJ-4	WS1010, WS2218, WS2220, WS2222, WS2224, WS2226, WS2228, WS2232, WS2234, WS6115	29	Low-impact frog Moveable-point	SB-W 349+00	SB-W 349+00	Not applicable

Table 7-32. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
WSJ-5a	WS6586, WS6585, WS6581, WS6580	4	High-resilience direct-fixation fasteners	SB-W 317+00	SB-W 323+00	600
WSJ-5a	WS6541, WS6540, WS6537, WS6536, WS2330, WS2332, WS3004, WS3002, WS6385, WS6384, WS2280, WS7582, WS7583, WS7584, WS7585, WS2282, WS2284, WS2286, WS2288, WS2290, WS2292, WS2294, WS2264, WS2266, WS2268, WS2270, WS2254	29	High-resilience direct-fixation fasteners	326+00	338+00	1,200
WSJ-5a	WS1010, WS2204, WS6114, WS2212, WS2210, WS2208, WS2206	46	Low-impact frog, moveable-point	SB-W 342+00	SB-W 347+00	Not applicable

Table 7-33. Summary of Vibration and Groundborne Noise Impacts and Proposed Mitigation for the No Avalon Station Tunnel Alternative (WSJ-6)

Alternatives and Design Options	Sound Transit Right-of-way I.D.	Number of Impacts	Proposed Mitigation	Start Station	End Station	Approximate Length of Mitigation (feet)
WSJ-6	WS6526, WS2320, WS2318, WS2254, WS2262, WS2280, WS7584, WS7585, WS2282, WS2284, WS2286, WS2288, WS2290, WS2292, WS2294, WS2264, WS2266, WS2268, WS2270, WS2246, WS2248, WS2250	71	High-resilience direct-fixation fasteners	SB-W 331+00	SB-W 340+00	900
WSJ-6	WS1010, WS2204, WS6114, WS2212, WS2210, WS2208, WS2206, WS60300	73	Low-impact frog, moveable-point	SB-W 342+00	SB-W 347+00	Not applicable

7.4 Construction Vibration Mitigation

The primary means of mitigating vibration from construction activities is to require the contractor to prepare a detailed Construction Vibration Control Plan. The contractor will prepare the plan in conjunction with the contractor's specific equipment and methods of construction. Key elements of a plan are as follows:

- Contractor's specific equipment types.
- Schedule and methods of construction.
- Identification of all Category 1 and special-use buildings near construction sites.
- Methods for projecting construction vibration levels.
- Construction vibration limits.
- Specific vibration-control measures where predicted levels exceed the limits.
- Methods for responding to community complaints.

7.4.1 Potential Surface Construction Vibration Mitigation

Construction should be carried out in compliance with Sound Transit specifications and all applicable local regulations. Specific construction vibration mitigation measures should be developed during the design phase when more detailed construction means and methods information is available. The following mitigation measures should be applied as needed to minimize construction vibration impacts:

- **Pre-construction survey:** Prior to the start of construction, a survey of buildings including inspection and photographs of building foundations should be completed near construction areas. All potentially fragile structures within 200 feet should be included.
- **Construction timing:** Nighttime construction in residential neighborhoods should be avoided and businesses coordinated with to avoid interfering with sensitive daytime activities. Additional coordination of the construction activities and scheduling may also be necessary with sensitive land uses along the corridor, including recording studios, performance arts centers, and other highly sensitive land uses. Local ordinances should be followed unless variances are obtained.
- **Equipment location:** Stationary construction equipment should be as far as possible from vibration-sensitive sites.
- **Continuous vibration monitoring:** Monitoring can be implemented at particularly sensitive receivers, such as Category 1 or special-use buildings with low vibration limits.
- **Alternative construction methods:** Alternative construction methods should be used, where practical, to minimize the use of impact and vibratory equipment (e.g., pile drivers and compactors).

Predicted vibration levels from impact pile-driving exceed the impact threshold for potential risk of minor cosmetic building damage at structures within 100 feet. If pile-driving is planned within 100 feet of structures, alternative methods of pile installation or vibration monitoring would be considered. Examples of alternative construction methods for impact pile-driving are drilled shaft foundations or shallow spread footings. Pre-construction surveys would be conducted to document the existing conditions of buildings, and the contractor would be responsible for repairing damage due to the project. During final design, all impacts and proposed mitigation measures would be reviewed for verification.

The contractor, when selected, will prepare and implement a detailed Construction Vibration Control Plan that provides more detail on the construction vibration mitigation measures.

7.4.2 Potential Tunneling Vibration Mitigation

As discussed in Section 6.4.1, the predicted vibration levels generated by the tunnel boring machine are less than the impact thresholds. However, there may be exceedances of the groundborne noise threshold at Category 2 (residential) sensitive receivers from the tunnel boring machine cutterhead. The following presents options for reducing vibration from tunneling activities.

Tunnel boring machine cutterhead vibration is inherent to the operation of the machine, and the range of vibration experienced at sensitive receivers is largely dependent on the soil conditions at the cutterhead. Unfortunately, no mitigation measures exist to reduce tunnel boring machine cutterhead vibration levels, but vibration from the cutterhead would be temporary as the tunnel boring machine advances past the sensitive land uses (roughly 6 days for each bore as discussed in Section 6.4.1). Vibration monitoring and coordination with Category 1 and special-use buildings while the tunnel boring machine is passing can be used to minimize interruption of operations.

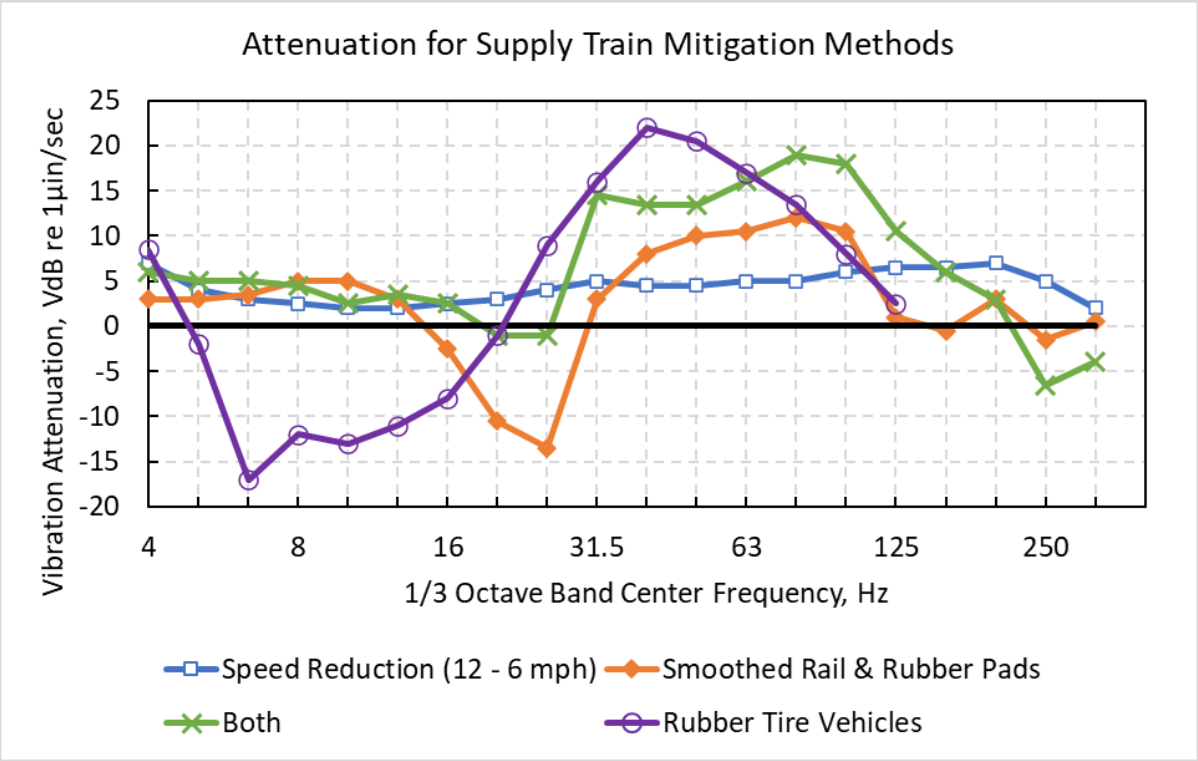
The vibration caused by the thrust jack retraction is not predicted to create damage or annoyance impacts and no mitigation is required. If complaints were to occur, they could be addressed by modifying the thrust jacks so that the cylinders are retracted slowly and eliminate the hard stop.

Operations of the supply train are not predicted to exceed the damage or annoyance impact threshold; however, the following options could mitigate vibration levels from the supply train if needed:

- Reducing the operating speed. Reducing the speed of the train from 12 miles per hour to 6 miles per hour provides a reduction in 1/3-octave band vibration levels from 2 to 7 VdB.
- Smoothing the running surface.
- Reducing the size of gaps between rail sections.
- Adding a rubber pad between the ties and the tunnel invert can also help reduce vibration levels from the supply train.
- Using rubber tire supply train vehicles, which generally reduce vibration to levels below the existing ambient, particularly at frequencies above 10 hertz.

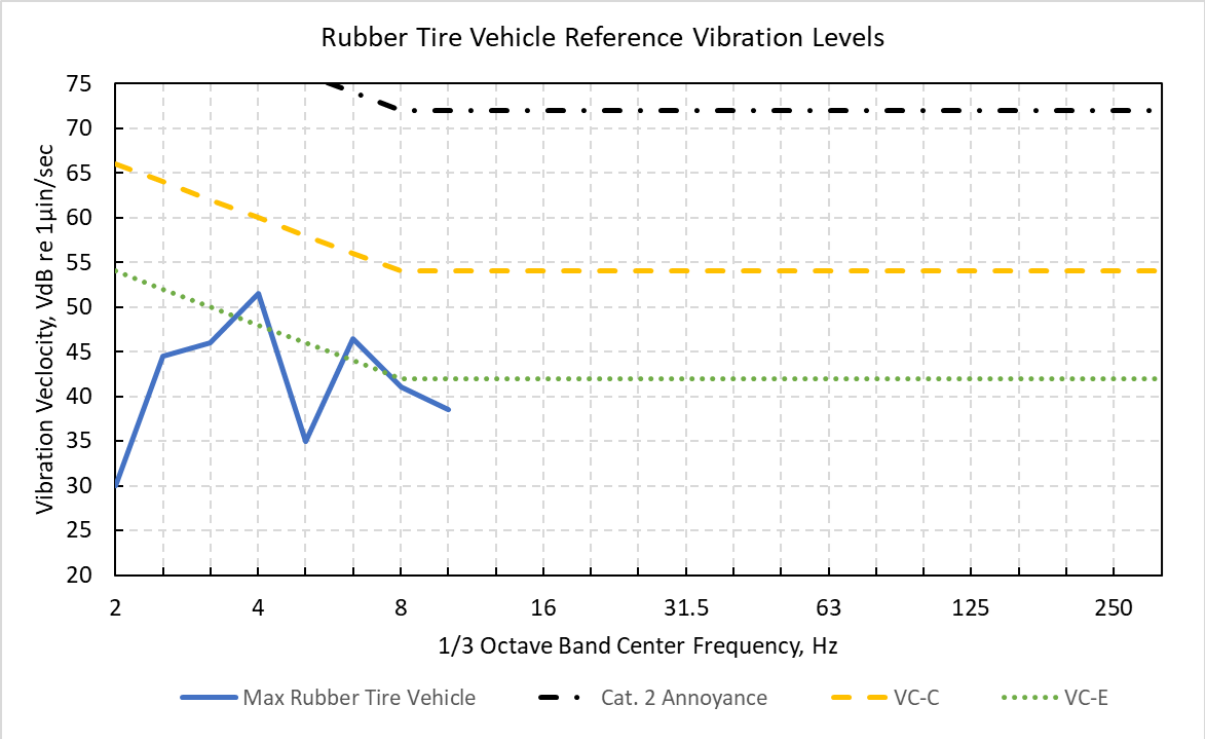
A comparison of the vibration attenuation provided by these supply train mitigation methods is provided on Figure 7-1. The attenuation provided by the rubber-tire-vehicle above 10 hertz is estimated assuming vibration levels of 35 VdB, because the measured data above 10 hertz were below the ambient level. Figure 7-2 shows the maximum vibration levels measured from the rubber tire vehicles that were used during boring of the University Link Extension tunnel. No data are available above 10 hertz, suggesting that the measured levels were at or below the existing ambient vibration at higher frequencies. As shown on Figure 7-2, vibration levels from rubber tire vehicles are well below the Category 2 threshold and are below the V.C.-E threshold (very demanding vibration criterion for extremely vibration-sensitive equipment) at most frequencies. Only Category 1 receivers that are highly sensitive to low-frequency vibration have the potential to be impacted by the operation of rubber tire vehicles during tunneling. Finally, in some locations, additional coordination of the construction activities and scheduling may be necessary to minimize impacts at sensitive land uses along the corridor.

Figure 7-1. Attenuation Levels Provided by Supply Train Mitigation Methods



Source: Bergen et al. 2012.

Figure 7-2. Reference Vibration Levels for Rubber Tire Supply Vehicles



Source: Bergen et al. 2012.

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Attachment N.3A
Noise Measurement Data, Site Details, and Photographs

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Attachment N.3A
Noise Measurement Data, Site Details, and Photographs

This attachment presents a data summary form for each noise monitoring location. Forms include the location, noise measurement equipment used, measurement data, weather observed during monitoring, and photographs of the site.

N.3A.1 Short-Term Noise Measurements

Monitoring Location

Monitoring No.	ST-1
Address	4500 39th Avenue Southwest
Area	West Seattle Junction
Parcel	095200-7350

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818
Microphone	ACO Pacific 7052E	62522
Preamplifier	Svantek SV18	49561
Calibrator	Larson Davis CAL200	9512

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
August 22, 2019	Morning	8:55 a.m.	9:25 p.m.	57.1	55.4
August 26, 2019	Afternoon	4:32 p.m.	5:02 p.m.	57.7	55.4

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

dBA = A-weighted decibels

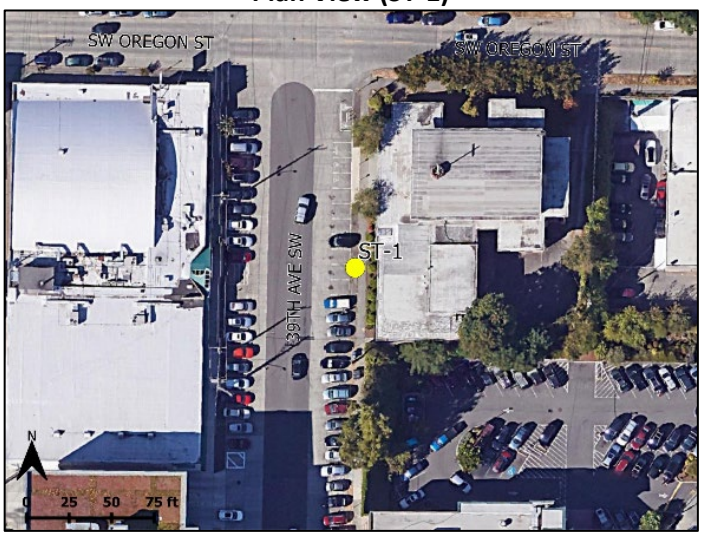
Ldn = day-night equivalent sound level

Leq = equivalent sound level

Weather

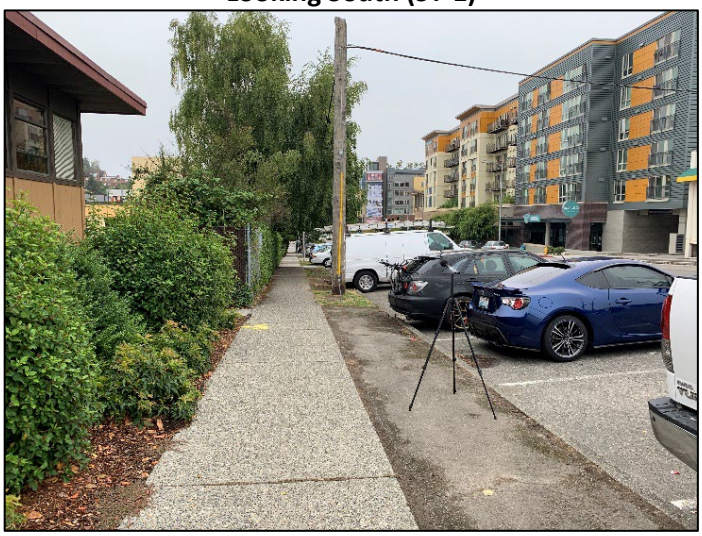
Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
August 22, 2019	Morning	59 degrees Fahrenheit	30.1 inches	5 miles per hour	South-southwest
August 26, 2019	Afternoon	76 degrees Fahrenheit	30.1 inches	9 miles per hour	Northwest

Plan View (ST-1)



Looking North (ST-1)

Looking South (ST-1)



Looking East (ST-1)

Looking West (ST-1)

Monitoring Location

Monitoring No.	ST-2
Address	4530 38th Southwest Avenue
Area	West Seattle Junction
Parcel	095200-7660

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818
Microphone	ACO Pacific 7052E	62522
Preamplifier	Svantek SV18	49561
Calibrator	Larson Davis CAL200	9512

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
August 22, 2019	Morning	8:06 a.m.	8:36 a.m.	68.8	66.8
August 26, 2019	Afternoon	3:55 p.m.	4:25 p.m.	68.8	66.8

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

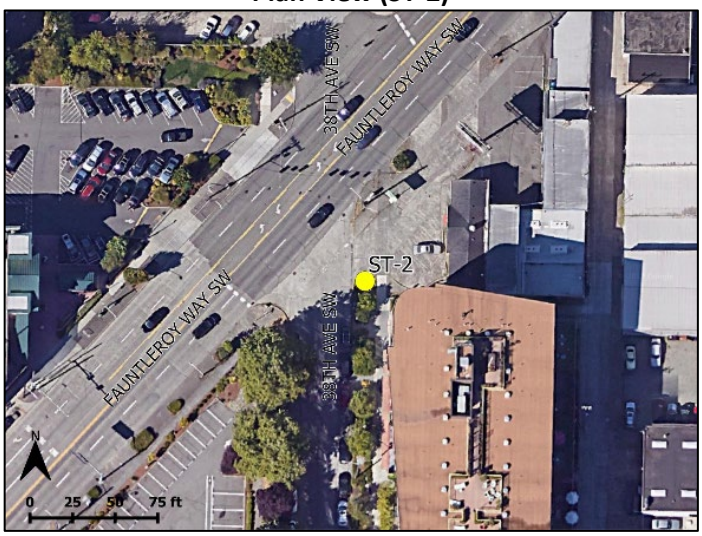
[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
August 22, 2019	Morning	58 degrees Fahrenheit	30.1 inches	7 miles per hour	Southeast
August 26, 2019	Afternoon	76 degrees Fahrenheit	30.1 inches	13 miles per hour	Northwest

Plan View (ST-2)



Looking North (ST-2)

Looking South (ST-2)

Looking East (ST-2)

Looking West (ST-2)

Monitoring Location

Monitoring No.	ST-3
Address	4470 35th Avenue Southwest
Area	Delridge
Parcel	132403-9014

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
August 22, 2019	Morning	7:47 a.m.	8:17 a.m.	69.5	66.9
August 22, 2019	Afternoon	5:36 p.m.	6:06 p.m.	68.2	66.9

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
August 22, 2019	Morning	58 degrees Fahrenheit	30.1 inches	4 miles per hour	South
August 22, 2019	Afternoon	76 degrees Fahrenheit	30.1 inches	4 miles per hour	South

Plan View (ST-3)

Looking North (ST-3)

Looking South (ST-3)

Looking East (ST-3)

Looking West (ST-3)

Monitoring Location

Monitoring No.	ST-4
Address	Longfellow Creek Legacy Trail
Area	Delridge
Parcel	935800-1220

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
August 22, 2019	Morning	8:27 a.m.	8:57 a.m.	47.2	Not Applicable
August 23, 2019	Afternoon	6:15 p.m.	6:45 p.m.	44.6	Not Applicable

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

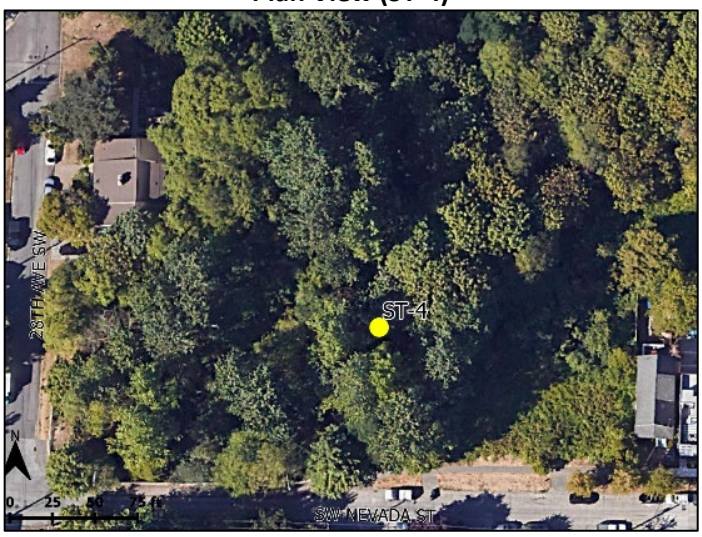
[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
August 22, 2019	Morning	59 degrees Fahrenheit	30.1 inches	4 miles per hour	South
August 23, 2019	Afternoon	75 degrees Fahrenheit	30.0 inches	1 mile per hour	South

Plan View (ST-4)



Looking North (ST-4)

Looking South (ST-4)

Looking East (ST-4)

Looking West (ST-4)

Monitoring Location

Monitoring No.	ST-5
Address	4501 Delridge Way Southwest
Area	Delridge
Parcel	132403-9030

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 979	46177
Microphone	GRAS 40AE	258193
Preamplifier	Svantek SV17	57824
Calibrator	Larson Davis CAL200	16828

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
August 22, 2019	Morning	7:42 a.m.	8:12 a.m.	74.2	69.3
August 26, 2019	Afternoon	4:07 p.m.	4:37 p.m.	56.1	69.3

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
August 22, 2019	Morning	56 degrees Fahrenheit	30.1 inches	4 miles per hour	South
August 26, 2019	Afternoon	74 degrees Fahrenheit	30.1 inches	11 miles per hour	North

Plan View (ST-5)

Looking North (ST-5)

Looking South (ST-5)

Looking East (ST-5)

Looking West (ST-5)

Monitoring Location

Monitoring No.	ST-6
Address	4408 Delridge Way Southwest
Area	Delridge
Parcel	338812-0000

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 979	46177
Microphone	GRAS 40AE	258193
Preamplifier	Svantek SV17	57824
Calibrator	Larson Davis CAL200	16828

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
August 22, 2019	Morning	8:42 a.m.	9:12 a.m.	73.5	71.7
August 26, 2019	Afternoon	4:43 p.m.	5:13 p.m.	73.9	71.7

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

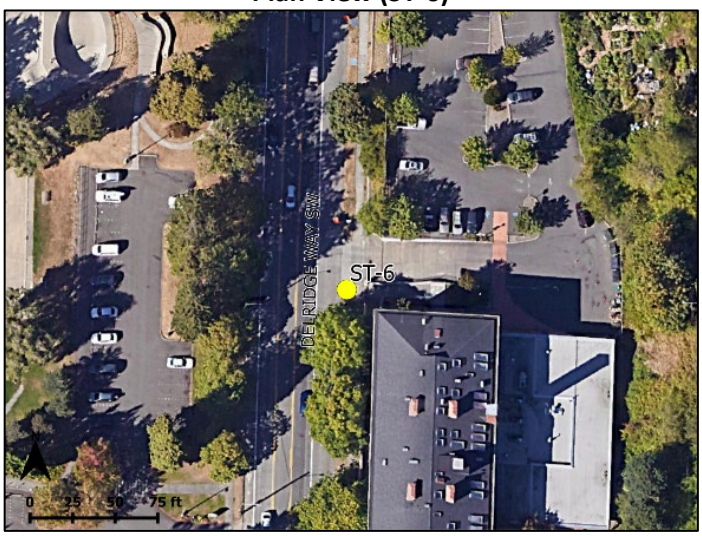
[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
August 22, 2019	Morning	56 degrees Fahrenheit	30.1 inches	4 miles per hour	South
August 26, 2019	Afternoon	74 degrees Fahrenheit	30.1 inches	10 miles per hour	North

Plan View (ST-6)



Looking North (ST-6)

Looking South (ST-6)

Looking East (ST-6)

Looking West (ST-6)

Monitoring Location

Monitoring No.	ST-7
Address	1011 Southwest Klickitat Avenue
Area	Delridge
Parcel	766670-1220

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
August 22, 2019	Morning	9:21 a.m.	9:51 a.m.	59.4	59.3
August 26, 2019	Afternoon	5:32 p.m.	6:02 p.m.	62.6	59.3

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

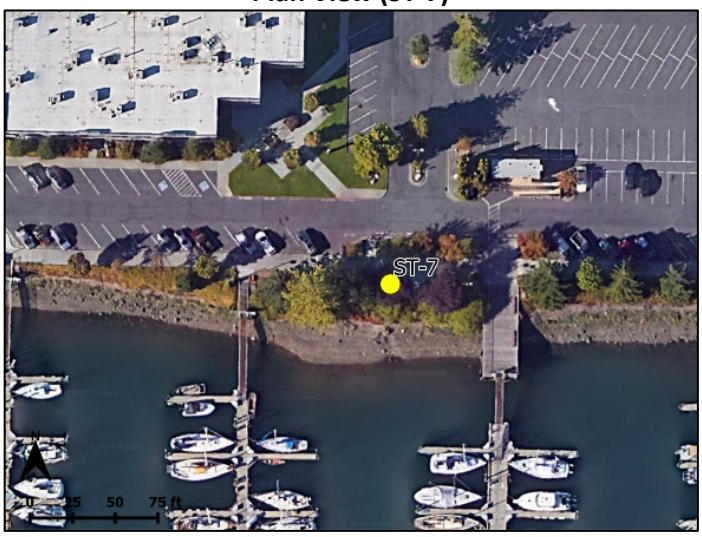
[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
August 22, 2019	Morning	60 degrees Fahrenheit	30.1 inches	3 miles per hour	South
August 26, 2019	Afternoon	74 degrees Fahrenheit	30.1 inches	10 miles per hour	North

Plan View (ST-7)



Looking North (ST-7)

Looking South (ST-7)

Looking East (ST-7)

Looking West (ST-7)

Monitoring Location

Monitoring No.	ST-8
Address	Longfellow Creek Natural Area – Dragon Fly Park North Meter
Segment	Delridge
Parcel	9358001220

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2664578
Microphone	Bruel and Kjaer 4188	2200802
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
January 24, 2023	Morning	8:16 a.m.	8:46 a.m.	60	Not Applicable
January 24, 2023	Afternoon	12:07 p.m.	12:37 p.m.	54	Not Applicable
January 27, 2023	Morning	8:58 a.m.	9:28 a.m.	57	Not Applicable
February 1, 2023	Afternoon	7:10 p.m.	7:40 p.m.	54	Not Applicable

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

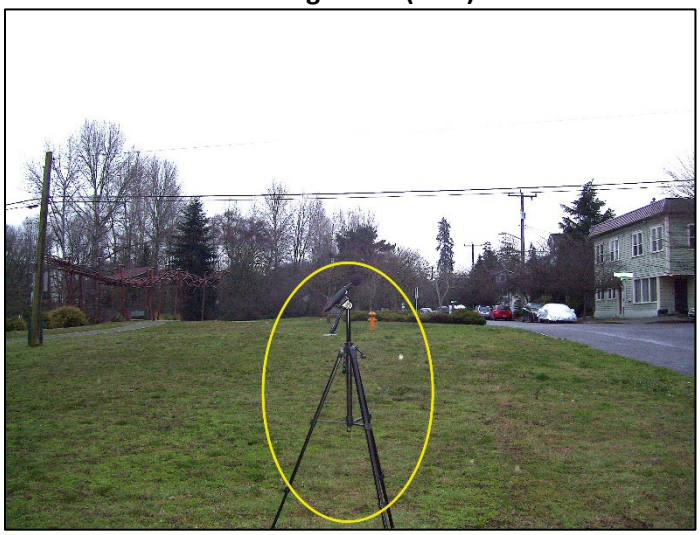
Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
January 24, 2023	Morning	38 degrees Fahrenheit	30.0 inches	7 miles per hour	South-southeast
January 24, 2023	Afternoon	42 degrees Fahrenheit	30.1 inches	6 miles per hour	South-southeast
January 27, 2023	Morning	45 degrees Fahrenheit	29.7 inches	6 miles per hour	North
February 1, 2023	Afternoon	43 degrees Fahrenheit	29.7 inches	0 miles per hour	Calm

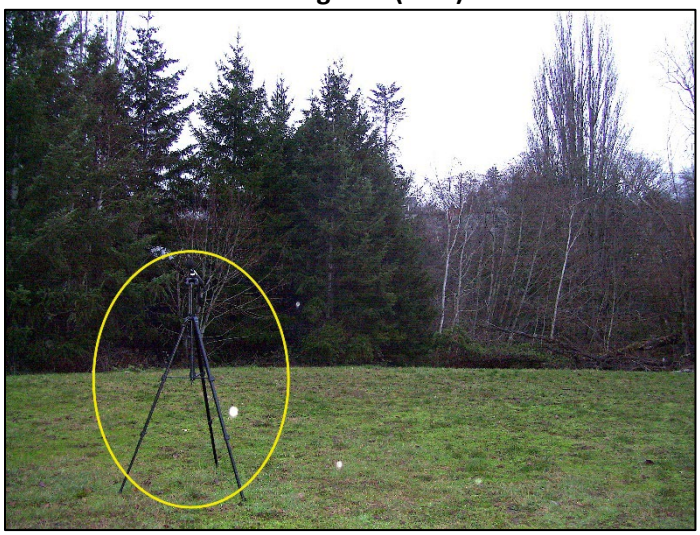
Plan View (ST-8)

Looking North (ST-8)

Looking South (ST-4)



Looking East (ST-8)



Looking West (ST-8)

Monitoring Location

Monitoring No.	ST-9
Address	Longfellow Creek Natural Area – Dragon Fly Park South Meter
Segment	Delridge
Parcel	9358001220

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2664578
Microphone	Bruel and Kjaer 4188	2200802
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
January 24, 2023	Morning	8:18 a.m.	8:48 a.m.	59	Not Applicable
January 24, 2023	Afternoon	12:09 p.m.	12:39 p.m.	53	Not Applicable
January 27, 2023	Morning	9 a.m.	9:30 a.m.	57	Not Applicable

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA Sound Level

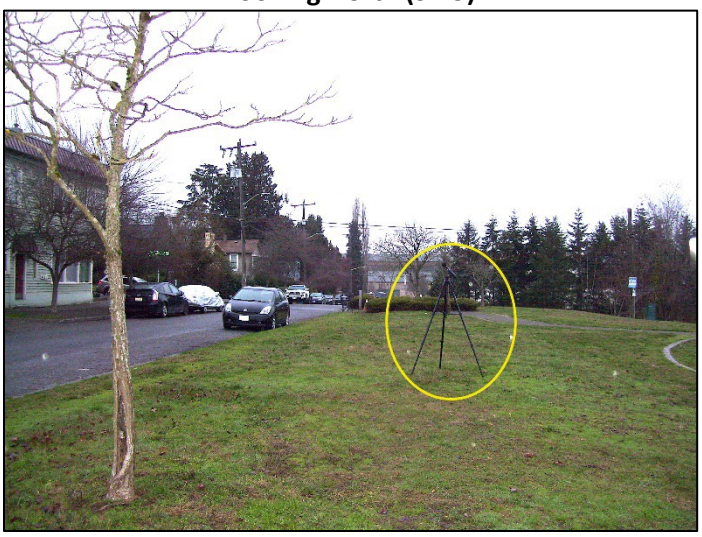
[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
January 24, 2023	Morning	38 degrees Fahrenheit	30.1 inches	7 miles per hour	South-southeast
January 24, 2023	Afternoon	42 degrees Fahrenheit	30.1 inches	6 miles per hour	South-southeast
January 27, 2023	Morning	45 degrees Fahrenheit	29.7 inches	6 miles per hour	North

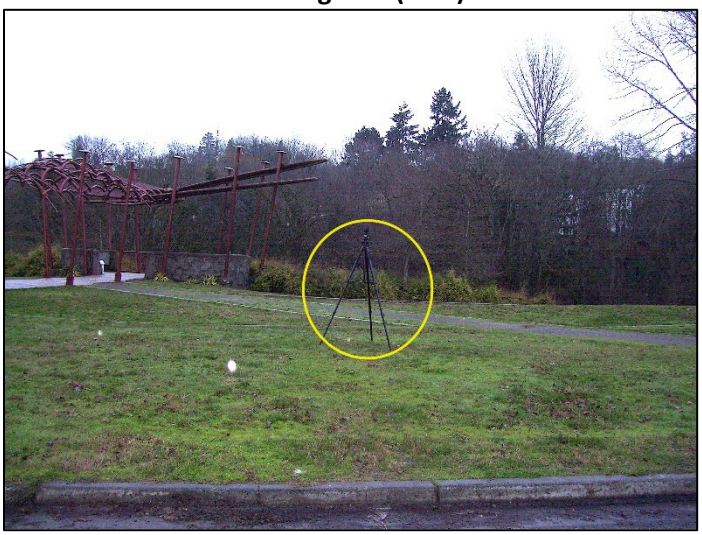
Plan View (ST-9)

Looking North (ST-9)

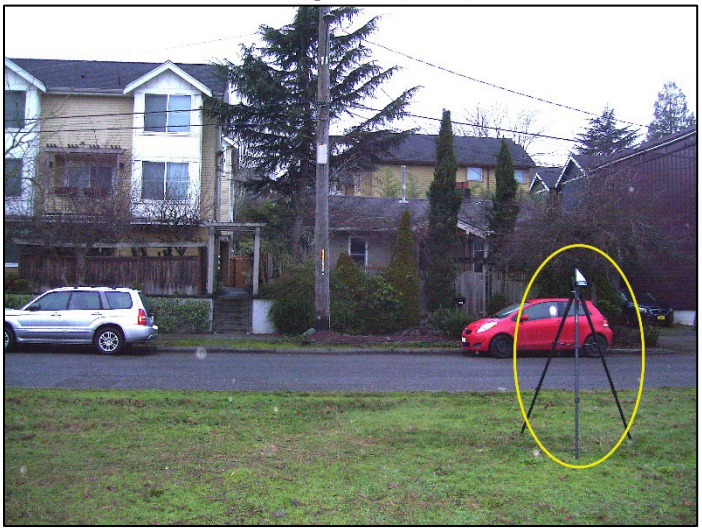


Looking South (ST-9)

Looking East (ST-9)



Looking West (ST-9)



Monitoring Location

Monitoring No.	ST-10
Address	2819 Southwest Dakota Street
Segment	Delridge
Parcel	9358001269

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2664578
Microphone	Bruel and Kjaer 4188	2200802
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
January 24, 2023	Morning	8:53 a.m.	9:23 a.m.	60	58
January 24, 2023	Afternoon	12:43 p.m.	1:13 p.m.	52	54
January 27, 2023	Morning	9:45 a.m.	10:15 p.m.	56	50
February 1, 2023	Afternoon	6:36 p.m.	7:06 p.m.	53	51

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
January 24, 2023	Morning	40 degrees Fahrenheit	30.1 inches	10 miles per hour	South-southeast
January 24, 2023	Afternoon	41 degrees Fahrenheit	30.1 inches	8 miles per hour	Southeast
January 27, 2023	Morning	45 degrees Fahrenheit	29.8 inches	12 miles per hour	North-northwest
February 1, 2023	Evening	43 degrees Fahrenheit	29.7 inches	0 miles per hour	Calm

Plan View (ST-10)

Looking North (ST-10)

Looking South (ST-10)

Looking East (ST-10)

Looking West (ST-10)

Monitoring Location

Monitoring No.	ST-11
Address	2851 Southwest Dakota Street
Segment	Delridge
Parcel	9358001345

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2664578
Microphone	Bruel and Kjaer 4188	2200802
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
January 24, 2023	Morning	9:32 a.m.	9:59 a.m.	57	55
January 24, 2023	Afternoon	1:17 p.m.	1:47 p.m.	56	56
January 27, 2023	Morning	10:20 a.m.	10:50 a.m.	58	54
February 1, 2023	Afternoon	6:00 p.m.	6:30 p.m.	54	52

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
January 24, 2023	Morning	40 degrees Fahrenheit	30.1 inches	7 miles per hour	South-southeast
January 24, 2023	Afternoon	42 degrees Fahrenheit	30.1 inches	8 miles per hour	Southeast
January 27, 2023	Morning	45 degrees Fahrenheit	29.8 inches	7 miles per hour	North-northwest
February 1, 2023	Afternoon	46 degrees Fahrenheit	29.7 inches	0 miles per hour	Calm

Plan View (ST-11)

Looking North (ST-11)

Looking South (ST-11)

Looking East (ST-11)

Looking West (ST-11)

Monitoring Location

Monitoring No.	ST-12
Address	4104 Southwest 32nd Avenue
Segment	Delridge
Parcel	9297301029

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2664578
Microphone	Bruel and Kjaer 4188	2200802
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
January 24, 2023	Morning	10:13 a.m.	10:43 a.m.	52	50
January 24, 2023	Afternoon	1:53 p.m.	2:23 p.m.	53	54
January 27, 2023	Morning	11:05 a.m.	11:35 a.m.	56	51
February 1, 2023	Afternoon	5:21 p.m.	5:51 p.m.	54	52

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
January 24, 2023	Morning	40 degrees Fahrenheit	30.1 inches	9 miles per hour	South
January 24, 2023	Afternoon	42 degrees Fahrenheit	30.1 inches	8 miles per hour	Southeast
January 27, 2023	Morning	45 degrees Fahrenheit	29.8 inches	7 miles per hour	North-northwest
February 1, 2023	Afternoon	46 degrees Fahrenheit	29.7 inches	0 miles per hour	Calm

Plan View (ST-12)

Looking North (ST-12)

Looking South (ST-12)

Looking East (ST-12)

Looking West (ST-12)

Monitoring Location

Monitoring No.	ST-13
Address	4065 26th Avenue Southwest
Segment	Delridge
Parcel	9358000970

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818/72542
Microphone	ACO Pacific 7052E	62522/68284
Preamplifier	Svantek SV18	49561/72239
Calibrator	Larson Davis CAL200	9512/16827

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
06/08/2023	Morning	8:03 a.m.	8:33 a.m.	55	62
06/13/2023	Evening	8:08 p.m.	8:38 p.m.	49	62

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
06/08/2023	Morning	62 degrees Fahrenheit	30.0 inches	5 miles per hour	South-southeast
06/13/2023	Evening	64 degrees Fahrenheit	30.0 inches	7 miles per hour	South

Plan View (ST-13)

Looking North (ST-13)

Looking South (ST-13)

Looking East (ST-13)

Looking West (ST-13)

Monitoring Location

Monitoring No.	ST-14
Address	2623 Southwest Yancy Street
Segment	Delridge
Parcel	9358000780

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818/72542
Microphone	ACO Pacific 7052E	62522/68284
Preamplifier	Svantek SV18	49561/72239
Calibrator	Larson Davis CAL200	9512/16827

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
06/08/2023	Morning	8:35 a.m.	9:05 a.m.	58	64
06/13/2023	Evening	7:30 p.m.	8:00 p.m.	48	64

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
06/08/2023	Morning	62 degrees Fahrenheit	30.0 inches	5 miles per hour	South-southeast
06/13/2023	Evening	64 degrees Fahrenheit	30.0 inches	7 miles per hour	South

Plan View (ST-14)

Looking North (ST-14)

Looking South (ST-14)

Looking East (ST-14)

Looking West (ST-14)

Monitoring Location

Monitoring No.	ST-15
Address	3711 19th Avenue Southwest
Segment	Duwamish
Parcel	9349900170

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818
Microphone	ACO Pacific 7052E	62522
Preamplifier	Svantek SV18	49561
Calibrator	Larson Davis CAL200	9512

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
06/06/2023	Morning	10:54 a.m.	11:24 a.m.	59	65

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
06/06/2023	Morning	70 degrees Fahrenheit	30.0 inches	9 miles per hour	North

Plan View (ST-15)

Looking North (ST-15)

Looking South (ST-15)

Looking East (ST-15)

Looking West (ST-15)

Monitoring Location

Monitoring No.	ST-16
Address	3801 19th Avenue Southwest
Segment	Duwamish
Parcel	7547301420

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
06/06/2023	Morning	10:54 a.m.	11:24 a.m.	58	62

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
06/06/2023	Morning	70 degrees Fahrenheit	30.0 inches	9 miles per hour	North

Plan View (ST-16)

Looking North (ST-16)

Looking South (ST-16)

Looking East (ST-16)

Looking West (ST-16)

Monitoring Location

Monitoring No.	ST-17
Address	3719 20th Avenue Southwest
Segment	Duwamish
Parcel	9349900065

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818
Microphone	ACO Pacific 7052E	62522
Preamplifier	Svantek SV18	49561
Calibrator	Larson Davis CAL200	9512

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
06/06/2023	Morning	11:27 a.m.	11:57 a.m.	56	65

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
06/06/2023	Morning	70 degrees Fahrenheit	30.0 inches	9 miles per hour	North

Plan View (ST-17)

Looking North (ST-17)

Looking South (ST-17)

Looking East (ST-17)

Looking West (ST-17)

Monitoring Location

Monitoring No.	ST-18
Address	2005 Southwest Charlestown Street
Segment	Duwamish
Parcel	7547301655

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
06/06/2023	Morning	11:28 a.m.	11:58 a.m.	58	62

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
06/06/2023	Morning	70 degrees Fahrenheit	30.0 inches	9 miles per hour	North

Plan View (ST-18)

Looking North (ST-18)

Looking South (ST-18)

Looking East (ST-18)

Looking West (ST-18)

Monitoring Location

Monitoring No.	ST-19
Address	3802 21st Avenue Southwest
Segment	Duwamish
Parcel	7547301430

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
06/06/2023	Afternoon	12:02 p.m.	12:32 p.m.	60	62

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
06/06/2023	Afternoon	70 degrees Fahrenheit	30.0 inches	9 miles per hour	North

Plan View (ST-19)

Looking North (ST-19)

Looking South (ST-19)

Looking East (ST-19)

Looking West (ST-19)

Monitoring Location

Monitoring No.	ST-20
Address	3801 22nd Avenue Southwest
Segment	Duwamish
Parcel	2848700374

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818
Microphone	ACO Pacific 7052E	62522
Preamplifier	Svantek SV18	49561
Calibrator	Larson Davis CAL200	9512

Measurement Data

Date	Period[a]	Start Time	End Time	Leq dBA[b]	Ldn dBA[c]
06/06/2023	Afternoon	12:04 p.m.	12:34 p.m.	60	62

[a] Morning is 7 a.m. to 12 p.m.; Afternoon is 12 p.m. to 7 p.m.; Evening is 7 p.m. to 10 p.m.; Night is 10 p.m. to 7 a.m.

[b] Peak Hour Leq dBA sound level.

[c] Day-Night Average Sound Level Ldn dBA. Parks do not have a Ldn sound level because there is no nighttime use.

Weather

Date	Period	Temperature	Pressure	Wind Speed	Wind Direction
06/06/2023	Afternoon	70 degrees Fahrenheit	30.0 inches	9 miles per hour	North

Plan View (ST-20)

Looking North (ST-20)

Looking South (ST-20)

Looking East (ST-20)

Looking West (ST-20)

N.3A.2 Long-Term Noise Measurements

Monitoring Location

Monitoring No.	M-1
Address	4023 Southwest Edmunds Street
Area	West Seattle Junction
Parcel	757920-0491

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2250	3006756
Microphone	Bruel and Kjaer 4189	2550228
Preamplifier	Bruel and Kjaer ZC-0032	24600
Calibrator	Bruel and Kjaer 4231	2545696

Measurement Data

Start Date	October 22, 2019
End Date	October 25, 2019
Start Time	9 a.m.
End Time	9 a.m.
Peak Hour L_{eq} sound level	62 dBA
Day-night average sound level	62 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
October 22, 2019	53 degrees Fahrenheit	30.3 inches	0 miles per hour	West Northwest
October 23, 2019	48 degrees Fahrenheit	30.5 inches	0 miles per hour	West Southwest
October 24, 2019	50 degrees Fahrenheit	30.4 inches	0 miles per hour	West Southwest
October 25, 2019	51 degrees Fahrenheit	30.2 inches	1 mile per hour	Southwest

Plan View (M-1)

Looking North (M-1)

Looking South (M-1)

Looking East (M-1)

Monitoring Location

Monitoring No.	M-4
Address	4700 38th Avenue Southwest
Area	West Seattle Junction
Parcel	612660-0005

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek SV307	78633
Microphone	Svantek ST30	82565
Preamplifier	Not Applicable	Not Applicable
Calibrator	Larson Davis CAL200	16826

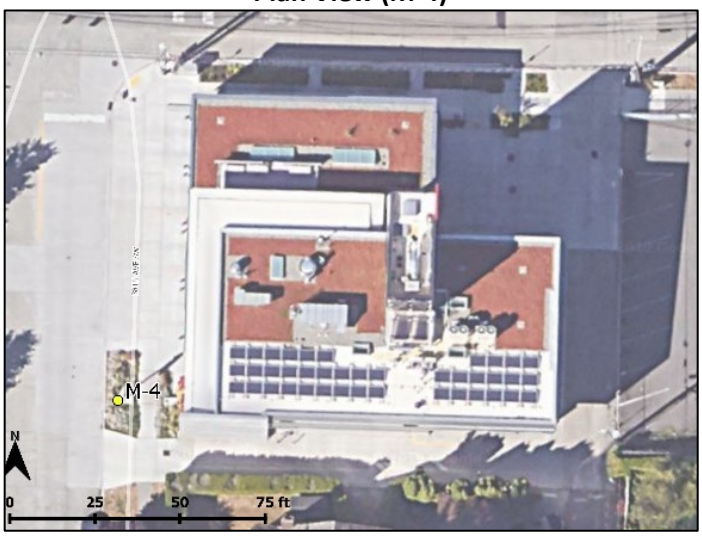
Measurement Data

Start Date	December 6, 2019
End Date	December 10, 2019
Start Time	11 a.m.
End Time	1 p.m.
Peak Hour L_{eq} sound level	69 dBA
Day-night average sound level	68 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
December 7, 2019	55 degrees Fahrenheit	29.9 inches	1 mile per hour	Northwest
December 8, 2019	47 degrees Fahrenheit	30.3 inches	1 mile per hour	Northeast
December 9, 2019	45 degrees Fahrenheit	30.2 inches	2 miles per hour	South

Plan View (M-4)

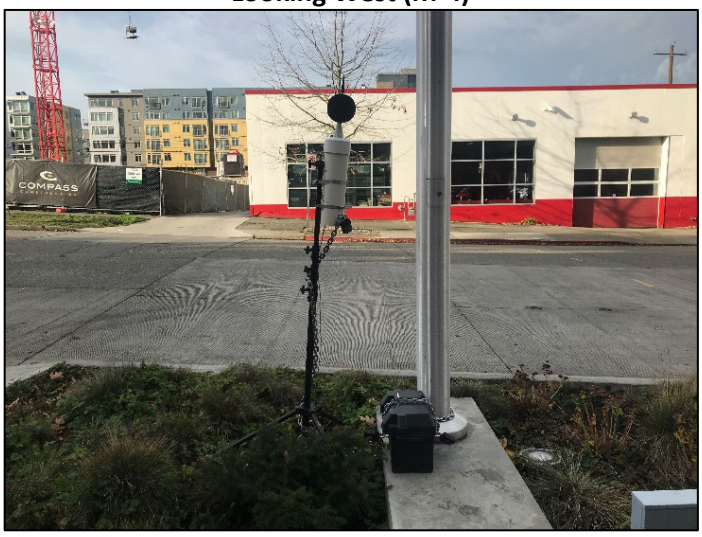


Looking North (M-4)

Looking South (M-4)

Looking East (M-4)

Looking West (M-4)



Monitoring Location

Monitoring No.	M-5
Address	4450 38th Avenue Southwest
Area	West Seattle Junction
Parcel	095200-4935

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek SV307	78654
Microphone	Svantek ST30	82345
Preamplifier	Not Applicable	Not Applicable
Calibrator	Larson Davis CAL200	16826

Measurement Data

Start Date	February 11, 2020
End Date	February 14, 2020
Start Time	3 p.m.
End Time	9 a.m.
Peak Hour L_{eq} sound level	66 dBA
Day-night average sound level	68 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
February 11, 2020	41 degrees Fahrenheit	30.5 inches	1 mile per hour	South
February 12, 2020	45 degrees Fahrenheit	30.4 inches	0 miles per hour	Southeast
February 13, 2020	42 degrees Fahrenheit	30.2 inches	3 miles per hour	South
February 14, 2020	44 degrees Fahrenheit	30.2 inches	4 miles per hour	Southwest

Plan View (M-5)

Looking North (M-5)

Looking South (M-5)

Looking East (M-5)

Looking West (M-5)

Monitoring Location

Monitoring No.	M-9
Address	3256 Southwest Avalon Way #401
Area	West Seattle Junction
Parcel	032100-0000

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek SV307	78633
Microphone	Svantek ST30	82565
Preamplifier	Not Applicable	Not Applicable
Calibrator	Larson Davis CAL200	16826

Measurement Data

Start Date	January 6, 2020
End Date	January 10, 2020
Start Time	2 p.m.
End Time	2 p.m.
Peak Hour L_{eq} sound level	67 dBA
Day-night average sound level	68 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
January 7, 2020	50 degrees Fahrenheit	29.8 inches	7 miles per hour	Southwest
January 8, 2020	40 degrees Fahrenheit	30.0 inches	3 miles per hour	Southwest
January 9, 2020	35 degrees Fahrenheit	30.1 inches	0 miles per hour	Southeast
January 10, 2020	40 degrees Fahrenheit	30.0 inches	4 miles per hour	South

Plan View (M-9)

Looking South (M-9)

Looking East (M-9)

Looking West (M-9)

Monitoring Location

Monitoring No.	M-10
Address	4147 Fauntleroy Way Southwest
Area	West Seattle Junction
Parcel	929730-1525

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek SV307	78633
Microphone	Svantek ST30	82565
Preamplifier	Not Applicable	Not Applicable
Calibrator	Larson Davis CAL200	16826

Measurement Data

Start Date	February 14, 2020
End Date	February 20, 2020
Start Time	9 a.m.
End Time	3 p.m.
Peak Hour L_{eq} sound level	70 dBA
Day-night average sound level	73 dBA

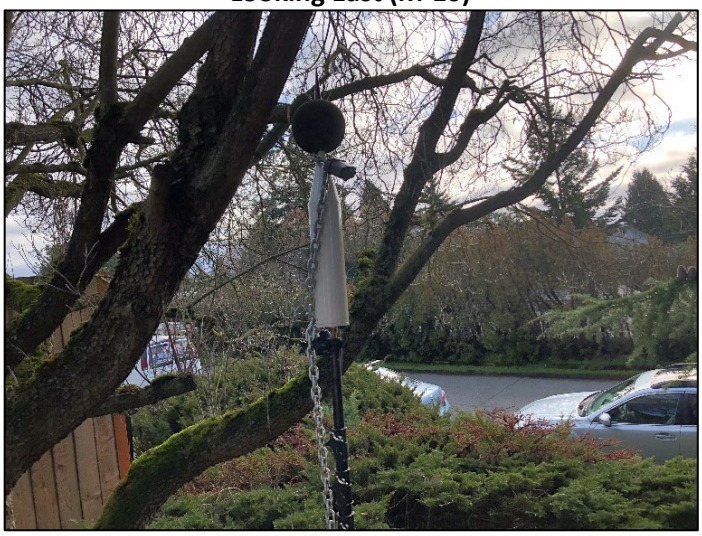
Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
February 17, 2020	44 degrees Fahrenheit	30.3 inches	4 miles per hour	Southwest
February 18, 2020	38 degrees Fahrenheit	30.4 inches	3 miles per hour	North
February 19, 2020	30 degrees Fahrenheit	30.5 inches	1 mile per hour	Northwest

Plan View (M-10)

Looking North (M-10)

Looking East (M-10)



Looking West (M-10)

Monitoring Location

Monitoring No.	M-11
Address	3225 Southwest Genesee Street
Area	West Seattle Junction
Parcel	929730-1780

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818
Microphone	ACO Pacific 7052E	62522
Preamplifier	Svantek SV18	49561
Calibrator	Larson Davis CAL200	9512

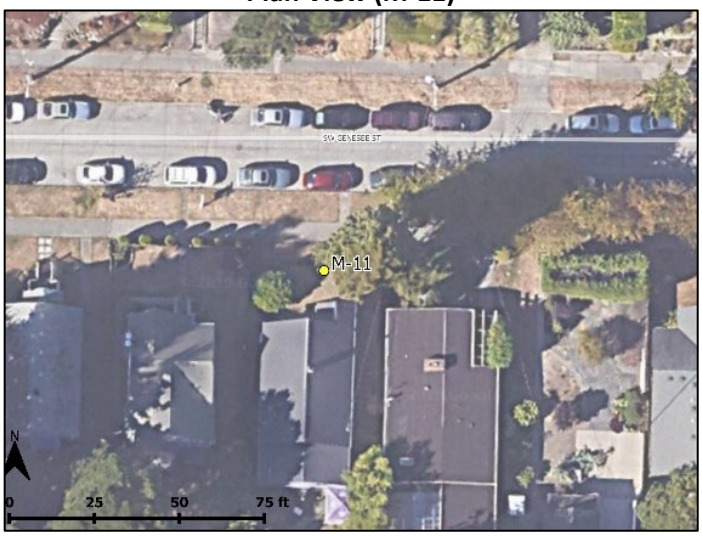
Measurement Data

Start Date	November 12, 2019
End Date	November 14, 2019
Start Time	12 p.m.
End Time	1 p.m.
Peak Hour L_{eq} sound level	56 dBA
Day-night average sound level	59 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
November 12, 2019	50 degrees Fahrenheit	30.1 inches	0 miles per hour	Northwest
November 13, 2019	50 degrees Fahrenheit	30.1 inches	0 miles per hour	Northwest
November 14, 2019	48 degrees Fahrenheit	30.0 inches	2 miles per hour	Southwest

Plan View (M-11)

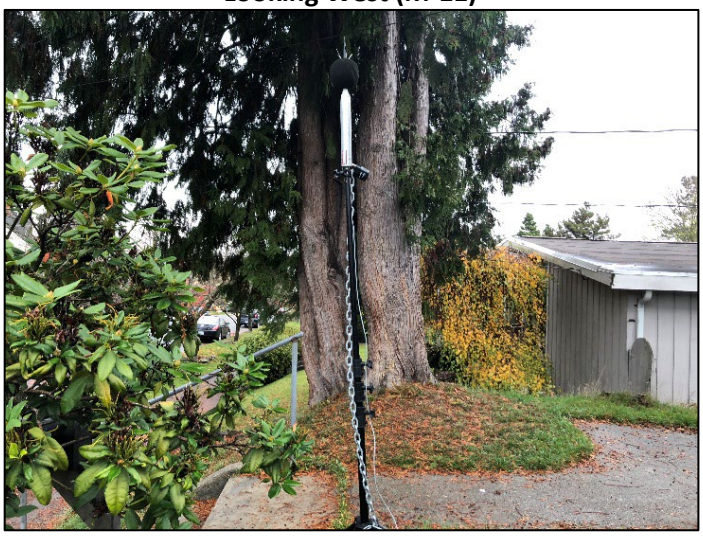


Looking North (M-11)

Looking South (M-11)

Looking East (M-11)

Looking West (M-11)



Monitoring Location

Monitoring No.	M-12
Address	4143 32nd Avenue Southwest
Area	West Seattle Junction
Parcel	929730-1220

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

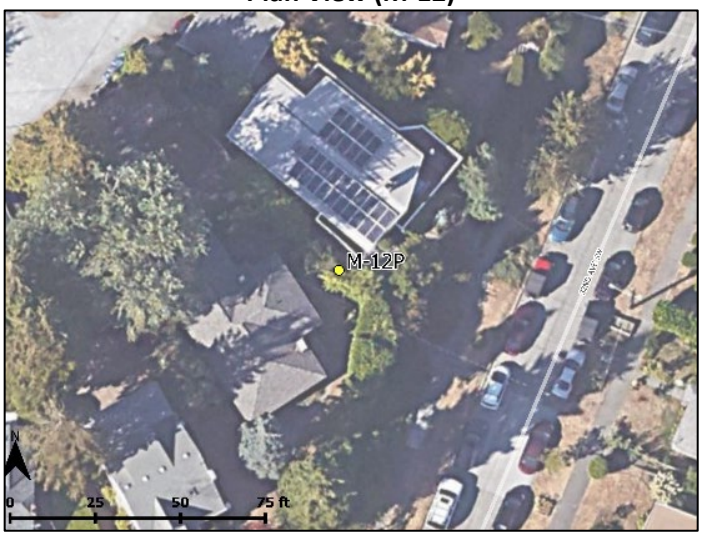
Measurement Data

Start Date	February 11, 2020
End Date	February 14, 2020
Start Time	2 p.m.
End Time	9 a.m.
Peak Hour L_{eq} sound level	53 dBA
Day-night average sound level	56 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
February 11, 2020	41 degrees Fahrenheit	30.5 inches	1 mile per hour	South
February 12, 2020	45 degrees Fahrenheit	30.4 inches	0 miles per hour	Southeast
February 13, 2020	42 degrees Fahrenheit	30.2 inches	3 miles per hour	South
February 14, 2020	44 degrees Fahrenheit	30.2 inches	4 miles per hour	Southwest

Plan View (M-12)



Looking North (M-12)

Looking South (M-12)

Looking East (M-12)

Looking West (M-12)

Monitoring Location

Monitoring No.	M-13
Address	2848 Southwest Genesee Street
Area	Delridge
Parcel	935800-2353

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	51818
Microphone	ACO Pacific 7052E	62522
Preamplifier	Svantek SV18	49561
Calibrator	Larson Davis CAL200	9512

Measurement Data

Start Date	October 22, 2019
End Date	October 25, 2019
Start Time	11 a.m.
End Time	9 a.m.
Peak Hour L_{eq} sound level	60 dBA
Day-night average sound level	60 dBA

Weather

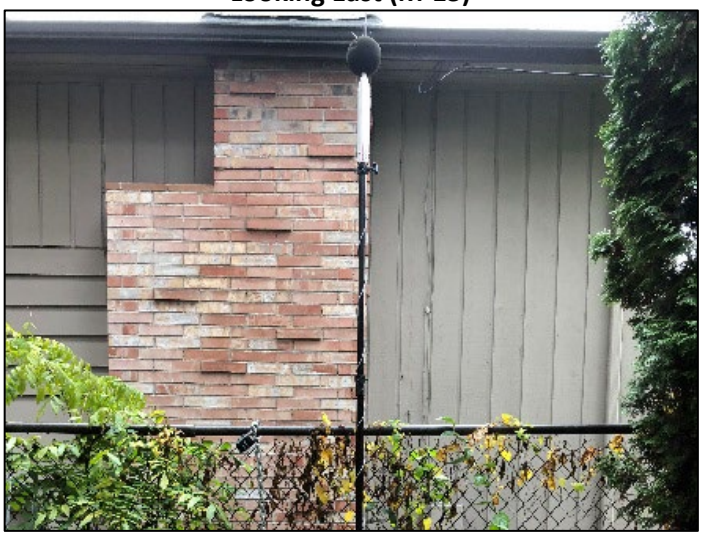
Date	Temperature	Pressure	Wind Speed	Wind Direction
October 22, 2019	55 degrees Fahrenheit	30.3 inches	2 miles per hour	South
October 23, 2019	47 degrees Fahrenheit	30.5 inches	2 miles per hour	Northwest
October 24, 2019	50 degrees Fahrenheit	30.4 inches	0 miles per hour	East-northeast
October 25, 2019	51 degrees Fahrenheit	30.7 inches	3 miles per hour	South-southwest

Plan View (M-13)

Looking North (M-13)

Looking South (M-13)

Looking East (M-13)



Monitoring Location

Monitoring No.	M-15
Address	4421 26th Avenue Southwest
Area	Delridge
Parcel	177260-0710

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 307	78647
Microphone	Svantek ST30	79071
Preamplifier	Not Applicable	Not Applicable
Calibrator	Larson Davis CAL200	16827

Measurement Data

Start Date	December 6, 2019
End Date	December 10, 2019
Start Time	10 a.m.
End Time	1 p.m.
Peak Hour L_{eq} sound level	51 dBA
Day-night average sound level	53 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
December 7, 2019	55 degrees Fahrenheit	29.9 inches	0 miles per hour	Northwest
December 8, 2019	47 degrees Fahrenheit	30.3 inches	1 mile per hour	Northeast
December 9, 2019	45 degrees Fahrenheit	30.2 inches	2 miles per hour	South

Plan View (M-15)

Looking North (M-15)

Looking South (M-15)

Looking East (M-15)

Looking West (M-15)

Monitoring Location

Monitoring No.	M-16
Address	4106 26th Avenue Southwest
Area	Delridge
Parcel	789160-0017

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 307	78633
Microphone	Svantek ST30	82565
Preamplifier	Not Applicable	Not Applicable
Calibrator	Larson Davis CAL200	16827

Measurement Data

Start Date	January 16, 2020
End Date	January 22, 2020
Start Time	9 a.m.
End Time	10 a.m.
Peak Hour L_{eq} sound level	52 dBA
Day-night average sound level	54 dBA

Weather

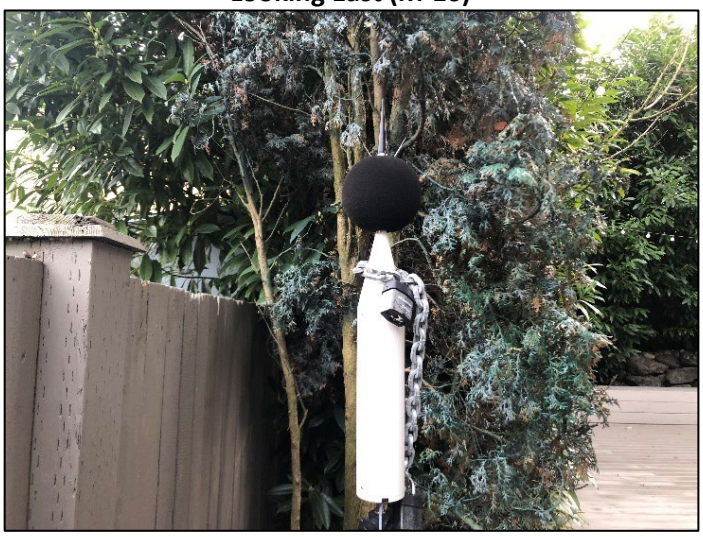
Date	Temperature	Pressure	Wind Speed	Wind Direction
January 16, 2020	39 degrees Fahrenheit	29.7 inches	4 miles per hour	Southwest
January 17, 2020	39 degrees Fahrenheit	29.7 inches	3 miles per hour	Southwest
January 20, 2020	38 degrees Fahrenheit	30.0 inches	1 mile per hour	Southwest
January 21, 2020	46 degrees Fahrenheit	29.7 inches	5 miles per hour	Southwest
January 22, 2020	45 degrees Fahrenheit	30.0 inches	5 miles per hour	South

Plan View (M-16)

Looking North (M-16)

Looking South (M-16)

Looking East (M-16)



Looking West (M-16)

Monitoring Location

Monitoring No.	M-17
Address	4143 23rd Avenue Southwest
Area	Delridge
Parcel	789210-0020

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

Measurement Data

Start Date	November 12, 2019
End Date	November 14, 2019
Start Time	11 a.m.
End Time	1 p.m.
Peak Hour L_{eq} sound level	59 dBA
Day-night average sound level	62 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
November 12, 2019	50 degrees Fahrenheit	30.1 inches	0 miles per hour	Northwest
November 13, 2019	50 degrees Fahrenheit	30.1 inches	0 miles per hour	Northwest
November 14, 2019	48 degrees Fahrenheit	30.0 inches	2 miles per hour	Southwest

Plan View (M-17)

Looking North (M-17)

Looking South (M-17)

Looking East (M-17)

Looking West (M-17)

Monitoring Location

Monitoring No.	M-20
Address	3709 20th Avenue Southwest
Area	Duwamish
Parcel	934990-0080

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 307	78661
Microphone	Svantek ST 30	82349
Preamplifier	Not Applicable	Not Applicable
Calibrator	Larson Davis CAL200	16827

Measurement Data

Start Date	January 16, 2020
End Date	January 22, 2020
Start Time	10 a.m.
End Time	11 a.m.
Peak Hour L_{eq} sound level	72 dBA
Day-night average sound level	75 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
January 16, 2020	39 degrees Fahrenheit	29.7 inches	3 miles per hour	Southwest
January 17, 2020	38 degrees Fahrenheit	30.0 inches	1 mile per hour	Southwest
January 20, 2020	46 degrees Fahrenheit	29.7 inches	5 miles per hour	Southwest
January 21, 2020	45 degrees Fahrenheit	30.0 inches	5 miles per hour	South
January 22, 2020	45 degrees Fahrenheit	30.0 inches	4 miles per hour	South

Plan View (M-20)

Looking South (M-20)

Looking East (M-20)

Looking West (M-20)

Monitoring Location

Monitoring No.	M-21
Address	3712 19th Avenue Southwest
Area	Duwamish
Parcel	934990-0225

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 971	72542
Microphone	ACO Pacific 7052E	68284
Preamplifier	Svantek SV18	72239
Calibrator	Larson Davis CAL200	16827

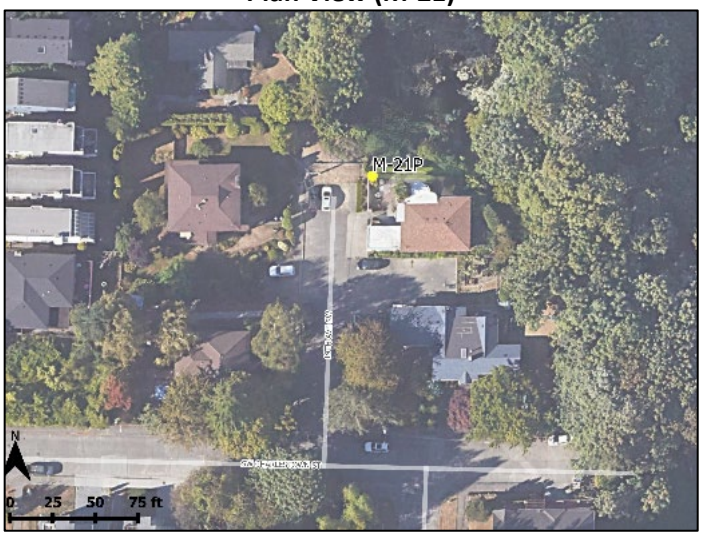
Measurement Data

Start Date	October 22, 2019
End Date	October 25, 2019
Start Time	10 a.m.
End Time	9 a.m.
Peak Hour L_{eq} sound level	72 dBA
Day-night average sound level	75 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
October 22, 2019	55 degrees Fahrenheit	30.3 inches	2 miles per hour	South
October 23, 2019	47 degrees Fahrenheit	30.5 inches	2 miles per hour	Northwest
October 24, 2019	50 degrees Fahrenheit	30.4 inches	0 miles per hour	East-northeast
October 25, 2019	51 degrees Fahrenheit	30.7 inches	3 miles per hour	South-southwest

Plan View (M-21)



Looking North (M-21)

Looking South (M-21)

Looking East (M-21)

Looking West (M-21)

Monitoring Location

Monitoring No.	M-22
Address	3823 17th Avenue Southwest
Area	Duwamish
Parcel	754730-0940

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 958	59108
Microphone	Svantek MK255	12529
Preamplifier	Svantek SV12L	57961
Calibrator	Larson Davis CAL200	9512

Measurement Data

Start Date	November 7, 2019
End Date	November 14, 2019
Start Time	12 p.m.
End Time	1 p.m.
Peak Hour L_{eq} sound level	67 dBA
Day-night average sound level	69 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
November 7, 2019	45 degrees Fahrenheit	30.2 inches	1 mile per hour	Northeast
November 8, 2019	48 degrees Fahrenheit	30.1 inches	3 miles per hour	South
November 11, 2019	50 degrees Fahrenheit	30.1 inches	0 miles per hour	Northwest
November 12, 2019	50 degrees Fahrenheit	30.1 inches	0 miles per hour	Northwest
November 13, 2019	48 degrees Fahrenheit	30.0 inches	2 miles per hour	Southwest
November 14, 2019	46 degrees Fahrenheit	30.0 inches	0 miles per hour	South

Plan View (M-22)

Looking North (M-22)

Looking East (M-22)

Looking West (M-22)

Monitoring Location

Monitoring No.	M-23
Address	3816 23rd Avenue Southwest
Segment	Duwamish
Parcel	2848700160

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2160401
Microphone	Bruel and Kjaer 4137	1942972
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Start Date	November 8, 2022
End Date	November 10, 2022
Start Time	11 a.m.
End Time	9 a.m.
Peak Hour Leq dBA Sound Level	68 dBA
Day-Night Average Sound Level Ldn dBA	69 dBA

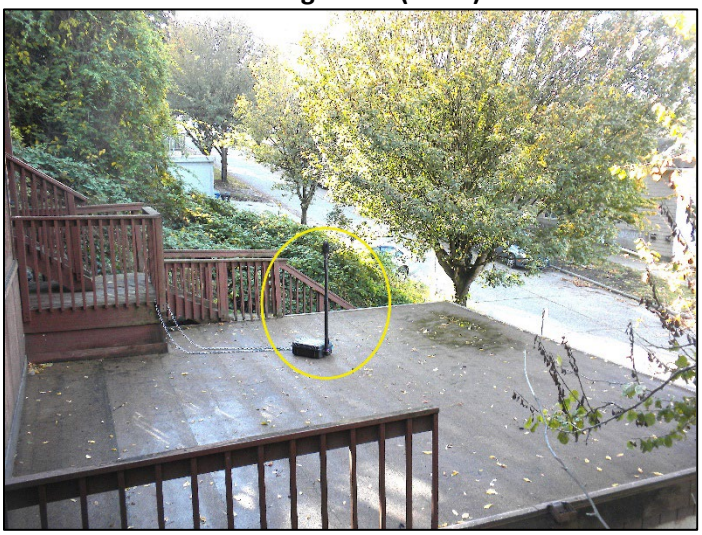
Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
November 8, 2022	38 degrees Fahrenheit	29.5 inches	18 miles per hour	North-northeast
November 9, 2022	38 degrees Fahrenheit	29.8 inches	7 miles per hour	East
November 10, 2022	37 degrees Fahrenheit	29.9 inches	4 miles per hour	South-southeast

Plan View (M-23)

Looking North (M-23)

Looking South (M-23)



Looking East (M-23)

Looking West (M-23)

Monitoring Location

Monitoring No.	M-24
Address	3856 23rd Avenue Southwest
Segment	Duwamish
Parcel	2848700230

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2664578
Microphone	Bruel and Kjaer 4188	2200802
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Start Date	November 8, 2022
End Date	November 10, 2022
Start Time	11 a.m.
End Time	9 a.m.
Peak Hour Leq dBA Sound Level	68 dBA
Day-Night Average Sound Level Ldn dBA	64 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
November 8, 2022	38 degrees Fahrenheit	29.5 inches	18 miles per hour	North-northeast
November 9, 2022	38 degrees Fahrenheit	29.8 inches	7 miles per hour	East
November 10, 2022	37 degrees Fahrenheit	29.9 inches	4 miles per hour	South-southeast

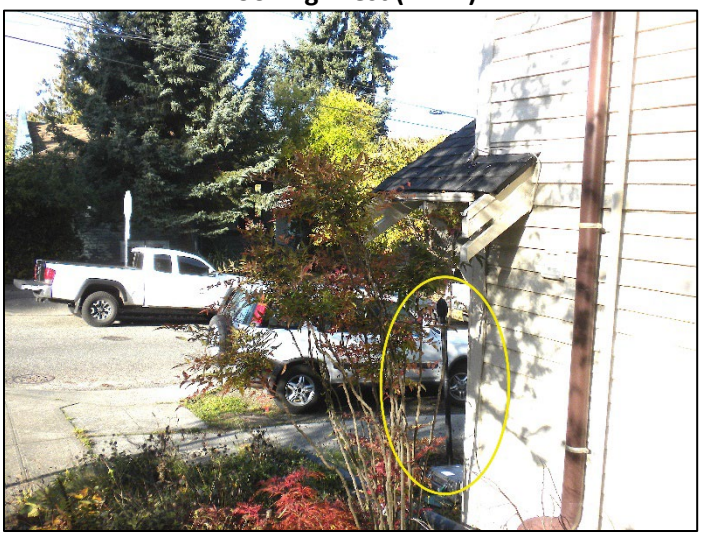
Plan View (M-24)

Looking North (M-24)

Looking South (M-24)

Looking East (M-24)

Looking West (M-24)



Monitoring Location

Monitoring No.	M-25
Address	2821 Southwest Yancy Street
Segment	Delridge
Parcel	9358000515

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2664578
Microphone	Bruel and Kjaer 4188	2200802
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

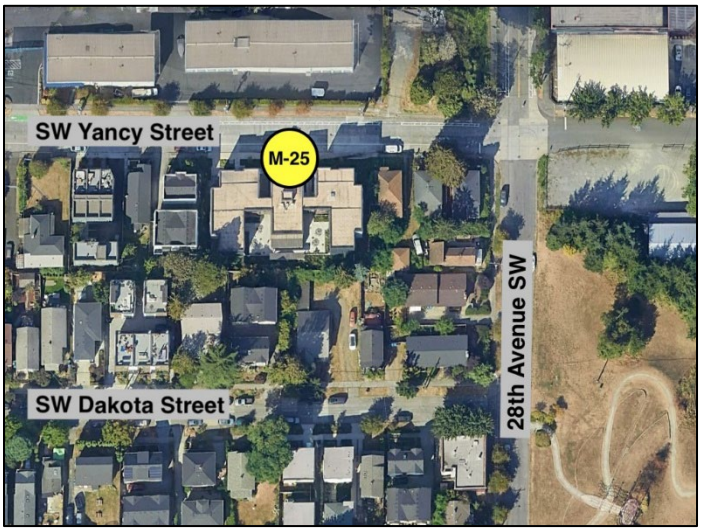
Measurement Data

Start Date	January 24, 2023
End Date	January 27, 2023
Start Time	12 p.m.
End Time	10 a.m.
Peak Hour Leq dBA Sound Level	68 dBA
Day-Night Average Sound Level Ldn dBA	64 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
January 24, 2023	41 degrees Fahrenheit	30.2 inches	6 miles per hour	South-southeast
January 25, 2023	44 degrees Fahrenheit	30.3 inches	4 miles per hour	North-northwest
January 26, 2023	38 degrees Fahrenheit	30.2 inches	6 miles per hour	South
January 27, 2023	45 degrees Fahrenheit	29.8 inches	8 miles per hour	South-southwest

Plan View (M-25)



Looking Northwest (M-25)

Looking South (M-25)

Looking East (M-25)

Looking West (M-25)

Monitoring Location

Monitoring No.	M-26
Address	3000 Southwest Avalon Way
Segment	Delridge
Parcel	7732800000

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2160401
Microphone	Bruel and Kjaer 4137	1942972
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

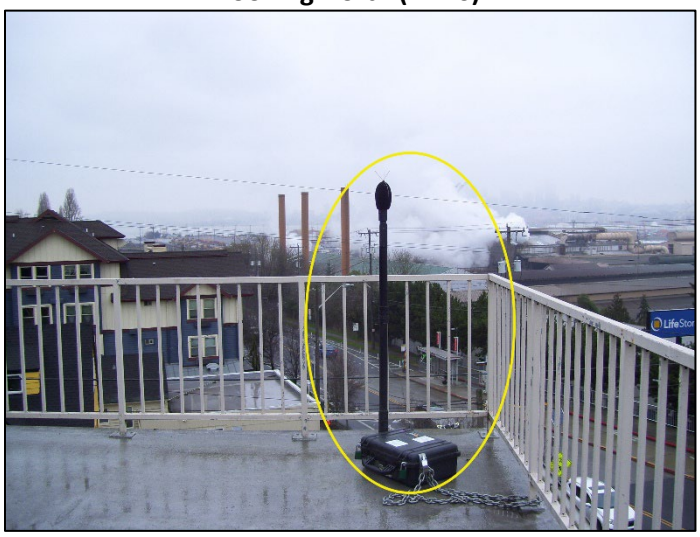
Start Date	January 29, 2023
End Date	February 1, 2023
Start Time	1 p.m.
End Time	12 p.m.
Peak Hour Leq dBA Sound Level	72 dBA
Day-Night Average Sound Level Ldn dBA	70 dBA

Weather

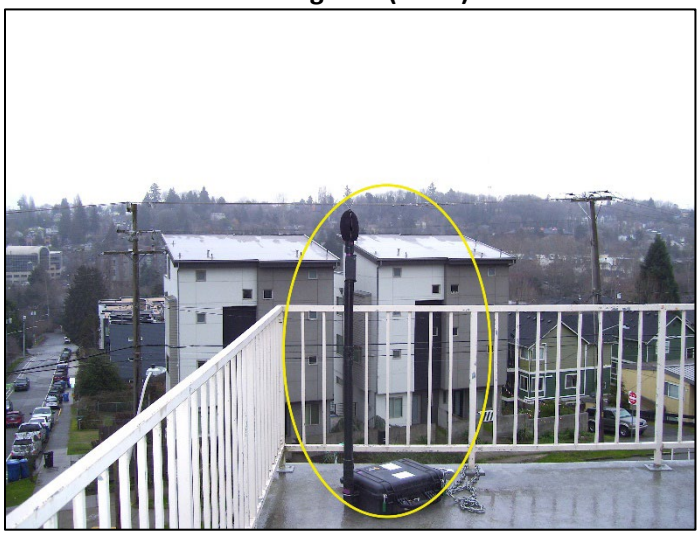
Date	Temperature	Pressure	Wind Speed	Wind Direction
January 29, 2023	34 degrees Fahrenheit	30.0 inches	6 miles per hour	North and Northeast
January 30, 2023	32 degrees Fahrenheit	30.0 inches	5 miles per hour	Varied
January 31, 2023	35 degrees Fahrenheit	29.8 inches	5 miles per hour	Varied
February 1, 2023	35 degrees Fahrenheit	29.7 inches	6 miles per hour	South and Southeast

Plan View (M-26)

Looking North (M-26)



Looking East (M-26)



Looking West (M-26)

Monitoring Location

Monitoring No.	M-27
Address	4009 32nd Avenue Southwest
Segment	Delridge
Parcel	9297301106

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2457189
Microphone	Bruel and Kjaer 4188	2499783
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Start Date	January 24, 2023
End Date	January 27, 2023
Start Time	11 a.m.
End Time	10 a.m.
Peak Hour Leq dBA Sound Level	60 dBA
Day-Night Average Sound Level Ldn dBA	57 dBA

Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
January 24, 2023	41 degrees Fahrenheit	30.2 inches	6 miles per hour	South-southeast
January 25, 2023	44 degrees Fahrenheit	30.3 inches	4 miles per hour	North-northwest
January 26, 2023	38 degrees Fahrenheit	30.2 inches	6 miles per hour	South
January 27, 2023	45 degrees Fahrenheit	29.8 inches	8 miles per hour	South-southwest

Plan View (M-27)

Looking North (M-27)

Looking South (M-27)

Looking West (M-27)

Monitoring Location

Monitoring No.	M-28
Address	4403 37th Avenue Southwest
Segment	West Seattle Junction
Parcel	0952004705

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2124742
Microphone	Bruel and Kjaer 4188	2120929
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Start Date	November 8, 2022
End Date	November 10, 2022
Start Time	11 a.m.
End Time	9 a.m.
Peak Hour Leq dBA Sound Level	62 dBA
Day-Night Average Sound Level Ldn dBA	62 dBA

Weather

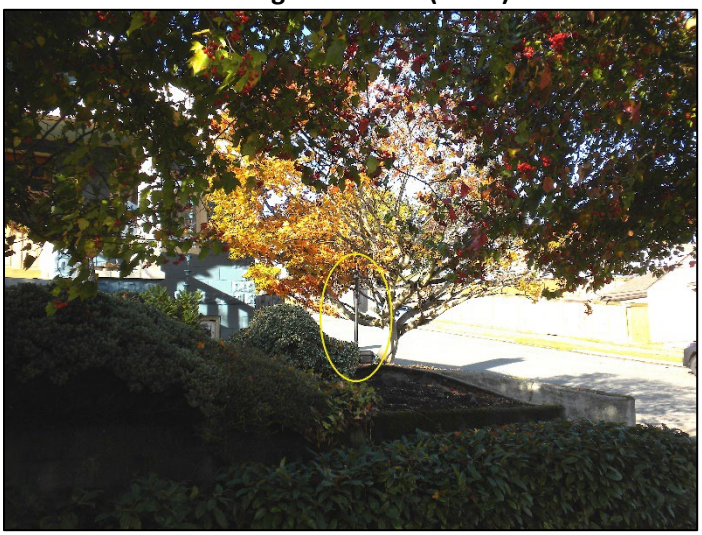
Date	Temperature	Pressure	Wind Speed	Wind Direction
November 8, 2022	38 degrees Fahrenheit	29.5 inches	18 miles per hour	North-northeast
November 9, 2022	38 degrees Fahrenheit	29.8 inches	7 miles per hour	East
November 10, 2022	37 degrees Fahrenheit	29.9 inches	4 miles per hour	South-southeast

Plan View (M-28)

Looking North (M-28)

Looking South (M-28)

Looking Northwest (M-28)



Looking West (M-28)

Monitoring Location

Monitoring No.	M-29
Address	4537 41st Avenue Southwest
Segment	West Seattle Junction
Parcel	0952006725

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Bruel and Kjaer 2238	2457189
Microphone	Bruel and Kjaer 4188	2499783
Preamplifier	Bruel and Kjaer	Not Applicable
Calibrator	Larson Davis CAL200	16513

Measurement Data

Start Date	November 8, 2022
End Date	November 10, 2022
Start Time	10 a.m.
End Time	9 a.m.
Peak Hour Leq dBA Sound Level	67 dBA
Day-Night Average Sound Level Ldn dBA	61 dBA

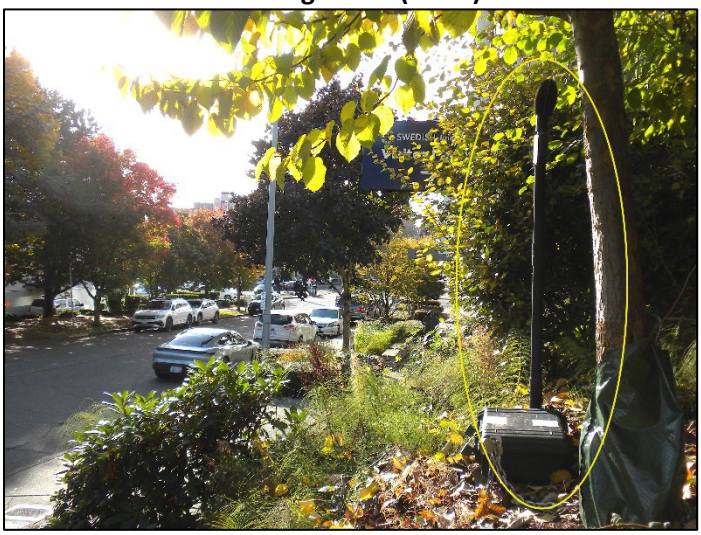
Weather

Date	Temperature	Pressure	Wind Speed	Wind Direction
November 8, 2022	38 degrees Fahrenheit	29.5 inches	18 miles per hour	North-northeast
November 9, 2022	38 degrees Fahrenheit	29.8 inches	7 miles per hour	East
November 10, 2022	37 degrees Fahrenheit	29.9 inches	4 miles per hour	South-southeast

Plan View (M-29)

Looking North (M-29)

Looking South (M-29)



Looking West (M-29)

Looking Southwest (M-29)

Monitoring Location

Monitoring No.	M-30
Address	4040 26th Avenue Southwest
Segment	Delridge
Parcel	2444600025

Equipment

Equipment Type	Model Number	Serial Number
Level Analyzer	Svantek 307	78628
Microphone	Svantek ST30A	125191
Preamplifier	Not Applicable	Not Applicable
Calibrator	Larson Davis CAL200	18605

Measurement Data

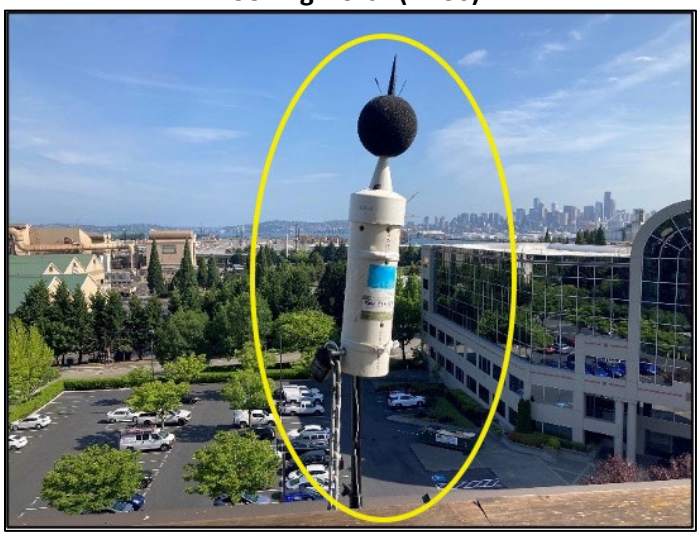
Start Date	06/08/2023
End Date	06/13/2023
Start Time	10 a.m.
End Time	11 a.m.
Peak Hour Leq dBA Sound Level	63 dBA
Day-Night Average Sound Level Ldn dBA	64 dBA

Weather

Measurement	6/8/2023	6/9/2023	6/12/2023	6/13/2023
Temperature	71 degrees Fahrenheit	56 degrees Fahrenheit	70 degrees Fahrenheit	59 degrees Fahrenheit
Pressure	30.0 inches	30.1 inches	30.0 inches	30.0 inches
Wind Speed	4 miles per hour	3 miles per hour	2 miles per hour	4 miles per hour
Wind Direction	South	South	South-southwest	South

Plan View (M-30)

Looking North (M-30)



Looking East (M-30)

Looking West (M-30)

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Attachment N.3B
Vibration Measurement Site Photographs

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Attachment N.3B
Vibration Measurement Site Photographs

Figure N.3B-1. Photograph of Vibration Propagation Measurement Site V-A – Alley off of 41st Avenue at Alaska Way

Figure N.3B-2. Aerial View of Vibration Propagation Measurement Site V-A – Alley off of 41st Avenue at Alaska Way

Figure N.3B-3. Photograph of Borehole Vibration Propagation Measurement Site V-2 – 39th Avenue Southwest at Southwest Genesee Street

Figure N.3B-4. Aerial View of Borehole Vibration Propagation Measurement Site V-2 – 39th Avenue Southwest at Southwest Genesee Street

Figure N.3B-5. Photograph of Borehole Vibration Propagation Measurement Site V-3 – 32nd Avenue Southwest at Southwest Genesee Street

Figure N.3B-6. Aerial View of Borehole Vibration Propagation Measurement Site V-3 – 32nd Avenue Southwest at Southwest Genesee Street

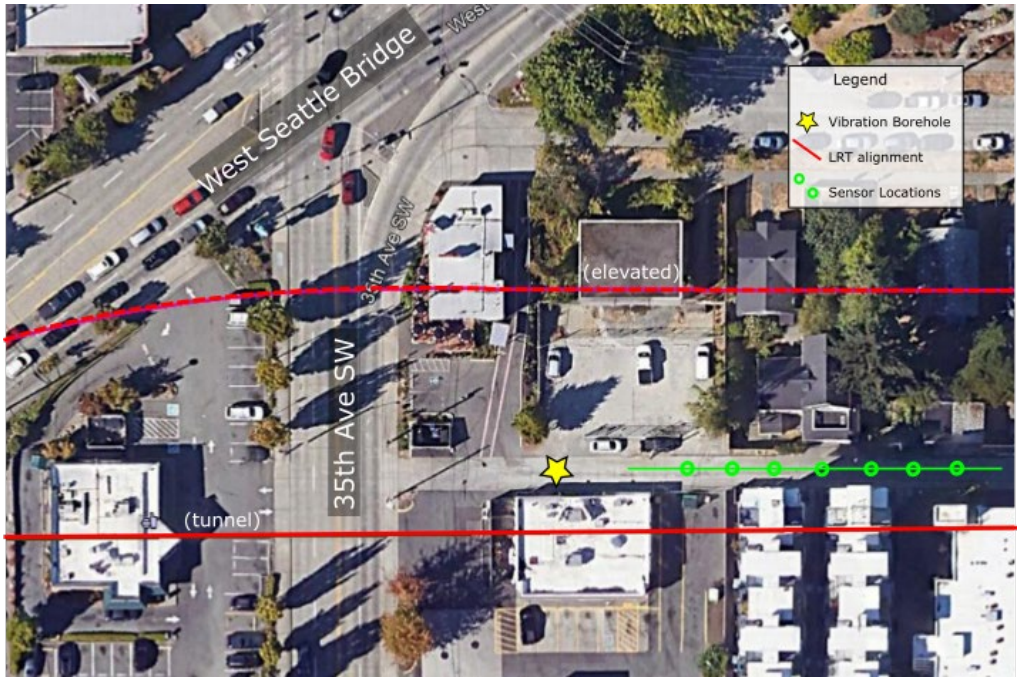

Figure N.3B-7. Photograph of Vibration Propagation Measurement Site V-B – Southwest Genesee Street at 32nd Avenue Southwest

Figure N.3B-8. Aerial View of Vibration Propagation Measurement Site V-B – Southwest Genesee Street at 32nd Avenue Southwest

Figure N.3B-9. Photograph of Vibration Propagation Measurement Site V-C – Dakota Street at 25th Avenue Southwest

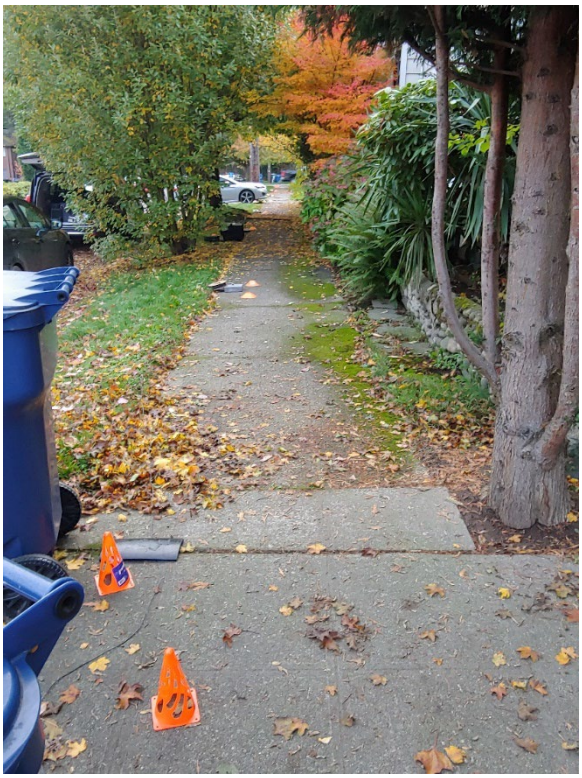

Figure N.3B-10. Aerial View of Vibration Propagation Measurement Site V-C – Dakota Street at 25th Avenue Southwest

Figure N.3B-11. Photograph of Vibration Propagation Measurement Site V-D – Bike Path at 22nd Avenue Southwest near West Seattle Bridge

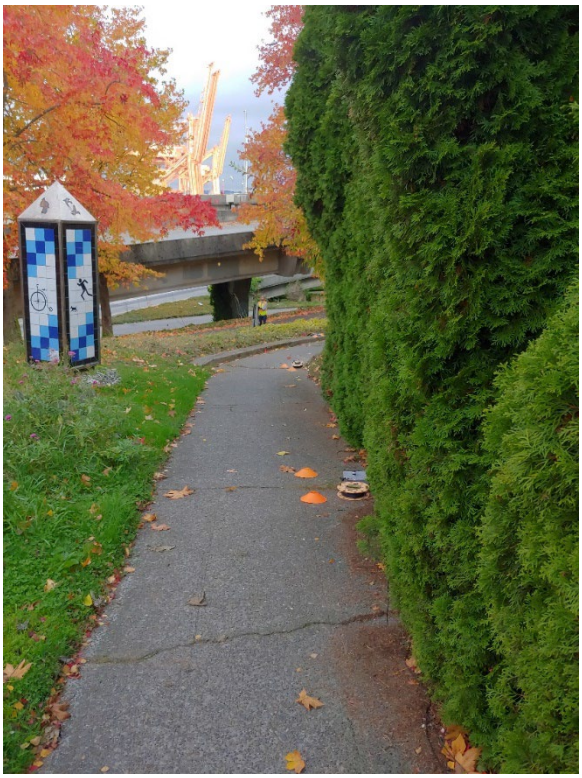

Figure N.3B-12. Aerial View of Vibration Propagation Measurement Site V-D – Bike Path at 22nd Avenue Southwest near West Seattle Bridge

Figure N.3B-13. Photograph of Vibration Propagation Measurement Site V-E – Harbor Island Machine Works, 3431 11th Avenue Southwest

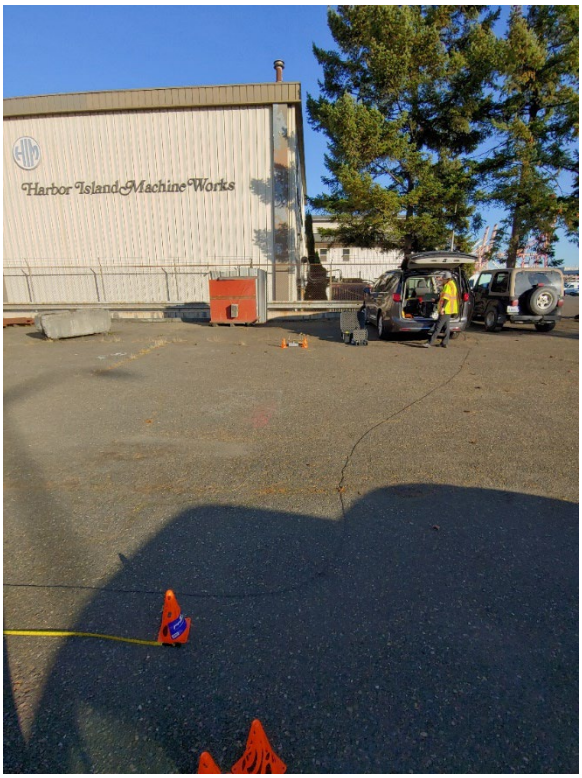

Figure N.3B-14. Aerial View of Vibration Propagation Measurement Site V-E – Harbor Island Machine Works, 3431 11th Avenue Southwest

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Attachment N.3C
Vibration Propagation Measurement Results

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Attachment N.3C
Vibration Propagation Measurement Results

Site V-A: Alley on 41st Avenue, North of Alaska Way, West Seattle

Table N.3C-1. Line Source Transfer Mobility (L.S.T.M.) Coefficients for Site V-A

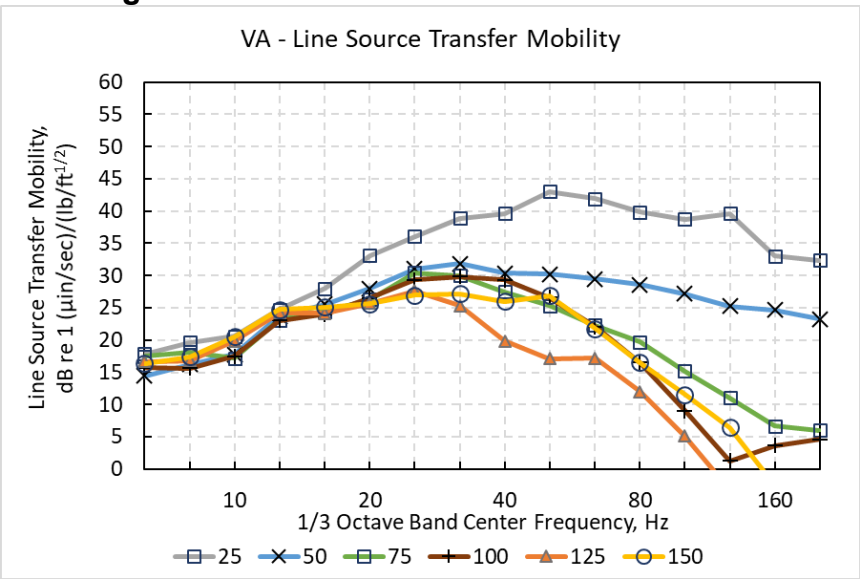
Coeff.	6.3 Hertz (Hz)	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	18.2	22.7	19.3	24.6	33.4	44.9	51.1	59.8	66.0	75.6	79.9	86.6	96.7	112.6	114.5	125.5
B	-0.9	-2.9	-0.2	-0.4	-4.4	-9.3	-11.1	-15.6	-19.9	-25.3	-28.8	-34.4	-42.1	-53.0	-56.5	-63.7
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Coeff. = coefficient

Hz = hertz

Figure N.3C-1. Measured L.S.T.M. at Site V-A



dB = decibels

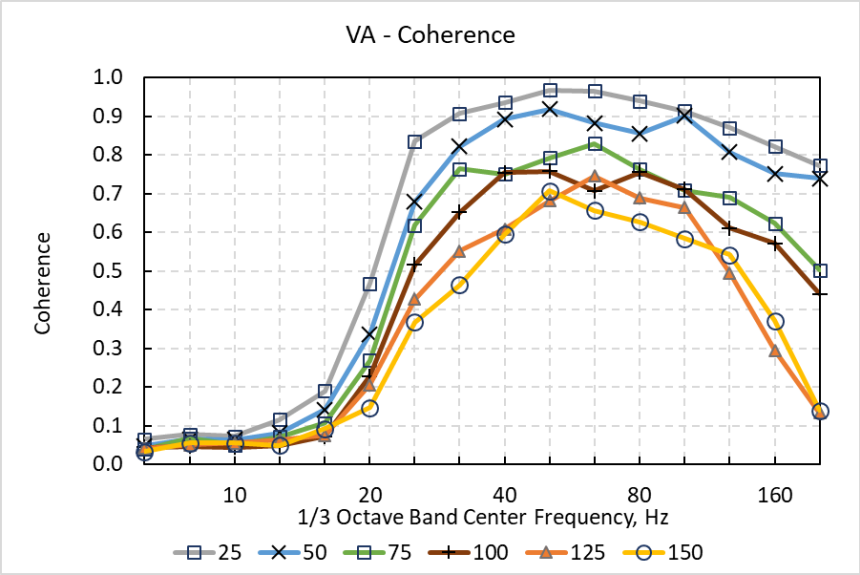
µin = micro inch

sec = seconds

lb = pounds

ft = feet

Figure N.3C-2. Measured Coherence at Site V-A



Site V-2: 39th Avenue Southwest at Southwest Genesee Street, West Seattle

Table N.3C-2. L.S.T.M. Coefficients for Site V-2

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	45.2	68.1	66.7	57.7	5.5	55.5	16.4	57.7	85.4	109.7	45.9	22.9	57.5	71.3	99.0	99.2
B	-21.8	-33.3	-30.7	-27.6	-4.6	-26.8	-6.4	-23.1	-35.5	-45.9	-18.7	-6.7	-21.8	-30.2	-44.2	-44.6
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-3. Measured L.S.T.M. at Site V-2

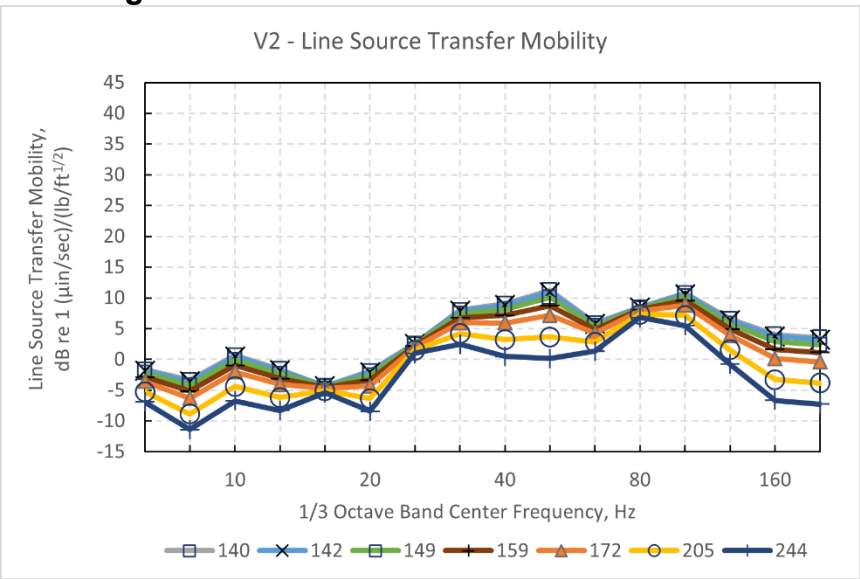
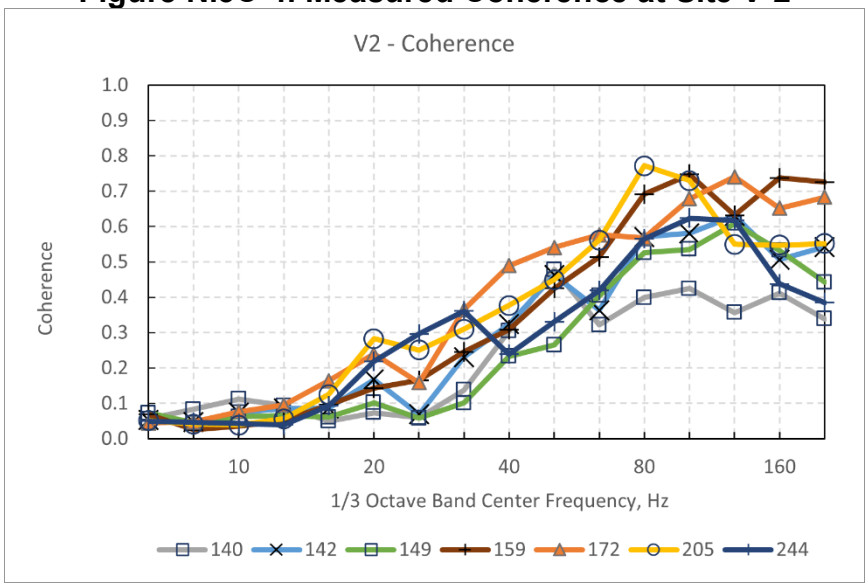


Figure N.3C-4. Measured Coherence at Site V-2



Site V-3: Alley at Southwest Genesee Street and 35th Avenue Southwest

Table N.3C-3. L.S.T.M. Coefficients for Site V-3

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	16.6	13.4	30.9	43.6	31.1	40.3	35.9	39.6	36.6	79.2	65.0	79.8	90.3	90.6	117.2	105.4
B	-9.8	-7.4	-15.3	-20.4	-15.2	-18.8	-16.7	-16.7	-13.4	-32.4	-26.4	-33.3	-38.1	-38.7	-52.6	-47.5
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-5. Measured L.S.T.M. at Site V-3

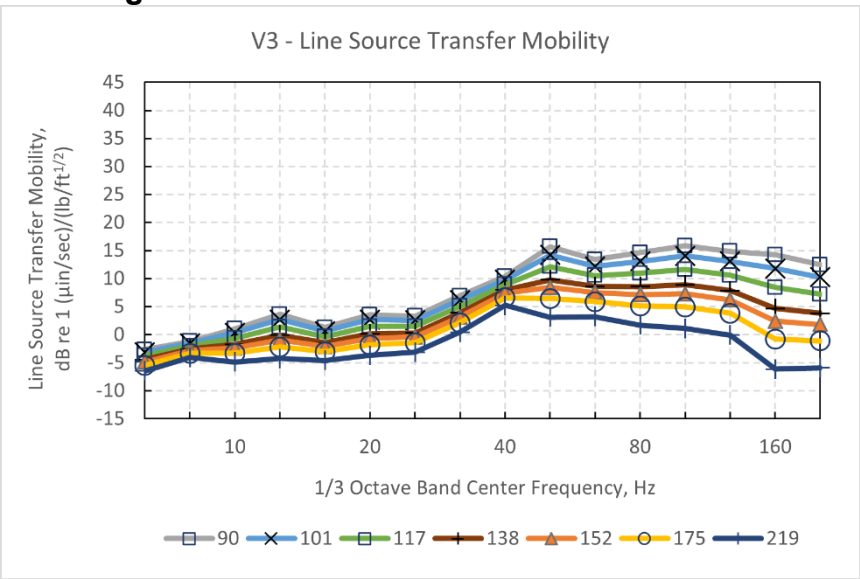
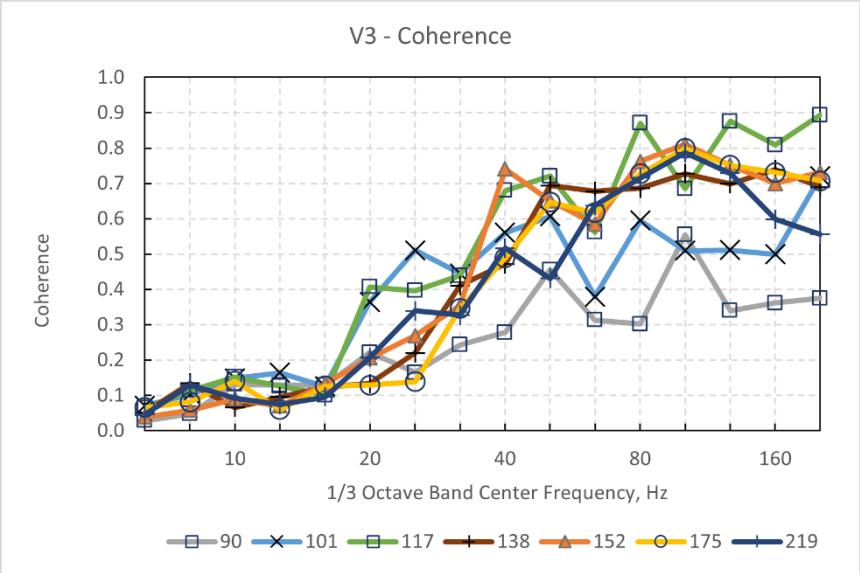


Figure N.3C-6. Measured Coherence at Site V-3



Site V-B: Southwest Genesee Street at 32nd Avenue, West Seattle

Table N.3C-4. L.S.T.M. Coefficients for Site V-B

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	20.6	22.1	22.8	27.9	30.6	36.9	48.9	61.5	63.2	67.9	63.6	81.5	85.7	71.4	67.1	74.4
B	-1.0	-3.0	-3.5	-4.3	-4.7	-6.9	-11.3	-16.0	-16.1	-19.7	-19.0	-30.2	-35.3	-30.8	-30.8	-37.8
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-7. Measured L.S.T.M at Site V-B

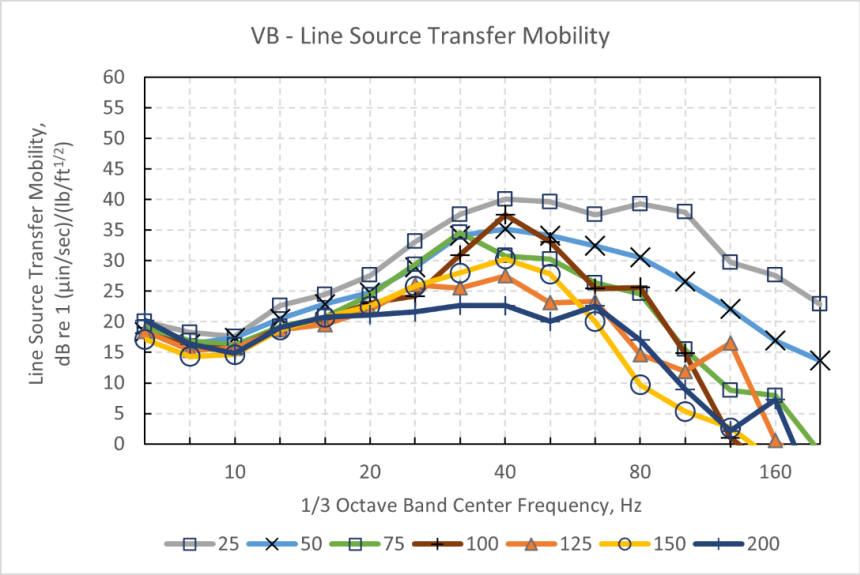
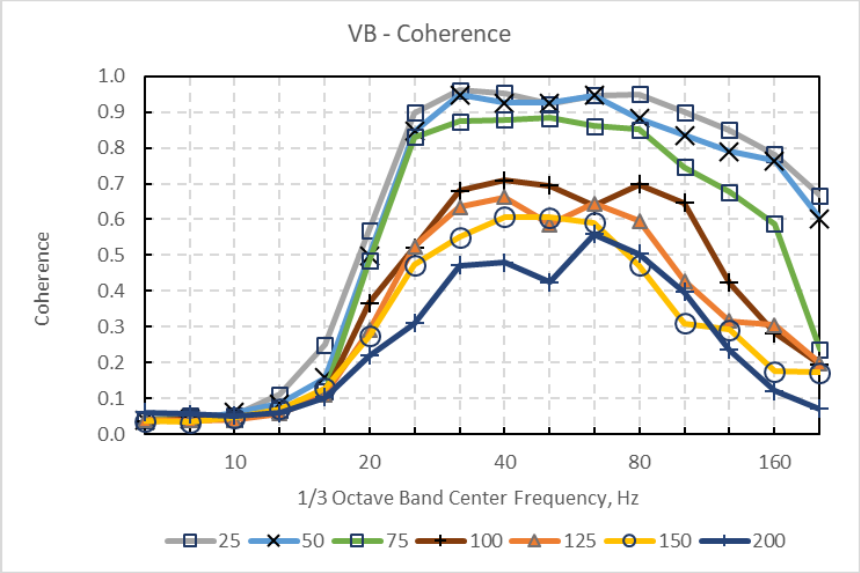


Figure N.3C-8. Measured Coherence at Site V-B



Site V-C: Southwest Dakota Street at 25th Avenue Southwest, West Seattle

Table N.3C-5. L.S.T.M. Coefficients for Site V-C

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	26.1	29.2	31.2	35.4	37.8	52.2	58.0	60.9	58.7	68.5	75.1	91.4	77.2	60.2	40.0	23.8
B	-3.4	-4.0	-2.9	-3.5	-5.0	-11.4	-13.2	-15.0	-14.2	-19.1	-24.3	-36.0	-32.4	-27.6	-19.4	-13.8
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-9. Measured L.S.T.M at Site V-C

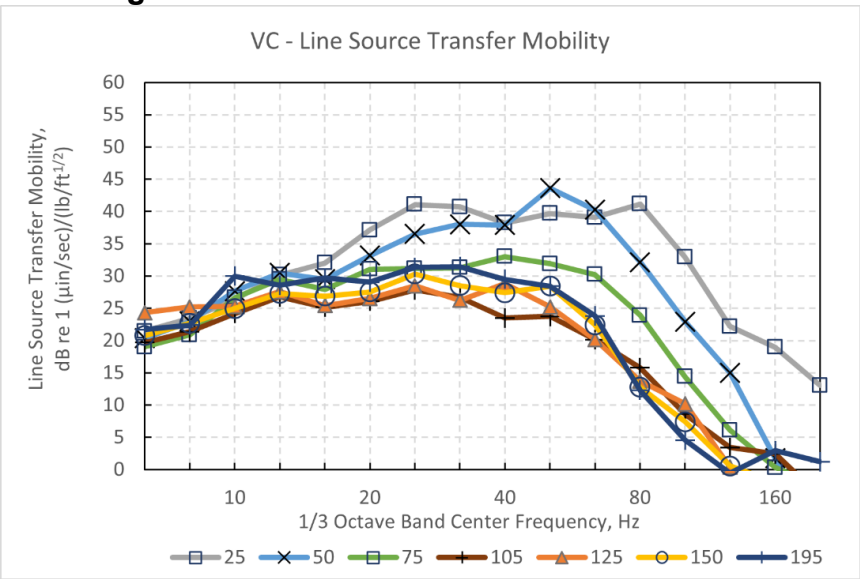
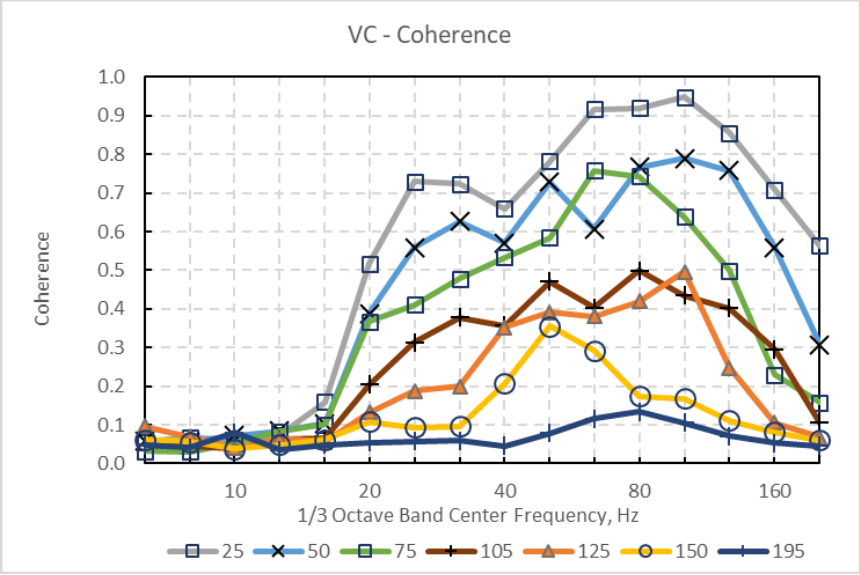


Figure N.3C-10. Measured Coherence at Site V-C



Site V-D: Bike Path at 22nd Avenue Southwest at West Seattle Bridge, West Seattle

Table N.3C-6. L.S.T.M. Coefficients for Site V-D

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	26.3	32.0	36.3	37.8	40.5	47.5	53.5	54.8	45.2	52.0	58.6	50.8	56.2	42.3	30.8	22.7
B	-0.4	-1.4	-3.0	-3.4	-5.9	-10.7	-14.2	-14.9	-10.5	-14.8	-19.8	-18.4	-23.7	-18.6	-14.4	-11.2
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-11. Measured L.S.T.M. at Site V-D

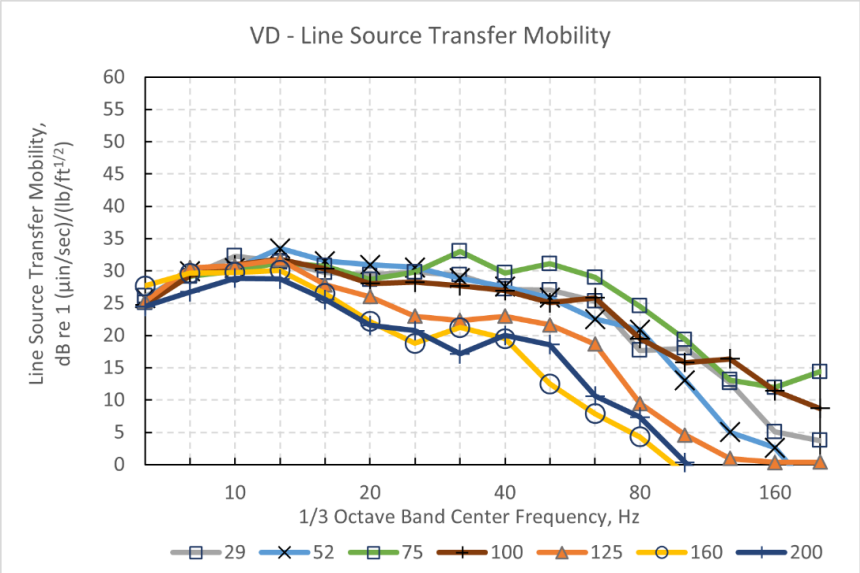
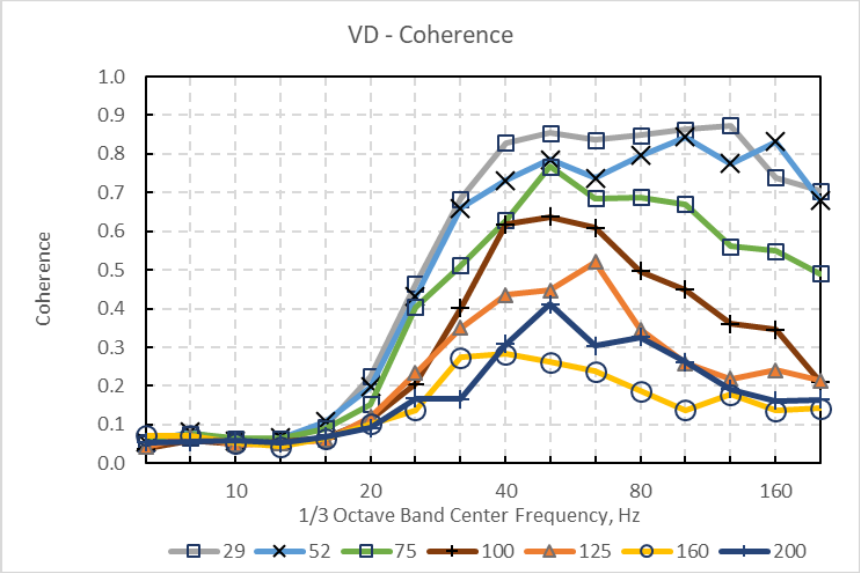


Figure N.3C-12. Measured Coherence at Site V-D



Site V-E: Harbor Island Machine Works, 3431 11th Avenue Southwest

Table N.3C-7. L.S.T.M. Coefficients for Site V-E

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	41.3	46.3	50.2	48.2	53.9	59.6	66.9	71.6	77.9	115.0	114.9	117.5	80.8	79.2	80.2	49.1
B	0.0	-3.3	-6.4	-6.0	-10.4	-13.5	-18.3	-21.7	-25.5	-44.7	-47.6	-53.2	-36.0	-38.8	-42.3	-25.1
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-13. Measured L.S.T.M. at Site V-E

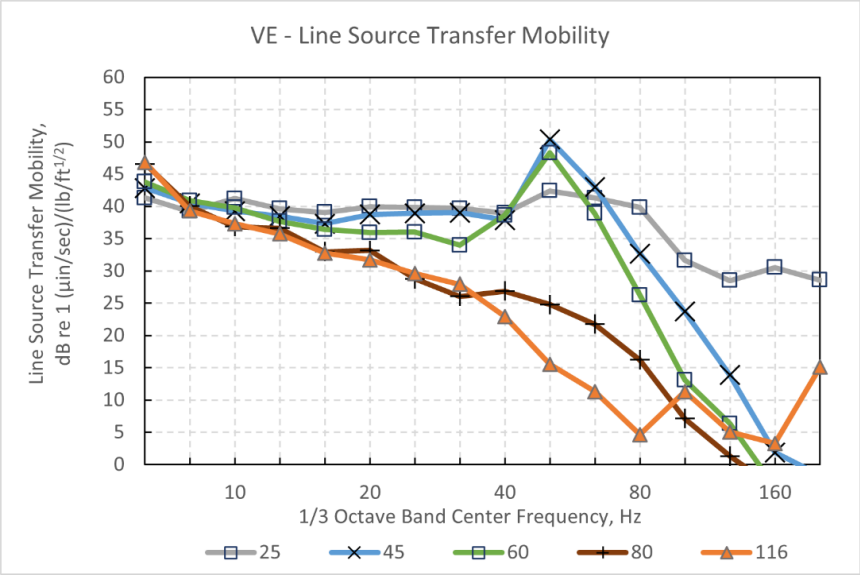


Figure N.3C-14. Measured Coherence at Site V-E

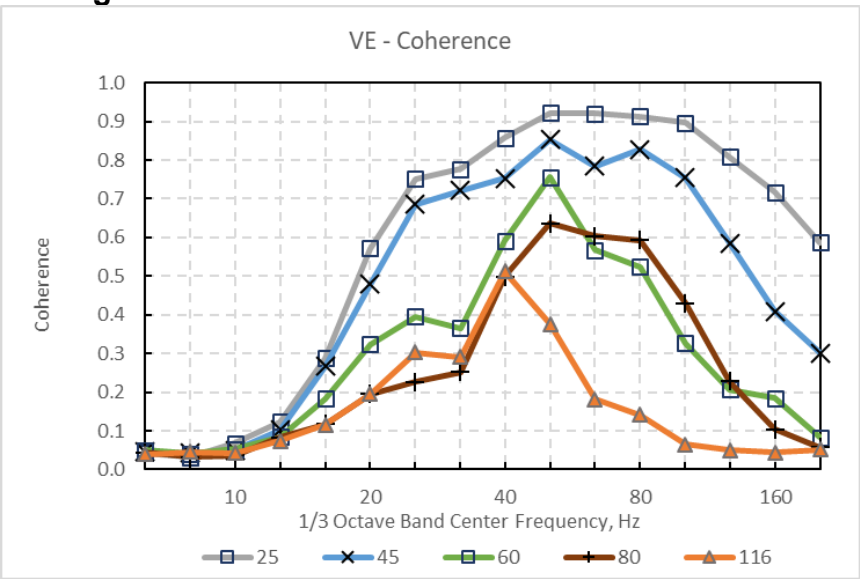


Table N.3C-23. L.S.T.M. Coefficients for Surface West Seattle

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	23.5	28.0	31.5	33.9	37.0	47.5	53.8	59.8	60.2	67.8	70.9	83.4	84.7	85.8	81.1	86.8
B	-1.0	-1.9	-2.8	-3.1	-5.3	-10.4	-12.6	-15.4	-15.7	-20.1	-23.3	-32.2	-35.9	-38.7	-38.1	-42.4
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$LSTM = A + B * \log(dist) + C * \log(dist)^2$$

Note: Applied to sensitive receivers near elevated, at-grade, or retained-cut track in the Duwamish, Delridge, and West Seattle Junction segments.

Table N.3C-24. L.S.T.M. Coefficients for Borehole West Seattle

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	34.8	37.8	53.0	49.4	21.7	46.1	23.3	52.2	63.1	96.8	57.9	49.9	69.7	81.8	108.2	102.2
B	-17.5	-18.6	-24.7	-23.4	-11.3	-21.8	-10.1	-21.3	-25.1	-40.1	-23.5	-18.9	-27.7	-34.8	-48.4	-46.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Note: Applied to sensitive receivers near tunnel track in the Duwamish, Delridge, and West Seattle Junction segments.

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Attachment N.3D
Maps of Noise Impact Assessment

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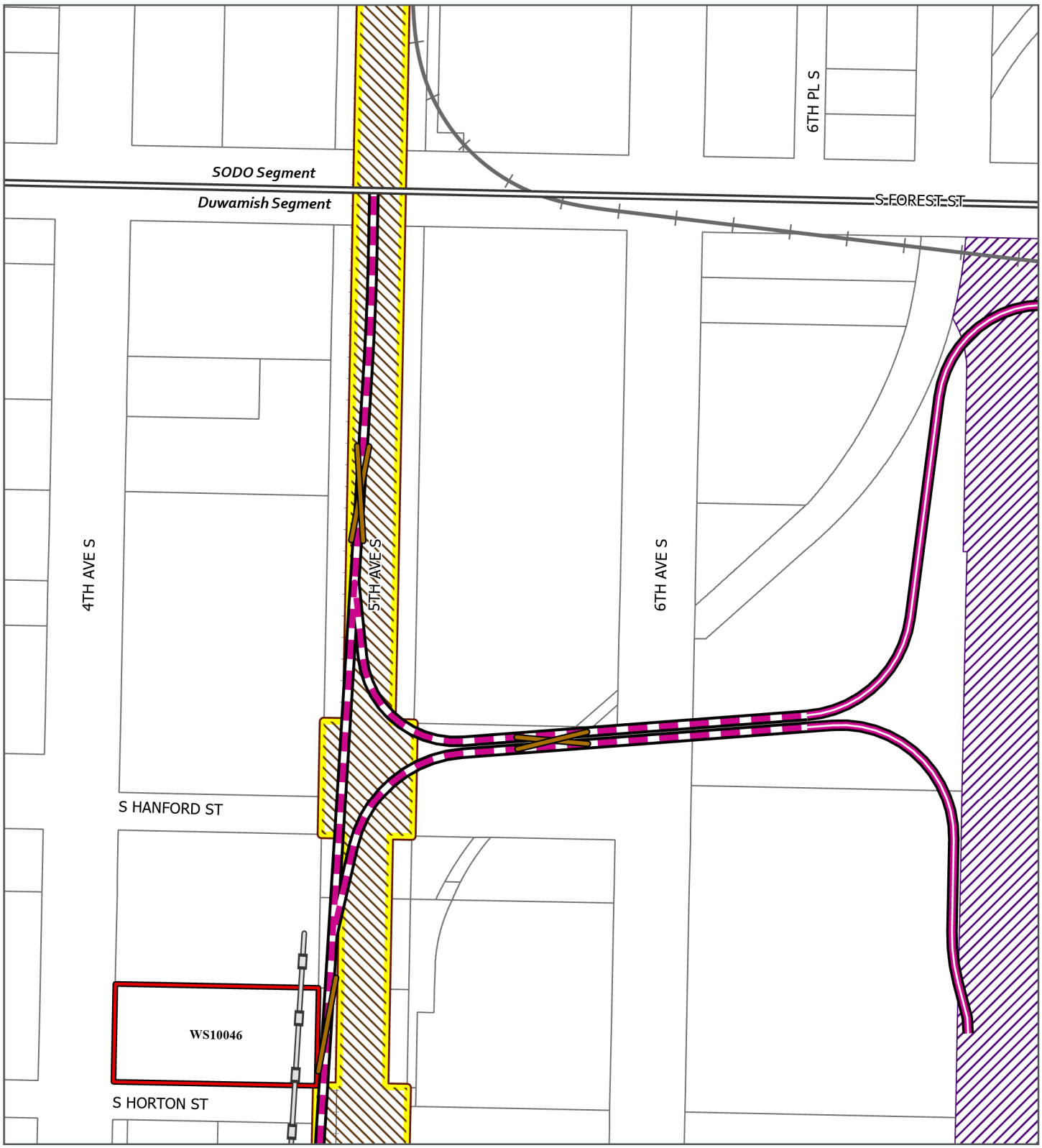


Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel
- Crossover
- Proposed Sound Wall

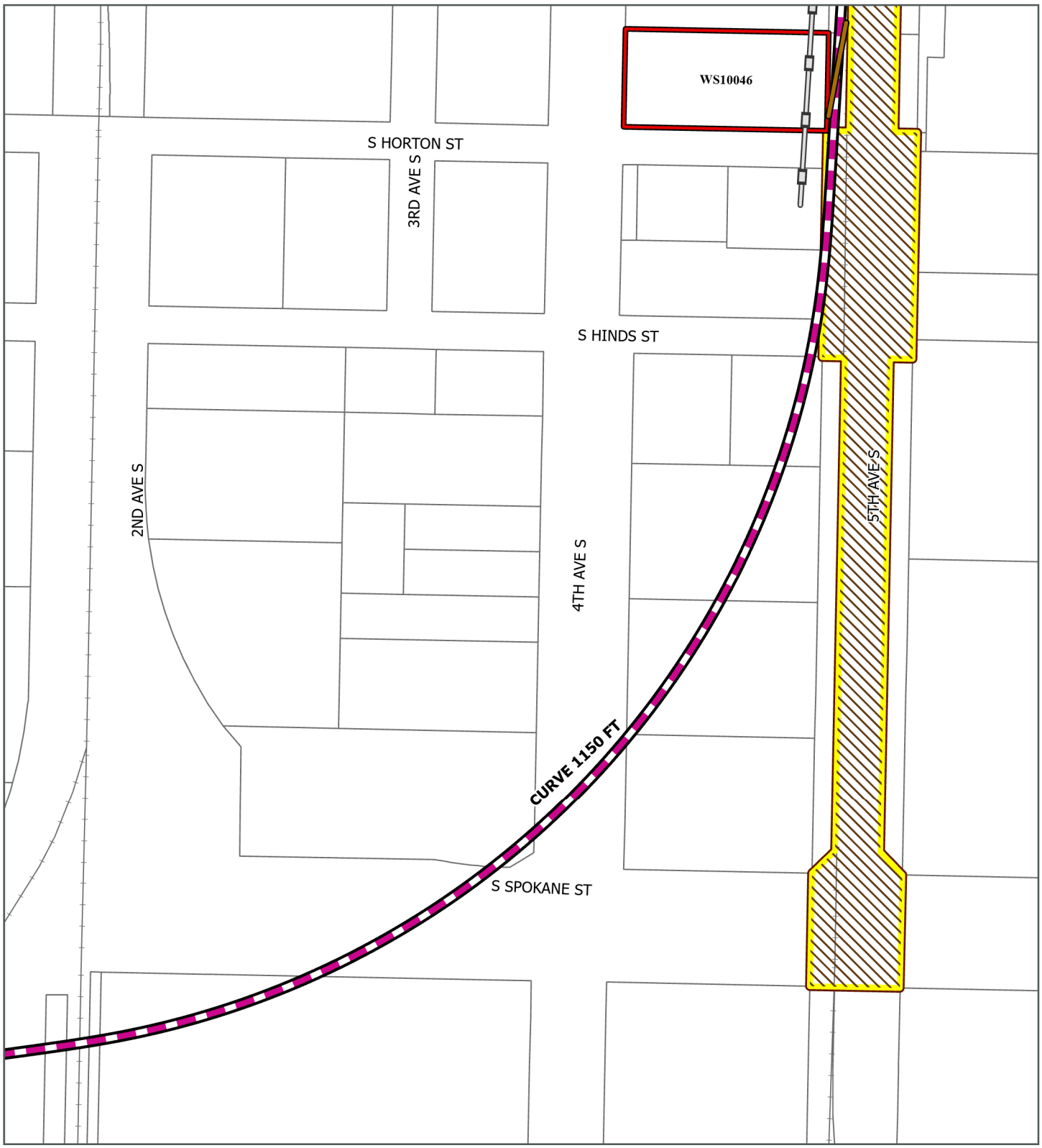
Noise Impacts
- Severe Impact

FIGURE N.3D-1a
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- SODO Busway
- Parcel
- Crossover
- Proposed Sound Wall

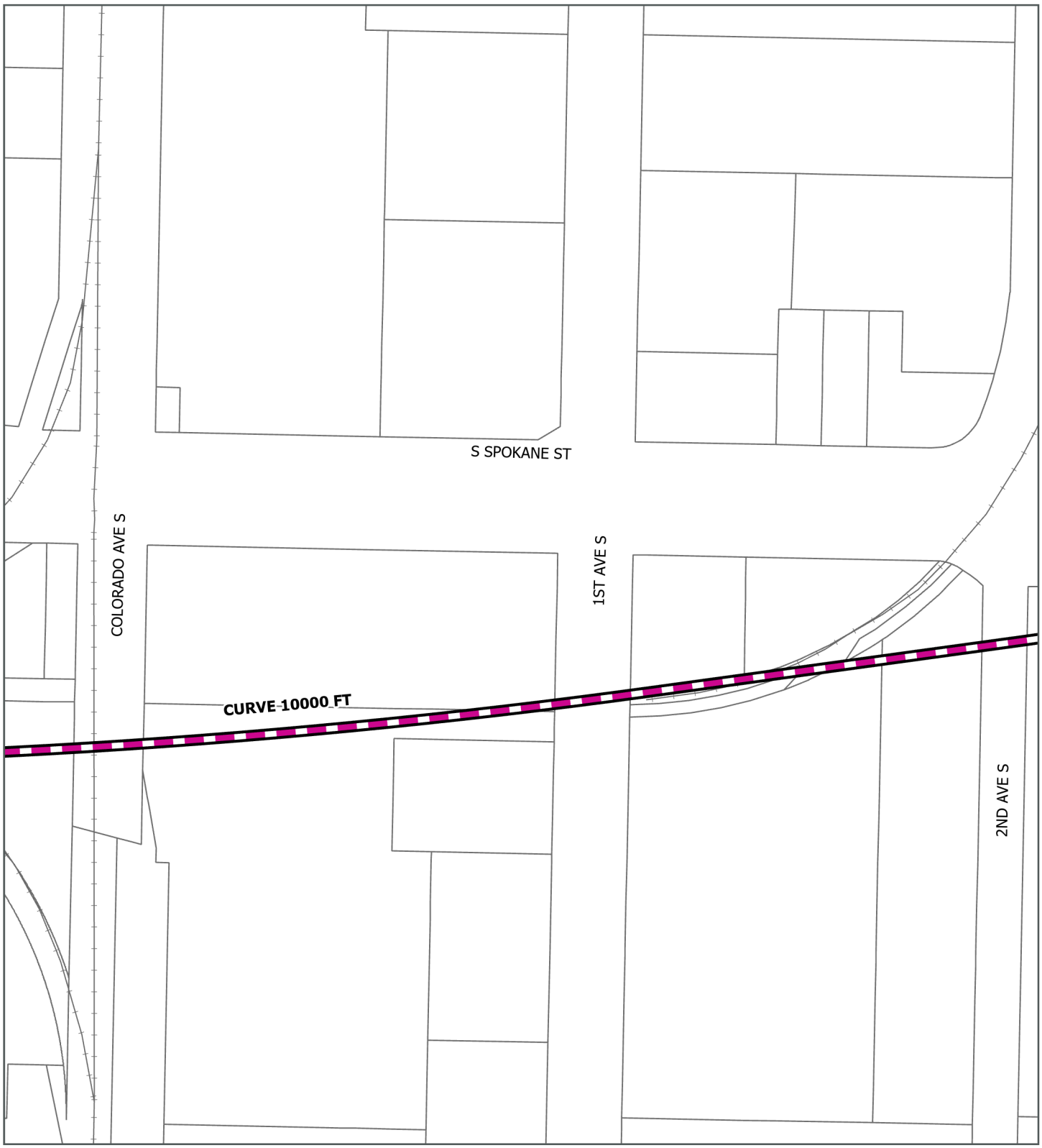
Noise Impacts
- Severe Impact

FIGURE N.3D-1b
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

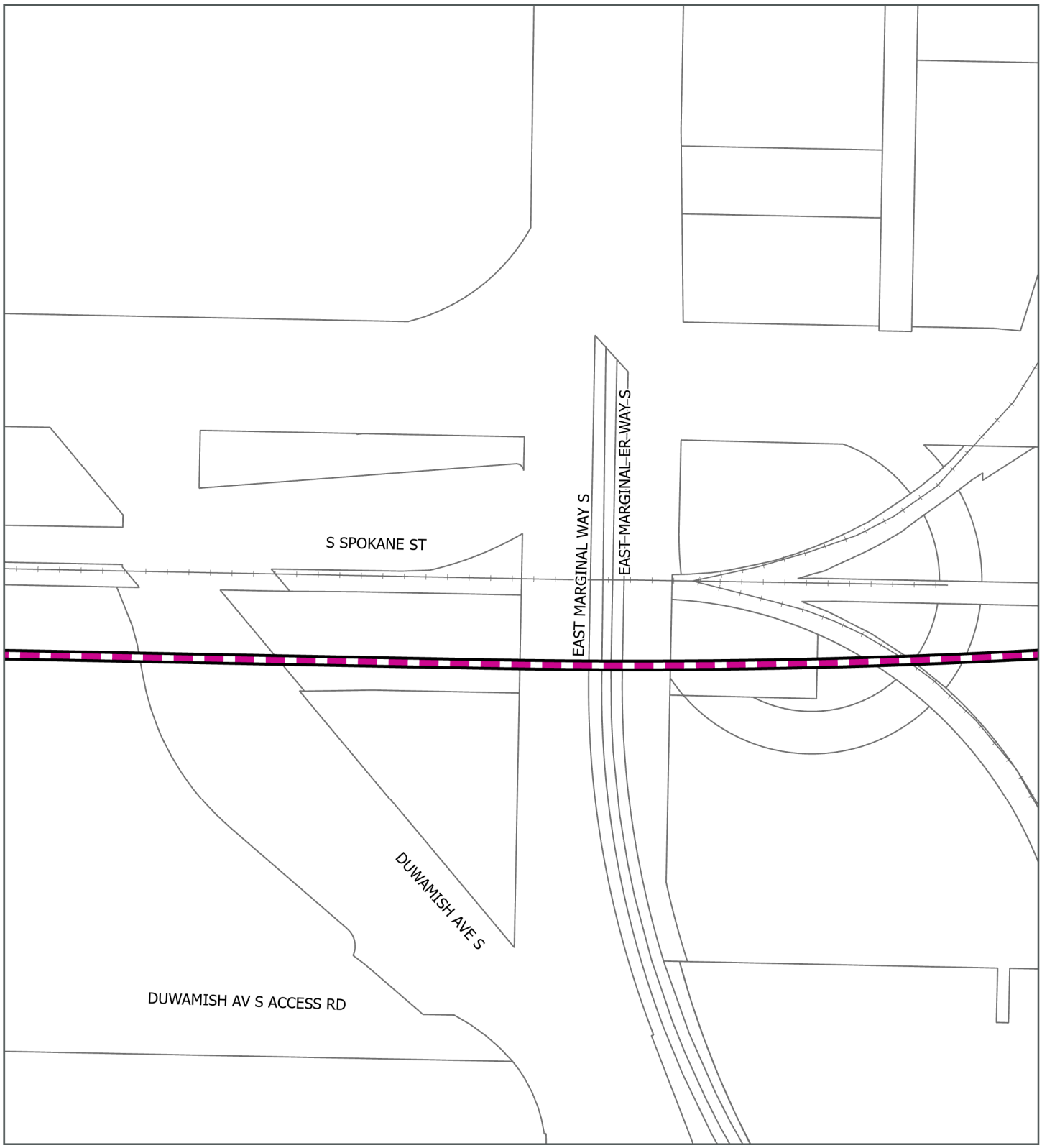
- Railroad
- Parcel

FIGURE N.3D-1c
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

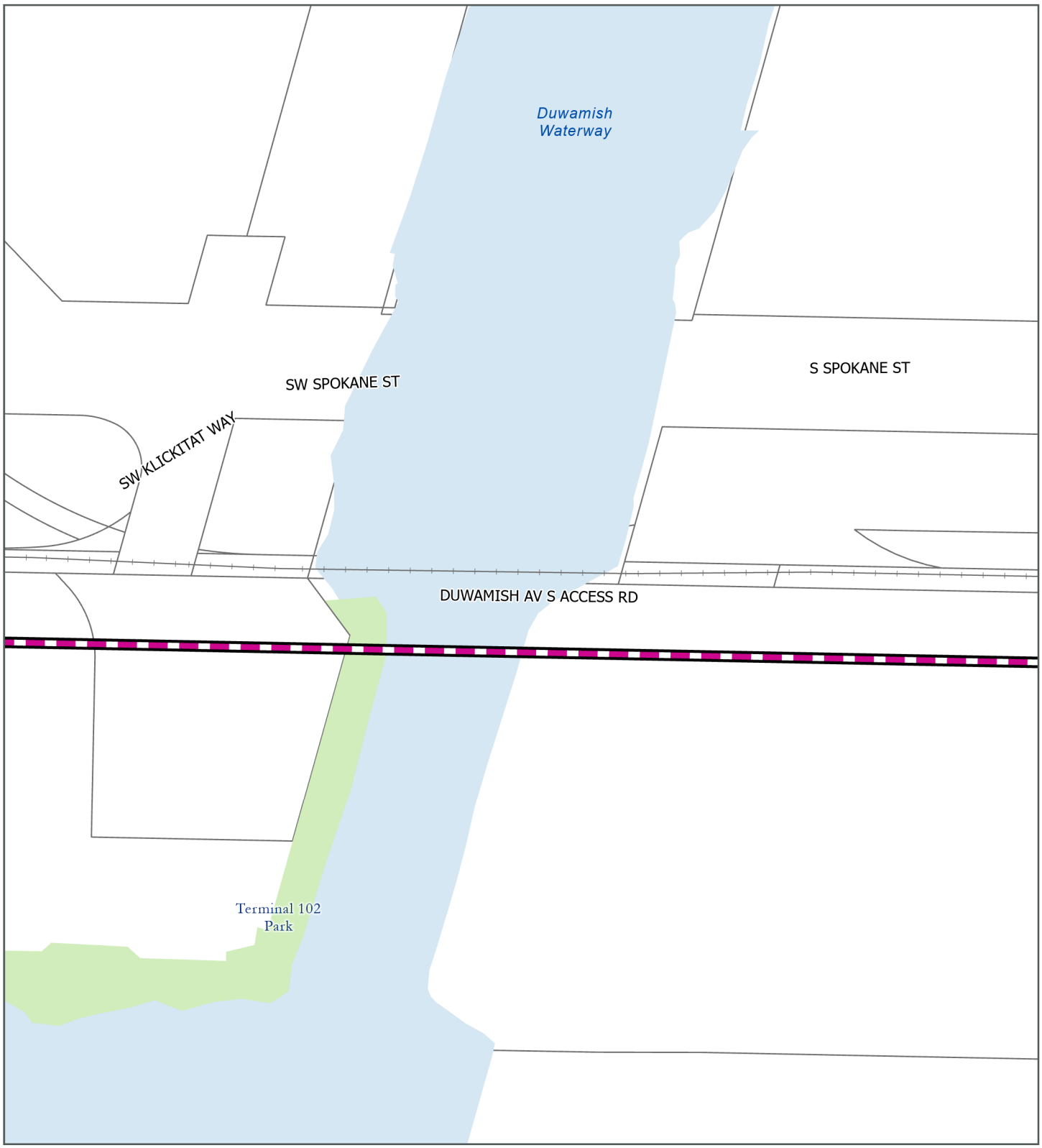
- Railroad
- Parcel

FIGURE N.3D-1d
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

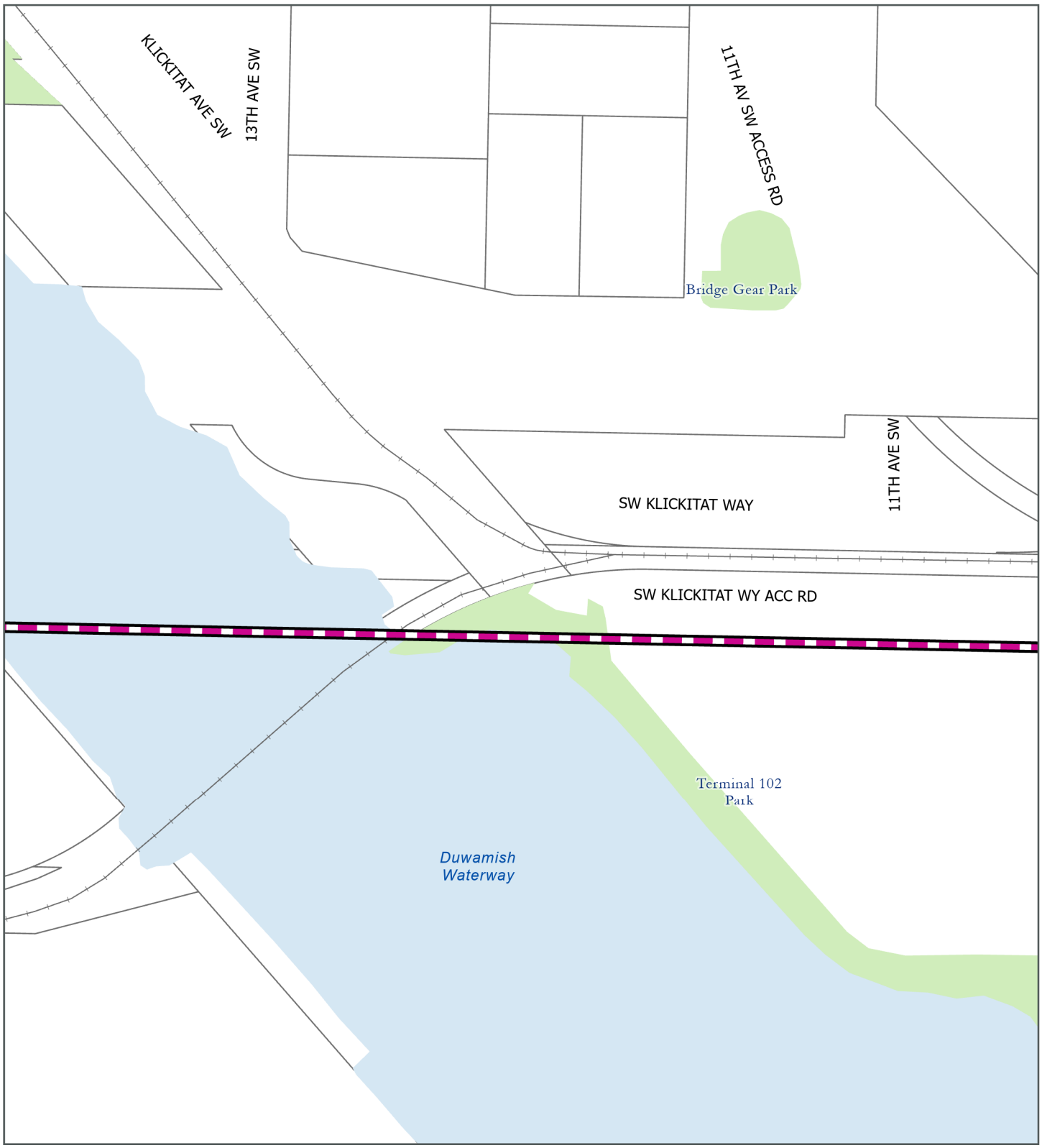
- Railroad
- Park
- Parcel

FIGURE N.3D-1e
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

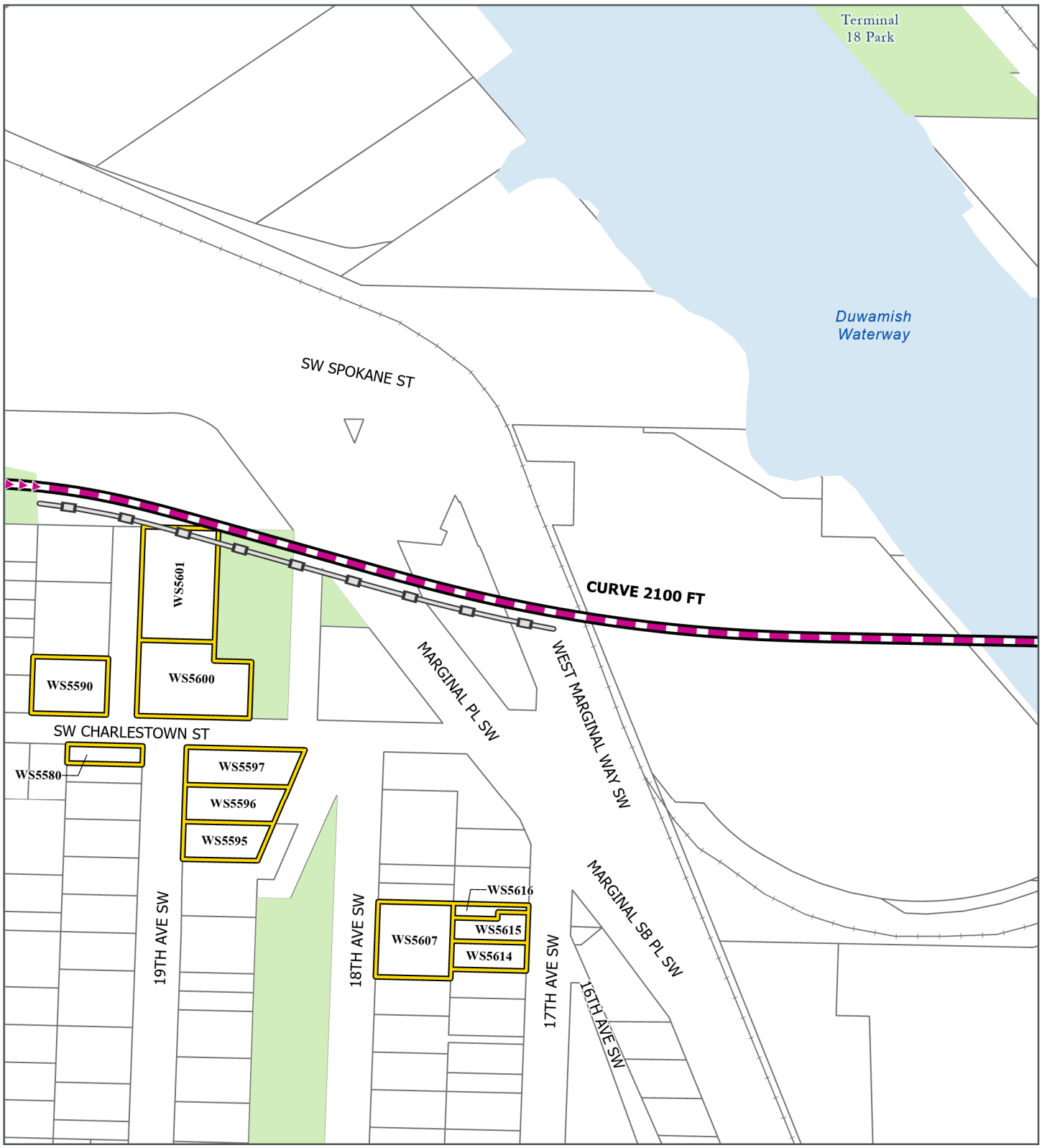
- Railroad
- Park
- Parcel

FIGURE N.3D-1f
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Parcel
- Proposed Sound Wall

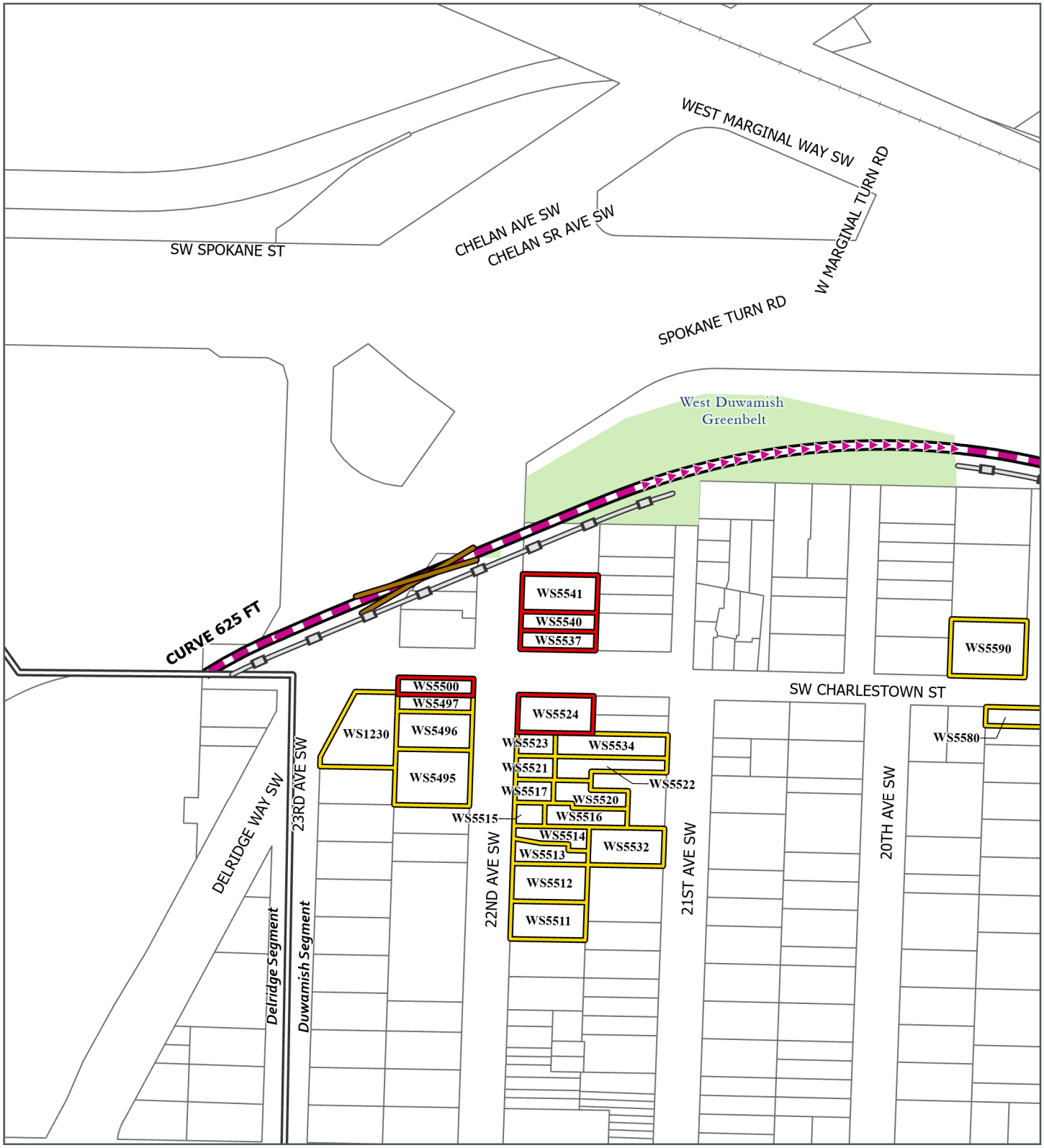
Noise Impacts
- Moderate Impact

FIGURE N.3D-1g
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Park
- Parcel
- Crossover
- Proposed Sound Wall

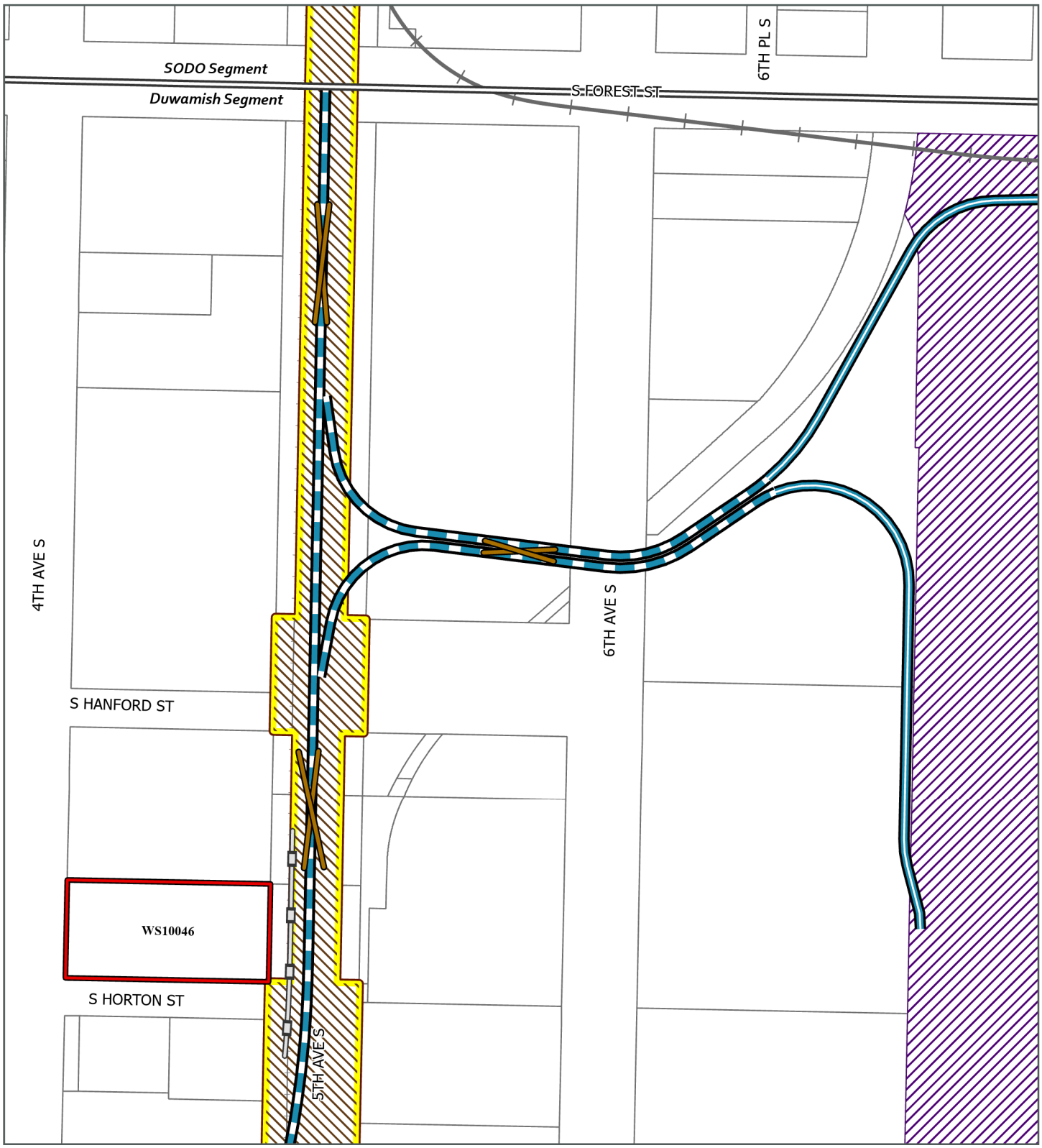
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-1h
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel
- Crossover
- Proposed Sound Wall

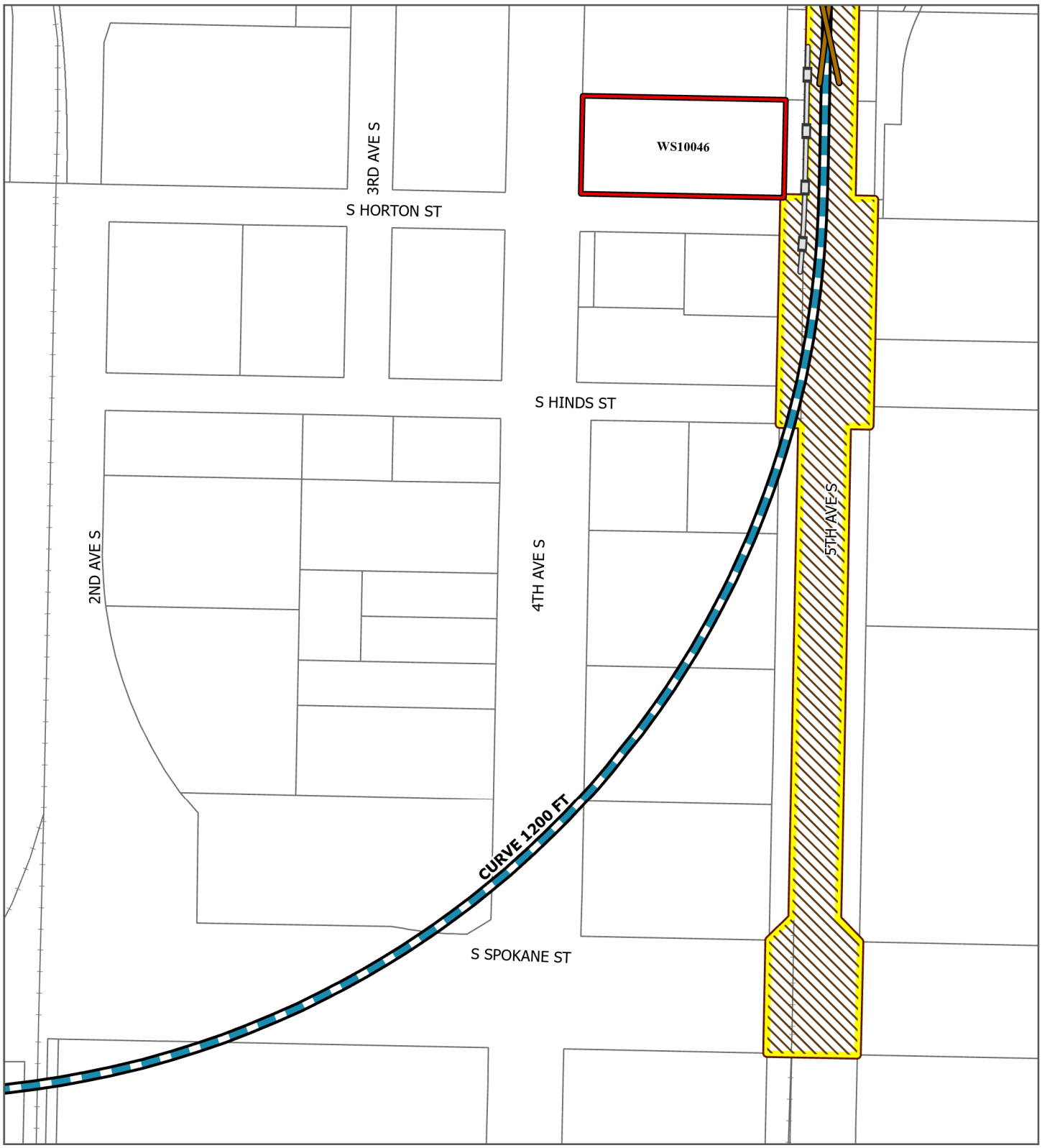
Noise Impacts
- Severe Impact

FIGURE N.3D-2a
Option DUW-1b
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- SODO Busway
- Parcel
- Crossover
- Proposed Sound Wall

Noise Impacts
- Severe Impact

FIGURE N.3D-2b
Option DUW-1b
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

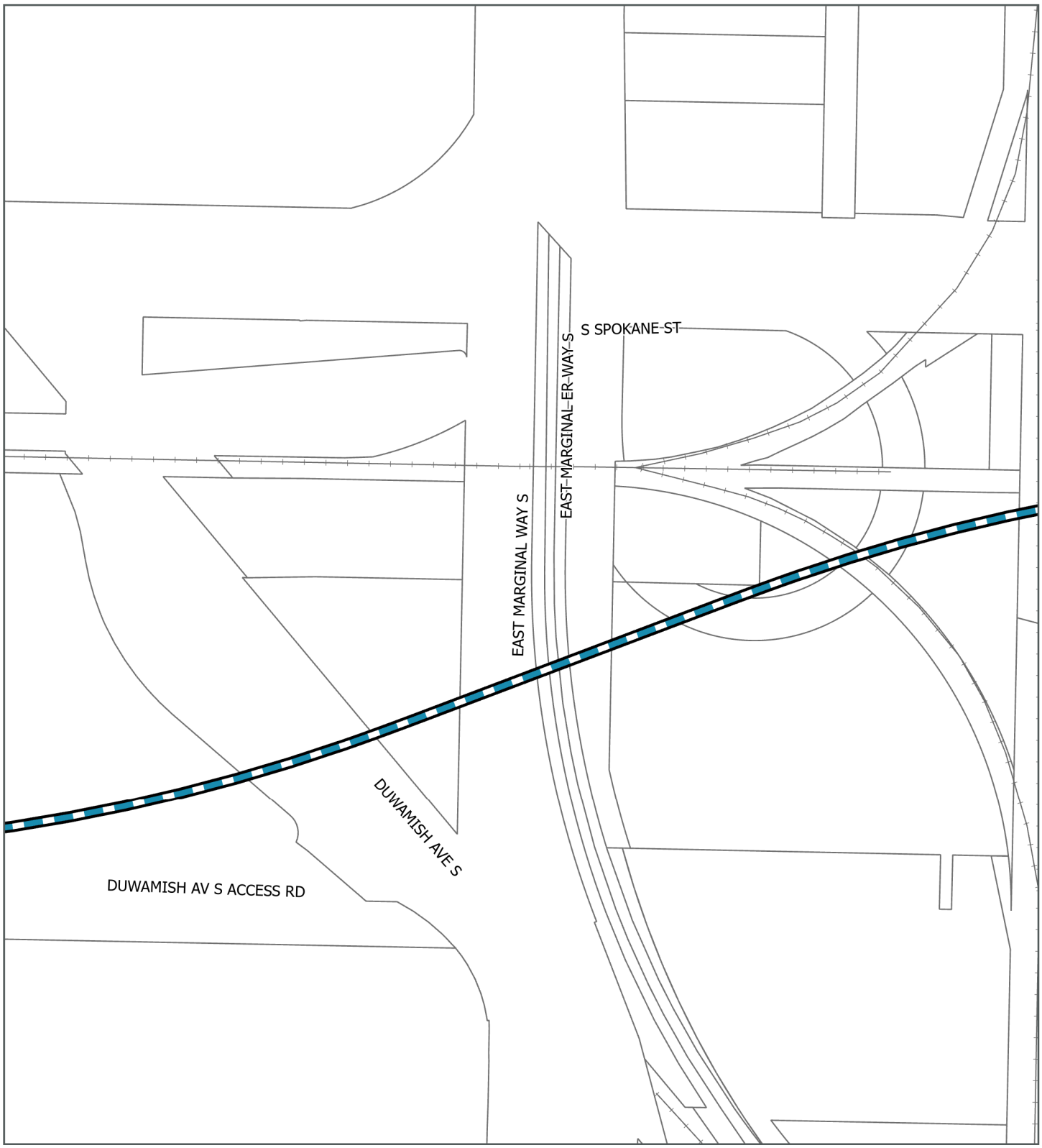
- Railroad
- Parcel

FIGURE N.3D-2c
Option DUW-1b
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

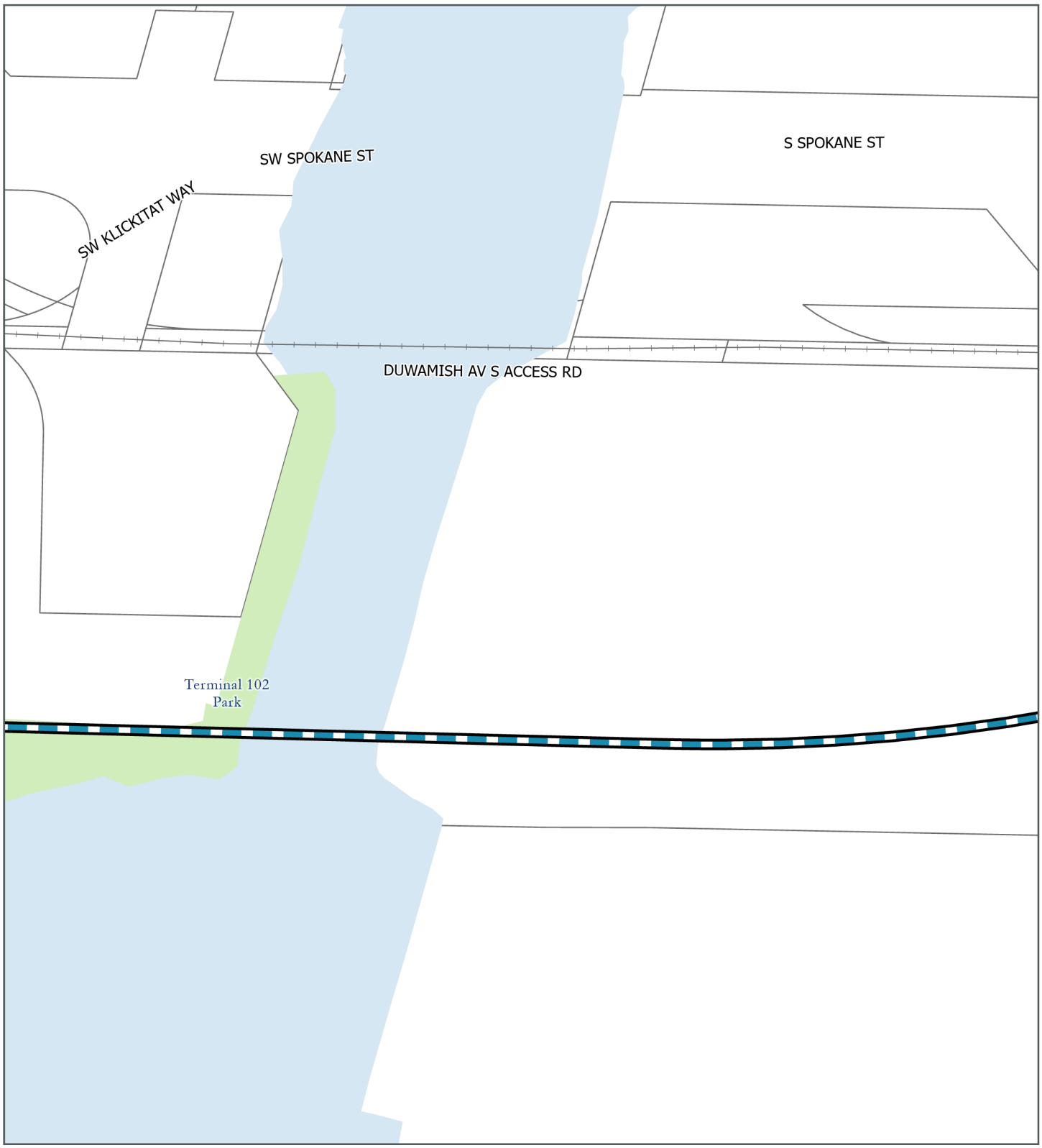
- Railroad
- Parcel

FIGURE N.3D-2d
Option DUW-1b
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

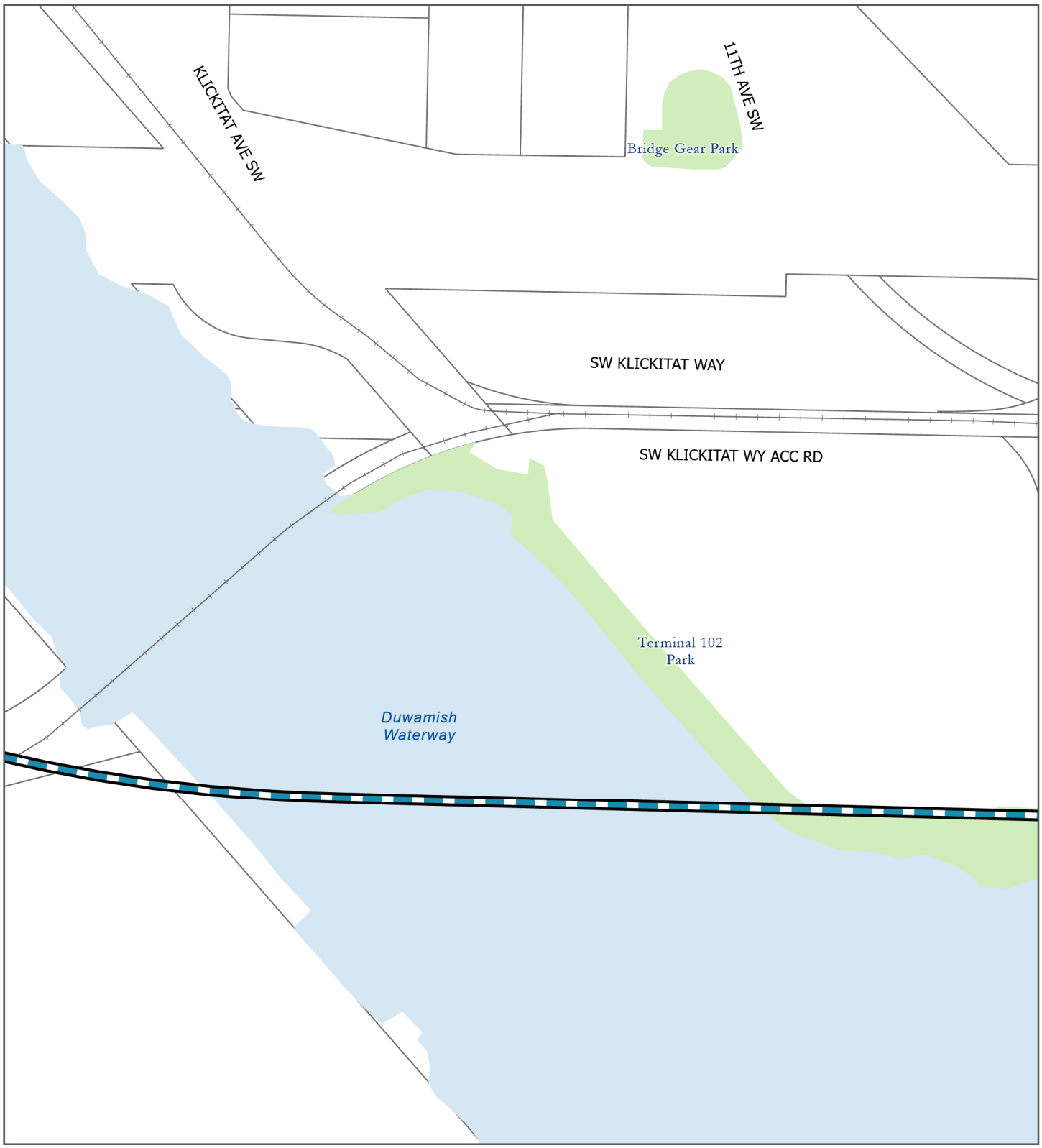
- Railroad
- Park
- Parcel

FIGURE N.3D-2e
Option DUW-1b
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

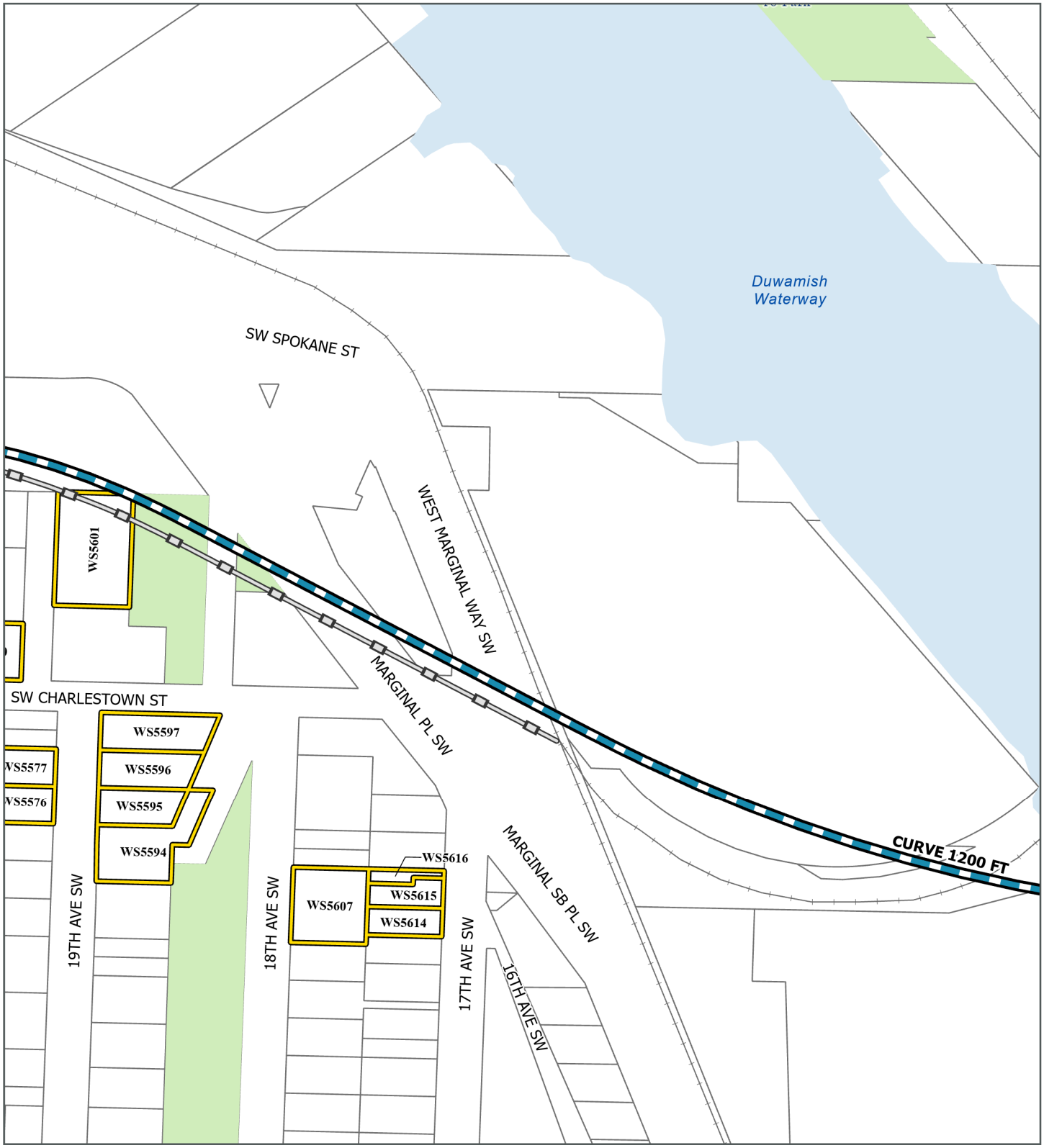
- Railroad
- Park
- Parcel

FIGURE N.3D-2f
Option DUW-1b
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-2g
Option DUW-1b
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Railroad
- Park
- Parcel
- Proposed Sound Wall

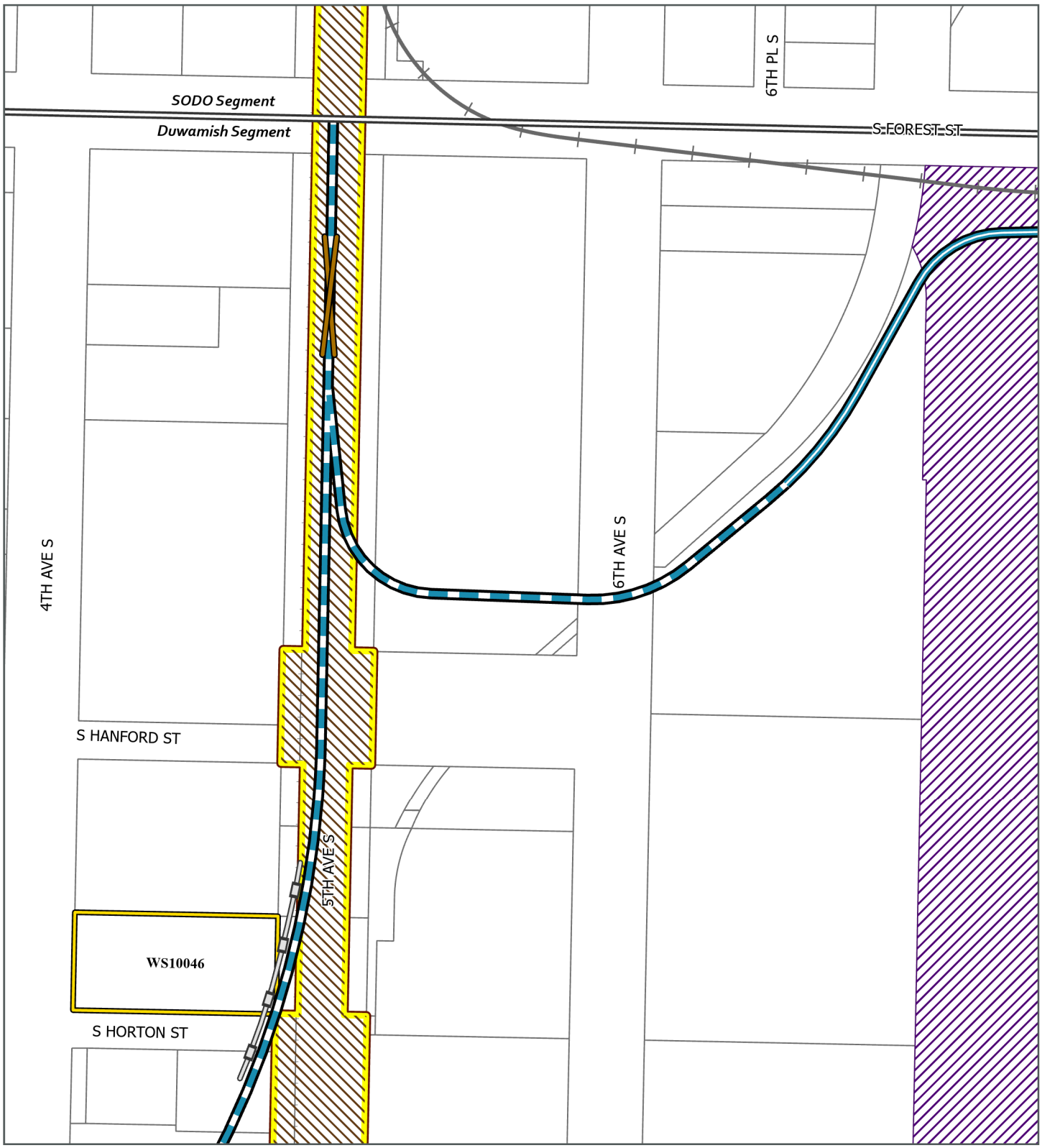
Noise Impacts
- Moderate Impact

FIGURE N.3D-2h
Option DUW-1b
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel
- Crossover
- Proposed Sound Wall

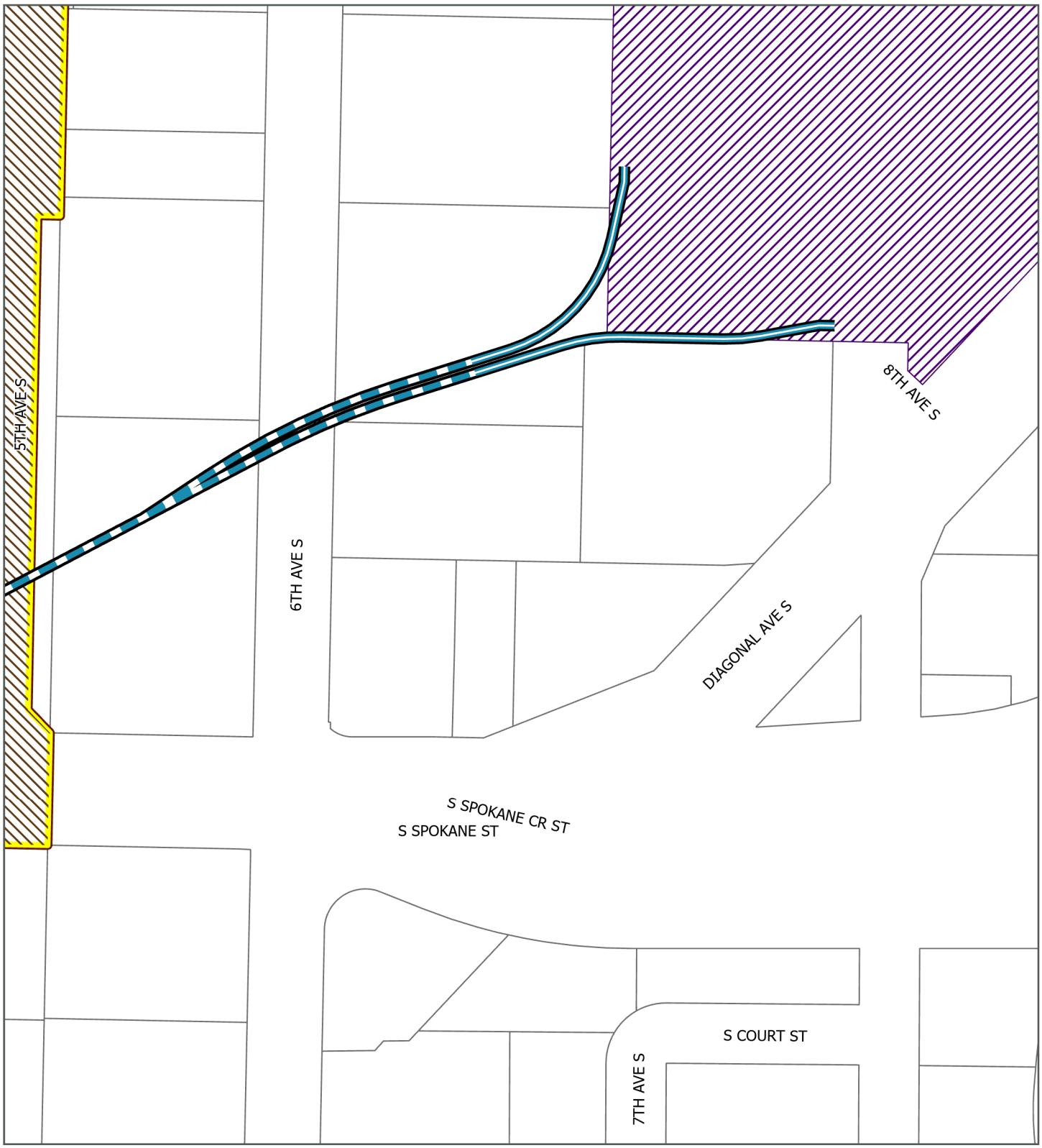
Noise Impacts
- Moderate Impact

FIGURE N.3D-3a
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

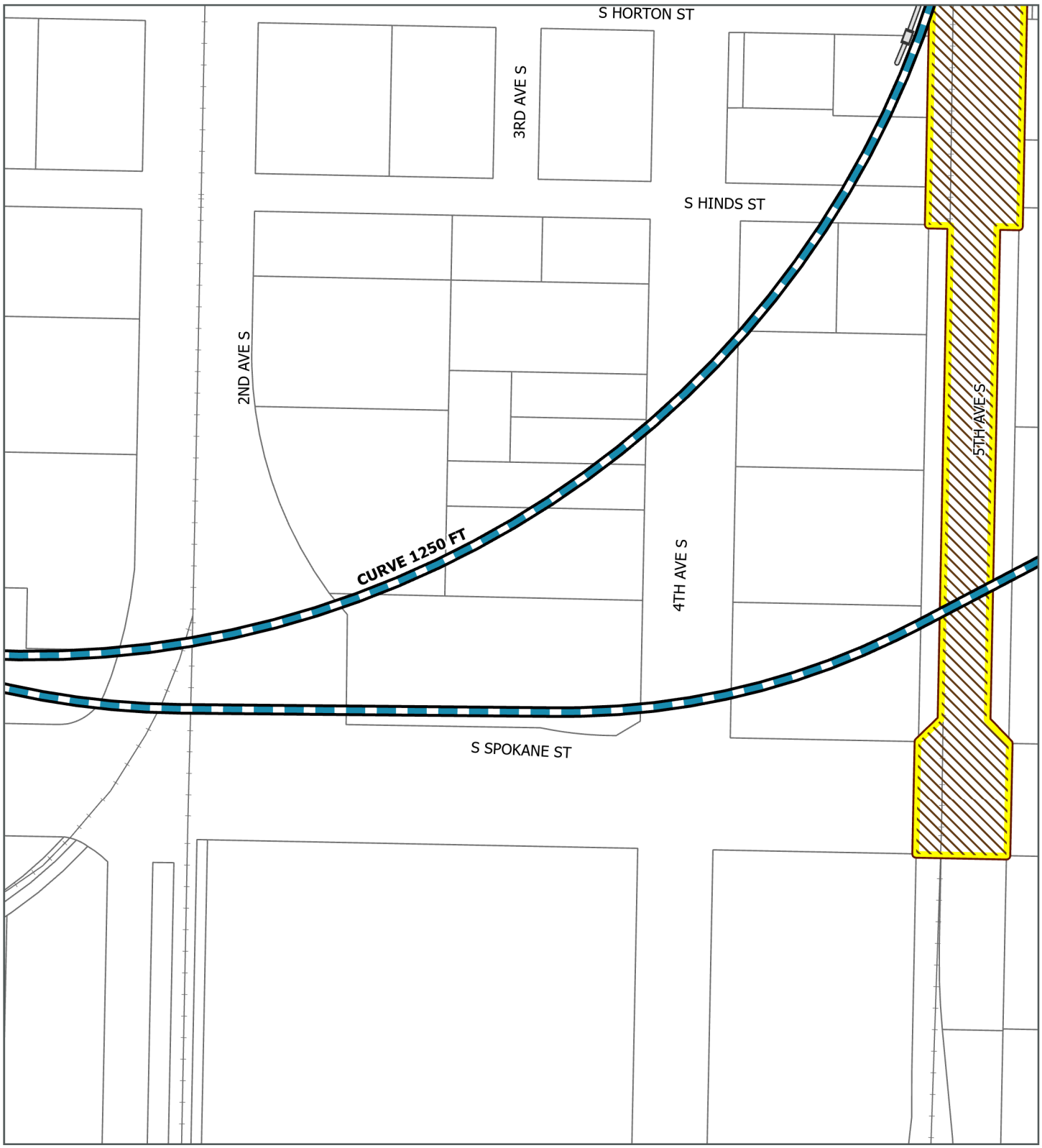
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel

FIGURE N.3D-3b
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- SODO Busway
- Parcel
- Proposed Sound Wall

FIGURE N.3D-3c
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

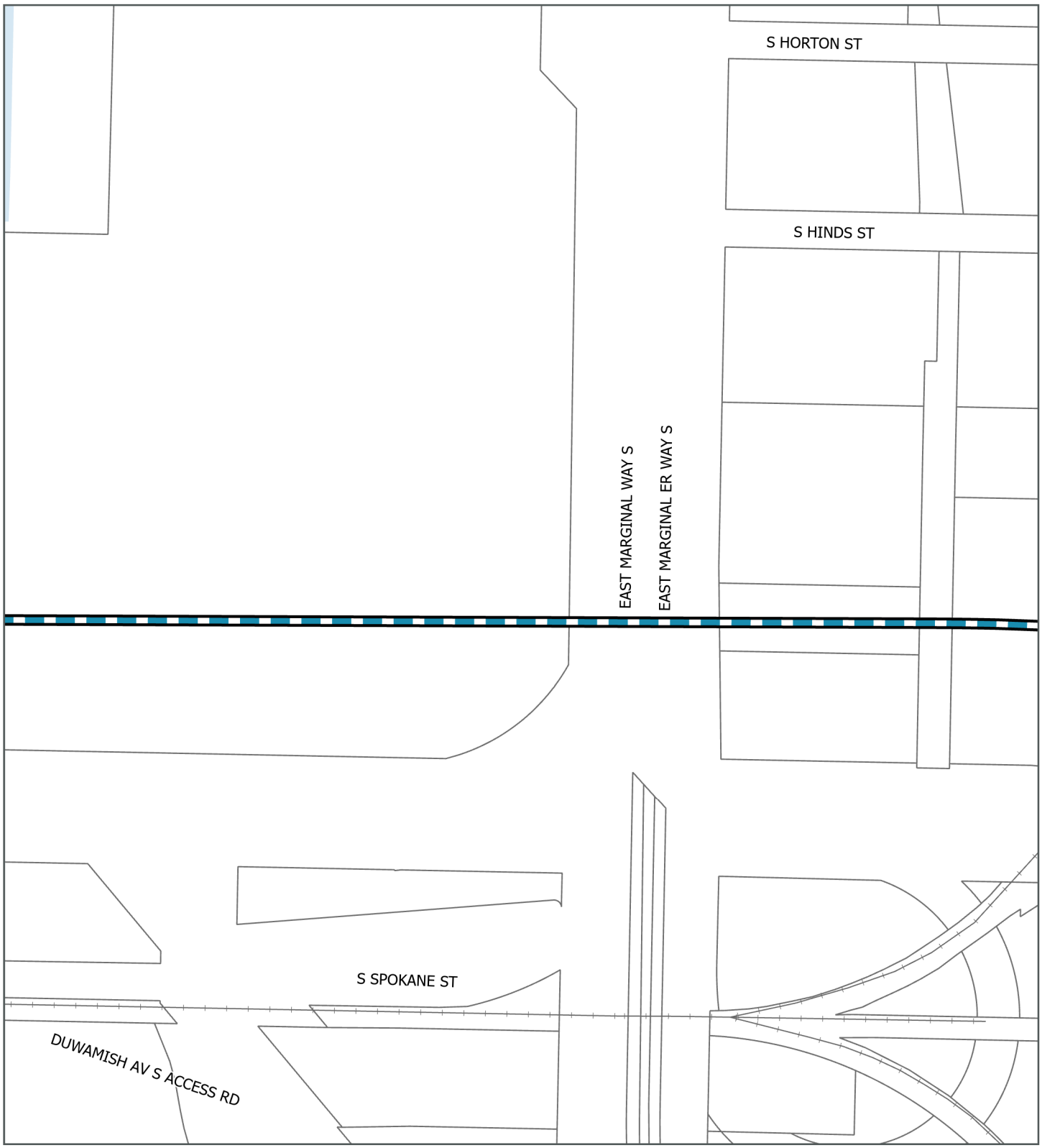
- Railroad
- Parcel
- Crossover

FIGURE N.3D-3d
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

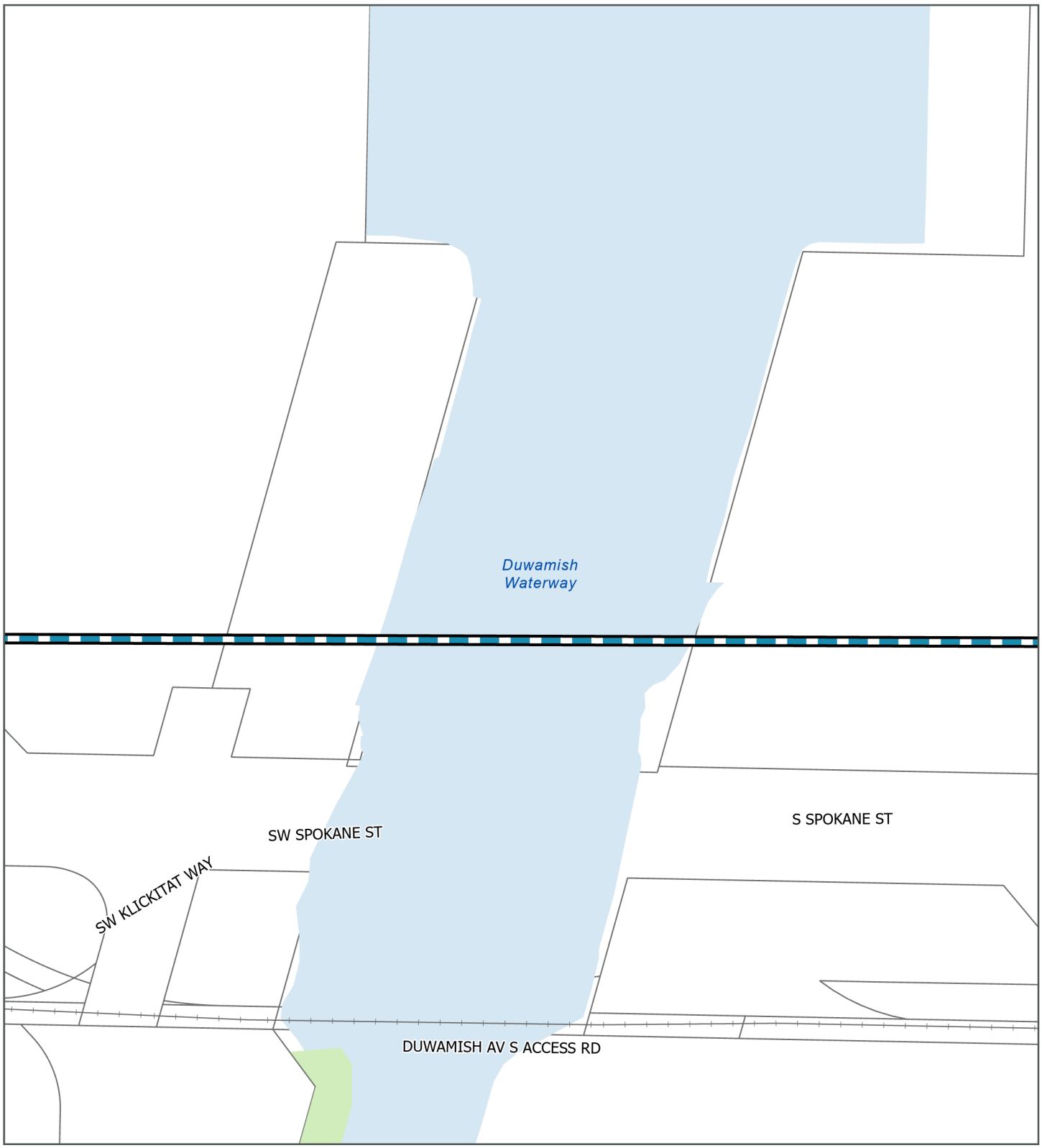
- Railroad
- Parcel

FIGURE N.3D-3e
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Parcel

FIGURE N.3D-3f
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Parcel

FIGURE N.3D-3g
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

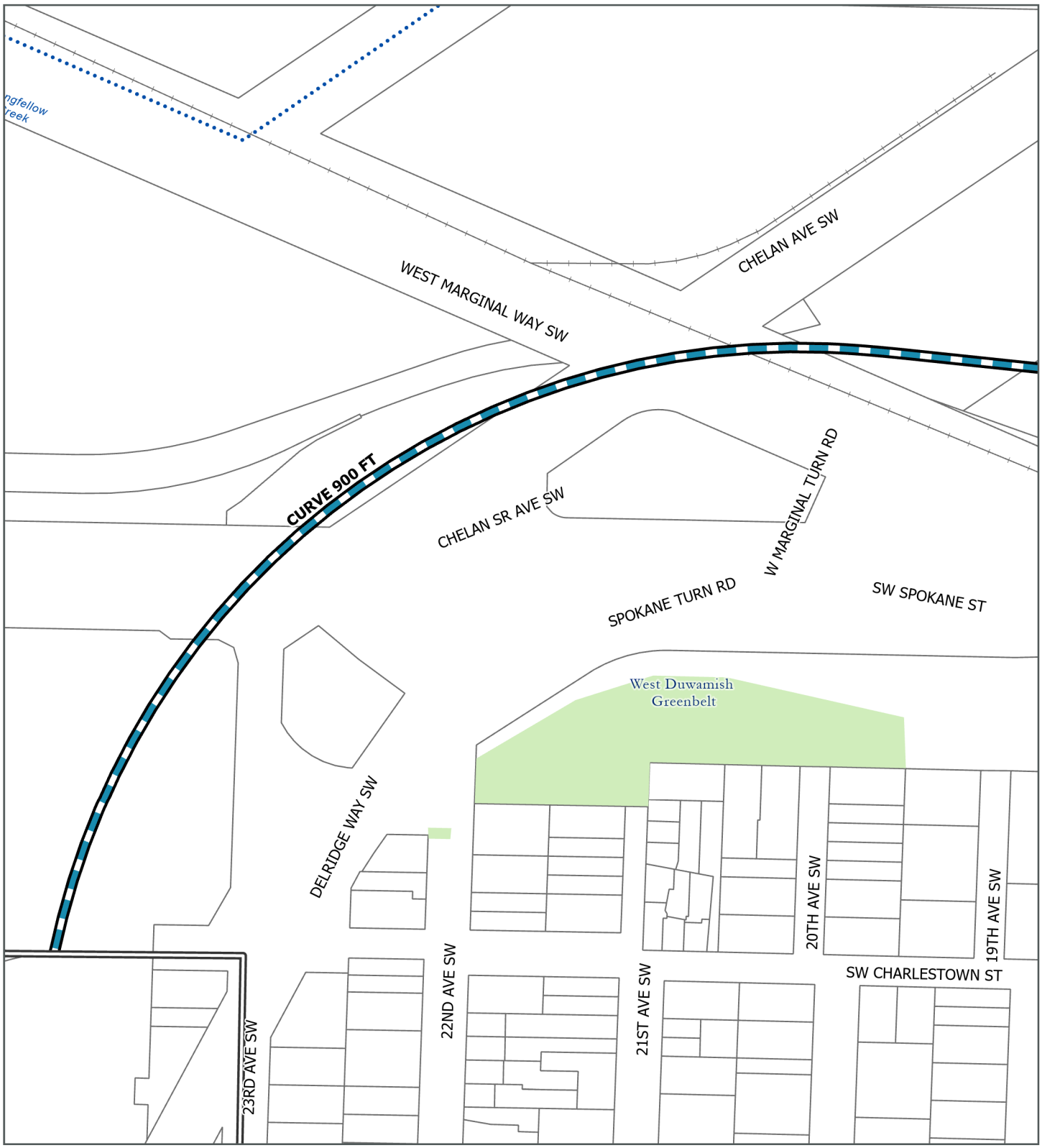
- Railroad
- Park
- Parcel

FIGURE N.3D-3h
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

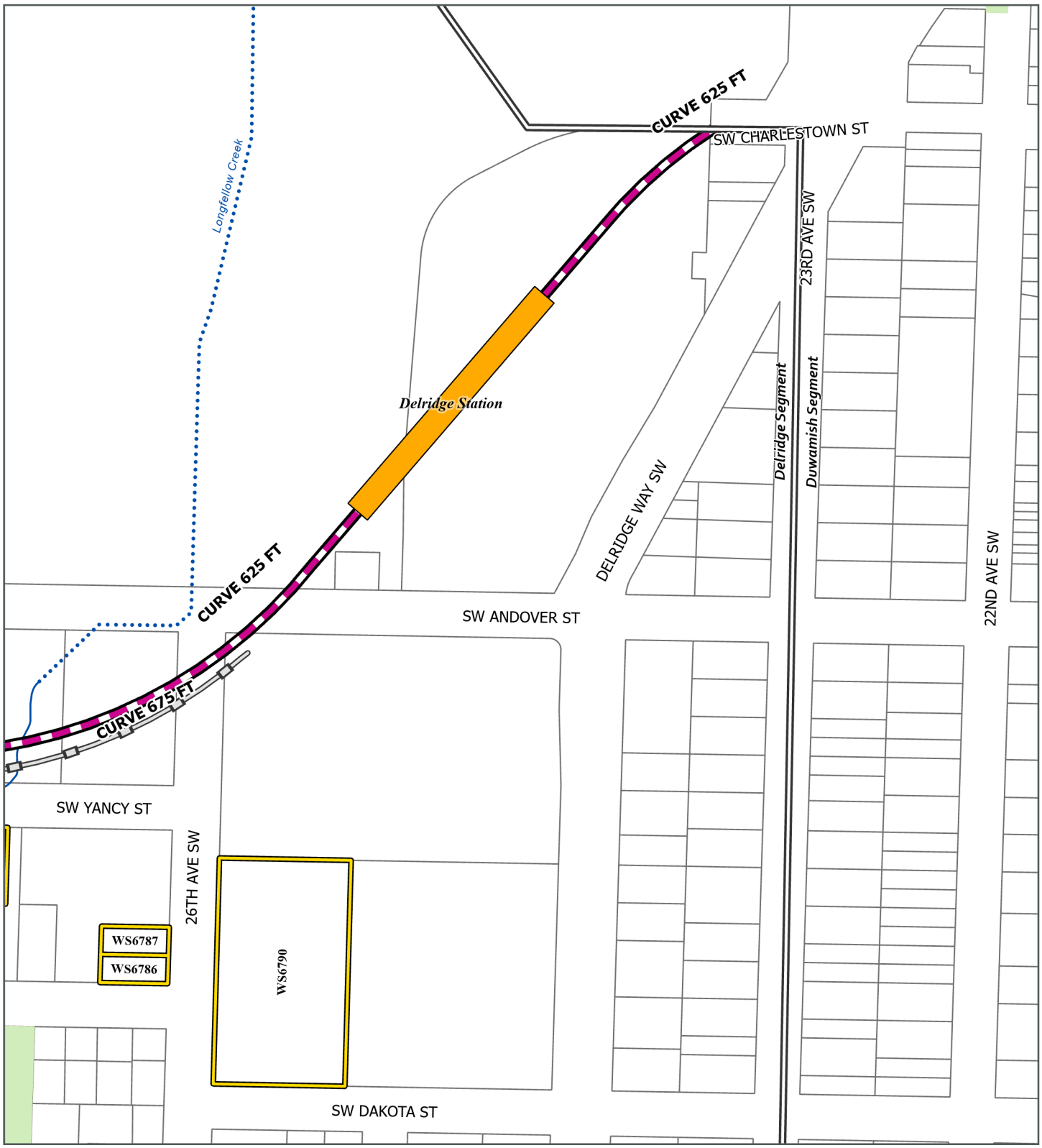
- Segment Line
- Railroad
- Piped Stream
- Park
- Parcel

FIGURE N.3D-3i
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall

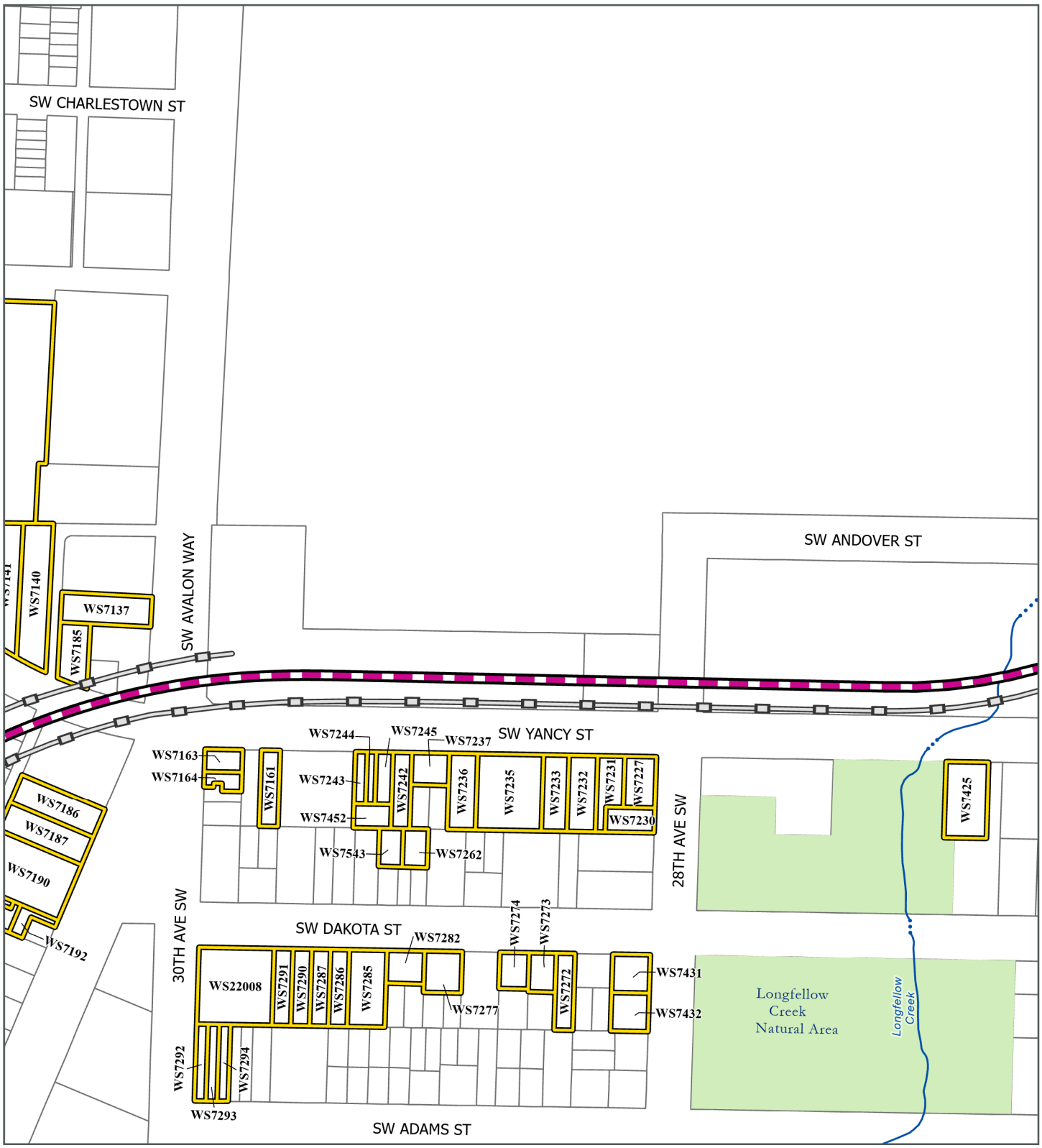
Noise Impacts
- Moderate Impact

FIGURE N.3D-4a
Preferred Option DEL-6b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-4b
Preferred Option DEL-6b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel
- Proposed Sound Wall

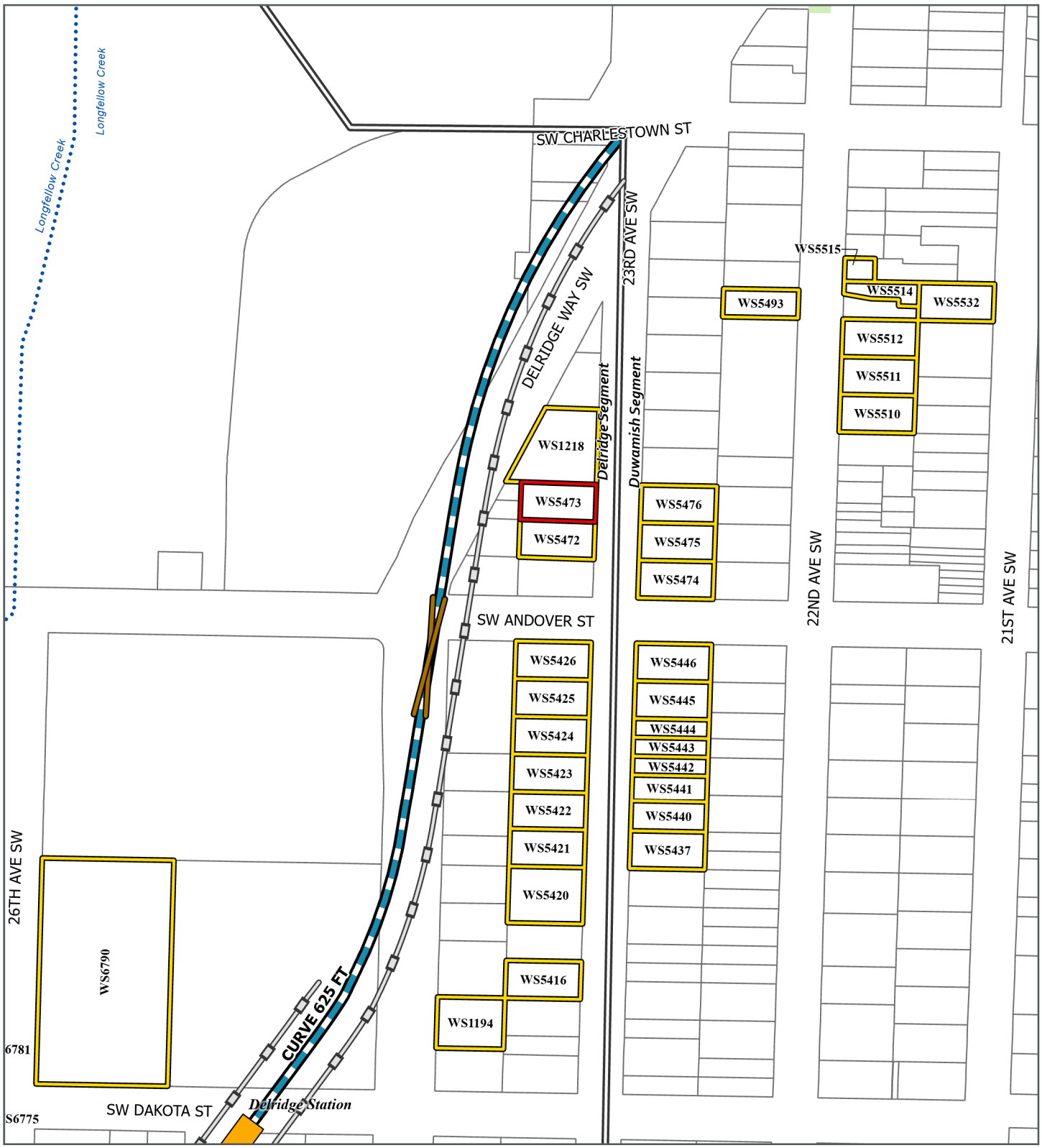
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-4c
Preferred Option DEL-6b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Park
- Parcel

- Crossover
- Proposed Sound Wall

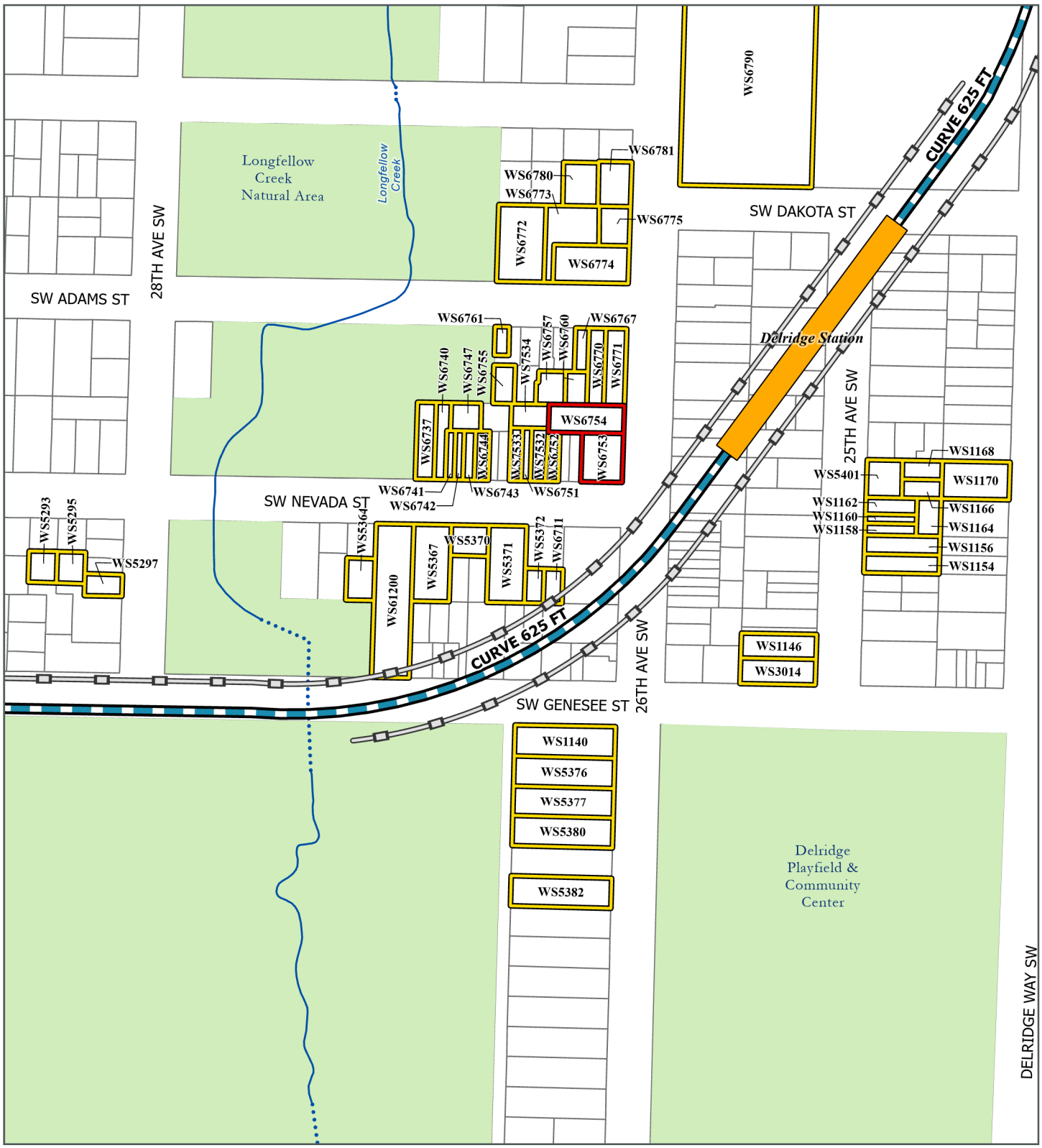
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-5a
Alternative DEL-1a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-5b
Alternative DEL-1a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel
- Proposed Sound Wall

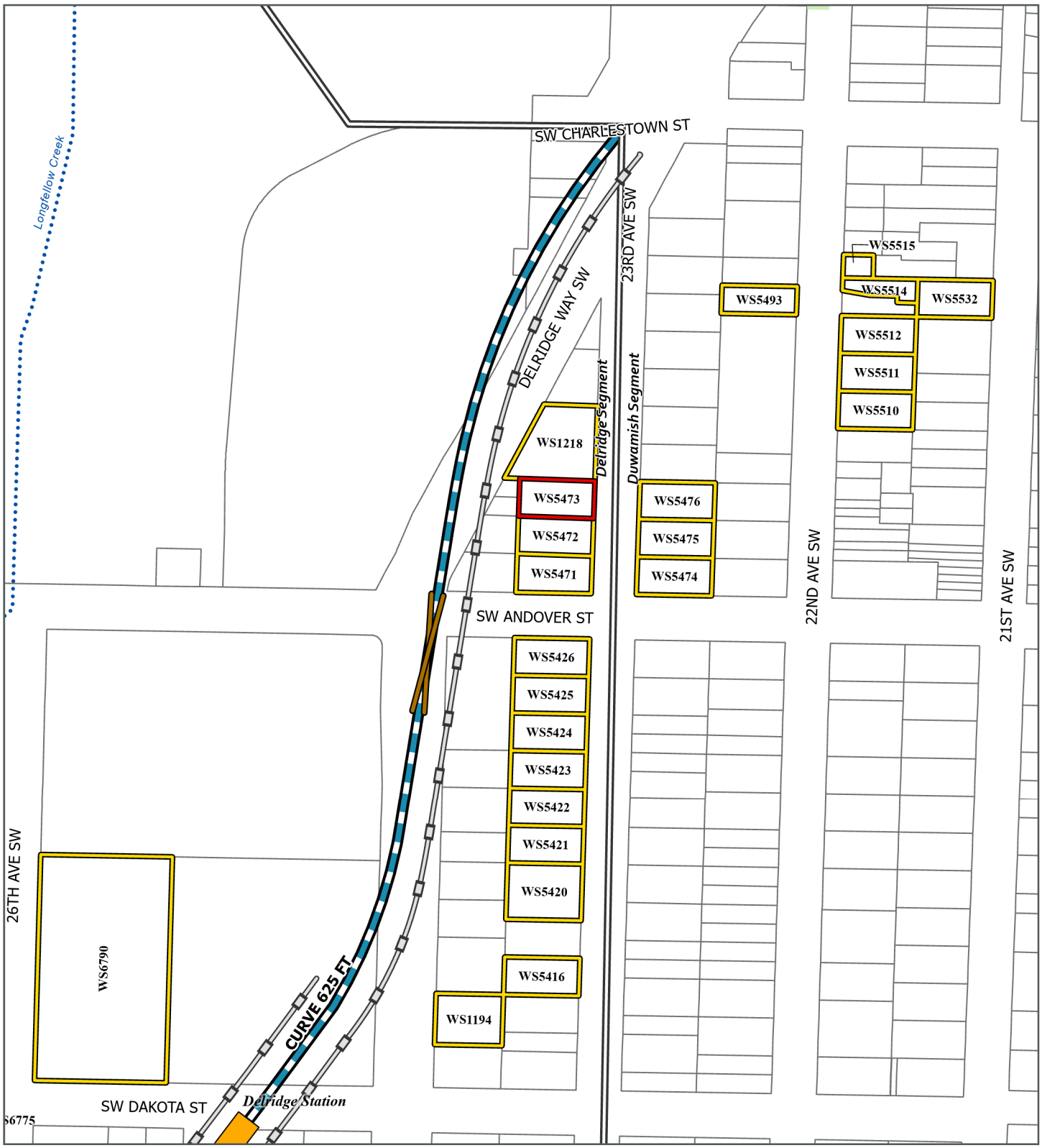
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-5c
Alternative DEL-1a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Park
- Parcel

- Crossover
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-6a
Option DEL-1b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-6b
Option DEL-1b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall

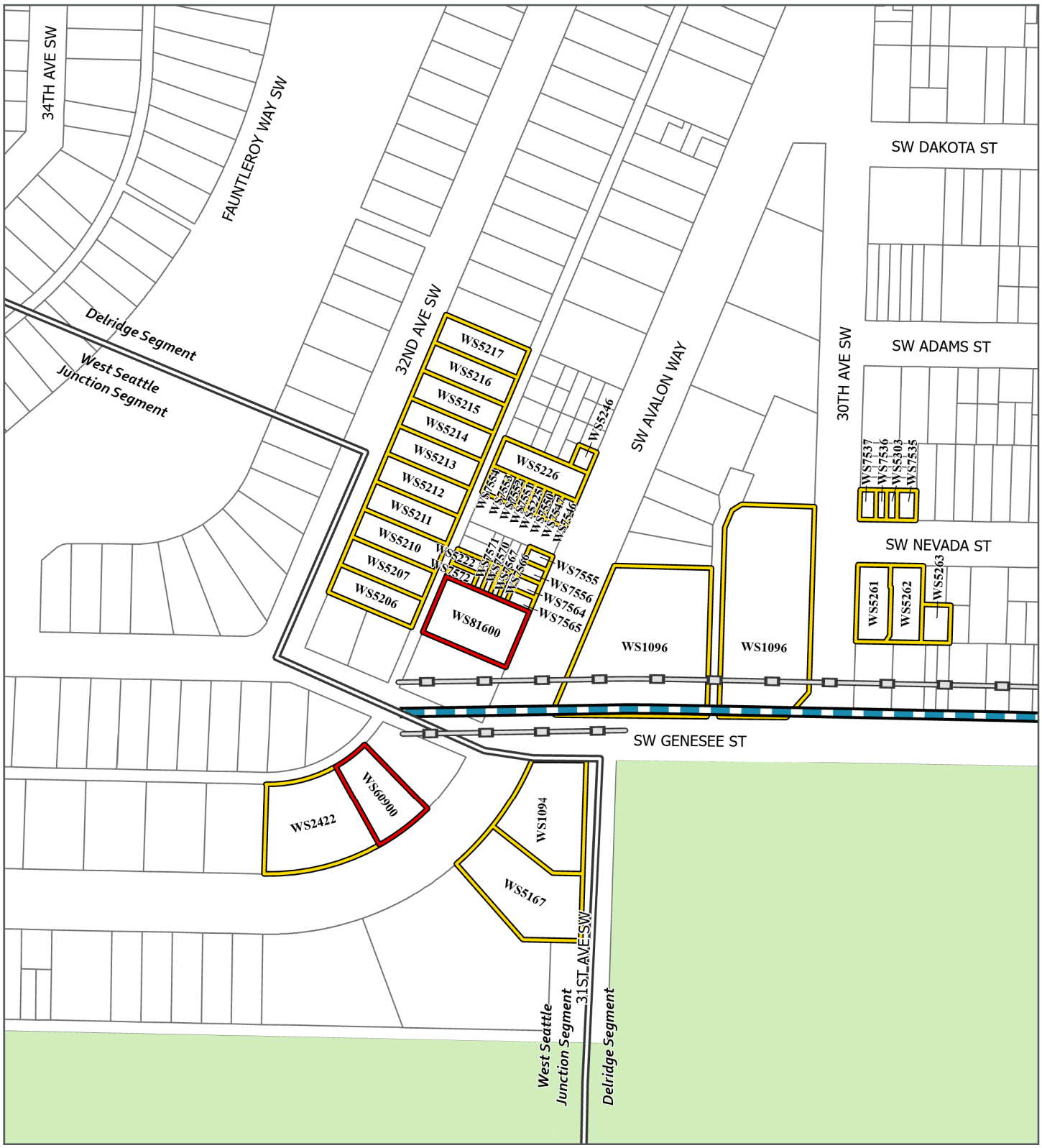
Noise Impacts
- Moderate Impact

FIGURE N.3D-6c
Option DEL-1b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-6d
Option DEL-1b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Parcel
- Crossover
- Proposed Sound Wall

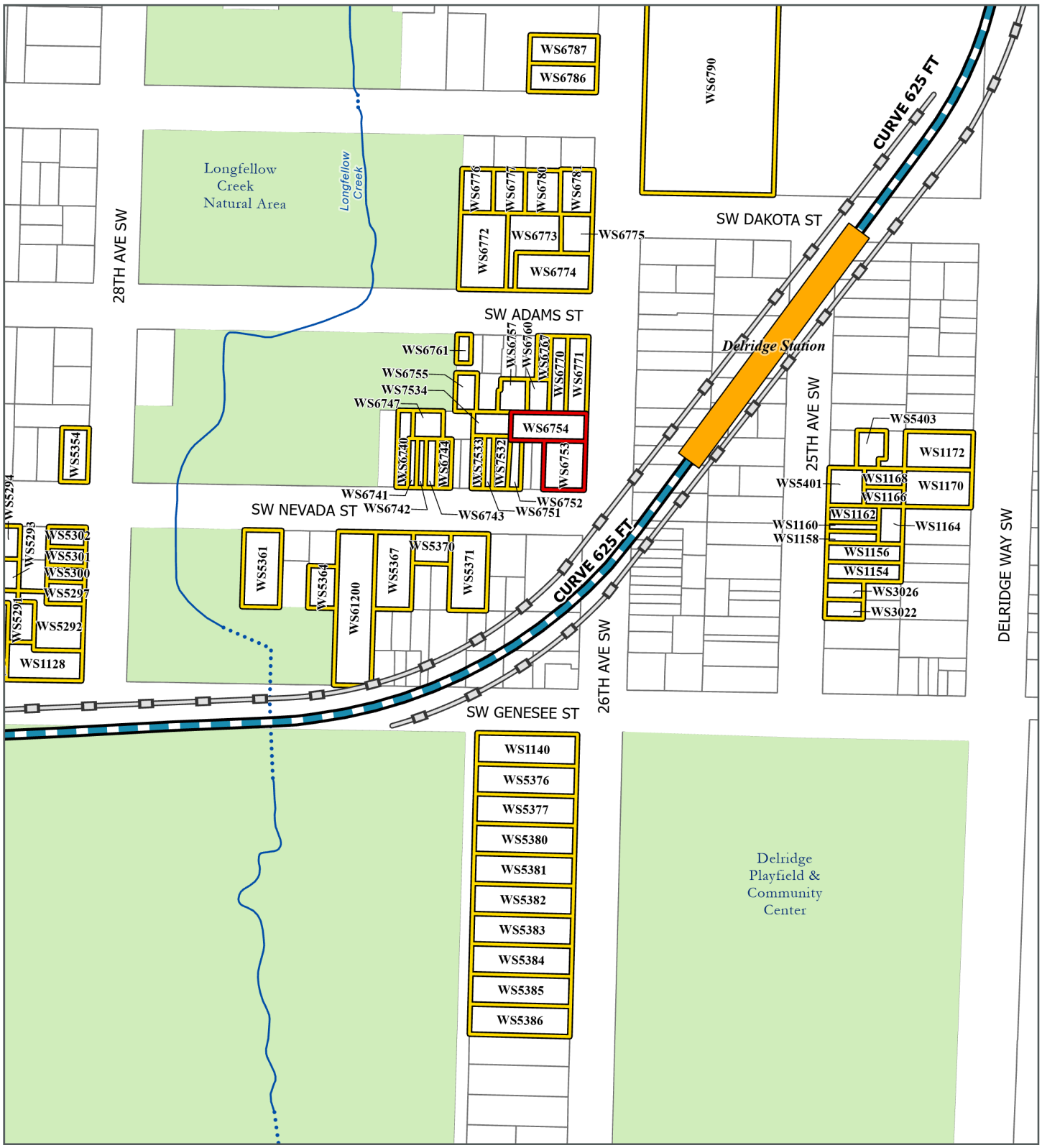
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-7a
Alternative DEL-2a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-7b
Alternative DEL-2a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Park
- Parcel

- Proposed Sound Wall

Noise Impacts

- Severe Impact
- Moderate Impact

FIGURE N.3D-7c

Alternative DEL-2a

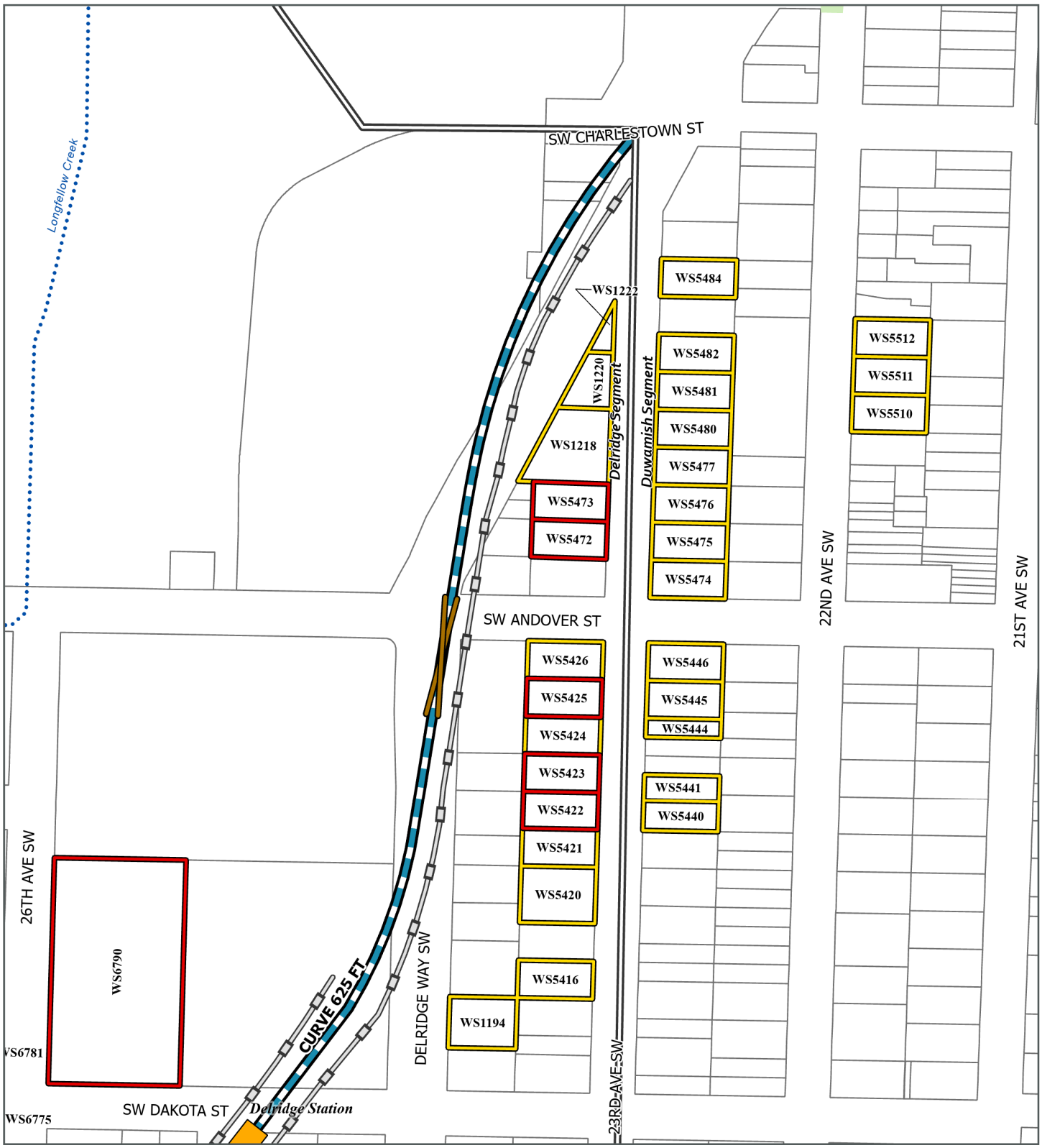
Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Park
- Parcel

- Crossover
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-8a
Option DEL-2b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-8b
Option DEL-2b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-8c
Option DEL-2b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Parcel
- Crossover
- Proposed Sound Wall

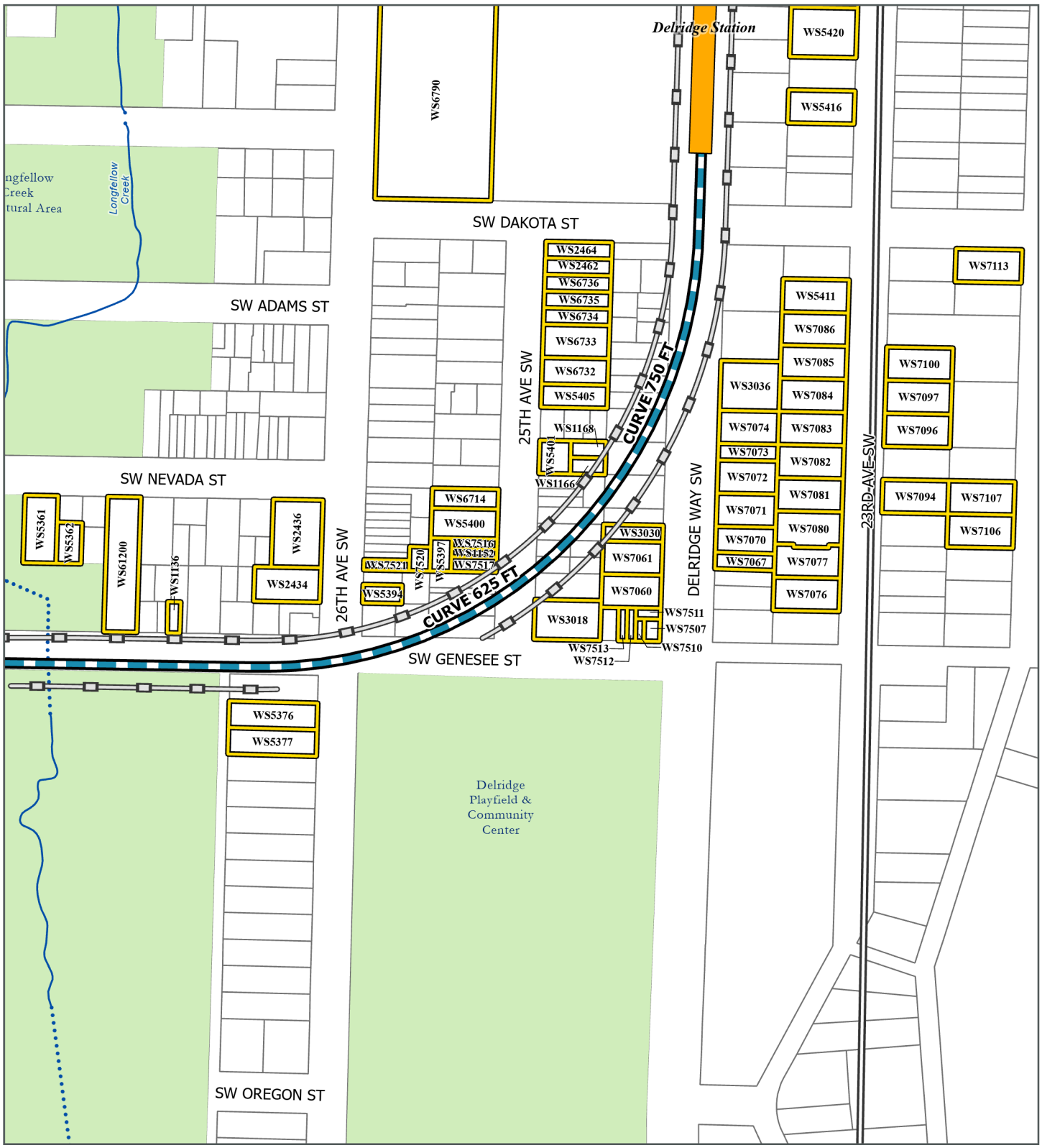
Noise Impacts
- Moderate Impact

FIGURE N.3D-9a
Alternative DEL-3
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-9b
Alternative DEL-3
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Park
- Parcel
- Proposed Sound Wall

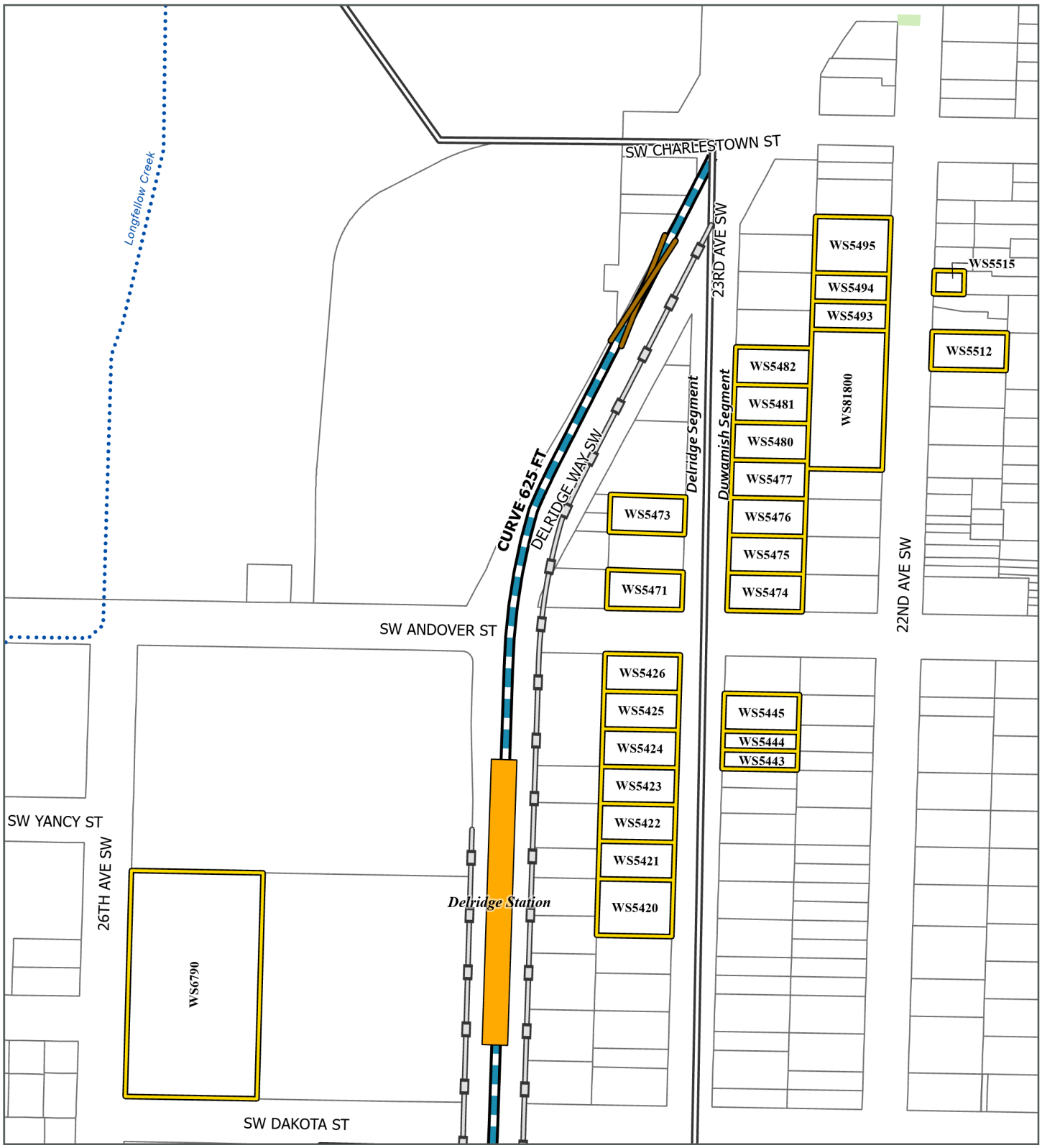
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-9c
Alternative DEL-3
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Park
- Parcel
- Crossover
- Proposed Sound Wall

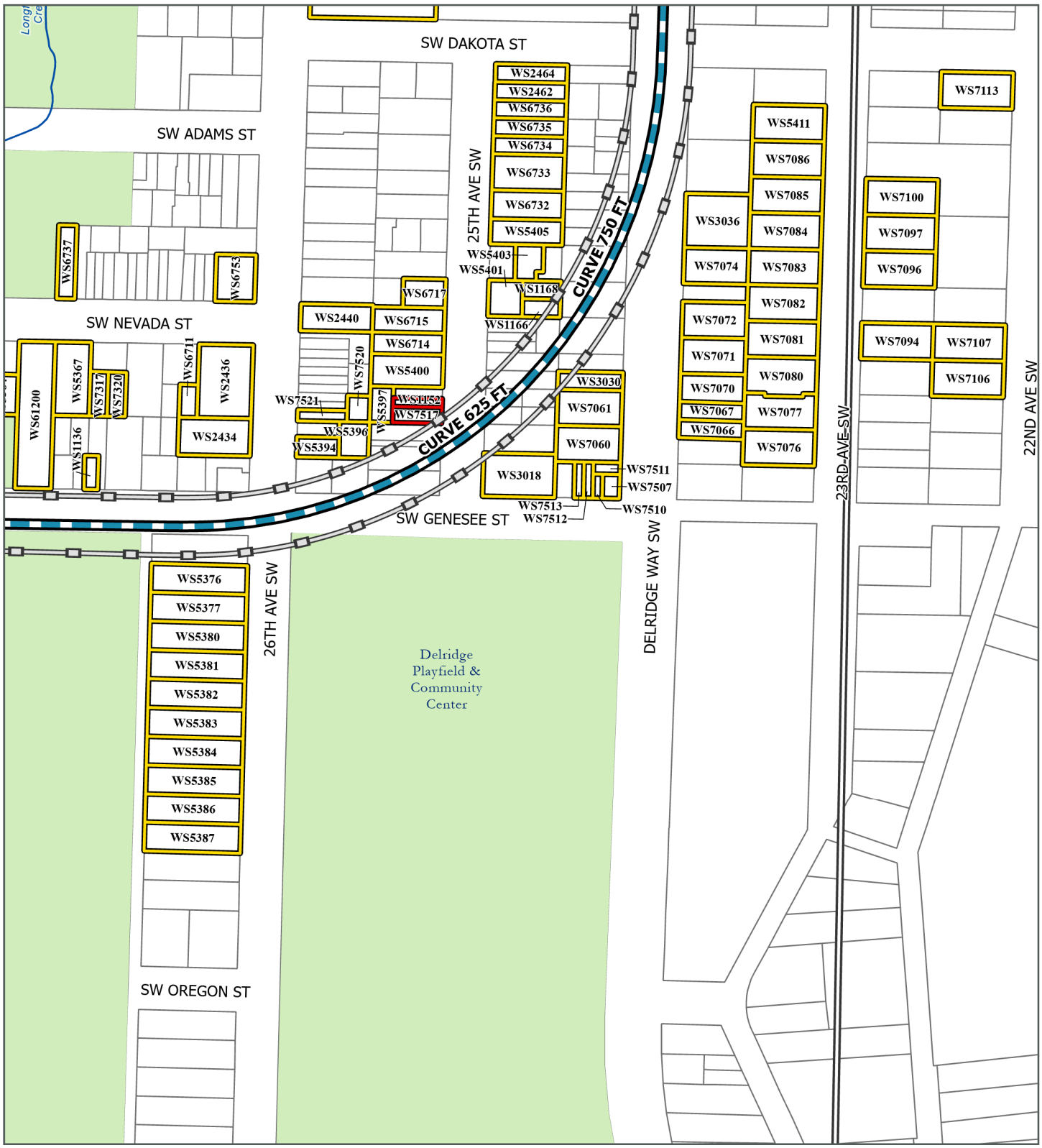
Noise Impacts
- Moderate Impact

FIGURE N.3D-10a
Alternative DEL-4
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Stream
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts

- Severe Impact
- Moderate Impact

FIGURE N.3D-10b

Alternative DEL-4

Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall

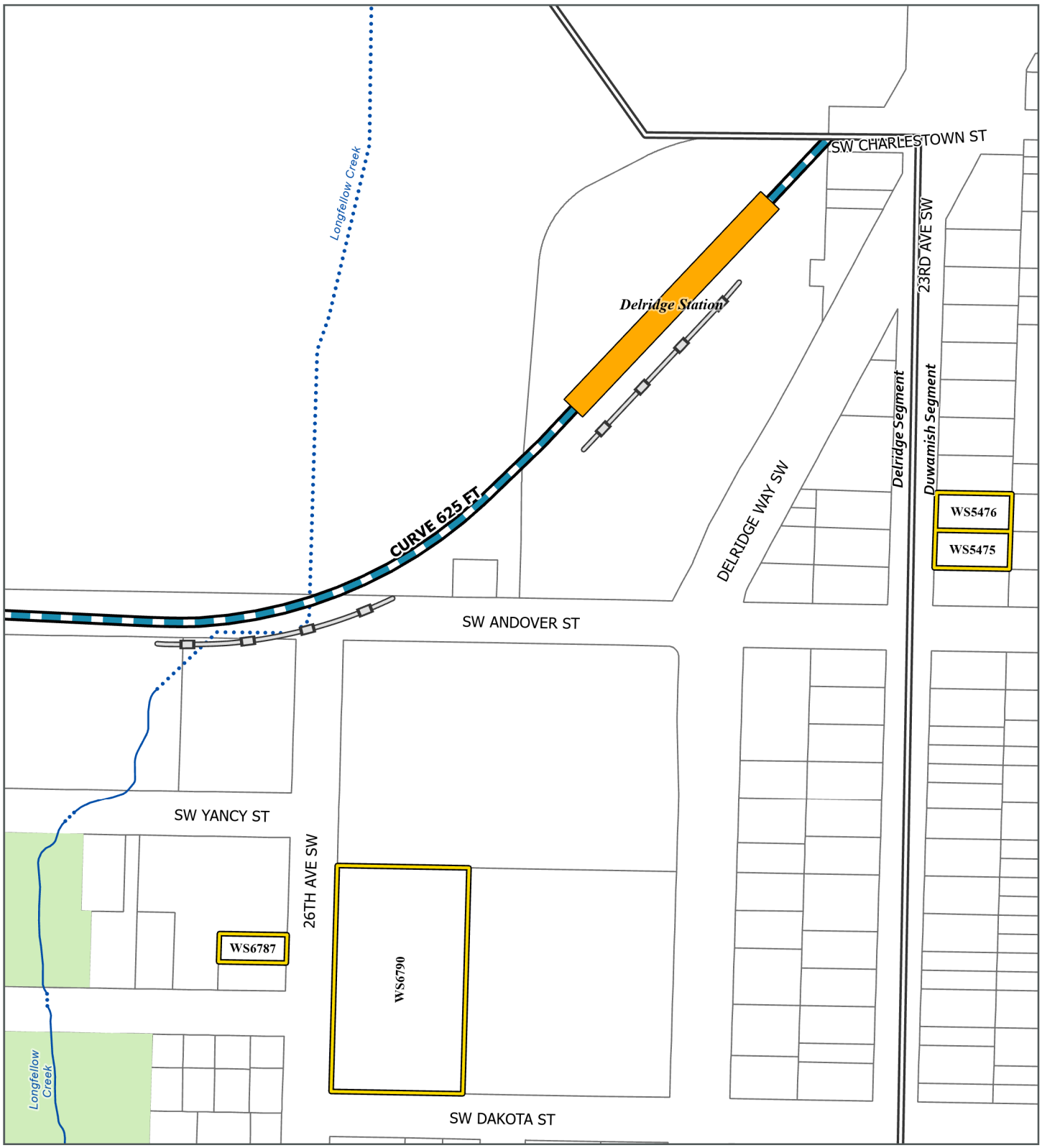
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-10c
Alternative DEL-4
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-11a
Alternative DEL-5
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-11b
Alternative DEL-5
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts

- Severe Impact
- Moderate Impact

FIGURE N.3D-11c

Alternative DEL-5

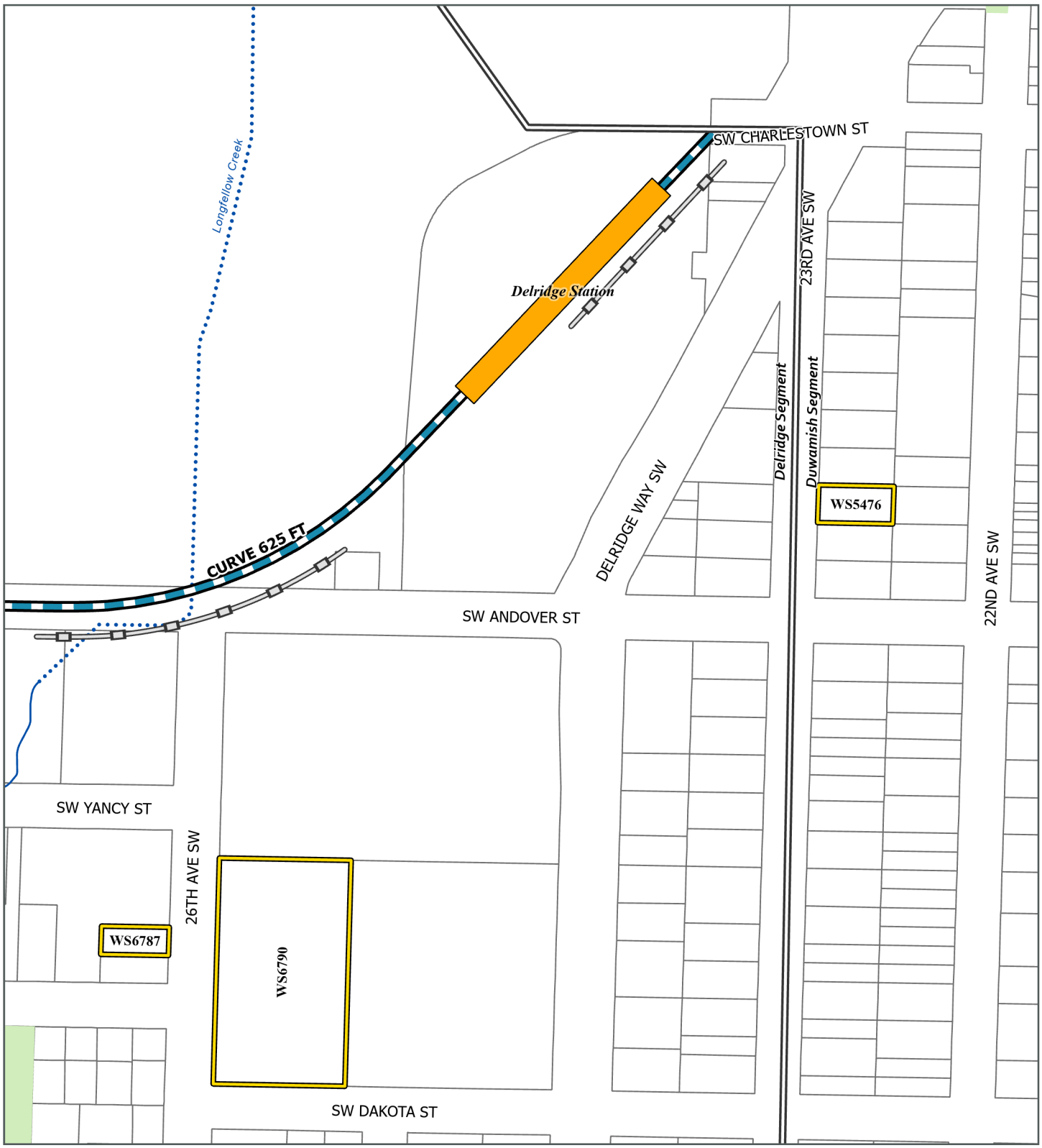
Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall

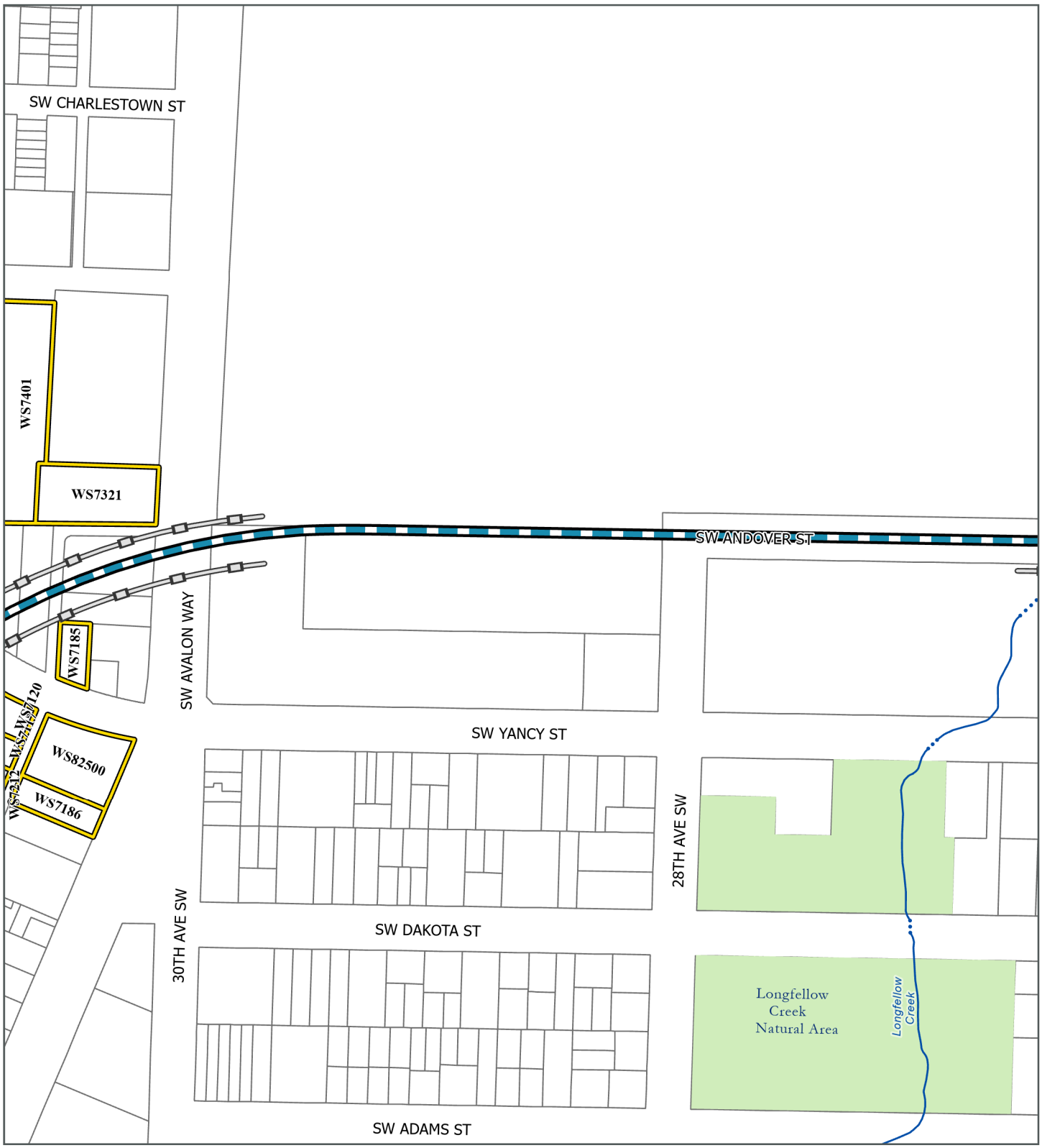
Noise Impacts
- Moderate Impact

FIGURE N.3D-12a
Alternative DEL-6a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-12b
Alternative DEL-6a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel
- Proposed Sound Wall

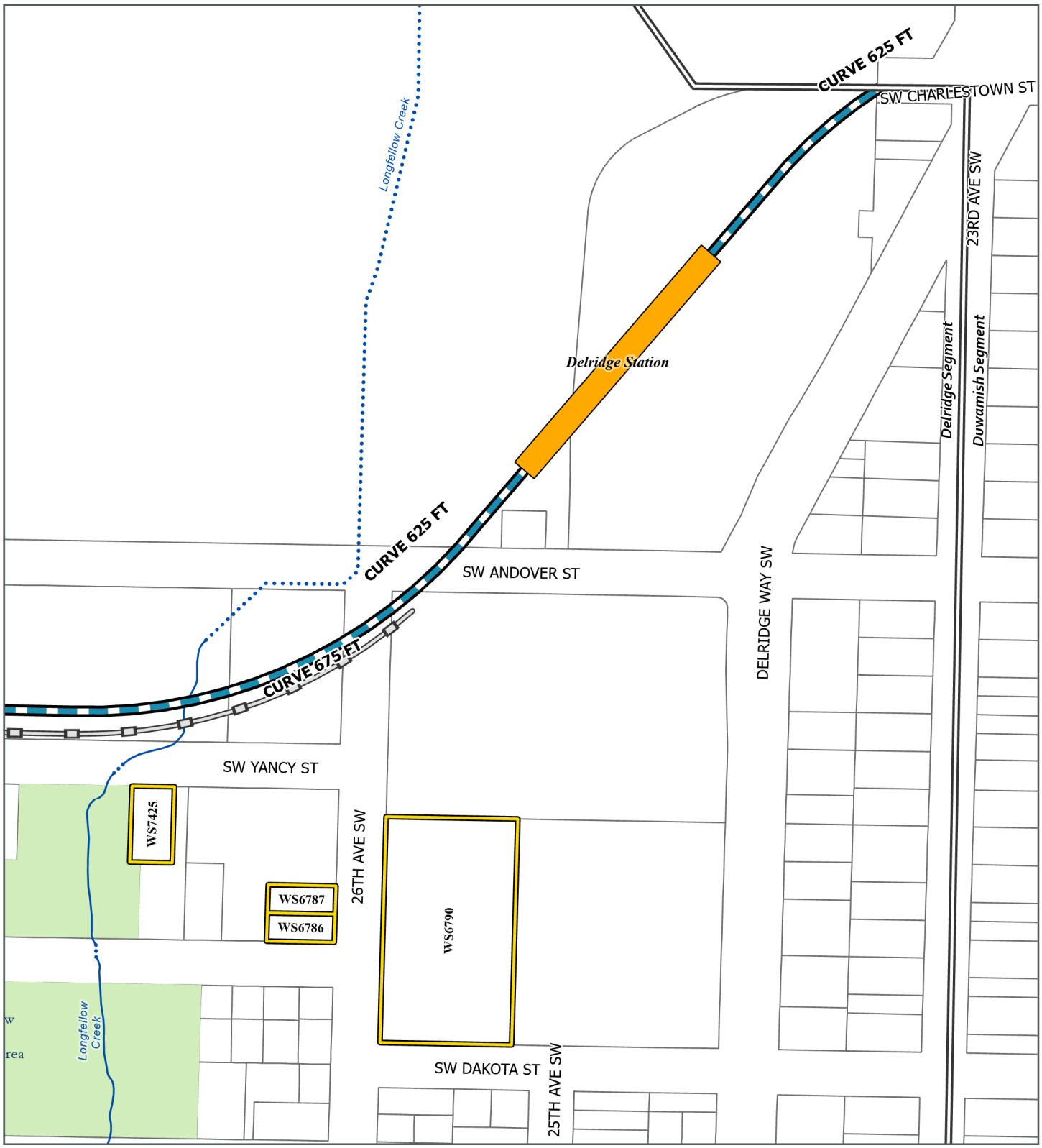
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-12c
Alternative DEL-6a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-13a
Alternative DEL-7
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-13b
Alternative DEL-7
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel
- Proposed Sound Wall

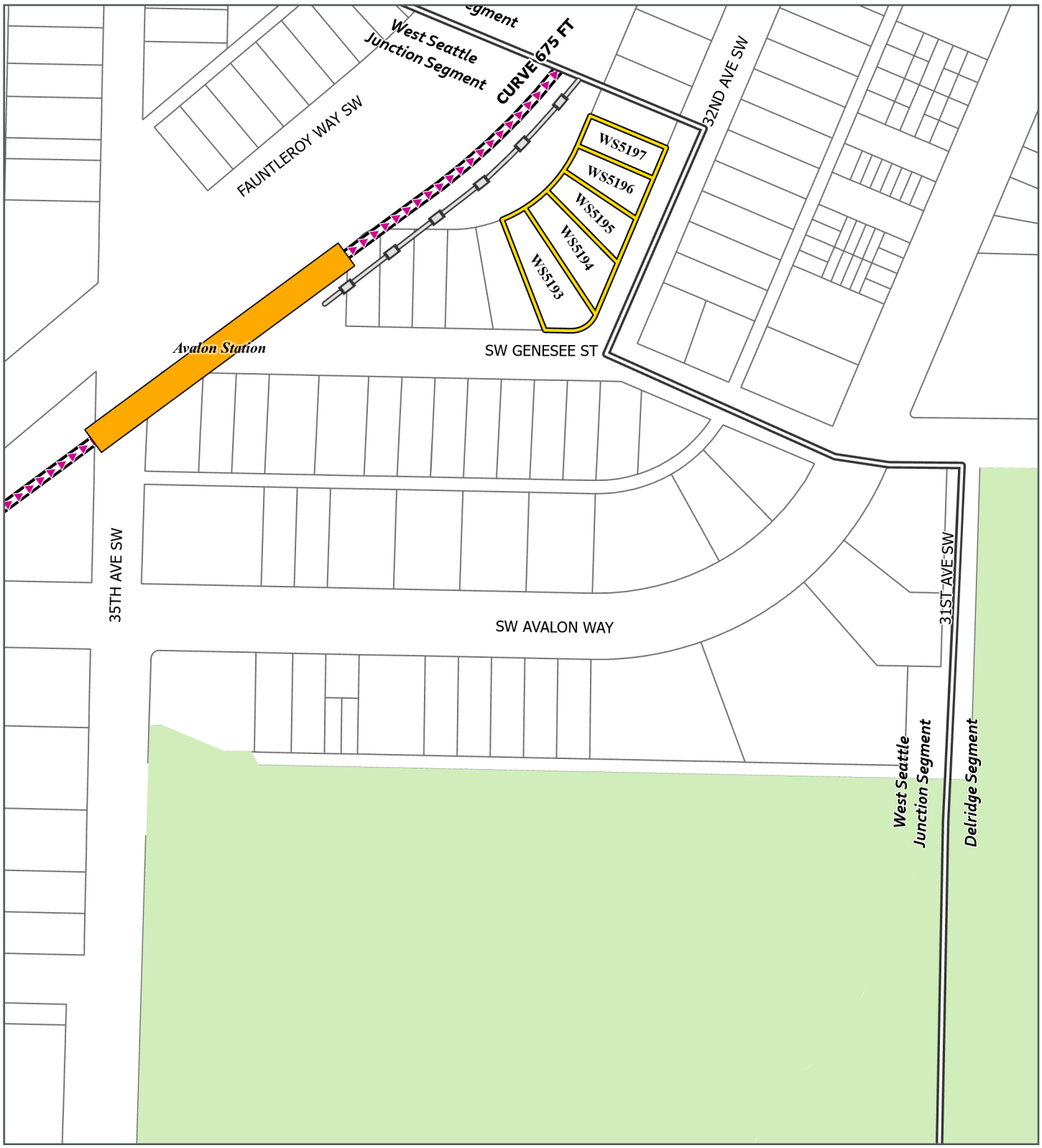
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-13c
Alternative DEL-7
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel
- Proposed Sound Wall

FIGURE N.3D-14a
Preferred Option WSJ-5b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-14b
Preferred Option WSJ-5b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-14c
Preferred Option WSJ-5b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Crossover

FIGURE N.3D-14d
Preferred Option WSJ-5b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-15a
Alternative WSJ-1
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Proposed Sound Wall

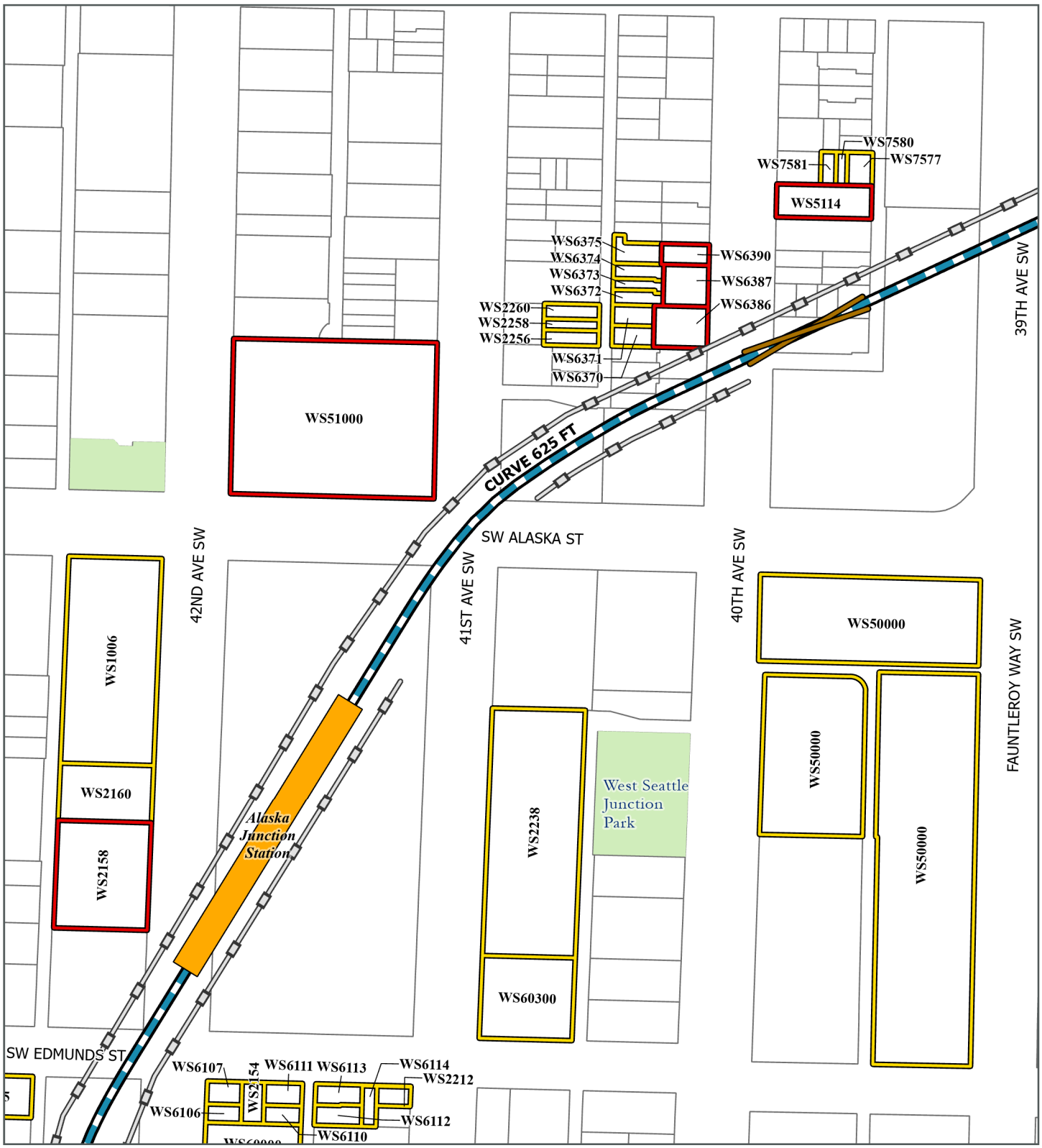
Noise Impacts
- Moderate Impact

FIGURE N.3D-15b
Alternative WSJ-1
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Crossover
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-15c
Alternative WSJ-1
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Parcel
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-15d
Alternative WSJ-1
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Park
- Parcel

- Proposed Sound Wall

Noise Impacts

- Moderate Impact

FIGURE N.3D-16a

Alternative WSJ-2

Noise Impacts (before mitigation)

West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel
- Crossover
- Proposed Sound Wall

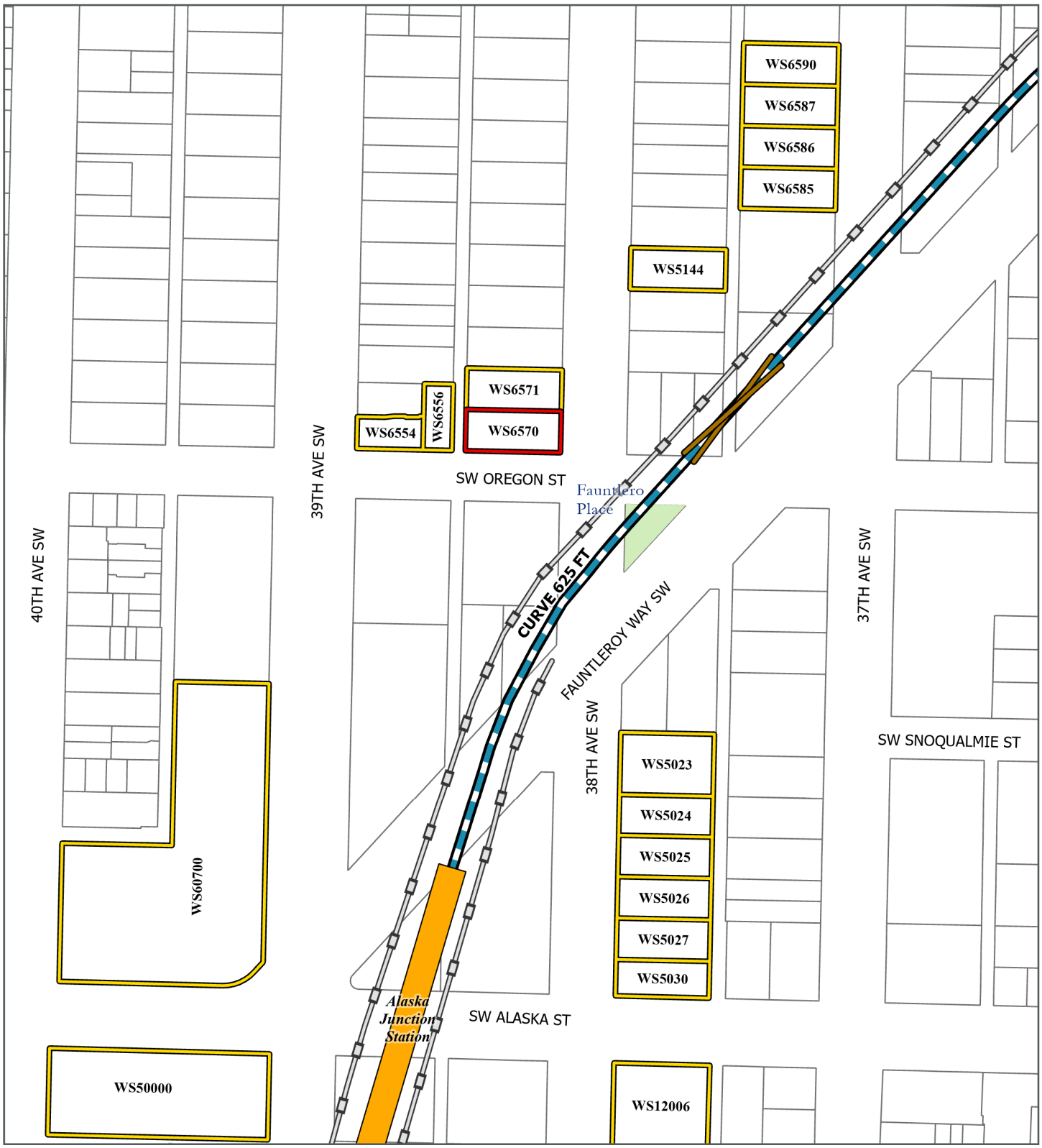
Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-16b
Alternative WSJ-2
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Crossover
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-16c
Alternative WSJ-2
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Severe Impact
- Moderate Impact

FIGURE N.3D-16d
Alternative WSJ-2
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

FIGURE N.3D-17a
Alternative WSJ-3a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-17b
Alternative WSJ-3a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-17c
Alternative WSJ-3a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Crossover

FIGURE N.3D-17d
Alternative WSJ-3a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

FIGURE N.3D-18a
Option WSJ-3b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-18b
Option WSJ-3b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-18c
Option WSJ-3b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Crossover

FIGURE N.3D-18d
Option WSJ-3b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts

- Moderate Impact

FIGURE N.3D-19a

Alternative WSJ-4

Noise Impacts (before mitigation)

West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-19b
Alternative WSJ-4
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-19c
Alternative WSJ-4
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

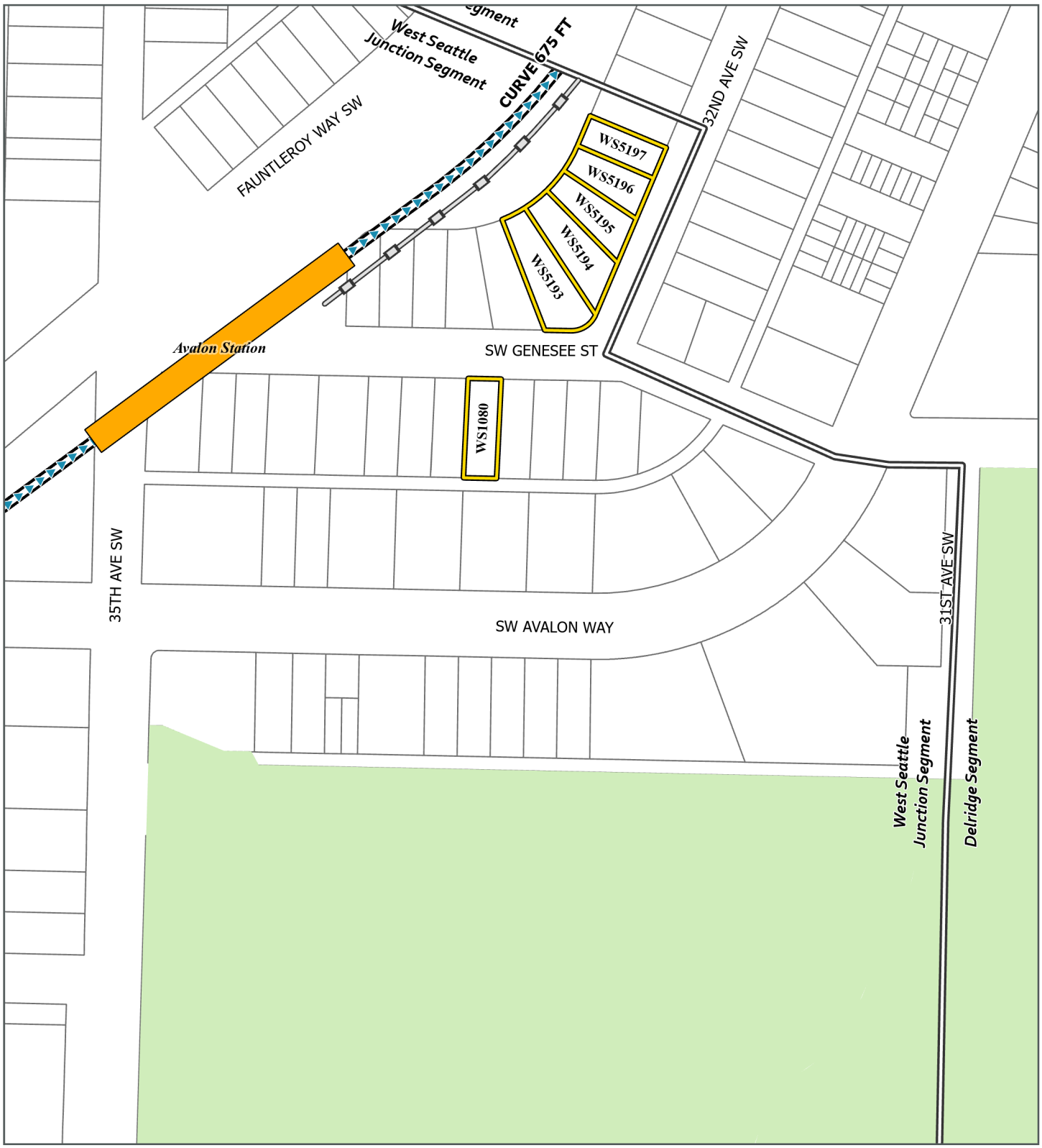
- Park
- Parcel
- Crossover

FIGURE N.3D-19d
Alternative WSJ-4
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel
- Proposed Sound Wall

Noise Impacts
- Moderate Impact

FIGURE N.3D-20a
Alternative WSJ-5a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-20b
Alternative WSJ-5a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-20c
Alternative WSJ-5a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Crossover

FIGURE N.3D-20d
Alternative WSJ-5a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel

FIGURE N.3D-21a
Alternative WSJ-6
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

Parcel

FIGURE N.3D-21b
Alternative WSJ-6
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-21c
Alternative WSJ-6
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3D-21d
Alternative WSJ-6
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Attachment N.3E
Maps of Vibration Impact Assessment

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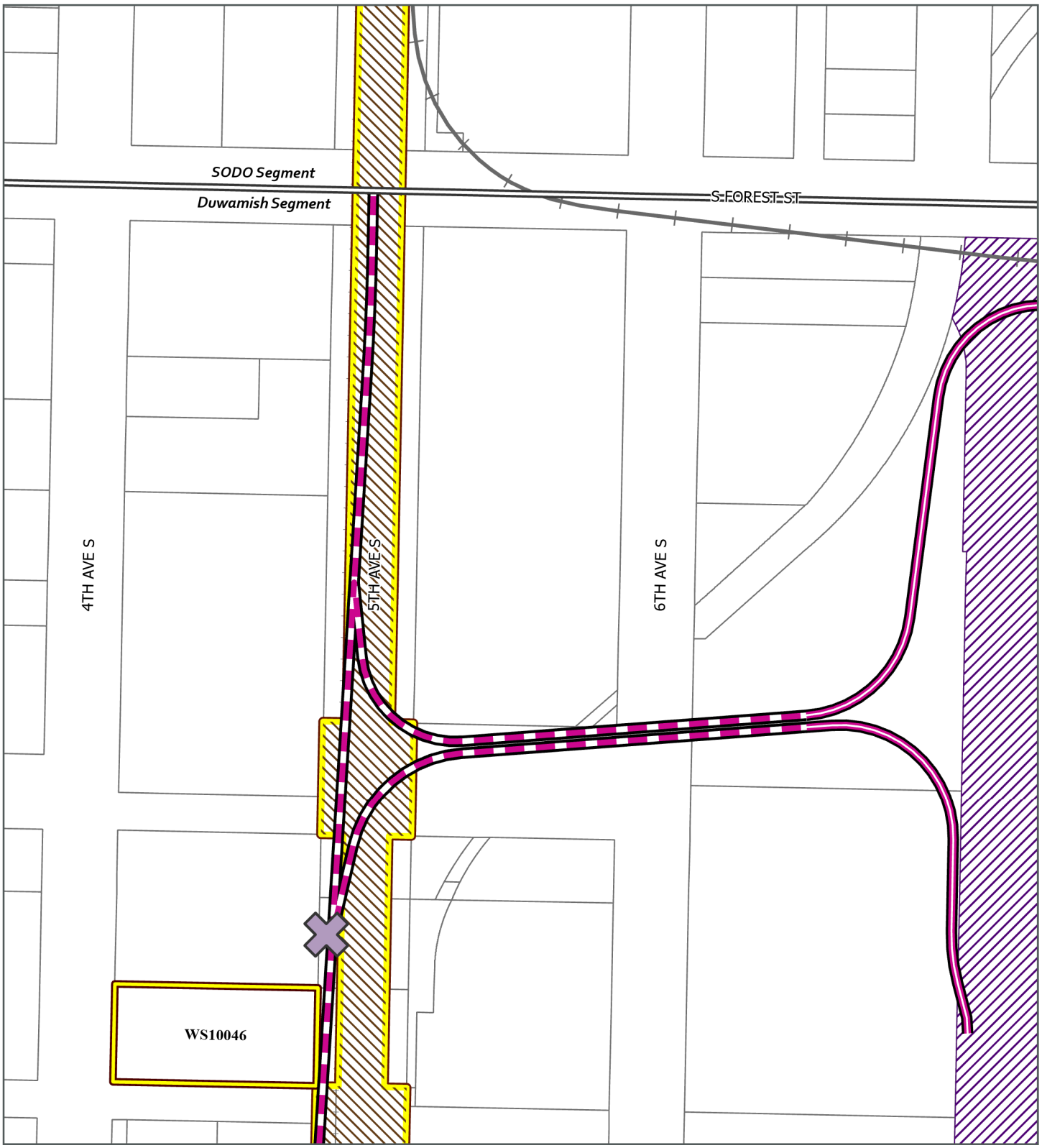


Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

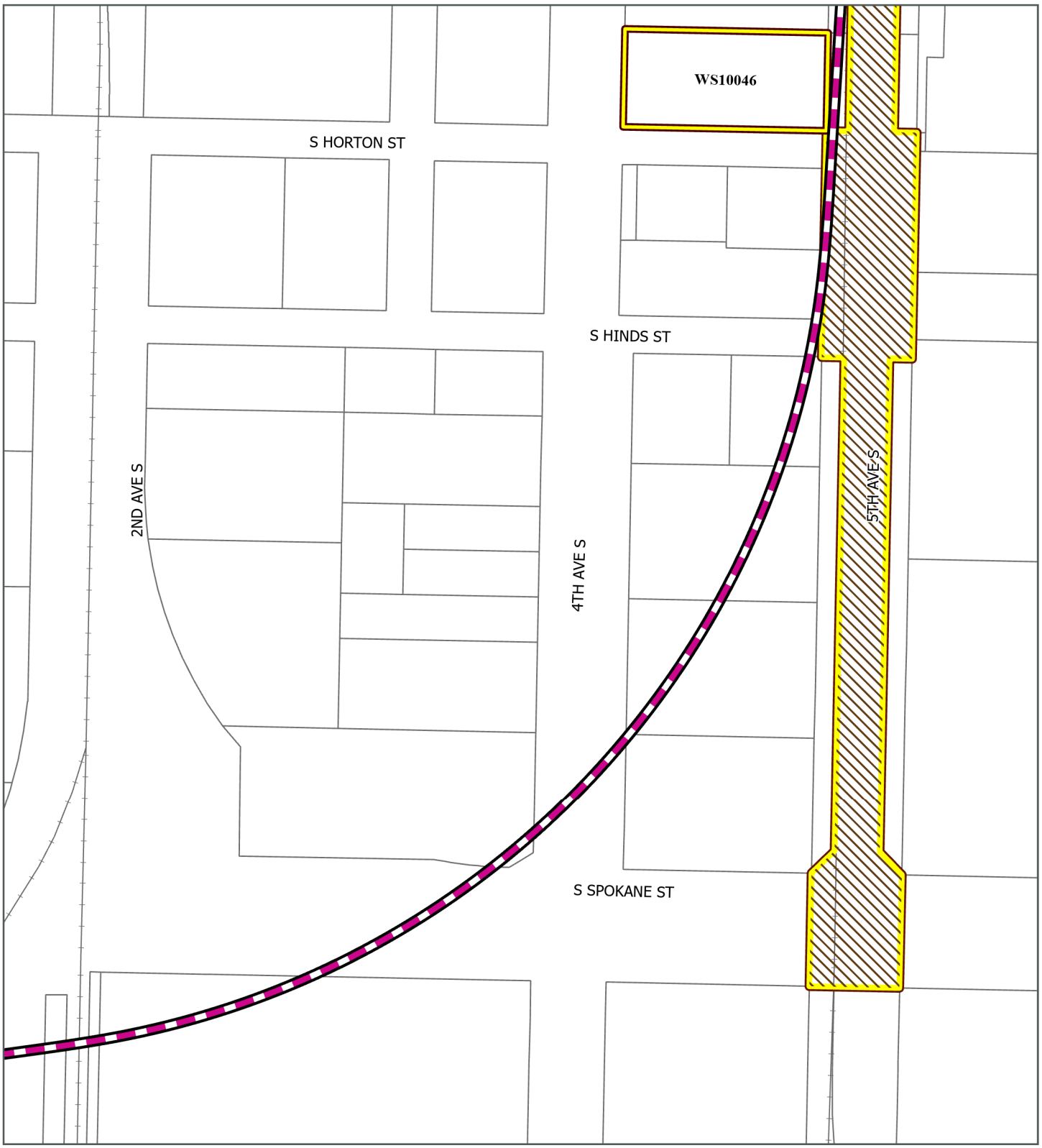
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel
- Low-Impact Frog
- Vibration Impact

FIGURE N.3E-1a
Preferred Alternative DUW-1a Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- SODO Busway
- Parcel
- Low-Impact Frog
- Vibration Impact

FIGURE N.3E-1b
Preferred Alternative DUW-1a Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

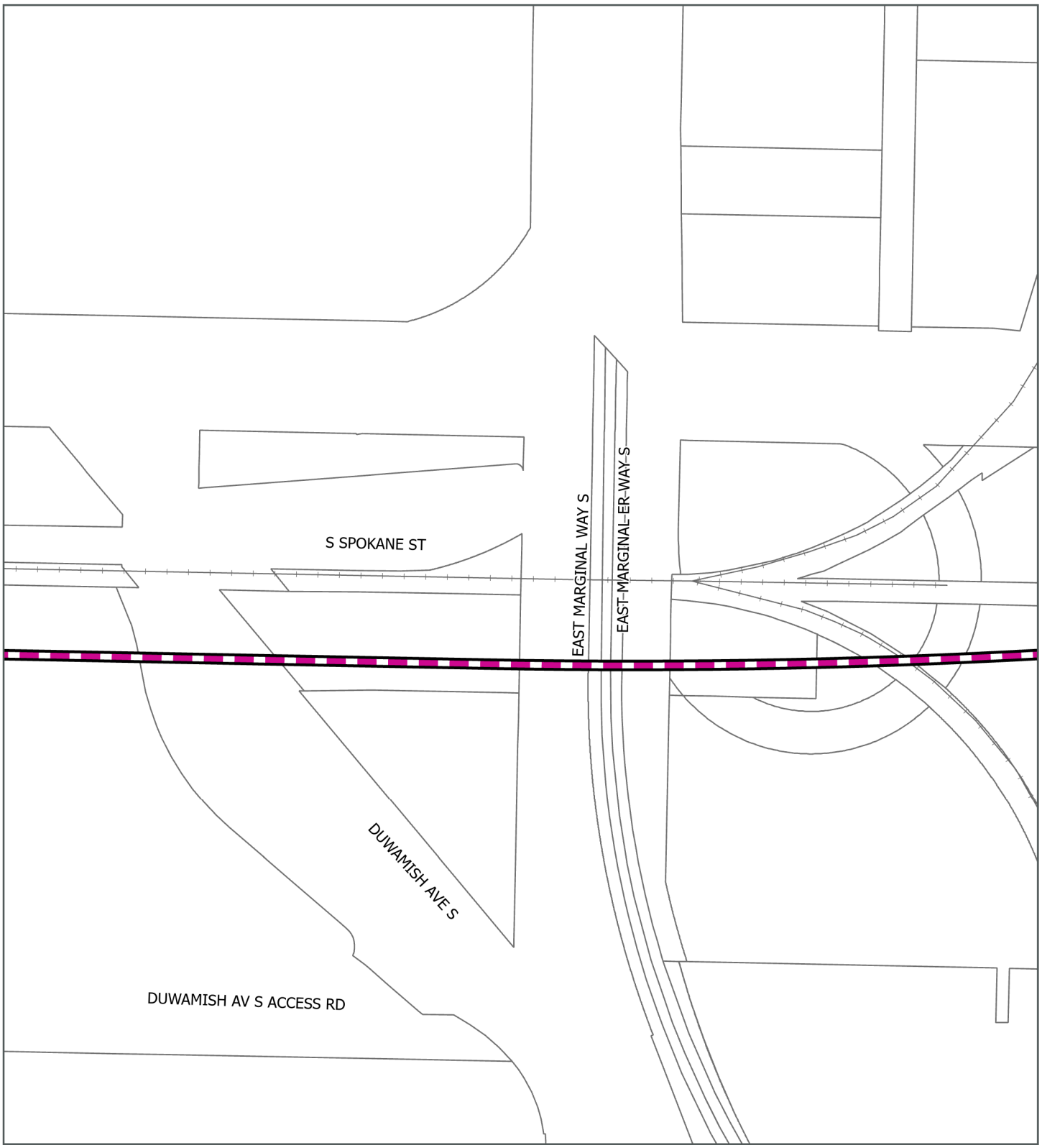
- Railroad
- Parcel

FIGURE N.3E-1c
Preferred Alternative DUW-1a Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

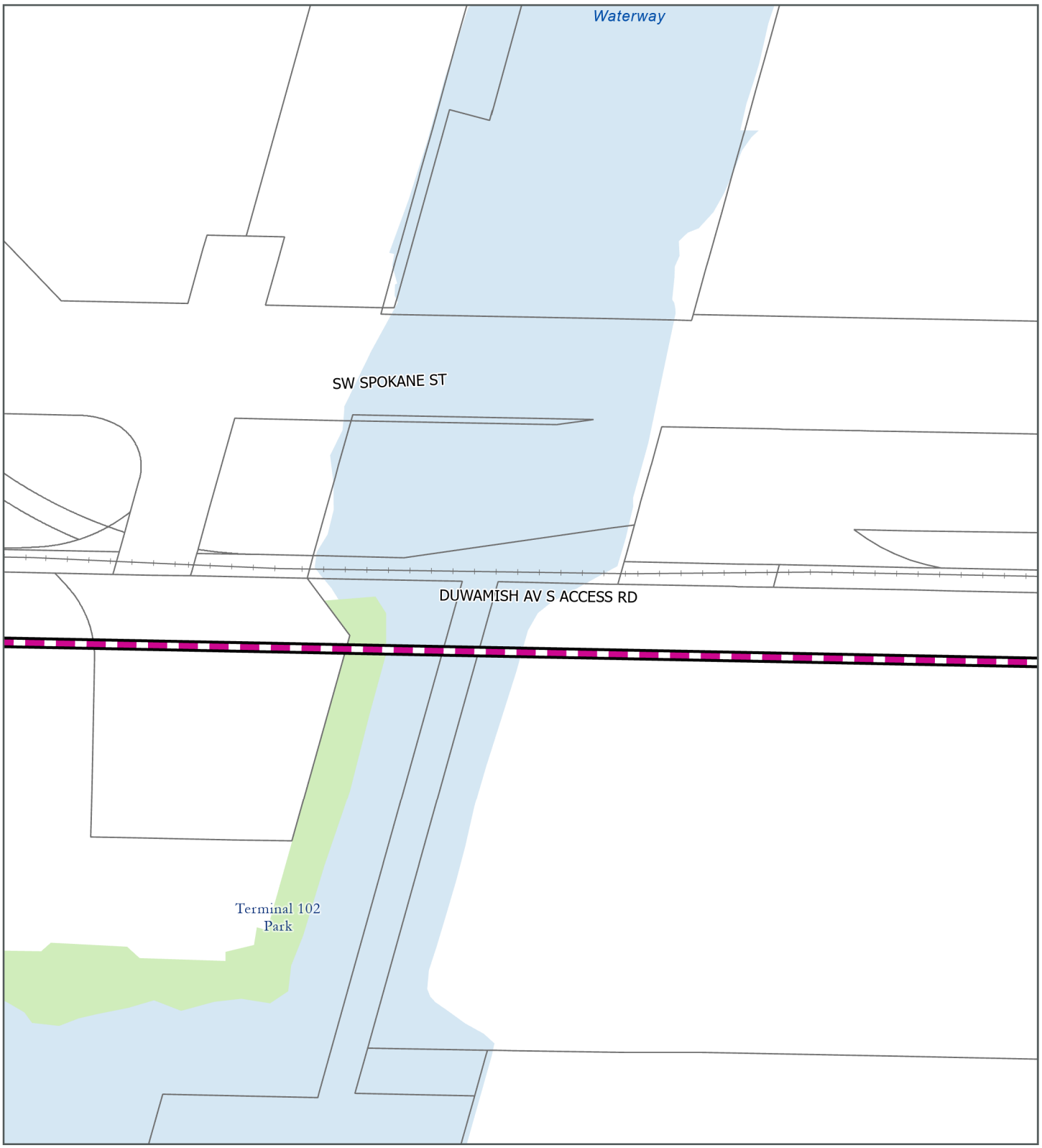
- Railroad
- Parcel

FIGURE N.3E-1d
Preferred Alternative DUW-1a Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

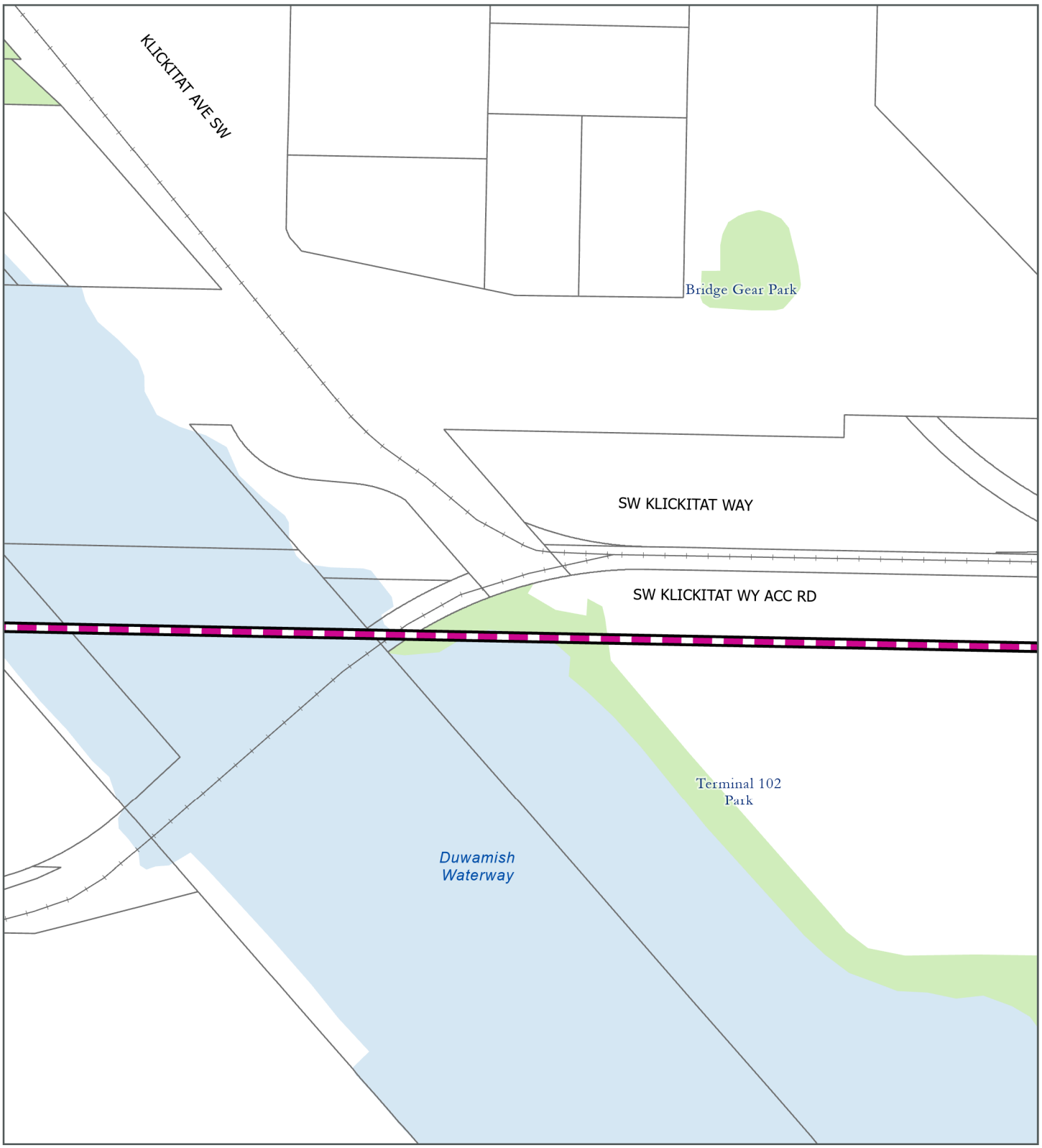
- Railroad
- Park
- Parcel

FIGURE N.3E-1e
Preferred Alternative DUW-1a Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Parcel

FIGURE N.3E-1f
Preferred Alternative DUW-1a Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Railroad
- Park
- Parcel

FIGURE N.3E-1g

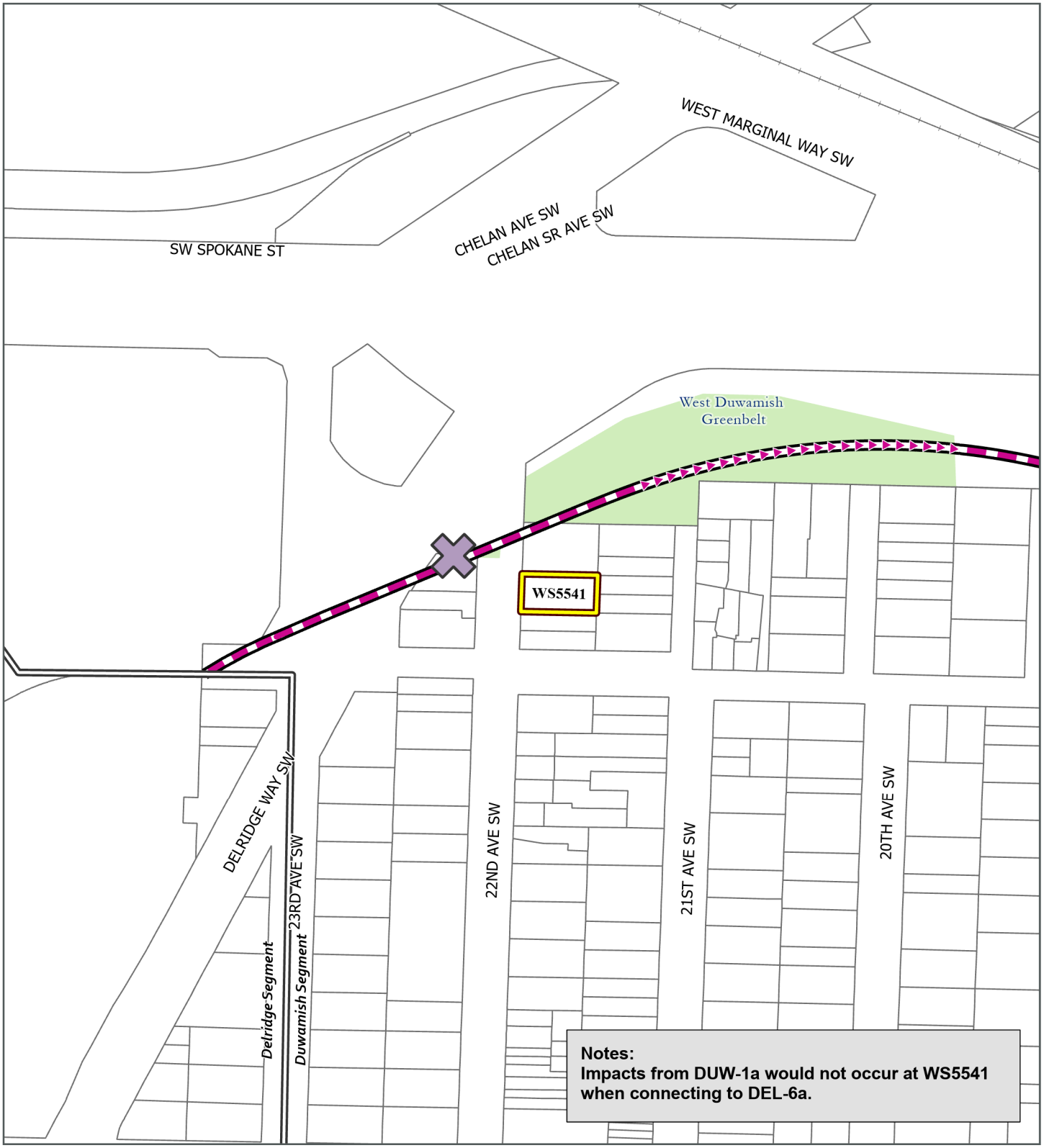
Preferred Alternative DUW-1a Vibration and Groundborne Noise Impacts (before mitigation)

Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

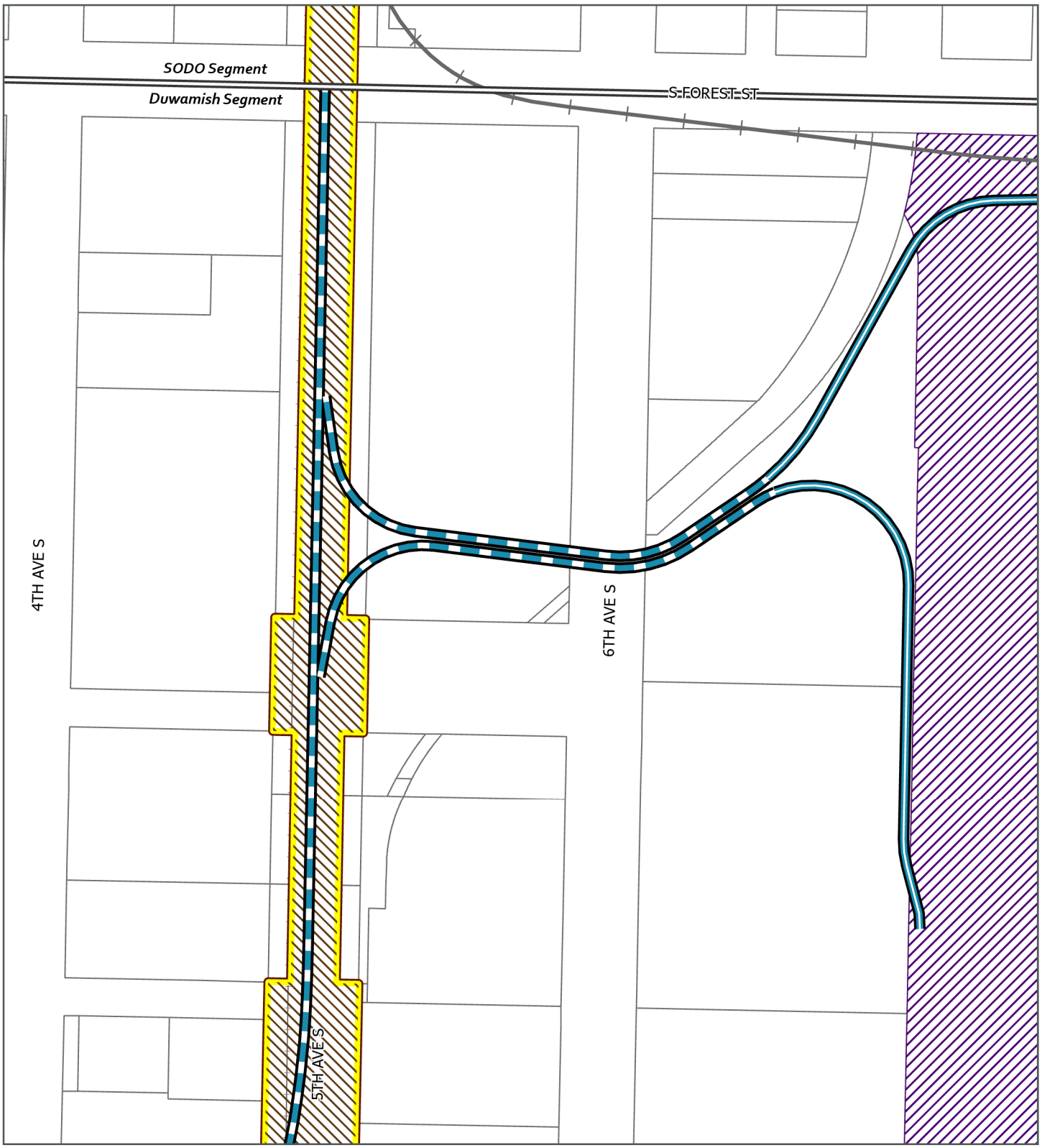
- Segment Line
- Railroad
- Park
- Parcel
- Low-Impact Frog
- Vibration Impact

FIGURE N.3E-1h
Preferred Alternative DUW-1a Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

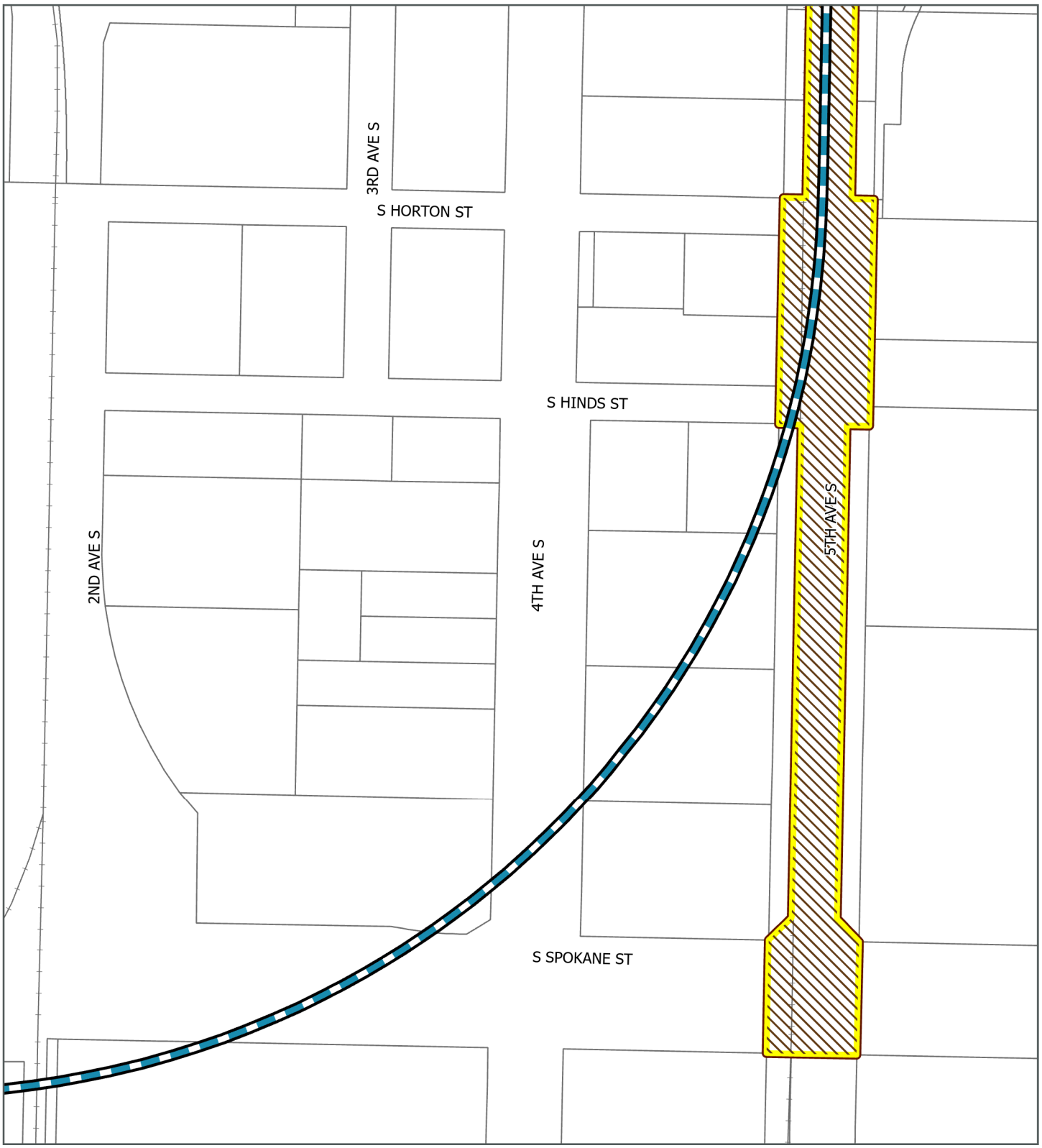
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel

FIGURE N.3E-2a
Option DUW-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- SODO Busway
- Parcel

FIGURE N.3E-2b
Option DUW-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

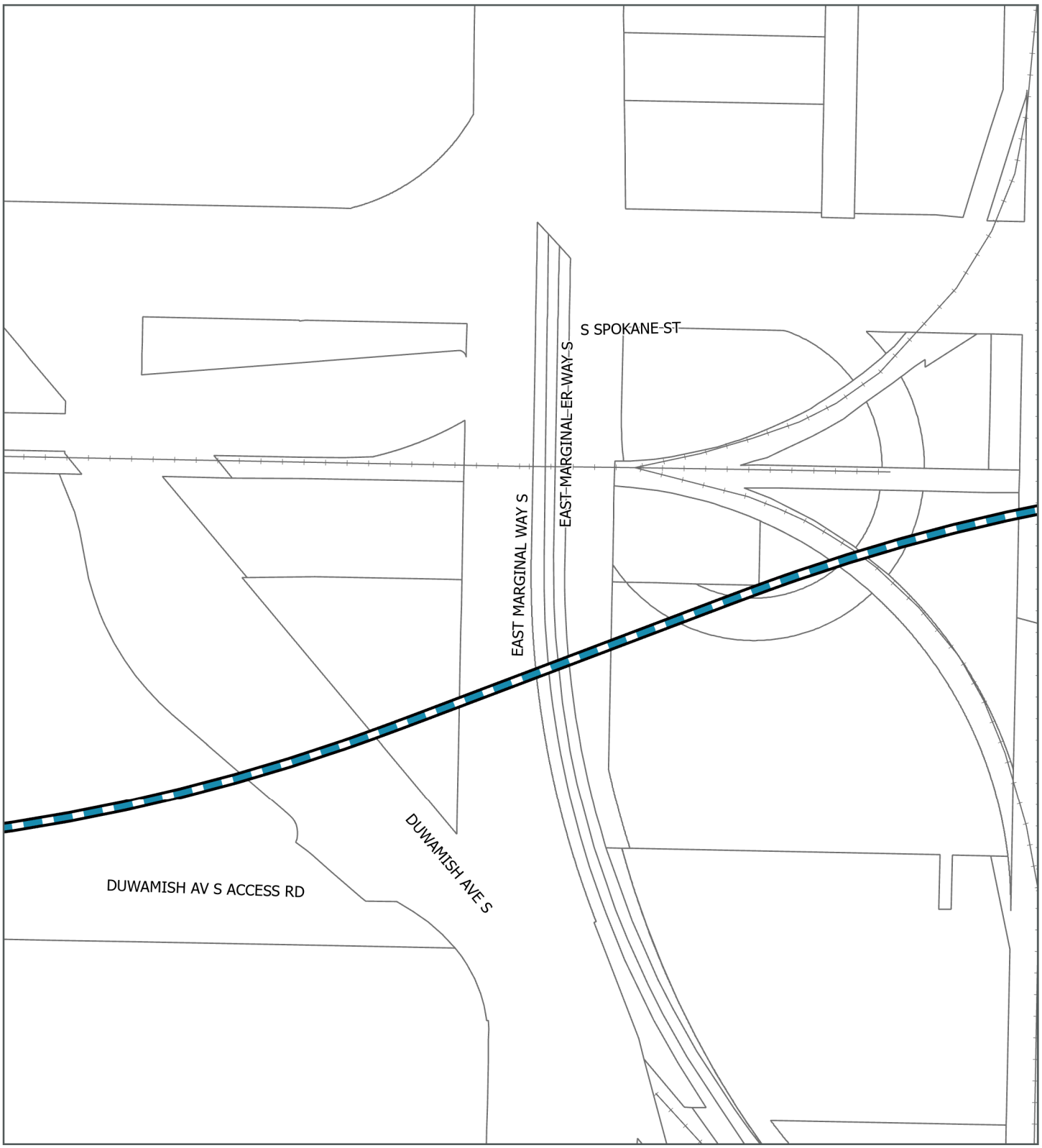
- Railroad
- Parcel

FIGURE N.3E-2c
Option DUW-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

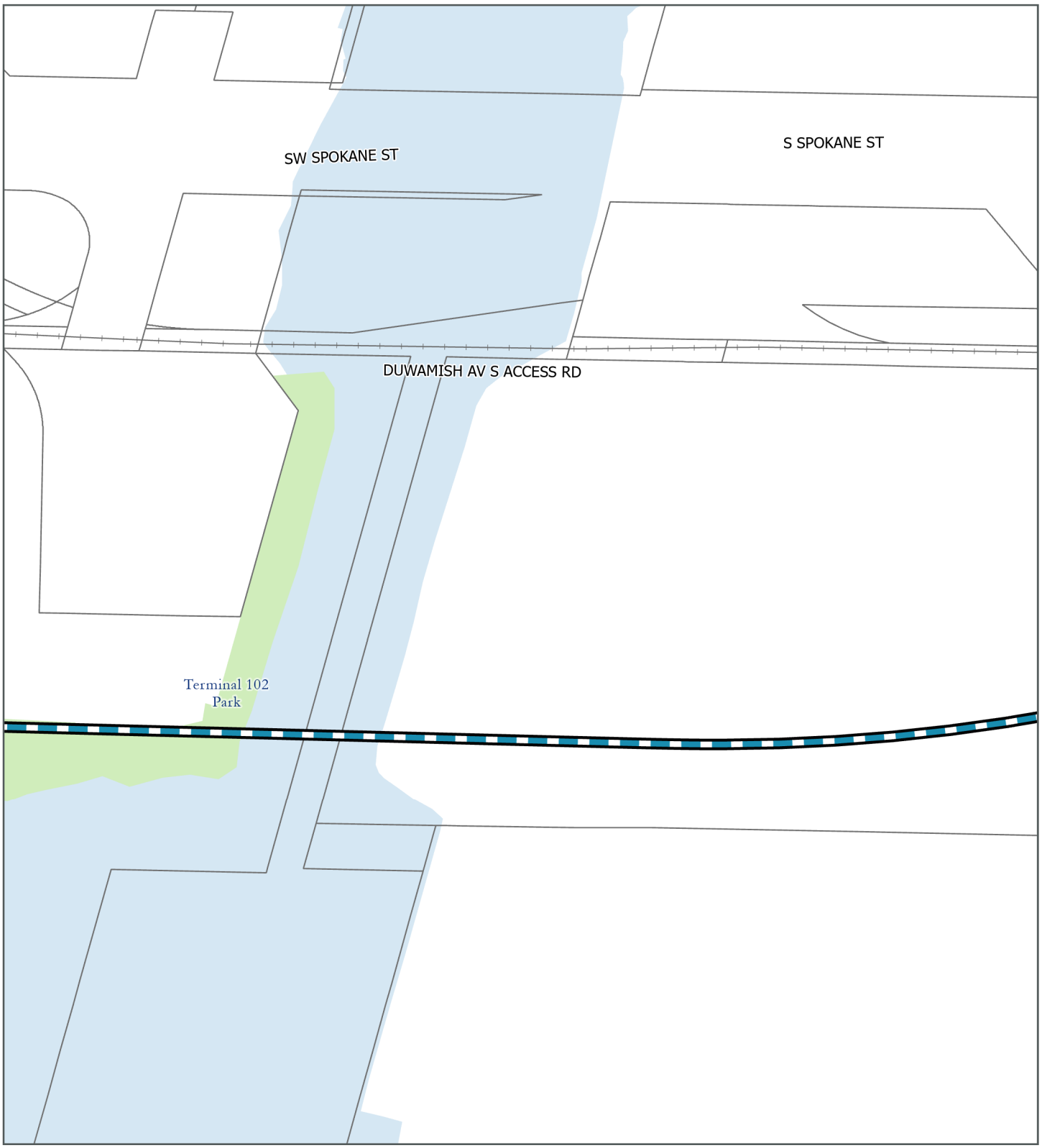
- Railroad
- Parcel

FIGURE N.3E-2d
Option DUW-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Railroad
- Park
- Parcel

FIGURE N.3E-2e

Option DUW-1b

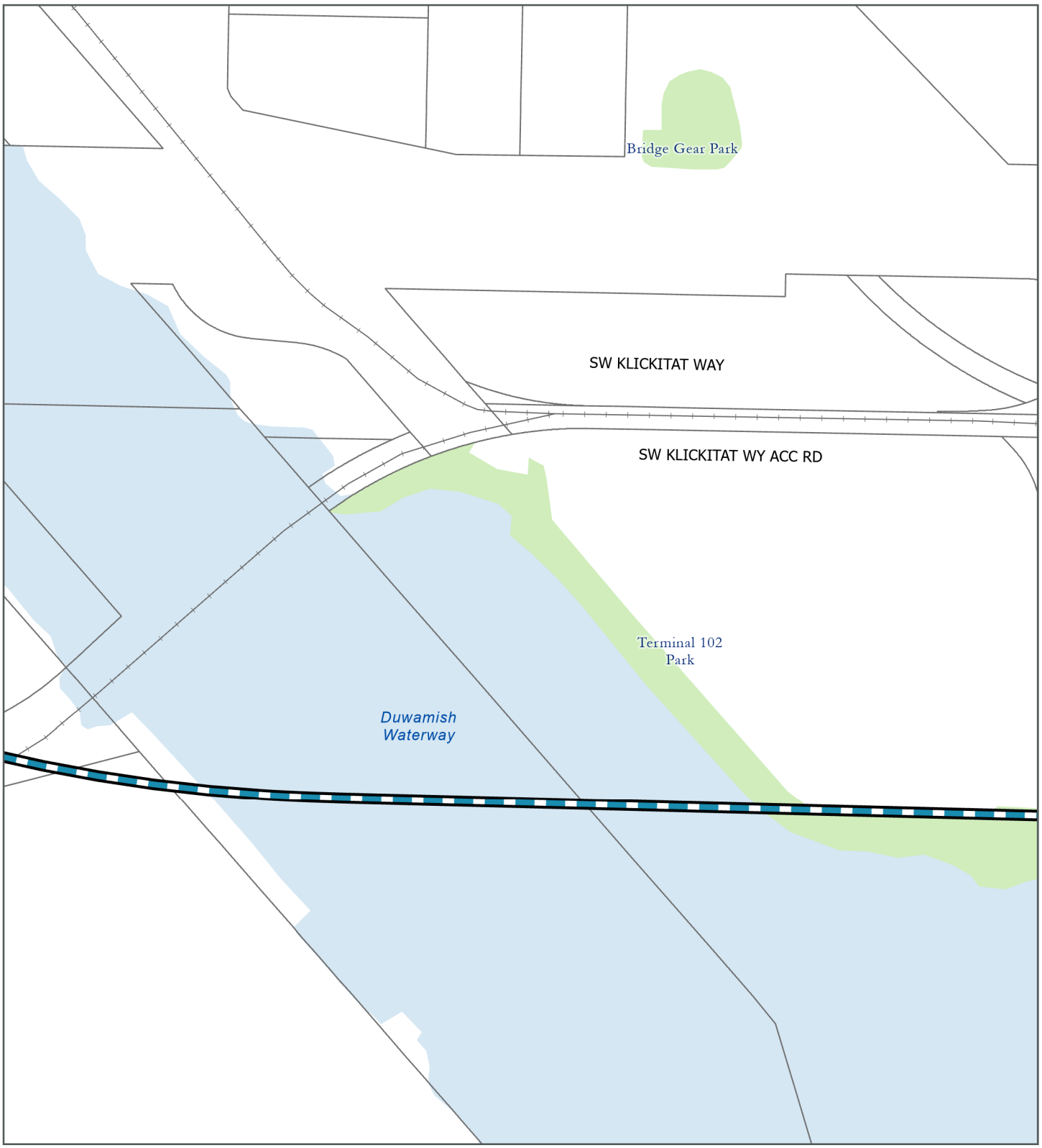
Vibration and Groundborne Noise Impacts (before mitigation)

Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Railroad
- Park
- Parcel

FIGURE N.3E-2f
Option DUW-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Parcel

FIGURE N.3E-2g
Option DUW-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

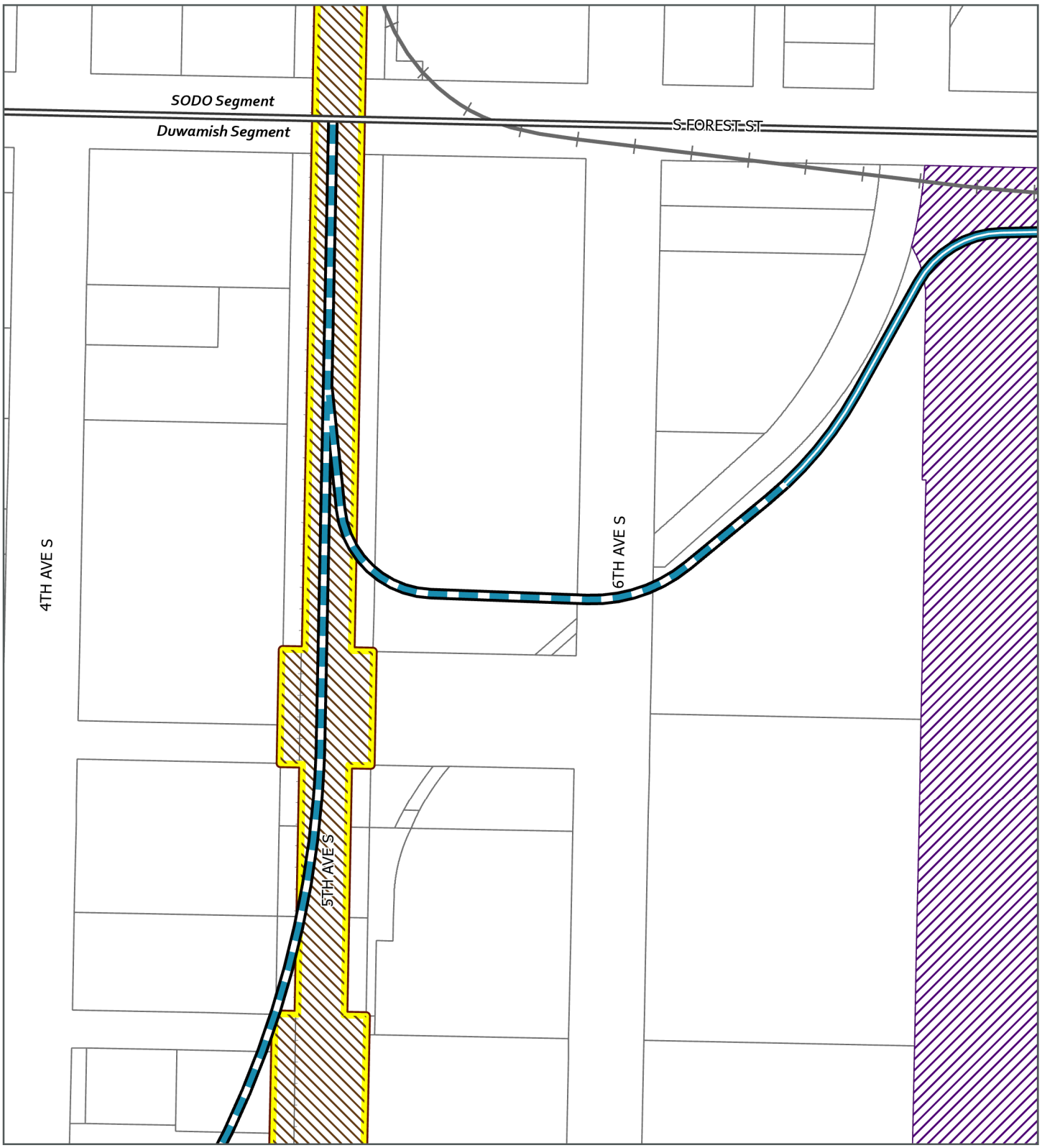
- Segment Line
- Railroad
- Park
- Parcel

FIGURE N.3E-2h
Option DUW-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

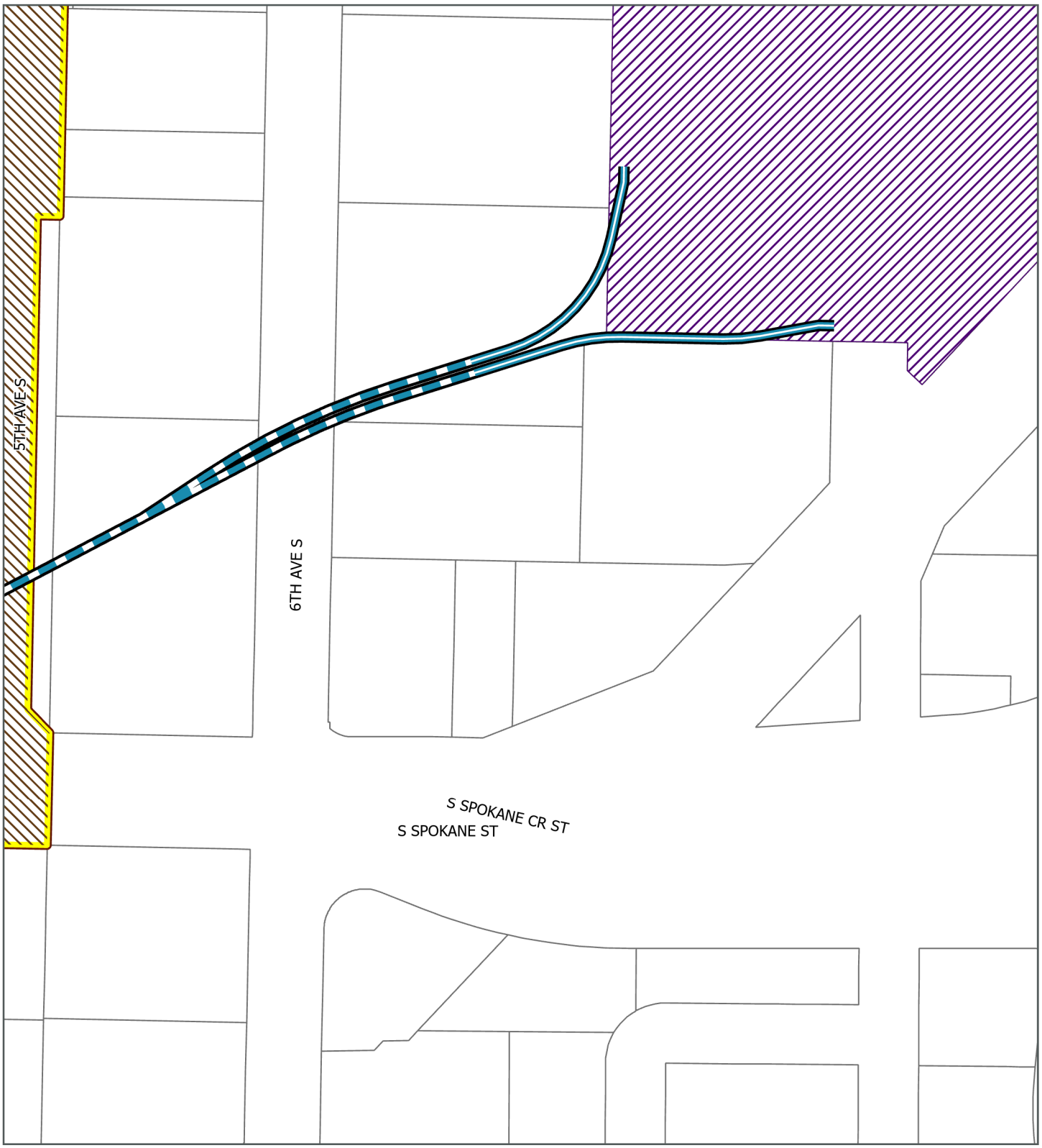
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel

FIGURE N.3E-3a
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

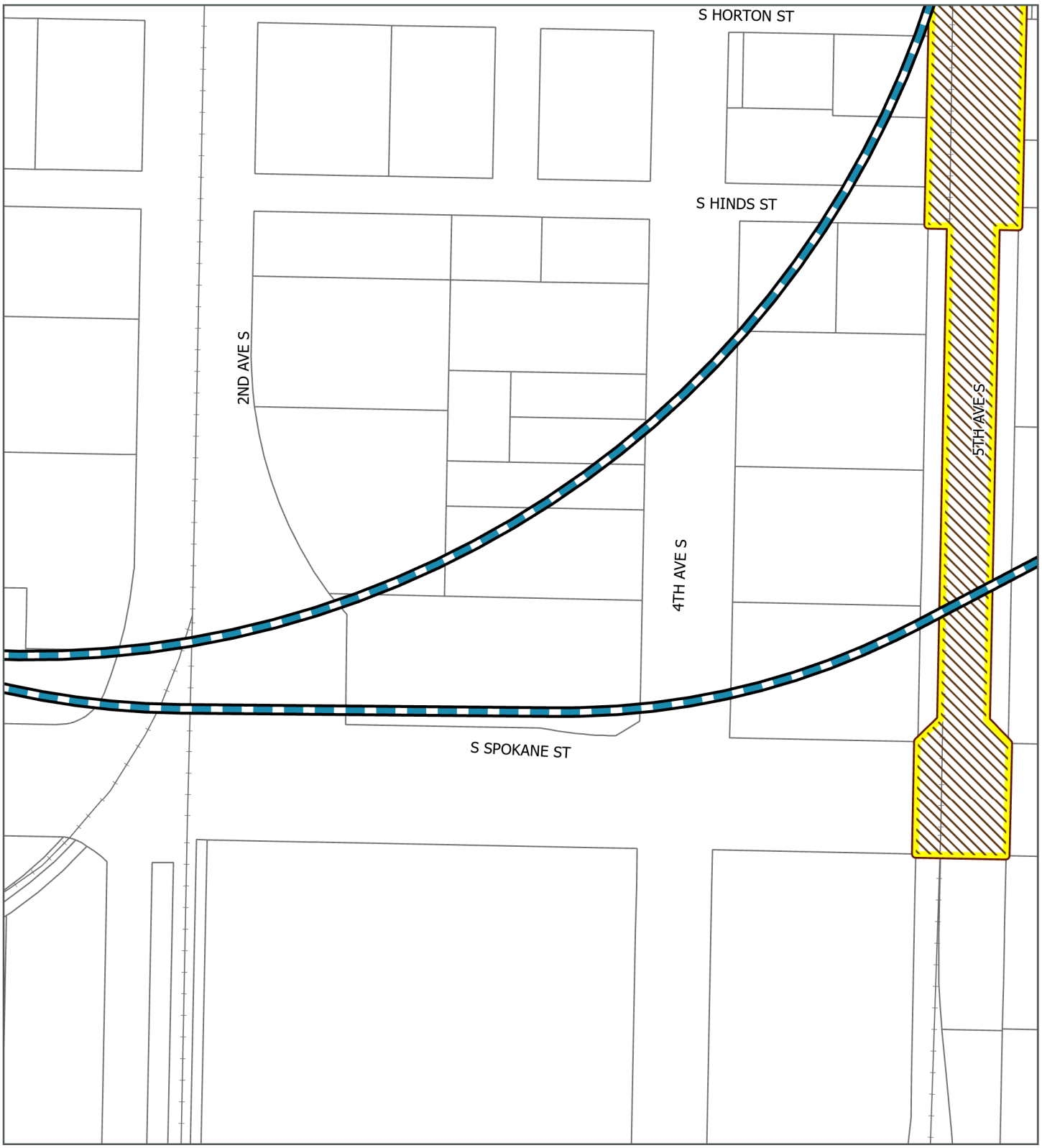
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel

FIGURE N.3E-3b
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

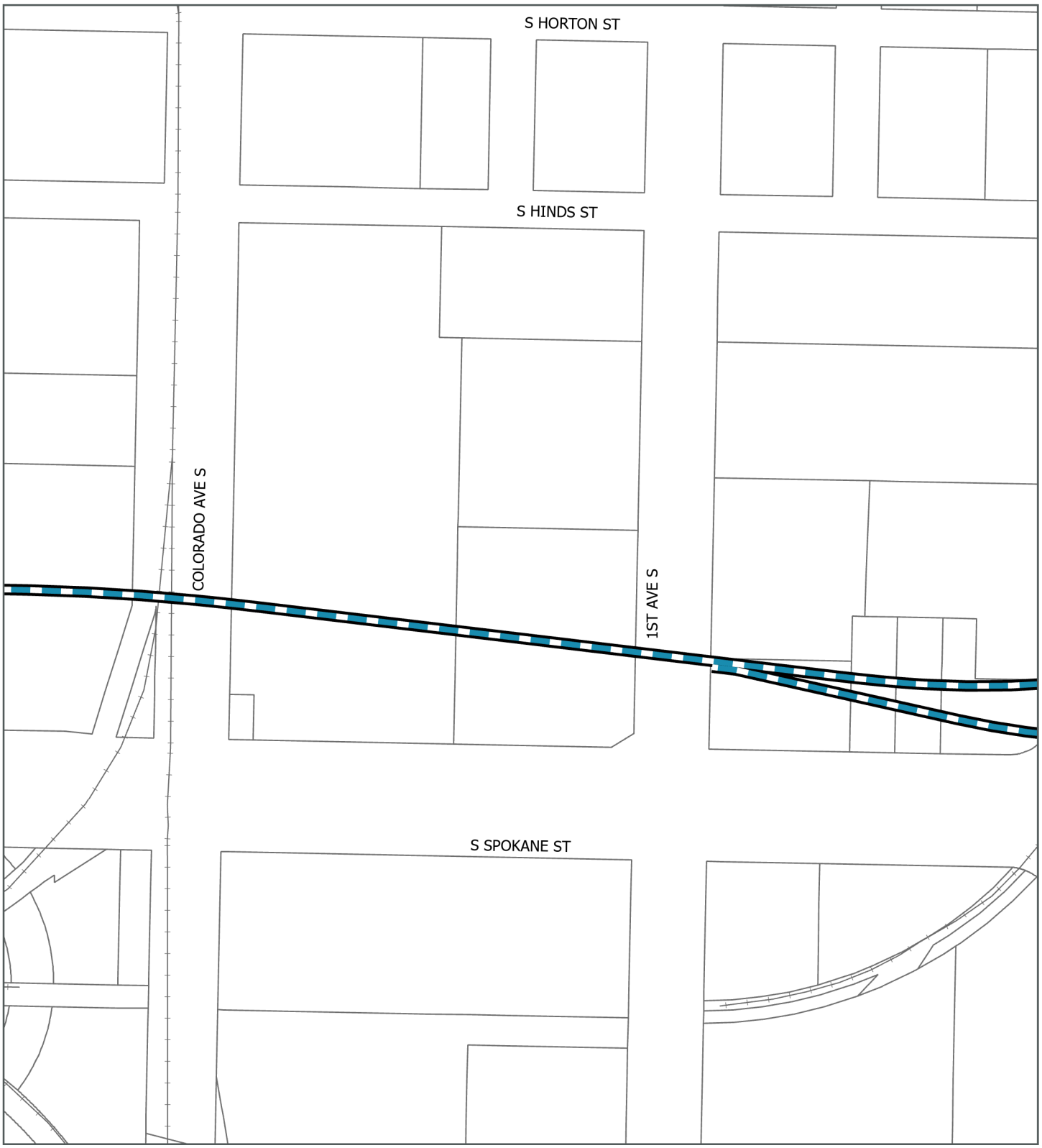
- Railroad
- SODO Busway
- Parcel

FIGURE N.3E-3c
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Parcel

FIGURE N.3E-3d
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

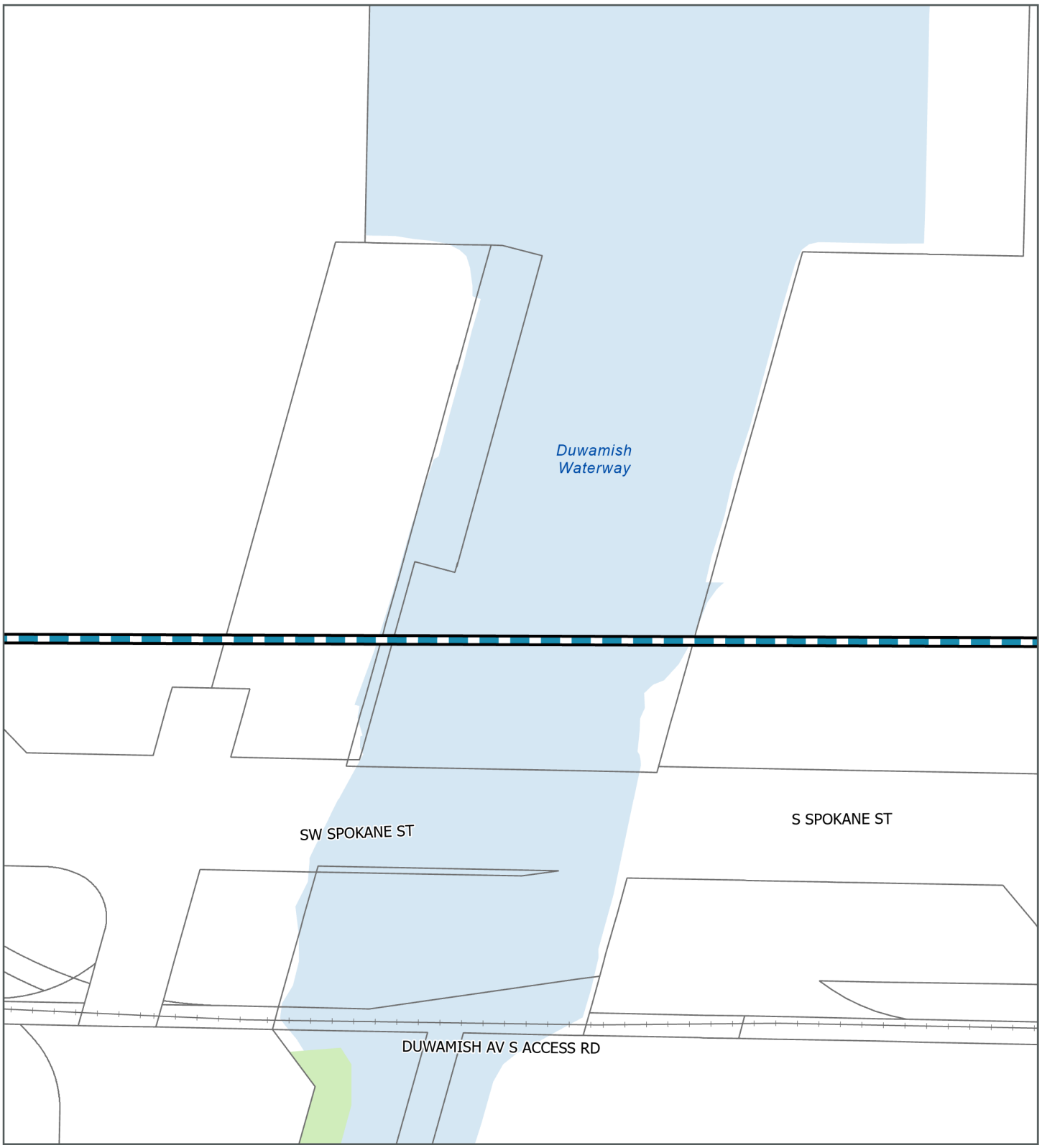
- Railroad
- Parcel

FIGURE N.3E-3e
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Railroad
- Park
- Parcel

FIGURE N.3E-3f
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

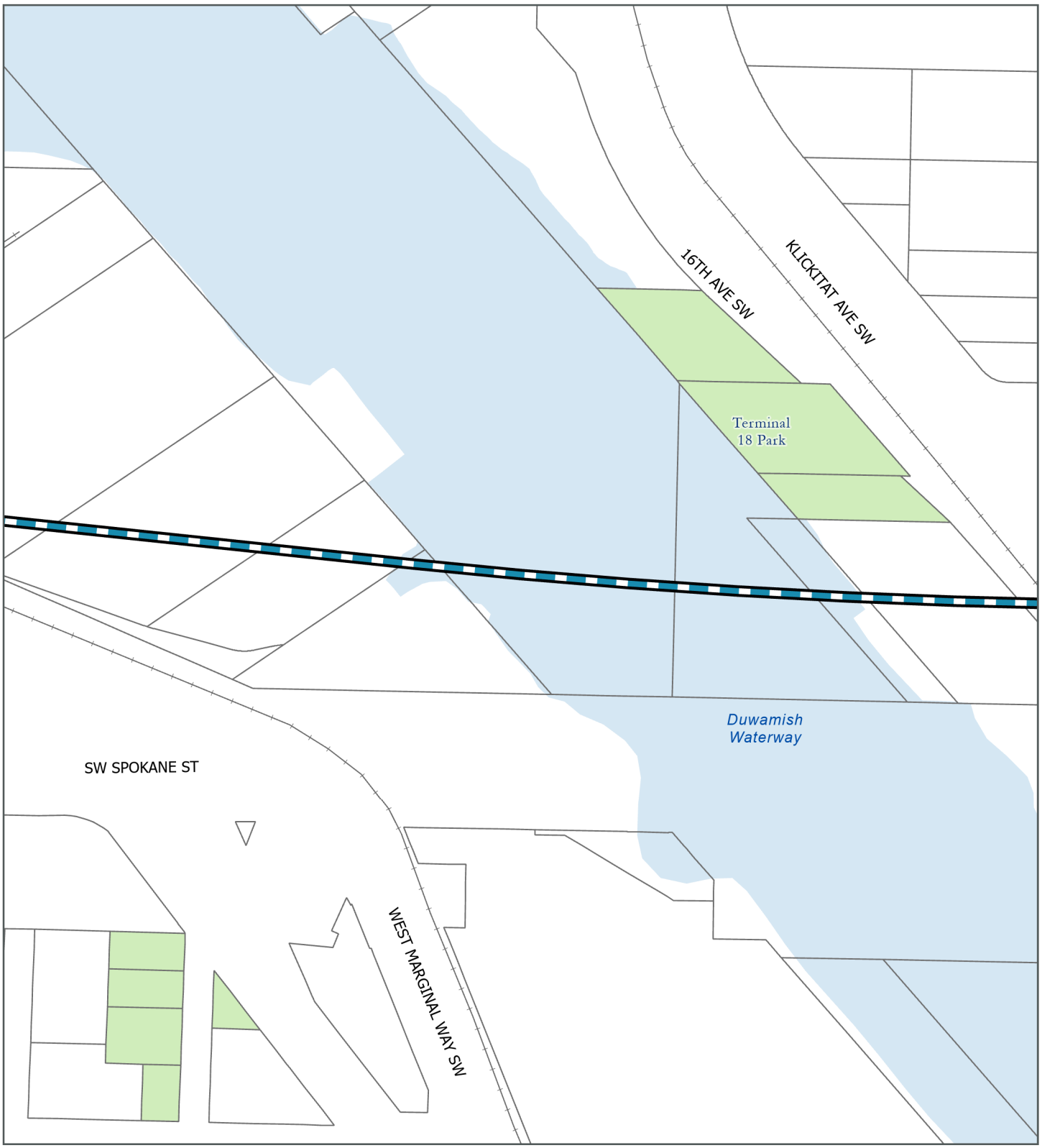
- Railroad
- Park
- Parcel

FIGURE N.3E-3g
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

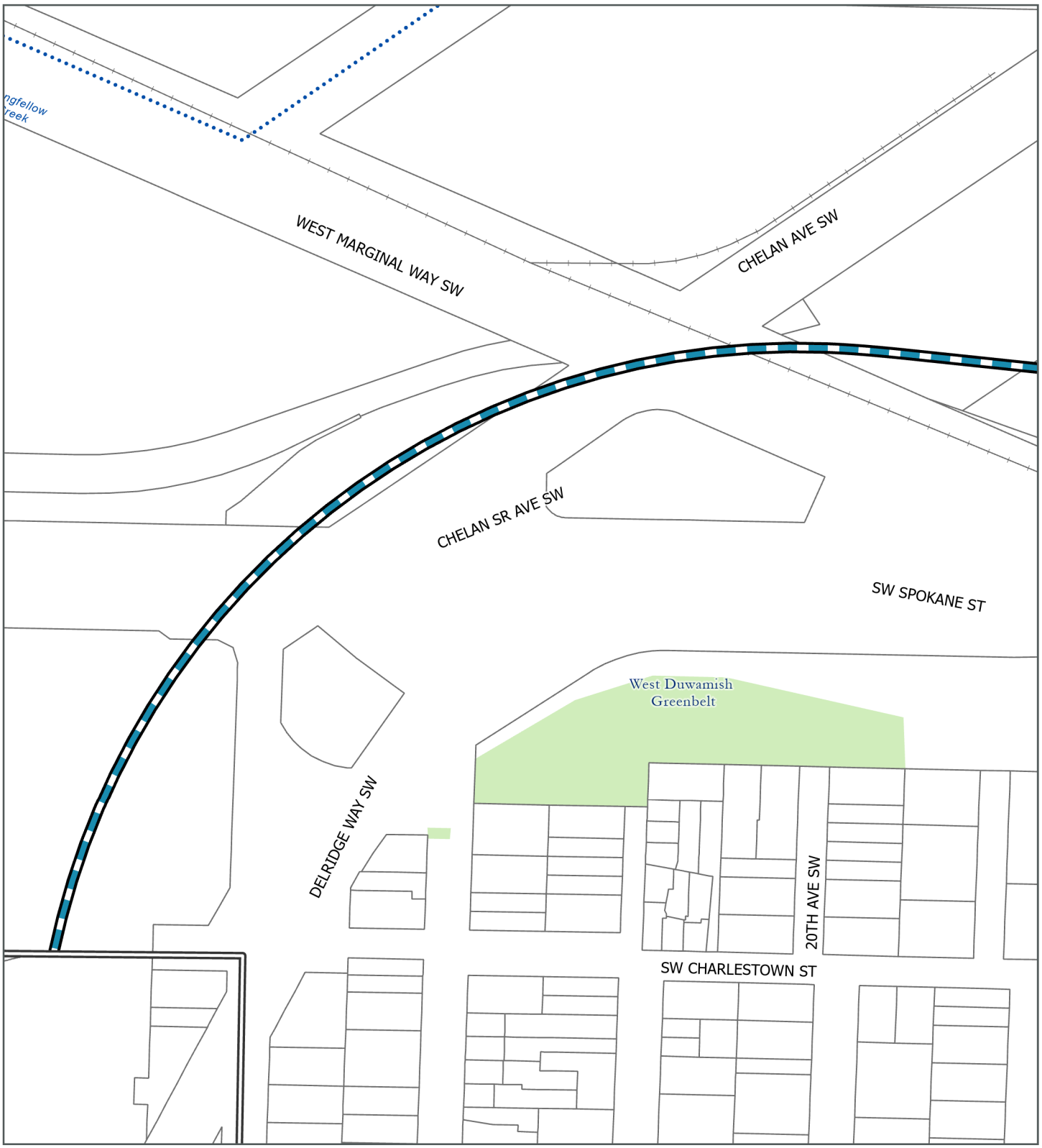
- Railroad
- Park
- Parcel

FIGURE N.3E-3h
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

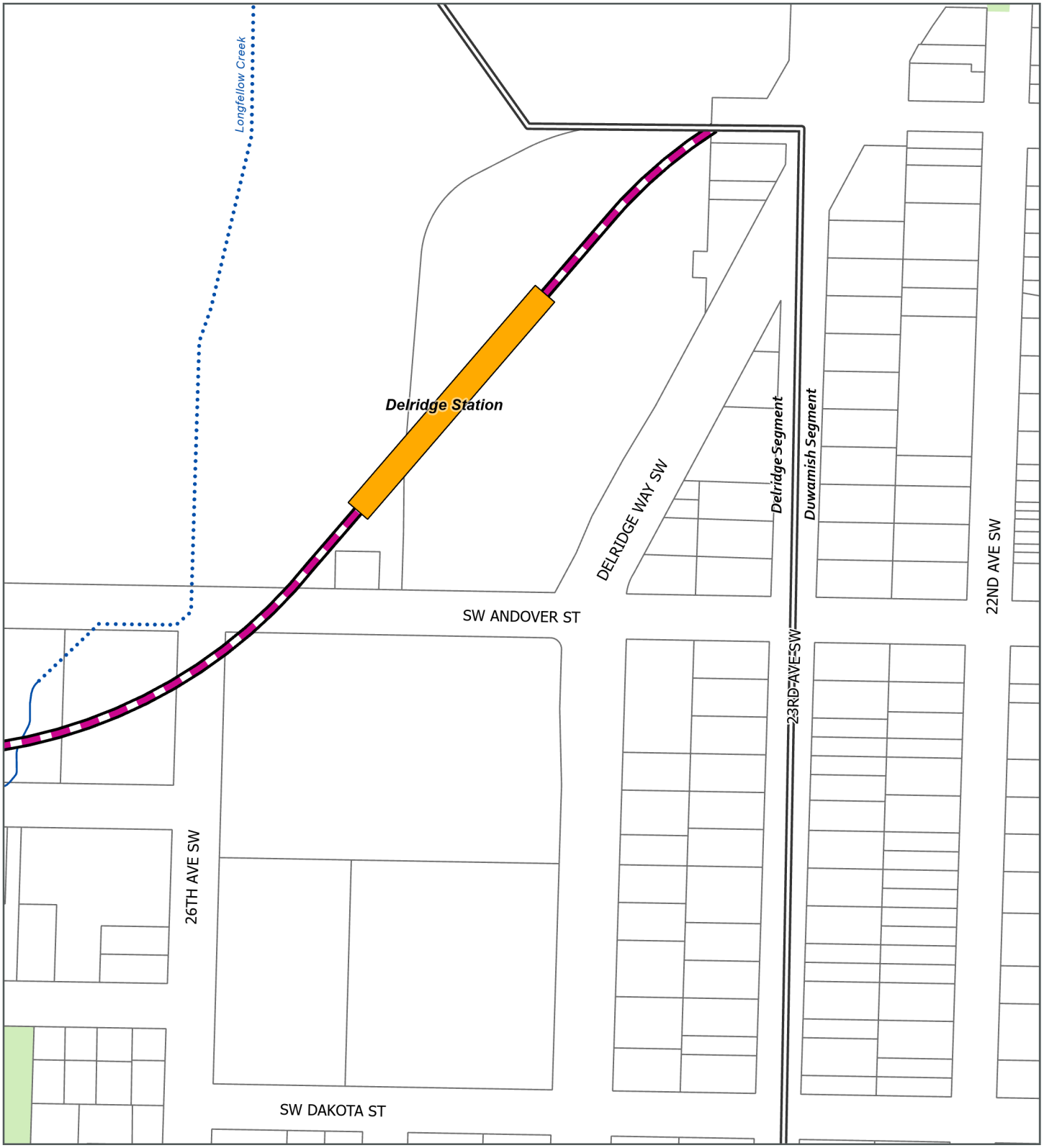
- Segment Line
- Railroad
- Piped Stream
- Park
- Parcel

FIGURE N.3E-3i
Alternative DUW-2
Vibration and Groundborne Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

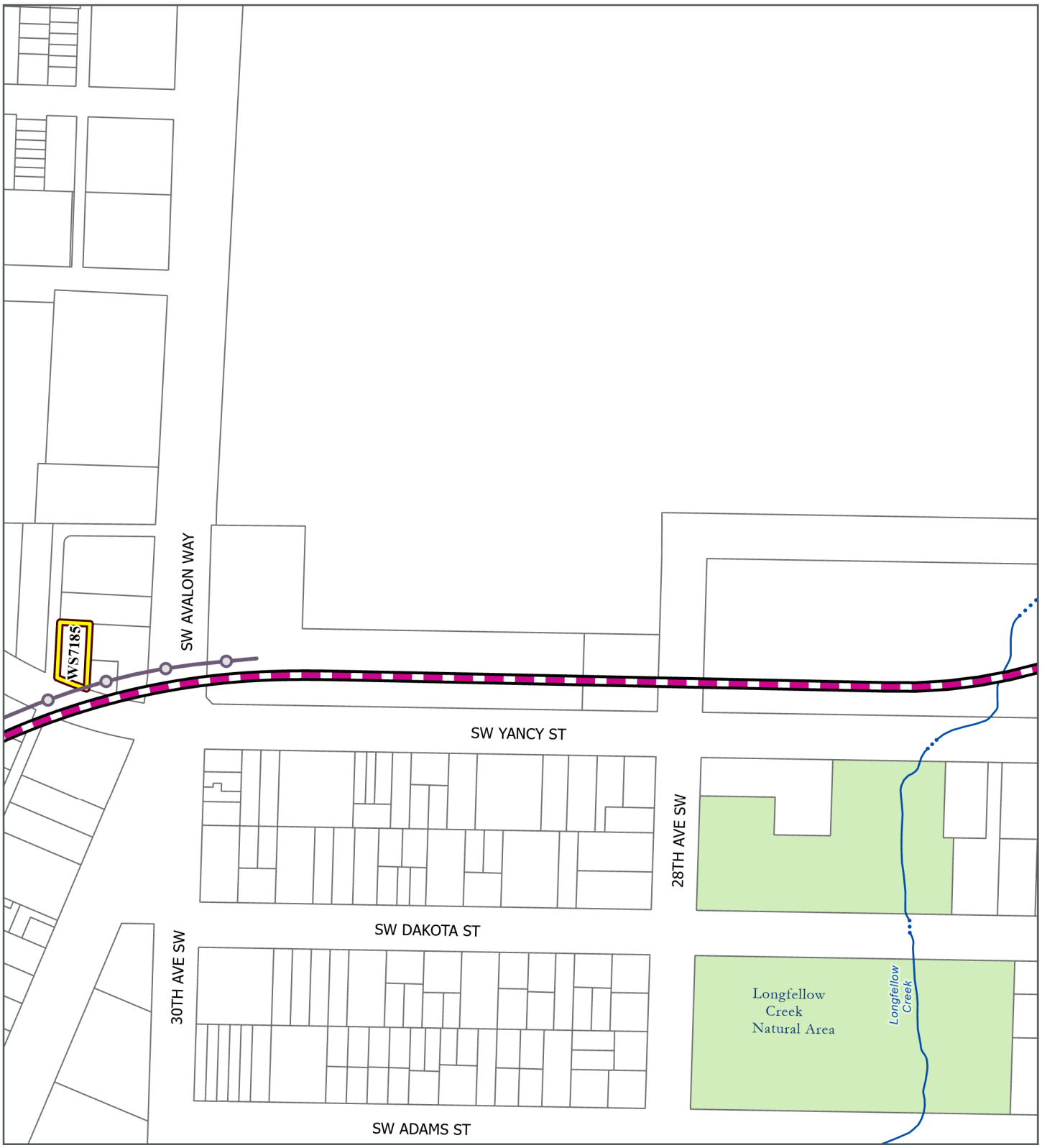
- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-4a
Preferred Option DEL-6b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel
- High Resilience Fastener
- Vibration Impact

FIGURE N.3E-4b
Preferred Option DEL-6b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

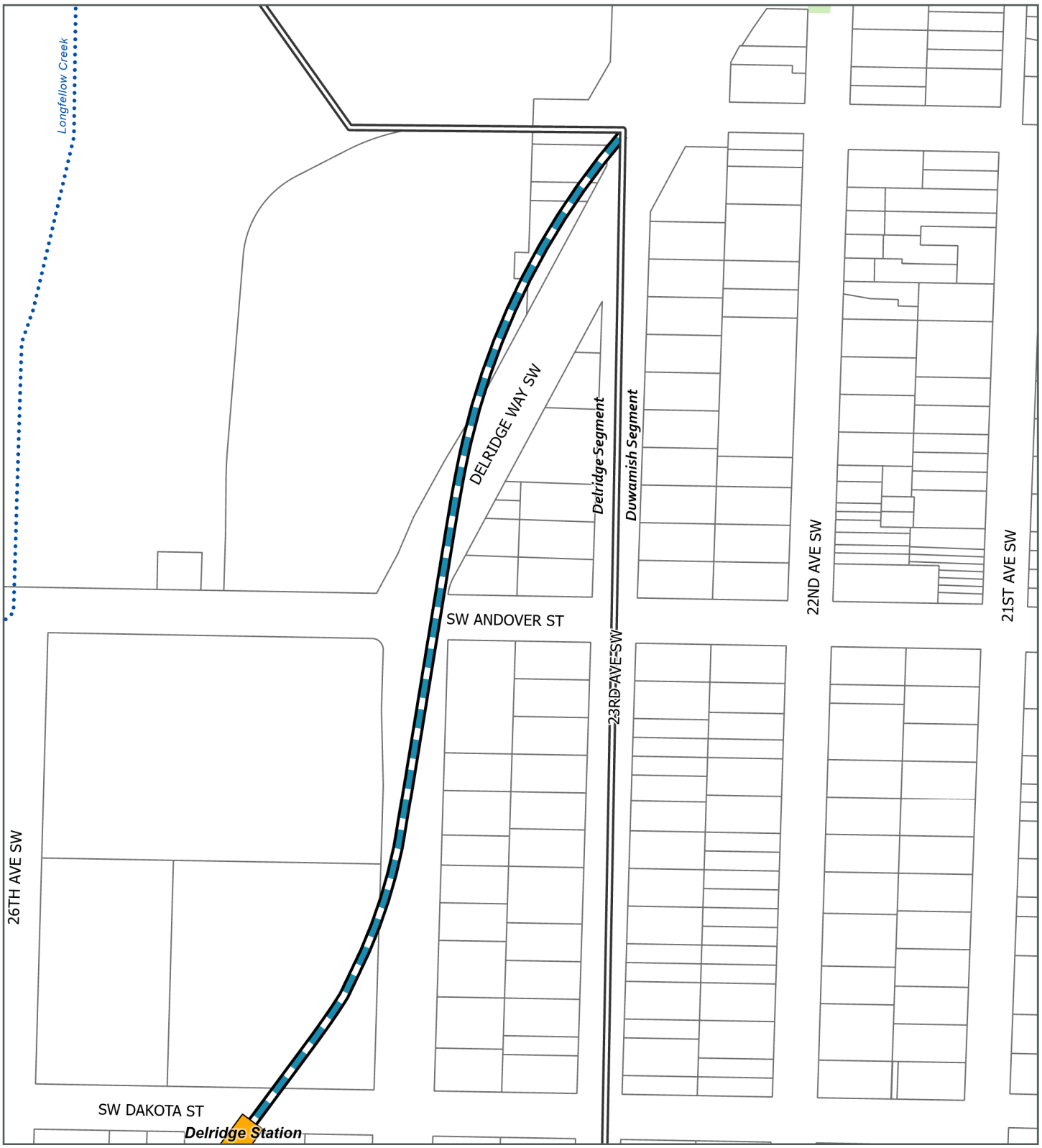
- Segment Line
- Parcel
- High Resilience Fastener
- Vibration Impact

FIGURE N.3E-4c
Preferred Option DEL-6b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Park
- Parcel

FIGURE N.3E-5a
Alternative DEL-1a
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-5b
Alternative DEL-1a
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Park
- Parcel
- High Resilience Fastener
- Vibration Impact

FIGURE N.3E-5c

Alternative DEL-1a

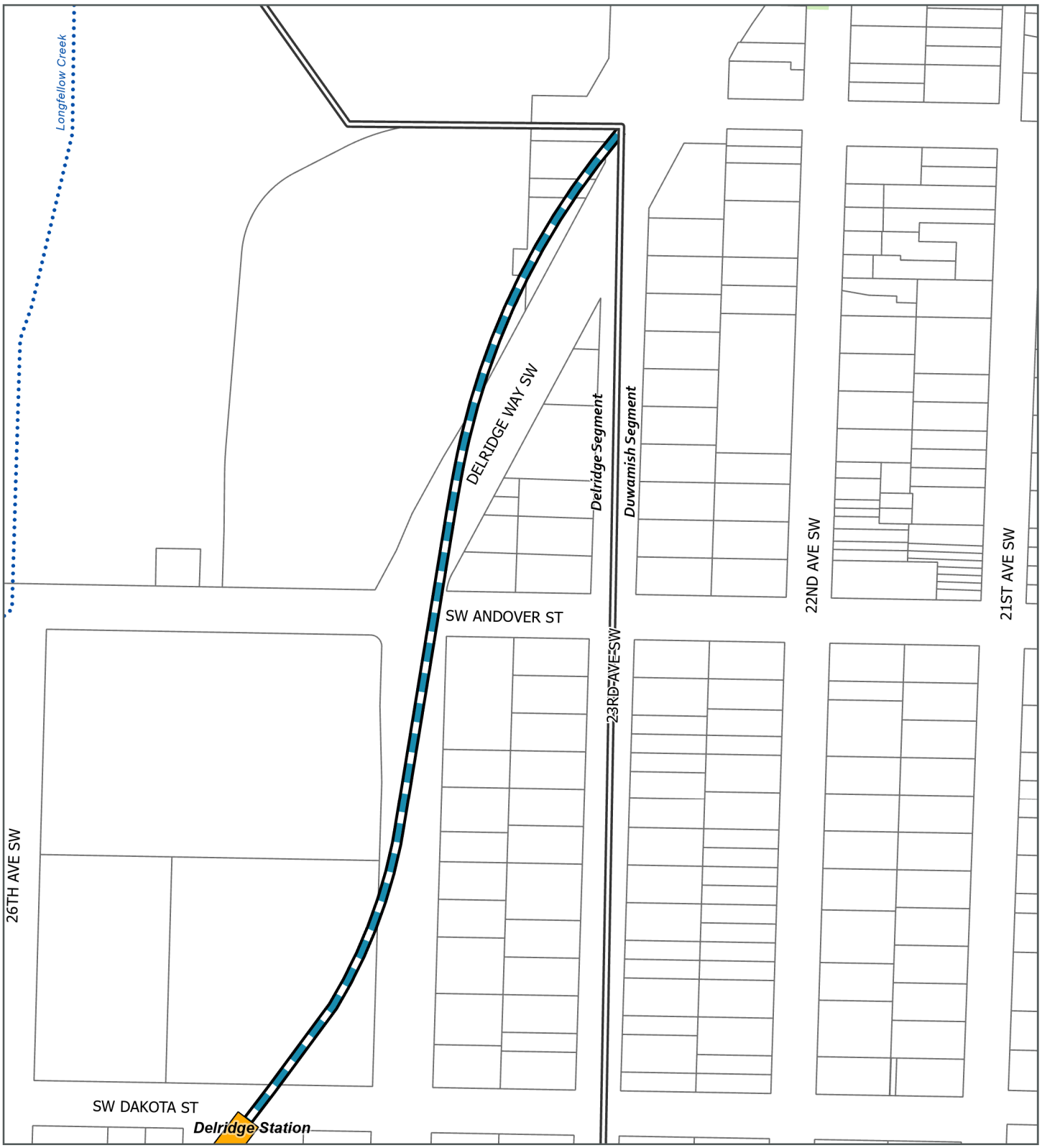
Vibration and Groundborne Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Park
- Parcel

FIGURE N.3E-6a
Option DEL-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-6b
Option DEL-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-6c
Option DEL-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

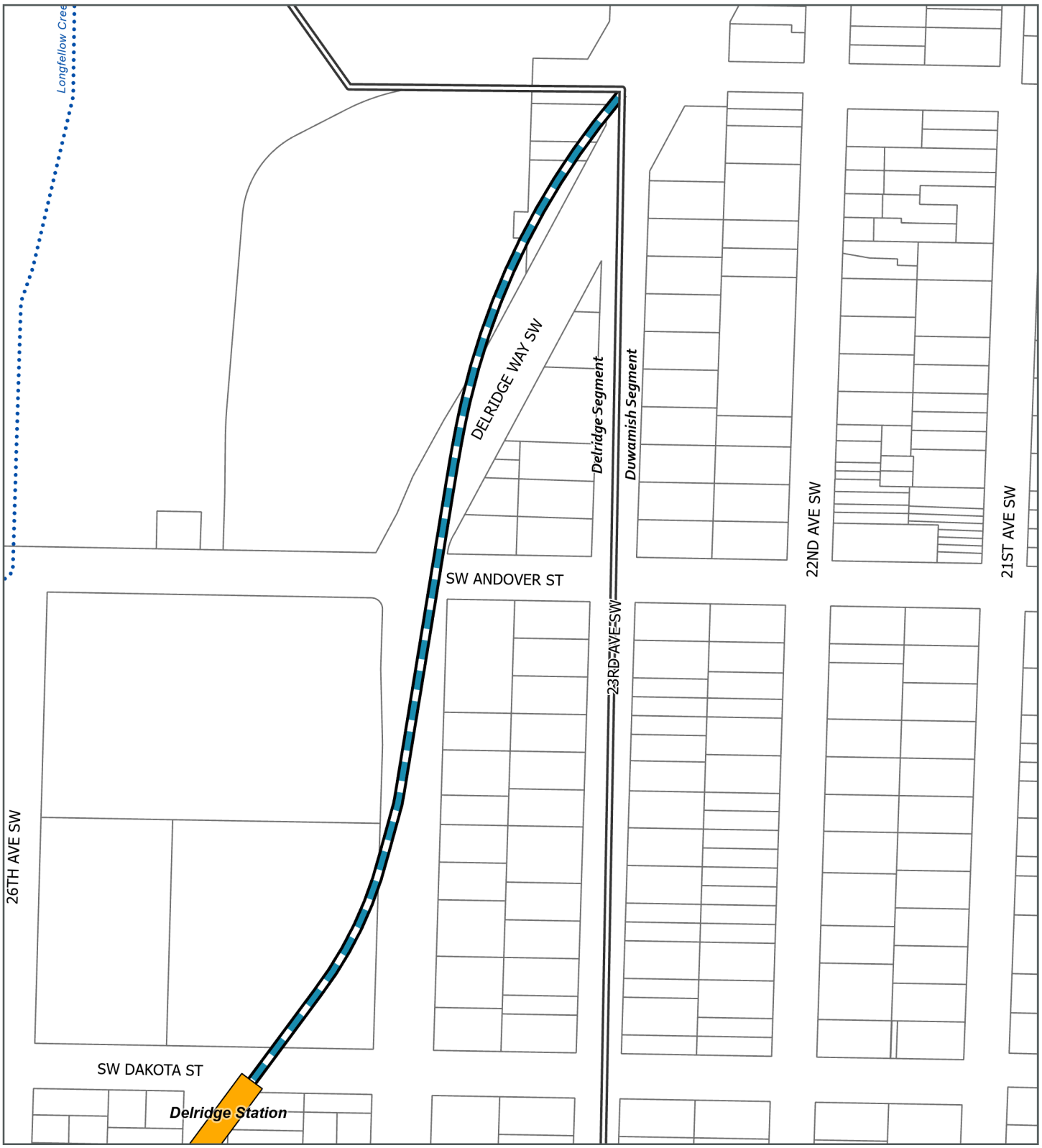
- Segment Line
- Park
- Parcel

FIGURE N.3E-6d
Option DEL-1b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Piped Stream
- Parcel

FIGURE N.3E-7a

Alternative DEL-2a

Vibration and Groundborne Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-7b
Alternative DEL-2a
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Park
- Parcel

FIGURE N.3E-7c

Alternative DEL-2a

Vibration and Groundborne Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Park
- Parcel

FIGURE N.3E-8a
Option DEL-2b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-8b
Option DEL-2b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

FIGURE N.3E-8c
Option DEL-2b
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Parcel

FIGURE N.3E-9a
Alternative DEL-3
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-9b
Alternative DEL-3
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Segment Line
- Stream
- Park
- Parcel
- High Resilience Fastener
- Vibration Impact

FIGURE N.3E-9c

Alternative DEL-3

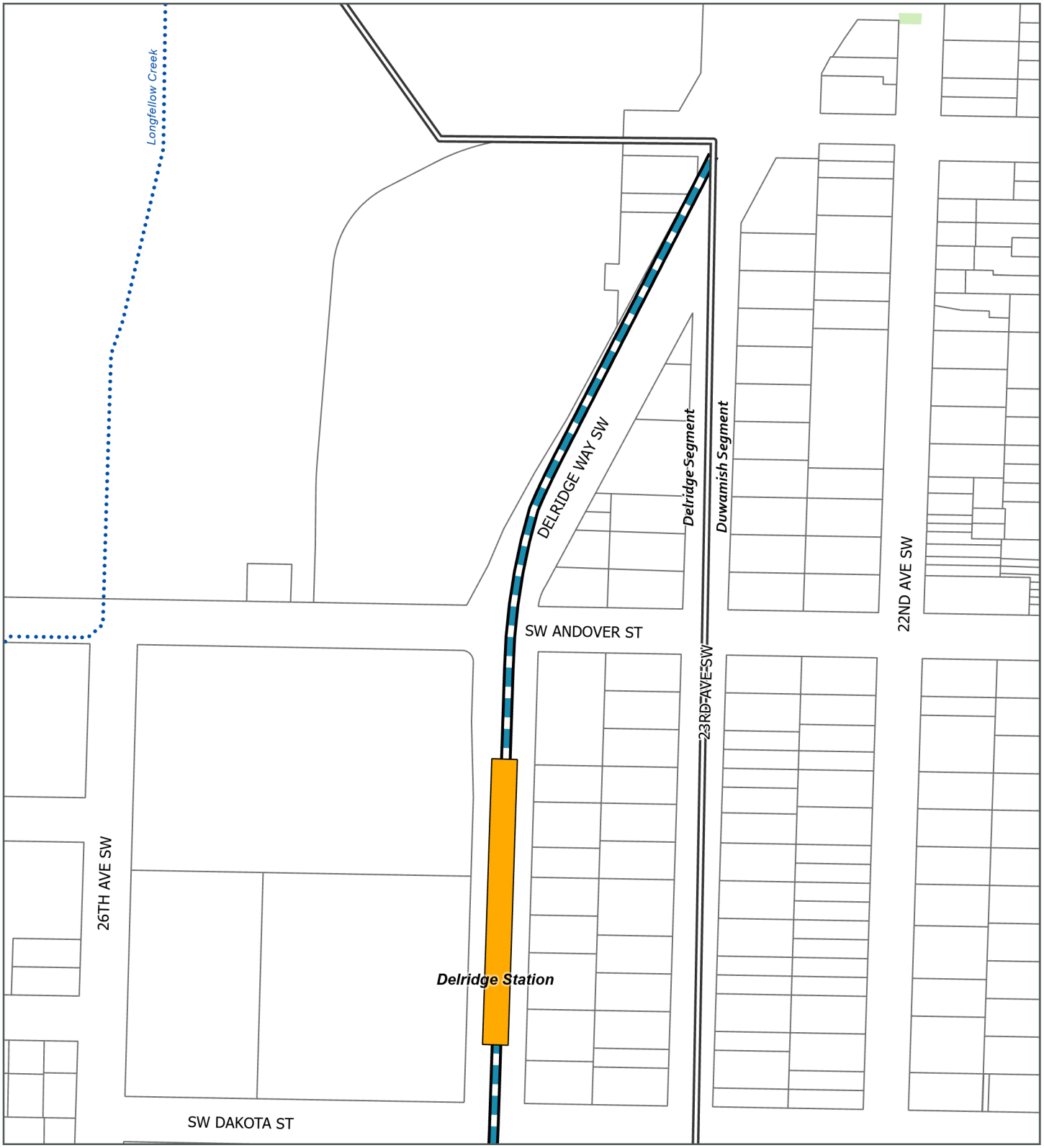
Vibration and Groundborne Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Piped Stream
- Park
- Parcel

FIGURE N.3E-10a
Alternative DEL-4
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

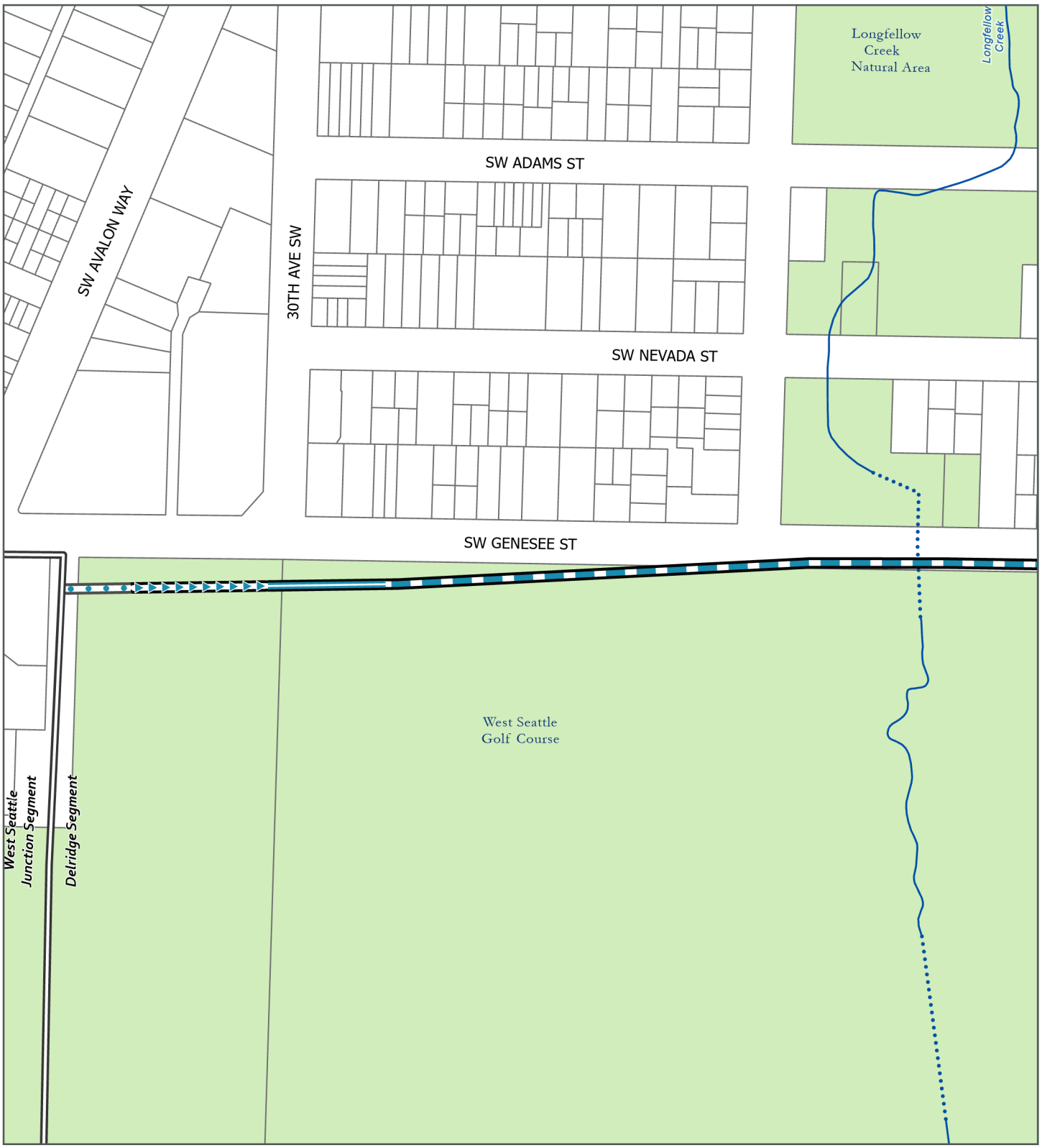
- Segment Line
- Stream
- Park
- Parcel

FIGURE N.3E-10b
Alternative DEL-4
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

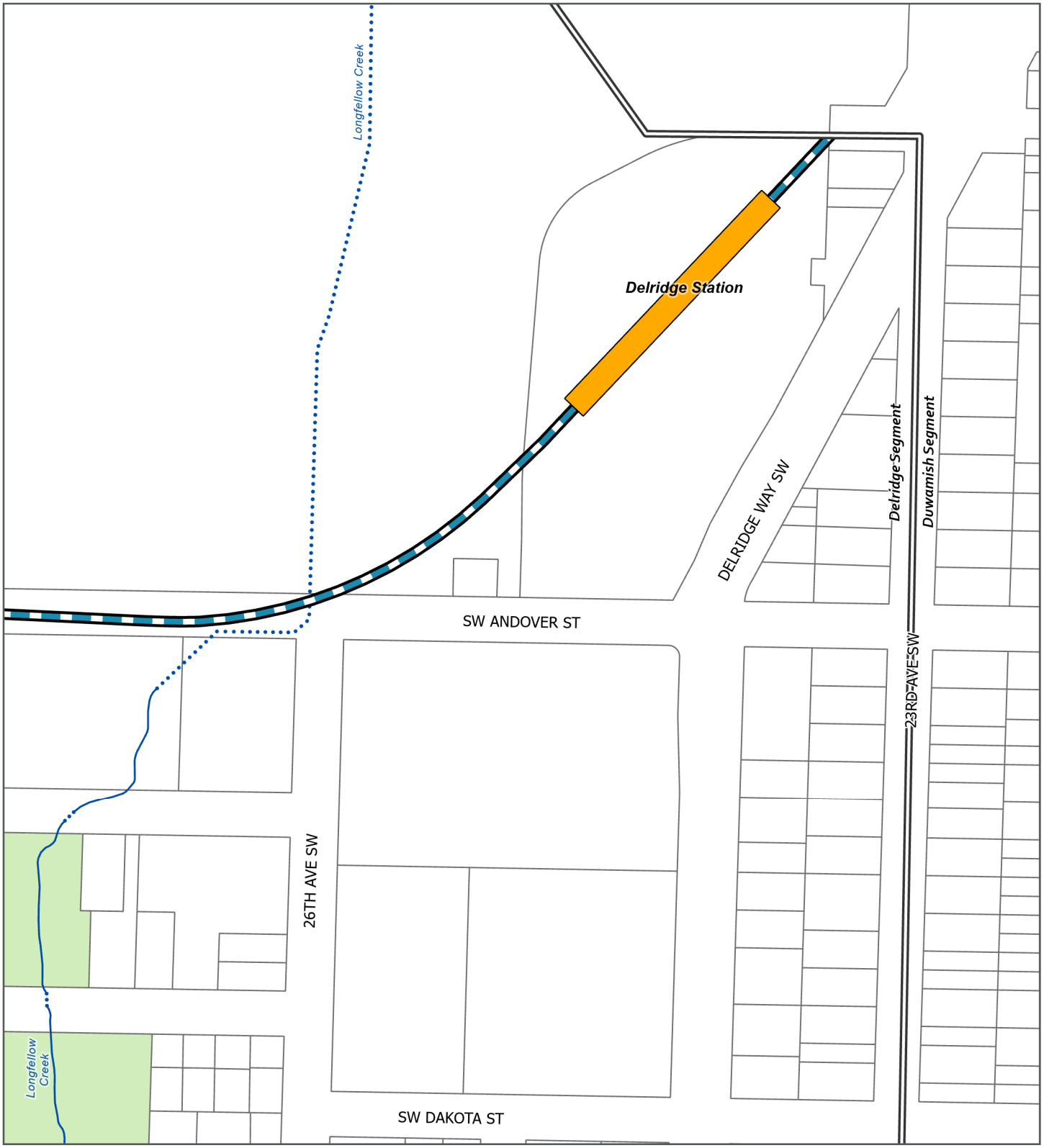
- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-10c
Alternative DEL-4
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

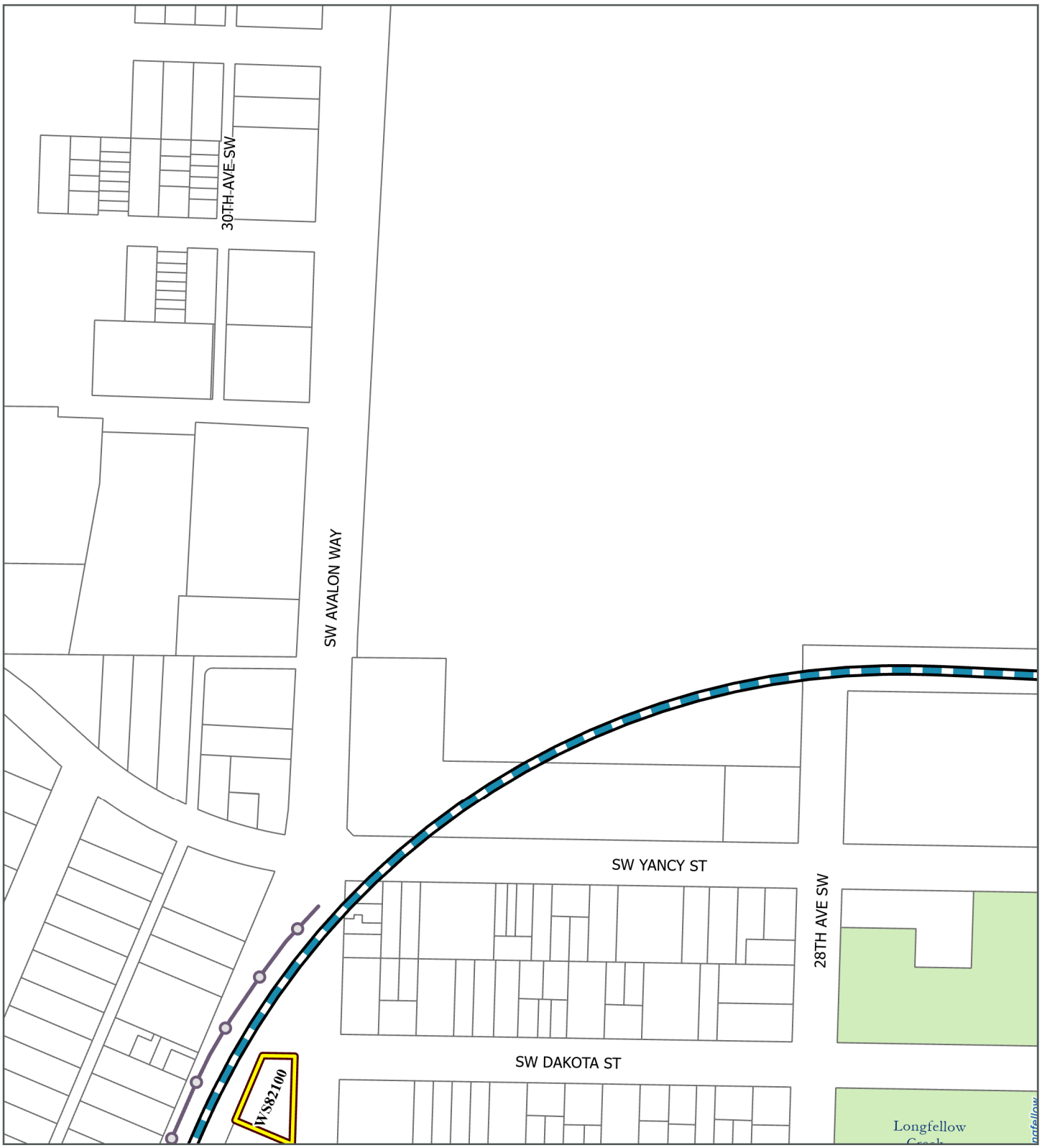
- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-11a
Alternative DEL-5
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- High Resilience Fastener
- Vibration Impact

FIGURE N.3E-11b
Alternative DEL-5
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

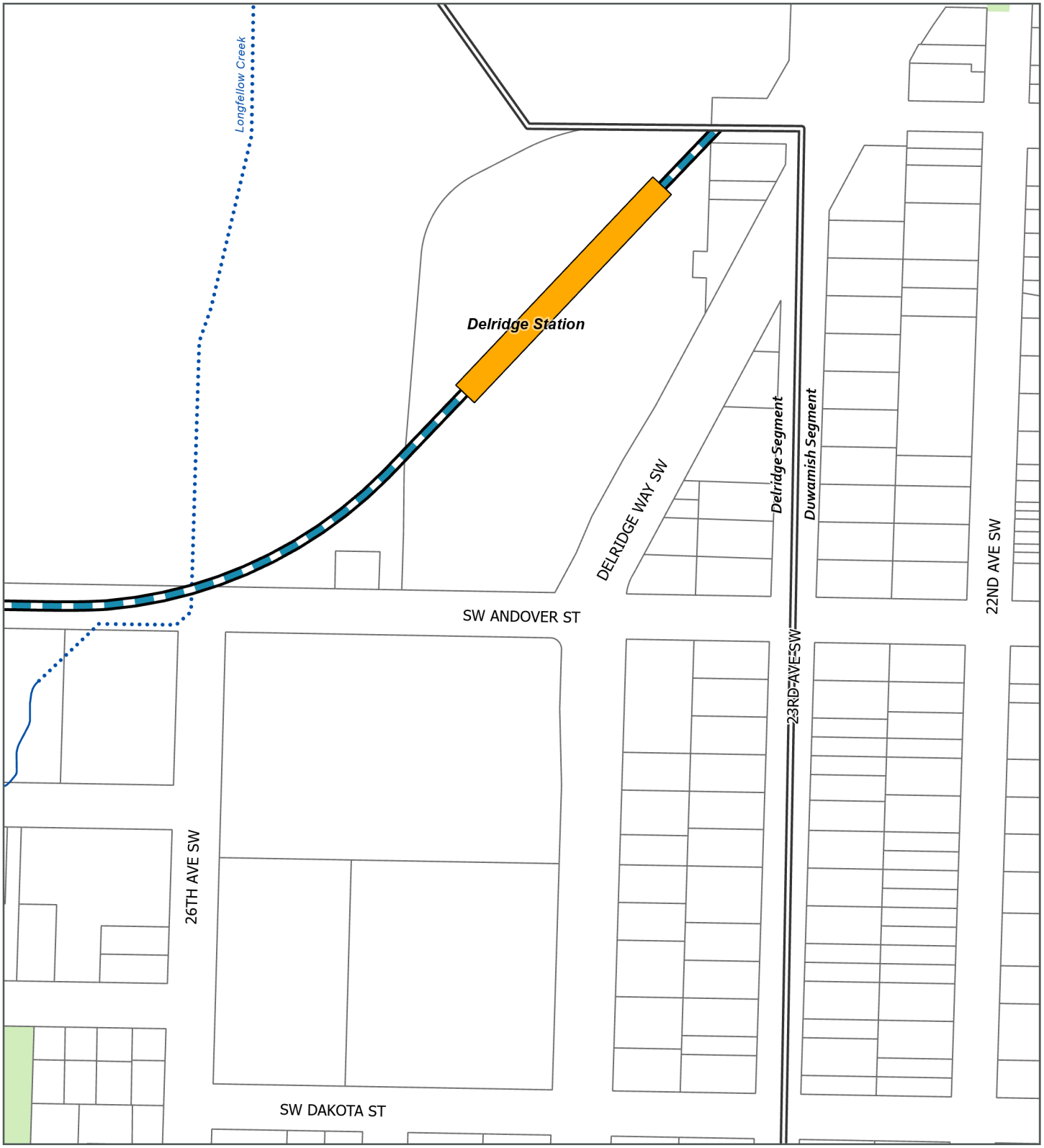
- Segment Line
- Park
- Parcel
- High Resilience Fastener
- Vibration Impact

FIGURE N.3E-11c
Alternative DEL-5
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

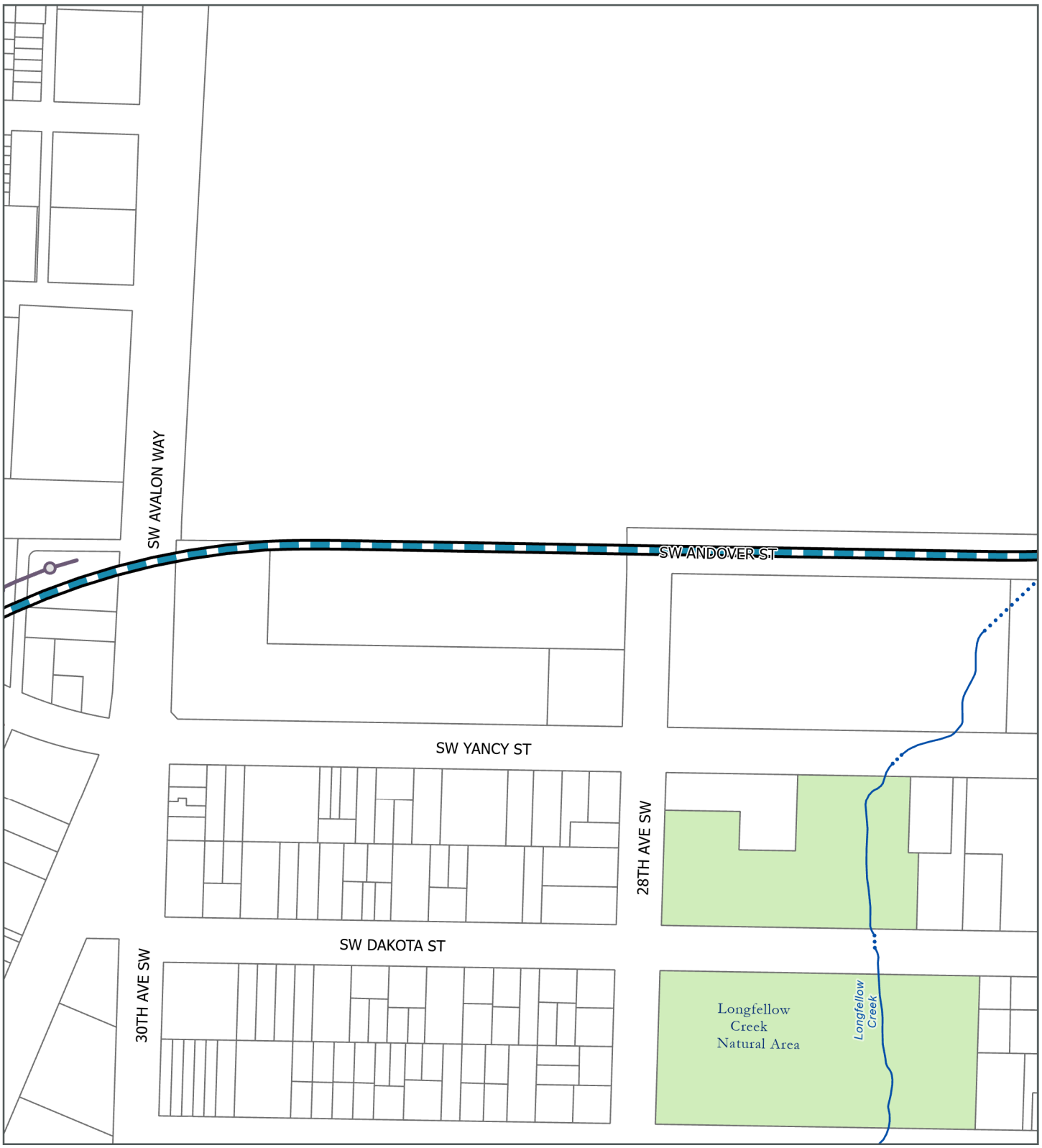
- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-12a
Alternative DEL-6a
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station
- New

- Stream
- Piped Stream
- Park
- Parcel
- High Resilience Fastener

FIGURE N.3E-12b
Alternative DEL-6a
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

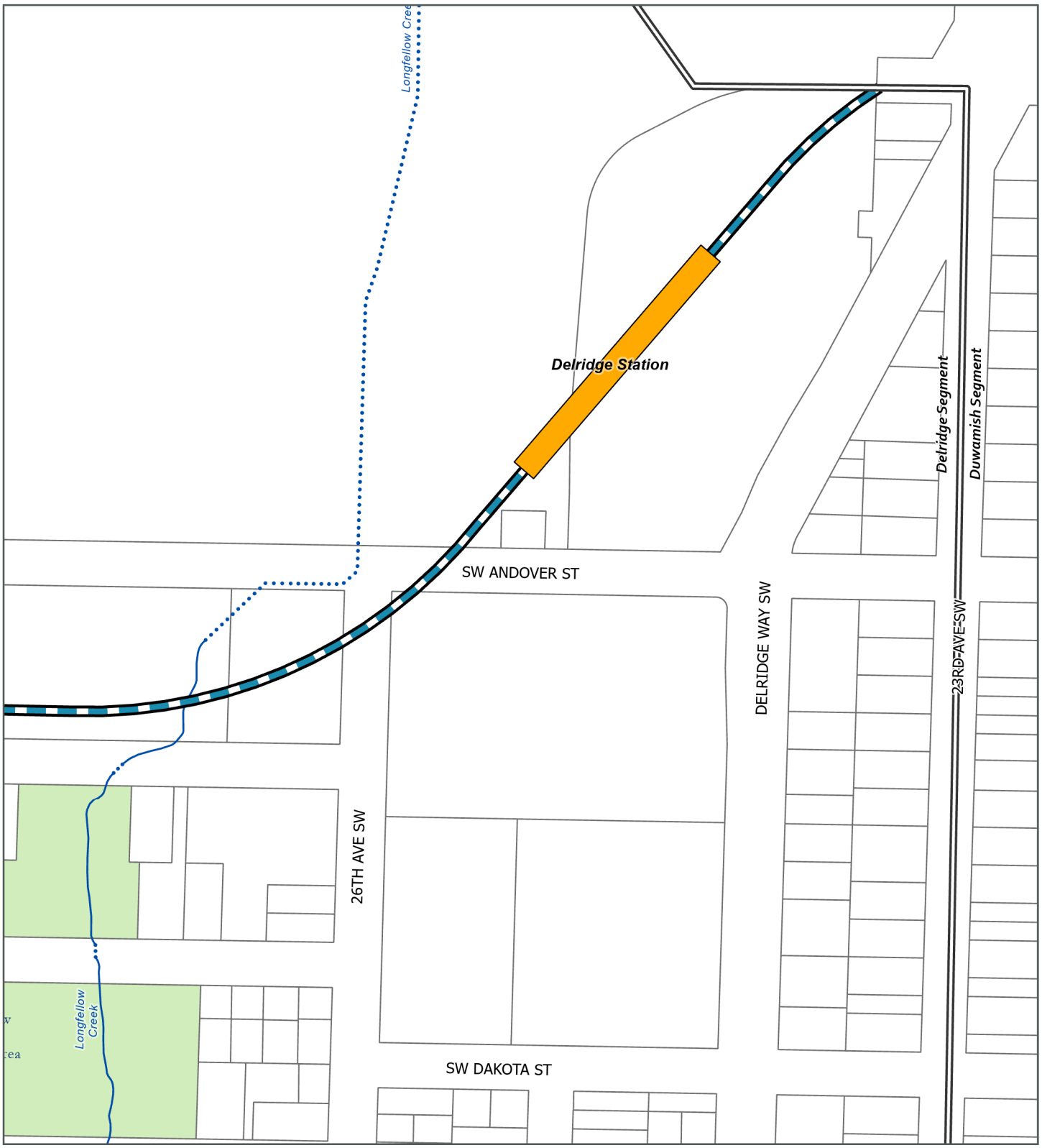
- Segment Line
- Parcel
- High Resilience Fastener
- Vibration Impact

FIGURE N.3E-12c
Alternative DEL-6a
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

FIGURE N.3E-13a
Alternative DEL-7
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Stream
- Park
- Parcel
- High Resilience Fastener

FIGURE N.3E-13b
Alternative DEL-7
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-13c
Alternative DEL-7
Vibration and Groundborne Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

FIGURE N.3E-14a
Preferred Option WSJ-5b
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-14b
Preferred Option WSJ-5b
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

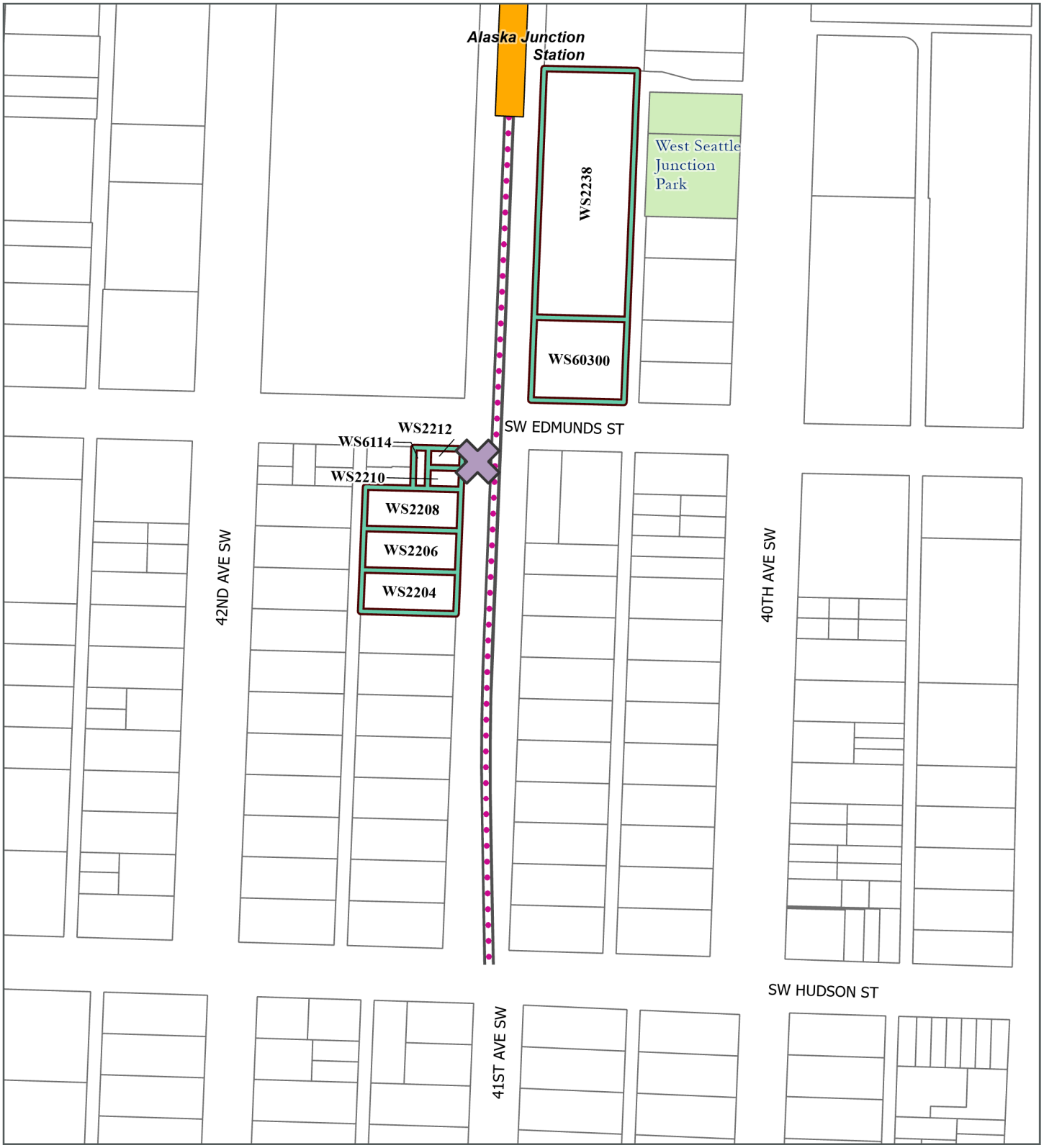
- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-14c
Preferred Option WSJ-5b
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Low-Impact Frog
- Groundborne Noise Impact

FIGURE N.3E-14d
Preferred Option WSJ-5b
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

FIGURE N.3E-15a
Alternative WSJ-1
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Park
- Parcel

FIGURE N.3E-15b

Alternative WSJ-1

Vibration and Groundborne Noise Impacts (before mitigation)

West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Low-Impact Frog
- Vibration Impact

FIGURE N.3E-15c
Alternative WSJ-1
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

Parcel

FIGURE N.3E-15d
Alternative WSJ-1
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel

FIGURE N.3E-16a
Alternative WSJ-2
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

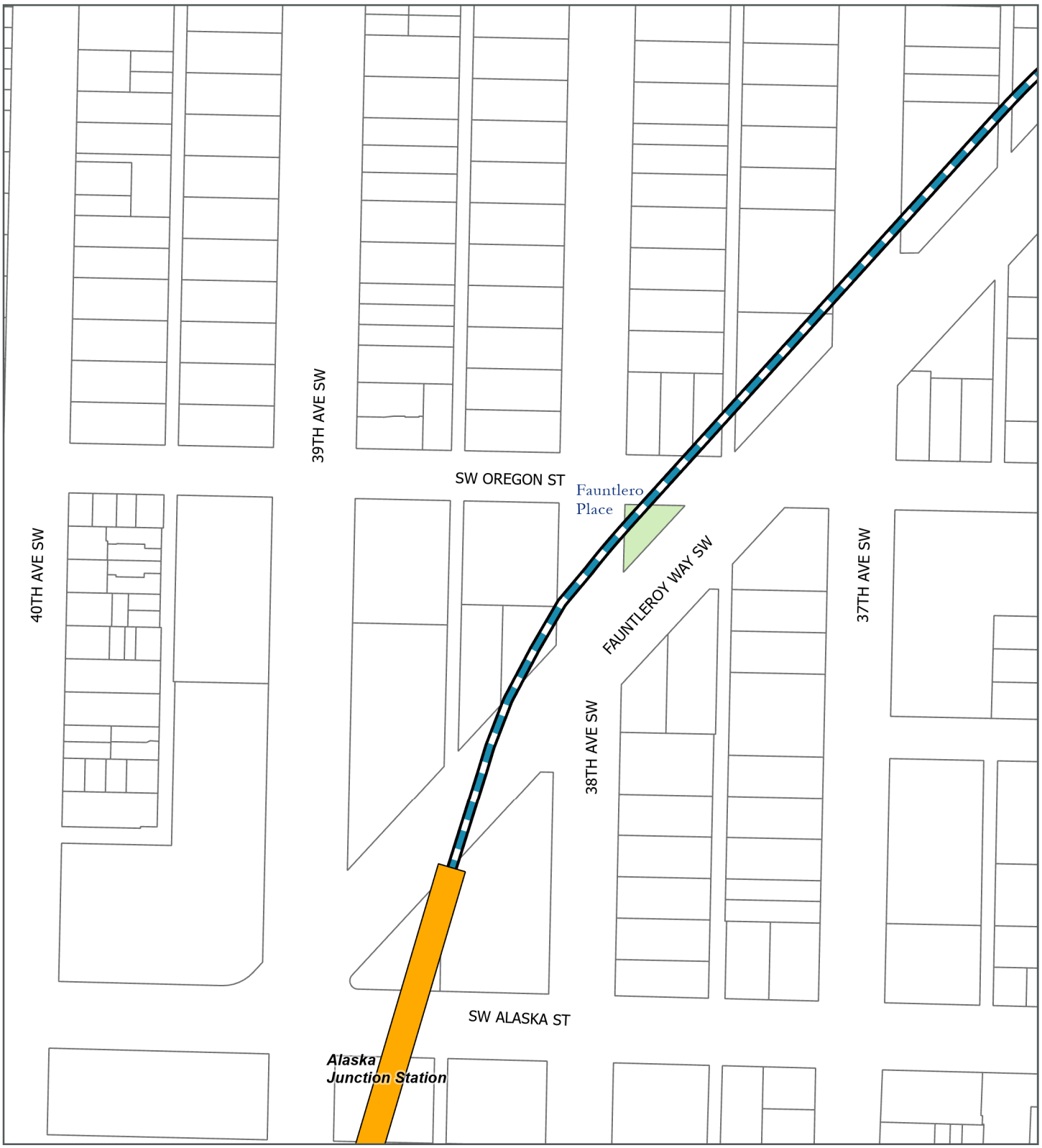
- Segment Line
- Park
- Parcel

FIGURE N.3E-16b
Alternative WSJ-2
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3E-16c
Alternative WSJ-2
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3E-16d
Alternative WSJ-2
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-17a
Alternative WSJ-3a
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

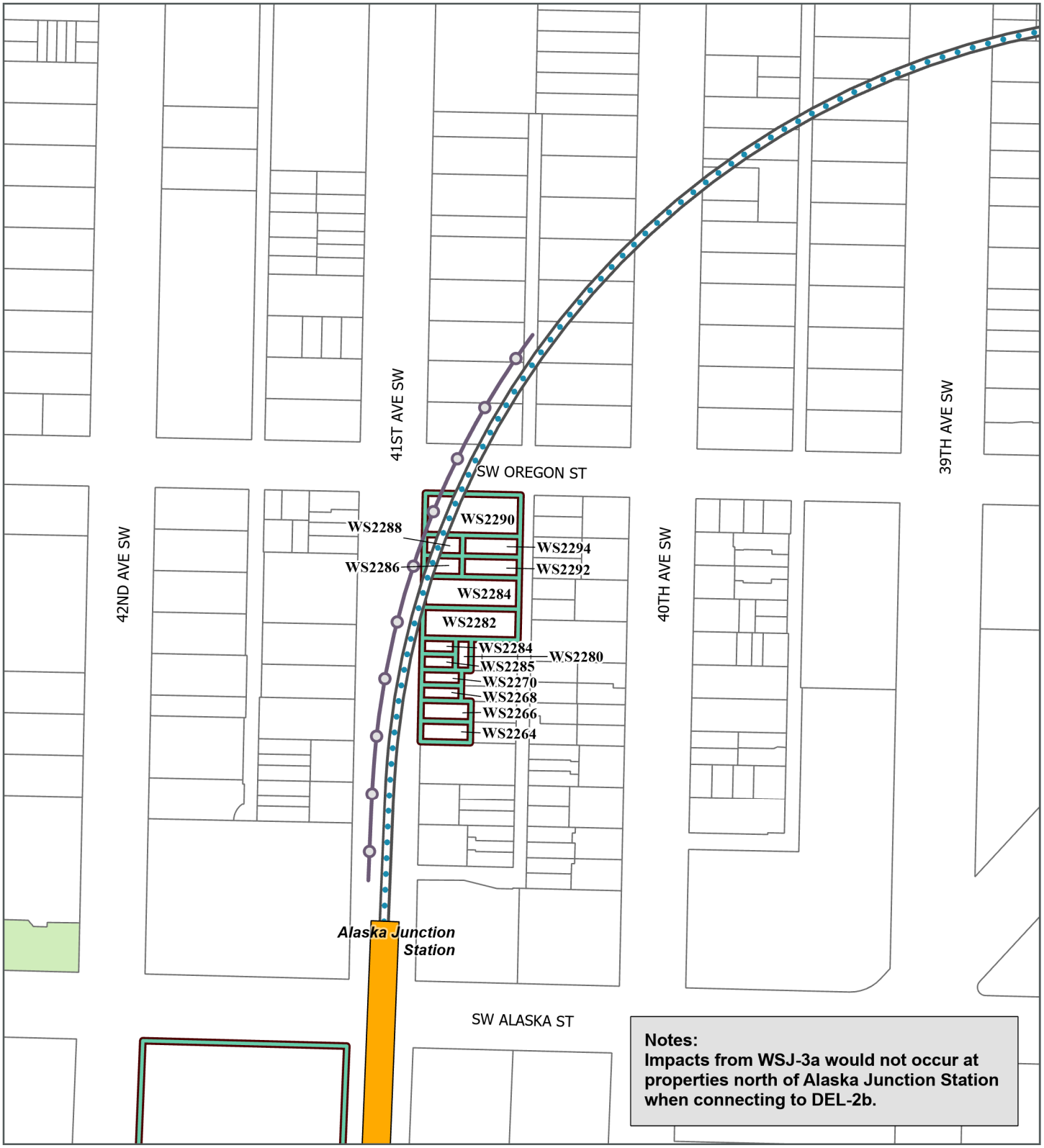
- Park
- Parcel

FIGURE N.3E-17b
Alternative WSJ-3a
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-17c
Alternative WSJ-3a
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

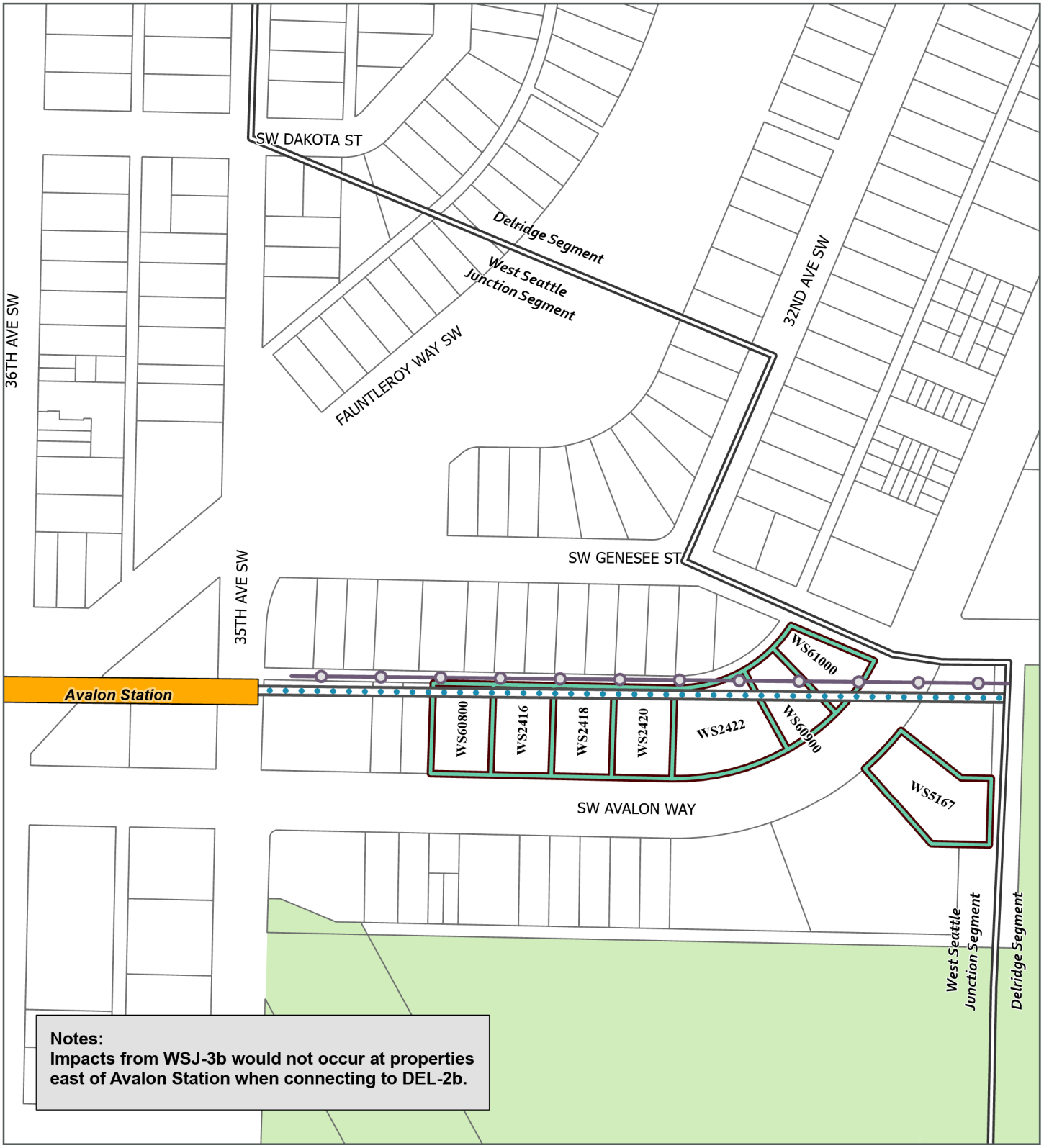
- Park
- Parcel
- Low-Impact Frog
- Groundborne Noise Impact

FIGURE N.3E-17d
Alternative WSJ-3a
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-18a
Option WSJ-3b
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel

FIGURE N.3E-18b
Option WSJ-3b
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Groundborne Noise Impact

FIGURE N.3E-18c
Option WSJ-3b
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Low-Impact Frog
- Groundborne Noise Impact

FIGURE N.3E-18d
Option WSJ-3b
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

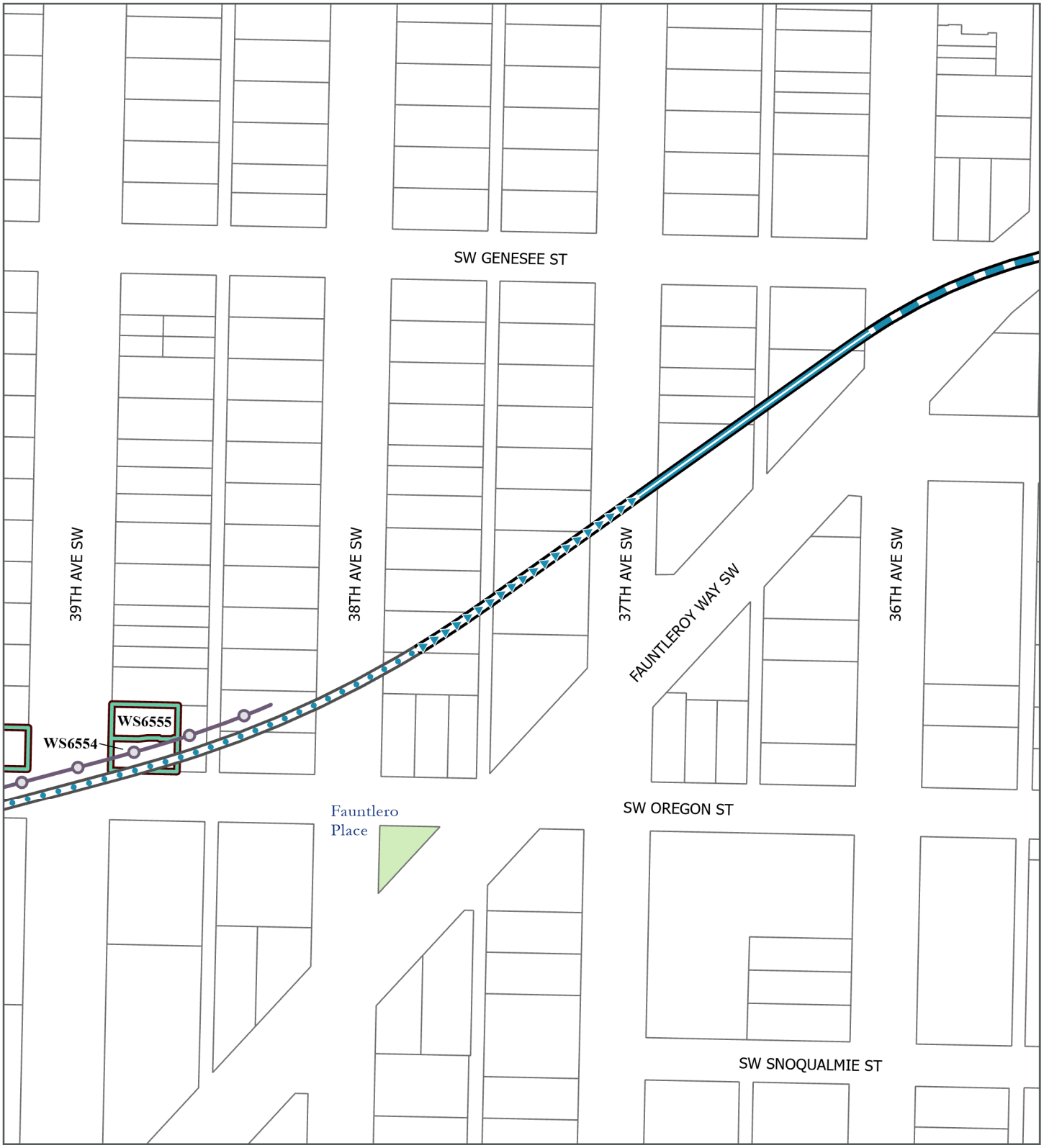
- Segment Line
- Park
- Parcel

FIGURE N.3E-19a
Alternative WSJ-4
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

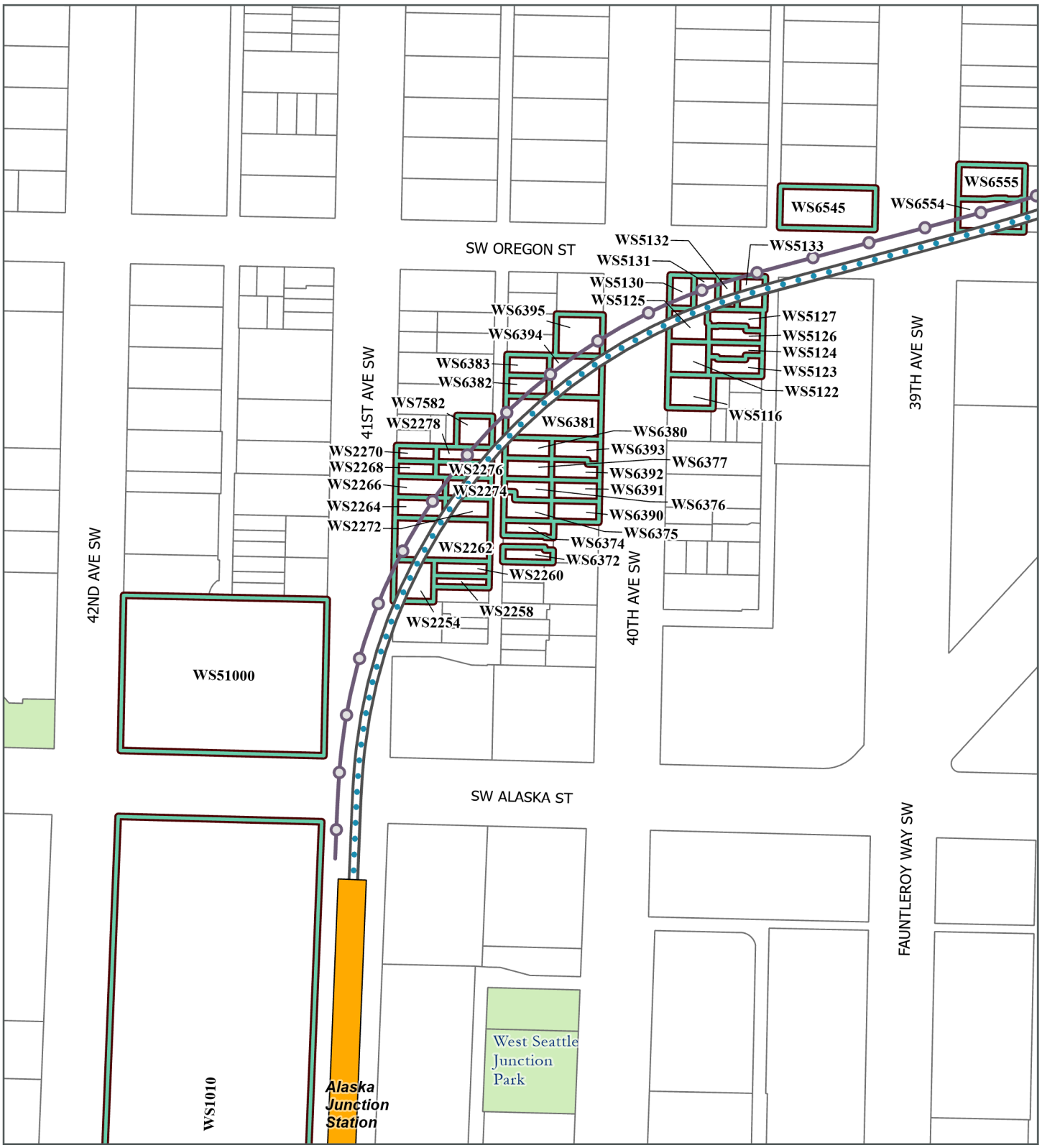
- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-19b
Alternative WSJ-4
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-19c
Alternative WSJ-4
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Low-Impact Frog
- Groundborne Noise Impact

FIGURE N.3E-19d
Alternative WSJ-4
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

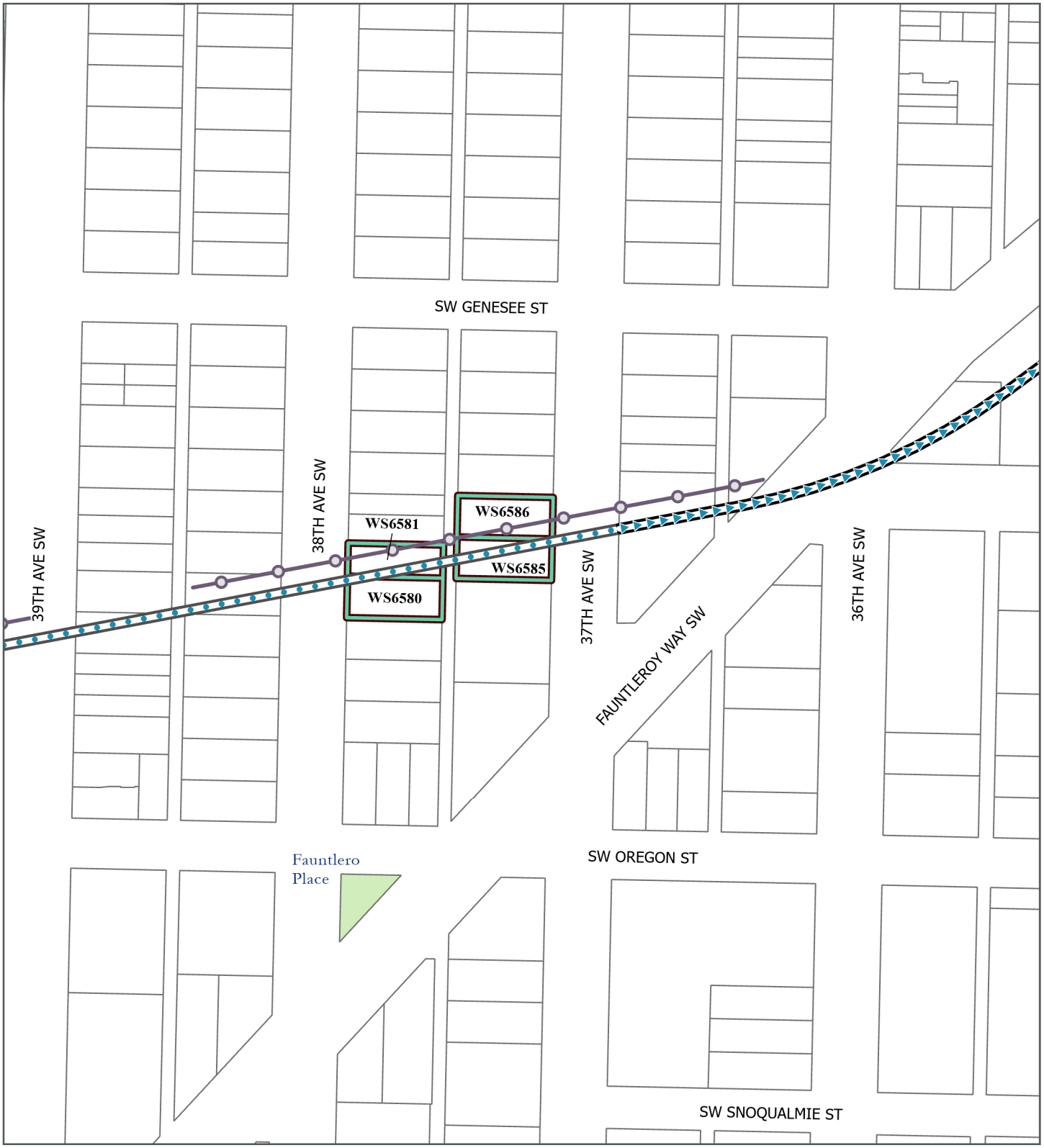
- Segment Line
- Park
- Parcel

FIGURE N.3E-20a
Alternative WSJ-5a
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-20b
Alternative WSJ-5a
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-20c
Alternative WSJ-5a
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Low-Impact Frog
- Groundborne Noise Impact

FIGURE N.3E-20d
Alternative WSJ-5a
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Segment Line
- Parcel

FIGURE N.3E-21a
Alternative WSJ-6
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Parcel
- High Resilience Fastener

FIGURE N.3E-21b
Alternative WSJ-6
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

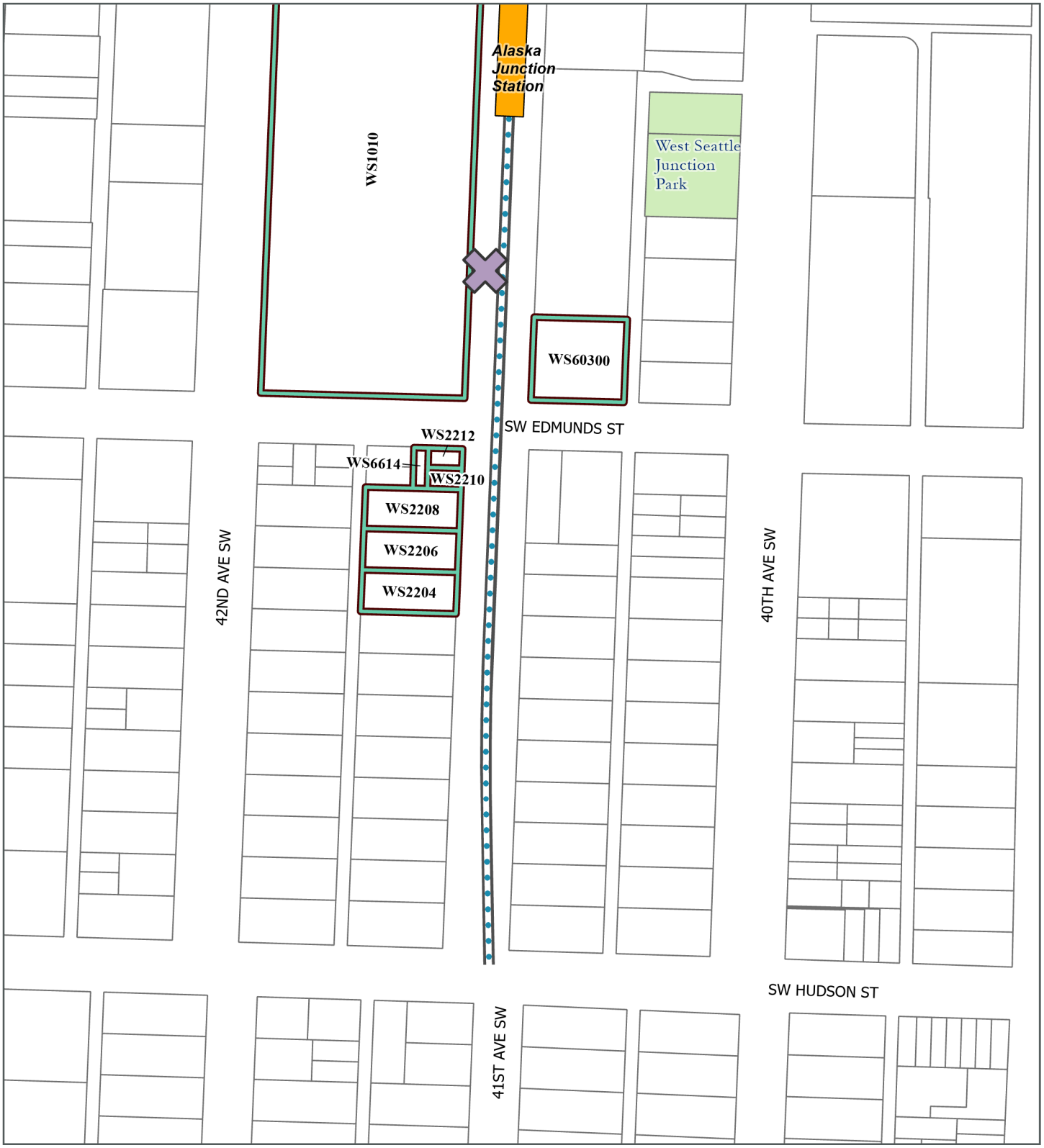
- Park
- Parcel
- High Resilience Fastener
- Groundborne Noise Impact

FIGURE N.3E-21c
Alternative WSJ-6
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station
- New

- Park
- Parcel
- Low-Impact Frog
- Groundborne Noise Impact

FIGURE N.3E-21d
Alternative WSJ-6
Vibration and Groundborne Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension

0 100 200 Feet

N

Attachment N.3F
Tables of Noise Predictions

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Table N.3F-1. Summary of Noise Analysis – Preferred South Crossing Alternative (DUW-1a)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: Firestation 14	7674800085	WS10046	175.5	3224 4th Avenue South	SF	1	70	105	70	Ldn	65	70	0	1	West Side at 4 feet	Yes	No	60
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300775	WS5607	255	3826 18th Avenue Southwest	SF	1	55	456	60	Ldn	56	62	1	0	East Side at 4 feet	No	No	49
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300940	WS5616	254	3823 17th Avenue Southwest	SF	1	58	401	61	Ldn	57	63	1	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300935	WS5615	254	3825 17th Avenue Southwest	MF	2	58	418	58	Ldn	57	63	2	0	East Side at 4 feet	No	No	48
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300930	WS5614	254	3827 17th Avenue Southwest	SF	1	58	444	57	Ldn	57	63	1	0	East Side at 4 feet	No	No	46
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300920	WS7817	254	3831 17th Avenue Southwest	MF	2	58	480	56	Ldn	57	63	0	0	East Side at 4 feet	No	No	45
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900110	WS5586	260	3706 20th Avenue Southwest	SF	1	75	98	61	Ldn	66	74	0	0	None	No	No	61
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900115	WS5585	260	3708 20th Avenue Southwest	SF	1	75	123	57	Ldn	66	74	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900120	WS5584	260	3710 20th Avenue Southwest	SF	1	70	146	55	Ldn	65	70	0	0	None	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900125	WS5583	260	3712 20th Avenue Southwest	SF	1	65	172	53	Ldn	61	67	0	0	None	No	No	53
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900135	WS5582	260	3716 20th Avenue Southwest	SF	1	62	198	51	Ldn	59	65	0	0	None	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900170	WS5591	259	3711 19th Avenue Southwest	SF	1	75	131	61	Ldn	66	74	0	0	East Side at 6 feet	No	No	58
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900155	WS5590	259	3723 19th Avenue Southwest	SF	1	62	223	59	Ldn	59	65	1	0	East Side at 6 feet	No	No	56
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900225	WS5601	257.5	3712 19th Avenue Southwest	SF	1	75	116	69	Ldn	66	74	1	0	East Side at 8 feet	No	No	65
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900235	WS5600	257.5	3720 19th Avenue Southwest	SF	1	66	177	67	Ldn	62	68	1	0	East Side at 8 feet	No	No	56
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301171	WS5573	260	1917 Southwest Charlestown Street	SF	1	62	341	52	Ldn	59	65	0	0	None	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301170	WS5574	260	1911 Southwest Charlestown Street	SF	1	62	341	52	Ldn	59	65	0	0	None	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	259.5	3814 20th Avenue Southwest	SF	1	62	405	50	Ldn	59	65	0	0	East Side at 6 feet	No	No	41
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	259	3814 20th Avenue Southwest	SF	1	62	469	48	Ldn	59	65	0	0	East Side at 6 feet	No	No	39
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301420	WS5580	258	3801 19th Avenue Southwest	SF	1	62	300	59	Ldn	59	65	1	0	East Side at 8 feet	No	No	47
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301415	WS7414	258	3805 19th Avenue Southwest	SF	1	62	325	57	Ldn	59	65	0	0	East Side at 8 feet	No	No	45
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301410	WS5577	258	3809 19th Avenue Southwest	SF	1	62	376	56	Ldn	59	65	0	0	East Side at 8 feet	No	No	44
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301400	WS5576	258	3813 19th Avenue Southwest	SF	1	62	419	56	Ldn	59	65	0	0	East Side at 8 feet	No	No	44
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301385	WS5575	257.5	3817 19th Avenue Southwest	SF	1	62	456	55	Ldn	59	65	0	0	East Side at 8 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301670	WS5597	256.5	3802 19th Avenue Southwest	MF	2	66	276	65	Ldn	62	68	2	0	East Side at 6 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301680	WS5596	256.5	3808 19th Avenue Southwest	SF	1	66	327	64	Ldn	62	68	1	0	East Side at 6 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301690	WS5595	256	3810 19th Avenue Southwest	MF	2	66	379	64	Ldn	62	68	2	0	East Side at 6 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300990	WS5594	256	3816 19th Avenue Southwest	SF	1	66	420	60	Ldn	62	68	0	0	East Side at 6 feet	No	No	51
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900041	WS5561	264	2068 Southwest Charlestown Street	MF	1	65	134	59	Ldn	61	67	0	0	East Side at 4 feet	Yes	No	59
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900039	WS5562	264	2066 Southwest Charlestown Street	MF	1	65	152	58	Ldn	61	67	0	0	East Side at 4 feet	Yes	No	58
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900037	WS5563	263.5	2064 Southwest Charlestown Street	MF	1	62	160	57	Ldn	59	65	0	0	None	Yes	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900045	WS5556	264	2072 Southwest Charlestown Street	MF	1	62	183	57	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900043	WS5557	264	2070 Southwest Charlestown Street	MF	1	62	211	56	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900035	WS5560	264	2062 Southwest Charlestown Street	MF	1	62	223	56	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900074	WS5567	262.5	3713 20th Avenue Southwest	SF	1	65	163	57	Ldn	61	67	0	0	None	Yes	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900065	WS5566	262.5	3719 20th Avenue Southwest	SF	1	62	210	53	Ldn	59	65	0	0	None	Yes	No	53
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900055	WS5565	262.5	3723 20th Avenue Southwest	SF	1	62	244	51	Ldn	59	65	0	0	None	Yes	No	51
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301430	WS5551	264	3802 21st Avenue Southwest	MF	2	62	306	54	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301436	WS7455	264.5	3804 21st Avenue Southwest	MF	1	62	334	54	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301435	WS5550	264.5	3808 21st Avenue Southwest	MF	1	62	357	51	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301437	WS7456	264	3806 21st Avenue Southwest	MF	1	62	350	51	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	48
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301438	WS5547	264.5	3810 21st Avenue Southwest	SF	1	62	397	50	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	48
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301470	WS5546	265	3818 21st Avenue Southwest	SF	1	62	457	57	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301655	WS5555	262.5	2005 Southwest Charlestown Street	SF	1	62	330	51	Ldn	59	65	0	0	None	Yes	No	51
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301650	WS5554	263	3807 20th Avenue Southwest	SF	1	62	382	50	Ldn	59	65	0	0	None	Yes	No	50
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301630	WS5552	263	3817 20th Avenue Southwest	SF	1	62	464	50	Ldn	59	65	0	0	None	Yes	No	50
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	266	3646 22nd Avenue Southwest	SF	1	70	62	76	Ldn	65	70	0	1	East Side at 6 feet	Yes	No	62
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600115	WS5540	266.5	3636 22nd Avenue Southwest	SF	1	65	95	72	Ldn	61	67	0	1	East Side at 6 feet	Yes	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600120	WS5537	266.5	3638 22nd Avenue Southwest	SF	1	62	114	71	Ldn	59	65	0	1	East Side at 6 feet	Yes	No	58
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700375	WS5524	267	3802 22nd Avenue Southwest	SF	1	62	211	65	Ldn	59	65	0	1	East Side at 6 feet	Yes	No	55
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700393	WS5523	267	3806A 22nd Avenue Southwest	MF	1	62	232	64	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	55
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700392	WS5521	267	3806B 22nd Avenue Southwest	MF	1	62	260	63	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700405	WS5517	267.5	3810 22nd Avenue Southwest	MF	1	62	290	62	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	267.5	3816 22nd Avenue Southwest	MF	1	62	318	62	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	52
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	267.5	3818 22nd Avenue Southwest	MF	1	62	364	61	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	51
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700410	WS5513	267.5	3820 22nd Avenue Southwest	MF	1	62	374	61	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	268	3824 22nd Avenue Southwest	SF	1	62	413	60	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	50
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700435	WS5511	268	3830 22nd Avenue Southwest	SF	1	62	451	60	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	50
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700390	WS5534	266.5	3808A 22nd Avenue Southwest	MF	1	62	253	64	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700391	WS5522	267	3808B 22nd Avenue Southwest	MF	1	62	282	63	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700409	WS5520	267	3812 22nd Avenue Southwest	MF	1	62	312	62	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	52
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700408	WS5516	267	3814 22nd Avenue Southwest	MF	1	62	336	61	Ldn	59	65	1	0	East Side at 6 feet	Yes	No	51
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700585	WS5532	266	3819 21st Avenue Southwest	MF	2	62	412	60	Ldn	59	65	2	0	East Side at 6 feet	Yes	No	50
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700125	WS1230	269.5	3804 23rd Avenue Southwest	SF	1	69	123	69	Ldn	64	70	1	0	East Side at 6 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700160	WS5484	270	3816 23rd Avenue Southwest	MF	2	69	227	63	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700374	WS5500	269	3801 22nd Avenue Southwest	MF	1	69	119	70	Ldn	64	70	0	1	East Side at 6 feet	Yes	No	59
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700370	WS5497	269	3803 22nd Avenue Southwest	MF	1	69	134	69	Ldn	64	70	1	0	East Side at 6 feet	Yes	No	58
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700360	WS5496	269	3805 22nd Avenue Southwest	MF	3	69	166	67	Ldn	64	70	3	0	East Side at 6 feet	Yes	No	56
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700345	WS5495	268.5	3813 22nd Avenue Southwest	MF	2	69	233	64	Ldn	64	70	2	0	East Side at 6 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700335	WS5494	269	3817 22nd Avenue Southwest	MF	2	69	274	63	Ldn	64	70	0	0	East Side at 6 feet	Yes	No	52
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700325	WS5493	269	3821 22nd Avenue Southwest	SF	1	67	302	62	Ldn	63	68	0	0	East Side at 6 feet	Yes	No	51
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	5544700000	WS81800	269	3833 22nd Avenue Southwest	MF	2	67	337	61	Ldn	63	68	0	0	East Side at 6 feet	Yes	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	5544700000	WS81800	269.5	3833 22nd Avenue Southwest	MF	3	67	382	61	Ldn	63	68	0	0	East Side at 6 feet	Yes	No	50
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	5544700000	WS81800	270	3833 22nd Avenue Southwest	MF	2	67	458	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Area: Seattle Fire Station 36 – Delridge	1324039043	WS12012	267	3600 23rd Avenue Southwest	SF	1	75	142	60	Ldn	66	74	0	0	None	Yes	No	60

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-2. Summary of Noise Analysis – Preferred South Crossing (DUW-1a) when Connecting to the Delridge Way Station Alternative (DEL-3)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of West Side Marginal Way Southwest along Southwest Charleston Street	7547300940	WS5616	253	3823 17th Avenue Southwest	SF	1	58	432	58	Ldn	57	63	1	0	East Side at 4 feet	No	No	48
Duwamish Area: West Side of West Side Marginal Way Southwest along Southwest Charleston Street	7547300935	WS5615	253	3825 17th Avenue Southwest	MF	2	58	450	61	Ldn	57	63	2	0	East Side at 4 feet	No	No	50
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900235	WS5600	257	3720 19th Avenue Southwest	SF	1	66	202	66	Ldn	62	68	1	0	East Side at 6 feet	No	No	57
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900225	WS5601	258	3712 19th Avenue Southwest	SF	1	75	136	68	Ldn	66	74	1	0	East Side at 6 feet	No	No	65
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301670	WS5597	256	3802 19th Avenue Southwest	MF	2	66	302	65	Ldn	62	68	2	0	East Side at 6 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301680	WS5596	256	3808 19th Avenue Southwest	SF	1	66	349	64	Ldn	62	68	1	0	East Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301690	WS5595	257	3810 19th Avenue Southwest	MF	2	66	406	63	Ldn	62	68	2	0	East Side at 6 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300990	WS5594	257	3816 19th Avenue Southwest	SF	1	66	442	63	Ldn	62	68	1	0	East Side at 6 feet	No	No	53
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301171	WS5573	259	1917 Southwest Charlestow n Street	SF	1	62	343	61	Ldn	59	65	1	0	East Side at 6 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301170	WS5574	259	1911 Southwest Charlestow n Street	SF	1	62	335	61	Ldn	59	65	1	0	East Side at 6 feet	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301420	WS5580	257	3801 19th Avenue Southwest	SF	1	62	314	65	Ldn	59	65	0	1	East Side at 6 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	259	3814 20th Avenue Southwest	SF	1	62	421	63	Ldn	59	65	1	0	East Side at 6 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301410	WS5577	257	3809 19th Avenue Southwest	SF	1	62	395	64	Ldn	59	65	1	0	East Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301400	WS5576	257	3813 19th Avenue Southwest	SF	1	62	438	63	Ldn	59	65	1	0	East Side at 6 feet	No	No	53
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900155	WS5590	259	3723 19th Avenue Southwest	SF	1	62	237	66	Ldn	59	65	0	1	East Side at 6 feet	No	No	56
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900135	WS5582	260	3716 20th Avenue Southwest	SF	1	62	214	53	Ldn	59	65	0	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900125	WS5583	260	3712 20th Avenue Southwest	SF	1	65	192	55	Ldn	61	67	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900120	WS5584	260	3710 20th Avenue Southwest	SF	1	70	168	57	Ldn	65	70	0	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900115	WS5585	260	3708 20th Avenue Southwest	SF	1	75	143	61	Ldn	66	74	0	0	East Side at 4 feet	No	No	58
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900074	WS5567	261	3713 20th Avenue Southwest	SF	1	65	230	61	Ldn	61	67	1	0	East Side at 4 feet	None	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900065	WS5566	261	3719 20th Avenue Southwest	SF	1	62	262	61	Ldn	59	65	1	0	East Side at 4 feet	None	No	58
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900055	WS5565	261	3723 20th Avenue Southwest	SF	1	62	295	50	Ldn	59	65	0	0	None	No	No	50
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900045	WS5556	263	2072 Southwest Charlestow n Street	MF	1	62	312	60	Ldn	59	65	1	0	East Side at 4 feet	None	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301430	WS5551	262	3802 21st Avenue Southwest	MF	1	62	394	47	Ldn	59	65	0	0	None	No	No	47
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301655	WS5555	261	2005 Southwest Charlestow n Street	SF	1	62	374	59	Ldn	59	65	1	0	East Side at 4 feet	None	No	56
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301435	WS5550	262	3808 21st Avenue Southwest	MF	1	62	437	48	Ldn	59	65	0	0	None	No	No	48
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301435	WS5550	262	3808 21st Avenue Southwest	MF	1	62	464	48	Ldn	59	65	0	0	None	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301650	WS5554	261	3807 20th Avenue Southwest	SF	1	62	426	49	Ldn	59	65	0	0	None	No	No	49
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600135	WS5544	265	3711 21st Avenue Southwest	SF	1	75	139	63	Ldn	66	74	0	0	None	No	No	63
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	267	3646 22nd Avenue Southwest	SF	1	70	150	63	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600115	WS5540	267	3636 22nd Avenue Southwest	SF	1	65	177	63	Ldn	61	67	1	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600120	WS5537	268	3638 22nd Avenue Southwest	SF	1	62	194	63	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700375	WS5524	268	3802 22nd Avenue Southwest	SF	1	62	276	61	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700393	WS5523	269	3806A 22nd Avenue Southwest	MF	1	62	275	61	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700390	WS5534	269	3808A 22nd Avenue Southwest	MF	1	62	318	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700392	WS5521	270	3806B 22nd Avenue Southwest	MF	1	62	291	61	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700391	WS5522	269	3808B 22nd Avenue Southwest	MF	1	62	335	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700405	WS5517	270	3810 22nd Avenue Southwest	MF	1	62	310	61	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700409	WS5520	270	3812 22nd Avenue Southwest	MF	1	62	353	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	270	3818 22nd Avenue Southwest	MF	1	62	321	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700408	WS5516	270	3814 22nd Avenue Southwest	MF	1	62	357	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	270	3816 22nd Avenue Southwest	MF	1	62	335	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700360	WS5496	270	3805 22nd Avenue Southwest	MF	3	69	164	66	Ldn	64	70	3	0	East Side at 4 feet	Yes	No	55
Area: Seattle Fire Station 36 – Delridge	1324039043	WS1201 2	266	3600 23rd Avenue Southwest	SF	1	75	71	62	Ldn	66	74	0	0	None	No	No	62
Duwamish Area: Firestation 14	7674800085	WS1004 6	175.5	3224 4th Avenue South	SF	1	70	105	70	Ldn	65	70	0	1	West Side at 4 feet	Yes	No	60
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700125	WS1230	270	3804 23rd Avenue Southwest	SF	1	69	88	67	Ldn	64	70	1	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700370	WS5497	269.5	3803 22nd Avenue Southwest	MF	1	69	70	66	Ldn	64	70	1	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700374	WS5500	269.5	3801 22nd Avenue Southwest	MF	1	69	70	66	Ldn	64	70	1	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700585	WS5532	270	3819 21st Avenue Southwest	MF	1	62	478	55	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	259.5	3814 20th Avenue Southwest	SF	1	62	432	56	Ldn	59	65	0	0	East Side at 6 feet	No	No	46
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301385	WS5575	258	3817 19th Avenue Southwest	SF	1	62	492	54	Ldn	59	65	0	0	East Side at 6 feet	No	No	44
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301415	WS7414	258	3805 19th Avenue Southwest	SF	1	62	361	57	Ldn	59	65	0	0	East Side at 6 feet	No	No	47
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301436	WS7455	262	3804 21st Avenue Southwest	MF	1	62	452	51	Ldn	59	65	0	0	None	No	No	51
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301437	WS7456	262	3806 21st Avenue Southwest	MF	1	62	452	51	Ldn	59	65	0	0	None	No	No	51
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301438	WS5547	262	3810 21st Avenue Southwest	SF	1	62	452	51	Ldn	59	65	0	0	None	No	No	51
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	267	3646 22nd Avenue Southwest	SF	1	70	161	63	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600115	WS5540	267	3636 22nd Avenue Southwest	SF	1	65	191	63	Ldn	61	67	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600120	WS5537	267	3638 22nd Avenue Southwest	SF	1	62	213	63	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900035	WS5560	263	2062 Southwest Charlestow n Street	MF	1	62	309	60	Ldn	59	65	1	0	East Side at 4 feet	None	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900037	WS5563	262.5	2064 Southwest Charlestow n Street	MF	1	62	285	60	Ldn	59	65	1	0	East Side at 4 feet	None	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900039	WS5562	262.5	2066 Southwest Charlestow n Street	MF	1	65	282	53	Ldn	61	67	0	0	None	No	No	53
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900041	WS5561	263	2068 Southwest Charlestow n Street	MF	1	65	216	61	Ldn	61	67	1	0	East Side at 4 feet	None	No	58
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900043	WS5557	263	2070 Southwest Charlestow n Street	MF	1	62	317	60	Ldn	59	65	1	0	East Side at 4 feet	None	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900055	WS5565	261	3723 20th Avenue Southwest	SF	1	62	305	50	Ldn	59	65	0	0	None	No	No	50
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900110	WS5586	260	3706 20th Avenue Southwest	SF	1	75	153	60	Ldn	66	74	0	0	East Side at 4 feet	No	No	60
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900170	WS5591	259	3711 19th Avenue Southwest	SF	1	75	155	65	Ldn	66	74	0	0	East Side at 6 feet	No	No	54

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-3. Summary of Noise Analysis – Preferred South Crossing Alternative (DUW-1a) when Connecting to the Delridge Way Station Lower Height Alternative (DEL-4)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of West Side Marginal Way Southwest along Southwest Charleston Street	7547300940	WS5616	253	3823 17th Avenue Southwest	SF	1	58	432	58	Ldn	57	63	1	0	East Side at 4 feet	No	No	48
Duwamish Area: West Side of West Side Marginal Way Southwest along Southwest Charleston Street	7547300935	WS5615	253	3825 17th Avenue Southwest	MF	2	58	450	61	Ldn	57	63	2	0	East Side at 4 feet	No	No	50
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900235	WS5600	257	3720 19th Avenue Southwest	SF	1	66	202	66	Ldn	62	68	1	0	East Side at 6 feet	No	No	57
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900225	WS5601	258	3712 19th Avenue Southwest	SF	1	75	136	67	Ldn	66	74	1	0	East Side at 6 feet	No	No	64
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301670	WS5597	256	3802 19th Avenue Southwest	MF	2	66	302	65	Ldn	62	68	2	0	East Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301680	WS5596	256	3808 19th Avenue Southwest	SF	1	66	349	64	Ldn	62	68	1	0	East Side at 6 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301690	WS5595	257	3810 19th Avenue Southwest	MF	2	66	406	63	Ldn	62	68	2	0	East Side at 6 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300990	WS5594	257	3816 19th Avenue Southwest	SF	1	66	442	63	Ldn	62	68	1	0	East Side at 6 feet	No	No	53
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301171	WS5573	259	1917 Southwest Charlestown Street	SF	1	62	343	59	Ldn	59	65	1	0	East Side at 6 feet	No	No	49
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301170	WS5574	259	1911 Southwest Charlestown Street	SF	1	62	335	59	Ldn	59	65	1	0	East Side at 6 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301420	WS5580	257	3801 19th Avenue Southwest	SF	1	62	314	65	Ldn	59	65	0	1	East Side at 6 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	259	3814 20th Avenue Southwest	SF	1	62	421	61	Ldn	59	65	1	0	East Side at 6 feet	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301410	WS5577	257	3809 19th Avenue Southwest	SF	1	62	395	64	Ldn	59	65	1	0	East Side at 6 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301400	WS5576	257	3813 19th Avenue Southwest	SF	1	62	438	63	Ldn	59	65	1	0	East Side at 6 feet	No	No	53
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900155	WS5590	259	3723 19th Avenue Southwest	SF	1	62	237	64	Ldn	59	65	1	0	East Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900135	WS5582	260	3716 20th Avenue Southwest	SF	1	62	214	57	Ldn	59	65	0	0	East Side at 6 feet	No	No	47
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900125	WS5583	260	3712 20th Avenue Southwest	SF	1	65	192	59	Ldn	61	67	0	0	East Side at 6 feet	No	No	56
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900120	WS5584	260	3710 20th Avenue Southwest	SF	1	70	168	61	Ldn	65	70	0	0	East Side at 6 feet	No	No	58
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900115	WS5585	260	3708 20th Avenue Southwest	SF	1	75	143	65	Ldn	66	74	0	0	East Side at 6 feet	No	No	61
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900074	WS5567	261	3713 20th Avenue Southwest	SF	1	65	230	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900065	WS5566	261	3719 20th Avenue Southwest	SF	1	62	262	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	58
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900055	WS5565	261	3723 20th Avenue Southwest	SF	1	62	295	57	Ldn	59	65	0	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900045	WS5556	263	2072 Southwest Charlestown Street	MF	1	62	312	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301430	WS5551	262	3802 21st Avenue Southwest	MF	1	62	394	54	Ldn	59	65	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301655	WS5555	261	2005 Southwest Charlestown Street	SF	1	62	374	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301435	WS5550	262	3808 21st Avenue Southwest	MF	1	62	437	55	Ldn	59	65	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301435	WS5550	262	3808 21st Avenue Southwest	MF	1	62	464	55	Ldn	59	65	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301650	WS5554	261	3807 20th Avenue Southwest	SF	1	62	426	56	Ldn	59	65	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600135	WS5544	265	3711 21st Avenue Southwest	SF	1	75	139	63	Ldn	66	74	0	0	East Side at 4 feet	No	No	60
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	267	3646 22nd Avenue Southwest	SF	1	70	150	64	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600115	WS5540	267	3636 22nd Avenue Southwest	SF	1	65	177	63	Ldn	61	67	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600120	WS5537	268	3638 22nd Avenue Southwest	SF	1	62	194	63	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700375	WS5524	268	3802 22nd Avenue Southwest	SF	1	62	276	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700393	WS5523	269	3806A 22nd Avenue Southwest	MF	1	62	275	61	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700390	WS5534	269	3808A 22nd Avenue Southwest	MF	1	62	318	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700392	WS5521	270	3806B 22nd Avenue Southwest	MF	1	62	291	61	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700391	WS5522	269	3808B 22nd Avenue Southwest	MF	1	62	335	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700405	WS5517	270	3810 22nd Avenue Southwest	MF	1	62	310	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700409	WS5520	270	3812 22nd Avenue Southwest	MF	1	62	353	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	270	3818 22nd Avenue Southwest	MF	1	62	321	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700408	WS5516	270	3814 22nd Avenue Southwest	MF	1	62	357	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	270	3816 22nd Avenue Southwest	MF	1	62	335	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700360	WS5496	270	3805 22nd Avenue Southwest	MF	3	69	164	66	Ldn	64	70	3	0	East Side at 4 feet	Yes	No	55
Area: Seattle Fire Station 36 – Delridge	1324039043	WS12012	266	3600 23rd Avenue Southwest	SF	1	75	71	63	Ldn	66	74	0	0	None	No	No	63
Duwamish Area: Firestation 14	7674800085	WS10046	175.5	3224 4th Avenue South	SF	1	70	105	70	Ldn	65	70	0	1	West Side at 4 feet	Yes	No	60
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700125	WS1230	270	3804 23rd Avenue Southwest	SF	1	69	88	67	Ldn	64	70	1	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700370	WS5497	269.5	3803 22nd Avenue Southwest	MF	1	69	70	66	Ldn	64	70	1	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700374	WS5500	269.5	3801 22nd Avenue Southwest	MF	1	69	70	66	Ldn	64	70	1	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700585	WS5532	270	3819 21st Avenue Southwest	MF	1	62	478	55	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	48
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	259.5	3814 20th Avenue Southwest	SF	1	62	432	54	Ldn	59	65	0	0	East Side at 6 feet	No	No	44
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301385	WS5575	258	3817 19th Avenue Southwest	SF	1	62	492	53	Ldn	59	65	0	0	East Side at 6 feet	No	No	43
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301415	WS7414	258	3805 19th Avenue Southwest	SF	1	62	361	56	Ldn	59	65	0	0	East Side at 6 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301436	WS7455	262	3804 21st Avenue Southwest	MF	1	62	452	58	Ldn	59	65	0	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301437	WS7456	262	3806 21st Avenue Southwest	MF	1	62	452	58	Ldn	59	65	0	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301438	WS5547	262	3810 21st Avenue Southwest	SF	1	62	452	58	Ldn	59	65	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	267	3646 22nd Avenue Southwest	SF	1	70	161	64	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600115	WS5540	267	3636 22nd Avenue Southwest	SF	1	65	191	63	Ldn	61	67	1	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600120	WS5537	267	3638 22nd Avenue Southwest	SF	1	62	213	63	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900035	WS5560	263	2062 Southwest Charlestown Street	MF	1	62	309	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900037	WS5563	262.5	2064 Southwest Charlestown Street	MF	1	62	285	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900039	WS5562	262.5	2066 Southwest Charlestown Street	MF	1	65	282	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900041	WS5561	263	2068 Southwest Charlestown Street	MF	1	65	216	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900043	WS5557	263	2070 Southwest Charlestown Street	MF	1	62	317	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	57
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900055	WS5565	261	3723 20th Avenue Southwest	SF	1	62	305	57	Ldn	59	65	0	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900110	WS5586	260	3706 20th Avenue Southwest	SF	1	75	153	64	Ldn	66	74	0	0	East Side at 6 feet	No	No	61
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900170	WS5591	259	3711 19th Avenue Southwest	SF	1	75	155	62	Ldn	66	74	0	0	East Side at 6 feet	No	No	52

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-4. Preferred South Crossing (DUW-1a) when Connecting to the Andover Street Station Alternative (DEL-5)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900225	WS5601	257.5	3712 19th Avenue Southwest	SF	1	75	140	68	Ldn	66	74	1	0	East Side at 6 feet	No	No	58
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900235	WS5600	257.5	3720 19th Avenue Southwest	SF	1	66	199	62	Ldn	62	68	1	0	East Side at 6 feet	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900155	WS5590	258.5	3723 19th Avenue Southwest	SF	1	62	237	62	Ldn	59	65	1	0	East Side at 8 feet	No	No	50
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900170	WS5591	259	3711 19th Avenue Southwest	SF	1	75	140	66	Ldn	66	74	1	0	East Side at 6 feet	No	No	63
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301670	WS5597	257	3802 19th Avenue Southwest	MF	2	66	299	65	Ldn	62	68	2	0	East Side at 6 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301680	WS5596	257	3808 19th Avenue Southwest	SF	1	66	407	60	Ldn	62	68	0	0	East Side at 6 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301690	WS5595	257	3810 19th Avenue Southwest	MF	2	66	349	60	Ldn	62	68	0	0	East Side at 6 feet	No	No	50
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300990	WS5594	257	3816 19th Avenue Southwest	SF	1	66	298	59	Ldn	62	68	0	0	East Side at 6 feet	No	No	49
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301410	WS5577	258	3809 19th Avenue Southwest	SF	1	62	381	63	Ldn	59	65	1	0	East Side at 8 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301400	WS5576	258	3813 19th Avenue Southwest	SF	1	62	437	59	Ldn	59	65	1	0	East Side at 8 feet	No	No	47
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301385	WS5575	258	3817 19th Avenue Southwest	SF	1	62	475	57	Ldn	59	65	0	0	East Side at 8 feet	No	No	45
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900135	WS5582	260.5	3716 20th Avenue Southwest	SF	1	62	204	54	Ldn	59	65	0	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900125	WS5583	260.5	3712 20th Avenue Southwest	SF	1	65	180	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900120	WS5584	260.5	3710 20th Avenue Southwest	SF	1	70	155	58	Ldn	65	70	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900115	WS5585	260.5	3708 20th Avenue Southwest	SF	1	75	130	60	Ldn	66	74	0	0	East Side at 4 feet	No	No	58
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900110	WS5586	260.5	3706 20th Avenue Southwest	SF	1	75	106	63	Ldn	66	74	0	0	East Side at 4 feet	No	No	60
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900074	WS5567	262.5	3713 20th Avenue Southwest	SF	1	65	153	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	60
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900065	WS5566	262	3719 20th Avenue Southwest	SF	1	62	207	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900055	WS5565	262	3723 20th Avenue Southwest	SF	1	62	242	56	Ldn	59	65	0	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301430	WS5551	263.5	3802 21st Avenue Southwest	MF	1	62	302	57	Ldn	59	65	0	0	East Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301435	WS5550	263.5	3808 21st Avenue Southwest	MF	1	62	363	55	Ldn	59	65	0	0	East Side at 6 feet	No	No	44
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301438	WS5547	263.5	3810 21st Avenue Southwest	SF	1	62	396	53	Ldn	59	65	0	0	East Side at 6 feet	No	No	43
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301470	WS5546	264	3818 21st Avenue Southwest	SF	1	62	459	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	48
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301655	WS5555	262	2005 Southwest Charlestown Street	SF	1	62	325	52	Ldn	59	65	0	0	East Side at 4 feet	No	No	49
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301650	WS5554	262.5	3807 20th Avenue Southwest	SF	1	62	372	50	Ldn	59	65	0	0	East Side at 4 feet	No	No	47
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301630	WS5552	262.5	3817 20th Avenue Southwest	SF	1	62	460	48	Ldn	59	65	0	0	East Side at 4 feet	No	No	46
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	266	3646 22nd Avenue Southwest	SF	1	70	96	64	Ldn	65	70	0	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600115	WS5540	266	3636 22nd Avenue Southwest	SF	1	65	127	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600120	WS5537	266	3638 22nd Avenue Southwest	SF	1	62	154	64	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700375	WS5524	266	3802 22nd Avenue Southwest	SF	1	62	258	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700393	WS5523	266.5	3806A 22nd Avenue Southwest	MF	1	62	294	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700392	WS5521	266.5	3806B 22nd Avenue Southwest	MF	1	62	318	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700405	WS5517	266.5	3810 22nd Avenue Southwest	MF	1	62	347	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700390	WS5534	265	3808A 22nd Avenue Southwest	MF	1	62	311	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700391	WS5522	265.5	3808B 22nd Avenue Southwest	MF	1	62	335	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700409	WS5520	265.5	3812 22nd Avenue Southwest	MF	1	62	367	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700408	WS5516	266	3814 22nd Avenue Southwest	MF	1	62	395	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	266	3818 22nd Avenue Southwest	MF	1	62	378	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	266.5	3816 22nd Avenue Southwest	MF	1	62	429	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	266.5	3824 22nd Avenue Southwest	SF	1	62	468	58	Ldn	59	65	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700374	WS5500	268	3801 22nd Avenue Southwest	MF	1	69	167	64	Ldn	64	70	1	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700370	WS5497	268	3803 22nd Avenue Southwest	MF	1	69	188	63	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700360	WS5496	268	3805 22nd Avenue Southwest	MF	3	69	213	63	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	268.5	3813 22nd Avenue Southwest	MF	2	69	278	61	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	268.5	3817 22nd Avenue Southwest	MF	2	69	318	60	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	269	3821 22nd Avenue Southwest	SF	1	67	337	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	270	3833 22nd Avenue Southwest	MF	2	67	396	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	270	3833 22nd Avenue Southwest	MF	3	67	396	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	270	3833 22nd Avenue Southwest	MF	2	67	396	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Area: Seattle Fire Station 36 – Delridge	1324039043	WS12012	267	3600 23rd Avenue Southwest	SF	1	75	98	62	Ldn	66	74	0	0	None	Yes	No	62
Duwamish Area: Firestation 14	7674800085	WS10046	175.5	3224 4th Avenue South	SF	1	70	105	70	Ldn	65	70	0	1	West Side at 4 feet	Yes	No	60
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300775	WS5607	255	3826 18th Avenue Southwest	SF	1	55	456	60	Ldn	56	62	1	0	East Side at 4 feet	No	No	49
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300940	WS5616	254	3823 17th Avenue Southwest	SF	1	58	401	61	Ldn	57	63	1	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300935	WS5615	254	3825 17th Avenue Southwest	MF	2	58	418	58	Ldn	57	63	2	0	East Side at 4 feet	No	No	48
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300930	WS5614	254	3827 17th Avenue Southwest	SF	1	58	444	57	Ldn	57	63	1	0	East Side at 4 feet	No	No	46
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300920	WS7817	254	3831 17th Avenue Southwest	MF	2	58	480	56	Ldn	57	63	0	0	East Side at 4 feet	No	No	45
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700410	WS5513	270	3820 22nd Avenue Southwest	MF	1	62	475	58	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301170	WS5574	259	1911 Southwest Charlestown Street	SF	1	62	367	57	Ldn	59	65	0	0	East Side at 6 feet	No	No	48
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301171	WS5573	259	1917 Southwest Charlestown Street	SF	1	62	367	57	Ldn	59	65	0	0	East Side at 6 feet	No	No	48
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	261	3814 20th Avenue Southwest	SF	1	62	438	53	Ldn	59	65	0	0	East Side at 4 feet	No	No	50
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	261	3814 20th Avenue Southwest	SF	1	62	438	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	48
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301415	WS7414	258	3805 19th Avenue Southwest	SF	1	62	336	59	Ldn	59	65	1	0	East Side at 8 feet	No	No	47
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301420	WS5580	258	3801 19th Avenue Southwest	SF	1	62	336	60	Ldn	59	65	1	0	East Side at 8 feet	No	No	48
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301436	WS7455	263.5	3804 21st Avenue Southwest	MF	1	62	358	59	Ldn	59	65	1	0	East Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301437	WS7456	263.5	3806 21st Avenue Southwest	MF	1	62	358	59	Ldn	59	65	1	0	East Side at 6 feet	No	No	56
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900035	WS5560	263	2062 Southwest Charlestown Street	MF	1	62	232	61	Ldn	59	65	1	0	East Side at 6 feet	No	No	58
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900037	WS5563	263	2064 Southwest Charlestown Street	MF	1	62	219	61	Ldn	59	65	1	0	East Side at 6 feet	No	No	58
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900039	WS5562	263	2066 Southwest Charlestown Street	MF	1	65	195	62	Ldn	61	67	1	0	East Side at 6 feet	No	No	59
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900041	WS5561	263.5	2068 Southwest Charlestown Street	MF	1	65	122	63	Ldn	61	67	1	0	East Side at 6 feet	No	No	60
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900043	WS5557	263.5	2070 Southwest Charlestown Street	MF	1	62	222	61	Ldn	59	65	1	0	East Side at 6 feet	No	No	58

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-5. Preferred South Crossing (DUW-1a) when Connecting to the Andover Street Station (Lower Height) Alternative (DEL-6a)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900225	WS5601	257.5	3712 19th Avenue Southwest	SF	1	75	79	65	Ldn	66	74	0	0	East Side at 4 feet	No	No	62
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900235	WS5600	257.5	3720 19th Avenue Southwest	SF	1	66	199	57	Ldn	62	68	0	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900155	WS5590	258.5	3723 19th Avenue Southwest	SF	1	62	237	58	Ldn	59	65	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900170	WS5591	259	3711 19th Avenue Southwest	SF	1	75	144	63	Ldn	66	74	0	0	East Side at 4 feet	Yes	No	60
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301670	WS5597	257	3802 19th Avenue Southwest	MF	2	66	445	58	Ldn	62	68	0	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301680	WS5596	257	3808 19th Avenue Southwest	SF	1	66	407	56	Ldn	62	68	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301690	WS5595	257	3810 19th Avenue Southwest	MF	2	66	349	55	Ldn	62	68	0	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300990	WS5594	257	3816 19th Avenue Southwest	SF	1	66	298	54	Ldn	62	68	0	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301410	WS5577	258	3809 19th Avenue Southwest	SF	1	62	381	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301400	WS5576	258	3813 19th Avenue Southwest	SF	1	62	437	56	Ldn	59	65	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301385	WS5575	258	3817 19th Avenue Southwest	SF	1	62	475	54	Ldn	59	65	0	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900135	WS5582	260.5	3716 20th Avenue Southwest	SF	1	62	204	53	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900125	WS5583	260.5	3712 20th Avenue Southwest	SF	1	65	180	55	Ldn	61	67	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900120	WS5584	260.5	3710 20th Avenue Southwest	SF	1	70	155	57	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900115	WS5585	260.5	3708 20th Avenue Southwest	SF	1	75	130	59	Ldn	66	74	0	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900110	WS5586	260.5	3706 20th Avenue Southwest	SF	1	75	106	62	Ldn	66	74	0	0	East Side at 4 feet	Yes	No	59
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900074	WS5567	262.5	3713 20th Avenue Southwest	SF	1	65	153	66	Ldn	61	67	1	0	East Side at 8 feet	Yes	Yes	62
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900065	WS5566	262	3719 20th Avenue Southwest	SF	1	62	207	63	Ldn	59	65	1	0	East Side at 8 feet	Yes	No	52
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900055	WS5565	262	3723 20th Avenue Southwest	SF	1	62	242	59	Ldn	59	65	1	0	East Side at 8 feet	Yes	No	48
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301430	WS5551	263.5	3802 21st Avenue Southwest	MF	1	62	302	61	Ldn	59	65	1	0	East Side at 8 feet	Yes	No	49
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301435	WS5550	263.5	3808 21st Avenue Southwest	MF	3	62	363	56	Ldn	59	65	0	0	East Side at 8 feet	Yes	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301438	WS5547	263.5	3810 21st Avenue Southwest	SF	1	62	396	56	Ldn	59	65	0	0	East Side at 8 feet	Yes	No	44
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301470	WS5546	264	3818 21st Avenue Southwest	SF	1	62	459	54	Ldn	59	65	0	0	East Side at 6 feet	Yes	No	44
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301655	WS5555	262	2005 Southwest Charlestown Street	SF	1	62	325	55	Ldn	59	65	0	0	East Side at 8 feet	Yes	No	44
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301650	WS5554	262.5	3807 20th Avenue Southwest	SF	1	62	372	55	Ldn	59	65	0	0	East Side at 8 feet	Yes	No	43
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301630	WS5552	262.5	3817 20th Avenue Southwest	SF	1	62	460	54	Ldn	59	65	0	0	East Side at 8 feet	Yes	No	42
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	266	3646 22nd Avenue Southwest	SF	1	70	96	69	Ldn	65	70	1	0	East Side at 4 feet	Yes	No	58
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600115	WS5540	266	3636 22nd Avenue Southwest	SF	1	65	127	68	Ldn	61	67	0	1	East Side at 4 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600120	WS5537	266	3638 22nd Avenue Southwest	SF	1	62	154	67	Ldn	59	65	0	1	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700375	WS5524	266	3802 22nd Avenue Southwest	SF	1	62	258	62	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700393	WS5523	266.5	3806A 22nd Avenue Southwest	MF	1	62	294	61	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700392	WS5521	266.5	3806B 22nd Avenue Southwest	MF	1	62	318	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700405	WS5517	266.5	3810 22nd Avenue Southwest	MF	1	62	347	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700390	WS5534	265	3808A 22nd Avenue Southwest	MF	1	62	311	61	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700391	WS5522	265.5	3808B 22nd Avenue Southwest	MF	1	62	335	57	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700409	WS5520	265.5	3812 22nd Avenue Southwest	MF	1	62	367	56	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700408	WS5516	266	3814 22nd Avenue Southwest	MF	1	62	395	54	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	48
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	266	3818 22nd Avenue Southwest	MF	1	62	378	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	266.5	3816 22nd Avenue Southwest	MF	1	62	429	56	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	266.5	3824 22nd Avenue Southwest	SF	1	62	468	55	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	49
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700374	WS5500	268	3801 22nd Avenue Southwest	MF	1	69	167	64	Ldn	64	70	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700370	WS5497	268	3803 22nd Avenue Southwest	MF	1	69	188	63	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700360	WS5496	268	3805 22nd Avenue Southwest	MF	3	69	213	63	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	268.5	3813 22nd Avenue Southwest	MF	2	69	278	61	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	268.5	3817 22nd Avenue Southwest	MF	2	69	318	60	Ldn	64	70	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	269	3821 22nd Avenue Southwest	SF	1	67	337	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	270	3833 22nd Avenue Southwest	MF	2	67	396	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	270	3833 22nd Avenue Southwest	MF	3	67	396	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	270	3833 22nd Avenue Southwest	MF	2	67	396	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Area: Seattle Fire Station 36 – Delridge	1324039043	WS12012	267.5	3600 23rd Avenue Southwest	SF	1	75	96	65	Ldn	66	74	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: Firestation 14	7674800085	WS10046	175.5	3224 4th Avenue South	SF	1	70	105	70	Ldn	65	70	0	1	West Side at 4 feet	Yes	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300775	WS5607	255	3826 18th Avenue Southwest	SF	1	55	456	60	Ldn	56	62	1	0	East Side at 4 feet	No	No	49
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300940	WS5616	254	3823 17th Avenue Southwest	SF	1	58	401	61	Ldn	57	63	1	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300935	WS5615	254	3825 17th Avenue Southwest	MF	2	58	418	58	Ldn	57	63	2	0	East Side at 4 feet	No	No	48
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300930	WS5614	254	3827 17th Avenue Southwest	SF	1	58	444	57	Ldn	57	63	1	0	East Side at 4 feet	No	No	46
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300920	WS7817	254	3831 17th Avenue Southwest	MF	2	58	480	56	Ldn	57	63	0	0	East Side at 4 feet	No	No	45
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700410	WS5513	270	3820 22nd Avenue Southwest	MF	1	62	475	58	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301170	WS5574	259	1911 Southwest Charlestown Street	SF	1	62	367	55	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301171	WS5573	259	1917 Southwest Charlestown Street	SF	1	62	367	55	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	261	3814 20th Avenue Southwest	SF	1	62	438	53	Ldn	59	65	0	0	East Side at 6 feet	Yes	No	43
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	261	3814 20th Avenue Southwest	SF	1	62	438	51	Ldn	59	65	0	0	East Side at 6 feet	Yes	No	41
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301415	WS7414	258	3805 19th Avenue Southwest	SF	1	62	336	55	Ldn	59	65	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301420	WS5580	258	3801 19th Avenue Southwest	SF	1	62	336	57	Ldn	59	65	0	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301436	WS7455	263.5	3804 21st Avenue Southwest	MF	1	62	358	59	Ldn	59	65	1	0	East Side at 8 feet	Yes	No	48
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301437	WS7456	263.5	3806 21st Avenue Southwest	MF	1	62	358	59	Ldn	59	65	1	0	East Side at 8 feet	Yes	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900035	WS5560	263	2062 Southwest Charlestown Street	MF	1	62	232	63	Ldn	59	65	1	0	East Side at 8 feet	Yes	Yes	60
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900037	WS5563	263	2064 Southwest Charlestown Street	MF	1	62	219	63	Ldn	59	65	1	0	East Side at 8 feet	Yes	Yes	60
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900039	WS5562	263	2066 Southwest Charlestown Street	MF	1	65	195	64	Ldn	61	67	1	0	East Side at 8 feet	Yes	Yes	61
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900041	WS5561	263.5	2068 Southwest Charlestown Street	MF	1	65	122	68	Ldn	61	67	0	1	East Side at 8 feet	Yes	Yes	65
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900043	WS5557	263.5	2070 Southwest Charlestown Street	MF	1	62	222	63	Ldn	59	65	1	0	East Side at 8 feet	Yes	Yes	60
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900045	WS5556	263.5	2072 Southwest Charlestown Street	MF	1	62	210	64	Ldn	59	65	1	0	East Side at 8 feet	Yes	Yes	61

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-6. Summary of Noise Analysis – South Edge Crossing Alignment Option (DUW-1b)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of West Side Marginal Way Southwest along Southwest Charleston Street	7547300940	WS5616	254	3823 17th Avenue Southwest	SF	1	58	271	62	Ldn	57	63	1	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of West Side Marginal Way Southwest along Southwest Charleston Street	7547300935	WS5615	253	3825 17th Avenue Southwest	MF	2	58	268	62	Ldn	57	63	2	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900235	WS5600	258	3720 19th Avenue Southwest	SF	1	66	166	67	Ldn	62	68	1	0	East Side at 8 feet	No	No	56
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900225	WS5601	259	3712 19th Avenue Southwest	SF	1	75	121	68	Ldn	66	74	1	0	East Side at 8 feet	No	No	65
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301670	WS5597	257	3802 19th Avenue Southwest	MF	2	66	244	66	Ldn	62	68	2	0	East Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301680	WS5596	257	3808 19th Avenue Southwest	SF	1	66	295	65	Ldn	62	68	1	0	East Side at 6 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301690	WS5595	257	3810 19th Avenue Southwest	MF	2	66	342	64	Ldn	62	68	2	0	East Side at 6 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300990	WS5594	257	3816 19th Avenue Southwest	SF	1	66	381	64	Ldn	62	68	1	0	East Side at 6 feet	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301171	WS5573	261	1917 Southwest Charlestow n Street	SF	1	62	357	49	Ldn	59	65	0	0	East Side at 6 feet	No	No	40
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301170	WS5574	260	1911 Southwest Charlestow n Street	SF	1	62	342	58	Ldn	59	65	0	0	East Side at 8 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	260	3814 20th Avenue Southwest	SF	1	62	412	57	Ldn	59	65	0	0	East Side at 8 feet	No	No	45
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301410	WS5577	259	3809 19th Avenue Southwest	SF	1	62	362	64	Ldn	59	65	1	0	East Side at 8 feet	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301400	WS5576	258	3813 19th Avenue Southwest	SF	1	62	405	63	Ldn	59	65	1	0	East Side at 8 feet	No	No	52
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900170	WS5591	261	3711 19th Avenue Southwest	SF	1	75	138	58	Ldn	66	74	0	0	East Side at 6 feet	No	No	55
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900155	WS5590	260	3723 19th Avenue Southwest	SF	1	62	229	63	Ldn	59	65	1	0	East Side at 8 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900135	WS5582	261	3716 20th Avenue Southwest	SF	1	62	213	53	Ldn	59	65	0	0	East Side at 6 feet	No	No	50
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900125	WS5583	262	3712 20th Avenue Southwest	SF	1	65	188	50	Ldn	61	67	0	0	None	No	No	50
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900120	WS5584	262	3710 20th Avenue Southwest	SF	1	70	162	54	Ldn	65	70	0	0	None	No	No	54
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	9349900115	WS5585	262	3708 20th Avenue Southwest	SF	1	75	136	58	Ldn	66	74	0	0	None	No	No	58
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900074	WS5567	264	3713 20th Avenue Southwest	SF	1	65	193	56	Ldn	61	67	0	0	None	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900065	WS5566	264	3719 20th Avenue Southwest	SF	1	62	238	55	Ldn	59	65	0	0	None	No	No	55
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900055	WS5565	264	3723 20th Avenue Southwest	SF	1	62	268	55	Ldn	59	65	0	0	None	No	No	55
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900045	WS5556	265	2072 Southwest Charlestow n Street	MF	1	62	260	55	Ldn	59	65	0	0	None	No	No	55
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301430	WS5551	265	3802 21st Avenue Southwest	MF	1	62	341	51	Ldn	59	65	0	0	None	No	No	51
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301655	WS5555	264	2005 Southwest Charlestow n Street	SF	1	62	360	54	Ldn	59	65	0	0	None	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301650	WS5554	261	3807 20th Avenue Southwest	SF	1	62	426	50	Ldn	59	65	0	0	East Side at 6 feet	No	No	41
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301650	WS5554	264	3807 20th Avenue Southwest	SF	1	62	406	50	Ldn	59	65	0	0	None	No	No	50
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301438	WS5547	265	3810 21st Avenue Southwest	SF	1	62	442	50	Ldn	59	65	0	0	None	No	No	50
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301435	WS5550	264	3808 21st Avenue Southwest	MF	3	62	398	50	Ldn	59	65	0	0	None	No	No	50
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	268	3646 22nd Avenue Southwest	SF	1	70	97	64	Ldn	65	70	0	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600115	WS5540	268	3636 22nd Avenue Southwest	SF	1	65	127	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600120	WS5537	269	3638 22nd Avenue Southwest	SF	1	62	147	63	Ldn	59	65	1	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700375	WS5524	269	3802 22nd Avenue Southwest	SF	1	62	236	64	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700393	WS5523	270	3806A 22nd Avenue Southwest	MF	1	62	246	63	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700390	WS5534	269	3808A 22nd Avenue Southwest	MF	1	62	278	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700392	WS5521	270	3806B 22nd Avenue Southwest	MF	1	62	271	63	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700391	WS5522	269	3808B 22nd Avenue Southwest	MF	1	62	302	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700405	WS5517	270	3810 22nd Avenue Southwest	MF	1	62	294	63	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700409	WS5520	270	3812 22nd Avenue Southwest	MF	1	62	326	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	270	3818 22nd Avenue Southwest	MF	1	62	318	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700408	WS5516	270	3814 22nd Avenue Southwest	MF	1	62	345	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	271	3816 22nd Avenue Southwest	MF	1	62	340	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	271	3816 22nd Avenue Southwest	MF	1	62	350	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700585	WS5532	269	3819 21st Avenue Southwest	MF	2	62	443	60	Ldn	59	65	2	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700360	WS5496	270	3805 22nd Avenue Southwest	MF	3	69	117	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	271	3813 22nd Avenue Southwest	MF	2	69	200	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Area: Seattle Fire Station 36 – Delridge	1324039043	WS1201 2	269	3600 23rd Avenue Southwest	SF	1	75	121	62	Ldn	66	74	0	0	None	No	No	62
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700374	WS5500	270	3801 22nd Avenue Southwest	MF	1	69	119	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700370	WS5497	270	3803 22nd Avenue Southwest	MF	1	69	133	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	52
Duwamish Area: Firestation 14	7674800085	WS1004 6	175.5	3224 4th Avenue South	SF	1	70	105	70	Ldn	65	70	0	1	West Side at 4 feet	Yes	No	60
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700125	WS1230	270.5	3804 23rd Avenue Southwest	SF	1	69	85	64	Ldn	64	70	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700410	WS5513	271	3820 22nd Avenue Southwest	MF	1	62	391	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	271	3824 22nd Avenue Southwest	SF	1	62	419	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300775	WS5607	254	3826 18th Avenue Southwest	SF	1	55	344	60	Ldn	56	62	1	0	East Side at 4 feet	No	No	49
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300920	WS7817	253	3831 17th Avenue Southwest	MF	2	58	352	56	Ldn	57	63	0	0	East Side at 4 feet	No	No	46
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547300930	WS5614	253	3827 17th Avenue Southwest	SF	1	58	305	58	Ldn	57	63	1	0	East Side at 4 feet	No	No	47
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301195	WS5572	261.5	3814 20th Avenue Southwest	SF	1	62	437	45	Ldn	59	65	0	0	East Side at 6 feet	No	No	36
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301385	WS5575	260	3817 19th Avenue Southwest	SF	1	62	483	50	Ldn	59	65	0	0	East Side at 8 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301415	WS7414	260	3805 19th Avenue Southwest	SF	1	62	355	53	Ldn	59	65	0	0	East Side at 8 feet	No	No	42
Duwamish Area: West Side of 19th Avenue Southwest along Southwest Charlestown Street	7547301420	WS5580	260	3801 19th Avenue Southwest	SF	1	62	335	58	Ldn	59	65	0	0	East Side at 8 feet	No	No	47
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301436	WS7455	265	3804 21st Avenue Southwest	MF	1	62	400	53	Ldn	59	65	0	0	None	No	No	53
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	7547301437	WS7456	265	3806 21st Avenue Southwest	MF	1	62	400	53	Ldn	59	65	0	0	None	No	No	53
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900035	WS5560	265	2062 Southwest Charlestow n Street	MF	1	62	273	55	Ldn	59	65	0	0	None	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900037	WS5563	265	2064 Southwest Charlestown Street	MF	1	62	243	55	Ldn	59	65	0	0	None	No	No	55
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900039	WS5562	265	2066 Southwest Charlestown Street	MF	1	65	240	55	Ldn	61	67	0	0	None	No	No	55
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900041	WS5561	265	2068 Southwest Charlestown Street	MF	1	65	199	56	Ldn	61	67	0	0	None	No	No	56
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900043	WS5557	265	2070 Southwest Charlestown Street	MF	1	62	253	55	Ldn	59	65	0	0	None	No	No	55
Duwamish Area: West Side of 20th Avenue Southwest along Southwest Charlestown Street	9349900110	WS5586	262	3706 20th Avenue Southwest	SF	1	75	118	58	Ldn	66	74	0	0	None	No	No	58

Table Notes

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = Day-Night Sound Level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = Equivalent Sound Level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

ROW = Right of Way

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions, depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-7. Summary of Noise Analysis – North Crossing Alternative (DUW-2)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	7966600080	WS1234	266	3631 22nd Avenue Southwest	MF	3	67	362	61	Ldn	63	68	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	7966600065	WS1232	268	3645 22nd Avenue Southwest	MF	4	67	365	62	Ldn	63	68	0	0	None	No	No	62
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	7966600069	WS5501	270	3649 22nd Avenue Southwest	SF	1	67	377	61	Ldn	63	68	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700374	WS5500	271	3801 22nd Avenue Southwest	MF	1	69	396	61	Ldn	64	70	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700370	WS5497	271	3803 22nd Avenue Southwest	MF	1	69	396	61	Ldn	64	70	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700360	WS5496	271	3805 22nd Avenue Southwest	MF	3	69	422	61	Ldn	64	70	0	0	None	No	No	61
Area: Seattle Fire Station 36 – Delridge	1324039043	WS12012	264	3600 23rd Avenue Southwest	SF	1	75	155	61	Ldn	66	74	0	0	None	No	No	61
Area: Seattle Fire Station 14 – SODO	7674800085	WS10046	176	3224 4th Avenue South	SF	1	70	134	66	Ldn	65	70	1	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600095	WS5542	266	3624 22nd Avenue Southwest	SF	1	67	424	61	Ldn	63	68	0	0	None	No	No	61
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	7966600105	WS5541	267	3646 22nd Avenue Southwest	SF	1	70	471	61	Ldn	65	70	0	0	None	No	No	61

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-8. Summary of Noise Analysis – Dakota Street Station Alternative (DEL-1a)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700585	WS5532	270.5	3819 21st Avenue Southwest	MF	2	62	512	59	Ldn	59	65	2	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	271	3816 22nd Avenue Southwest	MF	1	62	414	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	271.5	3824 22nd Avenue Southwest	SF	1	62	425	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700435	WS5511	272	3830 22nd Avenue Southwest	SF	1	62	438	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700445	WS5510	272.5	3834 22nd Avenue Southwest	SF	1	62	463	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	270.5	3818 22nd Avenue Southwest	MF	1	62	404	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	270	3813 22nd Avenue Southwest	MF	2	69	197	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	270	3817 22nd Avenue Southwest	MF	2	69	231	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	270	3821 22nd Avenue Southwest	SF	1	67	253	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS8180 0	271	3833 22nd Avenue Southwest	MF	2	67	268	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS8180 0	272	3833 22nd Avenue Southwest	MF	3	67	282	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS8180 0	273	3833 22nd Avenue Southwest	MF	2	67	319	56	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	46
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700275	WS5491	273	3843 22nd Avenue Southwest	MF	2	67	385	55	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	45
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700265	WS5490	274	3849 22nd Avenue Southwest	MF	3	67	388	55	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	45
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700270	WS5487	275	3853 22nd Avenue Southwest	SF	1	67	394	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700245	WS5486	276	2208 Southwest Andover Street	MF	3	67	389	56	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	48
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700160	WS5484	271	3816 23rd Avenue Southwest	MF	2	69	140	62	Ldn	64	70	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	272	3824 23rd Avenue Southwest	MF	2	68	191	62	Ldn	63	69	0	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	272.5	3832 23rd Avenue Southwest	SF	1	67	221	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	273	3836 23rd Avenue Southwest	SF	1	67	240	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	274	3842 23rd Avenue Southwest	SF	1	66	237	61	Ldn	62	68	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	275	3844 23rd Avenue Southwest	SF	4	65	243	62	Ldn	61	67	4	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	275	3852 23rd Avenue Southwest	SF	1	64	275	62	Ldn	61	66	1	0	East Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500500	WS5470	277	4003 22nd Avenue Southwest	SF	1	67	389	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest	7881500490	WS5467	277.5	4007 22nd Avenue Southwest	SF	1	67	413	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500480	WS5466	277.5	4011 22nd Avenue Southwest	SF	1	67	404	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500475	WS5465	278	4015 22nd Avenue Southwest	SF	1	67	384	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500465	WS5464	278.5	4017 22nd Avenue Southwest	SF	1	67	409	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500455	WS5463	279	4023 22nd Avenue Southwest	SF	1	67	421	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7881500450	WS5462	279.5	4027 22nd Avenue Southwest	SF	1	67	411	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7881500445	WS5461	279.5	4029 22nd Avenue Southwest	SF	1	67	416	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600475	WS5460	280	4031 22nd Avenue Southwest	SF	1	67	421	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600470	WS5457	280	4035 22nd Avenue Southwest	SF	1	67	416	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600460	WS5456	280.5	4037 22nd Avenue Southwest	SF	1	67	428	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600455	WS5455	280.5	4039 22nd Avenue Southwest	SF	1	67	432	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	2444600452	WS5454	280.5	4041 22nd Avenue Southwest	SF	1	67	430	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600440	WS5452	281	4049 22nd Avenue Southwest	SF	1	67	435	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7881500380	WS5446	277.5	2219 Southwest Andover Street	MF	2	67	280	64	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500390	WS5445	277.5	4008 23rd Avenue Southwest	SF	1	67	277	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest	7881500404	WS5444	278	4012 23rd Avenue Southwest	SF	1	67	289	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest	7881500400	WS5443	278.5	4014 23rd Avenue Southwest	SF	1	67	295	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest	7881500408	WS5442	278.5	4016 23rd Avenue Southwest	SF	1	67	296	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500415	WS5441	278.5	4018 23rd Avenue Southwest	SF	1	67	302	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500425	WS5440	279	4022 23rd Avenue Southwest	SF	1	67	307	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500435	WS5437	279.5	4028 23rd Avenue Southwest	SF	1	67	334	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600360	WS5436	280	4055 22nd Avenue Southwest	SF	1	67	352	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600370	WS5435	280.5	4036 23rd Avenue Southwest	SF	1	67	343	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	2444600380	WS5434	280.5	4040 23rd Avenue Southwest	SF	1	67	346	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	2444600390	WS5432	281	4046 23rd Avenue Southwest	SF	1	67	340	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	2444600405	WS5430	282	4056 23rd Avenue Southwest	SF	1	67	383	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Delridge Area: West Side of 23rd Avenue Southwest	2444600416	WS5427	282	4058 23rd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Delridge Area: West Side of 23rd Avenue Southwest	7891600395	WS7103	282.5	4102 23rd Avenue Southwest	SF	1	67	436	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Delridge Area: West Side of 23rd Avenue Southwest	7891600415	WS7101	283	4112 23rd Avenue Southwest	SF	1	67	475	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Duwamish Area: Secrets Studio Records, Inc.	2848700230	WS5474	276	3856 23rd Avenue Southwest	REC	1	64	255	64	Leq	61	66	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	272.5	3823A 23rd Avenue Southwest	MF	2	70	100	63	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	273.5	3831 23rd Avenue Southwest	MF	2	70	110	63	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	4	70	85	66	Ldn	65	70	4	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	2	70	85	66	Ldn	65	70	2	0	East Side at 4 feet	Yes	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	275	3847 23rd Avenue Southwest	SF	1	68	36	70	Ldn	63	69	0	1	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	275.5	3853 23rd Avenue Southwest	SF	1	68	125	66	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	277	2303 Southwest Andover Street	SF	1	68	157	65	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	277.5	4007 23rd Avenue Southwest	SF	1	67	156	66	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500350	WS5424	278	4011 23rd Avenue Southwest	SF	1	67	168	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500340	WS5423	278.5	4017 23rd Avenue Southwest	SF	1	67	160	66	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500330	WS5422	279	4021 23rd Avenue Southwest	SF	1	67	163	67	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	56
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500320	WS5421	280	4029 23rd Avenue Southwest	SF	1	67	190	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600335	WS5420	280	4033 23rd Avenue Southwest	SF	1	67	187	66	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600325	WS5416	281.5	4043 23rd Avenue Southwest	SF	1	67	218	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600315	WS5415	282	4049 23rd Avenue Southwest	MF	1	67	249	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600310	WS5414	282	4053 23rd Avenue Southwest	SF	1	67	263	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600300	WS5413	282.5	4057 23rd Avenue Southwest	SF	1	67	269	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600385	WS5411	283.5	4107 23rd Avenue Southwest	SF	1	67	344	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600365	WS7086	284	4111 23rd Avenue Southwest	SF	1	67	376	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600335	WS7085	284.5	4115 23rd Avenue Southwest	SF	1	67	401	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600330	WS7084	285	4123 23rd Avenue Southwest	SF	1	67	439	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	2444600275	WS1194	282	4050 Delridge Way Southwest	MF	4	67	137	63	Ldn	63	68	4	0	East Side at 4 feet	Yes	No	52
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600310	WS3036	285	4118 Delridge Way Southwest	SF	2	67	326	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600320	WS7074	285.5	4120 Delridge Way Southwest	MF	3	67	346	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300250	WS7072	286.5	4134 Delridge Way Southwest	SF	1	67	404	60	Ldn	63	68	0	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300255	WS7071	287	4140 Delridge Way Southwest	MF	1	67	446	60	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300125	WS5401	287	4130 25th Avenue Southwest	MF	1	65	191	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300126	WS1168	287.5	4132A 25th Avenue Southwest	MF	1	65	167	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300127	WS1166	287.5	4132B 25th Avenue Southwest	MF	1	65	203	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300133	WS1162	287.5	4138A 25th Avenue Southwest	MF	1	65	181	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300134	WS1160	288	4138B 25th Avenue Southwest	MF	1	65	206	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300136	WS1164	288	4134 25th Avenue Southwest	MF	1	65	267	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300135	WS1158	288.5	4138C 25th Avenue Southwest	MF	1	65	225	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300145	WS1156	288.5	4140 25th Avenue Southwest	SF	1	65	222	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300150	WS1154	288.5	4144 25th Avenue Southwest	SF	1	65	232	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300155	WS3026	288.5	4146A 25th Avenue Southwest	MF	1	65	240	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300160	WS3022	289	4148A 25th Avenue Southwest	MF	1	65	259	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300156	WS3028	288.5	4146B 25th Avenue Southwest	MF	1	65	290	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48

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Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300161	WS3024	289	4148B 25th Avenue Southwest	MF	1	65	315	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300165	WS3020	289	4150 25th Avenue Southwest	SF	1	65	273	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300170	WS3018	289.5	2414 Southwest Genesee Street	MF	2	65	310	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300235	WS1170	287	4131 Delridge Way Southwest	SF	1	65	270	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300225	WS3034	287.5	4137 Delridge Way Southwest	MF	3	65	301	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300217	WS3032	288	4141 Delridge Way Southwest	MF	1	65	309	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300215	WS3030	288	4143 Delridge Way Southwest	MF	1	65	322	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300205	WS7061	288.5	4147 Delridge Way Southwest	MF	2	65	344	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300195	WS7060	289	4151 Delridge Way Southwest	SF	1	65	384	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300070	WS1146	289.5	4155 25th Avenue Southwest	MF	2	65	169	63	Ldn	61	67	2	0	East Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300065	WS3014	290	4159 25th Avenue Southwest	SF	1	65	196	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	7	65	95	66	Ldn	61	67	7	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	15	65	150	63	Ldn	61	67	15	0	West Side at 4 feet	Yes	No	52
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	15	65	200	63	Ldn	61	67	15	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	283.5	4065 26th Avenue Southwest	SF	1	62	408	58	Ldn	59	65	0	0	West Side at 4 feet	Yes	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	284	4069 26th Avenue Southwest	SF	1	62	488	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001204	WS6782	285	4105A 26th Avenue Southwest	MF	1	64	452	57	Ldn	61	66	0	0	West Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001203	WS6783	285	4103B 26th Avenue Southwest	MF	1	64	399	58	Ldn	61	66	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001202	WS6784	285	4103A 26th Avenue Southwest	MF	1	64	362	58	Ldn	61	66	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001201	WS6785	285	4101B 26th Avenue Southwest	MF	1	64	323	59	Ldn	61	66	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001206	WS6776	286	4105B 26th Avenue Southwest	MF	1	62	399	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001207	WS6777	286	4107A 26th Avenue Southwest	MF	1	62	361	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001208	WS6780	285.5	4107B 26th Avenue Southwest	MF	1	62	331	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001210	WS6781	285.5	4101A 26th Avenue Southwest	MF	1	62	297	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001205	WS6772	287	2614 Southwest Adams Street	SF	1	62	317	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001215	WS6773	286.5	2610 Southwest Adams Street	SF	1	62	287	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001216	WS6775	286.5	4111 26th Avenue Southwest	SF	1	62	257	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001235	WS6774	286.5	4117 26th Avenue Southwest	SF	1	62	241	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	253	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	213	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001730	WS6770	288	2603 Southwest Adams Street	MF	1	62	176	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001732	WS6771	288	2601 Southwest Adams Street	MF	1	62	147	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	288.5	2613 Southwest Adams Street	MF	1	62	243	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001740	WS6757	288.5	2609 Southwest Adams Street	SF	1	62	188	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001741	WS6760	288.5	2609A Southwest Adams Street	MF	1	62	170	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001950	WS6754	288.5	4215 26th Avenue Southwest	SF	2	62	115	65	Ldn	59	65	0	2	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001955	WS6752	289	2608 Southwest Nevada Street	MF	1	62	133	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001956	WS6753	288.5	4217 26th Avenue Southwest	SF	1	62	87	66	Ldn	59	65	0	1	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001915	WS6737	290	2626 Southwest Nevada Street	SF	1	62	275	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	289.5	2622D Southwest Nevada Street	MF	1	62	280	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	289.5	2622C Southwest Nevada Street	MF	1	62	244	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	289.5	2620 Southwest Nevada Street	MF	1	62	236	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001918	WS6742	289.5	2622B Southwest Nevada Street	MF	1	62	234	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001919	WS6743	289.5	2622A Southwest Nevada Street	MF	1	62	219	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001925	WS6744	289.5	2614C Southwest Nevada Street	MF	1	62	206	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358002060	WS5361	294	2641 Southwest Nevada Street	SF	1	62	189	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002051	WS5363	294	2639 Southwest Nevada Street	MF	1	65	200	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002049	WS5362	294	2637 Southwest Nevada Street	MF	1	65	169	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002045	WS5365	293	2633 Southwest Nevada Street	MF	1	65	183	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002047	WS5364	293	2635 Southwest Nevada Street	MF	1	65	158	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS6120 0	293	2629 Southwest Nevada Street	MF	4	65	155	61	Ldn	61	67	4	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS6120 0	293	2629 Southwest Nevada Street	MF	3	65	60	63	Ldn	61	67	3	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002025	WS5367	292	2623 Southwest Nevada Street	MF	2	65	134	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002015	WS5370	291.5	2621 Southwest Nevada Street	MF	1	65	118	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002005	WS5371	291	2613 Southwest Nevada Street	SF	1	65	65	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001995	WS6712	290.5	2611C Southwest Nevada Street	SF	1	65	65	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001996	WS5372	291.5	2611B Southwest Nevada Street	MF	1	65	44	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001997	WS6711	291.5	2611A Southwest Nevada Street	MF	1	65	20	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600735	WS1140	291.5	4401 26th Avenue Southwest	SF	1	65	109	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600730	WS5376	292	4405 26th Avenue Southwest	SF	1	65	115	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600725	WS5377	292	4409 26th Avenue Southwest	SF	1	65	169	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600715	WS5380	292	4415 26th Avenue Southwest	SF	1	64	204	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600712	WS5381	292.5	4419 26th Avenue Southwest	SF	1	64	239	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600710	WS5382	292.5	4421 26th Avenue Southwest	SF	1	62	279	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600705	WS5383	292.5	4425 26th Avenue Southwest	SF	1	64	313	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600700	WS5384	292.5	4429 26th Avenue Southwest	SF	1	63	363	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600695	WS5385	293	4435 26th Avenue Southwest	SF	1	63	390	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600690	WS5386	292.5	4437 26th Avenue Southwest	SF	1	63	433	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001600	WS5305	302.5	4200 30th Avenue Southwest	MF	4	62	451	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001590	WS5306	302.5	2853 Southwest Adams Street	SF	1	62	451	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001585	WS5315	302	2849 Southwest Adams Street	SF	2	62	423	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001575	WS5317	301.5	2845B Southwest Adams Street	MF	1	62	463	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001576	WS5321	301.5	2845A Southwest Adams Street	MF	1	62	467	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001578	WS5316	301.5	2847B Southwest Adams Street	MF	1	62	422	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001577	WS5320	301.5	2847A Southwest Adams Street	MF	1	62	423	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001565	WS5324	301	2841 Southwest Adams Street	MF	1	62	473	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001566	WS5322	301	2843B Southwest Adams Street	MF	1	62	427	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001567	WS5323	301	2843A Southwest Adams Street	MF	1	62	427	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001545	WS5331	300.5	2835F Southwest Adams Street	MF	1	62	461	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001544	WS5332	300.5	2835E Southwest Adams Street	MF	1	62	458	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001543	WS5333	300.5	2835D Southwest Adams Street	MF	1	62	461	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001542	WS5334	300.5	2835C Southwest Adams Street	MF	1	62	459	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001541	WS5335	300	2835B Southwest Adams Street	MF	1	62	460	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001540	WS5336	300	2835A Southwest Adams Street	MF	1	62	459	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001547	WS5326	300.5	2831 Southwest Adams Street	MF	1	62	415	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001546	WS5327	300	2829 Southwest Adams Street	MF	1	62	420	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001539	WS5330	300	2827 Southwest Adams Street	MF	1	62	421	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001530	WS5344	299.5	2825 Southwest Adams Street	MF	1	62	467	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001532	WS5345	299	2821 Southwest Adams Street	MF	1	62	467	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001538	WS5341	299.5	2823C Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001534	WS5343	299.5	2823A Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001536	WS5342	299	2823B Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001520	WS5350	299	2819 Southwest Adams Street	SF	1	62	449	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001510	WS5351	298	2809 Southwest Adams Street	SF	1	62	431	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001500	WS5356	298	2807 Southwest Adams Street	SF	1	62	438	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001490	WS5360	297	4201 28th Avenue Southwest	SF	1	62	460	47	Ldn	59	65	0	0	West Side at 4 feet	No	No	37
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001491	WS5357	297	4209 28th Avenue Southwest	SF	1	62	418	48	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001611	WS5304	303	4218 30th Avenue Southwest	MF	1	62	341	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001610	WS5303	303	2854 Southwest Nevada Street	MF	1	62	317	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001615	WS5307	302	2848 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001620	WS5310	302	2846 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001625	WS5311	301.5	2844 Southwest Nevada Street	SF	1	62	333	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001630	WS5312	301.5	2842 Southwest Nevada Street	SF	1	62	330	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001635	WS5313	301	2840 Southwest Nevada Street	SF	1	62	328	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001640	WS5314	301	2838 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001665	WS5325	300	2828 Southwest Nevada Street	SF	1	62	317	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001675	WS5337	299.5	2826 Southwest Nevada Street	SF	1	62	325	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001685	WS5340	299	2820 Southwest Nevada Street	SF	1	62	324	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001690	WS5346	298.5	2816 Southwest Nevada Street	SF	1	62	315	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001700	WS5347	298	2810 Southwest Nevada Street	MF	2	62	324	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001715	WS5352	298	2808 Southwest Nevada Street	SF	1	62	319	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001720	WS5353	298.5	2804 Southwest Nevada Street	SF	1	62	320	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001725	WS5354	297	2800 Southwest Nevada Street	SF	1	62	319	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001710	WS5355	297	4217 28th Avenue Southwest	SF	1	62	382	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002330	WS5261	303	4302 30th Avenue Southwest	MF	4	65	194	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002320	WS5262	302.5	2855 Southwest Nevada Street	MF	2	65	196	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002305	WS5264	302	2853 Southwest Nevada Street	MF	1	65	191	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002306	WS5266	301.5	2847 Southwest Nevada Street	MF	1	65	192	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	302	2851 Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	301.5	2849 Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002300	WS5267	301	2843 Southwest Nevada Street	SF	1	65	167	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002290	WS5274	300.5	2837 Southwest Nevada Street	MF	1	65	207	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002292	WS5272	301	2841 Southwest Nevada Street	MF	1	65	149	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002291	WS5273	300.5	2839 Southwest Nevada Street	MF	1	65	149	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002285	WS5276	300.5	2833A Southwest Nevada Street	MF	1	65	199	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002270	WS5280	300	2831A Southwest Nevada Street	MF	1	65	202	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002286	WS5275	300.5	2833B Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002271	WS5277	300	2831B Southwest Nevada Street	MF	1	65	150	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002265	WS5281	299.5	2827 Southwest Nevada Street	MF	2	65	174	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002260	WS5282	299	2821 Southwest Nevada Street	MF	2	65	163	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002250	WS5284	299	2817B Southwest Nevada Street	MF	1	65	201	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002256	WS5286	298.5	2815A Southwest Nevada Street	MF	1	65	198	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002252	WS5283	299	2817A Southwest Nevada Street	MF	1	65	164	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002254	WS5285	298.5	2815B Southwest Nevada Street	MF	1	65	163	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002234	WS5294	298	2811A Southwest Nevada Street	MF	1	65	206	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002232	WS5296	297.5	2807A Southwest Nevada Street	MF	1	65	201	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002236	WS5293	298	2811B Southwest Nevada Street	MF	1	65	169	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002230	WS5295	297.5	2807B Southwest Nevada Street	MF	1	65	169	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002220	WS5302	297	2801A Southwest Nevada Street	MF	1	65	223	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002221	WS5301	297	2801B Southwest Nevada Street	MF	1	65	196	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002222	WS5300	297	2801C Southwest Nevada Street	MF	1	65	174	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002223	WS5297	297	2801D Southwest Nevada Street	MF	1	65	156	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002238	WS5291	297.5	2809B Southwest Nevada Street	MF	1	65	103	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002440	WS5292	297.5	2809A Southwest Nevada Street	MF	1	65	114	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	67	Ldn	61	67	0	2	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	66	Ldn	61	67	2	0	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	66	Ldn	61	67	2	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	65	Ldn	61	67	2	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300750	WS5253	306	3055 Southwest Avalon Way	SF	1	65	238	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300745	WS5254	305.5	3051 Southwest Avalon Way	MF	2	65	278	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300740	WS5255	305	3047 Southwest Avalon Way	MF	3	65	310	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300725	WS5256	305	3039 Southwest Avalon Way	MF	2	65	377	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300710	WS5257	304	3025 Southwest Avalon Way	U	1	65	480	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	328	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304.5	4209 30th Avenue Southwest	MF	2	65	334	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304.5	4209 30th Avenue Southwest	MF	2	65	334	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301000	WS5213	309	4126 32nd Avenue Southwest	SF	1	56	325	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301005	WS5214	309	4122 32nd Avenue Southwest	SF	1	56	358	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301010	WS5215	309	4118 32nd Avenue Southwest	SF	1	56	392	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301015	WS5216	308.5	4114 32nd Avenue Southwest	SF	1	56	428	57	Ldn	56	63	1	0	West Side at 6 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301020	WS5217	309	4110 32nd Avenue Southwest	SF	1	56	475	57	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	308	3112 Southwest Avalon Way	MF	3	65	86	61	Ldn	61	67	3	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	308	3112 Southwest Avalon Way	MF	3	65	88	65	Ldn	61	67	3	0	West Side at 6 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	308	3112 Southwest Avalon Way	MF	2	65	88	66	Ldn	61	67	2	0	West Side at 6 feet	No	No	55
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	308	3112 Southwest Avalon Way	MF	2	65	88	61	Ldn	61	67	2	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	308	3112 Southwest Avalon Way	MF	2	65	88	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	308	3112 Southwest Avalon Way	MF	2	65	88	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300920	WS5226	306.5	3074 Southwest Avalon Way	MF	4	65	319	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300913	WS5230	307.5	3070H Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300911	WS5235	307.5	3070F Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300899	WS5243	307.5	3070C Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300897	WS5247	307.5	3070A Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300914	WS5227	307.5	3070I Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300905	WS5240	307.5	3070E Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300912	WS5234	307.5	3070G Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300900	WS5242	307.5	3070D Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300898	WS5246	307.5	3070B Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300909	WS5232	307	3062H Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300907	WS5237	307	3062F Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300903	WS5245	307	3062C Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300901	WS5251	307	3062A Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300910	WS5231	307	3062I Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300906	WS5241	307	3062E Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300908	WS5236	307	3062G Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300904	WS5244	307	3062D Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300902	WS5250	307	3062B Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	286	4112 28th Avenue Southwest	PK	1	55	751	55	Leq	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	290	4112 28th Avenue Southwest	PK	1	55	694	55	Leq	61	67	0	0	West Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Longfellow Creek Natural Area	9358001865	WS12010	293	4111 26th Avenue Southwest	PK	1	62	318	57	Leq	64	70	0	0	West Side at 4 feet	No	No	45
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	305	4470 35th Avenue Southwest	Commercial	0	67	96	65	Leq	68	73	0	0	None	No	No	65
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	303	4470 35th Avenue Southwest	Commercial	0	67	159	65	Leq	68	73	0	0	None	No	No	65
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	300.5	4470 35th Avenue Southwest	Commercial	0	67	95	67	Leq	68	73	0	0	None	No	No	67
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	297.5	4470 35th Avenue Southwest	Commercial	0	67	106	63	Leq	68	73	0	0	None	No	No	63
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	293.5	4470 35th Avenue Southwest	Commercial	0	67	123	62	Leq	68	73	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	4	68	201	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	4	68	201	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	5	68	201	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS8150 0	308.5	3221 Southwest Avalon Way	MF	5	68	201	63	Ldn	63	69	5	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301930	WS5167	307.5	3211 Southwest Avalon Way	MF	4	68	127	64	Ldn	63	69	4	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300186	WS7513	289	2406 Southwest Genesee Street	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300187	WS7512	289	2404 Southwest Genesee Street	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300188	WS7510	289	2402 Southwest Genesee Street	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300189	WS7507	289	2400 Southwest Genesee Street	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300190	WS7511	289	4155 Delridge Way Southwest	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300922	WS7546	307.5	3078H Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300923	WS7547	307.5	3078G Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300924	WS7550	307.5	3078F Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300925	WS5225	307.5	3078E Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300926	WS7551	307.5	3078D Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300927	WS7552	307.5	3078C Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300928	WS7553	307.5	3078B Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300929	WS7554	307.5	3078A Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300935	WS5222	309	3104B Southwest Avalon Way	MF	1	65	204	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300940	WS7566	307.5	3104F Southwest Avalon Way	MF	1	65	172	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300941	WS7564	307.5	3104G Southwest Avalon Way	MF	1	65	183	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300942	WS7565	307.5	3104H Southwest Avalon Way	MF	1	65	162	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300943	WS7572	308	3104A Southwest Avalon Way	MF	1	65	180	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300944	WS7571	308	3104C Southwest Avalon Way	MF	1	65	175	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300946	WS7570	308	3104D Southwest Avalon Way	MF	1	65	175	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300947	WS7567	307.5	3104E Southwest Avalon Way	MF	1	65	173	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001940	WS6751	289	2612B Southwest Nevada Street	MF	1	62	184	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001939	WS7533	289	2612C Southwest Nevada Street	MF	1	62	184	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001941	WS7534	289	2610 Southwest Nevada Street	MF	1	62	184	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001942	WS7532	289	2612A Southwest Nevada Street	MF	1	62	184	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300931	WS7555	307.5	3088A Southwest Avalon Way	MF	1	65	209	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300932	WS7556	307.5	3088B Southwest Avalon Way	MF	1	65	158	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300933	WS5223	307.5	3088C Southwest Avalon Way	MF	1	65	200	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300934	WS7557	308	3088D Southwest Avalon Way	MF	1	65	204	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300936	WS7560	308	3088E Southwest Avalon Way	MF	1	65	206	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300937	WS7561	308	3088F Southwest Avalon Way	MF	1	65	210	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300938	WS7562	308.5	3088G Southwest Avalon Way	MF	1	65	236	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300939	WS7563	308.5	3088H Southwest Avalon Way	MF	1	65	215	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	66	Ldn	63	69	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	66	Ldn	63	69	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001612	WS7542	303	4214 30th Avenue Southwest	MF	1	62	400	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001613	WS7541	303	4216 30th Avenue Southwest	MF	1	62	386	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001614	WS7540	303	4220 30th Avenue Southwest	MF	1	62	357	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001618	WS7537	303	2858 Southwest Nevada Street	MF	1	62	318	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001617	WS7536	303	2856 Southwest Nevada Street	MF	1	62	318	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001616	WS7535	302	2852 Southwest Nevada Street	MF	1	62	317	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-9. Summary of Noise Analysis – Dakota Street Station Alternative (DEL-1a) when Connecting to the North Crossing Alternative (DUW-2)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	7966600069	WS5501	270	3649 22nd Avenue Southwest	SF	1	67	377	61	Ldn	63	68	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700374	WS5500	271	3801 22nd Avenue Southwest	MF	1	69	396	61	Ldn	64	70	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700370	WS5497	271	3803 22nd Avenue Southwest	MF	1	69	396	61	Ldn	64	70	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700360	WS5496	271	3805 22nd Avenue Southwest	MF	3	69	422	61	Ldn	64	70	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	272	3813 22nd Avenue Southwest	MF	2	69	425	61	Ldn	64	70	0	0	None	No	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	273.5	3817 22nd Avenue Southwest	MF	2	69	429	61	Ldn	64	70	0	0	None	Yes	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	274	3821 22nd Avenue Southwest	SF	1	67	424	61	Ldn	63	68	0	0	None	Yes	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	275	3833 22nd Avenue Southwest	MF	2	67	423	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	275	3833 22nd Avenue Southwest	MF	3	67	412	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	276	3833 22nd Avenue Southwest	MF	2	67	411	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700275	WS5491	276	3843 22nd Avenue Southwest	MF	2	67	461	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700265	WS5490	277	3849 22nd Avenue Southwest	MF	3	67	456	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700270	WS5487	277.5	3853 22nd Avenue Southwest	SF	1	67	445	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700245	WS5486	278	2208 Southwest Andover Street	MF	3	67	389	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700125	WS1230	272	3804 23rd Avenue Southwest	SF	1	69	309	60	Ldn	64	70	0	0	None	No	No	60
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700160	WS5484	274	3816 23rd Avenue Southwest	MF	2	69	315	61	Ldn	64	70	0	0	None	Yes	No	61
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	275	3824 23rd Avenue Southwest	MF	2	68	312	61	Ldn	63	69	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	275	3832 23rd Avenue Southwest	SF	1	67	324	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	276	3836 23rd Avenue Southwest	SF	1	67	331	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	276	3842 23rd Avenue Southwest	SF	1	66	310	61	Ldn	62	68	0	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	277	3844 23rd Avenue Southwest	SF	1	65	305	62	Ldn	61	67	1	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	277	3852 23rd Avenue Southwest	SF	1	64	329	62	Ldn	61	66	1	0	East Side at 4 feet	Yes	No	52
Duwamish Area: Secrets Studio Records, Inc.	2848700230	WS5474	278	3856 23rd Avenue Southwest	REC	1	64	292	64	Leq	61	66	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest	7881500500	WS5470	279	4003 22nd Avenue Southwest	SF	1	67	418	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500490	WS5467	279	4007 22nd Avenue Southwest	SF	1	67	432	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500480	WS5466	280	4011 22nd Avenue Southwest	SF	1	67	416	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500475	WS5465	280	4015 22nd Avenue Southwest	SF	1	67	396	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500465	WS5464	280.5	4017 22nd Avenue Southwest	SF	1	67	413	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500455	WS5463	281	4023 22nd Avenue Southwest	SF	1	67	420	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500450	WS5462	281	4027 22nd Avenue Southwest	SF	1	67	406	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500445	WS5461	281	4029 22nd Avenue Southwest	SF	1	67	406	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600475	WS5460	281	4031 22nd Avenue Southwest	SF	1	67	408	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600460	WS5456	282	4037 22nd Avenue Southwest	SF	1	67	414	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600455	WS5455	282	4039 22nd Avenue Southwest	SF	1	67	418	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600452	WS5454	282	4041 22nd Avenue Southwest	SF	1	67	421	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600440	WS5452	284	4049 22nd Avenue Southwest	SF	1	67	428	60	Ldn	63	68	0	0	None	No	No	60
Delridge Area: West Side of 23rd Avenue Southwest	7881500380	WS5446	279	2219 Southwest Andover Street	MF	2	67	300	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500390	WS5445	279	4008 23rd Avenue Southwest	SF	1	67	295	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500404	WS5444	280	4012 23rd Avenue Southwest	SF	1	67	302	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500400	WS5443	280	4014 23rd Avenue Southwest	SF	1	67	300	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	49
Delridge Area: West Side of 23rd Avenue Southwest	7881500408	WS5442	280	4016 23rd Avenue Southwest	SF	1	67	301	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500415	WS5441	280.5	4018 23rd Avenue Southwest	SF	1	67	305	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7881500425	WS5440	281	4022 23rd Avenue Southwest	SF	1	67	307	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7881500435	WS5437	281	4028 23rd Avenue Southwest	SF	1	67	327	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	2444600360	WS5436	282	4055 22nd Avenue Southwest	SF	1	67	335	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	2444600370	WS5435	282	4036 23rd Avenue Southwest	SF	1	67	335	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	2444600380	WS5434	282	4040 23rd Avenue Southwest	SF	1	67	338	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	2444600390	WS5432	283	4046 23rd Avenue Southwest	SF	1	67	338	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	2444600405	WS5430	283	4056 23rd Avenue Southwest	SF	1	67	367	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	2444600416	WS5427	283	4058 23rd Avenue Southwest	SF	1	67	373	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	275	3823A 23rd Avenue Southwest	MF	2	70	215	61	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	51
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	275	3831 23rd Avenue Southwest	MF	2	70	198	62	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	51
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	276	3837 23rd Avenue Southwest	MF	4	70	139	65	Ldn	65	70	4	0	East Side at 4 feet	Yes	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	277	3847 23rd Avenue Southwest	SF	1	68	168	65	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	277	3853 23rd Avenue Southwest	SF	1	68	177	65	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	278	3857 23rd Avenue Southwest	MF	1	68	154	66	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	278	2303 Southwest Andover Street	SF	1	68	187	65	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	279	4007 23rd Avenue Southwest	SF	1	67	174	66	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500350	WS5424	280	4011 23rd Avenue Southwest	SF	1	67	177	66	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500340	WS5423	280	4017 23rd Avenue Southwest	SF	1	67	164	66	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500330	WS5422	281	4021 23rd Avenue Southwest	SF	1	67	161	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500320	WS5421	281	4029 23rd Avenue Southwest	SF	1	67	179	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600335	WS5420	282	4033 23rd Avenue Southwest	SF	1	67	173	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600325	WS5416	282	4043 23rd Avenue Southwest	SF	1	67	207	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600315	WS5415	283	4049 23rd Avenue Southwest	MF	1	67	226	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600310	WS5414	283	4053 23rd Avenue Southwest	SF	1	67	241	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600300	WS5413	283	4057 23rd Avenue Southwest	SF	1	67	245	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	2444600405	WS5430	282	4056 23rd Avenue Southwest	SF	1	67	383	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Delridge Area: West Side of 23rd Avenue Southwest	2444600416	WS5427	282	4058 23rd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Delridge Area: West Side of 23rd Avenue Southwest	7891600395	WS7103	282.5	4102 23rd Avenue Southwest	SF	1	67	436	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Delridge Area: West Side of 23rd Avenue Southwest	7891600415	WS7101	283	4112 23rd Avenue Southwest	SF	1	67	475	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600315	WS5415	282	4049 23rd Avenue Southwest	MF	1	67	249	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600310	WS5414	282	4053 23rd Avenue Southwest	SF	1	67	263	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600300	WS5413	282.5	4057 23rd Avenue Southwest	SF	1	67	269	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600385	WS5411	283.5	4107 23rd Avenue Southwest	SF	1	67	344	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600365	WS7086	284	4111 23rd Avenue Southwest	SF	1	67	376	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600335	WS7085	284.5	4115 23rd Avenue Southwest	SF	1	67	401	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600330	WS7084	285	4123 23rd Avenue Southwest	SF	1	67	439	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	2444600275	WS1194	282	4050 Delridge Way Southwest	MF	4	67	137	63	Ldn	63	68	4	0	East Side at 4 feet	Yes	No	52
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600310	WS3036	285	4118 Delridge Way Southwest	SF	2	67	326	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600320	WS7074	285.5	4120 Delridge Way Southwest	MF	3	67	346	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300250	WS7072	286.5	4134 Delridge Way Southwest	SF	1	67	404	60	Ldn	63	68	0	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300255	WS7071	287	4140 Delridge Way Southwest	MF	1	67	446	60	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300125	WS5401	287	4130 25th Avenue Southwest	MF	1	65	191	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300126	WS1168	287.5	4132A 25th Avenue Southwest	MF	1	65	167	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300127	WS1166	287.5	4132B 25th Avenue Southwest	MF	1	65	203	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300133	WS1162	287.5	4138A 25th Avenue Southwest	MF	1	65	181	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300134	WS1160	288	4138B 25th Avenue Southwest	MF	1	65	206	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300136	WS1164	288	4134 25th Avenue Southwest	MF	1	65	267	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300135	WS1158	288.5	4138C 25th Avenue Southwest	MF	1	65	225	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300145	WS1156	288.5	4140 25th Avenue Southwest	SF	1	65	222	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300150	WS1154	288.5	4144 25th Avenue Southwest	SF	1	65	232	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300155	WS3026	288.5	4146A 25th Avenue Southwest	MF	1	65	240	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300160	WS3022	289	4148A 25th Avenue Southwest	MF	1	65	259	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300156	WS3028	288.5	4146B 25th Avenue Southwest	MF	1	65	290	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300161	WS3024	289	4148B 25th Avenue Southwest	MF	1	65	315	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300165	WS3020	289	4150 25th Avenue Southwest	SF	1	65	273	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300170	WS3018	289.5	2414 Southwest Genesee Street	MF	2	65	310	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300235	WS1170	287	4131 Delridge Way Southwest	SF	1	65	270	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300225	WS3034	287.5	4137 Delridge Way Southwest	MF	3	65	301	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300217	WS3032	288	4141 Delridge Way Southwest	MF	1	65	309	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300215	WS3030	288	4143 Delridge Way Southwest	MF	1	65	322	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300205	WS7061	288.5	4147 Delridge Way Southwest	MF	2	65	344	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300195	WS7060	289	4151 Delridge Way Southwest	SF	1	65	384	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	46
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300070	WS1146	289.5	4155 25th Avenue Southwest	MF	2	65	169	63	Ldn	61	67	2	0	East Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300065	WS3014	290	4159 25th Avenue Southwest	SF	1	65	196	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	7	65	95	66	Ldn	61	67	7	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	15	65	150	63	Ldn	61	67	15	0	West Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	15	65	200	63	Ldn	61	67	15	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	283.5	4065 26th Avenue Southwest	SF	1	62	408	58	Ldn	59	65	0	0	West Side at 4 feet	Yes	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	284	4069 26th Avenue Southwest	SF	1	62	488	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001204	WS6782	285	4105A 26th Avenue Southwest	MF	1	64	452	57	Ldn	61	66	0	0	West Side at 4 feet	No	No	45
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001203	WS6783	285	4103B 26th Avenue Southwest	MF	1	64	399	58	Ldn	61	66	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001202	WS6784	285	4103A 26th Avenue Southwest	MF	1	64	362	58	Ldn	61	66	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001201	WS6785	285	4101B 26th Avenue Southwest	MF	1	64	323	59	Ldn	61	66	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001206	WS6776	286	4105B 26th Avenue Southwest	MF	1	62	399	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001207	WS6777	286	4107A 26th Avenue Southwest	MF	1	62	361	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001208	WS6780	285.5	4107B 26th Avenue Southwest	MF	1	62	331	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001210	WS6781	285.5	4101A 26th Avenue Southwest	MF	1	62	297	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001205	WS6772	287	2614 Southwest Adams Street	SF	1	62	317	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001215	WS6773	286.5	2610 Southwest Adams Street	SF	1	62	287	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001216	WS6775	286.5	4111 26th Avenue Southwest	SF	1	62	257	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001235	WS6774	286.5	4117 26th Avenue Southwest	SF	1	62	241	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	253	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	213	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001730	WS6770	288	2603 Southwest Adams Street	MF	1	62	176	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001732	WS6771	288	2601 Southwest Adams Street	MF	1	62	147	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	288.5	2613 Southwest Adams Street	MF	1	62	243	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001740	WS6757	288.5	2609 Southwest Adams Street	SF	1	62	188	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001741	WS6760	288.5	2609A Southwest Adams Street	MF	1	62	170	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001950	WS6754	288.5	4215 26th Avenue Southwest	SF	2	62	115	65	Ldn	59	65	0	2	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001955	WS6752	289	2608 Southwest Nevada Street	MF	1	62	133	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001956	WS6753	288.5	4217 26th Avenue Southwest	SF	1	62	87	66	Ldn	59	65	0	1	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001915	WS6737	290	2626 Southwest Nevada Street	SF	1	62	275	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	289.5	2622D Southwest Nevada Street	MF	1	62	280	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	289.5	2622C Southwest Nevada Street	MF	1	62	244	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	289.5	2620 Southwest Nevada Street	MF	1	62	236	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001918	WS6742	289.5	2622B Southwest Nevada Street	MF	1	62	234	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001919	WS6743	289.5	2622A Southwest Nevada Street	MF	1	62	219	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001925	WS6744	289.5	2614C Southwest Nevada Street	MF	1	62	206	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358002060	WS5361	294	2641 Southwest Nevada Street	SF	1	62	189	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002051	WS5363	294	2639 Southwest Nevada Street	MF	1	65	200	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002049	WS5362	294	2637 Southwest Nevada Street	MF	1	65	169	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002045	WS5365	293	2633 Southwest Nevada Street	MF	1	65	183	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002047	WS5364	293	2635 Southwest Nevada Street	MF	1	65	158	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS61200	293	2629 Southwest Nevada Street	MF	4	65	155	61	Ldn	61	67	4	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS61200	293	2629 Southwest Nevada Street	MF	3	65	60	63	Ldn	61	67	3	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002025	WS5367	292	2623 Southwest Nevada Street	MF	2	65	134	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002015	WS5370	291.5	2621 Southwest Nevada Street	MF	1	65	118	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002005	WS5371	291	2613 Southwest Nevada Street	SF	1	65	65	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001995	WS6712	290.5	2611C Southwest Nevada Street	SF	1	65	65	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001996	WS5372	291.5	2611B Southwest Nevada Street	MF	1	65	44	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001997	WS6711	291.5	2611A Southwest Nevada Street	MF	1	65	20	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600735	WS1140	291.5	4401 26th Avenue Southwest	SF	1	65	109	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600730	WS5376	292	4405 26th Avenue Southwest	SF	1	65	115	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600725	WS5377	292	4409 26th Avenue Southwest	SF	1	65	169	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600715	WS5380	292	4415 26th Avenue Southwest	SF	1	64	204	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600712	WS5381	292.5	4419 26th Avenue Southwest	SF	1	64	239	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600710	WS5382	292.5	4421 26th Avenue Southwest	SF	1	62	279	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600705	WS5383	292.5	4425 26th Avenue Southwest	SF	1	64	313	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600700	WS5384	292.5	4429 26th Avenue Southwest	SF	1	63	363	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600695	WS5385	293	4435 26th Avenue Southwest	SF	1	63	390	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600690	WS5386	292.5	4437 26th Avenue Southwest	SF	1	63	433	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001600	WS5305	302.5	4200 30th Avenue Southwest	MF	4	62	451	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001590	WS5306	302.5	2853 Southwest Adams Street	SF	1	62	451	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001585	WS5315	302	2849 Southwest Adams Street	SF	2	62	423	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001575	WS5317	301.5	2845B Southwest Adams Street	MF	1	62	463	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001576	WS5321	301.5	2845A Southwest Adams Street	MF	1	62	467	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001578	WS5316	301.5	2847B Southwest Adams Street	MF	1	62	422	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001577	WS5320	301.5	2847A Southwest Adams Street	MF	1	62	423	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001565	WS5324	301	2841 Southwest Adams Street	MF	1	62	473	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001566	WS5322	301	2843B Southwest Adams Street	MF	1	62	427	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001567	WS5323	301	2843A Southwest Adams Street	MF	1	62	427	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001545	WS5331	300.5	2835F Southwest Adams Street	MF	1	62	461	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001544	WS5332	300.5	2835E Southwest Adams Street	MF	1	62	458	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001543	WS5333	300.5	2835D Southwest Adams Street	MF	1	62	461	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001542	WS5334	300.5	2835C Southwest Adams Street	MF	1	62	459	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001541	WS5335	300	2835B Southwest Adams Street	MF	1	62	460	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001540	WS5336	300	2835A Southwest Adams Street	MF	1	62	459	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001547	WS5326	300.5	2831 Southwest Adams Street	MF	1	62	415	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001546	WS5327	300	2829 Southwest Adams Street	MF	1	62	420	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001539	WS5330	300	2827 Southwest Adams Street	MF	1	62	421	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001530	WS5344	299.5	2825 Southwest Adams Street	MF	1	62	467	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001532	WS5345	299	2821 Southwest Adams Street	MF	1	62	467	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001538	WS5341	299.5	2823C Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001534	WS5343	299.5	2823A Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001536	WS5342	299	2823B Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001520	WS5350	299	2819 Southwest Adams Street	SF	1	62	449	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001510	WS5351	298	2809 Southwest Adams Street	SF	1	62	431	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001500	WS5356	298	2807 Southwest Adams Street	SF	1	62	438	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001490	WS5360	297	4201 28th Avenue Southwest	SF	1	62	460	47	Ldn	59	65	0	0	West Side at 4 feet	No	No	37
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001491	WS5357	297	4209 28th Avenue Southwest	SF	1	62	418	48	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001611	WS5304	303	4218 30th Avenue Southwest	MF	1	62	341	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001610	WS5303	303	2854 Southwest Nevada Street	MF	1	62	317	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001615	WS5307	302	2848 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001620	WS5310	302	2846 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001625	WS5311	301.5	2844 Southwest Nevada Street	SF	1	62	333	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001630	WS5312	301.5	2842 Southwest Nevada Street	SF	1	62	330	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001635	WS5313	301	2840 Southwest Nevada Street	SF	1	62	328	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001640	WS5314	301	2838 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001665	WS5325	300	2828 Southwest Nevada Street	SF	1	62	317	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001675	WS5337	299.5	2826 Southwest Nevada Street	SF	1	62	325	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001685	WS5340	299	2820 Southwest Nevada Street	SF	1	62	324	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001690	WS5346	298.5	2816 Southwest Nevada Street	SF	1	62	315	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001700	WS5347	298	2810 Southwest Nevada Street	MF	2	62	324	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001715	WS5352	298	2808 Southwest Nevada Street	SF	1	62	319	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001720	WS5353	298.5	2804 Southwest Nevada Street	SF	1	62	320	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001725	WS5354	297	2800 Southwest Nevada Street	SF	1	62	319	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001710	WS5355	297	4217 28th Avenue Southwest	SF	1	62	382	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002330	WS5261	303	4302 30th Avenue Southwest	MF	4	65	194	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002320	WS5262	302.5	2855 Southwest Nevada Street	MF	2	65	196	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002305	WS5264	302	2853 Southwest Nevada Street	MF	1	65	191	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002306	WS5266	301.5	2847 Southwest Nevada Street	MF	1	65	192	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	302	2851 Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	301.5	2849 Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002300	WS5267	301	2843 Southwest Nevada Street	SF	1	65	167	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002290	WS5274	300.5	2837 Southwest Nevada Street	MF	1	65	207	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002292	WS5272	301	2841 Southwest Nevada Street	MF	1	65	149	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002291	WS5273	300.5	2839 Southwest Nevada Street	MF	1	65	149	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002285	WS5276	300.5	2833A Southwest Nevada Street	MF	1	65	199	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002270	WS5280	300	2831A Southwest Nevada Street	MF	1	65	202	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002286	WS5275	300.5	2833B Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002271	WS5277	300	2831B Southwest Nevada Street	MF	1	65	150	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002265	WS5281	299.5	2827 Southwest Nevada Street	MF	2	65	174	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002260	WS5282	299	2821 Southwest Nevada Street	MF	2	65	163	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002250	WS5284	299	2817B Southwest Nevada Street	MF	1	65	201	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002256	WS5286	298.5	2815A Southwest Nevada Street	MF	1	65	198	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002252	WS5283	299	2817A Southwest Nevada Street	MF	1	65	164	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002254	WS5285	298.5	2815B Southwest Nevada Street	MF	1	65	163	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002234	WS5294	298	2811A Southwest Nevada Street	MF	1	65	206	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002232	WS5296	297.5	2807A Southwest Nevada Street	MF	1	65	201	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002236	WS5293	298	2811B Southwest Nevada Street	MF	1	65	169	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002230	WS5295	297.5	2807B Southwest Nevada Street	MF	1	65	169	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002220	WS5302	297	2801A Southwest Nevada Street	MF	1	65	223	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002221	WS5301	297	2801B Southwest Nevada Street	MF	1	65	196	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002222	WS5300	297	2801C Southwest Nevada Street	MF	1	65	174	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002223	WS5297	297	2801D Southwest Nevada Street	MF	1	65	156	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002238	WS5291	297.5	2809B Southwest Nevada Street	MF	1	65	103	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002440	WS5292	297.5	2809A Southwest Nevada Street	MF	1	65	114	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	67	Ldn	61	67	0	2	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	66	Ldn	61	67	2	0	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	66	Ldn	61	67	2	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	65	Ldn	61	67	2	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300750	WS5253	306	3055 Southwest Avalon Way	SF	1	65	238	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300745	WS5254	305.5	3051 Southwest Avalon Way	MF	2	65	278	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300740	WS5255	305	3047 Southwest Avalon Way	MF	3	65	310	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300725	WS5256	305	3039 Southwest Avalon Way	MF	2	65	377	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300710	WS5257	304	3025 Southwest Avalon Way	U	1	65	480	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	328	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304.5	4209 30th Avenue Southwest	MF	2	65	334	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304.5	4209 30th Avenue Southwest	MF	2	65	334	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301000	WS5213	309	4126 32nd Avenue Southwest	SF	1	56	325	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301005	WS5214	309	4122 32nd Avenue Southwest	SF	1	56	358	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301010	WS5215	309	4118 32nd Avenue Southwest	SF	1	56	392	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301015	WS5216	308.5	4114 32nd Avenue Southwest	SF	1	56	428	57	Ldn	56	63	1	0	West Side at 6 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301020	WS5217	309	4110 32nd Avenue Southwest	SF	1	56	475	57	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	3	65	86	61	Ldn	61	67	3	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	3	65	88	65	Ldn	61	67	3	0	West Side at 6 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	88	66	Ldn	61	67	2	0	West Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	88	61	Ldn	61	67	2	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	88	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	88	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300920	WS5226	306.5	3074 Southwest Avalon Way	MF	4	65	319	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300913	WS5230	307.5	3070H Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300911	WS5235	307.5	3070F Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300899	WS5243	307.5	3070C Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300897	WS5247	307.5	3070A Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300914	WS5227	307.5	3070I Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300905	WS5240	307.5	3070E Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300912	WS5234	307.5	3070G Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300900	WS5242	307.5	3070D Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300898	WS5246	307.5	3070B Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300909	WS5232	307	3062H Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300907	WS5237	307	3062F Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300903	WS5245	307	3062C Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300901	WS5251	307	3062A Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300910	WS5231	307	3062I Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300906	WS5241	307	3062E Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300908	WS5236	307	3062G Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300904	WS5244	307	3062D Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300902	WS5250	307	3062B Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	286	4112 28th Avenue Southwest	PK	1	55	751	55	Leq	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	290	4112 28th Avenue Southwest	PK	1	55	694	55	Leq	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Longfellow Creek Natural Area	9358001865	WS12010	293	4111 26th Avenue Southwest	PK	1	62	318	57	Leq	64	70	0	0	West Side at 4 feet	No	No	45
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	305	4470 35th Avenue Southwest	Commercial	0	67	96	65	Leq	68	73	0	0	None	No	No	65

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	303	4470 35th Avenue Southwest	Commercial	0	67	159	65	Leq	68	73	0	0	None	No	No	65
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	300.5	4470 35th Avenue Southwest	Commercial	0	67	95	67	Leq	68	73	0	0	None	No	No	67
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	297.5	4470 35th Avenue Southwest	Commercial	0	67	106	63	Leq	68	73	0	0	None	No	No	63
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	293.5	4470 35th Avenue Southwest	Commercial	0	67	123	62	Leq	68	73	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	4	68	201	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	4	68	201	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	5	68	201	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	5	68	201	63	Ldn	63	69	5	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301930	WS5167	307.5	3211 Southwest Avalon Way	MF	4	68	127	64	Ldn	63	69	4	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300186	WS7513	289	2406 Southwest Genesee Street	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300187	WS7512	289	2404 Southwest Genesee Street	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300188	WS7510	289	2402 Southwest Genesee Street	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300189	WS7507	289	2400 Southwest Genesee Street	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300190	WS7511	289	4155 Delridge Way Southwest	MF	1	65	376	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300922	WS7546	307.5	3078H Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300923	WS7547	307.5	3078G Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300924	WS7550	307.5	3078F Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300925	WS5225	307.5	3078E Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300926	WS7551	307.5	3078D Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300927	WS7552	307.5	3078C Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300928	WS7553	307.5	3078B Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300929	WS7554	307.5	3078A Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300935	WS5222	309	3104B Southwest Avalon Way	MF	1	65	204	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300940	WS7566	307.5	3104F Southwest Avalon Way	MF	1	65	172	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300941	WS7564	307.5	3104G Southwest Avalon Way	MF	1	65	183	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300942	WS7565	307.5	3104H Southwest Avalon Way	MF	1	65	162	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300943	WS7572	308	3104A Southwest Avalon Way	MF	1	65	180	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300944	WS7571	308	3104C Southwest Avalon Way	MF	1	65	175	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300946	WS7570	308	3104D Southwest Avalon Way	MF	1	65	175	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300947	WS7567	307.5	3104E Southwest Avalon Way	MF	1	65	173	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001940	WS6751	289	2612B Southwest Nevada Street	MF	1	62	184	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001939	WS7533	289	2612C Southwest Nevada Street	MF	1	62	184	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001941	WS7534	289	2610 Southwest Nevada Street	MF	1	62	184	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001942	WS7532	289	2612A Southwest Nevada Street	MF	1	62	184	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300931	WS7555	307.5	3088A Southwest Avalon Way	MF	1	65	209	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300932	WS7556	307.5	3088B Southwest Avalon Way	MF	1	65	158	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300933	WS5223	307.5	3088C Southwest Avalon Way	MF	1	65	200	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300934	WS7557	308	3088D Southwest Avalon Way	MF	1	65	204	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300936	WS7560	308	3088E Southwest Avalon Way	MF	1	65	206	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300937	WS7561	308	3088F Southwest Avalon Way	MF	1	65	210	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300938	WS7562	308.5	3088G Southwest Avalon Way	MF	1	65	236	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300939	WS7563	308.5	3088H Southwest Avalon Way	MF	1	65	215	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	66	Ldn	63	69	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	66	Ldn	63	69	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001612	WS7542	303	4214 30th Avenue Southwest	MF	1	62	400	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001613	WS7541	303	4216 30th Avenue Southwest	MF	1	62	386	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001614	WS7540	303	4220 30th Avenue Southwest	MF	1	62	357	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001618	WS7537	303	2858 Southwest Nevada Street	MF	1	62	318	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001617	WS7536	303	2856 Southwest Nevada Street	MF	1	62	318	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001616	WS7535	302	2852 Southwest Nevada Street	MF	1	62	317	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-10. Summary of Noise Analysis – Dakota Street Station North Alignment Option (DEL-1b)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700585	WS5532	270.5	3819 21st Avenue Southwest	MF	2	62	512	59	Ldn	59	65	2	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	271	3816 22nd Avenue Southwest	MF	1	62	414	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	271.5	3824 22nd Avenue Southwest	SF	1	62	425	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700435	WS5511	272	3830 22nd Avenue Southwest	SF	1	62	438	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700445	WS5510	272.5	3834 22nd Avenue Southwest	SF	1	62	463	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	270.5	3818 22nd Avenue Southwest	MF	1	62	404	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	270	3813 22nd Avenue Southwest	MF	2	69	197	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	270	3817 22nd Avenue Southwest	MF	2	69	231	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	270	3821 22nd Avenue Southwest	SF	1	67	253	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	271	3833 22nd Avenue Southwest	MF	2	67	268	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	272	3833 22nd Avenue Southwest	MF	3	67	282	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	273	3833 22nd Avenue Southwest	MF	2	67	319	56	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	46
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700275	WS5491	273	3843 22nd Avenue Southwest	MF	2	67	385	55	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	45
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700265	WS5490	274	3849 22nd Avenue Southwest	MF	3	67	388	55	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	45
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700270	WS5487	275	3853 22nd Avenue Southwest	SF	1	67	394	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700160	WS5484	271	3816 23rd Avenue Southwest	MF	2	69	140	62	Ldn	64	70	0	0	East Side at 4 feet	No	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	272	3824 23rd Avenue Southwest	MF	2	68	191	62	Ldn	63	69	0	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	272.5	3832 23rd Avenue Southwest	SF	1	67	221	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	273	3836 23rd Avenue Southwest	SF	1	67	240	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	274	3842 23rd Avenue Southwest	SF	1	66	237	61	Ldn	62	68	0	0	East Side at 4 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	275	3844 23rd Avenue Southwest	SF	4	65	243	62	Ldn	61	67	4	0	East Side at 4 feet	Yes	No	51
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	275	3852 23rd Avenue Southwest	SF	1	64	275	62	Ldn	61	66	1	0	East Side at 4 feet	Yes	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	272.5	3823A 23rd Avenue Southwest	MF	2	70	100	63	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	273.5	3831 23rd Avenue Southwest	MF	2	70	110	63	Ldn	65	70	0	0	East Side at 4 feet	Yes	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	4	70	85	66	Ldn	65	70	4	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	2	70	85	66	Ldn	65	70	2	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	275	3847 23rd Avenue Southwest	SF	1	68	36	70	Ldn	63	69	0	1	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	275.5	3853 23rd Avenue Southwest	SF	1	68	125	66	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700245	WS5486	276.5	2208 Southwest Andover Street	MF	3	67	398	53	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	44
Duwamish Area: Secrets Studio Records, Inc.	2848700230	WS5474	276.5	3856 23rd Avenue Southwest	REC	1	64	258	61	Leq	61	66	1	0	East Side at 4 feet	Yes	No	51
Delridge Area: West Side of 23rd Avenue Southwest	7881500380	WS5446	277	2219 Southwest Andover Street	MF	2	67	278	57	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	47
Delridge Area: West Side of 23rd Avenue Southwest	7881500500	WS5470	277	4003 22nd Avenue Southwest	SF	1	67	388	52	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	45
Delridge Area: West Side of 23rd Avenue Southwest	7881500390	WS5445	277.5	4008 23rd Avenue Southwest	SF	1	67	278	56	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500490	WS5467	277.5	4007 22nd Avenue Southwest	SF	1	67	414	52	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	45
Delridge Area: West Side of 23rd Avenue Southwest	7881500404	WS5444	278	4012 23rd Avenue Southwest	SF	1	67	290	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51
Delridge Area: West Side of 23rd Avenue Southwest	7881500480	WS5466	278	4011 22nd Avenue Southwest	SF	1	67	402	53	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	47
Delridge Area: West Side of 23rd Avenue Southwest	7881500400	WS5443	278.5	4014 23rd Avenue Southwest	SF	1	67	292	56	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	46
Delridge Area: West Side of 23rd Avenue Southwest	7881500475	WS5465	278.5	4015 22nd Avenue Southwest	SF	1	67	379	52	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	46
Delridge Area: West Side of 23rd Avenue Southwest	7881500408	WS5442	278.5	4016 23rd Avenue Southwest	SF	1	67	297	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Delridge Area: West Side of 23rd Avenue Southwest	7881500465	WS5464	278.5	4017 22nd Avenue Southwest	SF	1	67	413	53	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	47
Delridge Area: West Side of 23rd Avenue Southwest	7881500415	WS5441	279	4018 23rd Avenue Southwest	SF	1	67	304	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500425	WS5440	279.5	4022 23rd Avenue Southwest	SF	1	67	311	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51
Delridge Area: West Side of 23rd Avenue Southwest	7881500455	WS5463	279.5	4023 22nd Avenue Southwest	SF	1	67	390	57	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Delridge Area: West Side of 23rd Avenue Southwest	7881500435	WS5437	280	4028 23rd Avenue Southwest	SF	1	67	337	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500450	WS5462	280	4027 22nd Avenue Southwest	SF	1	67	416	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500445	WS5461	280	4029 22nd Avenue Southwest	SF	1	67	412	57	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest	2444600360	WS5436	280.5	4055 22nd Avenue Southwest	SF	1	67	348	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	2444600475	WS5460	280.5	4031 22nd Avenue Southwest	SF	1	67	421	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	2444600370	WS5435	281	4036 23rd Avenue Southwest	SF	1	67	344	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600460	WS5456	281	4037 22nd Avenue Southwest	SF	1	67	431	57	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	2444600455	WS5455	281	4039 22nd Avenue Southwest	SF	1	67	438	57	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	2444600380	WS5434	281.5	4040 23rd Avenue Southwest	SF	1	67	359	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600452	WS5454	281.5	4041 22nd Avenue Southwest	SF	1	67	445	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	2444600390	WS5432	282	4046 23rd Avenue Southwest	SF	1	67	367	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600440	WS5452	282	4049 22nd Avenue Southwest	SF	1	67	467	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	2444600405	WS5430	283	4056 23rd Avenue Southwest	SF	1	67	420	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600416	WS5427	283	4058 23rd Avenue Southwest	SF	1	67	434	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	276.5	3857 23rd Avenue Southwest	MF	1	68	119	65	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	278	4007 23rd Avenue Southwest	SF	1	67	159	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500350	WS5424	278.5	4011 23rd Avenue Southwest	SF	1	67	166	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500340	WS5423	279	4017 23rd Avenue Southwest	SF	1	67	162	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500330	WS5422	279.5	4021 23rd Avenue Southwest	SF	1	67	149	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500320	WS5421	280	4029 23rd Avenue Southwest	SF	1	67	182	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600335	WS5420	280	4033 23rd Avenue Southwest	SF	1	67	185	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600325	WS5416	281.5	4043 23rd Avenue Southwest	SF	1	67	213	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600275	WS1194	282	4050 Delridge Way Southwest	MF	2	67	135	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600315	WS5415	282	4049 23rd Avenue Southwest	MF	1	67	247	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600310	WS5414	282.5	4053 23rd Avenue Southwest	SF	1	67	282	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600300	WS5413	283	4057 23rd Avenue Southwest	SF	1	67	289	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	277	2303 Southwest Andover Street	SF	1	68	163	63	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	284	4065 26th Avenue Southwest	SF	1	62	390	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	285	4069 26th Avenue Southwest	SF	1	62	377	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001201	WS6785	286	4101B 26th Avenue Southwest	MF	1	64	308	59	Ldn	61	66	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	232	60	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	232	62	Ldn	61	67	6	0	West Side at 4 feet	Yes	No	51
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	232	63	Ldn	61	67	6	0	West Side at 4 feet	Yes	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	127	65	Ldn	61	67	4	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	127	65	Ldn	61	67	4	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	127	65	Ldn	61	67	4	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	120	65	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	120	65	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	120	65	Ldn	61	67	2	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001210	WS6781	286	4101A 26th Avenue Southwest	MF	1	62	289	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001216	WS6775	286	4111 26th Avenue Southwest	SF	1	62	255	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001235	WS6774	287	4117 26th Avenue Southwest	SF	1	62	231	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001202	WS6784	286	4103A 26th Avenue Southwest	MF	1	64	347	59	Ldn	61	66	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001208	WS6780	286	4107B 26th Avenue Southwest	MF	1	62	318	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001215	WS6773	287	2610 Southwest Adams Street	SF	1	62	280	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001203	WS6783	286	4103B 26th Avenue Southwest	MF	1	64	383	58	Ldn	61	66	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001207	WS6777	286	4107A 26th Avenue Southwest	MF	1	62	352	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001205	WS6772	287	2614 Southwest Adams Street	SF	1	62	318	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001204	WS6782	286	4105A 26th Avenue Southwest	MF	1	64	412	58	Ldn	61	66	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001206	WS6776	287	4105B 26th Avenue Southwest	MF	1	62	319	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001732	WS6771	288	2601 Southwest Adams Street	MF	1	62	141	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001950	WS6754	288	4215 26th Avenue Southwest	SF	2	62	105	65	Ldn	59	65	0	2	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001956	WS6753	289	4217 26th Avenue Southwest	SF	1	62	72	65	Ldn	59	65	0	1	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001730	WS6770	288	2603 Southwest Adams Street	MF	1	62	156	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001741	WS6760	288	2609A Southwest Adams Street	MF	1	62	160	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001955	WS6752	289	2608 Southwest Nevada Street	MF	1	62	118	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	199	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	210	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	220	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	231	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	260	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	272	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	284	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	289	2613 Southwest Adams Street	MF	1	62	220	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	289	2613 Southwest Adams Street	MF	1	62	246	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001940	WS6751	289	2612B Southwest Nevada Street	MF	1	62	167	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	289	2620 Southwest Nevada Street	MF	1	62	224	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	290	2620 Southwest Nevada Street	MF	1	62	257	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001925	WS6744	290	2614C Southwest Nevada Street	MF	1	62	183	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001919	WS6743	290	2622A Southwest Nevada Street	MF	1	62	191	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001918	WS6742	290	2622B Southwest Nevada Street	MF	1	62	201	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	291	2622C Southwest Nevada Street	MF	1	62	215	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	291	2622C Southwest Nevada Street	MF	1	62	223	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	291	2622D Southwest Nevada Street	MF	1	62	227	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	291	2622D Southwest Nevada Street	MF	1	62	334	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300071	WS1150	289	4151 25th Avenue Southwest	SF	1	62	140	63	Ldn	59	65	1	0	East Side at 4 feet	No	No	52
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300070	WS1146	289	4155 25th Avenue Southwest	MF	2	65	172	63	Ldn	61	67	2	0	East Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300065	WS3014	290	4159 25th Avenue Southwest	SF	1	65	194	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600215	WS1172	286	4127 Delridge Way Southwest	SF	1	62	233	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	286	4128B 25th Avenue Southwest	MF	1	65	112	65	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300125	WS5401	287	4130 25th Avenue Southwest	MF	1	65	154	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300133	WS1162	287	4138A 25th Avenue Southwest	MF	1	65	167	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300134	WS1160	287	4138B 25th Avenue Southwest	MF	1	65	179	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300135	WS1158	287	4138C 25th Avenue Southwest	MF	1	65	187	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300126	WS1168	287	4132A 25th Avenue Southwest	MF	1	65	178	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300127	WS1166	287	4132B 25th Avenue Southwest	MF	1	65	191	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300136	WS1164	287	4134 25th Avenue Southwest	MF	1	65	221	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300145	WS1156	288	4140 25th Avenue Southwest	SF	1	65	206	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300150	WS1154	288	4144 25th Avenue Southwest	SF	1	65	218	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300155	WS3026	288	4146A 25th Avenue Southwest	MF	1	65	226	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300156	WS3028	288	4146B 25th Avenue Southwest	MF	1	65	266	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300160	WS3022	288	4148A 25th Avenue Southwest	MF	1	65	244	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300161	WS3024	288	4148B 25th Avenue Southwest	MF	1	65	279	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300165	WS3020	288	4150 25th Avenue Southwest	SF	1	65	264	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300170	WS3018	289	2414 Southwest Genesee Street	MF	2	65	305	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300235	WS1170	286	4131 Delridge Way Southwest	SF	1	65	254	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300225	WS3034	286	4137 Delridge Way Southwest	MF	3	65	286	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300217	WS3032	287	4141 Delridge Way Southwest	MF	1	65	294	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300215	WS3030	287	4143 Delridge Way Southwest	MF	1	65	306	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300205	WS7061	287	4147 Delridge Way Southwest	MF	2	65	330	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300195	WS7060	288	4151 Delridge Way Southwest	SF	1	65	368	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600310	WS3036	284	4118 Delridge Way Southwest	SF	2	67	314	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600320	WS7074	284	4120 Delridge Way Southwest	MF	3	67	338	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300250	WS7072	286	4134 Delridge Way Southwest	SF	1	67	399	60	Ldn	63	68	0	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600385	WS5411	283	4107 23rd Avenue Southwest	SF	1	67	322	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600365	WS7086	283	4111 23rd Avenue Southwest	SF	1	67	353	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600335	WS7085	284	4115 23rd Avenue Southwest	SF	1	67	381	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600330	WS7084	284	4123 23rd Avenue Southwest	SF	1	67	411	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001995	WS6712	291	2611C Southwest Nevada Street	SF	1	65	54	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002005	WS5371	291	2613 Southwest Nevada Street	SF	1	65	55	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002015	WS5370	292	2621 Southwest Nevada Street	MF	1	65	104	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002025	WS5367	292	2623 Southwest Nevada Street	MF	2	65	122	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS61200	293	2629 Southwest Nevada Street	MF	3	65	46	63	Ldn	61	67	3	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS61200	294	2629 Southwest Nevada Street	MF	4	65	124	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002045	WS5365	293	2633 Southwest Nevada Street	MF	1	65	165	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002051	WS5363	294	2639 Southwest Nevada Street	MF	1	65	182	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002047	WS5364	293	2635 Southwest Nevada Street	MF	1	65	137	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002049	WS5362	294	2637 Southwest Nevada Street	MF	1	65	153	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002060	WS5361	294	2641 Southwest Nevada Street	SF	1	62	177	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600735	WS1140	291	4401 26th Avenue Southwest	SF	1	65	116	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600730	WS5376	292	4405 26th Avenue Southwest	SF	1	65	121	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600725	WS5377	292	4409 26th Avenue Southwest	SF	1	65	179	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600715	WS5380	292	4415 26th Avenue Southwest	SF	1	64	216	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600712	WS5381	292	4419 26th Avenue Southwest	SF	1	64	242	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600710	WS5382	292	4421 26th Avenue Southwest	SF	1	62	283	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600705	WS5383	292	4425 26th Avenue Southwest	SF	1	64	320	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600700	WS5384	292	4429 26th Avenue Southwest	SF	1	63	367	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600695	WS5385	293	4435 26th Avenue Southwest	SF	1	63	391	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600690	WS5386	293	4437 26th Avenue Southwest	SF	1	63	441	58	Ldn	60	66	0	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001725	WS5354	297	2800 Southwest Nevada Street	SF	1	62	286	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001710	WS5355	297	4217 28th Avenue Southwest	SF	1	62	346	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001720	WS5353	298	2804 Southwest Nevada Street	SF	1	62	284	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001715	WS5352	298	2808 Southwest Nevada Street	SF	1	62	281	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001700	WS5347	298	2810 Southwest Nevada Street	MF	2	62	281	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001690	WS5346	299	2816 Southwest Nevada Street	SF	1	62	269	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001685	WS5340	299	2820 Southwest Nevada Street	SF	1	62	276	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001675	WS5337	299	2826 Southwest Nevada Street	SF	1	62	275	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001665	WS5325	300	2828 Southwest Nevada Street	SF	1	62	266	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001640	WS5314	301	2838 Southwest Nevada Street	SF	1	62	268	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001635	WS5313	301	2840 Southwest Nevada Street	SF	1	62	272	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001630	WS5312	301	2842 Southwest Nevada Street	SF	1	62	273	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001625	WS5311	302	2844 Southwest Nevada Street	SF	1	62	274	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001620	WS5310	302	2846 Southwest Nevada Street	SF	1	62	268	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001615	WS5307	302	2848 Southwest Nevada Street	SF	1	62	265	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001610	WS5303	303	2854 Southwest Nevada Street	MF	1	62	262	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001611	WS5304	303	4218 30th Avenue Southwest	MF	1	62	317	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001491	WS5357	298	4209 28th Avenue Southwest	SF	1	62	384	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001490	WS5360	298	4201 28th Avenue Southwest	SF	1	62	431	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001500	WS5356	298	2807 Southwest Adams Street	SF	1	62	400	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001510	WS5351	298	2809 Southwest Adams Street	SF	1	62	396	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001520	WS5350	299	2819 Southwest Adams Street	SF	1	62	392	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001534	WS5343	299	2823A Southwest Adams Street	MF	1	62	375	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001536	WS5342	300	2823B Southwest Adams Street	MF	1	62	373	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001538	WS5341	300	2823C Southwest Adams Street	MF	1	62	373	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001532	WS5345	300	2821 Southwest Adams Street	MF	1	62	415	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001530	WS5344	300	2825 Southwest Adams Street	MF	1	62	414	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001539	WS5330	300	2827 Southwest Adams Street	MF	1	62	358	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001546	WS5327	300	2829 Southwest Adams Street	MF	1	62	359	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001547	WS5326	300	2831 Southwest Adams Street	MF	1	62	358	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001540	WS5336	301	2835A Southwest Adams Street	MF	1	62	404	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001541	WS5335	300	2835B Southwest Adams Street	MF	1	62	405	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001542	WS5334	300	2835C Southwest Adams Street	MF	1	62	404	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001543	WS5333	300	2835D Southwest Adams Street	MF	1	62	404	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001544	WS5332	301	2835E Southwest Adams Street	MF	1	62	404	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001545	WS5331	301	2835F Southwest Adams Street	MF	1	62	401	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001567	WS5323	301	2843A Southwest Adams Street	MF	1	62	371	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001566	WS5322	301	2843B Southwest Adams Street	MF	1	62	370	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001577	WS5320	301	2847A Southwest Adams Street	MF	1	62	369	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001578	WS5316	301	2847B Southwest Adams Street	MF	1	62	371	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001565	WS5324	301	2841 Southwest Adams Street	MF	1	62	417	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001576	WS5321	302	2845A Southwest Adams Street	MF	1	62	407	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001575	WS5317	302	2845B Southwest Adams Street	MF	1	62	407	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001585	WS5315	302	2849 Southwest Adams Street	SF	2	62	378	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001590	WS5306	302	2853 Southwest Adams Street	SF	1	62	397	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001600	WS5305	303	4200 30th Avenue Southwest	MF	4	62	394	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002440	WS5292	297	2809A Southwest Nevada Street	MF	1	65	83	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002223	WS5297	297	2801D Southwest Nevada Street	MF	1	65	110	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002222	WS5300	297	2801C Southwest Nevada Street	MF	1	65	139	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002221	WS5301	297	2801B Southwest Nevada Street	MF	1	65	159	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002220	WS5302	297	2801A Southwest Nevada Street	MF	1	65	186	52	Ldn	61	67	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002230	WS5295	298	2807B Southwest Nevada Street	MF	1	65	134	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002232	WS5296	298	2807A Southwest Nevada Street	MF	1	65	166	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002236	WS5293	298	2811B Southwest Nevada Street	MF	1	65	130	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002234	WS5294	298	2811A Southwest Nevada Street	MF	1	65	160	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002254	WS5285	298	2815B Southwest Nevada Street	MF	1	65	120	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002256	WS5286	298	2815A Southwest Nevada Street	MF	1	65	153	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002252	WS5283	299	2817A Southwest Nevada Street	MF	1	65	117	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002250	WS5284	299	2817B Southwest Nevada Street	MF	1	65	147	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002260	WS5282	299	2821 Southwest Nevada Street	MF	2	65	114	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002265	WS5281	300	2827 Southwest Nevada Street	MF	2	65	119	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002271	WS5277	300	2831B Southwest Nevada Street	MF	1	65	99	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002270	WS5280	300	2831A Southwest Nevada Street	MF	1	65	148	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002286	WS5275	300	2833B Southwest Nevada Street	MF	1	65	102	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002285	WS5276	300	2833A Southwest Nevada Street	MF	1	65	148	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002291	WS5273	301	2839 Southwest Nevada Street	MF	1	65	102	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002292	WS5272	301	2841 Southwest Nevada Street	MF	1	65	102	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002290	WS5274	301	2837 Southwest Nevada Street	MF	1	65	153	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002300	WS5267	301	2843 Southwest Nevada Street	SF	1	65	111	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	302	2849 Southwest Nevada Street	MF	1	65	100	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002306	WS5266	302	2847 Southwest Nevada Street	MF	1	65	151	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	302	2851 Southwest Nevada Street	MF	1	65	101	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002305	WS5264	302	2853 Southwest Nevada Street	MF	1	65	151	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002320	WS5262	302	2855 Southwest Nevada Street	MF	2	65	136	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002330	WS5261	303	4302 30th Avenue Southwest	MF	2	65	136	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	136	64	Ldn	61	67	4	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	136	64	Ldn	61	67	4	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	136	64	Ldn	61	67	4	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	149	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	149	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	149	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	273	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	273	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	273	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300750	WS5253	306	3055 Southwest Avalon Way	SF	1	65	181	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300745	WS5254	306	3051 Southwest Avalon Way	MF	2	65	222	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300740	WS5255	305	3047 Southwest Avalon Way	MF	3	65	251	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300725	WS5256	305	3039 Southwest Avalon Way	MF	2	65	308	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300710	WS5257	304	3025 Southwest Avalon Way	U	1	65	402	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	42
Delridge Area: Longfellow Creek Natural Area	9358001865	WS12010	295	4111 26th Avenue Southwest	PK	1	62	321	57	Leq	64	70	0	0	West Side at 4 feet	No	No	47
Delridge Area: Longfellow Creek Natural Area	9358001840	WS5393	297	4200 28th Avenue Southwest	MF	3	62	414	59	Ldn	59	65	3	0	West Side at 4 feet	No	No	48
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	293.5	4470 35th Avenue Southwest	Commercial	0	67	101	63	Leq	68	73	0	0	West Side at 4 feet	No	No	52
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	297.5	4470 35th Avenue Southwest	Commercial	0	67	102	65	Leq	68	73	0	0	West Side at 4 feet	No	No	54
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	300.5	4470 35th Avenue Southwest	Commercial	0	67	118	64	Leq	68	73	0	0	West Side at 4 feet	No	No	53
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	303	4470 35th Avenue Southwest	Commercial	0	67	182	63	Leq	68	73	0	0	West Side at 4 feet	No	No	52
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	304.5	4470 35th Avenue Southwest	Commercial	0	67	115	64	Leq	68	73	0	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	54	68	Ldn	61	67	0	2	West Side at 6 feet	No	No	56
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	54	68	Ldn	61	67	0	2	West Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	54	70	Ldn	61	67	0	2	West Side at 6 feet	No	No	58
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300975	WS5206	309	4144 32nd Avenue Southwest	SF	1	65	129	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300980	WS5207	309	4140 32nd Avenue Southwest	SF	1	65	161	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300985	WS5210	309	4136 32nd Avenue Southwest	SF	1	65	203	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300990	WS5211	309	4134 32nd Avenue Southwest	SF	1	65	230	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300995	WS5212	309	4130 32nd Avenue Southwest	SF	1	56	271	60	Ldn	56	63	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301000	WS5213	309	4126 32nd Avenue Southwest	SF	1	56	313	60	Ldn	56	63	1	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301005	WS5214	308	4122 32nd Avenue Southwest	SF	1	56	342	59	Ldn	56	63	1	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301010	WS5215	308	4118 32nd Avenue Southwest	SF	1	56	374	59	Ldn	56	63	1	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301015	WS5216	308	4114 32nd Avenue Southwest	SF	1	56	400	58	Ldn	56	63	1	0	West Side at 6 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301020	WS5217	308	4110 32nd Avenue Southwest	SF	1	56	459	58	Ldn	56	63	1	0	West Side at 6 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300920	WS5226	307	3074 Southwest Avalon Way	MF	4	65	278	62	Ldn	61	67	4	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300898	WS5246	307	3070B Southwest Avalon Way	MF	1	65	302	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300900	WS5242	307	3070D Southwest Avalon Way	MF	1	65	310	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300912	WS5234	307	3070G Southwest Avalon Way	MF	1	65	326	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300914	WS5227	307	3070I Southwest Avalon Way	MF	1	65	333	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300897	WS5247	307	3070A Southwest Avalon Way	MF	1	65	329	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300899	WS5243	307	3070C Southwest Avalon Way	MF	1	65	340	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300905	WS5240	307	3070E Southwest Avalon Way	MF	1	65	319	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300911	WS5235	307	3070F Southwest Avalon Way	MF	1	65	353	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300913	WS5230	307	3070H Southwest Avalon Way	MF	1	65	360	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300902	WS5250	306	3062B Southwest Avalon Way	MF	1	65	357	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300904	WS5244	306	3062D Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300908	WS5236	307	3062G Southwest Avalon Way	MF	1	65	381	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300910	WS5231	307	3062I Southwest Avalon Way	MF	1	65	388	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300901	WS5251	306	3062A Southwest Avalon Way	MF	1	65	386	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300903	WS5245	306	3062C Southwest Avalon Way	MF	1	65	395	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300906	WS5241	307	3062E Southwest Avalon Way	MF	1	65	375	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300907	WS5237	307	3062F Southwest Avalon Way	MF	1	65	409	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300909	WS5232	307	3062H Southwest Avalon Way	MF	1	65	416	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	307	3060 Southwest Avalon Way	MF	3	65	433	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
West Side Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	309	3230 Southwest Avalon Way	MF	1	68	88	68	Ldn	63	69	1	0	East Side at 6 feet	No	No	55
West Side Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	309	3210 Southwest Avalon Way	MF	2	68	41	69	Ldn	63	69	0	2	East Side at 6 feet	No	No	57
West Side Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	309	3210 Southwest Avalon Way	MF	2	68	41	69	Ldn	63	69	0	2	East Side at 6 feet	No	No	58
West Side Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	309	3221 Southwest Avalon Way	MF	4	68	250	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Side Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	309	3221 Southwest Avalon Way	MF	4	68	250	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	49
West Side Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308	3221 Southwest Avalon Way	MF	5	68	283	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Side Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308	3221 Southwest Avalon Way	MF	5	68	283	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Side Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301930	WS5167	308	3211 Southwest Avalon Way	MF	2	68	155	64	Ldn	63	69	2	0	East Side at 4 feet	No	No	53
West Side Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	307	3201 Southwest Avalon Way	MF	2	68	66	66	Ldn	63	69	2	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300186	WS7513	288	2406 Southwest Genesee Street	MF	1	65	380	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300187	WS7512	288	2404 Southwest Genesee Street	MF	1	65	380	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300188	WS7510	288	2402 Southwest Genesee Street	MF	1	65	380	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300189	WS7507	288	2400 Southwest Genesee Street	MF	1	65	380	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300190	WS7511	288	4155 Delridge Way Southwest	MF	1	65	380	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300922	WS7546	307.5	3078H Southwest Avalon Way	MF	1	65	240	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300923	WS7547	307.5	3078G Southwest Avalon Way	MF	1	65	240	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300924	WS7550	307.5	3078F Southwest Avalon Way	MF	1	65	240	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300925	WS5225	307.5	3078E Southwest Avalon Way	MF	1	65	240	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300926	WS7551	307.5	3078D Southwest Avalon Way	MF	1	65	240	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300927	WS7552	307.5	3078C Southwest Avalon Way	MF	1	65	240	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300928	WS7553	307.5	3078B Southwest Avalon Way	MF	1	65	240	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300929	WS7554	307.5	3078A Southwest Avalon Way	MF	1	65	240	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300935	WS5222	309	3104B Southwest Avalon Way	MF	1	65	182	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300940	WS7566	307.5	3104F Southwest Avalon Way	MF	1	65	140	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300941	WS7564	307.5	3104G Southwest Avalon Way	MF	1	65	145	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300942	WS7565	307.5	3104H Southwest Avalon Way	MF	1	65	127	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300943	WS7572	307.5	3104A Southwest Avalon Way	MF	1	65	161	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300944	WS7571	308	3104C Southwest Avalon Way	MF	1	65	150	62	Ldn	61	67	1	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300946	WS7570	308	3104D Southwest Avalon Way	MF	1	65	145	62	Ldn	61	67	1	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300947	WS7567	307.5	3104E Southwest Avalon Way	MF	1	65	140	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001939	WS7533	289	2612C Southwest Nevada Street	MF	1	62	177	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001941	WS7534	289	2610 Southwest Nevada Street	MF	1	62	177	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001942	WS7532	289	2612A Southwest Nevada Street	MF	1	62	177	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300931	WS7555	307	3088A Southwest Avalon Way	MF	1	65	169	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300932	WS7556	307	3088B Southwest Avalon Way	MF	1	65	157	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300933	WS5223	307.5	3088C Southwest Avalon Way	MF	1	65	169	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300934	WS7557	307.5	3088D Southwest Avalon Way	MF	1	65	173	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300936	WS7560	308	3088E Southwest Avalon Way	MF	1	65	177	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300937	WS7561	308	3088F Southwest Avalon Way	MF	1	65	184	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300938	WS7562	308	3088G Southwest Avalon Way	MF	1	65	210	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300939	WS7563	308	3088H Southwest Avalon Way	MF	1	65	191	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001612	WS7542	303	4214 30th Avenue Southwest	MF	1	62	344	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001613	WS7541	303	4216 30th Avenue Southwest	MF	1	62	331	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001614	WS7540	303	4220 30th Avenue Southwest	MF	1	62	302	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001618	WS7537	303	2858 Southwest Nevada Street	MF	1	62	263	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001617	WS7536	303	2856 Southwest Nevada Street	MF	1	62	263	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001616	WS7535	302	2852 Southwest Nevada Street	MF	1	62	264	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	51

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-11. Summary of Noise Analysis – Dakota Street Station Lower Height Alternative (DEL-2a)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700585	WS5532	270.5	3819 21st Avenue Southwest	MF	2	62	512	59	Ldn	59	65	2	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	271	3816 22nd Avenue Southwest	MF	1	62	414	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	271.5	3824 22nd Avenue Southwest	SF	1	62	425	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700435	WS5511	272	3830 22nd Avenue Southwest	SF	1	62	438	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700445	WS5510	272.5	3834 22nd Avenue Southwest	SF	1	62	463	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53

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Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700406	WS5514	270.5	3818 22nd Avenue Southwest	MF	1	62	404	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	270	3813 22nd Avenue Southwest	MF	2	69	197	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	270	3817 22nd Avenue Southwest	MF	2	69	231	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	270	3821 22nd Avenue Southwest	SF	1	67	253	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS8180 0	271	3833 22nd Avenue Southwest	MF	2	67	268	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS8180 0	272	3833 22nd Avenue Southwest	MF	3	67	282	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55

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Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS8180 0	273	3833 22nd Avenue Southwest	MF	2	67	319	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700275	WS5491	273	3843 22nd Avenue Southwest	MF	2	67	385	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700265	WS5490	274	3849 22nd Avenue Southwest	MF	3	67	388	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700270	WS5487	275	3853 22nd Avenue Southwest	SF	1	67	394	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700245	WS5486	276	2208 Southwest Andover Street	MF	3	67	389	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700160	WS5484	271	3816 23rd Avenue Southwest	MF	2	69	140	66	Ldn	64	70	2	0	East Side at 4 feet	No	No	56

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Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	272	3824 23rd Avenue Southwest	MF	2	68	191	64	Ldn	63	69	2	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	272.5	3832 23rd Avenue Southwest	SF	1	67	221	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	273	3836 23rd Avenue Southwest	SF	1	67	240	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	274	3842 23rd Avenue Southwest	SF	1	66	237	64	Ldn	62	68	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	275	3844 23rd Avenue Southwest	SF	4	65	243	63	Ldn	61	67	4	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	275	3852 23rd Avenue Southwest	SF	1	64	275	61	Ldn	61	66	1	0	East Side at 4 feet	Yes	No	55

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Delridge Area: West Side of 23rd Avenue Southwest	7881500500	WS5470	277	4003 22nd Avenue Southwest	SF	1	67	389	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Delridge Area: West Side of 23rd Avenue Southwest	7881500490	WS5467	277.5	4007 22nd Avenue Southwest	SF	1	67	413	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51
Delridge Area: West Side of 23rd Avenue Southwest	7881500480	WS5466	277.5	4011 22nd Avenue Southwest	SF	1	67	404	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	51
Delridge Area: West Side of 23rd Avenue Southwest	7881500475	WS5465	278	4015 22nd Avenue Southwest	SF	1	67	384	59	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500465	WS5464	278.5	4017 22nd Avenue Southwest	SF	1	67	409	58	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7881500455	WS5463	279	4023 22nd Avenue Southwest	SF	1	67	421	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500450	WS5462	279.5	4027 22nd Avenue Southwest	SF	1	67	411	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500445	WS5461	279.5	4029 22nd Avenue Southwest	SF	1	67	416	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600475	WS5460	280	4031 22nd Avenue Southwest	SF	1	67	421	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600460	WS5456	280.5	4037 22nd Avenue Southwest	SF	1	67	428	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600455	WS5455	280.5	4039 22nd Avenue Southwest	SF	1	67	432	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600452	WS5454	280.5	4041 22nd Avenue Southwest	SF	1	67	430	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56

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Delridge Area: West Side of 23rd Avenue Southwest	2444600440	WS5452	281	4049 22nd Avenue Southwest	SF	1	67	435	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500380	WS5446	277.5	2219 Southwest Andover Street	MF	2	67	280	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500390	WS5445	277.5	4008 23rd Avenue Southwest	SF	1	67	277	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7881500404	WS5444	278	4012 23rd Avenue Southwest	SF	1	67	289	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7881500400	WS5443	278.5	4014 23rd Avenue Southwest	SF	1	67	295	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500408	WS5442	278.5	4016 23rd Avenue Southwest	SF	1	67	296	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500415	WS5441	278.5	4018 23rd Avenue Southwest	SF	1	67	302	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500425	WS5440	279	4022 23rd Avenue Southwest	SF	1	67	307	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7881500435	WS5437	279.5	4028 23rd Avenue Southwest	SF	1	67	334	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600360	WS5436	280	4055 22nd Avenue Southwest	SF	1	67	352	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600370	WS5435	280.5	4036 23rd Avenue Southwest	SF	1	67	343	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600380	WS5434	280.5	4040 23rd Avenue Southwest	SF	1	67	346	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56

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Delridge Area: West Side of 23rd Avenue Southwest	2444600390	WS5432	281	4046 23rd Avenue Southwest	SF	1	67	340	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600405	WS5430	282	4056 23rd Avenue Southwest	SF	1	67	383	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600416	WS5427	282	4058 23rd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7891600395	WS7103	282.5	4102 23rd Avenue Southwest	SF	1	67	436	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7891600415	WS7101	283	4112 23rd Avenue Southwest	SF	1	67	475	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: Secrets Studio Records, Inc.	2848700230	WS5474	276	3856 23rd Avenue Southwest	REC	1	64	255	62	Leq	61	66	1	0	East Side at 4 feet	Yes	No	56
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	272	3823A 23rd Avenue Southwest	MF	2	70	90	65	Ldn	65	70	2	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	273	3831 23rd Avenue Southwest	MF	2	70	97	65	Ldn	65	70	2	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	4	70	82	68	Ldn	65	70	4	0	East Side at 4 feet	Yes	No	57

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Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	2	70	71	71	Ldn	65	70	0	2	East Side at 4 feet	Yes	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	275	3847 23rd Avenue Southwest	SF	1	68	108	67	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	57
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	275.5	3853 23rd Avenue Southwest	SF	1	68	121	68	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	58
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	276	3857 23rd Avenue Southwest	MF	2	68	116	69	Ldn	63	69	0	2	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	278	4007 23rd Avenue Southwest	SF	1	67	159	66	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500350	WS5424	278.5	4011 23rd Avenue Southwest	SF	1	67	166	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500340	WS5423	279	4017 23rd Avenue Southwest	SF	1	67	162	66	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	60

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Delridge Area: Between Delridge Way and Southwest Andover Street	7881500330	WS5422	279.5	4021 23rd Avenue Southwest	SF	1	67	149	67	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500320	WS5421	280	4029 23rd Avenue Southwest	SF	1	67	182	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600335	WS5420	280	4033 23rd Avenue Southwest	SF	1	67	185	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600325	WS5416	281.5	4043 23rd Avenue Southwest	SF	1	67	213	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600275	WS1194	282	4050 Delridge Way Southwest	MF	2	67	135	65	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600315	WS5415	282	4049 23rd Avenue Southwest	MF	1	67	247	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600310	WS5414	282.5	4053 23rd Avenue Southwest	SF	1	67	282	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57

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Delridge Area: Between Delridge Way and Southwest Andover Street	2444600300	WS5413	283	4057 23rd Avenue Southwest	SF	1	67	289	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	277	2303 Southwest Andover Street	SF	1	68	163	66	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	284	4065 26th Avenue Southwest	SF	1	62	390	59	Ldn	59	65	1	0	West Side at 8 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	285	4069 26th Avenue Southwest	SF	1	62	377	60	Ldn	59	65	1	0	West Side at 8 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001201	WS6785	286	4101B 26th Avenue Southwest	MF	1	64	308	59	Ldn	61	66	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	232	63	Ldn	61	67	6	0	West Side at 6 feet	Yes	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	232	63	Ldn	61	67	6	0	West Side at 6 feet	Yes	No	57
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	232	63	Ldn	61	67	6	0	West Side at 6 feet	Yes	No	58

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Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	127	66	Ldn	61	67	4	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	127	66	Ldn	61	67	4	0	West Side at 8 feet	No	No	57
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	127	66	Ldn	61	67	4	0	West Side at 8 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	120	66	Ldn	61	67	2	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	120	66	Ldn	61	67	2	0	West Side at 8 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	120	66	Ldn	61	67	2	0	West Side at 8 feet	No	No	60
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001210	WS6781	286	4101A 26th Avenue Southwest	MF	1	62	289	61	Ldn	59	65	1	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001216	WS6775	286	4111 26th Avenue Southwest	SF	1	62	255	62	Ldn	59	65	1	0	West Side at 6 feet	No	No	50

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Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001235	WS6774	287	4117 26th Avenue Southwest	SF	1	62	231	62	Ldn	59	65	1	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001202	WS6784	286	4103A 26th Avenue Southwest	MF	1	64	347	59	Ldn	61	66	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001208	WS6780	286	4107B 26th Avenue Southwest	MF	1	62	318	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001215	WS6773	287	2610 Southwest Adams Street	SF	1	62	280	60	Ldn	59	65	1	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001203	WS6783	286	4103B 26th Avenue Southwest	MF	1	64	383	59	Ldn	61	66	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001207	WS6777	286	4107A 26th Avenue Southwest	MF	1	62	352	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001205	WS6772	287	2614 Southwest Adams Street	SF	1	62	318	61	Ldn	59	65	1	0	West Side at 6 feet	No	No	49
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001204	WS6782	286	4105A 26th Avenue Southwest	MF	1	64	412	58	Ldn	61	66	0	0	West Side at 6 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001206	WS6776	287	4105B 26th Avenue Southwest	MF	1	62	319	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001732	WS6771	288	2601 Southwest Adams Street	MF	1	62	141	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001950	WS6754	288	4215 26th Avenue Southwest	SF	2	62	105	65	Ldn	59	65	0	2	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001956	WS6753	289	4217 26th Avenue Southwest	SF	1	62	72	66	Ldn	59	65	0	1	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001730	WS6770	288	2603 Southwest Adams Street	MF	1	62	156	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001741	WS6760	288	2609A Southwest Adams Street	MF	1	62	160	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001955	WS6752	289	2608 Southwest Nevada Street	MF	1	62	118	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	199	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	210	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	220	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	231	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	260	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	272	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	284	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001740	WS6757	288.5	2609 Southwest Adams Street	SF	1	62	177	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	289	2613 Southwest Adams Street	MF	1	62	220	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	289	2613 Southwest Adams Street	MF	1	62	246	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	289	2620 Southwest Nevada Street	MF	1	62	224	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	290	2620 Southwest Nevada Street	MF	1	62	257	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001925	WS6744	290	2614C Southwest Nevada Street	MF	1	62	183	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001919	WS6743	290	2622A Southwest Nevada Street	MF	1	62	191	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001918	WS6742	290	2622B Southwest Nevada Street	MF	1	62	201	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	291	2622C Southwest Nevada Street	MF	1	62	215	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	291	2622C Southwest Nevada Street	MF	1	62	223	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	291	2622D Southwest Nevada Street	MF	1	62	227	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	291	2622D Southwest Nevada Street	MF	1	62	334	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600215	WS1172	286	4127 Delridge Way Southwest	SF	1	62	233	63	Ldn	59	65	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	286	4128B 25th Avenue Southwest	MF	1	65	112	65	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300125	WS5401	287	4130 25th Avenue Southwest	MF	1	65	154	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300133	WS1162	287	4138A 25th Avenue Southwest	MF	1	65	167	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300134	WS1160	287	4138B 25th Avenue Southwest	MF	1	65	179	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300135	WS1158	287	4138C 25th Avenue Southwest	MF	1	65	187	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300126	WS1168	287	4132A 25th Avenue Southwest	MF	1	65	178	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300127	WS1166	287	4132B 25th Avenue Southwest	MF	1	65	191	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300136	WS1164	287	4134 25th Avenue Southwest	MF	1	65	221	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300145	WS1156	288	4140 25th Avenue Southwest	SF	1	65	206	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300150	WS1154	288	4144 25th Avenue Southwest	SF	1	65	218	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300155	WS3026	288	4146A 25th Avenue Southwest	MF	1	65	226	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300156	WS3028	288	4146B 25th Avenue Southwest	MF	1	65	266	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300160	WS3022	288	4148A 25th Avenue Southwest	MF	1	65	244	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300161	WS3024	288	4148B 25th Avenue Southwest	MF	1	65	279	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300165	WS3020	288	4150 25th Avenue Southwest	SF	1	65	264	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300170	WS3018	289	2414 Southwest Genesee Street	MF	2	65	305	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300235	WS1170	286	4131 Delridge Way Southwest	SF	1	65	254	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300225	WS3034	286	4137 Delridge Way Southwest	MF	3	65	286	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300217	WS3032	287	4141 Delridge Way Southwest	MF	1	65	294	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300215	WS3030	287	4143 Delridge Way Southwest	MF	1	65	306	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300205	WS7061	287	4147 Delridge Way Southwest	MF	2	65	330	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300195	WS7060	288	4151 Delridge Way Southwest	SF	1	65	368	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600310	WS3036	284	4118 Delridge Way Southwest	SF	2	67	314	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600320	WS7074	284	4120 Delridge Way Southwest	MF	3	67	338	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300250	WS7072	286	4134 Delridge Way Southwest	SF	1	67	399	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	59
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600385	WS5411	283	4107 23rd Avenue Southwest	SF	1	67	322	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600365	WS7086	283	4111 23rd Avenue Southwest	SF	1	67	353	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600335	WS7085	284	4115 23rd Avenue Southwest	SF	1	67	381	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600330	WS7084	284	4123 23rd Avenue Southwest	SF	1	67	411	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001995	WS6712	291	2611C Southwest Nevada Street	SF	1	65	63	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002005	WS5371	291	2613 Southwest Nevada Street	SF	1	65	66	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002015	WS5370	292	2621 Southwest Nevada Street	MF	1	65	117	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002025	WS5367	292	2623 Southwest Nevada Street	MF	2	65	135	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS6120 0	293	2629 Southwest Nevada Street	MF	3	65	60	64	Ldn	61	67	3	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS6120 0	294	2629 Southwest Nevada Street	MF	4	65	162	61	Ldn	61	67	4	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002045	WS5365	293	2633 Southwest Nevada Street	MF	1	65	179	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002051	WS5363	294	2639 Southwest Nevada Street	MF	1	65	194	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002047	WS5364	293	2635 Southwest Nevada Street	MF	1	65	151	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002049	WS5362	294	2637 Southwest Nevada Street	MF	1	65	166	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002060	WS5361	294	2641 Southwest Nevada Street	SF	1	62	188	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600735	WS1140	291.5	4401 26th Avenue Southwest	SF	1	65	105	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600730	WS5376	292	4405 26th Avenue Southwest	SF	1	65	111	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600725	WS5377	292	4409 26th Avenue Southwest	SF	1	65	166	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600715	WS5380	292	4415 26th Avenue Southwest	SF	1	64	205	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600712	WS5381	292	4419 26th Avenue Southwest	SF	1	64	233	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600710	WS5382	292	4421 26th Avenue Southwest	SF	1	62	276	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600705	WS5383	292	4425 26th Avenue Southwest	SF	1	64	208	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600700	WS5384	292	4429 26th Avenue Southwest	SF	1	63	357	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600695	WS5385	293	4435 26th Avenue Southwest	SF	1	63	382	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600690	WS5386	293	4437 26th Avenue Southwest	SF	1	63	430	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001585	WS5315	302	2849 Southwest Adams Street	SF	2	62	473	55	Ldn	59	65	0	0	West Side at 8 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001578	WS5316	301.5	2847B Southwest Adams Street	MF	1	62	463	56	Ldn	59	65	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001577	WS5320	301	2847A Southwest Adams Street	MF	1	62	463	55	Ldn	59	65	0	0	West Side at 6 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001566	WS5322	301	2843B Southwest Adams Street	MF	1	62	461	57	Ldn	59	65	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001567	WS5323	300.5	2843A Southwest Adams Street	MF	1	62	460	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001547	WS5326	300	2831 Southwest Adams Street	MF	1	62	450	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001546	WS5327	300	2829 Southwest Adams Street	MF	1	62	447	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001539	WS5330	300	2827 Southwest Adams Street	MF	1	62	441	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001538	WS5341	299.5	2823C Southwest Adams Street	MF	1	62	450	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001536	WS5342	299	2823B Southwest Adams Street	MF	1	62	447	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001534	WS5343	299	2823A Southwest Adams Street	MF	1	62	447	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001520	WS5350	298.5	2819 Southwest Adams Street	SF	1	62	459	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001510	WS5351	298	2809 Southwest Adams Street	SF	1	62	452	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001500	WS5356	297.5	2807 Southwest Adams Street	SF	1	62	450	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001490	WS5360	297	4201 28th Avenue Southwest	SF	1	62	475	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001491	WS5357	297	4209 28th Avenue Southwest	SF	1	62	426	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001611	WS5304	303	4218 30th Avenue Southwest	MF	1	62	381	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001610	WS5303	303	2854 Southwest Nevada Street	MF	1	62	363	64	Ldn	59	65	1	0	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001615	WS5307	302	2848 Southwest Nevada Street	SF	1	62	362	57	Ldn	59	65	0	0	West Side at 8 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001620	WS5310	302	2846 Southwest Nevada Street	SF	1	62	363	58	Ldn	59	65	0	0	West Side at 8 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001625	WS5311	301.5	2844 Southwest Nevada Street	SF	1	62	368	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001630	WS5312	301.5	2842 Southwest Nevada Street	SF	1	62	365	60	Ldn	59	65	1	0	West Side at 6 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001635	WS5313	301	2840 Southwest Nevada Street	SF	1	62	363	58	Ldn	59	65	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001640	WS5314	301	2838 Southwest Nevada Street	SF	1	62	357	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001665	WS5325	300	2828 Southwest Nevada Street	SF	1	62	343	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001675	WS5337	299.5	2826 Southwest Nevada Street	SF	1	62	352	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001685	WS5340	299	2820 Southwest Nevada Street	SF	1	62	346	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001690	WS5346	298.5	2816 Southwest Nevada Street	SF	1	62	333	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001700	WS5347	298	2810 Southwest Nevada Street	MF	2	62	338	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001715	WS5352	297.5	2808 Southwest Nevada Street	SF	1	62	334	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001720	WS5353	297	2804 Southwest Nevada Street	SF	1	62	333	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001725	WS5354	297	2800 Southwest Nevada Street	SF	1	62	326	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001710	WS5355	297	4217 28th Avenue Southwest	SF	1	62	388	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002330	WS5261	303	4302 30th Avenue Southwest	MF	4	65	233	61	Ldn	61	67	4	0	West Side at 6 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002320	WS5262	302.5	2855 Southwest Nevada Street	MF	2	65	238	61	Ldn	61	67	2	0	West Side at 8 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002305	WS5264	302	2853 Southwest Nevada Street	MF	1	65	245	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	302	2851 Southwest Nevada Street	MF	1	65	193	63	Ldn	61	67	1	0	West Side at 8 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002306	WS5266	302	2847 Southwest Nevada Street	MF	1	65	239	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	302	2849 Southwest Nevada Street	MF	1	65	189	63	Ldn	61	67	1	0	West Side at 8 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002300	WS5267	301.5	2843 Southwest Nevada Street	SF	1	65	204	62	Ldn	61	67	1	0	West Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002290	WS5274	301	2837 Southwest Nevada Street	MF	1	65	233	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002292	WS5272	301	2841 Southwest Nevada Street	MF	1	65	188	62	Ldn	61	67	1	0	West Side at 6 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002291	WS5273	300.5	2839 Southwest Nevada Street	MF	1	65	187	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002285	WS5276	300.5	2833A Southwest Nevada Street	MF	1	65	237	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002286	WS5275	300.5	2833B Southwest Nevada Street	MF	1	65	182	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002270	WS5280	300	2831A Southwest Nevada Street	MF	1	65	232	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002271	WS5277	300	2831B Southwest Nevada Street	MF	1	65	178	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002265	WS5281	299.5	2827 Southwest Nevada Street	MF	2	65	200	61	Ldn	61	67	2	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002260	WS5282	299	2821 Southwest Nevada Street	MF	2	65	185	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002250	WS5284	299	2817B Southwest Nevada Street	MF	1	65	215	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002252	WS5283	299	2817A Southwest Nevada Street	MF	1	65	184	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002256	WS5286	298	2815A Southwest Nevada Street	MF	1	65	211	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002254	WS5285	298	2815B Southwest Nevada Street	MF	1	65	180	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002234	WS5294	298	2811A Southwest Nevada Street	MF	1	65	218	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002236	WS5293	298	2811B Southwest Nevada Street	MF	1	65	184	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002232	WS5296	298	2807A Southwest Nevada Street	MF	1	65	213	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002230	WS5295	298	2807B Southwest Nevada Street	MF	1	65	181	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002220	WS5302	297	2801A Southwest Nevada Street	MF	1	65	227	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002221	WS5301	297	2801B Southwest Nevada Street	MF	1	65	202	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002222	WS5300	297	2801C Southwest Nevada Street	MF	1	65	180	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002223	WS5297	297	2801D Southwest Nevada Street	MF	1	65	152	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002340	WS1102	302.5	4316 30th Avenue Southwest	MF	3	60	93	70	Ldn	58	64	0	3	West Side at 8 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002350	WS1104	302	2852 Southwest Genesee Street	SF	1	62	121	66	Ldn	59	65	0	1	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002351	WS1106	302	2850 Southwest Genesee Street	MF	1	62	113	68	Ldn	59	65	0	1	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002353	WS1108	302	2848 Southwest Genesee Street	MF	1	63	113	68	Ldn	60	66	0	1	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002365	WS1110	301.5	2842 Southwest Genesee Street	SF	1	65	106	68	Ldn	61	67	0	1	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002375	WS5270	301	2838A Southwest Genesee Street	MF	1	65	125	68	Ldn	61	67	0	1	West Side at 6 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002374	WS1112	301	2838B Southwest Genesee Street	MF	1	65	102	68	Ldn	61	67	0	1	West Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002374	WS1112	300	2838B Southwest Genesee Street	MF	1	65	102	68	Ldn	61	67	0	1	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002373	WS5271	300.5	2836B Southwest Genesee Street	MF	1	65	123	68	Ldn	61	67	0	1	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002372	WS1114	301	2836A Southwest Genesee Street	MF	1	65	96	68	Ldn	61	67	0	1	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002410	WS1122	299	2822 Southwest Genesee Street	MF	3	65	87	67	Ldn	61	67	0	3	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002426	WS5287	299	2816 Southwest Genesee Street	MF	1	65	125	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002425	WS1124	299	2818 Southwest Genesee Street	MF	1	65	120	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002427	WS5290	298.5	2814 Southwest Genesee Street	MF	1	65	75	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002238	WS5291	298	2809B Southwest Nevada Street	MF	1	65	115	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002440	WS5292	297	2809A Southwest Nevada Street	MF	1	65	130	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002430	WS1128	297	2808 Southwest Genesee Street	MF	2	65	55	65	Ldn	61	67	2	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300725	WS5256	305	3039 Southwest Avalon Way	MF	2	65	407	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300740	WS5255	305.5	3047 Southwest Avalon Way	MF	3	65	350	52	Ldn	61	67	0	0	West Side at 8 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300745	WS5254	305.5	3051 Southwest Avalon Way	MF	2	65	322	51	Ldn	61	67	0	0	West Side at 8 feet	No	No	42
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300750	WS5253	306	3055 Southwest Avalon Way	SF	1	65	281	53	Ldn	61	67	0	0	West Side at 8 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	373	52	Ldn	61	67	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	373	52	Ldn	61	67	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	373	52	Ldn	61	67	0	0	West Side at 6 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305.5	3101 Southwest Avalon Way	MF	2	65	86	61	Ldn	61	67	2	0	West Side at 8 feet	No	Yes	61
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305.5	3101 Southwest Avalon Way	MF	2	65	86	62	Ldn	61	67	2	0	West Side at 8 feet	No	Yes	62
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305.5	3101 Southwest Avalon Way	MF	2	65	86	62	Ldn	61	67	2	0	West Side at 8 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	2	65	179	59	Ldn	61	67	0	0	West Side at 8 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	2	65	179	59	Ldn	61	67	0	0	West Side at 8 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	2	65	179	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	4	65	241	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	4	65	241	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	4	65	241	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	2	65	86	62	Ldn	61	67	2	0	West Side at 8 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	2	65	86	62	Ldn	61	67	2	0	West Side at 8 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	305	3101 Southwest Avalon Way	MF	2	65	86	62	Ldn	61	67	2	0	West Side at 8 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	96	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	96	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	96	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	204	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	204	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	204	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	249	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	249	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	249	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	51
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	298	4112 28th Avenue Southwest	PK	1	55	332	58	Leq	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	296	4470 35th Avenue Southwest	Commercial	1	67	74	63	Leq	68	73	0	0	West Side at 4 feet	No	No	52
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	306	4470 35th Avenue Southwest	Commercial	0	67	70	63	Leq	68	73	0	0	West Side at 8 feet	No	No	50
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	303.5	4470 35th Avenue Southwest	Commercial	0	67	26	70	Leq	68	73	0	0	West Side at 6 feet	No	No	59
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	300.5	4470 35th Avenue Southwest	Commercial	0	67	54	69	Leq	68	73	0	0	West Side at 4 feet	No	No	58
Delridge Area: Alki Beach Academy, Inc.	7666704005	WS2470	272.5	2414 Southwest Andover Street	SC	1	70	138	63	Leq	70	75	0	0	None	Yes	No	63

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS6110 0	306	3120 Southwest Avalon Way	MF	3	65	87	61	Ldn	61	67	3	0	West Side at 8 feet	No	Yes	61
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS6110 0	306	3120 Southwest Avalon Way	MF	3	65	87	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	60
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS6110 0	306	3120 Southwest Avalon Way	MF	3	65	87	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	60
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS6110 0	306	3120 Southwest Avalon Way	MF	3	65	125	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	60
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS6110 0	306	3120 Southwest Avalon Way	MF	3	65	125	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	60
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS6110 0	306	3120 Southwest Avalon Way	MF	3	65	125	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	306	3112 Southwest Avalon Way	MF	2	65	159	59	Ldn	61	67	0	0	West Side at 8 feet	No	No	56
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	306	3112 Southwest Avalon Way	MF	2	65	159	59	Ldn	61	67	0	0	West Side at 8 feet	No	No	56
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS8160 0	306	3112 Southwest Avalon Way	MF	2	65	159	59	Ldn	61	67	0	0	West Side at 8 feet	No	No	59
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300920	WS5226	306	3074 Southwest Avalon Way	MF	4	65	378	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300914	WS5227	306	3070I Southwest Avalon Way	MF	1	65	445	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300912	WS5234	306	3070G Southwest Avalon Way	MF	1	65	435	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300905	WS5240	306	3070E Southwest Avalon Way	MF	1	65	421	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300900	WS5242	306	3070D Southwest Avalon Way	MF	1	65	412	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300898	WS5246	306	3070B Southwest Avalon Way	MF	1	65	402	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300913	WS5230	306	3070H Southwest Avalon Way	MF	1	65	464	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300911	WS5235	306	3070F Southwest Avalon Way	MF	1	65	455	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300899	WS5243	306	3070C Southwest Avalon Way	MF	1	65	434	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300897	WS5247	306	3070A Southwest Avalon Way	MF	1	65	425	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300966	WS5204	306	4150 32nd Avenue Southwest	SF	1	65	159	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	56
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300965	WS5205	306	3166 Southwest Genesee Street	SF	1	65	166	55	Ldn	61	67	0	0	West Side at 8 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300975	WS5206	306	4144 32nd Avenue Southwest	SF	1	65	233	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300980	WS5207	306	4140 32nd Avenue Southwest	SF	1	65	264	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300985	WS5210	306	4136 32nd Avenue Southwest	SF	1	65	308	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300990	WS5211	306	4134 32nd Avenue Southwest	SF	1	65	333	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300995	WS5212	306	4130 32nd Avenue Southwest	SF	1	56	373	50	Ldn	56	63	0	0	West Side at 8 feet	No	No	47
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300186	WS7513	288	2406 Southwest Genesee Street	MF	1	65	374	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300187	WS7512	288	2404 Southwest Genesee Street	MF	1	65	374	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300188	WS7510	288	2402 Southwest Genesee Street	MF	1	65	374	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300189	WS7507	288	2400 Southwest Genesee Street	MF	1	65	374	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300190	WS7511	288	4155 Delridge Way Southwest	MF	1	65	374	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300922	WS7546	306	3078H Southwest Avalon Way	MF	1	65	358	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300923	WS7547	306	3078G Southwest Avalon Way	MF	1	65	358	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300924	WS7550	306	3078F Southwest Avalon Way	MF	1	65	358	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300925	WS5225	306	3078E Southwest Avalon Way	MF	1	65	358	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300926	WS7551	306	3078D Southwest Avalon Way	MF	1	65	358	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300927	WS7552	306	3078C Southwest Avalon Way	MF	1	65	358	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300928	WS7553	306	3078B Southwest Avalon Way	MF	1	65	358	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300929	WS7554	306	3078A Southwest Avalon Way	MF	1	65	358	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300935	WS5222	306	3104B Southwest Avalon Way	MF	1	65	370	52	Ldn	61	67	0	0	West Side at 8 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300940	WS7566	306	3104F Southwest Avalon Way	MF	1	65	296	52	Ldn	61	67	0	0	West Side at 8 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300941	WS7564	306	3104G Southwest Avalon Way	MF	1	65	279	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300942	WS7565	306	3104H Southwest Avalon Way	MF	1	65	267	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300943	WS7572	306	3104A Southwest Avalon Way	MF	1	65	350	52	Ldn	61	67	0	0	West Side at 8 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300944	WS7571	306	3104C Southwest Avalon Way	MF	1	65	330	52	Ldn	61	67	0	0	West Side at 8 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300946	WS7570	306	3104D Southwest Avalon Way	MF	1	65	319	52	Ldn	61	67	0	0	West Side at 8 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300947	WS7567	306	3104E Southwest Avalon Way	MF	1	65	304	52	Ldn	61	67	0	0	West Side at 8 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001940	WS6751	289	2612B Southwest Nevada Street	MF	1	62	167	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001939	WS7533	289	2612C Southwest Nevada Street	MF	1	62	167	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001941	WS7534	289	2610 Southwest Nevada Street	MF	1	62	167	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001942	WS7532	289	2612A Southwest Nevada Street	MF	1	62	167	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300931	WS7555	306	3088A Southwest Avalon Way	MF	1	65	304	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300932	WS7556	306	3088B Southwest Avalon Way	MF	1	65	290	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300933	WS5223	306	3088C Southwest Avalon Way	MF	1	65	316	51	Ldn	61	67	0	0	West Side at 8 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300934	WS7557	306	3088D Southwest Avalon Way	MF	1	65	328	51	Ldn	61	67	0	0	West Side at 8 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300936	WS7560	306	3088E Southwest Avalon Way	MF	1	65	338	50	Ldn	61	67	0	0	West Side at 8 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300937	WS7561	306	3088F Southwest Avalon Way	MF	1	65	346	50	Ldn	61	67	0	0	West Side at 8 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300938	WS7562	306	3088G Southwest Avalon Way	MF	1	65	370	49	Ldn	61	67	0	0	West Side at 8 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300939	WS7563	306	3088H Southwest Avalon Way	MF	1	65	360	49	Ldn	61	67	0	0	West Side at 8 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002431	WS7891	298	2810 A Southwest Genesee Street	MF	1	65	80	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002432	WS7892	298	2810 C Southwest Genesee Street	MF	1	65	109	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002428	WS1126	298	2810 C Southwest Genesee Street	MF	1	65	148	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001612	WS7542	303	4214 30th Avenue Southwest	MF	1	62	443	58	Ldn	59	65	0	0	West Side at 6 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001613	WS7541	303	4216 30th Avenue Southwest	MF	1	62	428	58	Ldn	59	65	0	0	West Side at 6 feet	No	No	50
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001614	WS7540	303	4220 30th Avenue Southwest	MF	1	62	400	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	51
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001618	WS7537	303	2858 Southwest Nevada Street	MF	1	62	362	64	Ldn	59	65	1	0	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001617	WS7536	303	2856 Southwest Nevada Street	MF	1	62	362	64	Ldn	59	65	1	0	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001616	WS7535	302	2852 Southwest Nevada Street	MF	1	62	367	64	Ldn	59	65	1	0	West Side at 8 feet	No	No	53

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-12. Summary of Noise Analysis – Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	270	3824 22nd Avenue Southwest	SF	1	62	406	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700435	WS5511	271.5	3830 22nd Avenue Southwest	SF	1	62	431	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700445	WS5510	272	3834 22nd Avenue Southwest	SF	1	62	459	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700455	WS5507	273	3838 22nd Avenue Southwest	SF	1	65	486	59	Ldn	61	67	0	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	270	3813 22nd Avenue Southwest	MF	2	69	197	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	57
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	270	3817 22nd Avenue Southwest	MF	2	69	231	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	270	3821 22nd Avenue Southwest	SF	1	67	253	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	271	3833 22nd Avenue Southwest	MF	2	67	268	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	272	3833 22nd Avenue Southwest	MF	3	67	282	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	273	3833 22nd Avenue Southwest	MF	2	67	319	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700275	WS5491	273	3843 22nd Avenue Southwest	MF	2	67	385	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700265	WS5490	274	3849 22nd Avenue Southwest	MF	3	67	388	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700270	WS5487	275	3853 22nd Avenue Southwest	SF	1	67	394	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700245	WS5486	276	2208 Southwest Andover Street	MF	3	67	389	60	Ldn	63	68	0	0	East Side at 6 feet	Yes	No	50
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700160	WS5484	271	3816 23rd Avenue Southwest	MF	2	69	140	66	Ldn	64	70	2	0	East Side at 4 feet	No	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	272	3824 23rd Avenue Southwest	MF	2	68	191	64	Ldn	63	69	2	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	272.5	3832 23rd Avenue Southwest	SF	1	67	221	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	273	3836 23rd Avenue Southwest	SF	1	67	240	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	274	3842 23rd Avenue Southwest	SF	1	66	237	64	Ldn	62	68	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	275	3844 23rd Avenue Southwest	SF	4	65	243	64	Ldn	61	67	4	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	275	3852 23rd Avenue Southwest	SF	1	64	275	63	Ldn	61	66	1	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500380	WS5446	277	2219 Southwest Andover Street	MF	2	67	277	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500390	WS5445	277.5	4008 23rd Avenue Southwest	SF	1	67	278	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7881500404	WS5444	278	4012 23rd Avenue Southwest	SF	1	67	279	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7881500400	WS5443	278	4014 23rd Avenue Southwest	SF	1	67	291	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500408	WS5442	278.5	4016 23rd Avenue Southwest	SF	1	67	296	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500415	WS5441	279	4018 23rd Avenue Southwest	SF	1	67	306	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7881500425	WS5440	279.5	4022 23rd Avenue Southwest	SF	1	67	312	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500435	WS5437	280	4028 23rd Avenue Southwest	SF	1	67	340	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600360	WS5436	280.5	4055 22nd Avenue Southwest	SF	1	67	352	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600370	WS5435	280.5	4036 23rd Avenue Southwest	SF	1	67	349	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	2444600380	WS5434	280.5	4040 23rd Avenue Southwest	SF	1	67	362	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600390	WS5432	281	4046 23rd Avenue Southwest	SF	1	67	344	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600405	WS5430	282	4056 23rd Avenue Southwest	SF	1	67	376	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600416	WS5427	282	4058 23rd Avenue Southwest	SF	1	67	389	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500500	WS5470	277	4003 22nd Avenue Southwest	SF	1	67	395	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500490	WS5467	277.5	4007 22nd Avenue Southwest	SF	1	67	415	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest	7881500480	WS5466	278	4011 22nd Avenue Southwest	SF	1	67	408	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
Delridge Area: West Side of 23rd Avenue Southwest	7881500475	WS5465	278	4015 22nd Avenue Southwest	SF	1	67	387	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	7881500465	WS5464	278.5	4017 22nd Avenue Southwest	SF	1	67	409	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7881500455	WS5463	279	4023 22nd Avenue Southwest	SF	1	67	422	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	7881500450	WS5462	279.5	4027 22nd Avenue Southwest	SF	1	67	413	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	7881500445	WS5461	279.5	4029 22nd Avenue Southwest	SF	1	67	416	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	2444600475	WS5460	280	4031 22nd Avenue Southwest	SF	1	67	420	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600460	WS5456	280.5	4037 22nd Avenue Southwest	SF	1	67	429	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600455	WS5455	281	4039 22nd Avenue Southwest	SF	1	67	441	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	2444600452	WS5454	281	4041 22nd Avenue Southwest	SF	1	67	440	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	2444600440	WS5452	281.5	4049 22nd Avenue Southwest	SF	1	67	450	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: Secrets Studio Records, Inc.	2848700230	WS5474	276	3856 23rd Avenue Southwest	REC	1	64	255	64	Leq	61	66	1	0	East Side at 6 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	272.5	3823A 23rd Avenue Southwest	MF	2	70	100	65	Ldn	65	70	2	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	273.5	3831 23rd Avenue Southwest	MF	2	70	110	65	Ldn	65	70	2	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	4	70	85	68	Ldn	65	70	4	0	East Side at 4 feet	Yes	No	57
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	275	3847 23rd Avenue Southwest	SF	1	68	36	73	Ldn	63	69	0	1	East Side at 4 feet	Yes	No	62
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	275.5	3853 23rd Avenue Southwest	SF	1	68	125	70	Ldn	63	69	0	1	East Side at 4 feet	Yes	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	277	2303 Southwest Andover Street	SF	1	68	157	68	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	277.5	4007 23rd Avenue Southwest	SF	1	67	156	68	Ldn	63	68	0	1	East Side at 4 feet	Yes	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500350	WS5424	278	4011 23rd Avenue Southwest	SF	1	67	168	67	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500340	WS5423	278.5	4017 23rd Avenue Southwest	SF	1	67	160	68	Ldn	63	68	0	1	East Side at 4 feet	Yes	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500330	WS5422	279	4021 23rd Avenue Southwest	SF	1	67	163	68	Ldn	63	68	0	1	East Side at 4 feet	Yes	No	62
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500320	WS5421	280	4029 23rd Avenue Southwest	SF	1	67	190	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600335	WS5420	280	4033 23rd Avenue Southwest	SF	1	67	187	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600325	WS5416	281.5	4043 23rd Avenue Southwest	SF	1	67	218	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600275	WS1194	282	4050 Delridge Way Southwest	MF	4	67	137	65	Ldn	63	68	4	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600315	WS5415	282	4049 23rd Avenue Southwest	MF	1	67	249	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600310	WS5414	282	4053 23rd Avenue Southwest	SF	1	67	263	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600300	WS5413	282.5	4057 23rd Avenue Southwest	SF	1	67	269	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600385	WS5411	283	4107 23rd Avenue Southwest	SF	1	67	344	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600365	WS7086	283	4111 23rd Avenue Southwest	SF	1	67	376	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600335	WS7085	283	4115 23rd Avenue Southwest	SF	1	67	401	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600330	WS7084	284	4123 23rd Avenue Southwest	SF	1	67	439	60	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600325	WS7083	284	4127 23rd Avenue Southwest	SF	1	62	439	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100005	WS7082	284	4133 23rd Avenue Southwest	SF	1	62	439	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600310	WS3036	284	4118 Delridge Way Southwest	SF	2	67	313	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600320	WS7074	285	4120 Delridge Way Southwest	MF	3	67	337	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300250	WS7072	285	4134 Delridge Way Southwest	SF	1	67	387	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	60
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300255	WS7071	286	4140 Delridge Way Southwest	MF	1	67	400	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	59
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	287	4128B 25th Avenue Southwest	MF	1	65	141	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300125	WS5401	287	4130 25th Avenue Southwest	MF	1	65	191	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300126	WS1168	287.5	4132A 25th Avenue Southwest	MF	1	65	167	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300127	WS1166	287.5	4132B 25th Avenue Southwest	MF	1	65	203	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300133	WS1162	287.5	4138A 25th Avenue Southwest	MF	1	65	181	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300134	WS1160	288	4138B 25th Avenue Southwest	MF	1	65	206	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300136	WS1164	288	4134 25th Avenue Southwest	MF	1	65	267	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300135	WS1158	288.5	4138C 25th Avenue Southwest	MF	1	65	225	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300145	WS1156	288.5	4140 25th Avenue Southwest	SF	1	65	222	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300150	WS1154	288.5	4144 25th Avenue Southwest	SF	1	65	232	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300155	WS3026	288.5	4146A 25th Avenue Southwest	MF	1	65	240	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300160	WS3022	289	4148A 25th Avenue Southwest	MF	1	65	259	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300156	WS3028	288.5	4146B 25th Avenue Southwest	MF	1	65	290	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300161	WS3024	289	4148B 25th Avenue Southwest	MF	1	65	315	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300165	WS3020	289	4150 25th Avenue Southwest	SF	1	65	273	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300170	WS3018	289.5	2414 Southwest Genesee Street	MF	2	65	310	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600215	WS1172	286.5	4127 Delridge Way Southwest	SF	1	62	247	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300235	WS1170	287	4131 Delridge Way Southwest	SF	1	65	270	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300225	WS3034	287.5	4137 Delridge Way Southwest	MF	3	65	301	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300217	WS3032	288	4141 Delridge Way Southwest	MF	1	65	309	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300215	WS3030	288	4143 Delridge Way Southwest	MF	1	65	322	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300205	WS7061	288.5	4147 Delridge Way Southwest	MF	2	65	344	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300195	WS7060	289	4151 Delridge Way Southwest	SF	1	65	384	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	191	62	Ldn	61	67	6	0	West Side at 6 feet	Yes	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	191	64	Ldn	61	67	6	0	West Side at 6 feet	Yes	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	283	4040 26th Avenue Southwest	MF	6	65	191	64	Ldn	61	67	6	0	West Side at 6 feet	Yes	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	94	67	Ldn	61	67	0	4	West Side at 8 feet	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	94	67	Ldn	61	67	0	4	West Side at 8 feet	No	No	59
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	284	4040 26th Avenue Southwest	MF	4	65	94	67	Ldn	61	67	0	4	West Side at 8 feet	No	Yes	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	228	64	Ldn	61	67	2	0	West Side at 6 feet	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	228	63	Ldn	61	67	2	0	West Side at 6 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	285	4040 26th Avenue Southwest	MF	2	65	228	63	Ldn	61	67	2	0	West Side at 6 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	283.5	4065 26th Avenue Southwest	SF	1	62	408	58	Ldn	59	65	0	0	West Side at 6 feet	Yes	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	284	4069 26th Avenue Southwest	SF	1	62	488	58	Ldn	59	65	0	0	West Side at 8 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001204	WS6782	285	4105A 26th Avenue Southwest	MF	1	64	452	57	Ldn	61	66	0	0	West Side at 6 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001203	WS6783	285	4103B 26th Avenue Southwest	MF	1	64	399	58	Ldn	61	66	0	0	West Side at 6 feet	No	No	46
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001202	WS6784	285	4103A 26th Avenue Southwest	MF	1	64	362	59	Ldn	61	66	0	0	West Side at 6 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001201	WS6785	285	4101B 26th Avenue Southwest	MF	1	64	323	59	Ldn	61	66	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001206	WS6776	286	4105B 26th Avenue Southwest	MF	1	62	399	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001207	WS6777	286	4107A 26th Avenue Southwest	MF	1	62	361	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001208	WS6780	285.5	4107B 26th Avenue Southwest	MF	1	62	331	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001210	WS6781	285.5	4101A 26th Avenue Southwest	MF	1	62	297	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001205	WS6772	287	2614 Southwest Adams Street	SF	1	62	317	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001215	WS6773	286.5	2610 Southwest Adams Street	SF	1	62	287	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001216	WS6775	286.5	4111 26th Avenue Southwest	SF	1	62	257	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001235	WS6774	286.5	4117 26th Avenue Southwest	SF	1	62	241	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	289	2619 Southwest Adams Street	MF	1	62	271	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	289	2619 Southwest Adams Street	MF	1	62	258	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	288	2619 Southwest Adams Street	MF	1	62	239	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	221	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	210	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	200	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	288	2607A Southwest Adams Street	MF	1	62	185	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	289	2613 Southwest Adams Street	MF	1	62	234	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	289	2613 Southwest Adams Street	MF	1	62	212	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001740	WS6757	289	2609 Southwest Adams Street	SF	1	62	175	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001741	WS6760	288.5	2609A Southwest Adams Street	MF	1	62	155	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001730	WS6770	288	2603 Southwest Adams Street	MF	1	62	148	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001732	WS6771	288	2601 Southwest Adams Street	MF	1	62	130	65	Ldn	59	65	0	1	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001915	WS6737	291	2626 Southwest Nevada Street	SF	1	62	238	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	291	2622D Southwest Nevada Street	MF	1	62	224	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	291	2622D Southwest Nevada Street	MF	1	62	217	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	291	2622C Southwest Nevada Street	MF	1	62	209	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	291	2622C Southwest Nevada Street	MF	1	62	199	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001918	WS6742	290	2622B Southwest Nevada Street	MF	1	62	187	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001919	WS6743	290	2622A Southwest Nevada Street	MF	1	62	178	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001925	WS6744	290	2614C Southwest Nevada Street	MF	1	62	169	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	290	2620 Southwest Nevada Street	MF	1	62	243	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	290	2620 Southwest Nevada Street	MF	1	62	210	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001955	WS6752	289	2608 Southwest Nevada Street	MF	1	62	112	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001956	WS6753	289	4217 26th Avenue Southwest	SF	1	62	65	66	Ldn	59	65	0	1	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001950	WS6754	288	4215 26th Avenue Southwest	SF	2	62	99	66	Ldn	59	65	0	2	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002060	WS5361	294	2641 Southwest Nevada Street	SF	1	62	171	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002049	WS5362	294	2637 Southwest Nevada Street	MF	1	65	149	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002047	WS5364	293	2635 Southwest Nevada Street	MF	1	65	132	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002051	WS5363	294	2639 Southwest Nevada Street	MF	1	65	177	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002045	WS5365	293	2633 Southwest Nevada Street	MF	1	65	162	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002025	WS5367	292	2623 Southwest Nevada Street	MF	2	65	112	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002015	WS5370	292	2621 Southwest Nevada Street	MF	2	65	108	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002016	WS7317	292	2619 Southwest Nevada Street	MF	1	64	69	64	Ldn	61	66	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002016	WS7317	292	2619 Southwest Nevada Street	MF	1	64	69	64	Ldn	61	66	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002017	WS7320	292	2617 Southwest Nevada Street	MF	1	64	56	65	Ldn	61	66	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002017	WS7320	292	2617 Southwest Nevada Street	MF	1	64	56	65	Ldn	61	66	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002005	WS5371	291	2613 Southwest Nevada Street	SF	1	65	40	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600735	WS1140	291	4401 26th Avenue Southwest	SF	1	65	120	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600730	WS5376	292	4405 26th Avenue Southwest	SF	1	65	123	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600725	WS5377	291.5	4409 26th Avenue Southwest	SF	1	65	184	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600715	WS5380	292	4415 26th Avenue Southwest	SF	1	64	218	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600712	WS5381	292	4419 26th Avenue Southwest	SF	1	64	246	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600710	WS5382	292	4421 26th Avenue Southwest	SF	1	62	287	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600705	WS5383	293	4425 26th Avenue Southwest	SF	1	64	321	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600700	WS5384	292.5	4429 26th Avenue Southwest	SF	1	63	370	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600695	WS5385	293	4435 26th Avenue Southwest	SF	1	63	395	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600690	WS5386	293	4437 26th Avenue Southwest	SF	1	63	445	60	Ldn	60	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001725	WS5354	297	2800 Southwest Nevada Street	SF	1	62	286	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001710	WS5355	297	4217 28th Avenue Southwest	SF	1	62	346	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001720	WS5353	298	2804 Southwest Nevada Street	SF	1	62	284	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001715	WS5352	298	2808 Southwest Nevada Street	SF	1	62	281	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001700	WS5347	298	2810 Southwest Nevada Street	MF	2	62	281	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001690	WS5346	299	2816 Southwest Nevada Street	SF	1	62	269	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001685	WS5340	299	2820 Southwest Nevada Street	SF	1	62	276	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001675	WS5337	299	2826 Southwest Nevada Street	SF	1	62	275	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001665	WS5325	300	2828 Southwest Nevada Street	SF	1	62	254	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001640	WS5314	301	2838 Southwest Nevada Street	SF	1	62	253	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001635	WS5313	301	2840 Southwest Nevada Street	SF	1	62	253	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001630	WS5312	302	2842 Southwest Nevada Street	SF	1	62	249	55	Ldn	59	65	0	0	West Side at 6 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001625	WS5311	302	2844 Southwest Nevada Street	SF	1	62	249	54	Ldn	59	65	0	0	West Side at 6 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001620	WS5310	302	2846 Southwest Nevada Street	SF	1	62	238	55	Ldn	59	65	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001615	WS5307	302	2848 Southwest Nevada Street	SF	1	62	235	61	Ldn	59	65	1	0	West Side at 6 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001610	WS5303	303	2854 Southwest Nevada Street	MF	1	62	220	56	Ldn	59	65	0	0	West Side at 6 feet	No	No	53
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001611	WS5304	303	4218 30th Avenue Southwest	MF	1	62	292	49	Ldn	59	65	0	0	West Side at 6 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001491	WS5357	298	4209 28th Avenue Southwest	SF	1	62	384	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001490	WS5360	298	4201 28th Avenue Southwest	SF	1	62	431	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001500	WS5356	298	2807 Southwest Adams Street	SF	1	62	400	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001510	WS5351	298	2809 Southwest Adams Street	SF	1	62	396	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001520	WS5350	299	2819 Southwest Adams Street	SF	1	62	392	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001534	WS5343	299	2823A Southwest Adams Street	MF	1	62	375	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001536	WS5342	300	2823B Southwest Adams Street	MF	1	62	373	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001538	WS5341	300	2823C Southwest Adams Street	MF	1	62	373	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001532	WS5345	300	2821 Southwest Adams Street	MF	1	62	415	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001530	WS5344	300	2825 Southwest Adams Street	MF	1	62	414	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001539	WS5330	300	2827 Southwest Adams Street	MF	1	62	350	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001546	WS5327	300.5	2829 Southwest Adams Street	MF	1	62	344	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001547	WS5326	301	2831 Southwest Adams Street	MF	1	62	342	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001540	WS5336	300	2835A Southwest Adams Street	MF	1	62	391	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001541	WS5335	300	2835B Southwest Adams Street	MF	1	62	390	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001542	WS5334	300	2835C Southwest Adams Street	MF	1	62	390	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001543	WS5333	301	2835D Southwest Adams Street	MF	1	62	389	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001544	WS5332	301	2835E Southwest Adams Street	MF	1	62	389	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001545	WS5331	301	2835F Southwest Adams Street	MF	1	62	388	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001567	WS5323	301	2843A Southwest Adams Street	MF	1	62	353	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001566	WS5322	301	2843B Southwest Adams Street	MF	1	62	350	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001577	WS5320	302	2847A Southwest Adams Street	MF	1	62	345	53	Ldn	59	65	0	0	West Side at 6 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001578	WS5316	302	2847B Southwest Adams Street	MF	1	62	344	53	Ldn	59	65	0	0	West Side at 6 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001565	WS5324	301	2841 Southwest Adams Street	MF	1	62	395	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001576	WS5321	302	2845A Southwest Adams Street	MF	1	62	381	51	Ldn	59	65	0	0	West Side at 6 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001575	WS5317	302	2845B Southwest Adams Street	MF	1	62	381	51	Ldn	59	65	0	0	West Side at 6 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001585	WS5315	302	2849 Southwest Adams Street	SF	2	62	350	51	Ldn	59	65	0	0	West Side at 6 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001590	WS5306	302	2853 Southwest Adams Street	SF	1	62	382	54	Ldn	59	65	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001600	WS5305	303	4200 30th Avenue Southwest	MF	4	62	359	47	Ldn	59	65	0	0	West Side at 6 feet	No	No	40
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002223	WS5297	297	2801D Southwest Nevada Street	MF	1	65	110	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002222	WS5300	297	2801C Southwest Nevada Street	MF	1	65	139	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002221	WS5301	297	2801B Southwest Nevada Street	MF	1	65	159	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002220	WS5302	297	2801A Southwest Nevada Street	MF	1	65	186	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002230	WS5295	298	2807B Southwest Nevada Street	MF	1	65	134	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002232	WS5296	298	2807A Southwest Nevada Street	MF	1	65	166	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002236	WS5293	298	2811B Southwest Nevada Street	MF	1	65	130	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002234	WS5294	298	2811A Southwest Nevada Street	MF	1	65	160	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002254	WS5285	298	2815B Southwest Nevada Street	MF	1	65	120	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002256	WS5286	298	2815A Southwest Nevada Street	MF	1	65	153	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002252	WS5283	299	2817A Southwest Nevada Street	MF	1	65	117	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002250	WS5284	299	2817B Southwest Nevada Street	MF	1	65	147	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002260	WS5282	299	2821 Southwest Nevada Street	MF	4	65	114	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002265	WS5281	300	2827 Southwest Nevada Street	MF	2	65	119	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002271	WS5277	300	2831B Southwest Nevada Street	MF	1	65	83	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002271	WS5277	300	2831B Southwest Nevada Street	MF	1	65	83	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002270	WS5280	300	2831A Southwest Nevada Street	MF	1	65	134	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002286	WS5275	300	2833B Southwest Nevada Street	MF	1	65	82	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002286	WS5275	300	2833B Southwest Nevada Street	MF	1	65	82	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002285	WS5276	300	2833A Southwest Nevada Street	MF	1	65	134	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002291	WS5273	301	2839 Southwest Nevada Street	MF	1	65	78	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002292	WS5272	301	2841 Southwest Nevada Street	MF	1	65	76	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002290	WS5274	301	2837 Southwest Nevada Street	MF	1	65	132	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002300	WS5267	301	2843 Southwest Nevada Street	SF	1	65	89	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	302	2849 Southwest Nevada Street	MF	1	65	69	65	Ldn	61	67	1	0	West Side at 6 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	302	2849 Southwest Nevada Street	MF	1	65	69	65	Ldn	61	67	1	0	West Side at 6 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002306	WS5266	302	2847 Southwest Nevada Street	MF	1	65	120	65	Ldn	61	67	1	0	West Side at 6 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	302	2851 Southwest Nevada Street	MF	1	65	66	67	Ldn	61	67	0	1	West Side at 6 feet	No	No	54
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	302	2851 Southwest Nevada Street	MF	1	65	66	67	Ldn	61	67	0	1	West Side at 6 feet	No	No	54
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002305	WS5264	302	2853 Southwest Nevada Street	MF	1	65	113	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002320	WS5262	302	2855 Southwest Nevada Street	MF	2	65	100	65	Ldn	61	67	2	0	West Side at 6 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002330	WS5261	303	4302 30th Avenue Southwest	MF	2	65	100	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300745	WS5254	305	3051 Southwest Avalon Way	MF	2	65	179	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	55

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Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300740	WS5255	305	3047 Southwest Avalon Way	MF	3	65	207	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300725	WS5256	305	3039 Southwest Avalon Way	MF	2	65	264	57	Ldn	61	67	0	0	West Side at 6 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300710	WS5257	304	3025 Southwest Avalon Way	U	1	65	362	55	Ldn	61	67	0	0	West Side at 8 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	232	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	232	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	232	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	48
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	294	4112 28th Avenue Southwest	PK	1	55	320	53	Leq	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	304.5	4470 35th Avenue Southwest	Commercial	0	67	130	60	Leq	68	73	0	0	None	No	No	60

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Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	303	4470 35th Avenue Southwest	Commercial	0	67	197	57	Leq	68	73	0	0	None	No	No	57
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	300	4470 35th Avenue Southwest	Commercial	0	67	125	64	Leq	68	73	0	0	None	No	No	64
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	298.5	4470 35th Avenue Southwest	Commercial	0	67	108	64	Leq	68	73	0	0	None	No	No	64
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	293	4470 35th Avenue Southwest	Commercial	0	67	102	65	Leq	68	73	0	0	East Side at 4 feet	No	No	61
Delridge Area: Alki Beach Academy, Inc.	7666704005	WS2470	272	2414 Southwest Andover Street	SC	1	70	139	63	Leq	70	75	0	0	None	Yes	No	63
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300186	WS7513	288	2406 Southwest Genesee Street	MF	1	65	383	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300187	WS7512	288	2404 Southwest Genesee Street	MF	1	65	383	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300188	WS7510	288	2402 Southwest Genesee Street	MF	1	65	383	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300189	WS7507	288	2400 Southwest Genesee Street	MF	1	65	383	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300190	WS7511	288	4155 Delridge Way Southwest	MF	1	65	383	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001940	WS6751	289	2612B Southwest Nevada Street	MF	1	62	161	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001939	WS7533	289	2612C Southwest Nevada Street	MF	1	62	161	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001941	WS7534	289	2610 Southwest Nevada Street	MF	1	62	161	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001942	WS7532	289	2612A Southwest Nevada Street	MF	1	62	161	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001612	WS7542	303	4214 30th Avenue Southwest	MF	1	62	308	49	Ldn	59	65	0	0	West Side at 6 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001613	WS7541	303	4216 30th Avenue Southwest	MF	1	62	280	50	Ldn	59	65	0	0	West Side at 6 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001614	WS7540	303	4220 30th Avenue Southwest	MF	1	62	264	50	Ldn	59	65	0	0	West Side at 6 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001618	WS7537	303	2858 Southwest Nevada Street	MF	1	62	226	56	Ldn	59	65	0	0	West Side at 6 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001617	WS7536	303	2856 Southwest Nevada Street	MF	1	62	229	55	Ldn	59	65	0	0	West Side at 6 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001616	WS7535	303	2852 Southwest Nevada Street	MF	1	62	237	55	Ldn	59	65	0	0	West Side at 6 feet	No	No	52

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-13. Summary of Noise Analysis – Delridge Way Station Alternative (DEL-3)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	271	3816 22nd Avenue Southwest	MF	1	62	345	60	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	271	3824 22nd Avenue Southwest	SF	1	62	389	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700435	WS5511	271	3830 22nd Avenue Southwest	SF	1	62	399	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	271	3813 22nd Avenue Southwest	MF	2	69	191	66	Ldn	64	70	2	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	271	3817 22nd Avenue Southwest	MF	2	69	214	65	Ldn	64	70	2	0	East Side at 4 feet	Yes	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	271	3821 22nd Avenue Southwest	SF	1	67	225	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	272	3833 22nd Avenue Southwest	MF	2	67	239	64	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	273	3833 22nd Avenue Southwest	MF	3	67	251	63	Ldn	63	68	3	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	273	3833 22nd Avenue Southwest	MF	2	67	288	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700275	WS5491	274	3843 22nd Avenue Southwest	MF	2	67	357	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700265	WS5490	274	3849 22nd Avenue Southwest	MF	3	67	368	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700270	WS5487	275	3853 22nd Avenue Southwest	SF	1	67	388	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700245	WS5486	275	2208 Southwest Andover Street	MF	3	67	393	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	274	3832 23rd Avenue Southwest	SF	1	67	188	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	274	3836 23rd Avenue Southwest	SF	1	67	212	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	274	3842 23rd Avenue Southwest	SF	1	66	218	64	Ldn	62	68	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	275	3844 23rd Avenue Southwest	SF	1	65	236	63	Ldn	61	67	1	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	275	3852 23rd Avenue Southwest	SF	1	64	275	63	Ldn	61	66	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	273	3824 23rd Avenue Southwest	MF	2	68	157	66	Ldn	63	69	2	0	East Side at 4 feet	Yes	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7881500500	WS5470	278	4003 22nd Avenue Southwest	SF	1	67	399	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	59
Delridge Area: West Side of 23rd Avenue Southwest	7881500490	WS5467	278	4007 22nd Avenue Southwest	SF	1	67	412	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500480	WS5466	279	4011 22nd Avenue Southwest	SF	1	67	398	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500475	WS5465	279	4015 22nd Avenue Southwest	SF	1	67	376	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500465	WS5464	280	4017 22nd Avenue Southwest	SF	1	67	393	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500455	WS5463	280	4023 22nd Avenue Southwest	SF	1	67	398	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500450	WS5462	280	4027 22nd Avenue Southwest	SF	1	67	387	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500445	WS5461	281	4029 22nd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600475	WS5460	281	4031 22nd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600460	WS5456	281.5	4037 22nd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600455	WS5455	281.5	4039 22nd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600452	WS5454	282	4041 22nd Avenue Southwest	SF	1	67	384	61	Ldn	63	68	0	0	East Side at 6 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600440	WS5452	283	4049 22nd Avenue Southwest	SF	1	67	371	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500380	WS5446	278	2219 Southwest Andover Street	MF	2	67	280	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	7881500390	WS5445	278	4008 23rd Avenue Southwest	SF	1	67	276	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500404	WS5444	279	4012 23rd Avenue Southwest	SF	1	67	282	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	59
Delridge Area: West Side of 23rd Avenue Southwest	7881500400	WS5443	279	4014 23rd Avenue Southwest	SF	1	67	281	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	59
Delridge Area: West Side of 23rd Avenue Southwest	7881500408	WS5442	279	4016 23rd Avenue Southwest	SF	1	67	280	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	61
Delridge Area: West Side of 23rd Avenue Southwest	7881500415	WS5441	279.5	4018 23rd Avenue Southwest	SF	1	67	286	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	61
Delridge Area: West Side of 23rd Avenue Southwest	7881500425	WS5440	280	4022 23rd Avenue Southwest	SF	1	67	286	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	61
Delridge Area: West Side of 23rd Avenue Southwest	7881500435	WS5437	280.5	4028 23rd Avenue Southwest	SF	1	67	305	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600360	WS5436	281	4055 22nd Avenue Southwest	SF	1	67	308	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600370	WS5435	281	4036 23rd Avenue Southwest	SF	1	67	297	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600380	WS5434	282	4040 23rd Avenue Southwest	SF	1	67	297	62	Ldn	63	68	0	0	East Side at 6 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	2444600390	WS5432	282	4046 23rd Avenue Southwest	SF	1	67	286	62	Ldn	63	68	0	0	East Side at 6 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600405	WS5430	283	4056 23rd Avenue Southwest	SF	1	67	281	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600416	WS5427	284	4058 23rd Avenue Southwest	SF	1	67	282	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7891600505	WS7113	284	4101 22nd Avenue Southwest	SF	1	60	393	61	Ldn	58	64	1	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7892100170	WS7107	286	4137 22nd Avenue Southwest	SF	1	60	460	60	Ldn	58	64	1	0	East Side at 6 feet	No	No	53
Delridge Area: West Side of 23rd Avenue Southwest	7892100165	WS7106	287	4143 22nd Avenue Southwest	SF	1	60	475	60	Ldn	58	64	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7891600395	WS7103	284	4102 23rd Avenue Southwest	SF	1	67	296	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7891600415	WS7101	285	4112 23rd Avenue Southwest	SF	1	67	299	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7891600425	WS7100	285	4118 23rd Avenue Southwest	SF	1	60	308	62	Ldn	58	64	1	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7891600435	WS7097	286	4122 23rd Avenue Southwest	SF	1	60	319	61	Ldn	58	64	1	0	East Side at 6 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7891600445	WS7096	286	4124 23rd Avenue Southwest	SF	1	60	333	61	Ldn	58	64	1	0	East Side at 6 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7892100075	WS7094	286	4136 23rd Avenue Southwest	SF	1	60	367	61	Ldn	58	64	1	0	East Side at 6 feet	No	No	54
Duwamish Area: Secrets Studio Records, Inc.	2848700230	WS5474	276	3856 23rd Avenue Southwest	REC	1	64	265	63	Leq	61	66	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	275	3847 23rd Avenue Southwest	SF	1	68	106	66	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	277	3857 23rd Avenue Southwest	MF	1	68	130	63	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	278	2303 Southwest Andover Street	SF	1	68	168	63	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	278	4007 23rd Avenue Southwest	SF	1	67	152	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500350	WS5424	279	4011 23rd Avenue Southwest	SF	1	67	157	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500340	WS5423	279	4017 23rd Avenue Southwest	SF	1	67	143	65	Ldn	63	68	1	0	East Side at 4 feet	No	No	56
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500330	WS5422	280	4021 23rd Avenue Southwest	SF	1	67	141	65	Ldn	63	68	1	0	East Side at 4 feet	No	No	56
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500320	WS5421	280	4029 23rd Avenue Southwest	SF	1	67	158	65	Ldn	63	68	1	0	East Side at 4 feet	No	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600335	WS5420	281	4033 23rd Avenue Southwest	SF	1	67	148	65	Ldn	63	68	1	0	East Side at 4 feet	No	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600325	WS5416	282	4043 23rd Avenue Southwest	SF	1	67	149	65	Ldn	63	68	1	0	East Side at 6 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600385	WS5411	285	4107 23rd Avenue Southwest	SF	1	67	162	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	61
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600365	WS7086	285	4111 23rd Avenue Southwest	SF	1	67	171	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	61
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600335	WS7085	286	4115 23rd Avenue Southwest	SF	1	67	177	63	Ldn	63	68	1	0	East Side at 6 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600330	WS7084	286	4123 23rd Avenue Southwest	SF	1	67	191	63	Ldn	63	68	1	0	East Side at 6 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600325	WS7083	286.5	4127 23rd Avenue Southwest	SF	1	62	207	63	Ldn	59	65	1	0	East Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100005	WS7082	287	4133 23rd Avenue Southwest	SF	1	62	224	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100015	WS7081	287	4137 23rd Avenue Southwest	SF	1	62	242	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100020	WS7080	286	4143 23rd Avenue Southwest	SF	1	62	246	62	Ldn	59	65	1	0	East Side at 6 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100025	WS7077	287	4147 23rd Avenue Southwest	SF	1	64	290	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100045	WS7076	287	4151 23rd Avenue Southwest	SF	1	64	308	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100055	WS7075	287	4157 23rd Avenue Southwest	SF	1	67	341	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600310	WS3036	286	4118 Delridge Way Southwest	SF	2	67	74	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600320	WS7074	286	4120 Delridge Way Southwest	MF	3	67	84	66	Ldn	63	68	3	0	East Side at 6 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300245	WS7073	287	4124 Delridge Way Southwest	MF	2	67	101	65	Ldn	63	68	2	0	East Side at 4 feet	No	No	60
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300250	WS7072	287	4134 Delridge Way Southwest	SF	1	67	120	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300255	WS7071	288	4140 Delridge Way Southwest	MF	1	67	138	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300260	WS7070	288	4142 Delridge Way Southwest	MF	1	67	158	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300259	WS7067	288	4144 Delridge Way Southwest	MF	1	67	172	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300258	WS7066	289	4146 Delridge Way Southwest	MF	1	67	186	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300257	WS7065	289	4148 Delridge Way Southwest	MF	1	67	201	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300265	WS7064	289	4150 Delridge Way Southwest	MF	1	67	222	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600155	WS2464	284	4100 25th Avenue Southwest	SF	1	65	150	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600160	WS2462	285	4102 25th Avenue Southwest	SF	1	65	150	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600161	WS6736	285	4106 25th Avenue Southwest	SF	1	65	140	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600165	WS6735	285	4108 25th Avenue Southwest	SF	1	65	140	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600175	WS6734	285.5	4110 25th Avenue Southwest	SF	1	65	131	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600180	WS6733	286	4116 25th Avenue Southwest	SF	1	65	142	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600190	WS6732	286	4118 25th Avenue Southwest	SF	1	65	102	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600200	WS5405	287	4122 25th Avenue Southwest	SF	1	65	91	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	288	4128B 25th Avenue Southwest	MF	1	65	89	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	288	4128B 25th Avenue Southwest	MF	1	65	66	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	288	4128B 25th Avenue Southwest	MF	1	65	35	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	288	4128B 25th Avenue Southwest	MF	1	65	35	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300125	WS5401	288	4130 25th Avenue Southwest	MF	1	65	59	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300126	WS1168	288	4132A 25th Avenue Southwest	MF	1	65	40	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300127	WS1166	288	4132B 25th Avenue Southwest	MF	1	65	32	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300215	WS3030	288.5	4143 Delridge Way Southwest	MF	1	65	28	65	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300205	WS7061	289	4147 Delridge Way Southwest	MF	2	65	53	63	Ldn	61	67	2	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300195	WS7060	289	4151 Delridge Way Southwest	SF	1	65	93	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300170	WS3018	290	2414 Southwest Genesee Street	MF	2	65	56	63	Ldn	61	67	2	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600140	WS6730	285	2507 Southwest Dakota Street	SF	1	65	342	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600135	WS6731	285	2501 Southwest Dakota Street	SF	1	65	269	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600125	WS2460	286	4109 25th Avenue Southwest	SF	1	65	276	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600105	WS10018	287	4115 25th Avenue Southwest	MF	1	65	267	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600100	WS10016	287	4117 25th Avenue Southwest	MF	1	65	257	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600090	WS2454	288	4121 25th Avenue Southwest	SF	1	65	256	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600075	WS2452	288	4123B 25th Avenue Southwest	MF	1	65	216	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600070	WS2450	289	4127 25th Avenue Southwest	SF	1	65	203	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300116	WS6716	290	4133 25th Avenue Southwest	SF	1	65	194	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300115	WS6717	289	4131 25th Avenue Southwest	SF	1	65	165	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300110	WS6715	289	4137 25th Avenue Southwest	SF	1	65	142	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300100	WS6714	290	4139 25th Avenue Southwest	SF	1	65	110	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300095	WS5400	290	4143 25th Avenue Southwest	SF	1	65	81	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600005	WS6727	284.5	4102 26th Avenue Southwest	SF	1	65	413	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600013	WS6725	285	4104 26th Avenue Southwest	MF	1	65	424	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600017	WS6726	285	4106 26th Avenue Southwest	MF	1	65	393	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600015	WS6724	285	4108 26th Avenue Southwest	MF	1	65	397	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600019	WS6723	286	4110 26th Avenue Southwest	MF	1	65	373	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600035	WS6722	287	4200 26th Avenue Southwest	SF	1	65	370	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600040	WS6721	288	4202 26th Avenue Southwest	SF	1	65	345	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600045	WS6720	288	4206 26th Avenue Southwest	SF	1	65	313	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600055	WS2448	289	4210 26th Avenue Southwest	SF	1	65	294	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600060	WS2446	289	4212 26th Avenue Southwest	SF	1	65	278	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600065	WS2444	290	4216 26th Avenue Southwest	SF	1	65	279	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300005	WS2442	290.5	4218 26th Avenue Southwest	SF	1	65	242	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300010	WS2440	291	4222 26th Avenue Southwest	SF	1	65	201	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300020	WS2438	291	4308A 26th Avenue Southwest	MF	1	65	196	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300023	WS7526	291	4308D 26th Avenue Southwest	MF	1	65	179	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300024	WS7525	291	4308E 26th Avenue Southwest	MF	1	65	168	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300025	WS7524	291	4308F 26th Avenue Southwest	MF	1	62	160	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300026	WS7523	291	4308G 26th Avenue Southwest	MF	1	62	150	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300027	WS7522	291	4308H 26th Avenue Southwest	MF	1	62	138	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300028	WS7521	291	4308I 26th Avenue Southwest	MF	1	62	127	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300031	WS7520	291	4304 26th Avenue Southwest	MF	1	62	117	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300044	WS5395	292	4312 26th Avenue Southwest	MF	1	65	78	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300045	WS5394	292	4314 26th Avenue Southwest	MF	1	65	62	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	299	63	Ldn	61	67	6	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	299	63	Ldn	61	67	6	0	West Side at 6 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	299	62	Ldn	61	67	6	0	West Side at 6 feet	No	No	56
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	4	65	290	63	Ldn	61	67	4	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	4	65	290	63	Ldn	61	67	4	0	West Side at 6 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	4	65	290	62	Ldn	61	67	4	0	West Side at 6 feet	No	No	56
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282.5	4040 26th Avenue Southwest	MF	2	65	462	61	Ldn	61	67	2	0	West Side at 6 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282.5	4040 26th Avenue Southwest	MF	2	65	462	61	Ldn	61	67	2	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282.5	4040 26th Avenue Southwest	MF	2	65	462	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	295	2619 Southwest Adams Street	MF	1	62	470	48	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	295	2619 Southwest Adams Street	MF	1	62	456	48	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	295	2619 Southwest Adams Street	MF	1	62	454	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	294.5	2607A Southwest Adams Street	MF	1	62	447	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	294	2607A Southwest Adams Street	MF	1	62	448	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	294	2607A Southwest Adams Street	MF	1	62	449	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	294	2607A Southwest Adams Street	MF	1	62	449	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	295	2613 Southwest Adams Street	MF	1	62	424	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	294.5	2613 Southwest Adams Street	MF	1	62	424	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001740	WS6757	294	2609 Southwest Adams Street	SF	1	62	408	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001741	WS6760	293	2609A Southwest Adams Street	MF	1	62	406	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001730	WS6770	292	2603 Southwest Adams Street	MF	1	62	425	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001732	WS6771	292	2601 Southwest Adams Street	MF	1	62	417	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001915	WS6737	296	2626 Southwest Nevada Street	SF	1	62	317	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	296	2622D Southwest Nevada Street	MF	1	62	320	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	295.5	2622D Southwest Nevada Street	MF	1	62	319	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	295.5	2622C Southwest Nevada Street	MF	1	62	319	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	295.5	2622C Southwest Nevada Street	MF	1	62	318	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001918	WS6742	295	2622B Southwest Nevada Street	MF	1	62	323	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001919	WS6743	295	2622A Southwest Nevada Street	MF	1	62	323	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001925	WS6744	295	2614C Southwest Nevada Street	MF	1	62	325	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	295	2620 Southwest Nevada Street	MF	1	62	383	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	295	2620 Southwest Nevada Street	MF	1	62	382	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001955	WS6752	294	2608 Southwest Nevada Street	MF	1	62	316	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001956	WS6753	293	4217 26th Avenue Southwest	SF	1	62	316	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001950	WS6754	292	4215 26th Avenue Southwest	SF	2	62	362	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002060	WS5361	297.5	2641 Southwest Nevada Street	SF	1	62	191	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002051	WS5363	297	2639 Southwest Nevada Street	MF	1	65	208	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002045	WS5365	297	2633 Southwest Nevada Street	MF	1	65	199	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002049	WS5362	297	2637 Southwest Nevada Street	MF	1	65	175	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002047	WS5364	296.5	2635 Southwest Nevada Street	MF	1	65	170	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS61200	296	2629 Southwest Nevada Street	MF	3	65	83	61	Ldn	61	67	3	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS61200	296	2629 Southwest Nevada Street	MF	4	65	185	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002025	WS5367	296	2623 Southwest Nevada Street	MF	2	65	191	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002015	WS5370	295.5	2621 Southwest Nevada Street	MF	1	65	204	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002005	WS5371	295	2613 Southwest Nevada Street	SF	1	65	176	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001995	WS6712	294.5	2611C Southwest Nevada Street	SF	1	65	196	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001996	WS5372	294.5	2611B Southwest Nevada Street	MF	1	65	149	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001997	WS6711	294	2611A Southwest Nevada Street	MF	1	65	149	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001980	WS2436	294	2609 Southwest Nevada Street	MF	1	62	192	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002164	WS1136	296	2624A Southwest Genesee Street	MF	1	65	69	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002200	WS2434	294	4313 26th Avenue Southwest	SF	1	62	109	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002016	WS7317	295	2619 Southwest Nevada Street	MF	1	64	142	60	Ldn	61	66	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002017	WS7320	295	2617 Southwest Nevada Street	MF	1	64	143	60	Ldn	61	66	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600730	WS5376	295	4405 26th Avenue Southwest	SF	1	65	52	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600725	WS5377	294	4409 26th Avenue Southwest	SF	1	65	89	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600715	WS5380	294	4415 26th Avenue Southwest	SF	1	64	122	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600712	WS5381	294	4419 26th Avenue Southwest	SF	1	64	166	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600710	WS5382	294	4421 26th Avenue Southwest	SF	1	62	209	58	Ldn	59	65	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600705	WS5383	294	4425 26th Avenue Southwest	SF	1	64	245	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600700	WS5384	294	4429 26th Avenue Southwest	SF	1	63	288	58	Ldn	60	66	0	0	East Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600695	WS5385	294	4435 26th Avenue Southwest	SF	1	63	323	58	Ldn	60	66	0	0	East Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600690	WS5386	294	4437 26th Avenue Southwest	SF	1	63	369	57	Ldn	60	66	0	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600685	WS5387	294	4441 26th Avenue Southwest	SF	1	63	404	57	Ldn	60	66	0	0	East Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600680	WS5390	294	4445 26th Avenue Southwest	SF	1	63	445	57	Ldn	60	66	0	0	East Side at 4 feet	No	No	47
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	298	4112 28th Avenue Southwest	PK	1	55	67	59	Leq	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	296	4470 35th Avenue Southwest	Commercial	1	67	67	61	Leq	68	73	0	0	East Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300086	WS5397	291	4149 25th Avenue Southwest	MF	1	65	90	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300083	WS7517	290	4147C 25th Avenue Southwest	MF	1	65	90	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300084	WS7516	290	4147A 25th Avenue Southwest	MF	1	65	90	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300085	WS1152	290	4147B 25th Avenue Southwest	MF	1	65	90	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300186	WS7513	289.5	2406 Southwest Genesee Street	MF	1	65	117	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300187	WS7512	289.5	2404 Southwest Genesee Street	MF	1	65	117	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300188	WS7510	289.5	2402 Southwest Genesee Street	MF	1	65	117	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300189	WS7507	289.5	2400 Southwest Genesee Street	MF	1	65	117	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300190	WS7511	289.5	4155 Delridge Way Southwest	MF	1	65	117	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001940	WS6751	294.5	2612B Southwest Nevada Street	MF	1	62	350	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001939	WS7533	294.5	2612C Southwest Nevada Street	MF	1	62	350	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001941	WS7534	294.5	2610 Southwest Nevada Street	MF	1	62	350	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001942	WS7532	294.5	2612A Southwest Nevada Street	MF	1	62	350	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001600	WS5305	302.5	4200 30th Avenue Southwest	MF	4	62	451	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001590	WS5306	302.5	2853 Southwest Adams Street	SF	1	62	451	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001585	WS5315	302	2849 Southwest Adams Street	SF	2	62	423	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001575	WS5317	301.5	2845B Southwest Adams Street	MF	1	62	463	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001576	WS5321	301.5	2845A Southwest Adams Street	MF	1	62	467	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001578	WS5316	301.5	2847B Southwest Adams Street	MF	1	62	422	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001577	WS5320	301.5	2847A Southwest Adams Street	MF	1	62	423	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001565	WS5324	301	2841 Southwest Adams Street	MF	1	62	473	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001566	WS5322	301	2843B Southwest Adams Street	MF	1	62	427	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001567	WS5323	301	2843A Southwest Adams Street	MF	1	62	427	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001545	WS5331	300.5	2835F Southwest Adams Street	MF	1	62	461	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001544	WS5332	300.5	2835E Southwest Adams Street	MF	1	62	458	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001543	WS5333	300.5	2835D Southwest Adams Street	MF	1	62	461	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001542	WS5334	300.5	2835C Southwest Adams Street	MF	1	62	459	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001541	WS5335	300	2835B Southwest Adams Street	MF	1	62	460	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001540	WS5336	300	2835A Southwest Adams Street	MF	1	62	459	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001547	WS5326	300.5	2831 Southwest Adams Street	MF	1	62	415	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001546	WS5327	300	2829 Southwest Adams Street	MF	1	62	420	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001539	WS5330	300	2827 Southwest Adams Street	MF	1	62	421	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001530	WS5344	299.5	2825 Southwest Adams Street	MF	1	62	467	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001532	WS5345	299	2821 Southwest Adams Street	MF	1	62	467	50	Ldn	59	65	0	0	West Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001538	WS5341	299.5	2823C Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001534	WS5343	299.5	2823A Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001536	WS5342	299	2823B Southwest Adams Street	MF	1	62	422	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001520	WS5350	299	2819 Southwest Adams Street	SF	1	62	449	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001510	WS5351	298	2809 Southwest Adams Street	SF	1	62	431	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001500	WS5356	298	2807 Southwest Adams Street	SF	1	62	438	49	Ldn	59	65	0	0	West Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001490	WS5360	297	4201 28th Avenue Southwest	SF	1	62	460	47	Ldn	59	65	0	0	West Side at 4 feet	No	No	37
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001491	WS5357	297	4209 28th Avenue Southwest	SF	1	62	418	48	Ldn	59	65	0	0	West Side at 4 feet	No	No	38
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001611	WS5304	303	4218 30th Avenue Southwest	MF	1	62	341	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001610	WS5303	303	2854 Southwest Nevada Street	MF	1	62	317	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001615	WS5307	302	2848 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001620	WS5310	302	2846 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001625	WS5311	301.5	2844 Southwest Nevada Street	SF	1	62	333	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001630	WS5312	301.5	2842 Southwest Nevada Street	SF	1	62	330	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001635	WS5313	301	2840 Southwest Nevada Street	SF	1	62	328	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001640	WS5314	301	2838 Southwest Nevada Street	SF	1	62	325	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001665	WS5325	300	2828 Southwest Nevada Street	SF	1	62	317	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001675	WS5337	299.5	2826 Southwest Nevada Street	SF	1	62	325	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001685	WS5340	299	2820 Southwest Nevada Street	SF	1	62	324	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001690	WS5346	298.5	2816 Southwest Nevada Street	SF	1	62	315	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001700	WS5347	298	2810 Southwest Nevada Street	MF	2	62	324	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001715	WS5352	298	2808 Southwest Nevada Street	SF	1	62	319	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001720	WS5353	298.5	2804 Southwest Nevada Street	SF	1	62	320	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001725	WS5354	297	2800 Southwest Nevada Street	SF	1	62	319	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001710	WS5355	297	4217 28th Avenue Southwest	SF	1	62	382	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002330	WS5261	303	4302 30th Avenue Southwest	MF	4	65	194	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002320	WS5262	302.5	2855 Southwest Nevada Street	MF	2	65	196	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002305	WS5264	302	2853 Southwest Nevada Street	MF	1	65	191	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002306	WS5266	301.5	2847 Southwest Nevada Street	MF	1	65	192	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	302	2851 Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	301.5	2849 Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002300	WS5267	301	2843 Southwest Nevada Street	SF	1	65	167	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002290	WS5274	300.5	2837 Southwest Nevada Street	MF	1	65	207	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002292	WS5272	301	2841 Southwest Nevada Street	MF	1	65	149	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002291	WS5273	300.5	2839 Southwest Nevada Street	MF	1	65	149	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002285	WS5276	300.5	2833A Southwest Nevada Street	MF	1	65	199	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002270	WS5280	300	2831A Southwest Nevada Street	MF	1	65	202	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002286	WS5275	300.5	2833B Southwest Nevada Street	MF	1	65	153	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002271	WS5277	300	2831B Southwest Nevada Street	MF	1	65	150	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002265	WS5281	299.5	2827 Southwest Nevada Street	MF	2	65	174	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002260	WS5282	299	2821 Southwest Nevada Street	MF	2	65	163	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002250	WS5284	299	2817B Southwest Nevada Street	MF	1	65	201	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002256	WS5286	298.5	2815A Southwest Nevada Street	MF	1	65	198	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002252	WS5283	299	2817A Southwest Nevada Street	MF	1	65	164	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002254	WS5285	298.5	2815B Southwest Nevada Street	MF	1	65	163	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002234	WS5294	298	2811A Southwest Nevada Street	MF	1	65	206	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002232	WS5296	297.5	2807A Southwest Nevada Street	MF	1	65	201	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002236	WS5293	298	2811B Southwest Nevada Street	MF	1	65	169	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002230	WS5295	297.5	2807B Southwest Nevada Street	MF	1	65	169	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002220	WS5302	297	2801A Southwest Nevada Street	MF	1	65	223	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002221	WS5301	297	2801B Southwest Nevada Street	MF	1	65	196	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002222	WS5300	297	2801C Southwest Nevada Street	MF	1	65	174	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002223	WS5297	297	2801D Southwest Nevada Street	MF	1	65	156	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002238	WS5291	297.5	2809B Southwest Nevada Street	MF	1	65	103	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002440	WS5292	297.5	2809A Southwest Nevada Street	MF	1	65	114	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	2	65	126	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	306	3101 Southwest Avalon Way	MF	4	65	193	63	Ldn	61	67	4	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	67	Ldn	61	67	0	2	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	66	Ldn	61	67	2	0	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	55	66	Ldn	61	67	2	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	65	Ldn	61	67	2	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	152	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	64	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	2	65	200	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300750	WS5253	306	3055 Southwest Avalon Way	SF	1	65	238	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300745	WS5254	305.5	3051 Southwest Avalon Way	MF	2	65	278	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300740	WS5255	305	3047 Southwest Avalon Way	MF	3	65	310	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300725	WS5256	305	3039 Southwest Avalon Way	MF	2	65	377	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300710	WS5257	304	3025 Southwest Avalon Way	U	1	65	480	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304	4209 30th Avenue Southwest	MF	2	65	328	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304.5	4209 30th Avenue Southwest	MF	2	65	334	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	304.5	4209 30th Avenue Southwest	MF	2	65	334	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301000	WS5213	309	4126 32nd Avenue Southwest	SF	1	56	325	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301005	WS5214	309	4122 32nd Avenue Southwest	SF	1	56	358	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301010	WS5215	309	4118 32nd Avenue Southwest	SF	1	56	392	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301015	WS5216	308.5	4114 32nd Avenue Southwest	SF	1	56	428	57	Ldn	56	63	1	0	West Side at 6 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301020	WS5217	309	4110 32nd Avenue Southwest	SF	1	56	475	57	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	3	65	86	61	Ldn	61	67	3	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	3	65	88	65	Ldn	61	67	3	0	West Side at 6 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	88	66	Ldn	61	67	2	0	West Side at 6 feet	No	No	55
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	88	61	Ldn	61	67	2	0	West Side at 6 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	88	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	308	3112 Southwest Avalon Way	MF	2	65	88	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300920	WS5226	306.5	3074 Southwest Avalon Way	MF	4	65	319	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300913	WS5230	307.5	3070H Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300911	WS5235	307.5	3070F Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300899	WS5243	307.5	3070C Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300897	WS5247	307.5	3070A Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300914	WS5227	307.5	3070I Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300905	WS5240	307.5	3070E Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300912	WS5234	307.5	3070G Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300900	WS5242	307.5	3070D Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300898	WS5246	307.5	3070B Southwest Avalon Way	MF	1	65	367	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300909	WS5232	307	3062H Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300907	WS5237	307	3062F Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300903	WS5245	307	3062C Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300901	WS5251	307	3062A Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300910	WS5231	307	3062I Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300906	WS5241	307	3062E Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300908	WS5236	307	3062G Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300904	WS5244	307	3062D Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300902	WS5250	307	3062B Southwest Avalon Way	MF	1	65	425	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	305	4470 35th Avenue Southwest	Commercial	0	67	96	65	Leq	68	73	0	0	None	No	No	65
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	303	4470 35th Avenue Southwest	Commercial	0	67	159	65	Leq	68	73	0	0	None	No	No	65
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	300.5	4470 35th Avenue Southwest	Commercial	0	67	95	67	Leq	68	73	0	0	None	No	No	67
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	297.5	4470 35th Avenue Southwest	Commercial	0	67	106	63	Leq	68	73	0	0	None	No	No	63
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	4	68	201	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	4	68	201	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	5	68	201	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	308.5	3221 Southwest Avalon Way	MF	5	68	201	63	Ldn	63	69	5	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301930	WS5167	307.5	3211 Southwest Avalon Way	MF	4	68	127	64	Ldn	63	69	4	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300922	WS7546	307.5	3078H Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300923	WS7547	307.5	3078G Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300924	WS7550	307.5	3078F Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300925	WS5225	307.5	3078E Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300926	WS7551	307.5	3078D Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300927	WS7552	307.5	3078C Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300928	WS7553	307.5	3078B Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300929	WS7554	307.5	3078A Southwest Avalon Way	MF	1	65	277	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300935	WS5222	309	3104B Southwest Avalon Way	MF	1	65	204	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300940	WS7566	307.5	3104F Southwest Avalon Way	MF	1	65	172	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300941	WS7564	307.5	3104G Southwest Avalon Way	MF	1	65	183	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300942	WS7565	307.5	3104H Southwest Avalon Way	MF	1	65	162	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300943	WS7572	308	3104A Southwest Avalon Way	MF	1	65	180	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300944	WS7571	308	3104C Southwest Avalon Way	MF	1	65	175	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300946	WS7570	308	3104D Southwest Avalon Way	MF	1	65	175	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300947	WS7567	307.5	3104E Southwest Avalon Way	MF	1	65	173	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300931	WS7555	307.5	3088A Southwest Avalon Way	MF	1	65	209	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300932	WS7556	307.5	3088B Southwest Avalon Way	MF	1	65	158	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300933	WS5223	307.5	3088C Southwest Avalon Way	MF	1	65	200	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300934	WS7557	308	3088D Southwest Avalon Way	MF	1	65	204	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300936	WS7560	308	3088E Southwest Avalon Way	MF	1	65	206	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300937	WS7561	308	3088F Southwest Avalon Way	MF	1	65	210	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300938	WS7562	308.5	3088G Southwest Avalon Way	MF	1	65	236	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300939	WS7563	308.5	3088H Southwest Avalon Way	MF	1	65	215	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	67	Ldn	63	69	1	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306.5	3201 Southwest Avalon Way	MF	1	68	59	66	Ldn	63	69	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	66	Ldn	63	69	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	65	Ldn	63	69	1	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	115	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	306	3201 Southwest Avalon Way	MF	1	68	165	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001612	WS7542	303	4214 30th Avenue Southwest	MF	1	62	400	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001613	WS7541	303	4216 30th Avenue Southwest	MF	1	62	386	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001614	WS7540	303	4220 30th Avenue Southwest	MF	1	62	357	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001618	WS7537	303	2858 Southwest Nevada Street	MF	1	62	318	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001617	WS7536	303	2856 Southwest Nevada Street	MF	1	62	318	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001616	WS7535	302	2852 Southwest Nevada Street	MF	1	62	317	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-14. Summary of Noise Analysis – Delridge Way Station Lower Height Alternative (DEL-4)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700407	WS5515	271	3816 22nd Avenue Southwest	MF	1	62	345	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700425	WS5512	271	3824 22nd Avenue Southwest	SF	1	62	389	59	Ldn	59	65	1	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 21st Avenue Southwest along Southwest Charlestown Street	2848700435	WS5511	271	3830 22nd Avenue Southwest	SF	1	62	399	58	Ldn	59	65	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700345	WS5495	271	3813 22nd Avenue Southwest	MF	2	69	191	65	Ldn	64	70	2	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700335	WS5494	271	3817 22nd Avenue Southwest	MF	2	69	214	64	Ldn	64	70	2	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700325	WS5493	271	3821 22nd Avenue Southwest	SF	1	67	225	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	272	3833 22nd Avenue Southwest	MF	2	67	239	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	273	3833 22nd Avenue Southwest	MF	3	67	251	63	Ldn	63	68	3	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	5544700000	WS81800	273	3833 22nd Avenue Southwest	MF	2	67	288	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700275	WS5491	274	3843 22nd Avenue Southwest	MF	2	67	357	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700265	WS5490	274	3849 22nd Avenue Southwest	MF	3	67	368	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700270	WS5487	275	3853 22nd Avenue Southwest	SF	1	67	388	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700245	WS5486	275	2208 Southwest Andover Street	MF	3	67	393	60	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	274	3832 23rd Avenue Southwest	SF	1	67	188	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	274	3836 23rd Avenue Southwest	SF	1	67	212	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	274	3842 23rd Avenue Southwest	SF	1	66	218	63	Ldn	62	68	1	0	East Side at 4 feet	Yes	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	275	3844 23rd Avenue Southwest	SF	1	65	236	63	Ldn	61	67	1	0	East Side at 4 feet	Yes	No	54
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	275	3852 23rd Avenue Southwest	SF	1	64	275	63	Ldn	61	66	1	0	East Side at 4 feet	Yes	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	273	3824 23rd Avenue Southwest	MF	2	68	157	64	Ldn	63	69	2	0	East Side at 4 feet	Yes	No	54
Delridge Area: West Side of 23rd Avenue Southwest	7881500500	WS5470	278	4003 22nd Avenue Southwest	SF	1	67	399	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	7881500490	WS5467	278	4007 22nd Avenue Southwest	SF	1	67	412	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500480	WS5466	279	4011 22nd Avenue Southwest	SF	1	67	398	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500475	WS5465	279	4015 22nd Avenue Southwest	SF	1	67	376	61	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500465	WS5464	280	4017 22nd Avenue Southwest	SF	1	67	393	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500455	WS5463	280	4023 22nd Avenue Southwest	SF	1	67	398	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500450	WS5462	280	4027 22nd Avenue Southwest	SF	1	67	387	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500445	WS5461	281	4029 22nd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 6 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600475	WS5460	281	4031 22nd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 6 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600460	WS5456	281.5	4037 22nd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 6 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600455	WS5455	281.5	4039 22nd Avenue Southwest	SF	1	67	385	61	Ldn	63	68	0	0	East Side at 6 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600452	WS5454	282	4041 22nd Avenue Southwest	SF	1	67	384	61	Ldn	63	68	0	0	East Side at 6 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600440	WS5452	283	4049 22nd Avenue Southwest	SF	1	67	371	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7881500380	WS5446	278	2219 Southwest Andover Street	MF	2	67	280	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	7881500390	WS5445	278	4008 23rd Avenue Southwest	SF	1	67	276	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	58
Delridge Area: West Side of 23rd Avenue Southwest	7881500404	WS5444	279	4012 23rd Avenue Southwest	SF	1	67	282	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	60
Delridge Area: West Side of 23rd Avenue Southwest	7881500400	WS5443	279	4014 23rd Avenue Southwest	SF	1	67	281	63	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	60
Delridge Area: West Side of 23rd Avenue Southwest	7881500408	WS5442	279	4016 23rd Avenue Southwest	SF	1	67	280	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	61
Delridge Area: West Side of 23rd Avenue Southwest	7881500415	WS5441	279.5	4018 23rd Avenue Southwest	SF	1	67	286	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	61
Delridge Area: West Side of 23rd Avenue Southwest	7881500425	WS5440	280	4022 23rd Avenue Southwest	SF	1	67	286	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	60
Delridge Area: West Side of 23rd Avenue Southwest	7881500435	WS5437	280.5	4028 23rd Avenue Southwest	SF	1	67	305	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600360	WS5436	281	4055 22nd Avenue Southwest	SF	1	67	308	62	Ldn	63	68	0	0	East Side at 6 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	2444600370	WS5435	281	4036 23rd Avenue Southwest	SF	1	67	297	62	Ldn	63	68	0	0	East Side at 6 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600380	WS5434	282	4040 23rd Avenue Southwest	SF	1	67	297	62	Ldn	63	68	0	0	East Side at 6 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600390	WS5432	282	4046 23rd Avenue Southwest	SF	1	67	286	62	Ldn	63	68	0	0	East Side at 6 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	2444600405	WS5430	283	4056 23rd Avenue Southwest	SF	1	67	281	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest	2444600416	WS5427	284	4058 23rd Avenue Southwest	SF	1	67	282	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7891600505	WS7113	284	4101 22nd Avenue Southwest	SF	1	60	393	61	Ldn	58	64	1	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest	7892100170	WS7107	286	4137 22nd Avenue Southwest	SF	1	60	460	60	Ldn	58	64	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7892100165	WS7106	287	4143 22nd Avenue Southwest	SF	1	60	475	60	Ldn	58	64	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest	7891600395	WS7103	284	4102 23rd Avenue Southwest	SF	1	67	296	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7891600415	WS7101	285	4112 23rd Avenue Southwest	SF	1	67	299	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7891600425	WS7100	285	4118 23rd Avenue Southwest	SF	1	60	308	62	Ldn	58	64	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7891600435	WS7097	286	4122 23rd Avenue Southwest	SF	1	60	319	61	Ldn	58	64	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7891600445	WS7096	286	4124 23rd Avenue Southwest	SF	1	60	333	61	Ldn	58	64	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest	7892100075	WS7094	286	4136 23rd Avenue Southwest	SF	1	60	367	61	Ldn	58	64	1	0	East Side at 4 feet	No	No	56
Duwamish Area: Secrets Studio Records, Inc.	2848700230	WS5474	276	3856 23rd Avenue Southwest	REC	1	64	265	63	Leq	61	66	1	0	East Side at 4 feet	Yes	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	275	3847 23rd Avenue Southwest	SF	1	68	106	66	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	277	3857 23rd Avenue Southwest	MF	1	68	130	63	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	278	2303 Southwest Andover Street	SF	1	68	168	63	Ldn	63	69	1	0	East Side at 4 feet	Yes	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	278	4007 23rd Avenue Southwest	SF	1	67	152	64	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	54
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500350	WS5424	279	4011 23rd Avenue Southwest	SF	1	67	157	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	56
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500340	WS5423	279	4017 23rd Avenue Southwest	SF	1	67	143	65	Ldn	63	68	1	0	East Side at 4 feet	Yes	No	57
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500330	WS5422	280	4021 23rd Avenue Southwest	SF	1	67	141	65	Ldn	63	68	1	0	East Side at 4 feet	No	No	57
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500320	WS5421	280	4029 23rd Avenue Southwest	SF	1	67	158	65	Ldn	63	68	1	0	East Side at 4 feet	No	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600335	WS5420	281	4033 23rd Avenue Southwest	SF	1	67	148	65	Ldn	63	68	1	0	East Side at 6 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2444600325	WS5416	282	4043 23rd Avenue Southwest	SF	1	67	149	65	Ldn	63	68	1	0	East Side at 6 feet	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600385	WS5411	285	4107 23rd Avenue Southwest	SF	1	67	162	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	59
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600365	WS7086	285	4111 23rd Avenue Southwest	SF	1	67	171	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	59
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600335	WS7085	286	4115 23rd Avenue Southwest	SF	1	67	177	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	59
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600330	WS7084	286	4123 23rd Avenue Southwest	SF	1	67	191	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	59
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600325	WS7083	286.5	4127 23rd Avenue Southwest	SF	1	62	207	63	Ldn	59	65	1	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100005	WS7082	287	4133 23rd Avenue Southwest	SF	1	62	224	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100015	WS7081	287	4137 23rd Avenue Southwest	SF	1	62	242	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100020	WS7080	286	4143 23rd Avenue Southwest	SF	1	62	246	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100025	WS7077	287	4147 23rd Avenue Southwest	SF	1	64	290	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100045	WS7076	287	4151 23rd Avenue Southwest	SF	1	64	308	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7892100055	WS7075	287	4157 23rd Avenue Southwest	SF	1	67	341	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600310	WS3036	286	4118 Delridge Way Southwest	SF	2	67	74	64	Ldn	63	68	2	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7891600320	WS7074	286	4120 Delridge Way Southwest	MF	3	67	84	64	Ldn	63	68	3	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300245	WS7073	287	4124 Delridge Way Southwest	Vacant	0	67	101	63	Ldn	63	68	0	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300250	WS7072	287	4134 Delridge Way Southwest	SF	1	67	120	65	Ldn	63	68	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300250	WS7072	287	4134 Delridge Way Southwest	SF	1	67	120	65	Ldn	63	68	1	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300255	WS7071	288	4140 Delridge Way Southwest	MF	1	67	138	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300255	WS7071	288	4140 Delridge Way Southwest	MF	1	67	138	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300260	WS7070	288	4142 Delridge Way Southwest	MF	1	67	158	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300260	WS7070	288	4142 Delridge Way Southwest	MF	1	67	158	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300259	WS7067	288	4144 Delridge Way Southwest	MF	1	67	172	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300259	WS7067	288	4144 Delridge Way Southwest	MF	1	67	172	64	Ldn	63	68	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300258	WS7066	289	4146 Delridge Way Southwest	MF	1	67	186	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300258	WS7066	289	4146 Delridge Way Southwest	MF	1	67	186	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300257	WS7065	289	4148 Delridge Way Southwest	MF	1	67	201	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300257	WS7065	289	4148 Delridge Way Southwest	MF	1	67	201	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300265	WS7064	289	4150 Delridge Way Southwest	MF	1	67	222	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	3574300265	WS7064	289	4150 Delridge Way Southwest	MF	1	67	222	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600155	WS2464	284	4100 25th Avenue Southwest	SF	1	65	150	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600160	WS2462	285	4102 25th Avenue Southwest	SF	1	65	150	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600161	WS6736	285	4106 25th Avenue Southwest	SF	1	65	140	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600165	WS6735	285	4108 25th Avenue Southwest	SF	1	65	140	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600175	WS6734	285.5	4110 25th Avenue Southwest	SF	1	65	131	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600180	WS6733	286	4116 25th Avenue Southwest	SF	1	65	142	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600190	WS6732	286	4118 25th Avenue Southwest	SF	1	65	102	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600200	WS5405	287	4122 25th Avenue Southwest	SF	1	65	91	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	288	4128B 25th Avenue Southwest	MF	1	65	89	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	288	4128B 25th Avenue Southwest	MF	1	65	66	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	288	4128B 25th Avenue Southwest	MF	1	65	35	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	7891600205	WS5403	288	4128B 25th Avenue Southwest	MF	1	65	35	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300125	WS5401	288	4130 25th Avenue Southwest	MF	1	65	59	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300126	WS1168	288	4132A 25th Avenue Southwest	MF	1	65	40	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300127	WS1166	288	4132B 25th Avenue Southwest	MF	1	65	32	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300215	WS3030	288.5	4143 Delridge Way Southwest	MF	1	65	28	66	Ldn	61	67	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300205	WS7061	289	4147 Delridge Way Southwest	MF	2	65	53	64	Ldn	61	67	2	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300195	WS7060	289	4151 Delridge Way Southwest	SF	1	65	93	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300170	WS3018	290	2414 Southwest Genesee Street	MF	2	65	109	62	Ldn	61	67	2	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300170	WS3018	290	2414 Southwest Genesee Street	MF	2	65	56	64	Ldn	61	67	2	0	East Side at 4 feet	No	No	53
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600140	WS6730	285	2507 Southwest Dakota Street	SF	1	65	342	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600135	WS6731	285	2501 Southwest Dakota Street	SF	1	65	269	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600125	WS2460	286	4109 25th Avenue Southwest	SF	1	65	276	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600105	WS10018	287	4115 25th Avenue Southwest	MF	1	65	267	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600100	WS10016	287	4117 25th Avenue Southwest	MF	1	65	257	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600090	WS2454	288	4121 25th Avenue Southwest	SF	1	65	256	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600075	WS2452	288	4123B 25th Avenue Southwest	MF	1	65	216	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600070	WS2450	289	4127 25th Avenue Southwest	SF	1	65	203	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300116	WS6716	290	4133 25th Avenue Southwest	SF	1	65	194	56	Ldn	61	67	0	0	West Side at 6 feet	No	No	43
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300115	WS6717	289	4131 25th Avenue Southwest	SF	1	65	165	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300110	WS6715	289	4137 25th Avenue Southwest	SF	1	65	142	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300100	WS6714	290	4139 25th Avenue Southwest	SF	1	65	110	62	Ldn	61	67	1	0	West Side at 6 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300095	WS5400	290	4143 25th Avenue Southwest	SF	1	65	81	63	Ldn	61	67	1	0	West Side at 6 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600005	WS6727	284.5	4102 26th Avenue Southwest	SF	1	65	413	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600013	WS6725	285	4104 26th Avenue Southwest	MF	1	65	424	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600017	WS6726	285	4106 26th Avenue Southwest	MF	1	65	393	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600015	WS6724	285	4108 26th Avenue Southwest	MF	1	65	397	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600019	WS6723	286	4110 26th Avenue Southwest	MF	1	65	373	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600035	WS6722	287	4200 26th Avenue Southwest	SF	1	65	370	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600040	WS6721	288	4202 26th Avenue Southwest	SF	1	65	345	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600045	WS6720	288	4206 26th Avenue Southwest	SF	1	65	313	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600055	WS2448	289	4210 26th Avenue Southwest	SF	1	65	294	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600060	WS2446	289	4212 26th Avenue Southwest	SF	1	65	278	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	7891600065	WS2444	290	4216 26th Avenue Southwest	SF	1	65	279	55	Ldn	61	67	0	0	West Side at 6 feet	No	No	42
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300005	WS2442	290.5	4218 26th Avenue Southwest	SF	1	65	242	56	Ldn	61	67	0	0	West Side at 6 feet	No	No	42
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300010	WS2440	291	4222 26th Avenue Southwest	SF	1	65	201	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300020	WS2438	291	4308A 26th Avenue Southwest	MF	1	65	196	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300023	WS7526	291	4308D 26th Avenue Southwest	MF	1	65	179	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300024	WS7525	291	4308E 26th Avenue Southwest	MF	1	65	168	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300025	WS7524	291	4308F 26th Avenue Southwest	MF	1	62	160	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300026	WS7523	291	4308G 26th Avenue Southwest	MF	1	62	150	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300027	WS7522	291	4308H 26th Avenue Southwest	MF	1	62	138	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300028	WS7521	291	4308I 26th Avenue Southwest	MF	1	62	127	61	Ldn	59	65	1	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300031	WS7520	291	4304 26th Avenue Southwest	MF	1	62	117	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300044	WS5395	292	4312 26th Avenue Southwest	MF	1	65	78	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300045	WS5394	292	4314 26th Avenue Southwest	MF	1	65	62	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300045	WS5394	292	4314 26th Avenue Southwest	MF	1	65	62	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300046	WS5396	291	4310 26th Avenue Southwest	MF	1	65	48	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300046	WS5396	291	4310 26th Avenue Southwest	MF	1	65	48	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	288	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	288	63	Ldn	61	67	6	0	West Side at 6 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	288	62	Ldn	61	67	6	0	West Side at 6 feet	No	No	57
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	4	65	289	63	Ldn	61	67	4	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	4	65	289	63	Ldn	61	67	4	0	West Side at 6 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	4	65	289	62	Ldn	61	67	4	0	West Side at 6 feet	No	No	56
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282.5	4040 26th Avenue Southwest	MF	2	65	464	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282.5	4040 26th Avenue Southwest	MF	2	65	464	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	51
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282.5	4040 26th Avenue Southwest	MF	2	65	464	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	295	2619 Southwest Adams Street	MF	1	62	470	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	295	2619 Southwest Adams Street	MF	1	62	456	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001750	WS6761	295	2619 Southwest Adams Street	MF	1	62	454	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	294.5	2607A Southwest Adams Street	MF	1	62	447	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	294	2607A Southwest Adams Street	MF	1	62	448	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	294	2607A Southwest Adams Street	MF	1	62	449	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001739	WS6767	294	2607A Southwest Adams Street	MF	1	62	449	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	295	2613 Southwest Adams Street	MF	1	62	424	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	43
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001751	WS6755	294.5	2613 Southwest Adams Street	MF	1	62	424	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001740	WS6757	294	2609 Southwest Adams Street	SF	1	62	408	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001741	WS6760	293	2609A Southwest Adams Street	MF	1	62	406	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001730	WS6770	292	2603 Southwest Adams Street	MF	1	62	425	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001732	WS6771	292	2601 Southwest Adams Street	MF	1	62	417	51	Ldn	59	65	0	0	West Side at 4 feet	No	No	41
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001915	WS6737	296	2626 Southwest Nevada Street	SF	1	62	317	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	296	2622D Southwest Nevada Street	MF	1	62	320	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001916	WS6740	295.5	2622D Southwest Nevada Street	MF	1	62	319	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	295.5	2622C Southwest Nevada Street	MF	1	62	319	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001917	WS6741	295.5	2622C Southwest Nevada Street	MF	1	62	318	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001918	WS6742	295	2622B Southwest Nevada Street	MF	1	62	323	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001919	WS6743	295	2622A Southwest Nevada Street	MF	1	62	323	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001925	WS6744	295	2614C Southwest Nevada Street	MF	1	62	325	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	295	2620 Southwest Nevada Street	MF	1	62	383	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001920	WS6747	295	2620 Southwest Nevada Street	MF	1	62	382	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001955	WS6752	294	2608 Southwest Nevada Street	MF	1	62	316	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	46
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001956	WS6753	293	4217 26th Avenue Southwest	SF	1	62	316	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001950	WS6754	292	4215 26th Avenue Southwest	SF	2	62	362	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002060	WS5361	297.5	2641 Southwest Nevada Street	SF	1	62	191	64	Ldn	59	65	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002051	WS5363	297	2639 Southwest Nevada Street	MF	1	65	208	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002045	WS5365	297	2633 Southwest Nevada Street	MF	1	65	199	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002049	WS5362	297	2637 Southwest Nevada Street	MF	1	65	175	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002047	WS5364	296.5	2635 Southwest Nevada Street	MF	1	65	170	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS61200	296	2629 Southwest Nevada Street	MF	4	65	190	65	Ldn	61	67	4	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	2472850000	WS61200	296	2629 Southwest Nevada Street	MF	3	65	82	66	Ldn	61	67	3	0	West Side at 4 feet	No	No	55
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002025	WS5367	296	2623 Southwest Nevada Street	MF	2	65	191	65	Ldn	61	67	2	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002015	WS5370	295.5	2621 Southwest Nevada Street	MF	1	65	204	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002016	WS7317	295	2619 Southwest Nevada Street	MF	1	64	142	64	Ldn	61	66	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002017	WS7320	295	2617 Southwest Nevada Street	MF	1	64	143	64	Ldn	61	66	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002005	WS5371	295	2613 Southwest Nevada Street	SF	1	65	176	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001995	WS6712	294.5	2611C Southwest Nevada Street	SF	1	65	196	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001996	WS5372	294.5	2611B Southwest Nevada Street	MF	1	65	149	57	Ldn	61	67	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001997	WS6711	294	2611A Southwest Nevada Street	MF	1	65	149	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358001980	WS2436	294	2609 Southwest Nevada Street	MF	1	62	192	62	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002164	WS1136	295.5	2624A Southwest Genesee Street	MF	1	65	67	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Genesee Street	9358002200	WS2434	294	4313 26th Avenue Southwest	SF	1	62	109	63	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600730	WS5376	295	4405 26th Avenue Southwest	SF	1	65	52	66	Ldn	61	67	1	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600725	WS5377	294	4409 26th Avenue Southwest	SF	1	65	89	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600715	WS5380	294	4415 26th Avenue Southwest	SF	1	64	122	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600712	WS5381	294	4419 26th Avenue Southwest	SF	1	64	166	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600710	WS5382	294	4421 26th Avenue Southwest	SF	1	62	209	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600705	WS5383	294	4425 26th Avenue Southwest	SF	1	64	245	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600700	WS5384	294	4429 26th Avenue Southwest	SF	1	63	288	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600695	WS5385	294	4435 26th Avenue Southwest	SF	1	63	323	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600690	WS5386	294	4437 26th Avenue Southwest	SF	1	63	369	60	Ldn	60	66	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600685	WS5387	294	4441 26th Avenue Southwest	SF	1	63	404	60	Ldn	60	66	1	0	East Side at 4 feet	No	No	51
Delridge Area: West Side of 26th Avenue Southwest and south of Southwest Genesee Street	1772600680	WS5390	294	4445 26th Avenue Southwest	SF	1	63	445	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001585	WS5315	305	2849 Southwest Adams Street	SF	2	62	473	55	Ldn	59	65	0	0	West Side at 6 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001578	WS5316	304.5	2847B Southwest Adams Street	MF	1	62	463	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001577	WS5320	304	2847A Southwest Adams Street	MF	1	62	463	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001566	WS5322	304	2843B Southwest Adams Street	MF	1	62	461	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001567	WS5323	304	2843A Southwest Adams Street	MF	1	62	460	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001547	WS5326	303	2831 Southwest Adams Street	MF	1	62	450	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001546	WS5327	303	2829 Southwest Adams Street	MF	1	62	447	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001539	WS5330	302	2827 Southwest Adams Street	MF	1	62	441	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001538	WS5341	302	2823C Southwest Adams Street	MF	1	62	450	56	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001536	WS5342	302	2823B Southwest Adams Street	MF	1	62	447	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001534	WS5343	302	2823A Southwest Adams Street	MF	1	62	447	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001520	WS5350	302	2819 Southwest Adams Street	SF	1	62	459	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001510	WS5351	301	2809 Southwest Adams Street	SF	1	62	452	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001500	WS5356	300	2807 Southwest Adams Street	SF	1	62	450	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001490	WS5360	300	4201 28th Avenue Southwest	SF	1	62	475	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001491	WS5357	300	4209 28th Avenue Southwest	SF	1	62	426	55	Ldn	59	65	0	0	West Side at 4 feet	No	No	45
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001611	WS5304	306	4218 30th Avenue Southwest	MF	1	62	400	52	Ldn	59	65	0	0	West Side at 6 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001610	WS5303	306	2854 Southwest Nevada Street	MF	1	62	361	57	Ldn	59	65	0	0	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001615	WS5307	305	2848 Southwest Nevada Street	SF	1	62	362	58	Ldn	59	65	0	0	West Side at 6 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001620	WS5310	305	2846 Southwest Nevada Street	SF	1	62	363	57	Ldn	59	65	0	0	West Side at 6 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001625	WS5311	305	2844 Southwest Nevada Street	SF	1	62	368	59	Ldn	59	65	1	0	West Side at 6 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001630	WS5312	304	2842 Southwest Nevada Street	SF	1	62	365	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001635	WS5313	304	2840 Southwest Nevada Street	SF	1	62	363	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001640	WS5314	304	2838 Southwest Nevada Street	SF	1	62	357	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001665	WS5325	303	2828 Southwest Nevada Street	SF	1	62	343	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001675	WS5337	302.5	2826 Southwest Nevada Street	SF	1	62	352	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001685	WS5340	302	2820 Southwest Nevada Street	SF	1	62	346	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001690	WS5346	302	2816 Southwest Nevada Street	SF	1	62	333	60	Ldn	59	65	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001700	WS5347	301	2810 Southwest Nevada Street	MF	2	62	338	60	Ldn	59	65	2	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001715	WS5352	301	2808 Southwest Nevada Street	SF	1	62	334	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001720	WS5353	300	2804 Southwest Nevada Street	SF	1	62	333	59	Ldn	59	65	1	0	West Side at 4 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001725	WS5354	300	2800 Southwest Nevada Street	SF	1	62	326	66	Ldn	59	65	0	1	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001710	WS5355	300	4217 28th Avenue Southwest	SF	1	62	388	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002330	WS5261	306	4302 30th Avenue Southwest	MF	2	65	233	54	Ldn	61	67	0	0	West Side at 6 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002320	WS5262	305	2855 Southwest Nevada Street	MF	2	65	238	61	Ldn	61	67	2	0	West Side at 6 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002305	WS5264	305	2853 Southwest Nevada Street	MF	1	65	245	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	305	2851 Southwest Nevada Street	MF	1	65	193	62	Ldn	61	67	1	0	West Side at 6 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002306	WS5266	305	2847 Southwest Nevada Street	MF	1	65	239	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	305	2849 Southwest Nevada Street	MF	1	65	189	62	Ldn	61	67	1	0	West Side at 6 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002300	WS5267	304	2843 Southwest Nevada Street	SF	1	65	204	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002290	WS5274	303.5	2837 Southwest Nevada Street	MF	1	65	233	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002292	WS5272	304	2841 Southwest Nevada Street	MF	1	65	188	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002291	WS5273	303.5	2839 Southwest Nevada Street	MF	1	65	187	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002285	WS5276	303	2833A Southwest Nevada Street	MF	1	65	237	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002286	WS5275	303	2833B Southwest Nevada Street	MF	1	65	182	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002270	WS5280	303	2831A Southwest Nevada Street	MF	1	65	232	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002271	WS5277	303	2831B Southwest Nevada Street	MF	1	65	178	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002265	WS5281	303	2827 Southwest Nevada Street	MF	2	65	200	62	Ldn	61	67	2	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002260	WS5282	302	2821 Southwest Nevada Street	MF	2	65	185	63	Ldn	61	67	2	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002250	WS5284	302	2817B Southwest Nevada Street	MF	1	65	215	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002252	WS5283	302	2817A Southwest Nevada Street	MF	1	65	184	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002256	WS5286	301	2815A Southwest Nevada Street	MF	1	65	211	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002254	WS5285	301	2815B Southwest Nevada Street	MF	1	65	180	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002234	WS5294	301	2811A Southwest Nevada Street	MF	1	65	218	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002236	WS5293	301	2811B Southwest Nevada Street	MF	1	65	184	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002232	WS5296	300.5	2807A Southwest Nevada Street	MF	1	65	213	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002230	WS5295	300.5	2807B Southwest Nevada Street	MF	1	65	181	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002220	WS5302	300	2801A Southwest Nevada Street	MF	1	65	227	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002221	WS5301	300	2801B Southwest Nevada Street	MF	1	65	202	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002222	WS5300	300	2801C Southwest Nevada Street	MF	1	65	180	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002223	WS5297	300	2801D Southwest Nevada Street	MF	1	65	152	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002340	WS1102	306	4316 30th Avenue Southwest	MF	3	60	93	63	Ldn	58	64	3	0	West Side at 6 feet	No	No	54
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002350	WS1104	305	2852 Southwest Genesee Street	SF	1	62	121	66	Ldn	59	65	0	1	West Side at 6 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002351	WS1106	305	2850 Southwest Genesee Street	MF	1	62	113	69	Ldn	59	65	0	1	West Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002353	WS1108	305	2848 Southwest Genesee Street	MF	1	63	113	69	Ldn	60	66	0	1	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002365	WS1110	304.5	2842 Southwest Genesee Street	SF	1	65	106	69	Ldn	61	67	0	1	West Side at 4 feet	No	No	59
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002375	WS5270	304	2838A Southwest Genesee Street	MF	1	65	125	69	Ldn	61	67	0	1	West Side at 4 feet	No	No	58
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002374	WS1112	304	2838B Southwest Genesee Street	MF	1	65	102	68	Ldn	61	67	0	1	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002374	WS1112	304	2838B Southwest Genesee Street	MF	1	65	102	68	Ldn	61	67	0	1	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002373	WS5271	304	2836B Southwest Genesee Street	MF	1	65	123	69	Ldn	61	67	0	1	West Side at 4 feet	No	No	58
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002372	WS1114	304	2836A Southwest Genesee Street	MF	1	65	96	68	Ldn	61	67	0	1	West Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002372	WS1114	304	2836A Southwest Genesee Street	MF	1	65	96	68	Ldn	61	67	0	1	West Side at 4 feet	No	No	58
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002400	WS1120	303	2828 Southwest Genesee Street	MF	3	65	91	68	Ldn	61	67	0	3	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002410	WS1122	302	2822 Southwest Genesee Street	MF	3	65	87	68	Ldn	61	67	0	3	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002426	WS5287	302	2816 Southwest Genesee Street	MF	1	65	125	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002425	WS1124	302	2818 Southwest Genesee Street	MF	1	65	120	67	Ldn	61	67	0	1	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002425	WS1124	302	2818 Southwest Genesee Street	MF	1	65	120	67	Ldn	61	67	0	1	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002427	WS5290	302	2814 Southwest Genesee Street	MF	1	65	75	68	Ldn	61	67	0	1	West Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002427	WS5290	302	2814 Southwest Genesee Street	MF	1	65	75	68	Ldn	61	67	0	1	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002238	WS5291	301	2809B Southwest Nevada Street	MF	1	65	115	67	Ldn	61	67	0	1	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002440	WS5292	301	2809A Southwest Nevada Street	MF	1	65	130	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002430	WS1128	300	2808 Southwest Genesee Street	MF	2	65	55	69	Ldn	61	67	0	2	West Side at 4 feet	No	No	58
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300725	WS5256	308	3039 Southwest Avalon Way	MF	2	65	407	56	Ldn	61	67	0	0	West Side at 8 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300740	WS5255	308	3047 Southwest Avalon Way	MF	3	65	350	57	Ldn	61	67	0	0	West Side at 8 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300745	WS5254	309	3051 Southwest Avalon Way	MF	2	65	322	52	Ldn	61	67	0	0	West Side at 8 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300750	WS5253	309	3055 Southwest Avalon Way	SF	1	65	281	53	Ldn	61	67	0	0	West Side at 8 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	307	4209 30th Avenue Southwest	MF	2	65	371	57	Ldn	61	67	0	0	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	307	4209 30th Avenue Southwest	MF	2	65	371	57	Ldn	61	67	0	0	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	307	4209 30th Avenue Southwest	MF	2	65	371	57	Ldn	61	67	0	0	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	2	65	85	61	Ldn	61	67	2	0	West Side at 8 feet	No	Yes	61
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	2	65	85	62	Ldn	61	67	2	0	West Side at 8 feet	No	Yes	62
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	2	65	85	62	Ldn	61	67	2	0	West Side at 8 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	2	65	173	59	Ldn	61	67	0	0	West Side at 8 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	2	65	173	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	2	65	173	60	Ldn	61	67	0	0	West Side at 8 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	4	65	237	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	4	65	237	58	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	309	3101 Southwest Avalon Way	MF	4	65	237	59	Ldn	61	67	0	0	West Side at 8 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	308	3101 Southwest Avalon Way	MF	3	65	83	62	Ldn	61	67	3	0	West Side at 8 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	308	3101 Southwest Avalon Way	MF	3	65	83	62	Ldn	61	67	3	0	West Side at 8 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	308	3101 Southwest Avalon Way	MF	3	65	83	63	Ldn	61	67	3	0	West Side at 8 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	95	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	95	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	95	62	Ldn	61	67	2	0	West Side at 6 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	193	59	Ldn	61	67	0	0	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	193	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	193	60	Ldn	61	67	0	0	West Side at 6 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	250	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	250	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	307	3101 Southwest Avalon Way	MF	2	65	250	58	Ldn	61	67	0	0	West Side at 6 feet	No	No	51
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	298	4112 28th Avenue Southwest	PK	1	55	332	60	Leq	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	296	4470 35th Avenue Southwest	Commercial	0	67	74	66	Leq	68	73	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	306	4470 35th Avenue Southwest	Commercial	0	67	70	64	Leq	68	73	0	0	None	No	No	64
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	303.5	4470 35th Avenue Southwest	Commercial	0	67	26	70	Leq	68	73	0	0	None	No	No	70
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	300.5	4470 35th Avenue Southwest	Commercial	0	67	54	69	Leq	68	73	0	0	None	No	No	69

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Alki Beach Academy, Inc.	7666704005	WS2470	272.5	2414 Southwest Andover Street	SC	1	70	174	63	Leq	70	75	0	0	None	Yes	No	63
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300086	WS5397	291	4149 25th Avenue Southwest	MF	1	65	90	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300083	WS7517	290	4147C 25th Avenue Southwest	MF	1	65	41	68	Ldn	61	67	0	1	West Side at 6 feet	No	No	56
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300084	WS7516	290	4147A 25th Avenue Southwest	MF	1	65	41	68	Ldn	61	67	0	1	West Side at 6 feet	No	No	56
Delridge Area: East Side of 25th Avenue Southwest and south of Southwest Dakota Street	3574300085	WS1152	290	4147B 25th Avenue Southwest	MF	1	65	41	68	Ldn	61	67	0	1	West Side at 6 feet	No	No	56
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300186	WS7513	289.5	2406 Southwest Genesee Street	MF	1	65	117	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300187	WS7512	289.5	2404 Southwest Genesee Street	MF	1	65	117	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300188	WS7510	289.5	2402 Southwest Genesee Street	MF	1	65	117	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300189	WS7507	289.5	2400 Southwest Genesee Street	MF	1	65	117	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of Delridge Way and south of Dakota Street	3574300190	WS7511	289.5	4155 Delridge Way Southwest	MF	1	65	117	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001940	WS6751	294.5	2612B Southwest Nevada Street	MF	1	62	350	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001939	WS7533	294.5	2612C Southwest Nevada Street	MF	1	62	350	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001941	WS7534	294.5	2610 Southwest Nevada Street	MF	1	62	350	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: West Side of 26th Avenue Southwest and north of Southwest Adams Street	9358001942	WS7532	294.5	2612A Southwest Nevada Street	MF	1	62	350	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	44
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002431	WS7891	301	2810 A Southwest Genesee Street	MF	1	65	74	69	Ldn	61	67	0	1	West Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002432	WS7892	301	2810 B Southwest Genesee Street	MF	1	65	103	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002428	WS1126	301	2810 C Southwest Genesee Street	MF	1	65	142	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001612	WS7542	306	4214 30th Avenue Southwest	MF	1	62	433	51	Ldn	59	65	0	0	West Side at 6 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001613	WS7541	306	4216 30th Avenue Southwest	MF	1	62	420	51	Ldn	59	65	0	0	West Side at 6 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001614	WS7540	306	4220 30th Avenue Southwest	MF	1	62	402	52	Ldn	59	65	0	0	West Side at 6 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001618	WS7537	306	2858 Southwest Nevada Street	MF	1	62	361	57	Ldn	59	65	0	0	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001617	WS7536	306	2856 Southwest Nevada Street	MF	1	62	362	57	Ldn	59	65	0	0	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001616	WS7535	306	2852 Southwest Nevada Street	MF	1	62	365	57	Ldn	59	65	0	0	West Side at 6 feet	No	No	49

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-15. Summary of Noise Analysis – Andover Street Station Alternative (DEL-5)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700160	WS5484	271.5	3816 23rd Avenue Southwest	MF	2	69	235	62	Ldn	64	70	0	0	None	No	No	62
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	272.5	3824 23rd Avenue Southwest	MF	2	68	310	62	Ldn	63	69	0	0	None	No	No	62
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	273	3832 23rd Avenue Southwest	SF	1	67	351	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	273	3836 23rd Avenue Southwest	SF	1	67	374	61	Ldn	63	68	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	273	3842 23rd Avenue Southwest	SF	1	66	393	61	Ldn	62	68	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	273.5	3844 23rd Avenue Southwest	SF	1	65	420	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	274	3852 23rd Avenue Southwest	SF	1	64	474	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	57
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	272.5	3823A 23rd Avenue Southwest	MF	2	70	219	62	Ldn	65	70	0	0	None	No	No	62
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	273	3831 23rd Avenue Southwest	MF	2	70	238	62	Ldn	65	70	0	0	East Side at 4 feet	No	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	273.5	3837 23rd Avenue Southwest	MF	4	70	252	62	Ldn	65	70	0	0	East Side at 4 feet	No	No	53
Delridge Area: Between Delridge Way and Southwest Andover Street	2445100295	WS1212	275	3852 Delridge Way Southwest	SF	1	70	312	61	Ldn	65	70	0	0	East Side at 4 feet	No	No	51
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	274.5	3847 23rd Avenue Southwest	SF	1	68	314	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	274.5	3853 23rd Avenue Southwest	SF	1	68	364	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	275	3857 23rd Avenue Southwest	MF	1	68	378	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	276	2303 Southwest Andover Street	SF	1	68	471	61	Ldn	63	69	0	0	None	No	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	276.5	4007 23rd Avenue Southwest	SF	1	67	495	60	Ldn	63	68	0	0	None	No	No	60
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	281	4065 26th Avenue Southwest	SF	1	62	424	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	281	4069 26th Avenue Southwest	SF	1	62	465	57	Ldn	59	65	0	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	279	4040 26th Avenue Southwest	MF	2	65	400	61	Ldn	61	67	2	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	279	4040 26th Avenue Southwest	MF	2	65	400	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	279	4040 26th Avenue Southwest	MF	2	65	400	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	280.5	4040 26th Avenue Southwest	MF	4	65	350	61	Ldn	61	67	4	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	280.5	4040 26th Avenue Southwest	MF	4	65	350	61	Ldn	61	67	4	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	280.5	4040 26th Avenue Southwest	MF	4	65	350	61	Ldn	61	67	4	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	490	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	490	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	490	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side Seattle Golf Course	1324039014	WS10008	303	4470 35th Avenue Southwest	Commercial	0	67	365	59	Leq	68	73	0	0	East Side at 4 feet	No	No	48
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	284	4112 28th Avenue Southwest	PK	1	55	357	57	Leq	61	67	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001600	WS5305	299	4200 30th Avenue Southwest	MF	4	62	240	55	Ldn	59	65	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001590	WS5306	298	2853 Southwest Adams Street	SF	1	62	279	53	Ldn	59	65	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001585	WS5315	298	2849 Southwest Adams Street	SF	2	62	322	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001575	WS5317	298	2845B Southwest Adams Street	MF	1	62	355	53	Ldn	59	65	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001576	WS5321	298	2845A Southwest Adams Street	MF	1	62	378	53	Ldn	59	65	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001578	WS5316	299	2847B Southwest Adams Street	MF	1	62	369	49	Ldn	59	65	0	0	East Side at 4 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001577	WS5320	299	2847A Southwest Adams Street	MF	1	62	391	48	Ldn	59	65	0	0	East Side at 4 feet	No	No	38
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001565	WS5324	298	2841 Southwest Adams Street	MF	1	62	406	53	Ldn	59	65	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001566	WS5322	298	2843B Southwest Adams Street	MF	1	62	417	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001567	WS5323	298	2843A Southwest Adams Street	MF	1	62	437	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001545	WS5331	298	2835F Southwest Adams Street	MF	1	62	440	53	Ldn	59	65	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001544	WS5332	298	2835E Southwest Adams Street	MF	1	62	462	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001543	WS5333	298	2835D Southwest Adams Street	MF	1	62	473	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001542	WS5334	298	2835C Southwest Adams Street	MF	1	62	486	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001547	WS5326	299	2831 Southwest Adams Street	MF	1	62	464	49	Ldn	59	65	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001546	WS5327	299	2829 Southwest Adams Street	MF	1	62	487	49	Ldn	59	65	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001611	WS5304	300	4218 30th Avenue Southwest	MF	1	62	292	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001610	WS5303	300	2854 Southwest Nevada Street	MF	1	62	339	54	Ldn	59	65	0	0	East Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001615	WS5307	299	2848 Southwest Nevada Street	SF	1	62	349	52	Ldn	59	65	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001620	WS5310	299	2846 Southwest Nevada Street	SF	1	62	371	50	Ldn	59	65	0	0	East Side at 4 feet	No	No	40
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001625	WS5311	299	2844 Southwest Nevada Street	SF	1	62	396	48	Ldn	59	65	0	0	East Side at 4 feet	No	No	38
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001630	WS5312	299	2842 Southwest Nevada Street	SF	1	62	417	48	Ldn	59	65	0	0	East Side at 4 feet	No	No	37
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001635	WS5313	299	2840 Southwest Nevada Street	SF	1	62	441	47	Ldn	59	65	0	0	East Side at 4 feet	No	No	37
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001640	WS5314	299	2838 Southwest Nevada Street	SF	1	62	464	47	Ldn	59	65	0	0	East Side at 4 feet	No	No	37

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002330	WS5261	301	4302 30th Avenue Southwest	MF	2	65	339	50	Ldn	61	67	0	0	East Side at 4 feet	No	No	40
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002320	WS5262	301	2855 Southwest Nevada Street	MF	2	65	372	49	Ldn	61	67	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002305	WS5264	301	2853 Southwest Nevada Street	MF	1	65	418	49	Ldn	61	67	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002306	WS5266	301	2847 Southwest Nevada Street	MF	1	65	437	49	Ldn	61	67	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002308	WS5263	301	2851 Southwest Nevada Street	MF	1	65	426	49	Ldn	61	67	0	0	East Side at 4 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002307	WS5265	301	2849 Southwest Nevada Street	MF	1	65	460	49	Ldn	61	67	0	0	East Side at 4 feet	No	No	38
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002340	WS1102	302	4316 30th Avenue Southwest	MF	3	60	381	51	Ldn	58	64	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002350	WS1104	302	2852 Southwest Genesee Street	SF	1	62	428	49	Ldn	59	65	0	0	East Side at 4 feet	No	No	38
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002351	WS1106	301	2850 Southwest Genesee Street	MF	1	62	461	47	Ldn	59	65	0	0	East Side at 4 feet	No	No	37
Delridge Area: Between Southwest Genesee Street and Southwest Nevada Street	9358002353	WS1108	301	2848 Southwest Genesee Street	MF	1	63	475	46	Ldn	60	66	0	0	East Side at 4 feet	No	No	35

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	4	65	122	62	Ldn	61	67	4	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	4	65	122	62	Ldn	61	67	4	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	304	3101 Southwest Avalon Way	MF	4	65	122	62	Ldn	61	67	4	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	303	3101 Southwest Avalon Way	MF	3	65	75	64	Ldn	61	67	3	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	303	3101 Southwest Avalon Way	MF	3	65	75	63	Ldn	61	67	3	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	303	3101 Southwest Avalon Way	MF	3	65	75	63	Ldn	61	67	3	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	303	3101 Southwest Avalon Way	MF	2	65	158	61	Ldn	61	67	2	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	303	3101 Southwest Avalon Way	MF	2	65	158	61	Ldn	61	67	2	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	302	3101 Southwest Avalon Way	MF	4	65	59	63	Ldn	61	67	4	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	302	3101 Southwest Avalon Way	MF	4	65	59	63	Ldn	61	67	4	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	302	3101 Southwest Avalon Way	MF	4	65	59	62	Ldn	61	67	4	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	302	3101 Southwest Avalon Way	MF	6	65	178	46	Ldn	61	67	0	0	East Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	303	3101 Southwest Avalon Way	MF	6	65	178	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	302	3101 Southwest Avalon Way	MF	6	65	244	53	Ldn	61	67	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300765	WS1096	301	3101 Southwest Avalon Way	MF	6	65	206	53	Ldn	61	67	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	296	3001 Southwest Avalon Way	MF	3	68	28	66	Ldn	63	69	3	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	296	3001 Southwest Avalon Way	MF	3	68	28	65	Ldn	63	69	3	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300807	WS5260	300	4209 30th Avenue Southwest	MF	7	65	137	57	Ldn	61	67	0	0	East Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	9297300710	WS5257	299	3025 Southwest Avalon Way	U	0	65	94	63	Ldn	61	67	0	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	300	3060 Southwest Avalon Way	MF	3	65	69	66	Ldn	61	67	3	0	West Side at 6 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300909	WS5232	300	3062H Southwest Avalon Way	MF	1	65	116	63	Ldn	61	67	1	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300907	WS5237	300	3062F Southwest Avalon Way	MF	1	65	97	63	Ldn	61	67	1	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300906	WS5241	300	3062E Southwest Avalon Way	MF	1	65	77	64	Ldn	61	67	1	0	West Side at 6 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300903	WS5245	300	3062C Southwest Avalon Way	MF	1	65	58	65	Ldn	61	67	1	0	West Side at 6 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300901	WS5251	300	3062A Southwest Avalon Way	MF	1	65	32	66	Ldn	61	67	1	0	West Side at 6 feet	No	No	55
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300910	WS5231	300	3062I Southwest Avalon Way	MF	1	65	116	63	Ldn	61	67	1	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300908	WS5236	300	3062G Southwest Avalon Way	MF	1	65	97	63	Ldn	61	67	1	0	West Side at 6 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300904	WS5244	300	3062D Southwest Avalon Way	MF	1	65	59	65	Ldn	61	67	1	0	West Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300902	WS5250	300	3062B Southwest Avalon Way	MF	1	65	31	66	Ldn	61	67	1	0	West Side at 6 feet	No	No	55
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300913	WS5230	301	3070H Southwest Avalon Way	MF	1	65	113	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300911	WS5235	301	3070F Southwest Avalon Way	MF	1	65	94	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300905	WS5240	301	3070E Southwest Avalon Way	MF	1	65	71	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300899	WS5243	301	3070C Southwest Avalon Way	MF	1	65	56	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300897	WS5247	301	3070A Southwest Avalon Way	MF	1	65	30	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300914	WS5227	301	3070I Southwest Avalon Way	MF	1	65	111	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300912	WS5234	301	3070G Southwest Avalon Way	MF	1	65	90	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300900	WS5242	301	3070D Southwest Avalon Way	MF	1	65	52	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300898	WS5246	301	3070B Southwest Avalon Way	MF	1	65	26	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301025	WS5220	300	4106 32nd Avenue Southwest	SF	1	56	244	58	Ldn	56	63	1	0	West Side at 6 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301020	WS5217	300	4110 32nd Avenue Southwest	SF	1	56	244	58	Ldn	56	63	1	0	West Side at 6 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301015	WS5216	300.5	4114 32nd Avenue Southwest	SF	1	56	184	57	Ldn	56	63	1	0	West Side at 6 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301010	WS5215	301	4118 32nd Avenue Southwest	SF	1	56	219	55	Ldn	56	63	0	0	West Side at 4 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301005	WS5214	302	4122 32nd Avenue Southwest	SF	1	56	210	59	Ldn	56	63	1	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301000	WS5213	302	4126 32nd Avenue Southwest	SF	1	56	194	60	Ldn	56	63	1	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300995	WS5212	303	4130 32nd Avenue Southwest	SF	1	56	192	61	Ldn	56	63	1	0	West Side at 4 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300990	WS5211	304	4134 32nd Avenue Southwest	SF	1	65	160	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300985	WS5210	304	4136 32nd Avenue Southwest	SF	1	65	147	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300980	WS5207	304	4140 32nd Avenue Southwest	SF	1	65	123	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300975	WS5206	305	4144 32nd Avenue Southwest	SF	1	65	106	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301165	WS7153	299	4055 32nd Avenue Southwest	SF	1	57	361	62	Ldn	57	63	1	0	West Side at 8 feet	No	No	47
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301170	WS7154	299.5	4105 32nd Avenue Southwest	SF	1	56	358	62	Ldn	56	63	1	0	West Side at 8 feet	No	No	48
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301175	WS7155	300	4107 32nd Avenue Southwest	SF	1	56	360	62	Ldn	56	63	1	0	West Side at 6 feet	No	No	48
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301180	WS5203	301	4115 32nd Avenue Southwest	SF	1	68	355	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301190	WS5202	302	4121 32nd Avenue Southwest	SF	1	56	343	60	Ldn	56	63	1	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301200	WS5201	303	4125 32nd Avenue Southwest	SF	1	56	319	61	Ldn	56	63	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	296	2851 Southwest Dakota Street	MF	6	56	150	61	Ldn	56	63	6	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001340	WS7291	295	2849 Southwest Dakota Street	SF	1	56	210	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001335	WS7290	295	2847 Southwest Dakota Street	SF	1	56	245	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001330	WS7287	295	2845 Southwest Dakota Street	SF	1	56	264	53	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001325	WS7286	295	2841 Southwest Dakota Street	SF	1	56	279	53	Ldn	56	63	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001315	WS7285	294	2837 Southwest Dakota Street	SF	1	56	300	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001305	WS7282	294	2833 Southwest Dakota Street	MF	1	56	335	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001307	WS7283	294	2831B Southwest Dakota Street	MF	1	56	361	50	Ldn	56	63	0	0	East Side at 4 feet	No	No	40
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001309	WS7284	294	2831A Southwest Dakota Street	MF	1	56	379	50	Ldn	56	63	0	0	East Side at 4 feet	No	No	40
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001295	WS7277	294	2827 Southwest Dakota Street	SF	1	56	374	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001296	WS7280	294	2829B Southwest Dakota Street	MF	1	56	405	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001297	WS7281	293	2829A Southwest Dakota Street	MF	1	56	421	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001285	WS7276	293	2823 Southwest Dakota Street	SF	1	56	430	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001270	WS7274	292	2819 Southwest Dakota Street	MF	1	56	443	50	Ldn	56	63	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001271	WS7275	292	2817 Southwest Dakota Street	MF	1	56	467	50	Ldn	56	63	0	0	East Side at 4 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001269	WS7273	292	2815 Southwest Dakota Street	MF	1	56	451	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001265	WS7272	291	2811 Southwest Dakota Street	SF	1	56	487	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001364	WS7292	292	2862 Southwest Adams Street	MF	1	56	184	61	Ldn	56	63	1	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001365	WS7293	292	2860 Southwest Adams Street	MF	1	56	199	61	Ldn	56	63	1	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001366	WS7294	292	2858 Southwest Adams Street	MF	1	56	212	61	Ldn	56	63	1	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001368	WS7296	292	2856 Southwest Adams Street	MF	1	56	227	60	Ldn	56	63	1	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001367	WS7295	292	2854 Southwest Adams Street	MF	1	56	241	60	Ldn	56	63	1	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001380	WS7297	292	2848 Southwest Adams Street	SF	1	56	258	60	Ldn	56	63	1	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001385	WS7300	297	2846 Southwest Adams Street	SF	1	56	301	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001403	WS7304	296	2836B Southwest Adams Street	MF	1	56	338	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001402	WS7303	296	2836A Southwest Adams Street	MF	1	56	461	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001413	WS7310	296	2832B Southwest Adams Street	MF	1	56	387	53	Ldn	56	63	0	0	East Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001412	WS7307	295	2832A Southwest Adams Street	MF	1	56	406	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001422	WS7313	295	2828B Southwest Adams Street	MF	1	56	432	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001421	WS7312	295	2828A Southwest Adams Street	MF	1	56	445	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001400	WS7301	296	2838B Southwest Adams Street	MF	1	56	358	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001401	WS7302	296	2838A Southwest Adams Street	MF	1	56	381	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001410	WS7305	296	2834B Southwest Adams Street	MF	1	56	405	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001411	WS7306	295	2834A Southwest Adams Street	MF	1	56	428	50	Ldn	56	63	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001420	WS7311	295	2830 Southwest Adams Street	MF	1	56	455	50	Ldn	56	63	0	0	East Side at 4 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001432	WS7315	295	2822B Southwest Adams Street	MF	1	56	465	50	Ldn	56	63	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001434	WS7316	294	2822A Southwest Adams Street	MF	1	56	478	50	Ldn	56	63	0	0	East Side at 4 feet	No	No	39
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001430	WS7314	295	2824 Southwest Adams Street	SF	1	56	481	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	40
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000575	WS7246	293	2841 Southwest Yancy Street	SF	1	67	107	63	Ldn	63	68	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000565	WS7243	292	2839C Southwest Yancy Street	MF	1	66	117	63	Ldn	62	68	1	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000567	WS7244	292	2839B Southwest Yancy Street	MF	1	66	126	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000568	WS7245	292	2839A Southwest Yancy Street	MF	1	66	131	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000560	WS7242	291	2835 Southwest Yancy Street	SF	1	66	134	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000550	WS7237	291	2833 Southwest Yancy Street	MF	1	65	160	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000551	WS7240	291	2831B Southwest Yancy Street	MF	1	65	184	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000552	WS7241	291	2831A Southwest Yancy Street	MF	1	65	193	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000540	WS7236	291	2827 Southwest Yancy Street	MF	3	64	173	61	Ldn	61	66	3	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000515	WS7235	290	2821 Southwest Yancy Street	MF	2	64	192	61	Ldn	61	66	2	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000505	WS7233	289	2811 Southwest Yancy Street	MF	2	64	232	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000500	WS7232	289	2807 Southwest Yancy Street	SF	1	64	245	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000490	WS7231	288	2805 Southwest Yancy Street	SF	1	64	256	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000485	WS7227	288	2803 Southwest Yancy Street	SF	1	64	265	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000486	WS7230	289	4059 28th Avenue Southwest	SF	1	62	327	54	Ldn	59	65	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000615	WS7247	295	4060 30th Avenue Southwest	MF	2	68	66	64	Ldn	63	69	2	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000626	WS7251	294	2854B Southwest Dakota Street	MF	1	66	85	63	Ldn	62	68	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000627	WS7252	294	2854A Southwest Dakota Street	MF	1	66	102	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000625	WS7250	294	2856 Southwest Dakota Street	MF	1	64	107	57	Ldn	61	66	0	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000635	WS7253	294	2844 Southwest Dakota Street	SF	1	64	157	56	Ldn	61	66	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000645	WS7254	294	2842 Southwest Dakota Street	SF	1	64	180	56	Ldn	61	66	0	0	East Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000650	WS7255	293	2840 Southwest Dakota Street	SF	1	64	185	56	Ldn	61	66	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000655	WS7256	293	2838 Southwest Dakota Street	SF	1	64	203	55	Ldn	61	66	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000666	WS7262	292	2832 Southwest Dakota Street	MF	1	63	230	55	Ldn	60	66	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000663	WS7257	293	2830A Southwest Dakota Street	MF	1	64	253	55	Ldn	61	66	0	0	East Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000664	WS7260	292	2830B Southwest Dakota Street	MF	1	64	261	55	Ldn	61	66	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000665	WS7261	292	2830C Southwest Dakota Street	MF	1	64	266	54	Ldn	61	66	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000675	WS7263	292	2826 Southwest Dakota Street	MF	2	63	269	54	Ldn	60	66	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000687	WS7265	292	2820B Southwest Dakota Street	MF	1	63	286	53	Ldn	60	66	0	0	East Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000689	WS7266	291	2820A Southwest Dakota Street	MF	1	63	297	53	Ldn	60	66	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000685	WS7264	292	2822 Southwest Dakota Street	MF	1	63	324	52	Ldn	60	66	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000510	WS7234	290	2816 Southwest Dakota Street	SF	1	63	335	54	Ldn	60	66	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000710	WS7267	290	2810 Southwest Dakota Street	SF	1	63	380	58	Ldn	60	66	0	0	East Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000725	WS7271	290	4067 28th Avenue Southwest	MF	2	62	403	53	Ldn	59	65	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	293	3021 Southwest Bradford Street	MF	6	65	409	61	Ldn	61	67	6	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	293	3021 Southwest Bradford Street	MF	6	65	409	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039010	WS7321	292	2970 Southwest Avalon Way	MF	1	69	311	60	Ldn	64	70	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300630	WS7136	293	2980 Southwest Avalon Way	MF	4	69	215	62	Ldn	64	70	0	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300640	WS7137	293	2988 Southwest Avalon Way	MF	4	70	190	63	Ldn	65	70	0	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300645	WS7184	294	3004 Southwest Andover Street	SF	1	70	155	62	Ldn	65	70	0	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300665	WS7185	294	3008 Southwest Andover Street	SF	1	68	192	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300670	WS7140	294	3014 Southwest Andover Street	SF	1	68	265	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300675	WS7141	294	3018 Southwest Andover Street	SF	1	68	307	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300680	WS7142	294	3024 Southwest Andover Street	SF	1	68	369	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9298300030	WS7124	294	3200 Southwest Andover Street	SF	1	67	430	56	Ldn	63	68	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9298300025	WS7156	295	4001 32nd Avenue Southwest	SF	1	63	423	61	Ldn	60	66	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301100	WS7143	295	4005 32nd Avenue Southwest	SF	1	60	413	61	Ldn	58	64	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301106	WS7144	296	4009 32nd Avenue Southwest	SF	1	57	384	62	Ldn	57	63	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301115	WS7145	296	4015 32nd Avenue Southwest	SF	1	57	373	62	Ldn	57	63	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301120	WS7146	296	4017 32nd Avenue Southwest	SF	1	57	353	62	Ldn	57	63	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301125	WS7147	297	4025 32nd Avenue Southwest	SF	1	56	269	63	Ldn	56	63	0	1	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301130	WS7150	297	4029 32nd Avenue Southwest	SF	1	56	380	61	Ldn	56	63	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301134	WS7151	297	4031 32nd Avenue Southwest	SF	1	57	368	61	Ldn	57	63	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301135	WS7152	297	4035 32nd Avenue Southwest	SF	1	57	369	61	Ldn	57	63	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301145	WS7116	298	4039 32nd Avenue Southwest	SF	1	57	370	61	Ldn	57	63	1	0	West Side at 6 feet	No	No	48
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301150	WS7115	298	4045 32nd Avenue Southwest	SF	1	57	363	61	Ldn	57	63	1	0	West Side at 6 feet	No	No	48
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301155	WS7114	299	4049 32nd Avenue Southwest	SF	1	57	370	61	Ldn	57	63	1	0	West Side at 8 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301160	WS7213	299	4051 32nd Avenue Southwest	SF	1	57	368	62	Ldn	57	63	1	0	West Side at 8 feet	No	No	47
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301095	WS7120	295	3021 Southwest Andover Street	SF	1	70	254	62	Ldn	65	70	0	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301086	WS7117	295	4008 32nd Avenue Southwest	SF	1	70	247	63	Ldn	65	70	0	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301085	WS7212	295	4012 32nd Avenue Southwest	SF	1	70	251	63	Ldn	65	70	0	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301080	WS7211	296	4014 32nd Avenue Southwest	SF	1	68	228	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301070	WS7210	296	4018 32nd Avenue Southwest	SF	1	68	220	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301065	WS7207	296	4022 32nd Avenue Southwest	SF	1	65	244	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301063	WS7206	297	4026 32nd Avenue Southwest	SF	1	65	207	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301060	WS7205	297	4030 32nd Avenue Southwest	SF	1	65	244	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301055	WS7204	298	4036 32nd Avenue Southwest	SF	1	65	235	63	Ldn	61	67	1	0	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301050	WS7203	298	4040 32nd Avenue Southwest	SF	1	57	233	64	Ldn	57	63	0	1	West Side at 6 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301045	WS7202	299	4044 32nd Avenue Southwest	SF	1	57	194	63	Ldn	57	63	0	1	West Side at 8 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301040	WS7201	299	4046 32nd Avenue Southwest	SF	1	57	251	63	Ldn	57	63	0	1	West Side at 8 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301030	WS7200	299	4100 32nd Avenue Southwest	SF	1	57	222	63	Ldn	57	63	0	1	West Side at 8 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301029	WS7197	299	4104 32nd Avenue Southwest	SF	1	57	221	63	Ldn	57	63	0	1	West Side at 8 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	295	3000 Southwest Avalon Way	MF	4	70	80	65	Ldn	65	70	4	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	295	3000 Southwest Avalon Way	MF	4	70	80	67	Ldn	65	70	4	0	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300835	WS7186	295	3010 Southwest Avalon Way	SF	1	65	87	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300840	WS7187	295	3014 Southwest Avalon Way	SF	1	65	73	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300845	WS7190	296	3018 Southwest Avalon Way	MF	3	65	53	65	Ldn	61	67	3	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300857	WS7194	297	3028B Southwest Avalon Way	MF	1	65	116	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300855	WS7193	297	3028A Southwest Avalon Way	MF	1	65	101	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300853	WS7192	297	3026B Southwest Avalon Way	MF	1	65	69	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300851	WS7191	297	3026A Southwest Avalon Way	MF	1	65	51	65	Ldn	61	67	1	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300860	WS7195	297	3032 Southwest Avalon Way	MF	2	65	55	66	Ldn	61	67	2	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300865	WS7123	297.5	3036 Southwest Avalon Way	SF	1	65	69	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300870	WS7122	298	3040 Southwest Avalon Way	MF	4	65	50	68	Ldn	61	67	0	4	West Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300875	WS7121	298.5	3046 Southwest Avalon Way	MF	4	65	48	68	Ldn	61	67	0	4	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	299	3050 Southwest Avalon Way	MF	5	65	34	71	Ldn	61	67	0	5	West Side at 8 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	299	3050 Southwest Avalon Way	MF	5	65	34	70	Ldn	61	67	0	5	West Side at 8 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	299	3050 Southwest Avalon Way	MF	5	65	34	70	Ldn	61	67	0	5	West Side at 8 feet	No	Yes	66
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	299	3050 Southwest Avalon Way	MF	5	65	34	69	Ldn	61	67	0	5	West Side at 8 feet	No	Yes	65
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	299	3050 Southwest Avalon Way	MF	5	65	34	69	Ldn	61	67	0	5	West Side at 8 feet	No	Yes	66
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	298	3015 Southwest Avalon Way	MF	4	68	36	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	298	3015 Southwest Avalon Way	MF	4	68	36	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	297	3015 Southwest Avalon Way	MF	4	68	38	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	297	3015 Southwest Avalon Way	MF	4	68	38	68	Ldn	63	69	4	0	East Side at 4 feet	No	No	56
West Side Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301205	WS5200	305	4129 32nd Avenue Southwest	SF	1	56	287	61	Ldn	56	63	1	0	West Side at 4 feet	No	No	51
West Side Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301210	WS5197	305	4135 32nd Avenue Southwest	SF	1	65	264	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
West Side Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	8644250000	WS61000	305	3202 Southwest Avalon Way	MF	4	65	37	66	Ldn	61	67	4	0	East Side at 4 feet	No	No	54
West Side Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	8644250000	WS61000	305	3202 Southwest Avalon Way	MF	4	65	37	67	Ldn	61	67	0	4	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Side Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	8644250000	WS61000	305	3202 Southwest Avalon Way	MF	4	65	112	63	Ldn	61	67	4	0	East Side at 4 feet	No	No	52
West Side Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	8644250000	WS61000	305	3202 Southwest Avalon Way	MF	4	65	112	65	Ldn	61	67	4	0	East Side at 4 feet	No	No	56
West Side Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301930	WS5167	305	3211 Southwest Avalon Way	MF	4	68	230	59	Ldn	63	69	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000540	WS7236	291	2827 Southwest Yancy Street	MF	3	64	173	61	Ldn	61	66	3	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000515	WS7235	290	2821 Southwest Yancy Street	MF	2	64	192	61	Ldn	61	66	2	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000505	WS7233	289	2811 Southwest Yancy Street	MF	2	64	232	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000540	WS7236	291	2827 Southwest Yancy Street	MF	3	64	173	61	Ldn	61	66	3	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000515	WS7235	290	2821 Southwest Yancy Street	MF	2	64	192	61	Ldn	61	66	2	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000505	WS7233	289	2811 Southwest Yancy Street	MF	2	64	232	60	Ldn	61	66	0	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000566	WS7452	292.5	2837 Southwest Yancy Street	MF	1	62	164	56	Ldn	59	65	0	0	East Side at 4 feet	No	No	46
West Side Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301925	WS1094	305	3201 Southwest Avalon Way	MF	0	68	167	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001612	WS7542	300	4214 30th Avenue Southwest	MF	1	62	280	60	Ldn	59	65	1	0	West Side at 6 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001613	WS7541	300	4216 30th Avenue Southwest	MF	1	62	285	60	Ldn	59	65	1	0	West Side at 6 feet	No	No	48
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001614	WS7540	301	4220 30th Avenue Southwest	MF	1	62	302	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001618	WS7537	301	2858 Southwest Nevada Street	MF	1	62	310	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	47
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001617	WS7536	301	2856 Southwest Nevada Street	MF	1	62	328	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	42
Delridge Area: Between Southwest Adam St and Southwest Nevada Street	9358001616	WS7535	301	2852 Southwest Nevada Street	MF	1	62	351	52	Ldn	59	65	0	0	West Side at 4 feet	No	No	41

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-16. Summary of Noise Analysis – Andover Street Station Lower Height Alternative (DEL-6a)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700160	WS5484	271.5	3816 23rd Avenue Southwest	MF	2	69	235	62	Ldn	64	70	0	0	East Side at 4 feet	No	No	53
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	272.5	3824 23rd Avenue Southwest	MF	2	68	310	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	273	3832 23rd Avenue Southwest	SF	1	67	351	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	273	3836 23rd Avenue Southwest	SF	1	67	374	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	273	3842 23rd Avenue Southwest	SF	1	66	393	61	Ldn	62	68	0	0	East Side at 4 feet	No	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	273.5	3844 23rd Avenue Southwest	SF	1	65	420	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	58
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	274	3852 23rd Avenue Southwest	SF	1	64	474	60	Ldn	61	66	0	0	None	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	272.5	3823A 23rd Avenue Southwest	MF	2	70	219	62	Ldn	65	70	0	0	East Side at 4 feet	No	No	51
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	273	3831 23rd Avenue Southwest	MF	2	70	238	62	Ldn	65	70	0	0	East Side at 4 feet	No	No	52
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	273.5	3837 23rd Avenue Southwest	MF	4	70	252	63	Ldn	65	70	0	0	East Side at 4 feet	No	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2445100295	WS1212	275	3852 Delridge Way Southwest	SF	1	70	312	60	Ldn	65	70	0	0	None	No	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	274.5	3847 23rd Avenue Southwest	SF	1	68	314	60	Ldn	63	69	0	0	None	No	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	274.5	3853 23rd Avenue Southwest	SF	1	68	364	60	Ldn	63	69	0	0	None	No	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	275	3857 23rd Avenue Southwest	MF	1	68	378	59	Ldn	63	69	0	0	None	No	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	276	2303 Southwest Andover Street	SF	1	68	471	58	Ldn	63	69	0	0	None	No	No	58
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	276.5	4007 23rd Avenue Southwest	SF	1	67	495	58	Ldn	63	68	0	0	None	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	281	4065 26th Avenue Southwest	SF	1	62	424	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	52
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	281	4069 26th Avenue Southwest	SF	1	62	465	57	Ldn	59	65	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	279	4040 26th Avenue Southwest	MF	2	65	400	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	279	4040 26th Avenue Southwest	MF	2	65	400	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	279	4040 26th Avenue Southwest	MF	2	65	400	60	Ldn	61	67	0	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	280.5	4040 26th Avenue Southwest	MF	4	65	350	61	Ldn	61	67	4	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	280.5	4040 26th Avenue Southwest	MF	4	65	350	61	Ldn	61	67	4	0	East Side at 4 feet	No	No	56
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	280.5	4040 26th Avenue Southwest	MF	4	65	350	61	Ldn	61	67	4	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	490	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	490	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	6	65	490	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	55
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	284	4112 28th Avenue Southwest	PK	1	55	357	59	Leq	61	67	0	0	None	No	No	59
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301200	WS5201	305	4125 32nd Avenue Southwest	SF	1	56	83	63	Ldn	56	63	0	1	East Side at 8 feet	No	No	50
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301190	WS5202	304	4121 32nd Avenue Southwest	SF	1	56	92	63	Ldn	56	63	0	1	East Side at 8 feet	No	No	50
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301180	WS5203	304	4115 32nd Avenue Southwest	SF	1	68	72	64	Ldn	63	69	1	0	East Side at 8 feet	No	No	51
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301175	WS7155	303.5	4107 32nd Avenue Southwest	SF	1	56	69	68	Ldn	56	63	0	1	East Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301170	WS7154	303.5	4105 32nd Avenue Southwest	SF	1	56	53	70	Ldn	56	63	0	1	East Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	299	3001 Southwest Avalon Way	MF	3	68	484	53	Ldn	63	69	0	0	East Side at 6 feet	No	No	40
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	297	3015 Southwest Avalon Way	MF	4	68	436	54	Ldn	63	69	0	0	East Side at 6 feet	No	No	41
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	297	3015 Southwest Avalon Way	MF	4	68	436	54	Ldn	63	69	0	0	East Side at 6 feet	No	No	41
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300645	WS7184	295	3004 Southwest Andover Street	SF	1	70	111	63	Ldn	65	70	0	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300665	WS7185	295	3008 Southwest Andover Street	SF	1	68	83	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9298300030	WS7124	296	3200 Southwest Andover Street	SF	1	67	83	66	Ldn	63	68	1	0	West Side at 6 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039009	WS7400	297	3228 Southwest Andover Street	SF	1	70	255	62	Ldn	65	70	0	0	West Side at 6 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	295	3021 Southwest Bradford Street	MF	3	65	107	66	Ldn	61	67	3	0	West Side at 6 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	295	3021 Southwest Bradford Street	MF	3	65	107	66	Ldn	61	67	3	0	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	295	3021 Southwest Bradford Street	MF	5	65	107	66	Ldn	61	67	5	0	West Side at 6 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	295	3021 Southwest Bradford Street	MF	5	65	107	66	Ldn	61	67	5	0	West Side at 6 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039010	WS7321	294	2970 Southwest Avalon Way	MF	1	69	59	65	Ldn	64	70	1	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000605	WS7163	294	4050 30th Avenue Southwest	MF	1	70	275	61	Ldn	65	70	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000606	WS7164	294	4052 30th Avenue Southwest	MF	1	70	291	61	Ldn	65	70	0	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000607	WS7165	294	4056 30th Avenue Southwest	MF	1	70	319	56	Ldn	65	70	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000610	WS7166	294	4058 30th Avenue Southwest	MF	1	70	328	56	Ldn	65	70	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000600	WS7162	292.5	2853 Southwest Yancy Street	SF	1	69	291	54	Ldn	64	70	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000595	WS7161	292	2851 Southwest Yancy Street	SF	1	68	305	55	Ldn	63	69	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000575	WS7246	291.5	2841 Southwest Yancy Street	SF	1	67	333	56	Ldn	63	68	0	0	None	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000565	WS7243	290.5	2839C Southwest Yancy Street	MF	1	66	299	56	Ldn	62	68	0	0	None	No	No	56
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000567	WS7244	290.5	2839B Southwest Yancy Street	MF	1	66	299	55	Ldn	62	68	0	0	None	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000568	WS7245	290.5	2839A Southwest Yancy Street	MF	1	66	299	55	Ldn	62	68	0	0	None	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000560	WS7242	290	2835 Southwest Yancy Street	SF	1	66	287	53	Ldn	62	68	0	0	None	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000550	WS7237	290	2833 Southwest Yancy Street	MF	1	65	297	53	Ldn	61	67	0	0	None	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000551	WS7240	290	2831B Southwest Yancy Street	MF	1	65	331	53	Ldn	61	67	0	0	None	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000552	WS7241	290	2831A Southwest Yancy Street	MF	1	65	331	52	Ldn	61	67	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000540	WS7236	290	2827 Southwest Yancy Street	MF	3	64	299	53	Ldn	61	66	0	0	None	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000515	WS7235	289	2821 Southwest Yancy Street	MF	2	64	303	53	Ldn	61	66	0	0	None	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000505	WS7233	288	2811 Southwest Yancy Street	MF	2	64	292	53	Ldn	61	66	0	0	None	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000500	WS7232	288	2807 Southwest Yancy Street	SF	1	64	292	53	Ldn	61	66	0	0	None	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000490	WS7231	287.5	2805 Southwest Yancy Street	SF	1	64	292	58	Ldn	61	66	0	0	None	No	No	58
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000485	WS7227	287	2803 Southwest Yancy Street	SF	1	64	293	58	Ldn	61	66	0	0	None	No	No	58
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000486	WS7230	287	4059 28th Avenue Southwest	SF	1	62	360	53	Ldn	59	65	0	0	None	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000615	WS7247	294	4060 30th Avenue Southwest	MF	4	68	401	55	Ldn	63	69	0	0	East Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000626	WS7251	293	2854B Southwest Dakota Street	MF	1	66	392	55	Ldn	62	68	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000627	WS7252	293	2854A Southwest Dakota Street	MF	1	66	397	54	Ldn	62	68	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000625	WS7250	293	2856 Southwest Dakota Street	MF	1	64	431	52	Ldn	61	66	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000635	WS7253	291.5	2844 Southwest Dakota Street	SF	1	64	432	55	Ldn	61	66	0	0	None	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000645	WS7254	291.5	2842 Southwest Dakota Street	SF	1	64	441	55	Ldn	61	66	0	0	None	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000650	WS7255	291	2840 Southwest Dakota Street	SF	1	64	421	54	Ldn	61	66	0	0	None	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000655	WS7256	290.5	2838 Southwest Dakota Street	SF	1	64	417	52	Ldn	61	66	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000666	WS7262	290	2832 Southwest Dakota Street	MF	1	63	403	52	Ldn	60	66	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000663	WS7257	290.5	2830A Southwest Dakota Street	MF	1	64	440	52	Ldn	61	66	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000664	WS7260	290	2830B Southwest Dakota Street	MF	1	64	441	50	Ldn	61	66	0	0	None	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000665	WS7261	290	2830C Southwest Dakota Street	MF	1	64	441	50	Ldn	61	66	0	0	None	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000675	WS7263	289.5	2826 Southwest Dakota Street	MF	2	63	422	52	Ldn	60	66	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000687	WS7265	289	2820B Southwest Dakota Street	MF	1	63	403	52	Ldn	60	66	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000689	WS7266	289	2820A Southwest Dakota Street	MF	1	63	400	52	Ldn	60	66	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000685	WS7264	290	2822 Southwest Dakota Street	MF	1	63	450	50	Ldn	60	66	0	0	None	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000510	WS7234	288.5	2816 Southwest Dakota Street	SF	1	63	427	52	Ldn	60	66	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000710	WS7267	288	2810 Southwest Dakota Street	SF	1	63	437	51	Ldn	60	66	0	0	None	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000715	WS7270	287.5	4061 28th Avenue Southwest	MF	2	62	391	52	Ldn	59	65	0	0	None	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000725	WS7271	287.5	4067 28th Avenue Southwest	MF	2	62	450	50	Ldn	59	65	0	0	None	No	No	50
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300625	WS7333	299	3860 33rd Avenue Southwest	SF	1	73	301	62	Ldn	66	72	0	0	West Side at 6 feet	No	No	52
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300620	WS7332	298	3933 Fountleroy Way Southwest	MF	2	73	345	61	Ldn	66	72	0	0	West Side at 8 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300615	WS7331	298	3850 33rd Avenue Southwest	SF	1	73	375	61	Ldn	66	72	0	0	West Side at 8 feet	No	No	48
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300610	WS7330	298	3844 33rd Avenue Southwest	SF	1	73	419	60	Ldn	66	72	0	0	West Side at 8 feet	No	No	48
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300605	WS7390	298	3840 33rd Avenue Southwest	SF	1	73	425	60	Ldn	66	72	0	0	West Side at 8 feet	No	No	48
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300600	WS7387	297	3836 33rd Avenue Southwest	SF	1	73	478	55	Ldn	66	72	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300510	WS7386	300	3863 33rd Avenue Southwest	SF	1	73	379	61	Ldn	66	72	0	0	None	No	No	61
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300505	WS7385	301	3859 33rd Avenue Southwest	SF	1	73	409	60	Ldn	66	72	0	0	None	No	No	60
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300500	WS7384	301	3855 33rd Avenue Southwest	SF	1	65	424	55	Ldn	61	67	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300495	WS7383	301	3851 33rd Avenue Southwest	SF	1	65	445	55	Ldn	61	67	0	0	None	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300490	WS7382	301	3847 33rd Avenue Southwest	SF	1	65	479	55	Ldn	61	67	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301420	WS7337	300	3307 Southwest Andover Street	SF	1	68	336	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301403	WS7334	300	4001 Fountleroy Way Southwest	SF	1	73	254	62	Ldn	66	72	0	0	None	No	No	62
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301405	WS7335	300	4005 Fountleroy Way Southwest	SF	1	73	235	63	Ldn	66	72	0	0	None	No	No	63
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301415	WS7336	300	4009 Fountleroy Way Southwest	SF	1	73	224	63	Ldn	66	72	0	0	None	No	No	63
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301425	WS7391	301	4015 Fountleroy Way Southwest	SF	1	73	205	63	Ldn	66	72	0	0	None	No	No	63
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301428	WS7214	301	4019 Fountleroy Way Southwest	SF	1	73	188	63	Ldn	66	72	0	0	None	No	No	63
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301430	WS7215	301	4023 Fountleroy Way Southwest	SF	1	73	174	64	Ldn	66	72	0	0	None	No	No	64

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301440	WS7216	302	4027 Fountleroy Way Southwest	SF	1	73	182	64	Ldn	66	72	0	0	None	No	No	64
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301445	WS7217	302	4031 Fountleroy Way Southwest	SF	1	73	170	64	Ldn	66	72	0	0	None	No	No	64
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301450	WS7220	303	4035 Fountleroy Way Southwest	SF	1	73	169	64	Ldn	66	72	0	0	None	No	No	64
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301455	WS7221	303	4039 Fountleroy Way Southwest	SF	1	73	170	64	Ldn	66	72	0	0	None	No	No	64
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301460	WS7222	304	4043 Fountleroy Way Southwest	SF	1	73	165	62	Ldn	66	72	0	0	None	No	No	62
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301465	WS7223	304	4101 Fountleroy Way Southwest	SF	1	73	158	62	Ldn	66	72	0	0	None	No	No	62
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301470	WS7224	305	4105 Fountleroy Way Southwest	SF	1	73	180	60	Ldn	66	72	0	0	None	No	No	60
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301475	WS7392	305	4107 Fountleroy Way Southwest	SF	1	73	179	60	Ldn	66	72	0	0	None	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301630	WS7355	301	4002 34th Avenue Southwest	SF	1	68	439	55	Ldn	63	69	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301625	WS7354	301	4008 34th Avenue Southwest	SF	1	68	411	55	Ldn	63	69	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301620	WS7353	301	4010 34th Avenue Southwest	SF	1	68	390	55	Ldn	63	69	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301615	WS7352	302	4014 34th Avenue Southwest	SF	1	68	360	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301610	WS7351	302	4018 34th Avenue Southwest	SF	1	68	333	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301605	WS7350	302	4022 34th Avenue Southwest	SF	1	68	346	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301600	WS7349	302	4028 34th Avenue Southwest	SF	1	68	311	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301595	WS7348	303	4032 34th Avenue Southwest	SF	1	68	290	57	Ldn	63	69	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301590	WS7347	304	4034 34th Avenue Southwest	SF	1	68	299	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301585	WS7346	305	4038 34th Avenue Southwest	SF	1	68	316	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301580	WS7345	305	4042 34th Avenue Southwest	SF	1	68	317	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301575	WS7344	305	4046 34th Avenue Southwest	SF	1	68	316	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301660	WS7357	303	4021 34th Avenue Southwest	SF	1	62	478	53	Ldn	59	65	0	0	None	No	No	53
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301665	WS7358	303	4025 34th Avenue Southwest	SF	1	62	462	55	Ldn	59	65	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301670	WS7359	304	4029 34th Avenue Southwest	SF	1	63	451	56	Ldn	60	66	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301675	WS7360	304	4033 34th Avenue Southwest	SF	1	63	424	56	Ldn	60	66	0	0	None	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301680	WS7361	305	4045 34th Avenue Southwest	SF	1	63	434	57	Ldn	60	66	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301685	WS7362	304	4037 34th Avenue Southwest	SF	1	63	430	56	Ldn	60	66	0	0	None	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301095	WS7120	297	3021 Southwest Andover Street	SF	1	70	44	67	Ldn	65	70	1	0	East Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301086	WS7117	297	4008 32nd Avenue Southwest	SF	1	70	66	66	Ldn	65	70	1	0	East Side at 6 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301085	WS7212	298	4012 32nd Avenue Southwest	SF	1	70	90	65	Ldn	65	70	1	0	East Side at 8 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301080	WS7211	298	4014 32nd Avenue Southwest	SF	1	68	112	65	Ldn	63	69	1	0	East Side at 8 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301070	WS7210	298	4018 32nd Avenue Southwest	SF	1	68	124	65	Ldn	63	69	1	0	East Side at 8 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301065	WS7207	299	4022 32nd Avenue Southwest	SF	1	65	136	66	Ldn	61	67	1	0	East Side at 6 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301063	WS7206	293	4026 32nd Avenue Southwest	SF	1	65	168	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301060	WS7205	300	4030 32nd Avenue Southwest	SF	1	65	161	65	Ldn	61	67	1	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301055	WS7204	300	4036 32nd Avenue Southwest	SF	1	65	171	65	Ldn	61	67	1	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301050	WS7203	301	4040 32nd Avenue Southwest	SF	1	57	180	65	Ldn	57	63	0	1	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301045	WS7202	301	4044 32nd Avenue Southwest	SF	1	57	235	63	Ldn	57	63	0	1	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301040	WS7201	301	4046 32nd Avenue Southwest	SF	1	57	183	64	Ldn	57	63	0	1	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301030	WS7200	302	4100 32nd Avenue Southwest	SF	1	57	195	64	Ldn	57	63	0	1	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301029	WS7197	302	4104 32nd Avenue Southwest	SF	1	57	201	64	Ldn	57	63	0	1	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	296	3000 Southwest Avalon Way	MF	4	70	152	65	Ldn	65	70	4	0	East Side at 4 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	296	3000 Southwest Avalon Way	MF	4	70	152	64	Ldn	65	70	0	0	East Side at 4 feet	No	No	58
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	296	3000 Southwest Avalon Way	MF	2	70	152	65	Ldn	65	70	2	0	East Side at 4 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	296	3000 Southwest Avalon Way	MF	2	70	152	64	Ldn	65	70	0	0	East Side at 4 feet	No	No	58
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300835	WS7186	296	3010 Southwest Avalon Way	SF	1	65	237	61	Ldn	61	67	1	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300840	WS7187	297	3014 Southwest Avalon Way	SF	1	65	269	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300845	WS7190	297	3018 Southwest Avalon Way	MF	3	65	252	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300857	WS7194	298	3028B Southwest Avalon Way	MF	1	65	274	58	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300855	WS7193	298	3028A Southwest Avalon Way	MF	1	65	298	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300853	WS7192	298	3026B Southwest Avalon Way	MF	1	65	321	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300851	WS7191	298	3026A Southwest Avalon Way	MF	1	65	343	55	Ldn	61	67	0	0	East Side at 8 feet	No	No	41
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300860	WS7195	299	3032 Southwest Avalon Way	MF	2	65	300	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300865	WS7123	299	3036 Southwest Avalon Way	SF	1	65	335	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	43
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300870	WS7122	300	3040 Southwest Avalon Way	MF	4	65	341	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300875	WS7121	300	3046 Southwest Avalon Way	MF	4	65	352	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	302	3050 Southwest Avalon Way	MF	5	65	315	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	302	3050 Southwest Avalon Way	MF	5	65	315	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	302	3050 Southwest Avalon Way	MF	5	65	315	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	302	3050 Southwest Avalon Way	MF	5	65	315	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	302	3050 Southwest Avalon Way	MF	5	65	315	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	302	3050 Southwest Avalon Way	MF	5	65	315	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9298300015	WS7225	298	3221 Southwest Andover Street	SF	1	70	164	64	Ldn	65	70	0	0	West Side at 8 feet	No	No	51
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9298300020	WS7226	298	3215 Southwest Andover Street	SF	1	67	108	66	Ldn	63	68	1	0	West Side at 8 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301025	WS5220	303	4106 32nd Avenue Southwest	SF	1	56	191	64	Ldn	56	63	0	1	East Side at 6 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301020	WS5217	303	4110 32nd Avenue Southwest	SF	1	56	202	64	Ldn	56	63	0	1	East Side at 6 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301015	WS5216	303	4114 32nd Avenue Southwest	SF	1	56	250	63	Ldn	56	63	0	1	East Side at 6 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301010	WS5215	304	4118 32nd Avenue Southwest	SF	1	56	208	61	Ldn	56	63	1	0	East Side at 8 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301005	WS5214	304	4122 32nd Avenue Southwest	SF	1	56	219	58	Ldn	56	63	1	0	East Side at 8 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301000	WS5213	305	4126 32nd Avenue Southwest	SF	1	56	220	60	Ldn	56	63	1	0	East Side at 8 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300995	WS5212	305	4130 32nd Avenue Southwest	SF	1	56	227	60	Ldn	56	63	1	0	East Side at 8 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300990	WS5211	305	4134 32nd Avenue Southwest	SF	1	65	229	60	Ldn	61	67	0	0	East Side at 8 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	302	3060 Southwest Avalon Way	MF	3	65	346	56	Ldn	61	67	0	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300909	WS5232	303	3062H Southwest Avalon Way	MF	1	65	323	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	42
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300910	WS5231	303	3062I Southwest Avalon Way	MF	1	65	326	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	42
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300907	WS5237	303	3062F Southwest Avalon Way	MF	1	65	359	54	Ldn	61	67	0	0	East Side at 6 feet	No	No	40
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300908	WS5236	303	3062G Southwest Avalon Way	MF	1	65	362	54	Ldn	61	67	0	0	East Side at 6 feet	No	No	40
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300906	WS5241	303	3062E Southwest Avalon Way	MF	1	65	379	54	Ldn	61	67	0	0	East Side at 6 feet	No	No	39
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300903	WS5245	303	3062C Southwest Avalon Way	MF	1	65	396	53	Ldn	61	67	0	0	East Side at 6 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300904	WS5244	303	3062D Southwest Avalon Way	MF	1	65	401	53	Ldn	61	67	0	0	East Side at 6 feet	No	No	39
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300901	WS5251	303	3062A Southwest Avalon Way	MF	1	65	416	53	Ldn	61	67	0	0	East Side at 6 feet	No	No	39
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300902	WS5250	303	3062B Southwest Avalon Way	MF	1	65	418	53	Ldn	61	67	0	0	East Side at 6 feet	No	No	39
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300913	WS5230	304	3070H Southwest Avalon Way	MF	1	65	327	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300914	WS5227	304	3070I Southwest Avalon Way	MF	1	65	332	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300911	WS5235	304	3070F Southwest Avalon Way	MF	1	65	363	56	Ldn	61	67	0	0	East Side at 8 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300912	WS5234	304	3070G Southwest Avalon Way	MF	1	65	367	56	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300905	WS5240	304	3070E Southwest Avalon Way	MF	1	65	384	56	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300899	WS5243	304	3070C Southwest Avalon Way	MF	1	65	403	56	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300900	WS5242	304	3070D Southwest Avalon Way	MF	1	65	404	56	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300897	WS5247	304	3070A Southwest Avalon Way	MF	1	65	422	56	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300898	WS5246	303	3070B Southwest Avalon Way	MF	1	65	424	53	Ldn	61	67	0	0	East Side at 6 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300920	WS5226	304	3074 Southwest Avalon Way	MF	4	65	355	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300933	WS5223	305	3088C Southwest Avalon Way	MF	1	65	351	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	45
West Side Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301205	WS5200	305	4129 32nd Avenue Southwest	SF	1	56	78	63	Ldn	56	63	0	1	East Side at 8 feet	No	No	51
West Side Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301535	WS5181	304	4118 35th Avenue Southwest	SF	1	73	263	58	Ldn	66	72	0	0	None	No	No	58
West Side Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301540	WS5182	304	4114 35th Avenue Southwest	SF	1	73	291	57	Ldn	66	72	0	0	None	No	No	57
West Side Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301545	WS5183	304	4110 35th Avenue Southwest	SF	1	73	329	57	Ldn	66	72	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Side Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301560	WS5184	303	4058 34th Avenue Southwest	SF	1	73	304	56	Ldn	66	72	0	0	None	No	No	56
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000540	WS7236	290	2827 Southwest Yancy Street	MF	3	64	299	54	Ldn	61	66	0	0	None	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000515	WS7235	289	2821 Southwest Yancy Street	MF	2	64	303	54	Ldn	61	66	0	0	None	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000505	WS7233	288	2811 Southwest Yancy Street	MF	2	64	292	54	Ldn	61	66	0	0	None	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000540	WS7236	290	2827 Southwest Yancy Street	MF	3	64	299	55	Ldn	61	66	0	0	None	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000515	WS7235	289	2821 Southwest Yancy Street	MF	2	64	303	55	Ldn	61	66	0	0	None	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000505	WS7233	288	2811 Southwest Yancy Street	MF	2	64	292	55	Ldn	61	66	0	0	None	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000566	WS7452	291	2837 Southwest Yancy Street	MF	1	62	372	57	Ldn	59	65	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300922	WS7546	305	3078H Southwest Avalon Way	MF	1	65	354	59	Ldn	61	67	0	0	None	No	No	59
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300923	WS7547	305	3078G Southwest Avalon Way	MF	1	65	354	59	Ldn	61	67	0	0	None	No	No	59
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300924	WS7550	305	3078F Southwest Avalon Way	MF	1	65	354	59	Ldn	61	67	0	0	None	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300925	WS5225	305	3078E Southwest Avalon Way	MF	1	65	354	59	Ldn	61	67	0	0	None	No	No	59
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300926	WS7551	305	3078D Southwest Avalon Way	MF	1	65	354	59	Ldn	61	67	0	0	None	No	No	59
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300927	WS7552	305	3078C Southwest Avalon Way	MF	1	65	354	59	Ldn	61	67	0	0	None	No	No	59
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300928	WS7553	305	3078B Southwest Avalon Way	MF	1	65	354	59	Ldn	61	67	0	0	None	No	No	59
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300929	WS7554	305	3078A Southwest Avalon Way	MF	1	65	354	59	Ldn	61	67	0	0	None	No	No	59
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300931	WS7555	305	3088A Southwest Avalon Way	MF	1	65	429	57	Ldn	61	67	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300932	WS7556	305	3088B Southwest Avalon Way	MF	1	65	429	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300933	WS5223	305	3088C Southwest Avalon Way	MF	1	65	419	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300934	WS7557	305	3088D Southwest Avalon Way	MF	1	65	407	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300936	WS7560	305	3088E Southwest Avalon Way	MF	1	65	397	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300937	WS7561	305	3088F Southwest Avalon Way	MF	1	65	350	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300938	WS7562	305	3088G Southwest Avalon Way	MF	1	65	350	57	Ldn	61	67	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300939	WS7563	305	3088H Southwest Avalon Way	MF	1	65	350	57	Ldn	61	67	0	0	None	No	No	57

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-17. Summary of Noise Analysis – Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	272	3824 23rd Avenue Southwest	MF	2	68	317	57	Ldn	63	69	0	0	None	Yes	No	57
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	272	3832 23rd Avenue Southwest	SF	1	67	361	56	Ldn	63	68	0	0	None	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	272	3836 23rd Avenue Southwest	SF	1	67	388	56	Ldn	63	68	0	0	None	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	273	3842 23rd Avenue Southwest	SF	1	66	406	56	Ldn	62	68	0	0	None	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	274	3844 23rd Avenue Southwest	SF	1	65	437	56	Ldn	61	67	0	0	None	No	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	274	3852 23rd Avenue Southwest	SF	1	64	482	55	Ldn	61	66	0	0	None	No	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700230	WS5474	275	3856 23rd Avenue Southwest	REC	1	64	499	55	Leq	61	66	0	0	None	No	No	55
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	272	3823A 23rd Avenue Southwest	MF	2	70	224	61	Ldn	65	70	0	0	None	Yes	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	274	3831 23rd Avenue Southwest	MF	2	70	255	61	Ldn	65	70	0	0	None	No	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	4	70	260	61	Ldn	65	70	0	0	None	No	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	2445100295	WS1212	275	3852 Delridge Way Southwest	SF	1	70	319	60	Ldn	65	70	0	0	None	No	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	274	3847 23rd Avenue Southwest	SF	1	68	326	60	Ldn	63	69	0	0	None	No	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	274	3853 23rd Avenue Southwest	SF	1	68	365	59	Ldn	63	69	0	0	None	No	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	275	3857 23rd Avenue Southwest	MF	1	68	395	59	Ldn	63	69	0	0	None	No	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	276	2303 Southwest Andover Street	SF	1	68	479	58	Ldn	63	69	0	0	None	No	No	58
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	276	4007 23rd Avenue Southwest	SF	1	67	502	55	Ldn	63	68	0	0	None	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	283	4065 26th Avenue Southwest	SF	1	62	269	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	283	4069 26th Avenue Southwest	SF	1	62	298	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	65	226	61	Ldn	61	67	16	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	65	226	61	Ldn	61	67	16	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	65	226	61	Ldn	61	67	16	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	66	311	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	66	311	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	66	311	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	16	64	424	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	16	64	424	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	16	64	424	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000780	WS7425	283	2623 Southwest Yancy Street	SF	1	64	109	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000945	WS7430	283	2616 Southwest Dakota Street	MF	2	64	232	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000930	WS7427	284	2620 Southwest Dakota Street	MF	2	64	254	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001204	WS6782	283	4105A 26th Avenue Southwest	MF	1	64	384	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001203	WS6783	283	4103B 26th Avenue Southwest	MF	1	64	388	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001202	WS6784	283	4103A 26th Avenue Southwest	MF	1	64	390	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001201	WS6785	283	4101B 26th Avenue Southwest	MF	1	64	394	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	286	4112 28th Avenue Southwest	PK	1	55	285	60	Leq	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	286	4112 28th Avenue Southwest	PK	1	55	464	59	Leq	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	294	3001 Southwest Avalon Way	MF	3	68	341	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	294	3001 Southwest Avalon Way	MF	3	67	368	58	Ldn	63	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	294	3001 Southwest Avalon Way	MF	3	67	386	57	Ldn	63	68	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	293	3015 Southwest Avalon Way	MF	8	68	463	55	Ldn	63	69	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	293	3015 Southwest Avalon Way	MF	8	68	463	55	Ldn	63	69	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	296	3015 Southwest Avalon Way	MF	8	70	365	56	Ldn	65	70	0	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	296	3015 Southwest Avalon Way	MF	8	70	365	56	Ldn	65	70	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300670	WS7140	296	3014 Southwest Andover Street	SF	1	68	84	66	Ldn	63	69	1	0	West Side at 6 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300675	WS7141	296	3018 Southwest Andover Street	SF	1	68	116	66	Ldn	63	69	1	0	West Side at 6 feet	No	No	52
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300680	WS7142	296	3024 Southwest Andover Street	SF	1	68	186	64	Ldn	63	69	1	0	West Side at 6 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9298300030	WS7124	296	3200 Southwest Andover Street	SF	1	67	230	63	Ldn	63	68	1	0	West Side at 6 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039009	WS7400	297	3228 Southwest Andover Street	SF	1	70	385	56	Ldn	65	70	0	0	West Side at 6 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	295	3021 Southwest Bradford Street	MF	6	65	268	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	295	3021 Southwest Bradford Street	MF	3	65	268	62	Ldn	61	67	3	0	West Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	295	3021 Southwest Bradford Street	MF	5	65	268	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	295	3021 Southwest Bradford Street	MF	5	65	268	62	Ldn	61	67	5	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039010	WS7321	294	2970 Southwest Avalon Way	MF	4	69	235	60	Ldn	64	70	0	0	West Side at 4 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300630	WS7136	294	2980 Southwest Avalon Way	MF	4	69	117	63	Ldn	64	70	0	0	West Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300640	WS7137	294	2988 Southwest Avalon Way	MF	6	70	83	67	Ldn	65	70	6	0	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300640	WS7137	294	2988 Southwest Avalon Way	MF	6	70	83	67	Ldn	65	70	6	0	West Side at 4 feet	No	No	59
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000605	WS7163	293	4050 30th Avenue Southwest	MF	1	70	97	66	Ldn	65	70	1	0	East Side at 4 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000606	WS7164	293	4052 30th Avenue Southwest	MF	1	70	113	66	Ldn	65	70	1	0	East Side at 4 feet	No	No	59
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000607	WS7165	293	4056 30th Avenue Southwest	MF	1	70	138	62	Ldn	65	70	0	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000610	WS7166	293	4058 30th Avenue Southwest	MF	1	70	155	61	Ldn	65	70	0	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000600	WS7162	293	2853 Southwest Yancy Street	SF	1	69	107	63	Ldn	64	70	0	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000595	WS7161	292	2851 Southwest Yancy Street	SF	1	68	115	63	Ldn	63	69	1	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000575	WS7246	292	2841 Southwest Yancy Street	SF	1	67	142	62	Ldn	63	68	0	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000565	WS7243	291	2839C Southwest Yancy Street	MF	1	66	114	65	Ldn	62	68	1	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000567	WS7244	291	2839B Southwest Yancy Street	MF	1	66	114	64	Ldn	62	68	1	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000568	WS7245	291	2839A Southwest Yancy Street	MF	1	66	114	64	Ldn	62	68	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000560	WS7242	291	2835 Southwest Yancy Street	SF	1	66	99	63	Ldn	62	68	1	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000550	WS7237	290	2833 Southwest Yancy Street	MF	1	65	102	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000551	WS7240	290	2831B Southwest Yancy Street	MF	1	65	139	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000552	WS7241	290	2831A Southwest Yancy Street	MF	1	65	139	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000540	WS7236	290	2827 Southwest Yancy Street	MF	6	64	105	63	Ldn	61	66	6	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000515	WS7235	289	2821 Southwest Yancy Street	MF	6	64	105	63	Ldn	61	66	6	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000505	WS7233	289	2811 Southwest Yancy Street	MF	6	64	105	63	Ldn	61	66	6	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000500	WS7232	288	2807 Southwest Yancy Street	SF	1	64	98	63	Ldn	61	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000490	WS7231	288	2805 Southwest Yancy Street	SF	1	64	95	63	Ldn	61	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000485	WS7227	287	2803 Southwest Yancy Street	SF	1	64	96	63	Ldn	61	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000486	WS7230	287	4059 28th Avenue Southwest	SF	1	62	166	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000615	WS7247	293	4060 30th Avenue Southwest	MF	4	68	216	59	Ldn	63	69	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000626	WS7251	293	2854B Southwest Dakota Street	MF	1	66	210	59	Ldn	62	68	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000627	WS7252	293	2854A Southwest Dakota Street	MF	1	66	210	59	Ldn	62	68	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000625	WS7250	293	2856 Southwest Dakota Street	MF	1	64	253	57	Ldn	61	66	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000635	WS7253	292	2844 Southwest Dakota Street	SF	1	64	243	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000645	WS7254	292	2842 Southwest Dakota Street	SF	1	64	247	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000650	WS7255	291	2840 Southwest Dakota Street	SF	1	64	229	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000655	WS7256	291	2838 Southwest Dakota Street	SF	1	64	223	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000662	WS7543	291	2834 Southwest Dakota Street	MF	1	63	202	60	Ldn	60	66	1	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000666	WS7262	291	2832 Southwest Dakota Street	MF	1	63	202	60	Ldn	60	66	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000663	WS7257	291	2830A Southwest Dakota Street	MF	1	64	252	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000664	WS7260	291	2830B Southwest Dakota Street	MF	1	64	252	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000665	WS7261	290	2830C Southwest Dakota Street	MF	1	64	252	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000675	WS7263	290	2826 Southwest Dakota Street	MF	2	63	226	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000687	WS7265	290	2820B Southwest Dakota Street	MF	1	63	212	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000689	WS7266	289	2820A Southwest Dakota Street	MF	1	63	212	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000685	WS7264	289	2822 Southwest Dakota Street	MF	1	63	258	57	Ldn	60	66	0	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000510	WS7234	289	2816 Southwest Dakota Street	SF	1	63	231	58	Ldn	60	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000710	WS7267	288	2810 Southwest Dakota Street	SF	1	63	252	58	Ldn	60	66	0	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000715	WS7270	288	4061 28th Avenue Southwest	MF	2	62	194	58	Ldn	59	65	0	0	East Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000725	WS7271	288	4067 28th Avenue Southwest	MF	2	62	256	56	Ldn	59	65	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9298300015	WS7225	298	3221 Southwest Andover Street	SF	1	70	279	55	Ldn	65	70	0	0	West Side at 6 feet	No	No	45
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9298300020	WS7226	296	3215 Southwest Andover Street	SF	1	67	244	62	Ldn	63	68	0	0	West Side at 6 feet	No	No	52
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9298300025	WS7156	296	4001 32nd Avenue Southwest	SF	1	63	174	64	Ldn	60	66	1	0	West Side at 6 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301100	WS7143	296	4005 32nd Avenue Southwest	SF	1	60	164	64	Ldn	58	64	0	1	West Side at 6 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301106	WS7144	296	4009 32nd Avenue Southwest	SF	1	57	165	64	Ldn	57	63	0	1	West Side at 6 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301115	WS7145	298	4015 32nd Avenue Southwest	SF	1	57	65	64	Ldn	57	63	0	1	West Side at 6 feet	No	No	52
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301120	WS7146	299	4017 32nd Avenue Southwest	SF	1	57	45	65	Ldn	57	63	0	1	West Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301050	WS7203	300	4040 32nd Avenue Southwest	SF	1	57	105	62	Ldn	57	63	1	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301045	WS7202	300	4044 32nd Avenue Southwest	SF	1	57	169	60	Ldn	57	63	1	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301040	WS7201	300	4046 32nd Avenue Southwest	SF	1	57	126	61	Ldn	57	63	1	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301030	WS7200	301	4100 32nd Avenue Southwest	SF	1	57	143	59	Ldn	57	63	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301029	WS7197	301	4104 32nd Avenue Southwest	SF	1	57	156	59	Ldn	57	63	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300835	WS7186	296	3010 Southwest Avalon Way	SF	1	65	89	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300840	WS7187	296	3014 Southwest Avalon Way	SF	1	65	127	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300845	WS7190	296	3018 Southwest Avalon Way	MF	4	65	109	65	Ldn	61	67	4	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300857	WS7194	296	3028B Southwest Avalon Way	MF	1	65	205	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300855	WS7193	296	3028A Southwest Avalon Way	MF	1	65	220	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300853	WS7192	296	3026B Southwest Avalon Way	MF	1	65	223	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300851	WS7191	296	3026A Southwest Avalon Way	MF	1	65	246	59	Ldn	61	67	0	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300860	WS7195	298	3032 Southwest Avalon Way	MF	2	65	194	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300865	WS7123	298	3036 Southwest Avalon Way	SF	1	65	241	55	Ldn	61	67	0	0	East Side at 6 feet	No	No	42
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300870	WS7122	299	3040 Southwest Avalon Way	MF	4	65	257	55	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300875	WS7121	299	3046 Southwest Avalon Way	MF	4	65	278	55	Ldn	61	67	0	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	300	3050 Southwest Avalon Way	MF	4	65	290	55	Ldn	61	67	0	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	300	3050 Southwest Avalon Way	MF	4	65	290	55	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	300	3050 Southwest Avalon Way	MF	4	65	290	55	Ldn	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	300	3050 Southwest Avalon Way	MF	4	65	290	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	300	3050 Southwest Avalon Way	MF	4	65	290	58	Ldn	61	67	0	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	300	3050 Southwest Avalon Way	MF	4	65	310	57	Ldn	61	67	0	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301065	WS7207	298	4022 32nd Avenue Southwest	SF	1	65	30	67	Ldn	61	67	0	1	East Side at 6 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301063	WS7206	298.5	4026 32nd Avenue Southwest	SF	1	65	66	64	Ldn	61	67	1	0	East Side at 6 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301060	WS7205	299	4030 32nd Avenue Southwest	SF	1	65	71	64	Ldn	61	67	1	0	East Side at 4 feet	No	No	58
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301055	WS7204	300	4036 32nd Avenue Southwest	SF	1	65	94	62	Ldn	61	67	1	0	East Side at 4 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300665	WS7185	295	3008 Southwest Andover Street	SF	1	68	24	68	Ldn	63	69	1	0	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	294	2851 Southwest Dakota Street	MF	1	56	359	61	Ldn	56	63	1	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	294	2851 Southwest Dakota Street	MF	1	56	361	58	Ldn	56	63	1	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	293.5	2851 Southwest Dakota Street	MF	1	56	365	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	293	2851 Southwest Dakota Street	MF	1	56	370	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	294	2851 Southwest Dakota Street	MF	1	56	416	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	294	2851 Southwest Dakota Street	MF	1	56	416	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001340	WS7291	293	2849 Southwest Dakota Street	SF	1	56	357	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001335	WS7290	292.5	2847 Southwest Dakota Street	SF	1	56	381	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001330	WS7287	292	2845 Southwest Dakota Street	SF	1	56	380	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001325	WS7286	292	2841 Southwest Dakota Street	SF	1	56	370	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001315	WS7285	291.5	2837 Southwest Dakota Street	SF	1	56	368	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001305	WS7282	291	2833 Southwest Dakota Street	MF	1	56	365	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001307	WS7283	291	2831B Southwest Dakota Street	MF	1	56	407	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001309	WS7284	291	2831A Southwest Dakota Street	MF	1	56	407	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001295	WS7277	290	2827 Southwest Dakota Street	SF	1	56	365	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001296	WS7280	290	2829B Southwest Dakota Street	MF	1	56	410	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001297	WS7281	290	2829A Southwest Dakota Street	MF	1	56	410	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001285	WS7276	290	2823 Southwest Dakota Street	SF	1	56	366	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001270	WS7274	289.5	2819 Southwest Dakota Street	MF	1	56	372	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001269	WS7273	289.5	2815 Southwest Dakota Street	MF	1	56	372	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001271	WS7275	289.5	2817 Southwest Dakota Street	MF	1	56	410	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001268	WS7436	289.5	2813 Southwest Dakota Street	MF	1	56	410	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001265	WS7272	289	2811 Southwest Dakota Street	SF	1	56	376	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001247	WS7433	288.5	2807 Southwest Dakota Street	MF	1	56	370	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001249	WS7434	288.5	2805 Southwest Dakota Street	MF	1	56	407	53	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001251	WS7435	288.5	2803 Southwest Dakota Street	MF	1	56	407	53	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001245	WS7431	288	4101 28th Avenue Southwest	MF	2	56	357	58	Ldn	56	63	2	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001246	WS7432	288	4107 28th Avenue Southwest	SF	1	56	417	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001364	WS7292	294.5	2862 Southwest Adams Street	MF	1	56	455	60	Ldn	56	63	1	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001365	WS7293	294.5	2860 Southwest Adams Street	MF	1	56	467	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001366	WS7294	294	2858 Southwest Adams Street	MF	1	56	473	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001368	WS7296	294	2856 Southwest Adams Street	MF	1	56	474	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001367	WS7295	294	2854 Southwest Adams Street	MF	1	56	474	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001380	WS7297	294	2848 Southwest Adams Street	SF	1	56	485	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001385	WS7300	292.5	2846 Southwest Adams Street	SF	1	56	483	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001403	WS7304	292	2836B Southwest Adams Street	MF	1	56	476	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001402	WS7303	292	2836A Southwest Adams Street	MF	1	56	476	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001413	WS7310	291.5	2832B Southwest Adams Street	MF	1	56	476	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001412	WS7307	291	2832A Southwest Adams Street	MF	1	56	476	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001422	WS7313	291	2828B Southwest Adams Street	MF	1	56	476	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001421	WS7312	291	2828A Southwest Adams Street	MF	1	56	476	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001432	WS7315	290	2822B Southwest Adams Street	MF	1	56	476	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001434	WS7316	290	2822A Southwest Adams Street	MF	1	56	476	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001435	WS7437	290	2820 Southwest Adams Street	SF	1	56	477	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001444	WS7442	289.5	2816B Southwest Adams Street	MF	1	56	477	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001446	WS7443	289.5	2816A Southwest Adams Street	MF	1	56	477	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001455	WS7444	289	2810 Southwest Adams Street	MF	1	56	475	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001460	WS7445	288	4119A 28th Avenue Southwest	MF	1	56	462	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001462	WS7446	288	4119B 28th Avenue Southwest	MF	1	56	481	51	Ldn	56	63	0	0	East Side at 4 feet	No	No	41
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001465	WS7447	288	4117 28th Avenue Southwest	MF	1	56	462	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	42
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7881500285	WS1206	278	4018 Delridge Way Southwest	SF	1	64	480	58	Ldn	61	66	0	0	None	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7881500295	WS1204	278	4022 Delridge Way Southwest	SF	1	64	500	58	Ldn	61	66	0	0	None	No	No	58
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301190	WS5202	304	4121 32nd Avenue Southwest	SF	1	56	80	61	Ldn	56	63	1	0	East Side at 8 feet	No	No	50
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301200	WS5201	304.5	4125 32nd Avenue Southwest	SF	1	56	84	61	Ldn	56	63	1	0	East Side at 8 feet	No	No	50
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301205	WS5200	305	4129 32nd Avenue Southwest	SF	1	56	103	60	Ldn	56	63	1	0	East Side at 6 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301025	WS5220	302.5	4106 32nd Avenue Southwest	SF	1	56	154	62	Ldn	56	63	1	0	East Side at 6 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301020	WS5217	303	4110 32nd Avenue Southwest	SF	1	56	168	61	Ldn	56	63	1	0	East Side at 6 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301015	WS5216	303	4114 32nd Avenue Southwest	SF	1	56	225	60	Ldn	56	63	1	0	East Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301010	WS5215	303.5	4118 32nd Avenue Southwest	SF	1	56	191	61	Ldn	56	63	1	0	East Side at 6 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301005	WS5214	304	4122 32nd Avenue Southwest	SF	1	56	204	55	Ldn	56	63	0	0	East Side at 8 feet	No	No	42
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301000	WS5213	304.5	4126 32nd Avenue Southwest	SF	1	56	216	55	Ldn	56	63	0	0	East Side at 8 feet	No	No	42
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300995	WS5212	305	4130 32nd Avenue Southwest	SF	1	56	217	55	Ldn	56	63	0	0	East Side at 6 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	302	3060 Southwest Avalon Way	MF	2	65	312	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	302	3060 Southwest Avalon Way	MF	2	65	312	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	302	3060 Southwest Avalon Way	MF	2	65	312	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300909	WS5232	303	3062H Southwest Avalon Way	MF	1	65	298	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	43
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300907	WS5237	303	3062F Southwest Avalon Way	MF	1	65	326	54	Ldn	61	67	0	0	East Side at 6 feet	No	No	42
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300906	WS5241	303	3062E Southwest Avalon Way	MF	1	65	346	53	Ldn	61	67	0	0	East Side at 6 feet	No	No	40
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300903	WS5245	303	3062C Southwest Avalon Way	MF	1	65	365	51	Ldn	61	67	0	0	East Side at 6 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300901	WS5251	303	3062A Southwest Avalon Way	MF	1	65	385	50	Ldn	61	67	0	0	East Side at 6 feet	No	No	37
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300910	WS5231	303	3062I Southwest Avalon Way	MF	1	65	312	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	43
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300908	WS5236	303	3062G Southwest Avalon Way	MF	1	65	336	54	Ldn	61	67	0	0	East Side at 6 feet	No	No	41
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300904	WS5244	303	3062D Southwest Avalon Way	MF	1	65	372	52	Ldn	61	67	0	0	East Side at 6 feet	No	No	40
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300902	WS5250	303	3062B Southwest Avalon Way	MF	1	65	392	51	Ldn	61	67	0	0	East Side at 6 feet	No	No	38
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300913	WS5230	303	3070H Southwest Avalon Way	MF	1	65	311	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	43
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300911	WS5235	303	3070F Southwest Avalon Way	MF	1	65	335	54	Ldn	61	67	0	0	East Side at 6 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300905	WS5240	303	3070E Southwest Avalon Way	MF	1	65	355	53	Ldn	61	67	0	0	East Side at 6 feet	No	No	40
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300899	WS5243	303	3070C Southwest Avalon Way	MF	1	65	376	51	Ldn	61	67	0	0	East Side at 6 feet	No	No	39
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300897	WS5247	303	3070A Southwest Avalon Way	MF	1	65	395	50	Ldn	61	67	0	0	East Side at 6 feet	No	No	37
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300914	WS5227	303.5	3070I Southwest Avalon Way	MF	1	65	319	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	43
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300912	WS5234	303.5	3070G Southwest Avalon Way	MF	1	65	346	54	Ldn	61	67	0	0	East Side at 6 feet	No	No	41
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300900	WS5242	303.5	3070D Southwest Avalon Way	MF	1	65	385	52	Ldn	61	67	0	0	East Side at 6 feet	No	No	40
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300898	WS5246	303.5	3070B Southwest Avalon Way	MF	1	65	403	51	Ldn	61	67	0	0	East Side at 6 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300920	WS5226	304	3074 Southwest Avalon Way	MF	1	65	340	52	Ldn	61	67	0	0	East Side at 8 feet	No	No	39
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300929	WS7554	304.5	3078A Southwest Avalon Way	MF	1	65	356	52	Ldn	61	67	0	0	East Side at 8 feet	No	No	39
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300928	WS7553	304.5	3078B Southwest Avalon Way	MF	1	65	369	50	Ldn	61	67	0	0	East Side at 8 feet	No	No	38
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300927	WS7552	304.5	3078C Southwest Avalon Way	MF	1	65	383	49	Ldn	61	67	0	0	East Side at 8 feet	No	No	37
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300926	WS7551	304.5	3078D Southwest Avalon Way	MF	1	65	397	48	Ldn	61	67	0	0	East Side at 8 feet	No	No	36
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300925	WS5225	304.5	3078E Southwest Avalon Way	MF	1	65	411	48	Ldn	61	67	0	0	East Side at 8 feet	No	No	35
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300924	WS7550	304.5	3078F Southwest Avalon Way	MF	1	65	424	48	Ldn	61	67	0	0	East Side at 8 feet	No	No	35

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300923	WS7547	304.5	3078G Southwest Avalon Way	MF	1	65	439	47	Ldn	61	67	0	0	East Side at 8 feet	No	No	35
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300922	WS7546	304.5	3078H Southwest Avalon Way	MF	1	65	455	47	Ldn	61	67	0	0	East Side at 8 feet	No	No	35
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300930	WS5224	305	3084 Southwest Avalon Way	MF	7	65	357	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	47
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300930	WS5224	305	3084 Southwest Avalon Way	MF	6	65	357	53	Ldn	61	67	0	0	East Side at 6 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300930	WS5224	305	3084 Southwest Avalon Way	MF	6	65	357	52	Ldn	61	67	0	0	East Side at 6 feet	No	No	42
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300615	WS7331	298.5	3850 33rd Avenue Southwest	SF	1	73	480	53	Ldn	66	72	0	0	West Side at 6 feet	No	No	44
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300620	WS7332	299	3933 Fountleroy Way Southwest	MF	2	73	441	56	Ldn	66	72	0	0	West Side at 6 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300625	WS7333	299.5	3860 33rd Avenue Southwest	SF	1	73	384	56	Ldn	66	72	0	0	West Side at 6 feet	No	No	47
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300505	WS7385	300	3859 33rd Avenue Southwest	SF	1	73	493	52	Ldn	66	72	0	0	West Side at 4 feet	No	No	50
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300510	WS7386	300	3863 33rd Avenue Southwest	SF	1	73	461	56	Ldn	66	72	0	0	West Side at 4 feet	No	No	53
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301403	WS7334	300	4001 Fountleroy Way Southwest	SF	1	73	327	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301405	WS7335	300	4005 Fountleroy Way Southwest	SF	1	73	301	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301415	WS7336	300.5	4009 Fountleroy Way Southwest	SF	1	73	282	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301425	WS7391	301	4015 Fountleroy Way Southwest	SF	1	73	263	54	Ldn	66	72	0	0	None	No	No	54
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301428	WS7214	301	4019 Fountleroy Way Southwest	SF	1	73	240	54	Ldn	66	72	0	0	None	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301430	WS7215	301.5	4023 Fountleroy Way Southwest	SF	1	73	220	54	Ldn	66	72	0	0	None	No	No	54
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301440	WS7216	302	4027 Fountleroy Way Southwest	SF	1	73	214	55	Ldn	66	72	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301445	WS7217	302	4031 Fountleroy Way Southwest	SF	1	73	203	55	Ldn	66	72	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301450	WS7220	302.5	4035 Fountleroy Way Southwest	SF	1	73	193	55	Ldn	66	72	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301455	WS7221	303	4039 Fountleroy Way Southwest	SF	1	73	187	55	Ldn	66	72	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301460	WS7222	303	4043 Fountleroy Way Southwest	SF	1	73	178	55	Ldn	66	72	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301465	WS7223	303.5	4101 Fountleroy Way Southwest	SF	1	73	171	55	Ldn	66	72	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301470	WS7224	304	4105 Fountleroy Way Southwest	SF	1	73	172	56	Ldn	66	72	0	0	None	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301475	WS7392	304.5	4107 Fountleroy Way Southwest	SF	1	73	183	55	Ldn	66	72	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301480	WS7393	305	4115 Fountleroy Way Southwest	SF	1	73	185	56	Ldn	66	72	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301420	WS7337	300.5	3307 Southwest Andover Street	SF	1	68	400	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301630	WS7355	301	4002 34th Avenue Southwest	SF	1	68	496	46	Ldn	63	69	0	0	None	No	No	46
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301625	WS7354	301	4008 34th Avenue Southwest	SF	1	68	465	48	Ldn	63	69	0	0	None	No	No	48
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301620	WS7353	301.5	4010 34th Avenue Southwest	SF	1	68	441	48	Ldn	63	69	0	0	None	No	No	48
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301615	WS7352	301.5	4014 34th Avenue Southwest	SF	1	68	408	49	Ldn	63	69	0	0	None	No	No	49
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301610	WS7351	302	4018 34th Avenue Southwest	SF	1	68	372	49	Ldn	63	69	0	0	None	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301605	WS7350	302	4022 34th Avenue Southwest	SF	1	68	373	49	Ldn	63	69	0	0	None	No	No	49
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301600	WS7349	302.5	4028 34th Avenue Southwest	SF	1	68	338	50	Ldn	63	69	0	0	None	No	No	50
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301595	WS7348	302.5	4032 34th Avenue Southwest	SF	1	68	329	50	Ldn	63	69	0	0	None	No	No	50
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301590	WS7347	303	4034 34th Avenue Southwest	SF	1	68	307	51	Ldn	63	69	0	0	None	No	No	51
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301585	WS7346	303.5	4038 34th Avenue Southwest	SF	1	68	313	51	Ldn	63	69	0	0	None	No	No	51
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301580	WS7345	304	4042 34th Avenue Southwest	SF	1	68	312	51	Ldn	63	69	0	0	None	No	No	51
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301575	WS7344	305	4046 34th Avenue Southwest	SF	1	68	312	52	Ldn	63	69	0	0	None	No	No	52
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301670	WS7359	303.5	4029 34th Avenue Southwest	SF	1	63	466	48	Ldn	60	66	0	0	None	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301675	WS7360	304	4033 34th Avenue Southwest	SF	1	63	439	49	Ldn	60	66	0	0	None	No	No	49
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301685	WS7362	304	4037 34th Avenue Southwest	SF	1	63	435	49	Ldn	60	66	0	0	None	No	No	49
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301680	WS7361	304.5	4045 34th Avenue Southwest	SF	1	63	430	49	Ldn	60	66	0	0	None	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000566	WS7452	291.5	2837 Southwest Yancy Street	MF	1	66	160	61	Ldn	62	68	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000566	WS7452	284	2837 Southwest Yancy Street	MF	1	62	111	61	Ldn	59	65	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000566	WS7452	284	2837 Southwest Yancy Street	MF	2	62	250	55	Ldn	59	65	0	0	East Side at 4 feet	No	No	45
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000566	WS7452	283	2837 Southwest Yancy Street	MF	2	62	232	59	Ldn	59	65	2	0	East Side at 4 feet	No	No	48

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-18. Summary of Noise Analysis – Andover Street Station Lower Height No Avalon Tunnel Connection (DEL-7)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700175	WS5482	272	3824 23rd Avenue Southwest	MF	2	68	317	57	Ldn	63	69	0	0	None	Yes	No	57
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700185	WS5481	272	3832 23rd Avenue Southwest	SF	1	67	361	56	Ldn	63	68	0	0	None	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700195	WS5480	272	3836 23rd Avenue Southwest	SF	1	67	388	56	Ldn	63	68	0	0	None	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700205	WS5477	273	3842 23rd Avenue Southwest	SF	1	66	406	56	Ldn	62	68	0	0	None	Yes	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700215	WS5476	274	3844 23rd Avenue Southwest	SF	1	65	437	56	Ldn	61	67	0	0	None	No	No	56
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700225	WS5475	274	3852 23rd Avenue Southwest	SF	1	64	482	55	Ldn	61	66	0	0	None	No	No	55
Duwamish Area: West Side of 22nd Avenue and north of Southwest Andover Street	2848700230	WS5474	275	3856 23rd Avenue Southwest	REC	1	64	499	55	Leq	61	66	0	0	None	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700050	WS1222	272	3823A 23rd Avenue Southwest	MF	2	70	224	61	Ldn	65	70	0	0	None	Yes	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700060	WS1220	274	3831 23rd Avenue Southwest	MF	2	70	255	61	Ldn	65	70	0	0	None	No	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700075	WS1218	274	3837 23rd Avenue Southwest	MF	4	70	260	61	Ldn	65	70	0	0	None	No	No	61
Delridge Area: Between Delridge Way and Southwest Andover Street	2445100295	WS1212	275	3852 Delridge Way Southwest	SF	1	70	319	60	Ldn	65	70	0	0	None	No	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700095	WS5473	274	3847 23rd Avenue Southwest	SF	1	68	326	60	Ldn	63	69	0	0	None	No	No	60
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700105	WS5472	274	3853 23rd Avenue Southwest	SF	1	68	365	59	Ldn	63	69	0	0	None	No	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	2848700115	WS5471	275	3857 23rd Avenue Southwest	MF	1	68	395	59	Ldn	63	69	0	0	None	No	No	59
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500370	WS5426	276	2303 Southwest Andover Street	SF	1	68	479	58	Ldn	63	69	0	0	None	No	No	58
Delridge Area: Between Delridge Way and Southwest Andover Street	7881500360	WS5425	276	4007 23rd Avenue Southwest	SF	1	67	502	55	Ldn	63	68	0	0	None	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000970	WS6787	283	4065 26th Avenue Southwest	SF	1	62	269	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000980	WS6786	283	4069 26th Avenue Southwest	SF	1	62	298	60	Ldn	59	65	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	65	226	61	Ldn	61	67	16	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	65	226	61	Ldn	61	67	16	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	65	226	61	Ldn	61	67	16	0	East Side at 4 feet	No	No	58
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	66	311	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	66	311	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	57
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	281	4040 26th Avenue Southwest	MF	16	66	311	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	16	64	424	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	54
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	16	64	424	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	53
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	2444600025	WS6790	282	4040 26th Avenue Southwest	MF	16	64	424	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	55
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000780	WS7425	283	2623 Southwest Yancy Street	SF	1	64	109	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000945	WS7430	283	2616 Southwest Dakota Street	MF	2	64	232	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358000930	WS7427	284	2620 Southwest Dakota Street	MF	2	64	254	58	Ldn	61	66	0	0	East Side at 4 feet	No	No	48
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001204	WS6782	283	4105A 26th Avenue Southwest	MF	1	64	384	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001203	WS6783	283	4103B 26th Avenue Southwest	MF	1	64	388	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001202	WS6784	283	4103A 26th Avenue Southwest	MF	1	64	390	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: West Side of Delridge Way and north of Southwest Dakota Street	9358001201	WS6785	283	4101B 26th Avenue Southwest	MF	1	64	394	59	Ldn	61	66	0	0	East Side at 4 feet	No	No	50
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	286	4112 28th Avenue Southwest	PK	1	55	285	60	Leq	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Longfellow Creek Natural Area	9358001220	WS10012	286	4112 28th Avenue Southwest	PK	1	55	464	59	Leq	61	67	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000550	WS7237	290	2833 Southwest Yancy Street	MF	1	65	102	67	Ldn	61	67	0	1	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000551	WS7240	290	2831B Southwest Yancy Street	MF	1	65	139	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000552	WS7241	290	2831A Southwest Yancy Street	MF	1	65	139	63	Ldn	61	67	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000540	WS7236	290	2827 Southwest Yancy Street	MF	6	64	105	67	Ldn	61	66	0	6	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000515	WS7235	289	2821 Southwest Yancy Street	MF	6	64	105	66	Ldn	61	66	0	6	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000505	WS7233	289	2811 Southwest Yancy Street	MF	6	64	105	65	Ldn	61	66	6	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000500	WS7232	288	2807 Southwest Yancy Street	SF	1	64	98	65	Ldn	61	66	1	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000490	WS7231	288	2805 Southwest Yancy Street	SF	1	64	95	65	Ldn	61	66	1	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000485	WS7227	287	2803 Southwest Yancy Street	SF	1	64	96	63	Ldn	61	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000486	WS7230	287	4059 28th Avenue Southwest	SF	1	62	166	59	Ldn	59	65	1	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000665	WS7261	290	2830C Southwest Dakota Street	MF	1	64	252	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000675	WS7263	290	2826 Southwest Dakota Street	MF	2	63	226	62	Ldn	60	66	2	0	East Side at 4 feet	No	No	52
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000687	WS7265	290	2820B Southwest Dakota Street	MF	1	63	212	62	Ldn	60	66	1	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000689	WS7266	289	2820A Southwest Dakota Street	MF	1	63	212	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000685	WS7264	289	2822 Southwest Dakota Street	MF	1	63	258	60	Ldn	60	66	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000510	WS7234	289	2816 Southwest Dakota Street	SF	1	63	231	61	Ldn	60	66	1	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000710	WS7267	288	2810 Southwest Dakota Street	SF	1	63	252	59	Ldn	60	66	0	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000715	WS7270	288	4061 28th Avenue Southwest	MF	2	62	194	59	Ldn	59	65	2	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000725	WS7271	288	4067 28th Avenue Southwest	MF	2	62	256	58	Ldn	59	65	0	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001295	WS7277	290	2827 Southwest Dakota Street	SF	1	56	365	59	Ldn	56	63	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001296	WS7280	290	2829B Southwest Dakota Street	MF	1	56	410	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001297	WS7281	290	2829A Southwest Dakota Street	MF	1	56	410	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001285	WS7276	290	2823 Southwest Dakota Street	SF	1	56	366	58	Ldn	56	63	1	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001270	WS7274	289.5	2819 Southwest Dakota Street	MF	1	56	372	58	Ldn	56	63	1	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001269	WS7273	289.5	2815 Southwest Dakota Street	MF	1	56	372	58	Ldn	56	63	1	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001271	WS7275	289.5	2817 Southwest Dakota Street	MF	1	56	410	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001268	WS7436	289.5	2813 Southwest Dakota Street	MF	1	56	410	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001265	WS7272	289	2811 Southwest Dakota Street	SF	1	56	376	58	Ldn	56	63	1	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001247	WS7433	288.5	2807 Southwest Dakota Street	MF	1	56	370	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001249	WS7434	288.5	2805 Southwest Dakota Street	MF	1	56	407	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001251	WS7435	288.5	2803 Southwest Dakota Street	MF	1	56	407	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	44
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001245	WS7431	288	4101 28th Avenue Southwest	MF	2	56	357	59	Ldn	56	63	2	0	East Side at 4 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001246	WS7432	288	4107 28th Avenue Southwest	SF	1	56	417	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001432	WS7315	290	2822B Southwest Adams Street	MF	1	56	476	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001434	WS7316	290	2822A Southwest Adams Street	MF	1	56	476	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001435	WS7437	290	2820 Southwest Adams Street	SF	1	56	477	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001444	WS7442	289.5	2816B Southwest Adams Street	MF	1	56	477	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001446	WS7443	289.5	2816A Southwest Adams Street	MF	1	56	477	54	Ldn	56	63	0	0	East Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001455	WS7444	289	2810 Southwest Adams Street	MF	1	56	475	56	Ldn	56	63	1	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001460	WS7445	288	4119A 28th Avenue Southwest	MF	1	56	462	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001462	WS7446	288	4119B 28th Avenue Southwest	MF	1	56	481	52	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001465	WS7447	288	4117 28th Avenue Southwest	MF	1	56	462	53	Ldn	56	63	0	0	East Side at 4 feet	No	No	43
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7881500285	WS1206	278	4018 Delridge Way Southwest	SF	1	64	480	58	Ldn	61	66	0	0	None	No	No	58
Delridge Area: West Side of 23rd Avenue Southwest and South of Southwest Dakota Street	7881500295	WS1204	278	4022 Delridge Way Southwest	SF	1	64	500	58	Ldn	61	66	0	0	None	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000605	WS7163	293.5	4050 30th Avenue Southwest	MF	1	70	94	70	Ldn	65	70	0	1	East Side at 6 feet	No	No	58
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000606	WS7164	293.5	4052 30th Avenue Southwest	MF	1	70	108	69	Ldn	65	70	1	0	East Side at 6 feet	No	No	58
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000607	WS7165	293.5	4056 30th Avenue Southwest	MF	1	70	134	65	Ldn	65	70	1	0	East Side at 6 feet	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000610	WS7166	293.5	4058 30th Avenue Southwest	MF	1	70	148	65	Ldn	65	70	1	0	East Side at 6 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000600	WS7162	293	2853 Southwest Yancy Street	SF	1	69	98	67	Ldn	64	70	1	0	East Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000595	WS7161	293	2851 Southwest Yancy Street	SF	1	68	107	66	Ldn	63	69	1	0	East Side at 6 feet	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000575	WS7246	292	2841 Southwest Yancy Street	SF	1	67	136	66	Ldn	63	68	1	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000565	WS7243	291.5	2839C Southwest Yancy Street	MF	1	66	110	68	Ldn	62	68	0	1	East Side at 4 feet	No	No	57
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000567	WS7244	291.5	2839B Southwest Yancy Street	MF	1	66	110	68	Ldn	62	68	0	1	East Side at 4 feet	No	No	57
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000568	WS7245	291.5	2839A Southwest Yancy Street	MF	1	66	110	68	Ldn	62	68	0	1	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000566	WS7452	291.5	2837 Southwest Yancy Street	MF	1	66	160	64	Ldn	62	68	1	0	East Side at 4 feet	No	No	54
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000560	WS7242	291	2835 Southwest Yancy Street	SF	1	66	91	67	Ldn	62	68	1	0	East Side at 4 feet	No	No	56
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000615	WS7247	294	4060 30th Avenue Southwest	MF	4	68	221	65	Ldn	63	69	4	0	East Side at 6 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000626	WS7251	293	2854B Southwest Dakota Street	MF	1	66	202	62	Ldn	62	68	1	0	East Side at 6 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000627	WS7252	293	2854A Southwest Dakota Street	MF	1	66	202	62	Ldn	62	68	1	0	East Side at 6 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000625	WS7250	293	2856 Southwest Dakota Street	MF	1	64	237	60	Ldn	61	66	0	0	East Side at 6 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000635	WS7253	292.5	2844 Southwest Dakota Street	SF	1	64	236	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000645	WS7254	292	2842 Southwest Dakota Street	SF	1	64	241	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000650	WS7255	292	2840 Southwest Dakota Street	SF	1	64	222	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000655	WS7256	291.5	2838 Southwest Dakota Street	SF	1	64	222	62	Ldn	61	66	1	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000662	WS7543	291	2834 Southwest Dakota Street	MF	1	63	207	63	Ldn	60	66	1	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000666	WS7262	291	2832 Southwest Dakota Street	MF	1	63	207	63	Ldn	60	66	1	0	East Side at 4 feet	No	No	55
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000663	WS7257	291	2830A Southwest Dakota Street	MF	1	64	244	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Yancy Street west of 28th Avenue Southwest	9358000664	WS7260	291	2830B Southwest Dakota Street	MF	1	64	244	61	Ldn	61	66	1	0	East Side at 4 feet	No	No	53
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	294	2851 Southwest Dakota Street	MF	1	56	359	64	Ldn	56	63	0	1	East Side at 6 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	293.5	2851 Southwest Dakota Street	MF	1	56	357	61	Ldn	56	63	1	0	East Side at 6 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	293	2851 Southwest Dakota Street	MF	1	56	362	58	Ldn	56	63	1	0	East Side at 6 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	293	2851 Southwest Dakota Street	MF	1	56	363	58	Ldn	56	63	1	0	East Side at 6 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	293	2851 Southwest Dakota Street	MF	1	56	409	56	Ldn	56	63	1	0	East Side at 6 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001345	WS22008	293	2851 Southwest Dakota Street	MF	1	56	409	56	Ldn	56	63	1	0	East Side at 6 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001340	WS7291	292.5	2849 Southwest Dakota Street	SF	1	56	356	60	Ldn	56	63	1	0	East Side at 4 feet	No	No	50
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001335	WS7290	292.5	2847 Southwest Dakota Street	SF	1	56	375	59	Ldn	56	63	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001330	WS7287	292	2845 Southwest Dakota Street	SF	1	56	374	59	Ldn	56	63	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001325	WS7286	292	2841 Southwest Dakota Street	SF	1	56	367	59	Ldn	56	63	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001315	WS7285	291.5	2837 Southwest Dakota Street	SF	1	56	367	59	Ldn	56	63	1	0	East Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001305	WS7282	291	2833 Southwest Dakota Street	MF	1	56	364	59	Ldn	56	63	1	0	East Side at 4 feet	No	No	49
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001307	WS7283	291	2831B Southwest Dakota Street	MF	1	56	398	58	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001309	WS7284	291	2831A Southwest Dakota Street	MF	1	56	398	58	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001364	WS7292	293.5	2862 Southwest Adams Street	MF	1	56	457	63	Ldn	56	63	0	1	East Side at 6 feet	No	No	51
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001365	WS7293	293.5	2860 Southwest Adams Street	MF	1	56	457	60	Ldn	56	63	1	0	East Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001366	WS7294	293.5	2858 Southwest Adams Street	MF	1	56	458	60	Ldn	56	63	1	0	East Side at 6 feet	No	No	48
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001368	WS7296	293.5	2856 Southwest Adams Street	MF	1	56	458	57	Ldn	56	63	1	0	East Side at 6 feet	No	No	45
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001367	WS7295	293	2854 Southwest Adams Street	MF	1	56	462	55	Ldn	56	63	0	0	East Side at 6 feet	No	No	43
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001380	WS7297	293	2848 Southwest Adams Street	SF	1	56	462	55	Ldn	56	63	0	0	East Side at 6 feet	No	No	42
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001385	WS7300	292.5	2846 Southwest Adams Street	SF	1	56	488	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001403	WS7304	292	2836B Southwest Adams Street	MF	1	56	474	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001402	WS7303	292	2836A Southwest Adams Street	MF	1	56	474	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001413	WS7310	291	2832B Southwest Adams Street	MF	1	56	476	57	Ldn	56	63	1	0	East Side at 4 feet	No	No	47
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001412	WS7307	291	2832A Southwest Adams Street	MF	1	56	476	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	46
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001422	WS7313	291	2828B Southwest Adams Street	MF	1	56	478	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Dakota Street and Southwest Adams Street west of 28th Avenue Southwest	9358001421	WS7312	291	2828A Southwest Adams Street	MF	1	56	478	55	Ldn	56	63	0	0	East Side at 4 feet	No	No	45
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	294	3001 Southwest Avalon Way	MF	3	68	329	64	Ldn	63	69	3	0	East Side at 6 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	294	3001 Southwest Avalon Way	MF	3	67	329	61	Ldn	63	68	0	0	East Side at 6 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	8602230000	WS82100	294	3001 Southwest Avalon Way	MF	3	67	329	61	Ldn	63	68	0	0	East Side at 6 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	295	3015 Southwest Avalon Way	MF	4	68	405	64	Ldn	63	69	4	0	East Side at 6 feet	No	No	53
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	295	3015 Southwest Avalon Way	MF	4	68	405	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	296	3015 Southwest Avalon Way	MF	4	70	422	63	Ldn	65	70	0	0	East Side at 6 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 30th Avenue Southwest	7569000000	WS82000	296	3015 Southwest Avalon Way	MF	4	70	422	60	Ldn	65	70	0	0	East Side at 6 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	295.5	3000 Southwest Avalon Way	MF	2	65	32	74	Ldn	61	67	0	2	East Side at 6 feet	No	Yes	61
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	295.5	3000 Southwest Avalon Way	MF	2	65	32	72	Ldn	61	67	0	2	East Side at 6 feet	No	No	60
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	295.5	3000 Southwest Avalon Way	MF	2	65	32	71	Ldn	61	67	0	2	East Side at 6 feet	No	No	60
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	294	3000 Southwest Avalon Way	MF	1	65	115	69	Ldn	61	67	0	1	East Side at 6 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	294	3000 Southwest Avalon Way	MF	1	65	115	69	Ldn	61	67	0	1	East Side at 6 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	7732800000	WS82500	294	3000 Southwest Avalon Way	MF	1	65	115	68	Ldn	61	67	0	1	East Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300835	WS7186	296	3010 Southwest Avalon Way	SF	1	65	112	67	Ldn	61	67	0	1	East Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300840	WS7187	296	3014 Southwest Avalon Way	SF	1	65	148	66	Ldn	61	67	1	0	East Side at 6 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300845	WS7190	296.5	3018 Southwest Avalon Way	MF	4	65	178	67	Ldn	61	67	0	4	East Side at 6 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300857	WS7194	297	3028B Southwest Avalon Way	MF	1	65	223	59	Ldn	61	67	0	0	East Side at 6 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300855	WS7193	297	3028A Southwest Avalon Way	MF	1	65	242	62	Ldn	61	67	1	0	East Side at 6 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300853	WS7192	296.5	3026B Southwest Avalon Way	MF	1	65	250	63	Ldn	61	67	1	0	East Side at 6 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300851	WS7191	296.5	3026A Southwest Avalon Way	MF	1	65	268	62	Ldn	61	67	1	0	East Side at 6 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300860	WS7195	297	3032 Southwest Avalon Way	MF	2	65	262	58	Ldn	61	67	0	0	East Side at 6 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300865	WS7123	297	3036 Southwest Avalon Way	SF	1	65	313	58	Ldn	61	67	0	0	East Side at 6 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300870	WS7122	297.5	3040 Southwest Avalon Way	MF	4	65	344	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300875	WS7121	297.5	3046 Southwest Avalon Way	MF	4	65	382	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	46
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	298	3050 Southwest Avalon Way	MF	4	65	383	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	48
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	298	3050 Southwest Avalon Way	MF	4	65	383	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	49
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	298	3050 Southwest Avalon Way	MF	4	65	383	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	298	3050 Southwest Avalon Way	MF	4	65	383	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297300885	WS7196	298	3050 Southwest Avalon Way	MF	4	65	383	60	Ldn	61	67	0	0	East Side at 6 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301080	WS7211	298	4014 32nd Avenue Southwest	SF	1	65	60	67	Ldn	61	67	0	1	East Side at 6 feet	No	No	58
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301070	WS7210	298	4018 32nd Avenue Southwest	SF	1	65	85	66	Ldn	61	67	1	0	East Side at 6 feet	No	No	58
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301065	WS7207	298	4022 32nd Avenue Southwest	SF	1	65	115	65	Ldn	61	67	1	0	East Side at 6 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301063	WS7206	298	4026 32nd Avenue Southwest	SF	1	65	161	63	Ldn	61	67	1	0	East Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301060	WS7205	298.5	4030 32nd Avenue Southwest	SF	1	65	186	63	Ldn	61	67	1	0	East Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301055	WS7204	299	4036 32nd Avenue Southwest	SF	1	65	222	62	Ldn	61	67	1	0	East Side at 6 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301050	WS7203	299	4040 32nd Avenue Southwest	SF	1	57	254	61	Ldn	57	63	1	0	East Side at 6 feet	No	No	54
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301045	WS7202	299	4044 32nd Avenue Southwest	SF	1	57	311	58	Ldn	57	63	1	0	East Side at 6 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301040	WS7201	299	4046 32nd Avenue Southwest	SF	1	57	311	58	Ldn	57	63	1	0	East Side at 6 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301030	WS7200	299.5	4100 32nd Avenue Southwest	SF	1	57	349	57	Ldn	57	63	1	0	East Side at 6 feet	No	No	50
Delridge Area: Between Southwest Avalon Way and 32nd Avenue Southwest	9297301029	WS7197	299.5	4104 32nd Avenue Southwest	SF	1	57	383	57	Ldn	57	63	1	0	East Side at 6 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	298.5	3060 Southwest Avalon Way	MF	2	65	467	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	298.5	3060 Southwest Avalon Way	MF	2	65	467	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300895	WS5252	298.5	3060 Southwest Avalon Way	MF	2	65	467	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301025	WS5220	300	4106 32nd Avenue Southwest	SF	1	56	409	56	Ldn	56	63	1	0	East Side at 6 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297301020	WS5217	300	4110 32nd Avenue Southwest	SF	1	56	450	56	Ldn	56	63	1	0	East Side at 6 feet	No	No	49
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301134	WS7151	300	4031 32nd Avenue Southwest	SF	1	65	110	65	Ldn	61	67	1	0	East Side at 6 feet	No	Yes	61
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301135	WS7152	300	4035 32nd Avenue Southwest	SF	1	65	132	64	Ldn	61	67	1	0	East Side at 6 feet	No	Yes	61
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301145	WS7116	300	4039 32nd Avenue Southwest	SF	1	65	144	64	Ldn	61	67	1	0	East Side at 6 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301150	WS7115	300	4045 32nd Avenue Southwest	SF	1	65	184	60	Ldn	61	67	0	0	East Side at 6 feet	No	No	56
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301155	WS7114	300	4049 32nd Avenue Southwest	SF	1	65	217	62	Ldn	61	67	1	0	East Side at 6 feet	No	No	59
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301160	WS7213	300	4051 32nd Avenue Southwest	SF	1	65	260	58	Ldn	61	67	0	0	East Side at 6 feet	No	No	55
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301165	WS7153	300	4055 32nd Avenue Southwest	SF	1	65	310	58	Ldn	61	67	0	0	East Side at 6 feet	No	No	51
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301170	WS7154	300	4105 32nd Avenue Southwest	SF	1	65	345	60	Ldn	61	67	0	0	East Side at 6 feet	No	No	53
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301175	WS7155	300	4107 32nd Avenue Southwest	SF	1	65	384	57	Ldn	61	67	0	0	East Side at 6 feet	No	No	50
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301180	WS5203	300	4115 32nd Avenue Southwest	SF	1	65	426	56	Ldn	61	67	0	0	East Side at 6 feet	No	No	49
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301190	WS5202	300	4121 32nd Avenue Southwest	SF	1	65	484	54	Ldn	61	67	0	0	East Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039010	WS7321	294.5	2970 Southwest Avalon Way	MF	4	69	237	61	Ldn	64	70	0	0	West Side at 4 feet	No	No	51
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300630	WS7136	295	2980 Southwest Avalon Way	MF	4	69	119	66	Ldn	64	70	4	0	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300640	WS7137	295	2988 Southwest Avalon Way	MF	6	70	83	69	Ldn	65	70	6	0	West Side at 4 feet	No	No	58
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300640	WS7137	295	2988 Southwest Avalon Way	MF	6	70	83	70	Ldn	65	70	0	6	West Side at 4 feet	No	No	61
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	296	3021 Southwest Bradford Street	MF	6	65	245	63	Ldn	61	67	6	0	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	296	3021 Southwest Bradford Street	MF	3	65	245	66	Ldn	61	67	3	0	West Side at 4 feet	No	No	59
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	296	3021 Southwest Bradford Street	MF	5	65	350	61	Ldn	61	67	5	0	West Side at 4 feet	No	No	55
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039102	WS7401	296	3021 Southwest Bradford Street	MF	5	65	350	64	Ldn	61	67	5	0	West Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	1324039009	WS7400	298.5	3228 Southwest Andover Street	SF	1	70	303	61	Ldn	65	70	0	0	None	No	No	61
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9298300030	WS7124	297	3200 Southwest Andover Street	SF	1	67	180	63	Ldn	63	68	1	0	West Side at 4 feet	No	No	57
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300680	WS7142	297	3024 Southwest Andover Street	SF	1	68	128	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	56
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300675	WS7141	296	3018 Southwest Andover Street	SF	1	68	90	70	Ldn	63	69	0	1	West Side at 4 feet	No	No	60
Delridge Area: Between Southwest Avalon Way and West Side Seattle Bridge	9297300670	WS7140	296	3014 Southwest Andover Street	SF	1	68	62	70	Ldn	63	69	0	1	West Side at 4 feet	No	No	59
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	1324039081	WS7777	300	3830 33rd Avenue Southwest	SF	1	73	463	56	Ldn	66	72	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300600	WS7387	300	3836 33rd Avenue Southwest	SF	1	73	403	56	Ldn	66	72	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300605	WS7390	300	3840 33rd Avenue Southwest	SF	1	73	364	60	Ldn	66	72	0	0	None	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300610	WS7330	300	3844 33rd Avenue Southwest	SF	1	73	333	57	Ldn	66	72	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300615	WS7331	300	3850 33rd Avenue Southwest	SF	1	73	287	61	Ldn	66	72	0	0	None	No	No	61
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300620	WS7332	300	3933 Fountleroy Way Southwest	MF	2	73	243	61	Ldn	66	72	0	0	None	No	No	61
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300625	WS7333	300	3860 33rd Avenue Southwest	SF	1	73	178	63	Ldn	66	72	0	0	None	No	No	63
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300485	WS7893	300	3843 33rd Avenue Southwest	SF	1	68	403	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300490	WS7382	300	3847 33rd Avenue Southwest	SF	1	68	375	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300495	WS7383	300	3851 33rd Avenue Southwest	SF	1	68	333	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300500	WS7384	300	3855 33rd Avenue Southwest	SF	1	68	316	57	Ldn	63	69	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300505	WS7385	300	3859 33rd Avenue Southwest	SF	1	68	287	58	Ldn	63	69	0	0	None	No	No	58
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300510	WS7386	300	3863 33rd Avenue Southwest	SF	1	68	262	61	Ldn	63	69	0	0	None	No	No	61
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300525	WS7861	300	3860 34th Avenue Southwest	SF	1	63	423	56	Ldn	60	66	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300520	WS7860	300	3864 34th Avenue Southwest	SF	1	63	411	56	Ldn	60	66	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297300515	WS7857	300	3866 34th Avenue Southwest	SF	1	63	393	59	Ldn	60	66	0	0	None	No	No	59
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301403	WS7334	300	4001 Fountleroy Way Southwest	SF	1	73	146	63	Ldn	66	72	0	0	None	No	No	63
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301405	WS7335	300	4005 Fountleroy Way Southwest	SF	1	73	147	63	Ldn	66	72	0	0	None	No	No	63
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301415	WS7336	300	4009 Fountleroy Way Southwest	SF	1	73	161	63	Ldn	66	72	0	0	None	No	No	63

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301425	WS7391	300	4015 Fountleroy Way Southwest	SF	1	73	168	63	Ldn	66	72	0	0	None	No	No	63
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301428	WS7214	300	4019 Fountleroy Way Southwest	SF	1	73	183	62	Ldn	66	72	0	0	None	No	No	62
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301430	WS7215	300	4023 Fountleroy Way Southwest	SF	1	73	200	62	Ldn	66	72	0	0	None	No	No	62
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301440	WS7216	300	4027 Fountleroy Way Southwest	SF	1	73	228	62	Ldn	66	72	0	0	None	No	No	62
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301445	WS7217	300	4031 Fountleroy Way Southwest	SF	1	73	262	58	Ldn	66	72	0	0	None	No	No	58
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301450	WS7220	300	4035 Fountleroy Way Southwest	SF	1	73	292	58	Ldn	66	72	0	0	None	No	No	58
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301455	WS7221	300	4039 Fountleroy Way Southwest	SF	1	73	323	57	Ldn	66	72	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301460	WS7222	300	4043 Fountleroy Way Southwest	SF	1	73	362	57	Ldn	66	72	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301465	WS7223	300	4101 Fountleroy Way Southwest	SF	1	73	416	56	Ldn	66	72	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301470	WS7224	300	4105 Fountleroy Way Southwest	SF	1	73	456	56	Ldn	66	72	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301420	WS7337	300	3307 Southwest Andover Street	SF	1	68	256	58	Ldn	63	69	0	0	None	No	No	58
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301630	WS7355	300	4002 34th Avenue Southwest	SF	1	68	355	55	Ldn	63	69	0	0	None	No	No	55
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301625	WS7354	300	4008 34th Avenue Southwest	SF	1	68	341	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301620	WS7353	300	4010 34th Avenue Southwest	SF	1	68	344	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301615	WS7352	300	4014 34th Avenue Southwest	SF	1	68	340	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301610	WS7351	300	4018 34th Avenue Southwest	SF	1	68	331	57	Ldn	63	69	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301605	WS7350	300	4022 34th Avenue Southwest	SF	1	68	369	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301600	WS7349	300	4028 34th Avenue Southwest	SF	1	68	357	57	Ldn	63	69	0	0	None	No	No	57
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301595	WS7348	300	4032 34th Avenue Southwest	SF	1	68	408	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301590	WS7347	300	4034 34th Avenue Southwest	SF	1	68	429	56	Ldn	63	69	0	0	None	No	No	56
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301585	WS7346	300	4038 34th Avenue Southwest	SF	1	68	469	56	Ldn	63	69	0	0	None	No	No	56

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-19. Summary of Noise Analysis – Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300975	WS5206	310	4144 32nd Avenue Southwest	SF	1	65	128	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300980	WS5207	309.5	4140 32nd Avenue Southwest	SF	1	65	164	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300985	WS5210	309.5	4136 32nd Avenue Southwest	SF	1	65	206	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301200	WS5201	310	4125 32nd Avenue Southwest	SF	1	56	362	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	48
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301190	WS5202	310	4121 32nd Avenue Southwest	SF	1	56	399	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	48
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301210	WS5197	310.5	4135 32nd Avenue Southwest	SF	1	65	279	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301205	WS5200	310	4129 32nd Avenue Southwest	SF	1	56	309	61	Ldn	56	63	1	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301525	WS5170	315.5	4147 Fountleroy Way Southwest	SF	1	73	266	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301520	WS5171	315.5	4145 Fountleroy Way Southwest	SF	1	73	288	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301515	WS5172	315	4141 Fountleroy Way Southwest	SF	1	73	317	62	Ldn	66	72	0	0	None	No	No	62
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301510	WS5173	315	4137 Fountleroy Way Southwest	SF	1	73	349	62	Ldn	66	72	0	0	None	No	No	62
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301505	WS5174	314.5	4135 Fountleroy Way Southwest	SF	1	73	371	62	Ldn	66	72	0	0	None	No	No	62
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301500	WS5175	314	4129 Fountleroy Way Southwest	SF	1	73	395	61	Ldn	66	72	0	0	None	No	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301495	WS5176	314	4127 Fountleroy Way Southwest	SF	1	73	417	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301535	WS5181	316	4118 35th Avenue Southwest	SF	1	73	372	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301180	WS5203	309.5	4115 32nd Avenue Southwest	SF	1	68	452	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	48
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301540	WS5182	316	4114 35th Avenue Southwest	SF	1	73	421	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	100	67	Ldn	63	69	6	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	100	67	Ldn	63	69	6	0	East Side at 8 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	100	67	Ldn	63	69	6	0	East Side at 8 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	100	67	Ldn	63	69	6	0	East Side at 8 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	66	Ldn	63	69	6	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 8 feet	No	No	56
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 8 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 8 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	313.5	3256 Southwest Avalon Way	MF	2	68	90	68	Ldn	63	69	2	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	313.5	3256 Southwest Avalon Way	MF	2	68	90	67	Ldn	63	69	2	0	East Side at 8 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	92	67	Ldn	63	69	1	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	92	67	Ldn	63	69	1	0	East Side at 8 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	92	67	Ldn	63	69	1	0	East Side at 8 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 8 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 8 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 8 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301865	WS2418	312	3246 Southwest Avalon Way	MF	2	68	97	66	Ldn	63	69	2	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	1	68	92	67	Ldn	63	69	1	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	1	68	92	67	Ldn	63	69	1	0	East Side at 8 feet	No	No	56
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	1	68	92	67	Ldn	63	69	1	0	East Side at 8 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 8 feet	No	No	56
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 8 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	311	3230 Southwest Avalon Way	MF	1	68	114	65	Ldn	63	69	1	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	311	3230 Southwest Avalon Way	MF	1	68	114	66	Ldn	63	69	1	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	2	68	108	65	Ldn	63	69	2	0	East Side at 6 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	2	68	108	66	Ldn	63	69	2	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	1	68	88	65	Ldn	63	69	1	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	1	68	88	67	Ldn	63	69	1	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	309.5	3210 Southwest Avalon Way	MF	2	68	37	66	Ldn	63	69	2	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	309.5	3210 Southwest Avalon Way	MF	2	68	37	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	279	63	Ldn	63	69	6	0	East Side at 6 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	279	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	279	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	359	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	359	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	359	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302040	WS5147	315	3281 Southwest Avalon Way	MF	3	68	293	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302035	WS5150	314	3279 Southwest Avalon Way	SF	1	68	295	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302030	WS5151	314	3275 Southwest Avalon Way	MF	1	68	292	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302031	WS5152	314	3273B Southwest Avalon Way	MF	1	68	334	59	Ldn	63	69	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302032	WS5153	314	3273A Southwest Avalon Way	MF	1	68	334	59	Ldn	63	69	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS81400	313	3271 Southwest Avalon Way	MF	2	68	288	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS81400	313	3271 Southwest Avalon Way	MF	2	68	288	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 Southwest Avalon Way	MF	1	68	277	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 Southwest Avalon Way	MF	1	68	277	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 Southwest Avalon Way	MF	1	68	277	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	276	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	276	63	Ldn	63	69	2	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	276	62	Ldn	63	69	0	0	East Side at 8 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	276	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	276	63	Ldn	63	69	2	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	276	62	Ldn	63	69	0	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	275	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	275	63	Ldn	63	69	1	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	275	62	Ldn	63	69	0	0	East Side at 8 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311	3261 Southwest Avalon Way	MF	2	68	276	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311	3261 Southwest Avalon Way	MF	2	68	276	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311	3261 Southwest Avalon Way	MF	2	68	276	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	311	3233 Southwest Avalon Way	MF	3	68	271	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	311	3233 Southwest Avalon Way	MF	3	68	271	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	307	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	307	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	51
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004020	WS7031	318.5	4138 36th Avenue Southwest	MF	1	73	249	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004015	WS7032	318.5	4136 36th Avenue Southwest	MF	1	73	269	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004010	WS7033	318.5	4134 36th Avenue Southwest	MF	1	73	284	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004005	WS7034	318	4130 36th Avenue Southwest	MF	2	73	287	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004001	WS7036	319	4128A 36th Avenue Southwest	MF	1	73	393	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004003	WS7035	319	4128B 36th Avenue Southwest	MF	1	73	378	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004002	WS7037	318.5	4126B 36th Avenue Southwest	MF	1	73	355	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004000	WS7040	318.5	4126A 36th Avenue Southwest	MF	1	73	329	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	318.5	4122 36th Avenue Southwest	MF	3	73	385	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	318.5	4122 36th Avenue Southwest	MF	3	73	385	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003980	WS7042	318.5	4118 36th Avenue Southwest	SF	1	73	440	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003965	WS7043	318.5	4116 36th Avenue Southwest	SF	1	73	478	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004170	WS7047	317	4131 35th Avenue Southwest	MF	2	73	247	63	Ldn	66	72	0	0	None	No	No	63

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004165	WS7050	317	4127 35th Avenue Southwest	MF	2	73	292	60	Ldn	66	72	0	0	None	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004155	WS7051	317	4125 35th Avenue Southwest	SF	1	73	325	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004145	WS7052	317	4119 35th Avenue Southwest	SF	1	73	375	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004130	WS7053	317	4115 35th Avenue Southwest	SF	1	73	419	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003915	WS3006	320	3600 Southwest Genesee Street	MF	7	68	190	63	Ldn	63	69	7	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003905	WS7014	319.5	4147 36th Avenue Southwest	MF	2	68	237	63	Ldn	63	69	2	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003900	WS7015	319.5	4141 36th Avenue Southwest	MF	0	68	289	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003895	WS7016	319.5	4143 36th Avenue Southwest	MF	2	68	302	59	Ldn	63	69	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003885	WS7017	319.5	4137 36th Avenue Southwest	SF	1	68	328	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003880	WS7020	319	4135 36th Avenue Southwest	SF	1	68	358	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003875	WS7021	319	4129 36th Avenue Southwest	MF	2	68	378	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003865	WS7022	319	4127 36th Avenue Southwest	SF	1	68	410	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003860	WS7023	319	4125 36th Avenue Southwest	SF	1	68	449	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003805	WS7000	321	4158 37th Avenue Southwest	SF	1	68	259	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003795	WS7002	321	4150 37th Avenue Southwest	SF	1	68	329	54	Ldn	63	69	0	0	West Side at 4 feet	No	No	43
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003785	WS7003	320.5	4146 37th Avenue Southwest	SF	1	65	342	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003775	WS7004	320	4140 37th Avenue Southwest	SF	1	65	350	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003765	WS7005	320	4136 37th Avenue Southwest	SF	1	62	432	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003755	WS7006	319.5	4130 37th Avenue Southwest	SF	1	62	429	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	321	4435 35th Avenue Southwest	MF	6	68	289	61	Ldn	63	69	0	0	None	No	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	321	4435 35th Avenue Southwest	MF	6	68	289	61	Ldn	63	69	0	0	None	No	No	61
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	321	4435 35th Avenue Southwest	MF	6	68	289	60	Ldn	63	69	0	0	None	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	321	4435 35th Avenue Southwest	MF	6	68	289	60	Ldn	63	69	0	0	None	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	322	4435 35th Avenue Southwest	MF	4	68	262	61	Ldn	63	69	0	0	None	No	No	61
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	322	4435 35th Avenue Southwest	MF	4	68	262	61	Ldn	63	69	0	0	None	No	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	322	4435 35th Avenue Southwest	MF	4	68	262	61	Ldn	63	69	0	0	None	No	No	61
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	322	4435 35th Avenue Southwest	MF	4	68	262	60	Ldn	63	69	0	0	None	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	322.5	4435 35th Avenue Southwest	MF	3	68	392	60	Ldn	63	69	0	0	None	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	322.5	4435 35th Avenue Southwest	MF	3	68	392	59	Ldn	63	69	0	0	None	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	322.5	4435 35th Avenue Southwest	MF	3	68	392	59	Ldn	63	69	0	0	None	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	322.5	4435 35th Avenue Southwest	MF	3	68	392	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004310	WS5081	323	4435 35th Avenue Southwest	MF	2	68	425	53	Ldn	63	69	0	0	None	No	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004310	WS5081	323	4435 35th Avenue Southwest	MF	2	68	425	53	Ldn	63	69	0	0	None	No	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004310	WS5081	323	4435 35th Avenue Southwest	MF	2	68	425	52	Ldn	63	69	0	0	None	No	No	52
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004310	WS5081	323	4435 35th Avenue Southwest	MF	2	68	425	52	Ldn	63	69	0	0	None	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and Southwest Genesee Street east of 37th Avenue Southwest	0952004570	WS6591	322.5	4414 37th Avenue Southwest	SF	1	68	126	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between Fauntleroy Way Southwest and Southwest Genesee Street east of 37th Avenue Southwest	0952004560	WS6592	322	4410 37th Avenue Southwest	SF	1	68	143	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between Fauntleroy Way Southwest and Southwest Genesee Street east of 37th Avenue Southwest	0952004550	WS2402	322	4406 37th Avenue Southwest	SF	1	68	170	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between Fauntleroy Way Southwest and Southwest Genesee Street east of 37th Avenue Southwest	0952004540	WS2404	321.5	4400 37th Avenue Southwest	SF	1	68	201	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003685	WS6697	322	4155 37th Avenue Southwest	SF	1	68	395	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003676	WS6700	321.5	4151 37th Avenue Southwest	SF	1	68	429	52	Ldn	63	69	0	0	West Side at 4 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003665	WS6701	321	4147 37th Avenue Southwest	SF	1	68	459	50	Ldn	63	69	0	0	West Side at 4 feet	No	No	43
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004915	WS5142	327.5	4446 38th Avenue Southwest	SF	1	68	136	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004905	WS5143	326.5	4442 38th Avenue Southwest	SF	1	68	165	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	48
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004895	WS5144	326	4436 38th Avenue Southwest	SF	1	68	206	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004885	WS6580	326	4432 38th Avenue Southwest	SF	1	68	242	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004875	WS6581	326	4426 38th Avenue Southwest	SF	1	68	285	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004865	WS6582	326	4422 38th Avenue Southwest	SF	1	68	311	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004860	WS6583	325.5	4420 38th Avenue Southwest	SF	1	68	327	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004850	WS6584	325.5	4416 38th Avenue Southwest	SF	1	68	366	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004840	WS2392	325	4412 38th Avenue Southwest	SF	1	68	396	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004830	WS2394	324.5	4406 38th Avenue Southwest	SF	1	68	428	52	Ldn	63	69	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004820	WS2396	324	4402 38th Avenue Southwest	SF	1	68	453	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004765	WS5145	325.5	4431 37th Avenue Southwest	MF	6	68	76	66	Ldn	63	69	6	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004755	WS6585	324.5	4427 37th Avenue Southwest	SF	1	68	166	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004745	WS6586	324	4421 37th Avenue Southwest	SF	1	68	208	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004735	WS6587	324	4417 37th Avenue Southwest	SF	1	68	228	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004725	WS6590	323.5	4413 37th Avenue Southwest	SF	1	68	255	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004715	WS2398	323	4407 37th Avenue Southwest	SF	1	68	291	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004705	WS2400	322.5	4403 37th Avenue Southwest	SF	1	68	321	54	Ldn	63	69	0	0	West Side at 4 feet	No	No	44
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005249	WS6554	331	4456 39th Avenue Southwest	SF	1	65	232	58	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005224	WS6555	331	4452 39th Avenue Southwest	SF	1	65	265	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005230	WS6556	330.5	3812 Southwest Oregon Street	SF	1	65	216	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005215	WS6557	330.5	4448 39th Avenue Southwest	MF	3	65	308	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005205	WS6560	330.5	4446 39th Avenue Southwest	SF	1	65	339	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005200	WS6561	330.5	4442 39th Avenue Southwest	SF	1	65	366	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005195	WS6562	330	4440 39th Avenue Southwest	SF	1	65	385	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005185	WS6563	330	4436 39th Avenue Southwest	SF	1	65	420	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005165	WS6564	330	4434 39th Avenue Southwest	SF	1	65	449	52	Ldn	61	67	0	0	West Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005095	WS6570	329.5	4457 38th Avenue Southwest	SF	1	65	151	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005085	WS6571	329	4453 38th Avenue Southwest	SF	1	65	192	63	Ldn	61	67	1	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005075	WS6572	329	4451 38th Avenue Southwest	SF	1	65	237	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005065	WS6573	328.5	4441 38th Avenue Southwest	MF	3	65	259	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005055	WS6574	328.5	4437 38th Avenue Southwest	SF	1	65	320	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005045	WS6575	328	4433 38th Avenue Southwest	SF	1	65	363	55	Ldn	61	67	0	0	West Side at 4 feet	No	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005035	WS6576	328	4427 38th Avenue Southwest	SF	1	65	403	53	Ldn	61	67	0	0	West Side at 4 feet	No	No	44
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005025	WS6577	328	4423 38th Avenue Southwest	SF	1	65	451	52	Ldn	61	67	0	0	West Side at 4 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005015	WS2384	327.5	4417 38th Avenue Southwest	SF	1	65	482	51	Ldn	61	67	0	0	West Side at 4 feet	No	No	43
West Seattle Junction Area: Between 39th Avenue Southwest and 40th Avenue Southwest south of Southwest Genesee Street	0952005510	WS6536	334	4456 40th Avenue Southwest	SF	1	62	388	56	Ldn	59	65	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 39th Avenue Southwest and 40th Avenue Southwest south of Southwest Genesee Street	0952005500	WS6537	334	4452 40th Avenue Southwest	SF	1	62	437	54	Ldn	59	65	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 39th Avenue Southwest and 40th Avenue Southwest south of Southwest Genesee Street	0952005490	WS6540	334	4446 40th Avenue Southwest	SF	1	62	467	52	Ldn	59	65	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005380	WS6545	333	4457 39th Avenue Southwest	SF	1	67	322	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005370	WS6546	332.5	4451 39th Avenue Southwest	SF	1	67	366	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005359	WS6547	332.5	4447 39th Avenue Southwest	SF	1	67	395	55	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	45
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005349	WS6550	332.5	4441 39th Avenue Southwest	SF	1	67	448	52	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007055	WS5130	335	3955 Southwest Oregon Street	MF	1	67	303	52	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007056	WS5131	335	3953 Southwest Oregon Street	MF	1	67	294	53	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007057	WS5132	334.5	3951 Southwest Oregon Street	MF	1	67	278	53	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007058	WS5133	334	3949 Southwest Oregon Street	MF	1	67	265	53	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007065	WS5125	335	4506 40th Avenue Southwest	SF	1	67	262	55	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007069	WS5127	334.5	4506A 40th Avenue Southwest	MF	1	67	249	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007067	WS5126	334.5	4506B 40th Avenue Southwest	MF	1	67	240	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007080	WS5122	335	4508 40th Avenue Southwest	SF	1	67	227	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007082	WS5124	334.5	4510A 40th Avenue Southwest	MF	1	67	218	59	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007084	WS5123	334.5	4510B 40th Avenue Southwest	MF	1	67	203	59	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007090	WS5116	335	4514 40th Avenue Southwest	SF	1	67	187	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007120	WS5114	335.5	4522 40th Avenue Southwest	SF	1	67	118	69	Ldn	63	68	0	1	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007350	WS5135	332	4500 39th Avenue Southwest	CH	1	68	34	70	Leq	68	74	1	0	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006775	WS2290	337.5	4019 Southwest Oregon Street	MF	3	66	415	52	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006787	WS2288	338	4502 41st Avenue Southwest	MF	1	66	404	57	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006783	WS2294	337.5	4506 41st Avenue Southwest	MF	1	66	386	53	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006789	WS2286	338	4504 41st Avenue Southwest	MF	1	66	383	57	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006785	WS2292	337.5	4508 41st Avenue Southwest	MF	1	66	362	53	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006795	WS2284	338	4512 41st Avenue Southwest	MF	2	66	339	58	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006805	WS2282	338	4514 41st Avenue Southwest	SF	1	66	308	58	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006815	WS2280	338	4520A 41st Avenue Southwest	MF	1	66	277	58	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006821	WS2270	338.5	4522A 41st Avenue Southwest	MF	1	66	262	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006827	WS2278	338	4524A 41st Avenue Southwest	MF	1	66	240	59	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006823	WS2268	338.5	4522B 41st Avenue Southwest	MF	1	66	244	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006825	WS2276	338	4524B 41st Avenue Southwest	MF	1	66	225	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006835	WS2266	338.5	4526A 41st Avenue Southwest	MF	1	66	219	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006837	WS2274	338	4528A 41st Avenue Southwest	MF	1	66	204	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006836	WS2264	338.5	4526B 41st Avenue Southwest	MF	1	66	202	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006838	WS2272	338	4528B 41st Avenue Southwest	MF	1	66	179	61	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	50
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006845	WS2262	338.5	4532 41st Avenue Southwest	SF	1	66	161	61	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	50
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006855	WS2254	339	4536 41st Avenue Southwest	SF	1	66	131	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006857	WS2260	338.5	4538A 41st Avenue Southwest	MF	1	66	119	63	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006859	WS2258	338.5	4538B 41st Avenue Southwest	MF	1	66	107	64	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006861	WS2256	338.5	4538C 41st Avenue Southwest	MF	1	66	91	65	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006906	WS3004	337	4505A 40th Avenue Southwest	MF	1	66	396	52	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	41
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006907	WS3002	337	4505B 40th Avenue Southwest	MF	1	66	375	52	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	41
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006905	WS6396	336.5	4503 40th Avenue Southwest	SF	1	66	357	52	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006916	WS6385	337	4505C 40th Avenue Southwest	MF	1	66	348	52	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	41
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006917	WS6384	337	4505D 40th Avenue Southwest	MF	1	66	327	54	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006915	WS6395	336.5	4507 40th Avenue Southwest	SF	1	66	313	54	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006927	WS6383	337	4513A 40th Avenue Southwest	MF	1	66	301	55	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006929	WS6382	337	4513B 40th Avenue Southwest	MF	1	66	279	55	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006925	WS6394	336.5	4511 40th Avenue Southwest	SF	1	66	265	57	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006935	WS6381	336.5	4517 40th Avenue Southwest	MF	2	66	210	59	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006939	WS6380	337.5	4521A 40th Avenue Southwest	MF	1	66	211	57	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006943	WS6377	337.5	4521B 40th Avenue Southwest	MF	1	66	190	57	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006941	WS6393	337	4523A 40th Avenue Southwest	MF	1	66	181	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	50
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006945	WS6392	337	4523B 40th Avenue Southwest	MF	1	66	166	61	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	51
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006953	WS6376	337.5	4529A 40th Avenue Southwest	MF	1	66	162	60	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006957	WS6391	337.5	4527A 40th Avenue Southwest	MF	1	66	142	61	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	50
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006955	WS6375	337	4529B 40th Avenue Southwest	MF	1	66	141	67	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006959	WS6390	337	4527B 40th Avenue Southwest	MF	1	66	118	69	Ldn	62	68	0	1	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006961	WS6374	337.5	4533A 40th Avenue Southwest	MF	1	66	122	62	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006963	WS6373	337.5	4533B 40th Avenue Southwest	MF	1	66	107	63	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	52
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006967	WS6372	337.5	4533C 40th Avenue Southwest	MF	1	66	94	64	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006965	WS6387	337	4531 40th Avenue Southwest	SF	1	66	87	71	Ldn	62	68	0	1	West Side at 4 feet	Yes	No	60
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006977	WS6371	338	4539A 40th Avenue Southwest	MF	1	66	79	65	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006979	WS6370	338	4539B 40th Avenue Southwest	MF	1	66	59	66	Ldn	62	68	1	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest	0952006975	WS6386	337.5	4537 40th Avenue Southwest	SF	1	66	42	76	Ldn	62	68	0	1	West Side at 4 feet	Yes	Yes	65
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	342	4100 Southwest Alaska Street	MF	4	66	221	63	Ldn	62	68	4	0	West Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	342	4100 Southwest Alaska Street	MF	4	66	221	63	Ldn	62	68	4	0	West Side at 6 feet	No	No	58
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	342	4100 Southwest Alaska Street	MF	4	66	221	63	Ldn	62	68	4	0	West Side at 6 feet	No	No	58
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	341	4100 Southwest Alaska Street	MF	6	66	33	69	Ldn	62	68	0	6	West Side at 8 feet	Yes	No	58
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	341	4100 Southwest Alaska Street	MF	6	66	33	69	Ldn	62	68	0	6	West Side at 8 feet	Yes	Yes	63
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	341	4100 Southwest Alaska Street	MF	6	66	33	68	Ldn	62	68	0	6	West Side at 8 feet	Yes	Yes	63
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	340	4100 Southwest Alaska Street	MF	4	66	151	64	Ldn	62	68	4	0	West Side at 6 feet	Yes	No	56
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	340	4100 Southwest Alaska Street	MF	4	66	151	64	Ldn	62	68	4	0	West Side at 6 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1333100000	WS51000	340	4100 Southwest Alaska Street	MF	4	66	151	64	Ldn	62	68	4	0	West Side at 6 feet	Yes	No	59
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006580	WS2172	340.5	4534 42nd Avenue Southwest	MF	2	66	282	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	51
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006560	WS2176	340.5	4526 42nd Avenue Southwest	SF	1	66	291	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	48
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006728	WS5083	340.5	4535C 41st Avenue Southwest	MF	1	66	217	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	47
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006727	WS5084	340.5	4535B 41st Avenue Southwest	MF	1	66	235	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	47
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006726	WS5085	340.5	4535A 41st Avenue Southwest	MF	1	66	246	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	47
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006725	WS2240	340	4537 41st Avenue Southwest	SF	1	66	198	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006716	WS5090	340	4533A 41st Avenue Southwest	MF	1	66	281	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	46
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006717	WS5087	340	4533B 41st Avenue Southwest	MF	1	66	271	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	46
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006718	WS5086	340	4533C 41st Avenue Southwest	MF	1	66	258	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	47
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006715	WS2242	340	4531 41st Avenue Southwest	SF	1	66	244	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	47
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006540	WS2180	340.5	4502 42nd Avenue Southwest	MF	2	66	463	57	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	50
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006540	WS2180	340.5	4502 42nd Avenue Southwest	MF	2	66	463	57	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	51
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006540	WS2180	340.5	4502 42nd Avenue Southwest	MF	2	66	463	57	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006540	WS2180	340.5	4502 42nd Avenue Southwest	MF	2	66	463	57	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	51
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	1591920000	WS60600	340	4527 41st Avenue Southwest	MF	2	66	294	59	Ldn	62	68	0	0	West Side at 6 feet	Yes	No	49
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006700	WS2246	339.5	4525 41st Avenue Southwest	SF	2	66	325	58	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006680	WS2248	339.5	4519 41st Avenue Southwest	SF	2	66	362	57	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 41st Avenue Southwest and 42nd Avenue Southwest	0952006660	WS2250	339.5	4515 41st Avenue Southwest	MF	4	66	428	56	Ldn	62	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	330	4530 38th Avenue Southwest	MF	4	67	198	64	Ldn	63	68	4	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	330	4530 38th Avenue Southwest	MF	4	67	198	65	Ldn	63	68	4	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	330	4530 38th Avenue Southwest	MF	4	67	198	65	Ldn	63	68	4	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	330	4530 38th Avenue Southwest	SC	1	67	198	63	Leq	68	73	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	330.5	4530 38th Avenue Southwest	MF	2	67	249	64	Ldn	63	68	2	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	330.5	4530 38th Avenue Southwest	MF	2	67	249	65	Ldn	63	68	2	0	East Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	330.5	4530 38th Avenue Southwest	MF	2	67	249	64	Ldn	63	68	2	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	330.5	4530 38th Avenue Southwest	MF	2	67	291	64	Ldn	63	68	2	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	330.5	4530 38th Avenue Southwest	MF	2	67	291	64	Ldn	63	68	2	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	330.5	4530 38th Avenue Southwest	MF	2	67	291	64	Ldn	63	68	2	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	331	4550 38th Avenue Southwest	MF	2	67	339	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	331	4550 38th Avenue Southwest	MF	2	67	339	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	331	4550 38th Avenue Southwest	MF	2	67	339	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	331	4530 38th Avenue Southwest	MF	2	67	385	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	52
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	331	4530 38th Avenue Southwest	MF	2	67	385	63	Ldn	63	68	2	0	East Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	331	4530 38th Avenue Southwest	MF	2	67	385	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	331.5	3750 Southwest Alaska Street	MF	4	67	427	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	52
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	331.5	3750 Southwest Alaska Street	MF	4	67	427	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	331.5	3750 Southwest Alaska Street	MF	4	67	427	62	Ldn	63	68	0	0	East Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest north of Alaska Street Southwest	0952006470	WS10002	342	Junction Plaza Park	PK	1	68	319	61	Leq	68	74	0	0	West Side at 6 feet	No	No	49
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest north of Alaska Street Southwest	0952006465	WS2162	342.5	4545 42nd Avenue Southwest	MF	4	68	332	62	Ldn	63	69	0	0	West Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest north of Alaska Street Southwest	0952006465	WS2162	342.5	4545 42nd Avenue Southwest	MF	4	68	332	62	Ldn	63	69	0	0	West Side at 6 feet	No	No	56
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest north of Alaska Street Southwest	0952006465	WS2162	342.5	4545 42nd Avenue Southwest	MF	4	68	332	62	Ldn	63	69	0	0	West Side at 6 feet	No	No	56
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest north of Alaska Street Southwest	0952006465	WS2162	342.5	4545 42nd Avenue Southwest	MF	4	68	332	62	Ldn	63	69	0	0	West Side at 6 feet	No	No	56
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest north of Alaska Street Southwest	0952006465	WS2162	342.5	4545 42nd Avenue Southwest	MF	4	68	332	62	Ldn	63	69	0	0	West Side at 6 feet	No	No	56
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest north of Alaska Street Southwest	0952006465	WS2162	342.5	4545 42nd Avenue Southwest	MF	4	68	332	62	Ldn	63	69	0	0	West Side at 6 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest north of Alaska Street Southwest	0952006465	WS2162	342.5	4545 42nd Avenue Southwest	MF	4	68	332	62	Ldn	63	69	0	0	West Side at 6 feet	No	No	56
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200205	WS1006	345	4715 42nd Avenue Southwest	MF	4	68	137	64	Ldn	63	69	4	0	West Side at 8 feet	No	No	52
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200205	WS1006	345	4715 42nd Avenue Southwest	MF	4	68	137	65	Ldn	63	69	4	0	West Side at 8 feet	No	No	60
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200205	WS1006	345	4715 42nd Avenue Southwest	MF	4	68	137	65	Ldn	63	69	4	0	West Side at 8 feet	No	No	55
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200190	WS2160	346	4725 42nd Avenue Southwest	MF	4	68	103	67	Ldn	63	69	4	0	West Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200190	WS2160	346	4725 42nd Avenue Southwest	MF	4	68	103	67	Ldn	63	69	4	0	West Side at 6 feet	No	No	55
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200190	WS2160	346	4725 42nd Avenue Southwest	MF	4	68	103	67	Ldn	63	69	4	0	West Side at 6 feet	No	No	55
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200190	WS2160	346	4725 42nd Avenue Southwest	MF	4	68	103	67	Ldn	63	69	4	0	West Side at 6 feet	No	No	55
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200155	WS2158	347	4727 42nd Avenue Southwest	MF	4	68	39	70	Ldn	63	69	0	4	West Side at 6 feet	No	No	58
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200155	WS2158	347	4727 42nd Avenue Southwest	MF	4	68	39	70	Ldn	63	69	0	4	West Side at 6 feet	No	No	62

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200155	WS2158	347	4727 42nd Avenue Southwest	MF	4	68	39	70	Ldn	63	69	0	4	West Side at 6 feet	No	No	62
West Seattle Junction Area: Between 42nd Avenue Southwest and California Way Southwest south of Alaska Street Southwest	7579200155	WS2158	347	4727 42nd Avenue Southwest	MF	4	68	39	70	Ldn	63	69	0	4	West Side at 6 feet	No	No	62
West Seattle Junction Area: Between 42nd Avenue Southwest and 41st Avenue Southwest south of Alaska Street Southwest	2607870000	WS60300	346	4752 41st Avenue Southwest	MF	5	66	289	63	Ldn	62	68	5	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between 42nd Avenue Southwest and 41st Avenue Southwest south of Alaska Street Southwest	7579200295	WS2238	345	4744 41st Avenue Southwest	MF	4	66	239	62	Ldn	62	68	4	0	East Side at 4 feet	No	No	50
West Seattle Junction Area: Between 42nd Avenue Southwest and 41st Avenue Southwest south of Alaska Street Southwest	7579200295	WS2238	345	4744 41st Avenue Southwest	MF	4	66	239	62	Ldn	62	68	4	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and 41st Avenue Southwest south of Alaska Street Southwest	7579200295	WS2238	344	4744 41st Avenue Southwest	MF	4	66	147	64	Ldn	62	68	4	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between 42nd Avenue Southwest and 41st Avenue Southwest south of Alaska Street Southwest	7579200295	WS2238	344	4744 41st Avenue Southwest	MF	4	66	147	65	Ldn	62	68	4	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200375	WS6116	345	4745 40th Avenue Southwest	MF	2	68	411	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	47
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200385	WS6117	345	4745 40th Avenue Southwest	MF	2	68	384	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200395	WS6120	346	4745 40th Avenue Southwest	MF	2	68	348	59	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200415	WS6121	346	4735 40th Avenue Southwest	MF	2	68	324	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	338	4755 Fountleroy Way Southwest	MF	8	68	229	66	Ldn	63	69	8	0	East Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	338	4755 Fountleroy Way Southwest	MF	8	68	229	67	Ldn	63	69	8	0	East Side at 4 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	338	4755 Fountleroy Way Southwest	MF	8	68	229	67	Ldn	63	69	8	0	East Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	338	4755 Fountleroy Way Southwest	MF	8	68	229	66	Ldn	63	69	8	0	East Side at 4 feet	Yes	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	338	4755 Fountleroy Way Southwest	MF	8	68	229	66	Ldn	63	69	8	0	East Side at 4 feet	Yes	No	60
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200491	WS2234	347	4023 Southwest Edmunds Street	SF	1	66	372	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200490	WS6115	347	4017 Southwest Edmunds Street	MF	2	66	409	58	Ldn	62	68	0	0	East Side at 4 feet	No	No	48
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200530	WS2232	348	4812 41st Avenue Southwest	SF	1	66	418	58	Ldn	62	68	0	0	East Side at 4 feet	No	No	49
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200767	WS6107	348	4121 Southwest Edmunds Street	MF	1	66	88	65	Ldn	62	68	1	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200765	WS6106	348	4802 42nd Avenue Southwest	MF	1	66	95	65	Ldn	62	68	1	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200769	WS2154	348	4119 Southwest Edmunds Street	MF	1	66	113	65	Ldn	62	68	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200771	WS6111	348	4117 Southwest Edmunds Street	MF	1	66	135	64	Ldn	62	68	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200773	WS6110	348	4115 Southwest Edmunds Street	MF	1	66	144	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7865200000	WS60000	349	4806 42nd Avenue Southwest	MF	3	66	114	64	Ldn	62	68	3	0	East Side at 4 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200785	WS2150	349	4812 42nd Avenue Southwest	SF	1	66	161	64	Ldn	62	68	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200795	WS2148	350	4816 42nd Avenue Southwest	SF	1	66	168	63	Ldn	62	68	1	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200805	WS2146	350	4822 42nd Avenue Southwest	SF	1	66	180	63	Ldn	62	68	1	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200815	WS2144	351	4828 42nd Avenue Southwest	SF	1	66	202	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200825	WS2142	352	4832 42nd Avenue Southwest	SF	1	66	205	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200835	WS2140	352.5	4836 42nd Avenue Southwest	SF	1	66	202	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200845	WS2138	353	4840 42nd Avenue Southwest	SF	1	66	207	61	Ldn	62	68	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200855	WS2136	353.5	4846 42nd Avenue Southwest	SF	1	66	188	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200865	WS2134	354	4852 42nd Avenue Southwest	SF	1	66	202	61	Ldn	62	68	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200875	WS2132	355	4856 42nd Avenue Southwest	SF	1	66	215	61	Ldn	62	68	0	0	East Side at 4 feet	No	No	52
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200995	WS6113	347	4103 Southwest Edmunds Street	MF	1	66	211	63	Ldn	62	68	1	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200996	WS6112	347	4107 Southwest Edmunds Street	MF	1	66	220	63	Ldn	62	68	1	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200997	WS6114	347	4805 41st Avenue Southwest	MF	1	66	243	63	Ldn	62	68	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200998	WS2212	347	4801 41st Avenue Southwest	MF	1	66	254	62	Ldn	62	68	1	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200999	WS2210	347	4803 41st Avenue Southwest	MF	1	66	261	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200985	WS2208	348	4807 41st Avenue Southwest	MF	2	66	259	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200975	WS2206	348	4811 41st Avenue Southwest	SF	1	66	290	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200965	WS2204	349	4815 41st Avenue Southwest	SF	1	66	290	60	Ldn	62	68	0	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200955	WS2202	350	4823 41st Avenue Southwest	SF	1	66	326	59	Ldn	62	68	0	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200945	WS2200	351	4827 41st Avenue Southwest	SF	1	66	351	58	Ldn	62	68	0	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200925	WS2196	353	4837 41st Avenue Southwest	SF	1	66	355	53	Ldn	62	68	0	0	East Side at 4 feet	No	No	46
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200915	WS2194	353	4843 41st Avenue Southwest	SF	1	66	336	53	Ldn	62	68	0	0	East Side at 4 feet	No	No	46
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200905	WS2192	353.5	4847 41st Avenue Southwest	SF	1	66	347	53	Ldn	62	68	0	0	East Side at 4 feet	No	No	46
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200895	WS2190	354	4853 41st Avenue Southwest	SF	1	66	336	54	Ldn	62	68	0	0	East Side at 4 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	7579200885	WS2188	355	4857 41st Avenue Southwest	SF	1	66	338	54	Ldn	62	68	0	0	East Side at 4 feet	No	No	46
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100075	WS6054	350	4815 Erskine Way Southwest	MF	3	66	382	58	Ldn	62	68	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100085	WS6053	350	4817 Erskine Way Southwest	SF	1	66	409	57	Ldn	62	68	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100090	WS2022	351	4823 Erskine Way Southwest	SF	1	66	436	57	Ldn	62	68	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100095	WS2020	351	4903 Erskine Way Southwest	SF	1	66	468	57	Ldn	62	68	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100140	WS6045	352	4900 Erskine Way Southwest	SF	1	66	369	57	Ldn	62	68	0	0	West Side at 4 feet	No	No	46
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100142	WS6044	352	4904 Erskine Way Southwest	SF	1	66	379	57	Ldn	62	68	0	0	West Side at 4 feet	No	No	46
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100145	WS6043	353	4912 Erskine Way Southwest	SF	1	66	414	51	Ldn	62	68	0	0	West Side at 4 feet	No	No	40
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100150	WS2014	353	4916 Erskine Way Southwest	MF	2	66	440	51	Ldn	62	68	0	0	West Side at 4 feet	No	No	40
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100155	WS2012	353	4920 Erskine Way Southwest	SF	1	66	469	50	Ldn	62	68	0	0	West Side at 4 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100190	WS6042	353	4954 Lewis Place Southwest	SF	1	66	356	51	Ldn	62	68	0	0	West Side at 4 feet	No	No	40
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100195	WS6041	354	4960 Lewis Place Southwest	SF	1	66	379	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100200	WS2008	354.5	4964 Lewis Place Southwest	SF	1	66	405	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100205	WS2006	355	4970 Lewis Place Southwest	SF	1	66	448	50	Ldn	62	68	0	0	West Side at 8 feet	No	No	37
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100215	WS6040	355	4316 Southwest Hudson Street	SF	1	66	383	50	Ldn	62	68	0	0	West Side at 8 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	351	4815 California Avenue Southwest	MF	4	66	226	62	Ldn	62	68	4	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	351	4815 California Avenue Southwest	MF	4	66	226	62	Ldn	62	68	4	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	351	4815 California Avenue Southwest	MF	4	66	226	62	Ldn	62	68	4	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	352	4815 California Avenue Southwest	MF	4	66	224	62	Ldn	62	68	4	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	352	4815 California Avenue Southwest	MF	4	66	224	62	Ldn	62	68	4	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	352	4815 California Avenue Southwest	MF	4	66	224	61	Ldn	62	68	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	353	4815 California Avenue Southwest	MF	4	66	224	61	Ldn	62	68	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	353	4815 California Avenue Southwest	MF	4	66	224	61	Ldn	62	68	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100225	WS6080	353	4815 California Avenue Southwest	MF	4	66	224	60	Ldn	62	68	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	3902100255	WS6081	354	4835 California Avenue Southwest	MF	8	66	222	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	7697400000	WS80600	355	4847 California Avenue Southwest	MF	4	66	219	55	Ldn	62	68	0	0	West Side at 8 feet	No	No	42
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	0050850000	WS80000	355	4321 Southwest Hudson Street	MF	5	66	404	53	Ldn	62	68	0	0	West Side at 8 feet	No	No	39
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	0050400000	WS80100	355	5001 California Avenue Southwest	MF	8	66	272	55	Ldn	62	68	0	0	West Side at 8 feet	No	No	41
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	0050400000	WS80100	355	5001 California Avenue Southwest	MF	8	66	272	55	Ldn	62	68	0	0	West Side at 8 feet	No	No	41
West Seattle Junction Area: West Side of California Avenue Southwest and south of Southwest Alaska Way	0050400000	WS80100	355	5001 California Avenue Southwest	MF	8	66	272	54	Ldn	62	68	0	0	West Side at 8 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	6391900000	WS80500	355	5000 California Avenue Southwest	MF	4	62	69	65	Ldn	59	65	0	4	West Side at 8 feet	No	No	52
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	6391900000	WS80500	355	5000 California Avenue Southwest	MF	4	62	69	65	Ldn	59	65	0	4	West Side at 8 feet	No	No	53
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	6391900000	WS80500	355	5000 California Avenue Southwest	MF	4	62	69	65	Ldn	59	65	0	4	West Side at 8 feet	No	Yes	61
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	6391900000	WS80500	355	5000 California Avenue Southwest	MF	4	62	69	64	Ldn	59	65	4	0	West Side at 8 feet	No	Yes	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	1165200000	WS80400	355	5016 California Avenue Southwest	MF	3	62	160	61	Ldn	59	65	3	0	West Side at 8 feet	No	No	48
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	1165200000	WS80400	355	5016 California Avenue Southwest	MF	3	62	160	61	Ldn	59	65	3	0	West Side at 8 feet	No	No	49
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	1165200000	WS80400	355	5016 California Avenue Southwest	MF	3	62	160	61	Ldn	59	65	3	0	West Side at 8 feet	No	No	49
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	7624700065	WS6164	355	5005 42nd Avenue Southwest	SF	1	62	60	63	Ldn	59	65	1	0	East Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	7624700070	WS6163	355	5007 42nd Avenue Southwest	SF	1	62	96	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	7624700075	WS6162	355	5011 42nd Avenue Southwest	SF	1	62	155	56	Ldn	59	65	0	0	East Side at 4 feet	No	No	45
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest south of Southwest Hudson Street	7624700080	WS6161	355	5015 42nd Avenue Southwest	SF	1	62	190	56	Ldn	59	65	0	0	East Side at 4 feet	No	No	45
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700060	WS6176	355	5002 42nd Avenue Southwest	SF	1	62	193	62	Ldn	59	65	1	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700061	WS6177	355	4115 Southwest Hudson Street	SF	1	62	258	54	Ldn	59	65	0	0	East Side at 4 feet	No	No	48
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700055	WS6175	355	5006 42nd Avenue Southwest	SF	1	62	239	56	Ldn	59	65	0	0	East Side at 4 feet	No	No	46
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700050	WS6174	355	5012 42nd Avenue Southwest	SF	1	62	269	55	Ldn	59	65	0	0	East Side at 4 feet	No	No	46
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700045	WS6173	355	5016 42nd Avenue Southwest	SF	1	62	309	54	Ldn	59	65	0	0	East Side at 4 feet	No	No	46
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700006	WS6190	355	4111 Southwest Hudson Street	SF	1	62	342	52	Ldn	59	65	0	0	East Side at 4 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700005	WS6192	355	4101 Southwest Hudson Street	SF	1	62	378	50	Ldn	59	65	0	0	East Side at 4 feet	No	No	42
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700010	WS6191	355	5007 41st Avenue Southwest	SF	1	62	393	52	Ldn	59	65	0	0	East Side at 4 feet	No	No	43
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700015	WS6187	355	5011 41st Avenue Southwest	SF	1	62	407	52	Ldn	59	65	0	0	East Side at 4 feet	No	No	43
West Seattle Junction Area: Between 42nd Avenue Southwest 41st Avenue Southwest south of Southwest Hudson Street	7624700020	WS6186	355	5017 41st Avenue Southwest	SF	1	62	433	51	Ldn	59	65	0	0	East Side at 4 feet	No	No	43
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest north of Southwest Hudson Street	7579201005	WS6105	350	4215 Southwest Edmunds Street	MF	4	66	56	65	Ldn	62	68	4	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest north of Southwest Hudson Street	7579201055	WS6102	352	4826 California Avenue Southwest	MF	2	66	88	62	Ldn	62	68	2	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest north of Southwest Hudson Street	7579201065	WS6101	352	4830 California Avenue Southwest	MF	3	66	55	67	Ldn	62	68	3	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest north of Southwest Hudson Street	7579201075	WS6100	353	4836 California Avenue Southwest	MF	2	66	57	63	Ldn	62	68	2	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest north of Southwest Hudson Street	7579201085	WS6097	354	4840 California Avenue Southwest	MF	4	66	32	68	Ldn	62	68	0	4	West Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest north of Southwest Hudson Street	7579201105	WS6096	355	4850 California Avenue Southwest	MF	5	66	40	67	Ldn	62	68	5	0	West Side at 8 feet	No	No	54
West Seattle Junction Area: Between 42nd Avenue Southwest and California Avenue Southwest north of Southwest Hudson Street	7579201105	WS6096	355	4850 California Avenue Southwest	MF	5	66	40	67	Ldn	62	68	5	0	West Side at 8 feet	No	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007106	WS7580	335.5	4516B 40th Avenue Southwest	MF	1	67	150	67	Ldn	63	68	1	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007107	WS7581	335.5	4516C 40th Avenue Southwest	MF	1	67	150	67	Ldn	63	68	1	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007108	WS7577	335.5	4516A 40th Avenue Southwest	MF	1	67	150	67	Ldn	63	68	1	0	West Side at 4 feet	Yes	No	56
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300966	WS5204	310	4150 32nd Avenue Southwest	SF	1	65	56	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300965	WS5205	309.5	3166 Southwest Genesee Street	SF	1	65	66	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-20. Summary of Noise Analysis – Elevated Fauntleroy Way Station Alternative (WSJ-2)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300966	WS5204	310	4150 32nd Avenue Southwest	SF	1	65	59	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300965	WS5205	309.5	3166 Southwest Genesee Street	SF	1	65	71	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300975	WS5206	310	4144 32nd Avenue Southwest	SF	1	65	132	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300980	WS5207	309.5	4140 32nd Avenue Southwest	SF	1	65	168	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300985	WS5210	309.5	4136 32nd Avenue Southwest	SF	1	65	211	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300990	WS5211	309.5	4134 32nd Avenue Southwest	SF	1	65	240	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300995	WS5212	309.5	4130 32nd Avenue Southwest	SF	1	56	282	59	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301200	WS5201	310	4125 32nd Avenue Southwest	SF	1	56	362	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301190	WS5202	310	4121 32nd Avenue Southwest	SF	1	56	400	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	48
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301180	WS5203	310	4115 32nd Avenue Southwest	SF	1	68	452	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	48
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301210	WS5197	310.5	4135 32nd Avenue Southwest	SF	1	65	284	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301205	WS5200	310	4129 32nd Avenue Southwest	SF	1	56	315	59	Ldn	56	63	1	0	West Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	102	67	Ldn	63	69	6	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	102	67	Ldn	63	69	6	0	East Side at 6 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	102	67	Ldn	63	69	6	0	East Side at 6 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	102	66	Ldn	63	69	6	0	East Side at 6 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	66	Ldn	63	69	6	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	313.5	3256 Southwest Avalon Way	MF	2	68	89	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	313.5	3256 Southwest Avalon Way	MF	2	68	90	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	94	67	Ldn	63	69	1	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	94	67	Ldn	63	69	1	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	94	67	Ldn	63	69	1	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	94	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	94	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	94	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301865	WS2418	312	3246 Southwest Avalon Way	MF	4	68	97	66	Ldn	63	69	4	0	East Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	2	68	93	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	2	68	93	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	2	68	93	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310.5	3230 Southwest Avalon Way	MF	4	68	112	65	Ldn	63	69	4	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310.5	3230 Southwest Avalon Way	MF	4	68	112	66	Ldn	63	69	4	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	4	68	107	65	Ldn	63	69	4	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	4	68	107	66	Ldn	63	69	4	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	4	68	84	66	Ldn	63	69	4	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	4	68	84	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	309.5	3210 Southwest Avalon Way	MF	4	68	35	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	309.5	3210 Southwest Avalon Way	MF	4	68	35	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	279	63	Ldn	63	69	6	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	279	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	279	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	359	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	359	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	359	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302040	WS5147	315	3281 Southwest Avalon Way	MF	3	68	293	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302035	WS5150	314	3279 Southwest Avalon Way	SF	1	68	295	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302030	WS5151	314	3275 Southwest Avalon Way	MF	1	68	292	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302031	WS5152	314	3273B Southwest Avalon Way	MF	1	68	334	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302032	WS5153	314	3273A Southwest Avalon Way	MF	1	68	334	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS81400	313	3271 Southwest Avalon Way	MF	2	68	288	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS81400	313	3271 Southwest Avalon Way	MF	2	68	288	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 SW AVALON Way	MF	1	68	278	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 SW AVALON Way	MF	1	68	278	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 SW AVALON Way	MF	1	68	278	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	277	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	277	63	Ldn	63	69	2	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	277	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	280	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	280	63	Ldn	63	69	2	0	East Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	280	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	277	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	277	63	Ldn	63	69	1	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	277	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311.5	3261 Southwest Avalon Way	MF	2	68	277	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311.5	3261 Southwest Avalon Way	MF	2	68	277	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311.5	3261 Southwest Avalon Way	MF	2	68	277	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	274	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	274	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	274	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	274	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301525	WS5170	315.5	4147 Fountleroy Way Southwest	SF	1	73	263	63	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301520	WS5171	315.5	4145 Fountleroy Way Southwest	SF	1	73	285	63	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301515	WS5172	315	4141 Fountleroy Way Southwest	SF	1	73	311	63	Ldn	66	72	0	0	West Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301490	WS5177	313.5	4121 Fountleroy Way Southwest	SF	1	73	440	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301485	WS5180	313	4117 Fountleroy Way Southwest	SF	1	73	469	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301510	WS5173	315	4137 Fountleroy Way Southwest	SF	1	73	358	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301505	WS5174	314.5	4135 Fountleroy Way Southwest	SF	1	73	368	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301500	WS5175	314	4129 Fountleroy Way Southwest	SF	1	73	394	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301495	WS5176	314	4127 Fountleroy Way Southwest	SF	1	73	420	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301535	WS5181	316	4118 35th Avenue Southwest	SF	1	73	373	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301540	WS5182	316	4114 35th Avenue Southwest	SF	1	73	416	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301545	WS5183	316	4110 35th Avenue Southwest	SF	1	73	463	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301560	WS5184	315	4058 34th Avenue Southwest	SF	1	73	487	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004170	WS7047	317	4131 35th Avenue Southwest	MF	2	73	231	63	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004165	WS7050	317	4127 35th Avenue Southwest	MF	2	73	267	60	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004155	WS7051	317	4125 35th Avenue Southwest	SF	1	73	309	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004145	WS7052	317	4119 35th Avenue Southwest	SF	1	73	357	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004130	WS7053	317	4115 35th Avenue Southwest	SF	1	73	396	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004120	WS7054	317	4111 35th Avenue Southwest	SF	1	73	444	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004100	WS7056	317	4107 35th Avenue Southwest	SF	1	73	488	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004030	WS7030	318.5	4142 36th Avenue Southwest	MF	3	73	160	60	Ldn	66	72	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004030	WS7030	318.5	4142 36th Avenue Southwest	MF	3	73	160	60	Ldn	66	72	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004020	WS7031	318.5	4138 36th Avenue Southwest	MF	1	73	208	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004015	WS7032	318.5	4136 36th Avenue Southwest	MF	1	73	230	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004010	WS7033	318.5	4134 36th Avenue Southwest	MF	1	73	244	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004005	WS7034	318	4130 36th Avenue Southwest	MF	2	73	252	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004005	WS7034	318	4130 36th Avenue Southwest	MF	2	73	252	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004001	WS7036	318.5	4128A 36th Avenue Southwest	MF	1	73	326	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004003	WS7035	318.5	4128B 36th Avenue Southwest	MF	1	73	311	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004002	WS7037	318.5	4126B 36th Avenue Southwest	MF	1	73	308	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004000	WS7040	318	4126A 36th Avenue Southwest	MF	1	73	252	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	318	4122 36th Avenue Southwest	MF	1	73	335	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	318	4122 36th Avenue Southwest	MF	1	73	335	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	318	4122 36th Avenue Southwest	MF	1	73	335	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003980	WS7042	318	4118 36th Avenue Southwest	SF	1	73	386	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003965	WS7043	318	4116 36th Avenue Southwest	SF	1	73	429	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003955	WS7044	318	4112 36th Avenue Southwest	SF	1	73	468	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003915	WS3006	320.5	3600 Southwest Genesee Street	MF	7	68	119	63	Ldn	63	69	7	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003915	WS3006	320.5	3600 Southwest Genesee Street	MF	7	68	119	64	Ldn	63	69	7	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003905	WS7014	320	4147 36th Avenue Southwest	MF	2	68	186	63	Ldn	63	69	2	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003895	WS7016	319.5	4143 36th Avenue Southwest	MF	2	68	248	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003885	WS7017	319.5	4137 36th Avenue Southwest	SF	1	68	274	59	Ldn	63	69	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003880	WS7020	319.5	4135 36th Avenue Southwest	SF	1	68	309	59	Ldn	63	69	0	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003875	WS7021	319.5	4129 36th Avenue Southwest	MF	2	68	333	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003865	WS7022	319	4127 36th Avenue Southwest	SF	1	68	361	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003860	WS7023	319	4125 36th Avenue Southwest	SF	1	68	401	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003855	WS7024	319	4121 36th Avenue Southwest	SF	1	68	420	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003845	WS7025	318.5	4117 36th Avenue Southwest	SF	1	68	455	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003805	WS7000	321	4158 37th Avenue Southwest	SF	1	68	178	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003795	WS7002	321	4150 37th Avenue Southwest	SF	1	68	153	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003785	WS7003	320.5	4146 37th Avenue Southwest	SF	1	65	272	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003775	WS7004	320.5	4140 37th Avenue Southwest	SF	1	65	309	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003765	WS7005	320	4136 37th Avenue Southwest	SF	1	62	361	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003755	WS7006	320	4130 37th Avenue Southwest	SF	1	62	398	57	Ldn	59	65	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003745	WS7007	320	4126 37th Avenue Southwest	SF	1	68	429	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003740	WS7010	320	4122 37th Avenue Southwest	SF	1	68	471	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003735	WS7011	320	4120 37th Avenue Southwest	SF	1	68	489	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003645	WS6703	321	4137 37th Avenue Southwest	SF	1	68	466	51	Ldn	63	69	0	0	West Side at 4 feet	No	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003655	WS6702	321.5	4141 37th Avenue Southwest	SF	1	68	420	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003665	WS6701	321.5	4147 37th Avenue Southwest	SF	1	68	383	54	Ldn	63	69	0	0	West Side at 4 feet	No	No	48
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003676	WS6700	321.5	4151 37th Avenue Southwest	SF	1	68	354	54	Ldn	63	69	0	0	West Side at 4 feet	No	No	49
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003685	WS6697	322	4155 37th Avenue Southwest	SF	1	68	320	55	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003545	WS6691	322	4146 38th Avenue Southwest	SF	1	68	498	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	45
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003555	WS6690	322.5	4152 38th Avenue Southwest	SF	1	68	470	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	45
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003565	WS6687	323	4156 38th Avenue Southwest	SF	1	68	451	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004755	WS6585	324.5	4427 37th Avenue Southwest	SF	1	68	84	66	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004745	WS6586	324.5	4421 37th Avenue Southwest	SF	1	68	129	65	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004735	WS6587	324	4417 37th Avenue Southwest	SF	1	68	142	65	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004725	WS6590	323.5	4413 37th Avenue Southwest	SF	1	68	175	63	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004715	WS2398	323	4407 37th Avenue Southwest	SF	1	68	209	62	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004705	WS2400	322.5	4403 37th Avenue Southwest	SF	1	68	244	56	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004895	WS5144	326.5	4436 38th Avenue Southwest	SF	1	68	135	68	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004885	WS6580	326	4432 38th Avenue Southwest	SF	1	68	171	61	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	52
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004875	WS6581	325.5	4426 38th Avenue Southwest	SF	1	68	209	58	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	51
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004865	WS6582	325.5	4422 38th Avenue Southwest	SF	1	68	222	58	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	51
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004860	WS6583	325	4420 38th Avenue Southwest	SF	1	68	246	55	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004850	WS6584	324.5	4416 38th Avenue Southwest	SF	1	68	288	52	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004840	WS2392	324.5	4412 38th Avenue Southwest	SF	1	68	314	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004830	WS2394	324	4406 38th Avenue Southwest	SF	1	68	348	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	45
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004820	WS2396	324	4402 38th Avenue Southwest	SF	1	68	369	52	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005095	WS6570	329	4457 38th Avenue Southwest	SF	1	65	137	68	Ldn	61	67	0	1	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005085	WS6571	328.5	4453 38th Avenue Southwest	SF	1	65	165	65	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005075	WS6572	328	4451 38th Avenue Southwest	SF	1	65	203	59	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	52
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005065	WS6573	328	4441 38th Avenue Southwest	MF	3	65	218	58	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005055	WS6574	327.5	4437 38th Avenue Southwest	SF	1	65	266	55	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005045	WS6575	327	4433 38th Avenue Southwest	SF	1	65	301	54	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005035	WS6576	327	4427 38th Avenue Southwest	SF	1	65	340	53	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005025	WS6577	326.5	4423 38th Avenue Southwest	SF	1	65	375	51	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005015	WS2384	326	4417 38th Avenue Southwest	SF	1	65	411	50	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005000	WS2386	325.5	4411 38th Avenue Southwest	SF	1	65	436	49	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952004995	WS2388	325	4407 38th Avenue Southwest	SF	1	65	469	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	43
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005249	WS6554	330	4456 39th Avenue Southwest	SF	1	65	261	62	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005230	WS6556	329.5	3812 Southwest Oregon Street	SF	1	65	227	64	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005224	WS6555	329.5	4452 39th Avenue Southwest	SF	1	65	287	59	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005215	WS6557	329.5	4448 39th Avenue Southwest	MF	3	65	316	58	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005205	WS6560	329.5	4446 39th Avenue Southwest	SF	1	65	341	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005200	WS6561	329	4442 39th Avenue Southwest	SF	1	65	361	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005195	WS6562	329	4440 39th Avenue Southwest	SF	1	65	377	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005185	WS6563	328.5	4436 39th Avenue Southwest	SF	1	65	406	50	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005165	WS6564	328	4434 39th Avenue Southwest	SF	1	65	427	49	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005160	WS6565	327.5	4428 39th Avenue Southwest	SF	1	65	452	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005155	WS6566	327.5	4424 39th Avenue Southwest	SF	1	65	487	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005145	WS6567	327	4420 39th Avenue Southwest	SF	1	65	501	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005380	WS6545	330.5	4457 39th Avenue Southwest	SF	1	67	422	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005370	WS6546	330.5	4451 39th Avenue Southwest	SF	1	67	441	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005359	WS6547	330	4447 39th Avenue Southwest	SF	1	67	461	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005349	WS6550	330	4441 39th Avenue Southwest	SF	1	67	503	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007057	WS5132	331.5	3951 Southwest Oregon Street	MF	1	67	488	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007058	WS5133	331.5	3949 Southwest Oregon Street	MF	1	67	459	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007069	WS5127	332	4506A 40th Avenue Southwest	MF	1	67	463	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007067	WS5126	332	4506B 40th Avenue Southwest	MF	1	67	454	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007080	WS5122	332	4508 40th Avenue Southwest	SF	1	67	484	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007082	WS5124	332	4510A 40th Avenue Southwest	MF	1	67	447	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007084	WS5123	332	4510B 40th Avenue Southwest	MF	1	67	437	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007090	WS5116	332.5	4514 40th Avenue Southwest	SF	1	67	461	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007120	WS5114	333	4522 40th Avenue Southwest	SF	1	67	445	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007125	WS5113	333	4526 40th Avenue Southwest	MF	2	67	434	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007135	WS5111	333	4530C 40th Avenue Southwest	MF	1	67	431	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007137	WS5107	333	4530D 40th Avenue Southwest	MF	1	67	428	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007139	WS5112	333.5	4530A 40th Avenue Southwest	MF	1	67	382	59	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007141	WS5110	333.5	4530B 40th Avenue Southwest	MF	1	67	378	59	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007150	WS5104	334	4534B 40th Avenue Southwest	MF	1	67	405	59	Ldn	63	68	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007165	WS5102	334.5	4538 40th Avenue Southwest	SF	1	67	397	59	Ldn	63	68	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	334.5	4555 39th Avenue Southwest	MF	11	67	201	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	336	4555 39th Avenue Southwest	MF	11	67	174	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	336	4555 39th Avenue Southwest	MF	11	67	174	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	322	4435 35th Avenue Southwest	MF	6	68	384	59	Ldn	63	69	0	0	None	Yes	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	322	4435 35th Avenue Southwest	MF	6	68	384	59	Ldn	63	69	0	0	None	Yes	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	322	4435 35th Avenue Southwest	MF	6	68	384	59	Ldn	63	69	0	0	None	Yes	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	322	4435 35th Avenue Southwest	MF	6	68	384	59	Ldn	63	69	0	0	None	Yes	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	322.5	4435 35th Avenue Southwest	MF	4	68	427	54	Ldn	63	69	0	0	None	Yes	No	54
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	322.5	4435 35th Avenue Southwest	MF	4	68	427	53	Ldn	63	69	0	0	None	Yes	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	322.5	4435 35th Avenue Southwest	MF	4	68	427	53	Ldn	63	69	0	0	None	Yes	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	322.5	4435 35th Avenue Southwest	MF	4	68	427	53	Ldn	63	69	0	0	None	Yes	No	53
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	60
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	60
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	SC	1	67	122	64	Leq	68	73	0	0	East Side at 6 feet	Yes	No	52
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	57
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600035	WS5052	336	4709 37th Avenue Southwest	SF	1	68	446	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600045	WS5053	336.5	4715 37th Avenue Southwest	SF	1	68	449	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600050	WS5054	337	4717 37th Avenue Southwest	SF	1	68	455	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600221	WS5032	337	4714 38th Avenue Southwest	SF	1	68	289	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600215	WS5033	338	4718 38th Avenue Southwest	SF	1	68	311	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600205	WS5034	338	4724 38th Avenue Southwest	SF	1	68	313	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	58
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600200	WS5035	338.5	4728 38th Avenue Southwest	SF	1	68	325	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600300	WS5020	339	4727 38th Avenue Southwest	SF	1	68	174	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600310	WS5021	339.5	4731 38th Avenue Southwest	SF	1	68	188	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600320	WS5022	340	4737 38th Avenue Southwest	SF	1	68	174	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	59
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600360	WS7575	342	4755 38th Avenue Southwest	SF	1	68	215	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200415	WS6121	340	4735 40th Avenue Southwest	MF	2	68	375	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200395	WS6120	340.5	4745 40th Avenue Southwest	MF	2	68	370	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200385	WS6117	341.5	4745 40th Avenue Southwest	MF	2	68	374	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200375	WS6116	342	4745 40th Avenue Southwest	MF	2	68	375	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200755	WS6142	343	4001 Southwest Edmunds Street	MF	4	68	389	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	48
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200735	WS6137	343	4809A 40th Avenue Southwest	MF	1	68	443	56	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200737	WS6136	343.5	4809B 40th Avenue Southwest	MF	1	68	441	56	Ldn	63	69	0	0	West Side at 6 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200736	WS6141	343	4807A 40th Avenue Southwest	MF	1	68	392	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200738	WS6140	343.5	4807B 40th Avenue Southwest	MF	1	68	390	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200740	WS6135	344	4811 40th Avenue Southwest	SF	1	68	407	52	Ldn	63	69	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200745	WS6134	344	4815 40th Avenue Southwest	SF	1	68	403	52	Ldn	63	69	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200725	WS6133	344	4817 40th Avenue Southwest	SF	1	68	402	49	Ldn	63	69	0	0	West Side at 6 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200715	WS6132	344	4823 40th Avenue Southwest	SF	1	68	473	50	Ldn	63	69	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200705	WS6131	344	4827 40th Avenue Southwest	SF	1	68	494	50	Ldn	63	69	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601000	WS6255	344	4814A 40th Avenue Southwest	MF	1	66	267	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601001	WS6252	344	4814B 40th Avenue Southwest	MF	1	66	306	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	37
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601003	WS6256	344	4816A 40th Avenue Southwest	MF	1	66	233	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601002	WS6253	344	4816B 40th Avenue Southwest	MF	1	66	274	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601004	WS6257	344	4818A 40th Avenue Southwest	MF	1	66	196	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	42
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601005	WS6254	344	4818B 40th Avenue Southwest	MF	1	66	242	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600990	WS6251	344	4820 40th Avenue Southwest	MF	2	66	291	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600980	WS6250	344	4826 40th Avenue Southwest	MF	2	66	318	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600970	WS6244	344	4832 40th Avenue Southwest	SF	1	66	335	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600972	WS6247	344	4830A 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600974	WS6246	344	4830B 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600976	WS6245	344	4830C 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS81900	343	4800 Fountleroy Way Southwest	MF	5	66	30	68	Ldn	62	68	0	5	East Side at 6 feet	No	Yes	64

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS81900	344	4800 Fountleroy Way Southwest	MF	4	66	33	67	Ldn	62	68	4	0	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS81900	344	4800 Fountleroy Way Southwest	MF	5	66	33	67	Ldn	62	68	5	0	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	5	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	4	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	5	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601187	WS7340	344	4838 Fountleroy Way Southwest	MF	2	66	375	58	Ldn	62	68	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601188	WS7341	344	4840 Fountleroy Way Southwest	MF	2	66	389	58	Ldn	62	68	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601189	WS7342	344	4842 Fountleroy Way Southwest	MF	2	66	403	57	Ldn	62	68	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601185	WS7183	344	4844A Fountleroy Way Southwest	MF	2	66	364	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	40
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601184	WS7327	344	4844B Fountleroy Way Southwest	MF	2	66	377	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601183	WS7326	344	4844C Fountleroy Way Southwest	MF	2	66	392	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601182	WS7325	344	4844D Fountleroy Way Southwest	MF	2	66	403	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601178	WS7381	344	4846A Fountleroy Way Southwest	MF	2	66	372	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601179	WS7322	344	4846B Fountleroy Way Southwest	MF	2	66	383	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601180	WS7323	344	4846C Fountleroy Way Southwest	MF	2	66	399	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601181	WS7324	344	4846D Fountleroy Way Southwest	MF	2	66	406	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601175	WS7181	344	4848 Fountleroy Way Southwest	MF	2	66	451	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	37
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601160	WS7180	344	4856 Fountleroy Way Southwest	MF	2	66	489	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	37
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601050	WS7167	343	4807 38th Avenue Southwest	SF	1	66	214	59	Ldn	62	68	0	0	East Side at 6 feet	No	No	50
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601060	WS7170	344	4811 38th Avenue Southwest	SF	1	66	221	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601070	WS7171	344	4817 38th Avenue Southwest	SF	1	66	218	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	43
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601080	WS7172	344	4821 38th Avenue Southwest	SF	1	66	240	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	42
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601090	WS7173	344	4827 38th Avenue Southwest	SF	1	66	332	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	41
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601100	WS7174	344	4831 38th Avenue Southwest	SF	1	66	369	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	40
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601110	WS7600	344	4837 38th Avenue Southwest	SF	1	66	409	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601120	WS7175	344	4841 38th Avenue Southwest	SF	1	66	458	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601130	WS7176	344	4847 38th Avenue Southwest	SF	1	66	507	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601150	WS7177	344	4807 38th Avenue Southwest	SF	1	66	547	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600800	WS7402	343	4801 Fountleroy Way Southwest	MF	9	66	34	68	Ldn	62	68	0	9	West Side at 6 feet	No	No	58
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600815	WS7403	344	4821 Fountleroy Way Southwest	MF	7	66	43	58	Ldn	62	68	0	0	West Side at 6 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600815	WS7403	344	4821 Fountleroy Way Southwest	MF	7	66	43	60	Ldn	62	68	0	0	West Side at 6 feet	No	No	49
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	2490600000	WS82200	344	4831 Fountleroy Way Southwest	MF	4	66	38	67	Ldn	62	68	4	0	West Side at 6 feet	No	No	57
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	2490600000	WS82200	344	4831 Fountleroy Way Southwest	MF	4	66	57	66	Ldn	62	68	4	0	West Side at 6 feet	No	No	55
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600870	WS7404	344	4835 Fountleroy Way Southwest	MF	2	66	58	60	Ldn	62	68	0	0	West Side at 6 feet	No	No	57
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600880	WS7405	344	4841 Fountleroy Way Southwest	MF	2	66	57	59	Ldn	62	68	0	0	West Side at 6 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600890	WS7406	344	4845 Fountleroy Way Southwest	MF	4	66	62	56	Ldn	62	68	0	0	West Side at 6 feet	No	No	56
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600900	WS7407	344	4849 Fountleroy Way Southwest	MF	4	66	118	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601004	WS6257	344	4818A 40th Avenue Southwest	MF	1	66	195	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	42
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601003	WS6256	344	4816A 40th Avenue Southwest	MF	1	66	232	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601000	WS6255	344	4814A 40th Avenue Southwest	MF	1	66	267	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600960	WS6243	344	4836 40th Avenue Southwest	SF	1	66	394	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600950	WS6242	344	4840A 40th Avenue Southwest	MF	1	66	454	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600956	WS6240	344	4840B 40th Avenue Southwest	MF	1	66	454	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600952	WS6241	344	4842A 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600954	WS6237	344	4842B 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600946	WS6236	344	4848A 40th Avenue Southwest	MF	1	66	492	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600944	WS6234	344	4848B 40th Avenue Southwest	MF	1	66	492	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600940	WS6235	344	4846A 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600942	WS6233	344	4846B 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003900	WS7015	319	4141 36th Avenue Southwest	MF	2	68	226	63	Ldn	63	69	2	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	6126600005	WS12006	336	4700 38th Avenue Southwest	SF	1	68	234	63	Ldn	63	69	1	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007106	WS7580	333	4516B 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007107	WS7581	333	4516C 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007108	WS7577	333	4516A 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-21. Summary of Noise Analysis – Elevated Fauntleroy Way Station Alternative (WSJ-2) when Connecting to the Dakota Street Station, North Alignment Option (DEL-1b)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301215	WS5196	306	4139 32nd Avenue Southwest	SF	1	56	249	62	Ldn	56	63	1	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301220	WS5195	306	4143 32nd Avenue Southwest	SF	1	56	194	62	Ldn	56	63	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301495	WS5176	309	4127 Fountleroy Way Southwest	SF	1	73	447	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301500	WS5175	310	4129 Fountleroy Way Southwest	SF	1	73	430	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301505	WS5174	310	4135 Fountleroy Way Southwest	SF	1	73	409	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301510	WS5173	310	4137 Fountleroy Way Southwest	SF	1	73	394	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301515	WS5172	311	4141 Fountleroy Way Southwest	SF	1	73	353	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301520	WS5171	311	4145 Fountleroy Way Southwest	SF	1	73	332	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301525	WS5170	311	4147 Fountleroy Way Southwest	SF	1	73	310	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301535	WS5181	311	4118 35th Avenue Southwest	SF	1	73	420	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301540	WS5182	311	4114 35th Avenue Southwest	SF	1	73	469	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004170	WS7047	313	4131 35th Avenue Southwest	MF	2	73	287	63	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004165	WS7050	313	4127 35th Avenue Southwest	MF	2	73	325	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004155	WS7051	313	4125 35th Avenue Southwest	SF	1	73	365	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004145	WS7052	313	4119 35th Avenue Southwest	SF	1	73	413	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004130	WS7053	313	4115 35th Avenue Southwest	SF	1	73	457	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004035	WS7027	314	4146 36th Avenue Southwest	MF	5	73	153	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004030	WS7030	314	4142 36th Avenue Southwest	MF	6	73	207	60	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004020	WS7031	314	4138 36th Avenue Southwest	MF	1	73	256	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004020	WS7031	314	4138 36th Avenue Southwest	MF	1	73	256	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004015	WS7032	314	4136 36th Avenue Southwest	MF	1	73	278	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004010	WS7033	314	4134 36th Avenue Southwest	MF	1	73	292	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004005	WS7034	314	4130 36th Avenue Southwest	MF	4	73	305	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004001	WS7036	314	4128A 36th Avenue Southwest	MF	1	73	375	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004003	WS7035	314	4128B 36th Avenue Southwest	MF	1	73	358	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004002	WS7037	314	4126B 36th Avenue Southwest	MF	1	73	352	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004000	WS7040	314	4126A 36th Avenue Southwest	MF	1	73	348	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	314	4122 36th Avenue Southwest	MF	5	73	391	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003980	WS7042	314	4118 36th Avenue Southwest	SF	1	73	442	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003965	WS7043	314	4116 36th Avenue Southwest	SF	1	73	403	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003915	WS3006	316	3600 Southwest Genesee Street	MF	7	68	140	64	Ldn	63	69	7	0	West Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003905	WS7014	315	4147 36th Avenue Southwest	MF	2	68	215	63	Ldn	63	69	2	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003900	WS7015	315	4141 36th Avenue Southwest	MF	1	68	265	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003895	WS7016	315	4143 36th Avenue Southwest	MF	2	68	277	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003885	WS7017	315	4137 36th Avenue Southwest	SF	1	68	311	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003880	WS7020	315	4135 36th Avenue Southwest	SF	1	68	346	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003875	WS7021	315	4129 36th Avenue Southwest	MF	2	68	367	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003865	WS7022	315	4127 36th Avenue Southwest	SF	1	68	405	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003860	WS7023	315	4125 36th Avenue Southwest	SF	1	68	440	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003855	WS7024	315	4121 36th Avenue Southwest	SF	1	68	464	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003805	WS7000	317	4158 37th Avenue Southwest	SF	1	68	194	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003795	WS7002	317	4150 37th Avenue Southwest	SF	1	68	265	59	Ldn	63	69	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003785	WS7003	315	4146 37th Avenue Southwest	SF	1	65	288	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003775	WS7004	315	4140 37th Avenue Southwest	SF	1	65	348	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003765	WS7005	315	4136 37th Avenue Southwest	SF	1	62	394	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003755	WS7006	315	4130 37th Avenue Southwest	SF	1	62	433	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003745	WS7007	315	4126 37th Avenue Southwest	SF	1	68	452	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003685	WS6697	318	4155 37th Avenue Southwest	SF	1	68	317	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003676	WS6700	317	4151 37th Avenue Southwest	SF	1	68	357	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003665	WS6701	317	4147 37th Avenue Southwest	SF	1	68	397	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003665	WS6701	317	4147 37th Avenue Southwest	SF	1	68	397	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003655	WS6702	317	4141 37th Avenue Southwest	SF	1	68	435	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003645	WS6703	316	4137 37th Avenue Southwest	SF	1	68	481	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003565	WS6687	319	4156 38th Avenue Southwest	SF	1	68	446	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003555	WS6690	319	4152 38th Avenue Southwest	SF	1	68	465	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	311	3268 Southwest Avalon Way	MF	6	68	24	73	Ldn	63	69	0	6	East Side at 8 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	311	3268 Southwest Avalon Way	MF	6	68	24	72	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	311	3268 Southwest Avalon Way	MF	6	68	24	72	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	311	3268 Southwest Avalon Way	MF	6	68	24	72	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	310.5	3266 Southwest Avalon Way	MF	6	68	27	72	Ldn	63	69	0	6	East Side at 8 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	310.5	3266 Southwest Avalon Way	MF	6	68	27	72	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	310.5	3266 Southwest Avalon Way	MF	6	68	27	71	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	310.5	3266 Southwest Avalon Way	MF	6	68	27	71	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	310	3256 Southwest Avalon Way	MF	3	68	46	70	Ldn	63	69	0	3	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	310	3256 Southwest Avalon Way	MF	3	68	46	70	Ldn	63	69	0	3	East Side at 8 feet	No	Yes	63
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	2	68	58	69	Ldn	63	69	0	2	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	2	68	58	69	Ldn	63	69	0	2	East Side at 8 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	2	68	58	69	Ldn	63	69	0	2	East Side at 8 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	3	68	62	69	Ldn	63	69	0	3	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	3	68	62	69	Ldn	63	69	0	3	East Side at 8 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	3	68	62	68	Ldn	63	69	3	0	East Side at 8 feet	No	No	62

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301865	WS2418	308	3246 Southwest Avalon Way	MF	2	68	68	68	Ldn	63	69	2	0	East Side at 8 feet	No	No	57
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	71	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	71	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	71	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	78	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	78	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	78	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	1	68	100	65	Ldn	63	69	1	0	East Side at 8 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	1	68	100	66	Ldn	63	69	1	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	2	68	106	65	Ldn	63	69	2	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	2	68	106	66	Ldn	63	69	2	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	1	68	98	65	Ldn	63	69	1	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	1	68	98	66	Ldn	63	69	1	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	306	3210 Southwest Avalon Way	MF	3	68	62	65	Ldn	63	69	3	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	306	3210 Southwest Avalon Way	MF	3	68	62	66	Ldn	63	69	3	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	216	64	Ldn	63	69	6	0	East Side at 8 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	216	63	Ldn	63	69	6	0	East Side at 8 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	216	63	Ldn	63	69	6	0	East Side at 8 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	229	64	Ldn	63	69	6	0	East Side at 8 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	229	63	Ldn	63	69	6	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	229	63	Ldn	63	69	6	0	East Side at 8 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302040	WS5147	311	3281 Southwest Avalon Way	MF	3	68	243	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302035	WS5150	310	3279 Southwest Avalon Way	SF	1	68	248	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302030	WS5151	310	3275 Southwest Avalon Way	MF	1	68	249	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302031	WS5152	310	3273B Southwest Avalon Way	MF	1	68	293	59	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302032	WS5153	310	3273A Southwest Avalon Way	MF	1	68	292	59	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS81400	310	3271 Southwest Avalon Way	MF	3	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS81400	310	3271 Southwest Avalon Way	MF	3	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	309	3261 Southwest Avalon Way	MF	2	68	238	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	309	3261 Southwest Avalon Way	MF	2	68	238	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	309	3261 Southwest Avalon Way	MF	2	68	238	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	309	3261 Southwest Avalon Way	MF	2	68	245	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	309	3261 Southwest Avalon Way	MF	2	68	245	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	309	3261 Southwest Avalon Way	MF	2	68	245	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	308	3261 Southwest Avalon Way	MF	2	68	244	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	308	3261 Southwest Avalon Way	MF	2	68	244	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	308	3261 Southwest Avalon Way	MF	2	68	244	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	308	3261 Southwest Avalon Way	MF	1	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	308	3261 Southwest Avalon Way	MF	1	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	308	3261 Southwest Avalon Way	MF	1	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	307	3261 Southwest Avalon Way	MF	2	68	253	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	307	3261 Southwest Avalon Way	MF	2	68	253	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	307	3261 Southwest Avalon Way	MF	2	68	253	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	307	3233 Southwest Avalon Way	MF	3	68	257	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	307	3233 Southwest Avalon Way	MF	3	68	257	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	307	3233 Southwest Avalon Way	MF	3	68	257	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	306	3221 Southwest Avalon Way	MF	4	68	276	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	306	3221 Southwest Avalon Way	MF	4	68	276	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	306	3221 Southwest Avalon Way	MF	5	68	336	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS81500	306	3221 Southwest Avalon Way	MF	5	68	336	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	49
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004755	WS6585	320	4427 37th Avenue Southwest	SF	1	68	83	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004745	WS6586	320	4421 37th Avenue Southwest	SF	1	68	121	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004735	WS6587	320	4417 37th Avenue Southwest	SF	1	68	145	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004725	WS6590	319	4413 37th Avenue Southwest	SF	1	68	172	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004715	WS2398	319	4407 37th Avenue Southwest	SF	1	68	210	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004705	WS2400	318	4403 37th Avenue Southwest	SF	1	68	242	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	315	4435 35th Avenue Southwest	MF	6	68	279	62	Ldn	63	69	0	0	None	No	No	62
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	315	4435 35th Avenue Southwest	MF	6	68	279	62	Ldn	63	69	0	0	None	No	No	62
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	315	4435 35th Avenue Southwest	MF	6	68	279	62	Ldn	63	69	0	0	None	No	No	62
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	315	4435 35th Avenue Southwest	MF	6	68	279	62	Ldn	63	69	0	0	None	No	No	62

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	316	4435 35th Avenue Southwest	MF	6	68	377	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	316	4435 35th Avenue Southwest	MF	6	68	377	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	316	4435 35th Avenue Southwest	MF	6	68	377	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	316	4435 35th Avenue Southwest	MF	6	68	377	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	317	4435 35th Avenue Southwest	MF	4	68	449	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	317	4435 35th Avenue Southwest	MF	4	68	449	57	Ldn	63	69	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	317	4435 35th Avenue Southwest	MF	4	68	449	57	Ldn	63	69	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	317	4435 35th Avenue Southwest	MF	4	68	449	57	Ldn	63	69	0	0	None	No	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004755	WS6585	324.5	4427 37th Avenue Southwest	SF	1	68	84	66	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004745	WS6586	324.5	4421 37th Avenue Southwest	SF	1	68	129	65	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004735	WS6587	324	4417 37th Avenue Southwest	SF	1	68	142	65	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004895	WS5144	326.5	4436 38th Avenue Southwest	SF	1	68	135	68	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004885	WS6580	326	4432 38th Avenue Southwest	SF	1	68	171	61	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	52
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004875	WS6581	325.5	4426 38th Avenue Southwest	SF	1	68	209	58	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	51
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004865	WS6582	325.5	4422 38th Avenue Southwest	SF	1	68	222	58	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	51
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004860	WS6583	325	4420 38th Avenue Southwest	SF	1	68	246	55	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004850	WS6584	324.5	4416 38th Avenue Southwest	SF	1	68	288	52	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004840	WS2392	324.5	4412 38th Avenue Southwest	SF	1	68	314	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004830	WS2394	324	4406 38th Avenue Southwest	SF	1	68	348	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	45
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004820	WS2396	324	4402 38th Avenue Southwest	SF	1	68	369	52	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005095	WS6570	329	4457 38th Avenue Southwest	SF	1	65	137	68	Ldn	61	67	0	1	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005085	WS6571	328.5	4453 38th Avenue Southwest	SF	1	65	165	65	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005075	WS6572	328	4451 38th Avenue Southwest	SF	1	65	203	59	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	52
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005065	WS6573	328	4441 38th Avenue Southwest	MF	3	65	218	58	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005055	WS6574	327.5	4437 38th Avenue Southwest	SF	1	65	266	55	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005045	WS6575	327	4433 38th Avenue Southwest	SF	1	65	301	54	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005035	WS6576	327	4427 38th Avenue Southwest	SF	1	65	340	53	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005025	WS6577	326.5	4423 38th Avenue Southwest	SF	1	65	375	51	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005015	WS2384	326	4417 38th Avenue Southwest	SF	1	65	411	50	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005000	WS2386	325.5	4411 38th Avenue Southwest	SF	1	65	436	49	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952004995	WS2388	325	4407 38th Avenue Southwest	SF	1	65	469	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	43
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005249	WS6554	330	4456 39th Avenue Southwest	SF	1	65	261	62	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005230	WS6556	329.5	3812 Southwest Oregon Street	SF	1	65	227	64	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005224	WS6555	329.5	4452 39th Avenue Southwest	SF	1	65	287	59	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005215	WS6557	329.5	4448 39th Avenue Southwest	MF	3	65	316	58	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005205	WS6560	329.5	4446 39th Avenue Southwest	SF	1	65	341	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005200	WS6561	329	4442 39th Avenue Southwest	SF	1	65	361	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005195	WS6562	329	4440 39th Avenue Southwest	SF	1	65	377	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005185	WS6563	328.5	4436 39th Avenue Southwest	SF	1	65	406	50	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005165	WS6564	328	4434 39th Avenue Southwest	SF	1	65	427	49	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005160	WS6565	327.5	4428 39th Avenue Southwest	SF	1	65	452	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005155	WS6566	327.5	4424 39th Avenue Southwest	SF	1	65	487	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005145	WS6567	327	4420 39th Avenue Southwest	SF	1	65	501	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005380	WS6545	330.5	4457 39th Avenue Southwest	SF	1	67	422	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005370	WS6546	330.5	4451 39th Avenue Southwest	SF	1	67	441	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005359	WS6547	330	4447 39th Avenue Southwest	SF	1	67	461	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005349	WS6550	330	4441 39th Avenue Southwest	SF	1	67	503	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007057	WS5132	331.5	3951 Southwest Oregon Street	MF	1	67	488	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007058	WS5133	331.5	3949 Southwest Oregon Street	MF	1	67	459	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007069	WS5127	332	4506A 40th Avenue Southwest	MF	1	67	463	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007067	WS5126	332	4506B 40th Avenue Southwest	MF	1	67	454	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007080	WS5122	332	4508 40th Avenue Southwest	SF	1	67	484	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007082	WS5124	332	4510A 40th Avenue Southwest	MF	1	67	447	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007084	WS5123	332	4510B 40th Avenue Southwest	MF	1	67	437	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007090	WS5116	332.5	4514 40th Avenue Southwest	SF	1	67	461	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007120	WS5114	333	4522 40th Avenue Southwest	SF	1	67	445	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007125	WS5113	333	4526 40th Avenue Southwest	MF	2	67	434	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007135	WS5111	333	4530C 40th Avenue Southwest	MF	1	67	431	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007137	WS5107	333	4530D 40th Avenue Southwest	MF	1	67	428	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007139	WS5112	333.5	4530A 40th Avenue Southwest	MF	1	67	382	59	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007141	WS5110	333.5	4530B 40th Avenue Southwest	MF	1	67	378	59	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007150	WS5104	334	4534B 40th Avenue Southwest	MF	1	67	405	59	Ldn	63	68	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007165	WS5102	334.5	4538 40th Avenue Southwest	SF	1	67	397	59	Ldn	63	68	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	334.5	4555 39th Avenue Southwest	MF	11	67	201	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	336	4555 39th Avenue Southwest	MF	11	67	174	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS60700	336	4555 39th Avenue Southwest	MF	11	67	174	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	57
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	60
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	SC	1	67	122	64	Leq	68	73	0	0	East Side at 6 feet	Yes	No	52
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	60
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	57
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600035	WS5052	336	4709 37th Avenue Southwest	SF	1	68	446	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600045	WS5053	336.5	4715 37th Avenue Southwest	SF	1	68	449	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600050	WS5054	337	4717 37th Avenue Southwest	SF	1	68	455	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600221	WS5032	337	4714 38th Avenue Southwest	SF	1	68	289	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600215	WS5033	338	4718 38th Avenue Southwest	SF	1	68	311	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600205	WS5034	338	4724 38th Avenue Southwest	SF	1	68	313	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	58
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600200	WS5035	338.5	4728 38th Avenue Southwest	SF	1	68	325	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	59
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600300	WS5020	339	4727 38th Avenue Southwest	SF	1	68	174	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600310	WS5021	339.5	4731 38th Avenue Southwest	SF	1	68	188	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600320	WS5022	340	4737 38th Avenue Southwest	SF	1	68	174	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	59
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600360	WS7575	342	4755 38th Avenue Southwest	SF	1	68	215	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200415	WS6121	340	4735 40th Avenue Southwest	MF	2	68	375	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200395	WS6120	340.5	4745 40th Avenue Southwest	MF	2	68	370	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200385	WS6117	341.5	4745 40th Avenue Southwest	MF	2	68	374	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200375	WS6116	342	4745 40th Avenue Southwest	MF	2	68	375	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200755	WS6142	343	4001 Southwest Edmunds Street	MF	4	68	389	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200735	WS6137	343	4809A 40th Avenue Southwest	MF	1	68	443	56	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200737	WS6136	343.5	4809B 40th Avenue Southwest	MF	1	68	441	56	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200736	WS6141	343	4807A 40th Avenue Southwest	MF	1	68	392	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200738	WS6140	343.5	4807B 40th Avenue Southwest	MF	1	68	390	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200740	WS6135	344	4811 40th Avenue Southwest	SF	1	68	407	52	Ldn	63	69	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200745	WS6134	344	4815 40th Avenue Southwest	SF	1	68	403	52	Ldn	63	69	0	0	West Side at 6 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200725	WS6133	344	4817 40th Avenue Southwest	SF	1	68	402	49	Ldn	63	69	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200715	WS6132	344	4823 40th Avenue Southwest	SF	1	68	473	50	Ldn	63	69	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200705	WS6131	344	4827 40th Avenue Southwest	SF	1	68	494	50	Ldn	63	69	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601000	WS6255	344	4814A 40th Avenue Southwest	MF	1	66	267	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601001	WS6252	344	4814B 40th Avenue Southwest	MF	1	66	306	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	37
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601003	WS6256	344	4816A 40th Avenue Southwest	MF	1	66	233	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601002	WS6253	344	4816B 40th Avenue Southwest	MF	1	66	274	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601004	WS6257	344	4818A 40th Avenue Southwest	MF	1	66	196	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	42
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601005	WS6254	344	4818B 40th Avenue Southwest	MF	1	66	242	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600990	WS6251	344	4820 40th Avenue Southwest	MF	2	66	291	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600980	WS6250	344	4826 40th Avenue Southwest	MF	2	66	318	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600970	WS6244	344	4832 40th Avenue Southwest	SF	1	66	335	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600972	WS6247	344	4830A 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600974	WS6246	344	4830B 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600976	WS6245	344	4830C 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS81900	343	4800 Fountleroy Way Southwest	MF	5	66	30	68	Ldn	62	68	0	5	East Side at 6 feet	No	Yes	64
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS81900	344	4800 Fountleroy Way Southwest	MF	4	66	33	67	Ldn	62	68	4	0	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS81900	344	4800 Fountleroy Way Southwest	MF	5	66	33	67	Ldn	62	68	5	0	East Side at 8 feet	No	Yes	64

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	5	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	4	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	5	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601187	WS7340	344	4838 Fountleroy Way Southwest	MF	2	66	375	58	Ldn	62	68	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601188	WS7341	344	4840 Fountleroy Way Southwest	MF	2	66	389	58	Ldn	62	68	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601189	WS7342	344	4842 Fountleroy Way Southwest	MF	2	66	403	57	Ldn	62	68	0	0	East Side at 8 feet	No	No	44

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601185	WS7183	344	4844A Fountleroy Way Southwest	MF	2	66	364	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	40
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601184	WS7327	344	4844B Fountleroy Way Southwest	MF	2	66	377	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601183	WS7326	344	4844C Fountleroy Way Southwest	MF	2	66	392	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601182	WS7325	344	4844D Fountleroy Way Southwest	MF	2	66	403	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601178	WS7381	344	4846A Fountleroy Way Southwest	MF	2	66	372	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601179	WS7322	344	4846B Fountleroy Way Southwest	MF	2	66	383	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601180	WS7323	344	4846C Fountleroy Way Southwest	MF	2	66	399	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601181	WS7324	344	4846D Fountleroy Way Southwest	MF	2	66	406	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601175	WS7181	344	4848 Fountleroy Way Southwest	MF	2	66	451	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	37
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601160	WS7180	344	4856 Fountleroy Way Southwest	MF	2	66	489	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	37
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601050	WS7167	343	4807 38th Avenue Southwest	SF	1	66	214	59	Ldn	62	68	0	0	East Side at 6 feet	No	No	50
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601060	WS7170	344	4811 38th Avenue Southwest	SF	1	66	221	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601070	WS7171	344	4817 38th Avenue Southwest	SF	1	66	218	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	43
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601080	WS7172	344	4821 38th Avenue Southwest	SF	1	66	240	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	42
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601090	WS7173	344	4827 38th Avenue Southwest	SF	1	66	332	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	41
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601100	WS7174	344	4831 38th Avenue Southwest	SF	1	66	369	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	40
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601110	WS7600	344	4837 38th Avenue Southwest	SF	1	66	409	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601120	WS7175	344	4841 38th Avenue Southwest	SF	1	66	458	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601130	WS7176	344	4847 38th Avenue Southwest	SF	1	66	507	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601150	WS7177	344	4807 38th Avenue Southwest	SF	1	66	547	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600800	WS7402	343	4801 Fountleroy Way Southwest	MF	9	66	34	68	Ldn	62	68	0	9	West Side at 6 feet	No	No	58
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600815	WS7403	344	4821 Fountleroy Way Southwest	MF	7	66	43	58	Ldn	62	68	0	0	West Side at 6 feet	No	No	47
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600815	WS7403	344	4821 Fountleroy Way Southwest	MF	7	66	43	60	Ldn	62	68	0	0	West Side at 6 feet	No	No	49
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	2490600000	WS82200	344	4831 Fountleroy Way Southwest	MF	4	66	38	67	Ldn	62	68	4	0	West Side at 6 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	2490600000	WS82200	344	4831 Fountleroy Way Southwest	MF	4	66	57	66	Ldn	62	68	4	0	West Side at 6 feet	No	No	55
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600870	WS7404	344	4835 Fountleroy Way Southwest	MF	2	66	58	60	Ldn	62	68	0	0	West Side at 6 feet	No	No	57
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600880	WS7405	344	4841 Fountleroy Way Southwest	MF	2	66	57	59	Ldn	62	68	0	0	West Side at 6 feet	No	No	47
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600890	WS7406	344	4845 Fountleroy Way Southwest	MF	4	66	62	56	Ldn	62	68	0	0	West Side at 6 feet	No	No	56
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600900	WS7407	344	4849 Fountleroy Way Southwest	MF	4	66	118	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601004	WS6257	344	4818A 40th Avenue Southwest	MF	1	66	195	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601003	WS6256	344	4816A 40th Avenue Southwest	MF	1	66	232	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601000	WS6255	344	4814A 40th Avenue Southwest	MF	1	66	267	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600960	WS6243	344	4836 40th Avenue Southwest	SF	1	66	394	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600950	WS6242	344	4840A 40th Avenue Southwest	MF	1	66	454	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600956	WS6240	344	4840B 40th Avenue Southwest	MF	1	66	454	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600952	WS6241	344	4842A 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600954	WS6237	344	4842B 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600946	WS6236	344	4848A 40th Avenue Southwest	MF	1	66	492	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600944	WS6234	344	4848B 40th Avenue Southwest	MF	1	66	492	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600940	WS6235	344	4846A 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600942	WS6233	344	4846B 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	6126600005	WS12006	336	4700 38th Avenue Southwest	SF	1	68	234	63	Ldn	63	69	1	0	East Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007106	WS7580	333	4516B 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007107	WS7581	333	4516C 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007108	WS7577	333	4516A 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-22. Summary of Noise Analysis – Elevated Fauntleroy Way Station Alternative (WSJ-2) when Connecting to the Andover Street Station Alternative (DEL-5)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301215	WS5196	306	4139 32nd Avenue Southwest	SF	1	56	249	62	Ldn	56	63	1	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301220	WS5195	306	4143 32nd Avenue Southwest	SF	1	56	194	62	Ldn	56	63	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301495	WS5176	309	4127 Fountleroy Way Southwest	SF	1	73	447	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301500	WS5175	310	4129 Fountleroy Way Southwest	SF	1	73	430	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301505	WS5174	310	4135 Fountleroy Way Southwest	SF	1	73	409	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301510	WS5173	310	4137 Fountleroy Way Southwest	SF	1	73	394	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301515	WS5172	311	4141 Fountleroy Way Southwest	SF	1	73	353	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301520	WS5171	311	4145 Fountleroy Way Southwest	SF	1	73	332	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301525	WS5170	311	4147 Fountleroy Way Southwest	SF	1	73	310	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301535	WS5181	311	4118 35th Avenue Southwest	SF	1	73	420	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301540	WS5182	311	4114 35th Avenue Southwest	SF	1	73	469	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004170	WS7047	313	4131 35th Avenue Southwest	MF	2	73	287	63	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004165	WS7050	313	4127 35th Avenue Southwest	MF	2	73	325	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004155	WS7051	313	4125 35th Avenue Southwest	SF	1	73	365	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004145	WS7052	313	4119 35th Avenue Southwest	SF	1	73	413	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004130	WS7053	313	4115 35th Avenue Southwest	SF	1	73	457	57	Ldn	66	72	0	0	West Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004035	WS7027	314	4146 36th Avenue Southwest	MF	5	73	153	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004030	WS7030	314	4142 36th Avenue Southwest	MF	6	73	207	60	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004020	WS7031	314	4138 36th Avenue Southwest	MF	1	73	256	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004020	WS7031	314	4138 36th Avenue Southwest	MF	1	73	256	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004015	WS7032	314	4136 36th Avenue Southwest	MF	1	73	278	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004010	WS7033	314	4134 36th Avenue Southwest	MF	1	73	292	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004005	WS7034	314	4130 36th Avenue Southwest	MF	4	73	305	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004001	WS7036	314	4128A 36th Avenue Southwest	MF	1	73	375	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004003	WS7035	314	4128B 36th Avenue Southwest	MF	1	73	358	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004002	WS7037	314	4126B 36th Avenue Southwest	MF	1	73	352	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004000	WS7040	314	4126A 36th Avenue Southwest	MF	1	73	348	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	314	4122 36th Avenue Southwest	MF	5	73	391	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003980	WS7042	314	4118 36th Avenue Southwest	SF	1	73	442	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003965	WS7043	314	4116 36th Avenue Southwest	SF	1	73	403	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003915	WS3006	316	3600 Southwest Genesee Street	MF	7	68	140	64	Ldn	63	69	7	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003905	WS7014	315	4147 36th Avenue Southwest	MF	2	68	215	63	Ldn	63	69	2	0	West Side at 4 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003900	WS7015	315	4141 36th Avenue Southwest	MF	1	68	265	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003895	WS7016	315	4143 36th Avenue Southwest	MF	2	68	277	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003885	WS7017	315	4137 36th Avenue Southwest	SF	1	68	311	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003880	WS7020	315	4135 36th Avenue Southwest	SF	1	68	346	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003875	WS7021	315	4129 36th Avenue Southwest	MF	2	68	367	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003865	WS7022	315	4127 36th Avenue Southwest	SF	1	68	405	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003860	WS7023	315	4125 36th Avenue Southwest	SF	1	68	440	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003855	WS7024	315	4121 36th Avenue Southwest	SF	1	68	464	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003805	WS7000	317	4158 37th Avenue Southwest	SF	1	68	194	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003795	WS7002	317	4150 37th Avenue Southwest	SF	1	68	265	59	Ldn	63	69	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003785	WS7003	315	4146 37th Avenue Southwest	SF	1	65	288	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003775	WS7004	315	4140 37th Avenue Southwest	SF	1	65	348	58	Ldn	61	67	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003765	WS7005	315	4136 37th Avenue Southwest	SF	1	62	394	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003755	WS7006	315	4130 37th Avenue Southwest	SF	1	62	433	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003745	WS7007	315	4126 37th Avenue Southwest	SF	1	68	452	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003685	WS6697	318	4155 37th Avenue Southwest	SF	1	68	317	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003676	WS6700	317	4151 37th Avenue Southwest	SF	1	68	357	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003665	WS6701	317	4147 37th Avenue Southwest	SF	1	68	397	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003665	WS6701	317	4147 37th Avenue Southwest	SF	1	68	397	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003655	WS6702	317	4141 37th Avenue Southwest	SF	1	68	435	60	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003645	WS6703	316	4137 37th Avenue Southwest	SF	1	68	481	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003565	WS6687	319	4156 38th Avenue Southwest	SF	1	68	446	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003555	WS6690	319	4152 38th Avenue Southwest	SF	1	68	465	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	47
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	311	3268 Southwest Avalon Way	MF	6	68	24	73	Ldn	63	69	0	6	East Side at 8 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	311	3268 Southwest Avalon Way	MF	6	68	24	72	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	311	3268 Southwest Avalon Way	MF	6	68	24	72	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	311	3268 Southwest Avalon Way	MF	6	68	24	72	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	310.5	3266 Southwest Avalon Way	MF	6	68	27	72	Ldn	63	69	0	6	East Side at 8 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	310.5	3266 Southwest Avalon Way	MF	6	68	27	72	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	310.5	3266 Southwest Avalon Way	MF	6	68	27	71	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	310.5	3266 Southwest Avalon Way	MF	6	68	27	71	Ldn	63	69	0	6	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS6080 0	310	3256 Southwest Avalon Way	MF	3	68	46	70	Ldn	63	69	0	3	East Side at 8 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	310	3256 Southwest Avalon Way	MF	3	68	46	70	Ldn	63	69	0	3	East Side at 8 feet	No	Yes	63
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	2	68	58	69	Ldn	63	69	0	2	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	2	68	58	69	Ldn	63	69	0	2	East Side at 8 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	2	68	58	69	Ldn	63	69	0	2	East Side at 8 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	3	68	62	69	Ldn	63	69	0	3	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	3	68	62	69	Ldn	63	69	0	3	East Side at 8 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	309	3250 Southwest Avalon Way	MF	3	68	62	68	Ldn	63	69	3	0	East Side at 8 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301865	WS2418	308	3246 Southwest Avalon Way	MF	2	68	68	68	Ldn	63	69	2	0	East Side at 8 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	71	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	71	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	71	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	78	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	78	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	307	3236 Southwest Avalon Way	MF	3	68	78	67	Ldn	63	69	3	0	East Side at 8 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	1	68	100	65	Ldn	63	69	1	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	1	68	100	66	Ldn	63	69	1	0	East Side at 8 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	2	68	106	65	Ldn	63	69	2	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	2	68	106	66	Ldn	63	69	2	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	1	68	98	65	Ldn	63	69	1	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	307	3230 Southwest Avalon Way	MF	1	68	98	66	Ldn	63	69	1	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS6090 0	306	3210 Southwest Avalon Way	MF	3	68	62	65	Ldn	63	69	3	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS6090 0	306	3210 Southwest Avalon Way	MF	3	68	62	66	Ldn	63	69	3	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	216	64	Ldn	63	69	6	0	East Side at 8 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	216	63	Ldn	63	69	6	0	East Side at 8 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	216	63	Ldn	63	69	6	0	East Side at 8 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	229	64	Ldn	63	69	6	0	East Side at 8 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	229	63	Ldn	63	69	6	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	311	3295 Southwest Avalon Way	MF	6	68	229	63	Ldn	63	69	6	0	East Side at 8 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302040	WS5147	311	3281 Southwest Avalon Way	MF	3	68	243	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302035	WS5150	310	3279 Southwest Avalon Way	SF	1	68	248	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302030	WS5151	310	3275 Southwest Avalon Way	MF	1	68	249	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302031	WS5152	310	3273B Southwest Avalon Way	MF	1	68	293	59	Ldn	63	69	0	0	East Side at 8 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302032	WS5153	310	3273A Southwest Avalon Way	MF	1	68	292	59	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS8140 0	310	3271 Southwest Avalon Way	MF	3	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS8140 0	310	3271 Southwest Avalon Way	MF	3	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	309	3261 Southwest Avalon Way	MF	2	68	238	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	309	3261 Southwest Avalon Way	MF	2	68	238	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	309	3261 Southwest Avalon Way	MF	2	68	238	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	309	3261 Southwest Avalon Way	MF	2	68	245	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	309	3261 Southwest Avalon Way	MF	2	68	245	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	309	3261 Southwest Avalon Way	MF	2	68	245	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	308	3261 Southwest Avalon Way	MF	2	68	244	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	308	3261 Southwest Avalon Way	MF	2	68	244	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	308	3261 Southwest Avalon Way	MF	2	68	244	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	308	3261 Southwest Avalon Way	MF	1	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	308	3261 Southwest Avalon Way	MF	1	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	308	3261 Southwest Avalon Way	MF	1	68	249	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	307	3261 Southwest Avalon Way	MF	2	68	253	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	307	3261 Southwest Avalon Way	MF	2	68	253	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	307	3261 Southwest Avalon Way	MF	2	68	253	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	52
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	307	3233 Southwest Avalon Way	MF	3	68	257	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	307	3233 Southwest Avalon Way	MF	3	68	257	61	Ldn	63	69	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	307	3233 Southwest Avalon Way	MF	3	68	257	60	Ldn	63	69	0	0	East Side at 8 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS8150 0	306	3221 Southwest Avalon Way	MF	4	68	276	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS8150 0	306	3221 Southwest Avalon Way	MF	4	68	276	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS8150 0	306	3221 Southwest Avalon Way	MF	5	68	336	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	4458770000	WS8150 0	306	3221 Southwest Avalon Way	MF	5	68	336	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	49
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004755	WS6585	320	4427 37th Avenue Southwest	SF	1	68	83	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004745	WS6586	320	4421 37th Avenue Southwest	SF	1	68	121	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004735	WS6587	320	4417 37th Avenue Southwest	SF	1	68	145	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004725	WS6590	319	4413 37th Avenue Southwest	SF	1	68	172	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004715	WS2398	319	4407 37th Avenue Southwest	SF	1	68	210	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004705	WS2400	318	4403 37th Avenue Southwest	SF	1	68	242	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	315	4435 35th Avenue Southwest	MF	6	68	279	62	Ldn	63	69	0	0	None	No	No	62
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	315	4435 35th Avenue Southwest	MF	6	68	279	62	Ldn	63	69	0	0	None	No	No	62
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	315	4435 35th Avenue Southwest	MF	6	68	279	62	Ldn	63	69	0	0	None	No	No	62
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	315	4435 35th Avenue Southwest	MF	6	68	279	62	Ldn	63	69	0	0	None	No	No	62
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	316	4435 35th Avenue Southwest	MF	6	68	377	58	Ldn	63	69	0	0	None	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	316	4435 35th Avenue Southwest	MF	6	68	377	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	316	4435 35th Avenue Southwest	MF	6	68	377	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	316	4435 35th Avenue Southwest	MF	6	68	377	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	317	4435 35th Avenue Southwest	MF	4	68	449	58	Ldn	63	69	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	317	4435 35th Avenue Southwest	MF	4	68	449	57	Ldn	63	69	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	317	4435 35th Avenue Southwest	MF	4	68	449	57	Ldn	63	69	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004300	WS5080	317	4435 35th Avenue Southwest	MF	4	68	449	57	Ldn	63	69	0	0	None	No	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004755	WS6585	324.5	4427 37th Avenue Southwest	SF	1	68	84	66	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004745	WS6586	324.5	4421 37th Avenue Southwest	SF	1	68	129	65	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004735	WS6587	324	4417 37th Avenue Southwest	SF	1	68	142	65	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004895	WS5144	326.5	4436 38th Avenue Southwest	SF	1	68	135	68	Ldn	63	69	1	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004885	WS6580	326	4432 38th Avenue Southwest	SF	1	68	171	61	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004875	WS6581	325.5	4426 38th Avenue Southwest	SF	1	68	209	58	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	51
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004865	WS6582	325.5	4422 38th Avenue Southwest	SF	1	68	222	58	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	51
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004860	WS6583	325	4420 38th Avenue Southwest	SF	1	68	246	55	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	49
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004850	WS6584	324.5	4416 38th Avenue Southwest	SF	1	68	288	52	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004840	WS2392	324.5	4412 38th Avenue Southwest	SF	1	68	314	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	46
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004830	WS2394	324	4406 38th Avenue Southwest	SF	1	68	348	51	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	45

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004820	WS2396	324	4402 38th Avenue Southwest	SF	1	68	369	52	Ldn	63	69	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005095	WS6570	329	4457 38th Avenue Southwest	SF	1	65	137	68	Ldn	61	67	0	1	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005085	WS6571	328.5	4453 38th Avenue Southwest	SF	1	65	165	65	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005075	WS6572	328	4451 38th Avenue Southwest	SF	1	65	203	59	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	52
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005065	WS6573	328	4441 38th Avenue Southwest	MF	3	65	218	58	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	51
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005055	WS6574	327.5	4437 38th Avenue Southwest	SF	1	65	266	55	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005045	WS6575	327	4433 38th Avenue Southwest	SF	1	65	301	54	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	48
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005035	WS6576	327	4427 38th Avenue Southwest	SF	1	65	340	53	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	47
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005025	WS6577	326.5	4423 38th Avenue Southwest	SF	1	65	375	51	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	45
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005015	WS2384	326	4417 38th Avenue Southwest	SF	1	65	411	50	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005000	WS2386	325.5	4411 38th Avenue Southwest	SF	1	65	436	49	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	43
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952004995	WS2388	325	4407 38th Avenue Southwest	SF	1	65	469	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005249	WS6554	330	4456 39th Avenue Southwest	SF	1	65	261	62	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005230	WS6556	329.5	3812 Southwest Oregon Street	SF	1	65	227	64	Ldn	61	67	1	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005224	WS6555	329.5	4452 39th Avenue Southwest	SF	1	65	287	59	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005215	WS6557	329.5	4448 39th Avenue Southwest	MF	3	65	316	58	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005205	WS6560	329.5	4446 39th Avenue Southwest	SF	1	65	341	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005200	WS6561	329	4442 39th Avenue Southwest	SF	1	65	361	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005195	WS6562	329	4440 39th Avenue Southwest	SF	1	65	377	57	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005185	WS6563	328.5	4436 39th Avenue Southwest	SF	1	65	406	50	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	44
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005165	WS6564	328	4434 39th Avenue Southwest	SF	1	65	427	49	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005160	WS6565	327.5	4428 39th Avenue Southwest	SF	1	65	452	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005155	WS6566	327.5	4424 39th Avenue Southwest	SF	1	65	487	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005145	WS6567	327	4420 39th Avenue Southwest	SF	1	65	501	48	Ldn	61	67	0	0	West Side at 4 feet	Yes	No	42

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005380	WS6545	330.5	4457 39th Avenue Southwest	SF	1	67	422	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005370	WS6546	330.5	4451 39th Avenue Southwest	SF	1	67	441	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005359	WS6547	330	4447 39th Avenue Southwest	SF	1	67	461	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	54
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952005349	WS6550	330	4441 39th Avenue Southwest	SF	1	67	503	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	53
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007057	WS5132	331.5	3951 Southwest Oregon Street	MF	1	67	488	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007058	WS5133	331.5	3949 Southwest Oregon Street	MF	1	67	459	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	55
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007069	WS5127	332	4506A 40th Avenue Southwest	MF	1	67	463	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007067	WS5126	332	4506B 40th Avenue Southwest	MF	1	67	454	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007080	WS5122	332	4508 40th Avenue Southwest	SF	1	67	484	57	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007082	WS5124	332	4510A 40th Avenue Southwest	MF	1	67	447	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007084	WS5123	332	4510B 40th Avenue Southwest	MF	1	67	437	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007090	WS5116	332.5	4514 40th Avenue Southwest	SF	1	67	461	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007120	WS5114	333	4522 40th Avenue Southwest	SF	1	67	445	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007125	WS5113	333	4526 40th Avenue Southwest	MF	2	67	434	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	57
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007135	WS5111	333	4530C 40th Avenue Southwest	MF	1	67	431	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007137	WS5107	333	4530D 40th Avenue Southwest	MF	1	67	428	58	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007139	WS5112	333.5	4530A 40th Avenue Southwest	MF	1	67	382	59	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007141	WS5110	333.5	4530B 40th Avenue Southwest	MF	1	67	378	59	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007150	WS5104	334	4534B 40th Avenue Southwest	MF	1	67	405	59	Ldn	63	68	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007165	WS5102	334.5	4538 40th Avenue Southwest	SF	1	67	397	59	Ldn	63	68	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS6070 0	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS6070 0	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS6070 0	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS6070 0	333	4555 39th Avenue Southwest	MF	11	67	244	63	Ldn	63	68	11	0	West Side at 4 feet	Yes	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS6070 0	334.5	4555 39th Avenue Southwest	MF	11	67	201	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS6070 0	336	4555 39th Avenue Southwest	MF	11	67	174	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	7942040000	WS6070 0	336	4555 39th Avenue Southwest	MF	11	67	174	64	Ldn	63	68	11	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	57
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	60
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	MF	4	67	122	65	Ldn	63	68	4	0	East Side at 6 feet	Yes	No	60
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007660	WS5023	332	4530 38th Avenue Southwest	SC	1	67	122	64	Leq	68	73	0	0	East Side at 6 feet	Yes	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	60
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007675	WS5024	333	4530 38th Avenue Southwest	MF	2	67	137	65	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	57
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007685	WS5025	333.5	4530 38th Avenue Southwest	MF	2	67	155	64	Ldn	63	68	2	0	East Side at 6 feet	Yes	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007695	WS5026	334	4550 38th Avenue Southwest	MF	2	67	171	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007705	WS5027	334.5	4550 38th Avenue Southwest	MF	2	67	178	64	Ldn	63	68	2	0	East Side at 6 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007715	WS5030	335	3750 Southwest Alaska Street	MF	4	67	190	64	Ldn	63	68	4	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600035	WS5052	336	4709 37th Avenue Southwest	SF	1	68	446	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600045	WS5053	336.5	4715 37th Avenue Southwest	SF	1	68	449	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600050	WS5054	337	4717 37th Avenue Southwest	SF	1	68	455	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600221	WS5032	337	4714 38th Avenue Southwest	SF	1	68	289	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600215	WS5033	338	4718 38th Avenue Southwest	SF	1	68	311	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600205	WS5034	338	4724 38th Avenue Southwest	SF	1	68	313	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	58
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600200	WS5035	338.5	4728 38th Avenue Southwest	SF	1	68	325	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	59
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600300	WS5020	339	4727 38th Avenue Southwest	SF	1	68	174	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	56
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600310	WS5021	339.5	4731 38th Avenue Southwest	SF	1	68	188	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600320	WS5022	340	4737 38th Avenue Southwest	SF	1	68	174	64	Ldn	63	69	1	0	East Side at 4 feet	No	No	59
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Alaska Street	6126600360	WS7575	342	4755 38th Avenue Southwest	SF	1	68	215	62	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	9379700000	WS50000	339.5	4755 Fountleroy Way Southwest	MF	8	68	105	65	Ldn	63	69	8	0	East Side at 4 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200415	WS6121	340	4735 40th Avenue Southwest	MF	2	68	375	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200395	WS6120	340.5	4745 40th Avenue Southwest	MF	2	68	370	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	51
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200385	WS6117	341.5	4745 40th Avenue Southwest	MF	2	68	374	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200375	WS6116	342	4745 40th Avenue Southwest	MF	2	68	375	58	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200755	WS6142	343	4001 Southwest Edmunds Street	MF	4	68	389	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	48
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200735	WS6137	343	4809A 40th Avenue Southwest	MF	1	68	443	56	Ldn	63	69	0	0	West Side at 6 feet	No	No	46

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200737	WS6136	343.5	4809B 40th Avenue Southwest	MF	1	68	441	56	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200736	WS6141	343	4807A 40th Avenue Southwest	MF	1	68	392	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200738	WS6140	343.5	4807B 40th Avenue Southwest	MF	1	68	390	57	Ldn	63	69	0	0	West Side at 6 feet	No	No	46
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200740	WS6135	344	4811 40th Avenue Southwest	SF	1	68	407	52	Ldn	63	69	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200745	WS6134	344	4815 40th Avenue Southwest	SF	1	68	403	52	Ldn	63	69	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200725	WS6133	344	4817 40th Avenue Southwest	SF	1	68	402	49	Ldn	63	69	0	0	West Side at 6 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200715	WS6132	344	4823 40th Avenue Southwest	SF	1	68	473	50	Ldn	63	69	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	7579200705	WS6131	344	4827 40th Avenue Southwest	SF	1	68	494	50	Ldn	63	69	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601000	WS6255	344	4814A 40th Avenue Southwest	MF	1	66	267	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601001	WS6252	344	4814B 40th Avenue Southwest	MF	1	66	306	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	37
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601003	WS6256	344	4816A 40th Avenue Southwest	MF	1	66	233	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601002	WS6253	344	4816B 40th Avenue Southwest	MF	1	66	274	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	39

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601004	WS6257	344	4818A 40th Avenue Southwest	MF	1	66	196	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	42
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126601005	WS6254	344	4818B 40th Avenue Southwest	MF	1	66	242	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600990	WS6251	344	4820 40th Avenue Southwest	MF	2	66	291	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600980	WS6250	344	4826 40th Avenue Southwest	MF	2	66	318	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	41
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600970	WS6244	344	4832 40th Avenue Southwest	SF	1	66	335	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600972	WS6247	344	4830A 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600974	WS6246	344	4830B 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between Fauntleroy Way Southwest and 40th Avenue Southwest south of Alaska Street Southwest	6126600976	WS6245	344	4830C 40th Avenue Southwest	MF	1	66	189	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS8190 0	343	4800 Fountleroy Way Southwest	MF	5	66	30	68	Ldn	62	68	0	5	East Side at 6 feet	No	Yes	64
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS8190 0	344	4800 Fountleroy Way Southwest	MF	4	66	33	67	Ldn	62	68	4	0	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	2492700000	WS8190 0	344	4800 Fountleroy Way Southwest	MF	5	66	33	67	Ldn	62	68	5	0	East Side at 8 feet	No	Yes	64
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	5	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	4	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601200	WS7380	344	4830 Fountleroy Way Southwest	MF	5	66	228	60	Ldn	62	68	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601187	WS7340	344	4838 Fountleroy Way Southwest	MF	2	66	375	58	Ldn	62	68	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601188	WS7341	344	4840 Fountleroy Way Southwest	MF	2	66	389	58	Ldn	62	68	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601189	WS7342	344	4842 Fountleroy Way Southwest	MF	2	66	403	57	Ldn	62	68	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601185	WS7183	344	4844A Fountleroy Way Southwest	MF	2	66	364	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601184	WS7327	344	4844B Fountleroy Way Southwest	MF	2	66	377	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601183	WS7326	344	4844C Fountleroy Way Southwest	MF	2	66	392	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601182	WS7325	344	4844D Fountleroy Way Southwest	MF	2	66	403	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601178	WS7381	344	4846A Fountleroy Way Southwest	MF	2	66	372	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601179	WS7322	344	4846B Fountleroy Way Southwest	MF	2	66	383	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601180	WS7323	344	4846C Fountleroy Way Southwest	MF	2	66	399	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601181	WS7324	344	4846D Fountleroy Way Southwest	MF	2	66	406	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601175	WS7181	344	4848 Fountleroy Way Southwest	MF	2	66	451	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	37
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601160	WS7180	344	4856 Fountleroy Way Southwest	MF	2	66	489	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	37
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601050	WS7167	343	4807 38th Avenue Southwest	SF	1	66	214	59	Ldn	62	68	0	0	East Side at 6 feet	No	No	50
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601060	WS7170	344	4811 38th Avenue Southwest	SF	1	66	221	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	43
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601070	WS7171	344	4817 38th Avenue Southwest	SF	1	66	218	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	43

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601080	WS7172	344	4821 38th Avenue Southwest	SF	1	66	240	55	Ldn	62	68	0	0	East Side at 8 feet	No	No	42
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601090	WS7173	344	4827 38th Avenue Southwest	SF	1	66	332	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	41
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601100	WS7174	344	4831 38th Avenue Southwest	SF	1	66	369	53	Ldn	62	68	0	0	East Side at 8 feet	No	No	40
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601110	WS7600	344	4837 38th Avenue Southwest	SF	1	66	409	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601120	WS7175	344	4841 38th Avenue Southwest	SF	1	66	458	52	Ldn	62	68	0	0	East Side at 8 feet	No	No	39
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601130	WS7176	344	4847 38th Avenue Southwest	SF	1	66	507	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and Fauntleroy Way Southwest south of Southwest Edmunds Street	6126601150	WS7177	344	4807 38th Avenue Southwest	SF	1	66	547	51	Ldn	62	68	0	0	East Side at 8 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600800	WS7402	343	4801 Fountleroy Way Southwest	MF	9	66	34	68	Ldn	62	68	0	9	West Side at 6 feet	No	No	58
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600815	WS7403	344	4821 Fountleroy Way Southwest	MF	7	66	43	58	Ldn	62	68	0	0	West Side at 6 feet	No	No	47
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600815	WS7403	344	4821 Fountleroy Way Southwest	MF	7	66	43	60	Ldn	62	68	0	0	West Side at 6 feet	No	No	49
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	2490600000	WS8220 0	344	4831 Fountleroy Way Southwest	MF	4	66	38	67	Ldn	62	68	4	0	West Side at 6 feet	No	No	57
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	2490600000	WS8220 0	344	4831 Fountleroy Way Southwest	MF	4	66	57	66	Ldn	62	68	4	0	West Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600870	WS7404	344	4835 Fountleroy Way Southwest	MF	2	66	58	60	Ldn	62	68	0	0	West Side at 6 feet	No	No	57
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600880	WS7405	344	4841 Fountleroy Way Southwest	MF	2	66	57	59	Ldn	62	68	0	0	West Side at 6 feet	No	No	47
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600890	WS7406	344	4845 Fountleroy Way Southwest	MF	4	66	62	56	Ldn	62	68	0	0	West Side at 6 feet	No	No	56
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600900	WS7407	344	4849 Fountleroy Way Southwest	MF	4	66	118	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	52
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601004	WS6257	344	4818A 40th Avenue Southwest	MF	1	66	195	55	Ldn	62	68	0	0	West Side at 6 feet	No	No	42
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601003	WS6256	344	4816A 40th Avenue Southwest	MF	1	66	232	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126601000	WS6255	344	4814A 40th Avenue Southwest	MF	1	66	267	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600960	WS6243	344	4836 40th Avenue Southwest	SF	1	66	394	54	Ldn	62	68	0	0	West Side at 6 feet	No	No	40
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600950	WS6242	344	4840A 40th Avenue Southwest	MF	1	66	454	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600956	WS6240	344	4840B 40th Avenue Southwest	MF	1	66	454	53	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600952	WS6241	344	4842A 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600954	WS6237	344	4842B 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600946	WS6236	344	4848A 40th Avenue Southwest	MF	1	66	492	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600944	WS6234	344	4848B 40th Avenue Southwest	MF	1	66	492	52	Ldn	62	68	0	0	West Side at 6 feet	No	No	39
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600940	WS6235	344	4846A 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between Fauntleroy Way Southwest and 41st Avenue Southwest south of Southwest Edmunds Street	6126600942	WS6233	344	4846B 40th Avenue Southwest	MF	1	66	492	51	Ldn	62	68	0	0	West Side at 6 feet	No	No	38
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	6126600005	WS12006	336	4700 38th Avenue Southwest	SF	1	68	234	63	Ldn	63	69	1	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007106	WS7580	333	4516B 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007107	WS7581	333	4516C 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 40th Avenue Southwest and Fauntleroy Way Southwest	0952007108	WS7577	333	4516A 40th Avenue Southwest	MF	1	67	450	60	Ldn	63	68	0	0	West Side at 4 feet	Yes	No	59

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-23. Summary of Noise Analysis – Tunnel 41st Avenue Station (WSJ-3a)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
The Tunnel 41st Avenue Station Alternative (WSJ-3a) is entirely in a tunnel and therefore no noise analysis was performed.																		

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-24. Summary of Noise Analysis – Tunnel 42nd Avenue Station Option (WSJ-3b)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
The Tunnel 42nd Avenue Station Option (WSJ-3b) is entirely in a tunnel and therefore no noise analysis was performed.																		

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-25. Summary of Noise Analysis - Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300966	WS5204	310	4150 32nd Avenue Southwest	SF	1	65	59	66	Ldn	61	67	1	0	West Side at 4 feet	No	No	54
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300965	WS5205	309.5	3166 Southwest Genesee Street	SF	1	65	71	64	Ldn	61	67	1	0	West Side at 4 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300975	WS5206	310	4144 32nd Avenue Southwest	SF	1	65	132	62	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300980	WS5207	309.5	4140 32nd Avenue Southwest	SF	1	65	168	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300985	WS5210	309.5	4136 32nd Avenue Southwest	SF	1	65	211	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300990	WS5211	309.5	4134 32nd Avenue Southwest	SF	1	65	240	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300995	WS5212	309.5	4130 32nd Avenue Southwest	SF	1	56	282	59	Ldn	56	63	1	0	West Side at 4 feet	No	No	47
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301200	WS5201	310	4125 32nd Avenue Southwest	SF	1	56	362	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301190	WS5202	310	4121 32nd Avenue Southwest	SF	1	56	400	58	Ldn	56	63	1	0	West Side at 4 feet	No	No	48
Delridge Area: Between 32nd Avenue Southwest and West Side Seattle Bridge	9297301180	WS5203	310	4115 32nd Avenue Southwest	SF	1	68	452	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	48
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301210	WS5197	310.5	4135 32nd Avenue Southwest	SF	1	65	284	61	Ldn	61	67	1	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301205	WS5200	310	4129 32nd Avenue Southwest	SF	1	56	315	59	Ldn	56	63	1	0	West Side at 4 feet	No	No	49
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	102	67	Ldn	63	69	6	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	102	67	Ldn	63	69	6	0	East Side at 6 feet	No	No	62
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	102	67	Ldn	63	69	6	0	East Side at 6 feet	No	No	60

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301835	WS2410	314.5	3268 Southwest Avalon Way	MF	6	68	102	66	Ldn	63	69	6	0	East Side at 6 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	66	Ldn	63	69	6	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301840	WS2412	314	3266 Southwest Avalon Way	MF	6	68	133	65	Ldn	63	69	6	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	313.5	3256 Southwest Avalon Way	MF	2	68	89	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	0321000000	WS60800	313.5	3256 Southwest Avalon Way	MF	2	68	90	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	94	67	Ldn	63	69	1	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	94	67	Ldn	63	69	1	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	313	3250 Southwest Avalon Way	MF	1	68	94	67	Ldn	63	69	1	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	94	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	59
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	94	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301855	WS2416	312.5	3250 Southwest Avalon Way	MF	2	68	94	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301865	WS2418	312	3246 Southwest Avalon Way	MF	4	68	97	66	Ldn	63	69	4	0	East Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	2	68	93	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	2	68	93	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311.5	3236 Southwest Avalon Way	MF	2	68	93	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301880	WS2420	311	3236 Southwest Avalon Way	MF	2	68	92	67	Ldn	63	69	2	0	East Side at 6 feet	No	No	61
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310.5	3230 Southwest Avalon Way	MF	4	68	112	65	Ldn	63	69	4	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310.5	3230 Southwest Avalon Way	MF	4	68	112	66	Ldn	63	69	4	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	4	68	107	65	Ldn	63	69	4	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	4	68	107	66	Ldn	63	69	4	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	4	68	84	66	Ldn	63	69	4	0	East Side at 4 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301885	WS2422	310	3230 Southwest Avalon Way	MF	4	68	84	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	60
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	309.5	3210 Southwest Avalon Way	MF	4	68	35	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	309.5	3210 Southwest Avalon Way	MF	4	68	35	67	Ldn	63	69	4	0	East Side at 4 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302040	WS5147	315	3281 Southwest Avalon Way	MF	3	68	293	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302035	WS5150	314	3279 Southwest Avalon Way	SF	1	68	295	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	48
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302030	WS5151	314	3275 Southwest Avalon Way	MF	1	68	292	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	49
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302031	WS5152	314	3273B Southwest Avalon Way	MF	1	68	334	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302032	WS5153	314	3273A Southwest Avalon Way	MF	1	68	334	59	Ldn	63	69	0	0	East Side at 6 feet	No	No	47
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS81400	313	3271 Southwest Avalon Way	MF	2	68	288	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	0321050000	WS81400	313	3271 Southwest Avalon Way	MF	2	68	288	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	54

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 SW AVALON Way	MF	1	68	278	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 SW AVALON Way	MF	1	68	278	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302015	WS5155	312.5	3261 SW AVALON Way	MF	1	68	278	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	277	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	277	63	Ldn	63	69	2	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302010	WS5157	312.5	3261 Southwest Avalon Way	MF	2	68	277	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	280	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	280	63	Ldn	63	69	2	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302005	WS5160	312	3261 Southwest Avalon Way	MF	2	68	280	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	277	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	277	63	Ldn	63	69	1	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302000	WS5161	311.5	3261 Southwest Avalon Way	MF	1	68	277	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311.5	3261 Southwest Avalon Way	MF	2	68	277	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	50
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311.5	3261 Southwest Avalon Way	MF	2	68	277	61	Ldn	63	69	0	0	East Side at 6 feet	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301995	WS5162	311.5	3261 Southwest Avalon Way	MF	2	68	277	60	Ldn	63	69	0	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	274	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	274	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	274	60	Ldn	63	69	0	0	East Side at 4 feet	No	No	53
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297301976	WS5164	310	3233 Southwest Avalon Way	MF	3	68	274	61	Ldn	63	69	0	0	East Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301490	WS5177	313.5	4121 Fountleroy Way Southwest	SF	1	73	440	59	Ldn	66	72	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301485	WS5180	313	4117 Fountleroy Way Southwest	SF	1	73	469	58	Ldn	66	72	0	0	West Side at 4 feet	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301510	WS5173	315	4137 Fountleroy Way Southwest	SF	1	73	358	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301505	WS5174	314.5	4135 Fountleroy Way Southwest	SF	1	73	368	62	Ldn	66	72	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301500	WS5175	314	4129 Fountleroy Way Southwest	SF	1	73	394	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301495	WS5176	314	4127 Fountleroy Way Southwest	SF	1	73	420	61	Ldn	66	72	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301525	WS5170	315.5	4147 Fountleroy Way Southwest	SF	1	73	263	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301520	WS5171	315.5	4145 Fountleroy Way Southwest	SF	1	73	285	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301515	WS5172	315	4141 Fountleroy Way Southwest	SF	1	73	311	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301535	WS5181	316	4118 35th Avenue Southwest	SF	1	73	373	59	Ldn	66	72	0	0	None	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301540	WS5182	316	4114 35th Avenue Southwest	SF	1	73	416	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301545	WS5183	316	4110 35th Avenue Southwest	SF	1	73	463	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301560	WS5184	315	4058 34th Avenue Southwest	SF	1	73	487	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004170	WS7047	317	4131 35th Avenue Southwest	MF	2	73	231	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004165	WS7050	317	4127 35th Avenue Southwest	MF	2	73	267	60	Ldn	66	72	0	0	None	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004155	WS7051	317	4125 35th Avenue Southwest	SF	1	73	309	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004145	WS7052	317	4119 35th Avenue Southwest	SF	1	73	357	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004130	WS7053	317	4115 35th Avenue Southwest	SF	1	73	396	58	Ldn	66	72	0	0	None	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004120	WS7054	317	4111 35th Avenue Southwest	SF	1	73	444	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004100	WS7056	317	4107 35th Avenue Southwest	SF	1	73	488	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004030	WS7030	318.5	4142 36th Avenue Southwest	MF	3	73	160	60	Ldn	66	72	0	0	None	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004020	WS7031	318.5	4138 36th Avenue Southwest	MF	1	73	208	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004015	WS7032	318.5	4136 36th Avenue Southwest	MF	1	73	230	59	Ldn	66	72	0	0	None	No	No	59
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004010	WS7033	318.5	4134 36th Avenue Southwest	MF	1	73	244	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004005	WS7034	318	4130 36th Avenue Southwest	MF	4	73	252	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004001	WS7036	318.5	4128A 36th Avenue Southwest	MF	1	73	326	58	Ldn	66	72	0	0	None	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004003	WS7035	318.5	4128B 36th Avenue Southwest	MF	1	73	311	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004002	WS7037	318.5	4126B 36th Avenue Southwest	MF	1	73	308	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952004000	WS7040	318	4126A 36th Avenue Southwest	MF	1	73	252	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	318	4122 36th Avenue Southwest	MF	4	73	335	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003990	WS7041	318	4122 36th Avenue Southwest	MF	4	73	335	58	Ldn	66	72	0	0	None	No	No	58
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003980	WS7042	318	4118 36th Avenue Southwest	SF	1	73	386	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003965	WS7043	318	4116 36th Avenue Southwest	SF	1	73	429	57	Ldn	66	72	0	0	None	No	No	57
West Seattle Junction Area: Between 35th Avenue Southwest and 36th Avenue Southwest	0952003955	WS7044	318	4112 36th Avenue Southwest	SF	1	73	468	57	Ldn	66	72	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003845	WS7025	319	4117 36th Avenue Southwest	SF	1	68	447	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003855	WS7024	319	4121 36th Avenue Southwest	SF	1	68	411	58	Ldn	63	69	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003860	WS7023	319	4125 36th Avenue Southwest	SF	1	68	392	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003865	WS7022	319	4127 36th Avenue Southwest	SF	1	68	350	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	58
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003875	WS7021	319	4129 36th Avenue Southwest	MF	2	68	319	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003880	WS7020	319	4135 36th Avenue Southwest	SF	1	68	305	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003885	WS7017	319	4137 36th Avenue Southwest	SF	1	68	266	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003895	WS7016	319.5	4143 36th Avenue Southwest	MF	2	68	239	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	59

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003900	WS7015	319.5	4141 36th Avenue Southwest	MF	4	68	223	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003905	WS7014	320	4147 36th Avenue Southwest	MF	2	68	173	63	Ldn	63	69	2	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003915	WS3006	320	3600 Southwest Genesee Street	MF	7	68	108	65	Ldn	63	69	7	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003735	WS7011	319.5	4120 37th Avenue Southwest	SF	1	68	485	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003740	WS7010	320	4122 37th Avenue Southwest	SF	1	68	465	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003745	WS7007	320	4126 37th Avenue Southwest	SF	1	68	414	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003755	WS7006	320	4130 37th Avenue Southwest	SF	1	62	394	58	Ldn	59	65	0	0	West Side at 4 feet	No	No	56
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003765	WS7005	321	4136 37th Avenue Southwest	SF	1	62	361	54	Ldn	59	65	0	0	West Side at 4 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003775	WS7004	321	4140 37th Avenue Southwest	SF	1	65	320	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003785	WS7003	321	4146 37th Avenue Southwest	SF	1	65	260	56	Ldn	61	67	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003795	WS7002	321	4150 37th Avenue Southwest	SF	1	68	238	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between 36th Avenue Southwest and 37th Avenue Southwest	0952003805	WS7000	321	4158 37th Avenue Southwest	SF	1	68	164	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	55
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003645	WS6703	321	4137 37th Avenue Southwest	SF	1	68	448	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003655	WS6702	322	4141 37th Avenue Southwest	SF	1	68	402	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003665	WS6701	322	4147 37th Avenue Southwest	SF	1	68	360	54	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003676	WS6700	322	4151 37th Avenue Southwest	SF	1	68	323	54	Ldn	63	69	0	0	West Side at 4 feet	No	No	51

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003685	WS6697	323	4155 37th Avenue Southwest	SF	1	68	383	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003545	WS6691	323	4146 38th Avenue Southwest	SF	1	68	450	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003555	WS6690	324	4152 38th Avenue Southwest	SF	1	68	416	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest	0952003565	WS6687	324	4156 38th Avenue Southwest	SF	1	68	384	53	Ldn	63	69	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	277	63	Ldn	63	69	6	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	277	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	315	3295 Southwest Avalon Way	MF	6	68	277	62	Ldn	63	69	0	0	East Side at 6 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	318	3295 Southwest Avalon Way	MF	6	68	320	62	Ldn	63	69	0	0	None	No	No	62
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	318	3295 Southwest Avalon Way	MF	6	68	320	61	Ldn	63	69	0	0	None	No	No	61
West Seattle Junction Area: Between Southwest Avalon Way and West Side Seattle Stadium	9297302045	WS5146	318	3295 Southwest Avalon Way	MF	6	68	320	61	Ldn	63	69	0	0	None	No	No	61
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952004985	WS2390	326	4403 38th Avenue Southwest	SF	1	62	399	53	Ldn	59	65	0	0	West Side at 4 feet	No	No	50
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952004995	WS2388	326	4407 38th Avenue Southwest	SF	1	65	359	54	Ldn	61	67	0	0	West Side at 4 feet	No	No	51
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005000	WS2386	326	4411 38th Avenue Southwest	SF	1	65	322	59	Ldn	61	67	0	0	West Side at 4 feet	No	No	56

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005015	WS2384	326	4417 38th Avenue Southwest	SF	1	65	272	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 38th Avenue Southwest and 39th Avenue Southwest north of Southwest Genesee Street	0952005025	WS6577	326	4423 38th Avenue Southwest	SF	1	65	230	60	Ldn	61	67	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004705	WS2400	323	4403 37th Avenue Southwest	SF	1	68	192	61	Ldn	63	69	0	0	West Side at 4 feet	No	No	57
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004715	WS2398	323	4407 37th Avenue Southwest	SF	1	68	153	62	Ldn	63	69	0	0	West Side at 4 feet	No	No	59
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004725	WS6590	324	4413 37th Avenue Southwest	SF	1	68	108	64	Ldn	63	69	1	0	West Side at 4 feet	No	No	60
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004820	WS2396	325	4402 38th Avenue Southwest	SF	1	68	290	55	Ldn	63	69	0	0	West Side at 4 feet	No	No	52

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004830	WS2394	325	4406 38th Avenue Southwest	SF	1	68	259	55	Ldn	63	69	0	0	West Side at 4 feet	No	No	52
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004840	WS2392	325	4412 38th Avenue Southwest	SF	1	68	219	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004850	WS6584	326	4416 38th Avenue Southwest	SF	1	68	185	56	Ldn	63	69	0	0	West Side at 4 feet	No	No	53
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004860	WS6583	326	4420 38th Avenue Southwest	SF	1	68	140	57	Ldn	63	69	0	0	West Side at 4 feet	No	No	54
West Seattle Junction Area: Between 37th Avenue Southwest and 38th Avenue Southwest north of Southwest Genesee Street	0952004865	WS6582	326	4422 38th Avenue Southwest	SF	1	68	111	63	Ldn	63	69	1	0	West Side at 4 feet	No	No	60
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	320	4435 35th Avenue Southwest	MF	10	68	318	61	Ldn	63	69	0	0	None	No	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	320	4435 35th Avenue Southwest	MF	10	68	318	61	Ldn	63	69	0	0	None	No	No	61
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	320	4435 35th Avenue Southwest	MF	10	68	318	61	Ldn	63	69	0	0	None	No	No	61
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004280	WS5076	320	4435 35th Avenue Southwest	MF	10	68	318	61	Ldn	63	69	0	0	None	No	No	61
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	321	4435 35th Avenue Southwest	MF	6	68	399	54	Ldn	63	69	0	0	None	No	No	54
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	321	4435 35th Avenue Southwest	MF	6	68	399	53	Ldn	63	69	0	0	None	No	No	53
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	321	4435 35th Avenue Southwest	MF	6	68	399	53	Ldn	63	69	0	0	None	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between 35th Avenue Southwest and Fauntleroy Way Southwest north of Southwest Oregon Street	0952004285	WS5077	321	4435 35th Avenue Southwest	MF	6	68	399	53	Ldn	63	69	0	0	None	No	No	53
West Seattle Junction Area: Between Southwest Oregon Street and Southwest Alaska Street east of Fauntleroy Way Southwest	0952007845	WS5062	326	4515 36th Avenue Southwest	Commercial	1	68	333	59	Leq	68	74	0	0	None	No	No	59

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-26. Summary of Noise Analysis - Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301490	WS5177	307	4121 Fountleroy Way Southwest	SF	1	73	171	61	Ldn	66	72	0	0	None	No	No	61
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301485	WS5180	306	4117 Fountleroy Way Southwest	SF	1	73	183	61	Ldn	66	72	0	0	None	No	No	61
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301570	WS7343	306	4050 34th Avenue Southwest	SF	1	68	311	58	Ldn	63	69	0	0	None	No	No	58
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301565	WS5185	306	4054 34th Avenue Southwest	SF	1	68	298	58	Ldn	63	69	0	0	None	No	No	58
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300985	WS5210	306	4136 32nd Avenue Southwest	SF	1	65	233	60	Ldn	61	67	0	0	East Side at 8 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300980	WS5207	306	4140 32nd Avenue Southwest	SF	1	65	242	60	Ldn	61	67	0	0	East Side at 8 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300975	WS5206	306	4144 32nd Avenue Southwest	SF	1	65	254	60	Ldn	61	67	0	0	East Side at 8 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300966	WS5204	306	4150 32nd Avenue Southwest	SF	1	65	271	60	Ldn	61	67	0	0	East Side at 8 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300965	WS5205	306	3166 Southwest Genesee Street	SF	1	65	307	58	Ldn	61	67	0	0	East Side at 8 feet	No	No	46
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	306	3112 Southwest Avalon Way	MF	2	65	375	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	306	3112 Southwest Avalon Way	MF	2	65	375	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	49
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	306	3112 Southwest Avalon Way	MF	2	65	375	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	50
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS61100	306	3120 Southwest Avalon Way	MF	2	65	382	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	48
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS61100	306	3120 Southwest Avalon Way	MF	2	65	382	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	49

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS61100	306	3120 Southwest Avalon Way	MF	2	65	382	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	50
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301230	WS5193	307	3200 Southwest Genesee Street	SF	1	65	63	64	Ldn	61	67	1	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301225	WS5194	307	4149 32nd Avenue Southwest	SF	1	65	59	64	Ldn	61	67	1	0	East Side at 6 feet	No	No	58
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301220	WS5195	306	4143 32nd Avenue Southwest	SF	1	56	108	62	Ldn	56	63	1	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301215	WS5196	306	4139 32nd Avenue Southwest	SF	1	56	96	62	Ldn	56	63	1	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301210	WS5197	306	4135 32nd Avenue Southwest	SF	1	65	66	63	Ldn	61	67	1	0	East Side at 8 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301525	WS5170	310	4147 Fountleroy Way Southwest	SF	1	73	165	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301520	WS5171	309	4145 Fountleroy Way Southwest	SF	1	73	166	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301515	WS5172	309	4141 Fountleroy Way Southwest	SF	1	73	166	63	Ldn	66	72	0	0	None	No	No	63
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301510	WS5173	308	4137 Fountleroy Way Southwest	SF	1	73	190	62	Ldn	66	72	0	0	None	No	No	62
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301505	WS5174	308	4135 Fountleroy Way Southwest	SF	1	73	175	62	Ldn	66	72	0	0	None	No	No	62
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301500	WS5175	308	4129 Fountleroy Way Southwest	SF	1	73	180	62	Ldn	66	72	0	0	None	No	No	62
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301495	WS5176	307	4127 Fountleroy Way Southwest	SF	1	73	172	61	Ldn	66	72	0	0	None	No	No	61

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301751	WS1090	307	3119 Southwest Genesee Street	SF	1	65	382	59	Ldn	61	67	0	0	East Side at 6 feet	No	No	52
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301750	WS1088	307	3127 Southwest Genesee Street	SF	1	65	335	59	Ldn	61	67	0	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301755	WS1086	307	3201 Southwest Genesee Street	SF	1	65	303	60	Ldn	61	67	0	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301760	WS1084	307	3205 Southwest Genesee Street	SF	1	65	275	60	Ldn	61	67	0	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301765	WS1082	307	3211 Southwest Genesee Street	SF	1	65	249	60	Ldn	61	67	0	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301770	WS1080	307	3215 Southwest Genesee Street	SF	1	65	227	61	Ldn	61	67	1	0	East Side at 6 feet	No	No	56
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	8644250000	WS61000	306	3202 Southwest Avalon Way	MF	4	65	450	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	48

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	8644250000	WS61000	306	3202 Southwest Avalon Way	MF	4	65	450	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	307	3210 Southwest Avalon Way	MF	3	68	456	57	Ldn	63	69	0	0	East Side at 6 feet	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	307	3210 Southwest Avalon Way	MF	3	68	456	57	Ldn	63	69	0	0	East Side at 6 feet	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300935	WS5222	305.5	3104B Southwest Avalon Way	MF	1	65	355	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300940	WS7566	305.5	3104F Southwest Avalon Way	MF	1	65	417	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300941	WS7564	305.5	3104G Southwest Avalon Way	MF	1	65	437	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300942	WS7565	305.5	3104H Southwest Avalon Way	MF	1	65	437	57	Ldn	61	67	0	0	None	No	No	57

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300943	WS7572	305.5	3104A Southwest Avalon Way	MF	1	65	355	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300944	WS7571	305.5	3104C Southwest Avalon Way	MF	1	65	377	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300946	WS7570	305.5	3104D Southwest Avalon Way	MF	1	65	397	57	Ldn	61	67	0	0	None	No	No	57
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300947	WS7567	305.5	3104E Southwest Avalon Way	MF	1	65	407	57	Ldn	61	67	0	0	None	No	No	57
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301775	WS1078	309	3221 Southwest Genesee Street	SF	1	65	179	60	Ldn	61	67	0	0	None	No	No	60

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-27. Summary of Noise Analysis - Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301490	WS5177	307	4121 Fountleroy Way Southwest	SF	1	73	171	59	Ldn	66	72	0	0	East Side at 8 feet	No	No	54
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301485	WS5180	306	4117 Fountleroy Way Southwest	SF	1	73	183	58	Ldn	66	72	0	0	East Side at 10 feet	No	No	54
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301570	WS7343	306	4050 34th Avenue Southwest	SF	1	73	311	54	Ldn	66	72	0	0	East Side at 10 feet	No	No	45
Delridge Area: Between West Side Seattle Bridge and 34th Avenue Southwest	9297301565	WS5185	306	4054 34th Avenue Southwest	SF	1	73	298	54	Ldn	66	72	0	0	East Side at 10 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300985	WS5210	306	4136 32nd Avenue Southwest	SF	1	65	233	58	Ldn	61	67	0	0	East Side at 10 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300980	WS5207	306	4140 32nd Avenue Southwest	SF	1	65	242	57	Ldn	61	67	0	0	East Side at 10 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300975	WS5206	306	4144 32nd Avenue Southwest	SF	1	65	254	57	Ldn	61	67	0	0	East Side at 10 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300966	WS5204	306	4150 32nd Avenue Southwest	SF	1	65	271	57	Ldn	61	67	0	0	East Side at 10 feet	No	No	44
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300965	WS5205	306	3166 Southwest Genesee Street	SF	1	65	307	54	Ldn	61	67	0	0	East Side at 10 feet	No	No	41

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	306	3112 Southwest Avalon Way	MF	2	65	375	53	Ldn	61	67	0	0	East Side at 10 feet	No	No	41
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	306	3112 Southwest Avalon Way	MF	2	65	375	53	Ldn	61	67	0	0	East Side at 10 feet	No	No	42
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	0321500000	WS81600	306	3112 Southwest Avalon Way	MF	2	65	375	53	Ldn	61	67	0	0	East Side at 10 feet	No	No	43
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS61100	306	3120 Southwest Avalon Way	MF	2	65	382	53	Ldn	61	67	0	0	East Side at 10 feet	No	No	41
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS61100	306	3120 Southwest Avalon Way	MF	2	65	382	53	Ldn	61	67	0	0	East Side at 10 feet	No	No	42
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9306000000	WS61100	306	3120 Southwest Avalon Way	MF	2	65	382	53	Ldn	61	67	0	0	East Side at 10 feet	No	No	43
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301230	WS5193	307	3200 Southwest Genesee Street	SF	1	65	63	63	Ldn	61	67	1	0	East Side at 8 feet	No	No	58
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301225	WS5194	307	4149 32nd Avenue Southwest	SF	1	65	59	64	Ldn	61	67	1	0	East Side at 8 feet	No	No	58

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301220	WS5195	306	4143 32nd Avenue Southwest	SF	1	56	108	61	Ldn	56	63	1	0	East Side at 10 feet	No	No	51
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301215	WS5196	306	4139 32nd Avenue Southwest	SF	1	65	65	62	Ldn	61	67	1	0	East Side at 10 feet	No	No	58
West Seattle Junction Area: West Side of 32nd Avenue Southwest and north of Southwest Genesee Street	9297301210	WS5197	306	4135 32nd Avenue Southwest	SF	1	65	66	62	Ldn	61	67	1	0	East Side at 10 feet	No	No	52
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301525	WS5170	310	4147 Fountleroy Way Southwest	SF	1	73	165	60	Ldn	66	72	0	0	None	No	No	60
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301520	WS5171	309	4145 Fountleroy Way Southwest	SF	1	73	166	60	Ldn	66	72	0	0	None	No	No	60
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301515	WS5172	309	4141 Fountleroy Way Southwest	SF	1	73	166	60	Ldn	66	72	0	0	None	No	No	60
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301510	WS5173	308	4137 Fountleroy Way Southwest	SF	1	73	190	59	Ldn	66	72	0	0	East Side at 6 feet	No	No	54
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301505	WS5174	308	4135 Fountleroy Way Southwest	SF	1	73	175	60	Ldn	66	72	0	0	East Side at 6 feet	No	No	55

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301500	WS5175	308	4129 Fountleroy Way Southwest	SF	1	73	180	59	Ldn	66	72	0	0	East Side at 6 feet	No	No	55
West Seattle Junction Area: Between West Side Seattle Bridge and 35th Avenue Southwest	9297301495	WS5176	307	4127 Fountleroy Way Southwest	SF	1	73	172	59	Ldn	66	72	0	0	East Side at 8 feet	No	No	54
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301751	WS1090	307	3119 Southwest Genesee Street	SF	1	65	382	55	Ldn	61	67	0	0	East Side at 8 feet	No	No	45
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301750	WS1088	307	3127 Southwest Genesee Street	SF	1	65	335	56	Ldn	61	67	0	0	East Side at 8 feet	No	No	47
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301755	WS1086	307	3201 Southwest Genesee Street	SF	1	65	303	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	48
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301760	WS1084	307	3205 Southwest Genesee Street	SF	1	65	275	57	Ldn	61	67	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301765	WS1082	307	3211 Southwest Genesee Street	SF	1	65	249	58	Ldn	61	67	0	0	East Side at 8 feet	No	No	49
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301770	WS1080	307	3215 Southwest Genesee Street	SF	1	65	227	58	Ldn	61	67	0	0	East Side at 8 feet	No	No	50

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	8644250000	WS61000	306	3202 Southwest Avalon Way	MF	4	65	450	52	Ldn	61	67	0	0	East Side at 10 feet	No	No	40
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	8644250000	WS61000	306	3202 Southwest Avalon Way	MF	4	65	450	52	Ldn	61	67	0	0	East Side at 10 feet	No	No	41
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	307	3210 Southwest Avalon Way	MF	3	65	456	52	Ldn	61	67	0	0	East Side at 8 feet	No	No	44
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	7809670000	WS60900	307	3210 Southwest Avalon Way	MF	3	65	456	52	Ldn	61	67	0	0	East Side at 8 feet	No	No	45
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300935	WS5222	305.5	3104B Southwest Avalon Way	SF	1	65	355	53	Ldn	61	67	0	0	None	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300940	WS7566	305.5	3104F Southwest Avalon Way	SF	1	65	417	52	Ldn	61	67	0	0	None	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300941	WS7564	305.5	3104G Southwest Avalon Way	SF	1	65	437	52	Ldn	61	67	0	0	None	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300942	WS7565	305.5	3104H Southwest Avalon Way	SF	1	65	437	52	Ldn	61	67	0	0	None	No	No	52
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300943	WS7572	305.5	3104A Southwest Avalon Way	SF	1	65	355	53	Ldn	61	67	0	0	None	No	No	53

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300944	WS7571	305.5	3104C Southwest Avalon Way	SF	1	65	377	53	Ldn	61	67	0	0	None	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300946	WS7570	305.5	3104D Southwest Avalon Way	SF	1	65	397	53	Ldn	61	67	0	0	None	No	No	53
Delridge Area: West Side of Southwest Avalon Way and north of Southwest Genesee Street	9297300947	WS7567	305.5	3104E Southwest Avalon Way	SF	1	65	407	53	Ldn	61	67	0	0	None	No	No	53
West Seattle Junction Area: Between Southwest Genesee Street and Southwest Avalon Way	9297301775	WS1078	309	3221 Southwest Genesee Street	SF	1	65	179	60	Ldn	61	67	0	0	None	No	No	60

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

Table N.3F-28. Summary of Noise Analysis – No Avalon Station Tunnel (WSJ-6)

Receiver Area	King County Parcel Number	Sound Transit Right-of-Way ID	Track Station Number	Receiver Street Address	Receiver Land Use Type[a]	Number of Units Represented	Existing Noise Level (Ldn/Leq, dBA)[b]	Distance from Track to Building (feet)[c]	Noise from Light Rail Operations (Ldn/Leq, dBA)[d]	Noise Metric Type (Ldn for residences, Leq for others)	FTA Moderate Impact Criteria	FTA Severe Impact Criteria	Number of Moderate Impacts	Number of Severe Impacts	Sound Wall Side of Track Way and Height	Special Trackwork Recommended	Recommended for Sound Insulation	Light Rail Noise with Mitigation
The No Avalon Station Tunnel (WSJ-6) is entirely in a tunnel and therefore no noise analysis was performed.																		

Table Notes

Note: If a property/receiver is not listed, it is either outside of the study area or it would be displaced by this alternative.

dBA = A-weighted decibels

FTA = Federal Transit Administration

Ldn = day-night sound level. Primarily for buildings with nighttime noise sensitivity, including residences, hotels, hospitals, and fire stations with sleeping areas.

Leq = equivalent sound level. Primarily for daytime use buildings, including schools, libraries, and day care centers.

[a] Land use categories are based on existing ambient levels and the FTA Transit Noise and Vibration Impact Assessment Manual categories. CH = Church, MF = Multi-Family Residence, PK = Park, REC = Recording Studio, SC = School, SF = Single-Family Residence, U = Undeveloped.

[b] The existing Leq and/or the Ldn before light rail construction and operations.

[c] Measured in feet from the closest point of the building to the light rail track. For larger buildings there can be multiple analysis positions depending on land use type.

[d] The predicted noise levels from the operation of the light rail system, including bells at stations and trackwork. This is the modeled project noise based on all the factors (such as track and frequency), which is then compared to FTA criteria to determine whether there would be an impact. If there were an impact, proposed mitigation and resulting project noise level after mitigation would be provided.

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Attachment N.3G
Tables of Vibration Predictions

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Table N.3G-1. Summary of Vibration Analysis – Preferred South Crossing Alternative (DUW-1a)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	109	5	66	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	133	5	66	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	153	5	66	72	none	not applicable	not applicable	not applicable
WS5541	7966600105	3646 22nd Avenue Southwest	2	1	40	67	10	72	72	<1	not applicable	not applicable	not applicable
WS5540	7966600115	3636 22nd Avenue Southwest	2	1	40	91	10	71	72	none	not applicable	not applicable	not applicable
WS5537	7966600120	3638 22nd Avenue Southwest	2	1	40	114	5	66	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	30	112	3	57	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	30	224	3	56	72	none	not applicable	not applicable	not applicable
WS6817	7666702200	3431 11th Avenue Southwest	1	1	55	687	0	Cat 1	Cat 1	See Attachment H	not applicable	not applicable	not applicable
WS5586	9349900110	3706 20th Avenue Southwest	2	1	40	98	3	71	72	none	not applicable	not applicable	not applicable
WS5585	9349900115	3708 20th Avenue Southwest	2	1	40	123	3	69	72	none	not applicable	not applicable	not applicable
WS5584	9349900120	3710 20th Avenue Southwest	2	1	40	149	3	67	72	none	not applicable	not applicable	not applicable
WS5591	9349900170	3711 19th Avenue Southwest	2	1	40	131	3	64	72	none	not applicable	not applicable	not applicable
WS5601	9349900225	3712 19th Avenue Southwest	2	1	40	124	3	64	72	none	not applicable	not applicable	not applicable
WS5600	9349900235	3720 19th Avenue Southwest	2	1	55	185	0	65	72	none	not applicable	not applicable	not applicable
WS10046	7674800085	3224 4th Avenue South	2	1	45	172	5	73	72	1	not applicable	not applicable	not applicable
WS12012	1324039043	3600 23rd Avenue Southwest	2	1	40	157	5	65	72	none	not applicable	not applicable	not applicable
WS5561	9349900041	2068 Southwest Charlestown Street	2	1	40	145	3	68	72	none	not applicable	not applicable	not applicable
WS5567	9349900074	3713 20th Avenue Southwest	2	1	40	164	3	67	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

I.D. = identification

G.B.N. = groundborne noise

VdB = vibration decibels

Table N.3G-2. Summary of Vibration Analysis – Preferred South Crossing Alternative (DUW-1a Option 4)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	148	0	61	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	169	0	60	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	186	0	60	72	none	not applicable	not applicable	not applicable
WS5541	7966600105	3646 22nd Avenue Southwest	2	1	40	98	5	66	72	none	not applicable	not applicable	not applicable
WS5540	7966600115	3636 22nd Avenue Southwest	2	1	40	125	5	66	72	none	not applicable	not applicable	not applicable
WS5537	7966600120	3638 22nd Avenue Southwest	2	1	40	149	0	61	72	none	not applicable	not applicable	not applicable
WS6817	7666702200	3431 11th Avenue Southwest	1	1	55	1613	0	Cat 1	Cat 1	See Attachment H	not applicable	not applicable	not applicable
WS5586	9349900110	3706 20th Avenue Southwest	2	1	40	101.5656	3	64.03022	72	none	not applicable	not applicable	not applicable
WS5585	9349900115	3708 20th Avenue Southwest	2	1	40	126.7229	3	63.75684	72	none	not applicable	not applicable	not applicable
WS5584	9349900120	3710 20th Avenue Southwest	2	1	40	152.4494	3	63.52852	72	none	not applicable	not applicable	not applicable
WS5591	9349900170	3711 19th Avenue Southwest	2	1	40	140.5879	3	63.62858	72	none	not applicable	not applicable	not applicable
WS5601	9349900225	3712 19th Avenue Southwest	2	1	40	133.7809	3	63.68989	72	none	not applicable	not applicable	not applicable
WS5600	9349900235	3720 19th Avenue Southwest	2	1	55	193.8643	0	64.83164	72	none	not applicable	not applicable	not applicable
WS10046	7674800085	3224 4th Avenue South	2	1	45	6978.426	0	63.505	72	none	not applicable	not applicable	not applicable
WS12012	1324039043	3600 23rd Avenue Southwest	2	1	40	105.7228	0	60.98066	72	none	not applicable	not applicable	not applicable
WS5561	9349900041	2068 Southwest Charlestown Street	2	1	40	135.2466	5	65.67643	72	none	not applicable	not applicable	not applicable
WS5567	9349900074	3713 20th Avenue Southwest	2	1	40	151.3983	5	65.53707	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

I.D. = identification

G.B.N. = groundborne noise

VdB = vibration decibels

Table N.3G-3. Summary of Vibration Analysis – South Crossing South Edge Crossing Alignment Option (DUW-1b)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS1226	2848700015	3805 Delridge Way Southwest	3	1	40	69	3	65	78	none	not applicable	not applicable	not applicable
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	85	3	64	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	103	3	64	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	118	3	64	72	none	not applicable	not applicable	not applicable
WS5541	7966600105	3646 22nd Avenue Southwest	2	1	40	89	3	64	72	none	not applicable	not applicable	not applicable
WS5540	7966600115	3636 22nd Avenue Southwest	2	1	40	112	3	64	72	none	not applicable	not applicable	not applicable
WS5537	7966600120	3638 22nd Avenue Southwest	2	1	40	133	3	64	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	40	230	3	63	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	40	161	3	63	72	none	not applicable	not applicable	not applicable
WS6817	7666702200	3431 Southwest Spokane Street	1	1	55	1087	0	Category 1	other	Category 1	not applicable	not applicable	not applicable
WS5585	9349900115	3708 20th Avenue Southwest	2	1	40	128	3	64	72	none	not applicable	not applicable	not applicable
WS5584	9349900120	3710 20th Avenue Southwest	2	1	40	154	3	64	72	none	not applicable	not applicable	not applicable
WS5591	9349900170	3711 19th Avenue Southwest	2	1	40	131	3	64	72	none	not applicable	not applicable	not applicable
WS5601	9349900225	3712 19th Avenue Southwest	2	1	40	110	3	64	72	none	not applicable	not applicable	not applicable
WS5600	9349900235	3720 19th Avenue Southwest	2	1	40	164	3	63	72	none	not applicable	not applicable	not applicable
WS10046	7674800085	3224 4th Avenue South	2	1	45	210	3	71	72	none	not applicable	not applicable	not applicable
WS12012	1324039043	3600 23rd Avenue Southwest	2	1	40	130	3	64	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

I.D. = identification

G.B.N. = groundborne noise

VdB = vibration decibels

Table N.3G-4. Summary of Vibration Analysis – North Crossing Alternative (DUW-2)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS1226	2848700015	3805 Delridge Way Southwest	3	1	40	195	3	63	78	none	not applicable	not applicable	not applicable
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	365	3	62	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	372	3	62	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	377	3	62	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	40	344	3	63	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	40	340	3	63	72	none	not applicable	not applicable	not applicable
WS1234	7966600080	3631 22nd Avenue Southwest	2	1	40	340	3	63	72	none	not applicable	not applicable	not applicable
WS5541	7966600105	3646 22nd Avenue Southwest	2	1	40	460	3	62	72	none	not applicable	not applicable	not applicable
WS5540	7966600115	3636 22nd Avenue Southwest	2	1	40	473	3	62	72	none	not applicable	not applicable	not applicable
WS5537	7966600120	3638 22nd Avenue Southwest	2	1	40	485	3	62	72	none	not applicable	not applicable	not applicable
WS5542	7966600095	3624 22nd Avenue Southwest	2	1	40	409	3	62	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	40	37	3	70	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	40	325	3	63	72	none	not applicable	not applicable	not applicable
WS6817	7666702200	3431 Southwest Spokane Street	1	1	55	85	0	Category 1	other	Category 1	not applicable	not applicable	not applicable
WS5544	7966600135	3711 21st Avenue Southwest	2	1	40	482	3	62	72	none	not applicable	not applicable	not applicable
WS5564	9349900005	2060 Southwest Charlestown Street	2	1	40	506	3	62	72	none	not applicable	not applicable	not applicable
WS5564	9349900005	2060 Southwest Charlestown Street	2	1	40	539	3	62	72	none	not applicable	not applicable	not applicable
WS5564	9349900005	2060 Southwest Charlestown Street	2	1	40	586	3	62	72	none	not applicable	not applicable	not applicable
WS5564	9349900005	2060 Southwest Charlestown Street	2	1	40	562	3	62	72	none	not applicable	not applicable	not applicable
WS5564	9349900005	2060 Southwest Charlestown Street	2	1	40	566	3	62	72	none	not applicable	not applicable	not applicable
WS5570	9349900080	3709 20th Avenue Southwest	2	1	40	569	3	62	72	none	not applicable	not applicable	not applicable
WS5571	9349900075	3707 20th Avenue Southwest	2	1	40	579	3	62	72	none	not applicable	not applicable	not applicable
WS5587	9349900105	3704 20th Avenue Southwest	2	1	40	550	0	59	72	none	not applicable	not applicable	not applicable
WS5586	9349900110	3706 20th Avenue Southwest	2	1	40	585	0	59	72	none	not applicable	not applicable	not applicable
WS5585	9349900115	3708 20th Avenue Southwest	2	1	40	610	0	59	72	none	not applicable	not applicable	not applicable
WS5584	9349900120	3710 20th Avenue Southwest	2	1	40	636	0	59	72	none	not applicable	not applicable	not applicable
WS5592	9349900195	3617 19th Avenue Southwest	2	1	55	544	0	64	72	none	not applicable	not applicable	not applicable
WS5591	9349900170	3711 19th Avenue Southwest	2	1	55	621	0	63	72	none	not applicable	not applicable	not applicable
WS5601	9349900225	3712 19th Avenue Southwest	2	1	55	633	0	63	72	none	not applicable	not applicable	not applicable
WS5600	9349900235	3720 19th Avenue Southwest	2	1	55	699	0	63	72	none	not applicable	not applicable	not applicable
WS10046	7674800085	3224 4th Avenue South	2	1	45	158	3	71	72	none	not applicable	not applicable	not applicable
WS12012	1324039043	3600 23rd Avenue Southwest	2	1	40	205	3	63	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

I.D. = identification

G.B.N. = groundborne noise

VdB = vibration decibels

Table N.3G-5. Summary of Vibration Analysis – Dakota Street Station Alternative (DEL-1a)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	124	3	64	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	126	3	64	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	130	3	64	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	40	162	3	63	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	40	185	3	63	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	40	153	3	64	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	40	119	3	64	72	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	694	3	54	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	544	0	52	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	508	0	52	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	580	0	51	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	30	536	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	30	474	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	30	421	0	52	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	303	0	52	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	35	213	0	57	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	45	130	3	71	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	45	44	3	72	72	<1	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	35	54	3	62	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	35	75	3	62	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	35	124	3	61	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	190	0	53	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	256	0	52	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	313	0	52	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	30	404	0	52	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	478	0	52	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	30	520	0	52	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	35	91	0	58	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	35	77	3	62	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	35	90	3	61	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	35	153	3	61	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	35	191	3	60	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	35	227	3	60	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	35	265	3	60	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	35	299	3	60	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	35	337	3	60	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	35	371	3	60	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	35	407	3	60	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	35	434	3	59	72	none	not applicable	not applicable	not applicable
WS5187	9297301250	3220 Southwest Genesee Street	2	2	30	369	0	52	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	30	278	0	52	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	30	273	0	52	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	30	351	0	52	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	30	406	0	52	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	30	325	0	52	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	30	252	0	53	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	30	217	0	53	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	30	243	0	53	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	30	295	0	52	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	326	0	52	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	35	395	3	60	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	35	25	3	69	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	30	79	0	54	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	30	126	0	53	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	30	163	0	53	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	30	205	0	53	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	30	285	0	52	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	30	324	0	52	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	30	366	0	52	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	30	404	0	52	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104B Southwest Avalon Way	2	1	35	160	0	58	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	35	239	0	57	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078E Southwest Avalon Way	2	3	35	278	0	57	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	45	316	3	70	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070B Southwest Avalon Way	2	12	45	355	3	70	72	none	not applicable	not applicable	not applicable
WS5250	9297300902	3062B Southwest Avalon Way	2	12	45	416	3	70	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	45	472	3	69	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	45	540	3	69	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	45	610	3	69	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	45	665	3	69	72	none	not applicable	not applicable	not applicable
WS7123	9297300865	3036 Southwest Avalon Way	2	1	45	716	3	69	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	45	748	3	69	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026 A Southwest Avalon Way	2	6	45	778	3	69	72	none	not applicable	not applicable	not applicable
WS7193	9297300855	3028 A Southwest Avalon Way	2	6	45	794	3	69	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	45	819	3	69	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7190	9297300845	3018 Southwest Avalon Way	2	2	45	856	3	69	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	45	885	3	69	72	none	not applicable	not applicable	not applicable
WS7186	9297300835	3010 Southwest Avalon Way	2	1	45	931	3	69	72	none	not applicable	not applicable	not applicable
WS82500	7732800000	3000 Southwest Avalon Way	2	18	45	965	0	66	72	none	not applicable	not applicable	not applicable
WS7184	9297300645	3004 Southwest Andover Street	2	1	45	1107	0	66	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	45	1121	3	68	72	none	not applicable	not applicable	not applicable
not available	not available	not available	2	1	45	1163	0	66	72	none	not applicable	not applicable	not applicable
WS7137	9297300640	2988 Southwest Avalon Way	2	12	45	1198	0	66	72	none	not applicable	not applicable	not applicable
WS7136	9297300630	2980 Southwest Avalon Way	2	18	45	1246	0	66	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	45	1021	0	66	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	45	1023	0	66	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	45	1023	0	66	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	45	1024	0	66	72	none	not applicable	not applicable	not applicable
WS7235	9358000515	2821 Southwest Yancy Street	2	1	45	1012	0	66	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	1	45	1018	0	66	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	45	1017	0	66	72	none	not applicable	not applicable	not applicable
WS7240	9358000551	2831 B Southwest Yancy Street	2	6	45	983	0	66	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	2	45	1019	0	66	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839C Southwest Yancy Street	2	1	45	1006	0	66	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	45	979	0	66	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	45	957	0	66	72	none	not applicable	not applicable	not applicable
WS7161	9358000595	2851 Southwest Yancy Street	2	1	45	1002	0	66	72	none	not applicable	not applicable	not applicable
WS7162	9358000600	2853 Southwest Yancy Street	2	1	45	1005	0	66	72	none	not applicable	not applicable	not applicable
WS7163	9358000605	4050 30th Avenue Southwest	2	8	45	1012	0	66	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	45	880	0	66	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854 B Southwest Dakota Street	2	2	45	893	0	66	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	45	862	0	66	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	45	869	0	66	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	45	774	0	66	72	none	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	45	680	0	66	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	45	745	0	66	72	none	not applicable	not applicable	not applicable
WS7292	9358001364	2862 Southwest Adams Street	2	5	45	613	0	67	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	45	699	0	66	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	45	381	3	70	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	45	288	3	70	72	none	not applicable	not applicable	not applicable
WS5253	9297300750	3055 Southwest Avalon Way	2	1	45	257	3	70	72	none	not applicable	not applicable	not applicable
WS5255	9297300740	3047 Southwest Avalon Way	2	2	45	320	3	70	72	none	not applicable	not applicable	not applicable
WS5260	9297300807	4209 30th Avenue Southwest	2	15	45	433	0	67	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS1096	9297300765	3101 Southwest Avalon Way	2	24	45	298	0	67	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	45	161	3	71	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	30	45	77	0	69	72	none	not applicable	not applicable	not applicable
WS5271	9358002373	2836B Southwest Genesee Street	2	3	45	99	0	69	72	none	not applicable	not applicable	not applicable
WS5287	9358002426	2816 Southwest Genesee Street	2	3	45	100	0	69	72	none	not applicable	not applicable	not applicable
WS5291	9358002238	2809 B Southwest Nevada Street	2	2	45	101	0	69	72	none	not applicable	not applicable	not applicable
WS5292	9358002440	2809 A Southwest Nevada Street	2	3	45	112	0	69	72	none	not applicable	not applicable	not applicable
WS5297	9358002223	2801D Southwest Nevada Street	2	6	45	151	0	68	72	none	not applicable	not applicable	not applicable
WS5301	9358002221	2801B Southwest Nevada Street	2	6	45	196	0	68	72	none	not applicable	not applicable	not applicable
WS5295	9358002230	2807 B Southwest Nevada Street	2	6	45	171	0	68	72	none	not applicable	not applicable	not applicable
WS5293	9358002236	2811 B Southwest Nevada Street	2	6	45	171	0	68	72	none	not applicable	not applicable	not applicable
WS5285	9358002254	2815 B Southwest Nevada Street	2	6	45	161	0	68	72	none	not applicable	not applicable	not applicable
WS5283	9358002252	2817 A Southwest Nevada Street	2	6	45	162	0	68	72	none	not applicable	not applicable	not applicable
WS5282	9358002260	2821 Southwest Nevada Street	2	2	45	161	0	68	72	none	not applicable	not applicable	not applicable
WS5281	9358002265	2827 Southwest Nevada Street	2	2	45	171	0	68	72	none	not applicable	not applicable	not applicable
WS5280	9358002270	2831 A Southwest Nevada Street	2	3	45	195	0	68	72	none	not applicable	not applicable	not applicable
WS5277	9358002271	2831 B Southwest Nevada Street	2	3	45	150	0	68	72	none	not applicable	not applicable	not applicable
WS5275	9358002286	2833 B Southwest Nevada Street	2	3	45	150	0	68	72	none	not applicable	not applicable	not applicable
WS5276	9358002285	2833 A Southwest Nevada Street	2	3	45	198	0	68	72	none	not applicable	not applicable	not applicable
WS5272	9358002292	2841 Southwest Nevada Street	2	4	45	153	0	68	72	none	not applicable	not applicable	not applicable
WS5274	9358002290	2837 Southwest Nevada Street	2	4	45	199	0	68	72	none	not applicable	not applicable	not applicable
WS5267	9358002300	2843 Southwest Nevada Street	2	2	45	157	0	68	72	none	not applicable	not applicable	not applicable
WS5265	9358002307	2849 Southwest Nevada Street	2	3	45	154	0	68	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	45	160	0	68	72	none	not applicable	not applicable	not applicable
WS5266	9358002306	2847 Southwest Nevada Street	2	3	45	196	0	68	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	45	200	0	68	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	45	191	0	68	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	45	171	0	68	72	none	not applicable	not applicable	not applicable
WS5361	9358002060	2641 Southwest Nevada Street	2	3	30	185	3	56	72	none	not applicable	not applicable	not applicable
WS5362	9358002049	2637 Southwest Nevada Street	2	4	30	178	3	56	72	none	not applicable	not applicable	not applicable
WS5364	9358002047	2635 Southwest Nevada Street	2	4	30	167	3	56	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	3	30	74	3	57	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	4	30	145	3	56	72	none	not applicable	not applicable	not applicable
WS5367	9358002025	2623 Southwest Nevada Street	2	2	30	156	3	56	72	none	not applicable	not applicable	not applicable
WS5370	9358002015	2621 Southwest Nevada Street	2	9	30	88	3	57	72	none	not applicable	not applicable	not applicable
WS5371	9358002005	2613 Southwest Nevada Street	2	2	30	86	3	57	72	none	not applicable	not applicable	not applicable
WS6712	9358001995	2611C Southwest Nevada Street	2	2	30	87	3	57	72	none	not applicable	not applicable	not applicable
WS1140	1772600735	4401 26th Avenue Southwest	2	1	30	108	3	57	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5376	1772600730	4405 26th Avenue Southwest	2	1	30	113	3	57	72	none	not applicable	not applicable	not applicable
WS5377	1772600725	4409 26th Avenue Southwest	2	1	30	169	3	56	72	none	not applicable	not applicable	not applicable
WS5380	1772600715	4415 26th Avenue Southwest	2	1	30	203	3	56	72	none	not applicable	not applicable	not applicable
WS6711	9358001997	2611A Southwest Nevada Street	2	4	30	46	3	61	72	none	not applicable	not applicable	not applicable
WS6753	9358001956	4217 26th Avenue Southwest	2	4	30	108	3	57	72	none	not applicable	not applicable	not applicable
WS6754	9358001950	4215 26th Avenue Southwest	2	4	30	140	3	56	72	none	not applicable	not applicable	not applicable
WS6752	9358001955	2608 Southwest Nevada Street	2	2	30	149	3	56	72	none	not applicable	not applicable	not applicable
WS3014	3574300065	4159 25th Avenue Southwest	2	4	30	204	3	56	72	none	not applicable	not applicable	not applicable
WS1146	3574300070	4155 25th Avenue Southwest	2	4	30	214	3	56	72	none	not applicable	not applicable	not applicable
WS3018	3574300170	2414 Southwest Genesee Street	2	2	30	304	3	55	72	none	not applicable	not applicable	not applicable
WS7057	3574300185	not available	2	3	30	399	0	52	72	none	not applicable	not applicable	not applicable
WS7060	3574300195	4151 Delridge Way Southwest	2	3	30	363	0	52	72	none	not applicable	not applicable	not applicable
WS3020	3574300165	4150 25th Avenue Southwest	2	2	30	269	0	52	72	none	not applicable	not applicable	not applicable
WS3022	3574300160	4148 A 25th Avenue Southwest	2	3	30	265	0	52	72	none	not applicable	not applicable	not applicable
WS3026	3574300155	4146 A 25th Avenue Southwest	2	3	30	254	0	52	72	none	not applicable	not applicable	not applicable
WS3028	3574300156	4146 B 25th Avenue Southwest	2	3	30	280	0	52	72	none	not applicable	not applicable	not applicable
WS3024	3574300161	4148 B 25th Avenue Southwest	2	3	30	290	0	52	72	none	not applicable	not applicable	not applicable
WS7061	3574300205	4147 Delridge Way Southwest	2	2	30	325	0	52	72	none	not applicable	not applicable	not applicable
WS3032	3574300217	4141 Delridge Way Southwest	2	6	30	291	0	52	72	none	not applicable	not applicable	not applicable
WS3034	3574300225	4137 Delridge Way Southwest	2	4	30	281	0	52	72	none	not applicable	not applicable	not applicable
WS1154	3574300150	4144 25th Avenue Southwest	2	2	30	256	0	52	72	none	not applicable	not applicable	not applicable
WS1156	3574300145	4140 25th Avenue Southwest	2	2	30	253	0	53	72	none	not applicable	not applicable	not applicable
WS1164	3574300136	4134 25th Avenue Southwest	2	3	30	248	0	53	72	none	not applicable	not applicable	not applicable
WS1158	3574300135	4138 C 25th Avenue Southwest	2	6	30	217	0	53	72	none	not applicable	not applicable	not applicable
WS1166	3574300127	4132 B 25th Avenue Southwest	2	2	30	216	0	53	72	none	not applicable	not applicable	not applicable
WS1170	3574300235	4131 Delridge Way Southwest	2	4	30	268	0	52	72	none	not applicable	not applicable	not applicable
WS5401	3574300125	4130 25th Avenue Southwest	2	2	30	184	0	53	72	none	not applicable	not applicable	not applicable
WS6790	2444600025	4040 26th Avenue Southwest	2	100	30	139	0	53	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	40	177	3	63	72	none	not applicable	not applicable	not applicable
WS1222	2848700050	3823 23rd Avenue Southwest	2	2	40	91	3	64	72	none	not applicable	not applicable	not applicable
WS1220	2848700060	3831 23rd Avenue Southwest	2	2	40	86	3	64	72	none	not applicable	not applicable	not applicable
WS1218	2848700075	3837 23rd Avenue Southwest	2	16	40	64	3	65	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	40	91	8	69	72	none	not applicable	not applicable	not applicable
WS5472	2848700105	3853 23rd Avenue Southwest	2	2	40	96	5	66	72	none	not applicable	not applicable	not applicable
WS5471	2848700115	3857 23rd Avenue Southwest	2	2	40	95	5	66	72	none	not applicable	not applicable	not applicable
WS5426	7881500370	2303 Southwest Andover Street	2	1	40	124	5	66	72	none	not applicable	not applicable	not applicable
WS5425	7881500360	4007 23rd Avenue Southwest	2	1	40	128	5	66	72	none	not applicable	not applicable	not applicable
WS5424	7881500350	4011 23rd Avenue Southwest	2	1	40	138	5	66	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5423	7881500340	4017 23rd Avenue Southwest	2	1	30	137	8	61	72	none	not applicable	not applicable	not applicable
WS5422	7881500330	4021 23rd Avenue Southwest	2	1	30	130	8	61	72	none	not applicable	not applicable	not applicable
WS5421	7881500320	4029 23rd Avenue Southwest	2	1	30	159	3	56	72	none	not applicable	not applicable	not applicable
WS5420	2444600335	4033 23rd Avenue Southwest	2	1	30	154	3	56	72	none	not applicable	not applicable	not applicable
WS5416	2444600325	4043 23rd Avenue Southwest	2	1	30	187	3	56	72	none	not applicable	not applicable	not applicable
WS1194	2444600275	4050 Delridge Way Southwest	2	4	30	133	3	56	72	none	not applicable	not applicable	not applicable
WS5413	2444600300	4057 23rd Avenue Southwest	2	1	30	241	3	56	72	none	not applicable	not applicable	not applicable
WS5415	2444600315	4049 23rd Avenue Southwest	2	1	30	220	3	56	72	none	not applicable	not applicable	not applicable
WS5411	7891600385	4107 23rd Avenue Southwest	2	1	30	317	0	52	72	none	not applicable	not applicable	not applicable
WS7086	7891600365	4111 23rd Avenue Southwest	2	1	30	343	0	52	72	none	not applicable	not applicable	not applicable
WS7085	7891600335	4115 23rd Avenue Southwest	2	1	30	370	0	52	72	none	not applicable	not applicable	not applicable
WS7084	7891600330	4123 23rd Avenue Southwest	2	1	30	402	0	52	72	none	not applicable	not applicable	not applicable
WS7083	7891600325	4127 23rd Avenue Southwest	2	1	30	431	0	52	72	none	not applicable	not applicable	not applicable
WS7082	7892100005	4133 23rd Avenue Southwest	2	1	30	462	0	52	72	none	not applicable	not applicable	not applicable
WS7081	7892100015	4137 23rd Avenue Southwest	2	1	30	484	0	52	72	none	not applicable	not applicable	not applicable
WS3036	7891600310	4118 Delridge Way Southwest	2	2	30	305	0	52	72	none	not applicable	not applicable	not applicable
WS7074	7891600320	4120 Delridge Way Southwest	2	4	30	335	0	52	72	none	not applicable	not applicable	not applicable
WS7072	3574300250	4134 Delridge Way Southwest	2	2	30	382	0	52	72	none	not applicable	not applicable	not applicable
WS7071	3574300255	4140 Delridge Way Southwest	2	2	30	407	0	52	72	none	not applicable	not applicable	not applicable
WS7070	3574300260	4142 Delridge Way Southwest	2	4	30	438	0	52	72	none	not applicable	not applicable	not applicable
WS7067	3574300259	4144 Delridge Way Southwest	2	4	30	466	0	52	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-6. Summary of Vibration Analysis – Dakota Street Station North Alignment Option (DEL-1b)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	124	3	64	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	126	3	64	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	130	3	64	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	40	162	3	63	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	40	185	3	63	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	40	153	3	64	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	40	120	3	64	72	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	700	0	51	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	549	0	52	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	514	0	52	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	586	0	51	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	30	541	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	30	479	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	30	426	0	52	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	305	0	52	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	45	226	0	68	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	45	160	0	68	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	45	77	0	69	72	none	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	45	61	0	69	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	45	75	0	69	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	45	127	0	68	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	195	0	53	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	262	0	52	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	320	0	52	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	30	410	0	52	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	484	0	52	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	30	527	0	52	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	45	78	0	69	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	45	153	0	68	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	45	191	0	68	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	45	227	0	68	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	45	264	0	68	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	45	297	0	67	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	45	334	0	67	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	45	367	0	67	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	45	402	0	67	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	45	427	0	67	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5187	9297301250	3220 Southwest Genesee Street	2	2	30	375	0	52	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	30	284	0	52	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	30	276	0	52	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	45	353	0	67	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	30	412	0	52	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	30	331	0	52	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	30	258	0	52	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	30	222	0	53	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	30	248	0	53	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	30	298	0	52	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	45	328	0	67	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	45	396	0	67	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	45	32	0	70	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	30	86	0	54	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	30	132	0	53	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	30	169	0	53	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	30	211	0	53	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	30	292	0	52	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	30	330	0	52	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	30	373	0	52	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	30	411	0	52	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104B Southwest Avalon Way	2	1	45	135	0	68	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	45	208	0	68	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078E Southwest Avalon Way	2	3	45	245	0	68	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	45	281	0	67	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070B Southwest Avalon Way	2	12	45	316	0	67	72	none	not applicable	not applicable	not applicable
WS5250	9297300902	3062B Southwest Avalon Way	2	12	45	373	0	67	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	45	427	0	67	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	45	489	0	67	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	45	557	0	67	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	45	610	0	67	72	none	not applicable	not applicable	not applicable
WS7123	9297300865	3036 Southwest Avalon Way	2	1	45	664	0	66	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	45	692	0	66	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026 A Southwest Avalon Way	2	6	45	721	0	66	72	none	not applicable	not applicable	not applicable
WS7193	9297300855	3028 A Southwest Avalon Way	2	6	45	740	0	66	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	45	762	0	66	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	45	800	0	66	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	45	828	0	66	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7186	9297300835	3010 Southwest Avalon Way	2	1	45	874	0	66	72	none	not applicable	not applicable	not applicable
WS82500	7732800000	3000 Southwest Avalon Way	2	18	45	908	0	66	72	none	not applicable	not applicable	not applicable
WS7184	9297300645	3004 Southwest Andover Street	2	1	45	1050	0	66	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	45	1064	0	66	72	none	not applicable	not applicable	not applicable
not available	not available	not available	2	1	45	1106	0	66	72	none	not applicable	not applicable	not applicable
WS7137	9297300640	2988 Southwest Avalon Way	2	12	45	1141	0	66	72	none	not applicable	not applicable	not applicable
WS7136	9297300630	2980 Southwest Avalon Way	2	18	45	1189	0	66	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	45	987	0	66	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	45	985	0	66	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	45	982	2	68	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	45	979	2	68	72	none	not applicable	not applicable	not applicable
WS7235	9358000515	2821 Southwest Yancy Street	2	1	45	961	2	68	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	1	45	966	2	68	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	45	962	2	68	72	none	not applicable	not applicable	not applicable
WS7240	9358000551	2831 B Southwest Yancy Street	2	6	45	929	2	68	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	2	45	964	2	68	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839C Southwest Yancy Street	2	1	45	951	2	68	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	45	924	2	68	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	45	902	0	66	72	none	not applicable	not applicable	not applicable
WS7161	9358000595	2851 Southwest Yancy Street	2	1	45	946	0	66	72	none	not applicable	not applicable	not applicable
WS7162	9358000600	2853 Southwest Yancy Street	2	1	45	949	0	66	72	none	not applicable	not applicable	not applicable
WS7163	9358000605	4050 30th Avenue Southwest	2	8	45	956	0	66	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	45	824	0	66	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854 B Southwest Dakota Street	2	2	45	837	0	66	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	45	806	0	66	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	45	813	0	66	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	45	717	0	66	72	none	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	45	624	0	66	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	45	689	0	66	72	none	not applicable	not applicable	not applicable
WS7292	9358001364	2862 Southwest Adams Street	2	5	45	557	0	67	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	45	643	0	66	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	45	325	0	67	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	45	235	0	68	72	none	not applicable	not applicable	not applicable
WS5253	9297300750	3055 Southwest Avalon Way	2	1	45	205	0	68	72	none	not applicable	not applicable	not applicable
WS5255	9297300740	3047 Southwest Avalon Way	2	2	45	265	0	68	72	none	not applicable	not applicable	not applicable
WS5260	9297300807	4209 30th Avenue Southwest	2	15	45	376	0	67	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	45	241	0	68	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	45	112	0	69	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS1096	9297300765	3101 Southwest Avalon Way	2	30	45	21	0	72	72	none	not applicable	not applicable	not applicable
WS5292	9358002440	2809 A Southwest Nevada Street	2	3	45	80	0	69	72	none	not applicable	not applicable	not applicable
WS5297	9358002223	2801D Southwest Nevada Street	2	6	45	118	0	69	72	none	not applicable	not applicable	not applicable
WS5301	9358002221	2801B Southwest Nevada Street	2	6	45	163	0	68	72	none	not applicable	not applicable	not applicable
WS5295	9358002230	2807 B Southwest Nevada Street	2	6	45	135	0	68	72	none	not applicable	not applicable	not applicable
WS5293	9358002236	2811 B Southwest Nevada Street	2	6	45	131	0	68	72	none	not applicable	not applicable	not applicable
WS5285	9358002254	2815 B Southwest Nevada Street	2	6	45	118	2	70	72	none	not applicable	not applicable	not applicable
WS5283	9358002252	2817 A Southwest Nevada Street	2	6	45	116	2	70	72	none	not applicable	not applicable	not applicable
WS5282	9358002260	2821 Southwest Nevada Street	2	2	45	111	2	70	72	none	not applicable	not applicable	not applicable
WS5281	9358002265	2827 Southwest Nevada Street	2	2	45	119	2	70	72	none	not applicable	not applicable	not applicable
WS5280	9358002270	2831 A Southwest Nevada Street	2	3	45	141	2	70	72	none	not applicable	not applicable	not applicable
WS5277	9358002271	2831 B Southwest Nevada Street	2	3	45	96	2	71	72	none	not applicable	not applicable	not applicable
WS5275	9358002286	2833 B Southwest Nevada Street	2	3	45	95	2	71	72	none	not applicable	not applicable	not applicable
WS5276	9358002285	2833 A Southwest Nevada Street	2	3	45	143	2	70	72	none	not applicable	not applicable	not applicable
WS5272	9358002292	2841 Southwest Nevada Street	2	4	45	97	2	71	72	none	not applicable	not applicable	not applicable
WS5274	9358002290	2837 Southwest Nevada Street	2	4	45	144	2	70	72	none	not applicable	not applicable	not applicable
WS5267	9358002300	2843 Southwest Nevada Street	2	2	45	101	2	71	72	none	not applicable	not applicable	not applicable
WS5265	9358002307	2849 Southwest Nevada Street	2	3	45	98	0	69	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	45	105	0	69	72	none	not applicable	not applicable	not applicable
WS5266	9358002306	2847 Southwest Nevada Street	2	3	45	141	0	68	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	45	144	0	68	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	45	135	0	68	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	45	115	0	69	72	none	not applicable	not applicable	not applicable
WS5361	9358002060	2641 Southwest Nevada Street	2	3	30	174	3	56	72	none	not applicable	not applicable	not applicable
WS5362	9358002049	2637 Southwest Nevada Street	2	4	30	168	3	56	72	none	not applicable	not applicable	not applicable
WS5364	9358002047	2635 Southwest Nevada Street	2	4	30	157	3	56	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	3	30	64	3	58	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	4	30	136	3	56	72	none	not applicable	not applicable	not applicable
WS5367	9358002025	2623 Southwest Nevada Street	2	2	30	146	3	56	72	none	not applicable	not applicable	not applicable
WS5370	9358002015	2621 Southwest Nevada Street	2	9	30	79	3	57	72	none	not applicable	not applicable	not applicable
WS5371	9358002005	2613 Southwest Nevada Street	2	2	30	77	3	57	72	none	not applicable	not applicable	not applicable
WS6712	9358001995	2611C Southwest Nevada Street	2	2	30	78	3	57	72	none	not applicable	not applicable	not applicable
WS1140	1772600735	4401 26th Avenue Southwest	2	1	30	118	3	56	72	none	not applicable	not applicable	not applicable
WS5376	1772600730	4405 26th Avenue Southwest	2	1	30	122	3	56	72	none	not applicable	not applicable	not applicable
WS5377	1772600725	4409 26th Avenue Southwest	2	1	30	178	3	56	72	none	not applicable	not applicable	not applicable
WS5380	1772600715	4415 26th Avenue Southwest	2	1	30	212	3	56	72	none	not applicable	not applicable	not applicable
WS6753	9358001956	4217 26th Avenue Southwest	2	4	30	99	3	57	72	none	not applicable	not applicable	not applicable
WS6754	9358001950	4215 26th Avenue Southwest	2	4	30	132	3	56	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6752	9358001955	2608 Southwest Nevada Street	2	2	30	141	3	56	72	none	not applicable	not applicable	not applicable
WS3014	3574300065	4159 25th Avenue Southwest	2	4	30	213	3	56	72	none	not applicable	not applicable	not applicable
WS1146	3574300070	4155 25th Avenue Southwest	2	4	30	222	3	56	72	none	not applicable	not applicable	not applicable
WS1150	3574300071	4151 25th Avenue Southwest	2	3	30	194	3	56	72	none	not applicable	not applicable	not applicable
WS3018	3574300170	2414 Southwest Genesee Street	2	2	30	313	3	55	72	none	not applicable	not applicable	not applicable
WS7057	3574300185	not available	2	3	30	406	0	52	72	none	not applicable	not applicable	not applicable
WS7060	3574300195	4151 Delridge Way Southwest	2	3	30	370	0	52	72	none	not applicable	not applicable	not applicable
WS3020	3574300165	4150 25th Avenue Southwest	2	2	30	277	0	52	72	none	not applicable	not applicable	not applicable
WS3022	3574300160	4148 A 25th Avenue Southwest	2	3	30	273	0	52	72	none	not applicable	not applicable	not applicable
WS3026	3574300155	4146 A 25th Avenue Southwest	2	3	30	262	0	52	72	none	not applicable	not applicable	not applicable
WS3028	3574300156	4146 B 25th Avenue Southwest	2	3	30	287	0	52	72	none	not applicable	not applicable	not applicable
WS3024	3574300161	4148 B 25th Avenue Southwest	2	3	30	298	0	52	72	none	not applicable	not applicable	not applicable
WS7061	3574300205	4147 Delridge Way Southwest	2	2	30	332	0	52	72	none	not applicable	not applicable	not applicable
WS3032	3574300217	4141 Delridge Way Southwest	2	6	30	297	0	52	72	none	not applicable	not applicable	not applicable
WS3034	3574300225	4137 Delridge Way Southwest	2	4	30	287	0	52	72	none	not applicable	not applicable	not applicable
WS1154	3574300150	4144 25th Avenue Southwest	2	2	30	263	0	52	72	none	not applicable	not applicable	not applicable
WS1156	3574300145	4140 25th Avenue Southwest	2	2	30	260	0	52	72	none	not applicable	not applicable	not applicable
WS1164	3574300136	4134 25th Avenue Southwest	2	3	30	254	0	52	72	none	not applicable	not applicable	not applicable
WS1158	3574300135	4138C 25th Avenue Southwest	2	6	30	224	0	53	72	none	not applicable	not applicable	not applicable
WS1166	3574300127	4132 B 25th Avenue Southwest	2	2	30	222	0	53	72	none	not applicable	not applicable	not applicable
WS1170	3574300235	4131 Delridge Way Southwest	2	4	30	273	0	52	72	none	not applicable	not applicable	not applicable
WS1172	7891600215	4127 Delridge Way Southwest	2	1	30	264	0	52	72	none	not applicable	not applicable	not applicable
WS5401	3574300125	4130 25th Avenue Southwest	2	2	30	191	0	53	72	none	not applicable	not applicable	not applicable
WS5404	7891600206	4128C 25th Avenue Southwest	2	3	30	201	0	53	72	none	not applicable	not applicable	not applicable
WS5403	7891600205	4128B 25th Avenue Southwest	2	3	30	177	0	53	72	none	not applicable	not applicable	not applicable
WS5402	7891600204	4128A 25th Avenue Southwest	2	3	30	149	0	53	72	none	not applicable	not applicable	not applicable
WS6790	2444600025	4040 26th Avenue Southwest	2	100	30	136	0	53	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	40	177	3	63	72	none	not applicable	not applicable	not applicable
WS1222	2848700050	3823 23rd Avenue Southwest	2	2	40	91	3	64	72	none	not applicable	not applicable	not applicable
WS1220	2848700060	3831 23rd Avenue Southwest	2	2	40	87	3	64	72	none	not applicable	not applicable	not applicable
WS1218	2848700075	3837 23rd Avenue Southwest	2	16	40	64	3	65	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	40	92	8	69	72	none	not applicable	not applicable	not applicable
WS5472	2848700105	3853 23rd Avenue Southwest	2	2	40	96	5	66	72	none	not applicable	not applicable	not applicable
WS5471	2848700115	3857 23rd Avenue Southwest	2	2	40	95	5	66	72	none	not applicable	not applicable	not applicable
WS5426	7881500370	2303 Southwest Andover Street	2	1	40	124	5	66	72	none	not applicable	not applicable	not applicable
WS5425	7881500360	4007 23rd Avenue Southwest	2	1	40	128	5	66	72	none	not applicable	not applicable	not applicable
WS5424	7881500350	4011 23rd Avenue Southwest	2	1	40	138	5	66	72	none	not applicable	not applicable	not applicable
WS5423	7881500340	4017 23rd Avenue Southwest	2	1	40	137	5	66	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5422	7881500330	4021 23rd Avenue Southwest	2	1	30	130	8	61	72	none	not applicable	not applicable	not applicable
WS5421	7881500320	4029 23rd Avenue Southwest	2	1	30	159	3	56	72	none	not applicable	not applicable	not applicable
WS5420	2444600335	4033 23rd Avenue Southwest	2	1	30	153	3	56	72	none	not applicable	not applicable	not applicable
WS5416	2444600325	4043 23rd Avenue Southwest	2	1	30	182	3	56	72	none	not applicable	not applicable	not applicable
WS1194	2444600275	4050 Delridge Way Southwest	2	4	30	129	3	56	72	none	not applicable	not applicable	not applicable
WS5413	2444600300	4057 23rd Avenue Southwest	2	1	30	238	3	56	72	none	not applicable	not applicable	not applicable
WS5415	2444600315	4049 23rd Avenue Southwest	2	1	30	215	3	56	72	none	not applicable	not applicable	not applicable
WS5411	7891600385	4107 23rd Avenue Southwest	2	1	30	318	3	55	72	none	not applicable	not applicable	not applicable
WS7086	7891600365	4111 23rd Avenue Southwest	2	1	30	344	3	55	72	none	not applicable	not applicable	not applicable
WS7085	7891600335	4115 23rd Avenue Southwest	2	1	30	372	3	55	72	none	not applicable	not applicable	not applicable
WS7084	7891600330	4123 23rd Avenue Southwest	2	1	30	404	0	52	72	none	not applicable	not applicable	not applicable
WS7083	7891600325	4127 23rd Avenue Southwest	2	1	30	434	0	52	72	none	not applicable	not applicable	not applicable
WS7082	7892100005	4133 23rd Avenue Southwest	2	1	30	465	0	52	72	none	not applicable	not applicable	not applicable
WS7081	7892100015	4137 23rd Avenue Southwest	2	1	30	487	0	52	72	none	not applicable	not applicable	not applicable
WS3036	7891600310	4118 Delridge Way Southwest	2	2	30	308	0	52	72	none	not applicable	not applicable	not applicable
WS7074	7891600320	4120 Delridge Way Southwest	2	4	30	338	0	52	72	none	not applicable	not applicable	not applicable
WS7072	3574300250	4134 Delridge Way Southwest	2	2	30	386	0	52	72	none	not applicable	not applicable	not applicable
WS7071	3574300255	4140 Delridge Way Southwest	2	2	30	412	0	52	72	none	not applicable	not applicable	not applicable
WS7070	3574300260	4142 Delridge Way Southwest	2	4	30	444	0	52	72	none	not applicable	not applicable	not applicable
WS7067	3574300259	4144 Delridge Way Southwest	2	4	30	471	0	52	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-7. Summary of Vibration Analysis – Dakota Street Station Lower Height Alternative (DEL-2a)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	131	3	64	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	131	3	64	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	135	3	64	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	40	172	3	63	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	40	194	3	63	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	40	153	3	64	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	40	120	3	64	72	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	985	0	24	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	55	813	0	31	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	55	772	0	32	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	55	856	0	31	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	55	786	0	32	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	55	733	0	32	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	55	672	0	33	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	55	473	0	36	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	55	239	0	42	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	55	133	0	53	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	55	91	0	59	72	none	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	55	230	0	43	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	55	309	0	40	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	55	389	0	38	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	55	481	0	36	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	55	565	0	34	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	55	630	0	34	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	55	725	0	32	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	55	800	0	32	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	55	844	0	31	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	55	268	0	41	72	none	not applicable	not applicable	not applicable
WS61100	9306000000	3120 Southwest Avalon Way	2	20	55	261	0	41	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	55	367	0	38	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	55	420	0	37	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	55	433	0	37	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	55	449	0	36	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	55	463	0	36	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	55	475	0	36	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	55	492	0	36	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	55	515	0	35	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	55	537	0	35	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	55	566	0	34	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	55	573	0	34	72	none	not applicable	not applicable	not applicable
WS5187	9297301250	3220 Southwest Genesee Street	2	2	55	721	0	32	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	55	629	0	34	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	55	581	0	34	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	55	604	0	34	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	55	758	0	32	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	55	676	0	33	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	55	601	0	34	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	55	559	0	35	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	55	570	0	34	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	55	581	0	34	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	55	594	0	34	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	55	633	0	34	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	55	378	0	38	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	55	432	0	37	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	55	478	0	36	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	55	514	0	35	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	55	555	0	35	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	55	632	0	34	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	55	670	0	33	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	55	712	0	33	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	55	749	0	32	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104B Southwest Avalon Way	2	1	55	278	0	41	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	55	332	0	39	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078E Southwest Avalon Way	2	3	55	364	0	38	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	55	398	0	37	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070B Southwest Avalon Way	2	12	55	431	0	37	72	none	not applicable	not applicable	not applicable
WS5250	9297300902	3062B Southwest Avalon Way	2	12	55	487	0	36	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	55	541	0	35	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	55	603	0	63	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	55	671	0	63	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	55	723	0	63	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7123	9297300865	3036 Southwest Avalon Way	2	1	55	778	0	63	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	55	805	0	63	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026 A Southwest Avalon Way	2	6	55	833	0	63	72	none	not applicable	not applicable	not applicable
WS7193	9297300855	3028 A Southwest Avalon Way	2	6	55	853	0	63	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	55	874	0	63	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	55	913	0	63	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	55	939	0	63	72	none	not applicable	not applicable	not applicable
WS7186	9297300835	3010 Southwest Avalon Way	2	1	55	986	0	63	72	none	not applicable	not applicable	not applicable
WS82500	7732800000	3000 Southwest Avalon Way	2	18	55	1018	0	63	72	none	not applicable	not applicable	not applicable
WS7184	9297300645	3004 Southwest Andover Street	2	1	55	1159	0	63	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	55	1174	0	63	72	none	not applicable	not applicable	not applicable
not available	not available	not available	2	1	55	1215	0	63	72	none	not applicable	not applicable	not applicable
WS7137	9297300640	2988 Southwest Avalon Way	2	12	55	1249	0	63	72	none	not applicable	not applicable	not applicable
WS7136	9297300630	2980 Southwest Avalon Way	2	18	55	1297	0	62	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	30	1037	0	51	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	55	1040	0	63	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	55	1043	0	63	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	55	1046	0	63	72	none	not applicable	not applicable	not applicable
WS7235	9358000515	2821 Southwest Yancy Street	2	1	55	1039	0	63	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	1	55	1048	0	63	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	55	1049	1	63	72	none	not applicable	not applicable	not applicable
WS7240	9358000551	2831 B Southwest Yancy Street	2	6	55	1016	1	63	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	2	55	1053	1	63	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839C Southwest Yancy Street	2	1	55	1043	1	63	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	55	1018	1	63	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	55	1000	1	63	72	none	not applicable	not applicable	not applicable
WS7161	9358000595	2851 Southwest Yancy Street	2	1	55	1046	1	63	72	none	not applicable	not applicable	not applicable
WS7162	9358000600	2853 Southwest Yancy Street	2	1	55	1051	1	63	72	none	not applicable	not applicable	not applicable
WS7163	9358000605	4050 30th Avenue Southwest	2	8	55	1059	0	63	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	55	927	0	63	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854 B Southwest Dakota Street	2	2	55	939	1	64	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	55	908	1	64	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	55	911	1	64	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	55	825	0	63	72	none	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	55	733	0	63	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	55	793	0	63	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7292	9358001364	2862 Southwest Adams Street	2	5	55	661	0	63	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	55	745	1	64	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	55	439	0	37	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	55	350	0	38	72	none	not applicable	not applicable	not applicable
WS5253	9297300750	3055 Southwest Avalon Way	2	1	55	320	0	39	72	none	not applicable	not applicable	not applicable
WS5255	9297300740	3047 Southwest Avalon Way	2	2	55	378	0	38	72	none	not applicable	not applicable	not applicable
WS5260	9297300807	4209 30th Avenue Southwest	2	15	55	485	0	64	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	55	351	0	64	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	55	128	0	53	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	55	227	0	43	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	12	55	109	0	68	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	30	55	131	0	66	72	none	not applicable	not applicable	not applicable
WS1102	9358002340	4316 30th Avenue Southwest	2	6	55	121	0	62	72	none	not applicable	not applicable	not applicable
WS1104	9358002350	2852 Southwest Genesee Street	2	2	55	121	1	62	72	none	not applicable	not applicable	not applicable
WS1106	9358002351	2850 Southwest Genesee Street	2	2	55	119	1	62	72	none	not applicable	not applicable	not applicable
WS1110	9358002365	2842 Southwest Genesee Street	2	2	55	110	1	66	72	none	not applicable	not applicable	not applicable
WS1112	9358002374	2838B Southwest Genesee Street	2	3	55	103	1	66	72	none	not applicable	not applicable	not applicable
WS5270	9358002375	2838A Southwest Genesee Street	2	3	55	134	1	66	72	none	not applicable	not applicable	not applicable
WS5271	9358002373	2836B Southwest Genesee Street	2	3	55	138	1	66	72	none	not applicable	not applicable	not applicable
WS1114	9358002372	2836A Southwest Genesee Street	2	3	55	102	1	66	72	none	not applicable	not applicable	not applicable
WS1116	9358002390	2834 Southwest Genesee Street	2	2	55	100	1	66	72	none	not applicable	not applicable	not applicable
WS1122	9358002410	2822 Southwest Genesee Street	2	4	55	91	0	66	72	none	not applicable	not applicable	not applicable
WS1124	9358002425	2818 Southwest Genesee Street	2	3	55	79	0	66	72	none	not applicable	not applicable	not applicable
WS5287	9358002426	2816 Southwest Genesee Street	2	3	55	127	0	65	72	none	not applicable	not applicable	not applicable
WS1128	9358002430	2808 Southwest Genesee Street	2	2	55	65	0	66	72	none	not applicable	not applicable	not applicable
WS5291	9358002238	2809 B Southwest Nevada Street	2	2	55	123	0	65	72	none	not applicable	not applicable	not applicable
WS5292	9358002440	2809 A Southwest Nevada Street	2	3	55	130	0	65	72	none	not applicable	not applicable	not applicable
WS5297	9358002223	2801D Southwest Nevada Street	2	6	55	169	0	65	72	none	not applicable	not applicable	not applicable
WS5301	9358002221	2801B Southwest Nevada Street	2	6	55	214	0	65	72	none	not applicable	not applicable	not applicable
WS5295	9358002230	2807 B Southwest Nevada Street	2	6	55	192	0	65	72	none	not applicable	not applicable	not applicable
WS5293	9358002236	2811 B Southwest Nevada Street	2	6	55	193	0	65	72	none	not applicable	not applicable	not applicable
WS5285	9358002254	2815 B Southwest Nevada Street	2	6	55	185	0	65	72	none	not applicable	not applicable	not applicable
WS5283	9358002252	2817 A Southwest Nevada Street	2	6	55	189	0	65	72	none	not applicable	not applicable	not applicable
WS5282	9358002260	2821 Southwest Nevada Street	2	2	55	191	0	65	72	none	not applicable	not applicable	not applicable
WS5281	9358002265	2827 Southwest Nevada Street	2	2	55	203	1	65	72	none	not applicable	not applicable	not applicable
WS5280	9358002270	2831 A Southwest Nevada Street	2	3	55	230	1	65	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5277	9358002271	2831 B Southwest Nevada Street	2	3	55	184	1	66	72	none	not applicable	not applicable	not applicable
WS5275	9358002286	2833 B Southwest Nevada Street	2	3	55	186	1	66	72	none	not applicable	not applicable	not applicable
WS5276	9358002285	2833 A Southwest Nevada Street	2	3	55	234	1	65	72	none	not applicable	not applicable	not applicable
WS5272	9358002292	2841 Southwest Nevada Street	2	4	55	191	1	66	72	none	not applicable	not applicable	not applicable
WS5274	9358002290	2837 Southwest Nevada Street	2	4	55	237	1	65	72	none	not applicable	not applicable	not applicable
WS5267	9358002300	2843 Southwest Nevada Street	2	2	55	197	1	65	72	none	not applicable	not applicable	not applicable
WS5265	9358002307	2849 Southwest Nevada Street	2	3	55	197	1	65	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	55	206	1	61	72	none	not applicable	not applicable	not applicable
WS5266	9358002306	2847 Southwest Nevada Street	2	3	55	240	1	65	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	55	245	1	61	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	55	237	1	61	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	55	219	0	61	72	none	not applicable	not applicable	not applicable
WS5361	9358002060	2641 Southwest Nevada Street	2	3	30	185	3	56	72	none	not applicable	not applicable	not applicable
WS5362	9358002049	2637 Southwest Nevada Street	2	4	30	179	3	56	72	none	not applicable	not applicable	not applicable
WS5364	9358002047	2635 Southwest Nevada Street	2	4	30	167	3	56	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	3	30	74	3	57	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	4	30	145	3	56	72	none	not applicable	not applicable	not applicable
WS5367	9358002025	2623 Southwest Nevada Street	2	2	30	156	3	56	72	none	not applicable	not applicable	not applicable
WS5370	9358002015	2621 Southwest Nevada Street	2	9	30	88	3	57	72	none	not applicable	not applicable	not applicable
WS5371	9358002005	2613 Southwest Nevada Street	2	2	30	86	3	57	72	none	not applicable	not applicable	not applicable
WS6712	9358001995	2611C Southwest Nevada Street	2	2	30	87	3	57	72	none	not applicable	not applicable	not applicable
WS1140	1772600735	4401 26th Avenue Southwest	2	1	30	108	3	57	72	none	not applicable	not applicable	not applicable
WS5376	1772600730	4405 26th Avenue Southwest	2	1	30	113	3	57	72	none	not applicable	not applicable	not applicable
WS5377	1772600725	4409 26th Avenue Southwest	2	1	30	169	3	56	72	none	not applicable	not applicable	not applicable
WS5380	1772600715	4415 26th Avenue Southwest	2	1	30	203	3	56	72	none	not applicable	not applicable	not applicable
WS6753	9358001956	4217 26th Avenue Southwest	2	4	30	108	3	57	72	none	not applicable	not applicable	not applicable
WS6754	9358001950	4215 26th Avenue Southwest	2	4	30	140	3	56	72	none	not applicable	not applicable	not applicable
WS6752	9358001955	2608 Southwest Nevada Street	2	2	30	149	3	56	72	none	not applicable	not applicable	not applicable
WS3018	3574300170	2414 Southwest Genesee Street	2	2	30	304	3	55	72	none	not applicable	not applicable	not applicable
WS7057	3574300185	not available	2	3	30	399	0	52	72	none	not applicable	not applicable	not applicable
WS7060	3574300195	4151 Delridge Way Southwest	2	3	30	363	0	52	72	none	not applicable	not applicable	not applicable
WS3020	3574300165	4150 25th Avenue Southwest	2	2	30	269	0	52	72	none	not applicable	not applicable	not applicable
WS3022	3574300160	4148 A 25th Avenue Southwest	2	3	30	265	0	52	72	none	not applicable	not applicable	not applicable
WS3026	3574300155	4146 A 25th Avenue Southwest	2	3	30	254	0	52	72	none	not applicable	not applicable	not applicable
WS3028	3574300156	4146 B 25th Avenue Southwest	2	3	30	280	0	52	72	none	not applicable	not applicable	not applicable
WS3024	3574300161	4148 B 25th Avenue Southwest	2	3	30	290	0	52	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7061	3574300205	4147 Delridge Way Southwest	2	2	30	325	0	52	72	none	not applicable	not applicable	not applicable
WS3032	3574300217	4141 Delridge Way Southwest	2	6	30	291	0	52	72	none	not applicable	not applicable	not applicable
WS3034	3574300225	4137 Delridge Way Southwest	2	4	30	281	0	52	72	none	not applicable	not applicable	not applicable
WS1154	3574300150	4144 25th Avenue Southwest	2	2	30	256	0	52	72	none	not applicable	not applicable	not applicable
WS1156	3574300145	4140 25th Avenue Southwest	2	2	30	253	0	53	72	none	not applicable	not applicable	not applicable
WS1164	3574300136	4134 25th Avenue Southwest	2	3	30	248	0	53	72	none	not applicable	not applicable	not applicable
WS1158	3574300135	4138C 25th Avenue Southwest	2	6	30	217	0	53	72	none	not applicable	not applicable	not applicable
WS1166	3574300127	4132 B 25th Avenue Southwest	2	2	30	216	0	53	72	none	not applicable	not applicable	not applicable
WS1170	3574300235	4131 Delridge Way Southwest	2	4	30	268	0	52	72	none	not applicable	not applicable	not applicable
WS1172	7891600215	4127 Delridge Way Southwest	2	1	30	260	0	52	72	none	not applicable	not applicable	not applicable
WS5401	3574300125	4130 25th Avenue Southwest	2	2	30	184	0	53	72	none	not applicable	not applicable	not applicable
WS5404	7891600206	4128C 25th Avenue Southwest	2	3	30	196	0	53	72	none	not applicable	not applicable	not applicable
WS5403	7891600205	4128B 25th Avenue Southwest	2	3	30	172	0	53	72	none	not applicable	not applicable	not applicable
WS5402	7891600204	4128A 25th Avenue Southwest	2	3	30	144	0	53	72	none	not applicable	not applicable	not applicable
WS6790	2444600025	4040 26th Avenue Southwest	2	100	30	138	0	53	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	40	177	3	63	72	none	not applicable	not applicable	not applicable
WS1222	2848700050	3823 23rd Avenue Southwest	2	2	40	91	3	64	72	none	not applicable	not applicable	not applicable
WS1220	2848700060	3831 23rd Avenue Southwest	2	2	40	87	3	64	72	none	not applicable	not applicable	not applicable
WS1218	2848700075	3837 23rd Avenue Southwest	2	16	40	64	3	65	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	40	92	8	69	72	none	not applicable	not applicable	not applicable
WS5472	2848700105	3853 23rd Avenue Southwest	2	2	40	96	5	66	72	none	not applicable	not applicable	not applicable
WS5471	2848700115	3857 23rd Avenue Southwest	2	2	40	95	5	66	72	none	not applicable	not applicable	not applicable
WS5426	7881500370	2303 Southwest Andover Street	2	1	40	124	5	66	72	none	not applicable	not applicable	not applicable
WS5425	7881500360	4007 23rd Avenue Southwest	2	1	40	128	5	66	72	none	not applicable	not applicable	not applicable
WS5424	7881500350	4011 23rd Avenue Southwest	2	1	40	138	5	66	72	none	not applicable	not applicable	not applicable
WS5423	7881500340	4017 23rd Avenue Southwest	2	1	30	137	8	61	72	none	not applicable	not applicable	not applicable
WS5422	7881500330	4021 23rd Avenue Southwest	2	1	30	130	8	61	72	none	not applicable	not applicable	not applicable
WS5421	7881500320	4029 23rd Avenue Southwest	2	1	30	159	3	56	72	none	not applicable	not applicable	not applicable
WS5420	2444600335	4033 23rd Avenue Southwest	2	1	30	153	3	56	72	none	not applicable	not applicable	not applicable
WS5416	2444600325	4043 23rd Avenue Southwest	2	1	30	186	3	56	72	none	not applicable	not applicable	not applicable
WS1194	2444600275	4050 Delridge Way Southwest	2	4	30	132	3	56	72	none	not applicable	not applicable	not applicable
WS5413	2444600300	4057 23rd Avenue Southwest	2	1	30	240	3	56	72	none	not applicable	not applicable	not applicable
WS5415	2444600315	4049 23rd Avenue Southwest	2	1	30	218	3	56	72	none	not applicable	not applicable	not applicable
WS5411	7891600385	4107 23rd Avenue Southwest	2	1	30	317	0	52	72	none	not applicable	not applicable	not applicable
WS7086	7891600365	4111 23rd Avenue Southwest	2	1	30	343	0	52	72	none	not applicable	not applicable	not applicable
WS7085	7891600335	4115 23rd Avenue Southwest	2	1	30	370	0	52	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7084	7891600330	4123 23rd Avenue Southwest	2	1	30	402	0	52	72	none	not applicable	not applicable	not applicable
WS7083	7891600325	4127 23rd Avenue Southwest	2	1	30	432	0	52	72	none	not applicable	not applicable	not applicable
WS7082	7892100005	4133 23rd Avenue Southwest	2	1	30	462	0	52	72	none	not applicable	not applicable	not applicable
WS7081	7892100015	4137 23rd Avenue Southwest	2	1	30	484	0	52	72	none	not applicable	not applicable	not applicable
WS3036	7891600310	4118 Delridge Way Southwest	2	2	30	305	0	52	72	none	not applicable	not applicable	not applicable
WS7074	7891600320	4120 Delridge Way Southwest	2	4	30	335	0	52	72	none	not applicable	not applicable	not applicable
WS7072	3574300250	4134 Delridge Way Southwest	2	2	30	382	0	52	72	none	not applicable	not applicable	not applicable
WS7071	3574300255	4140 Delridge Way Southwest	2	2	30	407	0	52	72	none	not applicable	not applicable	not applicable
WS7070	3574300260	4142 Delridge Way Southwest	2	4	30	438	0	52	72	none	not applicable	not applicable	not applicable
WS7067	3574300259	4144 Delridge Way Southwest	2	4	30	466	0	52	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

I.D. = identification

G.B.N. = groundborne noise

VdB = vibration decibels

Table N.3G-8. Summary of Vibration Analysis – Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	131	3	64	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	131	3	64	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	135	3	64	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	40	172	3	63	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	40	194	3	63	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	40	153	3	64	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	40	120	3	64	72	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	716	0	26	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	55	573	0	34	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	55	540	0	35	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	55	608	0	34	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	55	569	0	34	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	55	507	0	35	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	55	457	0	36	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	55	354	0	38	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	55	274	0	41	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	55	204	0	45	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	55	125	0	54	72	none	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	55	128	0	53	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	55	142	0	51	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	55	186	0	47	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	55	235	0	43	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	55	289	0	40	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	55	340	0	39	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	55	424	0	37	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	55	495	0	36	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	55	535	0	35	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	55	78	0	62	72	none	not applicable	not applicable	not applicable
WS61100	9306000000	3120 Southwest Avalon Way	2	20	55	80	0	61	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	55	87	0	60	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	55	106	0	56	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	55	144	0	51	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	55	175	0	48	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	55	201	0	45	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	55	236	0	43	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	55	268	0	41	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	55	304	0	40	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	55	336	0	39	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	55	372	0	38	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	55	394	0	37	72	none	not applicable	not applicable	not applicable
WS5187	9297301250	3220 Southwest Genesee Street	2	2	55	364	0	38	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	55	275	0	41	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	55	252	0	42	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	55	322	0	39	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	55	401	0	37	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	55	321	0	39	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	55	248	0	42	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	55	210	0	45	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	55	229	0	43	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	55	271	0	41	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	55	299	0	40	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	55	364	0	38	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	55	101	0	57	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	55	123	0	54	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	55	154	0	50	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	55	184	0	47	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	55	222	0	44	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	55	298	0	40	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	55	335	0	39	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	55	375	0	38	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	55	413	0	37	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104B Southwest Avalon Way	2	1	55	119	0	54	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	55	181	0	47	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078E Southwest Avalon Way	2	3	55	216	0	44	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	55	252	0	42	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5246	9297300898	3070B Southwest Avalon Way	2	12	55	287	0	40	72	none	not applicable	not applicable	not applicable
WS5250	9297300902	3062B Southwest Avalon Way	2	12	55	342	0	39	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	55	396	0	37	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	55	458	0	64	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	55	526	0	64	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	55	578	1	65	72	none	not applicable	not applicable	not applicable
WS7123	9297300865	3036 Southwest Avalon Way	2	1	55	631	1	64	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	55	660	1	64	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026 A Southwest Avalon Way	2	6	55	689	1	64	72	none	not applicable	not applicable	not applicable
WS7193	9297300855	3028 A Southwest Avalon Way	2	6	55	708	1	64	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	55	730	1	64	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	55	768	1	64	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	55	796	1	64	72	none	not applicable	not applicable	not applicable
WS7186	9297300835	3010 Southwest Avalon Way	2	1	55	843	1	64	72	none	not applicable	not applicable	not applicable
WS82500	7732800000	3000 Southwest Avalon Way	2	18	55	877	1	64	72	none	not applicable	not applicable	not applicable
WS7184	9297300645	3004 Southwest Andover Street	2	1	55	1019	1	64	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	55	1032	1	64	72	none	not applicable	not applicable	not applicable
not available	not available	not available	2	1	55	1075	1	64	72	none	not applicable	not applicable	not applicable
WS7137	9297300640	2988 Southwest Avalon Way	2	12	55	1110	1	64	72	none	not applicable	not applicable	not applicable
WS7136	9297300630	2980 Southwest Avalon Way	2	18	55	1158	1	64	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	55	982	0	63	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	55	980	0	63	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	55	975	0	63	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	55	972	0	63	72	none	not applicable	not applicable	not applicable
WS7235	9358000515	2821 Southwest Yancy Street	2	1	55	952	0	63	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	1	55	954	0	63	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	55	948	0	63	72	none	not applicable	not applicable	not applicable
WS7240	9358000551	2831 B Southwest Yancy Street	2	6	55	915	0	63	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	2	55	949	0	63	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839C Southwest Yancy Street	2	1	55	932	1	64	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	55	903	1	64	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	55	879	1	64	72	none	not applicable	not applicable	not applicable
WS7161	9358000595	2851 Southwest Yancy Street	2	1	55	921	1	64	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7162	9358000600	2853 Southwest Yancy Street	2	1	55	924	1	64	72	none	not applicable	not applicable	not applicable
WS7163	9358000605	4050 30th Avenue Southwest	2	8	55	930	1	64	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	55	796	1	64	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854 B Southwest Dakota Street	2	2	55	811	1	64	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	55	780	1	64	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	55	791	1	64	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	55	686	1	64	72	none	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	55	592	1	65	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	55	662	1	64	72	none	not applicable	not applicable	not applicable
WS7292	9358001364	2862 Southwest Adams Street	2	5	55	529	1	65	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	55	617	1	64	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	55	294	1	41	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	55	207	0	45	72	none	not applicable	not applicable	not applicable
WS5255	9297300740	3047 Southwest Avalon Way	2	2	55	234	1	44	72	none	not applicable	not applicable	not applicable
WS5260	9297300807	4209 30th Avenue Southwest	2	15	55	345	1	65	72	none	not applicable	not applicable	not applicable
WS5297	9358002223	2801D Southwest Nevada Street	2	6	55	114	0	65	72	none	not applicable	not applicable	not applicable
WS5301	9358002221	2801B Southwest Nevada Street	2	6	55	159	0	65	72	none	not applicable	not applicable	not applicable
WS5295	9358002230	2807 B Southwest Nevada Street	2	6	55	131	0	65	72	none	not applicable	not applicable	not applicable
WS5293	9358002236	2811 B Southwest Nevada Street	2	6	55	126	0	65	72	none	not applicable	not applicable	not applicable
WS5285	9358002254	2815 B Southwest Nevada Street	2	6	55	112	0	66	72	none	not applicable	not applicable	not applicable
WS5283	9358002252	2817 A Southwest Nevada Street	2	6	55	109	0	66	72	none	not applicable	not applicable	not applicable
WS5282	9358002260	2821 Southwest Nevada Street	2	2	55	104	0	66	72	none	not applicable	not applicable	not applicable
WS5281	9358002265	2827 Southwest Nevada Street	2	2	55	110	0	66	72	none	not applicable	not applicable	not applicable
WS5280	9358002270	2831 A Southwest Nevada Street	2	3	55	131	0	65	72	none	not applicable	not applicable	not applicable
WS5277	9358002271	2831 B Southwest Nevada Street	2	3	55	85	0	66	72	none	not applicable	not applicable	not applicable
WS5275	9358002286	2833 B Southwest Nevada Street	2	3	55	82	0	66	72	none	not applicable	not applicable	not applicable
WS5276	9358002285	2833 A Southwest Nevada Street	2	3	55	130	0	65	72	none	not applicable	not applicable	not applicable
WS5272	9358002292	2841 Southwest Nevada Street	2	4	55	82	0	66	72	none	not applicable	not applicable	not applicable
WS5274	9358002290	2837 Southwest Nevada Street	2	4	55	128	0	65	72	none	not applicable	not applicable	not applicable
WS5267	9358002300	2843 Southwest Nevada Street	2	2	55	83	0	66	72	none	not applicable	not applicable	not applicable
WS5265	9358002307	2849 Southwest Nevada Street	2	3	55	78	1	67	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	55	82	1	67	72	none	not applicable	not applicable	not applicable
WS5266	9358002306	2847 Southwest Nevada Street	2	3	55	119	1	67	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5264	9358002305	2853 Southwest Nevada Street	2	3	55	121	1	67	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	55	111	1	67	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	55	90	1	67	72	none	not applicable	not applicable	not applicable
WS5361	9358002060	2641 Southwest Nevada Street	2	3	30	173	3	56	72	none	not applicable	not applicable	not applicable
WS5362	9358002049	2637 Southwest Nevada Street	2	4	30	168	3	56	72	none	not applicable	not applicable	not applicable
WS5364	9358002047	2635 Southwest Nevada Street	2	4	30	157	3	56	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	3	30	64	3	58	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	4	30	136	3	56	72	none	not applicable	not applicable	not applicable
WS5367	9358002025	2623 Southwest Nevada Street	2	2	30	146	3	56	72	none	not applicable	not applicable	not applicable
WS5370	9358002015	2621 Southwest Nevada Street	2	9	30	79	3	57	72	none	not applicable	not applicable	not applicable
WS5371	9358002005	2613 Southwest Nevada Street	2	2	30	76	3	57	72	none	not applicable	not applicable	not applicable
WS1140	1772600735	4401 26th Avenue Southwest	2	1	30	118	3	56	72	none	not applicable	not applicable	not applicable
WS5376	1772600730	4405 26th Avenue Southwest	2	1	30	122	3	56	72	none	not applicable	not applicable	not applicable
WS5377	1772600725	4409 26th Avenue Southwest	2	1	30	179	3	56	72	none	not applicable	not applicable	not applicable
WS5380	1772600715	4415 26th Avenue Southwest	2	1	30	213	3	56	72	none	not applicable	not applicable	not applicable
WS6753	9358001956	4217 26th Avenue Southwest	2	4	30	89	3	57	72	none	not applicable	not applicable	not applicable
WS6754	9358001950	4215 26th Avenue Southwest	2	4	30	122	3	56	72	none	not applicable	not applicable	not applicable
WS6752	9358001955	2608 Southwest Nevada Street	2	2	30	130	3	56	72	none	not applicable	not applicable	not applicable
WS3018	3574300170	2414 Southwest Genesee Street	2	2	30	322	3	55	72	none	not applicable	not applicable	not applicable
WS7057	3574300185	not available	2	3	30	415	0	52	72	none	not applicable	not applicable	not applicable
WS7060	3574300195	4151 Delridge Way Southwest	2	3	30	378	0	52	72	none	not applicable	not applicable	not applicable
WS3020	3574300165	4150 25th Avenue Southwest	2	2	30	286	0	52	72	none	not applicable	not applicable	not applicable
WS3022	3574300160	4148 A 25th Avenue Southwest	2	3	30	282	0	52	72	none	not applicable	not applicable	not applicable
WS3026	3574300155	4146 A 25th Avenue Southwest	2	3	30	271	0	52	72	none	not applicable	not applicable	not applicable
WS3028	3574300156	4146 B 25th Avenue Southwest	2	3	30	296	0	52	72	none	not applicable	not applicable	not applicable
WS3024	3574300161	4148 B 25th Avenue Southwest	2	3	30	306	0	52	72	none	not applicable	not applicable	not applicable
WS7061	3574300205	4147 Delridge Way Southwest	2	2	30	340	0	52	72	none	not applicable	not applicable	not applicable
WS3032	3574300217	4141 Delridge Way Southwest	2	6	30	305	0	52	72	none	not applicable	not applicable	not applicable
WS3034	3574300225	4137 Delridge Way Southwest	2	4	30	294	0	52	72	none	not applicable	not applicable	not applicable
WS1154	3574300150	4144 25th Avenue Southwest	2	2	30	271	0	52	72	none	not applicable	not applicable	not applicable
WS1156	3574300145	4140 25th Avenue Southwest	2	2	30	268	0	52	72	none	not applicable	not applicable	not applicable
WS1164	3574300136	4134 25th Avenue Southwest	2	3	30	262	0	52	72	none	not applicable	not applicable	not applicable
WS1158	3574300135	4138C 25th Avenue Southwest	2	6	30	232	0	53	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS1166	3574300127	4132 B 25th Avenue Southwest	2	2	30	229	0	53	72	none	not applicable	not applicable	not applicable
WS1170	3574300235	4131 Delridge Way Southwest	2	4	30	279	0	52	72	none	not applicable	not applicable	not applicable
WS1172	7891600215	4127 Delridge Way Southwest	2	1	30	270	0	52	72	none	not applicable	not applicable	not applicable
WS5401	3574300125	4130 25th Avenue Southwest	2	2	30	198	0	53	72	none	not applicable	not applicable	not applicable
WS5404	7891600206	4128C 25th Avenue Southwest	2	3	30	208	0	53	72	none	not applicable	not applicable	not applicable
WS5403	7891600205	4128B 25th Avenue Southwest	2	3	30	184	0	53	72	none	not applicable	not applicable	not applicable
WS5402	7891600204	4128A 25th Avenue Southwest	2	3	30	157	0	53	72	none	not applicable	not applicable	not applicable
WS6790	2444600025	4040 26th Avenue Southwest	2	100	30	132	0	53	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	40	177	3	63	72	none	not applicable	not applicable	not applicable
WS1222	2848700050	3823 23rd Avenue Southwest	2	2	40	91	3	64	72	none	not applicable	not applicable	not applicable
WS1220	2848700060	3831 23rd Avenue Southwest	2	2	40	87	3	64	72	none	not applicable	not applicable	not applicable
WS1218	2848700075	3837 23rd Avenue Southwest	2	16	40	64	3	65	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	40	92	8	69	72	none	not applicable	not applicable	not applicable
WS5472	2848700105	3853 23rd Avenue Southwest	2	2	40	96	5	66	72	none	not applicable	not applicable	not applicable
WS5471	2848700115	3857 23rd Avenue Southwest	2	2	40	95	5	66	72	none	not applicable	not applicable	not applicable
WS5426	7881500370	2303 Southwest Andover Street	2	1	40	124	5	66	72	none	not applicable	not applicable	not applicable
WS5425	7881500360	4007 23rd Avenue Southwest	2	1	40	128	5	66	72	none	not applicable	not applicable	not applicable
WS5424	7881500350	4011 23rd Avenue Southwest	2	1	40	138	5	66	72	none	not applicable	not applicable	not applicable
WS5423	7881500340	4017 23rd Avenue Southwest	2	1	30	137	8	61	72	none	not applicable	not applicable	not applicable
WS5422	7881500330	4021 23rd Avenue Southwest	2	1	30	130	8	61	72	none	not applicable	not applicable	not applicable
WS5421	7881500320	4029 23rd Avenue Southwest	2	1	30	159	3	56	72	none	not applicable	not applicable	not applicable
WS5420	2444600335	4033 23rd Avenue Southwest	2	1	30	153	3	56	72	none	not applicable	not applicable	not applicable
WS5416	2444600325	4043 23rd Avenue Southwest	2	1	30	186	3	56	72	none	not applicable	not applicable	not applicable
WS1194	2444600275	4050 Delridge Way Southwest	2	4	30	132	3	56	72	none	not applicable	not applicable	not applicable
WS5413	2444600300	4057 23rd Avenue Southwest	2	1	30	241	3	56	72	none	not applicable	not applicable	not applicable
WS5415	2444600315	4049 23rd Avenue Southwest	2	1	30	219	3	56	72	none	not applicable	not applicable	not applicable
WS5411	7891600385	4107 23rd Avenue Southwest	2	1	30	319	3	55	72	none	not applicable	not applicable	not applicable
WS7086	7891600365	4111 23rd Avenue Southwest	2	1	30	346	3	55	72	none	not applicable	not applicable	not applicable
WS7085	7891600335	4115 23rd Avenue Southwest	2	1	30	374	3	55	72	none	not applicable	not applicable	not applicable
WS7084	7891600330	4123 23rd Avenue Southwest	2	1	30	407	0	52	72	none	not applicable	not applicable	not applicable
WS7083	7891600325	4127 23rd Avenue Southwest	2	1	30	438	0	52	72	none	not applicable	not applicable	not applicable
WS7082	7892100005	4133 23rd Avenue Southwest	2	1	30	470	0	52	72	none	not applicable	not applicable	not applicable
WS7081	7892100015	4137 23rd Avenue Southwest	2	1	30	492	0	52	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS3036	7891600310	4118 Delridge Way Southwest	2	2	30	312	0	52	72	none	not applicable	not applicable	not applicable
WS7074	7891600320	4120 Delridge Way Southwest	2	4	30	344	0	52	72	none	not applicable	not applicable	not applicable
WS7072	3574300250	4134 Delridge Way Southwest	2	2	30	392	0	52	72	none	not applicable	not applicable	not applicable
WS7071	3574300255	4140 Delridge Way Southwest	2	2	30	418	0	52	72	none	not applicable	not applicable	not applicable
WS7070	3574300260	4142 Delridge Way Southwest	2	4	30	451	0	52	72	none	not applicable	not applicable	not applicable
WS7067	3574300259	4144 Delridge Way Southwest	2	4	30	479	0	52	72	none	not applicable	not applicable	not applicable

Notes:
Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.
Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.
[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.
[b] Total number of dwelling units at the sensitive receiver.
[c] Speed used for the vibration analysis.
[d] Slant distance between the receiver and the near track centerline.
[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.
[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.
[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.
dBA = A-weighted decibels
G.B.N. = groundborne noise
I.D. = identification
VdB = vibration decibels

Table N.3G-9. Summary of Vibration Analysis – Delridge Way Station Alternative (DEL-3)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	35	118	3	61	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	35	119	3	61	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	35	124	3	61	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	35	157	3	61	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	35	179	3	61	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	35	183	5	63	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	35	92	10	68	72	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	700	3	54	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	549	0	52	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	514	0	52	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	586	0	51	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	30	541	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	30	479	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	30	426	0	52	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	305	0	52	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	35	206	0	57	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	45	128	3	71	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	45	42	3	72	72	<1	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	35	46	3	64	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	35	73	3	62	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	35	127	3	61	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	195	0	53	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	262	0	52	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	320	0	52	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	30	410	0	52	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	484	0	52	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	30	527	0	52	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	35	98	0	58	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	35	77	3	62	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	35	94	3	61	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	35	153	3	61	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	35	191	3	60	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	35	227	3	60	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	35	266	3	60	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	35	301	3	60	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	35	340	3	60	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	35	376	3	60	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	35	413	3	59	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	35	443	3	59	72	none	not applicable	not applicable	not applicable
WS5187	9297301250	3220 Southwest Genesee Street	2	2	30	375	0	52	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	30	284	0	52	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	30	276	0	52	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	35	353	3	60	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	30	412	0	52	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	30	331	0	52	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	30	258	0	52	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	30	222	0	53	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	30	248	0	53	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	30	298	0	52	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	328	0	52	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	35	396	3	60	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	35	32	3	67	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	35	86	3	61	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	30	132	0	53	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	30	169	0	53	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	30	211	0	53	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	30	292	0	52	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	30	330	0	52	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	30	373	0	52	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	30	411	0	52	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104B Southwest Avalon Way	2	1	35	164	0	58	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	35	243	0	57	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078E Southwest Avalon Way	2	3	35	281	0	57	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	45	319	3	70	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070B Southwest Avalon Way	2	12	45	357	3	70	72	none	not applicable	not applicable	not applicable

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WS5250	9297300902	3062B Southwest Avalon Way	2	12	45	417	3	70	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	45	473	3	69	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	45	540	3	69	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	45	610	3	69	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	45	665	3	69	72	none	not applicable	not applicable	not applicable
WS7123	9297300865	3036 Southwest Avalon Way	2	1	45	716	3	69	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	45	748	3	69	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026 A Southwest Avalon Way	2	6	45	778	3	69	72	none	not applicable	not applicable	not applicable
WS7193	9297300855	3028 A Southwest Avalon Way	2	6	45	794	3	69	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	45	819	3	69	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	45	856	3	69	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	45	885	3	69	72	none	not applicable	not applicable	not applicable
WS7186	9297300835	3010 Southwest Avalon Way	2	1	45	931	3	69	72	none	not applicable	not applicable	not applicable
WS82500	7732800000	3000 Southwest Avalon Way	2	18	45	965	0	66	72	none	not applicable	not applicable	not applicable
WS7184	9297300645	3004 Southwest Andover Street	2	1	45	1107	0	66	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	45	1121	3	68	72	none	not applicable	not applicable	not applicable
not available	not available	not available	2	1	45	1163	0	66	72	none	not applicable	not applicable	not applicable
WS7137	9297300640	2988 Southwest Avalon Way	2	12	45	1198	0	66	72	none	not applicable	not applicable	not applicable
WS7136	9297300630	2980 Southwest Avalon Way	2	18	45	1246	0	66	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	45	1021	0	66	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	45	1023	0	66	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	45	1023	0	66	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	45	1024	0	66	72	none	not applicable	not applicable	not applicable
WS7235	9358000515	2821 Southwest Yancy Street	2	1	45	1012	0	66	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	1	45	1018	0	66	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	45	1017	0	66	72	none	not applicable	not applicable	not applicable
WS7240	9358000551	2831 B Southwest Yancy Street	2	6	45	983	0	66	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	2	45	1019	0	66	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839C Southwest Yancy Street	2	1	45	1006	0	66	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	45	979	0	66	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	45	957	0	66	72	none	not applicable	not applicable	not applicable
WS7161	9358000595	2851 Southwest Yancy Street	2	1	45	1002	0	66	72	none	not applicable	not applicable	not applicable
WS7162	9358000600	2853 Southwest Yancy Street	2	1	45	1005	0	66	72	none	not applicable	not applicable	not applicable

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WS7163	9358000605	4050 30th Avenue Southwest	2	8	45	1012	0	66	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	45	880	0	66	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854 B Southwest Dakota Street	2	2	45	893	0	66	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	45	862	0	66	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	45	869	0	66	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	45	774	0	66	72	none	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	45	680	0	66	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	45	745	0	66	72	none	not applicable	not applicable	not applicable
WS7292	9358001364	2862 Southwest Adams Street	2	5	45	613	0	67	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	45	699	0	66	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	45	381	3	70	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	45	288	3	70	72	none	not applicable	not applicable	not applicable
WS5253	9297300750	3055 Southwest Avalon Way	2	1	45	257	3	70	72	none	not applicable	not applicable	not applicable
WS5255	9297300740	3047 Southwest Avalon Way	2	2	45	320	3	70	72	none	not applicable	not applicable	not applicable
WS5260	9297300807	4209 30th Avenue Southwest	2	15	45	433	0	67	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	45	298	0	67	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	45	45	3	72	72	<1	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	45	161	3	71	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	12	45	51	3	72	72	<1	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	30	45	77	0	69	72	none	not applicable	not applicable	not applicable
WS5271	9358002373	2836B Southwest Genesee Street	2	3	45	99	0	69	72	none	not applicable	not applicable	not applicable
WS5287	9358002426	2816 Southwest Genesee Street	2	3	45	100	0	69	72	none	not applicable	not applicable	not applicable
WS5291	9358002238	2809 B Southwest Nevada Street	2	2	45	101	0	69	72	none	not applicable	not applicable	not applicable
WS5292	9358002440	2809 A Southwest Nevada Street	2	3	45	112	0	69	72	none	not applicable	not applicable	not applicable
WS5297	9358002223	2801D Southwest Nevada Street	2	6	45	151	0	68	72	none	not applicable	not applicable	not applicable
WS5301	9358002221	2801B Southwest Nevada Street	2	6	45	196	0	68	72	none	not applicable	not applicable	not applicable
WS5295	9358002230	2807 B Southwest Nevada Street	2	6	45	171	0	68	72	none	not applicable	not applicable	not applicable
WS5293	9358002236	2811 B Southwest Nevada Street	2	6	45	171	0	68	72	none	not applicable	not applicable	not applicable
WS5285	9358002254	2815 B Southwest Nevada Street	2	6	45	161	0	68	72	none	not applicable	not applicable	not applicable
WS5283	9358002252	2817 A Southwest Nevada Street	2	6	45	162	0	68	72	none	not applicable	not applicable	not applicable
WS5282	9358002260	2821 Southwest Nevada Street	2	2	45	161	0	68	72	none	not applicable	not applicable	not applicable
WS5281	9358002265	2827 Southwest Nevada Street	2	2	45	171	0	68	72	none	not applicable	not applicable	not applicable
WS5280	9358002270	2831 A Southwest Nevada Street	2	3	45	195	0	68	72	none	not applicable	not applicable	not applicable

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WS5277	9358002271	2831 B Southwest Nevada Street	2	3	45	150	0	68	72	none	not applicable	not applicable	not applicable
WS5275	9358002286	2833 B Southwest Nevada Street	2	3	45	150	0	68	72	none	not applicable	not applicable	not applicable
WS5276	9358002285	2833 A Southwest Nevada Street	2	3	45	198	0	68	72	none	not applicable	not applicable	not applicable
WS5272	9358002292	2841 Southwest Nevada Street	2	4	45	153	0	68	72	none	not applicable	not applicable	not applicable
WS5274	9358002290	2837 Southwest Nevada Street	2	4	45	199	0	68	72	none	not applicable	not applicable	not applicable
WS5267	9358002300	2843 Southwest Nevada Street	2	2	45	157	0	68	72	none	not applicable	not applicable	not applicable
WS5265	9358002307	2849 Southwest Nevada Street	2	3	45	154	0	68	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	45	160	0	68	72	none	not applicable	not applicable	not applicable
WS5266	9358002306	2847 Southwest Nevada Street	2	3	45	196	0	68	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	45	200	0	68	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	45	191	0	68	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	45	171	0	68	72	none	not applicable	not applicable	not applicable
WS5361	9358002060	2641 Southwest Nevada Street	2	3	45	184	0	68	72	none	not applicable	not applicable	not applicable
WS5362	9358002049	2637 Southwest Nevada Street	2	4	45	180	0	68	72	none	not applicable	not applicable	not applicable
WS5364	9358002047	2635 Southwest Nevada Street	2	4	45	174	0	68	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	3	45	86	0	69	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	4	45	160	0	68	72	none	not applicable	not applicable	not applicable
WS5367	9358002025	2623 Southwest Nevada Street	2	2	45	191	0	68	72	none	not applicable	not applicable	not applicable
WS5370	9358002015	2621 Southwest Nevada Street	2	9	45	150	0	68	72	none	not applicable	not applicable	not applicable
WS1138	9358002180	2616 Southwest Genesee Street	2	2	45	83	0	69	72	none	not applicable	not applicable	not applicable
WS2428	9358002190	2614 Southwest Genesee Street	2	3	45	58	0	69	72	none	not applicable	not applicable	not applicable
WS5374	9358002192	2610 Southwest Genesee Street	2	6	45	99	0	69	72	none	not applicable	not applicable	not applicable
WS5371	9358002005	2613 Southwest Nevada Street	2	2	45	176	0	68	72	none	not applicable	not applicable	not applicable
WS6712	9358001995	2611C Southwest Nevada Street	2	2	45	193	0	68	72	none	not applicable	not applicable	not applicable
WS5376	1772600730	4405 26th Avenue Southwest	2	1	45	49	0	70	72	none	not applicable	not applicable	not applicable
WS5377	1772600725	4409 26th Avenue Southwest	2	1	30	82	3	57	72	none	not applicable	not applicable	not applicable
WS5380	1772600715	4415 26th Avenue Southwest	2	1	30	120	3	56	72	none	not applicable	not applicable	not applicable
WS2430	9358002210	2604 Southwest Genesee Street	2	8	30	78	3	57	72	none	not applicable	not applicable	not applicable
WS2434	9358002200	4313 26th Avenue Southwest	2	2	30	104	3	57	72	none	not applicable	not applicable	not applicable
WS6711	9358001997	2611A Southwest Nevada Street	2	4	30	158	3	56	72	none	not applicable	not applicable	not applicable
WS2436	9358001980	2609 Southwest Nevada Street	2	2	30	203	3	56	72	none	not applicable	not applicable	not applicable
WS5395	3574300044	4312 26th Avenue Southwest	2	4	30	102	3	57	72	none	not applicable	not applicable	not applicable
WS6713	3574300030	4302 26th Avenue Southwest	2	2	30	156	3	56	72	none	not applicable	not applicable	not applicable

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WS2438	3574300020	4308A 26th Avenue Southwest	2	2	30	202	3	56	72	none	not applicable	not applicable	not applicable
WS5400	3574300095	4143 25th Avenue Southwest	2	3	30	86	3	57	72	none	not applicable	not applicable	not applicable
WS6714	3574300100	4139 25th Avenue Southwest	2	2	30	150	3	56	72	none	not applicable	not applicable	not applicable
WS6715	3574300110	4137 25th Avenue Southwest	2	2	30	171	3	56	72	none	not applicable	not applicable	not applicable
WS6717	3574300115	4131 25th Avenue Southwest	2	2	30	202	3	56	72	none	not applicable	not applicable	not applicable
WS6716	3574300116	4133 25th Avenue Southwest	2	2	30	230	3	56	72	none	not applicable	not applicable	not applicable
WS2440	3574300010	4222 26th Avenue Southwest	2	2	30	237	3	56	72	none	not applicable	not applicable	not applicable
WS2442	3574300005	4218 26th Avenue Southwest	2	2	30	253	3	56	72	none	not applicable	not applicable	not applicable
WS2444	7891600065	4216 26th Avenue Southwest	2	2	30	282	3	55	72	none	not applicable	not applicable	not applicable
WS2450	7891600070	4127 25th Avenue Southwest	2	2	30	245	3	56	72	none	not applicable	not applicable	not applicable
WS2452	7891600075	not available	2	2	30	256	3	55	72	none	not applicable	not applicable	not applicable
WS2446	7891600060	4212 26th Avenue Southwest	2	2	30	284	3	55	72	none	not applicable	not applicable	not applicable
WS2448	7891600055	4210 26th Avenue Southwest	2	2	30	302	3	55	72	none	not applicable	not applicable	not applicable
WS6720	7891600045	4206 26th Avenue Southwest	2	2	30	322	3	55	72	none	not applicable	not applicable	not applicable
WS2454	7891600090	4121 25th Avenue Southwest	2	2	30	277	3	55	72	none	not applicable	not applicable	not applicable
WS10018	7891600105	4115 25th Avenue Southwest	2	4	30	274	3	55	72	none	not applicable	not applicable	not applicable
WS6721	7891600040	4202 26th Avenue Southwest	2	2	30	357	3	55	72	none	not applicable	not applicable	not applicable
WS6722	7891600035	4200 26th Avenue Southwest	2	2	30	380	3	55	72	none	not applicable	not applicable	not applicable
WS6723	7891600019	4110 26th Avenue Southwest	2	2	30	383	3	55	72	none	not applicable	not applicable	not applicable
WS6724	7891600015	4108 26th Avenue Southwest	2	2	30	397	3	55	72	none	not applicable	not applicable	not applicable
WS6726	7891600017	4106 26th Avenue Southwest	2	4	30	401	3	55	72	none	not applicable	not applicable	not applicable
WS6727	7891600005	4102 26th Avenue Southwest	2	2	30	426	3	55	72	none	not applicable	not applicable	not applicable
WS6730	7891600140	2507 Southwest Dakota Street	2	2	30	349	3	55	72	none	not applicable	not applicable	not applicable
WS2460	7891600125	4109 25th Avenue Southwest	2	2	30	284	3	55	72	none	not applicable	not applicable	not applicable
WS6731	7891600135	2501 Southwest Dakota Street	2	2	30	282	3	55	72	none	not applicable	not applicable	not applicable
WS6753	9358001956	4217 26th Avenue Southwest	2	4	30	319	3	55	72	none	not applicable	not applicable	not applicable
WS6754	9358001950	4215 26th Avenue Southwest	2	4	30	363	3	55	72	none	not applicable	not applicable	not applicable
WS6752	9358001955	2608 Southwest Nevada Street	2	2	30	315	3	55	72	none	not applicable	not applicable	not applicable
WS1152	3574300085	4147B 25th Avenue Southwest	2	2	30	43	3	62	72	none	not applicable	not applicable	not applicable
WS3018	3574300170	2414 Southwest Genesee Street	2	2	30	49	3	61	72	none	not applicable	not applicable	not applicable
WS7057	3574300185	not available	2	3	30	124	3	56	72	none	not applicable	not applicable	not applicable
WS7060	3574300195	4151 Delridge Way Southwest	2	3	30	82	3	57	72	none	not applicable	not applicable	not applicable
WS7061	3574300205	4147 Delridge Way Southwest	2	2	30	42	3	62	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS1166	3574300127	4132 B 25th Avenue Southwest	2	2	30	38	3	63	72	none	not applicable	not applicable	not applicable
WS5401	3574300125	4130 25th Avenue Southwest	2	2	30	70	3	58	72	none	not applicable	not applicable	not applicable
WS5404	7891600206	4128C 25th Avenue Southwest	2	3	30	55	3	60	72	none	not applicable	not applicable	not applicable
WS5403	7891600205	4128B 25th Avenue Southwest	2	3	30	80	3	57	72	none	not applicable	not applicable	not applicable
WS5402	7891600204	4128A 25th Avenue Southwest	2	3	30	110	3	57	72	none	not applicable	not applicable	not applicable
WS5405	7891600200	4122 25th Avenue Southwest	2	2	30	101	3	57	72	none	not applicable	not applicable	not applicable
WS6732	7891600190	4118 25th Avenue Southwest	2	2	30	160	3	56	72	none	not applicable	not applicable	not applicable
WS6733	7891600180	4116 25th Avenue Southwest	2	2	30	181	3	56	72	none	not applicable	not applicable	not applicable
WS6734	7891600175	4110 25th Avenue Southwest	2	2	30	192	3	56	72	none	not applicable	not applicable	not applicable
WS6735	7891600165	4108 25th Avenue Southwest	2	2	30	201	3	56	72	none	not applicable	not applicable	not applicable
WS6736	7891600161	4106 25th Avenue Southwest	2	4	30	204	3	56	72	none	not applicable	not applicable	not applicable
WS2462	7891600160	4102 25th Avenue Southwest	2	2	30	205	3	56	72	none	not applicable	not applicable	not applicable
WS2464	7891600155	4100 25th Avenue Southwest	2	2	30	198	3	56	72	none	not applicable	not applicable	not applicable
WS6790	2444600025	4040 26th Avenue Southwest	2	100	30	325	0	52	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	35	144	5	63	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	30	97	3	57	72	none	not applicable	not applicable	not applicable
WS5472	2848700105	3853 23rd Avenue Southwest	2	2	30	115	3	56	72	none	not applicable	not applicable	not applicable
WS5471	2848700115	3857 23rd Avenue Southwest	2	2	30	117	3	56	72	none	not applicable	not applicable	not applicable
WS5426	7881500370	2303 Southwest Andover Street	2	1	30	140	3	56	72	none	not applicable	not applicable	not applicable
WS5425	7881500360	4007 23rd Avenue Southwest	2	1	30	139	3	56	72	none	not applicable	not applicable	not applicable
WS5424	7881500350	4011 23rd Avenue Southwest	2	1	30	142	0	53	72	none	not applicable	not applicable	not applicable
WS5423	7881500340	4017 23rd Avenue Southwest	2	1	30	135	0	53	72	none	not applicable	not applicable	not applicable
WS5422	7881500330	4021 23rd Avenue Southwest	2	1	30	122	0	53	72	none	not applicable	not applicable	not applicable
WS5421	7881500320	4029 23rd Avenue Southwest	2	1	30	143	0	53	72	none	not applicable	not applicable	not applicable
WS5420	2444600335	4033 23rd Avenue Southwest	2	1	30	131	0	53	72	none	not applicable	not applicable	not applicable
WS5416	2444600325	4043 23rd Avenue Southwest	2	1	30	135	0	53	72	none	not applicable	not applicable	not applicable
WS5411	7891600385	4107 23rd Avenue Southwest	2	1	30	147	3	56	72	none	not applicable	not applicable	not applicable
WS7086	7891600365	4111 23rd Avenue Southwest	2	1	30	150	3	56	72	none	not applicable	not applicable	not applicable
WS7085	7891600335	4115 23rd Avenue Southwest	2	1	30	158	3	56	72	none	not applicable	not applicable	not applicable
WS7084	7891600330	4123 23rd Avenue Southwest	2	1	30	171	3	56	72	none	not applicable	not applicable	not applicable
WS7083	7891600325	4127 23rd Avenue Southwest	2	1	30	186	3	56	72	none	not applicable	not applicable	not applicable
WS7082	7892100005	4133 23rd Avenue Southwest	2	1	30	203	3	56	72	none	not applicable	not applicable	not applicable
WS7081	7892100015	4137 23rd Avenue Southwest	2	1	30	216	3	56	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS3036	7891600310	4118 Delridge Way Southwest	2	2	30	57	3	59	72	none	not applicable	not applicable	not applicable
WS7074	7891600320	4120 Delridge Way Southwest	2	4	30	74	3	57	72	none	not applicable	not applicable	not applicable
WS7072	3574300250	4134 Delridge Way Southwest	2	2	30	106	3	57	72	none	not applicable	not applicable	not applicable
WS7071	3574300255	4140 Delridge Way Southwest	2	2	30	125	3	56	72	none	not applicable	not applicable	not applicable
WS7070	3574300260	4142 Delridge Way Southwest	2	4	30	154	3	56	72	none	not applicable	not applicable	not applicable
WS7067	3574300259	4144 Delridge Way Southwest	2	4	30	180	3	56	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-10. Summary of Vibration Analysis – Delridge Way Station Lower Height Alternative (DEL-4)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	35	118	3	61	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	35	119	3	61	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	35	124	3	61	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	35	157	3	61	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	35	179	3	61	72	none	not applicable	not applicable	not applicable
WS2470	7666704005	2414 Southwest Andover Street	3	1	35	183	5	63	78	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	35	92	10	68	72	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	55	984	0	30	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	55	810	0	31	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	55	770	0	32	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	55	854	0	31	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	55	784	0	32	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	55	731	0	32	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	55	670	0	33	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	55	468	0	36	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	55	242	0	42	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	55	138	0	52	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	55	101	0	57	72	none	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	55	232	0	43	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	55	309	0	40	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	55	385	0	38	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	55	476	0	36	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	55	561	0	35	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	55	627	0	34	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	55	723	0	32	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	55	798	0	32	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	55	842	0	31	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	55	271	0	41	72	none	not applicable	not applicable	not applicable
WS61100	9306000000	3120 Southwest Avalon Way	2	20	55	263	0	41	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	55	366	0	38	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	55	416	0	37	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	55	432	0	37	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	55	449	0	36	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	55	463	0	36	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	55	476	0	36	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	55	493	0	36	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	55	516	0	35	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	55	538	0	35	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	55	566	0	34	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	55	574	0	34	72	none	not applicable	not applicable	not applicable
WS5187	9297301250	3220 Southwest Genesee Street	2	2	55	718	0	32	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	55	625	0	34	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	55	576	0	34	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	55	599	0	34	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	55	755	0	32	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	55	673	0	33	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	55	597	0	34	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	55	554	0	35	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	55	566	0	34	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	55	577	0	34	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	55	589	0	34	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	55	629	0	34	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	55	377	0	38	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	55	428	0	37	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	55	473	0	36	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	55	509	0	35	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	55	551	0	35	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	55	629	0	34	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	55	667	0	33	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	55	709	0	33	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	55	747	0	32	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104B Southwest Avalon Way	2	1	55	279	0	41	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	55	335	0	39	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078E Southwest Avalon Way	2	3	55	367	0	38	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	55	400	0	37	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070B Southwest Avalon Way	2	12	55	433	0	37	72	none	not applicable	not applicable	not applicable
WS5250	9297300902	3062B Southwest Avalon Way	2	12	55	489	0	36	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	55	542	0	35	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	55	603	0	63	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	55	670	0	63	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	55	722	0	63	72	none	not applicable	not applicable	not applicable
WS7123	9297300865	3036 Southwest Avalon Way	2	1	55	776	0	63	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	55	803	0	63	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026 A Southwest Avalon Way	2	6	55	831	0	63	72	none	not applicable	not applicable	not applicable
WS7193	9297300855	3028 A Southwest Avalon Way	2	6	55	852	0	63	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7190	9297300845	3018 Southwest Avalon Way	2	2	55	872	0	63	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	55	911	0	63	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	55	936	0	63	72	none	not applicable	not applicable	not applicable
WS7186	9297300835	3010 Southwest Avalon Way	2	1	55	983	0	63	72	none	not applicable	not applicable	not applicable
WS82500	7732800000	3000 Southwest Avalon Way	2	18	55	1015	0	63	72	none	not applicable	not applicable	not applicable
WS7184	9297300645	3004 Southwest Andover Street	2	1	55	1156	0	63	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	55	1171	0	63	72	none	not applicable	not applicable	not applicable
not available	not available	not available	2	1	55	1212	0	63	72	none	not applicable	not applicable	not applicable
WS7137	9297300640	2988 Southwest Avalon Way	2	12	55	1246	0	63	72	none	not applicable	not applicable	not applicable
WS7136	9297300630	2980 Southwest Avalon Way	2	18	55	1294	0	62	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	55	1031	1	64	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	55	1035	1	64	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	55	1038	1	64	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	55	1041	1	64	72	none	not applicable	not applicable	not applicable
WS7235	9358000515	2821 Southwest Yancy Street	2	1	55	1035	0	63	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	1	55	1044	0	63	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	55	1045	0	63	72	none	not applicable	not applicable	not applicable
WS7240	9358000551	2831 B Southwest Yancy Street	2	6	55	1012	0	63	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	2	55	1050	0	63	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839C Southwest Yancy Street	2	1	55	1040	0	63	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	55	1016	1	64	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	55	998	1	64	72	none	not applicable	not applicable	not applicable
WS7161	9358000595	2851 Southwest Yancy Street	2	1	55	1044	1	64	72	none	not applicable	not applicable	not applicable
WS7162	9358000600	2853 Southwest Yancy Street	2	1	55	1049	1	64	72	none	not applicable	not applicable	not applicable
WS7163	9358000605	4050 30th Avenue Southwest	2	8	55	1057	1	64	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	55	925	1	64	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854 B Southwest Dakota Street	2	2	55	937	1	64	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	55	905	1	64	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	55	909	1	64	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	55	823	0	63	72	none	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	55	731	0	63	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	55	790	1	64	72	none	not applicable	not applicable	not applicable
WS7292	9358001364	2862 Southwest Adams Street	2	5	55	659	1	64	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	55	743	1	64	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	55	438	0	37	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	55	351	0	38	72	none	not applicable	not applicable	not applicable
WS5253	9297300750	3055 Southwest Avalon Way	2	1	55	321	0	39	72	none	not applicable	not applicable	not applicable
WS5255	9297300740	3047 Southwest Avalon Way	2	2	55	378	0	38	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5260	9297300807	4209 30th Avenue Southwest	2	15	55	483	0	64	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	55	349	0	64	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	55	135	0	52	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	55	230	0	43	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	12	55	112	0	68	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	30	55	129	0	66	72	none	not applicable	not applicable	not applicable
WS1102	9358002340	4316 30th Avenue Southwest	2	6	55	119	1	63	72	none	not applicable	not applicable	not applicable
WS1104	9358002350	2852 Southwest Genesee Street	2	2	55	118	1	63	72	none	not applicable	not applicable	not applicable
WS1106	9358002351	2850 Southwest Genesee Street	2	2	55	117	1	63	72	none	not applicable	not applicable	not applicable
WS1110	9358002365	2842 Southwest Genesee Street	2	2	55	109	1	67	72	none	not applicable	not applicable	not applicable
WS1112	9358002374	2838B Southwest Genesee Street	2	3	55	101	1	67	72	none	not applicable	not applicable	not applicable
WS5270	9358002375	2838A Southwest Genesee Street	2	3	55	132	1	66	72	none	not applicable	not applicable	not applicable
WS5271	9358002373	2836B Southwest Genesee Street	2	3	55	136	1	66	72	none	not applicable	not applicable	not applicable
WS1114	9358002372	2836A Southwest Genesee Street	2	3	55	99	1	67	72	none	not applicable	not applicable	not applicable
WS1120	9358002400	2828 Southwest Genesee Street	2	4	55	95	0	66	72	none	not applicable	not applicable	not applicable
WS1122	9358002410	2822 Southwest Genesee Street	2	4	55	88	0	66	72	none	not applicable	not applicable	not applicable
WS1124	9358002425	2818 Southwest Genesee Street	2	3	55	75	0	66	72	none	not applicable	not applicable	not applicable
WS5287	9358002426	2816 Southwest Genesee Street	2	3	55	123	0	65	72	none	not applicable	not applicable	not applicable
WS1128	9358002430	2808 Southwest Genesee Street	2	2	55	60	0	66	72	none	not applicable	not applicable	not applicable
WS5291	9358002238	2809 B Southwest Nevada Street	2	2	55	118	0	65	72	none	not applicable	not applicable	not applicable
WS5292	9358002440	2809 A Southwest Nevada Street	2	3	55	124	1	66	72	none	not applicable	not applicable	not applicable
WS5297	9358002223	2801D Southwest Nevada Street	2	6	55	164	1	66	72	none	not applicable	not applicable	not applicable
WS5301	9358002221	2801B Southwest Nevada Street	2	6	55	209	1	66	72	none	not applicable	not applicable	not applicable
WS5295	9358002230	2807 B Southwest Nevada Street	2	6	55	187	0	65	72	none	not applicable	not applicable	not applicable
WS5293	9358002236	2811 B Southwest Nevada Street	2	6	55	189	0	65	72	none	not applicable	not applicable	not applicable
WS5285	9358002254	2815 B Southwest Nevada Street	2	6	55	181	0	65	72	none	not applicable	not applicable	not applicable
WS5283	9358002252	2817 A Southwest Nevada Street	2	6	55	185	0	65	72	none	not applicable	not applicable	not applicable
WS5282	9358002260	2821 Southwest Nevada Street	2	2	55	187	0	65	72	none	not applicable	not applicable	not applicable
WS5281	9358002265	2827 Southwest Nevada Street	2	2	55	200	0	65	72	none	not applicable	not applicable	not applicable
WS5280	9358002270	2831 A Southwest Nevada Street	2	3	55	227	0	65	72	none	not applicable	not applicable	not applicable
WS5277	9358002271	2831 B Southwest Nevada Street	2	3	55	181	0	65	72	none	not applicable	not applicable	not applicable
WS5275	9358002286	2833 B Southwest Nevada Street	2	3	55	184	0	65	72	none	not applicable	not applicable	not applicable
WS5276	9358002285	2833 A Southwest Nevada Street	2	3	55	231	0	65	72	none	not applicable	not applicable	not applicable
WS5272	9358002292	2841 Southwest Nevada Street	2	4	55	189	1	66	72	none	not applicable	not applicable	not applicable
WS5274	9358002290	2837 Southwest Nevada Street	2	4	55	235	1	66	72	none	not applicable	not applicable	not applicable
WS5267	9358002300	2843 Southwest Nevada Street	2	2	55	195	1	66	72	none	not applicable	not applicable	not applicable
WS5265	9358002307	2849 Southwest Nevada Street	2	3	55	195	1	66	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	55	203	1	62	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5266	9358002306	2847 Southwest Nevada Street	2	3	55	238	1	66	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	55	243	1	62	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	55	235	1	62	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	55	217	1	62	72	none	not applicable	not applicable	not applicable
WS5361	9358002060	2641 Southwest Nevada Street	2	3	55	185	1	66	72	none	not applicable	not applicable	not applicable
WS5362	9358002049	2637 Southwest Nevada Street	2	4	55	180	1	66	72	none	not applicable	not applicable	not applicable
WS5364	9358002047	2635 Southwest Nevada Street	2	4	55	174	1	66	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	3	55	87	1	67	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	4	55	160	1	66	72	none	not applicable	not applicable	not applicable
WS5367	9358002025	2623 Southwest Nevada Street	2	2	55	191	0	65	72	none	not applicable	not applicable	not applicable
WS5370	9358002015	2621 Southwest Nevada Street	2	9	55	150	0	65	72	none	not applicable	not applicable	not applicable
WS1138	9358002180	2616 Southwest Genesee Street	2	2	55	83	0	66	72	none	not applicable	not applicable	not applicable
WS2428	9358002190	2614 Southwest Genesee Street	2	3	55	58	0	66	72	none	not applicable	not applicable	not applicable
WS5374	9358002192	2610 Southwest Genesee Street	2	6	55	99	0	66	72	none	not applicable	not applicable	not applicable
WS5371	9358002005	2613 Southwest Nevada Street	2	2	55	176	0	65	72	none	not applicable	not applicable	not applicable
WS6712	9358001995	2611C Southwest Nevada Street	2	2	55	193	0	65	72	none	not applicable	not applicable	not applicable
WS5376	1772600730	4405 26th Avenue Southwest	2	1	55	49	0	67	72	none	not applicable	not applicable	not applicable
WS5377	1772600725	4409 26th Avenue Southwest	2	1	30	82	3	57	72	none	not applicable	not applicable	not applicable
WS5380	1772600715	4415 26th Avenue Southwest	2	1	30	120	3	56	72	none	not applicable	not applicable	not applicable
WS2430	9358002210	2604 Southwest Genesee Street	2	8	30	78	3	57	72	none	not applicable	not applicable	not applicable
WS2434	9358002200	4313 26th Avenue Southwest	2	2	30	104	3	57	72	none	not applicable	not applicable	not applicable
WS6711	9358001997	2611A Southwest Nevada Street	2	4	30	158	3	56	72	none	not applicable	not applicable	not applicable
WS2436	9358001980	2609 Southwest Nevada Street	2	2	30	203	3	56	72	none	not applicable	not applicable	not applicable
WS5396	3574300046	4310 26th Avenue Southwest	2	4	30	48	3	61	72	none	not applicable	not applicable	not applicable
WS5395	3574300044	4312 26th Avenue Southwest	2	4	30	102	3	57	72	none	not applicable	not applicable	not applicable
WS6713	3574300030	4302 26th Avenue Southwest	2	2	30	156	3	56	72	none	not applicable	not applicable	not applicable
WS2438	3574300020	4308A 26th Avenue Southwest	2	2	30	202	3	56	72	none	not applicable	not applicable	not applicable
WS5400	3574300095	4143 25th Avenue Southwest	2	3	30	86	3	57	72	none	not applicable	not applicable	not applicable
WS6714	3574300100	4139 25th Avenue Southwest	2	2	30	150	3	56	72	none	not applicable	not applicable	not applicable
WS6715	3574300110	4137 25th Avenue Southwest	2	2	30	171	3	56	72	none	not applicable	not applicable	not applicable
WS6717	3574300115	4131 25th Avenue Southwest	2	2	30	202	3	56	72	none	not applicable	not applicable	not applicable
WS6716	3574300116	4133 25th Avenue Southwest	2	2	30	230	3	56	72	none	not applicable	not applicable	not applicable
WS2440	3574300010	4222 26th Avenue Southwest	2	2	30	237	3	56	72	none	not applicable	not applicable	not applicable
WS2442	3574300005	4218 26th Avenue Southwest	2	2	30	253	3	56	72	none	not applicable	not applicable	not applicable
WS2444	7891600065	4216 26th Avenue Southwest	2	2	30	282	3	55	72	none	not applicable	not applicable	not applicable
WS2450	7891600070	4127 25th Avenue Southwest	2	2	30	244	3	56	72	none	not applicable	not applicable	not applicable
WS2452	7891600075	4213 25th Avenue Southwest	2	2	30	256	3	55	72	none	not applicable	not applicable	not applicable
WS2446	7891600060	4212 26th Avenue Southwest	2	2	30	284	3	55	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2448	7891600055	4210 26th Avenue Southwest	2	2	30	302	3	55	72	none	not applicable	not applicable	not applicable
WS6720	7891600045	4206 26th Avenue Southwest	2	2	30	322	3	55	72	none	not applicable	not applicable	not applicable
WS2454	7891600090	4121 25th Avenue Southwest	2	2	30	277	3	55	72	none	not applicable	not applicable	not applicable
WS10018	7891600105	4115 25th Avenue Southwest	2	4	30	274	3	55	72	none	not applicable	not applicable	not applicable
WS6721	7891600040	4202 26th Avenue Southwest	2	2	30	357	3	55	72	none	not applicable	not applicable	not applicable
WS6722	7891600035	4200 26th Avenue Southwest	2	2	30	380	3	55	72	none	not applicable	not applicable	not applicable
WS6723	7891600019	4110 26th Avenue Southwest	2	2	30	383	3	55	72	none	not applicable	not applicable	not applicable
WS6724	7891600015	4108 26th Avenue Southwest	2	2	30	397	3	55	72	none	not applicable	not applicable	not applicable
WS6726	7891600017	4106 26th Avenue Southwest	2	4	30	402	3	55	72	none	not applicable	not applicable	not applicable
WS6727	7891600005	4102 26th Avenue Southwest	2	2	30	426	3	55	72	none	not applicable	not applicable	not applicable
WS6730	7891600140	2507 Southwest Dakota Street	2	2	30	349	3	55	72	none	not applicable	not applicable	not applicable
WS2460	7891600125	4109 25th Avenue Southwest	2	2	30	284	3	55	72	none	not applicable	not applicable	not applicable
WS6731	7891600135	2501 Southwest Dakota Street	2	2	30	282	3	55	72	none	not applicable	not applicable	not applicable
WS6753	9358001956	4217 26th Avenue Southwest	2	4	30	319	3	55	72	none	not applicable	not applicable	not applicable
WS6754	9358001950	4215 26th Avenue Southwest	2	4	30	363	3	55	72	none	not applicable	not applicable	not applicable
WS6752	9358001955	2608 Southwest Nevada Street	2	2	30	315	3	55	72	none	not applicable	not applicable	not applicable
WS1152	3574300085	4147B 25th Avenue Southwest	2	2	30	43	3	62	72	none	not applicable	not applicable	not applicable
WS3018	3574300170	2414 Southwest Genesee Street	2	2	30	49	3	61	72	none	not applicable	not applicable	not applicable
WS7057	3574300185	not available	2	3	30	123	3	56	72	none	not applicable	not applicable	not applicable
WS7060	3574300195	4151 Delridge Way Southwest	2	3	30	82	3	57	72	none	not applicable	not applicable	not applicable
WS7061	3574300205	4147 Delridge Way Southwest	2	2	30	42	3	62	72	none	not applicable	not applicable	not applicable
WS1166	3574300127	4132 B 25th Avenue Southwest	2	2	30	38	3	63	72	none	not applicable	not applicable	not applicable
WS5401	3574300125	4130 25th Avenue Southwest	2	2	30	70	3	58	72	none	not applicable	not applicable	not applicable
WS5404	7891600206	4128C 25th Avenue Southwest	2	3	30	55	3	60	72	none	not applicable	not applicable	not applicable
WS5403	7891600205	4128B 25th Avenue Southwest	2	3	30	80	3	57	72	none	not applicable	not applicable	not applicable
WS5402	7891600204	4128A 25th Avenue Southwest	2	3	30	110	3	57	72	none	not applicable	not applicable	not applicable
WS5405	7891600200	4122 25th Avenue Southwest	2	2	30	101	3	57	72	none	not applicable	not applicable	not applicable
WS6732	7891600190	4118 25th Avenue Southwest	2	2	30	160	3	56	72	none	not applicable	not applicable	not applicable
WS6733	7891600180	4116 25th Avenue Southwest	2	2	30	181	3	56	72	none	not applicable	not applicable	not applicable
WS6734	7891600175	4110 25th Avenue Southwest	2	2	30	192	3	56	72	none	not applicable	not applicable	not applicable
WS6735	7891600165	4108 25th Avenue Southwest	2	2	30	201	3	56	72	none	not applicable	not applicable	not applicable
WS6736	7891600161	4106 25th Avenue Southwest	2	4	30	204	3	56	72	none	not applicable	not applicable	not applicable
WS2462	7891600160	4102 25th Avenue Southwest	2	2	30	205	3	56	72	none	not applicable	not applicable	not applicable
WS2464	7891600155	4100 25th Avenue Southwest	2	2	30	198	3	56	72	none	not applicable	not applicable	not applicable
WS6790	2444600025	4040 26th Avenue Southwest	2	100	30	325	0	52	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	35	144	5	63	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	30	97	3	57	72	none	not applicable	not applicable	not applicable
WS5472	2848700105	3853 23rd Avenue Southwest	2	2	30	115	3	56	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5471	2848700115	3857 23rd Avenue Southwest	2	2	30	117	3	56	72	none	not applicable	not applicable	not applicable
WS5426	7881500370	2303 Southwest Andover Street	2	1	30	140	3	56	72	none	not applicable	not applicable	not applicable
WS5425	7881500360	4007 23rd Avenue Southwest	2	1	30	139	3	56	72	none	not applicable	not applicable	not applicable
WS5424	7881500350	4011 23rd Avenue Southwest	2	1	30	142	0	53	72	none	not applicable	not applicable	not applicable
WS5423	7881500340	4017 23rd Avenue Southwest	2	1	30	135	0	53	72	none	not applicable	not applicable	not applicable
WS5422	7881500330	4021 23rd Avenue Southwest	2	1	30	122	0	53	72	none	not applicable	not applicable	not applicable
WS5421	7881500320	4029 23rd Avenue Southwest	2	1	30	143	0	53	72	none	not applicable	not applicable	not applicable
WS5420	2444600335	4033 23rd Avenue Southwest	2	1	30	131	0	53	72	none	not applicable	not applicable	not applicable
WS5416	2444600325	4043 23rd Avenue Southwest	2	1	30	135	0	53	72	none	not applicable	not applicable	not applicable
WS5411	7891600385	4107 23rd Avenue Southwest	2	1	30	147	3	56	72	none	not applicable	not applicable	not applicable
WS7086	7891600365	4111 23rd Avenue Southwest	2	1	30	150	3	56	72	none	not applicable	not applicable	not applicable
WS7085	7891600335	4115 23rd Avenue Southwest	2	1	30	158	3	56	72	none	not applicable	not applicable	not applicable
WS7084	7891600330	4123 23rd Avenue Southwest	2	1	30	171	3	56	72	none	not applicable	not applicable	not applicable
WS7083	7891600325	4127 23rd Avenue Southwest	2	1	30	186	3	56	72	none	not applicable	not applicable	not applicable
WS7082	7892100005	4133 23rd Avenue Southwest	2	1	30	203	3	56	72	none	not applicable	not applicable	not applicable
WS7081	7892100015	4137 23rd Avenue Southwest	2	1	30	215	3	56	72	none	not applicable	not applicable	not applicable
WS3036	7891600310	4118 Delridge Way Southwest	2	2	30	57	3	59	72	none	not applicable	not applicable	not applicable
WS7074	7891600320	4120 Delridge Way Southwest	2	4	30	74	3	57	72	none	not applicable	not applicable	not applicable
WS7072	3574300250	4134 Delridge Way Southwest	2	2	30	106	3	57	72	none	not applicable	not applicable	not applicable
WS7071	3574300255	4140 Delridge Way Southwest	2	2	30	125	3	56	72	none	not applicable	not applicable	not applicable
WS7070	3574300260	4142 Delridge Way Southwest	2	4	30	154	3	56	72	none	not applicable	not applicable	not applicable
WS7067	3574300259	4144 Delridge Way Southwest	2	4	30	179	3	56	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-11. Summary of Vibration Analysis – Andover Street Station Alternative (DEL-5)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	30	233	3	56	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	30	236	3	56	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	30	239	3	56	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	30	257	3	55	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	30	273	3	55	72	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	30	221	3	56	72	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	737	0	51	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	585	0	51	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	550	0	52	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	622	0	51	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	30	577	0	51	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	30	515	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	30	461	0	52	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	333	3	55	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	30	252	3	56	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	30	226	3	56	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	30	168	3	56	72	none	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	30	90	3	57	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	30	94	3	57	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	30	159	3	56	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	230	3	56	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	298	0	52	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	356	0	52	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	30	446	0	52	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	519	0	52	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	30	562	0	52	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	30	145	3	56	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	30	175	3	56	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	30	199	3	56	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	30	217	3	56	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	30	232	3	56	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	30	246	3	56	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	30	255	3	55	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	30	267	3	55	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	30	242	3	56	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5187	9297301250	3220 Southwest Genesee Street	2	2	30	400	0	52	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	30	308	0	52	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	30	280	3	55	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	30	342	3	55	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	30	438	0	52	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	30	355	0	52	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	30	279	0	52	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	30	239	3	56	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	30	258	3	55	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	30	296	3	55	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	323	3	55	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	30	375	3	55	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	30	66	3	58	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	30	117	3	56	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	30	163	3	56	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	30	200	3	56	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	30	242	0	53	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	30	324	0	52	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	30	363	0	52	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	30	405	0	52	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	30	443	0	52	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070B Southwest Avalon Way	2	12	30	45	3	62	72	none	not applicable	not applicable	not applicable
WS5250	9297300902	3062B Southwest Avalon Way	2	12	30	47	3	61	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	30	55	3	60	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	40	37	0	67	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	40	45	3	68	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	40	45	3	68	72	none	not applicable	not applicable	not applicable
WS7123	9297300865	3036 Southwest Avalon Way	2	1	40	80	3	64	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	40	55	3	66	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026 A Southwest Avalon Way	2	6	40	54	3	66	72	none	not applicable	not applicable	not applicable
WS7193	9297300855	3028 A Southwest Avalon Way	2	6	40	102	3	64	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	40	54	3	66	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	40	106	3	64	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	40	65	3	65	72	none	not applicable	not applicable	not applicable
WS7186	9297300835	3010 Southwest Avalon Way	2	1	40	97	3	64	72	none	not applicable	not applicable	not applicable
WS82500	7732800000	3000 Southwest Avalon Way	2	18	40	80	3	64	72	none	not applicable	not applicable	not applicable

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WS7184	9297300645	3004 Southwest Andover Street	2	1	40	151	3	64	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	40	192	3	63	72	none	not applicable	not applicable	not applicable
not available	not available	not available	2	1	40	184	3	63	72	none	not applicable	not applicable	not applicable
WS7137	9297300640	2988 Southwest Avalon Way	2	12	40	195	3	63	72	none	not applicable	not applicable	not applicable
WS7136	9297300630	2980 Southwest Avalon Way	2	18	40	225	3	63	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	40	261	3	63	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	40	251	3	63	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	40	237	3	63	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	40	223	3	63	72	none	not applicable	not applicable	not applicable
WS7235	9358000515	2821 Southwest Yancy Street	2	1	40	197	3	63	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	1	40	170	3	63	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	40	147	3	64	72	none	not applicable	not applicable	not applicable
WS7240	9358000551	2831 B Southwest Yancy Street	2	6	40	174	3	63	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	2	40	131	3	64	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839C Southwest Yancy Street	2	1	40	113	3	64	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	40	106	3	64	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	40	88	3	64	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	40	62	3	65	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854 B Southwest Dakota Street	2	2	40	86	3	64	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	40	107	3	64	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	40	158	3	63	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	40	27	3	72	72	<1	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	40	32	3	71	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	40	140	3	64	72	none	not applicable	not applicable	not applicable
WS7292	9358001364	2862 Southwest Adams Street	2	5	40	186	3	63	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	40	189	3	63	72	none	not applicable	not applicable	not applicable
WS5260	9297300807	4209 30th Avenue Southwest	2	15	30	137	3	56	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	30	184	3	56	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	30	109	3	57	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	30	72	3	57	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	12	30	213	3	56	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	30	30	291	3	55	72	none	not applicable	not applicable	not applicable
WS1102	9358002340	4316 30th Avenue Southwest	2	6	30	400	3	55	72	none	not applicable	not applicable	not applicable
WS1104	9358002350	2852 Southwest Genesee Street	2	2	30	439	3	55	72	none	not applicable	not applicable	not applicable
WS1106	9358002351	2850 Southwest Genesee Street	2	2	30	476	3	55	72	none	not applicable	not applicable	not applicable
WS1110	9358002365	2842 Southwest Genesee Street	2	2	30	509	3	55	72	none	not applicable	not applicable	not applicable

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WS1112	9358002374	2838B Southwest Genesee Street	2	3	30	555	3	55	72	none	not applicable	not applicable	not applicable
WS5270	9358002375	2838A Southwest Genesee Street	2	3	30	541	3	55	72	none	not applicable	not applicable	not applicable
WS5271	9358002373	2836B Southwest Genesee Street	2	3	30	567	3	55	72	none	not applicable	not applicable	not applicable
WS1114	9358002372	2836A Southwest Genesee Street	2	3	30	582	3	54	72	none	not applicable	not applicable	not applicable
WS1116	9358002390	2834 Southwest Genesee Street	2	2	30	611	3	54	72	none	not applicable	not applicable	not applicable
WS1120	9358002400	2828 Southwest Genesee Street	2	4	30	667	3	54	72	none	not applicable	not applicable	not applicable
WS1122	9358002410	2822 Southwest Genesee Street	2	4	30	712	3	54	72	none	not applicable	not applicable	not applicable
WS1124	9358002425	2818 Southwest Genesee Street	2	3	30	765	3	54	72	none	not applicable	not applicable	not applicable
WS5287	9358002426	2816 Southwest Genesee Street	2	3	30	744	3	54	72	none	not applicable	not applicable	not applicable
WS1128	9358002430	2808 Southwest Genesee Street	2	2	30	857	3	54	72	none	not applicable	not applicable	not applicable
WS5291	9358002238	2809 B Southwest Nevada Street	2	2	30	835	3	54	72	none	not applicable	not applicable	not applicable
WS5292	9358002440	2809 A Southwest Nevada Street	2	3	30	884	3	54	72	none	not applicable	not applicable	not applicable
WS5297	9358002223	2801D Southwest Nevada Street	2	6	30	863	3	54	72	none	not applicable	not applicable	not applicable
WS5301	9358002221	2801B Southwest Nevada Street	2	6	40	848	0	58	72	none	not applicable	not applicable	not applicable
WS5295	9358002230	2807 B Southwest Nevada Street	2	6	30	822	3	54	72	none	not applicable	not applicable	not applicable
WS5293	9358002236	2811 B Southwest Nevada Street	2	6	30	786	3	54	72	none	not applicable	not applicable	not applicable
WS5285	9358002254	2815 B Southwest Nevada Street	2	6	30	757	3	54	72	none	not applicable	not applicable	not applicable
WS5283	9358002252	2817 A Southwest Nevada Street	2	6	30	720	3	54	72	none	not applicable	not applicable	not applicable
WS5282	9358002260	2821 Southwest Nevada Street	2	2	30	679	3	54	72	none	not applicable	not applicable	not applicable
WS5281	9358002265	2827 Southwest Nevada Street	2	2	30	638	3	54	72	none	not applicable	not applicable	not applicable
WS5280	9358002270	2831 A Southwest Nevada Street	2	3	30	595	3	54	72	none	not applicable	not applicable	not applicable
WS5277	9358002271	2831 B Southwest Nevada Street	2	3	30	610	3	54	72	none	not applicable	not applicable	not applicable
WS5275	9358002286	2833 B Southwest Nevada Street	2	3	30	583	3	54	72	none	not applicable	not applicable	not applicable
WS5276	9358002285	2833 A Southwest Nevada Street	2	3	30	567	3	55	72	none	not applicable	not applicable	not applicable
WS5272	9358002292	2841 Southwest Nevada Street	2	4	30	547	3	55	72	none	not applicable	not applicable	not applicable
WS5274	9358002290	2837 Southwest Nevada Street	2	4	30	530	3	55	72	none	not applicable	not applicable	not applicable
WS5267	9358002300	2843 Southwest Nevada Street	2	2	30	511	3	55	72	none	not applicable	not applicable	not applicable
WS5265	9358002307	2849 Southwest Nevada Street	2	3	30	475	3	55	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	30	438	3	55	72	none	not applicable	not applicable	not applicable
WS5266	9358002306	2847 Southwest Nevada Street	2	3	30	451	3	55	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	30	420	3	55	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	30	397	3	55	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	30	362	3	55	72	none	not applicable	not applicable	not applicable
WS5361	9358002060	2641 Southwest Nevada Street	2	3	40	1114	3	61	72	none	not applicable	not applicable	not applicable
WS5362	9358002049	2637 Southwest Nevada Street	2	4	40	1124	0	58	72	none	not applicable	not applicable	not applicable
WS5364	9358002047	2635 Southwest Nevada Street	2	4	30	1129	0	51	72	none	not applicable	not applicable	not applicable

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WS61200	2472850000	2629 Southwest Nevada Street	2	3	30	1215	0	51	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	4	30	1141	0	51	72	none	not applicable	not applicable	not applicable
WS5367	9358002025	2623 Southwest Nevada Street	2	2	30	1109	0	51	72	none	not applicable	not applicable	not applicable
WS5370	9358002015	2621 Southwest Nevada Street	2	9	30	1148	3	54	72	none	not applicable	not applicable	not applicable
WS1138	9358002180	2616 Southwest Genesee Street	2	2	30	1215	3	54	72	none	not applicable	not applicable	not applicable
WS2428	9358002190	2614 Southwest Genesee Street	2	3	30	1239	3	54	72	none	not applicable	not applicable	not applicable
WS5374	9358002192	2610 Southwest Genesee Street	2	6	30	1198	3	54	72	none	not applicable	not applicable	not applicable
WS5371	9358002005	2613 Southwest Nevada Street	2	2	30	1121	3	54	72	none	not applicable	not applicable	not applicable
WS6712	9358001995	2611C Southwest Nevada Street	2	2	30	1104	3	54	72	none	not applicable	not applicable	not applicable
WS1140	1772600735	4401 26th Avenue Southwest	2	1	30	1338	3	53	72	none	not applicable	not applicable	not applicable
WS5376	1772600730	4405 26th Avenue Southwest	2	1	30	1378	3	53	72	none	not applicable	not applicable	not applicable
WS5377	1772600725	4409 26th Avenue Southwest	2	1	30	1412	3	53	72	none	not applicable	not applicable	not applicable
WS5380	1772600715	4415 26th Avenue Southwest	2	1	30	1450	3	53	72	none	not applicable	not applicable	not applicable
WS2430	9358002210	2604 Southwest Genesee Street	2	8	30	1220	3	54	72	none	not applicable	not applicable	not applicable
WS2434	9358002200	4313 26th Avenue Southwest	2	2	30	1194	3	54	72	none	not applicable	not applicable	not applicable
WS6711	9358001997	2611A Southwest Nevada Street	2	4	30	1140	3	54	72	none	not applicable	not applicable	not applicable
WS2436	9358001980	2609 Southwest Nevada Street	2	2	30	1095	3	54	72	none	not applicable	not applicable	not applicable
WS5396	3574300046	4310 26th Avenue Southwest	2	4	30	1224	3	54	72	none	not applicable	not applicable	not applicable
WS5395	3574300044	4312 26th Avenue Southwest	2	4	30	1184	3	54	72	none	not applicable	not applicable	not applicable
WS6713	3574300030	4302 26th Avenue Southwest	2	2	30	1122	3	54	72	none	not applicable	not applicable	not applicable
WS2438	3574300020	4308A 26th Avenue Southwest	2	2	30	1074	3	54	72	none	not applicable	not applicable	not applicable
WS5400	3574300095	4143 25th Avenue Southwest	2	3	30	1144	3	54	72	none	not applicable	not applicable	not applicable
WS6714	3574300100	4139 25th Avenue Southwest	2	2	30	1083	3	54	72	none	not applicable	not applicable	not applicable
WS6715	3574300110	4137 25th Avenue Southwest	2	2	30	1054	3	54	72	none	not applicable	not applicable	not applicable
WS6717	3574300115	4131 25th Avenue Southwest	2	2	30	1010	3	54	72	none	not applicable	not applicable	not applicable
WS6716	3574300116	4133 25th Avenue Southwest	2	2	30	1001	3	54	72	none	not applicable	not applicable	not applicable
WS2440	3574300010	4222 26th Avenue Southwest	2	2	30	1031	3	54	72	none	not applicable	not applicable	not applicable
WS2442	3574300005	4218 26th Avenue Southwest	2	2	30	1007	3	54	72	none	not applicable	not applicable	not applicable
WS2444	7891600065	4216 26th Avenue Southwest	2	2	30	975	3	54	72	none	not applicable	not applicable	not applicable
WS2450	7891600070	4127 25th Avenue Southwest	2	2	30	970	3	54	72	none	not applicable	not applicable	not applicable
WS2452	7891600075	4213 25th Avenue Southwest	2	2	30	931	3	54	72	none	not applicable	not applicable	not applicable
WS2446	7891600060	4212 26th Avenue Southwest	2	2	30	957	3	54	72	none	not applicable	not applicable	not applicable
WS2448	7891600055	4210 26th Avenue Southwest	2	2	30	929	3	54	72	none	not applicable	not applicable	not applicable
WS6720	7891600045	4206 26th Avenue Southwest	2	2	30	902	3	54	72	none	not applicable	not applicable	not applicable
WS2454	7891600090	4121 25th Avenue Southwest	2	2	30	902	3	54	72	none	not applicable	not applicable	not applicable
WS10018	7891600105	4115 25th Avenue Southwest	2	4	30	862	3	54	72	none	not applicable	not applicable	not applicable

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WS6721	7891600040	4202 26th Avenue Southwest	2	2	30	856	3	54	72	none	not applicable	not applicable	not applicable
WS6722	7891600035	4200 26th Avenue Southwest	2	2	30	827	3	54	72	none	not applicable	not applicable	not applicable
WS6723	7891600019	4110 26th Avenue Southwest	2	2	30	802	3	54	72	none	not applicable	not applicable	not applicable
WS6724	7891600015	4108 26th Avenue Southwest	2	2	30	781	3	54	72	none	not applicable	not applicable	not applicable
WS6726	7891600017	4106 26th Avenue Southwest	2	4	30	754	3	54	72	none	not applicable	not applicable	not applicable
WS6727	7891600005	4102 26th Avenue Southwest	2	2	30	713	3	54	72	none	not applicable	not applicable	not applicable
WS6730	7891600140	2507 Southwest Dakota Street	2	2	30	744	3	54	72	none	not applicable	not applicable	not applicable
WS2460	7891600125	4109 25th Avenue Southwest	2	2	30	816	3	54	72	none	not applicable	not applicable	not applicable
WS6731	7891600135	2501 Southwest Dakota Street	2	2	30	769	3	54	72	none	not applicable	not applicable	not applicable
WS6753	9358001956	4217 26th Avenue Southwest	2	4	30	975	3	54	72	none	not applicable	not applicable	not applicable
WS6754	9358001950	4215 26th Avenue Southwest	2	4	30	931	3	54	72	none	not applicable	not applicable	not applicable
WS6752	9358001955	2608 Southwest Nevada Street	2	2	30	983	3	54	72	none	not applicable	not applicable	not applicable
WS1142	3574300056	2518 Southwest Genesee Street	2	2	30	1270	3	54	72	none	not applicable	not applicable	not applicable
WS1144	3574300055	2512 Southwest Genesee Street	2	2	30	1278	3	54	72	none	not applicable	not applicable	not applicable
WS3014	3574300065	4159 25th Avenue Southwest	2	4	30	1284	3	53	72	none	not applicable	not applicable	not applicable
WS1146	3574300070	4155 25th Avenue Southwest	2	4	30	1259	3	54	72	none	not applicable	not applicable	not applicable
WS1150	3574300071	4151 25th Avenue Southwest	2	3	30	1220	3	54	72	none	not applicable	not applicable	not applicable
WS1152	3574300085	4147B 25th Avenue Southwest	2	2	30	1195	3	54	72	none	not applicable	not applicable	not applicable
WS3018	3574300170	2414 Southwest Genesee Street	2	2	30	1298	3	53	72	none	not applicable	not applicable	not applicable
WS7057	3574300185	not available	2	3	30	1326	3	53	72	none	not applicable	not applicable	not applicable
WS7060	3574300195	4151 Delridge Way Southwest	2	3	30	1271	3	54	72	none	not applicable	not applicable	not applicable
WS3020	3574300165	4150 25th Avenue Southwest	2	2	30	1238	3	54	72	none	not applicable	not applicable	not applicable
WS3022	3574300160	4148 A 25th Avenue Southwest	2	3	30	1219	3	54	72	none	not applicable	not applicable	not applicable
WS3026	3574300155	4146 A 25th Avenue Southwest	2	3	30	1200	3	54	72	none	not applicable	not applicable	not applicable
WS3028	3574300156	4146 B 25th Avenue Southwest	2	3	30	1210	3	54	72	none	not applicable	not applicable	not applicable
WS3024	3574300161	4148 B 25th Avenue Southwest	2	3	30	1225	3	54	72	none	not applicable	not applicable	not applicable
WS7061	3574300205	4147 Delridge Way Southwest	2	2	30	1227	3	54	72	none	not applicable	not applicable	not applicable
WS3032	3574300217	4141 Delridge Way Southwest	2	6	30	1172	3	54	72	none	not applicable	not applicable	not applicable
WS3034	3574300225	4137 Delridge Way Southwest	2	4	30	1139	3	54	72	none	not applicable	not applicable	not applicable
WS1154	3574300150	4144 25th Avenue Southwest	2	2	30	1184	3	54	72	none	not applicable	not applicable	not applicable
WS1156	3574300145	4140 25th Avenue Southwest	2	2	30	1164	3	54	72	none	not applicable	not applicable	not applicable
WS1164	3574300136	4134 25th Avenue Southwest	2	3	30	1138	3	54	72	none	not applicable	not applicable	not applicable
WS1158	3574300135	4138C 25th Avenue Southwest	2	6	30	1128	3	54	72	none	not applicable	not applicable	not applicable
WS1166	3574300127	4132 B 25th Avenue Southwest	2	2	30	1094	3	54	72	none	not applicable	not applicable	not applicable
WS1170	3574300235	4131 Delridge Way Southwest	2	4	30	1097	3	54	72	none	not applicable	not applicable	not applicable
WS1172	7891600215	4127 Delridge Way Southwest	2	1	30	1074	3	54	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS1174	7891600225	4123 Delridge Way Southwest	2	12	30	1031	3	54	72	none	not applicable	not applicable	not applicable
WS5401	3574300125	4130 25th Avenue Southwest	2	2	30	1080	3	54	72	none	not applicable	not applicable	not applicable
WS5404	7891600206	4128C 25th Avenue Southwest	2	3	30	1047	3	54	72	none	not applicable	not applicable	not applicable
WS5403	7891600205	4128B 25th Avenue Southwest	2	3	30	1035	3	54	72	none	not applicable	not applicable	not applicable
WS5402	7891600204	4128A 25th Avenue Southwest	2	3	30	1025	3	54	72	none	not applicable	not applicable	not applicable
WS5405	7891600200	4122 25th Avenue Southwest	2	2	30	995	3	54	72	none	not applicable	not applicable	not applicable
WS6732	7891600190	4118 25th Avenue Southwest	2	2	30	930	3	54	72	none	not applicable	not applicable	not applicable
WS6733	7891600180	4116 25th Avenue Southwest	2	2	30	890	3	54	72	none	not applicable	not applicable	not applicable
WS6734	7891600175	4110 25th Avenue Southwest	2	2	30	855	3	54	72	none	not applicable	not applicable	not applicable
WS6735	7891600165	4108 25th Avenue Southwest	2	2	30	826	3	54	72	none	not applicable	not applicable	not applicable
WS6736	7891600161	4106 25th Avenue Southwest	2	4	30	805	3	54	72	none	not applicable	not applicable	not applicable
WS2462	7891600160	4102 25th Avenue Southwest	2	2	30	786	3	54	72	none	not applicable	not applicable	not applicable
WS2464	7891600155	4100 25th Avenue Southwest	2	2	30	767	3	54	72	none	not applicable	not applicable	not applicable
WS5410	7891600261	4105 Delridge Way Southwest	2	3	30	820	3	54	72	none	not applicable	not applicable	not applicable
WS1188	7891600260	4103 Delridge Way Southwest	2	3	30	867	3	54	72	none	not applicable	not applicable	not applicable
WS1190	7891600270	4101 Delridge Way Southwest	2	2	30	841	3	54	72	none	not applicable	not applicable	not applicable
WS1182	7891600247	4109C Delridge Way Southwest	2	9	30	943	3	54	72	none	not applicable	not applicable	not applicable
WS5406	7891600251	4113 Delridge Way Southwest	2	3	30	924	3	54	72	none	not applicable	not applicable	not applicable
WS5407	7891600250	4111 Delridge Way Southwest	2	3	30	894	3	54	72	none	not applicable	not applicable	not applicable
WS1178	7891600235	4117 Delridge Way Southwest	2	12	30	984	3	54	72	none	not applicable	not applicable	not applicable
WS6790	2444600025	4040 26th Avenue Southwest	2	100	30	638	3	54	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	30	298	0	52	72	none	not applicable	not applicable	not applicable
WS1222	2848700050	3823 23rd Avenue Southwest	2	2	30	228	0	53	72	none	not applicable	not applicable	not applicable
WS1220	2848700060	3831 23rd Avenue Southwest	2	2	30	238	0	53	72	none	not applicable	not applicable	not applicable
WS1218	2848700075	3837 23rd Avenue Southwest	2	16	30	268	0	52	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	30	321	0	52	72	none	not applicable	not applicable	not applicable
WS1212	2445100295	3852 Delridge Way Southwest	2	1	30	316	0	52	72	none	not applicable	not applicable	not applicable
WS5472	2848700105	3853 23rd Avenue Southwest	2	2	30	359	0	52	72	none	not applicable	not applicable	not applicable
WS5471	2848700115	3857 23rd Avenue Southwest	2	2	30	377	0	52	72	none	not applicable	not applicable	not applicable
WS1208	7881500255	4000 Delridge Way Southwest	2	12	30	437	3	55	72	none	not applicable	not applicable	not applicable
WS5426	7881500370	2303 Southwest Andover Street	2	1	30	466	0	52	72	none	not applicable	not applicable	not applicable
WS5425	7881500360	4007 23rd Avenue Southwest	2	1	30	491	0	52	72	none	not applicable	not applicable	not applicable
WS5424	7881500350	4011 23rd Avenue Southwest	2	1	30	529	0	52	72	none	not applicable	not applicable	not applicable
WS5423	7881500340	4017 23rd Avenue Southwest	2	1	30	556	3	55	72	none	not applicable	not applicable	not applicable
WS1206	7881500285	4018 Delridge Way Southwest	2	1	30	497	3	55	72	none	not applicable	not applicable	not applicable
WS1204	7881500295	4022 Delridge Way Southwest	2	2	30	513	3	55	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5422	7881500330	4021 23rd Avenue Southwest	2	1	30	580	3	54	72	none	not applicable	not applicable	not applicable
WS5421	7881500320	4029 23rd Avenue Southwest	2	1	30	636	3	54	72	none	not applicable	not applicable	not applicable
WS1202	7881500310	4028 Delridge Way Southwest	2	2	30	574	3	54	72	none	not applicable	not applicable	not applicable
WS1200	2444600240	4030 Delridge Way Southwest	2	2	30	589	3	54	72	none	not applicable	not applicable	not applicable
WS5420	2444600335	4033 23rd Avenue Southwest	2	1	30	659	3	54	72	none	not applicable	not applicable	not applicable
WS5416	2444600325	4043 23rd Avenue Southwest	2	1	30	753	3	54	72	none	not applicable	not applicable	not applicable
WS1194	2444600275	4050 Delridge Way Southwest	2	4	30	751	3	54	72	none	not applicable	not applicable	not applicable
WS5413	2444600300	4057 23rd Avenue Southwest	2	1	30	856	3	54	72	none	not applicable	not applicable	not applicable
WS5415	2444600315	4049 23rd Avenue Southwest	2	1	30	806	3	54	72	none	not applicable	not applicable	not applicable
WS5411	7891600385	4107 23rd Avenue Southwest	2	1	30	982	3	54	72	none	not applicable	not applicable	not applicable
WS7086	7891600365	4111 23rd Avenue Southwest	2	1	30	1021	3	54	72	none	not applicable	not applicable	not applicable
WS7085	7891600335	4115 23rd Avenue Southwest	2	1	30	1062	3	54	72	none	not applicable	not applicable	not applicable
WS7084	7891600330	4123 23rd Avenue Southwest	2	1	30	1109	3	54	72	none	not applicable	not applicable	not applicable
WS7083	7891600325	4127 23rd Avenue Southwest	2	1	30	1152	3	54	72	none	not applicable	not applicable	not applicable
WS7082	7892100005	4133 23rd Avenue Southwest	2	1	30	1199	3	54	72	none	not applicable	not applicable	not applicable
WS7081	7892100015	4137 23rd Avenue Southwest	2	1	30	1236	3	54	72	none	not applicable	not applicable	not applicable
WS3036	7891600310	4118 Delridge Way Southwest	2	2	30	1050	3	54	72	none	not applicable	not applicable	not applicable
WS7074	7891600320	4120 Delridge Way Southwest	2	4	30	1098	3	54	72	none	not applicable	not applicable	not applicable
WS7072	3574300250	4134 Delridge Way Southwest	2	2	30	1170	3	54	72	none	not applicable	not applicable	not applicable
WS7071	3574300255	4140 Delridge Way Southwest	2	2	30	1214	3	54	72	none	not applicable	not applicable	not applicable
WS7070	3574300260	4142 Delridge Way Southwest	2	4	30	1261	3	54	72	none	not applicable	not applicable	not applicable
WS7067	3574300259	4144 Delridge Way Southwest	2	4	30	1302	3	53	72	none	not applicable	not applicable	not applicable
WS7156	9298300025	4001 32nd Avenue Southwest	2	4	40	341	3	63	72	none	not applicable	not applicable	not applicable
WS7114	9297301155	4049 32nd Avenue Southwest	2	2	40	421	0	59	72	none	not applicable	not applicable	not applicable
WS7154	9297301170	4105 32nd Avenue Southwest	2	2	30	415	3	55	72	none	not applicable	not applicable	not applicable
WS7221	9297301455	4039 Fauntleroy Way Southwest	2	2	30	651	3	54	72	none	not applicable	not applicable	not applicable
WS7222	9297301460	4043 Fauntleroy Way Southwest	2	2	30	659	3	54	72	none	not applicable	not applicable	not applicable
WS7223	9297301465	4101 Fauntleroy Way Southwest	2	2	30	655	0	51	72	none	not applicable	not applicable	not applicable
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	2	40	649	3	62	72	none	not applicable	not applicable	not applicable
WS7140	9297300670	3014 Southwest Andover Street	2	1	40	285	3	63	72	none	not applicable	not applicable	not applicable
WS7141	9297300675	3018 Southwest Andover Street	2	1	40	328	3	63	72	none	not applicable	not applicable	not applicable
WS7142	9297300680	3024 Southwest Andover Street	2	1	40	391	3	62	72	none	not applicable	not applicable	not applicable
WS7124	9298300030	3200 Southwest Andover Street	2	1	40	447	3	62	72	none	not applicable	not applicable	not applicable
WS7155	9297301175	4107 32nd Avenue Southwest	2	1	40	618	3	62	72	none	not applicable	not applicable	not applicable
WS7225	9298300015	3221 Southwest Andover Street	2	1	40	561	3	62	72	none	not applicable	not applicable	not applicable
WS7226	9298300020	3215 Southwest Andover Street	2	1	40	518	3	62	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7156	9298300025	4001 32nd Avenue Southwest	2	1	40	424	3	62	72	none	not applicable	not applicable	not applicable
WS7143	9297301100	4005 32nd Avenue Southwest	2	1	40	416	3	62	72	none	not applicable	not applicable	not applicable
WS7120	9297301095	3021 Southwest Andover Street	2	1	40	301	3	63	72	none	not applicable	not applicable	not applicable
WS7117	9297301086	4008 32nd Avenue Southwest	2	1	40	291	3	63	72	none	not applicable	not applicable	not applicable
WS7212	9297301085	4012 32nd Avenue Southwest	2	1	40	281	3	63	72	none	not applicable	not applicable	not applicable
WS7211	9297301080	4014 32nd Avenue Southwest	2	1	40	275	3	63	72	none	not applicable	not applicable	not applicable
WS7210	9297301070	4018 32nd Avenue Southwest	2	1	40	269	3	63	72	none	not applicable	not applicable	not applicable
WS7207	9297301065	4022 32nd Avenue Southwest	2	1	40	275	3	63	72	none	not applicable	not applicable	not applicable
WS7206	9297301063	4026 32nd Avenue Southwest	2	1	40	259	3	63	72	none	not applicable	not applicable	not applicable
WS7205	9297301060	4030 32nd Avenue Southwest	2	1	40	267	3	63	72	none	not applicable	not applicable	not applicable
WS7204	9297301055	4036 32nd Avenue Southwest	2	1	40	269	3	63	72	none	not applicable	not applicable	not applicable
WS7203	9297301050	4040 32nd Avenue Southwest	2	1	40	271	3	63	72	none	not applicable	not applicable	not applicable
WS5203	9297301180	4115 32nd Avenue Southwest	2	1	30	406	3	55	72	none	not applicable	not applicable	not applicable
WS5202	9297301190	4121 32nd Avenue Southwest	2	1	30	388	3	55	72	none	not applicable	not applicable	not applicable
WS7116	9297301145	4039 32nd Avenue Southwest	2	1	40	416	3	62	72	none	not applicable	not applicable	not applicable
WS7115	9297301150	4045 32nd Avenue Southwest	2	1	40	413	3	62	72	none	not applicable	not applicable	not applicable
WS7155	9297301175	4107 32nd Avenue Southwest	2	1	30	402	3	55	72	none	not applicable	not applicable	not applicable
WS7153	9297301165	4055 32nd Avenue Southwest	2	1	40	390	0	59	72	none	not applicable	not applicable	not applicable
WS7213	9297301160	4051 32nd Avenue Southwest	2	1	40	398	0	59	72	none	not applicable	not applicable	not applicable
WS7152	9297301135	4035 32nd Avenue Southwest	2	1	40	407	3	62	72	none	not applicable	not applicable	not applicable
WS7151	9297301134	4031 32nd Avenue Southwest	2	1	40	406	3	62	72	none	not applicable	not applicable	not applicable
WS7150	9297301130	4029 32nd Avenue Southwest	2	1	40	411	3	62	72	none	not applicable	not applicable	not applicable
WS7147	9297301125	4025 32nd Avenue Southwest	2	1	40	411	3	62	72	none	not applicable	not applicable	not applicable
WS7146	9297301120	4017 32nd Avenue Southwest	2	1	40	405	3	62	72	none	not applicable	not applicable	not applicable
WS7145	9297301115	4015 32nd Avenue Southwest	2	1	40	405	3	62	72	none	not applicable	not applicable	not applicable
WS7144	9297301106	4009 32nd Avenue Southwest	2	1	40	404	3	62	72	none	not applicable	not applicable	not applicable
WS5217	9297301020	4110 32nd Avenue Southwest	2	1	30	278	3	55	72	none	not applicable	not applicable	not applicable
WS5220	9297301025	4106 32nd Avenue Southwest	2	1	30	272	3	55	72	none	not applicable	not applicable	not applicable
WS7197	9297301029	4104 32nd Avenue Southwest	2	1	30	270	3	55	72	none	not applicable	not applicable	not applicable
WS7200	9297301030	4100 32nd Avenue Southwest	2	1	40	270	0	60	72	none	not applicable	not applicable	not applicable
WS7201	9297301040	4046 32nd Avenue Southwest	2	1	40	275	0	60	72	none	not applicable	not applicable	not applicable
WS7202	9297301045	4044 32nd Avenue Southwest	2	1	40	229	3	63	72	none	not applicable	not applicable	not applicable
WS7217	9297301445	4031 Fauntleroy Way Southwest	2	1	40	647	0	59	72	none	not applicable	not applicable	not applicable
WS7220	9297301450	4035 Fauntleroy Way Southwest	2	1	40	651	0	59	72	none	not applicable	not applicable	not applicable
WS7224	9297301470	4105 Fauntleroy Way Southwest	2	1	30	637	0	51	72	none	not applicable	not applicable	not applicable
WS7341	6126601188	4840 Fauntleroy Way Southwest	2	1	30	625	0	51	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7342	6126601189	4842 Fauntleroy Way Southwest	2	1	30	618	0	51	72	none	not applicable	not applicable	not applicable
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	1	40	656	3	62	72	none	not applicable	not applicable	not applicable
WS5474	2848700230	3856 23rd Avenue Southwest	1	1	30	496	0	52	Cat 1	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-12. Summary of Vibration Analysis – Andover Street Station Lower Height Alternative (DEL-6a)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	30	235	3	57	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	30	237	3	57	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	30	241	3	57	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	30	258	3	56	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	30	275	3	56	72	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	30	222	3	58	72	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	846	3	54	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	775	0	51	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	758	0	51	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	790	0	51	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	30	800	0	51	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	30	741	0	51	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	30	717	0	51	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	709	0	51	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	30	706	3	54	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	30	686	3	54	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	30	633	3	54	72	none	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	30	546	3	55	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	30	530	3	55	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	30	540	0	52	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	538	0	52	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	533	0	52	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	540	0	52	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	30	569	0	52	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	607	0	51	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	30	628	0	51	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	30	430	3	55	72	none	not applicable	not applicable	not applicable
WS61100	9306000000	3120 Southwest Avalon Way	2	20	30	455	3	55	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	30	360	3	55	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	30	334	3	55	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	30	280	3	56	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	30	253	3	56	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	30	236	3	57	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	30	229	3	57	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	30	224	3	57	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	30	218	3	58	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	30	214	3	58	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	30	206	3	58	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	30	229	3	57	72	none	not applicable	not applicable	not applicable
WS5187	9297301250	3220 Southwest Genesee Street	2	2	30	327	0	52	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	30	297	0	52	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	30	157	3	61	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	30	98	3	65	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	30	354	0	52	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	30	308	0	52	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	30	281	0	53	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	30	258	3	56	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	30	205	3	58	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	30	128	3	62	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	105	3	64	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	30	81	3	66	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	30	428	3	55	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	30	402	3	55	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	30	388	0	52	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	30	386	0	52	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	30	390	0	52	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	30	417	0	52	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	30	433	0	52	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	30	449	0	52	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	30	469	0	52	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104B Southwest Avalon Way	2	1	30	443	3	55	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	30	436	3	55	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078E Southwest Avalon Way	2	3	30	430	3	55	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	30	423	3	55	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070B Southwest Avalon Way	2	12	30	428	3	55	72	none	not applicable	not applicable	not applicable
WS5250	9297300902	3062B Southwest Avalon Way	2	12	40	421	0	59	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	40	408	0	59	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	40	420	3	62	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	40	405	3	62	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	40	396	3	62	72	none	not applicable	not applicable	not applicable
WS7123	9297300865	3036 Southwest Avalon Way	2	1	40	351	3	62	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	40	365	3	62	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026 A Southwest Avalon Way	2	6	40	355	3	62	72	none	not applicable	not applicable	not applicable
WS7193	9297300855	3028 A Southwest Avalon Way	2	6	40	310	3	63	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	40	340	3	63	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	40	286	3	63	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	40	304	3	63	72	none	not applicable	not applicable	not applicable
WS7186	9297300835	3010 Southwest Avalon Way	2	1	40	261	3	63	72	none	not applicable	not applicable	not applicable

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WS82500	7732800000	3000 Southwest Avalon Way	2	18	40	255	3	63	72	none	not applicable	not applicable	not applicable
WS7184	9297300645	3004 Southwest Andover Street	2	1	40	138	3	68	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	40	108	3	70	72	none	not applicable	not applicable	not applicable
not available	not available	not available	2	1	40	89	3	72	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	40	289	0	60	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	40	287	0	60	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	40	287	0	60	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	40	287	0	60	72	none	not applicable	not applicable	not applicable
WS7235	9358000515	2821 Southwest Yancy Street	2	1	40	298	0	60	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	1	40	292	0	60	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	40	294	0	60	72	none	not applicable	not applicable	not applicable
WS7240	9358000551	2831 B Southwest Yancy Street	2	6	40	327	0	60	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	2	40	291	0	60	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839C Southwest Yancy Street	2	1	40	304	3	63	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	40	330	3	63	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	40	347	3	63	72	none	not applicable	not applicable	not applicable
WS7161	9358000595	2851 Southwest Yancy Street	2	1	40	298	3	63	72	none	not applicable	not applicable	not applicable
WS7162	9358000600	2853 Southwest Yancy Street	2	1	40	288	3	63	72	none	not applicable	not applicable	not applicable
WS7163	9358000605	4050 30th Avenue Southwest	2	8	40	277	3	63	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	40	397	3	62	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854 B Southwest Dakota Street	2	2	40	397	3	62	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	40	428	3	62	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	40	436	3	62	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	40	440	3	62	72	none	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	40	485	3	62	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	40	523	3	62	72	none	not applicable	not applicable	not applicable
WS7292	9358001364	2862 Southwest Adams Street	2	5	40	629	3	62	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	40	577	3	62	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	40	538	0	59	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	30	542	3	55	72	none	not applicable	not applicable	not applicable
WS5253	9297300750	3055 Southwest Avalon Way	2	1	30	542	3	55	72	none	not applicable	not applicable	not applicable
WS5255	9297300740	3047 Southwest Avalon Way	2	2	30	554	3	55	72	none	not applicable	not applicable	not applicable
WS5260	9297300807	4209 30th Avenue Southwest	2	15	40	629	3	62	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	30	686	3	54	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	30	587	3	54	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	30	567	3	55	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	12	30	703	3	54	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	30	30	790	3	54	72	none	not applicable	not applicable	not applicable
WS1102	9358002340	4316 30th Avenue Southwest	2	6	30	903	3	54	72	none	not applicable	not applicable	not applicable
WS1104	9358002350	2852 Southwest Genesee Street	2	2	30	943	3	54	72	none	not applicable	not applicable	not applicable

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WS1106	9358002351	2850 Southwest Genesee Street	2	2	30	980	3	54	72	none	not applicable	not applicable	not applicable
WS1110	9358002365	2842 Southwest Genesee Street	2	2	30	1014	3	54	72	none	not applicable	not applicable	not applicable
WS1112	9358002374	2838B Southwest Genesee Street	2	3	30	1059	3	54	72	none	not applicable	not applicable	not applicable
WS5270	9358002375	2838A Southwest Genesee Street	2	3	30	1045	3	54	72	none	not applicable	not applicable	not applicable
WS5271	9358002373	2836B Southwest Genesee Street	2	3	30	1071	3	54	72	none	not applicable	not applicable	not applicable
WS1114	9358002372	2836A Southwest Genesee Street	2	3	30	1087	3	54	72	none	not applicable	not applicable	not applicable
WS1116	9358002390	2834 Southwest Genesee Street	2	2	30	1115	3	54	72	none	not applicable	not applicable	not applicable
WS1120	9358002400	2828 Southwest Genesee Street	2	4	30	1170	3	54	72	none	not applicable	not applicable	not applicable
WS1122	9358002410	2822 Southwest Genesee Street	2	4	30	1215	3	54	72	none	not applicable	not applicable	not applicable
WS1124	9358002425	2818 Southwest Genesee Street	2	3	40	1258	0	58	72	none	not applicable	not applicable	not applicable
WS5287	9358002426	2816 Southwest Genesee Street	2	3	40	1211	0	58	72	none	not applicable	not applicable	not applicable
WS1128	9358002430	2808 Southwest Genesee Street	2	2	40	1266	0	58	72	none	not applicable	not applicable	not applicable
WS5291	9358002238	2809 B Southwest Nevada Street	2	2	40	1209	0	58	72	none	not applicable	not applicable	not applicable
WS5292	9358002440	2809 A Southwest Nevada Street	2	3	40	1199	0	58	72	none	not applicable	not applicable	not applicable
WS5297	9358002223	2801D Southwest Nevada Street	2	6	40	1159	0	58	72	none	not applicable	not applicable	not applicable
WS5301	9358002221	2801B Southwest Nevada Street	2	6	40	1114	0	58	72	none	not applicable	not applicable	not applicable
WS5295	9358002230	2807 B Southwest Nevada Street	2	6	40	1139	0	58	72	none	not applicable	not applicable	not applicable
WS5293	9358002236	2811 B Southwest Nevada Street	2	6	40	1139	0	58	72	none	not applicable	not applicable	not applicable
WS5285	9358002254	2815 B Southwest Nevada Street	2	6	40	1149	0	58	72	none	not applicable	not applicable	not applicable
WS5283	9358002252	2817 A Southwest Nevada Street	2	6	40	1148	0	58	72	none	not applicable	not applicable	not applicable
WS5282	9358002260	2821 Southwest Nevada Street	2	2	40	1149	0	58	72	none	not applicable	not applicable	not applicable
WS5281	9358002265	2827 Southwest Nevada Street	2	2	30	1135	3	54	72	none	not applicable	not applicable	not applicable
WS5280	9358002270	2831 A Southwest Nevada Street	2	3	30	1091	3	54	72	none	not applicable	not applicable	not applicable
WS5277	9358002271	2831 B Southwest Nevada Street	2	3	30	1110	3	54	72	none	not applicable	not applicable	not applicable
WS5275	9358002286	2833 B Southwest Nevada Street	2	3	30	1084	3	54	72	none	not applicable	not applicable	not applicable
WS5276	9358002285	2833 A Southwest Nevada Street	2	3	30	1064	3	54	72	none	not applicable	not applicable	not applicable
WS5272	9358002292	2841 Southwest Nevada Street	2	4	30	1048	3	54	72	none	not applicable	not applicable	not applicable
WS5274	9358002290	2837 Southwest Nevada Street	2	4	30	1028	3	54	72	none	not applicable	not applicable	not applicable
WS5267	9358002300	2843 Southwest Nevada Street	2	2	30	1013	3	54	72	none	not applicable	not applicable	not applicable
WS5265	9358002307	2849 Southwest Nevada Street	2	3	30	978	3	54	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	30	941	3	54	72	none	not applicable	not applicable	not applicable
WS5266	9358002306	2847 Southwest Nevada Street	2	3	30	952	3	54	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	30	922	3	54	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	30	900	3	54	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	30	867	3	54	72	none	not applicable	not applicable	not applicable
WS5361	9358002060	2641 Southwest Nevada Street	2	3	40	1126	0	58	72	none	not applicable	not applicable	not applicable
WS5362	9358002049	2637 Southwest Nevada Street	2	4	40	1131	0	58	72	none	not applicable	not applicable	not applicable
WS5364	9358002047	2635 Southwest Nevada Street	2	4	40	1136	0	58	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	3	40	1224	0	58	72	none	not applicable	not applicable	not applicable
WS61200	2472850000	2629 Southwest Nevada Street	2	4	40	1150	0	58	72	none	not applicable	not applicable	not applicable

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WS5367	9358002025	2623 Southwest Nevada Street	2	2	40	1119	0	58	72	none	not applicable	not applicable	not applicable
WS5370	9358002015	2621 Southwest Nevada Street	2	9	40	1160	0	58	72	none	not applicable	not applicable	not applicable
WS1138	9358002180	2616 Southwest Genesee Street	2	2	30	1227	3	54	72	none	not applicable	not applicable	not applicable
WS2428	9358002190	2614 Southwest Genesee Street	2	3	30	1252	3	54	72	none	not applicable	not applicable	not applicable
WS5374	9358002192	2610 Southwest Genesee Street	2	6	30	1211	3	54	72	none	not applicable	not applicable	not applicable
WS5371	9358002005	2613 Southwest Nevada Street	2	2	30	1134	3	54	72	none	not applicable	not applicable	not applicable
WS6712	9358001995	2611C Southwest Nevada Street	2	2	30	1117	3	54	72	none	not applicable	not applicable	not applicable
WS1140	1772600735	4401 26th Avenue Southwest	2	1	30	1351	3	53	72	none	not applicable	not applicable	not applicable
WS5376	1772600730	4405 26th Avenue Southwest	2	1	30	1391	3	53	72	none	not applicable	not applicable	not applicable
WS5377	1772600725	4409 26th Avenue Southwest	2	1	30	1424	3	53	72	none	not applicable	not applicable	not applicable
WS5380	1772600715	4415 26th Avenue Southwest	2	1	30	1463	3	53	72	none	not applicable	not applicable	not applicable
WS2430	9358002210	2604 Southwest Genesee Street	2	8	30	1233	3	54	72	none	not applicable	not applicable	not applicable
WS2434	9358002200	4313 26th Avenue Southwest	2	2	30	1206	3	54	72	none	not applicable	not applicable	not applicable
WS6711	9358001997	2611A Southwest Nevada Street	2	4	30	1153	3	54	72	none	not applicable	not applicable	not applicable
WS2436	9358001980	2609 Southwest Nevada Street	2	2	30	1108	3	54	72	none	not applicable	not applicable	not applicable
WS5396	3574300046	4310 26th Avenue Southwest	2	4	30	1234	3	54	72	none	not applicable	not applicable	not applicable
WS5395	3574300044	4312 26th Avenue Southwest	2	4	30	1195	3	54	72	none	not applicable	not applicable	not applicable
WS6713	3574300030	4302 26th Avenue Southwest	2	2	30	1133	3	54	72	none	not applicable	not applicable	not applicable
WS2438	3574300020	4308A 26th Avenue Southwest	2	2	30	1085	3	54	72	none	not applicable	not applicable	not applicable
WS5400	3574300095	4143 25th Avenue Southwest	2	3	30	1153	3	54	72	none	not applicable	not applicable	not applicable
WS6714	3574300100	4139 25th Avenue Southwest	2	2	30	1092	3	54	72	none	not applicable	not applicable	not applicable
WS6715	3574300110	4137 25th Avenue Southwest	2	2	30	1063	3	54	72	none	not applicable	not applicable	not applicable
WS6717	3574300115	4131 25th Avenue Southwest	2	2	30	1019	3	54	72	none	not applicable	not applicable	not applicable
WS6716	3574300116	4133 25th Avenue Southwest	2	2	30	1011	3	54	72	none	not applicable	not applicable	not applicable
WS2440	3574300010	4222 26th Avenue Southwest	2	2	30	1041	3	54	72	none	not applicable	not applicable	not applicable
WS2442	3574300005	4218 26th Avenue Southwest	2	2	30	1017	3	54	72	none	not applicable	not applicable	not applicable
WS2444	7891600065	4216 26th Avenue Southwest	2	2	30	986	3	54	72	none	not applicable	not applicable	not applicable
WS2450	7891600070	4127 25th Avenue Southwest	2	2	30	979	3	54	72	none	not applicable	not applicable	not applicable
WS2452	7891600075	4213 25th Avenue Southwest	2	2	30	940	3	54	72	none	not applicable	not applicable	not applicable
WS2446	7891600060	4212 26th Avenue Southwest	2	2	30	967	3	54	72	none	not applicable	not applicable	not applicable
WS2448	7891600055	4210 26th Avenue Southwest	2	2	30	939	3	54	72	none	not applicable	not applicable	not applicable
WS6720	7891600045	4206 26th Avenue Southwest	2	2	30	912	3	54	72	none	not applicable	not applicable	not applicable
WS2454	7891600090	4121 25th Avenue Southwest	2	2	30	911	3	54	72	none	not applicable	not applicable	not applicable
WS10018	7891600105	4115 25th Avenue Southwest	2	4	30	871	3	54	72	none	not applicable	not applicable	not applicable
WS6721	7891600040	4202 26th Avenue Southwest	2	2	30	866	3	54	72	none	not applicable	not applicable	not applicable
WS6722	7891600035	4200 26th Avenue Southwest	2	2	30	837	3	54	72	none	not applicable	not applicable	not applicable
WS6723	7891600019	4110 26th Avenue Southwest	2	2	30	812	3	54	72	none	not applicable	not applicable	not applicable
WS6724	7891600015	4108 26th Avenue Southwest	2	2	30	791	3	54	72	none	not applicable	not applicable	not applicable
WS6726	7891600017	4106 26th Avenue Southwest	2	4	30	763	3	54	72	none	not applicable	not applicable	not applicable
WS6727	7891600005	4102 26th Avenue Southwest	2	2	30	723	3	54	72	none	not applicable	not applicable	not applicable

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WS6730	7891600140	2507 Southwest Dakota Street	2	2	30	753	3	54	72	none	not applicable	not applicable	not applicable
WS2460	7891600125	4109 25th Avenue Southwest	2	2	30	824	3	54	72	none	not applicable	not applicable	not applicable
WS6731	7891600135	2501 Southwest Dakota Street	2	2	30	777	3	54	72	none	not applicable	not applicable	not applicable
WS6753	9358001956	4217 26th Avenue Southwest	2	4	30	987	3	54	72	none	not applicable	not applicable	not applicable
WS6754	9358001950	4215 26th Avenue Southwest	2	4	30	943	3	54	72	none	not applicable	not applicable	not applicable
WS6752	9358001955	2608 Southwest Nevada Street	2	2	30	996	3	54	72	none	not applicable	not applicable	not applicable
WS1142	3574300056	2518 Southwest Genesee Street	2	2	30	1281	3	53	72	none	not applicable	not applicable	not applicable
WS1144	3574300055	2512 Southwest Genesee Street	2	2	30	1288	3	53	72	none	not applicable	not applicable	not applicable
WS3014	3574300065	4159 25th Avenue Southwest	2	4	30	1294	3	53	72	none	not applicable	not applicable	not applicable
WS1146	3574300070	4155 25th Avenue Southwest	2	4	30	1269	3	54	72	none	not applicable	not applicable	not applicable
WS1150	3574300071	4151 25th Avenue Southwest	2	3	30	1230	3	54	72	none	not applicable	not applicable	not applicable
WS1152	3574300085	4147B 25th Avenue Southwest	2	2	30	1205	3	54	72	none	not applicable	not applicable	not applicable
WS3018	3574300170	2414 Southwest Genesee Street	2	2	30	1307	3	53	72	none	not applicable	not applicable	not applicable
WS7057	3574300185	not available	2	3	30	1333	3	53	72	none	not applicable	not applicable	not applicable
WS7060	3574300195	4151 Delridge Way Southwest	2	3	30	1278	3	54	72	none	not applicable	not applicable	not applicable
WS3020	3574300165	4150 25th Avenue Southwest	2	2	30	1247	3	54	72	none	not applicable	not applicable	not applicable
WS3022	3574300160	4148 A 25th Avenue Southwest	2	3	30	1227	3	54	72	none	not applicable	not applicable	not applicable
WS3026	3574300155	4146 A 25th Avenue Southwest	2	3	30	1208	3	54	72	none	not applicable	not applicable	not applicable
WS3028	3574300156	4146 B 25th Avenue Southwest	2	3	30	1218	3	54	72	none	not applicable	not applicable	not applicable
WS3024	3574300161	4148 B 25th Avenue Southwest	2	3	30	1234	3	54	72	none	not applicable	not applicable	not applicable
WS7061	3574300205	4147 Delridge Way Southwest	2	2	30	1234	3	54	72	none	not applicable	not applicable	not applicable
WS3032	3574300217	4141 Delridge Way Southwest	2	6	30	1180	3	54	72	none	not applicable	not applicable	not applicable
WS3034	3574300225	4137 Delridge Way Southwest	2	4	30	1146	3	54	72	none	not applicable	not applicable	not applicable
WS1154	3574300150	4144 25th Avenue Southwest	2	2	30	1192	3	54	72	none	not applicable	not applicable	not applicable
WS1156	3574300145	4140 25th Avenue Southwest	2	2	30	1172	3	54	72	none	not applicable	not applicable	not applicable
WS1164	3574300136	4134 25th Avenue Southwest	2	3	30	1145	3	54	72	none	not applicable	not applicable	not applicable
WS1158	3574300135	4138C 25th Avenue Southwest	2	6	30	1136	3	54	72	none	not applicable	not applicable	not applicable
WS1166	3574300127	4132 B 25th Avenue Southwest	2	2	30	1101	3	54	72	none	not applicable	not applicable	not applicable
WS1170	3574300235	4131 Delridge Way Southwest	2	4	30	1104	3	54	72	none	not applicable	not applicable	not applicable
WS1172	7891600215	4127 Delridge Way Southwest	2	1	30	1081	3	54	72	none	not applicable	not applicable	not applicable
WS1174	7891600225	4123 Delridge Way Southwest	2	12	30	1038	3	54	72	none	not applicable	not applicable	not applicable
WS5401	3574300125	4130 25th Avenue Southwest	2	2	30	1088	3	54	72	none	not applicable	not applicable	not applicable
WS5404	7891600206	4128C 25th Avenue Southwest	2	3	30	1054	3	54	72	none	not applicable	not applicable	not applicable
WS5403	7891600205	4128B 25th Avenue Southwest	2	3	30	1043	3	54	72	none	not applicable	not applicable	not applicable
WS5402	7891600204	4128A 25th Avenue Southwest	2	3	30	1033	3	54	72	none	not applicable	not applicable	not applicable
WS5405	7891600200	4122 25th Avenue Southwest	2	2	30	1002	3	54	72	none	not applicable	not applicable	not applicable
WS6732	7891600190	4118 25th Avenue Southwest	2	2	30	937	3	54	72	none	not applicable	not applicable	not applicable
WS6733	7891600180	4116 25th Avenue Southwest	2	2	30	898	3	54	72	none	not applicable	not applicable	not applicable
WS6734	7891600175	4110 25th Avenue Southwest	2	2	30	862	3	54	72	none	not applicable	not applicable	not applicable
WS6735	7891600165	4108 25th Avenue Southwest	2	2	30	833	3	54	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6736	7891600161	4106 25th Avenue Southwest	2	4	30	813	3	54	72	none	not applicable	not applicable	not applicable
WS2462	7891600160	4102 25th Avenue Southwest	2	2	30	793	3	54	72	none	not applicable	not applicable	not applicable
WS2464	7891600155	4100 25th Avenue Southwest	2	2	30	774	3	54	72	none	not applicable	not applicable	not applicable
WS5410	7891600261	4105 Delridge Way Southwest	2	3	30	826	3	54	72	none	not applicable	not applicable	not applicable
WS1188	7891600260	4103 Delridge Way Southwest	2	3	30	872	3	54	72	none	not applicable	not applicable	not applicable
WS1190	7891600270	4101 Delridge Way Southwest	2	2	30	846	3	54	72	none	not applicable	not applicable	not applicable
WS1182	7891600247	4109C Delridge Way Southwest	2	9	30	949	3	54	72	none	not applicable	not applicable	not applicable
WS5406	7891600251	4113 Delridge Way Southwest	2	3	30	930	3	54	72	none	not applicable	not applicable	not applicable
WS5407	7891600250	4111 Delridge Way Southwest	2	3	30	901	3	54	72	none	not applicable	not applicable	not applicable
WS1178	7891600235	4117 Delridge Way Southwest	2	12	30	990	3	54	72	none	not applicable	not applicable	not applicable
WS6790	2444600025	4040 26th Avenue Southwest	2	100	30	646	3	54	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	30	300	0	52	72	none	not applicable	not applicable	not applicable
WS1222	2848700050	3823 23rd Avenue Southwest	2	2	30	230	0	54	72	none	not applicable	not applicable	not applicable
WS1220	2848700060	3831 23rd Avenue Southwest	2	2	30	241	0	54	72	none	not applicable	not applicable	not applicable
WS1218	2848700075	3837 23rd Avenue Southwest	2	16	30	272	0	53	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	30	324	0	52	72	none	not applicable	not applicable	not applicable
WS1212	2445100295	3852 Delridge Way Southwest	2	1	30	320	0	52	72	none	not applicable	not applicable	not applicable
WS5472	2848700105	3853 23rd Avenue Southwest	2	2	30	363	0	52	72	none	not applicable	not applicable	not applicable
WS5471	2848700115	3857 23rd Avenue Southwest	2	2	30	381	0	52	72	none	not applicable	not applicable	not applicable
WS1208	7881500255	4000 Delridge Way Southwest	2	12	30	439	3	55	72	none	not applicable	not applicable	not applicable
WS5426	7881500370	2303 Southwest Andover Street	2	1	30	471	0	52	72	none	not applicable	not applicable	not applicable
WS5425	7881500360	4007 23rd Avenue Southwest	2	1	30	495	0	52	72	none	not applicable	not applicable	not applicable
WS5424	7881500350	4011 23rd Avenue Southwest	2	1	30	534	3	55	72	none	not applicable	not applicable	not applicable
WS5423	7881500340	4017 23rd Avenue Southwest	2	1	30	558	3	55	72	none	not applicable	not applicable	not applicable
WS1206	7881500285	4018 Delridge Way Southwest	2	1	30	498	3	55	72	none	not applicable	not applicable	not applicable
WS1204	7881500295	4022 Delridge Way Southwest	2	2	30	515	3	55	72	none	not applicable	not applicable	not applicable
WS5422	7881500330	4021 23rd Avenue Southwest	2	1	30	581	3	54	72	none	not applicable	not applicable	not applicable
WS5421	7881500320	4029 23rd Avenue Southwest	2	1	30	637	3	54	72	none	not applicable	not applicable	not applicable
WS1202	7881500310	4028 Delridge Way Southwest	2	2	30	576	3	54	72	none	not applicable	not applicable	not applicable
WS1200	2444600240	4030 Delridge Way Southwest	2	2	30	591	3	54	72	none	not applicable	not applicable	not applicable
WS5420	2444600335	4033 23rd Avenue Southwest	2	1	30	660	3	54	72	none	not applicable	not applicable	not applicable
WS5416	2444600325	4043 23rd Avenue Southwest	2	1	30	755	3	54	72	none	not applicable	not applicable	not applicable
WS1194	2444600275	4050 Delridge Way Southwest	2	4	30	755	3	54	72	none	not applicable	not applicable	not applicable
WS5413	2444600300	4057 23rd Avenue Southwest	2	1	30	859	3	54	72	none	not applicable	not applicable	not applicable
WS5415	2444600315	4049 23rd Avenue Southwest	2	1	30	809	3	54	72	none	not applicable	not applicable	not applicable
WS5411	7891600385	4107 23rd Avenue Southwest	2	1	30	986	3	54	72	none	not applicable	not applicable	not applicable
WS7086	7891600365	4111 23rd Avenue Southwest	2	1	30	1025	3	54	72	none	not applicable	not applicable	not applicable
WS7085	7891600335	4115 23rd Avenue Southwest	2	1	30	1066	3	54	72	none	not applicable	not applicable	not applicable
WS7084	7891600330	4123 23rd Avenue Southwest	2	1	30	1113	3	54	72	none	not applicable	not applicable	not applicable
WS7083	7891600325	4127 23rd Avenue Southwest	2	1	30	1157	3	54	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7082	7892100005	4133 23rd Avenue Southwest	2	1	30	1204	3	54	72	none	not applicable	not applicable	not applicable
WS7081	7892100015	4137 23rd Avenue Southwest	2	1	30	1242	3	54	72	none	not applicable	not applicable	not applicable
WS3036	7891600310	4118 Delridge Way Southwest	2	2	30	1056	3	54	72	none	not applicable	not applicable	not applicable
WS7074	7891600320	4120 Delridge Way Southwest	2	4	30	1103	3	54	72	none	not applicable	not applicable	not applicable
WS7072	3574300250	4134 Delridge Way Southwest	2	2	30	1176	3	54	72	none	not applicable	not applicable	not applicable
WS7071	3574300255	4140 Delridge Way Southwest	2	2	30	1220	3	54	72	none	not applicable	not applicable	not applicable
WS7070	3574300260	4142 Delridge Way Southwest	2	4	30	1267	3	54	72	none	not applicable	not applicable	not applicable
WS7067	3574300259	4144 Delridge Way Southwest	2	4	30	1308	3	53	72	none	not applicable	not applicable	not applicable
WS7154	9297301170	4105 32nd Avenue Southwest	2	2	40	50	0	74	72	2	not applicable	not applicable	not applicable
WS7221	9297301455	4039 Fauntleroy Way Southwest	2	2	40	156	0	64	72	none	not applicable	not applicable	not applicable
WS7222	9297301460	4043 Fauntleroy Way Southwest	2	2	30	159	3	60	72	none	not applicable	not applicable	not applicable
WS7223	9297301465	4101 Fauntleroy Way Southwest	2	2	30	159	3	60	72	none	not applicable	not applicable	not applicable
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	2	40	164	3	67	72	none	not applicable	not applicable	not applicable
WS7124	9298300030	3200 Southwest Andover Street	2	1	40	90	3	72	72	none	not applicable	not applicable	not applicable
WS7155	9297301175	4107 32nd Avenue Southwest	2	1	40	248	3	63	72	none	not applicable	not applicable	not applicable
WS7225	9298300015	3221 Southwest Andover Street	2	1	40	157	3	67	72	none	not applicable	not applicable	not applicable
WS7226	9298300020	3215 Southwest Andover Street	2	1	40	118	3	69	72	none	not applicable	not applicable	not applicable
WS7120	9297301095	3021 Southwest Andover Street	2	1	40	56	3	76	72	4	not applicable	not applicable	not applicable
WS7117	9297301086	4008 32nd Avenue Southwest	2	1	40	76	3	73	72	1	not applicable	not applicable	not applicable
WS7212	9297301085	4012 32nd Avenue Southwest	2	1	40	99	3	63	72	none	not applicable	not applicable	not applicable
WS7211	9297301080	4014 32nd Avenue Southwest	2	1	40	116	3	63	72	none	not applicable	not applicable	not applicable
WS7210	9297301070	4018 32nd Avenue Southwest	2	1	40	132	3	63	72	none	not applicable	not applicable	not applicable
WS7207	9297301065	4022 32nd Avenue Southwest	2	1	40	138	3	63	72	none	not applicable	not applicable	not applicable
WS7206	9297301063	4026 32nd Avenue Southwest	2	1	40	162	3	63	72	none	not applicable	not applicable	not applicable
WS7205	9297301060	4030 32nd Avenue Southwest	2	1	40	163	3	63	72	none	not applicable	not applicable	not applicable
WS7204	9297301055	4036 32nd Avenue Southwest	2	1	40	169	3	66	72	none	not applicable	not applicable	not applicable
WS7203	9297301050	4040 32nd Avenue Southwest	2	1	40	174	3	66	72	none	not applicable	not applicable	not applicable
WS5203	9297301180	4115 32nd Avenue Southwest	2	1	30	67	3	68	72	none	not applicable	not applicable	not applicable
WS5202	9297301190	4121 32nd Avenue Southwest	2	1	30	81	3	66	72	none	not applicable	not applicable	not applicable
WS7155	9297301175	4107 32nd Avenue Southwest	2	1	30	66	3	68	72	none	not applicable	not applicable	not applicable
WS5217	9297301020	4110 32nd Avenue Southwest	2	1	40	190	0	62	72	none	not applicable	not applicable	not applicable
WS5220	9297301025	4106 32nd Avenue Southwest	2	1	40	192	0	62	72	none	not applicable	not applicable	not applicable
WS7197	9297301029	4104 32nd Avenue Southwest	2	1	40	190	0	62	72	none	not applicable	not applicable	not applicable
WS7200	9297301030	4100 32nd Avenue Southwest	2	1	40	188	3	65	72	none	not applicable	not applicable	not applicable
WS7201	9297301040	4046 32nd Avenue Southwest	2	1	40	178	3	66	72	none	not applicable	not applicable	not applicable
WS7202	9297301045	4044 32nd Avenue Southwest	2	1	40	219	3	64	72	none	not applicable	not applicable	not applicable
WS7217	9297301445	4031 Fauntleroy Way Southwest	2	1	40	158	3	67	72	none	not applicable	not applicable	not applicable
WS7220	9297301450	4035 Fauntleroy Way Southwest	2	1	40	159	0	64	72	none	not applicable	not applicable	not applicable
WS7224	9297301470	4105 Fauntleroy Way Southwest	2	1	30	165	3	60	72	none	not applicable	not applicable	not applicable
WS7341	6126601188	4840 Fauntleroy Way Southwest	2	1	30	173	3	60	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7342	6126601189	4842 Fauntleroy Way Southwest	2	1	30	183	3	59	72	none	not applicable	not applicable	not applicable
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	1	40	174	3	66	72	none	not applicable	not applicable	not applicable
WS5474	2848700230	3856 23rd Avenue Southwest	1	1	30	499	0	52	Cat 1	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-13. Summary of Vibration Analysis – Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	40	235	0	60	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	40	237	0	60	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	40	240	0	60	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	40	262	0	60	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	40	280	0	60	72	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	30	225	3	56	72	none	not applicable	not applicable	not applicable
WS81400	321050000	3271 Southwest Avalon Way	2	24	30	755	0	51	72	none	not applicable	not applicable	not applicable
WS81400	321050000	3271 Southwest Avalon Way	2	80	30	730	0	51	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	719	0	51	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	30	713	0	47	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	30	692	3	50	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	30	638	3	50	72	none	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	30	552	3	50	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	30	537	0	47	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	30	550	0	47	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	549	0	47	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	546	0	52	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	554	0	52	72	none	not applicable	not applicable	not applicable
WS60800	321000000	3256 Southwest Avalon Way	2	32	30	584	0	51	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	622	0	51	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	30	642	0	51	72	none	not applicable	not applicable	not applicable
WS81600	321500000	3112 Southwest Avalon Way	2	16	30	435	3	51	72	none	not applicable	not applicable	not applicable
WS61100	9306000000	3120 Southwest Avalon Way	2	20	30	461	3	51	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	30	367	3	51	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	30	342	3	51	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	30	287	3	51	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	30	260	3	51	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	30	242	3	51	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	30	235	3	51	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	30	229	3	51	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	30	220	3	52	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	30	213	3	52	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	30	200	3	52	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	40	217	0	59	72	none	not applicable	not applicable	not applicable
WS5187	9297301250	3220 Southwest Genesee Street	2	2	30	343	0	48	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	30	314	0	48	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	30	169	3	52	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	30	107	3	53	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	30	368	0	52	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	30	325	0	48	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	30	296	0	48	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	30	271	0	48	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	30	218	3	52	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	30	138	3	52	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	115	3	53	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	30	87	3	55	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	30	436	0	48	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	30	411	0	48	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	30	399	0	48	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	30	398	0	48	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	30	404	0	48	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	30	433	0	52	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	30	449	0	52	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	30	464	0	52	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	30	484	0	52	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104b Southwest Avalon Way	2	1	30	447	3	51	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	30	436	3	51	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078e Southwest Avalon Way	2	3	30	428	3	51	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	40	416	0	58	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070b Southwest Avalon Way	2	12	40	415	0	58	72	none	not applicable	not applicable	not applicable
WS5250	9297300902	3062b Southwest Avalon Way	2	12	40	400	3	62	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	40	380	3	62	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	40	377	3	62	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	40	343	3	62	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	40	317	3	62	72	none	not applicable	not applicable	not applicable
WS7123	9297300865	3036 Southwest Avalon Way	2	1	40	265	3	62	72	none	not applicable	not applicable	not applicable
WS7195	9297300860	3032 Southwest Avalon Way	2	6	40	265	3	62	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026a Southwest Avalon Way	2	6	40	247	3	62	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7193	9297300855	3028a Southwest Avalon Way	2	6	40	208	3	62	72	none	not applicable	not applicable	not applicable
WS7191	9297300851	3026a Southwest Avalon Way	2	2	40	221	3	62	72	none	not applicable	not applicable	not applicable
WS7190	9297300845	3018 Southwest Avalon Way	2	2	40	170	3	63	72	none	not applicable	not applicable	not applicable
WS7187	9297300840	3014 Southwest Avalon Way	2	1	40	173	3	63	72	none	not applicable	not applicable	not applicable
WS7186	9297300835	3010 Southwest Avalon Way	2	1	40	127	3	64	72	none	not applicable	not applicable	not applicable
WS7185	9297300665	3008 Southwest Andover Street	2	1	40	26	3	73	72	<1	not applicable	not applicable	not applicable
WS7137	9297300640	2988 Southwest Avalon Way	2	12	40	82	3	64	72	none	not applicable	not applicable	not applicable
WS7136	9297300630	2980 Southwest Avalon Way	2	18	40	128	3	64	72	none	not applicable	not applicable	not applicable
WS7227	9358000485	2803 Southwest Yancy Street	2	1	40	102	0	61	72	none	not applicable	not applicable	not applicable
WS7231	9358000490	2805 Southwest Yancy Street	2	1	40	101	0	61	72	none	not applicable	not applicable	not applicable
WS7232	9358000500	2807 Southwest Yancy Street	2	1	40	100	0	61	72	none	not applicable	not applicable	not applicable
WS7233	9358000505	2811 Southwest Yancy Street	2	1	40	100	0	61	72	none	not applicable	not applicable	not applicable
WS7236	9358000540	2827 Southwest Yancy Street	2	1	40	112	0	61	72	none	not applicable	not applicable	not applicable
WS7236	9358000540	2827 Southwest Yancy Street	2	1	40	106	0	61	72	none	not applicable	not applicable	not applicable
WS7237	9358000550	2833 Southwest Yancy Street	2	4	40	108	0	61	72	none	not applicable	not applicable	not applicable
WS7242	9358000560	2835 Southwest Yancy Street	2	6	40	141	0	61	72	none	not applicable	not applicable	not applicable
WS7245	9358000568	2839a Southwest Yancy Street	2	2	40	105	0	61	72	none	not applicable	not applicable	not applicable
WS7243	9358000565	2839c Southwest Yancy Street	2	1	40	119	3	64	72	none	not applicable	not applicable	not applicable
WS7246	9358000575	2841 Southwest Yancy Street	2	1	40	146	3	64	72	none	not applicable	not applicable	not applicable
WS7161	9358000595	2851 Southwest Yancy Street	2	1	40	166	3	63	72	none	not applicable	not applicable	not applicable
WS7162	9358000600	2853 Southwest Yancy Street	2	1	40	121	3	64	72	none	not applicable	not applicable	not applicable
WS7164	9358000606	4052 30th Avenue Southwest	2	1	40	114	3	64	72	none	not applicable	not applicable	not applicable
WS7163	9358000605	4050 30th Avenue Southwest	2	8	40	106	3	64	72	none	not applicable	not applicable	not applicable
WS7247	9358000615	4060 30th Avenue Southwest	2	2	40	233	3	63	72	none	not applicable	not applicable	not applicable
WS7251	9358000626	2854b Southwest Dakota Street	2	2	40	226	3	63	72	none	not applicable	not applicable	not applicable
WS7250	9358000625	2856 Southwest Dakota Street	2	2	40	258	3	63	72	none	not applicable	not applicable	not applicable
WS7253	9358000635	2844 Southwest Dakota Street	2	1	40	255	3	63	72	none	not applicable	not applicable	not applicable
WS82100	8602230000	3001 Southwest Avalon Way	2	12	40	306	3	63	72	none	not applicable	not applicable	not applicable
WS82000	7569000000	3015 Southwest Avalon Way	2	40	40	374	3	62	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	4	40	366	3	62	72	none	not applicable	not applicable	not applicable
WS7292	9358001364	2862 Southwest Adams Street	2	5	40	491	3	62	72	none	not applicable	not applicable	not applicable
WS22008	9358001345	2851 Southwest Dakota Street	2	2	40	417	3	62	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	40	515	3	61	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	40	532	0	58	72	none	not applicable	not applicable	not applicable
WS5253	9297300750	3055 Southwest Avalon Way	2	1	40	536	0	58	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5255	9297300740	3047 Southwest Avalon Way	2	2	40	539	0	58	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	40	664	3	61	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	30	591	3	50	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	30	569	3	50	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	12	30	706	3	50	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	30	30	790	3	50	72	none	not applicable	not applicable	not applicable
WS1102	9358002340	4316 30th Avenue Southwest	2	6	40	897	0	58	72	none	not applicable	not applicable	not applicable
WS1104	9358002350	2852 Southwest Genesee Street	2	2	40	934	0	57	72	none	not applicable	not applicable	not applicable
WS1106	9358002351	2850 Southwest Genesee Street	2	2	40	969	0	57	72	none	not applicable	not applicable	not applicable
WS1110	9358002365	2842 Southwest Genesee Street	2	2	40	1001	0	57	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	40	920	3	61	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	40	895	3	61	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	40	877	3	61	72	none	not applicable	not applicable	not applicable
WS5261	9358002330	4302 30th Avenue Southwest	2	2	40	849	3	61	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	30	314	3	55	72	none	not applicable	not applicable	not applicable
WS1222	2848700050	3823a 23rd Avenue Southwest	2	2	30	244	3	56	72	none	not applicable	not applicable	not applicable
WS1220	2848700060	3831 23rd Avenue Southwest	2	2	30	252	3	56	72	none	not applicable	not applicable	not applicable
WS1218	2848700075	3837 23rd Avenue Southwest	2	16	30	278	0	52	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	30	329	0	52	72	none	not applicable	not applicable	not applicable
WS1212	2445100295	3852 Delridge Way Southwest	2	1	30	320	0	52	72	none	not applicable	not applicable	not applicable
WS7321	1324039010	2970 Southwest Avalon Way	2	4	40	242	3	63	72	none	not applicable	not applicable	not applicable
WS7401	1324039102	3021 Southwest Bradford Street	2	96	40	264	3	63	72	none	not applicable	not applicable	not applicable
WS7221	9297301455	4039 Fauntleroy Way Southwest	2	2	40	193	0	59	72	none	not applicable	not applicable	not applicable
WS7222	9297301460	4043 Fauntleroy Way Southwest	2	2	40	191	0	59	72	none	not applicable	not applicable	not applicable
WS7223	9297301465	4101 Fauntleroy Way Southwest	2	2	30	185	3	52	72	none	not applicable	not applicable	not applicable
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	2	40	263	3	62	72	none	not applicable	not applicable	not applicable
WS7140	9297300670	3014 Southwest Andover Street	2	1	40	92	3	64	72	none	not applicable	not applicable	not applicable
WS7141	9297300675	3018 Southwest Andover Street	2	1	40	132	3	64	72	none	not applicable	not applicable	not applicable
WS7142	9297300680	3024 Southwest Andover Street	2	1	40	189	3	63	72	none	not applicable	not applicable	not applicable
WS7124	9298300030	3200 Southwest Andover Street	2	1	40	239	3	62	72	none	not applicable	not applicable	not applicable
WS7400	1324039009	3228 Southwest Andover Street	2	1	40	388	3	62	72	none	not applicable	not applicable	not applicable
WS7225	9298300015	3221 Southwest Andover Street	2	1	40	282	3	62	72	none	not applicable	not applicable	not applicable
WS7226	9298300020	3215 Southwest Andover Street	2	1	40	247	3	62	72	none	not applicable	not applicable	not applicable
WS7156	9298300025	4001 32nd Avenue Southwest	2	1	40	171	3	63	72	none	not applicable	not applicable	not applicable
WS7143	9297301100	4005 32nd Avenue Southwest	2	1	40	145	3	63	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7207	9297301065	4022 32nd Avenue Southwest	2	1	40	45	3	66	72	none	not applicable	not applicable	not applicable
WS7206	9297301063	4026 32nd Avenue Southwest	2	1	40	76	3	64	72	none	not applicable	not applicable	not applicable
WS7205	9297301060	4030 32nd Avenue Southwest	2	1	40	86	3	63	72	none	not applicable	not applicable	not applicable
WS7204	9297301055	4036 32nd Avenue Southwest	2	1	40	101	3	63	72	none	not applicable	not applicable	not applicable
WS7203	9297301050	4040 32nd Avenue Southwest	2	1	40	115	3	63	72	none	not applicable	not applicable	not applicable
WS5202	9297301190	4121 32nd Avenue Southwest	2	1	30	83	3	56	72	none	not applicable	not applicable	not applicable
WS7146	9297301120	4017 32nd Avenue Southwest	2	1	40	79	3	64	72	none	not applicable	not applicable	not applicable
WS7145	9297301115	4015 32nd Avenue Southwest	2	1	40	97	3	63	72	none	not applicable	not applicable	not applicable
WS5217	9297301020	4110 32nd Avenue Southwest	2	1	40	174	0	60	72	none	not applicable	not applicable	not applicable
WS5220	9297301025	4106 32nd Avenue Southwest	2	1	40	169	3	63	72	none	not applicable	not applicable	not applicable
WS7197	9297301029	4104 32nd Avenue Southwest	2	1	40	161	3	63	72	none	not applicable	not applicable	not applicable
WS7200	9297301030	4100 32nd Avenue Southwest	2	1	40	153	3	63	72	none	not applicable	not applicable	not applicable
WS7201	9297301040	4046 32nd Avenue Southwest	2	1	40	136	3	63	72	none	not applicable	not applicable	not applicable
WS7202	9297301045	4044 32nd Avenue Southwest	2	1	40	167	3	63	72	none	not applicable	not applicable	not applicable
WS7217	9297301445	4031 Fauntleroy Way Southwest	2	1	40	252	3	62	72	none	not applicable	not applicable	not applicable
WS7220	9297301450	4035 Fauntleroy Way Southwest	2	1	40	202	0	59	72	none	not applicable	not applicable	not applicable
WS7224	9297301470	4105 Fauntleroy Way Southwest	2	1	30	185	3	52	72	none	not applicable	not applicable	not applicable
WS7392	9297301475	4107 Fauntleroy Way Southwest	2	1	30	190	3	52	72	none	not applicable	not applicable	not applicable
WS7393	9297301480	4115 Fauntleroy Way Southwest	2	1	30	196	3	52	72	none	not applicable	not applicable	not applicable
WS7215	9297301430	4023 Fauntleroy Way Southwest	2	1	40	277	3	62	72	none	not applicable	not applicable	not applicable
WS7746	952004085	4103 35th Avenue Southwest	2	1	30	629	0	51	72	none	not applicable	not applicable	not applicable
WS7622	952000135	4059 35th Avenue Southwest	2	1	30	661	0	47	72	none	not applicable	not applicable	not applicable
WS7621	952000125	4055 35th Avenue Southwest	2	1	30	696	0	47	72	none	not applicable	not applicable	not applicable
WS7620	952000115	4049 35th Avenue Southwest	2	1	30	703	0	47	72	none	not applicable	not applicable	not applicable
WS7617	952000105	4045 35th Avenue Southwest	2	1	30	719	0	47	72	none	not applicable	not applicable	not applicable
WS7616	952000095	4041 35th Avenue Southwest	2	1	30	732	0	47	72	none	not applicable	not applicable	not applicable
WS7615	952000085	4035 35th Avenue Southwest	2	1	30	762	3	50	72	none	not applicable	not applicable	not applicable
WS7614	952000075	4029 35th Avenue Southwest	2	1	30	794	3	50	72	none	not applicable	not applicable	not applicable
WS7613	952000065	4025 35th Avenue Southwest	2	1	40	819	0	58	72	none	not applicable	not applicable	not applicable
WS5180	9297301485	4117 Fauntleroy Way Southwest	2	1	30	204	3	52	72	none	not applicable	not applicable	not applicable
WS5177	9297301490	4121 Fauntleroy Way Southwest	2	1	30	215	3	52	72	none	not applicable	not applicable	not applicable
WS5176	9297301495	4127 Fauntleroy Way Southwest	2	1	30	240	0	48	72	none	not applicable	not applicable	not applicable
WS5175	9297301500	4129 Fauntleroy Way Southwest	2	1	30	269	0	48	72	none	not applicable	not applicable	not applicable
WS5174	9297301505	4135 Fauntleroy Way Southwest	2	1	30	298	0	48	72	none	not applicable	not applicable	not applicable
WS5173	9297301510	4137 Fauntleroy Way Southwest	2	1	30	332	0	48	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5172	9297301515	4141 Fauntleroy Way Southwest	2	1	30	368	0	48	72	none	not applicable	not applicable	not applicable
WS5171	9297301520	4145 Fauntleroy Way Southwest	2	1	30	402	0	52	72	none	not applicable	not applicable	not applicable
WS5170	9297301525	4147 Fauntleroy Way Southwest	2	1	30	435	0	52	72	none	not applicable	not applicable	not applicable
WS7870	9297301690	4046 35th Avenue Southwest	2	1	30	545	0	47	72	none	not applicable	not applicable	not applicable
WS7871	9297301695	4040 35th Avenue Southwest	2	1	30	567	0	47	72	none	not applicable	not applicable	not applicable
WS7872	9297301700	4036 35th Avenue Southwest	2	1	30	590	0	47	72	none	not applicable	not applicable	not applicable
WS7873	9297301705	4032 35th Avenue Southwest	2	1	30	614	3	50	72	none	not applicable	not applicable	not applicable
WS7874	9297301710	4030 35th Avenue Southwest	2	1	30	613	3	50	72	none	not applicable	not applicable	not applicable
WS7875	9297301715	4026 35th Avenue Southwest	2	1	30	629	3	50	72	none	not applicable	not applicable	not applicable
WS7876	9297301720	4020 35th Avenue Southwest	2	1	40	663	0	58	72	none	not applicable	not applicable	not applicable
WS7877	9297301730	4014 35th Avenue Southwest	2	1	40	684	0	58	72	none	not applicable	not applicable	not applicable
WS7880	9297301735	4010 35th Avenue Southwest	2	1	40	704	0	58	72	none	not applicable	not applicable	not applicable
WS7881	9297301740	4006 35th Avenue Southwest	2	1	40	733	3	61	72	none	not applicable	not applicable	not applicable
WS7864	9297301635	4001 34th Avenue Southwest	2	1	40	635	3	61	72	none	not applicable	not applicable	not applicable
WS7865	9297301640	4005 34th Avenue Southwest	2	1	40	612	3	61	72	none	not applicable	not applicable	not applicable
WS7866	9297301645	4009 34th Avenue Southwest	2	1	40	590	3	61	72	none	not applicable	not applicable	not applicable
WS7867	9297301650	4011 34th Avenue Southwest	2	1	40	569	3	61	72	none	not applicable	not applicable	not applicable
WS7356	9297301655	4017 34th Avenue Southwest	2	1	40	546	0	58	72	none	not applicable	not applicable	not applicable
WS7357	9297301660	4021 34th Avenue Southwest	2	1	40	526	0	58	72	none	not applicable	not applicable	not applicable
WS7358	9297301665	4025 34th Avenue Southwest	2	1	40	512	0	58	72	none	not applicable	not applicable	not applicable
WS7359	9297301670	4029 34th Avenue Southwest	2	1	30	519	3	50	72	none	not applicable	not applicable	not applicable
WS7360	9297301675	4033 34th Avenue Southwest	2	1	30	491	3	50	72	none	not applicable	not applicable	not applicable
WS7362	9297301685	4037 34th Avenue Southwest	2	1	30	502	3	50	72	none	not applicable	not applicable	not applicable
WS7361	9297301680	4045 34th Avenue Southwest	2	1	30	474	3	50	72	none	not applicable	not applicable	not applicable
WS7344	9297301575	4046 34th Avenue Southwest	2	1	30	369	3	51	72	none	not applicable	not applicable	not applicable
WS7345	9297301580	4042 34th Avenue Southwest	2	1	30	372	3	51	72	none	not applicable	not applicable	not applicable
WS7346	9297301585	4038 34th Avenue Southwest	2	1	30	365	3	51	72	none	not applicable	not applicable	not applicable
WS7347	9297301590	4034 34th Avenue Southwest	2	1	40	365	0	59	72	none	not applicable	not applicable	not applicable
WS7348	9297301595	4032 34th Avenue Southwest	2	1	40	381	0	59	72	none	not applicable	not applicable	not applicable
WS7350	9297301605	4022 34th Avenue Southwest	2	1	40	397	3	62	72	none	not applicable	not applicable	not applicable
WS7350	9297301605	4022 34th Avenue Southwest	2	1	40	421	3	61	72	none	not applicable	not applicable	not applicable
WS7351	9297301610	4018 34th Avenue Southwest	2	1	40	427	3	61	72	none	not applicable	not applicable	not applicable
WS7352	9297301615	4014 34th Avenue Southwest	2	1	40	434	3	61	72	none	not applicable	not applicable	not applicable
WS7353	9297301620	4010 34th Avenue Southwest	2	1	40	467	3	61	72	none	not applicable	not applicable	not applicable
WS7354	9297301625	4008 34th Avenue Southwest	2	1	40	489	3	61	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7355	9297301630	4002 34th Avenue Southwest	2	1	40	519	3	61	72	none	not applicable	not applicable	not applicable
WS7337	9297301420	3307 Southwest Andover Street	2	1	40	425	3	61	72	none	not applicable	not applicable	not applicable
WS7386	9297300510	3863 33rd Avenue Southwest	2	1	40	469	3	61	72	none	not applicable	not applicable	not applicable
WS7333	9297300625	3860 33rd Avenue Southwest	2	1	40	407	3	62	72	none	not applicable	not applicable	not applicable
WS7334	9297301403	4001 Fauntleroy Way Southwest	2	1	40	348	3	62	72	none	not applicable	not applicable	not applicable
WS7335	9297301405	4005 Fauntleroy Way Southwest	2	1	40	321	3	62	72	none	not applicable	not applicable	not applicable
WS7336	9297301415	4009 Fauntleroy Way Southwest	2	1	40	304	3	62	72	none	not applicable	not applicable	not applicable
WS7391	9297301425	4015 Fauntleroy Way Southwest	2	1	40	284	3	62	72	none	not applicable	not applicable	not applicable
WS5474	2848700230	3856 23rd Avenue Southwest	1	1	30	505	0	52	65	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

I.D. = identification

G.B.N. = groundborne noise

VdB = vibration decibels

Table N.3G-14. Summary of Vibration Analysis – Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5500	2848700374	3801 22nd Avenue Southwest	2	1	55	235	0.0	65	72	none	not applicable	not applicable	not applicable
WS5497	2848700370	3803 22nd Avenue Southwest	2	1	55	237	0.0	65	72	none	not applicable	not applicable	not applicable
WS5496	2848700360	3805 22nd Avenue Southwest	2	1	55	240	0.0	65	72	none	not applicable	not applicable	not applicable
WS5501	7966600069	3649 22nd Avenue Southwest	2	1	55	262	0.0	64	72	none	not applicable	not applicable	not applicable
WS1232	7966600065	3645 22nd Avenue Southwest	2	1	55	280	0.0	64	72	none	not applicable	not applicable	not applicable
WS1234	7966600080	3631 22nd Avenue Southwest	2	1	55	317	0.0	64	72	none	not applicable	not applicable	not applicable
WS5541	7966600105	3646 22nd Avenue Southwest	2	1	55	412	0.0	64	72	none	not applicable	not applicable	not applicable
WS5540	7966600115	3636 22nd Avenue Southwest	2	1	55	403	0.0	64	72	none	not applicable	not applicable	not applicable
WS5537	7966600120	3638 22nd Avenue Southwest	2	1	55	398	0.0	64	72	none	not applicable	not applicable	not applicable
WS5542	7966600095	3624 22nd Avenue Southwest	2	1	55	444	0.0	64	72	none	not applicable	not applicable	not applicable
WS5484	2848700160	3816 23rd Avenue Southwest	2	2	55	225	0.0	65	72	none	not applicable	not applicable	not applicable
WS5544	7966600135	3711 21st Avenue Southwest	2	1	55	549	0.0	64	72	none	not applicable	not applicable	not applicable
WS12012	1324039043	3600 23rd Avenue Southwest	2	1	55	363	0.0	64	72	none	not applicable	not applicable	not applicable
WS81400	321050000	3271 Southwest Avalon Way	2	24	55	1164	0.0	29	72	none	not applicable	not applicable	not applicable
WS81400	321050000	3271 Southwest Avalon Way	2	80	55	1166	0.0	28	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	55	1214	0.0	28	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	55	1198	0.0	28	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	55	1146	0.0	63	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	55	1069	0.0	63	72	none	not applicable	not applicable	not applicable
WS61000	8644250000	3202 Southwest Avalon Way	2	20	55	1031	0.0	30	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	55	1033	0.0	29	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	55	1050	0.0	29	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	55	1039	0.0	29	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	55	1014	0.0	30	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	55	996	0.0	30	72	none	not applicable	not applicable	not applicable
WS60800	321000000	3256 Southwest Avalon Way	2	32	55	975	0.0	30	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	55	965	0.0	30	72	none	not applicable	not applicable	not applicable
WS2408	9297301820	3280 Southwest Avalon Way	2	18	55	954	0.0	30	72	none	not applicable	not applicable	not applicable
WS81600	321500000	3112 Southwest Avalon Way	2	16	55	870	0.0	31	72	none	not applicable	not applicable	not applicable
WS61100	9306000000	3120 Southwest Avalon Way	2	20	55	924	0.0	30	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	55	852	0.0	31	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	55	840	0.0	31	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	55	773	0.0	32	72	none	not applicable	not applicable	not applicable

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WS5207	9297300980	4140 32nd Avenue Southwest	2	1	55	737	0.0	32	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	55	704	0.0	33	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	55	672	0.0	33	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	55	641	0.0	33	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	55	608	0.0	34	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	55	578	0.0	34	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	55	544	0.0	35	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	55	526	0.0	64	72	none	not applicable	not applicable	not applicable
WS5187	9297301250	3220 Southwest Genesee Street	2	2	55	739	0.0	32	72	none	not applicable	not applicable	not applicable
WS5191	9297301240	3212 Southwest Genesee Street	2	2	55	769	0.0	32	72	none	not applicable	not applicable	not applicable
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	55	667	0.0	33	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	55	574	0.0	34	72	none	not applicable	not applicable	not applicable
WS5186	9297301255	3224 Southwest Genesee Street	2	1	55	735	0.0	32	72	none	not applicable	not applicable	not applicable
WS5190	9297301245	3218 Southwest Genesee Street	2	1	55	752	0.0	32	72	none	not applicable	not applicable	not applicable
WS5192	9297301235	3206 Southwest Genesee Street	2	1	55	768	0.0	32	72	none	not applicable	not applicable	not applicable
WS5193	9297301230	3200 Southwest Genesee Street	2	1	55	762	0.0	32	72	none	not applicable	not applicable	not applicable
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	55	713	0.0	33	72	none	not applicable	not applicable	not applicable
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	55	635	0.0	33	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	55	601	0.0	34	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	55	531	0.0	35	72	none	not applicable	not applicable	not applicable
WS1090	9297301751	3119 Southwest Genesee Street	2	1	55	935	0.0	30	72	none	not applicable	not applicable	not applicable
WS1088	9297301750	3127 Southwest Genesee Street	2	1	55	911	0.0	31	72	none	not applicable	not applicable	not applicable
WS1086	9297301755	3201 Southwest Genesee Street	2	1	55	895	0.0	31	72	none	not applicable	not applicable	not applicable
WS1084	9297301760	3205 Southwest Genesee Street	2	1	55	887	0.0	31	72	none	not applicable	not applicable	not applicable
WS1082	9297301765	3211 Southwest Genesee Street	2	1	55	881	0.0	31	72	none	not applicable	not applicable	not applicable
WS1078	9297301775	3221 Southwest Genesee Street	2	1	55	874	0.0	31	72	none	not applicable	not applicable	not applicable
WS10004	9297301780	3225 Southwest Genesee Street	2	1	55	869	0.0	31	72	none	not applicable	not applicable	not applicable
WS1074	9297301785	3227 Southwest Genesee Street	2	1	55	859	0.0	31	72	none	not applicable	not applicable	not applicable
WS1072	9297301790	3229 Southwest Genesee Street	2	1	55	854	0.0	31	72	none	not applicable	not applicable	not applicable
WS1070	9297301800	3237 Southwest Genesee Street	2	1	55	837	0.0	31	72	none	not applicable	not applicable	not applicable
WS5222	9297300935	3104b Southwest Avalon Way	2	1	55	825	0.0	63	72	none	not applicable	not applicable	not applicable
WS5224	9297300930	not available	2	3	55	760	0.0	63	72	none	not applicable	not applicable	not applicable
WS5225	9297300925	3078e Southwest Avalon Way	2	3	55	727	0.0	63	72	none	not applicable	not applicable	not applicable
WS5226	9297300920	3074 Southwest Avalon Way	2	3	55	693	0.0	63	72	none	not applicable	not applicable	not applicable
WS5246	9297300898	3070b Southwest Avalon Way	2	12	55	663	0.0	63	72	none	not applicable	not applicable	not applicable

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WS5250	9297300902	3062b Southwest Avalon Way	2	12	55	610	0.0	63	72	none	not applicable	not applicable	not applicable
WS5252	9297300895	3060 Southwest Avalon Way	2	12	55	559	0.0	64	72	none	not applicable	not applicable	not applicable
WS7196	9297300885	3050 Southwest Avalon Way	2	36	55	507	0.0	64	72	none	not applicable	not applicable	not applicable
WS7121	9297300875	3046 Southwest Avalon Way	2	12	55	444	0.0	64	72	none	not applicable	not applicable	not applicable
WS7122	9297300870	3040 Southwest Avalon Way	2	6	55	396	0.0	64	72	none	not applicable	not applicable	not applicable
WS5256	9297300725	3039 Southwest Avalon Way	2	1	55	677	0.0	63	72	none	not applicable	not applicable	not applicable
WS5254	9297300745	3051 Southwest Avalon Way	2	1	55	757	0.0	63	72	none	not applicable	not applicable	not applicable
WS5253	9297300750	3055 Southwest Avalon Way	2	1	55	784	0.0	63	72	none	not applicable	not applicable	not applicable
WS5255	9297300740	3047 Southwest Avalon Way	2	2	55	733	0.0	63	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	55	783	0.0	63	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	24	55	968	0.0	63	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	18	55	870	0.0	63	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	12	55	1001	0.0	63	72	none	not applicable	not applicable	not applicable
WS1096	9297300765	3101 Southwest Avalon Way	2	30	55	1000	0.0	63	72	none	not applicable	not applicable	not applicable
WS1102	9358002340	4316 30th Avenue Southwest	2	6	55	1028	1.1	64	72	none	not applicable	not applicable	not applicable
WS1104	9358002350	2852 Southwest Genesee Street	2	2	55	1033	1.1	64	72	none	not applicable	not applicable	not applicable
WS1106	9358002351	2850 Southwest Genesee Street	2	2	55	1038	1.1	64	72	none	not applicable	not applicable	not applicable
WS1110	9358002365	2842 Southwest Genesee Street	2	2	55	1048	1.1	64	72	none	not applicable	not applicable	not applicable
WS5263	9358002308	2851 Southwest Nevada Street	2	3	55	952	1.1	64	72	none	not applicable	not applicable	not applicable
WS5264	9358002305	2853 Southwest Nevada Street	2	3	55	912	1.1	64	72	none	not applicable	not applicable	not applicable
WS5262	9358002320	2855 Southwest Nevada Street	2	4	55	918	1.1	64	72	none	not applicable	not applicable	not applicable
WS5482	2848700175	3824 23rd Avenue Southwest	2	2	55	314	0.0	64	72	none	not applicable	not applicable	not applicable
WS1222	2848700050	3823a 23rd Avenue Southwest	2	2	55	244	0.0	65	72	none	not applicable	not applicable	not applicable
WS1220	2848700060	3831 23rd Avenue Southwest	2	2	55	252	0.0	65	72	none	not applicable	not applicable	not applicable
WS1218	2848700075	3837 23rd Avenue Southwest	2	16	55	278	0.0	64	72	none	not applicable	not applicable	not applicable
WS5473	2848700095	3847 23rd Avenue Southwest	2	4	55	329	0.0	64	72	none	not applicable	not applicable	not applicable
WS1212	2445100295	3852 Delridge Way Southwest	2	1	55	320	0.0	64	72	none	not applicable	not applicable	not applicable
WS7321	1324039010	2970 Southwest Avalon Way	2	4	55	240	1.1	66	72	none	not applicable	not applicable	not applicable
WS7401	1324039102	3021 Southwest Bradford Street	2	96	55	249	0.0	65	72	none	not applicable	not applicable	not applicable
WS7114	9297301155	4049 32nd Avenue Southwest	2	2	55	247	0.0	42	72	none	18	35	none
WS7154	9297301170	4105 32nd Avenue Southwest	2	2	55	363	0.0	38	72	none	14	35	none
WS7221	9297301455	4039 Fauntleroy Way Southwest	2	2	55	220	0.0	44	72	none	20	35	none
WS7222	9297301460	4043 Fauntleroy Way Southwest	2	2	55	253	0.0	42	72	none	18	35	none
WS7223	9297301465	4101 Fauntleroy Way Southwest	2	2	55	291	0.0	40	72	none	16	35	none
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	2	55	97	0.0	58	72	none	32	35	none

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WS7140	9297300670	3014 Southwest Andover Street	2	1	55	67	0.0	66	72	none	32	35	none
WS7141	9297300675	3018 Southwest Andover Street	2	1	55	101	0.0	66	72	none	27	35	none
WS7142	9297300680	3024 Southwest Andover Street	2	1	55	150	0.0	65	72	none	34	35	none
WS7124	9298300030	3200 Southwest Andover Street	2	1	55	190	0.0	65	72	none	31	35	none
WS7400	1324039009	3228 Southwest Andover Street	2	1	55	303	0.0	64	72	none	27	35	none
WS7211	9297301080	4014 32nd Avenue Southwest	2	1	55	82	0.0	70	72	none	40	35	5
WS7210	9297301070	4018 32nd Avenue Southwest	2	1	55	113	0.0	67	72	none	36	35	1
WS7207	9297301065	4022 32nd Avenue Southwest	2	1	55	144	0.0	65	72	none	34	35	none
WS7206	9297301063	4026 32nd Avenue Southwest	2	1	55	184	0.0	65	72	none	32	35	none
WS7205	9297301060	4030 32nd Avenue Southwest	2	1	55	213	0.0	65	72	none	30	35	none
WS7204	9297301055	4036 32nd Avenue Southwest	2	1	55	245	0.0	65	72	none	29	35	none
WS7203	9297301050	4040 32nd Avenue Southwest	2	1	55	277	0.0	64	72	none	28	35	none
WS5203	9297301180	4115 32nd Avenue Southwest	2	1	55	446	0.0	36	72	none	12	35	none
WS5202	9297301190	4121 32nd Avenue Southwest	2	1	55	488	0.0	36	72	none	11	35	none
WS7116	9297301145	4039 32nd Avenue Southwest	2	1	55	182	0.0	65	72	none	32	35	none
WS7115	9297301150	4045 32nd Avenue Southwest	2	1	55	217	0.0	65	72	none	30	35	none
WS7155	9297301175	4107 32nd Avenue Southwest	2	1	55	402	0.0	37	72	none	13	35	none
WS7153	9297301165	4055 32nd Avenue Southwest	2	1	55	340	0.0	39	72	none	15	35	none
WS7213	9297301160	4051 32nd Avenue Southwest	2	1	55	292	0.0	40	72	none	16	35	none
WS7152	9297301135	4035 32nd Avenue Southwest	2	1	55	149	0.0	65	72	none	34	35	none
WS7151	9297301134	4031 32nd Avenue Southwest	2	1	55	124	0.0	67	72	none	35	35	<1
WS5217	9297301020	4110 32nd Avenue Southwest	2	1	55	473	0.0	64	72	none	23	35	none
WS5220	9297301025	4106 32nd Avenue Southwest	2	1	55	440	0.0	64	72	none	24	35	none
WS7197	9297301029	4104 32nd Avenue Southwest	2	1	55	408	0.0	64	72	none	24	35	none
WS7200	9297301030	4100 32nd Avenue Southwest	2	1	55	377	0.0	64	72	none	25	35	none
WS7201	9297301040	4046 32nd Avenue Southwest	2	1	55	339	0.0	64	72	none	26	35	none
WS7202	9297301045	4044 32nd Avenue Southwest	2	1	55	330	0.0	64	72	none	26	35	none
WS7217	9297301445	4031 Fauntleroy Way Southwest	2	1	55	123	0.0	54	72	none	28	35	none
WS7220	9297301450	4035 Fauntleroy Way Southwest	2	1	55	189	0.0	46	72	none	22	35	none
WS7224	9297301470	4105 Fauntleroy Way Southwest	2	1	55	318	0.0	39	72	none	15	35	none
WS7392	9297301475	4107 Fauntleroy Way Southwest	2	1	55	342	0.0	39	72	none	15	35	none
WS7393	9297301480	4115 Fauntleroy Way Southwest	2	1	55	366	0.0	38	72	none	14	35	none
WS7215	9297301430	4023 Fauntleroy Way Southwest	2	1	55	77	0.0	62	72	none	36	35	1
WS7743	952003815	4101 36th Avenue Southwest	2	1	55	480	1.7	38	72	none	13	35	none
WS7744	952003825	4105 36th Avenue Southwest	2	1	55	519	1.7	37	72	none	12	35	none

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WS7647	952000405	4061 36th Avenue Southwest	2	1	55	450	1.7	38	72	none	13	35	none
WS7646	952000395	4055 36th Avenue Southwest	2	1	55	431	1.7	38	72	none	14	35	none
WS7645	952000385	4051 36th Avenue Southwest	2	1	55	418	1.7	39	72	none	14	35	none
WS7644	952000370	4045 36th Avenue Southwest	2	1	55	414	0.0	37	72	none	12	35	none
WS7643	952000365	4039 36th Avenue Southwest	2	1	55	413	0.0	37	72	none	12	35	none
WS7642	952000355	4035 36th Avenue Southwest	2	1	55	432	0.0	37	72	none	12	35	none
WS7641	952000345	4029 36th Avenue Southwest	2	1	55	444	0.0	36	72	none	12	35	none
WS7626	952000195	4022 36th Avenue Southwest	2	1	55	295	0.0	40	72	none	16	35	none
WS7627	952000210	4026 36th Avenue Southwest	2	1	55	284	0.0	40	72	none	17	35	none
WS7630	952000215	4034 36th Avenue Southwest	2	1	55	267	0.0	41	72	none	17	35	none
WS7631	952000230	4040 36th Avenue Southwest	2	1	55	250	0.0	42	72	none	18	35	none
WS7632	952000240	4044 36th Avenue Southwest	2	1	55	251	0.0	42	72	none	18	35	none
WS7633	952000246	4048 36th Avenue Southwest	2	1	55	267	0.0	41	72	none	17	35	none
WS7634	952000260	4054 36th Avenue Southwest	2	1	55	289	0.0	40	72	none	16	35	none
WS7635	952000270	4058 36th Avenue Southwest	2	1	55	304	0.0	40	72	none	16	35	none
WS7745	952003935	4102 36th Avenue Southwest	2	1	55	362	0.0	38	72	none	14	35	none
WS7055	952004080	3509 Southwest Dakota Street	2	1	55	301	0.0	40	72	none	16	35	none
WS7746	952004085	4103 35th Avenue Southwest	2	1	55	278	0.0	41	72	none	17	35	none
WS7622	952000135	4059 35th Avenue Southwest	2	1	55	183	0.0	47	72	none	22	35	none
WS7621	952000125	4055 35th Avenue Southwest	2	1	55	176	0.0	48	72	none	23	35	none
WS7620	952000115	4049 35th Avenue Southwest	2	1	55	139	0.0	52	72	none	26	35	none
WS7617	952000105	4045 35th Avenue Southwest	2	1	55	133	0.0	52	72	none	27	35	none
WS7616	952000095	4041 35th Avenue Southwest	2	1	55	127	0.0	53	72	none	28	35	none
WS7615	952000085	4035 35th Avenue Southwest	2	1	55	139	0.0	52	72	none	26	35	none
WS7614	952000075	4029 35th Avenue Southwest	2	1	55	166	0.0	49	72	none	24	35	none
WS7613	952000065	4025 35th Avenue Southwest	2	1	55	200	0.0	45	72	none	21	35	none
WS5180	9297301485	4117 Fauntleroy Way Southwest	2	1	55	373	0.0	38	72	none	14	35	none
WS5177	9297301490	4121 Fauntleroy Way Southwest	2	1	55	399	0.0	37	72	none	13	35	none
WS5176	9297301495	4127 Fauntleroy Way Southwest	2	1	55	416	0.0	37	72	none	12	35	none
WS5175	9297301500	4129 Fauntleroy Way Southwest	2	1	55	437	0.0	37	72	none	12	35	none
WS5174	9297301505	4135 Fauntleroy Way Southwest	2	1	55	451	0.0	36	72	none	12	35	none
WS5173	9297301510	4137 Fauntleroy Way Southwest	2	1	55	477	0.0	36	72	none	11	35	none
WS5172	9297301515	4141 Fauntleroy Way Southwest	2	1	55	496	0.0	36	72	none	11	35	none
WS5171	9297301520	4145 Fauntleroy Way Southwest	2	1	55	515	0.0	35	72	none	10	35	none
WS5170	9297301525	4147 Fauntleroy Way Southwest	2	1	55	532	0.0	35	72	none	10	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7870	9297301690	4046 35th Avenue Southwest	2	1	55	173	0.0	48	72	none	23	35	none
WS7871	9297301695	4040 35th Avenue Southwest	2	1	55	136	0.0	52	72	none	27	35	none
WS7872	9297301700	4036 35th Avenue Southwest	2	1	55	113	0.0	55	72	none	30	35	none
WS7873	9297301705	4032 35th Avenue Southwest	2	1	55	101	0.0	57	72	none	32	35	none
WS7874	9297301710	4030 35th Avenue Southwest	2	1	55	100	0.0	57	72	none	32	35	none
WS7875	9297301715	4026 35th Avenue Southwest	2	1	55	100	0.0	57	72	none	32	35	none
WS7876	9297301720	4020 35th Avenue Southwest	2	1	55	113	0.0	55	72	none	30	35	none
WS7877	9297301730	4014 35th Avenue Southwest	2	1	55	146	0.0	51	72	none	26	35	none
WS7880	9297301735	4010 35th Avenue Southwest	2	1	55	172	0.0	48	72	none	23	35	none
WS7881	9297301740	4006 35th Avenue Southwest	2	1	55	213	0.0	44	72	none	20	35	none
WS7864	9297301635	4001 34th Avenue Southwest	2	1	55	206	0.0	45	72	none	21	35	none
WS7865	9297301640	4005 34th Avenue Southwest	2	1	55	170	0.0	48	72	none	23	35	none
WS7866	9297301645	4009 34th Avenue Southwest	2	1	55	138	0.0	52	72	none	27	35	none
WS7867	9297301650	4011 34th Avenue Southwest	2	1	55	112	0.0	55	72	none	30	35	none
WS7356	9297301655	4017 34th Avenue Southwest	2	1	55	93	0.0	59	72	none	33	35	none
WS7357	9297301660	4021 34th Avenue Southwest	2	1	55	88	0.0	60	72	none	34	35	none
WS7358	9297301665	4025 34th Avenue Southwest	2	1	55	94	0.0	58	72	none	33	35	none
WS7359	9297301670	4029 34th Avenue Southwest	2	1	55	95	0.0	58	72	none	33	35	none
WS7360	9297301675	4033 34th Avenue Southwest	2	1	55	107	0.0	56	72	none	31	35	none
WS7362	9297301685	4037 34th Avenue Southwest	2	1	55	125	0.0	54	72	none	28	35	none
WS7361	9297301680	4045 34th Avenue Southwest	2	1	55	158	0.0	50	72	none	24	35	none
WS7344	9297301575	4046 34th Avenue Southwest	2	1	55	222	0.0	44	72	none	20	35	none
WS7345	9297301580	4042 34th Avenue Southwest	2	1	55	194	0.0	46	72	none	22	35	none
WS7346	9297301585	4038 34th Avenue Southwest	2	1	55	169	0.0	48	72	none	23	35	none
WS7347	9297301590	4034 34th Avenue Southwest	2	1	55	145	0.0	51	72	none	26	35	none
WS7348	9297301595	4032 34th Avenue Southwest	2	1	55	117	0.0	55	72	none	29	35	none
WS7350	9297301605	4022 34th Avenue Southwest	2	1	55	80	0.0	61	72	none	36	35	<1
WS7350	9297301605	4022 34th Avenue Southwest	2	1	55	77	0.0	62	72	none	36	35	1
WS7351	9297301610	4018 34th Avenue Southwest	2	1	55	77	0.0	62	72	none	36	35	1
WS7352	9297301615	4014 34th Avenue Southwest	2	1	55	79	0.0	62	72	none	36	35	1
WS7353	9297301620	4010 34th Avenue Southwest	2	1	55	98	0.0	58	72	none	32	35	none
WS7354	9297301625	4008 34th Avenue Southwest	2	1	55	125	0.0	54	72	none	28	35	none
WS7355	9297301630	4002 34th Avenue Southwest	2	1	55	158	0.0	50	72	none	24	35	none
WS7337	9297301420	3307 Southwest Andover Street	2	1	55	107	0.0	56	72	none	31	35	none
WS7386	9297300510	3863 33rd Avenue Southwest	2	1	55	202	0.0	45	72	none	21	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7333	9297300625	3860 33rd Avenue Southwest	2	1	55	188	0.0	46	72	none	22	35	none
WS7334	9297301403	4001 Fauntleroy Way Southwest	2	1	55	96	0.0	58	72	none	32	35	none
WS7335	9297301405	4005 Fauntleroy Way Southwest	2	1	55	68	0.0	64	72	none	39	35	4
WS7336	9297301415	4009 Fauntleroy Way Southwest	2	1	55	54	0.0	68	72	none	43	35	8
WS7391	9297301425	4015 Fauntleroy Way Southwest	2	1	55	55	0.0	68	72	none	43	35	8
WS7214	9297301428	4019 Fauntleroy Way Southwest	2	1	55	55	0.0	68	72	none	43	35	8
WS5474	2848700230	3856 23rd Avenue Southwest	1	1	55	505	0.0	64	65	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

I.D. = identification

G.B.N. = groundborne noise

VdB = vibration decibels

Table N.3G-15. Summary of Vibration Analysis – Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	30	48	0	58	72	none	not applicable	not applicable	not applicable
WS80500	6391900000	5000 California Avenue Southwest	2	32	30	75	0	54	72	none	not applicable	not applicable	not applicable
WS6097	7579201085	4840 California Avenue Southwest	2	33	30	30	0	62	72	none	not applicable	not applicable	not applicable
WS6100	7579201075	4836 California Avenue Southwest	2	2	30	69	0	55	72	none	not applicable	not applicable	not applicable
WS6101	7579201065	4830 California Avenue Southwest	2	2	30	66	3	58	72	none	not applicable	not applicable	not applicable
WS6102	7579201055	4826 California Avenue Southwest	2	2	30	67	3	58	72	none	not applicable	not applicable	not applicable
WS6103	7579201045	4822 California Avenue Southwest	2	2	30	74	3	57	72	none	not applicable	not applicable	not applicable
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	30	83	3	57	72	none	not applicable	not applicable	not applicable
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	30	75	0	54	72	none	not applicable	not applicable	not applicable
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	30	86	0	54	72	none	not applicable	not applicable	not applicable
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	30	202	0	53	72	none	not applicable	not applicable	not applicable
WS6177	7624700061	4115 Southwest Hudson Street	2	2	30	304	0	52	72	none	not applicable	not applicable	not applicable
WS6190	7624700006	4111 Southwest Hudson Street	2	1	30	366	0	52	72	none	not applicable	not applicable	not applicable
WS6192	7624700005	4101 Southwest Hudson Street	2	1	30	421	0	52	72	none	not applicable	not applicable	not applicable
WS6191	7624700010	5007 41st Avenue Southwest	2	4	30	433	0	52	72	none	not applicable	not applicable	not applicable
WS6187	7624700015	5011 41st Avenue Southwest	2	2	30	449	0	52	72	none	not applicable	not applicable	not applicable
WS6186	7624700020	5017 41st Avenue Southwest	2	2	30	470	0	52	72	none	not applicable	not applicable	not applicable
WS6185	7624700025	5021 41st Avenue Southwest	2	2	30	496	0	52	72	none	not applicable	not applicable	not applicable
WS6184	7624700030	5027 41st Avenue Southwest	2	4	30	524	0	52	72	none	not applicable	not applicable	not applicable
WS6200	1297300100	5022 41st Avenue Southwest	2	2	30	586	0	51	72	none	not applicable	not applicable	not applicable
WS6197	1297300095	5028 41st Avenue Southwest	2	1	30	606	0	51	72	none	not applicable	not applicable	not applicable
WS6203	1297300115	5006 41st Avenue Southwest	2	1	30	526	0	52	72	none	not applicable	not applicable	not applicable
WS6204	1297300120	4015 Southwest Hudson Street	2	1	30	602	0	51	72	none	not applicable	not applicable	not applicable
WS6201	1297300105	5018 41st Avenue Southwest	2	2	30	565	0	52	72	none	not applicable	not applicable	not applicable
WS6202	1297300110	5012 41st Avenue Southwest	2	1	30	543	0	52	72	none	not applicable	not applicable	not applicable
WS6260	6126601010	4800 40th Avenue Southwest	3	1	30	773	0	51	78	none	not applicable	not applicable	not applicable
WS5013	6126600735	4736 40th Avenue Southwest	3	1	30	563	0	52	78	none	not applicable	not applicable	not applicable
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	30	666	3	54	78	none	not applicable	not applicable	not applicable
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	30	794	3	54	78	none	not applicable	not applicable	not applicable
WS2298	0952005890	4400 42nd Avenue Southwest	3	1	30	1125	0	51	78	none	not applicable	not applicable	not applicable
WS6623	0952002655	4100 Southwest Genesee Street	3	1	45	1214	0	66	78	none	not applicable	not applicable	not applicable
WS5135	0952007350	4500 39th Avenue Southwest	3	1	45	96	2	71	78	none	not applicable	not applicable	not applicable
WS2214	7579200620	4856 41st Avenue Southwest	2	1	30	503	0	52	72	none	not applicable	not applicable	not applicable
WS2218	7579200600	4846 41st Avenue Southwest	2	2	30	489	0	52	72	none	not applicable	not applicable	not applicable
WS2220	7579200590	4840 41st Avenue Southwest	2	2	30	489	0	52	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2192	7579200905	4847 41st Avenue Southwest	2	1	30	374	0	52	72	none	not applicable	not applicable	not applicable
WS2190	7579200895	4853 41st Avenue Southwest	2	1	30	375	0	52	72	none	not applicable	not applicable	not applicable
WS2188	7579200885	4857 41st Avenue Southwest	2	1	30	377	0	52	72	none	not applicable	not applicable	not applicable
WS2194	7579200915	4843 41st Avenue Southwest	2	4	30	369	0	52	72	none	not applicable	not applicable	not applicable
WS2196	7579200925	4837 41st Avenue Southwest	2	2	30	372	0	52	72	none	not applicable	not applicable	not applicable
WS2204	7579200965	4815 41st Avenue Southwest	2	2	30	346	3	55	72	none	not applicable	not applicable	not applicable
WS2210	7579200999	4803 41st Avenue Southwest	2	4	30	283	0	52	72	none	not applicable	not applicable	not applicable
WS6113	7579200995	4103 Southwest Edmunds Street	2	4	30	232	3	56	72	none	not applicable	not applicable	not applicable
WS2222	7579200580	4836 41st Avenue Southwest	2	2	30	528	0	52	72	none	not applicable	not applicable	not applicable
WS2224	7579200570	4832 41st Avenue Southwest	2	2	30	529	3	55	72	none	not applicable	not applicable	not applicable
WS2208	7579200985	4807 41st Avenue Southwest	2	1	30	293	3	55	72	none	not applicable	not applicable	not applicable
WS2206	7579200975	4811 41st Avenue Southwest	2	1	30	310	3	55	72	none	not applicable	not applicable	not applicable
WS2202	7579200955	4823 41st Avenue Southwest	2	1	30	364	3	55	72	none	not applicable	not applicable	not applicable
WS2200	7579200945	4827 41st Avenue Southwest	2	1	30	372	3	55	72	none	not applicable	not applicable	not applicable
WS2226	7579200560	4830 41st Avenue Southwest	2	1	30	520	3	55	72	none	not applicable	not applicable	not applicable
WS2228	7579200550	4822 41st Avenue Southwest	2	1	30	474	3	55	72	none	not applicable	not applicable	not applicable
WS2230	7579200540	4816 41st Avenue Southwest	2	1	30	511	3	55	72	none	not applicable	not applicable	not applicable
WS2232	7579200530	4812 41st Avenue Southwest	2	1	30	424	3	55	72	none	not applicable	not applicable	not applicable
WS2234	7579200491	4023 Southwest Edmunds Street	2	1	30	378	0	52	72	none	not applicable	not applicable	not applicable
WS6115	7579200490	4017 Southwest Edmunds Street	2	1	30	418	0	52	72	none	not applicable	not applicable	not applicable
WS6106	7579200765	4802 42nd Avenue Southwest	2	2	30	92	3	57	72	none	not applicable	not applicable	not applicable
WS6107	7579200767	4121 Southwest Edmunds Street	2	2	30	80	3	57	72	none	not applicable	not applicable	not applicable
WS2154	7579200769	4119 Southwest Edmunds Street	2	6	30	136	3	56	72	none	not applicable	not applicable	not applicable
WS60000	7865200000	4806 42nd Avenue Southwest	2	8	30	107	3	57	72	none	not applicable	not applicable	not applicable
WS2146	7579200805	4822 42nd Avenue Southwest	2	2	30	172	3	56	72	none	not applicable	not applicable	not applicable
WS2148	7579200795	4816 42nd Avenue Southwest	2	2	30	162	3	56	72	none	not applicable	not applicable	not applicable
WS2150	7579200785	4812 42nd Avenue Southwest	2	2	30	153	3	56	72	none	not applicable	not applicable	not applicable
WS2136	7579200855	4846 42nd Avenue Southwest	2	2	30	176	0	53	72	none	not applicable	not applicable	not applicable
WS2132	7579200875	4856 42nd Avenue Southwest	2	1	30	198	0	53	72	none	not applicable	not applicable	not applicable
WS2134	7579200865	4852 42nd Avenue Southwest	2	1	30	189	0	53	72	none	not applicable	not applicable	not applicable
WS2138	7579200845	4840 42nd Avenue Southwest	2	1	30	189	0	53	72	none	not applicable	not applicable	not applicable
WS2140	7579200835	4836 42nd Avenue Southwest	2	1	30	184	0	53	72	none	not applicable	not applicable	not applicable
WS2142	7579200825	4832 42nd Avenue Southwest	2	1	30	190	3	56	72	none	not applicable	not applicable	not applicable
WS2144	7579200815	4828 42nd Avenue Southwest	2	1	30	187	3	56	72	none	not applicable	not applicable	not applicable
WS81900	2492700000	4800 Fauntleroy Way Southwest	2	24	30	956	0	51	72	none	not applicable	not applicable	not applicable
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	16	30	866	0	51	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	805	0	51	72	none	not applicable	not applicable	not applicable
WS7126	6126600380	4754 Fauntleroy Way Southwest	2	60	45	842	0	66	72	none	not applicable	not applicable	not applicable
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	45	461	0	67	72	none	not applicable	not applicable	not applicable
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	243	0	53	72	none	not applicable	not applicable	not applicable
WS5020	6126600300	4727 38th Avenue Southwest	2	1	45	687	0	66	72	none	not applicable	not applicable	not applicable
WS5021	6126600310	4731 38th Avenue Southwest	2	1	45	731	0	66	72	none	not applicable	not applicable	not applicable
WS5022	6126600320	4737 38th Avenue Southwest	2	4	45	763	0	66	72	none	not applicable	not applicable	not applicable
WS5023	0952007660	4530 38th Avenue Southwest	2	120	45	195	2	70	72	none	not applicable	not applicable	not applicable
WS1040	0952007600	4520 Fauntleroy Way Southwest	2	1	45	131	2	71	72	none	not applicable	not applicable	not applicable
WS5062	0952007845	4515 36th Avenue Southwest	3	1	45	147	2	70	78	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	272	3	55	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	299	0	52	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	296	0	52	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	295	3	55	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	30	340	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	30	290	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	30	281	0	52	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	286	0	52	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	35	226	3	60	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	35	178	0	58	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	35	127	0	58	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	30	76	0	54	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	30	110	0	54	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	117	0	53	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	108	0	54	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	102	0	54	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	30	100	0	54	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	106	3	57	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	35	79	3	62	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	30	75	0	54	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	30	76	0	54	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	30	150	0	53	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	30	189	0	53	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	30	226	0	53	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	30	264	0	52	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	35	297	3	60	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	35	334	3	60	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	35	367	3	60	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	35	402	3	60	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	35	427	3	59	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	30	342	0	52	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	313	0	52	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	30	388	0	52	72	none	not applicable	not applicable	not applicable
WS7027	0952004035	4146 36th Avenue Southwest	2	1	30	164	3	56	72	none	not applicable	not applicable	not applicable
WS3006	0952003915	3600 Southwest Genesee Street	2	8	30	205	3	56	72	none	not applicable	not applicable	not applicable
WS7000	0952003805	4158 37th Avenue Southwest	2	1	30	280	3	55	72	none	not applicable	not applicable	not applicable
WS7002	0952003795	4150 37th Avenue Southwest	2	1	30	344	3	55	72	none	not applicable	not applicable	not applicable
WS6697	0952003685	4155 37th Avenue Southwest	2	1	45	400	0	67	72	none	not applicable	not applicable	not applicable
WS6700	0952003676	4151 37th Avenue Southwest	2	1	30	434	3	55	72	none	not applicable	not applicable	not applicable
WS6687	0952003565	4156 38th Avenue Southwest	2	1	45	539	0	67	72	none	not applicable	not applicable	not applicable
WS6690	0952003555	4152 38th Avenue Southwest	2	1	45	569	0	67	72	none	not applicable	not applicable	not applicable
WS6676	0952003445	4157 38th Avenue Southwest	2	1	45	656	0	66	72	none	not applicable	not applicable	not applicable
WS6677	0952003435	4155 38th Avenue Southwest	2	1	45	681	0	66	72	none	not applicable	not applicable	not applicable
WS6665	0952003295	4156 39th Avenue Southwest	2	1	45	791	2	68	72	none	not applicable	not applicable	not applicable
WS6680	0952003425	4149 38th Avenue Southwest	2	1	45	706	0	66	72	none	not applicable	not applicable	not applicable
WS6666	0952003285	4150 39th Avenue Southwest	2	2	45	812	2	68	72	none	not applicable	not applicable	not applicable
WS2404	0952004540	4400 37th Avenue Southwest	2	1	30	225	3	56	72	none	not applicable	not applicable	not applicable
WS2402	0952004550	4406 37th Avenue Southwest	2	1	45	197	0	68	72	none	not applicable	not applicable	not applicable
WS6592	0952004560	4410 37th Avenue Southwest	2	1	45	163	0	68	72	none	not applicable	not applicable	not applicable
WS6591	0952004570	4414 37th Avenue Southwest	2	1	45	136	0	68	72	none	not applicable	not applicable	not applicable
WS2400	0952004705	4403 37th Avenue Southwest	2	1	45	347	0	67	72	none	not applicable	not applicable	not applicable
WS2398	0952004715	4407 37th Avenue Southwest	2	1	45	311	0	67	72	none	not applicable	not applicable	not applicable
WS6590	0952004725	4413 37th Avenue Southwest	2	1	45	276	0	67	72	none	not applicable	not applicable	not applicable
WS6587	0952004735	4417 37th Avenue Southwest	2	1	45	245	0	68	72	none	not applicable	not applicable	not applicable
WS6586	0952004745	4421 37th Avenue Southwest	2	1	45	217	0	68	72	none	not applicable	not applicable	not applicable
WS6585	0952004755	4427 37th Avenue Southwest	2	1	45	182	0	68	72	none	not applicable	not applicable	not applicable
WS5145	0952004765	4431 37th Avenue Southwest	2	16	45	132	2	71	72	none	not applicable	not applicable	not applicable
WS2396	0952004820	4402 38th Avenue Southwest	2	1	45	474	0	67	72	none	not applicable	not applicable	not applicable
WS2394	0952004830	4406 38th Avenue Southwest	2	1	45	448	0	67	72	none	not applicable	not applicable	not applicable
WS2392	0952004840	4412 38th Avenue Southwest	2	1	45	414	0	67	72	none	not applicable	not applicable	not applicable
WS6584	0952004850	4416 38th Avenue Southwest	2	1	45	389	2	69	72	none	not applicable	not applicable	not applicable
WS6583	0952004860	4420 38th Avenue Southwest	2	1	45	359	2	69	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6582	0952004865	4422 38th Avenue Southwest	2	1	45	342	2	69	72	none	not applicable	not applicable	not applicable
WS6581	0952004875	4426 38th Avenue Southwest	2	1	45	295	2	70	72	none	not applicable	not applicable	not applicable
WS6580	0952004885	4432 38th Avenue Southwest	2	1	45	254	2	70	72	none	not applicable	not applicable	not applicable
WS5144	0952004895	4436 38th Avenue Southwest	2	1	45	214	2	70	72	none	not applicable	not applicable	not applicable
WS5142	0952004915	4446 38th Avenue Southwest	2	1	45	172	2	70	72	none	not applicable	not applicable	not applicable
WS5143	0952004905	4442 38th Avenue Southwest	2	2	45	186	2	70	72	none	not applicable	not applicable	not applicable
WS6570	0952005095	4457 38th Avenue Southwest	2	1	45	172	2	70	72	none	not applicable	not applicable	not applicable
WS6571	0952005085	4453 38th Avenue Southwest	2	1	45	209	2	70	72	none	not applicable	not applicable	not applicable
WS6572	0952005075	4451 38th Avenue Southwest	2	1	45	240	2	70	72	none	not applicable	not applicable	not applicable
WS6573	0952005065	4441 38th Avenue Southwest	2	1	45	275	2	70	72	none	not applicable	not applicable	not applicable
WS6574	0952005055	4437 38th Avenue Southwest	2	1	45	328	2	69	72	none	not applicable	not applicable	not applicable
WS6575	0952005045	4433 38th Avenue Southwest	2	1	45	398	2	69	72	none	not applicable	not applicable	not applicable
WS6576	0952005035	4427 38th Avenue Southwest	2	1	45	422	2	69	72	none	not applicable	not applicable	not applicable
WS6577	0952005025	4423 38th Avenue Southwest	2	1	45	468	2	69	72	none	not applicable	not applicable	not applicable
WS2384	0952005015	4417 38th Avenue Southwest	2	1	45	485	2	69	72	none	not applicable	not applicable	not applicable
WS2386	0952005000	4411 38th Avenue Southwest	2	1	45	527	2	69	72	none	not applicable	not applicable	not applicable
WS2388	0952004995	4407 38th Avenue Southwest	2	1	45	567	2	69	72	none	not applicable	not applicable	not applicable
WS2390	0952004985	4403 38th Avenue Southwest	2	1	45	594	2	69	72	none	not applicable	not applicable	not applicable
WS2382	0952005105	4402 39th Avenue Southwest	2	1	45	695	2	69	72	none	not applicable	not applicable	not applicable
WS2380	0952005115	4406 39th Avenue Southwest	2	1	45	668	2	69	72	none	not applicable	not applicable	not applicable
WS6567	0952005145	4420 39th Avenue Southwest	2	1	45	559	2	69	72	none	not applicable	not applicable	not applicable
WS6566	0952005155	4424 39th Avenue Southwest	2	1	45	532	2	69	72	none	not applicable	not applicable	not applicable
WS6565	0952005160	4428 39th Avenue Southwest	2	1	45	512	2	69	72	none	not applicable	not applicable	not applicable
WS6564	0952005165	4434 39th Avenue Southwest	2	1	45	485	2	69	72	none	not applicable	not applicable	not applicable
WS6563	0952005185	4436 39th Avenue Southwest	2	1	45	451	2	69	72	none	not applicable	not applicable	not applicable
WS6562	0952005195	4440 39th Avenue Southwest	2	1	45	411	2	69	72	none	not applicable	not applicable	not applicable
WS6561	0952005200	4442 39th Avenue Southwest	2	1	45	388	2	69	72	none	not applicable	not applicable	not applicable
WS6560	0952005205	4446 39th Avenue Southwest	2	1	45	348	2	69	72	none	not applicable	not applicable	not applicable
WS6557	0952005215	4448 39th Avenue Southwest	2	1	45	313	2	70	72	none	not applicable	not applicable	not applicable
WS6555	0952005224	4452 39th Avenue Southwest	2	1	45	269	2	70	72	none	not applicable	not applicable	not applicable
WS6554	0952005249	4456 39th Avenue Southwest	2	1	45	236	2	70	72	none	not applicable	not applicable	not applicable
WS2378	0952005125	4414 39th Avenue Southwest	2	2	45	653	2	69	72	none	not applicable	not applicable	not applicable
WS2376	0952005135	4416 39th Avenue Southwest	2	2	45	614	2	69	72	none	not applicable	not applicable	not applicable
WS2374	0952005270	4403 39th Avenue Southwest	2	1	45	809	2	68	72	none	not applicable	not applicable	not applicable
WS2372	0952005280	4409 39th Avenue Southwest	2	2	45	774	2	68	72	none	not applicable	not applicable	not applicable
WS6553	0952005290	4413 39th Avenue Southwest	2	1	45	731	2	68	72	none	not applicable	not applicable	not applicable

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WS2370	0952005300	4417 39th Avenue Southwest	2	1	45	697	2	69	72	none	not applicable	not applicable	not applicable
WS2368	0952005305	4421 39th Avenue Southwest	2	1	45	657	2	69	72	none	not applicable	not applicable	not applicable
WS2366	0952005320	4427 39th Avenue Southwest	2	1	45	616	2	69	72	none	not applicable	not applicable	not applicable
WS6552	0952005330	4433 39th Avenue Southwest	2	1	45	547	0	67	72	none	not applicable	not applicable	not applicable
WS6551	0952005340	4437 39th Avenue Southwest	2	1	45	518	0	67	72	none	not applicable	not applicable	not applicable
WS6547	0952005359	4447 39th Avenue Southwest	2	1	45	429	0	67	72	none	not applicable	not applicable	not applicable
WS6546	0952005370	4451 39th Avenue Southwest	2	1	45	367	0	67	72	none	not applicable	not applicable	not applicable
WS6545	0952005380	4457 39th Avenue Southwest	2	1	45	323	0	67	72	none	not applicable	not applicable	not applicable
WS6550	0952005349	4441 39th Avenue Southwest	2	2	45	494	0	67	72	none	not applicable	not applicable	not applicable
WS6655	0952003175	4157 39th Avenue Southwest	2	1	45	913	2	68	72	none	not applicable	not applicable	not applicable
WS6656	0952003165	4153 39th Avenue Southwest	2	1	45	944	2	68	72	none	not applicable	not applicable	not applicable
WS6645	0952003055	4156 40th Avenue Southwest	2	1	45	983	2	68	72	none	not applicable	not applicable	not applicable
WS6646	0952003045	4150 40th Avenue Southwest	2	1	45	1030	2	68	72	none	not applicable	not applicable	not applicable
WS6635	0952002935	4010 Southwest Genesee Street	2	1	45	1054	0	66	72	none	not applicable	not applicable	not applicable
WS2364	0952005390	4402 40th Avenue Southwest	2	1	45	884	0	66	72	none	not applicable	not applicable	not applicable
WS2362	0952005400	4414 40th Avenue Southwest	2	1	45	821	0	66	72	none	not applicable	not applicable	not applicable
WS6544	0952005415	4416 40th Avenue Southwest	2	1	45	800	0	66	72	none	not applicable	not applicable	not applicable
WS6543	0952005425	4418 40th Avenue Southwest	2	1	45	730	0	66	72	none	not applicable	not applicable	not applicable
WS2360	0952005435	4422 40th Avenue Southwest	2	1	45	706	0	66	72	none	not applicable	not applicable	not applicable
WS2356	0952005445	4426 40th Avenue Southwest	2	1	45	685	0	66	72	none	not applicable	not applicable	not applicable
WS2354	0952005460	4432 40th Avenue Southwest	2	1	45	599	0	67	72	none	not applicable	not applicable	not applicable
WS6542	0952005470	4438 40th Avenue Southwest	2	1	45	571	0	67	72	none	not applicable	not applicable	not applicable
WS6541	0952005480	4442 40th Avenue Southwest	2	1	45	527	0	67	72	none	not applicable	not applicable	not applicable
WS6540	0952005490	4446 40th Avenue Southwest	2	1	45	502	0	67	72	none	not applicable	not applicable	not applicable
WS6537	0952005500	4452 40th Avenue Southwest	2	1	45	466	0	67	72	none	not applicable	not applicable	not applicable
WS6536	0952005510	4456 40th Avenue Southwest	2	1	45	425	0	67	72	none	not applicable	not applicable	not applicable
WS2330	0952005630	4457 40th Avenue Southwest	2	1	45	490	0	67	72	none	not applicable	not applicable	not applicable
WS2332	0952005620	4453 40th Avenue Southwest	2	1	45	505	0	67	72	none	not applicable	not applicable	not applicable
WS2334	0952005610	4449 40th Avenue Southwest	2	1	45	578	0	67	72	none	not applicable	not applicable	not applicable
WS2336	0952005600	4441 40th Avenue Southwest	2	1	45	612	0	67	72	none	not applicable	not applicable	not applicable
WS2338	0952005590	4437 40th Avenue Southwest	2	1	45	642	0	66	72	none	not applicable	not applicable	not applicable
WS6532	0952005580	4433 40th Avenue Southwest	2	1	45	684	0	66	72	none	not applicable	not applicable	not applicable
WS6533	0952005570	4429 40th Avenue Southwest	2	1	45	734	0	66	72	none	not applicable	not applicable	not applicable
WS2340	0952005560	4421 40th Avenue Southwest	2	1	45	773	0	66	72	none	not applicable	not applicable	not applicable
WS2342	0952005550	4415 40th Avenue Southwest	2	1	45	829	0	66	72	none	not applicable	not applicable	not applicable
WS2344	0952005545	4413 40th Avenue Southwest	2	1	45	843	0	66	72	none	not applicable	not applicable	not applicable

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WS2346	0952005540	4411 40th Avenue Southwest	2	1	45	864	0	66	72	none	not applicable	not applicable	not applicable
WS2348	0952005535	4409 40th Avenue Southwest	2	1	45	888	0	66	72	none	not applicable	not applicable	not applicable
WS6534	0952005530	4407 40th Avenue Southwest	2	1	45	908	0	66	72	none	not applicable	not applicable	not applicable
WS2350	0952005525	4405 40th Avenue Southwest	2	1	45	930	0	66	72	none	not applicable	not applicable	not applicable
WS2352	0952005520	4403 40th Avenue Southwest	2	1	45	951	0	66	72	none	not applicable	not applicable	not applicable
WS6535	0952005515	4401 40th Avenue Southwest	2	1	45	975	0	66	72	none	not applicable	not applicable	not applicable
WS2326	0952005680	4424 41st Avenue Southwest	2	1	45	861	0	66	72	none	not applicable	not applicable	not applicable
WS2324	0952005690	4426 41st Avenue Southwest	2	1	45	830	0	66	72	none	not applicable	not applicable	not applicable
WS2322	0952005695	4430 41st Avenue Southwest	2	1	45	809	0	66	72	none	not applicable	not applicable	not applicable
WS6531	0952005670	4434 41st Avenue Southwest	2	1	45	772	0	66	72	none	not applicable	not applicable	not applicable
WS6530	0952005719	4436 41st Avenue Southwest	2	1	45	745	0	66	72	none	not applicable	not applicable	not applicable
WS6527	0952005737	4440 41st Avenue Southwest	2	1	45	704	0	66	72	none	not applicable	not applicable	not applicable
WS6526	0952005741	4446 41st Avenue Southwest	2	1	45	629	0	66	72	none	not applicable	not applicable	not applicable
WS2320	0952005750	4452 41st Avenue Southwest	2	1	45	574	0	67	72	none	not applicable	not applicable	not applicable
WS2318	0952005760	4456 41st Avenue Southwest	2	1	45	533	0	67	72	none	not applicable	not applicable	not applicable
WS6524	0952005826	4431 B 41st Avenue Southwest	2	4	45	842	0	66	72	none	not applicable	not applicable	not applicable
WS6522	0952005827	4429 B 41st Avenue Southwest	2	4	30	872	0	51	72	none	not applicable	not applicable	not applicable
WS2314	0952005840	4437A 41st Avenue Southwest	2	2	45	815	0	66	72	none	not applicable	not applicable	not applicable
WS2312	0952005841	4437B 41st Avenue Southwest	2	2	45	799	0	66	72	none	not applicable	not applicable	not applicable
WS2310	0952005842	4437C 41st Avenue Southwest	2	2	45	787	0	66	72	none	not applicable	not applicable	not applicable
WS2308	0952005843	4437D 41st Avenue Southwest	2	2	45	772	0	66	72	none	not applicable	not applicable	not applicable
WS6517	0952005832	4441B 41st Avenue Southwest	2	2	30	799	0	51	72	none	not applicable	not applicable	not applicable
WS6520	0952005831	4441A 41st Avenue Southwest	2	2	30	814	0	51	72	none	not applicable	not applicable	not applicable
WS6521	0952005830	4439 41st Avenue Southwest	2	2	30	841	0	51	72	none	not applicable	not applicable	not applicable
WS6516	0952005860	4449 B 41st Avenue Southwest	2	3	30	706	0	51	72	none	not applicable	not applicable	not applicable
WS6515	0952005861	4449 A 41st Avenue Southwest	2	3	30	719	0	51	72	none	not applicable	not applicable	not applicable
WS2302	0952005862	4447 B 41st Avenue Southwest	2	3	30	729	0	51	72	none	not applicable	not applicable	not applicable
WS2304	0952005863	4447 A 41st Avenue Southwest	2	3	30	735	0	51	72	none	not applicable	not applicable	not applicable
WS2306	0952005850	4443 41st Avenue Southwest	2	1	30	752	0	51	72	none	not applicable	not applicable	not applicable
WS6367	0952006630	4501 41st Avenue Southwest	2	3	30	531	3	55	72	none	not applicable	not applicable	not applicable
WS6366	0952006631	4503 41st Avenue Southwest	2	3	30	518	3	55	72	none	not applicable	not applicable	not applicable
WS6362	0952006632	4505 41st Avenue Southwest	2	3	30	508	3	55	72	none	not applicable	not applicable	not applicable
WS6360	0952006633	4507 41st Avenue Southwest	2	3	30	497	3	55	72	none	not applicable	not applicable	not applicable
WS6364	0952006635	4113 Southwest Oregon Street	2	6	30	572	3	54	72	none	not applicable	not applicable	not applicable
WS6354	0952006638	4109 Southwest Oregon Street	2	6	30	541	3	55	72	none	not applicable	not applicable	not applicable
WS5114	0952007120	4522 40th Avenue Southwest	2	1	45	132	5	73	72	1	not applicable	not applicable	not applicable

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WS5115	0952007105	4518 40th Avenue Southwest	2	3	45	186	5	73	72	<1	not applicable	not applicable	not applicable
WS5116	0952007090	4514 40th Avenue Southwest	2	1	45	220	0	68	72	none	not applicable	not applicable	not applicable
WS5122	0952007080	4508 40th Avenue Southwest	2	1	45	255	0	68	72	none	not applicable	not applicable	not applicable
WS5125	0952007065	4506 40th Avenue Southwest	2	1	45	286	0	67	72	none	not applicable	not applicable	not applicable
WS5130	0952007055	3955 Southwest Oregon Street	2	6	45	307	0	67	72	none	not applicable	not applicable	not applicable
WS5132	0952007057	3951 Southwest Oregon Street	2	6	45	285	0	67	72	none	not applicable	not applicable	not applicable
WS5127	0952007069	4506 A 40th Avenue Southwest	2	4	45	274	0	68	72	none	not applicable	not applicable	not applicable
WS5124	0952007082	4510 A 40th Avenue Southwest	2	4	45	240	0	68	72	none	not applicable	not applicable	not applicable
WS5117	0952007091	4512A 40th Avenue Southwest	2	6	45	197	0	68	72	none	not applicable	not applicable	not applicable
WS6396	0952006905	4503 40th Avenue Southwest	2	1	45	361	0	67	72	none	not applicable	not applicable	not applicable
WS6395	0952006915	4507 40th Avenue Southwest	2	1	45	309	0	67	72	none	not applicable	not applicable	not applicable
WS6394	0952006925	4511 40th Avenue Southwest	2	1	45	271	0	68	72	none	not applicable	not applicable	not applicable
WS3004	0952006906	4505 A 40th Avenue Southwest	2	4	45	413	0	67	72	none	not applicable	not applicable	not applicable
WS6385	0952006916	4505 C 40th Avenue Southwest	2	4	45	372	0	67	72	none	not applicable	not applicable	not applicable
WS6382	0952006929	4513 B 40th Avenue Southwest	2	6	45	290	0	67	72	none	not applicable	not applicable	not applicable
WS6381	0952006935	4517 40th Avenue Southwest	2	4	45	264	0	68	72	none	not applicable	not applicable	not applicable
WS6380	0952006939	4521 A 40th Avenue Southwest	2	6	45	236	0	68	72	none	not applicable	not applicable	not applicable
WS6393	0952006941	4523 A 40th Avenue Southwest	2	6	45	216	0	68	72	none	not applicable	not applicable	not applicable
WS6376	0952006953	4529 A 40th Avenue Southwest	2	4	30	195	0	53	72	none	not applicable	not applicable	not applicable
WS6391	0952006957	4527 A 40th Avenue Southwest	2	4	45	169	5	73	72	1	not applicable	not applicable	not applicable
WS6390	0952006959	4527 B 40th Avenue Southwest	2	4	45	169	5	73	72	1	not applicable	not applicable	not applicable
WS6374	0952006961	4533 A 40th Avenue Southwest	2	4	30	147	5	58	72	none	not applicable	not applicable	not applicable
WS6370	0952006979	4539 B 40th Avenue Southwest	2	4	30	62	5	61	72	none	not applicable	not applicable	not applicable
WS6387	0952006965	4531 40th Avenue Southwest	2	2	45	120	5	74	72	2	not applicable	not applicable	not applicable
WS6386	0952006975	4537 40th Avenue Southwest	2	2	30	40	10	69	72	none	not applicable	not applicable	not applicable
WS51000	1333100000	4100 Southwest Alaska Street	2	48	30	93	3	57	72	none	not applicable	not applicable	not applicable
WS51000	1333100000	4100 Southwest Alaska Street	2	100	30	293	3	55	72	none	not applicable	not applicable	not applicable
WS2254	0952006855	4536 41st Avenue Southwest	2	1	30	152	3	56	72	none	not applicable	not applicable	not applicable
WS2262	0952006845	4532 41st Avenue Southwest	2	1	30	178	3	56	72	none	not applicable	not applicable	not applicable
WS2280	0952006815	4520A 41st Avenue Southwest	2	5	30	298	0	52	72	none	not applicable	not applicable	not applicable
WS2282	0952006805	4514 41st Avenue Southwest	2	1	30	335	0	52	72	none	not applicable	not applicable	not applicable
WS2284	0952006795	4512 41st Avenue Southwest	2	1	30	364	0	52	72	none	not applicable	not applicable	not applicable
WS2286	0952006789	4504 41st Avenue Southwest	2	3	30	393	0	52	72	none	not applicable	not applicable	not applicable
WS2290	0952006775	4019 Southwest Oregon Street	2	2	30	430	0	52	72	none	not applicable	not applicable	not applicable
WS2272	0952006838	4528 B 41st Avenue Southwest	2	8	30	195	0	53	72	none	not applicable	not applicable	not applicable
WS2264	0952006836	4526 B 41st Avenue Southwest	2	8	30	229	3	56	72	none	not applicable	not applicable	not applicable

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WS2268	0952006823	4522 B 41st Avenue Southwest	2	4	30	270	3	55	72	none	not applicable	not applicable	not applicable
WS2276	0952006825	4524 B 41st Avenue Southwest	2	4	30	231	0	53	72	none	not applicable	not applicable	not applicable
WS5091	0952006871	4544 C 41st Avenue Southwest	2	6	30	65	3	58	72	none	not applicable	not applicable	not applicable
WS2252	0952006865	4542 41st Avenue Southwest	2	6	30	96	3	57	72	none	not applicable	not applicable	not applicable
WS2256	0952006861	4538 C 41st Avenue Southwest	2	6	30	115	3	56	72	none	not applicable	not applicable	not applicable
WS2246	0952006700	4525 41st Avenue Southwest	2	48	30	328	3	55	72	none	not applicable	not applicable	not applicable
WS2186	0952006510	4502 42nd Avenue Southwest	2	96	30	589	3	54	72	none	not applicable	not applicable	not applicable
WS2176	0952006560	4526 42nd Avenue Southwest	2	1	30	430	3	55	72	none	not applicable	not applicable	not applicable
WS2174	0952006565	4532 42nd Avenue Southwest	2	32	30	419	3	55	72	none	not applicable	not applicable	not applicable
WS60600	1591920000	4527 41st Avenue Southwest	2	6	30	316	3	55	72	none	not applicable	not applicable	not applicable
WS5086	0952006718	4533 C 41st Avenue Southwest	2	3	30	278	3	55	72	none	not applicable	not applicable	not applicable
WS5083	0952006728	4535 C 41st Avenue Southwest	2	3	30	240	3	56	72	none	not applicable	not applicable	not applicable
WS2242	0952006715	4531 41st Avenue Southwest	2	2	30	257	3	55	72	none	not applicable	not applicable	not applicable
WS2240	0952006725	4537 41st Avenue Southwest	2	2	30	214	3	56	72	none	not applicable	not applicable	not applicable
WS60300	2607870000	4752 41st Avenue Southwest	2	36	30	324	0	52	72	none	not applicable	not applicable	not applicable
WS2238	7579200295	4744 41st Avenue Southwest	2	48	30	268	0	52	72	none	not applicable	not applicable	not applicable
WS2238	7579200295	4744 41st Avenue Southwest	2	48	30	196	0	53	72	none	not applicable	not applicable	not applicable
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	30	175	0	53	72	none	not applicable	not applicable	not applicable
WS2162	0952006465	4545 42nd Avenue Southwest	2	64	30	371	3	55	72	none	not applicable	not applicable	not applicable
WS6351	0952006385	4505 42nd Avenue Southwest	2	36	30	667	3	54	72	none	not applicable	not applicable	not applicable
WS1030	0952007545	4550 Fauntleroy Way Southwest	3	1	45	291	0	67	78	none	not applicable	not applicable	not applicable
WS12006	6126600005	4700 38th Avenue Southwest	2	1	45	556	0	67	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-16. Summary of Vibration Analysis – Elevated Fauntleroy Way Station Alternative (WSJ-2)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	30	1308	0	50	72	none	not applicable	not applicable	not applicable
WS80500	6391900000	5000 California Avenue Southwest	2	32	30	1348	0	50	72	none	not applicable	not applicable	not applicable
WS2110	7579201125	4857 42nd Avenue Southwest	2	1	30	1236	0	51	72	none	not applicable	not applicable	not applicable
WS2112	7579201135	4853 42nd Avenue Southwest	2	1	30	1212	0	51	72	none	not applicable	not applicable	not applicable
WS2114	7579201145	4847 42nd Avenue Southwest	2	1	30	1191	0	51	72	none	not applicable	not applicable	not applicable
WS2116	7579201155	4843 42nd Avenue Southwest	2	1	30	1168	0	51	72	none	not applicable	not applicable	not applicable
WS2118	7579201165	4837 42nd Avenue Southwest	2	1	30	1156	0	51	72	none	not applicable	not applicable	not applicable
WS2120	7579201175	4833 42nd Avenue Southwest	2	1	30	1139	0	51	72	none	not applicable	not applicable	not applicable
WS2122	7579201185	4827 42nd Avenue Southwest	2	1	30	1144	0	51	72	none	not applicable	not applicable	not applicable
WS2124	7579201195	4823 42nd Avenue Southwest	2	1	30	1129	0	51	72	none	not applicable	not applicable	not applicable
WS2126	7579201205	4817 42nd Avenue Southwest	2	1	30	1116	0	51	72	none	not applicable	not applicable	not applicable
WS2128	7579201215	4811 42nd Avenue Southwest	2	1	30	1101	0	51	72	none	not applicable	not applicable	not applicable
WS6097	7579201085	4840 California Avenue Southwest	2	33	30	1254	0	51	72	none	not applicable	not applicable	not applicable
WS6100	7579201075	4836 California Avenue Southwest	2	2	30	1266	0	51	72	none	not applicable	not applicable	not applicable
WS6101	7579201065	4830 California Avenue Southwest	2	2	30	1251	0	51	72	none	not applicable	not applicable	not applicable
WS6102	7579201055	4826 California Avenue Southwest	2	2	30	1237	0	51	72	none	not applicable	not applicable	not applicable
WS6103	7579201045	4822 California Avenue Southwest	2	2	30	1230	0	51	72	none	not applicable	not applicable	not applicable
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	30	1186	0	51	72	none	not applicable	not applicable	not applicable
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	30	1053	0	51	72	none	not applicable	not applicable	not applicable
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	30	979	0	51	72	none	not applicable	not applicable	not applicable
WS1010	7579200260	4720 42nd Avenue Southwest	2	12	30	914	0	51	72	none	not applicable	not applicable	not applicable
WS1010	7579200260	4720 42nd Avenue Southwest	2	8	30	887	0	51	72	none	not applicable	not applicable	not applicable
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	30	757	0	51	72	none	not applicable	not applicable	not applicable
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	30	1240	0	51	72	none	not applicable	not applicable	not applicable
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	30	1132	0	51	72	none	not applicable	not applicable	not applicable
WS6177	7624700061	4115 Southwest Hudson Street	2	2	30	1045	0	51	72	none	not applicable	not applicable	not applicable
WS6190	7624700006	4111 Southwest Hudson Street	2	1	30	1007	0	51	72	none	not applicable	not applicable	not applicable
WS6192	7624700005	4101 Southwest Hudson Street	2	1	30	964	0	51	72	none	not applicable	not applicable	not applicable
WS6191	7624700010	5007 41st Avenue Southwest	2	4	30	1003	0	51	72	none	not applicable	not applicable	not applicable
WS6187	7624700015	5011 41st Avenue Southwest	2	2	30	1035	0	51	72	none	not applicable	not applicable	not applicable
WS6186	7624700020	5017 41st Avenue Southwest	2	2	30	1078	0	51	72	none	not applicable	not applicable	not applicable
WS6185	7624700025	5021 41st Avenue Southwest	2	2	30	1114	0	51	72	none	not applicable	not applicable	not applicable
WS6184	7624700030	5027 41st Avenue Southwest	2	4	30	1151	0	51	72	none	not applicable	not applicable	not applicable
WS6200	1297300100	5022 41st Avenue Southwest	2	2	30	1046	0	51	72	none	not applicable	not applicable	not applicable
WS6197	1297300095	5028 41st Avenue Southwest	2	1	30	1083	0	51	72	none	not applicable	not applicable	not applicable
WS6203	1297300115	5006 41st Avenue Southwest	2	1	30	934	0	51	72	none	not applicable	not applicable	not applicable
WS6204	1297300120	4015 Southwest Hudson Street	2	1	30	838	0	51	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6201	1297300105	5018 41st Avenue Southwest	2	2	30	1001	0	51	72	none	not applicable	not applicable	not applicable
WS6202	1297300110	5012 41st Avenue Southwest	2	1	30	966	0	51	72	none	not applicable	not applicable	not applicable
WS6260	6126601010	4800 40th Avenue Southwest	3	1	30	204	0	53	78	none	not applicable	not applicable	not applicable
WS5013	6126600735	4736 40th Avenue Southwest	3	1	30	203	3	56	78	none	not applicable	not applicable	not applicable
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	30	1127	3	54	78	none	not applicable	not applicable	not applicable
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	30	1199	3	54	78	none	not applicable	not applicable	not applicable
WS2298	0952005890	4400 42nd Avenue Southwest	3	1	30	1385	3	53	78	none	not applicable	not applicable	not applicable
WS6623	0952002655	4100 Southwest Genesee Street	3	1	30	1355	3	53	78	none	not applicable	not applicable	not applicable
WS5135	0952007350	4500 39th Avenue Southwest	3	1	30	168	3	56	78	none	not applicable	not applicable	not applicable
WS1010	7579200260	4720 42nd Avenue Southwest	3	1	30	866	3	54	78	none	not applicable	not applicable	not applicable
WS2214	7579200620	4856 41st Avenue Southwest	2	1	30	819	0	51	72	none	not applicable	not applicable	not applicable
WS2218	7579200600	4846 41st Avenue Southwest	2	2	30	772	0	51	72	none	not applicable	not applicable	not applicable
WS2220	7579200590	4840 41st Avenue Southwest	2	2	30	743	0	51	72	none	not applicable	not applicable	not applicable
WS2192	7579200905	4847 41st Avenue Southwest	2	1	30	863	0	51	72	none	not applicable	not applicable	not applicable
WS2190	7579200895	4853 41st Avenue Southwest	2	1	30	889	0	51	72	none	not applicable	not applicable	not applicable
WS2188	7579200885	4857 41st Avenue Southwest	2	1	30	917	0	51	72	none	not applicable	not applicable	not applicable
WS2194	7579200915	4843 41st Avenue Southwest	2	4	30	845	0	51	72	none	not applicable	not applicable	not applicable
WS2196	7579200925	4837 41st Avenue Southwest	2	2	30	817	0	51	72	none	not applicable	not applicable	not applicable
WS2204	7579200965	4815 41st Avenue Southwest	2	2	30	754	0	51	72	none	not applicable	not applicable	not applicable
WS2210	7579200999	4803 41st Avenue Southwest	2	4	30	726	0	51	72	none	not applicable	not applicable	not applicable
WS6113	7579200995	4103 Southwest Edmunds Street	2	4	30	783	0	51	72	none	not applicable	not applicable	not applicable
WS2222	7579200580	4836 41st Avenue Southwest	2	2	30	682	0	51	72	none	not applicable	not applicable	not applicable
WS2224	7579200570	4832 41st Avenue Southwest	2	2	30	656	0	51	72	none	not applicable	not applicable	not applicable
WS2208	7579200985	4807 41st Avenue Southwest	2	1	30	745	0	51	72	none	not applicable	not applicable	not applicable
WS2206	7579200975	4811 41st Avenue Southwest	2	1	30	756	0	51	72	none	not applicable	not applicable	not applicable
WS2202	7579200955	4823 41st Avenue Southwest	2	1	30	765	0	51	72	none	not applicable	not applicable	not applicable
WS2200	7579200945	4827 41st Avenue Southwest	2	1	30	778	0	51	72	none	not applicable	not applicable	not applicable
WS2226	7579200560	4830 41st Avenue Southwest	2	1	30	643	0	51	72	none	not applicable	not applicable	not applicable
WS2228	7579200550	4822 41st Avenue Southwest	2	1	30	650	0	51	72	none	not applicable	not applicable	not applicable
WS2230	7579200540	4816 41st Avenue Southwest	2	1	30	563	0	52	72	none	not applicable	not applicable	not applicable
WS2232	7579200530	4812 41st Avenue Southwest	2	1	30	631	0	51	72	none	not applicable	not applicable	not applicable
WS2234	7579200491	4023 Southwest Edmunds Street	2	1	30	621	0	51	72	none	not applicable	not applicable	not applicable
WS6115	7579200490	4017 Southwest Edmunds Street	2	1	30	577	0	51	72	none	not applicable	not applicable	not applicable
WS6106	7579200765	4802 42nd Avenue Southwest	2	2	30	953	0	51	72	none	not applicable	not applicable	not applicable
WS6107	7579200767	4121 Southwest Edmunds Street	2	2	30	953	0	51	72	none	not applicable	not applicable	not applicable
WS2154	7579200769	4119 Southwest Edmunds Street	2	6	30	894	0	51	72	none	not applicable	not applicable	not applicable
WS60000	7865200000	4806 42nd Avenue Southwest	2	8	30	953	0	51	72	none	not applicable	not applicable	not applicable
WS2146	7579200805	4822 42nd Avenue Southwest	2	2	30	954	0	51	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2148	7579200795	4816 42nd Avenue Southwest	2	2	30	945	0	51	72	none	not applicable	not applicable	not applicable
WS2150	7579200785	4812 42nd Avenue Southwest	2	2	30	929	0	51	72	none	not applicable	not applicable	not applicable
WS2136	7579200855	4846 42nd Avenue Southwest	2	2	30	1035	0	51	72	none	not applicable	not applicable	not applicable
WS2132	7579200875	4856 42nd Avenue Southwest	2	1	30	1064	0	51	72	none	not applicable	not applicable	not applicable
WS2134	7579200865	4852 42nd Avenue Southwest	2	1	30	1050	0	51	72	none	not applicable	not applicable	not applicable
WS2138	7579200845	4840 42nd Avenue Southwest	2	1	30	1006	0	51	72	none	not applicable	not applicable	not applicable
WS2140	7579200835	4836 42nd Avenue Southwest	2	1	30	995	0	51	72	none	not applicable	not applicable	not applicable
WS2142	7579200825	4832 42nd Avenue Southwest	2	1	30	971	0	51	72	none	not applicable	not applicable	not applicable
WS2144	7579200815	4828 42nd Avenue Southwest	2	1	30	957	0	51	72	none	not applicable	not applicable	not applicable
WS81900	2492700000	4800 Fauntleroy Way Southwest	2	24	30	19	0	66	72	none	not applicable	not applicable	not applicable
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	16	30	56	0	57	72	none	not applicable	not applicable	not applicable
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	15	0	68	72	none	not applicable	not applicable	not applicable
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	110	0	54	72	none	not applicable	not applicable	not applicable
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	373	0	52	72	none	not applicable	not applicable	not applicable
WS5020	6126600300	4727 38th Avenue Southwest	2	1	30	163	0	53	72	none	not applicable	not applicable	not applicable
WS5021	6126600310	4731 38th Avenue Southwest	2	1	30	172	3	56	72	none	not applicable	not applicable	not applicable
WS5022	6126600320	4737 38th Avenue Southwest	2	4	30	156	3	56	72	none	not applicable	not applicable	not applicable
WS5023	0952007660	4530 38th Avenue Southwest	2	120	30	141	3	56	72	none	not applicable	not applicable	not applicable
WS1040	0952007600	4520 Fauntleroy Way Southwest	2	1	30	139	3	56	72	none	not applicable	not applicable	not applicable
WS5062	0952007845	4515 36th Avenue Southwest	3	1	30	217	0	53	78	none	not applicable	not applicable	not applicable
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	282	3	55	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	297	0	52	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	295	0	52	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	294	0	52	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	30	338	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	30	288	0	52	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	30	279	0	52	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	284	0	52	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	35	213	0	57	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	35	179	3	60	72	none	not applicable	not applicable	not applicable
WS1094	9297301925	3201 Southwest Avalon Way	2	16	35	143		60	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	35	71	3	62	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	35	108	3	61	72	none	not applicable	not applicable	not applicable
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	115	0	53	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	106	0	54	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	101	0	54	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	30	98	0	54	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	104	0	54	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS81600	0321500000	3112 Southwest Avalon Way	2	16	35	102	0	58	72	none	not applicable	not applicable	not applicable
WS61100	9306000000	3120 Southwest Avalon Way	2	20	35	31	3	67	72	none	not applicable	not applicable	not applicable
WS5205	9297300965	3166 Southwest Genesee Street	2	1	35	79	3	62	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	35	78	3	62	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	35	152	3	61	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	35	191	3	60	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	35	228	3	60	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	35	268	3	60	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	35	303	3	60	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	35	342	3	60	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	35	377	3	60	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	35	414	3	59	72	none	not applicable	not applicable	not applicable
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	35	444	3	59	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	30	344	0	52	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	314	0	52	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	35	390	3	60	72	none	not applicable	not applicable	not applicable
WS7027	0952004035	4146 36th Avenue Southwest	2	1	30	125	3	56	72	none	not applicable	not applicable	not applicable
WS3006	0952003915	3600 Southwest Genesee Street	2	8	30	139	3	56	72	none	not applicable	not applicable	not applicable
WS7000	0952003805	4158 37th Avenue Southwest	2	1	30	210	3	56	72	none	not applicable	not applicable	not applicable
WS7002	0952003795	4150 37th Avenue Southwest	2	1	30	275	3	55	72	none	not applicable	not applicable	not applicable
WS6697	0952003685	4155 37th Avenue Southwest	2	1	30	324	3	55	72	none	not applicable	not applicable	not applicable
WS6700	0952003676	4151 37th Avenue Southwest	2	1	30	359	3	55	72	none	not applicable	not applicable	not applicable
WS6687	0952003565	4156 38th Avenue Southwest	2	1	30	462	0	52	72	none	not applicable	not applicable	not applicable
WS6690	0952003555	4152 38th Avenue Southwest	2	1	30	492	0	52	72	none	not applicable	not applicable	not applicable
WS6676	0952003445	4157 38th Avenue Southwest	2	1	30	579	0	51	72	none	not applicable	not applicable	not applicable
WS6677	0952003435	4155 38th Avenue Southwest	2	1	30	603	0	51	72	none	not applicable	not applicable	not applicable
WS6665	0952003295	4156 39th Avenue Southwest	2	1	30	713	0	51	72	none	not applicable	not applicable	not applicable
WS6680	0952003425	4149 38th Avenue Southwest	2	1	30	628	0	51	72	none	not applicable	not applicable	not applicable
WS6666	0952003285	4150 39th Avenue Southwest	2	2	30	734	0	51	72	none	not applicable	not applicable	not applicable
WS2400	0952004705	4403 37th Avenue Southwest	2	1	30	269	0	52	72	none	not applicable	not applicable	not applicable
WS2398	0952004715	4407 37th Avenue Southwest	2	1	30	234	0	53	72	none	not applicable	not applicable	not applicable
WS6590	0952004725	4413 37th Avenue Southwest	2	1	30	198	0	53	72	none	not applicable	not applicable	not applicable
WS6587	0952004735	4417 37th Avenue Southwest	2	1	30	167	0	53	72	none	not applicable	not applicable	not applicable
WS6586	0952004745	4421 37th Avenue Southwest	2	1	30	139	0	53	72	none	not applicable	not applicable	not applicable
WS6585	0952004755	4427 37th Avenue Southwest	2	1	30	104	0	54	72	none	not applicable	not applicable	not applicable
WS2396	0952004820	4402 38th Avenue Southwest	2	1	30	396	0	52	72	none	not applicable	not applicable	not applicable
WS2394	0952004830	4406 38th Avenue Southwest	2	1	30	370	0	52	72	none	not applicable	not applicable	not applicable
WS2392	0952004840	4412 38th Avenue Southwest	2	1	30	336	0	52	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6584	0952004850	4416 38th Avenue Southwest	2	1	30	311	0	52	72	none	not applicable	not applicable	not applicable
WS6583	0952004860	4420 38th Avenue Southwest	2	1	30	281	0	52	72	none	not applicable	not applicable	not applicable
WS6582	0952004865	4422 38th Avenue Southwest	2	1	30	265	0	52	72	none	not applicable	not applicable	not applicable
WS6581	0952004875	4426 38th Avenue Southwest	2	1	30	220	0	53	72	none	not applicable	not applicable	not applicable
WS6580	0952004885	4432 38th Avenue Southwest	2	1	30	182	5	58	72	none	not applicable	not applicable	not applicable
WS5144	0952004895	4436 38th Avenue Southwest	2	1	30	145	5	58	72	none	not applicable	not applicable	not applicable
WS6570	0952005095	4457 38th Avenue Southwest	2	1	30	156	5	58	72	none	not applicable	not applicable	not applicable
WS6571	0952005085	4453 38th Avenue Southwest	2	1	30	182	0	53	72	none	not applicable	not applicable	not applicable
WS6572	0952005075	4451 38th Avenue Southwest	2	1	30	206	0	53	72	none	not applicable	not applicable	not applicable
WS6573	0952005065	4441 38th Avenue Southwest	2	1	30	231	0	53	72	none	not applicable	not applicable	not applicable
WS6574	0952005055	4437 38th Avenue Southwest	2	1	30	279	0	52	72	none	not applicable	not applicable	not applicable
WS6575	0952005045	4433 38th Avenue Southwest	2	1	30	342	0	52	72	none	not applicable	not applicable	not applicable
WS6576	0952005035	4427 38th Avenue Southwest	2	1	30	358	0	52	72	none	not applicable	not applicable	not applicable
WS6577	0952005025	4423 38th Avenue Southwest	2	1	30	399	0	52	72	none	not applicable	not applicable	not applicable
WS2384	0952005015	4417 38th Avenue Southwest	2	1	30	412	0	52	72	none	not applicable	not applicable	not applicable
WS2386	0952005000	4411 38th Avenue Southwest	2	1	30	451	0	52	72	none	not applicable	not applicable	not applicable
WS2388	0952004995	4407 38th Avenue Southwest	2	1	30	490	0	52	72	none	not applicable	not applicable	not applicable
WS2390	0952004985	4403 38th Avenue Southwest	2	1	30	516	0	52	72	none	not applicable	not applicable	not applicable
WS2382	0952005105	4402 39th Avenue Southwest	2	1	30	622	0	51	72	none	not applicable	not applicable	not applicable
WS2380	0952005115	4406 39th Avenue Southwest	2	1	30	603	0	51	72	none	not applicable	not applicable	not applicable
WS6567	0952005145	4420 39th Avenue Southwest	2	1	30	514	0	52	72	none	not applicable	not applicable	not applicable
WS6566	0952005155	4424 39th Avenue Southwest	2	1	30	492	0	52	72	none	not applicable	not applicable	not applicable
WS6565	0952005160	4428 39th Avenue Southwest	2	1	30	476	0	52	72	none	not applicable	not applicable	not applicable
WS6564	0952005165	4434 39th Avenue Southwest	2	1	30	461	0	52	72	none	not applicable	not applicable	not applicable
WS6563	0952005185	4436 39th Avenue Southwest	2	1	30	438	0	52	72	none	not applicable	not applicable	not applicable
WS6562	0952005195	4440 39th Avenue Southwest	2	1	30	411	0	52	72	none	not applicable	not applicable	not applicable
WS6561	0952005200	4442 39th Avenue Southwest	2	1	30	394	0	52	72	none	not applicable	not applicable	not applicable
WS6560	0952005205	4446 39th Avenue Southwest	2	1	30	356	0	52	72	none	not applicable	not applicable	not applicable
WS6557	0952005215	4448 39th Avenue Southwest	2	1	30	326	3	55	72	none	not applicable	not applicable	not applicable
WS6555	0952005224	4452 39th Avenue Southwest	2	1	30	295	3	55	72	none	not applicable	not applicable	not applicable
WS6554	0952005249	4456 39th Avenue Southwest	2	1	30	273	3	55	72	none	not applicable	not applicable	not applicable
WS2378	0952005125	4414 39th Avenue Southwest	2	2	30	591	0	51	72	none	not applicable	not applicable	not applicable
WS2376	0952005135	4416 39th Avenue Southwest	2	2	30	561	0	52	72	none	not applicable	not applicable	not applicable
WS2374	0952005270	4403 39th Avenue Southwest	2	1	30	764	0	51	72	none	not applicable	not applicable	not applicable
WS2372	0952005280	4409 39th Avenue Southwest	2	2	30	743	0	51	72	none	not applicable	not applicable	not applicable
WS6553	0952005290	4413 39th Avenue Southwest	2	1	30	715	0	51	72	none	not applicable	not applicable	not applicable
WS2370	0952005300	4417 39th Avenue Southwest	2	1	30	688	0	51	72	none	not applicable	not applicable	not applicable
WS2368	0952005305	4421 39th Avenue Southwest	2	1	30	657	0	51	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2366	0952005320	4427 39th Avenue Southwest	2	1	30	628	0	51	72	none	not applicable	not applicable	not applicable
WS6552	0952005330	4433 39th Avenue Southwest	2	1	30	579	3	54	72	none	not applicable	not applicable	not applicable
WS6551	0952005340	4437 39th Avenue Southwest	2	1	30	555	3	55	72	none	not applicable	not applicable	not applicable
WS6547	0952005359	4447 39th Avenue Southwest	2	1	30	500	3	55	72	none	not applicable	not applicable	not applicable
WS6546	0952005370	4451 39th Avenue Southwest	2	1	30	448	3	55	72	none	not applicable	not applicable	not applicable
WS6545	0952005380	4457 39th Avenue Southwest	2	1	30	431	3	55	72	none	not applicable	not applicable	not applicable
WS6550	0952005349	4441 39th Avenue Southwest	2	2	30	557	3	55	72	none	not applicable	not applicable	not applicable
WS6655	0952003175	4157 39th Avenue Southwest	2	1	30	851	0	51	72	none	not applicable	not applicable	not applicable
WS6656	0952003165	4153 39th Avenue Southwest	2	1	30	875	0	51	72	none	not applicable	not applicable	not applicable
WS6645	0952003055	4156 40th Avenue Southwest	2	1	30	961	0	51	72	none	not applicable	not applicable	not applicable
WS6646	0952003045	4150 40th Avenue Southwest	2	1	30	999	0	51	72	none	not applicable	not applicable	not applicable
WS6635	0952002935	4010 Southwest Genesee Street	2	1	30	1086	0	51	72	none	not applicable	not applicable	not applicable
WS2364	0952005390	4402 40th Avenue Southwest	2	1	30	890	0	51	72	none	not applicable	not applicable	not applicable
WS2362	0952005400	4414 40th Avenue Southwest	2	1	30	841	0	51	72	none	not applicable	not applicable	not applicable
WS6544	0952005415	4416 40th Avenue Southwest	2	1	30	840	0	51	72	none	not applicable	not applicable	not applicable
WS6543	0952005425	4418 40th Avenue Southwest	2	1	30	773	3	54	72	none	not applicable	not applicable	not applicable
WS2360	0952005435	4422 40th Avenue Southwest	2	1	30	761	3	54	72	none	not applicable	not applicable	not applicable
WS2356	0952005445	4426 40th Avenue Southwest	2	1	30	760	3	54	72	none	not applicable	not applicable	not applicable
WS2354	0952005460	4432 40th Avenue Southwest	2	1	30	673	3	54	72	none	not applicable	not applicable	not applicable
WS6542	0952005470	4438 40th Avenue Southwest	2	1	30	674	3	54	72	none	not applicable	not applicable	not applicable
WS6541	0952005480	4442 40th Avenue Southwest	2	1	30	645	3	54	72	none	not applicable	not applicable	not applicable
WS6540	0952005490	4446 40th Avenue Southwest	2	1	30	635	3	54	72	none	not applicable	not applicable	not applicable
WS6537	0952005500	4452 40th Avenue Southwest	2	1	30	621	3	54	72	none	not applicable	not applicable	not applicable
WS6536	0952005510	4456 40th Avenue Southwest	2	1	30	600	3	54	72	none	not applicable	not applicable	not applicable
WS2330	0952005630	4457 40th Avenue Southwest	2	1	30	738	3	54	72	none	not applicable	not applicable	not applicable
WS2332	0952005620	4453 40th Avenue Southwest	2	1	30	732	3	54	72	none	not applicable	not applicable	not applicable
WS2334	0952005610	4449 40th Avenue Southwest	2	1	30	787	3	54	72	none	not applicable	not applicable	not applicable
WS2336	0952005600	4441 40th Avenue Southwest	2	1	30	797	3	54	72	none	not applicable	not applicable	not applicable
WS2338	0952005590	4437 40th Avenue Southwest	2	1	30	806	3	54	72	none	not applicable	not applicable	not applicable
WS6532	0952005580	4433 40th Avenue Southwest	2	1	30	829	3	54	72	none	not applicable	not applicable	not applicable
WS6533	0952005570	4429 40th Avenue Southwest	2	1	30	859	3	54	72	none	not applicable	not applicable	not applicable
WS2340	0952005560	4421 40th Avenue Southwest	2	1	30	885	3	54	72	none	not applicable	not applicable	not applicable
WS2342	0952005550	4415 40th Avenue Southwest	2	1	30	931	3	54	72	none	not applicable	not applicable	not applicable
WS2344	0952005545	4413 40th Avenue Southwest	2	1	30	942	3	54	72	none	not applicable	not applicable	not applicable
WS2346	0952005540	4411 40th Avenue Southwest	2	1	30	956	3	54	72	none	not applicable	not applicable	not applicable
WS2348	0952005535	4409 40th Avenue Southwest	2	1	30	973	3	54	72	none	not applicable	not applicable	not applicable
WS6534	0952005530	4407 40th Avenue Southwest	2	1	30	984	3	54	72	none	not applicable	not applicable	not applicable
WS2350	0952005525	4405 40th Avenue Southwest	2	1	30	999	3	54	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2352	0952005520	4403 40th Avenue Southwest	2	1	30	1015	3	54	72	none	not applicable	not applicable	not applicable
WS6535	0952005515	4401 40th Avenue Southwest	2	1	30	1031	0	51	72	none	not applicable	not applicable	not applicable
WS2326	0952005680	4424 41st Avenue Southwest	2	1	30	1034	3	54	72	none	not applicable	not applicable	not applicable
WS2324	0952005690	4426 41st Avenue Southwest	2	1	30	1021	3	54	72	none	not applicable	not applicable	not applicable
WS2322	0952005695	4430 41st Avenue Southwest	2	1	30	1010	3	54	72	none	not applicable	not applicable	not applicable
WS6531	0952005670	4434 41st Avenue Southwest	2	1	30	997	3	54	72	none	not applicable	not applicable	not applicable
WS6530	0952005719	4436 41st Avenue Southwest	2	1	30	984	3	54	72	none	not applicable	not applicable	not applicable
WS6527	0952005737	4440 41st Avenue Southwest	2	1	30	965	3	54	72	none	not applicable	not applicable	not applicable
WS6526	0952005741	4446 41st Avenue Southwest	2	1	30	915	3	54	72	none	not applicable	not applicable	not applicable
WS2320	0952005750	4452 41st Avenue Southwest	2	1	30	883	3	54	72	none	not applicable	not applicable	not applicable
WS2318	0952005760	4456 41st Avenue Southwest	2	1	30	859	3	54	72	none	not applicable	not applicable	not applicable
WS6524	0952005826	4431 B 41st Avenue Southwest	2	4	30	1114	3	54	72	none	not applicable	not applicable	not applicable
WS6522	0952005827	4429 B 41st Avenue Southwest	2	4	30	1171	3	54	72	none	not applicable	not applicable	not applicable
WS2314	0952005840	4437A 41st Avenue Southwest	2	2	30	1098	3	54	72	none	not applicable	not applicable	not applicable
WS2312	0952005841	4437B 41st Avenue Southwest	2	2	30	1089	3	54	72	none	not applicable	not applicable	not applicable
WS2310	0952005842	4437C 41st Avenue Southwest	2	2	30	1085	3	54	72	none	not applicable	not applicable	not applicable
WS2308	0952005843	4437D 41st Avenue Southwest	2	2	30	1078	3	54	72	none	not applicable	not applicable	not applicable
WS6517	0952005832	4441B 41st Avenue Southwest	2	2	30	1128	3	54	72	none	not applicable	not applicable	not applicable
WS6520	0952005831	4441A 41st Avenue Southwest	2	2	30	1135	3	54	72	none	not applicable	not applicable	not applicable
WS6521	0952005830	4439 41st Avenue Southwest	2	2	30	1148	3	54	72	none	not applicable	not applicable	not applicable
WS6516	0952005860	4449 B 41st Avenue Southwest	2	3	30	1040	3	54	72	none	not applicable	not applicable	not applicable
WS6515	0952005861	4449 A 41st Avenue Southwest	2	3	30	1065	3	54	72	none	not applicable	not applicable	not applicable
WS2302	0952005862	4447 B 41st Avenue Southwest	2	3	30	1086	3	54	72	none	not applicable	not applicable	not applicable
WS2304	0952005863	4447 A 41st Avenue Southwest	2	3	30	1100	3	54	72	none	not applicable	not applicable	not applicable
WS2306	0952005850	4443 41st Avenue Southwest	2	1	30	1084	3	54	72	none	not applicable	not applicable	not applicable
WS6367	0952006630	4501 41st Avenue Southwest	2	3	30	998	3	54	72	none	not applicable	not applicable	not applicable
WS6366	0952006631	4503 41st Avenue Southwest	2	3	30	995	3	54	72	none	not applicable	not applicable	not applicable
WS6362	0952006632	4505 41st Avenue Southwest	2	3	30	991	3	54	72	none	not applicable	not applicable	not applicable
WS6360	0952006633	4507 41st Avenue Southwest	2	3	30	990	3	54	72	none	not applicable	not applicable	not applicable
WS6364	0952006635	4113 Southwest Oregon Street	2	6	30	1058	3	54	72	none	not applicable	not applicable	not applicable
WS6354	0952006638	4109 Southwest Oregon Street	2	6	30	1047	3	54	72	none	not applicable	not applicable	not applicable
WS60700	7942040000	4555 39th Avenue Southwest	2	100	30	266	3	55	72	none	not applicable	not applicable	not applicable
WS60700	7942040000	4555 39th Avenue Southwest	2	80	30	420	0	52	72	none	not applicable	not applicable	not applicable
WS60700	7942040000	4555 39th Avenue Southwest	2	40	30	438	0	52	72	none	not applicable	not applicable	not applicable
WS5102	0952007165	4538 40th Avenue Southwest	2	1	30	438	0	52	72	none	not applicable	not applicable	not applicable
WS5106	0952007152	4536B 40th Avenue Southwest	2	6	30	388	0	52	72	none	not applicable	not applicable	not applicable
WS5104	0952007150	4534B 40th Avenue Southwest	2	6	30	443	0	52	72	none	not applicable	not applicable	not applicable
WS5110	0952007141	4530 B 40th Avenue Southwest	2	6	30	396	0	52	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5107	0952007137	4530 D 40th Avenue Southwest	2	6	30	446	0	52	72	none	not applicable	not applicable	not applicable
WS5113	0952007125	4526 40th Avenue Southwest	2	1	30	461	3	55	72	none	not applicable	not applicable	not applicable
WS5114	0952007120	4522 40th Avenue Southwest	2	1	30	477	3	55	72	none	not applicable	not applicable	not applicable
WS5115	0952007105	4518 40th Avenue Southwest	2	3	30	506	3	55	72	none	not applicable	not applicable	not applicable
WS5116	0952007090	4514 40th Avenue Southwest	2	1	30	516	3	55	72	none	not applicable	not applicable	not applicable
WS5122	0952007080	4508 40th Avenue Southwest	2	1	30	530	3	55	72	none	not applicable	not applicable	not applicable
WS5125	0952007065	4506 40th Avenue Southwest	2	1	30	539	3	55	72	none	not applicable	not applicable	not applicable
WS5130	0952007055	3955 Southwest Oregon Street	2	6	30	543	3	55	72	none	not applicable	not applicable	not applicable
WS5132	0952007057	3951 Southwest Oregon Street	2	6	30	491	3	55	72	none	not applicable	not applicable	not applicable
WS5127	0952007069	4506 A 40th Avenue Southwest	2	4	30	506	3	55	72	none	not applicable	not applicable	not applicable
WS5124	0952007082	4510 A 40th Avenue Southwest	2	4	30	490	3	55	72	none	not applicable	not applicable	not applicable
WS5117	0952007091	4512A 40th Avenue Southwest	2	6	30	467	3	55	72	none	not applicable	not applicable	not applicable
WS6396	0952006905	4503 40th Avenue Southwest	2	1	30	679	3	54	72	none	not applicable	not applicable	not applicable
WS6395	0952006915	4507 40th Avenue Southwest	2	1	30	649	3	54	72	none	not applicable	not applicable	not applicable
WS6394	0952006925	4511 40th Avenue Southwest	2	1	30	639	3	54	72	none	not applicable	not applicable	not applicable
WS3004	0952006906	4505 A 40th Avenue Southwest	2	4	30	743	3	54	72	none	not applicable	not applicable	not applicable
WS6385	0952006916	4505 C 40th Avenue Southwest	2	4	30	730	3	54	72	none	not applicable	not applicable	not applicable
WS6382	0952006929	4513 B 40th Avenue Southwest	2	6	30	682	3	54	72	none	not applicable	not applicable	not applicable
WS6381	0952006935	4517 40th Avenue Southwest	2	4	30	671	3	54	72	none	not applicable	not applicable	not applicable
WS6380	0952006939	4521 A 40th Avenue Southwest	2	6	30	684	3	54	72	none	not applicable	not applicable	not applicable
WS6393	0952006941	4523 A 40th Avenue Southwest	2	6	30	636	3	54	72	none	not applicable	not applicable	not applicable
WS6376	0952006953	4529 A 40th Avenue Southwest	2	4	30	673	0	51	72	none	not applicable	not applicable	not applicable
WS6391	0952006957	4527 A 40th Avenue Southwest	2	4	30	622	0	51	72	none	not applicable	not applicable	not applicable
WS6374	0952006961	4533 A 40th Avenue Southwest	2	4	30	659	0	51	72	none	not applicable	not applicable	not applicable
WS6370	0952006979	4539 B 40th Avenue Southwest	2	4	30	614	0	51	72	none	not applicable	not applicable	not applicable
WS6387	0952006965	4531 40th Avenue Southwest	2	2	30	606	0	51	72	none	not applicable	not applicable	not applicable
WS6386	0952006975	4537 40th Avenue Southwest	2	2	30	571	0	51	72	none	not applicable	not applicable	not applicable
WS5096	0952006989	4543 B 40th Avenue Southwest	2	3	30	606	0	51	72	none	not applicable	not applicable	not applicable
WS5101	0952006985	4541 40th Avenue Southwest	2	2	30	557	0	52	72	none	not applicable	not applicable	not applicable
WS5094	0952006999	4547 B 40th Avenue Southwest	2	3	30	598	0	51	72	none	not applicable	not applicable	not applicable
WS5100	0952006995	4545 40th Avenue Southwest	2	2	30	554	0	52	72	none	not applicable	not applicable	not applicable
WS51000	1333100000	4100 Southwest Alaska Street	2	48	30	833	0	51	72	none	not applicable	not applicable	not applicable
WS51000	1333100000	4100 Southwest Alaska Street	2	100	30	1057	0	51	72	none	not applicable	not applicable	not applicable
WS2254	0952006855	4536 41st Avenue Southwest	2	1	30	759	0	51	72	none	not applicable	not applicable	not applicable
WS2262	0952006845	4532 41st Avenue Southwest	2	1	30	758	0	51	72	none	not applicable	not applicable	not applicable
WS2280	0952006815	4520A 41st Avenue Southwest	2	5	30	806	0	51	72	none	not applicable	not applicable	not applicable
WS2282	0952006805	4514 41st Avenue Southwest	2	1	30	820	3	54	72	none	not applicable	not applicable	not applicable
WS2284	0952006795	4512 41st Avenue Southwest	2	1	30	826	3	54	72	none	not applicable	not applicable	not applicable

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2286	0952006789	4504 41st Avenue Southwest	2	3	30	832	3	54	72	none	not applicable	not applicable	not applicable
WS2290	0952006775	4019 Southwest Oregon Street	2	2	30	829	3	54	72	none	not applicable	not applicable	not applicable
WS2272	0952006838	4528 B 41st Avenue Southwest	2	8	30	725	0	51	72	none	not applicable	not applicable	not applicable
WS2264	0952006836	4526 B 41st Avenue Southwest	2	8	30	795	0	51	72	none	not applicable	not applicable	not applicable
WS2268	0952006823	4522 B 41st Avenue Southwest	2	4	30	809	0	51	72	none	not applicable	not applicable	not applicable
WS2276	0952006825	4524 B 41st Avenue Southwest	2	4	30	731	0	51	72	none	not applicable	not applicable	not applicable
WS5091	0952006871	4544 C 41st Avenue Southwest	2	6	30	692	0	51	72	none	not applicable	not applicable	not applicable
WS2252	0952006865	4542 41st Avenue Southwest	2	6	30	745	0	51	72	none	not applicable	not applicable	not applicable
WS2256	0952006861	4538 C 41st Avenue Southwest	2	6	30	717	0	51	72	none	not applicable	not applicable	not applicable
WS2246	0952006700	4525 41st Avenue Southwest	2	48	30	906	0	51	72	none	not applicable	not applicable	not applicable
WS2186	0952006510	4502 42nd Avenue Southwest	2	96	30	1134	3	54	72	none	not applicable	not applicable	not applicable
WS2176	0952006560	4526 42nd Avenue Southwest	2	1	30	1098	0	51	72	none	not applicable	not applicable	not applicable
WS2174	0952006565	4532 42nd Avenue Southwest	2	32	30	1105	0	51	72	none	not applicable	not applicable	not applicable
WS60600	1591920000	4527 41st Avenue Southwest	2	6	30	945	0	51	72	none	not applicable	not applicable	not applicable
WS5086	0952006718	4533 C 41st Avenue Southwest	2	3	30	942	0	51	72	none	not applicable	not applicable	not applicable
WS5083	0952006728	4535 C 41st Avenue Southwest	2	3	30	929	0	51	72	none	not applicable	not applicable	not applicable
WS2242	0952006715	4531 41st Avenue Southwest	2	2	30	903	0	51	72	none	not applicable	not applicable	not applicable
WS2240	0952006725	4537 41st Avenue Southwest	2	2	30	889	0	51	72	none	not applicable	not applicable	not applicable
WS60300	2607870000	4752 41st Avenue Southwest	2	36	30	624	0	51	72	none	not applicable	not applicable	not applicable
WS2238	7579200295	4744 41st Avenue Southwest	2	48	30	625	0	51	72	none	not applicable	not applicable	not applicable
WS2238	7579200295	4744 41st Avenue Southwest	2	48	30	637	3	54	72	none	not applicable	not applicable	not applicable
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	30	1066	3	54	72	none	not applicable	not applicable	not applicable
WS2162	0952006465	4545 42nd Avenue Southwest	2	64	30	1155	0	51	72	none	not applicable	not applicable	not applicable
WS6351	0952006385	4505 42nd Avenue Southwest	2	36	30	1268	3	54	72	none	not applicable	not applicable	not applicable
WS12006	6126600005	4700 38th Avenue Southwest	2	1	30	241	0	53	72	none	not applicable	not applicable	not applicable

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-17. Summary of Vibration Analysis – Tunnel 41st Avenue Station Alternative (WSJ-3a)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	55	532	0	35	72	none	10	35	none
WS80500	6391900000	5000 California Avenue Southwest	2	32	55	521	0	35	72	none	10	35	none
WS2110	7579201125	4857 42nd Avenue Southwest	2	1	55	454	0	36	72	none	12	35	none
WS2112	7579201135	4853 42nd Avenue Southwest	2	1	55	446	1	37	72	none	12	35	none
WS2114	7579201145	4847 42nd Avenue Southwest	2	1	55	443	1	37	72	none	13	35	none
WS2116	7579201155	4843 42nd Avenue Southwest	2	1	55	435	1	37	72	none	13	35	none
WS2118	7579201165	4837 42nd Avenue Southwest	2	1	55	434	1	37	72	none	13	35	none
WS2120	7579201175	4833 42nd Avenue Southwest	2	1	55	431	1	37	72	none	13	35	none
WS2122	7579201185	4827 42nd Avenue Southwest	2	1	55	447	1	37	72	none	12	35	none
WS2124	7579201195	4823 42nd Avenue Southwest	2	1	55	441	0	36	72	none	12	35	none
WS2126	7579201205	4817 42nd Avenue Southwest	2	1	55	435	0	37	72	none	12	35	none
WS2128	7579201215	4811 42nd Avenue Southwest	2	1	55	424	0	37	72	none	12	35	none
WS6097	7579201085	4840 California Avenue Southwest	2	33	55	510	1	36	72	none	11	35	none
WS6100	7579201075	4836 California Avenue Southwest	2	2	55	545	1	36	72	none	10	35	none
WS6101	7579201065	4830 California Avenue Southwest	2	2	55	541	1	36	72	none	11	35	none
WS6102	7579201055	4826 California Avenue Southwest	2	2	55	537	1	36	72	none	11	35	none
WS6103	7579201045	4822 California Avenue Southwest	2	2	55	539	1	36	72	none	11	35	none
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	55	511	0	35	72	none	10	35	none
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	55	376	0	38	72	none	13	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	55	306	0	40	72	none	16	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	12	55	241	0	42	72	none	19	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	8	55	220	0	44	72	none	20	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	55	109	10	66	72	none	40	35	5
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	55	406	0	37	72	none	13	35	none
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	55	285	0	40	72	none	17	35	none
WS6177	7624700061	4115 Southwest Hudson Street	2	2	55	195	0	46	72	none	21	35	none
WS6190	7624700006	4111 Southwest Hudson Street	2	1	55	158	0	49	72	none	24	35	none
WS6192	7624700005	4101 Southwest Hudson Street	2	1	55	133	0	53	72	none	27	35	none
WS6191	7624700010	5007 41st Avenue Southwest	2	4	55	167	1	49	72	none	24	35	none
WS6187	7624700015	5011 41st Avenue Southwest	2	2	55	202	1	46	72	none	22	35	none
WS6186	7624700020	5017 41st Avenue Southwest	2	2	55	248	1	43	72	none	19	35	none
WS6185	7624700025	5021 41st Avenue Southwest	2	2	55	292	1	41	72	none	17	35	none
WS6184	7624700030	5027 41st Avenue Southwest	2	4	55	337	1	40	72	none	16	35	none
WS6200	1297300100	5022 41st Avenue Southwest	2	2	55	290	1	41	72	none	17	35	none
WS6197	1297300095	5028 41st Avenue Southwest	2	1	55	330	1	40	72	none	16	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6203	1297300115	5006 41st Avenue Southwest	2	1	55	164	1	50	72	none	25	35	none
WS6204	1297300120	4015 Southwest Hudson Street	2	1	55	178	0	47	72	none	23	35	none
WS6201	1297300105	5018 41st Avenue Southwest	2	2	55	241	1	43	72	none	19	35	none
WS6202	1297300110	5012 41st Avenue Southwest	2	1	55	200	1	46	72	none	22	35	none
WS6260	6126601010	4800 40th Avenue Southwest	3	1	55	466	0	36	78	none	11	40	none
WS5013	6126600735	4736 40th Avenue Southwest	3	1	55	467	0	36	78	none	11	40	none
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	40	287	3	42	78	none	16	40	none
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	40	363	3	37	78	none	13	40	none
WS2298	0952005890	4400 42nd Avenue Southwest	3	1	40	574	3	32	78	none	8	40	none
WS6623	0952002655	4100 Southwest Genesee Street	3	1	40	577	3	32	78	none	7	40	none
WS5135	0952007350	4500 39th Avenue Southwest	3	1	40	600	3	32	78	none	7	40	none
WS1010	7579200260	4720 42nd Avenue Southwest	3	1	30	146	0	44	78	none	22	40	none
WS2192	7579200905	4847 41st Avenue Southwest	2	1	55	126	1	54	72	none	29	35	none
WS2190	7579200895	4853 41st Avenue Southwest	2	1	55	128	1	54	72	none	29	35	none
WS2188	7579200885	4857 41st Avenue Southwest	2	1	55	127	0	53	72	none	28	35	none
WS2194	7579200915	4843 41st Avenue Southwest	2	4	55	129	1	54	72	none	28	35	none
WS2196	7579200925	4837 41st Avenue Southwest	2	2	55	126	1	54	72	none	29	35	none
WS2204	7579200965	4815 41st Avenue Southwest	2	2	55	113	10	65	72	none	40	35	5
WS2210	7579200999	4803 41st Avenue Southwest	2	4	55	103	10	67	72	none	41	35	6
WS6113	7579200995	4103 Southwest Edmunds Street	2	4	55	137	5	57	72	none	32	35	none
WS2208	7579200985	4807 41st Avenue Southwest	2	1	55	111	10	66	72	none	40	35	5
WS2206	7579200975	4811 41st Avenue Southwest	2	1	55	119	10	64	72	none	39	35	4
WS2202	7579200955	4823 41st Avenue Southwest	2	1	55	118	6	60	72	none	35	35	none
WS2200	7579200945	4827 41st Avenue Southwest	2	1	55	118	6	60	72	none	35	35	none
WS6106	7579200765	4802 42nd Avenue Southwest	2	2	55	285	0	40	72	none	17	35	none
WS6107	7579200767	4121 Southwest Edmunds Street	2	2	55	284	0	40	72	none	17	35	none
WS2154	7579200769	4119 Southwest Edmunds Street	2	6	55	231	0	43	72	none	19	35	none
WS60000	7865200000	4806 42nd Avenue Southwest	2	8	55	285	0	40	72	none	17	35	none
WS2146	7579200805	4822 42nd Avenue Southwest	2	2	55	270	1	42	72	none	18	35	none
WS2148	7579200795	4816 42nd Avenue Southwest	2	2	55	269	0	41	72	none	17	35	none
WS2150	7579200785	4812 42nd Avenue Southwest	2	2	55	259	0	41	72	none	18	35	none
WS2136	7579200855	4846 42nd Avenue Southwest	2	2	55	283	1	41	72	none	18	35	none
WS2132	7579200875	4856 42nd Avenue Southwest	2	1	55	268	0	41	72	none	17	35	none
WS2134	7579200865	4852 42nd Avenue Southwest	2	1	55	274	1	42	72	none	18	35	none
WS2138	7579200845	4840 42nd Avenue Southwest	2	1	55	269	1	42	72	none	18	35	none
WS2140	7579200835	4836 42nd Avenue Southwest	2	1	55	272	1	42	72	none	18	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2142	7579200825	4832 42nd Avenue Southwest	2	1	55	265	1	42	72	none	18	35	none
WS2144	7579200815	4828 42nd Avenue Southwest	2	1	55	262	1	42	72	none	18	35	none
WS81900	2492700000	4800 Fauntleroy Way Southwest	2	24	55	708	0	33	72	none	7	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	16	55	603	0	34	72	none	9	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	55	603	0	34	72	none	9	35	none
WS7126	6126600380	4754 Fauntleroy Way Southwest	2	60	55	693	0	33	72	none	7	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	604	0	28	72	none	3	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	365	0	32	72	none	8	35	none
WS5020	6126600300	4727 38th Avenue Southwest	2	1	30	890	0	24	72	none	-1	35	none
WS5021	6126600310	4731 38th Avenue Southwest	2	1	55	887	0	31	72	none	5	35	none
WS5022	6126600320	4737 38th Avenue Southwest	2	4	55	857	0	31	72	none	5	35	none
WS5023	0952007660	4530 38th Avenue Southwest	2	120	40	883	0	25	72	none	0	35	none
WS1040	0952007600	4520 Fauntleroy Way Southwest	2	1	40	773	0	26	72	none	1	35	none
WS5062	0952007845	4515 36th Avenue Southwest	3	1	40	604	1	29	78	none	5	40	none
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	193	0	39	72	none	17	35	none
WS5150	9297302035	3279 Southwest Avalon Way	2	1	55	206	0	45	72	none	21	35	none
WS5151	9297302030	3275 Southwest Avalon Way	2	1	55	205	0	45	72	none	21	35	none
WS5147	9297302040	3281 Southwest Avalon Way	2	1	55	204	0	45	72	none	21	35	none
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	55	245	0	42	72	none	18	35	none
WS81400	0321050000	3271 Southwest Avalon Way	2	24	55	199	0	45	72	none	21	35	none
WS81400	0321050000	3271 Southwest Avalon Way	2	80	55	190	0	46	72	none	22	35	none
WS5164	9297301976	3233 Southwest Avalon Way	2	48	55	195	0	46	72	none	21	35	none
WS81500	4458770000	3221 Southwest Avalon Way	2	64	55	129	0	53	72	none	28	35	none
WS5167	9297301930	3211 Southwest Avalon Way	2	16	55	71	0	63	72	none	38	35	3
WS61000	8644250000	3202 Southwest Avalon Way	2	20	55	64	0	65	72	none	40	35	5
WS60900	7809670000	3210 Southwest Avalon Way	2	20	55	74	0	63	72	none	37	35	2
WS2422	9297301885	3230 Southwest Avalon Way	2	40	55	74	0	63	72	none	37	35	2
WS2420	9297301880	3236 Southwest Avalon Way	2	30	55	77	0	62	72	none	36	35	1
WS2418	9297301865	3246 Southwest Avalon Way	2	10	55	79	0	62	72	none	36	35	1
WS2416	9297301855	3250 Southwest Avalon Way	2	30	55	81	0	61	72	none	36	35	<1
WS60800	0321000000	3256 Southwest Avalon Way	2	32	55	83	0	61	72	none	35	35	<1
WS81600	0321500000	3112 Southwest Avalon Way	2	16	55	193	0	46	72	none	22	35	none
WS61100	9306000000	3120 Southwest Avalon Way	2	20	55	138	0	52	72	none	27	35	none
WS5205	9297300965	3166 Southwest Genesee Street	2	1	55	195	0	46	72	none	21	35	none
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	55	196	0	46	72	none	21	35	none
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	55	266	0	41	72	none	17	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	55	303	0	40	72	none	16	35	none
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	55	339	0	39	72	none	15	35	none
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	55	374	0	38	72	none	14	35	none
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	55	407	0	37	72	none	13	35	none
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	55	444	0	36	72	none	12	35	none
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	55	477	0	36	72	none	11	35	none
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	55	513	0	35	72	none	10	35	none
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	55	537	0	35	72	none	10	35	none
WS5187	9297301250	3220 Southwest Genesee Street	2	2	55	241	0	42	72	none	19	35	none
WS5191	9297301240	3212 Southwest Genesee Street	2	2	55	228	0	43	72	none	19	35	none
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	55	349	0	38	72	none	14	35	none
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	55	454	0	36	72	none	12	35	none
WS5186	9297301255	3224 Southwest Genesee Street	2	1	55	238	0	42	72	none	19	35	none
WS5190	9297301245	3218 Southwest Genesee Street	2	1	55	236	0	43	72	none	19	35	none
WS5192	9297301235	3206 Southwest Genesee Street	2	1	55	235	0	43	72	none	19	35	none
WS5193	9297301230	3200 Southwest Genesee Street	2	1	55	249	0	42	72	none	18	35	none
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	55	300	0	40	72	none	16	35	none
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	55	387	0	38	72	none	13	35	none
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	55	425	0	37	72	none	12	35	none
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	55	499	0	35	72	none	11	35	none
WS1090	9297301751	3119 Southwest Genesee Street	2	1	55	113	0	55	72	none	30	35	none
WS1088	9297301750	3127 Southwest Genesee Street	2	1	55	126	0	54	72	none	28	35	none
WS1086	9297301755	3201 Southwest Genesee Street	2	1	55	132	0	53	72	none	27	35	none
WS1084	9297301760	3205 Southwest Genesee Street	2	1	55	133	0	52	72	none	27	35	none
WS1082	9297301765	3211 Southwest Genesee Street	2	1	55	134	0	52	72	none	27	35	none
WS1078	9297301775	3221 Southwest Genesee Street	2	1	55	128	0	53	72	none	28	35	none
WS10004	9297301780	3225 Southwest Genesee Street	2	1	55	126	0	53	72	none	28	35	none
WS1074	9297301785	3227 Southwest Genesee Street	2	1	55	129	0	53	72	none	28	35	none
WS1072	9297301790	3229 Southwest Genesee Street	2	1	55	128	0	53	72	none	28	35	none
WS7027	0952004035	4146 36th Avenue Southwest	2	1	30	225	0	36	72	none	15	35	none
WS3006	0952003915	3600 Southwest Genesee Street	2	8	40	147	0	50	72	none	23	35	none
WS7000	0952003805	4158 37th Avenue Southwest	2	1	40	151	1	50	72	none	23	35	none
WS7002	0952003795	4150 37th Avenue Southwest	2	1	40	193	1	46	72	none	19	35	none
WS6697	0952003685	4155 37th Avenue Southwest	2	1	40	164	1	49	72	none	22	35	none
WS6700	0952003676	4151 37th Avenue Southwest	2	1	40	202	1	45	72	none	18	35	none
WS6687	0952003565	4156 38th Avenue Southwest	2	1	40	176	0	47	72	none	20	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6690	0952003555	4152 38th Avenue Southwest	2	1	40	214	0	44	72	none	17	35	none
WS6676	0952003445	4157 38th Avenue Southwest	2	1	40	184	3	49	72	none	22	35	none
WS6677	0952003435	4155 38th Avenue Southwest	2	1	40	212	3	47	72	none	20	35	none
WS6665	0952003295	4156 39th Avenue Southwest	2	1	40	213	3	47	72	none	20	35	none
WS6680	0952003425	4149 38th Avenue Southwest	2	1	40	242	3	45	72	none	18	35	none
WS6666	0952003285	4150 39th Avenue Southwest	2	2	40	243	3	44	72	none	18	35	none
WS2400	0952004705	4403 37th Avenue Southwest	2	1	40	121	1	54	72	none	27	35	none
WS2398	0952004715	4407 37th Avenue Southwest	2	1	40	121	1	54	72	none	27	35	none
WS6590	0952004725	4413 37th Avenue Southwest	2	1	40	129	1	53	72	none	26	35	none
WS6587	0952004735	4417 37th Avenue Southwest	2	1	40	151	1	50	72	none	23	35	none
WS6586	0952004745	4421 37th Avenue Southwest	2	1	40	186	1	47	72	none	20	35	none
WS6585	0952004755	4427 37th Avenue Southwest	2	1	40	227	1	43	72	none	17	35	none
WS5145	0952004765	4431 37th Avenue Southwest	2	16	40	322	1	37	72	none	12	35	none
WS2396	0952004820	4402 38th Avenue Southwest	2	1	40	132	0	52	72	none	25	35	none
WS2394	0952004830	4406 38th Avenue Southwest	2	1	40	132	0	52	72	none	25	35	none
WS2392	0952004840	4412 38th Avenue Southwest	2	1	40	139	0	51	72	none	24	35	none
WS6584	0952004850	4416 38th Avenue Southwest	2	1	40	156	0	49	72	none	22	35	none
WS6583	0952004860	4420 38th Avenue Southwest	2	1	40	186	0	46	72	none	19	35	none
WS6582	0952004865	4422 38th Avenue Southwest	2	1	40	204	0	44	72	none	18	35	none
WS6581	0952004875	4426 38th Avenue Southwest	2	1	40	247	0	41	72	none	15	35	none
WS6580	0952004885	4432 38th Avenue Southwest	2	1	40	293	0	38	72	none	13	35	none
WS5144	0952004895	4436 38th Avenue Southwest	2	1	40	336	0	36	72	none	11	35	none
WS5142	0952004915	4446 38th Avenue Southwest	2	1	40	410	0	33	72	none	8	35	none
WS5143	0952004905	4442 38th Avenue Southwest	2	2	40	371	0	34	72	none	10	35	none
WS5137	0952004935	4450 38th Avenue Southwest	2	2	40	521	0	30	72	none	6	35	none
WS5140	0952004930	3718 Southwest Oregon Street	2	2	40	508	0	30	72	none	6	35	none
WS5141	0952004925	3714 Southwest Oregon Street	2	3	40	507	0	30	72	none	6	35	none
WS6570	0952005095	4457 38th Avenue Southwest	2	1	40	503	3	34	72	none	9	35	none
WS6571	0952005085	4453 38th Avenue Southwest	2	1	40	458	3	35	72	none	10	35	none
WS6572	0952005075	4451 38th Avenue Southwest	2	1	40	422	3	35	72	none	11	35	none
WS6573	0952005065	4441 38th Avenue Southwest	2	1	40	377	3	37	72	none	12	35	none
WS6574	0952005055	4437 38th Avenue Southwest	2	1	40	326	3	39	72	none	14	35	none
WS6575	0952005045	4433 38th Avenue Southwest	2	1	40	263	3	43	72	none	17	35	none
WS6576	0952005035	4427 38th Avenue Southwest	2	1	40	226	3	46	72	none	19	35	none
WS6577	0952005025	4423 38th Avenue Southwest	2	1	40	186	3	49	72	none	22	35	none
WS2384	0952005015	4417 38th Avenue Southwest	2	1	40	163	3	51	72	none	24	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2386	0952005000	4411 38th Avenue Southwest	2	1	40	140	3	54	72	none	27	35	none
WS2388	0952004995	4407 38th Avenue Southwest	2	1	40	135	3	55	72	none	27	35	none
WS2390	0952004985	4403 38th Avenue Southwest	2	1	40	137	3	54	72	none	27	35	none
WS2382	0952005105	4402 39th Avenue Southwest	2	1	40	147	3	53	72	none	26	35	none
WS2380	0952005115	4406 39th Avenue Southwest	2	1	40	140	3	54	72	none	27	35	none
WS6567	0952005145	4420 39th Avenue Southwest	2	1	40	175	3	50	72	none	23	35	none
WS6566	0952005155	4424 39th Avenue Southwest	2	1	40	194	3	48	72	none	22	35	none
WS6565	0952005160	4428 39th Avenue Southwest	2	1	40	211	3	47	72	none	20	35	none
WS6564	0952005165	4434 39th Avenue Southwest	2	1	40	239	3	45	72	none	18	35	none
WS6563	0952005185	4436 39th Avenue Southwest	2	1	40	271	3	43	72	none	17	35	none
WS6562	0952005195	4440 39th Avenue Southwest	2	1	40	308	3	40	72	none	15	35	none
WS6561	0952005200	4442 39th Avenue Southwest	2	1	40	329	3	39	72	none	14	35	none
WS6560	0952005205	4446 39th Avenue Southwest	2	1	40	366	3	37	72	none	13	35	none
WS6557	0952005215	4448 39th Avenue Southwest	2	1	40	398	3	36	72	none	12	35	none
WS6555	0952005224	4452 39th Avenue Southwest	2	1	40	436	3	35	72	none	11	35	none
WS6554	0952005249	4456 39th Avenue Southwest	2	1	40	469	3	34	72	none	10	35	none
WS2378	0952005125	4414 39th Avenue Southwest	2	2	40	140	3	54	72	none	27	35	none
WS2376	0952005135	4416 39th Avenue Southwest	2	2	40	147	3	53	72	none	26	35	none
WS2374	0952005270	4403 39th Avenue Southwest	2	1	40	173	3	50	72	none	23	35	none
WS2372	0952005280	4409 39th Avenue Southwest	2	2	40	155	3	52	72	none	25	35	none
WS6553	0952005290	4413 39th Avenue Southwest	2	1	40	133	3	55	72	none	28	35	none
WS2370	0952005300	4417 39th Avenue Southwest	2	1	40	133	3	55	72	none	28	35	none
WS2368	0952005305	4421 39th Avenue Southwest	2	1	40	135	3	55	72	none	27	35	none
WS2366	0952005320	4427 39th Avenue Southwest	2	1	40	149	3	53	72	none	26	35	none
WS6552	0952005330	4433 39th Avenue Southwest	2	1	40	183	3	49	72	none	22	35	none
WS6551	0952005340	4437 39th Avenue Southwest	2	1	40	205	3	47	72	none	21	35	none
WS6547	0952005359	4447 39th Avenue Southwest	2	1	40	269	3	43	72	none	17	35	none
WS6546	0952005370	4451 39th Avenue Southwest	2	1	40	324	3	39	72	none	14	35	none
WS6545	0952005380	4457 39th Avenue Southwest	2	1	40	354	3	38	72	none	13	35	none
WS6550	0952005349	4441 39th Avenue Southwest	2	2	40	213	3	47	72	none	20	35	none
WS6655	0952003175	4157 39th Avenue Southwest	2	1	40	253	3	44	72	none	18	35	none
WS6656	0952003165	4153 39th Avenue Southwest	2	1	40	286	3	42	72	none	16	35	none
WS6645	0952003055	4156 40th Avenue Southwest	2	1	40	297	3	41	72	none	15	35	none
WS6646	0952003045	4150 40th Avenue Southwest	2	1	40	339	3	39	72	none	14	35	none
WS6635	0952002935	4010 Southwest Genesee Street	2	1	40	368	3	37	72	none	13	35	none
WS2364	0952005390	4402 40th Avenue Southwest	2	1	40	207	3	47	72	none	20	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2362	0952005400	4414 40th Avenue Southwest	2	1	40	162	3	51	72	none	24	35	none
WS6544	0952005415	4416 40th Avenue Southwest	2	1	40	152	3	53	72	none	25	35	none
WS6543	0952005425	4418 40th Avenue Southwest	2	1	40	123	3	56	72	none	29	35	none
WS2360	0952005435	4422 40th Avenue Southwest	2	1	40	111	3	58	72	none	31	35	none
WS2356	0952005445	4426 40th Avenue Southwest	2	1	40	112	3	58	72	none	31	35	none
WS2354	0952005460	4432 40th Avenue Southwest	2	1	40	131	3	55	72	none	28	35	none
WS6542	0952005470	4438 40th Avenue Southwest	2	1	40	131	3	55	72	none	28	35	none
WS6541	0952005480	4442 40th Avenue Southwest	2	1	40	157	3	52	72	none	25	35	none
WS6540	0952005490	4446 40th Avenue Southwest	2	1	40	171	3	51	72	none	24	35	none
WS6537	0952005500	4452 40th Avenue Southwest	2	1	40	186	3	49	72	none	22	35	none
WS6536	0952005510	4456 40th Avenue Southwest	2	1	40	211	3	47	72	none	20	35	none
WS2330	0952005630	4457 40th Avenue Southwest	2	1	40	112	3	58	72	none	31	35	none
WS2332	0952005620	4453 40th Avenue Southwest	2	1	40	113	3	58	72	none	31	35	none
WS2334	0952005610	4449 40th Avenue Southwest	2	1	40	89	3	62	72	none	35	35	none
WS2336	0952005600	4441 40th Avenue Southwest	2	1	40	90	3	62	72	none	35	35	none
WS2338	0952005590	4437 40th Avenue Southwest	2	1	40	90	3	62	72	none	35	35	none
WS6532	0952005580	4433 40th Avenue Southwest	2	1	40	104	3	59	72	none	32	35	none
WS6533	0952005570	4429 40th Avenue Southwest	2	1	40	120	3	57	72	none	29	35	none
WS2340	0952005560	4421 40th Avenue Southwest	2	1	40	140	3	54	72	none	27	35	none
WS2342	0952005550	4415 40th Avenue Southwest	2	1	40	179	3	50	72	none	23	35	none
WS2344	0952005545	4413 40th Avenue Southwest	2	1	40	190	3	49	72	none	22	35	none
WS2346	0952005540	4411 40th Avenue Southwest	2	1	40	211	3	47	72	none	20	35	none
WS2348	0952005535	4409 40th Avenue Southwest	2	1	40	229	3	45	72	none	19	35	none
WS6534	0952005530	4407 40th Avenue Southwest	2	1	40	242	3	44	72	none	18	35	none
WS2350	0952005525	4405 40th Avenue Southwest	2	1	40	260	3	43	72	none	17	35	none
WS2352	0952005520	4403 40th Avenue Southwest	2	1	40	277	3	42	72	none	16	35	none
WS6535	0952005515	4401 40th Avenue Southwest	2	1	40	297	3	41	72	none	15	35	none
WS2326	0952005680	4424 41st Avenue Southwest	2	1	40	245	3	44	72	none	18	35	none
WS2324	0952005690	4426 41st Avenue Southwest	2	1	40	228	3	46	72	none	19	35	none
WS2322	0952005695	4430 41st Avenue Southwest	2	1	40	214	3	47	72	none	20	35	none
WS6531	0952005670	4434 41st Avenue Southwest	2	1	40	195	3	48	72	none	21	35	none
WS6530	0952005719	4436 41st Avenue Southwest	2	1	40	181	3	50	72	none	23	35	none
WS6527	0952005737	4440 41st Avenue Southwest	2	1	40	160	3	52	72	none	25	35	none
WS6526	0952005741	4446 41st Avenue Southwest	2	1	40	117	3	57	72	none	30	35	none
WS2320	0952005750	4452 41st Avenue Southwest	2	1	40	97	3	60	72	none	33	35	none
WS2318	0952005760	4456 41st Avenue Southwest	2	1	40	89	3	62	72	none	35	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6524	0952005826	4431 B 41st Avenue Southwest	2	4	40	298	3	41	72	none	15	35	none
WS6522	0952005827	4429 B 41st Avenue Southwest	2	4	40	349	3	38	72	none	13	35	none
WS2314	0952005840	4437A 41st Avenue Southwest	2	2	40	280	3	42	72	none	16	35	none
WS2312	0952005841	4437B 41st Avenue Southwest	2	2	40	270	3	43	72	none	17	35	none
WS2310	0952005842	4437C 41st Avenue Southwest	2	2	40	265	3	43	72	none	17	35	none
WS2308	0952005843	4437D 41st Avenue Southwest	2	2	40	256	3	44	72	none	17	35	none
WS6517	0952005832	4441B 41st Avenue Southwest	2	2	40	302	3	41	72	none	15	35	none
WS6520	0952005831	4441A 41st Avenue Southwest	2	2	40	309	3	40	72	none	15	35	none
WS6521	0952005830	4439 41st Avenue Southwest	2	2	40	325	3	39	72	none	14	35	none
WS6516	0952005860	4449 B 41st Avenue Southwest	2	3	40	217	3	46	72	none	20	35	none
WS6515	0952005861	4449 A 41st Avenue Southwest	2	3	40	239	3	45	72	none	18	35	none
WS2302	0952005862	4447 B 41st Avenue Southwest	2	3	40	258	3	43	72	none	17	35	none
WS2304	0952005863	4447 A 41st Avenue Southwest	2	3	40	271	3	43	72	none	17	35	none
WS2306	0952005850	4443 41st Avenue Southwest	2	1	40	259	3	43	72	none	17	35	none
WS6367	0952006630	4501 41st Avenue Southwest	2	3	40	167	3	51	72	none	24	35	none
WS6366	0952006631	4503 41st Avenue Southwest	2	3	40	164	3	51	72	none	24	35	none
WS6362	0952006632	4505 41st Avenue Southwest	2	3	40	160	3	52	72	none	25	35	none
WS6360	0952006633	4507 41st Avenue Southwest	2	3	40	159	3	52	72	none	25	35	none
WS6364	0952006635	4113 Southwest Oregon Street	2	6	40	219	3	46	72	none	20	35	none
WS6354	0952006638	4109 Southwest Oregon Street	2	6	40	209	3	47	72	none	20	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	100	40	566	3	32	72	none	8	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	80	30	364	0	32	72	none	8	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	40	40	365	3	37	72	none	13	35	none
WS5102	0952007165	4538 40th Avenue Southwest	2	1	40	374	3	37	72	none	12	35	none
WS5106	0952007152	4536B 40th Avenue Southwest	2	6	40	435	3	35	72	none	11	35	none
WS5104	0952007150	4534B 40th Avenue Southwest	2	6	40	378	3	37	72	none	12	35	none
WS5110	0952007141	4530 B 40th Avenue Southwest	2	6	40	434	3	35	72	none	11	35	none
WS5107	0952007137	4530 D 40th Avenue Southwest	2	6	40	383	3	37	72	none	12	35	none
WS5113	0952007125	4526 40th Avenue Southwest	2	1	40	374	3	37	72	none	12	35	none
WS5114	0952007120	4522 40th Avenue Southwest	2	1	40	359	3	38	72	none	13	35	none
WS5115	0952007105	4518 40th Avenue Southwest	2	3	40	329	3	39	72	none	14	35	none
WS5116	0952007090	4514 40th Avenue Southwest	2	1	40	317	3	40	72	none	15	35	none
WS5122	0952007080	4508 40th Avenue Southwest	2	1	40	301	3	41	72	none	15	35	none
WS5125	0952007065	4506 40th Avenue Southwest	2	1	40	289	3	41	72	none	16	35	none
WS5130	0952007055	3955 Southwest Oregon Street	2	6	40	281	3	42	72	none	16	35	none
WS5132	0952007057	3951 Southwest Oregon Street	2	6	40	327	3	39	72	none	14	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5127	0952007069	4506 A 40th Avenue Southwest	2	4	40	317	3	40	72	none	15	35	none
WS5124	0952007082	4510 A 40th Avenue Southwest	2	4	40	337	3	39	72	none	14	35	none
WS5117	0952007091	4512A 40th Avenue Southwest	2	6	40	364	3	37	72	none	13	35	none
WS6396	0952006905	4503 40th Avenue Southwest	2	1	40	165	3	51	72	none	24	35	none
WS6395	0952006915	4507 40th Avenue Southwest	2	1	40	193	3	48	72	none	22	35	none
WS6394	0952006925	4511 40th Avenue Southwest	2	1	40	205	3	47	72	none	21	35	none
WS3004	0952006906	4505 A 40th Avenue Southwest	2	4	40	115	3	57	72	none	30	35	none
WS6385	0952006916	4505 C 40th Avenue Southwest	2	4	40	127	3	56	72	none	28	35	none
WS6382	0952006929	4513 B 40th Avenue Southwest	2	6	40	167	3	51	72	none	24	35	none
WS6381	0952006935	4517 40th Avenue Southwest	2	4	40	178	3	50	72	none	23	35	none
WS6380	0952006939	4521 A 40th Avenue Southwest	2	6	40	164	3	51	72	none	24	35	none
WS6393	0952006941	4523 A 40th Avenue Southwest	2	6	40	208	3	47	72	none	20	35	none
WS6376	0952006953	4529 A 40th Avenue Southwest	2	4	40	170	3	51	72	none	24	35	none
WS6391	0952006957	4527 A 40th Avenue Southwest	2	4	40	217	3	46	72	none	20	35	none
WS6374	0952006961	4533 A 40th Avenue Southwest	2	4	40	176	3	50	72	none	23	35	none
WS6370	0952006979	4539 B 40th Avenue Southwest	2	4	40	199	3	48	72	none	21	35	none
WS6387	0952006965	4531 40th Avenue Southwest	2	2	40	225	3	46	72	none	19	35	none
WS6386	0952006975	4537 40th Avenue Southwest	2	2	40	241	3	45	72	none	18	35	none
WS5096	0952006989	4543 B 40th Avenue Southwest	2	3	30	196	0	39	72	none	17	35	none
WS5101	0952006985	4541 40th Avenue Southwest	2	2	30	245	0	35	72	none	14	35	none
WS5094	0952006999	4547 B 40th Avenue Southwest	2	3	30	197	0	39	72	none	17	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	48	30	87	0	53	72	none	31	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	100	30	281	0	34	72	none	12	35	none
WS2262	952006845	4532 41st Avenue Southwest	2	1	40	93	3	61	72	none	34	35	none
WS2280	0952006815	4520A 41st Avenue Southwest	2	5	40	88	3	62	72	none	35	35	<1
WS7582	0952006817	4520C 41st Avenue Southwest	2	See WS2280	40	88	3	62	72	none	35	35	<1
WS7583	0952006816	4520B 41st Avenue Southwest	2	See WS2280	40	88	3	62	72	none	35	35	<1
WS7584	0952006813	4518A 41st Avenue Southwest	2	See WS2280	40	88	3	62	72	none	35	35	<1
WS7585	0952006814	4518B 41st Avenue Southwest	2	See WS2280	40	88	3	62	72	none	35	35	<1
WS2282	0952006805	4514 41st Avenue Southwest	2	1	40	86	3	62	72	none	35	35	<1
WS2284	0952006795	4512 41st Avenue Southwest	2	1	40	87	3	62	72	none	35	35	<1
WS2286	0952006789	4504 41st Avenue Southwest	2	3	40	87	3	62	72	none	35	35	<1
WS2290	0952006775	4019 Southwest Oregon Street	2	2	40	87	3	62	72	none	35	35	<1
WS2272	0952006838	4528 B 41st Avenue Southwest	2	8	40	123	3	56	72	none	29	35	none
WS2264	0952006836	4526 B 41st Avenue Southwest	2	8	40	85	3	63	72	none	36	35	<1
WS2268	0952006823	4522 B 41st Avenue Southwest	2	4	40	83	3	63	72	none	36	35	<1

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2276	0952006825	4524 B 41st Avenue Southwest	2	4	40	124	3	56	72	none	29	35	none
WS2246	0952006700	4525 41st Avenue Southwest	2	48	40	100	3	60	72	none	33	35	none
WS2186	0952006510	4502 42nd Avenue Southwest	2	96	40	290	3	41	72	none	16	35	none
WS2176	0952006560	4526 42nd Avenue Southwest	2	1	40	271	3	43	72	none	17	35	none
WS2174	0952006565	4532 42nd Avenue Southwest	2	32	40	283	3	42	72	none	16	35	none
WS60600	1591920000	4527 41st Avenue Southwest	2	6	40	134	3	55	72	none	28	35	none
WS5086	0952006718	4533 C 41st Avenue Southwest	2	3	40	139	3	54	72	none	27	35	none
WS5083	0952006728	4535 C 41st Avenue Southwest	2	3	40	137	3	54	72	none	27	35	none
WS2242	0952006715	4531 41st Avenue Southwest	2	2	40	107	3	59	72	none	31	35	none
WS2240	0952006725	4537 41st Avenue Southwest	2	2	40	106	3	59	72	none	32	35	none
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	30	374	0	32	72	none	8	35	none
WS2162	0952006465	4545 42nd Avenue Southwest	2	64	30	384	0	31	72	none	8	35	none
WS6351	0952006385	4505 42nd Avenue Southwest	2	36	40	419	3	35	72	none	11	35	none
WS1030	0952007545	4550 Fauntleroy Way Southwest	3	1	30	847	0	25	78	none	-1	40	none
WS12006	6126600005	4700 38th Avenue Southwest	2	1	30	1025	0	23	72	none	-3	35	none

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-18. Summary of Vibration Analysis – Tunnel 41st Avenue Station Alternative (WSJ-3a) when Connecting to the Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	55	537	0	35	72	none	10	35	none
WS80500	6391900000	5000 California Avenue Southwest	2	32	55	525	0	35	72	none	10	35	none
WS2110	7579201125	4857 42nd Avenue Southwest	2	1	55	459	0	36	72	none	11	35	none
WS2112	7579201135	4853 42nd Avenue Southwest	2	1	55	451	0	36	72	none	12	35	none
WS2114	7579201145	4847 42nd Avenue Southwest	2	1	55	448	1	37	72	none	12	35	none
WS2116	7579201155	4843 42nd Avenue Southwest	2	1	55	439	1	37	72	none	13	35	none
WS2118	7579201165	4837 42nd Avenue Southwest	2	1	55	438	1	37	72	none	13	35	none
WS2120	7579201175	4833 42nd Avenue Southwest	2	1	55	437	1	37	72	none	13	35	none
WS2122	7579201185	4827 42nd Avenue Southwest	2	1	55	453	1	37	72	none	12	35	none
WS2124	7579201195	4823 42nd Avenue Southwest	2	1	55	447	1	37	72	none	12	35	none
WS2126	7579201205	4817 42nd Avenue Southwest	2	1	55	440	1	37	72	none	13	35	none
WS2128	7579201215	4811 42nd Avenue Southwest	2	1	55	429	0	37	72	none	12	35	none
WS6097	7579201085	4840 California Avenue Southwest	2	33	55	514	1	36	72	none	11	35	none
WS6100	7579201075	4836 California Avenue Southwest	2	2	55	549	1	35	72	none	10	35	none
WS6101	7579201065	4830 California Avenue Southwest	2	2	55	544	1	36	72	none	10	35	none
WS6102	7579201055	4826 California Avenue Southwest	2	2	55	542	1	36	72	none	11	35	none
WS6103	7579201045	4822 California Avenue Southwest	2	2	55	543	1	36	72	none	11	35	none
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	55	514	0	35	72	none	10	35	none
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	55	380	0	38	72	none	13	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	55	311	0	39	72	none	16	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	12	55	247	0	42	72	none	18	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	8	55	228	0	43	72	none	19	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	55	119	10	64	72	none	39	35	4
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	55	412	0	37	72	none	13	35	none
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	55	293	0	40	72	none	16	35	none
WS6177	7624700061	4115 Southwest Hudson Street	2	2	55	205	0	45	72	none	21	35	none
WS6190	7624700006	4111 Southwest Hudson Street	2	1	55	170	0	48	72	none	23	35	none
WS6192	7624700005	4101 Southwest Hudson Street	2	1	55	147	0	51	72	none	26	35	none
WS6191	7624700010	5007 41st Avenue Southwest	2	4	55	179	0	47	72	none	23	35	none
WS6187	7624700015	5011 41st Avenue Southwest	2	2	55	212	0	44	72	none	20	35	none
WS6186	7624700020	5017 41st Avenue Southwest	2	2	55	257	0	41	72	none	18	35	none
WS6185	7624700025	5021 41st Avenue Southwest	2	2	55	300	0	40	72	none	16	35	none
WS6184	7624700030	5027 41st Avenue Southwest	2	4	55	343	0	39	72	none	14	35	none
WS6200	1297300100	5022 41st Avenue Southwest	2	2	55	297	0	40	72	none	16	35	none
WS6197	1297300095	5028 41st Avenue Southwest	2	1	55	336	0	39	72	none	15	35	none

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WS6203	1297300115	5006 41st Avenue Southwest	2	1	55	176	0	48	72	none	23	35	none
WS6204	1297300120	4015 Southwest Hudson Street	2	1	55	188	0	47	72	none	22	35	none
WS6201	1297300105	5018 41st Avenue Southwest	2	2	55	250	0	42	72	none	18	35	none
WS6202	1297300110	5012 41st Avenue Southwest	2	1	55	209	0	45	72	none	21	35	none
WS6260	6126601010	4800 40th Avenue Southwest	3	1	55	469	0	36	78	none	11	40	none
WS5013	6126600735	4736 40th Avenue Southwest	3	1	55	469	0	36	78	none	11	40	none
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	40	291	3	41	78	none	16	40	none
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	40	366	3	37	78	none	13	40	none
WS2298	0952005890	4400 42nd Avenue Southwest	3	1	40	575	3	32	78	none	8	40	none
WS6623	0952002655	4100 Southwest Genesee Street	3	1	40	577	3	32	78	none	7	40	none
WS5135	0952007350	4500 39th Avenue Southwest	3	1	40	612	3	32	78	none	7	40	none
WS1010	7579200260	4720 42nd Avenue Southwest	3	1	30	155	0	43	78	none	21	40	none
WS2192	7579200905	4847 41st Avenue Southwest	2	1	55	139	0	52	72	none	26	35	none
WS2190	7579200895	4853 41st Avenue Southwest	2	1	55	140	0	52	72	none	26	35	none
WS2188	7579200885	4857 41st Avenue Southwest	2	1	55	141	0	52	72	none	26	35	none
WS2194	7579200915	4843 41st Avenue Southwest	2	4	55	141	1	52	72	none	27	35	none
WS2196	7579200925	4837 41st Avenue Southwest	2	2	55	138	1	53	72	none	27	35	none
WS2204	7579200965	4815 41st Avenue Southwest	2	2	55	130	11	64	72	none	38	35	3
WS2210	7579200999	4803 41st Avenue Southwest	2	4	55	115	10	65	72	none	39	35	4
WS6113	7579200995	4103 Southwest Edmunds Street	2	4	55	147	5	56	72	none	31	35	none
WS2208	7579200985	4807 41st Avenue Southwest	2	1	55	127	10	63	72	none	38	35	3
WS2206	7579200975	4811 41st Avenue Southwest	2	1	55	130	10	63	72	none	37	35	2
WS2202	7579200955	4823 41st Avenue Southwest	2	1	55	130	6	59	72	none	33	35	none
WS2200	7579200945	4827 41st Avenue Southwest	2	1	55	135	6	58	72	none	33	35	none
WS6106	7579200765	4802 42nd Avenue Southwest	2	2	55	291	0	40	72	none	16	35	none
WS6107	7579200767	4121 Southwest Edmunds Street	2	2	55	291	0	40	72	none	16	35	none
WS2154	7579200769	4119 Southwest Edmunds Street	2	6	55	237	0	42	72	none	19	35	none
WS60000	7865200000	4806 42nd Avenue Southwest	2	8	55	292	0	40	72	none	16	35	none
WS2146	7579200805	4822 42nd Avenue Southwest	2	2	55	276	1	42	72	none	18	35	none
WS2148	7579200795	4816 42nd Avenue Southwest	2	2	55	277	1	41	72	none	18	35	none
WS2150	7579200785	4812 42nd Avenue Southwest	2	2	55	267	0	41	72	none	17	35	none
WS2136	7579200855	4846 42nd Avenue Southwest	2	2	55	289	1	41	72	none	17	35	none
WS2132	7579200875	4856 42nd Avenue Southwest	2	1	55	275	0	41	72	none	17	35	none
WS2134	7579200865	4852 42nd Avenue Southwest	2	1	55	281	0	41	72	none	17	35	none
WS2138	7579200845	4840 42nd Avenue Southwest	2	1	55	276	1	42	72	none	18	35	none
WS2140	7579200835	4836 42nd Avenue Southwest	2	1	55	279	1	41	72	none	18	35	none

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WS2142	7579200825	4832 42nd Avenue Southwest	2	1	55	271	1	42	72	none	18	35	none
WS2144	7579200815	4828 42nd Avenue Southwest	2	1	55	271	1	42	72	none	18	35	none
WS81900	2492700000	4800 Fauntleroy Way Southwest	2	24	55	709	0	33	72	none	7	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	16	55	604	0	34	72	none	9	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	55	605	0	34	72	none	9	35	none
WS7126	6126600380	4754 Fauntleroy Way Southwest	2	60	55	695	0	33	72	none	7	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	605	0	28	72	none	3	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	367	0	32	72	none	8	35	none
WS5020	6126600300	4727 38th Avenue Southwest	2	1	55	891	0	31	72	none	5	35	none
WS5021	6126600310	4731 38th Avenue Southwest	2	1	55	887	0	31	72	none	5	35	none
WS5022	6126600320	4737 38th Avenue Southwest	2	4	55	858	0	31	72	none	5	35	none
WS5023	0952007660	4530 38th Avenue Southwest	2	120	40	900	3	28	72	none	3	35	none
WS1040	0952007600	4520 Fauntleroy Way Southwest	2	1	40	795	0	26	72	none	1	35	none
WS5062	0952007845	4515 36th Avenue Southwest	3	1	40	645	0	28	78	none	3	40	none
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	289	0	34	72	none	11	35	none
WS5150	9297302035	3279 Southwest Avalon Way	2	1	55	319	0	39	72	none	15	35	none
WS5151	9297302030	3275 Southwest Avalon Way	2	1	55	321	0	39	72	none	15	35	none
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	312	0	33	72	none	10	35	none
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	55	361	0	38	72	none	14	35	none
WS81400	0321050000	3271 Southwest Avalon Way	2	24	55	318	0	39	72	none	15	35	none
WS81400	0321050000	3271 Southwest Avalon Way	2	80	55	315	0	39	72	none	15	35	none
WS5164	9297301976	3233 Southwest Avalon Way	2	48	55	336	1	40	72	none	16	35	none
WS81500	4458770000	3221 Southwest Avalon Way	2	64	55	307	1	40	72	none	17	35	none
WS5167	9297301930	3211 Southwest Avalon Way	2	16	55	301	1	41	72	none	17	35	none
WS1094	9297301925	3201 Southwest Avalon Way	2	16	55	273	1	42	72	none	18	35	none
WS61000	8644250000	3202 Southwest Avalon Way	2	20	55	167	1	49	72	none	24	35	none
WS60900	7809670000	3210 Southwest Avalon Way	2	20	55	152	1	51	72	none	26	35	none
WS2422	9297301885	3230 Southwest Avalon Way	2	40	55	176	1	48	72	none	24	35	none
WS2420	9297301880	3236 Southwest Avalon Way	2	30	55	179	1	48	72	none	23	35	none
WS2418	9297301865	3246 Southwest Avalon Way	2	10	55	166	1	49	72	none	25	35	none
WS2416	9297301855	3250 Southwest Avalon Way	2	30	55	157	1	50	72	none	25	35	none
WS60800	0321000000	3256 Southwest Avalon Way	2	32	55	149	0	51	72	none	25	35	none
WS2410	9297301835	3268 Southwest Avalon Way	2	18	55	149	0	51	72	none	25	35	none
WS81600	0321500000	3112 Southwest Avalon Way	2	16	55	154	0	50	72	none	25	35	none
WS61100	9306000000	3120 Southwest Avalon Way	2	20	55	120	1	55	72	none	30	35	none
WS5205	9297300965	3166 Southwest Genesee Street	2	1	55	88	1	61	72	none	35	35	none

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WS5204	9297300966	4150 32nd Avenue Southwest	2	1	55	101	1	58	72	none	32	35	none
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	55	145	1	52	72	none	27	35	none
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	55	176	1	48	72	none	24	35	none
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	55	208	1	46	72	none	21	35	none
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	55	244	1	43	72	none	19	35	none
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	55	278	1	41	72	none	18	35	none
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	55	316	1	40	72	none	16	35	none
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	55	350	1	39	72	none	15	35	none
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	55	386	1	38	72	none	14	35	none
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	55	421	1	38	72	none	13	35	none
WS5191	9297301240	3212 Southwest Genesee Street	2	2	55	127	1	54	72	none	29	35	none
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	55	220	1	45	72	none	21	35	none
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	55	318	1	40	72	none	16	35	none
WS5192	9297301235	3206 Southwest Genesee Street	2	1	55	129	1	54	72	none	28	35	none
WS5193	9297301230	3200 Southwest Genesee Street	2	1	55	137	1	53	72	none	27	35	none
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	55	178	1	48	72	none	24	35	none
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	55	254	1	42	72	none	19	35	none
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	55	290	1	41	72	none	17	35	none
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	55	361	1	39	72	none	15	35	none
WS1090	9297301751	3119 Southwest Genesee Street	2	1	55	98	1	59	72	none	33	35	none
WS1088	9297301750	3127 Southwest Genesee Street	2	1	55	95	1	59	72	none	33	35	none
WS1086	9297301755	3201 Southwest Genesee Street	2	1	55	96	1	59	72	none	33	35	none
WS1084	9297301760	3205 Southwest Genesee Street	2	1	55	96	1	59	72	none	33	35	none
WS1082	9297301765	3211 Southwest Genesee Street	2	1	55	96	1	59	72	none	33	35	none
WS1078	9297301775	3221 Southwest Genesee Street	2	1	55	98	1	59	72	none	33	35	none
WS7027	0952004035	4146 36th Avenue Southwest	2	1	30	166	0	42	72	none	20	35	none
WS7000	0952003805	4158 37th Avenue Southwest	2	1	40	142	0	51	72	none	24	35	none
WS7002	0952003795	4150 37th Avenue Southwest	2	1	40	174	0	47	72	none	20	35	none
WS6697	0952003685	4155 37th Avenue Southwest	2	1	40	156	0	49	72	none	22	35	none
WS6700	0952003676	4151 37th Avenue Southwest	2	1	40	187	0	46	72	none	19	35	none
WS6687	0952003565	4156 38th Avenue Southwest	2	1	40	176	0	47	72	none	20	35	none
WS6690	0952003555	4152 38th Avenue Southwest	2	1	40	209	0	44	72	none	17	35	none
WS6676	0952003445	4157 38th Avenue Southwest	2	1	40	190	3	49	72	none	22	35	none
WS6677	0952003435	4155 38th Avenue Southwest	2	1	40	214	3	47	72	none	20	35	none
WS6665	0952003295	4156 39th Avenue Southwest	2	1	40	218	3	46	72	none	20	35	none
WS6680	0952003425	4149 38th Avenue Southwest	2	1	40	240	3	45	72	none	18	35	none

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WS6666	0952003285	4150 39th Avenue Southwest	2	2	40	245	3	44	72	none	18	35	none
WS2400	0952004705	4403 37th Avenue Southwest	2	1	40	135	0	52	72	none	24	35	none
WS2398	0952004715	4407 37th Avenue Southwest	2	1	40	137	0	51	72	none	24	35	none
WS6590	0952004725	4413 37th Avenue Southwest	2	1	40	155	0	49	72	none	22	35	none
WS6587	0952004735	4417 37th Avenue Southwest	2	1	40	181	0	47	72	none	20	35	none
WS6586	0952004745	4421 37th Avenue Southwest	2	1	40	222	0	43	72	none	16	35	none
WS6585	0952004755	4427 37th Avenue Southwest	2	1	40	264	0	40	72	none	14	35	none
WS5145	0952004765	4431 37th Avenue Southwest	2	16	40	356	0	35	72	none	10	35	none
WS2396	0952004820	4402 38th Avenue Southwest	2	1	40	145	0	50	72	none	23	35	none
WS2394	0952004830	4406 38th Avenue Southwest	2	1	40	146	0	50	72	none	23	35	none
WS2392	0952004840	4412 38th Avenue Southwest	2	1	40	158	0	49	72	none	22	35	none
WS6584	0952004850	4416 38th Avenue Southwest	2	1	40	178	0	47	72	none	20	35	none
WS6583	0952004860	4420 38th Avenue Southwest	2	1	40	208	0	44	72	none	17	35	none
WS6582	0952004865	4422 38th Avenue Southwest	2	1	40	227	0	43	72	none	16	35	none
WS6581	0952004875	4426 38th Avenue Southwest	2	1	40	270	0	40	72	none	14	35	none
WS6580	0952004885	4432 38th Avenue Southwest	2	1	40	317	0	37	72	none	12	35	none
WS5144	0952004895	4436 38th Avenue Southwest	2	1	40	360	0	35	72	none	10	35	none
WS5142	0952004915	4446 38th Avenue Southwest	2	1	40	431	3	35	72	none	11	35	none
WS5143	0952004905	4442 38th Avenue Southwest	2	2	40	395	0	33	72	none	9	35	none
WS5137	0952004935	4450 38th Avenue Southwest	2	2	40	541	3	33	72	none	8	35	none
WS5140	0952004930	3718 Southwest Oregon Street	2	2	40	531	0	30	72	none	5	35	none
WS5141	0952004925	3714 Southwest Oregon Street	2	3	40	533	0	30	72	none	5	35	none
WS6570	0952005095	4457 38th Avenue Southwest	2	1	40	517	3	33	72	none	9	35	none
WS6571	0952005085	4453 38th Avenue Southwest	2	1	40	472	3	34	72	none	10	35	none
WS6572	0952005075	4451 38th Avenue Southwest	2	1	40	437	3	35	72	none	11	35	none
WS6573	0952005065	4441 38th Avenue Southwest	2	1	40	393	3	36	72	none	12	35	none
WS6574	0952005055	4437 38th Avenue Southwest	2	1	40	342	3	38	72	none	14	35	none
WS6575	0952005045	4433 38th Avenue Southwest	2	1	40	279	3	42	72	none	16	35	none
WS6576	0952005035	4427 38th Avenue Southwest	2	1	40	244	3	44	72	none	18	35	none
WS6577	0952005025	4423 38th Avenue Southwest	2	1	40	204	3	47	72	none	21	35	none
WS2384	0952005015	4417 38th Avenue Southwest	2	1	40	182	3	49	72	none	23	35	none
WS2386	0952005000	4411 38th Avenue Southwest	2	1	40	158	3	52	72	none	25	35	none
WS2388	0952004995	4407 38th Avenue Southwest	2	1	40	151	3	53	72	none	26	35	none
WS2390	0952004985	4403 38th Avenue Southwest	2	1	40	152	3	53	72	none	25	35	none
WS2382	0952005105	4402 39th Avenue Southwest	2	1	40	157	3	52	72	none	25	35	none
WS2380	0952005115	4406 39th Avenue Southwest	2	1	40	154	3	52	72	none	25	35	none

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WS6567	0952005145	4420 39th Avenue Southwest	2	1	40	194	3	48	72	none	22	35	none
WS6566	0952005155	4424 39th Avenue Southwest	2	1	40	212	3	47	72	none	20	35	none
WS6565	0952005160	4428 39th Avenue Southwest	2	1	40	229	3	45	72	none	19	35	none
WS6564	0952005165	4434 39th Avenue Southwest	2	1	40	254	3	44	72	none	18	35	none
WS6563	0952005185	4436 39th Avenue Southwest	2	1	40	283	3	42	72	none	16	35	none
WS6562	0952005195	4440 39th Avenue Southwest	2	1	40	320	3	40	72	none	14	35	none
WS6561	0952005200	4442 39th Avenue Southwest	2	1	40	340	3	39	72	none	14	35	none
WS6560	0952005205	4446 39th Avenue Southwest	2	1	40	377	3	37	72	none	12	35	none
WS6557	0952005215	4448 39th Avenue Southwest	2	1	40	410	3	36	72	none	11	35	none
WS6555	0952005224	4452 39th Avenue Southwest	2	1	40	451	3	35	72	none	10	35	none
WS6554	0952005249	4456 39th Avenue Southwest	2	1	40	481	3	34	72	none	10	35	none
WS2378	0952005125	4414 39th Avenue Southwest	2	2	40	157	3	52	72	none	25	35	none
WS2376	0952005135	4416 39th Avenue Southwest	2	2	40	166	3	51	72	none	24	35	none
WS2374	0952005270	4403 39th Avenue Southwest	2	1	40	176	3	50	72	none	23	35	none
WS2372	0952005280	4409 39th Avenue Southwest	2	2	40	159	3	52	72	none	25	35	none
WS6553	0952005290	4413 39th Avenue Southwest	2	1	40	151	3	53	72	none	25	35	none
WS2370	0952005300	4417 39th Avenue Southwest	2	1	40	146	3	53	72	none	26	35	none
WS2368	0952005305	4421 39th Avenue Southwest	2	1	40	151	3	53	72	none	26	35	none
WS2366	0952005320	4427 39th Avenue Southwest	2	1	40	165	3	51	72	none	24	35	none
WS6552	0952005330	4433 39th Avenue Southwest	2	1	40	205	3	47	72	none	21	35	none
WS6551	0952005340	4437 39th Avenue Southwest	2	1	40	223	3	46	72	none	19	35	none
WS6547	0952005359	4447 39th Avenue Southwest	2	1	40	289	3	41	72	none	16	35	none
WS6546	0952005370	4451 39th Avenue Southwest	2	1	40	340	3	39	72	none	14	35	none
WS6545	0952005380	4457 39th Avenue Southwest	2	1	40	372	3	37	72	none	13	35	none
WS6550	0952005349	4441 39th Avenue Southwest	2	2	40	236	3	45	72	none	19	35	none
WS6655	0952003175	4157 39th Avenue Southwest	2	1	40	251	3	44	72	none	18	35	none
WS6656	0952003165	4153 39th Avenue Southwest	2	1	40	285	3	42	72	none	16	35	none
WS6645	0952003055	4156 40th Avenue Southwest	2	1	40	296	3	41	72	none	15	35	none
WS6646	0952003045	4150 40th Avenue Southwest	2	1	40	337	3	39	72	none	14	35	none
WS6635	0952002935	4010 Southwest Genesee Street	2	1	40	367	3	37	72	none	13	35	none
WS2364	0952005390	4402 40th Avenue Southwest	2	1	40	217	3	46	72	none	20	35	none
WS2362	0952005400	4414 40th Avenue Southwest	2	1	40	177	3	50	72	none	23	35	none
WS6544	0952005415	4416 40th Avenue Southwest	2	1	40	163	3	51	72	none	24	35	none
WS6543	0952005425	4418 40th Avenue Southwest	2	1	40	141	3	54	72	none	27	35	none
WS2360	0952005435	4422 40th Avenue Southwest	2	1	40	141	3	54	72	none	27	35	none
WS2356	0952005445	4426 40th Avenue Southwest	2	1	40	136	3	55	72	none	27	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2354	0952005460	4432 40th Avenue Southwest	2	1	40	156	3	52	72	none	25	35	none
WS6542	0952005470	4438 40th Avenue Southwest	2	1	40	163	3	51	72	none	24	35	none
WS6541	0952005480	4442 40th Avenue Southwest	2	1	40	182	3	49	72	none	23	35	none
WS6540	0952005490	4446 40th Avenue Southwest	2	1	40	195	3	48	72	none	21	35	none
WS6537	0952005500	4452 40th Avenue Southwest	2	1	40	213	3	47	72	none	20	35	none
WS6536	0952005510	4456 40th Avenue Southwest	2	1	40	233	3	45	72	none	19	35	none
WS2330	0952005630	4457 40th Avenue Southwest	2	1	40	138	3	54	72	none	27	35	none
WS2332	0952005620	4453 40th Avenue Southwest	2	1	40	139	3	54	72	none	27	35	none
WS2334	0952005610	4449 40th Avenue Southwest	2	1	40	125	3	56	72	none	29	35	none
WS2336	0952005600	4441 40th Avenue Southwest	2	1	40	124	3	56	72	none	29	35	none
WS2338	0952005590	4437 40th Avenue Southwest	2	1	40	131	3	55	72	none	28	35	none
WS6532	0952005580	4433 40th Avenue Southwest	2	1	40	132	3	55	72	none	28	35	none
WS6533	0952005570	4429 40th Avenue Southwest	2	1	40	143	3	54	72	none	26	35	none
WS2340	0952005560	4421 40th Avenue Southwest	2	1	40	163	3	51	72	none	24	35	none
WS2342	0952005550	4415 40th Avenue Southwest	2	1	40	196	3	48	72	none	21	35	none
WS2344	0952005545	4413 40th Avenue Southwest	2	1	40	205	3	47	72	none	21	35	none
WS2346	0952005540	4411 40th Avenue Southwest	2	1	40	219	3	46	72	none	20	35	none
WS2348	0952005535	4409 40th Avenue Southwest	2	1	40	236	3	45	72	none	19	35	none
WS6534	0952005530	4407 40th Avenue Southwest	2	1	40	249	3	44	72	none	18	35	none
WS2350	0952005525	4405 40th Avenue Southwest	2	1	40	265	3	43	72	none	17	35	none
WS2352	0952005520	4403 40th Avenue Southwest	2	1	40	284	3	42	72	none	16	35	none
WS6535	0952005515	4401 40th Avenue Southwest	2	1	40	303	3	41	72	none	15	35	none
WS2326	0952005680	4424 41st Avenue Southwest	2	1	40	258	3	43	72	none	17	35	none
WS2324	0952005690	4426 41st Avenue Southwest	2	1	40	238	3	45	72	none	18	35	none
WS2322	0952005695	4430 41st Avenue Southwest	2	1	40	226	3	46	72	none	19	35	none
WS6531	0952005670	4434 41st Avenue Southwest	2	1	40	209	3	47	72	none	20	35	none
WS6530	0952005719	4436 41st Avenue Southwest	2	1	40	197	3	48	72	none	21	35	none
WS6527	0952005737	4440 41st Avenue Southwest	2	1	40	174	3	50	72	none	23	35	none
WS6526	0952005741	4446 41st Avenue Southwest	2	1	40	138	3	54	72	none	27	35	none
WS2320	0952005750	4452 41st Avenue Southwest	2	1	40	118	3	57	72	none	30	35	none
WS2318	0952005760	4456 41st Avenue Southwest	2	1	40	112	3	58	72	none	31	35	none
WS6524	0952005826	4431 B 41st Avenue Southwest	2	4	40	303	3	41	72	none	15	35	none
WS6522	0952005827	4429 B 41st Avenue Southwest	2	4	40	353	3	38	72	none	13	35	none
WS2314	0952005840	4437A 41st Avenue Southwest	2	2	40	286	3	42	72	none	16	35	none
WS2312	0952005841	4437B 41st Avenue Southwest	2	2	40	277	3	42	72	none	16	35	none
WS2310	0952005842	4437C 41st Avenue Southwest	2	2	40	272	3	42	72	none	17	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2308	0952005843	4437D 41st Avenue Southwest	2	2	40	264	3	43	72	none	17	35	none
WS6517	0952005832	4441B 41st Avenue Southwest	2	2	40	308	3	40	72	none	15	35	none
WS6520	0952005831	4441A 41st Avenue Southwest	2	2	40	315	3	40	72	none	15	35	none
WS6521	0952005830	4439 41st Avenue Southwest	2	2	40	330	3	39	72	none	14	35	none
WS6516	0952005860	4449 B 41st Avenue Southwest	2	3	40	224	3	46	72	none	19	35	none
WS6515	0952005861	4449 A 41st Avenue Southwest	2	3	40	246	3	44	72	none	18	35	none
WS2302	0952005862	4447 B 41st Avenue Southwest	2	3	40	264	3	43	72	none	17	35	none
WS2304	0952005863	4447 A 41st Avenue Southwest	2	3	40	276	3	42	72	none	16	35	none
WS2306	0952005850	4443 41st Avenue Southwest	2	1	40	264	3	43	72	none	17	35	none
WS6367	0952006630	4501 41st Avenue Southwest	2	3	40	175	3	50	72	none	23	35	none
WS6366	0952006631	4503 41st Avenue Southwest	2	3	40	169	3	51	72	none	24	35	none
WS6362	0952006632	4505 41st Avenue Southwest	2	3	40	166	3	51	72	none	24	35	none
WS6360	0952006633	4507 41st Avenue Southwest	2	3	40	165	3	51	72	none	24	35	none
WS6364	0952006635	4113 Southwest Oregon Street	2	6	40	223	3	46	72	none	19	35	none
WS6354	0952006638	4109 Southwest Oregon Street	2	6	40	213	3	47	72	none	20	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	100	40	568	3	32	72	none	8	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	80	30	365	0	32	72	none	8	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	40	30	366	0	32	72	none	8	35	none
WS5102	0952007165	4538 40th Avenue Southwest	2	1	30	375	0	32	72	none	8	35	none
WS5106	0952007152	4536B 40th Avenue Southwest	2	6	40	436	3	35	72	none	11	35	none
WS5104	0952007150	4534B 40th Avenue Southwest	2	6	40	381	3	37	72	none	12	35	none
WS5110	0952007141	4530 B 40th Avenue Southwest	2	6	40	437	3	35	72	none	11	35	none
WS5107	0952007137	4530 D 40th Avenue Southwest	2	6	40	385	3	36	72	none	12	35	none
WS5113	0952007125	4526 40th Avenue Southwest	2	1	40	377	3	37	72	none	12	35	none
WS5114	0952007120	4522 40th Avenue Southwest	2	1	40	364	3	37	72	none	13	35	none
WS5115	0952007105	4518 40th Avenue Southwest	2	3	40	337	3	39	72	none	14	35	none
WS5116	0952007090	4514 40th Avenue Southwest	2	1	40	325	3	39	72	none	14	35	none
WS5122	0952007080	4508 40th Avenue Southwest	2	1	40	312	3	40	72	none	15	35	none
WS5125	0952007065	4506 40th Avenue Southwest	2	1	40	300	3	41	72	none	15	35	none
WS5130	0952007055	3955 Southwest Oregon Street	2	6	40	296	3	41	72	none	15	35	none
WS5132	0952007057	3951 Southwest Oregon Street	2	6	40	340	3	39	72	none	14	35	none
WS5127	0952007069	4506 A 40th Avenue Southwest	2	4	40	330	3	39	72	none	14	35	none
WS5124	0952007082	4510 A 40th Avenue Southwest	2	4	40	348	3	38	72	none	13	35	none
WS5117	0952007091	4512A 40th Avenue Southwest	2	6	40	371	3	37	72	none	13	35	none
WS6396	0952006905	4503 40th Avenue Southwest	2	1	40	178	3	50	72	none	23	35	none
WS6395	0952006915	4507 40th Avenue Southwest	2	1	40	205	3	47	72	none	21	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6394	0952006925	4511 40th Avenue Southwest	2	1	40	212	3	47	72	none	20	35	none
WS3004	0952006906	4505 A 40th Avenue Southwest	2	4	40	137	3	54	72	none	27	35	none
WS6385	0952006916	4505 C 40th Avenue Southwest	2	4	40	142	3	54	72	none	27	35	none
WS6382	0952006929	4513 B 40th Avenue Southwest	2	6	40	176	3	50	72	none	23	35	none
WS6381	0952006935	4517 40th Avenue Southwest	2	4	40	186	3	49	72	none	22	35	none
WS6380	0952006939	4521 A 40th Avenue Southwest	2	6	40	171	3	51	72	none	24	35	none
WS6393	0952006941	4523 A 40th Avenue Southwest	2	6	40	215	3	47	72	none	20	35	none
WS6376	0952006953	4529 A 40th Avenue Southwest	2	4	40	177	3	50	72	none	23	35	none
WS6391	0952006957	4527 A 40th Avenue Southwest	2	4	40	222	3	46	72	none	20	35	none
WS6374	0952006961	4533 A 40th Avenue Southwest	2	4	40	180	3	50	72	none	23	35	none
WS6370	0952006979	4539 B 40th Avenue Southwest	2	4	30	203	0	38	72	none	17	35	none
WS6387	0952006965	4531 40th Avenue Southwest	2	2	40	229	3	45	72	none	19	35	none
WS6386	0952006975	4537 40th Avenue Southwest	2	2	30	243	0	35	72	none	14	35	none
WS5096	0952006989	4543 B 40th Avenue Southwest	2	3	30	201	0	38	72	none	17	35	none
WS5101	0952006985	4541 40th Avenue Southwest	2	2	30	249	0	35	72	none	14	35	none
WS5094	0952006999	4547 B 40th Avenue Southwest	2	3	30	202	0	38	72	none	17	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	48	30	99	0	51	72	none	29	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	100	30	285	0	34	72	none	12	35	none
WS2256	952006861	4538C 41st Avenue Southwest	2	6	30	117	0	78	72	none	26	35	none
WS2262	952006845	4532 41st Avenue Southwest	2	1	40	104	3	59	72	none	32	35	none
WS2280	0952006815	4520A 41st Avenue Southwest	2	5	40	98	3	60	72	none	33	35	none
WS2282	0952006805	4514 41st Avenue Southwest	2	1	40	100	3	60	72	none	33	35	none
WS2284	0952006795	4512 41st Avenue Southwest	2	1	40	100	3	60	72	none	33	35	none
WS2286	0952006789	4504 41st Avenue Southwest	2	3	40	100	3	60	72	none	33	35	none
WS2290	0952006775	4019 Southwest Oregon Street	2	2	40	106	3	59	72	none	32	35	none
WS2272	0952006838	4528 B 41st Avenue Southwest	2	8	40	130	3	55	72	none	28	35	none
WS2264	0952006836	4526 B 41st Avenue Southwest	2	8	40	94	3	61	72	none	34	35	none
WS2268	0952006823	4522 B 41st Avenue Southwest	2	4	40	97	3	60	72	none	33	35	none
WS2276	0952006825	4524 B 41st Avenue Southwest	2	4	40	132	3	55	72	none	28	35	none
WS2246	0952006700	4525 41st Avenue Southwest	2	48	40	111	3	58	72	none	31	35	none
WS2186	0952006510	4502 42nd Avenue Southwest	2	96	40	292	3	41	72	none	16	35	none
WS2176	0952006560	4526 42nd Avenue Southwest	2	1	40	274	3	42	72	none	16	35	none
WS2174	0952006565	4532 42nd Avenue Southwest	2	32	40	287	3	42	72	none	16	35	none
WS60600	1591920000	4527 41st Avenue Southwest	2	6	40	140	3	54	72	none	27	35	none
WS5086	0952006718	4533 C 41st Avenue Southwest	2	3	40	147	3	53	72	none	26	35	none
WS5083	0952006728	4535 C 41st Avenue Southwest	2	3	30	143	0	44	72	none	22	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2242	0952006715	4531 41st Avenue Southwest	2	2	40	117	3	57	72	none	30	35	none
WS2240	0952006725	4537 41st Avenue Southwest	2	2	30	114	0	48	72	none	26	35	none
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	55	378	0	38	72	none	13	35	none
WS2162	0952006465	4545 42nd Avenue Southwest	2	64	30	388	0	31	72	none	8	35	none
WS6351	0952006385	4505 42nd Avenue Southwest	2	36	40	421	3	35	72	none	11	35	none
WS1030	0952007545	4550 Fauntleroy Way Southwest	3	1	30	847	0	25	78	none	-1	40	none
WS12006	6126600005	4700 38th Avenue Southwest	2	1	30	1026	0	23	72	none	-3	35	none

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-19. Summary of Vibration Analysis – Tunnel 42nd Avenue Station Option (WSJ-3b)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	30	207	0	38	72	none	16	35	none
WS80500	6391900000	5000 California Avenue Southwest	2	32	30	203	0	38	72	none	17	35	none
WS2110	7579201125	4857 42nd Avenue Southwest	2	1	30	140	0	45	72	none	23	35	none
WS2112	7579201135	4853 42nd Avenue Southwest	2	1	30	136	0	45	72	none	23	35	none
WS2114	7579201145	4847 42nd Avenue Southwest	2	1	30	136	0	45	72	none	23	35	none
WS2116	7579201155	4843 42nd Avenue Southwest	2	1	30	132	0	46	72	none	24	35	none
WS2118	7579201165	4837 42nd Avenue Southwest	2	1	30	133	0	46	72	none	24	35	none
WS2120	7579201175	4833 42nd Avenue Southwest	2	1	30	133	0	46	72	none	24	35	none
WS2122	7579201185	4827 42nd Avenue Southwest	2	1	30	147	5	49	72	none	27	35	none
WS2124	7579201195	4823 42nd Avenue Southwest	2	1	30	144	5	49	72	none	27	35	none
WS2126	7579201205	4817 42nd Avenue Southwest	2	1	30	139	5	50	72	none	28	35	none
WS2128	7579201215	4811 42nd Avenue Southwest	2	1	30	133	10	56	72	none	34	35	none
WS6097	7579201085	4840 California Avenue Southwest	2	33	30	192	0	39	72	none	18	35	none
WS6100	7579201075	4836 California Avenue Southwest	2	2	30	227	0	36	72	none	15	35	none
WS6101	7579201065	4830 California Avenue Southwest	2	2	30	224	0	36	72	none	15	35	none
WS6102	7579201055	4826 California Avenue Southwest	2	2	30	223	0	36	72	none	15	35	none
WS6103	7579201045	4822 California Avenue Southwest	2	2	30	226	0	36	72	none	15	35	none
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	30	203	5	43	72	none	22	35	none
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	30	95	10	61	72	none	40	35	5
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	30	121	0	47	72	none	25	35	none
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	30	127	0	46	72	none	25	35	none
WS6177	7624700061	4115 Southwest Hudson Street	2	2	30	198	0	39	72	none	17	35	none
WS6190	7624700006	4111 Southwest Hudson Street	2	1	30	254	0	35	72	none	13	35	none
WS6192	7624700005	4101 Southwest Hudson Street	2	1	30	304	0	33	72	none	11	35	none
WS6191	7624700010	5007 41st Avenue Southwest	2	4	30	320	0	33	72	none	10	35	none
WS6187	7624700015	5011 41st Avenue Southwest	2	2	30	342	0	32	72	none	9	35	none
WS6186	7624700020	5017 41st Avenue Southwest	2	2	30	369	0	32	72	none	8	35	none
WS6185	7624700025	5021 41st Avenue Southwest	2	2	30	401	0	31	72	none	7	35	none
WS6184	7624700030	5027 41st Avenue Southwest	2	4	30	435	0	30	72	none	6	35	none
WS6200	1297300100	5022 41st Avenue Southwest	2	2	30	479	0	30	72	none	5	35	none
WS6197	1297300095	5028 41st Avenue Southwest	2	1	30	504	0	29	72	none	5	35	none
WS6203	1297300115	5006 41st Avenue Southwest	2	1	30	407	0	31	72	none	7	35	none
WS6204	1297300120	4015 Southwest Hudson Street	2	1	30	478	0	30	72	none	5	35	none
WS6201	1297300105	5018 41st Avenue Southwest	2	2	30	453	0	30	72	none	6	35	none
WS6202	1297300110	5012 41st Avenue Southwest	2	1	30	427	0	30	72	none	6	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6260	6126601010	4800 40th Avenue Southwest	3	1	30	789	0	25	78	none	0	40	none
WS5013	6126600735	4736 40th Avenue Southwest	3	1	30	791	0	25	78	none	0	40	none
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	40	110	3	58	78	none	31	40	none
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	40	135	3	55	78	none	27	40	none
WS2298	0952005890	4400 42nd Avenue Southwest	3	1	40	353	3	38	78	none	13	40	none
WS6623	0952002655	4100 Southwest Genesee Street	3	1	40	393	3	36	78	none	12	40	none
WS5135	0952007350	4500 39th Avenue Southwest	3	1	40	650	0	28	78	none	3	40	none
WS2214	7579200620	4856 41st Avenue Southwest	2	1	30	380	0	31	72	none	8	35	none
WS2218	7579200600	4846 41st Avenue Southwest	2	2	30	366	0	32	72	none	8	35	none
WS2220	7579200590	4840 41st Avenue Southwest	2	2	30	366	0	32	72	none	8	35	none
WS2192	7579200905	4847 41st Avenue Southwest	2	1	30	257	0	35	72	none	13	35	none
WS2190	7579200895	4853 41st Avenue Southwest	2	1	30	257	0	35	72	none	13	35	none
WS2188	7579200885	4857 41st Avenue Southwest	2	1	30	259	0	35	72	none	13	35	none
WS2194	7579200915	4843 41st Avenue Southwest	2	4	30	252	0	35	72	none	13	35	none
WS2196	7579200925	4837 41st Avenue Southwest	2	2	30	255	0	35	72	none	13	35	none
WS2204	7579200965	4815 41st Avenue Southwest	2	2	30	259	0	35	72	none	13	35	none
WS2210	7579200999	4803 41st Avenue Southwest	2	4	30	270	0	34	72	none	12	35	none
WS6113	7579200995	4103 Southwest Edmunds Street	2	4	30	218	5	42	72	none	21	35	none
WS2222	7579200580	4836 41st Avenue Southwest	2	2	30	404	0	31	72	none	7	35	none
WS2224	7579200570	4832 41st Avenue Southwest	2	2	30	406	0	31	72	none	7	35	none
WS2208	7579200985	4807 41st Avenue Southwest	2	1	30	255	0	35	72	none	13	35	none
WS2206	7579200975	4811 41st Avenue Southwest	2	1	30	249	0	35	72	none	14	35	none
WS2202	7579200955	4823 41st Avenue Southwest	2	1	30	259	0	35	72	none	13	35	none
WS2200	7579200945	4827 41st Avenue Southwest	2	1	30	260	0	35	72	none	13	35	none
WS2226	7579200560	4830 41st Avenue Southwest	2	1	30	401	0	31	72	none	7	35	none
WS2228	7579200550	4822 41st Avenue Southwest	2	1	30	373	0	32	72	none	8	35	none
WS2230	7579200540	4816 41st Avenue Southwest	2	1	30	445	0	30	72	none	6	35	none
WS2232	7579200530	4812 41st Avenue Southwest	2	1	30	369	0	32	72	none	8	35	none
WS2234	7579200491	4023 Southwest Edmunds Street	2	1	30	370	0	32	72	none	8	35	none
WS6115	7579200490	4017 Southwest Edmunds Street	2	1	30	413	0	31	72	none	7	35	none
WS81900	2492700000	4800 Fauntleroy Way Southwest	2	24	30	1033	0	23	72	none	-3	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	16	30	927	0	24	72	none	-2	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	928	0	24	72	none	-2	35	none
WS7126	6126600380	4754 Fauntleroy Way Southwest	2	60	30	1018	0	23	72	none	-3	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	928	0	24	72	none	-2	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	689	0	27	72	none	1	35	none

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WS5020	6126600300	4727 38th Avenue Southwest	2	1	30	1215	0	22	72	none	-4	35	none
WS5021	6126600310	4731 38th Avenue Southwest	2	1	30	1212	0	22	72	none	-4	35	none
WS5022	6126600320	4737 38th Avenue Southwest	2	4	30	1182	0	22	72	none	-4	35	none
WS5023	0952007660	4530 38th Avenue Southwest	2	120	30	883	0	24	72	none	-1	35	none
WS1040	0952007600	4520 Fauntleroy Way Southwest	2	1	30	773	0	26	72	none	0	35	none
WS5062	0952007845	4515 36th Avenue Southwest	3	1	30	604	1	28	78	none	3	40	none
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	193	0	39	72	none	17	35	none
WS5150	9297302035	3279 Southwest Avalon Way	2	1	55	206	0	45	72	none	21	35	none
WS5151	9297302030	3275 Southwest Avalon Way	2	1	55	205	0	45	72	none	21	35	none
WS5147	9297302040	3281 Southwest Avalon Way	2	1	55	204	0	45	72	none	21	35	none
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	55	245	0	42	72	none	18	35	none
WS81400	0321050000	3271 Southwest Avalon Way	2	24	55	199	0	45	72	none	21	35	none
WS81400	0321050000	3271 Southwest Avalon Way	2	80	55	190	0	46	72	none	22	35	none
WS5164	9297301976	3233 Southwest Avalon Way	2	48	55	195	0	46	72	none	21	35	none
WS81500	4458770000	3221 Southwest Avalon Way	2	64	55	129	0	53	72	none	28	35	none
WS5167	9297301930	3211 Southwest Avalon Way	2	16	55	71	0	63	72	none	38	35	3
WS61000	8644250000	3202 Southwest Avalon Way	2	20	55	64	0	65	72	none	40	35	5
WS60900	7809670000	3210 Southwest Avalon Way	2	20	55	74	0	63	72	none	37	35	2
WS2422	9297301885	3230 Southwest Avalon Way	2	40	55	74	0	63	72	none	37	35	2
WS2420	9297301880	3236 Southwest Avalon Way	2	30	55	77	0	62	72	none	36	35	1
WS2418	9297301865	3246 Southwest Avalon Way	2	10	55	79	0	62	72	none	36	35	1
WS2416	9297301855	3250 Southwest Avalon Way	2	30	55	81	0	61	72	none	36	35	<1
WS60800	0321000000	3256 Southwest Avalon Way	2	32	55	83	0	61	72	none	35	35	<1
WS81600	0321500000	3112 Southwest Avalon Way	2	16	55	193	0	46	72	none	22	35	none
WS61100	9306000000	3120 Southwest Avalon Way	2	20	55	138	0	52	72	none	27	35	none
WS5205	9297300965	3166 Southwest Genesee Street	2	1	55	195	0	46	72	none	21	35	none
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	55	196	0	46	72	none	21	35	none
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	55	266	0	41	72	none	17	35	none
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	55	303	0	40	72	none	16	35	none
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	55	339	0	39	72	none	15	35	none
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	55	374	0	38	72	none	14	35	none
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	55	407	0	37	72	none	13	35	none
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	55	444	0	36	72	none	12	35	none
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	55	477	0	36	72	none	11	35	none
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	30	517	0	29	72	none	4	35	none
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	30	542	0	28	72	none	4	35	none

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WS5187	9297301250	3220 Southwest Genesee Street	2	2	55	241	0	42	72	none	19	35	none
WS5191	9297301240	3212 Southwest Genesee Street	2	2	55	228	0	43	72	none	19	35	none
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	55	349	0	38	72	none	14	35	none
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	55	454	0	36	72	none	12	35	none
WS5186	9297301255	3224 Southwest Genesee Street	2	1	55	238	0	42	72	none	19	35	none
WS5190	9297301245	3218 Southwest Genesee Street	2	1	55	236	0	43	72	none	19	35	none
WS5192	9297301235	3206 Southwest Genesee Street	2	1	55	235	0	43	72	none	19	35	none
WS5193	9297301230	3200 Southwest Genesee Street	2	1	55	249	0	42	72	none	18	35	none
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	55	300	0	40	72	none	16	35	none
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	55	387	0	38	72	none	13	35	none
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	55	425	0	37	72	none	12	35	none
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	55	499	0	35	72	none	11	35	none
WS1090	9297301751	3119 Southwest Genesee Street	2	1	55	113	0	55	72	none	30	35	none
WS1088	9297301750	3127 Southwest Genesee Street	2	1	55	126	0	54	72	none	28	35	none
WS1086	9297301755	3201 Southwest Genesee Street	2	1	55	132	0	53	72	none	27	35	none
WS1084	9297301760	3205 Southwest Genesee Street	2	1	55	133	0	52	72	none	27	35	none
WS1082	9297301765	3211 Southwest Genesee Street	2	1	55	134	0	52	72	none	27	35	none
WS1078	9297301775	3221 Southwest Genesee Street	2	1	55	128	0	53	72	none	28	35	none
WS10004	9297301780	3225 Southwest Genesee Street	2	1	55	126	0	53	72	none	28	35	none
WS1074	9297301785	3227 Southwest Genesee Street	2	1	55	129	0	53	72	none	28	35	none
WS1072	9297301790	3229 Southwest Genesee Street	2	1	55	128	0	53	72	none	28	35	none
WS7027	0952004035	4146 36th Avenue Southwest	2	1	30	225	0	36	72	none	15	35	none
WS3006	0952003915	3600 Southwest Genesee Street	2	8	30	148	0	44	72	none	22	35	none
WS7000	0952003805	4158 37th Avenue Southwest	2	1	30	151	1	44	72	none	22	35	none
WS7002	0952003795	4150 37th Avenue Southwest	2	1	30	193	1	40	72	none	18	35	none
WS6697	0952003685	4155 37th Avenue Southwest	2	1	30	164	1	43	72	none	21	35	none
WS6700	0952003676	4151 37th Avenue Southwest	2	1	30	202	1	39	72	none	17	35	none
WS6687	0952003565	4156 38th Avenue Southwest	2	1	30	176	0	41	72	none	19	35	none
WS6690	0952003555	4152 38th Avenue Southwest	2	1	30	214	0	37	72	none	16	35	none
WS6676	0952003445	4157 38th Avenue Southwest	2	1	30	181	0	40	72	none	18	35	none
WS6677	0952003435	4155 38th Avenue Southwest	2	1	30	209	0	38	72	none	16	35	none
WS6665	0952003295	4156 39th Avenue Southwest	2	1	40	199	0	45	72	none	18	35	none
WS6680	0952003425	4149 38th Avenue Southwest	2	1	30	239	0	35	72	none	14	35	none
WS6666	0952003285	4150 39th Avenue Southwest	2	2	40	229	0	42	72	none	16	35	none
WS2400	0952004705	4403 37th Avenue Southwest	2	1	30	121	1	48	72	none	26	35	none
WS2398	0952004715	4407 37th Avenue Southwest	2	1	30	121	1	48	72	none	26	35	none

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WS6590	0952004725	4413 37th Avenue Southwest	2	1	30	129	1	47	72	none	25	35	none
WS6587	0952004735	4417 37th Avenue Southwest	2	1	30	150	1	44	72	none	22	35	none
WS6586	0952004745	4421 37th Avenue Southwest	2	1	30	186	1	40	72	none	19	35	none
WS6585	0952004755	4427 37th Avenue Southwest	2	1	30	227	1	37	72	none	16	35	none
WS5145	0952004765	4431 37th Avenue Southwest	2	16	30	322	1	33	72	none	11	35	none
WS2396	0952004820	4402 38th Avenue Southwest	2	1	30	130	0	46	72	none	24	35	none
WS2394	0952004830	4406 38th Avenue Southwest	2	1	30	130	0	46	72	none	24	35	none
WS2392	0952004840	4412 38th Avenue Southwest	2	1	30	137	0	45	72	none	23	35	none
WS6584	0952004850	4416 38th Avenue Southwest	2	1	30	154	0	43	72	none	21	35	none
WS6583	0952004860	4420 38th Avenue Southwest	2	1	30	184	0	40	72	none	18	35	none
WS6582	0952004865	4422 38th Avenue Southwest	2	1	30	203	0	38	72	none	17	35	none
WS6581	0952004875	4426 38th Avenue Southwest	2	1	30	246	0	35	72	none	14	35	none
WS6580	0952004885	4432 38th Avenue Southwest	2	1	30	293	0	34	72	none	11	35	none
WS5144	0952004895	4436 38th Avenue Southwest	2	1	30	336	0	32	72	none	9	35	none
WS5142	0952004915	4446 38th Avenue Southwest	2	1	30	409	0	31	72	none	7	35	none
WS5143	0952004905	4442 38th Avenue Southwest	2	2	30	371	0	32	72	none	8	35	none
WS5137	0952004935	4450 38th Avenue Southwest	2	2	30	521	0	29	72	none	4	35	none
WS5140	0952004930	3718 Southwest Oregon Street	2	2	30	508	0	29	72	none	4	35	none
WS5141	0952004925	3714 Southwest Oregon Street	2	3	30	507	0	29	72	none	4	35	none
WS6570	0952005095	4457 38th Avenue Southwest	2	1	30	504	0	29	72	none	5	35	none
WS6571	0952005085	4453 38th Avenue Southwest	2	1	30	459	0	30	72	none	6	35	none
WS6572	0952005075	4451 38th Avenue Southwest	2	1	30	423	0	31	72	none	7	35	none
WS6573	0952005065	4441 38th Avenue Southwest	2	1	30	377	0	31	72	none	8	35	none
WS6574	0952005055	4437 38th Avenue Southwest	2	1	30	327	0	33	72	none	10	35	none
WS6575	0952005045	4433 38th Avenue Southwest	2	1	30	263	0	34	72	none	13	35	none
WS6576	0952005035	4427 38th Avenue Southwest	2	1	30	226	0	36	72	none	15	35	none
WS6577	0952005025	4423 38th Avenue Southwest	2	1	30	184	0	40	72	none	18	35	none
WS2384	0952005015	4417 38th Avenue Southwest	2	1	30	160	0	42	72	none	20	35	none
WS2386	0952005000	4411 38th Avenue Southwest	2	1	30	137	0	45	72	none	23	35	none
WS2388	0952004995	4407 38th Avenue Southwest	2	1	30	132	0	46	72	none	24	35	none
WS2390	0952004985	4403 38th Avenue Southwest	2	1	30	133	0	45	72	none	24	35	none
WS2382	0952005105	4402 39th Avenue Southwest	2	1	40	136	0	51	72	none	24	35	none
WS2380	0952005115	4406 39th Avenue Southwest	2	1	40	133	0	52	72	none	25	35	none
WS6567	0952005145	4420 39th Avenue Southwest	2	1	40	187	0	46	72	none	19	35	none
WS6566	0952005155	4424 39th Avenue Southwest	2	1	40	208	0	44	72	none	17	35	none
WS6565	0952005160	4428 39th Avenue Southwest	2	1	40	227	0	43	72	none	16	35	none

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WS6564	0952005165	4434 39th Avenue Southwest	2	1	40	261	0	40	72	none	14	35	none
WS6563	0952005185	4436 39th Avenue Southwest	2	1	40	300	0	38	72	none	12	35	none
WS6562	0952005195	4440 39th Avenue Southwest	2	1	40	343	0	35	72	none	11	35	none
WS6561	0952005200	4442 39th Avenue Southwest	2	1	40	366	0	34	72	none	10	35	none
WS6560	0952005205	4446 39th Avenue Southwest	2	1	40	400	0	33	72	none	9	35	none
WS6557	0952005215	4448 39th Avenue Southwest	2	1	40	432	0	32	72	none	8	35	none
WS6555	0952005224	4452 39th Avenue Southwest	2	1	40	477	0	31	72	none	7	35	none
WS6554	0952005249	4456 39th Avenue Southwest	2	1	40	514	0	30	72	none	6	35	none
WS2378	0952005125	4414 39th Avenue Southwest	2	2	40	135	0	52	72	none	24	35	none
WS2376	0952005135	4416 39th Avenue Southwest	2	2	40	151	0	50	72	none	22	35	none
WS2374	0952005270	4403 39th Avenue Southwest	2	1	40	140	3	54	72	none	27	35	none
WS2372	0952005280	4409 39th Avenue Southwest	2	2	40	133	3	55	72	none	28	35	none
WS6553	0952005290	4413 39th Avenue Southwest	2	1	40	136	3	55	72	none	27	35	none
WS2370	0952005300	4417 39th Avenue Southwest	2	1	40	149	3	53	72	none	26	35	none
WS2368	0952005305	4421 39th Avenue Southwest	2	1	40	172	3	50	72	none	23	35	none
WS2366	0952005320	4427 39th Avenue Southwest	2	1	40	204	3	48	72	none	21	35	none
WS6552	0952005330	4433 39th Avenue Southwest	2	1	40	268	3	43	72	none	17	35	none
WS6551	0952005340	4437 39th Avenue Southwest	2	1	40	294	3	41	72	none	16	35	none
WS6547	0952005359	4447 39th Avenue Southwest	2	1	40	388	3	36	72	none	12	35	none
WS6546	0952005370	4451 39th Avenue Southwest	2	1	40	445	3	35	72	none	10	35	none
WS6545	0952005380	4457 39th Avenue Southwest	2	1	40	496	3	34	72	none	9	35	none
WS6550	0952005349	4441 39th Avenue Southwest	2	2	40	328	3	39	72	none	14	35	none
WS6655	0952003175	4157 39th Avenue Southwest	2	1	40	201	3	48	72	none	21	35	none
WS6656	0952003165	4153 39th Avenue Southwest	2	1	40	235	3	45	72	none	19	35	none
WS6645	0952003055	4156 40th Avenue Southwest	2	1	40	212	3	47	72	none	20	35	none
WS6646	0952003045	4150 40th Avenue Southwest	2	1	40	253	3	44	72	none	18	35	none
WS6635	0952002935	4010 Southwest Genesee Street	2	1	40	246	3	44	72	none	18	35	none
WS2364	0952005390	4402 40th Avenue Southwest	2	1	40	143	3	54	72	none	26	35	none
WS2362	0952005400	4414 40th Avenue Southwest	2	1	40	130	3	55	72	none	28	35	none
WS6544	0952005415	4416 40th Avenue Southwest	2	1	40	128	3	56	72	none	28	35	none
WS6543	0952005425	4418 40th Avenue Southwest	2	1	40	149	3	53	72	none	26	35	none
WS2360	0952005435	4422 40th Avenue Southwest	2	1	40	163	3	51	72	none	24	35	none
WS2356	0952005445	4426 40th Avenue Southwest	2	1	40	180	3	50	72	none	23	35	none
WS2354	0952005460	4432 40th Avenue Southwest	2	1	40	245	3	44	72	none	18	35	none
WS6542	0952005470	4438 40th Avenue Southwest	2	1	40	276	3	42	72	none	16	35	none
WS6541	0952005480	4442 40th Avenue Southwest	2	1	40	315	3	40	72	none	15	35	none

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WS6540	0952005490	4446 40th Avenue Southwest	2	1	40	340	3	39	72	none	14	35	none
WS6537	0952005500	4452 40th Avenue Southwest	2	1	40	374	3	37	72	none	12	35	none
WS6536	0952005510	4456 40th Avenue Southwest	2	1	40	413	3	36	72	none	11	35	none
WS2330	0952005630	4457 40th Avenue Southwest	2	1	40	330	3	39	72	none	14	35	none
WS2332	0952005620	4453 40th Avenue Southwest	2	1	40	323	3	39	72	none	14	35	none
WS2334	0952005610	4449 40th Avenue Southwest	2	1	40	259	3	43	72	none	17	35	none
WS2336	0952005600	4441 40th Avenue Southwest	2	1	40	236	3	45	72	none	19	35	none
WS2338	0952005590	4437 40th Avenue Southwest	2	1	40	213	3	47	72	none	20	35	none
WS6532	0952005580	4433 40th Avenue Southwest	2	1	40	182	3	49	72	none	23	35	none
WS6533	0952005570	4429 40th Avenue Southwest	2	1	40	149	3	53	72	none	26	35	none
WS2340	0952005560	4421 40th Avenue Southwest	2	1	40	133	3	55	72	none	28	35	none
WS2342	0952005550	4415 40th Avenue Southwest	2	1	40	126	3	56	72	none	29	35	none
WS2344	0952005545	4413 40th Avenue Southwest	2	1	40	125	3	56	72	none	29	35	none
WS2346	0952005540	4411 40th Avenue Southwest	2	1	40	126	3	56	72	none	29	35	none
WS2348	0952005535	4409 40th Avenue Southwest	2	1	40	131	3	55	72	none	28	35	none
WS6534	0952005530	4407 40th Avenue Southwest	2	1	40	138	3	54	72	none	27	35	none
WS2350	0952005525	4405 40th Avenue Southwest	2	1	40	149	3	53	72	none	26	35	none
WS2352	0952005520	4403 40th Avenue Southwest	2	1	40	162	3	51	72	none	24	35	none
WS6535	0952005515	4401 40th Avenue Southwest	2	1	40	179	3	50	72	none	23	35	none
WS2326	0952005680	4424 41st Avenue Southwest	2	1	40	122	3	56	72	none	29	35	none
WS2324	0952005690	4426 41st Avenue Southwest	2	1	40	120	3	57	72	none	29	35	none
WS2322	0952005695	4430 41st Avenue Southwest	2	1	40	120	3	57	72	none	29	35	none
WS6531	0952005670	4434 41st Avenue Southwest	2	1	40	119	3	57	72	none	30	35	none
WS6530	0952005719	4436 41st Avenue Southwest	2	1	40	125	3	56	72	none	29	35	none
WS6527	0952005737	4440 41st Avenue Southwest	2	1	40	140	3	54	72	none	27	35	none
WS6526	0952005741	4446 41st Avenue Southwest	2	1	40	183	3	49	72	none	22	35	none
WS2320	0952005750	4452 41st Avenue Southwest	2	1	40	220	3	46	72	none	20	35	none
WS2318	0952005760	4456 41st Avenue Southwest	2	1	40	250	3	44	72	none	18	35	none
WS6524	0952005826	4431 B 41st Avenue Southwest	2	4	40	125	3	56	72	none	29	35	none
WS6522	0952005827	4429 B 41st Avenue Southwest	2	4	40	144	3	53	72	none	26	35	none
WS2314	0952005840	4437A 41st Avenue Southwest	2	2	40	116	3	57	72	none	30	35	none
WS2312	0952005841	4437B 41st Avenue Southwest	2	2	40	115	3	58	72	none	30	35	none
WS2310	0952005842	4437C 41st Avenue Southwest	2	2	40	114	3	58	72	none	30	35	none
WS2308	0952005843	4437D 41st Avenue Southwest	2	2	40	115	3	57	72	none	30	35	none
WS6517	0952005832	4441B 41st Avenue Southwest	2	2	40	118	3	57	72	none	30	35	none
WS6520	0952005831	4441A 41st Avenue Southwest	2	2	40	121	3	57	72	none	29	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6521	0952005830	4439 41st Avenue Southwest	2	2	40	130	3	55	72	none	28	35	none
WS6516	0952005860	4449 B 41st Avenue Southwest	2	3	40	119	3	57	72	none	30	35	none
WS6515	0952005861	4449 A 41st Avenue Southwest	2	3	40	112	3	58	72	none	31	35	none
WS2302	0952005862	4447 B 41st Avenue Southwest	2	3	40	112	3	58	72	none	31	35	none
WS2304	0952005863	4447 A 41st Avenue Southwest	2	3	40	112	3	58	72	none	31	35	none
WS2306	0952005850	4443 41st Avenue Southwest	2	1	40	115	3	57	72	none	30	35	none
WS6367	0952006630	4501 41st Avenue Southwest	2	3	40	161	3	52	72	none	24	35	none
WS6366	0952006631	4503 41st Avenue Southwest	2	3	40	165	3	51	72	none	24	35	none
WS6362	0952006632	4505 41st Avenue Southwest	2	3	40	170	3	51	72	none	24	35	none
WS6360	0952006633	4507 41st Avenue Southwest	2	3	40	172	3	50	72	none	23	35	none
WS6364	0952006635	4113 Southwest Oregon Street	2	6	40	123	3	56	72	none	29	35	none
WS6354	0952006638	4109 Southwest Oregon Street	2	6	40	132	3	55	72	none	28	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	100	40	846	3	28	72	none	4	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	80	30	687	0	27	72	none	1	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	40	40	688	3	30	72	none	6	35	none
WS5102	0952007165	4538 40th Avenue Southwest	2	1	40	696	3	30	72	none	6	35	none
WS5106	0952007152	4536B 40th Avenue Southwest	2	6	40	755	3	29	72	none	5	35	none
WS5104	0952007150	4534B 40th Avenue Southwest	2	6	40	699	3	30	72	none	5	35	none
WS5110	0952007141	4530 B 40th Avenue Southwest	2	6	40	747	3	30	72	none	5	35	none
WS5107	0952007137	4530 D 40th Avenue Southwest	2	6	40	698	3	30	72	none	5	35	none
WS5113	0952007125	4526 40th Avenue Southwest	2	1	40	679	3	31	72	none	6	35	none
WS5114	0952007120	4522 40th Avenue Southwest	2	1	40	653	3	31	72	none	6	35	none
WS5115	0952007105	4518 40th Avenue Southwest	2	3	40	611	3	32	72	none	7	35	none
WS5116	0952007090	4514 40th Avenue Southwest	2	1	40	587	3	32	72	none	7	35	none
WS5122	0952007080	4508 40th Avenue Southwest	2	1	40	560	3	32	72	none	8	35	none
WS5125	0952007065	4506 40th Avenue Southwest	2	1	40	536	3	33	72	none	8	35	none
WS5130	0952007055	3955 Southwest Oregon Street	2	6	40	519	3	33	72	none	9	35	none
WS5132	0952007057	3951 Southwest Oregon Street	2	6	40	547	3	33	72	none	8	35	none
WS5127	0952007069	4506 A 40th Avenue Southwest	2	4	40	554	3	33	72	none	8	35	none
WS5124	0952007082	4510 A 40th Avenue Southwest	2	4	40	585	3	32	72	none	7	35	none
WS5117	0952007091	4512A 40th Avenue Southwest	2	6	40	622	3	31	72	none	7	35	none
WS6396	0952006905	4503 40th Avenue Southwest	2	1	40	428	3	35	72	none	11	35	none
WS6395	0952006915	4507 40th Avenue Southwest	2	1	40	468	3	34	72	none	10	35	none
WS6394	0952006925	4511 40th Avenue Southwest	2	1	40	489	3	34	72	none	9	35	none
WS3004	0952006906	4505 A 40th Avenue Southwest	2	4	40	366	3	37	72	none	13	35	none
WS6385	0952006916	4505 C 40th Avenue Southwest	2	4	40	391	3	36	72	none	12	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6382	0952006929	4513 B 40th Avenue Southwest	2	6	40	452	3	35	72	none	10	35	none
WS6381	0952006935	4517 40th Avenue Southwest	2	4	40	469	3	34	72	none	10	35	none
WS6380	0952006939	4521 A 40th Avenue Southwest	2	6	40	461	3	34	72	none	10	35	none
WS6393	0952006941	4523 A 40th Avenue Southwest	2	6	40	507	3	33	72	none	9	35	none
WS6376	0952006953	4529 A 40th Avenue Southwest	2	4	40	474	3	34	72	none	10	35	none
WS6391	0952006957	4527 A 40th Avenue Southwest	2	4	40	524	3	33	72	none	9	35	none
WS6374	0952006961	4533 A 40th Avenue Southwest	2	4	40	485	3	34	72	none	9	35	none
WS6370	0952006979	4539 B 40th Avenue Southwest	2	4	40	516	3	33	72	none	9	35	none
WS6387	0952006965	4531 40th Avenue Southwest	2	2	40	539	3	33	72	none	8	35	none
WS6386	0952006975	4537 40th Avenue Southwest	2	2	40	560	3	32	72	none	8	35	none
WS5096	0952006989	4543 B 40th Avenue Southwest	2	3	40	514	3	33	72	none	9	35	none
WS5101	0952006985	4541 40th Avenue Southwest	2	2	40	565	3	32	72	none	8	35	none
WS5094	0952006999	4547 B 40th Avenue Southwest	2	3	30	515	0	29	72	none	4	35	none
WS5100	0952006995	4545 40th Avenue Southwest	2	2	30	560	0	28	72	none	3	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	48	30	259	0	35	72	none	13	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	100	30	87	0	53	72	none	32	35	none
WS2254	0952006855	4536 41st Avenue Southwest	2	1	40	373	3	37	72	none	12	35	none
WS2262	0952006845	4532 41st Avenue Southwest	2	1	40	381	3	37	72	none	12	35	none
WS2280	0952006815	4520A 41st Avenue Southwest	2	5	40	346	3	38	72	none	13	35	none
WS2282	0952006805	4514 41st Avenue Southwest	2	1	40	329	3	39	72	none	14	35	none
WS2284	0952006795	4512 41st Avenue Southwest	2	1	40	321	3	40	72	none	14	35	none
WS2286	0952006789	4504 41st Avenue Southwest	2	3	40	310	3	40	72	none	15	35	none
WS2290	0952006775	4019 Southwest Oregon Street	2	2	40	303	3	41	72	none	15	35	none
WS2272	0952006838	4528 B 41st Avenue Southwest	2	8	40	422	3	35	72	none	11	35	none
WS2264	0952006836	4526 B 41st Avenue Southwest	2	8	40	351	3	38	72	none	13	35	none
WS2268	0952006823	4522 B 41st Avenue Southwest	2	4	40	342	3	38	72	none	14	35	none
WS2276	0952006825	4524 B 41st Avenue Southwest	2	4	40	417	3	35	72	none	11	35	none
WS5091	0952006871	4544 C 41st Avenue Southwest	2	6	30	424	0	31	72	none	7	35	none
WS2252	0952006865	4542 41st Avenue Southwest	2	6	30	371	0	32	72	none	8	35	none
WS2256	0952006861	4538 C 41st Avenue Southwest	2	6	40	411	3	36	72	none	11	35	none
WS2246	0952006700	4525 41st Avenue Southwest	2	48	40	249	3	44	72	none	18	35	none
WS2186	0952006510	4502 42nd Avenue Southwest	2	96	40	99	3	60	72	none	33	35	none
WS2176	0952006560	4526 42nd Avenue Southwest	2	1	40	96	3	61	72	none	33	35	none
WS2174	0952006565	4532 42nd Avenue Southwest	2	32	40	92	3	61	72	none	34	35	none
WS60600	1591920000	4527 41st Avenue Southwest	2	6	40	207	3	47	72	none	21	35	none
WS5086	0952006718	4533 C 41st Avenue Southwest	2	3	40	199	3	48	72	none	21	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5083	0952006728	4535 C 41st Avenue Southwest	2	3	40	202	3	48	72	none	21	35	none
WS2242	0952006715	4531 41st Avenue Southwest	2	2	40	237	3	45	72	none	18	35	none
WS2240	0952006725	4537 41st Avenue Southwest	2	2	40	239	3	45	72	none	18	35	none
WS60300	2607870000	4752 41st Avenue Southwest	2	36	30	366	0	32	72	none	8	35	none
WS2238	7579200295	4744 41st Avenue Southwest	2	48	30	367	0	32	72	none	8	35	none
WS2238	7579200295	4744 41st Avenue Southwest	2	48	30	362	0	32	72	none	8	35	none
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	30	86	10	63	72	none	42	35	7
WS2162	0952006465	4545 42nd Avenue Southwest	2	64	30	96	0	51	72	none	30	35	none
WS6351	0952006385	4505 42nd Avenue Southwest	2	36	40	141	3	54	72	none	27	35	none
WS1030	0952007545	4550 Fauntleroy Way Southwest	3	1	30	1077	0	23	78	none	-3	40	none
WS12006	6126600005	4700 38th Avenue Southwest	2	1	30	1287	0	21	72	none	-5	35	none

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-20. Summary of Vibration Analysis – Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	45	519	1	34	72	none	9	35	none
WS80500	6391900000	5000 California Avenue Southwest	2	32	45	501	1	34	72	none	9	35	none
WS2110	7579201125	4857 42nd Avenue Southwest	2	1	45	439	1	35	72	none	11	35	none
WS2112	7579201135	4853 42nd Avenue Southwest	2	1	45	434	1	36	72	none	11	35	none
WS2114	7579201145	4847 42nd Avenue Southwest	2	1	45	433	1	36	72	none	11	35	none
WS2116	7579201155	4843 42nd Avenue Southwest	2	1	45	426	0	34	72	none	10	35	none
WS2118	7579201165	4837 42nd Avenue Southwest	2	1	45	427	0	34	72	none	10	35	none
WS2120	7579201175	4833 42nd Avenue Southwest	2	1	45	426	0	34	72	none	10	35	none
WS2122	7579201185	4827 42nd Avenue Southwest	2	1	45	444	0	34	72	none	9	35	none
WS2124	7579201195	4823 42nd Avenue Southwest	2	1	45	439	0	34	72	none	9	35	none
WS2126	7579201205	4817 42nd Avenue Southwest	2	1	45	432	0	34	72	none	10	35	none
WS2128	7579201215	4811 42nd Avenue Southwest	2	1	45	423	0	35	72	none	10	35	none
WS6097	7579201085	4840 California Avenue Southwest	2	33	45	501	0	33	72	none	8	35	none
WS6100	7579201075	4836 California Avenue Southwest	2	2	45	539	0	32	72	none	7	35	none
WS6101	7579201065	4830 California Avenue Southwest	2	2	45	536	0	32	72	none	7	35	none
WS6102	7579201055	4826 California Avenue Southwest	2	2	45	535	0	32	72	none	7	35	none
WS6103	7579201045	4822 California Avenue Southwest	2	2	45	537	0	32	72	none	7	35	none
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	45	509	0	33	72	none	8	35	none
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	30	374	0	32	72	none	8	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	30	303	0	33	72	none	11	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	12	30	237	0	35	72	none	14	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	8	45	216	5	48	72	none	23	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	30	95	10	61	72	none	40	35	5
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	45	385	1	37	72	none	12	35	none
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	45	260	1	41	72	none	17	35	none
WS6177	7624700061	4115 Southwest Hudson Street	2	2	45	164	1	49	72	none	23	35	none
WS6184	7624700030	5027 41st Avenue Southwest	2	4	45	111	1	56	72	none	30	35	none
WS6200	1297300100	5022 41st Avenue Southwest	2	2	45	96	1	59	72	none	32	35	none
WS6197	1297300095	5028 41st Avenue Southwest	2	1	45	107	1	57	72	none	30	35	none
WS6203	1297300115	5006 41st Avenue Southwest	2	1	45	97	1	59	72	none	32	35	none
WS6204	1297300120	4015 Southwest Hudson Street	2	1	45	157	1	50	72	none	24	35	none
WS6201	1297300105	5018 41st Avenue Southwest	2	2	45	98	0	57	72	none	31	35	none
WS6202	1297300110	5012 41st Avenue Southwest	2	1	45	97	0	57	72	none	31	35	none
WS6260	6126601010	4800 40th Avenue Southwest	3	1	45	461	0	34	78	none	9	40	none
WS5013	6126600735	4736 40th Avenue Southwest	3	1	30	462	0	30	78	none	6	40	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	30	452	3	33	78	none	9	40	none
WS2296	0952005960	4456 42nd Avenue Southwest	3	1	30	561	3	31	78	none	6	40	none
WS2298	0952005890	4400 42nd Avenue Southwest	3	1	30	850	3	28	78	none	2	40	none
WS6623	0952002655	4100 Southwest Genesee Street	3	1	30	914	3	27	78	none	1	40	none
WS5135	0952007350	4500 39th Avenue Southwest	3	1	45	128	3	55	78	none	29	40	none
WS1010	7579200260	4720 42nd Avenue Southwest	3	1	30	141	0	45	78	none	23	40	none
WS2214	7579200620	4856 41st Avenue Southwest	2	1	45	97	1	59	72	none	32	35	none
WS2218	7579200600	4846 41st Avenue Southwest	2	2	45	90	6	65	72	none	39	35	4
WS2220	7579200590	4840 41st Avenue Southwest	2	2	45	88	10	69	72	none	43	35	8
WS2222	7579200580	4836 41st Avenue Southwest	2	2	45	106	10	66	72	none	39	35	4
WS2224	7579200570	4832 41st Avenue Southwest	2	2	45	105	10	66	72	none	40	35	5
WS2226	7579200560	4830 41st Avenue Southwest	2	1	45	102	10	66	72	none	40	35	5
WS2228	7579200550	4822 41st Avenue Southwest	2	1	45	85	10	69	72	none	43	35	8
WS2230	7579200540	4816 41st Avenue Southwest	2	1	45	132	5	57	72	none	31	35	none
WS2232	7579200530	4812 41st Avenue Southwest	2	1	45	82	10	70	72	none	44	35	9
WS2234	7579200491	4023 Southwest Edmunds Street	2	1	45	77	10	71	72	none	45	35	10
WS6115	7579200490	4017 Southwest Edmunds Street	2	1	45	102	10	66	72	none	40	35	5
WS6106	7579200765	4802 42nd Avenue Southwest	2	2	45	281	0	39	72	none	15	35	none
WS6107	7579200767	4121 Southwest Edmunds Street	2	2	45	281	0	39	72	none	15	35	none
WS2154	7579200769	4119 Southwest Edmunds Street	2	6	45	225	0	43	72	none	18	35	none
WS60000	7865200000	4806 42nd Avenue Southwest	2	8	45	282	0	39	72	none	15	35	none
WS2146	7579200805	4822 42nd Avenue Southwest	2	2	45	263	0	40	72	none	15	35	none
WS2148	7579200795	4816 42nd Avenue Southwest	2	2	45	264	0	40	72	none	15	35	none
WS2150	7579200785	4812 42nd Avenue Southwest	2	2	45	255	0	40	72	none	16	35	none
WS2136	7579200855	4846 42nd Avenue Southwest	2	2	45	269	0	39	72	none	15	35	none
WS2132	7579200875	4856 42nd Avenue Southwest	2	1	45	250	1	42	72	none	17	35	none
WS2134	7579200865	4852 42nd Avenue Southwest	2	1	45	258	1	41	72	none	17	35	none
WS2138	7579200845	4840 42nd Avenue Southwest	2	1	45	257	0	40	72	none	16	35	none
WS2140	7579200835	4836 42nd Avenue Southwest	2	1	45	262	0	40	72	none	16	35	none
WS2142	7579200825	4832 42nd Avenue Southwest	2	1	45	255	0	40	72	none	16	35	none
WS2144	7579200815	4828 42nd Avenue Southwest	2	1	45	255	0	40	72	none	16	35	none
WS81900	2492700000	4800 Fauntleroy Way Southwest	2	24	45	704	0	29	72	none	4	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	16	45	598	0	31	72	none	6	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	45	599	0	31	72	none	6	35	none
WS7126	6126600380	4754 Fauntleroy Way Southwest	2	60	45	689	0	30	72	none	5	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	599	0	28	72	none	3	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	30	360	0	32	72	none	9	35	none
WS5020	6126600300	4727 38th Avenue Southwest	2	1	30	886	0	24	72	none	-1	35	none
WS5021	6126600310	4731 38th Avenue Southwest	2	1	30	883	0	24	72	none	-1	35	none
WS5022	6126600320	4737 38th Avenue Southwest	2	4	30	853	0	25	72	none	-1	35	none
WS5023	0952007660	4530 38th Avenue Southwest	2	120	45	422	3	37	72	none	12	35	none
WS1040	0952007600	4520 Fauntleroy Way Southwest	2	1	45	347	3	39	72	none	15	35	none
WS5062	0952007845	4515 36th Avenue Southwest	3	1	45	326	3	40	78	none	15	40	none
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	283	0	34	72	none	not applicable	not applicable	not applicable
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	297	0	33	72	none	not applicable	not applicable	not applicable
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	295	0	33	72	none	not applicable	not applicable	not applicable
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	294	0	34	72	none	not applicable	not applicable	not applicable
WS5152	9297302031	3273 B Southwest Avalon Way	2	4	30	338	0	32	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	24	30	289	0	34	72	none	not applicable	not applicable	not applicable
WS81400	0321050000	3271 Southwest Avalon Way	2	80	30	279	0	34	72	none	not applicable	not applicable	not applicable
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	284	0	34	72	none	not applicable	not applicable	not applicable
WS81500	4458770000	3221 Southwest Avalon Way	2	64	35	249	3	40	72	none	not applicable	not applicable	not applicable
WS5167	9297301930	3211 Southwest Avalon Way	2	16	35	248	3	40	72	none	not applicable	not applicable	not applicable
WS60900	7809670000	3210 Southwest Avalon Way	2	20	35	75	3	61	72	none	not applicable	not applicable	not applicable
WS2422	9297301885	3230 Southwest Avalon Way	2	40	35	109	3	54	72	none	30	35	none
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	116	0	48	72	none	not applicable	not applicable	not applicable
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	107	0	49	72	none	not applicable	not applicable	not applicable
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	101	0	50	72	none	not applicable	not applicable	not applicable
WS60800	0321000000	3256 Southwest Avalon Way	2	32	30	99	0	51	72	none	not applicable	not applicable	not applicable
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	105	0	50	72	none	not applicable	not applicable	not applicable
WS81600	0321500000	3112 Southwest Avalon Way	2	16	35	148	3	48	72	none	24	35	none
WS61100	9306000000	3120 Southwest Avalon Way	2	20	35	84	0	56	72	none	32	35	none
WS5205	9297300965	3166 Southwest Genesee Street	2	1	35	77	3	60	72	none	not applicable	not applicable	not applicable
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	35	77	3	60	72	none	not applicable	not applicable	not applicable
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	35	151	3	48	72	none	not applicable	not applicable	not applicable
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	35	191	3	44	72	none	not applicable	not applicable	not applicable
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	35	227	3	41	72	none	not applicable	not applicable	not applicable
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	35	266	3	39	72	none	not applicable	not applicable	not applicable
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	35	301	3	37	72	none	not applicable	not applicable	not applicable
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	35	341	3	35	72	none	not applicable	not applicable	not applicable
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	35	376	3	34	72	none	not applicable	not applicable	not applicable
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	35	414	3	34	72	none	not applicable	not applicable	not applicable

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WS5216	9297301015	4114 32nd Avenue Southwest	2	1	35	448	3	33	72	none	not applicable	not applicable	not applicable
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	35	343	3	35	72	none	not applicable	not applicable	not applicable
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	314	0	33	72	none	not applicable	not applicable	not applicable
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	35	389	3	34	72	none	not applicable	not applicable	not applicable
WS7027	0952004035	4146 36th Avenue Southwest	2	1	30	127	3	49	72	none	not applicable	not applicable	not applicable
WS3006	0952003915	3600 Southwest Genesee Street	2	8	30	140	3	48	72	none	not applicable	not applicable	not applicable
WS7000	0952003805	4158 37th Avenue Southwest	2	1	30	205	3	41	72	none	not applicable	not applicable	not applicable
WS7002	0952003795	4150 37th Avenue Southwest	2	1	30	270	3	37	72	none	not applicable	not applicable	not applicable
WS6697	0952003685	4155 37th Avenue Southwest	2	1	45	302	0	38	72	none	14	35	none
WS6700	0952003676	4151 37th Avenue Southwest	2	1	45	343	0	37	72	none	12	35	none
WS6687	0952003565	4156 38th Avenue Southwest	2	1	45	412	0	35	72	none	10	35	none
WS6690	0952003555	4152 38th Avenue Southwest	2	1	45	451	0	34	72	none	9	35	none
WS6676	0952003445	4157 38th Avenue Southwest	2	1	45	505	0	33	72	none	8	35	none
WS6677	0952003435	4155 38th Avenue Southwest	2	1	45	535	0	32	72	none	7	35	none
WS6665	0952003295	4156 39th Avenue Southwest	2	1	45	615	3	33	72	none	8	35	none
WS6680	0952003425	4149 38th Avenue Southwest	2	1	45	565	0	32	72	none	7	35	none
WS6666	0952003285	4150 39th Avenue Southwest	2	2	45	643	3	33	72	none	8	35	none
WS2400	0952004705	4403 37th Avenue Southwest	2	1	45	231	0	42	72	none	17	35	none
WS2398	0952004715	4407 37th Avenue Southwest	2	1	45	192	0	45	72	none	20	35	none
WS6590	0952004725	4413 37th Avenue Southwest	2	1	45	150	0	50	72	none	24	35	none
WS2396	0952004820	4402 38th Avenue Southwest	2	1	45	330	0	37	72	none	13	35	none
WS2394	0952004830	4406 38th Avenue Southwest	2	1	45	297	0	38	72	none	14	35	none
WS2392	0952004840	4412 38th Avenue Southwest	2	1	45	257	0	40	72	none	16	35	none
WS6584	0952004850	4416 38th Avenue Southwest	2	1	45	227	3	45	72	none	20	35	none
WS6583	0952004860	4420 38th Avenue Southwest	2	1	45	190	3	48	72	none	23	35	none
WS6582	0952004865	4422 38th Avenue Southwest	2	1	45	170	3	50	72	none	24	35	none
WS6575	0952005045	4433 38th Avenue Southwest	2	1	45	198	3	47	72	none	22	35	none
WS6576	0952005035	4427 38th Avenue Southwest	2	1	45	228	3	45	72	none	20	35	none
WS6577	0952005025	4423 38th Avenue Southwest	2	1	45	277	3	42	72	none	17	35	none
WS2384	0952005015	4417 38th Avenue Southwest	2	1	45	300	3	41	72	none	16	35	none
WS2386	0952005000	4411 38th Avenue Southwest	2	1	45	348	3	39	72	none	15	35	none
WS2388	0952004995	4407 38th Avenue Southwest	2	1	45	394	3	38	72	none	13	35	none
WS2390	0952004985	4403 38th Avenue Southwest	2	1	45	427	3	37	72	none	12	35	none
WS2382	0952005105	4402 39th Avenue Southwest	2	1	45	504	3	35	72	none	11	35	none
WS2380	0952005115	4406 39th Avenue Southwest	2	1	45	466	3	36	72	none	11	35	none
WS6567	0952005145	4420 39th Avenue Southwest	2	1	45	344	3	39	72	none	15	35	none

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WS6566	0952005155	4424 39th Avenue Southwest	2	1	45	318	3	40	72	none	16	35	none
WS6565	0952005160	4428 39th Avenue Southwest	2	1	45	296	3	41	72	none	17	35	none
WS6564	0952005165	4434 39th Avenue Southwest	2	1	45	264	3	42	72	none	18	35	none
WS6563	0952005185	4436 39th Avenue Southwest	2	1	45	226	3	45	72	none	20	35	none
WS6562	0952005195	4440 39th Avenue Southwest	2	1	45	184	3	49	72	none	23	35	none
WS6561	0952005200	4442 39th Avenue Southwest	2	1	45	161	3	51	72	none	25	35	none
WS6560	0952005205	4446 39th Avenue Southwest	2	1	45	124	3	56	72	none	29	35	none
WS6557	0952005215	4448 39th Avenue Southwest	2	1	45	94	3	60	72	none	34	35	none
WS6555	0952005224	4452 39th Avenue Southwest	2	1	45	63	3	67	72	none	41	35	6
WS6554	0952005249	4456 39th Avenue Southwest	2	1	45	55	3	70	72	none	44	35	9
WS2378	0952005125	4414 39th Avenue Southwest	2	2	45	448	3	37	72	none	12	35	none
WS2376	0952005135	4416 39th Avenue Southwest	2	2	45	403	3	38	72	none	13	35	none
WS2374	0952005270	4403 39th Avenue Southwest	2	1	45	580	3	34	72	none	9	35	none
WS2372	0952005280	4409 39th Avenue Southwest	2	2	45	539	3	35	72	none	10	35	none
WS6553	0952005290	4413 39th Avenue Southwest	2	1	45	491	3	36	72	none	11	35	none
WS2370	0952005300	4417 39th Avenue Southwest	2	1	45	454	3	36	72	none	12	35	none
WS2368	0952005305	4421 39th Avenue Southwest	2	1	45	413	3	37	72	none	13	35	none
WS2366	0952005320	4427 39th Avenue Southwest	2	1	45	370	0	36	72	none	11	35	none
WS6552	0952005330	4433 39th Avenue Southwest	2	1	45	296	0	38	72	none	14	35	none
WS6551	0952005340	4437 39th Avenue Southwest	2	1	45	266	0	40	72	none	15	35	none
WS6547	0952005359	4447 39th Avenue Southwest	2	1	45	173	0	47	72	none	21	35	none
WS6546	0952005370	4451 39th Avenue Southwest	2	1	45	116	0	54	72	none	28	35	none
WS6545	0952005380	4457 39th Avenue Southwest	2	1	45	76	0	62	72	none	35	35	<1
WS6550	0952005349	4441 39th Avenue Southwest	2	2	45	234	0	42	72	none	17	35	none
WS6655	0952003175	4157 39th Avenue Southwest	2	1	45	692	3	32	72	none	7	35	none
WS6656	0952003165	4153 39th Avenue Southwest	2	1	45	731	3	32	72	none	7	35	none
WS6645	0952003055	4156 40th Avenue Southwest	2	1	45	731	0	29	72	none	4	35	none
WS6646	0952003045	4150 40th Avenue Southwest	2	1	45	780	0	29	72	none	3	35	none
WS6635	0952002935	4010 Southwest Genesee Street	2	1	30	775	3	29	72	none	3	35	none
WS2364	0952005390	4402 40th Avenue Southwest	2	1	45	625	0	31	72	none	6	35	none
WS2362	0952005400	4414 40th Avenue Southwest	2	1	30	559	0	28	72	none	3	35	none
WS6544	0952005415	4416 40th Avenue Southwest	2	1	30	529	0	29	72	none	4	35	none
WS6543	0952005425	4418 40th Avenue Southwest	2	1	30	462	0	30	72	none	6	35	none
WS2360	0952005435	4422 40th Avenue Southwest	2	1	30	435	0	30	72	none	6	35	none
WS2356	0952005445	4426 40th Avenue Southwest	2	1	30	408	0	31	72	none	7	35	none
WS2354	0952005460	4432 40th Avenue Southwest	2	1	30	327	0	33	72	none	10	35	none

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WS6542	0952005470	4438 40th Avenue Southwest	2	1	30	291	0	34	72	none	11	35	none
WS6541	0952005480	4442 40th Avenue Southwest	2	1	30	246	3	38	72	none	17	35	none
WS6540	0952005490	4446 40th Avenue Southwest	2	1	30	219	3	40	72	none	18	35	none
WS6537	0952005500	4452 40th Avenue Southwest	2	1	30	181	3	43	72	none	22	35	none
WS6536	0952005510	4456 40th Avenue Southwest	2	1	30	139	3	48	72	none	26	35	none
WS2330	0952005630	4457 40th Avenue Southwest	2	1	30	197	3	42	72	none	20	35	none
WS2332	0952005620	4453 40th Avenue Southwest	2	1	30	210	3	41	72	none	19	35	none
WS2334	0952005610	4449 40th Avenue Southwest	2	1	30	282	3	37	72	none	15	35	none
WS2336	0952005600	4441 40th Avenue Southwest	2	1	30	314	3	36	72	none	13	35	none
WS2338	0952005590	4437 40th Avenue Southwest	2	1	30	345	3	35	72	none	12	35	none
WS6532	0952005580	4433 40th Avenue Southwest	2	1	30	388	3	34	72	none	11	35	none
WS6533	0952005570	4429 40th Avenue Southwest	2	1	30	439	3	33	72	none	9	35	none
WS2340	0952005560	4421 40th Avenue Southwest	2	1	30	479	3	33	72	none	8	35	none
WS2342	0952005550	4415 40th Avenue Southwest	2	1	30	535	3	32	72	none	7	35	none
WS2344	0952005545	4413 40th Avenue Southwest	2	1	30	550	3	31	72	none	7	35	none
WS2346	0952005540	4411 40th Avenue Southwest	2	1	30	572	3	31	72	none	6	35	none
WS2348	0952005535	4409 40th Avenue Southwest	2	1	30	597	3	31	72	none	6	35	none
WS6534	0952005530	4407 40th Avenue Southwest	2	1	30	618	3	30	72	none	5	35	none
WS2350	0952005525	4405 40th Avenue Southwest	2	1	30	642	3	30	72	none	5	35	none
WS2352	0952005520	4403 40th Avenue Southwest	2	1	30	664	3	30	72	none	5	35	none
WS6535	0952005515	4401 40th Avenue Southwest	2	1	30	690	3	30	72	none	4	35	none
WS2326	0952005680	4424 41st Avenue Southwest	2	1	30	562	3	31	72	none	6	35	none
WS2324	0952005690	4426 41st Avenue Southwest	2	1	30	532	3	32	72	none	7	35	none
WS2322	0952005695	4430 41st Avenue Southwest	2	1	30	512	3	32	72	none	7	35	none
WS6531	0952005670	4434 41st Avenue Southwest	2	1	30	478	3	33	72	none	8	35	none
WS6530	0952005719	4436 41st Avenue Southwest	2	1	30	453	3	33	72	none	9	35	none
WS6527	0952005737	4440 41st Avenue Southwest	2	1	30	415	3	34	72	none	10	35	none
WS6526	0952005741	4446 41st Avenue Southwest	2	1	30	344	3	35	72	none	12	35	none
WS2320	0952005750	4452 41st Avenue Southwest	2	1	30	293	3	37	72	none	14	35	none
WS2318	0952005760	4456 41st Avenue Southwest	2	1	30	256	3	38	72	none	16	35	none
WS6524	0952005826	4431 B 41st Avenue Southwest	2	4	30	560	3	31	72	none	6	35	none
WS6522	0952005827	4429 B 41st Avenue Southwest	2	4	30	600	3	31	72	none	6	35	none
WS2314	0952005840	4437A 41st Avenue Southwest	2	2	30	535	3	32	72	none	7	35	none
WS2312	0952005841	4437B 41st Avenue Southwest	2	2	30	521	3	32	72	none	7	35	none
WS2310	0952005842	4437C 41st Avenue Southwest	2	2	30	511	3	32	72	none	7	35	none
WS2308	0952005843	4437D 41st Avenue Southwest	2	2	30	498	3	32	72	none	8	35	none

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WS6517	0952005832	4441B 41st Avenue Southwest	2	2	30	534	3	32	72	none	7	35	none
WS6520	0952005831	4441A 41st Avenue Southwest	2	2	30	547	3	31	72	none	7	35	none
WS6521	0952005830	4439 41st Avenue Southwest	2	2	30	571	3	31	72	none	6	35	none
WS6516	0952005860	4449 B 41st Avenue Southwest	2	3	30	439	3	33	72	none	9	35	none
WS6515	0952005861	4449 A 41st Avenue Southwest	2	3	30	457	3	33	72	none	9	35	none
WS2302	0952005862	4447 B 41st Avenue Southwest	2	3	30	473	3	33	72	none	8	35	none
WS2304	0952005863	4447 A 41st Avenue Southwest	2	3	30	482	3	32	72	none	8	35	none
WS2306	0952005850	4443 41st Avenue Southwest	2	1	30	487	3	32	72	none	8	35	none
WS6367	0952006630	4501 41st Avenue Southwest	2	3	30	312	3	36	72	none	13	35	none
WS6366	0952006631	4503 41st Avenue Southwest	2	3	30	303	3	36	72	none	14	35	none
WS6362	0952006632	4505 41st Avenue Southwest	2	3	30	296	3	36	72	none	14	35	none
WS6360	0952006633	4507 41st Avenue Southwest	2	3	30	289	3	37	72	none	14	35	none
WS6364	0952006635	4113 Southwest Oregon Street	2	6	30	364	3	35	72	none	11	35	none
WS6354	0952006638	4109 Southwest Oregon Street	2	6	30	342	3	35	72	none	12	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	100	30	283	0	34	72	none	12	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	80	30	326	3	36	72	none	13	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	40	30	288	3	37	72	none	14	35	none
WS5102	0952007165	4538 40th Avenue Southwest	2	1	30	272	3	37	72	none	15	35	none
WS5106	0952007152	4536B 40th Avenue Southwest	2	6	30	280	3	37	72	none	15	35	none
WS5104	0952007150	4534B 40th Avenue Southwest	2	6	30	245	3	38	72	none	17	35	none
WS5110	0952007141	4530 B 40th Avenue Southwest	2	6	30	248	3	38	72	none	17	35	none
WS5107	0952007137	4530 D 40th Avenue Southwest	2	6	30	221	3	40	72	none	18	35	none
WS5113	0952007125	4526 40th Avenue Southwest	2	1	30	184	3	43	72	none	21	35	none
WS5114	0952007120	4522 40th Avenue Southwest	2	1	30	147	3	47	72	none	25	35	none
WS5115	0952007105	4518 40th Avenue Southwest	2	3	30	100	3	54	72	none	32	35	none
WS5116	0952007090	4514 40th Avenue Southwest	2	1	30	75	3	59	72	none	37	35	2
WS5122	0952007080	4508 40th Avenue Southwest	2	1	30	57	3	67	72	none	43	35	8
WS5125	0952007065	4506 40th Avenue Southwest	2	1	30	57	3	67	72	none	43	35	8
WS5130	0952007055	3955 Southwest Oregon Street	2	6	30	55	3	68	72	none	43	35	8
WS5131	0952007056	3953 Southwest Oregon Street	2	6	30	55	3	68	72	none	43	35	8
WS5132	0952007057	3951 Southwest Oregon Street	2	6	30	56	3	67	72	none	43	35	8
WS5133	0952007058	3949 Southwest Oregon Street	2	6	30	56	3	67	72	none	43	35	8
WS5126	0952007067	4506 B 40th Avenue Southwest	2	4	30	55	3	68	72	none	43	35	8
WS5127	0952007069	4506 A 40th Avenue Southwest	2	4	30	55	3	68	72	none	43	35	8
WS5123	0952007084	4510 B 40th Avenue Southwest	2	4	30	62	3	64	72	none	41	35	6
WS5124	0952007082	4510 A 40th Avenue Southwest	2	4	30	62	3	64	72	none	41	35	6

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WS5117	0952007091	4512A 40th Avenue Southwest	2	6	30	91	3	55	72	none	34	35	none
WS6396	0952006905	4503 40th Avenue Southwest	2	1	30	86	3	56	72	none	35	35	none
WS6395	0952006915	4507 40th Avenue Southwest	2	1	30	58	3	66	72	none	42	35	7
WS6394	0952006925	4511 40th Avenue Southwest	2	1	30	57	3	67	72	none	43	35	8
WS3004	0952006906	4505 A 40th Avenue Southwest	2	4	30	136	3	48	72	none	26	35	none
WS6385	0952006916	4505 C 40th Avenue Southwest	2	4	30	104	3	53	72	none	31	35	none
WS6382, WS6383	0952006929	4513 B 40th Avenue Southwest	2	6	30	56	3	67	72	none	43	35	8
WS6383	0952006927	4513 A 40th Avenue Southwest	2	See WS6382	30	56	3	67	72	none	43	35	8
WS6381	0952006935	4517 40th Avenue Southwest	2	4	30	56	3	67	72	none	43	35	8
WS6380	0952006939	4521 A 40th Avenue Southwest	2	6	30	56	3	67	72	none	43	35	8
WS6377	0952006943	4521 B 40th Avenue Southwest	2	See WS6380	30	56	3	67	72	none	43	35	8
WS6393	0952006941	4523 A 40th Avenue Southwest	2	6	30	61	3	64	72	none	41	35	6
WS6392	0952006945	4523 B 40th Avenue Southwest	2	See WS6393	30	61	3	64	72	none	41	35	6
WS6376	0952006953	4529 A 40th Avenue Southwest	2	4	30	59	3	65	72	none	42	35	7
WS6375	0952006955	4529 B 40th Avenue Southwest	2	See WS6376	30	59	3	65	72	none	42	35	7
WS6391	0952006957	4527 A 40th Avenue Southwest	2	4	30	84	3	57	72	none	35	35	<1
WS6390	0952006959	4527 B 40th Avenue Southwest	2	See WS6391	30	84	3	57	72	none	35	35	<1
WS6374	0952006961	4533 A 40th Avenue Southwest	2	4	30	77	3	58	72	none	37	35	2
WS6373	0952006963	4533 C 40th Avenue Southwest	2	See WS6374	30	77	3	58	72	none	37	35	2
WS6372	0952006967	4533 C 40th Avenue Southwest	2	See WS6374	30	77	3	58	72	none	37	35	2
WS6370	0952006979	4539 B 40th Avenue Southwest	2	4	30	131	3	49	72	none	27	35	none
WS6387	0952006965	4531 40th Avenue Southwest	2	2	30	114	3	51	72	none	29	35	none
WS6386	0952006975	4537 40th Avenue Southwest	2	2	30	167	3	45	72	none	23	35	none
WS5096	0952006989	4543 B 40th Avenue Southwest	2	3	30	145	3	47	72	none	25	35	none
WS5101	0952006985	4541 40th Avenue Southwest	2	2	30	188	3	43	72	none	21	35	none
WS5094	0952006999	4547 B 40th Avenue Southwest	2	3	30	157	3	46	72	none	24	35	none
WS5100	0952006995	4545 40th Avenue Southwest	2	2	30	197	3	42	72	none	20	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	48	30	79	3	58	72	none	36	35	1
WS51000	1333100000	4100 Southwest Alaska Street	2	100	30	288	3	37	72	none	15	35	none
WS2254	952006855	4536 41st Avenue Southwest	2	1	30	57	3	67	72	none	43	35	7
WS2258	952006859	4538B 41st Avenue Southwest	2	1	30	60	3	65	72	none	42	35	7
WS2260	952006857	4538A 41st Avenue Southwest	2	1	30	60	3	65	72	none	42	35	7
WS2262	0952006845	4532 41st Avenue Southwest	2	1	30	56	3	68	72	none	43	35	8
WS2280	0952006815	4520A 41st Avenue Southwest	2	5	30	94	3	55	72	none	33	35	none
WS2282	0952006805	4514 41st Avenue Southwest	2	1	30	118	3	51	72	none	29	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2284	0952006795	4512 41st Avenue Southwest	2	1	30	135	3	48	72	none	26	35	none
WS2286	0952006789	4504 41st Avenue Southwest	2	3	30	154	3	46	72	none	24	35	none
WS2290	0952006775	4019 Southwest Oregon Street	2	2	30	175	3	44	72	none	22	35	none
WS2272	0952006838	4528 B 41st Avenue Southwest	2	8	30	56	3	67	72	none	43	35	8
WS2274	0952006837	4528 A 41st Avenue Southwest	2	See WS2272	30	175	3	44	72	none	22	35	none
WS2264	0952006836	4526 B 41st Avenue Southwest	2	8	30	68	3	61	72	none	39	35	4
WS2266	0952006835	4526 A 41st Avenue Southwest	2	See WS2264	30	68	3	61	72	none	39	35	4
WS2268	0952006823	4522 B 41st Avenue Southwest	2	4	30	85	3	56	72	none	35	35	none
WS2276	0952006825	4524 B 41st Avenue Southwest	2	4	30	55	3	68	72	none	43	35	8
WS2278	0952006827	4524 A 41st Avenue Southwest	2	See WS2276	30	55	3	68	72	none	43	35	8
WS2246	0952006700	4525 41st Avenue Southwest	2	48	30	163	3	45	72	none	23	35	none
WS2186	0952006510	4502 42nd Avenue Southwest	2	96	30	413	3	34	72	none	10	35	none
WS2176	0952006560	4526 42nd Avenue Southwest	2	1	30	331	3	36	72	none	13	35	none
WS2174	0952006565	4532 42nd Avenue Southwest	2	32	30	334	3	35	72	none	13	35	none
WS60600	1591920000	4527 41st Avenue Southwest	2	6	30	185	3	43	72	none	21	35	none
WS5086	0952006718	4533 C 41st Avenue Southwest	2	3	30	175	3	44	72	none	22	35	none
WS5083	0952006728	4535 C 41st Avenue Southwest	2	3	30	159	3	45	72	none	24	35	none
WS2242	0952006715	4531 41st Avenue Southwest	2	2	30	140	3	48	72	none	26	35	none
WS2240	0952006725	4537 41st Avenue Southwest	2	2	30	124	3	50	72	none	28	35	none
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	30	371	0	32	72	none	8	35	none
WS2162	0952006465	4545 42nd Avenue Southwest	2	64	30	389	3	34	72	none	11	35	none
WS6351	0952006385	4505 42nd Avenue Southwest	2	36	30	528	3	32	72	none	7	35	none
WS1030	0952007545	4550 Fauntleroy Way Southwest	3	1	45	553	3	34	78	none	10	40	none
WS12006	6126600005	4700 38th Avenue Southwest	2	1	30	1024	0	23	72	none	-3	35	none

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level. Groundborne noise is only predicted for below-grade alternatives, consistent with FTA guidance.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-20. Summary of Vibration Analysis – Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	25	513	0	27	72	none	2	35	none
WS80500	6391900000	5000 California Avenue Southwest	2	32	25	497	0	27	72	none	3	35	none
WS2110	7579201125	4857 42nd Avenue Southwest	2	1	25	435	0	28	72	none	4	35	none
WS2112	7579201135	4853 42nd Avenue Southwest	2	1	25	430	0	28	72	none	5	35	none
WS2114	7579201145	4847 42nd Avenue Southwest	2	1	25	429	0	28	72	none	5	35	none
WS2116	7579201155	4843 42nd Avenue Southwest	2	1	25	421	0	29	72	none	5	35	none
WS2118	7579201165	4837 42nd Avenue Southwest	2	1	25	422	0	29	72	none	5	35	none
WS2120	7579201175	4833 42nd Avenue Southwest	2	1	25	421	0	29	72	none	5	35	none
WS2122	7579201185	4827 42nd Avenue Southwest	2	1	25	438	0	28	72	none	4	35	none
WS2124	7579201195	4823 42nd Avenue Southwest	2	1	25	432	0	28	72	none	4	35	none
WS2126	7579201205	4817 42nd Avenue Southwest	2	1	25	426	0	28	72	none	5	35	none
WS2128	7579201215	4811b 42nd Avenue Southwest	2	1	25	415	0	29	72	none	5	35	none
WS6097	7579201085	4840 California Avenue Southwest	2	33	25	497	0	27	72	none	3	35	none
WS6100	7579201075	4836 California Avenue Southwest	2	2	25	533	0	27	72	none	2	35	none
WS6101	7579201065	4830 California Avenue Southwest	2	2	25	530	0	27	72	none	2	35	none
WS6102	7579201055	4826 California Avenue Southwest	2	2	25	528	0	27	72	none	2	35	none
WS6103	7579201045	4822 California Avenue Southwest	2	2	25	530	0	27	72	none	2	35	none
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	25	503	0	27	72	none	3	35	none
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	25	368	0	30	72	none	6	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	25	298	0	31	72	none	9	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	12	25	233	0	33	72	none	13	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	8	25	212	0	34	72	none	14	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	25	103	10	55	72	none	37	35	2
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	25	383	0	29	72	none	6	35	none
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	25	263	0	32	72	none	11	35	none
WS6177	7624700061	4115 Southwest Hudson Street	2	2	25	176	0	36	72	none	17	35	none
WS6190	7624700006	4111 Southwest Hudson Street	2	1	25	146	0	39	72	none	21	35	none
WS6192	7624700005	4101 Southwest Hudson Street	2	1	25	131	0	41	72	none	23	35	none
WS6191	7624700010	5007 41st Avenue Southwest	2	4	25	167	0	37	72	none	18	35	none
WS6187	7624700015	5011 41st Avenue Southwest	2	2	25	204	0	35	72	none	15	35	none
WS6186	7624700020	5017 41st Avenue Southwest	2	2	25	251	0	33	72	none	12	35	none
WS6185	7624700025	5021 41st Avenue Southwest	2	2	25	296	0	31	72	none	9	35	none
WS6184	7624700030	5027 41st Avenue Southwest	2	4	25	341	0	30	72	none	7	35	none
WS6200	1297300100	5022 41st Avenue Southwest	2	2	25	297	0	31	72	none	9	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6197	1297300095	5028 41st Avenue Southwest	2	1	25	337	0	30	72	none	8	35	none
WS6203	1297300115	5006 41st Avenue Southwest	2	1	25	170	0	36	72	none	18	35	none
WS6204	1297300120	4015 Southwest Hudson Street	2	1	25	185	0	35	72	none	17	35	none
WS6201	1297300105	5018 41st Avenue Southwest	2	2	25	248	0	33	72	none	12	35	none
WS6202	1297300110	5012 41st Avenue Southwest	2	1	25	206	0	34	72	none	15	35	none
WS6260	6126601010	4800 40th Avenue Southwest	3	1	25	461	0	28	78	none	4	40	none
WS5013	6126600735	4736 40th Avenue Southwest	3	1	25	463	0	28	78	none	4	40	none
WS2296	952005960	4456 42nd Avenue Southwest	3	1	30	310	3	36	78	none	13	40	none
WS2296	952005960	4456 42nd Avenue Southwest	3	1	30	403	3	34	78	none	10	40	none
WS2298	952005890	4400 42nd Avenue Southwest	3	1	30	661	3	30	78	none	5	40	none
WS6623	952002655	4100 Southwest Genesee Street	3	1	30	707	3	29	78	none	4	40	none
WS5135	952007350	4500 39th Avenue Southwest	3	1	30	331	0	33	78	none	10	40	none
WS1010	7579200260	4720 42nd Avenue Southwest	3	1	25	139	0	39.9	78	none	22	40	none
WS2192	7579200905	4847 41st Avenue Southwest	2	1	25	118	0	43	72	none	24	35	none
WS2190	7579200895	4853 41st Avenue Southwest	2	1	25	118	0	43	72	none	25	35	none
WS2188	7579200885	4857 41st Avenue Southwest	2	1	25	117	0	43	72	none	25	35	none
WS2194	7579200915	4843 41st Avenue Southwest	2	4	25	116	0	43	72	none	25	35	none
WS2196	7579200925	4837 41st Avenue Southwest	2	2	25	115	0	43	72	none	25	35	none
WS2204	7579200965	4815 41st Avenue Southwest	2	2	25	104	10	55	72	none	37	35	2
WS2210	7579200999	4803 41st Avenue Southwest	2	4	25	90	10	58	72	none	40	35	5
WS6113	7579200995	4103 Southwest Edmunds Street	2	4	25	124	5	47	72	none	29	35	none
WS2208	7579200985	4807 41st Avenue Southwest	2	1	25	102	10	55	72	none	37	35	2
WS2206	7579200975	4811 41st Avenue Southwest	2	1	25	106	10	55	72	none	37	35	2
WS2202	7579200955	4823 41st Avenue Southwest	2	1	25	104	5	50	72	none	32	35	none
WS2200	7579200945	4827 41st Avenue Southwest	2	1	25	108	5	49	72	none	31	35	none
WS6106	7579200765	4802 42nd Avenue Southwest	2	2	25	277	0	32	72	none	10	35	none
WS6107	7579200767	4121 Southwest Edmunds Street	2	2	25	276	0	32	72	none	10	35	none
WS2154	7579200769	4119 Southwest Edmunds Street	2	6	25	220	0	34	72	none	14	35	none
WS60000	7865200000	4806 42nd Avenue Southwest	2	8	25	276	0	32	72	none	10	35	none
WS2146	7579200805	4822 42nd Avenue Southwest	2	2	25	258	0	33	72	none	11	35	none
WS2148	7579200795	4816 42nd Avenue Southwest	2	2	25	259	0	33	72	none	11	35	none
WS2150	7579200785	4812 42nd Avenue Southwest	2	2	25	250	0	33	72	none	12	35	none
WS2136	7579200855	4846 42nd Avenue Southwest	2	2	25	269	0	32	72	none	11	35	none
WS2132	7579200875	4856 42nd Avenue Southwest	2	1	25	249	0	33	72	none	12	35	none
WS2134	7579200865	4852 42nd Avenue Southwest	2	1	25	258	0	33	72	none	11	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2138	7579200845	4840 42nd Avenue Southwest	2	1	25	255	0	33	72	none	12	35	none
WS2140	7579200835	4836 42nd Avenue Southwest	2	1	25	260	0	33	72	none	11	35	none
WS2142	7579200825	4832 42nd Avenue Southwest	2	1	25	252	0	33	72	none	12	35	none
WS2144	7579200815	4828 42nd Avenue Southwest	2	1	25	252	0	33	72	none	12	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	25	361	0	30	72	none	7	35	none
WS5020	6126600300	4727 38th Avenue Southwest	2	1	25	886	0	22	72	none	<0	35	none
WS5021	6126600310	4731 38th Avenue Southwest	2	1	25	883	0	22	72	none	<0	35	none
WS5022	6126600320	4737 38th Avenue Southwest	2	4	25	853	0	23	72	none	<0	35	none
WS5023	952007660	4530 38th Avenue Southwest	2	120	30	609	0	28	72	none	3	35	none
WS1040	952007600	4520 Fauntleroy Way Southwest	2	1	30	515	0	29	72	none	4	35	none
WS5062	952007845	4515 36th Avenue Southwest	3	1	30	403	0	31	78	none	7	40	none
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	231	3	57	72	none	25	35	none
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	352	0	52	72	none	18	35	none
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	375	0	52	72	none	18	35	none
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	321	0	52	72	none	19	35	none
WS5152	9297302031	3273b Southwest Avalon Way	2	4	30	408	0	52	72	none	17	35	none
WS81400	321050000	3271 Southwest Avalon Way	2	24	30	394	0	52	72	none	17	35	none
WS81400	321050000	3271 Southwest Avalon Way	2	80	30	423	0	52	72	none	17	35	none
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	558	0	52	72	none	14	35	none
WS81500	4458770000	3221 Southwest Avalon Way	2	64	30	650	0	47	72	none	5	35	none
WS5167	9297301930	3211 Southwest Avalon Way	2	16	30	659	3	50	72	none	8	35	none
WS1094	9297301925	3201 Southwest Avalon Way	2	16	30	619	3	50	72	none	8	35	none
WS61000	8644250000	3202 Southwest Avalon Way	2	20	30	511	3	50	72	none	10	35	none
WS60900	7809670000	3210 Southwest Avalon Way	2	20	30	470	0	47	72	none	8	35	none
WS2422	9297301885	3230 Southwest Avalon Way	2	40	30	445	0	48	72	none	8	35	none
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	394	0	48	72	none	9	35	none
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	335	0	52	72	none	19	35	none
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	291	0	52	72	none	20	35	none
WS60800	321000000	3256 Southwest Avalon Way	2	32	30	232	0	54	72	none	22	35	none
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	191	0	56	72	none	24	35	none
WS81600	321500000	3112 Southwest Avalon Way	2	16	30	427	3	51	72	none	11	35	none
WS61100	9306000000	3120 Southwest Avalon Way	2	20	30	438	3	51	72	none	11	35	none
WS5205	9297300965	3166 Southwest Genesee Street	2	1	30	335	3	51	72	none	14	35	none
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	30	290	3	51	72	none	15	35	none
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	30	264	3	51	72	none	16	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	30	247	3	51	72	none	17	35	none
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	30	238	3	51	72	none	17	35	none
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	30	235	3	51	72	none	17	35	none
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	30	231	3	51	72	none	17	35	none
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	30	232	3	51	72	none	17	35	none
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	30	239	3	51	72	none	17	35	none
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	30	246	3	51	72	none	17	35	none
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	40	287	0	59	72	none	16	35	none
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	30	118	3	52	72	none	24	35	none
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	30	107	3	53	72	none	26	35	none
WS5193	9297301230	3200 Southwest Genesee Street	2	1	30	164	0	49	72	none	18	35	none
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	30	137	3	52	72	none	23	35	none
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	30	117	3	52	72	none	25	35	none
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	110	3	53	72	none	25	35	none
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	30	97	3	54	72	none	27	35	none
WS1090	9297301751	3119 Southwest Genesee Street	2	1	30	366	0	48	72	none	10	35	none
WS1088	9297301750	3127 Southwest Genesee Street	2	1	30	321	0	48	72	none	11	35	none
WS1086	9297301755	3201 Southwest Genesee Street	2	1	30	286	0	48	72	none	12	35	none
WS1084	9297301760	3205 Southwest Genesee Street	2	1	30	262	0	48	72	none	13	35	none
WS1082	9297301765	3211 Southwest Genesee Street	2	1	30	238	0	48	72	none	14	35	none
WS7027	952004035	4146 36th Avenue Southwest	2	1	30	204	3	58	72	none	26	35	none
WS3006	952003915	3600 Southwest Genesee Street	2	8	30	230	3	57	72	none	25	35	none
WS7000	952003805	4158 37th Avenue Southwest	2	1	30	256	0	53	72	none	21	35	none
WS7002	952003795	4150 37th Avenue Southwest	2	1	30	316	0	52	72	none	19	35	none
WS6697	952003685	4155 37th Avenue Southwest	2	1	30	297	0	33	72	none	11	35	none
WS6700	952003676	4151 37th Avenue Southwest	2	1	30	346	0	32	72	none	9	35	none
WS6687	952003565	4156 38th Avenue Southwest	2	1	30	345	0	32	72	none	9	35	none
WS6690	952003555	4152 38th Avenue Southwest	2	1	30	393	0	31	72	none	7	35	none
WS6676	952003445	4157 38th Avenue Southwest	2	1	30	385	0	31	72	none	8	35	none
WS6677	952003435	4155 38th Avenue Southwest	2	1	30	420	0	31	72	none	7	35	none
WS6665	952003295	4156 39th Avenue Southwest	2	1	30	443	0	30	72	none	6	35	none
WS6680	952003425	4149 38th Avenue Southwest	2	1	30	456	0	30	72	none	6	35	none
WS6666	952003285	4150 39th Avenue Southwest	2	2	30	477	0	30	72	none	5	35	none
WS2400	952004705	4403 37th Avenue Southwest	2	1	30	205	0	38	72	none	16	35	none
WS2398	952004715	4407 37th Avenue Southwest	2	1	30	167	0	42	72	none	20	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6590	952004725	4413 37th Avenue Southwest	2	1	30	122	0	47	72	none	25	35	none
WS6587	952004735	4417 37th Avenue Southwest	2	1	30	86	0	53	72	none	32	35	none
WS6586	952004745	4421 37th Avenue Southwest	2	1	30	57	0	64	72	none	39	35	4
WS6585	952004755	4427 37th Avenue Southwest	2	1	30	62	0	61	72	none	38	35	3
WS5145	952004765	4431 37th Avenue Southwest	2	16	30	101	0	50	72	none	29	35	none
WS2396	952004820	4402 38th Avenue Southwest	2	1	30	246	0	35	72	none	14	35	none
WS2394	952004830	4406 38th Avenue Southwest	2	1	30	207	0	38	72	none	16	35	none
WS2392	952004840	4412 38th Avenue Southwest	2	1	30	164	0	42	72	none	20	35	none
WS6584	952004850	4416 38th Avenue Southwest	2	1	30	131	0	46	72	none	24	35	none
WS6583	952004860	4420 38th Avenue Southwest	2	1	30	95	0	51	72	none	30	35	none
WS6582	952004865	4422 38th Avenue Southwest	2	1	30	79	0	54	72	none	33	35	none
WS6581	952004875	4426 38th Avenue Southwest	2	1	30	68	0	58	72	none	36	35	1
WS6580	952004885	4432 38th Avenue Southwest	2	1	30	69	0	57	72	none	36	35	<1
WS5144	952004895	4436 38th Avenue Southwest	2	1	30	93	0	52	72	none	30	35	none
WS5142	952004915	4446 38th Avenue Southwest	2	1	30	154	0	43	72	none	21	35	none
WS5143	952004905	4442 38th Avenue Southwest	2	2	30	126	0	46	72	none	25	35	none
WS5137	952004935	4450 38th Avenue Southwest	2	2	30	257	0	35	72	none	13	35	none
WS5140	952004930	3718 Southwest Oregon Street	2	2	30	254	0	35	72	none	13	35	none
WS5141	952004925	3714 Southwest Oregon Street	2	3	30	260	0	35	72	none	13	35	none
WS6570	952005095	4457 38th Avenue Southwest	2	1	30	218	0	37	72	none	16	35	none
WS6571	952005085	4453 38th Avenue Southwest	2	1	30	175	0	41	72	none	19	35	none
WS6572	952005075	4451 38th Avenue Southwest	2	1	30	144	0	44	72	none	22	35	none
WS6573	952005065	4441 38th Avenue Southwest	2	1	30	110	0	49	72	none	27	35	none
WS6574	952005055	4437 38th Avenue Southwest	2	1	30	84	0	54	72	none	32	35	none
WS6575	952005045	4433 38th Avenue Southwest	2	1	30	83	0	54	72	none	32	35	none
WS6576	952005035	4427 38th Avenue Southwest	2	1	30	95	0	51	72	none	30	35	none
WS6577	952005025	4423 38th Avenue Southwest	2	1	30	131	0	46	72	none	24	35	none
WS2384	952005015	4417 38th Avenue Southwest	2	1	30	158	0	43	72	none	21	35	none
WS2386	952005000	4411 38th Avenue Southwest	2	1	30	201	0	38	72	none	17	35	none
WS2388	952004995	4407 38th Avenue Southwest	2	1	30	254	0	35	72	none	13	35	none
WS2390	952004985	4403 38th Avenue Southwest	2	1	30	291	0	34	72	none	11	35	none
WS2382	952005105	4402 39th Avenue Southwest	2	1	30	326	0	33	72	none	10	35	none
WS2380	952005115	4406 39th Avenue Southwest	2	1	30	278	0	34	72	none	12	35	none
WS6567	952005145	4420 39th Avenue Southwest	2	1	30	161	0	42	72	none	20	35	none
WS6566	952005155	4424 39th Avenue Southwest	2	1	30	138	0	45	72	none	23	35	none

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WS6565	952005160	4428 39th Avenue Southwest	2	1	30	121	0	47	72	none	25	35	none
WS6564	952005165	4434 39th Avenue Southwest	2	1	30	108	0	49	72	none	28	35	none
WS6563	952005185	4436 39th Avenue Southwest	2	1	30	97	0	51	72	none	29	35	none
WS6562	952005195	4440 39th Avenue Southwest	2	1	30	98	0	51	72	none	29	35	none
WS6561	952005200	4442 39th Avenue Southwest	2	1	30	99	0	51	72	none	29	35	none
WS6560	952005205	4446 39th Avenue Southwest	2	1	30	112	0	48	72	none	27	35	none
WS6557	952005215	4448 39th Avenue Southwest	2	1	30	133	0	45	72	none	24	35	none
WS6555	952005224	4452 39th Avenue Southwest	2	1	30	168	0	41	72	none	20	35	none
WS6554	952005249	4456 39th Avenue Southwest	2	1	30	199	0	38	72	none	17	35	none
WS2378	952005125	4414 39th Avenue Southwest	2	2	30	260	0	35	72	none	13	35	none
WS2376	952005135	4416 39th Avenue Southwest	2	2	30	214	0	37	72	none	16	35	none
WS2374	952005270	4403 39th Avenue Southwest	2	1	30	374	0	32	72	none	8	35	none
WS2372	952005280	4409 39th Avenue Southwest	2	2	30	331	0	33	72	none	10	35	none
WS6553	952005290	4413 39th Avenue Southwest	2	1	30	284	0	34	72	none	12	35	none
WS2370	952005300	4417 39th Avenue Southwest	2	1	30	249	0	35	72	none	14	35	none
WS2368	952005305	4421 39th Avenue Southwest	2	1	30	211	0	37	72	none	16	35	none
WS2366	952005320	4427 39th Avenue Southwest	2	1	30	173	0	41	72	none	19	35	none
WS6552	952005330	4433 39th Avenue Southwest	2	1	30	116	0	48	72	none	26	35	none
WS6551	952005340	4437 39th Avenue Southwest	2	1	30	101	0	50	72	none	29	35	none
WS6547	952005359	4447 39th Avenue Southwest	2	1	30	88	0	53	72	none	31	35	none
WS6546	952005370	4451 39th Avenue Southwest	2	1	30	113	0	48	72	none	27	35	none
WS6545	952005380	4457 39th Avenue Southwest	2	1	30	151	0	43	72	none	22	35	none
WS6550	952005349	4441 39th Avenue Southwest	2	2	30	88	0	53	72	none	31	35	none
WS6655	952003175	4157 39th Avenue Southwest	2	1	30	507	0	29	72	none	4	35	none
WS6656	952003165	4153 39th Avenue Southwest	2	1	30	547	0	28	72	none	4	35	none
WS6645	952003055	4156 40th Avenue Southwest	2	1	30	515	0	29	72	none	4	35	none
WS6646	952003045	4150 40th Avenue Southwest	2	1	30	563	0	28	72	none	3	35	none
WS6635	952002935	4010 Southwest Genesee Street	2	1	30	555	3	31	72	none	6	35	none
WS2364	952005390	4402 40th Avenue Southwest	2	1	30	409	0	31	72	none	7	35	none
WS2362	952005400	4414 40th Avenue Southwest	2	1	30	345	0	32	72	none	9	35	none
WS6544	952005415	4416c 40th Avenue Southwest	2	1	30	313	3	36	72	none	13	35	none
WS6543	952005425	4418 40th Avenue Southwest	2	1	30	251	0	35	72	none	13	35	none
WS2360	952005435	4422 40th Avenue Southwest	2	1	30	223	3	40	72	none	18	35	none
WS2356	952005445	4426 40th Avenue Southwest	2	1	30	198	3	42	72	none	20	35	none
WS2354	952005460	4432 40th Avenue Southwest	2	1	30	128	3	49	72	none	27	35	none

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WS6542	952005470	4438 40th Avenue Southwest	2	1	30	102	3	53	72	none	31	35	none
WS6541	952005480	4442 40th Avenue Southwest	2	1	30	84	3	57	72	none	35	35	<1
WS6540	952005490	4446 40th Avenue Southwest	2	1	30	83	3	57	72	none	35	35	<1
WS6537	952005500	4452 40th Avenue Southwest	2	1	30	77	3	58	72	none	37	35	2
WS6536	952005510	4456 40th Avenue Southwest	2	1	30	87	3	56	72	none	35	35	<1
WS2330	952005630	4457 40th Avenue Southwest	2	1	30	74	3	59	72	none	38	35	3
WS2332	952005620	4453 40th Avenue Southwest	2	1	30	72	3	59	72	none	38	35	3
WS2334	952005610	4449 40th Avenue Southwest	2	1	30	98	3	54	72	none	32	35	none
WS2336	952005600	4441 40th Avenue Southwest	2	1	30	121	3	50	72	none	28	35	none
WS2338	952005590	4437 40th Avenue Southwest	2	1	30	147	3	47	72	none	25	35	none
WS6532	952005580	4433 40th Avenue Southwest	2	1	30	183	3	43	72	none	21	35	none
WS6533	952005570	4429 40th Avenue Southwest	2	1	30	230	3	39	72	none	18	35	none
WS2340	952005560	4421 40th Avenue Southwest	2	1	30	267	3	37	72	none	16	35	none
WS2342	952005550	4415 40th Avenue Southwest	2	1	30	321	3	36	72	none	13	35	none
WS2344	952005545	4413 40th Avenue Southwest	2	1	30	336	3	35	72	none	12	35	none
WS2346	952005540	4411 40th Avenue Southwest	2	1	30	357	3	35	72	none	12	35	none
WS2348	952005535	4409 40th Avenue Southwest	2	1	30	381	3	34	72	none	11	35	none
WS6534	952005530	4407 40th Avenue Southwest	2	1	30	402	3	34	72	none	10	35	none
WS2350	952005525	4405 40th Avenue Southwest	2	1	30	425	3	33	72	none	10	35	none
WS2352	952005520	4403 40th Avenue Southwest	2	1	30	447	3	33	72	none	9	35	none
WS6535	952005515	4401 40th Avenue Southwest	2	1	30	471	3	33	72	none	8	35	none
WS2326	952005680	4424 41st Avenue Southwest	2	1	30	357	3	35	72	none	12	35	none
WS2324	952005690	4426 41st Avenue Southwest	2	1	30	331	3	36	72	none	13	35	none
WS2322	952005695	4430 41st Avenue Southwest	2	1	30	312	3	36	72	none	13	35	none
WS6531	952005670	4434 41st Avenue Southwest	2	1	30	282	3	37	72	none	15	35	none
WS6530	952005719	4436 41st Avenue Southwest	2	1	30	260	3	38	72	none	16	35	none
WS6527	952005737	4440 41st Avenue Southwest	2	1	30	228	3	39	72	none	18	35	none
WS6526	952005741	4446 41st Avenue Southwest	2	1	30	165	3	45	72	none	23	35	none
WS2320	952005750	4452 41st Avenue Southwest	2	1	30	126	3	49	72	none	28	35	none
WS2318	952005760	4456 41st Avenue Southwest	2	1	30	100	3	54	72	none	32	35	none
WS6524	952005826	4431b 41st Avenue Southwest	2	4	30	373	3	35	72	none	11	35	none
WS6522	952005827	4429b 41st Avenue Southwest	2	4	30	418	3	34	72	none	10	35	none
WS2314	952005840	4437a 41st Avenue Southwest	2	2	30	351	3	35	72	none	12	35	none
WS2312	952005841	4437b 41st Avenue Southwest	2	2	30	338	3	35	72	none	12	35	none
WS2310	952005842	4437c 41st Avenue Southwest	2	2	30	330	3	36	72	none	13	35	none

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WS2308	952005843	4437d 41st Avenue Southwest	2	2	30	318	3	36	72	none	13	35	none
WS6517	952005832	4441b 41st Avenue Southwest	2	2	30	359	3	35	72	none	12	35	none
WS6520	952005831	4441a 41st Avenue Southwest	2	2	30	370	3	35	72	none	11	35	none
WS6521	952005830	4439 41st Avenue Southwest	2	2	30	391	3	34	72	none	11	35	none
WS6516	952005860	4449b 41st Avenue Southwest	2	3	30	267	3	37	72	none	16	35	none
WS6515	952005861	4449a 41st Avenue Southwest	2	3	30	288	3	37	72	none	14	35	none
WS2302	952005862	4447b 41st Avenue Southwest	2	3	30	305	3	36	72	none	14	35	none
WS2304	952005863	4447a 41st Avenue Southwest	2	3	30	316	3	36	72	none	13	35	none
WS2306	952005850	4443 41st Avenue Southwest	2	1	30	313	3	36	72	none	13	35	none
WS6367	952006630	4501 41st Avenue Southwest	2	3	30	180	3	43	72	none	22	35	none
WS6366	952006631	4503 41st Avenue Southwest	2	3	30	175	3	44	72	none	22	35	none
WS6362	952006632	4505 41st Avenue Southwest	2	3	30	170	3	44	72	none	23	35	none
WS6360	952006633	4507 41st Avenue Southwest	2	3	30	167	3	45	72	none	23	35	none
WS6364	952006635	4113 Southwest Oregon Street	2	6	30	234	3	39	72	none	17	35	none
WS6354	952006638	4109 Southwest Oregon Street	2	6	30	219	3	40	72	none	18	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	100	30	490	3	32	72	none	8	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	80	30	359	0	32	72	none	9	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	40	30	360	3	35	72	none	12	35	none
WS5102	952007165	4538 40th Avenue Southwest	2	1	30	367	3	35	72	none	11	35	none
WS5106	952007152	4536b 40th Avenue Southwest	2	6	30	419	3	34	72	none	10	35	none
WS5104	952007150	4534b 40th Avenue Southwest	2	6	30	366	3	35	72	none	11	35	none
WS5110	952007141	4530b 40th Avenue Southwest	2	6	30	405	3	34	72	none	10	35	none
WS5107	952007137	4530d 40th Avenue Southwest	2	6	30	360	3	35	72	none	12	35	none
WS5113	952007125	4526 40th Avenue Southwest	2	1	30	337	3	35	72	none	12	35	none
WS5114	952007120	4522 40th Avenue Southwest	2	1	30	308	3	36	72	none	14	35	none
WS5115	952007105	4518 40th Avenue Southwest	2	3	30	264	3	37	72	none	16	35	none
WS5116	952007090	4514 40th Avenue Southwest	2	1	30	239	3	38	72	none	17	35	none
WS5122	952007080	4508 40th Avenue Southwest	2	1	30	210	3	41	72	none	19	35	none
WS5125	952007065	4506 40th Avenue Southwest	2	1	30	186	3	43	72	none	21	35	none
WS5130	952007055	3955 Southwest Oregon Street	2	6	30	169	3	44	72	none	23	35	none
WS5132	952007057	3951 Southwest Oregon Street	2	6	30	195	3	42	72	none	20	35	none
WS5127	952007069	4506a 40th Avenue Southwest	2	4	30	203	3	41	72	none	20	35	none
WS5124	952007082	4510a 40th Avenue Southwest	2	4	30	232	3	39	72	none	18	35	none
WS5117	952007091	4512a 40th Avenue Southwest	2	6	30	270	3	37	72	none	15	35	none
WS6396	952006905	4503 40th Avenue Southwest	2	1	30	98	3	54	72	none	32	35	none

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WS6395	952006915	4507 40th Avenue Southwest	2	1	30	131	3	49	72	none	27	35	none
WS6394	952006925	4511 40th Avenue Southwest	2	1	30	152	3	46	72	none	24	35	none
WS3004	952006906	4505a 40th Avenue Southwest	2	4	30	75	3	59	72	none	37	35	2
WS6385	952006916	4505c 40th Avenue Southwest	2	4	30	80	3	57	72	none	36	35	1
WS6382	952006929	4513b 40th Avenue Southwest	2	6	30	122	3	50	72	none	28	35	none
WS6381	952006935	4517 40th Avenue Southwest	2	4	30	137	3	48	72	none	26	35	none
WS6380	952006939	4521a 40th Avenue Southwest	2	6	30	134	3	48	72	none	27	35	none
WS6393	952006941	4523a 40th Avenue Southwest	2	6	30	173	3	44	72	none	22	35	none
WS6376	952006953	4529a 40th Avenue Southwest	2	4	30	148	3	47	72	none	25	35	none
WS6391	952006957	4527a 40th Avenue Southwest	2	4	30	192	3	42	72	none	21	35	none
WS6374	952006961	4533a 40th Avenue Southwest	2	4	30	162	3	45	72	none	23	35	none
WS6370	952006979	4539b 40th Avenue Southwest	2	4	30	193	3	42	72	none	20	35	none
WS6387	952006965	4531 40th Avenue Southwest	2	2	30	210	3	41	72	none	19	35	none
WS6386	952006975	4537 40th Avenue Southwest	2	2	30	235	3	39	72	none	17	35	none
WS5096	952006989	4543b 40th Avenue Southwest	2	3	30	193	3	42	72	none	20	35	none
WS5101	952006985	4541 40th Avenue Southwest	2	2	30	241	3	38	72	none	17	35	none
WS5094	952006999	4547b 40th Avenue Southwest	2	3	30	193	0	39	72	none	17	35	none
WS5100	952006995	4545 40th Avenue Southwest	2	2	30	235	0	36	72	none	14	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	48	30	82	0	54	72	none	33	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	100	30	273	0	34	72	none	12	35	none
WS2254	952006855	4536 41st Avenue Southwest	2	1	30	82	3	57	72	none	36	35	1
WS2262	952006845	4532 41st Avenue Southwest	2	1	30	87	3	56	72	none	34	35	none
WS2280	952006815	4520a 41st Avenue Southwest	2	5	30	77	3	58	72	none	37	35	2
WS7582	952006817	4520c 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7583	952006816	4520b 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7584	952006813	418a 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7585	952006814	418b 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS2282	952006805	4514 41st Avenue Southwest	2	1	30	81	3	57	72	none	36	35	<1
WS2284	952006795	4512 41st Avenue Southwest	2	1	30	78	3	58	72	none	37	35	2
WS2286	952006789	4504 41st Avenue Southwest	2	3	30	76	3	58	72	none	37	35	2
WS2290	952006775	4019 Southwest Oregon Street	2	2	30	75	3	59	72	none	37	35	2
WS2272	952006838	4528b 41st Avenue Southwest	2	8	30	109	3	52	72	none	30	35	none
WS2264	952006836	4526b 41st Avenue Southwest	2	8	30	78	3	58	72	none	37	35	2
WS2266	952006835	4526a 41st Avenue Southwest	2	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264
WS2268	952006823	4522b 41st Avenue Southwest	2	4	30	77	3	58	72	none	37	35	2

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WS2270	952006821	4522a 41st Avenue Southwest	2	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268
WS2276	952006825	4524b 41st Avenue Southwest	2	4	30	103	3	53	72	none	31	35	none
WS2246	952006700	4525 41st Avenue Southwest	2	48	30	95	3	54	72	none	33	35	none
WS2186	952006510	4502 42nd Avenue Southwest	2	96	30	298	3	36	72	none	14	35	none
WS2176	952006560	4526 42nd Avenue Southwest	2	1	30	265	3	37	72	none	16	35	none
WS2174	952006565	4532 42nd Avenue Southwest	2	32	30	276	3	37	72	none	15	35	none
WS60600	1591920000	4527 41st Avenue Southwest	2	6	30	127	3	49	72	none	28	35	none
WS5086	952006718	4533c 41st Avenue Southwest	2	3	30	131	3	49	72	none	27	35	none
WS5083	952006728	4535c 41st Avenue Southwest	2	3	30	128	3	49	72	none	27	35	none
WS2238	7579200295	4744 41st Avenue Southwest	2	48	25	76	10	64	72	none	43	35	8
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	25	365	0	30	72	none	7	35	none
WS2162	952006465	4545 42nd Avenue Southwest	2	64	30	377	0	31	72	none	8	35	none
WS6351	952006385	4505 42nd Avenue Southwest	2	36	30	424	3	34	72	none	10	35	none
WS5222	9297300935	3104b Southwest Avalon Way	2	1	30	447	3	51	72	none	11	35	none
WS5224	9297300930	not available	2	3	30	443	3	51	72	none	11	35	none
WS5225	9297300925	3078e Southwest Avalon Way	2	3	30	444	3	51	72	none	11	35	none
WS5226	9297300920	3074 Southwest Avalon Way	2	3	40	444	0	58	72	none	12	35	none
WS5246	9297300898	3070b Southwest Avalon Way	2	12	40	460	0	58	72	none	11	35	none
WS5250	9297300902	3062b Southwest Avalon Way	2	12	40	476	3	61	72	none	14	35	none
WS5252	9297300895	3060 Southwest Avalon Way	2	12	40	491	3	61	72	none	14	35	none
WS7196	9297300885	3050 Southwest Avalon Way	2	36	40	543	3	61	72	none	13	35	none
WS7121	9297300875	3046 Southwest Avalon Way	2	12	40	577	3	61	72	none	12	35	none
WS7122	9297300870	3040 Southwest Avalon Way	2	6	40	615	3	61	72	none	12	35	none
WS5256	9297300725	3039 Southwest Avalon Way	2	1	40	587	3	61	72	none	12	35	none
WS5254	9297300745	3051 Southwest Avalon Way	2	1	40	563	0	58	72	none	10	35	none
WS5253	9297300750	3055 Southwest Avalon Way	2	1	40	557	0	58	72	none	10	35	none
WS5255	9297300740	3047 Southwest Avalon Way	2	2	40	584	0	58	72	none	9	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	24	40	721	3	61	72	none	10	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	24	30	589	3	50	72	none	9	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	18	30	572	3	50	72	none	9	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	12	30	706	3	50	72	none	7	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	30	30	796	3	50	72	none	6	35	none
WS1102	9358002340	4316 30th Avenue Southwest	2	6	40	912	0	58	72	none	5	35	none
WS1104	9358002350	2852 Southwest Genesee Street	2	2	40	955	0	57	72	none	5	35	none
WS1106	9358002351	2850 Southwest Genesee Street	2	2	40	993	0	57	72	none	5	35	none

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WS1110	9358002365	2842 Southwest Genesee Street	2	2	40	1028	0	57	72	none	4	35	none
WS5263	9358002308	2851 Southwest Nevada Street	2	3	40	966	3	60	72	none	8	35	none
WS5264	9358002305	2853 Southwest Nevada Street	2	3	40	953	3	60	72	none	8	35	none
WS5262	9358002320	2855 Southwest Nevada Street	2	4	40	928	3	60	72	none	8	35	none
WS5261	9358002330	4302 30th Avenue Southwest	2	2	40	887	3	61	72	none	9	35	none
WS1030	952007545	4550 Fauntleroy Way Southwest	3	1	30	758	0	26	78	none	0	40	none
WS1010	7579200260	4720 42nd Avenue Southwest	3	1	25	98	10	56	78	none	38	40	none
WS7114	9297301155	4049 32nd Avenue Southwest	2	2	40	363	3	62	72	none	17	35	none
WS7154	9297301170	4105 32nd Avenue Southwest	2	2	40	234	0	59	72	none	18	35	none
WS7221	9297301455	4039 Fauntleroy Way Southwest	2	2	40	281	0	59	72	none	16	35	none
WS7222	9297301460	4043 Fauntleroy Way Southwest	2	2	40	249	0	59	72	none	17	35	none
WS7223	9297301465	4101 Fauntleroy Way Southwest	2	2	30	214	3	52	72	none	18	35	none
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	2	40	423	3	61	72	none	15	35	none
WS7205	9297301060	4030 32nd Avenue Southwest	2	1	40	545	3	61	72	none	13	35	none
WS7204	9297301055	4036 32nd Avenue Southwest	2	1	40	507	3	61	72	none	14	35	none
WS7203	9297301050	4040 32nd Avenue Southwest	2	1	40	471	3	61	72	none	14	35	none
WS5203	9297301180	4115 32nd Avenue Southwest	2	1	30	157	3	52	72	none	21	35	none
WS5202	9297301190	4121 32nd Avenue Southwest	2	1	30	132	3	52	72	none	23	35	none
WS7116	9297301145	4039 32nd Avenue Southwest	2	1	40	442	3	61	72	none	15	35	none
WS7115	9297301150	4045 32nd Avenue Southwest	2	1	40	403	3	62	72	none	16	35	none
WS7155	9297301175	4107 32nd Avenue Southwest	2	1	40	204	0	59	72	none	19	35	none
WS7153	9297301165	4055 32nd Avenue Southwest	2	1	40	283	3	62	72	none	19	35	none
WS7213	9297301160	4051 32nd Avenue Southwest	2	1	40	331	3	62	72	none	18	35	none
WS7152	9297301135	4035 32nd Avenue Southwest	2	1	40	489	3	61	72	none	14	35	none
WS5217	9297301020	4110 32nd Avenue Southwest	2	1	40	280	0	59	72	none	16	35	none
WS5220	9297301025	4106 32nd Avenue Southwest	2	1	40	312	3	62	72	none	18	35	none
WS7197	9297301029	4104 32nd Avenue Southwest	2	1	40	343	3	62	72	none	17	35	none
WS7200	9297301030	4100 32nd Avenue Southwest	2	1	40	372	3	62	72	none	16	35	none
WS7201	9297301040	4046 32nd Avenue Southwest	2	1	40	403	3	62	72	none	16	35	none
WS7202	9297301045	4044 32nd Avenue Southwest	2	1	40	462	3	61	72	none	14	35	none
WS7217	9297301445	4031 Fauntleroy Way Southwest	2	1	40	387	3	62	72	none	16	35	none
WS7220	9297301450	4035 Fauntleroy Way Southwest	2	1	40	316	0	59	72	none	15	35	none
WS7224	9297301470	4105 Fauntleroy Way Southwest	2	1	30	196	3	52	72	none	19	35	none
WS7392	9297301475	4107 Fauntleroy Way Southwest	2	1	30	190	3	52	72	none	19	35	none
WS7393	9297301480	4115 Fauntleroy Way Southwest	2	1	30	194	3	52	72	none	19	35	none

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WS7215	9297301430	4023 Fauntleroy Way Southwest	2	1	40	454	3	61	72	none	15	35	none
WS6636	952002920	4151 40th Avenue Southwest	2	1	30	607	3	31	72	none	6	35	none
WS6637	952002915	4147 40th Avenue Southwest	2	1	30	642	3	30	72	none	5	35	none
WS6640	952002905	4141 40th Avenue Southwest	2	1	30	698	3	29	72	none	4	35	none
WS6641	952002895	4137 40th Avenue Southwest	2	1	30	746	3	29	72	none	3	35	none
WS6647	952003035	4146 40th Avenue Southwest	2	1	30	608	0	28	72	none	3	35	none
WS6650	952003025	4140 40th Avenue Southwest	2	1	30	654	0	27	72	none	2	35	none
WS6651	952003015	4136 40th Avenue Southwest	2	1	30	705	0	26	72	none	1	35	none
WS6652	952003005	4132 40th Avenue Southwest	2	1	30	748	0	26	72	none	0	35	none
WS6653	952002995	4126 40th Avenue Southwest	2	1	30	794	0	25	72	none	0	35	none
WS6654	952002985	4122 40th Avenue Southwest	2	1	30	835	0	25	72	none	<0	35	none
WS7712	952002975	4116 40th Avenue Southwest	2	1	30	886	0	24	72	none	<0	35	none
WS6657	952003155	4147 39th Avenue Southwest	2	1	30	602	0	28	72	none	3	35	none
WS6660	952003145	4141 39th Avenue Southwest	2	1	30	646	0	27	72	none	2	35	none
WS6661	952003135	4137 39th Avenue Southwest	2	1	30	681	0	27	72	none	1	35	none
WS6662	952003125	4129 39th Avenue Southwest	2	1	30	716	0	26	72	none	1	35	none
WS6663	952003115	4125 39th Avenue Southwest	2	1	30	768	0	26	72	none	0	35	none
WS6664	952003105	4121 39th Avenue Southwest	2	1	30	818	0	25	72	none	<0	35	none
WS7717	952003095	4117 39th Avenue Southwest	2	1	30	861	0	25	72	none	<0	35	none
WS7716	952003090	4111 39th Avenue Southwest	2	1	30	900	0	24	72	none	<0	35	none
WS7715	952003085	4109 39th Avenue Southwest	2	1	30	942	0	24	72	none	<0	35	none
WS7713	952003064	3903 Southwest Dakota Street	2	1	30	989	0	24	72	none	<0	35	none
WS6667	952003275	4146 39th Avenue Southwest	2	1	30	552	0	28	72	none	4	35	none
WS6670	952003265	4142 39th Avenue Southwest	2	1	30	600	0	28	72	none	3	35	none
WS6671	952003255	4136 39th Avenue Southwest	2	1	30	650	0	27	72	none	2	35	none
WS6672	952003245	4132 39th Avenue Southwest	2	1	30	686	0	27	72	none	1	35	none
WS6673	952003240	4128 39th Avenue Southwest	2	1	30	721	0	26	72	none	1	35	none
WS6674	952003230	4124 39th Avenue Southwest	2	1	30	765	0	26	72	none	0	35	none
WS6675	952003220	4118 39th Avenue Southwest	2	1	30	804	0	25	72	none	0	35	none
WS7723	952003210	4114 39th Avenue Southwest	2	1	30	831	0	25	72	none	<0	35	none
WS7722	952003203	4110 39th Avenue Southwest	2	1	30	882	0	24	72	none	<0	35	none
WS7721	952003188	4104 39th Avenue Southwest	2	1	30	937	0	24	72	none	<0	35	none
WS7720	952003184	3817 Southwest Dakota Street	2	1	30	982	0	24	72	none	<0	35	none
WS7695	952001090	4060 39th Avenue Southwest	2	1	30	1057	0	23	72	none	<0	35	none
WS6683	952003395	4135 38th Avenue Southwest	2	1	30	631	0	27	72	none	2	35	none

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WS6684	952003385	4129 38th Avenue Southwest	2	1	30	667	0	27	72	none	2	35	none
WS6685	952003370	4125 38th Avenue Southwest	2	1	30	709	0	26	72	none	1	35	none
WS6686	952003360	4121 38th Avenue Southwest	2	1	30	752	0	26	72	none	0	35	none
WS7730	952003350	4117 38th Avenue Southwest	2	1	30	799	0	25	72	none	0	35	none
WS7727	952003340	4111 38th Avenue Southwest	2	1	30	834	0	25	72	none	<0	35	none
WS7726	952003330	4109 38th Avenue Southwest	2	1	30	861	0	25	72	none	<0	35	none
WS7725	952003315	4107 38th Avenue Southwest	2	1	30	882	0	24	72	none	<0	35	none
WS7724	952003305	4103 38th Avenue Southwest	2	1	30	914	0	24	72	none	<0	35	none
WS7690	952000955	4059 38th Avenue Southwest	2	1	30	1022	0	23	72	none	<0	35	none
WS7687	952000945	4055 38th Avenue Southwest	2	1	30	1066	0	23	72	none	<0	35	none
WS7686	952000935	4051 38th Avenue Southwest	2	1	30	1111	0	23	72	none	<0	35	none
WS7675	952000775	4042 38th Avenue Southwest	2	1	30	1142	0	51	72	none	8	35	none
WS7676	952000780	4046 38th Avenue Southwest	2	1	30	1103	0	51	72	none	8	35	none
WS7677	952000800	4050 38th Avenue Southwest	2	1	30	1068	0	51	72	none	9	35	none
WS7680	952000805	4054 38th Avenue Southwest	2	1	30	1028	0	23	72	none	<0	35	none
WS7681	952000815	3720 Southwest Dakota Street	2	1	30	976	0	24	72	none	<0	35	none
WS7731	952003455	4102 38th Avenue Southwest	2	1	30	888	0	24	72	none	<0	35	none
WS7732	952003459	4106 38th Avenue Southwest	2	1	30	866	0	25	72	none	<0	35	none
WS7733	952003464	4110 38th Avenue Southwest	2	1	30	829	0	25	72	none	<0	35	none
WS7734	952003480	4112 38th Avenue Southwest	2	1	30	791	0	25	72	none	0	35	none
WS7735	952003490	4116 38th Avenue Southwest	2	1	30	752	0	26	72	none	0	35	none
WS6696	952003500	4120 38th Avenue Southwest	2	1	30	712	0	26	72	none	1	35	none
WS7731	952003455	4102 38th Avenue Southwest	2	1	30	885	0	51	72	none	10	35	none
WS6695	952003505	4126 38th Avenue Southwest	2	1	30	667	0	27	72	none	2	35	none
WS6682	952003405	4139 38th Avenue Southwest	2	1	30	585	0	28	72	none	3	35	none
WS6707	952003615	4119 37th Avenue Southwest	2	1	30	696	0	51	72	none	12	35	none
WS6710	952003605	4115 37th Avenue Southwest	2	1	30	737	0	51	72	none	12	35	none
WS7740	952003595	4111 37th Avenue Southwest	2	1	30	775	0	51	72	none	11	35	none
WS7737	952003585	4107 37th Avenue Southwest	2	1	30	830	0	51	72	none	11	35	none
WS7736	952003575	4103 37th Avenue Southwest	2	1	30	867	0	51	72	none	10	35	none
WS7671	952000675	4059 37th Avenue Southwest	2	1	30	939	0	51	72	none	10	35	none
WS7670	952000665	4055 37th Avenue Southwest	2	1	30	989	0	51	72	none	9	35	none
WS7667	952000650	4049 37th Avenue Southwest	2	1	30	1045	0	51	72	none	9	35	none
WS7666	952000640	4045 37th Avenue Southwest	2	1	30	1091	0	51	72	none	9	35	none
WS7665	952000630	4041 37th Avenue Southwest	2	1	30	1129	0	51	72	none	8	35	none

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WS7664	952000620	4037 37th Avenue Southwest	2	1	30	1157	0	51	72	none	8	35	none
WS7013	952003710	4112 37th Avenue Southwest	2	1	30	722	3	54	72	none	15	35	none
WS7742	952003705	4106 37th Avenue Southwest	2	1	30	771	3	54	72	none	14	35	none
WS7741	952003695	3617 Southwest Dakota Street	2	1	30	805	3	54	72	none	14	35	none
WS7661	952000530	4060 37th Avenue Southwest	2	1	30	898	0	51	72	none	10	35	none
WS7660	952000525	3616 Southwest Dakota Street	2	1	30	878	0	51	72	none	10	35	none
WS7657	952000520	4050 37th Avenue Southwest	2	1	30	938	0	51	72	none	10	35	none
WS7656	952000505	4044 37th Avenue Southwest	2	1	30	970	0	51	72	none	10	35	none
WS7655	952000495	4040 37th Avenue Southwest	2	1	30	1004	0	51	72	none	9	35	none
WS7654	952000485	4036 37th Avenue Southwest	2	1	30	1034	0	51	72	none	9	35	none
WS7653	952000475	4032 37th Avenue Southwest	2	1	30	1077	0	51	72	none	9	35	none
WS7743	952003815	4101 36th Avenue Southwest	2	1	30	699	0	51	72	none	12	35	none
WS7744	952003825	4105 36th Avenue Southwest	2	1	30	675	0	51	72	none	13	35	none
WS7647	952000405	4061 36th Avenue Southwest	2	1	30	802	0	51	72	none	11	35	none
WS7646	952000395	4055 36th Avenue Southwest	2	1	30	828	0	51	72	none	11	35	none
WS7645	952000385	4051 36th Avenue Southwest	2	1	30	849	0	51	72	none	11	35	none
WS7644	952000370	4045 36th Avenue Southwest	2	1	30	883	0	51	72	none	10	35	none
WS7643	952000365	4039 36th Avenue Southwest	2	1	30	917	0	51	72	none	10	35	none
WS7642	952000355	4035 36th Avenue Southwest	2	1	30	974	0	51	72	none	10	35	none
WS7641	952000345	4029 36th Avenue Southwest	2	1	30	1015	0	51	72	none	9	35	none
WS7626	952000195	4022 36th Avenue Southwest	2	1	30	939	0	47	72	none	1	35	none
WS7627	952000210	4026 36th Avenue Southwest	2	1	30	916	0	47	72	none	2	35	none
WS7630	952000215	4034 36th Avenue Southwest	2	1	30	866	0	47	72	none	2	35	none
WS7631	952000230	4040 36th Avenue Southwest	2	1	30	815	0	47	72	none	3	35	none
WS7632	952000240	4044 36th Avenue Southwest	2	1	30	778	0	47	72	none	3	35	none
WS7633	952000246	4048 36th Avenue Southwest	2	1	30	755	0	51	72	none	12	35	none
WS7634	952000260	4054 36th Avenue Southwest	2	1	30	740	0	51	72	none	12	35	none
WS7635	952000270	4058 36th Avenue Southwest	2	1	30	705	0	51	72	none	12	35	none
WS7745	952003935	4102 36th Avenue Southwest	2	1	30	609	0	51	72	none	13	35	none
WS7055	952004080	3509 Southwest Dakota Street	2	1	30	543	0	52	72	none	14	35	none
WS7746	952004085	4103 35th Avenue Southwest	2	1	30	514	0	52	72	none	15	35	none
WS7622	952000135	4059 35th Avenue Southwest	2	1	30	604	0	47	72	none	5	35	none
WS7621	952000125	4055 35th Avenue Southwest	2	1	30	644	0	47	72	none	5	35	none
WS7620	952000115	4049 35th Avenue Southwest	2	1	30	675	0	47	72	none	4	35	none
WS7617	952000105	4045 35th Avenue Southwest	2	1	30	703	0	47	72	none	4	35	none

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WS7616	952000095	4041 35th Avenue Southwest	2	1	30	724	0	47	72	none	4	35	none
WS7615	952000085	4035 35th Avenue Southwest	2	1	30	763	3	50	72	none	6	35	none
WS7614	952000075	4029 35th Avenue Southwest	2	1	30	798	3	50	72	none	6	35	none
WS7613	952000065	4025 35th Avenue Southwest	2	1	40	830	0	58	72	none	6	35	none
WS5180	9297301485	4117 Fauntleroy Way Southwest	2	1	30	197	3	52	72	none	19	35	none
WS5177	9297301490	4121 Fauntleroy Way Southwest	2	1	30	190	3	52	72	none	19	35	none
WS5176	9297301495	4127 Fauntleroy Way Southwest	2	1	30	192	0	49	72	none	16	35	none
WS5175	9297301500	4129 Fauntleroy Way Southwest	2	1	30	189	0	49	72	none	16	35	none
WS5174	9297301505	4135 Fauntleroy Way Southwest	2	1	30	190	0	49	72	none	16	35	none
WS5173	9297301510	4137 Fauntleroy Way Southwest	2	1	30	185	0	49	72	none	17	35	none
WS5172	9297301515	4141 Fauntleroy Way Southwest	2	1	30	183	0	49	72	none	17	35	none
WS5171	9297301520	4145 Fauntleroy Way Southwest	2	1	30	181	0	56	72	none	24	35	none
WS5170	9297301525	4147 Fauntleroy Way Southwest	2	1	30	180	0	56	72	none	24	35	none
WS7870	9297301690	4046 35th Avenue Southwest	2	1	30	516	0	47	72	none	7	35	none
WS7871	9297301695	4040 35th Avenue Southwest	2	1	30	552	0	47	72	none	6	35	none
WS7872	9297301700	4036 35th Avenue Southwest	2	1	30	584	0	47	72	none	6	35	none
WS7873	9297301705	4032 35th Avenue Southwest	2	1	30	613	3	50	72	none	8	35	none
WS7874	9297301710	4030 35th Avenue Southwest	2	1	30	615	3	50	72	none	8	35	none
WS7875	9297301715	4026 35th Avenue Southwest	2	1	30	635	3	50	72	none	8	35	none
WS7876	9297301720	4020 35th Avenue Southwest	2	1	40	678	0	58	72	none	8	35	none
WS7877	9297301730	4014 35th Avenue Southwest	2	1	40	714	0	58	72	none	7	35	none
WS7880	9297301735	4010 35th Avenue Southwest	2	1	40	743	0	58	72	none	7	35	none
WS7881	9297301740	4006 35th Avenue Southwest	2	1	40	783	3	61	72	none	10	35	none
WS7864	9297301635	4001 34th Avenue Southwest	2	1	40	738	3	61	72	none	10	35	none
WS7865	9297301640	4005 34th Avenue Southwest	2	1	40	700	3	61	72	none	11	35	none
WS7866	9297301645	4009 34th Avenue Southwest	2	1	40	665	3	61	72	none	11	35	none
WS7867	9297301650	4011 34th Avenue Southwest	2	1	40	632	3	61	72	none	12	35	none
WS7356	9297301655	4017 34th Avenue Southwest	2	1	40	598	0	58	72	none	9	35	none
WS7357	9297301660	4021 34th Avenue Southwest	2	1	40	566	0	58	72	none	10	35	none
WS7358	9297301665	4025 34th Avenue Southwest	2	1	40	543	0	58	72	none	10	35	none
WS7359	9297301670	4029 34th Avenue Southwest	2	1	30	536	3	50	72	none	9	35	none
WS7360	9297301675	4033 34th Avenue Southwest	2	1	30	503	3	50	72	none	10	35	none
WS7362	9297301685	4037 34th Avenue Southwest	2	1	30	503	3	50	72	none	10	35	none
WS7361	9297301680	4045 34th Avenue Southwest	2	1	30	474	3	50	72	none	11	35	none
WS7344	9297301575	4046 34th Avenue Southwest	2	1	30	369	3	51	72	none	13	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7345	9297301580	4042 34th Avenue Southwest	2	1	30	376	3	51	72	none	13	35	none
WS7346	9297301585	4038 34th Avenue Southwest	2	1	30	381	3	51	72	none	13	35	none
WS7347	9297301590	4034 34th Avenue Southwest	2	1	40	396	0	59	72	none	13	35	none
WS7348	9297301595	4032 34th Avenue Southwest	2	1	40	427	0	58	72	none	12	35	none
WS7350	9297301605	4022 34th Avenue Southwest	2	1	40	472	3	61	72	none	14	35	none
WS7350	9297301605	4022 34th Avenue Southwest	2	1	40	504	3	61	72	none	14	35	none
WS7351	9297301610	4018 34th Avenue Southwest	2	1	40	530	3	61	72	none	13	35	none
WS7352	9297301615	4014 34th Avenue Southwest	2	1	40	555	3	61	72	none	13	35	none
WS7353	9297301620	4010 34th Avenue Southwest	2	1	40	596	3	61	72	none	12	35	none
WS7354	9297301625	4008 34th Avenue Southwest	2	1	40	634	3	61	72	none	12	35	none
WS7355	9297301630	4002 34th Avenue Southwest	2	1	40	673	3	61	72	none	11	35	none
WS7337	9297301420	3307 Southwest Andover Street	2	1	40	620	3	61	72	none	12	35	none
WS7391	9297301425	4015 Fauntleroy Way Southwest	2	1	40	512	3	61	72	none	13	35	none
WS7214	9297301428	4019 Fauntleroy Way Southwest	2	1	40	491	3	61	72	none	14	35	none
WS12006	6126600005	4700 38th Avenue Southwest	2	1	30	1011	0	23	72	none	<0	35	none
WS5023	952007660	4530 38th Avenue Southwest	3	1	30	614	0	27	78	none	2	40	none
WS6347	952006260	4500 California Avenue Southwest	3	1	30	560	3	31	78	none	6	40	none

Notes:
Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.
Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.
[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.
[b] Total number of dwelling units at the sensitive receiver.
[c] Speed used for the vibration analysis.
[d] Slant distance between the receiver and the near track centerline.
[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.
[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.
[g] Predicted groundborne noise level.
dBA = A-weighted decibels
G.B.N. = groundborne noise
I.D. = identification
VdB = vibration decibels

Table N.3G-21. Summary of Vibration Analysis – Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	25	513	0	27	72	none	2	35	none
WS80500	6391900000	5000 California Avenue Southwest	2	32	25	497	0	27	72	none	3	35	none
WS2110	7579201125	4857 42nd Avenue Southwest	2	1	25	435	0	28	72	none	4	35	none
WS2112	7579201135	4853 42nd Avenue Southwest	2	1	25	430	0	28	72	none	5	35	none
WS2114	7579201145	4847 42nd Avenue Southwest	2	1	25	429	0	28	72	none	5	35	none
WS2116	7579201155	4843 42nd Avenue Southwest	2	1	25	421	0	29	72	none	5	35	none
WS2118	7579201165	4837 42nd Avenue Southwest	2	1	25	422	0	29	72	none	5	35	none
WS2120	7579201175	4833 42nd Avenue Southwest	2	1	25	421	0	29	72	none	5	35	none
WS2122	7579201185	4827 42nd Avenue Southwest	2	1	25	438	0	28	72	none	4	35	none
WS2124	7579201195	4823 42nd Avenue Southwest	2	1	25	432	0	28	72	none	4	35	none
WS2126	7579201205	4817 42nd Avenue Southwest	2	1	25	426	0	28	72	none	5	35	none
WS2128	7579201215	4811b 42nd Avenue Southwest	2	1	25	415	0	29	72	none	5	35	none
WS6097	7579201085	4840 California Avenue Southwest	2	33	25	497	0	27	72	none	3	35	none
WS6100	7579201075	4836 California Avenue Southwest	2	2	25	533	0	27	72	none	2	35	none
WS6101	7579201065	4830 California Avenue Southwest	2	2	25	530	0	27	72	none	2	35	none
WS6102	7579201055	4826 California Avenue Southwest	2	2	25	528	0	27	72	none	2	35	none
WS6103	7579201045	4822 California Avenue Southwest	2	2	25	530	0	27	72	none	2	35	none
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	25	503	0	27	72	none	3	35	none
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	25	368	0	30	72	none	6	35	none
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	25	383	0	29	72	none	6	35	none
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	25	263	0	32	72	none	11	35	none
WS6177	7624700061	4115 Southwest Hudson Street	2	2	25	176	0	36	72	none	17	35	none
WS6190	7624700006	4111 Southwest Hudson Street	2	1	25	146	0	39	72	none	21	35	none
WS6192	7624700005	4101 Southwest Hudson Street	2	1	25	131	0	41	72	none	23	35	none
WS6191	7624700010	5007 41st Avenue Southwest	2	4	25	167	0	37	72	none	18	35	none
WS6187	7624700015	5011 41st Avenue Southwest	2	2	25	204	0	35	72	none	15	35	none
WS6186	7624700020	5017 41st Avenue Southwest	2	2	25	251	0	33	72	none	12	35	none
WS6185	7624700025	5021 41st Avenue Southwest	2	2	25	296	0	31	72	none	9	35	none
WS6184	7624700030	5027 41st Avenue Southwest	2	4	25	341	0	30	72	none	7	35	none
WS6200	1297300100	5022 41st Avenue Southwest	2	2	25	297	0	31	72	none	9	35	none
WS6197	1297300095	5028 41st Avenue Southwest	2	1	25	337	0	30	72	none	8	35	none
WS6203	1297300115	5006 41st Avenue Southwest	2	1	25	170	0	36	72	none	18	35	none
WS6204	1297300120	4015 Southwest Hudson Street	2	1	25	185	0	35	72	none	17	35	none
WS6201	1297300105	5018 41st Avenue Southwest	2	2	25	248	0	33	72	none	12	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6202	1297300110	5012 41st Avenue Southwest	2	1	25	206	0	34	72	none	15	35	none
WS6260	6126601010	4800 40th Avenue Southwest	3	1	25	461	0	28	78	none	4	40	none
WS5013	6126600735	4736 40th Avenue Southwest	3	1	25	463	0	28	78	none	4	40	none
WS2296	952005960	4456 42nd Avenue Southwest	3	1	30	310	3	36	78	none	13	40	none
WS2296	952005960	4456 42nd Avenue Southwest	3	1	30	403	3	34	78	none	10	40	none
WS2298	952005890	4400 42nd Avenue Southwest	3	1	30	661	3	30	78	none	5	40	none
WS6623	952002655	4100 Southwest Genesee Street	3	1	30	707	3	29	78	none	4	40	none
WS5135	952007350	4500 39th Avenue Southwest	3	1	30	331	0	33	78	none	10	40	none
WS2192	7579200905	4847 41st Avenue Southwest	2	1	25	118	0	43	72	none	24	35	none
WS2190	7579200895	4853 41st Avenue Southwest	2	1	25	118	0	43	72	none	25	35	none
WS2188	7579200885	4857 41st Avenue Southwest	2	1	25	117	0	43	72	none	25	35	none
WS2194	7579200915	4843 41st Avenue Southwest	2	4	25	116	0	43	72	none	25	35	none
WS2196	7579200925	4837 41st Avenue Southwest	2	2	25	115	0	43	72	none	25	35	none
WS2204	7579200965	4815 41st Avenue Southwest	2	2	25	104	10	55	72	none	37	35	2
WS2210	7579200999	4803 41st Avenue Southwest	2	4	25	90	10	58	72	none	40	35	5
WS2212	7579200998	4801 41st Avenue Southwest	2	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210
WS6113	7579200995	4103 Southwest Edmunds Street	2	4	25	124	5	47	72	none	29	35	none
WS2208	7579200985	4807 41st Avenue Southwest	2	1	25	102	10	55	72	none	37	35	2
WS2206	7579200975	4811 41st Avenue Southwest	2	1	25	106	10	55	72	none	37	35	2
WS2202	7579200955	4823 41st Avenue Southwest	2	1	25	104	5	50	72	none	32	35	none
WS2200	7579200945	4827 41st Avenue Southwest	2	1	25	108	5	49	72	none	31	35	none
WS6106	7579200765	4802 42nd Avenue Southwest	2	2	25	277	0	32	72	none	10	35	none
WS6107	7579200767	4121 Southwest Edmunds Street	2	2	25	276	0	32	72	none	10	35	none
WS2154	7579200769	4119 Southwest Edmunds Street	2	6	25	220	0	34	72	none	14	35	none
WS60000	7865200000	4806 42nd Avenue Southwest	2	8	25	276	0	32	72	none	10	35	none
WS2146	7579200805	4822 42nd Avenue Southwest	2	2	25	258	0	33	72	none	11	35	none
WS2148	7579200795	4816 42nd Avenue Southwest	2	2	25	259	0	33	72	none	11	35	none
WS2150	7579200785	4812 42nd Avenue Southwest	2	2	25	250	0	33	72	none	12	35	none
WS2136	7579200855	4846 42nd Avenue Southwest	2	2	25	269	0	32	72	none	11	35	none
WS2132	7579200875	4856 42nd Avenue Southwest	2	1	25	249	0	33	72	none	12	35	none
WS2134	7579200865	4852 42nd Avenue Southwest	2	1	25	258	0	33	72	none	11	35	none
WS2138	7579200845	4840 42nd Avenue Southwest	2	1	25	255	0	33	72	none	12	35	none
WS2140	7579200835	4836 42nd Avenue Southwest	2	1	25	260	0	33	72	none	11	35	none
WS2142	7579200825	4832 42nd Avenue Southwest	2	1	25	252	0	33	72	none	12	35	none
WS2144	7579200815	4828 42nd Avenue Southwest	2	1	25	252	0	33	72	none	12	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	25	361	0	30	72	none	7	35	none
WS5020	6126600300	4727 38th Avenue Southwest	2	1	25	886	0	22	72	none	<0	35	none
WS5021	6126600310	4731 38th Avenue Southwest	2	1	25	883	0	22	72	none	<0	35	none
WS5022	6126600320	4737 38th Avenue Southwest	2	4	25	853	0	23	72	none	<0	35	none
WS5023	952007660	4530 38th Avenue Southwest	2	120	30	609	0	28	72	none	3	35	none
WS1040	952007600	4520 Fauntleroy Way Southwest	2	1	30	515	0	29	72	none	4	35	none
WS5062	952007845	4515 36th Avenue Southwest	3	1	30	403	0	31	78	none	7	40	none
WS5146	9297302045	3295 Southwest Avalon Way	2	60	30	231	3	57	72	none	25	35	none
WS5150	9297302035	3279 Southwest Avalon Way	2	1	30	352	0	52	72	none	18	35	none
WS5151	9297302030	3275 Southwest Avalon Way	2	1	30	375	0	52	72	none	18	35	none
WS5147	9297302040	3281 Southwest Avalon Way	2	1	30	321	0	52	72	none	19	35	none
WS5152	9297302031	3273b Southwest Avalon Way	2	4	30	408	0	52	72	none	17	35	none
WS81400	321050000	3271 Southwest Avalon Way	2	24	30	394	0	52	72	none	17	35	none
WS81400	321050000	3271 Southwest Avalon Way	2	80	30	423	0	52	72	none	17	35	none
WS5164	9297301976	3233 Southwest Avalon Way	2	48	30	558	0	52	72	none	14	35	none
WS81500	4458770000	3221 Southwest Avalon Way	2	64	30	650	0	47	72	none	5	35	none
WS5167	9297301930	3211 Southwest Avalon Way	2	16	30	659	3	50	72	none	8	35	none
WS1094	9297301925	3201 Southwest Avalon Way	2	16	30	619	3	50	72	none	8	35	none
WS61000	8644250000	3202 Southwest Avalon Way	2	20	30	511	3	50	72	none	10	35	none
WS60900	7809670000	3210 Southwest Avalon Way	2	20	30	470	0	47	72	none	8	35	none
WS2422	9297301885	3230 Southwest Avalon Way	2	40	30	445	0	48	72	none	8	35	none
WS2420	9297301880	3236 Southwest Avalon Way	2	30	30	394	0	48	72	none	9	35	none
WS2418	9297301865	3246 Southwest Avalon Way	2	10	30	335	0	52	72	none	19	35	none
WS2416	9297301855	3250 Southwest Avalon Way	2	30	30	291	0	52	72	none	20	35	none
WS60800	321000000	3256 Southwest Avalon Way	2	32	30	232	0	54	72	none	22	35	none
WS2410	9297301835	3268 Southwest Avalon Way	2	18	30	191	0	56	72	none	24	35	none
WS81600	321500000	3112 Southwest Avalon Way	2	16	30	427	3	51	72	none	11	35	none
WS61100	9306000000	3120 Southwest Avalon Way	2	20	30	438	3	51	72	none	11	35	none
WS5205	9297300965	3166 Southwest Genesee Street	2	1	30	335	3	51	72	none	14	35	none
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	30	290	3	51	72	none	15	35	none
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	30	264	3	51	72	none	16	35	none
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	30	247	3	51	72	none	17	35	none
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	30	238	3	51	72	none	17	35	none
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	30	235	3	51	72	none	17	35	none
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	30	231	3	51	72	none	17	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	30	232	3	51	72	none	17	35	none
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	30	239	3	51	72	none	17	35	none
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	30	246	3	51	72	none	17	35	none
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	40	287	0	59	72	none	16	35	none
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	30	118	3	52	72	none	24	35	none
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	30	107	3	53	72	none	26	35	none
WS5193	9297301230	3200 Southwest Genesee Street	2	1	30	164	0	49	72	none	18	35	none
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	30	137	3	52	72	none	23	35	none
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	30	117	3	52	72	none	25	35	none
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	30	110	3	53	72	none	25	35	none
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	30	97	3	54	72	none	27	35	none
WS1090	9297301751	3119 Southwest Genesee Street	2	1	30	366	0	48	72	none	10	35	none
WS1088	9297301750	3127 Southwest Genesee Street	2	1	30	321	0	48	72	none	11	35	none
WS1086	9297301755	3201 Southwest Genesee Street	2	1	30	286	0	48	72	none	12	35	none
WS1084	9297301760	3205 Southwest Genesee Street	2	1	30	262	0	48	72	none	13	35	none
WS1082	9297301765	3211 Southwest Genesee Street	2	1	30	238	0	48	72	none	14	35	none
WS7027	952004035	4146 36th Avenue Southwest	2	1	30	204	3	58	72	none	26	35	none
WS3006	952003915	3600 Southwest Genesee Street	2	8	30	230	3	57	72	none	25	35	none
WS7000	952003805	4158 37th Avenue Southwest	2	1	30	256	0	53	72	none	21	35	none
WS7002	952003795	4150 37th Avenue Southwest	2	1	30	316	0	52	72	none	19	35	none
WS6697	952003685	4155 37th Avenue Southwest	2	1	30	297	0	33	72	none	11	35	none
WS6700	952003676	4151 37th Avenue Southwest	2	1	30	346	0	32	72	none	9	35	none
WS6687	952003565	4156 38th Avenue Southwest	2	1	30	345	0	32	72	none	9	35	none
WS6690	952003555	4152 38th Avenue Southwest	2	1	30	393	0	31	72	none	7	35	none
WS6676	952003445	4157 38th Avenue Southwest	2	1	30	385	0	31	72	none	8	35	none
WS6677	952003435	4155 38th Avenue Southwest	2	1	30	420	0	31	72	none	7	35	none
WS6665	952003295	4156 39th Avenue Southwest	2	1	30	443	0	30	72	none	6	35	none
WS6680	952003425	4149 38th Avenue Southwest	2	1	30	456	0	30	72	none	6	35	none
WS6666	952003285	4150 39th Avenue Southwest	2	2	30	477	0	30	72	none	5	35	none
WS2400	952004705	4403 37th Avenue Southwest	2	1	30	205	0	38	72	none	16	35	none
WS2398	952004715	4407 37th Avenue Southwest	2	1	30	167	0	42	72	none	20	35	none
WS6590	952004725	4413 37th Avenue Southwest	2	1	30	122	0	47	72	none	25	35	none
WS6587	952004735	4417 37th Avenue Southwest	2	1	30	86	0	53	72	none	32	35	none
WS6586	952004745	4421 37th Avenue Southwest	2	1	30	57	0	64	72	none	39	35	4
WS6585	952004755	4427 37th Avenue Southwest	2	1	30	62	0	61	72	none	38	35	3

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5145	952004765	4431 37th Avenue Southwest	2	16	30	101	0	50	72	none	29	35	none
WS2396	952004820	4402 38th Avenue Southwest	2	1	30	246	0	35	72	none	14	35	none
WS2394	952004830	4406 38th Avenue Southwest	2	1	30	207	0	38	72	none	16	35	none
WS2392	952004840	4412 38th Avenue Southwest	2	1	30	164	0	42	72	none	20	35	none
WS6584	952004850	4416 38th Avenue Southwest	2	1	30	131	0	46	72	none	24	35	none
WS6583	952004860	4420 38th Avenue Southwest	2	1	30	95	0	51	72	none	30	35	none
WS6582	952004865	4422 38th Avenue Southwest	2	1	30	79	0	54	72	none	33	35	none
WS6581	952004875	4426 38th Avenue Southwest	2	1	30	68	0	58	72	none	36	35	1
WS6580	952004885	4432 38th Avenue Southwest	2	1	30	69	0	57	72	none	36	35	<1
WS5144	952004895	4436 38th Avenue Southwest	2	1	30	93	0	52	72	none	30	35	none
WS5142	952004915	4446 38th Avenue Southwest	2	1	30	154	0	43	72	none	21	35	none
WS5143	952004905	4442 38th Avenue Southwest	2	2	30	126	0	46	72	none	25	35	none
WS5137	952004935	4450 38th Avenue Southwest	2	2	30	257	0	35	72	none	13	35	none
WS5140	952004930	3718 Southwest Oregon Street	2	2	30	254	0	35	72	none	13	35	none
WS5141	952004925	3714 Southwest Oregon Street	2	3	30	260	0	35	72	none	13	35	none
WS6570	952005095	4457 38th Avenue Southwest	2	1	30	218	0	37	72	none	16	35	none
WS6571	952005085	4453 38th Avenue Southwest	2	1	30	175	0	41	72	none	19	35	none
WS6572	952005075	4451 38th Avenue Southwest	2	1	30	144	0	44	72	none	22	35	none
WS6573	952005065	4441 38th Avenue Southwest	2	1	30	110	0	49	72	none	27	35	none
WS6574	952005055	4437 38th Avenue Southwest	2	1	30	84	0	54	72	none	32	35	none
WS6575	952005045	4433 38th Avenue Southwest	2	1	30	83	0	54	72	none	32	35	none
WS6576	952005035	4427 38th Avenue Southwest	2	1	30	95	0	51	72	none	30	35	none
WS6577	952005025	4423 38th Avenue Southwest	2	1	30	131	0	46	72	none	24	35	none
WS2384	952005015	4417 38th Avenue Southwest	2	1	30	158	0	43	72	none	21	35	none
WS2386	952005000	4411 38th Avenue Southwest	2	1	30	201	0	38	72	none	17	35	none
WS2388	952004995	4407 38th Avenue Southwest	2	1	30	254	0	35	72	none	13	35	none
WS2390	952004985	4403 38th Avenue Southwest	2	1	30	291	0	34	72	none	11	35	none
WS2382	952005105	4402 39th Avenue Southwest	2	1	30	326	0	33	72	none	10	35	none
WS2380	952005115	4406 39th Avenue Southwest	2	1	30	278	0	34	72	none	12	35	none
WS6567	952005145	4420 39th Avenue Southwest	2	1	30	161	0	42	72	none	20	35	none
WS6566	952005155	4424 39th Avenue Southwest	2	1	30	138	0	45	72	none	23	35	none
WS6565	952005160	4428 39th Avenue Southwest	2	1	30	121	0	47	72	none	25	35	none
WS6564	952005165	4434 39th Avenue Southwest	2	1	30	108	0	49	72	none	28	35	none
WS6563	952005185	4436 39th Avenue Southwest	2	1	30	97	0	51	72	none	29	35	none
WS6562	952005195	4440 39th Avenue Southwest	2	1	30	98	0	51	72	none	29	35	none

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WS6561	952005200	4442 39th Avenue Southwest	2	1	30	99	0	51	72	none	29	35	none
WS6560	952005205	4446 39th Avenue Southwest	2	1	30	112	0	48	72	none	27	35	none
WS6557	952005215	4448 39th Avenue Southwest	2	1	30	133	0	45	72	none	24	35	none
WS6555	952005224	4452 39th Avenue Southwest	2	1	30	168	0	41	72	none	20	35	none
WS6554	952005249	4456 39th Avenue Southwest	2	1	30	199	0	38	72	none	17	35	none
WS2378	952005125	4414 39th Avenue Southwest	2	2	30	260	0	35	72	none	13	35	none
WS2376	952005135	4416 39th Avenue Southwest	2	2	30	214	0	37	72	none	16	35	none
WS2374	952005270	4403 39th Avenue Southwest	2	1	30	374	0	32	72	none	8	35	none
WS2372	952005280	4409 39th Avenue Southwest	2	2	30	331	0	33	72	none	10	35	none
WS6553	952005290	4413 39th Avenue Southwest	2	1	30	284	0	34	72	none	12	35	none
WS2370	952005300	4417 39th Avenue Southwest	2	1	30	249	0	35	72	none	14	35	none
WS2368	952005305	4421 39th Avenue Southwest	2	1	30	211	0	37	72	none	16	35	none
WS2366	952005320	4427 39th Avenue Southwest	2	1	30	173	0	41	72	none	19	35	none
WS6552	952005330	4433 39th Avenue Southwest	2	1	30	116	0	48	72	none	26	35	none
WS6551	952005340	4437 39th Avenue Southwest	2	1	30	101	0	50	72	none	29	35	none
WS6547	952005359	4447 39th Avenue Southwest	2	1	30	88	0	53	72	none	31	35	none
WS6546	952005370	4451 39th Avenue Southwest	2	1	30	113	0	48	72	none	27	35	none
WS6545	952005380	4457 39th Avenue Southwest	2	1	30	151	0	43	72	none	22	35	none
WS6550	952005349	4441 39th Avenue Southwest	2	2	30	88	0	53	72	none	31	35	none
WS6655	952003175	4157 39th Avenue Southwest	2	1	30	507	0	29	72	none	4	35	none
WS6656	952003165	4153 39th Avenue Southwest	2	1	30	547	0	28	72	none	4	35	none
WS6645	952003055	4156 40th Avenue Southwest	2	1	30	515	0	29	72	none	4	35	none
WS6646	952003045	4150 40th Avenue Southwest	2	1	30	563	0	28	72	none	3	35	none
WS6635	952002935	4010 Southwest Genesee Street	2	1	30	555	3	31	72	none	6	35	none
WS2364	952005390	4402 40th Avenue Southwest	2	1	30	409	0	31	72	none	7	35	none
WS2362	952005400	4414 40th Avenue Southwest	2	1	30	345	0	32	72	none	9	35	none
WS6544	952005415	4416c 40th Avenue Southwest	2	1	30	313	3	36	72	none	13	35	none
WS6543	952005425	4418 40th Avenue Southwest	2	1	30	251	0	35	72	none	13	35	none
WS2360	952005435	4422 40th Avenue Southwest	2	1	30	223	3	40	72	none	18	35	none
WS2356	952005445	4426 40th Avenue Southwest	2	1	30	198	3	42	72	none	20	35	none
WS2354	952005460	4432 40th Avenue Southwest	2	1	30	128	3	49	72	none	27	35	none
WS6542	952005470	4438 40th Avenue Southwest	2	1	30	102	3	53	72	none	31	35	none
WS6541	952005480	4442 40th Avenue Southwest	2	1	30	84	3	57	72	none	35	35	<1
WS6540	952005490	4446 40th Avenue Southwest	2	1	30	83	3	57	72	none	35	35	<1
WS6537	952005500	4452 40th Avenue Southwest	2	1	30	77	3	58	72	none	37	35	2

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WS6536	952005510	4456 40th Avenue Southwest	2	1	30	87	3	56	72	none	35	35	<1
WS2330	952005630	4457 40th Avenue Southwest	2	1	30	74	3	59	72	none	38	35	3
WS2332	952005620	4453 40th Avenue Southwest	2	1	30	72	3	59	72	none	38	35	3
WS2334	952005610	4449 40th Avenue Southwest	2	1	30	98	3	54	72	none	32	35	none
WS2336	952005600	4441 40th Avenue Southwest	2	1	30	121	3	50	72	none	28	35	none
WS2338	952005590	4437 40th Avenue Southwest	2	1	30	147	3	47	72	none	25	35	none
WS6532	952005580	4433 40th Avenue Southwest	2	1	30	183	3	43	72	none	21	35	none
WS6533	952005570	4429 40th Avenue Southwest	2	1	30	230	3	39	72	none	18	35	none
WS2340	952005560	4421 40th Avenue Southwest	2	1	30	267	3	37	72	none	16	35	none
WS2342	952005550	4415 40th Avenue Southwest	2	1	30	321	3	36	72	none	13	35	none
WS2344	952005545	4413 40th Avenue Southwest	2	1	30	336	3	35	72	none	12	35	none
WS2346	952005540	4411 40th Avenue Southwest	2	1	30	357	3	35	72	none	12	35	none
WS2348	952005535	4409 40th Avenue Southwest	2	1	30	381	3	34	72	none	11	35	none
WS6534	952005530	4407 40th Avenue Southwest	2	1	30	402	3	34	72	none	10	35	none
WS2350	952005525	4405 40th Avenue Southwest	2	1	30	425	3	33	72	none	10	35	none
WS2352	952005520	4403 40th Avenue Southwest	2	1	30	447	3	33	72	none	9	35	none
WS6535	952005515	4401 40th Avenue Southwest	2	1	30	471	3	33	72	none	8	35	none
WS2326	952005680	4424 41st Avenue Southwest	2	1	30	357	3	35	72	none	12	35	none
WS2324	952005690	4426 41st Avenue Southwest	2	1	30	331	3	36	72	none	13	35	none
WS2322	952005695	4430 41st Avenue Southwest	2	1	30	312	3	36	72	none	13	35	none
WS6531	952005670	4434 41st Avenue Southwest	2	1	30	282	3	37	72	none	15	35	none
WS6530	952005719	4436 41st Avenue Southwest	2	1	30	260	3	38	72	none	16	35	none
WS6527	952005737	4440 41st Avenue Southwest	2	1	30	228	3	39	72	none	18	35	none
WS6526	952005741	4446 41st Avenue Southwest	2	1	30	165	3	45	72	none	23	35	none
WS2320	952005750	4452 41st Avenue Southwest	2	1	30	126	3	49	72	none	28	35	none
WS2318	952005760	4456 41st Avenue Southwest	2	1	30	100	3	54	72	none	32	35	none
WS6524	952005826	4431b 41st Avenue Southwest	2	4	30	373	3	35	72	none	11	35	none
WS6522	952005827	4429b 41st Avenue Southwest	2	4	30	418	3	34	72	none	10	35	none
WS2314	952005840	4437a 41st Avenue Southwest	2	2	30	351	3	35	72	none	12	35	none
WS2312	952005841	4437b 41st Avenue Southwest	2	2	30	338	3	35	72	none	12	35	none
WS2310	952005842	4437c 41st Avenue Southwest	2	2	30	330	3	36	72	none	13	35	none
WS2308	952005843	4437d 41st Avenue Southwest	2	2	30	318	3	36	72	none	13	35	none
WS6517	952005832	4441b 41st Avenue Southwest	2	2	30	359	3	35	72	none	12	35	none
WS6520	952005831	4441a 41st Avenue Southwest	2	2	30	370	3	35	72	none	11	35	none
WS6521	952005830	4439 41st Avenue Southwest	2	2	30	391	3	34	72	none	11	35	none

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WS6516	952005860	4449b 41st Avenue Southwest	2	3	30	267	3	37	72	none	16	35	none
WS6515	952005861	4449a 41st Avenue Southwest	2	3	30	288	3	37	72	none	14	35	none
WS2302	952005862	4447b 41st Avenue Southwest	2	3	30	305	3	36	72	none	14	35	none
WS2304	952005863	4447a 41st Avenue Southwest	2	3	30	316	3	36	72	none	13	35	none
WS2306	952005850	4443 41st Avenue Southwest	2	1	30	313	3	36	72	none	13	35	none
WS6367	952006630	4501 41st Avenue Southwest	2	3	30	180	3	43	72	none	22	35	none
WS6366	952006631	4503 41st Avenue Southwest	2	3	30	175	3	44	72	none	22	35	none
WS6362	952006632	4505 41st Avenue Southwest	2	3	30	170	3	44	72	none	23	35	none
WS6360	952006633	4507 41st Avenue Southwest	2	3	30	167	3	45	72	none	23	35	none
WS6364	952006635	4113 Southwest Oregon Street	2	6	30	234	3	39	72	none	17	35	none
WS6354	952006638	4109 Southwest Oregon Street	2	6	30	219	3	40	72	none	18	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	100	30	490	3	32	72	none	8	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	80	30	359	0	32	72	none	9	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	40	30	360	3	35	72	none	12	35	none
WS5102	952007165	4538 40th Avenue Southwest	2	1	30	367	3	35	72	none	11	35	none
WS5106	952007152	4536b 40th Avenue Southwest	2	6	30	419	3	34	72	none	10	35	none
WS5104	952007150	4534b 40th Avenue Southwest	2	6	30	366	3	35	72	none	11	35	none
WS5110	952007141	4530b 40th Avenue Southwest	2	6	30	405	3	34	72	none	10	35	none
WS5107	952007137	4530d 40th Avenue Southwest	2	6	30	360	3	35	72	none	12	35	none
WS5113	952007125	4526 40th Avenue Southwest	2	1	30	337	3	35	72	none	12	35	none
WS5114	952007120	4522 40th Avenue Southwest	2	1	30	308	3	36	72	none	14	35	none
WS5115	952007105	4518 40th Avenue Southwest	2	3	30	264	3	37	72	none	16	35	none
WS5116	952007090	4514 40th Avenue Southwest	2	1	30	239	3	38	72	none	17	35	none
WS5122	952007080	4508 40th Avenue Southwest	2	1	30	210	3	41	72	none	19	35	none
WS5125	952007065	4506 40th Avenue Southwest	2	1	30	186	3	43	72	none	21	35	none
WS5130	952007055	3955 Southwest Oregon Street	2	6	30	169	3	44	72	none	23	35	none
WS5132	952007057	3951 Southwest Oregon Street	2	6	30	195	3	42	72	none	20	35	none
WS5127	952007069	4506a 40th Avenue Southwest	2	4	30	203	3	41	72	none	20	35	none
WS5124	952007082	4510a 40th Avenue Southwest	2	4	30	232	3	39	72	none	18	35	none
WS5117	952007091	4512a 40th Avenue Southwest	2	6	30	270	3	37	72	none	15	35	none
WS6396	952006905	4503 40th Avenue Southwest	2	1	30	98	3	54	72	none	32	35	none
WS6395	952006915	4507 40th Avenue Southwest	2	1	30	131	3	49	72	none	27	35	none
WS6394	952006925	4511 40th Avenue Southwest	2	1	30	152	3	46	72	none	24	35	none
WS3004	952006906	4505a 40th Avenue Southwest	2	4	30	75	3	59	72	none	37	35	2
WS3002	952006907	4505b 40th Avenue Southwest	2	See WS3004	See WS3004	See WS3004	See WS3004	See WS3004	See WS3004	See WS3004	See WS3004	See WS3004	See WS3004

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WS6385	952006916	4505c 40th Avenue Southwest	2	4	30	80	3	57	72	none	36	35	1
WS6384	952006917	4505d 40th Avenue Southwest	2	See WS6385	See WS6385	See WS6385	See WS6385	See WS6385	See WS6385	See WS6385	See WS6385	See WS6385	See WS6385
WS6382	952006929	4513b 40th Avenue Southwest	2	6	30	122	3	50	72	none	28	35	none
WS6381	952006935	4517 40th Avenue Southwest	2	4	30	137	3	48	72	none	26	35	none
WS6380	952006939	4521a 40th Avenue Southwest	2	6	30	134	3	48	72	none	27	35	none
WS6393	952006941	4523a 40th Avenue Southwest	2	6	30	173	3	44	72	none	22	35	none
WS6376	952006953	4529a 40th Avenue Southwest	2	4	30	148	3	47	72	none	25	35	none
WS6391	952006957	4527a 40th Avenue Southwest	2	4	30	192	3	42	72	none	21	35	none
WS6374	952006961	4533a 40th Avenue Southwest	2	4	30	162	3	45	72	none	23	35	none
WS6370	952006979	4539b 40th Avenue Southwest	2	4	30	193	3	42	72	none	20	35	none
WS6387	952006965	4531 40th Avenue Southwest	2	2	30	210	3	41	72	none	19	35	none
WS6386	952006975	4537 40th Avenue Southwest	2	2	30	235	3	39	72	none	17	35	none
WS5096	952006989	4543b 40th Avenue Southwest	2	3	30	193	3	42	72	none	20	35	none
WS5101	952006985	4541 40th Avenue Southwest	2	2	30	241	3	38	72	none	17	35	none
WS5094	952006999	4547b 40th Avenue Southwest	2	3	30	193	0	39	72	none	17	35	none
WS5100	952006995	4545 40th Avenue Southwest	2	2	30	235	0	36	72	none	14	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	48	30	82	0	54	72	none	33	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	100	30	273	0	34	72	none	12	35	none
WS2254	952006855	4536 41st Avenue Southwest	2	1	30	82	3	57	72	none	36	35	<1
WS2262	952006845	4532 41st Avenue Southwest	2	1	30	87	3	56	72	none	34	35	none
WS2280	952006815	4520a 41st Avenue Southwest	2	5	30	77	3	58	72	none	37	35	2
WS7582	952006817	4520c 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7583	952006816	4520b 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7584	952006813	418a 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7585	952006814	418b 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS2282	952006805	4514 41st Avenue Southwest	2	1	30	81	3	57	72	none	36	35	<1
WS2284	952006795	4512 41st Avenue Southwest	2	1	30	78	3	58	72	none	37	35	2
WS2286	952006789	4504 41st Avenue Southwest	2	3	30	76	3	58	72	none	37	35	2
WS2288	952006787	4502 41st Avenue Southwest	2	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286
WS2292	952006785	4508 41st Avenue Southwest		See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286
WS2290	952006775	4019 Southwest Oregon Street	2	2	30	75	3	59	72	none	37	35	2
WS2272	952006838	4528b 41st Avenue Southwest	2	8	30	109	3	52	72	none	30	35	none
WS2264	952006836	4526b 41st Avenue Southwest	2	8	30	78	3	58	72	none	37	35	2
WS2266	952006835	4526a 41st Avenue Southwest	2	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264
WS2268	952006823	4522b 41st Avenue Southwest	2	4	30	77	3	58	72	none	37	35	2

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WS2270	952006821	4522a 41st Avenue Southwest	2	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268
WS2276	952006825	4524b 41st Avenue Southwest	2	4	30	103	3	53	72	none	31	35	none
WS2256	952006861	4538c 41st Avenue Southwest	2	6	30	104	3	53	72	none	31	35	none
WS2246	952006700	4525 41st Avenue Southwest	2	48	30	95	3	54	72	none	33	35	none
WS2186	952006510	4502 42nd Avenue Southwest	2	96	30	298	3	36	72	none	14	35	none
WS2176	952006560	4526 42nd Avenue Southwest	2	1	30	265	3	37	72	none	16	35	none
WS2174	952006565	4532 42nd Avenue Southwest	2	32	30	276	3	37	72	none	15	35	none
WS60600	1591920000	4527 41st Avenue Southwest	2	6	30	127	3	49	72	none	28	35	none
WS5086	952006718	4533c 41st Avenue Southwest	2	3	30	131	3	49	72	none	27	35	none
WS5083	952006728	4535c 41st Avenue Southwest	2	3	30	128	3	49	72	none	27	35	none
WS2242	952006715	4531 41st Avenue Southwest	2	2	30	99	3	54	72	none	32	35	none
WS2240	952006725	4537 41st Avenue Southwest	2	2	30	98	3	54	72	none	32	35	none
WS60300	2607870000	4752 41st Avenue Southwest	2	36	25	83	10	61	72	none	41	35	6
WS2238	7579200295	4744 41st Avenue Southwest	2	48	25	80	10	62	72	none	42	35	7
WS2238	7579200295	4744 41st Avenue Southwest	2	48	25	76	10	64	72	none	43	35	8
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	25	365	0	30	72	none	7	35	none
WS2162	952006465	4545 42nd Avenue Southwest	2	64	30	377	0	31	72	none	8	35	none
WS6351	952006385	4505 42nd Avenue Southwest	2	36	30	424	3	34	72	none	10	35	none
WS5222	9297300935	3104b Southwest Avalon Way	2	1	30	447	3	51	72	none	11	35	none
WS5224	9297300930	not available	2	3	30	443	3	51	72	none	11	35	none
WS5225	9297300925	3078e Southwest Avalon Way	2	3	30	444	3	51	72	none	11	35	none
WS5226	9297300920	3074 Southwest Avalon Way	2	3	40	444	0	58	72	none	12	35	none
WS5246	9297300898	3070b Southwest Avalon Way	2	12	40	460	0	58	72	none	11	35	none
WS5250	9297300902	3062b Southwest Avalon Way	2	12	40	476	3	61	72	none	14	35	none
WS5252	9297300895	3060 Southwest Avalon Way	2	12	40	491	3	61	72	none	14	35	none
WS7196	9297300885	3050 Southwest Avalon Way	2	36	40	543	3	61	72	none	13	35	none
WS7121	9297300875	3046 Southwest Avalon Way	2	12	40	577	3	61	72	none	12	35	none
WS7122	9297300870	3040 Southwest Avalon Way	2	6	40	615	3	61	72	none	12	35	none
WS5256	9297300725	3039 Southwest Avalon Way	2	1	40	587	3	61	72	none	12	35	none
WS5254	9297300745	3051 Southwest Avalon Way	2	1	40	563	0	58	72	none	10	35	none
WS5253	9297300750	3055 Southwest Avalon Way	2	1	40	557	0	58	72	none	10	35	none
WS5255	9297300740	3047 Southwest Avalon Way	2	2	40	584	0	58	72	none	9	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	24	40	721	3	61	72	none	10	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	24	30	589	3	50	72	none	9	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	18	30	572	3	50	72	none	9	35	none

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WS1096	9297300765	3101 Southwest Avalon Way	2	12	30	706	3	50	72	none	7	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	30	30	796	3	50	72	none	6	35	none
WS1102	9358002340	4316 30th Avenue Southwest	2	6	40	912	0	58	72	none	5	35	none
WS1104	9358002350	2852 Southwest Genesee Street	2	2	40	955	0	57	72	none	5	35	none
WS1106	9358002351	2850 Southwest Genesee Street	2	2	40	993	0	57	72	none	5	35	none
WS1110	9358002365	2842 Southwest Genesee Street	2	2	40	1028	0	57	72	none	4	35	none
WS5263	9358002308	2851 Southwest Nevada Street	2	3	40	966	3	60	72	none	8	35	none
WS5264	9358002305	2853 Southwest Nevada Street	2	3	40	953	3	60	72	none	8	35	none
WS5262	9358002320	2855 Southwest Nevada Street	2	4	40	928	3	60	72	none	8	35	none
WS5261	9358002330	4302 30th Avenue Southwest	2	2	40	887	3	61	72	none	9	35	none
WS1030	952007545	4550 Fauntleroy Way Southwest	3	1	30	758	0	26	78	none	0	40	none
WS7114	9297301155	4049 32nd Avenue Southwest	2	2	40	363	3	62	72	none	17	35	none
WS7154	9297301170	4105 32nd Avenue Southwest	2	2	40	234	0	59	72	none	18	35	none
WS7221	9297301455	4039 Fauntleroy Way Southwest	2	2	40	281	0	59	72	none	16	35	none
WS7222	9297301460	4043 Fauntleroy Way Southwest	2	2	40	249	0	59	72	none	17	35	none
WS7223	9297301465	4101 Fauntleroy Way Southwest	2	2	30	214	3	52	72	none	18	35	none
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	2	40	423	3	61	72	none	15	35	none
WS7205	9297301060	4030 32nd Avenue Southwest	2	1	40	545	3	61	72	none	13	35	none
WS7204	9297301055	4036 32nd Avenue Southwest	2	1	40	507	3	61	72	none	14	35	none
WS7203	9297301050	4040 32nd Avenue Southwest	2	1	40	471	3	61	72	none	14	35	none
WS5203	9297301180	4115 32nd Avenue Southwest	2	1	30	157	3	52	72	none	21	35	none
WS5202	9297301190	4121 32nd Avenue Southwest	2	1	30	132	3	52	72	none	23	35	none
WS7116	9297301145	4039 32nd Avenue Southwest	2	1	40	442	3	61	72	none	15	35	none
WS7115	9297301150	4045 32nd Avenue Southwest	2	1	40	403	3	62	72	none	16	35	none
WS7155	9297301175	4107 32nd Avenue Southwest	2	1	40	204	0	59	72	none	19	35	none
WS7153	9297301165	4055 32nd Avenue Southwest	2	1	40	283	3	62	72	none	19	35	none
WS7213	9297301160	4051 32nd Avenue Southwest	2	1	40	331	3	62	72	none	18	35	none
WS7152	9297301135	4035 32nd Avenue Southwest	2	1	40	489	3	61	72	none	14	35	none
WS5217	9297301020	4110 32nd Avenue Southwest	2	1	40	280	0	59	72	none	16	35	none
WS5220	9297301025	4106 32nd Avenue Southwest	2	1	40	312	3	62	72	none	18	35	none
WS7197	9297301029	4104 32nd Avenue Southwest	2	1	40	343	3	62	72	none	17	35	none
WS7200	9297301030	4100 32nd Avenue Southwest	2	1	40	372	3	62	72	none	16	35	none
WS7201	9297301040	4046 32nd Avenue Southwest	2	1	40	403	3	62	72	none	16	35	none
WS7202	9297301045	4044 32nd Avenue Southwest	2	1	40	462	3	61	72	none	14	35	none
WS7217	9297301445	4031 Fauntleroy Way Southwest	2	1	40	387	3	62	72	none	16	35	none

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WS7220	9297301450	4035 Fauntleroy Way Southwest	2	1	40	316	0	59	72	none	15	35	none
WS7224	9297301470	4105 Fauntleroy Way Southwest	2	1	30	196	3	52	72	none	19	35	none
WS7392	9297301475	4107 Fauntleroy Way Southwest	2	1	30	190	3	52	72	none	19	35	none
WS7393	9297301480	4115 Fauntleroy Way Southwest	2	1	30	194	3	52	72	none	19	35	none
WS7215	9297301430	4023 Fauntleroy Way Southwest	2	1	40	454	3	61	72	none	15	35	none
WS6636	952002920	4151 40th Avenue Southwest	2	1	30	607	3	31	72	none	6	35	none
WS6637	952002915	4147 40th Avenue Southwest	2	1	30	642	3	30	72	none	5	35	none
WS6640	952002905	4141 40th Avenue Southwest	2	1	30	698	3	29	72	none	4	35	none
WS6641	952002895	4137 40th Avenue Southwest	2	1	30	746	3	29	72	none	3	35	none
WS6647	952003035	4146 40th Avenue Southwest	2	1	30	608	0	28	72	none	3	35	none
WS6650	952003025	4140 40th Avenue Southwest	2	1	30	654	0	27	72	none	2	35	none
WS6651	952003015	4136 40th Avenue Southwest	2	1	30	705	0	26	72	none	1	35	none
WS6652	952003005	4132 40th Avenue Southwest	2	1	30	748	0	26	72	none	0	35	none
WS6653	952002995	4126 40th Avenue Southwest	2	1	30	794	0	25	72	none	0	35	none
WS6654	952002985	4122 40th Avenue Southwest	2	1	30	835	0	25	72	none	<0	35	none
WS7712	952002975	4116 40th Avenue Southwest	2	1	30	886	0	24	72	none	<0	35	none
WS6657	952003155	4147 39th Avenue Southwest	2	1	30	602	0	28	72	none	3	35	none
WS6660	952003145	4141 39th Avenue Southwest	2	1	30	646	0	27	72	none	2	35	none
WS6661	952003135	4137 39th Avenue Southwest	2	1	30	681	0	27	72	none	1	35	none
WS6662	952003125	4129 39th Avenue Southwest	2	1	30	716	0	26	72	none	1	35	none
WS6663	952003115	4125 39th Avenue Southwest	2	1	30	768	0	26	72	none	0	35	none
WS6664	952003105	4121 39th Avenue Southwest	2	1	30	818	0	25	72	none	<0	35	none
WS7717	952003095	4117 39th Avenue Southwest	2	1	30	861	0	25	72	none	<0	35	none
WS7716	952003090	4111 39th Avenue Southwest	2	1	30	900	0	24	72	none	<0	35	none
WS7715	952003085	4109 39th Avenue Southwest	2	1	30	942	0	24	72	none	<0	35	none
WS7713	952003064	3903 Southwest Dakota Street	2	1	30	989	0	24	72	none	<0	35	none
WS6667	952003275	4146 39th Avenue Southwest	2	1	30	552	0	28	72	none	4	35	none
WS6670	952003265	4142 39th Avenue Southwest	2	1	30	600	0	28	72	none	3	35	none
WS6671	952003255	4136 39th Avenue Southwest	2	1	30	650	0	27	72	none	2	35	none
WS6672	952003245	4132 39th Avenue Southwest	2	1	30	686	0	27	72	none	1	35	none
WS6673	952003240	4128 39th Avenue Southwest	2	1	30	721	0	26	72	none	1	35	none
WS6674	952003230	4124 39th Avenue Southwest	2	1	30	765	0	26	72	none	0	35	none
WS6675	952003220	4118 39th Avenue Southwest	2	1	30	804	0	25	72	none	0	35	none
WS7723	952003210	4114 39th Avenue Southwest	2	1	30	831	0	25	72	none	<0	35	none
WS7722	952003203	4110 39th Avenue Southwest	2	1	30	882	0	24	72	none	<0	35	none

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WS7721	952003188	4104 39th Avenue Southwest	2	1	30	937	0	24	72	none	<0	35	none
WS7720	952003184	3817 Southwest Dakota Street	2	1	30	982	0	24	72	none	<0	35	none
WS7695	952001090	4060 39th Avenue Southwest	2	1	30	1057	0	23	72	none	<0	35	none
WS6683	952003395	4135 38th Avenue Southwest	2	1	30	631	0	27	72	none	2	35	none
WS6684	952003385	4129 38th Avenue Southwest	2	1	30	667	0	27	72	none	2	35	none
WS6685	952003370	4125 38th Avenue Southwest	2	1	30	709	0	26	72	none	1	35	none
WS6686	952003360	4121 38th Avenue Southwest	2	1	30	752	0	26	72	none	0	35	none
WS7730	952003350	4117 38th Avenue Southwest	2	1	30	799	0	25	72	none	0	35	none
WS7727	952003340	4111 38th Avenue Southwest	2	1	30	834	0	25	72	none	<0	35	none
WS7726	952003330	4109 38th Avenue Southwest	2	1	30	861	0	25	72	none	<0	35	none
WS7725	952003315	4107 38th Avenue Southwest	2	1	30	882	0	24	72	none	<0	35	none
WS7724	952003305	4103 38th Avenue Southwest	2	1	30	914	0	24	72	none	<0	35	none
WS7690	952000955	4059 38th Avenue Southwest	2	1	30	1022	0	23	72	none	<0	35	none
WS7687	952000945	4055 38th Avenue Southwest	2	1	30	1066	0	23	72	none	<0	35	none
WS7686	952000935	4051 38th Avenue Southwest	2	1	30	1111	0	23	72	none	<0	35	none
WS7675	952000775	4042 38th Avenue Southwest	2	1	30	1142	0	51	72	none	8	35	none
WS7676	952000780	4046 38th Avenue Southwest	2	1	30	1103	0	51	72	none	8	35	none
WS7677	952000800	4050 38th Avenue Southwest	2	1	30	1068	0	51	72	none	9	35	none
WS7680	952000805	4054 38th Avenue Southwest	2	1	30	1028	0	23	72	none	<0	35	none
WS7681	952000815	3720 Southwest Dakota Street	2	1	30	976	0	24	72	none	<0	35	none
WS7731	952003455	4102 38th Avenue Southwest	2	1	30	888	0	24	72	none	<0	35	none
WS7732	952003459	4106 38th Avenue Southwest	2	1	30	866	0	25	72	none	<0	35	none
WS7733	952003464	4110 38th Avenue Southwest	2	1	30	829	0	25	72	none	<0	35	none
WS7734	952003480	4112 38th Avenue Southwest	2	1	30	791	0	25	72	none	0	35	none
WS7735	952003490	4116 38th Avenue Southwest	2	1	30	752	0	26	72	none	0	35	none
WS6696	952003500	4120 38th Avenue Southwest	2	1	30	712	0	26	72	none	1	35	none
WS7731	952003455	4102 38th Avenue Southwest	2	1	30	885	0	51	72	none	10	35	none
WS6695	952003505	4126 38th Avenue Southwest	2	1	30	667	0	27	72	none	2	35	none
WS6682	952003405	4139 38th Avenue Southwest	2	1	30	585	0	28	72	none	3	35	none
WS6707	952003615	4119 37th Avenue Southwest	2	1	30	696	0	51	72	none	12	35	none
WS6710	952003605	4115 37th Avenue Southwest	2	1	30	737	0	51	72	none	12	35	none
WS7740	952003595	4111 37th Avenue Southwest	2	1	30	775	0	51	72	none	11	35	none
WS7737	952003585	4107 37th Avenue Southwest	2	1	30	830	0	51	72	none	11	35	none
WS7736	952003575	4103 37th Avenue Southwest	2	1	30	867	0	51	72	none	10	35	none
WS7671	952000675	4059 37th Avenue Southwest	2	1	30	939	0	51	72	none	10	35	none

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WS7670	952000665	4055 37th Avenue Southwest	2	1	30	989	0	51	72	none	9	35	none
WS7667	952000650	4049 37th Avenue Southwest	2	1	30	1045	0	51	72	none	9	35	none
WS7666	952000640	4045 37th Avenue Southwest	2	1	30	1091	0	51	72	none	9	35	none
WS7665	952000630	4041 37th Avenue Southwest	2	1	30	1129	0	51	72	none	8	35	none
WS7664	952000620	4037 37th Avenue Southwest	2	1	30	1157	0	51	72	none	8	35	none
WS7013	952003710	4112 37th Avenue Southwest	2	1	30	722	3	54	72	none	15	35	none
WS7742	952003705	4106 37th Avenue Southwest	2	1	30	771	3	54	72	none	14	35	none
WS7741	952003695	3617 Southwest Dakota Street	2	1	30	805	3	54	72	none	14	35	none
WS7661	952000530	4060 37th Avenue Southwest	2	1	30	898	0	51	72	none	10	35	none
WS7660	952000525	3616 Southwest Dakota Street	2	1	30	878	0	51	72	none	10	35	none
WS7657	952000520	4050 37th Avenue Southwest	2	1	30	938	0	51	72	none	10	35	none
WS7656	952000505	4044 37th Avenue Southwest	2	1	30	970	0	51	72	none	10	35	none
WS7655	952000495	4040 37th Avenue Southwest	2	1	30	1004	0	51	72	none	9	35	none
WS7654	952000485	4036 37th Avenue Southwest	2	1	30	1034	0	51	72	none	9	35	none
WS7653	952000475	4032 37th Avenue Southwest	2	1	30	1077	0	51	72	none	9	35	none
WS7743	952003815	4101 36th Avenue Southwest	2	1	30	699	0	51	72	none	12	35	none
WS7744	952003825	4105 36th Avenue Southwest	2	1	30	675	0	51	72	none	13	35	none
WS7647	952000405	4061 36th Avenue Southwest	2	1	30	802	0	51	72	none	11	35	none
WS7646	952000395	4055 36th Avenue Southwest	2	1	30	828	0	51	72	none	11	35	none
WS7645	952000385	4051 36th Avenue Southwest	2	1	30	849	0	51	72	none	11	35	none
WS7644	952000370	4045 36th Avenue Southwest	2	1	30	883	0	51	72	none	10	35	none
WS7643	952000365	4039 36th Avenue Southwest	2	1	30	917	0	51	72	none	10	35	none
WS7642	952000355	4035 36th Avenue Southwest	2	1	30	974	0	51	72	none	10	35	none
WS7641	952000345	4029 36th Avenue Southwest	2	1	30	1015	0	51	72	none	9	35	none
WS7626	952000195	4022 36th Avenue Southwest	2	1	30	939	0	47	72	none	1	35	none
WS7627	952000210	4026 36th Avenue Southwest	2	1	30	916	0	47	72	none	2	35	none
WS7630	952000215	4034 36th Avenue Southwest	2	1	30	866	0	47	72	none	2	35	none
WS7631	952000230	4040 36th Avenue Southwest	2	1	30	815	0	47	72	none	3	35	none
WS7632	952000240	4044 36th Avenue Southwest	2	1	30	778	0	47	72	none	3	35	none
WS7633	952000246	4048 36th Avenue Southwest	2	1	30	755	0	51	72	none	12	35	none
WS7634	952000260	4054 36th Avenue Southwest	2	1	30	740	0	51	72	none	12	35	none
WS7635	952000270	4058 36th Avenue Southwest	2	1	30	705	0	51	72	none	12	35	none
WS7745	952003935	4102 36th Avenue Southwest	2	1	30	609	0	51	72	none	13	35	none
WS7055	952004080	3509 Southwest Dakota Street	2	1	30	543	0	52	72	none	14	35	none
WS7746	952004085	4103 35th Avenue Southwest	2	1	30	514	0	52	72	none	15	35	none

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WS7622	952000135	4059 35th Avenue Southwest	2	1	30	604	0	47	72	none	5	35	none
WS7621	952000125	4055 35th Avenue Southwest	2	1	30	644	0	47	72	none	5	35	none
WS7620	952000115	4049 35th Avenue Southwest	2	1	30	675	0	47	72	none	4	35	none
WS7617	952000105	4045 35th Avenue Southwest	2	1	30	703	0	47	72	none	4	35	none
WS7616	952000095	4041 35th Avenue Southwest	2	1	30	724	0	47	72	none	4	35	none
WS7615	952000085	4035 35th Avenue Southwest	2	1	30	763	3	50	72	none	6	35	none
WS7614	952000075	4029 35th Avenue Southwest	2	1	30	798	3	50	72	none	6	35	none
WS7613	952000065	4025 35th Avenue Southwest	2	1	40	830	0	58	72	none	6	35	none
WS5180	9297301485	4117 Fauntleroy Way Southwest	2	1	30	197	3	52	72	none	19	35	none
WS5177	9297301490	4121 Fauntleroy Way Southwest	2	1	30	190	3	52	72	none	19	35	none
WS5176	9297301495	4127 Fauntleroy Way Southwest	2	1	30	192	0	49	72	none	16	35	none
WS5175	9297301500	4129 Fauntleroy Way Southwest	2	1	30	189	0	49	72	none	16	35	none
WS5174	9297301505	4135 Fauntleroy Way Southwest	2	1	30	190	0	49	72	none	16	35	none
WS5173	9297301510	4137 Fauntleroy Way Southwest	2	1	30	185	0	49	72	none	17	35	none
WS5172	9297301515	4141 Fauntleroy Way Southwest	2	1	30	183	0	49	72	none	17	35	none
WS5171	9297301520	4145 Fauntleroy Way Southwest	2	1	30	181	0	56	72	none	24	35	none
WS5170	9297301525	4147 Fauntleroy Way Southwest	2	1	30	180	0	56	72	none	24	35	none
WS7870	9297301690	4046 35th Avenue Southwest	2	1	30	516	0	47	72	none	7	35	none
WS7871	9297301695	4040 35th Avenue Southwest	2	1	30	552	0	47	72	none	6	35	none
WS7872	9297301700	4036 35th Avenue Southwest	2	1	30	584	0	47	72	none	6	35	none
WS7873	9297301705	4032 35th Avenue Southwest	2	1	30	613	3	50	72	none	8	35	none
WS7874	9297301710	4030 35th Avenue Southwest	2	1	30	615	3	50	72	none	8	35	none
WS7875	9297301715	4026 35th Avenue Southwest	2	1	30	635	3	50	72	none	8	35	none
WS7876	9297301720	4020 35th Avenue Southwest	2	1	40	678	0	58	72	none	8	35	none
WS7877	9297301730	4014 35th Avenue Southwest	2	1	40	714	0	58	72	none	7	35	none
WS7880	9297301735	4010 35th Avenue Southwest	2	1	40	743	0	58	72	none	7	35	none
WS7881	9297301740	4006 35th Avenue Southwest	2	1	40	783	3	61	72	none	10	35	none
WS7864	9297301635	4001 34th Avenue Southwest	2	1	40	738	3	61	72	none	10	35	none
WS7865	9297301640	4005 34th Avenue Southwest	2	1	40	700	3	61	72	none	11	35	none
WS7866	9297301645	4009 34th Avenue Southwest	2	1	40	665	3	61	72	none	11	35	none
WS7867	9297301650	4011 34th Avenue Southwest	2	1	40	632	3	61	72	none	12	35	none
WS7356	9297301655	4017 34th Avenue Southwest	2	1	40	598	0	58	72	none	9	35	none
WS7357	9297301660	4021 34th Avenue Southwest	2	1	40	566	0	58	72	none	10	35	none
WS7358	9297301665	4025 34th Avenue Southwest	2	1	40	543	0	58	72	none	10	35	none
WS7359	9297301670	4029 34th Avenue Southwest	2	1	30	536	3	50	72	none	9	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7360	9297301675	4033 34th Avenue Southwest	2	1	30	503	3	50	72	none	10	35	none
WS7362	9297301685	4037 34th Avenue Southwest	2	1	30	503	3	50	72	none	10	35	none
WS7361	9297301680	4045 34th Avenue Southwest	2	1	30	474	3	50	72	none	11	35	none
WS7344	9297301575	4046 34th Avenue Southwest	2	1	30	369	3	51	72	none	13	35	none
WS7345	9297301580	4042 34th Avenue Southwest	2	1	30	376	3	51	72	none	13	35	none
WS7346	9297301585	4038 34th Avenue Southwest	2	1	30	381	3	51	72	none	13	35	none
WS7347	9297301590	4034 34th Avenue Southwest	2	1	40	396	0	59	72	none	13	35	none
WS7348	9297301595	4032 34th Avenue Southwest	2	1	40	427	0	58	72	none	12	35	none
WS7350	9297301605	4022 34th Avenue Southwest	2	1	40	472	3	61	72	none	14	35	none
WS7350	9297301605	4022 34th Avenue Southwest	2	1	40	504	3	61	72	none	14	35	none
WS7351	9297301610	4018 34th Avenue Southwest	2	1	40	530	3	61	72	none	13	35	none
WS7352	9297301615	4014 34th Avenue Southwest	2	1	40	555	3	61	72	none	13	35	none
WS7353	9297301620	4010 34th Avenue Southwest	2	1	40	596	3	61	72	none	12	35	none
WS7354	9297301625	4008 34th Avenue Southwest	2	1	40	634	3	61	72	none	12	35	none
WS7355	9297301630	4002 34th Avenue Southwest	2	1	40	673	3	61	72	none	11	35	none
WS7337	9297301420	3307 Southwest Andover Street	2	1	40	620	3	61	72	none	12	35	none
WS7391	9297301425	4015 Fauntleroy Way Southwest	2	1	40	512	3	61	72	none	13	35	none
WS7214	9297301428	4019 Fauntleroy Way Southwest	2	1	40	491	3	61	72	none	14	35	none
WS12006	6126600005	4700 38th Avenue Southwest	2	1	30	1011	0	23	72	none	<0	35	none
WS5023	952007660	4530 38th Avenue Southwest	3	1	30	614	0	27	78	none	2	40	none
WS6347	952006260	4500 California Avenue Southwest	3	1	30	560	3	31	78	none	6	40	none

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

Table N.3G-22. Summary of Vibration Analysis – No Avalon Station Tunnel Alternative (WSJ-6)

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6096	7579201105	4850 California Avenue Southwest	2	24	25	513	0	27	72	none	2	35	none
WS80500	6391900000	5000 California Avenue Southwest	2	32	25	497	0	27	72	none	3	35	none
WS2110	7579201125	4857 42nd Avenue Southwest	2	1	25	435	0	28	72	none	4	35	none
WS2112	7579201135	4853 42nd Avenue Southwest	2	1	25	430	0	28	72	none	5	35	none
WS2114	7579201145	4847 42nd Avenue Southwest	2	1	25	429	0	28	72	none	5	35	none
WS2116	7579201155	4843 42nd Avenue Southwest	2	1	25	421	0	29	72	none	5	35	none
WS2118	7579201165	4837 42nd Avenue Southwest	2	1	25	422	0	29	72	none	5	35	none
WS2120	7579201175	4833 42nd Avenue Southwest	2	1	25	421	0	29	72	none	5	35	none
WS2122	7579201185	4827 42nd Avenue Southwest	2	1	25	438	0	28	72	none	4	35	none
WS2124	7579201195	4823 42nd Avenue Southwest	2	1	25	432	0	28	72	none	4	35	none
WS2126	7579201205	4817 42nd Avenue Southwest	2	1	25	426	0	28	72	none	5	35	none
WS2128	7579201215	4811b 42nd Avenue Southwest	2	1	25	415	0	29	72	none	5	35	none
WS6097	7579201085	4840 California Avenue Southwest	2	33	25	497	0	27	72	none	3	35	none
WS6100	7579201075	4836 California Avenue Southwest	2	2	25	533	0	27	72	none	2	35	none
WS6101	7579201065	4830 California Avenue Southwest	2	2	25	530	0	27	72	none	2	35	none
WS6102	7579201055	4826 California Avenue Southwest	2	2	25	528	0	27	72	none	2	35	none
WS6103	7579201045	4822 California Avenue Southwest	2	2	25	530	0	27	72	none	2	35	none
WS6105	7579201005	4215 Southwest Edmunds Street	2	18	25	503	0	27	72	none	3	35	none
WS2158	7579200155	4727 42nd Avenue Southwest	2	120	25	368	0	30	72	none	6	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	25	298	0	31	72	none	9	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	12	25	233	0	33	72	none	13	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	8	25	212	0	34	72	none	14	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	2	16	25	103	10	55	72	none	37	35	2
WS6164	7624700065	5005 42nd Avenue Southwest	2	2	25	383	0	29	72	none	6	35	none
WS6176	7624700060	5002 42nd Avenue Southwest	2	2	25	263	0	32	72	none	11	35	none
WS6177	7624700061	4115 Southwest Hudson Street	2	2	25	176	0	36	72	none	17	35	none
WS6190	7624700006	4111 Southwest Hudson Street	2	1	25	146	0	39	72	none	21	35	none
WS6192	7624700005	4101 Southwest Hudson Street	2	1	25	131	0	41	72	none	23	35	none
WS6191	7624700010	5007 41st Avenue Southwest	2	4	25	167	0	37	72	none	18	35	none
WS6187	7624700015	5011 41st Avenue Southwest	2	2	25	204	0	35	72	none	15	35	none
WS6186	7624700020	5017 41st Avenue Southwest	2	2	25	251	0	33	72	none	12	35	none
WS6185	7624700025	5021 41st Avenue Southwest	2	2	25	296	0	31	72	none	9	35	none
WS6184	7624700030	5027 41st Avenue Southwest	2	4	25	341	0	30	72	none	7	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS6200	1297300100	5022 41st Avenue Southwest	2	2	25	297	0	31	72	none	9	35	none
WS6197	1297300095	5028 41st Avenue Southwest	2	1	25	337	0	30	72	none	8	35	none
WS6203	1297300115	5006 41st Avenue Southwest	2	1	25	170	0	36	72	none	18	35	none
WS6204	1297300120	4015 Southwest Hudson Street	2	1	25	185	0	35	72	none	17	35	none
WS6201	1297300105	5018 41st Avenue Southwest	2	2	25	248	0	33	72	none	12	35	none
WS6202	1297300110	5012 41st Avenue Southwest	2	1	25	206	0	34	72	none	15	35	none
WS6260	6126601010	4800 40th Avenue Southwest	3	1	25	461	0	28	78	none	4	40	none
WS5013	6126600735	4736 40th Avenue Southwest	3	1	25	463	0	28	78	none	4	40	none
WS2296	952005960	4456 42nd Avenue Southwest	3	1	55	246	2	44	78	none	20	40	none
WS2296	952005960	4456 42nd Avenue Southwest	3	1	55	302	2	42	78	none	18	40	none
WS2298	952005890	4400 42nd Avenue Southwest	3	1	55	445	2	38	78	none	13	40	none
WS6623	952002655	4100 Southwest Genesee Street	3	1	55	388	2	39	78	none	15	40	none
WS5135	952007350	4500 39th Avenue Southwest	3	1	55	717	2	34	78	none	9	40	none
WS1010	7579200260	4720 42nd Avenue Southwest	3	1	25	139	0	40	78	none	22	40	none
WS2192	7579200905	4847 41st Avenue Southwest	2	1	25	118	0	43	72	none	24	35	none
WS2190	7579200895	4853 41st Avenue Southwest	2	1	25	118	0	43	72	none	25	35	none
WS2188	7579200885	4857 41st Avenue Southwest	2	1	25	117	0	43	72	none	25	35	none
WS2194	7579200915	4843 41st Avenue Southwest	2	4	25	116	0	43	72	none	25	35	none
WS2196	7579200925	4837 41st Avenue Southwest	2	2	25	115	0	43	72	none	25	35	none
WS2204	7579200965	4815 41st Avenue Southwest	2	2	25	104	10	55	72	none	37	35	2
WS2210	7579200999	4803 41st Avenue Southwest	2	4	25	90	10	58	72	none	40	35	5
WS2212	7579200998	4801 41st Avenue Southwest	2	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210
WS6114	7579200997	4805 41st Avenue Southwest	2	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210	See WS2210
WS6113	7579200995	4103 Southwest Edmunds Street	2	4	25	124	5	47	72	none	29	35	none
WS2208	7579200985	4807 41st Avenue Southwest	2	1	25	102	10	55	72	none	37	35	2
WS2206	7579200975	4811 41st Avenue Southwest	2	1	25	106	10	55	72	none	37	35	2
WS2202	7579200955	4823 41st Avenue Southwest	2	1	25	104	5	50	72	none	32	35	none
WS2200	7579200945	4827 41st Avenue Southwest	2	1	25	108	5	49	72	none	31	35	none
WS6106	7579200765	4802 42nd Avenue Southwest	2	2	25	277	0	32	72	none	10	35	none
WS6107	7579200767	4121 Southwest Edmunds Street	2	2	25	276	0	32	72	none	10	35	none
WS2154	7579200769	4119 Southwest Edmunds Street	2	6	25	220	0	34	72	none	14	35	none
WS60000	7865200000	4806 42nd Avenue Southwest	2	8	25	276	0	32	72	none	10	35	none
WS2146	7579200805	4822 42nd Avenue Southwest	2	2	25	258	0	33	72	none	11	35	none
WS2148	7579200795	4816 42nd Avenue Southwest	2	2	25	259	0	33	72	none	11	35	none
WS2150	7579200785	4812 42nd Avenue Southwest	2	2	25	250	0	33	72	none	12	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS2136	7579200855	4846 42nd Avenue Southwest	2	2	25	269	0	32	72	none	11	35	none
WS2132	7579200875	4856 42nd Avenue Southwest	2	1	25	249	0	33	72	none	12	35	none
WS2134	7579200865	4852 42nd Avenue Southwest	2	1	25	258	0	33	72	none	11	35	none
WS2138	7579200845	4840 42nd Avenue Southwest	2	1	25	255	0	33	72	none	12	35	none
WS2140	7579200835	4836 42nd Avenue Southwest	2	1	25	260	0	33	72	none	11	35	none
WS2142	7579200825	4832 42nd Avenue Southwest	2	1	25	252	0	33	72	none	12	35	none
WS2144	7579200815	4828 42nd Avenue Southwest	2	1	25	252	0	33	72	none	12	35	none
WS50000	9379700000	4755 Fauntleroy Way Southwest	2	120	25	361	0	30	72	none	7	35	none
WS5020	6126600300	4727 38th Avenue Southwest	2	1	25	886	0	22	72	none	<0	35	none
WS5021	6126600310	4731 38th Avenue Southwest	2	1	25	883	0	22	72	none	<0	35	none
WS5022	6126600320	4737 38th Avenue Southwest	2	4	25	853	0	23	72	none	<0	35	none
WS5023	952007660	4530 38th Avenue Southwest	2	120	55	1022	2	31	72	none	5	35	none
WS1040	952007600	4520 Fauntleroy Way Southwest	2	1	55	1065	2	31	72	none	5	35	none
WS5062	952007845	4515 36th Avenue Southwest	3	1	55	1221	2	30	78	none	4	40	none
WS5146	9297302045	3295 Southwest Avalon Way	2	60	55	1107	0	29	72	none	3	35	none
WS5150	9297302035	3279 Southwest Avalon Way	2	1	55	1157	0	29	72	none	3	35	none
WS5151	9297302030	3275 Southwest Avalon Way	2	1	55	1163	0	29	72	none	3	35	none
WS5147	9297302040	3281 Southwest Avalon Way	2	1	55	1144	0	29	72	none	3	35	none
WS5152	9297302031	3273b Southwest Avalon Way	2	4	55	1204	0	28	72	none	2	35	none
WS81400	321050000	3271 Southwest Avalon Way	2	24	55	1166	0	28	72	none	2	35	none
WS81400	321050000	3271 Southwest Avalon Way	2	80	55	1174	0	28	72	none	2	35	none
WS5164	9297301976	3233 Southwest Avalon Way	2	48	55	1261	0	28	72	none	2	35	none
WS81500	4458770000	3221 Southwest Avalon Way	2	64	55	1331	0	27	72	none	1	35	none
WS5167	9297301930	3211 Southwest Avalon Way	2	16	55	1333	0	62	72	none	14	35	none
WS1094	9297301925	3201 Southwest Avalon Way	2	16	55	1290	0	62	72	none	14	35	none
WS61000	8644250000	3202 Southwest Avalon Way	2	20	55	1187	0	28	72	none	2	35	none
WS60900	7809670000	3210 Southwest Avalon Way	2	20	55	1150	0	29	72	none	3	35	none
WS2422	9297301885	3230 Southwest Avalon Way	2	40	55	1130	0	29	72	none	3	35	none
WS2420	9297301880	3236 Southwest Avalon Way	2	30	55	1089	0	29	72	none	3	35	none
WS2418	9297301865	3246 Southwest Avalon Way	2	10	55	1043	0	29	72	none	4	35	none
WS2416	9297301855	3250 Southwest Avalon Way	2	30	55	1012	0	30	72	none	4	35	none
WS60800	321000000	3256 Southwest Avalon Way	2	32	55	979	0	30	72	none	4	35	none
WS2410	9297301835	3268 Southwest Avalon Way	2	18	55	965	0	30	72	none	4	35	none
WS2408	9297301820	3280 Southwest Avalon Way	2	18	55	954	0	30	72	none	4	35	none
WS81600	321500000	3112 Southwest Avalon Way	2	16	55	1094	0	29	72	none	3	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS61100	9306000000	3120 Southwest Avalon Way	2	20	55	1109	0	29	72	none	3	35	none
WS5205	9297300965	3166 Southwest Genesee Street	2	1	55	1007	0	30	72	none	4	35	none
WS5204	9297300966	4150 32nd Avenue Southwest	2	1	55	966	0	30	72	none	4	35	none
WS5206	9297300975	4144 32nd Avenue Southwest	2	1	55	933	0	30	72	none	5	35	none
WS5207	9297300980	4140 32nd Avenue Southwest	2	1	55	914	0	30	72	none	5	35	none
WS5210	9297300985	4136 32nd Avenue Southwest	2	2	55	902	0	31	72	none	5	35	none
WS5211	9297300990	4134 32nd Avenue Southwest	2	1	55	897	0	31	72	none	5	35	none
WS5212	9297300995	4130 32nd Avenue Southwest	2	1	55	890	0	31	72	none	5	35	none
WS5213	9297301000	4126 32nd Avenue Southwest	2	1	55	882	0	31	72	none	5	35	none
WS5214	9297301005	4122 32nd Avenue Southwest	2	2	55	878	0	31	72	none	5	35	none
WS5215	9297301010	4118 32nd Avenue Southwest	2	2	55	868	0	31	72	none	5	35	none
WS5216	9297301015	4114 32nd Avenue Southwest	2	1	55	893	0	63	72	none	17	35	none
WS5187	9297301250	3220 Southwest Genesee Street	2	2	55	761	0	32	72	none	6	35	none
WS5191	9297301240	3212 Southwest Genesee Street	2	2	55	815	0	31	72	none	6	35	none
WS5195	9297301220	4143 32nd Avenue Southwest	2	2	55	788	0	32	72	none	6	35	none
WS5200	9297301205	4129 32nd Avenue Southwest	2	2	55	765	0	32	72	none	6	35	none
WS5186	9297301255	3224 Southwest Genesee Street	2	1	55	748	0	32	72	none	7	35	none
WS5190	9297301245	3218 Southwest Genesee Street	2	1	55	786	0	32	72	none	6	35	none
WS5192	9297301235	3206 Southwest Genesee Street	2	1	55	827	0	31	72	none	6	35	none
WS5193	9297301230	3200 Southwest Genesee Street	2	1	55	843	0	31	72	none	5	35	none
WS5194	9297301225	4149 32nd Avenue Southwest	2	1	55	812	0	31	72	none	6	35	none
WS5196	9297301215	4139 32nd Avenue Southwest	2	1	55	782	0	32	72	none	6	35	none
WS5197	9297301210	4135 32nd Avenue Southwest	2	1	55	772	0	32	72	none	6	35	none
WS5201	9297301200	4125 32nd Avenue Southwest	2	1	55	746	0	32	72	none	7	35	none
WS1090	9297301751	3119 Southwest Genesee Street	2	1	55	1046	0	29	72	none	3	35	none
WS1088	9297301750	3127 Southwest Genesee Street	2	1	55	1002	0	30	72	none	4	35	none
WS1086	9297301755	3201 Southwest Genesee Street	2	1	55	970	0	30	72	none	4	35	none
WS1084	9297301760	3205 Southwest Genesee Street	2	1	55	949	0	30	72	none	4	35	none
WS1082	9297301765	3211 Southwest Genesee Street	2	1	55	929	0	30	72	none	5	35	none
WS1078	9297301775	3221 Southwest Genesee Street	2	1	55	900	0	31	72	none	5	35	none
WS10004	9297301780	3225 Southwest Genesee Street	2	1	55	887	0	31	72	none	5	35	none
WS1074	9297301785	3227 Southwest Genesee Street	2	1	55	870	0	31	72	none	5	35	none
WS1072	9297301790	3229 Southwest Genesee Street	2	1	55	860	0	31	72	none	5	35	none
WS1070	9297301800	3237 Southwest Genesee Street	2	1	55	837	0	31	72	none	6	35	none
WS7027	952004035	4146 36th Avenue Southwest	2	1	55	662	0	33	72	none	8	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS3006	952003915	3600 Southwest Genesee Street	2	8	55	701	2	34	72	none	9	35	none
WS7000	952003805	4158 37th Avenue Southwest	2	1	55	663	2	35	72	none	9	35	none
WS7002	952003795	4150 37th Avenue Southwest	2	1	55	601	2	36	72	none	10	35	none
WS6697	952003685	4155 37th Avenue Southwest	2	1	55	592	2	36	72	none	11	35	none
WS6700	952003676	4151 37th Avenue Southwest	2	1	55	549	2	36	72	none	11	35	none
WS6687	952003565	4156 38th Avenue Southwest	2	1	55	495	2	37	72	none	12	35	none
WS6690	952003555	4152 38th Avenue Southwest	2	1	55	458	2	38	72	none	13	35	none
WS6676	952003445	4157 38th Avenue Southwest	2	1	55	403	2	39	72	none	14	35	none
WS6677	952003435	4155 38th Avenue Southwest	2	1	55	377	2	39	72	none	15	35	none
WS6665	952003295	4156 39th Avenue Southwest	2	1	55	291	2	42	72	none	18	35	none
WS6680	952003425	4149 38th Avenue Southwest	2	1	55	350	2	40	72	none	16	35	none
WS6666	952003285	4150 39th Avenue Southwest	2	2	55	271	2	43	72	none	19	35	none
WS2404	952004540	4400 37th Avenue Southwest	2	1	55	746	2	34	72	none	8	35	none
WS2402	952004550	4406 37th Avenue Southwest	2	1	55	783	2	33	72	none	8	35	none
WS6592	952004560	4410 37th Avenue Southwest	2	1	55	822	2	33	72	none	7	35	none
WS6591	952004570	4414 37th Avenue Southwest	2	1	55	859	2	33	72	none	7	35	none
WS2400	952004705	4403 37th Avenue Southwest	2	1	55	668	2	35	72	none	9	35	none
WS2398	952004715	4407 37th Avenue Southwest	2	1	55	706	2	34	72	none	9	35	none
WS6590	952004725	4413 37th Avenue Southwest	2	1	55	749	2	34	72	none	8	35	none
WS6587	952004735	4417 37th Avenue Southwest	2	1	55	786	2	33	72	none	8	35	none
WS6586	952004745	4421 37th Avenue Southwest	2	1	55	822	2	33	72	none	7	35	none
WS6585	952004755	4427 37th Avenue Southwest	2	1	55	862	2	33	72	none	7	35	none
WS5145	952004765	4431 37th Avenue Southwest	2	16	55	922	2	32	72	none	6	35	none
WS2396	952004820	4402 38th Avenue Southwest	2	1	55	573	2	36	72	none	11	35	none
WS2394	952004830	4406 38th Avenue Southwest	2	1	55	602	2	36	72	none	10	35	none
WS2392	952004840	4412 38th Avenue Southwest	2	1	55	639	2	35	72	none	10	35	none
WS6584	952004850	4416 38th Avenue Southwest	2	1	55	667	2	35	72	none	9	35	none
WS6583	952004860	4420 38th Avenue Southwest	2	1	55	698	2	34	72	none	9	35	none
WS6582	952004865	4422 38th Avenue Southwest	2	1	55	716	2	34	72	none	9	35	none
WS6581	952004875	4426 38th Avenue Southwest	2	1	55	761	2	34	72	none	8	35	none
WS6580	952004885	4432 38th Avenue Southwest	2	1	55	799	2	33	72	<1	8	35	none
WS5144	952004895	4436 38th Avenue Southwest	2	1	55	835	2	33	72	none	7	35	none
WS5142	952004915	4446 38th Avenue Southwest	2	1	55	858	2	33	72	none	7	35	none
WS5143	952004905	4442 38th Avenue Southwest	2	2	55	857	2	33	72	none	7	35	none
WS5137	952004935	4450 38th Avenue Southwest	2	2	55	913	2	32	72	none	6	35	none

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WS5140	952004930	3718 Southwest Oregon Street	2	2	55	943	2	32	72	none	6	35	none
WS5141	952004925	3714 Southwest Oregon Street	2	3	55	980	2	32	72	none	6	35	none
WS6570	952005095	4457 38th Avenue Southwest	2	1	55	780	2	34	72	none	8	35	none
WS6571	952005085	4453 38th Avenue Southwest	2	1	55	766	2	34	72	none	8	35	none
WS6572	952005075	4451 38th Avenue Southwest	2	1	55	750	2	34	72	none	8	35	none
WS6573	952005065	4441 38th Avenue Southwest	2	1	55	732	2	34	72	none	9	35	none
WS6574	952005055	4437 38th Avenue Southwest	2	1	55	692	2	35	72	none	9	35	none
WS6575	952005045	4433 38th Avenue Southwest	2	1	55	636	2	35	72	none	10	35	none
WS6576	952005035	4427 38th Avenue Southwest	2	1	55	623	2	35	72	none	10	35	none
WS6577	952005025	4423 38th Avenue Southwest	2	1	55	587	2	36	72	none	11	35	none
WS2384	952005015	4417 38th Avenue Southwest	2	1	55	575	2	36	72	none	11	35	none
WS2386	952005000	4411 38th Avenue Southwest	2	1	55	536	2	37	72	none	12	35	none
WS2388	952004995	4407 38th Avenue Southwest	2	1	55	497	2	37	72	none	12	35	none
WS2390	952004985	4403 38th Avenue Southwest	2	1	55	470	2	38	72	none	13	35	none
WS2382	952005105	4402 39th Avenue Southwest	2	1	55	376	2	40	72	none	15	35	none
WS2380	952005115	4406 39th Avenue Southwest	2	1	55	393	2	39	72	none	15	35	none
WS6567	952005145	4420 39th Avenue Southwest	2	1	55	465	2	38	72	none	13	35	none
WS6566	952005155	4424 39th Avenue Southwest	2	1	55	485	2	37	72	none	13	35	none
WS6565	952005160	4428 39th Avenue Southwest	2	1	55	498	2	37	72	none	12	35	none
WS6564	952005165	4434 39th Avenue Southwest	2	1	55	504	2	37	72	none	12	35	none
WS6563	952005185	4436 39th Avenue Southwest	2	1	55	519	2	37	72	none	12	35	none
WS6562	952005195	4440 39th Avenue Southwest	2	1	55	536	2	37	72	none	12	35	none
WS6561	952005200	4442 39th Avenue Southwest	2	1	55	548	2	36	72	none	11	35	none
WS6560	952005205	4446 39th Avenue Southwest	2	1	55	580	2	36	72	none	11	35	none
WS6557	952005215	4448 39th Avenue Southwest	2	1	55	605	2	36	72	none	10	35	none
WS6555	952005224	4452 39th Avenue Southwest	2	1	55	626	2	35	72	none	10	35	none
WS6554	952005249	4456 39th Avenue Southwest	2	1	55	638	2	35	72	none	10	35	none
WS2378	952005125	4414 39th Avenue Southwest	2	2	55	403	2	39	72	none	14	35	none
WS2376	952005135	4416 39th Avenue Southwest	2	2	55	426	2	38	72	none	14	35	none
WS2374	952005270	4403 39th Avenue Southwest	2	1	55	244	2	44	72	none	20	35	none
WS2372	952005280	4409 39th Avenue Southwest	2	2	55	259	2	43	72	none	20	35	none
WS6553	952005290	4413 39th Avenue Southwest	2	1	55	274	2	42	72	none	19	35	none
WS2370	952005300	4417 39th Avenue Southwest	2	1	55	294	2	42	72	none	18	35	none
WS2368	952005305	4421 39th Avenue Southwest	2	1	55	315	2	41	72	none	17	35	none
WS2366	952005320	4427 39th Avenue Southwest	2	1	55	337	2	40	72	none	16	35	none

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WS6552	952005330	4433 39th Avenue Southwest	2	1	55	367	2	40	72	none	15	35	none
WS6551	952005340	4437 39th Avenue Southwest	2	1	55	387	2	39	72	none	15	35	none
WS6547	952005359	4447 39th Avenue Southwest	2	1	55	417	2	39	72	none	14	35	none
WS6546	952005370	4451 39th Avenue Southwest	2	1	55	459	2	38	72	none	13	35	none
WS6545	952005380	4457 39th Avenue Southwest	2	1	55	466	2	38	72	none	13	35	none
WS6550	952005349	4441 39th Avenue Southwest	2	2	55	371	2	40	72	none	15	35	none
WS6655	952003175	4157 39th Avenue Southwest	2	1	55	172	2	50	72	none	25	35	none
WS6656	952003165	4153 39th Avenue Southwest	2	1	55	161	2	51	72	none	26	35	none
WS6645	952003055	4156 40th Avenue Southwest	2	1	55	139	2	53	72	none	28	35	none
WS6646	952003045	4150 40th Avenue Southwest	2	1	55	141	2	53	72	none	28	35	none
WS6635	952002935	4010 Southwest Genesee Street	2	1	55	150	2	52	72	none	27	35	none
WS2364	952005390	4402 40th Avenue Southwest	2	1	55	145	2	53	72	none	28	35	none
WS2362	952005400	4414 40th Avenue Southwest	2	1	55	161	2	51	72	none	26	35	none
WS6544	952005415	4416c 40th Avenue Southwest	2	1	55	156	2	51	72	none	26	35	none
WS6543	952005425	4418 40th Avenue Southwest	2	1	55	202	2	47	72	none	23	35	none
WS2360	952005435	4422 40th Avenue Southwest	2	1	55	201	2	47	72	none	23	35	none
WS2356	952005445	4426 40th Avenue Southwest	2	1	55	196	2	47	72	none	23	35	none
WS2354	952005460	4432 40th Avenue Southwest	2	1	55	263	2	43	72	none	19	35	none
WS6542	952005470	4438 40th Avenue Southwest	2	1	55	250	2	43	72	none	20	35	none
WS6541	952005480	4442 40th Avenue Southwest	2	1	55	269	2	43	72	<1	19	35	none
WS6540	952005490	4446 40th Avenue Southwest	2	1	55	275	2	42	72	<1	19	35	none
WS6537	952005500	4452 40th Avenue Southwest	2	1	55	282	2	42	72	none	18	35	none
WS6536	952005510	4456 40th Avenue Southwest	2	1	55	294	2	42	72	<1	18	35	none
WS2330	952005630	4457 40th Avenue Southwest	2	1	55	161	2	51	72	none	26	35	none
WS2332	952005620	4453 40th Avenue Southwest	2	1	55	169	2	50	72	none	25	35	none
WS2334	952005610	4449 40th Avenue Southwest	2	1	55	134	2	54	72	none	29	35	none
WS2336	952005600	4441 40th Avenue Southwest	2	1	55	132	2	54	72	none	29	35	none
WS2338	952005590	4437 40th Avenue Southwest	2	1	55	131	2	55	72	none	29	35	none
WS6532	952005580	4433 40th Avenue Southwest	2	1	55	120	2	56	72	none	30	35	none
WS6533	952005570	4429 40th Avenue Southwest	2	1	55	111	2	57	72	none	32	35	none
WS2340	952005560	4421 40th Avenue Southwest	2	1	55	104	2	59	72	none	33	35	none
WS2342	952005550	4415 40th Avenue Southwest	2	1	55	110	2	58	72	none	32	35	none
WS2344	952005545	4413 40th Avenue Southwest	2	1	55	111	2	57	72	none	32	35	none
WS2346	952005540	4411 40th Avenue Southwest	2	1	55	113	2	57	72	none	32	35	none
WS2348	952005535	4409 40th Avenue Southwest	2	1	55	111	2	57	72	none	32	35	none

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WS6534	952005530	4407 40th Avenue Southwest	2	1	55	120	2	56	72	none	31	35	none
WS2350	952005525	4405 40th Avenue Southwest	2	1	55	120	2	56	72	none	31	35	none
WS2352	952005520	4403 40th Avenue Southwest	2	1	55	121	2	56	72	none	30	35	none
WS6535	952005515	4401 40th Avenue Southwest	2	1	55	124	2	55	72	none	30	35	none
WS2326	952005680	4424 41st Avenue Southwest	2	1	55	127	2	55	72	none	30	35	none
WS2324	952005690	4426 41st Avenue Southwest	2	1	55	121	2	56	72	none	30	35	none
WS2322	952005695	4430 41st Avenue Southwest	2	1	55	116	2	57	72	none	31	35	none
WS6531	952005670	4434 41st Avenue Southwest	2	1	55	112	2	57	72	none	32	35	none
WS6530	952005719	4436 41st Avenue Southwest	2	1	55	107	2	58	72	none	32	35	none
WS6527	952005737	4440 41st Avenue Southwest	2	1	55	102	2	59	72	none	33	35	none
WS6526	952005741	4446 41st Avenue Southwest	2	1	55	94	2	60	72	none	35	35	<1
WS2320	952005750	4452 41st Avenue Southwest	2	1	55	96	2	60	72	none	35	35	<1
WS2318	952005760	4456 41st Avenue Southwest	2	1	55	92	2	61	72	none	35	35	<1
WS6524	952005826	4431b 41st Avenue Southwest	2	4	55	202	2	47	72	none	23	35	none
WS6522	952005827	4429b 41st Avenue Southwest	2	4	55	256	2	43	72	none	20	35	none
WS2314	952005840	4437a 41st Avenue Southwest	2	2	55	190	2	48	72	none	24	35	none
WS2312	952005841	4437b 41st Avenue Southwest	2	2	55	184	2	49	72	none	24	35	none
WS2310	952005842	4437c 41st Avenue Southwest	2	2	55	183	2	49	72	none	24	35	none
WS2308	952005843	4437d 41st Avenue Southwest	2	2	55	179	2	49	72	none	24	35	none
WS6517	952005832	4441b 41st Avenue Southwest	2	2	55	225	2	45	72	none	21	35	none
WS6520	952005831	4441a 41st Avenue Southwest	2	2	55	229	2	45	72	none	21	35	none
WS6521	952005830	4439 41st Avenue Southwest	2	2	55	237	2	44	72	none	21	35	none
WS6516	952005860	4449b 41st Avenue Southwest	2	3	55	154	2	52	72	none	27	35	none
WS6515	952005861	4449a 41st Avenue Southwest	2	3	55	176	2	49	72	none	25	35	none
WS2302	952005862	4447b 41st Avenue Southwest	2	3	55	195	2	48	72	none	23	35	none
WS2304	952005863	4447a 41st Avenue Southwest	2	3	55	208	2	46	72	none	22	35	none
WS2306	952005850	4443 41st Avenue Southwest	2	1	55	188	2	48	72	none	24	35	none
WS6367	952006630	4501 41st Avenue Southwest	2	3	55	139	2	53	72	none	28	35	none
WS6366	952006631	4503 41st Avenue Southwest	2	3	55	138	2	54	72	none	28	35	none
WS6362	952006632	4505 41st Avenue Southwest	2	3	55	136	2	54	72	none	28	35	none
WS6360	952006633	4507 41st Avenue Southwest	2	3	55	137	2	54	72	none	28	35	none
WS6364	952006635	4113 Southwest Oregon Street	2	6	55	189	2	48	72	none	24	35	none
WS6354	952006638	4109 Southwest Oregon Street	2	6	55	183	2	49	72	none	24	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	100	55	567	2	36	72	none	11	35	none
WS60700	7942040000	4555 39th Avenue Southwest	2	80	25	359	0	30	72	none	7	35	none

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WS60700	7942040000	4555 39th Avenue Southwest	2	40	25	359	0	30	72	none	7	35	none
WS5102	952007165	4538 40th Avenue Southwest	2	1	55	369	2	40	72	none	15	35	none
WS5106	952007152	4536b 40th Avenue Southwest	2	6	55	430	2	38	72	none	14	35	none
WS5104	952007150	4534b 40th Avenue Southwest	2	6	55	374	2	40	72	none	15	35	none
WS5110	952007141	4530b 40th Avenue Southwest	2	6	55	432	2	38	72	none	14	35	none
WS5107	952007137	4530d 40th Avenue Southwest	2	6	55	380	2	39	72	none	15	35	none
WS5113	952007125	4526 40th Avenue Southwest	2	1	55	374	2	40	72	none	15	35	none
WS5114	952007120	4522 40th Avenue Southwest	2	1	55	365	2	40	72	none	16	35	none
WS5115	952007105	4518 40th Avenue Southwest	2	3	55	343	2	40	72	none	16	35	none
WS5116	952007090	4514 40th Avenue Southwest	2	1	55	339	2	40	72	none	16	35	none
WS5122	952007080	4508 40th Avenue Southwest	2	1	55	331	2	41	72	none	17	35	none
WS5125	952007065	4506 40th Avenue Southwest	2	1	55	328	2	41	72	none	17	35	none
WS5130	952007055	3955 Southwest Oregon Street	2	6	55	327	2	41	72	none	17	35	none
WS5132	952007057	3951 Southwest Oregon Street	2	6	55	381	2	39	72	none	15	35	none
WS5127	952007069	4506a 40th Avenue Southwest	2	4	55	361	2	40	72	none	16	35	none
WS5124	952007082	4510a 40th Avenue Southwest	2	4	55	372	2	40	72	none	15	35	none
WS5117	952007091	4512a 40th Avenue Southwest	2	6	55	389	2	39	72	none	15	35	none
WS6396	952006905	4503 40th Avenue Southwest	2	1	55	193	2	48	72	none	23	35	none
WS6395	952006915	4507 40th Avenue Southwest	2	1	55	214	2	46	72	none	22	35	none
WS6394	952006925	4511 40th Avenue Southwest	2	1	55	217	2	46	72	none	22	35	none
WS3004	952006906	4505a 40th Avenue Southwest	2	4	55	142	2	53	72	none	28	35	none
WS6385	952006916	4505c 40th Avenue Southwest	2	4	55	147	2	53	72	none	27	35	none
WS6382	952006929	4513b 40th Avenue Southwest	2	6	55	177	2	49	72	none	25	35	none
WS6381	952006935	4517 40th Avenue Southwest	2	4	55	185	2	49	72	none	24	35	none
WS6380	952006939	4521a 40th Avenue Southwest	2	6	55	167	2	50	72	none	25	35	none
WS6393	952006941	4523a 40th Avenue Southwest	2	6	55	212	2	46	72	none	22	35	none
WS6376	952006953	4529a 40th Avenue Southwest	2	4	55	168	2	50	72	none	25	35	none
WS6391	952006957	4527a 40th Avenue Southwest	2	4	55	215	2	46	72	none	22	35	none
WS6374	952006961	4533a 40th Avenue Southwest	2	4	55	170	2	50	72	none	25	35	none
WS6370	952006979	4539b 40th Avenue Southwest	2	4	55	194	2	48	72	none	23	35	none
WS6387	952006965	4531 40th Avenue Southwest	2	2	55	219	2	46	72	none	22	35	none
WS6386	952006975	4537 40th Avenue Southwest	2	2	55	236	2	44	72	none	21	35	none
WS5096	952006989	4543b 40th Avenue Southwest	2	3	25	191	0	35	72	none	16	35	none
WS5101	952006985	4541 40th Avenue Southwest	2	2	25	240	0	33	72	none	12	35	none
WS5094	952006999	4547b 40th Avenue Southwest	2	3	25	192	0	35	72	none	16	35	none

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WS5100	952006995	4545 40th Avenue Southwest	2	2	25	234	0	33	72	none	13	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	48	25	79	0	53	72	none	32	35	none
WS51000	1333100000	4100 Southwest Alaska Street	2	100	25	273	0	32	72	none	11	35	none
WS2254	952006855	4536 41st Avenue Southwest	2	1	55	82	2	63	72	<1	37	35	2
WS2262	952006845	4532 41st Avenue Southwest	2	1	55	87	2	62	72	none	36	35	<1
WS2280	952006815	4520a 41st Avenue Southwest	2	5	55	82	2	63	72	none	37	35	2
WS7582	952006817	4520c 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7583	952006816	4520b 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7584	952006813	418a 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS7585	952006814	418b 41st Avenue Southwest	2	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280	See WS2280
WS2282	952006805	4514 41st Avenue Southwest	2	1	55	85	2	62	72	<1	36	35	1
WS2284	952006795	4512 41st Avenue Southwest	2	1	55	85	2	62	72	none	36	35	1
WS2286	952006789	4504 41st Avenue Southwest	2	3	55	90	2	61	72	none	35	35	<1
WS2288	952006787	4502 41st Avenue Southwest	2	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286
WS2292	952006785	4508 41st Avenue Southwest		See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286
WS2294	952006783	4506 41st Avenue Southwest		See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286	See WS2286
WS2290	952006775	4019 Southwest Oregon Street	2	2	55	91	2	61	72	none	35	35	<1
WS2272	952006838	4528b 41st Avenue Southwest	2	8	55	119	2	56	72	none	31	35	none
WS2264	952006836	4526b 41st Avenue Southwest	2	8	55	81	2	63	72	none	37	35	2
WS2266	952006835	4526a 41st Avenue Southwest	2	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264	See WS2264
WS2268	952006823	4522b 41st Avenue Southwest	2	4	55	81	2	63	72	none	37	35	2
WS2270	952006821	4522a 41st Avenue Southwest	2	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268	See WS2268
WS2276	952006825	4524b 41st Avenue Southwest	2	4	55	121	2	56	72	none	30	35	none
WS2256	952006861	4538c 41st Avenue Southwest	2	6	55	104	2	58	72	none	33	35	none
WS2246	952006700	4525 41st Avenue Southwest	2	48	55	91	2	61	72	none	35	35	<1
WS2248	952006680	4519 41st Avenue Southwest		See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246
WS2250	952006660	4515 41st Avenue Southwest		See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246	See WS2246
WS2186	952006510	4502 42nd Avenue Southwest	2	96	55	264	2	43	72	none	19	35	none
WS2176	952006560	4526 42nd Avenue Southwest	2	1	55	260	2	43	72	none	19	35	none
WS2174	952006565	4532 42nd Avenue Southwest	2	32	55	272	2	43	72	none	19	35	none
WS60600	1591920000	4527 41st Avenue Southwest	2	6	55	125	2	55	72	none	30	35	none
WS5086	952006718	4533c 41st Avenue Southwest	2	3	55	130	2	55	72	none	29	35	none
WS5083	952006728	4535c 41st Avenue Southwest	2	3	55	128	2	55	72	none	29	35	none
WS2242	952006715	4531 41st Avenue Southwest	2	2	55	98	2	60	72	none	34	35	none
WS2240	952006725	4537 41st Avenue Southwest	2	2	55	98	2	60	72	none	34	35	none

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WS60300	2607870000	4752 41st Avenue Southwest	2	36	25	83	10	61	72	none	41	35	6
WS1006	7579200205	4715 42nd Avenue Southwest	2	160	25	365	0	30	72	none	7	35	none
WS2162	952006465	4545 42nd Avenue Southwest	2	64	25	376	0	29	72	none	6	35	none
WS6351	952006385	4505 42nd Avenue Southwest	2	36	55	395	2	39	72	none	15	35	none
WS5222	9297300935	3104b Southwest Avalon Way	2	1	55	1109	0	63	72	none	16	35	none
WS5224	9297300930	not available	2	3	55	1099	0	63	72	none	16	35	none
WS5225	9297300925	3078e Southwest Avalon Way	2	3	55	1093	0	63	72	none	16	35	none
WS5226	9297300920	3074 Southwest Avalon Way	2	3	55	1085	0	63	72	none	16	35	none
WS5246	9297300898	3070b Southwest Avalon Way	2	12	55	1090	0	63	72	none	16	35	none
WS5250	9297300902	3062b Southwest Avalon Way	2	12	55	1087	0	63	72	none	16	35	none
WS5252	9297300895	3060 Southwest Avalon Way	2	12	55	1080	0	63	72	none	16	35	none
WS7196	9297300885	3050 Southwest Avalon Way	2	36	55	1103	0	63	72	none	16	35	none
WS7121	9297300875	3046 Southwest Avalon Way	2	12	55	1104	0	63	72	none	16	35	none
WS7122	9297300870	3040 Southwest Avalon Way	2	6	55	1115	0	63	72	none	16	35	none
WS5256	9297300725	3039 Southwest Avalon Way	2	1	55	1204	0	63	72	none	15	35	none
WS5254	9297300745	3051 Southwest Avalon Way	2	1	55	1204	0	63	72	none	15	35	none
WS5253	9297300750	3055 Southwest Avalon Way	2	1	55	1204	0	63	72	none	15	35	none
WS5255	9297300740	3047 Southwest Avalon Way	2	2	55	1217	0	63	72	none	15	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	24	55	1350	0	62	72	none	4	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	24	55	1253	0	63	72	none	15	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	18	55	1231	0	63	72	none	15	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	12	55	1368	0	62	72	none	14	35	none
WS1096	9297300765	3101 Southwest Avalon Way	2	30	55	1453	0	62	72	none	4	35	none
WS1102	9358002340	4316 30th Avenue Southwest	2	6	55	1565	1	63	72	none	4	35	none
WS1104	9358002350	2852 Southwest Genesee Street	2	2	55	1605	1	63	72	none	4	35	none
WS1106	9358002351	2850 Southwest Genesee Street	2	2	55	1642	1	63	72	none	4	35	none
WS1110	9358002365	2842 Southwest Genesee Street	2	2	55	1676	1	63	72	none	4	35	none
WS5263	9358002308	2851 Southwest Nevada Street	2	3	55	1604	1	63	72	none	4	35	none
WS5264	9358002305	2853 Southwest Nevada Street	2	3	55	1586	1	63	72	none	4	35	none
WS5262	9358002320	2855 Southwest Nevada Street	2	4	55	1564	1	63	72	none	4	35	none
WS5261	9358002330	4302 30th Avenue Southwest	2	2	55	1529	1	63	72	none	4	35	none
WS1010	7579200260	4720 42nd Avenue Southwest	3	1	25	98	10	56	78	none	38	40	none
WS7114	9297301155	4049 32nd Avenue Southwest	2	2	55	735	0	32	72	none	7	35	none
WS7154	9297301170	4105 32nd Avenue Southwest	2	2	55	721	0	32	72	none	7	35	none
WS7221	9297301455	4039 Fauntleroy Way Southwest	2	2	55	491	0	36	72	none	11	35	none

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WS7222	9297301460	4043 Fauntleroy Way Southwest	2	2	55	482	0	36	72	none	11	35	none
WS7223	9297301465	4101 Fauntleroy Way Southwest	2	2	55	477	0	36	72	none	11	35	none
WS7216	9297301440	4027 Fauntleroy Way Southwest	2	2	55	491	0	36	72	none	11	35	none
WS7205	9297301060	4030 32nd Avenue Southwest	2	1	55	923	0	63	72	none	17	35	none
WS7204	9297301055	4036 32nd Avenue Southwest	2	1	55	907	0	63	72	none	17	35	none
WS7203	9297301050	4040 32nd Avenue Southwest	2	1	55	895	0	63	72	none	17	35	none
WS5203	9297301180	4115 32nd Avenue Southwest	2	1	55	731	0	32	72	none	7	35	none
WS5202	9297301190	4121 32nd Avenue Southwest	2	1	55	746	0	32	72	none	7	35	none
WS7116	9297301145	4039 32nd Avenue Southwest	2	1	55	763	0	63	72	none	19	35	none
WS7115	9297301150	4045 32nd Avenue Southwest	2	1	55	753	0	63	72	none	19	35	none
WS7155	9297301175	4107 32nd Avenue Southwest	2	1	55	733	0	32	72	none	7	35	none
WS7153	9297301165	4055 32nd Avenue Southwest	2	1	55	749	0	32	72	none	7	35	none
WS7213	9297301160	4051 32nd Avenue Southwest	2	1	55	750	0	32	72	none	7	35	none
WS7152	9297301135	4035 32nd Avenue Southwest	2	1	55	788	0	63	72	none	19	35	none
WS5217	9297301020	4110 32nd Avenue Southwest	2	1	55	856	0	63	72	none	18	35	none
WS5220	9297301025	4106 32nd Avenue Southwest	2	1	55	863	0	63	72	none	18	35	none
WS7197	9297301029	4104 32nd Avenue Southwest	2	1	55	867	0	63	72	none	18	35	none
WS7200	9297301030	4100 32nd Avenue Southwest	2	1	55	872	0	63	72	none	18	35	none
WS7201	9297301040	4046 32nd Avenue Southwest	2	1	55	873	0	63	72	none	18	35	none
WS7202	9297301045	4044 32nd Avenue Southwest	2	1	55	926	0	63	72	none	17	35	none
WS7217	9297301445	4031 Fauntleroy Way Southwest	2	1	55	479	0	36	72	none	11	35	none
WS7220	9297301450	4035 Fauntleroy Way Southwest	2	1	55	498	0	35	72	none	11	35	none
WS7224	9297301470	4105 Fauntleroy Way Southwest	2	1	55	472	0	36	72	none	11	35	none
WS7392	9297301475	4107 Fauntleroy Way Southwest	2	1	55	466	0	36	72	none	11	35	none
WS7393	9297301480	4115 Fauntleroy Way Southwest	2	1	55	461	0	36	72	none	11	35	none
WS7215	9297301430	4023 Fauntleroy Way Southwest	2	1	55	496	0	36	72	none	11	35	none
WS6636	952002920	4151 40th Avenue Southwest	2	1	55	176	2	49	72	none	25	35	none
WS6637	952002915	4147 40th Avenue Southwest	2	1	55	192	2	48	72	none	23	35	none
WS6640	952002905	4141 40th Avenue Southwest	2	1	55	223	2	45	72	none	21	35	none
WS6641	952002895	4137 40th Avenue Southwest	2	1	55	246	2	44	72	none	20	35	none
WS6647	952003035	4146 40th Avenue Southwest	2	1	55	149	2	52	72	none	27	35	none
WS6650	952003025	4140 40th Avenue Southwest	2	1	55	153	2	52	72	none	27	35	none
WS6651	952003015	4136 40th Avenue Southwest	2	1	55	164	2	51	72	none	26	35	none
WS6652	952003005	4132 40th Avenue Southwest	2	1	55	176	2	49	72	none	25	35	none
WS6653	952002995	4126 40th Avenue Southwest	2	1	55	200	2	47	72	none	23	35	none

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WS6654	952002985	4122 40th Avenue Southwest	2	1	55	212	2	46	72	none	22	35	none
WS7712	952002975	4116 40th Avenue Southwest	2	1	55	243	2	44	72	none	20	35	none
WS6657	952003155	4147 39th Avenue Southwest	2	1	55	149	2	52	72	none	27	35	none
WS6660	952003145	4141 39th Avenue Southwest	2	1	55	148	2	52	72	none	27	35	none
WS6661	952003135	4137 39th Avenue Southwest	2	1	55	149	2	52	72	none	27	35	none
WS6662	952003125	4129 39th Avenue Southwest	2	1	55	147	2	52	72	none	27	35	none
WS6663	952003115	4125 39th Avenue Southwest	2	1	55	150	2	52	72	none	27	35	none
WS6664	952003105	4121 39th Avenue Southwest	2	1	55	162	2	51	72	none	26	35	none
WS7717	952003095	4117 39th Avenue Southwest	2	1	55	176	2	49	72	none	25	35	none
WS7716	952003090	4111 39th Avenue Southwest	2	1	55	195	2	48	72	none	23	35	none
WS7715	952003085	4109 39th Avenue Southwest	2	1	55	217	2	46	72	none	22	35	none
WS7713	952003064	3903 Southwest Dakota Street	2	1	55	245	2	44	72	none	20	35	none
WS6667	952003275	4146 39th Avenue Southwest	2	1	55	214	2	46	72	none	22	35	none
WS6670	952003265	4142 39th Avenue Southwest	2	1	55	188	2	48	72	none	24	35	none
WS6671	952003255	4136 39th Avenue Southwest	2	1	55	166	2	50	72	none	25	35	none
WS6672	952003245	4132 39th Avenue Southwest	2	1	55	155	2	52	72	none	27	35	none
WS6673	952003240	4128 39th Avenue Southwest	2	1	55	147	2	52	72	none	27	35	none
WS6674	952003230	4124 39th Avenue Southwest	2	1	55	145	2	53	72	none	27	35	none
WS6675	952003220	4118 39th Avenue Southwest	2	1	55	146	2	53	72	none	27	35	none
WS7723	952003210	4114 39th Avenue Southwest	2	1	55	144	2	53	72	none	28	35	none
WS7722	952003203	4110 39th Avenue Southwest	2	1	55	152	2	52	72	none	27	35	none
WS7721	952003188	4104 39th Avenue Southwest	2	1	55	171	2	50	72	none	25	35	none
WS7720	952003184	3817 Southwest Dakota Street	2	1	55	194	2	48	72	none	23	35	none
WS7695	952001090	4060 39th Avenue Southwest	2	1	55	242	2	44	72	none	20	35	none
WS6683	952003395	4135 38th Avenue Southwest	2	1	55	218	2	46	72	none	22	35	none
WS6684	952003385	4129 38th Avenue Southwest	2	1	55	199	2	47	72	none	23	35	none
WS6685	952003370	4125 38th Avenue Southwest	2	1	55	175	2	49	72	none	25	35	none
WS6686	952003360	4121 38th Avenue Southwest	2	1	55	157	2	51	72	none	26	35	none
WS7730	952003350	4117 38th Avenue Southwest	2	1	55	145	2	53	72	none	27	35	none
WS7727	952003340	4111 38th Avenue Southwest	2	1	55	140	2	53	72	none	28	35	none
WS7726	952003330	4109 38th Avenue Southwest	2	1	55	142	2	53	72	none	28	35	none
WS7725	952003315	4107 38th Avenue Southwest	2	1	55	141	2	53	72	none	28	35	none
WS7724	952003305	4103 38th Avenue Southwest	2	1	55	138	2	54	72	none	28	35	none
WS7690	952000955	4059 38th Avenue Southwest	2	1	55	178	2	49	72	none	24	35	none
WS7687	952000945	4055 38th Avenue Southwest	2	1	55	204	2	47	72	none	23	35	none

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WS7686	952000935	4051 38th Avenue Southwest	2	1	55	241	2	44	72	none	20	35	none
WS7675	952000775	4042 38th Avenue Southwest	2	1	55	233	2	45	72	none	21	35	none
WS7676	952000780	4046 38th Avenue Southwest	2	1	55	202	2	47	72	none	23	35	none
WS7677	952000800	4050 38th Avenue Southwest	2	1	55	178	2	49	72	none	24	35	none
WS7680	952000805	4054 38th Avenue Southwest	2	1	55	154	2	52	72	none	27	35	none
WS7681	952000815	3720 Southwest Dakota Street	2	1	55	134	2	54	72	none	29	35	none
WS7731	952003455	4102 38th Avenue Southwest	2	1	55	133	2	54	72	none	29	35	none
WS7732	952003459	4106 38th Avenue Southwest	2	1	55	133	2	54	72	none	29	35	none
WS7733	952003464	4110 38th Avenue Southwest	2	1	55	139	2	53	72	none	28	35	none
WS7734	952003480	4112 38th Avenue Southwest	2	1	55	156	2	51	72	none	26	35	none
WS7735	952003490	4116 38th Avenue Southwest	2	1	55	176	2	49	72	none	25	35	none
WS6696	952003500	4120 38th Avenue Southwest	2	1	55	201	2	47	72	none	23	35	none
WS7731	952003455	4102 38th Avenue Southwest	2	1	55	129	2	55	72	none	29	35	none
WS6695	952003505	4126 38th Avenue Southwest	2	1	55	231	2	45	72	none	21	35	none
WS6682	952003405	4139 38th Avenue Southwest	2	1	55	246	2	44	72	none	20	35	none
WS6707	952003615	4119 37th Avenue Southwest	2	1	55	240	2	44	72	none	20	35	none
WS6710	952003605	4115 37th Avenue Southwest	2	1	55	208	2	46	72	none	22	35	none
WS7740	952003595	4111 37th Avenue Southwest	2	1	55	182	2	49	72	none	24	35	none
WS7737	952003585	4107 37th Avenue Southwest	2	1	55	147	2	53	72	none	27	35	none
WS7736	952003575	4103 37th Avenue Southwest	2	1	55	134	2	54	72	none	29	35	none
WS7671	952000675	4059 37th Avenue Southwest	2	1	55	127	2	55	72	none	30	35	none
WS7670	952000665	4055 37th Avenue Southwest	2	1	55	128	2	55	72	none	29	35	none
WS7667	952000650	4049 37th Avenue Southwest	2	1	55	150	2	52	72	none	27	35	none
WS7666	952000640	4045 37th Avenue Southwest	2	1	55	178	2	49	72	none	24	35	none
WS7665	952000630	4041 37th Avenue Southwest	2	1	55	212	2	46	72	none	22	35	none
WS7664	952000620	4037 37th Avenue Southwest	2	1	55	242	2	44	72	none	20	35	none
WS7013	952003710	4112 37th Avenue Southwest	2	1	55	232	2	45	72	none	21	35	none
WS7742	952003705	4106 37th Avenue Southwest	2	1	55	192	2	48	72	none	23	35	none
WS7741	952003695	3617 Southwest Dakota Street	2	1	55	159	2	51	72	none	26	35	none
WS7661	952000530	4060 37th Avenue Southwest	2	1	55	124	2	55	72	none	30	35	none
WS7660	952000525	3616 Southwest Dakota Street	2	1	55	123	2	56	72	none	30	35	none
WS7657	952000520	4050 37th Avenue Southwest	2	1	55	124	2	55	72	none	30	35	none
WS7656	952000505	4044 37th Avenue Southwest	2	1	55	135	2	54	72	none	29	35	none
WS7655	952000495	4040 37th Avenue Southwest	2	1	55	156	2	52	72	none	26	35	none
WS7654	952000485	4036 37th Avenue Southwest	2	1	55	184	2	49	72	none	24	35	none

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WS7653	952000475	4032 37th Avenue Southwest	2	1	55	226	2	45	72	none	21	35	none
WS7743	952003815	4101 36th Avenue Southwest	2	1	55	191	2	48	72	none	23	35	none
WS7744	952003825	4105 36th Avenue Southwest	2	1	55	224	2	45	72	none	21	35	none
WS7647	952000405	4061 36th Avenue Southwest	2	1	55	125	2	55	72	none	30	35	none
WS7646	952000395	4055 36th Avenue Southwest	2	1	55	122	2	56	72	none	30	35	none
WS7645	952000385	4051 36th Avenue Southwest	2	1	55	122	2	56	72	none	30	35	none
WS7644	952000370	4045 36th Avenue Southwest	2	1	55	126	0	53	72	none	28	35	none
WS7643	952000365	4039 36th Avenue Southwest	2	1	55	144	0	51	72	none	26	35	none
WS7642	952000355	4035 36th Avenue Southwest	2	1	55	186	0	47	72	none	22	35	none
WS7641	952000345	4029 36th Avenue Southwest	2	1	55	225	0	43	72	none	20	35	none
WS7626	952000195	4022 36th Avenue Southwest	2	1	55	234	0	43	72	none	19	35	none
WS7627	952000210	4026 36th Avenue Southwest	2	1	55	205	0	45	72	none	21	35	none
WS7630	952000215	4034 36th Avenue Southwest	2	1	55	161	0	49	72	none	24	35	none
WS7631	952000230	4040 36th Avenue Southwest	2	1	55	129	0	53	72	none	28	35	none
WS7632	952000240	4044 36th Avenue Southwest	2	1	55	119	0	54	72	none	29	35	none
WS7633	952000246	4048 36th Avenue Southwest	2	1	55	120	0	54	72	none	29	35	none
WS7634	952000260	4054 36th Avenue Southwest	2	1	55	120	0	54	72	none	29	35	none
WS7635	952000270	4058 36th Avenue Southwest	2	1	55	134	0	52	72	none	27	35	none
WS7745	952003935	4102 36th Avenue Southwest	2	1	55	214	0	44	72	none	20	35	none
WS7055	952004080	3509 Southwest Dakota Street	2	1	55	234	0	43	72	none	19	35	none
WS7746	952004085	4103 35th Avenue Southwest	2	1	55	238	0	42	72	none	19	35	none
WS7622	952000135	4059 35th Avenue Southwest	2	1	55	147	0	51	72	none	26	35	none
WS7621	952000125	4055 35th Avenue Southwest	2	1	55	126	0	53	72	none	28	35	none
WS7620	952000115	4049 35th Avenue Southwest	2	1	55	107	0	56	72	none	31	35	none
WS7617	952000105	4045 35th Avenue Southwest	2	1	55	107	0	56	72	none	31	35	none
WS7616	952000095	4041 35th Avenue Southwest	2	1	55	109	0	56	72	none	30	35	none
WS7615	952000085	4035 35th Avenue Southwest	2	1	55	126	0	53	72	none	28	35	none
WS7614	952000075	4029 35th Avenue Southwest	2	1	55	157	0	50	72	none	25	35	none
WS7613	952000065	4025 35th Avenue Southwest	2	1	55	196	0	46	72	none	21	35	none
WS5180	9297301485	4117 Fauntleroy Way Southwest	2	1	55	457	0	36	72	none	11	35	none
WS5177	9297301490	4121 Fauntleroy Way Southwest	2	1	55	462	0	36	72	none	11	35	none
WS5176	9297301495	4127 Fauntleroy Way Southwest	2	1	55	461	0	36	72	none	11	35	none
WS5175	9297301500	4129 Fauntleroy Way Southwest	2	1	55	466	0	36	72	none	11	35	none
WS5174	9297301505	4135 Fauntleroy Way Southwest	2	1	55	469	0	36	72	none	11	35	none
WS5173	9297301510	4137 Fauntleroy Way Southwest	2	1	55	485	0	36	72	none	11	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS5172	9297301515	4141 Fauntleroy Way Southwest	2	1	55	499	0	35	72	none	11	35	none
WS5171	9297301520	4145 Fauntleroy Way Southwest	2	1	55	515	0	35	72	none	10	35	none
WS5170	9297301525	4147 Fauntleroy Way Southwest	2	1	55	532	0	35	72	none	10	35	none
WS7870	9297301690	4046 35th Avenue Southwest	2	1	55	173	0	48	72	none	23	35	none
WS7871	9297301695	4040 35th Avenue Southwest	2	1	55	136	0	52	72	none	27	35	none
WS7872	9297301700	4036 35th Avenue Southwest	2	1	55	115	0	55	72	none	29	35	none
WS7873	9297301705	4032 35th Avenue Southwest	2	1	55	107	0	56	72	none	31	35	none
WS7874	9297301710	4030 35th Avenue Southwest	2	1	55	115	0	55	72	none	29	35	none
WS7875	9297301715	4026 35th Avenue Southwest	2	1	55	116	0	55	72	none	29	35	none
WS7876	9297301720	4020 35th Avenue Southwest	2	1	55	132	0	53	72	none	27	35	none
WS7877	9297301730	4014 35th Avenue Southwest	2	1	55	175	0	48	72	none	23	35	none
WS7880	9297301735	4010 35th Avenue Southwest	2	1	55	201	0	45	72	none	21	35	none
WS7881	9297301740	4006 35th Avenue Southwest	2	1	55	241	0	42	72	none	19	35	none
WS7864	9297301635	4001 34th Avenue Southwest	2	1	55	325	0	39	72	none	15	35	none
WS7865	9297301640	4005 34th Avenue Southwest	2	1	55	296	0	40	72	none	16	35	none
WS7866	9297301645	4009 34th Avenue Southwest	2	1	55	269	0	41	72	none	17	35	none
WS7867	9297301650	4011 34th Avenue Southwest	2	1	55	251	0	42	72	none	18	35	none
WS7356	9297301655	4017 34th Avenue Southwest	2	1	55	236	0	43	72	none	19	35	none
WS7357	9297301660	4021 34th Avenue Southwest	2	1	55	224	0	43	72	none	20	35	none
WS7358	9297301665	4025 34th Avenue Southwest	2	1	55	220	0	44	72	none	20	35	none
WS7359	9297301670	4029 34th Avenue Southwest	2	1	55	195	0	46	72	none	21	35	none
WS7360	9297301675	4033 34th Avenue Southwest	2	1	55	203	0	45	72	none	21	35	none
WS7362	9297301685	4037 34th Avenue Southwest	2	1	55	177	0	48	72	none	23	35	none
WS7361	9297301680	4045 34th Avenue Southwest	2	1	55	195	0	46	72	none	21	35	none
WS7344	9297301575	4046 34th Avenue Southwest	2	1	55	293	0	40	72	none	16	35	none
WS7345	9297301580	4042 34th Avenue Southwest	2	1	55	292	0	40	72	none	16	35	none
WS7346	9297301585	4038 34th Avenue Southwest	2	1	55	309	0	40	72	none	16	35	none
WS7347	9297301590	4034 34th Avenue Southwest	2	1	55	323	0	39	72	none	15	35	none
WS7348	9297301595	4032 34th Avenue Southwest	2	1	55	327	0	39	72	none	15	35	none
WS7350	9297301605	4022 34th Avenue Southwest	2	1	55	343	0	39	72	none	15	35	none
WS7350	9297301605	4022 34th Avenue Southwest	2	1	55	337	0	39	72	none	15	35	none
WS7351	9297301610	4018 34th Avenue Southwest	2	1	55	357	0	38	72	none	14	35	none
WS7352	9297301615	4014 34th Avenue Southwest	2	1	55	376	0	38	72	none	14	35	none
WS7353	9297301620	4010 34th Avenue Southwest	2	1	55	376	0	38	72	none	13	35	none
WS7354	9297301625	4008 34th Avenue Southwest	2	1	55	393	0	37	72	none	13	35	none

Right-of-Way I.D.	King County Parcel Number	Site Address	Land Use Category [a]	Dwelling Units [b]	Speed (miles per hour) [c]	Distance (feet) [d]	Track Adjustment (VdB) [e]	Predicted Vibration (VdB) [f]	Vibration Limit (VdB)	Vibration Exceedance Amount (VdB)	Predicted G.B.N. (dBA) [g]	G.B.N. Limit (dBA)	G.B.N. Exceedance Amount (dBA)
WS7355	9297301630	4002 34th Avenue Southwest	2	1	55	405	0	37	72	none	13	35	none
WS7337	9297301420	3307 Southwest Andover Street	2	1	55	468	0	36	72	none	11	35	none
WS7391	9297301425	4015 Fauntleroy Way Southwest	2	1	55	535	0	35	72	none	10	35	none
WS7214	9297301428	4019 Fauntleroy Way Southwest	2	1	55	507	0	35	72	none	10	35	none
WS5023	952007660	4530 38th Avenue Southwest	3	1	55	1041	2	31	78	none	5	40	none
WS6347	952006260	4500 California Avenue Southwest	3	1	55	537	2	37	78	none	12	40	none

Notes:

Category 1 predictions are made using building specific data. Predictions, limits, and results are covered in Section 6.4, Construction Vibration Impacts.

Properties not included in this table are either outside of the analysis area or are assumed to be displaced by this alternative.

[a] Land use categories are based on existing ambient levels and the FTA Manual categories. Land use category: 1 = Buildings where vibration may interfere with interior operations, 2 = Residences and buildings where people normally sleep, 3 = Institutional land uses with primarily daytime use.

[b] Total number of dwelling units at the sensitive receiver.

[c] Speed used for the vibration analysis.

[d] Slant distance between the receiver and the near track centerline.

[e] Adjustment added to predictions for nearby crossovers or track curvature per equations described in Section 4.2.1, Operational Vibration Prediction Methods.

[f] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[g] Predicted groundborne noise level.

dBA = A-weighted decibels

G.B.N. = groundborne noise

I.D. = identification

VdB = vibration decibels

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Attachment N.3H
Vibration Analysis of Category 1 Uses and Special Buildings

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Acronyms and Abbreviations

ACT	A Contemporary Theater
dBA	A-weighted decibels
FTA	Federal Transit Administration
Leq	equivalent sound level
L.S.T.M.	line source transfer mobility
M.R.I.	magnetic resonance imaging
N.M.R.	nuclear magnetic resonance
P.S.T.M.	point source transfer mobility
R.M.S.	root-mean square
SIFF	Seattle International Film Festival
V.C.	vibration criteria
VdB	vibration velocity decibels

1 HARBOR ISLAND MACHINE WORKS

1.1 Description of Sensitive Spaces

Harbor Island Machine Works is a precision machine shop at 3431 11th Avenue Southwest on Harbor Island in the Duwamish Segment of the West Seattle Link Extension. The machine shop building is composed of an original structure with additions. Their equipment includes mills, lathes, computer numerical control tools, and other machining equipment. Some equipment relies on laser calibration systems, and it is important that high vibration levels not cause interference while machining parts. No photographs are allowed in the machine shop due to the potentially sensitive nature of parts being machined. Figure 1-1 shows a photograph of a mill provided by Harbor Island Machine Works.

The Federal Transit Administration (FTA) workshop criteria for vibration were applied to the Harbor Island Machine Works site. The workshop threshold of 90 vibration velocity decibels (VdB) are appropriate for areas where vibration can be distinctly felt but are not as sensitive to vibration as typical office spaces or institutional land uses. Even though the criteria for Harbor Island Machine Works are higher than Category 2 or 3 land uses, it is considered a Category 1 land use because vibration could interfere with operations. This distinction is particularly important when considering construction vibration limits. Construction vibration limits for Category 2 or 3 land uses is typically based on potential risk for damage, where construction vibration limits for Category 1 buildings is based on potential for interference.

Figure 1-1. Photograph from the Harbor Island Machine Works Machine Shop

Source: Harbor Island Machine Works 2021
(used with permission)

1.2 Existing Vibration Levels

Existing vibration levels were measured over three 15-minute periods at two locations at the Harbor Island Machine Shop. One sensor was in the more recent building addition, about 12 feet from the south wall of the building. The second sensor was about 68 feet from the south wall of the building in the original workshop. Normal business activity was on-going during the ambient vibration measurements.

The measured equivalent vibration levels (Leq) over the 45-minute duration of the measurement are shown in Table 1-1 for the two measurement positions. Figures 1-2 and 1-3 show the 1-second vibration levels over the measurement duration. Figure 1-4 shows the spectra of the vibration levels. At high frequencies, the existing vibration levels in the original workshop are higher than the vibration levels in the building addition. This may be due to the type of equipment that was operating nearby, or it may be due to differences in the building foundations. For both measurement positions, the existing vibration levels are relatively high at frequencies below 40 hertz.

Table 1-1. Background Noise and Vibration Levels at Harbor Island Machine Works

Monitoring Location	Vibration level (45 min Leq)
Building Addition	68 VdB
Original Workshop	68 VdB

Figure 1-2. Measured 1-second Vibration Levels in the Harbor Island Machine Works Building Addition

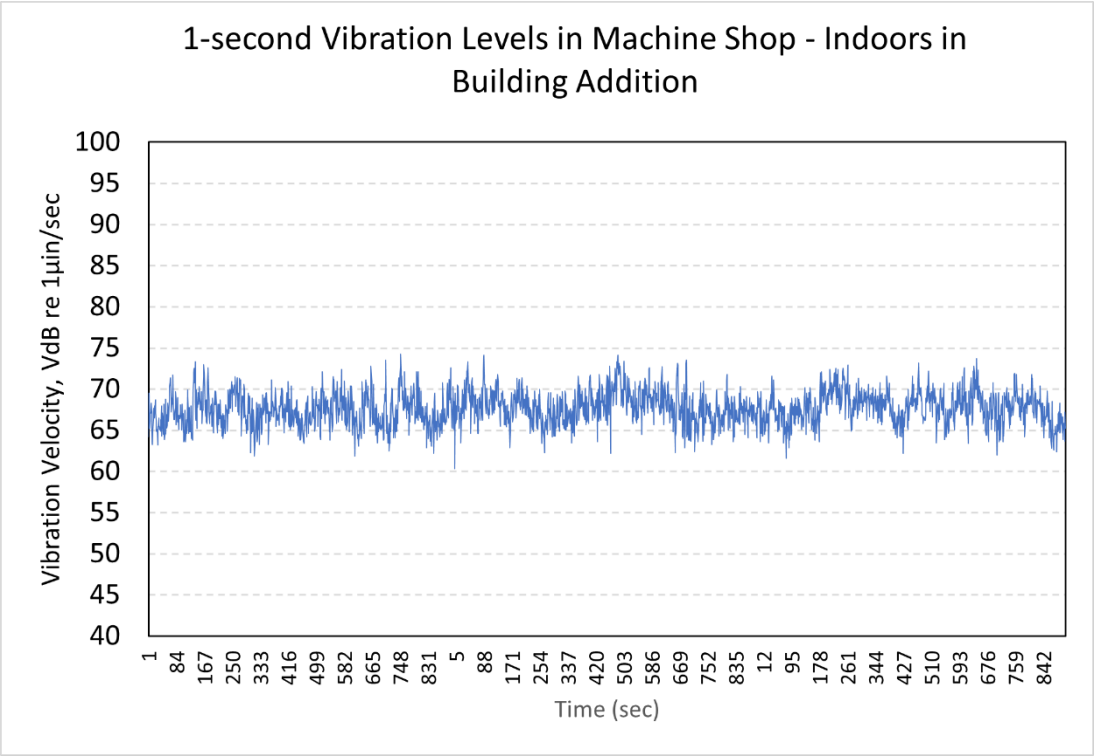


Figure 1-3. Measured 1-second Vibration Levels in the Harbor Island Machine Works Original Workshop

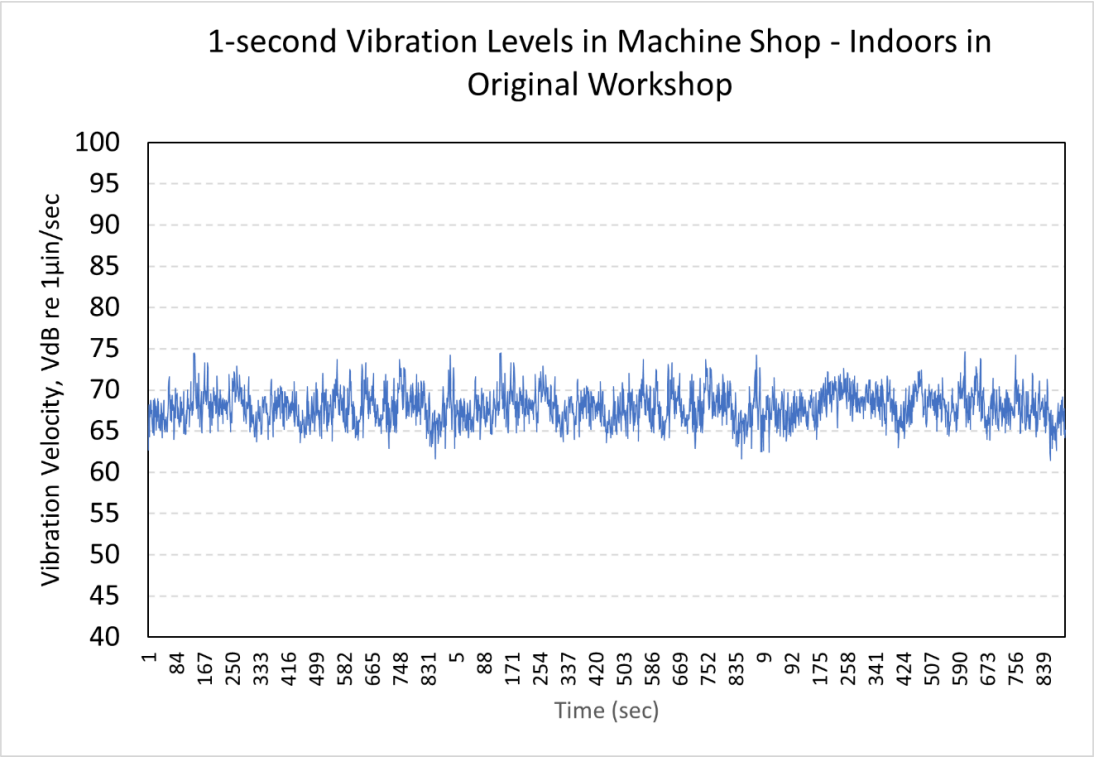
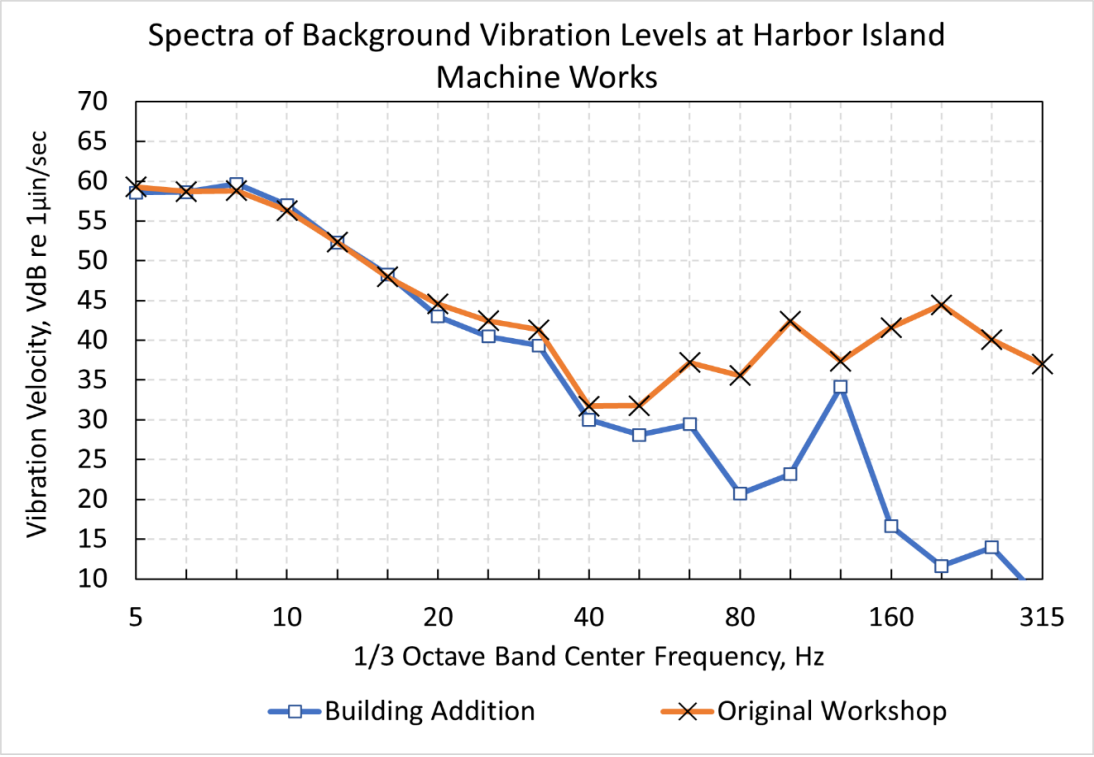


Figure 1-4. Spectra of Existing Vibration Levels at Harbor Island Machine Works



1.3 Vibration Propagation Measurement Description

In the vibration propagation measurement, an impact hammer was used near the proposed location of the light rail trackway to impart a force into the ground. The vibration response was measured at representative locations. At Harbor Island Machine Works, the impact hammer was positioned in the parking area 48 feet from the south façade of the building. The hammer was operated at 11 positions spaced 15 feet apart to simulate the length of a train.

The vibration levels were measured at five outdoor positions and two indoor positions. The outdoor measurement locations are used to quantify how vibration levels decrease with distance from the impact force. The outdoor vibration measurements are also used as a reference to examine how levels change as the vibration travels from the soil into the building structure.

The two indoor measurement locations are the same locations where existing vibration levels were measured, as follows:

- In the building addition, about 12 feet from the south building façade
- In the original workshop, about 68 feet from the south building façade

Figure 1-5, which is an aerial photograph of the measurement location, shows the hammer impact line in the parking area and the approximate locations of the accelerometers extending north from the impact line. The proposed light rail alignment would be parallel to the West Seattle Bridge, about 85 feet from the Harbor Island Machine works façade.

Figure 1-5. Aerial Photograph of Harbor Island Machine Works Measurement Site

1.4 Vibration Propagation Measurement Results and Predicted Levels

The result of the vibration propagation test is the line source transfer mobility (L.S.T.M.), which is a measure of how efficiently vibration propagates through the soil. Coherence is a measure of the quality of the L.S.T.M. results and varies between 0 and 1. A coherence value of 1 indicates that the vibration response and the force generated by the dropped weight are closely related. The L.S.T.M. and coherence results for the indoor measurement positions near the impact line and the closest outdoor measurement positions are shown in Figures 1-6 and 1-7. The outdoor measurement positions are labeled with their distance from the hammer impact line in the figures. Observations from the L.S.T.M. and coherence results are as follows:

- The L.S.T.M. from the outdoor and indoor measurement positions have relatively high levels at low frequencies. The low coherence at low frequencies and the high existing vibration levels at low frequencies indicate the high L.S.T.M. values are likely an overestimate due to poor signal-to-noise ratio between the input force and the measurement vibration response.
- The outdoor measurement position at 60 feet has a peak in the L.S.T.M. at 50 hertz. There is also a peak in the coherence at this frequency, which indicates there is efficient propagation at 50 hertz to this sensor position. The outdoor measurement position at 116 feet does not show a similar peak at 50 hertz. It is not clear if the peak at 50 hertz is unique to the sensor position, or if there is similarly efficient propagation at 50 hertz and 60 feet throughout the property.
- The L.S.T.M. in the original workshop trends up at higher frequencies, but there is low coherence at these frequencies. These results at high frequencies are likely an overestimate due to poor signal-to-noise ratio.

Figure 1-6. L.S.T.M. and Coherence in Harbor Island Machine Works Building Addition Workshop

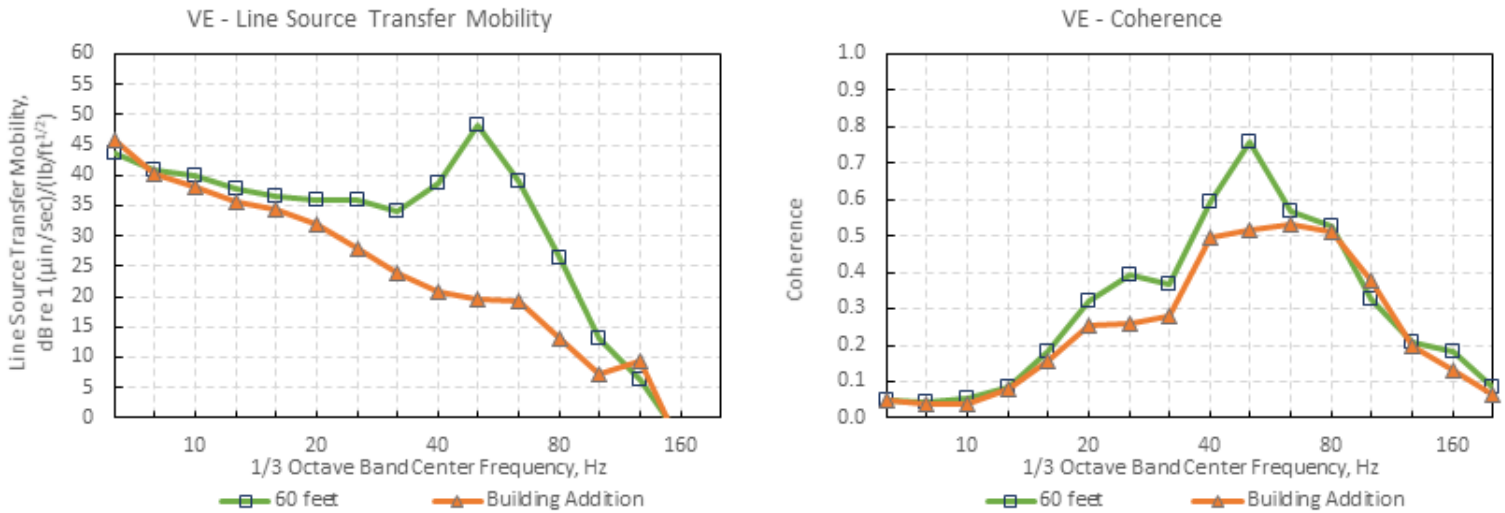
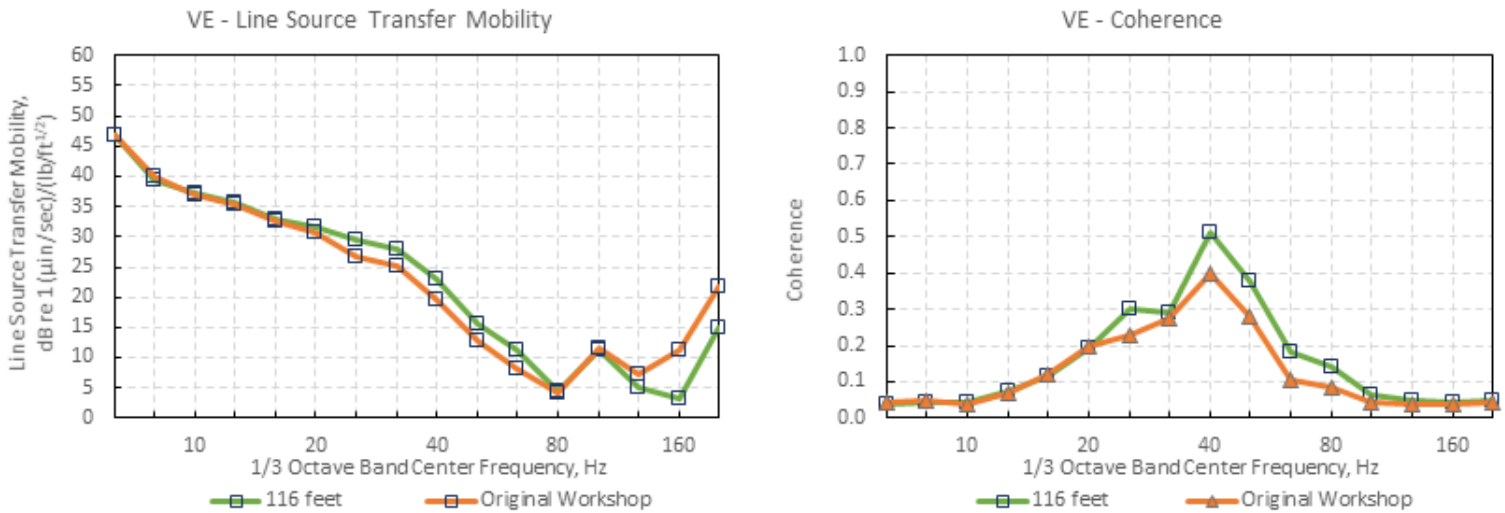
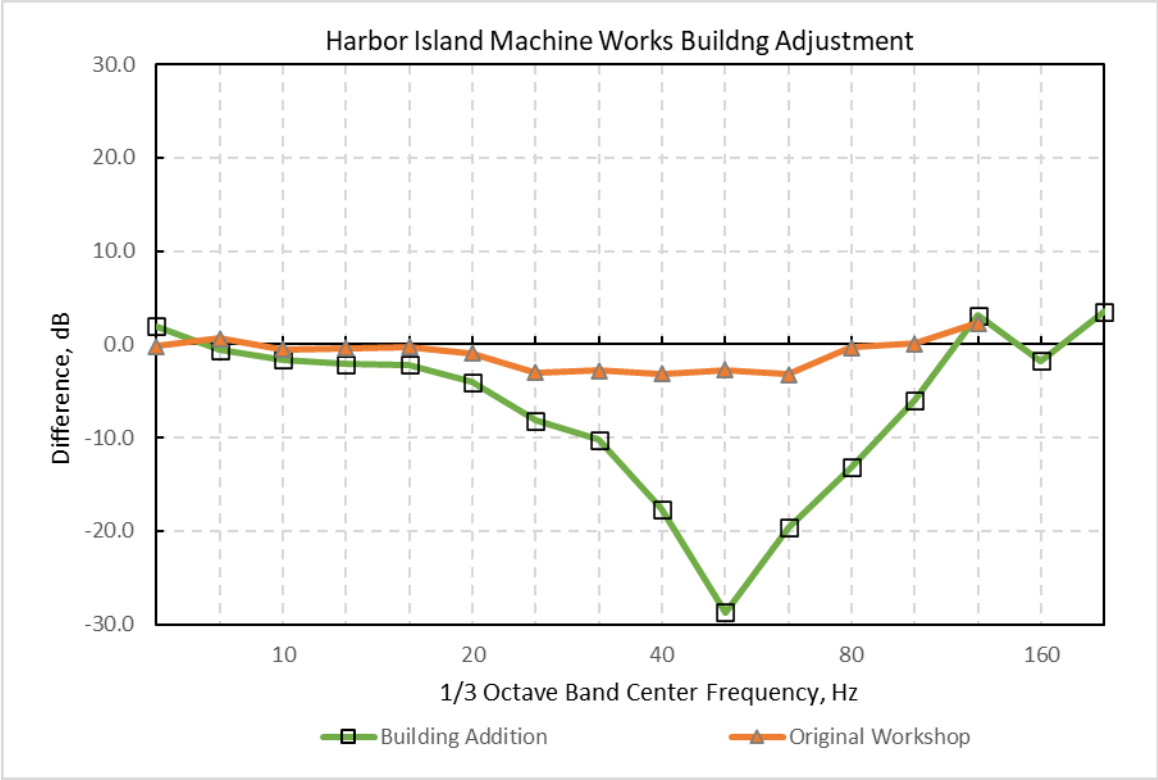


Figure 1-7. L.S.T.M. and Coherence in Harbor Island Machine Works Original Building Workshop



The building adjustment applied in the prediction model to account for the building coupling loss and any floor resonances is the difference between the outdoor L.S.T.M. at an equivalent setback distance and the indoor L.S.T.M. The building adjustment for the workshops at Harbor Island Machine Works is shown in Figure 1-8. No building adjustment is applied for the original workshop at 160- and 200-hertz 1/3-octave bands because the L.S.T.M. and coherence data indicate there is a poor relationship between the force and the measured vibration response. Figure 1-8 shows significant vibration reduction from the building addition, between 30 hertz and 100 hertz. The data may be overstating the building loss due to unusually efficient vibration propagation to the outdoor sensor position. The data for the original workshop shows building loss between 0 decibel and 5 decibels across the mid-frequencies, which is typical for slab-on-grade buildings.

Figure 1-8. Measured Building Adjustment at Harbor Island Machine Works



The predicted levels using the L.S.T.M. coefficients for site V-E (Harbor Island Machine Works) and the building adjustment in Figure 1-8 are presented in Table 1-2 for the Duwamish Segment Alternative DUW-2. The other Duwamish Segment alternatives would be south of the West Seattle Bridge and more than 500 feet from the Harbor Island Machine Works building. The levels are predicted for the building addition, the original workshop, and without any building adjustment. There is no safety factor added to the predicted levels because the predictions use site-specific L.S.T.M. levels and there is a 3-decibel safety factor built-in to the force density level.

The spectra of the predicted vibration levels are plotted in Figure 1-9. The 1/3-octave bands with the highest predicted vibration levels are 10 hertz and 12 hertz, where there was relatively high L.S.T.M. and force density levels, but low coherence. Where there are relatively high L.S.T.M. levels with low coherence, the vibration predictions are likely to be an overprediction due to high background levels.

The predicted vibration levels from train operations would not exceed the FTA criteria, so no mitigation measures are proposed. However, pile-driving during construction could exceed the FTA criteria. Vibration from construction is addressed in Section 6.4 of the Noise and Vibration Technical Report.

Table 1-2. Predicted Vibration Levels at Harbor Island Machine Works with North Crossing Alternative (DUW-2), Duwamish Segment

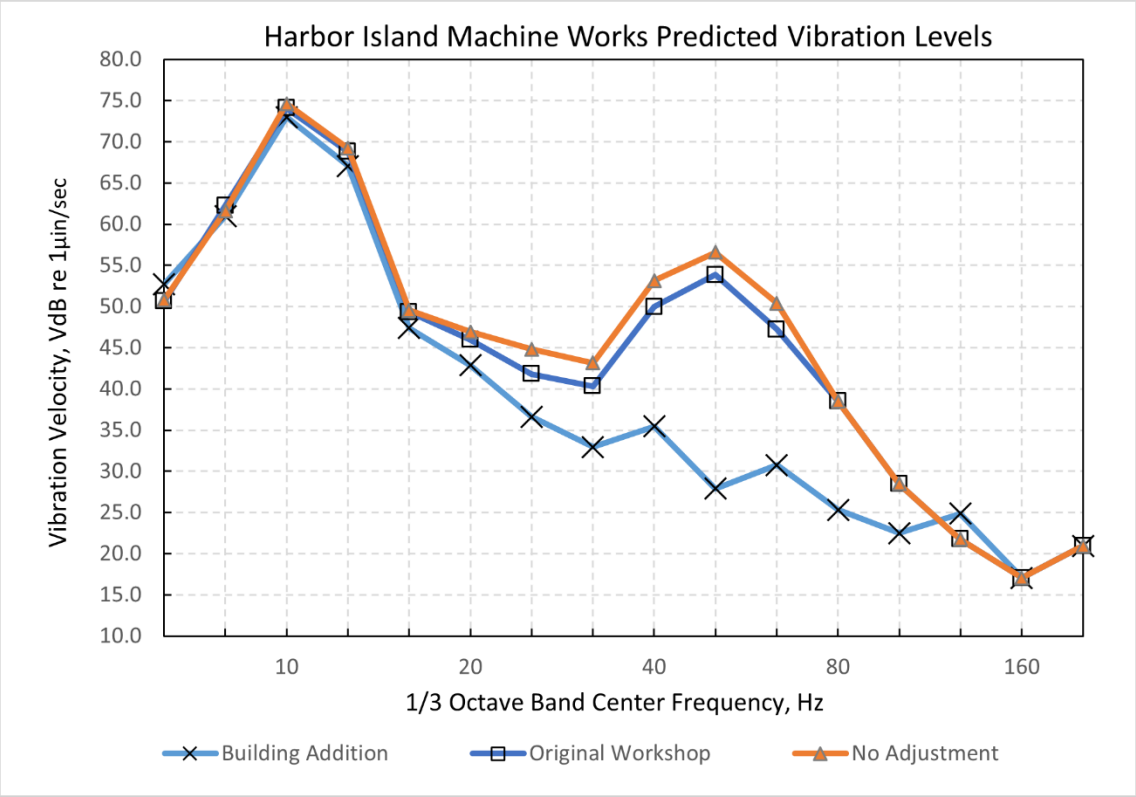
Sensitive Receiver	Distance (feet) [a]	Speed (miles per hour)	Predicted Vibration (VdB) [b]	Vibration Limit (VdB)	Amount Exceeds, (decibels) [c]
Building Addition	85	55	73	90	Does not exceed
Original Workshop	85	55	74	90	Does not exceed
No Building Adjustment	85	55	75	90	Does not exceed

[a] Slant distance between the receiver and the near track centerline.

[b] Predicted maximum 1/3-octave band vibration level; decibels referenced to 1 micro inch per second.

[c] The decibel amount that the vibration (VdB) or groundborne noise (A-weighted decibels [dBA]) exceeds the applicable criteria.

Figure 1-9. Predicted Vibration Levels at Harbor Island Machine Works



September 2024

West Seattle Link Extension

Final Environmental Impact Statement

ECOSYSTEMS TECHNICAL REPORT

Appendix N.4

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

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Appendix N.4
West Seattle Link Extension
Ecosystems Technical Report

September 2024

Sound Transit

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N.4D Ecosystem Photographs
N.4E Wetland and Stream Impacts within the Study Area
N.4F Best Management Practices for Ecosystems Resources

Acronyms and Abbreviations

dBA	A-weighted decibel(s)
Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
NEPA	National Environmental Policy Act
NOAA Fisheries	National Oceanic and Atmospheric Administration National Marine Fisheries Service
SEPA	State Environmental Policy Act
Sound Transit	Central Puget Sound Regional Transit Authority
Suquamish Tribe	Suquamish Indian Tribe of the Port Madison Reservation
U.S.	United States
WSBLE	West Seattle and Ballard Link Extensions
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

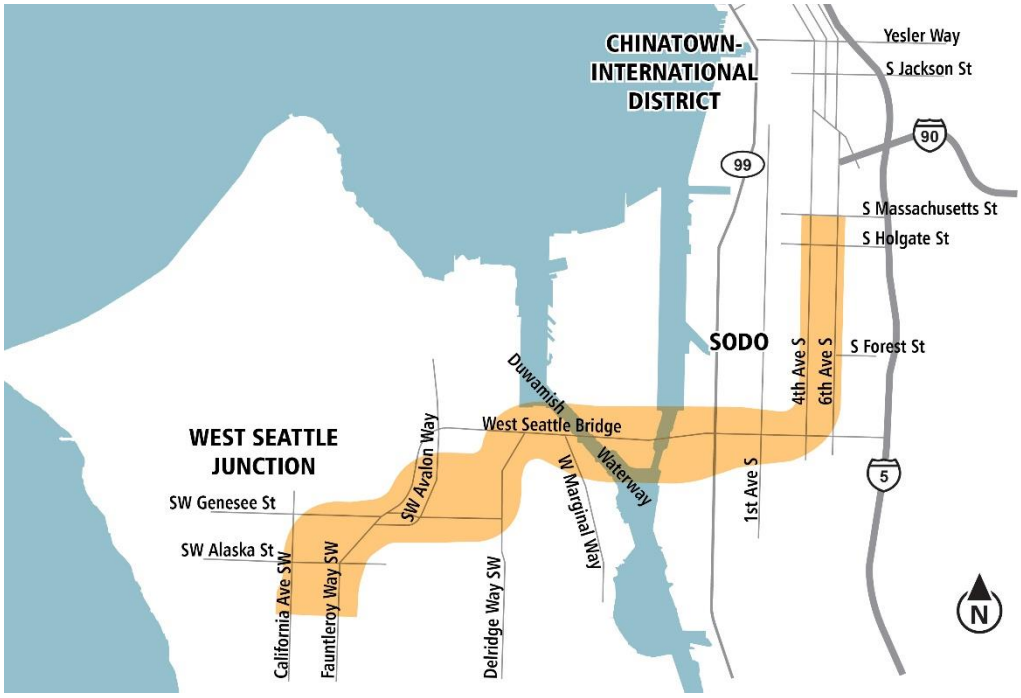
Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from SODO to West Seattle. The West Seattle Link Extension Project (the project) is a 4.1-mile corridor in the city of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 1-1). The project would include stations at SODO, Delridge, Avalon, and Alaska Junction. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

The Draft Environmental Impact Statement (EIS) published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions (WSBLE) Project. The extensions were evaluated together in the WSBLE Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and Federal Transit Administration (FTA) have decided to move forward under separate environmental reviews for each extension.

As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are standalone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further analysis is undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed.

Figure 1-1. West Seattle Link Extension Project Corridor



The West Seattle Link Extension would provide fast, frequent, and reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region. The Puget Sound Regional Council (the regional metropolitan planning organization) and the City of Seattle have designated the following Manufacturing/Industrial Center and urban village in the project corridor:

- **Manufacturing/Industrial Center.** The project corridor includes the Duwamish Manufacturing/ Industrial Center. SODO Station is in the Duwamish Manufacturing/Industrial Center.
- **Urban Village.** West Seattle Junction is a neighborhood in the project corridor designated by the City of Seattle as an urban village. The Alaska Junction and Avalon stations are in the West Seattle Junction Urban Village.

Puget Sound Regional Council

Puget Sound Regional Council, the regional metropolitan planning organization, develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Kitsap, Pierce, and Snohomish counties. Puget Sound Regional Council is composed of over 80 jurisdictions, including all four counties; cities and towns; ports; state and local transportation agencies; and tribal governments within the region.

These designations indicate that these areas will continue to increase in residential and/or employment density over the next 30 years.

Existing local transit connections in the project corridor include bus and light rail. The King County Metro Transit (Metro) RapidRide C bus line currently provides service between West Seattle, Downtown Seattle, and South Lake Union. The RapidRide H bus line provides service between Burien and Downtown Seattle via Delridge. Other local bus service also operates in the project corridor.

Regional transit service in the project corridor includes regional bus service, ferry service, light rail, Sounder commuter rail, and Amtrak passenger rail service. Light rail currently operates between the Angle Lake Station in the city of SeaTac and Northgate Station in Seattle, traveling through the Downtown Seattle Transit Tunnel. There is an existing light rail station in SODO in the West Seattle Link Extension Corridor.

Extensions of light rail are under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way, all of which are anticipated to be operational by 2026. Additional planned light rail extensions would continue south to the Tacoma Dome, expected to begin service in 2035, and north to Everett, planned to begin service between 2037 and 2041. The Ballard Link Extension is scheduled to begin service between SODO and Ballard in 2039. The West Seattle Link Extension is scheduled to open in 2032 and would include a new SODO station where riders to and from West Seattle could transfer to the existing SODO station and light rail system until the Ballard Link Extension begins operation. The Ballard Link Extension would permanently connect the West Seattle Link Extension to the existing 1 Line, allowing riders to continue north to Everett. Figure 1-2 shows the full system planned for operation in 2042 under the target schedule. Table 1-1 lists the project Build Alternatives.

Figure 1-2. Link Light Rail System Expansion

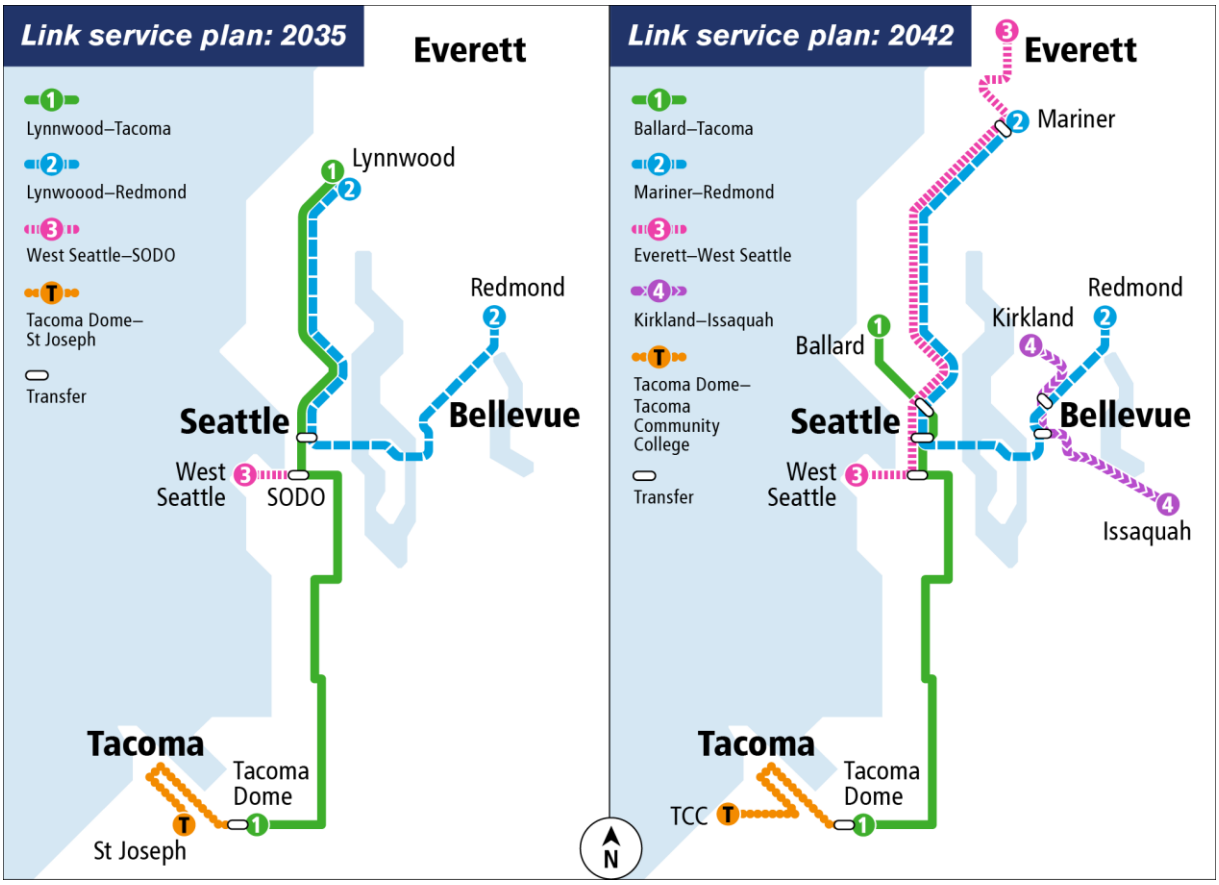


Table 1-1. Summary of West Seattle Link Extension Build Alternatives

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**	**SODO (At-Grade)**	**All Duwamish Segment alternatives.**
SODO	At-Grade Alternative	SODO-1a	SODO(At-Grade)	All Duwamish Segment alternatives.
SODO	At-Grade South Station Option	SODO-1b	SODO (At-Grade)	All Duwamish Segment alternatives.
SODO	Mixed Profile Alternative	SODO-2	SODO (Elevated)	All Duwamish Segment alternatives.
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**	**None**	**All SODO Segment alternatives. All Delridge Segment alternatives.**
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Duwamish (DUW)	North Crossing Alternative	DUW-2	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**	**Delridge (Elevated)**	**All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.**
Delridge (DEL)	Dakota Street Station Alternative	DEL-1a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station Lower Height Alternative	DEL-2a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Delridge Way Station Alternative	DEL-3	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Andover Street Station Alternative	DEL-5	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.
Delridge (DEL)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-6.
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**	**Avalon (Retained Cut), Alaska Junction (Tunnel)**	**Connects to DEL-6a and DEL-6b.**
West Seattle Junction (WSJ)	Elevated 41st/42nd Avenue Station Alternative	WSJ-1	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Elevated Fauntleroy Way Station Alternative	WSJ-2	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Tunnel 41st Avenue Station Alternative	WSJ-3a	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Tunnel 42nd Avenue Station Option	WSJ-3b	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4	Avalon (Elevated), Alaska Junction (Tunnel)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	Avalon (Retained Cut), Alaska Junction (Tunnel)	Connects to DEL-6a and DEL-6b.
West Seattle Junction (WSJ)	No Avalon Station Tunnel Alternative	WSJ-6	Alaska Junction (Tunnel)	Connects to DEL-7.

1.2 Purpose of Report

The purpose of this report is to document ecosystems and their associated species in the vicinity of the West Seattle Link Extension (the project), and to evaluate potential impacts associated with the alternatives. This report covers both aquatic and upland ecosystems and the species they support, as well as wetland resources in the study area. This report describes the affected environment as well as the expected long-term impacts (during transit operations) and short-term impacts (during project construction) on these ecosystem resources for each of the project alternatives. This report also discusses measures intended to avoid and minimize impacts, including compensatory mitigation for unavoidable impacts.

The project would pass through primarily urban and industrial areas, as well as dense residential areas that are highly modified from pre-development conditions. However, the routes would also cross or run adjacent to greenbelts, parks, waterbodies, and several small wetlands where vegetation, wildlife, and water quality could be affected by the project. This report focuses on those potential effects.

1.3 Data Gathered

Sound Transit performed a literature and data review to identify and characterize potentially affected resources in and near the project. Before the field reconnaissance, existing documentation and information were compiled and reviewed so that the reconnaissance effort could focus on verifying data and filling information gaps. Field delineations were also performed at wetlands and streams.

Existing ecosystem resource information was gathered from many local, state, and federal agencies. These information sources included published and unpublished reports, maps, websites, aerial photographs, and communication with agency staff familiar with resources within the study area.

1.3.1 Agency and Public Contacts

The ecosystems project team contacted the following agencies to obtain natural resources information specific to the project:

- **City of Seattle.** Maggie Glowacki, Seattle Department of Construction and Inspections Planner, was contacted to find out whether the City of Seattle had a database or map of wetland mitigation sites in the WSBLE vicinity. Ms. Glowacki indicated that she did not have any information other than the data on the City of Seattle interactive mapping website (City of Seattle 2018a).
- **Washington Department of Fish and Wildlife**. Sound Transit obtained priority habitat and species data, including sensitive data, to determine whether sensitive species and habitats may be affected by the project.
- **Washington Department of Fish and Wildlife**. Sound Transit consulted with the Washington Department of Fish and Wildlife about additional sensitive species and habitats that may be affected by the project, and management options for sensitive bird species along the Duwamish Segment (Sound Transit 2020).
- **United States (U.S.) Fish and Wildlife Service and National Oceanic and Atmospheric Administration (NOAA) Fisheries**. Sound Transit consulted with these agencies for their input on potential Endangered Species Act challenges in the alternatives being studied during the Alternatives Development Phase (Sound Transit 2018).

1.3.2 Maps and Existing Documentation

Maps and existing documents reviewed while preparing this report are listed below:

- Aerial photography of the project corridor (including the King County aerial photography database or Google Earth database)
- City of Seattle critical area maps, including City of Seattle Department of Construction and Inspections environmentally critical areas geographic information system data (City of Seattle 2023a)
- City of Seattle State of the Waters 2007 Report: Volume 1, Seattle Watercourses
- City of Seattle street tree inventory geographic information system data
- National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) Critical Habitat Designation Maps
- NOAA Fisheries Endangered Species Act Status of West Coast Salmon and Steelhead
- NOAA Fisheries 2007 Puget Sound [Chinook] Salmon Recovery Plan
- NOAA Fisheries 2008 Recovery Plan for Southern Resident Killer Whales
- NOAA Fisheries 2019 Endangered Species Act Recovery Plan for the Puget Sound Steelhead Distinct Population Segment
- National Wetlands Inventory data
- Natural Resources Conservation Service Soil Survey maps for King County (Natural Resources Conservation Service 1952)
- U.S. Fish and Wildlife Service and Washington Department of Fish and Wildlife lists of listed and proposed endangered and threatened species and critical habitat, candidate species, and species of concern in King County
- U.S. Fish and Wildlife Service 2015 Recovery Plan for the Coterminous United States Population of Bull Trout
- U.S. Fish and Wildlife Service Critical Habitat Maps for threatened and endangered species
- Washington Department of Fish and Wildlife Priority Habitats and Species data
- Washington Department of Fish and Wildlife SalmonScape fish data and maps
- Washington Department of Fisheries catalog of Washington streams and salmon utilization
- Washington State Department of Ecology (Ecology) 303(d) listed waters information
- Washington Department of Natural Resources Natural Heritage Program database

1.4 Related Laws, Regulations, and Guidelines

Federal, state and local regulations guide the management of aquatic ecosystems, upland ecosystems, plant species, and wildlife species in the Seattle area. Specific regulations that would apply to the West Seattle Link Extension are noted in the following sections.

1.4.1 Federal

The following federal regulations would apply to the project:

- National Environmental Policy Act (NEPA)
- Sections 401, 402, and 404 of the Clean Water Act
- Section 7 of the Endangered Species Act
- Magnuson-Stevens Fishery Conservation and Management Act
- Marine Mammal Protection Act
- Bald and Golden Eagle Protection Act
- Migratory Bird Treaty Act
- Protection of Wetlands, Presidential Executive Order 11990
- Final Rule on Compensatory Mitigation for Losses of Aquatic Resources (2008 or as revised)
- Coastal Zone Management Act

1.4.2 State

The following Washington state regulations would apply to the project:

- Washington State Environmental Policy Act (SEPA)
- Washington Coastal Zone Management program
- Hydraulic code (Washington Administrative Code Chapter 220-660)
- Shoreline Management Act
- Washington State Growth Management Act
- Protection of Wetlands, Governor's Executive Order 89-10
- Protection of Wetlands, Governor's Executive Order 90-04
- Water Pollution Control Act (Revised Code of Washington 90.48)
- *Wetland Mitigation in Washington State* (Ecology et al. 2006)

1.4.3 Local

The following City of Seattle regulations would apply to the project:

- Critical Area Ordinances, Seattle Municipal Code Chapter 25.09, Regulations for Environmentally Critical Areas
- Seattle Municipal Code Chapter 23.60A, Seattle Shoreline Master Program Regulations
- Seattle Municipal Code Chapter 25.11, Tree Protection
- City of Seattle, Department of Construction and Inspections, Director's Rule 16-2008, Designation of Exceptional Trees
- City of Seattle Executive Orders 03-05, Tree Replacement and 2023-03, One Seattle Tree Plan
- City of Seattle, Department of Construction and Inspections, Director's Rule 13-2018, Great Blue Heron

1.5 Study Areas

The study area for ecosystem resources varies according to the type of resource. Each area was measured from the edge of the project footprint and area used for construction (the project limits). The project limits encompass all alternatives currently under consideration and include areas that would be temporarily disturbed during construction.

1.5.1 Wetlands

The study area for wetlands covers all lands within the project limits as well as those lands extending 300 feet beyond the edge of the project limits. In addition, the City of Seattle requested that Sound Transit assess Longfellow Creek farther upstream beyond the area of potential construction activities. Therefore, wetlands along Longfellow Creek were assessed as far south as Southwest Dakota Street, which is an additional 400 feet beyond the project limits.

1.5.2 Aquatic Species and Habitat

The study area for aquatic resources covers shorelines and waters 300 feet downstream and 100 feet upstream at each waterbody crossing (or up to 300 feet upstream if channel configuration could result in stream buffers overlapping the project limits) or to the extent that sound could travel underwater (for example, to the first bend in a waterway). The additional area of waters downstream on directional waterways was studied to capture the distance to which turbidity or other water quality concerns could affect downstream areas and the species residing there. The study area also includes the entire stretch of any waterbody paralleling the project within 200 feet from the edge of the project limits, and the stretch of Longfellow Creek between Southwest Andover Street and Southwest Genesee Street. Documented observations of sensitive federal or state-listed species within 0.25 mile and in Elliott Bay are also included.

For streams or waterbodies with Endangered Species Act-listed species, the study area includes at least the segment of stream or waterbody through which sound could travel in water (that is, to the first bend in the channel or where noise would dissipate to background levels).[1]

1.5.3 Vegetation and Wildlife Resources

The study area for vegetation (including regulated trees) and wildlife reaches 200 feet from the edge of the project limits. The study area also includes documented occurrences of sensitive wildlife species within 0.25 mile of the project limits (or up to 0.5 mile if higher noise sources such as blasting or pile-driving are needed).

[1] For this technical report, the study area for Endangered Species Act-listed species includes Elliott Bay outside the East Duwamish Waterway's outlet. When the project Biological Assessment is complete, and underwater noise calculations are made, Elliott Bay may be eliminated from the study area if it is determined that harmful in-water construction noise would not extend outside the waterway.

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2 STUDY OBJECTIVES AND METHODS

This section outlines the study objectives used to guide the ecosystems analysis effort, and the methods used to gather data. Detailed methods are provided in the *Ecosystems Technical Analysis Methodology* report (see Attachment N.4A). The FTA invited cooperating and participating agencies to review and comment on the draft report. The following discussion summarizes the approach defined in the finalized methodology report.

2.1 Wetlands

2.1.1 Study Objectives

The wetland study was conducted to locate all wetlands in the study area and determine their ratings, buffers, and the functions and values they provide to wildlife, local hydrology, and water quality. The intent was to provide a conservative estimate of the potential impacts to wetlands from each alternative.

2.1.2 Methods

Field surveys were conducted to identify, map, and describe wetlands within the study area. Field surveys occurred on publicly owned property and rights-of-way, and private properties where accessible. Vegetation and potential wetlands for areas where rights of entry were not obtained were reviewed based on field reconnaissance from public areas; current City of Seattle, state, and federal habitat maps and reports including the National Wetland Inventory database (U.S. Fish and Wildlife Service 2018); and the examination of aerial photographs. The field surveys determined the presence or absence of wetlands, and the wetlands were mapped based on soil test pits, vegetation, and aerial photos. Due to this, mapping may differ from other public wetland mapping sources.

At wetlands where field surveys were conducted, vegetation, soil, and hydrology conditions were documented at sample points using methods outlined in the U.S. Army Corps of Engineers Wetland Delineation Manual (U.S. Army Corps of Engineers 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region Version 2.0 (U.S. Army Corps of Engineers 2010). Wetlands were classified according to the U.S. Fish and Wildlife Service (Cowardin et al. 1979) and hydrogeomorphic (Brinson 1993) classification systems and rated according to the City of Seattle critical area ordinance and the Washington State Wetland Rating System for Western Washington, 2014 Update (Hruby 2014). Wetland functions were evaluated using the Washington State Department of Transportation (WSDOT) Wetland Functions Characterization Tool for Linear Projects (Null et al. 2000). Regulatory buffers were determined based on Seattle Municipal Code Chapter 25.09.

Completed survey forms and wetland rating forms are included in Attachments N.4B, Wetland Determination Data Forms, and N.4C, Ecology Wetland Rating Forms. Photographs of these wetlands are provided in Attachment N.4D, Ecosystem Photographs. Additional descriptions of the wetlands are provided in Attachment N4E, Wetland and Stream Impacts within the Study Area.

Those areas that were observed to possess all three wetland indicators are included in this technical report to provide a conservative estimate of potential impacts from each alternative. Note that wetland buffer analyses included paved areas within the buffer to address City of Seattle requirements because the City of Seattle sometimes requires mitigation for changes to such paved areas within a designated buffer. The mitigation required for affected paved areas will be determined during final permitting on a case-by-case basis.

2.2 Aquatic Habitat and Species

2.2.1 Study Objectives

The aquatic assessment was performed to determine which key aquatic features (streams, lakes, and bays) were present in the study area, and what species they could support.

2.2.2 Methods

A field reconnaissance survey was conducted to identify, map, and describe aquatic species and habitat within public rights-of-way within the study area (such as Longfellow Creek riparian corridor). Project team biologists used methods outlined in Sound Transit's stream habitat assessment guidelines (see Attachment N.4A, Ecosystems Technical Analysis Methodology), which uses a Phase 1 Project approach (planning level study) to provide analysis for SEPA/NEPA and Endangered Species Act compliance. Within the Phase 1 approach, Track A methods were used for assessing riparian vegetation effects where property access was not granted, and Track B methods were used on Sound Transit, WSDOT, or City of Seattle right-of-way and easement areas.

Biologists collected information about the condition of in-stream and riparian habitats and identified the ordinary high water mark of streams. Field assessment was limited to areas accessible from public rights-of-way, lands open to the public, or where private property owners allowed access. Aquatic habitats outside of public rights-of-way were identified based on field reconnaissance from public areas; current local, state, and federal habitat maps and reports; and aerial photographs.

Background information about riparian vegetation, physical in-stream habitat, biological connectivity, water quality and quantity, stream typing, fish presence, known fish barriers, and habitat use were collected during the pre-field review phase. Field observations were limited to the study area; however, available information (such as the Washington Department of Fish and Wildlife Fish Passage database) was used to evaluate downstream fish passage (Washington Department of Fish and Wildlife 2023a).

2.3 Upland Habitat and Species

2.3.1 Study Objectives

The upland assessment was performed to determine what natural or semi-natural habitats were found within the study area, what wildlife species these habitats could support.

2.3.2 Methods

Project team biologists delineated and classified land cover on aerial photographs and visited a sample of these areas within the study area during a field reconnaissance survey. Major plant communities/habitat types were identified and classified based on the structural categories defined in *Wildlife-habitat Relationships in Oregon and Washington* (Johnson and O'Neil 2001). As the Johnson and O'Neill cover categories were not available as geographic information system layers, maps were created using data from the National Land Cover Database (National Land Cover Database 2016), and Green Seattle Partnership data on forested areas in the city.

Heritage and exceptional trees, as defined by the City of Seattle, were identified using a geographic information system layer of trees available from the City of Seattle (City of Seattle 2023c). Invasive species populations were identified during field reconnaissance surveys and through maps available from King County (King County 2023a,b). Washington Department of Natural Resources Natural Heritage Program data were also be used to identify rare plant occurrences in the study area (Washington Department of Natural Resources 2021).

Biologists identified vegetation types and wildlife species associated with the cover types and habitat elements in the study area through literature review and field visits. Data and geographic information system map review included Audubon Society bird surveys (2018); Washington Department of Natural Resources Natural Heritage Program data (2021), U.S. Fish and Wildlife Service and NOAA Fisheries critical habitat and essential fish habitat databases (U.S. Fish and Wildlife Service 2023; NOAA Fisheries 2019b, 2023), and the Washington Department of Fish and Wildlife Priority Habitats and Species database (Washington Department of Fish and Wildlife 2019a).

The City of Seattle has mapped management areas for great blue heron (*Ardea herodias*) and bald eagle (*Haliaeetus leucocephalus*) in the study area, in the West Duwamish Greenbelt. Because mapping for these nests was outdated, biologists conducted nest presence surveys of the north portion of the greenbelt in July 2018, May 2019, and January 2020. Biologists visited known nesting sites and scanned for new great blue heron nest trees or any eagle nests. The survey was conducted by walking transects in the greenbelt and by observing the greenbelt from nearby public locations (t̓uʔəlaltxʷ Village Park and Shoreline Habitat, Diagonal Avenue South public shoreline, and Harbor Island Marina). In addition, biologists performed nest monitoring at the known blue heron colony in the greenbelt in the nesting seasons of 2020 through 2023.

Monitoring the West Duwamish Greenbelt would be conducted annually throughout the EIS phase of the project to determine heron and eagle nesting activity.

2.4 Impact Assessment Methods and Assumptions

2.4.1 Impact Assessment Methods

This ecosystems impact assessment describes the extent, magnitude, duration, and character of impacts on ecosystems resources for each alternative and option. Impacts were quantified where quantitative data were available, such as the area of wetland and wetland buffer impacts, and acreage of land cover types.

2.4.1.1 Direct Impacts

The impacts analyzed in this report include direct impacts that occur at the same time and place as the project. These include both temporary impacts resulting from construction, and long-term impacts resulting from the operation of the project.

Long-term Impacts during Operation

Long-term impacts refer to impacts that would occur during the operation of the project and include impacts where the operations footprint would result in permanent changes to the land cover type. Project team biologists assessed long-term impacts by overlaying the conceptual designs for the Build Alternatives onto ecosystem resource base maps (see Attachment N.4F, Best Management Practices for Ecosystems Resources). The operational project footprint includes the guideway, station footprints (including parking), roadway improvements, storm drainage ponds and stormwater vaults, ground improvement areas, and ancillary features.

Not all areas within the operational project footprint would be subject to long-term impacts—especially where tunnels would be excavated using mined excavation. Conversely, some impacts could take place outside of the footprint. For example, some hazard trees adjacent to the footprint may need to be removed to protect light rail safety and reliability.

Long-term impacts would include shading vegetation from the elevated guideway, and possible reduced light and rainfall reaching the vegetation. This analysis conservatively assumes that the area under the elevated guideway would be a long-term impact on upland vegetation because guideway column placement is unknown and depending on the height and orientation of the guideway, light and precipitation could be blocked by the structure. However, shrubs and herbaceous plants may be able to grow where the guideway is high enough above the ground. Sound Transit will re-evaluate this assumption during the permitting phase.

The wetland impact analysis also conservatively assumes a complete loss of any wetland or buffer that is under the guideway, regardless of the guideway's profile at that location. Although elevated guideways would not permanently fill the wetlands within the permanent footprint, some wetland areas below it would likely experience long-term effects from shading. During the project permitting phase, Sound Transit would prepare a more detailed assessment of long-term impacts and identify detailed temporary construction limits to distinguish which resources might be temporarily affected and could be restored following construction.

Short-term Impacts during Construction

Short-term impacts refer to impacts that would occur during construction of the project. This ecosystems analysis covers estimations of short-term impacts that would occur within the construction footprint. For this analysis, Sound Transit assumes that areas supporting native upland or wetland vegetation outside of the operational footprint would be restored to vegetation compatible with light rail operations after construction is completed. Site restoration features would be installed immediately following construction in each project segment.

2.4.1.2 Indirect Impacts

Indirect impacts can be positive or negative. They may be caused by the project, but occur later in time or at a distance, but are reasonably foreseeable. These may include station area development impacts by others, which could change the pattern of land use, population density, or water quality. If a project leads to changes in the distribution of plants or wildlife outside of the study area, this would also be an indirect impact. Indirect impacts may also occur through the implementation of mitigation measures for other environmental impacts, or through supporting projects that are not yet defined or part of the project alternatives.

2.4.1.3 Cumulative Impacts

Cumulative impacts cover the potential long-term incremental effects of the project in conjunction with past, present, and reasonably foreseeable future actions. These impacts were considered in accordance with cumulative impact analysis regulatory guidance.

Development actions were placed into three categories:

- Past actions include non-native settlements dating back to the 1800s, and continuing trends in development patterns up to the present.
- Present actions are those projects by private developers or local, state, or federal agencies just completed or under construction.

- Reasonably foreseeable future actions are those that are reasonably likely to occur by virtue of being funded, approved, or under consideration for regulatory permitting; undergoing environmental review under NEPA or SEPA; or part of an officially adopted planning document or publicly available development and thus could be under construction at any time from the present through 2042 (the project's design year).

Ecosystems impacts are studied at a broad level to capture how reasonably foreseeable future actions would affect the function of ecosystems at a system-wide level. The study area for examining these impacts differed by resource, as follows:

- Habitats, migratory animals, animals with large foraging areas, and avian species are analyzed at the wildlife corridor level.
- Fish species are analyzed at the watershed level to capture impacts on stream quality.

2.4.2 Impact Assessment Assumptions

Sound Transit would implement best management practices where necessary to avoid or minimize impacts. Also, where possible, Sound Transit will design and locate project features to avoid or minimize impacts on sensitive resources. For example, guideway columns and fill slopes would be situated outside of sensitive areas to the maximum extent practicable. Attachment N.4F provides a compilation of best management practices that could be used to avoid or minimize project construction and operational impacts on sensitive ecosystem resources, including state and federal protected species and their habitats, wetlands, and aquatic resources. These best management practices are either required by state or federal agencies to obtain the permits that would be necessary for the project or may be required to comply with permit conditions.

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3 AFFECTED ENVIRONMENT

This section describes the affected environment of the West Seattle Link Extension.

The project would start in the SODO area, cross over the Duwamish Waterway (also known as the Duwamish River) on a bridge paralleling the West Seattle Bridge, pass along the north end of the West Duwamish Greenbelt at Pigeon Point, cross through the Delridge area, and end in the West Seattle Junction area. An overview of the wetlands, aquatic habitat, and terrestrial habitat along the alignments is shown on Figure 3-1. Figures 3-2 through 3-5 show individual segments.

3.1 Wetlands

Ten wetlands were identified in the study area: one wetland in the Duwamish Segment, and nine wetlands in the Delridge Segment. No wetlands were identified in the West Seattle Junction Segment. These wetlands are classified as follows:

- **Slope Wetlands:** Two wetlands (wetlands WSE1 and WSE4) are slope wetlands associated with the West Seattle Golf Course and the north end of the West Duwamish Greenbelt. (Wetland WSE-1's buffer overlaps the edge of the West Seattle Junction Segment.)
- **Riverine Wetlands:** Two wetlands (wetlands WSE2 and WSE3) are riverine wetlands associated with Longfellow Creek where the creek runs between Southwest Nevada Street, Southwest Genesee Street, and the West Seattle Golf Course. Three additional riverine wetlands (WSE12, WSE15, and WSE16) have been identified along the Longfellow Creek greenbelt between Southwest Andover Street and Southwest Dakota Street.
- **Depressional Wetlands:** Three small depressional wetlands (WSE11, WSE13, and WSE14) are in the Longfellow Creek greenbelt close to the creek between Southwest Andover Street and Southwest Dakota Street.

Table 3-1 summarizes classification and rating information for the field-identified wetlands in the study area.

All of the wetlands are in areas altered by human development. They are rated as follows:

- **Category IV:** Three wetlands (WSE1, WSE4, and WSE14, each less than 0.1 acre in size) are rated as Category IV (the lowest quality), and they have low habitat scores based on limited habitat complexity, limited contributions to water quality, and a location adjacent to paved roads and other human disturbance; they are not contiguous with other wetland or forested habitat. These wetlands receive water from groundwater and precipitation, as well as from stormwater runoff.
- **Category III:** Five wetlands near Southwest Andover Street (WSE11, WSE12, WSE13, WSE15, and WSE16, each less than 0.1 acre in size) are rated as Category III. These wetlands provide moderate habitat and water quality functions within the Longfellow Creek greenbelt and two of them provide flood control functions when the creek water levels are high.
- **Category II:** Two wetlands (WSE2 and WSE3, between 0.4 and 0.5 acre in size) are higher-quality (Category II) as they flank the fish-bearing Longfellow Creek, to the north and south of Southwest Genesee Street, and provide multiple water quality, flood control, and habitat functions. Beaver activity is evident, shrub and tree layers provide shelter for wetland-associated mammals and birds, and areas with seasonal inundation could provide amphibian habitat.

Physical and biological restoration efforts have occurred in the creek, starting in the 1990s, and included native tree and shrub plantings around wetland WSE3 and along the forested portions of the creek.

Table 3-1. Wetlands in the Study Area

Wetland Identification [a]	Estimated Size (acres)	Cowardin Class	Hydrogeomorphic Class	Rating [b]	Function Score [b, c]	Buffer Width [c, d]	Location
WSE1	0.05 [e]	palustrine, emergent	Slope	IV	3 (low)	50 feet	West Seattle Golf Course
WSE2	0.45 [e]	palustrine, emergent, palustrine scrub-shrub	Riverine	II	6 (moderate)	110 feet	West Seattle Golf Course along Longfellow Creek
WSE3	0.35 [e]	palustrine forested	Depressional	II	6 (moderate)	110 feet	Along Longfellow Creek between Southwest Genesee and Southwest Nevada streets
WSE4	0.05	palustrine, emergent, palustrine scrub-shrub	Slope	IV	4 (low)	50 feet	Pigeon Point under West Seattle Bridge
WSE11	<0.01	palustrine scrub-shrub	Depressional	III	5 (moderate)	110 feet	Along Longfellow Creek between Southwest Andover and Southwest Yancy streets
WSE12	0.01	palustrine, emergent,	Riverine	III	5 (moderate)	110 feet	Along Longfellow Creek between Southwest Andover and Southwest Yancy streets
WSE13	0.01	palustrine scrub-shrub	Depressional	III	5 (moderate)	110 feet	Along Longfellow Creek between Southwest Andover and Southwest Yancy streets
WSE14	<0.01	palustrine forested	Depressional	IV	5 (moderate)	50 feet	Along Longfellow Creek between Southwest Yancy and Southwest Dakota streets
WSE15	<0.01	palustrine, emergent,	Riverine	III	5 (moderate)	110 feet	Along Longfellow Creek about 100 feet south of Southwest Yancy Street
WSE16	0.02	palustrine, emergent,	Riverine	III	5 (moderate)	110 feet	Along Longfellow Creek about 150 feet south of Southwest Yancy Street

[a] Wetlands WSE5 through WSE10 are part of the Ballard Link Extension study area and are not included in this report.

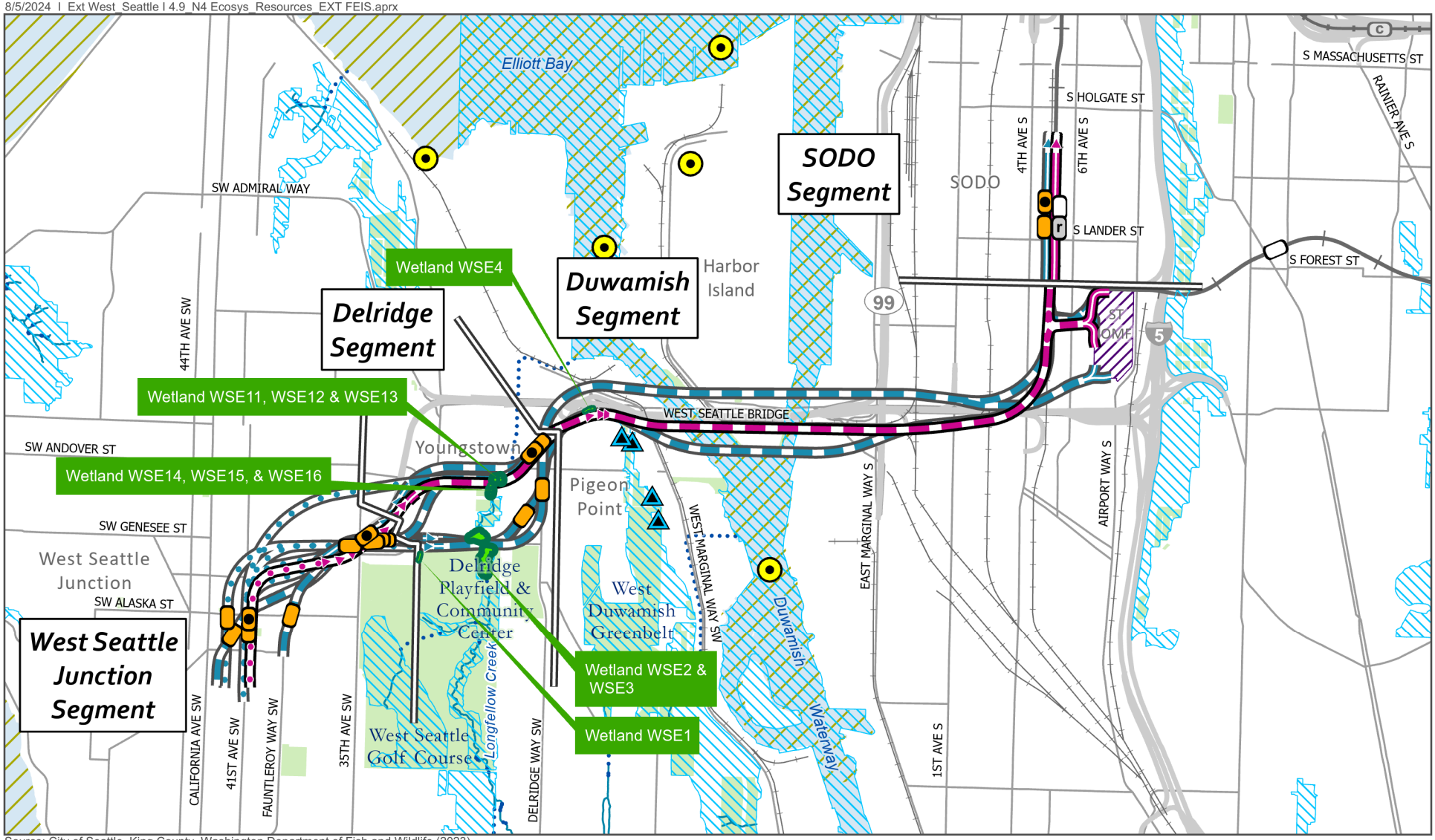
[b] Ecology 2014; City of Seattle 2023a.

[c] Seattle Municipal Code 25.09.160 classifies habitat function score (Ecology 2014) of 3 to 4 as low, 5 to 7 as moderate, and 8 to 9 as high.

[d] Seattle Municipal Code 25.09.160: Category IV wetlands 1,000 square feet or more, regardless of connections to waters, receive a 50-foot buffer. Category II wetlands over 100 square feet (or of any size abutting a Type S, F, Np, or Ns water) with a moderate habitat score receive a 110-foot buffer.

[e] Acreages of wetlands WSE1 through WSE3 are estimated based on geographic information system analysis. Wetlands WSE4 and WSE11 through WSE16 are field-delineated.

8/5/2024 I Ext West_Seattle I 4.9_N4 Ecosys_Resources_EXT FEIS.aprx



Source: City of Seattle, King County, Washington Department of Fish and Wildlife (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

- Great Blue Heron Nest
- Other Seabird Sightings
- Critical Habitat
- WDFW Priority Habitat
- Wetland
- Wetland Buffer

Note: 1) Critical habitat species identified on Figures 3-3b and 3-4b. 2) City and federal mapping of wetlands was reviewed and field verified where possible. Mapping may differ from other public wetland mapping sources.

0 0.5 1 Mile

N

FIGURE 3-1
Ecosystems Resources

West Seattle Link Extension

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

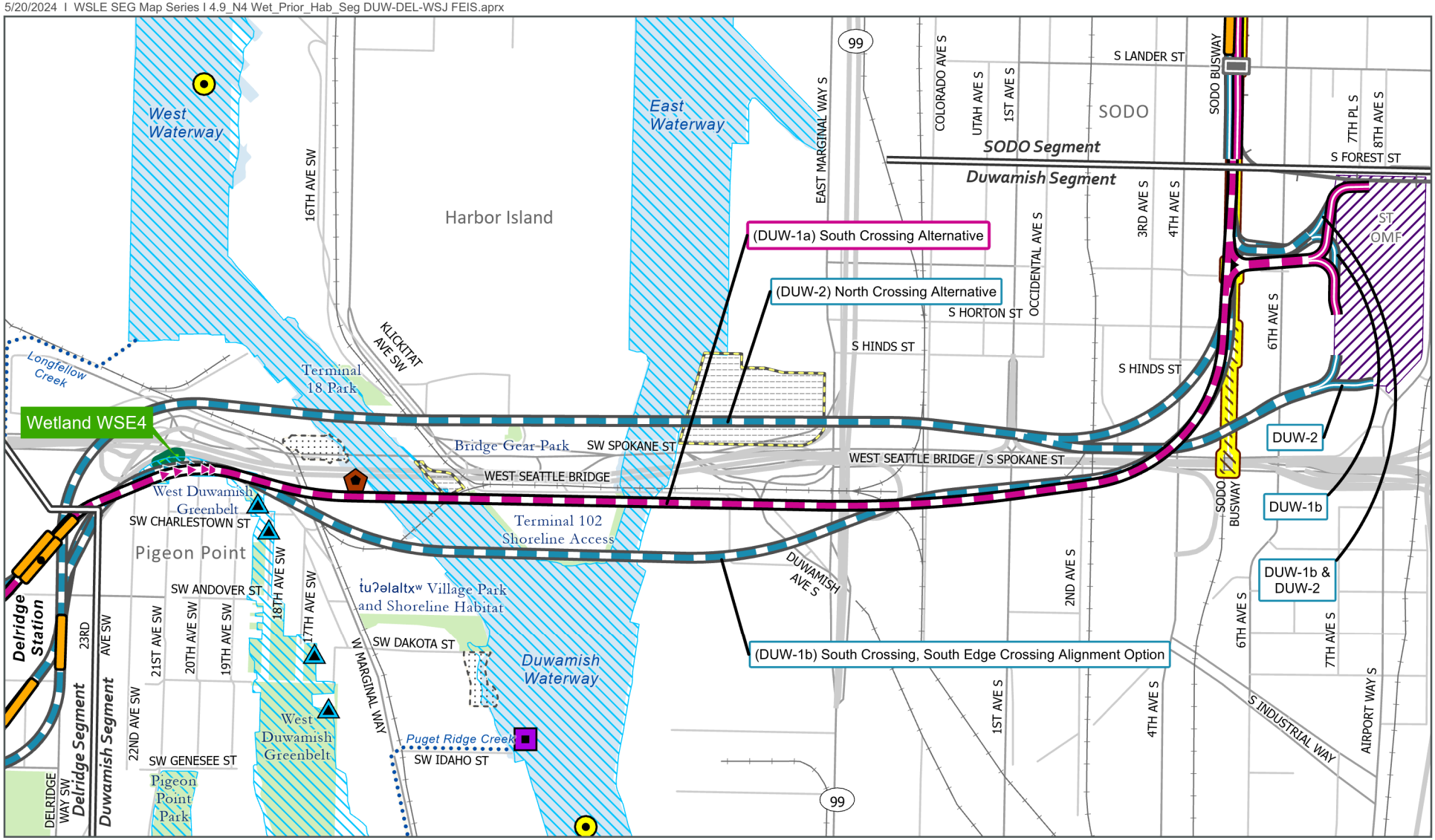
Notes: 1) USFWS, NOAA, WDFW, and the City of Seattle do not map any critical areas or priority habitats in this map view. 2) No wetlands are present along the SODO alignment.

FIGURE 3-2
Ecosystems Resources
SODO Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County, Washington Department of Fish and Wildlife (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Park
- Existing Mitigation Site (not related to this project)
- Proposed Mitigation Site (not related to this project)

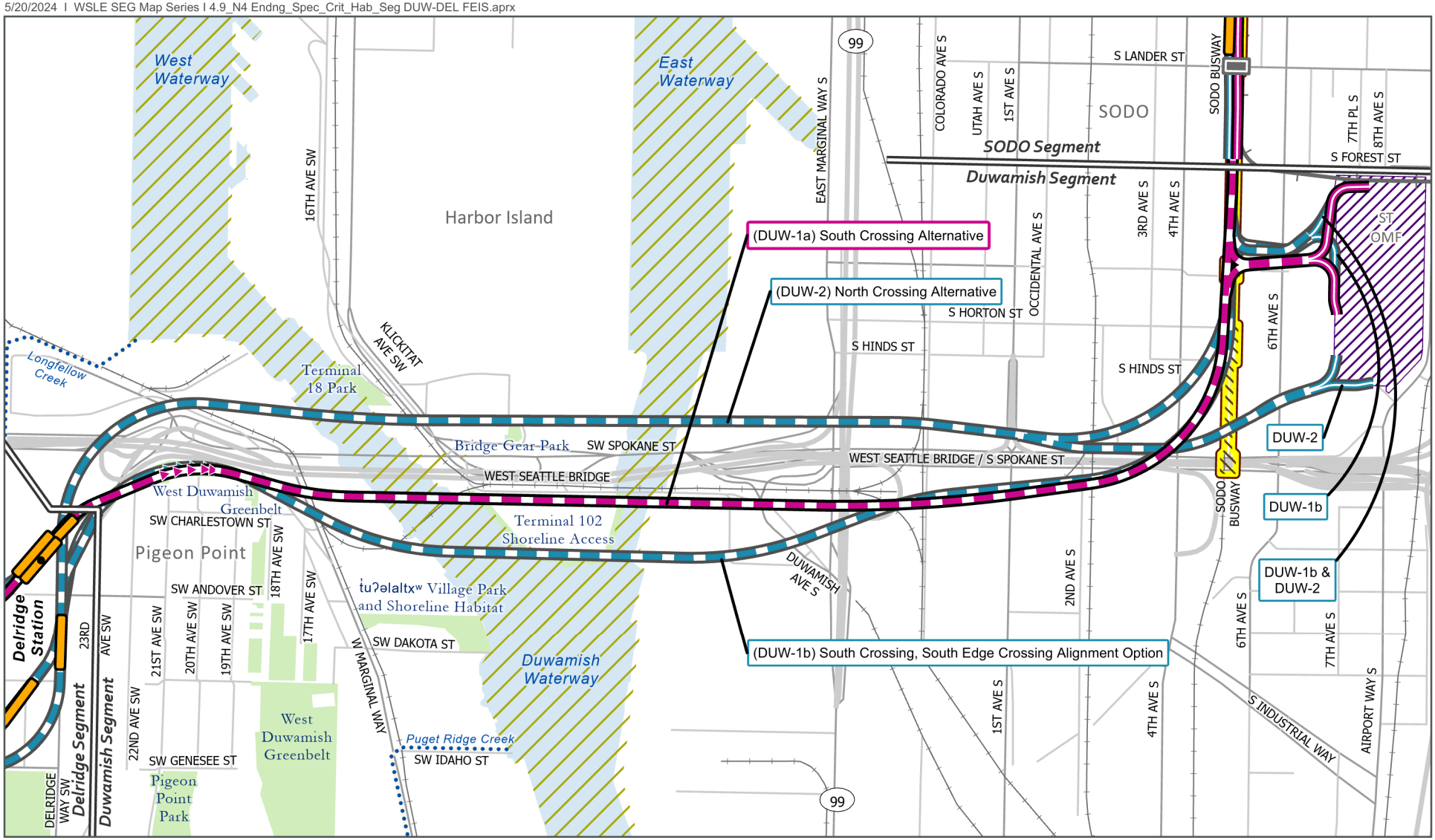
- Great Blue Heron Nest
- Peregrine Falcon Nest
- Purple Martin Colony/Nest
- Other Seabird Sightings
- Piped Stream
- Wetland
- Wetland Buffer
- WDFW Priority Habitat

Notes: 1) The WDFW Salmon Stock Inventory maps wild populations of salmon in the Duwamish Waterway and Longfellow Creek. 2) City and federal mapping of wetlands was reviewed and field verified where possible. Mapping may differ from other public wetland mapping sources.

FIGURE 3-3a
Wetlands and Priority Habitat/Species
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County, Washington Department of Fish and Wildlife (2023).

Preferred Alternative
- Elevated
- Retained Cut
- At-Grade

Other Alternatives
- Elevated
- Retained Cut
- At-Grade

Station (● *Indicates Preferred Alternative*)
- New

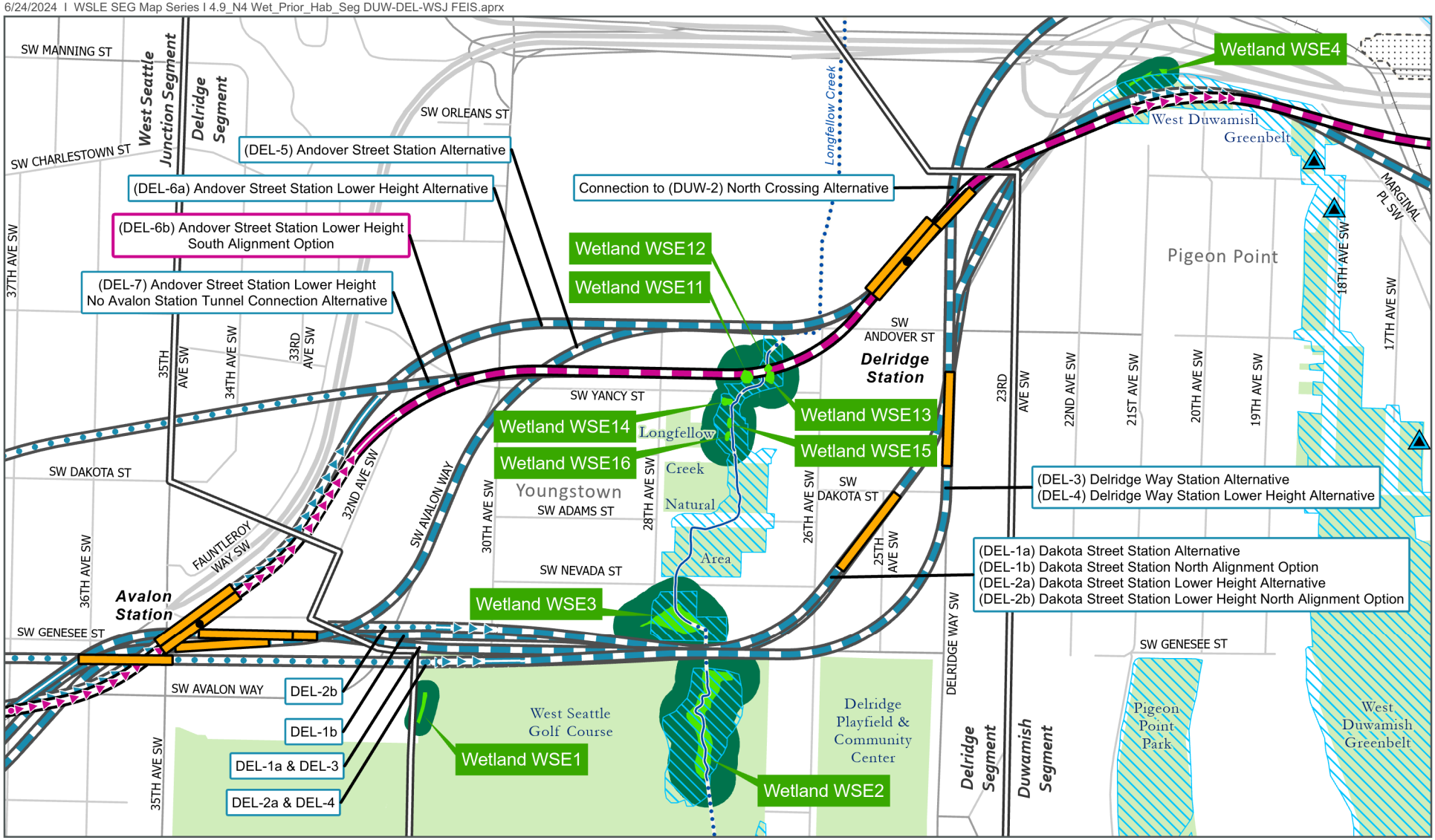
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Park
- Piped Stream
- Critical Habitat

Note: The critical habitat shown is for Chinook salmon, steelhead and bull trout.

FIGURE 3-3b
Endangered Species Critical Habitat
Duwamish Segment

West Seattle Link Extension

0 500 1,000 Feet
N



Source: City of Seattle, King County, Washington Department of Fish and Wildlife (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Railroad
- Park
- Existing Mitigation Site (not related to this project)

- Great Blue Heron Nest
- Stream
- Piped Stream
- Wetland
- Wetland Buffer
- WDFW Priority Habitat

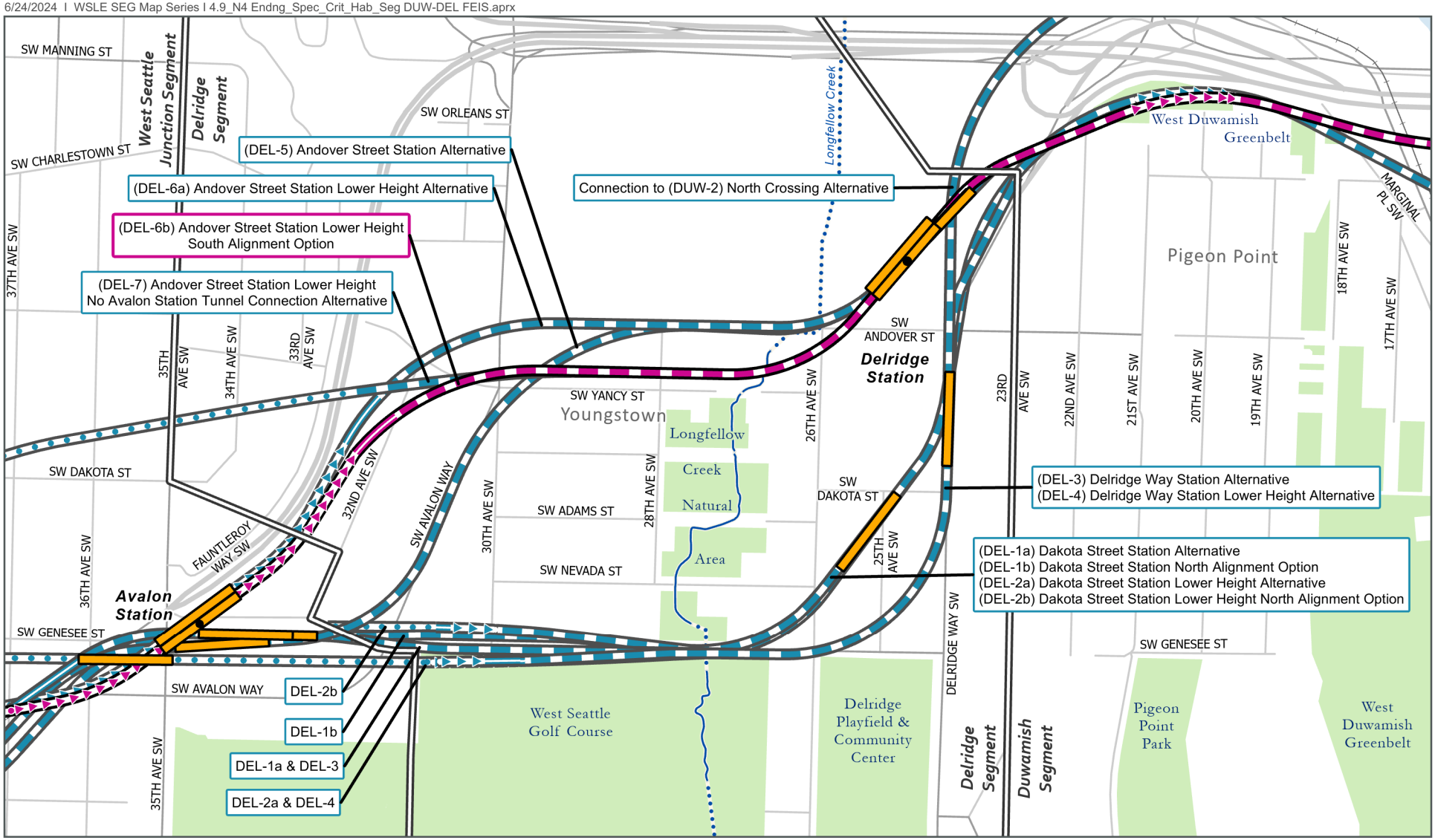
Notes: 1) The WDFW Salmon Stock Inventory maps wild populations of salmon in Longfellow Creek. 2) City and federal mapping of wetlands was reviewed and field verified where possible. Mapping may differ from other public wetland mapping sources.

0 500 1,000 Feet

N

FIGURE 3-4a
Wetlands and Priority Habitat/Species
Delridge Segment

West Seattle Link Extension



Source: City of Seattle, King County, Washington Department of Fish and Wildlife (2023).

Preferred Alternative

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)

- New

- Segment Line
- Railroad
- Park

- Stream
- Piped Stream

Note: The steelhead trout critical habitat follows the streams.

FIGURE 3-4b

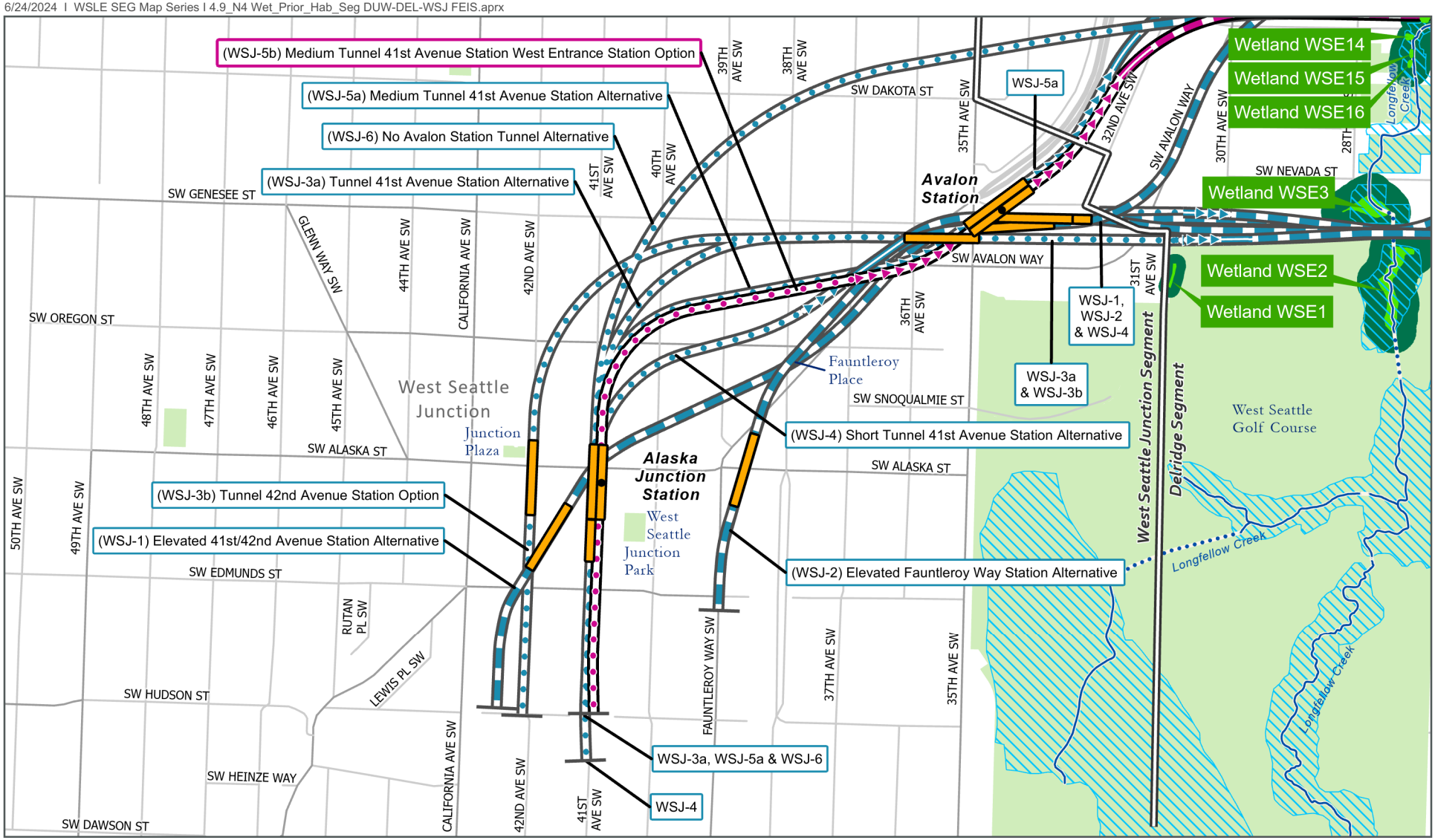
Endangered Species Critical Habitat

Delridge Segment

West Seattle Link Extension

0 500 1,000 Feet

N



Source: City of Seattle, King County, Washington Department of Fish and Wildlife (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Park
- Stream
- Piped Stream
- Wetland
- Wetland Buffer
- WDFW Priority Habitat

Notes: 1) The WDFW Salmon Stock Inventory maps wild populations of salmon in Longfellow Creek. 2) City and federal mapping of wetlands was reviewed and field verified where possible. Mapping may differ from other public wetland mapping sources.

0 500 1,000 Feet

N

FIGURE 3-5
Wetlands and Priority Habitat/Species
West Seattle Junction Segment

West Seattle Link Extension

Wetland determination data forms and wetland rating forms are provided in Attachments N.4B, Wetland Determination Data Forms, and N.4C, Ecology Wetland Rating Forms. Photographs of the individual wetlands are included in Attachment N.4D, Ecosystem Photographs. Detailed wetland descriptions are provided in Attachment N.4E, Wetland and Stream Impacts within the Study Area.

3.2 Aquatic Habitat and Species

The project would cross two waterbodies: the Duwamish Waterway and Longfellow Creek. Both of these waterbodies are in Water Resource Inventory Area 9.

3.2.1 Duwamish Waterway

The Duwamish Waterway is an urban waterway at the outlet of the Lower Duwamish River that provides tidally influenced saltwater habitat, pockets of shoreline habitat in between industrial shoreline areas, and estuary habitat where it merges with Elliott Bay. In the study area, the waterway splits into the East Waterway and West Waterway on either side of Harbor Island before reaching Elliott Bay (see Figures 3-3a and 3-3b).

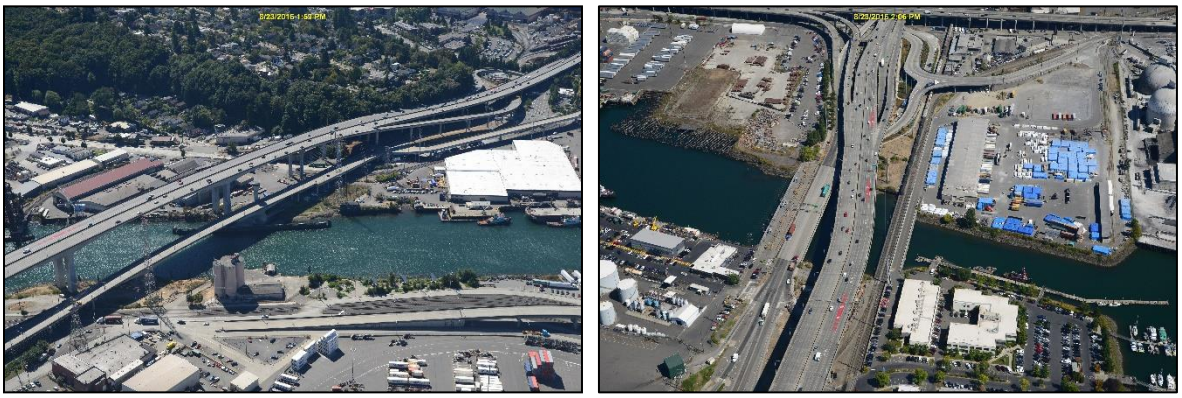
The waterway flows through a heavily developed industrial area, and very little natural estuarine habitat or intertidal shoreline habitat remains within the study area along the East Waterway (eastern side of Harbor Island) or West Waterway (western side of Harbor Island) (Figure 3-6). More than 92 percent of the shoreline in the study area lacks riparian vegetation (Kerwin and Nelson 2000), and benthic habitat quality is affected by regular dredging used to maintain the navigation channel. Historically, the lower portions of the Duwamish River meandered through tidal wetlands and shallows. Over time, the river changed significantly due to industrialization, dredging, and straightening (Elliott Bay Trustees 2019). Conditions of the waterway in the study area now include a deep channel and steep shorelines armored with rock or wood bulkheads; some patches of steep shoreline contain rock or gravel with some silty areas. Some of the shoreline is hidden by over-water structures, and little vegetation is present. Substrates of exposed shoreline include sand/mud, gravel or rock, with limited aquatic vegetation. Small pockets of degraded habitat for shorebirds is present among rocks or where silty sediment is exposed, such as along the shorelines of Harbor Island south of and underneath the West Seattle Bridge. Upland habitat within 200 feet is almost entirely developed with streets, office buildings, a marina, parking lots, and industrial storage areas.

Many water quality concerns exist in the Duwamish Waterway; the Lower Duwamish River has experienced historical discharges of hazardous wastes for over 100 years. Industries along the lower waterway that affect water quality include manufacturing, shipyards, cargo handling and storage, lumber milling, and petroleum storage. The river also provides a discharge point for many storm drains and combined sewer overflows. Three active Superfund sites along the river are undergoing remediation: the Harbor Island Superfund Site, the Lockheed West Seattle Superfund Site, and the Lower Duwamish Waterway Superfund Site (Elliott Bay Trustees 2019). The Harbor Island Superfund Site and the Lower Duwamish Superfund Site overlap the study area. The East Waterway still contains high levels of polychlorinated biphenyls, arsenic, polycyclic aromatic hydrocarbons, and mercury. Ecology also lists several water quality concerns in the waterway, including fecal coliform, Ammonia-N, and temperature (Ecology 2022). Temperatures at monitoring stations throughout the Duwamish River have occasional exceedances of criteria, which could temporarily alter the behavior of salmonids, or be detrimental to spawning, survival, or migration. Temperatures exceeding potentially lethal limits have been measured in the Lower Duwamish River estuary (King County and Washington State Conservation Commission 2000). Detailed information on water quality in the waterway can be found in Appendix L4.8, Water Resources Technical Report.

A final restoration plan for the Lower Duwamish River was completed in 2013 (NOAA Fisheries 2013). In 2014, as part of a National Resource Damage Assessment settlement, the Boeing Company constructed one of the largest restoration projects on the Lower Duwamish River—almost 5 acres of mudflat, marsh, and riparian vegetation, thus providing habitat for fish and wildlife. This site along the shoreline of the river is about 3 miles upstream from the study area. Four additional completed or planned restoration sites along the river are within or near the ecosystems study area (see their locations on Figure 3-3a):

- City of Seattle's Bluefield Holdings/Wildlands Site 1: The company Bluefield Holdings, Inc. completed this restoration project on the west side of the West Duwamish Waterway underneath the Spokane Street Bridge. The industrial property has been converted to tidal marsh, mudflat, and a riparian buffer. Credits derived from the project have been sold to responsible parties to address injuries to natural resources.
- City of Seattle's Bluefield Holdings/Wildlands Site 2. Bluefield Holdings purchased one portion of this site from the Port of Seattle; the other portion is City of Seattle property. The site is intended for restoration and use as a mitigation bank. It is on the east side of the West Waterway, just south of the West Seattle Bridge.
- Terminal 25 South Project. The Port of Seattle is planning and has funded this 9-acre wildlife habitat restoration project at Terminal 25 on the East Waterway, just north of the West Seattle Bridge. This project will restore estuarine wetland functions as well as restore and create riparian habitat and off-channel rearing and refuge habitat for salmonids and other fish and wildlife.
- About 1 acre of industrial property has been restored to tidal marsh, mudflat, and riparian buffer at the t̓uʔəlaltxʷ Village Park and Shoreline Habitat along the west side of the West Waterway, south of Harbor Island.

Figure 3-6. Shoreline Habitat at Duwamish Waterway in the West Waterway (Left) and East Waterway (Right)



Studies for remediation projects in the area, including an injury assessment plan finalized in 2019, have identified over 80 species of birds, 6 species of mammals, and over 50 species of fish that use the lower portions of the Duwamish River for foraging, resting, or reproducing for at least some of the year (Elliott Bay Trustees 2019). Over 60 species of benthic invertebrates are also found in the waterway, including clams, marine worms, crab, and shrimp species (Windward 2010). Marine mammals such as harbor seals and California sea lions might also travel up the waterway into the study area. Osprey, bald eagle, great blue heron, and many species of gulls and waterfowl use the waterway for foraging. Osprey might use trees or utility poles near the waterway for nesting. River otters, raccoons, and muskrats forage on shorelines in the Duwamish Waterway and might also forage along shorelines in the study area.

Salmonids passing through the waterway include coho salmon (*Oncorhynchus kisutch*), Chinook salmon (*O. tshawytscha*), chum salmon (*O. keta*), and pink salmon (*O. gorbuscha*). Trout species include steelhead (*O. mykiss*) and cutthroat trout (*O. clarkii*). Sockeye salmon (*O. nerka*) may also occasionally enter or spawn in the river (NOAA Fisheries 1997). The Duwamish River and its tributaries support both natural and hatchery salmon runs. The waterway provides the single point of entry for these salmon species to access the Duwamish River/Green River system from Puget Sound and travel up to 60 miles inland. Peak juvenile salmon outmigration occurs through the waterway between late April and early June (Simenstad et al. 1982). Other fish species that might use the Lower Duwamish River, including the Duwamish Waterway, include English sole (*Parophrys vetulus*), Pacific staghorn sculpin (*Leptocottus armatus*), Pacific cod (*Gadus macrocephalus*), walleye pollock (*Theragra chalcogramma*), Pacific herring (*Clupea pallasii*), and brown rockfish (*Sebastes auriculatus*) (Elliott Bay Trustees 2019).

Outside the study area, the Duwamish Waterway flows into Elliott Bay, a large estuary system that provides habitat for a wide variety of fish species and marine mammals, including California sea lions (*Zalophus californianus*), harbor seals (*Phoca vitulina*), harbor porpoise (*Phocoena phocoena*), and southern resident killer whales (*Orcinus orca*). Humpback whales (*Megaptera novaeangliea*), grey whales (*Eschrichtius robustus*), and minke whales (*Balaenoptera acutorostrata*) have also been sighted in south Puget Sound and are possible visitors to Elliott Bay (Orca Network 2021).

3.2.1.1 Applicable City of Seattle Shoreline Habitat Regulations

Seattle's Shoreline Master Program, which regulates development in shorelines of the state, was adopted pursuant to the Shoreline Management Act (Seattle Municipal Code 23.60A). Operating in much the same way as a zoning code, the Shoreline Master Program regulates in-water or over-water development on shorelines of the state and on uplands within 200 feet of the ordinary high water mark of these jurisdictional shorelines. The Seattle Shoreline Master Program specifies shoreline zones, permitted uses, and development standards.

The Shoreline Master Program regulations apply to the Duwamish Waterway in the study area. However, there is very little existing vegetation or wildlife habitat within 200 feet of the waterway in the study area. Shoreline designations within 200 feet of the waterway fall within the Urban Industrial shoreline zone (City of Seattle 2023a).

3.2.1.2 Applicable Tribal Treaty Rights

The Muckleshoot Indian Tribe has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the Duwamish Waterway. The Suquamish Indian Tribe of the Port Madison Reservation (Suquamish Tribe) also has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the Duwamish Waterway. The Muckleshoot Indian Tribe is signatory to the Treaty of Point Elliott and the Treaty of Medicine Creek. The Suquamish Tribe is signatory to the Treaty of Point Elliott.

3.2.2 Longfellow Creek

Longfellow Creek is an approximately 4-mile-long, Type F (fish-bearing) perennial stream that drains into the Duwamish Waterway. Its watershed drains 2,685 acres of West Seattle. The upper 0.9 mile of the creek (upstream of the study area) has been diverted into underground pipes, and roughly one-third of the total creek flow drains through pipes beneath shopping centers, houses, and roads (City of Seattle 2023a). The middle portion of the creek,

including the portion within the study area, includes open-channel sections with riparian vegetation and large, deep pools that can support fish and several pedestrian crossings (three bridges and a boardwalk) over the creek. The lowest portion of the creek flows about 0.5 mile through underground pipes from just south of Southwest Andover Street to a grated outlet near Terminal 5, where it outfalls to the Duwamish Waterway). The lowest portion of the creek, and the middle portion just south of Southwest Andover Street, are tidally influenced.

The City of Seattle regulates Longfellow Creek and its buffer area as a fish and wildlife habitat conservation area and the creek itself as a riparian watercourse (Seattle Municipal Code 25.09.012 and 25.09.200). The City regulates any development in or over Longfellow Creek, and within 100 feet of the creek in the riparian management area. The riparian management area is mapped perpendicular from open-channel sections of stream; the piped stream and areas perpendicular from the piped stream are excluded from City of Seattle riparian management regulations.

The City of Seattle allows some development within the outer portion of the regulated riparian area. This limited riparian development area is 75 to 100 feet from the edge of stream for streams with anadromous fish. At Longfellow Creek along Southwest Genesee Street and Southwest Andover Street, most of this limited riparian development area has already been developed as housing, parking lots, or streets; south of Southwest Genesee Street, this limited development area is managed as golf course fairway. In between Southwest Genesee Street and Southwest Andover Street, the limited riparian development area overlaps existing parks, trails, and edges of housing developments.

The 100-foot fish and wildlife habitat conservation area at Southwest Genesee Street (including the limited development area), is overlapped by the larger 110-foot regulated wetland buffers for wetlands WSE2 and WSE3. The conservation area between Southwest Andover Street and Southwest Dakota Street is overlapped by the regulated 110-foot regulated wetland buffers of WSE11, WSE12, and WSE15 and WSE16 and include the 50-foot buffers of WSE14.

Water quality in the creek is of high concern, as rated by Ecology's water quality index that integrates several water quality parameters into one number used to rank streams in the state. Longfellow Creek has periodic exceedances of dissolved oxygen, temperature, and fecal coliform bacteria beyond levels suitable for aquatic life; pH levels are also a concern, though pH levels rarely exceed the Ecology water quality criterion (King County 2016b; Ecology 2022; City of Seattle 2007).

Concentrations of metals in the creek are very low during non-storm flow conditions, but can be higher during storm flow events (City of Seattle 2007). During the summer, the creek periodically fails to meet the dissolved oxygen and temperature criteria necessary for salmonid spawning, rearing, and migration (City of Seattle 2007). Stormwater runoff from urban areas can bring elevated concentrations of nutrients, bacteria, metals, pesticides, or other organic pollutants such as petroleum hydrocarbons and phthalates (City of Seattle 2007). These pollutants originate from sources such as roads, yards, buildings, automobiles, and pet waste. Recent surveys of coho salmon in Longfellow Creek (and in many other streams in the Central Puget Sound) have documented abnormally high levels of pre-spawn mortality in the creek related to toxicity. Contaminants in water are being investigated as a potential contributor to this mortality; stormwater runoff may be a constraining factor in species recovery in the region (Spromberg and Scholz 2011; Scholz et al. 2001). Chinook and chum salmon using the creek have not shown this level of sensitivity to contaminants in Longfellow Creek (King County 2016a).

Longfellow Creek passes through the West Seattle Golf Course while flowing south to north. Within the golf course, fish barriers are present such as at the twelfth fairway in the golf course. Migrating coho salmon can access the creek up to these barriers. (City of Seattle 2007;

Washington Department of Fish and Wildlife 2019b). Within the study area, the creek meanders through patches of reed canarygrass (*Phalaris arundinaceae*) before reaching a beaver dam within wetland WSE2. Salmon have access to the stream within the study area. Vegetation on the stream banks through the golf course consists of Pacific willow (*Salix lucida*), bigleaf maple saplings (*Acer macrophyllum*), Himalayan blackberry (*Rubus armeniacus*), Canada thistle (*Cirsium arvense*), jewelweed (*Impatiens capensis*), reed canarygrass, horsetail (Equisetum sp.), and black cottonwood saplings (*Populus trichocarpa*). After the beaver dam, the creek flows into a 3-foot-diameter culvert under Southwest Genesee Street.

North of Southwest Genesee Street, the creek exits the culvert into a pool about 20 feet wide. This point is within the Longfellow Creek Natural Area. Riparian vegetation along the pool consists of red alder (*Alnus rubra*) trees. North of the pool, the creek continues through a channel that is 6 to 15 feet wide with steep banks. Moderate riparian vegetation along this reach is provided by willows and red alder. Jewelweed, bittersweet nightshade (*Solanum dulcamara*), reed canarygrass, willows, and slough sedge (*Carex obnupta*) are present along the banks of the pool and channel, as well as tree and shrub plantings between the channel and the pedestrian trail. As noted above, ongoing physical and biological restoration efforts have occurred in the creek, starting in the 1990s, including the large woody debris placement and riparian plantings within the study area, north of Southwest Genesee Street. These efforts, in addition to other restoration efforts in the watershed, may contribute to improved water quality in the creek (King County 2016a).

Downstream from the pool, the channel widens out before crossing underneath a pedestrian bridge about 100 feet north of Southwest Genesee Street. Signs of beaver (such as gnawed trees) are present near the pool. Longfellow Creek continues flowing northward as an open channel through forested habitat with red alder, spruce, bigleaf maple, and Douglas-fir (*Pseudotsuga menzesii*), and under pedestrian bridges at Southwest Yancy Street and Southwest Dakota Street. Some portions of the stream are relatively straight with steep banks, other areas have unconfined banks. Pools are present that could provide fish habitat. Large woody debris and beaver evidence (including beaver lodges and dams with ponding) are present. Streamside vegetation includes red alder, western red cedar (*Thuja plicata*), and spruce. The understory is composed of mostly invasive species, including Himalayan blackberry, English ivy (*Hedera helix*), English holly (*Ilex aquifolium*), and reed canarygrass, though native species such as red osier dogwood (*Cornus stolonifera*) are also present, and some portions of streamside are partially shaded by snowberry (*Symphoricarpos albus*).

The section of Longfellow Creek between Southwest Yancy Street and Southwest Andover Street is outside the Longfellow Creek Natural Area but contains similar forested canopy within the greenbelt along the creek. Understory alongside the creek contains more non-native species in this area than within the Longfellow Creek Natural Area. Where the stream passes through the vicinity of Wetlands WSE11, WSE12, and WSE13 within this area, the dominant cover is Himalayan blackberry and red osier dogwood.

As Longfellow Creek approaches Southwest Andover Street, the stream is about 8 to 12 feet wide and channelized, with riprapped banks near the culvert. About 70 feet south of Southwest Andover Street, the stream enters underground pipes and continues flowing northward underground until its outlet into the Duwamish Waterway near Terminal 5.

Longfellow Creek's waters and streamside habitat supports amphibians, benthic invertebrates, and several fish species. Several sculpin species have been documented in the lowest portions of creek (City of Seattle 2007). Adult Chinook, steelhead, and coho salmon have been observed in the creek within the study area and upstream of the study area to the barriers within the West Seattle Golf Course (King County 2016a; City of Seattle 2007; McMillan 2007). Volunteers in the King County Salmon Watcher Program, who have been surveying the creek since 1999, have

consistently sighted adult coho and chum salmon; Chinook salmon and cutthroat trout have been observed on occasion (King County 2016a). Coho migrate upstream through the creek October through December, and chum migrate upstream in November (Salmon Conservation and Restoration 2019). Rainbow trout (*Oncorhynchus mykiss*) have also been documented in the creek. No occurrences of bull trout (*Salvelinus confluentus*) have been documented in the creek (City of Seattle 2023a; Washington Department of Fish and Wildlife 2018, 2023b).

Longfellow Creek supports salmonid spawning activity. Surveys in 1999 also located juvenile rainbow trout and coho in the creek, which indicated that the stream supports spawning activity (City of Seattle 2023a). Numerous releases of coho fry have also occurred in the creek. Redds (spawning beds) have also been observed in the creek (City of Seattle 2007). The highest-quality spawning habitat in the creek currently accessible to salmonids is near Southwest Adams Street, which is a few hundred feet north of where Longfellow Creek crosses under Southwest Genesee Street (City of Seattle 2007).

3.2.3 Federally Listed Species, Species of Concern, Priority Species, and Species of Local Importance – Aquatic Species

Table 3-2 summarizes the federally listed species under the jurisdiction of the U.S. Fish and Wildlife Service and NOAA Fisheries that might occur in the aquatic habitats present in the study area. All of these species are documented in or have the potential to be present in the Duwamish Waterway, including Chinook salmon, steelhead trout, and bull trout. The listed salmonid species spawning upriver do not spawn in the study area but use the Duwamish Waterway for migration, and smolts use the shoreline habitat for shelter when moving downstream to Elliott Bay and when adjusting to saltwater conditions. Chinook salmon and steelhead are also present in Longfellow Creek up to the West Seattle Golf Course (King County 2016a; Kerwin and Nelson 2000).

Yelloweye and bocaccio rockfish (*Sebastes ruberrimus* and *S. paucispinis*) occur in Elliott Bay and may enter the tidally influenced portions of the Duwamish Waterway. Listed whale species (humpback whale and southern resident killer whale) occurring in Elliott Bay are unlikely to visit the Duwamish Waterway; however, construction noise has the potential to reach these species in Elliott Bay. Pacific cod and Pacific herring (candidates for federal listing) and river lamprey (*Lampetra ayresii*; federal species of concern) occur in Elliott Bay and have been documented in the Duwamish Waterway. Marbled murrelets (*Brachyramphus marmoratus*) forage in Elliott Bay, and may visit the Duwamish Waterway for foraging or when traveling between their marine foraging habitat and their upland nesting habitat in the Cascades foothills. Steller sea lions (*Eumetopias jubatus*) are much less common in Elliott Bay than the California sea lion but do occur and might join the California sea lions and harbor seals that regularly forage in the lower portion of the Duwamish Waterway.

Two additional federally listed marine species are possible in the study area but are unlikely to occur. Green sturgeon (*Acipenser medirostris*) might enter Puget Sound to forage in the nearshore zones of bays and estuaries; however, no spawning occurs in Puget Sound rivers and green sturgeon is unlikely to be present in the study area. The closest documented Pacific eulachon spawning is in northern Puget Sound (southern British Columbia); therefore, eulachon are unlikely to be present in the study area.

The Duwamish Waterway is designated critical habitat for bull trout, Chinook salmon, and steelhead. NOAA Fisheries maps the Duwamish Waterway as essential fish habitat for all life stages of finfish, groundfish, coastal pelagic species, and Chinook, coho, and pink salmon (NOAA Fisheries 2019c).

Table 3-2. Federally Listed Aquatic Species and Species of Concern with Potential to Occur in Study Area –Aquatic Habitat

Common Name	Scientific Name	Status	Occurrence in Study Area
Puget Sound/Coastal Distinct Population Segment bull trout	*Salvelinus confluentus*	Federal Threatened; State Candidate	Documented in Duwamish Waterway; critical habitat in Elliott Bay and Duwamish Waterway.
Puget Sound Evolutionarily Significant Unit Chinook salmon	*Oncorhynchus tshawytscha*	Federal Threatened; State Candidate	Documented in Elliott Bay, Duwamish Waterway, and Longfellow Creek; critical habitat in Elliott Bay and Duwamish Waterway; essential fish habitat in Duwamish Waterway and Longfellow Creek.
Puget Sound Distinct Population Segment steelhead trout	*Oncorhynchus mykiss*	Federal Threatened	Documented in in Elliott Bay and Duwamish Waterway. Critical habitat in the Duwamish Waterway and Longfellow Creek.
Coho salmon	*Oncorhynchus kisutch*	Federal Species of Concern	Documented in Duwamish Waterway and Longfellow Creek; essential fish habitat in Duwamish Waterway and Longfellow Creek.
Puget Sound bocaccio	*Sebastes paucispinis*	Federal Endangered; State Candidate	Likely in Elliott Bay, potential in Duwamish Waterway; critical habitat in Elliott Bay.
Puget Sound yelloweye rockfish	*Sebastes ruberrimus*	Federal Threatened; State Candidate	Likely in Elliott Bay, potential in Duwamish Waterway; critical habitat in Elliott Bay.
Pacific cod	*Gadus macrocephalus*	Federal Species of Concern; State Candidate	Documented in Elliott Bay and Duwamish Waterway.
Pacific herring	*Clupea pallasi*	Federal Candidate; State Candidate	Likely in Elliott Bay; documented in Duwamish Waterway; Washington Department of Fish and Wildlife maps spawning habitat on Elliott Bay shorelines.
River lamprey	*Lampetra ayresii*	Federal Species of Concern	Potential in Duwamish Waterway.
Pacific eulachon [a]	*Thaleichthys pacificus*	Federal Threatened	Unlikely; closest documented spawning is in southern British Columbia.
Green sturgeon [a]	*Acipenser medirostris*	Federal Threatened	Unlikely; could occur in Elliott Bay but no spawning occurs in Puget Sound rivers.
Southern resident killer whale [a]	*Orcinus orca*	Federal Endangered	Documented in Elliott Bay; critical habitat in Elliott Bay.
Humpback whale [a]	*Megaptera novaeangliae*	Federal Endangered, State Endangered	Documented in Elliott Bay.
Steller sea lion	*Eumetopias jubatus*	Federal Species of concern	Documented in Elliott Bay; potential in Duwamish Waterway.
Marbled murrelet	*Brachyramphus marmoratus*	Federal Threatened; State Threatened	Occur in Elliott Bay and occasionally in the Duwamish Waterway.

Sources: U.S. Fish and Wildlife Service 2019; NOAA Fisheries 2019b, 2020, 2023; Washington Department of Fish and Wildlife 2023a, 2023c.

[a] Listed marine species found in Elliott Bay but not the Duwamish Waterway are included here because in-water construction noise could reach the bay.

The U.S. Army Corps of Engineers and Washington Department of Fish and Wildlife have established work windows for in-water work to protect listed species of salmonids, and NOAA Fisheries or U.S. Fish and Wildlife Service may require additional restrictions to this work window. The standard in-water work window in the Duwamish Waterway is August 1 through February 15.

Recovery plans are in place for Chinook salmon (NOAA Fisheries 2007), bull trout (U.S. Department of Fish and Wildlife 2015), and steelhead trout (NOAA Fisheries 2019c).
The Chinook recovery plan focuses on limiting factors for the species, including the following:

- Water quality in the lower 5 miles of the Lower Duwamish River
- The lack of intertidal habitat in the Duwamish Estuary transition zone where fresh water and salt water mix (juvenile salmon may linger in this area while adjusting to salt water)
- Degraded riparian conditions (which occur in portions of Longfellow Creek and on the Lower Duwamish River)

Management actions recommended by the Chinook recovery plan focus on the following:

- Protecting and/or improving riparian conditions
- Protecting and/or improving natural flows
- Protecting and/or improving water quality
- Protecting and/or improving access to tributaries
- Preventing new bank/shoreline armoring and fill that would reduce habitat for migrating juvenile Chinook

The steelhead recovery plan states specific strategies for the central and south Puget Sound major population group of steelhead (which includes steelhead passing through the study area in the Duwamish Waterway and in Longfellow Creek). The strategies include improving habitat in lower reaches of rivers (through actions such as improving habitat complexity and shade) and improving juvenile survival in nearshore waters. The bull trout recovery plan includes guidance on recovery of the Coastal Recovery Unit (which includes Puget Sound). However, it does not identify the Duwamish River as a core recovery area, because no anadromous run of bull trout is established in this drainage.

A recovery plan is also in place for the marbled murrelet (U.S. Fish and Wildlife Service 1997), including recommendations for the Puget Sound area. Ongoing management actions performed under this plan focus on preserving upland habitat (in mature forests, which do not occur in the study area) and preventing injury or death in the marine environment (such as during oil spills). The health of nearshore environment is also a concern for the species, which spends most of its life in marine waters feeding on forage fish.

Recovery plans are also in place for southern resident killer whales (NOAA Fisheries 2008) and humpback whales (NOAA Fisheries 1991). Known or potential impacts to these species, as listed in the plans, include acoustic disturbance (such as from industrial activities) and habitat degradation (including chemical pollution). Management actions identified for recovery of southern resident killer whales include protecting or increasing runs of Chinook salmon, the whales' preferred prey species.

A final recovery plan is in place for yelloweye rockfish and bocaccio (NOAA Fisheries 2017). Final recovery plans are also in place for eulachon and green sturgeon (as noted above, eulachon and green sturgeon are not likely in the Duwamish Waterway or Elliott Bay).

3.3 Upland Habitat and Species

3.3.1 Vegetation

3.3.1.1 Land Cover Types

The study area is in a densely developed city that has been substantially altered from historical conditions. Land cover is primarily urban, with high density buildings and industrial areas in south Seattle and the Duwamish area, and high, moderate, and low density residential areas in West Seattle (Table 3-3). Forested greenbelts and developed open space such as the West Seattle Golf Course are present adjacent to the residential areas. Figure 3-7 shows the land cover types in the study area.

Most of the highly urban areas, industrial areas, high density housing, and roadways, have limited potential for supporting a robust, diverse community of native wildlife. The primary cover types that provide any nesting or sheltering habitats for wildlife are non-paved areas in the West Duwamish Greenbelt, the Longfellow Creek Natural Area, the adjacent Longfellow Creek greenbelt between Southwest Yancy Street and Southwest Andover Street, the West Seattle Golf Course, in small residential parks, and in landscaping and retained native trees within residential back yards. Wildlife inhabiting these areas are exposed to moderate to high levels of noise associated with traffic and industrial operations.

3.3.1.2 Heritage and Other Protected Trees

The City of Seattle and PlantAmnesty maintain a cooperative program to protect notable trees in Seattle; a tree is nominated as a heritage tree if it has exceptional size, form, rarity, historic contribution, or is part of a notable collection (City of Seattle 2023b, 2023c). No heritage trees overlap the project's footprint; heritage trees mapped within the study area consist of an American black walnut tree near the north end of the West Duwamish Greenbelt and a Japanese maple south of the Alaska Junction Station (City of Seattle 2019b).

Street trees in the study area include many species of ornamental and native trees, including maples (*Acer* spp.), Callery pear (*Pyrus calleryana*), crabapple (*Malus sp.*), hawthorne (*Crataegus sp.*), ash (*Fraxinus* spp.), linden (*Tilia* spp.), ginkgo tree (*Ginko biloba*), elm (*Ulmus* spp.) and giant sequoia (*Sequoiadendron giganteum*). The golf course contains mowed fairways, rows of medium-sized deciduous and coniferous trees bordering the fairways, and a few patches of forest with larger, primarily deciduous trees and a mix of native and non-native understory vegetation. Delridge Playfield has lines of trees but is cleared of any understory species (groundcover is primarily mowed lawn). Riparian habitat along Longfellow Creek is fragmented, but stream and riparian restoration projects have increased habitat quality in many sections, including within the study area. Native tree and shrub plantings were added to increase plant diversity and stream shading and reduce potential erosion. Large woody debris has been anchored in the stream to create pools, shade, and a nutrient source for more complex fish habitat.

Table 3-3. Land Cover Types along the West Seattle Link Extension

Land Cover Type	Acres within 200 Feet of Project [a]	Percent of Land Cover Type Total	Description
Forest (Greenbelts)	38	5%	Includes deciduous and mixed forest with over 20% total tree cover. Occurs in the West Duwamish Greenbelt and Longfellow Creek greenbelt including the Longfellow Creek Natural Area.
High Density Residential (Includes Industrial)	413	60%	Includes developed areas where people reside or work in high numbers (such as commercial/industrial, apartment complexes, and row houses); 80 to 100% impervious surface.
Medium Density Residential	149	22%	Areas with a mixture of constructed materials and vegetation; 50% to 79% impervious surface (such as single-family housing units).
Low Density Residential	53	8%	Areas with a mixture of constructed materials and vegetation; 20% to 49% impervious surface (such as single-family housing units).
Developed, Open Space	12	2%	Areas with constructed material but dominated by managed vegetation (such as lawn grasses); less than 20% impervious surface. Includes large-lot single-family housing units, parks, golf courses, and vegetation planted in developed settings for recreation, erosion control, or aesthetic purposes).
Open water	20	3%	Areas of open water; less than 25% cover of vegetation or soil.

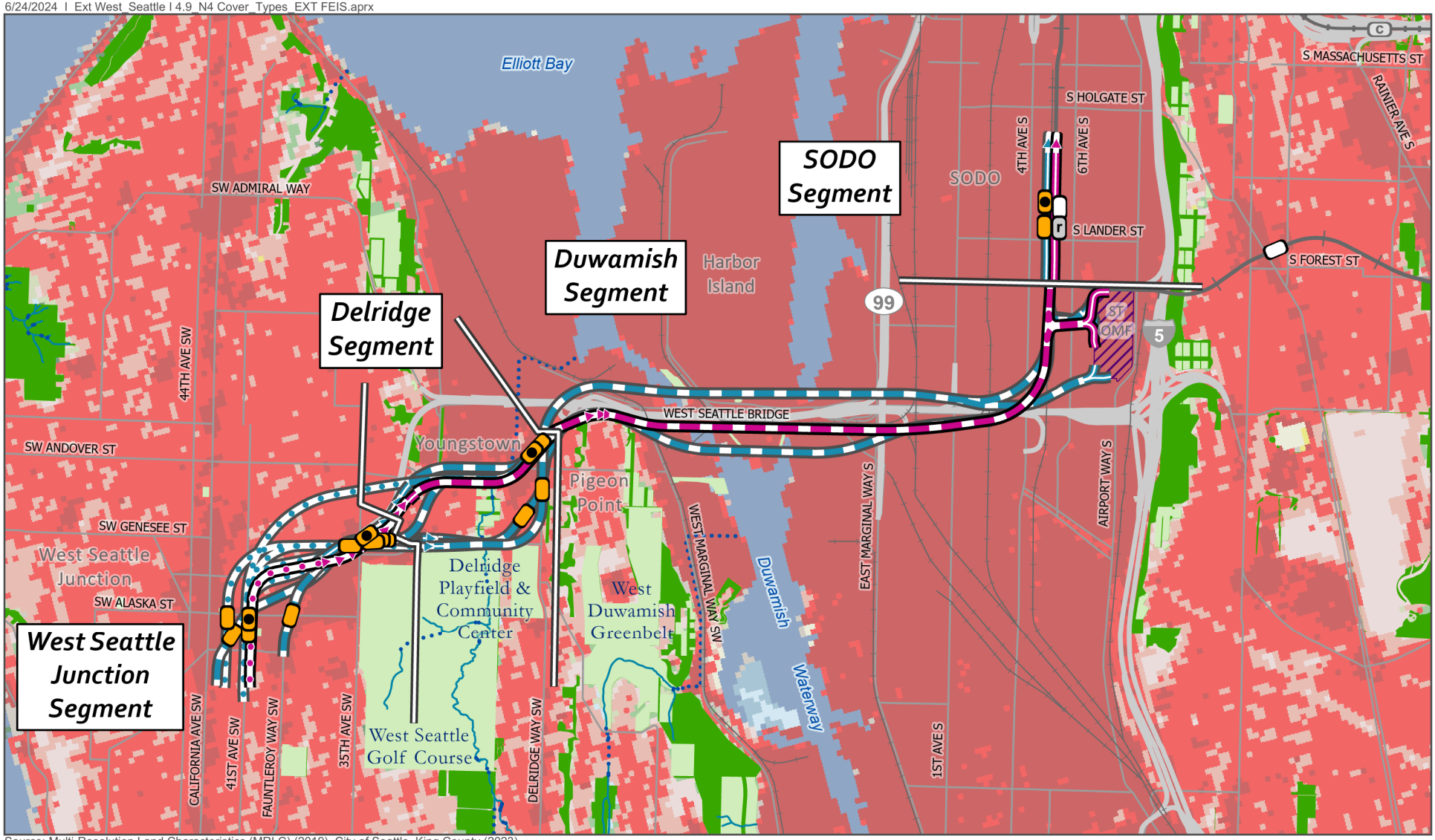
Sources: National Land Cover Database 2016 (for residential, developed, and open water cover types); Green Seattle Partnership 2020 (forest-cover types).

[a] The National Land Cover Database is based on a grid system and Green Seattle Partnership data follows more precise forest-cover boundaries. Therefore, combining these datasets creates some small overlaps between the forest acres and other landcover types.

The City of Seattle also protects trees 6 inches in diameter or larger under a tiered system established in 2023. Tier 1 includes trees designated as heritage trees. Tier 2 trees include any tree that is 24 inches in diameter at standard height or greater, tree groves, each tree comprising a tree grove, and specific tree species below 24 inches in diameter as defined by City of Seattle Director's Rule 7-2023 (note that Tier 2 excludes certain species such as red alder, black cottonwood, and Lombardy poplar). Tier 3 includes trees 12 inches to 24 inches in diameter, and Tier 4 includes trees 6 inches to 12 inches in diameter. Trees less than 6 inches in diameter are not regulated by the City's Tree Protection Ordinance (Seattle Municipal Code 25.11). The tier designations include trees previously termed "exceptional," which are trees considered rare or exceptional by virtue of their size, species, condition, cultural/historic importance, age, and/or contribution as part of grove of trees as defined by Director's Rule 16-2008 (City of Seattle 2008). Exceptional trees have unique historical, ecological, or aesthetic value (City of Seattle 2008). Trees that meet the definition for exceptional are present in the study area and would require protection or mitigation under the City's Tree Protection Ordinance under the appropriate tier. Any trees that are within critical areas would require additional protection or mitigation under the City's critical areas regulations.

3.3.1.3 Rare Plants

Based on the Washington Department of Natural Resources Natural Heritage Program rare plants geographical information system data, no rare plant communities are currently documented in the study area (Camp and Gamon 2011; Washington Department of Natural Resources 2021).



Source: Multi-Resolution Land Characteristics (MRLC) (2019), City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Green Space
- Open Water
- Developed, Open Space
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, High Intensity
- Barren Land
- Deciduous Forest
- Evergreen Forest
- Mixed Forest
- Shrub/Scrub
- Herbaceous
- Hay/Pasture
- Woody Wetlands
- Emergent Herbaceous Wetlands

0 0.5 1 Mile

N

FIGURE 3-7
Cover Types

West Seattle Link Extension

3.3.1.4 Invasive Plants

Invasive species of plants are present throughout the highly modified environment of the study area. Prominent species are English ivy, Himalayan blackberry, and non-native grasses. Ivy is particularly prevalent as groundcover and on some tree trunks in the West Duwamish Greenbelt and in roadside areas under the West Seattle Bridge. Where heavy infestations occur in the greenbelt forest floor, it is currently slowing the regeneration of young trees in the forest; the weight of heavy infestations of ivy on tree branches can increase the chances that tree limbs could break during storms.

King County lists several weed occurrences that have been reported in the study area, some successfully controlled and some ongoing. These include Class A weeds (eradication of all infestations is required by law in Washington), and Class B weeds (in which prevention or control is decided at the local level). Weeds recorded in or near the study area include several Class B weeds (tansy ragwort [*Senecio jacobaea*]; dalmatian toadflax [*Linaria dalmatica*], rush skeletonweed [*Chondrilla juncea*], perennial pepperweed [*Lepidium latifolium*], diffuse knapweed [*Centaurea diffusa*], kochia [*Bassia scoparia*] and spotted knapweed [*Centaurea stoebe*]) and one Class A weed (giant hogweed [*Heracleum mantegassianum*]) (King County 2023a, 2023b; Noxious Weed Control Board 2023).

3.3.2 Forested Corridors and Wildlife

The study area includes the northern end of the West Duwamish Greenbelt, which stretches along the steep slope on the east side of West Seattle's Delridge neighborhood and provides roughly 500 acres of forested habitat corridor. It stretches 4 miles (6.4 kilometers) south from the West Seattle Bridge. The study area also includes the forested greenbelt along Longfellow Creek; this greenbelt is a narrow corridor of trees about 0.25 mile long between Southwest Genesee Street and Southwest Andover Street. The majority of the Longfellow Creek greenbelt is a Seattle city park called the Longfellow Creek Natural Area. Both the West Duwamish and Longfellow Creek greenbelts are Washington Department of Fish and Wildlife-designated Priority Habitat Biodiversity Area and Corridors, and the City of Seattle defines them as environmentally critical areas.

The West Duwamish Greenbelt and the Longfellow Creek greenbelt provide habitat elements that include deciduous and coniferous forest, snags, downed woody debris, and areas with multi-layered canopy. Tree species include red alder, bigleaf maple, Douglas-fir and Sitka spruce (*Picea sitchensis*). The West Duwamish Greenbelt provides contiguous habitat for 4 miles, broken only by trails and a few roads. Tree species are primarily native species; the understory is a mix of native and non-native species, with a thick cover of English ivy within the study area. Tall trees within the northern edge of the greenbelt, within the study area, are predominantly bigleaf maples.

The Longfellow Creek Natural Area and adjacent greenbelt between Southwest Yancy Street and Southwest Andover Street contains deciduous and coniferous trees, including red alder, Douglas-fir, and Sitka spruce, and it is crossed by three two-lane roads, three pedestrian bridges and a boardwalk over the creek. Its understory along the Longfellow Creek Legacy Trail within the natural area has been improved with native species during restoration programs along the creek (Green Seattle Partnership 2019). Understory in the adjacent greenbelt north of Southwest Yancy Street is dominated by non-native weeds such as Himalayan blackberry. Clumps and lines of trees in the West Seattle Golf Course are more fragmented but might be used by wildlife to travel from the Longfellow Creek greenbelt to additional greenbelts to the southwest and south of the golf course. The northern edge of the golf course, along Southwest Genesee Street, contains a line of trees, including ornamental conifers, Western red cedars, and several dozen Douglas-fir trees with trunks ranging from 6 inches to 20 inches in diameter.

These greenbelts provide shelter for mammals tolerant of proximity to urban areas, including mule deer (*Odocoileus hemionus*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), squirrel species, and opossum (*Didelphis virginiana*). Salamanders and frogs have been found in the Longfellow Creek greenbelt. Trees in the natural area and the West Seattle Golf Course provide roosting and nesting habitat for raptors such as the red-tailed hawk (*Buteo jamaicensis*), barred owl (*Strix varia*), kestrel (*Falco sparverius*), sharp-shinned hawk (*Accipiter striatus*), Cooper's hawk (*A. cooperii*), and great horned owl (*Bubo virginianus*). Red-tailed hawks and other raptors prey on voles that are found in the grassy vegetation of parks and the golf course areas. Denser trees within the golf courses could provide habitat for state candidate species such as Townsend's big-eared bat (*Corynorhinus townsendii*), pileated woodpecker (*Dryocopus pileatus*), or Vaux's swift (*Chaetura vauxi*). Prominent trees within the West Duwamish Greenbelt may provide perching opportunities for bald eagles.

The Migratory Bird Treaty Act, administered by the U.S. Fish and Wildlife Service, makes it unlawful to take, import, export, possess, sell, purchase, or barter any migratory bird, with the exception of the taking of game birds during established hunting seasons. All bird species, with the exception of three species (English sparrow [*Passer domesticus*], European starling [*Sturnus vulgaris*], and pigeon [*Columba livia*]), that occur in the study area are protected under the Migratory Bird Treaty Act. The greenbelts described above, and trees in the golf course and residential backyards and parks could support many migratory songbird species during wintering, migration, or nesting. Osprey may use trees or utility poles in the study area for nesting; an artificial platform for nesting osprey is present on a parcel adjacent to Sound Transit's existing Operations and Maintenance Facility Central, on the eastern edge of the Duwamish Segment. In addition to the raptor and woodpecker species mentioned above, bird species that might breed in the study area include American robin (*Turdus migratorius*), song sparrow (*Melospiza melodia*), Steller's jay (*Cyanocitta stelleri*), American crow (*Corvus brachyrhynchos*), spotted towhee (*Pipilo maculates*), dark-eyed junco (*Junco hyemalis*), black-capped chickadee (*Poecile atricapillus*), northern flicker (*Colaptes auratus*), Bewick's wren (*Thryomanes bewickii*), red-breasted nuthatch (*Sitta canadensis*), Anna's hummingbird (*Calypte anna*), and great blue heron (Opperman et al. 2006; Audubon Society 2018).

Ambient noise in these greenbelts includes traffic, truck noise at commercial businesses, and a variety of construction noises and operation of trains and heavy equipment along the Duwamish Waterway and associated shipping terminals. Typical background in-air noise levels in the Downtown Seattle area near the waterfront range from 71 to 83 A-weighted decibels (dBA; Parsons Brinkerhoff Quade & Douglas, Inc. 2004). Residential neighborhoods that have freeways or moderately busy arterial streets nearby, or any nighttime noise, are usually in the range of 60 to 65 dBA (Sound Transit 2021). As most of the project corridor contains traffic noise from moderately busy arterials, a background level of 60 to 65 dBA is likely along the project corridor, except for in the SODO Segment or adjacent to the Duwamish Waterway's trains and industrial facilities where background noises may be higher.

3.3.3 Federally Listed Species, Species of Concern, Priority Species, and Species of Local Importance – Upland Species

No federally listed upland plant or wildlife species or designated critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service occurs in the urban environment of the study area. The federally threatened yellow-billed cuckoo (*Coccyzus americanus*) requires extensive hardwood-dominated riparian areas with at least 300 contiguous acres; its designated critical habitat does not overlap the study area. The federally threatened streaked horned lark (*Eremophila alpestris strigata*) uses habitat such as prairies, dune habitats, and sandy beaches, which are also not present in the study area; nor does its designated critical habitat overlap with

the study area. The federally threatened northern spotted owl (*Strix occidentalis caurina*) requires mature coniferous forest, which is not present in the study area, nor does the species' designated critical habitat overlap the study area. The federally threatened marbled murrelet forages in Elliott Bay but requires mature coniferous forest for its nesting habitat; as none is present in the study area, this species is discussed only in the aquatic species section of this document (U.S. Fish and Wildlife Service 2019).

Table 3-4 presents potential species of concern that might use upland habitats in the study area. Townsend's big-eared bat, pileated woodpecker, and Vaux's swift could occur in the West Duwamish Greenbelt. Peregrine falcons (*Falco peregrinus*) are known to use urban buildings and other structures for nesting habitat. A peregrine falcon nest platform was constructed under the west side of the West Seattle Bridge in the late 1990s. The nesting site has been active as recently as 2023 (Urban Raptor Conservancy 2019, 2022).

Table 3-4. Species of Federal or State Concern with Potential to Occur in Study Area – Upland Habitat

Common Name	Scientific Name	Status	Occurrence in Study Area
Townsend's Big-eared Bat	*Corynorhinus townsendii*	Federal Species of Concern; State Species of Concern	Possibly present in study area; forages over and near forests; may use bridges for day roosts.
Great blue heron	*Ardea herodias*	Washington Department of Fish and Wildlife Priority species; City of Seattle Species of Local Importance	Nesting colonies present within the West Duwamish Greenbelt, including within the study area and the construction footprint of some Duwamish Segment alternatives.
Bald Eagle	*Haliaeetus leucocephalus*	Federal Species of Concern; State Species of Concern	Nests in prominent trees in wooded areas within 0.5 mile of water; may forage in study area's waters.
Peregrine Falcon	*Falco peregrinus*	Federal Species of Concern; State Species of Concern	Yes; nesting known at West Seattle Bridge nest box and on Downtown Seattle buildings.
Pileated Woodpecker	*Dryocopus pileatus*	State Species of Concern	Possibly present in greenbelts; uses both mature/old-growth forests, and secondary forests.
Vaux's Swift	*Chaetura vauxi*	State Species of Concern	Possibly present for foraging; breeds in mountains and foothills; forages over wooded areas including in towns.
Band-tailed Pigeon	*Patagioenas fasciata*	Washington Department of Fish and Wildlife priority species	Possibly present in greenbelts.

Sources: Washington Department of Fish and Wildlife 2018, 2019a, 2023c.

The City of Seattle has mapped bald eagle management areas within West Seattle. These management areas fall outside the study area for this project. However, as the City of Seattle mapping may be outdated, surveys were performed in July 2018 and May 2019. No bald eagles were present during these surveys, nor were they observed during the spring and summer 2020 heron surveys in the vicinity, and no bald eagle nests or potential roosting trees were found within the study area.

Purple martins (*Progne subis*) have recently been removed from the Washington Department of Fish and Wildlife priority list, but are still federally protected as migratory birds. Nesting colonies in built structures occur near the study area; one location of nest boxes is present over water along the western edge of the Duwamish Waterway, 0.2 mile south of the study area (Tabor et al. 2010; Washington Department of Fish and Wildlife 2019a).

Great blue herons have established nesting colonies (rookeries) within several areas of the West Duwamish Greenbelt. Herons build platform nests high in trees and might use nests for more than one nesting season. Surveys performed for this project yielded the following results:

- In July 2018, active nesting was confirmed at known nesting sites, and also nest trees farther north than mapped by the City of Seattle (and within the study area). One active heron rookery was observed on the north end of the greenbelt. The rookery included at least nine nests interspersed in three bigleaf maple trees. Most nests were empty; however, two nestlings were observed in nests. Two great blue herons (one juvenile and one adult) were observed foraging across the Duwamish Waterway at the Harbor Island Marina.
- In May 2019, biologists identified two new nest trees in the study area, in addition to the three previously observed during the May 2019 visit, with 15 nests total observed (Jacobs Engineering 2019).
- In 2020, biologists performed nest monitoring at the colony throughout the nesting season. By May 2020, there were at least 19 active nests in the colony in seven nest trees, all within the study area. Of these nests, 18 were monitored through July (1 nest could not be observed after tree leaf-out), and 15 produced at least one fledgling heron, with an average of 1.9 fledglings per nest.
- In 2021, biologists performed nest monitoring at the colony throughout the nesting season, with follow-up visits in fall to observe nest structures. Of 20 nests followed, 16 were presumed to have fledged and four were active but were not observable once tree leaves blocked views of the nests.
- In 2022, biologists performed nest monitoring at the colony throughout the nesting season. Eleven of the 13 nests surveyed in the study area are assumed to have successfully fledged at least one chick, with an average of 1.7 chicks per nest.
- In 2023, biologists performed nest monitoring at the colony throughout the nesting season. Nests were present in four nest trees, and 15 of the 16 nests surveyed in the study area are assumed to have successfully fledged at least one chick.

The U.S. Fish and Wildlife Service protects the great blue heron under the Migratory Bird Treaty Act. Great blue heron is a Washington Department of Fish and Wildlife priority species (Washington Department of Fish and Wildlife 2019a), which is also regulated by the City of Seattle as a designated species of local importance (Seattle Municipal Code 25.09.200(C)(5)). While there is no state-level permit associated with the protection of this species, Washington Department of Fish and Wildlife recommends that great blue heron colonies receive a 60-meter (197-foot) buffer year-round in an urban environment and a seasonal buffer of 200 meters (656 feet) for activities generating sound exceeding 92 decibels by the time the sound attenuates to the outer boundary of a nesting colony (Azerrad 2012). The City of Seattle requires that projects taking place within the 197-foot year-round buffer (or in an additional 300-foot buffer in the nesting season [February 1 through August 31] apply a standard great blue heron management plan (or a Washington Department of Fish and Wildlife-approved alternate plan). The year-round buffer is measured from the outermost nests (collectively referred to as the Great Blue Heron Management Core Zone), while the seasonal buffer is measured from the outer edge of the year-round buffer (great blue heron management area). Key components of a habitat management plan normally include avoiding development in the colony itself; retaining trees that screen the colony; mitigating for development in the year-round buffer; and avoiding construction noise during the nesting season (City of Seattle 2018b).

4 ENVIRONMENTAL IMPACTS

The impact analysis assesses the potential direct, indirect, and cumulative ecosystem impacts of the alternatives. The impacts analysis is divided into long-term operation impacts and short-term, temporary construction impacts. The impact analysis describes the extent, magnitude, duration, and character of potential impacts on ecosystem resources for each alternative. Impacts will be quantified where appropriate and possible (such as the area of wetland impacts).

The project would have long-term direct and indirect impacts on ecosystem resources in the study area, as well as temporary impacts during construction. Columns for elevated guideways and at-grade guideways and features would be placed in some areas currently covered with forested or park habitat. Shading from the elevated guideway would change the amount of light and precipitation reaching street trees and vegetation. Some street trees and greenbelt trees would need to be removed. Disturbance during construction could impact local wildlife and contribute to the spread of noxious or invasive plant species. Wetlands and wetland buffers in the study area may also experience loss of habitat or changed hydrology. Shorelines would be affected by placement of elevated guideway columns and potential outfalls under all alternatives. Benthic habitat would be disturbed during construction within waters that are mapped as critical habitat for several fish species. If in-water construction is required for a bridge over the Duwamish Waterway, cofferdams could be placed within the channel during construction. These dams would surround most of the construction area and water would be removed within the dammed area. This process would temporarily exclude salmonids and other aquatic species from a portion of the waterway. In-water construction during dam installation and removal, as well as during installation of temporary work trestles and permanent pier-protection systems, could create underwater noise and turbidity that would affect these aquatic species. Effects could include the suspension of contaminated sediments because the in-water work would occur within a Superfund site.

This impact assessment is based on the information obtained from overlaying the conceptual designs for the light rail Build Alternatives (both construction footprints and operation footprints) onto ecosystem resource base maps. The acreage values resulting from this analytical approach provide an indication of the size and type of potential impacts and reflect differences among the alternatives. Although these analytical buffers represent a conservative estimate of the areas where long-term and temporary impacts may occur, some impacts could take place outside of these areas as well. For example, some trees in areas adjacent to the analytical buffer may need to be removed to protect light rail safety and reliability. Removal of such hazard trees may accompany construction of any of the light rail Build Alternatives, and hazard tree removal would continue as a maintenance activity during project operations.

4.1 No Build Alternative

The No Build Alternative would not have direct long-term impacts on ecosystem resources. Conversely, implementing the No Build Alternative would lack the beneficial indirect effects of the Build Alternatives over the long term, such as reduced motor vehicle traffic in the region, or possible improvements for past impacts or poorly functioning environmental features along the project corridor that have degraded water quality, wetlands, streams, and regulatory buffers.

4.2 Build Alternatives

4.2.1 Wetlands

4.2.1.1 Long-Term Impacts

SODO Segment

There would be no long-term impacts to wetlands in the SODO Segment because no wetlands occur within 300 feet of the alternatives in this segment.

Duwamish Segment

One wetland was identified within 300 feet of the project limits in the Duwamish Segment (Table 3-1 and Figure 3-1): Wetland WSE4 under the West Seattle Bridge within the Duwamish Segment. This wetland is relatively small at 0.05 acre and provides limited functions, including nutrient and toxicant removal due to its herbaceous vegetation cover and its position on a slope. It has limited wildlife habitat due to the adjacent paved trail and wingwall.

Table 4-1 lists potential wetland impacts in the Duwamish Segment. Preferred Alternative DUW-1a would mostly shade or completely fill Wetland WSE4 and some of its buffer if Preferred Alternative DUW-1a connects to Alternative DEL-2a, Option DEL-2b, Alternative DEL-3 or Alternative DEL-4 (connections to the other Delridge alternatives would not overlap this wetland's location but could impact the buffer). Note that this wetland and its buffer are already partially to fully shaded by the West Seattle Bridge, such that it is in a disturbed environment; any additional shading impacts may not change the amount of light and precipitation reaching the wetland. However, all options for Preferred Alternative DUW-1a will require ground stabilization (such as tie-backs) performed on the steep slope directly south and upslope of the wetland; this stabilization could affect groundwater seeps providing this wetland's hydrology may be altered by ground stabilization. Option DUW-1b would avoid the wetland but have permanent impacts to the southern buffer of the wetland. Alternative DUW-2 would avoid all impacts to this wetland and its buffer.

Delridge Segment

Nine wetlands were identified within 300 feet of the project limits in the Delridge Segment (Table 3-1 and Figure 3-1). Table 4-2 lists potential impacts to these wetlands. Most of these wetlands are relatively small (<0.01 to 0.05 acre), but Wetlands WSE2 and WSE3 are larger (0.5 and 0.4 acre, respectively) and provide multiple water quality, flood reduction, and habitat functions.

Preferred Option DEL-6b and Alternative DEL-7 would pass through the Longfellow Creek greenbelt, just south of Southwest Andover Street where three small Category III wetlands are located: Wetlands WSE11 (<0.01 acre), WSE12 (0.01 acre), and WSE13 (<0.01 acre). Guideway columns may need to be placed in a portion of Wetland WSE11 and in wetland buffer. An elevated guideway about 40 to 70 feet high would cross over all of WSE12 and some of WSE13. Due to its height, the elevated guideway is not expected to affect the productivity of restored wetlands or wetland buffer, though tree heights in restored wetland and buffer would be limited beneath the guideway.

Alternatives DEL-5 and DEL-6a would avoid all long-term impacts to wetlands and wetland buffers by remaining on or near paved portions of Southwest Andover Street.

Table 4-1. Summary of Impacts to Wetlands – Duwamish Segment

Alternative Name	Alternative Identification	Wetland: Long-term Impacts (acres) [a]	Wetland: Construction Impacts (acres) [b]	Wetland Buffer: Long-term Impacts (acres) [a, c]	Wetland Buffer: Construction Impacts (acres) [b, c]	Wetlands Affected
Preferred South Crossing Alternative	**DUW-1a**	**<0.1 [d]**	**0 to <0.1 [e]**	**<0.1 to 0.3 [e]**	**0 to 0.1 [e]**	**WSE4**
South Crossing South Edge Crossing Alignment Option	DUW-1b	0	0	<0.1	0.1	WSE4
North Crossing Alternative	DUW-2	0	0	0	0	Not applicable

[a] To estimate wetland impacts, the impact analyses for all alternatives assumed that areas under elevated guideways would be permanently impacted.

[b] Construction impacts represent areas temporarily impacted by the project, outside of the long-term project.

[c] These wetland buffers include paved areas that would be under the elevated guideway. City of Seattle critical areas code does not exclude paved areas of wetland buffer from mitigation and permitting requirements and determine these on a case-by-case basis; actual impact acreage may be much smaller when permitting is complete.

[d] Impacts are assumed to the entire wetland due to changes in hydrology upslope of the wetland.

[e] This range reflects differences from connecting to different alternatives in adjacent segments.

Table 4-2. Summary of Impacts to Wetlands – Delridge Segment

Alternative Name	Alternative Identification	Wetland: Long-term Impacts (acres) [a]	Wetland: Construction Impacts (acres) [b]	Wetland Buffer: Long-term Impacts (acres) [a, c]	Wetland Buffer: Construction Impacts (acres) [a, b, c]	Wetlands Affected
Preferred Andover Street Station Lower Height South Alignment Option	**DEL-6b**	**<0.1**	**<0.1**	**0.2**	**0.4**	**WSE11, WSE12, WSE13**
Dakota Street Station Alternative	DEL-1a	0	0	0.5	0.4	WSE2, WSE3
Dakota Street Station North Alignment Option	DEL-1b	0	0	0.8	0.4	WSE2, WSE3
Dakota Street Station Lower Height Alternative	DEL-2a	0	0	0.4	0.4	WSE1, WSE2, WSE3
Dakota Street Station Lower Height North Alignment Option	DEL-2b	0	<0.1	0.6	0.4	WSE2, WSE3
Delridge Way Station Alternative	DEL-3	0	0	0.6	0.4	WSE2, WSE3
Delridge Way Station Lower Height Alternative	DEL-4	0	0	0.4	0.3	WSE1, WSE2, WSE3
Andover Street Station Alternative	DEL-5	0	0	0	0.4	WSE11, WSE12, WSE13
Andover Street Station Lower Height Alternative	DEL-6a	0	0	0	0.4	WSE11, WSE12, WSE13
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	<0.1	<0.1	0.2	0.4	WSE11, WSE12, WSE13

[a] To estimate wetland impacts, the impact analyses for all alternatives assumed that areas under elevated guideways would be permanently impacted.

[b] These wetland buffers include paved areas that would be under the elevated guideway. The City of Seattle critical areas code does not exclude paved areas of wetland buffer from mitigation and permitting requirements and determine these on a case-by-case basis; actual impact acreage may be much smaller when permitting is complete.

[c] Construction impacts represent areas temporarily impacted by the project, outside of the long-term project footprint.

Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4 alignments would follow Southwest Genesee Street, pass between wetlands WSE2 and WSE3, and pass north of WSE1, thus avoiding direct impacts to these wetlands. The elevated guideway would avoid directly impacting wetlands WSE2 and WSE3 because the guideway would pass over Southwest Genesee Street, between and outside of the wetlands.

All of the alternatives following Southwest Genesee Street would have impacts to wetland buffers (Table 4-2). These buffer areas include areas of mowed grass along the roadside, as well as areas where the buffer is currently paved and wetland buffer function is currently not provided. The paved areas may be excluded from total impacts when permitting is complete.

West Seattle Junction Segment

There would be no long-term impacts to wetlands in the West Seattle Junction Segment. None of the Build Alternatives in this segment would overlap with wetland WSE1.

4.2.1.2 Construction Impacts

Construction impacts would be limited to the time of construction and immediately following construction. Construction would last 2 to 4 years for an elevated or at-grade guideway. Materials and equipment in the vicinity of wetlands may need to be staged within the wetland buffers, and some ground disturbance may take place within these buffers. The construction contractor would work within construction limits marked with fencing and signage to prevent unintended impacts on wetlands and use currently paved areas for staging when possible. Temporarily disturbed sites that are currently vegetated would be replanted following construction to restore or improve on pre-construction conditions (such as replacing non-native plants with native plants). Herbaceous or shrub vegetation would likely become re-established within 2 years to 3 years. Native plants would be used in wetland buffer and in riparian management areas. Some trees within the wetland buffers may need to be disturbed during construction (Tables 4-1 and 4-2).

SODO Segment

There would be no construction impacts to wetlands in the SODO Segment because there are no wetlands in the study area for this segment.

Duwamish Segment

Along the Duwamish Segment, construction of Preferred Alternative DUW-1a would impact wetland WSE4's buffer for most connection options to the Delridge Segment. Construction of Option DUW-1b would also impact wetland WSE4's buffer. Some connections of Preferred Alternative DUW-1a (Preferred Alternative DUW-1a to Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4) also impact the wetland itself during construction. Alternative DUW-2 would avoid all construction impacts to this wetland (Table 4-1).

Delridge Segment

Preferred Option DEL-6b and Alternative DEL-7 would have construction impacts to vegetated portions of the Longfellow Creek greenbelt. Areas of vegetation would be cleared for construction access to erect guideway columns and would remain cleared for up to 3 years. These impacts occur in wetland, wetland buffer, and stream buffer. Alternatives DEL-5 and DEL-6a would avoid these impacts as work would be restricted to paved portions of wetland buffer and riparian management area along Southwest Andover Street and on adjacent paved lots.

Along the Delridge Segment, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Alternative DEL-3, and Alternative DEL-4 would avoid impacts to wetlands WSE1, WSE2, and WSE3, but would have some impacts to wetland buffers during construction (Table 4-2). Option DEL-2b would have a small construction impact to the far western corner of Wetland WSE3.

Alternative DEL-2a and Alternative DEL-4 are the only alternatives that would affect wetland WSE1's buffer (the buffer here is within a mowed and forested corner of the West Seattle Golf Course) because these two alternatives would include construction of a tunnel portal on the south side of Southwest Genesee Street.

West Seattle Junction Segment

Along the West Seattle Junction Segment, construction impacts would not affect wetlands. Alternative WSJ-3a and Option WSJ-3b would include construction staging on a small portion of wetland WSE1's buffer (0.002 acre). This impact would occur on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road.

4.2.1.3 Indirect Impacts

Indirect impacts to wetlands in the study area would be limited because all stations and guideways would be in areas that are already densely developed. Elevated guideways would add impervious surfaces and columns that may have the potential to change hydrology at Longfellow Creek. These features may also potentially affect hydrology at wetlands associated with Longfellow Creek or the wetland at the north end of the West Duwamish Greenbelt. The guideways have the potential to intercept and reroute water flow. These effects are expected to be limited at Longfellow Creek because these wetlands receive most of their water from the creek itself, from upstream sources, and at the West Duwamish Greenbelt wetland which receives most water from groundwater seepage. Therefore, intercepted rainwater would not alter the majority of the water sources of these wetlands. The wetland in the West Duwamish Greenbelt could be affected by groundwater changes, as a subsurface drainage system may be required to manage seepage and provide slope stability around guideway columns for Preferred Alternative DUW-1a and Option DUW-1b. Improved stormwater detention could minimize these effects to the West Duwamish Greenbelt wetland.

The project would not interfere with future projects that may provide habitat improvements. Such future projects could include continued restoration efforts along Longfellow Creek or its associated wetlands, or at the City of Seattle's Bluefield Holdings/Wildlands Site 1 on the west side of the West Duwamish Waterway. The specific areas under guideway columns in wetland or wetland buffer area in Longfellow Creek (under Preferred Option DEL-6b or Alternative DEL-7) would not be available for restoration, but the directly adjacent areas would be restored under these alternatives.

Construction could contribute to the spread of invasive plant species within and outside of the study area by transporting them to or from the construction site when moving soil, or by creating bare soil areas that weeds might colonize quickly. However, these are already common in the study area and revegetation with native plants may improve existing conditions in greenbelts and buffers.

4.2.2 Aquatic Habitat and Species

4.2.2.1 Long-Term Impacts

SODO and West Seattle Junction Segments

There are no waterbodies in the SODO or West Seattle Junction segments' study areas. Stormwater in these segments drains to Elliott Bay.

Duwamish Segment

The Duwamish Segment would cross the Duwamish Waterway on a high-level fixed bridge. Depending on the bridge type used, the bridge's minimum clearance over the East Waterway would be 100 to 125 feet, and its minimum clearance over the West Waterway would be 140 feet.

Sound Transit is evaluating bridge types to cross the waterway. Preferred Alternative DUW-1a would be a cable-stay or truss bridge that avoids in-water guideway columns in the Duwamish Waterway. It would be a new structure over the waterway, but would not have any other long-term effects on the waterway. It would have guideway columns built in the shoreline buffer along the waterway.

Some bridge types for Alternative DUW-2 could also avoid in-water guideway columns. However, Option DUW-1b and some bridge types for Alternative DUW-2 would require one or more in-water guideway columns. Bridge types being analyzed include truss, cable-stay, balanced cantilever segmental box girder bridge, and an extradosed bridge. Bridge designs that require in-water guideway columns may include pile caps buried under the mud or placed closer the waterline. Pile caps under the mudline would leave more benthic surface and in-water volume for habitat after construction; pile caps near the waterline would create more structures that shade water or alter fish movements.

In-water and Benthic Habitat

For bridge design that would require guideway columns to be placed in water with Option DUW-1b or Alternative DUW-2, pier-protection systems would also be added to protect the guideway columns from potential vessel strikes. These in-water features would impact up to about 0.5 acre of benthic habitat that is currently available to invertebrates and fish (Table 4-3), and would remove areas of water column currently available to fish and marine mammals. This loss of in-water and benthic habitat could reduce the amount of productivity in these locations.

Benthic and in-water habitat along the Duwamish Waterway's shallower areas provides nutrient cycling services, primary productivity, and niches for macroinvertebrates and forage fish, which are prey for salmonids. Aquatic vegetation is present in some areas of the benthic habitat and in-water habitat that will be eliminated or fully shaded by project structures. Aquatic vegetation is generally sparse in this portion of the waterway. Aquatic plants provide further value as a primary producer in the aquatic food web (e.g., providing detritus for invertebrates, substrate for algae and bacteria, and direct food for some forage fish, invertebrates, and waterfowl). However, the small potential loss in productivity from the project's potential in-water impacts is not expected to have a large influence on the health of adult salmonids, as they are expected to pass quickly through the area. The area is also not known to be an important foraging or spawning area for forage fish that adult salmonids feed on. This is because suitable substrates are lacking, and eelgrass is not present (Windward 2010).

Table 4-3. Summary of Impacts to Aquatic Resources: In-water Impacts, Duwamish Segment

Alternative Name	Alternative Identification	Number of Permanent In-water Guideway Columns	Approximate Area of Construction Impacts in Waterbody (acres) [a]	Over-water Structures (acre) [b]	Permanent Benthic Surface Impacts (acre)
Preferred South Crossing Alternative	**DUW-1a**	**0**	**0 to <0.1 [c]**	**0**	**0**
South Crossing South Edge Crossing Alignment Option	DUW-1b	1 to 5	0.2 to 1.0 [d]	0.7 to 0.9	<0.1 to 0.4 [d]
North Crossing Alternative	DUW-2	0 to 3	0 to 0.9	0.7 to 0.9	0 to 0.5

Note: The ranges of impacts shown represent impacts from different bridge types; the number and exact location of permanent bridge guideway columns and temporary cofferdams, piles and work trestles could vary by bridge type, and some bridge types for Alternative DUW-2 could avoid in-water work. Preferred Alternative DUW-1a would be constructed with either a truss or cable-stayed bridge that would avoid permanent in-water guideway columns.

[a] These construction in-water impacts represent the total area of the cofferdam footprints, piles, and work trestle column support footprints that would be placed on the benthic surface, minus the area of guideway columns and pile caps that would remain permanently in the waters. All in-water work would occur in salmonid critical habitat and essential fish habitat.

[b] This area represents the total area of elevated bridge features over the Duwamish Waterway; this does not include bridge guideway columns or pile caps in the water, which are included in the permanent benthic impacts.

[c] Impact is associated with up to 2,000 square feet of shoreline below mean high water disturbed during riprap removal and replacement.

[d] Less than 0.1 acre of impact is associated with storm drain outfall relocations during construction and for permanent impacts.

New in-water structures also have the potential to change the movements of salmon passing through an area (Simenstad et al. 1999). Fish sheltering or rearing in the study area are already passing through an environment with many manmade pilings and other features and these impacts would further reduce available habitat. Swimming around additional structures could lengthen their migration distance. Delayed migration can lead to increased energy expenditure, stress, susceptibility to disease and predation, and altered spawning timing, and could affect survival rates during migration (Anderson et al. 2005). If the fish are routed into deeper water, the risk of being predated upon may also increase (Williams et al. 2003; NOAA Fisheries 2020). As noted in Simenstad et al. (1999), a change in migratory route into deeper waters, without refugia, creates an increased risk of predation for salmon. Typical predators of young salmon in brackish or marine water, such as flatfish, sculpin, larger salmonids, or harbor seals generally avoid the shallowest nearshore areas and are more likely to be present in deeper waters, such as those present in the navigation channel within the West Waterway. Studies around six north-central Puget Sound ferry terminals observed salmon predators preferring deeper waters (Williams et al. 2003). However, for Option DUW-1b or bridge types of Alternative DUW-2 with in-water features, a fish following the shoreline would encounter at most one guideway column, and these are not expected to create a noticeable delay for fish passing through the area. Also, pier protections would be parallel to the shoreline, such that salmon and other fish will have the option of moving on the nearshore side of the structure during migration.

Option DUW-1b would require relocation of an 8-inch Port of Seattle stormwater outfall that discharges to the West Duwamish Waterway and two 18-inch Port of Seattle stormwater outfalls, one that discharges to the West Duwamish Waterway and one that discharges to the East Duwamish Waterway. Preferred Alternative DUW-1a and Alternative DUW-2 would not require relocation of any outfalls. All new outfall relocations are related to conflicts with bridge column foundation locations.

Over-water Shading

Shading over water can change fish behavior and the levels of productivity of marine plants and other marine organisms. This is not expected to occur from such a high bridge crossing, as the bottom of the bridge would have a clearance of approximately 100 to 140 feet above the water. The physical design of over-water structures, in particular their height, influences whether their shadow would create enough shade in the water to constitute an impediment to fish movements or cause decreases in productivity of aquatic vegetation (WSDOT 2006). Higher bridges would allow more light and would have more diffuse changes from light to shade. In shade analyses performed for the State Route 520 bridge construction, WSDOT identified a clearance of at least 24 feet over aquatic bed wetlands or shoreline areas as sufficient for most vegetation cover to remain unaffected. Under higher bridges, reflective and diffuse light would be sufficient to support plant growth, though changes in species composition is possible (WSDOT 2009). Sharp contrasts between light and shade appear to influence fish responses more than gradual changes in lighting (NOAA Fisheries 2011). NOAA Fisheries determined that the Montlake Bridge, with 46 feet of clearance over the Lake Washington Ship Canal, would not produce sharp shade contrasts that would affect salmon behavior or cause delays in their migration (NOAA Fisheries 2011). The Duwamish Waterway bridge would have much more clearance than the State Route 520 or Montlake Bridges, such that its diffuse shade is not expected to have negative impacts to productivity or to aquatic fish species.

In-water pile caps at the waterline (present with some bridge design scenarios for Option DUW-1b and Alternative DUW-2) would prevent daylight from reaching the waters and benthic surface below the pile caps; this could reduce productivity and also increase areas for fish to shelter that may prey upon young migrating salmonids.

Over-water Lighting

The new bridge would include navigation lights at the guideway columns to aid their visibility to watercraft in the Duwamish Waterway and with Federal Aviation Administration/ WSDOT-regulation lights for airplanes at the top of all towers above the deck. The Duwamish Segment's bridge lighting is not expected to result in any noticeable long-term increases in nighttime illumination of fish-bearing waters because industrial lighting is already present around the Duwamish Waterway and on top of the existing West Seattle Bridge. However, these additional lights have the potential to alter the nighttime swimming behavior of young salmon near the bridge, possibly making them more exposed to predation from other fish (Tabor et al. 2011).

Shoreline Modifications

Some of the shoreline habitat around the guideway columns is currently built out with impervious surfaces such as parking lots. Other portions of shoreline that would be changed to guideway columns currently contain steep beaches below bulkheads, with some planted vegetation (including small trees) above the bulkheads. Guideway columns would eliminate a few trees, rock, or wood bulkheads or area of exposed beach. Preferred Alternative DUW-1a would have slightly less overall linear shoreline converted to guideway columns than Option DUW-1b or Alternative DUW-2. Table 4-4 presents specific shoreline impacts by Build Alternative.

Table 4-4. Summary of Impacts to Aquatic Resources: Shoreline, Duwamish Segment

Alternative Name	Alternative Identification	Shoreline: Long-term Impacts (linear feet) [a]	Shoreline: Construction Impacts (linear feet) [b, c]	Shoreline Buffer: Long-term Impacts (acres) [a, c]	Shoreline Buffer: Construction Impacts (acres) [b, c]
Preferred South Crossing Alternative	**DUW-1a**	**400**	**100**	**2**	**5**
South Crossing South Edge Crossing Alignment Option	DUW-1b	500	1,000	2	3
North Crossing Alternative	DUW-2	500	800	2	8

[a] To estimate permanent shoreline impacts, the impact analyses for all alternatives assumed a complete loss of habitat within the permanent footprint. Actual impacts may be less where the guideway is elevated or where shoreline is already developed.

[b] These construction impacts represent areas that would be temporarily impacted by the project, outside of the long-term project footprint.

[c] Shoreline buffer includes both paved and unpaved surfaces; paved areas may be excluded from impact metrics when permitting is complete.

Alternative DUW-2 could impact about 600 square feet of the Port of Seattle's planned Terminal 25 South wildlife habitat restoration project. Sound Transit would coordinate with the Port to identify to identify potential modifications to the restoration site design if this alternative is selected as the project to be built. The guideway would be at least 90 feet above the Terminal 25 South project site, and no impacts on vegetation from shading are expected.

In the Duwamish Segment, some vegetated areas in the West Duwamish Greenbelt would be paved under Preferred Alternative DUW-1a and Option DUW-1b; this could increase stormwater flows to storm drains that drain to the Duwamish Waterway. These effects would be limited because stormwater from all project-related impervious surfaces would receive appropriate flow control and water quality treatment, and the West Duwamish Greenbelt construction area would include new subsurface drains to manage water flow and groundwater. These alternatives would be designed to meet standards of the City of Seattle and Ecology's 2019 *Stormwater Management Manual for Western Washington* (Ecology 2019, 2022).

Delridge Segment

The Delridge Segment crosses over Longfellow Creek. Preferred Option DEL-6b and Alternative DEL-7 would cross an open-channel portion creek in greenbelt area just south of Southwest Andover Street. Guideway columns would need to be placed on small wetlands and in wetland buffer and the riparian management area, and would require tree removals within the greenbelt. Elevated guideway would cross over Longfellow Creek about 80 feet above the creek, and about 40 to 70 feet above vegetated portions of the riparian management area. Due to its height, the elevated guideway is not expected to affect the productivity of the creek or buffer vegetation under the guideway, though tree heights would be limited beneath the guideway.

Alternatives DEL-5 and DEL-6a would follow Southwest Andover Street would avoid these permanent impacts to the creek and its buffer because the creek is culverted from about 70 feet south of the roadway until its confluence with the Duwamish Waterway; riparian habitat would only be regulated perpendicular to open-channel sections south of Southwest Andover Street.

Alternative DEL-5 would result in a small area of the limited development zone of the creek being shaded by guideway; this area is currently paved.

The remaining alternatives (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4) would parallel the north end of the West Seattle Golf Course along Southwest Genesee Street. They have similar, limited impacts to the stream buffer adjacent to Southwest Genesee Street. These alternatives cross over a culverted portion of Longfellow Creek on an elevated guideway and avoid direct impacts to the creek; guideway columns would be placed on existing impervious surface or vegetated street rights-of-way outside of stream boundaries. These alternatives would have no direct impacts on the riparian management area with the exception of a small impact from Option DEL-1b. The impact would occur where elevated guideway would shade areas that are currently managed vegetation or pavement; the impacted area is also regulated as wetland buffer. The City of Seattle regulates riparian area that is perpendicular to open-channel portions of stream; the management area does not include areas perpendicular from where the creek is piped under Southwest Genesee Street.

Runoff from project features would discharge to combined sewer overflow basins or downstream of the open creek channel. As the project would not change shading over the creek or drain to the creek, it would not impact water quality factors in the creek such as temperature, dissolved oxygen, or contaminants.

Any of the elevated crossings over Longfellow Creek would not preclude future projects to improve salmonid habitat, such as daylighting portions of the creek currently flowing through culverts, planting additional riparian habitat upstream or downstream of the road prism, or removing fish barriers. Under Preferred Option-6b or Alternative DEL-7, the specific locations of guideway columns in the stream buffer would not be available for future habitat improvements, but buffer around them would still be available for such efforts.

4.2.2.2 Construction Impacts

SODO and West Seattle Junction Segments

There are no waterbodies in the SODO or West Seattle Junction segments' study areas.

Duwamish Segment

Preferred Alternative DUW-1a's cable-stay or truss bridge would not have in-water bridge guideway columns. However, under Preferred Alternative DUW-1a, a small area of shoreline (less than 0.1 acre) at or slightly below the mean high water level may be temporarily affected by the removal and replacement of riprap and placement of cofferdams to facilitate construction of guideway columns. This work is expected to occur above the level of the waterway during the time of construction, but would still be considered as and permitted as in-water work because material below the mean high water level may be removed to install a silt fence adjacent to a cofferdam wall. Best management practices would be used to prevent sediments from entering the waterway. In-water work windows and barriers would be used to prevent fish from entering the work area should very high tides occur during riprap removal and replacement.

For all alternatives, barges for material supply and supporting cranes may be periodically used. Barge movement within the navigation channel may be required to lift portions of the bridge; truss or extradosed bridge types would require barge operations for 2 or more days within the navigation channel. Barges in the channel would add to the ship traffic already traveling regularly through the channel. For Option DUW-1b and Alternative DUW-2, these barges may also need to be moored outside the navigation channels; this would create temporary shade

over the benthic habitat, which could cause fish to alter their movement patterns through the channel. This shading could create predation concerns for young salmon altering their migratory path along the shoreline in response to barge shading (see Section 4.2.2.1, Long-Term Impacts, for aquatic habitat and species). Anchoring and moving barges would also temporarily disturb sediments and benthic habitat.

Option DUW-1b and, depending on bridge type, Alternative DUW-2 would require the construction of bridge guideway column foundations in or partially in the Duwamish Waterway. The guideway column foundations would include drilled shafts and cast-in-place concrete pile caps, which are either at the waterline or below the mudline, depending on the bridge design. If in-water foundations are needed, most bridge designs would require a temporary cofferdam system so that the benthic area where the guideway columns would be built could be dewatered. Temporary piles and sheets for cofferdam walls would be driven or vibrated into place, and the bridge guideway columns would be installed within dewatered cofferdams. Temporary work trestles would need to be installed as well, outside of cofferdams, which would require additional temporary pilings driven into the sediment for support. Pier-protection systems, which could be in the form of fender walls, would be vibrated into place outside the cofferdams.

The cofferdams and work trestles would cover up to 1.4 acres of the waterway depending on the alternative and bridge type chosen (refer to the approximate area of construction impacts in Table 4-3). During the years that the cofferdam is in place, the dewatered areas would exclude habitat from use by aquatic species, including listed fish species and benthic invertebrates. Construction of Option DUW-1b or bridge types of Alternative DUW-2 that have in-water guideway columns would require much more barge activity than bridge types that do not require in-water columns.

In-water and Benthic Habitat

The areas of in-water and benthic habitat that would be excluded by cofferdams under Option DUW-1b and some bridge types of Alternative DUW-2 are not currently highly productive habitats (they primarily have a silt/rock benthic surface with limited vegetation on the bottom or within the water column). Forage fish are not expected to spawn in or near these areas because suitable substrates are lacking, and eelgrass is not present. Vegetation and macroinvertebrate productivity in these areas is expected to recover following removal of temporary structures, and the benthic surface will be regraded to match pre-construction conditions (this grading will be performed before the cofferdam is removed). However, there may be a delay in recovery given the amount of time the cofferdams and work trestles may be present.

Presence of cofferdams and shade from work barges would route migrating salmonids around these structures. If cofferdams are built directly adjacent to the shoreline, fish would be routed into deeper water. As noted in Section 4.2.2.1, this has potential to expose juvenile salmonids in particular to predation (Simenstad et al. 1999; Willette 2001; Williams et al. 2003). In summary, the construction features will likely cause changes in juvenile Chinook salmon's intended path of travel, and increase their time in deeper water. In a biological opinion evaluating the effects of numerous shoreline improvement projects in Puget Sound, NOAA Fisheries predicted that the increase in migratory path length from swimming around over-water structures, as well as the increased exposure to piscivorous predators if juvenile salmon are routed towards deeper water likely will result in proportionally increased juvenile Puget Sound Chinook salmon mortality. NOAA Fisheries noted that the same structures were not likely to negatively affect steelhead behavior as steelhead are not as nearshore dependent (Willette 2001). These features are expected to have little effect on bull trout, yelloweye rockfish, or bocaccio, as these species are rare in the Duwamish Waterway. Bull trout or adult rockfish, if present, are likely to use the deeper waters rather than the nearshore. Juvenile yelloweye rockfish or bocaccio are not likely to occur in the construction areas because these areas lack the eelgrass habitats these species prefer.

For in-water work required for Option DUW-1b and some bridge types of Alternative DUW-2, cofferdam placement and removal, pile placement without coffer dams, and installation and removal of support piles for work trestles, would introduce temporary turbidity and sediments into the Duwamish Waterway and temporarily remove in-water and benthic habitat for migrating salmonids. Outfall relocations would also disturb sediments, but to a lesser degree than bridge guideway columns because the area disturbed would be smaller and the construction duration would be less. Impact pile-driving or vibratory driving could create noise at decibels with the potential to injure fish or marine mammal species or change their movements through the area. Vibratory and impact pile-driving could produce sounds that travel unimpeded down the East Waterway and are thus audible to sensitive species within Elliott Bay. Construction barges and cranes would cause above-water disturbance and noise as well.

Over-water Lighting

During construction, temporary lighting close to the water will be used on the temporary cofferdams, work trestles, and associated barges. Preferred Alternative DUW-1a would not require on-water features but would still require lighting during construction close to the water's edge. Artificial nighttime lighting may alter juvenile fish behavior in a way that makes them more susceptible to predators and increases the length of time predators actively feed (WRIA 8 Salmon Recovery Council 2017). The sharpness of artificially lit and unlit areas may factor into fish response to the light (Simenstad et al. 1999). Changes in underwater light regimes at night can alter fish movements and can affect predator/prey interactions in complex ways: fish may avoid the areas to avoid potential predation, or seek those areas to feed on prey (Celadonia et al. 2009; Tabor and Piaskowski 2002). In their biological opinion on the State Route 520 bridge's construction in Lake Washington, NOAA Fisheries determined that lighting associated with construction of the bridge would not affect adult Chinook salmon or steelhead, because the adults are too large to be preyed upon by piscivorous fish, but may influence juvenile Chinook behavior, both exposing them to predators and by allowing them to detect more prey (NOAA Fisheries 2011; WSDOT 2009). During construction of the bridge, best management practices will be employed to minimize lighting required over water during construction (e.g., light shielding will be employed where practical), but some changes in the behavior of fish are expected as a result of this lighting.

Water Quality

Suspended sediments from construction in the Duwamish Waterway might contain contaminants because this excavation (up to 55,000 cubic yards) would be occurring in the Harbor Island Superfund Site. Many contaminants could be resuspended during cofferdam installation, barge movements, some pile-driving, and rewatering of cofferdams, including polychlorinated biphenyls, arsenic, polycyclic aromatic hydrocarbons, and mercury. Exposure to such contaminants could be harmful to the fish and benthic invertebrates that encounter them, as well as to predators such as marine birds and marine mammals that prey on those species. Currents flowing through the area would sweep most suspended sediments downstream and minimize these effects in the immediate vicinity of the construction as well as turbidity. The risk would be greater under Option DUW-1b and some bridge types of Alternative DUW-2 that require in-water construction. Preferred Alternative DUW-1a would avoid most risk but would still require construction adjacent to the water.

Sound Transit would follow extensive best management practices to minimize turbidity and prevent accidental fuel leaks or spills. In-water work in the Duwamish Waterway would be scheduled around the work windows established by the U.S. Army Corps of Engineers and Washington Department of Fish and Wildlife, and approved by NOAA Fisheries and U.S. Fish and Wildlife Service. Use of these windows would minimize the effects on salmonids and other

fish species, especially during the construction and operation of cofferdams. In-water work in the Duwamish Waterway would also include complying with the Marine Mammal Protection Act; this may entail monitoring during loud construction activities to avoid harassment or injury to marine mammals.

The construction contractor would be required to develop, implement, and monitor a temporary erosion and sediment control plan to address potential erosion for the duration of construction. Best management practices would be employed for fish and aquatic habitat protection. All work below the ordinary high water mark, such as during cofferdam construction, would comply with the terms and conditions set forth in the Hydraulic Project Approval issued by Washington Department of Fish and Wildlife for the project. Most excavation of sediments would occur within a dewatered cofferdam to protect the surrounding waters from contaminated sediments in the riverbed. Contaminated soils would be removed from the site and disposed of in regulated upland disposal sites. Barges would use measures such as containment barriers to prevent any contaminants on board from reaching the waters.

There is some risk that contaminated sediments could be mobilized when installing or removing cofferdam walls, or when installing or removing the pier supports for cofferdams or work trestles if these activities occur outside the cofferdam boundaries. All work within the Harbor Island Superfund Site would follow the up-to-date processes for remediation and in-water work established in agreement with Ecology and U.S. Environmental Protection Agency. This coordination would avoid conflicts with existing and future cleanup actions at the Superfund site.

For water quality protection, the project would obtain and adhere to a construction stormwater general permit under the National Pollutant Discharge Elimination System permit program to reduce or eliminate stormwater pollution and other impacts on surface waters, and a Section 401 Water Quality Certification indicating that the project would comply with state or federally approved water quality standards and other aquatic resources protection requirements. A construction stormwater pollution prevention plan, approved by Ecology, would also be implemented before the start of construction. The plan would include best management practices to (1) prevent erosion, (2) prevent sedimentation, and (3) identify, reduce, eliminate, or prevent stormwater contamination and water pollution from construction activity.

Shoreline Modification

Columns constructed along the Duwamish Waterway for Preferred Alternative DUW-1a would not require modifications to habitat enhancements at the City of Seattle's Bluefield Holdings/Wildlands Site 2 along the Duwamish Waterway, assuming a cable-stayed or steel truss bridge type. If guideway columns are placed along the Harbor Island shoreline, they would prevent future restoration at those specific locations, though area directly adjacent to the towers would retain opportunities for habitat enhancement. Alternative DUW-2 could temporarily impact about 0.4 acre of the Terminal 25 habitat restoration project during construction if the restoration project is constructed prior to the project.

Delridge Segment

Estimated construction impacts on the Longfellow Creek riparian management area for the project are summarized in Table 4-5. Some trees or vegetation would need to be cleared during construction or for construction staging. Preferred Option DEL-6b and Alternative DEL-7 would require more clearing within currently vegetated portions of the riparian management area than the other alternatives. Cranes would be used over the creek, but no construction equipment or materials would be staged or placed in the creek below the ordinary high water mark. Longfellow Creek would remain in an open channel during construction of these alternatives.

Alternatives DEL-5 and DEL-6) would mostly avoid the management area during construction (staging may occur within the limited development zone but would primarily occur on currently paved surfaces).

Most of the Southwest Genesee Street alternatives (Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4) all have similar impacts to the management area during construction; most of this impact occurs as vegetation clearing or placement of a work trestle over roadsides that currently provide limited buffer functions to Longfellow Creek. Option DEL-1b's construction disturbance would occur in the same location as its long-term impacts of shading from the overhead guideway.

Under the Delridge Segment alternatives, the potential for impacts on riparian habitat would be minimized by ensuring that work conditions and activities comply with the required project permits, and by implementing best management practices designed to avoid or minimize the delivery of construction-related sediment and pollutant-laden water to streams. Staging areas would be placed outside the Longfellow Creek buffer. The use of artificial lighting for nighttime construction could affect fish using Longfellow Creek, possibly altering their migratory behavior or predation rates of juveniles; lights would be directed away from waters when possible.

4.2.2.3 Indirect Impacts

The project would not interfere with future projects that may provide habitat improvements at Longfellow Creek, such as the Longfellow Creek culvert replacement. Under some bridge designs, guideway columns would be placed partially onshore along the Duwamish Waterway. These guideway columns could remove small patches of intertidal silt, rock or gravel shoreline from an area with already degraded baseline conditions. The guideway columns would not directly conflict with current projects to restore intertidal habitat under Chinook or steelhead salmon recovery plans, nor would they interfere with any future habitat improvements at Bluefield Holdings/Wildlands Site 1. However, if guideway columns are placed along the Harbor Island shoreline they would prevent these patches from being considered for future restoration efforts, although areas directly adjacent to the guideway columns would retain opportunities for habitat enhancement. Mitigation for benthic impacts from the project could include mitigation elsewhere along the Duwamish Waterway, such as improving or restoring intertidal habitat patches or removing over-water structures; this could lead to improvements of water quality or habitat quality overall along the waterway, outside of the study area.

The introduction of light rail transit to the area would result in a slowdown of growth in the region's motor vehicle traffic and could create a slight reduction in current traffic as people switch from single-occupancy vehicles to transit. This effect in turn would slightly decrease (in the short term) or slow the increase (in the long term) of the expected automotive emissions and pollutant-laden stormwater runoff associated with increased traffic and stormwater pollution under the No Build Alternative.

Under Option DUW-1b and some bridge types of Alternative DUW-2, bridge guideway columns could cover benthic habitat in the waterway that currently provides substrate for invertebrates and aquatic vegetation. Some productivity could be lost, which could in turn affect the availability of prey species for salmonids and marine mammals using the waterway; a change in distribution of the prey species could change the movement patterns of these predators.

Table 4-5. Summary of Impacts to Aquatic Resources, Delridge Segment

Alternative Name	Alternative Identification	Longfellow Creek: Long-term Impact (acres)	Longfellow Creek Riparian Management Area within 75 Feet [a]: Long-term Impact (acres) [b]	Longfellow Creek Riparian Management Area within 75 Feet [a]: Construction Impact (acres) [c]	Longfellow Creek Limited Riparian Development Area [a]: Long-term Impact (acres) [b]	Longfellow Creek Limited Riparian Development Area [a]: Construction Impact (acres) [b]
Preferred Andover Street Station Lower Height South Alignment Option	**DEL-6b**	**<0.1**	**0.2**	**0.2 [c]**	**<0.1**	**0.1 [c, e]**
Dakota Street Station Alternative	DEL-1a	0	<0.1	0.1 [c, d]	<0.1	0.1 [c, d]
Dakota Street Station North Alignment Option	DEL-1b	0	0.1 [c, d]	<0.1	0.1 [c, d]	0.1
Preferred Dakota Street Station Lower Height Alternative	DEL-2a	0	0	<0.1	<0.1	<0.1 [c, d]
Dakota Street Station Lower Height North Alignment Option	DEL-2b	0	<0.1	<0.1	0.1	<0.1 [c, d]
Delridge Way Station Alternative	DEL-3	0	<0.1	<0.1	<0.1	<0.1 [c, d]
Delridge Way Station Lower Height Alternative	DEL-4	0	<0.1	<0.1	<0.1	<0.1 [c, d]
Andover Street Station Alternative	DEL-5	0	0	<0.1 [c]	<0.1	0.1 [c]
Andover Street Station Lower Height Alternative	DEL-6a	0	0	<0.1 [c]	<0.1	0.1 [c, e]
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	<0.1	0.2	0.2 [c]	<0.1	0.1 [c, e]

Note: To estimate stream impacts, the impact analyses for all alternatives includes all stream or buffer areas under the guideways, regardless of whether the guideways are elevated or at-grade/retained-cut. All of the long-term impacts shown in this table would be areas shaded by guideway.

[a] The riparian management area is 0 to 100 feet from the stream. The City of Seattle allows some development activities in a subset of the management area (the limited riparian development area) 75 to 100 feet from the stream (Seattle Municipal Code 25.09).

[b] Riparian management area was calculated for areas perpendicular from open-channel sections of Longfellow Creek; piped stream is excluded from City of Seattle riparian management regulations.

[c] These metrics may include paved areas within 75 feet of the stream; these may be removed from impact metrics following coordination with the City of Seattle.

[d] These impact areas are overlapped by the 110-foot wetland buffers around wetlands WSE2 and WSE3.

[e] These impact areas are overlapped by the 110-foot wetland buffers around wetlands WSE11, WSE12, and WSE13.

4.2.3 Upland Habitat and Species

4.2.3.1 Long-Term Impacts

Based on the urban environment in most portions of the study area, operation of any of the project light rail alternatives would not result in long-term impacts on the viability of local wildlife populations. Currently, the predominant types of land cover in the project footprint are high- or moderate-density buildings and industrial areas. The land cover's vegetation is highly modified from pre-development conditions and dominated in many areas by impervious surface or invasive species. In addition, most habitat in these areas occurs along roads and other areas with low value for wildlife. Because the Build Alternatives would be built alongside existing road corridors and fenced rail corridors (existing barriers to wildlife movements), they would not affect areas that serve as connective corridors to other areas of habitat outside of the study area.

Although the potential for adverse impacts would be low, operation of any of the project alternatives would result in some impacts on vegetation and wildlife over the long term. In some areas, the guideway would be within existing forested habitat. Vegetation and wildlife habitat 15 feet beyond the guideway footprint would be permanently converted from forested vegetation to light rail project elements or herbaceous and shrub vegetation. Herbaceous and shrub vegetation cover may be allowed to grow under the guideway in some areas such as environmentally critical areas or parks, but for the purposes of this analysis it is assumed this vegetation will not be present. During operation, Sound Transit would continue to remove hazard trees (trees that might cause a hazard to light rail operations) near the operational footprint as needed. This removal of vegetation or structures that support bird nests during the breeding season could impact nests, eggs, or birds protected under the Migratory Bird Treaty Act. At-grade and retained-cut guideways would reduce the amount of habitat for voles and other species that are prey for raptors. Removing any street trees, heritage trees, or trees in critical areas during maintenance activities would require coordination, associated approvals, and permitting with the City of Seattle.

Based on the existing high levels of noise and vehicle traffic throughout the study area, as well as human activity associated with industrial, residential, and commercial development, wildlife that use habitats adjacent to the light rail Build Alternatives are likely accustomed to noise and human activity. The potential is therefore low for any of the alternatives to affect the viability of local wildlife populations due to increased human access, noise, and light. Some individual animals may move farther into greenbelt habitat to avoid the immediate area of the light rail, but these minor localized movements to avoid these disturbances would not affect the viability of these species. Sound Transit will be using mitigation measures such as special trackwork or sound barriers such as sound walls on elevated tracks to reduce the operational noise of passing trains. Noise analyses prepared for the project determined that during operation of the light rail for all alternatives and design options, cumulative noise levels (light rail noise plus existing ambient noise) would be no more than 2.5 dB above the existing ambient noise levels. This small change is not likely to be perceptible to most wildlife already conditioned to an urban environment with fluctuating noise levels, and is not likely prevent wildlife from using greenbelts and other habitat for foraging, breeding or transiting.

SODO Segment

The SODO Segment is within a heavily developed area that is primarily an industrial district. No terrestrial habitat for wildlife is present within this segment. Long-term effects would be limited to removal of street trees. The project would remove about 0.2 to 0.4 acre of existing tree canopy within the SODO Segment (see Table 4-6). Some trees may be replaced in situ, while others may be mitigated elsewhere as agreed to with the City of Seattle.

Table 4-6. Summary of Tree Canopy Impacts, SODO Segment

Alternative Name	Alternative Identification	Acres of Tree Impacts (Street Trees) [a]
Preferred At-Grade Lander Access Station Option	**SODO-1c**	0.4
At-Grade Alternative	SODO-1a	0.4
At-Grade South Station Option	SODO-1b	0.3
Mixed Profile Alternative	SODO-2	0.2

Source: City of Seattle data, derived from 2021 U.S. Geological Survey lidar project (City of Seattle 2021).

[a] Assumes permanent removal of trees within both the operation (long-term) and construction (temporary) footprints. Some trees may be replaced in situ; others may be mitigated elsewhere as agreed to with the City of Seattle.

Duwamish Segment

All the Duwamish Segment alternatives would pass through industrial areas on elevated guideways and cross the Duwamish Waterway on a bridge before passing over or near the West Duwamish Greenbelt. Preferred Alternative DUW-1a and Option DUW-1b would cross the north end of the West Duwamish Greenbelt on a mix of elevated and retained-cut guideway and would require the removal of trees (Table 4-7) and understory vegetation (primarily non-native Himalayan blackberry and English ivy), and installation of slope stabilization such as retaining walls. Tree removal would reduce the amount of trees available for migratory birds and small mammals in the area. Under Preferred Alternative DUW-1a, the amount of vegetation removed would vary, depending on which Delridge Segment alternative it connects to; the greatest impacts would occur when connecting to Alternative DEL-3. Low-growing vegetation may be replanted after construction to stabilize the slope on the north end of the West Duwamish Greenbelt, but large trees would not be allowed close to the guideway for safety reasons. At the northern edge of Pigeon Point, the retained-cut track section would be built parallel to existing roads. As these roads already create barriers to wildlife, this is not expected to affect wildlife populations traveling within the greenbelt. Long-term impacts to the heron colony or peregrine falcon nesting area under Preferred Alternative DUW-1a and Option DUW-1b are discussed in Section 4.2.4.1, Long-Term Impacts, for federally listed species, species of concern, priority species, and species of local importance.

Table 4-7. Summary of Impacts to Priority Habitats, Critical Habitat, and Tree Canopy, Duwamish Segment

Alternative Name	Alternative Identification	Biodiversity Area Long-term Impacts (acres)	Biodiversity Area Construction Impacts (acres) [a]	Tree Canopy Impacts (Street Trees and Biodiversity Area) (acres) [b,c]
Preferred South Crossing Alternative	**DUW-1a**	**1.6 to 2.1 [d]**	**0.5 to 0.9 [d]**	**3.8 to 4.4 [d e]**
South Crossing South Edge Crossing Alignment Option	DUW-1b	1.9	0.6	3.8 to 4.4 [d, e]
North Crossing Alternative	DUW-2	0	0	1.8

Note: To estimate critical area impacts, the impact analyses for upland habitat in all alternatives assumed an at-grade profile that would result in a complete loss of habitat within the permanent footprint.

[a] Construction impacts represent areas only temporarily impacted by the project.

[b] Existing tree canopy data derived from 2021 U.S. Geological Survey lidar project (City of Seattle 2021).

[c] Assumes permanent removal of trees within both the operation (long-term) and construction (temporary) footprints. Some trees may be replaced in situ; others may be mitigated elsewhere as agreed to with the City of Seattle.

[d] This range reflects differences from connecting to different alternatives in adjacent segments.

[e] Total includes forested area in the West Duwamish Greenbelt, which is also counted in the Biodiversity Area impact column.

In total, about 3.7 to 4.4 acres that are currently covered by greenbelt tree canopy and street tree canopy would be cleared under Alternative DUW-1a or Option DUW-1b (see Table 4-7). Some trees may be replaced in situ, while others may be mitigated elsewhere as agreed to with the City of Seattle.

Alternative DUW-2 would cross the Duwamish Waterway on the north side of the West Seattle Bridge, avoiding long-term impacts to the greenbelt and the heron colony. About 1.8 acres currently covered by street tree canopy would need to be cleared. This alternative could impact a future potential habitat restoration site planned on the East Waterway, but it is anticipated that the restoration site design could be modified for the project. Alternative DUW-2 may require relocation of an artificial nesting platform near the Operations and Maintenance Facility Central that is used annually by an osprey pair; the platform would be relocated in the vicinity to ensure continued use.

Delridge Segment

The Delridge Segment passes through dense residential areas and parallels existing streets, where the primary direct impacts to upland habitat would be the removal of street trees and trees associated with the greenbelt along Longfellow Creek. About 3.4 to 4.3 acres of existing tree canopy in the Delridge Segment would be removed by the project (see Table 4-8). Some trees may be replaced in situ, while others may be mitigated elsewhere as agreed to with the City of Seattle.

Preferred Option DEL-6b and Alternative DEL-7 would pass through the greenbelt area along Longfellow Creek, just south of Southwest Andover Street. Guideway columns would require tree removals within the greenbelt. Elevated guideway would cross over Longfellow Creek and its buffer about 40 to 70 feet above vegetated portions of the greenbelt. Due to its height, the elevated guideway is not expected to affect the productivity of the vegetation below the guideway; however, tree heights would be limited below the guideway. Wildlife could continue their current movement under the elevated guideway.

Alternatives DEL-5 and DEL-6a near Southwest Andover Street would avoid impacts to wetlands and wetland buffers along Southwest Genesee Street and would have no impact on Longfellow Creek because the creek is culverted under Southwest Andover Street. Guideway columns for these alternatives would require removing a few Douglas-fir, spruce, or red alder trees in the West Duwamish Greenbelt along Longfellow Creek.

All of the alternatives following Southwest Genesee Street would require some vegetation removal along the southern side of the street at the north boundary of the West Seattle Golf Course. The vegetation here consists of mowed grass areas and small to moderate-height trees, including small coniferous trees (including Douglas-fir and western hemlock) and deciduous trees (including ornamental species such as Callery pear). In addition, Options DEL-1b and DEL-2b would impact roadside vegetation on the northern side of Southwest Genesee Street. Option DEL-1b is farther north at the Longfellow Creek biodiversity area and therefore has the greatest impact to this resource (Table 4-8). Alternatives DEL-1a and DEL-3 would remain elevated over Southwest Genesee Street but would require column foundations where trees are currently growing along the golf course edge. Alternatives DEL-2a and DEL-4 descend to retained-cut guideway in the northwestern corner of the golf course. This would remove some trees and grassy areas; however, these alternatives would avoid impacts to the biodiversity area along Longfellow Creek.

The elevated crossings over Longfellow Creek for all alternatives would not preclude future projects to daylight portions of the creek currently flowing through culverts. Wildlife could continue their current movement under the elevated guideway.

Table 4-8. Summary of Impacts to Priority Habitats, Critical Habitat and Tree Canopy, Delridge Segment

Alternative Name	Alternative Identification	Biodiversity Area Long-term Impacts (acres)	Biodiversity Area Construction Impacts (acres) [a]	Tree Canopy Impacts (Street Trees and Biodiversity Area) (acres) [b, c, d]
Preferred Andover Street Station Lower Height Option	**DEL-6b**	**0.2** [c]	**0.2**	3.9
Dakota Street Station Alternative	DEL-1a	0	0.1	4.1
Dakota Street Station North Alignment Option	DEL-1b	0.1	<0.1	4.3
Preferred Dakota Street Station Lower Height Alternative	DEL-2a	0	<0.1	3.9
Dakota Street Station Lower Height North Alignment Option	DEL-2b	<0.1	<0.1	4.1
Delridge Way Station Alternative	DEL-3	0	<0.1	3.5
Delridge Way Station Lower Height Alternative	DEL-4	0	<0.1	4.3
Andover Street Station Alternative	DEL-5	<0.1	<0.1	4.0
Andover Street Station Lower Height Alternative	DEL-6a	0	<0.1	3.6
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	0.2 [e]	0.2	3.4

Note: To estimate critical area impacts, the impact analyses for all alternatives assumed an at-grade alignment that would result in a complete loss of habitat within the permanent footprint.

[a] Construction impacts represent areas temporarily impacted by the project, outside of the long-term project footprint.

[b] Existing tree canopy data derived from 2021 U.S. Geological Survey lidar project (City of Seattle 2021).

[c] Includes tree area in the greenbelt of Longfellow Creek, which is also counted as biodiversity area in Table 4-8.

[d] Assumes permanent removal of trees within both the operation (long-term) and construction (temporary) footprints. Some trees may be replaced in situ; others may be mitigated elsewhere as agreed to with the City of Seattle.

[e] Impact total includes <0.1 acre of guideway passing over Longfellow Creek at a height of 70 feet over the creek.

West Seattle Junction Segment

The West Seattle Junction Segment Build Alternatives would have no long-term impacts to ecosystems other than removal or removal and replacement of some street trees because this segment does not contain other upland habitat. The project would remove between 1.8 and 4.2 acres of existing tree canopy, depending on the alternative (see Table 4-9). Some trees may be replaced in situ, while others may be mitigated elsewhere as agreed to with the City of Seattle.

Table 4-9. Summary of Tree Canopy Impacts, West Seattle Junction Segment

Alternative Name	Alternative Identification	Acres of Tree Impacts (Street Trees) [a]
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option	**WSJ-5b**	**3.5**
Elevated 41st/42nd Avenue Station Alternative	WSJ-1	3.2
Elevated Fauntleroy Way Station Alternative	WSJ-2	2.5 to 2.8 [b]
Tunnel 41st Avenue Station Alternative	WSJ-3a	2.4 to 2.8 [b]
Tunnel 42nd Avenue Station Option	WSJ-3b	2.5
Short Tunnel 41st Avenue Station Alternative	WSJ-4	4.2
Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	3.4
No Avalon Station Tunnel Alternative	WSJ-6	1.8

Source: City of Seattle data, derived from 2021 U.S. Geological Survey lidar project (City of Seattle 2021).

[a] Assumes permanent removal of trees within both the operation (long-term) and construction (temporary) footprints. Some trees may be replaced in situ; others may be mitigated elsewhere as agreed to with the City of Seattle.

[b] This range reflects differences from connecting to different alternatives in adjacent segments.

4.2.3.2 Construction Impacts

Construction would last 1 to 5 years at any one location along the alternatives (2 to 4 years for elevated or at-grade guideway, 3 to 4 years for stations, and 3 to 5 years for a bridge over the Duwamish Waterway). The estimated durations do not necessarily indicate that continuous intensive construction activity would occur at the areas for the entire duration. It is likely there would be periods when minimal or less intensive construction activity would occur, particularly at cut-and-cover portions and stations when the tunnel boring machine would be operating in the station area.

Ground-disturbing activities could introduce sediment and pollutant-laden water (such as runoff from stockpiled soils or spilled fuels from construction equipment) to aquatic habitat or stormwater features. At most locations, ground-disturbing activities would last between 2 and 3 years, with certain areas of guideway construction, bridge construction, or station construction taking up to 4 years. The Duwamish Waterway bridge could take up to 5 years to construct, with the majority of the work for the fifth year isolated to the deck. Construction of the light rail guideway and associated features would include clearing existing vegetation, soil fill, excavation and grading, relocating drainage systems, ground improvement activities, and dewatering. Temporarily disturbed sites that are currently vegetated would be replanted following construction in each project segment to restore or improve upon pre-construction conditions (such as replacing non-native weeds with native plants), and low-growing vegetation would likely become re-established within a year or two. Some areas of currently forested greenbelt would be restored with only herbaceous or shrub species close to the guideway.

Tree removal, shrub removal, ground disturbance, construction lighting and equipment, and other construction activities have the potential to disturb bird species or their nests. This includes tree-nesting species, ground-nesting species, and raptors using the area for foraging; all such species are protected under the Migratory Bird Treaty Act.

All alternatives would require removal of or disturbance to street trees. Removing street trees or trees in critical areas during construction would require coordination, associated approvals, and permitting with the City of Seattle. Several alternatives would also require removal of native trees and other existing vegetation within habitat biodiversity areas. Some of these trees would

be removed entirely; others in temporarily impacted areas would be replaced with the same or similar trees. Trees larger than 6 inches diameter at breast height are regulated further by the City of Seattle under the Tree Protection Ordinance (Seattle Municipal Code 25.11). According to amendments to the tree code enacted in June 2023, Seattle categorizes trees by tier (Tier 1 includes heritage trees, and Tiers 2 through 4 indicate different diameter classes). The nearest heritage trees within the study area (an American black walnut tree near the north end of the West Duwamish Greenbelt and a Japanese maple south of the Alaska Junction Station) are outside the construction footprint. Street tree replacements would also be performed in compliance with City of Seattle Executive Orders 03-05, Tree Replacement and 2023-03, One Seattle Tree Plan.

Sound Transit estimates that most general project construction noise levels, such as elevated guideway and station construction, would be between 84 and 89 dBA at a distance of 50 feet. Noise would be within City of Seattle code requirements unless variances are obtained.

SODO Segment

The construction taking place at the SODO Segment would have no short-term impacts to ecosystems other than street trees.

Duwamish Segment

In the Duwamish Segment, Preferred Alternative DUW-1a or Option DUW-1b would temporarily impact the West Duwamish Greenbelt, where most terrestrial wildlife habitat occurs on this segment. Construction impacts would occur in the north end of the greenbelt and include disturbance due to the construction footprint, construction noise, and stockpiling of materials. The steep slope at Pigeon Point at the north end of the West Duwamish Greenbelt would need to be stabilized which would require ground disturbance and noise. Vegetation would be cleared within the construction footprint. The outer layer of unstable soil would be excavated, and stabilization features could be installed that could include slope drains, soil nails, retaining walls, or other reinforcement. A temporary work trestle may be required. Preferred Alternative DUW-1a would require a retaining wall consisting of soldier pile walls with anchors, and the slope above the wall would be a soil-nailed slope with plantings and mesh to further stabilize soil; drainage would be routed above the slope.

The amount of greenbelt impact for column construction and slope stabilization would vary depending on the specific connection to the Delridge Segment, but all connection options for Preferred Alternative DUW-1a or Option DUW-1b would require some tree removal within the great blue heron management area (see Section 4.2.4.1 for further details on construction impacts to the heron colony). Small or large mammals using this habitat would be displaced or could be disturbed by construction noise. Hazard trees would need to be removed in and adjacent to the construction zone; if felled during the spring or summer, this could impact migratory songbirds using the trees for nesting. Street trees would also be removed during construction.

Alternative DUW-2 would avoid construction footprint impacts to the greenbelt; however, street trees would still be removed, and construction noise could reach the great blue heron colony in the greenbelt as described further in Section 4.2.4.1. If Alternative DUW-2 requires relocation of the osprey nesting platform near the Operations and Maintenance Facility Central, this would be performed outside the nesting season using standard permits and protocols for osprey nest relocation. No construction disturbance is anticipated to these osprey under any alternative, due to the birds' habituation to the urban environment.

Delridge Segment

Preferred Option DEL-6b and Alternative DEL-7 would have construction impacts to vegetated portions of the Longfellow Creek greenbelt between Southwest Andover Street and Southwest Dakota Street. Areas of vegetation would be cleared for construction access to erect guideway columns, and would remain cleared for up to 2 years. This construction could preclude species from using the northern end of the Longfellow Creek greenbelt during construction. These impacts occur in wetland, wetland buffer, and riparian management area. Street trees would also be removed during construction.

Alternatives DEL-5 and DEL-6a would avoid impacts to greenbelt vegetation as work would be restricted to paved portions of wetland and stream buffer at Southwest Andover Street, though some minor tree or vegetation clearing may be required at the edge of the greenbelt, and street tree removal would still occur. Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, and Alternative DEL-3 would have similar impacts to the southern edge of the Longfellow Creek Natural Area during construction. Alternative DEL-4 would avoid impacts to the natural area during construction. Mowed right-of-way and street trees along the road, along with vegetated areas of the West Seattle Golf Course, could also be disturbed during construction where equipment is staged; construction noise could affect mammals and birds using the natural area. Street tree removal would occur under all alternatives.

West Seattle Junction Segment

The construction taking place at the West Seattle Junction Segment would have no short-term impacts to ecosystems other than removal or removal and replacement of street trees because there is no other upland habitat in this segment; vegetation is limited to residential landscaping and street trees. Excavation of tunnel options could require some temporary disturbance to street trees and other ground vegetation if cut-and-cover techniques are required, but these areas would be revegetated and restored after construction.

4.2.3.3 Indirect Impacts

Disturbance during construction could contribute to the spread of noxious or invasive plant species. However, noxious weeds are already common throughout the study area. In areas of greenbelt where construction disturbance may occur, revegetation would be performed using native vegetation in areas where non-native vegetation currently exists; this could lead to improvements in terrestrial habitat. Indirect impacts would also include increased human activity and light rail train traffic near wildlife habitat and adjacent to biodiversity areas.

The project alternatives would not interfere with future habitat improvement projects such as culvert replacements along Longfellow Creek or habitat restoration efforts along the creek or the Duwamish Waterway. One exception occurs where Alternative DUW-2 could impact a future potential habitat restoration site planned on the East Waterway, as noted in Section 4.2.3.1, Long-Term Impacts, for upland habitat and species. The project could, under the alternatives for the Duwamish Segment that intersect the West Seattle Greenbelt, limit the extent of future restoration work at the north tip of this greenbelt as the project would permanently remove some trees from this area.

4.2.4 Federally Listed Species, Species of Concern, Priority Species, and Species of Local Importance

4.2.4.1 Long-Term Impacts

SODO and West Seattle Junction Segments

The SODO and West Seattle Junction segments would not have any species of concern or listed species present, as these species and their habitats do not occur in these segments' study areas.

Duwamish Segment

As noted for aquatic habitats, Sound Transit is studying the feasibility of multiple high-level fixed bridge types across the Duwamish Waterway. Some bridge types would reduce or eliminate the in-water impact from the bridge depending on the alternative. Tables 4-3 and 4-4 summarize the range of impacts that could occur by Duwamish Segment alternative based on review of the potential bridge types.

Preferred Alternative DUW-1a would not place permanent features in the Duwamish Waterway. However, the guideway columns would cover some areas of shoreline directly adjacent to the waterway. These areas are currently paved, partially developed, or covered with sparce grass, weeds, or exposed soil, and thus provide limited function as shoreline habitat. No trees or other vegetation currently shades the shoreline in these areas. The steep shoreline along the waterway at these locations provides limited shelter or foraging opportunities for fish, but fish could be present. As noted in Section 3.1.2, Aquatic Habitat and Species, the Duwamish Waterway supports several listed and priority fish and marine mammals, including Chinook salmon, steelhead, bull trout, coho salmon, Pacific cod, Pacific herring, and river lamprey; sea lions and marbled murrelets may also be present. The waterway has designated critical habitat for bull trout, steelhead and Chinook salmon as well as essential fish habitat for additional species.

Option DUW-1b or some bridge types for Alternative DUW-2 would result in long-term impacts to the Duwamish Waterway aquatic environment by placing guideway columns in and partially in the water. As described in detail in Section 4.2.2.1, bridge guideway columns could result in permanent loss of up to 0.5 acre of benthic habitat that might be used by listed fish and fish species of concern for foraging and migration. If used as part of the guideway column construction, above-water pile caps associated would create shade over water, which might reduce productivity in the shaded waters or could provide new habitat for fish species that prey on young salmonids. The bridge itself is not expected to have any shading impacts to the productivity of these waters because it would be 100 feet to 140 feet above the water (as described in Section 4.2.2.1). However, guideway columns and pier-protection systems along the shoreline, as well as navigation lighting on the guideway columns, could change the movement patterns of migrating salmonids, including young salmon sheltering in shallow waters during their passage out to Elliott Bay. Pier-protection systems would be constructed parallel to the shoreline but with extensions angling towards the shore that could temporarily alter the direction of salmon traveling upstream or downstream. Sea lions and marbled murrelets may use the waterway occasionally, but as this not their primary habitat, they are not expected to experience any long-term effects from the addition of features in an already industrialized section of shoreline.

The guideway columns would not directly conflict with current projects to restore intertidal habitat under Chinook or steelhead recovery plans. Where guideway columns would be placed partially on shore, their vertical structure would replace already armored shoreline in most cases, and the overall conditions and shoreline complexity would not change in these locations. However, the guideway columns would increase the steepness of other unarmored shoreline patches. Recovery plans for listed salmon identify shallow areas of shoreline as important to migrating salmonids.

All of the Duwamish Segment alternatives would parallel the West Seattle Bridge, where a peregrine falcon nest has been active in a manmade nest box placed on a bridge support column. These birds are already habituated to an urban environment and traffic on nearby roads and bridges; however, light rail trains moving close to the nest could affect their return to this artificial nest location. During operations, light rail trains would pass about 60 feet with Preferred Alternative DUW-1a, 200 feet with Option DUW-1b, or 300 feet with Alternative DUW-2 from the nest box.

As described in Section 4.2.3, Upland Habitat and Species, Preferred Alternative DUW-1a and Option DUW-1b would cross the north end of the West Duwamish Greenbelt and require the removal of some deciduous trees from the greenbelt. Low-growing vegetation may be used to stabilize this slope where trees are removed, but large trees would not be allowed above the guideway for safety reasons. This is a Washington Department of Fish and Wildlife priority habitat (biodiversity area and corridor) that contains potential foraging habitat for state species of concern such as the pileated woodpecker, potential roosting habitat for bald eagles, and a documented nesting colony of great blue herons. The trees being removed do not contain prominent roost trees for eagles. The area does contain a few snags that pileated woodpeckers might use for foraging, although other similar snags are available in other areas of the greenbelt.

The tree removal area Is also within the core zone of a great blue heron management area (which covers habitat within 60 meters [197 feet] of nests). The removed trees could include trees directly adjacent to the colony if they are determined to be hazard trees based on their proximity to the guideway. The specific boundary of the management area core zone would depend on the specific locations of heron nests during the year(s) of permitting. The herons generally return to the same nest trees each year. However, there are additional suitable nest trees between their current nesting and the project footprint in which they might establish new nests in the future.

Any habitat permanently removed from the great blue heron management area core zone would require coordination with Washington Department of Fish and Wildlife and the City of Seattle to determine permitting and mitigation. Great blue herons can be extremely sensitive to disturbance at their nesting colonies (refer to Vennesland and Norman 2006 for a summary of heron disturbance studies); excessive disturbance can affect the success of nests in the colony or could lead to abandonment of a colony. Carlson and McLean (1996) found that the distance of heron colonies from human activity and the quality of the vegetated buffer around the colony was positively related to nest success. The City of Seattle intends to protect the great blue heron colony from such disturbance effects.

Preferred Alternative DUW-1a and Option DUW-1b would bring elevated structures and moving trains closer to the nest colony than existing roadways, which would bring the potential risk of great blue heron strikes from trains or with wires, or disturbance from train motion and lights. Tree removals would also shrink their current buffer of trees between the colony and the nearest elevated structures and vehicles. Currently, the herons are habituated to the urban environment; they are choosing nests as close as 50 feet from houses and streets in Pigeon Point, and as close as 150 feet from the West Seattle Bridge and its heavy traffic. They might tolerate additional structures and moving vehicles nearby, given their current habituation; they are currently successfully producing fledglings in this environment. However, it is also possible the new structures and train activity could result in them selecting new nest sites farther south along the greenbelt (for example, the birds may choose a nest tree within or adjacent to the existing heron nest trees about 400 feet to 600 feet south of the location of Preferred Alternative DUW-1a and Option DUW-1b). It is not likely that the birds using the northern nests would entirely abandon the greenbelt, given this availability of nearby trees that are farther from the project activity. Monitoring at this site has observed slight shifts in nest tree selection every year.

Alternative DUW-2 would cross the Duwamish Waterway on the north side of the West Seattle Bridge and therefore avoid impacts to the greenbelt habitat and the heron's management area core zone.

Delridge Segment

The Delridge Segment would cross over Longfellow Creek, which is used by listed fish (Chinook salmon and steelhead). However, no project features would be built in the stream and no long-term impacts to fish would occur. One stormwater outfall draining a small amount of non-pollutant generating surface from the Delridge Segment could drain to an outlet in a piped section of Longfellow Creek at its confluence with the West Waterway, contingent on final design. All other stormwater from the project in this segment would be routed to combined sewer rather than discharged to the stream, the project would not have impacts to water quality factors such as temperature, dissolved oxygen, or contaminants that are limiting factors for salmon survival in the creek. Restoration work along the creek for any areas affected by construction would be designed to improve habitat and water quality functions along the creek which would benefit fish using the creek. The project would not preclude future work to fulfill recommendations under the Chinook or steelhead recovery plans. Such future work could include daylighting portions of Longfellow Creek currently flowing through culverts, adding riparian vegetation or in-water debris, or replacing fish passage barriers.

4.2.4.2 Construction Impacts

SODO and West Seattle Junction Segments

Construction in the SODO and West Seattle Junction segments would not affect any species of concern, as these species and their habitats do not occur in these segments' respective study areas. Construction noise would also not affect in-water habitat in Elliott Bay, where sensitive listed species of marine mammals occur.

Duwamish Segment

Species of concern would experience construction impacts in the Duwamish Segment. As noted in Section 4.2.2.2, Construction Impacts, for aquatic habitat and species, Preferred Alternative DUW-1a would avoid construction of in-water features. However, under Preferred Alternative DUW-1a, a small area of shoreline (up to 2,000 square feet) below the mean high water level may be temporarily affected by the removal and replacement of riprap to facilitate construction of nearby project features. This work is expected to occur above the level of the waterway during the time of construction, and thus would not affect salmonids or salmonid habitat when salmon are present, but would still be considered as and permitted as in-water work. Best management practices would be used to prevent sediments from entering the waterway. Barges moored in the area to assist with construction would directly affect any salmonids present along this shoreline.

Under Option DUW-1b or for some bridge types of Alternative DUW-2, in-water construction in the Duwamish Waterway would directly affect listed species of fish in the waterway (see impacts discussion in Section 4.2.2.2). The listed and sensitive fish species would be excluded from foraging in in-water or benthic habitat within the cofferdams for the duration of construction. Salmonids such as Chinook salmon and steelhead might change their behavior or be injured by in-water construction noise such as impact and vibratory pile-driving. Salmon would be routed away from shallow water by cofferdams or work trestles along the shoreline, and experience increased predation risk as described in Section 4.2.2.2. Salmon might also change their behavior due to shading from trestles and barges, or due to construction lighting at night. As noted in Section 4.2.2.2, juvenile salmon are expected to show more behavior changes to construction lighting than adult salmon.

These species' ability to forage in the area could also be negatively affected by turbidity during the construction from either in-water construction, shoreline work, or barge activity. In particular, suspended sediments from construction could contain contaminants because this excavation would be occurring in the Harbor Island Superfund Site. During pile-driving, excavation, and rewatering of cofferdams, many contaminants could be resuspended, including polychlorinated biphenyls, arsenic, polycyclic aromatic hydrocarbons, and mercury. Exposure to such contaminants could be harmful to the listed species that encounter them, as well as to predators such as marine birds and marine mammals that prey on those listed species. Currents flowing through the area would disperse some suspended sediments, lessening their effects in the immediate construction vicinity as well as turbidity. However, the sediments would not reach as far as Elliott Bay; Sound Transit would comply with Ecology's water quality standards under the 401 Water Quality Certification the project would require, which would include preventing contaminants from traveling far from the project.

Sensitive marine mammals and the listed marbled murrelet are also a concern during construction of in-water features (for Option DUW-1b or some bridge types of Alternative DUW-2) or during barge movements for all alternatives. If in-water guideway columns and cofferdams are constructed, impact and vibratory pile-driving could create noise that reaches Elliott Bay at levels high enough to change the movements or foraging of whales or sea lions in the bay. Construction would be permitted to comply with the Marine Mammal Protection Act. This would entail monitoring during activities that create noise at levels that could harass seals and sea lions in the waterway. These construction activities could include noise-reduction measures such as bubble curtains that reduce decibels during impact or vibratory pile-driving, to limit harm or harassment to fish in waters near the activities.

The construction of Preferred Alternative DUW-1a and Option DUW-1b could directly impact the nesting great blue herons in the West Duwamish Greenbelt, and any other priority species such as pileated woodpeckers using the greenbelt. Vegetation cleared within the construction footprint would occur within 50 to 100 feet of known great blue heron nest trees. The guideway would also pass close to a known peregrine falcon nesting site on the West Seattle Bridge. While this nest platform is not expected to experience long-term impacts, construction in proximity to the nest could impact nest success during those construction years if the birds are flushed regularly during the nesting season. Preferred Alternative DUW-1a would pass closer to the falcon nest and Option DUW-1b would pass closer to the heron colony. The amount of greenbelt impact would vary depending on the alternative design option or the specific connection to the Delridge Segment, but all would require some tree removal within the great blue heron management area. Construction equipment and staging could occur in the paved areas directly downslope from the nest trees. Depending on the selected alternative, some trees adjacent to the nest trees could be required to be felled as hazard trees during construction (this could occur if the herons expand their colony northward during the period of construction).

Construction noise for Preferred Alternative DUW-1a and Option DUW-1b could exceed ambient noise levels at the heron colony. As noted in Section 4.2.4.1, Long-Term Impacts, the great blue herons using this particular colony are less sensitive to disturbance than would be more isolated colonies. The birds are habituated to an urban environment and are currently choosing nest sites directly over a pedestrian path, near train tracks with loud train horn noise, and close to the West Seattle Bridge and its heavy traffic. Despite this habituation, the herons might not tolerate active construction near the nests if it occurred during the nesting season. Noise from construction of Preferred Alternative DUW-1a or Option DUW-1b could temporarily exceed existing ambient noise levels at the colony. Results from disturbance could be lowered nest success or selection of different trees farther south in the greenbelt for nesting, as described for long-term impacts in Section 4.2.4.1.

Any impact to the heron nesting colony or its management area during construction would require a management proposal based on Washington Department of Fish and Wildlife's recommendations and catered to the project site to meet the City of Seattle's heron management requirements as well. Construction close to the great blue heron colony (including any areas within 500 feet of the nests) could be restricted or modified during the nesting season (February through September) to avoid or minimize impacts to the herons during the nesting season. Construction plans may need to be modified to place staging areas as far from the nesting colony as possible.

Alternative DUW-2 would avoid all physical construction impacts to the West Duwamish Greenbelt but would overlap with the great blue heron management zone's outer area—by City of Seattle requirements, construction noise is restricted during the nesting season in this zone. This area does not contain any habitat for herons and separated from the colony by the West Seattle Bridge. Most construction noise north of the bridge is not likely to reach the colony at levels that would disturb the herons, given the high levels of ambient noise near the colony from trains, traffic, and industrial noise along the Duwamish Waterway. Construction noise from Alternative DUW-2 could also be audible at the heron colony but is not expected to exceed ambient noise levels.

Any of the Duwamish Segment alternatives have the potential to disturb a known pair of peregrine falcons that nest on a placed platform under the West Seattle Bridge. Although the falcons are already habituated to an urban environment and traffic on nearby roads and bridges, under either alternative, the light rail trains moving close to the nest could affect their return to this artificial nest location. Marbled murrelets are not expected to be impacted by the project construction because they are unlikely to use the busy waters of the waterway on a regular basis and are highly mobile. A purple martin colony site in the waterway is also not likely to be disturbed by construction here because it is 0.25 mile from the site and birds using the area are already habituated to construction and industrial boat traffic.

Delridge Segment

Construction of the Delridge Segment is not expected to impact listed species of salmon using the creek. Best management practices would be employed where construction staging occurred within stream buffers, such as silt fences and other devices, to ensure that stormwater runoff or sediments did not reach the creek. Construction of Preferred Option DEL-6b and Alternative DEL-7 would stay above the ordinary high water mark of the creek. Therefore, construction is not expected to exacerbate the current water quality issues in the creek that affect salmonids. Construction lighting would be directed away from the creek to avoid affecting the movements of fish. Priority species such as pileated woodpeckers or other bird species using the greenbelt habitat or West Seattle Golf Course for foraging would be mobile and able to move away from the immediate area of construction.

4.2.4.3 Indirect Impacts

The project would not interfere with future projects that may provide habitat improvements improving conditions for listed species in Longfellow Creek, such as daylighting culverts or improving riparian vegetation to increase salmonid spawning habitat. Indirect impacts would include increased human activity and light rail train traffic near wildlife habitat and adjacent to biodiversity areas at Longfellow Creek, which in turn could influence the wildlife traveling between the Longfellow Creek Natural Area and greenbelts within and south of the golf course, though as there is already traffic along Southwest Genesee Street, wildlife would already be habituated here to moving through a populated area.

Along the Duwamish Waterway, if guideway columns are placed along the Harbor Island shoreline, they would prevent future restoration at those specific locations, though area directly adjacent to the towers would retain opportunities for habitat enhancement.

As noted for aquatic habitat, above, bridge guideway columns placed in the Duwamish Waterway under Option DUW-1b or some bridge types for Alternative DUW-2 would cover benthic habitat in the waterway and lead to some lost productivity. This could in turn affect the availability of prey species for listed salmonids and marine mammals using the waterway; a change in distribution of the prey species could change the movement patterns of these predators. If placed on partially armored shoreline or the small patches of steep intertidal habitat, guideway columns would not directly conflict with current projects to restore intertidal habitat under Chinook or steelhead recovery plans. The baseline conditions along the East and West Waterways, including the unarmored patches, are already degraded with minimal riparian or aquatic vegetation, and are not currently providing quality habitat for migrating or rearing salmonid juveniles in this transitional area between fresh and salt water.

4.2.5 Tribal Treaty Rights Impacts

The Muckleshoot Indian Tribe has treaty-protected rights to fish, hunt, and gather in their Usual and Accustomed Areas in the project corridor. These rights include the waters of the Duwamish Waterway. The Suquamish Tribe has similar treaty-protected rights in these areas. All project work performed in or over the Duwamish Waterway would have the potential to change movements of adult salmonid or obstruct treaty-protected fishing rights. Preferred Alternative DUW-1a would avoid any permanent in-water features or changes to the shoreline, though some barge movements related to construction could temporarily affect fish and treaty-protected fishing rights. The other alternatives may require placement of guideway columns in the water. These guideway columns could affect treaty-protected fishing rights and Usual and Accustomed Areas of the Muckleshoot Indian Tribe temporarily during in-water construction or permanently by placement of the guideway columns. Some bridge types could also impact Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe.

4.3 Cumulative Impacts

Past projects have contributed to massive changes to the Duwamish River, including channelization for the Duwamish Waterway and development of Harbor Island and industrial properties on both sides of the waterway. Loss of estuarine habitat has occurred as tidelands were dredged and filled for industrial development, and also from constructing existing transportation structures, such as the Spokane Street Bridge and the West Seattle Bridge. Contamination of the waterway from adjacent industrial uses has also adversely affected habitat. Loss of aquatic habitat in Longfellow Creek has occurred from channelization, placement of the creek in culverts under roads and private properties, and encroachment of the stream buffer by development. Natural segments in the study area remain in very few places, such as the protected Longfellow Creek Natural Area and adjacent habitat north of the natural area between Southwest Yancy Street and Southwest Andover Street. Upland forested habitat throughout the area has been highly fragmented through historical development, and large areas of continuous habitat have been maintained only in protected parks and greenbelts, such as the West Duwamish Greenbelt.

The alternatives would generally have a low potential to adversely affect the viability of local wildlife populations because of the highly urbanized environment of the study area (see Chapter 3, Affected Environment). There are a few higher-quality habitats that support native fish and wildlife species in the study area, including the Duwamish Waterway, West Duwamish Greenbelt, and Longfellow Creek and its associated natural area and adjacent vegetated habitat. A golf course and some small residential parks also provide lower-quality habitat. Loss of higher-quality upland habitat from some of the project alternatives would have a cumulative impact on overall loss of forested habitat in the city of Seattle, and would reduce the habitat available for some species, such as the great blue herons in the West Duwamish Greenbelt. These habitats also support several federally and state-listed endangered and threatened species and federal and state species of concern. Some reasonably foreseeable future actions could also contribute to cumulative impacts on terrestrial habitat by removing large trees and increasing the amount of impervious surface in the area. As urban development continues within the study area, changes to the landscape have the potential to further degrade or reduce the few remaining high-quality breeding/nesting and foraging habitats for resident and migratory species.

Some alternatives would also result in impacts to aquatic habitat. Preferred Alternative DUW-1a would avoid permanent in-water impacts to aquatic habitat in the Duwamish Waterway, and some bridge types for Alternative DUW-2 would also avoid these impacts. Option DUW-1b could not be built in a way that would avoid in-water impacts and therefore could have a greater contribution to cumulative impacts to aquatic habitat than the other Duwamish Segment alternatives. Impacts from these alternatives could contribute to cumulative impacts on the Duwamish Waterway when considered with past alterations and ongoing development in shoreline areas. The Muckleshoot Indian Tribe is signatory to both the Treaty of Point Elliott and the Treaty of Medicine Creek; the Muckleshoot Indian Tribe has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region which includes the Duwamish Waterway. The Suquamish Tribe is signatory to the Treaty of Point Elliott and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region which includes the Duwamish Waterway. Cumulative impacts to aquatic habitat could adversely affect Tribal treaty-protected fishing rights of the Muckleshoot Indian Tribe. Cumulative impacts to aquatic habitat could also adversely affect treaty-protected fishing rights of the Suquamish Tribe. Reasonably foreseeable future actions within the study area could incrementally contribute to the fragmentation, degradation, and/or loss of valuable aquatic habitats and adversely affect wildlife, including fish. Foreseeable future actions that will remove riparian habitat, disturb stream channels, or fill or alter wetland habitat could further impact these habitats. Federal, state, and local permitting requirements would require mitigation for these impacts, which would reduce the potential for cumulative impacts. Some future actions include components that will positively impact the environment around the West Seattle Link Extension; for instance, the proposed plan to perform remedial cleanup at the East Waterway Operable Unit of the Harbor Island Superfund Site will reduce contaminants in and near the Duwamish River.

Other state and local projects would also benefit terrestrial and aquatic habitat in the study area. Recently, the City of Seattle committed to increasing the city-wide tree canopy cover to 30 percent by 2037 and restoring 2,500 acres of forested parkland by 2025. Through the Green Seattle Partnership, there are active restoration programs within the Longfellow Creek watershed, which remove invasive plants and restore native species. The City has also purchased property to upgrade Duwamish Waterway Park and, through partners, is restoring wetlands in the Delridge neighborhood. These efforts actively work to preserve and enhance existing habitats within the study area, and the project would support those goals by encouraging concentrated development away from these areas and within designated urban centers, thereby reducing the effects of development on existing habitats and resulting in a beneficial cumulative impact for species within the study area. Overall, the potential for cumulative impacts on ecosystems from the project is expected to be minor after mitigation.

Federal, state, and local regulations require the project and other reasonably foreseeable future actions to mitigate any permanent impacts on streams, wetlands, and other high-quality habitats. The Washington State Department of Fish and Wildlife and the Washington Hydraulic Code require mitigation for and minimization of any adverse impacts on fish and/or their habitats. In concurrence with the code, any new or replaced culverts must also be designed so as to not impede fish passage. The project would provide water quality treatment for pollution-generating impervious surfaces that are rebuilt as part of the project. Some of these surfaces do not currently receive any treatment; therefore, the project would benefit the water quality of waterbodies in the area and the aquatic habitat in those waterbodies. In addition, Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources as much as possible, and to provide adequate mitigation for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Possible mitigation measures include restoration or enhancement of degraded streams, wetlands, and wetland buffers; removal of fish passage barriers; and planting disturbed areas with native vegetation. Where instituted, these measures would provide cumulative benefits to fish, wildlife, and their habitats.

Construction associated with all reasonably foreseeable future actions, including the project, would contribute to temporary habitat loss resulting from vegetation removal for construction staging areas and access. Although erosion and sedimentation could temporarily affect water quality in waterbodies, all projects would be required to comply with permit conditions as well as erosion, sedimentation, stormwater pollution, and water quality plans/protections during construction, which would prevent those impacts. Wildlife within the study area is regularly exposed to the noise associated with a highly urbanized environment, and it is unlikely wildlife would experience much, if any, adverse effects related to construction noise. Following construction, cleared areas would be revegetated and all areas would be restored to pre-construction conditions, where possible, thereby reducing any long-term cumulative construction effects. In-water construction activities could contribute to a cumulative impact on aquatic species related to ongoing disruption if other in-water projects are under construction nearby at the same time, or if they are constructed consecutively. Sound Transit would coordinate with the appropriate regulatory agencies during the permitting process to minimize these potential impacts during construction.

5 MITIGATION MEASURES

Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources, and to provide adequate mitigation for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects.

Mitigation for ecosystem impacts is based on a hierarchy of avoiding, minimizing, and compensating for unavoidable impacts. The design of the project already incorporates avoidance and minimization techniques. For example, Preferred Alternative DUW-1a would avoid placing columns in the Duwamish Waterway, and project siting avoids placing project elements in or near wetlands or streams where possible. Further avoidance and minimization measures would continue to be pursued as the project enters final design and permitting stages.

To the extent that impacts could not be avoided, Sound Transit would provide compensatory mitigation to achieve no net loss of ecosystem function. This may occur for impacts to greenbelt acreage, wetlands, or benthic habitat in waterways. Sound Transit would comply with all applicable laws. Wherever it is practical, mitigation sites would be placed close to the actual impacts, to compensate in-kind for the lost functions or values.

5.1 Wetlands

5.1.1 Avoidance and Minimization

Avoidance and minimization measures specific to wetlands could include the following design features and construction actions:

- Siting guideway columns to avoid direct placement in wetlands, where possible.
- Minimizing the placement of construction staging areas in buffers, where possible. The construction contractor would work within construction limits marked with fencing and signage to prevent unintended impacts on riparian vegetation, wetlands, and wetland buffers.
- Taking all practical steps to minimize harm to wetlands, and analyze relevant factors of the project's effect on the survival and quality of the wetlands, per Executive Order 11990.
- Applying a monitoring plan for restoration areas to ensure success of the restoration.

5.1.2 Compensatory Mitigation

To the extent that permanent impacts could not be avoided to wetlands or wetland buffers (as would occur under Preferred Alternative DUW-1a, Option DUW-1b, and all Delridge Segment alternatives), Sound Transit would provide compensatory mitigation to achieve no net loss of wetland function. For instance, enhancing areas currently covered in invasive plants with native vegetation would improve the ability for these wetland buffers to support wildlife. Compensatory mitigation would include a monitoring period to ensure success of the mitigation.

5.1.2.1 Preferred Alternative DUW-1a and Option DUW-1b

These alternatives would have permanent impacts to Wetland WSE-4 and its buffer. On-site wetland buffer mitigation could be provided through native plantings or weed control in the West Duwamish Greenbelt. These mitigation actions could improve wetland buffer habitat where buffers are dominated by non-native plants or where ground cover is sparse. Mitigation for wetland impacts could occur on property adjacent to Longfellow Creek in the Delridge Segment, between Southwest Andover Street and Southwest Yancy Street, if this property is acquired for project construction for Preferred Option DEL-6b or Alternative DEL-7. The property provides opportunity for habitat creation and enhancement adjacent to a stream, wetlands and greenbelt. Sound Transit would plan this mitigation area using applicable policies and regulations and coordination with the City of Seattle.

If additional mitigation is needed (or if the property between Southwest Andover Street and Southwest Yancy Street is not acquired), Sound Transit plans to use one or more of the following methods. The mitigation planning would follow the mitigation sequencing priorities outlined in U.S. Army Corps of Engineers guidance or as agreed to with regulatory agencies:

- Approved In-Lieu Fee program such as the King County Mitigation Reserves Program or mitigation bank such as the Port of Seattle mitigation bank (currently in review), if available. The Port's Wetland Mitigation and Habitat Conservation Umbrella Bank Prospectus lists two new mitigation sites within about 0.5 mile of all Duwamish Segment alternatives' bridge impacts (Terminal 25 and Terminal 105), and two additional sites about 0.5 mile south of Option DUW-1b, Terminal 107 and Terminal 108 (Port of Seattle and Anchor QEA 2021).
- Compensatory mitigation at an advance mitigation site.
- Project-specific mitigation developed by Sound Transit and approved by appropriate regulatory agencies.

Sound Transit would implement compensatory mitigation in accordance with applicable federal, state, and local requirements and guidelines. To the extent practical, wetland mitigation sites would be identified close to impacts and compensated in-kind for lost values.

5.1.2.2 Preferred Option DEL-6b and Alternative DEL-7

Preferred Option DEL-6b and Alternative DEL-7 would have permanent impacts to wetland and wetland buffer. On-site mitigation could occur on property adjacent to Longfellow Creek that would be acquired for project construction of these alternatives, between Southwest Andover Street and Southwest Yancy Street. The existing wetlands and wetland buffers along Longfellow Creek could also provide opportunities for mitigation where native plantings could improve existing wetland or buffer habitat. If additional mitigation area is needed, one of the mitigation options described in Section 5.1.2.1 for Preferred Alternative DUW-1a and Option DUW-1b would be applied. Sound Transit would determine final mitigation actions during final design and permitting.

5.1.2.3 Alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, DEL-5, and DEL-6a

These alternatives would have long-term impacts to wetland buffers. Mitigation for these impacts would use one or more of the methods listed within Section 5.1.2.1. Sound Transit would determine final mitigation actions during final design and permitting.

5.2 Aquatic Resources

5.2.1 Avoidance and Minimization

Avoidance and minimization measures specific to aquatic resources could include the following design features and construction actions:

- Avoiding direct impacts to Longfellow Creek by routing the elevated guideway over culverted areas of the creek or spanning the width of the creek where it is in an open channel.
- Siting guideway columns to avoid direct impacts to shorelines, where practical.
- Pursuing bridge design options that avoid or minimize permanent impacts to the waterways.
- Designing stormwater treatment facilities and flow-control measures to minimize impacts on stream water quality and flow or flow to larger waterways (see Appendix L4.8, Water Resources Technical Report). Stormwater flow control might use detention or infiltration facilities such as vaults, or water quality treatment using bioretention or media filter vaults.
- Avoiding in-water construction work at Longfellow Creek.
- Protecting Longfellow Creek from falling debris during over-water bridge construction.
- Minimizing construction staging areas in stream buffers or shorelines.
- Directing nighttime construction lighting away from Longfellow Creek or other waterways to avoid possibly altering the migratory behavior of fish or predation rates of juveniles.
- Ensuring the project is consistent with and receives Washington State concurrence with the Coastal Zone Management Act.

Potential in-water construction activities under Preferred Alternative DUW-1a would be restricted to riprap removal on the shoreline and is expected to occur above water. Should this work touch the water, it would be scheduled to occur during the work windows established by U.S. Army Corps of Engineers and Washington Department of Fish and Wildlife in the Duwamish Waterway. These work windows would also be employed if in-water columns are constructed for Option DUW-1b or for bridge types of Alternative DUW-2 that require such columns. Use of these windows would minimize the effects on salmonids, especially during the construction and operation of cofferdams. In-water work in the Duwamish Waterway would also include complying with the Marine Mammal Protection Act; this may entail monitoring for these animals during construction to avoid harassment or injury, using equipment such as bubble curtains around pile-driving to reduce noise by several decibels, and monitoring underwater sound levels. Specialized construction techniques would be required during any sediment disturbance in the Duwamish Waterway, such as allowing water discharged from dewatering activities to reduce sediments before their release to an approved outlet or facility, which would avoid resuspending contaminants from the Harbor Island Superfund Site.

5.2.2 Compensatory Mitigation

Sound Transit would provide mitigation for unavoidable impacts to benthic habitat, streams, and stream buffers protected under federal, state, and local regulations. This mitigation would address permanent impacts, as well as temporary impacts as required.

5.2.2.1 Preferred Alternative DUW-1a

Preferred Alternative DUW-1a would avoid permanent in-water impacts but would have permanent impacts to regulated shoreline along the Duwamish Waterway. Shoreline impacts could receive mitigation in the form of replanting near shorelines, where appropriate, which could improve conditions for juvenile salmonids in the waterway. The appropriate permitting agencies and jurisdictions would approve mitigation for impacts on shorelines prior to construction.

5.2.2.2 Option DUW-1b and Alternative DUW-2

Option DUW-1b and Alternative DUW-2 would impact regulated shoreline along the Duwamish Waterway, and mitigation for impacts on benthic habitat and fisheries would be required for some bridge types crossing the waterway that would have permanent and/or temporary in-water impacts. Compensatory mitigation within the watershed may be available via a mitigation bank being established by the Port of Seattle (the Umbrella Wetland Mitigation and Habitat Conservation Bank). This mitigation bank would allow mitigation credits to be purchased that would offset environmental impacts within Water Resources Inventory Area 9 (Port of Seattle and Anchor QEA 2019). Potential mitigation sites the Port of Seattle may establish for the bank are listed in Section 5.1.2, Compensatory Mitigation, for wetlands. Shoreline impacts could receive mitigation in the form of replanting near shorelines, where appropriate, which could improve conditions for juvenile salmonids in the Duwamish Waterway. The appropriate permitting agencies and jurisdictions would approve mitigation for impacts on shorelines and benthic habitat prior to construction.

5.2.2.3 All Delridge Segment Alternatives

All Delridge Segment alternatives would avoid stream impacts but would have permanent impacts to regulated riparian management area along Longfellow Creek. Preferred Option DEL-6b and Alternative DEL-7 could affect up to 0.2 acre of vegetation with the riparian management area. The other alternatives would impact less area.

On-site mitigation could occur on property adjacent to Longfellow Creek between Southwest Andover Street and Southwest Yancy Street (as described in Section 5.1.2.1 for Preferred Alternative DUW-1a and Option DUW-1b). At this location, currently paved portions of stream buffer could be changed to vegetated areas of native plants. The existing stream buffers along Longfellow Creek could also provide opportunities for mitigation, where enhancement with native plantings could improve the ability of these areas to support wildlife. Plantings could also improve over-water shade to the creek, thus improving fish habitat.

If additional mitigation is needed (or if the property between Southwest Andover Street and Southwest Yancy Street is not acquired), Sound Transit would use one or more of the other mitigation methods listed within Section 5.1.2.1. Sound Transit would determine final mitigation actions during final design and permitting.

5.3 Upland Vegetation and Wildlife Resources

5.3.1 Avoidance and Minimization

Avoidance and minimization measures specific to upland resources could include the following design features and construction actions:

- Avoiding impacts to greenbelts where possible.
- Minimizing the placement of construction staging areas in forested areas where possible.
- Replanting cleared areas and implementing best management practices to minimize the risk of introducing or spreading invasive species.
- Reducing use of herbicides and fertilizers when restoring disturbed areas by using mulching, ground cover, and other planting strategies that discourage growth of undesirable species.
- Restricting clearing activities to outside the active bird nesting period, to the extent possible, to comply with the Migratory Bird Treaty Act, administered by the U.S. Fish and Wildlife Service. If avoidance scheduling is infeasible, Sound Transit would work with staff at the U.S. Fish and Wildlife Service to conduct pre-construction surveys to determine presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act.
- Minimizing tree removal along the corridor, where practical, and coordinating with the City of Seattle to minimize tree removal while also minimizing impacts on safety.
- Using a landscape design that prioritizes native plants and adaptable, low-maintenance plants suitable for the local climate, per the Sound Transit design manual. These plantings may improve upon existing conditions where non-native plants are currently present. Using native plants that do not require extensive irrigation would also allow restored areas to reestablish robust vegetated cover quickly and effectively after construction.

Data collection is in process to identify the precise number of street trees potentially impacted by the project. Within the Duwamish Shoreline jurisdiction, additional data are being gathered, including height, diameter at breast height, species, drip line, and health rating. All trees within the project footprint are being surveyed via desktop analysis, including light detection and ranging data, and confirmed during field investigations.

Work within the great blue heron management zone would require development of and adherence to a habitat management plan in coordination with the City of Seattle, Washington Department of Fish and Wildlife, and U.S. Fish and Wildlife Service. The City of Seattle requires a management plan that normally includes a year-round, 197-foot-radius buffer around nesting colonies, with an additional 300-foot buffer during the nesting season (February 1 through August 31).
These metrics are similar to Washington Department of Fish and Wildlife recommendations.
The City-required management plan may include a variety of measures, such as retaining trees to screen the colony, work sequencing in the buffers, preventing specific loud activities during the nesting season, monitoring during nesting season, or other measures as developed in coordination with Washington Department of Fish and Wildlife and the City of Seattle.

5.3.2 Compensatory Mitigation

Mitigation would be required under all alternatives for impacts on trees. Sound Transit would coordinate with the City of Seattle on tree replacement requirements. For trees permanently removed, Sound Transit would replace them or provide payment of in-lieu fees in compliance with (1) governing City regulations, (2) Seattle Department of Construction and Inspections Director's Rules, or (3) Executive Orders, or (4) as agreed upon in the West Seattle Link Extension Tree and Vegetation Management Plan. Tree replacement regulations include Seattle's Executive Order 2023-03. Current Seattle Department of Transportation replacement ratios are 3:1 for any tree removed in the City right-of-way and in city parks. Seattle Department of Construction and Inspections would require appropriate replacement for trees meeting the Tier 1, 2, or 3 definitions on private property. It is expected that some of the area proposed riparian area mitigation between Southwest Andover Street and Southwest Yancy Street could be used for tree replacement.

Additional mitigation would be needed under some Duwamish and Delridge segment alternatives that require removing trees and vegetation from contiguous forest habitat in the greenbelts. This mitigation is described in the following subsections.

5.3.2.1 Preferred Alternative DUW-1a and Option DUW-1b

To the extent that impacts cannot be avoided to acreage in the West Duwamish Greenbelt, Sound Transit would provide compensatory mitigation to achieve no net loss of ecosystem function. Sound Transit would mitigate for impacts on forested vegetation using applicable policy and regulations and would coordinate with the City of Seattle on tree replacement requirements, as noted above. The onsite mitigation area proposed in Section 5.1.2.1, on currently paved area between Southwest Andover Street and Southwest Yancy Street, could be used for upland habitat replacement.

5.3.2.2 All Delridge Segment Alternatives

Similar to West Duwamish Greenbelt impacts, Sound Transit would mitigate for unavoidable impacts to greenbelt acreage along Longfellow Creek using applicable policy and regulations. As noted above, tree replacements would be coordinated with the City of Seattle. Sound Transit expects that some of the area proposed for riparian area mitigation between Southwest Andover Street and Southwest Yancy Street could be used for upland habitat replacement within the same contiguous greenbelt where the impacts would occur.

5.4 Federally Listed Species, Species of Concern, Priority Species, and Species of Local Importance

5.4.1 Avoidance and Minimization

Avoidance and minimization measures for listed and sensitive species are covered in Sections 5.2, Aquatic Resources, and 5.3, Upland Vegetation and Wildlife Resources. These measures would fulfill key elements of recovery plans for Chinook salmon and steelhead (such as preserving water quality through stormwater control, preventing changes to water quality during construction in the Duwamish Waterway, and preserving salmon habitat in Longfellow Creek through avoiding in-water impacts).

5.4.2 Compensatory Mitigation

To the extent that impacts cannot be avoided to habitat used by priority species (that is, benthic habitat and stream buffer habitat for priority fish species), Sound Transit would provide compensatory mitigation to achieve no net loss of ecosystem function, or to improve upon baseline conditions. This mitigation would address both permanent and temporary impacts, as required.

Compensatory mitigation for benthic or stream buffer impacts (as described in Section 5.2.2.1 for aquatic impacts) would be planned to address limiting factors for salmon listed in the Chinook and steelhead recovery plans for the Duwamish Waterway and Longfellow Creek. Sound Transit would determine final mitigation actions in coordination with the Muckleshoot Indian Tribe, the Suquamish Tribe, and with federal, state, and local resource agencies during final design and permitting, as appropriate.

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Attachment N.4A
Ecosystems Technical Analysis Methodology

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West Seattle and Ballard Link Extensions

Ecosystems Technical Analysis Methodology

May 2020

SOUNDTRANSIT

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1 INTRODUCTION

This Ecosystem Resources Technical Analysis Methodology memorandum briefly describes the methods that will be used to prepare the Ecosystem Resources element of the West Seattle and Ballard Link Extensions project Environmental Impact Statement (EIS). The ecosystems analysis will identify and document potential long-term operational and short-term construction impacts to wetlands, threatened and endangered species, vegetation, wildlife habitat, wildlife, and aquatic species and habitat.

2 GUIDING REGULATIONS, PLANS, AND POLICIES

In addition to the relevant regulations considered in all environmental analyses, the following will also be considered:

2.1 Federal

- Sections 404, 402, and 401 of the Clean Water Act (CWA)
- Section 7 of the Endangered Species Act (ESA)
- Magnuson-Stevens Fishery Conservation and Management Act (MSA)
- Marine Mammal Protection Act
- Bald and Golden Eagle Protection Act
- Migratory Bird Treaty Act (MBTA)
- Protection of Wetlands, Presidential Executive Order 11990
- Final Rule on Compensatory Mitigation for Losses of Aquatic Resources (2008 or as revised)
- Corps of Engineers Wetland Delineation Manual (1987)
- Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region Version 2.0 (2010)
- Coastal Zone Management Act

2.2 State

- Hydraulic code (Washington Administrative Code [WAC] Chapter 220-110)
- Shoreline Management Act (SMA)

- Protection of Wetlands, Governor's Executive Order (EO) 89-10
- Protection of Wetlands, EO 90-04
- Water Pollution Control Act, 90.48 Revised Code of Washington (RCW)
- Wetland Mitigation in Washington State (Ecology et al., 2006)

2.3 Local

- Critical Area Ordinances (CAOs) - City of Seattle Municipal Code Chapter 25.09, Regulations for Environmentally Critical Areas
- City of Seattle Municipal Code Chapter 23.60A, Seattle Shoreline Master Program Regulations
- City of Seattle Municipal Code Chapter 25.11, Tree Protection
- City of Seattle, Department of Construction and Inspections, Director's Rule 16-2008, Designation of Exceptional Trees
- City of Seattle Executive Order 03-05, Tree Replacement
- City of Seattle, Department of Construction and Inspections, Director's Rule 13-2018, Great Blue Heron

2.4 Miscellaneous

- King County In-Lieu Fee Mitigation Program (King County, 2018)
- Sound Transit environmental and sustainability plans and policy (Sound Transit, 2018)
- Sound Transit Sustainability Plan Update (Sound Transit, 2015)
- Sound Transit Stream Assessment Guidelines (Sound Transit, 2016)
- Sound Transit Executive Order Number 1: Establishing a Sustainable Initiative (Sound Transit, 2007)

3 DATA NEEDS AND SOURCES

Data needs for this resource include information on ecosystems resources that will be affected by the construction and operation of the project, including the project footprint and mitigation sites. Data needs and sources that should be considered include:

- Natural Resources Conservation Service (NRCS) Web Soil Survey maps
- U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI)

- USFWS List of threatened and endangered species that may occur in proposed project location (obtained for project)
- National Oceanic and Atmospheric Administration (NOAA) Fisheries Endangered Species Act species lists
- Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) data
- WDFW SalmonScape data
- Washington Natural Heritage Program rare plant database
- Washington State Department of Ecology 303(d) listed waters information
- Washington Department of Fisheries catalog of Washington streams and salmon utilization (Williams et al., 1975)
- King County parcel information
- City of Seattle Department of Construction & Inspections environmentally critical areas geographic information system (GIS) data
- City of Seattle street tree inventory GIS data
- Documented wetlands from other projects

4 STUDY AREA AND AREA OF EFFECT

The study area for ecosystem resources will vary according to the type of resource and will be measured from the project footprint and area used for construction.

- Wetlands: 300 feet from project limits.
- Vegetation: 200 feet from project limits and any regulated trees (as defined per jurisdiction).
- Wildlife and wildlife habitat: 200 feet from project limits. Also review documented occurrences of sensitive wildlife species within 0.25 mile of the project limits (0.5 mile if higher noise sources such as blasting or pile driving are proposed).
- Aquatic resources: Reconnaissance-level aquatic habitat surveys will be conducted for aquatic habitats within the City of Seattle's Shoreline District, including the Duwamish Waterway and Salmon Bay. Reconnaissance-level aquatic habitat surveys will be conducted 300 feet downstream, 100 feet upstream at each of the water body crossings, and the entire stretch of any water body paralleling the project within 200 feet from the edge of the project

limits. The survey may extend to 300 feet upstream if channel configuration could result in stream buffers overlapping the project limits. For streams or water bodies with ESA listed species, the study area includes at least the segment of stream or water body that sound could travel in water (i.e., to first bend in the channel or where noise would dissipate to background levels). If project-related underwater sound could potentially travel further than these distances, the longer distance will be surveyed.

5 AFFECTED ENVIRONMENT

5.1 Field Reconnaissance Survey Methodology

After collecting and reviewing existing information, the biologists will conduct a detailed field reconnaissance survey within the study area to identify and confirm ecosystem resources that could be affected by the project. Formal delineations (flagging and professional land surveying) of wetlands, ordinary high water mark (OHWM), or other resources will generally not be conducted, but may be needed on a case-by-case basis.

5.1.1 Wetlands

A field survey will be conducted to identify, map, and describe wetlands and other waters within the study area. Field surveys will occur on publicly owned property (e.g., Longfellow Creek greenspace and Southwest Queen Anne greenbelt) and private properties, if accessible. Vegetation, soil, and hydrology conditions will be documented at representative locations (sample plots) using methods outlined in the U.S. Army Corp of Engineers (USACE) Wetland Delineation Manual (USACE, 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region Version 2.0 (USACE, 2010). These sample plots will be identified in the field with labeled flagging and documented using a global positioning system (GPS) unit or survey techniques. Both wetland and upland sample plots will be documented. The wetland and upland sample plots need to be paired and within close proximity to each other. If a wetland contains multiple vegetation types (e.g., forested and scrub/shrub), at least one wetland sample plot will be located in each vegetation type. A minimum of two wetland determination data forms will be developed for each wetland and then an additional data form for each additional wetland vegetation type in the study area. Observations of existing conditions and characteristics will be recorded for each wetland and associated buffer.

Wetlands will be classified according to the USFWS (Cowardin et al., 1979; FGDC 2013) and hydrogeomorphic (Brinson, 1993) classification systems and rated according to local jurisdiction critical area ordinances and the Washington State Wetland Rating System for Western Washington (Hruby, 2004) or the 2014 Update (Hruby, 2014), depending upon the affected jurisdiction. Wetlands will be classified and rated according to local critical area requirements. Wetland functions will be evaluated through the use of the Washington State Wetland Rating System for Western Washington – 2014 Update, as well as WSDOT's Wetland Functions Characterization Tool for Linear Projects (Null et al., 2000).

Wetland assessments will provide estimates of extent for all wetlands and other waters in the study area, including those on properties lacking access, using remote sensing and best professional judgment. Vegetation and potential wetlands for areas where rights of entry have

not been obtained will be identified based on field reconnaissance from public areas; current local, state, and federal habitat maps and reports; and the examination of aerial photographs. Potential wetlands will be rated using these same sources of information. Where specific information is not known (such as the hydrologic regime), preliminary assessments will be made using available information.

Those areas that appear to possess all three wetland indicators will be included in the EIS and technical report in order to provide a conservative estimate of potential impacts from each alternative. Documented wetlands from other projects or sources will be evaluated and, where appropriate, included in the wetland findings. Each wetland identified in the study area will receive a unique identifier that will be tracked in a GIS database. As new information is collected on project wetlands, data will be recorded in an Excel spreadsheet that will be linked to the GIS data. Wetland names will start with the letter “W” and the next two letters will be based on the City of Seattle jurisdiction they are located in (Seattle = SE) followed by a number reflecting the order encountered in the field (1, 2, 3, etc.). For example, Wetland WSE4 would be the fourth field-identified wetland in Seattle.

5.1.2 Aquatic Species and Habitat

The aquatic species and habitat assessment will focus on key habitats and aquatic features that may be impacted by the project and that are directly related to ecological functions that support aquatic ecosystems. Similar to wetlands, a detailed field reconnaissance survey will be conducted to identify, map, and describe aquatic species and habitat within public rights-of-way within the study area (e.g., Longfellow Creek riparian corridor). These documented water bodies will be included in the EIS aquatic species and habitat findings. The descriptions will correlate with the Water Resources analysis.

Sound Transit’s Stream Habitat Assessment Guidelines (Sound Transit, 2016) (Attachment A) will be used to determine the level of information that should be collected for each identified stream. In accordance with the stream habitat assessment guidelines, research and field surveys will be conducted to identify, map, and describe aquatic species and habitats within the study area. This project will utilize the Phase 1 Project approach (planning level study) to provide analysis for SEPA/NEPA and ESA coordination. Within the Phase 1 approach, the project will use Track A methods for assessing riparian vegetation effects where property access is not granted, and Track B methods on Sound Transit, WSDOT, or City of Seattle right-of-way/easement areas. General information will be collected in the field and stream OHWM will be estimated and mapped using a GPS unit if possible. Biologists will collect information about the condition of in-stream and riparian habitats and identify the OHWM of streams.

Field assessment will be limited to areas accessible from public right of way, lands open to the public, and other lands where access is allowed (including private property where the property is accessible) for purposes of this survey. Aquatic habitats outside of public rights-of-way will be identified based on field reconnaissance from public areas; current local, state, and federal habitat maps and reports; and the examination of aerial photographs. Those areas outside of public rights-of-way and which are not open to the public or accessible that appear to be aquatic habitat will be included in the EIS findings to provide a conservative estimate of the potential impacts for each alternative.

Background information about riparian vegetation, physical in-stream habitat, biological connectivity, water quality and quantity, stream typing, and fish presence and habitat use will be collected during the pre-field review phase. Additionally, aquatic species habitat will be

described, when possible and applicable, in a sub-basin context. Habitat will be assessed with the assumption that anadromous fish may one day be able to access the area even if they cannot under present conditions where no natural barriers exist. To the extent information is currently available or can be readily ascertained in the field, downstream fish passages, including any impediments to fish passage, will be evaluated for each identified aquatic habitat. Field observations will be limited to the study area, however, available information (like the WDFW SalmonScape map) would be used to evaluate downstream fish passage to the next fish-bearing stream.

Each stream identified in the study area will receive a unique identifier that will be tracked in aGIS database. As new information is collected on project streams, data will be recorded in an Excel spreadsheet that will be linked to the GIS data. If a stream already has a formal name, it will be used. Unnamed stream names will start with the letter “S” and the next two letters will be based on the City of Seattle jurisdiction they are located in (Seattle = SE) followed by the order they are encountered in the field (1, 2, 3, etc.). For example, Stream SSE2 would be the second field-identified stream in Seattle. Other types of aquatic habitat (lakes, ponds, bays, waterways, etc.) will be identified by formal name, if available, or named in a system similar to the stream naming convention described above.

5.1.3 Vegetation, Wildlife, and Wildlife Habitat

To establish the basis for the analysis of effects on vegetation, wildlife, and wildlife habitat, the biologists will delineate and classify land cover on aerial photographs and visit a sample of these areas within the study area (including the Shoreline Districts) during the field reconnaissance survey. Information from Green Cities Alliance, Forterra, or other existing land cover analyses may be incorporated into the vegetation assessment if readily available. Major plant communities/habitat types will be identified and classified based on the structural categories defined in Wildlife-Habitat Relationships in Oregon and Washington (Johnson and O’Neil, 2001). Heritage and exceptional trees as defined by the City of Seattle will be noted and included in the analysis. Invasive species populations that have been mapped by King County iMap will be included in the analysis.

To support the analysis of effects on wildlife, the biologists will identify wildlife species that are associated with the land cover types in the study area, and with specific habitat elements within each cover type. Biologists will also assess locations of known ecologically sensitive areas and important wildlife occurrences that may be sensitive to disturbance from noise or human presence. This will include review of site-specific wildlife data, including bird surveys (e.g., eBird 2018). This information will be supplemented with data gathered during field visits.

Washington State Department of Natural Resources (DNR) Natural Heritage Program and WDFW publications will be used to identify important habitats and the wildlife species that use them. Vegetation data, including dominant plant species composition and relative abundance, will be gathered and classified by habitat type using field observation, aerial photographs, and pertinent literature. Maps will be developed showing plant communities/habitat types and special features, based on the habitat delineation exercise described above. Invasive species noted during fieldwork will be discussed qualitatively but will not be mapped. GIS data from the WDFW PHS program will be used to generate maps of the distribution of priority habitats and species, and other key ecological features needed to analyze impacts. DNR Natural Heritage Program data will also be used to identify rare plant populations in the study area. Sensitive information regarding the locations of proposed, candidate, and listed species and habitats will

be described but not mapped to protect the integrity of this information. Threatened and endangered species and critical habitat tables will be generated using the latest data provided on the USFWS and NOAA Fisheries web sites.

5.1.3.1 Great Blue Heron

The City of Seattle has mapped great blue heron management areas in two greenspaces in the West Seattle segment of the project: Camp Long - Longfellow Creek Greenspace, and the West Duwamish Greenbelt. WDFW's Priority Habitat Species also documents great blue heron in the Camp Long - Longfellow Creek Greenspace and the West Duwamish Greenbelt. Presence of a heron rookery near the project corridor was confirmed in 2018. This habitat in the Longfellow Creek Greenspace and the West Duwamish Greenbelt will be resurveyed in 2019. Previously mapped areas and the results of the 2018 and 2019 surveys will be documented. Monitoring of the West Duwamish Greenbelt will be conducted annually throughout the EIS phase to confirm bird activity in the project area.

5.1.3.2 Bald Eagle

The City of Seattle has mapped a bald eagle management area in the West Duwamish Greenbelt. No nests were identified near the project corridor during a 2018 survey. Suitable habitat in the West Duwamish Greenbelt will be resurveyed in 2019. Previously mapped areas and the results of the 2018 and 2019 surveys will be documented. Monitoring of the West Duwamish Greenbelt will be conducted annually throughout the EIS phase to assess whether bald eagles are nesting in the greenbelt.

6 ENVIRONMENTAL IMPACT ANALYSIS

The impact analysis will assess the potential direct, indirect, and cumulative ecosystem impacts of the project alternatives, including the No Build alternative. The impacts analysis is divided into long term operation impacts and short-term construction impacts. The impact analysis will describe the extent, magnitude, duration, and character of impacts on ecosystem resources for each alternative. Impacts will be quantified where appropriate and possible (e.g., area of wetland impacts).

6.1 Direct Impacts

Impacts on wetlands and buffers will be described based on direct impacts from both long-term effects (filling or other permanent displacement) and short-term construction-related effects (including effects associated with construction staging areas). If a contiguous wetland lies partially within the project limits, then best professional judgment will be used to determine any project effects, as defined by Wetland Mitigation in Washington State (Ecology et al., 2006), on the portion of the wetland outside of the project limits. If the remaining wetland is degraded by project construction or operation, then its acreage will be included in the impact table. The impact table will quantify the expected direct impacts on each wetland resulting from each alternative. Functional effects that extend beyond the area of direct wetland impacts will also be assessed.

Direct impacts on aquatic species habitat will be determined by evaluating the acreage of each water body and riparian buffer that would be eliminated for each alternative. Direct impacts on

aquatic species will be assessed qualitatively by considering such factors as the regional significance of the resident and anadromous fish species resource, fish habitat value (such as its role as a migration corridor or spawning), degree of connectivity and loss of habitat following project implementation, overall habitat quality, and potential for enhancing or restoring aquatic habitat or connectivity. Construction and operational impacts on aquatic species from water quality degradation, loss of habitat, shading, and habitat degradation will also be assessed.

Direct impacts on vegetation and wildlife habitat will be determined by evaluating the acreage of each major vegetation type that would be eliminated for each alternative. Impacts will also be assessed qualitatively by considering such factors as the regional significance of the resource, wildlife habitat value (such as its role as a wildlife movement corridor), degree of fragmentation and loss of the habitat following project implementation, overall habitat quality, and the potential for enhancing or restoring unique plant communities or wildlife habitat or connectivity. Construction and operational impacts on wildlife, including disturbances from increases in human access, noise, and light, will also be assessed. Direct impact on rare plant populations will be determined by evaluating acreage of these populations that would be eliminated for each alternative. Additionally, the biologists will analyze the potential for the project to cause the spread of noxious or invasive plant species.

Potential direct impacts to be considered for threatened and endangered species (aquatic and terrestrial) include direct mortality, disturbance and displacement effects, and loss or degradation of habitat. This could require consultations with NOAA Fisheries and USFWS under ESA Section 7 as the project approaches the Final EIS. The Biological Assessment (BA) would be prepared as the Final EIS is initiated, following the identification and/or confirmation of the preferred alternative and the results of the preliminary engineering efforts focused in the preferred alternative. Consultation with the agencies will be coordinated through Sound Transit's ESA Coordinator throughout the environmental review process. Information received from the existing documents, field surveys, and agency consultation could identify habitats or areas to be avoided or protected. Impact avoidance is discussed in greater detail in the Mitigation Measures section.

6.2 Indirect Impacts

Indirect impacts are potential effects that would be caused by the project alternatives at a later time or farther distance but are still reasonably foreseeable. These may include effects related to station area developments by others, such as changes in the pattern of land use, population density, or water quality through the project. Indirect impacts may also occur through the implementation of mitigation measures for other environmental impacts, or through supporting projects that are not yet defined or considered part of the project alternatives. Indirect impacts on ecosystem resources will be analyzed qualitatively.

6.3 Cumulative Impacts

The total effects of the project on ecosystem resources will be determined by combining the project’s impacts with other past, present, and reasonably foreseeable future actions. These actions include other transportation or infrastructure projects, or other planned or pending land use actions or developments in the study area.

7 MITIGATION MEASURES

Potential impacts to ecosystem resources will be controlled through project planning, design, and the application of required best management practices (BMPs) during construction and operation. Measures to avoid and minimize potential impacts of the alternatives will be incorporated as appropriate. Where impacts cannot be avoided or minimized, mitigation measures will be developed.

The project will use a mitigation sequencing approach based on a hierarchy of avoiding and minimizing adverse impacts through careful design, rectifying temporary impacts, and compensating for unavoidable adverse impacts. A listing of BMPs will be developed identifying measures that could be implemented to avoid or reduce adverse impacts on ecosystem resources during construction and operation. Potential mitigation will be identified and evaluated for project locations where adverse impacts could occur. Advanced mitigation, mitigation banks, and in-lieu fee programs that Sound Transit could propose to use for compensatory mitigation will also be included in the review of mitigation opportunities. Mitigation measures will include specific goals and objectives and will specify monitoring criteria against which proposed mitigation measures can be compared. Conceptual mitigation measures will be generally described in enough detail so that reviewing agencies can determine the likelihood of the proposed mitigation succeeding and meeting all stated objectives, including providing compensation for unavoidable impacts so there is no net loss of area and/or function.

The final EIS will include a summary of conservation measures from the Endangered Species Act consultation with the USFWS and NOAA Fisheries.

8 PROPOSED FIGURES, MAPS, OR OTHER DATA

Maps of vegetation land cover, wetlands, water bodies, and high-value habitat will be prepared.

9 DOCUMENTATION

An Ecosystems Technical Report will be prepared with chapters covering wetland resources, aquatic resources, wildlife, and vegetation.

The wetland chapter of the report will contain field data sheets and labeled photos that will be indexed on segment maps. Each photo will be catalogued with location and other basic information such as date and direction of view to assist Sound Transit in initiating preliminary consultation with the U.S. Army Corps of Engineers, Washington State Department of Ecology, and local jurisdictions for wetland permitting.

The aquatic resources chapter of the report will characterize existing aquatic conditions in Duwamish Waterway and Salmon Bay (including field data sheets and photographs) and will detail elements for species and habitats of concern within the project area, including threatened and endangered species, critical habitat, and essential fish habitat (EFH) that would typically be addressed in the BA. The effects on these resources will be noted for each alternative and mapped (confidential if concerning threatened and endangered species). All official correspondence will be incorporated into an appendix.

The wildlife and vegetation chapter of the report will characterize existing terrestrial conditions and will also include species and habitats of concern, including threatened and endangered species that would typically be included in the BA.

An Ecosystem Resources EIS section will be prepared summarizing the Ecosystems Technical Report.

Unless required otherwise by the resource agencies, one BA will be prepared during the Final EIS for the preferred alternative only. The BA will address species concerning both NOAA Fisheries and USFWS in one document. The BA will follow Sound Transit's Biological Assessment Template (current version) as well as ESA, USFWS, and NOAA Fisheries requirements. The BA (if required) will summarize the proposed action, describe the habitat requirements and life history of the listed species, evaluate whether suitable habitat exists at or near the site, present information regarding the actual occurrence of listed species at or near the site, and describe potential impacts of the proposed action (construction and operation) on listed species and habitats at or near the site. Proposed conservation measures intended to avoid or reduce potential impacts on listed species will be described in enough detail to enable USFWS and NOAA Fisheries to determine whether the proposed conservation measures will likely succeed and meet all stated objectives of avoiding and minimizing potential impacts. An effects determination will be made for each species and any designated critical habitat potentially affected by the project.

A separate wetland delineation report will be prepared for the preferred alternative during the Final EIS. It will include a list and map of properties that could not be delineated due to lack of property access.

10 DATA DEVELOPED FOR USE BY OTHER DISCIPLINES

Data gathered on ecosystems impacts may be used in the following analyses:

- Water Resources
- Land Use
- Visual and Aesthetic Resources
- Park and Recreational Resources
- Environmental Justice

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Attachment A

Sound Transit Stream Assessment Guidelines (2016)

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STREAM HABITAT ASSESSMENT GUIDELINES

January 2016

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SOUND TRANSIT STREAM HABITAT ASSESSMENT GUIDELINES

1. Introduction

Sound Transit projects often intersect with and affect streams. To comply with local, state, and federal rules and regulations, Sound Transit assesses stream conditions, determines stream impacts that will occur as a result of a project, and mitigates those impacts as appropriate. The analytical methodologies used and level of detail needed to meet these requirements depends on a variety of factors including: 1) the stage of project development and complexity of the project, 2) the extent to which Sound Transit has property access to streams, and 3) the magnitude of impact. Less detailed information is typically collected during planning and early design stages such as during SEPA/NEPA environmental review and preliminary engineering because rights-of-entry are not granted onto privately owned properties, thus restricting access to streams. Also, at this stage, multiple alternative alignments may be under consideration, making more labor-intensive field investigations less feasible from the standpoint of cost and time. At later stages of project development, once the project to be built is selected or final design is underway, more detailed analyses may be appropriate depending on access, the magnitude of potential impacts, and the types of environmental permits that may be necessary to construct the project.

Various methodologies exist on how to approach stream assessments in Washington and no one methodology is required, or is applicable to all projects or to all stages of project development. In addition, Native American tribes with fishing rights often request specific information about the effects of a project on both existing fish use and potential fish use of a stream. In this context, Sound Transit seeks to achieve greater consistency in how it approaches the assessment of streams at various stages of project development and under various conditions. The purpose of this document is to establish general guidelines for applying various stream assessment methods to Sound Transit projects based on the most commonly used methodologies in Washington. The information presented herein is for guidance only and is based on some of the most common scenarios encountered on Sound Transit projects. Sound Transit recognizes that other scenarios are possible and that professional judgment will be necessary when considering the best approach for specific projects. Proper application of professional judgment may reduce the collection of extraneous information, and reduce project effort and expense. The intent of these guidelines is to provide some level of consistency in Sound Transit's approach to assessing streams so that local, state, and federal regulators generally know what to expect during project reviews.

For the purposes of this document, project development is categorized into two phases: the initial environmental review and preliminary engineering phase (Phase 1) and the permitting/final design phase (Phase 2). These are further described below:

- **Phase 1 Projects** – Planning stage that includes environmental review under SEPA/NEPA and conceptual and preliminary design. At this stage, various alignments or sites may initially be under consideration, and Sound Transit may or may not have rights-of-entry to the properties being evaluated. In general, objectives at this stage of project development are to:
  1) Identify streams within the study area
  2) Characterize in-stream and riparian conditions (including fish use and barriers to fish use of the stream) based on readily available information and visual observations as possible

3) Determine potential impacts to streams for the alternative(s) under consideration during the environmental review process, and
4) Identify conceptual-level mitigation opportunities for impacts to streams (aquatic and riparian habitats).

Phase 1 projects may include Endangered Species Act consultation, with the overall objective of being able to make and support accurate effect determinations for federally listed aquatic species potentially occurring in affected streams. Phase 1 of Sound Transit's project development culminates with completion of the NEPA/SEPA environmental review process and Sound Transit's selection of a specific project alternative to build.

- **Phase 2 Projects** – Final project design stage that includes environmental permitting and detailed mitigation to address project-related impacts to streams. At this stage, full access is typically available for the project. The overall objective is to secure necessary environmental permits/approvals including but not limited to local critical areas permits, a Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife (WDFW), a Clean Water Act Section 404 permit from the United States Army Corps of Engineers (Corps), and a 401 Water Quality Certification or Coastal Zone Management Consistency Determination from the Washington State Department of Ecology (Ecology).

Section 2 of this guidance document, **Using the Stream Assessment Flowcharts**, helps guide the reader in determining the appropriate level of data collection during the two project phases described above. To do this, a flowchart has been created for Phase 1 and Phase 2 projects, taking into account various project variables. The flowcharts and overview of how to use them are provided in Section 2. The flowcharts in Section 2 are supported by additional tools and more detailed information on various methodologies described in **Section 3 - Data Collection for Key Aquatic Habitat Elements**. Both Section 2 and Section 3 are organized around five stream features, referred to as Key Aquatic Habitat Elements and described below.

General recommendations for the appropriate use of these guidelines, as well as a discussion of their limitations, are provided in **Section 4 - Considerations and Limitations**.

2. Using the Stream Assessment Flowcharts

The flowcharts should be used to determine the appropriate data needs and level of field assessment that will be required for a project. Working through the flowcharts with site specific information will require the collection of qualitative and/or quantitative information on various Key Aquatic Habitat Elements. These elements are the key habitats and stream features that may be impacted by a project and are directly related to ecological functions that support a stream ecosystem. The Key Aquatic Habitat Elements are:

- ***riparian vegetation,***
- ***physical in-stream habitat,***
- ***biological connectivity,***
- ***water quality and quantity, and***
- ***fish presence, fish habitat use, and stream typing.***

Information would be gathered during site visits or collected using specific survey techniques. The various "levels" of data collection for each Key Aquatic Habitat Element have been classified into one of three categories, or "Tracks". Tracks A, B, and C represent an increasing level of detail for data collection and generally correlate to the phase of the project, the extent to which access is available, and/or the magnitude of

stream impact.

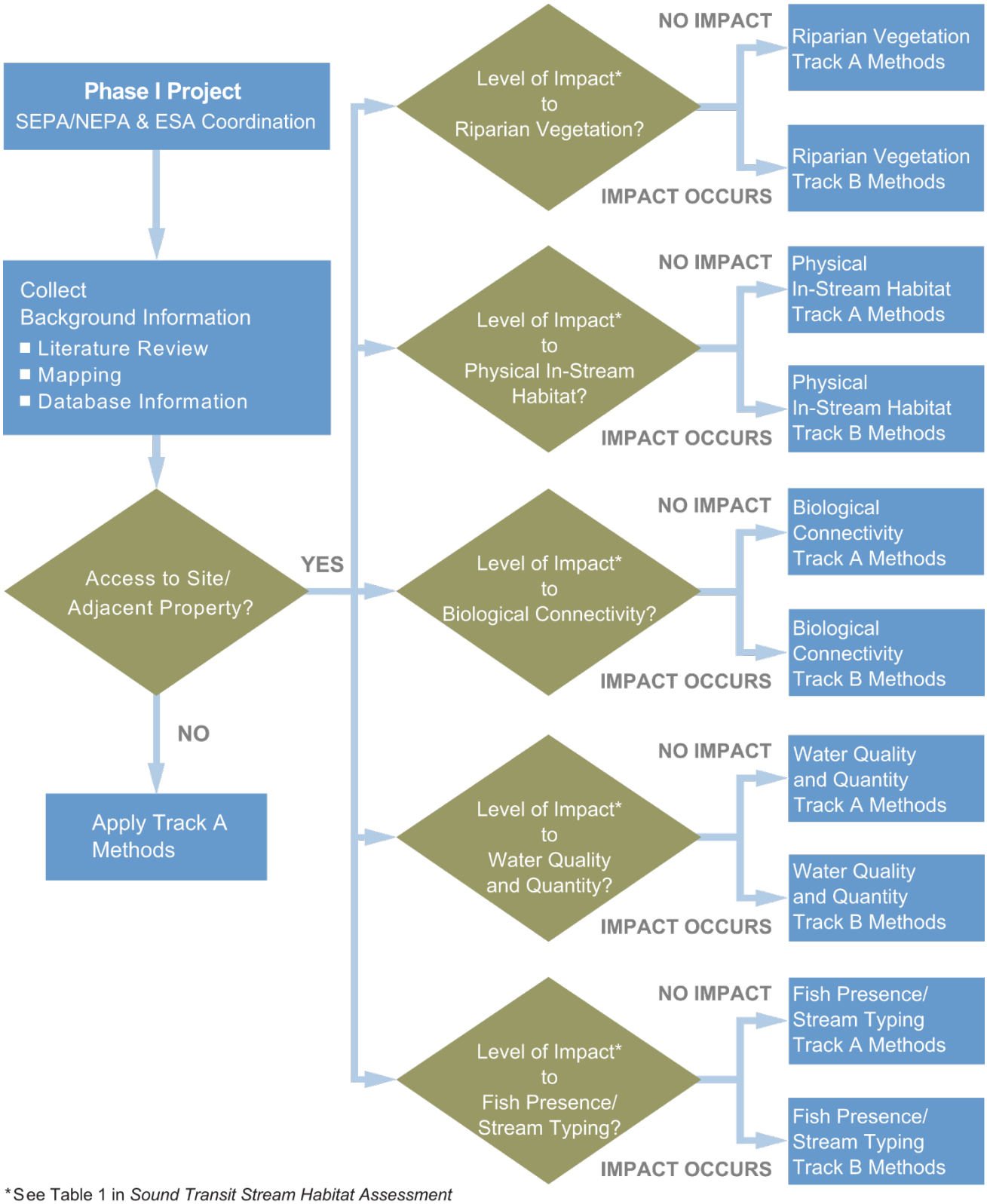
2.1 Phase I Projects

Figure 1 on page 4 is the stream assessment flowchart for planning-level projects. It shows the general process to follow when considering potential stream impacts associated with Phase 1 projects. For all Phase 1 projects that include stream habitats, regardless of access or impact level, the first step is to collect background information on each of the Key Aquatic Habitat Elements associated with each stream in the study area. To help guide these efforts, see **Section 3 – Data Collection for Key Aquatic Habitat Elements**. Section 3 includes more detailed information on specific data sources to consult when collecting this information. The information gathered will help form the basis of the *Existing Conditions* or *Affected Environment* section of the environmental document being prepared for the project.

After collecting background information, some level of data should also be collected in the field. The data collected and the stream assessment methods used will vary for Phase 1 projects depending on 1) whether or not impacts are anticipated impact, and 2) whether or not the project team has right-of-entry to parcels that contain streams.

If access is limited, Track A Methods should be used for each Key Aquatic Habitat Element to the extent feasible. Areas where access to streams is not limited include existing Sound Transit right-of-way, WSDOT right-of-way, or other publicly-owned rights-of-way such as parks. In these areas, the project team should consider the anticipated level of impact to each Key Aquatic Habitat Element. The level of analysis required for a given Key Aquatic Habitat Element should be commensurate with the potential for impacts at a given site. In order to appropriately size the analysis, the flowchart requires consideration of whether or not impacts are expected to occur within the stream environment, looking in turn at each of the Key Aquatic Habitat Elements. For Phase 1 projects, a simple determination of either “Impact” or “No Impact” should be made for each Key Aquatic Habitat Element as presented in Table 1 (see page 5). The results of this analysis will help determine the level of data collection and analysis appropriate for each ecological function. If impacts are anticipated, the project study team should coordinate with Sound Transit environmental staff before initiating Track B data collection efforts as the data may already have been gathered by others or a shift in the project footprint may occur that negates the need to do more detailed surveys.

Depending on the outcomes from using the stream assessment flowchart for Phase 1 projects, various levels of data collection (either Track A or Track B) will need to be conducted. For information on specific stream habitat assessment methods to use under Track A or Track B, refer to **Section 3 – Data Collection for Key Aquatic Habitat Elements.** Tables 3 and 4 in that section outline pertinent assessment methods for each Key Aquatic Habitat Element, including detailed information on specific analysis metrics and survey methods that may be appropriate under Tracks A and B.



*See Table 1 in *Sound Transit Stream Habitat Assessment Guidelines* document to assess level of impact

Figure 1
Stream Assessment Flowchart for Sound Transit Phase 1 Projects

Table 1 Impact Classification for Phase I Projects Based on Impacts to Key Aquatic Habitats

Key Aquatic Habitat Element	Impact Classification	
	No Impact	**Impact**
Riparian Vegetation	No clearing within riparian zone	Clearing riparian vegetation, OR Removing significant trees[1]
Physical In-Stream Habitat	No in-water work or disturbance to bed and streambank below OHWM[2]	Working in-water involving bank hardening, OR Installing fish habitat features (e.g., LWD[3] or boulders), OR Altering substrate
Biological Connectivity	No installation, removal, or alteration of culverts, bridges, weirs, or other potential passage barriers	Replacing or installing culverts, weirs, or bridges in non-fish bearing waters
Water Quality and Quantity	No new stormwater discharges or increases in impervious surface	Adding new stormwater discharges or increasing impervious surface
Fish Presence, Fish Habitat Use, and Stream Typing	No in-water or riparian impacts	In-water or riparian impacts occur

[1] Significant trees should be defined using the local jurisdiction's Critical Areas and/or Urban Forestry code sections. If significant trees are not defined by local code, assume significant trees are those trees 6-inches or greater dbh (diameter breast height).
[2] OHWM – ordinary high watermark
[3] LWD – large woody debris

2.2 Phase 2 Projects

Figure 2 on page 6 is the stream assessment flowchart for projects in final design. It shows the general process to follow when assessing streams in greater detail for Phase 2 projects that involve stream impacts. For Phase 2 projects, access to all riparian areas is assumed for purposes of conducting field work using either Track B or Track C methods. In the unusual event that access to all parcels is not available during Phase 2, Track A methods should be used to the extent feasible.

Using more detailed project design drawings, the level of data collection for Phase 2 projects will vary depending on the severity of impacts to Key Aquatic Habitat Elements. For each stream impact area, impacts should be classified as either a "Minor Impact" or "Substantial Impact". Table 2 on page 7 should be utilized to help classify potential Phase 2 project impacts on each Key Aquatic Habitat Element, based on specific project activities and quantification of expected impacts to each habitat element. However, it should be noted that the criteria may be adjusted based on the relative severity of project impacts within each project area. The project study team should coordinate with Sound Transit environmental staff to confirm the impact classification and intended data collection track before initiating data collection, as some or all of the data may already have been gathered by others, or a shift in alignment may occur that negates the need to do more detailed survey.

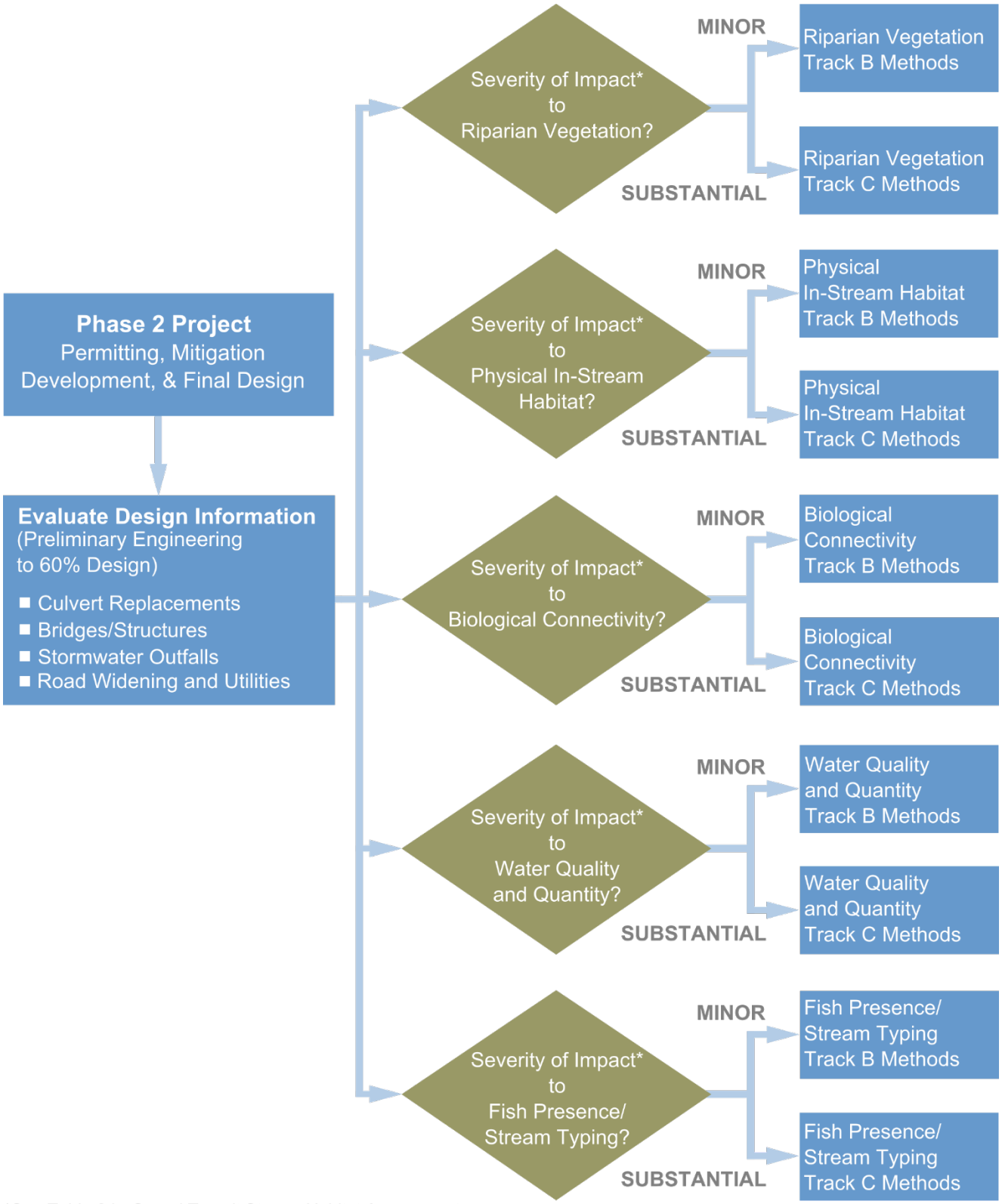


Figure 2
Stream Assessment Flowchart for Sound Transit Phase 2 Projects

Table 2 Impact Classification for Phase 2 Projects Based on Impacts to Key Aquatic Habitats

Key Aquatic Habitat Element	Impact Classification	
	Minor Impact	Substantial Impact
Riparian Vegetation	Clearing less than 5,000 square feet of riparian vegetation, OR Removing 1 to 5 significant trees[a]	Clearing riparian vegetation in amounts exceeding minor impacts[1]
Physical In-Stream Habitat	In-water work involving bank hardening of <20 linear feet, OR Installing fish habitat features (e.g., LWD[2] or boulders), OR Altering substrate < 100 square feet	In-water work exceeding thresholds for minor impacts, OR stream straightening (meander loss) OR Site will be used as a compensatory mitigation site
Biological Connectivity	Replacing or installing culverts or weirs in non-fish bearing waters	Replacing or installing culverts, fishways, or weirs in fish-bearing waters
Water Quality and Quantity	Adding new stormwater discharges or increasing impervious surface where all stormwater is treated and detained and no 303(d) listed or TMDL[3] reaches	Adding new stormwater discharges or increasing impervious surfaces where discharge to 303(d)/TMDL[3] reach occurs, OR where full treatment and detention does not occur
Fish Presence, Fish Habitat Use, and Stream Typing	Minor impacts to one or more key aquatic habitats listed above	Substantial impacts to physical habitat or riparian vegetation aquatic habitat elements, OR project involves any changes (negative or positive) in fish passage conditions, OR where stream diversions/fish removal activities occur

[1] Significant trees should be defined using the local jurisdiction's Critical Areas and/or Urban Forestry code sections. If significant trees are not defined by local code, assume significant trees are those trees 6-inches or greater dbh (diameter breast height).
[2] LWD – large woody debris
[3] TMDL – total maximum daily load

Depending on the outcomes from using the stream assessment flowchart for Phase2 projects, various levels of data collection (either Track B or Track C) will need to be conducted for each Key Aquatic Habitat Element as appropriate. For information on specific stream habitat assessment methods to use under Track B or Track C, refer to **Section 3 - Data Collection for Key Aquatic Habitat Elements.** Tables 3 and 4 in that section outline pertinent assessment methods for each Key Aquatic Habitat Element, including detailed information on specific analysis metrics and survey methods that may be appropriate under Tracks B and C.

3. Data Collection For Key Aquatic Habitat Elements

Once the user has taken their Phase 1 or Phase 2 project through the appropriate flowchart in Section 2, Section 3 should be consulted to obtain more detailed information on specific data sources and stream assessment methodologies. Table 3 summarizes the recommended data to be collected for streams during all stages of project development. This includes background information, which should be collected in all cases, as well as field data collection for Tracks A, B, and C, which will depend on the anticipated level of impact to each Key Aquatic Habitat Element. The information in Table 3 is organized by Key Aquatic Habitat Element. Collection and assessment techniques for each Key Aquatic Habitat Element are described in more detail below. These data needs and assessment procedures have been selected to be generally applicable over the wide range of project types and permitting scenarios encountered by Sound Transit. During project development, the recommendations provided below may need to be adjusted based on project-specific input from regulatory agencies and Tribal entities.

3.1 Riparian Vegetation

For detailed information on specific riparian habitat assessment techniques and methods, see the *Oregon Riparian Assessment Framework* (Clarke, 2004) or Winward (2000). A common method for estimating canopy coverage is presented in (Daubenmire, 1959).

3.1.1 Background Information

1) Review existing literature –Reports or data sources that may contain information for reach or sub-basin scale riparian conditions include:

- The Washington State Conservation Commission Limiting Factors Analysis, organized by Water Resource Inventory area (http://scc.wa.gov/directory/ or http://www.eopugetsound.org/articles/water-resource-inventory-areas-puget-sound)
- Information on rare plants distribution from the Washington Department of Natural Resources Natural Heritage Program Database at: http://www.dnr.wa.gov/ResearchScience/HowTo/ConservationRestoration/Pages/amp_nh_data_instructions.aspx
- Local watershed analysis or stream assessment reports
- Local Shoreline Master Program Inventory reports Shoreline Master Program Inventory reports http://www.ecy.wa.gov/programs/sea/shorelines/smp/citizen.html

2) Review aerial photographs and any available site photos.

- Google Earth – also view past riparian conditions using historic photos on site
- Bing Maps – Birds Eye View feature is useful for assessing riparian conditions
- Digital or hardcopy orthophotos

3) Based on the results of steps 1) and 2) above, summarize the following:

- General vegetation type (forested, shrub, herbaceous, none (bare earth/built)),
- Tree canopy type (deciduous, coniferous, or mixed)
- Approximate density of vegetation types (dense or sparse),
- Approximate width of buffer on each streambank at project site (based on aerial photos), and
- Estimated average riparian buffer width upstream and downstream of project site.

Table 3. Overview of Data Collection Needs For Key Aquatic Habitat Elements

Key Aquatic Habitat Element[1]	Background Information[2]	Track A[3] – Limited Site Access or No Impact	Track B – Site Access and Minor Impacts	Track C – Site Access and Substantial Impacts OR Site to be Used as Compensatory Mitigation
Riparian Vegetation	1) Review existing literature 2) Review aerial photographs and existing site photos 3) Characterization should include: • vegetation type (i.e., forested, shrub, herbaceous, built, coniferous, deciduous, genus and species if possible), • relative vegetation densities	1) Site visit with qualitative description of riparian conditions: • vegetation type, height, and relative density • width/length of riparian zone • presence of overhanging or fallen vegetation/stream cover • presence of invasive plant species (estimate percent cover if possible)	1) Collect qualitative and quantitative field data from riparian zone including: • approximate height for each vegetation layer • approximate tree/shrub densities • identify invasive species and observed snags/dead and down trees • width, length, and area of functioning riparian zone • stream banks vegetation type, height, and density • percent vegetation that covers the stream • qualitative evaluation of known limiting riparian factors such LWD[3] or shade limitations	Collect Track B data, supplemented by tree counts, GPS survey, or professional land survey within forested riparian impact area to include: • tree species • tree diameters • estimated tree heights • locations of snags/dead and down
Physical In-Stream Habitat	1) Review existing literature 2) Review aerial photographs, topographic maps and site photos 3) Characterization should include: • stream width • dominant in-stream sediment • LWD[4] presence • channel morphology • streambank condition	1) Site visit to qualitatively assess the following through visual observations: • stream width • LWD presence • general channel morphology • general bank condition • dominant stream substrate • relative amount of instream cover and refuge **ALSO SEE TABLE 4 FOR MORE DETAILS**	1) Site visit to quantitatively assess the following conditions within, upstream, and downstream of project site: • wetted and OHWM[5] stream width • LWD size, location, and type • channel morphology - pool, riffle, run, glide • bank condition - stability/armoring • stream substrate - dominant/subdominant and particle distribution **ALSO SEE TABLE 4 FOR MORE DETAILS**	Same as Track B, but specific habitat impacts or intended use for mitigation may require: 1) Track B data collection over a wider area 2) GPS/professional survey of habitat elements delineated in Track B, or 3) detailed quantitative analysis of habitat elements (e.g., bulk substrate analysis, micro-channel morphology) **ALSO SEE TABLE 4 FOR MORE DETAILS**
Biological Connectivity	1) Review existing literature on existing fish passage conditions/barriers and check the WDFW Fish Passage Barrier Map 2) If no barriers are recorded online, Track B/C methods may be required regardless of impact level 3) Review aerial photographs to identify potential barriers at site, upstream, or downstream 4) Review topographic maps and watershed analyses	1) Site visit to qualitatively assess the following information on man-made fish passage structures: • type/material of structure • approximate size/configuration of structure • condition of structure (i.e. wear, damage, etc.)	1) Site visit to quantitatively assess man-made structures: • relative inlet and outlet elevations • stream channel bankfull width 2) If necessary, conduct WDFW Level A Culvert analysis per WDFW (2009) to assess status as fish passage barrier. Check with WDFW prior to conducting the analysis; they may already have that information, particularly if the culvert is on WSDOT right-of-way	Same as Track B, but in some cases coordination with design team on conducting a WDFW Level B culvert analysis per WDFW (2009) may be necessary to accurately assess barrier status
Water Quality and Quantity	1) Review existing literature/databases for information on: • water quality/contaminants, • stream temperatures, • flow data • water quality/quantity limiting factors	1) Site visit with qualitative description of: • type/material of outfall/drainage structure • approximate size/configuration/condition of outfall/drainage structure • visual estimate of streamflow and stream velocity • stream temperature • presence of septic systems within the project area • Water source (stormwater, other?)	No additional effort	No additional effort
Fish Presence, Fish Habitat Use, and Stream Typing	1) Review existing literature/databases for information on: • fish presence and fish habitat use • stream typing • contributing basin area • natural/manmade barriers downstream	If result of background information does not provide complete or definitive results, conduct site visit and make preliminary determination based on WAC 222-16-031. Qualitatively assess the following: • stream width/OHWM, • flow conditions, • fish observations	If result of background information does not provide complete or definitive results proceed with one or more of the following options, as appropriate: 1) Request government/Tribal fish use/stream typing assistance 2) Utilize a qualified biologist to estimate fish presence/absence based on habitat conditions within, upstream, and downstream of site Conduct reconnaissance site visit to identify natural downstream barriers	Same as Track B, but in extraordinary circumstances, fish sampling by a qualified biologist may be appropriate[6]. Sampling techniques could potentially include: • snorkel surveys • minnow traps • electrofishing

[1] See text in Section 3 – Data Collection for Key Aquatic Habitat Elements for more specific information on each habitat element
[2] Background information should be compiled regardless of access situation or level of impacts
[3] If lack of access, the information for Track A should be collected in the field from adjacent publicly accessible properties or right of way to the extent possible/practical
[4] LWD – large woody debris
[5] OHWM – ordinary high water mark
[6] If information collected as part of Track A or Track B does not provide the required level of certainty on fish presence and stream typing, and no natural barrier exists downstream, generally assume fish presence and consult with ST environmental staff. These activities will require a Scientific Collection Permit from WDFW, and in accordance with WAC 220-20-045. Electrofishing, per requirements in WAC 220-20-045, should only be used to assess fish presence under extraordinary circumstances where such actions are pre-approved by ST (e.g., this information is tied to a permit condition or the information is crucial for design of a substantial design element such as road or culvert)

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3.1.2 Track A Information

After collecting and synthesizing relevant background information on riparian vegetation conditions within the project area, conduct a reconnaissance-level site visit within existing Sound Transit or public right-of-way/easement areas. Provide qualitative description of riparian conditions including the following:

- Note buffer vegetation type – e.g., forested, shrub, herbaceous, none (bare earth/built). Identify shrub and/or tree species if possible, including any observed invasive species.
- Note relative buffer vegetation density (e.g., sparse, moderately dense, dense) and approximate height of each vegetation layer, particularly the tree layer
- Note observable width/length of riparian zone
- Note extent and type of overhanging vegetation and any observed any observed LWD originating in riparian zone. Estimate percent overhead cover in stream thalweg.
- Note and describe extent of vegetation overhanging stream channel, fallen vegetation
- Qualitative evaluation of potential limiting riparian factors such (LWD or shade limitations)

3.1.3 Track B Information

Collect similar information as listed in Track A; however site access will allow for on-site evaluation of the riparian condition based on qualitative and quantitative field data gathered from within the riparian zone.

- Identify shrub or tree species within the riparian zone, including any observed invasive species.
- Estimate or measure canopy cover and ground cover within the riparian zone (Daubenmire, 1959) for dominant species. If measuring, use plots or intercept along a measuring tape.
- Approximate average diameter (diameter breast height – DBH) of trees within riparian zone using representative measurements
- Width and length of functioning riparian zone and
- Riparian interaction with stream banks (e.g., overhanging vegetation, bank stabilization by roots),
- Measure average in-stream riparian cover in the stream thalweg using a densitometer (average riparian cover measured facing upstream, downstream, left bank, and right bank).
- Observations or qualitative evaluation of reach or basin scale limiting riparian factors (such as large-scale LWD or shade limitations).

3.1.4 Track C Information

If the project involves substantial impacts to the riparian corridor, particularly forested riparian areas, it may be necessary to supplement the data collection efforts from above with a more accurate tree survey conducted with GPS survey or professional land survey. Within forested buffer impact areas, detailed survey of the following parameters may be appropriate:

- Tree locations
- Tree species
- Tree diameters
- Estimated tree heights
- Locations of snags and dead/ down woody debris

3.2 Physical In-Stream Habitat

There are literally hundreds of formal assessment protocols prepared for the evaluation of stream environments and habitats. Assessment methods to assess physical in-stream habitat for Pacific Northwest streams are also numerous (e.g. Overton et al. 1997, Pleus and Schuett-Hames 1998, Barbour et al. 1999). In addition, several agencies in the region have developed their own protocols that use unique suites of channel features and channel feature definitions. These protocols generally address measurement of the same in-stream habitat parameters (e.g.,

woody debris, channel morphology, streambank condition) with varying levels of detail. In order to cover the range of data requirements for both Phase 1 and Phase 2 Sound Transit projects, the discussion of field methods (Tracks A, B and C) for an assessment of this Key Aquatic Habitat Element is focused on these in-stream habitat parameters. Table 4 on page 13 details the specific metrics/measurements that may be applicable for each parameter under Tracks A, B, and C, with recommendations for specific methods or protocols, where appropriate. Table 5 summarizes the methodological references noted in Table 4 for various in-stream habitat parameters.

In addition, other authors have compared and contrasted various protocols and assessments from a nation-wide perspective (Somerville, 2010), with a focus on those assessments prepared for application in the Pacific Northwest region (Johnson et al., 2001; Stolnack et al. 2005). These review documents are excellent sources to consult prior to undertaking a detailed physical habitat assessment, especially in cases where the assessment is focused on specific in-stream habitat parameters.

3.2.1 Background Information

1) Review existing literature on physical in-stream habitat conditions, including stream size (width), presence of LWD and complex habitat features, approximate stream gradient/channel morphology, stream substrate and sediment condition, and bank condition. Reports that may contain information reach or sub-basin scale physical conditions include:
   - The Washington State Conservation Commission Limiting Factors Analysis, organized by Water Resource Inventory area (http://scc.wa.gov/directory/ or http://www.eopugetsound.org/articles/water-resource-inventory-areas-puget-sound)
   - Salmon recovery plans – Puget Sound: http://www.psp.wa.gov/SR_map.php King County: http://www.kingcounty.gov/environment/animalsAndPlants/salmon-and-trout.aspx
   - Shoreline Master Program Inventory reports for local jurisdictions http://www.ecy.wa.gov/programs/sea/shorelines/smp/citizen.html
   - Williams et al. (1975)
   - Local watershed analysis or stream assessment reports

2) Review aerial photographs, topographic maps, and any available site photos.
   - Google Earth – also view past stream habitat conditions using historic photos on site
   - Bing Maps – Birds Eye View feature is useful for assessing some in-stream conditions
   - Digital or hardcopy orthophotos
   - Topographic maps (LIDAR data if available) to determine stream gradients. LIDAR data can be obtained from the Puget Sound LIDAR Consortium at http://pugetsoundlidar.ess.washington.edu/

3) Use the results of 1) and 2) above to describe the following in-stream habitat conditions at the site/stream reach to the extent feasible:
   - general horizontal and vertical channel form (stream gradient and channel morphology) including the presence and quality of pools and riffles and channel confinement/entrenchment
   - dominant in-stream substrates (cobble, gravel, fines, etc.) and general sediment transport dynamics (source, transport, or response reach),
   - presence/absence of LWD, or frequency of LWD (if available),
   - streambanks condition, including bank stability and presence of bank hardening/revetments

3.2.2 Track A Information

After collecting and synthesizing relevant background information on in-stream physical habitat conditions within the project area, conduct a site visit within existing Sound Transit or public right-of-way/easement areas. Provide qualitative descriptions, based on visual observations, of on-site in-stream habitat conditions as detailed in Table 4 on the following page. The primary Channel Geomorphological Units (CGU) used for the assessment will

likely be limited to fast/slow habitat types, as the evaluation will be based on visual observations only.

3.2.3 Track B Information

Collect similar information as listed in Track A; however site access will allow for better evaluation of in-stream physical habitat conditions, based on qualitative and quantitative field data gathered from within the stream. Information on specific recommended measurements, including appropriate references, is presented in Table 4. The primary Channel Geomorphological Units (CGU) used for the assessment will likely include a moderate detail (pools, riffles, and runs/glides at a minimum). Pools may be further classified into the type of pool (e.g., lateral scour, medial scour, boulder-formed pocket pool).

3.2.4 Track C Information

If the project involves substantial impacts to in-stream habitat, particularly impacts to the stream bed, stream banks, or local hydraulics, or if the site is to be used for compensatory mitigation, it may be necessary to supplement the data collection efforts from above with more detailed measurements as listed in Table 4.

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Table 4. Specific Metrics for Assessment of Physical In-Stream Habitat Parameters

Parameter	Metric/Measurement	Track A – Limited Site Access and Low Impact	Track B – Site Access and Moderate Impacts	Track C– Site Access and Substantial Impacts OR Site to be Used as Compensatory Mitigation
Channel Form and Profile	Macrohabitat - habitat type	Visual characterization of Channel Geomorphological Units (CGUs) into slow/fast water habitats.	Classify and measure macrohabitat unit length using classification including pools, riffles, runs, and/or glides. Depending on specific impacts, additional detail may be appropriate (Arend 1999).	Same as Track B. If substantial alteration of stream hydraulics, may be useful to classify and measure CGUs using detailed classification system (Arend 1999).
	Macrohabitat - pool characteristics	Visual observation of water depths of slow/fast water habitat approximate depth.	Measure maximum pool depths and residual pool depths. Classifying pools based on minimum functional pool width/depth (Pleus et al., 1999).	Same as Track B
	Stream Reach Classification	N/A	N/A	If substantial alteration of stream hydraulics, may be useful to use existing geomorphic classification system to classify project reach - Montgomery and Buffington (1998).
	Stream Slope	Estimate stream slope using topographic maps or LIDAR data if available.	Measure using clinometer or auto-level.	Same as Track B. If substantial alteration of stream hydraulics, may be useful to conduct longitudinal profile study.
	Stream Patterns	Visual observation of channel patterns (e.g., sinuous versus straight channel).	Visual observation of channel patterns (e.g., sinuous versus straight channel).	Same as Track B. If substantial alteration of stream hydraulics, may be useful to measure meander length, radius of curvature, sinuosity, and meander belt width.
	Confinement	Visual assessment of channel confinement and entrenchment.	Measure channel confinement/entrenchment. The entrenchment ratio is the ratio of the width of the flood-prone area to the surface width of the bankfull channel. The flood-prone area width is measured at the elevation that corresponds to twice the maximum depth of the bankfull channel.	Same as Track B. If substantial alteration of stream hydraulics, may be useful to survey complete stream cross-section.
	Channel Dimension/Shape	Visual estimation of bankfull width.	Measure average bankfull width and depth in project area.	Same as Track B. If substantial alteration of stream hydraulics, may be useful to survey complete stream cross-section.
Streambank Condition	Stability	Visual observation of nature and extent of unstable banks.	Measure extent of and location of unstable banks with type of instability (slide, slump, slough, etc.).	Same as Track B. If substantial specific impact to this habitat element or the element is crucial to a key design feature, may be useful to use GPS or PLS to survey location of features.
	Bank Hardening/Revetments	Visual observation of nature and extent of bank hardening/revetments.	Measure extent and location of bank hardening/revetments with type of hardening (riprap, earthen, structural, etc.).	Same as Track B. If substantial specific impact to this habitat element or the element is crucial to a key design feature, may be useful to use GPS or PLS to survey location of features.
Substrate/Sediment	Particle Frequency	Visual estimate of dominant and subdominant substrate over project area.	Visually estimate dominant and subdominant substrate within each CGU. Supplement data with pebble counts at representative pool tail outs (Bunte and Abt 2001).	Same as Track B. If substantial alteration of stream hydraulics, may be useful to use grid surface sampling or sub-surface volumetric sampling (Bunte and Abt 2001).
	Percentage of Fine Sediments/Embeddedness	Visual estimate of amount of surface fines in pools.	Visually estimate percentage of surface fines in each pool CGU. Estimate substrate embeddedness in riffles and pools.	Same as Track B. If substantial alteration of stream hydraulics, may be useful to use grid surface sampling or sub-surface volumetric sampling (Bunte and Abt 2001).
Large Woody Debris	LWD Presence, Frequency, and Location	Visual count of observed pieces of woody debris (>6 feet in length and 0.5 feet in diameter).	Measure location and presence of each piece of LWD (>6 feet in length and 0.5 feet in diameter) and debris jams. Relative position of LWD (thalweg center, thalweg edge, bankfull, bankfull edge).	Same as Track B. If substantial alteration of stream hydraulics or LWD composition, may be useful to measure additional parameters, including mapping/GPS of LWD orientation.
	Debris Jams	Visual observations of presence/absence of LWD jams, including approximate location and size of jam.	Measure location and orientation of each LWD jam, including number of pieces of debris in jam.	Same as Track B. If substantial specific impact to this habitat element or the element is crucial to a key design feature, may be useful to use GPS or PLS to survey location of features.
	LWD Size	Visual estimate of LWD size (length and width).	Measure LWD size (length and width) for each piece of LWD.	Same as Track B. If substantial specific impact to this habitat element or the element is crucial to a key design feature, may be useful to use GPS or PLS to survey location of features.
	Age and Type	Visual estimate of LWD age and composition (deciduous or coniferous).	Measure LWD species (coniferous, deciduous, or unknown) and LWD age class (Shuett-Hames et.al., 1999a).	Same as Track B. If substantial specific impact to this habitat element or the element is crucial to a key design feature, may be useful to use GPS or PLS to survey location of features.
Cover and Refuge	Pool quality	Visual observation of relative pool size, location, depth, and cover.	Assess pool quality using a Pool Quality Index (Platts et al. 1983).	Same as Track B
	Undercut banks	Visual observations of presence/absence of undercut banks.	Measure location and presence of undercut banks.	Same as Track B. If substantial specific impact to this habitat element or the element is crucial to a key design feature, may be useful to use GPS or PLS to survey location of features.
	Off-channel/side-channel habitat	Visual observations of presence/absence of off-channel/side-channel habitat, including associated wetlands. Indicate presence of beaver dams or beaver activity within project area.	Include side-channel habitat in channel form and profile, LWD, streambank condition, and sediment measurements. Measure location, area, and water depth of off-channel areas. Record features of beaver dams and associated habitat.	Same as Track B. If substantial specific impact to this habitat element or the element is crucial to a key design feature, may be useful to use GPS or PLS to survey location of features.
	In-stream cover/protection	Visual observation of aquatic macrophytes, habitat boulders, and other in-stream structures providing cover.	Measure location and presence of aquatic macrophytes, habitat boulders, and other in-stream structures providing cover.	Same as Track B

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Table 5 below summarizes the methodologies Sound Transit recommends for assessing in-stream habitat parameters.

Table 5. Methodological References for Physical In-Stream Habitat Parameters

Metric/Measurement	Methodology Reference
Habitat Unit Classification and Measurement	Arend, K.K. 1999. Macrohabitat Identification. Pages 75-93 *in* M.B. Bain and N.J. Stevenson, editors. Aquatic habitat assessment; common methods. American Fisheries Society. Bethesda, Maryland.
Pool Characteristics • measurement of maximum pool depths and residual pool depths • classification of pools based on minimum functional pool width/depth	Pleus, A. E., D. Shuett-Hames, and L. Bullchild. 1999. TFW Monitoring Program method manual for the habitat unit survey. Prepared for the WA State Dept. of Natural Resources under the Timber, Fish, and Wildlife Agreement. TFW-AM9-99-003. DNR #105. June. 31 pp.
Stream Reach Classification	Montgomery DR, Buffington JM. 1998. Channel Processes, Classification and Response. *In* Naiman, R. and Bilby, R. (Eds) River Ecology and Management: Lessons from the Pacific Coastal Ecoregion, New York, NY: Springer-Verlag.
Sediment Characteristics • Particle Frequency • Percentage of Fine Sediments/Embeddedness	Bunte, K. and Abt. S.R. 2001. Sampling surface and subsurface particle size distributions in wadeable gravel and cobble bed streams for analyses in sediment transport, hydraulics and streambed monitoring. General Technical Report RMRS-GRT-74. U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station. 428 pp.
Large Woody Debris • LWD Presence, Frequency, and Location • Location, orientation, and number of pieces in each LWD jam • LWD size (length and diameter) • LWD species and age class	Shuett-Hames, D., A. E. Pleus, J. Ward, M. Fox, and J. Light. 1999a. TFW Monitoring Program method manual for the large woody debris survey. Prepared for the Washington State Dept. of Natural Resources under the Timber, Fish, and Wildlife Agreement. TFW-AM9-99-004. DNR #106. March. 33 pp.
Pool Quality Index	Platts, W. S., W. F. Megahan, and G. W Minshall. 1983. Methods for evaluating stream, riparian, and biotic conditions. Gen. Tech. Rep. INT-138. Ogden, UT: U.S. Department of Agriculture, Forest Service, Intermountain Forest and Range Experiment Station. 70 p. http://www.fs.fed.us/rm/pubs_int/int_gtr138.pdf

3.3 Biological Connectivity

An analysis of biological connectivity and associated fish passage conditions may be a key element of Sound Transit projects, particularly for the creation, reconstruction, or removal of stream crossings (roads or bridges). Fish passage structures are regulated under the Washington State Hydraulic Code (WAC 220-110-170). Therefore, where such actions may occur, it is important to have early coordination with the project design team to determine and coordinate on overall project design and permitting needs.

Any definitive evaluation of fish passage conditions should be conducted using the *Fish Passage Barrier and Surface Water Diversion Screening Assessment and Prioritization Manual* (WDFW, 2009). Likewise, design of stream crossings should utilize the standards and procedures in the WDFW *Water Crossing Design Guidelines* document (Barnard, et al. 2013).

3.3.1 Background Information

Review existing literature on biological connectivity and fish passage conditions, including the presence of any known or potential man-made or natural barriers to fish passage, including type, size, and location of such features. Data sources that may contain information reach or sub-basin scale biological connectivity and fish passage conditions include:

- WDFW Fish Passage Program: Data and Maps
  http://wdfw.wa.gov/conservation/habitat/fish_passage/data_maps.html

- WSDOT Fish Passage Reports http://www.wsdot.wa.gov/environment/biology/fp/fishpassage.htm#reports
- Topographic maps of stream for assessment of steep downstream reach gradients /natural barriers
- Local watershed analysis or stream assessment reports

3.3.2 Track A Information

After collecting and synthesizing relevant background information on biological connectivity habitat conditions within the project area, conduct a site visit within existing Sound Transit or public right-of-way/easement areas. Provide qualitative descriptions, based on visual observations, of biological connectivity habitat and fish passage conditions, including the following:

- Location and approximate dimensions of structures including length, width, and height
- Type of structures – Culvert, bridge, fishway, weir structure, etc.
- Material of structures - Concrete, stone/rip-rap, aluminum, PVC, etc. Note presence of culvert corrugation and liners
- Approximate size/configuration of structures – For culverts note type of structure (round, box, bottomless box, squash, arch, elliptical, etc.) and whether structure is countersunk
- Approximate condition of structure – Note any deterioration or damage to structure
- Presence of natural streambed material within culvert and estimate of percent of culvert opening affected by sedimentation
- Presence and relative extent of any backwater at culvert inlet
- Presence and height of any perch at culvert outlet
- Presence of any plunge pool at culvert outlet and estimated depth of pool

3.3.3 Track B Information

Collect similar information as listed in Track A, however site access will allow for better evaluation of connectivity and fish passage condition based on qualitative and quantitative field data gathered from within the stream. The use of the Level A Methodology and Field Form from WDFW (2009) is highly recommended for assessment purposes as it will ensure all essential information is captured. In addition to information collected in the Track A analysis on culvert shape, the following data should be recorded per WDFW (2009):

- Measure relative inlet and outlet elevations (preferable) or measured slope of culvert
- Measure culvert dimensions
- Measure stream channel width (bankfull width)
- Measure water surface drop at outfall
- Measure maximum plunge pool depth

3.3.4 Track C Information

If the project involves substantial impacts fish passage structures, particularly the alteration of an existing potential barrier and the Level A Analysis (WDFW, 2009) is not conclusive on barrier status (Level A does not provide conclusive barrier status in all cases), it may be necessary to coordinate with the design team to determine if a Level B analysis is required. This analysis is usually completed by a hydrologist, geomorphologist, or engineer and requires measurement of additional upstream and downstream parameters including channel width, depth, slope, and characterization of bed material. For specific methods, data requirements, and analysis tools, see WDFW (2009).

3.4 Water Quality and Quantity

3.4.1 Background Information

Review existing literature on water quality and flow conditions, including known impairments of water quality and temperature, and stream flow characteristics. Include any information on impairments or limiting factors from the literature or databases. Data sources that may contain information reach or sub-basin scale water quality and flow conditions include:

- Washington Streamflow Data - USGS
  Historic data = http://wa.water.usgs.gov/data/realtime/adr/interactive/
  Realtime data= http://waterdata.usgs.gov/wa/nwis/current?type=flow
- 303(d) list - Washington State Department of Ecology http://www.ecy.wa.gov/programs/wq/303d/
- King County Hydrologic Information Center
  http://green.kingcounty.gov/WLR/Waterres/hydrology/default.aspx
- Streams Water Quality Monitoring Data
  http://green.kingcounty.gov/WLR/Waterres/StreamsData/StreamList.aspx
- Local watershed analysis or stream assessment reports

3.4.2 Track A Information

After collecting and synthesizing relevant background information on water quality and quantity conditions within the project area, conduct a site visit within existing Sound Transit or public right-of-way/easement areas. Provide qualitative description of water quality and flow conditions including the following:

- Note any drainage outfalls, including type/size/location of structure, possible source and volume of outflow during time of site visit.
- Visually estimate streamflow (in cubic feet per second) and stream velocity (feet/second).

3.4.3 Track B and C Information

In almost all cases, the information gathered during the Background Information and Track A investigations will be sufficient to effectively characterize water quality and flow. However, in certain rare circumstances, additional site-specific water quality and flow measurements may be appropriate. As these circumstances are rare, and any such measurements should be tailored to specific project requirements (e.g., permit conditions), such additional measurements are not discussed in this document.

3.5 Fish Presence, Fish Habitat Use, and Stream Typing

There is a difference between fish presence and fish habitat use, and just because fish may not be present at a given time of the year does not mean that a particular stream or stream habitat is not used by fish. Fish presence may respond to seasonal use of a given stream or habitat type as well as a particular life stage of a given fish species. For these reasons, the general best approach is to assume fish habitat use wherever suitable fish habitat exists, and consult with Sound Transit environmental staff before collecting additional data on fish presence.

The determinations of fish habitat use, and the related element of stream typing, are key in determining the potential severity of project impacts, the width of regulated stream buffers, and the requirements for ensuring fish passage at crossing structures. Although for rivers and larger streams, extensive information exists on fish habitat use and stream type, this information is often times lacking for smaller first and second order tributary streams. The following methods utilize an extensive search of background information coupled with measurements of a stream's physical characteristics to evaluate the potential for fish habitat use based on the presence of suitable fish habitat.

3.5.1 Background Information

Review existing literature on fish habitat use and stream typing conditions, including any documented presence of

fish species potentially or known to be present. It should also include documented or potentially present suitable fish habitat within the project area. Include any existing stream typing information from the literature or databases. Data sources that may contain information reach or sub-basin scale biological connectivity and fish passage conditions include:

- WDFW Priority Habitats and Species Online Mapper http://apps2.dfw.wa.gov/prodphsontheweb/viewer.aspx?auth=dchBC3QPoGho84hRndFNAyiX2awipVxGmK5mj/T0HbP429kXX73bzQ==
- WDFW SalmonScape Database http://apps.wdfw.wa.gov/salmonscape/
- DNR Water Typing Online Mapper http://www.dnr.wa.gov/businesspermits/topics/forestpracticesapplications/pages/fp_watertyping.aspx
- The Washington State Conservation Commission Limiting Factors Analysis, organized by Water Resource Inventory area (http://scc.wa.gov/directory/ or http://www.eopugetsound.org/articles/water-resource-inventory-areas-puget-sound)
- Wild Fish Conservancy Water Type Assessments and Interactive Maps http://wildfishconservancy.org/resources/maps
- Fish distribution in WRIA 8: http://www.govlink.org/watersheds/8/reports/fish-maps/default.aspx
- A Catalog of Washington Streams and Salmon Utilization (Williams et al., 1975)
- Local jurisdiction Critical/Sensitive Area maps
- Local watershed analysis or stream assessment reports

3.5.2 Track A Information

After collecting and synthesizing relevant background information on fish habitat use and stream typing within the project area, conduct a site visit within existing Sound Transit or public right-of-way/easement areas. Visually observe for the presence of fish. If the background information or visual observation does not clearly indicate fish use status of a particular stream, it may be difficult to determine fish use and therefore stream typing) at a site based upon the direct observation of salmonids. Due to poor visibility, low escapement levels, the existence of human-made barriers, or other factors, fish may not be observed during the field visit.

The Forest Practices Rule (WAC 222-16-031) is used to define water types. Based on the WAC, there are a number of methods to determine if a site has the potential to provide fish habitat. Satisfaction of one or more of the following criteria qualifies a water body as fish bearing or potential fish habitat:

- Watercourses shown by DNR as containing fish on DNR stream typing maps, the WDFW Priority Habitats and Species database, or the WDFW SalmonScape database.
- Watercourses with documented salmonid use determined by visual observation, electrofishing, or verification by local biologists.
- Estimate scour line width. Watercourses having average scour line widths (bankfull widths) in excess of 0.6 meters (2 feet) in Western Washington, provided the stream gradient is less than 20 percent.

Note that seasonally dry streams (ephemeral or intermittent) can provide fish habitat during periods of flow. When evaluating dry stream channels, consider the physical characteristics of the channel and proximity to known fish-bearing water. Also, consider the timing of fish presence for species in the area that may enter the habitat when flow is present. For example, chum salmon often use streams that may only flow for a few months out of the year; they will spawn in the channel during the fall when flow is present and fry will out-migrate in the spring immediately after emergence. In another example, off-channel rearing habitat and floodplain habitat may be used by juvenile salmonids during winter months, even though the channel is dry during the summer.

3.5.3 Track B Information

Better site access will allow for a more comprehensive analysis of evaluation of bankfull width, and greater opportunity to visually observe for fish presence. However, increased site access will not necessarily provide definitive results. If the result of background information and Track A does not provide complete or definitive results, the following options may be considered, as appropriate:

- Request fish use/stream typing assistance from WDFW, Tribal entities, or local government agencies. Assistance may consist of local knowledge of fish distribution or technical assistance with fish presence studies.
- Utilize a qualified fisheries biologist to estimate fish habitat use based on habitat conditions, within, upstream, and downstream of site, noting that absence of fish during a site investigation does not by itself confirm perennial absence.
- If background information indicates a potentially natural downstream fish barrier, conduct downstream reconnaissance to locate and assess natural barrier. Note that lack of fish access for anadromous species does not indicate absence of resident fish species (e.g., resident cutthroat trout or sculpin).
- Watercourses with documented salmonid use determined by visual observation, electrofishing, or verification by local biologists.

3.5.4 Track C Information

In extraordinary circumstances (e.g., this information is tied to a permit condition or the information is crucial for design of a substantial design element such as road or culvert), electrofishing, per the requirements in WAC 220-20-045 can be used to establish fish presence and stream typing. This pathway should only be used under careful consideration and in consultation with WDFW. Electrofishing, or other fish sampling methods, should be pre-approved by Sound Transit environmental staff and conducted by experienced fisheries biologists.

4. Considerations and Limitations

The purpose of this report, including associated flowcharts and tables, is to serve as a guide for assessing streams that are potentially affected by Sound Transit projects. Due to variation in the specific type and severity of project impacts, coupled with property access issues and the unique requirements of multiple regulatory agencies that are commonly involved, it is difficult to craft a “one size fits all” survey protocol. This difficulty is illustrated by an analysis of the stream assessment methods used by two large governmental agencies involved in transportation projects: the Washington State Department of Transportation and the King County Road Services Division. Neither of these agencies has specific stream assessment protocols for determining project impacts. This is also common for most local governments, as a sufficiently broad, detailed, and inclusive stream assessment survey protocol to cover all available project permitting and design needs would be inherently detailed. This in turn can lead to the potential collection of a substantial amount of information, extraneous to the needs of the project, resulting in an increase in project effort and expense.

Therefore, one should consider some project-specific elements prior to assessing streams. This will allow the user to specifically tailor the stream assessment methods in order to both “right size” the analysis methods and to ensure that information is collected in an efficient way that anticipates current and future information needs. These elements can be assessed by asking and answering the following project-specific questions:

- **Which specific habitat elements and sub-elements will be affected (e.g., in-stream substrate, stream banks, riparian zone width, etc.)?** Think carefully about the specific project impacts or mitigation needs and the information that should be collected to compare or assess these impacts or evaluate appropriate mitigation.

- **What project stage or stages is data from the stream assessment to be used -- programmatic planning, alternative comparison, initial permitting, project design, or mitigation design?** The stream assessment should be tailored to a level of detail that addressed the current project planning, design, or permitting phase and that will support the related documents and plans.

- **If the general purpose of the stream assessment is to help compare project options, is this comparison for programmatic options, many specific design alternatives, a small number of design alternatives, or is the purpose to compare a single alternative with a no-build option?** Based on the specific answer, the stream assessment should be tailored to allow for adequate analysis of impacts, without collecting extraneous information. Conversely, if only one site/alignment is being evaluated and access is not limited, collecting more detailed information early on may be beneficial in the long-term, especially if mitigation is necessary.

- **If the purpose of the stream assessment is to compare among a limited number of specific design options, do the alternatives impact stream habitats in similar manners and locations?** If impacts to streams from most or all of the alternatives will occur in the same geographic area(s), more robust initial stream assessment methods may be appropriate in order to minimize multiple assessments during the project lifecycle, thereby maximizing efficiency and limiting costs.

- **What is the project timeframe for alternative comparison, design, and permitting**? Expedited time-frames may require a more robust initial stream assessment method, in order to quickly advance design and permitting, or to avoid the risk of unexpected delay at a late stage of the project.

- **Are other project staff collecting similar or ancillary field data on stream conditions**? It is important to coordinate with other project staff on their data acquisition needs prior to selecting final assessment methods. For example, structural or civil engineers may be performing detailed hydraulic or hydrological analyses within the same stream reaches, and potentially eliminating the need for some channel morphology or sediment data collection during the stream assessment.

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Attachment N.4B
Wetland Determination Data Forms

The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

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WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 7/15/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE1-SP1
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): slope Local relief (concave, convex, none): concave Slope (%): 5
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: PEM
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☐ No ☒ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☐ No ☒
Are Vegetation ☐, Soil ☐, or Hydrology ☒, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	**Yes ☒ No ☐**
Hydric Soil Present?	Yes ☒	No ☐		
Wetland Hydrology Present?	Yes ☒	No ☐		

Remarks: According to AgACIS, the period prior to field visit has been drier than normal.

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. _____	_____	____	____
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. *Rubus armeniacus*	20	yes	FAC
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
5. _____	_____	____	____
50% = 10, 20% = 4	20	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Equisetum arvense*	100	yes	FAC
2. *Ranunculus repens*	40	yes	FAC
3. _____	_____	____	____
4. _____	_____	____	____
5. _____	_____	____	____
6. _____	_____	____	____
7. _____	_____	____	____
8. _____	_____	____	____
9. _____	_____	____	____
10. _____	_____	____	____
11. _____	_____	____	____
50% = 70, 20% = 28	140	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____	____	____
2. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum _____			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	3	(A)
Total Number of Dominant Species Across All Strata:	3	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	100	(A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:
OBL species	_____	x1 = _____
FACW species	_____	x2 = _____
FAC species	_____	x3 = _____
FACU species	_____	x4 = _____
UPL species	_____	x5 = _____
Column Totals:	_____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☒ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☒ No ☐**

Remarks: The 2016 Plant List was used for this delineation.
Pinus contorta, unknown spruce, Calystegia sepium, and Hedera helix were rooted outside of the sampling point.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE1-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-4	2.5Y 3/1	100					gr sa loam*	Large gravels
4-10	10YR 4/1	75	7.5YR 4/4	25	C	M	gr sa loam	Slightly more clay
10-16	10YR 4/1	95	7.5 YR 4/4	5	C	M	gr sa loam	Slightly more clay

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☒ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Severely compacted soils

Depth (inches): 10 inches

Hydric Soils Present? **Yes** ☒ **No** ☐

Remarks: *gr sa loam = gravelly sandy loam
At 10 inches, soils were severely compacted.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☒ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches):	
Water Table Present?	Yes	☐	No	☒	Depth (inches):	
Saturation Present? (includes capillary fringe)	Yes	☒	No	☐	Depth (inches):	0-10" BGS*

Wetland Hydrology Present? **Yes** ☒ **No** ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: BGS = below ground surface
Saturation was present from 0-10 inches and not connected to an immediate water table due to soil compaction.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 8/23/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE1-SP2
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): hillslope Local relief (concave, convex, none): none Slope (%): 7
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: UPL
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☒, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☐ No ☒
Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ☒	**Is the Sampled Area within a Wetland?**	**Yes ☐ No ☒**
Hydric Soil Present?	Yes ☐	No ☒		
Wetland Hydrology Present?	Yes ☐	No ☒		

Remarks: This area is maintained (mowed) by the golf course.

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Picea abies*	50	yes	NL (UPL)
2. _____			
3. _____			
4. _____			
50% = 25, 20% = 10	50	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. *Rubus armeniacus*	30	yes	FAC
2. _____			
3. _____			
4. _____			
5. _____			
50% = 15, 20% = 6	30	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Convolvulus arvensis*	15	yes	NL (UPL)
2. *Equisetum telmateia*	10	yes	FACW
3. *Holcus lanatus*	5	no	FAC
4. *Agrostis capillaris*	5	no	FAC
5. _____			
6. _____			
7. _____			
8. _____			
9. _____			
10. _____			
11. _____			
50% = 17.5, 20% = 7	35	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. *Hedera helix*	100	yes	FACU
2. _____			
50% = 50, 20% = 20	100	= Total Cover	

% Bare Ground in Herb Stratum 65% with ivy

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	2	(A)
Total Number of Dominant Species Across All Strata:	5	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	40	(A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:	
OBL species	0	x1 =	0
FACW species	10	x2 =	20
FAC species	40	x3 =	120
FACU species	100	x4 =	400
UPL species	65	x5 =	325
Column Totals:	215 (A)		865 (B)

Prevalence Index = B/A = 4.02

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☐ No ☒**

Remarks: The 2016 Plant List was used for this delineation.
This area is regularly maintained (mowed) by the golf course.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE1-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 2/2	100					gr sa loam*	fine sand
8-18	10YR 4/2	100					loamy sand	

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☐ **No** ☒

Remarks: Soils were dry.
*gr sa loam = gravelly sandy loam

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches): _____
Water Table Present?	Yes	☐	No	☒	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes	☐	No	☒	Depth (inches): _____

Wetland Hydrology Present? **Yes** ☐ **No** ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: No hydrologic indicators.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 7/15/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE2-SP1
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none Slope (%): 1
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: PEM
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☐ No ☒ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	**Yes ☒ No ☐**
Hydric Soil Present?	Yes ☒	No ☐		
Wetland Hydrology Present?	Yes ☒	No ☐		

Remarks: According to AgACIS, the time period prior to field visit was drier than normal.

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. _____	_____	____	____
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. _____	_____	____	____
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
5. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Phalaris arundinacea*	100	yes	FACW
2. *Cirsium arvense*	3	no	FAC
3. _____	_____	____	____
4. _____	_____	____	____
5. _____	_____	____	____
6. _____	_____	____	____
7. _____	_____	____	____
8. _____	_____	____	____
9. _____	_____	____	____
10. _____	_____	____	____
11. _____	_____	____	____
50% = 51.5, 20% = 20.6	103	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____	____	____
2. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum _____			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	1	(A)
Total Number of Dominant Species Across All Strata:	1	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	100	(A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:
OBL species	_____	x1 = _____
FACW species	_____	x2 = _____
FAC species	_____	x3 = _____
FACU species	_____	x4 = _____
UPL species	_____	x5 = _____
Column Totals:	_____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☒ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☒ No ☐**

Remarks: The 2016 Plant List was used for this delineation.
Salix lucida was rooted outside of this sampling point.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE2-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-9	10YR 3/2	100					loam	OM* present
9-18	10YR 4/1	93	10YR 3/6	7	C	M	loam	

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☒ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☒ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☒ **No** ☐

Remarks: *OM = organic matter
Oxidized rhizospheres present.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☒ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches): _____
Water Table Present?	Yes	☐	No	☒	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes	☐	No	☒	Depth (inches): _____

Wetland Hydrology Present? **Yes** ☒ **No** ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Oxidized rhizospheres were present around living roots.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 8/23/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE2-SP2
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): toe of slope Local relief (concave, convex, none): none Slope (%): 0
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: PSS
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	**Yes ☒ No ☐**
Hydric Soil Present?	Yes ☒	No ☐		
Wetland Hydrology Present?	Yes ☒	No ☐		

Remarks:

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. _____	_____	____	____
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. *Rubus spectabilis*	60	yes	FAC
2. *Rubus armeniacus*	10	no	FAC
3. _____	_____	____	____
4. _____	_____	____	____
5. _____	_____	____	____
50% = 35, 20% = 14	70	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Impatiens capensis*	40	yes	FACW
2. *Calystegia sepium*	5	no	FAC
3. *Equisetum telmateia*	2	no	FACW
4. _____	_____	____	____
5. _____	_____	____	____
6. _____	_____	____	____
7. _____	_____	____	____
8. _____	_____	____	____
9. _____	_____	____	____
10. _____	_____	____	____
11. _____	_____	____	____
50% = 23.5, 20% = 9.4	47	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____	____	____
2. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum 53			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	2	(A)
Total Number of Dominant Species Across All Strata:	2	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	100	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	_____	x1 =	_____
FACW species	_____	x2 =	_____
FAC species	_____	x3 =	_____
FACU species	_____	x4 =	_____
UPL species	_____	x5 =	_____
Column Totals:	_____ (A)		_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☒ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☒ No ☐**

Remarks: The 2016 Plant List was used for this delineation.
Acer macrophyllum was rooted upland and alnus rubra (with 10% cover) was rooted across the stream.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE2-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-7	10YR 3/1	100					silt loam	some OM*
7-18	2.5Y 5/2	97	7.5YR 4/4	3	C	M	sandy loam	

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☒ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☒ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☒ **No** ☐

Remarks: *OM = organic matter
Aquic moisture regime present. Redoximorphic features were diffuse.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☒ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches):	_____
Water Table Present?	Yes	☒	No	☐	Depth (inches):	8"BGS*
Saturation Present? (includes capillary fringe)	Yes	☐	No	☒	Depth (inches):	_____

Wetland Hydrology Present? **Yes** ☒ **No** ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: *BGS = below ground surface
Soils were damp but not saturated from the water table up to the ground surface.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 8/23/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE2-SP3
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): hillslope Local relief (concave, convex, none): concave Slope (%): 2
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: UPL
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	**Yes ☐ No ☒**
Hydric Soil Present?	Yes ☐	No ☒		
Wetland Hydrology Present?	Yes ☐	No ☒		

Remarks:

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
50% = _____, 20% = _____	_____	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. *Cytisis scoparius*	7	yes	UPL
2. *Rubus armeniacus*	5	yes	FAC
3. *Cornus sericea*	2	no	FACW
4. *Salix scouleriana*	2	no	FAC
5. _____	_____	_____	_____
50% = 8, 20% = 3.2	16	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Agrostis capillaris*	100	yes	FAC
2. *Festuca spp.*	3	no	NI
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
6. _____	_____	_____	_____
7. _____	_____	_____	_____
8. _____	_____	_____	_____
9. _____	_____	_____	_____
10. _____	_____	_____	_____
11. _____	_____	_____	_____
50% = 51.5, 20% = 20.6	103	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____	_____	_____
2. _____	_____	_____	_____
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum _____			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	2	(A)
Total Number of Dominant Species Across All Strata:	3	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	67	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	_____	x1 =	_____
FACW species	_____	x2 =	_____
FAC species	_____	x3 =	_____
FACU species	_____	x4 =	_____
UPL species	_____	x5 =	_____
Column Totals:	_____ (A)		_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☒ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☒ No ☐**

Remarks: The 2016 Plant List was used for this delineation.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE2-SP3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 3/2	100					silt loam	Compacted soils at 8 inches

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: compacted soils

Depth (inches): 8

Hydric Soils Present? **Yes** ☐ **No** ☒

Remarks: Soils were dry. No redoximorphic features were present except on rock faces.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches): _____
Water Table Present?	Yes	☐	No	☒	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes	☐	No	☒	Depth (inches): _____

Wetland Hydrology Present? **Yes** ☐ **No** ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 8/23/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE2-SP4
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): slope Local relief (concave, convex, none): convex Slope (%): 10
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: UPL
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☒, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☐ No ☒
Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ☒	**Is the Sampled Area within a Wetland?**	**Yes ☐ No ☒**
Hydric Soil Present?	Yes ☐	No ☒		
Wetland Hydrology Present?	Yes ☐	No ☒		

Remarks: Vegetation on slope is regularly maintained (mowed) by golf course.

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. _____	_____	____	____
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. *Rubus armeniacus*	80	yes	FAC
2. *Rosa gymnocarpa*	80	yes	FACU
3. _____	_____	____	____
4. _____	_____	____	____
5. _____	_____	____	____
50% = 80, 20% = 32	160	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Mowed grasses*	80	yes	NI
2. *Rumex crispus*	5	no	FAC
3. *Conium maculatum*	3	no	FAC
4. _____	_____	____	____
5. _____	_____	____	____
6. _____	_____	____	____
7. _____	_____	____	____
8. _____	_____	____	____
9. _____	_____	____	____
10. _____	_____	____	____
11. _____	_____	____	____
50% = 44, 20% = 17.6	88	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____	____	____
2. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum 12			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	1	(A)
Total Number of Dominant Species Across All Strata:	2	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	50	(A/B)

Prevalence Index worksheet:

	Total % Cover of:		Multiply by:
OBL species	0	x1 =	0
FACW species	0	x2 =	0
FAC species	88	x3 =	264
FACU species	80	x4 =	320
UPL species	0	x5 =	0
Column Totals:	168 (A)		584 (B)

Prevalence Index = B/A = 3.47

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☐ No ☒**

Remarks: The 2016 Plant List was used for this delineation.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE2-SP4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-14	10YR 3/2	100					silt loam	

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☐ **No** ☒

Remarks: Medium to small gravel. Soil was compacted fill.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches): _____
Water Table Present?	Yes	☐	No	☒	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes	☐	No	☒	Depth (inches): _____

Wetland Hydrology Present? **Yes** ☐ **No** ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 7/15/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE3-SP1
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): <1
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: PFO
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☐ No ☒ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☐ No ☒
Are Vegetation ☐, Soil ☐, or Hydrology ☒, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	**Yes ☒ No ☐**
Hydric Soil Present?	Yes ☒	No ☐		
Wetland Hydrology Present?	Yes ☒	No ☐		

Remarks: according to AgACIS, the prior period has been drier than normal.

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Alnus rubra*	90	yes	FAC
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
50% = 45, 20% = 18	90	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. *Salix lucida*	1	yes	FACW
2. *Oemleria cerasiformis*	1	yes	FACU
3. *Cornus sericea*	1	yes	FACW
4. _____	_____	____	____
5. _____	_____	____	____
50% = 1.5, 20% = 0.6	3	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Ranunculus repens*	100	yes	FAC
2. *Impatiens capensis*	5	no	FACW
3. *Oenanthe sarmentosa*	5	no	OBL
4. *Urtica dioica*	1	no	FAC
5. _____	_____	____	____
6. _____	_____	____	____
7. _____	_____	____	____
8. _____	_____	____	____
9. _____	_____	____	____
10. _____	_____	____	____
11. _____	_____	____	____
50% = 55.5, 20% = 22.2	111	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____	____	____
2. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum _____			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	4	(A)
Total Number of Dominant Species Across All Strata:	5	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	80	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	_____	x1 =	_____
FACW species	_____	x2 =	_____
FAC species	_____	x3 =	_____
FACU species	_____	x4 =	_____
UPL species	_____	x5 =	_____
Column Totals:	_____ (A)		_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☒ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☒ No ☐**

Remarks: The 2016 Plant List was used for this delineation.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE3-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 3/1	100					loam	inclusion of fine sand
8-14	10YR 3/1	97	5YR 3/4	3	C	PL	loam	
14-20	N 3/0	98	7.5YR 3/4	2	C	M	silt loam	some OM*

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☒ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☒ **No** ☐

Remarks: *OM = organic material
Faint sulphur smell

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☒ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches):	_____
Water Table Present?	Yes	☐	No	☒	Depth (inches):	_____
Saturation Present? (includes capillary fringe)	Yes	☒	No	☐	Depth (inches):	14" BGS*

Wetland Hydrology Present? **Yes** ☒ **No** ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: *BGS = below ground surface
Sampling point is located in a concave depression at the toe of a slope.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 8/23/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE3-SP2
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): slope Local relief (concave, convex, none): convex Slope (%): 3
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: UPL
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ☒	**Is the Sampled Area within a Wetland?**	**Yes** ☐	**No** ☒
Hydric Soil Present?	Yes ☐	No ☒			
Wetland Hydrology Present?	Yes ☐	No ☒			

Remarks:

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Acer macrophyllum*	70	yes	FACU
2. *Alnus rubra*	30	yes	FAC
3. *Unknown conifer*	15	no	NI
4. *Thuja plicata*	10	no	FAC
50% = 62.5, 20% = 25	125	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. *Mahonia aquifolium*	25	yes	FACU
2. *Rubus parviflorus*	10	yes	FACU
3. *Symphoricarpos albus*	3	no	FACU
4. *Corylus cornuta*	3	no	FACU
5. _____	_____	_____	_____
50% = 20.5, 20% = 8.2	41	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Polystichum munitum*	3	yes	FACU
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
6. _____	_____	_____	_____
7. _____	_____	_____	_____
8. _____	_____	_____	_____
9. _____	_____	_____	_____
10. _____	_____	_____	_____
11. _____	_____	_____	_____
50% = 1.5, 20% = 0.6	3	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____	_____	_____
2. _____	_____	_____	_____
50% = _____, 20% = _____	_____	= Total Cover	

% Bare Ground in Herb Stratum 97

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	1	(A)
Total Number of Dominant Species Across All Strata:	5	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	20	(A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:	
OBL species	0	x1 =	0
FACW species	0	x2 =	0
FAC species	40	x3 =	120
FACU species	114	x4 =	456
UPL species	0	x5 =	0
Column Totals:	154 (A)		576 (B)

Prevalence Index = B/A = 3.74

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** ☐ **No** ☒

Remarks: The 2016 Plant List was used for this delineation.
Some leaf litter was on the ground in the herb stratum.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE3-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-16	10YR 3/2	100					gravel loam	medium to small gravel, trace OM*

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☐ **No** ☒

Remarks: *OM = organic matter
Soils were dry.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches): _____
Water Table Present?	Yes	☐	No	☒	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes	☐	No	☒	Depth (inches): _____

Wetland Hydrology Present? **Yes** ☐ **No** ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: No hydrologic indicators.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 8/23/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE4-SP1
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): slope Local relief (concave, convex, none): convex Slope (%): 15
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: PSS
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	**Yes ☒ No ☐**
Hydric Soil Present?	Yes ☒	No ☐		
Wetland Hydrology Present?	Yes ☒	No ☐		

Remarks: 15 feet from the retaining wall and 8 feet perpendicular from pavement.

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. _____	_____		
2. _____	_____		
3. _____	_____		
4. _____	_____		
50% = _____, 20% = _____	_____	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. *Rubus armeniacus*	100	yes	FAC
2. _____	_____		
3. _____	_____		
4. _____	_____		
5. _____	_____		
50% = 50, 20% = 20	100	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Equisetum telmateia*	5	yes	FACW
2. *Geranium robertianum*	2	yes	FACU
3. _____	_____		
4. _____	_____		
5. _____	_____		
6. _____	_____		
7. _____	_____		
8. _____	_____		
9. _____	_____		
10. _____	_____		
11. _____	_____		
50% = 3.5, 20% = 1.4	7	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____		
2. _____	_____		
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum _____			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	2	(A)
Total Number of Dominant Species Across All Strata:	3	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	67	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	_____	x1 =	_____
FACW species	_____	x2 =	_____
FAC species	_____	x3 =	_____
FACU species	_____	x4 =	_____
UPL species	_____	x5 =	_____
Column Totals:	_____ (A)		_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☒ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☒ No ☐**

Remarks: The 2016 Plant List was used for this delineation.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE4-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-18	10YR 2/1	95	10YR 3/6	5	C	M, PL	loam	

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☒ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☒ **No** ☐

Remarks: Oxidized rhixospheres were present. Soil was textured with nitrile gloves, but some organic material may be present.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☒ High Water Table (A2)
- ☒ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☒ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☒ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches):	_____
Water Table Present?	Yes	☒	No	☐	Depth (inches):	8" BGS*
Saturation Present? (includes capillary fringe)	Yes	☒	No	☐	Depth (inches):	0" BGS

Wetland Hydrology Present? **Yes** ☒ **No** ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: *BGS = below ground surface

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 8/23/19
Applicant/Owner: Sound Transit State: WA Sampling Point: WSE4-SP2
Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E
Landform (hillslope, terrace, etc.): slope Local relief (concave, convex, none): convex Slope (%): 5
Subregion (LRR): A Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Unclassified City Land NWI classification: UPL
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ☒	**Is the Sampled Area within a Wetland?**	**Yes** ☐	**No** ☒
Hydric Soil Present?	Yes ☐	No ☒			
Wetland Hydrology Present?	Yes ☐	No ☒			

Remarks:

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Acer macrophyllum*	80	yes	FACU
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
50% = 40, 20% = 16	80	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. _____	_____	____	____
2. _____	_____	____	____
3. _____	_____	____	____
4. _____	_____	____	____
5. _____	_____	____	____
50% = _____, 20% = _____	_____	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Calystegia sepium*	10	yes	FAC
2. *Rubus leucodermis*	3	no	FACU
3. *Geranium robertianum*	3	no	FACU
4. _____	_____	____	____
5. _____	_____	____	____
6. _____	_____	____	____
7. _____	_____	____	____
8. _____	_____	____	____
9. _____	_____	____	____
10. _____	_____	____	____
11. _____	_____	____	____
50% = 8, 20% = 3.2	16	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. *Hedera helix*	30	yes	FACU
2. _____	_____	____	____
50% = 15, 20% = 6	30	= Total Cover	
% Bare Ground in Herb Stratum _____			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	1	(A)
Total Number of Dominant Species Across All Strata:	3	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	33	(A/B)

Prevalence Index worksheet:

	Total % Cover of:	Multiply by:	
OBL species	0	x1 =	0
FACW species	0	x2 =	0
FAC species	10	x3 =	30
FACU species	116	x4 =	464
UPL species	0	x5 =	0
Column Totals:	126 (A)		494 (B)

Prevalence Index = B/A = 3.92

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** ☐ **No** ☒

Remarks: The 2016 Plant List was used for this delineation.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE4-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-18	10YR 2/2						gr sa loam*	

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☐ **No** ☒

Remarks: *gr sa loam = gravelly sandy loam
Wood chips present in top 6 inches.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches): _____
Water Table Present?	Yes	☐	No	☒	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes	☐	No	☒	Depth (inches): _____

Wetland Hydrology Present? **Yes** ☐ **No** ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project Site: West Seattle and Ballard Link Extensions City/County: Seattle/King Sampling Date: 8/23/19

Applicant/Owner: Sound Transit State: WA Sampling Point: WSE4-SP3

Investigator(s): Amy Rotondo and Rose Whitson Section, Township, Range: S13, T24N, R03E

Landform (hillslope, terrace, etc.): toe of slope Local relief (concave, convex, none): convex Slope (%): 2

Subregion (LRR): A Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Unclassified City Land NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐, significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐

Are Vegetation ☐, Soil ☐, or Hydrology ☐, naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	**Yes ☒ No ☐**
Hydric Soil Present?	Yes ☒	No ☐		
Wetland Hydrology Present?	Yes ☒	No ☐		

Remarks:

VEGETATION – Use scientific names of plants

Tree Stratum (Plot size: 30ft)	Absolute % Cover	Dominant Species?	Indicator Status
1. _____	_____		
2. _____	_____		
3. _____	_____		
4. _____	_____		
50% = _____, 20% = _____	_____	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15ft)			
1. _____	_____		
2. _____	_____		
3. _____	_____		
4. _____	_____		
5. _____	_____		
50% = _____, 20% = _____	_____	= Total Cover	
Herb Stratum (Plot size: 5ft)			
1. *Parietaria pensylvanica*	100	yes	FACU
2. *Equisetum telmateia*	5	no	FACW
3. _____	_____		
4. _____	_____		
5. _____	_____		
6. _____	_____		
7. _____	_____		
8. _____	_____		
9. _____	_____		
10. _____	_____		
11. _____	_____		
50% = 52.5, 20% = 21	105	= Total Cover	
Woody Vine Stratum (Plot size: 15ft)			
1. _____	_____		
2. _____	_____		
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum _____			

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	0	(A)
Total Number of Dominant Species Across All Strata:	1	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	0	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	_____	x1 =	_____
FACW species	5	x2 =	10
FAC species	_____	x3 =	_____
FACU species	100	x4 =	400
UPL species	_____	x5 =	_____
Column Totals:	105 (A)		410 (B)

Prevalence Index = B/A = 3.9

Hydrophytic Vegetation Indicators:

- ☐ 1 – Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☒ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes ☒ No ☐**

Remarks: The 2016 Plant List was used for this delineation.
Parietaria pensylvanica is an aggressive, native plant that has likely out-competed native wetland vegetation.

Project Site: West Seattle and Ballard Link Extensions

SOIL

Sampling Point: WSE4-SP3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-10	10YR 3/1	100					sandy loam	
10-16	10YR 4/1	97	10YR 4/6	3	C	M	clay loam	

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☒ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) **(except MLRA 1)**
- ☐ Loamy Gleyed Matrix (F2)
- ☒ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? **Yes** ☒ **No** ☐

Remarks: Redoximorphic features were diffuse.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☒ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) **(except MLRA 1, 2, 4A, and 4B)**
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stresses Plants (D1) **(LRR A)**
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) **(MLRA 1, 2, 4A, and 4B)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) **(LRR A)**
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	☐	No	☒	Depth (inches):	_____
Water Table Present?	Yes	☐	No	☒	Depth (inches):	_____
Saturation Present? (includes capillary fringe)	Yes	☒	No	☐	Depth (inches):	0-10" BGS*

Wetland Hydrology Present? **Yes** ☒ **No** ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: *BGS = below ground surface
Saturation present only above clay loam layer. Clay loam layer is likely saturated in winter months.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension City/County: Seattle/King Sampling Date: 2/10/2023

Applicant/Owner: Sound Transit State: WA Sampling Point: WSE11-SP1

Investigator(s): B. O'Neill, T. McIntyre Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave Slope (%): 0

Subregion (LRR): A Lat: 47.567921 Long: -122.366565 Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes NWI Classification: PEM1Cx

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	(●) Yes ( ) No
Hydric Soil Present?	(●) Yes	( ) No		
Wetland Hydrology Present?	(●) Yes	( ) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *None*				#N/A
2.				
3.				
4.				
	= Total Cover			
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Solanum dulcamara*	30	Y	100.0	FAC
2.				
3.				
4.				
5.				
	30	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *Convolvulus arvensis*	30	Y	23.1	UPL
2. *Solanum dulcamara*	70	Y	53.8	FAC
3. *Impatiens capensis*	20	N	15.4	FACW
4. *Rubus armeniacus*	10	N	7.7	FAC
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	130	= Total Cover		
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1.				
2.				
	= Total Cover			

% Bare Ground in Herb Stratum 15

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66.7% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	20	x 2 =	40
FAC species	110	x 3 =	330
FACU species	0	x 4 =	0
UPL species	30	x 5 =	150
Column Totals:	160 (A)		520 (B)

Prevalence Index = B/A = 3.250

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [✓] 2 - Dominance Test is >50%
- [ ] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:
In herb stratum, a thin herbacious plant was observed but it was unidentifiable because only the stalks of last year's growth remained. It is assumed that wetland criteria are met due to the presence of hydric soil and wetland hydrology.

SOIL

Sampling Point: WSE11-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox %	Type[1]	Loc[2]	Texture	Remarks
0-5	10YR	4/3	100	---					Loam	
5-14	10YR	4/2	98	10YR	4/6	2	C	PL	Gravelly Loam	
14-15+	10YR	4/1	100	---					Loamy Sand	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ◉ Yes ○ No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☑ Surface Water (A1)
- ☑ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☑ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☑ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ◉ Yes ○ No Depth (inches): _____

Water Table Present? ◉ Yes ○ No Depth (inches): 3"

Saturation Present? (includes capillary fringe) ◉ Yes ○ No Depth (inches): 0"

Wetland Hydrology Present? ◉ Yes ○ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Extensive ponding observed on March 6, 2023.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension City/County: Seattle/King Sampling Date: 2/10/2023

Applicant/Owner: Sound Transit State: WA Sampling Point: WSE11-SP2

Investigator(s): B. O'Neill, T. McIntyre Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): mound Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): A Lat: Long: Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes NWI Classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	( ) Yes (●) No
Hydric Soil Present?	( ) Yes	(●) No		
Wetland Hydrology Present?	( ) Yes	(●) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *Pseudostuga menziesii*	75	Y	78.9	FACU
2. *Alnus rubra*	20	Y	21.1	FAC
3.				
4.				
	95	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Rubus armeniacus*	20	Y	100.0	FAC
2.				
3.				
4.				
5.				
	20	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *Ranunculus repens*	10	Y	41.7	FAC
2. *Poa sp.*	1	N	4.2	#N/A
3. *Phalaris arundinacea*	2	N	8.3	FACW
4. *Equisetum telmateia*	1	N	4.2	FACW
5. *Solanum dulcamara*	10	Y	41.7	FAC
6.				
7.				
8.				
9.				
10.				
11.				
	24	= Total Cover		
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1. *None*				#N/A
2.				
		= Total Cover		

% Bare Ground in Herb Stratum 75

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 80.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	3	x 2 =	6
FAC species	60	x 3 =	180
FACU species	75	x 4 =	300
UPL species	0	x 5 =	0
Column Totals:	138 (A)		486 (B)

Prevalence Index = B/A = 3.522

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [x] 2 - Dominance Test is >50%
- [ ] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:

SOIL

Sampling Point: WSE11-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-19	10YR	3/2	100	---					Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ○ Yes ◉ No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ○ Yes ◉ No Depth (inches): _____

Water Table Present? ○ Yes ◉ No Depth (inches): _____

Saturation Present? (includes capillary fringe) ○ Yes ◉ No Depth (inches): _____

Wetland Hydrology Present? ○ Yes ◉ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension | City/County: Seattle/King | Sampling Date: 3/6/2023

Applicant/Owner: Sound Transit | State: WA | Sampling Point: WSE12-SP1

Investigator(s): B. O'Neill, T. McIntyre | Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): terrace | Local relief (concave, convex, none): concave | Slope (%): ____

Subregion (LRR): A | Lat: 47.5678944 | Long: -122.3663052 | Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes | NWI Classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	(●) Yes ( ) No
Hydric Soil Present?	(●) Yes	( ) No		
Wetland Hydrology Present?	(●) Yes	( ) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1.				
2.				
3.				
4.				
	= Total Cover			
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Cornus sericea*	5	**Y**	100.0	FACW
2.				
3.				
4.				
5.				
	5	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *Scirpus microcarpus*	5	**Y**	31.3	OBL
2. *Phalaris arundinacea*	5	**Y**	31.3	FACW
3. *Ranunculus repens*	5	**Y**	31.3	FAC
4. *Poa sp.*	1	N	6.3	#N/A
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	16	= Total Cover		
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1.				
2.				
	= Total Cover			

% Bare Ground in Herb Stratum 85

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	5	x 1 =	5
FACW species	10	x 2 =	20
FAC species	5	x 3 =	15
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	20 (A)		40 (B)

Prevalence Index = B/A = 2.000

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [x] 2 - Dominance Test is >50%
- [x] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:

SOIL

Sampling Point: WSE12-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox %	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR	3/2	100	---					Loam	
8-17	10YR	3/2	45	7.5YR	3/4	10	C	PL&M	Loamy Sand	
8-17	10YR	4/1	45							

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ◉ Yes ○ No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☑ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☑ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	○ Yes	◉ No	Depth (inches):
Water Table Present?	◉ Yes	○ No	Depth (inches): 14
Saturation Present? (includes capillary fringe)	◉ Yes	○ No	Depth (inches): 0

Wetland Hydrology Present? ◉ Yes ○ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Ground water daylighting immediately adjacent to soil pit

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension City/County: Seattle/King Sampling Date: 3/6/2023

Applicant/Owner: Sound Transit State: WA Sampling Point: WSE12-SP2

Investigator(s): B. O'Neill, T. McIntyre Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): convex Slope (%): 30

Subregion (LRR): A Lat: 47.5677083 Long: -122.3662745 Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes NWI Classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	( ) Yes	(●) No	**Is the Sampled Area within a Wetland?**	( ) Yes (●) No
Hydric Soil Present?	( ) Yes	(●) No		
Wetland Hydrology Present?	( ) Yes	(●) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *Acer macrophyllum*	50	Y	62.5	FACU
2. *Alnus rubra*	30	Y	37.5	FAC
3.				
4.				
	80	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Rubus armeniacus*	50	Y	100.0	FACW
2.				
3.				
4.				
5.				
	50	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
		= Total Cover		
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1. *Hedera helix*	30	Y	100.0	FACU
2.				
	30	= Total Cover		

% Bare Ground in Herb Stratum 100

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	50	x 2 =	100
FAC species	30	x 3 =	90
FACU species	80	x 4 =	320
UPL species	0	x 5 =	0
Column Totals:	160 (A)		510 (B)

Prevalence Index = B/A = 3.188

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [ ] 2 - Dominance Test is >50%
- [ ] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? ( ) Yes (●) No

Remarks:

SOIL

Sampling Point: WSE12-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-17	10YR	3/2	100	---					Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ○ Yes ◉ No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ○ Yes ◉ No Depth (inches): _____

Water Table Present? ○ Yes ◉ No Depth (inches): _____

Saturation Present? (includes capillary fringe) ○ Yes ◉ No Depth (inches): _____

Wetland Hydrology Present? ○ Yes ◉ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension | City/County: Seattle/King | Sampling Date: 2/10/2023

Applicant/Owner: Sound Transit | State: WA | Sampling Point: WSE13-SP1

Investigator(s): B. O'Neill, T. McIntyre | Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): terrace | Local relief (concave, convex, none): none | Slope (%): 2

Subregion (LRR): A | Lat: 47.568051 | Long: -122.366266 | Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes | NWI Classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	(●) Yes ( ) No
Hydric Soil Present?	(●) Yes	( ) No		
Wetland Hydrology Present?	(●) Yes	( ) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *Cornus sericea*	2	Y	100.0	FACW
2.				
3.				
4.				
	2	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Cornus sericea*	35	Y	70.0	FACW
2. *Rubus armeniacus*	15	Y	30.0	FAC
3.				
4.				
5.				
	50	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *Phalaris arundinacea*	90	Y	100.0	FACW
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	90	= Total Cover		
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1. *None*				#N/A
2.				
		= Total Cover		

% Bare Ground in Herb Stratum

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	127	x 2 =	254
FAC species	15	x 3 =	45
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	142 (A)		299 (B)

Prevalence Index = B/A = 2.106

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [x] 2 - Dominance Test is >50%
- [x] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:

SOIL

Sampling Point: WSE13-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		%	Redox Features Color (moist)		%	Type[1]	Loc[2]	Texture	Remarks
0-13	10YR	3/2	100						Loam	
13-15+	10YR	3/2	98	7.5YR	3/4	2	C	M	Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☑ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ◉ Yes ○ No

Remarks:
Too difficult to dig further than 15" because of significant amount of water. Water table was encountered at 3-inches below ground surface, and it was difficult to observe soil color due to high water table. Hydric soil conditions are assumed present due to presence of hydrology and hydrophytic vegetation.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☑ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	○ Yes	◉ No	Depth (inches):
Water Table Present?	◉ Yes	○ No	Depth (inches): 3"
Saturation Present? (includes capillary fringe)	◉ Yes	○ No	Depth (inches): 0"

Wetland Hydrology Present? ◉ Yes ○ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension | City/County: Seattle/King | Sampling Date: 3/6/2023

Applicant/Owner: Sound Transit | State: WA | Sampling Point: WSE13-SP2

Investigator(s): B. O'Neill, T. McIntyre | Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): terrace | Local relief (concave, convex, none): convex | Slope (%): 1

Subregion (LRR): A | Lat: 47.5678850 | Long: -122.3663014 | Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes | NWI Classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	( ) Yes (●) No
Hydric Soil Present?	( ) Yes	(●) No		
Wetland Hydrology Present?	( ) Yes	(●) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *None*				#N/A
2.				
3.				
4.				
	= Total Cover			
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Cornus sericea*	30	Y	42.9	FACW
2. *Rubus armeniacus*	40	Y	57.1	FAC
3.				
4.				
5.				
	70	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *None*				#N/A
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	= Total Cover			
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1.				
2.				
	= Total Cover			

% Bare Ground in Herb Stratum 100

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	30	x 2 =	60
FAC species	40	x 3 =	120
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	70 (A)		180 (B)

Prevalence Index = B/A = 2.571

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [x] 2 - Dominance Test is >50%
- [x] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:

SOIL

Sampling Point: WSE13-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-17	10YR	3/2	100	---					Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ○ Yes ◉ No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ○ Yes ◉ No Depth (inches): _____

Water Table Present? ○ Yes ◉ No Depth (inches): _____

Saturation Present? (includes capillary fringe) ○ Yes ◉ No Depth (inches): _____

Wetland Hydrology Present? ○ Yes ◉ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension City/County: Seattle/King Sampling Date: 2/10/2023

Applicant/Owner: Sound Transit State: WA Sampling Point: WSE14-SP1

Investigator(s): B. O'Neill, T. McIntyre Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave Slope (%): 5

Subregion (LRR): A Lat: 47.567520 Long: -122.366998 Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes NWI Classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	(●) Yes ( ) No
Hydric Soil Present?	(●) Yes	( ) No		
Wetland Hydrology Present?	(●) Yes	( ) No		

Remarks:
Outfalls to Longfellow Creek.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *Alnus rubra*	80	**Y**	100.0	FAC
2.				
3.				
4.				
	80	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *None*				#N/A
2.				
3.				
4.				
5.				
		= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *None*				#N/A
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
		= Total Cover		
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1. *None*				#N/A
2.				
		= Total Cover		

% Bare Ground in Herb Stratum 100

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	80	x 3 =	240
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	80 (A)		240 (B)

Prevalence Index = B/A = 3.000

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [x] 2 - Dominance Test is >50%
- [x] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:

SOIL

Sampling Point: WSE14-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		%	Redox Features Color (moist)		%	Type[1]	Loc[2]	Texture	Remarks
0-4	10YR	3/2	100						Loam	
4-12+	N	4/0	95	10YR	3/6	5	C	M	Grvly sandy loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☑ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ◉ Yes ○ No

Remarks:
Difficult to dig, many gravels and cobbles

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☑ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	○ Yes	◉ No	Depth (inches):
Water Table Present?	◉ Yes	○ No	Depth (inches): 5"
Saturation Present? (includes capillary fringe)	◉ Yes	○ No	Depth (inches): 3"

Wetland Hydrology Present? ◉ Yes ○ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Standing water 1.5 feet away

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension | City/County: Seattle/King | Sampling Date: 2/10/2023

Applicant/Owner: Sound Transit | State: WA | Sampling Point: WSE14-SP2

Investigator(s): B. O'Neill, T. McIntyre | Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): terrace | Local relief (concave, convex, none): none | Slope (%): 0

Subregion (LRR): A | Lat: 47.567486 | Long: -122.366987 | Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes | NWI Classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	( ) Yes	(●) No	**Is the Sampled Area within a Wetland?**	( ) Yes (●) No
Hydric Soil Present?	(●) Yes	( ) No		
Wetland Hydrology Present?	( ) Yes	(●) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *Acer macrophyllum*	50	**Y**	50.0	FACU
2. *Picea sitchensis*	5	N	5.0	FAC
3. *Alnus rubra*	40	**Y**	40.0	FAC
4. *Thuja plicata*	5	N	5.0	FAC
	100	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Symphoricarpos albus*	40	**Y**	64.5	FACU
2. *Oemleria cerasiformis*	5	N	8.1	FACU
3. *Rubus spectabilis*	5	N	8.1	FAC
4. *Rosa gymnocarpa*	10	N	16.1	FACU
5. *Rubus armeniacus*	2	N	3.2	FAC
	62	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *Polystichum munitum*	1	N	9.1	FACU
2. *Ranunculus repens*	5	**Y**	45.5	FAC
3. *Tellima grandiflora*	5	**Y**	45.5	FACU
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	11	= Total Cover		
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1. *None*				#N/A
2.				
		= Total Cover		

% Bare Ground in Herb Stratum 90

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 40.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	62	x 3 =	186
FACU species	111	x 4 =	444
UPL species	0	x 5 =	0
Column Totals:	173 (A)		630 (B)

Prevalence Index = B/A = 3.642

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [ ] 2 - Dominance Test is >50%
- [ ] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? ( ) Yes (●) No

Remarks:

SOIL

Sampling Point: WSE14-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox %	Type[1]	Loc[2]	Texture	Remarks
0-7	10YR	3/2	100	---					Loam	
7-12	10YR	4/2	90	5YR	4/4	10	C	M	Sandy Loam	
12-19+	10YR	3/2	100	---					Gravelly Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ◉ Yes ○ No

Remarks:

2nd layer appears to have relic hydric features. Margins of redox concentrations are very crisp

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ○ Yes ◉ No Depth (inches): _____

Water Table Present? ○ Yes ◉ No Depth (inches): _____

Saturation Present? (includes capillary fringe) ○ Yes ◉ No Depth (inches): _____

Wetland Hydrology Present? ○ Yes ◉ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension | City/County: Seattle/King | Sampling Date: 2/10/2023

Applicant/Owner: Sound Transit | State: WA | Sampling Point: WSE15-SP1

Investigator(s): B. O'Neill, T. McIntyre | Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): terrace | Local relief (concave, convex, none): none | Slope (%): 0

Subregion (LRR): A | Lat: 47.567271 | Long: -122.366799 | Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes | NWI Classification: Riverine

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	(●) Yes ( ) No
Hydric Soil Present?	(●) Yes	( ) No		
Wetland Hydrology Present?	(●) Yes	( ) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *None*				#N/A
2.				
3.				
4.				
	= Total Cover			

Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *None*				#N/A
2.				
3.				
4.				
5.				
	= Total Cover			

Herb Stratum (Plot size: 5ft x 5ft)				
1. *Ranunculus repens*	10	**Y**	37.0	FAC
2. *Phalaris arundinacea*	8	**Y**	29.6	FACW
3. *Poa sp.*	8	**Y**	29.6	#N/A
4. *Lapsana communis*	1	N	3.7	FACU
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	27 = Total Cover			

Woody Vine Stratum (Plot size: 5ft x 5ft)				
1. *None*				#N/A
2.				
	= Total Cover			

% Bare Ground in Herb Stratum 75

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66.7% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	8	x 2 =	16
FAC species	10	x 3 =	30
FACU species	1	x 4 =	4
UPL species	0	x 5 =	0
Column Totals:	19 (A)		50 (B)

Prevalence Index = B/A = 2.632

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [x] 2 - Dominance Test is >50%
- [x] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:

SOIL

Sampling Point: WSE15-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox %	Type[1]	Loc[2]	Texture	Remarks
0-5	10YR	4/2	70	10YR	3/6	30	C	M	Loamy Sand	
5-22	10YR	2/2	98	5YR	3/4	2	C	PL	Loamy Sand	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☑ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ◉ Yes ○ No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☑ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☑ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☑ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☑ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ○ Yes ◉ No Depth (inches): _____

Water Table Present? ○ Yes ◉ No Depth (inches): _____

Saturation Present? (includes capillary fringe) ◉ Yes ○ No Depth (inches): 14"

Wetland Hydrology Present? ◉ Yes ○ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Overbank flooding evident

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension | City/County: Seattle/King | Sampling Date: 2/10/2023

Applicant/Owner: Sound Transit | State: WA | Sampling Point: WSE15-SP2

Investigator(s): B. O'Neill, T. McIntyre | Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): hillslope | Local relief (concave, convex, none): none | Slope (%): 15

Subregion (LRR): A | Lat: 47.567247 | Long: -122.366917 | Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes | NWI Classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? ◉ Yes ○ No (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? ◉ Yes ○ No

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	○ Yes	◉ No	**Is the Sampled Area within a Wetland?**	○ Yes ◉ No
Hydric Soil Present?	○ Yes	◉ No		
Wetland Hydrology Present?	○ Yes	◉ No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *Picea sitchensis*	25	Y	38.5	FAC
2. *Thuja plicata*	30	Y	46.2	FAC
3. *Prunus virginiana*	10	N	15.4	FACU
4.				
	65	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Acer macrophyllum*	2	N	6.3	FACU
2. *Symphoricarpos albus*	20	Y	62.5	FACU
3. *Gaultheria shallon*	10	Y	31.3	FACU
4.				
5.				
	32	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *Polystichum munitum*	5	Y	31.3	FACU
2. *Ranunculus repens*	10	Y	62.5	FAC
3. *Taraxacum officinale*	1	N	6.3	FACU
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	16	= Total Cover		
Woody Vine Stratum (Plot size: 5ft x 5ft)				
1.				
2.				
		= Total Cover		

% Bare Ground in Herb Stratum 75

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	65	x 3 =	195
FACU species	48	x 4 =	192
UPL species	0	x 5 =	0
Column Totals:	113 (A)		387 (B)

Prevalence Index = B/A = 3.425

Hydrophytic Vegetation Indicators:

- ☐ 1 - Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ 5 - Wetland Non-Vascular Plants[1]
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? ○ Yes ◉ No

Remarks:

SOIL

Sampling Point: WSE15-SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox %	Type[1]	Loc[2]	Texture	Remarks
0-16	10YR	3/2	100						Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ○ Yes ◉ No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ○ Yes ◉ No Depth (inches): _____

Water Table Present? ○ Yes ◉ No Depth (inches): _____

Saturation Present? (includes capillary fringe) ○ Yes ◉ No Depth (inches): _____

Wetland Hydrology Present? ○ Yes ◉ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Overbank flooding evident

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: West Seattle Extension | City/County: Seattle/King | Sampling Date: 2/10/2023

Applicant/Owner: Sound Transit | State: WA | Sampling Point: WSE16-SP1

Investigator(s): B. O'Neill, T. McIntyre | Section, Township, Range: S13, T24N, R3E

Landform (hillslope, terrace, etc.): floodplain | Local relief (concave, convex, none): none | Slope (%): 5

Subregion (LRR): A | Lat: 47.567095 | Long: -122.366839 | Datum: NAD83HARN

Soil Map Unit Name: Alderwood-Everett-Urban land complex, 12 to 35 percent slopes | NWI Classification: Riverine

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	(●) Yes ( ) No
Hydric Soil Present?	(●) Yes	( ) No		
Wetland Hydrology Present?	(●) Yes	( ) No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30ft x 30ft)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *None*				#N/A
2.				
3.				
4.				
	= Total Cover			
Sapling/Shrub Stratum (Plot size: 15ft x 15ft)				
1. *Symphoricarpos albus*	5	**Y**	29.4	FACU
2. *Thuja plicata*	1	N	5.9	FAC
3. *Cornus sericea*	10	**Y**	58.8	FACW
4. *Salix sitchensis*	1	N	5.9	FACW
5.				
	17	= Total Cover		
Herb Stratum (Plot size: 5ft x 5ft)				
1. *Juncus effusus*	2	N	5.7	FACW
2. *Equisetum telmateia*	2	N	5.7	FACW
3. *Tellima grandiflora*	5	**Y**	14.3	FACU
4. *Oxalis oregana*	3	N	8.6	FACU
5. *Phalaris arundinacea*	3	N	8.6	FACW
6. *Lapsana communis*	5	**Y**	14.3	FACU
7. *Oenanthe sarmentosa*	15	**Y**	42.9	OBL
8.				
9.				
10.				
11.				
	35	= Total Cover		
Woody Vine Stratum (Plot size:)				
1. *None*				#N/A
2.				
	= Total Cover			

% Bare Ground in Herb Stratum 65

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 40.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	15	x 1 =	15
FACW species	18	x 2 =	36
FAC species	1	x 3 =	3
FACU species	18	x 4 =	72
UPL species	0	x 5 =	0
Column Totals:	52 (A)		126 (B)

Prevalence Index = B/A = 2.423

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [ ] 2 - Dominance Test is >50%
- [x] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:
A beaver downed a medium-sized alder that would have otherwise been within the wetland boundary

SOIL

Sampling Point: WSE16-SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		Matrix %	Redox Features Color (moist)		Redox %	Type[1]	Loc[2]	Texture	Remarks
0-9	10YR	2/2	100	---					Loam	
9-18	10YR	3/1	100	---					Loamy Sand	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☑ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? ◉ Yes ○ No

Remarks:
Hydric soil is assumed due to presence of hydrophytic vegetation and wetland hydrology.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☑ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☑ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	○ Yes	◉ No	Depth (inches):
Water Table Present?	◉ Yes	○ No	Depth (inches): 13"
Saturation Present? (includes capillary fringe)	◉ Yes	○ No	Depth (inches): 9"

Wetland Hydrology Present? ◉ Yes ○ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
Overbank flooding, riverine. Located on a shallow bank, 1.5 feet from wet edge of Longfellow Creek.

Attachment N.4C
Ecology Wetlands Rating Forms

The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

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RATING SUMMARY – Western Washington

Name of wetland (or ID #): Wetland WSE1 Date of site visit: 8/23/2019

Rated by R. Whitson, A. Rotondo Trained by Ecology? ☑ Yes ☐ No Date of training Mar-15

HGM Class used for rating Slope Wetland has multiple HGM classes? ☐ Yes ☑ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/map King County Pictometry

OVERALL WETLAND CATEGORY IV (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

_____ **Category I** - Total score = 23 - 27
_____ **Category II** - Total score = 20 - 22
_____ **Category III** - Total score = 16 - 19
X **Category IV** - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	L	L	L	
Landscape Potential	M	M	L	
Value	H	L	L	**Total**
Score Based on Ratings	6	4	3	**13**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	X

Wetland name or number Wetland WSE1

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	
Hydroperiods	D 1.4, H 1.2	
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	
Map of the contributing basin	D 4.3, D 5.3	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Ponded depressions	R 1.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	
Map of the contributing basin	R 2.2, R 2.3, R 5.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	1
Hydroperiods	H 1.2	1
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	1
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	1
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	1
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	2
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	3
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	4

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☑ The wetland is on a slope (*slope can be very gradual*),
- ☑ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☑ The water leaves the wetland **without being impounded.**

☐ NO - go to 5 ☑ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☐ The overbank flooding occurs at least once every 2 years.

☐ NO - go to 6 ☐ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of the wetland.*

☐ NO - go to 7 ☐ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

Wetland name or number Wetland WSE1

SLOPE WETLANDS **Water Quality Functions** - Indicators that the site functions to improve water quality		
S 1.0. Does the site have the potential to improve water quality?		
S 1.1. Characteristics of the average slope of the wetland: (*a 1% slope has a 1 ft vertical drop in elevation for every 100 ft of horizontal distance*)		1
Slope is 1% or less	points = 3	
Slope is > 1% - 2%	points = 2	
Slope is > 2% - 5%	points = 1	
Slope is greater than 5%	points = 0	
S 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic (*use NRCS definitions*):	Yes = 3 No = 0	0
S 1.3. Characteristics of the plants in the wetland that trap sediments and pollutants: Choose the points appropriate for the description that best fits the plants in the wetland. *Dense means you have trouble seeing the soil surface (>75% cover), and uncut means not grazed or mowed and plants are higher than 6 in.*		0
Dense, uncut, herbaceous plants > 90% of the wetland area	points = 6	
Dense, uncut, herbaceous plants > ½ of area	points = 3	
Dense, woody, plants > ½ of area	points = 2	
Dense, uncut, herbaceous plants > ¼ of area	points = 1	
Does not meet any of the criteria above for plants	points = 0	
Total for S 1	Add the points in the boxes above	**1**

Rating of Site Potential If score is: ☐ **12 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

S 2.0. Does the landscape have the potential to support the water quality function of the site?		
S 2.1. Is > 10% of the area within 150 ft on the uphill side of the wetland in land uses that generate pollutants?	Yes = 1 No = 0	1
S 2.2. Are there other sources of pollutants coming into the wetland that are not listed in question S 2.1?		1
Other Sources Motor vehicle exhaust	Yes = 1 No = 0	
Total for S 2	Add the points in the boxes above	**2**

Rating of Landscape Potential If score is: ☑ **1 - 2 = M** ☐ **0 = L** *Record the rating on the first page*

S 3.0. Is the water quality improvement provided by the site valuable to society?		
S 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list?	Yes = 1 No = 0	1
S 3.2. Is the wetland in a basin or sub-basin where water quality is an issue? *At least one aquatic resource in the basin is on the 303(d) list.*	Yes = 1 No = 0	1
S 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality? A*nswer YES if there is a TMDL for the basin in which the unit is found* ?	Yes = 2 No = 0	2
Total for S 3	Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

Wetland name or number Wetland WSE1

SLOPE WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream erosion

S 4.0. Does the site have the potential to reduce flooding and stream erosion?	
S 4.1. Characteristics of plants that reduce the velocity of surface flows during storms: Choose the points appropriate for the description that best fits conditions in the wetland. *Stems of plants should be thick enough (usually > $^{1}/_{8}$ in), or dense enough, to remain erect during surface flows.* Dense, uncut, **rigid** plants cover > 90% of the area of the wetland points = 1 All other conditions points = 0	0

Rating of Site Potential If score is: ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

S 5.0. Does the landscape have the potential to support hydrologic functions of the site?	
S 5.1. Is more than 25% of the area within 150 ft upslope of wetland in land uses or cover that generate excess surface runoff? Yes = 1 No = 0	1

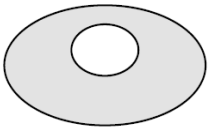
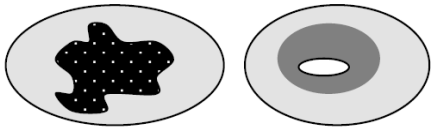
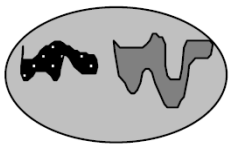
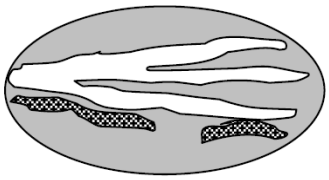
Rating of Landscape Potential If score is: ☑ **1 = M** ☐ **0 = L** *Record the rating on the first page*

S 6.0. Are the hydrologic functions provided by the site valuable to society?	
S 6.1. Distance to the nearest areas downstream that have flooding problems: The sub-basin immediately down-gradient of site has flooding problems that result in damage to human or natural resources (e.g., houses or salmon redds) points = 2 Surface flooding problems are in a sub-basin farther down-gradient points = 1 No flooding problems anywhere downstream points = 0	0
S 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0	0
Total for S 6 Add the points in the boxes above	**0**

Rating of Value If score is: ☐ **2 - 4 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

NOTES and FIELD OBSERVATIONS:

Wetland name or number Wetland WSE1

These questions apply to wetlands of all HGM classes. **HABITAT FUNCTIONS** - Indicators that site functions to provide important habitat	
H 1.0. Does the site have the potential to provide habitat?	
H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.* ☐ Aquatic bed — 4 structures or more: points = 4 ☐ Emergent — 3 structures: points = 2 ☐ Scrub-shrub (areas where shrubs have > 30% cover) — 2 structures: points - 1 ☑ Forested (areas where trees have > 30% cover) — 1 structure: points = 0 *If the unit has a Forested class, check if*: ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon	0
H 1.2. Hydroperiods Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*). ☐ Permanently flooded or inundated — 4 or more types present: points = 3 ☐ Seasonally flooded or inundated — 3 types present: points = 2 ☐ Occasionally flooded or inundated — 2 types present: points = 1 ☑ Saturated only — 1 types present: points = 0 ☐ Permanently flowing stream or river in, or adjacent to, the wetland ☐ Seasonally flowing stream in, or adjacent to, the wetland ☐ **Lake Fringe wetland** — **2 points** ☐ **Freshwater tidal wetland** — **2 points**	0
H 1.3. Richness of plant species Count the number of plant species in the wetland that cover at least 10 ft^2. *Different patches of the same species can be combined to meet the size threshold and you do not have to name the species.* ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** If you counted: > 19 species — points = 2 5 - 19 species — points = 1 < 5 species — points = 0	1
H 1.4. Interspersion of habitats Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.* **None** = 0 points  **Low** = 1 point  **Moderate** = 2 points All three diagrams in this row are **HIGH** = 3 points  	0

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☐ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by amphibians*) ☐ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	0
Total for H 1 — Add the points in the boxes above	**1**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☐ **7 - 14 = M** ☑ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + (0 % moderate & low intensity land uses / 2) = 0% If total accessible habitat is: > $^{1}/_{3}$ (33.3%) of 1 km Polygon — points = 3 20 - 33% of 1 km Polygon — points = 2 10 - 19% of 1 km Polygon — points = 1 < 10 % of 1 km Polygon — points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + (8.5 % moderate & low intensity land uses / 2) = 4.25% Undisturbed habitat > 50% of Polygon — points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches — points = 2 Undisturbed habitat 10 - 50% and > 3 patches — points = 1 Undisturbed habitat < 10% of 1 km Polygon — points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use — points = (-2) ≤ 50% of 1km Polygon is high intensity — points = 0	-2
Total for H 2 — Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: — points = 2 ☐ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☐ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m — points = 1 Site does not meet any of the criteria above — points = 0	0

Rating of Value If Score is: ☐ **2 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☐ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☐ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☐ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a human.
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☐ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number Wetland WSE1

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	Category
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category I** ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions? ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina* , see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☑ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Value? ☐ Yes = **Category I** ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☑ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category I** ☑ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions*** . SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category I bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category I bog** ☐ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80- 200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category I** ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

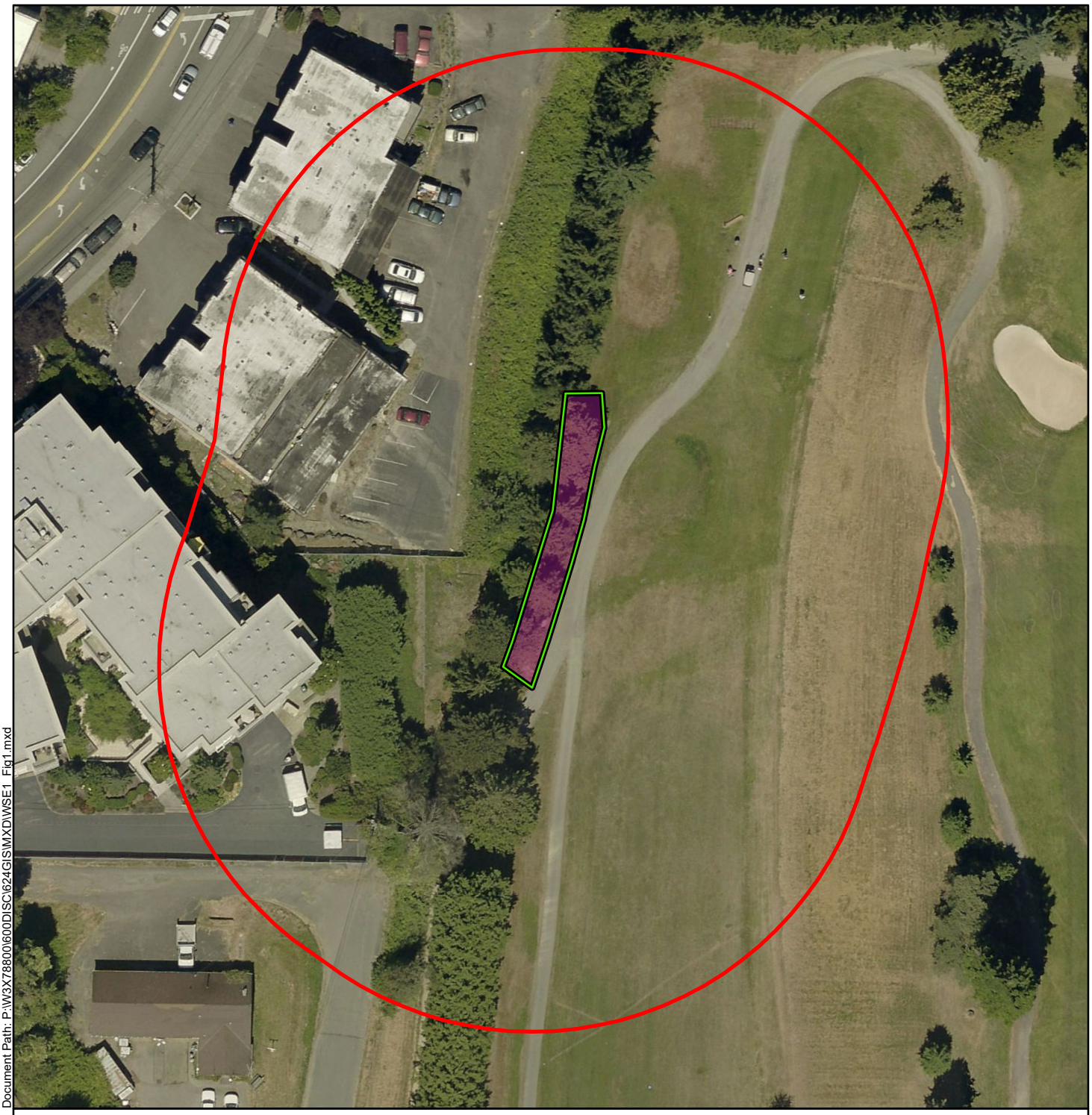
☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category IV**

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form



Document Path: P:\W3X78800\600DISC\624GIS\MXD\WSE1_Fig1.mxd

Wetland WSE1

Forested and Saturated Only

150-foot buffer

0 20 40 80 Feet

N

Note: There is no cover of dense and/or rigid trees, shrubs, and herbaceous plants.

The wetland boundary is approximate based on visual observation. It has not been delineated or surveyed.

FIGURE 1

9/30/2019

QUESTIONS H1.1, H1.2, H1.4, S1.3, S2.1, S4.1, S5.1

Document Path: P:\W3X78800\600DISC\624GIS\MXD\WSE1_Fig2.mxd

Wetland WSE1

1 Kilometer Buffer

Low and Moderate Intensity Land Use

0 370 740 1,480 Feet

N

FIGURE 2

9/30/2019

QUESTIONS H2.1, H2.2, H2.3

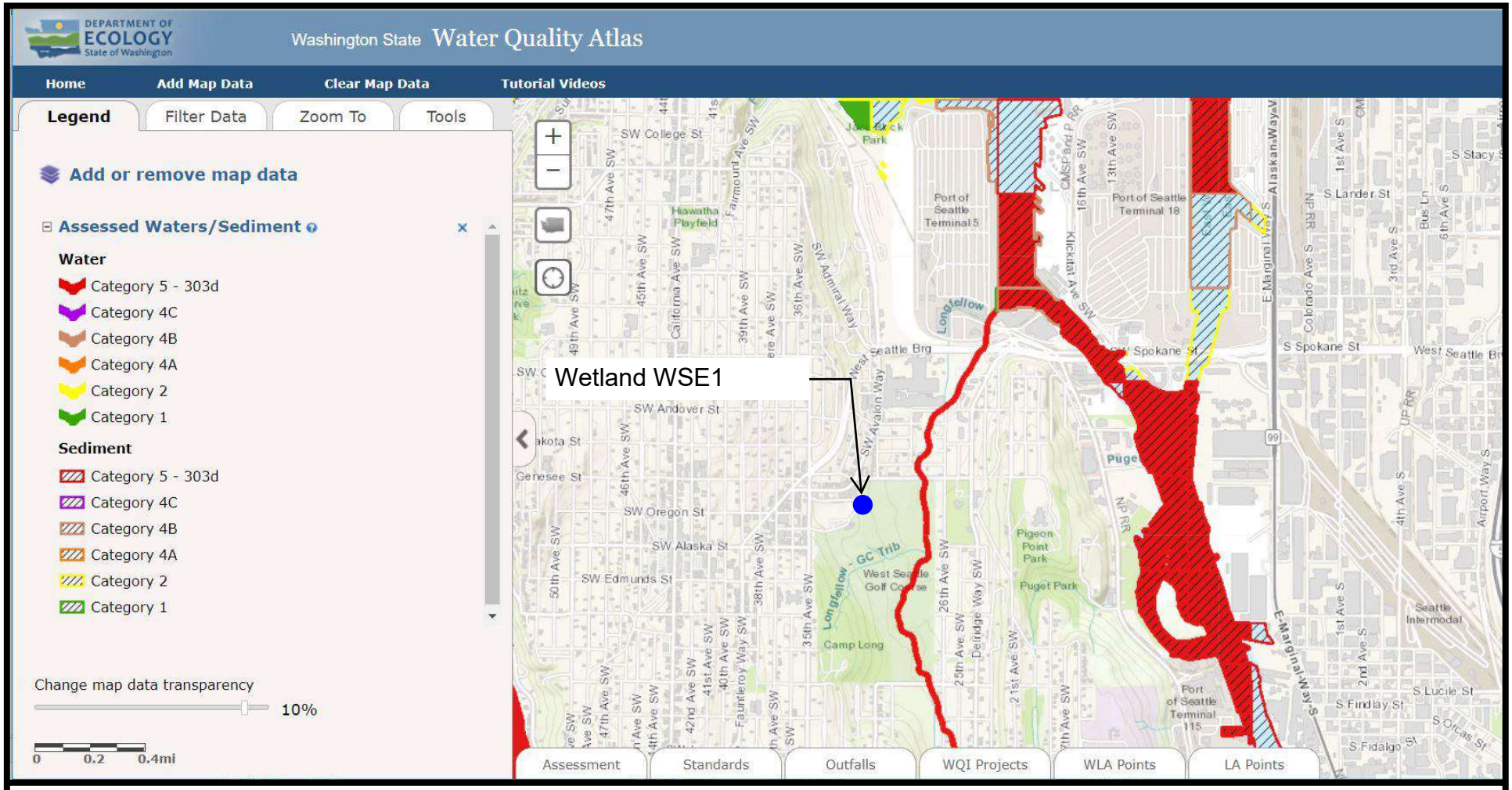


FIGURE 3

Questions: S 3.1, S 3.2

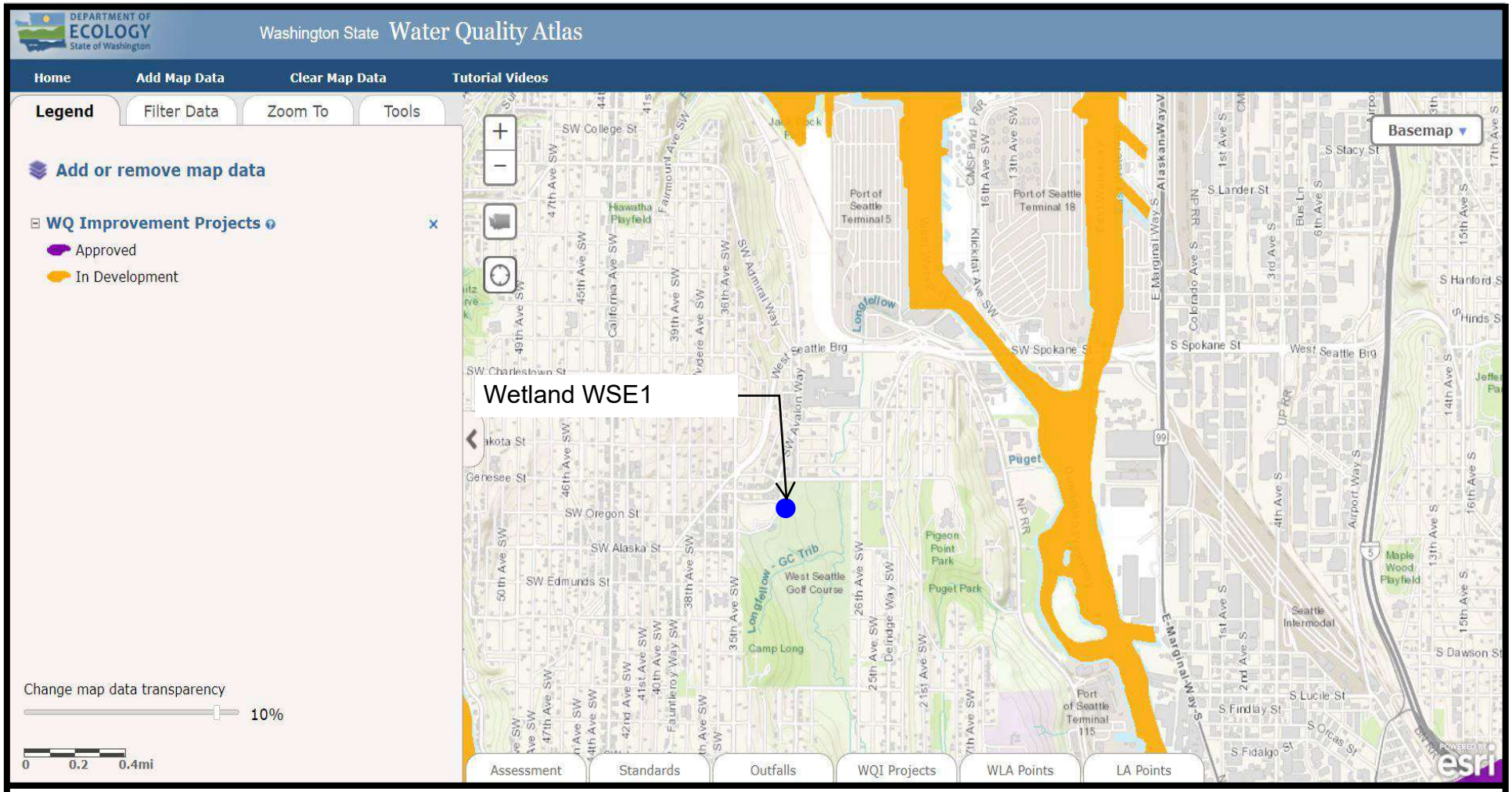


FIGURE 4

Questions: S 3.3

RATING SUMMARY – Western Washington

Name of wetland (or ID #): Wetland WSE2 Date of site visit: 8/23/2019

Rated by R. Whitson, A. Rotondo Trained by Ecology? ☑ Yes ☐ No Date of training Mar-15

HGM Class used for rating Riverine & Fresh Water Tidal Wetland has multiple HGM classes? ☐ Yes ☑ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/map King County Pictometry

OVERALL WETLAND CATEGORY II (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

- ____ **Category I** - Total score = 23 - 27
- X **Category II** - Total score = 20 - 22
- ____ **Category III** - Total score = 16 - 19
- ____ **Category IV** - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	M	M	M	
Landscape Potential	H	M	L	
Value	H	H	H	**Total**
Score Based on Ratings	8	7	6	**21**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	**X**

Wetland name or number Wetland WSE2

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	
Hydroperiods	D 1.4, H 1.2	
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	
Map of the contributing basin	D 4.3, D 5.3	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	1
Hydroperiods	H 1.2	1
Ponded depressions	R 1.1	2
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	1
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	2
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	1
Map of the contributing basin	R 2.2, R 2.3, R 5.2	3
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	4
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	5
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	6

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☐ The water leaves the wetland **without being impounded.**

☑ NO - go to 5 ☐ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☑ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☑ The overbank flooding occurs at least once every 2 years.

☐ NO - go to 6 ☑ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of the wetland.*

☐ NO - go to 7 ☐ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

NOTES and FIELD OBSERVATIONS:

Wetland name or number Wetland WSE2

RIVERINE AND FRESHWATER TIDAL FRINGE WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

R 1.0. Does the site have the potential to improve water quality?		
R 1.1. Area of surface depressions within the Riverine wetland that can trap sediments during a flooding event:		2
Depressions cover > $^3/_4$ area of wetland	points = 8	
Depressions cover > ½ area of wetland	points = 4	
Depressions present but cover < ½ area of wetland	points = 2	
No depressions present	points = 0	
R 1.2. Structure of plants in the wetland (areas with >90% cover at person height, **not** Cowardin classes)		6
Trees or shrubs > $^2/_3$ area of the wetland	points = 8	
☑ Trees or shrubs > $^1/_3$ area of the wetland	points = 6	
☐ Herbaceous plants (> 6 in high) > $^2/_3$ area of the wetland	points = 6	
Herbaceous plants (> 6 in high) > $^1/_3$ area of the wetland	points = 3	
Trees, shrubs, and ungrazed herbaceous < $^1/_3$ area of the wetland	points = 0	
Total for R 1	Add the points in the boxes above	**8**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☑ **6 - 11 = M** ☐ **0 - 5 = L** *Record the rating on the first page*

R 2.0. Does the landscape have the potential to support the water quality function of the site?		
R 2.1. Is the wetland within an incorporated city or within its UGA?	Yes = 2 No = 0	2
R 2.2. Does the contributing basin to the wetland include a UGA or incorporated area?	Yes = 1 No = 0	1
R 2.3. Does at least 10% of the contributing basin contain tilled fields, pastures, or forests that have been clearcut within the last 5 years?	Yes = 1 No = 0	0
R 2.4. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants?	Yes = 1 No = 0	1
R 2.5. Are there other sources of pollutants coming into the wetland that are not listed in questions R 2.1 - R 2.4?		1
Other Sources Fertilizer from golf course	Yes = 1 No = 0	
Total for R 2	Add the points in the boxes above	**5**

Rating of Landscape Potential If score is: ☑ **3 - 6 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

R 3.0. Is the water quality improvement provided by the site valuable to society?		
R 3.1. Is the wetland along a stream or river that is on the 303(d) list or on a tributary that drains to one within 1 mi?	Yes = 1 No = 0	1
R 3.2. Is the wetland along a stream or river that has TMDL limits for nutrients, toxics, or pathogens?	Yes = 1 No = 0	1
R 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality? (*answer YES if there is a TMDL for the drainage in which the unit is found*)	Yes = 2 No = 0	2
Total for R 3	Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

RIVERINE AND FRESHWATER TIDAL FRINGE WETLANDS

Hydrologic Functions - Indicators that site functions to reduce flooding and stream erosion

R 4.0. Does the site have the potential to reduce flooding and erosion?		
R 4.1. Characteristics of the overbank storage the wetland provides: *Estimate the average width of the wetland perpendicular to the direction of the flow and the width of the stream or river channel (distance between banks). Calculate the ratio: (average width of wetland)/(average width of stream between banks).*		2
If the ratio is more than 20	points = 9	
If the ratio is 10 - 20	points = 6	
If the ratio is 5 - < 10	points = 4	
If the ratio is 1 - < 5	points = 2	
If the ratio is < 1	points = 1	
R 4.2. Characteristics of plants that slow down water velocities during floods: *Treat large woody debris as forest or shrub. Choose the points appropriate for the best description (polygons need to have >90% cover at person height. These are NOT Cowardin classes*).		7
Forest or shrub for > $^{1}/_{3}$ area OR emergent plants > $^{2}/_{3}$ area	points = 7	
Forest or shrub for > $^{1}/_{10}$ area OR emergent plants > $^{1}/_{3}$ area	points = 4	
Plants do not meet above criteria	points = 0	
Total for R 4	Add the points in the boxes above	**9**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☑ **6 - 11 = M** ☐ **0 - 5 = L** *Record the rating on the first page*

R 5.0. Does the landscape have the potential to support the hydrologic functions of the site?		
R 5.1. Is the stream or river adjacent to the wetland downcut?	Yes = 0 No = 1	0
R 5.2. Does the up-gradient watershed include a UGA or incorporated area?	Yes = 1 No = 0	1
R 5.3 Is the up-gradient stream or river controlled by dams?	Yes = 0 No = 1	1
Total for R 5	Add the points in the boxes above	**2**

Rating of Landscape Potential If score is: ☐ **3 = H** ☑ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

R 6.0. Are the hydrologic functions provided by the site valuable to society?		
R 6.1. Distance to the nearest areas downstream that have flooding problems? *Choose the description that best fits the site.*		2
The sub-basin immediately down-gradient of the wetland has flooding problems that result in damage to human or natural resources (e.g., houses or salmon redds)	points = 2	
Surface flooding problems are in a sub-basin farther down-gradient	points = 1	
No flooding problems anywhere downstream	points = 0	
R 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan?	Yes = 2 No = 0	2
Total for R 6	Add the points in the boxes above	**4**

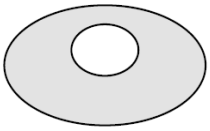
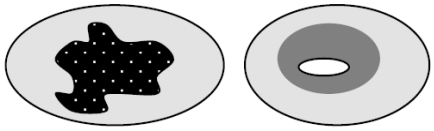
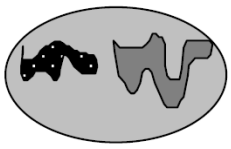
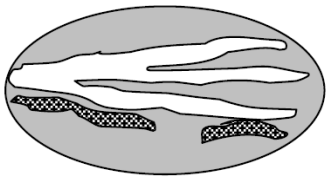
Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

Wetland name or number Wetland WSE2

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.* ☐ Aquatic bed — 4 structures or more: points = 4 ☑ Emergent — 3 structures: points = 2 ☑ Scrub-shrub (areas where shrubs have > 30% cover) — 2 structures: points - 1 ☐ Forested (areas where trees have > 30% cover) — 1 structure: points = 0 *If the unit has a Forested class, check if*: ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon	1
H 1.2. Hydroperiods Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*). ☐ Permanently flooded or inundated — 4 or more types present: points = 3 ☑ Seasonally flooded or inundated — 3 types present: points = 2 ☐ Occasionally flooded or inundated — 2 types present: points = 1 ☑ Saturated only — 1 types present: points = 0 ☑ Permanently flowing stream or river in, or adjacent to, the wetland ☐ Seasonally flowing stream in, or adjacent to, the wetland ☐ **Lake Fringe wetland** — **2 points** ☐ **Freshwater tidal wetland** — **2 points**	2
H 1.3. Richness of plant species Count the number of plant species in the wetland that cover at least 10 ft^2. *Different patches of the same species can be combined to meet the size threshold and you do not have to name the species.* ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** If you counted: > 19 species — points = 2 5 - 19 species — points = 1 < 5 species — points = 0	1
H 1.4. Interspersion of habitats Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*   **None** = 0 points — **Low** = 1 point — **Moderate** = 2 points All three diagrams in this row are **HIGH** = 3 points  	2

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☑ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☑ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☑ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by amphibians*) ☐ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	3
Total for H 1 — Add the points in the boxes above	**9**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☑ **7 - 14 = M** ☐ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + (0 % moderate & low intensity land uses / 2) = 0% If total accessible habitat is: > $^1/_3$ (33.3%) of 1 km Polygon — points = 3 20 - 33% of 1 km Polygon — points = 2 10 - 19% of 1 km Polygon — points = 1 < 10 % of 1 km Polygon — points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + (17 % moderate & low intensity land uses / 2) = 8.5% Undisturbed habitat > 50% of Polygon — points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches — points = 2 Undisturbed habitat 10 - 50% and > 3 patches — points = 1 Undisturbed habitat < 10% of 1 km Polygon — points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use — points = (-2) ≤ 50% of 1km Polygon is high intensity — points = 0	-2
Total for H 2 — Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: — points = 2 ☑ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☑ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m — points = 1 Site does not meet any of the criteria above — points = 0	2

Rating of Value If Score is: ☑ **2 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☑ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☑ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a human.
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☐ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number Wetland WSE2

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	Category
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category I** ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions? ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina* , see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☑ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Value? ☐ Yes = **Category I** ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☑ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category I** ☑ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions*** . SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category I bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category I bog** ☑ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80- 200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category I** ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category IV**

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form

Wetland WSE2

Average Width of Creek (15 feet)

Average Width of Wetland WSE2 (79 feet)

Longfellow Creek/Permanently Flowing Stream

150-Foot Buffer

Scrub-Shrub/Saturated Only

Scrub-Shrub/Seasonally Flooded

Emergent/Saturated Only

Emergent/Seasonally Flooded

0 40 80 160 Feet

N

FIGURE 1

Note: The wetland boundary is approximate based on visual observation. It has not been delineated or surveyed.

9/30/2019

QUESTIONS H1.1, H1.2, H1.4, R1.1, R2.4, R4.1

Document Path: P:\W3X78800\600DISC\624GIS\MXD\WSE2_Fig1.mxd

Document Path: P:\W3X78800\600DISC\624GIS\MXD\WSE2_Fig2.mxd

Wetland WSE2

Ponded Depressions

Area with Shrub Plants

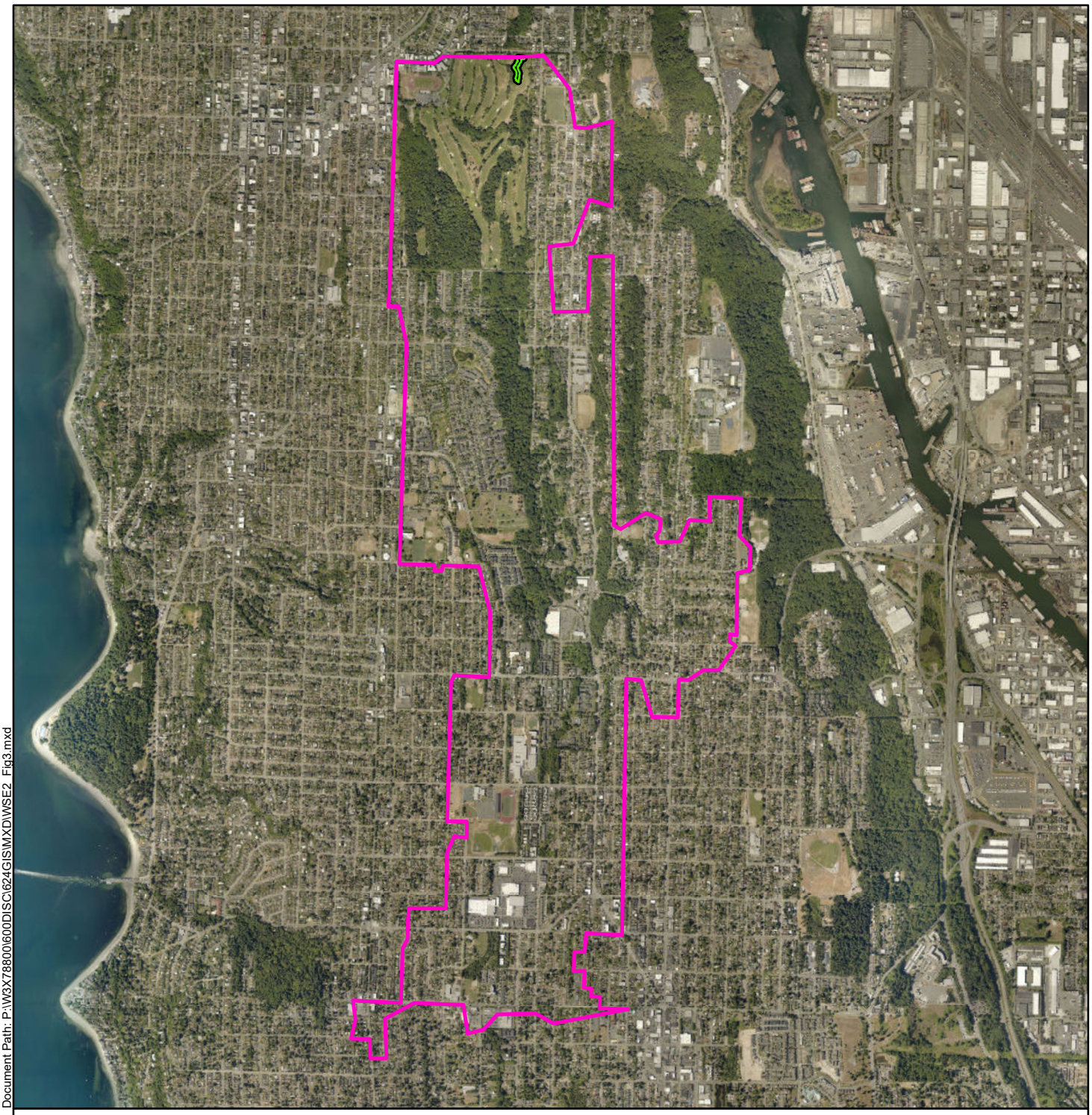
0 25 50 100 Feet

N

FIGURE 2

Note: The wetland boundary is approximate based on visual observation. It has not been delineated or surveyed.

10/11/2019
QUESTIONS R1.1, R1.2, R4.2



Document Path: P:\W3X78800\600DISC\624GIS\MXD\WSE2_Fig3.mxd

Contributing Basin

Wetland WSE2

0 950 1,900 3,800 Feet

N

FIGURE 3

Note: The wetland boundary is approximate based on visual observation. It has not been delineated or surveyed.

10/11/2019
QUESTIONS R2.2, R2.3, R5.2

Document Path: P:\W3X78800\600DISC\624GIS\MXD\WSE2_Fig4.mxd

Wetland WSE2

1 Kilometer Buffer

Low/Medium Land Use

0 375 750 1,500 Feet

N

FIGURE 4

Note: The wetland boundary is approximate based on visual observation. It has not been delineated or surveyed.

9/30/2019
QUESTIONS H2.1, H2.2, H2.3

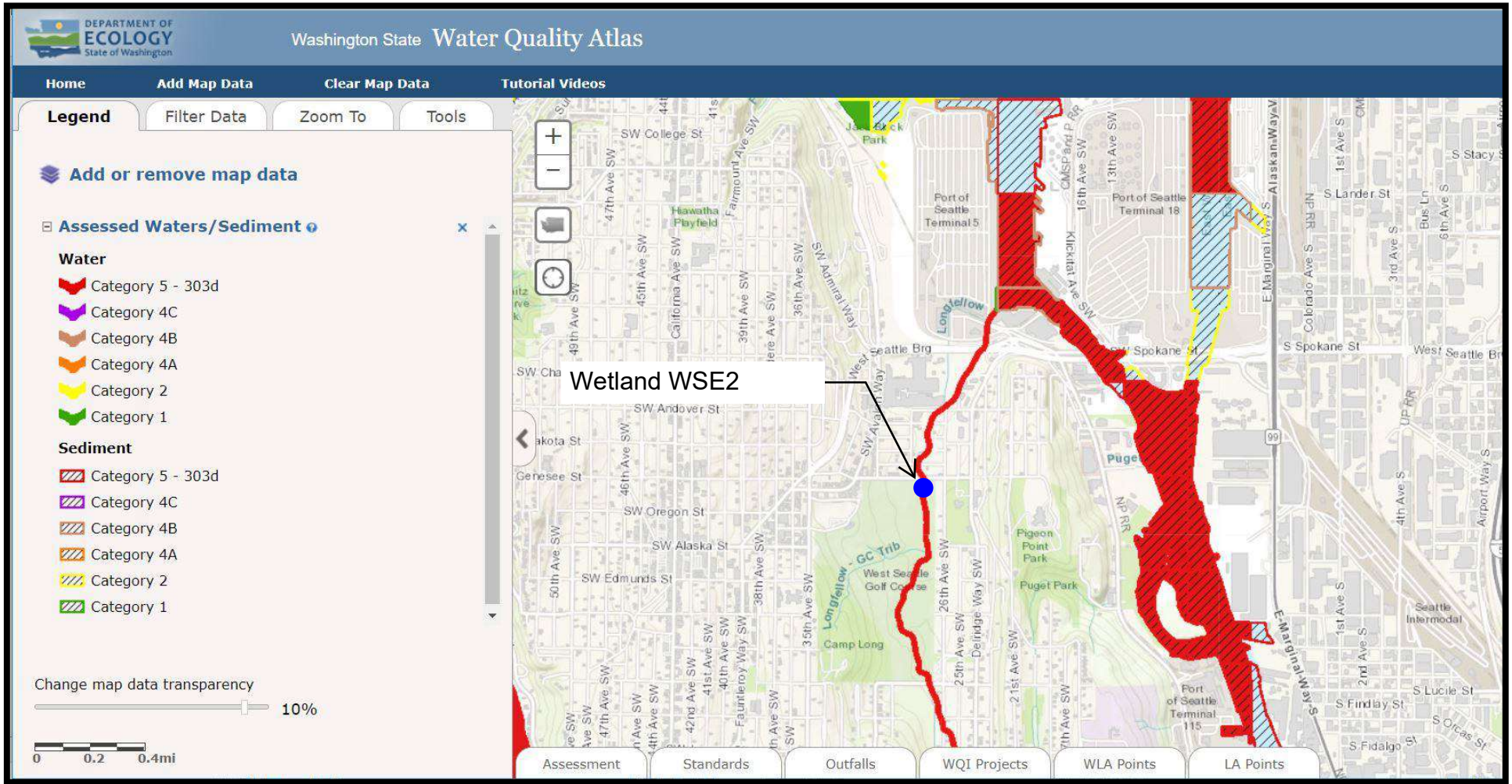


FIGURE 5

Questions: R3.2, R3.3

JACOBS

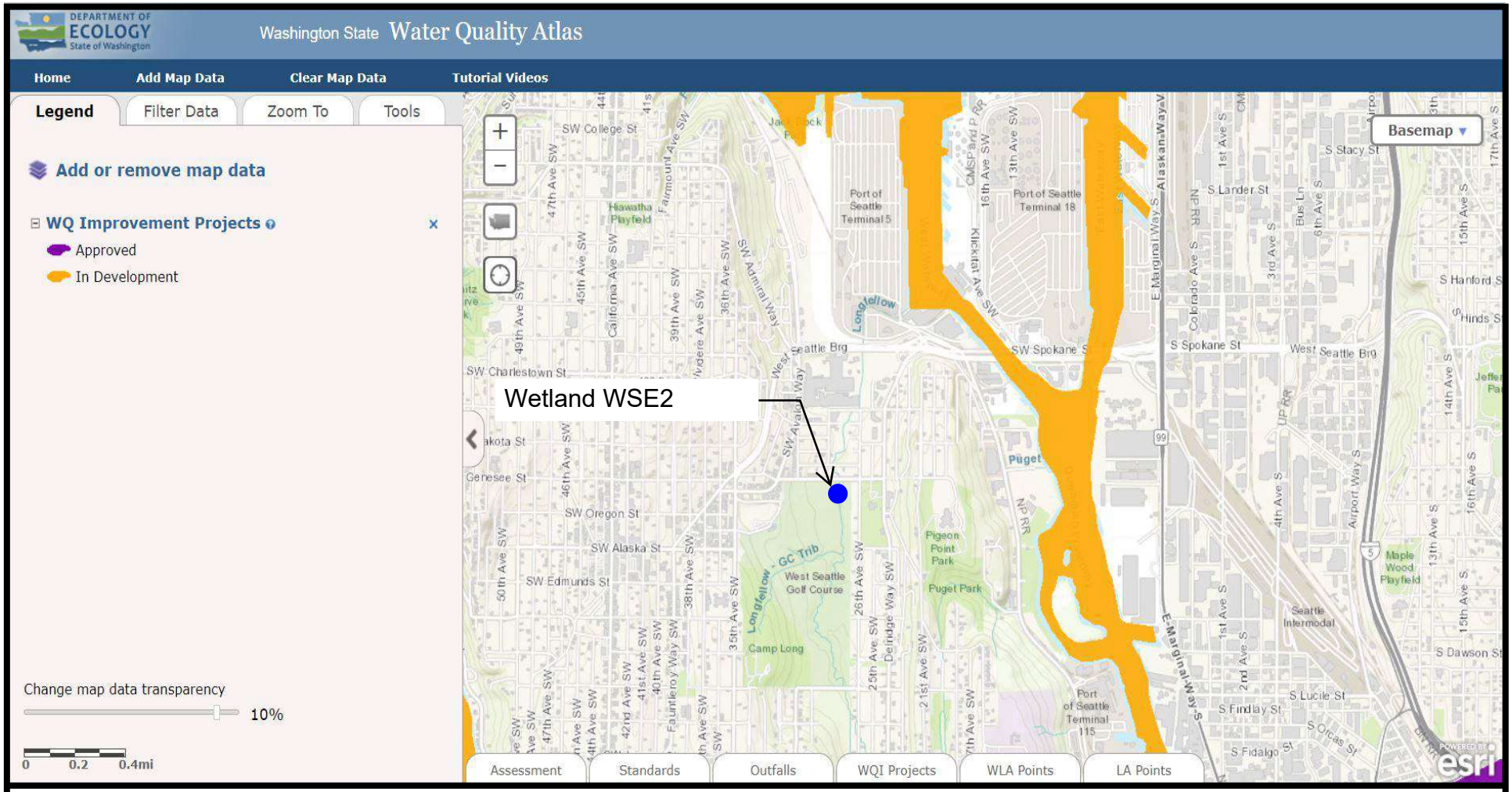


FIGURE 6

Questions: R3.2, R3.3

JACOBS

RATING SUMMARY – Western Washington

Name of wetland (or ID #): Wetland WSE3 Date of site visit: 8/23/2019

Rated by R. Whitson and A. Rotondo Trained by Ecology? ☑ Yes ☐ No Date of training Mar-15

HGM Class used for rating Depressional & Flats Wetland has multiple HGM classes? ☑ Yes ☐ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/map King County Pictometry

OVERALL WETLAND CATEGORY II (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

- ____ **Category I** - Total score = 23 - 27
- X **Category II** - Total score = 20 - 22
- ____ **Category III** - Total score = 16 - 19
- ____ **Category IV** - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	M	M	M	
Landscape Potential	H	H	L	
Value	H	H	H	**Total**
Score Based on Ratings	8	8	6	**22**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	**X**

Wetland name or number Wetland WSE3

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	1
Hydroperiods	D 1.4, H 1.2	1
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	1
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	1
Map of the contributing basin	D 4.3, D 5.3	2
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	3
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	4
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	5

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Ponded depressions	R 1.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	
Map of the contributing basin	R 2.2, R 2.3, R 5.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☐ The water leaves the wetland **without being impounded.**

☑ NO - go to 5 ☐ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☐ The overbank flooding occurs at least once every 2 years.

☑ NO - go to 6 ☐ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of the wetland.*

☑ NO - go to 7 ☐ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☑ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

NOTES and FIELD OBSERVATIONS:
Wetland WSE3 has depressional and riverine HGM classifications.

Wetland name or number Wetland WSE3

DEPRESSIONAL AND FLATS WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

D 1.0. Does the site have the potential to improve water quality?		
D 1.1. Characteristics of surface water outflows from the wetland:		1
Wetland is a depression or flat depression (QUESTION 7 on key) with no surface water leaving it (no outlet).	points = 3	
Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet.	points = 2	
☑ Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing	points = 1	
☐ Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch.	points = 1	
D 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic (*use NRCS definitions*).	Yes = 4 No = 0	0
D 1.3. Characteristics and distribution of persistent plants (Emergent, Scrub-shrub, and/or Forested Cowardin classes):		5
Wetland has persistent, ungrazed, plants > 95% of area	points = 5	
Wetland has persistent, ungrazed, plants > ½ of area	points = 3	
Wetland has persistent, ungrazed plants > $^{1}/_{10}$ of area	points = 1	
Wetland has persistent, ungrazed plants < $^{1}/_{10}$ of area	points = 0	
D 1.4. Characteristics of seasonal ponding or inundation:		0
This is the area that is ponded for at least 2 months. See description in manual.		
Area seasonally ponded is > ½ total area of wetland	points = 4	
Area seasonally ponded is > ¼ total area of wetland	points = 2	
Area seasonally ponded is < ¼ total area of wetland	points = 0	
Total for D 1	Add the points in the boxes above	**6**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☑ **6 - 11 = M** ☐ **0 - 5 = L** *Record the rating on the first page*

D 2.0. Does the landscape have the potential to support the water quality function of the site?		
D 2.1. Does the wetland unit receive stormwater discharges?	Yes = 1 No = 0	1
D 2.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants?	Yes = 1 No = 0	1
D 2.3. Are there septic systems within 250 ft of the wetland?	Yes = 1 No = 0	0
D 2.4. Are there other sources of pollutants coming into the wetland that are not listed in questions D 2.1 - D 2.3? Source Dogs	Yes = 1 No = 0	1
Total for D 2	Add the points in the boxes above	**3**

Rating of Landscape Potential If score is: ☑ **3 or 4 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

D 3.0. Is the water quality improvement provided by the site valuable to society?		
D 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list?	Yes = 1 No = 0	1
D 3.2. Is the wetland in a basin or sub-basin where an aquatic resource is on the 303(d) list?	Yes = 1 No = 0	1
D 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (*answer YES if there is a TMDL for the basin in which the unit is found*)?	Yes = 2 No = 0	2
Total for D 3	Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

Wetland name or number Wetland WSE3

DEPRESSIONAL AND FLATS WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream degradation

D 4.0. Does the site have the potential to reduce flooding and erosion?	
D 4.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression with no surface water leaving it (no outlet) points = 4 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet points = 2 Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch points = 1 Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 0	0
D 4.2. Depth of storage during wet periods: *Estimate the height of ponding above the bottom of the outlet. For wetlands with no outlet, measure from the surface of permanent water or if dry, the deepest part.* Marks of ponding are 3 ft or more above the surface or bottom of outlet points = 7 Marks of ponding between 2 ft to < 3 ft from surface or bottom of outlet points = 5 ☑ Marks are at least 0.5 ft to < 2 ft from surface or bottom of outlet points = 3 ☐ The wetland is a "headwater" wetland points = 3 Wetland is flat but has small depressions on the surface that trap water points = 1 Marks of ponding less than 0.5 ft (6 in) points = 0	3
D 4.3. Contribution of the wetland to storage in the watershed: *Estimate the ratio of the area of upstream basin contributing surface water to the wetland to the area of the wetland unit itself.* ☐ The area of the basin is less than 10 times the area of the unit points = 5 The area of the basin is 10 to 100 times the area of the unit points = 3 The area of the basin is more than 100 times the area of the unit points = 0 ☐ Entire wetland is in the Flats class points = 5	0
Total for D 4 Add the points in the boxes above	**3**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☑ **6 - 11 = M** ☐ **0 - 5 = L** *Record the rating on the first page*

D 5.0. Does the landscape have the potential to support hydrologic function of the site?	
D 5.1. Does the wetland unit receive stormwater discharges? Yes = 1 No = 0	1
D 5.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate excess runoff? Yes = 1 No = 0	1
D 5.3. Is more than 25% of the contributing basin of the wetland covered with intensive human land uses (residential at >1 residence/ac, urban, commercial, agriculture, etc.)? Yes = 1 No = 0	1
Total for D 5 Add the points in the boxes above	**3**

Rating of Landscape Potential If score is: ☑ **3 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

D 6.0. Are the hydrologic functions provided by the site valuable to society?	
D 6.1. The unit is in a landscape that has flooding problems. *Choose the description that best matches conditions around the wetland unit being rated. Do not add points. Choose the highest score if more than one condition is met.* The wetland captures surface water that would otherwise flow down-gradient into areas where flooding has damaged human or natural resources (e.g., houses or salmon redds): ● Flooding occurs in a sub-basin that is immediately down-gradient of unit. points = 2 ☐ ● Surface flooding problems are in a sub-basin farther down-gradient. points = 1 ☐ Flooding from groundwater is an issue in the sub-basin. points = 1 ☐ The existing or potential outflow from the wetland is so constrained by human or natural conditions that the water stored by the wetland cannot reach areas that flood. Explain why points = 0 ☐ There are no problems with flooding downstream of the wetland. points = 0	2
D 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0	2
Total for D 6 Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

Wetland name or number Wetland WSE3

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.*

☐ Aquatic bed	4 structures or more: points = 4	1
☐ Emergent	3 structures: points = 2	
☐ Scrub-shrub (areas where shrubs have > 30% cover)	2 structures: points - 1	
☑ Forested (areas where trees have > 30% cover)	1 structure: points = 0	

If the unit has a Forested class, check if:

☑ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon

H 1.2. Hydroperiods

Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*).

☐ Permanently flooded or inundated	4 or more types present: points = 3	3
☑ Seasonally flooded or inundated	3 types present: points = 2	
☑ Occasionally flooded or inundated	2 types present: points = 1	
☑ Saturated only	1 types present: points = 0	
☑ Permanently flowing stream or river in, or adjacent to, the wetland		
☐ Seasonally flowing stream in, or adjacent to, the wetland		
☐ **Lake Fringe wetland**	**2 points**	
☐ **Freshwater tidal wetland**	**2 points**	

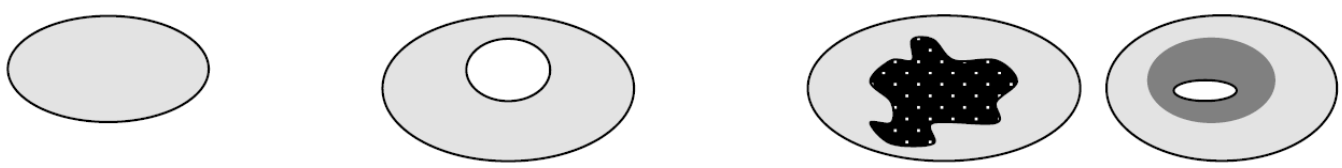
H 1.3. Richness of plant species

Count the number of plant species in the wetland that cover at least 10 ft^2.
Different patches of the same species can be combined to meet the size threshold and you do not have to name the species. ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** 1

If you counted:	> 19 species	points = 2
	5 - 19 species	points = 1
	< 5 species	points = 0

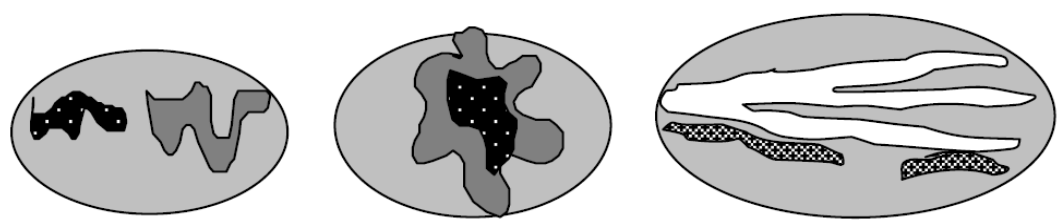
H 1.4. Interspersion of habitats

Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.* 2



None = 0 points **Low** = 1 point **Moderate** = 2 points

All three diagrams in this row are **HIGH** = 3 points



Wetland name or number Wetland WSE3

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☑ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☑ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☑ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by amphibians*) ☐ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	3
Total for H 1 Add the points in the boxes above	**10**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☑ **7 - 14 = M** ☐ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + (0 % moderate & low intensity land uses / 2) = 0% If total accessible habitat is: > $^1/_3$ (33.3%) of 1 km Polygon points = 3 20 - 33% of 1 km Polygon points = 2 10 - 19% of 1 km Polygon points = 1 < 10 % of 1 km Polygon points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + (10 % moderate & low intensity land uses / 2) = 5% Undisturbed habitat > 50% of Polygon points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches points = 2 Undisturbed habitat 10 - 50% and > 3 patches points = 1 Undisturbed habitat < 10% of 1 km Polygon points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use points = (-2) ≤ 50% of 1km Polygon is high intensity points = 0	-2
Total for H 2 Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: points = 2 ☑ It has 3 or more priority habitats within 100 m (see next page) ☑ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☑ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☑ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m points = 1 Site does not meet any of the criteria above points = 0	2

Rating of Value If Score is: ☑ **2 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☑ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☑ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a human.
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☑ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number Wetland WSE3

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	**Category**
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category I** ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions? ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina*, see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☑ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Value? ☐ Yes = **Category I** ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☑ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category I** ☑ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions***. SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category I bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category I bog** ☐ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category I** ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

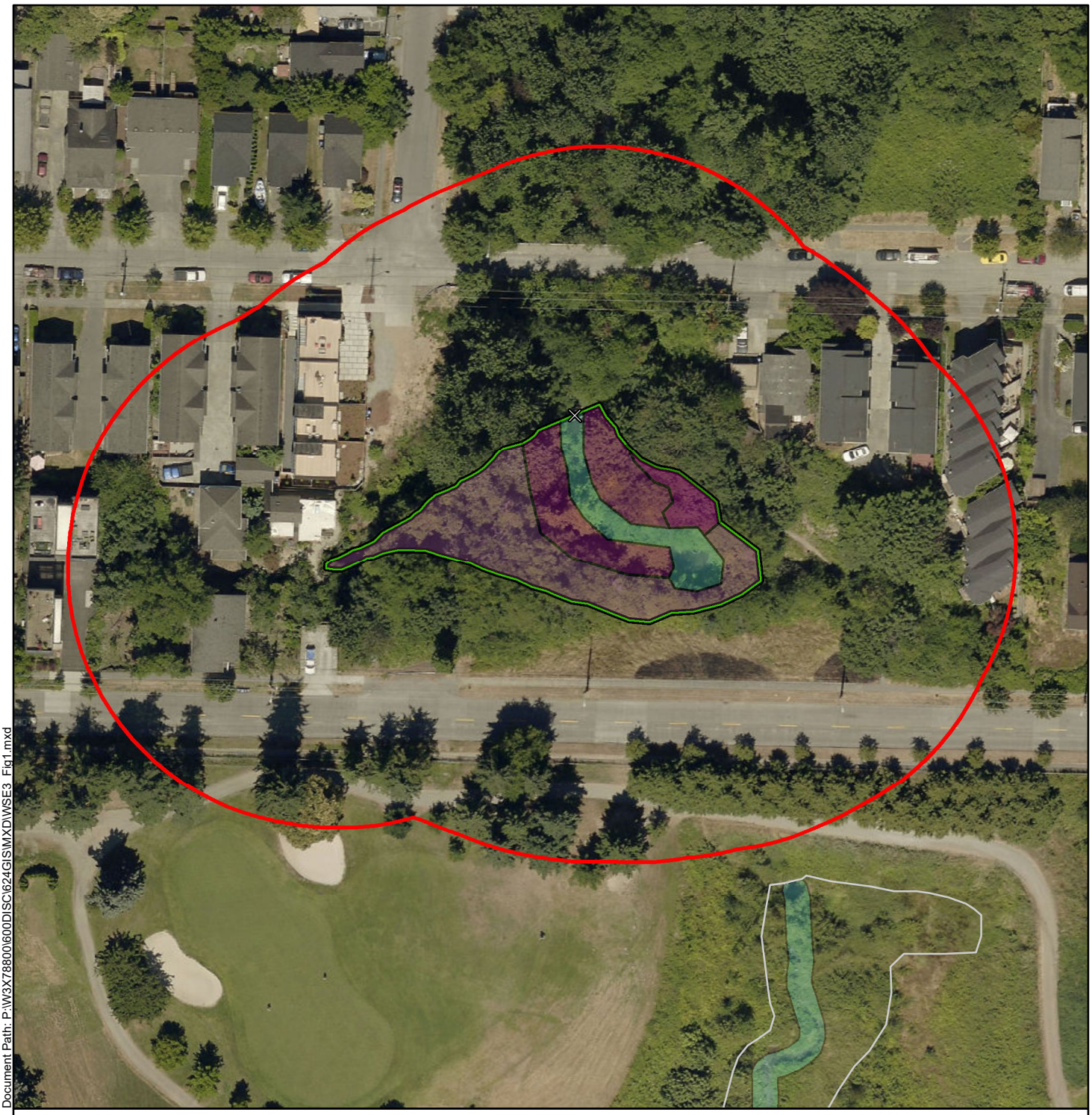
☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category IV**

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form



Wetland WSE3
Outlet
Saturated Only
Wetland WSE2
150-Foot Buffer
Occasionally Flooded
Longfellow Creek
Seasonally Flooded

0 30 60 120 Feet

N

FIGURE 1

Note: Forested Cowardin class is present throughout entire wetland. Wetland boundaries are approximate based on visual observation, National Wetland Inventory, and contour lines. They have not been delineated or surveyed.

9/26/2019
QUESTIONS D1.1, D1.3, D1.4, D2.2, D4.1, D5.2, H1.1, H1.2, H1.4

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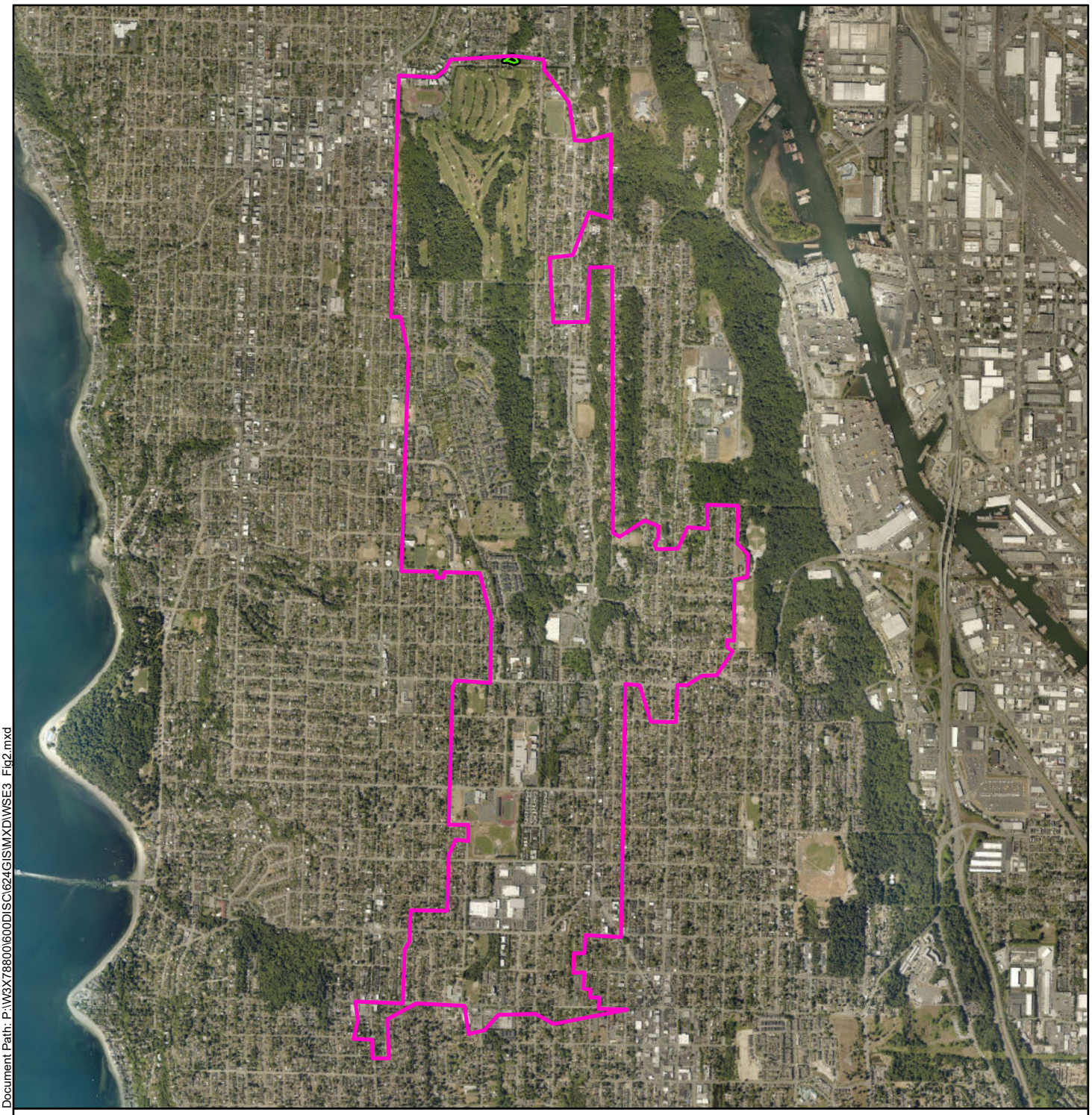

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Wetland WSE3

Contributing Basin

0 950 1,900 3,800 Feet

N

FIGURE 2

10/11/2019
QUESTIONS D4.3, D5.3

Note: Wetland boundaries are approximate based on visual observation, National Wetland Inventory, and contour lines. They have not been delineated or surveyed.

Document Path: P:\W3X78800\600DISC\624GIS\MXD\WSE3_Fig3.mxd

1 Kilometer Buffer

Low and Moderate Intensity Land Use

Wetland WSE3

0 400 800 1,600 Feet

N

FIGURE 3

Note: Wetland boundaries are approximate based on visual observation, National Wetland Inventory, and contour lines. They have not been delineated or surveyed.

10/11/2019
QUESTIONS D4.3, D5.3

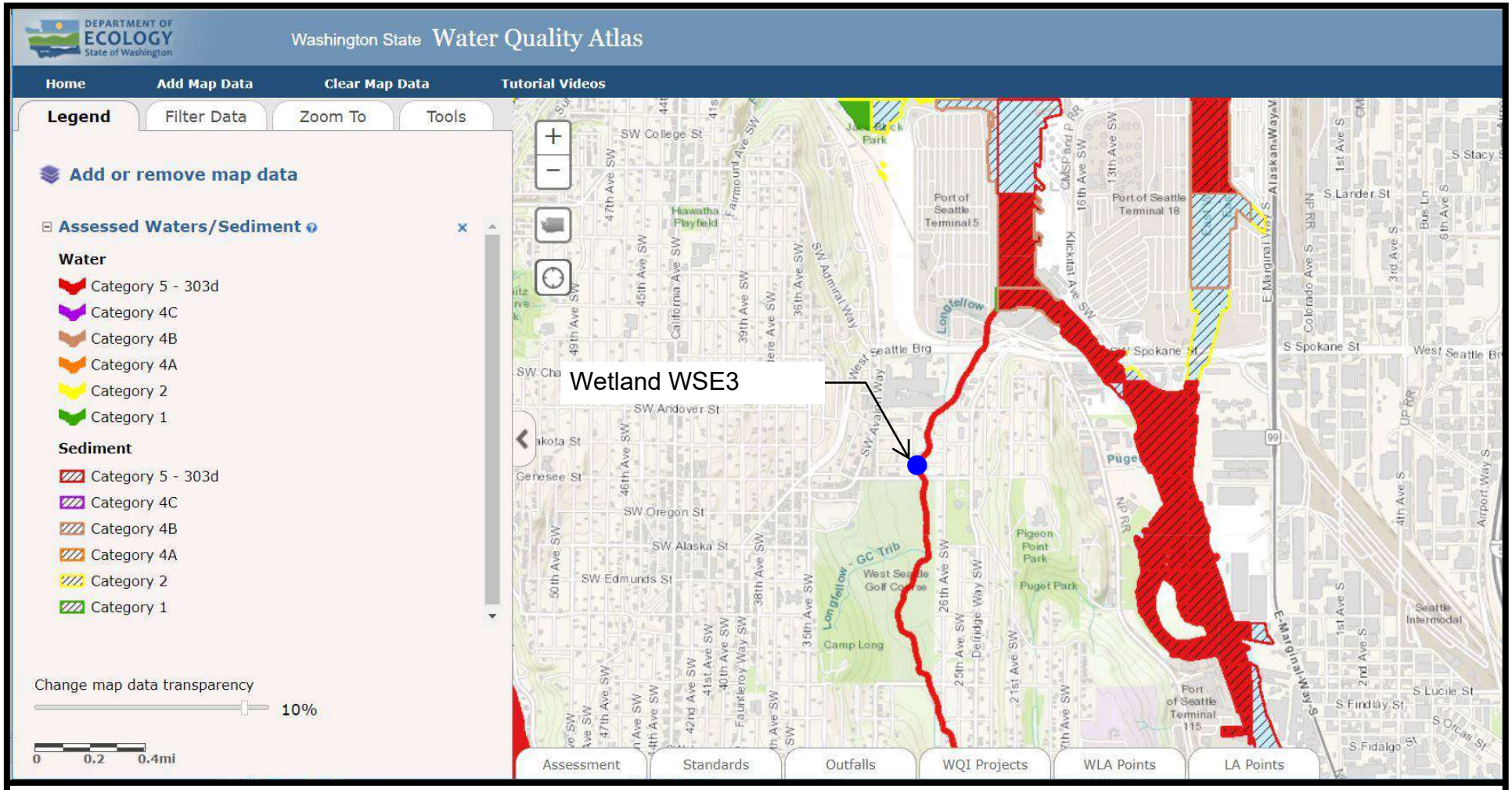


FIGURE 4

Questions: R3.2, R3.3

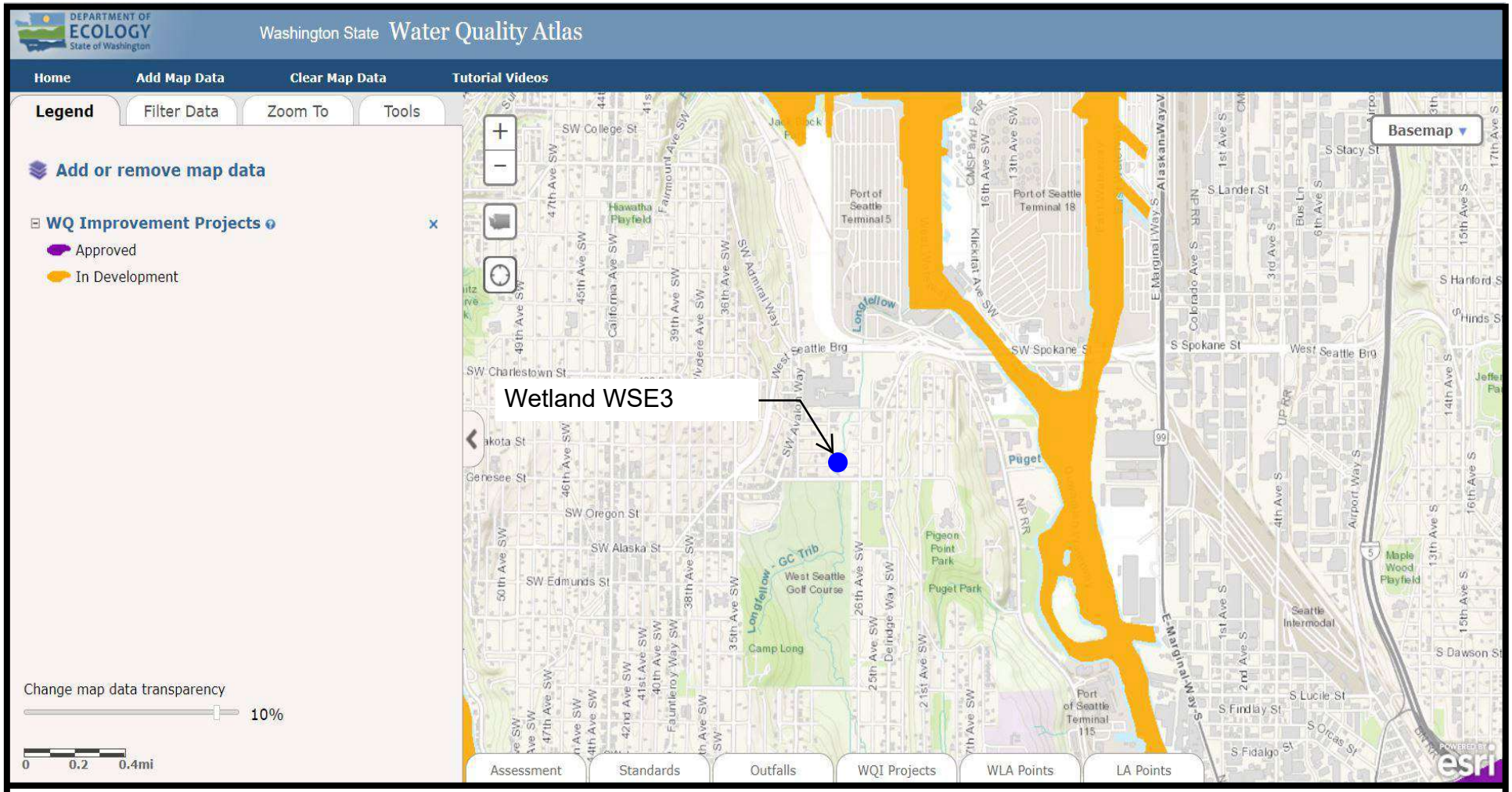


FIGURE 5

Questions: R3.2, R3.3

RATING SUMMARY – Western Washington

Name of wetland (or ID #): Wetland WSE4 Date of site visit: 8/23/2019

Rated by R. Whitson, A. Rotondo Trained by Ecology? ☑ Yes ☐ No Date of training Mar-15

HGM Class used for rating Slope Wetland has multiple HGM classes? ☐ Yes ☑ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/map _____

OVERALL WETLAND CATEGORY IV (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

_____ **Category I** - Total score = 23 - 27
_____ **Category II** - Total score = 20 - 22
_____ **Category III** - Total score = 16 - 19
X **Category IV** - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	L	L	L	
Landscape Potential	M	M	L	
Value	M	L	M	**Total**
Score Based on Ratings	5	4	4	**13**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	X

Wetland name or number Wetland WSE4

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	
Hydroperiods	D 1.4, H 1.2	
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	
Map of the contributing basin	D 4.3, D 5.3	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Ponded depressions	R 1.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	
Map of the contributing basin	R 2.2, R 2.3, R 5.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	1
Hydroperiods	H 1.2	1
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	1
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	1
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	1
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	2
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	3
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	4

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
If your wetland can be classified as a Freshwater Tidal Fringe use the forms for ***Riverine*** *wetlands. If it is Saltwater Tidal Fringe it is an* ***Estuarine*** *wetland and is not scored. This method* ***cannot*** *be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
If your wetland can be classified as a Flats wetland, use the form for ***Depressional*** *wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☑ The wetland is on a slope (*slope can be very gradual*),
- ☑ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☑ The water leaves the wetland **without being impounded.**

☐ NO - go to 5 ☑ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☐ The overbank flooding occurs at least once every 2 years.

☐ NO - go to 6 ☐ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of the wetland.*

☐ NO - go to 7 ☐ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

Wetland name or number Wetland WSE4

SLOPE WETLANDS **Water Quality Functions** - Indicators that the site functions to improve water quality	
S 1.0. Does the site have the potential to improve water quality?	
S 1.1. Characteristics of the average slope of the wetland: (*a 1% slope has a 1 ft vertical drop in elevation for every 100 ft of horizontal distance*) Slope is 1% or less points = 3 Slope is > 1% - 2% points = 2 Slope is > 2% - 5% points = 1 Slope is greater than 5% points = 0	0
S 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic (*use NRCS definitions*): Yes = 3 No = 0	0
S 1.3. Characteristics of the plants in the wetland that trap sediments and pollutants: Choose the points appropriate for the description that best fits the plants in the wetland. *Dense means you have trouble seeing the soil surface (>75% cover), and uncut means not grazed or mowed and plants are higher than 6 in.* Dense, uncut, herbaceous plants > 90% of the wetland area points = 6 Dense, uncut, herbaceous plants > ½ of area points = 3 Dense, woody, plants > ½ of area points = 2 Dense, uncut, herbaceous plants > ¼ of area points = 1 Does not meet any of the criteria above for plants points = 0	3
Total for S 1 Add the points in the boxes above	**3**

Rating of Site Potential If score is: ☐ **12 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

S 2.0. Does the landscape have the potential to support the water quality function of the site?	
S 2.1. Is > 10% of the area within 150 ft on the uphill side of the wetland in land uses that generate pollutants? Yes = 1 No = 0	1
S 2.2. Are there other sources of pollutants coming into the wetland that are not listed in question S 2.1? Other Sources Encampment Yes = 1 No = 0	1
Total for S 2 Add the points in the boxes above	**2**

Rating of Landscape Potential If score is: ☑ **1 - 2 = M** ☐ **0 = L** *Record the rating on the first page*

S 3.0. Is the water quality improvement provided by the site valuable to society?	
S 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list? Yes = 1 No = 0	0
S 3.2. Is the wetland in a basin or sub-basin where water quality is an issue? *At least one aquatic resource in the basin is on the 303(d) list.* Yes = 1 No = 0	1
S 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality? A*nswer YES if there is a TMDL for the basin in which the unit is found* ? Yes = 2 No = 0	0
Total for S 3 Add the points in the boxes above	**1**

Rating of Value If score is: ☐ **2 - 4 = H** ☑ **1 = M** ☐ **0 = L** *Record the rating on the first page*

Wetland name or number Wetland WSE4

SLOPE WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream erosion

S 4.0. Does the site have the potential to reduce flooding and stream erosion?	
S 4.1. Characteristics of plants that reduce the velocity of surface flows during storms: Choose the points appropriate for the description that best fits conditions in the wetland. *Stems of plants should be thick enough (usually > 1/8 in), or dense enough, to remain erect during surface flows.* Dense, uncut, **rigid** plants cover > 90% of the area of the wetland — points = 1 All other conditions — points = 0	0

Rating of Site Potential If score is: ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

S 5.0. Does the landscape have the potential to support hydrologic functions of the site?	
S 5.1. Is more than 25% of the area within 150 ft upslope of wetland in land uses or cover that generate excess surface runoff? — Yes = 1 No = 0	1

Rating of Landscape Potential If score is: ☑ **1 = M** ☐ **0 = L** *Record the rating on the first page*

S 6.0. Are the hydrologic functions provided by the site valuable to society?	
S 6.1. Distance to the nearest areas downstream that have flooding problems: The sub-basin immediately down-gradient of site has flooding problems that result in damage to human or natural resources (e.g., houses or salmon redds) — points = 2 Surface flooding problems are in a sub-basin farther down-gradient — points = 1 No flooding problems anywhere downstream — points = 0	0
S 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? — Yes = 2 No = 0	0
Total for S 6 — Add the points in the boxes above	**0**

Rating of Value If score is: ☐ **2 - 4 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

NOTES and FIELD OBSERVATIONS:

Wetland name or number Wetland WSE4

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.*

☐ Aquatic bed	4 structures or more: points = 4	1
☑ Emergent	3 structures: points = 2	
☑ Scrub-shrub (areas where shrubs have > 30% cover)	2 structures: points - 1	
☐ Forested (areas where trees have > 30% cover)	1 structure: points = 0	
If the unit has a Forested class, check if:		
☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon		

H 1.2. Hydroperiods

Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*).

☐ Permanently flooded or inundated	4 or more types present: points = 3	1
☐ Seasonally flooded or inundated	3 types present: points = 2	
☑ Occasionally flooded or inundated	2 types present: points = 1	
☑ Saturated only	1 types present: points = 0	
☐ Permanently flowing stream or river in, or adjacent to, the wetland		
☐ Seasonally flowing stream in, or adjacent to, the wetland		
☐ **Lake Fringe wetland**	**2 points**	
☐ **Freshwater tidal wetland**	**2 points**	

H 1.3. Richness of plant species

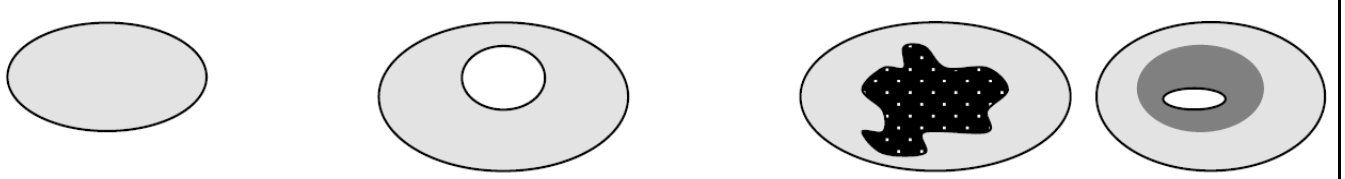
Count the number of plant species in the wetland that cover at least 10 ft^2.
Different patches of the same species can be combined to meet the size threshold and you do not have to name the species. ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle***

1

If you counted:	> 19 species	points = 2
	5 - 19 species	points = 1
	< 5 species	points = 0

H 1.4. Interspersion of habitats

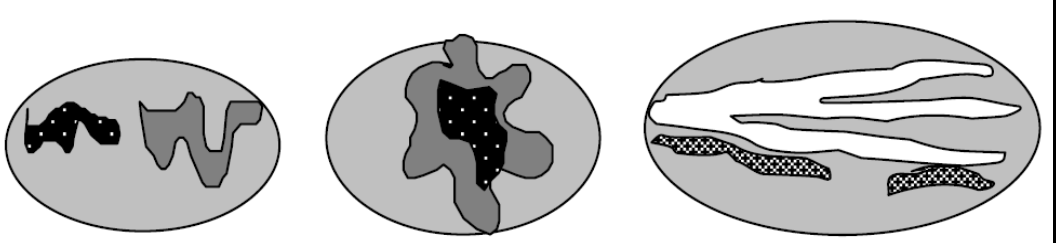
Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*



None = 0 points **Low** = 1 point **Moderate** = 2 points

1

All three diagrams in this row are **HIGH** = 3 points



Wetland name or number Wetland WSE4

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☐ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by* ☐ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	0
Total for H 1 Add the points in the boxes above	**4**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☐ **7 - 14 = M** ☑ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + (10 % moderate & low intensity land uses / 2) = 5% If total accessible habitat is: > $^1/_3$ (33.3%) of 1 km Polygon points = 3 20 - 33% of 1 km Polygon points = 2 10 - 19% of 1 km Polygon points = 1 < 10 % of 1 km Polygon points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + (5 % moderate & low intensity land uses / 2) = 2.5% Undisturbed habitat > 50% of Polygon points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches points = 2 Undisturbed habitat 10 - 50% and > 3 patches points = 1 Undisturbed habitat < 10% of 1 km Polygon points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use points = (-2) ≤ 50% of 1km Polygon is high intensity points = 0	-2
Total for H 2 Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated* . Site meets ANY of the following criteria: points = 2 ☐ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☐ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m points = 1 Site does not meet any of the criteria above points = 0	1

Rating of Value If Score is: ☐ **2 = H** ☑ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE****: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☐ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☐ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a human.
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☐ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number Wetland WSE4

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	**Category**
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category I** ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions? ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina* , see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☑ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Value? ☐ Yes = **Category I** ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☑ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category I** ☑ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions*** . SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☐ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category I bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category I bog** ☑ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category I** ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

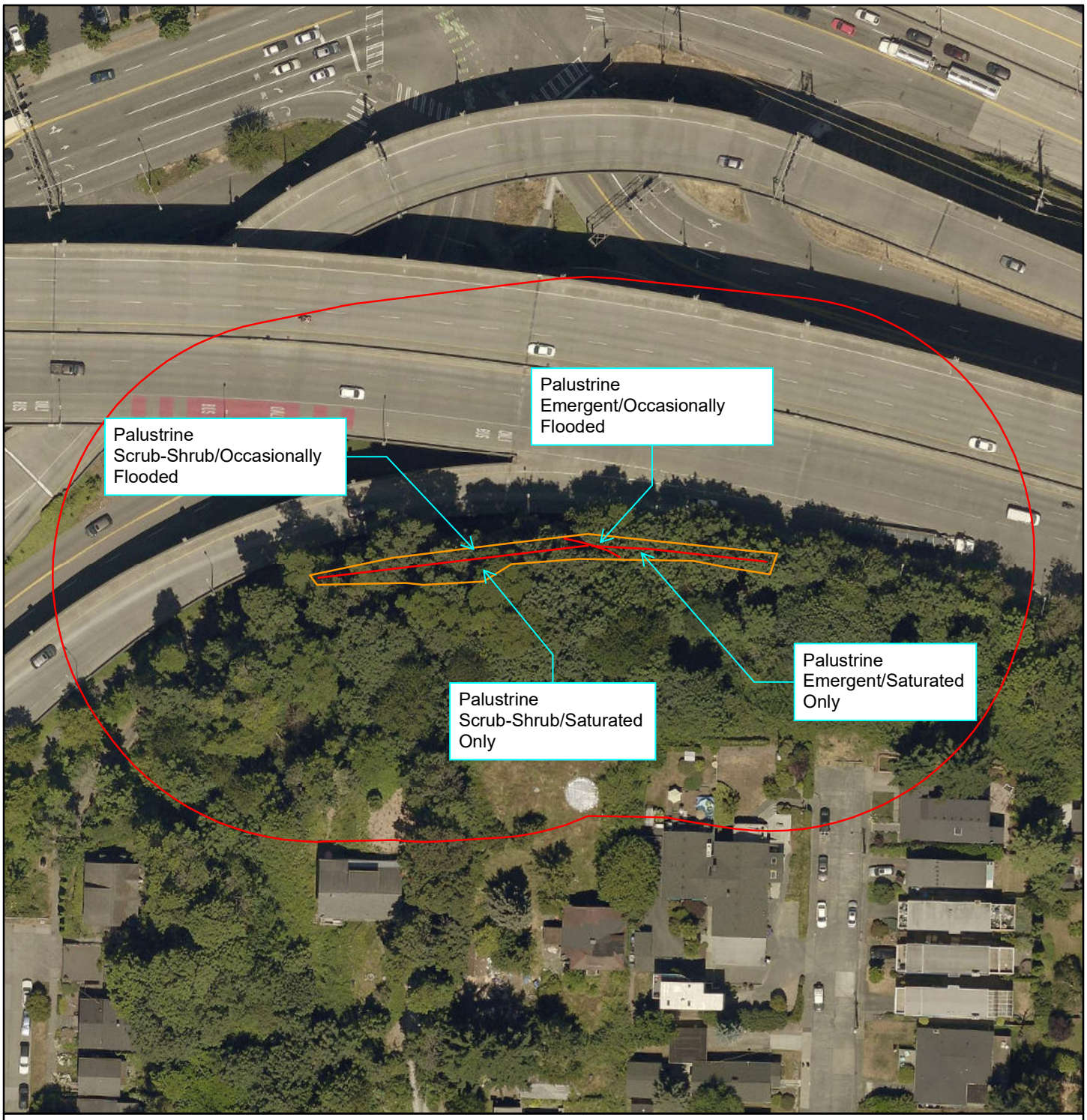
SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category IV**

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form

JACOBS



150-foot Buffer

Wetland WSE4

0 30 60 120 Feet

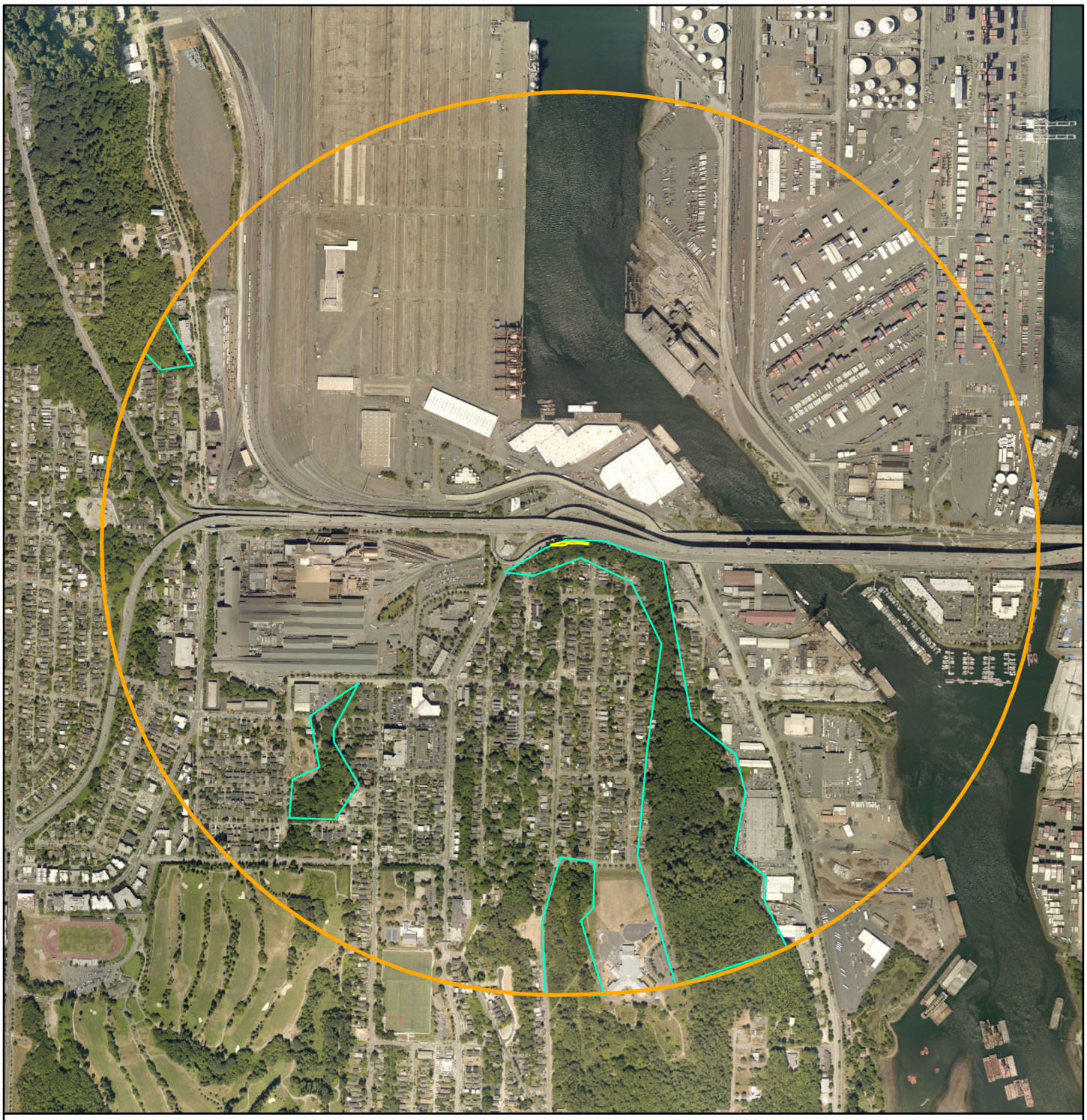
N

Note: Dense, uncut, rigid plants do not cover more than 90% of the area of the wetland.
Entire palustrine emergent class is comprised of dense, uncut, herbaceous plants.

FIGURE 1

9/26/2019

QUESTIONS: H1.1, H1.2, H1.4, S2.1, S4.1, S5.1



Wetland WSE4

1 kilometer Buffer

Low/Medium Land Use

0 387.5 775 1,550 Feet

N

FIGURE 2

9/26/2019

QUESTIONS: H2.1, H2.2, H2.3

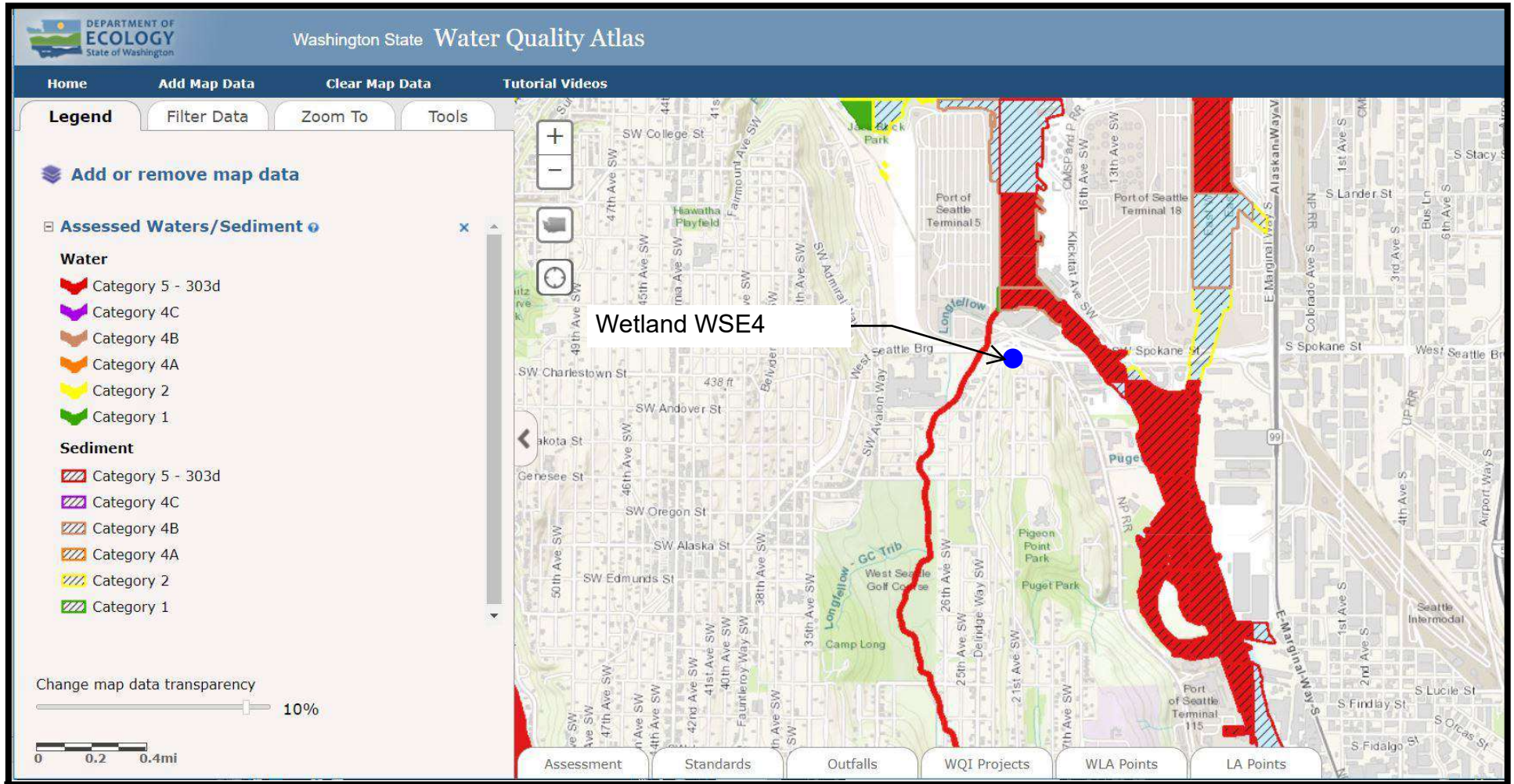


FIGURE 3

Questions: S 3.1, S 3.2

JACOBS

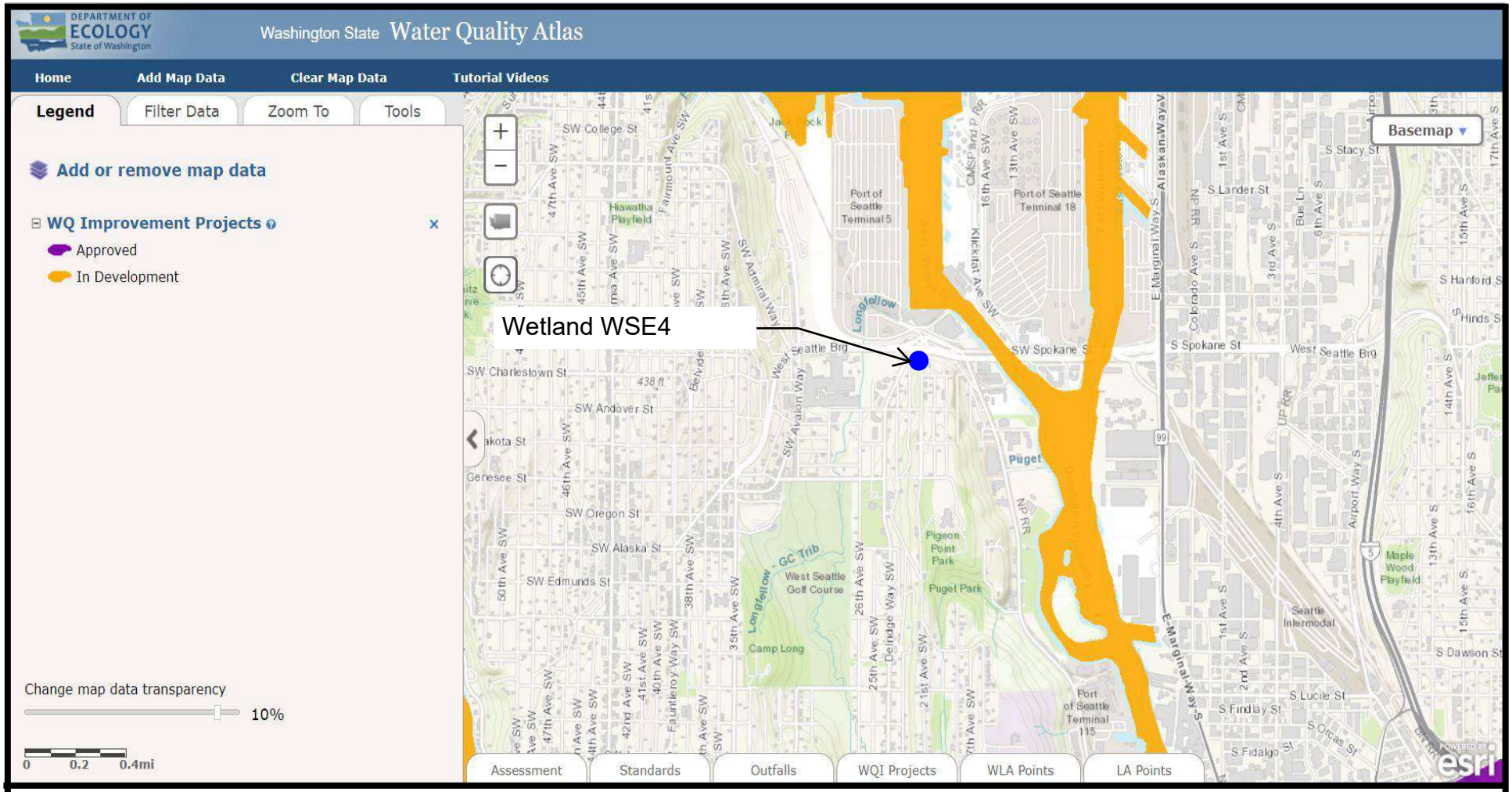


FIGURE 4

Questions: S 3.3

JACOBS

RATING SUMMARY – Western Washington

Name of wetland (or ID #): WSE11 Date of site visit: 2/10/2023

Rated by B. O'Neill & T. McIntyre Trained by Ecology? ☑ Yes ☐ No Date of training 2008

HGM Class used for rating Depressional Wetland has multiple HGM classes? ☐ Yes ☑ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/map ESRI Aerial Layer

OVERALL WETLAND CATEGORY III (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

_____ **Category** I - Total score = 23 - 27
_____ **Category** II - Total score = 20 - 22
X **Category** III - Total score = 16 - 19
_____ **Category** IV - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	L	M	L	
Landscape Potential	H	M	L	
Value	H	L	H	**Total**
Score Based on Ratings	7	5	5	**17**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	X

Wetland name or number WSE11

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	WSE11
Hydroperiods	D 1.4, H 1.2	WSE Hydro
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	WSE11
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	WSE11
Map of the contributing basin	D 4.3, D 5.3	WSE11
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	WSE 1 km
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	303(d)
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	TMDL

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Ponded depressions	R 1.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	
Map of the contributing basin	R 2.2, R 2.3, R 5.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☐ The water leaves the wetland **without being impounded.**

☑ NO - go to 5 ☐ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☐ The overbank flooding occurs at least once every 2 years.

☑ NO - go to 6 ☐ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of*

☐ NO - go to 7 ☑ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

NOTES and FIELD OBSERVATIONS:

Wetland name or number WSE11

DEPRESSIONAL AND FLATS WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

D 1.0. Does the site have the potential to improve water quality?	
D 1.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression (QUESTION 7 on key) with no surface water leaving it (no outlet). points = 3 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet. points = 2 ☐ Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 1 ☐ Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch. points = 1	3
D 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic (*use NRCS definitions*). Yes = 4 No = 0	0
D 1.3. Characteristics and distribution of persistent plants (Emergent, Scrub-shrub, and/or Forested Cowardin classes): Wetland has persistent, ungrazed, plants > 95% of area points = 5 Wetland has persistent, ungrazed, plants > ½ of area points = 3 Wetland has persistent, ungrazed plants > $^{1}/_{10}$ of area points = 1 Wetland has persistent, ungrazed plants < $^{1}/_{10}$ of area points = 0	0
D 1.4. Characteristics of seasonal ponding or inundation: *This is the area that is ponded for at least 2 months. See description in manual.* Area seasonally ponded is > ½ total area of wetland points = 4 Area seasonally ponded is > ¼ total area of wetland points = 2 Area seasonally ponded is < ¼ total area of wetland points = 0	0
Total for D 1 Add the points in the boxes above	**3**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

D 2.0. Does the landscape have the potential to support the water quality function of the site?	
D 2.1. Does the wetland unit receive stormwater discharges? Yes = 1 No = 0	1
D 2.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants? Yes = 1 No = 0	1
D 2.3. Are there septic systems within 250 ft of the wetland? Yes = 1 No = 0	0
D 2.4. Are there other sources of pollutants coming into the wetland that are not listed in questions D 2.1 - D 2.3? Source Nearby industry and residential lawns Yes = 1 No = 0	1
Total for D 2 Add the points in the boxes above	**3**

Rating of Landscape Potential If score is ☑ **3 or 4 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

D 3.0. Is the water quality improvement provided by the site valuable to society?	
D 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list? Yes = 1 No = 0	1
D 3.2. Is the wetland in a basin or sub-basin where an aquatic resource is on the 303(d) list? Yes = 1 No = 0	1
D 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (*answer YES if there is a TMDL for the basin in which the unit is found*)? Yes = 2 No = 0	2
Total for D 3 Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

Wetland name or number WSE11

DEPRESSIONAL AND FLATS WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream degradation

D 4.0. Does the site have the potential to reduce flooding and erosion?	
D 4.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression with no surface water leaving it (no outlet) points = 4 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet points = 2 Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch points = 1 Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 0	4
D 4.2. Depth of storage during wet periods: *Estimate the height of ponding above the bottom of the outlet. For wetlands with no outlet, measure from the surface of permanent water or if dry, the deepest part.* Marks of ponding are 3 ft or more above the surface or bottom of outlet points = 7 Marks of ponding between 2 ft to < 3 ft from surface or bottom of outlet points = 5 ☐ Marks are at least 0.5 ft to < 2 ft from surface or bottom of outlet points = 3 ☐ The wetland is a "headwater" wetland points = 3 Wetland is flat but has small depressions on the surface that trap water points = 1 Marks of ponding less than 0.5 ft (6 in) points = 0	0
D 4.3. Contribution of the wetland to storage in the watershed: *Estimate the ratio of the area of upstream basin contributing surface water to the wetland to the area of the wetland unit* ☐ The area of the basin is less than 10 times the area of the unit points = 5 The area of the basin is 10 to 100 times the area of the unit points = 3 The area of the basin is more than 100 times the area of the unit points = 0 ☐ Entire wetland is in the Flats class points = 5	3
Total for D 4 Add the points in the boxes above	**7**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☑ **6 - 11 = M** ☐ **0 - 5 = L** *Record the rating on the first page*

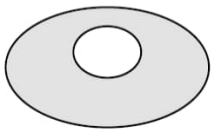
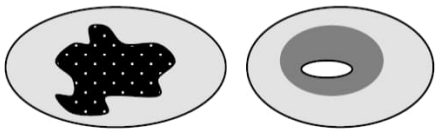
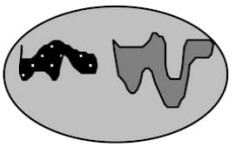
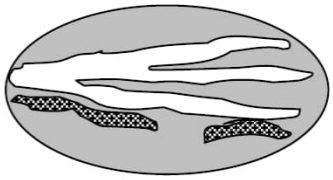
D 5.0. Does the landscape have the potential to support hydrologic function of the site?	
D 5.1. Does the wetland unit receive stormwater discharges? Yes = 1 No = 0	1
D 5.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate excess runof Yes = 1 No = 0	1
D 5.3. Is more than 25% of the contributing basin of the wetland covered with intensive human land uses (residential at >1 residence/ac, urban, commercial, agriculture, etc.)? Yes = 1 No = 0	0
Total for D 5 Add the points in the boxes above	**2**

Rating of Landscape Potential If score is: ☐ **3 = H** ☑ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

D 6.0. Are the hydrologic functions provided by the site valuable to society?	
D 6.1. The unit is in a landscape that has flooding problems. *Choose the description that best matches conditions around the wetland unit being rated. Do not add points. Choose the highest score if more than one condition is met.* The wetland captures surface water that would otherwise flow down-gradient into areas where flooding has damaged human or natural resources (e.g., houses or ● Flooding occurs in a sub-basin that is immediately down-gradient of unit. points = 2 ☐ ● Surface flooding problems are in a sub-basin farther down-gradient. points = 1 ☐ Flooding from groundwater is an issue in the sub-basin. points = 1 ☐ The existing or potential outflow from the wetland is so constrained by human or natural conditions that the water stored by the wetland cannot reach areas that flood. Explain why points = 0 ☐ There are no problems with flooding downstream of the wetland. points = 0	0
D 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0	0
Total for D 6 Add the points in the boxes above	**0**

Rating of Value If score is: ☐ **2 - 4 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

Wetland name or number WSE11

These questions apply to wetlands of all HGM classes. **HABITAT FUNCTIONS** - Indicators that site functions to provide important habitat	
H 1.0. Does the site have the potential to provide habitat?	
H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.* ☐ Aquatic bed — 4 structures or more: points = 4 ☐ Emergent — 3 structures: points = 2 ☑ Scrub-shrub (areas where shrubs have > 30% cover) — 2 structures: points - 1 ☐ Forested (areas where trees have > 30% cover) — 1 structure: points = 0 *If the unit has a Forested class, check if*: ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon	0
H 1.2. Hydroperiods Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*). ☐ Permanently flooded or inundated — 4 or more types present: points = 3 ☑ Seasonally flooded or inundated — 3 types present: points = 2 ☑ Occasionally flooded or inundated — 2 types present: points = 1 ☐ Saturated only — 1 types present: points = 0 ☐ Permanently flowing stream or river in, or adjacent to, the wetland ☐ Seasonally flowing stream in, or adjacent to, the wetland ☐ **Lake Fringe wetland** — **2 points** ☐ **Freshwater tidal wetland** — **2 points**	1
H 1.3. Richness of plant species Count the number of plant species in the wetland that cover at least 10 ft^2. *Different patches of the same species can be combined to meet the size threshold and you do not have to name the species.* ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** If you counted: > 19 species — points = 2 5 - 19 species — points = 1 < 5 species — points = 0	0
H 1.4. Interspersion of habitats Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*   **None** = 0 points — **Low** = 1 point — **Moderate** = 2 points All three diagrams in this row are **HIGH** = 3 points  	0

Wetland name or number WSE11

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☐ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by* ☐ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	0
Total for H 1 Add the points in the boxes above	**1**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☐ **7 - 14 = M** ☑ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + 1 % moderate & low intensity land uses / 2) = 0.5% If total accessible habitat is: > $^1/_3$ (33.3%) of 1 km Polygon points = 3 20 - 33% of 1 km Polygon points = 2 10 - 19% of 1 km Polygon points = 1 < 10 % of 1 km Polygon points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + 5 % moderate & low intensity land uses / 2) = 2.5% Undisturbed habitat > 50% of Polygon points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches points = 2 Undisturbed habitat 10 - 50% and > 3 patches points = 1 Undisturbed habitat < 10% of 1 km Polygon points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use points = (-2) ≤ 50% of 1km Polygon is high intensity points = 0	-2
Total for H 2 Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: points = 2 ☑ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☐ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m points = 1 Site does not meet any of the criteria above points = 0	2

Rating of Value If Score: ☑ **2 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☑ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☑ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☑ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number WSE11

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	Category
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category** I ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina*, see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☐ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Valu ☐ Yes = **Category** I ☐ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☐ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category** I ☑ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions***. SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category** I **bog** ☑ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category** I **bog** ☑ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category** I ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

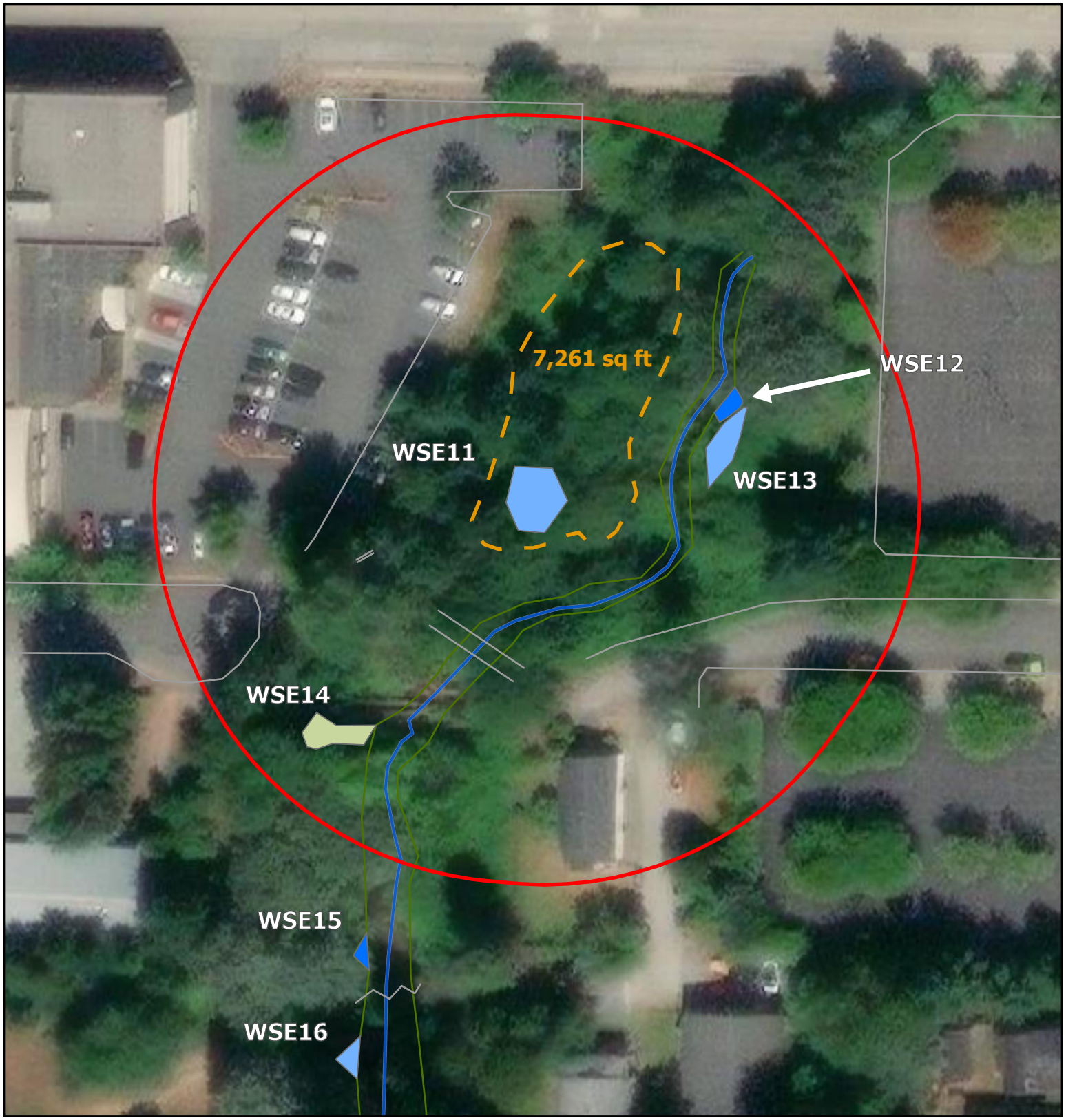
☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category** IV

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form



0 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE11

Cowardin Class and 150-foot Buffer

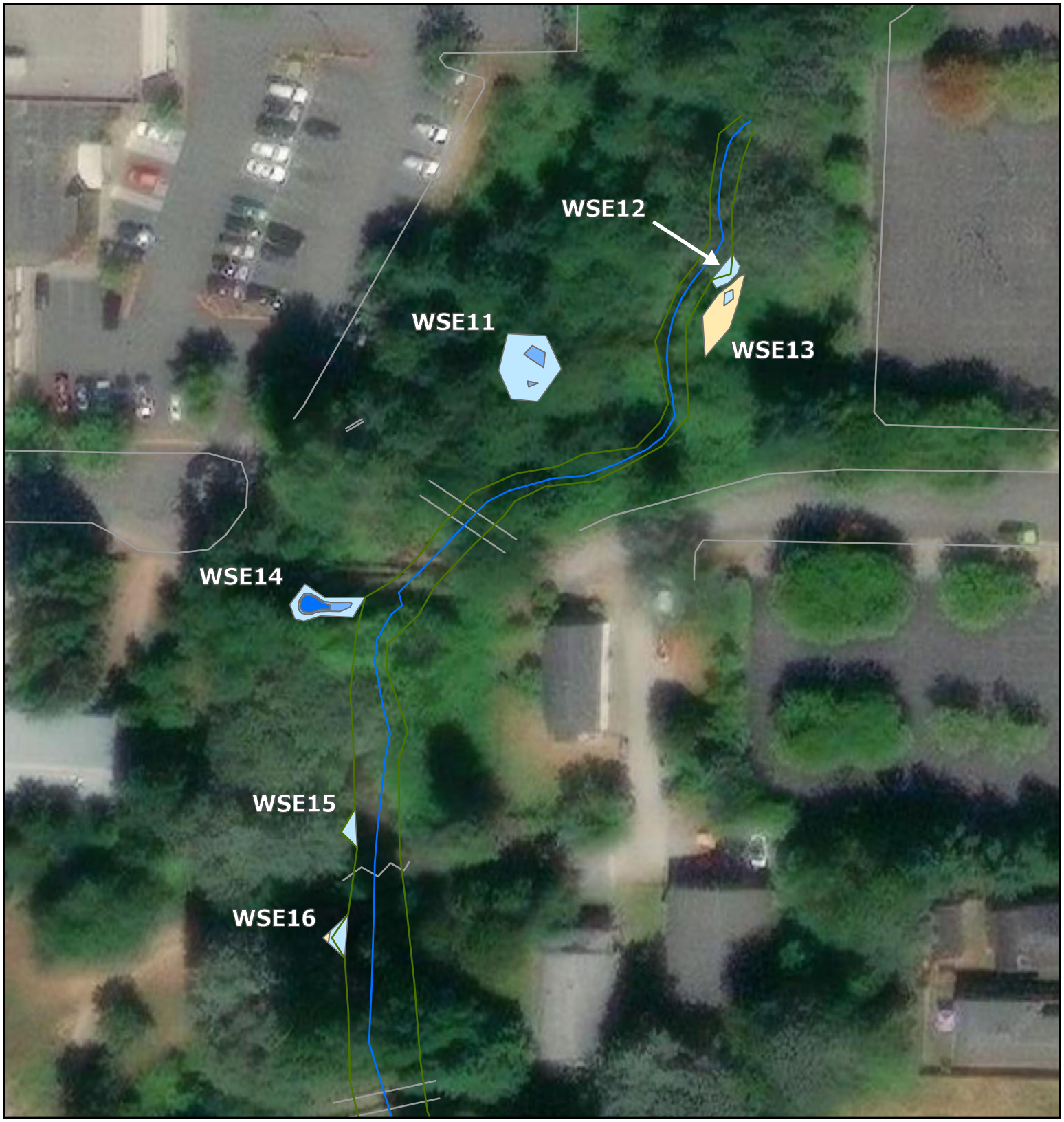
Questions: D1.1, D1.3, D2.2, D4.1, D4.3, D5.2, D5.3, H1.1, H1.4

Cowardin Class

- Palustrine Emergent
- Palustrine Scrub-Shrub
- Palustrine Forested

- Structures
- Contributing Basin
- Ordinary High Water Mark
- 150-foot Buffer
- Stream Thalweg

Figure WSE11



0 25 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension
WSE 11, 12, 13, 14, 15, & 16

Hydroperiods
Questions: D1.4, H1.2

Hydroperiods

- Saturated Only
- Occasionally Ponded
- Seasonally Ponded
- Permanently Ponded

- Stream Thalweg
- Structures
- Ordinary High Water Mark

Figure WSE Hydro

0 0.1 0.2 0.4 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE 11, 12, 13, 14, 15, & 16

1 km Land Use Intensity

Questions: H2.1, H2.2, H2.3

Land Use Intensity

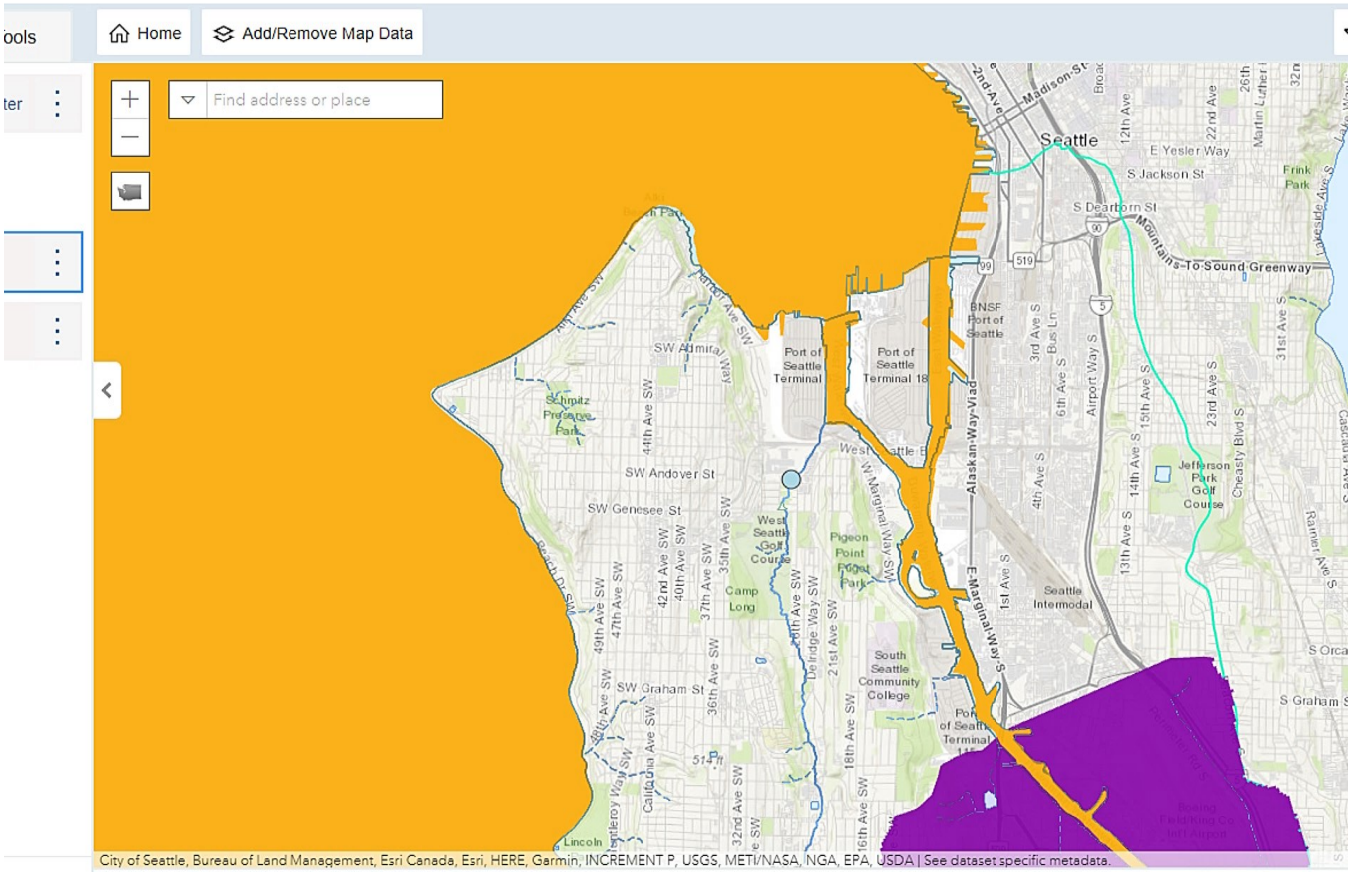
High

Moderate

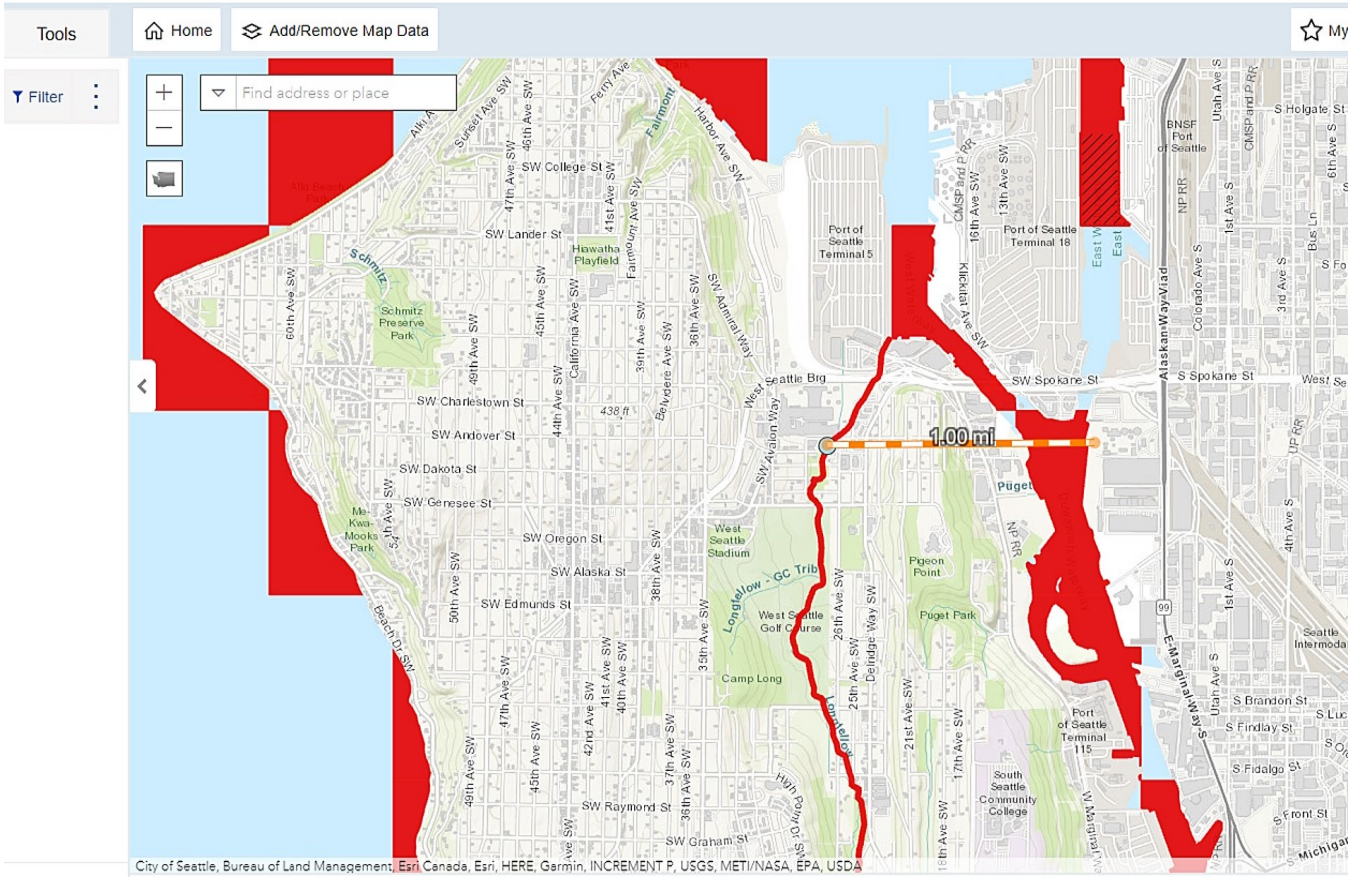
Project Wetlands

Figure WSE 1 km

Water Quality Atlas Map



Water Quality Atlas Map



RATING SUMMARY – Western Washington

Name of wetland (or ID #): WSE12 Date of site visit: 3/6/2013

Rated by B. O'Neill & T. McIntyre Trained by Ecology? ☑ Yes ☐ No Date of training 2008

HGM Class used for rating Riverine Wetland has multiple HGM classes? ☐ Yes ☑ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/ma ESRI Aerial Layer

OVERALL WETLAND CATEGORY III (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

_____ **Category** I - Total score = 23 - 27
_____ **Category** II - Total score = 20 - 22
X **Category** III - Total score = 16 - 19
_____ **Category** IV - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	L	L	L	
Landscape Potential	H	M	L	
Value	H	L	H	**Total**
Score Based on Ratings	7	4	5	**16**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	X

Wetland name or number WSE12

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	
Hydroperiods	D 1.4, H 1.2	
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	
Map of the contributing basin	D 4.3, D 5.3	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	WSE12
Hydroperiods	H 1.2	WSE Hydro
Ponded depressions	R 1.1	WSE12
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	WSE12
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	WSE12
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	WSE12
Map of the contributing basin	R 2.2, R 2.3, R 5.2	WSE Basin
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	WSE 1km
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	303(d)
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	TMDL

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☐ The water leaves the wetland **without being impounded.**

☑ NO - go to 5 ☐ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☑ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☑ The overbank flooding occurs at least once every 2 years.

☐ NO - go to 6 ☑ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of*

☐ NO - go to 7 ☐ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

NOTES and FIELD OBSERVATIONS:

RIVERINE AND FRESHWATER TIDAL FRINGE WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

R 1.0. Does the site have the potential to improve water quality?		
R 1.1. Area of surface depressions within the Riverine wetland that can trap sediments during a flooding event:		0
Depressions cover > $^{3}/_{4}$ area of wetland	points = 8	
Depressions cover > ½ area of wetland	points = 4	
Depressions present but cover < ½ area of wetland	points = 2	
No depressions present	points = 0	
R 1.2. Structure of plants in the wetland (areas with >90% cover at person height, **not** Cowardin classes)		0
Trees or shrubs > $^{2}/_{3}$ area of the wetland	points = 8	
☐ Trees or shrubs > $^{1}/_{3}$ area of the wetland	points = 6	
☐ Herbaceous plants (> 6 in high) > $^{2}/_{3}$ area of the wetland	points = 6	
Herbaceous plants (> 6 in high) > $^{1}/_{3}$ area of the wetland	points = 3	
Trees, shrubs, and ungrazed herbaceous < $^{1}/_{3}$ area of the wetland	points = 0	
Total for R 1	Add the points in the boxes above	**0**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

R 2.0. Does the landscape have the potential to support the water quality function of the site?		
R 2.1. Is the wetland within an incorporated city or within its UGA?	Yes = 2 No = 0	2
R 2.2. Does the contributing basin to the wetland include a UGA or incorporated area?	Yes = 1 No = 0	1
R 2.3. Does at least 10% of the contributing basin contain tilled fields, pastures, or forests that have been clearcut within the last 5 years?	Yes = 1 No = 0	0
R 2.4. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants?	Yes = 1 No = 0	1
R 2.5. Are there other sources of pollutants coming into the wetland that are not listed in questions R 2.1 - R 2.4? Other Sources Golf Course, roadways w/motor vehicle exhaust	Yes = 1 No = 0	1
Total for R 2	Add the points in the boxes above	**5**

Rating of Landscape Potential If score is: ☑ **3 - 6 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

R 3.0. Is the water quality improvement provided by the site valuable to society?		
R 3.1. Is the wetland along a stream or river that is on the 303(d) list or on a tributary that drains to one within 1 mi?	Yes = 1 No = 0	1
R 3.2. Is the wetland along a stream or river that has TMDL limits for nutrients, toxics, or pathogens?	Yes = 1 No = 0	1
R 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality? (*answer YES if there is a TMDL for the drainage in which the unit is found*)	Yes = 2 No = 0	2
Total for R 3	Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

RIVERINE AND FRESHWATER TIDAL FRINGE WETLANDS

Hydrologic Functions - Indicators that site functions to reduce flooding and stream erosion

R 4.0. Does the site have the potential to reduce flooding and erosion?		
R 4.1. Characteristics of the overbank storage the wetland provides: *Estimate the average width of the wetland perpendicular to the direction of the flow and the width of the stream or river channel (distance between banks). Calculate the ratio: (average width of wetland)/(average width of stream between banks).*		1
If the ratio is more than 20	points = 9	
If the ratio is 10 - 20	points = 6	
If the ratio is 5 - < 10	points = 4	
If the ratio is 1 - < 5	points = 2	
If the ratio is < 1	points = 1	
R 4.2. Characteristics of plants that slow down water velocities during floods: *Treat large woody debris as forest or shrub. Choose the points appropriate for the best description (polygons need to have >90% cover at person height. These are NOT Cowardin classes*).		0
Forest or shrub for > $^{1}/_{3}$ area OR emergent plants > $^{2}/_{3}$ area	points = 7	
Forest or shrub for > $^{1}/_{10}$ area OR emergent plants > $^{1}/_{3}$ area	points = 4	
Plants do not meet above criteria	points = 0	
Total for R 4	Add the points in the boxes above	**1**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

R 5.0. Does the landscape have the potential to support the hydrologic functions of the site?		
R 5.1. Is the stream or river adjacent to the wetland downcut?	Yes = 0 No = 1	1
R 5.2. Does the up-gradient watershed include a UGA or incorporated area?	Yes = 1 No = 0	1
R 5.3 Is the up-gradient stream or river controlled by dams?	Yes = 0 No = 1	0
Total for R 5	Add the points in the boxes above	**2**

Rating of Landscape Potential If score is: ☐ **3 = H** ☑ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

R 6.0. Are the hydrologic functions provided by the site valuable to society?		
R 6.1. Distance to the nearest areas downstream that have flooding problems? *Choose the description that best fits the site.*		0
The sub-basin immediately down-gradient of the wetland has flooding problems that result in damage to human or natural resources (e.g., houses or salmon redds)	points = 2	
Surface flooding problems are in a sub-basin farther down-gradient	points = 1	
No flooding problems anywhere downstream	points = 0	
R 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan?	Yes = 2 No = 0	0
Total for R 6	Add the points in the boxes above	**0**

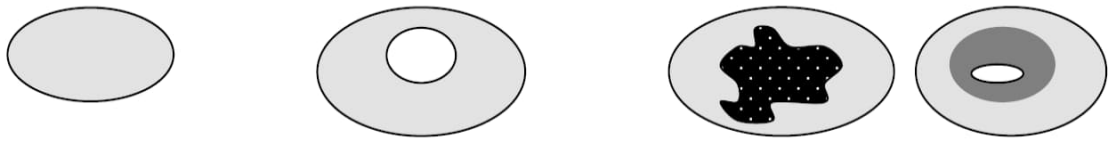
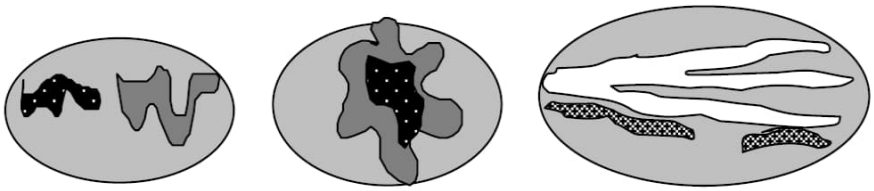
Rating of Value If score is: ☐ **2 - 4 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

Wetland name or number WSE12

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.* ☐ Aquatic bed — 4 structures or more: points = 4 ☑ Emergent — 3 structures: points = 2 ☐ Scrub-shrub (areas where shrubs have > 30% cover) — 2 structures: points - 1 ☐ Forested (areas where trees have > 30% cover) — 1 structure: points = 0 *If the unit has a Forested class, check if*: ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon	0
H 1.2. Hydroperiods Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*). ☐ Permanently flooded or inundated — 4 or more types present: points = 3 ☐ Seasonally flooded or inundated — 3 types present: points = 2 ☑ Occasionally flooded or inundated — 2 types present: points = 1 ☐ Saturated only — 1 types present: points = 0 ☐ Permanently flowing stream or river in, or adjacent to, the wetland ☐ Seasonally flowing stream in, or adjacent to, the wetland ☐ **Lake Fringe wetland** — **2 points** ☐ **Freshwater tidal wetland** — **2 points**	0
H 1.3. Richness of plant species Count the number of plant species in the wetland that cover at least 10 ft^2. *Different patches of the same species can be combined to meet the size threshold and you do not have to name the species.* ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** If you counted: > 19 species — points = 2 5 - 19 species — points = 1 < 5 species — points = 0	0
H 1.4. Interspersion of habitats Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*  **None** = 0 points — **Low** = 1 point — **Moderate** = 2 points All three diagrams in this row are **HIGH** = 3 points 	0

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☐ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by* ☑ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	1
Total for H 1 — Add the points in the boxes above	**1**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☐ **7 - 14 = M** ☑ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + 0.7 % moderate & low intensity land uses / 2) = 0.35% If total accessible habitat is: > $^1/_3$ (33.3%) of 1 km Polygon — points = 3 20 - 33% of 1 km Polygon — points = 2 10 - 19% of 1 km Polygon — points = 1 < 10 % of 1 km Polygon — points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + 5 % moderate & low intensity land uses / 2) = 2.5% Undisturbed habitat > 50% of Polygon — points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches — points = 2 Undisturbed habitat 10 - 50% and > 3 patches — points = 1 Undisturbed habitat < 10% of 1 km Polygon — points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use — points = (-2) ≤ 50% of 1km Polygon is high intensity — points = 0	-2
Total for H 2 — Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: — points = 2 ☑ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☐ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m — points = 1 Site does not meet any of the criteria above — points = 0	2

Rating of Value If Score: ☑ **2 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☑ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☑ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☑ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because thev are addressed elsewhere.

Wetland name or number WSE12

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	Category
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category** I ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina*, see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☑ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Valu ☐ Yes = **Category** I ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☑ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category** I ☑ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions***. SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category** I **bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category** I **bog** ☐ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category** I ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category** IV

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form

0 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE12

Cowardin Class and 150-foot Buffer

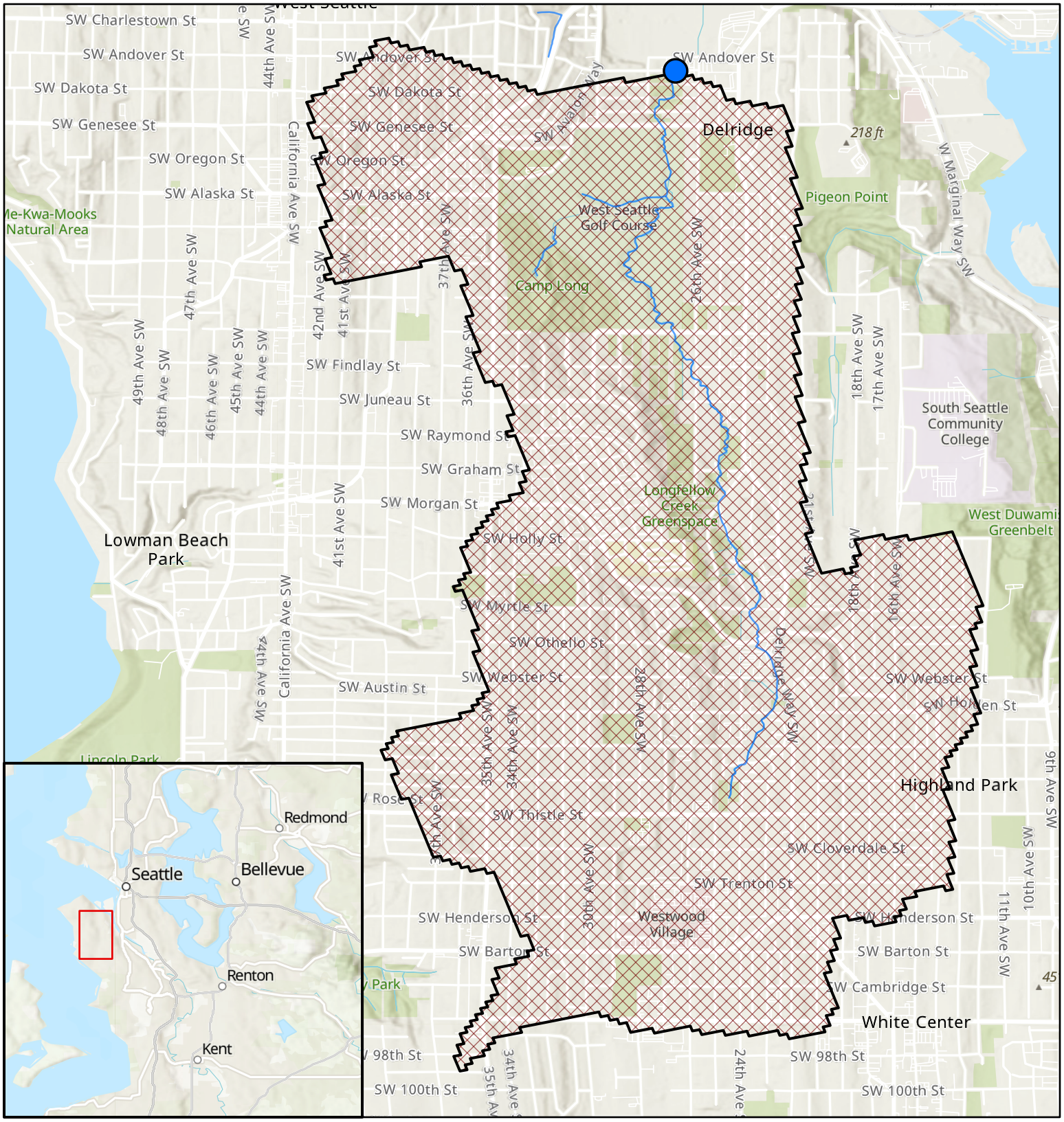
Questions: D1.1, D1.3, D2.2, D4.1, D4.3, D5.2, D5.3, H1.1, H1.4

Cowardin Class

- Palustrine Emergent
- Palustrine Forested
- Palustrine Scrub-Shrub

- Structures
- Ordinary High Water Mark
- 150-foot Buffer
- Stream Thalweg

Figure WSE12



0 0.5 1 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE12, WSE15, and WSE16

Contributing Basin

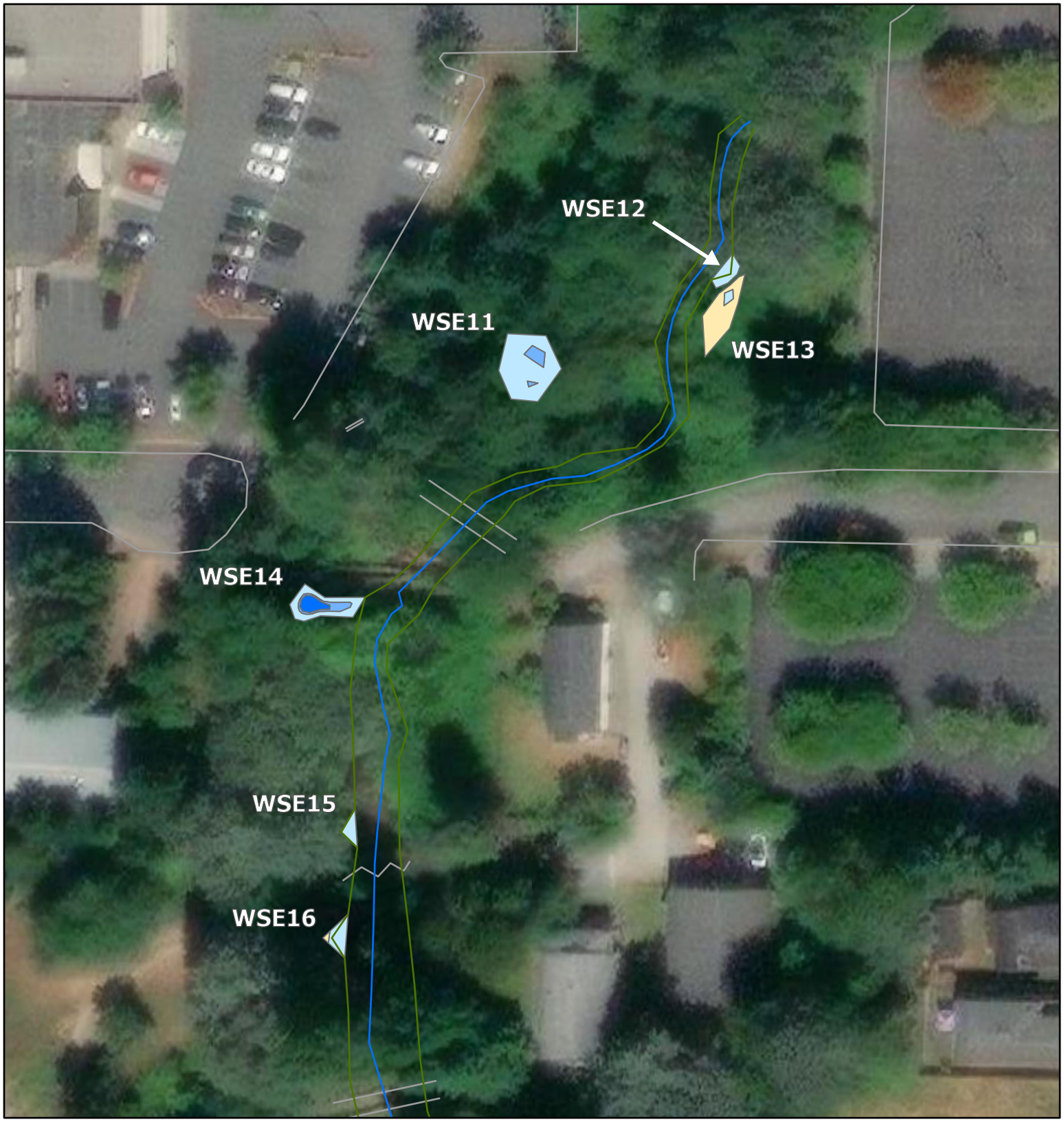
Questions: R2.2, R2.3, R5.2

Longfellow Creek

Contributing Basin

Project Wetlands

Figure WSE Basin



0 25 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension
WSE 11, 12, 13, 14, 15, & 16

Hydroperiods
Questions: D1.4, H1.2

Hydroperiods

- Saturated Only
- Occasionally Ponded
- Seasonally Ponded
- Permanently Ponded

- Stream Thalweg
- Structures
- Ordinary High Water Mark

Figure WSE Hydro

0 0.1 0.2 0.4 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE 11, 12, 13, 14, 15, & 16

1 km Land Use Intensity

Questions: H2.1, H2.2, H2.3

Land Use Intensity

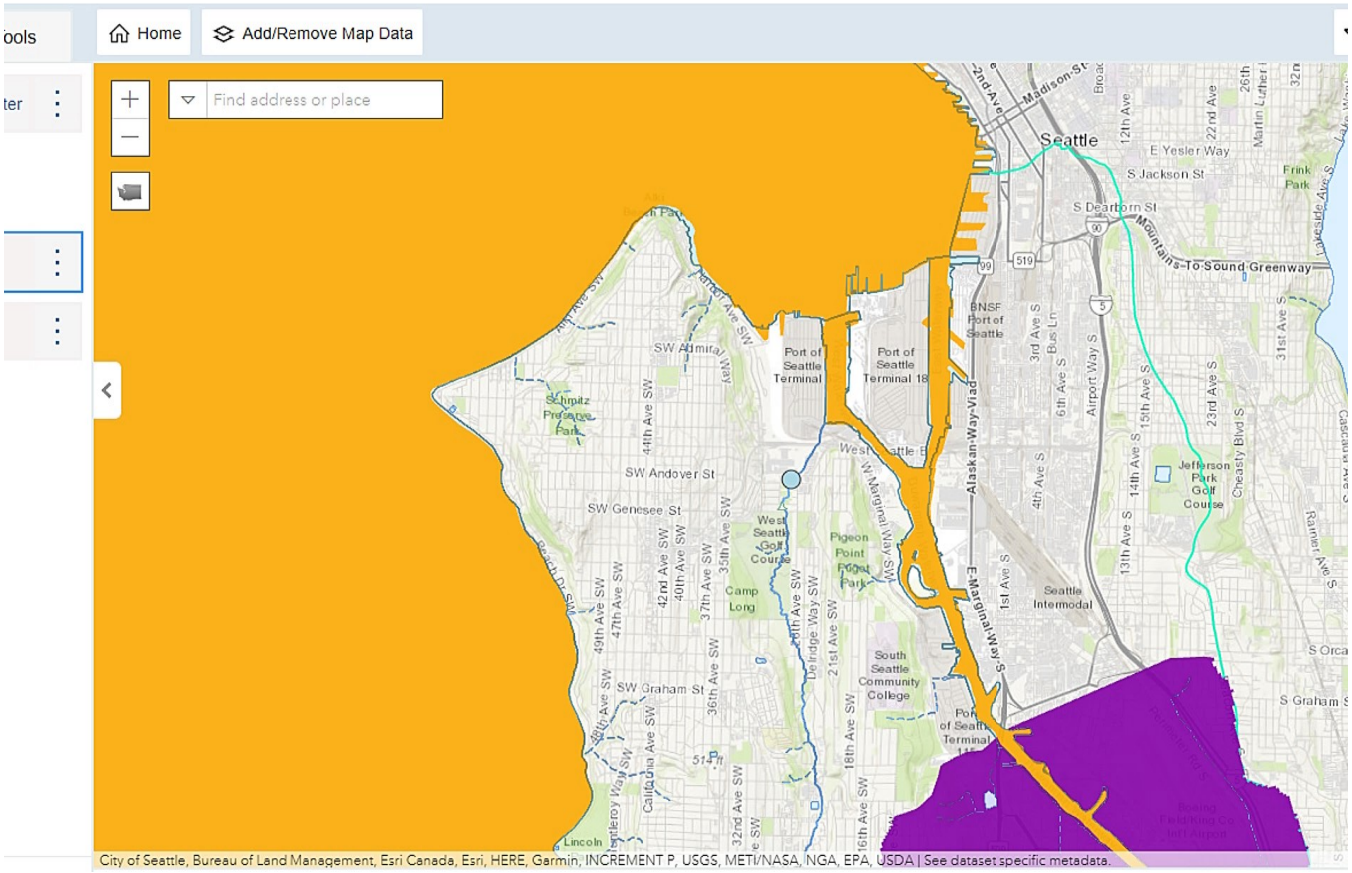
High

Moderate

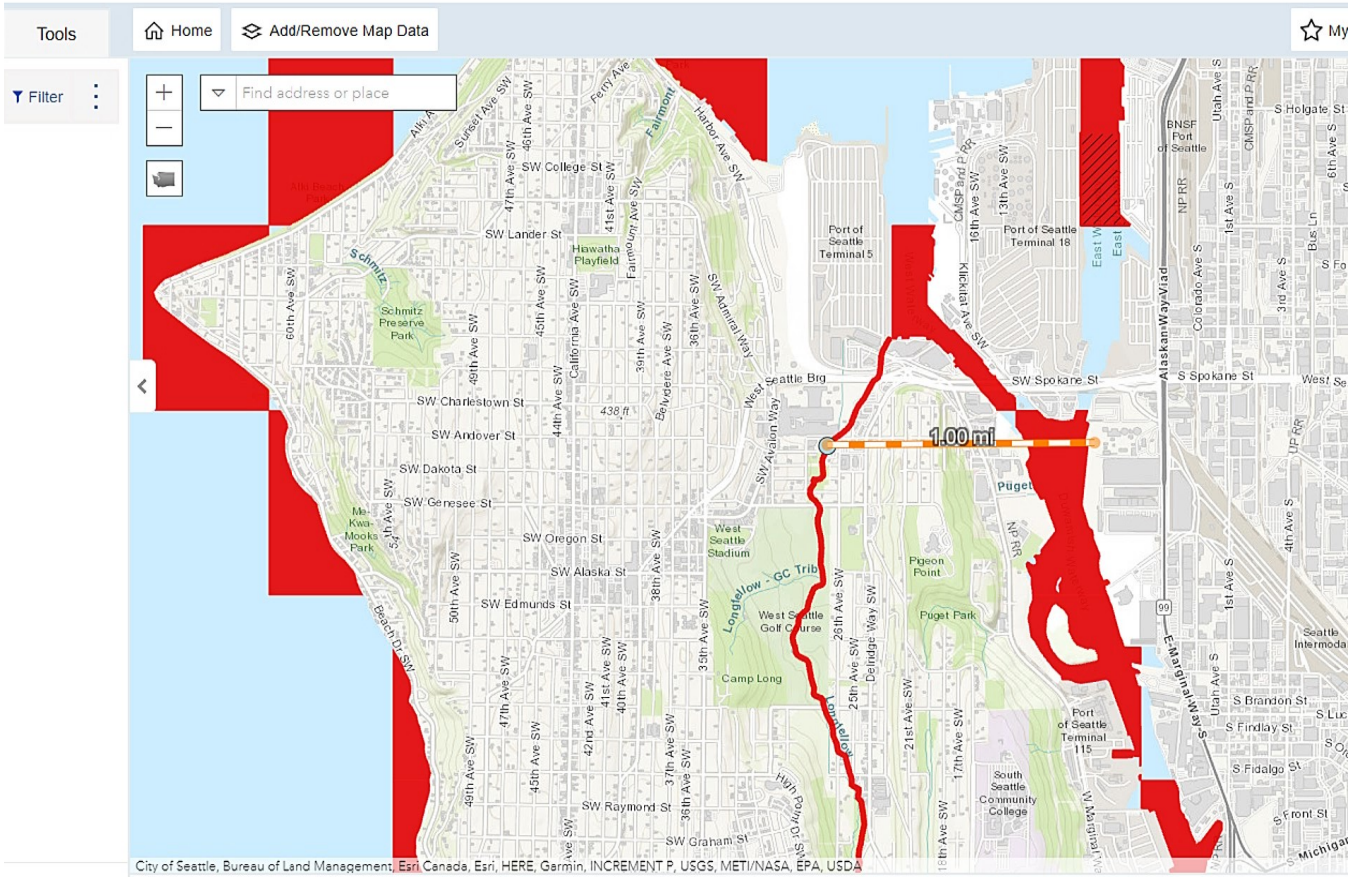
Project Wetlands

Figure WSE 1 km

Water Quality Atlas Map



Water Quality Atlas Map



RATING SUMMARY – Western Washington

Name of wetland (or ID #): WSE13 Date of site visit: 2/10/2023

Rated by B. O'Neill & T. McIntyre Trained by Ecology? ☑ Yes ☐ No Date of training 2008

HGM Class used for rating Depressional Wetland has multiple HGM classes? ☑ Yes ☐ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/map ESRI Aerial Layer

OVERALL WETLAND CATEGORY III (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

_____ **Category** I - Total score = 23 - 27
_____ **Category** II - Total score = 20 - 22
X **Category** III - Total score = 16 - 19
_____ **Category** IV - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	L	L	L	
Landscape Potential	H	H	L	
Value	H	L	H	**Total**
Score Based on Ratings	7	5	5	**17**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	X

Wetland name or number WSE13

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	WSE13
Hydroperiods	D 1.4, H 1.2	WSE Hydro
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	WSE13
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	WSE13
Map of the contributing basin	D 4.3, D 5.3	WSE13
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	WSE 1 km
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	303(d)
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	TMDL

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Ponded depressions	R 1.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	
Map of the contributing basin	R 2.2, R 2.3, R 5.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☐ The water leaves the wetland **without being impounded.**

☑ NO - go to 5 ☐ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☐ The overbank flooding occurs at least once every 2 years.

☑ NO - go to 6 ☐ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of*

☑ NO - go to 7 ☐ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☑ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

NOTES and FIELD OBSERVATIONS:

Wetland name or number WSE13

DEPRESSIONAL AND FLATS WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

D 1.0. Does the site have the potential to improve water quality?	
D 1.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression (QUESTION 7 on key) with no surface water leaving it (no outlet). points = 3 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet. points = 2 ☐ Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 1 ☐ Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch. points = 1	2
D 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic (*use NRCS definitions*). Yes = 4 No = 0	0
D 1.3. Characteristics and distribution of persistent plants (Emergent, Scrub-shrub, and/or Forested Cowardin classes): Wetland has persistent, ungrazed, plants > 95% of area points = 5 Wetland has persistent, ungrazed, plants > ½ of area points = 3 Wetland has persistent, ungrazed plants > $^{1}/_{10}$ of area points = 1 Wetland has persistent, ungrazed plants < $^{1}/_{10}$ of area points = 0	3
D 1.4. Characteristics of seasonal ponding or inundation: *This is the area that is ponded for at least 2 months. See description in manual.* Area seasonally ponded is > ½ total area of wetland points = 4 Area seasonally ponded is > ¼ total area of wetland points = 2 Area seasonally ponded is < ¼ total area of wetland points = 0	0
Total for D 1 Add the points in the boxes above	**5**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

D 2.0. Does the landscape have the potential to support the water quality function of the site?	
D 2.1. Does the wetland unit receive stormwater discharges? Yes = 1 No = 0	1
D 2.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants? Yes = 1 No = 0	1
D 2.3. Are there septic systems within 250 ft of the wetland? Yes = 1 No = 0	0
D 2.4. Are there other sources of pollutants coming into the wetland that are not listed in questions D 2.1 - D 2.3? Source Nearby industry and residential lawns Yes = 1 No = 0	1
Total for D 2 Add the points in the boxes above	**3**

Rating of Landscape Potential If score is ☑ **3 or 4 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

D 3.0. Is the water quality improvement provided by the site valuable to society?	
D 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list? Yes = 1 No = 0	1
D 3.2. Is the wetland in a basin or sub-basin where an aquatic resource is on the 303(d) list? Yes = 1 No = 0	1
D 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (*answer YES if there is a TMDL for the basin in which the unit is found*)? Yes = 2 No = 0	2
Total for D 3 Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

Wetland name or number WSE13

DEPRESSIONAL AND FLATS WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream degradation

D 4.0. Does the site have the potential to reduce flooding and erosion?	
D 4.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression with no surface water leaving it (no outlet) points = 4 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet points = 2 Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch points = 1 Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 0	2
D 4.2. Depth of storage during wet periods: *Estimate the height of ponding above the bottom of the outlet. For wetlands with no outlet, measure from the surface of permanent water or if dry, the deepest part.* Marks of ponding are 3 ft or more above the surface or bottom of outlet points = 7 Marks of ponding between 2 ft to < 3 ft from surface or bottom of outlet points = 5 ☐ Marks are at least 0.5 ft to < 2 ft from surface or bottom of outlet points = 3 ☐ The wetland is a "headwater" wetland points = 3 Wetland is flat but has small depressions on the surface that trap water points = 1 Marks of ponding less than 0.5 ft (6 in) points = 0	0
D 4.3. Contribution of the wetland to storage in the watershed: *Estimate the ratio of the area of upstream basin contributing surface water to the wetland to the area of the wetland unit* ☐ The area of the basin is less than 10 times the area of the unit points = 5 The area of the basin is 10 to 100 times the area of the unit points = 3 The area of the basin is more than 100 times the area of the unit points = 0 ☐ Entire wetland is in the Flats class points = 5	0
Total for D 4 Add the points in the boxes above	**2**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

D 5.0. Does the landscape have the potential to support hydrologic function of the site?	
D 5.1. Does the wetland unit receive stormwater discharges? Yes = 1 No = 0	1
D 5.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate excess runof Yes = 1 No = 0	1
D 5.3. Is more than 25% of the contributing basin of the wetland covered with intensive human land uses (residential at >1 residence/ac, urban, commercial, agriculture, etc.)? Yes = 1 No = 0	1
Total for D 5 Add the points in the boxes above	**3**

Rating of Landscape Potential If score is: ☑ **3 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

D 6.0. Are the hydrologic functions provided by the site valuable to society?	
D 6.1. The unit is in a landscape that has flooding problems. *Choose the description that best matches conditions around the wetland unit being rated. Do not add points. Choose the highest score if more than one condition is met.* The wetland captures surface water that would otherwise flow down-gradient into areas where flooding has damaged human or natural resources (e.g., houses or ● Flooding occurs in a sub-basin that is immediately down-gradient of unit. points = 2 ☐ ● Surface flooding problems are in a sub-basin farther down-gradient. points = 1 ☐ Flooding from groundwater is an issue in the sub-basin. points = 1 ☐ The existing or potential outflow from the wetland is so constrained by human or natural conditions that the water stored by the wetland cannot reach areas that flood. Explain why points = 0 ☑ There are no problems with flooding downstream of the wetland. points = 0	0
D 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0	0
Total for D 6 Add the points in the boxes above	**0**

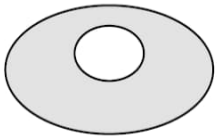
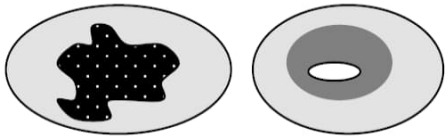
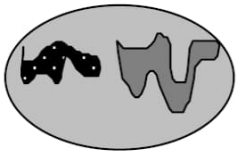
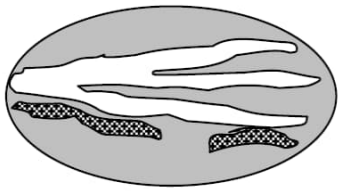
Rating of Value If score is: ☐ **2 - 4 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

Wetland name or number WSE13

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.* ☐ Aquatic bed — 4 structures or more: points = 4 ☐ Emergent — 3 structures: points = 2 ☑ Scrub-shrub (areas where shrubs have > 30% cover) — 2 structures: points - 1 ☐ Forested (areas where trees have > 30% cover) — 1 structure: points = 0 *If the unit has a Forested class, check if*: ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon	0
H 1.2. Hydroperiods Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*). ☐ Permanently flooded or inundated — 4 or more types present: points = 3 ☐ Seasonally flooded or inundated — 3 types present: points = 2 ☑ Occasionally flooded or inundated — 2 types present: points = 1 ☑ Saturated only — 1 types present: points = 0 ☐ Permanently flowing stream or river in, or adjacent to, the wetland ☐ Seasonally flowing stream in, or adjacent to, the wetland ☐ **Lake Fringe wetland** — **2 points** ☐ **Freshwater tidal wetland** — **2 points**	1
H 1.3. Richness of plant species Count the number of plant species in the wetland that cover at least 10 ft^2. *Different patches of the same species can be combined to meet the size threshold and you do not have to name the species.* ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** If you counted: > 19 species — points = 2 5 - 19 species — points = 1 < 5 species — points = 0	0
H 1.4. Interspersion of habitats Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*   **None** = 0 points — **Low** = 1 point — **Moderate** = 2 points All three diagrams in this row are **HIGH** = 3 points  	0

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☑ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☑ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by* ☐ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	2
Total for H 1 Add the points in the boxes above	**3**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☐ **7 - 14 = M** ☑ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + 1 % moderate & low intensity land uses / 2) = 0.5% If total accessible habitat is: > $^1/_3$ (33.3%) of 1 km Polygon points = 3 20 - 33% of 1 km Polygon points = 2 10 - 19% of 1 km Polygon points = 1 < 10 % of 1 km Polygon points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + 5 % moderate & low intensity land uses / 2) = 2.5% Undisturbed habitat > 50% of Polygon points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches points = 2 Undisturbed habitat 10 - 50% and > 3 patches points = 1 Undisturbed habitat < 10% of 1 km Polygon points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use points = (-2) ≤ 50% of 1km Polygon is high intensity points = 0	-2
Total for H 2 Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: points = 2 ☑ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☐ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m points = 1 Site does not meet any of the criteria above points = 0	2

Rating of Value If Score: ☑ **2 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☑ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☑ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☑ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number WSE13

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	Category
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category** I ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina*, see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☑ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Valu ☐ Yes = **Category** I ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☐ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category** I ☐ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions***. SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category** I **bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category** I **bog** ☐ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category** I ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category** IV

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form

0 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE13

Cowardin Class and 150-foot Buffer

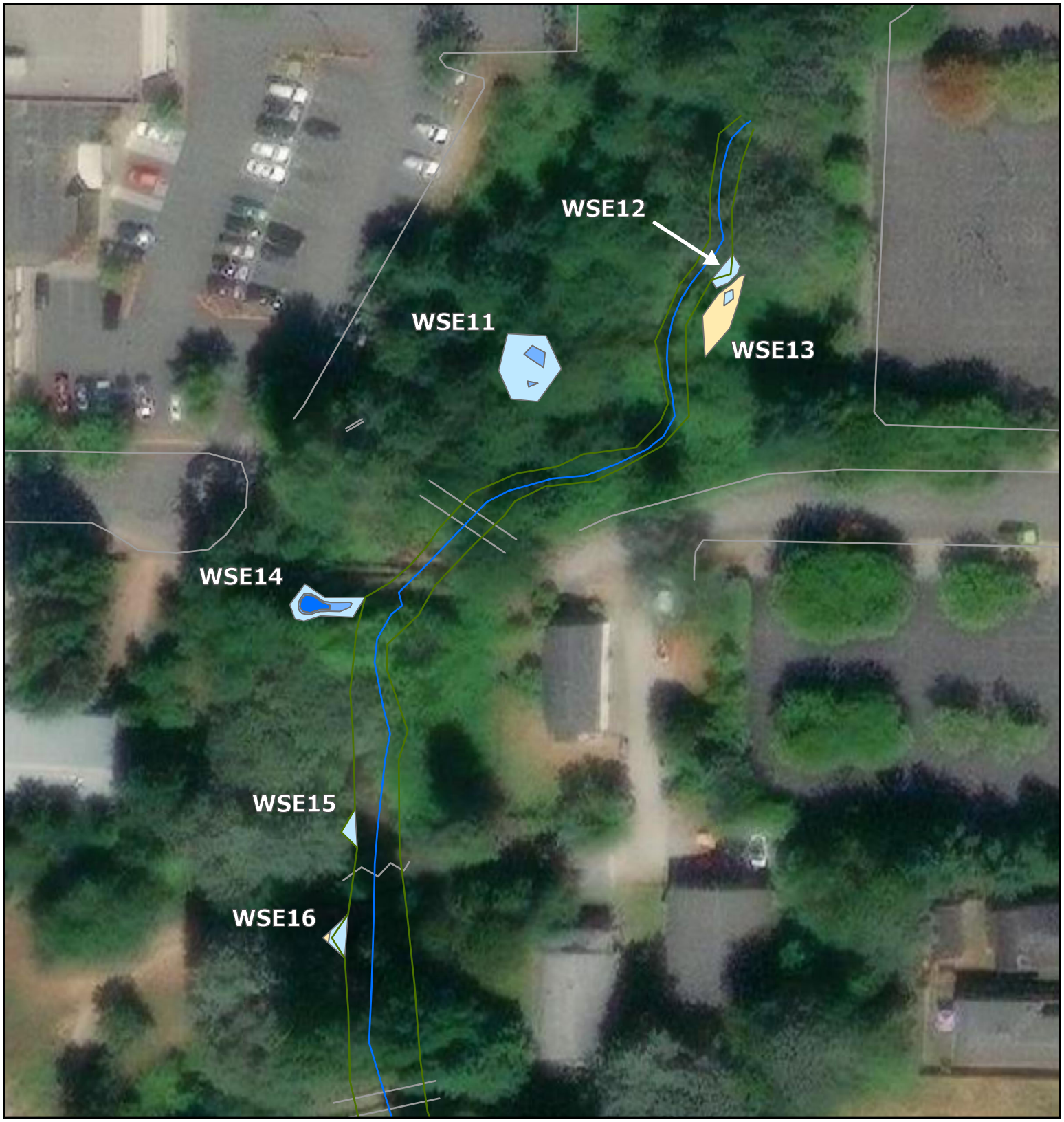
Questions: D1.1, D1.3, D2.2, D4.1, D4.3, D5.2, D5.3, H1.1, H1.4

Cowardin Class

- Palustrine Emergent
- Palustrine Forested
- Palustrine Scrub-Shrub

- Structures
- Contributing Basin
- Ordinary High Water Mark
- 150-foot Buffer
- Stream Thalweg

Figure WSE13



0 25 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension
WSE 11, 12, 13, 14, 15, & 16

Hydroperiods
Questions: D1.4, H1.2

Hydroperiods

- Saturated Only
- Occasionally Ponded
- Seasonally Ponded
- Permanently Ponded

- Stream Thalweg
- Structures
- Ordinary High Water Mark

Figure WSE Hydro

0 0.1 0.2 0.4 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE 11, 12, 13, 14, 15, & 16

1 km Land Use Intensity

Questions: H2.1, H2.2, H2.3

Land Use Intensity

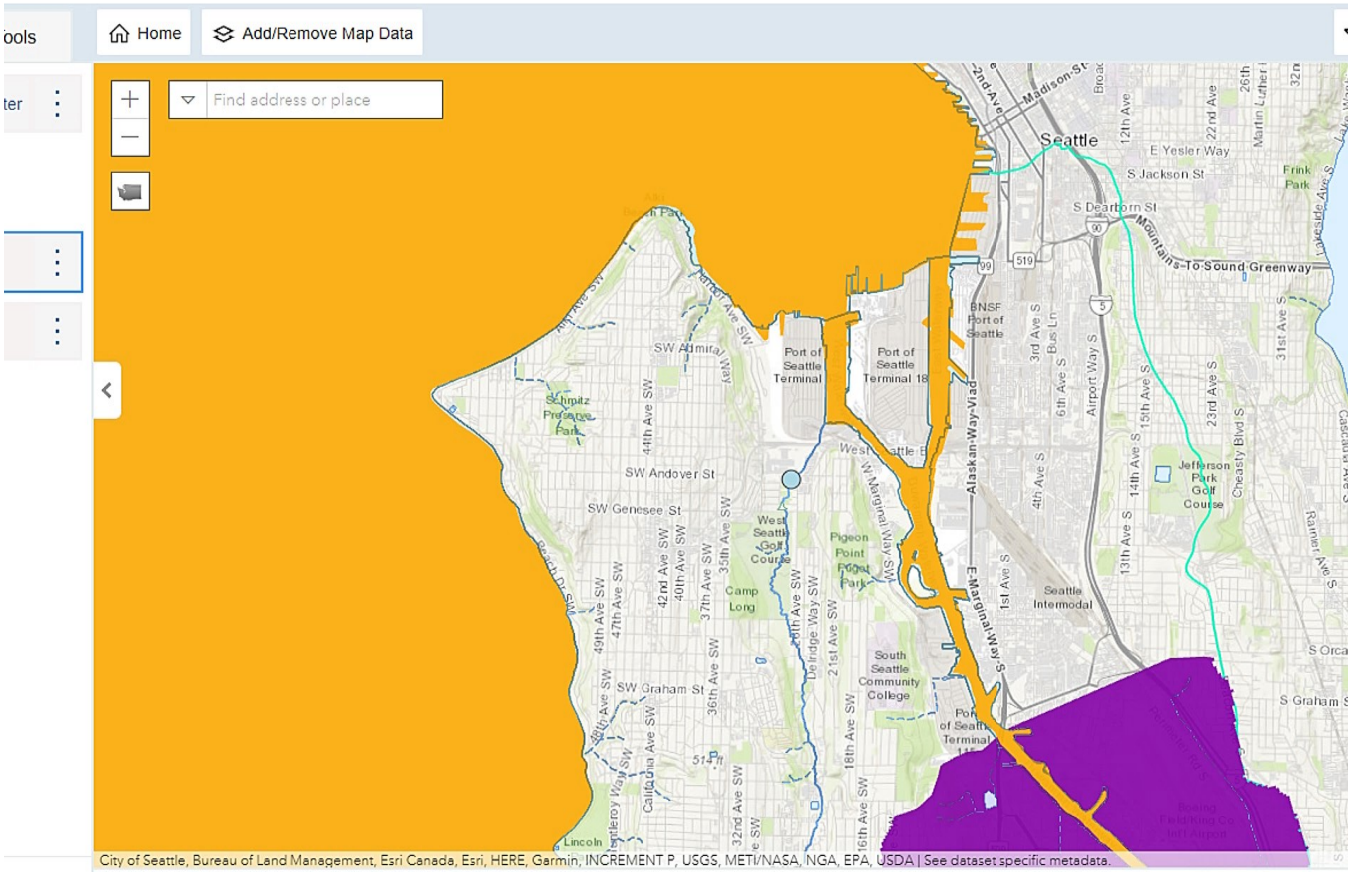
High

Moderate

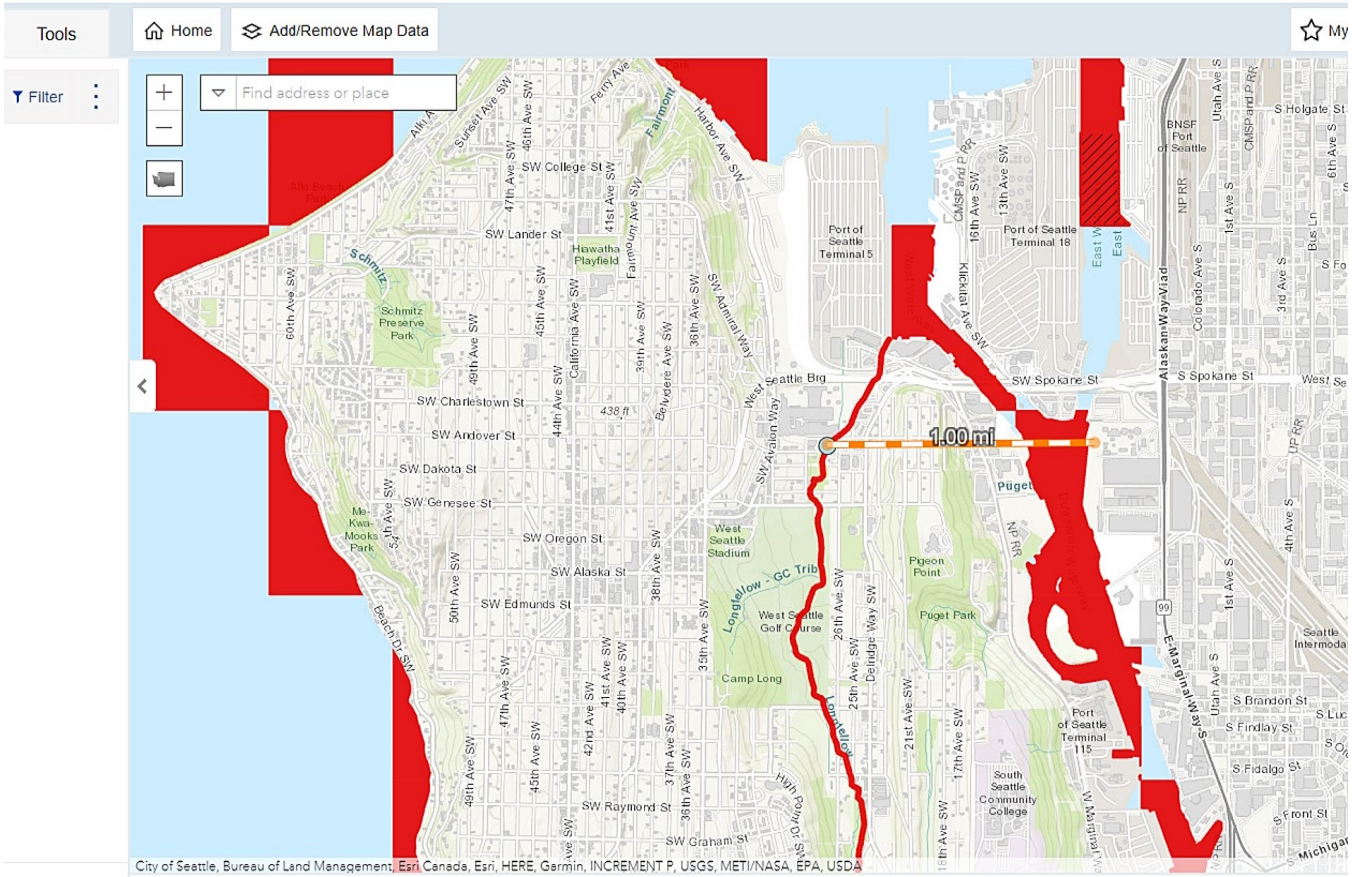
Project Wetlands

Figure WSE 1 km

Water Quality Atlas Map



Water Quality Atlas Map



RATING SUMMARY – Western Washington

Name of wetland (or ID #): WSE14 Date of site visit: 2/10/2023

Rated by B. O'Neill & T. McIntyre Trained by Ecology? ☑ Yes ☐ No Date of training 2008

HGM Class used for rating Depressional Wetland has multiple HGM classes? ☐ Yes ☑ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/map ESRI Aerial Layer

OVERALL WETLAND CATEGORY III (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

_____ **Category** I - Total score = 23 - 27
_____ **Category** II - Total score = 20 - 22
X **Category** III - Total score = 16 - 19
_____ **Category** IV - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	L	M	L	
Landscape Potential	H	M	L	
Value	H	L	H	**Total**
Score Based on Ratings	7	5	5	**17**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	X

Wetland name or number WSE14

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	WSE14
Hydroperiods	D 1.4, H 1.2	WSE Hydro
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	WSE14
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	WSE14
Map of the contributing basin	D 4.3, D 5.3	WSE14
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	WSE 1 km
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	303(d)
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	TMDL

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Ponded depressions	R 1.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	
Map of the contributing basin	R 2.2, R 2.3, R 5.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☐ The water leaves the wetland **without being impounded.**

☑ NO - go to 5 ☐ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☐ The overbank flooding occurs at least once every 2 years.

☑ NO - go to 6 ☐ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of*

☐ NO - go to 7 ☑ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

NOTES and FIELD OBSERVATIONS:

Wetland name or number WSE14

DEPRESSIONAL AND FLATS WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

D 1.0. Does the site have the potential to improve water quality?	
D 1.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression (QUESTION 7 on key) with no surface water leaving it (no outlet). points = 3 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet. points = 2 ☐ Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 1 ☐ Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch. points = 1	2
D 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic (*use NRCS definitions*). Yes = 4 No = 0	0
D 1.3. Characteristics and distribution of persistent plants (Emergent, Scrub-shrub, and/or Forested Cowardin classes): Wetland has persistent, ungrazed, plants > 95% of area points = 5 Wetland has persistent, ungrazed, plants > ½ of area points = 3 Wetland has persistent, ungrazed plants > $^{1}/_{10}$ of area points = 1 Wetland has persistent, ungrazed plants < $^{1}/_{10}$ of area points = 0	3
D 1.4. Characteristics of seasonal ponding or inundation: *This is the area that is ponded for at least 2 months. See description in manual.* Area seasonally ponded is > ½ total area of wetland points = 4 Area seasonally ponded is > ¼ total area of wetland points = 2 Area seasonally ponded is < ¼ total area of wetland points = 0	0
Total for D 1 Add the points in the boxes above	**5**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

D 2.0. Does the landscape have the potential to support the water quality function of the site?	
D 2.1. Does the wetland unit receive stormwater discharges? Yes = 1 No = 0	1
D 2.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants? Yes = 1 No = 0	1
D 2.3. Are there septic systems within 250 ft of the wetland? Yes = 1 No = 0	0
D 2.4. Are there other sources of pollutants coming into the wetland that are not listed in questions D 2.1 - D 2.3? Source Nearby industry and residential lawns Yes = 1 No = 0	1
Total for D 2 Add the points in the boxes above	**3**

Rating of Landscape Potential If score is ☑ **3 or 4 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

D 3.0. Is the water quality improvement provided by the site valuable to society?	
D 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list? Yes = 1 No = 0	1
D 3.2. Is the wetland in a basin or sub-basin where an aquatic resource is on the 303(d) list? Yes = 1 No = 0	1
D 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (*answer YES if there is a TMDL for the basin in which the unit is found*)? Yes = 2 No = 0	2
Total for D 3 Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

Wetland name or number WSE14

DEPRESSIONAL AND FLATS WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream degradation

D 4.0. Does the site have the potential to reduce flooding and erosion?	
D 4.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression with no surface water leaving it (no outlet) points = 4 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet points = 2 Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch points = 1 Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 0	2
D 4.2. Depth of storage during wet periods: *Estimate the height of ponding above the bottom of the outlet. For wetlands with no outlet, measure from the surface of permanent water or if dry, the deepest part.* Marks of ponding are 3 ft or more above the surface or bottom of outlet points = 7 Marks of ponding between 2 ft to < 3 ft from surface or bottom of outlet points = 5 ☑ Marks are at least 0.5 ft to < 2 ft from surface or bottom of outlet points = 3 ☐ The wetland is a "headwater" wetland points = 3 Wetland is flat but has small depressions on the surface that trap water points = 1 Marks of ponding less than 0.5 ft (6 in) points = 0	3
D 4.3. Contribution of the wetland to storage in the watershed: *Estimate the ratio of the area of upstream basin contributing surface water to the wetland to the area of the wetland unit* ☐ The area of the basin is less than 10 times the area of the unit points = 5 The area of the basin is 10 to 100 times the area of the unit points = 3 The area of the basin is more than 100 times the area of the unit points = 0 ☐ Entire wetland is in the Flats class points = 5	3
Total for D 4 Add the points in the boxes above	**8**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☑ **6 - 11 = M** ☐ **0 - 5 = L** *Record the rating on the first page*

D 5.0. Does the landscape have the potential to support hydrologic function of the site?	
D 5.1. Does the wetland unit receive stormwater discharges? Yes = 1 No = 0	1
D 5.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate excess runof Yes = 1 No = 0	1
D 5.3. Is more than 25% of the contributing basin of the wetland covered with intensive human land uses (residential at >1 residence/ac, urban, commercial, agriculture, etc.)? Yes = 1 No = 0	0
Total for D 5 Add the points in the boxes above	**2**

Rating of Landscape Potential If score is: ☐ **3 = H** ☑ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

D 6.0. Are the hydrologic functions provided by the site valuable to society?	
D 6.1. The unit is in a landscape that has flooding problems. *Choose the description that best matches conditions around the wetland unit being rated. Do not add points. Choose the highest score if more than one condition is met.* The wetland captures surface water that would otherwise flow down-gradient into areas where flooding has damaged human or natural resources (e.g., houses or • Flooding occurs in a sub-basin that is immediately down-gradient of unit. points = 2 ☐ • Surface flooding problems are in a sub-basin farther down-gradient. points = 1 ☐ Flooding from groundwater is an issue in the sub-basin. points = 1 ☐ The existing or potential outflow from the wetland is so constrained by human or natural conditions that the water stored by the wetland cannot reach areas that flood. Explain why points = 0 ☑ There are no problems with flooding downstream of the wetland. points = 0	0
D 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0	0
Total for D 6 Add the points in the boxes above	**0**

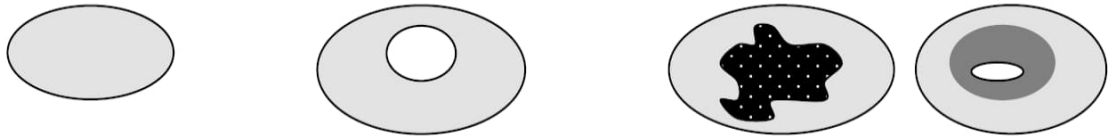
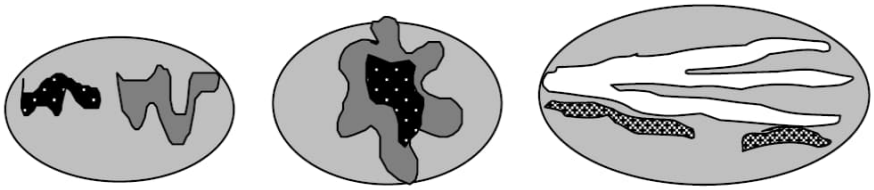
Rating of Value If score is: ☐ **2 - 4 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

Wetland name or number WSE14

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.* ☐ Aquatic bed — 4 structures or more: points = 4 ☐ Emergent — 3 structures: points = 2 ☐ Scrub-shrub (areas where shrubs have > 30% cover) — 2 structures: points - 1 ☑ Forested (areas where trees have > 30% cover) — 1 structure: points = 0 *If the unit has a Forested class, check if*: ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon	0
H 1.2. Hydroperiods Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*). ☑ Permanently flooded or inundated — 4 or more types present: points = 3 ☑ Seasonally flooded or inundated — 3 types present: points = 2 ☑ Occasionally flooded or inundated — 2 types present: points = 1 ☐ Saturated only — 1 types present: points = 0 ☑ Permanently flowing stream or river in, or adjacent to, the wetland ☐ Seasonally flowing stream in, or adjacent to, the wetland ☐ **Lake Fringe wetland** — **2 points** ☐ **Freshwater tidal wetland** — **2 points**	3
H 1.3. Richness of plant species Count the number of plant species in the wetland that cover at least 10 ft^2. *Different patches of the same species can be combined to meet the size threshold and you do not have to name the species.* ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** If you counted: > 19 species — points = 2 5 - 19 species — points = 1 < 5 species — points = 0	0
H 1.4. Interspersion of habitats Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*  **None** = 0 points — **Low** = 1 point — **Moderate** = 2 points All three diagrams in this row are **HIGH** = 3 points 	0

Wetland name or number WSE14

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☑ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☑ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by* ☑ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	3
Total for H 1 — Add the points in the boxes above	**6**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☐ **7 - 14 = M** ☑ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + 1 % moderate & low intensity land uses / 2) = 0.5% If total accessible habitat is: > $^1/_3$ (33.3%) of 1 km Polygon — points = 3 20 - 33% of 1 km Polygon — points = 2 10 - 19% of 1 km Polygon — points = 1 < 10 % of 1 km Polygon — points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + 5 % moderate & low intensity land uses / 2) = 2.5% Undisturbed habitat > 50% of Polygon — points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches — points = 2 Undisturbed habitat 10 - 50% and > 3 patches — points = 1 Undisturbed habitat < 10% of 1 km Polygon — points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use — points = (-2) ≤ 50% of 1km Polygon is high intensity — points = 0	-2
Total for H 2 — Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: — points = 2 ☑ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☐ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m — points = 1 Site does not meet any of the criteria above — points = 0	2

Rating of Value If Score is: ☑ **2 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☑ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☑ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☑ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number WSE14

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	Category
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category** I ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina*, see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☑ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Valu ☐ Yes = **Category** I ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☐ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category** I ☐ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions***. SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category** I **bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category** I **bog** ☐ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category** I ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

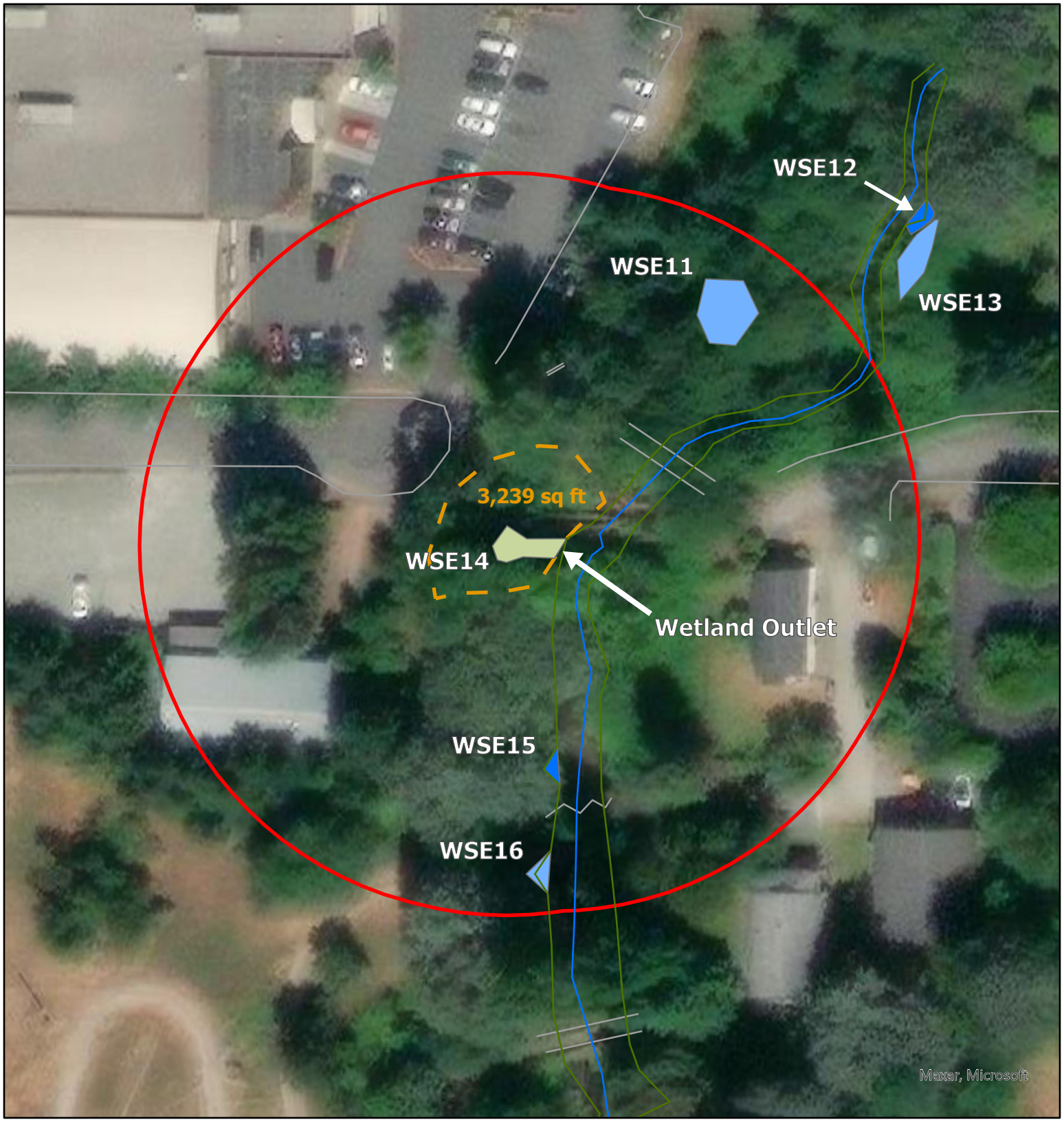
☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category** IV

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form



0 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE14

Cowardin Class and 150-foot Buffer

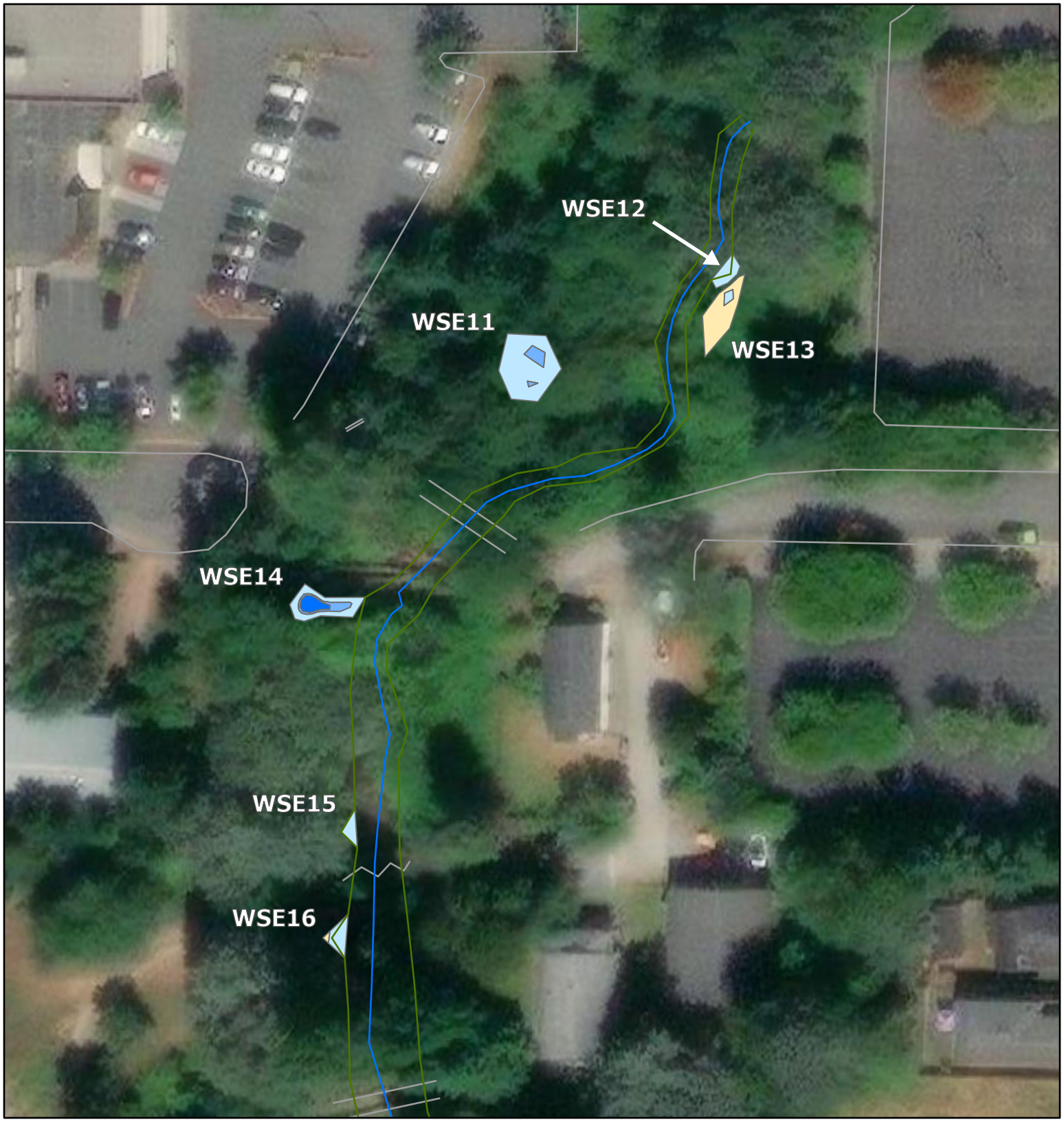
Questions: D1.1, D1.3, D2.2, D4.1, D4.3, D5.2, D5.3, H1.1, H1.4

Cowardin Class

- Palustrine Emergent
- Palustrine Forested
- Palustrine Scrub-Shrub

- Structures
- Contributing Basin
- Structures
- 150-foot Buffer
- Stream Thalweg

Figure WSE14



0 25 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension
WSE 11, 12, 13, 14, 15, & 16

Hydroperiods
Questions: D1.4, H1.2

Hydroperiods

- Saturated Only
- Occasionally Ponded
- Seasonally Ponded
- Permanently Ponded

- Stream Thalweg
- Structures
- Ordinary High Water Mark

Figure WSE Hydro

0 0.1 0.2 0.4 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE 11, 12, 13, 14, 15, & 16

1 km Land Use Intensity

Questions: H2.1, H2.2, H2.3

Land Use Intensity

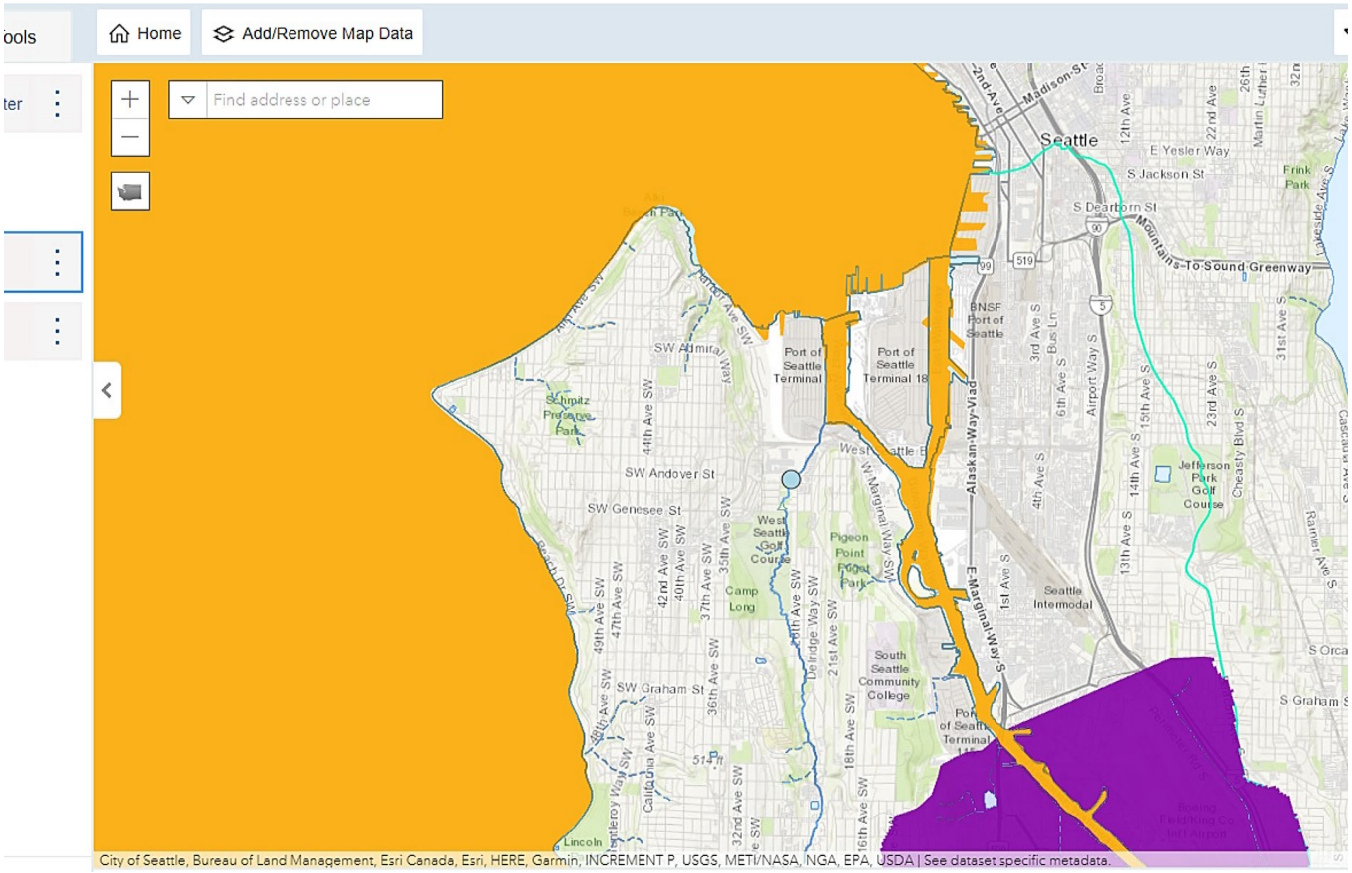
High

Moderate

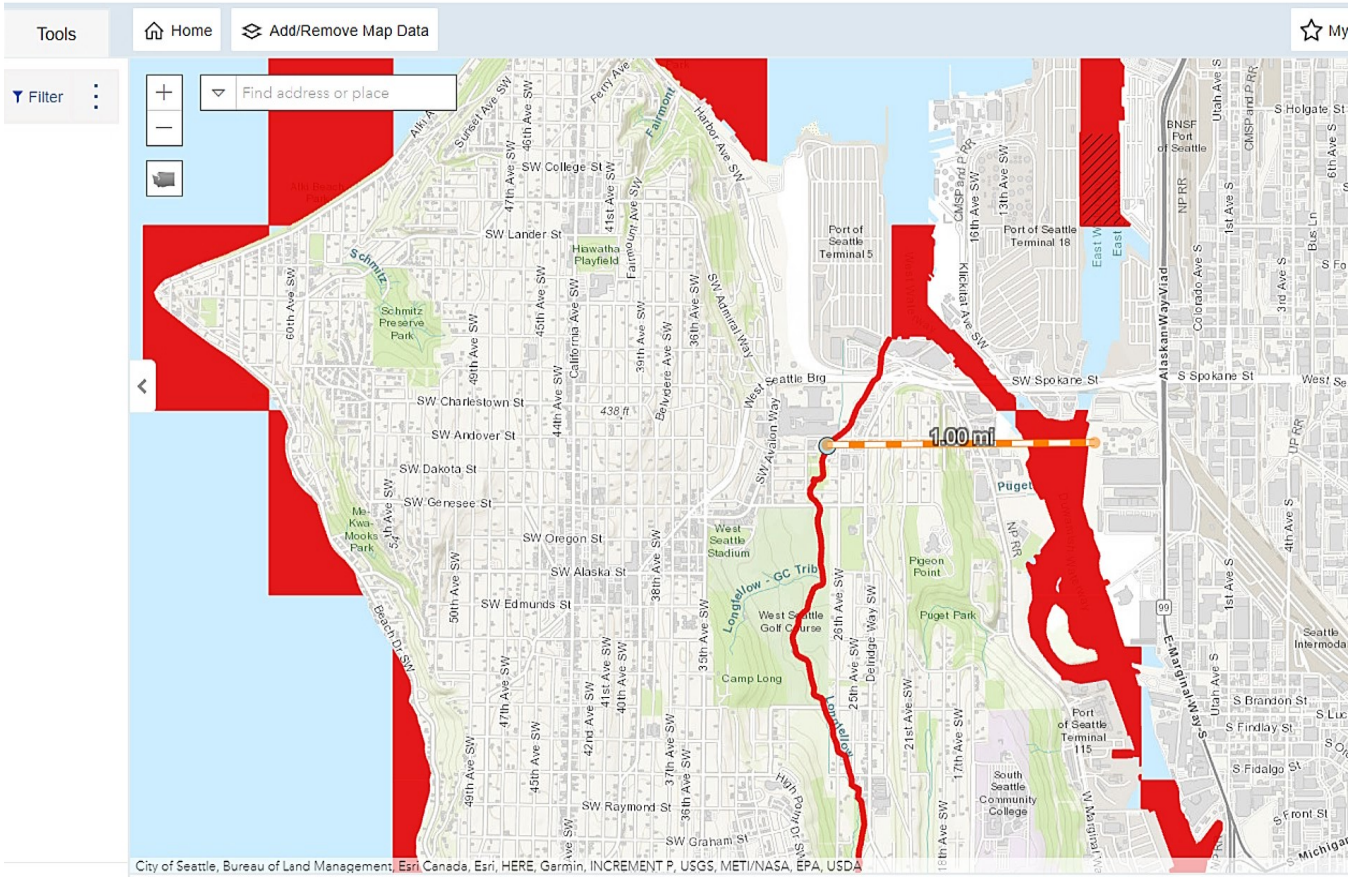
Project Wetlands

Figure WSE 1 km

Water Quality Atlas Map



Water Quality Atlas Map



RATING SUMMARY – Western Washington

Name of wetland (or ID #): WSE15 Date of site visit: 2/10/2013

Rated by B. O'Neill & T. McIntyre Trained by Ecology? ☑ Yes ☐ No Date of training 2008

HGM Class used for rating Riverine Wetland has multiple HGM classes? ☐ Yes ☑ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/ma ESRI Aerial Layer

OVERALL WETLAND CATEGORY III (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

_____ **Category** I - Total score = 23 - 27
_____ **Category** II - Total score = 20 - 22
X **Category** III - Total score = 16 - 19
_____ **Category** IV - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	L	L	L	
Landscape Potential	H	M	L	
Value	H	L	H	**Total**
Score Based on Ratings	7	4	5	**16**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	X

Wetland name or number WSE15

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	
Hydroperiods	D 1.4, H 1.2	
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	
Map of the contributing basin	D 4.3, D 5.3	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	WSE15
Hydroperiods	H 1.2	WSE Hydro
Ponded depressions	R 1.1	WSE15
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	WSE15
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	WSE15
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	WSE15
Map of the contributing basin	R 2.2, R 2.3, R 5.2	WSE Basin
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	WSE 1 km
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	303(d)
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	TMDL

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☐ The water leaves the wetland **without being impounded.**

☑ NO - go to 5 ☐ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☑ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☑ The overbank flooding occurs at least once every 2 years.

☐ NO - go to 6 ☑ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of*

☐ NO - go to 7 ☐ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

NOTES and FIELD OBSERVATIONS:

RIVERINE AND FRESHWATER TIDAL FRINGE WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

R 1.0. Does the site have the potential to improve water quality?		
R 1.1. Area of surface depressions within the Riverine wetland that can trap sediments during a flooding event:		0
Depressions cover > $^{3}/_{4}$ area of wetland	points = 8	
Depressions cover > ½ area of wetland	points = 4	
Depressions present but cover < ½ area of wetland	points = 2	
No depressions present	points = 0	
R 1.2. Structure of plants in the wetland (areas with >90% cover at person height, **not** Cowardin classes)		0
Trees or shrubs > $^{2}/_{3}$ area of the wetland	points = 8	
☐ Trees or shrubs > $^{1}/_{3}$ area of the wetland	points = 6	
☐ Herbaceous plants (> 6 in high) > $^{2}/_{3}$ area of the wetland	points = 6	
Herbaceous plants (> 6 in high) > $^{1}/_{3}$ area of the wetland	points = 3	
Trees, shrubs, and ungrazed herbaceous < $^{1}/_{3}$ area of the wetland	points = 0	
Total for R 1	Add the points in the boxes above	**0**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

R 2.0. Does the landscape have the potential to support the water quality function of the site?		
R 2.1. Is the wetland within an incorporated city or within its UGA?	Yes = 2 No = 0	2
R 2.2. Does the contributing basin to the wetland include a UGA or incorporated area?	Yes = 1 No = 0	1
R 2.3. Does at least 10% of the contributing basin contain tilled fields, pastures, or forests that have been clearcut within the last 5 years?	Yes = 1 No = 0	0
R 2.4. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants?	Yes = 1 No = 0	1
R 2.5. Are there other sources of pollutants coming into the wetland that are not listed in questions R 2.1 - R 2.4? Other Sources Golf Course, roadways w/motor vehicle exhaust	Yes = 1 No = 0	1
Total for R 2	Add the points in the boxes above	**5**

Rating of Landscape Potential If score is: ☑ **3 - 6 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

R 3.0. Is the water quality improvement provided by the site valuable to society?		
R 3.1. Is the wetland along a stream or river that is on the 303(d) list or on a tributary that drains to one within 1 mi?	Yes = 1 No = 0	1
R 3.2. Is the wetland along a stream or river that has TMDL limits for nutrients, toxics, or pathogens?	Yes = 1 No = 0	1
R 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality? (*answer YES if there is a TMDL for the drainage in which the unit is found*)	Yes = 2 No = 0	2
Total for R 3	Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

RIVERINE AND FRESHWATER TIDAL FRINGE WETLANDS

Hydrologic Functions - Indicators that site functions to reduce flooding and stream erosion

R 4.0. Does the site have the potential to reduce flooding and erosion?		
R 4.1. Characteristics of the overbank storage the wetland provides: *Estimate the average width of the wetland perpendicular to the direction of the flow and the width of the stream or river channel (distance between banks). Calculate the ratio: (average width of wetland)/(average width of stream between banks).*		1
If the ratio is more than 20	points = 9	
If the ratio is 10 - 20	points = 6	
If the ratio is 5 - < 10	points = 4	
If the ratio is 1 - < 5	points = 2	
If the ratio is < 1	points = 1	
R 4.2. Characteristics of plants that slow down water velocities during floods: *Treat large woody debris as forest or shrub. Choose the points appropriate for the best description (polygons need to have >90% cover at person height. These are NOT Cowardin classes*).		0
Forest or shrub for > $^{1}/_{3}$ area OR emergent plants > $^{2}/_{3}$ area	points = 7	
Forest or shrub for > $^{1}/_{10}$ area OR emergent plants > $^{1}/_{3}$ area	points = 4	
Plants do not meet above criteria	points = 0	
Total for R 4	Add the points in the boxes above	**1**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

R 5.0. Does the landscape have the potential to support the hydrologic functions of the site?		
R 5.1. Is the stream or river adjacent to the wetland downcut?	Yes = 0 No = 1	1
R 5.2. Does the up-gradient watershed include a UGA or incorporated area?	Yes = 1 No = 0	1
R 5.3 Is the up-gradient stream or river controlled by dams?	Yes = 0 No = 1	0
Total for R 5	Add the points in the boxes above	**2**

Rating of Landscape Potential If score is: ☐ **3 = H** ☑ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

R 6.0. Are the hydrologic functions provided by the site valuable to society?		
R 6.1. Distance to the nearest areas downstream that have flooding problems? *Choose the description that best fits the site.*		0
The sub-basin immediately down-gradient of the wetland has flooding problems that result in damage to human or natural resources (e.g., houses or salmon redds)	points = 2	
Surface flooding problems are in a sub-basin farther down-gradient	points = 1	
No flooding problems anywhere downstream	points = 0	
R 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan?	Yes = 2 No = 0	0
Total for R 6	Add the points in the boxes above	**0**

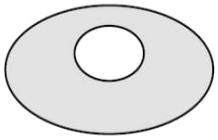
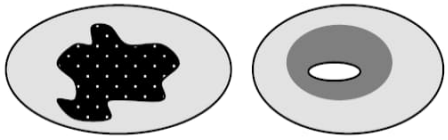
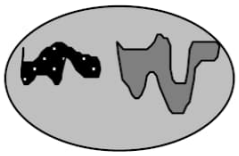
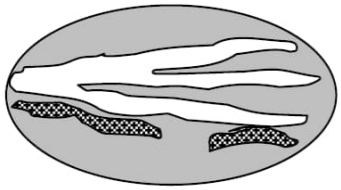
Rating of Value If score is: ☐ **2 - 4 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

Wetland name or number WSE15

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.* ☐ Aquatic bed — 4 structures or more: points = 4 ☑ Emergent — 3 structures: points = 2 ☐ Scrub-shrub (areas where shrubs have > 30% cover) — 2 structures: points - 1 ☐ Forested (areas where trees have > 30% cover) — 1 structure: points = 0 *If the unit has a Forested class, check if*: ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon	0
H 1.2. Hydroperiods Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*). ☐ Permanently flooded or inundated — 4 or more types present: points = 3 ☐ Seasonally flooded or inundated — 3 types present: points = 2 ☑ Occasionally flooded or inundated — 2 types present: points = 1 ☐ Saturated only — 1 types present: points = 0 ☑ Permanently flowing stream or river in, or adjacent to, the wetland ☐ Seasonally flowing stream in, or adjacent to, the wetland ☐ **Lake Fringe wetland** — **2 points** ☐ **Freshwater tidal wetland** — **2 points**	1
H 1.3. Richness of plant species Count the number of plant species in the wetland that cover at least 10 ft^2. *Different patches of the same species can be combined to meet the size threshold and you do not have to name the species.* ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** If you counted: > 19 species — points = 2 5 - 19 species — points = 1 < 5 species — points = 0	0
H 1.4. Interspersion of habitats Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*   **None** = 0 points — **Low** = 1 point — **Moderate** = 2 points All three diagrams in this row are **HIGH** = 3 points  	0

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☐ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by* ☑ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	1
Total for H 1 — Add the points in the boxes above	**2**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☐ **7 - 14 = M** ☑ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + 0.7 % moderate & low intensity land uses / 2) = 0.35% If total accessible habitat is: > $^{1}/_{3}$ (33.3%) of 1 km Polygon — points = 3 20 - 33% of 1 km Polygon — points = 2 10 - 19% of 1 km Polygon — points = 1 < 10 % of 1 km Polygon — points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + 5 % moderate & low intensity land uses / 2) = 2.5% Undisturbed habitat > 50% of Polygon — points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches — points = 2 Undisturbed habitat 10 - 50% and > 3 patches — points = 1 Undisturbed habitat < 10% of 1 km Polygon — points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use — points = (-2) ≤ 50% of 1km Polygon is high intensity — points = 0	-2
Total for H 2 — Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: — points = 2 ☑ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☐ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m — points = 1 Site does not meet any of the criteria above — points = 0	2

Rating of Value If Score: ☑ **2 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☑ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☑ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☑ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number WSE15

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	Category
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category** I ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina*, see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☑ Yes - Go to **SC 2.2** ☐ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Valu ☐ Yes = **Category** I ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☑ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category** I ☑ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions***. SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category** I **bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category** I **bog** ☐ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category** I ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

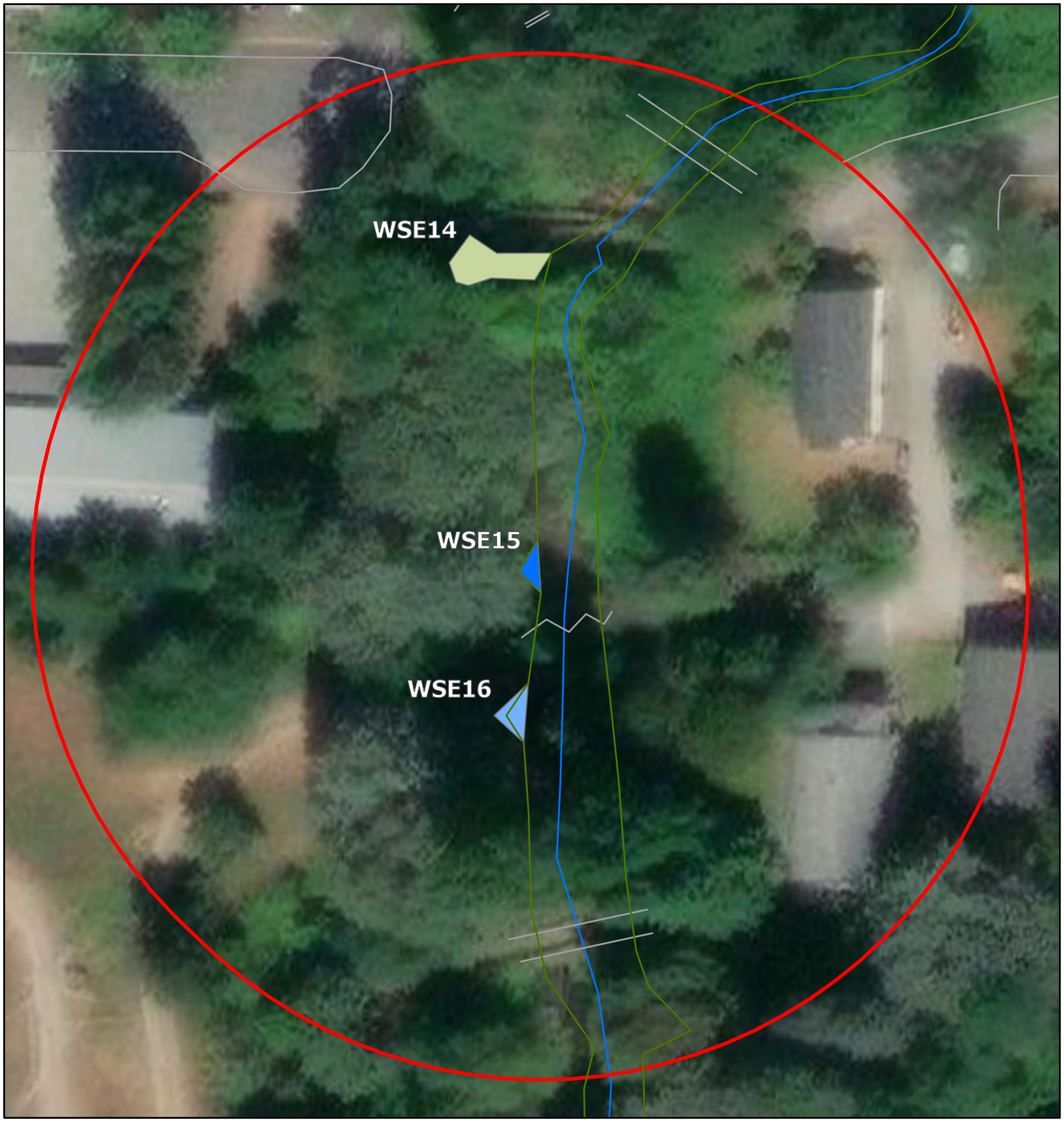
☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category** IV

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form



0 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE15

Cowardin Class and 150-foot Buffer

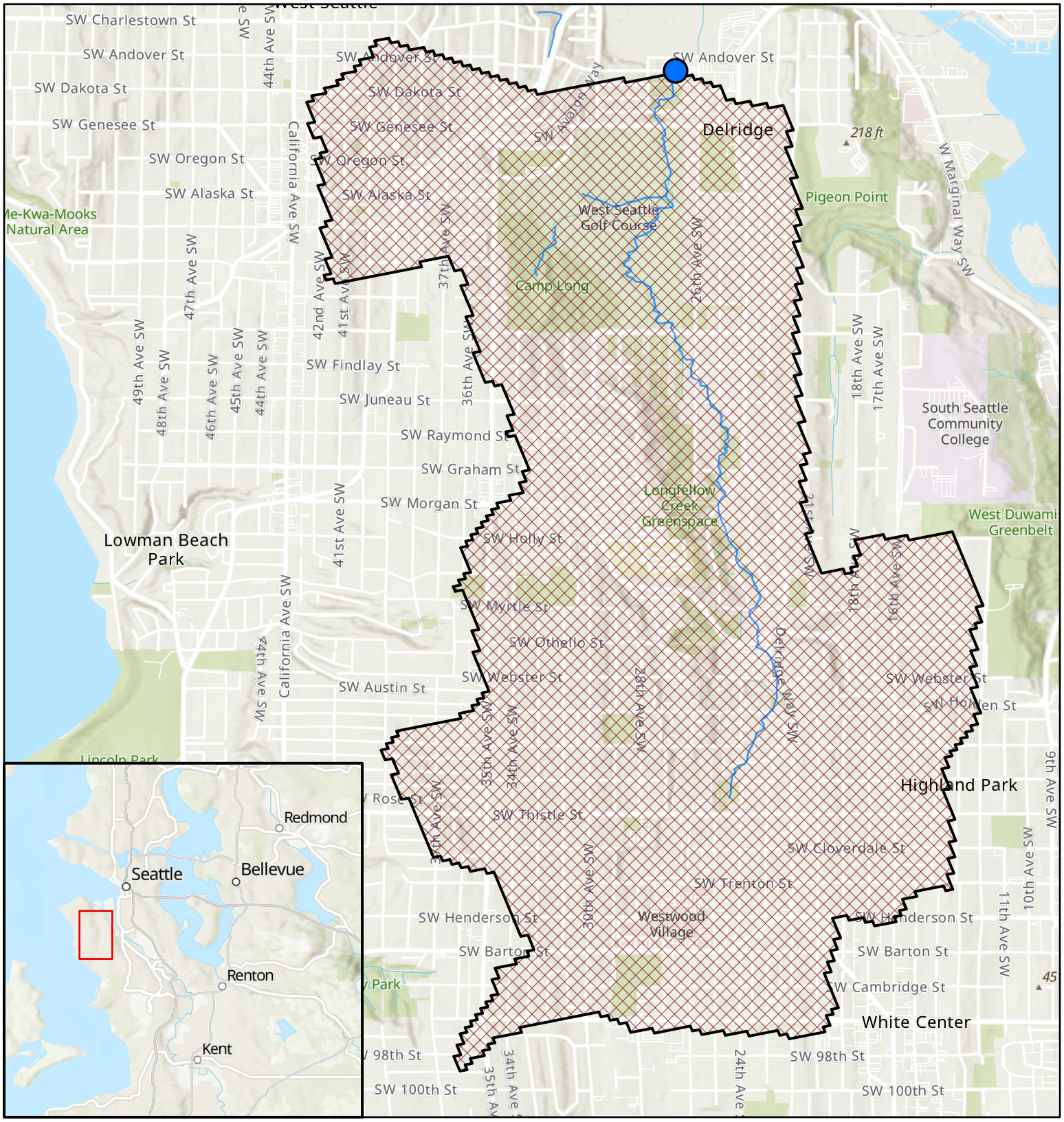
Questions: H1.1, H1.2, H1.4, R1.1, R1.2, R2.4, R4.1, R4.2

Cowardin Class

- Palustrine Emergent
- Palustrine Forested
- Palustrine Scrub-Shrub

- Structures
- Ordinary High Water Mark
- 150-foot Buffer
- Stream Thalweg

Figure WSE15



0 0.5 1 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE12, WSE15, and WSE16

Contributing Basin

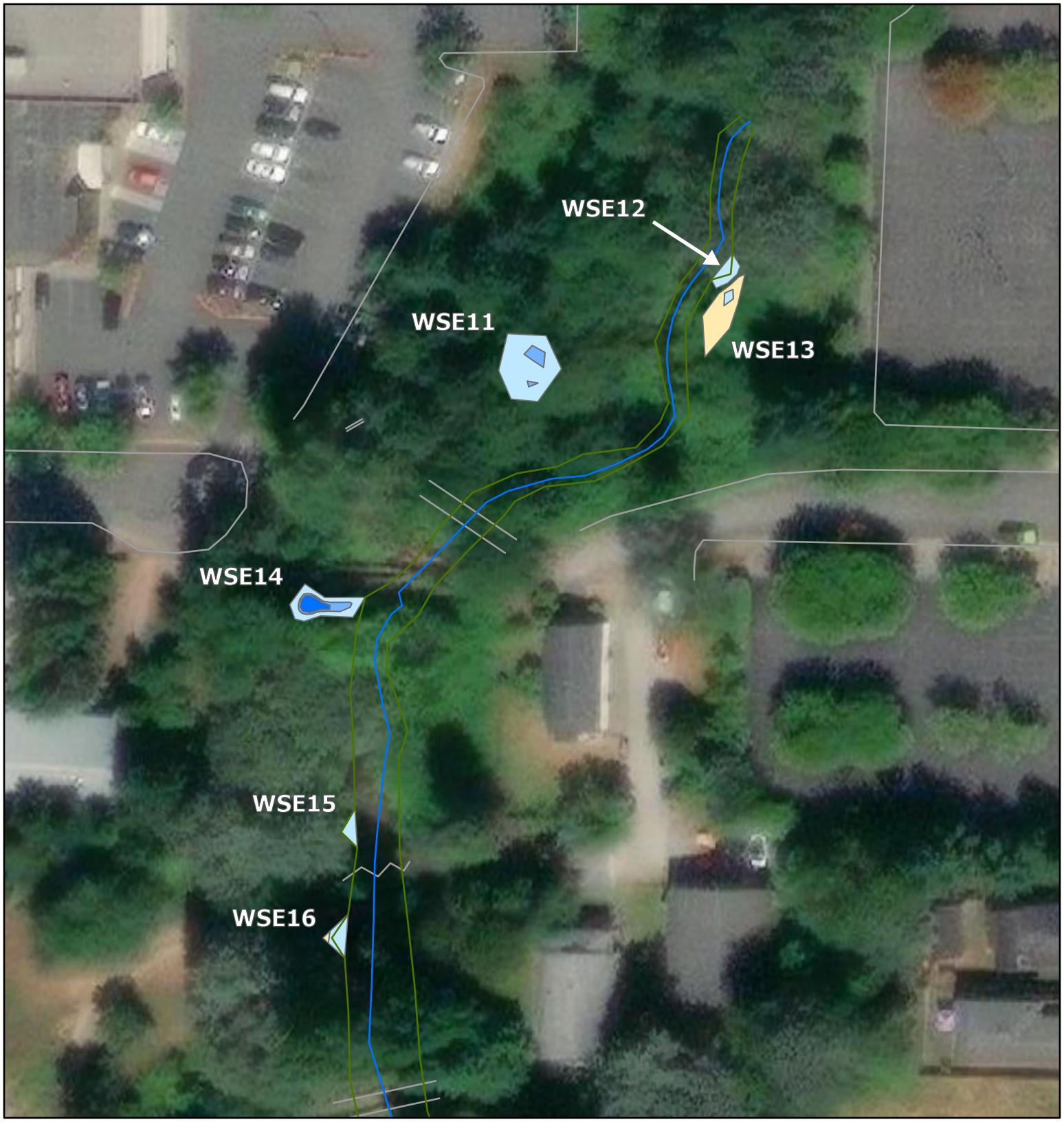
Questions: R2.2, R2.3, R5.2

Longfellow Creek

Contributing Basin

Project Wetlands

Figure WSE Basin



0 25 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension
WSE 11, 12, 13, 14, 15, & 16

Hydroperiods
Questions: D1.4, H1.2

Hydroperiods

- Saturated Only
- Occasionally Ponded
- Seasonally Ponded
- Permanently Ponded

- Stream Thalweg
- Structures
- Ordinary High Water Mark

Figure WSE Hydro

0 0.1 0.2 0.4 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE 11, 12, 13, 14, 15, & 16

1 km Land Use Intensity

Questions: H2.1, H2.2, H2.3

Land Use Intensity

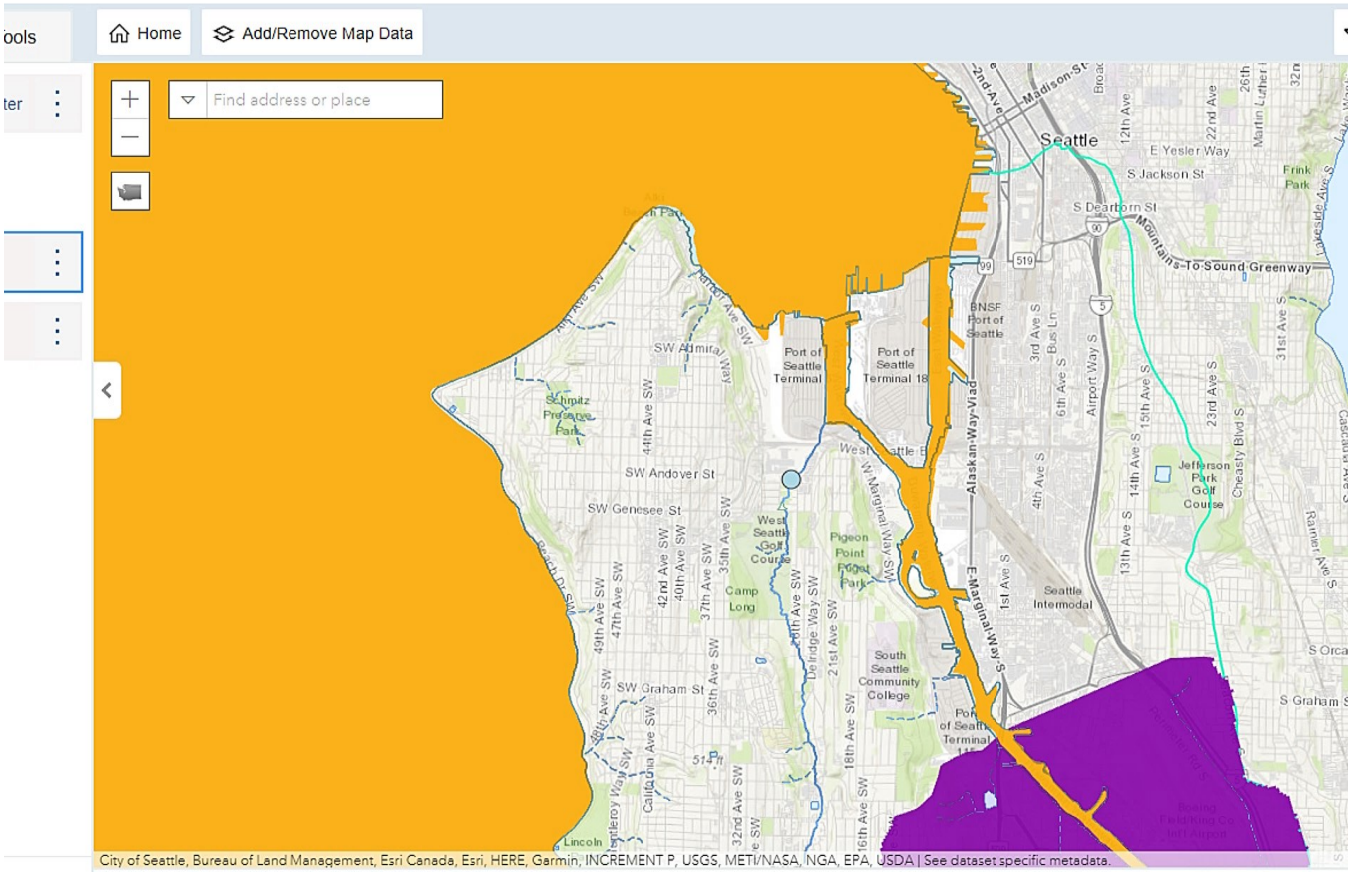
High

Moderate

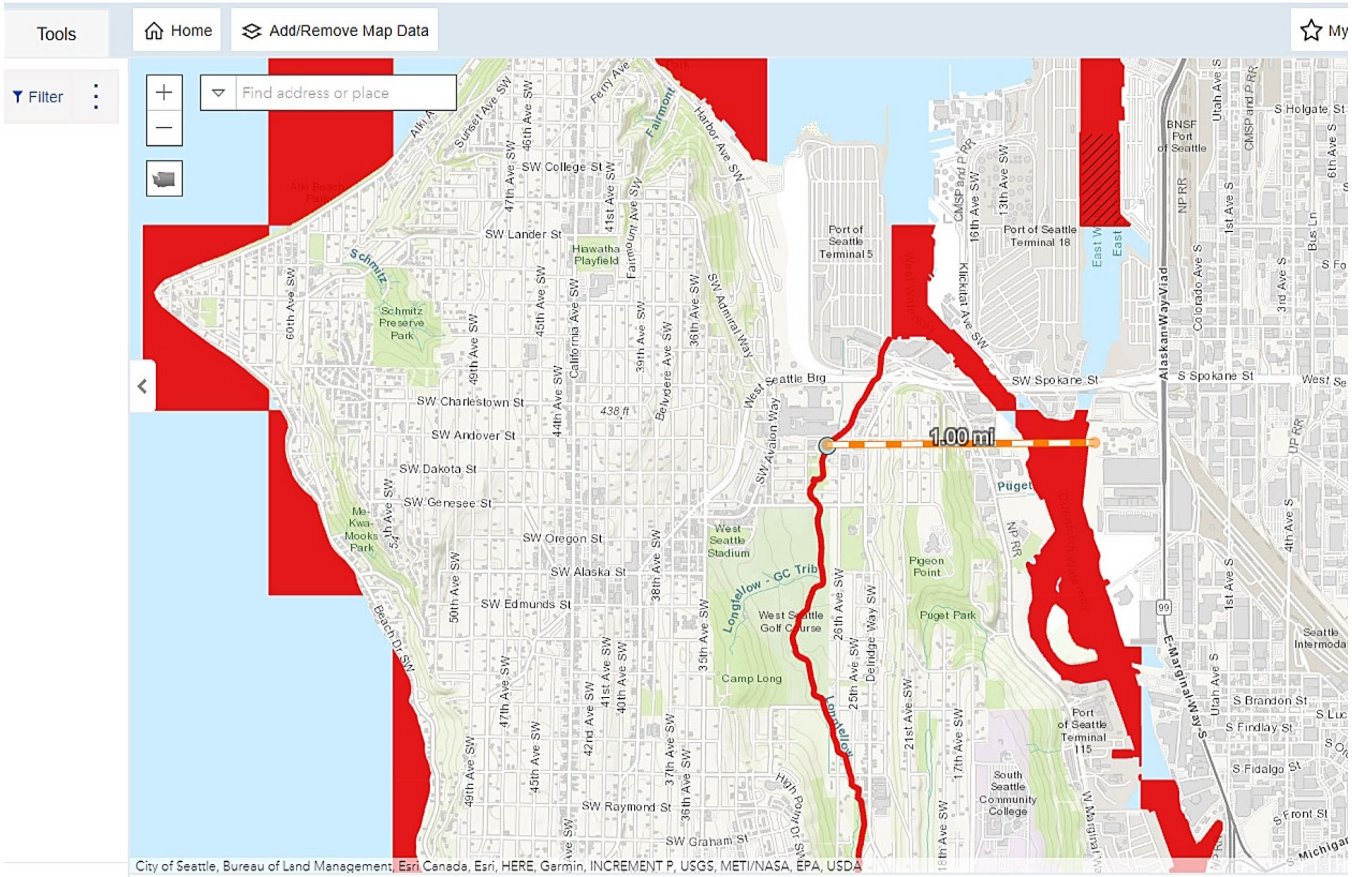
Project Wetlands

Figure WSE 1 km

Water Quality Atlas Map



Water Quality Atlas Map



RATING SUMMARY – Western Washington

Name of wetland (or ID #): WSE16 Date of site visit: 2/10/2013

Rated by B. O'Neill & T. McIntyre Trained by Ecology? ☑ Yes ☐ No Date of training 2008

HGM Class used for rating Riverine Wetland has multiple HGM classes? ☐ Yes ☑ No

NOTE: Form is not complete with out the figures requested (*figures can be combined*).
Source of base aerial photo/ma ESRI Aerial Layer

OVERALL WETLAND CATEGORY III (based on functions ☑ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

_____ **Category** I - Total score = 23 - 27
_____ **Category** II - Total score = 20 - 22
X **Category** III - Total score = 16 - 19
_____ **Category** IV - Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	List appropriate rating (H, M, L)			
Site Potential	L	L	L	
Landscape Potential	H	M	L	
Value	H	L	H	**Total**
Score Based on Ratings	7	4	5	**16**

Score for each function based on three ratings (*order of ratings is not important*)

9 = H, H, H
8 = H, H, M
7 = H, H, L
7 = H, M, M
6 = H, M, L
6 = M, M, M
5 = H, L, L
5 = M, M, L
4 = M, L, L
3 = L, L, L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	Category
Estuarine	
Wetland of High Conservation Value	
Bog	
Mature Forest	
Old Growth Forest	
Coastal Lagoon	
Interdunal	
None of the above	X

Wetland name or number WSE16

Maps and Figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	
Hydroperiods	D 1.4, H 1.2	
Location of outlet (*can be added to map of hydroperiods*)	D 1.1, D 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	D 2.2, D 5.2	
Map of the contributing basin	D 4.3, D 5.3	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	WSE16
Hydroperiods	H 1.2	WSE Hydro
Ponded depressions	R 1.1	WSE16
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	R 2.4	WSE16
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	WSE16
Width of unit vs. width of stream (*can be added to another figure*)	R 4.1	WSE16
Map of the contributing basin	R 2.2, R 2.3, R 5.2	WSE Basin
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	WSE 1 km
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	303(d)
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	TMDL

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to another figure*)	S 4.1	
Boundary of area within 150 ft of the wetland (*can be added to another figure*)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetland in Western Washington

For questions 1 -7, the criteria described must apply to the entire unit being rated.
If hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1 - 7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☑ NO - go to 2 ☐ **YES** - the wetland class is **Tidal Fringe** - go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ **NO - Saltwater Tidal Fringe (Estuarine)** ☐ **YES - Freshwater Tidal Fringe**
*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it.
Groundwater and surface water runoff are NOT sources of water to the unit.

☑ NO - go to 3 ☐ **YES** - The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☑ NO - go to 4 ☐ **YES** - The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks.
- ☐ The water leaves the wetland **without being impounded.**

☑ NO - go to 5 ☐ **YES** - The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
- ☑ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☑ The overbank flooding occurs at least once every 2 years.

☐ NO - go to 6 ☑ **YES** - The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding.

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of*

☐ NO - go to 7 ☐ **YES** - The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO - go to 8 ☐ **YES** - The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

If you are still unable to determine which of the above criteria apply to your wetland, or if you have ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

NOTES and FIELD OBSERVATIONS:

RIVERINE AND FRESHWATER TIDAL FRINGE WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

R 1.0. Does the site have the potential to improve water quality?		
R 1.1. Area of surface depressions within the Riverine wetland that can trap sediments during a flooding event:		0
Depressions cover > $^{3}/_{4}$ area of wetland	points = 8	
Depressions cover > ½ area of wetland	points = 4	
Depressions present but cover < ½ area of wetland	points = 2	
No depressions present	points = 0	
R 1.2. Structure of plants in the wetland (areas with >90% cover at person height, **not** Cowardin classes)		0
Trees or shrubs > $^{2}/_{3}$ area of the wetland	points = 8	
☐ Trees or shrubs > $^{1}/_{3}$ area of the wetland	points = 6	
☐ Herbaceous plants (> 6 in high) > $^{2}/_{3}$ area of the wetland	points = 6	
Herbaceous plants (> 6 in high) > $^{1}/_{3}$ area of the wetland	points = 3	
Trees, shrubs, and ungrazed herbaceous < $^{1}/_{3}$ area of the wetland	points = 0	
Total for R 1	Add the points in the boxes above	**0**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

R 2.0. Does the landscape have the potential to support the water quality function of the site?		
R 2.1. Is the wetland within an incorporated city or within its UGA?	Yes = 2 No = 0	2
R 2.2. Does the contributing basin to the wetland include a UGA or incorporated area?	Yes = 1 No = 0	1
R 2.3. Does at least 10% of the contributing basin contain tilled fields, pastures, or forests that have been clearcut within the last 5 years?	Yes = 1 No = 0	0
R 2.4. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants?	Yes = 1 No = 0	1
R 2.5. Are there other sources of pollutants coming into the wetland that are not listed in questions R 2.1 - R 2.4?		1
Other Sources Golf course, roadway w/motor vehicle exhaust	Yes = 1 No = 0	
Total for R 2	Add the points in the boxes above	**5**

Rating of Landscape Potential If score is: ☑ **3 - 6 = H** ☐ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

R 3.0. Is the water quality improvement provided by the site valuable to society?		
R 3.1. Is the wetland along a stream or river that is on the 303(d) list or on a tributary that drains to one within 1 mi?	Yes = 1 No = 0	1
R 3.2. Is the wetland along a stream or river that has TMDL limits for nutrients, toxics, or pathogens?	Yes = 1 No = 0	1
R 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality? (*answer YES if there is a TMDL for the drainage in which the unit is found*)	Yes = 2 No = 0	2
Total for R 3	Add the points in the boxes above	**4**

Rating of Value If score is: ☑ **2 - 4 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

RIVERINE AND FRESHWATER TIDAL FRINGE WETLANDS

Hydrologic Functions - Indicators that site functions to reduce flooding and stream erosion

R 4.0. Does the site have the potential to reduce flooding and erosion?		
R 4.1. Characteristics of the overbank storage the wetland provides: *Estimate the average width of the wetland perpendicular to the direction of the flow and the width of the stream or river channel (distance between banks). Calculate the ratio: (average width of wetland)/(average width of stream between banks).*		1
If the ratio is more than 20	points = 9	
If the ratio is 10 - 20	points = 6	
If the ratio is 5 - < 10	points = 4	
If the ratio is 1 - < 5	points = 2	
If the ratio is < 1	points = 1	
R 4.2. Characteristics of plants that slow down water velocities during floods: *Treat large woody debris as forest or shrub. Choose the points appropriate for the best description (polygons need to have >90% cover at person height. These are NOT Cowardin classes*).		0
Forest or shrub for > $^{1}/_{3}$ area OR emergent plants > $^{2}/_{3}$ area	points = 7	
Forest or shrub for > $^{1}/_{10}$ area OR emergent plants > $^{1}/_{3}$ area	points = 4	
Plants do not meet above criteria	points = 0	
Total for R 4	Add the points in the boxes above	**1**

Rating of Site Potential If score is: ☐ **12 - 16 = H** ☐ **6 - 11 = M** ☑ **0 - 5 = L** *Record the rating on the first page*

R 5.0. Does the landscape have the potential to support the hydrologic functions of the site?		
R 5.1. Is the stream or river adjacent to the wetland downcut?	Yes = 0 No = 1	1
R 5.2. Does the up-gradient watershed include a UGA or incorporated area?	Yes = 1 No = 0	1
R 5.3 Is the up-gradient stream or river controlled by dams?	Yes = 0 No = 1	0
Total for R 5	Add the points in the boxes above	**2**

Rating of Landscape Potential If score is: ☐ **3 = H** ☑ **1 or 2 = M** ☐ **0 = L** *Record the rating on the first page*

R 6.0. Are the hydrologic functions provided by the site valuable to society?		
R 6.1. Distance to the nearest areas downstream that have flooding problems? *Choose the description that best fits the site.*		0
The sub-basin immediately down-gradient of the wetland has flooding problems that result in damage to human or natural resources (e.g., houses or salmon redds)	points = 2	
Surface flooding problems are in a sub-basin farther down-gradient	points = 1	
No flooding problems anywhere downstream	points = 0	
R 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan?	Yes = 2 No = 0	0
Total for R 6	Add the points in the boxes above	**0**

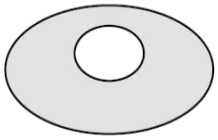
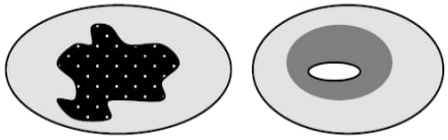
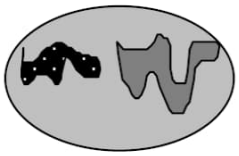
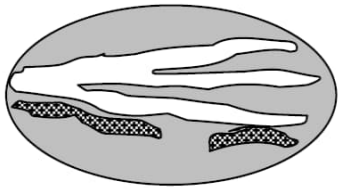
Rating of Value If score is: ☐ **2 - 4 = H** ☐ **1 = M** ☑ **0 = L** *Record the rating on the first page*

Wetland name or number WSE16

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.* ☐ Aquatic bed — 4 structures or more: points = 4 ☑ Emergent — 3 structures: points = 2 ☐ Scrub-shrub (areas where shrubs have > 30% cover) — 2 structures: points - 1 ☐ Forested (areas where trees have > 30% cover) — 1 structure: points = 0 *If the unit has a Forested class, check if*: ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon	0
H 1.2. Hydroperiods Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*). ☐ Permanently flooded or inundated — 4 or more types present: points = 3 ☐ Seasonally flooded or inundated — 3 types present: points = 2 ☑ Occasionally flooded or inundated — 2 types present: points = 1 ☐ Saturated only — 1 types present: points = 0 ☑ Permanently flowing stream or river in, or adjacent to, the wetland ☐ Seasonally flowing stream in, or adjacent to, the wetland ☐ **Lake Fringe wetland** — **2 points** ☐ **Freshwater tidal wetland** — **2 points**	1
H 1.3. Richness of plant species Count the number of plant species in the wetland that cover at least 10 ft^2. *Different patches of the same species can be combined to meet the size threshold and you do not have to name the species.* ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle*** If you counted: > 19 species — points = 2 5 - 19 species — points = 1 < 5 species — points = 0	0
H 1.4. Interspersion of habitats Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.* **None** = 0 points  **Low** = 1 point  **Moderate** = 2 points All three diagrams in this row are **HIGH** = 3 points  	0

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long) ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☑ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (*cut shrubs or trees that have not yet weathered where wood is exposed*) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (*structures for egg-laying by* ☑ Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	2
Total for H 1 Add the points in the boxes above	**3**

Rating of Site Potential If Score is: ☐ **15 - 18 = H** ☐ **7 - 14 = M** ☑ **0 - 6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat function of the site?	
H 2.1 Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat + 0.7 % moderate & low intensity land uses / 2) = 0.35% If total accessible habitat is: > $^1/_3$ (33.3%) of 1 km Polygon points = 3 20 - 33% of 1 km Polygon points = 2 10 - 19% of 1 km Polygon points = 1 < 10 % of 1 km Polygon points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 0 % undisturbed habitat + 5 % moderate & low intensity land uses / 2) = 2.5% Undisturbed habitat > 50% of Polygon points = 3 Undisturbed habitat 10 - 50% and in 1-3 patches points = 2 Undisturbed habitat 10 - 50% and > 3 patches points = 1 Undisturbed habitat < 10% of 1 km Polygon points = 0	0
H 2.3 Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use points = (-2) ≤ 50% of 1km Polygon is high intensity points = 0	-2
Total for H 2 Add the points in the boxes above	**-2**

Rating of Landscape Potential If Score is: ☐ **4 - 6 = H** ☐ **1 - 3 = M** ☑ **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated*. Site meets ANY of the following criteria: points = 2 ☑ It has 3 or more priority habitats within 100 m (see next page) ☐ It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) ☐ It is mapped as a location for an individual WDFW priority species ☐ It is a Wetland of High Conservation Value as determined by the Department of Natural Resources ☐ It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) with in 100m points = 1 Site does not meet any of the criteria above points = 0	2

Rating of Value If Score: ☑ **2 = H** ☐ **1 = M** ☐ **0 = L** *Record the rating on the first page*

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp.
http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here:
http://wdfw.wa.gov/conservation/phs/list/

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE**: This question is independent of the land use between the wetland unit and the priority habitat.*

- ☐ **Aspen Stands**: Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- ☑ **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- ☐ **Herbaceous Balds**: Variable size patches of grass and forbs on shallow soils over bedrock.
- ☐ **Old-growth/Mature forests**: Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- ☐ **Oregon White Oak**: Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- ☑ **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- ☐ **Westside Prairies**: Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- ☑ **Instream**: The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- ☐ **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- ☐ **Caves**: A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a
- ☐ **Cliffs**: Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- ☐ **Talus**: Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- ☑ **Snags and Logs**: Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because thev are addressed elsewhere.

Wetland name or number WSE16

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. List the category when the appropriate criteria are met.*	**Category**
SC 1.0. Estuarine Wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes - Go to **SC 1.1** ☑ No = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = **Category** I ☐ No - Go to **SC 1.2**	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina*, see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = **Category I** ☐ No = **Category II**	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☐ Yes - Go to **SC 2.2** ☑ No - Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Valu ☐ Yes = **Category** I ☑ No = **Not WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes - **Contact WNHP/WDNR and to SC 2.4** ☑ No = **Not WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = **Category** I ☑ No = **Not WHCV**	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions***. SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes - Go to **SC 3.3** ☑ No - Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes - Go to **SC 3.3** ☑ No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = **Is a Category** I **bog** ☐ No - Go to **SC 3.4** **NOTE**: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = **Is a Category** I **bog** ☑ No = **Is not a bog**	

SC 4.0. Forested Wetlands

Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.***

☐ **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more.

☐ **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm).

☐ Yes = **Category** I ☑ No = **Not a forested wetland for this section**

SC 5.0. Wetlands in Coastal Lagoons

Does the wetland meet all of the following criteria of a wetland in a coastal lagoon?

☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks

☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (*needs to be measured near the bottom*)

☐ Yes - Go to **SC 5.1** ☑ No = **Not a wetland in a coastal lagoon**

SC 5.1. Does the wetland meet all of the following three conditions?

☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100).

☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland.

☐ The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2)

☐ Yes = **Category I** ☐ No = **Category II**

SC 6.0. Interdunal Wetlands

Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.***

In practical terms that means the following geographic areas:

☐ Long Beach Peninsula: Lands west of SR 103

☐ Grayland-Westport: Lands west of SR 105

☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109

☐ Yes - Go to **SC 6.1** ☑ No = **Not an interdunal wetland for rating**

SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)?

☐ Yes = **Category I** ☐ No - Go to **SC 6.2**

SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger?

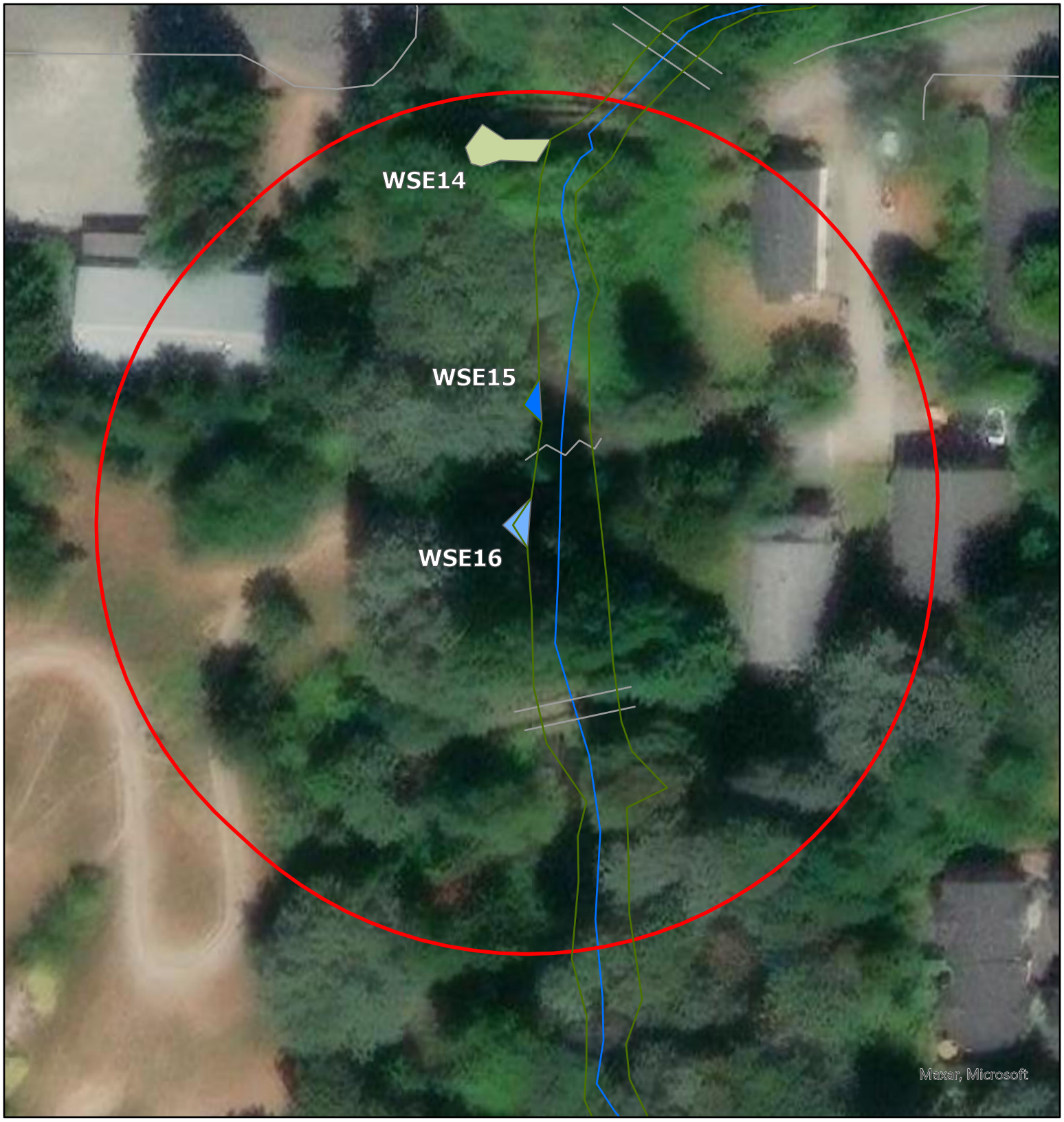
☐ Yes = **Category II** ☐ No - Go to **SC 6.3**

SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac?

☐ Yes = **Category III** ☐ No = **Category** IV

Category of wetland based on Special Characteristics

If you answered No for all types, enter "Not Applicable" on Summary Form



0 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE16

Cowardin Class and 150-foot Buffer

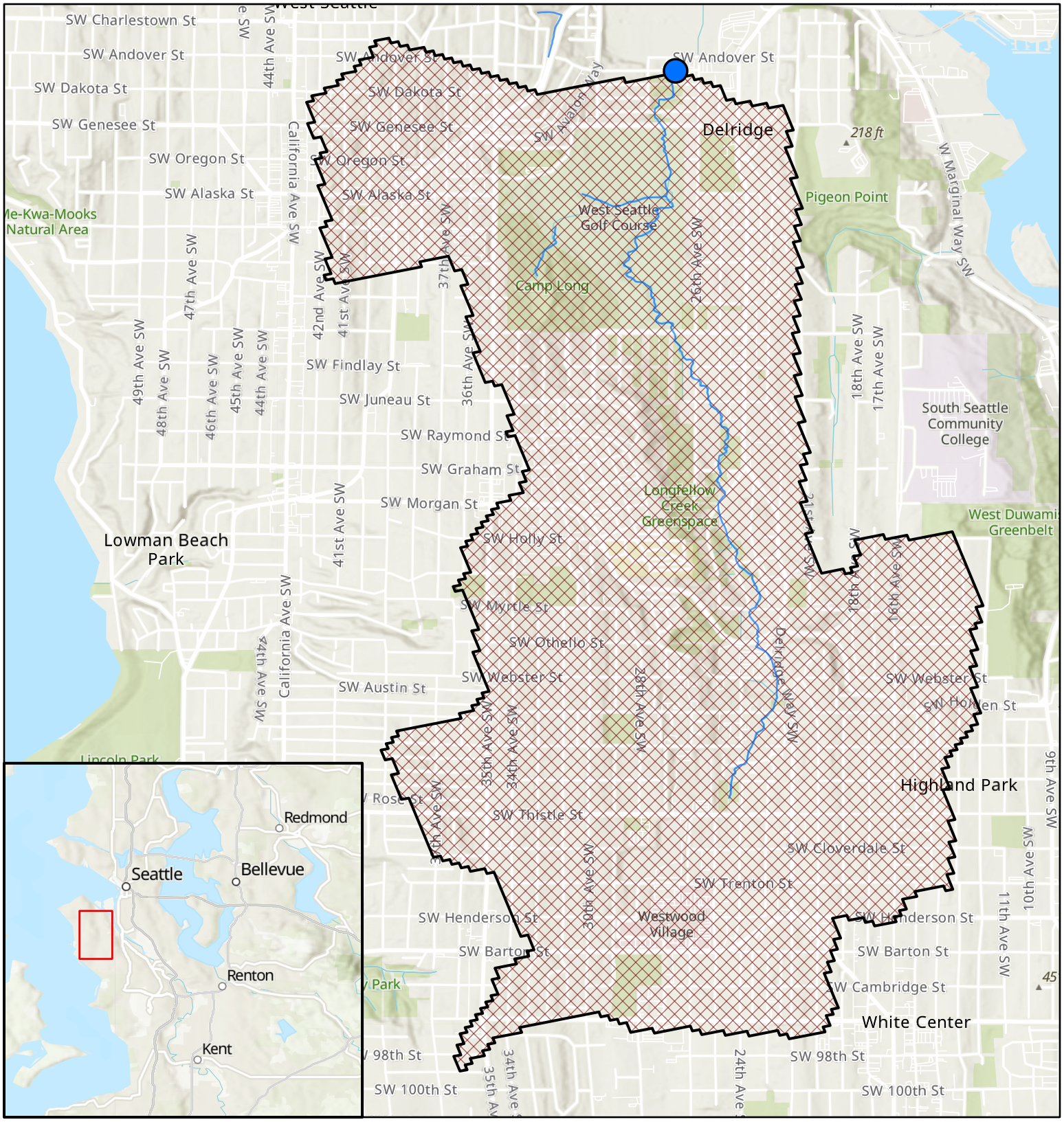
Questions: H1.1, H1.2, H1.4, R1.1, R1.2, R2.4, R4.1, R4.2

Cowardin Class

- Palustrine Emergent
- Palustrine Forested
- Palustrine Scrub-Shrub

- Structures
- Ordinary High Water Mark
- 150-foot Buffer
- Stream Thalweg

Figure WSE16



0 0.5 1 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE12, WSE15, and WSE16

Contributing Basin

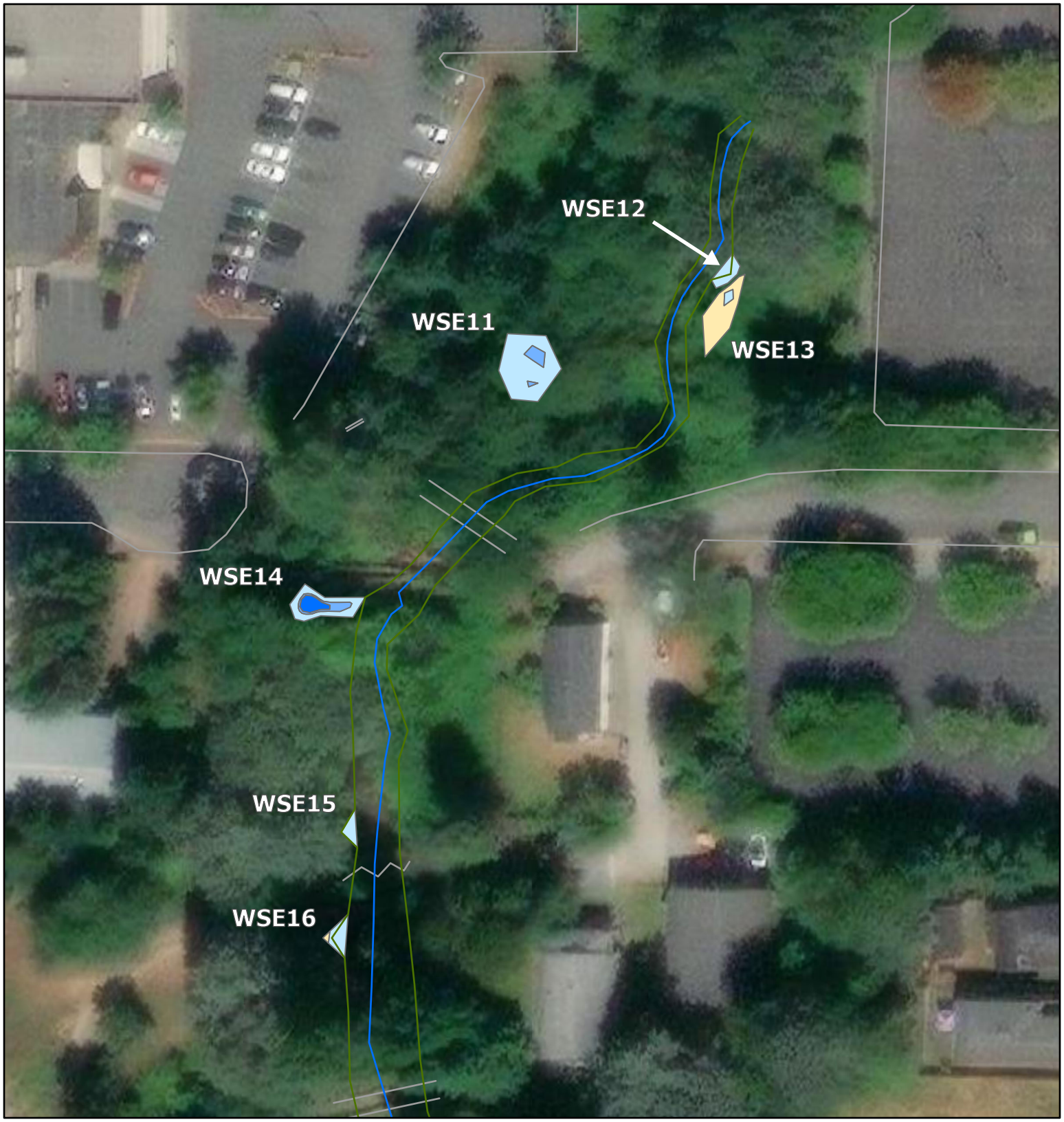
Questions: R2.2, R2.3, R5.2

Longfellow Creek

Contributing Basin

Project Wetlands

Figure WSE Basin



0 25 50 100 Feet

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension
WSE 11, 12, 13, 14, 15, & 16

Hydroperiods
Questions: D1.4, H1.2

Hydroperiods

- Saturated Only
- Occasionally Ponded
- Seasonally Ponded
- Permanently Ponded

- Stream Thalweg
- Structures
- Ordinary High Water Mark

Figure WSE Hydro

0 0.1 0.2 0.4 Miles

N

Wetland Rating for Western WA 2014 Update

Project: West Seattle to Ballard Link Extension

WSE 11, 12, 13, 14, 15, & 16

1 km Land Use Intensity

Questions: H2.1, H2.2, H2.3

Land Use Intensity

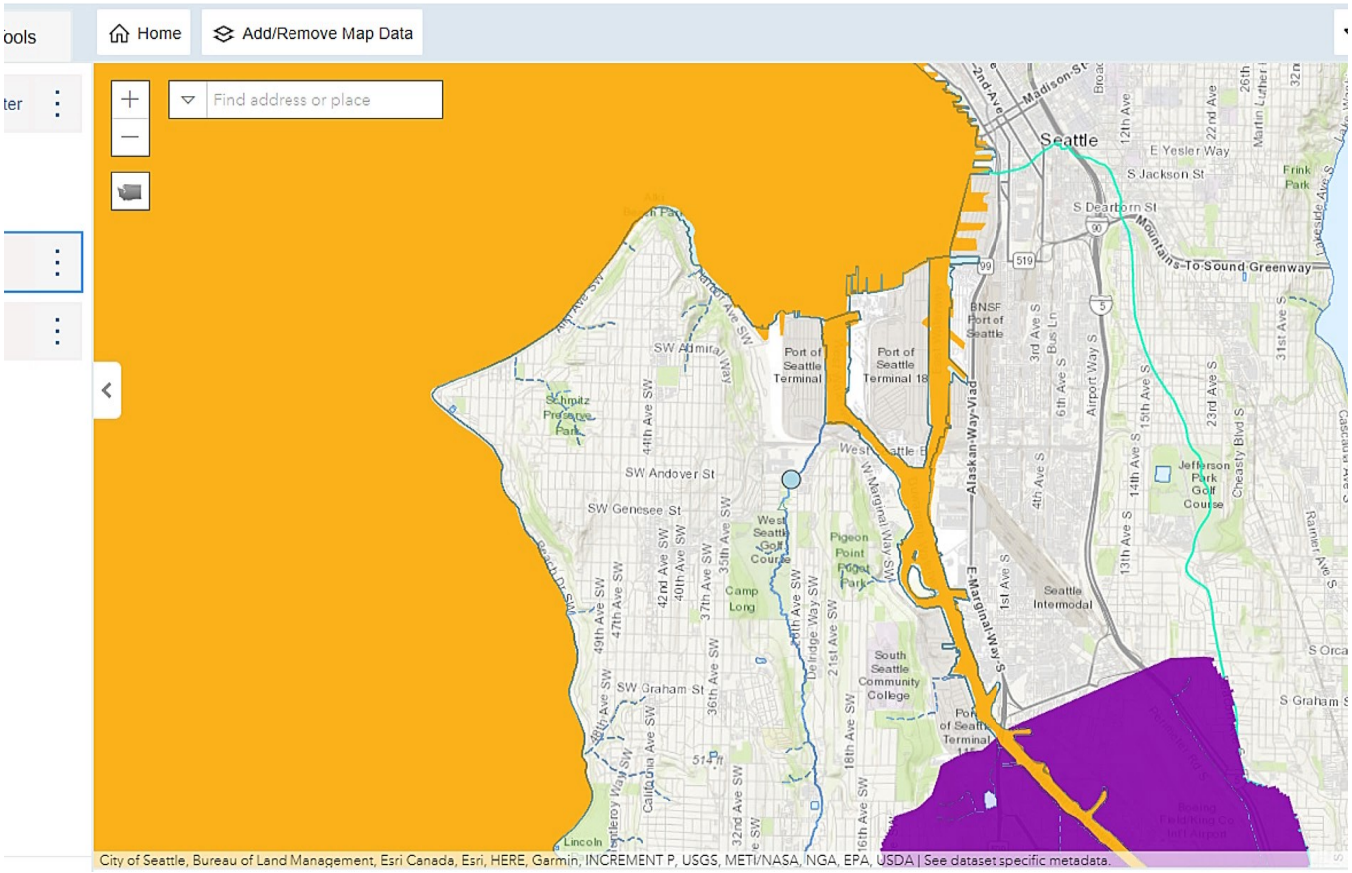
High

Moderate

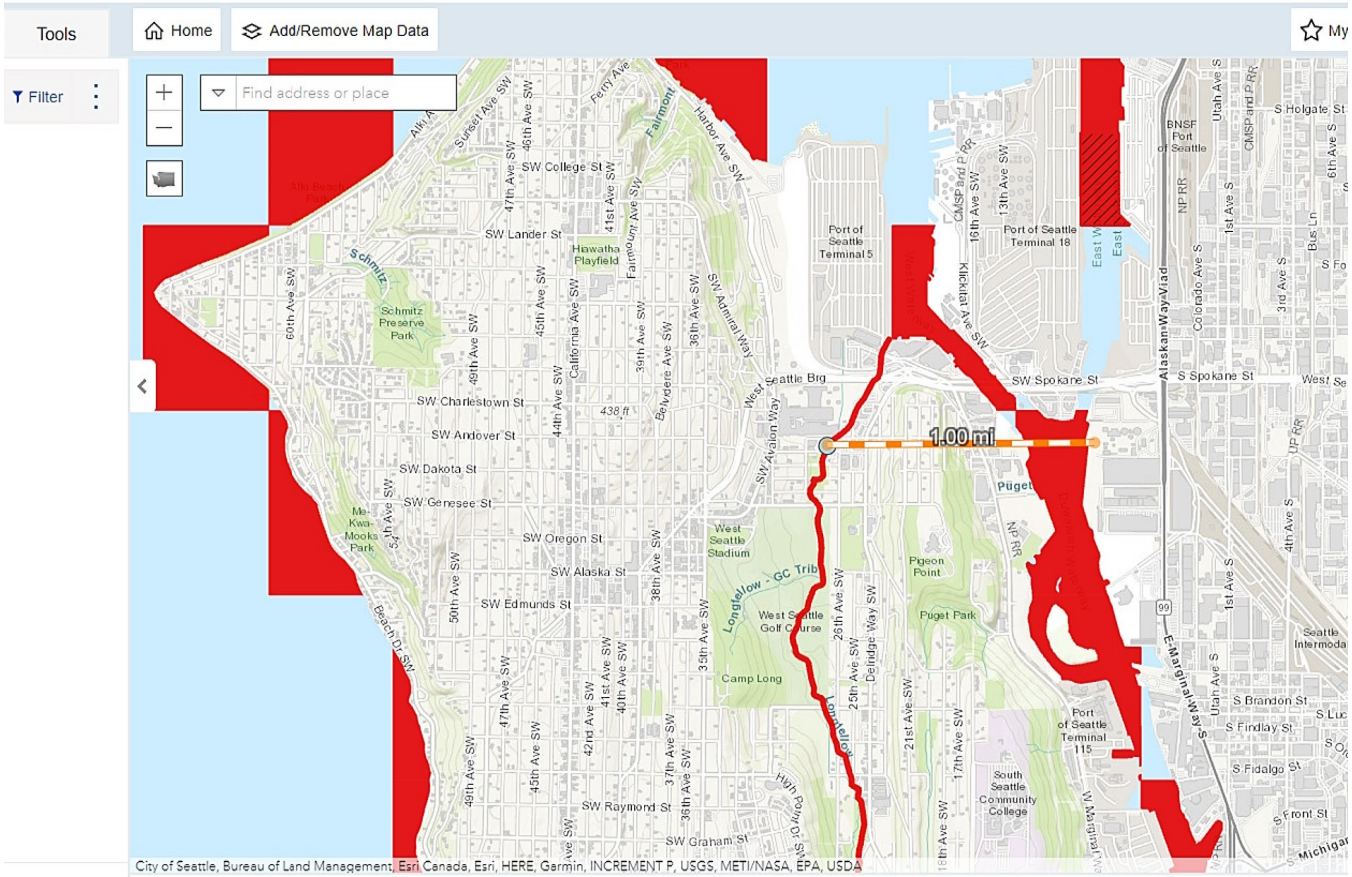
Project Wetlands

Figure WSE 1 km

Water Quality Atlas Map



Water Quality Atlas Map



Attachment N.4D
Ecosystem Photographs

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Attachment N.4D Ecosystem Photographs

This appendix contains site photographs of wetlands, streams, and wildlife habitat, obtained during field surveys in 2019, 2020, 2022, and 2023.

Figure N4.D-1. Wetland WSE1

Figure N4.D-2. Wetland WSE2 and Longfellow Creek

Figure N4.D-3. Wetland WSE3

Figure N4.D-4. Wetland WSE4

Figure N4.D-5. Longfellow Creek – Golf Course

Figure N4.D-6. Longfellow Creek – Southwest Nevada Street Overpass

Figure N4.D-7. Longfellow Creek – Southwest Andover Street

Figure N4.D-8. Duwamish Waterway – East Waterway

Figure N4.D-9. Duwamish Waterway – Rail Bridge over West Waterway

Figure N4.D-10. Vegetation in the West Seattle Golf Course

Figure N4.D-11. Vegetation at the Longfellow Creek Natural Area

Figure N4.D-12. Delridge Community Center and Playfield

Figure N4.D-13. Vegetation below West Seattle Bridge Overpass

Figure N4.D-14. West Duwamish Greenbelt by West Seattle Bridge Overpass

Figure N4.D-15. Great Blue Heron Rookery at West Duwamish Greenbelt

Figure N4.D-16. Duwamish Waterway Shoreline – Harbor Marina Corporate Center

Figure N4.D-17. Vegetation Adjacent to Southwest Andover Street (south side)

Figure N4.D-18. Longfellow Creek Area – Buffer Area on East Side of Creek near Southwest Yancy Street

Figure N4.D-19. Longfellow Creek Area – Buffer Area on West Side of Creek near Southwest Yancy Street

Figure N4.D-20. Longfellow Creek between Southwest Dakota and Southwest Yancy Streets

Figure N4.D-21. Wetland WSE11 near Longfellow Creek and Southwest Yancy Street

Figure N4.D-22. Wetlands WSE12 and WSE13 near Longfellow Creek and Southwest Yancy Street

Figure N4.D-23. Beaver Dam in Longfellow Creek at Wetland WSE2

Figure N4.D-24. Longfellow Creek Culvert – Southwest Genesee Street

Figure N4.D-1. Wetland WSE1
Facing north, west of the West Seattle Golf Course 18th fairway, taken July 15, 2019.

Figure N4.D-2. Wetland WSE2 and Longfellow Creek
Facing north in ravine by the 13th golf hole, taken July 15, 2019.

Figure N4.D-3. Wetland WSE3
Facing south, by the water control structure in Longfellow Creek, taken July 15, 2019.

Figure N4.D-4. Wetland WSE4
Facing west, from atop the retaining wall under the West Seattle Bridge overpass, taken May 29, 2019.

Figure N4.D-5. Longfellow Creek – Golf Course
Facing upstream in ravine by the 13th hole, taken July 15, 2019.

Figure N4.D-6. Longfellow Creek – Southwest Nevada Street Overpass
South of the Southwest Nevada Street overpass, facing downstream, taken July 15, 2019.

Figure N4.D-7. Longfellow Creek – Southwest Andover Street
Facing upstream from Southwest Andover Street, taken January 23, 2020.

Figure N4.D-8. Duwamish Waterway – East Waterway
Looking east from the Port of Seattle's Harbor Marina Corporate Center, taken October 10, 2019.

Figure N4.D-9. Duwamish Waterway – Rail Bridge over West Waterway
Looking west from Port of Seattle's Harbor Marina Corporate Center, taken October 10, 2019.

Figure N4.D-10. Vegetation in the West Seattle Golf Course
Facing Longfellow Creek, Wetland WSE2, and 13th hole green, taken July 15, 2019.

Figure N4.D-11. Vegetation at the Longfellow Creek Natural Area
Looking west on Southwest Genesee Street, taken October 10, 2019.

Figure N4.D-12. Delridge Community Center and Playfield
From Southwest Genesee Street and 26th Avenue Southwest, taken October 10, 2019.

Figure N4.D-13. Vegetation below West Seattle Bridge Overpass
Facing east, taken May 29, 2019.

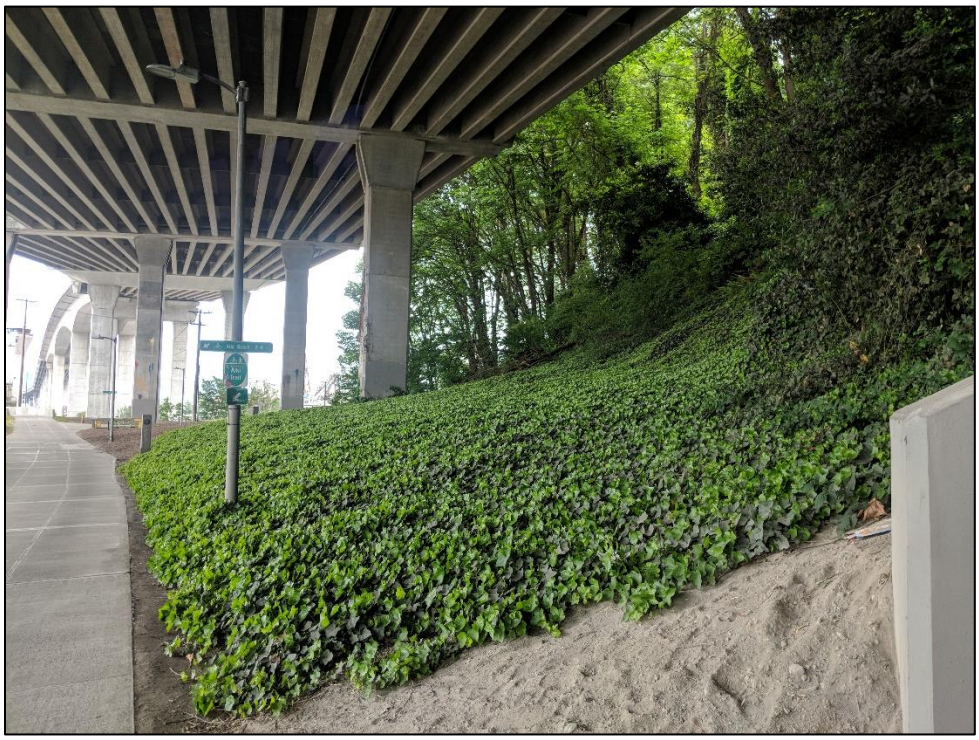

Figure N4.D-14. West Duwamish Greenbelt by West Seattle Bridge Overpass
Facing northwest, taken October 10, 2019.

Figure N4.D-15. Great Blue Heron Rookery at West Duwamish Greenbelt
From stairwell trail, taken May 14, 2019.

Figure N4.D-16. Duwamish Waterway Shoreline – Harbor Marina Corporate Center
Around corporate center, taken October 10, 2019.

Figure N4.D-17. Vegetation Adjacent to Southwest Andover Street (south side)
Taken January 23, 2020.

Figure N4.D-18. Longfellow Creek Area – Buffer Area on East Side of Creek near Southwest Yancy Street

Looking north from Yancy Pedestrian Bridge, taken October 1, 2022.

Figure N4.D-19. Longfellow Creek Area – Buffer Area on West Side of Creek near Southwest Yancy Street

Looking north from Yancy Pedestrian Bridge, taken October 1, 2022.

Figure N4.D-20. Longfellow Creek between Southwest Dakota and Southwest Yancy Streets

Looking north towards Yancy Pedestrian Bridge, taken October 1, 2022.

Figure N4.D-21. Wetland WSE11 near Longfellow Creek and Southwest Yancy Street

Taken February 10, 2023.

Figure N4.D-22. Wetlands WSE12 and WSE13 near Longfellow Creek and Southwest Yancy Street

Taken February 10, 2023.

Figure N4.D-23. Beaver Dam in Longfellow Creek at Wetland WSE2

Photo taken November 25, 2019.

Figure N4.D-24. Longfellow Creek Culvert – Southwest Genesee Street
Culvert inlet on the golf course, taken October 10, 2019.

Attachment N.4E
Wetland and Stream Impacts within the Study Area

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1 AFFECTED ENVIRONMENT

This Attachment N.4E, Wetland and Stream Impacts within the Study Area, to the *West Seattle Link Extension Ecosystems Technical Report* (Appendix N.4 of the West Seattle Link Extension Final Environmental Impact Statement) identifies wetlands and water crossings in the West Seattle Link Extension Project limits. The wetland study area includes all lands within 300 feet of the project's construction and operation footprints. The water crossings study area includes any streams or waterbodies within 200 feet of the project limits; at water crossings, the aquatic resources were reviewed 300 feet downstream and 100 feet upstream of the project limits.

Additional information can be found in other attachments to Appendix N.4. Full wetland and stream analysis methods are provided in Attachment N.4A, Ecosystems Technical Analysis Methodology. Wetland determination data forms and wetland rating forms are provided in Attachment N.4B, Wetland Determination Data Forms. Photographs of the individual wetlands and waterbodies are included in Attachment N.4D, Ecosystems Photographs.

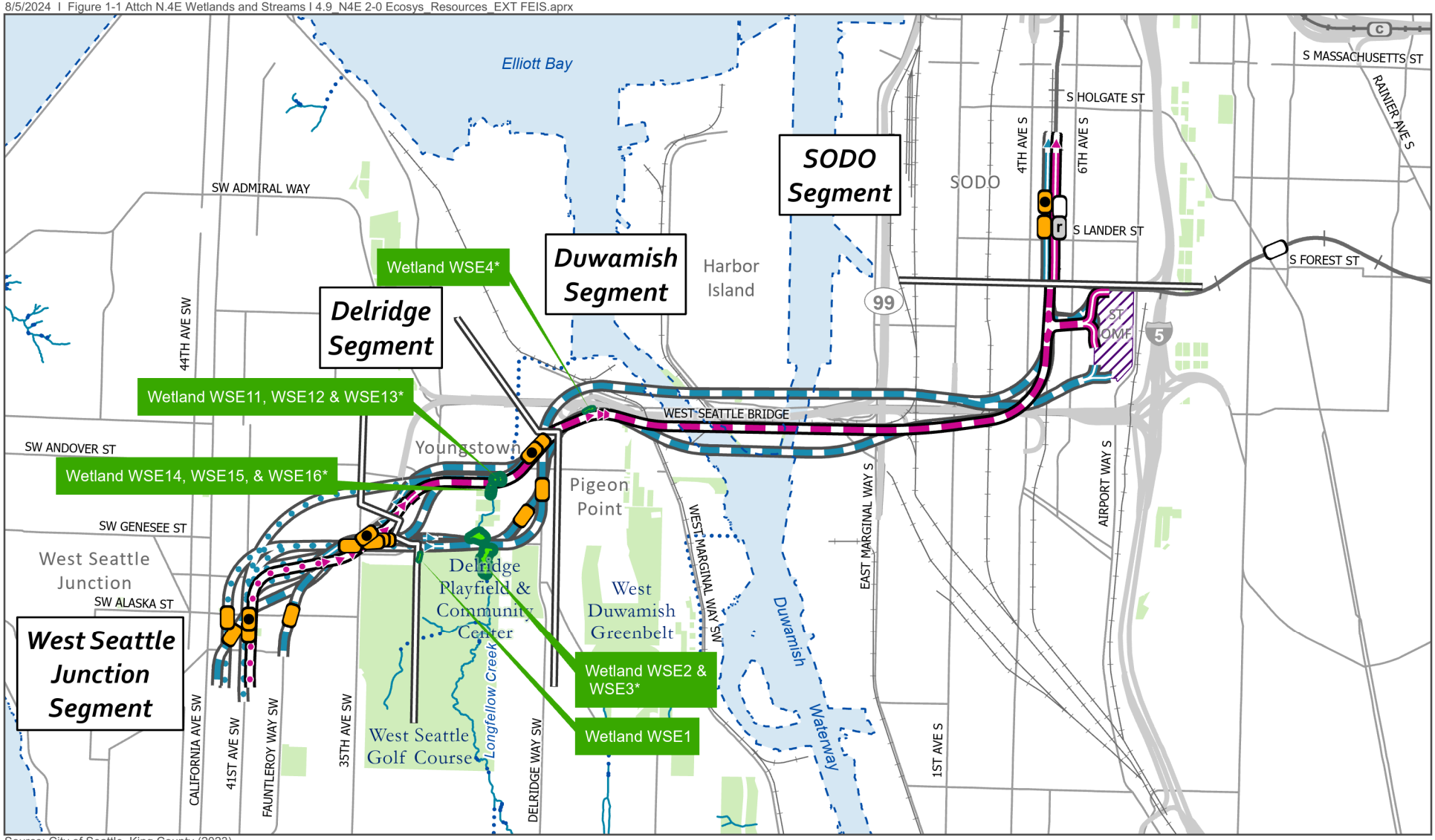
1.1 Wetlands

In the West Seattle Link Extension study area, ten wetlands were identified that meet the criteria outlined in the *Corps of Engineers Wetland Delineation Manual* (United States [U.S.] Army Corps of Engineers 1987) and its regional supplement (U.S. Army Corps of Engineers 2010). This method looks for three wetland indicators: wetland hydrology, hydric soils, and hydrophytic vegetation (Lichvar et al. 2016). To determine hydrophytic vegetation, the method refers to the wetland indicator status assigned by U.S. Department of Agriculture to each species. A site is considered to have hydrophytic vegetation when dominant plants have the indicator code of "obligate" (always found in wetlands), "facultative wetland" (usually found in wetlands), or "facultative" (found equally in wetland or upland habitats). "Facultative upland" species are usually found in uplands and can be an indicator of non-wetland conditions.

Wetland surveys took place on publicly owned property and private properties where accessible. Wetlands have been rated according to the *Washington State Wetland Rating System for Western Washington* (Washington State Department of Ecology [Ecology] 2014). At these wetlands, vegetation, soil, and hydrology conditions were documented at sample points. Wetlands were classified according to the U.S. Fish and Wildlife Service (Cowardin et al. 1979) and hydrogeomorphic (Brinson 1993) classification systems and rated according to the City of Seattle critical area ordinance and the *Washington State Wetland Rating System for Western Washington: 2014 Update* (Hruby 2014). Wetland functions were evaluated using Washington State Department of Transportation's Wetland Functions Characterization Tool for Linear Projects (Null et al. 2000). Regulatory buffers were determined based on Seattle Municipal Code Chapter 25.09. Areas surveyed that were observed to possess all three wetland indicators are included in this attachment.

Table 1-1 summarizes classification and rating information for the wetlands in the study area. Table 1-2 shows the results of the functions and values analysis. Figure 1-1 shows where these wetlands occur along the West Seattle Link Extension.

The City of Seattle maps an additional potential wetland, along the western shoreline of the Duwamish Waterway (West Waterway) just south of the 3800 West Marginal Way Southwest parcel. The National Wetlands Inventory shows this potential wetland as a 0.14-acre Estuarine and Marine Wetland. However, views from adjacent properties, aerial photographs, and on Ecology's Shoreline Photo Viewer (2016/2017 photographs) indicate that no wetland is present. Plants along this corridor do not indicate the presence of wetland.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park
- Shoreline
- Wetland
- Wetland Buffer

Note: 1) *Asterisks denote wetlands subject to potential long-term impacts under one or more of the project alternatives. 2) City and federal mapping of wetlands was reviewed and field verified where possible. Mapping may differ from other public wetland mapping sources.

FIGURE 1-1
Wetland and Stream Locations

West Seattle Link Extension

0 0.5 1 Mile

N

Table 1-1. Wetlands in the Study Area

Wetland [a]	Estimated Size (acre)	Cowardin Class	H.G.M. Class	Ecology [b] Seattle Rating [c]	Function Score [d]	Buffer Width [e, f]	Location
WSE1	0.05 [g]	palustrine emergent	Slope	IV	3 (low)	50 feet	West Seattle Golf Course
WSE2	0.45 [g]	palustrine emergent, palustrine scrub-shrub	Riverine	II	6 (moderate)	110 feet	West Seattle Golf Course along Longfellow Creek
WSE3	0.35 [g]	palustrine forested	Depressional	II	6 (moderate)	110 feet	Longfellow Creek Natural Area between Southwest Genesee and Southwest Nevada streets
WSE4	0.05	palustrine emergent, palustrine scrub-shrub	Slope	IV	4 (moderate)	50 feet	Pigeon Point under West Seattle Bridge
WSE11	<0.01	palustrine scrub-shrub	Depressional	III	5 (moderate)	110 feet	Along Longfellow Creek between Southwest Andover and Southwest Yancy streets
WSE12	0.01	palustrine emergent	Riverine	III	5 (moderate)	110 feet	Along Longfellow Creek between Southwest Andover and Southwest Yancy streets
WSE13	0.01	palustrine scrub-shrub	Depressional	III	5 (moderate)	110 feet	Along Longfellow Creek between Southwest Andover and Southwest Yancy streets
WSE14	<0.01	palustrine forested	Depressional	III	5 (moderate)	110 feet	Along Longfellow Creek between Southwest Yancy and Southwest Dakota streets.
WSE15	<0.01	palustrine emergent	Riverine	III	5 (moderate)	110 feet	Along Longfellow Creek about 100 feet south of Southwest Yancy Street
WSE16	0.02	palustrine emergent	Riverine	III	5 (moderate)	110 feet	Along Longfellow Creek about 150 feet south of Southwest Yancy Street

[a] Wetlands WSE5 through WSE10 are part of the Ballard Link Extension study area and are not included in this report.

[b] Ecology rating (Hruby 2014).

[c] City of Seattle (2023) wetland rating

[d] City of Seattle (2023) wetland buffer width based on wetland size, category, and habitat function score.

[e] Seattle Municipal Code Section 25.09.160 classifies habitat function score (Ecology 2014) of 3 to 4 as low, 5 to 7 as moderate, and 8 to 9 as high.

[f] Seattle Municipal Code Section 25.09.160: Category IV wetlands 1,000 square feet or more, regardless of connections to waters, receive a 50-foot buffer. Category II wetlands over 100 square feet (or of any size abutting a Type S, F, Np, or Ns water) with a moderate habitat score receive a 110-foot buffer.

[g] Acreages of wetlands WSE1 through WSE3 are estimated based on Geographical Information System analysis. Acreages of wetlands WSE4 and WSE11 through WSE16 are based on boundaries provided using global positioning system during delineation.
H.G.M. = hydrogeomorphic

Table 1-2. Functions and Values of Wetlands in the Study Area

Function/Value[a]	Wetland									
	WSE1	WSE2	WSE3	WSE4	WSE11	WSE12	WSE13	WSE14	WSE15	WSE16
Water Quality Functions										
Sediment Removal	Not Present	Present; principal wetland function	Present; principal wetland function	Not Present	Present	Present	Present; principal wetland function	Present	Present	Present
Nutrient and Toxicant Removal	Present	Present; principal wetland function	Present; principal wetland function	Present	Present; principal wetland function	Present; principal wetland function	Present	Present; principal wetland function	Present; principal wetland function	Present
Hydrologic Functions										
Flood Flow Alteration	Not Present	Not Present	Present	Not Present	Present	Present	Present; principal wetland function	Present	Present	Present
Erosion Control & Shoreline Stabilization	Not Present	Present	Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present
Habitat Functions										
Production and Export of Organic Matter	Not Present	Present	Present	Not Present	Present	Not Present	Present	Present; principal wetland function	Not Present	Not Present
General Habitat Suitability	Not Present	Not Present	Present	Not Present	Present	Present	Present	Present	Present	Present
Habitat for Aquatic Invertebrates	Not Present	Present; principal wetland function	Present; principal wetland function	Not Present	Present; principal wetland function	Present	Present	Present	Not Present	Not Present

Function/Value[a]	Wetland									
	WSE1	WSE2	WSE3	WSE4	WSE11	WSE12	WSE13	WSE14	WSE15	WSE16
Habitat for Amphibians	Not Present	Present; principal wetland function	Present; principal wetland function	Not Present	Present	Present	Present	Present	Not Present	Not Present
Habitat for Wetland-Associated Mammals	Not Present	Present; principal wetland function	Present; principal wetland function	Not Present	Not Present	Not Present	Not Present	Present	Not Present	Not Present
Habitat for Wetland-Associated Birds	Not Present	Present	Present	Not Present	Present	Present	Present	Present	Present	Present
General Fish Habitat	Not Present	Present	Present	Not Present	Not Present	Present	Not Present	Present	Present	Present
Native Plant Richness	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present
Special Characteristics										
Educational or Scientific Value	Present	Not Present	Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present
Uniqueness and Heritage	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present	Not Present

Source: Null et al. 2000.

1.1.1 Wetland WSE1

Wetland WSE1 is along a slope at the northwest side of the West Seattle Golf Course, between a golf cart pathway and 31st Avenue Southwest in the Delridge Segment.

1.1.1.1 Wetland Determination

Vegetation is palustrine emergent, following the U.S. Fish and Wildlife Service/Cowardin system. Herbaceous species include field horsetail (*Equisetum arvense*, facultative) and creeping buttercup (*Ranunculus repens*, facultative). The non-native, invasive species Himalayan blackberry (*Rubus armeniacus*, facultative) was observed scattered throughout. Vegetation passed the dominance test. A site passes the wetland dominance test when dominant plants have the indicator code of obligate, facultative wetland, or facultative.

Soils were examined to a depth of 16 inches; the hydric soil indicator Depleted Below Dark Surface was present. Severely compacted soils start at 10 inches below ground surface. From 0 to 4 inches below ground surface, the soil is very dark gray gravelly, silt loam with large gravels present. From 4 inches to 16 inches below ground surface, the soil matrix is dark gray with brown redoximorphic features to 16 inches below ground surface.

Hydrology at wetland WSE1 is primarily supported by groundwater and from stormwater runoff from 31st Avenue Southwest. Saturation from 0 to 10 inches below ground surface was observed at the time of the site visit (July 15, 2019). Water collects at the toe of the slope along the eastern boundary of the wetland and flows north alongside and over the golf cart pathway that parallels the wetland's eastern boundary.

1.1.1.2 Rating and Buffers

Wetland WSE1 is a slope wetland under the hydrogeomorphic system and is regulated by the U.S. Army Corps of Engineers, Ecology, and City of Seattle as Category IV. Under Ecology's rating system (Ecology 2014), WSE1 scores 13 points (6 for water quality functions, 4 for hydrologic functions, and 3 for habitat functions). The wetland is larger than 1,000 square feet in size; the City of Seattle requires a 50-foot buffer for all Category IV wetlands 1,000 square feet or more.

The plant community in the wetland buffer consists of mowed grass in the golf course and ornamental species such as Norway spruce (*Picea abies*) and English ivy (*Hedera helix*).

1.1.1.3 Functions and Values Summary

Wetland WSE1 provides low functions and values for toxicant removal. It has little capacity to store water but is adjacent to the golf course, which may produce excess fertilizers and pesticides. This wetland has value for education due to its accessibility to golf course visitors. It might provide limited habitat for wetland-associated wildlife due to its proximity to other wetlands (WSE2 and WSE3); however, it has no permanent water available in the wetland, is isolated, and has limited cover.

1.1.2 Wetland WSE2

Wetland WSE2 is situated at the bottom of a ravine in the north side of the West Seattle Golf Course, just south of Southwest Genesee Street in the Delridge Segment. Wetland WSE2 is bisected by Longfellow Creek, a Type F (fish-bearing) watercourse (Washington Administrative Code 222.16.030 water typing), which flows south to north through the West Seattle Golf Course. Longfellow Creek passes through WSE2 until it reaches a culvert under Southwest Genesee Street.

1.1.2.1 Wetland Determination

Vegetation in Wetland WSE2 contains palustrine emergent and palustrine scrub-shrub plant communities. The emergent community is dominated by reed canarygrass (*Phalaris arundinacea*, faculative wetland); some Canada thistle (*Cirsium arvense*, faculative) is also present; both species are state-listed noxious weeds. The scrub-shrub community is dominated by Himalayan blackberry (facultative), salmonberry (*Rubus spectabilis*, facultative), and jewelweed (*Impatiens capensis,* facultative wetland). Bindweed (*Calystegia sepium,* facultative) and giant horsetail (*Equisetum telmateia*, facultative wetland) are scattered here as well. Vegetation passed the dominance test.

Soils were examined to a depth of 18 inches; the hydric soil indicator Depleted Below Dark Surface was present. From 0 to 9 inches below ground surface, the soil is dark brown loam, with some organic matter. From 9 inches to 18 inches below ground surface, the soil matrix is dark gray loam, with strong brown redoximorphic concentrations.

Hydrology at wetland WSE2 is primarily supported by overbank flooding from Longfellow Creek. A limited amount of water might also flow from the surrounding golf cart pathway. Primary hydrology indicators observed were a high-water table (8 inches below ground surface) and oxidized rhizospheres along living roots. In July 2019, the surveying biologists observed a beaver dam. During a second visit in August 2019, Longfellow Creek had noticeably widened upstream of the beaver dam.

1.1.2.2 Rating and Buffers

Wetland WSE2 is a riverine wetland under the hydrogeomorphic system and regulated by the U.S. Army Corps of Engineers, Ecology, and City of Seattle as a Category II wetland. Under Ecology's 2014 rating system, the wetland scores a total of 21 points (8 points for water quality functions, 7 points for hydrologic functions, and 6 points for habitat functions). The City of Seattle requires a 110-foot buffer for all Category II wetlands with a habitat function score of 6 (Seattle Municipal Code Section 25.09.160.B).

The wetland buffer is dominated by bigleaf maple (*Acer macrophyllum*) and red alder (*Alnus rubra*), English ivy, Himalayan blackberry, and vine maple (*Acer circinatum*). Scotch broom (*Cytisus scoparius*) is scattered along the right bank of Longfellow Creek.

1.1.2.3 Functions and Values Summary

Wetland WSE2 provides several functions and values because of its association with Longfellow Creek, the presence of salmonids in the creek, and the plant cover and seasonal inundation present. The wetland has high potential for sediment removal, toxicant removal, and habitat for aquatic invertebrates and wetland-associated mammals (it contains evidence of beaver use). Its value as habitat may be somewhat limited because it is isolated within the mowed golf course, and plant cover is primarily non-native; however, wetland WSE2 is hydrologically connected to a greenbelt downstream.

1.1.3 Wetland WSE3

Wetland WSE3 is immediately north of Southwest Genesee Street between 26th Avenue Southwest and 30th Avenue Southwest in the Delridge Segment; it stretches from the toe of the slope at Southwest Genesee Street to a pedestrian bridge. Wetland WSE3 is also bisected by Longfellow Creek.

1.1.3.1 Wetland Determination

Vegetation in wetland WSE3 is classified as palustrine, forested. The tree layer is dominated by red alder (facultative). The shrub layer is sparsely vegetated with Pacific willow (*Salix lucida*, facultative wetland), osoberry (*Oemleria cerasiformis*, facultative), and red osier dogwood (*Cornus sericea,* facultative wetland). The herbaceous layer is dominated by creeping buttercup (facultative), with some jewelweed, water parsley (*Oenanthe sarmentosa*, obligate) and stinging nettle (*Urtica dioica*, facultative). Vegetation passed the dominance test.

Soil was examined to a depth of 20 inches. The hydric soil indicator Redox Dark Surface was present. From 0 to 8 inches below ground surface, soils are very dark gray loam with patches of fine sand. From 8 inches to 14 inches below ground surface, soils are very dark gray loam with redoximorphic concentrations (dark reddish brown) in the pore linings of roots. At 14 inches to 20 inches below ground surface, soils are silt loam with some organic matter, and concentrations of dark brown.

Hydrology is primarily supported by overbank flooding from Longfellow Creek. The creek outfalls north of Southwest Genesee Street and immediately forms a pool about 20 feet across. The creek then meanders north through wetland WSE3 until flowing under the pedestrian bridge. The meandering creek is about 6 feet to 15 feet wide with steep banks. No surface water nor a water table were observed within the wetland. Saturation was observed at 14 inches below ground surface. Two secondary hydrologic indicators were observed: a facultative-neutral test and geomorphic position (concave depression at toe of slope).

1.1.3.2 Rating and Buffers

Wetland WSE3 has two hydrogeomorphic classes (depressional and riverine) and in accordance with the 2014 Ecology rating system, was rated as depressional. It is regulated by the U.S. Army Corps of Engineers, Ecology, and the City of Seattle as a Category II wetland. During rating (Ecology 2014), wetland WSE3 scored a total of 22 points (8 for water quality functions, 8 for hydrologic functions, and 6 for habitat functions). The City of Seattle requires a 110-foot buffer for all Category II wetlands with a moderate habitat function score (5 to 7 points; Seattle Municipal Code Section 25.09.160.B).

Wetland WSE3's buffer is forested with red alder, western red cedar (*Thuja plicata*), and black cottonwood (*Populus balsamifera*). The shrub layer contains tall Oregon grape (*Mahonia aquifolium*) and common snowberry (*Symphoricarpos albus).* The herbaceous layer was mostly bare ground, possibly due to recent restoration efforts.

1.1.3.3 Functions and Values Summary

Wetland WSE3 provides several functions due to its association with Longfellow Creek, salmonid presence in the creek, seasonal inundation, and vegetation present. It provides high potential for invertebrate, mammal, and fish habitat, due in part to woody debris installed, vegetation present, and evidence of beaver use. It also provides some educational value because it is situated alongside a public trail, and some sediment removal, erosion control, and production of organic matter.

1.1.4 Wetland WSE4

Wetland WSE4 is at Pigeon Point, underneath the West Seattle Bridge and adjacent to/upslope of a concrete bike path directly south of Southwest Spokane Street. It is just north of the northern edge of the West Duwamish Greenbelt in the Duwamish Segment. It stretches up the slope to just above the concrete footing for the West Seattle Bridge.

1.1.4.1 Wetland Determination

Vegetation at wetland WSE4 contains palustrine emergent and palustrine, scrub-shrub communities. Some areas are dominated by Pennsylvania pellitory (*Parietaria pensylvanica*, facultative upland), with giant horsetail scattered within the pellitory. Pennsylvania pellitory is an aggressive upland plant that has likely out-competed native wetland vegetation. Therefore, surveyors determined that the hydrophytic vegetation indicator for sample points here is "Problematic Hydrophytic Vegetation." In the scrub-shrub areas, vegetation is dominated by Himalayan blackberry (facultative upland), with sparse herbaceous species: giant horsetail (facultative wetland) and herb-Robert (*Geranium robertianum*, facultative upland).

Soils were examined to a depth of 18 inches. The hydric soil indicator Redox Dark Surface was present. In one portion of the wetland, one soil layer was present: black loam, with concentrations of redoximorphic features in the matrix and in pore linings. Trash was present within the soils as well, which indicates some of the soils are construction fill. In another portion of the wetland, two soil layers were described: very dark gray, sandy loam from 0 to 10 inches below ground surface, and from 10 to 16 inches below ground surface, dark gray clay loam, with redoximorphic features (dark yellowish brown).

Hydrology for wetland WSE4 is supported by surface flow from the residential area upslope (Southwest Charleston Street and 20th Avenue Southwest). Water collects at the toe of the slope and flows downhill alongside the bike path. Primary hydrologic indicators at this wetland are a high-water table (8 inches below ground surface) and saturation at the surface.

1.1.4.2 Rating and Buffers

Wetland WSE4 is classified as a slope wetland under the hydrogeomorphic system. It is regulated by the U.S. Army Corps of Engineers, Ecology, and the City of Seattle as a Category IV wetland (Ecology 2014). Wetland WSE4 scored a total of 13 points (5 points for water quality, 4 points for hydrologic functions, and 4 points for habitat functions). The City of Seattle (Seattle Municipal Code Section 25.09.160.B.) requires a 50-foot buffer for all Category IV wetlands of 1,000 square feet or more.

The buffer immediately downslope of wetland WSE4 overlaps pavement, and upslope is deciduous forest dominated by bigleaf maple, oceanspray (*Holodiscus discolor*) and red elderberry (*Sambucus racemosa*), with English ivy and sword fern (*Polystichum munitum*).

1.1.4.3 Functions and Values Summary

Wetland WSE4 provides low potential for a few functions and values: it provides limited nutrient/toxicant removal due to its herbaceous vegetation cover and its presence near paved areas. It provides some wildlife habitat due to its proximity to the West Duwamish Greenbelt (though its low, non-native vegetation and proximity to paved areas, lack of surface water, and presence of the bridge overhead may limit the likelihood of wildlife using this location).

1.1.5 Wetland WSE11

Wetland WSE11 is a small scrub-shrub wetland along Longfellow Creek between Southwest Andover and Southwest Yancy streets in the Delridge Segment.

1.1.5.1 Wetland Determination

The boundary for this depressional wetland was delineated using a change in topography and a change in vegetation. The scrub-shrub community of this wetland is dominated by climbing nightshade (*Solanum dulcamara*, facultative) with the herb layer dominated by field bindweed (*Convolvulus arvensis,* no wetland indicator status) and jewelweed (facultative wetland).

Soils were characterized as dark grayish brown gravelly loam with dark yellowish-brown redoximorphic features from 5 to 14 inches underlain by dark gray loamy sand. This soil has a depleted matrix hydric soil indicator.

Groundwater is the primary hydrology source for this depressional wetland. The water table was observed at 3 inches, and the soils were saturated to the surface during the February site visit. In early March, the wetland was ponded. The wetland hydrology indicators of high-water table, saturation, and sparsely vegetated concave surface were met at this location. WSE11 is in a localized geomorphic depression that receives drainage runoff, thus providing evidence for the secondary indicator of geomorphic position.

1.1.5.2 Rating and Buffers

Wetland WSE11 is classified as a depressional wetland under the hydrogeomorphic system. It is regulated by the U.S. Army Corps of Engineers, Ecology, and the City of Seattle as a Category III wetland (Ecology 2014). Wetland WSE11 scored a total of 17 points (7 points for water quality, 5 points for hydrologic functions, and 5 points for habitat functions). The City of Seattle (Seattle Municipal Code Section 25.09.160.B.) requires a 110-foot buffer for all Category III wetlands over 100 square feet.

The buffer is constricted by the paved parking lot of the West Seattle Health Club to the west. The buffer to the north, east, and south is dominated by red alder, pacific silver fir (*Abies amabilis*), bigleaf maple, and Himalayan blackberry. The buffer is moderately disturbed but consists of a riparian corridor and in-stream habitat that provides refuge for urban plants and wildlife.

1.1.5.3 Functions and Values Summary

This wetland's functions and values are shown in Table 1-2. Its most significant functions are nutrient and toxicant removal, and habitat for aquatic invertebrates. The wetland also provides lower levels of functions for sediment removal, flood flow alteration, and other habitat types; the wetland is small but is contiguous with the Longfellow Creek greenbelt and adjacent to the creek itself.

1.1.6 Wetland WSE12

Wetland WSE12 is a small riverine wetland along Longfellow Creek between Southwest Andover and Southwest Yancy streets in the Delridge Segment. The wetland is partially below the ordinary high-water mark of Longfellow Creek. The dominant hydrology sources are overbank flooding from Longfellow Creek and hyporheic flow.

1.1.6.1 Wetland Determination

This riverine wetland was delineated using topographical breaks and shifts in vegetation. This wetland has sparse vegetation cover dominated by redosier dogwood (facultative wetland), small-fruited bullrush (*Scirpus microcarpus*, obligate), reed canarygrass (facultative wetland), and creeping buttercup (facultative).Site soils were characterized as a mixed matrix of very dark grayish brown and dark gray loamy sand with dark brown redoximorphic features from 8 to 17 inches below ground surface. A depleted matrix hydric soil indicator was observed at this site.

The wetland is partially below the ordinary high-water mark of Longfellow Creek. The dominant hydrology sources are overbank flooding from Longfellow Creek and hyporheic flow. The water table at this wetland was detected 14 inches below ground surface, but the soil was saturated to the surface. An absence of leaf litter or small woody debris provided evidence of drainage patterns. The geomorphic position of WSE12 is within the floodplain of Longfellow Creek. This wetland also passes the FAC-neutral test.

1.1.6.2 Rating and Buffers

Wetland WSE12 is classified as a riverine wetland under the hydrogeomorphic system. It is regulated by the U.S. Army Corps of Engineers, Ecology, and the City of Seattle as a Category III wetland (Ecology 2014). Wetland WSE12 scored a total of 16 points (7 points for water quality, 4 points for hydrologic functions, and 5 points for habitat functions). The City of Seattle (Seattle Municipal Code Section 25.09.160.B.) requires a 110-foot buffer for all Category III wetlands over 100 square feet.

The buffer of WSE12 is constricted to the east by the parking lot belonging to 4025 Delridge Way Southwest. Within the buffer, the vegetation consists of Himalayan blackberry, red osier, red alder, bigleaf maple, and pacific silver fir. The habitat in the buffer offers an in-stream, riparian habitat corridor for fish and wildlife. Evidence of recent beaver activity (chew, tracks, and potential bank dens) was observed throughout the buffer and the surrounding habitat.

1.1.6.3 Functions and Values Summary

This wetland's functions and values are shown in Table 1-2. Its most significant function is nutrient and toxicant removal. It also provides lower levels of sediment removal, flood flow alteration, and habitat; the wetland is small but is contiguous with the Longfellow Creek greenbelt and is adjacent to the creek itself.

1.1.7 Wetland WSE13

Wetland WSE13 is a small scrub-shrub wetland along Longfellow Creek between Southwest Andover and Southwest Yancy streets in the Delridge Segment. WSE13 is a closed depression that is fed by stormwater runoff and groundwater.

1.1.7.1 Wetland Determination

This depressional wetland was delineated based on a slight change in topography and a vegetational shift. The wetland boundary follows a difference in soils evident by saturation in the wetland and no saturation in the upland. WSE13 is a palustrine scrub-shrub wetland community dominated by redosier dogwood (facultative wetland) and reed canarygrass (facultative wetland). Himalayan blackberry (facultative) was also observed at this wetland.

Observed soils were characterized as very dark grayish brown loam to at least 15 inches below ground surface with dark brown redoximorphic features starting 13 inches below ground surface. Hydric soil indicators were not observed and might have been difficult to observe due to the high groundwater table; however, hydric soil is assumed based on the presence of wetland hydrology and hydrophytic vegetation.

WSE13 is a closed depression that is fed by stormwater runoff and groundwater. Saturation was observed at the ground surface and a high-water table was observed at 3 inches below ground surface. WSE13 passes the FAC-neutral test.

1.1.7.2 Rating and Buffers

Wetland WSE13 is classified as a depressional wetland under the hydrogeomorphic system. It is regulated by the U.S. Army Corps of Engineers, Ecology, and the City of Seattle as a Category III wetland (Ecology 2014). Wetland WSE13 scored a total of 17 points (7 points for water quality, 5 points for hydrologic functions, and 5 points for habitat functions). The City of Seattle (Seattle Municipal Code Section 25.09.160.B.) requires a 110-foot buffer for all Category III wetlands over 100 square feet.

The buffer is constricted by the parking lot belonging to 4025 Delridge Way Southwest to the east and by Southwest Yancy Street to the south. The vegetation within the 110-foot buffer of WSE13 consists of a mix between native and non-native species. Himalayan blackberry dominates much of the understory punctuated by red osier. Red alder, bigleaf maple, and pacific silver fir comprise the tree stratum.

1.1.7.3 Functions and Values Summary

This wetland's functions and values are shown in Table 1-2. Its most significant functions are sediment removal and flood flow alteration due to its presence adjacent to Longfellow Creek. It also provides lower levels of nutrient and toxicant removal, organic matter, and general habitat; the wetland is small but is contiguous with the Longfellow Creek greenbelt and adjacent to the creek itself.

1.1.8 Wetland WSE14

Wetland WSE14 is a small, forested wetland along Longfellow Creek between Southwest Yancy and Southwest Dakota streets in the Delridge Segment. WSE14 is a closed depression with an outlet into Longfellow Creek.

1.1.8.1 Wetland Determination

WSE14 is a depressional wetland with hydrophytic vegetation and hydric soils, and much of it is permanently ponded. This feature likely formed in an excavated depression. The area of ponding is approximately 10 feet wide and 20 feet long. The wetland boundary was determined by soil changes related to topography and a minor shift in vegetation composition. Red alder (facultative) dominates this palustrine forested wetland. No other species were detected in the understory during the February survey, but herbaceous annual species likely emerge later in the growing season.

Observed soils were characterized as dark gray gravelly sandy loam with dark yellowish brown redoximorphic features from 4 to 12 inches below ground surface. The hydric soil indicator identified in this wetland is a loamy gleyed matrix.

WSE14 is a closed depression with an outlet into Longfellow Creek. Surface water is present in the permanently ponded section of the wetland. Surface runoff and ground water feed this wetland contributing to the high-water table at 5 inches below ground surface and a high soil saturation at 3 inches.

1.1.8.2 Rating and Buffers

Wetland WSE14 is classified as a depressional wetland under the hydrogeomorphic system. It is regulated by the U.S. Army Corps of Engineers, Ecology, and the City of Seattle as a Category III wetland (Ecology 2014). Wetland WSE14 scored a total of 17 points (7 points for water quality, 5 points for hydrologic functions, and 5 points for habitat functions). The City of Seattle (Seattle Municipal Code Section 25.09.160.B.) requires a 110-foot buffer for all Category

III wetlands over 100 square feet. The buffer is partially constricted to the northwest by the pavement of Southwest Yancy Street and the gravel right-of-way to the north. Within the buffer, the habitat is dominated by red alder, western red cedar, and bigleaf maple with an understory of osoberry, common snowberry, Himalayan blackberry, and Oregon grape.

1.1.8.3 Functions and Values Summary

This wetland's functions and values are shown in Table 1-2. Its most significant functions are nutrient and toxicant removal and production and export of organic matter. It also provides low levels of sediment removal, flood flow alteration, and wildlife and invertebrate habitat.

1.1.9 Wetland WSE15

Wetland WSE11 is a small riverine wetland along Longfellow Creek about 100 feet south of Southwest Yancy street in the Delridge Segment. This riverine wetland receives occasional bank overflow from Longfellow Creek.

1.1.9.1 Wetland Determination

This site is a riverine wetland with hydrophytic emergent vegetation growing in hydric soil. The wetland occurs on a terrace approximately 15 feet long and 6 feet wide. The wetland has clear indicators of hydrology typically found in wetlands that receive bank overflow from an adjacent creek. The boundary of the wetland is identifiable along a topographic change coupled with a vegetation transition. Vegetation cover at WSE15 is composed of an herbaceous stratum. The dominant species are creeping buttercup (facultative) and reed canarygrass (facultative wetland).

Soils observed in WSE15 are characterized as a layer from 0 to 5 inches; the soil is a dark grayish brown loamy sand with dark yellowish brown redoximorphic features to 5 inches below ground surface, underlain by a layer of very dark brown loamy sand with dark reddish brown redoximorphic features to 22 inches below ground surface. The soil meets the depleted matrix and redox dark surface hydric soil indicators.

This is a riverine wetland that receives occasional bank overflow from Longfellow Creek. Flooding of the wetland is evident from water marks found at the site. Other indicators observed include drainage patterns such as an absence of leaf litter, and some water- stained leaves along the wetland edges. No water table was detected despite digging to 22 inches deep. Soil saturation was detected, but only at 14 inches below the ground surface. WSE15 passes the FAC-neutral test, has a geomorphic position within the Longfellow Creek floodplain, and has drainage patterns such as an absence of leaf litter or small woody debris.

1.1.9.2 Rating and Buffers

Wetland WSE15 is classified as a riverine wetland under the hydrogeomorphic system. It is regulated by the U.S. Army Corps of Engineers, Ecology, and the City of Seattle as a Category III wetland (Ecology 2014). Wetland WSE14 scored a total of 16 points (7 points for water quality, 4 points for hydrologic functions, and 5 points for habitat functions). The City of Seattle (Seattle Municipal Code Section 25.09.160.B.) requires a 110-foot buffer for all Category III wetlands over 100 square feet.

The buffer is constricted to the northwest by a commercial property, to the east by residential property. The buffer is partially forested with red alder, western red cedar, bigleaf maple and Sitka spruce (*Picea sitchensis*, saplings, mostly). The understory is dominated by Himalayan blackberry, osoberry, common snowberry, and Oregon grape.

1.1.9.3 Functions and Values Summary

This wetland's functions and values are shown in Table 1-2. Its most significant function is nutrient and toxicant removal. It also provides low functions of sediment removal, flood flow alteration, general habitat, and fish habitat due to its position alongside Longfellow Creek; these functions are low due to the wetland's small size and lack of diverse vegetation.

1.1.10 Wetland WSE16

Wetland WSE11 is a small riverine wetland along Longfellow Creek about 150 feet south of Southwest Yancy Street in the Delridge Segment. This wetland receives overbank flooding from the adjacent Longfellow Creek.

1.1.10.1 Wetland Determination

Hydrophytic vegetation and wetland hydrology are clearly present in this 18-foot long, 10-foot-wide terraced wetland. The soil did not show any obvious hydric indicators, but hydric soils were assumed based on the other evidence at the site. The wetland boundary was determined at a topographic change and a vegetation transition. Pacific water parsley (*Oenanthe sarmentosa*, obligate), common nipplewort (*Lapsana communis*, facultative upland), and fringecup (*Tellima grandiflora*, facultative upland) were dominant plants observed in this palustrine emergent wetland. Redosier dogwood (facultative wetland) and common snowberry (facultative upland) are the dominant shrub species but not dense enough to classify the wetland as having a scrub-shrub class.

Soils observed are characterized as very dark brown loam 9 inches below ground surface underlain by a very dark gray loamy sand to 18 inches below ground surface. No redoximorphic features were observed in either layer, but hydric soils are assumed at this site due to prevalence of hydrophytic vegetation and wetland hydrology.

This wetland receives overbank flooding from the adjacent Longfellow Creek. Portions of the wetland show signs of drainage patterns where leaf litter has been cleared due to flowing water near the water's edge. A more definitive hydrology indicator observed was the high saturation in the soil 9 inches below ground surface. WSE16 passes the FAC-neutral test and had an absence of leaf litter or small woody debris that provides evidence of drainage patterns.

1.1.10.2 Rating and Buffers

Wetland WSE16 is classified as a riverine wetland under the hydrogeomorphic system. It is regulated by the U.S. Army Corps of Engineers, Ecology, and the City of Seattle as a Category III wetland (Ecology 2014). Wetland WSE16 scored a total of 16 points (7 points for water quality, 4 points for hydrologic functions, and 5 points for habitat functions). The City of Seattle (Seattle Municipal Code Section 25.09.160.B.) requires a 110-foot buffer for all Category III wetlands over 100 square feet. The buffer at WSE16 is constrained in nearly all directions. Dense residential properties constrict the buffer to the east. To the south, it is constricted by the Southwest Dakota Street footbridge. Commercial properties constrict the buffer to the northwest. WSE16 lies within the riparian corridor of Longfellow Creek. This moderately dense forested area is dominated by red alder, bigleaf maple, western red cedar, and Sitka spruce. The shrub layer in the buffer contains osoberry, Himalayan blackberry, common snowberry, and Oregon grape.

1.1.10.3 Functions and Values Summary

This wetland's functions and values are shown in Table 1-2. It provides limited functions of sediment removal, nutrient and toxicant removal, and flood flow alteration; these functions are present due to the wetland's proximity to Longfellow Creek but are limited by the wetland's small size. The wetland also provides limited fish habitat and general habitat due to its presence within the Longfellow Creek Natural Area.

1.2 Streams and Waterbodies

The West Seattle Link Extension crosses two streams or waterbodies:

- The Duwamish Waterway, which is a Shoreline of the State (Type S) with a 200-foot buffer and mapped as estuary habitat by Washington Department of Fish and Wildlife's Priority Habitats and Species database
- Longfellow Creek, which is a Type F stream with a 100-foot buffer (riparian management area) per City of Seattle regulations, including a limited development area 75 to 100 feet from the creek

1.2.1 Duwamish Waterway

The Duwamish Waterway is a Shoreline of the State. The City of Seattle regulates in-water or over-water development at the waterway and on uplands within 200 feet of the waterway. The Duwamish Waterway provides open water habitat, pockets of shoreline habitat in between industrial uses, and estuary habitat where it merges with Elliott Bay. The waterway flows through a heavily developed industrial area; very little natural estuarine habitat or intertidal shoreline habitat remains within the study area. Conditions include bulkheads and steep shorelines that are rocky, graveled, or rock with silty areas. Some of the shoreline is hidden by over-water structures, and little vegetation is present. Below-water substrates include sand/mud, gravel, or rock, with limited aquatic vegetation.

1.2.2 Longfellow Creek

Longfellow Creek is an approximately 4-mile-long, Type F perennial stream that drains into the Duwamish Waterway. Its watershed drains 2,685 acres of West Seattle. The upper 0.9 mile of the creek (upstream of the study area) has been diverted into underground pipes, and roughly one-third of the total creek flow drains through pipes beneath shopping centers, houses, and roads (City of Seattle 2007). The middle portion of the creek, including the portion within the study area, include daylighted (uncovered) sections with riparian vegetation and large, deep pools that can support fish. The lowest portion of the creek flows about 0.5 mile through underground pipes from just south of Southwest Andover Street to a grated outlet near Terminal 5 where it outfalls to the Duwamish Waterway.

The City of Seattle regulates any development in or over the stream. The City regulates the creek as a riparian watercourse, and the stream and creek together as a fish and wildlife habitat conservation area. This conservation area is designated 100 feet perpendicular from the stream; piped areas are excluded (Seattle Municipal Code Sections 25.09.015 and 25.09.200). Some development is allowed in a zone 75 to 100 feet from the stream (the limited development area) if the development meets specific standards, including that it is limited to 35 percent or less of the total limited development area, and complies with requirements for restoration or mitigation (Seattle Municipal Code Section 25.09.200(3)d).

South of Southwest Genesee Street, Longfellow Creek passes through the West Seattle Golf Course flowing south to north, and ranges from 25 feet to 35 feet wide and is about 4 feet deep. Within the golf course, barriers block anadromous salmon from reaching the creek upstream of the study area (Washington Department of Fish and Wildlife 2019). The creek meanders through patches of reed canarygrass before reaching a beaver dam within wetland WSE2. The water is turbid with glide characteristics (shallow stream with water velocity less than 20 centimeters per second, without surface turbulence) until the beaver dam. The stream below the dam is more channelized. A few pieces of large woody debris are present along this reach. The banks of Longfellow Creek south of Southwest Genesee Street are stable, with beaver slides present. Vegetation on the stream banks consists of Pacific willow, bigleaf maple saplings, Himalayan blackberry, Canada thistle, jewelweed, reed canarygrass, horsetail, and black cottonwood saplings.

Below the beaver dam, the creek flows into an approximately 3-foot-diameter culvert under Southwest Genesee Street. Flooding likely occurs at least 1 foot over the top of the culvert, based on observed water and sediment marks.

North of Southwest Genesee Street, the creek exits the culvert into a pool about 20 feet wide. The left bank of the pool is slightly undercut. Riparian vegetation along the pool is sparse and consists of red alder trees. North of the pool, the creek continues into a glide channel that is 6 feet to 15 feet wide, with steep banks. Moderate riparian vegetation along this reach is provided by willows and red alder. Jewelweed, bittersweet nightshade, reed canarygrass, willows, and slough sedge are present along the banks of the pool and channel. Within the channel, three to four pieces of large woody debris appear to have been installed. The channel widens out before crossing underneath a pedestrian bridge about 100 north of Southwest Genesee Street.

Fines (fine-grained sediment) and cobbles are present in the 25-foot-long stream section just after the pedestrian bridge. Riparian vegetation north of the pedestrian bridge is absent. The creek then enters a series of pools, each about 20 feet long; the ordinary high-water marks on the east and west side of the pools are about 40 feet apart at each pool. The drop between each pool is about 18 inches and separated by installed large woody debris. Within each step pool, large cobbles with fines are present. Signs of beaver activity (such as gnawed trees) were observed in Longfellow Creek north of Southwest Genesee Street.

Longfellow Creek continues as an open channel through forested habitat until about 70 feet south of Southwest Andover Street, where it enters underground pipes under Southwest Andover Street and continues underground until its outlet into the Duwamish Waterway near Terminal 5. The open channel reach upstream (south) of Southwest Andover Street is on private property.

In 2023 Jacobs conducted a qualitative assessment of about 1,490 linear feet of Longfellow Creek between Southwest Genesee Street and Southwest Andover Street. This section of Longfellow Creek flows along a 1.2 percent gradient. Bankfull width of the stream is approximately 14 feet wide, though the stream widens out to 25 feet upstream of a beaver dam near the Southwest Dakota Street foot bridge. The stream offers habitat for fish and wildlife with numerous deep pools, large woody debris, root balls, undercut banks, and large boulders along a sandy, gravely stream bed. Ample evidence of beaver activity was observed along Longfellow Creek including beaver chew, two dams, and several beaver bank lodges that were recently active. The surrounding riparian zone consists of a moderately-dense tree layer and a dense shrub layer. The dominant vegetation includes red alder, Douglas-fir (*Pseudotsuga menziesii*), western red cedar, bigleaf maple and Sitka spruce. In the understory, red-osier dogwood, Himalayan blackberry, osoberry, common snowberry and reed canarygrass are the dominant species. Additional details of this portion of stream are provided in the June 2023 West Seattle Link Extension Wetland and Stream Delineation Report (Sound Transit 2023).

2 DIRECT IMPACTS

This section describes direct impacts that would occur to wetlands and wetland buffers in the study area, including both long-term impacts from the operation of the project and short-term impacts during construction.

Regulatory buffers for wetlands were determined based on Seattle Municipal Code Chapter 25.09. Note that wetland buffer analyses included paved areas within the buffer. The City of Seattle sometimes requires mitigation for changes to such paved areas within a buffer, and addresses these on a case-by-case basis. Wetland buffers may not extend into paved areas when permitting is complete.

2.1 Impacts to Wetlands

There would be no direct impacts to wetlands in the SODO Segment because there are no wetlands in the study area for this segment.

Impacts in the West Seattle Junction Segment would be limited to 0.002 acre of construction impact to the buffer of wetland WSE1, which is not expected to occur when permitting is complete because it would be in a paved area of the buffer.

Impacts to wetlands in the Duwamish and Delridge segments are shown in Tables 2-1 and 2-2. Figures 2-1a through 2-1c, Figures 2-2a and 2-2b, Figures 2-3a and 2-3b, and Figures 2-4a through 2-4c show wetland impacts for each alternative in the West Seattle Link Extension corridor.

Table 2-1. Summary of Direct Impacts to Wetlands – Duwamish Segment

Alternative Name	Alternative Identification	Long-term Wetland Impacts (acres)	Construction-related Wetland Impacts (acres) [a]	Long-term Wetland Buffer Impacts (acres) [a]	Construction-related Wetland Buffer Impacts (acres) [b]	Wetlands Affected
Preferred South Crossing Alternative	**DUW-1a**	**<0.1 [c]**	**0 to <0.1 [d]**	**<0.1 to 0.3 [d]**	**0 to 0.1 [d]**	**WSE4**
South Crossing South Edge Crossing Alignment Option	DUW-1b	0	0	<0.1	0.1	WSE4
North Crossing Alternative	DUW-2	0	0	0	0	Not Applicable

[a] These metrics may include paved areas within wetland buffer; these may be removed from impact metrics following coordination with the City of Seattle.

[b] Construction impacts represent areas temporarily impacted by the project, outside of the long-term project footprint.

[c] Impacts are assumed to the entire wetland due to changes in hydrology upslope of the wetland.

[d] Ranges of impacts indicate differences from connecting to different alternatives in adjacent segment.

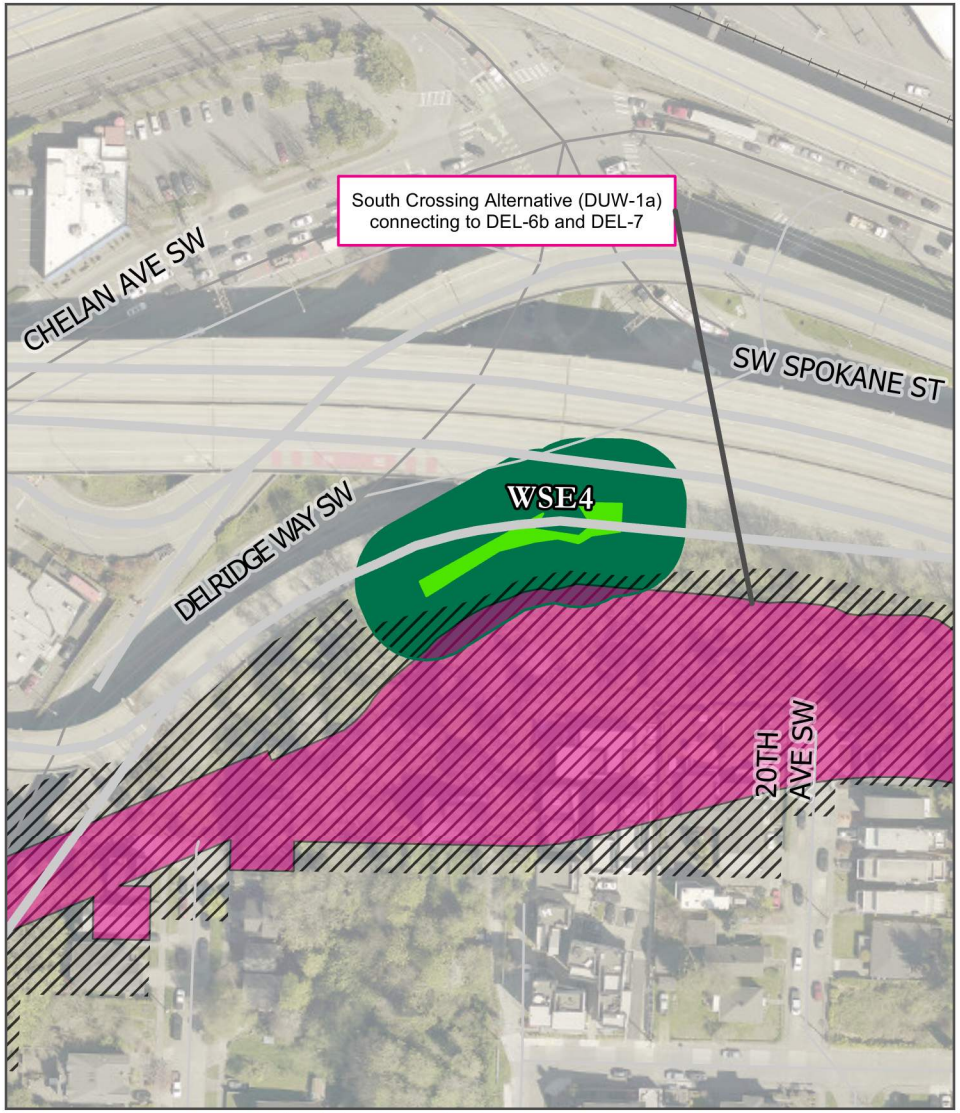
Table 2-2. Summary of Direct Impacts to Wetlands – Delridge Segment

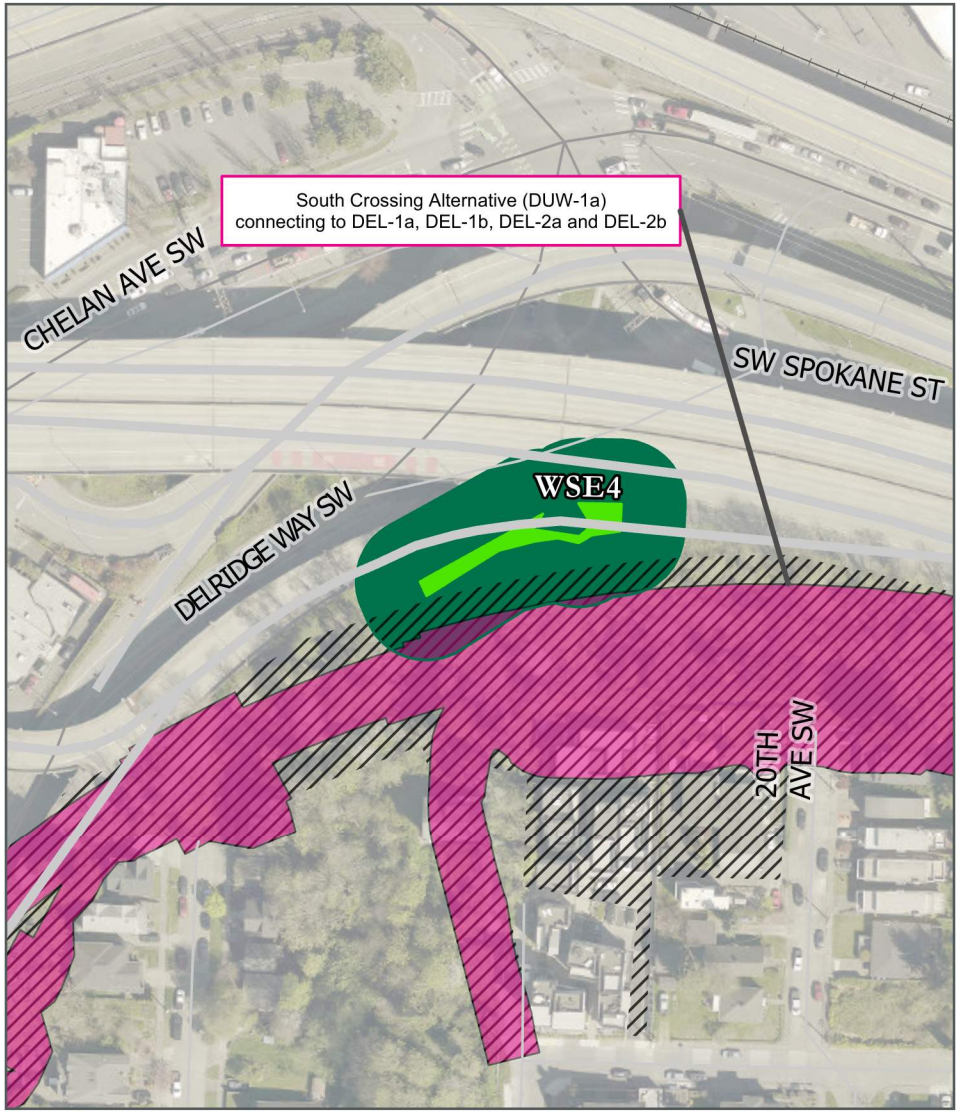
Alternative Name	Alternative Identification	Long-term Wetland Impacts (acres)	Construction-related Wetland Impacts (acres) [a]	Long-term Wetland Buffer Impacts (acres) [b]	Construction-related Wetland Buffer Impacts (acres) [a, b]	Wetlands Affected
Preferred Andover Street Station Lower Height South Alignment Option	**DEL-6b**	**<0.1**	**0**	**0.2**	**0.4**	**WSE11, WSE12, WSE13**
Dakota Street Station Alternative	DEL-1a	0	0	0.5	0.4	WSE2, WSE3
Dakota Street Station North Alignment Option	DEL-1b	0	0	0.8	0.4	WSE2, WSE3
Dakota Street Station Lower Height Alternative	DEL-2a	0	0	0.4	0.4	WSE1, WSE2, WSE3
Dakota Street Station Lower Height North Alignment Option	DEL-2b	0	<0.1	0.6	0.4	WSE2, WSE3
Delridge Way Station Alternative	DEL-3	0	0	0.6	0.4	WSE2, WSE3
Delridge Way Station Lower Height Alternative	DEL-4	0	0	0.4	0.3	WSE1, WSE2, WSE3

Alternative Name	Alternative Identification	Long-term Wetland Impacts (acres)	Construction-related Wetland Impacts (acres) [a]	Long-term Wetland Buffer Impacts (acres) [b]	Construction-related Wetland Buffer Impacts (acres) [a, b]	Wetlands Affected
Andover Street Station Alternative	DEL-5	0	0	0	0.4	WSE11, WSE12, WSE13
Andover Street Station Lower Height Alternative	DEL-6a	0	0	0	0.4	WSE11, WSE12, WSE13
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	<0.1	<0.1	0.2	0.4	WSE11, WSE12, WSE13

[a] Construction impacts represent areas temporarily impacted by the project, outside of the long-term project footprint.

[b] Buffers includes paved areas that may not be regulated as buffer once permitting is complete.





Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

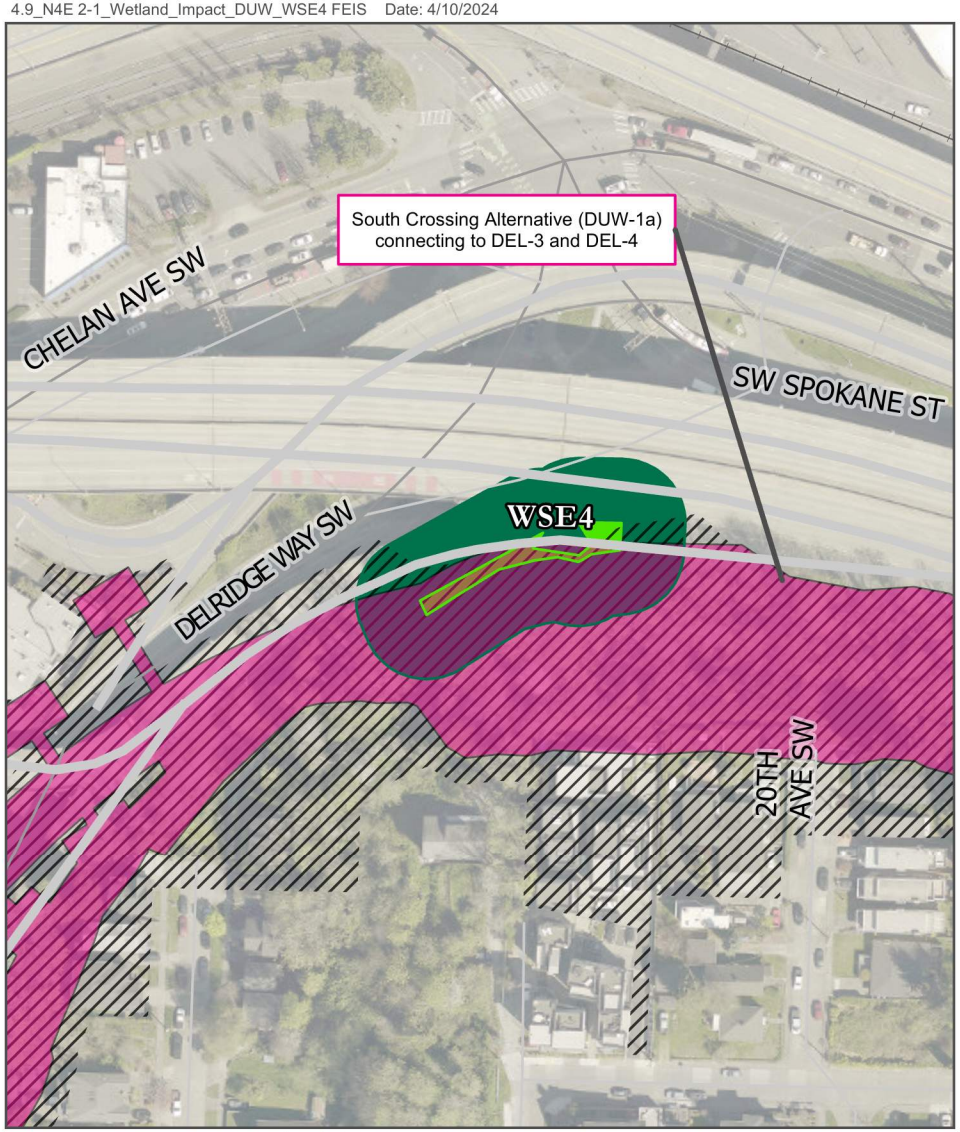
- Operation Footprint South Crossing Alternative (DUW-1a) connecting to DEL-6b and DEL-7
- Operation Footprint South Crossing Alternative (DUW-1a) connecting to DEL-1a, DEL-1b, DEL-2a and DEL-2b
- Construction Footprint
- Wetland
- Wetland Buffer

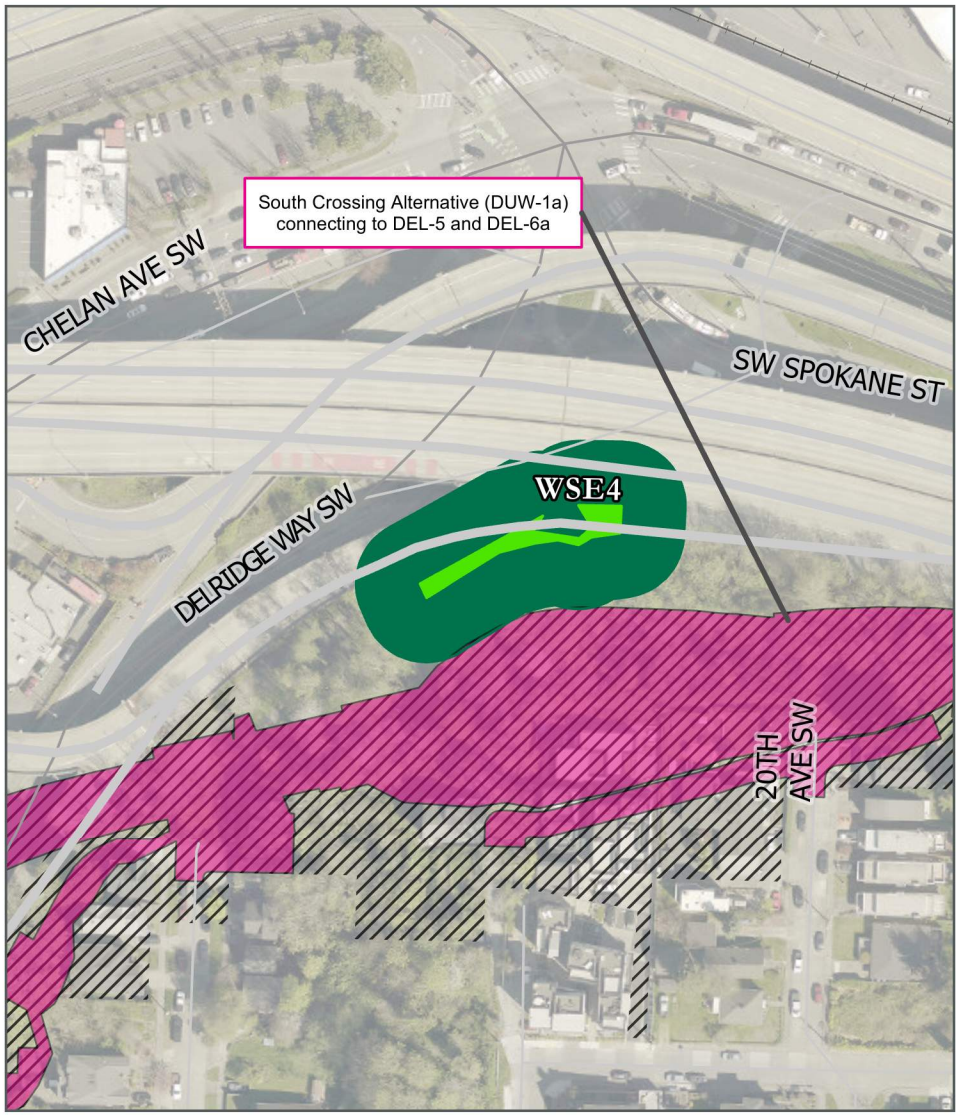
FIGURE 2-1a
Direct Impacts to Wetland WSE4
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N





Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

- South Crossing Alternative (DUW-1a) connecting to DEL-3 and DEL-4
- South Crossing Alternative (DUW-1a) connecting to DEL-5 and DEL-6a
- Construction Footprint
- Wetland
- Wetland Buffer

FIGURE 2-1b

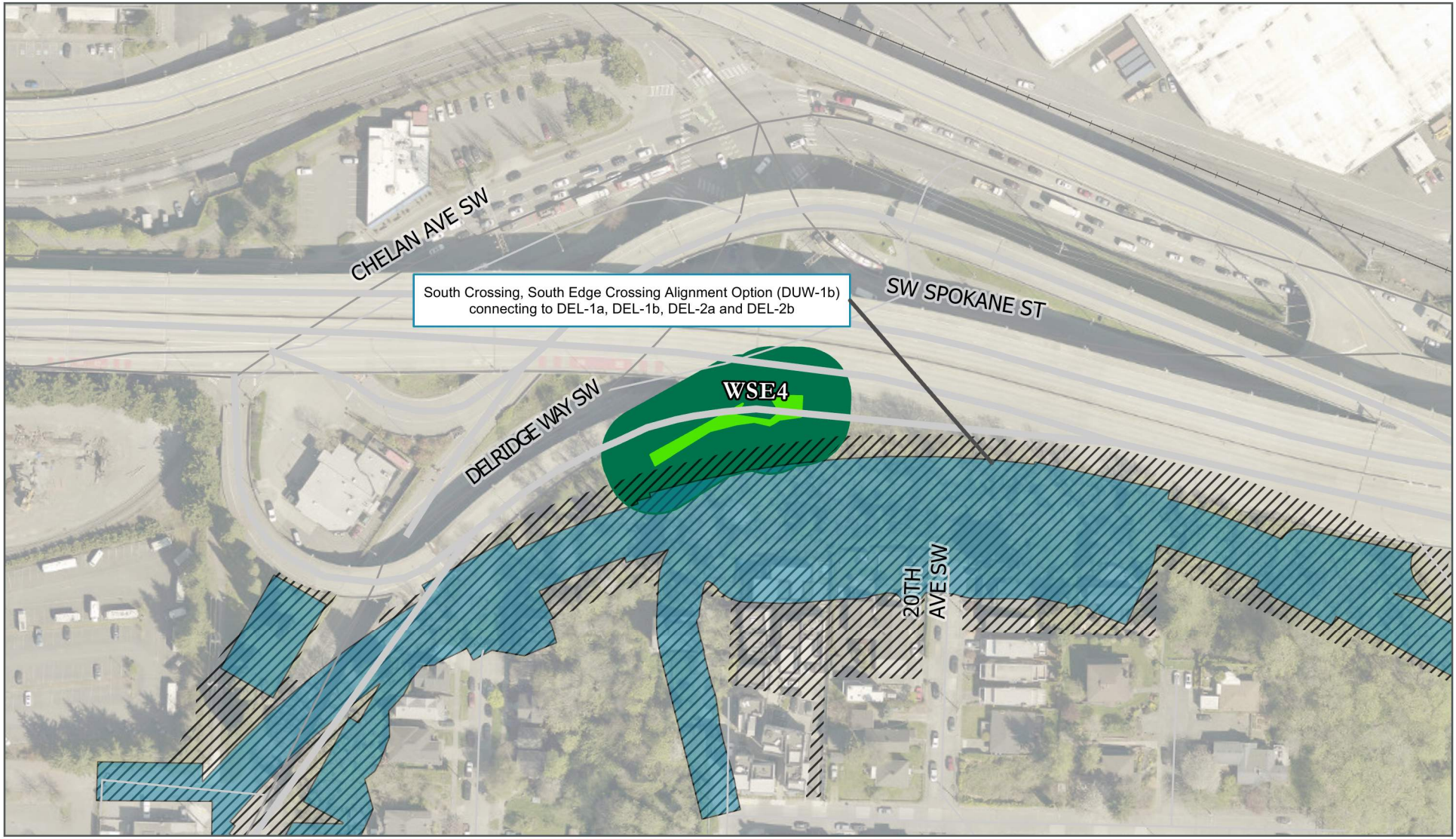
Direct Impacts to Wetland WSE4

Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N



Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

South Crossing, South Edge Crossing Alignment Option (DUW-1b) connecting to DEL-1a, DEL-1b, DEL-2a and DEL-2b

Construction Footprint

Wetland

Wetland Buffer

FIGURE 2-1c

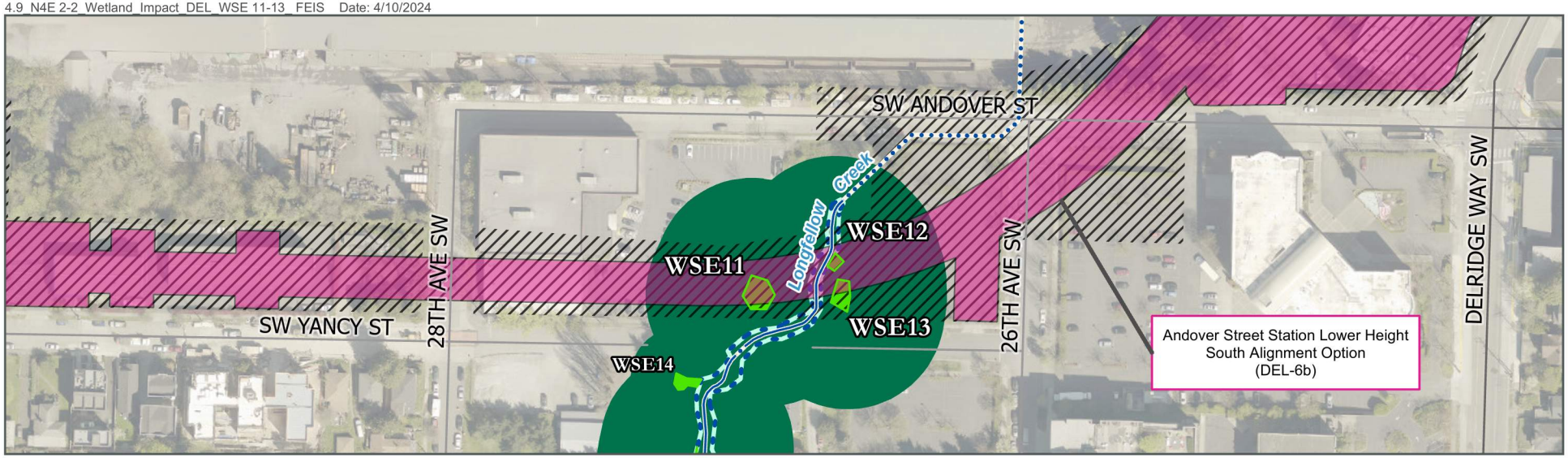
Direct Impacts to Wetland WSE4

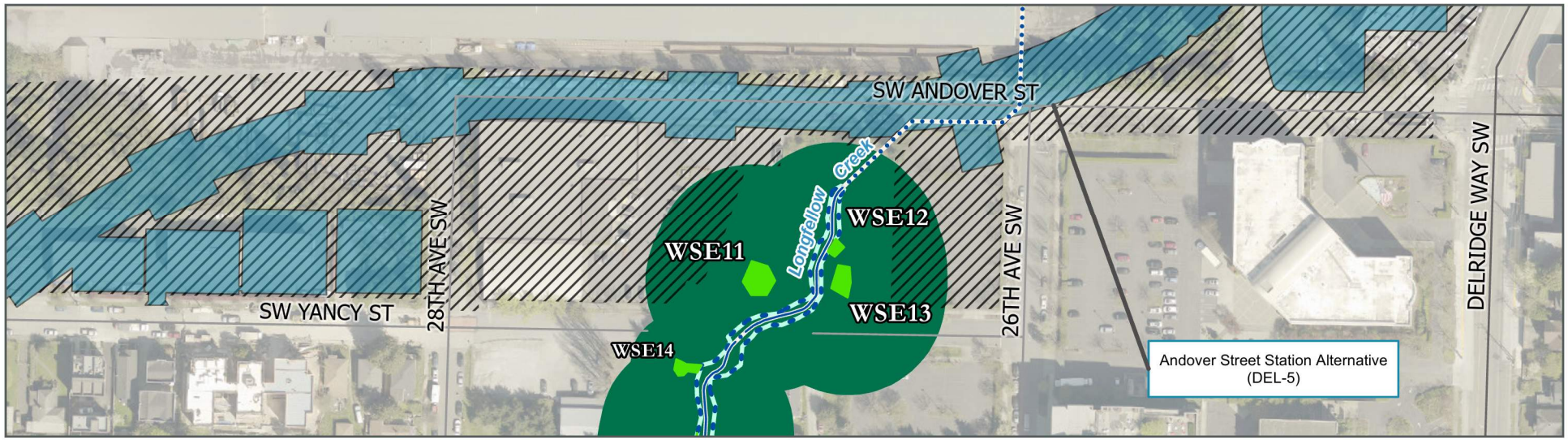
Duwamish Segment

West Seattle Link Extension

0 100 200 Feet

N





Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

- Andover Street Station Lower Height South Alignment Option (DEL-6b)
- Andover Street Station Alternative (DEL-5)
- Construction Footprint
- Wetland
- Wetland Buffer
- Stream
- Piped Stream
- OHWM
- Riparian Management Zone
- Limited Development Zone

FIGURE 2-2a

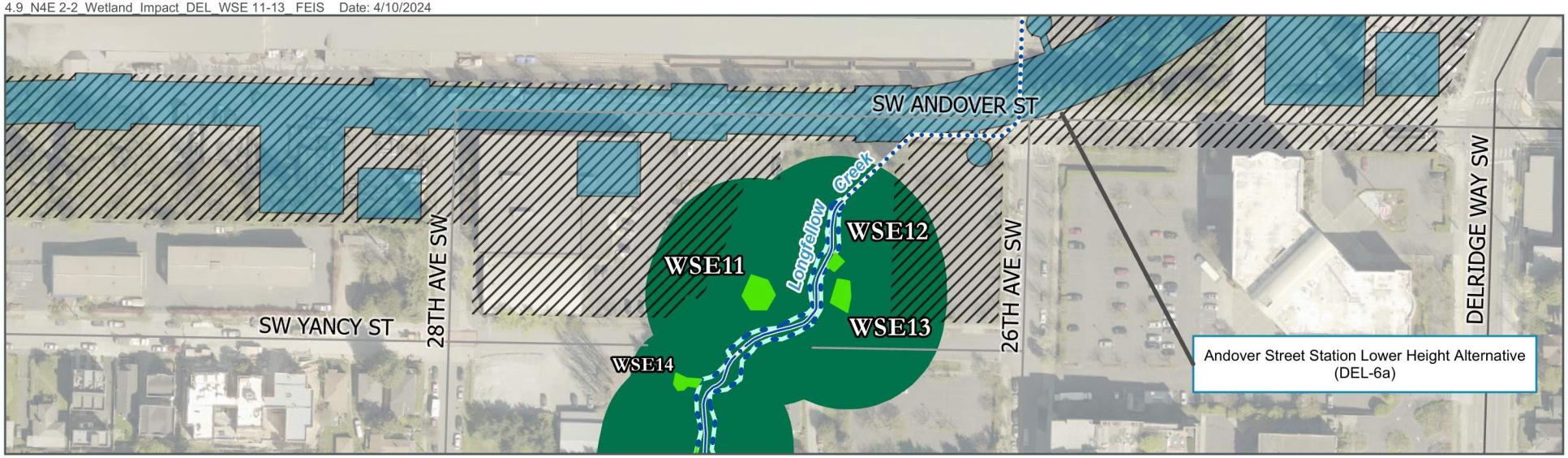
Direct Impacts to Wetlands WSE11, WSE12, WSE13 and Longfellow Creek

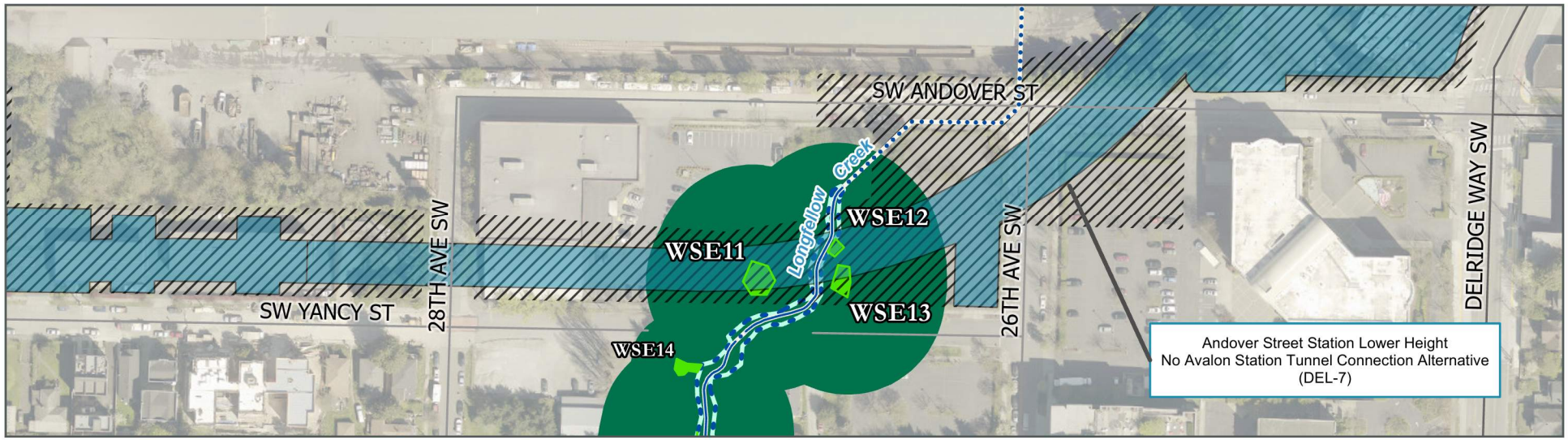
Delridge Segment

West Seattle Link Extension

0 150 300 Feet

N





Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

- Andover Street Station Lower Height Alternative (DEL-6a)
- Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
- Construction Footprint
- Wetland
- Wetland Buffer
- Stream
- Piped Stream
- OHWM
- Riparian Management Zone
- Limited Development Zone

FIGURE 2-2b

Direct Impacts to Wetlands WSE11, WSE12, WSE13 and Longfellow Creek

Delridge Segment

West Seattle Link Extension

0 150 300 Feet

N

Source: King County (2021), City of Seattle, EagleView Technologies, Inc. (2023).

Operations Footprint

- Dakota Street Station Lower Height Alternative (DEL-2a)
- Delridge Way Station Lower Height Alternative (DEL-4)
- Construction Footprint
- Wetland
- Wetland Buffer

FIGURE 2-3a

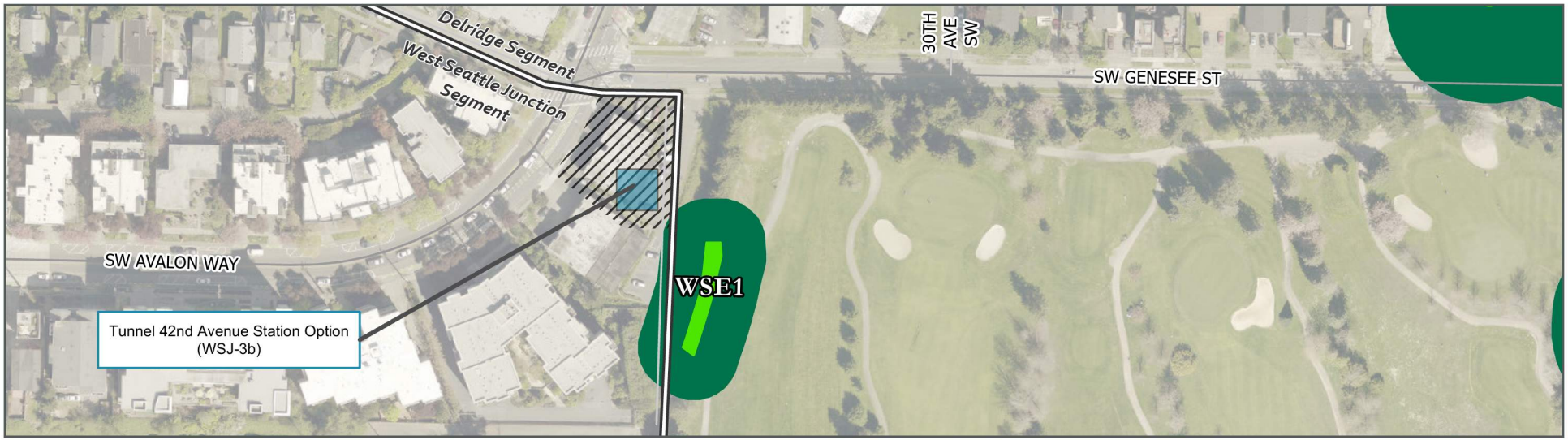
Direct Impacts to Wetland WSE1

Delridge Segment

West Seattle Link Extension

0 125 250 Feet

N



Source: King County (2021), City of Seattle, EagleView Technologies, Inc. (2023).

Operations Footprint

- Tunnel 41st Avenue Station Alternative (WSJ-3a)
- Tunnel 42nd Avenue Station Option (WSJ-3b)
- Construction Footprint
- Wetland
- Wetland Buffer

FIGURE 2-3b

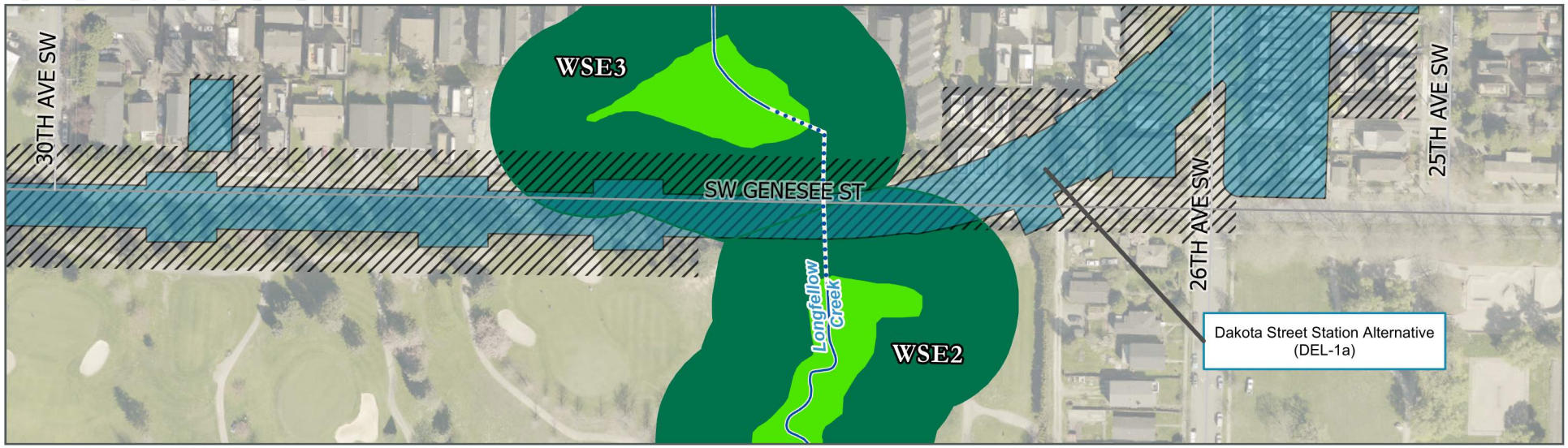
Direct Impacts to Wetland WSE1

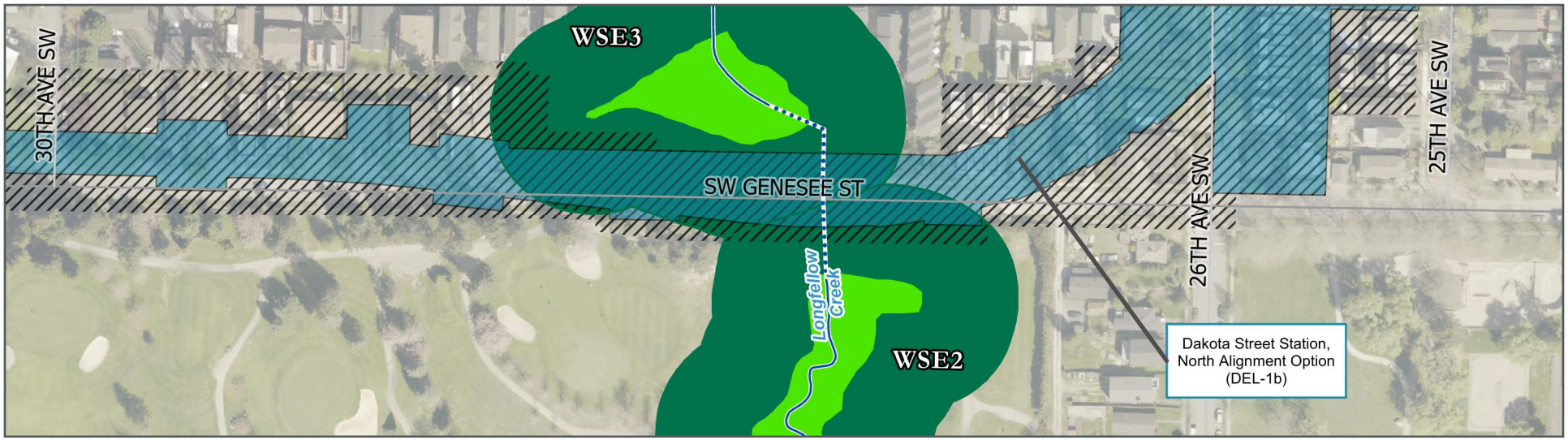
West Seattle Junction Segment

West Seattle Link Extension

0 125 250 Feet

N





Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

- Dakota Street Station Alternative (DEL-1a)
- Dakota Street Station North Alignment Option (DEL-1b)
- Construction Footprint
- Wetland
- Wetland Buffer
- Stream
- Piped Stream
- OHWM
- Riparian Management Zone
- Limited Development Zone

FIGURE 2-4a

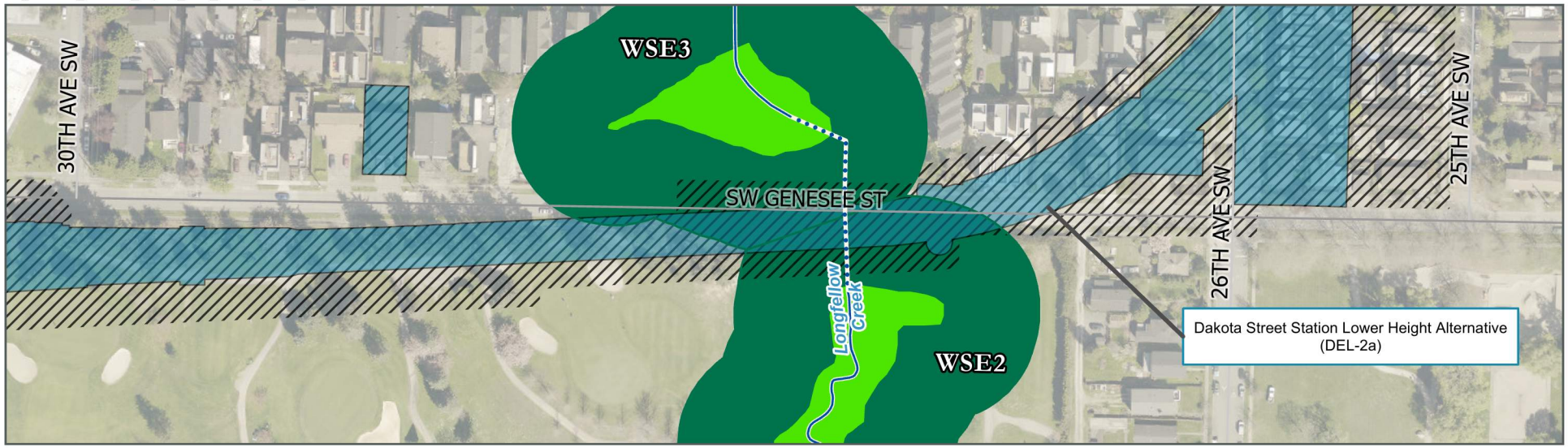
Direct Impacts to Wetlands WSE2, WSE3 and Longfellow Creek

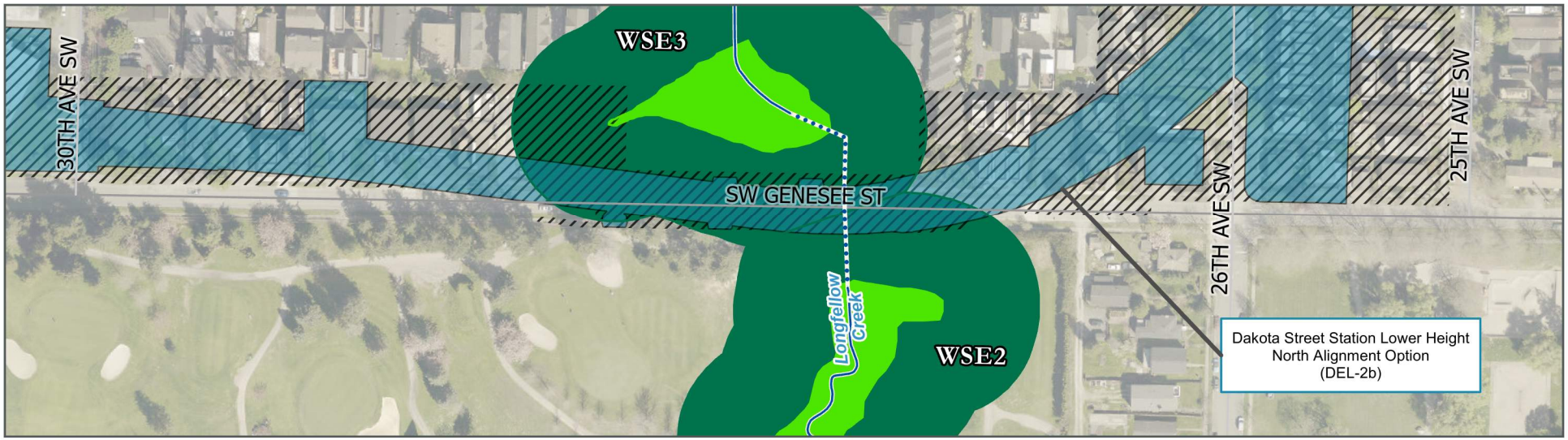
Delridge Segment

West Seattle Link Extension

0 150 300 Feet

N





Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

- Dakota Street Station Lower Height Alternative (DEL-2a)
- Dakota Street Station Lower Height North Alignment Option (DEL-2b)
- Construction Footprint
- Wetland
- Wetland Buffer
- Stream
- Piped Stream
- OHWM
- Riparian Management Zone
- Limited Development Zone

FIGURE 2-4b

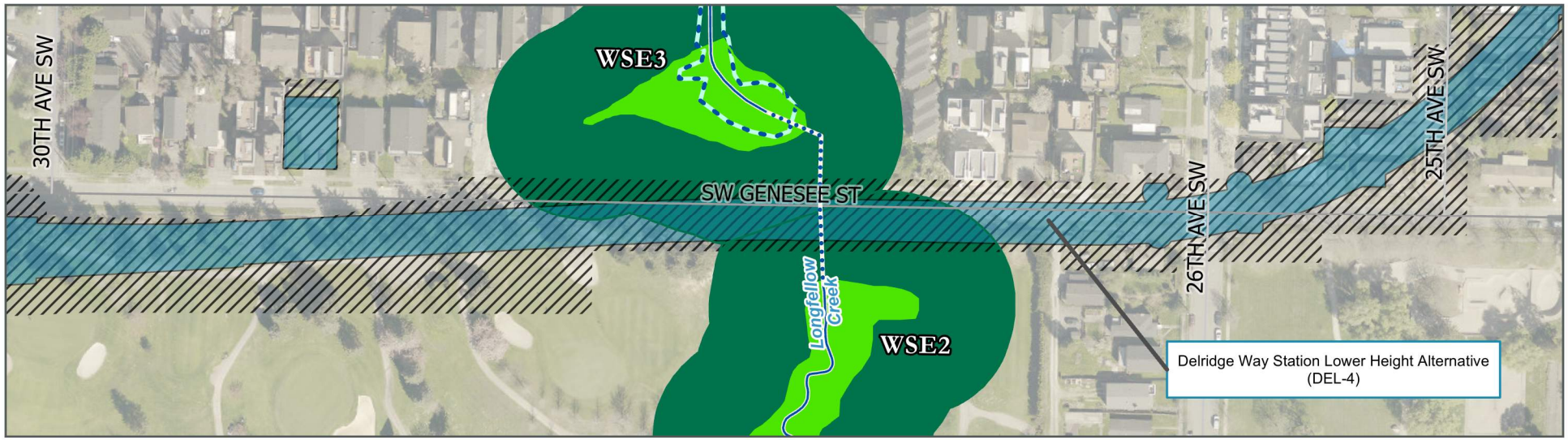
Direct Impacts to Wetlands WSE2, WSE3 and Longfellow Creek

Delridge Segment

West Seattle Link Extension

0 150 300 Feet

N



Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

- Delridge Way Station Alternative (DEL-3)
- Delridge Way Station Lower Height Alternative (DEL-4)
- Construction Footprint
- Wetland
- Wetland Buffer
- Stream
- Piped Stream
- OHWM
- Riparian Management Zone
- Limited Development Zone

FIGURE 2-4c

Direct Impacts to Wetlands WSE2, WSE3 and Longfellow Creek

Delridge Segment

West Seattle Link Extension

0 150 300 Feet

N

2.2 Impacts to Streams/Waterbodies

Direct impacts to waterbodies along the West Seattle Link Extension would occur in the Duwamish and Delridge segments. Direct impacts to the Duwamish Waterway and Longfellow Creek are presented in Tables 2-3, 2-4, and 2-5. Impacts to Longfellow Creek for each alternative are shown on Figures 2-4a through 2-4c. Impacts to Duwamish Waterway are shown on Figures 2-5a and 2-5b.

Table 2-3. Summary of Impacts to Streams/Waterbodies – Duwamish Segment

Alternative Name	Alternative Identification	Number of Permanent In-Water Piers	Approximate Area of Construction Impacts in Waterbody (acres)	Over-water Structures (acre) [a]	Permanent Benthic Surface Impacts (acre)
Preferred South Crossing Alternative	**DUW-1a**	**0**	**0 to <0.1 [b]**	**0.8 to 0.9**	**0**
South Crossing South Edge Crossing Alignment Option	DUW-1b	4 to 5	0.2 to 1.0 [c]	0.7 to 0.9	<0.1 to 0.4 [d]
North Crossing Alternative	DUW-2	0 to 3	0 to 0.9 [c]	0.7 to 0.9	0 to 0.5

Note: The ranges of impacts shown represent impacts from different bridge types; support guideway column locations would vary by bridge type; Preferred Alternative DUW-1a and some bridge types for Alternative DUW-2 could avoid in-water work.

[a] This area represents the total area of elevated bridge features over the Duwamish Waterway; this does not include bridge guideway columns or pile caps in the water; these are shown in the Permanent Benthic Surface Impacts column.

[b] Less than 0.1 acre of impact is associated with riprap removal/replacement along shoreline.

[c] Construction impact for Option DUW-1b and Alternative DUW-2 represent the total area of the cofferdam footprints and work trestle guideway column support footprints that would be placed on the benthic surface, minus the area of guideway columns that would remain permanently in the waters. All this in-water work would occur in salmonid critical habitat and essential fish habitat.

[d] Less than 0.1 acre of impact is associated with storm drain outfalls.

Table 2-4. Summary of Impacts to Shorelines – Duwamish Segment

Alternative Name	Alternative Identification	Shoreline: Long-term Impacts (linear feet) [a]	Shoreline: Construction Impacts (linear feet) [b, c]	Shoreline Buffer: Long-term Impacts (acres) [a, c]	Shoreline Buffer: Construction Impacts (acres) [b, c]
Preferred South Crossing Alternative	**DUW-1a**	**400**	**100**	**2**	**5**
South Crossing South Edge Crossing Alignment Option	DUW-1b	500	1,000	2	3
North Crossing Alternative	DUW-2	500	800	2	8

[a] To estimate permanent shoreline impacts, the impact analyses for all alternatives assumed a complete loss of habitat within the permanent footprint. Actual impacts may be less where the guideway is elevated or where shoreline is already developed.

[b] These construction impacts represent areas that would be temporarily impacted by the project, outside of the long-term project footprint.

[c] Shoreline buffer includes both paved and unpaved surfaces; paved areas may be eliminated when permitting is complete.

Table 2-5. Summary of Impacts to Streams/Waterbodies – Delridge Segment

Alternative Name	Alternative Identification	Longfellow Creek: Long-term Impact (acres) [a]	Longfellow Creek: Construction Impact (acres)	Longfellow Creek Riparian Management Area within 75 feet [a]: Long-term Impact (acres) [b]	Longfellow Creek Riparian Management Area within 75 feet [a]: Construction Impact (acres) [b]	Longfellow Creek Limited Riparian Development Area [a]: Long-term Impact (acres) [b]	Longfellow Creek Limited Riparian Development Area [a]: Construction Impact (acres) [b]
Preferred Andover Street Station Lower Height South Alignment Option	**DEL-6b**	**<0.1**	**<0.1**	**0.2**	**0.2 [c]**	**<0.1**	**0.1 [c, e]**
Dakota Street Station Alternative	DEL-1a	0	0	<0.1	0.1 [c, d]	<0.1	0.1 [c, d]
Dakota Street Station North Alignment Option	DEL-1b	0	0	0.1 [c, d]	<0.1	0.1 [c, d]	0.1
Dakota Street Station Lower Height Alternative	DEL-2a	0	0	No Impact	<0.1	<0.1	<0.1 [c, d]
Dakota Street Station Lower Height North Alignment Option	DEL-2b	0	0	<0.1	<0.1	0.1	<0.1 [c, d]
Delridge Way Station Alternative	DEL-3	0	0	<0.1	<0.1	<0.1	<0.1 [c, d]
Delridge Way Station Lower Height Alternative	DEL-4	0	0	<0.1	<0.1	<0.1	<0.1 [c, d]
Andover Street Station Alternative	DEL-5	0	0	0	<0.1	<0.1	0.1 [c]
Andover Street Station Lower Height Alternative	DEL-6a	0	0	0	<0.1	<0.1	0.1 [c, e]
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	<0.1	<0.1	0.2	0.2 [c]	<0.1	0.1 [c, e]

Note: To estimate stream impacts, the impact analyses for all alternatives includes all stream or buffer areas under the guideways, regardless of whether the guideways are elevated or at-grade/retained-cut. All long-term impacts shown in this table would be areas shaded by guideway.

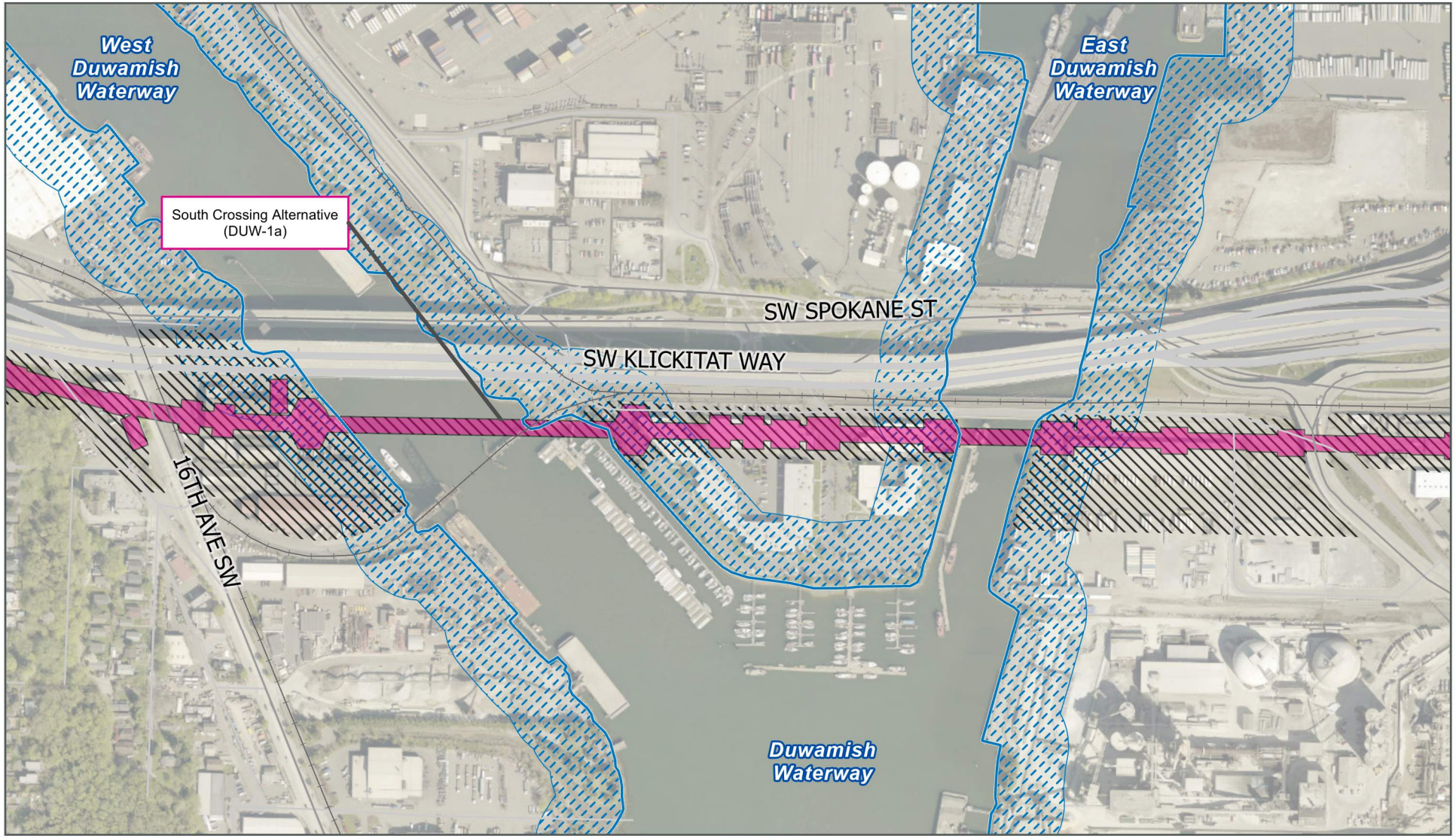
[a] The riparian management area is 0 to 100 feet from the stream. The City of Seattle allows some development activities in a subset of the management area (the limited riparian development area) 75 to 100 feet from the stream (Seattle Municipal Code Section 25.09.200).

[b] Riparian management area was calculated for areas perpendicular from daylighted sections of Longfellow Creek; piped stream is excluded from City of Seattle riparian management regulations.

[c] These metrics may include paved areas within 75 feet of the stream; these may be removed from impact metrics following coordination with the City of Seattle.

[d] These impact areas are overlapped by the 110-foot wetland buffers around wetlands WSE2 and WSE3.

[e] These impact areas are overlapped by the 110-foot wetland buffers around wetlands WSE11, WSE12, and WSE13.



Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

Operations Footprint

South Crossing Alternative (DUW-1a)

Construction Footprint

Shoreline

Shoreline Buffer (200 feet)

FIGURE 2-5a

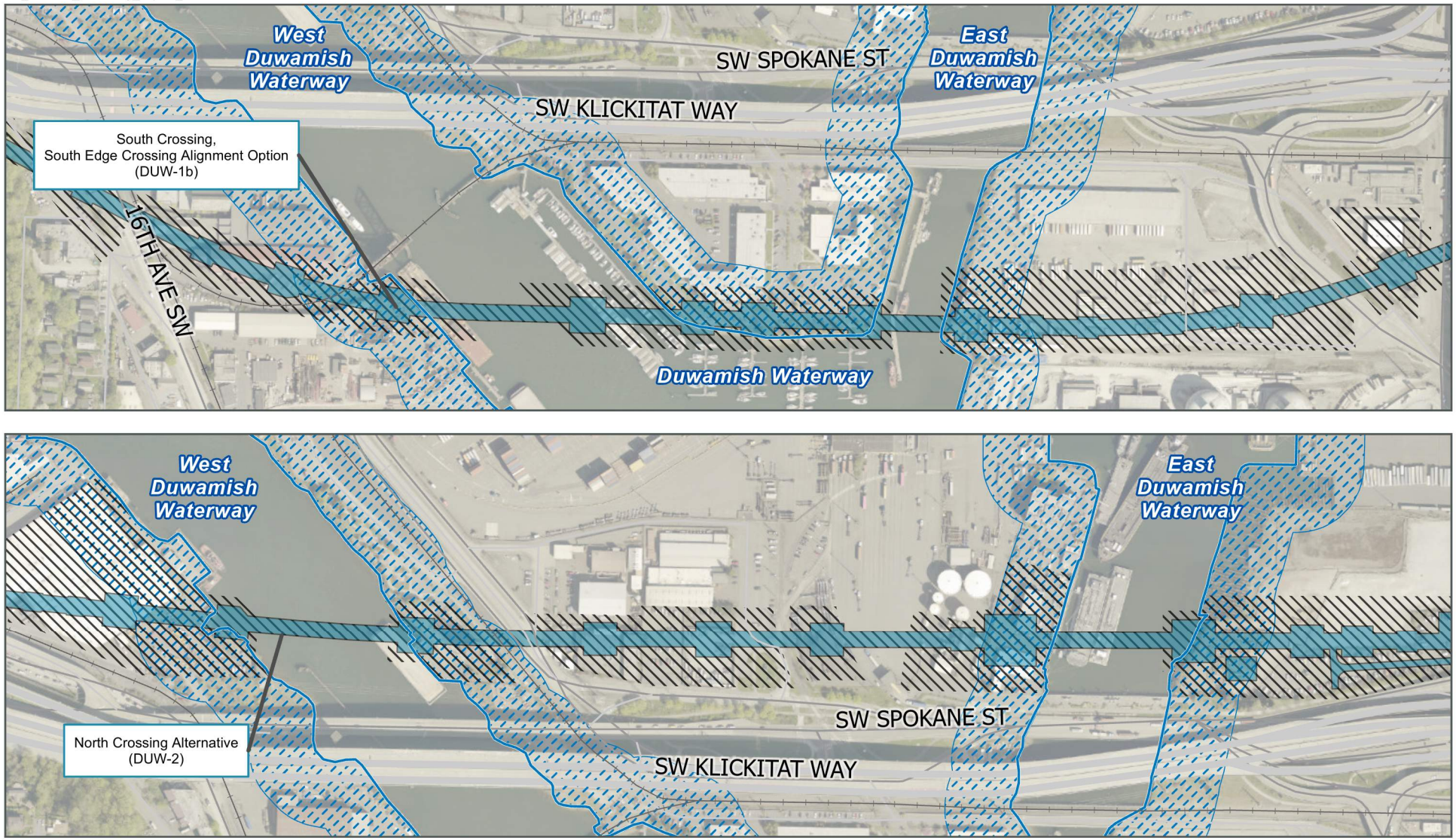
Direct Impacts to Duwamish Waterway

Duwamish Segment

West Seattle Link Extension

0 300 600 Feet

N



Source: EagleView Technologies, Inc.(2021), City of Seattle (2023).

FIGURE 2-5b

Direct Impacts to Duwamish Waterway

Duwamish Segment

West Seattle Link Extension

Operations Footprint

- South Crossing, South Edge Crossing Alignment Option (DUW-1b)
- North Crossing Alternative (DUW-2)
- Construction Footprint
- Shoreline
- Shoreline Buffer (200 feet)

0 300 600 Feet

N

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Attachment N.4F
Best Management Practices for Ecosystems Resources

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Attachment N.4F Best Management Practices for Ecosystems Resources

1 BEST MANAGEMENT PRACTICES

This document describes best management practices (BMPs) that can be used to avoid and minimize construction and long-term impacts of the West Seattle Link Extension Project (the project) on sensitive ecosystem resources. These BMPs are either required by state or federal agencies to obtain permits required for the project or may be required to comply with typical permit conditions. They are based on Sound Transit's knowledge of permit requirements and experience for numerous other projects in the Puget Sound region.

2 DESIGN BEST MANAGEMENT PRACTICES TO MITIGATE OPERATIONAL EFFECTS

2.1 Wetlands, Streams and Waterbodies

Sound Transit would avoid or minimize adverse long-term effects of the project on wetlands, streams, and waterbodies through design, to the greatest extent practicable. Design aspects that would be incorporated into the project include elevated guideways; siting guideway columns and other elevated guideway features to span and avoid direct impacts on wetlands, streams, and waterbodies where practicable; and using retaining walls to reduce the footprint of at-grade guideway sections, thus reducing the extent of fill in wetlands.

Sound Transit would mitigate unavoidable impacts on wetlands, wetland and stream buffers, shorelines, and benthic habitats that are protected under federal, state, and local regulations. The project design would avoid direct impacts on Longfellow Creek, the only stream crossed by the project. Some unavoidable temporary impacts on Longfellow Creek's riparian area would be mitigated by improving stream habitat and riparian function by replanting affected areas with native vegetation. Unavoidable long-term impacts to wetlands, Longfellow Creek, or the Duwamish Waterway (also known as the Duwamish River) would also be mitigated through compensatory mitigation, in accordance with applicable federal, state, and local requirements and guidelines, to achieve no net loss of ecosystem function.

In addition, the following measures and BMPs would be implemented:

- Sound Transit would design permanent stormwater treatment infrastructure and flow-control measures to minimize impacts on stream water quality and flow. These features would meet the requirements of the City of Seattle.
- The proposed stormwater management for the project follows the *Sound Transit Design Criteria Manual* (Sound Transit 2021), which requires stormwater design for Sound Transit projects to conform to the requirements of the local jurisdictions. The project will comply with the local design manual, Volume 3: Project Stormwater Control of the City of Seattle Stormwater Manual (City of Seattle 2021), which exceeds the criteria required by the state (that is, by the Washington State Department of Ecology [Ecology]).

- Runoff treatment BMPs that are best suited to the site conditions and best capable of achieving the required levels of treatment would be selected, designed, and installed. These may include natural or engineered dispersion BMPs; biofiltration BMPs such as vegetated filter strips, rain gardens, biofiltration swales, or media filters; wet-pool BMPs; and infiltration BMPs.
- Water discharged from dewatering activities would be settled to reduce sediments before release. Discharge of dewatering water to a sanitary sewer may also be an option if permission can be secured from the local sewer utility.

2.2 Upland Vegetation and Wildlife Resources

Project effects on vegetation, wildlife, and wildlife habitat would be minimized to the greatest extent practicable by minimizing the footprint of light rail alignments through large greenbelts and connected riparian corridors. Sound Transit would work with staff at the United States Fish and Wildlife Service to conduct pre-construction surveys to determine the presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act. Also, Sound Transit would implement a weed-control plan to minimize the risk of introducing and spreading noxious and invasive species.

3 CONSTRUCTION-RELATED BEST MANAGEMENT PRACTICES

3.1 General Best Management Practices for All Sensitive Areas

Sound Transit's construction contractor would implement construction BMPs that would apply to all work in or around sensitive areas. The construction contractor would work within construction limits marked with fencing and signage to prevent unintended impacts on riparian vegetation, wetlands, woodlands, and other sensitive sites outside of the construction limits. The construction limits would be clearly marked with high-visibility construction fencing and signage prior to any ground-disturbing or construction-related activities. There would be no direct site disturbance outside of the construction limits.

Soil and rock stockpiles, excavated materials, and excess soil materials would be prevented from eroding into sensitive habitats, including stream channels, wetlands, riparian areas, and shorelines outside of the construction limits by high water or storm runoff. Before discharging or allowing runoff from the project site, the construction contractor would be required to develop, implement, and monitor a Temporary Erosion and Sediment Control plan to address potential erosion for the duration of construction. The contractor would implement the plan before discharging or allowing runoff from the site. Monitoring requirements specified in the plan would provide feedback to ensure that the erosion-control practices are operating properly and effectively.

BMPs would limit soil compaction in sensitive areas. For example, tracked equipment rather than tire-based equipment may be used in areas that are sensitive to adverse effects from soil compaction. Temporary work trestles or other measures that minimize impacts would be used where practical, such as along Southwest Genesee Street near the Longfellow Creek riparian area under some Delridge Build Alternatives.

Other measures to reduce the risk of erosion and sedimentation may include the following:

- Installing erosion-control blankets or an equally effective BMP on steep slopes that are susceptible to erosion and where ground-disturbing activities have occurred, in order to prevent erosion and assist with establishment of native vegetation.
- Covering temporarily stored materials with plastic or other impervious material during rain events to prevent sediments from being washed from the storage area to surface waters.
- Inspecting temporary and permanent erosion and sedimentation control measures on a regular basis and maintaining and repairing the measures to ensure continued performance of their intended function.
- Inspecting silt fences after each rainfall, and at least daily during periods of prolonged rainfall.

3.2 Fish and Aquatic Habitat Protection

All work below the ordinary high water mark of marine and fresh water waterbodies would comply with the terms and conditions set forth in the Hydraulic Project Approval issued for the project by the Washington Department of Fish and Wildlife. The Hydraulic Project Approval program is the vehicle through which Washington Department of Fish and Wildlife regulates activities that affect the bed or flow of waters of the state for the protection of fish life. A Hydraulic Project Approval is required for construction or structural work associated with any bridge structure or culvert construction within or below the ordinary high water mark of waters of the state. Hydraulic Project Approvals typically specify provisions designed to avoid or minimize the potential for adverse effects on habitat in receiving waters. Provisions required for the project could include restrictions on the timing of construction below the ordinary high water mark and other measures designed to avoid or minimize the potential for construction activities to deliver sediment or pollutants to streams and to minimize disturbance of the benthic community from anchors, barge spuds, or other equipment used to secure barges. To reduce the risk of adverse effects on migrating salmonids during project construction, Sound Transit would require construction contractors to direct lighting away from fish-bearing waters and to place hoods or shields on lights, as needed, to minimize the amount of backlight or dispersed light cast toward the water's surface.

Any temporarily affected riparian area or shoreline with existing vegetation would be permanently restored after in-water work with plantings of native or other woody and herbaceous species approved by the City of Seattle. Bank protection would follow the guidelines set forth in Washington Department of Fish and Wildlife's *Integrated Streambank Protection Guidelines* (Washington State Aquatic Habitat Guidelines Program 2003) or Seattle's Shoreline Master Plan (Seattle Municipal Code Section 23.60A), and would be approved by the City of Seattle.

3.3 Water Quality Protection

The federal Clean Water Act established water quality goals for the navigable (surface) waters of the United States. One of the mechanisms for achieving the goals of the Clean Water Act is the National Pollutant Discharge Elimination System (NPDES) permit program, which is administered by the United States Environmental Protection Agency. The Environmental Protection Agency has delegated responsibility to administer the NPDES permit program to the State of Washington on the basis of Chapter 90.48 of the Revised Code of Washington, which defines Ecology's authority and obligations in administering the wastewater discharge permit program.

The project would obtain and adhere to a NPDES construction stormwater general permit to reduce or eliminate stormwater pollution and other impacts on surface waters. The construction contractor would be required to adhere to water quality standards as stated in the Clean Water Act Section 401 Water Quality Certificate and the NPDES permit issued for the project.

Ecology's construction stormwater general permit is required for certain construction activities. The goal of the permit program is to reduce or eliminate stormwater pollution and other impacts on surface waters. The project must complete a Notice of Intent for coverage under the permit. A Construction Stormwater Pollution Prevention Plan approved by Ecology would also be implemented before the start of construction. The plan would include BMPs to prevent erosion, prevent sedimentation, and identify, reduce, eliminate, or prevent stormwater contamination and water pollution from construction activities. The Stormwater Pollution Prevention Plan would include each of the following plans:

- Temporary Erosion and Sediment Control Plan – This plan would outline the design and construction specifications for BMPs to be used to identify, reduce, eliminate, or prevent sediment and erosion problems.
- Spill Prevention, Control, and Countermeasures Plan – This plan would outline requirements for and implementation of spill prevention, inspection protocols, equipment and material containment measures, and spill response procedures.
- Concrete Containment and Disposal Plan – This plan would outline the management, containment, and disposal of concrete debris, slurry, and dust, and would discuss BMPs that would be used to contain, collect, and dispose of residue and slurry.
- Dewatering Plan – This plan would outline procedures for pumping groundwater away from the construction area and for storing (as necessary), testing, treating (as necessary), and discharging or disposing of the dewatering water.
- Fugitive Dust Plan – This plan would outline measures to prevent the generation of fugitive dust from exposed soil, construction traffic, and material stockpiles.

Turbid water produced (including untreated water from dewatering activities) would be prevented from discharging to fish-bearing waters or wetlands. Turbid wastewater may be routed to temporary or permanent detention facilities, or to upland areas that provide adequate rates of infiltration.

In accordance with conditions of a typical Hydraulic Project Approval, heavy equipment used during the course of in-water work would operate from above the ordinary high water mark wherever possible. Use of equipment below the ordinary high water mark would be limited to that necessary to gain position for work. Drive mechanisms would not enter or operate below the ordinary high water mark, except under the terms of the Hydraulic Project Approval. Work areas below the ordinary high water mark would be isolated from other surface waters with a cofferdam, turbidity curtain, or similar system to prevent suspended sediment or pollutants from leaving the work area.

Uncured concrete and/or concrete byproducts would be prevented from coming in contact with streams or water conveyed directly to streams during construction. A concrete truck chute cleanout area or equally effective BMP would be established to properly contain wet concrete. Any water having direct contact with uncured concrete would be contained and treated or removed from the site (as appropriate) to prevent discharge to streams, waterbodies, or wetlands. If construction occurs over Longfellow Creek, protections would be placed to ensure debris did not fall into the creek.

If permanent footings or drilled or pile-driven shafts are installed below the ordinary high water mark in the Duwamish Waterway or in wetlands along Longfellow Creek, they would be installed in a manner consistent with Section 404 and other permits issued for the project by the United States Army Corps of Engineers and other parties (as applicable). When constructing drilled shafts, the contractor would ensure that all drilling equipment, drill recovery and recycling pits, and any waste or spoil produced are properly contained to prevent discharge of drill wastes or fluids to any surface water or wetlands. Equipment (excluding track-mounted equipment, large cranes, and other relatively immobile equipment) would be refueled and maintenance activities conducted at a distance from the nearest wetlands, ditches, and flowing or standing water, as approved by regulatory permits. Appropriate spill prevention measures and fuel containment systems would be designed and implemented to completely contain a potential spill as specified in the Spill Prevention, Control, and Countermeasures Plan. As appropriate, equipment used for construction activities would be cleaned and inspected before arriving at the project site to ensure no potentially hazardous materials are introduced, no leaks are present, and the equipment is functioning properly. Wash water would not be discharged directly into any waterbody without pretreatment. Construction equipment and vehicles would be maintained to prevent them from leaking fuel or lubricants. Should a leak be detected on heavy equipment used for the project, the equipment would be repaired before use.

3.4 Vegetation and Wildlife Protection

The measures listed below would be implemented before and during project construction to avoid or minimize effects on vegetation and wildlife resources. These measures would be implemented along with others designed to avoid or minimize effects on other resources, such as streams, wetlands, and soils. The additional measures would be expected to provide more protection to vegetation and wildlife resources within and adjacent to streams and wetlands.

- Limit construction activity to a relatively small area immediately adjacent to the existing cleared area to minimize vegetation clearing and leave as much vegetation undisturbed as possible.
- As appropriate, restore areas temporarily affected by construction to pre-construction conditions or better through replanting or reseeding.
- Prepare and implement a revegetation plan that emphasizes the use of native species as appropriate. Landscape design will follow principles described in the *Sound Transit Design Criteria Manual* (Sound Transit 2021), which prioritizes maintaining native vegetation to the maximum extent feasible and emphasizes the use of native, adaptive, hardy, drought tolerant, low-maintenance material that can exist without supplemental water in the local climate after the establishment period.
- In accordance with the Migratory Bird Treaty Act, consult with United States Fish and Wildlife Service on methods to implement during construction to avoid impacts on migratory birds. Such methods could include conducting pre-construction surveys for migratory birds and/or placing restrictions on vegetation clearing during the breeding season for migratory birds.
- To minimize the extent of habitat disturbance associated with the removal of potential hazard trees, Sound Transit would identify and remove such trees on an individual basis, based on tree species, tree health, and distance from the alignment.

In addition to the measures identified above, a monitoring plan and adaptive management plan would be implemented, as directed by permit requirements, for revegetated sensitive areas or buffers. The plans would generally require verification of survival of all installed native trees and shrubs 1 year after installation, and maintenance of a specific plant density in successive years. Plant communities and the specific monitoring schedule would be identified in the revegetation plan.

3.5 Control of Noxious and Invasive Species

The most effective means of reducing the introduction and spread of noxious and invasive species are weed control and restoration of disturbed construction sites with native plant species suitable for the type of site disturbed. Weed control is important before and during construction. Per federal, state, and local requirements and guidance, Sound Transit would implement appropriate measures to minimize risk of introduction and spread of noxious and invasive species, including restoring temporarily disturbed areas immediately following construction in each project segment. To minimize use of herbicides and fertilizers, restoration of disturbed areas would include the use of mulching, ground cover, and other planting strategies that discourage growth of undesirable species.

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September 2024

West Seattle Link Extension

Final Environmental Impact Statement

HISTORIC AND ARCHAEOLOGICAL RESOURCES TECHNICAL REPORT

Appendix N.5

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

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Appendix N.5
Historic and Archaeological Resources Technical Report

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Appendix N.5
West Seattle Link Extension
Historic and Archaeological Resources
Technical Report

September 2024

Sound Transit

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Acronyms and Abbreviations

Acronym	Definition
Advisory Council	Advisory Council on Historic Preservation
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
I.D.	identification
LiDAR	light detection and ranging
M.O.S.	minimum operable segment
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act of 1969
N.H.P.A.	National Historic Preservation Act
Section 106	Section 106 of the National Historic Preservation Act
SEPA	State Environmental Policy Act
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSBLE	West Seattle and Ballard Link Extensions

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1 INTRODUCTION

1.1 Overview

Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from SODO to West Seattle. The West Seattle Link Extension Project (the project) is a 4.1-mile corridor in the city of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 1-1). The project would include stations at SODO, Delridge, Avalon, and Alaska Junction.

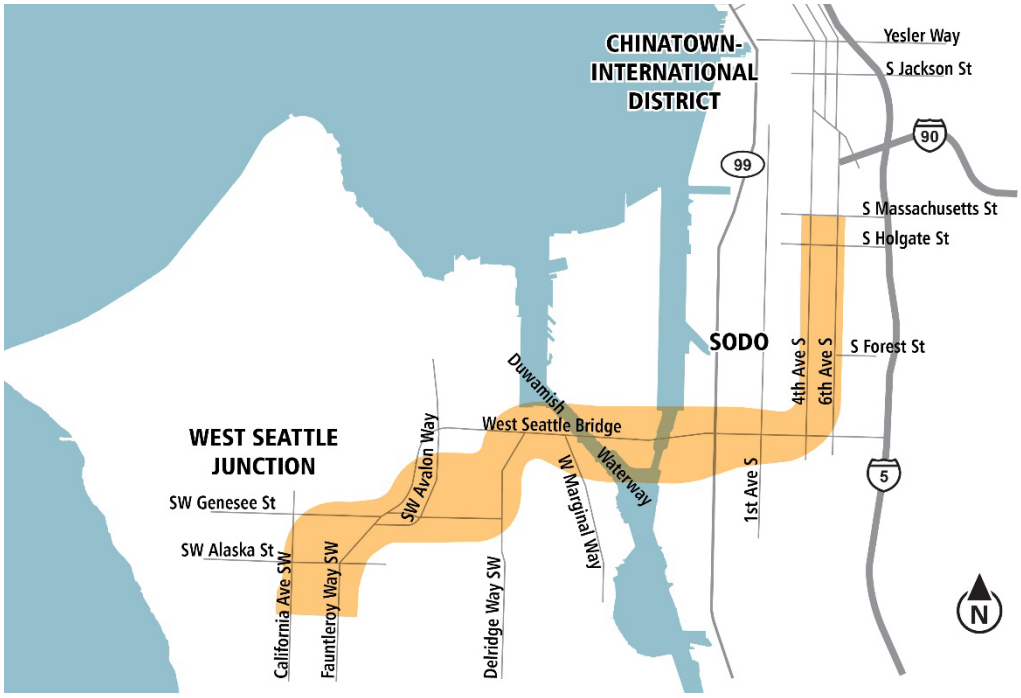
The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016. Sound Transit and the Federal Transit Administration (FTA) are preparing this Final Environmental Impact Statement (EIS) for the project. The EIS is a joint National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) document. FTA is the lead federal agency under NEPA, and Sound Transit is the lead agency for SEPA.

The Draft EIS published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions (WSBLE) Project. The extensions were evaluated together in the WSBLE Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and FTA have decided to move forward under separate environmental reviews for each extension.

As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are stand alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further analysis is undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed.

Figure 1-1. West Seattle Link Extension Project Corridor



The West Seattle Link Extension would provide fast, frequent, and reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region. The Puget Sound Regional Council (the regional metropolitan planning organization) and the City of Seattle have designated the following Manufacturing/Industrial Center and urban village in the project corridor:

- **Manufacturing/Industrial Center.** The project corridor includes the Duwamish Manufacturing/ Industrial Center. SODO Station is in the Duwamish Manufacturing/Industrial Center.
- **Urban Village.** West Seattle Junction is a neighborhood in the project corridor designated by the City of Seattle as an urban village. The Alaska Junction and Avalon stations are in the West Seattle Junction Urban Village.

Puget Sound Regional Council

Puget Sound Regional Council, the regional metropolitan planning organization, develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Kitsap, Pierce, and Snohomish counties. Puget Sound Regional Council is composed of over 80 jurisdictions, including all four counties; cities and towns; ports; state and local transportation agencies; and tribal governments within the region.

These designations indicate that these areas will continue to increase in residential and/or employment density over the next 30 years.

Existing local transit connections in the project corridor include bus and light rail. The King County Metro Transit (Metro) RapidRide C bus line currently provides service between West Seattle, Downtown Seattle, and South Lake Union. The RapidRide H bus line provides service between Burien and Downtown Seattle via Delridge. Other local bus service also operates in the project corridor.

Regional transit service in the project corridor includes regional bus service, ferry service, light rail, Sounder commuter rail, and Amtrak passenger rail service. Light rail currently operates

between the Angle Lake Station in the city of SeaTac and Northgate Station in Seattle, traveling through the Downtown Seattle Transit Tunnel. There is an existing light rail station in SODO in the West Seattle Link Extension Corridor.

Extensions of light rail are under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way, all of which are anticipated to be operational by 2026. Additional planned light rail extensions would continue south to the Tacoma Dome, expected to begin service in 2035, and north to Everett, planned to begin service between 2037 and 2041. The Ballard Link Extension is scheduled to begin service between SODO and Ballard in 2039. The West Seattle Link Extension is scheduled to open in 2032 and would include a new SODO station where riders to and from West Seattle could transfer to the existing SODO station and light rail system until the Ballard Link Extension begins operation. The Ballard Link Extension would permanently connect the West Seattle Link Extension to the existing 1 Line, allowing riders to continue north to Everett. Figure 1-2 shows the full system planned for operation in 2042 under the target schedule. Table 1-1 lists the project Build Alternatives.

Figure 1-2. Link Light Rail System Expansion

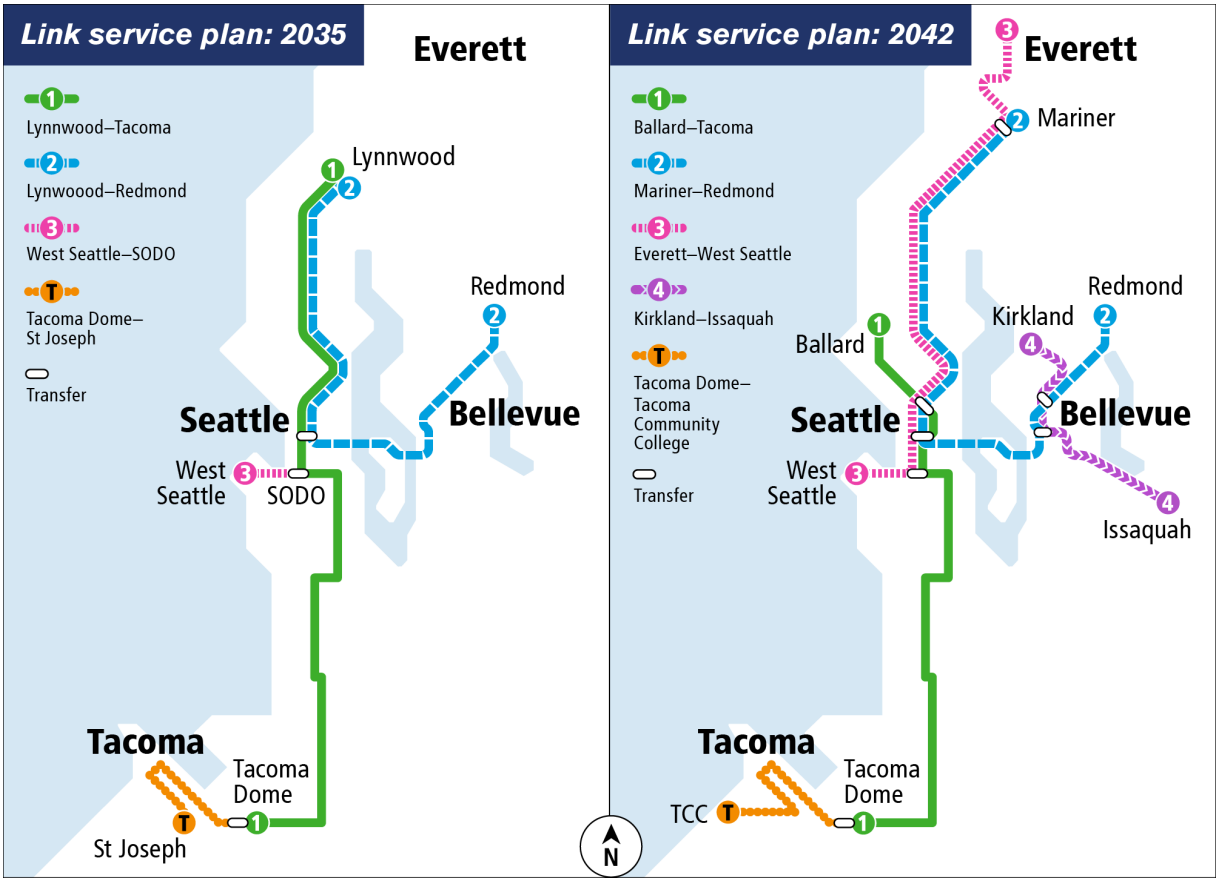


Table 1-1. Summary of West Seattle Link Extension Build Alternatives

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**	**SODO (At-Grade)**	**All Duwamish Segment alternatives.**
SODO	At-Grade Alternative	SODO-1a	SODO(At-Grade)	All Duwamish Segment alternatives.
SODO	At-Grade South Station Option	SODO-1b	SODO (At-Grade)	All Duwamish Segment alternatives.
SODO	Mixed Profile Alternative	SODO-2	SODO (Elevated)	All Duwamish Segment alternatives.
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**	**None**	**All SODO Segment alternatives. All Delridge Segment alternatives.**
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Duwamish (DUW)	North Crossing Alternative	DUW-2	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**	**Delridge (Elevated)**	**All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.**
Delridge (DEL)	Dakota Street Station Alternative	DEL-1a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station Lower Height Alternative	DEL-2a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Delridge Way Station Alternative	DEL-3	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Andover Street Station Alternative	DEL-5	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.
Delridge (DEL)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-6.
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**	**Avalon (Retained Cut), Alaska Junction (Tunnel)**	**Connects to DEL-6a and DEL-6b.**
West Seattle Junction (WSJ)	Elevated 41st/42nd Avenue Station Alternative	WSJ-1	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Elevated Fauntleroy Way Station Alternative	WSJ-2	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Tunnel 41st Avenue Station Alternative	WSJ-3a	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Tunnel 42nd Avenue Station Option	WSJ-3b	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4	Avalon (Elevated), Alaska Junction (Tunnel)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	Avalon (Retained Cut), Alaska Junction (Tunnel)	Connects to DEL-6a and DEL-6b.
West Seattle Junction (WSJ)	No Avalon Station Tunnel Alternative	WSJ-6	Alaska Junction (Tunnel)	Connects to DEL-7.

1.2 Project Description

Chapter 2 of the Final EIS, Alternatives Considered, provides an extensive overview of the project elements. This section of the cultural resources evaluation provides a brief overview of the project.

The West Seattle Link Extension would travel south from the SODO Station across South Lander Street either at-grade or on an elevated guideway and would continue south from south of South Lander Street toward South Spokane Street on an elevated guideway. In the vicinity of South Spokane Street, it would turn west on an elevated guideway either on the north or south side of the West Seattle Bridge, where it would cross the Duwamish Waterway (also known as the Duwamish River) on a light-rail-only, high-level fixed bridge structure. On the west side of the Duwamish Waterway, the guideway would remain mostly elevated to the west side of the Delridge valley. In the West Seattle Junction area, the guideway could be elevated or below ground. Up to three stations would be constructed in West Seattle: Delridge, Avalon, and Alaska Junction. The Delridge Station would be elevated, and the Avalon and Alaska Junction stations could be elevated or below ground. There is one alternative in West Seattle that does not include the Avalon Station. This alternative was added for study at the direction of the Sound Transit Board as a potential cost-savings measure (Motion M2022-57).

Segment-level project elements are described below. For greater detail on segment-level project elements, see the discussion in Section 2.1.3, Build Alternatives and Design Options, of the Final EIS.

1.2.1 SODO Segment

The SODO Segment includes the area between approximately South Massachusetts Street and South Forest Street in the SODO neighborhood. The SODO Station is the only station proposed in this segment. There is an existing SODO light rail station, and a new SODO station is proposed as part of the project. The new SODO Station would provide a transfer point to/from the 1 Line (future Ballard to Tacoma light rail line) via the existing SODO Station, and the two stations would therefore function as one SODO Station. One alternative and one design option include the relocation of the existing SODO Station. All SODO alternatives and options include relocation of a 230-kilovolt power line from the SODO Busway to 6th Avenue South between South Massachusetts Street and the Duwamish Segment boundary at South Forest Street.

1.2.1.1 Preferred Alternative

Preferred At-Grade Lander Access Station Option (SODO-1c)

Preferred Option SODO-1c is a refinement of the Draft EIS Preferred Alternative SODO-1a staggered configuration. It reflects Sound Transit Board direction in Motion 2022-57, which identifies the preferred alternative to explore opportunities to enhance access from the station platform to South Lander Street. Preferred Option SODO-1c would be similar to Alternative SODO-1a except for the station access. Heading south, Preferred Option SODO-1c would begin north of the existing SODO Station and travel at-grade west of and parallel to the existing Link light rail line in the SODO Busway. Preferred Option SODO-1c would continue south at grade under South Lander Street, which would be reconstructed as an overpass of the light rail tracks. The light rail tracks would then transition to an elevated guideway; buses would be displaced from the SODO Busway. The height of the guideway would range between a retained cut and approximately 20 feet high and would mostly be at grade.

The new SODO Station would be at-grade, immediately west of the existing SODO Station, and north of South Lander Street. The top of the station structure would be approximately 40 feet high. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the project into the existing downtown tunnel and the existing southbound platform on the 1 Line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). Preferred Option SODO-1c has a staggered station configuration that was developed in order to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. This property is the location of the Carrier Annex and Distribution Center/Terminal Post Office (Carrier Annex/Terminal Post Office). The station design features a narrowed center platform and staggered side platforms, with the southbound platform shifted slightly north so that it is not on the Carrier Annex/Terminal Post Office property. The existing driveway at the Carrier Annex/Terminal Post Office facility's southern access point would be connected under the new South Lander Street overpass to 4th Avenue South, which would then maintain access to South Lander Street.

The existing at-grade pedestrian crossing of the light rail tracks at SODO Station would be closed, and a new pedestrian grade-separated crossing of both existing and new tracks would be used to access both stations. The station would not include the South Stacy Street cul-de-sac access to the west that is included in Alternative SODO-1a, and instead would include an access point at South Lander Street. Access to 4th Avenue South would occur via South Lander Street. A new bus turnaround would be created from 6th Avenue South, east of the station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

1.2.1.2 Other Build Alternatives and Design Options

At-Grade Alternative (SODO-1a)

Alternative SODO-1a is a refinement to the Alternative SODO-1a in the Draft EIS. It includes the staggered station configuration described in the Draft EIS as the base alternative. Heading south, Alternative SODO-1a would begin north of the existing SODO Station and travel at-grade west of and parallel to the existing Link light rail line in the SODO Busway. The height of the guideway would range between a retained-cut and approximately 20 feet high and would mostly be at-grade.

The new SODO Station on the project would be at-grade, immediately west of the existing SODO Station, north of South Lander Street. The top of the station structure would be approximately 40 feet high. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the project into the existing downtown tunnel and existing southbound platform on the existing light rail line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). Alternative SODO-1a has a staggered station configuration that was developed in order to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. This property is the location of the Carrier Annex and Distribution Center/Terminal Post Office (Carrier Annex/Terminal Post Office). The station design features a narrowed center platform and staggered side platforms, with the southbound platform shifted slightly north so that it is not on the Carrier Annex/Terminal Post Office property. The existing driveway at the Carrier Annex/Terminal Post Office facility's southern access point would be connected under the new South Lander Street overpass to 4th Avenue South, which then maintains access to South Lander Street.

The existing at-grade pedestrian crossing of the light rail tracks at SODO Station would be closed, and a new grade-separated pedestrian crossing of both existing and new tracks would be used to access both stations. South Stacy Street would be extended from 4th Avenue South

to a cul-de-sac on the west side of the station. A new bus turnaround would be created from 6th Avenue South, east of the station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

This alternative would continue south at-grade under South Lander Street, which would be reconstructed as an overpass of the light rail tracks. The overpass would remove the need for traffic to stop for light rail trains, the frequency of which would increase with the combination of both the existing and new light rail lines. The light rail would transition to an elevated guideway within the SODO Busway south of South Lander Street. Buses would be displaced from the SODO Busway.

At-Grade South Station Option (SODO-1b)

Option SODO-1b would be similar to Alternative SODO-1a except for the SODO Station. A new at-grade station on the project would be west of and approximately 200 feet south of the existing SODO Station, just north of South Lander Street. The top of the station structure would be approximately 40 feet high. The existing SODO Station would be relocated 200 feet south of its current location to be next to the new SODO Station. Pedestrian access would be from a new South Lander Street overcrossing. Station platforms would be side platforms, one of which would be shared between the future northbound connection of the project into the existing downtown tunnel and the existing southbound platform on the existing light rail line to SeaTac, continuing to Federal Way (2026) and Tacoma (2035). A new bus turnaround would be created off 4th Avenue South, west of the station. As with Alternative SODO-1a, buses would be displaced from the SODO Busway.

Mixed Profile Alternative (SODO-2)

Alternative SODO-2 for the project would range between ground level and approximately 50 feet high. It would begin at-grade north of the existing SODO Station, west of and parallel to the existing Link light rail line in the existing SODO Busway. At South Walker Street, the alignment would transition to an elevated profile and would continue south over South Lander Street. The SODO Busway would be relocated to the west of the new rail line and new station and would be operational for buses after construction.

A new SODO Station on the project would be in an elevated profile north of South Lander Street. The top of the station structure would be approximately 70 feet high. Because this alternative would be elevated over South Lander Street, the street would remain as it is today, with a gated at-grade crossing of the existing light rail line. The existing SODO Station would be relocated as described for Option SODO-1b) and would be at-grade adjacent to the new elevated station. Pedestrian access would be on the north side of South Lander Street and from 4th Avenue South and 6th Avenue South. A new pedestrian grade-separated crossing of both existing and new tracks would be used to access both the new and relocated station. The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line.

1.2.2 Duwamish Segment

The Duwamish Segment includes the area between South Forest Street in the SODO neighborhood and the intersection of Southwest Charlestown Street and Delridge Way Southwest in the North Delridge neighborhood. This segment does not include a station but does include a connection to the existing Operations and Maintenance Facility Central. All Duwamish Segment alternatives and options include relocation of a 230-kilovolt power line starting at the Duwamish Segment northern boundary at South Forest Street. The power line would be relocated from the SODO Busway to 6th Avenue South and Diagonal Avenue South

or across the Department of Highways District No. 1 property to connect to 5th Avenue South. Either relocation route would lead to the Seattle City Light electrical substation south of South Spokane Street. The transmission line itself does not meet the historic age criteria and was not surveyed and inventoried during this investigation.

1.2.2.1 Preferred Alternative

Preferred South Crossing Alternative (DUW-1a)

Preferred Alternative DUW-1a would continue south from South Forest Street along the west side of the existing light rail line on an elevated guideway, past the Operations and Maintenance Facility Central before heading southwest to cross over to the south side of the Spokane Street Bridge and the West Seattle Bridge.

This alternative would continue west and to the south side of the West Seattle Bridge. It would cross State Route 99 and would gradually increase in height as it travels west, because light rail cannot travel on grades as steep as automobiles can. The alternative would cross over the East Waterway, Harbor Island, and the West Waterway on a fixed, light-rail-only bridge. The height of the guideway in this segment would range between a belowground retained-cut and up to approximately 170 feet high. It would be at its highest when crossing the West Waterway, where it would be at approximately the same height as the West Seattle Bridge.

The bridge over the West Waterway would have a clearance of approximately 140 feet over the navigation channel.

West of the Duwamish Waterway crossing, this alternative would cross the northern edge of Pigeon Point in a combination of elevated guideway and retained-cut and fill before turning southwest on an elevated guideway that crosses Delridge Way Southwest.

A connection to the Operations and Maintenance Facility Central would be provided from tracks between South Forest Street and South Spokane Street. The northbound and southbound access tracks would be parallel to each other and would span over the BNSF Railway tracks and 6th Avenue South, then transition to at-grade to enter the operations and maintenance facility.

1.2.2.2 Other Build Alternatives and Design Options

South Crossing South Edge Crossing Alignment Option (DUW-1b)

Option DUW-1b would be similar to Alternative DUW-1a except it would cross the East and West Waterways on the south edge of Harbor Island. The height of this option would be the same as Alternative DUW-1a.

North Crossing Alternative (DUW-2)

Alternative DUW-2 would continue south from South Forest Street along the west side of the existing light rail line on an elevated guideway before heading west on a new fixed, light -rail - only bridge north of the existing West Seattle Bridge. The height of the guideway would range between approximately 30 feet and 170 feet high. It would be at its highest when crossing the West Waterway. The bridge over the West Waterway would have a clearance of approximately 140 feet over the navigation channel.

Where it crosses State Route 99, the alignment would gradually increase in height as it travels west. At the West Waterway, the bridge would be about the same height as the West Seattle Bridge. After crossing the West Waterway, the alternative would cross over the West Seattle Bridge to run south on the west side of Delridge Way Southwest.

A connection to the Operations and Maintenance Facility Central would be provided from north and south access tracks between South Forest Street and South Spokane Street. Unlike the south crossing alternative and option, the access tracks would not be parallel to each other because of the curve of the main alignment and the distance to the operations and maintenance facility. The northern access tracks south of South Forest Street would span 6th Avenue South and then transition to at-grade to enter the operations and maintenance facility. The southern access tracks would be elevated north of South Spokane Street and continue east from about 1st Avenue South to 6th Avenue South, and then transition to at-grade to enter the operations and maintenance facility.

1.2.3 Delridge Segment

The Delridge Segment includes the area between Southwest Charlestown Street and a boundary line between 31st Avenue Southwest and Fauntleroy Way Southwest. This segment includes one station, the Delridge Station. Some alternatives in this segment would only connect to tunnel alternatives in the adjacent West Seattle Junction Segment.

1.2.3.1 Preferred Alternative

Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b is a refinement of Alternative DEL-6 (now known as Alternative DEL-6a) developed in response to public and agency comments and Sound Transit Board direction in Motion M2022-57 to study refinement options to enhance station access, prioritize an integrated and well-designed transfer experience from buses to light rail, and address concerns over potential displacements of organizations serving low-income populations and communities of color.

Preferred Option DEL-6b would be on an elevated guideway on the west side of Delridge Way Southwest, south of Southwest Andover Street. The height of the guideway would range between approximately 40 feet and 80 feet high. The alignment would travel west along the north side of Southwest Yancy Street on an elevated guideway, then cross Southwest Avalon Way in the vicinity of Southwest Yancy Street. Preferred Option DEL-6b would cross 32nd Avenue Southwest at-grade, resulting in the closure of a portion of 32nd Avenue Southwest and the construction of cul-de-sacs on the street to the north and south. Preferred Option DEL-6b would be similar to Alternative DEL-6a as it continues south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest.

The station would be elevated, north of Southwest Andover Street and west of Delridge Way Southwest, in a northeast-southwest orientation. The top of the station structure would be approximately 70 feet high. This design option includes roadway improvements at the intersection of Delridge Way Southwest and 23rd Avenue Southwest to allow vehicle access and pedestrian crossings into the station area and Nucor Steel. Southwest Charlestown Street would be reconfigured west of Delridge Way Southwest and north of Southwest Andover Street to provide a dedicated circulation pathway for buses separate from freight and general purpose passenger vehicles.

1.2.3.2 Other Build Alternatives and Design Options

Dakota Street Station Alternative (DEL-1a)

Alternative DEL-1a would follow Delridge Way Southwest south on an elevated guideway to an elevated station. The guideway would be on the west side of Delridge Way Southwest except for in the vicinity of Southwest Andover Street, where it would be over Delridge Way Southwest.

The height of the guideway would range between approximately 70 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

The station would be elevated between Delridge Way Southwest and 26th Avenue Southwest, south of Southwest Dakota Street, and oriented southwest-northeast. The top of the station structure would be approximately 110 feet high.

South of the station, the alternative would curve west and cross to the south side of the Southwest Genesee Street right-of-way, north of the West Seattle Golf Course. The guideway would continue west along the south edge of Southwest Genesee Street and connect to an elevated guideway in the West Seattle Junction Segment.

Dakota Street Station North Alignment Option (DEL-1b)

Option DEL-1b would be similar to Alternative DEL-1a except it would be within the Southwest Genesee Street right-of-way between the West Seattle Golf Course and the Longfellow Creek Natural Area, then shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. The height of the guideway would range between approximately 60 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction. The top of the station structure would be approximately 110 feet high.

Dakota Street Station Lower Height Alternative (DEL-2a)

Alternative DEL-2a would follow the same alignment as Alternative DEL-1a to the station but would be at a lower elevation to connect to tunnel alternatives in the West Seattle Junction Segment. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station structure would be approximately 60 feet high.

To accommodate the station, 25th Avenue Southwest would be permanently closed between Southwest Dakota Street and Southwest Genesee Street. From the station, the alternative would continue south to cross Southwest Genesee Street and would run along the northern edge of the West Seattle Golf Course. A tunnel portal for connecting to tunnel alternatives in the West Seattle Junction Segment would be in the northwest corner of the West Seattle Golf Course, south of Southwest Genesee Street and east of 31st Avenue Southwest.

Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Option DEL-2b would be similar to Alternative DEL-2a, except it would shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station structure would be approximately 60 feet high.

To accommodate the station, 25th Avenue Southwest would be permanently closed between Southwest Dakota Street and Southwest Genesee Street. Access to Southwest Genesee Street from 30th Avenue Southwest would be permanently closed with a turnaround at the south end of the road. The tunnel portal to enter a tunnel in the West Seattle Junction Segment would be north of Southwest Genesee Street, between Southwest Avalon Way and 30th Avenue Southwest.

Delridge Way Station Alternative (DEL-3)

Alternative DEL-3 would follow Delridge Way Southwest south on an elevated guideway to the Delridge Station. The station would be in the middle of Delridge Way Southwest, north of Southwest Dakota Street, and the top of the station structure would be approximately 90 feet high. Station access would be from adjacent streets, including both sides of Delridge Way Southwest.

South of the station, the alternative would curve west and cross to the south side of the Southwest Genesee Street right-of-way, north of the West Seattle Golf Course. The guideway would continue west along the south edge of Southwest Genesee Street and connect to an elevated guideway in the West Seattle Junction Segment. The height of the guideway would range between approximately 50 feet and 150 feet high. The highest portion would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

Delridge Way Station Lower Height Alternative (DEL-4)

Alternative DEL-4 would follow the same alignment as Alternative DEL-3 to the station but would be at a lower elevation to connect to tunnel alternatives in the West Seattle Junction Segment. The height of the guideway would range between a tunnel and approximately 60 feet high. The top of the station would be approximately 90 feet high. Station access would be the same as Alternative DEL-3.

From the station, the alternative would continue south on the west side of Delridge Way Southwest and then turn west at Southwest Genesee Street, crossing Southwest Genesee Street to run along the northern edge of the West Seattle Golf Course. A tunnel portal for connecting to tunnel alternatives in the West Seattle Junction Segment would be in the northwest corner of the West Seattle Golf Course, south of Southwest Genesee Street and east of 31st Avenue Southwest.

Andover Street Station Alternative (DEL-5)

Alternative DEL-5 would be on an elevated guideway on the west side of Delridge Way Southwest, north of Southwest Andover Street. The height of the guideway would range between approximately 50 feet and 130 feet high. The alignment would travel west along Southwest Andover Street on an elevated guideway then south along Southwest Avalon Way in the vicinity of Southwest Yancy Street. The guideway would continue south along Southwest Avalon Way and turn west on the north side of Southwest Genesee Street. The highest portion of the guideway would be where the alignment climbs from the station in the Delridge valley up to the West Seattle Junction.

The station would be elevated, north of Southwest Andover Street and west of Delridge Way Southwest, in a northeast-southwest orientation. The top of the station structure would be approximately 100 feet high.

Andover Street Station Lower Height Alternative (DEL-6a)

Alternative DEL-6a (previously Alternative DEL-6 in the Draft EIS)_would be similar to Alternative DEL-5 up to and including the station. The top of the station structure would be approximately 90 feet high. The height of the guideway would range between a retained-cut and approximately 120 feet high. The elevated guideway would cross over Southwest Avalon Way and then turn south in the vicinity of 32nd Avenue Southwest to travel south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest, transitioning from elevated into a retained cut. The alignment would turn west in the vicinity of Southwest Genesee Street in a retained cut, passing below Southwest Genesee Street.

Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)

Alternative DEL-7 is included at the direction of the Sound Transit Board (Motion M2022-57) to study elimination of the Avalon Station as a potential cost-savings measure. This refinement would be similar to Preferred Option DEL-6b up to and including Delridge Station and reflects a more direct alignment between the Delridge Station and the West Seattle Junction Station with the elimination of an Avalon Station in the West Seattle Junction Segment. The top of the station structure would be approximately 70 feet high. The height of the guideway would range between approximately 30 feet and 80 feet. South of the station, the elevated guideway would continue west along Southwest Yancy Street and cross to the south side of Southwest Andover Street in an elevated guideway. A tunnel portal leading to Alternative WSJ-6 in the West Seattle Junction Segment would be in the vicinity of 32nd Avenue Southwest, east of the West Seattle Bridge. 32nd Avenue Southwest would no longer connect to Southwest Andover Street, but would end in a cul-de-sac south of the tunnel portal. The tunnel would continue west under the West Seattle Bridge towards 35th Avenue Southwest.

1.2.4 West Seattle Junction Segment

The West Seattle Junction Segment includes the area generally west of 31st Avenue Southwest, between Southwest Charleston Street, and Southwest Hudson Street. Most alternatives and design options would have two stations: Avalon and Alaska Junction. One alternative would have only the Alaska Junction Station.

1.2.4.1 Preferred Alternative

Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Preferred Option WSJ-5b is a refinement of Alternative WSJ-5 analyzed in the Draft EIS, and it was refined based on the Sound Transit Board's direction to explore an option to shift a station entrance to 42nd Avenue Southwest at the Alaska Junction Station to improve access to the Alaska Junction. Preferred Option WSJ-5b begins in a retained cut south of Southwest Yancy Street and follows the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest. Southwest Genesee Street would be permanently closed approaching 35th Avenue Southwest. This alignment enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. The alignment then curves to the southwest between 37th Avenue Southwest to 41st Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. Stations would be located as follows:

- **Avalon Station** – Avalon Station would be in a lidded retained cut south of Southwest Genesee Street, beneath 35th Avenue Southwest with the top of the station structure approximately 30 feet above the existing ground surface. Station entrances would be on either side of 35th Avenue Southwest.
- **Alaska Junction Station** – The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street. Preferred Option WSJ-5b is a station option to Alternative WSJ-5a and would be the same as Alternative WSJ-5a, except the entrance south of Southwest Alaska Street would be on the west side of 41st Avenue Southwest, closer to the Alaska Junction. The entrance north of Southwest Alaska Street would not change.

1.2.4.2 Other Build Alternatives and Design Options

Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Alternative WSJ-1 would be elevated along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The height of the guideway would range between approximately 30 feet and 80 feet high. The alternative would turn southwest to the west side of Fauntleroy Way Southwest. The guideway would turn south in the vicinity of 41st Avenue Southwest and Southwest Alaska Street and continue south to Southwest Hudson Street. The guideway would end on the west side of 42nd Avenue Southwest and would include tail tracks south of the Alaska Junction Station. Stations would be located as follows:

- **Avalon Station –** Avalon Station would be elevated along the south side of Southwest Genesee Street, east of 35th Avenue Southwest. The top of the station structure would depend on which alternative it connects with in the Delridge Segment but would be approximately 70 to 80 feet high.
- **Alaska Junction –** The Alaska Junction Station would be elevated between 41st Avenue Southwest and 42nd Avenue Southwest, south of Southwest Alaska Street. The top of the station structure would depend on which alternative it connects with in the Delridge Segment, but it would be approximately 70 to 80 feet high.

Elevated Fauntleroy Way Station Alternative (WSJ-2)

Alternative WSJ-2 would be elevated along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The height of the guideway would range between approximately 30 feet and 70 feet high.

The alignment would head southwest on Fauntleroy Way Southwest and continue along the west side of Fauntleroy Way Southwest. The guideway would cross to the east side of Fauntleroy Way Southwest south of Southwest Oregon Street.

Elevated tail tracks would begin south of the Alaska Junction Station and end within the Fauntleroy Way Southwest right-of-way just past Southwest Edmunds Street. Stations would be located as follows:

- **Avalon Station –** Avalon Station would be elevated along the south side of Southwest Genesee Street and east of 35th Avenue Southwest. The top of the station structure would depend on which alternative it connects with in the Delridge Segment, but it would be approximately 60 to 70 feet high.
- **Alaska Junction Station –** This station would be elevated southeast of Fauntleroy Way Southwest straddling Southwest Alaska Street. The top of the station structure would be approximately 60 feet high.

Tunnel 41st Avenue Station Alternative (WSJ-3a)

Alternative WSJ-3a would be in a tunnel under Southwest Genesee Street heading west from 31st Avenue Southwest then curve to the southwest between 37th Avenue Southwest and 41st Avenue Southwest. The tunnel would end in the vicinity of Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. The guideway would be entirely in a tunnel. Stations would be located as follows:

- **Avalon Station –** The Avalon Station would be beneath Fauntleroy Way Southwest. Station entrances would be on the west side of Fauntleroy Way Southwest and on the east side of 35th Avenue Southwest.
- **Alaska Junction Station –** The Alaska Junction Station would be beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street along the east side of 41st Avenue Southwest.

Tunnel 42nd Avenue Station Option (WSJ-3b)

Option WSJ-3b would be the same as Alternative WSJ-3a, except the tunnel would extend to 42nd Avenue Southwest instead of 41st Avenue Southwest. The tunnel would end in the vicinity of Southwest Hudson Street, with tail tracks in a north-south orientation under 42nd Avenue Southwest. The Avalon Station would be the same as described for Alternative WSJ-3a. The Alaska Junction Station would be in a tunnel beneath 42nd Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street, with one on the east side and one on the west side of 42nd Avenue Southwest.

Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Alternative WSJ-4 would be on elevated guideway along the south side of Southwest Genesee Street from 31st Avenue Southwest to the west side of Fauntleroy Way Southwest. It would continue along the west side of Fauntleroy Way Southwest on elevated guideway before transitioning to at-grade near 37th Avenue Southwest. 37th Avenue Southwest and 38th Avenue Southwest would be modified to end in a turnaround between Southwest Genesee Street and Fauntleroy Way Southwest. The guideway would turn west near Southwest Oregon Street and transition into a tunnel with a portal in the vicinity of Southwest Oregon Street and 38th Avenue Southwest. The tunnel would turn south and end south of Southwest Hudson Street, with tail tracks in a north-south orientation along and under 41st Avenue Southwest. The height of the guideway would range between a tunnel and approximately 40 feet high. Stations would be located as follows:

- **Avalon Station –** Avalon Station would be elevated along the south side of Southwest Genesee Street and east of 35th Avenue Southwest. The top of the station structure would be approximately 60 to 70 feet high.
- **Alaska Junction Station –** The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and south of Southwest Alaska Street. Station entrances would be on Southwest Alaska Street and Southwest Edmunds Street.

Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Alternative WSJ-5a (previously WSJ-5 in the Draft EIS) would begin in a retained cut south of Southwest Yancy Street and follow the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest. Southwest Genesee Street would be permanently closed approaching 35th Avenue Southwest. This alignment would enter a tunnel at Southwest Genesee Street and 37th Avenue Southwest. The alignment would then curve southwest west of 37th Avenue Southwest to 41st Avenue Southwest. It would terminate at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. Stations would be located as follows:

- **Avalon Station –** Avalon Station would be in a lidded retained cut south of Southwest Genesee Street, beneath 35th Avenue Southwest with the top of the station structure approximately 30 feet above the existing ground surface. Station entrances would be on either side of 35th Avenue Southwest.

- **Alaska Junction Station –** The Alaska Junction Station would be in a tunnel beneath 41st Avenue Southwest and Southwest Alaska Street. Station entrances would be on either side of Southwest Alaska Street along the east side of 41st Avenue Southwest.

No Avalon Station Tunnel (WSJ-6)

Alternative WSJ-6 is included at the direction of the Sound Transit Board (Motion M2022-57) to study elimination of the Avalon Station as a cost-savings measure. Alternative WSJ-6 would continue in a tunnel from where it would connect to Alternative DEL-7 in the Delridge Segment, at 35th Avenue Southwest between Southwest Andover Street and Southwest Dakota Street. The tunnel would curve southwest to 41st Avenue Southwest. It would terminate at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest. The guideway would be entirely in a tunnel. This alternative would not include an Avalon Station. The station would be located as follows:

- **Alaska Junction Station –** The Alaska Junction Station would be same as the station described for WSJ-5a.

1.3 Purpose of Report

The intent of the Historic and Archaeological Resources Technical Report is to provide detailed information on the historic built environment, archaeological environment, and cultural resources in the vicinity of the construction of the project. In supplying technical information on the historic built environment as well as the archaeological environment, the document serves to assist the project in making an informed decision regarding potential project effects to these resources in compliance with applicable federal, state, and local laws and guidelines.

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their undertakings on historic properties (sites, districts, buildings, structures, or objects) that are listed in or eligible for listing in the National Register of Historic Places (National Register). These analyses are documented in this Historic and Archaeological Resources Technical Report that meets Section 106 and National Environmental Policy Act requirements.

The project is broken into smaller geographic areas called segments. The project has four segments (SODO, Duwamish, Delridge, and West Seattle Junction). Within each segment, individual project alternatives are examined for specific impacts to both built environment and archaeological resources.

Data for archaeological resources were derived from numerous sources, including recorded archaeological sites, previous cultural resources surveys in the region, historic and archival records and maps, and geographic and ethnographic sources. Because the project is in a highly developed area, archaeological fieldwork to date for this project has been limited to the archaeological monitoring of geotechnical boreholes drilled in support of project engineering and design. Additional archaeological investigation will be phased as the project progresses and will occur following property acquisitions and right-of-entry permissions.

Data for built environment resources are based on evaluation of more than 800 individual buildings and structures. Each of these resources was evaluated in the field and recorded on state of Washington Historic Property Inventory forms, which are stored in the statewide database known as the Washington Information System for Architectural and Archaeological Records Data (WISAARD). The survey examined and photographed built environment resources that were determined to have been built in or before 1980. Properties that were

surveyed and inventoried over 5 years prior to their date of survey for this project were photographed, and the WISAARD entries were updated and included in the survey. The results of this effort are presented in Section 9, Field Investigation Results.

The report is organized as follows:

- **Section 2, Regulatory Background,** provides an overview of national, state, and local regulations regarding cultural resources.
- **Section 3, Area of Potential Effects,** describes the project's area of potential effects.
- **Section 4, Environmental and Cultural Context,** provides an overview of the environmental and cultural context of the project corridor.
- **Section 5, Methods,** describes the methods used to conduct the archaeological and historic built environment evaluations.
- **Section 6, Section 106 Consultation,** provides an overview of agency and Tribal consultation to date.
- **Section 7, Archaeological Records Search,** summarizes the previously identified resources on file in WISAARD.
- **Section 8, Archaeological Research Design,** describes the archaeological objectives and expectations for the project.
- **Section 9, Field Investigation Results,** presents the results of the field investigations.
- **Section 10, Application of Criteria of Adverse Effect,** describes the project's effects to historic properties.
- **Section 11, Summary and Recommendations,** summarizes the report findings and recommends potential measures to avoid, minimize, or resolve adverse effects.
- **Section 12** lists the references cited in this report.

1.4 Key Personnel

This report was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for the Identification of Historic Properties (*Federal Register* Volume 48, Issue 44716) by individuals who meet or exceed the Secretary of the Interior's Professional Qualifications Standards (Code of Federal Regulations Title 36, Part 61 [as amended and annotated]) and follows contemporary professional standards for the preparation of cultural resources reports. A complete list of principal contributors to this technical report is provided in Table 1-2.

Table 1-2. Key Personnel

Name	Qualifications	Roles and Responsibilities
Michael Chidley	Master of Arts, Senior Archaeologist	Senior Reviewer
Connie Walker Gray	Master of Urban Planning, Senior Architectural Historian	Principal Investigator, Built Environment
Matthew Sterner	Master of Arts, Senior Archaeologist	Principal Investigator, Archaeology
Michelle Yellin	Master of Urban Planning, Architectural Historian	Architectural Historian
Patrick Elliott	Master of Science, Archaeologist	Project Field Director, Archaeology
Christopher Bryant	Bachelor of Science, Geographic Information Systems Specialist	Geospatial Analysis and Map Production
Jessica Jones	Bachelor of Arts, Geographic Information Systems Specialist	Geographic Information Systems Specialist, Archaeologist
Patricia Ambacher	Master of Arts, Architectural Historian	Architectural Historian
Aisha Fike	Master of Arts, Architectural Historian	Architectural Historian

2 REGULATORY BACKGROUND

2.1 Federal Laws and Authorities

Cultural resources are protected by federal, state, and local laws, regulations, and guidelines. The two main federal laws are the National Historic Preservation Act (United States Code Title 54 Section 300101-307108) and the National Environmental Policy Act of 1969 (NEPA). The implementing regulation for Section 106 of the National Historic Preservation Act is the Protection of Historic Properties (Code of Federal Regulations Title 36, Part 800). Historic properties are defined as any prehistoric or historic district, site, building, structure, or object listed in or eligible for the National Register. Under the National Historic Preservation Act, a property possesses significance if it meets the National Register criteria listed in Code of Federal Regulations Title 36, Part 60.4 and retains sufficient integrity to convey that significance.

Section 106 gives equal consideration to historic properties listed in or determined eligible for listing in the National Register. The National Register Criteria for Evaluation (36 Code of Federal Regulations Part 63) are used to evaluate a historic property to determine whether it possesses historic significance, is of sufficient age, and retains sufficient integrity to convey any potential significance. A historic property can be eligible for the National Register either individually, as part of a historic district, or both. The significance of each historic property was evaluated in relation to the following National Register eligibility criteria:

- Criterion A – association with events that have made a significant contribution to broad patterns of history
- Criterion B – association with the life of a historically significant person
- Criterion C – embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D – has yielded, or is likely to yield, information important in history or prehistory (this generally is understood to refer to archeological significance)

To be eligible for listing in the National Register, a property must be 50 years old, or, if it is less than 50 years old, possess exceptional significance. A property must also retain sufficient integrity to convey its significance.

Cultural resources must also be given consideration under NEPA, and the National Historic Preservation Act encourages maximum coordination with NEPA. NEPA establishes national policies and goals for the protection of the environment, including cultural resources. One of the mandates of NEPA is to “preserve important historic, cultural, and natural aspects of our national heritage” (Section 101 [United States Code Title 42, Section 4331]).

Section 4(f) of the United States Department of Transportation Act of 1966 also applies to historic properties and mandates that Department of Transportation agencies, including the FTA, cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historic sites unless there is no feasible and prudent alternative to the use of the land, and the action includes all possible planning to minimize the harm to the property resulting from use.

The project may be partially funded by FTA, and is defined as a federal undertaking. As such compliance with Section 106 of the National Historic Preservation Act (Code of Federal Regulations Title 36, Part 800) is required. The FTA will serve as the lead federal agency responsible for Section 106 compliance, including consultation, identification of historic

properties, evaluation of National Register eligibility, determination of adverse effects, and resolution of adverse effects. Historic properties are identified in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties, and must qualify for listing in the National Register by meeting specific criteria and standards of integrity (Code of Federal Regulations Title 36, Part 60.4).

Under Section 106, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Section 106 regulations require the federal agency (or agencies) to follow a process for satisfying the Section 106 requirements after a federal undertaking has been defined:

- Initiate Section 106 by consulting with the State Historic Preservation Officer and the federally recognized Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, and Confederated Tribes and Bands of the Yakama Nation. Sound Transit also coordinated with the non-federally recognized Duwamish Tribal Organization and Snohomish Tribe, as well as other interested parties. This consultation is ongoing throughout the Section 106 process.
- Identify and evaluate potential historic properties for National Register eligibility.
- Assess whether the project will affect historic properties, and whether effects will be adverse.
- Resolve adverse effects to historic properties through consultation.

Historic properties include sites, districts, buildings, structures, and objects. Some historic properties can also be Cultural Landscapes or Traditional Cultural Properties if they meet the applicable criteria in National Register Bulletins 18 and 38, respectively. The regulations also encourage coordination with the environmental review process required by other statutes, including NEPA and Section 4(f) of the United States Department of Transportation Act of 1966.

2.2 Washington State Regulations

Washington state regulations that pertain to cultural resources include the Washington State Environmental Policy Act (SEPA; Chapter 43.21C Revised Code of Washington) and the Washington Heritage Register (27.34.200 Revised Code of Washington) administered by the Washington State Department of Archaeology and Historic Preservation. Under SEPA, project effects on historic properties must be considered in weighing the overall effect of the project on the environment. SEPA requires the consideration of significant impacts on cultural and historic resources, requires that effects on cultural and historic resources be taken into account in the threshold determination process (Washington Administrative Code 197-11-330) and be considered in the final environmental impact statement (Washington Administrative Code 197-11-440), and stipulates that historic and cultural preservation is an element of the environment (Washington Administrative Code 197-11-444). The Washington Heritage Register functions within the state of Washington as the state-wide version of the National Register and follows similar criteria. It is administered by the Washington State Department of Archaeology and Historic Preservation and emphasizes local and statewide significance. Any building or site listed in the National Register is automatically listed in the Washington Heritage Register.

The Washington heritage register is an official listing of historically significant sites and properties found throughout the state. The Washington Heritage Register includes districts, sites, buildings, structures, and objects that have been identified and documented as being significant in local or state history, architecture, archaeology, engineering, or culture. The

program was established in 1971 as an alternative to the National Register. Listing in the Washington Heritage Register is strictly an honorary designation and raises public awareness about historic and cultural values.

Washington state laws include requirements related to archaeological sites. Revised Code of Washington 27.53 (Archaeological Sites and Resources) prohibits unpermitted disturbance of archaeological sites, defined as a geographic locality in Washington that contains archaeological objects. Revised Code of Washington 27.44 (Indian Graves and Records) and Revised Code of Washington 68.50 (Human Remains) require notification procedures and work stoppage in the event of a discovery of human remains. In addition, work will be conducted in accordance with Revised Code of Washington 76.09 (Confidentiality of Information).

2.3 City of Seattle

In addition to federal and state laws, the City of Seattle also has codes and ordinances that must be followed. The City of Seattle's Landmarks Preservation Ordinance (Seattle Municipal Code 25.12) states that in order to be eligible for landmark status a property must be at least 25 years old, possess integrity or the ability to convey its significance, and meet at least one of six criteria:

- Criterion A. It is the location of, or is associated in a significant way with, a historic event with a significant effect upon the community, City, state, or nation.
- Criterion B. It is associated in a significant way with the life of a person important in the history of the City, state, or nation.
- Criterion C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state or nation.
- Criterion D. It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction.
- Criterion E. It is an outstanding work of a designer or builder.
- Criterion F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.

A Certificate of Approval is required prior to demolition of a Seattle Landmark or new construction in a historic district. Only the Seattle Landmarks Preservation Board can determine whether a property meets this threshold. A certificate of approval from the Board is required to alter or demolish a landmark. Greater detail regarding City of Seattle review of actions related to designated landmarks can be found at https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT25ENPRHIPR_CH25.12LAPR.

Seattle Municipal Code 25.05.675(H)) has specific policies regarding mitigation for impacts from projects adjacent to or across the street from designated City landmarks. According to the ordinance, when a project is proposed adjacent to or across the street from a designated site or structure, the project would be referred to the City's Historic Preservation Officer for an assessment of any adverse impacts on the designated landmark and for comments on possible mitigating measures. Measures may be required to ensure the compatibility of the proposed project with the color, material and architectural character of the designated landmark and to reduce impacts on the character of the landmark's site. Subject to the overview policy set forth in Section 25.05.665, measures may be required and are limited to the following: sympathetic façade treatment; sympathetic street treatment sympathetic design treatment; and

reconfiguration of the project and/or relocation of the project on the project site, that measures shall not include reductions in a project's gross floor area.[1]

On sites with potential archaeological significance, an assessment of the archaeological potential of the site may be required. Subject to the criteria of the overview policy set forth in Seattle Municipal Code 25.05.665, measures that may be required for adverse impacts to an archaeological site include, but are not limited to: relocation of the project on the site; providing markers, plaques, or recognition of discovery; imposing a delay of as much as 90 days (or more than 90 days for extraordinary circumstances) to allow archaeological artifacts and information to be analyzed; and excavation and recovery of artifacts. It also has policies for assessing and mitigating impacts from potential archaeological sites including analysis needed for all sites within 200 feet of the meander line or otherwise known to potentially have archaeological resources on site, procedurally clarified in Seattle Department of Construction and Inspections Director's Rule 2-98.

[1] Seattle Municipal Code also requires that proposed actions that (1) involve structures that exceed thresholds B for Footnote (1) for 25.05.800.B.6 and 25.05.800.B.7 and (2) appear to meet criteria set forth in Chapter 25.12 for Landmark designation are subject to referral to the Department of Neighborhoods pursuant to Section 25.12.370.

3 AREA OF POTENTIAL EFFECTS

The area of potential effects includes all areas where one or more of the alternatives could affect historic built environment or archaeological resources. The area of potential effects for any federally funded project must consider both direct and indirect effects to historic built environment or archaeological resources. The FTA, in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties, determines the Section 106 area of potential effects, which becomes the study area for historic built environment and archaeological resources for the alternatives evaluated in the EIS.

The area of potential effects for each alternative is generally defined as an area within an adjacent tax parcel (or 200-foot buffer if parcels are very large) for at-grade and elevated sections, within an adjacent tax parcel above tunnel alignments, and within 200 feet of the boundaries of any station or other facility that is constructed as part of the project. In addition, based on consultation with the State Historic Preservation Officer and other parties, the area of potential effects has been expanded to include one parcel adjacent to known demolition areas throughout the project corridor, as well as other location-specific areas as described in the following paragraph. Based on consultation, design refinements, and/or information from other environmental disciplines, the definition of the area of potential effects may be expanded or reduced where a more detailed review of potential effects indicates that a smaller or larger study area is appropriate. The State Historic Preservation Officer concurred with the FTA's area of potential effects definition for the project on February 25, 2020 (see Attachment N.5F, Agency and Tribal Consultation Letters).

The area of potential effects extends from elements of the project alternatives (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to project elements. One parcel is a standard area of potential effects extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. Where the area of potential effects bisects parcels and/or includes portions of historic districts individual effects to the resource on that parcel is considered as well as effects to the larger parcel and/or historic district as a unit. In addition to the areas described above and as illustrated on Figure 3-1, one other area adjacent to the project was included in the area of potential effects to account for potential visual effects. In the Delridge Segment, Southwest Genesee Street between 26th Avenue Southwest and 30th Avenue Southwest, where one project alternative includes a high guideway, the area of potential effects extends to two parcels to the north of Southwest Genesee Street.

On March 25, 2021, FTA, in cooperation with Sound Transit, defined a revised area of potential effects; the State Historic Preservation Officer agreed with the revised area of potential effects for the West Seattle and Ballard Link Extensions on March 26, 2021.

FTA, in cooperation with Sound Transit, continued consultation with the State Historic Preservation Officer, Tribes, and other consulting parties on September 7, 2021 by providing an amended area of potential effects that reflected design modifications in the Chinatown-International District Segment (within the Ballard Link Extension) and Duwamish Segment. The State Historic Preservation Officer conditionally concurred with the revised area of potential effects for both extensions on October 5, 2021. As the projects advance, FTA and Sound Transit will continue to consult with the State Historic Preservation Officer and other consulting parties on the projects to address specific concerns including but not limited to historic districts in the Ballard Link Extension and individual resources in both the West Seattle and Ballard Link Extensions. FTA and Sound Transit continue to consult with the State Historic Preservation Officer, Tribes, and consulting parties, most recently on August 3, 2023, to solicit feedback on

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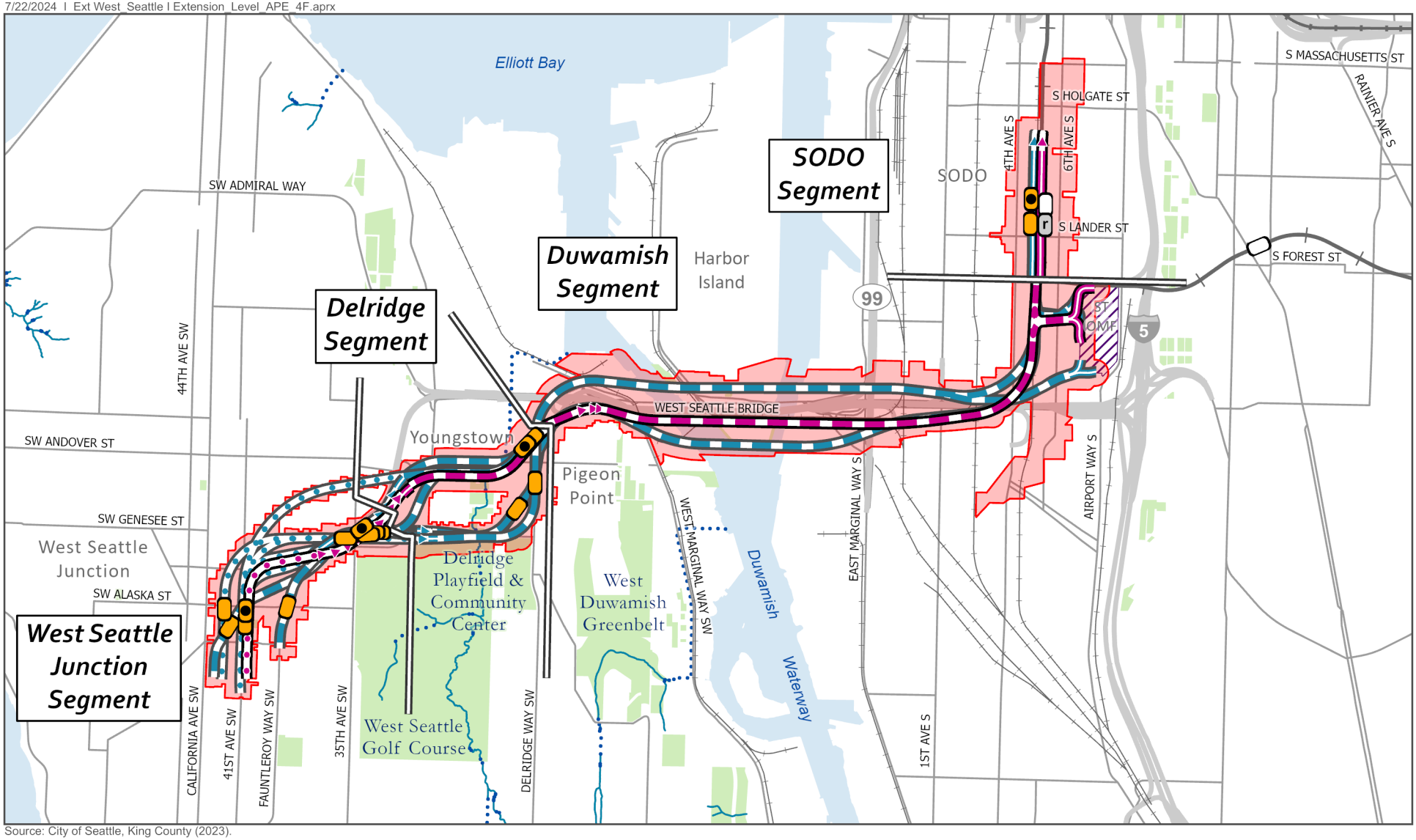

Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

- Area of Potential Effects

0 0.5 1 Mile

N

FIGURE 3-1
Area of Potential Effects
West Seattle Link Extension

the revised area of potential effects, which removes the portion of the area of potential effects associated with the Ballard Link Extension and also incorporates areas where new design elements have been identified for the West Seattle Link Extension Project. The State Historic Preservation Officer concurred with this area of potential effect definition on August 14, 2023.

Detours and haul routes that would be used temporarily during construction have not yet been fully identified. Sound Transit and FTA will continue to consult with the State Historic Preservation Officer, Tribes, and other consulting parties as project planning continues and these areas are more fully understood. Haul routes are anticipated to be on existing, heavily used public rights-of-way. For discussion of detours and haul routes in historic districts, see Section 10.2, Overview of Temporary Construction-Related Effects.

While the area of potential effects was developed to consider potential effects to all historic properties, potential effects to archaeological sites within the area of potential effects are anticipated only where ground disturbance would occur. For this reason, when considering a project's effects to archaeological resources, the focus centers more generally on the construction footprint or other construction (e.g., staging and access) and operational activities that can directly impact intact archaeological resources.

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4 ENVIRONMENTAL AND CULTURAL CONTEXT

This section provides an overview of the natural, environmental, and cultural context for the areas within the area of potential effects. The historical context is provided in Attachment N.5C1, an attachment to the Built Environment Inventory Plan and Historic Context (Attachment N.5C).

4.1 Natural Setting

This section describes the environmental setting of the area of potential effects. A review of the physical setting is important to evaluate how geologic and natural characteristics affect human behavior, to help generate expectations of precontact and historical archaeological site distribution and the activities that occurred at these sites, and to generate field methods from these expectations.

The area of potential effects falls within the western hemlock vegetation zone, which is the most extensive vegetation zone in western Washington (Franklin and Dyrness 1988). Native species in this area may include Douglas-fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*), western redcedar (*Thuja plicata*), red alder (*Alnus rubra*), big leaf maple (*Acer macrophyllum*), with an understory of salal (*Gaultheria shallon*), hairy brackenfern (*Pteridium aquilinum pubescens*), western brackenfern (*Pteridium aquilinum*), western swordfern (*Polystichum munitum*), blackberry (*Rubus ursinus*), red huckleberry (*Vaccinium parvifolium*), evergreen huckleberry (*Vaccinium ovatum*), Cascade Oregon grape (*Berberis nervosa*), Pacific rhododendron (*Rhododendron macrophyllum*), Nootka rose (*Rosa nutkana*), oceanspray (*Holodiscus*), and orange honeysuckle (*Lonicera ciliosa*) (Franklin and Dyrness 1988; Soil Survey Staff 2019).

Prior to urban development, native fauna in the project vicinity included bear (*Ursus americanus*), beaver (*Castor canadensis*), cougar (*Puma concolor*), coyote (*Canis latrans*), deer and elk (*Cervidae*), duck (*Anatidae*), muskrat (*Ondatra zibethicus*), and river otter (*Lontra canadensis*). There is continued presence of coho (*Oncorhynchus kisutch*), chinook (*Oncorhynchus tshawwytscha*), and chum (*Oncorhynchus keta*) in the Green-Duwamish River watershed because they use the river and tributaries for transportation and rearing. Anadromous fish of the Green-Duwamish River basin include dolly varden (*Salvelinus malma malma*), steelhead (*Oncorhynchus mykiss irideus*), and sea-run cutthroat trout (*Oncorhynchus clarkii clarkii*). Regionally, coho, chinook, and sockeye salmon (*Oncorhynchus nerka*) are abundant. The drainages through the lakes connecting the western end of the watershed provide a unique setting for the salmon as they use the nearshore and shoreline environment to spawn (Williams et al. 1975).

4.2 Geomorphic Setting

The area of potential effects lies within the Puget Lowland physiographic province, an elongated structural and topographic basin bounded by the Olympic Mountains to the west and the Cascade Range to the east, likely formed by north to south scarp faults at the edge of each boundary (Alt and Hyndman 1995; Troost and Booth 2008). Further formation of the area began during the quaternary period (2.5 million years ago) as glaciers, through numerous events of transgression and regression, shaped the sides of the basin edges and deposited glacial material thousands of feet thick, mantling much older sea floor deposits. The result of these two unique but often coincidental events is a complex regional geologic context. In addition, ongoing

and much more rapid fluvial and coastal formation processes are shaping the region, the effects of which are determined by material type, gravity, and microclimate. The result is a mosaic of geologic deposits that vary substantially across Seattle's urban setting.

The Seattle Fault Zone is an approximately west-to-east-trending system of young faults running through the southern portion of the area of potential effects and extending farther into south Seattle and across Lake Washington into Bellevue (Blakely et al. 2002). Fault events that have occurred within and around the Seattle Fault Zone date back to the late Holocene; however, there is some sparse and inconsistent evidence that lesser earthquakes occurred during the late Pleistocene period (Nelson et al. 2003). One of the most noteworthy events along the Seattle Fault Zone occurred approximately 1,100 years ago, which caused substantial regional uplift, subsidence, and a related tsunami event (Atwater and Moore 1992; ten Brink et al. 2006; Larson and Lewarch 1995). Furthermore, it is likely that this event and similar events caused much of the mass-wasting deposits that blanket the terminal margins of the elevated glacial drift planes around the area of potential effects.

Also along the terminal margins of the drift plains are Holocene-age alluvium and beach deposits, although some have since been capped by fill events. For example, the Duwamish River was in a steeply walled subglacial meltwater channel turned valley that was filled in by a substantial mudflow deposit from an eruption of Mount Rainier approximately 5,600 years ago. The mudflow deposit, known as the Osceola Mudflow, extended to the Duwamish River mouth and deposited over 100 feet of sediment. Deposits consisted of black medium volcanic sands with grains of andesite and traces of mud and organics collected during transportation (Dragovich et al. 1994; Troost and Booth 2008). The Duwamish River floodplain was broadened by the mudflow deposits that entered the channel and flowed into Puget Sound, likely forming the Duwamish River delta that is now occupied largely by Harbor Island, an artificial island that has been expanded and reshaped by humans to its present size.

Thick glacially derived deposits underlie the modern fill surfaces of the non-tideflat portions of the project corridor. The most common of the deposits are Vashon-aged dating to approximately 16,400 years before present (Troost and Booth 2008). There is evidence for at least seven glacial episodes that affected the Seattle area (Troost and Booth 2008). Surface geologic units in and around the area of potential effects are composed largely of Vashon glacial drift, deposited during the most recent advance of the Frasier Glaciation (Booth et al. 2005). Glacial drift deposits comprise a tapestry of mostly silts and sands, well sorted to unsorted, with a range of gravel depending on advancement, retreat, or position directly under the ice. Beneath the mantle of glacial material are interglacial deposits consisting of sediments deposited when the area of potential effects was free from ice and proglacial lakes were numerous from the bounding of Puget Sound by ice blockage to the north at Admiralty Inlet (Mullineaux et al. 1965). More recent deposits during this phase are unconsolidated materials such as fine sands and silts to silty clays, depending on location of the late Pleistocene and Holocene glacial lakes behind the retreating glaciers and fluvial channels. A result of the unconsolidated materials underlying glacial deposits on the higher-elevated landforms is landslides and other mass-wasting events. These less consolidated landforms are more susceptible to failure during periods of tectonic activity.

Natural Resources Conservation Service soil mapping of the area of potential effects depicts a highly urbanized area developed from heavy anthropogenic modification of the landscape throughout the history of Seattle. In the area of potential effects, most of the land is classified as "Urban land" with less than 5 percent of the total area of the area of potential effects mapped solely as native soil series. The native soil series, classified as the Alderwood series, is limited to forested areas of West Seattle on the west and east sides of Pigeon Point Park and to the south of West Seattle Stadium. Alderwood series soils derive from glacial drift and outwash

deposits and are found on hills and ridges modified glacially on glacial drift plains. Common stratigraphy of this soil begins with a relatively thick brown gravelly sandy loam A-horizon abruptly contacting a weak B-horizon to older B-horizon of very gravelly sandy loam with variants of brown coloration, finally contacting abruptly extremely hard light brownish gray to gray extremely firm to dense very gravelly sandy loam (Soil Survey Staff 2019).

Another minor soil constituent paired with the Urban Land classification and found scattered throughout the urban landscape is the Everett soil series. The Everett soil series, similar to the Alderwood series, derives from glacial outwash deposited on glacial drift plains. However, differences from the Alderwood series include additional deposition on other glacially derived landforms such as kames, moraines, escarpments, and eskers. The parent material is yellowish-brown loose and cobbly sand likely from terminal outwash deposits of the Vashon stade following the glaciers' final retreat (Soil Survey Staff 2019).

The area of potential effects crosses the anthropogenically altered Duwamish-Green River watershed, which locally receives its waters from stormwater and combined sewer overflows (King County Staff 2016; Williams et al. 1975). Closer to its montane source, however, the watershed is fed by both major and minor tributaries of creeks and rivers, including the Black River. Drainage basins within this watershed include Longfellow Creek and the Duwamish Waterway.

4.3 Precontact Context

The cultural context for the project is provided to give the reader a broader understanding of the region, highlighting those elements that distinguish the study area in the region's history. The following sections are intended to provide the reader with a basic context for understanding the archaeological and historical environment. The primary sources for the material presented here are Ames and Maschner (1999) and Kopperl et al. (2016). Both sources divided the precontact record into five distinct phases. The development of these phases follows general trends based on activity types that can be traced in the archaeological record. Kopperl et al. (2016) does not attribute names to the various phases, rather choosing chronological dates based on calibrated radiocarbon analyses to reference the various phases. Because Ames and Maschner (1999) ascribe more commonly accepted names to differentiate between precontact phases, those identifiers were adopted here. Descriptions of trends in material culture below are likely at least somewhat the result of natural processes that have degraded organic materials that may have been part of precontact tool kits.

4.3.1 Paleo Indian Period

The Paleo Indian period is identified by Ames and Maschner (1999) as the earliest period of native habitation in North America and in the Puget Sound area. While Ames and Maschner (1999) describe the period with the chronological date of "prior to 12,500 years before present," Kopperl et al. (2016) more specifically define the period as falling between 14,000 cal[2] before present and 12,000 cal before present.

Kopperl et al. (2016) define this period as one of regional and climate stabilization with the arrival of the first hunter-gatherers to establish residence in western Washington. Paleo Indian culture has been identified at a few isolated locations in Washington (such as Sequim and East Wenatchee), generally on coastlines and in river valleys. Archaeological materials from these

[2] "cal" represents calibrated years derived from carbon-14 dating from known archaeological contexts.

sites usually include tools made of stone, bone, and antler, and suggest practices and activities restricted to hunting, fishing, and food gathering. No archaeological sites from this temporal period have been identified in the Puget Sound area.

4.3.2 Archaic Period

As defined by Ames and Maschner (1999), the Archaic period in Washington spans from 12,500 to 6,400 years before present. While Kopperl et al. (2016) define this period even more tightly (12,000 cal before present to 8,000 cal before present), both define the period as one of great environmental change during which precontact populations were developing more sophisticated strategies to adapt to the changing environmental conditions. This is a period that is not well understood in Washington, with few sites across the state. Generally, the archaeological record from this period consists of sites with pebble/cobble tool assemblages that include larger folate (Cascade-style) points. Lithic materials at these sites are generally coarse-grained lithic materials such as argillite and basalt (Morgan et al. 1998). Not far from the area of potential effects, the Bear Creek site located in Redmond dates to this period (Kopperl et al. 2016).

4.3.3 Early Pacific Period

Ames and Maschner (1999) define the Early Pacific period, from 6,400 to 3,800 years before present, as one marked by a change in precontact resource exploitation towards littoral environments and coastal habitats. Precontact groups became increasingly sedentary as their focus shifted to shallow coastal waters and beaches, although terrestrial and riverine habitats remained important. Kopperl et al. (2016) refer to this phase as the “third analytical time period” and suggest quite a different time range of 8,000 cal before present to 5,000 cal before present. They define the phase simply as a time of “important reorganization of hunter-gatherer subsistence and technology.”

Ames and Maschner (1999) indicate that archaeological artifact assemblages begin to be dominated by bone tools, primarily in the form of unilaterally and bilaterally barbed harpoon heads. Adze blades crafted out of slate and marine shell suggest the manipulation of wood products and woodworking. Labrets, flaked stone drills, pendants, and abraders appear during this period. Matson and Coupland (1995) suggest that the advent of the new technological variability may represent the beginning of distinct cultural patterning.

4.3.4 Middle Pacific Period

During Ames and Maschner’s (1999) Middle Pacific Period (circa 3,800 to 1,500 years before present), sea levels had stabilized, creating more environmental stability and certainty. Cultural units were developing in the form of villages of plank houses, and social stratification based on wealth or prestige appears in the archaeological record. The development of food preservation and storage technologies advanced, and the dietary focus seemed to shift to salmon. Morgan et al. (1998) suggest that the increased use of food storage techniques as well as advances in technological efficiency may have resulted in increased population growth during this period.

During this period, tools and other technologies became increasingly sophisticated as the focus on resource procurement became more seasonally adapted. Numerous bone tool technologies proliferated as procurement increasingly focused on near-shore and riverine resources. The use of canoes, groundstone net sinkers, and wooden fish weirs become increasingly common. In addition to the typical artifacts found in archaeological contexts, Ames and Maschner (1999) suggest that new technologies emerged in the form of cordage, basketry, and hats. Also, items

of personal adornment (stone and shell beads and items made of native copper) become more commonplace, again suggesting the development of more robust social stratification.

Kopperl et al. (2016) suggest an earlier date range for what they describe as their "fourth analytical time period," from 5,000 cal before present to 2,500 cal before present. They define the period as one marked by the appearance of shell middens and the development of old growth Douglas-fir and western hemlock forests in the Puget lowlands (Kopperl et al. 2016). They also describe this period as marked by shifts in the hunter-gatherer economic and technical organization, presumably toward greater social sedentism.

4.3.5 Late Pacific Period

The final precontact phase that ends with the arrival of the Euroamericans 200 to 250 years ago is defined as the Late Pacific period by Ames and Maschner (1999), proposed as beginning around 1,800 to 1,500 years before present. They characterize the period as one of continued sedentism with the development of plank house villages with associated fortifications such as ditches and embankments in longer-used, winter villages. Economies continue to be predominantly salmon-based, and advances in storage techniques allowed for the development of longer-operating seasonal villages. Ames and Maschner (1999) indicate that during this time regional differences appear in both artifact types as well as art, suggesting increased diversity among social and cultural groups based on regional adaptation and diversity.

Kopperl et al. (2016), who begin the "fifth analytical time period" around 2,500 cal before present, recognize many similarities with the Ames and Maschner model, citing this period as one defined by an increase in the appearance of shell middens. The period also includes "adaptations to localized environmental changes caused by the 1,100 cal before present earthquake on the Seattle Fault and possible changes in economic and social organization as a result of Euroamerican contact" (Kopperl et al. 2016).

4.4 Ethnographic Context

Both the ethnography and ethnohistory of the Puget Sound region have been extensively presented by numerous scholars, including Ames and Maschner (1999), Carlson (1990), Matson and Coupland (1995), Ruby and Brown (2010), Suttles and Lane (1990), and Waterman (1920). All of these scholars contributed to the general understanding of ethnographic lifeways and geographic landmarks throughout the Puget Sound region and were heavily consulted for information regarding place names and landmarks of important ethnographic locations throughout the area of potential effects. These data were among factors used in the development of the Archaeological Sensitivity Area study developed and presented in Section 8.3, Archaeological Expectations. The following discussion presents a general ethnographic context for the project vicinity.

The project falls within the ethnographic region of the Coast Salish people, a group of indigenous people stretching from the Columbia River to southwestern British Columbia who shared a common language. Coast Salish culture, while exhibiting regional variation, generally relied on anadromous fish as a dietary staple, mostly in the form of salmon and steelhead. Supplementing this diet were land mammals, shellfish, and plant resources collected as part of a seasonal cycle.

By the period of Euroamerican arrival, Coast Salish peoples lived in permanent winter villages mostly in coastal settings or along rivers or streams. Villages consisted of plank houses, generally constructed from cedar, that were shared by multiple families. The villages had no

recognized “chief,” but rather were led by the wealthier heads of a household unit. Matson and Coupland (1995) identify other cultural characteristics as an emphasis on personal wealth and status, multi-family households, and complex exchange systems.

Euroamericans began settling in the Puget Sound area in the 1850s, initially drawn by the abundant timber resources, the agricultural potential, and the abundance of salmon (Kirk and Alexander 1995). The natural protection and potential trade possibilities associated with Elliott Bay also drew Euroamericans to the Seattle waterfront, ultimately resulting in the signing of the Point Elliott Treaty on January 22, 1855, by Isaac Stevens, Governor of Washington Territory; Chief Seattle of the Duwamish and Suquamish Tribes; Snoqualmie Chief Patkanim; Lummi Chief Chow-its-hoot; and other chiefs, subchiefs, and Tribal delegates. After the Treaty of Point Elliott was signed in 1855, the Duwamish people were forced to leave their ancestral villages around Seattle and move to designated reservations to preserve their heritage and culture. Two reservations were established specifically for the Duwamish. The United States established both the Muckleshoot and Port Madison reservations as homelands for Duwamish people. Following the reservation’s establishment in 1857, the Tribe and its members came to be known as Muckleshoot, rather than by the historic Tribal names of their Duwamish and Upper Puyallup ancestors.

4.5 Historic Context

The historic context for the area of potential effects is provided in Attachment N.5C1, an attachment to the Built Environment Inventory Plan and Historic Context, which includes the West Seattle and Ballard Link Extensions Historic Context and National Register of Historic Places Criterion A Eligibility Requirements document. The document, which was prepared as part of the WSBLE Draft EIS Section 106 consultation process prior to the separation of the environmental review for the two extensions, provides a historic context for Seattle and each of the eight neighborhoods in both the West Seattle and Ballard Link Extensions area of potential effects from approximately 1851 until 1980 and identifies prevailing historic themes that are reflected in the built environment.

5 METHODS

Background research and field investigations were performed to determine if National Register-eligible or listed archaeological and historic built environment resources may be affected by the project. Research and fieldwork were conducted by archaeologists that meet the Secretary of the Interior's Professional Qualifications Standards for archaeology and historians that meet the Secretary of the Interior's Professional Qualifications Standards for history and architectural history. The following sections describe the methods used for conducting background research, Tribal coordination, field surveys, geotechnical monitoring, and geoarchaeological investigations.

5.1 Background Research

5.1.1 Archaeological Records Search

A records search for the area of potential effects and its vicinity was conducted using WISAARD for both archaeological and historic built environment records. This database, developed by the Washington State Department of Archaeology and Historic Preservation, contains all cultural resource reports and documents submitted to that agency since 1995.

The records search for archaeological resources covered the area of potential effects plus an additional 0.25-mile radius ("desktop research area") to better understand the archaeological context within which the project will be constructed. The team reviewed and analyzed the search results to help develop expectations and objectives for archaeological and/or ethnographic resources in the area of potential effects. Development of these expectations also included consideration of archaeological resources in highly sensitive areas (e.g., within 200 feet of historically documented United States government meander lines). They also reviewed ethnographic place-name data from research reports that discussed the potential for traditional cultural properties in the region. The results of the archaeological records search are presented in Section 7, Archaeological Records Search.

5.1.2 Historic Built Environment Records Search

The results of the records search for historic built environment resources within the area of potential effects are included with the field investigation results in Section 9.

5.1.3 Archival Research

Extensive archival research was conducted on the history of the area and built resources within the area of potential effects. Primary and secondary sources, including historic maps, photographs, newspaper articles, previous building surveys and context statements, and local historians were consulted. This information was used to develop the historical context and aided in the evaluations of building and structures in the area of potential effects. The repositories and materials reviewed are summarized below.

5.1.3.1 Photograph Collections

King County Department of Assessments

The King County Department of Assessments offers an online Parcel Viewer through the King County Geographic Information System Center. All parcels within King County are searchable, and many of the property reports for individual parcels include digitized historic photographs of the properties that were taken either at the time of construction or during various surveys.

Museum of History and Industry

The Museum of History and Industry in Seattle collects and preserves artifacts and stories of the Puget Sound region's diverse history. Selections of their photography and ephemera collections have been digitized and are available online as part of the University of Washington's digital collections.

Seattle Municipal Archives

The Seattle Municipal Archives offers a large selection of their collections online, including a database of photographs from the 1880s to the present and focusing on subjects such as public works, city events, city sites and facilities, and elected officials.

5.1.3.2 Newspaper Archives

The Seattle Times Archives

Accessed through the Seattle Public Library, *The Seattle Times* has digitized its entire archives of news articles from 1895 (as *The Seattle Daily Times*) to the present.

5.1.4 Historic Maps

5.1.4.1 Baist Real Estate Atlas of Seattle

The Baist Company, based in Philadelphia, published real estate atlases for many United States cities in the early twentieth century. The atlases show plats, some structures, streets, and railways around the city. Baist published atlases for Seattle in 1905, 1908, 1912, and 1920. The Seattle Public Library has digitized the 1905 map, which was consulted for this report (G. William Baist Company 1905).

5.1.4.2 Kroll Atlas Maps

The Kroll Map Company dates to the 1870s, making it one of the oldest businesses in the Seattle area. Kroll Maps document street grid, street name, parcel size, and general footprint and use of built environment resources (Kroll Map Company 1909 to 1947).

5.1.4.3 Sanborn Fire Insurance Maps

Sanborn Map Company was a publisher of detailed maps of more than 12,000 United States cities and towns in the nineteenth and twentieth centuries. Sanborn Fire Insurance Maps were originally created to allow fire insurance companies to assess their total liability in urbanized areas of the United States. Digital copies of the Sanborn Fire Insurance Maps were accessed via the Seattle Public Library (Sanborn Map Company 1905 to 1951).

5.1.4.4 United States Geological Survey Topographical Maps

The United States Geological Survey's topographical maps are general-use maps at medium scales that present elevations (contour lines), hydrography, geographic place-names, and a variety of cultural features. Historic topographic maps were originally published as paper documents in the period from 1884 to 2006 but are currently created from digital geographical information system databases. Historic topographic maps were accessed via the United States Geological Survey's topoView website (United States Geological Survey 1909, 2020).

5.1.5 Local Repositories

5.1.5.1 Pacific Coast Architecture Database

This Pacific Coast Architecture Database includes information on a range of buildings, architects, and architectural firms in California, Oregon, and Washington. It also highlights the work of landscape architects, engineers, urban planners, builders, and developers. The database provides bibliographic information for further research. It is a searchable, online database created in 2002 by Alan Michelson, and is now hosted by the University of Washington, Seattle.

5.1.5.2 Seattle Department of Neighborhoods

The Seattle Department of Neighborhoods provides information on locally designated landmarks, historic districts, and historic built environment resources surveys and context statements. The department has an online database, Seattle Historical Sites, that can be used to search by address, parcel number, or property attributes. If a property is in the database, it will provide a physical description, a property history, and a recommendation if the property qualifies as a historic property.

5.1.5.3 Seattle Public Library – Seattle Culture and Local History

The Seattle Room at Seattle Public Library contains documents, newspaper archives, and thousands of photographs of historic Seattle. It also contains city and street directories, maps, oral histories, unpublished manuscripts, and postcards from the early days of Seattle. Much of the collection is available online through the library's Special Collections Online website.

5.1.5.4 Washington State Archives – Puget Sound Regional Branch

When necessary for providing sufficient information to ascertain National Register eligibility, King County property record cards on file at the Washington State Archives Puget Sound Regional Branch were consulted. Property record cards generally contain the record of tax assessments, historic building photographs, and other pertinent building data between 1937 and 1972.

5.1.6 Miscellaneous Online Databases

5.1.6.1 Ancestry.com

Ancestry.com materials, including United States census records from 1790 to 1940 and city directories, were available through the Los Angeles Public Libraries.

5.1.6.2 Redfin.com

The Redfin.com website was used for photographs of buildings in the area of potential effects that were not accessible from the public right-of-way.

5.1.6.3 Zillow.com

The Zillow.com website was used for photographs of buildings in the area of potential effects that were not accessible from the public right-of-way.

5.2 Field Investigations

5.2.1 Archaeological Investigations

Due to the developed nature of the study area and intrusive nature of archaeological survey and testing, archaeological investigations will be phased to occur following right-of-entry permissions or property acquisition. At any time during any phase of planning and construction, if additional historic properties are identified, FTA will evaluate the project's effects on National Register-eligible properties and resolve any adverse effects per stipulations of the programmatic agreement developed for the project in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties.

5.2.1.1 Archaeological Monitoring of Geotechnical Boreholes

Archaeological investigation of the area of potential effects to date has been limited to the monitoring of geotechnical boreholes that are currently being conducted in support of project design. In 2019, a cultural resources assessment, monitoring, and inadvertent discovery plan (Bumback et al. 2019) was developed to coincide with the geotechnical investigation. While the geotechnical boring effort is ongoing, to date Sound Transit identified 36 geotechnical borehole locations throughout the West Seattle Link Extension project corridor. A total of 15 borings were monitored for archaeological resources.

To most effectively use the geotechnical work to help understand the archaeological environment for the project, the archaeological team conducted extensive background research to identify Archaeological Sensitivity Areas (see Section 8.3.1, Archaeological Sensitivity Area Study) throughout the project corridor. Some areas were defined as high-probability after reviewing geologic data, data on known archaeological sites and previous archaeological investigations in the area, the archaeological predictive model developed by the Washington State Department of Archaeology and Historic Preservation, ethnographic place name locations, United States government meander lines (as stipulated in City of Seattle code), and historical archives, maps, and records. By layering these data streams, the team identified the 15 borehole locations for archaeological monitoring in the project corridor.

5.2.1.2 Archaeological Survey and Inventory Plan

A Preliminary Archaeological Survey and Inventory Plan for the project was prepared in January 2020. The intent of the plan was to identify the archaeological field survey and recording strategy that would accompany the project through construction. The plan presents a phased approach to the archaeological investigation, timed to correspond with major milestones of project development and construction. The full text of the Preliminary Archaeological Survey and Inventory Plan for the project is presented in Attachment N.5D, Archaeological Survey and Inventory Plan (2020).

If, at any point during the project, additional testing or data recovery efforts are required, additional documents may be drafted and subject to coordination and review with FTA, Washington State Department of Archaeology and Historic Preservation, and participating Tribes. If additional historic properties are identified, FTA, in consultation with the State Historic Preservation Officer, affected Tribes, and other consulting parties, will follow protocols developed in the programmatic agreement to resolve adverse effects to historic resources. This document will also include an archaeological treatment plan that will provide steps and protocols for additional archaeological investigations through the completion of the construction.

5.2.1.3 Archaeological Sensitivity Areas

For this technical report, a study of Archaeological Sensitivity Areas was originally developed based on numerous factors including historical and geographic setting, previously identified archaeological resources, cultural resources studies, ethnographic information, and predictive modeling and was presented in Bumback et al. 2019. Each of these research streams was evaluated and the results combined to present a comprehensive profile of archaeological sensitivity and potential impacts as they relate to the project. The original list of Archaeological Sensitivity Areas has been updated with new information and several additional new areas have been designated. The complete list of Archaeological Sensitivity Areas appears in Attachment N.5E, Geotechnical Investigation, Cultural Assessment, and Inadvertent Discovery Plan (Sterner et al. 2023), as Appendix A.

5.2.1.4 Geoprobe Investigation Areas

Limited archaeological directed testing has occurred within the area of potential effects, in the Duwamish Segment. In 2022, four geoprobes were excavated at the direction of the archaeological team to define the boundaries of an archaeological site previously identified on the west side of the Duwamish Waterway channel. Geoprobe testing did not identify any remnants of the site.

5.2.1.5 Shovel Test Probe Investigation Areas

In addition to geoprobe investigations, several shovel test probe investigations were completed within the area of potential effects in the Duwamish Segment. In 2023, shovel testing was completed in coordination with archaeological monitoring of select geotechnical borings. Shovel test probes were excavated prior to drilling at three locations in the Pigeon Point area, west of the Duwamish Waterway. Shovel pit testing did not identify any archaeological materials.

5.2.2 Historic Built Environment Resource Investigations

To identify historic built environment resources that are potentially eligible for listing in the National Register, the survey process included preparation of Historic Property Inventory forms for all properties within the area of potential effects that are 50 years or older, based on National Register guidance. This analysis assumes 2030 as the year of action because it is expected that any potential direct impacts will have occurred by that point in construction. Based on this criterion, the inventory will consider all properties within the area of potential effects that were built in 1980 or earlier.

To identify known historic properties and/or designated Seattle landmarks within the area of potential effects, information was collected on the developmental history of the area, the historic districts, and the individual buildings, using the following sources:

- Federal, state, and local lists and nomination forms of identified historic properties, including the National Register, the Washington Heritage Register, online register lists for the King County Historic Preservation Program and the City of Seattle, and local landmark or historic designations.
- Various sources and databases, including those maintained by the Washington State Department of Archaeology and Historic Preservation and the City of Seattle regarding existing historic built environment resources in the area of potential effects, including historical maps, photographs, and local histories.
- Fire insurance maps, historical maps and photographs, and oral histories, including those on record with the University of Washington and public libraries.
- Mapping of buildings, structures, objects, and districts in the area of potential effects by construction date from city directories, building permit files, and County tax assessor records.

The inventory considered information for any properties that have been previously recorded in WISAARD.

To identify potential historic properties not yet identified, an extensive field survey was undertaken. The survey involved examining and photographing buildings and structures in the area of potential effects that were determined to have been built in or before 1980. Properties that were surveyed and inventoried over 5 years ago were photographed, and the Historic Property Inventory entries were updated and included in the survey. The following steps were taken to identify, evaluate, and record historic built environment resources:

- Construction dates were established using data from the King County Tax Assessor.
- A parcel-by-parcel pedestrian survey of properties in the area of potential effects and built in or before 1980 were conducted by architectural historians meeting the Secretary of the Interior's Professional Qualifications Standards.
- Each resource was visually evaluated, photographed from the public right-of-way, and noted for its character-defining features. When properties were inaccessible, Sound Transit requested right of entry. The following information was collected on each historic built environment resource:
  - The precise location
  - The architectural style (if identifiable)
  - The type and materials of distinctive features
  - The quantity and types of alterations
  - The overall physical integrity
  - The potential to contribute to a historic district

The Historic Property Inventory forms are recorded in WISAARD, project number 2019-02-01457.[3] The inventories were prepared using information on the physical description of each resource collected in the field. A Statement of Significance for each resource was prepared based on historic research of the history of the project vicinity and neighborhoods.

[3] Previous versions of this report provided a different WISAARD project number, 2018-08-06480. Please refer to the new project number, 2019-02-01457, for the most current project information.

To determine whether historic built environment resources are eligible for listing in the National Register, Sound Transit applied the criteria for evaluation, as documented in *National Park Service Bulletin 15: How to Apply the National Register Criteria for Evaluation* (National Park Service 1997).

According to the bulletin:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

Unless clearly identified as part of an eligible historic district, each property evaluation was considered a part of a potential historic district.

The National Register Bulletin 15 defines a district as an area that “possesses a significant concentration linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development” (National Park Service 1997). In addition to significance, potential historic districts must also retain integrity, meaning that “the majority of the components that make up the district’s historic character must possess integrity even if they are individually undistinguished” (National Park Service 1997).

The built environment within all segments of the area of potential effects has experienced a substantial amount of change and modern infill in the past several years. Many buildings within the area of potential effects have experienced varying levels of alteration throughout the recent years or have been entirely demolished. This greatly diminishes the potential for any eligible historic districts. Groups of related buildings that still share an aesthetic and/or historical significance may not retain enough integrity individually or collectively to be able to convey their significance as a potential district.

Section 106 requires the identification of historic properties listed or eligible for listing in the National Register that are in the area of potential effects. Senior historians completed the identification of historic properties by evaluating the surveyed properties in the area of potential effects in accordance with National Register evaluation criteria and made recommendations for eligibility for listing in the National Register on each property surveyed. National Register evaluation criteria are detailed in Section 2.1, Federal Laws and Authorities.

5.3 Historic Context and National Register of Historic Places Criterion A Eligibility Requirements

The Built Environment Inventory Plan (Attachment N.5C) includes the West Seattle and Ballard Link Extensions Historic Context and National Register of Historic Places Criterion A Eligibility Requirements document (Attachment N.5C1). As stated in Section 4.5, the FTA and Sound Transit developed this historic context to guide and standardize inventory and evaluation of

historic built environment resources, consistent with National Park Service Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service 1997) and *The Components of a Historic Context: A National Register White Paper* (Wyatt 2009).

The purpose of the document is to identify clear thresholds for evaluating historic resources under Criterion A. To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context, and it must retain historic integrity (National Park Service 1997:12).

Criterion A recognizes properties associated with single events, such as the founding of a town, or with a pattern of events, repeated activities, or historic trends, such as the gradual rise of a port city's prominence in trade and commerce. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city.

The Built Environment Inventory Plan also identified anticipated property types that would likely be National Register-eligible within the historic context. The context informed evaluation and potential National Register eligibility under Criteria B, C, and D, but eligibility under Criterion A on a local, state-wide, or national level is the focus of this document.

6 SECTION 106 CONSULTATION

FTA is consulting with the Washington State Historic Preservation Officer, Tribes, local jurisdictions, and other parties that meet conditions for consulting parties[4] as part of the Section 106 process.

Section 6.1 describes Section 106 consultation prior to publication of the WSBLE Draft EIS, and includes consultation related to historic properties in both the West Seattle and Ballard Link Extensions. Section 6.2 summarizes consultation subsequent to publication of the WSBLE Draft EIS and focuses on historic properties within the West Seattle Link Extension area of potential effects.

6.1 Section 106 Consultation Prior to Publication of the WSBLE Draft EIS

On February 2, 2018, FTA initiated government-to-government consultation with the federally recognized Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, and Confederated Tribes and Bands of the Yakama Nation. Later that month, Sound Transit began coordination with the non-federally recognized Duwamish Tribal Organization and Snohomish Tribe, and coordinated with staff members at the City of Seattle.

On February 25, 2019, FTA, in cooperation with Sound Transit, initiated Section 106 consultation with the State Historic Preservation Officer and the federally recognized Tribes listed above. Sound Transit also coordinated with the non-federally recognized Tribes. Letters were prepared and sent to the State Historic Preservation Officer and the Tribes that notified them of the undertaking, invited them to participate in the environmental review process, provided a scoping notice, and initiated Section 106 consultation (Attachment N.5F).

FTA, in cooperation with Sound Transit, solicited information from the Tribes about the presence of any known archaeological sites, Traditional Cultural Properties, and/or properties of religious and spiritual significance that could be affected by construction of the project. The area of potential effects and a draft Archaeological Survey and Inventory Plan were provided to the State Historic Preservation Officer and the Tribes on February 25, 2019, for review, and a Built Environment Inventory Plan was provided to the State Historic Preservation Officer for review on April 23, 2020. The Built Environment Inventory Plan is included in Attachment N.5C, and the Archaeological Survey and Inventory Plan is included in Attachment N.5D.

In addition to the State Historic Preservation Officer and the Tribes listed above, FTA, in cooperation with Sound Transit, consulted with the following parties:

- Alliance for Pioneer Square
- City of Seattle Historic Preservation Officer
- Historic Seattle
- Historic South Downtown Community Preservation and Development Authority
- King County Historic Preservation Program

[4] Code of Federal Regulations Title 36, Part 800.2(F)(5) defines additional consulting parties as "…individuals and organizations with a demonstrated interest in the undertaking may participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties."

- Martin Smith Inc.
- Seattle Chinatown International District Preservation and Development Authority
- Washington Trust for Historic Preservation
- InterIm CDA
- Southwest Seattle Historical Society

A meeting was held on March 30, 2021, to discuss project development and the area of potential effects, and further meetings and opportunities to consult are anticipated as the project advances.

FTA and Sound Transit continued to consult with the State Historic Preservation Officer, Tribes, and consulting parties, most recently on September 7, 2021 to solicit feedback on the revised area of potential effects and determinations of National Register eligibility of properties within the area of potential effects. As discussed in Section 3, the State Historic Preservation Officer provided conditional concurrence on the revised area of potential effects on October 5, 2021, "with the understanding that important additional information will be forthcoming (See Attachment N5.F)." Subsequently, the State Historic Preservation Officer, FTA, and Sound Transit met on November 18, 2021, to discuss conditional concurrence and area of potential effects concerns voiced by consulting parties and the State Historic Preservation Officer. On November 9, 2021, the State Historic Preservation Officer concurred with FTA's determinations of National Register eligibility for all but 26 resources.

Table 6-1 lists the letters regarding Section 106 consultation. Copies of the letters are included in Attachment N.5F.

6.2 WSBLE Draft EIS Comment Period Comments

During the WSBLE Draft EIS comment period (January 28 through April 28, 2022), Sound Transit received comments from Section 106 consulting parties regarding historic properties within the project areas of potential effects. Also during the comment period the public was afforded an opportunity to provide comments on historic properties and eligibility determinations pursuant to Code of Federal Regulations Title 36, Part 800.8(c)(1)(iii). Sound Transit and FTA received comments from the following consulting parties during this period:

- Alliance for Pioneer Square (multiple dates)
- Seattle Chinatown International District Preservation and Development Authority (April 25, 2022)
- Wing Luke Museum (April 26, 2022)
- Historic South Downtown (April 26, 2022)
- Martin Smith Inc. (April 27, 2022)
- Washington State Department of Archaeology and Historic Preservation (April 27, 2022)
- Historic Seattle (April 28, 2022)
- The Washington Trust for Historic Preservation (April 28, 2022)
- City of Seattle (April 28, 2022)

In addition, Sound Transit coordinated with Section 106 consulting parties in a meeting on April 5, 2022, to discuss the WSBLE Draft EIS to review historic property documentation in the document, discuss methods for National Register of Historic Places eligibility determinations, and methods for Section 106 effects determinations.

Copies of the WSLBE Draft EIS comment period comment letters provided by Section 106 consulting parties are included in Attachment N.5F.

Although a variety of comments were transmitted in the letters and meeting, many of the comments were related to resources, including the Seattle Chinatown and the Pioneer Square-Skid Road National Historic Districts, that are entirely within the Ballard Link Extension area of potential effects. They will be addressed as part of Section 106 consultation associated with the Ballard Link Extension Draft and Final EISs. Please see Appendix O.1, WSBLE Draft EIS Comment Summary, for a summary of comments received during the Draft EIS comment period. This summary also includes summaries of letters from consulting parties.

6.3 Section 106 Consultation Subsequent to the WSBLE Draft EIS Comment Period

In a July 10, 2023, letter to the State Historic Preservation Officer, Tribes, and consulting parties, Sound Transit shared the decision that the environmental review process for the two link light rail extensions (West Seattle Link Extension and Ballard Link Extension) would continue separately. The two projects have different opening dates, and they will ultimately function as separate lines, with the West Seattle Link Extension connecting to Everett and the Ballard Link Extension connecting to Tacoma. The two projects are also now on different schedules for completion of environmental review.

FTA, in coordination with Sound Transit, consulted the State Historic Preservation Officer, Tribes, and consulting parties on August 2, 2023, to solicit feedback on the revised area of potential effects, which removes the Ballard Link Extension and incorporates areas where new design elements have been identified for the West Seattle Link Extension Project. In addition, FTA invited consulting parties to confirm their interest in continuing as Section 106 consulting parties for the West Seattle Link Extension Project, as redefined. The following consulting parties expressed an interest to continue participating in the Section 106 process:

- Alliance for Pioneer Square
- City of Seattle Historic Preservation Officer
- Washington Trust for Historic Preservation

In addition, invitations to consult were sent to other interested and affected parties within the revised area of potential effects.

As discussed in Section 3, Area of Potential Effects, as project design is advanced, FTA continues to consult with the State Historic Preservation Officer, Tribes, and consulting parties. In a letter dated August 14, 2023, the State Historic Preservation Officer concurred with the revised area of potential effects. As of September 6, 2023, the City of Seattle Historic Preservation Officer and the Suquamish Indian Tribe of the Port Madison Reservation have also concurred with the area of potential effects.

Sound Transit, in coordination with FTA, held regular (approximately semi-monthly) meetings with Section 106 consulting parties starting in January 2024 to discuss the project and its potential effects to historic properties. See Table 6-1 for specific meeting dates and discussion topics.

As discussed in Sections 9 and 10 of this report, FTA, in letters to Section 106 consulting parties and Tribes dated March 18, 2024, and a letter to the State Historic Preservation offer dated March 22, 2024, made determinations of National Register eligibility for historic built environment properties newly identified within the revised project area of potential effects. In that same correspondence, FTA determined that the preferred alternative would adversely affect historic properties, and noted which specific historic properties would be affected. The State Historic Preservation Officer concurred with these determinations on April 16, 2024.

On June 28, 2024, FTA notified the Advisory Council on Historic Preservation (Advisory Council) that the West Seattle Link Extension Project will have an adverse effect on historic properties and invited the Advisory Council on Historic Preservation to participate in the Section 106 consultation process and development of the programmatic agreement for the project. In a letter to FTA dated July 15, 2024, the Advisory Council acknowledged the notification and declined to participate in the consultation to resolve adverse effects.

Table 6-1. Section 106 Consultation

Date	Format	From	To	Description
February 5, 2018	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Initiation of government-to-government consultation
February 6, 2018	Letter	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Invitation to participate in SEPA early scoping
February 8, 2018	Email	Snoqualmie Indian Tribe	FTA	Letter indicating cultural resources concern and requesting cultural resources survey
February 12, 2018	Email	Sound Transit	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Invitation to participate in SEPA early scoping
February 14, 2019	Letter	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Scoping notification and invitation to participate in the environmental review process
February 15, 2019	Email	Sound Transit	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Transmittal of SEPA Determination of Significance and scoping meeting invitation
February 25, 2019	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Section 106 initiation and invitation to participate in environmental review process
March 5, 2019	Email/ Form	The State Historic Preservation Officer	FTA	Participating agency acceptance letter

Date	Format	From	To	Description
May 10, 2019	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Transmittal of Agency Coordination Plan and request for concurrence with proposed schedule
May 10, 2019	Email	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Transmittal of Agency Coordination Plan and request for concurrence with proposed schedule
May 21, 2019	Letter	The State Historic Preservation Officer	FTA	Concurrence with schedule proposed in the Agency Coordination Plan
July 23, 2019	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Request for concurrence with area of potential effects and No Adverse Effects determination for geotechnical investigation
July 24, 2019	Email	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Request for concurrence with area of potential effects and No Adverse Effects determination for geotechnical investigation
August 9, 2019	Letter	The State Historic Preservation Officer	FTA	Area of potential effects and No Adverse Effects determination concurrence for geotechnical investigation
September 9, 2019	Letter	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe, the State Historic Preservation Officer	Request for EIS methodology review
September 10, 2019	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Request for EIS methodology review
September 26, 2019	Letter	The State Historic Preservation Officer	Sound Transit	EIS methodology comment letter
February 12, 2020	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Request for comments on area of potential effects and Archaeological Survey and Inventory Plan

Date	Format	From	To	Description
February 20, 2020	Letter	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Request for comments on area of potential effects and Archaeological Survey and Inventory Plan
February 25, 2020	Letter	The State Historic Preservation Officer	FTA	Area of potential effects concurrence and archaeological inventory methodology comments
April 21, 2020	Email	FTA	The State Historic Preservation Officer	Transmittal on the Built Environment Inventory Plan
April 23, 2020	Email	The State Historic Preservation Officer	FTA	Concurrence with Built Environment Inventory Plan
August 31, 2020	Letter	FTA	Freeway Park Association, City of Seattle Historic Preservation Office, Martin Smith Inc., Alliance for Pioneer Square King County Historic Preservation Program, Historic Seattle, Historic South Downtown Community Preservation and Development Authority, Washington Trust for Historic Preservation, Seattle Center, Seattle Chinatown International District Preservation and Development Authority,	Section 106 consulting party invitation and area of potential effects map
September 14, 2020	Email	City Historic Preservation Officer	FTA	Consulting party acceptance letter and FTA response
September 23, 2020	Email	Historic Seattle	FTA	Consulting party acceptance letter
September 24, 2020	Email	Washington Trust for Historic Preservation	FTA	Consulting party acceptance letter
September 29, 2020	Email	Alliance for Pioneer Square	FTA	Consulting party acceptance letter and comment on area of potential effects
September 29, 2020	Email	Seattle Chinatown International District Preservation & Development Authority	FTA	Consulting party acceptance letter and comment on area of potential effects
September 29, 2020	Letter	Historic South Downtown Community Preservation and Development Authority	FTA	Consulting party acceptance letter and comment on area of potential effects
September 30, 2020	Email	Martin Smith Inc.	FTA	Consulting party acceptance letter and comment on area of potential effects

Date	Format	From	To	Description
December 7, 2020	Letter	FTA	Southwest Seattle Historical Society, Interlm CDA	Section 106 consulting party invitation
December 21, 2020	Letter	Interlm CDA	FTA	Consulting party acceptance letter and comment on area of potential effects
December 29, 2020	Email	Southwest Seattle Historical Society	FTA	Consulting party acceptance letter
March 22, 2021	Email	FTA	City Historic Preservation Officer, Historic Seattle, Historic South Downtown Community Preservation and Development Authority, Interlm CDA, King County Historic Preservation Program, Martin Smith Inc., Alliance for Pioneer Square, Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	N.H.P.A. Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
March 22, 2021	Email	FTA	The State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	N.H.P.A. Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
March 25, 2021	Letter	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, Interlm CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation, The State Historic Preservation Officer	N.H.P.A. Section 106 Area of Potential Effects Amendment
March 25, 2021	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	N.H.P.A. Section 106 Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft EIS
March 26, 2021	Letter	The State Historic Preservation Officer	FTA	Area of potential effects concurrence

Date	Format	From	To	Description
March 30, 2021	Letter	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	N.H.P.A. Section 106 Area of Potential Effects, Cultural Resources Technical Report, Agency and Tribal Coordination plan, and National Environmental Policy Act, Administrative Draft EIS Methodologies
April 30, 2021	Letter	InterIm CDA	FTA	Section 106 Consultation Comments
September 3, 2021	Letter	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	N.H.P.A. Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
September 7, 2021	Letter	FTA	The State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	N.H.P.A. Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
September 20, 2021	Email	Sound Transit	Duwamish Tribal Organization	N.H.P.A. Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
September 27, 2021	Email	Duwamish Tribal Organization	Sound Transit	Area of Potential Effects Amendments and National Register Eligibility Determinations
October 5, 2021	Letter	The State Historic Preservation Officer	FTA	Revised area of potential effects comments
October 6, 2021	Email	City Historic Preservation Officer	FTA	N.H.P.A. Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
October 6, 2021	Letter	Alliance for Pioneer Square	FTA	N.H.P.A. Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
October 6, 2021	Letter	Historic South Downtown Community Preservation and Development Authority	FTA	N.H.P.A. Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations

Date	Format	From	To	Description
October 7, 2021	Letter	Martin Smith Inc.	FTA	N.H.P.A. Section 106 Area of Potential Effects Amendment and National Register Eligibility Determinations
November 9, 2021	Letter	The State Historic Preservation Officer	FTA	National Register Eligibility Determinations
Various dates	Letter	Alliance for Pioneer Square	Sound Transit	Comments on WSBLE Draft EIS
April 5, 2022	Meeting	Sound Transit	All Consulting Parties	WSBLE Section 106 Consulting Parties Draft EIS Briefing
April 25, 2022	Letter	Seattle Chinatown International District Preservation & Development Authority	Sound Transit	Comments on WSBLE Draft EIS
April 26, 2022	Letter	Wing Luke Museum	Sound Transit	Comments on WSBLE Draft EIS
April 26, 2022	Letter	Historic South Downtown Community Preservation and Development Authority	Sound Transit	Comments on WSBLE Draft EIS
April 27, 2022	Letter	Martin Smith Inc	Sound Transit	Comments on WSBLE Draft EIS
April 27, 2022	Email	The State Historic Preservation Officer	FTA	Comments on WSBLE Draft EIS
April 28, 2022	Letter	Historic Seattle	Sound Transit	Comments on WSBLE Draft EIS
April 28, 2022	Letter	Washington Trust for Historic Preservation	Sound Transit	Comments on WSBLE Draft EIS
April 28, 2022	Letter	City of Seattle	Sound Transit	Comments on WSBLE Draft EIS
January 23, 2023	Meeting	Sound Transit	State Historic Preservation Officer	WSBLE project overview
April 13, 2023	Email	Historic Seattle	Sound Transit	Update on Section 106 process following Draft EIS publication
April 26, 2023	Email	FTA	Historic Seattle	Update on Section 106 process following Draft EIS publication

Date	Format	From	To	Description
July 10, 2023	Letter	Sound Transit	The State Historic Preservation Officer, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Duwamish Tribe, Snohomish Tribe	Announce decision to separate the environmental review processes for the two Link extensions
July 10, 2023	Letter	Sound Transit	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation, Seattle Center Redevelopment Office	Announce decision to separate the environmental review processes for the two Link extensions
August 2, 2023	Letter	FTA	The State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	N.H.P.A. Section 106 Area of Potential Effects amendment, removing the Ballard Link Extension
August 2, 2023	Letter	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Center Redevelopment Office, Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	N.H.P.A. Section 106 Area of Potential Effects amendment, removing the Ballard Link Extension and invitation to confirm interest in Section 106 consultation for the West Seattle Link Extension Project.
August 14, 2023	Letter	The State Historic Preservation Officer	FTA	Concurrence on revised area of potential effects.
August 21 and 31, 2023	Email	City Historic Preservation Officer	FTA	Indicated interest in remaining a Consulting Party, and no comment on area of potential effects.
September 5-13, 2023	Letter	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Request for comments on area of potential effects
September 5, 2023	Email	Suquamish Indian Tribe of the Port Madison Reservation	FTA	Concurrence on area of potential effects

Date	Format	From	To	Description
September 11, 2023	Email	Alliance for Pioneer Square	FTA	Indicated interest in remaining a Consulting Party
September 19, 2023	Email	FTA	Washington Trust for Historic Preservation, Seattle Center Redevelopment Office, Southwest Seattle Historical Society, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation & Development Authority, Historic South Downtown Community Preservation and Development Authority, Interlm CDA, Historic Seattle	Requested interest in remaining a Consulting Party for WSLE
September 19, 2023	Email	Seattle Center	FTA	No longer interested in remaining a Consulting Party for WSLE
October 10, 2023	Email	Washington Trust for Historic Preservation	FTA	Indicated interest in remaining a Consulting Party
October 27, 2023	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation	West Seattle Link Extension Briefing with the Suquamish Tribe
October 31, 2023	Meeting	Stillaguamish Tribe of Indians of Washington	Sound Transit	Stillaguamish Tribal Meeting and tour of Stillaguamish facility
November 2, 2023	Meeting	Sound Transit (FTA present)	Muckleshoot Indian Tribe	West Seattle Link Extension Briefing with the Muckleshoot Indian Tribe
December 11, 2023	Meeting	Sound Transit (FTA present)	The State Historic Preservation Officer (staff)	West Seattle Link Extension National Register Eligibility Consultation Record to discuss five non-concurrence properties with the State Historic Preservation Officer and FTA
December 12, 2023	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	Section 106 process briefing
December 14, 2023	Meeting	Sound Transit (FTA present)	Muckleshoot Indian Tribe	Discussed archaeology focused on Pigeon Point

Date	Format	From	To	Description
December 18, 2023	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 consulting parties briefing
December 19, 2023	Meeting	Sound Transit	Suquamish Indian Tribe of the Port Madison Reservation	Discussed meetings for 2024, Section 106 logistics
January 5, 2024	Meeting	Sound Transit (FTA present)	The State Historic Preservation Officer (staff)	West Seattle Link Extension National Register Eligibility Consultation Record to discuss two remaining non-concurrence properties with the State Historic Preservation Officer and FTA
January 7, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting
January 17, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Eligibility and Effects Overview
February 13, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 1
February 23, 2024	Meeting	Sound Transit (FTA present)	Muckleshoot Indian Tribe	Site visit to Pigeon Point to discuss project impacts

Date	Format	From	To	Description
February 27, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 2
March 14, 2024	Meeting	Sound Transit (FTA present)	Muckleshoot Indian Tribe	West Seattle Link Extension consultation – discussed agreement pathways
March 18, 2024	Letter	FTA	City Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Eligibility and Effects Determination
March 22, 2024	Letter	FTA	The State Historic Preservation Officer	West Seattle Link Extension Section 106 Eligibility and Effects Determination
March 25, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	Discussed goals of West Seattle Link Extension consulting party meeting series, project approach, and archaeology approach
March 26, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Office, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 3
March 28, 2024	Meeting	Sound Transit (FTA present)	Muckleshoot Indian Tribe	Duwamish Crossing – discussion during meeting focused on importance of education on Muckleshoot history and environment, mitigation opportunities and agreement progress
March 28, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation	Presented updated information on barge use for the Duwamish crossing

Date	Format	From	To	Description
April 8, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series – Approach to archaeology, investigation to date, treatment plan update
April 9, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Office, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 4
April 11, 2024	Letter	The State Historic Preservation Officer	FTA	West Seattle Link Extension Project Section 106 Consultation – Determination of Eligibility and Effects letter (2019-02-01457)
April 12, 2024	Email	The State Historic Preservation Officer (staff)	FTA	Notice that the 2018 and 2019 projects were merged in WISAARD, and that the West Seattle Link Extension project now is under the WISAARD project number 2019-02-01457
April 16, 2024	Letter	The State Historic Preservation Officer	FTA	Revised – West Seattle Link Extension Project Section 106 Consultation – Determination of Eligibility and Effects letter (2019-02-01457)
April 16, 2024	Email	Suquamish Indian Tribe of the Port Madison Reservation	FTA	Concurrence with FTA's Finding of Effect (Adverse Effect to Historic Properties). Also, request for correction be made to the West Seattle Link Extension Historic and Archaeological Resources Technical Report in Section 4.4 Ethnographic Context on page 4-6, where Chief Seattle is referred to as Duwamish only. Request for correction to reference Chief Seattle as Duwamish and Suquamish.
April 17, 2024	Letter	Duwamish Tribe	Sound Transit	Comments on West Seattle Link Extension project

Date	Format	From	To	Description
April 18, 2024	Letter	City Historic Preservation Officer	FTA	Noted "general" concurrence on area of potential effects, National Register eligibility, and effects, Requested additional information regarding impacts to Fire Station 14 and statement that effects to properties whose National Register eligibility had not yet been concurred on could not be assessed for effects.
April 22, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series – Discussed ground disturbance
April 23, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Office, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 5
May 9, 2024	Meeting	Sound Transit (FTA present)	Muckleshoot Indian Tribe	Discussion on mitigation for West Seattle Link Extension
May 13, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series
May 14, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 6

Date	Format	From	To	Description
May 28, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 7
May 28, 2024	Letter	FTA	3633 LLC, Buffalo Industries Inc., Charles and Gail Irish, Betty Lindmark, Marilyn Kennel and Alan McMurray, Nesor Investment Co., Quad-Mac LLC, Redwall LLC, Riverside Mill LLC, TCMM LLC	Invitation to to participate as a consulting party under Section 106 of the NRHP for the Sound Transit West Seattle Link Extension Project for individual property owners with properties adversely affected by preferred alternative
June 7, 2024	Email	Colleen Raymond (TCMM LLC)	FTA	Accepting invitation to participate as consulting party in Section 106 for West Seattle Link Extension
June 10, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series
June 11, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 8
June 11, 2024	Email	Alan McMurray (Cettolin House)	FTA	Accepting invitation to participate as consulting party in Section 106 for West Seattle Link Extension
June 12, 2024	Phone Call	Charles Irish	FTA	Phone call from individual consulting party wanting more information on the Section 106 process
June 20, 2024	Email	Daniel O'Malley (Redwall LLC)	FTA	Accepting invitation to participate as consulting party in Section 106 for West Seattle Link Extension

Date	Format	From	To	Description
June 24, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series
June 25, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 9
June 28, 2024	Email	FTA	Advisory Council on Historic Preservation	Invitation to participate in the Section 106 consultation process and development of the Programmatic Agreement for the West Seattle Link Extension Project.
July 3, 2024	Email	Sound Transit	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Draft Programmatic Agreement sent to consulting parties for review and comment by July 19, 2024
July 8, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series – Review of Programmatic Agreement Draft 1
July 9, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 10 – Review of Programmatic Agreement Draft 1

Date	Format	From	To	Description
July 15, 2024	Letter	Advisory Council on Historic Preservation	FTA	Declining to participate in the West Seattle Link Extension Section 106 consultation to resolve adverse effects.
July 18, 2024	Email	Sound Transit	Charles Irish	Follow up email (after phone call) to confirm Sound Transit's error in identifying Mr. Irish's property as being adversely affected by the West Seattle Link Extension Preferred Alternative. It will not be adversely affected by the Preferred Alternative, and thus Mr. Irish would not be considered a consulting party for Section 106 consultation.
July 18, 2024	Email	Muckleshoot Indian Tribe	Sound Transit	Comments on the West Seattle Link Extension Draft 1 Programmatic Agreement
July 18, 2024	Email	City Historic Preservation Officer	Sound Transit	Comments on the West Seattle Link Extension Draft 1 Programmatic Agreement
July 19, 2024	Email	Suquamish Indian Tribe of the Port Madison Reservation	Sound Transit	Comments on the West Seattle Link Extension Draft 1 Programmatic Agreement
July 19, 2024	Letter	State Historic Preservation Officer	Sound Transit	Comments on the West Seattle Link Extension Draft 1 Programmatic Agreement
July 22, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series – Review of comments on Programmatic Agreement Draft 1 from Tribes
July 23, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 11 - Review of comments on Programmatic Agreement Draft 1 from Consulting Parties

Date	Format	From	To	Description
August 8, 2024	Meeting	Sound Transit (FTA present)	Marilyn Kennell, Alan T McMurray, Colleen Raymond, Daniel O'Malley	West Seattle Link Extension Section 106 Consulting Party Orientation
August 12, 2024	Meeting	Sound Transit (FTA present)	Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Snoqualmie Tribe, Tulalip Tribes, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe	West Seattle Link Extension Section 106 Tribes Biweekly Meeting Series – Review of Draft 2 of Programmatic Agreement
August 13, 2024	Meeting	Sound Transit (FTA present)	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Consulting Parties Biweekly Meeting Series – Meeting 12 – Review of Draft 2 Programmatic Agreement

N.H.P.A. = National Historic Preservation Act

7 ARCHAEOLOGICAL RECORDS SEARCH

7.1 WISAARD Records

A records search was conducted using the Washington State Department of Archaeology and Historic Preservation's WISAARD system to identify known archaeological sites as well as previously completed cultural resources studies within the desktop research area. The search results are described in Section 7.2, Previous Archaeological Studies.

The historic resources team also conducted a search on WISAARD for historic built environment resources listed or eligible for listing in the National Register. The search results, along with the results of the field investigations, are presented in Section 9. All records searches were completed by June 2023.

As shown in Table 7-1, there are 10 previously identified archaeological sites currently known within the desktop research area, which contains the area of potential effects, for the project. Four archaeological resources (45KI688, 45KI529, 45KI530 and 45KI1353) fall within the area of potential effects, all within the Duwamish Segment, and are discussed below. The remaining archaeological sites fall within the desktop research area and would not have potential construction or operational impacts. However, their location in the vicinity may be used to understand additional resource types that may be encountered during archaeological investigations for the project.

7.1.1 45KI688

Recorded in 2003, archaeological site 45KI688 is a few blocks west of Interstate 5 in SODO. The site consists of a thick deposit of historical-period refuse. The location, ages, and character of the artifacts correspond closely to documentary evidence for the Seattle Industrial District Dump (Bishop and Turnberg 1984). The site was first identified as part of the Sound Transit Central Link Light Rail project and was determined to be not eligible for listing in the National Register by the State Historic Preservation Officer in November 2003.

7.1.2 45KI529 and 45KI530

Archaeological sites 45KI529 and 45KI530 represent two manifestations of a single, ongoing historical event along Spokane Street beneath the Spokane Street Viaduct. Both sites were first identified in 2002 and subsequently tested as part of the Spokane Street Viaduct Widening project. The sites likely represent materials associated with the Jackson Street Regrade project as well as dredge spoils from the Duwamish Waterway in the late nineteenth and early twentieth centuries. Fill material was needed to raise the grade of the tidal zone and stabilize the landform for further development. The State Historic Preservation Officer concurred with the Federal Highway Administration in 2006 that 45KI529 and 45KI530 were not eligible for listing in the National Register.

Table 7-1. Previously Recorded Archaeological Sites (East to West)

Site Number	Site Type	Brief Description	National Register Eligibility Determination	Segment	Within Area of Potential Effect?
45KI688	Historic landfill	Seattle Industrial District Landfill.	Not eligible	Duwamish	Yes
45KI1425	Historic utility	Portion of wooden water pipe.	Not eligible	Duwamish	No
45KI722	Historic transportation	Abandoned segment of Columbia & Puget Sound railroad grade.	Not contributing	Duwamish	No
45KI529	Historic landfill	South Spokane Street dump #2.	Not eligible	Duwamish	Yes
45KI530	Historic landfill	South Spokane Street dump #1.	Not eligible	Duwamish	Yes
45KI1346	Isolate	Single precontact lithic flake identified in geoprobe.	Not evaluated	Duwamish	No
45KI52	Precontact village site	Identified on 1894 Seattle map. Not archaeologically verified.	Not evaluated	Duwamish	No
45KI1353	Precontact shell midden	Burned bone and shell fragments identified in geotechnical borings excavated in 1985.	Not evaluated	Duwamish	Yes
45KI1186	Historic residential structure	Residential structure demolition debris.	Not evaluated	West Seattle Junction	No
45KI1187	Historic residential structure	Residential structure demolition debris.	Not evaluated	West Seattle Junction	No

7.1.3 45KI1353

Although not officially recorded as an archaeological site until 2017 (Lockwood 2017), 45KI1353 was first identified by Hal Kennedy in 1985. At that time, Kennedy observed what appeared to be midden soils and possible archaeological deposits in two geotechnical boreholes being conducted along Southwest Marginal Place. Included in the sample were shell fragments, fish and mammal bones, fire-cracked rock, charcoal, and a single lithic flake. Originally, Kennedy assumed a possible association between these materials and 45KI52, a reported precontact ethnographic site approximately 200 meters to the southeast. While Kennedy did not formally record the site at the time, Dr. Christopher Lockwood codified Kennedy's findings in an archaeological site form in 2017 at the request of the Washington State Department of Archaeology and Historic Preservation. Archaeological site 45KI1353 may or may not be an extension of 45KI52, but because the location or physical existence of 45KI52 has never been field-verified, Kennedy's find was given a new and unique site number. The eligibility for listing on the National Register for 45KI1353 has not yet been determined.

7.2 Previous Archaeological Studies

To develop a more robust understanding of the rich cultural history (both precontact and historical-period) a review of archaeological reports and associated literature regarding cultural resources studies was completed within the desktop research area. Table 7-2 lists the cultural resources surveys that have been conducted within the desktop research area for the West Seattle Link Extension as of February 2023.

The majority of the 19 cultural resources studies identify historical-period resources, with only a handful identifying precontact cultural components within the desktop research area. While none of the 19 studies cover the entire area of potential effects for the project, they represent a major contribution to the archaeological and historic context of the project vicinity by a number of different cultural resource management firms and transportation agencies.

Table 7-2. Previous Cultural Resource Investigations within the Desktop Research Area (Generally East to West)

National Archaeological Database	Author(s)	Date	Title	Within Area of Potential Effect?
1686058	Gunn, Kenny	2015	SC 35 Alaska Junction Telecommunications Facility, 4545 Fauntleroy Way Southwest, Seattle	No
1348205	Earley, Amber	2006	Cultural Resources Assessment of the Duwamish Bikeway Project, Seattle	No
1681488	Berger, Margaret	2011	Cultural Resources Assessment of the Duwamish River Habitat Restoration Program	Yes
1339785	Robbins, Jeffrey R.	1998	Seaboard Lumber Aquatic Restoration Project Seattle, Cultural Resource Assessment	No
1339757	Robbins, Jeffrey R.	1996	Cultural Resource Monitoring Alki Transfer/Combined Sewer Overflow Facilities Project West Seattle Tunnel	No

National Archaeological Database	Author(s)	Date	Title	Within Area of Potential Effect?
1339794	Robbins, Jeffrey R.	1998	Cultural Resources Monitoring Alki Transfer/CSO Facilities	Yes
1343250	The Johnson Partnership	2004	East Marginal Way Grade Separation Project, Cultural Resources Analysis for National Historic Preservation Act Section 106 Review, Includes Addendum to Report	No
1680161	Chidley, Michael	2011	Cultural Resources Assessment for the State Route 99 Spokane Street Overcrossing Project, King County, Washington	No
1680716	Bartoy, Kevin	2011	State Route 99 South Hudson Street to Ward Street Automated Viaduct Closure Gates Project, Results of Monitoring Program No Adverse Effect	No
1694915	Bush, Kelly	2020	Archaeological Investigation for the East Marginal Way Corridor Design Improvement Project	Yes
1348804	Gillis, Nicole	2005	SR 99 Alaskan Way & Seawall Replacement Project, Archaeological Monitoring and Review of Geotechnical Borings from South Spokane Street to Battery Street Tunnel	No
1346259	Cole, Stephen C.	2005	Revised Archaeological Monitoring of Construction Excavations in the Spokane Street Viaduct Project, Utilities Relocation Phase (Contract 3), Seattle	Yes
1681221	Robbins, Jeffrey, and Lynn L. Larson	1995	South Spokane Street Viaduct Widening Project Cultural Resource Assessment Seattle, Washington – Final Report	No
1685046	Stevenson, Alex	2014	Archaeological Inventory for the South Spokane Street at Interstate 5 Seismic Backbone Project for Seattle Public Utilities, City of Seattle	No
1691484	Shong, Michael	2017	Spokane Backbone Seismic Upgrade Project – Archaeological Monitoring	No
1688116	Valentino, Alicia	2016	Results of Archaeological Monitoring, Sound Transit University Link Light Rail Maintenance of Way Building Project (U810), Seattle, King County, Washington	No
1689038	Valentino, Alicia	2017	South Lander Street Grade Separation Project, Cultural Resources Assessment	No
1339836	Courtois, Shirley	1999	Central Link Rail Transit Project Historic and Prehistoric Archaeological Sites Historic Resources Native American Traditional Cultural Properties Paleontological Sites	No
1339816	Courtois, Shirley	1999	Sound Transit Central Link Light Rail EIS Historic and Archaeological Resources Technical Report	No

8 ARCHAEOLOGICAL RESEARCH DESIGN

The results of the background research were used to establish a framework for the archaeological expectations for the project. Expectations for where archaeological deposits could potentially be identified are based on environmental data and the relationship of that data to an understanding of human behavior. Precontact human habitation was dependent on the availability of water and the ease with which resources could be procured and transported. With a change in precontact resource exploitation towards littoral environments and coastal habitats coinciding with the Early Pacific period, habitation areas were increasingly along coastal, river and lake margins. During the historic period, landscape modification methods, including the removal of sediment and filling of topographical depressions, have a unique effect on archaeological site preservation and visibility. By understanding these effects, expectations about archaeological potential can be generated and subsequently used to inform archaeological resource location and identification. Sections 8.1, Precontact and Ethnographic Archaeology, and 8.2, Historical-period Archaeology, examine the geologic, geomorphic, and cultural behaviors presented in Section 4, Environmental and Cultural Context, and focus on the desktop research area to help better understand archaeological expectations.

8.1 Precontact and Ethnographic Archaeology

The majority of the project corridor crosses areas composed of glacial till and outwash deposited by the Puget lobe of the Cordilleran ice sheet during the late Pleistocene (Troost et al. 2005). Glacial till is an unconsolidated (poorly sorted and unstratified) mix of sediments deposited along glacial margins. Glacial outwash is composed of laminated and interbedded sands and gravels, carried and deposited by glacial meltwater (Troost et al. 2005). The formation of these landforms occurred between 17,400 and 16,400 years ago, during the late Pleistocene (Troost et al. 2005) and represented a period in which there was no opportunity for human occupation. Because human occupation of the land surface could only occur after the formation of these landforms (i.e., after 16,400 years ago), the physical remains of these activities would be on the ground surface of these landforms.

Portions of the project corridor occur in areas mapped as Holocene tidal flats, described as silt and sand containing some shells that were historically exposed along broad coastal benches at low tide but are now covered with artificial fill (Troost et al. 2005). The most extensive area of tidal flats crossed by the alignment occurs along the Duwamish Waterway. Lesser areas mapped as Holocene alluvium occur along the lower Duwamish, where alluvial deposits are buried by historic fill (Troost et al. 2005). While the Holocene tidal flat deposits are of the appropriate age to contain precontact archaeological deposits, these deposits accumulated in an environment that was frequently inundated. Therefore, while precontact human groups may have used these areas for limited activities (i.e., resource procurement and or processing), the archaeological deposits resulting from these activities would be limited in extent and the likelihood of encountering them is low. Areas of high archaeological sensitivity in these deposits are considered to be limited to locations of ethnographic place names, ethnographic village sites, and water-related places. However, most if not all of these locations have been severely affected by historical and recent fill events.

The Seattle area landscape has undergone extensive modification since the first Euroamerican settlements were established in the area (Benoit 1979, Huber et al. 2010, Williams 2015). As mentioned above, widespread landscape modification can dramatically affect archaeological resources that may remain in the area of potential effects. By understanding these effects,

expectations about archaeological potential can be generated for developed areas and then used to assess the potential for archaeological deposits to be present within the project corridor.

From 1898 to 1931, the Seattle Engineering Department undertook nearly 60 projects to alter Seattle's topography (Klingle 2001). The three projects relevant to the project footprint are the Jackson Street Regrade, Duwamish Waterway, and Beacon Hill South Canal projects.

The Jackson Street Regrade, which occurred between 1907 and 1910, removed hills as high as 85 feet from west to east along Jackson Street, sluicing the material to fill the adjacent Elliott Bay tidal flats.

The Duwamish Waterway excavation included the dredging of two parallel canals, the west and east, running north to south within the Duwamish River delta. The East Waterway was the first to be excavated starting in 1895. The East Waterway would not be completed until 1904, when the West Waterway excavation promptly began. By project end, several million cubic yards of bay sediments were spread across the Duwamish River tideflats, which created hundreds of acres of new land (Williams 2015).

The Beacon Hill South Canal project began in 1901 as one of Seattle's most prominent engineers Eugene Semple and his contractors schemed to cut a 300-foot-deep waterway connecting Elliott Bay with Lake Washington. While the plan never fully came to fruition, seven blocks from the base to toe of Beacon Hill were removed by water cannon and sluiced across the Duwamish River tideflats. By the project's end 3 years later, approximately 52 acres of the former tideflats were filled (Williams 2015).

Predicting the location of precontact archaeological remains throughout the project corridor is relatively straightforward. Ethnographic and archaeological data suggest that for the last few thousand years, precontact native inhabitants were congregating predominantly along coastal, river, and lake margins. With much of the current study area traversing historically tidal areas (that were filled during the early historic period) and upland settings (in the case of much of West Seattle), the opportunity to identify landforms that might have resembled what was present 200 to several thousand years ago is minimal. The locations that most closely resemble historical landforms remain at the northern terminus of the project corridor as well as around the Duwamish Waterway. These areas retain the highest likelihood of encountering precontact archaeological remains within the project corridor.

8.2 Historical-period Archaeology

Historical-period archaeological sensitivity in an urban area is based on knowledge of the spatial organization of historic parcels, understanding the types of activities that result in the deposition of material artifacts, and identification of deposits that typically retain the data potential to address important research questions. Recognizing these variables results in specific expectations regarding the areas in which important archaeological data may occur within the project corridor. Within an individual parcel along the project corridor, for example, target areas could include the following:

- **Open spaces** – This defines those portions of a given parcel not devoted to structures that define the parcel (e.g., residential dwellings or commercial buildings)**.** Before organized refuse collection occurred, people typically discarded their refuse as sheet refuse, in burn piles, or in hollow-filled features (e.g., refuse pits, privies, closed wells, abandoned basements, and cisterns).
- **Outbuildings –** Additional buildings on a particular parcel that are set apart from structures that define the parcel (e.g., residential dwellings or commercial buildings). Outbuildings

might include one or more privies if the main structure was constructed before the development of the city sewer system or organized refuse collection.

- **Known/inferred activity areas –** Activity types can include gardening, blacksmithing, butchering, and refuse-burning locations.
- **Within building footprints** – Intact archaeological deposits are rarely identified within the footprint of former buildings. A sparse quantity of objects may be identified in the subfloor or in builder's trenches.

The area of potential effects primarily encompasses historic and modern transportation corridors, but also includes the former locations of several residential, commercial, and industrial areas. Residential lots have the potential to contain structural remains associated with the primary residence or outbuildings, infrastructure (including utilities), and associated refuse deposits and inter-occupational (intentional) fill. In addition to structural remains, commercial lots may also contain refuse deposits that reflect the function of the business that created them (Walker and Zeising 2002). Refuse deposits associated with hotels and retail stores may be similar in composition to the refuse deposits found on a residential lot because they are likely to contain a substantial quantity of domestic artifacts. Industrial sites may include features associated with industrial processes (e.g., blacksmithing, use of kilns, and hide or tallow processing) in addition to structural remains.

Another substantial characteristic of the project corridor is the strong presence of a transportation-related network that has served the city of Seattle for more than 100 years. Roads of all historical periods and of all construction methods (for example, dirt, plank, brick, concrete, and asphalt) are represented in a substantial component of the new light rail corridor and serve as a major research theme for the project. The use of trolleys, railroads, and other rail-drawn forms of transportation were incorporated in Seattle's transportation network and leave an archaeological signature.

8.3 Archaeological Expectations

Incorporating many of the factors discussed in Sections 8.1 and 8.2, research conducted in support of the Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan (Bumback et al. 2019) identified a number of locations within the area of potential effects with a greater potential of identifying archaeological materials. These areas, designated as "Archaeological Sensitivity Areas," were identified based on numerous geographical and historic sources. As the archaeological investigation progresses with the project, these Archaeological Sensitivity Areas will help focus the field identification efforts.

8.3.1 Archaeological Sensitivity Area Study

A study was undertaken using Geographic Information Systems data from numerous sources to develop a comprehensive archaeological understanding of the project corridor. Data was gathered identifying environmental features, known archaeological resources, data on the historic shorelines, and the patterns of precontact, ethnographic, and historic use of the area. An overlay of light detection and ranging (LiDAR) imagery was imported into Geographic Information Systems to display the cut and fill limits within this heavily urbanized project corridor. Areas of apparent severe disturbance were identified and classified as low-sensitivity areas and only those of moderate and high sensitivity areas are included in the archaeological sensitivity maps.

Data from the following sources were used to identify areas of archaeological sensitivity:

- The *Waterlines* project map, depicting waterbodies, freshwater resources, and waterbody confluences prior to historical modification, sourced from the Burke Museum of Natural History and Culture (2016)
- Ethnographic sources that discuss indigenous place names, especially the geographical data that T.T. Waterman prepared for the Puget Sound area in the 1920s (Hilbert et al. 2001, Waterman 1920)
- Relevant United States Coast Survey topographic (T Sheet) data focusing on the historic tide flat boundaries that was derived from previously digitized sources as a portion of the Puget Sound River History Project completed by the Quaternary Research Center, Geomorphological Research Group, and Department of Earth and Space Sciences at the University of Washington
- General Land Office plats and Sanborn Fire Insurance Maps that show historical land use
- LiDAR imagery
- Archaeological site locations as depicted in WISAARD
- Historical photographs and maps, including those on record with the University of Washington and public libraries
- Decommissioned landfill studies on file with King County, University of Washington, and the City of Seattle

Individual descriptions of the Archaeological Sensitivity Areas are presented in Sections 8.3.2, Precontact/Ethnographic Archaeological Sensitivity Areas, and 8.3.3, Historical-period Archaeological Sensitivity Areas. The archaeological sensitivity maps are presented in Attachment N.5D as an appendix to the 2020 Archaeological Survey and Inventory Plan.

8.3.2 Precontact/Ethnographic Archaeological Sensitivity Areas

Five Archaeological Sensitivity Areas exist within the project corridor. The original designations for Archaeological Sensitivity Areas were established when the West Seattle Link Extension and Ballard Link Extension projects were combined in one environmental review. Archaeological Sensitivity Areas A-HH and LL-PP are within the footprint of the Ballard Link Extension project and will be addressed in future Ballard Link Extension reports.

8.3.2.1 Archaeological Sensitivity Area II (Duwamish Segment)

Archaeological Sensitivity Area II is south of the West Seattle Bridge in the area of Duwamish Avenue South and represents the ethnographically identified location of *XwEq*^{3}, a name that translates to “slough” or “a cut,” describing the largest branch of the Duwamish Waterway from its mouth. The location of the ethnographic place name has since been filled in and now is home to industrial yards and roadways.

8.3.2.2 Archaeological Sensitivity Area JJ (Duwamish Segment)

Archaeological Sensitivity Area JJ is south of the West Seattle Bridge and west of the current channel of the Duwamish Waterway. Extending approximately 250 feet to the east and west of West Marginal Way Southwest, this Archaeological Sensitivity Area extends from the West Seattle Bridge to south of Southwest Idaho Street and represents the ethnographically identified location of *Tul*^{3}*a’lt*^{u}, translated as “Herring’s house” or “Herring house.” The name references

the location of a village that once existed at the bottom of a bluff on the west bank of the Duwamish Waterway. The village reportedly consisted of at least four longhouses, a potlatch house, and several waste deposit areas (middens). The area where the village once stood is now the home of large industrial buildings and parking lots. Despite the substantial development that has occurred in this area, archaeological deposits have been recorded along the west bank of the Duwamish Waterway within roadways and geotechnical boreholes. Archaeological Sensitivity Area JJ contains previously recorded archaeological sites 45KI52 and 45KI1353. This area has also been identified as an area with potential impacts of concern to Tribes because of traditional uses in this vicinity.

8.3.2.3 Archaeological Sensitivity Area KK (Duwamish Segment)

Archaeological Sensitivity Area KK is north of South Spokane Street in the area of the SODO Busway and represents the ethnographically identified location of *Teta'lks*. Translating to "a little strong point" or "little-bit-straight point," this ethnographic place name refers to a small promontory on a now buried island at the mouth of the Duwamish Waterway, reportedly used as a lookout, stockade, and/or defensive point by native people. Later documents reference the existence of three longhouses at the location (Thrush 2007). The location presented in Hilbert et al. (2001) differs from the location mapped under the Waterlines Project.

8.3.2.4 Archaeological Sensitivity Area QQ (Duwamish Segment)

Archaeological Sensitivity Area QQ is west of the Duwamish Waterway on an elevated promontory referred to as Pigeon Point. Prior to the channelization of the Duwamish River, the construction of Harbor Island and the industrialization of the Duwamish delta, this landform was high above the Duwamish delta and may have served as a lookout or habitation location. This location is considered high sensitivity for the presence of precontact archaeological resources. This area has also been identified as an area with potential impacts of concern to Tribes because of traditional uses in this vicinity.

8.3.2.5 Archaeological Sensitivity Area RR (Delridge Segment)

Archaeological Sensitivity Area RR identifies *T7a'Wee* – translating as "Smelt" – the Lushootseed word for waterway. To the west of Pigeon Point, Longfellow Creek runs approximately 3.4 miles from Roxhill Park north to the Duwamish Waterway. The stream was a traditional fishery dating back to the fourteenth century (Thrush 2007). This location is considered high sensitivity for the presence of precontact archaeological resources. This area has also been identified as an area with potential impacts of concern to Tribes because of traditional uses in this vicinity.

8.3.2.6 Avalon Retained Cut/Tunnel Entrance

Historically, the headwaters of a tributary of Longfellow creek was located in this area. This water source would likely have been important during use of the upland area. This area has also been identified as an area with potential impacts of concern to Tribes because of traditional uses in this vicinity.

8.3.3 Historical-period Archaeological Sensitivity Areas

No historical-period Archaeological Sensitivity Areas were identified for the project area of potential effects.

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9 FIELD INVESTIGATION RESULTS

This section presents the results of the archaeological and built environment investigation for the project to date. The archaeological field investigation will be phased to coordinate with property acquisition and project construction per the process outlined in the Archaeological Survey and Inventory Plan (Attachment N.5D). If additional historic properties are identified, FTA will evaluate the project's effects on National Register-eligible properties and resolve adverse effects as outlined in the programmatic agreement developed for the project in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties.

Results of archaeological monitoring of boreholes are included below. The identification and evaluation of the archaeological resources presented in this section and subsequent sections are based predominantly on elements introduced in previous sections that serve to develop a detailed context of the area of potential effects for each extension.

As presented in Section 7, Archaeological Records Search, there are currently four previously identified archaeological sites (45KI529, 45KI530, 45KI688, and 45KI1353) known to exist within the project area of potential effects; all of these sites are within the Duwamish Segment. Three of those sites (45KI529, 45KI530, and 45KI688) have been archaeologically investigated and have been determined to be not eligible for listing in the National Register.

Over 800 resources were evaluated and documented as part of the historic built environment resource survey. A full list of surveyed resources is included in Attachment N.5A, Table of Surveyed Properties. A detailed historic context covering geographic and thematic patterns of development within the area of potential effects is presented in Attachment N.5C1.

Because of the large number of properties within the area of potential effects, copies of Historic Property Inventory forms are not included as an attachment to this report. Rather, readers are advised to review properties in the Washington State Department of Archaeology and Historic Preservation's WISAARD system, project number 2019-02-01457.[5] The website, along with instructions on how to use the database, is here: https://dahp.wa.gov/find-a-historic-place. WISAARD identification numbers for each property are provided in the overview tables in Sections 9 and 10.

All properties built in or before 1980 identified within the project area of potential effects have been evaluated for listing on the National Register of Historic Places. On November 9, 2021, FTA consulted on the determinations of National Register eligibility for 720 historic built environment resources within the project area of potential effects. Of these, 101 were determined eligible for listing in the National Register. The State Historic Preservation Officer concurred with the determinations on eligibility for 95 properties and in September 2023, additional information was requested on 6. Since then, 8 historic built environment resources within the area of potential effects have been demolished, including 1 National Register-eligible property.

In August 2023, FTA revised the project area of potential effects and identified an additional 99 historic built environment resources. In letters to Section 106 consulting parties and Tribes dated March 18, 2024, and a letter to the State Historic Preservation Officer dated March 22, 2024, FTA made determinations of National Register eligibility for those additional 99 resources. Of these, FTA has determined 15 properties eligible for listing in the National Register and

[5] Previous versions of this report provided a different WISAARD project number, 2018-08-06480. Please refer to the new project number, 2019-02-01457, for the most current project information.

revised the determinations on eligibility for the 5 previously inventoried historic properties evaluated in 2023. The State Historic Preservation Officer concurred with FTA's National Register eligibility determinations on April 16, 2024.

9.1 Archaeological Field Survey

The archaeological field survey has been limited to one investigation within the project area of potential effects. The remainder of the archaeological fieldwork to date has consisted of archaeological monitoring of geotechnical boring activities being conducted in support of project design.

9.1.1 Geoprobe Investigation

In January 2022, five geoprobes were advanced under the direction of an archaeologist along Southwest Marginal Place, west of the Duwamish Waterway (Figure 9-1). The intent of the geoprobe excavation was to better understand the relationship between potential project alternatives and archaeological resources known to exist in the immediate area. The geoprobe study consisted of a truck-mounted drill that would extend a 2-inch-diameter geoprobe tube at known intervals beneath the current street in an effort to observe soil stratigraphy associated with possible remnants of the reported archaeological site. Efforts were made to begin the geoprobe investigation outside of the recorded boundary of an archaeological site and continue towards the recorded resource without encroaching into the defined site boundary. Working within the confines of the asphalted Southwest Marginal Place, six geoprobes were expected to be excavated before encountering the archaeological site.

Due to complications with the drill rig and underground utilities, ultimately only five of the six proposed geoprobes were excavated (Figure 9-2). Depths of the geoprobes were between 18 feet and 28 feet below street surface, with an average depth of approximately 25 feet below surface. The sediments observed during the investigation were consistently modern roadway asphalt and subgrade emplaced over landslide debris or colluvium that had naturally buried glacial lake deposits. Of archaeological interest during the investigation was sediments found in the easternmost geoprobe, where (below the fill and colluvium) was a thin peat layer, perhaps a periphery of the former Duwamish River estuary. No archaeological materials or deposits were encountered during the geoprobes excavations. No evidence of the reported archaeological site was observed in any of the geoprobe samples.

Figure 9-1. Area of Geoprobe Investigation at Southwest Marginal Place, Looking North

Figure 9-2 – REDACTED

9.1.2 Shovel Test Probe Investigation

In September 2023, in coordination with archaeological monitoring of geotechnical borings DS2017, DS2019, and DS2020, archaeological excavation of shovel test probes was allowed at the location of the proposed boring prior to mechanical excavation. These borings are all at the north end of Pigeon Point, on the slope between the northernmost Pigeon Point residences and West Marginal Way Southwest.

A shovel test probe (designated as STP-01) was hand-excavated at the location of proposed boring DS2019 (Figure 9-3). A single, homogeneous layer of fine silty loam extended from the ground surface to a depth of 91 centimeters below surface, where a concentration of concrete chunks and cobbles restricted further excavation. Soils consisted of a fine sandy loam that were uniformly filled with modern debris, including concrete, plastics, nails, and modern glass fragments.

Figure 9-3. Location of Shovel Test Probe at DS2019, Prior to Excavation

A second shovel test probe, excavated in the proposed location of boring DS2017, was in a similar setting as and exhibited similarities to the shovel test probe associated with boring DS2019. Sediments observed from ground surface to a depth of 36 centimeters below surface mirrored soils identified in the first shovel test. These sediments were best described as a sandy loam with modern debris interspersed throughout. Beneath this sandy loam to the base of the shovel test probe at 94 centimeters below ground surface, sediments were considerably higher

in clay content and more consolidated. No cultural materials were identified in this portion of the shovel test probe.

The final shovel test probe excavated in the Pigeon Point area was at the proposed location of boring DS2020. In similar fashion to the other shovel test probes excavated in conjunction with drilling at DS 2017 and DS 2019, sediments observed from ground surface to a depth of approximately 30 centimeters below ground surface were described as a single, homogeneous layer of fine silty loam exhibiting modern debris consisting of recent trash, with concrete and wood fragments intermixed. Similar soils continued from 30 centimeters to the base of the shovel test probe at 101 centimeters below ground surface, although these deposits were devoid of modern debris. No archaeological materials greater than 50 years of age were identified in this shovel test probe.

Results of the archaeological investigation suggest that substantial modern dumping has occurred in this area. Consolidated soils identified in the DS2017 test probe that were absent cultural materials suggests that these sediments may represent older, more stable soils that predate human occupation of the area.

9.1.3 Archaeological Monitoring of Geotechnical Borings

Geotechnical borings to support the project design began in July 2018 and are ongoing to this day. Archaeological monitoring of select geotechnical boreholes have been conducted to identify potential buried cultural resources. The selection of individual boreholes for archaeological monitoring is based on proximal location to known Archaeologically Sensitivity Areas or where there are indicators of potential archaeological sensitivity based on vertical stratigraphy and existing landforms.

Of the 35 boreholes that have been completed for conceptual design in the project corridor, 15 were archaeologically monitored (Table 9-1). A map showing the location of the archaeologically monitored geotechnical boreholes is presented in Figure 9-4. No archaeological material was observed during monitoring of the boreholes completed prior to publication of the WSBLE Draft EIS in January 2022.

Archaeological monitoring of the geotechnical boreholes for the project have thus far generally confirmed assumptions of the subsurface geology. Historical-period refuse from past tidal “fill” events was limited to one piece of clear flat glass identified in one borehole (DS2004) at approximately 20 to 30 feet below surface. While the plate-glass fragment was chronologically undiagnostic, the absence of additional artifacts at that depth in borehole DS2004 suggests that this item was not *in situ* and may have been secondarily deposited during drilling. More common in the monitored boreholes has been shallow modern trash and construction debris. Several holes have exhibited dredge spoils, with depths generally not extending beyond 20 feet. Deeper than 20 feet throughout the area, soils representing tidal deposits associated with the Duwamish delta, and identifiable Osceola lahar sands, are ubiquitous.

Table 9-1. Geotechnical Borings Archaeologically Monitored in the Project Corridor

Boring Number	Segment	Archaeologically Sensitive Area	Archaeological Monitor	Archaeological materials present?
BH-09	Duwamish	N/A	P. Elliott	No
BH-12	Duwamish	N/A	E. Thomas	No
BH-17	Duwamish	N/A	M. Sterner	No
DS2001	Delridge	N/A	J. Wiegand	No
DS2004	Delridge	RR	E. Thomas/P. Elliott	No
DS2016	Duwamish	QQ	P. Elliott	No
DS2022	Duwamish	QQ	P. Elliott	No
DS2023	Duwamish	QQ	P. Elliott	No
DS2036	Duwamish	N/A	E. Thomas	No
DS2047	Duwamish	N/A	E. Thomas	No
DS2058	Duwamish	N/A	P. Elliott	No
DS2065	SODO	N/A	J. Wiegand	No
DS2089	Duwamish	N/A	P. Elliott	No
W2025	West Seattle Junction	N/A	E. Thomas	No
W2030	West Seattle Junction	N/A	E. Thomas	No

9.2 Archaeological Assessment of Alternatives

The following section is an assessment of archaeology for each segment and their respective alternatives for the project. The assessment includes results of recent archaeological investigations and archaeological monitoring.

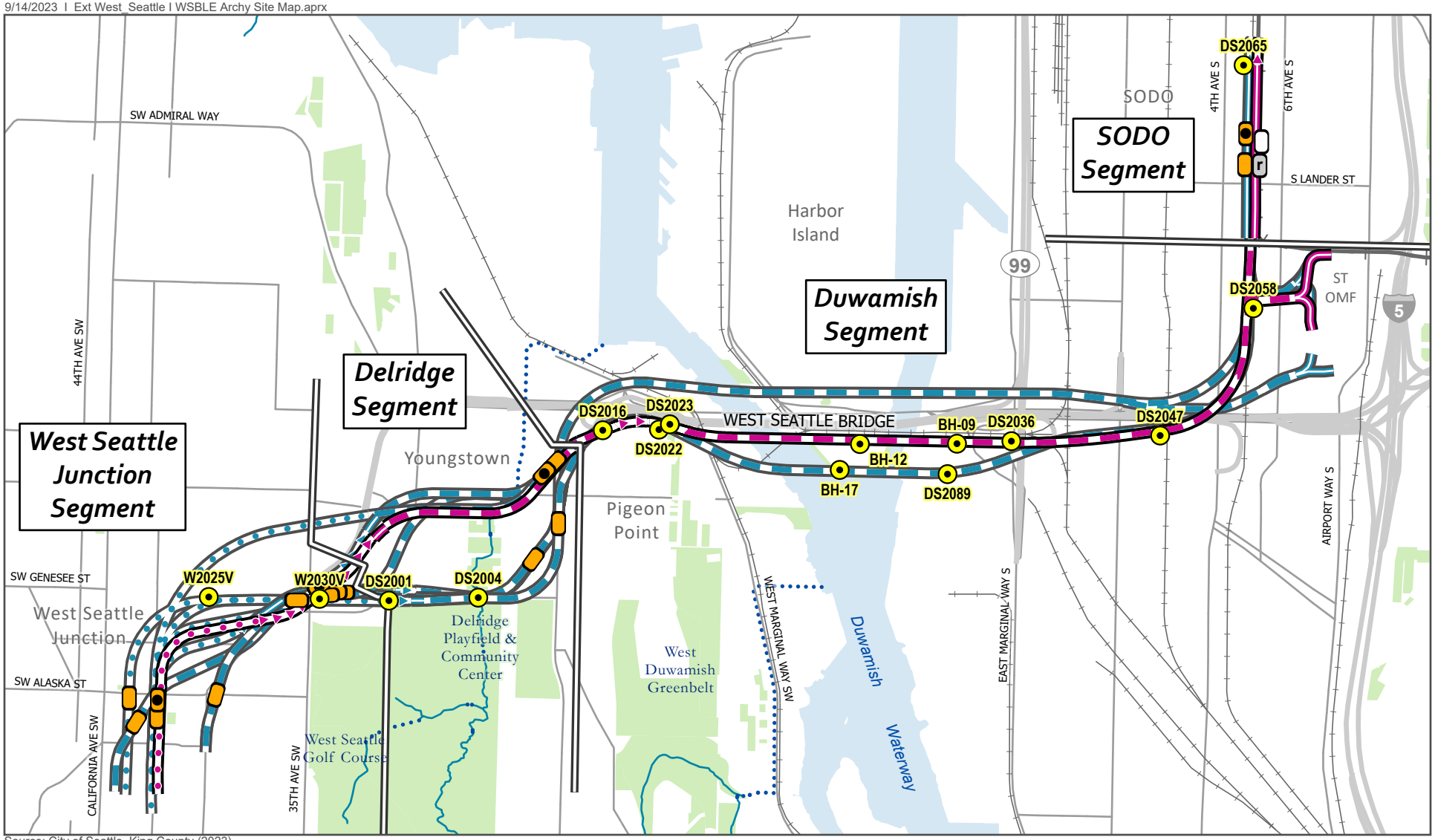
9.2.1 SODO Segment

9.2.1.1 Archaeological Sites

Because there have been no previously identified archaeological sites within the SODO Segment, the following comments are germane to all of the alternatives within this segment equally. All of the SODO Segment alternatives fall within a zone defined by the WISAARD predictive model as “survey highly advised: very high risk” for archaeological resources. One geotechnical borehole (DS2065) was archaeologically monitored in the SODO Segment with no archaeological materials being identified.

Despite there being no previously recorded archaeological sites or evidence of archaeology in the geotechnical boreholes, the SODO Segment has a moderate to high probability of containing precontact archaeological deposits. This conclusion is based on the location being a former tidal flat and that was likely used for resource procurement at one time in the past. The likelihood of encountering historical-period archaeological remains is also considered high as much of the tidal flats were filled with historical refuse in the late nineteenth and early twentieth centuries.

9/14/2023 I Ext West_Seattle I WSBLE Archy Site Map.aprx



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- Stream
- Piped Stream
- Park
- Phase 2 Monitored Bores

0 2,000 4,000 Feet

N

FIGURE 9-4

Map Showing the Locations of Archaeologically Monitored Geotechnical Borings

West Seattle Link Extension

9.2.1.2 Archaeological Sensitivity Areas

There were no Archaeological Sensitivity Areas identified during the development of the project-specific archaeological sensitivity model (Bumback et al. 2019; Attachment D) that fall within this segment.

Historically, the area from the Duwamish River mouth to as far north as South Jackson Street, beyond South Spokane Street to the south, and as far east as the present alignment of Interstate 5, was a tidal area subject to daily exposure and inundation. While this type of landform was generally used by indigenous populations for resource procurement and may contain archaeological evidence of precontact activity, the types of activities performed in these settings generally left sparse and ephemeral archaeological remains. Due to the seasonality of tidal rise, predicting the location of precontact features (such as weirs, nets, and basketry) within this area is difficult.

This historic Duwamish tidal area that once occupied the present-day SODO Segment was filled and leveled off after the late nineteenth century. As was demonstrated in the discussion of archaeological site 45KI529 and 45KI530 (see Section 7.1.2), the “fill” used to transform these tidal areas often came in the form of historical-period refuse. The archaeological expectation for any alternative in the SODO Segment is that historical-period archaeological materials that were secondarily deposited as fill will likely be encountered.

9.2.2 Duwamish Segment

9.2.2.1 Archaeological Sites

Four known archaeological sites have been previously identified within the Duwamish Segment of the project. The easternmost archaeological site, 45KI688, represents a thick deposit of historical-period refuse identified as the Seattle Industrial District Dump (see Section 7.1.1). This archaeological site has been determined to be not eligible for listing in the National Register, so any impacts to the resource from the known alternatives within the known boundaries of the site would not constitute an effect to the resource.

Archaeological sites 45KI529 and 45KI530, although separated by more than 400 meters (approximately 1,200 feet), may represent a single, repeatedly utilized deposit of materials associated with both the Jackson Street Regrade as well as miscellaneous spoils from dredging projects along the Duwamish Waterway. Because the extents of both 45KI529 and 45KI530 have not been delineated, it is likely that additional historical-period materials would be identified during construction activities between and potentially in the vicinity of these archaeological sites. While both archaeological sites have been determined to be not eligible for listing in the National Register, it is likely that if similar materials are identified between and in proximity to these archaeological sites, they would likewise be considered not eligible for listing in the National Register. Because the resources are considered not eligible for listing, any impacts within the site boundaries from the known alternatives would not constitute an effect to the resource.

Archaeological site 45KI1353, to the west of the Duwamish Waterway, represents a potential precontact midden deposit first identified in 1985 (see Section 7.1.3). At present, the site has not been evaluated for its eligibility for listing in the National Register. Following practices recommended by the Department of Archaeology and Historic Preservation, unevaluated archaeological sites should be considered eligible for planning purposes until determined otherwise. An additional field investigation using geoprobes (see Section 9.1.1) was performed to the area north of the mapped site boundary to determine if the project construction footprint for one or more alternatives would encroach on this site. Thus far there has been no evidence of an archaeological site identified beyond the currently recorded boundary. With consideration of

the site as eligible for planning purposes, the project construction footprint for Option DUW-1b encroaches on the current 45KI1353 site boundary; however, this portion of the track location is considered “elevated” and, as such, potential effects to the resource may be avoided, depending on column locations. No encroachment of the site is presumed by the current project construction footprint of Preferred Alternative DUW-1a.

The entire Duwamish Segment has been characterized by the WISAARD predictive model as “survey highly advised: very high risk” for archaeological resources. There have been 10 geotechnical boreholes (BH-09, BH-12, BH-17, DS2016, DS2022, DS2023, DS2036, DS2047, DS2058, DS2089) that have been archaeologically monitored throughout the Duwamish Segment. Generally, sediment profiles observed in the geotechnical boreholes throughout this segment identified modern fill and dredge deposits overlying Duwamish tidal deposits. Tidal deposits included lahar muds from Mount Rainier eruptions deposited into the Duwamish delta beginning with the Osceola Mudflow approximately 5600 years ago. At the interface of lahar mud layers were Duwamish estuary or tidal flat deposits. No archaeological material was observed in any of the boreholes.

Based on previous investigations and factors influencing settlement, deposition, and disturbance of archaeological sites, the Duwamish Segment continues to have a high probability of containing precontact archaeological deposits. The likelihood of encountering historical-period archaeological remains is considered high, especially in the tidal flat locations, because much of this area was filled in with historical refuse.

9.2.2.2 Archaeological Sensitivity Areas

Archaeological Sensitivity Areas II, JJ, KK and QQ (see Section 8.3.2) all fall within the Duwamish Segment. Archaeological Sensitivity Area II (see Section 8.3.2.1) is on the east side of the Duwamish Waterway. No geotechnical boreholes have been drilled in the vicinity of Archaeological Sensitivity Area II. Archaeological Sensitivity Area JJ (see Section 8.3.2.2) on the west side of the Duwamish Waterway covers two identified, precontact archaeological sites (45KI1353 and 45KI52) and should be considered highly sensitive. Both of the geotechnical boreholes that fall within Archaeological Sensitivity Area JJ (DS2024 and DS2083) have not yet been excavated and may be drilled in a later project phase. Archaeological Sensitivity Area KK (see Section 8.3.2.3) is a known ethnographic location that could have been the location of a lookout, stockade, or defensive point during precontact or even ethnohistoric times. Archaeological Sensitivity Area QQ (see Section 8.3.2.4) represents the Pigeon Point promontory on the west side of the Duwamish River. While there are no archaeological sites identified on Pigeon Point, the area remains highly sensitive for archaeology based on its proximity to the historically resource rich open waters of Elliott Bay and the Duwamish Waterway. Moreover, the elevated nature of Pigeon Point may have provided an advantageous settlement location. There were two borings (DS2022 and DS2023) excavated in the vicinity of Archaeological Sensitivity Area QQ. There were no archaeological resources identified within any of the geotechnical borings excavated in the vicinity of any of the Archaeological Sensitivity Areas.

When evaluating landform considerations, like the SODO Segment, much of the Duwamish Segment can be characterized historically as tidelands until the late nineteenth century. Precontact use of the area would have been seasonal, based upon the resource, and evidence of that use ephemeral. The predictability for finding archaeological evidence of in situ precontact occupation or use is low. However, the likelihood of the presence of precontact archaeological remains increases closer to the historical Duwamish River channel. The presence of 45KI1353 is evidence of the high probability of the archaeological sensitivity of the Duwamish Waterway area.

Similar to the SODO Segment, by the turn of the twentieth century, much of the tidal basin had begun to be filled with dredge spoils and historical-period refuse (see description for 45KI529 and 45KI530) to create a more stable landform. This appears pervasive throughout most of the Duwamish Segment.

9.2.3 Delridge Segment

9.2.3.1 Archaeological Sites

Because there are no previously identified archaeological sites within the Delridge Segment, the following comments are germane to all of the alternatives within this segment equally. All of the Delridge Segment alternatives fall within a zone defined by the WISAARD predictive model as “survey highly advised: very high risk” for archaeological resources. It should be mentioned, however, that no cultural resources studies have been completed within the Delridge Segment.

Two geotechnical boreholes (DS2001 and DS2004) have been archaeologically monitored in the Delridge Segment with no archaeological materials being observed.

Based on this analysis and factors influencing settlement, deposition, and disturbance of archaeological sites, the Delridge Segment more likely has a low to moderate probability of containing precontact archaeological deposits. The likelihood of encountering historical-period archaeological remains is considered high.

9.2.3.2 Archaeological Sensitivity Areas

Archaeological Sensitivity Area RR (see Section 8.3.2.5) defines a drainage in the Delridge Segment of the project corridor, referred to now as Longfellow Creek, that was likely an important location and watercourse during precontact occupation of the area. Identified in the Lushootseed language as the word for “smelt,” this creek likely provided food sources and freshwater for early inhabitants of the area. One geotechnical borehole (DS2004) excavated within Archaeological Sensitivity Area RR boundary was monitored by an archaeologist. There were no archaeological resources or culture-bearing sediments identified during the excavation.

9.2.4 West Seattle Junction Segment

9.2.4.1 Archaeological Sites

The West Seattle Junction Segment contains no previously identified archaeological sites and the following comments are germane to all of the alternatives within this segment. All of the West Seattle Junction Segment alternatives fall within zones defined by the WISAARD predictive model as “survey highly advised: very high risk” or “survey highly advised: high risk” for archaeological resources. It should be mentioned, however, that there are no cultural resources studies recorded within the West Seattle Junction Segment.

There were two geotechnical boreholes (W2025 and W2030) archaeologically monitored in the West Seattle Junction Segment. Neither of the boreholes contained any archaeological resources. There are no Archaeological Sensitivity Areas within the West Seattle Junction Segment.

The upland nature of the West Seattle Junction Segment, the high level of urban development, and the lack of previous cultural resources investigations or known archaeological sites in this area makes predicting the location of precontact archaeological remains very difficult. The likelihood of encountering historical-period archaeological remains should be considered high.

9.3 Historic Built Environment Resource Survey

To identify potential historic properties within the area of potential effects, a historic built environment resources field survey was conducted in between 2018 and 2023. Historic Property Inventory forms for each property meeting the age criteria (over 700) are available on WISAARD, project number 2019-02-01457.[6] The historic built environment resource survey identified over 100 resources within the project that have been determined eligible for listing in the National Register by FTA, with concurrence from the State Historic Preservation Officer.

Several historic built environment resources within the area of potential effects had been previously evaluated and determined eligible for or listed in the National Register, or are designated Seattle landmarks. These previously identified historic built environment resources are identified in this section and associated tables, maps, and photographs. There are no National Register-listed resources within the project area of potential effects.

For all segments, National Register-eligible properties and designated Seattle landmarks are summarized in tables within the following sections, and photographs of each property are included in Attachment N.5B, Photographs of Historic Properties.

National Register-eligible resources, including districts, are assumed to also meet Seattle landmark eligibility criteria. Resources within the project area of potential effects that do not meet the National Register age criteria may still qualify for eligibility as a Seattle Landmark under the Seattle's Landmark Ordinance criteria . Sound Transit would identify these resources during final design and coordinate with the City of Seattle.

9.3.1 Historic District Evaluation

Two National Register-eligible historic districts (the Spokane Street Manufacturing Historic District and the Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District) were identified and recorded as a result of the built environment survey of the project area of potential effect. WISAARD does not have a historic property inventory form template specifically for districts; therefore, the eligible historic district descriptions for these two historic districts are provided in the following sections (both are located in the Duwamish Segment).

Resources associated with the Seattle City Light South Substation/South Service Center, a potential historic district, are located within the project area of potential effect. Though a district has not formally been evaluated as part of this project, these individual structures have been evaluated for listing on the National Register in the context of, and as contributing elements to, a potential Seattle City Light South Substation/South Service Center historic district.

9.3.2 Linear Resources

The project contains seven National Register-eligible linear resources. One linear resource, the Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern resource, is within both the SODO and Duwamish segments. The Seattle and Walla Walla Railroad line is a 15-mile-long standard gauge track of several railroads that eventually became the Northern Pacific Railway Mainline from Tacoma and north to Sumas. It was determined eligible in 2017 for listing in the National Register under Criterion A, as shown

[6] Previous versions of this report provided a different WISAARD project number, 2018-08-06480. Please refer to the new project number, 2019-02-01457, for the most current project information.

in Table 9-2. Additionally, six National Register-eligible or contributing linear resources are located entirely within the Duwamish Segment; they are shown in Section 9.3.5.

Table 9-2. Linear Historic Properties in the Area of Potential Effects Spanning Multiple Segments

Photo Number	Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
WSLin-1	LIN-2	708606	Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal	Railroad Right of Way from Black River Junction near Renton to Lake Washington Ship Canal in Interbay	1883	Eligible (Criterion A)	Eligible (Criterion A)

Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

[a] All National Register-eligible resources, including districts, would also meet Seattle landmark eligibility criteria. This column provides the likely Seattle Landmark eligibility criteria as described in Section 2.3.

9.3.3 Historic Utilities

As described in Section 4.15, Utilities, of the West Seattle Link Extension Final EIS, the area of potential effects includes several utilities, including water, sanitary sewer, storm sewer, electrical power, natural gas, telephone and communications infrastructure, and petroleum product pipelines. Many of these utilities were constructed in or before 1980. Because of the large number of these resources, which occur throughout the city, they have not been identified and documented as part of the Final EIS. However, prior to final design, after the Sound Transit Board selects the project to be built, utilities meeting the minimum age criteria within the area of potential effects will be identified, documented, and evaluated for potential adverse effects in consultation with the State Historic Preservation Officer and other consulting parties. If any additional historic properties are adversely affected, FTA would resolve the adverse effects in accordance with Section 106 procedures and as stipulated in the programmatic agreement in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties.

9.3.4 SODO Segment

The SODO Segment includes the area between approximately South Massachusetts Street and South Forest Street in the SODO neighborhood. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings and warehouses.

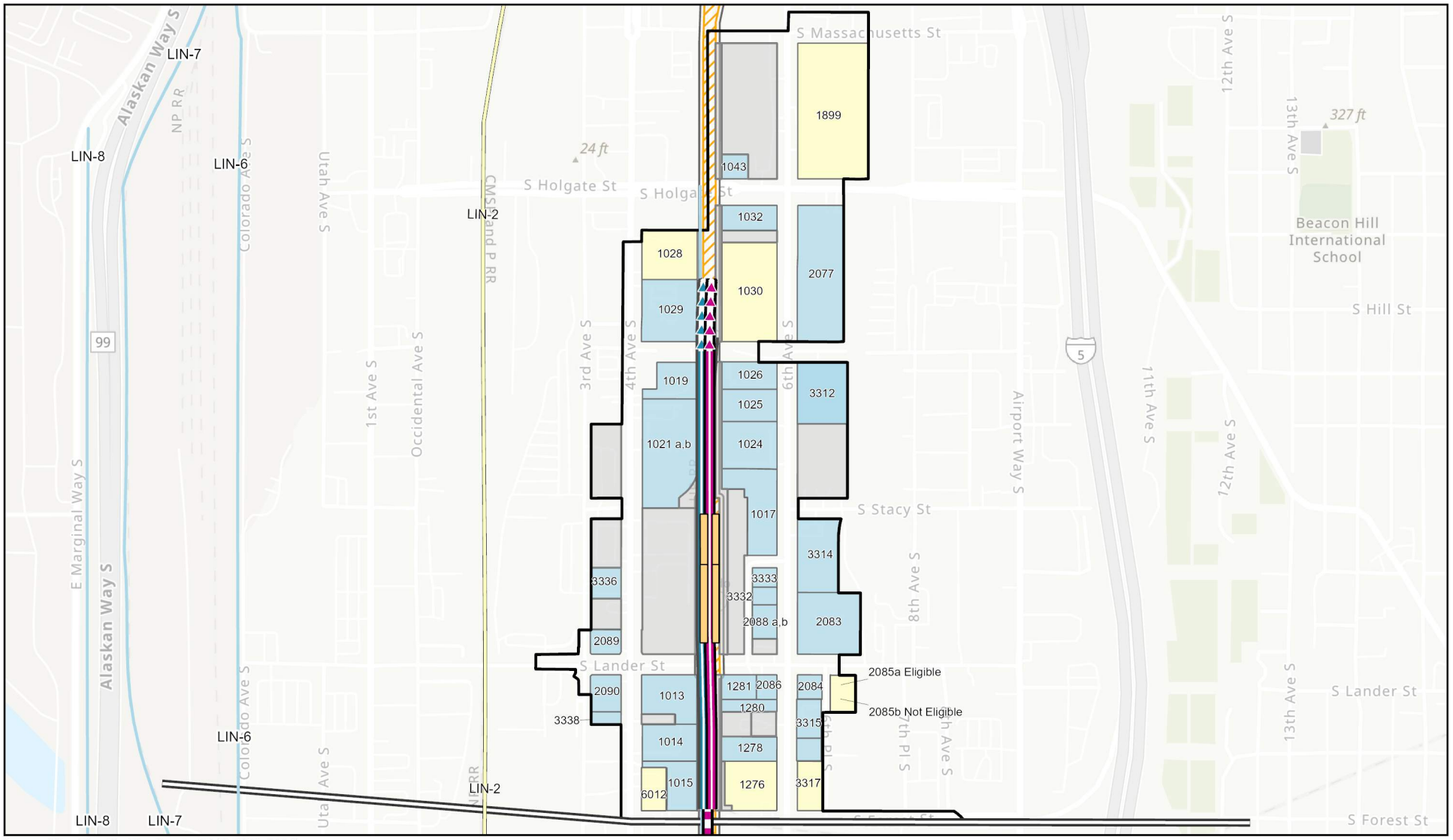
The SODO Segment does not contain any National Register-listed or designated Seattle landmark resources. Table 9-3 lists the seven resources that were determined eligible for listing in the National Register as a result of field investigations for this project. Figure 9-5 shows the location of the historic properties within this segment, and photographs of all historic properties in every segment are provided in Attachment N.5B.

Table 9-3. Historic Properties in the SODO Segment

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
1028	342325	Lincoln Moving & Storage, Alaska Orient Van Lines Building	1924 4th Avenue South	1966	Eligible (Criterion C)	Eligible (Criterion D)
1030	720609	Graybar Electric Company Building	1919 6th Avenue South	1960	Eligible (Criterion C)	Eligible (Criterion D)
1276	720594	Platt Electric Supply Co.	2757 6th Avenue South	1970	Eligible (Criterion C)	Eligible (Criterion D)
1899	342236	Holgate Terminals Incorporated	1762 6th Avenue South	1960	Eligible (Criterion C)	Eligible (Criterion D)
2085a	343198	Mill & Mine Supply Co. Building and Warehouse	625 South Lander Street	1953	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3317	721855	Northwest Wire Works	2752 6th Avenue South	1947	Eligible (Criteria A and C)	Eligible (Criteria A and D)
6012	728870	Denny's	2742 4th Avenue South	1968	Eligible (Criteria A and C)	Eligible (Criteria A and D)

Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

[a] All National Register-eligible resources, including districts, would also meet Seattle landmark eligibility criteria. This column provides the likely Seattle Landmark eligibility criteria as described in Section 2.3.



Source: City of Seattle, King County (2019, 2020, 2021).

Segment Line

Area of Potential Effects (APE)

Parcel

Park

SODO Busway

Station

National Register Eligibility Status

Eligible

Not Eligible

Constructed after 1980 or Vacant

Preferred Alternative

Elevated

Tunnel

At-Grade

Retained Cut

Other Alternatives

Elevated

Tunnel

At-Grade

Retained Cut

* Linear Resource refers to the Seattle and Walla Walla Railroad/ Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/North Pacific Railway Black River Junction to the Lake Washington Ship Canal

FIGURE 9-5

National Register Eligibility Status

SODO Segment

West Seattle Link Extension

0 500 1,000 2,000 Feet

N

9.3.4.2 Potential for SODO Segment Historic Districts

Unlike any other neighborhood in the area of potential effects, the building stock in the SODO Segment is characterized by one- to three-story industrial and commercial buildings and warehouses. A small percentage of buildings within the area of potential effects boundaries in the SODO Segment were built between 1910 and 1930, but the majority were built after World War II. Despite this shared association, when examined as a neighborhood-wide potential district, the buildings lack a cohesive aesthetic or historical significance. Research did not reveal one unifying industry or company that dominated the neighborhood at any given period of time, nor did surveys reveal a unifying style or type of building throughout the larger neighborhood. Much of the building stock has also undergone alterations during recent years, and modern infill has replaced older buildings throughout the neighborhood.

After evaluating the historic built environment resources in the area of potential effects within the SODO Segment, no potential historic districts were identified in the SODO Segment.

9.3.5 Duwamish Segment

The Duwamish Segment includes the area between South Forest Street in the SODO neighborhood and the intersection of Southwest Charlestown Street and Delridge Way Southwest in the North Delridge neighborhood. In the SODO neighborhood portion of the segment, the built environment is characterized by one- to three-story industrial and commercial buildings and warehouses. On Harbor Island and along the Duwamish Waterway, the built environment includes a large waterfront industrial warehouses, railroad properties, and bridges, including the Northern Pacific Railway Bridge (LIN-12), a designated Seattle landmark, which is also eligible for listing in the National Register. The built environment in a small portion of the Delridge neighborhood portion of the segment is generally characterized by single-family residences, with some waterfront industrial properties along the west bank of the Duwamish Waterway.

The Duwamish Segment contains two designated Seattle landmarks (both of which are also determined National Register-eligible resources). The segment also contains two National Register-eligible historic districts, the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District and the Spokane Street Manufacturing Historic District. The Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District contains five contributing resources, and the Spokane Street Manufacturing Historic District contains 17 contributing resources, three of which are also individually eligible for listing in the National Register.

In addition to the above resources, 34 resources within this segment were determined individually eligible for listing in the National Register as a result of field investigations for this project. See Table 9-4 for a full list of historic properties in this segment. Figures 9-6a to 9-6c show the location of the historic properties within this segment, and photos of all historic properties in every segment are provided in Attachment N.5B.

Since publication of the WSBLE Draft EIS, the following historic properties have been demolished by their respective property owners and are no longer considered in this evaluation:

- 3625 1st Avenue South (273a and 273b)
- 60 South Spokane Street (1089a and 1089b)

Table 9-4. Historic Properties in the Duwamish Segment

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
Not Applicable	Multiple	Spokane Street Manufacturing Historic District	Multiple	1908 to 1968	Eligible Historic District (Criterion A)	Eligible Historic District (Criteria A, F)
272	342293	Edwards Ice Machine Co./Eagle Metals Co.	3628 East Marginal Way South	1924	Contributes to Spokane Street Manufacturing Historic District (Criterion A)	Contributes to Spokane Street Manufacturing Historic District (Criteria A, F)
881	342274	Seattle Pacific Sales Company Warehouse	3800 1st Avenue South	1968	Eligible (Criterion C)	Eligible (Criterion D)
1005	45159	Link-Belt Company Property	3405 6th Avenue South	1946	Eligible (Criterion C)	Eligible (Criterion D)
1083	718431	Viking Automatic Sprinkler Co.	3434 1st Avenue South	1964	Eligible (Criteria A and C)	Eligible (Criteria A and D)
1090a	720509	Transportation Equipment Rentals Office Building	3443 1st Avenue South	1968	Eligible (Criterion C)	Eligible (Criterion D)
1090b	720510	Transportation Equipment Rentals Maintenance Warehouse	3443 1st Avenue South	1968	Eligible (Criterion C)	Eligible (Criterion D)
1091	344500	The Simmons Company Metal Beds, Springs & Mattress Warehouse	99 South Spokane Street	1929	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
1093	720482	Nelson Iron Works Blacksmith & Machinist Shop	45 South Spokane Street	1918	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
1094a	720511	Acme Tool Works	3626 East Marginal Way South	1941	Eligible (Criterion A), contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Eligible (Criterion A), contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
1094b	720513	Lindmark Machine Works	3626 East Marginal Way South	1947	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
1095	340118	Lindmark Machine Works	49 South Spokane Street	1920	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
1103a	38527	Air Reduction Company	3623 East Marginal Way South	1916	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
1103b	720564	Air Reduction Company Carbide Storage Building	3621 East Marginal Way South	1951	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
1103c	720563	Air Reduction Company Auto Repair Garage	3621 East Marginal Way South	1951	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
1104a	38525	Puget Sound Sheet Metal Works	3651 East Marginal Way South	1942	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
1104b	720542	Light Industrial Building	3633 East Marginal Way South	1968	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
Not Applicable	Multiple	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District	3800 West Marginal Way Southwest	1917-1968	Eligible Historic District (Criteria A and C)	Eligible Historic District (Criteria A and F)
1122a	721620	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Office	3800 West Marginal Way Southwest	1968	Contributes to the Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A and C)	Contributes to the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A, D, and F)
1122b	721624	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Pacific Coast Forge Building	3800 West Marginal Way Southwest	1917	Contributes to the Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A and C)	Contributes to the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A, D, and F)
1122c	721625	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory North Warehouse	3800 West Marginal Way Southwest	1968	Contributes to the Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A and C)	Contributes to the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A, D, and F)
1122d	721628	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory South Warehouse	3800 West Marginal Way Southwest	1948	Contributes to the Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A and C)	Contributes to the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A, D, and F)

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
1122e	721629	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory East Warehouse	3800 West Marginal Way Southwest	1968	Contributes to the Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A and C)	Contributes to the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A, D, and F)
1138	45086	Fire Station 14	3224 4th Avenue South	1922	Eligible (Criteria A and C)	Designated Seattle landmark
1273	343706	Seattle Fire Station #36	3600 23rd Avenue Southwest	1972	Eligible (Criteria A and C)	Eligible (Criteria A and D)
1274	45085	Pacific Hoist and Warehouse Company	3200 4th Avenue South	1931	Eligible (Criterion C)	Eligible (Criterion D)
1275a	342730	Langendorf United Bakeries	2901 6th Avenue South	1952	Eligible (Criteria A and C)	Eligible (Criteria A and D)
1275b	720593	Langendorf United Bakeries Repair Garage	2901 6th Avenue South	1955	Eligible (Criteria A and C)	Eligible (Criteria A and D)
1388	38533	A.M. Castle and Company	3640-60 East Marginal Way South	1945	Eligible (Criteria A and C), contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Eligible (Criteria A and D), contributes to the Spokane Street Manufacturing Historic District (Criterion A)
1915	38532	Alaskan Copper Works/Eagle Brass Foundry Company	3600 East Marginal Way South	1918	Eligible (Criterion A), contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Eligible (Criterion A), contributes to the Spokane Street Manufacturing Historic District (Criterion A)
1941	342160	Pacific Reefer Fisheries	3480 West Marginal Way Southwest	1964	Eligible (Criteria A and C)	Eligible (Criteria A and D)
1943	48502	Alaskan Copper and Brass Company	3223 6th Avenue South	1953	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3214	294616	Single-Family Residence	3842 23rd Avenue Southwest	1914	Eligible (Criterion C)	Eligible (Criterion D)

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
3320b	722008	NW Motor Parts Corporation Building	2930 6th Avenue South	1951	Eligible (Criterion C)	Eligible (Criterion D)
3321	721857	M.J.B Coffee Company Warehouse	2940 6th Avenue South	1954	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3322a	342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	1941	Eligible (Criterion C)	Eligible (Criterion D)
3322b	721997	Auto Repair Garage	2958 6th Avenue South	1948	Eligible (Criterion A)	Eligible (Criterion A)
3324	340010	Los Angeles-Seattle Motor Express Company	3200 6th Avenue South	1945	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3327	342709	Scientific Supplies Company	600 South Spokane Street	1954	Eligible (Criterion C)	Eligible (Criterion D)
3329a	86871	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Office/ Administrative Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3329b	722096	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Maintenance Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3329c	722098	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Storage Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3329d	722100	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Car/Paint Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Eligible (Criteria A and D)

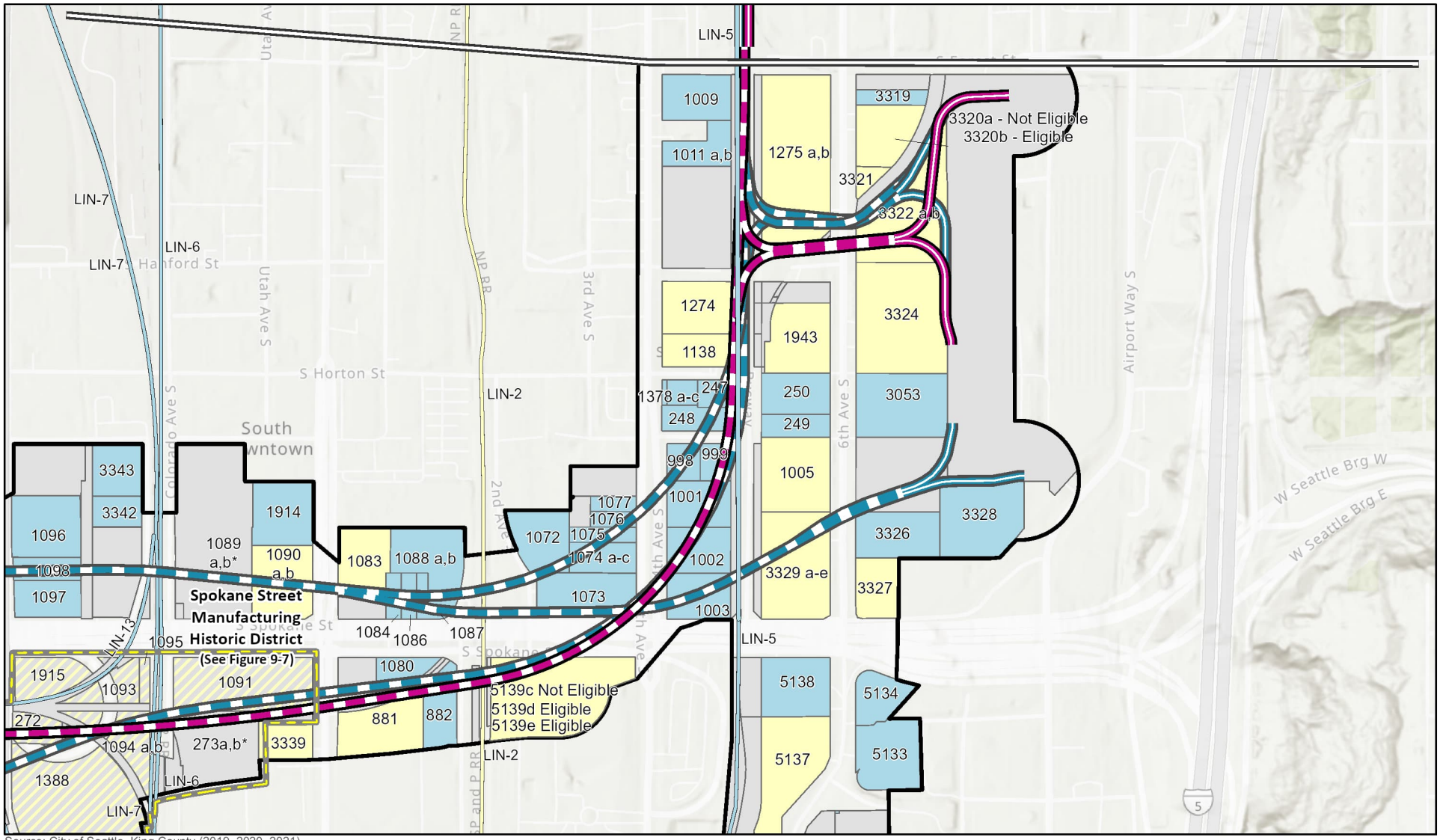
Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
3329e	722101	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Maintenance Building	450 South Spokane Street	1959	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3339	342259	Riches & Adams Co./Seattle Opportunities Industrialization Center, Inc.	3627 1st Avenue South	1954	Eligible (Criterion A)	Eligible (Criterion A)
3344	344061	General Construction Company Office	3840 West Marginal Way Southwest	1931	Eligible (Criteria A and C)	Eligible (Criteria A and D)
5136	725824	Air Mac, Inc.	3838 4th Avenue South	1953	Eligible (Criterion C)	Eligible (Criterion D)
5137	725825	Warehouse and Office Building	3623 6th Avenue South	1961	Eligible (Criterion C)	Eligible (Criterion D)
5139a	45089	Seattle City Light South Receiving Substation	3839 4th Avenue South	1938	Eligible [b] (Criteria A and C)	Eligible (Criteria A and D)
5139b	725921	Seattle City Light South Receiving Substation Switchyard	3839 4th Avenue South	1924	Eligible [b] (Criterion A)	Eligible (Criterion A)
5139d	730783	Seattle City Light Warehouse and Office Building	3613 4th Avenue South	1965	Eligible [b] (Criteria A and C)	Eligible (Criteria A and D)
5139e	730784	Seattle City Light South Rectifier Substation	3613 4th Avenue South	1952	Eligible [b] (Criteria A and C)	Eligible (Criteria A and D)
LIN-6	721225	Milwaukee Terminal Railway Company/ Chicago, Milwaukee, St. Paul & Pacific Railway-Argo to Stacey Street	Seattle, Washington	1908	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
LIN-7	720982	Northern Pacific Railway-Argo to Seattle Waterfront	Seattle, Washington	1909	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
LIN-8	721010	Milwaukee Terminal Railway Company/ Chicago, Milwaukee, St. Paul & Pacific Railway-Argo to Waterfront Yard	Seattle, Washington	1909	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
LIN-12	44440	Northern Pacific Railway Bridge over the West Waterway	South of Spokane St, near Klickitat Way Southwest	1911	Eligible (Criterion C)	Designated Seattle landmark
LIN-13	720983	Northern Pacific Railway West Seattle Line	Seattle, Washington	1909	Contributes to the Spokane Street Manufacturing Historic District (Criterion A)	Contributes to the Spokane Street Manufacturing Historic District (Criteria A and F)
LIN-17	730874	Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line	West Marginal Way Southwest and Spokane Street Southwest	1922	Eligible (Criteria A and C)	Eligible (Criteria A and D)

Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

[a] All National Register-eligible resources, including districts, would also meet Seattle landmark eligibility criteria. This column provides the likely Seattle Landmark eligibility criteria as described in Section 2.3.

[b] Individual resources within the area of potential effects were evaluated and considered within the context of a historic district. This resource is associated with the Seattle City Light South Substation/South Service Center property at 400 South Spokane Street, and it appears to meet National Register historic district eligibility criteria as a contributing resource. However, only a portion of the Seattle City Light South Substation/South Service Center property is located within the area of potential effects, so the property is not counted as a historic district for this project.



Source: City of Seattle, King County (2019, 2020, 2021).

FIGURE 9-6a

National Register Eligibility Status

Duwamish Segment (East)

Segment Line

Area of Potential Effects (APE)

Parcel

Park

SODO Busway

National Register Eligibility Status

Eligible

Not Eligible

Constructed after 1980 or Vacant

Eligible Historic District Boundary

Preferred Alternative

Elevated

Tunnel

At-Grade

Retained Cut

Other Alternatives

Elevated

Tunnel

At-Grade

Retained Cut

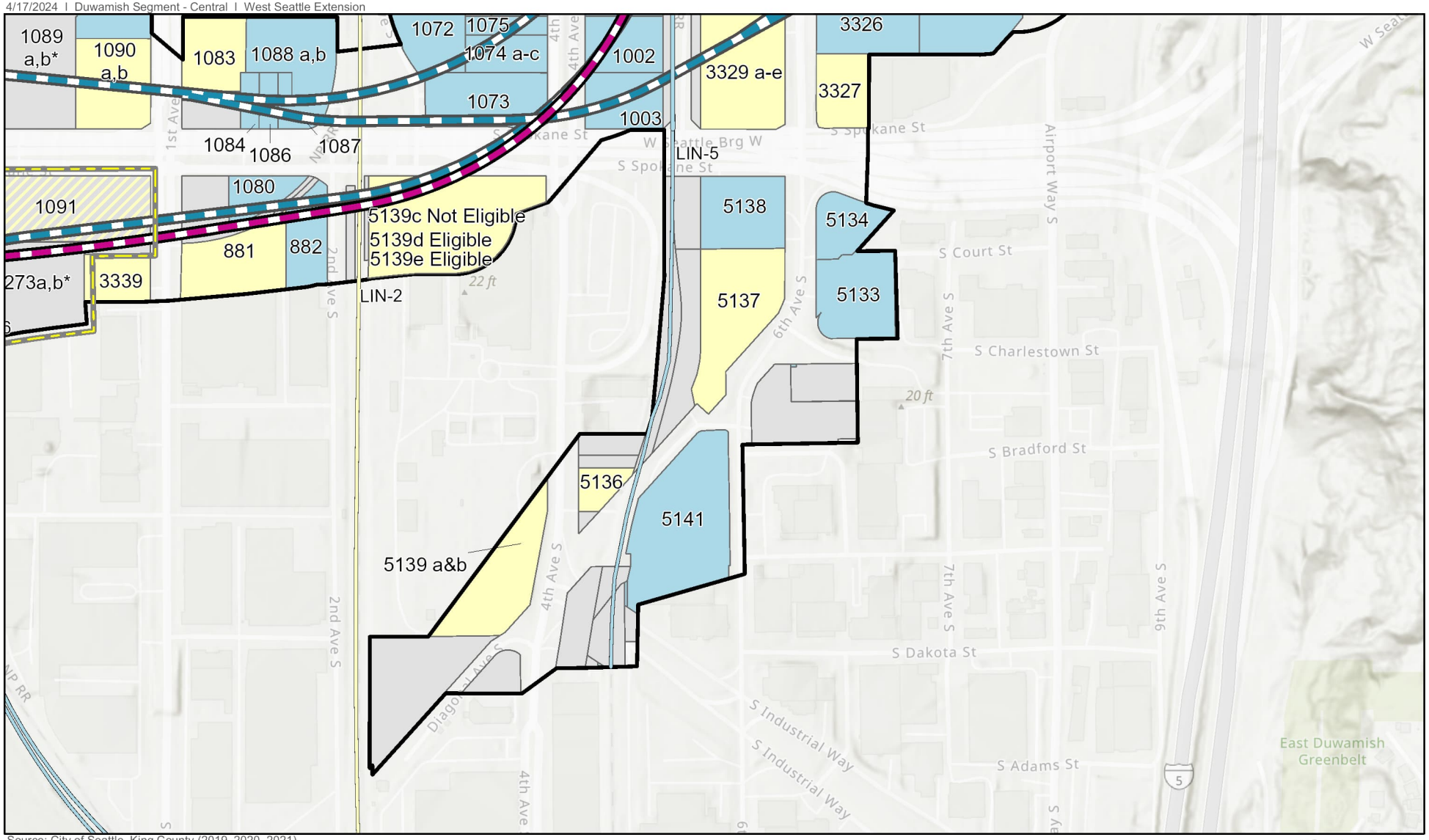
West Seattle Link Extension

0 375 750 1,500 Feet

N

* This property was demolished since publication of the DEIS

* Linear Resource refers to the Seattle and Walla Walla Railroad/ Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/North Pacific Railway Black River Junction to the Lake Washington Ship Canal



Source: City of Seattle, King County (2019, 2020, 2021).

Area of Potential Effects (APE)
Parcel
Park
SODO Busway

National Register Eligibility Status
Eligible
Not Eligible
Constructed after 1980 or Vacant
Eligible Historic District Boundary

Preferred Alternative
Elevated
Tunnel
At-Grade
Retained Cut

Other Alternatives
Elevated
Tunnel
At-Grade
Retained Cut

FIGURE 9-6b
National Register Eligibility Status
Duwamish Segment (Central)

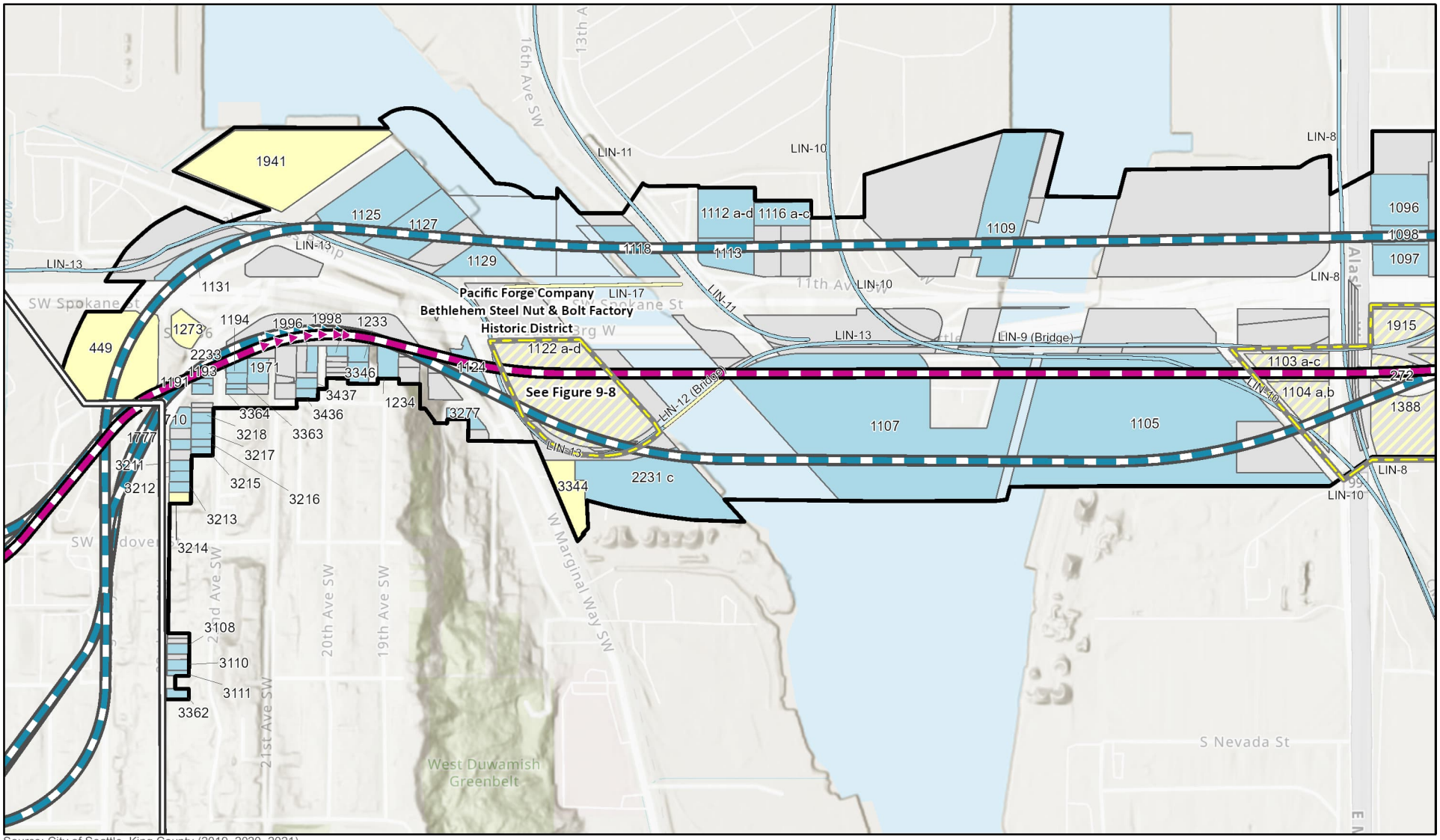
West Seattle Link Extension

* This property was demolished since publication of the DEIS

* Linear Resource refers to the Seattle and Walla Walla Railroad/ Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/North Pacific Railway Black River Junction to the Lake Washington Ship Canal

0 375 750 1,500 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Segment Line

Area of Potential Effects (APE)

Parcel

Park

National Register Eligibility Status

Eligible

Not Eligible

Constructed after 1980 or Vacant

Eligible Historic District Boundary

Preferred Alternative

Elevated

Tunnel

At-Grade

Retained Cut

Other Alternatives

Elevated

Tunnel

At-Grade

Retained Cut

FIGURE 9-6c

National Register Eligibility Status

Duwamish Segment (West)

West Seattle Link Extension

0 375 750 1,500 Feet

N

* Linear Resource refers to the Seattle and Walla Walla Railroad/ Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/North Pacific Railway Black River Junction to the Lake Washington Ship Canal

9.3.5.1 Potential for Duwamish Segment Historic Districts

Similar to the SODO Segment, the building stock within the Duwamish Segment is characterized almost entirely as industrial. A small percentage of buildings within the area of potential effects boundaries in the Duwamish Segment were built between 1910 and 1930, but the majority were built after World War II. Despite this shared association, when examined as a neighborhood-wide potential district, the buildings lack a cohesive aesthetic or historical significance. Research did not reveal one unifying industry or company that dominated the neighborhood at any given period of time, nor did surveys reveal a unifying style or type of building throughout the larger neighborhood. Much of the building stock has also undergone alterations during recent years, and modern infill has replaced older buildings throughout the neighborhood.

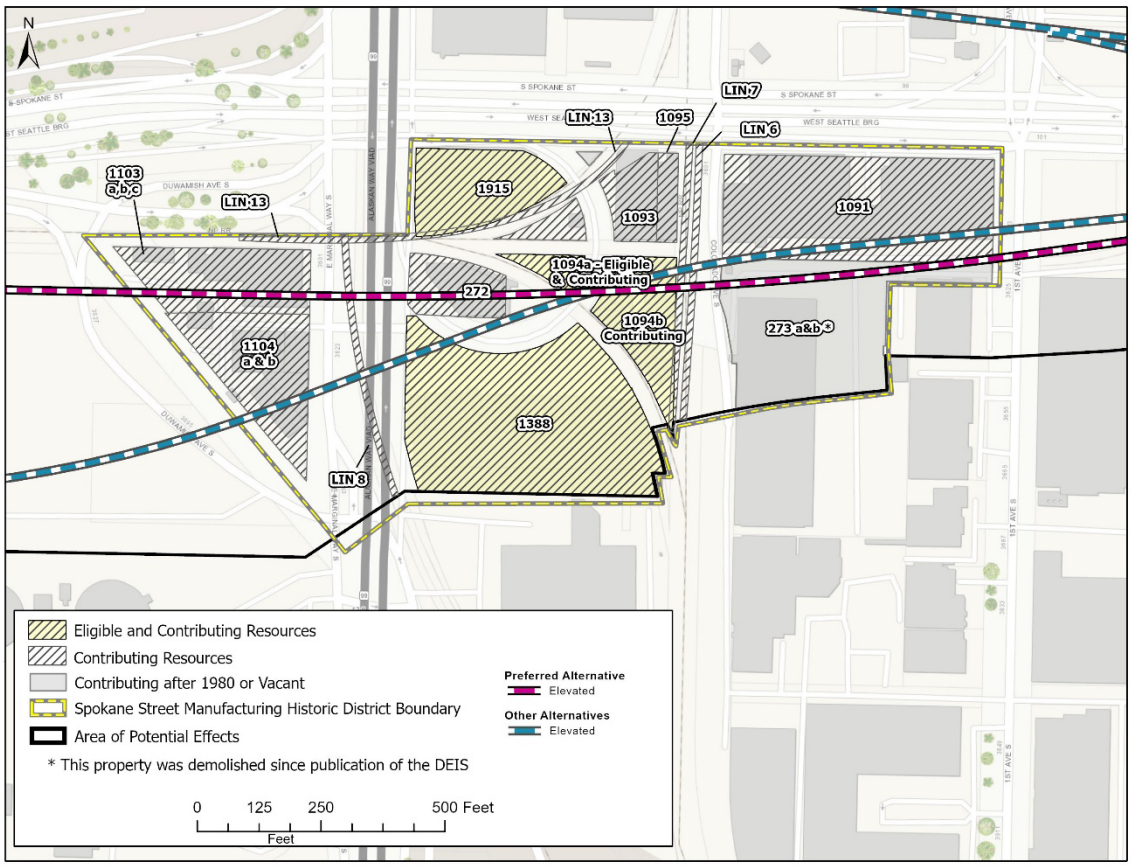
Within this segment are two National Register-eligible historic districts: the Spokane Street Manufacturing Historic District and the Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District.

Spokane Street Manufacturing Historic District

The Spokane Street Manufacturing Historic District is composed of four railroad segments and a grouping of industrial buildings south of South Spokane Street, roughly between Fourth Avenue South to the east, South Andover Street to the south, and East Marginal Way South to the west (Figure 9-7). The historic district is National Register-eligible under Criterion A for its association with Seattle's industrial manufacturing history, and specifically as representing Seattle's metal manufacturing industry from World War I through and post-World War II. The potential historic district consists of four rail segments constructed between 1908 and 1909 as well as both light and heavy industrial warehouses dating from 1918 to 1968 that together represent a significant and distinguishable entity that retains sufficient integrity to convey its direct and important association with the metal manufacturing industry in Seattle from World War I through the period following World War II.

This National Register-eligible historic district retains integrity of location. While some contributing properties have shifted orientation slightly to accommodate new infrastructure, all contributing properties remain generally in their original locations. Similarly for railroad segments, while overall alignments of railroads that pass through the historic district have shifted over time, the segments of track located within the historic district remain generally in their original locations enough to convey the significance they held for the historic district. Integrity of setting, feeling, and association is maintained because the area remains an industrial neighborhood adjacent to the Duwamish Waterway. While some modifications of the individual buildings took place over the years, these improvements were necessary to keep the buildings operational as manufacturing and general industrial buildings, and the collection of buildings retains sufficient integrity of material, design, and workmanship when considered as a district. Therefore, the district retains sufficient overall integrity to convey its significance under Criterion A.

Figure 9-7. Spokane Street Manufacturing Historic District

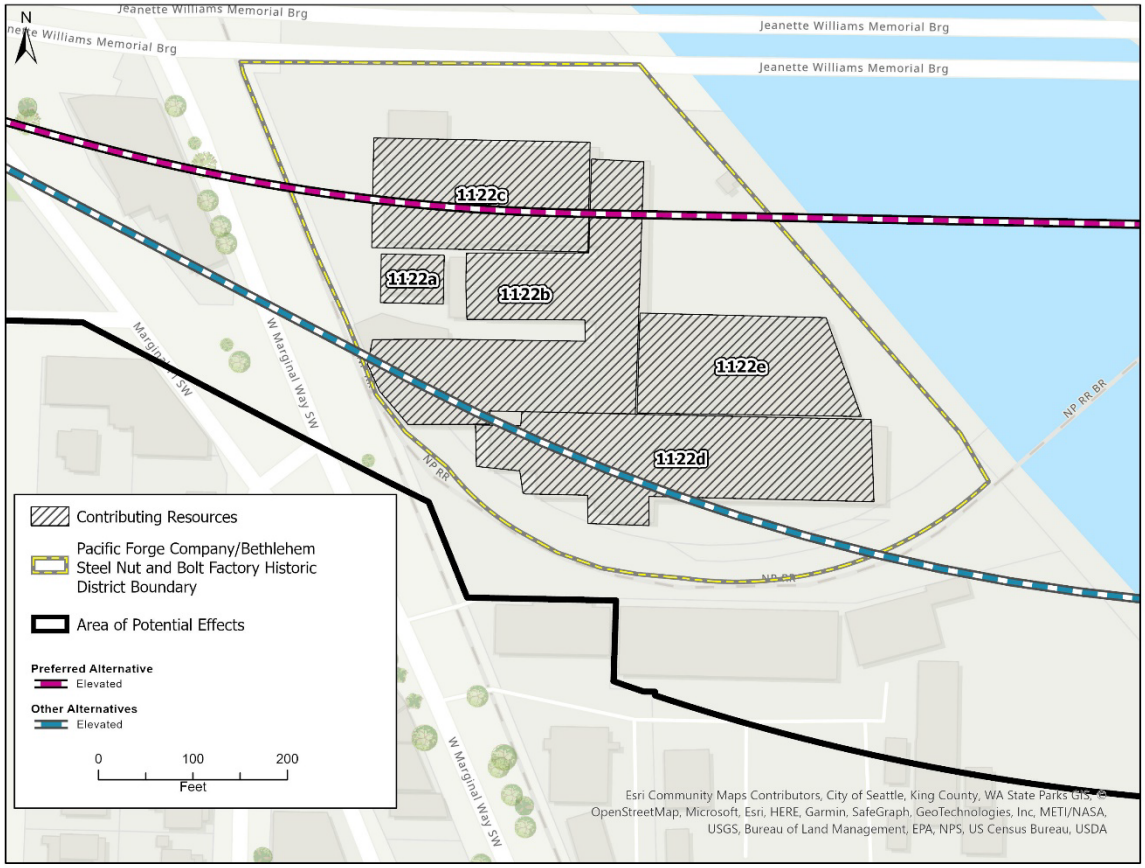


Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District

The 6-acre former Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District (Figure 9-8) occupies a waterfront site west of the West Waterway and east of West Marginal Way Southwest. The historic district is identified by five contributing resource buildings: the Bethlehem Steel Nut and Bolt Factory office building, the original Pacific Forge Company forge building and warehouses, and Bethlehem Steel Warehouses 1, 2, and 3. The Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory complex was evaluated in 2011 and recommended as individually eligible for the National Register as well as contributing to a historic district, although reasons for eligibility were not defined. Upon re-evaluation for this project, the former Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory was determined National Register-eligible under Criterion A for its association with Seattle's steel industry.[7] Specifically, it represents the critical World War II trend of adapting to crucial conflict and supply needs such as providing fasteners for naval and other military applications. It also includes the post-war transition to supply homeland civilian and domestic markets. It also meets Criterion C because architecturally, the site consists of utilitarian functional examples of industrial buildings and features that combined represent a significant and distinguishable entity that was the steel industry in Seattle from World War I through the period following World War II.

[7] Sound Transit was not granted access to this property for this evaluation. The analysis was based on previous documentation, views from adjacent properties, archival data, and aerial photographs and maps.

Figure 9-8. Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District



The property retains integrity of location because it has not been moved. It also retains integrity of design, materials, and workmanship because the resource's buildings and site have undergone minimal changes. Integrity of setting, association, and feeling is maintained because it remains in an industrial area adjacent to West Seattle and the West Seattle Bridge. While the internal forge components have been removed, the exterior of the facility remains similar to its appearance in 1968 when the last of the Bethlehem Steel improvements took place. While some modifications of the individual resource buildings took place over the years, these improvements were necessary to keep the facility operational as a nut and bolt factory, and the collection of resource buildings retains sufficient integrity, when considered as a district, for the district to convey its significance under Criteria A and C.

In summary, two National Register-eligible historic districts were identified in the Duwamish Segment as a result of this survey.

9.3.6 Delridge Segment

The Delridge Segment includes the area between Southwest Charlestown Street and 31st Avenue Southwest. While the built environment in this segment is generally characterized by a mixture of residential buildings (both single- and multi-family) and neighborhood commercial buildings, the segment also contains the former Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation (now Nucor Steel) site, as well as the National Register-eligible West Seattle Golf Course.

While the Delridge Segment does not contain any National Register-listed resources, it does contain one designated Seattle landmark resource. Table 9-5 lists all historic properties in this segment, including 14 resources that were determined eligible for listing in the National Register as a result of field investigations for this project. Figure 9-9 shows the location of the historic properties within this segment, and photos of all historic properties in every segment are provided in Attachment N.5B.

Table 9-5. Historic Properties in the Delridge Segment

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
242	717063	West Seattle Golf Course	4600 35th Avenue Southwest	1936	Eligible (Criteria A and C)	Eligible (Criteria A and D)
443	344641	Bethlehem Pacific Coast Steel Company Office Building	4045 Delridge Way Southwest	1960	Eligible (Criteria A and C)	Eligible (Criteria A and D)
444	721070	Residence	4030 Delridge Way Southwest	1906	Eligible (Criteria A and C)	Eligible (Criteria A and D)
449	38466	Seattle Steel Company/ Bethlehem Pacific Coast Steel Corporation	2424 Southwest Andover Street	1966	Eligible (Criterion A)	Eligible (Criterion A)
453	47869	Mrachke & Son	3860 to 3864 Delridge Way Southwest	1930	Eligible (Criteria A and C)	Eligible (Criteria A and D)
1166	376099	Single-Family Craftsman Residence	4108 25th Avenue Southwest	1907	Eligible (Criteria A and C)	Eligible (Criteria A and D)
1787	721178	Single-Family Residence	4139 25th Avenue Southwest	1909	Eligible (Criterion C)	Eligible (Criterion D)
1977	418305	Contemporary Ranch House	4150 32nd Avenue Southwest	1959	Eligible (Criterion C)	Eligible (Criterion D)
2254	335189	Kirlow Four-Plex	3074 Southwest Avalon Way	1967	Eligible (Criterion C)	Eligible (Criterion D)
3345	287692	Residence	4017 23rd Avenue Southwest	1907	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3391	300990	Residence	4044 32nd Avenue Southwest	1925	Eligible (Criterion C)	Eligible (Criterion D)
3396	721984	Cettolin House	4022 32nd Avenue Southwest	1928	Eligible (Criterion C)	Designated Seattle landmark

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
7063	730028	Single-Family Residence	4019 Fauntleroy Way Southwest	1931	Eligible (Criterion C)	Eligible (Criterion D)
7075	730040	Single-Family Residence	4032 35th Avenue Southwest	1932	Eligible (Criterion C)	Eligible (Criterion D)

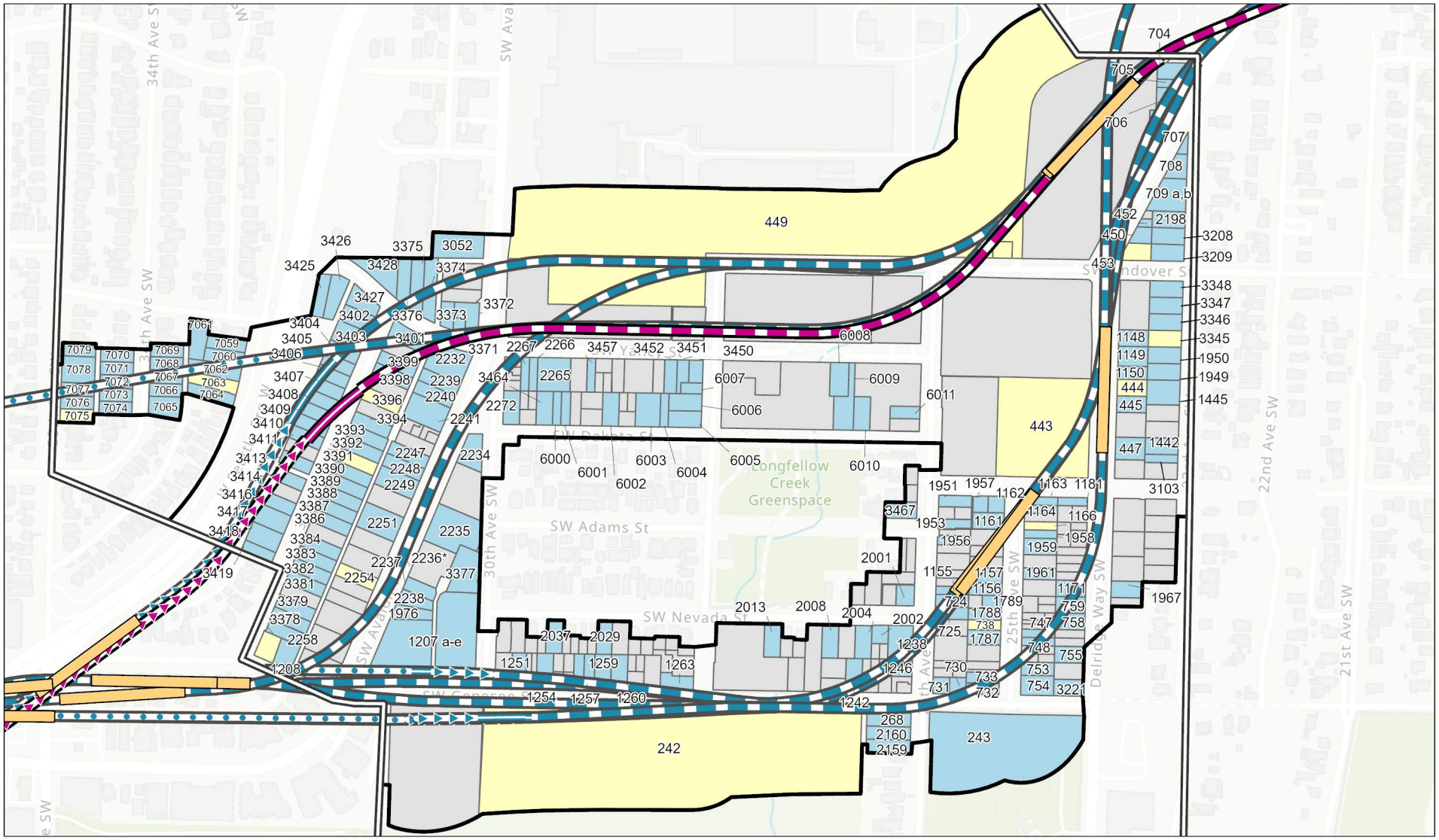
Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

[a] All National Register-eligible resources, including districts, would also meet Seattle landmark eligibility criteria. This column provides the likely Seattle Landmark eligibility criteria as described in Section 2.3.

9.3.6.1 Potential for Delridge Segment Historic Districts

During the evaluation of resources in the area of potential effects within the Delridge Segment, additional research was warranted in the following areas to determine the potential for an eligible historic district:

- Bethlehem Pacific Coast Steel Corporation: The project contains several properties whose history is associated with the Bethlehem Pacific Coast Steel Corporation (now Nucor Steel). Within the Delridge Segment are the former Bethlehem Pacific Coast Steel Mill itself, built circa 1905 (449); the Bethlehem Pacific Coast Steel Corporation Office Building, built circa 1960 (443); the Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory eligible historic district, built circa 1917 to 1968 (1122); and the Puget Sound Sheet Metal Works building, built circa 1942 (1104a). These properties were considered as part of a potential discontiguous district. A discontiguous district is defined as “two or more definable significant areas separated by nonsignificant areas” (National Park Service 1997). While these properties share an association with the former Bethlehem Pacific Coast Steel Corporation, which is significant for its important place in Seattle’s early twentieth century industrial development, these resources were all built in different periods of the company’s history and were associated with the company for varying periods of time. Ultimately, it was determined that the resources lacked a cohesive significance necessary for a discontiguous historic district.
- West Seattle Golf Course: The West Seattle Golf Course (including the clubhouse and shop), Camp Long, and the West Seattle Stadium would likely comprise a National Register-eligible historic district under Criterion A. The district would be significant as a collection of recreation-focused Works Progress Administration-era public works. Although said district has not been formally defined, the subject properties have been identified and recorded individually, and future consideration as a district is recommended.



Source: City of Seattle, King County (2019, 2020, 2021).

Segment Line

Area of Potential Effects (APE)

Parcel

Park

Station

National Register Eligibility Status

Eligible

Not Eligible

Constructed after 1980 or Vacant

Preferred Alternative

Elevated

Tunnel

At-Grade

Retained Cut

Other Alternatives

Elevated

Tunnel

At-Grade

Retained Cut

* This property was demolished since publication of the DEIS

FIGURE 9-9

National Register Eligibility Status

Delridge Segment

West Seattle Link Extension

0 250 500 1,000 Feet

N

- Residential areas: As in all of the segments throughout the area of potential effect, residential areas were considered for their potential as historic districts. The following residential areas warranted additional research:
  - Single-family residences built circa 1907: There are 19 single-family residences built circa 1907 within the area of potential effects in the Delridge Segment. These have potential significance in association with the development of a streetcar system in West Seattle. The Seattle Electric Railway system operated from Youngstown through the West Seattle Junction, and when completed in 1907, was responsible for a boom in residential development along its route. Of these 19 residences, 10 are on 25th Avenue Southwest. While this street has the potential for an eligible historic district for its association with the residential development that occurred because of the streetcar system, nearly all of these homes have been significantly altered and can no longer convey their historic significance. As each individual resource has lost integrity, the potential district too does not retain enough integrity to convey its historic significance.
  - 32nd Avenue Southwest between Southwest Genesee Street and Southwest Yancy Street: This area is characterized by small single-family homes, many of which were built in the late 1910s and into the 1920s. Similarly, 25th Avenue Southwest between Southwest Genesee Street and Southwest Dakota Street is characterized by a handful of single-family homes built circa 1910. While both streets have the potential significance for a concentration of buildings united aesthetically, most of these homes have been significantly altered with modern additions and replacement features. As many of the individual resources have lost integrity, the potential district too does not retain sufficient integrity to convey its historic significance.

In summary, the West Seattle Golf Course and associated Works Progress Administration-era resources is the only potential historic district identified within the Delridge Segment.

9.3.7 West Seattle Junction Segment

The West Seattle Junction Segment includes the area generally west of 31st Avenue Southwest, between Southwest Charleston Street, and Southwest Hudson Street. The built environment in this segment is generally characterized by a mixture of residential buildings (single- and multi-family) as well as low-rise neighborhood commercial buildings, particularly near the intersection of Southwest Alaska Street and California Avenue Southwest.

While the West Seattle Junction Segment does not contain any National Register-listed properties, it does contain one designated Seattle landmark. Table 9-6 lists all historic properties in this segment, including 33 resources that were determined eligible for listing in the National Register as a result of field investigations for this project. Figures 9-10a and 9-10b show the location of the historic properties within this segment, and photos of all historic properties in every segment are provided in Attachment N.5B.

Since publication of the WSBLE Draft EIS, one property, 4406 37th Avenue Southwest (89), has been demolished by its owner and is no longer considered in this evaluation.

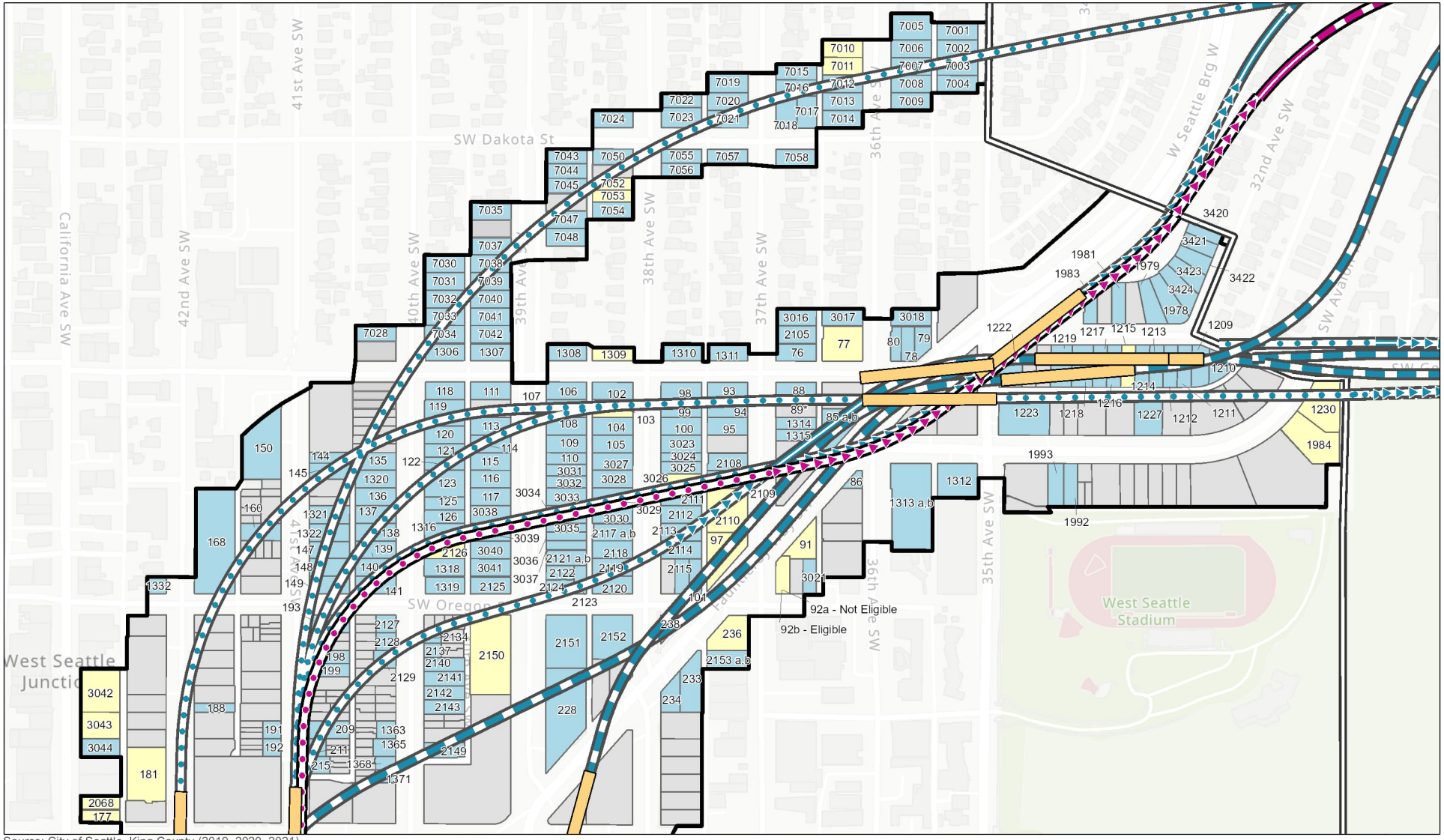
Table 9-6. Historic Properties in the West Seattle Junction Segment

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
77	719318	Limcrest Apartments	3600 Southwest Genesee Street	1956	Eligible (Criterion C)	Eligible (Criterion D)
91	720871	Carlsen & Winquist Auto	4480 Fauntleroy Way Southwest	1946	Eligible (Criteria A and C)	Eligible (Criteria A and D)
92b	720875	West Seattle Brake Service	4464 37th Avenue Southwest	1948	Eligible (Criteria A and C)	Eligible (Criteria A and D)
97	720988	Jim's Shell Service	4457 Fauntleroy Way Southwest	1965	Eligible (Criterion A)	Eligible (Criterion A)
103	420560	Residence	4407 38th Avenue Southwest	1924	Eligible (Criterion C)	Eligible (Criterion D)
177	721552	Campbell Building	4554 California Avenue Southwest	1918	Eligible (Criteria A and C)	Designated Seattle landmark
181	721486	Alaska House	4545 42nd Avenue Southwest	1979	Eligible (Criterion C)	Eligible (Criterion D)
236	343799	Wardrobe Cleaners	4500 Fauntleroy Way Southwest	1949	Eligible (Criterion C)	Eligible (Criterion D)
239	365276	Craftsman Bungalow	4015 Southwest Hudson Street	1906	Eligible (Criteria A and C)	Eligible (Criteria A and D)
1215	442141	Contemporary Ranch House	3221 Southwest Genesee Street	1959	Eligible (Criterion C)	Eligible (Criterion D)
1230	338613	Golden Tee Apartments	3201 Southwest Avalon Way	1967	Eligible (Criterion C)	Eligible (Criterion D)
1309	303008	Single-Family Residence	4157 38th Avenue Southwest	1956	Eligible (Criterion C)	Eligible (Criterion D)
1984	338612	Golden Tee Apartments	3211 Southwest Avalon Way	1967	Eligible (Criterion C)	Eligible (Criterion D)
2068	679043	Bartell Drugs	4548 California Avenue Southwest	1929	Eligible (Criteria A and C)	Eligible (Criteria A and D)
2110	334059	Chinook Apartments	4431 37th Avenue Southwest	1959	Eligible (Criterion C)	Eligible (Criterion D)
2126	365104	Residence	4446 40th Avenue Southwest	1908	Eligible (Criterion A)	Eligible (Criterion A)
2150	343495	West Seattle Bowl	4505 39th Avenue Southwest	1948	Eligible (Criterion A)	Eligible (Criterion A)
2217	343979	Venable & Wing Law Office	4826 California Avenue Southwest	1963	Eligible (Criterion C)	Eligible (Criterion D)
2224	721512	Residence	5011 41st Avenue Southwest	1925	Eligible (Criterion C)	Eligible (Criterion D)
2228	278849	Residence	4115 Southwest Hudson Street	1913	Eligible (Criterion C)	Eligible (Criterion D)
3026	654505	Residence	4426 38th Avenue Southwest	1932	Eligible (Criterion C)	Eligible (Criterion D)

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Seattle Landmark Eligibility Status [a]
3042	721838	J.C. Penney/ Russell Building	4520 California Avenue Southwest	1926	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3043	721839	Marier Foto Studio	4528 California Avenue Southwest	1928	Eligible (Criteria A and C)	Eligible (Criteria A and D)
3243	722760	Single-Family Residence	4714 38th Avenue Southwest	1939	Eligible (Criterion C)	Eligible (Criterion D)
3250	722762	Single-Family Residence	4755 38th Avenue Southwest	1957	Eligible (Criterion C)	Eligible (Criterion D)
3251a	723076	Apartment Complex	4821 Fauntleroy Way Southwest	1957	Eligible (Criterion C)	Eligible (Criterion D)
3251b	723077	Apartment Complex	4821 Fauntleroy Way Southwest	1957	Eligible (Criterion C)	Eligible (Criterion D)
7010	729979	Single Family Residence	4039 36th Avenue Southwest	1953	Eligible (Criterion C)	Eligible (Criterion D)
7011	729980	Single Family Residence	4045 36th Avenue Southwest	1948	Eligible (Criterion C)	Eligible (Criterion D)
7052	730016	Single Family Residence	4109 38th Avenue Southwest	1919	Eligible (Criterion C)	Eligible (Criterion D)
7053	730017	Single Family Residence	4111 38th Avenue Southwest	1919	Eligible (Criterion C)	Eligible (Criterion D)

Note: Property names correspond with the resource names documented on the Historic Property Inventory forms on WISAARD. Property names typically reflect historic names of businesses or individuals that occupied the building in the past.

[a] All National Register-eligible resources, including districts, would also meet Seattle landmark eligibility criteria. This column provides the likely Seattle Landmark eligibility criteria as described in Section 2.3.



Source: City of Seattle, King County (2019, 2020, 2021).

Segment Line

Area of Potential Effects (APE)

Parcel

Park

Station

National Register Eligibility Status

Eligible

Not Eligible

Constructed after 1980 or Vacant

* This property was demolished since publication of the DEIS

Preferred Alternative

Elevated

Tunnel

At-Grade

Retained Cut

Other Alternatives

Elevated

Tunnel

At-Grade

Retained Cut

FIGURE 9-10a

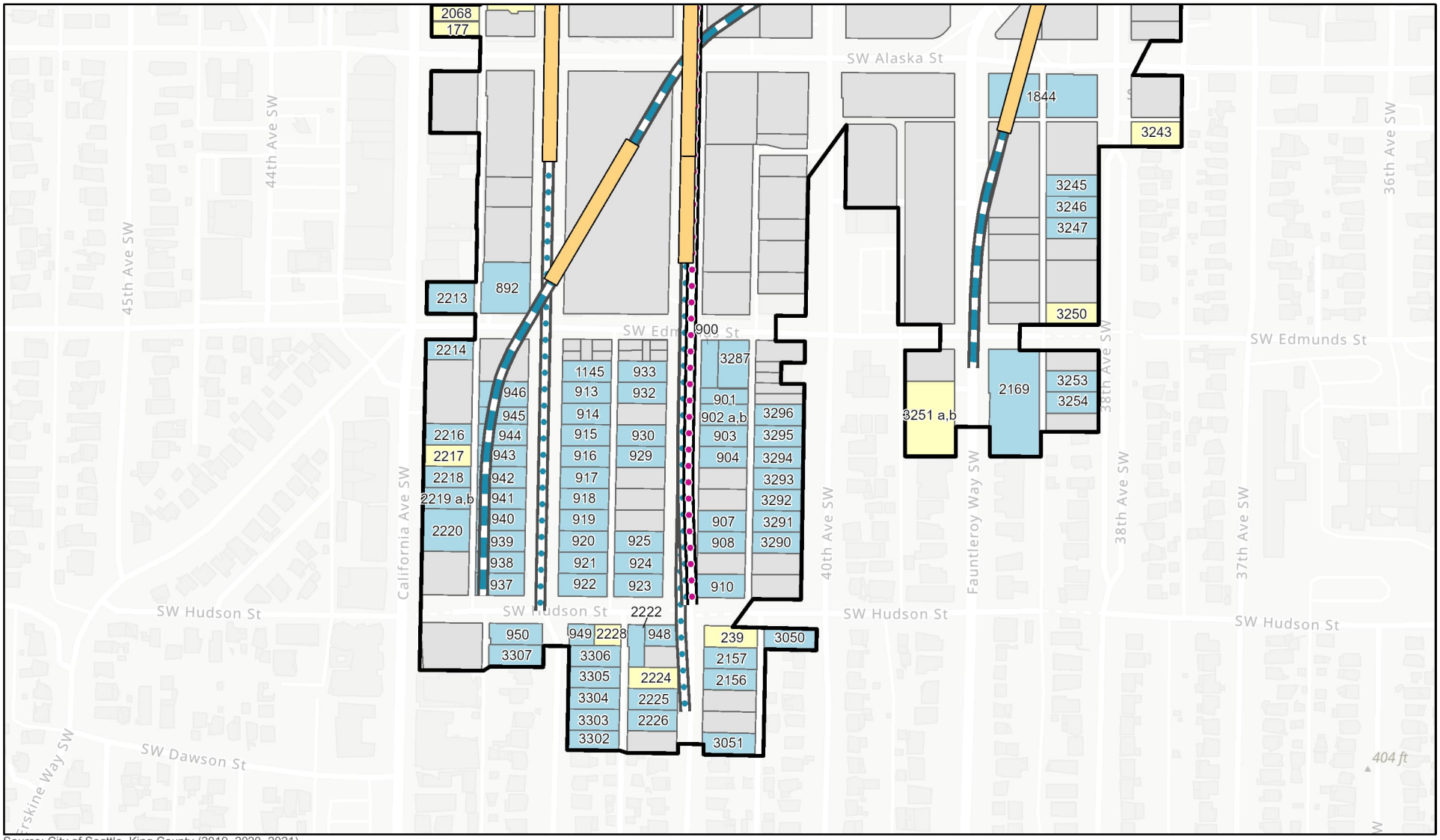
National Register Eligibility Status

West Seattle Junction Segment (North)

West Seattle Link Extension

0 250 500 1,000 Feet

N



Source: City of Seattle, King County (2019, 2020, 2021).

Area of Potential Effects (APE)

Parcel

Park

Station

National Register Eligibility Status

Eligible

Not Eligible

Constructed after 1980 or Vacant

Preferred Alternative

Elevated

Tunnel

At-Grade

Retained Cut

Other Alternatives

Elevated

Tunnel

At-Grade

Retained Cut

FIGURE 9-10b

National Register Eligibility Status

West Seattle Junction Segment (South)

West Seattle Link Extension

0 250 500 1,000 Feet

N

9.3.7.1 Potential for West Seattle Junction Segment Historic Districts

During the evaluation of resources in the area of potential effects within the West Seattle Junction Segment, additional research was warranted in the following areas to determine the potential for an eligible historic district:

- Residential areas: As in all of the segments throughout the area of potential effects, residential areas were considered for their potential as historic districts. Research did not reveal any residential street or plat to have a significant association with community planning or development aside from the general development that every residential area experiences. The residential streets in this segment have experienced a lot of recent infill and development, and many older homes have been demolished. Many houses of historic-age in this segment have been so altered that any potential district significance for a unified aesthetic no longer retains sufficient integrity to convey architectural significance.
- Commercial areas: There are two primary commercial areas within this segment, both located at the edges of the area of potential effects – one is along Fauntleroy Way Southwest, and the other is at the intersection of Southwest Alaska Street and California Avenue Southwest (known as the Alaska Junction or West Seattle Junction). Commercial properties of historic-age along Fauntleroy Way Southwest were built during various periods and have undergone many alterations, and many older resources have been recently demolished and replaced with modern infill. Ultimately, this area was found to lack a significant association with historical or architectural values that would unify them as a potential district, regardless of integrity. The West Seattle Junction area at Southwest Alaska Street and California Avenue Southwest was surveyed in 2016 as part of the West Seattle Junction Historic Resources Survey, sponsored by the West Seattle Junction Historical Survey Group. While some resources were found to retain integrity and significance, most have been altered, and a historic district was not proposed in this area.

In summary, no potential historic districts were identified within the West Seattle Junction Segment due to a lack of integrity.

10 APPLICATION OF CRITERIA OF ADVERSE EFFECT

As an undertaking, the project would adversely affect historic properties (both archaeological resources and historic/built environment resources); this section discusses effects to historic properties within the area of potential effects as a result of this undertaking. In cases where historic resources or districts exceed the one-parcel or 200-foot boundary, effects to historic properties are still considered on the entire resource or district.

Under Section 106 and Code of Federal Regulations Title 36, Part 800.5, an undertaking would have an adverse effect if it would alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the National Register. These characteristics include the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. All qualifying characteristics of a historic property shall be considered, including those that may have been identified after the original evaluation of the property's National Register eligibility. Adverse effects on historic properties may include, but are not limited to, the following:

- Physical destruction of or damage to all or part of a property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Code of Federal Regulations Title 36, Part 68) and applicable guidelines
- Removal of a property from its historic location
- Change of the character of a property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of a property's significant historic features
- Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an indigenous Tribe or Native Hawaiian organization
- Transfer, lease, or sale of a property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

To determine the effects on historic properties within the area of potential effects, the following information was considered:

- The location of project elements and proximity to historic properties
- Potential partial or complete acquisition and/or demolition of historic properties
- Construction methods and location
- Potential for vibration (short- or long-term) that could damage historic properties
- Potential for settlement that could damage historic properties
- Potential changes to the visual setting that could adversely affect a property's use or character.

Technical reports prepared by Sound Transit as part of the Environment Impact Statement documentation informed these analyses. These studies include, but are not limited to, the Noise and Vibration Technical Report (Appendix N.3), the Visual and Aesthetics Technical Report (Appendix N.2), Transportation Technical Report (Appendix N.1), and Chapter 2, Alternatives Considered, of the Final EIS. All provide detail about anticipated noise, vibration, and visual

impacts from both construction and operation of the project. Sound Transit evaluates light rail noise and vibration impacts for transit projects according to the FTA's *Transit Noise and Vibration Impact Assessment Manual* (2018).

Potential cumulative long-term effects of the project in conjunction with past, present, and reasonably foreseeable future actions are addressed in Chapter 5, Cumulative Impacts, of the Final EIS.

In a letter to Tribes and other consulting parties dated March 18, 2024, and to the State Historic Preservation Officer dated March 22, 2024, FTA determined adverse effects to individual historic properties. The State Historic Preservation Officer concurred with these determinations on April 16, 2024. As described in Section 11, in accordance with Code of Federal Regulations Title 36, Part 800.6 and in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties, FTA and Sound Transit are developing a programmatic agreement to resolve adverse effects to historic properties.

10.1 Overview of Potential Permanent (Operational) Effects

Potential permanent operational effects to archaeological and historic built environment resources can include, but are not limited to:

- Partial and full demolition of existing resources.
- Clearing and vegetational removal, excavating, grading, and other project-relevant ground disturbances.
- The introduction of physical structures that would diminish the setting or accessibility of historic built environment properties, such as:
  - Elevated guideways
  - Stations
  - Tunnels
  - Overhead catenary systems
  - Traction power substations
  - Hi-rail access and maintenance roads
  - Tunnel vents
  - Stormwater facilities
  - Utilities relocation
  - Construction of staging, stockpiling, and storage areas
- Other impacts, including train noise, lighting and glare from passing trains and stations, or vibration from passing trains if those impacts compromise the physical integrity or accessibility of existing structures.

Appendix N.2, Visual and Aesthetics Technical Report, describes the type and extent of visual impacts associated with the project elements. It includes visual simulations from key viewpoints, which are provided in Attachment N.2A, Key Observation Point Analysis, of Appendix N.2. Table 10-1 provides an overview of visual characteristics of the project components.

Table 10-1. Visual Characteristics of Project Components

Project Component	Visual Characteristics and Notes
Elevated Guideways or Structures (guideway columns, straddle bents) [a]	These are often the most visible project elements. The bottom parts of elevated guideways and hi-rail access would range between approximately 20 feet and 170 feet in height with the project. Noise barriers near sensitive receivers could add several additional feet to the height of the elevated guideways. Elevated hi-rail access ramps would be required to reach and maintain elevated guideways. In some locations, elevated guideways (and their associated overhead catenary system) could intrude on views of features such the Cascade and Olympic mountains, Mount Rainier, Elliott Bay, and the Puget Sound., Elevated stations (and guideways to a lesser extent) could create shadows that could have impacts. However, stations and associated structures such as elevators, escalators, and walkways, as well as underground stations egress/vent structures, would be designed to be attractive architectural elements or features and would add visual interest to the nearby area.
Bridges	The bridge over the Duwamish Waterway would be the most visible structure as seen from a distance associated with the project. High-level fixed bridge structure types could include balanced cantilever segmental box girder, extradosed, cable-stayed, or steel truss superstructure. Preferred Alternative DUW-1a would be constructed as either truss or cable-stayed).
Stations	Depending on size, bulk, and whether they would be elevated, retained cut, or at-grade, stations could block or intrude on views of features such the Cascade mountains, Mount Rainier, Elliott Bay, Puget Sound, and the Downtown Seattle skyline; cast shadows; or add built elements to the landscape. Elevated stations would be more visible than stations in retained cuts or tunnels and would contain features such as escalators, elevators, and stairs. The only at-grade station would be in SODO.
Overhead Catenary System	The overhead catenary system can be a very visible component from close viewing distances. Overhead catenary system elements (wires and poles) become less visible as viewing distances increase. The structures could intrude on views but would not block views because of their thin, cable-like profile and appearance.
Lighting and Glare Associated with Stations	Project-related lighting at stations could create light impacts, increase the level of ambient light nearby, and increase skyglow, which can impact nighttime views of the stars. Design-related measures such as shielding and altering light direction in stations would be used where appropriate to reduce potential impacts. Glare impacts from the project Build Alternatives would be unlikely. “Glare” is defined by the online Merriam-Webster Dictionary as “a harsh uncomfortably bright light” (Merriam-Webster 2020); given this definition, potential reflection from stations might be seen under certain conditions and at certain times of the day but would not be likely to produce harsh, uncomfortable bright light that would be a safety issue to vehicle drivers.
Lighting Associated with Trains	Lights from the interior of project light rail trains and train headlights would be seen at night in some locations as the light rail passes viewers, although some noise barriers on elevated structures near sensitive viewers would block views of interior train lights and/or train headlights, particularly when looking upward at trains traveling above viewers on elevated guideways. Briefly seeing light associated with passing light rail trains would not be expected to create visual disturbances, given the existing level of traffic on streets at night on most streets near the Build Alternatives. Some sensitive viewers living in residences that would be adjacent to elevated structures might find passing nighttime light rail visually disturbing.
Building Removal	Removal of existing buildings can improve or detract from visual settings, depending on building condition, style, scale, and color. Areas where buildings would be removed would contain project elements and/or be revegetated to better blend in with nearby areas.
Vegetation Removal	Removal of vegetation can open up views that are nonexistent or, conversely, expose other unsightly views, such as industrial areas below sensitive viewers that are currently blocked by vegetation. When possible, Sound Transit would preserve existing vegetation as practical, replant vegetation, replace trees, and screen to minimize effects of vegetation removal.

Project Component	Visual Characteristics and Notes
Retaining Walls	Retaining walls often replace vegetated hillsides with hard materials such as concrete that might require surface design treatments to reduce impacts. Where appropriate, retaining walls would be treated with surface design enhancements.
Sound Walls	Sound walls or noise barriers could be installed near sensitive noise receivers. They are built of solid materials and placed adjacent to or attached to the light rail guideway. When these measures are not effective, sound walls might be constructed along property lines, sometimes replacing existing fences. The proposed locations of sound walls are shown in Appendix N.3, Noise and Vibration Technical Report, and were considered in the visual impact analysis.
Retained Cut	Retained cut for light rail would only be visible from nearby areas. Fencing and/or walls along the top of the retained cut would be the most visible elements of this feature and would be appropriately designed to fit in with the adjacent properties.
Traction Power Substations	The traction power substations would be in enclosed buildings, about 20 feet by 60 feet in size, with an additional 10 feet to 20 feet required around each unit. Where appropriate, they would be screened from public view with a wall or fence. The exterior walls or fences would be landscaped in accordance with the landscape regulations of the jurisdictions where the facilities would be located.
Tunnel Egress and Vent Shaft Structure	The tunnel egress and vent shaft structure would provide access from tunnels to the surface and provide a way for the vent shaft to vent above the surface. The structure would be a building approximately 30 feet by 30 feet and 25 feet in height above-grade.

[a] Straddle bents are supports made of two columns that support a beam on which the guideway sits.

10.2 Overview of Temporary Construction-Related Effects

Archaeological sites are generally not affected by temporary, construction-related effects. However, temporary construction-related effects to historic built environment resources can be caused by several factors, including, but not limited to, restricted access, increased truck traffic along haul routes, glare, noise, vibration, and temporary visual impacts and changes to setting. Together, these factors can lead to reduced commercial activity, and reduced investment in historic resources. Typically, these effects would not be considered adverse unless they result in the diminishment of characteristics that contribute to a historic property's National Register eligibility.

Section 2.7, Construction Approach, in the Final EIS, provides an overview of potential construction activities and timing. The project would have extended multiple year construction periods, with the greatest potential for construction impacts occurring during civil construction.

The following major civil construction activities could result in a potential adverse effect, depending on proximity to the resource and how the resource is accessed.

- Partial and full demolition of existing resources (buildings, pavement) and debris removal
- Remediation of existing contamination at construction sites
- Building temporary vehicular, bicycle, and pedestrian detour routes
- Protective works (such as underpinning) for buildings that would not be demolished
- Clearing and vegetation removal
- Fill and excavation
- Utility extensions, relocations, or disruptions

- Drainage system relocations and new connections, including stormwater vaults
- Construction staging area use
- Guideway structure construction
- Tunnel construction, particularly at the tunnel portals and vent shafts
- Tunnel cross passage construction, including ground treatment near the cross passages
- Delivery of materials and equipment
- Removal and hauling of excavation spoils and other construction debris
- Station construction, including elevated stations and tunnel stations under street rights-of-way
- Crossover track, tail track, and other special trackwork construction, including at-grade, elevated, and underground trackwork structures
- Bridge construction
- Slope stabilization (such as retaining wall) construction
- Ground treatment and improvement (such as stone columns, jet grouting, and ground freezing)
- Pile-driving and shaft drilling
- Roadway reconstruction

10.2.1 Potential Vibration-Related Effects

Construction-related vibration would potentially affect built environment historic properties. As described in Appendix N.3, Noise and Vibration Technical Report, the primary concern from vibration as a result of construction activities is the potential for damage to buildings, particularly historic properties. Because the details of the construction means and methods for this project are not available at this time and there are several alternatives, the construction vibration analysis focused on determining the distance beyond which the damage risk criteria and annoyance criteria would not be exceeded.

There are no state, county, or municipal vibration regulations; therefore, the FTA's recommended criteria on vibration levels is applied to identify potential vibration effects during construction. The construction vibration criteria were developed to avoid potential damage risk to buildings, including historic resource buildings, which might be particularly susceptible to construction damage, depending on their structural design and siding.

As discussed in the Noise and Vibration Technical Report, vibration associated with tunneling is not anticipated to exceed FTA criteria.

The highest vibration-generating construction activity that could occur would be pile-driving where bridge construction is planned. Sound Transit would develop a construction vibration control plan to address locations where historic resources would be located within the minimum distance threshold, and to outline measures to avoid and minimize impacts. Section 11.2.2.2, Minimization of Noise and Vibration Effects, in this report provides more detail on the construction vibration control plan.

10.2.2 Haul Routes and Traffic

To construct the West Seattle Link Extension, Sound Transit would primarily use the City of Seattle's Major Truck Streets (see Sections 9.2.1 and 9.3.1 of Appendix N.1, Transportation Technical Report, for the City's Major Truck Streets) and WSDOT's Interstate and State Route facilities, including Interstates 5 and 90 and State Routes 99, 509, 519, 599, and 520. These routes would be used for construction vehicle access to and from the construction and construction staging areas. Some oversized construction vehicles may need to use designated alternative routes.

Certain construction areas would not be served by these state and City major truck routes, so additional streets would be required to access construction areas. These streets would be limited to arterials or larger whenever possible but would sometimes need to include local streets to access construction areas not adjacent to the arterial street system.

Project construction areas where local streets could be necessary for access include the following:

- Pigeon Point construction staging area for Preferred Alternative DUW-1a and Option DUW-1b in the Duwamish Segment
- Delridge tunnel portals for Alternative DEL-2a, Option DEL-2b, Alternative DEL-4, and Alternative DEL-7 in the Delridge Segment
- Portals for the West Seattle Junction Segment tunnel alternatives (Preferred Option WSJ-5b, Alternative WSJ-4, and Alternative WSJ-5a), and the station areas for all alternatives, including the elevated alternatives

As more information on specific haul routes within NRHP-eligible or listed historic districts are identified, FTA and Sound Transit will continue consultation with the State Historic Preservation Officer and other consulting parties. If any additional historic properties are adversely affected, FTA would resolve the adverse effects in accordance with Section 106 procedures and as stipulated in the programmatic agreement in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties.

10.2.3 SODO Segment

Consistent with City of Seattle regulations, construction and construction traffic management plans, including haul routes, would be prepared in consultation with the City during the project's final design and construction phases.

Over the duration of the construction period, the major construction activities for the Build Alternatives would be associated with the station construction, tunneling, and constructing the elevated guideway or bridges. These activities would require between 10 and 35 trucks per hour; with bridge construction and tunnel excavation generating the highest truck activity (20 to 35 trucks per hour) within that range.

10.3 No Build Alternative

The No Build Alternative would have no effect on historic properties in the area. Archaeological resources may be identified through other construction activities as the area continues to expand and develop. Similarly, the number of historic built environment resources could decrease with increased development and through neglect.

10.4 Build Alternatives

This section discusses the potential effects under Section 106 of project construction and operation on archaeological sites and historic built environment resources associated with the project. Measures to reduce noise, vibration, and/or visual effects are discussed in Section 11, Summary and Recommendations.

Section 1.2, Project Description, provides an overview of project elements within this extension; Chapter 2 of the Final EIS provides a more extensive description. Effects associated with this extension are described in the following sections.

10.4.1 Effects to Archaeological Resources

In the following sections, the discussion will focus solely on those resources or areas that have the potential to be adversely affected by the project. For archaeological resources discussed in previous sections, those sites that have been determined “not eligible” for listing in the National Register will not be discussed further. Archaeological sites that have not yet been evaluated for eligibility for listing in the National Register or those locations along the new corridors with a high archaeological probability will be the focus of the following discussion.

For all segments, if any additional historic properties are adversely affected, FTA would resolve the adverse effects in accordance with Section 106 procedures in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties. Protocol to address how additional consultation and archaeological research will be conducted to complete the process of identifying, evaluating, and assessing effects to historic properties in consultation with the State Historic Preservation Officer and Native American Tribes will be included in the project programmatic agreement and archaeological treatment plan (see Section 11).

10.4.1.1 SODO Segment

There have been no archaeological resources previously or thus far identified within the SODO Segment of the project. However, prior to Euroamerican migration into the area, nearly the entirety of this segment was tidal and likely used by local inhabitants for resource procurement. While archaeological remnants of the types of activities associated with these areas are ephemeral and rare, probability remains high of their existence beneath the historic fill that was imported and deposited to develop a more stable landform during historic times. There is a continued effort of archaeological monitoring during geotechnical investigations within the SODO Segment.

All alternatives should be presumed to be equal in the likelihood of identifying possible precontact remains that may exist throughout this segment. Because the evidence of efforts to develop the tidelands during historic times has clearly been documented in similar areas (for example 45KI765, 45KI529, and 45KI530), deposits of historic debris and fill may be encountered throughout this segment.

10.4.1.2 Duwamish Segment

All of the Duwamish Segment alternatives should expect to encounter historical-period refuse in the form of tidelands stabilization fill. Whether to the north or the south of the West Seattle Bridge, historical-period refuse associated with regrade material, industrial refuse, and dredge spoils would be pervasive throughout this segment. These types of unconsolidated materials rarely rise to the level of being considered eligible for listing in the National Register (exemplified

by 45KI529, 45KI530, and 45KI688, for example), but this cannot be definitively determined until they are uncovered and examined. Although all three alternatives (Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2) overlap the present boundaries of archaeological site 45KI688, the site was determined to be not eligible for listing in the National Register.

Presently, there is only a single previously identified archaeological resource that could be affected by the project (see Sections 7.1, WISAARD Records, and 9.3.2, Linear Resources) within the project corridor. Archaeological site 45KI1353, on the west side of the Duwamish Waterway, was identified during very limited geotechnical boring work in 1985 and preliminarily identified as a precontact shell midden. To date, minimal archaeological testing in the area has not increased the boundaries of the archaeological site.

Two alternatives, Preferred Alternative DUW-1a and Option DUW-1b, are both elevated over this site and may or may not directly impact the site, depending on support pier location. If columns supporting an elevated track could be designed to avoid impacts to the site, direct effects under Section 106 could be avoided.

Archaeological Sensitivity Area KK, a known ethnographic location that could have been the location of a lookout, stockade, or defensive point during precontact or even ethnohistoric times, falls in the immediate alignment of Alternative DUW-2 and, if intact features remain, would be directly affected by construction. Archaeological Sensitivity Area II (see Section 8.3.2.1), on the east side of the Duwamish Waterway, falls directly within Preferred Alternative DUW-1a. The single geotechnical borehole that falls within the boundary of Archaeological Sensitivity Area II (DS2034) has not yet been excavated. Archaeological Sensitivity Area KK (see Section 8.3.2.3), on the west side of the Duwamish Waterway, covers two identified archaeological sites (45KI1353 and 45KI52). Preferred Alternative DUW-1a and Option DUW-1b would be within Archaeological Sensitivity Area KK.

Both Preferred Alternative DUW-1a and Option DUW-1b should be considered very sensitive for the presence of precontact archaeological remains. The ethnographic and archaeological data suggest that precontact archaeological remains exist in the Duwamish River area. It should be mentioned that human skeletal remains have been identified at 45KI52.

Similarly, the high promontory above the Duwamish Waterway to the west, now referred to as Pigeon Point, would have been an attractive landform during precontact times. While little is known about this landform archaeologically, it shares geographic features that would have made it very attractive to precontact inhabitants. Most notably among these features would be the elevation above flood zone, proximity to water and desirable resources, defensibility, and line of sight. This area would be affected by both Preferred Alternative DUW-1a and Option DUW-1b.

10.4.1.3 Delridge Segment

In addition to there being no recorded archaeological sites within the Delridge Segment at this time, there is also no record of cultural resources survey having been conducted within the area. The WISAARD predictive model suggests that this area is “very high risk” for the presence of precontact archaeological remains, and precontact archaeological remains could be identified during construction of any of the project alternatives. Additionally, the identification of Archaeological Sensitivity Area RR suggests that significant precontact resources may remain in the segment and should be considered.

Similarly, for historical-period resources, all project alternatives could encounter historical-period archaeological resources within the Delridge Segment. Whether residential, transportation, or industrial in nature, much of this segment has seen development more than 50 years old.

10.4.1.4 West Seattle Junction Segment

There are currently no recorded archaeological sites and no cultural resources survey has been completed within the West Seattle Junction Segment boundaries. Categorized primarily as “high to very high risk” in the WISAARD predictive model, this area was likely used during precontact times. The construction of the project alternatives could discover archaeological remains associated with those early inhabitants.

This area has a history of Euroamerican development, and it is possible that all the project alternatives would have the potential to expose and affect historical-period resources.

10.4.2 Effects to Historic Built Environment Resources

The following sections describe the project effects to the built environment historic properties identified in Section 9 of this report. The properties are described by name and address, and the survey number is included in parentheses. In addition, Tables 10-2 through 10-5 provide an overview of project components that would adversely affect built environment historic properties in each segment. For this project, property-specific adverse effects are characterized as follows:

- Property demolition – property would be acquired and demolished.
- Partial property acquisition – part of the property acquired for the project would not necessitate demolition of the historic property but would diminish one or more aspects of the property’s integrity. Not all partial property acquisitions would result in an adverse effect, particularly when a partial acquisition would only take a small, undeveloped portion of the parcel, or a small portion of surface parking, and would not compromise access or use, or diminish the resource’s integrity.
- Permanent proximity effects – proximity to the project and/or visual intrusion would cause permanent diminishment of setting, feeling, and/or other aspects of integrity. These effects are more likely to be adverse when they occur in neighborhoods with a cohesive building type, such as residential neighborhoods. They are less likely to be adverse in industrial or transportation-dominant areas because the introduction of a new transportation feature would be unlikely to diminish the integrity of setting.
- Construction disruption – a property in direct proximity (typically within one parcel) would be affected by reduced access, extensive noise, and/or vibration over an extended duration, diminishing one or more aspect of integrity. Construction in proximity of a historic property would not necessarily diminish integrity or result in an adverse effect.

Detailed descriptions for each alternative are provided in Section 1 of this report. For additional information, please see Chapter 2, Alternatives Considered, and Appendix J, Conceptual Design Drawings, of the Final EIS. The preferred alternative is presented first in each segment discussion.

As noted earlier in this section, the State Historic Preservation Officer has concurred with FTA’s determination that the project will adversely affect historic properties.

Designated Seattle landmarks and districts that would be directly modified would be subject to review and issuance of a certificate of approval from the Landmarks Board and/or District Review Boards.

10.4.2.1 Linear Resource Spanning Multiple Segments

A segment of Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal (LIN-2) is contained within both the SODO and Duwamish segments. However, it would be avoided in its entirety and would not be adversely affected by any project alternatives. Its integrity would not be altered or diminished by the project.

10.4.2.2 SODO Segment

As summarized in Table 10-2, all of the alternatives would adversely affect one built environment historic property: the Graybar Electric Company Building at 1919 6th Avenue South (1030).

Potential effects to other historic properties would be associated with proximity to the new alignments, but those effects are not anticipated to be adverse.

Common to all Build Alternatives in this segment would be the relocation of a 230-kilovolt power line along 6th Avenue South and Diagonal Avenue, south of South Spokane Street, leading to the Seattle City Light Substation. The 230-kilovolt power line also extends into the Duwamish Segment. This project element would not directly or indirectly alter or diminish any aspect of integrity of adjacent historic properties, and the line itself was not constructed in or before 1980 and is therefore not considered historic.

There are no National Register-eligible historic districts in this segment. There are no designated Seattle landmarks within this segment. All resources that have been determined National Register-eligible are assumed to be eligible for Seattle Landmark designation. The nature of effects to historic properties are identical to anticipated effects to eligible Seattle Landmarks.

Preferred At-Grade Lander Access Station Option (SODO-1c)

The Graybar Electric Company Building at 1919 6th Avenue South (1030) would need to be demolished to construct this alternative.

The remaining historic properties in the area of potential effects for Preferred Option SODO-1c would not be adversely affected as a result of the project. The historic properties are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: location, design, materials, workmanship, setting, feeling, or association.

At-Grade Alternative (SODO-1a)

The Graybar Electric Company Building at 1919 6th Avenue South (1030) would need to be demolished to construct this alternative.

The remaining historic properties in the area of potential effects for Alternative SODO-1a would not be adversely affected as a result of the project. They are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: location, design, materials, workmanship, setting, feeling or association.

At-Grade South Station Option (SODO-1b)

The Graybar Electric Company Building at 1919 6th Avenue South (1030) would need to be demolished to construct this alternative.

The remaining historic properties in the area of potential effects for Option SODO-1b would not be adversely affected as a result of the project. They are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: location, design, materials, workmanship, setting, feeling or association.

Mixed Profile Alternative (SODO-2)

The Graybar Electric Company Building at 1919 6th Avenue South (1030) would need to be demolished to construct this alternative.

The remaining historic properties in the area of potential effects for Alternative SODO-2 would not be adversely affected as a result of the project. They are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: location, design, materials, workmanship, setting, feeling or association.

10.4.2.3 Duwamish Segment

As summarized in Table 10-3, all three Duwamish alternatives would cause an adverse effect to built environment historic properties.

There are no previously identified historic districts within the Duwamish Segment. Two new National Register-eligible historic districts were identified within this segment: the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District (1122) and the Spokane Street Manufacturing Historic District (multiple identification numbers). None of the individual resources within the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District are individually eligible for listing in the National Register; therefore, each contributing building is not listed in Table 10-3. The Spokane Street Manufacturing Historic District contains five resources that are individually eligible for listing in the National Register, and each is listed in Table 10-3.

There is one designated Seattle landmark (Fire Station 14) within this segment. All resources that have been determined National Register-eligible are assumed to be eligible for Seattle landmark designation. The nature of effects to historic properties are identical to anticipated effects to eligible and designated Seattle landmarks.

Table 10-2. Effects to Built Environment Historic Properties: Area of Potential Effects – SODO Segment

Survey Number	WISAARD Number	Property Name	Address	Date Built	National Register Eligibility Status	Preferred At-Grade Lander Access Station Option (SODO-1c)	At-Grade Alternative (SODO-1a)	At-Grade South Station Option (SODO-1b)	Mixed Profile Alternative (SODO-2)
1028	342325	Lincoln Moving & Storage, Alaska Orient Van Lines Building	1924 4th Avenue South	1966	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1030	720609	Graybar Electric Company Building	1919 6th Avenue South	1960	Eligible (Criterion C)	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**
1276	720594	Platt Electric Supply Co.	2757 6th Avenue South	1970	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1899	342236	Holgate Terminals Incorporated	1762 6th Avenue South	1960	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
2085a	343198	Mill & Mine Supply Co. Building and Warehouse	625 South Lander Street	1953	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3317	721855	Northwest Wire Works	2752 6th Avenue South	1947	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
6012	728870	Denny's	2742 4th Avenue South	1968	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
Total Number of Adversely Affected Historic Properties and Designated Historic Landmarks	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**1**	**1**	**1**	**1**

Table 10-3. Effects to Built Environment Historic Properties: Area of Potential Effects – Duwamish Segment

Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Not Applicable	Multiple	Spokane Street Manufacturing Historic District	Multiple	1908-1968	Eligible Historic District (Criterion A)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected
881	342274	Seattle Pacific Sales Company Warehouse	3800 1st Avenue South	1968	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1005	45159	Link-Belt Company Property	3405 6th Avenue South	1946	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1083	718431	Viking Automatic Sprinkler Company	3434 1st Avenue South	1964	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
1090a	720509	Transportation Equipment Rentals Office Building	3443 1st Avenue South	1968	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
1090b	720510	Transportation Equipment Rentals Maintenance Warehouse	3443 1st Avenue South	1968	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
1094a	720511	Acme Tool Works	3626 East Marginal Way South	1941	Eligible (Criterion A), contributes to Spokane Street Manufacturing Historic District (Criterion A)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected

Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
1122a through 1122e	721620, 721624, 721625, 721628, 721629	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District	3800 West Marginal Way Southwest	1917 to 1968	Eligible Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District (Criteria A and C)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected
1138	45086	Fire Station 14	3224 4th Avenue South	1922	Eligible (Criterion C), Designated Seattle Landmark	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1274	45085	Pacific Hoist and Warehouse Company	3200 4th Avenue South	1931	Eligible (Criterion C)	Not Adversely Affected [a]	Not Adversely Affected	Not Adversely Affected
1275a	342730	Langendorf United Bakeries	2901 6th Avenue South	1952	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1275b	720593	Langendorf United Bakeries Repair Garage	2901 6th Avenue South	1955	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1388	38533	A.M. Castle and Company	3640-60 East Marginal Way South	1945	Eligible (Criteria A and C), contributes to Spokane Street Manufacturing Historic District (Criterion A)	**Adversely Affected:** *Permanent Proximity Effect*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected
1915	38532	Alaskan Copper Works/Eagle Brass Foundry Company	3600 East Marginal Way South	1918	Eligible (Criterion A), contributes to Spokane Street Manufacturing Historic District (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected

Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
1941	342160	Pacific Reefer Fisheries	3480 West Marginal Way Southwest	1964	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1943	48502	Alaskan Copper and Brass Company	3223 6th Avenue South	1953	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3214	294616	Single-Family Residence	3842 23rd Avenue Southwest	1914	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3320b	722008	NW Motor Parts Corporation Building	2930 6th Avenue South	1951	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3321	721857	M.J.B Coffee Company Warehouse	2940 6th Avenue South	1954	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3322a	342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	1941	Eligible (Criterion C)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*
3322b	721997	Auto Repair Garage	2958 6th Avenue South	1948	Eligible (Criterion A)	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected
3324	340010	Los Angeles-Seattle Motor Express Company	3200 6th Avenue South	1945	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3327	342709	Scientific Supplies Company	600 South Spokane Street	1954	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected

Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
3329a	86871	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Office/ Administrative Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Partial Property Acquisition*
3329b	722096	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Maintenance Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Partial Property Acquisition*
3329c	722098	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Storage Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Partial Property Acquisition*
3329d	722100	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Car/Paint Building	450 South Spokane Street	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
3329e	722101	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Maintenance/Garage Building	450 South Spokane Street	1959	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*
3339	342259	Riches & Adams Co./Seattle Opportunities Industrialization Center, Inc.	3627 1st Avenue South	1954	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected

Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
3344	344061	General Construction Company Office	3840 West Marginal Way Southwest	1931	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5136	725824	Air Mac, Inc.	3838 4th Avenue South	1953	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5137	725825	Warehouse and Office Building	3623 6th Avenue South	1961	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5139a	45089	Seattle City Light South Receiving Substation	3839 4th Avenue South	1938	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5139b	725921	Seattle City Light South Receiving Substation Switchyard	3839 4th Avenue South	1924	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5139d	730783	Seattle City Light Warehouse and Office Building	3613 4th Avenue South	1965	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
5139e	730784	Seattle City Light South Rectifier Substation	3613 4th Avenue South	1952	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
LIN-12	44440	Northern Pacific Railway Bridge Over the West Waterway	South of Spokane Street, near Klickitat Way Southwest	1911	Eligible (Criterion C), designated Seattle landmark	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected

Survey Number	WISAARD Number	Property Name	Address	Built Date	National Register Eligibility Status	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
LIN-17	730874	Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line	West Marginal Way Southwest and Spokane Street Southwest	1922	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
Total Number of Adversely Affected Historic Properties and Designated Historic Landmarks	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**6**	**6**	**9**

[a] A portion of this property—but not the building or access to the facility—would be acquired only if it this alternative connects to Alternatives DEL-3 and DEL4. Although this would result in alteration of setting, the effect would not be adverse, and no other aspects of integrity would be altered or diminish. No portion of the property would be acquired when connecting to any of the other Delridge Segment Build Alternatives.

Preferred South Crossing Alternative (DUW-1a)

Preferred Alternative DUW-1a would require demolition of the following resources, resulting in adverse effects:

- The National Register-eligible Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District, 3800 West Marginal Way Southwest (1122)[8]
- The Alaskan Copper Company Employment Office and Auto Repair Garage at 2958 6th Avenue South (3322a and 3322b)

In addition, Preferred Alternative DUW-1a would demolish several resources listed below within the National Register-eligible Spokane Street Manufacturing Historic District, resulting in an adverse effect to the district. Acme Tool Works at 3626 East Marginal Way South (1094a), which is both individually eligible for the National Register and also contributes to the eligible district, would be demolished. This would result in an adverse effect to the individual property in as well as a contributing factor to the overall adverse effect to the district.

The following several resources within the National-Register-eligible Spokane Street Manufacturing Historic District contribute to the district but are not individually eligible, and are not listed in Table 10-3:

- Edwards Ice Machine Co./Eagle Metals Co. at 3628 East Marginal Way South (272)
- Simmons Company Metal Beds, Springs, & Mattress Warehouse at 99 South Spokane Street (1091)
- Lindmark Machine Works at 3626 East Marginal Way South (1094b)
- Air Reduction Company at 3623 East Marginal Way South (1103a)
- Air Reduction Company Carbide Storage Building at 3621 East Marginal Way South (1103b)
- Air Reduction Company Auto Repair Garage at 3621 East Marginal Way South (1103c)
- Light Industrial Building at 3633 East Marginal Way South (1104b)

A.M. Castle and Company at 3640-60 East Marginal Way South (1388), which is individually National-register eligible and also contributes to the Spokane Street Manufacturing Historic District, will not be demolished, but would experience a diminishment of setting, feeling, and association due to the demolition of the above-referenced buildings within the district. This would result in an adverse effect to this building.

In order to connect the proposed light rail line to the existing Operations and Maintenance Base Facility, this alternative would also require partial property acquisition of the parcel that contains the Langendorf United (now Franz) Bakeries (1275a) and Repair Garage (1275b) at 2901 6th Avenue South. However, neither building would be adversely affected. Access to or operation of the bakery and garage would not be modified or interrupted during construction or operation, and the undertaking would not alter or diminish the resource's integrity of location, design, materials, workmanship, setting, feeling, or association; therefore, the resources would not be adversely affected by this alternative.

A small portion of parking behind Fire Station 14 at 3224 4th Avenue South (1138) would be acquired for the project, where the guideway would be approximately 50 feet high. However,

[8] Due to a lack of property access during the environmental analysis, impacts to specific resources within the district were not fully defined. Therefore, full acquisition of the property is assumed for this evaluation.

preliminary coordination with the Seattle Fire Department suggests that this acquisition would not change the operations of the station.

Fire Station 14 is significant under Criterion C as a representative example of the Mission Revival style, particularly as it relates to public buildings. It would not be directly altered. The introduction of the elevated guideway at the rear (east) portion of the property would alter integrity of setting; however, the setting had already been altered over the last century of development in the immediate vicinity. Integrity of location, design, materials, workmanship, feeling, and association would not be altered or diminished. Therefore, this effect would not be adverse.

The following resources on the Seattle City Light property at 3613 4th Avenue South would partially be acquired, with the new guideway immediately adjacent and/or above the resources. However, these properties are industrial and utilitarian, introduction of a guideway directly adjacent would not alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. Therefore, they would not be adversely affected:

- Seattle City Light Warehouse and Office Building, 3613 4th Avenue South (5139d)
- Seattle City Light Warehouse and Office Building, 3613 4th Avenue South (5139e)

The following additional properties would also partially be acquired; however, due to the limited amount of area that would be acquired and the industrial nature of the area with extensive transportation infrastructure, no aspect of integrity would be altered or diminished, and they would not be adversely affected:

- Seattle Pacific Sales Company Warehouse at 3800 1st Avenue South (881)
- Los Angeles-Seattle Motor Express Company at 3200 6th Avenue South (3324)

No other historic properties would be adversely affected as a result of this alternative. The elevated guideway would add another large-scale elevated transportation element (in addition to the West Seattle Bridge) to views along the Duwamish Waterway but would not change the overall setting, feeling, or association of historic properties along the guideway. According to Appendix N.2, light and glare produced by trains would be a very minor change from present conditions and would not adversely affect historic properties in this segment.

The remaining historic properties are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: location, design, materials, workmanship, setting, feeling or association. This includes properties that are adjacent to the proposed relocation of a 230-kilovolt power line along 6th Avenue South and connect to the Seattle City Light Substation south of South Spokane Street via Diagonal Avenue South or cross the Department of Highways District No. 1 property to connect to the 5th Avenue South right-of-way that leads to the substation. The adjacent Seattle City Light and nearby Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line would not be physically or indirectly altered or diminished. This project element would not directly or indirectly alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association of these adjacent historic properties.

South Crossing South Edge Crossing Alignment Option (DUW-1b)

Effects associated with Option DUW-1b would be the same as those described for Preferred Alternative DUW-1a, with the following exceptions:

- The A.M. Castle and Company Building at 3640-60 East Marginal Way (1388) would be demolished as a result of this alternative, resulting in an adverse effect.
- In addition to the resources listed for Preferred Alternative DUW-1a, Puget Sound Sheet Metal Works at 3651 East Marginal Way South (1104a), which is not individually eligible but

contributes to the National Register-eligible Spokane Street Manufacturing Historic District, would also be demolished as a result of this alternative. The adverse effect to the district was noted in the Preferred Alternative DUW-1a discussion.

- The Lindmark Machine Works building at 49 South Spokane Street (1095) would not be demolished, but a small portion of the property's paved area would be acquired for the project, and the guideway would be constructed in the vicinity of the building. However, because this district is located in an industrial area with extensive transportation infrastructure, this change would not diminish integrity of setting or any other aspects of integrity. Therefore, the effect would not be adverse.

The remaining historic properties are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: location, design, materials, workmanship, setting, feeling, or association. This includes properties that are adjacent to the proposed relocation of a 230-kilovolt power line along 6th Avenue South as described under Preferred Alternative DUW-1a. The adjacent Seattle City Light and nearby Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line would not be physically or indirectly altered or diminished. This project element would not directly or indirectly alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association of these adjacent historic properties.

North Crossing Alternative (DUW-2)

Alternative DUW-2 would demolish the following historic properties, resulting in an adverse effect:

- Viking Automatic Sprinkler Company at 3434 1st Avenue South (1083)
- Transportation Equipment Rentals Office Building at 3443 1st Avenue South (1090a)
- Transportation Equipment Rentals Maintenance Warehouse at 3443 1st Avenue South (1090b)
- The Alaskan Copper Company Employment Office at 2958 6th Avenue South (3322a)

Although this alternative would demolish the Alaskan Copper Company Employment Office, this would not adversely affect the auto repair garage on the same property (3322b). Demolition of the office would not diminish integrity of the repair garage's location, design, materials, workmanship, or feeling. Integrity of association and setting would be altered, but this change would not be considered adverse.

The Department of Highways District No. 1 property at 450 South Spokane Street, which includes five National Register-eligible resources (3329a through e), would be adversely affected by this alternative. The alternative would require demolition of two of the maintenance buildings: the Car/Paint Building (3329d) and the Maintenance/Garage Building (3329e). Demolition of two of the five resources on this property would result in a loss of integrity to the overall property; therefore, the entire property and all the resources therein would be adversely affected by this alternative.

This alternative would require partial property acquisitions for the following resources:

- A small portion of parking behind Fire Station 14 at 3224 4th Avenue South (1138) would be acquired for the project, where the guideway would be approximately 50 feet high. However, preliminary coordination with the Seattle Fire Department suggests that this acquisition would not change the operations of the station.

  The building is significant under Criterion C, as a representative example of the Mission Revival style, particularly as it relates to public buildings. It would not be directly altered. The introduction of the elevated guideway at the rear (east) portion of the property would alter integrity of setting; however, the setting had already been altered over the last century of development in the immediate vicinity. Integrity of location, design, materials, workmanship, feeling, and association would not be altered or diminished. Therefore, this effect would not be adverse.

- Partial property acquisition of the Pacific Hoist and Warehouse Company at 3200 4th Avenue South (1274) would be required. However, only a small portion of the property would be acquired for construction. The building itself would not be modified in any way, and neither access nor use would be compromised. The undertaking would not alter or diminish the resource's integrity of location, design, materials, workmanship, setting, feeling, or association; therefore, it would not be adversely affected by this alternative.

In order to connect the proposed light rail line to the existing Operations and Maintenance Base Facility, this alternative would require partial property acquisition of the parcel that contains the Langendorf United (now Franz) Bakeries (1275a) and Repair Garage (1275b) at 2901 6th Avenue South. However, neither building would be adversely affected. Access or operation of the bakery or garage would not be modified or interrupted during construction or operation, The undertaking would not alter or diminish the resource's integrity of location, design, materials, workmanship, setting, feeling, or association; therefore, they would not be adversely affected by this alternative.

No other historic properties would be adversely affected as a result of this alternative. The elevated guideway would add another large-scale elevated transportation element (in addition to the West Seattle Bridge) to views along the Duwamish Waterway and would not change the overall setting, feeling, or association of historic properties along the guideway. Light and glare produced by trains would be a very minor change from present conditions and would not adversely affect historic properties in this segment.

The remaining historic properties are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: location, design, materials, workmanship, setting, feeling, or association. This includes properties that are adjacent to the proposed relocation of a 230-kilovolt power line along 6th Avenue South as described under Preferred Alternative DUW-1a. The adjacent Seattle City Light and nearby Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line would not be physically or indirectly altered or diminished. This project element would not directly or indirectly alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association of these adjacent historic properties.

10.4.2.4 Delridge Segment

An overview of adverse effects caused by all alternatives in this segment is provided in Table 10-4. Alternative DEL-6a would cause no adverse effects to historic properties. All other alternatives would adversely affect one or more historic properties.

There is one designated Seattle landmark (Cettolin House at 4022 32nd Avenue Southwest) within this segment. As described below, it would be adversely affected by Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b). All resources that have been determined National Register-eligible are assumed to be eligible for Seattle landmark designation. The nature of effects to historic properties are identical to anticipated effects to eligible and designated Seattle landmarks.

There are no previously or newly identified historic districts in this segment.

Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

One historic property and designated Seattle landmark, the Cettolin House at 4022 32nd Avenue Southwest (3396), would be adversely affected by Preferred Option DEL-6b. Although the property would not be directly affected (no portion of the parcel would be acquired by the project), the immediate vicinity of the property would be converted to a transportation project. This would diminish integrity of setting, feeling, and association; integrity of location, design, materials, and workmanship would not be altered or diminished. The result of the three diminished aspects of integrity would be an adverse effect.

This option would result in the acquisition of the southeast corner of the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation (Nucor Steel) property at 2424 Southwest Andover Street (449). Approximately 0.6 acre (about 1.4 percent) of the 43.6-acre property would be acquired. A new access driveway would be constructed on the east end of the property; however, it would be placed on a portion of the property that currently serves as surface parking and would only improve access to the facility. This would not alter or diminish integrity of location, design, setting, materials, workmanship, feeling, or association. In addition, a portion of the elevated guideway would be on this portion of the property that currently serves as surface parking. However, this property is a large industrial complex, and no building or structure on the property would be changed. Therefore, no aspect of its integrity (location, design, setting, materials, workmanship, feeling, or association) would be altered or diminished by this option, and it would not result in an adverse effect.

The remaining historic properties within the Delridge Segment would not be adversely affected by this option. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to Appendix N.2, the Visual and Aesthetics Technical Report, with Preferred Option DEL-6b, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from vehicles traveling on 32nd Avenue Southwest. The tree removal next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. However, the introduction of lights from passing trains would not affect these properties.

Dakota Street Station Alternative (DEL-1a)

Alternative DEL-1a would adversely affect several historic properties within this segment's area of potential effects.

This alternative would result in the demolition of the following historic properties, resulting in adverse effects to these properties:

- Bethlehem Pacific Coast Steel Company Office Building at 4045 Delridge Way Southwest (443)
- Single-Family Residence at 4030 Delridge Way Southwest (444)
- Mrachke & Son building at 3860 Delridge Way Southwest (453)
- Single-Family Craftsman Residence at 4108 25th Avenue Southwest (1166)
- Single-Family Craftsman Residence at 4139 25th Avenue Southwest (1787)

This alternative would require 0.5 acre of aerial and underground easements at the north end of the West Seattle Golf Course (242) for the construction of the elevated guideway. Further, the introduction of a new elevated guideway blocking views from the golf course to Downtown Seattle would diminish the design, setting, and feeling of the property's integrity, resulting in an adverse effect.

The remaining historic properties within the segment would not be adversely affected by this alternative. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to Appendix N.2, with Alternative DEL-1a, lights and, to a much lesser degree, glare from passing trains on the elevated guideway as well as the elevated station lights would be seen from nearby properties in the Delridge Segment. However, the introduction of lights and glare from passing trains and the elevated station would not adversely affect these properties.

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Table 10-4. Effects to Built Environment Historic Properties: Area of Potential Effects – Delridge Segment

Survey Number	WISAARD Number	Historic Property	Address	Construction Date	National Register Eligibility Status	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
242	717063	West Seattle Golf Course	4600 35th Avenue Southwest	1936	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Partial Property Acquisition; Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Partial Property Acquisition; Permanent Proximity Effects*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
443	344641	Bethlehem Pacific Coast Steel Company Office Building	4045 Delridge Way Southwest	1960	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
444	721070	Residence	4030 Delridge Way Southwest	1906	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
449	38466	Seattle Steel Company/ Bethlehem Pacific Coast Steel Corporation	2424 Southwest Andover Street	1966	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
453	47869	Mrachke & Son	3860 – 3864 Delridge Way Southwest	1930	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1166	376099	Single-Family Craftsman Residence	4108 25th Avenue Southwest	1907	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1787	721178	Single-Family Residence	4139 25th Avenue Southwest	1909	Eligible (Criterion C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1977	418305	Contemporary Ranch House	4150 32nd Avenue Southwest	1959	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
2254	335189	Kirlow Four-Plex	3074 Southwest Avalon Way	1967	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
3345	287692	Residence	4017 23rd Avenue Southwest	1907	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3391	300990	Residence	4044 32nd Avenue Southwest	1925	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected

Survey Number	WISAARD Number	Historic Property	Address	Construction Date	National Register Eligibility Status	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
3396	721984	Cettolin House	4022 32nd Avenue Southwest	1928	Eligible (Criterion C) and designated Seattle landmark	**Adversely Affected:** *Permanent Proximity Effect*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Construction Permanent Proximity Effect*
7063	730028	Single-Family Residence	4019 Fauntleroy Way Southwest	1931	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7075	730040	Single-Family Residence	4032 35th Avenue Southwest	1932	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
Total Number of Adversely Affected Historic Properties and Designated Historic Landmarks	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**1**	**6**	**7**	**6**	**6**	**4**	**4**	**2**	**0**	**1**

Dakota Street Station North Alignment Option (DEL-1b)

The application of criteria of adverse effect to historic properties described above for Alternative DEL-1a would be the same for Option DEL-1b, with two exceptions:

- The Contemporary Ranch House at 4150 32nd Avenue South (1977) would be demolished for construction staging as a result of this alternative, resulting in an adverse effect.
- Less than 0.1 acre of the West Seattle Golf Course (242) would be acquired for Option DEL-1b, which would construct an elevated guideway with straddle bents at the northeast end of the golf course before crossing to the north side of the street. Acquisition would be limited to aerial and underground easements. However, Option DEL-1b would still introduce a new elevated guideway blocking views from the golf course to Downtown Seattle, and would diminish the design, setting, and feeling of the property's integrity, resulting in an adverse effect.

Dakota Street Station Lower Height Alternative (DEL-2a)

Alternative DEL-2a would result in the demolition of the following historic properties, resulting in adverse effects:

- Bethlehem Pacific Coast Steel Company Office Building at 4045 Delridge Way Southwest (443)
- Single-family residence at 4030 Delridge Way Southwest (444)
- Mrachke & Son at 3860 Delridge Way Southwest (453)
- Single-family craftsman residence at 4108 25th Avenue Southwest (1166)
- Single-family craftsman residence at 4139 25th Avenue Southwest (1787)

This alternative would require acquisition of 1.6 acres at the north end of the West Seattle Golf Course (242) for the construction of the elevated guideway and tunnel portal. This alternative would transition from an elevated guideway to a tunnel at the northwest end of the golf course and permanently alter at least five holes and require shortening or reconfiguring of these holes. Changes to these holes could potentially affect the United States Golf Association Handicap System rating of the West Seattle Golf Course, which could make this course less desirable to play. This change would diminish the design, setting, association, and feeling of the property's integrity, resulting in an adverse effect.

The remaining historic properties within the segment would not be adversely affected by this alternative. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to the Visual and Aesthetics Technical Report (Appendix N.2), the impact of Alternative DEL-2a on light, glare, and shadows would be similar to that described for Alternative DEL-1a, although passing trains and the station would be lower in height in many areas, particularly at the elevated Delridge Station. However, the introduction of lights and, to a much lesser degree, glare from passing trains and the elevated station would not affect these properties.

Dakota Street Station Lower Height North Alignment Option (DEL-2b)

The application of criteria of adverse effect to historic properties described for Alternative DEL-2a would be the same under Option DEL-2b, with one exception. Less than 0.1 acre of the West Seattle Golf Course (242) would be acquired for Option DEL-2b for aerial and underground easements. This alternative would construct an elevated guideway with straddle bents at the northeast end of the golf course before crossing to the north side of the street. The introduction of a new elevated guideway blocking views from the golf course to Downtown Seattle, and would diminish the design, setting, and feeling of the property's integrity, resulting in an adverse effect.

Delridge Way Station Alternative (DEL-3)

Alternative DEL-3 would result in the demolition of the following historic properties, resulting in adverse effects:

- Bethlehem Pacific Coast Steel Company Office Building at 4045 Delridge Way Southwest (443)
- Single-family residence at 4030 Delridge Way Southwest (444)
- Mrachke & Son at 3860 Delridge Way Southwest (453)

This alternative would require 0.6 acre of aerial and underground easements at the north end of the West Seattle Golf Course (242) for the construction of the elevated guideway. The introduction of a new elevated guideway blocking views from the golf course to Downtown Seattle, and would diminish the design, setting, and feeling of the property's integrity, resulting in an adverse effect.

The remaining historic properties within the Delridge Segment would not be adversely affected by this alternative. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to the Visual and Aesthetics Technical Report, with Alternative DEL-3, lights and, to a much lesser degree, glare from passing trains on the elevated guideway and the elevated station lights would be seen from nearby. However, the introduction of lights and, to a much lesser degree, glare from passing trains and the elevated station would not affect these properties.

Delridge Way Station Lower Height Alternative (DEL-4)

The application of criteria of adverse effect to historic properties described in Alternative DEL-3 would be the same for Alternative DEL-4, with one exception:

- This alternative would require acquisition of 1.6 acres at the north end of the West Seattle Golf Course (242) for the construction of the elevated guideway and tunnel portal. This alternative would transition from an elevated guideway to a tunnel at the northwest end of the golf course and permanently alter at least five holes and require shortening or reconfiguring of these holes. Changes to these holes could potentially affect the United States Golf Association Handicap System rating of the West Seattle Golf Course, which could make this course less desirable to play. This change would diminish the design, setting, association, and feeling of the property's integrity, resulting in an adverse effect.

Andover Street Station Alternative (DEL-5)

Alternative DEL-5 would result in the demolition of the following historic properties, resulting in adverse effects:

- Contemporary Ranch House at 4150 32nd Avenue Southwest (1977)
- Kirlow Four-Plex at 3074 Southwest Avalon Way (2254)

This alternative would result in the acquisition of the southeast corner of the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation (Nucor Steel) property at 2424 Southwest Andover Street (449). Approximately 1.2 acre (about 2.8 percent) of the 43.6-acre property would be acquired. The elevated guideway would be on this portion of the property which currently serves as surface parking. However, this property is a large industrial complex, and no building or structure on the property would be changed. Therefore, no aspect of its integrity would be altered or diminished by this alternative, and it would not result in an adverse effect.

The remaining historic properties within the segment would not be adversely affected by this alternative. They are far enough away from the construction and operation of the project that

there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to the Visual and Aesthetics Technical Report, with Alternative DEL-5, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of Southwest Andover Street. The lights from the trains would add to the at-grade lights from vehicles traveling on Southwest Andover Street. However, the introduction of lights from passing trains would not affect these properties.

Andover Street Station Lower Height Alternative (DEL-6a)

No historic properties would be adversely affected by Alternative DEL-6a. This alternative would result in the acquisition of the southeast corner of the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation (Nucor Steel) property at 2424 Southwest Andover Street (449). Approximately 1.6 acre (about 3.6 percent) of the 43.6 acre property would be acquired. A portion of the elevated guideway would be on this portion of the property which currently serves as surface parking. However, this property is a large industrial complex, and no building or structure on the property would be changed. Therefore, no aspect of its integrity would be altered or diminished by this alternative, and it would not result in an adverse effect.

The remaining historic properties within the Delridge Segment would not be adversely affected by this alternative. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to the Visual and Aesthetics Technical Report, with Alternative DEL-6a, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from vehicles traveling on 32nd Avenue Southwest. The tree removal next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. However, the introduction of lights from passing trains would not affect these properties.

Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

One historic property and designated Seattle landmark, the Cettolin House at 4022 32nd Avenue Southwest (3396), would be adversely affected by Alternative DEL-7, although the property would not be directly affected (no portion of the parcel would be acquired by the project). Properties immediately adjacent to this building, as well as adjacent public right-of-way, would be used for construction staging for the tunnel portal. This would diminish integrity of setting, feeling, and association; integrity of location, design, materials, and workmanship would not be altered or diminished. The result of the three diminished aspects of integrity would be an adverse effect.

Alternative DEL-7 would result in the acquisition of the southeast corner of the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation (Nucor Steel) property at 2424 Southwest Andover Street (449). Approximately 0.6 acre (about 1.4 percent) of the 43.6-acre property would be acquired. A new access driveway would be constructed on the east end of the property; however, it would be placed on a portion of the property that currently serves as surface parking and would only improve access to the facility. This would not alter or diminish integrity of location, design, setting, materials, workmanship, feeling, or association. In addition, a portion of the elevated guideway would be on this portion of the property that currently serves as surface parking. However, this property is a large industrial complex, and no building or structure on the property would be changed. Therefore, no aspect of its integrity (location,

design, setting, materials, workmanship, feeling, or association) would be altered or diminished by this alternative, and it would not result in an adverse effect.

The remaining historic properties within the Delridge Segment would not be adversely affected by Alternative DEL-7. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to the Visual and Aesthetics Technical Report, with Alternative DEL-7, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from vehicles traveling on 32nd Avenue Southwest. The tree removal next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. However, the introduction of lights from passing trains would not affect these properties.

10.4.2.5 West Seattle Junction Segment

As summarized in Table 10-5, three West Seattle Junction Segment alternatives, Preferred Option WSJ-5b, Alternative WSJ-5a, and Alternative WSJ-6, would not adversely affect historic properties. The remaining alternatives would cause adverse effects to one or more built environment historic properties. There are no previously identified or newly identified historic districts within the West Seattle Junction Segment.

There is one designated Seattle landmark—the Campbell Building at 4554 California Avenue Southwest—within this segment. All resources that have been determined National Register-eligible are assumed to be eligible for Seattle landmark designation. The nature of effects to historic properties are identical to anticipated effects to eligible and designated Seattle Landmarks.

There are no previously or newly identified historic districts in this segment.

Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

No historic properties would be adversely affected by Preferred Option WSJ-5b. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. Lights from light rail trains would not affect historic properties in the Preferred Option WSJ-5b area of potential effects.

Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Alternative WSJ-1 would require the demolition of several historic properties, resulting in adverse effects:

- Carlsen & Winquist Auto at 4480 Fauntleroy Way Southwest (91)
- Jim’s Shell Service at 4457 Fauntleroy Way Southwest (97)
- Contemporary ranch house at 3221 Southwest Genesee Street (1215)

Golden Tee Apartment Building at 3201 Southwest Avalon Way (1230) would be partially acquired if this alternative connects to Alternative DEL-1a or Alternative DEL-3. While the building itself would not be physically altered, the setting, feeling, and association would be permanently diminished because this building was specifically designed as a residential complex associated with the golf course. The remaining aspects of integrity—location, design, materials, and workmanship—would not be altered or diminished. However, the diminishment of three aspects of integrity would constitute an adverse effect.

Table 10-5. Effects to Built Environment Historic Properties: Area of Potential Effects – West Seattle Junction Segment

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
77	719318	Limcrest Apartments	3600 Southwest Genesee Street	1956	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition* [a]	**Adversely Affected:** *Property Demolition* [b]	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
91	720871	Carlsen & Winquist Auto	4480 Fauntleroy Way Southwest	1946	Eligible (Criteria A and C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
92b	720875	West Seattle Brake Service	4464 37th Avenue Southwest	1948	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
97	720988	Jim's Shell Service	4457 Fauntleroy Way Southwest	1965	Eligible (Criterion A)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
103	420560	Residence	4407 38th Avenue Southwest	1924	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
177	721552	Campbell Building	4554 California Avenue Southwest	1918	Eligible (Criteria A and C), designated Seattle landmark	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
181	721486	Alaska House	4545 42nd Avenue Southwest	1979	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
236	343799	Wardrobe Cleaners	4500 Fauntleroy Way Southwest	1949	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
239	365276	Craftsman Bungalow	4015 Southwest Hudson Street	1906	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1215	442141	Contemporary Ranch House	3221 Southwest Genesee Street	1959	Eligible (Criterion C)	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
1230	338613	Golden Tee Apartments	3201 Southwest Avalon Way	1967	Eligible (Criterion C)	Not Adversely Affected	**Adversely Affected**: *Partial Property Acquisition*	**Adversely Affected**: *Partial Property Acquisition*	**Adversely Affected:** *Property Demolition* [c]	**Adversely Affected:** *Property Demolition* [c]	**Adversely Affected:** *Property Demolition* [d]	Not Adversely Affected	Not Adversely Affected
1309	303008	Single-Family Residence	4157 38th Avenue Southwest	1956	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
1984	338612	Golden Tee Apartments	3211 Southwest Avalon Way	1967	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	**Adversely Affected:** *Permanent Proximity Effects*	Not Adversely Affected	Not Adversely Affected
2068	679043	Bartell Drugs	4548 California Avenue Southwest	1929	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
2110	334059	Chinook Apartments	4431 37th Avenue Southwest	1959	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
2126	365104	Residence	4446 40th Avenue Southwest	1908	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
2150	343495	West Seattle Bowl	4505 39th Avenue Southwest	1948	Eligible (Criterion A)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
2217	343979	Venable and Wing Law Office	4826 California Avenue Southwest	1963	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected

Survey Number	WISAARD Property Number	Property Name	Address	Construction Date	National Register Eligibility Status	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Tunnel 42nd Avenue Station Option (WSJ-3b)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	No Avalon Station Tunnel Alternative (WSJ-6)
2224	721512	Residence	5011 41st Avenue Southwest	1925	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
2228	278849	Residence	4115 Southwest Hudson Street	1913	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3026	654505	Residence	4426 38th Avenue Southwest	1932	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	**Adversely Affected:** *Property Demolition*	Not Adversely Affected	Not Adversely Affected
3042	721838	J.C. Penney/Russell Building	4520 California Avenue Southwest	1926	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3043	721839	Marier Foto Studio	4528 California Avenue Southwest	1928	Eligible (Criteria A and C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3243	722760	Single-Family Residence	4714 38th Avenue Southwest	1939	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3250	722762	Single-Family Residence	4755 38th Avenue Southwest	1957	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3251a	723076	Apartment Complex	4821 Fauntleroy Way Southwest	1957	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
3251b	723077	Apartment Complex	4821 Fauntleroy Way Southwest	1957	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7010	729979	Single Family Residence	4039 36th Avenue Southwest	1953	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7011	729980	Single Family Residence	4045 36th Avenue Southwest	1948	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7052	730016	Single Family Residence	4109 38th Avenue Southwest	1919	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
7053	730017	Single Family Residence	4111 38th Avenue Southwest	1919	Eligible (Criterion C)	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
Total Number of Adversely Affected Properties	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**	**0**	**4**	**4**	**3**	**3**	**7**	**0**	**0**

[a] This property would be demolished as a result of Alternative WSJ-3a only if it this alternative connects to Option DEL-2b. The property would not be acquired or affected if the alternative connects to Alternative DEL-2a.

[b] This property would be demolished as a result of Option WSJ-3b only if it this option connects to Option DEL-2b. The property would not be acquired or affected if the option connects to Alternative DEL-2a.

[c] This property would be demolished only if it this alternative connects to Alternative DEL-2a or Alternative DEL-4.

[d] This property would be demolished only if it this alternative connects to Alternative DEL-1a or Alternative DEL-3.

A portion of the property containing the West Seattle Brake Service at 4464 37th Avenue Southwest (92b) would be acquired for this project, and a separate unrelated building on the parcel would be demolished. However, this change would not diminish the resource's integrity of location, design, setting, materials, workmanship, feeling, or association. Integrity of setting would be altered, but setting is not a character-defining feature of this resource, and the effect would not be adverse.

The remaining historic properties in this segment would not be adversely affected as a result of the project. They are sufficiently far from construction and operation of the project, or are in a commercial area in a high-volume transportation corridor, and the project would not alter or diminish any aspect of integrity. According to the Visual and Aesthetics Technical Report, the elevated stations would have lights that would be seen from nearby locations in this segment. The tail track and hi-rail vehicle access would also have lighting that would be seen from nearby residential areas. The introduction of lights from elevated stations, passing trains, and the tail track and hi-rail vehicle access would not affect these properties.

Elevated Fauntleroy Way Station Alternative (WSJ-2)

Alternative WSJ-2 would require the demolition of several historic properties, resulting in adverse effects:

- Jim's Shell Service at 4457 Fauntleroy Way Southwest (97)
- A contemporary ranch house at 3221 Southwest Genesee Street (1215)
- Chinook Apartments at 4431 37th Avenue Southwest (2110)

Golden Tee Apartment Building at 3201 Southwest Avalon Way (1230) would experience partial property acquisition if Alternative WSJ-2 connects to Alternative DEL-1a or Alternative DEL-3. While the building itself would not be physically altered, the setting, feeling, and association would be permanently diminished, as this building was specifically designed as a residential complex associated with the golf course. The remaining aspects of integrity—location, design, materials, and workmanship—would not be altered or diminished. However, the diminishment of three aspects of integrity would constitute an adverse effect.

The remaining historic properties within the segment would not be adversely affected by this alternative. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to the Visual and Aesthetics Technical Report, the elevated stations would have lights that would be seen from nearby locations in this segment. The tail track and hi-rail vehicle access would also have lighting that would be seen from nearby residential areas. The introduction of lights from elevated stations, passing trains and the tail track and hi-rail vehicle access would not affect these properties.

Tunnel 41st Avenue Station Alternative (WSJ-3a)

Alternative WSJ-3a would require the demolition of the following historic properties, resulting in adverse effects:

- Limcrest Apartments at 3600 Southwest Genesee Street (77) when it connects to Option DEL-2b
- Golden Tee Apartment Building at 3201 Southwest Avalon Way (1230) when this alternative connects to Alternative DEL-2a or Alternative DEL-4

The following property would be adversely affected by Alternative WSJ-3a because of permanent proximity effects:

- Golden Tee Apartment Building at 3211 Southwest Avalon Way (1984). This resource is identical to the adjacent Golden Tee Apartment Building at 3201 Southwest Avalon Way, which would be demolished as a result of this alternative if it connects to Alternative DEL-2a or Alternative DEL-4. The two resource's buildings were built as one overall complex, and removal of one of the resource buildings would result in a diminishment of integrity of setting, design (of the overall property), feeling, and setting of the other. Therefore, the effect to 3211 Southwest Avalon Way would be adverse.

The remaining historic properties within the West Seattle Junction Segment would not be adversely affected by Alternative WSJ-3a. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. The removal of residences on 41st Avenue Southwest between Southwest Edmonds Street and Southwest Hudson Street and the introduction of the aboveground egress and vent shaft structure would not affect historic properties in the Alternative WSJ-3a area of potential effects.

Tunnel 42nd Avenue Station Option (WSJ-3b)

The application of criteria of adverse effect to historic properties for Option WSJ-3b would be the same as described for Alternative WSJ-3a.

The remaining historic properties within the West Seattle Junction Segment would not be adversely affected by Alternative WSJ-3b. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. The removal of residences on 42nd Avenue Southwest between Southwest Edmonds Street and Southwest Hudson Street and the introduction of the aboveground egress and vent shaft structure would not affect historic properties in the Option WSJ-3b area of potential effects.

Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Alternative WSJ-4 would require the demolition of several historic properties, resulting in adverse effects:

- Jim's Shell Service at 4457 Fauntleroy Way Southwest (97)
- A contemporary ranch house at 3221 Southwest Genesee Street (1215)
- Golden Tee Apartment Building at 3201 Southwest Avalon Way (1230) when this alternative connects to Alternative DEL-1a or Alternative DEL-3
- Chinook Apartments at 4431 37th Avenue Southwest (2110)
- A residence at 5011 41st Avenue Southwest (2224)
- A residence at 4426 38th Avenue Southwest (3026)

The following property would be adversely affected by this alternative because of permanent proximity effects:

- Golden Tee Apartment Building at 3211 Southwest Avalon Way (1984). This building is identical to the adjacent Golden Tee Apartment Building at 3201 Southwest Avalon Way, which would be demolished as a result of this alternative when it connects to Alternative DEL-1a or Alternative DEL-3. The two resource's buildings were built as one overall

complex, and removal of one of the resource buildings would result in a diminishment of integrity of setting, design (of the overall property), feeling, and setting of the other. Therefore, the effect to this property would be adverse.

The remaining historic properties within the West Seattle Junction Segment would not be adversely affected by Alternative WSJ-4. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. According to the Visual and Aesthetics Technical Report, lights at the elevated Avalon Station would be seen from nearby properties. Lights from the elevated guideway and station would be similar to those described for Alternative WSJ-1 but along a shorter alignment. The introduction of lights from elevated stations, passing trains, and the tail track and hi-rail vehicle access would not affect these properties.

Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

No historic properties would be adversely affected by Alternative WSJ-5a. They are far enough away from the construction and operation of the project that there would not be an effect, direct or indirect, that would alter or diminish integrity of location, design, materials, setting, workmanship, feeling, or association. Lights from light rail trains would not affect historic properties in the Alternative WSJ-5a area of potential effects.

No Avalon Station Tunnel Alternative (WSJ-6)

Alternative WSJ-6 would have no potential to adversely affect historic properties, as this alternative would largely be within a tunnel. There would not be an Avalon Station, and the Alaska Junction Station would be same as the station described for Alternative WSJ-5a.

10.4.2.6 Potential Indirect or Cumulative Effects

All project Build Alternatives would have the potential to affect historic or archaeological resources within the study area. The settings surrounding these resources have been altered by older development, recent redevelopment, and general changes in uses surrounding them. The reasonably foreseeable future actions in the project vicinity may also have direct impacts on historic or archaeological resources in the project study area. Incrementally, new infrastructure and development patterns have changed and will continue to change the historic setting of resources as a result of past and ongoing urbanization.

Construction of the project could encourage population growth and transit-oriented development in the station areas. Potential effects could include demolition or substantial alteration of historic properties for redevelopment. Future redevelopment in station areas would be consistent with adopted zoning and the City of Seattle's Comprehensive Plan (2022), which currently allows greater density in the station areas than exists today. The City's Landmark ordinance, which would apply to the demolition or substantial alteration of historic structures that meet the City of Seattle's Landmark criteria, would help to reduce loss of historic resources. Furthermore, any changes in zoning by the City could result in redevelopment of historic properties and long-term alteration to the scale and character of neighborhoods, which could have indirect impacts on historic properties. Redevelopment also has the potential to disturb archaeological resources. Incrementally, the project could contribute to a cumulative impact on historic and archaeological resources.

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11 SUMMARY AND RECOMMENDATIONS

11.1 Summary

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The agency must consult with the State Historic Preservation Officer, affected Tribes, and other consulting parties to seek ways to avoid, minimize, or mitigate adverse effects. Historic properties are defined as any district, site, building, structure, or object, listed in or eligible for inclusion in the National Register.

As demonstrated in this report, the project traverses some of Seattle's oldest and densest neighborhoods. Regardless of the alternative, the project would result in adverse effects to historic properties. In accordance with Code of Federal Regulations Title 36, Part 800.5, FTA determined the Preferred Alternative would adversely affect historic properties in a letter to the State Historic Preservation Officer on March 22, 2024. The State Historic Preservation Officer concurred with this determination on April 16, 2024.

Archaeological resources might be encountered during construction of all alternatives for the project. The SODO and Duwamish segments, where archaeological materials deposited during the nineteenth century to transform the tidelands into habitable property are abundant and ubiquitous, have the highest probability to encounter archaeological resources. The greatest area of archaeological sensitivity, however, surrounds the area of the Duwamish Waterway. Although this river corridor has been heavily modified, intact archaeological resources have been identified and could be encountered by alternatives to the south of the West Seattle Bridge. The Delridge and West Seattle Junction segments might encounter historical-period archaeological materials, with a lower possibility of encountering intact precontact archaeological materials.

11.2 Resolution of Adverse Effects

Adverse effects to historic properties would be avoided where possible through project planning, design, and the application of required best management practices during construction. However, not all adverse effects to National Register-eligible or -listed resources can be avoided. To resolve adverse effects to historic properties, in accordance with Code of Federal Regulations Title 36, Part 800.6, FTA and Sound Transit, in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties, are developing a programmatic agreement (Attachment N.5G). This consultation will continue prior to the Record of Decision, and a final Programmatic Agreement will be included with that document.

As noted in Section 6.3, the Advisory Council declined to participate in the consultation to resolve adverse effects.

Additionally, Sound Transit anticipates the need to address impacts on previously undocumented archaeological resources. Such resources may be identified through pre-construction inventory work, which will occur in coordination with Tribes and the State Historic Preservation Officer. This pre-construction inventory work is anticipated to be addressed in the Section 106 programmatic agreement.

11.2.1 Mitigation of Adverse Effects

Typical mitigation measures that could be included in a Section 106 agreement are listed below; additional options can also be found through the Washington State Department of Archaeology and Historic Preservation (2020):

- Modifying the undertaking through redesign, reorientation, or other similar changes to avoid, minimize, or mitigate impacts
- Documenting historic properties or resources that would be impacted
- Installing interpretive/educational signage, or other options that provide a public benefit (e.g., exhibits, HistoryLink essays, documentaries, or historic property nominations)
- Implementing data recovery of archaeological or architectural information and materials
- Preparing a National Register nomination for an archaeological site
- Preparing City of Seattle landmark nominations for potentially eligible buildings, structures, objects, and/or sites
- Preparing an ethnographic study, historic essays, documentaries, or formal documentation
- Developing museum exhibits
- Offering lecture series, trainings, or workshops
- Additional consultation to ensure compatible replacement buildings or structures
- Supporting preservation non-profit organizations

Sound Transit will develop a detailed monitoring and inadvertent discovery plan for review by the State Historic Preservation Officer and Tribes. The plan outlines protocols to ensure the proper treatment of archaeological resources that may be identified during construction.

11.2.2 Minimization of Adverse Effects

The following minimization measures would be incorporated into the project to avoid potential adverse effects, when appropriate, consistent with Code of Federal Regulations Title 36, Part 800.5(b). General minimization efforts to be incorporated into the project that could further minimize effects on historic properties would include the following:

- Seismically or structurally upgrade buildings that might be subject to structural impacts.
- Take precautions that historic properties are protected from vibrations, excavations, and damage from heavy equipment.
- Protect facades of affected historic buildings from an accumulation of excessive dirt and dust during construction, and/or clean them in an appropriate manner at the conclusion of construction. Sound Transit would consult with the State Historic Preservation Officer before implementing any protection or cleaning methods.
- Control fugitive dust using measures listed in Appendix L4.6D, Air Quality Best Management Practices, of the West Seattle Link Extension Final EIS.
- Maintain access to historic properties to the extent possible.
- Restrict construction haul routes to existing, heavily used public rights-of-way and avoid historic districts when practicable.

11.2.2.1 Minimization of Visual Effects

Specific measures to minimize visual effects during construction include the implementation of design guidelines. The following describes the design guidelines that would be incorporated where practical:

- In addition to meeting City of Seattle regulatory requirements and the design and mitigation measures described in Section 4.5, Visual and Aesthetic Resources, of the Final EIS, Sound Transit has developed mitigation measures for areas with visual impacts. Design and mitigation measures would be further refined if necessary in coordination with the City of Seattle as the project design advances.
- Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas.
- Sound Transit would surplus the remainder of the parcels, not needed after construction, which could potentially be redeveloped consistent with Sound Transit's Transit Oriented Development Policies and City of Seattle plans.
- When possible, Sound Transit would preserve existing vegetation.
- Sound Transit would plant appropriate vegetation within and adjoining the project right-of-way to replace existing street trees and other visually important vegetation removed for the project, or to provide screening for sensitive visual environments and/or sensitive viewers. New plantings would be consistent with Sound Transit operations and maintenance requirements.
- Sound Transit would design exterior lighting at stations, tail tracks, and hi-rail access to minimize height and use source shielding to avoid lighting bulbs that would be directly visible from residential areas, streets, and highways. Shielding would also limit spillover light and glare in residential areas.
- During construction, Sound Transit would provide visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Visual screening would include construction of a barrier to screen ground-level views into construction areas where practical. Nighttime construction lighting would be shielded and directed downward to avoid light spillover onto adjacent sensitive uses.

11.2.2.2 Minimization of Noise and Vibration Effects

Section 7, Noise and Vibration Mitigation Measures, of the Noise and Vibration Technical Report (Appendix N.3) provides a description of means to reduce and monitor potential noise and vibration effects during tunnel construction. The entire content of the report is not reiterated in this report, but key noise and vibration minimization strategies are summarized in the following sections.

11.2.2.2.1 Noise

Although noise-related adverse effects to historic properties are not anticipated, for locations where Sound Transit has identified potential noise impacts, mitigation measures would be considered and reviewed using Sound Transit's light rail Link Noise Mitigation Policy. Under this policy, potential mitigation measures would be considered for all noise impacts.

Sound Transit's noise mitigation policy is to mitigate both moderate and severe impacts beginning with source treatment, followed by treatments in the noise path. If source and path

treatments are not sufficient to mitigate the impact, Sound Transit would evaluate and implement sound insulation at affected properties where the existing building does not already achieve sufficient exterior-to-interior reduction of noise levels.

For most identified noise impacts, sound walls were the selected method of reducing noise levels, consistent with Sound Transit's Link Noise Mitigation Policy (Sound Transit 2004). Sound walls are effective at eliminating most predicted noise impacts in the West Seattle Link Extension.

All construction activities would be required to comply with codified sound limits. Nighttime construction would require a noise variance from the City of Seattle. Noise mitigation would likely be required for construction activities to comply with Seattle Municipal Code or variance sound level limits.

11.2.2.2.2 Vibration

The primary means of mitigating vibration from construction activities is to require the contractor to prepare a detailed construction vibration control plan. A noise and vibration control engineer or acoustician would work with the contractor to prepare the plan in conjunction with the contractor's specific equipment and methods of construction. Key elements of a plan include:

- Contractor's specific equipment types
- Schedule and methods of construction
- Identification of all Category 1 and special buildings near construction sites
- Methods for projecting construction vibration levels
- Construction vibration limits
- Specific vibration control measures where predicted levels exceed the limits
- Methods for responding to community complaints

Construction would be carried out in compliance with Sound Transit specifications and all applicable local regulations. Specific construction vibration mitigation measures would be developed during the design phase when more detailed construction means and methods information is available. The following mitigation measures would be applied as needed to minimize construction vibration impacts:

- **Pre-construction and post-construction survey.** Prior to the start of construction and at project completion, a survey of buildings including inspection and photographs of building foundations would be completed near construction areas.
- **Construction timing.** Avoiding nighttime construction in residential neighborhoods and arrange with businesses to avoid interfering with sensitive daytime activities. Local ordinances would be followed unless variances are obtained.
- **Equipment location.** Locating stationary construction equipment as far as possible from vibration-sensitive sites.
- **Continuous vibration monitoring.** Monitoring can be implemented at particularly sensitive receivers if needed.
- **Alternative construction methods.** Using alternative construction methods to minimize the use of impact and vibratory equipment (e.g., pile-drivers and compactors).

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Attachment N.5A
Table of Surveyed Properties

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Table N.5A-1. Historic Built Environment Linear Resources Surveyed

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
LIN-2	708606	Not Applicable	1883	Seattle & Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore & Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal	South Lander Street	Eligible	Various
LIN-5	720981	7666204413	1907	Oregon & Washington Railroad Company/Oregon-Washington Railroad & Navigation Company Portland to Seattle Passenger Mainline	Seattle, Washington	Not Eligible	Various
LIN-6	721225	182404UNKN	1908	Milwaukee Terminal Railway/Chicago, Milwaukee, Saint Paul & Pacific Railway - Argo to Stacey Street	Seattle, Washington	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
LIN-7	720982	1824049053	1909	Northern Pacific Railway - Argo to Seattle Waterfront	Seattle, Washington	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Various
LIN-8	721010	1824049031	1909	Milwaukee Terminal Railway Company/Chicago, Milwaukee, Saint Paul & Pacific Railway- Argo to Waterfront Yard	Seattle, Washington	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
LIN-9	36270	Not Applicable	1904	Northern Pacific Railway Bridge No. 20	Seattle, Washington	Not Eligible	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
LIN-10	721226	Not Applicable	1916	Oregon-Washington Railroad & Navigation Company Harbor Island Spur Line	Seattle, Washington	Not Eligible	Duwamish
LIN-11	720985	Not Applicable	1909	Northern Pacific Railway Harbor Island Spur Line	Seattle, Washington	Not Eligible	Duwamish
LIN-12	44440	Not Applicable	1911	Northern Pacific Railway Bridge over the West Duwamish Waterway	South of Spokane Street, near Klickitat Way Southwest	Eligible, designated Seattle landmark	Duwamish
LIN-13	720983	7666701221	1909	Northern Pacific Railway West Seattle Line	Seattle, Washington	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
LIN-17	730874	Not Applicable	1922	Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230kV Transmission Line	Marginal Way Southwest and Spokane Street Southwest	Eligible (Criteria A and C)	Duwamish

Table N5.A-2. Historic Built Environment Resources Surveyed

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1013	342266	7666204225	1930	Mine & Mill Supply Company Warehouse	2700 4th Avenue South	Not Eligible	SODO
1014	706647	7666204256	1947	Tricoach Company Manufacturing Plant	2730 4th Avenue South	Not Eligible	SODO
1015	720347	7666204280	1970	Warehouse	2760 4th Avenue South	Not Eligible	SODO
1017	720350	7666204391	1950	Fruehauf Trailer Company Factory Branch	2411 6th Avenue South	Not Eligible	SODO
1019	341819	7666204411	1960	Light Industrial Building	409 South Walker Street	Not Eligible	SODO
1021a	341982	7666204430	1931	Pacific Iron & Metal	2230 4th Avenue South	Not Eligible	SODO
1021b	720626	7666204430	1962	Commercial Warehouse	2250 4th Avenue South	Not Eligible	SODO
1024	720376	7666204449	1959	Commercial Building	2231 6th Avenue South	Not Eligible	SODO
1025	720348	7666204450	1972	Light Industrial Building	2225 6th Avenue South	Not Eligible	SODO
1026	341817	7666204452	1958	Light Industrial Building	2201 6th Avenue South	Not Eligible	SODO
1028	342325	7666204465	1966	Lincoln Moving & Storage, Alaska Orient Van Lines Building	1924 4th Avenue South	Eligible	SODO
1029	337152	7666204480	1917	Washington Furniture Manufacturing Company Factory Building	1964 4th Avenue South	Not Eligible	SODO
1030	720609	7666204495	1960	Graybar Electric Company Building	1919 6th Avenue South	Eligible	SODO
1032	720371	7666204520	1960	Automotive Service Shop	465 South Holgate Street	Not Eligible	SODO

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1043	43691	7666204576	1925	General Electric Company Warehouse	440 South Holgate Street	Not Eligible	SODO
1276	720594	7666204300	1970	Platt Electric Supply Co.	2757 6th Avenue South	Eligible	SODO
1278	45158	7666204320	1941	Light Industrial Building	2739 6th Avenue South	Not Eligible	SODO
1280	720497	7666204340	1926	Commercial Building	2715 6th Avenue South	Not Eligible	SODO
1281	341973	7666204346	1958	Cragin & Company; Western Safety Products, Inc.	505 South Lander Street	Not Eligible	SODO
1899	342236	7666203440	1960	Holgate Terminals Incorporated	1762 6th Avenue South	Eligible	SODO
2077	342009	7666203467	1951	Taylor-Edwards Warehouse & Transfer Co.	1930 6th Avenue South	Not Eligible	SODO
2083	720501	7666203530	1951	Industrial Transfer & Storage	2450 6th Avenue South	Not Eligible	SODO
2084	45157	7666203660	1910	Canal Boiler Works	2702 6th Avenue South	Not Eligible	SODO
2085a	343198	7666203710	1953	Mill & Mine Supply Co. Building & Warehouse	625 South Lander Street	Eligible	SODO
2085b	720516	7666203710	1963	Paint Logic	625b South Lander Street	Not Eligible	SODO
2086	720553	7666204345	1945	National Transfer Building	555 South Lander Street	Not Eligible	SODO
2088a	720446	7666204375	1952	Performance Radiator	2447 6th Avenue South	Not Eligible	SODO
2088b	720559	7666204375	1956	Warehouse	2443 6th Avenue South	Not Eligible	SODO
2089	706638	7666205280	1968	Shell Gas Station	2461 4th Avenue South	Not Eligible	SODO
2090	341991	7666205290	1948	Firestone Automotive Shop	2701 4th Avenue South	Not Eligible	SODO

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3312	723084	7666203485	1961	Colorado Fuel & Iron Corporation Office Building and Warehouse	2200 6th Avenue South	Not Eligible	SODO
3314	723094	7666203501	1956	Office and Warehouse Building	2400 6th Avenue South	Not Eligible	SODO
3315	721854	7666203664	1910	Beebe Brothers Factory	2724 6th Avenue South	Not Eligible	SODO
3317	721855	7666203675	1947	Northwest Wire Works	2752 6th Avenue South	Eligible	SODO
3332	337660	7666204380	1943	Fairbanks Drill Company	2437 6th Avenue South	Not Eligible	SODO
3333	723191	7666204385	1949	Warehouse and Office Building	2425 6th Avenue South	Not Eligible	SODO
3336	340361	7666205260	1962	Dag's Drive-In	2425 4th Avenue South	Not Eligible	SODO
3338	723196	7666205295	1970	Light-Industrial Building	2723 4th Avenue South	Not Eligible	SODO
247	337260	1327300006	1945	Commercial Building	423 South Horton Street	Not Eligible	Duwamish
248	720281	1327300010	1948	Commercial Building	3314 4th Avenue South	Not Eligible	Duwamish
249	720282	1327300065	1975	Light Industrial Building	3317 6th Avenue South	Not Eligible	Duwamish
250	720283	1327300066	1979	Light Industrial Building	3301 6th Avenue South	Not Eligible	Duwamish
272	342293	1824049047	1924	Edwards Ice Machine Co./Eagle Metals Co.	3628 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
710	654586	2848700125	1928	Residential Building	3804 23rd Avenue Southwest	Not Eligible	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
881	342274	6172900005	1968	Seattle Pacific Sales Company Warehouse	3800 1st Avenue South	Eligible	Duwamish
882	720286	6172900015	1980	Warehouse	3601 2nd Avenue South	Not Eligible	Duwamish
998	343949	7666204120	1945	Union Carbide and Carbon Company Building	3404 4th Avenue South	Not Eligible	Duwamish
999	342127	7666204121	1958	Warehouse	3412 4th Avenue South	Not Eligible	Duwamish
1001	720298	7666204125	1952	Commercial Building	3414 4th Avenue South	Not Eligible	Duwamish
1002	342237	7666204130	1952	Light Industrial Building	3434 4th Avenue South	Not Eligible	Duwamish
1003	720300	7666204140	1974	Light Industrial Building	3454 4th Avenue South	Not Eligible	Duwamish
1005	45159	7666204155	1946	Link-Belt Company Property	3405 6th Avenue South	Eligible	Duwamish
1009	45084	7666204180	1937	Milwaukee Sausage Company Factory	2900 4th Avenue South	Not Eligible	Duwamish
1011a	337208	7666204190	1947	Warehouse	2932 4th Avenue South	Not Eligible	Duwamish
1011b	723073	7666204190	1977	Warehouse	2928 4th Avenue South	Not Eligible	Duwamish
1072	342244	7666205580	1954	Commercial Building	3434 2nd Avenue South	Not Eligible	Duwamish
1073	7310009	7666205610	1978	Warehouse	3453 4th Avenue South	Not Eligible	Duwamish
1074a	720494	7666205625	1940	Washington Lumber Co./Aqua-Quip	3447 4th Avenue South	Not Eligible	Duwamish
1074b	720495	7666205625	1975	Industrial Building	3447 4th Avenue South	Not Eligible	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1074c	720496	7666205625	1975	Industrial Building	3447 4th Avenue South	Not Eligible	Duwamish
1075	720433	7666205630	1955	Commercial Building	3433 4th Avenue South	Not Eligible	Duwamish
1076	720434	7666205635	1976	Commercial Building	3429 4th Avenue South	Not Eligible	Duwamish
1077	342969	7666205640	1948	Commercial Building	3423 4th Avenue South	Not Eligible	Duwamish
1080	720484	7666205806	1910	Rex Metal Company Building	115 South Spokane Street	Not Eligible	Duwamish
1083	718431	7666205862	1964	Viking Automatic Sprinkler Company	3434 1st Avenue South	Eligible	Duwamish
1084	720486	7666205876	1950	Quonset Hut	120 South Spokane Street	Not Eligible	Duwamish
1086	342055	7666205881	1942	Commercial Building	126 South Spokane Street	Not Eligible	Duwamish
1087	720487	7666205882	1948	Commercial Building	132 South Spokane Street	Not Eligible	Duwamish
1088a	720506	7666205895	1980	Industrial Building	3441 2nd Avenue South	Not Eligible	Duwamish
1088b	720507	7666205895	1957	Industrial Building	3441 2nd Avenue South	Not Eligible	Duwamish
1090a	720509	7666207491	1967	Transportation Equipment Rentals Office Building	3443 1st Avenue South	Eligible	Duwamish
1090b	720510	7666207491	1967	Transportation Equipment Rentals Maintenance Warehouse	3443 1st Avenue South	Eligible	Duwamish
1091	344500	7666207506	1926	The Simmons Company Metal Beds, Springs & Mattress Warehouse	99 South Spokane Street	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1093	720482	7666207555	1918	Nelson Iron Works Blacksmith & Machinist Shop	45 South Spokane Street	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1094a	720511	7666207560	1941	Acme Tool Works	3626 East Marginal Way South	Individually Eligible & Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1094b	720513	7666207560	1947	Lindmark Machine Works	3626 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1095	340118	7666207570	1968	Lindmark Machine Works	49 South Spokane Street	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1096	38529	7666207580	1949	Seattle Terminal	3420 East Marginal Way South	Not Eligible	Duwamish
1097	38531	7666207583	1952	Seattle Terminal	3440 East Marginal Way Southwest	Not Eligible	Duwamish
1098	38530	7666207585	1952	Seattle Terminal	3430 East Marginal Way South	Not Eligible	Duwamish
1103a	38527	7666700281	1916	Air Reduction Company	3623 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1103b	720564	7666700281	1951	Air Reduction Company Carbide Storage Building	3621 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1103c	720563	7666700281	1951	Air Reduction Company Auto Repair Garage	3621 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1104a	38525	7666700285	1942	Puget Sound Sheet Metal Works	3651 East Marginal Way	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1104b	720542	7666700285	1968	Light Industrial Building	3633 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1105	720599	7666700315	1980	PCC Logistics	3629 Duwamish Avenue South	Not Eligible	Duwamish
1107	721566	7666701220	1955	Anchor Marina	1317 Southwest Spokane Street	Not Eligible	Duwamish
1109	721563	7666701275	1924	Pioneer Sand & Gravel	910 Southwest Spokane Street	Not Eligible	Duwamish
1112a	721988	7666702155	1979	Warehouse	3444 13th Avenue Southwest	Not Eligible	Duwamish
1112b	721989	7666702155	1966	Warehouse	3444 13th Avenue Southwest	Not Eligible	Duwamish
1112c	721990	7666702155	1966	Warehouse	3444 13th Avenue Southwest	Not Eligible	Duwamish
1112d	333212	7666702155	1959	Warehouse	3444 13th Avenue Southwest	Not Eligible	Duwamish
1113	721567	7666702165	1929	Schorn Paint Manufacturing Company	1128 Southwest Spokane Street	Not Eligible	Duwamish
1116a	721568	7666702200	1928	R.M. Bunten Company Machine Shop/Harbor Island Machine Works Office Building	3431 11th Avenue Southwest	Not Eligible	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1116b	722777	7666702200	1955	Harbor Island Machine Works Warehouse	3432 11th Avenue Southwest	Not Eligible	Duwamish
1116c	722789	7666702200	1976	Harbor Island Machine Works Storage Warehouse	3433 11th Avenue Southwest	Not Eligible	Duwamish
1118	721573	7666703095	1969	Columbia Cement Company Silos	3423 Klickitat Avenue Southwest	Not Eligible	Duwamish
1122a	721620	7666703290	1968	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Office	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1122b	721624	7666703290	1917	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Pacific Coast Forge Building	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1122c	721625	7666703290	1968	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory North Warehouse	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1122d	721628	7666703290	1948	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory South Warehouse	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1122e	721629	7666703290	1968	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory East Warehouse	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1124	333386	7666703920	1966	Fraser Boiler Services	3601 West Marginal Way Southwest	Not Eligible	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1125	721972	7666703967	1966	Warehouse	3456 Chelan Avenue Southwest	Not Eligible	Duwamish
1127	721973	7666703985	1975	Warehouse	3542 West Marginal Way Southwest	Not Eligible	Duwamish
1129	725860	7666704000	1976	Ole & Charlie's High & Dry Company Office	3568 W Marginal Way SW	Not Eligible	Duwamish
1131	721155	7666705020	1925	Chelan Café	2300 Southwest Spokane Street	Not Eligible	Duwamish
1138	45086	7674800085	1922	Fire Station Number 14	3224 4th Avenue South	Eligible; designated Seattle Landmark	Duwamish
1191	721007	7966600065	1904	Multi-Family Residence	3645 22nd Avenue Southwest	Not Eligible	Duwamish
1193	388987	7966600080	1906	Triplex	3631 22nd Avenue Southwest	Not Eligible	Duwamish
1194	466039	7966600095	1905	Single-Family Residence	3624 22nd Avenue Southwest	Not Eligible	Duwamish
1233	721168	9349900195	1927	Single-Family Residence	3617 19th Avenue Southwest	Not Eligible	Duwamish
1234	721487	9349900225	1949	Single-Family Residence	3712 19th Avenue Southwest	Not Eligible	Duwamish
1273	343706	1324039043	1972	Seattle Fire Station #36	3600 23rd Avenue Southwest	Eligible	Duwamish
1274	45085	7666204165	1931	Pacific Hoist and Warehouse Company	3200 4th Avenue South	Eligible	Duwamish
1275a	342730	7666204210	1952	Langendorf United Bakeries	2901 6th Avenue South	Eligible	Duwamish
1275b	720593	7666204210	1955	Langendorf United Bakeries Repair Garage	2901 6th Avenue South	Eligible	Duwamish
1378a	720595	1327300050	1954	Commercial Property	3300 4th Avenue South	Not Eligible	Duwamish

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1378b	720596	1327300050	1954	Commercial Building	3300 4th Avenue South	Not Eligible	Duwamish
1378c	720598	1327300050	1980	Commercial Building	3300 4th Avenue South	Not Eligible	Duwamish
1388	38533	1824049055	1945	A.M. Castle and Company	3640-60 East Marginal Way South	Individually Eligible & Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1777	721177	2848700160	1980	Duplex	3816 23rd Avenue Southwest	Not Eligible	Duwamish
1914	342134	7666207496	1969	Ross Display Fixture Co	3417 1st Avenue South	Not Eligible	Duwamish
1915	38532	7666207550	1918	Alaskan Copper Works/Eagle Brass Foundry Company	3600 East Marginal Way South	Individually Eligible & Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1941	342160	7666705088	1964	Pacific Reefer Fisheries	3480 West Marginal Way Southwest	Eligible	Duwamish
1943	48502	7674800055	1953	Alaskan Copper and Brass Company	3223 6th Avenue South	Eligible	Duwamish
1971	416747	7966600135	1911	Single-Family Residence	3711 21st Avenue Southwest	Not Eligible	Duwamish
1996	721039	9349900075	1961	Single-Family Residence	3707 20th Avenue Southwest	Not Eligible	Duwamish
1998	478924	9349900105	1905	Single-Family Residence	3704 20th Avenue Southwest	Not Eligible	Duwamish
2231c	721576	7666703440	1943	General Construction Company Storage Shed	3838 West Marginal Way Southwest	Not Eligible	Duwamish

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2233	86168	7966600105	1917	Residence	3646 22nd Avenue Southwest	Not Eligible	Duwamish
3053	721853	1327300012	1955	Warehouse	3300 6th Avenue South	Not Eligible	Duwamish
3108	458032	2444600390	1907	Single-Family Residence	4046 23rd Avenue Southwest	Not Eligible	Duwamish
3110	378306	2444600405	1918	Single-Family Residence	4056 23rd Avenue Southwest	Not Eligible	Duwamish
3111	373536	2444600416	1905	Single-Family Residence	4058 23rd Avenue Southwest	Not Eligible	Duwamish
3211	722759	2848700175	1979	Duplex	3824 23rd Avenue Southwest	Not Eligible	Duwamish
3212	468826	2848700185	1918	Single-Family Residence	3832 23rd Avenue Southwest	Not Eligible	Duwamish
3213	468007	2848700195	1917	Single-Family Residence	3836 23rd Avenue Southwest	Not Eligible	Duwamish
3214	294616	2848700205	1914	Single-Family Residence	3842 23rd Avenue Southwest	Eligible	Duwamish
3215	722655	2848700325	1912	Single-Family Residence	3821 22nd Avenue Southwest	Not Eligible	Duwamish
3216	387935	2848700335	1913	Single-Family Residence	3817 22nd Avenue Southwest	Not Eligible	Duwamish
3217	112579	2848700345	1916	Duplex	3813 22nd Avenue Southwest	Not Eligible	Duwamish
3218	722663	2848700360	1918	Single-Family Residence	3805 22nd Avenue Southwest	Not Eligible	Duwamish
3277	723027	7547300667	1971	Global Diving Warehouse	3801 Marginal Place Southwest	Not Eligible	Duwamish
3319	721856	7666203720	1951	Bearing Sales & Service Incorporated Warehouse	2908 6th Avenue South	Not Eligible	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3320a	721875	7666203730	1969	Bru Pep Commercial Building	2920 6th Avenue South	Not Eligible	Duwamish
3320b	722007	7666203730	1951	NW Motor Parts Corporation Building	2930 6th Avenue South	Eligible	Duwamish
3321	721857	7666203735	1954	M.J.B. Coffee Company Warehouse	2940 6th Avenue South	Eligible	Duwamish
3322a	342997	7666203736	1941	Alaskan Copper Company Employment Office	2958 6th Avenue South	Eligible	Duwamish
3322b	721997	7666203736	1948	Auto Repair Garage	2958 6th Avenue South	Eligible	Duwamish
3324	340010	7666203765	1945	Los Angeles-Seattle Motor Express Company	3200 6th Avenue South	Eligible	Duwamish
3326	722031	7666203810	1978	Commercial Building	3440 6th Avenue South	Not Eligible	Duwamish
3327	342709	7666203825	1954	Scientific Supplies Company	600 South Spokane Street	Eligible	Duwamish
3328	344499	7666203850	1931	Commercial Building	3433 Airport Way South	Not Eligible	Duwamish
3329a	86871	7666204145	1931	Department of Highways District Number 1 Headquarters/Maintenance Facility - Office/Administrative Building	450 South Spokane Street	Eligible	Duwamish
3329b	722096	7666204145	1931	Department of Highways District Number 1 Headquarters/Maintenance Facility - Maintenance Building	450 South Spokane Street	Eligible	Duwamish
3329c	722098	7666204145	1931	Department of Highways District Number 1 Headquarters/Maintenance Facility - Storage Building	450 South Spokane Street	Eligible	Duwamish

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3329d	722100	7666204145	1931	Department of Highways District Number 1 Headquarters/Maintenance Facility - Car/Paint Building	450 South Spokane Street	Eligible	Duwamish
3329e	722101	7666204145	1959	Department of Highways District Number 1 Headquarters/Maintenance Facility - Maintenance/Garage Building	450 South Spokane Street	Eligible	Duwamish
3339	342259	7666207515	1954	Riches & Adams Company/Seattle Opportunities Industrialization Center, Incorporated	3627 1st Avenue South	Eligible	Duwamish
3342	342787	7666207600	1967	James A. Robertson Company	3429 Colorado Avenue South	Not Eligible	Duwamish
3343	723197	7666207605	1964	Warehouse	3401 Colorado Avenue South	Not Eligible	Duwamish
3344	344061	7666703442	1931	General Construction Company Office	3840 West Marginal Way Southwest	Eligible	Duwamish
3362	368224	7891600395	1919	Residence	4102 23rd Avenue Southwest	Not Eligible	Duwamish
3363	447743	7966600115	1926	Residence	3636 22nd Avenue Southwest	Not Eligible	Duwamish
3364	722953	7966600120	1926	Residence	3638 22nd Avenue Southwest	Not Eligible	Duwamish
3436	653929	9349900055	1906	Residence	3723 20th Avenue Southwest	Not Eligible	Duwamish
3437	453726	9349900065	1912	Residence	3719 20th Avenue Southwest	Not Eligible	Duwamish
3446	406669	9349900170	1916	Residence	3711 19th Avenue Southwest	Not Eligible	Duwamish

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5133	725821	7666203935	1960	Commercial Building	3700 6th Avenue South	Not Eligible	Duwamish
5134	725822	7666203970	1950	Commercial Heat Treaters	3614 6th Avenue South	Not Eligible	Duwamish
5136	725824	7666204094	1953	Air Mac, Inc.	3838 4th Avenue South	Eligible	Duwamish
5137	725825	7666204100	1961	Warehouse and Office Building	3623 6th Avenue South	Eligible	Duwamish
5138	725827	7666204110	1962	Commercial Building	3601 6th Avenue South	Not Eligible	Duwamish
5139a	45089	7666205660	1938	Seattle City Light South Receiving Substation	3839 4th Avenue South	Eligible	Duwamish
5139b	725921	7666205660	1924	Seattle City Light South Receiving Substation Switchyard	3839 4th Avenue South	Eligible	Duwamish
5139c	45088	7666205660	1924	Seattle City Light South Substation Warehouse and Shops	400 South Spokane Street	Not Eligible	Duwamish
5139d	730783	7666205660	1965	Seattle City Light Warehouse and Office Building	400 South Spokane Street	Eligible	Duwamish
5139e	730784	7666205660	1952	Seattle City Light South Rectifier Substation	400 South Spokane Street	Eligible	Duwamish
5141	725828	7886100060	1963	Gull Oil Company	4001 6th Avenue South	Not Eligible	Duwamish
6012	728870	7666204275	1968	Denny's	2742 4th Avenue South	Eligible	Duwamish
242	717063	1324039014	1936	West Seattle Golf Course	4600 35th Avenue Southwest	Eligible	Delridge
243	721974	1324039030	1915	Delridge Playfield	4501 Delridge Way Southwest	Not Eligible	Delridge
268	720914	1772600735	1940	Single-Family Residence	4401 26th Avenue Southwest	Not Eligible	Delridge

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443	344641	2444600005	1960	Bethlehem Pacific Coast Steel Company Office Building	4045 Delridge Way Southwest	Eligible	Delridge
444	721070	2444600240	1906	Residence	4030 Delridge Way Southwest	Eligible	Delridge
445	342085	2444600250	1947	Commercial Building	4034 Delridge Way Southwest	Not Eligible	Delridge
447	340839	2444600275	1950	Four-Plex	4050 Delridge Way Southwest	Not Eligible	Delridge
449	38466	2445100110	1905	Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation	2424 Southwest Andover Street	Eligible	Delridge
450	407232	2445100295	1910	Residence	3852 Delridge Way Southwest	Not Eligible	Delridge
452	336828	2445100310	1949	Commercial Building	3850 Delridge Way Southwest	Not Eligible	Delridge
453	47869	2445100315	1930	Mrachke And Son	3860 - 3864 Delridge Way Southwest	Eligible	Delridge
704	344278	2848700005	1923	William H. Beyers Hardware	3801 Delridge Way Southwest	Not Eligible	Delridge
705	337170	2848700015	1906	Residential Building - Altered	3805 Delridge Way Southwest	Not Eligible	Delridge
706	720887	2848700020	1952	Commercial Building	3809 Delridge Way Southwest	Not Eligible	Delridge
707	386518	2848700050	1925	Duplex	3823 Delridge Way	Not Eligible	Delridge
708	720915	2848700060	1918	Duplex	3831 23rd Avenue Southwest	Not Eligible	Delridge
709a	334757	2848700075	1915	Multi-Family Residence	3838 Delridge Way Southwest	Not Eligible	Delridge
709b	720926	2848700075	1919	Craftsman-Style House	3837 23rd Avenue Southwest	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
724	640597	3574300005	1918	Single-Family Residence	4218 26th Avenue Southwest	Not Eligible	Delridge
725	451324	3574300010	1910	Single-Family Residence	4222 26th Avenue Southwest	Not Eligible	Delridge
730	370713	3574300055	1907	Single-Family Residence	2512 Southwest Genesee Street	Not Eligible	Delridge
731	442847	3574300056	1907	Single-Family Residence	2518 Southwest Genesee Street	Not Eligible	Delridge
732	366890	3574300065	1907	Single-Family Residence	4159 25th Avenue Southwest	Not Eligible	Delridge
733	387617	3574300070	1907	Duplex	4155 25th Avenue Southwest	Not Eligible	Delridge
738	367386	3574300095	1909	Single-Family Residence	4143 25th Avenue Southwest	Not Eligible	Delridge
747	720975	3574300145	1907	Single-Family Residence	4140 25th Avenue Southwest	Not Eligible	Delridge
748	372244	3574300150	1907	Single-Family Residence	4144 25th Avenue Southwest	Not Eligible	Delridge
753	280297	3574300165	1917	Single-Family Residence	4150 25th Avenue Southwest	Not Eligible	Delridge
754	387858	3574300170	1945	Duplex	2414 Southwest Genesee Street	Not Eligible	Delridge
755	721275	3574300205	1936	Multi-Family Residence	4147 Delridge Way Southwest	Not Eligible	Delridge
758	389313	3574300225	1911	Multi-Family Residence - Altered	4137 Delridge Way Southwest	Not Eligible	Delridge
759	721337	3574300235	1915	Single-Family Residence	4131 Delridge Way Southwest	Not Eligible	Delridge
1148	38515	7881500285	1928	Residence	4018 Delridge Way Southwest	Not Eligible	Delridge

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1149	38510	7881500295	1928	Residence	4022 Delridge Way Southwest	Not Eligible	Delridge
1150	721751	7881500310	1912	Residence	4028 Delridge Way Southwest	Not Eligible	Delridge
1155	351274	7891600065	1908	Single-Family Residence	4216 26th Avenue Southwest	Not Eligible	Delridge
1156	406996	7891600070	1909	Single-Family Residence	4127 25th Avenue Southwest	Not Eligible	Delridge
1157	721388	7891600075	1907	Single-Family Residence	4123 25th Avenue Southwest	Not Eligible	Delridge
1161	721390	7891600125	1917	Single-Family Residence	4109 25th Avenue Southwest	Not Eligible	Delridge
1162	294347	7891600135	1905	Single-Family Residence	2501 Southwest Dakota Street	Not Eligible	Delridge
1163	45874	7891600155	1907	Single-Family Residence	4100 25th Avenue Southwest	Not Eligible	Delridge
1164	415397	7891600160	1907	Single-Family Residence	4102 25th Avenue Southwest	Not Eligible	Delridge
1166	376099	7891600165	1907	Single Family Craftsman Residence	4108 25th Avenue Southwest	Eligible	Delridge
1171	472210	7891600215	1941	Single-Family Residence	4127 Delridge Way Southwest	Not Eligible	Delridge
1181	721063	7891600270	1905	Single-Family Residence	4101 Delridge Way Southwest	Not Eligible	Delridge
1207a	338438	9297300765	1956	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge
1207b	721569	9297300765	1958	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge
1207c	721571	9297300765	1958	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1207d	721572	9297300765	1958	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge
1207e	721574	9297300765	1958	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge
1208	721075	9297300965	1918	Single-Family Residence	3166 Southwest Genesee Street	Not Eligible	Delridge
1238	475034	9358001980	1900	Single-Family Residence	2609 Southwest Nevada Street	Not Eligible	Delridge
1242	721324	9358002180	1977	Duplex	2616 Southwest Genesee Street	Not Eligible	Delridge
1246	721326	9358002200	1955	Residence	4313 26th Avenue Southwest	Not Eligible	Delridge
1251	377039	9358002350	1909	Residence	2852 Southwest Genesee Street	Not Eligible	Delridge
1254	721328	9358002365	1961	Single-Family Residence	2842 Southwest Genesee Street	Not Eligible	Delridge
1257	721329	9358002390	1980	Duplex	2834 Southwest Genesee Street	Not Eligible	Delridge
1259	721334	9358002400	1979	Triplex	2828 Southwest Genesee Street	Not Eligible	Delridge
1260	721343	9358002410	1979	Triplex	2822 Southwest Genesee Street	Not Eligible	Delridge
1263	387779	9358002430	1911	Residence	2808 Southwest Genesee Street	Not Eligible	Delridge
1442	387579	2444600315	1918	Single-Family Residence	4049 23rd Avenue Southwest	Not Eligible	Delridge
1445	444457	2444600335	1920	Single-Family Residence	4033 23rd Avenue Southwest	Not Eligible	Delridge
1787	721178	3574300100	1909	Single-Family Residence	4139 25th Avenue Southwest	Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1788	289720	3574300110	1910	Single-Family Residence	4137 25th Avenue Southwest	Not Eligible	Delridge
1789	280921	3574300115	1904	Single-Family Residence	4131 25th Avenue Southwest	Not Eligible	Delridge
1949	290302	7881500320	1918	Single-Family Residence	4029 23rd Avenue Southwest	Not Eligible	Delridge
1950	279903	7881500330	1925	Single-Family Residence	4021 23rd Avenue Southwest	Not Eligible	Delridge
1951	419394	7891600005	1918	Single-Family Residence	4102 26th Avenue Southwest	Not Eligible	Delridge
1953	723352	7891600015	1910	Residence	4108 26th Avenue Southwest	Not Eligible	Delridge
1956	721029	7891600035	1903	Single-Family Residence	4200 26th Avenue Southwest	Not Eligible	Delridge
1957	721032	7891600140	1909	Single-Family Residence	2507 Southwest Dakota Street	Not Eligible	Delridge
1958	667697	7891600175	1907	Single-Family Residence	4110 25th Avenue Southwest	Not Eligible	Delridge
1959	407358	7891600180	1909	Single-Family Residence	4116 25th Avenue Southwest	Not Eligible	Delridge
1961	291336	7891600200	1907	Single-Family Residence	4122 25th Avenue Southwest	Not Eligible	Delridge
1967	721180	7891600320	1979	Multi-Family Residence	4120 Delridge Way Southwest	Not Eligible	Delridge
1976	38407	9297300750	1926	Single-Family Residence	3055 Southwest Avalon Way	Not Eligible	Delridge
1977	418305	9297300966	1959	Contemporary Ranch House	4150 32nd Avenue Southwest	Eligible	Delridge
2001	721055	9358001956	1916	Single-Family Residence	4217 26th Avenue Southwest	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2002	659535	9358001995	1908	Residence	2611 Southwest Nevada Street	Not Eligible	Delridge
2004	721056	9358002005	1906	Single-Family Residence	2613 Southwest Nevada Street	Not Eligible	Delridge
2008	721059	9358002025	1904	Duplex	2623 Southwest Nevada Street	Not Eligible	Delridge
2013	293584	9358002060	1915	Single-Family Residence	2641 Southwest Nevada Street	Not Eligible	Delridge
2029	345270	9358002265	1968	Duplex	2827 Southwest Nevada Street	Not Eligible	Delridge
2037	473130	9358002300	1957	Single-Family Residence	2843 Southwest Nevada Street	Not Eligible	Delridge
2159	405213	1772600725	1920	Residence	4409 26th Avenue Southwest	Not Eligible	Delridge
2160	38509	1772600730	1920	Residence	4405 26th Avenue Southwest	Not Eligible	Delridge
2198	451911	2848700095	1912	Residence	3847 23rd Avenue Southwest	Not Eligible	Delridge
2232	721493	7732800000	1980	City View West Condominiums	3000 Southwest Avalon Way	Not Eligible	Delridge
2234	721975	8602230000	1980	Condominium Building	3001 Southwest Avalon Way	Not Eligible	Delridge
2235	721481	9297300710	1940	West Seattle Church of God	3025 Southwest Avalon Way	Not Eligible	Delridge
2237	721482	9297300740	1970	Triplex Residence	3047 Southwest Avalon Way	Not Eligible	Delridge
2238	38406	9297300745	1926	Single-Family Residence	3051 Southwest Avalon Way	Not Eligible	Delridge
2239	721504	9297300835	1924	Single-Family Residence	3010 Southwest Avalon Way	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2240	366215	9297300840	1946	Single-Family Residence	3014 Southwest Avalon Way	Not Eligible	Delridge
2241	721505	9297300845	1944	Multi-Family Residence	3018 Southwest Avalon Way	Not Eligible	Delridge
2247	38405	9297300865	1924	Single-Family Residence	3036 Southwest Avalon Way	Not Eligible	Delridge
2248	721507	9297300870	1978	Apartment Complex	3040 Southwest Avalon Way	Not Eligible	Delridge
2249	721517	9297300875	1978	Apartment Complex	3046 Southwest Avalon Way	Not Eligible	Delridge
2251	721518	9297300895	1968	Apartment Complex	3060 Southwest Avalon Way	Not Eligible	Delridge
2254	335189	9297300920	1967	Kirlow Four-Plex	3074 Southwest Avalon Way	Eligible	Delridge
2258	298211	9297300975	1941	Residence	4144 32nd Avenue Southwest	Not Eligible	Delridge
2265	38422	9358000575	1900	Residence	2841 Southwest Yancy Street	Not Eligible	Delridge
2266	38404	9358000595	1910	Residence	2851 Southwest Yancy Street	Not Eligible	Delridge
2267	408438	9358000600	1910	Residence	2853 Southwest Yancy Street	Not Eligible	Delridge
2272	335065	9358000615	1958	Apartments	4060 30th Avenue Southwest	Not Eligible	Delridge
3052	337871	1324039010	1906	Residence	2970 Southwest Avalon Way	Not Eligible	Delridge
3103	402836	2444600310	1918	Single-Family Residence	4053 23rd Avenue Southwest	Not Eligible	Delridge
3208	296041	2848700105	1924	Single-Family Residence	3853 23rd Avenue Southwest	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3209	417442	2848700115	1920	Salvation Army Hall	3857 23rd Avenue Southwest	Not Eligible	Delridge
3221	721841	3574300185	1940	Residence	4155 Delridge Way Southwest	Not Eligible	Delridge
3345	287692	7881500340	1907	Residence	4017 23rd Avenue Southwest	Eligible	Delridge
3346	467418	7881500350	1938	Residence	4011 23rd Avenue Southwest	Not Eligible	Delridge
3347	449833	7881500360	1938	Residence	4007 23rd Avenue Southwest	Not Eligible	Delridge
3348	722942	7881500370	1920	Residence	2203 Southwest Andover Street	Not Eligible	Delridge
3371	378592	9297300645	1931	Residence	3004 Southwest Andover Street	Not Eligible	Delridge
3372	721764	9297300650	1931	Residence and Storefront	2992 Southwest Avalon Way	Not Eligible	Delridge
3373	356658	9297300665	1931	Residence	3008 Southwest Andover Street	Not Eligible	Delridge
3374	721770	9297300670	1932	Residence	3014 Southwest Andover Street	Not Eligible	Delridge
3375	346982	9297300675	1962	Residence	3018 Southwest Andover Street	Not Eligible	Delridge
3376	451429	9297300680	1954	Residence	3024 Southwest Andover Street	Not Eligible	Delridge
3377	335935	9297300807	1965	The Spar	4209 30th Avenue Southwest	Not Eligible	Delridge
3378	291560	9297300980	1925	Residence	4140 32nd Avenue Southwest	Not Eligible	Delridge
3379	721781	9297300985	1941	Residence	4136 32nd Avenue Southwest	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3381	637041	9297300995	1927	Residence	4130 32nd Avenue Southwest	Not Eligible	Delridge
3382	472205	9297301000	1926	Residence	4126 32nd Avenue Southwest	Not Eligible	Delridge
3383	279708	9297301005	1956	Residence	4122 32nd Avenue Southwest	Not Eligible	Delridge
3384	660012	9297301010	1957	Residence	4118 32nd Avenue Southwest	Not Eligible	Delridge
3386	440987	9297301020	1927	Residence	4110 32nd Avenue Southwest	Not Eligible	Delridge
3387	366285	9297301025	1927	Residence	4106 32nd Avenue Southwest	Not Eligible	Delridge
3388	474476	9297301029	1967	Residence	4104 32nd Avenue Southwest	Not Eligible	Delridge
3389	299790	9297301030	1967	Residence	4100 32nd Avenue Southwest	Not Eligible	Delridge
3390	359463	9297301040	1942	Residence	4046 32nd Avenue Southwest	Not Eligible	Delridge
3391	300990	9297301045	1925	Residence	4044 32nd Avenue Southwest	Eligible	Delridge
3392	722967	9297301050	1925	Residence	4040 32nd Avenue Southwest	Not Eligible	Delridge
3393	722968	9297301055	1926	Residence	4036 32nd Avenue Southwest	Not Eligible	Delridge
3394	448859	9297301060	1928	Residence	4030 32nd Avenue Southwest	Not Eligible	Delridge
3396	45978	9297301065	1928	Cettolin House	4022 32nd Avenue Southwest	Eligible	Delridge
3398	444901	9297301080	1931	Residence	4014 32nd Avenue Southwest	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3399	409898	9297301085	1918	Residence	4012 32nd Avenue Southwest	Not Eligible	Delridge
3401	721842	9297301095	1957	Residence	3021 Southwest Andover Street	Not Eligible	Delridge
3402	721789	9297301100	1952	Residence	4005 32nd Avenue Southwest	Not Eligible	Delridge
3403	721792	9297301106	1952	Residence	4009 32nd Avenue Southwest	Not Eligible	Delridge
3404	721795	9297301115	1935	Residence	4015 32nd Avenue Southwest	Not Eligible	Delridge
3405	652084	9297301120	1925	Residence	4017 32nd Avenue Southwest	Not Eligible	Delridge
3406	369678	9297301125	1928	Residence	4025 32nd Avenue Southwest	Not Eligible	Delridge
3407	376703	9297301130	1923	Residence	4029 32nd Avenue Southwest	Not Eligible	Delridge
3408	441633	9297301134	1926	Residence	4031 32nd Avenue Southwest	Not Eligible	Delridge
3409	721798	9297301135	1974	Residence	4035 32nd Avenue Southwest	Not Eligible	Delridge
3410	285410	9297301145	1964	Residence	4039 32nd Avenue Southwest	Not Eligible	Delridge
3411	721800	9297301150	1926	Residence	4045 32nd Avenue Southwest	Not Eligible	Delridge
3413	289975	9297301160	1938	Residence	4051 32nd Avenue Southwest	Not Eligible	Delridge
3414	721983	9297301165	1947	Residence	4055 32nd Avenue Southwest	Not Eligible	Delridge
3416	721843	9297301175	1953	Residence	4107 32nd Avenue Southwest	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3417	721844	9297301180	1925	Residence	4115 32nd Avenue Southwest	Not Eligible	Delridge
3418	721845	9297301190	1925	Residence	4121 32nd Avenue Southwest	Not Eligible	Delridge
3425	721985	9298300015	1927	Residence	3221 Southwest Andover Street	Not Eligible	Delridge
3426	721986	9298300020	1925	Residence	3215 Southwest Andover Street	Not Eligible	Delridge
3427	721987	9298300025	1952	Residence	4001 32nd Avenue Southwest	Not Eligible	Delridge
3428	721851	9298300030	1929	Residence	3200 Southwest Andover Street	Not Eligible	Delridge
3450	352607	9358000485	1906	Residence	2803 Southwest Yancy Street	Not Eligible	Delridge
3451	85606	9358000490	1906	Residence	2805 Southwest Yancy Street	Not Eligible	Delridge
3452	373469	9358000500	1906	Residence	2807 Southwest Yancy Street	Not Eligible	Delridge
3457	653697	9358000560	1906	Residence	2835 Southwest Yancy Street	Not Eligible	Delridge
3464	296541	9358000635	1919	Residence	2844 Southwest Dakota Street	Not Eligible	Delridge
3467	722970	9358001235	1978	Residence	4117 26th Avenue Southwest	Not Eligible	Delridge
6000	277005	9358000645	1919	Single-Family Residence	2842 Southwest Dakota Street	Not Eligible	Delridge
6001	728867	9358000650	1916	Single-Family Residence	2840 Southwest Dakota Street	Not Eligible	Delridge
6002	728847	9358000675	1971	Duplex	2826 Southwest Dakota Street	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
6003	728855	9358000510	1920	Single-Family Residence	2816 Southwest Dakota Street	Not Eligible	Delridge
6004	419584	9358000710	1916	Single-Family Residence	2810 Southwest Dakota Street	Not Eligible	Delridge
6005	728856	9358000725	1978	Duplex	4067 28th Avenue Southwest	Not Eligible	Delridge
6006	728857	9358000715	1978	Duplex	4061 28th Avenue Southwest	Not Eligible	Delridge
6007	728858	9358000486	1910	Single-Family Residence	4059 28th Avenue Southwest	Not Eligible	Delridge
6008	411806	9358000780	1922	Single-Family Residence	2623 Southwest Yancy Street	Not Eligible	Delridge
6009	38514	9358000930	1918	Single-Family Residence (former)	2620 Southwest Dakota Street	Not Eligible	Delridge
6010	728863	9358000945	1980	Duplex	2616 Southwest Dakota Street	Not Eligible	Delridge
6011	329564	9358000970	1905	Single-Family Residence	4065 26th Avenue Southwest	Not Eligible	Delridge
7059	730023	9297301405	1926	Single-Family Residence	4005 Fauntleroy Way Southwest	Not Eligible	Delridge
7060	730024	9297301415	1929	Single-Family Residence	4009 Fauntleroy Way Southwest	Not Eligible	Delridge
7061	730025	9297301420	1958	Single-Family Residence	3307 Southwest Andover Street	Not Eligible	Delridge
7062	730027	9297301425	1927	Single-Family Residence	4015 Fauntleroy Way Southwest	Not Eligible	Delridge
7063	730028	9297301428	1931	Single-Family Residence	4019 Fauntleroy Way Southwest	Eligible	Delridge
7064	730029	9297301430	1967	Single-Family Residence	4023 Fauntleroy Way Southwest	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
7065	730030	9297301600	1947	Single-Family Residence	4028 34th Avenue Southwest	Not Eligible	Delridge
7066	730031	9297301605	1927	Single-Family Residence	4022 34th Avenue Southwest	Not Eligible	Delridge
7067	730032	9297301610	1929	Single-Family Residence	4018 34th Avenue Southwest	Not Eligible	Delridge
7068	730033	9297301615	1940	Single-Family Residence	4014 34th Avenue Southwest	Not Eligible	Delridge
7069	667541	9297301620	1929	Single-Family Residence	4010 34th Avenue Southwest	Not Eligible	Delridge
7070	730034	9297301650	1925	Single-Family Residence	4011 34th Avenue Southwest	Not Eligible	Delridge
7071	730035	9297301655	1928	Single-Family Residence	4017 34th Avenue Southwest	Not Eligible	Delridge
7072	730037	9297301660	1926	Single-Family Residence	4021 34th Avenue Southwest	Not Eligible	Delridge
7073	730038	9297301665	1925	Single-Family Residence	4025 34th Avenue Southwest	Not Eligible	Delridge
7074	730039	9297301670	1926	Single-Family Residence	4029 34th Avenue Southwest	Not Eligible	Delridge
7075	730040	9297301705	1932	Single-Family Residence	4032 35th Avenue Southwest	Eligible	Delridge
7076	730041	9297301710	1940	Single-Family Residence	4030 35th Avenue Southwest	Not Eligible	Delridge
7077	730042	9297301715	1929	Single-Family Residence	4026 35th Avenue Southwest	Not Eligible	Delridge
7078	730043	9297301720	1929	Single-Family Residence	4020 35th Avenue Southwest	Not Eligible	Delridge
7079	730044	9297301730	1929	Single-Family Residence	4014 35th Avenue Southwest	Not Eligible	Delridge

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
76	720824	0952003805	1921	Single-Family Residence	4158 37th Avenue Southwest	Not Eligible	West Seattle Junction
77	719318	0952003915	1956	Limcrest Apartments	3600 Southwest Genesee Street	Eligible	West Seattle Junction
78	341493	0952004047	1947	Commercial Storefront	3518 Southwest Genesee Street	Not Eligible	West Seattle Junction
79	342179	0952004048	1947	Commercial Building	4159 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
80	340456	0952004049	1946	Commercial Store	3520 Southwest Genesee Street	Not Eligible	West Seattle Junction
85b	43319	0952004435	1924	Myers Motor Company Dealership	4417 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
86	343806	0952004465	1964	Alki Lumber Storage Building	4440 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
88	720832	0952004540	1922	Single-Family Residence	4400 37th Avenue Southwest	Not Eligible	West Seattle Junction
91	720871	0952004620	1946	Carlsen & Winquist Auto	4480 Fauntleroy Way Southwest	Eligible	West Seattle Junction
92a	720873	0952004640	1948	Auto Shop	4460 37th Avenue Southwest	Not Eligible	West Seattle Junction
92b	720875	0952004640	1948	West Seattle Brake Service	4464 37th Avenue Southwest	Eligible	West Seattle Junction
93	380127	0952004705	1926	Residence	4403 37th Avenue Southwest	Not Eligible	West Seattle Junction
94	412947	0952004715	1939	Residence	4407 37th Avenue Southwest	Not Eligible	West Seattle Junction
95	466669	0952004725	1939	Residence	4413 37th Avenue Southwest	Not Eligible	West Seattle Junction
97	720988	0952004790	1965	Jim's Shell Service	4457 Fauntleroy Way Southwest	Eligible	West Seattle Junction

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98	656419	0952004820	1944	Single-Family Residence	4402 38th Avenue Southwest	Not Eligible	West Seattle Junction
99	720845	0952004830	1944	Single-Family Residence	4406 38th Avenue Southwest	Not Eligible	West Seattle Junction
100	639196	0952004840	1944	Single-Family Residence	4412 38th Avenue Southwest	Not Eligible	West Seattle Junction
101	720989	0952004925	1917	Duplex	3714 Southwest Oregon Street	Not Eligible	West Seattle Junction
102	720990	0952004985	1925	Residence	4403 38th Avenue Southwest	Not Eligible	West Seattle Junction
103	420560	0952004995	1924	Residence	4407 38th Avenue Southwest	Eligible	West Seattle Junction
104	405520	0952005000	1925	Residence	4411 38th Avenue Southwest	Not Eligible	West Seattle Junction
105	721745	0952005015	1925	Residence	4417 38th Avenue Southwest	Not Eligible	West Seattle Junction
106	720996	0952005105	1910	Residence	4402 39th Avenue Southwest	Not Eligible	West Seattle Junction
107	376466	0952005115	1960	Residence	4406 39th Avenue Southwest	Not Eligible	West Seattle Junction
108	720997	0952005125	1927	Residence	4414 39th Avenue Southwest	Not Eligible	West Seattle Junction
109	720998	0952005135	1963	Residence	4416 39th Avenue Southwest	Not Eligible	West Seattle Junction
110	721746	0952005145	1919	Residence	4420 39th Avenue Southwest	Not Eligible	West Seattle Junction
111	351763	0952005270	1909	Single-Family Residence	4403 39th Avenue Southwest	Not Eligible	West Seattle Junction
113	450864	0952005290	1915	Single-Family Residence	4413 39th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
114	415868	0952005300	1909	Single-Family Residence	4417 39th Avenue Southwest	Not Eligible	West Seattle Junction
115	720867	0952005305	1977	Single-Family Residence	4421 39th Avenue Southwest	Not Eligible	West Seattle Junction
116	453467	0952005320	1908	Single-Family Residence	4427 39th Avenue Southwest	Not Eligible	West Seattle Junction
117	721747	0952005330	1947	Residence	4433 39th Avenue Southwest	Not Eligible	West Seattle Junction
118	653234	0952005390	1928	Residence	4402 40th Avenue Southwest	Not Eligible	West Seattle Junction
119	419045	0952005400	1917	Single-Family Residence	4414 40th Avenue Southwest	Not Eligible	West Seattle Junction
120	473135	0952005415	1906	Single-Family Residence	4416 40th Avenue Southwest	Not Eligible	West Seattle Junction
121	721004	0952005425	1910	Residence	4418 40th Avenue Southwest	Not Eligible	West Seattle Junction
122	721006	0952005435	1923	Residence	4422 40th Avenue Southwest	Not Eligible	West Seattle Junction
123	657458	0952005445	1944	Residence	4426 40th Avenue Southwest	Not Eligible	West Seattle Junction
125	291729	0952005460	1909	Residence	4432 40th Avenue Southwest	Not Eligible	West Seattle Junction
126	461848	0952005470	1908	Residence	4438 40th Avenue Southwest	Not Eligible	West Seattle Junction
135	465540	0952005560	1948	Single-Family Residence	4421 40th Avenue Southwest	Not Eligible	West Seattle Junction
136	720869	0952005580	1940	Single-Family Residence	4433 40th Avenue Southwest	Not Eligible	West Seattle Junction
137	274964	0952005590	1940	Single-Family Residence	4437 40th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
138	441271	0952005600	1940	Single-Family Residence	4441 40th Avenue Southwest	Not Eligible	West Seattle Junction
139	641843	0952005610	1907	Single-Family Residence	4449 40th Avenue Southwest	Not Eligible	West Seattle Junction
140	472982	0952005620	1914	Single-Family Residence	4453 40th Avenue Southwest	Not Eligible	West Seattle Junction
141	403533	0952005630	1918	Single-Family Residence	4457 40th Avenue Southwest	Not Eligible	West Seattle Junction
144	279161	0952005680	1918	Single-Family Residence	4424 41st Avenue Southwest	Not Eligible	West Seattle Junction
145	720882	0952005690	1918	Single-Family Residence	4426 41st Avenue Southwest	Not Eligible	West Seattle Junction
147	404787	0952005741	1944	Single-Family Residence	4446 41st Avenue Southwest	Not Eligible	West Seattle Junction
148	366394	0952005750	1958	Single-Family Residence	4452 41st Avenue Southwest	Not Eligible	West Seattle Junction
149	637282	0952005760	1911	Single-Family Residence	4456 41st Avenue Southwest	Not Eligible	West Seattle Junction
150	720890	0952005770	1980	West Seattle Christian School	4425 41st Avenue Southwest	Not Eligible	West Seattle Junction
160	721018	0952005850	1952	Multi-Family Dwelling	4443 41st Avenue Southwest	Not Eligible	West Seattle Junction
168	338826	0952005960	1952	Hope Lutheran Church	4456 42nd Avenue Southwest	Not Eligible	West Seattle Junction
177	721552	0952006375	1918	Campbell Building	4554 California Avenue Southwest	Eligible; designated Seattle Landmark	West Seattle Junction
181	721486	0952006465	1979	Alaska House	4545 42nd Avenue Southwest	Eligible	West Seattle Junction
188	636034	0952006560	1950	Residence	4526 42nd Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
191	299777	0952006715	1945	Residence	4531 41st Avenue Southwest	Not Eligible	West Seattle Junction
192	721019	0952006725	1945	Residence	4537 41st Avenue Southwest	Not Eligible	West Seattle Junction
193	720913	0952006775	1953	Triplex	4019 Southwest Oregon Street	Not Eligible	West Seattle Junction
198	386303	0952006795	1910	Duplex	4512 41st Avenue Southwest	Not Eligible	West Seattle Junction
199	408235	0952006805	1927	Single-Family Residence	4514 41st Avenue Southwest	Not Eligible	West Seattle Junction
209	721020	0952006845	1910	Residence	4532 41st Avenue Southwest	Not Eligible	West Seattle Junction
211	382732	0952006855	1940	Residence	4536 41st Avenue Southwest	Not Eligible	West Seattle Junction
215	721022	0952006865	1959	Residence	4542 41st Avenue Southwest	Not Eligible	West Seattle Junction
228	343136	0952007370	1946	Commercial Building	4545 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
233	338071	0952007600	1930	Commercial and Auto Building	4520 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
234	339208	0952007615	1930	Commercial Building	4528 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
236	343799	0952007725	1949	Wardrobe Cleaners	4500 Fauntleroy Way Southwest	Eligible	West Seattle Junction
238	721582	095200PUBL	1930	Fauntleroy Place Park	4501 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
239	365276	1297300120	1906	Craftsman Bungalow	4015 Southwest Hudson Street	Eligible	West Seattle Junction
892	338655	7579200120	1956	Bank	4200 Southwest Edmunds Street	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
900	407707	7579200491	1920	Single-Family Residence	4023 Southwest Edmunds Street	Not Eligible	West Seattle Junction
901	640682	7579200530	1920	Single-Family Residence	4812 41st Avenue Southwest	Not Eligible	West Seattle Junction
902a	720999	7579200540	1948	Single-Family Residence	4816 41st Avenue Southwest	Not Eligible	West Seattle Junction
902b	721000	7579200540	1948	Single-Family Residence	4818 41st Avenue Southwest	Not Eligible	West Seattle Junction
903	721001	7579200550	1954	Single-Family Residence	4822 41st Avenue Southwest	Not Eligible	West Seattle Junction
904	721002	7579200560	1912	Single-Family Residence	4830 41st Avenue Southwest	Not Eligible	West Seattle Junction
907	387514	7579200590	1956	Duplex	4840 41st Avenue Southwest	Not Eligible	West Seattle Junction
908	721005	7579200600	1956	Duplex	4846 41st Avenue Southwest	Not Eligible	West Seattle Junction
910	660915	7579200620	1911	Single-Family Residence	4856 41st Avenue Southwest	Not Eligible	West Seattle Junction
913	360341	7579200785	1918	Residence	4812 42nd Avenue Southwest	Not Eligible	West Seattle Junction
914	721073	7579200795	1925	Residence	4816 42nd Avenue Southwest	Not Eligible	West Seattle Junction
915	275323	7579200805	1919	Residence	4822 42nd Avenue Southwest	Not Eligible	West Seattle Junction
916	419213	7579200815	1916	Residence	4828 42nd Avenue Southwest	Not Eligible	West Seattle Junction
917	360029	7579200825	1910	Residence	4832 42nd Avenue Southwest	Not Eligible	West Seattle Junction
918	721103	7579200835	1967	Residence	4836 42nd Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
919	404393	7579200845	1957	Residence	4840 42nd Avenue Southwest	Not Eligible	West Seattle Junction
920	721104	7579200855	1922	Residence	4846 42nd Avenue Southwest	Not Eligible	West Seattle Junction
921	721105	7579200865	1913	Residence	4852 42nd Avenue Southwest	Not Eligible	West Seattle Junction
922	721107	7579200875	1916	Residence	4856 42nd Avenue Southwest	Not Eligible	West Seattle Junction
923	329541	7579200885	1917	Residence	4857 41st Avenue Southwest	Not Eligible	West Seattle Junction
924	721250	7579200895	1918	Residence	4853 41st Avenue Southwest	Not Eligible	West Seattle Junction
925	655262	7579200905	1916	Residence	4847 41st Avenue Southwest	Not Eligible	West Seattle Junction
929	303196	7579200945	1918	Residence	4827 41st Avenue Southwest	Not Eligible	West Seattle Junction
930	721251	7579200955	1979	Residence	4823 41st Avenue Southwest	Not Eligible	West Seattle Junction
932	86606	7579200975	1929	Residence	4811 41st Avenue Southwest	Not Eligible	West Seattle Junction
933	387394	7579200985	1946	Duplex	4807 41st Avenue Southwest	Not Eligible	West Seattle Junction
937	721230	7579201125	1918	Residence	4857 42nd Avenue Southwest	Not Eligible	West Seattle Junction
938	331677	7579201135	1916	Residence	4853 42nd Avenue Southwest	Not Eligible	West Seattle Junction
939	291313	7579201145	1918	Residence	4847 42nd Avenue Southwest	Not Eligible	West Seattle Junction
940	381464	7579201155	1918	Residence	4843 42nd Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
941	86271	7579201165	1918	Residence	4837 42nd Avenue Southwest	Not Eligible	West Seattle Junction
942	345853	7579201175	1940	Residence	4833 42nd Avenue Southwest	Not Eligible	West Seattle Junction
943	721231	7579201185	1918	Residence	4827 42nd Avenue Southwest	Not Eligible	West Seattle Junction
944	405889	7579201195	1918	Residence	4823 42nd Avenue Southwest	Not Eligible	West Seattle Junction
945	406173	7579201205	1918	Residence	4817 42nd Avenue Southwest	Not Eligible	West Seattle Junction
946	386398	7579201215	1910	Residence	4811 42nd Avenue Southwest	Not Eligible	West Seattle Junction
948	414236	7624700005	1940	Single-Family Residence	4101 Southwest Hudson Street	Not Eligible	West Seattle Junction
949	332567	7624700060	1925	Single-Family Residence	5002 42nd Avenue Southwest	Not Eligible	West Seattle Junction
950	642220	7624700065	1925	Single-Family Residence	5005 42nd Avenue Southwest	Not Eligible	West Seattle Junction
1145	721157	7865200000	1980	Sound Crest Condominiums	4806 42nd Avenue Southwest	Not Eligible	West Seattle Junction
1209	461297	9297301750	1950	Single-Family Residence	3127 Southwest Genesee Street	Not Eligible	West Seattle Junction
1210	721013	9297301751	1951	Single-Family Residence	3119 Southwest Genesee Street	Not Eligible	West Seattle Junction
1211	461220	9297301755	1918	Single-Family Residence	3201 Southwest Genesee Street	Not Eligible	West Seattle Junction
1212	295718	9297301760	1918	Single-Family Residence	3205 Southwest Genesee Street	Not Eligible	West Seattle Junction
1213	374019	9297301765	1923	Single-Family Residence	3211 Southwest Genesee Street	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1214	385877	9297301770	1919	Single-Family Residence	3215 Southwest Genesee Street	Not Eligible	West Seattle Junction
1215	442141	9297301775	1959	Contemporary Ranch House	3221 Southwest Genesee Street	Eligible	West Seattle Junction
1216	668301	9297301780	1925	Single-Family Residence	3225 Southwest Genesee Street	Not Eligible	West Seattle Junction
1217	452298	9297301785	1928	Single-Family Residence	3227 Southwest Genesee Street	Not Eligible	West Seattle Junction
1218	416105	9297301790	1925	Duplex	3229 Southwest Genesee Street	Not Eligible	West Seattle Junction
1219	408756	9297301800	1924	Single-Family Residence	3237 Southwest Genesee Street	Not Eligible	West Seattle Junction
1222	721106	9297301815	1958	Norman Demeyer Real Estate Office	4400 35th Avenue Southwest	Not Eligible	West Seattle Junction
1223	721026	9297301820	1980	Gas Station	4414 35th Avenue Southwest	Not Eligible	West Seattle Junction
1227	334477	9297301865	1960	Apartment Building	3246 Southwest Avalon Way	Not Eligible	West Seattle Junction
1230	338613	9297301925	1967	Golden Tee Apartments	3201 Southwest Avalon Way	Eligible	West Seattle Junction
1306	721587	0952003055	1953	Garrison, Tom and Hazel, Residence	4156 40th Avenue Southwest	Not Eligible	West Seattle Junction
1307	292354	0952003175	1950	Single-Family Residence	4157 39th Avenue Southwest	Not Eligible	West Seattle Junction
1308	721596	0952003295	1944	Single-Family Residence	4156 39th Avenue Southwest	Not Eligible	West Seattle Junction
1309	303008	0952003445	1956	Single-Family Residence	4157 38th Avenue Southwest	Eligible	West Seattle Junction
1310	462103	0952003565	1944	Single-Family Residence	4156 38th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1311	383391	0952003685	1943	Single-Family Residence	4155 37th Avenue Southwest	Not Eligible	West Seattle Junction
1312	721598	0952004250	1980	Commercial Building	3501 Southwest Avalon Way	Not Eligible	West Seattle Junction
1313a	723341	0952004355	1968	Alki Lumber Office	4422 36th Avenue Southwest	Not Eligible	West Seattle Junction
1313b	723342	0952004355	1968	Alki Lumber Building	4422 36th Avenue Southwest	Not Eligible	West Seattle Junction
1313c	723343	0952004355	1938	Alki Lumber - Lumber Shed	4426 36th Avenue Southwest	Not Eligible	West Seattle Junction
1314	414063	0952004560	1912	Single-Family Residence	4410 37th Avenue Southwest	Not Eligible	West Seattle Junction
1315	381028	0952004570	1911	Single-Family Residence	4414 37th Avenue Southwest	Not Eligible	West Seattle Junction
1316	721748	0952005480	1944	Residence	4442 40th Avenue Southwest	Not Eligible	West Seattle Junction
1318	721750	0952005500	1917	Residence	4452 40th Avenue Southwest	Not Eligible	West Seattle Junction
1319	360518	0952005510	1907	Single-Family Residence	4456 40th Avenue Southwest	Not Eligible	West Seattle Junction
1320	721599	0952005570	1940	Single-Family Residence	4429 40th Avenue Southwest	Not Eligible	West Seattle Junction
1321	449893	0952005719	1939	Single-Family Residence	4436 41st Avenue Southwest	Not Eligible	West Seattle Junction
1322	721600	0952005737	1939	Single-Family Residence	4440 41st Avenue Southwest	Not Eligible	West Seattle Junction
1332	721601	0952006120	1927	Former Residence	4204 Southwest Oregon Street	Not Eligible	West Seattle Junction
1363	721602	0952006965	1910	Single-Family Residence	4531 40th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1365	721169	0952006975	1953	Single-Family Residence	4537 40th Avenue Southwest	Not Eligible	West Seattle Junction
1368	721172	0952006985	1917	Single-Family Residence	4541 40th Avenue Southwest	Not Eligible	West Seattle Junction
1371	656460	0952006995	1918	Single-Family Residence	4545 40th Avenue Southwest	Not Eligible	West Seattle Junction
1844	717832	6126600235	1946	West Seattle Sales & Service Dealership	3801 Southwest Alaska Street	Not Eligible	West Seattle Junction
1978	360834	9297301230	1931	Residence	3200 Southwest Genesee Street	Not Eligible	West Seattle Junction
1979	453358	9297301235	1928	Residence	3206 Southwest Genesee Street	Not Eligible	West Seattle Junction
1981	721385	9297301245	1925	Residence	3218 Southwest Genesee Street	Not Eligible	West Seattle Junction
1983	721386	9297301255	1925	Residence	3224 Southwest Genesee Street	Not Eligible	West Seattle Junction
1984	338612	9297301930	1967	Golden Tee Apartments	3211 Southwest Avalon Way	Eligible	West Seattle Junction
1992	38409	9297302035	1923	Single-Family Residence	3279 Southwest Avalon Way	Not Eligible	West Seattle Junction
1993	389069	9297302040	1925	Triplex	3281 Southwest Avalon Way	Not Eligible	West Seattle Junction
2068	679043	0952006365	1929	Bartell Drugs	4548 California Avenue Southwest	Eligible	West Seattle Junction
2105	419699	0952003795	1946	Residence	4150 37th Avenue Southwest	Not Eligible	West Seattle Junction
2108	658355	0952004745	1923	Single-Family Residence	4421 37th Avenue Southwest	Not Eligible	West Seattle Junction
2109	636575	0952004755	1916	Single-Family Residence	4427 37th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2110	334059	0952004765	1959	Chinook Apartments	4431 37th Avenue Southwest	Eligible	West Seattle Junction
2111	294785	0952004885	1919	Residence	4432 38th Avenue Southwest	Not Eligible	West Seattle Junction
2112	287845	0952004895	1919	Residence	4436 38th Avenue Southwest	Not Eligible	West Seattle Junction
2113	292884	0952004905	1911	Residence	4442 38th Avenue Southwest	Not Eligible	West Seattle Junction
2114	362242	0952004915	1926	Residence	4446 38th Avenue Southwest	Not Eligible	West Seattle Junction
2115	115410	0952004930	1917	Residence	3718 Southwest Oregon Street	Not Eligible	West Seattle Junction
2117a	721232	0952005065	1923	Residence	4441 38th Avenue Southwest	Not Eligible	West Seattle Junction
2117b	721233	0952005065	1920	Residence	4441 38th Avenue Southwest	Not Eligible	West Seattle Junction
2118	658464	0952005075	1909	Residence	4451 38th Avenue Southwest	Not Eligible	West Seattle Junction
2119	281844	0952005085	1907	Residence	4453 38th Avenue Southwest	Not Eligible	West Seattle Junction
2120	721234	0952005095	1907	Residence	4457 38th Avenue Southwest	Not Eligible	West Seattle Junction
2121a	721190	0952005215	1917	Duplex	4448 39th Avenue Southwest	Not Eligible	West Seattle Junction
2121b	721191	0952005215	1917	Single-Family Residence	4448 39th Avenue Southwest	Not Eligible	West Seattle Junction
2122	721194	0952005224	1918	Single-Family Residence	4452 39th Avenue Southwest	Not Eligible	West Seattle Junction
2123	721205	0952005230	1910	Single-Family Residence	3812 Southwest Oregon Street	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2124	476754	0952005249	1919	Single-Family Residence	4456 39th Avenue Southwest	Not Eligible	West Seattle Junction
2125	302150	0952005380	1907	Single-Family Residence	4457 39th Avenue Southwest	Not Eligible	West Seattle Junction
2126	365104	0952005490	1908	Residence	4446 40th Avenue Southwest	Eligible	West Seattle Junction
2127	721456	0952006905	1945	Residence	4503 40th Avenue Southwest	Not Eligible	West Seattle Junction
2128	476647	0952006915	1945	Residence	4507 40th Avenue Southwest	Not Eligible	West Seattle Junction
2129	656825	0952006925	1945	Residence	4511 40th Avenue Southwest	Not Eligible	West Seattle Junction
2134	463332	0952007065	1930	Residence	4506 40th Avenue Southwest	Not Eligible	West Seattle Junction
2137	406951	0952007080	1930	Residence	4508 40th Avenue Southwest	Not Eligible	West Seattle Junction
2140	330302	0952007090	1930	Residence	4514 40th Avenue Southwest	Not Eligible	West Seattle Junction
2141	288834	0952007105	1930	Residence	4518 40th Avenue Southwest	Not Eligible	West Seattle Junction
2142	295034	0952007120	1930	Residence	4522 40th Avenue Southwest	Not Eligible	West Seattle Junction
2143	388140	0952007125	1930	Residence	4526 40th Avenue Southwest	Not Eligible	West Seattle Junction
2149	721460	0952007165	1928	Residence	4538 40th Avenue Southwest	Not Eligible	West Seattle Junction
2150	343495	0952007220	1948	West Seattle Bowl	4505 39th Avenue Southwest	Eligible	West Seattle Junction
2151	338867	0952007350	1950	West Seattle Assembly of God	3817 Southwest Oregon Street	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2152	342940	0952007460	1946	Commercial Building	4501 38th Avenue Southwest	Not Eligible	West Seattle Junction
2153a	721564	0952007745	1940	Commercial Building	4518 37th Avenue Southwest	Not Eligible	West Seattle Junction
2153b	721565	0952007745	1942	Multiple Family Dwelling	4513 37th Avenue Southwest	Not Eligible	West Seattle Junction
2156	721462	1297300110	1914	Residence	5012 41st Avenue Southwest	Not Eligible	West Seattle Junction
2157	721463	1297300115	1939	Residence	5006 41st Avenue Southwest	Not Eligible	West Seattle Junction
2169	721466	2492700000	1980	Condominiums	4800 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
2213	679059	7579200105	1910	Carlisle Furniture	4750 California Avenue Southwest	Not Eligible	West Seattle Junction
2214	721496	7579201005	1926	Commercial Building	4215 Southwest Edmunds Street	Not Eligible	West Seattle Junction
2216	721497	7579201045	1928	Commercial Building	4822 California Avenue Southwest	Not Eligible	West Seattle Junction
2217	343979	7579201055	1963	Venable & Wing Law Office	4826 California Avenue Southwest	Eligible	West Seattle Junction
2218	344432	7579201065	1950	Mixed Use Building	4830 California Avenue Southwest	Not Eligible	West Seattle Junction
2219a	721509	7579201075	1913	Residence	4836 California Avenue Southwest	Not Eligible	West Seattle Junction
2219b	721510	7579201075	1978	Commercial Building	4836 California Avenue Southwest	Not Eligible	West Seattle Junction
2220	335689	7579201085	1958	San Juan Apartments	4840 California Avenue Southwest	Not Eligible	West Seattle Junction
2222	374370	7624700006	1914	Residence	4111 Southwest Hudson Street	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2224	721512	7624700015	1925	Residence	5011 41st Avenue Southwest	Eligible	West Seattle Junction
2225	296910	7624700020	1910	Residence	5017 41st Avenue Southwest	Not Eligible	West Seattle Junction
2226	721513	7624700025	1910	Residence	5021 41st Avenue Southwest	Not Eligible	West Seattle Junction
2228	278849	7624700061	1913	Residence	4115 Southwest Hudson Street	Eligible	West Seattle Junction
3016	365121	0952003785	1944	Residence	4146 37th Avenue Southwest	Not Eligible	West Seattle Junction
3017	335132	0952003905	1955	4 - Plex	4147 36th Avenue Southwest	Not Eligible	West Seattle Junction
3018	721615	0952004035	1952	4 - Plex	4146 36th Avenue Southwest	Not Eligible	West Seattle Junction
3021	722461	0952004645	1973	Tom's Automotive Service	3616 Southwest Oregon Street	Not Eligible	West Seattle Junction
3023	274639	0952004850	1916	Residence	4416 38th Avenue Southwest	Not Eligible	West Seattle Junction
3024	447341	0952004860	1917	Residence	4420 38th Avenue Southwest	Not Eligible	West Seattle Junction
3025	721673	0952004865	1917	Residence	4422 38th Avenue Southwest	Not Eligible	West Seattle Junction
3026	654505	0952004875	1932	Residence	4426 38th Avenue Southwest	Eligible	West Seattle Junction
3027	659353	0952005025	1925	Residence	4423 38th Avenue Southwest	Not Eligible	West Seattle Junction
3028	357673	0952005035	1924	Residence	4427 38th Avenue Southwest	Not Eligible	West Seattle Junction
3029	721682	0952005045	1923	Residence	4433 38th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3030	721687	0952005055	1968	Residence	4437 38th Avenue Southwest	Not Eligible	West Seattle Junction
3031	448997	0952005155	1921	Residence	4424 39th Avenue Southwest	Not Eligible	West Seattle Junction
3032	403183	0952005160	1921	Residence	4428 39th Avenue Southwest	Not Eligible	West Seattle Junction
3033	721697	0952005165	1949	Residence	4434 39th Avenue Southwest	Not Eligible	West Seattle Junction
3034	450574	0952005185	1920	Residence	4436 39th Avenue Southwest	Not Eligible	West Seattle Junction
3035	402643	0952005195	1917	Residence	4440 39th Avenue Southwest	Not Eligible	West Seattle Junction
3036	721708	0952005200	1919	Residence	4442 39th Avenue Southwest	Not Eligible	West Seattle Junction
3037	403565	0952005205	1917	Residence	4446 39th Avenue Southwest	Not Eligible	West Seattle Junction
3038	721712	0952005340	1965	Residence	4437 39th Avenue Southwest	Not Eligible	West Seattle Junction
3039	446545	0952005349	1924	Residence	4441 39th Avenue Southwest	Not Eligible	West Seattle Junction
3040	655862	0952005359	1948	Residence	4447 39th Avenue Southwest	Not Eligible	West Seattle Junction
3041	294991	0952005370	1910	Residence	4451 39th Avenue Southwest	Not Eligible	West Seattle Junction
3042	721838	0952006290	1926	J.C. Penney/Russell Building	45**20** California Avenue Southwest	Eligible	West Seattle Junction
3043	721839	0952006315	1928	Marier Foto Studio	4528 California Avenue Southwest	Eligible	West Seattle Junction
3044	679040	0952006330	1948	West Seattle Sporting Goods	4538 California Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3050	362387	1297300005	1918	Single-Family Residence	5003 40th Avenue Southwest	Not Eligible	West Seattle Junction
3051	721658	1297300095	1951	Single-Family Residence	5028 41st Avenue Southwest	Not Eligible	West Seattle Junction
3243	722760	6126600221	1939	Single-Family Residence	4714 38th Avenue Southwest	Eligible	West Seattle Junction
3245	417886	6126600300	1948	Single-Family Residence	4727 38th Avenue Southwest	Not Eligible	West Seattle Junction
3246	404998	6126600310	1948	Single-Family Residence	4731 38th Avenue Southwest	Not Eligible	West Seattle Junction
3247	359238	6126600320	1957	Single-Family Residence	4737 38th Avenue Southwest	Not Eligible	West Seattle Junction
3250	722762	6126600360	1957	Single-Family Residence	4755 38th Avenue Southwest	Eligible	West Seattle Junction
3251a	723076	6126600815	1957	Apartment Complex - South Building	4821 Fauntleroy Way Southwest	Eligible	West Seattle Junction
3251b	723077	6126600815	1957	Apartment Complex - North Building	4821 Fauntleroy Way Southwest	Eligible	West Seattle Junction
3253	369688	6126601050	1922	Single-Family Residence	4807 38th Avenue Southwest	Not Eligible	West Seattle Junction
3254	375837	6126601060	1928	Single-Family Residence	4811 38th Avenue Southwest	Not Eligible	West Seattle Junction
3287	722764	7579200490	1920	Duplex	4017 Southwest Edmunds Street	Not Eligible	West Seattle Junction
3290	722766	7579200665	1914	Single-Family Residence	4845 40th Avenue Southwest	Not Eligible	West Seattle Junction
3291	644242	7579200675	1918	Single-Family Residence	4843 40th Avenue Southwest	Not Eligible	West Seattle Junction
3292	443782	7579200685	1922	Single-Family Residence	4837 40th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3293	461546	7579200695	1913	Single-Family Residence	4831 40th Avenue Southwest	Not Eligible	West Seattle Junction
3294	722768	7579200705	1913	Single-Family Residence	4827 40th Avenue Southwest	Not Eligible	West Seattle Junction
3295	356840	7579200715	1918	Single-Family Residence	4823 40th Avenue Southwest	Not Eligible	West Seattle Junction
3296	347886	7579200725	1912	Single-Family Residence	4817 40th Avenue Southwest	Not Eligible	West Seattle Junction
3302	347304	7624700035	1912	Single-Family Residence	5026 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3303	644393	7624700040	1923	Single-Family Residence	5022 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3304	273109	7624700045	1916	Single-Family Residence	5016 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3305	722774	7624700050	1921	Single-Family Residence	5012 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3306	722778	7624700055	1910	Single-Family Residence	5006 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3307	722791	7624700070	1912	Single-Family Residence	5007 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3419	721846	9297301200	1951	Residence	4125 32nd Avenue Southwest	Not Eligible	West Seattle Junction
3420	45979	9297301205	1951	Residence	4129 32nd Avenue Southwest	Not Eligible	West Seattle Junction
3421	721847	9297301210	1977	Residence	4135 32nd Avenue Southwest	Not Eligible	West Seattle Junction
3422	721848	9297301215	1933	Residence	4139 32nd Avenue Southwest	Not Eligible	West Seattle Junction
3423	721849	9297301220	1963	Residence	4143 32nd Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3424	721850	9297301225	1951	Residence	4149 32nd Avenue Southwest	Not Eligible	West Seattle Junction
7001	403741	0952000085	1954	Single-Family Residence	4035 35th Avenue Southwest	Not Eligible	West Seattle Junction
7002	729967	0952000095	1925	Single-Family Residence	4041 35th Avenue Southwest	Not Eligible	West Seattle Junction
7003	729970	0952000105	1948	Single-Family Residence	4045 35th Avenue Southwest	Not Eligible	West Seattle Junction
7004	729971	0952000115	1942	Single-Family Residence	4049 35th Avenue Southwest	Not Eligible	West Seattle Junction
7005	729972	0952000215	1948	Single-Family Residence	4034 36th Avenue Southwest	Not Eligible	West Seattle Junction
7006	729975	0952000230	1926	Single-Family Residence	4040 36th Avenue Southwest	Not Eligible	West Seattle Junction
7007	729976	0952000240	1944	Single-Family Residence	4044 36th Avenue Southwest	Not Eligible	West Seattle Junction
7008	729977	0952000246	1944	Single-Family Residence	4048 36th Avenue Southwest	Not Eligible	West Seattle Junction
7009	729978	0952000260	1926	Single-Family Residence	4054 36th Avenue Southwest	Not Eligible	West Seattle Junction
7010	729979	0952000365	1953	Single-Family Residence	4039 36th Avenue Southwest	Eligible	West Seattle Junction
7011	729980	0952000370	1948	Single-Family Residence	4045 36th Avenue Southwest	Eligible	West Seattle Junction
7012	729981	0952000385	1946	Single-Family Residence	4051 36th Avenue Southwest	Not Eligible	West Seattle Junction
7013	729982	0952000395	1946	Single-Family Residence	4055 36th Avenue Southwest	Not Eligible	West Seattle Junction
7014	729983	0952000405	1918	Single-Family Residence	4061 36th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
7015	729984	0952000505	1926	Single-Family Residence	4044 37th Avenue Southwest	Not Eligible	West Seattle Junction
7016	729985	0952000520	1951	Single-Family Residence	4050 37th Avenue Southwest	Not Eligible	West Seattle Junction
7017	729986	0952000525	1951	Single-Family Residence	3616 Southwest Dakota Street	Not Eligible	West Seattle Junction
7018	729987	0952000530	1951	Single-Family Residence	4060 37th Avenue Southwest	Not Eligible	West Seattle Junction
7019	729989	0952000650	1925	Single-Family Residence	4049 37th Avenue Southwest	Not Eligible	West Seattle Junction
7020	729990	0952000665	1944	Single-Family Residence	4055 37th Avenue Southwest	Not Eligible	West Seattle Junction
7021	729991	0952000675	1944	Single-Family Residence	4059 37th Avenue Southwest	Not Eligible	West Seattle Junction
7022	729992	0952000805	1951	Single-Family Residence	4054 38th Avenue Southwest	Not Eligible	West Seattle Junction
7023	729993	0952000815	1951	Single-Family Residence	3720 Southwest Dakota Street	Not Eligible	West Seattle Junction
7024	729994	0952000955	1949	Single-Family Residence	4059 38th Avenue Southwest	Not Eligible	West Seattle Junction
7028	729995	0952002920	1976	Single-Family Residence	4151 40th Avenue Southwest	Not Eligible	West Seattle Junction
7030	729998	0952003005	1923	Single-Family Residence	4132 40th Avenue Southwest	Not Eligible	West Seattle Junction
7031	729999	0952003015	1941	Single-Family Residence	4136 40th Avenue Southwest	Not Eligible	West Seattle Junction
7032	730000	0952003025	1950	Single-Family Residence	4140 40th Avenue Southwest	Not Eligible	West Seattle Junction
7033	730001	0952003035	1952	Single-Family Residence	4146 40th Avenue Southwest	Not Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
7034	730002	0952003045	1951	Single-Family Residence	4150 40th Avenue Southwest	Not Eligible	West Seattle Junction
7035	730003	0952003095	1925	Single-Family Residence	4117 39th Avenue Southwest	Not Eligible	West Seattle Junction
7037	730004	0952003115	1926	Single-Family Residence	4125 39th Avenue Southwest	Not Eligible	West Seattle Junction
7038	730005	0952003125	1926	Single-Family Residence	4129 39th Avenue Southwest	Not Eligible	West Seattle Junction
7039	730006	0952003135	1953	Single-Family Residence	4137 39th Avenue Southwest	Not Eligible	West Seattle Junction
7040	730007	0952003145	1950	Single-Family Residence	4141 39th Avenue Southwest	Not Eligible	West Seattle Junction
7041	730008	0952003155	1950	Single-Family Residence	4147 39th Avenue Southwest	Not Eligible	West Seattle Junction
7042	730009	0952003165	1952	Single-Family Residence	4153 39th Avenue Southwest	Not Eligible	West Seattle Junction
7043	730010	0952003184	1923	Single-Family Residence	3817 Southwest Dakota Street	Not Eligible	West Seattle Junction
7044	730011	0952003188	1922	Single-Family Residence	4104 39th Avenue Southwest	Not Eligible	West Seattle Junction
7045	730012	0952003203	1922	Single-Family Residence	4110 39th Avenue Southwest	Not Eligible	West Seattle Junction
7047	730013	0952003220	1959	Single-Family Residence	4118 39th Avenue Southwest	Not Eligible	West Seattle Junction
7048	730014	0952003230	1922	Single-Family Residence	4124 39th Avenue Southwest	Not Eligible	West Seattle Junction
7050	730015	0952003305	1919	Single-Family Residence	4103 38th Avenue Southwest	Not Eligible	West Seattle Junction
7052	730016	0952003330	1919	Single-Family Residence	4109 38th Avenue Southwest	Eligible	West Seattle Junction

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
7053	730017	0952003340	1919	Single-Family Residence	4111 38th Avenue Southwest	Eligible	West Seattle Junction
7054	730018	0952003350	1915	Single-Family Residence	4117 38th Avenue Southwest	Not Eligible (pending consultation	West Seattle Junction
7055	642335	0952003455	1946	Single-Family Residence	4102 38th Avenue Southwest	Not Eligible	West Seattle Junction
7056	730020	0952003459	1946	Single-Family Residence	4106 38th Avenue Southwest	Not Eligible	West Seattle Junction
7057	730021	0952003575	1943	Single-Family Residence	4103 37th Avenue Southwest	Not Eligible	West Seattle Junction
7058	730022	0952003695	1909	Single-Family Residence	3617 Southwest Dakota Street	Not Eligible	West Seattle Junction

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Attachment N.5B
Photographs of Historic Properties

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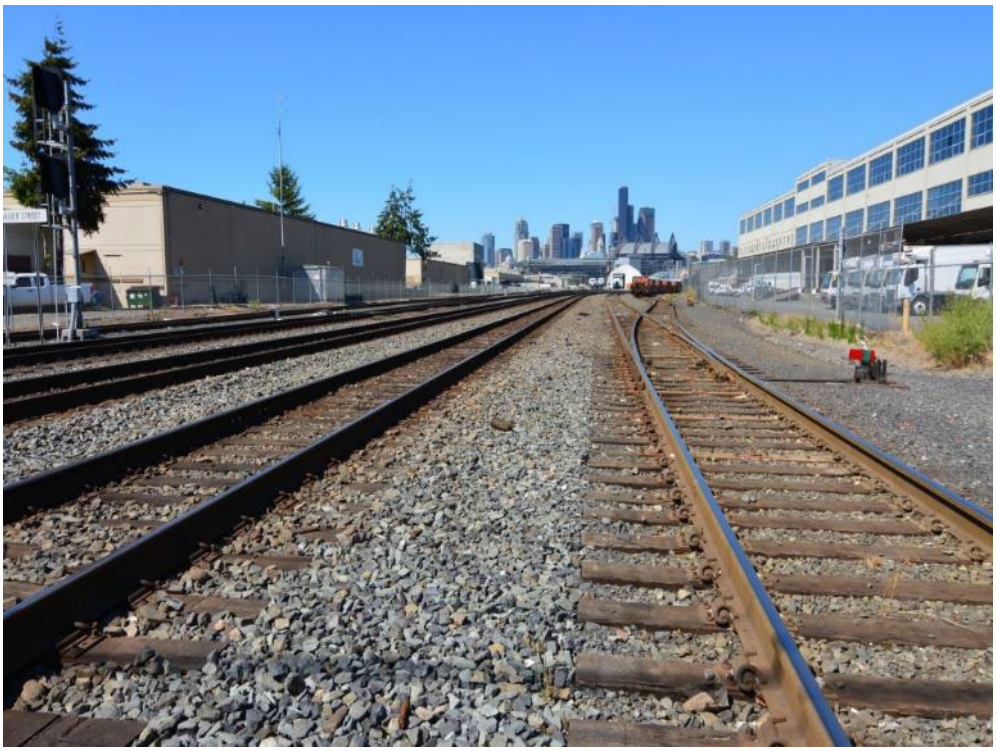
Attachment N.5B Photographs of Historic Properties

Linear

Figure N.5B-Lin-1. #LIN-2, Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal, Railroad Right-of-Way from Black River Junction near Renton to Lake Washington Ship Canal in Interbay (WISAARD #708606)



SODO

Figure N.5B-WSS-1. #1028, Lincoln Moving & Storage, Alaska Orient Van Lines Building, 1924 4th Avenue South (WISAARD #342325)

Figure N.5B-WSS-2. #1030, Graybar Electric Company Building, 1919 6th Avenue South (WISAARD #720609)

Figure N.5B-WSS-3. #1276, Platt Electric Supply Co., 2757 6th Avenue South (WISAARD #720594)

Figure N.5B-WSS-4. #1899, Holgate Terminals Incorporated, 1762 6th Avenue South (WISAARD #342236)

Figure N.5B-WSS-5. #2085a, Mill & Mine Supply Co. Building and Warehouse, 625 South Lander Street (WISAARD #343198)

Figure N.5B-WSS-6. #3317, Northwest Wire Works, 2752 6th Avenue South (WISAARD #721855)

Duwamish

Figure N.5B-DUW-1. #272, Edwards Ice Machine Company/Eagle Metals Company, 3628 East Marginal Way South (WISAARD # 342293)

Figure N.5B-DUW-2. #881, Seattle Pacific Sales Company Warehouse, 3800 1st Avenue South (WISAARD # 342274)

Figure N.5B-DUW-3. #1005, Link-Belt Company Property, 3405 6th Avenue South (WISAARD #45159)

Figure N.5B-DUW-4. #1083, Viking Automatic Sprinkler Company, 3434 1st Avenue South (WISAARD #718431)

Figure N.5B-DUW-5. #1090a, Transportation Equipment Rentals Office Building, 3343 1st Avenue South (WISAARD #720509)

Figure N.5B-DUW-6. #1090b, Transportation Equipment Rentals Maintenance Warehouse, 3443 1st Avenue South (WISAARD # 720510)

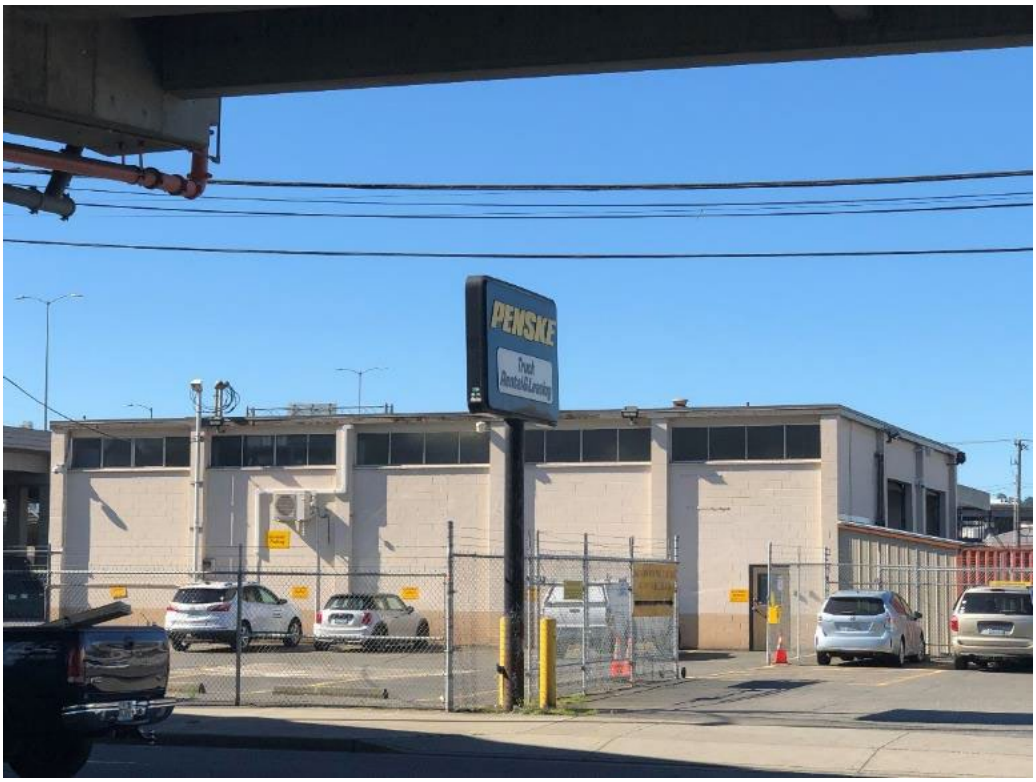


Figure N.5B-DUW-7. #1091, The Simmons Company Metal Beds, Springs and Mattress Warehouse, 99 South Spokane Street (WISAARD # 344500)

Figure N.5B-DUW-8. #1093, Nelson Iron Works Blacksmith and Machinist Shop, 45 South Spokane Street (WISAARD # 720482)

Figure N.5B-DUW-9. #1094a, Acme Tool Works, 3626 East Marginal Way South (WISAARD #720511)

Figure N.5B-DUW-10. #1094b, Lindmark Machine Works, 3626 East Marginal Way South (WISAARD # 720513)

Figure N.5B-DUW-11. #1095, Lindmark Machine Works, 49 South Spokane Street (WISAARD # 340118)

Figure N.5B-DUW-12. #1103a, Air Reduction Company, 3623 East Marginal Way South (WISAARD # 38527)

Figure N.5B-DUW-13. #1103b, Air Reduction Company Carbide Storage Building, 3621 East Marginal Way South (WISAARD # 720563)

Figure N.5B-DUW-14. #1103c, Air Reduction Company Auto Repair Garage, 3621 East Marginal Way South (WISAARD # 720564)

Figure N.5B-DUW-15. #1104a, Puget Sound Sheet Metal Works, 3651 East Marginal Way South (WISAARD #38525)

Figure N.5B-DUW-16. #1104b, Light Industrial Building, 3633 East Marginal Way South (WISAARD # 720542)

Figure N.5B-DUW-17. #1122a, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Office, 3800 West Marginal Way Southwest (WISAARD #721620)

Figure N.5B-DUW-18. #1122b, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Pacific Coast Forge Building (Original Forge buildings), 3800 West Marginal Way Southwest (WISAARD #721624)

Figure N.5B-DUW-19. #1122c, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory North Warehouse, 3800 West Marginal Way Southwest (WISAARD #721625)

Figure N.5B-DUW-20. #1122d, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory South Warehouse, 3800 West Marginal Way Southwest (WISAARD #721628)

Figure N.5B-DUW-21. #1122e, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory East Warehouse, 3800 West Marginal Way Southwest (WISAARD #721629)

Figure N.5B-DUW-22. #1138, Fire Station Number 14, 3224 4th Avenue South (WISAARD #45086)

Figure N.5B-DUW-23. #1273, Seattle Fire Station #36, 3600 23rd Avenue Southwest (WISAARD #343706)

Figure N.5B-DUW-24. #1274, Pacific Hoist and Warehouse Company, 3200 4th Avenue South (WISAARD #45085)

Figure N.5B-DUW-25. #1275a, Langendorf United Bakeries, 2901 6th Avenue South (WISAARD #342730)

Figure N.5B-DUW-26. #1275b, Langendorf United Bakeries Repair Garage, 2901 6th Avenue South (WISAARD #720593)

Figure N.5B-DUW-27. #1388, A.M. Castle and Company, 3640-60 East Marginal Way South (WISAARD #38533)

Figure N.5B-DUW-28. #1915, Alaskan Copper Works/Eagle Brass Foundry Company, 3600 East Marginal Way South (WISAARD #38532)

Figure N.5B-DUW-29. #1941, Pacific Reefer Fisheries, 3480 West Marginal Way South (WISAARD #342160)

Figure N.5B-DUW-30. #1943, Alaskan Copper and Brass Company, 3223 6th Avenue South (WISAARD #48502)

Figure N.5B-DUW-31. #3214, Single-Family Residence, 3842 23rd Avenue Southwest (WISAARD #294616)

Figure N.5B-DUW-32. #3320b, NW Motor Parts Corporation Building, 2930 6th Avenue South (WISAARD #722007)

Figure N.5B-DUW-33. #3321, M.J.B. Coffee Company Warehouse, 2940 6th Avenue South (WISAARD #721857)

Figure N.5B-DUW-34. #3322a, Alaska Copper Co. Employment Office, 2958 6th Avenue South (WISAARD #342997)

Figure N.5B-DUW-35. #3322b, Auto Repair Garage, 2958 6th Avenue South (WISAARD #721997)

Figure N.5B-DUW-36. #3324, Los Angeles-Seattle Motor Express Company, 3200 6th Avenue South (WISAARD #340010)

Figure N.5B-DUW-37. #3327, Scientific Supplies Company, 600 South Spokane Street (WISAARD #342709)

Figure N.5B-DUW-38. #3329a, Department of Highways District No. 1 Headquarters/Maintenance Facility - Office/Administrative Building, 450 South Spokane Street (WISAARD #86871)

Figure N.5B-DUW-39. #3329b, Department of Highways District No. 1 Headquarters/Maintenance Facility - Maintenance Building, 450 South Spokane Street (WISAARD #722096)

Figure N.5B-DUW-40. #3329c, Department of Highways District No. 1 Headquarters/Maintenance Facility - Storage Building, 450 South Spokane Street (WISAARD #722098)

Figure N.5B-DUW-41. #3329d, Department of Highways District No. 1 Headquarters/Maintenance Facility - Car/Paint Building, 450 South Spokane Street (WISAARD #722100)

Figure N.5B-DUW-42. #3329e, Department of Highways District No. 1 Headquarters/Maintenance Facility - Maintenance Building, 450 South Spokane Street (WISAARD #722101)

Figure N.5B-DUW-43. #3339, Riches and Adams Co./Seattle Opportunities Industrialization Center, Inc., 3627 1st Avenue South (WISAARD #342259)

Figure N.5B-DUW-44. #3344, General Construction Company Office, 3840 West Marginal Way Southwest (WISAARD #344061)

Figure N.5B-DUW-45. #5136, Air Mac, Inc., 3838 4th Avenue South (WISAARD #725824)

Figure N.5B-DUW-46. #5137, Warehouse and Office Building, 3623 6th Avenue South (WISAARD #725825)

Figure N.5B-DUW-47. #5139a, Seattle City Light South Receiving Substation, 3839 4th Avenue South (WISAARD #45089)

Figure N.5B-DUW-48. #5139b, Seattle City Light South Receiving Substation Switchyard, 3839 4th Avenue South (WISAARD #725921)

Figure N.5B-DUW-49. #5139d, Seattle City Light Warehouse and Office Building, 3613 4th Avenue South (WISAARD #730783)

Figure N.5B-DUW-50. #5139e, Seattle City South Rectifier Substation, 3613 4th Avenue South (WISAARD #730784)

Figure N.5B-DUW-51. #6012, Denny's, 2742 4th Avenue South (WISAARD #728870)

Figure N.5B-DUW-52. #LIN-6, Milwaukee Terminal Railway Company/Chicago, Milwaukee, St. Paul & Pacific Railway - Argo to Stacey Street, Seattle, Washington (WISAARD #721225)

Figure N.5B-DUW-53. #LIN-7, Northern Pacific Railway - Argo to Seattle Waterfront, Seattle, Washington (WISAARD #720982)

Figure N.5B-DUW-54. #LIN-8, Milwaukee Terminal Railway Company/Chicago, Milwaukee, St. Paul & Pacific Railway-Argo to Waterfront Yard, Seattle, Washington (WISAARD #721010)

Figure N.5B-DUW-55. #LIN-12, Northern Pacific Railway Bridge Over the West Duwamish Waterway, South of Spokane Street, near Klickitat Way Southwest (WISAARD #44440)

Figure N.5B-DUW-56. #LIN-13, Northern Pacific Railway West Seattle Line, Seattle, Washington (WISAARD # 720983)

Figure N.5B-DUW-57. #LIN-17, Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230kV Transmission Line, Marginal Way Southwest to Spokane Street Southwest (WISAARD # 730874)

Delridge

Figure N.5B-DEL-1. #242, West Seattle Golf Course, 4600 35th Avenue Southwest (WISAARD #717063)

Figure N.5B-DEL-2. #443, Bethlehem Pacific Coast Steel Company Office Building, 4045 Delridge Way Southwest (WISAARD # 344641)

Figure N.5B-DEL-3. #444, Residence, 4030 Delridge Way Southwest (WISAARD # 721070)

Figure N.5B-DEL-4. #449, Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation, 2424 Southwest Andover Street (WISAARD #38466)

Figure N.5B-DEL-5. #453, Mrachke and Son, 3860 - 3864 Delridge Way Southwest (WISAARD #47869)

Figure N.5B-DEL-6. #1166, Single-Family Craftsman Residence, 4108 25th Avenue Southwest (WISAARD #376099)

Figure N.5B-DEL-7. #1787, Single-Family Residence, 4139 25th Avenue Southwest (WISAARD #721178)

Figure N.5B-DEL-8. #1977, Contemporary Ranch House, 4150 32nd Avenue Southwest (WISAARD #418305) (National Register eligiblity status is pending consultation.)

Figure N.5B-DEL-9. #2254, Kirlow Four-Plex, 3074 Southwest Avalon Way (WISAARD #335189)

Figure N.5B-DEL-10. #3345, Residence, 4017 23rd Avenue Southwest (WISAARD #287692)

Figure N.5B-DEL-11. #3391, Residence, 4044 32nd Avenue Southwest (WISAARD #300990)

Figure N.5B-DEL-12. #3396, Cettolin House, 4022 32nd Avenue Southwest (WISAARD #45978)

Figure N.5B-DEL-13. #7063, Single-Family Residence, 4019 Fauntleroy Way Southwest (WISAARD #730028)

Figure N.5B-DEL-14. #7075, Single-Family Residence, 4032 35th Avenue Southwest (WISAARD #730040)

West Seattle Junction

Figure N.5B-WSJ-1. #77, Limcrest Apartments, 3600 Southwest Genesee Street (WISAARD #719318)

Figure N.5B-WSJ-2. #91, Carlsen and Winquist Auto, 4480 Fauntleroy Way Southwest (WISAARD #720871)

Figure N.5B-WSJ-3. #92b, West Seattle Brake Service, 4464 37th Avenue Southwest (WISAARD #720875)

Figure N.5B-WSJ-4. #97 Jim's Shell Service, 4457 Fauntleroy Way Southwest (WISAARD #720988)

Figure N.5B-WSJ-5. #103, Residence, 4407 38th Avenue Southwest (WISAARD #420560)

Figure N.5B-WSJ-6. #177, Campbell Building, 4554 California Avenue Southwest (WISAARD #721552)

Figure N.5B-WSJ-7. #181 Alaska House, 4545 42nd Avenue Southwest (WISAARD #721486)

Figure N.5B-WSJ-8. #236, Wardrobe Cleaners, 4500 Fauntleroy Way Southwest (WISAARD #343799)

Figure N.5B-WSJ-9. #239, Craftsman Bungalow, 4015 Southwest Hudson Street (WISAARD #365276)

Figure N.5B-WSJ-10. #1215, Contemporary Ranch House, 3221 Southwest Genesee Street (WISAARD #442141)

Figure N.5B-WSJ-11. #1230, Golden Tee Apartments, 3201 Southwest Avalon Way (WISAARD #338613)

Figure N.5B-WSJ-12. #1309, Single-Family Residence, 4157 38th Avenue Southwest (WISAARD #303008)

Figure N.5B-WSJ-13. #1984, Golden Tee Apartments, 3211 Southwest Avalon Way (WISAARD #338612)

Figure N.5B-WSJ-14. #2068, Bartell Drugs, 4548 California Avenue Southwest (WISAARD #679043)

Figure N.5B-WSJ-15. #2110, Chinook Apartments, 4431 37th Avenue Southwest (WISAARD #334059)

Figure N.5B-WSJ-16. #2126, Residence, 4446 40th Avenue Southwest (WISAARD #365104)

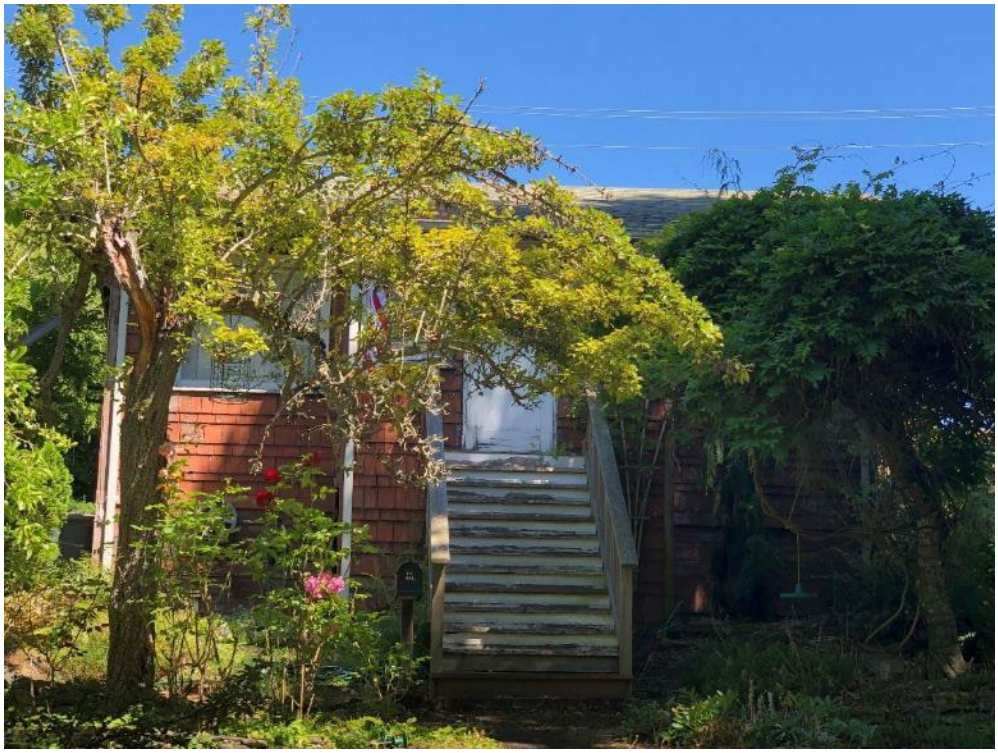


Figure N.5B-WSJ-17. #2150, West Seattle Bowl, 4505 39th Avenue Southwest (WISAARD #343495)

Figure N.5B-WSJ-18. #2217, Venable and Wing Law Office, 4826 California Avenue Southwest (WISAARD #343979)

Figure N.5B-WSJ-19. #2224, Residence, 5011 41st Avenue Southwest (WISAARD #721512)

Figure N.5B-WSJ-20. #2228, Residence, 4115 Southwest Hudson Street (WISAARD #278849)

Figure N.5B-WSJ-21. #3026, Residence, 4426 38th Avenue Southwest (WISAARD #654505)

Figure N.5B-WSJ-22. #3042, J.C. Penney/Russell Building, 4520 California Avenue Southwest (WISAARD #721838)

Figure N.5B-WSJ-23. #3043, Marier Foto Studio, 4528 California Avenue Southwest (WISAARD #721839)

Figure N.5B-WSJ-24. #3243, Single-Family Residence, 4714 38th Avenue Southwest (WISAARD #722760)

Figure N.5B-WSJ-25. #3250, Single-Family Residence, 4755 38th Avenue Southwest (WISAARD #722762)

Figure N.5B-WSJ-26. #3251a, Apartment Complex, 4821 Fauntleroy Way Southwest (WISAARD #723076)

Figure N.5B-WSJ-27. #3251b, Apartment Complex, 4821 Fauntleroy Way Southwest (WISAARD #723077)

Figure N.5B-WSJ-28. #7010, Single-Family Residence, 4039 36th Avenue Southwest (WISAARD #729979)

Figure N.5B-WSJ-29. #7011, Single-Family Residence, 4045 36th Avenue Southwest (WISAARD #729980)

Figure N.5B-WSJ-30. #7052, Single-Family Residence, 4109 38th Avenue Southwest (WISAARD #730016)

Figure N.5B-WSJ-31. #7053, Single-Family Residence, 4111 38th Avenue Southwest (WISAARD #730017)

Attachment N.5C
Built Environment Inventory Plan

The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

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West Seattle and Ballard Link Extensions

Built Environment Inventory Plan

April 2020

SOUNDTRANSIT

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Attachment N.5C
Built Environment Inventory Plan

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West Seattle and Ballard

Link Extensions

Built Environment Inventory Plan

April 2020

SOUNDTRANSIT

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Attachment

Attachment N.5C1 Historic Context and National Register of Historic Places Criterion A Eligibility Requirements

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Acronyms and Abbreviations

FTA	Federal Transit Administration
NEPA	National Environmental Policy Act
National Register	National Register of Historic Places
WSBLE	West Seattle and Ballard Link Extensions

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1 INTRODUCTION

1.1 Overview

Sound Transit is implementing a Built Environment Resources Inventory Plan for the West Seattle and Ballard Link Extensions (WSBLE) Project. The WSBLE Project will expand light rail service in the metropolitan Seattle area of King County, Washington. Sound Transit completed a three-level alternatives screening process for the project as part of the local planning process in 2018. The Federal Transit Administration (FTA) issued a Notice of Intent to Prepare an Environmental Impact Statement on February 12, 2019. In coordination with FTA, the Sound Transit Board identified alternatives to study in the Draft Environmental Impact Statement in May and October 2019. The project involves federal funding and permits; therefore, it is required to satisfy requirements established under the National Environmental Policy Act (NEPA) (United States Code Title 42, Chapters 4321 through 4347 [42 United States Code 4321-4347]) and Section 106 of the National Historic Preservation Act of 1966, as amended (16 United States Code 470 et seq.). The alternatives to be studied in the Draft Environmental Impact Statement are shown on Figure 1-1.

Section 106 of the National Historic Preservation Act, as amended, requires federal agencies to consider the effects of their undertakings on historic properties (precontact or historical-period archaeological sites, districts, buildings, structures, objects or landscapes that are listed in or eligible for listing in the National Register of Historic Places [National Register]). This document provides an initial framework for how built environment resources will be identified and evaluated for National Register eligibility. Following the identification and evaluation of historic properties, FTA will evaluate the project's effects on National Register-eligible properties. These analyses will be documented in a Historic and Archaeological Resources Technical Report that meets Section 106 and NEPA requirements.

This plan will be implemented according to guidelines established in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 *Federal Register* 44716-42) under the supervision of archaeologists and historians whose professional qualifications meet those standards.

Attachment N.5C1 provides a framework for how built environment resources will be identified and evaluated for National Register eligibility, with a focus on Criterion A on a local, state-wide, or national level. The results of identification and evaluation of historic properties will be documented in a Historic and Archaeological Resources Technical Report that meets Section 106 and NEPA requirements.

Figure 1-1. West Seattle and Ballard Link Extensions

2 BUILT ENVIRONMENT INVENTORY

This plan describes the built environment inventory methods proposed for the WSBLE Project. The WSBLE Project is generally broken into four phases:

- Phase 1 – Draft Environmental Impact Statement
- Phase 2 – Final Environmental Impact Statement
- Phase 3 – Final Design
- Phase 4 – Construction

The built environment inventory is anticipated to occur within Phase 1. Depending on access to properties and information available, some inventory may need to occur during Phase 2. It is not anticipated that inventory would need to occur beyond Phase 2 unless the project is modified after publication of the Final Environmental Impact Statement.

2.1 Built Environment Inventory Approach

To identify historic resources that are potentially eligible for listing in the National Register, the survey process will include preparation of Historic Property Inventory forms for all properties within the area of potential effects that meet the National Register criterion of being 50 years or older. This analysis assumes 2030 as the year of action because it is expected that any potential direct impacts will have occurred by that point in construction. Based on this, the inventory will consider all properties within the area of potential effects that were built in 1980 or earlier. Attachment N.5C1, West Seattle and Ballard Link Extensions Historic Context Statements, provides a historic context for each of the eight neighborhoods in the area of potential effects, from approximately 1851 until 1980, and identifies prevailing historic themes that are reflected in the built environment.

To identify known historic properties and/or designated landmarks within the area of potential effects, information will be collected on the developmental history of the area, the historic districts, and the individual buildings, using the following sources:

- Federal, state, and local lists and nomination forms of identified historic properties, including the National Register, the Washington Heritage Register, online register lists for the King County Historic Preservation Program and the City of Seattle, and local landmark or historic designations

- Various sources and databases, including those maintained by the Department of Archaeology and Historic Preservation and the City of Seattle regarding existing historic resources in the area of potential effects, including historical maps, photographs, and local histories

- Fire insurance maps, historical maps and photographs, and oral histories, including those on record with the University of Washington and public libraries

- Mapping of buildings, structures, objects, and districts in the area of potential effects by construction date from city directories, building permit files, and County tax assessor records

The inventory will consider information for any properties that have been previously recorded in the Department of Archaeology and Historic Preservation historic property inventory database (WISAARD). In general, previous determinations by others can be the basis for a determination of eligibility, but federal agencies may make their own assessments regarding eligibility for the National Register, and they may also augment existing information by others.

To identify potential historic properties not yet identified, an extensive field survey will be undertaken. The survey will involve examining and photographing buildings and structures in the area of potential effects that were determined to have been built in or before 1980. Properties that were surveyed and inventoried over 5 years ago will be photographed, and the Historic Property Inventory entries will be updated and included in the survey. The following steps will be taken to identify, evaluate, and record historic resources:

- Construction dates will be established using data from the King County Tax Assessor

- A parcel-by-parcel pedestrian survey of properties located in the area of potential effects and built in or before 1980 will be conducted by architectural historians meeting the Secretary of Interior's Qualifications

- Each resource will be visually evaluated, photographed from the public right of way, and noted for its significant visual characteristics. When properties are inaccessible, Sound Transit will request right of entry

- Archival research will be conducted by consulting the following sources and repositories, as appropriate:
    - Baist Real Estate Atlas of Seattle
    - Historic Aerial Photographs (historicaerials.com)
    - King County Department of Assessments
    - Kroll Atlas Maps
    - Museum of History and Industry Photograph Archive
    - Pacific Coast Architecture Database (PCAD)
    - Polk's Seattle City Directories
    - Sanborn Fire Insurance Maps
    - *Seattle Times* Archives
    - Seattle Department of Construction and Inspections Side Sewer Cards
    - Seattle Historical Sites (Department of Neighborhoods)
    - Seattle Municipal Archives Photograph Database
    - Seattle Historical Sites (Department of Neighborhoods)
    - Seattle Public Library
    - U.S. Federal Census Records (ancestry.com)
    - U.S. Geological Survey Topographical Maps

A Historic Property Inventory form will prepared for each resource using information on the physical description of each resource collected in the field. A Statement of Significance for each resource will prepared based on historic research of the history of the project area and neighborhoods. As described in the following section, senior historians will complete the

identification of historic properties by evaluating the surveyed properties in the area of potential effects in accordance with National Register evaluation criteria and will make recommendations for eligibility for listing in the National Register on each property surveyed.

Sound Transit and FTA will maintain ongoing coordination with Department of Archaeology and Historic Preservation and provide additional information as needed, such as project tours and photos.

2.2 National Register Eligibility

Evaluation methods outlined in 36 Code of Federal Regulations 800(c)(1) will be used to apply National Register eligibility criteria to identified historic resources. To be considered a "historic property" (eligible for listing in the National Register), a property must be at least 50 years of age (or be exceptionally important) and meet one or more of the National Park Service's criteria for evaluation (36 Code of Federal Regulations 60.4), listed below. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, or association, and:

- that are associated with events that have made a significant contribution to the broad patterns of our history (Criterion A); or
- that are associated with the lives of persons significant in our past (Criterion B); or
- that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); or
- that have yielded or may be likely to yield, information important in prehistory or history (Criterion D).

Prior to FTA making an eligibility determination, FTA and Sound Transit will send the eligibility recommendations to Department of Archaeology and Historic Preservation for informal review and comment. Following the informal coordination, FTA will make a determination of National Register eligibility for each property. Sound Transit and FTA will then submit inventory forms to Department of Archaeology and Historic Preservation with a request for concurrence with FTA's determinations on National Register eligibility.

2.3 Reporting

Data collected will be incorporated into the Historic and Archaeological Resources Technical Report prepared as an appendix to the Draft Environmental Impact Statement. Any data collected as part of Phase 2, Final Environmental Impact Statement, will be incorporated into the Historic and Archaeological Resources Technical Report prepared as an appendix to the Final Environmental Impact Statement. In addition, and in accordance with 36 Code of Federal Regulations 800.5, the data will inform FTA's finding of effect for the project.

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West Seattle and Ballard
Link Extensions

Attachment N.5C1

Historic Context and National Register of Historic Places Criterion A Eligibility Requirements

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Attachment N.5C1
West Seattle and Ballard Link Extensions Historic Context and National Register of Historic Places Criterion A Eligibility Requirements

July 2021

Sound Transit

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Acronyms and Abbreviations

FTA	Federal Transit Administration
National Register	National Register of Historic Places
SLS & E	Seattle, Lake Shore & Eastern Railroad
WISAARD	Washington Information System for Architectural and Archaeological Records Database
WSBLE	West Seattle and Ballard Link Extensions

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1 INTRODUCTION

Sound Transit is conducting environmental review for the West Seattle and Ballard Link Extensions (WSBLE) Project (Figure 1-1). This document provides a framework for how built environment resources will be identified and evaluated for National Register of Historic Places (National Register) eligibility, with a focus on Criterion A on a local, state-wide, or national level. The results of identification and evaluation of historic properties will be documented in a Historic and Archaeological Resources Technical Report that meets Section 106 and National Environmental Policy Act requirements.

1.1 Purpose

The Federal Transit Administration (FTA) and Sound Transit have developed this historic context to guide and standardize inventory and evaluation of built environment historic properties, consistent with National Park Service Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service 1997a) and *The Components of a Historic Context: A National Register White Paper* (Wyatt 2009).

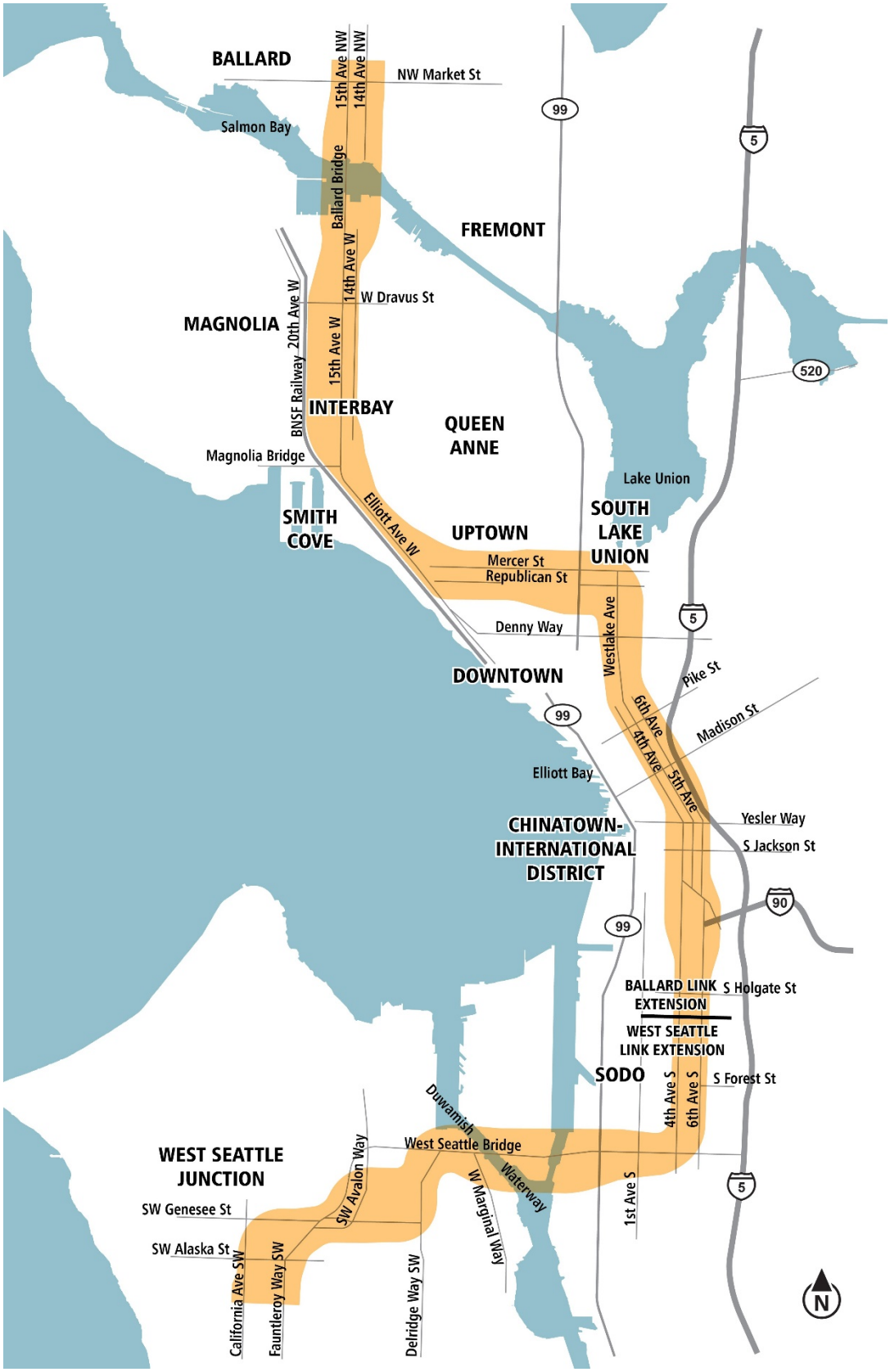
This document, which is part of the Built Environment Inventory Plan, provides a historic context for Seattle and each of the eight neighborhoods in the WSBLE area of potential effects from approximately 1851 until 1980 and identifies prevailing historic themes that are reflected in the built environment. As described in this plan, historic resources within the area of potential effects will be surveyed and inventoried, and recorded in the Washington Information System for Architectural and Archaeological Records Database (WISAARD) on Historic Property Inventory forms. The inventory will consider all properties within the area of potential effects that were built in 1980 or earlier.

This document also identifies anticipated property types that would likely be National Register-eligible within this context. The context will inform evaluation and potential National Register eligibility under Criteria B, C, and D, but eligibility under Criterion A on a local, state-wide, or national level is the focus of this document. National Park Service Bulletin 15*, How to Apply the National Register Criteria for Evaluation*, describes conditions for National Register eligibility under Criterion A:

> To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context. Criterion A recognizes properties associated with single events, such as the founding of a town, or with a pattern of events, repeated activities, or historic trends, such as the gradual rise of a port city's prominence in trade and commerce. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city. Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity (National Park Service 1997a:12).

Property-specific research and evaluation, field investigations, the historic context, and consultation with the State Historic Preservation Officer and other interested parties will inform the FTA's National Register eligibility determinations.

Figure 1-1. West Seattle and Ballard Link Extensions Project Corridor



1.2 Report Organization

This report is organized into six sections, with Sections 2 through 4 being the primary content sections. Section 2, Historic Overview, is organized chronologically to cover distinct time periods in Seattle's development. The section is subdivided geographically into a discussion of neighborhoods that generally follows the growth of the city through time.

Section 3, Associated Themes and Areas of Significance, discusses the main historic themes identified by the historic context. These themes are represented by specific property types within the area of potential effects. This section also identifies areas of significance for which a property may be eligible for the National Register. The areas of significance are defined by the National Park Service's bulletin *How to Complete the National Register Registration Form* (National Park Service 1997b).

Section 4, National Register Eligibility Requirements, explores the requirements used to evaluate eligibility based on the identified themes, areas of significance, and associated property types. It provides an overview of associated property types, neighborhoods within the area of potential effects where the resources are likely to be encountered, recommended period of significance and justification, and the aspects of integrity considered necessary to convey significance. Eligibility requirements are not included in this document for those properties already listed in the National Register because the status of properties listed in the National Register does not change unless the steps outlined by the Code of Federal Regulations Section 60.15 are followed. Eligibility requirements for properties previously determined eligible for the National Register by the State Historic Preservation Officer through a federal regulatory process are also not included because in the rare instances that a redetermination is recommended, it is based on a loss of integrity.

Section 5, Summary, provides a brief summary of this document, and Section 6, References, lists the references cited in this document.

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2 HISTORIC OVERVIEW

This section provides an overview of Seattle's development and identifies specific events and trends that impacted the city. This overview is divided into six distinct periods:

- Early Years (1851 to 1894).
- Expansion Era (1895 to 1909).
- Improvement Era (1910 to 1928).
- The Great Depression and World War II (1929 to 1945).
- Post-World War II Boom (1946 to 1969).
- Contemporary Seattle (1970 to 1980).

These time periods are also identified for the eight neighborhoods within the area of potential effects. The neighborhoods are organized beginning with the oldest neighborhoods, which are Downtown, Pioneer Square, and the Chinatown-International District, in Section 2.2. The neighborhoods to the north (South Lake Union, Lower Queen Anne, Interbay, and Ballard) are discussed in Section 2.3, Additional Ballard Link Extension Neighborhoods. SODO and West Seattle are addressed in Section 2.4, West Seattle Link Extension Neighborhoods.

2.1 Overview of Seattle's Development

Seattle is in King County, Washington, on land between Puget Sound, which is salt water, and Lake Washington, which is fresh water. The Olympic mountain range lies to the west and the Cascade Mountains are to the east (City of Seattle 2020a). As of June 2020, the population of Seattle was approximately 761,000 residents. Eight neighborhoods—Downtown and Pioneer Square, Chinatown-International District, South Lake Union, Lower Queen Anne, Interbay, Ballard, SODO (short for south of downtown), and West Seattle—are in the area of potential effects. The neighborhoods share similar development patterns, but each is unique.

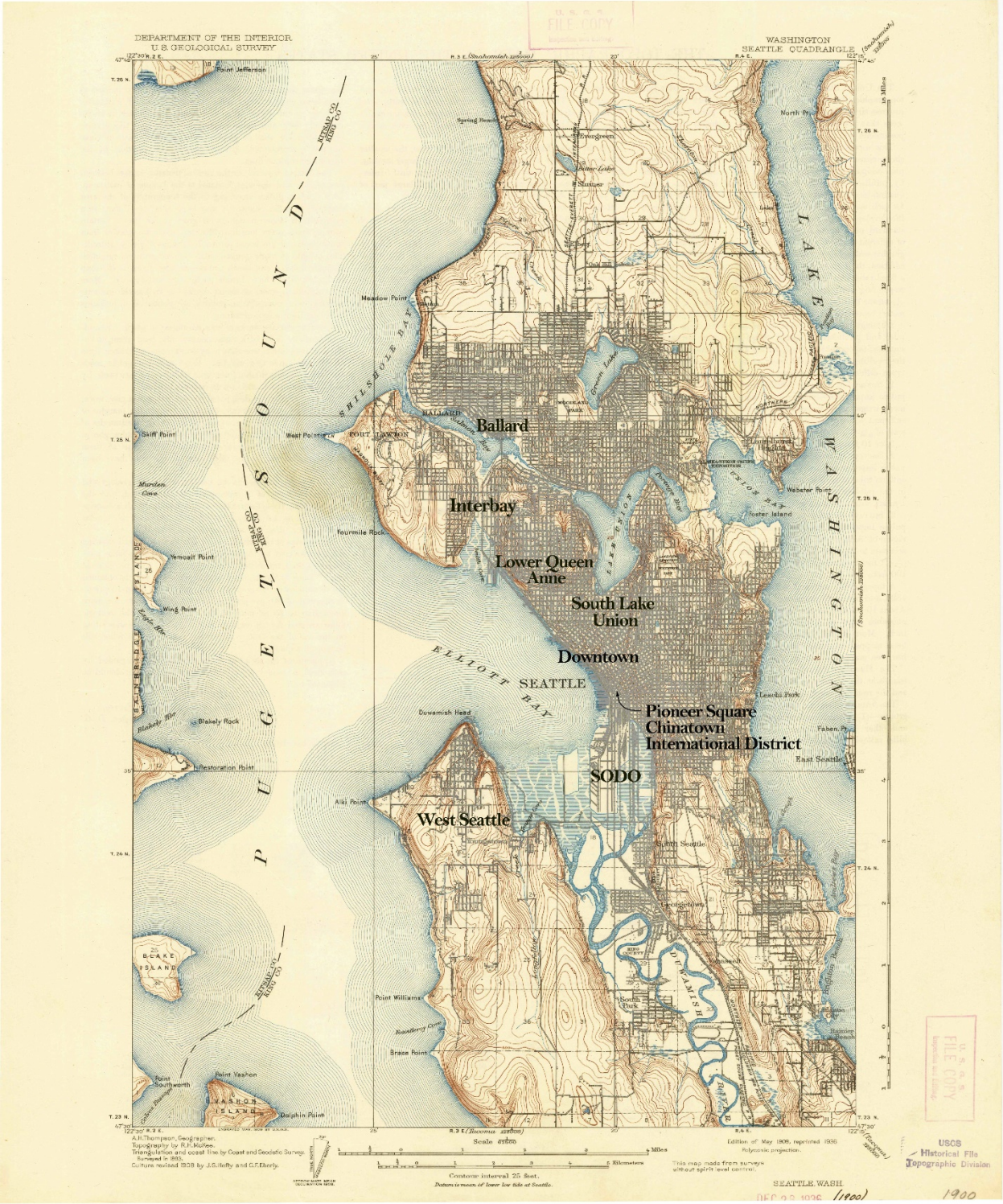
An early twentieth century topographic map of the Seattle area, including what is now West Seattle, Downtown Seattle, and Ballard, is presented in Figure 2-1.

2.1.1 Early Years (1851 to 1894)

The first Euroamerican settlers landed on Alki Point at the northern tip of the West Seattle peninsula in 1851, led by Arthur Denny. Shortly after, the majority of the party left in search of a more hospitable location on the east side of Elliott Bay (Tate 2001). Today, this area is known as Pioneer Square in the Downtown neighborhood.

Lumber became the town's early economic driver, with Henry Yesler's lumber mill, built in 1853, being the center of production. Lumber from Seattle supplied West Coast cities like San Francisco, California, and other towns in the Puget Sound region (City of Seattle 2020a).The area was named Seattle, honoring the Duwamish Indian leader who had befriended the settlers. By 1855, there were 300 people in Seattle (Crowley 2001). In 1869, Seattle was incorporated, and there were more than 2,000 residents (City of Seattle 2020a).

Figure 2-1. Topographic Map of Seattle (1909), Including Approximate Locations of Neighborhoods Within the Area of Potential Effects



Note: Neighborhood designations shown in Figure 2-1 are for illustrative purposes only. They do not reflect official City of Seattle neighborhood designations and are solely intended for clarification within the context of this document.

Seattle was tied to maritime trade in lumber and salmon through the 1860s and 1870s (Crowley and McRoberts 1999). Having the natural early shipping connections to other ocean-connected municipalities, such as Portland, Oregon, and San Francisco, also helped generate business for the city. The San Francisco connection is notable because by the late 1870s, Seattle exported large amounts of coal via ship to San Francisco. Viable railroad connections to Seattle were still some years off.

The Northern Pacific Railroad completed its transcontinental line with a terminus in Tacoma in 1873, which left Seattle without access to the same national markets as Tacoma. In 1876, Seattle responded by establishing its own railroad company, the Seattle and Walla Walla Railroad and Transportation Company connecting Salmon Bay to Black River Junction to the south (MacIntosh 1999). The railroad was sold in 1880 and renamed the Columbia and Puget Sound Railway (Northwest Railway Museum 2020). In 1885, the Seattle, Lake Shore & Eastern Railroad (SLS & E) formed to connect Seattle to the Canadian border. City officials granted the SLS & E a 120-foot right-of-way along the waterfront and west of the old Seattle and Walla Walla tracks (now owned by Northern Pacific Railroad), which became known as Railroad Avenue. In the late 1880s, Northern Pacific Railroad introduced transcontinental service to Seattle, and in 1892, it acquired the SLS & E and built a passenger station on Railroad Avenue between Madison and Columbia streets (MacIntosh and Crowley 1999; Northwest Railway Museum 2020).

The prospect of a major railroad connection caused Seattle's first residential real estate boom. Between 1882 and 1883, developers platted more than 60 new subdivisions. In 1888, more than 1,500 residences were constructed during a 12-month period within a block of the new commuter cable car line that opened the same year. In 1889, there were 151 plats filed for residential development (Lange and Veith 2009:6, 9, 12).

The Panic of 1893 effectively closed this period of prosperity for Seattle when the national economy collapsed. Seattle was hit particularly hard by this depression because the city was still rebuilding after the Great Fire of 1889, which destroyed most of downtown, and depended on capital from east coast financiers (Pierce 1999).

2.1.2 Expansion Era (1895 to 1909)

The end of the nineteenth century brought a brief but devastating decline in the national economy during the Panic of 1893, followed by full-fledged recovery jump-started by the Alaskan Klondike Gold Rush in 1897. Seattle's population doubled between 1890 and 1900; by 1910, the population had almost tripled again (Lentz and Sheridan 2005). The early 1890s saw a continuing high number of single-family housing developments as newcomers poured into the city and the economy remained strong (Lentz and Sheridan 2005).

Seattle's electrical power was initially distributed and controlled by private utilities. An 1890 amendment to the City's charter allowed the City Council to establish a municipal electric system. In 1896, under a new charter, the Board of Public Works was reorganized and created a Superintendent of Lighting and Water Works, which included the responsibility of overseeing the purchase of the City's electricity from private utilities and eventually a municipal electric system (Ossa 2017:18).

Seattle's streetcar system began expanding in the 1880s. Private streetcar lines operated throughout the city, covering approximately 48 miles of streetcar line and 22 miles of cable railways by the early 1890s. The system was consolidated in 1898, under the management of the Seattle Electric Railway Company. This early system served the areas of Ballard and West Seattle, among others (Crowley 2000).

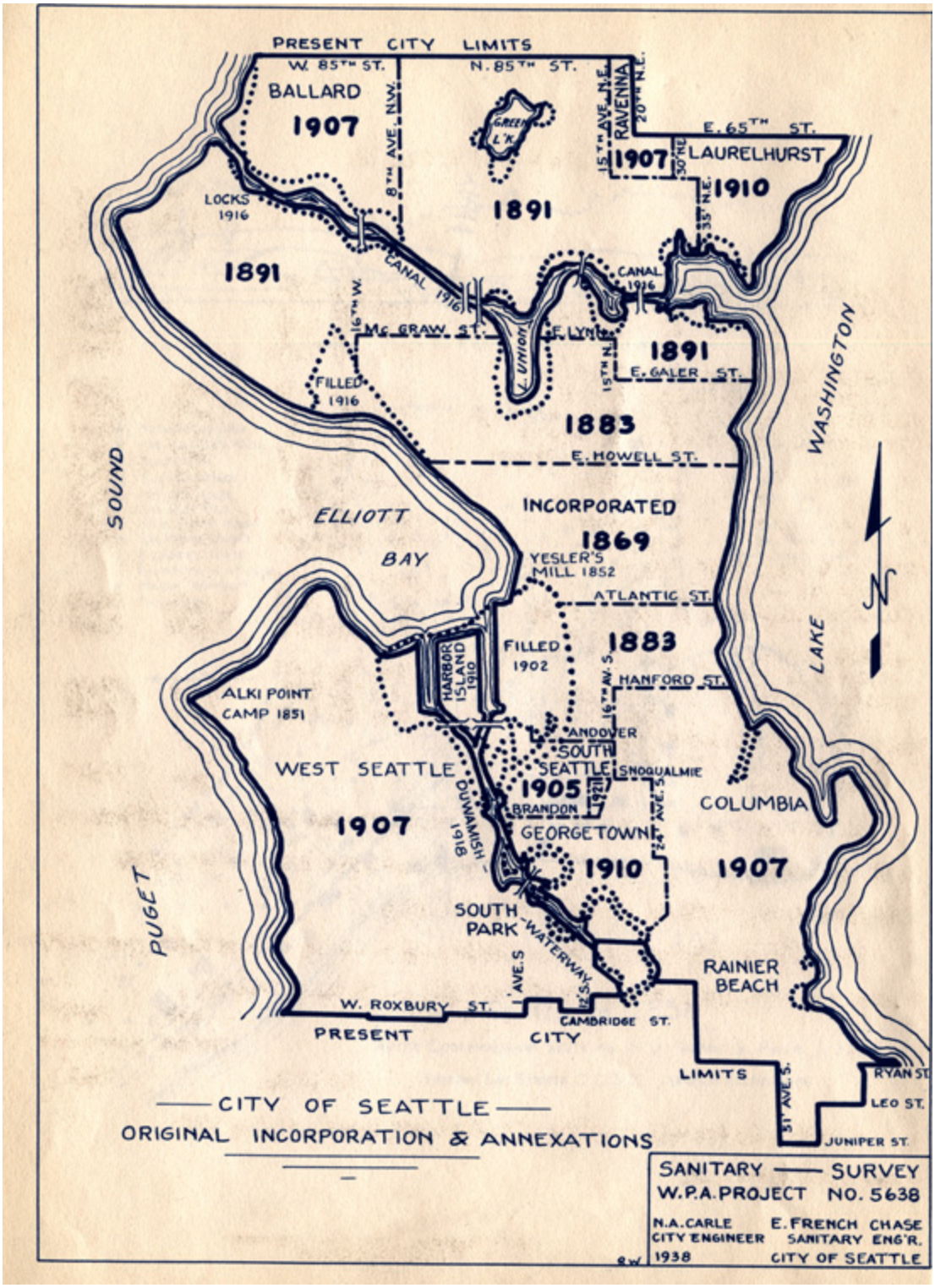
As Seattle neared the twentieth century, expansion outside of Downtown had already begun. In the late nineteenth and early twentieth century, Seattle experienced changes topographically and economically. Reginald H. Thomson, the city engineer, believed Denny Hill was preventing Seattle from expanding northward. In 1897, Thompson began plans for an extensive regrade project in an attempt to flatten the city's terrain. The Denny Regrade was the largest of the 60 regrade projects undertaken by Seattle. Denny Hill covered 62 city blocks and was 240 feet high and 107 feet above the highest point Downtown (City Engineering Department 1951; Seattle Public Library 2020). The project was done in two phases. The first phase was started in 1903, along the western side of 5th Avenue, and lasted 8 years. The Jackson Regrade occurred in 1907, and the Dearborn Regrade was done between 1909 and 1911. More than 16 million cubic yards of earth were moved in the regrade effort (Seattle Public Library 2020). The earth was used as fill for part of the reclamation of the tideflats, which began in the mid-1890s.

Seattle also undertook creating Harbor Island, an artificial island in the mouth of Seattle's Duwamish Waterway, south of Downtown and east of West Seattle. The Seattle General Construction Company obtained a permit in 1900 to fill the tideflats at the mouth of the Duwamish River. Puget Sound Bridge and Dredging Company contracted to undertake the work. Dredges brought up silt from the bottom of the Duwamish River, which contributed to the creation of the island and simultaneously deepened the river channel. Approximately 24 million cubic yards of soils sluiced from the Beacon Hill regrades were also used to create Harbor Island. The artificial island was finished in 1909 (Wilma 2001a).

Seattle's city limits expanded through a series of annexations between 1905 and 1910 (Figure 2-2). Eight small towns and cities were annexed during this period, including Ballard and West Seattle, both in 1907. These communities agreed to annexation because they struggled with issues surrounding a growing population: clean water, utilities, street improvements, and public safety (police and fire). The annexation of these communities nearly doubled the size of Seattle. The annexations also resulted in another residential building boom. By 1910, there were more than 43,000 residences constructed in Seattle (Lange and Veith 2009:19; Seattle Municipal Archives 2020a).

In 1909, the Alaska-Yukon-Pacific Exposition took place in Seattle, which was one of a series of Pacific Coast fairs. Its purpose was to draw attention to Alaska's wealth of resources, focus on Seattle as a major port city, and celebrate Seattle's achievements as a city (Ochsner 2014:11). The fair took place on the grounds of the University of Washington and was attended by more than 3 million people (Historylink.org 2004).

Figure 2-2. Map of Seattle Showing Early Annexations



Source: Seattle Municipal Archives 2020a.

2.1.3 Improvement Era and World War I (1910 to 1928)

Several major improvements occurred in Seattle between 1910 and 1928. In 1911, the Washington state legislature passed the Port District Act, which authorized voters in any Washington county to create a port district as an independent government body run by three commissioners elected by voters. The Act allowed commissioners to levy taxes and, with voter approval, issue bonds for improving and maintaining harbors, terminal facilities, and waterways (Oldham 2010). Although strongly opposed by the railroads who dominated the waterfront, King County voters approved the proposition to create the Port of Seattle on September 5, 1911, by a vote of 12,915 in support to 4,118 against (*The Seattle Daily Times* 1911:4; Oldham 2020). It became the largest of Washington's 75 public port districts. The Port of Seattle had equipment to handle special commodities that no other port on the West Coast could handle. This made the Port of Seattle the leading port on the West Coast by 1916 (Berner 1992:151). The Port District's first commissioners were Charles E. Remsberg, a Fremont banker; Robert Bridges, a previous land commissioner; and retired United States Army Corps of Engineers General Hiram M. Chittenden. The Port of Seattle's early projects were the construction of Fishermen's Terminal on Salmon Bay and Piers 40 and 41 (known today as Piers 90 and 91) on Smith Cove in the Interbay neighborhood.

The United States Army Corps of Engineers constructed the Lake Washington Ship Canal and the Hiram M. Chittenden Locks between 1911 and 1917. The project consisted of two cuts, the Fremont Cut between Salmon Bay and Lake Union and the Montlake Cut between Lake Union and Lake Washington for the ship canal, and the two locks in Ballard (Williams 2017). The project allowed the United States Army Corps of Engineers to modulate the water level in Lake Washington and Lake Union, which was a critical effort that resulted in the residential and commercial development in these areas (McDowell Group 2017:8). Seattle established its own municipal railway in 1914 that connected Downtown to Ballard. The cost for the system was $15 million, which voters approved in 1918 (Crowley 2000). The more suburban areas of the city, which were those annexed in the early twentieth century, were growing because of an expanded automobile culture and less reliance on the streetcar system that was previously so important in defining the boundaries of Seattle's expansion (Ochsner 2014:13). This impacted the aging Municipal Railway System, which proved to be increasingly unprofitable (Berner 1992:44).

Seattle's economy began to stagnate around 1915 because of the national recession. This would impact most of the neighborhoods in the area of potential effects. The economic situation changed with the onset of World War I. Seattle demonstrated its support for the United States' entry into the war with a large parade on April 7, 1917, with more than 50,000 people in attendance (Lange 1999). A similar parade was held on March 12, 1919, celebrating the return of Seattle's soldiers.

During the World War I years, manufacturing in the city's shipyards and sawmills boomed, as did Seattle's population—the city saw an increase of about 25 percent (Lentz and Sheridan 2005). Workers came to Seattle and settled in the city's various neighborhoods like West Seattle, Ballard, and Interbay. Boeing, a company that would become one of Seattle's largest employers for decades to come, began building its facility in Seattle (Boeing 2020).

Industrial employment stalled immediately following the end of the war, and Seattle experienced slow growth. The boom from the shipbuilding industry and lumber trade dwindled (City of Seattle 2020a). Seattle then entered a stable period of maturation in the 1920s, and construction labor was stimulated. In 1926, more than 5,000 new residential dwellings were constructed, and 1928 saw a peak in construction for all classes of building (commercial and residential) (Berner 1992:178–179).

In 1920, Seattle's Zoning Commission was established in order to "make a survey of the City of Seattle with a view of dividing the same into zones or districts, and report to the City Council a zoning or districting ordinance which shall specify the uses to which property in each district may be devoted..." (Seattle Municipal Archives 2020c). In 1923, the result of the Zoning Commission's work was adopted, which created "an ordinance regulating and restricting the location of trades and industries; regulating and limiting the use of buildings and premises and the heights and size of buildings; providing for yards, courts or other open spaces; establishing districts for the said purposes; defining offenses; prescribing penalties and repealing all ordinances or parts of ordinances in conflict therewith" (Seattle Municipal Archives 2020c). Lentz and Sheridan (2005) succinctly summarize the pattern of residential development during this period:

> The influx of people during the previous decades had created a housing shortage that was felt in every Seattle neighborhood. Low real estate prices, together with a shortage of rentals, fostered sustained building activity through the late 1910s and 1920s, as Seattle essentially caught up with the population growth of previous decades. Single-family home permits nearly tripled from 1920 to 1925, and apartment house construction flourished again in the late 1920s.

The zoning changes further impacted the development of each neighborhood in the area of potential effects, particularly South Lake Union, Lower Queen Anne, and West Seattle.

2.1.4 The Great Depression and World War II (1929 to 1945)

The population growth gains during the 1920s slowed and stagnated, manufacturing stalled, and the lumber industry saw declines during the 1930s after the 1929 stock market crash. Despite an oversupply of housing from the previous decades, many renters could no longer pay their rents, and homeowners' mortgages were foreclosed. As a result, Hoovervilles—shantytowns built during the Great Depression, named after then President Herbert Hoover—could be seen in Lower Queen Anne, Interbay, and SODO. Nearly all new building in Seattle, except for public works, came to a standstill during the 1930s and 1940s until after World War II because of lack of funding and because much of the raw materials previously used for residential and commercial construction projects went to the war effort (Lentz and Sheridan 2005:20). In 1931, Seattle witnessed a 16 percent drop in residential construction, and there were no permits issued between 1933 and 1934 (Berner 1992:183).

Seattle was the recipient of several New Deal projects, particularly from the Works Progress Administration. These projects included sewer construction, parks improvements, and engineering projects (Seattle Municipal Archives 2020d). Within the area of potential effects, Works Progress Administration projects can be seen in the Downtown, Lower Queen Anne, Interbay, and West Seattle neighborhoods.

World War II brought great change. Every sector of business and domestic life was affected by the war effort, and much of Seattle's building resources shifted to the imperative mission to construct military aircraft and warships (Warren 1999a). During this wartime period, Seattle ranked as one of the top three cities in the nation in war contracts per capita (Warren 1999a).

Between 1939 and 1944, war production was at its peak. The Boeing Company grew from 4,000 employees to 50,000 employees. Civil defense measures and fund drives began locally in 1940 (Lentz and Sheridan 2005:20). Between 1941 and 1945, Seattle's population jumped from 368,000 to 480,000. Thousands of workers flooded into the area to work at defense plants on Harbor Island.

2.1.5 Post-World War II Boom (1946 to 1969)

When World War II ended, Seattle experienced another surge of economic growth. Seattle's booming economy was closely tied to The Boeing Company as it employed half of all King County factory workers. This was manifested in commercial, industrial, manufacturing, and residential development. Each neighborhood discussed in the subsequent sections experienced development similarly, but with some differences.

Seattle also witnessed an increase in its Native American population. This was a result of the federal government's 1953 policy of termination, which ended the protected trust status of all Native American-owned land. In response the Bureau of Indian Affairs introduced a voluntary urban relocation program to large metropolitan cities like Seattle (National Archives 2016). In 1950, the Native American population in Seattle was 500 people (Allen 2021). This would dramatically increase in the subsequent decades. Many who arrived in Seattle had difficulty finding employment and access to health care and education, and they experienced a disconnect from their communities and cultures. In 1958, the American Indian Women's Service League was organized to assist Seattle's Native American community. The organization played a critical role in providing essential social services to the Native American community. It was also a driving factor in creating the Seattle Indian Center,[1] which opened in 1960 (Smith 2021).

The increasing popularity of suburban living resulted in a decline in urban Seattle. Federal urban renewal programs provided funding for the acquisition, demolition, and reconstruction of buildings deemed as blighted in urban areas. In 1956, the City prepared a Comprehensive Plan, which did not specifically address redevelopment of such areas in Seattle. A consultant was hired to amend that plan, focusing on the central business district in Downtown Seattle. It was used to guide urban land use and transportation planning (Ott 2013).

In 1957, Seattle passed a new comprehensive zoning ordinance that regulated land use and specified residential, business, commercial, manufacturing, and light industrial zones. The intent of the ordinance was to encourage a standardized land use pattern for each neighborhood. The ordinance further regulated the size, bulk, and location of such development and established requirements for off-street parking and loading facilities, as well as onsite parking for apartment buildings and businesses (Seattle Municipal Archives 2020c; Sheridan 2008:E-40).

King County's population was predicted to reach 20 million by 1985, and there was concern that the county and Seattle were not prepared for the upcoming changes (Mullins 2020). In 1953, James Ellis, a lawyer for the Municipal League of Seattle and King County, gave a speech promoting a new form of government to address the county's problems that would come from an increased population and the suburbanization of Seattle. Ellis called for public rapid transportation that would move citizens around Seattle more efficiently, for more parks, for public waterfront access, for widening and beautification of urban arterials, and for renovating deteriorating neighborhoods (Oldham 2006; Mullins 2020). A committee was formed, and in 1957, citizens approved of a regional governmental agency, Metro (Municipality of Metropolitan Seattle). Metro was responsible for addressing the multijurisdictional problem of sewage that had contaminated Lake Washington (Oldham 2006; Ochsner 2014: 22). The Forward Thrust bond initiatives, also promoted by Ellis, were passed by voters in 1968 as well as an additional package in 1970. This program would influence each neighborhood in the area of potential effects.

[1] Not located in the area of potential effects.

In 1963, the “Monson Plan” or the Plan for Central Business District, was introduced by the City of Seattle and the Central Association (later known as the Downtown Seattle Association). The plan detailed improvements for the entire central core of Seattle, including the waterfront. It was intended to guide Seattle’s urban renewal attempts and bolster its application for federal funding for such efforts. This plan called for reshaping this area of Seattle to keep the Downtown core vibrant. It was approved by the City Council on November 26, 1963 (Ott 2013).

Local communities began to rebel against high-rise zoning in the 1960s. The new zoning changes allowed new, larger buildings to dwarf existing ones or replace them altogether (Williams and Miller 2015). The extended battle culminated in the 1970s with court decisions requiring the City to evaluate the environmental consequences of proposed projects.

Like many metropolitan cities, Seattle was touched by the civil rights movement. Organizations like the National Association for the Advancement of Colored People, the National Urban League, the Student Nonviolent Coordinating Committee, and the Black Panther Party were all active in Seattle during this time period (Shaefer 2021a). Seattle’s branch of the Black Panther Party was created in 1968 and was the first branch established outside of California. In 1969, the Black Panther Party instituted what it named survival programs within the African-American communities. In Seattle, the focus was in the Central Area of the city. The Party created a breakfast program for children, and one of its most successful programs was a medical clinic with all of the funding, materials, and professional time coming from donations. The program began with well-baby checkups and expanded to adult care. Programs included sickle-cell anemia testing and genetic counseling. The clinic was still in operation into the 2000s and is known as the Carolyn Downs Medical Center[2] (Shaefer 2021b).

2.1.6 Contemporary Seattle (1970 to 1980)

In the early 1970s, Seattle experienced what is known as the “Boeing Bust.” The federal government’s cancellation of supersonic transport projects and a dramatic decline in airplane orders impacted Boeing (Ochsner 2014:22). Boeing was one of Seattle’s largest employers, and unemployment rose when the company began layoffs. Without a source of employment, many citizens moved away, housing prices fell, and restaurants and retailers suffered a loss of customers (Stein 2019). The 1970 census showed that Seattle had lost approximately 5 percent of its population since 1960 (Schwartz 1971:A16). The impact of the Boeing Bust would be felt by each of the neighborhoods in the area of potential effects.

Redevelopment efforts in Seattle, which began in the 1960s and were largely taken from the adopted Monson Plan, spurred the historic preservation movement in Seattle. The proposed plans were met with opposition, and historic districts (Pioneer Square and Pike Place Market) were listed on the National Register. In 1973, Seattle City Council adopted the Landmarks Preservation Ordinance to protect the city’s historic and architecturally significant places. Preservation efforts would have an impact on several neighborhoods in the area of potential effects.

The early 1970s also saw an increase in frustration among Native American communities throughout the United States, but also organized efforts to draw awareness to their cause. Seattle’s Fort Lawton, which is outside of the area of potential effects, was designated as surplus land and the City of Seattle lobbied to have it preserved for parks and recreation. The Native American communities lobbied to have a portion of the land set aside to accommodate a

[2] Not located in the area of potential effects.

Native American cultural center. City officials repeatedly denied the request and referred leaders to the Bureau of Indian Affairs. However, the policies established in the late 1950s by the federal government had no authority over Native Americans.

To draw political attention to their cause, more than 100 Native Americans began an occupation of Fort Lawton on March 8, 1970. While they were removed from the federal land, they protested at the gates until the beginning of April. The United Indians of All Tribes Foundation was created, and temporary hold was placed on transferring Fort Lawton property to Seattle. Negotiations for a portion of the land began in 1971, and on March 29, 1972, an agreement was reached that leased 20 acres for a 99-year period, with an option for a successive 99-year lease without negation, was signed between the federal government and the United Indians of All Tribes Foundation. In 1973, Seattle designated $500,000 of its general revenue sharing funds for the development of the Daybreak Star Indian Cultural Center, which opened in 1977 (Allen 2021).

2.2 Seattle's "Original" Neighborhoods

Most of the historic events that are described in Section 2.1, Historic Overview, contributed to the development of Seattle's neighborhoods and the growth and vitality of the city. The neighborhood-specific overviews in the following sections augment, but do not supersede, the Seattle-wide historic overview. Downtown, Pioneer Square, and Chinatown-International District represent the oldest of Seattle's neighborhoods and date back to when Seattle incorporated in 1869.

2.2.1 Downtown and Pioneer Square

The Downtown neighborhood fostered industrial, commercial, social, and high-density residential activities within an area bounded by Denny Way to the north, Elliott Bay to the west, Interstate 5 to the east, and South Dearborn Street on the south. The earliest settlement of Downtown consisted of wood-frame, plank, and clapboard buildings. Commercial buildings were clustered along Front and Commercial streets, and by the early 1880s, a scattered collection of fashionable residences and small dwellings dominated the hillside above Elliott Bay stretching from Cherry to Pike streets (Crowley and McRoberts 1999). Seattle's population increased twelvefold to more than 40,000 with the arrival of railroads in the 1880s (City of Seattle 2020a).

2.2.1.1 Early Years (1851 to 1894)

As discussed in Section 2.1.1, Seattle was a well-established city by the 1880s. On June 6, 1889, a fire started in a woodworking shop on Front Street (now First Avenue) and Madison Avenue. The fire, known as the Great Seattle Fire, quickly spread because of the wood-frame construction of Downtown's buildings and an inadequate water supply to fight the fire. Hydrants were only located on every other street; the system lacked pipes and instead had hollowed out logs that burned during the fire. In addition, the increased number of attached hoses reduced the water pressure, and at Elliott Bay the tide was out and the hoses were too short to reach from the bay to the closest burning building. When the fire was over, it had destroyed 25 city blocks of the primarily wood-frame commercial buildings and waterfront industrial and shipping facilities that had developed in the prior 35 years (University of Washington 2020).

The reconstruction effort began immediately and was mostly completed in approximately 18 months. City leaders developed new building code provisions that mandated safer and more fire-resistant building construction, streets were regraded, and modern water and sewer utilities

were installed. While the specific geographic areas that had been dominated by industrial, commercial, and residential uses became more clearly defined, the reconstructed commercial district remained very diverse. Residential hotels, apartments, and lodging houses were typically above retail storefronts, and various commercial, warehouse, entertainment, and manufacturing uses were intermixed on the same city block. Much of the previous wood-constructed two- and three-story buildings were replaced with four-to-six- story buildings constructed of brick, stone, and timber with terra-cotta and cast iron details (Ochsner 2014:5).

The economic downturn of the late nineteenth century (the Panic of 1893) put many in the labor force out of work and curtailed the construction of buildings and other development in the Downtown Seattle area. Within a year, 11 Seattle banks closed their doors and land values sank by nearly 80 percent (Pierce 1999).

2.2.1.2 Expansion Years (1895 to 1909)

The Klondike Gold Rush in the late 1890s helped revive Seattle from its economic depression of the early decade. In 1901, Seattle's city engineer, Reginald H. Thomson, began an aggressive regrading project that leveled 94 acres of land in Downtown (Pierce 1999). This spurred the development of the Downtown commercial core. Within the area of potential effects, that development is represented by such buildings as the Rainer Club (411 Columbia Street), Dover Apartments (901 6th Avenue), and First Methodist Episcopal Church (809 5th Avenue), which were all built before 1910 (City of Seattle 2020c). Between 1900 and 1910, the Downtown commercial core expanded to the north of Downtown and west as the tideflats along Elliott Bay were gradually reclaimed and platted, becoming Railroad Avenue (now Alaskan Way). In 1901, Wallin & Nordstrom opened at 4th Avenue and Pike Street (Warren 1999b). The construction of King Street Station (1906) and Union Station (1911) made the commercial district even more desirable for future development during the first decade of the twentieth century because of the easier access for workers. This also encouraged construction of manufacturing and industrial warehouse buildings, which required easy access to the railroads for supplies (City of Seattle 2020c). A photograph of the extant Pioneer Square Pergola circa 1910, at the intersection of 1st Avenue South and Yesler Avenue, can be seen on Figure 2-3.

Figure 2-3. Pioneer Square Pergola in 1910

Source: Seattle Municipal Archives 2021a.

Between 1907 and 1908, the area just north of Pioneer Square on 4th Avenue between University Street and Yesler Way was regraded (Link 2005). At that time, the retail and business core began to shift north along 2nd Avenue and cluster around 4th and University (City of Seattle 2020c). Beginning in 1907, this area was developed by a series of Seattle entrepreneurs and became the new center of the business district. By then Pioneer Square was viewed as the southern portion of Downtown and not the city's main commercial core (Link 2005).

2.2.1.3 Improvements Era and World War I (1910 to 1928)

In 1914, construction of the Smith Tower was complete, and at 36 stories and 462 feet it was considered the tallest building west of Ohio. Buildings in the area of potential effects constructed during this building boom include the O'Shea Building (1914) at 501 Pine Street, YWCA Building (1914) at 1118 5th Avenue, Seattle Times Building (1916) at 414 Olive Way, Arctic Building (1916) at 306 Cherry Street, and the Frederick & Nelson Building (1918) at 500 Pine Street. These buildings represent the building boom that occurred in Downtown in the years before and during World War I.

An economic downturn during the early 1920s was felt in Downtown, when little development occurred. This changed starting in 1923 when zoning laws allowed for more dense development, including major high-rise office buildings, banks, and department stores. From 1923 to 1929, construction of buildings such as the Western Auto Supply (1923), Shafer Building (1923), Olympic Hotel (1924), Lloyd Building (1926), Vance Hotel (1926), Bergonian Hotel (1927), Great Northern Building (1928), and the Washington Athletic Club (1929)—all of which are in the area of potential effects—helped transform Downtown. As the automobile became more popular after World War I, large parking garages were constructed downtown, some capable of holding hundreds of automobiles. Dealerships and showrooms began appearing Downtown (City of Seattle 2020c:18, 22).

2.2.1.4 The Great Depression and World War II (1929 to 1945)

As automobiles continued to gain in popularity, city officials approved the Second Avenue Extension project, a large public works project built between 1928 and 1929. Its purpose was to remove a traffic barrier and clear a direct path from the new business center to the train terminals. The extension cut a swath through Downtown from Yesler Way to past Jackson Street, near the train terminals. This project demolished buildings and improved streets such as Yesler Way, South Washington Street, and South Main Street, from 1st Avenue South to at least 4th Avenue South. Active construction continued until the 1929 stock market crash, when development capital faded (City Seattle 2020c). Following the completion of the 2nd Avenue Extension and the King County Courthouse in 1931, very few buildings were added to Downtown because the private capital needed for the construction evaporated at the onset of the Great Depression (Link 2005).

During this period, the Works Progress Administration undertook or financed some projects in the Downtown area, including financing for various city parks, construction of the former Central Library, and construction of the (now) William K. Nakamura Federal Courthouse.

By the mid-1940s, federal, state, and local government agencies took the lead in planning for construction in the post-war period. However, because of the focus on government buildings, relatively few buildings were constructed overall (Ochsner 2014:19).

2.2.1.5 Post-World War II Boom (1946 to 1969)

By the late 1950s, the Boeing Company's renewed success helped to lift Seattle's economy, and Downtown saw a number of construction projects in the 1950s and 1960s. Transportation projects in Downtown influenced construction and business patterns to a great degree. The Alaskan Way project had its roots in an older design of Railroad Avenue that used wooden piers to circumvent road traffic along the waterfront and around the challenging topography of the Seattle landscape. The traffic problems in Downtown worsened after World War II. By 1947, local government representatives met with federal staff and commenced the planning and financing of a double-deck, six-lane structure. Amidst calls that the new structure would cause visual impacts and local traffic concerns, the Alaskan Way Viaduct project commenced in 1953 with the Battery Street tunnel and was completed in the early 1960s (Ott 2011). The viaduct separated Downtown from its waterfront, and the new Interstate 5 freeway, constructed in 1963, divided Downtown from the Capitol Hill and First Hill neighborhoods.

2.2.1.6 Contemporary Downtown (1970 to 1980)

Publicly voted development programs Downtown took place in the late 1960s and 1970s under Forward Thrust. These programs included the construction of the Seattle Aquarium on the waterfront and other parks improvements, highway improvements, and sewer work. Freeway Park is a notable result of the Forward Thrust parks improvements in Downtown Seattle. This 5.4-acre park constructed between 1974 and 1976 (renovated between 2008 and 2010) represented an attempt to reverse the disconnect that resulted from the construction of Interstate 5 through Downtown (Ochsner 2014:23).

During the 1960s and 1970s, plans for urban renewal and transportation projects effectively removed much of Seattle's older building stock and led citizens to champion historic preservation. During this period, citizens organized to preserve notable Downtown areas such as Pioneer Square and Pike Place Market and recognize them as historic landmarks.

2.3 Chinatown-International District

The current location of the Seattle Chinatown Historic District is technically the third Chinatown location in Seattle. Seattle's Chinatown-International District is a National Register-listed historic district, a locally designated historic district, and a City of Seattle special review district. Today, the International District is the physical and cultural epicenter of the city's Asian-American communities.

The National Register-listed district boundaries are largely defined by man-made barriers. Due west are railroad lines and the Pioneer Square-Skid Road National Historic District; at the south is South Dearborn Street and the boundary of SODO. Interstate 5 defines and intersects the eastern portion of this neighborhood.

According to the National Register nomination:

> Although the general area was originally referred to as "Chinatown," the district has been home for many nationalities, and different streets within the district are associated with different ethnic groups. Chinese, Japanese, Filipino, Italian, Native American, and black residents have all lived in the district—each adding to the life and look of the area. The name "Chinatown"—in common usage throughout the historic period—has remained, however, despite the rich ethnic heterogeneity of the area (Kreisman 1986:7-1).

2.3.1 Early Years (1851 to 1894)

The first Chinese settlers arrived in the Pacific Northwest as early as the 1860s. However, they did not move to Seattle until the 1870s (Dougherty 2013). The immigrants worked in such industries as lumber mills, fishing, and road and railroad construction. They were considered an inexpensive source of labor for such enterprises. Chinese businessmen in Seattle contracted the laborers to these operations, assisted the workers, and constructed boarding houses in a confined area of downtown that became Seattle's first Chinatown. The vast majority of the immigrants were single, adult males who were only in Seattle temporarily. Chinatown was a densely populated area that by 1876 had reached approximately 250 people (Kreisman 1986:8-1).

The confined area of Seattle's early Chinatown reinforced cultural and kinship ties and offered some security against the white (Euroamerican) citizenry, which was often hostile towards the community. The community was prohibited from owning land, were taxed differently, and were not allowed to marry whites (Takami 1998). In 1882, the United States passed the Chinese Exclusion Act that placed a 10-year moratorium on Chinese labor immigration (National Archives 1999). Despite the 1882 Act, there were approximately 950 Chinese living in Seattle by 1885, which accounted for almost 10 percent of Seattle's population (Dougherty 2013).

The Chinese Exclusion Act of 1882 limited the number of newly immigrated Chinese workers. These restrictions did not apply to Japanese immigrants, who began arriving in the 1880s. Japanese immigrants worked for the region's logging companies, railroads, canneries, and farms in Washington. The first to arrive were single men who were the second- or third-born sons and were unable to inherit land in Japan. Many would settle in Seattle. As with the Chinese immigrants, there were restrictive real estate covenants and employment restrictions that forced the Japanese to live in a concentrated area of the city. Seattle's Nihonmachi, or Japantown, originally centered on Dearborn Street and later moved up Yesler Way and Jackson Street. Eventually, Japantown was recognized as an area bounded by Yesler Way to the north, 4th Avenue to the west, Dearborn Street to the south, and 14th Avenue to the east. The community flourished during the early twentieth century, with Japanese-owned businesses, bathhouses, newspapers, sports leagues, language schools, and religious institutions supporting economic development and cultural life (Tsutakawa 2020).

The West Coast experienced a heightened anti-Chinese sentiment in the mid-1880s. At the beginning of February 1886, more than half of Seattle's Chinese population left the city because of earlier violence in cities like Tacoma. In Seattle, this peaked in 1886 when populist agitators demanded approximately 350 Chinese be expelled from Seattle for violating Seattle's cubic-air ordinance, which required all lodging to have at least 512 cubic feet of air space for each person sleeping there, which in the crowded conditions where Chinese immigrants lived was impossible. On the morning of February 7, a mob of men forced the remaining Chinese residents to the *Ocean Dock* at the foot of Main Street to board a steamer headed to San Francisco, California. A stalemate was briefly reached, but the next day violence erupted. It was eventually quelled, and the Chinese returned to Chinatown. Governor Squire declared martial law in Seattle, and on February 9, President Grover Cleveland ordered federal troops to Seattle. By February 14, nearly all of the Chinese had left Seattle and only a few dozen remained. Federal troops stayed in Seattle through the summer of 1886. As the economy took an upswing, the anti-Chinese sentiment subsided as white males in Seattle again were finding employment (Dougherty 2013).

Seattle's first Chinatown did not survive the 1889 Great Seattle Fire. To ensure the future safety of their businesses, a group of Chinese businessmen built and leased a string of brick buildings on both sides of lower Washington Street at 2nd Avenue (three blocks west of the current Seattle Chinatown Historic District), which became the first recognized Chinatown. An influx of

single male laborers resulted in crowded conditions in the restricted confines of South Washington Street, and the regrading and widening of South Jackson Street and South King Street in 1907 allowed the Chinese community to relocate from the older quarters to the regraded area east of the railroad tracks (Kreisman 1986:8-2).

2.3.2 Expansion Era (1895 to 1909)

A Chinese investment group, Kwong Kick (Quong Yick) Company, led by the community leader Goon Dip, built a series of buildings on the south side of King Street from 8th Avenue South to Maynard Avenue South. The construction proved to be the catalyst for the building of a new Chinatown in the King Street area. Many of the buildings from that phase of development still stand. The proximity of King Street Station and Union Station combined with the renewed influx of seasonal laborers provided a strong stimulus for further construction of hotels and single-room-occupancy hotels; in some cases, the latter were operated by Chinese family associations (Kreisman 1986:8-3).

Many of the buildings in the Seattle Chinatown Historic District are associated with business and social organizations unique to the Chinese community and were built during the early 1900s. For example, the merchant shop owners built large hotels to house transient and immigrant contract laborers. In addition, Chinese family and district associations built substantial workers' hotels for their members, many embellished with traditional balconies in the style of their homelands in southern China (Kreisman 1986: 8-3).

The 1908 Gentlemen's Agreement between the United States and Japan limited the immigration of laboring men, but it did allow for wives to enter. Immigrant men would marry "picture brides" from their native villages in Japan. These marriages were not recognized by the United States as legal until 1917, when group marriage ceremonies were conducted in immigration offices (Takami 1998). Along Seattle's Main Street, Japanese immigrants established hotels, businesses, and clubs on the northern edge of today's International District (Tsutakawa 2020).

2.3.3 Improvement Era and World War I (1910 to 1928)

Between 1910 and 1912, the three largest merchant shops in Seattle moved to hotel buildings in the new Chinatown location, and soon many other commercial enterprises followed. The move away from the older quarters on Washington Street was made permanent in the mid-1920s when the Second Avenue Extension project cut through the center of the old Chinatown. After 1925, there were only a handful of Chinese residences and businesses remaining on Washington Street (Kreisman 1986:8-3). During these years, the Immigration Act of 1924 essentially ended all immigration from Japan (Takami 1998).

2.3.4 The Great Depression and World War II (1929 to 1945)

Despite immigration limitations, Seattle had a sizable Japanese population. In 1930, more than 8,000 Japanese were living in Seattle (Tsutakawa 2020). That same year, the Japanese American Citizens League held its first convention in Seattle. During the Great Depression, Japanese businesses suffered but were not decimated. Many Japanese left Seattle for other parts of Washington, moved to California, or returned to Japan during the 1930s (Takami 1998).

Following the bombing of Pearl Harbor in December 1941, activity in Japantown shrank dramatically. Japanese bank accounts were frozen, and businesses were confiscated. A curfew was issued, which impacted many Japanese people with jobs as well as students studying at

universities. Executive Order 9066 ordered Japanese immigrants (Issei) and their American-born children (Nisei) in Seattle and across the nation into internment camps in April 1942 (Tsutakawa 2020). Nearly all of Seattle's Japanese population was sent to Puyallup Assembly Center (known as "Camp Harmony") at the Western Washington Fairgrounds in Puyallup. Later they were transferred to Minidoka War Relocation Center in Idaho (Fiset 2020; Wakatsuki 2020). The impacts of this forced relocation are described in the following section.

2.3.5 Post-World War II Boom (1946 to 1969)

After World War II ended, Japanese-Americans returned to Seattle, but many no longer had homes and were living in temporary hostels. Many of their old neighborhoods and employers were openly hostile to their return. Numerous Japanese-Americans moved away from Japantown and, as a result, Japantown's boundaries shrank. The Japanese and Japanese-American population was never again as high as it was before World War II (Tsutakawa 2020). A portion of Japantown was demolished for the city's first public housing project, Yesler Terrace (Crowley 1999).

In 1951, Mayor William F. Devin issued a proclamation designating Chinatown and Japantown with the new name International Center. It was defined as the area bounded by 4th and 14th avenues, Yesler Way, and Dearborn Street (*The Seattle Times* 1951: 25). The renaming was to recognize the community's mix of Chinese, Japanese, Filipino, and African-American ancestry (Crowley 1999a). The Immigration and Nationality Act of 1965 lifted immigration restrictions set by the 1924 Act and allowed for broader immigration from Asia (Takami 1998). Koreans and Pacific Islanders began arriving in the 1960s (Crowley 1999a).

2.3.6 Contemporary Chinatown-International District (1970 to 1980)

During the 1970s, thousands of refugees from wars in Southeast Asia settled in Seattle. Vietnamese-Americans opened businesses in a cluster around the intersection of 12th Avenue and Jackson Street east of Interstate 5, which became known as Little Saigon (Tsutakawa 2020).

By the 1970s, the International District was seen as blighted (Tsutakawa 2020). The construction of Interstate 5 through the heart of the International District did not help the district's dwindling appearance. As early as 1960, there were plans by the Chinese Improvement Association to improve and beautify the area to help combat Seattle's urban renewal efforts. The initial plans were drawn by engineer William S. Tsao (Jones 1960:10). Young activists protested the construction of the Kingdome because of the negative impacts it would have on the International District (Tsutakawa 2020). In 1973, the City created a Special Review Board that helped protect the historical and cultural assets from those negative impacts (Crowley 1999a).

These same activists and young Asian professionals established more social service organizations for health and food distribution for the community's low-income aging population. They also established childcare for working members of the community (Tsutakawa 2020). The Seattle Chinatown-International District Public Development Authority, which formed in 1975, made further community improvements (Crowley 1999a). Senior housing apartments were built, including the International Terrace (1973) at 202 6th Avenue South and Imperial House Apartments (1979) at 520 South Main Street. This activism strengthened the multi-Asian ethnic leadership of the International District (Tsutakawa 2020).

The Seattle Chinatown Historic District was listed in the National Register in 1986. The neighborhood is now known as Chinatown-International District and is the center of Seattle's Asian-American community.

2.4 Additional Ballard Link Extension Neighborhoods

South Lake Union, Lower Queen Anne, Interbay, and Ballard are all situated north of Downtown and the Chinatown-International District. The neighborhoods are a mixture of residential and commercial development. South Lake Union and Lower Queen Anne were annexed by Seattle in 1883 as part of a city charter amendment; Interbay was annexed in 1891; and Ballard joined Seattle in 1907.

2.4.1 South Lake Union

This context was adapted from the *2014 Historic Resources Survey Report: South Lake Union & Cascade Neighborhoods, Seattle, Washington* (Krafft and Meisner 2014), which was prepared for the City of Seattle Department of Neighborhoods.

As the name suggests, the South Lake Union neighborhood is at the southern end of Lake Union, roughly bounded by State Route 99/Aurora Avenue North, Interstate 5, and Denny Way. As early as the late nineteenth century, the South Lake Union neighborhood was established as a booming industrial hub because it was convenient and accessible for both farmsteads and early industries dependent on waterborne transportation. The concentrated industry around the lake attracted new residents to the area. By the turn of the twentieth century, the area was densely populated with industrial, commercial, and residential properties. In the early 1920s, the newly created zoning code decreased residential use in the area and increased industrial and manufacturing use, with a concentration of automotive showrooms cropping up on and along Westlake Avenue North. South Lake Union remained a manufacturing district, largely unchanged, through the 1980s.

Within the South Lake Union neighborhood, the areas of significance represented in the area of potential effects include Commerce, Community Planning and Development, Ethnic Heritage, Politics/Government, Religion, Social History, and Transportation. Property types include commercial buildings, apartments, and garages.

2.4.1.1 Early Years (1851 to 1894)

A substantial portion of South Lake Union was originally part of the 640-acre land claim of David T. and Louisa Boren Denny, both of whom were part of the Denny party who settled in Seattle in 1851. Their land claim ran adjacent to the southern shore of Lake Union and extended westward to Elliott Bay and south to the alignment of Denny Way. Thomas Mercer also staked a claim to the north and west of the Denny property. They both established homesteads and farms near the lake and worked to construct the earliest wagon road connection to the settlement townsite on Elliott Bay and near Yesler's mill and pier. In 1864, Louisa and David Denny donated a 5-acre portion of their claim to establish a public cemetery, which later became the site of Denny Park[3], Seattle's first public park. In 1872, David Denny subdivided his cleared land into 500 buildable lots, but the area was slow to develop as compared to more accessible platted parcels in Belltown and closer to the original settlement townsite.

[3] This resource is located outside of the area of potential effects.

The historic settlement and subsequent industrial development and land use patterns of South Lake Union can be directly attributed to its advantageous geographic location. The heavily wooded shore of Lake Union, situated directly north of the original Seattle settlement, was connected to Salmon Bay and Puget Sound to the north and west by way of a slough or narrow stream known as “the Outlet.” South Lake Union was a convenient and accessible site for both farmsteads and early industries dependent on waterborne transportation. Thus, as it presented a natural path for early commerce such as the movement of logs, lumber and coal, and eventually modern rail and roadway transportation systems, it became one of the first industrial and transportation centers in the city.

In 1882, a large industrial sawmill was established at the south end of the lake, near the present-day intersection of Westlake Avenue North and Mercer Street. The Lake Union Lumber and Manufacturing Company Mill was the first major industrial facility to operate outside the original townsite. By 1883, the entire geographic area of the South Lake Union neighborhood was annexed to Seattle. In 1888, the cultural landscape south of Mercer Street was still dominated by farmlands and unplatted and undeveloped parcels, amongst which was a scattered collection of modest single-family dwellings, double houses, barns, stables, and outhouses.

By 1891, there were 13 separate streetcar lines operating throughout the city, which spurred suburban residential development outside the original settlement area along Elliott Bay. The streetcar line that served the Lake Union area ran along Eastlake Avenue, with stops between Pioneer Square and the intersection of Northeast 55th Street and 22nd Avenue Northeast.

2.4.1.2 Expansion Era (1895 to 1909)

Beginning in 1907, shore lands around the edge of Lake Union were filled in order to build modern shipping piers and create new railway freight routes. Westlake Avenue was created the same year. Industrial building types included mill complexes, brewery facilities, and commercial steam laundry companies.

During this period, industry remained concentrated along the Lake Union shoreline and provided local employment and attracted new residents to the area, which resulted in a significant increase in home construction. By 1905, the neighborhood was characterized by dense residential development, including family dwellings, older homes that were converted to flats, modern flats, double houses, and buildings identified as “tenements” or “lodgings.” Historical residential dwellings were modest in size and design and accommodated working class families. Due to zoning changes, transportation patterns, and modern development pressure, very few intact single-family residences remain from this period. The development of multi-family housing near major arterials (along Eastlake Avenue and Dexter Avenue) is typical of apartment buildings development during this era. A rare extant example of this is the two-story apartment building at 800 Harrison Street (1911).

2.4.1.3 Improvement Era and World War I (1910 to 1928)

Before the end of World War I, the South Lake Union neighborhood was characterized by increased industrial and, to a lesser degree, commercial development spurred by the construction of a rail line for the Northern Pacific Railway, built in 1909. A depot was constructed at Terry Avenue and Thomas Street by 1914. These spur lines attracted new enterprises to South Lake Union. New commercial and industrial ventures were connected with Northern Pacific Railway shipping routes and facilitated further development in the area. Other factors in the continued industrialization of the area included the construction of the Lake Union Steam

Plant in 1914 that provided much-needed electricity for the major manufacturing plants built near Lake Union.

During the immediate post-World War I era, industrial land use patterns began to change. A 1923 zoning map reflects the continued concentration of industrial and manufacturing uses north of Mercer Street and adjacent to Terry Avenue. By this year, Westlake Avenue to the south of Republican was targeted for commercial development and use, as was most of the remainder of the neighborhood to the east and south. Residential buildings were relegated primarily to the blocks east of Fairview Avenue in the Cascade neighborhood.

The area transitioned from manufacturing to automobile-related development as personal motor vehicles became increasingly popular. The construction of the Ford Motor Assembly Plant and Showroom in 1914[4] shifted the development of automobile-related businesses from the Pike-Pine corridor to the South Lake Union area. During the 1920s, a host of automobile-related businesses emerged along Westlake Avenue, which became known as Auto Row. Many of these buildings were architect-designed with exuberantly decorated terracotta cladding in Art Deco styles. One such example is the William O. McKay Ford dealership at 601 Westlake Avenue, designed by Warren H. Milner & Co. in 1922 (completely rebuilt in about 2009, which left only the façade of the original building). Another distinctive example is the Durant Motor Co. Dealership building (1928) at 333 Westlake Avenue North. Many others were utilitarian in character yet representative of the changing land use patterns.

2.4.1.4 The Great Depression and World War II (1929 to 1945)

The biggest and most dramatic impact to the landscape of the southwestern section of the neighborhood was the second phase of the Denny Hill regrade project, which occurred between 1929 and 1931. This regrade work removed about 20 city blocks from Denny Way north to Harrison Street and east from 5th Avenue to 9th Avenue. The regrade project included the removal of residential properties and reconstruction of Denny Park; the final phase of this project was completed between late 1930 and early 1931. As a result, all extant properties in this geographic area post-date 1931. Although due to the Great Depression, a great majority of the properties in the regrade area were left undeveloped until after World War II and later. The other big landscape shift during this time included the construction of Highway 99/Aurora Avenue North in a below-grade right-of-way, which effectively cut off the South Lake Union neighborhood from adjacent Queen Anne to the west.

During the 1930s, the South Lake Union neighborhood had a concentration of manufacturing- and construction-related businesses that supplied, retailed, contracted, and warehoused these services. These businesses were typically housed in two- to three-story brick buildings, typically purpose-built.

2.4.1.5 Post-World War II Boom (1946 to 1969)

The post-World War II period in the South Lake Union neighborhood was characterized by a rapid development of light industrial, automobile, and construction-related businesses. By 1947, the South Lake Union area was completely rezoned for industrial, manufacturing, and commercial uses, with no new residential dwellings permitted. Automobile-related buildings, low-scale light industrial, and construction-related businesses dominated the area as far as new construction after the war. A significant number of one- to two-story office buildings and combination showroom-warehouse buildings were also constructed during this time. The

[4] This resource is located outside of the area of potential effects.

automobile dealerships in the area became larger because they required additional space to allow for display lots on the property and for large interior showrooms. The revised 1951 Sanborn Fire Insurance map of the area show automobile businesses, typically one-story in height, predominant along two commercial corridors: Dexter Avenue North and Westlake Avenue North (Sanborn Map Company 1951).

During the late 1950s and early 1960s, the construction of Interstate 5 east of Lake Union significantly altered the relationship and access to neighborhoods to the east and northeast.

2.4.1.6 Contemporary South Lake Union (1970 to 1980)

By 1973, the City of Seattle zoning maps identified this neighborhood almost entirely as a manufacturing district, with many of the previously commercial parcels rezoned for manufacturing.

2.4.2 Lower Queen Anne

Situated at the base of Queen Anne Hill, Lower Queen Anne is a little over a mile northwest of Downtown, between the northern extent of Elliott Bay and the base of Lake Union. Recognized as one of Seattle's oldest residential neighborhoods, the character of Queen Anne has been shaped by both its steep topography and its relative accessibility to Downtown Seattle. Streetcar lines fostered rapid platting, intensive residential construction, and the eventual emergence of multi-family housing. Thanks to its desirable territorial and water views, larger and more expensive residences were built on Queen Anne Hill, while the more accessible Lower Queen Anne attracted more robust commercial and civic development. The development of the Century 21 World's Fair complex (now Seattle Center) in 1962 had a substantial impact on Lower Queen Anne's identity in subsequent decades and established the neighborhood as a cultural hub for the rest of Seattle.

Within the Lower Queen Anne neighborhood, the areas of significance represented in the area of potential effects include Commerce, Community Development and Planning, Education, Entertainment/Recreation, Ethnic Heritage, Politics/Government, Religion, Social History, and Transportation. Property types include commercial buildings, residences, school-related buildings, apartments, and churches.

2.4.2.1 Early Years (1851 to 1894)

The Lower Queen Anne neighborhood, between what is now Denny Way and Mercer Street, was part of the donation land claim belonging to the Denny family. Thomas Mercer claimed a similar tract of land higher up on Queen Anne Hill. In the early years of Euroamerican settlement, development was slow, and Queen Anne remained a remote wilderness, even as the core of Seattle institutions developed farther south.

Between 1870 and 1889, the built environment of the newly named Queen Anne Town changed dramatically, spurred by the subdivisions of large land holdings by the Denny and Mercer families. By 1890, the hill's south side was logged until it was treeless. Nearly 75 percent of the hill was platted on paper, although actual development was limited mostly to Lower Queen Anne and the south slope, known for its Queen Anne style of architecture. Waterways and rail lines at the western base of the hill were dotted with small industrial operations. In 1887, George and Angie Kinnear donated part of their land to the City of Seattle, creating Kinnear Park, on the condition that the City would keep and maintain the property as a public park. Although Kinnear Park was the third public park in Seattle, following Denny and Volunteer parks, it was the first to be developed, largely because of community involvement (Smith 2012).

Transportation improvements in this period opened up both Seattle and Queen Anne Hill to growth. Local interests built the Seattle Lake Shore and Eastern Railroad in 1887, which ran west of Queen Anne Hill through Interbay. A telegraph station, railroad shops, and a commissary were constructed at Boulevard, in the vicinity of present-day Dravus Street and 15th Avenue West. By 1888, two cable car routes were in operation. Queen Anne residents could ride from Downtown Seattle via cable car up Queen Anne Hill along Temperance Street (now Queen Anne Avenue) as far as Highland Drive. Another car turned west along West Olympic Place past the new Kinnear Park. These routes marked future arterials and developing commercial districts (Lentz and Sheridan 2005).

2.4.2.2 Expansion Era (1895 to 1909)

Beginning in the late nineteenth century, the flat hilltop and east, north, and west slopes of the Queen Anne Hill began to fill in with both modest homes for middle-class families as well as more high-style homes built in the latest architectural fashion. The five homes that make up the Fourteenth Avenue West Group of homes exemplify single-family home development during this period. These homes were built between 1891 and 1906 in the Victorian and Queen Anne styles.

The turn of the twentieth century also brought major improvements to Queen Anne's infrastructure and development. Plats were filed, streets were laid out, sewer and water systems were in place, and major parks were established. Commercial development also blossomed during this time. Businesses were clustered along the streetcar lines, of which, ran up Queen Anne Avenue, Taylor Avenue, and Roy Street. Typically, these commercial buildings were one- and two-story wood, or more frequently brick, buildings. They were built closer together in small nodes and at key intersections like Queen Anne Avenue and Galer Street, farther up on Queen Anne Hill (outside of the area of potential effects). Numerous small groceries, meat markets, and other shops for daily needs were at the bottom of Queen Anne Avenue near Roy and Mercer streets (Lentz and Sheridan 2005).

In response to the growing population, Lower Queen Anne's first real apartment house construction began about 1905. The prospect of the 1909 Alaska-Yukon-Pacific Exposition further instigated a number of elegant structures.

2.4.2.3 Improvement Era and World War I (1910 to 1928)

Many more apartment houses on Lower Queen Anne were built through the first half of the 1910s, from the south slope to the crest of the hill, adjacent to the streetcar lines. Apartment construction slowed in 1914 and did not resume until after World War I (Lentz and Sheridan 2005; Sheridan 1994). A Sanborn Fire Insurance map from 1917 shows commercial buildings mixed with single-family homes and apartment buildings, all along Queen Anne Avenue and 1st Avenue West from Denny Way to Mercer Street (Sanborn Map Company 1917). The 1917 Sanborn shows a number of buildings constructed in Lower Queen Anne for new automotive uses—including two gas stations—and a pattern of light industrial development that included such businesses as a dye shop, a laundry business, greenhouses, a bakery, and a contractor (Sanborn Map Company 1917). Improvements to the existing infrastructure on Queen Anne Hill proceeded with some regularity through the 1920s. In 1923, Elliott Avenue was completed all the way from Downtown Seattle to 15th Avenue West at Interbay, making it a primary north-south arterial on the west side of Queen Anne (Lentz and Sheridan 2005). While automobile ownership increased during this period, the majority of Seattle residents still traversed the city mostly by foot or by trolley. Queen Anne residents continued to enjoy the four streetcar lines in place since 1905.

Apartment development ranging from basic housing to luxury units became a major element of the streetscape in Queen Anne, specifically in Lower Queen Anne, starting around 1925. On the hill's southwest slope, the new zoning enacted in 1923 allowed for apartments, hotels, and boarding houses amidst the single-family homes in some areas. This boom in multi-family housing transformed the south slope of Queen Anne to the densely urban neighborhood it is today (Lentz and Sheridan 2005).

During the late 1910s and into the 1920s, commercial districts on Queen Anne Hill and in Lower Queen Anne took on much of their present form and dimension. Lower Queen Anne's main commercial enclave at the foot of Queen Anne along Mercer and Roy streets, between First Avenue West and Queen Anne Avenue, was built out with one-story brick shops and stores. These buildings filled in the vacant spaces between light industrial concerns and apartment houses. The Uptown Theater, the Five-Point Café, and the Mecca Café were small businesses established in this area during this period, while the Seattle Engineering School was constructed to train blacksmiths to work at the nearby Ford assembly plant (Lentz and Sheridan 2005). This period also saw the first development iteration of what would become Seattle Center. In 1927, the City constructed the Civic Auditorium, Ice Area, Civic Field, and a small Veterans of Foreign Wars facility that also served as a field house (Artifacts Consulting, Inc. and Historylink.org 2013). These structures occupied the four-block area bordered by Mercer and Harrison streets and 3rd Avenue North and 4th Avenue North.

2.4.2.4 The Great Depression and World War II (1929 to 1945)

Works Progress Administration-funded public works projects in this neighborhood included the completion of Aurora Avenue on the east side of Queen Anne Hill, the Aurora Avenue bridge over the Ship Canal, and many of the footpaths and stairways that provide today's extensive pedestrian network throughout Queen Anne (Lentz and Sheridan 2005).

Apartment house construction, so strong in the late 1920s, wrapped up by 1931, after which it came to a near halt, although some buildings planned and designed during the previous decade were ultimately constructed in the early 1930s. Single-family development was similarly nearly non-existent during this time.

Despite the residential development stand-still, a handful of notable community buildings were established in the 1930s. Among them, the massive Washington State Armory[5] was constructed in 1939 to house the National Guard on the block bordered by Harrison Street, Thomas Street, Nob Hill Avenue, and Third Avenue North. The Armory was used for military purposes and also as a large gathering space (Artifacts Consulting, Inc. and Historylink.org 2013). The old Armory still stands as the Center House, the heart of Seattle Center. Although short-lived, the former Naval Supply Depot at Interbay was also developed during this time.

2.4.2.5 Post-World War II Boom (1946 to 1969)

By the 1960s, the Lower Queen Anne neighborhood was almost entirely developed, leaving new growth in upcoming years limited to difficult sloping parcels and by demolition of existing buildings and infill. Large commercial, office, and mixed-use buildings were constructed along the main arterials in Lower Queen Anne, including Queen Anne Avenue, while single-family residences predominated on Queen Anne Hill. The 1962 Century 21 Exposition (or Seattle World's Fair) transformed the Lower Queen Anne neighborhood with new structures, many of which remain in the Seattle Center (Lentz and Sheridan 2005; Williams and Miller 2015).

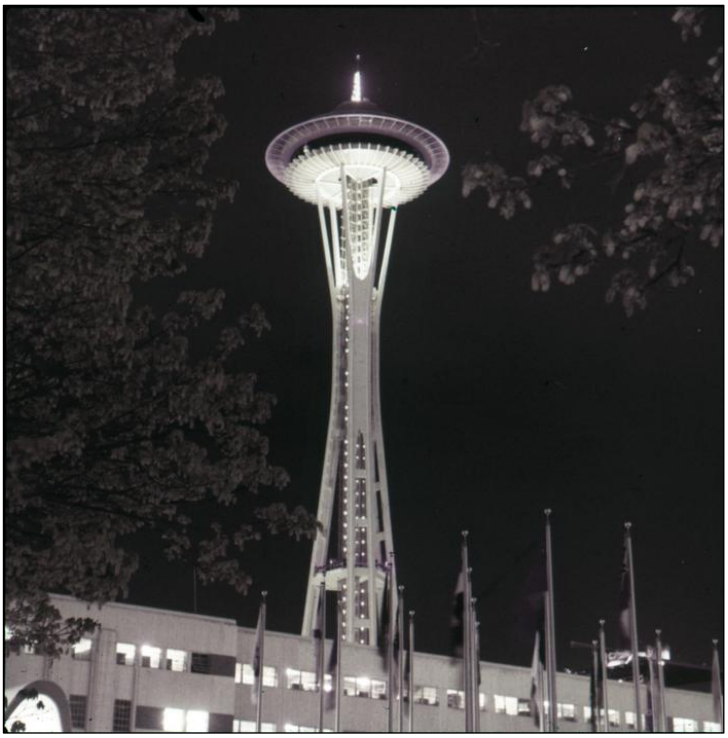
[5] This resource is located outside of the project's area of potential effects.

In the post-war era, business prospered on Queen Anne Avenue, especially while Queen Anne High School (on Queen Anne Hill) remained open. Businesses on Lower Queen Anne also flourished in this more urban mixed-use environment. An emerging trend, however, was the consolidation of various kinds of small businesses. Smaller, family-owned groceries began to close, replaced by larger “anchor” stores (Sheridan and Lentz 2005).

The City and the Seattle School District made some physical refinements to public parks and playfields. Having used Civic Field for football games ever since its opening in 1928, the Seattle School District purchased the field for one dollar and enlarged its seating capacity to 12,000. It re-opened as High School Memorial Field in 1948 and continues to host high school sporting events today.

The 1962 Seattle World’s Fair was perhaps the most transfiguring single event in the history of Lower Queen Anne. For several good reasons, fair organizers looked to the existing Civic Center complex—the Auditorium, the Armory, and Memorial Field already served as citywide venues for dances, concerts, and athletic events. The location was easily accessible from Downtown. In addition, the area surrounding this complex had grown shabby by the late 1950s. The “Warren Avenue slum” contained some of the oldest housing stock, apartments, and commercial buildings in the city. Redeveloping this neighborhood would further the City’s goals of reducing slum and blight around Downtown (Lentz and Sheridan 2005). Seattle voters approved a $7.5 million bond issue to acquire land and build a civic center; by its completion in 1962, 74 acres of land originally platted as D.T. Denny’s Third Addition (1880) and D.T. Denny’s Home Addition (1889) were incorporated into the fairgrounds. Within its boundaries, streets were vacated, all but four major buildings were removed, and more than 200 structures were demolished (Artifacts Consulting, Inc. and Historylink.org 2013; Lentz and Sheridan 2005). The dominant structure built for the fair, the Space Needle (Figure 2-4), has become the enduring symbol of Seattle.

Figure 2-4. Seattle’s Space Needle in 1962



Source: Seattle Municipal Archives 2021b.

2.4.2.6 Contemporary Lower Queen Anne (1970 to 1980)

After the World's Fair closed, some Century 21 Exposition buildings that were clearly intended to be temporary were demolished or sold for salvage, and other larger and/or pre-existing buildings were repurposed for post-fair use. The site became known as Seattle Center, and over subsequent decades its built environment was periodically pruned and edited to serve changing needs and to open the campus to its surroundings (Artifacts Consulting, Inc. and Historylink.org 2013).

Clustered around Mercer Street, Queen Anne Avenue North, and 1st Avenue North, Lower Queen Anne's commercial district saw periods of growth following the Century 21 Exposition, with both new construction and through the rehabilitation of existing buildings. This area continued to serve both tourists and locals visiting Seattle Center and attending cultural and sporting events, with numerous bars and restaurants to choose from after their various activities. One such restaurant, Dick's Drive-In, the beloved local Seattle burger restaurant chain, opened their first sit-down location on the corner of Queen Anne Avenue North and Republican Street in 1974.

Following the drop in population in the early 1970s caused by the Boeing Bust, Lower Queen Anne saw consistent growth both in population and housing units built in the subsequent decades. Increased density and population occurred primarily along the arterials that surround the hill (15th Avenue West, Elliott Avenue West, Dexter Avenue North, Westlake Avenue North, and Mercer Street) (Williams and Miller 2015).

In the 1960s and 1970s, multiple preservation-minded groups formed to combat this type of development. These organizing efforts reflected a larger movement to protect historic resources at the local, state, and federal levels (Williams and Miller 2015). Persistent efforts of these preservation groups led to specific south slope down-zoning, making it so that even larger buildings were not built in Lower Queen Anne (Williams and Miller 2015).

2.4.3 Interbay

The Interbay neighborhood is roughly bounded by Salmon Bay to the north, Smith Cove to the south, 15th Avenue West to the east, and the Magnolia neighborhood to the west. Historically this area had vast tidelands that extended south from Salmon Bay and north from Smith Cove. Today, the Interbay landscape is largely manmade, shaped from the filling of tidelands with soil from regrade projects and the Lake Washington Ship Canal, as well as long-term use as a public sanitary fill area. The first single-track railroad line through Interbay arrived in 1876, and over the years changed ownership and expanded. Today, this rail corridor consists of areas with over a dozen parallel tracks and a large switching yard in north Interbay. The maritime uses and shipping lanes associated with Salmon Bay and Smith Cove Piers 90 and 91 (historically known as Piers 40 and 41) and the railroad contribute to the highly industrial character of this neighborhood. From 1941 to the 1970s, the United States Navy had a large Naval Depot at Smith Cove. Properties within the Interbay neighborhood predominantly relate to the areas of significance of transportation, maritime history, industry, military, community planning and development, and commerce. Property types include industrial, light industrial, transportation-related, maritime, and single-family and multi-family residential. Inventoried single-family residences are predominantly from the early twentieth century and are in non-fill areas.

2.4.3.1 Early Years (1851 to 1894) and Expansion Era (1895 to 1909)

The early development of Interbay is associated with the construction of railroads. The early SLS & E railroad line through Interbay extended from the south side of Salmon Bay along upland dry areas to the top of Smith Cove tidelands, where the railroad traveled on wooden piers above the water until the line curved east to follow the Seattle waterfront tidelands.

The area between Salmon Bay and Smith Cove was named Boulevard in 1891, the same year it was annexed into Seattle. Three years later, the area's name changed to Interbay. After the Seattle fire of 1889, many Seattle mills moved to locations near Salmon Bay (Wilma 2001a). A 1903 United States Geological Survey map shows the sparsely developed area with the north-south railway line intersecting the east-west oriented Grand Boulevard (current-day West Dravus Street). Grand Boulevard served as the neighborhood's earliest trestle over the tidelands connecting Magnolia and Queen Anne (BOLA 2005). Early road access to Interbay included West Dravus Street and present-day 15th Avenue West (Nationwide Environmental Title Research 2020). Historian David Wilma described early Interbay, noting, "The flat area collected industries that could take advantage of transportation. The hillsides became home to workers. Slavic and Finnish immigrants employed in nearby mills established a community there" (Wilma 2001a).

In 1893, James J. Hill's Great Northern Railway completed its transcontinental railway with a terminus at Smith Cove. Hill purchased 600 acres at Smith Cove and built Piers 38 and 39 (east of present-day Piers 90 and 91). The company proceeded to build two of the largest cargo carriers in the world and established trade agreements for regular shipping to Tokyo. As a result of these actions, Seattle quickly became a leading port in the nation, and growth in Interbay stemmed from these developments (BOLA 2005).

2.4.3.2 Improvement Era and World War I (1910 to 1928)

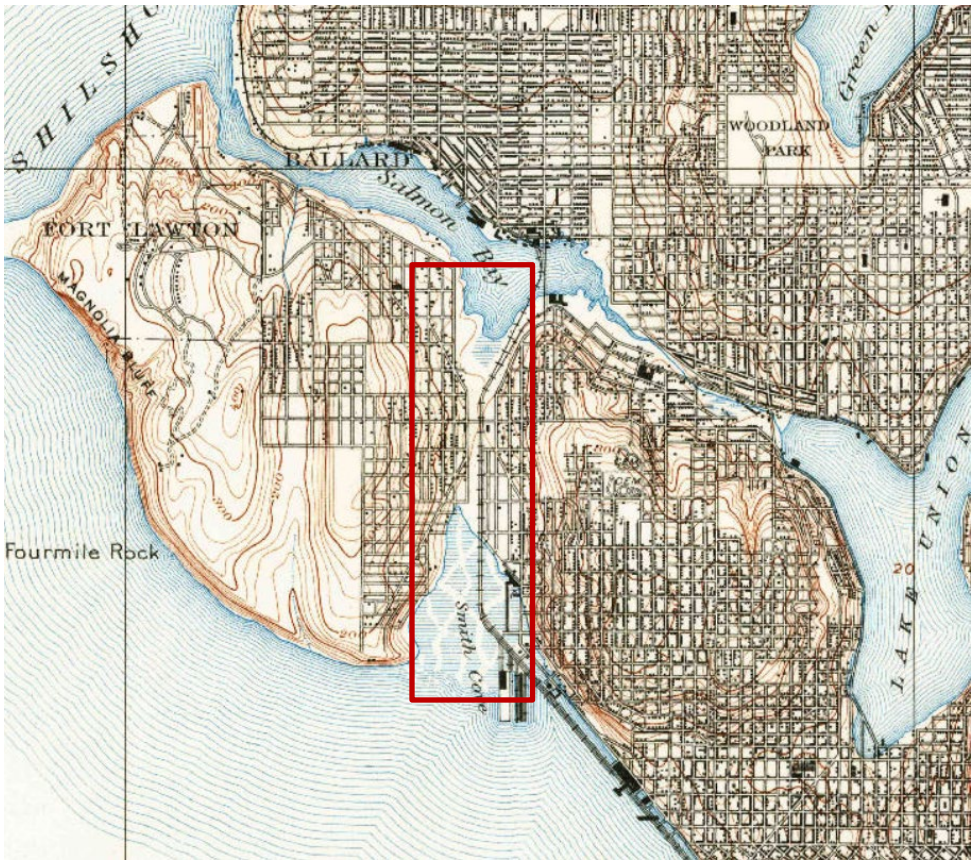
From 1911 to 1928 was a formative period that literally shaped the Interbay landscape and spurred the local economy. The following four projects, all initiated in 1911, contributed to the filling of the Interbay tidelands (Figure 2-5): Fishermen's Terminal, Smith Cove Piers 40 and 41 (currently named Piers 90 and 91)[6], Lake Washington Ship Canal, and Sanitary Landfill No. 2.

In north Interbay, the Port of Seattle identified a location for a cargo-handling pier on the south side of Salmon Bay that would become Fishermen's Terminal. Moorage space for boats was becoming increasingly scarce in Seattle's downtown port, and fishing vessels did not have their own dedicated home port. The proposed site in Salmon Bay offered proximity to the city, which in turn meant access to transportation infrastructure, labor, and supplies. Its capacity for mooring many vessels would also allow fishermen to share resources and reduce costs. Fishermen's Terminal was approved by voters in 1912. The Port began construction on the 45-acre Fishermen's Terminal property in February 1913. A bulkhead wall was constructed along the southern end of the site, raising the terminal land above the level to which Salmon Bay would rise when the Ballard Locks were finished in 1916. Onshore facilities that were constructed included a warehouse for nets and gear and office space; the terminal also included four piers and marine ways, which were used to haul vessels out of the water. The terminal was officially dedicated on January 10, 1914. In the following decades, Fishermen's Terminal continued to grow. The Fishing Vessel Owners' Association, a trade organization of longline vessel operators, was established at Fishermen's Terminal in 1919 and is still in operation

[6] Piers are located outside the area of potential effects.

today. Since its dedication in 1914, Fishermen's Terminal has been the home of the North Pacific fishing fleet (Oldham 2010). The commercial, industrial, and residential areas that grew up around the terminal largely supported the fishing industry.

Figure 2-5. 1908 United States Geological Survey Seattle Quadrangle Map Showing General Vicinity of Interbay (indicated by red rectangle) and the Original Extent of the Salmon Bay and Smith Cove Tidelands



Map source: United States Geological Survey 2020.

Concurrent with the start of the Salmon Bay facility in 1911, the Port of Seattle began developing a large deep-sea terminal at Smith Cove Waterway in south Interbay. The Port purchased 20 acres of land from the Great Northern Railway to develop Piers 40 and 41. The latter pier was thought to be the largest concrete pier in the world at that time (BOLA 2005). Coal, lumber, and other bulk shipments were shipped from the Smith Cove piers. The Smith Cove dock used a track-mounted crane that dramatically reduced loading time and costs so that exporters diverted their business to Seattle. The commission also cut shipping rates, which made Seattle surpass California in foreign trade by 1915 and become the nation's second busiest port behind New York City in 1918 (Oldham 2010).

In addition to the Port of Seattle's projects at Salmon Bay and Smith Cove, the United States Army Corps of Engineers began work on the Lake Washington Ship Canal and the Hiram M. Chittenden Locks in 1911. The excess soil from excavating the canal was used to fill tidelands in north and south Interbay. In Smith Cove alone, 150 acres of tidelands were filled from this project.

Beyond the Interbay waterfront improvement projects that began in 1911, that same year marked the beginning of a long-term fill project with the creation of Seattle Sanitary Landfill No. 2. This city garbage dump operated from 1911 until 1963, when the fill was completed. The 55-acre site was bordered on the east by 15th Avenue West, on the west by the railroad tracks, on the north by West Dravus and Barrett streets, and West Wheeler Street to the south. The site received waste from Seattle west of Aurora Avenue and north of Denny Way (King County Department of Health 1984).

The period from 1911 to 1928 reflects an important period of growth that slowed with the onset of the Great Depression. Remarkably, four of the key projects (Fishermen's Terminal, Piers 90 and 91, the Lake Washington Ship Canal, and Sanitary Landfill No. 2) that shaped the physical and economic development of the neighborhood were all initiated in 1911. These developments spurred growth of new and existing industries, including manufacturers of rope, vinegar, steel pipes, and other products. Growing commercial and industrial operations attracted immigrants seeking work. Numerous immigrants with a strong fishing heritage relocated to Interbay. Common ethnic backgrounds of early residents of Interbay consisted of Poles, Russians, Germans, Austrians, and Scots (BOLA 2005).

2.4.3.3 The Great Depression and World War II (1929 to 1945)

Prior to the Great Depression, Interbay experienced its most formative growth through engineering projects that reshaped the landscape and the thriving shipping industry that brought raw silk, tea, and other goods from Asia. The Great Depression resulted in Seattle losing its position as a shipping port leader on the West Coast (BOLA 2005).

Like other neighborhoods, a Hooverville developed in Interbay near West Dravus Street and 17th Avenue West on a portion of the Sanitary Landfill No. 2.

The federal response to the Great Depression included programs like the Works Progress Administration. At Fishermen's Terminal, the Works Progress Administration rebuilt the bulkhead and made other minor improvements in 1934.

Poor working conditions led to the Maritime Strike of 1934, which resulted in violence at Smith Cove, referred to as the "Battle of Smith Cove" (Oldham 2012). The Longshoremen of the West Coast struck for better working conditions for 83 days during the spring and summer of 1934. An article describes "The ranks of longshoremen were soon strengthened by the other craft workers in the marine industries" and a total of 35,000 maritime workers throughout the West (Palmquist n.d.). The Port of Seattle only had one ship that managed to leave the harbor during the 83-day strike. In Seattle, the struggle resulted in several deaths. In late July, Seattle Mayor Charles Smith led police in confronting 1,200 strikers using tear gas and clubs. Five days later the strike was settled, with organized labor gaining more control over hiring (Palmquist n.d.).

In the midst of slow economic growth, some new companies were established in Interbay, including the U.S. Plywood Company mill on the south shore of the Lake Washington Ship Canal directly east of the Ballard Bridge. This location is technically east of the Interbay neighborhood. First established in 1929 as Aircraft Plywood Company, this mill property produced floorboards and other auto body parts for Fisher Body Company, a Detroit-based automobile coachbuilder. In 1937, U.S. Plywood Corporation, which was headquartered in New York City, purchased Aircraft Plywood Co., and the site became the first manufacturing plant of U.S. Plywood Corp., a company founded in 1919 by Lawrence Ottinger that grew into one of the largest manufacturers and distributors in the country (*The Seattle Times* 1956).

The onset of World War II transformed Interbay with industrial activities supporting the war. The greatest change in Interbay occurred at Smith Cove, where the United States Navy purchased

the 253 acres and transformed it for use as a Naval Depot used by the military until 1970, when the Port leased the property (eventually purchasing it in 1976). Near Smith Cove, the Naval Depot property included areas both east and west of the railroad tracks. The closure of the Naval Depot at Smith Cove in 1970 marked the end of military uses in Interbay.

Figure 2-6 shows a commercial strip along 15th Avenue West in Interbay, around 1960.

Figure 2-6. Photograph of the 3200 Block of 15th Avenue West (East Side of Street), January 27, 1960

Source: Seattle Municipal Archives 2021c.

Soon after World War II began in 1939, the United States Navy identified Washington state, with its network of railroads and many ports, as a key location for the development of naval depots. In December 1941, the Navy leased the Smith Cove Pier 40 and in January 1942 purchased it along with Pier 41 from the Port of Seattle. These piers, later renamed by the Navy as Piers 90 and 91 following a uniform numbering system, were some of the largest in the nation. The Navy expanded the facilities inland, ultimately building out the site to include 20 warehouses with over 2 million square feet of covered storage, as well as barracks and shops. During World War II, it was common for the Port of Seattle to ship up to 2.5 million board feet a day of lumber from these piers for the construction of barracks across the Pacific (Denfeld 2014). During its occupation of Smith Cove, the Navy filled in the last of the Smith Cove tidelands, which generated more land for naval use (BOLA 2005). The Naval Depot played a role in the Korean War and a lesser role in the Vietnam War.

2.4.3.4 Post-World War II Boom (1946 to 1969)

The post-World War II era resulted in sustained growth throughout Interbay. In 1948, King County voters approved a bond measure to expand Fishermen's Terminal facilities in response to growth in North Pacific fisheries; the bond supported creating easier access to the terminal by automobile. This project began with the construction of the West Emerson Street interchange, which opened in 1950 to provide direct automobile access to the Terminal from 15th Avenue Northwest. The Port of Seattle acquired 20 additional acres along the west side of the property and constructed the West Wall bulkhead. The project added two new 625-foot-long sawtooth piers and two additional net sheds. In addition, an administration building with restaurant space was constructed on the site of the current Central Plaza. The project was completed in 1952. By

1954, the State Department of Fisheries moved its headquarters to an office building on the West Wall at Fishermen's Terminal. In 1968, the Port added a parking lot and improved landscaping, with the hope of attracting more visitors to Fishermen's Terminal (Ott 2017).

In 1961, portions of the landfill site were prepared as parking for the World's Fair but left largely unused. By 1963, the City had filled Sanitary Landfill No. 2 and turned it over to the Parks Department for recreational purposes (King County Department of Health 1984). During the mid-century period, portions of the historical commercial core near West Dravus Street and 15th Avenue West were redeveloped with small commercial and service buildings (King County 2020).

2.4.3.5 Contemporary Interbay (1970 to 1980)

In 1970, the Port of Seattle leased the former U.S. Navy piers and purchased them by 1976. The Port redeveloped the piers and removed old naval buildings. The Boeing Bust made renewed Port of Seattle activities at Smith Cove particularly beneficial. The Port of Seattle re-established trade with Asia and established a contract to serve as the port of entry for Datsun automobiles (BOLA 2005; Denfeld 2014).

In 1973, the old Naval Receiving Station portion of the Naval Depot was developed for use as the Washington State National Guard Armory and remains in use today. Historical aerials indicate that the armory property was filled with rows of narrow, rectangular buildings in 1969, but that these were demolished and replaced by 1980 (Nationwide Environmental Title Research 2020). These changes likely occurred circa 1973, when the Seattle Armory Building and the Field Maintenance Shop Building were constructed on the property. Additional warehouses and storage structures were constructed after 1980 (Nationwide Environmental Title Research 2020).

Few changes occurred at Fishermen's Terminal between 1970 and 1980. The Sanitary Landfill No. 2 site remained open space, and in the 1970s a neighborhood pea patch developed on the site. By the 1990s, the construction of a nine-hole golf course necessitated that the pea patch shift its location, although it remains in operation today as the Interbay P-Patch Community Garden (City of Seattle 2020b).

After 1970, areas of undeveloped land filled with light industrial, commercial, and multi-unit residential properties.

2.4.4 Ballard

Ballard is 6 miles northwest of Downtown Seattle in what was historically a self-contained and independent city before being annexed in 1907. Once a thriving, independent community best known for its shingle production and largely populated by people of Scandinavian descent, Ballard's early industry and development grew from its proximity to water. Outside of the area of potential effects, the Ballard Avenue Landmark District is the symbolic heart of the neighborhood, but the community also boasts single- and multi-family residences, light industrial areas, small commercial buildings, and big box stores. The southern boundary of Ballard was shaped by the Lake Washington Ship Canal and Hiram M. Chittenden Locks, which were completed in 1916 and turned Salmon Bay into a freshwater harbor. Fishermen's Terminal, across the Ship Canal from Ballard, was established in 1914 and provided a base for Seattle's fishing fleet. Throughout the twentieth century, Ballard would continue to prosper with industrial and commercial-related properties, the primary resources within the area of potential effects.

Within the Ballard neighborhood, the areas of significance represented in the area of potential effects include Commerce, Community Planning and Development, Government, Industry, and Transportation. Property types include commercial buildings, fire stations, apartments, residences, warehouses, and substations.

2.4.4.1 Early Years (1851 to 1894)

In 1853, Ira W. Utter and others made the first donation land claims around Salmon Bay (Denny 1888: 51; Wandrey 1975: 17). D.W. Crooks purchased 720 acres from Utter in 1871, and in 1882 the area was divided into 10-acre plots with 60-foot-wide streets. It was named Farmdale (Ballard Historical Society 2018). In 1887, Captain William Ballard joined Thomas Burke, John Leary, and Boyd Tallman to form the West Coast Improvement Company, which platted the area into 73 parcels, naming it Gilman Park. Their intent was to promote the area for residential and commercial development. The largest parcels were along the waterfront and were intended for sale to lumber and shingle mills (Lang 1975:5).

Some of Ballard's earliest residents were Norwegian, Scandinavian, Swedish, and Danish immigrants who began arriving in the 1880s and were drawn to Ballard because of its landscape and industry (Forssblad 2001; Pheasant-Albright 2007:7). They worked as loggers, farmers, boat builders, and fisherman. Ballard's commercial interests prospered, and by 1888, there were 10 mills operating there (Dorpat 1988:6). The 1889 fire in Seattle destroyed 25 city blocks, and the majority of the lumber needed for rebuilding the city's downtown came from Ballard. This resulted in an unprecedented industrial boom for the town (Pheasant-Albright 2007:7). Ballard was the center of the shingle industry, which employed more than 500 men (Lang 1975: 5).

The growing success of the lumber industry necessitated industrial forms of transportation to ship and move lumber and goods in and out of Ballard. In 1889, financiers Judge Thomas Burke and Daniel Gilman constructed a spur line for their SLS & E Railway into Ballard along the northern shore of Salmon Bay (Roedel et al. 2004:19; Prasse 2008). The construction of this spur line allowed commodities to be transported via rail at all hours, as opposed to relying on ships that could only enter the harbor during high tide (Crowley 1999b; Roedel et al. 2004). When the Lake Washington Ship Canal and Hiram M. Chittenden Locks opened, sawmills and factories along Salmon Bay were able to load lumber and goods directly onto large vessels, and naval ships and coal-carrying vessels were able to sail inland (McRae 1988: 90; Roedel et al. 2004; Williams 2017).

The 1890 census states there were more than 1,500 residents in Ballard between Salmon Bay and present-day Northwest 65th Street. The introduction of a railroad and streetcar service resulted in steady growth and attracted future home buyers. In 1890, the town incorporated as a city of the third class (meaning having a population more than 1,500 but less than 10,000) and was named for Captain Ballard.

2.4.4.2 Expansion Era (1895 to 1909)

Streetcar and trolley lines were an important driver of development in Ballard at the turn of the twentieth century. Trolley lines to Ballard made it more accessible to people wanting to buy property and own homes. Before 1907, 14th Avenue Northwest in Ballard was called Railroad Avenue and the #27 trolley ran the length of the street, taking passengers north to East Sloop Street, which is today Northwest 70th Street (Vintage West Woodland 2016). Trolleys crossed Salmon Bay to Ballard first on the 14th Avenue Northwest bridge, which was a wagon-road trestle aligned with 14th Avenue Northwest. This was a Howe-truss swing drawbridge completed in 1910 (Long 2017). In 1902, Seattle Cedar Mill opened, and by 1904 there were 20

shingle mills producing 3 million shingles per day—the highest yield in the world at the time—earning the city the nickname Shingletown (Wandrey 1975; Dorpat 1988:6; Pheasant-Albright 2007:57).

The successful industries brought more people to Ballard, and the population grew steadily. Many families moved to Ballard, which spurred residential development to the north of the commercial core and east between 14th Avenue Northwest and 11th Avenue Northwest (City of Seattle 2014:23). Most of these were small, single-family dwellings. Central School, built in 1891, was the first two-story building in Ballard. The schools were important to the immigrant community. Children were taught during the day, and in the evenings, adults attended classes to learn English and prepare for citizenship. By 1905, the community had electric lights, two weekly papers, a sewage system, a hospital, and other systems and businesses necessary for a growing a city (Pheasant-Albright 2007:11).

In 1904, there were approximately 10,000 people living in Ballard, which made it the seventh largest city in Washington (Lang 1975:5). Its tremendous growth strained its infrastructure, particularly its water supply system (Lang 1975:5). Ballard entered into agreement with the City of Seattle in 1902 for Seattle to provide water to Ballard from the Cedar River watershed. That agreement was extended in 1905. When the agreement terminated, the question of annexation was put to a vote and was defeated. Two years later, voters favored annexation (Seattle Municipal Archives 2020b). After annexation, Ballard's streets were renamed to conform with Seattle's naming conventions. For example, Main Street became 15th Avenue Northwest. Those that could not fit Seattle's grid kept their original names, including Shilshole Avenue (Ballard Historical Society 2018).

2.4.4.3 Improvement Era and World War I (1910 to 1928)

In the years after annexation, Ballard saw added services that included more police, fire, schools, and telephone lines as well as infrastructure and public works. In 1910, as a response to the growth and expansion of Seattle's municipal system, a charter amendment was passed that created what would become known as the Seattle City Light. Between 1910 and 1920, Seattle City Light completed a number of small-scale projects, including the Ballard Substation at 1415 Northwest 49th Street, which is in the area of potential effects (Ossa 2017:19; see Figure 2-7). In July 1918, the Board of Public Works authorized $10,000 to complete the substation, which also supplied electrical power to Ballard's downtown core, including the Ballard Locks (*The Seattle Daily Times* 1918:2; *The Seattle Daily Times* 1937:5; *The Seattle Times* 1940:2; *The Seattle Times* 1956a:22).

The financial problems of the Seattle Municipal Railway caused the Old Ballard North Route (Route #27) to stop running in about 1927 (Archives West 2018).

Ballard continued to attract industries, including iron foundries, shipyards, wood pipe works, and food manufacturing. The Superior Biscuit Company, a Seattle-based company that made crackers and biscuits such as the Superior Red Arrow Crackers, began operations at the northeast corner of Northwest 46th Street and 14th Avenue Northwest by 1919 (in the area of potential effects) (*Seattle Sunday Times* 1919:8). This company continued to expand its operations through the early 1950s (*The Seattle Times* 1952:51). Because of the Hiram M. Chittenden Locks and the Lake Washington Ship Canal, the freshwater harbor combined with Seattle's saltwater harbor provided what was considered among the best navigational facilities in the world for its time. The completion of these two engineering structures furthered Ballard's growth in the manufacturing and commercial fishing industries, as well as commercial boating (Potter 1978:8-2).

Figure 2-7. Ballard Substation, 1950

Source: Seattle Municipal Archives 2021d.

The Ballard Bridge (listed in the National Register in 1982 and in the area of potential effects) carries 15th Avenue Northwest across the Lake Washington Ship Canal and connects Ballard and Interbay to the south. As the canal was being built, City Engineer Arthur H. Dimock noted in his annual report that there was a need for a permanent bridge to span the canal. In 1915, voters passed a bond measure to build the bridge. This was followed with authorization from the City Council to have the Board of Public Works begin work on the bridge. The Ballard Bridge was designed by F.A. Rapp as a Chicago-style, double-leaf trunnion bascule bridge. The piers were concrete; the roadway had blocks of creosoted wood; and the approaches were timber trestles. It opened to traffic on December 15, 1917 (Long 2017).

After annexation, Ballard fought to maintain its identity. By the mid-1920s, Ballard had the highest percentage of homeownership compared to other parts of Seattle. With the construction of new public and parochial schools, the neighborhood also retained a high scholastic average in comparison to other neighborhoods in the city (Lang 1975:8).

2.4.4.4 The Great Depression and World War II (1929 to 1945)

As the principal route in and out of Ballard, the Ballard Bridge was heavily traveled. As the bridge aged, it became a hazard for travelers and the City of Seattle was lobbied to replace the decking and the approaches. In 1934, the road deck was replaced with an open-mesh-steel deck. In 1937, work began to replace the timber trestle approaches with concrete and steel approaches. The Works Progress Administration funded 45 percent of the construction costs, and the remaining funds came from a city gasoline tax. The work was completed in 1940, and the “new” Ballard Bridge re-opened to traffic (Long 2017). Ballard experienced another New Deal project, the renovation of Ballard High School, which had originally opened in 1901. The work was done by the Civil Works Administration between 1933 and 1934 (The Living New Deal 2020).

The World War II years brought new commercial and light industrial warehouses to Ballard (Potter 1978:7-5). Within the area of potential effects, this includes warehouses for the Northwest Bolt & Nut Company, which was established in 1903 by Willard R. Yeakel and specialized in hot-dip galvanized fasteners for the marine industry (Sanborn Map Company 1951:575; Northwest Bolt & Nut Company 2020; Fitten 1992:B4; *The Seattle Daily Times* 1940:22). The company established operations at its facility on the southeast corner of Northwest 46th Street and 14th Avenue Northwest in 1935 (*The Seattle Daily Times* 1935a:22). Later that same year, the company was awarded the contract to supply bolts and rods in the concrete forms used to build the Grand Coulee Dam (*The Seattle Daily Times* 1935b:1). In 1941, the company expanded their facility and built a second warehouse (*The Seattle Times* 1941:29). The company's key product was the Timber Bolt, nicknamed the Economy Bolt because its large head reduced the need for an additional washer (Northwest Bolt & Nut Company 2020).

2.4.4.5 Post-World War II Boom (1946 to 1969)

At the end of World War II, there was a demand for housing because building materials were diverted to the war effort and during the 1930s people could not afford to build new houses. The residents who came to Seattle during the war stayed, which resulted in a building boom. Much of this residential development that occurred in Ballard lies outside the area of potential effects, the exception being a few apartment complexes constructed in the late-1950s at 5700 14th Avenue Northwest and 1441 Northwest 52nd Avenue.

A 1947 zoning map indicates that much of the area of potential effects, particularly between 15th Avenue Northwest and 11th Avenue Northwest, was zoned for commercial and business. West of 15th Avenue Northwest, it was zoned for commercial only. South of Northwest Leary Way was zoned for manufacturing (City of Seattle 1947). The area remained as such until the 1970s.

In 1968, Ballard voters opposed most Forward Thrust initiatives and only voted for bonds to build new fire stations and improve the existing youth center (Ochsner 2014:22; Schwartz 1971:A16).

2.4.4.6 Contemporary Ballard (1970 to 1980)

Because of the Boeing Bust, the 1970 census indicated that Ballard lost 15 percent of its population (Schwartz 1971:A16). To combat this downturn, the City of Seattle led a two-phased rehabilitation plan in Ballard. The first phase included the widening and beautification of Northwest 57th Street and the beautification of 24th Avenue Northwest, development of parks and recreation areas around the neighborhood schools, and widening of 15th Avenue Northwest. The Ballard Avenue Historic District was listed on the National Register to further improve Ballard Avenue. For the second phase, new businesses were sought to construct new buildings and fill existing vacant ones. This increased the desirability of the residential living close to the area (Lang 1975:6). In the 1970s, new commercial and industrial business continued to flourish in Ballard.

Older historic buildings and neighborhoods were threatened with demolition to meet the demands of the continued growth throughout Seattle. Ballard was no different, and many of the old millworker houses were demolished to construct apartments because zoning for apartments was spreading. Ballard's historic district designation was one of several in Seattle. The threats of development and the historic designations encouraged the passing of a broad city historic preservation ordinance in 1973, which established the Office of Urban Conservation (today's Historic Preservation Program) in 1975 (Schwartz 1971:A16; Ochsner 2014;25).

Development pressures continued into the 1980s in Ballard.

2.5 West Seattle Link Extension Neighborhoods

SODO was created across a 20-year period as the tideflats south of Downtown Seattle were filled; filling was completed in 1902. West Seattle was its own city until it was annexed by Seattle in 1907.

2.5.1 SODO

SODO is bounded by the Duwamish River on the west, Spokane Street Bridge on the south, Interstate 5 to the east, and Pioneer Square and Chinatown-International District to the north. SODO covers approximately 800 acres. The railroad, light industry, manufacturing, and warehousing contributed greatly to SODO's development beginning as early as the 1890s, when the tideflats on which SODO is built were filled. As of the early 2000s, nearly 60 percent of that acreage was owned by the public or the railway, which reflected the location of the Port of Seattle, BNSF Railway tracks, the sports stadiums, and King County's regional transit facilities all in SODO (City of Seattle 2007:25). SODO retains its light industrial and warehouse businesses, but those businesses are now joined by offices, retail stores, bars, and restaurants, which has led to SODO being an eclectic area.

In SODO, the areas of significance represented in the area of potential effects include Commerce, Industry, Government, and Transportation. Property types in SODO include warehouses, light industrial complexes, banks, and commercial buildings,

2.5.1.1 Early Years (1851 to 1894)

Historically, SODO was nothing but tideflats from the Duwamish River. Mounds and ridges of silt and sediment that were visible at low tide would disappear under about 16 feet of water at high tide (Raley 2010). The city's founders considered filling in the tideflats as early as the 1860s. However, it would not happen until the 1890s, when the Washington State Harbor Line Commission redrew the high tide shoreline boundary and redefined state-owned tidelands and upland properties. In 1893, the state legislature authorized excavation of waterways in publicly owned tidelands with excavation materials to be used to expand cities. The following year, the Seattle and Lake Washington Waterways Company was formed (Gordon 2005:10). Beginning in 1895, dirt and fill were taken from the Denny, Jackson, and Beacon Hill regrades to fill these approximately 3,000 acres of tideflats (Gordon 2005:10; Raley 2020).

The land was developed sporadically in a patchwork of square islands that were primarily clustered around the railroad tracks (MacIntosh 2020). The Northern Pacific Railroad came to Seattle in 1884, and trestles were built along the tideflats. At the peak of this railroad yard operations, there were 25 tracks to assemble all the freight trains leaving Seattle or to break up those that had arrived from Tacoma.

2.5.1.2 Expansion Era (1895 to 1909)

By 1902, the tideflats were filled and manufacturers began building their enterprises on completed areas (*The Seattle Daily Times* 1902:7). The Seattle City Council's street committee allocated money to plank the streets and then to improve them permanently (*The Seattle Daily Times* 1903:8). It took nearly 20 years to fill more than half the tidelands at cost of about $20 million (Raley 2010). First Avenue was known as Machinery Row, and Occidental Avenue South became known as Produce Row. These industries were supported by the easy access to the railroads that passed through SODO transporting goods.

As industries moved into SODO, it was necessary to provide them with localized fire protection services. In 1907, Fire Station 14 was built at the southwest corner of 1st Avenue South and South Holgate Street. This was one of nine fire stations built between 1894 and 1907, including Fire Station 19 at 672 South Nevada Street near the south end of Harbor Island (Gordon 2005:11).

2.5.1.3 Improvement Era and World War I (1910 to 1928)

In SODO, where newly reclaimed land was generally cheap and plentiful, manufacturing and warehousing spread rapidly during World War I. In 1917, Alaskan Copper Works built their two-story machine shop at 3600 East Marginal Way, and the following year Nelson Iron Works constructed their machine shop at 45 South Spokane Street (American Machinist 1918:80e).

However, in the early 1920s, Seattle's manufacturing declined because there was a decrease in shipbuilding, an industry that surged during World War I (Berner 1992:172, 175). This contributed to the overall unemployment of Seattle, which at the end of 1920 was estimated at 6,000 people, mostly ex-servicemen (Berner 1992:16). By the mid-1920s, more companies, particularly manufacturing and industrial, were building in SODO. Within the area of potential effects, this includes properties along 4th Avenue South (1555 4th Avenue South, built in 1924), 6th Avenue South (2715 6th Ave South, built in 1926), Southwest Spokane Street, and South Holgate Street.

2.5.1.4 The Great Depression and World War II (1929 to 1945)

During this period, the SODO neighborhood was relatively small and compact, with much of the development occurring closer to the waterfront and along 4th Avenue South on vacant parcels (Nationwide Environmental Title Research 2020). Companies like Pacific Iron & Metal, founded in 1917, built a two-story building at 2230 4th Avenue South for its scrap metal warehouse in 1931. That same year, the Washington State Department of Highways established a maintenance yard on land it owned at 450 South Spokane Street. In the late-1930s, the Milwaukee Sausage Company, which opened in SODO in 1912 at 6th Avenue South and Lander Street, erected a new building at 2900 4th Avenue South. The company hired architect Walter C. Jackson to design its sausage-making facility that opened in 1937 (*Seattle Sunday Times* 1936:12).

In 1931, one of Seattle's Hoovervilles was created on lands owned by the Seattle Port Commission. It was at the harbor's edge between Connecticut Street (now Royal Brougham Way) to the south, Railroad Avenue (now East Marginal Way) to the east, and Charles Street to the north. This Hooverville was populated mostly by men between 18 and 60 (Demirel 2009). Hooverville existed until the spring of 1941, when Seattle City Council made the decision to eliminate it and the temporary shelters were removed (Neighly 2010).

By mid-1940, defense orders were coming into Seattle, and more than 500 manufacturers of various machinery were operating on Machinery Row (1st Avenue). The war in Europe created a demand for plywood for airplane manufacturing. This in turn created an equal demand for companies that supplied that industry with winches and engines. Road improvements across Washington, Oregon, and Montana likewise resulted in the increased manufacturing of tractors and heavy trucks in the factories and warehouses on Machinery Row (*Seattle Sunday Times* 1940:13). Despite shortages in building materials, new enterprises and existing companies supporting the war efforts were built in SODO during the war years, including the Washington Lumber Company at 3447 4th Avenue South and Bethlehem Pacific Coast Steel Company at 3633 East Marginal Way South, both built in 1942 (*The Seattle Times* 1943:26). Both properties

are extant and are in the area of potential effects. However, they are owned by different companies than they were historically.

2.5.1.5 Post-World War II Boom (1946 to 1969)

The post-World War II period saw tremendous growth in SODO. The area's waterfront expansion began in earnest following the end of World War II. Piers were reclaimed and rebuilt, and development expanded in the Duwamish Waterway. Figure 2-8 shows the 4th Avenue South and South Lander Street intersection in 1949, several blocks east of the Port of Seattle.

Figure 2-8. 4th Avenue South and South Lander Street Looking South, August 23, 1949

Source: Seattle Municipal Archives 2021e.

In 1947, engineers began designing the Alaskan Way Viaduct[7], a planned double-deck, fast-traffic bypass of the Downtown Seattle central business district. The idea was that this would alleviate Downtown's traffic congestion (*The Seattle Times* 1947:3). The viaduct was finished in 1953 and facilitated truck shipments to and from the waterfront. At the same time, the City Planning Commission designated land west of the new viaduct as industrial use only, and all properties east of it would be considered for commercial or major business (Raley 2010). Within the area of potential effects, there are more than 70 commercial-, light industrial-, and warehouse-type buildings that were constructed during this 23-year period. Most are one- to two-story and generally unadorned.

2.5.1.6 Contemporary SODO (1970 to 1980)

In 1972, groundbreaking ceremonies were held for the new sports stadium being constructed in SODO. King County voters approved the funding as part of the Forward Thrust initiatives. The King County Multipurpose Domed Stadium, commonly referred to as the Kingdome (imploded in 2000), opened on March 27, 1976. Located where today's Lumen (formerly CenturyLink) Field

[7] This resource is outside of the area of potential effects.

exists at the northern end of SODO, the Kingdome gave this area its first nickname SODO, short for “south of the Dome.” The site of the stadium was not without controversy, but it was ultimately selected because the land was considered commercially fallow and inexpensive. Considering it was being constructed during the Boeing Bust, these were important factors (Stein 1999; MacIntosh 2004).

Throughout the 1970s and 1980s, SODO remained a light industrial area dotted with large single- and two-story warehouses.

2.5.2 West Seattle

The West Seattle neighborhood, which is one of the city’s largest, is a collection of communities on the West Seattle peninsula. Within the area of potential effects, several distinct communities (Youngstown, Alki, Riverside) emerged on the West Seattle peninsula around the turn of the twentieth century. These communities have interconnected histories and indistinct geographic boundaries, but exhibit discrete and significant periods of history.

West Seattle includes and is considered to have grown in tandem with Harbor Island. Connection to the mainland historically was of great importance to West Seattle, and at least eight different bridges spanned the Duwamish River to connect the West Seattle communities to Seattle.

2.5.2.1 Early Years (1851 to 1894)

Industries established toward the end of the nineteenth century added to the development of the West Seattle peninsula’s northern and eastern portions. By 1880, a strip of land near today’s Harbor Avenue on the northeast side of the peninsula became an industrial center with a sawmill, several shipbuilding yards, and a salmon cannery. More industries were attracted to the area after 1895, when the United States Army Corps of Engineers began dredging the Duwamish River and filling in the tideflats at its mouth, thus creating the East and West Waterways with manmade Harbor Island in the middle (Tate 2001).

The small-scale business and commercial center on the peninsula shifted to the town of West Seattle, in today’s Admiral District, which is just west of Youngstown and just north of what became the West Seattle Junction. Residential development in the area, which was platted in 1885, was slow because the lots were inaccessible. The West Seattle Land and Improvement Company platted additional land in 1888 and aggressively marketed the area. The company began ferry service from Seattle, and by 1890 the West Seattle Land and Improvement Company also had a cable car line along California Avenue. The line closed in 1897, 3 years after an economic panic slowed the area’s growth (Sheridan Consulting Group 2016).

Other real estate developers filed early plats during this period. The Boston Company’s plat of West Seattle was filed in 1888 by Herman Chapin. This plat contained 64 blocks that extended northeast from what is today California Avenue Southwest and Southwest Alaska Street, north to Southwest Andover Street and east to 35th Avenue Southwest. Each block was divided by a north/south alley, and the lots were deep and narrow. This plat was followed in 1890 by Holbrook & Clark’s Addition to West Seattle. This was a smaller area, covering only four blocks west of California Avenue Southwest between Southwest Oregon and Southwest Alaska streets (Sheridan Consulting Group 2016:6).

2.5.2.2 Expansion Era and World War I (1895 to 1909)

The town of West Seattle incorporated as a fourth-class city in 1902. This designation dictated a governing structure and meant that West Seattle was legally recognized as a town with 300 to 1,500 residents (Federal Writer's Project 2013). Its boundaries extended from the north end of the bluff to present-day Southwest Lander Street. Incorporation was done in hopes of increasing utility companies' interest in providing additional amenities, like streetcar lines, which would foster growth in the community (Sheridan Consulting Group 2016).

For decades, West Seattle's growth was limited because of its relative isolation from the rest of Seattle. Public transportation between West Seattle and Seattle was irregular and infrequent. The first of the eight bridges was a swinging gate bridge, built in 1900 as part of a long viaduct, along the future line of Spokane Street from Beacon Hill to Pigeon Point and Riverside in West Seattle. A Spokane Street drawbridge followed in 1907, thus replacing the first bridge and connecting West Seattle to the burgeoning Harbor Island area (Robbins and Larson 1995). The wooden bridge, which had two 80-foot spans and a 200-foot-wide roadway, opened to ships on the West Duwamish Waterway by pivoting on a central turntable (Sherrard 2012). This bridge proved to be too low to the water and required many openings for ships, which greatly disrupted vehicle traffic (City of Seattle 2012).

When improved transportation facilities did not emerge, West Seattle reincorporated as a third-class city and issued bonds for its own streetcar line, a 1-mile-long line that opened in 1905. The line could not be extended outside the town limits, and the streetcar line was sold to the Seattle Electric Railway Company (Sheridan Consulting Group 2016).

William Pigott founded the Seattle Rail Car Company (later the Seattle Steel Company, now Nucor Steel) in 1903 and opened the Seattle Steel Mill in 1905 along the northeastern end of the West Seattle peninsula in what was then Youngstown, in an area then called Humphrey. This area was once known as "Seattle's Little Pittsburgh" (Sheridan 2002; Wilma 2001b). The Pigott family, who also founded PACCAR, operated the Seattle Rail Car Company under various different names until the late 1920s, shortly after William Pigott's death, when it was purchased by Bethlehem Steel. The steel produced by this facility literally helped support Seattle's building boom, including its first skyscraper, the Alaska Building, on the corner of Second Avenue and James Street (Dorpat 2014).

Soon after its founding, the steel mill continued to fill in the tideflats to the north in Youngs Cove in order to accommodate the expanding factory (Sherrard 2012). The mill provided modest housing, saloons, and other amenities for the workers in what was the town of Youngstown, named in recognition of the major steel town in Pennsylvania (Sheridan 2002).

As the Youngstown community grew, so did Riverside, on the west bank of the Duwamish River along West Marginal Way Southwest. Riverside was originally a small fishing community, home first to the Duwamish people and then to mostly southern and eastern European immigrants. The steel mill and other industries along the Duwamish offered jobs, and the demand for housing increased. Local grocery stores supplied residents and the fishing fleet; single-room occupancy hotels lodged laborers; and worker's families could rent portable housing. A small commercial strip was developed to serve millworkers along Southwest Avalon Way, just north of Southwest Andover Street. Several steel mill executives built large homes on Duwamish Head and smaller, more modest worker housing was built in the lowlands of Youngstown, just south of the mill and north of present-day West Seattle Golf Course (Delridge History Project 2020). Examples of this housing within the area of potential effects include 2841 Southwest Yancy Street (1900), 4200 26th Avenue Southwest (1903), and 3704 20th Street Southwest.

In 1906, both Youngstown and Alki rejected West Seattle's offer to provide service to those communities in turn for annexation, leaving West Seattle still relatively isolated. After initially rejecting annexation, Youngstown and the adjacent communities were successfully annexed by West Seattle in 1907. In July of that same year, West Seattle was annexed and officially became a part of Seattle. Since annexation, West Seattle's growth has been defined by transportation and connectivity to the mainland, mostly by bridges. A Spokane Street drawbridge constructed in 1907 replaced the first bridge and connected West Seattle to the burgeoning Harbor Island area (Robbins and Larson 1995).

In 1907, the Seattle Electric Railway Company opened the Fauntleroy Park streetcar line, which looped from Spokane Street in the newly annexed Youngstown, turned south just south of the Seattle Steel Mill through the White and Manning's Addition and Puget Mill Company plats (the latter appears to be what is currently the West Seattle Golf Course), turned west on Southwest Alaska Street to California Avenue Southwest, and finally turned south to "Endolyne," the end of the line at 45th Avenue Southwest and South Roxbury Street (Oliver P. Anderson & Company 1907). When the line first opened, there was scarcely a building to be seen along the entire route outside of those in Youngstown. Within weeks, however, half a dozen real estate offices had sprouted around the intersection of Southwest Alaska Street and California Avenue Southwest, later known as the West Seattle Junction, or the Junction. With heavy promotion of the area, paved roadways and enhanced transportation encouraged a real estate boom, with new residents buying lots and building homes in the newly platted land (Sheridan Consulting Group 2016). The streetcar brought in buyers, which spurred residential and commercial development along the line.

The first decade of the twentieth century brought further real estate developers to West Seattle. One development was the Scenic Park Addition, which was filed in 1907 by the Park Land Company. It was a six-block area bounded by Southwest Alaska and Southwest Hudson streets, California Avenue Southwest, and 40th Avenue Southwest (Sheridan Consulting Group 2016:6). Joining the Scenic Park Addition was the Norris Addition to West Seattle, with 288 lots for sale. Erven & Sanford were the selling agents, and the advertisements describe the lots as being on the new Fauntleroy Car Line at "The Switch" (corner of California Avenue and Ninth), with views of the mountains, Puget Sound, and Seattle. The lots started at $225 and were described as being only an 18-minute ride from Pioneer Square (*Seattle Sunday Times* 1907).

2.5.2.3 Improvement Era (1910 to 1928)

By 1911, the West Seattle Junction was a bustling business district with multiple grocery stores, lumber companies, a hardware store, and others, all vying to serve the growing surrounding residential neighborhoods. New wooden buildings were erected at a fast pace to keep up with the West Seattle Junction's transformation (Sheridan Consulting Group 2016). Development slowed briefly during a national recession in 1915, but quickly resumed with the United States' entry into World War I in 1917 (Sheridan Consulting Group 2016). The building boom continued into the 1920s in the West Seattle Junction, where older buildings were demolished, and new buildings were constructed at a rapid rate (Tate 2008). New stores shaped a mature commercial district, while the surrounding residential blocks were developed with single-family houses and some religious institutions (Sheridan Consulting Group 2016).

Between 1911 and 1918, two more temporary bridges connecting West Seattle to the mainland were built at increased height to handle more vehicular and boat traffic. The elimination of direct ferry service between West Seattle and Downtown Seattle in 1921 put the burden of carrying commuters directly on the wooden frames of the Spokane Street swing bridges.

Schools and parks were also developed during this period. Youngstown School, which was originally built in 1906 by the steel mill so that local resident children could avoid the long trek to a more established school in West Seattle, joined the Seattle School District after annexation. Subsequently, the Youngstown School was moved to its current location at 4408 Delridge Way Southwest (outside of the area of potential effects) and expanded. In 1917, a new brick building replaced the original one, which was built in order to accommodate rapid growth in the area, and it was expanded again in 1929 (City of Seattle 2002). Renamed to honor Frank B. Cooper in 1939, the former Cooper Elementary School now houses the Cooper Artist Housing and Youngstown Cultural Arts Center. The building is a designated Seattle Landmark.

In 1912, wooded land was acquired, excavated, and filled for a community playfield, which is now known as Delridge Playfield. The land was purchased from the Puget Mill Company, which began selling portions of their land near growing communities as early as 1905. In the Youngstown area, the Puget Mill Company both sold and donated a number of sites to the Seattle Department of Parks & Recreation for parks and playgrounds to be developed in accordance with the Olmsted Brothers plan (City of Seattle 1999).

In 1917, the Pacific Coast Forge Company constructed a facility on the west bank of the Duwamish Waterway as part of larger development efforts in the area by mostly shipbuilding representatives. This larger group of developers included the International Shipbuilding Company, Allied Shipping Interests, Elliott Bay Shipbuilding Company, and Erickson Shipbuilding Company (*The Seattle Daily Times* 1917:9). In 1926, the Pacific Coast Forge Company expanded its nut and bolt production facility through the addition of four new steel warehouses to its plant. Three years later, the company constructed a small office building fronting Iowa Avenue (now West Marginal Way Southwest) (*The Seattle Daily Times* 1929:31).

2.5.2.4 The Great Depression and World War II (1929 to 1945)

In West Seattle, which was close to both shipyards and Boeing, several major housing projects were constructed in the High Point neighborhood just south of the Delridge community and outside of the area of potential effects. The housing projects totaled more than 1,300 rental units to accommodate these new workers and their families (Sheridan Consulting Group 2016).

By the early 1930s, Bethlehem Steel commenced plans to acquire the Pacific Coast Forge Company and succeeded in doing so by December 1945, which corresponded with the conclusion of World War II. Bethlehem Steel immediately began the $500,000 process of rebuilding the facility to meet their current needs and finished in 1948 (*The Seattle Daily Times* 1930:1; *The Seattle Daily Times* 1946:22; *The Seattle Daily Times* 1948:23). Bethlehem Steel continued to expand the facility until 1968, when it added the 22,000 square foot northern warehouse and added 4,000 square feet to the production building (*The Seattle Times* 1968:26).

The transportation landscape changed significantly during the 1930s and 1940s. Buses replaced the streetcar in 1940, and tracks from the West Seattle and Fauntleroy streetcar lines were abandoned in 1941. In 1943, a viaduct connecting the Spokane Street Bridge directly with California Avenue at Admiral Way was constructed (Sheridan Consulting Group 2016). The country moved swiftly toward using the automobile as the primary method of transportation, and future development patterns followed suit.

The West Seattle Junction Historic Resources Survey describes the pattern of residential development surrounding the West Seattle Junction during that time:

> Most of the residential areas surrounding the Junction were fully developed with single-family homes in the 1930s, so the area was little affected by residential construction during and after the war. However, the number of apartments began to increase. Some small-scale apartment buildings had been built in the late 1920s, as was true in all Seattle commercial districts. (Sheridan Consulting Group 2016).

In 1939, the community of Youngstown was renamed Delridge to describe the vast dells and ridges of the surrounding area. During the 1930s and 1940s, Works Progress Administration funds were used to develop the West Seattle Golf Course and Recreation Area. During World War II, property on Pigeon Hill was owned by the Alaska Communications Corporation and used for military activity. The Youngstown playfield was used by the U.S. Military as a barrage balloon battalion. The site was later purchased by the Seattle Housing Authority as a temporary housing site for steel workers during peak wartime production periods (City of Seattle 1999). In the Riverside community along the Duwamish Waterway, wartime demand for industrial production brought workers to nearby shipyards and to William Boeing's new Pacific Aero Products company along what is now West Marginal Way (Sheridan Consulting Group 2016).

2.5.2.5 Post-World War II Boom (1946 to 1969)

By the end of World War II, West Seattle's population had doubled to more than 70,000 (Tate 2001). As it developed, the West Seattle Junction's commercial district reflected the influences of changing transportation modes. The pre-World War II sections of California Avenue reflected a pre-automobile era, with mostly one- and two-story buildings with storefronts extending to the sidewalk (Figure 2-9). Automobile-focused development came in the 1950s, when several auto-oriented buildings (mostly banks and post offices) with parking lots were constructed, and modern retail buildings replaced older ones. The eastern portion of Alaska Street, near Fauntleroy Way Southwest, was redeveloped after completion of the Fauntleroy Expressway in the 1960s with auto-oriented businesses, including car dealerships (Sheridan Consulting Group 2016).

Figure 2-9. 4460 California Avenue Southwest Looking Northeast, January 18, 1977

Source: Seattle Municipal Archives 2021f.

In the postwar period, new emigrants to the Delridge area included increasing numbers of Asian-, Filipino-, and African-Americans. These successive immigrations created housing booms—particularly for home ownership. As late as 1957, the percentage of Delridge residents who owned their homes was larger than in any other section of the city (City of Seattle 1999).

With the construction of the Fauntleroy Expressway, the community and small commercial strip in Riverside on Southwest Avalon Way, just west of the steel mill, was bypassed and largely forgotten.

2.5.2.6 Contemporary West Seattle (1970 to 1980)

The 1970s were marked by a regional economic downturn caused by the Boeing Bust. With competition from nearby shopping malls, commercial activity in West Seattle, particularly the West Seattle Junction, became more precarious. To mitigate the national trend on the local level, business owners in the West Seattle Junction created off-street parking lots to entice shoppers (Tate 2008). Compounded with the Boeing Bust of the late 1970s, new development slowed in the area and was largely related to chain stores and restaurants and infill development. The existing West Seattle Bridge, which greatly improved access to the neighborhood, opened in 1984.

3 ASSOCIATED THEMES AND AREAS OF SIGNIFICANCE

3.1 Overview

The area of potential effects contains approximately 1,500 historic built environment resources constructed in or before 1980. Approximately 86 percent of them have not been previously evaluated for National Register eligibility. Of these, the predominant areas of significance, dictated by National Park Service's definitions, are Commerce, Community Planning and Development, and Industry. Additional areas of significance include Education, Entertainment/Recreation, Ethnic History, Maritime History, Military, Politics/Government, Religion, Social History, and Transportation. It is possible that individual properties may be significant under more than one area of significance.

Within the survey's date range of 1851 to 1980, the historic context identified three predominant themes: Economic Development, Industrial Development, and Residential Development. Some themes exist that have more direct correlation to specific areas of significance (e.g., African-American Settlement as it relates to ethnic history in Seattle). Within some themes, sub-themes are present. If that occurs, it is noted in the eligibility requirements (Section 4, National Register Eligibility Requirements). Table 3-1 identifies each area of significance and theme/subtheme.

Table 3-1. Areas of Significance and Associated Themes and Subthemes

Area of Significance	National Park Service Definition	Associated Theme(s) and Subtheme(s)
Commerce	The business of trading goods, services, and commodities.	• Economic Development.
Community Planning and Development	The design or development of the physical structure of communities.	Residential Development • Pre-Annexation Development. • Streetcar/Cablecar Suburbs. • Post-Annexation and Pre-World War I Housing Boom. • Post-World War I Development. • Post-World War II Development.
Education	The process of conveying or acquiring knowledge or skills through systematic instruction, training, or study.	Not Applicable
Entertainment/Recreation	The development and practice of leisure activities for refreshment, diversion, amusement, or sport.	Not Applicable
Ethnic History	The history of persons having a common ethnic or racial identity.	Not Applicable
Industry	The technology and process of managing materials, labor, and equipment to produce goods and services.	Industrial Development • Lumber/Shingle Industries. • Manufacturing/Processing Industries. • Steel Industry.

Area of Significance	National Park Service Definition	Associated Theme(s) and Subtheme(s)
Maritime History	The history of the exploration, fishing, navigation, and use of inland, coastal, and deep sea waters.	Commercial Fishing
Military	The system of defending the territory and sovereignty of a people.	Not Applicable
Politics/Government	The enactment and administration of laws by which a nation, state, or other political jurisdiction is governed; activities related to political process.	Institutional Development
Religion	The organized system of beliefs, practices, and traditions regarding mankind's relationship to perceived supernatural forces.	Not Applicable
Social History	The history of efforts to promote the welfare of society; the history of society or the lifeways of its social groups.	Not Applicable
Transportation	The process and technology of conveying passengers or materials.	• Automobile-Related. • Rail-Related.

3.2 Areas of Significance and Theme Descriptions

The National Park Service's definitions, which are summarized below, were used for each identified area of significance (National Park Service 1997b:40–41). The associated themes and subthemes reflect Seattle's history and the property types present in the survey population.

3.2.1 Commerce

One associated theme was identified for this area of significance.

3.2.1.1 Economic Development

Economic Development is the predominant theme associated with the Commerce area of significance. Significant properties within the Commerce area of significance are commercial buildings directly associated with the commercial growth and development of Seattle. They can represent the impact that improved transportation had on the commercial growth patterns in these neighborhoods or represent the expansion of commercial services in their particular neighborhood. They can be associated with significant local, state, or national companies that made an important contribution to their commercial field. Properties may also be significant within the Community Planning and Development, Entertainment/Recreation, Ethnic History, or Transportation areas of significance.

3.2.2 Community Planning and Development

Within this area there is one main theme and five subthemes.

3.2.2.1 Residential Development

Significant properties represent an important trend in the development, planning, and growth of Seattle, or they may represent important trends in planning practices (zoning, restrictive covenants, or subdivision regulations). Typically, an individual single-family residence is not able to express significance, except in those instances where the property is rare for its time period. Single-family residences typically express significance as a contributor to a historic district (if one exists). It is possible that properties may also be significant within the Education, Entertainment/Recreation, Ethnic Heritage, Religion, or Social History areas of significance.

Subtheme: Pre-Annexation Development

Properties significant within the theme of Pre-Annexation may be significant for their association with the earliest periods of residential development in Seattle, in areas that were not part of Seattle proper until after annexation.

Subtheme: Streetcar/Cablecar Suburbs

Properties associated with street/cablecar residential development are significant because they represent some of Seattle's earliest catalysts for growth and development. The early communities were aided by a local streetcar or cablecar line that connected neighborhoods to Downtown Seattle. These properties are significant for their association with the earliest residential development throughout the city, including the "suburbs" of Ballard and West Seattle. They represent the impact transportation had on the growth patterns of Seattle, often prior to annexation. They are increasingly rare in the city and threatened by development pressure.

Subtheme: Post-Annexation and Pre-World War I Housing Boom

Properties associated with post-annexation and the pre-World War I housing boom are significant because they represent Seattle's growth and development as the city moved from being less rural to more urban. These properties are significant for their association with the residential development in Ballard and West Seattle. They represent the impact annexation had on the growth patterns of Seattle.

Subtheme: Post-World War I Development

Properties associated with post-World War I development represent the growth Seattle experienced following World War I, a period when a significant number of residences were constructed to accommodate the growing population that settled in Seattle after finding employment in industries supporting the war efforts.

Subtheme: Post-World War II Development

Properties associated with the post-World War II years are significant because they represent Seattle's third population and building boom. The influx of new residents that moved to Seattle for employment and stayed after the war increased the demand for housing. These properties are significant for their association with the residential development in Seattle before the more restrictive zoning ordinance was passed in 1957. They represent the growth of suburban Seattle.

3.2.3 Education

Significant properties in the Education area of significance represent the evolution in curriculum or educational instruction. It is possible that these properties may also be eligible within the

Community Planning and Development or Ethnic History areas of significance. No associated theme was identified.

3.2.4 Entertainment/Recreation

Significant properties represent the important role in history that recreation, leisure, and entertainment have played in Seattle. It is possible that these properties may also be eligible within the Commerce, Community Planning and Development, or Ethnic History areas of significance. No associated theme was identified.

3.2.5 Ethnic Heritage

Properties significant under this area of significance represent important events associated with, but not limited to, civil-rights activism and movements on the local, state, or national level; important events associated with African- and Asian-American history in Seattle; and important events associated with various groups (such as Italian, Scandinavian, or Slavic) history in Seattle, as well as the ongoing history of Seattle's Native American community. These properties represent a pattern of settlement and how the changing demographics of Seattle shaped the city. Properties significant in this area of significance may also be significant within the Community Planning and Development, Education, Entertainment/Recreation, and Social History areas of significance.

3.2.6 Industry

Within this area of significance three themes were identified.

3.2.6.1 Lumber/Shingle Industries

Seattle's lumber and shingle industries are typically represented by an industrial complex of buildings and structures for the manufacture of lumber, wood products, and shingles. The property may be an integrated facility consisting of buildings used in production process as well as storage. These were significant industries in Seattle's history and included some of the city's earliest businesses that drove Seattle's economy.

3.2.6.2 Manufacturing/Processing Industries

Seattle's manufacturing and processing industries are typically represented by an industrial complex of buildings and structures for the manufacture and/or processing of materials and goods, including food. The property may be an integrated complex carrying out all steps necessary for manufacturing and processing, or may also be a plant where finished products are housed, packaged, and prepared for transport. It typically consists of a number of purpose-designed buildings.

3.2.6.3 Steel Industry

Seattle's steel industry is typically represented by an industrial complex of buildings and structures for the manufacture of steel. The property may be an integrated steel works carrying out all steps of steelmaking, from smelting iron ore to rolled product, or may also be a plant where steel semi-finished casting products are made from molten pig iron or from scrap. It typically consists of a number of purpose-designed buildings, each containing facilities for one

or more steps in the production process, including furnaces, storage warehouses, and facilities for the casting, rolling, and finishing of steel.

3.2.7 Maritime History

The associated theme below was identified within this area of significance.

3.2.7.1 Commercial Fishing

Seattle's maritime industry is typically represented by an industrial complex focused on commercial fishing. Properties that are significant represent the maritime history of Seattle and the importance this industry played in the economic development of the city and the larger region.

3.2.8 Military

Properties that are significant represent the important role military institutions played in supporting efforts during both world wars and other conflicts. No associated theme was identified.

3.2.9 Politics/Government

One theme was identified for this area of significance.

3.2.9.1 Institutional Development

Institutional Development encompasses the public institutions that include government programs and municipal infrastructure. Properties associated with this theme demonstrate Seattle's commitment to providing and expanding services necessary to serve its citizens, particularly during periods of significant population increases.

3.2.10 Religion

Properties significant within this context often represent the growth of the community having been established during period of population increases. Properties significant under this theme are significant if the religious building or campus served as the social, and cultural center of a neighborhood or community. Properties may also be significant in the areas of Education, Ethnic Heritage, or Social History. There are no associated themes.

3.2.11 Social History

Significant properties demonstrate the organizations that united the various communities in Seattle for charitable, cultural, political, or social purposes. Some properties may also be significant within the Ethnic Heritage area of significance because these social institutions and groups contributed to the cultural development of Seattle. There are no associated themes.

3.2.12 Transportation

Within this area of significance, the following two themes were identified.

3.2.12.1 Automobile-Related

Automobile-related properties, such as bridges and viaducts, demonstrate the evolution that the automobile had on shaping Seattle's development. The construction of such properties allowed Seattle to grow and expand, which aided in its residential and commercial development. Automobile-related properties may also be significant for their association with their contribution to Seattle's economy and may be eligible in the Commerce area of significance (showrooms, gas stations, car washes, auto repair services, and trucking services).

3.2.12.2 Rail-Related

Rail-related properties are significant for their association with railroad development, which greatly impacted Seattle's growth and development. These properties are also significant for demonstrating Seattle's contribution to the development of the larger Puget Sound region. Railroads brought new residents and commercial opportunities to Seattle because they allowed for the efficient transportation of goods. This in turn aided Seattle's economic strength. Therefore, such properties may also be significant in the Commerce area of significance for their contributions to the commercial growth of Seattle.

4 NATIONAL REGISTER ELIGIBILITY REQUIREMENTS

The following requirements provide the information used to make National Register eligibility recommendations for historic resources within the area of potential effects that have not been previously evaluated for National Register eligibility. The eligibility recommendations made on the individual Historic Property Inventory forms are further supported by property-specific research, which was conducted using available research as required of a reconnaissance-level survey defined by the Washington State Department of Archaeology and Historic Preservation's document *Washington State Standards for Cultural Resources Reporting* (Washington State Department of Archaeology and Historic Preservation 2020) and in accordance with the built environment inventory methodology.

An overview of the areas of significance and associated themes that were identified within the area of potential effects is provided in Section 3, Associated Themes and Areas of Significance.

4.1 Area of Significance: Commerce

4.1.1 Theme: Economic Development

Neighborhoods:	Ballard, Chinatown-International District, Downtown/Pioneer Square, Interbay, Lower Queen Anne, South Lake Union, SODO, West Seattle
Property Types:	Commercial Buildings
Periods of Significance and Justification:	There are several possible periods of significance for commercial properties. • **1890 to 1907:** This period broadly covers street/cable car development associated with commercial development along these corridors. • **1907 to 1915:** This period broadly covers when surrounding areas were annexed as part of Seattle and ends with the national recession that slowed commercial growth throughout Seattle. • **1919 to 1929**: This period represents a time of growth for Seattle as its population increased. To serve the neighborhoods, there was an increase in commercial development. Businesses were often located along the streetcar lines, but also accommodated customers who had started driving to do their shopping. • **1946 to 1969**: This period is when World War II ended and the changes to Seattle's zoning ordinances designated specific areas for commercial development. The zoning changes dictated such elements as building height and parking requirements. • **1970 to 1980:** This period covers the timeframe when Seattle was recovering from the local Boeing Bust and the larger economic downturn that occurred nationally in the 1970s.
Eligibility Requirements:	Properties recommended as eligible must meet the appropriate requirements based on the identified period of significance. • Date from one of the identified periods of significance. • Be located along a former system's route or an important arterial or corridor. • Be the founding or long-term location of a business that made significant contributions to the commercial history of the neighborhood or Seattle. • Represents an automobile-centric clientele. • Be located in a zone representing commercial development (for buildings constructed in 1957 and later). • Represents Seattle's efforts to expand commercial growth and recovery after the Boeing Bust.

Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable character-defining features that can convey the property's significance. For properties constructed during the 1970 to 1980 timeframe, integrity of materials will be more important because these properties should have fewer alterations needed to convey this aspect of integrity. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., commercial).

4.2 Area of Significance: Community Planning and Development

4.2.1 Theme: Residential Development

4.2.1.1 Subtheme: Pre-Annexation

Neighborhoods:	Ballard, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Type(s):	Single-Family Residences, Multiple-Family Dwellings
Period of Significance and Justification:	**1851 to 1907:** The period covers the years of Seattle's first annexation efforts.
Eligibility Requirements:	• Date from the period of significance. • Represents a very early period of settlement/residential development in a neighborhood or community. • Be a rare surviving and intact example of the type in the neighborhood or community. • Be associated with a significant housing development.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.2.1.2 Subtheme: Streetcar/Cablecar Suburbs

Neighborhoods:	Ballard, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings
Period of Significance and Justification:	**1890 to 1907:** This period broadly covers street/cable car development associated with the residential development of specific neighborhoods.
Eligibility Requirements:	• Date from the period of significance. • Represents a very early period of settlement/residential development in a neighborhood or community. • Be a rare surviving and intact example of the type in the neighborhood or community. • Be located along an important street/cable car line (including within six blocks off the direct route.) • Typically lack designed automobile accommodations (e.g., detached or attached garages). • Be associated with a significant housing development.

Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.2.1.3 Subtheme: Pre-World War I Housing Boom

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings
Period of Significance and Justification:	**1907 to 1915:** This period broadly covers when surrounding areas were annexed as part of Seattle and ends with the national recession that slowed residential growth throughout Seattle.
Eligibility Requirements:	• Date from the period of significance. • Represents a very early period of settlement/residential development in a neighborhood or community. • Be associated with a significant housing development. • Represents a significant trend in city or community planning.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.2.1.4 Subtheme: Post-World War I Development

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings
Period of Significance and Justification:	**1919 to 1929**: This period represents a time of growth for Seattle as its population increased. Housing saw a significant increase during this period.
Eligibility Requirements:	• Date from the period of significance. • Be associated with a significant housing development. • Represents a significant trend in city or community planning.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.2.1.5 Subtheme: Post-World War II Housing Boom

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings
Periods of Significance and Justification:	There are two possible periods of significance for residential properties. • **1946 to 1969**: This period covers when World War II ended and the subsequent changes to Seattle's zoning ordinances designated specific areas for residential development. The zoning changes dictated such elements as building height and parking requirements. • **1970 to 1980**: This period covers the timeframe when Seattle was recovering from the local Boeing Bust and the larger economic downturn that occurred nationally in the 1970s.
Eligibility Requirements:	• Date from the period of significance. • Be associated with a significant housing development. • Represents a significant trend in city or community planning.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.3 Area of Significance: Education

Neighborhoods:	Chinatown-International District, Lower Queen Anne, SODO, West Seattle
Property Types:	Schools, Administration Buildings, Athletic Buildings
Period of Significance and Justification:	**1851 to 1980:** This period broadly covers the development of Seattle when educational facilities were built to serve the communities and neighborhoods.
Eligibility Requirements:	Properties recommended as eligible must meet the appropriate requirements based on the identified period of significance. • Date from one of the identified periods of significance. • Be a current or former education/training facility. • Represents Seattle's efforts to expand educational facilities. • If a religious school, must meet Criterion Consideration A.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable character-defining features that can convey the property's significance. In the case of a neighborhood school, integrity of setting should be maintained (e.g., set in a residential neighborhood).

4.4 Area of Significance: Entertainment/Recreation

Neighborhood(s):	Chinatown-International District, Downtown/Pioneer Square, Interbay, Lower Queen Anne, West Seattle
Property Type(s):	Bowling Alleys, Golf Courses, Movie Theaters, Parks, Playfields

Period(s) of Significance and Justification:	**1884 to 1980:** This period broadly covers the period when Seattle's first park was established and ends in 1980, the end of the survey population.
Eligibility Requirements:	Properties recommended as eligible must meet the appropriate requirements based on the identified period of significance. • Date from one of the identified periods of significance. • Represents Seattle's efforts to provide recreational and leisure facilities for its citizens. • Be associated with a significant event in sports history.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable character-defining features that can convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential neighborhood or commercial setting).

4.5 Area of Significance: Ethnic Heritage

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, SODO, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings, Schools, Commercial Buildings, Social Halls/Clubhouses, Other
Periods of Significance and Justification	**1851 to 1936:** This period covers the timeframe when the first Chinese, Japanese, and settlers arrived in the Northwest in the 1860s and 1870s through the era prior to World War II and the end of the Seattle Chinatown Historic District period of significance. **1937 to 1945:** This period covers the years before and during World War II, and includes the period of Japanese-American internment. **1946 to 1980:** This period covers the timeframe of the survey population and years when the associated groups were present in Seattle, and includes major cultural and physical changes in the United States that affected this area of significance, including the construction of interstate highways, urban renewal, the civil rights movement, and the Native American occupation of Fort Lawton**.**
Eligibility Requirements:	• Date from the periods of significance. • Represents an identified ethnic group including, but not limited to, Seattle's African-American, Asian/Asian-American, Euroamerican, and Native American communities. • Be the location of an important event pertaining to social, cultural, or civic patterns.
Integrity Considerations:	The important aspects the property must retain are location, feeling, and association. Integrity of materials, design, and workmanship will be less important if the property is significant for its association with a cultural group or event important to a cultural group or groups. Particularly for underrepresented populations, significant resources can often retain a lower level of integrity of materials, design, and workmanship and still convey their historic significance. Similarly, integrity of setting may be a less important aspect to retain because land use and cultural affiliations historically associated with the property may have changed.

4.6 Area of Significance: Industry

4.6.1 Theme: Industrial Development

4.6.1.1 Subtheme: Lumber/Shingle Industries

Neighborhoods:	Ballard, Interbay, West Seattle
Property Types:	Office Buildings, Warehouses, Sheds
Period of Significance and Justification:	**1853 to 1919:** This period begins with the construction of Yesler's lumber mill and covers the time when these mills significantly impacted the population and demographic of Seattle, as the major employers of workers that lived in the area and their successes and failures directly affected the area's subsequent growth and development. Industrial properties associated with these lumber and shingle companies would be considered to represent the industry's important association with the growth and development of Seattle during this period. **1926 to 1929:** This period covers a resurgence in these industries and the building industry that stalled immediately after World War I and ends with the start of the Great Depression when building slowed considerably in Seattle. **1941 to 1980:** This covers World War II and the subsequent building boom that followed, which brought a resurgence to these industries.
Eligibility Requirements:	• Date from the periods of significance. • Have an important association with a company, manufacturer, or agency important to the industrial growth and vitality. • Convey a cohesive historic district or individual resource that possesses one or more of the industrial property types. • Retains buildings, structures, or objects that represent the primary function of the resource. For example, a primary warehouse would likely meet Criterion A eligibility requirements as an individual resource, but a secondary storage shed likely would not (but could contribute to a historic district).
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.6.1.2 Subtheme: Manufacturing/Processing Industries

Neighborhoods:	Ballard, Interbay, SODO, West Seattle
Property Types:	Office Buildings, Warehouses
Period of Significance and Justification:	**1876 to 1980:** This period covers the years when these facilities contributed to the economic growth of Seattle and played an integral role in the development of the city. This period includes the period when railroads reached Seattle, thus allowing for ease of transporting goods, to 1980, the end of the survey date range.
Eligibility Requirements:	• Date from the period of significance. • Have an important association with a company, manufacturer, or agency important to the industrial growth and vitality. • Convey a cohesive historic district or individual resource that possesses one or more of the industrial property types.

	• Retain buildings, structures, or objects that represent the primary function of the resource. For example, a primary warehouse would likely meet Criterion A eligibility requirements as an individual resource, but a secondary storage shed likely would not (but could contribute to a historic district).
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling, and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.6.1.3 Subtheme: Steel Industry

Neighborhoods:	Ballard, SODO, West Seattle
Property Types:	Warehouses, Office Buildings, Sheds
Period of Significance and Justification:	**1905 to 1980**: These steel mills significantly impacted the population and demographic of Seattle as the major employers of workers who lived in the area, and their successes and failures directly affected the area's subsequent growth and development. Industrial properties associated with these steel companies would be considered to represent the steel industry's important association with the growth and development of the city of Seattle and, especially, West Seattle during this period.
Eligibility Requirements:	• Date from the period of significance. • Have an important association with a company, manufacturer, or agency important to the industrial growth and vitality. • Convey a cohesive historic district or individual resource that possesses one or more of the industrial property types. • Retain buildings, structures, or objects that represent the primary function of the resource. For example, a primary warehouse or powerhouse would likely meet Criterion A eligibility requirements as an individual resource, but a secondary storage shed likely would not (but could contribute to a historic district).
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling. and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.7 Area of Significance: Maritime Industry

4.7.1 Theme: Commercial Fishing

Neighborhoods:	Interbay, West Seattle
Property Types:	Sheds, Docks, Wharves, Office Buildings, Warehouses
Period of Significance and Justification:	**1911 to 1980**: The period generally representing the formation of the Port of Seattle to 1980, the end of the survey population.
Eligibility Requirements:	• Date from the period of significance. • Have an important association with a company, manufacturer, or agency important to the industrial growth and vitality. • Convey a cohesive historic district or individual resource that possesses one or more of the industrial property types.

	• Retain buildings, structures, or objects that represent the primary function of the resource.
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling. and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.8 Area of Significance: Military

Neighborhood(s):	Interbay
Property Type(s):	Office Buildings
Period(s) of Significance and Justification:	**1939 to 1980:** This period covers the establishment of the Naval Depot on Smith Cove and ends in 1980, the close of the survey population.
Eligibility Requirements:	Properties recommended as eligible must meet the appropriate requirements based on the identified period of significance. • Date from one of the identified periods of significance. • Represents one of the branches of military. • Be associated with specific efforts to support the military or its actions.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable character-defining features that can convey the property's significance. For properties constructed during the 1970 to 1980 timeframe, integrity of materials are more important because these properties should have fewer alterations needed to convey this aspect of integrity. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings might have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same.

4.9 Area of Significance: Politics/Government

4.9.1 Theme: Institutional Development

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, SODO, South Lake Union, West Seattle
Property Types:	Fire Stations, Municipal Buildings, Post Offices, Power Houses, Substations
Periods of Significance and Justification:	**1851 to 1980:** This period represents the general timeframe when such buildings would be built. **1968 to 1980:** This period covers the period when Forward Thrust funds were used for municipal projects. It begins in 1968, when the first bond initiative was passed by voters and ends in 1980, the end of the survey period.
Eligibility Requirements:	• Date from the period of significance. • Represent the need for such institutions in response to citizens' needs. • Associated with a significant Forward Thrust-funded initiative representing the goal of the program for associated properties within that period of significance.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable character-

	defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential, commercial, or industrial neighborhood).

4.10 Area of Significance: Religion

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Places of Worship (e.g., churches, synagogues, temples), Schools, Church-related Residences
Period of Significance and Justification:	**1851 to 1980:** This period covers the timeframe when such properties would be present.
Eligibility Requirements:	• Date from the period of significance. • Be the site of an important non-religious event. • Meet Criterion Consideration A.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.11 Area of Significance: Social History

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Meeting Hall, Clubhouse, Other
Period of Significance and Justification:	**1851 to 1980:** This period covers the timeframe when such properties would be present. The period includes major cultural and physical changes in the United States that affected this area of significance and can include places also important within the area of Ethnic Heritage, women's history, and other cultural groups who were present in Seattle during this period.
Eligibility Requirements:	• Date from the period of significance. • Be the site of an important social or civic event or where such events were planned. • Represents an identified social group or institution. • Represent the development of a particular social organization.
Integrity Considerations:	The important aspects the property must retain are location, feeling, and association. Integrity of design, materials, and workmanship will be less important if it is important to a particular social group. Significant resources will often retain a lower level of integrity of these aspects of integrity but still convey their significance. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.12 Area of Significance: Transportation

4.12.1 Theme: Automobile-related

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, SODO, South Lake Union, West Seattle
Property Types:	Bridges, Car Dealerships, Car Washes, Parking Garages, Repair Shops, Showrooms, Trucking Facilities
Period of Significance and Justification:	**1900 to 1980:** This period covers the timeframe when such properties would be present.
Eligibility Requirements:	• Date from the period of significance. • Illustrates the progression of its associated building type that accommodated changing technology and advancements in automobile size. • Historically used to service car customers. • Has convenient automobile access.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.12.2 Theme: Rail-related

Neighborhoods:	Ballard, Interbay, SODO
Property Types:	Bridges, Depots, Tracks, Spur Lines
Period of Significance and Justification:	**1883 to 1916:** This period generally covers the timeframe when such properties were built and had the most impact.
Eligibility Requirements:	• Date from the period of significance. • Represent a significant event in railroading history. • Played a significant role in the development of Seattle.
Integrity Considerations:	The important aspects the property must retain are location, design, setting, feeling, and association. For bridges, tracks and spur lines integrity of materials and workmanship are expected to be altered because components of these property types are continually renewed and improved upon in order to keep the resources functioning and maintained properly.

5 SUMMARY

In summary, FTA and Sound Transit have developed these historic context requirements for National Register eligibility under Criterion A to guide and standardize inventory and evaluation of built environment historic resources built in or before 1980. This document provides a detailed overview of the patterns of history that shaped development in Seattle within the area of potential effects and also identifies anticipated property types that would likely be National Register-eligible within this context.

Historic resources within the area of potential effects will be surveyed and inventoried and then recorded in the WISAARD on Historic Property Inventory forms. Property-specific research and evaluation, field investigations, the historic context, and consultation with the State Historic Preservation Officer and other interested parties will inform the FTA's National Register eligibility determinations.

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Attachment N.5D
Archaeological Survey and Inventory Plan (2020)

CONFIDENTIAL – redacted from public version

Per United States Code Section 307103, 36 Code of Federal Regulations 800.11(c), and Revised Code of Washington 42.56.300

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Attachment N.5E
Geotechnical Investigation, Cultural Assessment, and Inadvertent Discovery Plan

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Per United States Code Section 307103, 36 Code of Federal Regulations 800.11(c), and Revised Code of Washington 42.56.300

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Attachment N.5F
Agency and Tribal Consultation Letters

The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

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Attachment N.5F Agency and Tribal Consultation Letters

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Date	Format	From	To	Description
February 2-5, 2018	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Initiation of government-to-government consultation
February 6, 2018	Letter	Sound Transit	Duwamish, Snohomish	Invitation to participate in SEPA early scoping
February 8, 2018	Email	Snoqualmie Indian Tribe	FTA	Letter indicating cultural resources concern are requesting cultural resources survey
February 12, 2018	Email	Sound Transit	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Invitation to participate in SEPA early scoping
February 14, 2019	Letter	Sound Transit	Duwamish Tribe, Snohomish Tribe	Scoping notification and invitation to participate in the environmental review process
February 15, 2019	Email	Sound Transit	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Transmittal of SEPA Determination of Significance and scoping meeting invitation
February 25, 2019	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Section 106 initiation and invitation to participate in environmental review process

Date	Format	From	To	Description
March 5, 2019	Email/ Form	The State Historic Preservation Officer	FTA	Participating agency acceptance letter
May 10, 2019	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Transmittal of Agency Coordination Plan and request for concurrence with proposed schedule
May 10, 2019	Email	Sound Transit	Duwamish Tribe, Snohomish Tribe	Transmittal of Agency Coordination Plan and request for concurrence with proposed schedule
May 21, 2019	Letter	The State Historic Preservation Officer	FTA	Concurrence with schedule proposed in the Agency Coordination Plan
July 23, 2019	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Request for concurrence with area of potential effects and No Adverse Effects determination for geotechnical investigation
July 24, 2019	Email	Sound Transit	Duwamish Tribe, Snohomish Tribe	Request for concurrence with area of potential effects and No Adverse Effects determination for geotechnical investigation
August 9, 2019	Letter	The State Historic Preservation Officer	FTA	Area of potential effects and No Adverse Effects determination concurrence for geotechnical investigation
September 9, 2019	Letter	Sound Transit	Duwamish Tribe, Snohomish Tribe, the State Historic Preservation Officer	Request for Environmental Impact Statement methodology review
September 10, 2019	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	Request for Environmental Impact Statement methodology review

Date	Format	From	To	Description
September 26, 2019	Letter	The State Historic Preservation Officer	Sound Transit	Environmental Impact Statement methodology comment letter
February 12, 2020	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer	Request for comments on area of potential effects and Archaeological Survey and Inventory Plan
February 20, 2020	Letter	Sound Transit	Duwamish Tribe, Snohomish Tribe	Request for comments on area of potential effects and Archaeological Survey and Inventory Plan
February 25, 2020	Letter	The State Historic Preservation Officer	FTA	Area of potential effects concurrence and archaeological inventory methodology comments
April 21, 2020	Email	FTA	The State Historic Preservation Officer	Transmittal on the Built Environment Inventory Plan
April 23, 2020	Email	The State Historic Preservation Officer	FTA	Concurrence with Built Environment Inventory Plan
August 31, 2020	Letter	FTA	Freeway Park Association, City of Seattle Historic Preservation Office, Martin Smith Inc., Alliance for Pioneer Square King County Historic Preservation Program, Historic Seattle, Historic South Downtown Community Preservation and Development Authority, Washington Trust for Historic Preservation, Seattle Center, Seattle Chinatown International District Preservation and Development Authority,	Section 106 consulting party invitation
September 14, 2020	Email	City Historic Preservation Officer	FTA	Consulting party acceptance letter and FTA response
September 23, 2020	Email	Historic Seattle	FTA	Consulting party acceptance letter
September 24, 2020	Email	Washington Trust for Historic Preservation	FTA	Consulting party acceptance letter
September 29, 2020	Email	Alliance for Pioneer Square	FTA	Consulting party acceptance letter and comment on APE

Date	Format	From	To	Description
September 29, 2020	Email	Seattle Chinatown International District Preservation & Development Authority	FTA	Consulting party acceptance letter and comment on APE
September 29, 2020	Letter	Historic South Downtown Community Preservation and Development Authority	FTA	Consulting party acceptance letter and comment on APE
September 30, 2020	Email	Martin Smith Inc.	FTA	Consulting party acceptance letter and comment on APE
December 7, 2020	Letter	FTA	Southwest Seattle Historical Society, InterIm Community Development Association	Section 106 consulting party invitation
December 21, 2020	Letter	InterIm Community Development Association	FTA	Consulting party acceptance letter and comment on area of potential effects
December 29, 2020	Email	Southwest Seattle Historical Society	FTA	Consulting party acceptance letter
March 22, 2021	Email	FTA	City Historic Preservation Officer, Historic Seattle, Historic South Downtown Community Preservation and Development Authority, InterIm Community Development Association, King County Historic Preservation Program, Martin Smith Inc., Alliance for Pioneer Square, Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	N.H.P.A. Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
March 22, 2021	Email	FTA	The State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	N.H.P.A. Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan

Date	Format	From	To	Description
March 25, 2021	Letter	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm Community Development Association, King County Historic Preservation Program, Martin Smith, Inc., Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation, The State Historic Preservation Officer	N.H.P.A. Section 106 Area of Potential Effects Amendment
March 25, 2021	Letter	FTA	Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	N.H.P.A. Section 106 Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft Environmental Impact Statement
March 26, 2021	Letter	The State Historic Preservation Officer	FTA	Area of potential effects concurrence
March 30, 2021	Letter	Sound Transit	Duwamish Tribe, Snohomish Tribe	N.H.P.A. Section 106 Area of Potential Effects, Cultural Resources Technical Report, Agency and Tribal Coordination plan, and National Environmental Policy Act, Administrative Draft Environmental Impact Statement Methodologies
April 30, 2021	Letter	InterIm Community Development Association	FTA	Section 106 Consultation Comments
September 3, 2021	Letter	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm Community Development Association, King County Historic Preservation Program, Martin Smith, Inc., Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	N.H.P.A Section 106 Area of Potential Effects Amendment and N.R.H.P Eligibility Determinations

Date	Format	From	To	Description
September 3, 2021	Letter	FTA	The State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations
September 20, 2021	Letter	Sound Transit	Duwamish Tribe	N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations
September 27, 2021	Email	Duwamish Tribe	Sound Transit	Re: APE Amendments and N.R.H.P Eligibility Determinations
October 5, 2021	Letter	The State Historic Preservation Officer	FTA	Re: Revised APE Comments
October 6, 2021	Email	City Historic Preservation Officer	FTA	Re: N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations
October 6, 2021	Letter	Alliance for Pioneer Square	FTA	Re: N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations
October 6, 2021	Letter	Historic South Downtown Community Preservation and Development Authority	FTA	Re: N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations
October 7, 2021	Letter	Martin Smith, Inc.	FTA	Re: N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations
November 9, 2021	Letter	The State Historic Preservation Officer	FTA	Built Environment Determinations of Eligibility
Various dates	Letter	Alliance for Pioneer Square	Sound Transit	Comments on WSBLE Draft Environmental Impact Statement
April 25, 2022	Letter	Seattle Chinatown International District Preservation & Development Authority	Sound Transit	Comments on WSBLE Draft Environmental Impact Statement
April 26, 2022	Letter	Wing Luke Museum	Sound Transit	Comments on WSBLE Draft Environmental Impact Statement

Date	Format	From	To	Description
April 26, 2022	Letter	Historic South Downtown Community Preservation and Development Authority	Sound Transit	Comments on WSBLE Draft Environmental Impact Statement
April 27, 2022	Letter	Martin Smith, Inc.	Sound Transit	Comments on WSBLE Draft Environmental Impact Statement
April 27, 2022	Email	The State Historic Preservation Officer	FTA	Comments on WSBLE Draft Environmental Impact Statement
April 28, 2022	Letter	Historic Seattle	Sound Transit	Comments on WSBLE Draft Environmental Impact Statement
April 28, 2022	Letter	Washington Trust for Historic Preservation	Sound Transit	Comments on WSBLE Draft Environmental Impact Statement
April 28, 2022	Letter	City of Seattle	Sound Transit	Comments on WSBLE Draft Environmental Impact Statement
April 13, 2023	Email	Historic Seattle	Sound Transit	Update on Section 106 process following Draft Environmental Impact Statement publication
April 26, 2023	Email	FTA	Historic Seattle	Update on Section 106 process following Draft Environmental Impact Statement publication
July 10, 2023	Letter	Sound Transit	State Historic Preservation Officer, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Duwamish Tribe, Snohomish Tribe	Announce decision to separate the environmental review processes for the two Link extensions

Date	Format	From	To	Description
July 10, 2023	Letter	Sound Transit	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation, Seattle Center	Announce decision to separate the environmental review processes for the two Link extensions
August 2, 2023	Letter	FTA	The State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation	N.H.P.A. Section 106 Area of Potential Effects amendment, removing the Ballard Link Extension
August 2, 2023	Letter	FTA	Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm CDA, King County Historic Preservation Program, Martin Smith Inc., Seattle Center Redevelopment Office, Seattle Chinatown International District Preservation & Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation	N.H.P.A. Section 106 Area of Potential Effects amendment, removing the Ballard Link Extension and invitation to confirm interest in Section 106 consultation for the West Seattle Link Extension Project.
August 14, 2023	Letter	The State Historic Preservation Officer	FTA	Concurrence on revised area of potential effects.
August 21 and 31, 2023	Email	City Historic Preservation Officer	FTA	Indicated interest in remaining a Consulting Party, and no comment on area of potential effects.
September 5-13, 2023	Letter	Sound Transit	Duwamish Tribal Organization, Snohomish Tribe	Request for comments on area of potential effects
September 5, 2023	Email	Suquamish Indian Tribe of the Port Madison Reservation	FTA	Concurrence on area of potential effects
September 11, 2023	Email	Alliance for Pioneer Square	FTA	Indicated interest in remaining a Consulting Party

Date	Format	From	To	Description
September 19, 2023	Email	FTA	Washington Trust for Historic Preservation, Seattle Center Redevelopment Office, Southwest Seattle Historical Society, King County Historic Preservation Program, Martin Smith Inc., Seattle Chinatown International District Preservation & Development Authority, Historic South Downtown Community Preservation and Development Authority, InterIm CDA, Historic Seattle	Requested interest in remaining a Consulting Party for WSLE
September 19, 2023	Email	Seattle Center	FTA	No longer interested in remaining a Consulting Party for WSLE
October 10, 2023	Email	Washington Trust for Historic Preservation	FTA	Indicated interest in remaining a Consulting Party
March 18, 2024	Letter	FTA	City Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation, Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Section 106 Eligibility and Effects Determination
March 22, 2024	Letter	FTA	The State Historic Preservation Officer	West Seattle Link Extension Section 106 Eligibility and Effects Determination
April 11, 2024	Letter	The State Historic Preservation Officer	FTA	West Seattle Link Extension Project Section 106 Consultation – Determination of Eligibility and Effects letter (2019-02-01457)
April 12, 2024	Email	The State Historic Preservation Officer (staff)	FTA	Notice that the 2018 and 2019 projects were merged in WISAARD, and that the West Seattle Link Extension project now is under the WISAARD project number 2019-02-01457
April 16, 2024	Letter	The State Historic Preservation Officer	FTA	Revised – West Seattle Link Extension Project Section 106 Consultation – Determination of Eligibility and Effects letter (2019-02-01457)

Date	Format	From	To	Description
April 16, 2024	Email	Suquamish Indian Tribe of the Port Madison Reservation	FTA	Concurrence with FTA's Finding of Effect (Adverse Effect to Historic Properties). Also, request for correction be made to the West Seattle Link Extension Historic and Archaeological Resources Technical Report in Appendix A, Section 4.4 Ethnographic Context on page 4-6, where Chief Seattle is referred to as Duwamish only. Request for correction to reference Chief Seattle as Duwamish and Suquamish.
April 17, 2024	Letter	Duwamish Tribe	Sound Transit	Comments on West Seattle Link Extension project
April 18, 2024	Letter	City Historic Preservation Officer	FTA	Noted "general" concurrence on area of potential effects, National Register eligibility, and effects, requested additional information regarding impacts to Fire Station 14 and statement that effects to properties whose National Register eligibility had not yet been concurred on could not be assessed for effects.
May 28, 2024	Letter	FTA	3633 LLC, Buffalo Industries Inc., Charles and Gail Irish, Betty Lindmark, Marilyn Kennel and Alan McMurray, Nesor Investment Co., Quad-Mac LLC, Redwall LLC, Riverside Mill LLC, TCMM LLC	Invitation to to participate as a consulting party under Section 106 of the NRHP for the Sound Transit West Seattle Link Extension Project for individual property owners with properties adversely affected by preferred alternative
June 7, 2024	Email	Colleen Raymond (TCMM LLC)	FTA	Accepting invitation to participate as consulting party in Section 106 for West Seattle Link Extension
June 11, 2024	Email	Alan McMurray (Cettolin House)	FTA	Accepting invitation to participate as consulting party in Section 106 for West Seattle Link Extension
June 12, 2024	Phone Call	Charles Irish	FTA	Phone call from individual consulting party wanting more information on the Section 106 process
June 20, 2024	Email	Daniel O'Malley (Redwall LLC)	FTA	Accepting invitation to participate as consulting party in Section 106 for West Seattle Link Extension

Date	Format	From	To	Description
June 28, 2024	Email	FTA	Advisory Council on Historic Preservation	Invitation to participate in the Section 106 consultation process and development of the Programmatic Agreement for the West Seattle Link Extension Project.
July 3, 2024	Email	Sound Transit	City Historic Preservation Officer, The State Historic Preservation Officer, Alliance for Pioneer Square, Washington Trust for Historic Preservation Suquamish Indian Tribe of the Port Madison Reservation, Snoqualmie Indian Tribe, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington	West Seattle Link Extension Draft Programmatic Agreement sent to consulting parties for review and comment by July 19, 2024
July 15, 2024	Letter	Advisory Council on Historic Preservation	FTA	Declining to participate in the West Seattle Link Extension Section 106 consultation to resolve adverse effects.
July 18, 2024	Email	Sound Transit	Charles Irish	Follow up email (after phone call) to confirm Sound Transit's error in identifying Mr. Irish's property as being adversely affected by the West Seattle Link Extension Preferred Alternative. It will not be adversely affected by the Preferred Alternative, and thus Mr. Irish would not be considered a consulting party for Section 106 consultation.

APE = area of potential effects

FTA = Federal Transit Administration

N.H.P.A. = National Historic Preservation Act

N.R.H.P = National Register of Historic Places

SEPA = State Environmental Policy Act

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U.S. Department
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**Federal Transit
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206-220-7954
206-220-7959 (fax)

February 2, 2018

The Honorable Virginia Cross
Chairwoman
Muckleshoot Indian Tribe
39015 172nd Avenue Southeast
Auburn, WA 98092

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairwoman Cross:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Muckleshoot Indian Tribe on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description

The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation

During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study

in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Muckleshoot Indian Tribe consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE

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Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Muckleshoot Indian Tribe
Karen Walter, Muckleshoot Indian Tribe
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 5, 2018

The Honorable Sunny Clear
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairwoman Clear:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Snoqualmie Indian Tribe on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description

The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation

During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study

in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Snoqualmie Indian Tribe consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE

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Date: 2018.02.05 07:18:20 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Cindy Spiry, Snoqualmie Indian Tribe
Steve Mullen-Moses, Snoqualmie Indian Tribe
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map

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206-220-7959 (fax)

February 2, 2018

The Honorable Shawn Yanity
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0277

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairman Yanity:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Stillaguamish Tribe of Indians of Washington on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description

The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation

During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study

in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Stillaguamish Tribe of Indians of Washington consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE

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Linda M. Gehrke
Regional Administrator

cc: Pat Stevenson, Stillaguamish Tribe of Indians of Washington
Kerry Lyste, Stillaguamish Tribe of Indians of Washington
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map

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February 5, 2018

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairman Forsman:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Suquamish Indian Tribe of the Port Madison Reservation on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description

The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation

During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study

in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Suquamish Indian Tribe of the Port Madison Reservation consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE

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Linda M. Gehrke
Regional Administrator

cc: Alison O'Sullivan, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Lewarch, Suquamish Indian Tribe of the Port Madison Reservation
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map

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February 5, 2018

The Honorable Marie Zackuse
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive Northwest
Tulalip, WA 98271

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairwoman Zackuse:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Tulalip Tribes of Washington on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description

The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation

During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study

in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Tulalip Tribes of Washington consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE

Digitally signed by LINDA M GEHRKE
DN: c=US, o=U.S. Government, ou=FTA FTASeattleWA, ou=DOT FTASeattleWA, cn=LINDA M GEHRKE
Date: 2018.02.05 07:29:20 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Kurt Nelson, Tulalip Tribes of Washington
Richard Young, Tulalip Tribes of Washington
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 5, 2018

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairman Goudy:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Confederated Tribes and Bands of the Yakama Nation on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description

The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation

During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study

in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Confederated Tribes and Bands of the Yakama Nation consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE

Digitally signed by LINDA M GEHRKE
DN: c=US, o=U.S. Government, ou=FTA FTASeattleWA, ou=DOT FTASeattleWA, cn=LINDA M GEHRKE
Date: 2018.02.05 07:32:48 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Phillip Rigdon, Confederated Tribes and Bands of the Yakama Nation
Johnson Meninick, Confederated Tribes and Bands of the Yakama Nation
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map

SOUNDTRANSIT

February 6, 2018

The Honorable Cecile Hansen
Tribal Chair
Duwamish Tribe
4705 Marginal Way SW
Seattle, WA 98106

Subject: West Seattle and Ballard Link Extensions Early Scoping

Dear Chair Hansen,

Sound Transit is sending this early scoping notice to inform the Duwamish Tribe that it will be exploring alternatives for extending Link light rail from downtown Seattle to West Seattle and Ballard in King County, Washington (the West Seattle and Ballard Link Extensions). Early scoping is being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (WAC 197-11-410). Sound Transit is the lead agency under SEPA.

Early scoping supports the alternatives development process during which Sound Transit will evaluate the costs, benefits, and impacts of a range of light rail alternatives. Alternatives will include the Sound Transit 3 (ST3) representative project and other potential alternative alignment, station, and design configurations that could meet the project's purpose and need. At the end of the alternatives development process, Sound Transit anticipates narrowing the range of alternatives for further environmental review, and the Sound Transit Board is expected to identify a Preferred Alternative.

A description of the ST3 representative project and the project's purpose and need are included in the enclosed Early Scoping Information Report. Additional information is also available on Sound Transit's website at: www.soundtransit.org/WSBLink. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving the International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Sound Transit invites comments on the project purpose and need, the ST3 representative project, potential alternatives, and the transportation and community impacts and benefits to be considered. If the there is a potential for significant environmental impacts requiring an environmental impact statement (EIS), the Federal Transit Administration (FTA) and Sound Transit will publish a Notice of Intent to prepare an EIS in the Federal Register and invite comments on the scope of the EIS. This is expected to occur in early 2019.

CHAIR
Dave Somers
Snohomish County Executive

VICE CHAIRS
John Marchione
Redmond Mayor

Marilyn Strickland
Tacoma Mayor

BOARD MEMBERS
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Fred Butler
Issaquah Mayor

Dow Constantine
King County Executive

Bruce Dammeier
Pierce County Executive

Jenny Durkan
Seattle Mayor

Dave Earling
Edmonds Mayor

Rob Johnson
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University Place Mayor Pro Tem

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King County Council Chair

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Washington State Secretary of Transportation

Mary Moss
Lakewood Councilmember

Paul Roberts
Everett Councilmember

Dave Upthegrove
King County Councilmember

Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER
Peter M. Rogoff

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Sound Transit invites you and/or representatives of your organization to attend the early scoping meetings and provide comments. Information on the early scoping meetings and ways to provide comments are described below.

MEETINGS

Public Meetings:

February 13, 2018, 6:30 pm to 8:30 pm
Alki Masonic Center, 4736 40th Ave SW, Seattle 98116

February 15, 2018, 6:30 pm to 8:30 pm
Leif Erikson Lodge, 2245 NW 57th St, Seattle 98107

February 20, 2018, 5:30 pm to 7:30 pm
Union Station, 401 S Jackson St, Seattle 98104

Agency/Tribe Meeting:

February 21, 2018, 1:30 pm to 3:00 pm
Sante Fe Room, Union Station, 401 South Jackson Street, Seattle
To participate remotely by internet and phone:

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3. Press join.
4. Enter the meeting password: **863 214 94**
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9. Enter attendee access code: **863 214 94 #**
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COMMENTS

Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

Mailing Address: WSB Link Extension
(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online

If you have any questions related to this early scoping notice or need additional information, please contact me at (206) 398-5301 or at lauren.swift@soundtransit.org.

Sincerely,

Lauren Swift
Senior Environmental Planner

enclosure: Early Scoping Information Report

SOUNDTRANSIT

February 6, 2018

The Honorable Mike Evans
Chairman
Snohomish Tribe
9792 Edmonds Way #267
Edmonds, WA 98020

Subject: West Seattle and Ballard Link Extensions Early Scoping

Dear Chair Evans,

Sound Transit is sending this early scoping notice to inform the Snohomish Tribe that it will be exploring alternatives for extending Link light rail from downtown Seattle to West Seattle and Ballard in King County, Washington (the West Seattle and Ballard Link Extensions). Early scoping is being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (WAC 197-11-410). Sound Transit is the lead agency under SEPA.

Early scoping supports the alternatives development process during which Sound Transit will evaluate the costs, benefits, and impacts of a range of light rail alternatives. Alternatives will include the Sound Transit 3 (ST3) representative project and other potential alternative alignment, station, and design configurations that could meet the project's purpose and need. At the end of the alternatives development process, Sound Transit anticipates narrowing the range of alternatives for further environmental review, and the Sound Transit Board is expected to identify a Preferred Alternative.

A description of the ST3 representative project and the project's purpose and need are included in the enclosed Early Scoping Information Report. Additional information is also available on Sound Transit's website at: www.soundtransit.org/WSBLink. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving the International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Sound Transit invites comments on the project purpose and need, the ST3 representative project, potential alternatives, and the transportation and community impacts and benefits to be considered. If the there is a potential for significant environmental impacts requiring an environmental impact statement (EIS), the Federal Transit Administration (FTA) and Sound Transit will publish a Notice of Intent to prepare an EIS in the Federal Register and invite comments on the scope of the EIS. This is expected to occur in early 2019.

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4. Enter the meeting password: **863 214 94**
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COMMENTS

Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

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(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online

If you have any questions related to this early scoping notice or need additional information, please contact me at (206) 398-5301 or at lauren.swift@soundtransit.org.

Sincerely,

Lauren Swift
Senior Environmental Planner

enclosure: Early Scoping Information Report

Swift, Lauren

From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Thursday, February 08, 2018 2:09 PM
To: Swift, Lauren; Hale, Kent
Cc: Changchien, Amy (FTA); Horwitz, Jennifer
Subject: FW: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

FYI…

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Adam Osbekoff [mailto:adam@snoqualmietribe.us]
Sent: Thursday, February 08, 2018 1:37 PM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Hello Mark
The Snoqualmie Indian Tribes Department of Archaeology and Historic Preservation have cultural resource concerns and request that a cultural resource survey be completed in ground disturbing areas of potential effect.
Thank you for your time.
Adam

Adam Osbekoff
Cultural Resource Compliance Manager
adam@snoqualmietribe.us
425-753-0388
9416 384th Ave SE
PO Box 969
Snoqualmie WA 98065

Swift, Lauren

From: Swift, Lauren
Sent: Monday, February 12, 2018 8:47 AM
To: virginia.cross muckleshoot.nsn.us
Cc: karen.walter@muckleshoot.nsn.us; laura.murphy@muckleshoot.nsn.us; Assam, Mark (FTA); Sterner, Matthew (DAHP)
Subject: Sound Transit West Seattle and Ballard Link Extensions
Attachments: west-seattle-and-ballard-link-extensions-early-scoping-report.pdf

Dear Chairwoman Cross:

As noted in the Federal Transit Administration's February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

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(c/o Lauren Swift, Senior Environmental Planner)
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Online Comment Form: wsblink.participate.online

Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit

W (206) 398-5301
C (206) 696-5072
Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From: Assam, Mark (FTA) [mailto:Mark.Assam@dot.gov]
Sent: Monday, February 05, 2018 3:26 PM
To: virginia.cross muckleshoot.nsn.us <virginia.cross@muckleshoot.nsn.us>
Cc: karen.walter@muckleshoot.nsn.us; laura.murphy@muckleshoot.nsn.us; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairwoman Cross:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

Swift, Lauren

From: Swift, Lauren
Sent: Monday, February 12, 2018 8:47 AM
To: sunny.clear@snoqualmietribe.us
Cc: Cindy@snoqualmietribe.us; Steve@snoqualmietribe.us; 'Assam, Mark (FTA)'; Sterner, Matthew (DAHP); 'adam@snoqualmietribe.us'
Subject: Sound Transit West Seattle and Ballard Link Extensions
Attachments: west-seattle-and-ballard-link-extensions-early-scoping-report.pdf

Dear Chairwoman Clear:

As noted in the Federal Transit Administration's February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. We are in receipt of Adam Osbekoff's email regarding cultural resource survey in response to FTA's February 5th transmittal, and we will include that in the early scoping comments. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

To participate remotely by internet and phone:

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(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

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Lauren Swift, AICP
Senior Environmental Planner

Environmental Affairs and Sustainability
Sound Transit
W (206) 398-5301
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Sent: Monday, February 05, 2018 3:26 PM
To: sunny.clear@snoqualmietribe.us
Cc: Cindy@snoqualmietribe.us; Steve@snoqualmietribe.us; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairwoman Clear:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Swift, Lauren
To:	syanity stillaguamish.com
Cc:	pstevenson@stillaguamish.com; KLyste@stillaguamish.com; Sterner, Matthew (DAHP); "Assam, Mark (FTA)"
Subject:	Sound Transit West Seattle and Ballard Link Extensions
Date:	Monday, February 12, 2018 8:47:00 AM
Attachments:	west-seattle-and-ballard-link-extensions-early-scoping-report.pdf image003.png

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Dear Chairman Yanity:

As noted in the Federal Transit Administration's February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

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(c/o Lauren Swift, Senior Environmental Planner)
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401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online

Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit

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From: Assam, Mark (FTA) [mailto:Mark.Assam@dot.gov]
Sent: Monday, February 05, 2018 3:26 PM
To: syanity stillaguamish.com <syanity@stillaguamish.com>
Cc: pstevenson@stillaguamish.com; KLyste@stillaguamish.com; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
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Swift, Lauren

From: Swift, Lauren
Sent: Monday, February 12, 2018 8:47 AM
To: lforsman suquamish.nsn.us
Cc: aosullivan@suquamish.nsn.us; 'Assam, Mark (FTA)'; dlewarch@suquamish.nsn.us; Sterner, Matthew (DAHP)
Subject: Sound Transit West Seattle and Ballard Link Extensions
Attachments: west-seattle-and-ballard-link-extensions-early-scoping-report.pdf

Dear Chairman Forsman:

As noted in the Federal Transit Administration's February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

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11. When asked for your Attendee ID number, enter the **Attendee ID** provided online or **press #**

COMMENTS
Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

Mailing Address: WSB Link Extension
(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online

Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit

W (206) 398-5301
C (206) 696-5072
Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From: Assam, Mark (FTA) [mailto:Mark.Assam@dot.gov]
Sent: Monday, February 05, 2018 3:26 PM
To: lforsman suquamish.nsn.us <lforsman@suquamish.nsn.us>
Cc: aosullivan@suquamish.nsn.us; dlewarch@suquamish.nsn.us; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairman Forsman:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

Swift, Lauren

From: Swift, Lauren
Sent: Monday, February 12, 2018 8:47 AM
To: mzackuse@tulaliptribes-nsn.gov
Cc: knelson@tulaliptribes-nsn.gov; ryoung@tulaliptribes-nsn.gov; 'Assam, Mark (FTA)'; Sterner, Matthew (DAHP)
Subject: Sound Transit West Seattle and Ballard Link Extensions
Attachments: west-seattle-and-ballard-link-extensions-early-scoping-report.pdf

Dear Chairwoman Zackuse:

As noted in the Federal Transit Administration's February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

To participate remotely by internet and phone:

1. Go to: **https://HNTB.WEBEX.COM**
2. Enter the meeting number: **749 506 920**
3. Press join.
4. Enter the meeting password: **863 214 94**
5. Enter your name and email address and press join
7. For audio connection, select "I Will Call In"
8. Call US toll free: **+1-855-797-9485**
9. Enter attendee access code: **863 214 94 #**
10. To indicate that you are not the host, **press #**
11. When asked for your Attendee ID number, enter the **Attendee ID** provided online or **press #**

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Seattle, WA 98104-2826

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Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
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Sent: Monday, February 05, 2018 3:26 PM
To: mzackuse@tulaliptribes-nsn.gov
Cc: knelson@tulaliptribes-nsn.gov; ryoung@tulaliptribes-nsn.gov; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairwoman Zackuse:

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Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

Swift, Lauren

From: Swift, Lauren
Sent: Monday, February 12, 2018 8:47 AM
To: JoDe yakama.com
Cc: prigdon@yakama.com; johnson@yakama.com; Elizabeth_Sanchey@yakama.com; Assam, Mark (FTA); Sterner, Matthew (DAHP)
Subject: Sound Transit West Seattle and Ballard Link Extensions
Attachments: west-seattle-and-ballard-link-extensions-early-scoping-report.pdf

Dear Chairman Goudy:

As noted in the Federal Transit Administration's February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

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1. Go to: **https://HNTB.WEBEX.COM**
2. Enter the meeting number: **749 506 920**
3. Press join.
4. Enter the meeting password: **863 214 94**
5. Enter your name and email address and press join
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Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit

W (206) 398-5301
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Sent: Monday, February 05, 2018 3:26 PM
To: JoDe yakama.com <JoDe@yakama.com>
Cc: prigdon@yakama.com; johnson@yakama.com; Elizabeth_Sanchey@yakama.com; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairman Goudy:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

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SOUNDTRANSIT

February 14, 2019

The Honorable Cecile A. Hansen
Chairwoman
Duwamish Tribe
4705 West Marginal Way SW
Seattle, WA 98106

RE: Sound Transit West Seattle and Ballard Extensions Project
Invitation to Participate in the Environmental Review Process and Scoping

Dear Chairwoman Hansen:

Sound Transit and the Federal Transit Administration (FTA) are initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA.

The WSBLE Project seeks to expand Link light rail service from downtown Seattle to West Seattle's Alaska Junction area and to Ballard's Market Street area in Seattle, King County, Washington. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, approved for funding by voters in the region in 2016. It is needed to provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.

The SEPA Determination of Significance and a Scoping Information Report that provides information on the Project including a map of potential alternatives, possible topics to be evaluated in the EIS, a preliminary schedule for the EIS process, and a preliminary purpose and need statement is enclosed. Additional information is available on Sound Transit's website at www.soundtransit.org/WSBLink.

Invitation to Participate in the Environmental Review Process

Section 139 of title 23, U.S. Code (U.S.C), as amended by section 1304 of the Fixing America's Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

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Dave Somers
Snohomish County Executive

Dave Upthegrove
King County Councilmember

Peter von Reichbauer
King County Councilmember

Victoria Woodards
Tacoma Mayor

CHIEF EXECUTIVE OFFICER
Peter M. Rogoff

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www.soundtransit.org

We have preliminarily identified the Duwamish Tribe as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of alternatives.
- Identify, as early as practicable, any issues of concern regarding the Project's potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing. In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019. Your will be treated as a participating agency unless we receive your written response declining to such designations outlined above by March 18, 2019.

FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC 139(g)(1) with the objective of identifying key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and request your concurrence with the schedule pursuant to 23 USC 139(g)(1)(B).

In addition, pursuant to 36 Code of Federal Regulations (CFR) Part 800, Protection of Historic Properties, implementing Section 106 of the National Historic Preservation Act (NHPA), Sound Transit in coordination with FTA will consult with you under Section 106. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties through consultation with parties having an interest in the effects of an action on historic properties in the early stages of project planning.

Scoping

Sound Transit previously conducted "early scoping" under SEPA for the alternatives development phase of the Project from February 2nd through March 5th, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments which were received. The report can be accessed on Sound Transit's website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

Sound Transit invites you or a delegate to attend the agency and tribe scoping meeting on March 5, 2019 at Sound Transit's Sante Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

The scoping period will extend to March 18, 2019. Scoping comments are requested on the Project's preliminary Purpose and Need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be included in the EIS.

If you have any questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please contact me at Sound Transit at 206-398-5301 or lauren.swift@soundtransit.org.

Sincerely,

Lauren Swift

Lauren Swift
Central Corridor Environmental Manager

cc: Mark Assam, FTA

Enclosures: SEPA Determination of Significance
Scoping Information Report
Participating Agency Designation Form

Central Puget Sound Regional Transit Authority • Union Station
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www.soundtransit.org

WEST SEATTLE AND BALLARD LINK EXENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Duwamish Tribe wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) project.

☐ No, the Duwamish Tribe does not wish to be designated as a participating agency for the WSBLE project because:

☐ agency has no jurisdiction or authority with respect to the project

☐ agency has no expertise or information relevant to the project

☐ agency does not intend to submit comments on the project*

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
Phone: (206) 398-5301

SOUNDTRANSIT

February 14, 2019

The Honorable Michael didahalqid Evans
Chairman
Snohomish Tribe
PO Box 267
Edmonds, WA 98020

RE: Sound Transit West Seattle and Ballard Extensions Project
Invitation to Participate in the Environmental Review Process and Scoping

Dear Chairman Evans:

Sound Transit and the Federal Transit Administration (FTA) are initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA.

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The SEPA Determination of Significance and a Scoping Information Report that provides information on the Project including a map of potential alternatives, possible topics to be evaluated in the EIS, a preliminary schedule for the EIS process, and a preliminary purpose and need statement is enclosed. Additional information is available on Sound Transit's website at www.soundtransit.org/WSBLink.

Invitation to Participate in the Environmental Review Process

Section 139 of title 23, U.S. Code (U.S.C), as amended by section 1304 of the Fixing America's Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

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Rob Johnson
Seattle Councilmember

Joe McDermott
King County Councilmember

Roger Millar
Washington State Secretary of Transportation

Kim Roscoe
Fife Mayor

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Snohomish County Executive

Dave Upthegrove
King County Councilmember

Peter von Reichbauer
King County Councilmember

Victoria Woodards
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CHIEF EXECUTIVE OFFICER
Peter M. Rogoff

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www.soundtransit.org

We have preliminarily identified the Snohomish Tribe as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of alternatives.
- Identify, as early as practicable, any issues of concern regarding the Project's potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing. In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019. Your will be treated as a participating agency unless we receive your written response declining to such designations outlined above by March 18, 2019.

FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC 139(g)(1) with the objective of identifying key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and request your concurrence with the schedule pursuant to 23 USC 139(g)(1)(B).

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Sincerely,

Lauren Swift
Central Corridor Environmental Manager

cc: Mark Assam, FTA

Enclosures: SEPA Determination of Significance
Scoping Information Report
Participating Agency Designation Form

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WEST SEATTLE AND BALLARD LINK EXENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Snohomish Tribe wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) project.

☐ No, the Snohomish Tribe does not wish to be designated as a participating agency for the WSBLE project because:

☐ agency has no jurisdiction or authority with respect to the project

☐ agency has no expertise or information relevant to the project

☐ agency does not intend to submit comments on the project*

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
Phone: (206) 398-5301

From:	Green, Erin
To:	"karen.walter@muckleshoot.nsn.us"; "laura.murphy@muckleshoot.nsn.us"
Cc:	Assam, Mark (FTA)
Subject:	West Seattle and Ballard Link Extension - Scoping and SEPA Determination of Significance
Date:	Friday, February 15, 2019 4:27:00 PM
Attachments:	image001.png WSBLE SEPA DS 20190215.pdf

Karen and Laura:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle's Alaska Junction area and to Ballard's Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairwoman Cross with you as a cc inviting the Muckleshoot Indian Tribe to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit's website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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twitter.com/SoundTransit

SOUNDTRANSIT

From:	Green, Erin
To:	Steve@snoqualmietribe.us; Cindy@snoqualmietribe.us
Cc:	Assam, Mark (FTA)
Subject:	West Seattle and Ballard Link Extension - Scoping and SEPA Determination of Significance
Date:	Friday, February 15, 2019 4:28:00 PM
Attachments:	image001.png WSBLE SEPA DS 20190215.pdf

Mr. Mullen-Moses and Ms. Spiry:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle's Alaska Junction area and to Ballard's Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairman Robert de los Angeles with you as a cc inviting the Snoqualmie Indian Tribe to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit's website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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twitter.com/SoundTransit

From:	Green, Erin
To:	"pstevenson@stillaguamish.com"; Kerry Lyste
Cc:	Assam, Mark (FTA)
Subject:	West Seattle and Ballard Link Extension - Scoping and SEPA Determination of Significance
Date:	Friday, February 15, 2019 4:28:00 PM
Attachments:	image001.png WSBLE SEPA DS 20190215.pdf

Kerry and Pat,

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle's Alaska Junction area and to Ballard's Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairman Yanity with you as a cc inviting the Stillaguamish Tribe of Indians of Washington to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit's website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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SOUNDTRANSIT

From:	Green, Erin
To:	"aosullivan@suquamish.nsn.us"; "dlewarch@suquamish.nsn.us"; "rbrooks@suquamish.nsn.us"
Cc:	Assam, Mark (FTA)
Subject:	West Seattle and Ballard Link Extension - Scoping and SEPA Determination of Significance
Date:	Friday, February 15, 2019 4:28:00 PM
Attachments:	image001.png WSBLE SEPA DS 20190215.pdf

Alison, Rich, and Dennis:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle's Alaska Junction area and to Ballard's Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairman Forsman with you as a cc inviting the Suquamish Tribe to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit's website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions. Thank you for your ongoing coordination on the project!

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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From: Green, Erin
To: "knelson@tulaliptribes-nsn.gov"; "ryoung@tulaliptribes-nsn.gov"
Cc: Assam, Mark (FTA)
Subject: West Seattle and Ballard Link Extension - Scoping and SEPA Determination of Significance
Date: Friday, February 15, 2019 4:28:00 PM
Attachments: image001.png
WSBLE SEPA DS 20190215.pdf

Mr. Nelson and Mr. Young:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle's Alaska Junction area and to Ballard's Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairwoman Zackuse with you as a cc inviting Tulalip Tribe to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit's website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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SOUNDTRANSIT

From:	Green, Erin
To:	"prigdon@yakama.com"; "johnson@yakama.com"
Cc:	Assam, Mark (FTA)
Subject:	West Seattle and Ballard Link Extension - Scoping and SEPA Determination of Significance
Date:	Friday, February 15, 2019 4:29:00 PM
Attachments:	image001.png WSBLE SEPA DS 20190215.pdf

Mr. Rigdon and Mr. Johnson:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle's Alaska Junction area and to Ballard's Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairman Goudy with you as a cc inviting the Confederated Tribes and Bands of the Yakama Nation to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit's website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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SOUNDTRANSIT

From:	Green, Erin
Cc:	Swift; Lauren; Assam, Mark (FTA)
Bcc:	"rnelson@achp.gov"; "Dan.Shoemaker@faa.gov"; "Daniel.Mathis@dot.gov"; "Sharon.Love@dot.gov"; Kachadoorian, Lydia (FRA) (lydia.kachadoorian@dot.gov); "Robert.Loken@dot.gov"; "scott.anderson@noaa.gov"; "Barry.Thom@noaa.gov"; "matthew.j.bennett@usace.army.mil"; "Andrew.J.Shuckhart@usace.army.mil"; "Tammi.Poitra@BIA.gov"; "Steven.M.Fischer3@uscg.mil"; "Jeff.McMorris@hud.gov"; "Kathleen_Chiang@ios.doi.gov"; Somers, Elaine; "jim_muck@fws.gov"; "chaun.benjamin@gsa.gov"; "rpduda@fbi.gov"; "sepa@dahp.wa.gov"
Subject:	West Seattle and Ballard Link Extension SEPA Determination of Significance
Date:	Friday, February 15, 2019 4:27:00 PM
Attachments:	image001.png WSBLE SEPA DS 20190215.pdf

Good Afternoon,

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle's Alaska Junction area and to Ballard's Market Street area in Seattle, King County, Washington. FTA and Sound Transit will prepare the EIS in accordance with National Environmental Policy Act (NEPA) and Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the SEPA lead agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. Your agency will also be receiving a letter from FTA inviting you to participate in the environmental review process.

The FTA letter will include an invitation to attend an agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit's website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465; Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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U.S. Department
of Transportation
**Federal Transit
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REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 25, 2019

The Honorable Virginia Cross
Chairwoman
Muckleshoot Indian Tribe
39015 172nd Avenue Southeast
Auburn, WA 98092

RE: **Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation**

Dear Chairwoman Cross:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Muckleshoot Indian Tribe in a letter dated February 2, 2018.

Project Description

In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.

Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit's website at www.soundtransit.org/WSBLink.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

Invitation to Participate in the Environmental Review Process
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America's Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Muckleshoot Indian Tribe as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project's potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. **Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019.** Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).

Alternatives Development and Scoping
Sound Transit previously conducted an "early scoping" process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. We appreciate the feedback we received from your staff during the early scoping process. The report can be accessed on Sound Transit's website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit will conduct the EIS scoping process under NEPA and SEPA from February 15 to March 18, 2019. We are requesting scoping comments on the Project's preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be studied in the EIS. We appreciate receiving your comments by March 18, 2019.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on **March 5, 2019 at Sound Transit's Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm.** If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org. We look forward to continuing to work with you on this project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.02.25 10:42:31 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Karen Walter, Muckleshoot Indian Tribe
Glen St. Amant, Muckleshoot Indian Tribe
Laura Murphy, Muckleshoot Indian Tribe
Dennis Wardlaw, DAHP
Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Muckleshoot Indian Tribe wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Muckleshoot Indian Tribe does not wish to be designated as a participating agency for the WSBLE Project.

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 25, 2019

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P O Box 969
Snoqualmie, WA 98065

RE: **Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation**

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Snoqualmie Indian Tribe in a letter dated February 2, 2018.

Project Description

In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.

Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit's website at www.soundtransit.org/WSBLink.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

Invitation to Participate in the Environmental Review Process
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America's Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Snoqualmie Indian Tribe as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project's potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. **Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019.** Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).

Alternatives Development and Scoping
Sound Transit previously conducted an "early scoping" process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit's website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit will conduct the EIS scoping process under NEPA and SEPA from February 15 to March 18, 2019. We are requesting scoping comments on the Project's preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be studied in the EIS. We appreciate receiving your comments by March 18, 2019.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on **March 5, 2019 at Sound Transit's Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm.** If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org. We look forward to continuing to work with you on this project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.02.25 10:44:53 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Snoqualmie Indian Tribe
Cindy Spiry, Snoqualmie Indian Tribe
Dennis Wardlaw, DAHP
Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Snoqualmie Indian Tribe wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Snoqualmie Indian Tribe does not wish to be designated as a participating agency for the WSBLE Project.

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 25, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
PO Box 277
Arlington, WA 98223-0277

RE: **Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation**

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Stillaguamish Tribe of Indians of Washington in a letter dated February 2, 2018.

Project Description

In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.

Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit's website at www.soundtransit.org/WSBLink.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

Invitation to Participate in the Environmental Review Process
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America's Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Stillaguamish Tribe of Indians of Washington as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project's potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. **Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019.** Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).

Alternatives Development and Scoping
Sound Transit previously conducted an "early scoping" process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit's website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

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Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE
Digitally signed by LINDA M GEHRKE
Date: 2019.02.25 14:20:53 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Stillaguamish Tribe of Indians of Washington
Pat Stevenson, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, DAHP
Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Stillaguamish Tribe of Indians of Washington wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Stillaguamish Tribe of Indians of Washington does not wish to be designated as a participating agency for the WSBLE Project.

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 25, 2019

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392-0498

RE: **Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation**

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Suquamish Indian Tribe of the Port Madison Reservation in a letter dated February 2, 2018.

Project Description

In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.

Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit's website at www.soundtransit.org/WSBLink.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

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We have preliminarily identified the Suquamish Indian Tribe of the Port Madison Reservation as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project's potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

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Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.02.25 10:53:48 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Alison O'Sullivan, Suquamish Indian Tribe of the Port Madison Reservation
Rich Brooks, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Lewarch, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Wardlaw, DAHP
Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Suquamish Indian Tribe of the Port Madison Reservation wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Suquamish Indian Tribe of the Port Madison Reservation does not wish to be designated as a participating agency for the WSBLE Project.

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518

U.S. Department
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206-220-7954
206-220-7959 (fax)

February 25, 2019

The Honorable Marie Zackuse
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive Northwest
Tulalip, WA 98271

RE: **Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation**

Dear Chairwoman Zackuse:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Tulalip Tribes of Washington in a letter dated February 2, 2018.

Project Description

In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.

Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit's website at www.soundtransit.org/WSBLink.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

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We have preliminarily identified the Tulalip Tribes of Washington as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project's potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

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Alternatives Development and Scoping
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Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.02.25 10:58:04 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Kurt Nelson, Tulalip Tribes of Washington
Richard Young, Tulalip Tribes of Washington
Dennis Wardlaw, DAHP
Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Tulalip Tribes of Washington wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Tulalip Tribes of Washington does not wish to be designated as a participating agency for the WSBLE Project.

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518

U.S. Department
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**Federal Transit
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REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 25, 2019

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
PO BOX 151
Toppenish, WA 98948

RE: **Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation**

Dear Chairman Goudy:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Confederated Tribes and Bands of the Yakama Nation in a letter dated February 2, 2018.

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We have preliminarily identified the Confederated Tribes and Bands of the Yakama Nation as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

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Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.02.25 11:00:19 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Philip Rigdon, Confederated Tribes and Bands of the Yakama Nation
Johnson Meninick, Confederated Tribes and Bands of the Yakama Nation
Dennis Wardlaw, DAHP
Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

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☐ No, the Confederated Tribes and Bands of the Yakama Nation does not wish to be designated as a participating agency for the WSBLE Project.

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Mark Assam
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915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 25, 2019

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

RE: **Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process, &
Initiation of Section 106 Consultation**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800].

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We have preliminarily identified the Washington Department of Archaeology and Historic Preservation (DAHP) as an agency that may be interested in the WSBLE Project because of potential effects to historic and archaeological resources. Accordingly, we invite DAHP to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:

- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project's potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the Project, no expertise or information relevant to the Project, and does not intend to submit comments on the Project pursuant to 23 USC Section 139(d)(3).

In order to give agencies adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not due until the close of the scoping process. **Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019.** Your agency will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1) with the objective of identifying key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect

to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).

Scoping
Sound Transit previously conducted "early scoping" under SEPA for the alternatives development phase of the Project from February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit's website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on **March 5, 2019 at Sound Transit's Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm**. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

The scoping period will extend to March 18, 2019. Scoping comments are requested on the Project's preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be included in the EIS.

We appreciate all of your coordination on the Project during the local planning process and look forward to continuing to work with you. If you have any questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please contact Mark Assam at FTA (206-220-4465 or mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301 or lauren.swift@soundtransit.org).

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.02.25 11:02:33 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, DAHP
Holly Borth, DAHP
Lauren Swift, Sound Transit

Enclosures: Participating Agency Designation Form

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Washington Department of Archaeology and Historic Preservation wishes to be designated as a participating agency.

☐ No, the Washington Department of Archaeology and Historic Preservation does not wish to be designated as a participating agency because:

☐ Agency has no jurisdiction or authority with respect to the Project

☐ Agency has no expertise or information relevant to the Project

☐ Agency does not intend to submit comments on the Project

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518

From: "Wardlaw, Dennis (DAHP)" <dennis.wardlaw@dahp.wa.gov>
Date: March 5, 2019 at 3:06:04 PM PST
To: "Assam, Mark (FTA)" <Mark.Assam@dot.gov>
Cc: "Swift, Lauren" <lauren.swift@soundtransit.org>
Subject: King County_ West Seattle To Ballard Light Rail Extension (2019-03-01457)

Hi Mark,

Good afternoon. Attached is our signed participating agency designation sheet for the West Seattle to Ballard Light Rail Extension Project. Please let me know if you have any questions.

Regards,
Dennis

Dennis Wardlaw, M.A.
Transportation Archaeologist
Dept. of Archaeology and Historic Preservation
1110 Capitol Way South, Suite 30
Olympia, WA 98501
Voice: 360-586-3085
Cell: 360-485-5014

please consider the environment before printing this email

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☒ Yes, the Washington Department of Archaeology and Historic Preservation wishes to be designated as a participating agency.

☐ No, the Washington Department of Archaeology and Historic Preservation does not wish to be designated as a participating agency because:

☐ Agency has no jurisdiction or authority with respect to the Project

☐ Agency has no expertise or information relevant to the Project

☐ Agency does not intend to submit comments on the Project

_____ (Sign – Authorized Representative)

_____ (Print)

_____ (Title)

_____ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 10, 2019

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 172nd Avenue Southeast
Auburn, WA 98092

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule**

Dear Chairman Elkins:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Muckleshoot Indian Tribe to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Muckleshoot Indian Tribe will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

JOHN A WITMER II Digitally signed by JOHN A WITMER II Date: 2019.05.10 16:27:49 -07'00'

for Linda M. Gehrke
Regional Administrator

cc: Karen Walter, Muckleshoot Indian Tribe
Glen St. Amant, Muckleshoot Indian Tribe
Laura Murphy, Muckleshoot Indian Tribe
Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019

U.S. Department
of Transportation
**Federal Transit
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REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 10, 2019

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P O Box 969
Snoqualmie, WA 98065

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule**

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Snoqualmie Indian Tribe to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Snoqualmie Indian Tribe will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Cindy Spiry, Snoqualmie Indian Tribe
Steven Mullen-Moses, Snoqualmie Indian Tribe
Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019

U.S. Department
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Washington

915 Second Avenue
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Seattle, WA 98174-1002
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206-220-7959 (fax)

May 10, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
PO Box 277
Arlington, WA 98223-0277

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule**

Dear Chairman Yanity:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Stillaguamish Tribe of Indians of Washington to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Stillaguamish Tribe of Indians of Washington will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

JOHN A WITMER II Digitally signed by JOHN A WITMER II Date: 2019.05.10 16:37:16 -07'00'

for Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Stillaguamish Tribe of Indians of Washington
Pat Stevenson, Stillaguamish Tribe of Indians of Washington
Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019

U.S. Department
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Washington

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 10, 2019

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392-0498

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule**

Dear Chairman Forsman:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Suquamish Indian Tribe of the Port Madison Reservation to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Suquamish Indian Tribe of the Port Madison Reservation will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

JOHN A WITMER II Digitally signed by JOHN A WITMER II Date: 2019.05.10 16:39:33 -07'00'

for Linda M. Gehrke
Regional Administrator

cc: Alison O'Sullivan, Suquamish Indian Tribe of the Port Madison Reservation
Rich Brooks, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Lewarch, Suquamish Indian Tribe of the Port Madison Reservation
Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019

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Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 10, 2019

The Honorable Marie Zackuse
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive Northwest
Tulalip, WA 98271

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule**

Dear Chairwoman Zackuse:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Tulalip Tribes of Washington to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Tulalip Tribes of Washington will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

JOHN A WITMER II Digitally signed by JOHN A WITMER II Date: 2019.05.10 16:41:36 -07'00'

for Linda M. Gehrke
Regional Administrator

cc: Kurt Nelson, Tulalip Tribes of Washington
Richard Young, Tulalip Tribes of Washington
Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019

U.S. Department
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Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 10, 2019

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
PO BOX 151
Toppenish, WA 98948

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule**

Dear Chairman Goudy:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Confederated Tribes and Bands of the Yakama Nation to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Confederated Tribes and Bands of the Yakama Nation will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

JOHN A WITMER II Digitally signed by JOHN A WITMER II Date: 2019.05.10 16:48:14 -07'00'

for Linda M. Gehrke
Regional Administrator

cc: Philip Rigdon, Confederated Tribes and Bands of the Yakama Nation
Johnson Meninick, Confederated Tribes and Bands of the Yakama Nation
Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019

U.S. Department
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Washington

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 10, 2019

Allyson Brooks
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule**

Dear Dr. Brooks:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Department of Archaeology and Historic Preservation to participate in the environmental review process as a participating agency. Thank you for your response accepting this invitation.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

JOHN A WITMER II Digitally signed by JOHN A WITMER II Date: 2019.05.10 16:15:52 -07'00'

for Linda M. Gehrke
Regional Administrator

cc: Lauren Swift, Sound Transit
Dennis Wardlaw, Department of Archaeology and Historic Preservation

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019

From:	Green, Erin
To:	Cecile@duwamishtribe.org
Cc:	Swift, Lauren; Assam, Mark (FTA); Costanza, Ann
Subject:	West Seattle and Ballard Link Extensions Agency Coordination Plan
Date:	Friday, May 10, 2019 4:23:00 PM
Attachments:	WSBLE Agency Coordination Plan 20190510.pdf image001.png

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Chairwoman Hansen:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. At that time, Sound Transit invited the Duwamish Tribe to participate in the environmental review process as a participating or cooperating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the attached Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule by June 10th. If we do not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the WSBLE Project, Agency and Tribal Coordination Plan, or schedule, please contact Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org) or Mark Assam at FTA (206-220-4465; mark.assam@dot.gov).

Thank you,
Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From:	Green, Erin
To:	info@snohomishtribe.com
Bcc:	Swift, Lauren; Assam, Mark (FTA); Ann Costanza
Subject:	West Seattle and Ballard Link Extensions Agency Coordination Plan
Date:	Friday, May 10, 2019 4:22:00 PM
Attachments:	WSBLE Agency Coordination Plan 20190510.pdf image001.png

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Chairman Evans:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. At that time, Sound Transit invited the Snohomish Tribe to participate in the environmental review process as a participating or cooperating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the attached Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule by June 10th. If we do not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the WSBLE Project, Agency and Tribal Coordination Plan, or schedule, please contact Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org) or Mark Assam at FTA (206-220-4465; mark.assam@dot.gov).

Thank you,
Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

SOUNDTRANSIT

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

May 21, 2019

Ms. Linda Gehrke
Deputy Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle to Ballard Light Rail Extension
Re: Agency and Tribal Coordination Plan Review Comments

Dear Ms. Gehrke:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP) and providing the Agency and Tribal Coordination Plan for the above referenced project. I have reviewed the plan and concur with the schedule provided in Section 5.4.

We appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

July 23, 2019

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue Southeast
Auburn, WA 98092

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination**

Dear Chairman Elkins:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit's consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared *West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan*, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent

Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

Historic Resources
There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

Determinations
Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.07.23 14:05:41 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

July 23, 2019

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination**

Dear Chairman de los Angeles:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit's consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared *West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan*, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

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Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

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Determinations
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- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.07.23 14:08:01 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

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July 23, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination**

Dear Chairman Yanity:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit's consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared *West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan*, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

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Cultural Resources Evaluation
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Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.07.23 14:09:20 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, THPO, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

U.S. Department
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July 23, 2019

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination**

Dear Chairman Forsman:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

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Undertaking Description
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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Digitally signed by LINDA M GEHRKE
Date: 2019.07.23 14:11:09 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Lewarch, Cultural Resources, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

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Alaska, Idaho, Oregon,
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Seattle, WA 98174-1002
206-220-7954
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July 23, 2019

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination**

Dear Chairwoman Gobin:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

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Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent

Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

Historic Resources
There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

Determinations
Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.07.23 14:13:11 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

July 23, 2019

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination**

Dear Chairman Goudy:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit's consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared *West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan*, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

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Determinations
Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Digitally signed by LINDA M GEHRKE
Date: 2019.07.23 14:14:28 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, THPO, Confederated Tribes and Bands of the Yakama Nation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

July 23, 2019

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination**

Dear Dr. Brooks:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with the Washington State Historic Preservation Officer (SHPO) for the West Seattle and Ballard Link Extensions Project (Project Tracking Code: 2018-02-01062) as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, requests your feedback on the proposed Area of Potential Effects (APE), and requests your concurrence with the proposed Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit's consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared *West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan*, dated July 2019 (Cultural

Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
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Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

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- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA is seeking SHPO concurrence with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.07.23 14:03:41 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

SOUNDTRANSIT

July 24, 2019

The Honorable Cecile Hansen
Chairwoman
Duwamish Tribe
4705 W Marginal Way SW
Seattle, WA 98106

Subject: West Seattle and Ballard Link Extension Geotechnical Investigation
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Chair Hansen:

On February 14, 2018, Sound Transit invited the Duwamish Tribe to participate in the environmental review process for the West Seattle and Ballard Link Extensions Project. In May 2019, the Sound Transit Board, in coordination with the Federal Transit Administration (FTA), identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit's consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Undertaking Description

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Steilacoom Mayor

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King County Council Chair

Roger Millar
Washington State Secretary of Transportation

Dave Somers
Snohomish County Executive

Dave Upthegrove
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Peter von Reichbauer
King County Councilmember

Victoria Woodards
Tacoma Mayor

CHIEF EXECUTIVE OFFICER
Peter M. Rogoff

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www.soundtransit.org

each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

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We respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact me at (206) 398-5464 or erin.green@soundtransit.org.

Sincerely,

Erin Green
Senior Environmental Planner

Enclosure: CD of Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

SOUNDTRANSIT

July 24, 2019

The Honorable Michael didahalqid Evans
Chairman
Snohomish Tribe
9792 Edmonds Way Box 267
Edmonds, WA 98020

Subject: West Seattle and Ballard Link Extension Geotechnical Investigation
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Chair Evans:

On February 14, 2018, Sound Transit invited the Snohomish Tribe to participate in the environmental review process for the West Seattle and Ballard Link Extensions Project. In May 2019, the Sound Transit Board, in coordination with the Federal Transit Administration (FTA), identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

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Bruce Dammeier
Pierce County Executive

Jenny Durkan
Seattle Mayor

Dave Earling
Edmonds Mayor

Rob Johnson
Seattle Councilmember

Kent Keel
University Place Mayor

Joe McDermott
King County Council Chair

Roger Millar
Washington State Secretary of Transportation

Dave Somers
Snohomish County Executive

Dave Upthegrove
King County Councilmember

Peter von Reichbauer
King County Councilmember

Victoria Woodards
Tacoma Mayor

CHIEF EXECUTIVE OFFICER
Peter M. Rogoff

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The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources

There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

Historic Resources

There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.
It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

Determinations

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have no adverse effect on resources on or eligible for the NRHP.

We respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact me at (206) 398-5464 or erin.green@soundtransit.org.

Sincerely,

Erin Green
Senior Environmental Planner

Enclosure: CD of Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

August 9, 2019

Ms. Linda Gehrke
Deputy Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension_ Geotechnical Investigation
Re: NO Adverse Effect

Dear Ms. Gehrke:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication.

First, we agree with the Area of Potential Effect (APE) as mapped in the survey report. We also concur that the current project as proposed will have "NO ADVERSE EFFECT" on historic properties within the APE that are listed in, or determined eligible for listing in, the National Register of Historic Places. As a result of our concurrence, further contact with DAHP on this proposal is not necessary.

However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov

This page is intentionally left blank.

From: Green, Erin
To: Cecile@duwamishtribe.org
Cc: Swift, Lauren; Assam, Mark (FTA); Costanza, Ann
Subject: West Seattle and Ballard Link Extensions Environmental Methodologies for Review
Date: Monday, September 09, 2019 12:38:00 PM
Attachments: image001.png
WSBLE_EISMethodologies_Aug2019.pdf
WSBLE_EISMethodologies_Comments.xlsx

Dear Chair Hansen:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions project, consistent with the provisions of 23 United States Code 139 and 23 Code of Federal Regulations 771.111. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
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- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request

your review on those topic areas within your area of expertise. The draft Environmental Methodology Report is attached to this email (WSBLE_EISMethodologies_Aug2019.pdf). FTA and Sound Transit respectfully request that you consolidate your comments and record them in the attached comment form (WSBLE_EISMethodologies_Comments.xlsx).

Please provide comments via email by **October 9, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

Please contact me or Lauren Swift (lauren.swift@soundtransit.org or 206-398-5301) if you have any questions.

Thank you,

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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SOUNDTRANSIT

From:	Green, Erin
To:	info@snohomishtribe.com
Cc:	Swift, Lauren; Assam, Mark (FTA); Costanza, Ann
Subject:	West Seattle and Ballard Link Extensions Environmental Methodologies for Review
Date:	Monday, September 09, 2019 12:37:00 PM
Attachments:	WSBLE_EISMethodologies_Aug2019.pdf WSBLE_EISMethodologies_Comments.xlsx image001.png

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Dear Chair Evans:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions project, consistent with the provisions of 23 United States Code 139 and 23 Code of Federal Regulations 771.111. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS.

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your review on those topic areas within your area of expertise. The draft Environmental Methodology Report is attached to this email (WSBLE_EISMethodologies_Aug2019.pdf). FTA and Sound Transit respectfully request that you consolidate your comments and record them in the attached comment form (WSBLE_EISMethodologies_Comments.xlsx).

Please provide comments via email by **October 9, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

Please contact me or Lauren Swift (lauren.swift@soundtransit.org or 206-398-5301) if you have any questions.

Thank you,
Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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SOUNDTRANSIT

From: Green, Erin
To: Anne-c.fennessy-c@seattle.gov; Colin.Drake@seattle.gov; christie.true@kingcounty.gov; Gannon, Rob; Crosley, Stephen; Dan.Shoemaker@faa.gov; michael.ohare@fema.dhs.gov; Handel, Lindsey; Sharon.Love@dot.gov; jeffrey.james@dot.gov; lydia.kachadoorian@dot.gov; branden.criman@dot.gov; scott.anderson@noaa.gov; Donna.Wieting@noaa.gov; rory.w.lee@usace.army.mil; Dana.M.Dysart@usace.army.mil; bryan.mercier@bia.gov; Carl.F.Smith@uscg.mil; Steven.M.Fischer3@uscg.mil; WA_Webmanager@hud.gov; Allison_O"Brien@ios.doi.gov; Nogi.jill@Epamail.epa.gov; jim_muck@fws.gov; chaun.benjamin@gsa.gov; Davon.M.Collins@usps.gov; rpduda@fbi.gov; robert.r.cantu@hq.dhs.gov; dchamberlain@nwseaportalliance.com; jwolfe@nwseaportalliance.com; Kilroy.S@portseattle.org; Poor, Geri; craigk@pscleanair.org; kmcgourty@psrc.org; SGutschow@psrc.org; Dennis.Wardlaw@dahp.wa.gov; mbom461@ECY.WA.GOV; Laura.Arber@dfw.wa.gov; Sherri.Gallant@dnr.wa.gov; Jessica Giblin (giblinj@wsdot.wa.gov); myra.barker@rco.wa.gov; ross.hunter@del.wa.gov
Cc: Swift, Lauren; Assam, Mark (FTA); Costanza, Ann; Fann, Sandra; Chahim, Leda
Subject: West Seattle and Ballard Link Extensions Environmental Methodologies for Review
Date: Monday, September 09, 2019 12:36:00 PM
Attachments: image001.png
WSBLE EIS Methodologies Transmittal Letter 20190909.pdf
WSBLE_EISMethodologies_Aug2019.pdf
WSBLE_EISMethodologies_Comments.xlsx

Greetings:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited your agency to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions project, consistent with the provisions of 23 United States Code 139 and 23 Code of Federal Regulations 771.111. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite your agency to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

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Please provide your agency's consolidated comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by **September 30, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions or would like to discuss our agencies' respective roles and responsibilities during preparation of the EIS, please contact Lauren Swift at 206-398-5301 or lauren.swift@soundtransit.org or Mark Assam, FTA, at 206-220-4463 or mark.assam@dot.gov.

Thank you,
Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

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206-220-7959 (fax)

September 10, 2019

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue SE
Auburn, WA 98092

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies**

Dear Chairman Elkins:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

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We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by **October 7, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.09.10 07:55:00 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form

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206-220-7959 (fax)

September 10, 2019

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies**

Dear Chairman de los Angeles:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

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If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.09.10 07:57:09 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form

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September 10, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies**

Dear Chairman Yanity:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

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We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by **October 7, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.09.10 07:59:34 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form

U.S. Department
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Seattle, WA 98174-1002
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206-220-7959 (fax)

September 10, 2019

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies**

Dear Chairman Forsman:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.09.10 08:01:10 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Lewarch, Cultural Resources, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form

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206-220-7959 (fax)

September 10, 2019

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies**

Dear Chairwoman Gobin:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

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We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by **October 7, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE
Digitally signed by LINDA M GEHRKE
Date: 2019.09.10 08:03:32 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form

U.S. Department
of Transportation
**Federal Transit
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September 10, 2019

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies**

Dear Chairman Goudy:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources

- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request your review on those topic areas of interest or within your area of expertise. The draft Environmental Methodology Report is being distributed via email with this letter (WSBLE_EISMethodologies_Aug2019.pdf). For your convenience, also provided via email is a comment form (WSBLE_EISMethodologies_Comments.xlsx).

We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by **October 7, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2019.09.10 08:04:49 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

September 26, 2019

Ms. Lauren Swift
Project Development Coordinator
Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA. 98104-2826

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension
Re: EIS Methodology Review Comments

Dear Ms. Swift:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. In response, we have reviewed the materials you provided for this project. Our agency has review the material provided and has the following comments regarding the cultural resource methodology:

- DAHP has concerns regarding cumulative impacts in relation to the up-zoning and long-term alteration to the scale and character of the neighborhoods being impacted. Furthermore, up-zoning could lead to significant detrimental impacts on legacy businesses as we have seen in other areas of the City. Substantial demolition and highly speculative development may occur resulting in complete loss of historic resources and should be addressed and mitigated.

- Regarding evaluations of identified historic resources in the project APE, per Section 106 regulations, only eligibility for the National Register of Historic Places is relevant for DAHP concurrence. Please ensure that discussions of eligibility for other potential listings, including the Washington Heritage Register, are separate from National Register evaluations. This is intended to improve DAHP's review time of the Historic Property Inventory forms in order to respond in the most expedient manner possible for FTA.

Thank you for the opportunity to review and comment If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist

(360) 586-3085
dennis.wardlaw@dahp.wa.gov

U.S. Department
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**Federal Transit
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February 12, 2020

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue SE
Auburn, WA 98092

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Elkins:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description

The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Definition of APE
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- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

Archaeological Survey and Inventory Plan
FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic built environment and archaeological resources within the APE that are listed on, or determined eligible for, the National Register of Historic Places (NRHP). This effort will include previously recorded NRHP-listed or -eligible resources, as well as those identified during archaeological and historic built environment resources survey and inventory.

The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The Plan describes the proposed archaeological inventory process that would be conducted to identify and assess the potential for intact archaeological deposits. Due to limitations on access, such as property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose the following phased approach to the investigation:

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Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
Archaeological Survey and Inventory Plan – Phase 1, January 2020

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February 12, 2020

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description
The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

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Archaeological Survey and Inventory Plan
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Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
Archaeological Survey and Inventory Plan – Phase 1, January 2020

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February 12, 2020

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

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Thank you for your consultation on the Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

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February 12, 2020

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Forsman:

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for Linda M. Gehrke
Regional Administrator

cc: Dennis Lewarch, Tribal Historic Preservation Officer, Suquamish Indian Tribe of the Port Madison Reservation
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Lauren Swift, Central Corridor Environmental Manager, Sound Transit
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February 12, 2020

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairwoman Gobin:

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The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The Plan describes the proposed archaeological inventory process that would be conducted to identify and assess the potential for intact archaeological deposits. Due to limitations on access, such as property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose the following phased approach to the investigation:

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- **Phase 4, Construction:** The fourth phase would occur during Project construction. This would include archaeological monitoring of construction activities in areas that were inaccessible before construction because of physical obstructions or other constraints.

Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
Archaeological Survey and Inventory Plan – Phase 1, January 2020

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 12, 2020

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Goudy:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description

The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Definition of APE
As shown on the enclosed APE Map Set, the proposed APE generally extends from elements of the Project alternatives (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to Project elements. One parcel is a standard APE extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas, to account for potential visual effects:

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- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

Archaeological Survey and Inventory Plan
FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic built environment and archaeological resources within the APE that are listed on, or determined eligible for, the National Register of Historic Places (NRHP). This effort will include previously recorded NRHP-listed or -eligible resources, as well as those identified during archaeological and historic built environment resources survey and inventory.

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Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
Archaeological Survey and Inventory Plan – Phase 1, January 2020

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 12, 2020

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with the Washington State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description

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- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

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Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
Archaeological Survey and Inventory Plan – Phase 1, January 2020

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SOUNDTRANSIT

February 20, 2020
Honorable Cecile Hansen
Tribal Chair
Duwamish Tribe
4708 W Marginal Way SW
Seattle, WA 98106

Subject: Sound Transit West Seattle and Ballard Link Extensions Project, National Historic Preservation Act, Section 106 Area of Potential Effect and Archaeolgoical Survey and Inventory Plan SHPO Project Tracking Code 2019-02-01457

Dear Chairwoman Hansen:

I am writing this letter to the Duwamish Tribe on behalf of Sound Transit's Tribal Relations Program and the West Seattle and Ballard Link Extensions Project (Project). As you are aware, in February of 2018 Sound Transit invited the Duwamish to be a participating party in the environmental review and Section 106 process for the Project (please see the attached Project engagement information). This letter is a continuation of the engagement on the project intitiated in 2018.

This letter is to follow up in order to provide you with updated project specific information and includes:

1) A definition of the Area of Potential Effects (APE) - (please see description below and documents included on the enclosed CD); and
2) A Cultural Resources Survey and Inventory plan focused on archaeological investigation that outlines a phased approach for cultural resources investigation (included on enclosed CD).

Definition of APE

The Federal Transit Administration has define the APE consistent with 36 CFR 800.16(d), the APE represents the area within which the undertaking may "directly or indirectly cause alternations in the character or use of historic properties, if such properties exist." As shown in the enclosed APE Figure, the APE generally extends from the project elements (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to project elements One parcel is a standard APE extent for transportation projects, because indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas to account for potential visual effects:

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- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway

If there are any questions about this transmittal, or if you would like information on the project schedule, please contact me:
Dezerae Hayes – Sound Transit's Director of Tribal Relations by phone at: 253-509-3806 or via email at: Dezerae.hayes@soundtransit.org. You may also contact Alex Stevenson - Sound Transit's Cultural Resource Manager by phone: 206-553-3655 or via email at: Alex.stevenson@soundtransit.org.

Thank you in advance for your collaboration.

Sincerely,

Dezerae Hayes
Director of Tribal Relations

Enclosure: West Seattle and Ballard Link Extension Project Cultural Resource Suvey Plan - CD

cc: Alexander Stevenson, Sound Transit
Erin Green, Sound Tranit
Lauren Swift, Sound Transit

SOUNDTRANSIT

February 20, 2020
Tribal Chair
Snohomish Tribe
9792 Edmonds Way #267
Edmonds, WA 98020

Subject: Sound Transit West Seattle and Ballard Link Extensions Project, National Historic Preservation Act, Section 106 Area of Potential Effect and Archaeolgoical Survey and Inventory Plan SHPO Project Tracking Code 2019-02-01457

Dear Tribal Chair:

I am writing this letter to the Snohomish Tribe on behalf of Sound Transit's Tribal Relations Program and the West Seattle and Ballard Link Extensions Project (Project). As you are aware, in February of 2018 Sound Transit invited the Duwamish to be a participating party in the environmental review and Section 106 process for the Project (please see the attached Project engagement information). This letter is a continuation of the engagement on the project intitiated in 2018.

This letter is to follow up in order to provide you with updated project specific information and includes:

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- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway

If there are any questions about this transmittal, or if you would like information on the project schedule, please contact me:
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Thank you in advance for your collaboration.

Sincerely,

Dezerae Hayes
Director of Tribal Relations

Enclosure: West Seattle and Ballard Link Extension Project Cultural Resource Suvey Plan - CD

cc: Alexander Stevenson, Sound Transit
Erin Green, Sound Tranit
Lauren Swift, Sound Transit

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

February 25, 2020

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle to Ballard Light Rail Extension
Re: APE Concur

Dear Ms. Gehrke:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the area of potential effect (APE).

We concur with your definition of the APE. We have also reviewed your methodology for the archaeological inventory. At this time we have no comments on the archaeological inventory methodology. However, DAHP is requesting that FTA provide the methodology for the built environment inventory efforts as well as a discussion on how these inventory efforts articulate to the phased approach of this project. Also, please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov

This page is intentionally left blank.

From: Assam, Mark (FTA)
To: Wardlaw, Dennis (DAHP)
Cc: Witmer, John; Changhchien, Amy; Costanza, Ann; Barbara Bundy; Swift, Lauren; Green, Erin; Stevenson, Alex
Subject: RE: King County_ West Seattle To Ballard Light Rail Extension_ APE Concur (2019-02-01457)
Date: Tuesday, April 21, 2020 4:38:38 PM
Attachments: WSBLE 106 Built Environment Inventory 20200408.pdf

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Hi Dennis,

As you requested in your February 25, 2020 letter, attached is the Built Environment Inventory Plan for the West Seattle and Ballard Link Extensions Project for Sound Transit (Project Tracking Code: 2019-02-01457). Please let me know if you have comments or questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Wardlaw, Dennis (DAHP) [mailto:dennis.wardlaw@dahp.wa.gov]
Sent: Tuesday, February 25, 2020 3:53 PM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Cc: Laura Murphy (laura.murphy@muckleshoot.nsn.us) <laura.murphy@muckleshoot.nsn.us>; Steven Mullen-Moses <steve@snoqualmietribe.us>; Richard Young (ryoung@tulaliptribes-nsn.gov) <ryoung@tulaliptribes-nsn.gov>; 'Kerry Lyste' (klyste@stillaguamish.com) <klyste@stillaguamish.com>; johnson@yakama.com; kate@yakama.com; Gehrke, Linda (FTA) <Linda.Gehrke@dot.gov>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Dennis Lewarch (dlewarch@Suquamish.nsn.us) <dlewarch@Suquamish.nsn.us>; Borth, Holly (DAHP) <holly.borth@dahp.wa.gov>
Subject: King County_ West Seattle To Ballard Light Rail Extension_ APE Concur (2019-02-01457)

Hi Mark,

Good afternoon. Attached please find our letter for the project referenced in the subject line. Please let me know if you have any questions.

Regards,
Dennis

Dennis Wardlaw, M.A.
Transportation Archaeologist
Dept. of Archaeology and Historic Preservation
1110 Capitol Way South, Suite 30
Olympia, WA 98501
Voice: 360-586-3085
Cell: 360-485-5014

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From: Wardlaw, Dennis (DAHP)
To: Assam, Mark (FTA)
Cc: Witmer, John; Changhchien, Amy; Costanza, Ann; Barbara Bundy; Swift, Lauren; Green, Erin; Stevenson, Alex
Subject: RE: King County_ West Seattle To Ballard Light Rail Extension_ APE Concur (2019-02-01457)
Date: Thursday, April 23, 2020 6:33:00 AM

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Hi Mark,

Thanks for sending this over. The BEU has reviewed the Inventory Plan and are in agreement with built environment methodology.

Regards,
Dennis

From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Tuesday, April 21, 2020 4:38 PM
To: Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>
Cc: Witmer, John (FTA) <John.Witmer@dot.gov>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Ann Costanza <acostanza@anchorqea.com>; Barbara Bundy <bbundy@anchorqea.com>; Swift, Lauren <lauren.swift@soundtransit.org>; Green, Erin <erin.green@soundtransit.org>; Stevenson, Alex <alex.stevenson@soundtransit.org>
Subject: RE: King County_ West Seattle To Ballard Light Rail Extension_ APE Concur (2019-02-01457)

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Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Wardlaw, Dennis (DAHP) [mailto:dennis.wardlaw@dahp.wa.gov]
Sent: Tuesday, February 25, 2020 3:53 PM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Cc: Laura Murphy (laura.murphy@muckleshoot.nsn.us) <laura.murphy@muckleshoot.nsn.us>;

Steven Mullen-Moses <steve@snoqualmietribe.us>; Richard Young (ryoung@tulaliptribes-nsn.gov) <ryoung@tulaliptribes-nsn.gov>; 'Kerry Lyste' (klyste@stillaguamish.com) <klyste@stillaguamish.com>; johnson@yakama.com; kate@yakama.com; Gehrke, Linda (FTA) <Linda.Gehrke@dot.gov>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Dennis Lewarch (dlewarch@Suquamish.nsn.us) <dlewarch@Suquamish.nsn.us>; Borth, Holly (DAHP) <holly.borth@dahp.wa.gov>
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Regards,
Dennis

Dennis Wardlaw, M.A.
Transportation Archaeologist
Dept. of Archaeology and Historic Preservation
1110 Capitol Way South, Suite 30
Olympia, WA 98501
Voice: 360-586-3085
Cell: 360-485-5014

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From:	Assam, Mark (FTA)
To:	Wardlaw, Dennis (DAHP)
Cc:	Swift, Lauren; Green, Erin; Stevenson, Alex; Witmer, John; Changhchien, Amy; Costanza, Ann; Barbara Bundy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - HPI Forms Review
Date:	Tuesday, April 21, 2020 4:45:57 PM
Attachments:	DAHP Review Matrix_Batches 1, 2, 3_April 2020.xlsx WSBLE HPI Maps_2020_04_09RS.PDF

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Hi Dennis,

As part of our continuing efforts to coordinate closely with your office on the West Seattle and Ballard Link Extensions Project (SHPO Project Tracking Code: 2019-02-01457), Sound Transit has uploaded 376 historic property inventory (HPI) forms for properties within the Area of Potential Effects (APE) using Sound Transit's FTP site (see access instructions below). These forms were submitted in the following three files/batches:

1. WSBLE HPIs Batch 1 Updated 20200402RS (Ballard)
2. WSBLE HPIs Batch 2 Updated 20200402RS (Interbay)
3. WSBLE HPIs Batch 3 Updated 20200402RS (Lower Queen Anne)

The files can be accessed at the link below using the username and password shown below:

Link: ftp://ftp.soundtransit.org/temporary_holding/WSBLE%20HPI/
Username: TempHold
Password: TempHold

As we discussed during our teleconference on March 13, 2020, I am attaching an Excel file for your use in reviewing and commenting on the HPI forms, as well as a map set showing the location of each historic property within the geographic "HPI batches" throughout the entire project corridor.

We request that you review the forms and comment on: (1) the level of documentation; and (2) the recommended determinations of eligibility. FTA will formally determine eligibility and effect for all historic properties within the APE later in the Section 106 process. The current coordination is intended to make sure that the documentation is consistent with your expectations.

Thank you for your assistance.

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 31, 2020

Riisa Conklin
Executive Director
Freeway Park Association
601 Union Street, Suite 310
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Ms. Conklin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description

The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

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The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

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- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in

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If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:21:20 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

U.S. Department
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August 31, 2020

Sarah Sodt
City Historic Preservation Officer
City of Seattle Historic Preservation Office
P.O. Box 94649
Seattle, WA 98124-4649

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Ms. Sodt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

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Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:19:13 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

U.S. Department
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**Federal Transit
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206-220-7954
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August 31, 2020

Ryan Smith
Principal
Martin Smith, Inc.
1932 1st Avenue, Suite 1000
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Mr. Smith:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

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Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:30:12 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

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Alaska, Idaho, Oregon,
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206-220-7954
206-220-7959 (fax)

August 31, 2020

Lisa Howard
Executive Director
Alliance for Pioneer Square
P.O. Box 4507
Seattle, WA 98194

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Ms. Howard:

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Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:16:30 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

U.S. Department
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Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 31, 2020

Jennifer Meisner
Preservation Officer
King County Historic Preservation Program
201 South Jackson Street, Suite 700
Seattle, WA 98104

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Ms. Meisner:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

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Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:28:03 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

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REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 31, 2020

Kji Kelly
Executive Director
Historic Seattle
1117 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Mr. Kelly:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

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Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:23:42 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 31, 2020

Kathleen Barry Johnson
Executive Director
Historic South Downtown Community Preservation and Development Authority
409B Maynard Avenue South
Seattle, WA 98107

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Ms. Barry Johnson:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

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Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:25:41 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

U.S. Department
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Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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206-220-7954
206-220-7959 (fax)

August 31, 2020

Chris Moore
Executive Director
Washington Trust for Historic Preservation
1204 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

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Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:40:58 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

U.S. Department
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206-220-7954
206-220-7959 (fax)

August 31, 2020

Julia Levitt
Strategic Advisor
Seattle Center
305 Harrison Street
Seattle, WA 98109

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Ms. Levitt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

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Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:32:50 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

U.S. Department
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REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 31, 2020

Maiko Winkler-Chin
Executive Director
Seattle Chinatown International District Preservation and Development Authority
P.O. Box 3302
Seattle, WA 98114

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Ms. Winkler-Chin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

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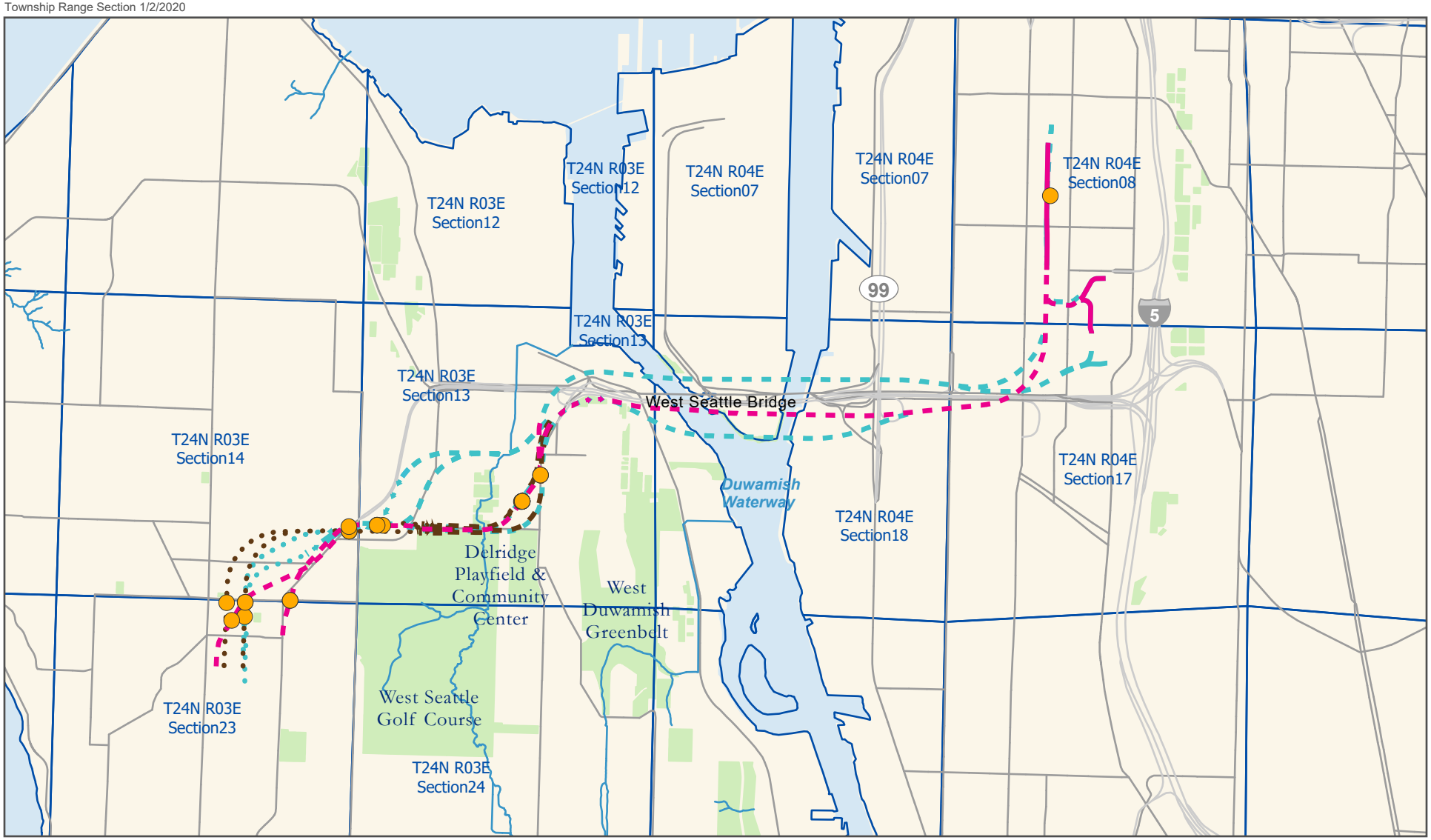
LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.08.31 18:35:22 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

Township Range Section 1/2/2020



Source: City of Seattle

Alternatives

- Preferred Alternative
- Preferred Alternative with Additional Funding Partners
- Other Alternative

Alternative Profile

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New

- Stream
- Township Range Section
- Park

West Seattle and Ballard Link Extensions
Vicinity Map

West Seattle Extension

0 0.5 1 Miles

N

DRAFT: For internal discussion only. Not reviewed or approved on behalf of any party.

Township Range Section 1/2/2020

Source: City of Seattle

Alternatives

- Preferred Alternative
- Preferred Alternative with Additional Funding Partners
- Other Alternative

Alternative Profile

- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station

- New
- Existing

- Stream
- Township Range Section
- Park

West Seattle and Ballard Link Extensions Vicinity Map

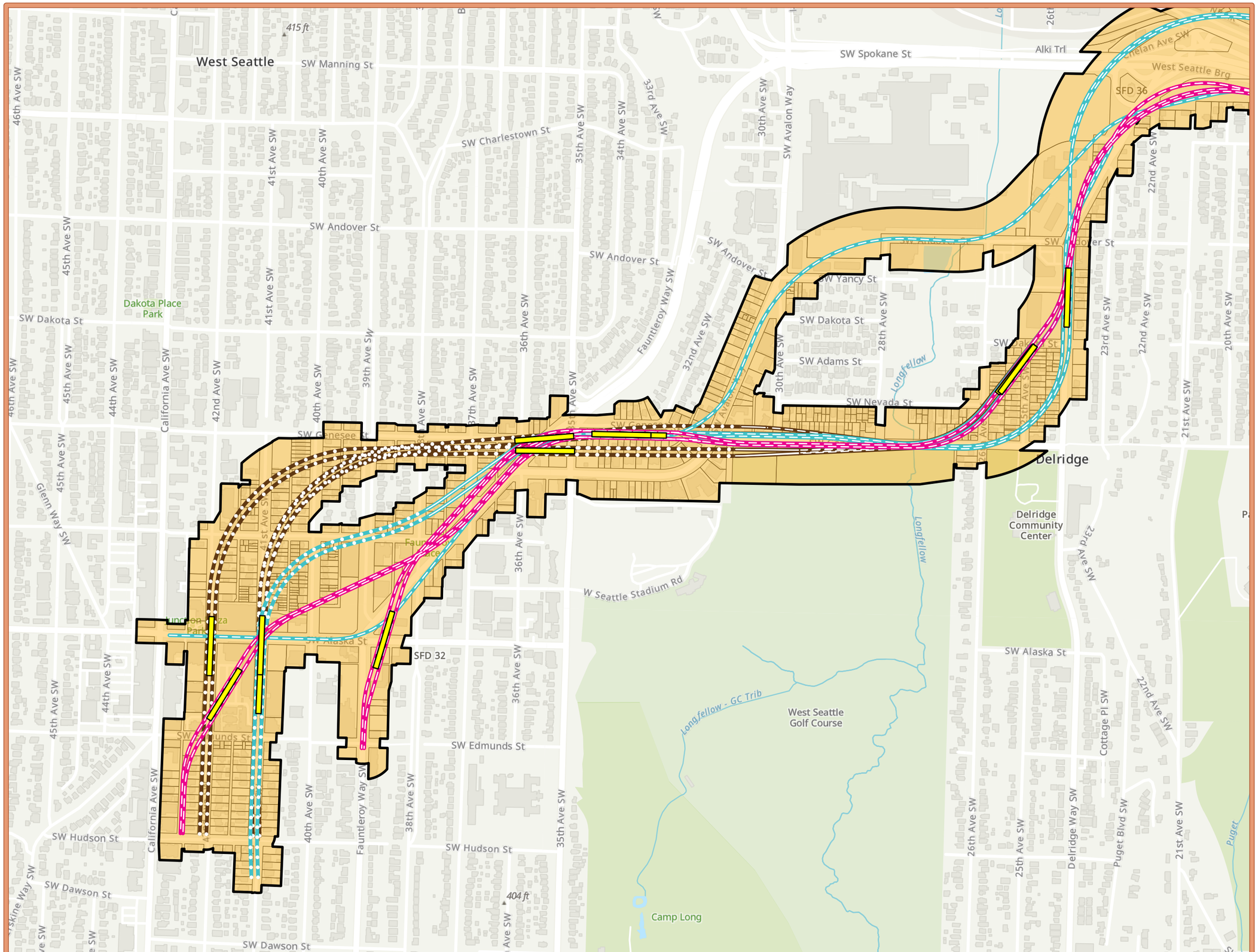
Ballard Extension

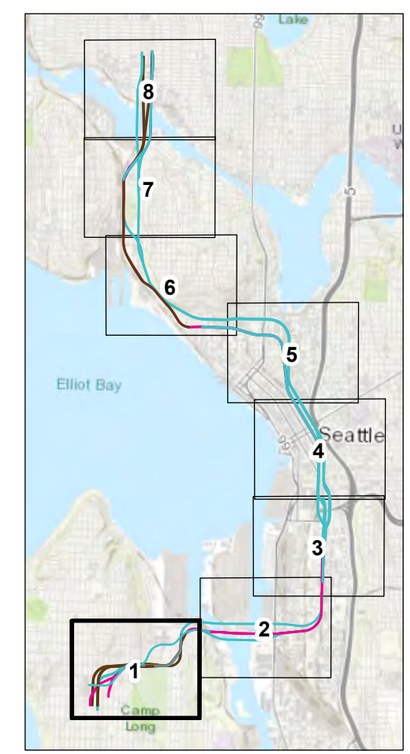
0 0.75 1.5 Miles

N

DRAFT: For internal discussion only. Not reviewed or approved on behalf of any party.

Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)





Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community AA

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Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)

Stations

Alternatives, Track Location

- Other Draft EIS Alternatives, At-Grade
- Other Draft EIS Alternatives, Elevated
- Other Draft EIS Alternatives, Tunnel
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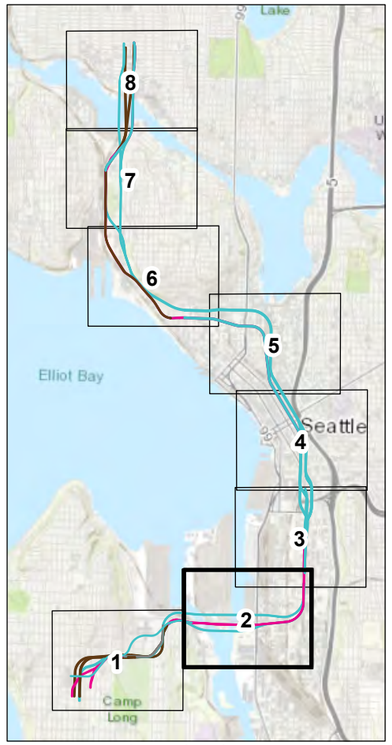
- Parcels in APE

N

0 250 500 1,000 Feet



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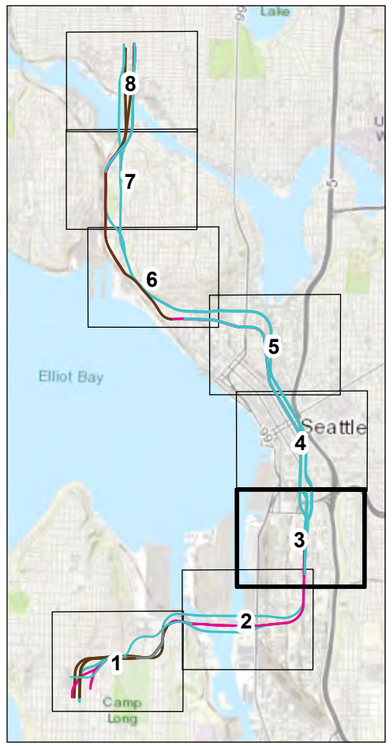

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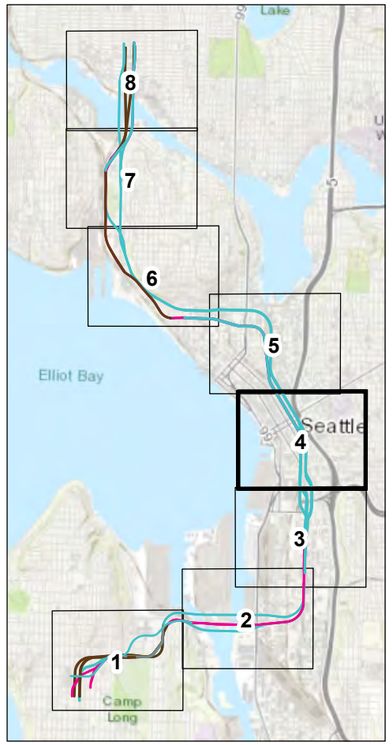

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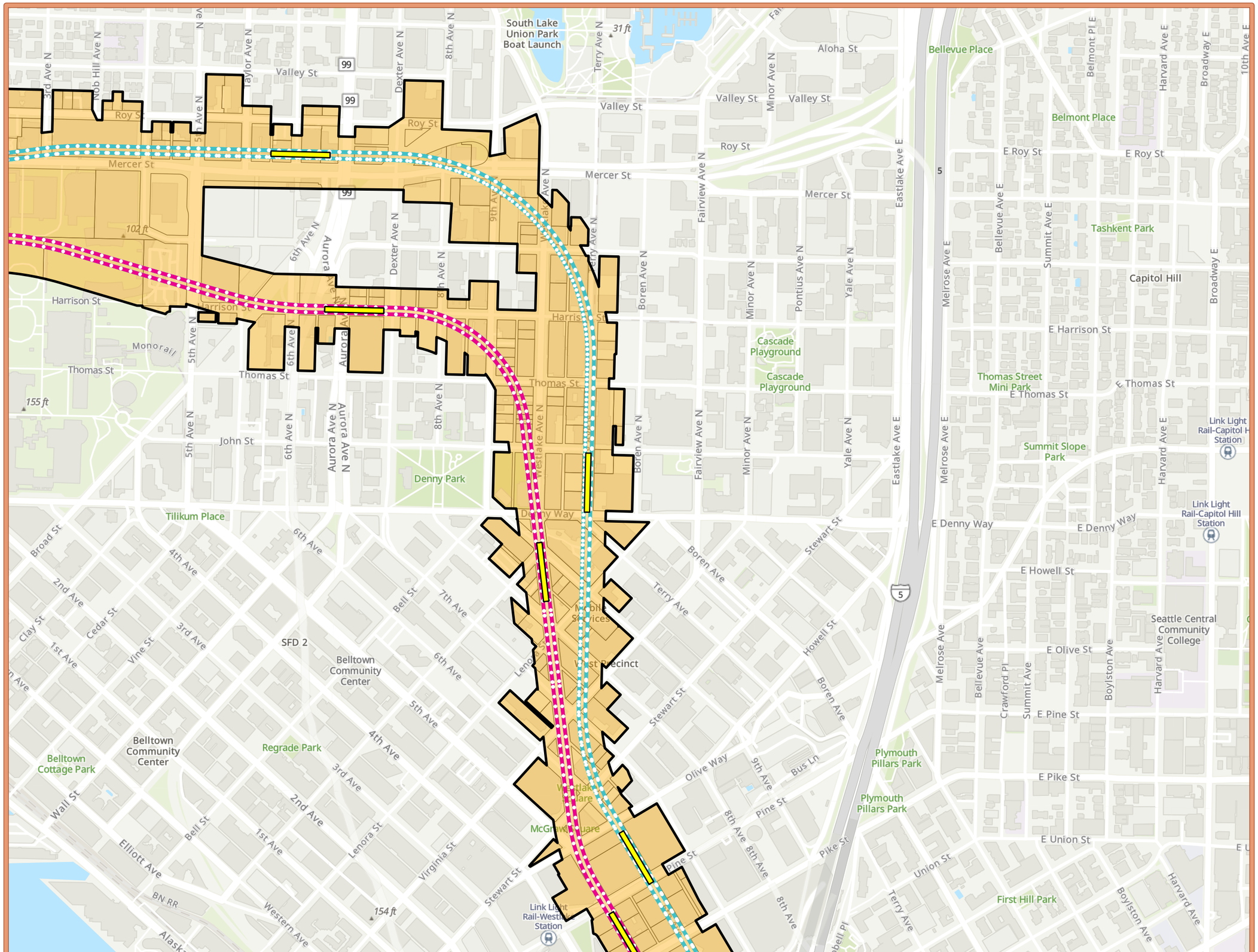
Date Saved: 11/23/2019 4:18 PM

Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Communi

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Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)

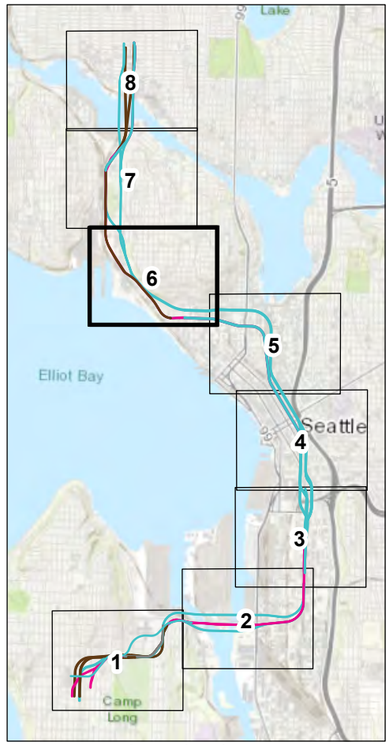
Stations

Alternatives, Track Location

- Other Draft EIS Alternatives, At-Grade
- Other Draft EIS Alternatives, Elevated
- Other Draft EIS Alternatives, Tunnel
- Preferred Alternatives, At-Grade
- Preferred Alternatives, Elevated
- Preferred Alternatives, Tunnel
- Preferred Alts. With 3rd Party Funding, At-Grade
- Preferred Alts. With 3rd Party Funding, Elevated
- Preferred Alts. With 3rd Party Funding,Tunnel
- Area Of Potential Effects (APE)
- Parcels in APE

N

0 250 500 1,000 Feet



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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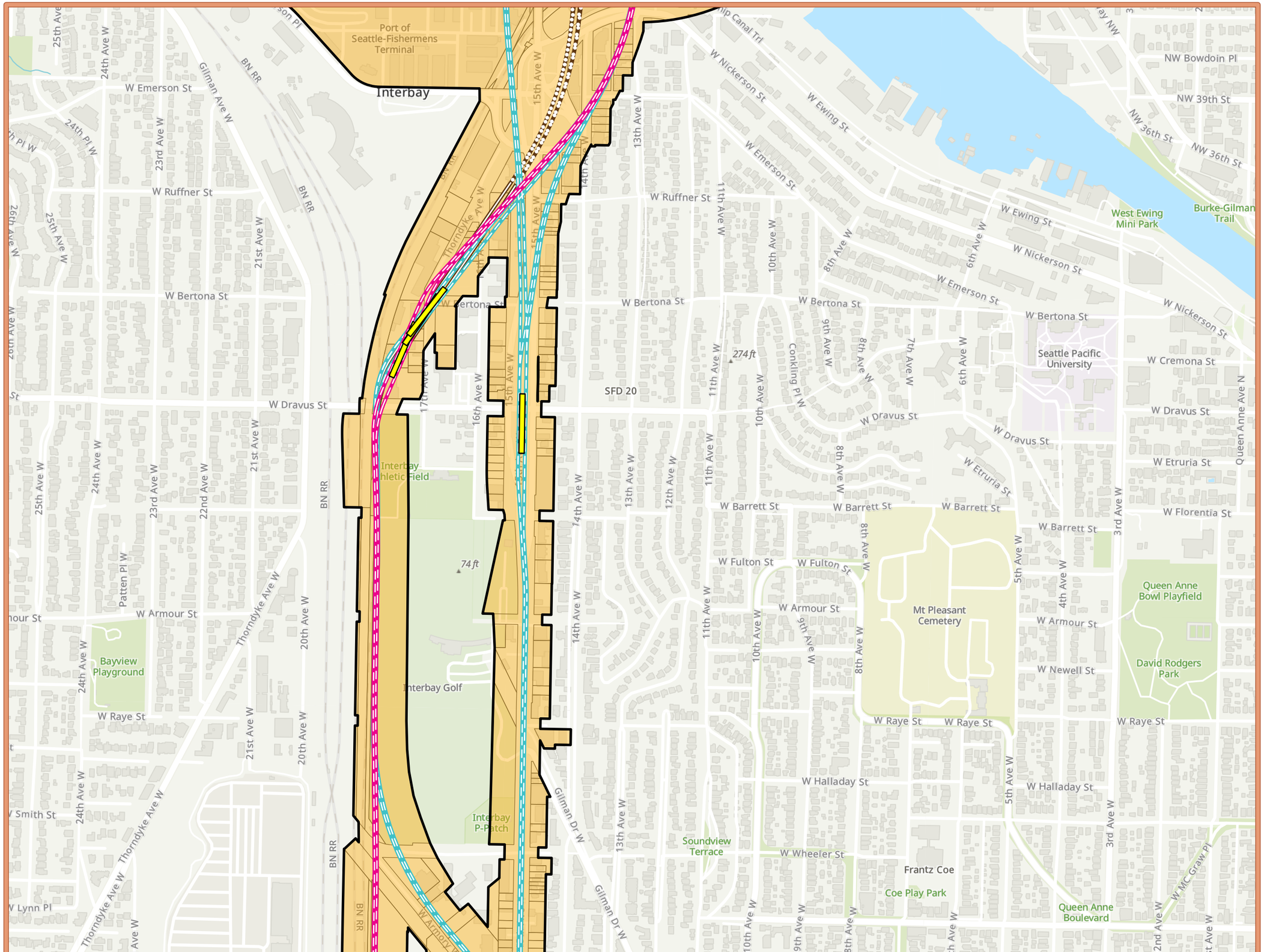
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)



Stations

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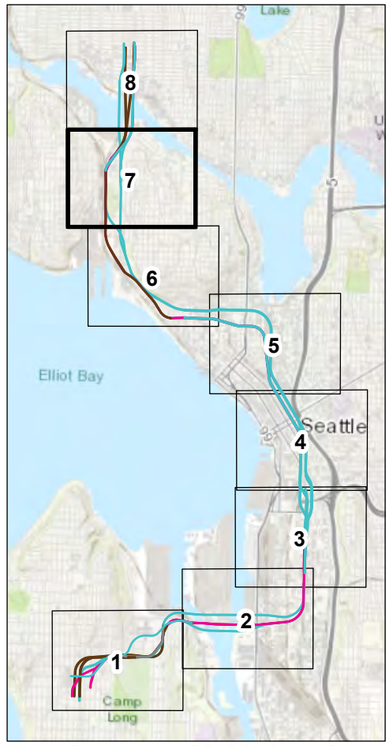

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)

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- Area Of Potential Effects (APE)
- Parcels in APE

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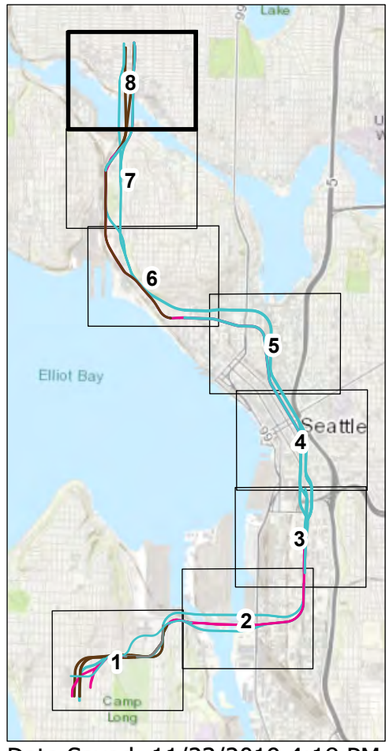

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Date Saved: 11/23/2019 4:18 PM

From:	Assam, Mark (FTA)
To:	Sodt, Sarah
Cc:	Gurkewitz, Sandy; Costanza, Ann; Barbara Bundy; Swift, Lauren; Green, Erin; Stevenson, Alex; Wardlaw, Dennis (DAHP); Witmer, John; Changhchien, Amy
Subject:	RE: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation
Date:	Monday, September 14, 2020 4:08:57 PM
Attachments:	image001.png

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Hi Sarah,

Thank you for your response. To answer your question below, SHPO agreed with the definition of the APE without any comments. I look forward to getting any comments you may have.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Sodt, Sarah [mailto:Sarah.Sodt@seattle.gov]
Sent: Monday, September 14, 2020 2:58 PM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Cc: Gurkewitz, Sandra <Sandra.Gurkewitz@seattle.gov>
Subject: RE: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

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Hello Mark,
This is confirmation that I accept the invitation to be a consulting party. I will follow up with any comments on the APE that we have by the end of this month.

In the meantime, has DAHP submitted any comments on the APE?
Thanks,
Sarah

Sarah Sodt
City Historic Preservation Officer
Office: 206.615.1786

Street Address: 600 4th Avenue - 4th Floor, Seattle WA 98104
Mailing Address: PO Box 94649, Seattle WA 98124-4649
seattle.gov/neighborhoods

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From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Tuesday, September 1, 2020 9:33 PM
To: Sodt, Sarah <Sarah.Sodt@seattle.gov>
Cc: Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; Swift, Lauren <lauren.swift@soundtransit.org>; Green, Erin <erin.green@soundtransit.org>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Witmer, John (FTA) <John.Witmer@dot.gov>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Costanza, Ann <acostanza@anchorqea.com>; Barbara Bundy <bbundy@anchorqea.com>; fta.tro10mail <fta.tro10mail@dot.gov>
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

CAUTION: External Email

Dear Ms. Sodt:

Please see the attached Section 106 Consulting Party Invitation letter for the Sound Transit - West Seattle and Ballard Link Extensions Project.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Assam, Mark (FTA) <mark.assam@dot.gov>
Sent: Wednesday, September 23, 2020 3:14 PM
To: Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Witmer, John
Subject: FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

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Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Kji Kelly [mailto:kjik@historicseattle.org]
Sent: Wednesday, September 23, 2020 3:12 PM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Cc: Eugenia Woo <eugeniaw@historicseattle.org>
Subject: RE: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

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Mark
Thanks again for the below. Historic Seattle would like to be a consulting party. Eugenia Woo, Historic Seattle's Director of Preservation Services will be our point of contact. She is cc'd to this email. Thanks.

Kji

Kji Kelly
Executive Director
Historic Seattle
1117 Minor Ave | Seattle, WA 98101
t: 206.622.6952 ext 223 | f: 206.622.1197
kjik@historicseattle.org | www.historicseattle.org

From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Tuesday, September 1, 2020 9:31 PM
To: Kji Kelly <kjik@historicseattle.org>
Cc: Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; Swift, Lauren <lauren.swift@soundtransit.org>; Green, Erin <erin.green@soundtransit.org>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Witmer, John (FTA) <John.Witmer@dot.gov>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Costanza, Ann <acostanza@anchorqea.com>; Barbara Bundy <bbundy@anchorqea.com>; fta.tro10mail <fta.tro10mail@dot.gov>
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

Dear Mr. Kelly:

Please see the attached Section 106 Consulting Party Invitation letter for the Sound Transit - West Seattle and Ballard Link Extensions Project.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Assam, Mark (FTA) <mark.assam@dot.gov>
Sent: Thursday, September 24, 2020 10:33 AM
To: Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Witmer, John
Subject: FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

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FYI...

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Jennifer Mortensen [mailto:jmortensen@preservewa.org]
Sent: Thursday, September 24, 2020 9:43 AM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Subject: Re: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

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Hello Mark,

Apologies for the delay in response—the Washington Trust appreciates being invited to consult and looks forward to the ongoing conversation. I will be representing the Washington Trust in this process.

Thank you!

Jennifer (Jay) Mortensen | Outreach Director
she / her / hers

Washington Trust for Historic Preservation
1204 Minor Avenue | Seattle, WA 98101
206-462-2999 (d) | o: 206-624-9449 (o)

preservewa.org

From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Tuesday, September 1, 2020 9:24 PM
To: Chris Moore <cmoore@preservewa.org>

Cc: Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; Swift, Lauren <lauren.swift@soundtransit.org>; Green, Erin <erin.green@soundtransit.org>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Witmer, John (FTA) <John.Witmer@dot.gov>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Costanza, Ann <acostanza@anchorqea.com>; Barbara Bundy <bbundy@anchorqea.com>; fta.tro10mail <fta.tro10mail@dot.gov>
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

Dear Mr. Moore:

Please see the attached Section 106 Consulting Party Invitation letter for the Sound Transit - West Seattle and Ballard Link Extensions Project.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

ALLIANCE FOR PIONEER SQUARE

September 29, 2020
Submitted via email to: mark.assam@dot.gov

Linda Gehrke
Regional Administrator
USDOT Federal Transit Administration, Region X
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174

Re: Invitation to participate as Consulting Party to Section 106 NHPA process for West Seattle and Ballard Link Extensions Project, and comments on the Area of Potential Effect

Dear Ms. Gehrke,

This letter is submitted on behalf of the Alliance for Pioneer Square, formally accepting the invitation to participate in the upcoming Section 106 consultation for the West Seattle to Ballard Link Extension Project ("WSBLE"). I, Lisa Howard, will serve as our organization's point of contact for this process.

Alliance for Pioneer Square also wishes to comment at this time on the proposed Area of Potential Effect (APE) provided in the maps distributed along with the consultation invitation letter dated August 31, 2020. We request that the Federal Transit Administration and Sound Transit expand the APE to include the following areas:

- The entirety of the Pioneer Square-Skid Road Historic District
- The entirety of the International Special Review District of the Seattle Chinatown International District neighborhood
- Potential haul routes for the West Seattle and Ballard Link Extension project

Pioneer Square is still in the midst of more than a decade of public mega projects, the impacts of which are comparable to the impacts that can be expected from WSBLE. These include the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Replacement Project, the Washington State Ferries Colman Dock expansion, construction of the First Hill Streetcar, and replacement of the water main under First Avenue. Based on our recent experience, we can assure you that the actual effects of WSBLE will include the entire Pioneer Square neighborhood, and given the location of WSBLE, it will affect the entire International District as well. Pioneer Square's ability to

Visit: 105 S Main, Suite 201 Seattle, WA 98104
Mail: PO Box 4507 Seattle, WA 98194
T. 206.667.0687 allianceforpioneersquare.org

withstand those mega projects has been in significant part a result of impact mitigation that those projects have provided under Section 106 of the National Historic Preservation Act, and we believe the same will be true for our ability to survive WSBLE.

During Section 106 review for many of the region's mega-projects (those whose overall cost exceeds $1 billion, as defined by the Washington State Legislature), we have learned the importance of thoroughly investigating the area beyond the immediate construction footprint for potential impacts to historic resources, because the impact of the construction of these projects extends well beyond a construction fence.

Pioneer Square functions as an integrated neighborhood. Long-term maintenance of its historic resources depends upon its historic properties remaining economically viable. For the many properties with street level uses, that requires that customers be able to reach those uses, and that delivery trucks and customers be able to park when they get there. That depends on the transportation system. For properties with office uses in the upper floors, remaining economically viable requires that the employees of the tenants be able to get to work. That also depends on the transportation system. While Pioneer Square looks forward to the completion of WSBLE, with its transportation benefits for Pioneer Square as well as the rest of the region, if transportation to and from Pioneer Square becomes impossible or so arduous that no one chooses to come there for a decade, the risk of building foreclosures, lack of required maintenance, and destruction of the fabric of the historic neighborhood is very real.

The determination of the area of impact needs to consider the facts that:

1) On a good day, the neighborhood has serious access and traffic problems; on one of the ±100 days a year when there is an event in the stadium district during rush hour, it is worse.

2) Fourth and Fifth Avenues currently provide one of the major access routes to and from Pioneer Square, as well as through downtown Seattle for regional traffic; the WSBLE project will necessarily prevent full use of those streets for years.

3) There are limited ways that people and commercial vehicles (think trucks delivering art to galleries, food to restaurants, etc.) can get to and through the neighborhood at this time. Impairment of the major routes to and through the neighborhood, including Fourth and Fifth Avenues, will make that access much more challenging.

4) Many of the streets in Pioneer Square have historic areaways within the street right of way, which are part of the historic assets. The Seattle Department of Transportation has recently placed weight restrictions on most of the streets in Pioneer Square, including First Avenue and Jackson Street between Alaskan Way and Second Avenue. The City currently does not have a plan or a budget to repair the areaways, and as a result, those streets are unavailable for additional traffic to be diverted or detoured onto them.

The combination of these factors is the "existing environment" which WSBLE will be impacting. While no one expects construction of a major infrastructure project to be easy, and we recognize the need to accept considerable pain in order to get to the desired end, it is important to also recognize that if appropriate mitigation is not provided, such projects can do lasting damage to the fabric of the neighborhood. The impact of the construction of the existing transit tunnel under Third Avenue through downtown Seattle in the 1980s illustrates that point. A once-thriving Third Avenue business community was destroyed in the course of construction of the Third Avenue transit tunnel, and to this day Third Avenue struggles with high crime, a lack of long-term businesses at street level, streets that empty out at the close of the busines day, and areas that most people are warned to avoid. As we said in the beginning, Alliance for Pioneer Square worked hard in the Section 106 process for the Alaskan Way Viaduct Replacement, in particular, to avoid that consequence, and the mitigation provided through that Section 106 process has thus far prevented a similar fate for Pioneer Square. We hope to work with you to achieve a similar outcome with respect to WSBLE.

Several of the mega projects of the last decade have been located between Pioneer Square and Elliott Bay. WSBLE, by contrast, will be directly between two historic neighborhoods, and the impact of WSBLE on the Chinatown International District will be at least as substantial as the impact on Pioneer Square. Pioneer Square and the International District have also increasingly worked together to enhance pedestrian movement between the two historic districts, so that the parking, festivals, employment and street life of each benefit the other. Construction of WSBLE will potentially sever that connection for years, to the detriment of both. Maintenance of the historic resources within the Chinatown International District is also dependent upon maintaining the economic viability of the properties, so the threat to historic resources in the entire Chinatown International District from the construction impacts of WSBLE is also very real and the Sec. 106 process should be used to mitigate that threat.

Finally, the construction of a tunnel under more than 6,000 lineal feet of downtown Seattle will necessarily require hauling away an enormous amount of dirt, as well as bringing in an enormous amount of steel and concrete. In the very constrained transportation environment of downtown Seattle, it is critical that haul routes be included in the APE. That has precedent. For example, FHWA, WSDOT, and the DAHP concluded early in the process that it was necessary to include in the APE, potential haul routes identified for the SR 520 Bridge Replacement and HOV project. The long-term effects of heavy construction equipment and materials regularly traveling by historic properties warranted a closer look at the possible impacts generated by the project. Both Pioneer Square and Chinatown Historic Districts include historic areaways within their borders, resources that are at great risk of being lost to long term neglect and chronic underinvestment in maintenance and repair. Since many of these resources are located in the right of way, and sensitive to use and traffic, the increase in local traffic diversions and construction haul traffic may have substantial and long-term impacts.

Seattle is located in what many consider a transportation bottle neck in the region. The narrow strip of land between Elliot Bay and Lake Washington, dramatically divided by Interstate 5, has few entry and exit points to the Port of Seattle, and to downtown itself.

Pioneer Square and the Chinatown International District neighborhoods are located in one of the most important transportation confluence routes—with exits from I-5 to Dearborn and Yesler Avenues, and gateway-like entry to and exit from downtown Seattle via 4th Avenue South. These roadways are important transportation corridors for regional freight coming from Port of Seattle, and transit and traffic. When the WSBLE project is constructed, it will impact these transportation corridors, and potentially divert traffic through Pioneer Square and Chinatown International District. Years of noise, vibration, and dust could erode the overall cultural environments, and impact nearby historic properties. The two historic neighborhoods have been working to preserve the existing connectivity between them, and where practicable, to improve it while retaining their respective historic character. The anticipated decade-long construction of this project could have serious impacts to these neighborhood efforts, and warrant a more comprehensive look at the effects of construction on the neighborhoods as a whole.

We have the benefit of applied experience from our most recent regional megaprojects to support our requests. The SR 520 program in its tenth year of construction, with as many as eight to go, is continuing work on and alongside important resources like Lake Washington Boulevard, Foster Island, and the Roanoke Park Historic District. These resources were considered in the APE, only after consultation began. As stewards of the historic character and fabric of our neighborhood, we believe the precedent set by other regional projects to consider adjacent districts as a whole, and historic resources in close proximity to a project constrained by geography, is a prudent approach to historic preservation.

Thank you for your time and consideration. We look forward to discussing further, and to participating in this process with you.

Lisa Howard

Lisa Howard
Executive Director
Alliance for Pioneer Square

Yellin, Michelle

From: Maiko WC <MaikoWC@scidpda.org>
Sent: Tuesday, September 29, 2020 11:42 AM
To: Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Witmer, John; Changhchien, Amy; Costanza, Ann; Barbara Bundy; fta.tro10mail
Cc: Assam, Mark (FTA)
Subject: WSBLE - consulting party invitation / APE comments

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September 29, 2020
Submitted via email to: mark.assam@dot.gov

Linda Gehrke
Regional Administrator
USDOT Federal Transit Administration, Region
X
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174

Re: Consulting Party Invitation to Section 106 NHPA process for WSBLE Project
Area of Potential Effect Comments

Dear Ms. Gehrke:

Seattle Chinatown International District Preservation and Development Authority (SCIDpda) formally accepts the invitation to participate in the upcoming Section 106 consultation for the West Seattle to Ballard Link Extension Project. I will serve as our organization's point of contact for this process. This is a brand new process for myself, and I do not believe we have been asked to participate in Section 106 consultation for other projects in at least the last 10 years.

The SCIDpda was established 45 years ago by the City of Seattle as stewards of the Chinatown International District (CID) neighborhood – its people, its businesses, its public realm and those defining elements that make the neighborhood unique. We are not historic preservationists, but were established because investment in its preservation preserves its culture. It is from this perspective that we reviewed the Area of Potential Effect (APE) provided in the maps distributed along with the consultation invitation letter dated August 31, 2020, and request that FTA and Sound Transit expand the APE to include the following areas:

- The entirety of the Chinatown International District neighborhood, as defined by the City of Seattle under the International Special Review District (ISRD), which includes the National Register-listed Seattle Chinatown Historic District
- The entirety of the Pioneer Square-Skid Road Historic District
- Potential haul routes for the West Seattle and Ballard Link Extension project

We submit the following comments based on our review of the Area of Potential Effect (APE), provided in the maps distributed along with the consultation invitation letter dated August 31, 2020, and request that FTA and Sound Transit expand the APE to include the following areas:

- The entirety of the Seattle Chinatown International District neighborhood, as defined by the City of Seattle under the International Special Review District (ISRD), which includes the National Register-listed Seattle Chinatown Historic District
- The entirety of the Pioneer Square-Skid Road Historic District
- Potential haul routes for the West Seattle and Ballard Link Extension project

The CID has been dealing with changes to the use in the transit tunnel throughout the past 3 years, along with changes to traffic on 4th, 5th, and South Jackson Street, which followed close along on the construction of the City of Seattle's First Hill Street car and Charles Street Maintenance Center. Through our recent experience, we have learned that traffic impacts like diversion through our Chinatown International District neighborhood are more substantial on our economy and cultural fabric than disclosed or credited in environmental reviews to date. This neighborhood is made up of many generations of families and people that define the cultural context. We have a higher concentration of elderly (25% are 65+ in age) and people living in poverty (34% poverty rate) - as well as those that do not speak English as a first language (over 50%) - than the rest of Seattle. That context is visible on our sidewalks and in our parks where people congregate to play games, talk, and participate in daily life. Culturally, our community does not entertain at home, but instead tends to gather in public places. When traffic diversion pushes more cars through our streets, it creates tension between the calm pedestrian environment, and erodes our ability to congregate publicly. The conflict between people cutting through the neighborhood to get to somewhere – often quickly, often feeling annoyed – and people who live in the neighborhood – often elderly with a walker who moves slower than most – happens frequently. When projects take away parking and access to our streets, it prevents family from visiting their elders. Projects and traffic diversion make it more difficult for small businesses to receive deliveries, and for customers to access those businesses. As we've learned from neighboring Pioneer Square during the decades of megaproject construction in and around that neighborhood—when travel to and from our community becomes so difficult or near impossible that people choose to avoid us, we lose businesses that contribute to our culture and economy, we risk the health of our seniors, and risk further deterioration of our buildings through lack of revenue to fund needed maintenance.

The SCIDpda also requests that the Bush Hotel and New Central Hotel buildings be included in the Section 106 review for the project.

Pioneer Square's ability to withstand more than a decade of public mega projects, including the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Replacement Project, the Washington State Ferries Colman Dock expansion, the First Hill Streetcar construction project, and First Avenue water main replacement, is in significant part a result of impact mitigation that those projects have provided under Section 106 of the National Historic Preservation Act.

During Section 106 review for many of the region's mega-projects (those whose overall cost exceeds $1 billion, as defined by the Washington State Legislature), we have learned the importance of thoroughly investigating the area around the construction footprint for potential impacts to historic resources. Long term infrastructure projects in the Seattle area, with construction timelines beyond five years' time, come with extended long-term impacts to resources that live outside a construction fence.

For example, FHWA, WSDOT, and the DAHP concluded early in the process that it was necessary to include in the APE, potential haul routes identified for the SR 520 Bridge Replacement and HOV project. The long-term effects of heavy construction equipment and materials regularly traveling by historic properties warranted a closer look at the possible impacts generated by the project. Both Chinatown Historic District and Pioneer Square include historic areaways within their borders in the right-of-way, resources that are at great risk of being lost to long term neglect and chronic underinvestment in maintenance and repair. The increase in local traffic diversions and construction haul traffic may have substantial and long-term impacts on the areaways and foundations of historic buildings.

Seattle is located in what many consider a transportation bottle neck in the region. The narrow strip of land between Elliot Bay and Lake Washington, dramatically divided by Interstate 5, has few entry and exit points to the Port of Seattle, and to downtown itself. Pioneer Square and the Chinatown International District neighborhoods are located in one of the most important transportation confluence routes—with exits from I-5 to Dearborn and Yesler Avenues, and

gateway-like entry to and exit from downtown Seattle via 4th Avenue South. The CID, in addition, is surrounded by prior large transportation projects, with the confluence of rail and transit at the Jackson Hub on the west, I-90 to the south, and I-5 cutting through the neighborhood to the east.

These roadways are important transportation corridors for regional freight coming from Port of Seattle, and transit and traffic. When the WSBLE project is constructed, it will impact these transportation corridors, and potentially divert traffic through the Chinatown International District and Pioneer Square. Years of noise, vibration, and dust could erode the overall cultural environments, and impact nearby historic properties. The two historic neighborhoods have been working to preserve the existing connectivity between them, and where practicable, to improve it while retaining their respective historic character. The anticipated decade-long construction of this project could have serious impacts to these neighborhood efforts, and warrant a more comprehensive look at the effects of construction on the neighborhoods as a whole.

We have the benefit of applied experience from our most recent regional megaprojects to support our requests. The SR 520 program in its tenth year of construction, with as many as eight to go, is continuing work on and alongside important resources like Lake Washington Boulevard, Foster Island, and the Roanoke Park Historic District. These resources were considered in the APE, only after consultation began. As stewards of the historic character and fabric of our neighborhood, we believe the precedent set by other regional projects to consider adjacent districts as a whole, and historic resources in close proximity to a project constrained by geography, is a prudent approach to historic preservation.

Thank you for your time and consideration. We look forward to discussing further, and to participating in this process with you.

Maiko Winkler-Chin
Executive Director
Seattle Chinatown International District Preservation and Development Authority

Maiko Winkler-Chin
Executive Director
Seattle Chinatown International District Preservation & Development Authority
phone: 206.838.8242
Working… M/W/F in office from 9-5; T/Th from home 9-5
www.scidpda.org

SCIDpda

The pda's mission is to preserve, promote and develop the Seattle Chinatown International District as a vibrant community and unique ethnic neighborhood

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Historic South Downtown

September 29, 2020
Submitted via email to: mark.assam@dot.gov

Linda Gehrke
Regional Administrator
USDOT Federal Transit Administration, Region X
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174

Re: Invitation to participate as Consulting Party to Section 106 NHPA process for West Seattle and Ballard Link Extensions Project, and comments on the Area of Potential Effect

Dear Ms. Gehrke and Mr. Assam,

This letter is submitted on behalf of Historic South Downtown, a Community Preservation and Development Authority formed under RCW 43.167 to assist the communities of Pioneer Square and Chinatown-International District (C-ID) in mitigating the impact of large-scale public developments. This letter represents our formal acceptance of the invitation to participate in the upcoming Section 106 consultation for the West Seattle to Ballard Link Extension Project ("WSBLE").

Please note, send all future correspondence to Kathleen Johnson via email at kathleen@historicsouthdowntown.org.

We reviewed the Area of Potential Effect (APE) provided in the maps distributed along with the consultation invitation letter received in the evening hours of September 1, 2020, and request that FTA and Sound Transit expand the APE to include the following areas:

- The entirety of the Pioneer Square-Skid Road Historic District
- The entirety of the International Special Review District of the Seattle Chinatown International District neighborhood
- Potential haul routes for the West Seattle and Ballard Link Extension project

Historic resources located throughout the South Downtown area of Seattle have been subject more than a decade of public mega projects, including the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Replacement Project, the Washington State Ferries Colman Dock expansion, construction of the First Hill Streetcar, the ongoing construction of East Link Lightrail. The ability of many historic resources to withstand those mega projects is in significant part a result of impact mitigation that those projects have provided under Section 106 of the National Historic Preservation Act.

During Section 106 review for many of the region's mega-projects (those whose overall cost exceeds $1 billion, as defined by the Washington State Legislature), we have learned the importance of thoroughly investigating the area beyond the immediate construction footprint for potential impacts to historic resources. Long-term infrastructure projects in the Seattle area, with construction timelines beyond five years time, come with extended long-term impacts to resources that live well beyond a construction fence.

In the case of WSBLE, no matter what alignment is selected (4th or 5th), Sound Transit will be building a tunnel through downtown Seattle, and those spoils will have to go somewhere. The tunnel portal and subsequent work area will likely be located in SODO or Chinatown ID. That's a lot of dirt, and a lot of trucks carrying dirt and materials to and from a tunnel portal that will have to find their way through either Chinatown ID or Pioneer Square for the duration of construction. There are limited options to get to and from these neighborhoods—and Sound Transit will likely have to use 4th Avenue, 5th Avenue, Yesler Avenue, and/or Alaskan Way.

Both Alaskan Way and 4th Avenues have major transportation function, have intersections that are expected to be at LOS E and F during the construction period, and have gridlock on many occasions, particularly during the days when events in the Stadium District coincide with rush hour. When that happens, accessibility in the entire Pioneer Square and Chinatown ID becomes extremely difficult. So all of those areas are likely to be adversely affected and warrant a full review of the area, not just the project footprint.

In addition to traffic impacts caused by both diversion, and by hauling tens of thousands of truckloads of dirt and materials to and from the portal, we anticipate that

years of noise, vibration, and dust could erode the overall cultural environments, and impact nearby historic properties. The two historic neighborhoods have been working to preserve the existing connectivity between them, and where practicable, to improve it while retaining their respective historic character. The anticipated decade-long construction of this project could have serious impacts to these neighborhood efforts, and warrant a more comprehensive look at the effects of construction on the neighborhoods as a whole.

Historic South Downtown appreciates the opportunity to work with you as a consulting party on the upcoming Section 106 process.

Best wishes,

Kathleen Barry Johnson
Executive Director
Historic South Downtown

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Yellin, Michelle

From: Ryan Smith <rsmith@martinsmith.com>
Sent: Wednesday, September 30, 2020 9:59 AM
To: Assam, Mark (FTA)
Cc: Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Witmer, John; Changhchien, Amy; Costanza, Ann; Barbara Bundy; fta.tro10mail
Subject: RE: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

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September 30, 2020
Submitted via email to: mark.assam@dot.gov

Linda Gehrke
Regional Administrator
USDOT Federal Transit Administration, Region
X
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174

Re: Consulting Party Invitation to Section 106 NHPA
for West Seattle and Ballard Link Extensions Project

Dear Ms. Gehrke:

Martin Smith Inc formally accepts the invitation to participate in the upcoming Section 106 consultation for the West Seattle to Ballard Link Extension Project. I will serve as our organization's point of contact for this process.

Martin Smith Inc and it's affiliates own several historic buildings in Pioneer Square and we ask that you expand the Area of Potential Effect (APE) to include the entire Pioneer Square Historic District. The entire Pioneer Square neighborhood will suffer significant impacts from this Project and these impacts need to be considered and mitigated to the extent possible. In addition, I ask that you specifically include the following MSI related properties that will be impacted by this project:

Maynard Building (119 1st Ave. S.)
Union Trust Building (119 S. Main St.)
Occidental Mall (308-316 Occidental Ave. S.)
First & King Building (101 S. King St.)
Provident Building (568 1st Ave. S.)

I also ask that you include the entire Chinatown International District (CID) neighborhood in the APE as well, given the cultural and economic importance of these rare historic districts.

Thank you for your time and consideration. We look forward to working with you in this important process.

Respectfully,

Ryan Smith
Martin Smith Inc
1932 1st Avenue, Suite 1000
Seattle, WA 98101
(206) 521-0506

From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Tuesday, September 1, 2020 9:27 PM
To: Ryan Smith <rsmith@martinsmith.com>
Cc: Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; Swift, Lauren <lauren.swift@soundtransit.org>; Green, Erin <erin.green@soundtransit.org>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Witmer, John (FTA) <John.Witmer@dot.gov>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Costanza, Ann <acostanza@anchorqea.com>; Barbara Bundy <bbundy@anchorqea.com>; fta.tro10mail <fta.tro10mail@dot.gov>
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

Dear Mr. Smith:

Please see the attached Section 106 Consulting Party Invitation letter for the Sound Transit - West Seattle and Ballard Link Extensions Project.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

December 7, 2020

Michael King, Ph.D.
Executive Director
Southwest Seattle Historical Society
3003 61st Avenue SW
Seattle, WA 98116

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Dr. King:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description

The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Area of Potential Effects
The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have a demonstrated interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those

properties in which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.12.07 15:33:30 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

December 7, 2020

Derek Lum
Equitable Development Policy Analyst
InterIm Community Development Association
310 Mayard Avenue South
Seattle, WA 98104

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation**

Dear Mr. Lum:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description

The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

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The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have a demonstrated interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those

properties in which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2020.12.07 15:36:43 -08'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set

December 21, 2020

Submitted via email to: mark.assam@dot.gov

Linda Gehrke
Regional Administrator
USDOT Federal Transit Administration,
Region X
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174

Request to be Consulting Party to Section 106 NHPA process for West Seattle and Ballard Link Extensions Project, and comments on the Area of Potential Effect

Dear Ms. Gehrke and Mr. Assam,

This letter is submitted on behalf of InterIm Community Development Association (ICDA). We would like to participate in the upcoming Section 106 consultation for the West Seattle to Ballard Link Extension Project ("WSBLE").

We reviewed the Area of Potential Effect (APE) provided in the maps distributed along with the consultation invitation letter dated August 31, 2020, and request that FTA and Sound Transit expand the APE to include the following areas:

- The entirety of the Pioneer Square-Skid Road Historic District (PSSRHD)
- The entirety of the International Special Review District of the Seattle Chinatown International District neighborhood (ISRD district)
- Potential haul routes for the West Seattle and Ballard Link Extension project

We would like to emphasize that we own two National Landmark Historic buildings which do not fall within the current boundaries.

- The Eastern Hotel, 506 Maynard Ave South, Seattle WA 98104
- The Northern Pacific Hotel, 306 6th Ave South, Seattle WA 98104

Additionally, we have provided consultation services to various other buildings and organizations in the Chinatown-International District over our more than fifty years serving the community. We also provide services to a wide array of residents who live in a wide array of buildings, a vast majority of which are in the Historic District and which are Historic buildings.

There are many public works projects which the historic properties in our district have been subjected to recently. This includes the Colman Dock, SR 520, Alaskan Way Viaduct Replacement, First Hill Streetcar, East Link, and more. These historic resources ability to withstand these public projects is because of provided mitigation through Section 106.

Projects of this scale cause much wider effects than the immediate zone of the construction outlined in your maps. Long term infrastructure projects in the Seattle area, with construction timelines beyond five years' time, come with extended long-term impacts to resources that live well beyond a construction fence.

Regardless of if 4th or 5th ave is chosen for alignment, Sound Transit will likely need to use 4th ave, 5th ave, Yesler Way, or Alaskan Way to haul away dirt and other materials. This construction traffic could coincide with rush hour, stadium traffic, holiday traffic, or some combination of all of them. Any combination would make getting in and out of the area difficult if not impossible, and so would certainly harm the historic assets that exist beyond the project footprint, including upon organizations like ourselves. Additionally, the dust, noise, and pollution from construction activity would further impact the historic assets in the wider community. These harms would decrease the sustainability of the historic properties that are beyond your current impacted area.

In closing, we are asking to be included as a Section 106 Consulting Party, and furthermore we are asking that the impacted zone for this project be expanded to include the PSSRHD and ISRD areas. We would like to truly mitigate the harm that will come to historic properties in these historic neighborhoods.

Thank you and I hope to hear back soon,

Derek Lum, MSW

InterIm Community Development Association

Yellin, Michelle

From: Green, Erin <erin.green@soundtransit.org>
Sent: Friday, February 19, 2021 8:29 AM
To: Yellin, Michelle
Subject: [EXTERNAL] FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

---

From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Wednesday, January 13, 2021 10:26 AM
To: Stevenson, Alex <alex.stevenson@soundtransit.org>; Green, Erin <erin.green@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Costanza, Ann <acostanza@anchorqea.com>; Barbara Bundy <bbundy@anchorqea.com>
Cc: Ziglar, Kristine (FTA) <Kristine.Ziglar@dot.gov>
Subject: FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

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Team:

FYI…

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Michael King [mailto:director@loghousemuseum.org]
Sent: Tuesday, December 29, 2020 4:38 PM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Subject: Re: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Invitation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Mark,

I'm just writing to confirm that the Southwest Seattle Historical Society would like to accept the invitation to serve as a consulting party for the West Seattle and Ballard Link Extension Project. We will follow up with comments very soon.

Thanks again for your help with this.

With best wishes,

Michael

On Mon, Dec 7, 2020 at 4:09 PM Assam, Mark (FTA) <Mark.Assam@dot.gov> wrote:

> Dear Dr. King:
>
> Please see the attached Section 106 Consulting Party Invitation letter for the Sound Transit - West Seattle and Ballard Link Extensions Project.
>
> Thanks,
>
> ---
>
> **Mark A. Assam, AICP**
>
> U.S. Department of Transportation
>
> Federal Transit Administration, Region X
>
> 915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
>
> (206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

--

Michael King
Executive Director, Southwest Seattle Historical Society
www.loghousemuseum.org
(206) 350 - 0999

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From:	Assam, Mark (FTA)
To:	sarah.sodt@seattle.gov
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:58:08 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Ms. Sodt:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

- Kickoff the Section 106 consultation process with the additional Consulting Parties
- Outline the Section 106 consultation process and roles
- Review Consulting Party feedback already received on the Area of Potential Effects (APE)
- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

In preparation for the meeting and our upcoming consultation process, we have prepared a "*Section 106 Additional Consulting Parties Coordination Plan*" for your review prior to the meeting. A copy of this plan is attached to this e-mail.

We understand that not everyone will be able to attend the kickoff meeting. FTA and Sound Transit will be happy to follow up individually with those who cannot make the meeting. A meeting summary will also be provided to all Consulting Parties after the meeting.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	eugeniaw@historicseattle.org
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:58:08 AM
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Dear Ms. Woo:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

- Kickoff the Section 106 consultation process with the additional Consulting Parties
- Outline the Section 106 consultation process and roles
- Review Consulting Party feedback already received on the Area of Potential Effects (APE)
- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

In preparation for the meeting and our upcoming consultation process, we have prepared a "*Section 106 Additional Consulting Parties Coordination Plan*" for your review prior to the meeting. A copy of this plan is attached to this e-mail.

We understand that not everyone will be able to attend the kickoff meeting. FTA and Sound Transit will be happy to follow up individually with those who cannot make the meeting. A meeting summary will also be provided to all Consulting Parties after the meeting.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Kathleen Johnson
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:58:23 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Ms. Barry Johnson:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

- Kickoff the Section 106 consultation process with the additional Consulting Parties
- Outline the Section 106 consultation process and roles
- Review Consulting Party feedback already received on the Area of Potential Effects (APE)
- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

In preparation for the meeting and our upcoming consultation process, we have prepared a "*Section 106 Additional Consulting Parties Coordination Plan*" for your review prior to the meeting. A copy of this plan is attached to this e-mail.

We understand that not everyone will be able to attend the kickoff meeting. FTA and Sound Transit will be happy to follow up individually with those who cannot make the meeting. A meeting summary will also be provided to all Consulting Parties after the meeting.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Derek Lum
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:58:35 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Mr. Lum:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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Thanks,

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Meisner, Jennifer
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:58:51 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Ms. Meisner:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

In preparation for the meeting and our upcoming consultation process, we have prepared a "*Section 106 Additional Consulting Parties Coordination Plan*" for your review prior to the meeting. A copy of this plan is attached to this e-mail.

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Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	rsmith@martinsmith.com
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:59:03 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Mr. Smith:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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- Outline the Section 106 consultation process and roles
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Please let me know if you have questions.

Thanks,

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Lisa Howard
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:57:56 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Ms. Howard:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

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Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Maiko WC
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:59:21 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Ms. Winkler-Chin:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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Please let me know if you have questions.

Thanks,

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Michael King
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:59:30 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Dr. King:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

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Please let me know if you have questions.

Thanks,

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	jmortensen@preservwa.org
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:59:39 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Ms. Mortensen:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

In preparation for the meeting and our upcoming consultation process, we have prepared a "*Section 106 Additional Consulting Parties Coordination Plan*" for your review prior to the meeting. A copy of this plan is attached to this e-mail.

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Please let me know if you have questions.

Thanks,

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Wardlaw, Dennis
Cc:	Swift, Lauren; Green, Erin; Stevenson, Alex; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	RE: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 12:00:45 PM

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Hi Dennis,

As I mentioned in the e-mail distribution below, you will be seeing a meeting invitation from Sound Transit shortly. I hope you will be able to attend.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Assam, Mark (FTA)
Sent: Monday, March 22, 2021 8:00 AM
To: CONSULTING PARTIES
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan

Dear RECIPIENT:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit - West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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- Review Consulting Party feedback already received on the Area of Potential Effects (APE)
- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Murphy, Laura
Cc:	Wardlaw, Dennis; White, Madrienne; Swift, Lauren; Green, Erin; Stevenson, Alex; Hayes, Dezerae; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 11:59:51 AM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Ms. Murphy:

As described in the distribution e-mail below, FTA and Sound Transit will be hosting a virtual kickoff meeting for organizations that FTA has invited to be Section 106 additional Consulting Parties for the Sound Transit - West Seattle and Ballard Link Extensions Project. The meeting will focus on providing an overview of the Section 106 process, additional Consulting Party roles, and the Area of Potential Effects. I wanted to make sure that you were aware of this meeting, and invite you to attend if you are interested. If you are interested in attending, please reply to me and I will see that you are sent the invitation e-mail by Sound Transit with the meeting link.

FTA will of course continue to conduct individual government-to-government consultation with your Tribe on the project.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Assam, Mark (FTA)
Sent: Monday, March 22, 2021 8:00 AM
To: CONSULTING PARTIES
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan

Dear RECIPIENT:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit -

West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Mullen-Moses, Steven
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Hayes, Dezerae; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 12:00:34 PM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Mr. Mullen-Moses:

As described in the distribution e-mail below, FTA and Sound Transit will be hosting a virtual kickoff meeting for organizations that FTA has invited to be Section 106 additional Consulting Parties for the Sound Transit - West Seattle and Ballard Link Extensions Project. The meeting will focus on providing an overview of the Section 106 process, additional Consulting Party roles, and the Area of Potential Effects. I wanted to make sure that you were aware of this meeting, and invite you to attend if you are interested. If you are interested in attending, please reply to me and I will see that you are sent the invitation e-mail by Sound Transit with the meeting link.

FTA will of course continue to conduct individual government-to-government consultation with your Tribe on the project.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Assam, Mark (FTA)
Sent: Monday, March 22, 2021 8:00 AM
To: CONSULTING PARTIES
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan

Dear RECIPIENT:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit -

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Lyste, Kerry
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Hayes, Dezerae; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 12:00:02 PM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Mr. Lyste:

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Please let me know if you have questions.

Thanks,

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Assam, Mark (FTA)
Sent: Monday, March 22, 2021 8:00 AM
To: CONSULTING PARTIES
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan

Dear RECIPIENT:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit -

West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

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U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Lewarch, Dennis
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Hayes, Dezerae; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 12:00:12 PM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Mr. Lewarch:

As described in the distribution e-mail below, FTA and Sound Transit will be hosting a virtual kickoff meeting for organizations that FTA has invited to be Section 106 additional Consulting Parties for the Sound Transit - West Seattle and Ballard Link Extensions Project. The meeting will focus on providing an overview of the Section 106 process, additional Consulting Party roles, and the Area of Potential Effects. I wanted to make sure that you were aware of this meeting, and invite you to attend if you are interested. If you are interested in attending, please reply to me and I will see that you are sent the invitation e-mail by Sound Transit with the meeting link.

FTA will of course continue to conduct individual government-to-government consultation with your Tribe on the project.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Assam, Mark (FTA)
Sent: Monday, March 22, 2021 8:00 AM
To: CONSULTING PARTIES
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan

Dear RECIPIENT:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit -

West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

- Kickoff the Section 106 consultation process with the additional Consulting Parties
- Outline the Section 106 consultation process and roles
- Review Consulting Party feedback already received on the Area of Potential Effects (APE)
- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

In preparation for the meeting and our upcoming consultation process, we have prepared a "*Section 106 Additional Consulting Parties Coordination Plan*" for your review prior to the meeting. A copy of this plan is attached to this e-mail.

We understand that not everyone will be able to attend the kickoff meeting. FTA and Sound Transit will be happy to follow up individually with those who cannot make the meeting. A meeting summary will also be provided to all Consulting Parties after the meeting.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Young, Richard
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Hayes, Dezerae; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 12:00:25 PM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Mr. Young:

As described in the distribution e-mail below, FTA and Sound Transit will be hosting a virtual kickoff meeting for organizations that FTA has invited to be Section 106 additional Consulting Parties for the Sound Transit - West Seattle and Ballard Link Extensions Project. The meeting will focus on providing an overview of the Section 106 process, additional Consulting Party roles, and the Area of Potential Effects. I wanted to make sure that you were aware of this meeting, and invite you to attend if you are interested. If you are interested in attending, please reply to me and I will see that you are sent the invitation e-mail by Sound Transit with the meeting link.

FTA will of course continue to conduct individual government-to-government consultation with your Tribe on the project.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Assam, Mark (FTA)
Sent: Monday, March 22, 2021 8:00 AM
To: CONSULTING PARTIES
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan

Dear RECIPIENT:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit -

West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

- Kickoff the Section 106 consultation process with the additional Consulting Parties
- Outline the Section 106 consultation process and roles
- Review Consulting Party feedback already received on the Area of Potential Effects (APE)
- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

In preparation for the meeting and our upcoming consultation process, we have prepared a "*Section 106 Additional Consulting Parties Coordination Plan*" for your review prior to the meeting. A copy of this plan is attached to this e-mail.

We understand that not everyone will be able to attend the kickoff meeting. FTA and Sound Transit will be happy to follow up individually with those who cannot make the meeting. A meeting summary will also be provided to all Consulting Parties after the meeting.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From:	Assam, Mark (FTA)
To:	Valdez, Kate
Cc:	Wardlaw, Dennis; Swift, Lauren; Green, Erin; Stevenson, Alex; Hayes, Dezerae; Costanza, Ann; Barbara Bundy; Changhchien, Amy
Subject:	FW: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan
Date:	Monday, March 22, 2021 12:00:43 PM
Attachments:	2021-03-22_ST_WSBLE_Sec106AddCPCoordPlan.pdf

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Dear Ms. Valdez:

As described in the distribution e-mail below, FTA and Sound Transit will be hosting a virtual kickoff meeting for organizations that FTA has invited to be Section 106 additional Consulting Parties for the Sound Transit - West Seattle and Ballard Link Extensions Project. The meeting will focus on providing an overview of the Section 106 process, additional Consulting Party roles, and the Area of Potential Effects. I wanted to make sure that you were aware of this meeting, and invite you to attend if you are interested. If you are interested in attending, please reply to me and I will see that you are sent the invitation e-mail by Sound Transit with the meeting link.

FTA will of course continue to conduct individual government-to-government consultation with your Tribe on the project.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Assam, Mark (FTA)
Sent: Monday, March 22, 2021 8:00 AM
To: CONSULTING PARTIES
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan

Dear RECIPIENT:

Thank you for accepting the invitation to be a Section 106 Consulting Party for the Sound Transit -

West Seattle and Ballard Link Extensions Project. The Federal Transit Administration (FTA) and Sound Transit plan to hold a virtual kickoff meeting on **March 30, 2021 from 1:00 PM to 2:30 PM**. The purpose of this meeting is to:

- Kickoff the Section 106 consultation process with the additional Consulting Parties
- Outline the Section 106 consultation process and roles
- Review Consulting Party feedback already received on the Area of Potential Effects (APE)
- Provide Consulting Parties the opportunity to provide additional input or identify concerns regarding the APE

Please look for an e-mailed meeting invitation from Sound Transit inviting you to attend using a Microsoft Teams link.

In preparation for the meeting and our upcoming consultation process, we have prepared a "*Section 106 Additional Consulting Parties Coordination Plan*" for your review prior to the meeting. A copy of this plan is attached to this e-mail.

We understand that not everyone will be able to attend the kickoff meeting. FTA and Sound Transit will be happy to follow up individually with those who cannot make the meeting. A meeting summary will also be provided to all Consulting Parties after the meeting.

Please let me know if you have questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

Eugenia Woo
Director of Preservation Services
Historic Seattle
1117 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Woo:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated August 31, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

The enclosed APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision. As mentioned above, the APE boundary has been revised to address updated proposed station locations, station areas, and other Project elements. In most areas of the Project corridor, this revision resulted in an enlargement of the APE.

FTA acknowledges that Consulting Party feedback already provided on the APE boundary has not yet been addressed, and is not reflected in the current APE amendment. FTA wants Consulting Parties to be aware of the current proposed revisions to the APE, which primarily address updated design information, in advance of the Consulting Parties kick-off meeting, which is scheduled for March 30, 2021. One of the key topics for the kick-off meeting is the previously received Consulting Party feedback on the APE boundary. In particular, FTA wants to learn more about Consulting Party concerns regarding the extent of the APE in designated historic districts, as well as consideration of construction haul routes.

FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:30:14 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

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Alaska, Idaho, Oregon,
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915 Second Avenue
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206-220-7954
206-220-7959 (fax)

March 25, 2021

Lisa Howard
Executive Director
Alliance for Pioneer Square
P.O. Box 4507
Seattle, WA 98194

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Howard:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated August 31, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

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FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:23:00 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
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Alaska, Idaho, Oregon,
Washington

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206-220-7959 (fax)

March 25, 2021

Sarah Sodt
City Historic Preservation Officer
City of Seattle Historic Preservation Office
P.O. Box 94649
Seattle, WA 98124-4649

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Sodt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated August 31, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

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FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Digitally signed by LINDA M GEHRKE
Date: 2021.03.25 06:25:45 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
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Alaska, Idaho, Oregon,
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915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

Kathleen Barry Johnson
Executive Director
Historic South Downtown Community Preservation and Development Authority
409B Maynard Avenue South
Seattle, WA 98107

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Barry Johnson:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated August 31, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

The enclosed APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision. As mentioned above, the APE boundary has been revised to address updated proposed station locations, station areas, and other Project elements. In most areas of the Project corridor, this revision resulted in an enlargement of the APE.

FTA acknowledges that Consulting Party feedback already provided on the APE boundary has not yet been addressed, and is not reflected in the current APE amendment. FTA wants Consulting Parties to be aware of the current proposed revisions to the APE, which primarily address updated design information, in advance of the Consulting Parties kick-off meeting, which is scheduled for March 30, 2021. One of the key topics for the kick-off meeting is the previously received Consulting Party feedback on the APE boundary. In particular, FTA wants to learn more about Consulting Party concerns regarding the extent of the APE in designated historic districts, as well as consideration of construction haul routes.

FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:34:22 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

Derek Lum
Equitable Development Policy Analyst
InterIm Community Development Association
310 Maynard Avenue South
Seattle, WA 98104

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Mr. Lum:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated December 7, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

The enclosed APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision. As mentioned above, the APE boundary has been revised to address updated proposed station locations, station areas, and other Project elements. In most areas of the Project corridor, this revision resulted in an enlargement of the APE.

FTA acknowledges that Consulting Party feedback already provided on the APE boundary has not yet been addressed, and is not reflected in the current APE amendment. FTA wants Consulting Parties to be aware of the current proposed revisions to the APE, which primarily address updated design information, in advance of the Consulting Parties kick-off meeting, which is scheduled for March 30, 2021. One of the key topics for the kick-off meeting is the previously received Consulting Party feedback on the APE boundary. In particular, FTA wants to learn more about Consulting Party concerns regarding the extent of the APE in designated historic districts, as well as consideration of construction haul routes.

FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:37:24 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

Jennifer Meisner
Preservation Officer
King County Historic Preservation Program
201 South Jackson Street, Suite 700
Seattle, WA 98104

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Meisner:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated August 31, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

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FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:42:17 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

Ryan Smith
Principal
Martin Smith, Inc.
1932 1st Avenue, Suite 1000
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Mr. Smith:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated August 31, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

The enclosed APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision. As mentioned above, the APE boundary has been revised to address updated proposed station locations, station areas, and other Project elements. In most areas of the Project corridor, this revision resulted in an enlargement of the APE.

FTA acknowledges that Consulting Party feedback already provided on the APE boundary has not yet been addressed, and is not reflected in the current APE amendment. FTA wants Consulting Parties to be aware of the current proposed revisions to the APE, which primarily address updated design information, in advance of the Consulting Parties kick-off meeting, which is scheduled for March 30, 2021. One of the key topics for the kick-off meeting is the previously received Consulting Party feedback on the APE boundary. In particular, FTA wants to learn more about Consulting Party concerns regarding the extent of the APE in designated historic districts, as well as consideration of construction haul routes.

FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:47:56 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

Maiko Winkler-Chin
Executive Director
Seattle Chinatown International District Preservation and Development Authority
P.O. Box 3302
Seattle, WA 98114

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Winkler-Chin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated August 31, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

The enclosed APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision. As mentioned above, the APE boundary has been revised to address updated proposed station locations, station areas, and other Project elements. In most areas of the Project corridor, this revision resulted in an enlargement of the APE.

FTA acknowledges that Consulting Party feedback already provided on the APE boundary has not yet been addressed, and is not reflected in the current APE amendment. FTA wants Consulting Parties to be aware of the current proposed revisions to the APE, which primarily address updated design information, in advance of the Consulting Parties kick-off meeting, which is scheduled for March 30, 2021. One of the key topics for the kick-off meeting is the previously received Consulting Party feedback on the APE boundary. In particular, FTA wants to learn more about Consulting Party concerns regarding the extent of the APE in designated historic districts, as well as consideration of construction haul routes.

FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:51:39 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
of Transportation
**Federal Transit
Administration**

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March 25, 2021

Michael King, Ph.D.
Executive Director
Southwest Seattle Historical Society
3003 61st Avenue SW
Seattle, WA 98116

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Dr. King:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated December 7, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

The enclosed APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision. As mentioned above, the APE boundary has been revised to address updated proposed station locations, station areas, and other Project elements. In most areas of the Project corridor, this revision resulted in an enlargement of the APE.

FTA acknowledges that Consulting Party feedback already provided on the APE boundary has not yet been addressed, and is not reflected in the current APE amendment. FTA wants Consulting Parties to be aware of the current proposed revisions to the APE, which primarily address updated design information, in advance of the Consulting Parties kick-off meeting, which is scheduled for March 30, 2021. One of the key topics for the kick-off meeting is the previously received Consulting Party feedback on the APE boundary. In particular, FTA wants to learn more about Consulting Party concerns regarding the extent of the APE in designated historic districts, as well as consideration of construction haul routes.

FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:55:25 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
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Alaska, Idaho, Oregon,
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206-220-7954
206-220-7959 (fax)

March 25, 2021

Jennifer Mortensen
Outreach Director
Washington Trust for Historic Preservation
1204 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Mortensen:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA invited your organization to participate in the Section 106 consultation process for the Project as a Consulting Party, and requested comments on the proposed Area of Potential Effects (APE) in correspondence dated August 31, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

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FTA acknowledges that Consulting Party feedback already provided on the APE boundary has not yet been addressed, and is not reflected in the current APE amendment. FTA wants Consulting Parties to be aware of the current proposed revisions to the APE, which primarily address updated design information, in advance of the Consulting Parties kick-off meeting, which is scheduled for March 30, 2021. One of the key topics for the kick-off meeting is the previously received Consulting Party feedback on the APE boundary. In particular, FTA wants to learn more about Consulting Party concerns regarding the extent of the APE in designated historic districts, as well as consideration of construction haul routes.

FTA looks forward to meeting with you to discuss the Project and the Section 106 process. Pursuant to 36 CFR Part 800, if you have any additional comments on the amended APE, please provide them within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:58:45 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
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206-220-7959 (fax)

March 25, 2021

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with the Washington State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. FTA initiated Section 106 consultation with SHPO in correspondence dated February 25, 2019. On February 12, 2020, in correspondence to SHPO, FTA defined the Area of Potential Effects (APE) and provided a proposed Archaeological Survey and Inventory Plan (Plan). SHPO agreed with the APE definition and the contents of the Plan in correspondence to FTA dated February 25, 2020. Since that time, the Project design has advanced, and Sound Transit has better defined the proposed station locations, station areas, and other Project elements, which require an amendment to the Project APE. This letter requests comments on the amended APE.

The enclosed APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision. As mentioned above, the APE boundary has been revised to address updated proposed station locations, station areas, and other

Project elements. In most areas of the Project corridor, this revision resulted in an enlargement of the APE.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 05:52:14 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: APE Map Set - West Seattle and Ballard Link Extensions Vicinity Map, and Proposed Area of Potential Effects (APE) for Sound Transit West Seattle and Ballard Link Extensions (March 2021)

U.S. Department
of Transportation
**Federal Transit
Administration**

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Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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206-220-7959 (fax)

March 25, 2021

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue SE
Auburn, WA 98092

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106, Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft Environmental Impact Statement
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Elkins:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, and the National Environmental Policy Act (NEPA), and its implementing regulations at 23 CFR Part 771, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses elements of both the Section 106 consultation process, and the NEPA Environmental Impact Statement (EIS) review process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online documents provided in the enclosed *Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents*.

<u>Section 106 Consultation</u>

- **Area of Potential Effects (APE) Definition and Proposed Amendment:** FTA invites you to review the summary of the Project APE, and to provide feedback on the proposed APE boundary revision.

- **Cultural Resources Survey and Inventory Plan (Plan):** This Plan was previously transmitted to your Tribe in correspondence dated February 12, 2020. FTA is providing the Plan to you again for review alongside the amended APE, and notes that it has not changed since the February 12, 2020 version.

NEPA EIS Review and Related Updates

- **Administrative Draft EIS:** FTA invites you to participate in an early review of the Administrative Draft EIS and associated technical appendices prior to publication of the documents for widespread agency and public comment.
- **Updated EIS Methodologies:** An updated, comprehensive set of EIS methodologies is being shared with you that reflects comments from Cooperating and Participating Agencies.
- **Updated Agency and Tribal Coordination Plan:** An updated coordination plan is being shared with you that reflects the updated Project schedule.

Pursuant to the Section 106 regulations at 36 CFR Part 800, FTA invites your comments on the APE amendment and Cultural Resources Survey and Inventory Plan within 30 days of receipt of this letter. Pursuant to the NEPA regulations at 23 CFR Part 771, FTA invites your comments on the Administrative Draft EIS within 45 days of receipt of this letter.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 05:58:15 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Madrienne White, Public and Government Relations Manager, Muckleshoot Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Dezerae Hayes, Director of Tribal Relations, Sound Transit

Enclosure: Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents, including electronic links to the following materials:

- APE Map Set
- Cultural Resources Survey and Inventory Plan
- Administrative Draft EIS and Technical Appendices
- EIS Methodologies

- Agency and Tribal Coordination Plan

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106, Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft Environmental Impact Statement
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, and the National Environmental Policy Act (NEPA), and its implementing regulations at 23 CFR Part 771, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses elements of both the Section 106 consultation process, and the NEPA Environmental Impact Statement (EIS) review process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online documents provided in the enclosed *Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents*.

<u>Section 106 Consultation</u>

- **Area of Potential Effects (APE) Definition and Proposed Amendment:** FTA invites you to review the summary of the Project APE, and to provide feedback on the proposed APE boundary revision.

- **Cultural Resources Survey and Inventory Plan (Plan):** This Plan was previously transmitted to your Tribe in correspondence dated February 12, 2020. FTA is providing the Plan to you again for review alongside the amended APE, and notes that it has not changed since the February 12, 2020 version.

NEPA EIS Review and Related Updates

- **Administrative Draft EIS:** FTA invites you to participate in an early review of the Administrative Draft EIS and associated technical appendices prior to publication of the documents for widespread agency and public comment.
- **Updated EIS Methodologies:** An updated, comprehensive set of EIS methodologies is being shared with you that reflects comments from Cooperating and Participating Agencies.
- **Updated Agency and Tribal Coordination Plan:** An updated coordination plan is being shared with you that reflects the updated Project schedule.

Pursuant to the Section 106 regulations at 36 CFR Part 800, FTA invites your comments on the APE amendment and Cultural Resources Survey and Inventory Plan within 30 days of receipt of this letter. Pursuant to the NEPA regulations at 23 CFR Part 771, FTA invites your comments on the Administrative Draft EIS within 45 days of receipt of this letter.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:02:42 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Dezerae Hayes, Director of Tribal Relations, Sound Transit

Enclosure: Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents, including electronic links to the following materials:

- APE Map Set
- Cultural Resources Survey and Inventory Plan
- Administrative Draft EIS and Technical Appendices
- EIS Methodologies

- Agency and Tribal Coordination Plan

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106, Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft Environmental Impact Statement
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, and the National Environmental Policy Act (NEPA), and its implementing regulations at 23 CFR Part 771, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses elements of both the Section 106 consultation process, and the NEPA Environmental Impact Statement (EIS) review process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online documents provided in the enclosed *Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents*.

<u>Section 106 Consultation</u>

- **Area of Potential Effects (APE) Definition and Proposed Amendment:** FTA invites you to review the summary of the Project APE, and to provide feedback on the proposed APE boundary revision.

- **Cultural Resources Survey and Inventory Plan (Plan):** This Plan was previously transmitted to your Tribe in correspondence dated February 12, 2020. FTA is providing the Plan to you again for review alongside the amended APE, and notes that it has not changed since the February 12, 2020 version.

NEPA EIS Review and Related Updates

- **Administrative Draft EIS:** FTA invites you to participate in an early review of the Administrative Draft EIS and associated technical appendices prior to publication of the documents for widespread agency and public comment.
- **Updated EIS Methodologies:** An updated, comprehensive set of EIS methodologies is being shared with you that reflects comments from Cooperating and Participating Agencies.
- **Updated Agency and Tribal Coordination Plan:** An updated coordination plan is being shared with you that reflects the updated Project schedule.

Pursuant to the Section 106 regulations at 36 CFR Part 800, FTA invites your comments on the APE amendment and Cultural Resources Survey and Inventory Plan within 30 days of receipt of this letter. Pursuant to the NEPA regulations at 23 CFR Part 771, FTA invites your comments on the Administrative Draft EIS within 45 days of receipt of this letter.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:05:22 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Dezerae Hayes, Director of Tribal Relations, Sound Transit

Enclosure: Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents, including electronic links to the following materials:

- APE Map Set
- Cultural Resources Survey and Inventory Plan
- Administrative Draft EIS and Technical Appendices
- EIS Methodologies

- Agency and Tribal Coordination Plan

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**Federal Transit
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REGION X
Alaska, Idaho, Oregon,
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915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106, Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft Environmental Impact Statement
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, and the National Environmental Policy Act (NEPA), and its implementing regulations at 23 CFR Part 771, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses elements of both the Section 106 consultation process, and the NEPA Environmental Impact Statement (EIS) review process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online documents provided in the enclosed *Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents*.

<u>Section 106 Consultation</u>

- **Area of Potential Effects (APE) Definition and Proposed Amendment:** FTA invites you to review the summary of the Project APE, and to provide feedback on the proposed APE boundary revision.

- **Cultural Resources Survey and Inventory Plan (Plan):** This Plan was previously transmitted to your Tribe in correspondence dated February 12, 2020. FTA is providing the Plan to you again for review alongside the amended APE, and notes that it has not changed since the February 12, 2020 version.

NEPA EIS Review and Related Updates

- **Administrative Draft EIS:** FTA invites you to participate in an early review of the Administrative Draft EIS and associated technical appendices prior to publication of the documents for widespread agency and public comment.
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Pursuant to the Section 106 regulations at 36 CFR Part 800, FTA invites your comments on the APE amendment and Cultural Resources Survey and Inventory Plan within 30 days of receipt of this letter. Pursuant to the NEPA regulations at 23 CFR Part 771, FTA invites your comments on the Administrative Draft EIS within 45 days of receipt of this letter.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 06:13:21 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Lewarch, Tribal Historic Preservation Officer, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Dezerae Hayes, Director of Tribal Relations, Sound Transit

Enclosure: Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents, including electronic links to the following materials:
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- Cultural Resources Survey and Inventory Plan
- Administrative Draft EIS and Technical Appendices
- EIS Methodologies

- Agency and Tribal Coordination Plan

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Seattle, WA 98174-1002
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March 25, 2021

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106, Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft Environmental Impact Statement
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairwoman Gobin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, and the National Environmental Policy Act (NEPA), and its implementing regulations at 23 CFR Part 771, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses elements of both the Section 106 consultation process, and the NEPA Environmental Impact Statement (EIS) review process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online documents provided in the enclosed *Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents*.

<u>Section 106 Consultation</u>

- **Area of Potential Effects (APE) Definition and Proposed Amendment:** FTA invites you to review the summary of the Project APE, and to provide feedback on the proposed APE boundary revision.

- **Cultural Resources Survey and Inventory Plan (Plan):** This Plan was previously transmitted to your Tribe in correspondence dated February 12, 2020. FTA is providing the Plan to you again for review alongside the amended APE, and notes that it has not changed since the February 12, 2020 version.

NEPA EIS Review and Related Updates

- **Administrative Draft EIS:** FTA invites you to participate in an early review of the Administrative Draft EIS and associated technical appendices prior to publication of the documents for widespread agency and public comment.
- **Updated EIS Methodologies:** An updated, comprehensive set of EIS methodologies is being shared with you that reflects comments from Cooperating and Participating Agencies.
- **Updated Agency and Tribal Coordination Plan:** An updated coordination plan is being shared with you that reflects the updated Project schedule.

Pursuant to the Section 106 regulations at 36 CFR Part 800, FTA invites your comments on the APE amendment and Cultural Resources Survey and Inventory Plan within 30 days of receipt of this letter. Pursuant to the NEPA regulations at 23 CFR Part 771, FTA invites your comments on the Administrative Draft EIS within 45 days of receipt of this letter.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Digitally signed by LINDA M GEHRKE
Date: 2021.03.25 06:17:08 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Dezerae Hayes, Director of Tribal Relations, Sound Transit

Enclosure: Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents, including electronic links to the following materials:

- APE Map Set
- Cultural Resources Survey and Inventory Plan
- Administrative Draft EIS and Technical Appendices
- EIS Methodologies

- Agency and Tribal Coordination Plan

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 25, 2021

The Honorable Delano Saluskin
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106, Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft Environmental Impact Statement
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Saluskin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, and the National Environmental Policy Act (NEPA), and its implementing regulations at 23 CFR Part 771, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses elements of both the Section 106 consultation process, and the NEPA Environmental Impact Statement (EIS) review process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online documents provided in the enclosed *Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents*.

<u>Section 106 Consultation</u>

- **Area of Potential Effects (APE) Definition and Proposed Amendment:** FTA invites you to review the summary of the Project APE, and to provide feedback on the proposed APE boundary revision.

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NEPA EIS Review and Related Updates

- **Administrative Draft EIS:** FTA invites you to participate in an early review of the Administrative Draft EIS and associated technical appendices prior to publication of the documents for widespread agency and public comment.
- **Updated EIS Methodologies:** An updated, comprehensive set of EIS methodologies is being shared with you that reflects comments from Cooperating and Participating Agencies.
- **Updated Agency and Tribal Coordination Plan:** An updated coordination plan is being shared with you that reflects the updated Project schedule.

Pursuant to the Section 106 regulations at 36 CFR Part 800, FTA invites your comments on the APE amendment and Cultural Resources Survey and Inventory Plan within 30 days of receipt of this letter. Pursuant to the NEPA regulations at 23 CFR Part 771, FTA invites your comments on the Administrative Draft EIS within 45 days of receipt of this letter.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.03.25 05:55:35 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Dezerae Hayes, Director of Tribal Relations, Sound Transit

Enclosure: Summary of Sound Transit - West Seattle and Ballard Link Extensions Project Documents, including electronic links to the following materials:

- APE Map Set
- Cultural Resources Survey and Inventory Plan
- Administrative Draft EIS and Technical Appendices
- EIS Methodologies

- Agency and Tribal Coordination Plan

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

March 26, 2021

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension
Re: Revised APE Concur

Dear Ms. Gehrke:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the revised area of potential effect (APE).

We concur with your definition of the revised APE. These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov

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March 30, 2021
Honorable Cecile Hansen
Tribal Chair
Duwamish Tribe
4708 W Marginal Way SW
Seattle, WA 98106

Subject: Sound Transit West Seattle and Ballard Link Extensions Project, National Historic Preservation Act, Section 106 Area of Potential Effect, Cultural Resources Technical Report, Agency and Tribal Coordination plan, and, NEPA EIS Methodologies

Dear Chairwoman Hansen:

I am writing this letter to the Duwamish Tribe on behalf of Sound Transit's Tribal Relations Program and the West Seattle and Ballard Link Extensions Project (Project). As you are aware, in February of 2018 Sound Transit invited the Duwamish Tribe to be a participating party in the environmental review and Section 106 process for the Project (please see the attached Project engagement information). This letter is a continuation of the engagement on the project initiated in 2018.

This letter is to follow up in order to provide you with updated project specific information and includes:

1) **A definition of the Area of Potential Effects (APE)** – Sound Transit invites you to review the APE and provide feedback on the proposed APE revisions.
2) **Historic and Archaeological Resources Technical Report** – This technical report includes information on early phases of cultural resources work which will inform the Environmental Impact Statement (EIS) for the Project.
3) **Updated Agency and Tribal Coordination Plan –** This plan identifies key coordination points to solicit continued feedback on the Project during environmental review. It has been updated to provide consistency with the Draft EIS content as well as reflect updated schedule, completed activities and coordination with Tribes and agencies.
4) **Updated Environmental Impact Statement (EIS) Methodologies** - This technical memorandum provides a comprehensive set of methodologies for the EIS which have been updated to reflect comments Sound Transit has received.

These materials may be accessed via Sound Transit's OneDrive site created specifically for this coordination. This site may be accessed via https://soundtransit

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www.soundtransit.org

my.sharepoint.com/:f:/g/personal/erin_green_soundtransit_org/Evl70R1tgGZLmRhXnsX9RLUBa2JSdMg3cxs0mbFyvq0Mrg?e=GYx8ku and is currently set up to provide you specifically with access. If you wish to have a staff member access the information please contact us and we can assign that individual access.

If there are any questions about this transmittal, or if you would like information on the project schedule, please contact me: Dezerae Hayes – Sound Transit's Director of Tribal Relations by phone at: 253-509-3806 or via email at: Dezerae.hayes@soundtransit.org.

Thank you in advance for your collaboration.

Sincerely,

Dezerae Hayes
Director of Tribal Relations

Enclosures:

Area of Potential Effects Figure Set
Historic and Archaeological Resources Technical Report
Updated Agency and Tribal Coordination Plan
Updated EIS Methodologies

cc: Alexander Stevenson, Sound Transit
Erin Green, Sound Transit
Lauren Swift, Sound Transit

SOUNDTRANSIT

March 30, 2021
Tribal Chair
Snohomish Tribe
9792 Edmonds Way, #267
Edmonds, WA 98020

Subject: Sound Transit West Seattle and Ballard Link Extensions Project, National Historic Preservation Act, Section 106 Area of Potential Effect, Cultural Resources Technical Report, Agency and Tribal Coordination plan, and, NEPA EIS Methodologies

Dear Chairperson:

I am writing this letter to the Snohomish Tribe on behalf of Sound Transit's Tribal Relations Program and the West Seattle and Ballard Link Extensions Project (Project). As you are aware, in February of 2018 Sound Transit invited the Snohomish Tribe to be a participating party in the environmental review and Section 106 process for the Project (please see the attached Project engagement information). This letter is a continuation of the engagement on the project initiated in 2018.

This letter is to follow up in order to provide you with updated project specific information and includes:

1) **A definition of the Area of Potential Effects (APE)** – Sound Transit invites you to review the APE and provide feedback on the proposed APE revisions.
2) **Historic and Archaeological Resources Technical Report** – This technical report includes information on early phases of cultural resources work which will inform the Environmental Impact Statement (EIS) for the Project.
3) **Updated Agency and Tribal Coordination Plan –** This plan identifies key coordination points to solicit continued feedback on the Project during environmental review. It has been updated to provide consistency with the Draft EIS content as well as reflect updated schedule, completed activities and coordination with Tribes and agencies.
4) **Updated Environmental Impact Statement (EIS) Methodologies** - This technical memorandum provides a comprehensive set of methodologies for the EIS which have been updated to reflect comments Sound Transit has received.

These materials may be accessed via Sound Transit's OneDrive site created specifically for this coordination. This site may be accessed via https://soundtransit-

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Peter M. Rogoff

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www.soundtransit.org

my.sharepoint.com/:f:/g/personal/erin_green_soundtransit_org/Evl70R1tgGZLmRhXnsX9RLUBa2JSdMg3cxs0mbFyvq0Mrg?e=GYx8ku and is currently set up to provide you specifically with access. If you wish to have a staff member access the information please contact us and we can assign that individual access.

If there are any questions about this transmittal, or if you would like information on the project schedule, please contact me: Dezerae Hayes – Sound Transit's Director of Tribal Relations by phone at: 253-509-3806 or via email at: Dezerae.hayes@soundtransit.org.

Thank you in advance for your collaboration.

Sincerely,

Dezerae Hayes
Director of Tribal Relations

Enclosures:

Area of Potential Effects Figure Set
Historic and Archaeological Resources Technical Report
Updated Agency and Tribal Coordination Plan
Updated EIS Methodologies

cc: Alexander Stevenson, Sound Transit
Erin Green, Sound Transit
Lauren Swift, Sound Transit

INTERIM CDA
Interim Community
Development Association

April 30th, 2021

Submitted via email to: mark.assam@dot.gov

Linda Gehrke Regional Administrator USDOT Federal Transit Administration
Region X
915 Second Avenue Federal Building, Suite 3142
Seattle, WA
98174

InterIm CDA Section 106 Consultation Comments

Dear Mr Assam,

We are writing to you as a part of our consultancy in the Section 106 process of the West Seattle to Ballard Link Extension Project (WSBLE). In a recent meeting you invited consultants to provide feedback on the adequacy of the WSBLE Area of Project Effect (APE). I am writing you to educate you on the historical nature of the buildings outside of the already chosen APE.

This project poses both direct and indirect threats to our historic properties throughout the area. Some of these direct impacts include noise and dust. Some of the indirect effects is customers being driven away from the stores that support these buildings' mortgages. The indirect effects can also include resident's being driven away because of the direct effects mentioned. This could lead to the building losing rents and so further harming the historic properties and their owner's ability to sustain them. Finally, this transportation project will further increase property values in the area and drive further development. These properties could face increased neglect as owners see the property value rise and make plans to neglect long needed repairs in the hopes of selling.

For instance, there are 32 historic buildings that have 116 business tenants in them. Many of the business tenants' customers rely on being able to get to and park in the general area of the shops they would like to patronize. Not being able to do so due to bad traffic or a lack of parking due to WSBLE construction would lose these businesses customers, which would certainly jeopardize the sustainability of the historic properties the businesses are located in. It is important to remember that these customers do have other options, as Chinatown-ID no longer has a monopoly as a source of Asian food.

Amongst the same 32 buildings, there are about 1,261 low to moderate income people living in them. The noise, dust, further lack of parking space for their cars, and additional air pollution both directly and indirectly from construction activity will make the Chinatown-International District a less desirable place for these folks to live during this construction. Some of them will be displaced by this activity, further adding to a log arc of government activities and private

T 206.624.1802
310 Maynard Avenue South
Seattle, Washington 98104
interimicda.org

forces displacing community members.

Finally, the addition of more transit connections will spur development in a district that is already going through gentrification, which has caused property values to skyrocket. If one looks at property value trends for various properties in the area, the price of land has doubled since 2016. This gentrification and displacement can be seen through the clearing of the Eclipse and Republic hotels. It could also be seen through the significant remodel and clearing of the Publix, and the significant re-modeling and rent increases at the former International Apartments. There are 383 lower income residents living in historic buildings which are at risk of re-development or are otherwise unregulated and could have their rents raised.

We expect the FTA to include the attached list of buildings as a part of the APE. They are all historic in nature and damage to them will need to be mitigated as property owners experience sustainability issues from both residents leaving and businesses losing income. Additionally, the risk of increased development would work to further harm some of these historic assets, as property owners potentially neglect long needed repair with the plans of selling soon, or potentially developers redevelop these properties in insensitive ways compared to their historic nature.

Please let me know if you have any questions. My phone number is 206-962-1574 and email is dlum@interimcda.org.

List of historical buildings

Sub-neighborhood	Building	
Japantown	Tinico	
	Nippon Kan	
	Panema Hotel	
	NP Hotel	
	Jackson building	
	Far East building	
	C and T building	
Chinatown/Manilatown		
	Evergreen building	
	Atlas hotel	
	Milwaulkee	
	Todd and Chin building	
	NWAAT	
	Hip Wah Hing	
	Bing Kung	
	Kong Yick	

	Wing Luke Museum	
	Louisa Hotel	
	Rex Apartments	
	Eastern Hotel	
	Honeycourt	
	Hotel Eclipse	
	Gee How Oak Tin	
	Chong Wa school	
	Golden Hong	
	Ohio apartments	
	Freedman apartments	
	Alps apartments	
	Hong Kong apartments	
	New Central apartments	
	Li Retail building	
	Bush Hotel	
	Tsue Chong Factory	

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U.S. Department
of Transportation
**Federal Transit
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REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 3, 2021

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with the Washington State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

- **Area of Potential Effects (APE) Amendment:** On March 25, 2021, in correspondence to SHPO, FTA defined a revised APE boundary. SHPO agreed with the amended APE in correspondence to FTA dated March 26, 2021. Since that time, the Project design has continued to advance, and Sound Transit has recently identified two new construction elements that have been incorporated into the Project, i.e., the temporary relocation of a King County Metro trolley line, and the relocation of a 230-kilovolt power line. Incorporation of these new construction elements into the Project requires a new

amendment to the Project APE. The enclosed APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision.

- **National Register of Historic Places (NRHP) Eligibility Determination:** FTA recognizes the extensive coordination that has occurred with SHPO and Sound Transit on the informal review of Project Historic Property Inventory (HPI) forms and property eligibility recommendations, including the accompanying historic context statements for each segment of the Project. With this letter, FTA is requesting formal SHPO review of the NRHP eligibility determinations for the built environment resources that have been evaluated to date.

Based on the documentation provided through the electronic links described above and identified as enclosures below, FTA has made the following determinations:

- **APE Amendment:** The APE boundary for the Project is amended to include the limits of the recently identified construction elements that have been incorporated into the Project, as depicted on the enclosed APE Map Set.
- **Eligibility Determination:** There are 290 resources listed on, or eligible for, the NRHP within the Project APE, as identified on the enclosed NRHP Eligibility Determination and Concurrence Tracking Sheet and the NRHP Eligibility Map Set. (Please note, this eligibility determination refers to the March 25, 2021 version of the APE. The areas within the APE amendment addressed in this letter will be surveyed for historic properties after SHPO, Tribes, and additional consulting parties have an opportunity to comment on the APE amendment.)

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests SHPO concurrence with the eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

- APE Map Set
- HPI Forms
- NRHP Eligibility Map Set
- NRHP Eligibility SHPO Informal Review Tracking Sheet
- NRHP Eligibility Determination and Concurrence Tracking Sheet

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

October 5, 2021

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension
Re: Revised APE Comments

Dear Ms. Gehrke:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the revised area of potential effect (APE).

Based upon the documentation provided and conversations with consulting parties, we conditionally concur with your definition of the Revised APE with the understanding that important additional information will be forthcoming. Specifically, the SHPO is requesting information on the extent of vibration impacts to Historic Properties; the proposed haul routes through historic districts; the location of construction activities such as staging areas; traffic diversions, easements, etc.; the involvement and/or delegation of any Section 106 responsibilities to other Federal Agencies such as the U.S Coast Guard, and; all information on responses from Interested Tribes to the initial and subsequent APE submittals.

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 3, 2021

Eugenia Woo
Director of Preservation Services
Historic Seattle
1117 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Woo:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

- **Area of Potential Effects (APE) Amendment:** On March 25, 2021, in correspondence to your organization, FTA defined a revised APE boundary. Since that time, the Project design has continued to advance, and Sound Transit has recently identified two new construction elements that have been incorporated into the Project, i.e., the temporary relocation of a King County Metro trolley line, and the relocation of a 230-kilovolt power line. Incorporation of these new construction elements into the Project requires a new amendment to the Project APE. The enclosed APE Map Set (which includes Project

vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision.

- **National Register of Historic Places (NRHP) Eligibility Determination:** FTA has worked with Sound Transit and the Washington State Historic Preservation Officer (SHPO) to develop Historic Property Inventory (HPI) forms for built environment resources within the APE. For each of these resources, FTA has also made determinations of eligibility for the NRHP. This documentation is enclosed with this letter for your review.

Based on the documentation provided through the electronic links described above and identified as enclosures below, FTA has made the following determinations:

- **APE Amendment:** The APE boundary for the Project is amended to include the limits of the recently identified construction elements that have been incorporated into the Project, as depicted on the enclosed APE Map Set.
- **Eligibility Determination:** There are 290 resources listed on, or eligible for, the NRHP within the Project APE, as identified on the enclosed NRHP Eligibility Determination Comment Sheet and the NRHP Eligibility Map Set. (Please note, this eligibility determination refers to the March 25, 2021 version of the APE. The areas within the APE amendment addressed in this letter will be surveyed for historic properties after SHPO, Tribes, and additional consulting parties have an opportunity to comment on the APE amendment.)

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 11:31:51 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

- APE Map Set
- HPI Forms
- HPI Guidance Memorandum
- NRHP Eligibility Map Set
- NRHP Eligibility Determination Comment Sheet

U.S. Department
of Transportation
**Federal Transit
Administration**

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Alaska, Idaho, Oregon,
Washington

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 3, 2021

Lisa Howard
Executive Director
Alliance for Pioneer Square
P.O. Box 4507
Seattle, WA 98194

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Howard:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

- **Area of Potential Effects (APE) Amendment:** On March 25, 2021, in correspondence to your organization, FTA defined a revised APE boundary. Since that time, the Project design has continued to advance, and Sound Transit has recently identified two new construction elements that have been incorporated into the Project, i.e., the temporary relocation of a King County Metro trolley line, and the relocation of a 230-kilovolt power line. Incorporation of these new construction elements into the Project requires a new amendment to the Project APE. The enclosed APE Map Set (which includes Project

vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision.

- **National Register of Historic Places (NRHP) Eligibility Determination:** FTA has worked with Sound Transit and the Washington State Historic Preservation Officer (SHPO) to develop Historic Property Inventory (HPI) forms for built environment resources within the APE. For each of these resources, FTA has also made determinations of eligibility for the NRHP. This documentation is enclosed with this letter for your review.

Based on the documentation provided through the electronic links described above and identified as enclosures below, FTA has made the following determinations:

- **APE Amendment:** The APE boundary for the Project is amended to include the limits of the recently identified construction elements that have been incorporated into the Project, as depicted on the enclosed APE Map Set.
- **Eligibility Determination:** There are 290 resources listed on, or eligible for, the NRHP within the Project APE, as identified on the enclosed NRHP Eligibility Determination Comment Sheet and the NRHP Eligibility Map Set. (Please note, this eligibility determination refers to the March 25, 2021 version of the APE. The areas within the APE amendment addressed in this letter will be surveyed for historic properties after SHPO, Tribes, and additional consulting parties have an opportunity to comment on the APE amendment.)

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 10:58:34 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

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U.S. Department
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**Federal Transit
Administration**

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Seattle, WA 98174-1002
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206-220-7959 (fax)

September 3, 2021

Sarah Sodt
City Historic Preservation Officer
City of Seattle Historic Preservation Office
P.O. Box 94649
Seattle, WA 98124-4649

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Sodt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 11:22:43 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

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September 3, 2021

Kathleen Barry Johnson
Executive Director
Historic South Downtown Community Preservation and Development Authority
409B Maynard Avenue South
Seattle, WA 98107

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Barry Johnson:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 14:36:27 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

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September 3, 2021

Derek Lum
Equitable Development Policy Analyst
InterIm Community Development Association
310 Maynard Avenue South
Seattle, WA 98104

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Mr. Lum:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 12:56:28 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

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206-220-7959 (fax)

September 3, 2021

Jennifer Meisner
Preservation Officer
King County Historic Preservation Program
201 South Jackson Street, Suite 700
Seattle, WA 98104

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Meisner:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 12:58:39 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

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Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 3, 2021

Ryan Smith
Principal
Martin Smith, Inc.
1932 1st Avenue, Suite 1000
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Mr. Smith:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE
Digitally signed by LINDA M GEHRKE
Date: 2021.09.03 13:01:48 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
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Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

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Alaska, Idaho, Oregon,
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Seattle, WA 98174-1002
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206-220-7959 (fax)

September 3, 2021

Maiko Winkler-Chin
Executive Director
Seattle Chinatown International District Preservation and Development Authority
P.O. Box 3302
Seattle, WA 98114

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Winkler-Chin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 13:03:52 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
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206-220-7954
206-220-7959 (fax)

September 3, 2021

Michael King, Ph.D.
Executive Director
Southwest Seattle Historical Society
3003 61st Avenue SW
Seattle, WA 98116

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Dr. King:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 13:06:19 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

- APE Map Set
- HPI Forms
- HPI Guidance Memorandum
- NRHP Eligibility Map Set
- NRHP Eligibility Determination Comment Sheet

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U.S. Department
of Transportation
**Federal Transit
Administration**

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September 3, 2021

Jennifer Mortensen
Outreach Director
Washington Trust for Historic Preservation
1204 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Mortensen:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

- **Area of Potential Effects (APE) Amendment:** On March 25, 2021, in correspondence to your organization, FTA defined a revised APE boundary. Since that time, the Project design has continued to advance, and Sound Transit has recently identified two new construction elements that have been incorporated into the Project, i.e., the temporary relocation of a King County Metro trolley line, and the relocation of a 230-kilovolt power line. Incorporation of these new construction elements into the Project requires a new amendment to the Project APE. The enclosed APE Map Set (which includes Project

vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision.

- **National Register of Historic Places (NRHP) Eligibility Determination:** FTA has worked with Sound Transit and the Washington State Historic Preservation Officer (SHPO) to develop Historic Property Inventory (HPI) forms for built environment resources within the APE. For each of these resources, FTA has also made determinations of eligibility for the NRHP. This documentation is enclosed with this letter for your review.

Based on the documentation provided through the electronic links described above and identified as enclosures below, FTA has made the following determinations:

- **APE Amendment:** The APE boundary for the Project is amended to include the limits of the recently identified construction elements that have been incorporated into the Project, as depicted on the enclosed APE Map Set.
- **Eligibility Determination:** There are 290 resources listed on, or eligible for, the NRHP within the Project APE, as identified on the enclosed NRHP Eligibility Determination Comment Sheet and the NRHP Eligibility Map Set. (Please note, this eligibility determination refers to the March 25, 2021 version of the APE. The areas within the APE amendment addressed in this letter will be surveyed for historic properties after SHPO, Tribes, and additional consulting parties have an opportunity to comment on the APE amendment.)

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 13:08:45 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
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- NRHP Eligibility Determination Comment Sheet

Summary of Documents for the
West Seattle and Ballard Link Extensions Project

August 2021

How to Access Documents

The documents described below can be accessed via the following link:

- Click on the following link: https://ftp.anchorqea.com/aq
- Enter the following username and password (copy and paste recommended)
    - Username: 170036-01.01@170036-01.01
    - Password: S0uND_2020!
- To download documents, navigate to a folder and tick the box next to each document you wish to download, then click the **Download** icon at the top of the page.

  Note: The download feature only works for selected *documents* – while it is possible to tick a box next to a folder, the download feature is unavailable.

Area of Potential Effects Amendment and Map Set

On March 25, 2021, FTA defined a revised Area of Potential Effects (APE) for the West Seattle and Ballard Link Extensions Project (Project). The Washington State Historic Preservation Officer (SHPO) agreed with the revised APE on March 26, 2021. Since then, the Project design has continued to advance, and Sound Transit has identified two new construction elements that required additional revisions to the APE:

- Temporary relocation of the King County Metro trolley line in the area of South Jackson Street to South Royal Brougham Way, approximately between Maynard Avenue South and Interstate 5/9th Avenue South, within the Chinatown-International District segment
- Relocation of a 230-kilovolt power line along 6th Avenue South and Diagonal Avenue, south of South Spokane Street, leading to the Seattle City Light Substation within the Duwamish segment

Cultural resources within the areas of the revised APE will be inventoried after the APE amendment has been reviewed by SHPO, Tribes, and additional consulting parties.

FTA also received comments on the APE from additional consulting parties. Many of these comments requested that the Seattle Chinatown Historic District, the Pioneer Square-Skid Road Historic District, and the Seattle Center Campus in their entirety be included within the APE. FTA has decided not to expand the APE to incorporate the entirety of these historic districts or the Seattle Center Campus, as such an expansion would be inconsistent with the methodology used to define the original APE, as disclosed in the Section 106 initiation letters to SHPO and Tribes, and the consulting party invitation letters. This methodology was developed to closely align with the APE definition in 36 Code of Federal Regulations (CFR) Part 800.16(d), and FTA's Environmental Standard Operating Procedure Number 21 on the Section 106 Process. FTA acknowledges the concerns raised by the consulting parties regarding Project effects on historic buildings in these areas. FTA would like to emphasize that no adverse effects are

anticipated on individual historic properties outside the currently defined APE. It should also be noted that under Section 106, adverse effects to resources within the APE that are contributing resources to a historic district, are treated as adverse effects on that entire historic district. Consequently, mitigation measures for these adverse effects on contributing resources will address effects on the entire district as well, not just the contributing resources identified within the APE.

Other comments from additional consulting parties requested the inclusion of haul routes within the APE and expressed concern over potential economic and traffic impacts resulting from use of haul routes for the Project. Potential haul routes used temporarily during construction would be existing, heavily used public rights-of-way. Detours and haul routes used temporarily during construction were not included in the APE because of the existing Project environment. These routes would use existing, heavily used public rights-of-way, and therefore are not anticipated to have effects on historic properties. However, it should be noted that economic and traffic impacts resulting from the Project are being analyzed separately in the Draft Environmental Impact Statement (EIS), which FTA and Sound Transit anticipate publishing later this fall.

After considering new Project construction elements and additional consulting party comments, FTA revised the APE. The APE Map Set (which includes Project vicinity maps and detailed APE maps) shows both the March 25, 2021 APE and the proposed APE revision.

Historic Property Inventory Forms and National Register of Historic Places Eligibility
FTA and Sound Transit appreciate the extensive coordination with the SHPO built environment staff on the Project Historic Property Inventory (HPI) forms and National Register of Historic Places (NRHP) eligibility evaluations. As shown in Table 1, FTA and Sound Transit provided draft HPI forms for informal SHPO review. SHPO, FTA, and Sound Transit discussed SHPO comments in a series of six workshops, held on May 4, 10, 27, June 1, 10, and 24, 2021. These workshops were conducted primarily with Sound Transit and its consultants, and included FTA. During these meetings Sound Transit documented SHPO comments and how these comments were addressed.

Table 1. WSBLE HPI Form Informal Review Process and Workshops

HPI Form Batch	Date of Sound Transit Transmittal to SHPO	Date of Informal SHPO Comment	Topics Discussed in Comment Workshops
Batches 1–3 Ballard, Interbay, and Lower Queen Anne	April 21, 2020	May 6, 2020	• Photograph Quality • Data Consistency • NRHP Significance and Integrity Evaluations • Linear Resources • Potential Historic District near Spokane Street
Batches 1–6 Ballard, Interbay, Lower Queen Anne, South Lake Union, Pioneer Square, China-town-International District, and West Seattle	January 27, 2021	April 16, 2021 May 19, 2021	
Batch 7 Corridor-Wide	April 27, 2021	May 19, 2021	

In addition to the informal review of HPI forms, on March 29, 2021, FTA transmitted the *West Seattle and Ballard Link Extensions Historic Context and National Register of Historic Places Criterion A Eligibility Requirements* document, as discussed with SHPO staff in previous meetings. This document was developed to establish a basis for NRHP eligibility evaluations for all NRHP criteria, and specifically focused on Criterion A.

The website (accessed by the links above) includes 1,291 HPI forms, which have also been uploaded to the Washington Information System for Architectural and Archaeological Records Database (WISAARD). As discussed with SHPO built environment staff, the HPI forms have been reorganized from the previous "Batch" structure into "Segments" that correspond to geographic Project segments used for discussion in the Project EIS.

NRHP Eligibility Map Set
The NRHP Eligibility Map Set is a series of maps that include a unique property identification number (WSBLE ID # [see below]) and FTA's formal NRHP eligibility determinations for built environment resources within the March 25, 2021 APE. The Map Set also includes NRHP eligibility information for resources where NRHP status has been established and is not modified by the Project.

NRHP Eligibility SHPO Informal Review Tracking Sheet
This Excel-based tracking sheet includes the history of SHPO review comments on HPI forms provided during the informal review process, including the workshops outlined in Table 1. This tracking sheet is provided as a record of continued consultation and outcomes of that process.

NRHP Eligibility Determination and Concurrence Tracking Sheet
This Excel-based tracking sheet facilitates formal review and continued consultation on NRHP eligibility and includes the following headings:

> **WSBLE ID #** – Individual numerical identification for each resource within the WSBLE dataset
>
> **Sub ID** – If a property includes multiple resources each was given a unique alphabetical ID beyond its WSBLE ID
>
> **WSBLE Batch No.** – Indicates the batch the HPI form was previously grouped within during informal SHPO review.
>
> **Segment –** Indicates the Project segment in which each resource is located
>
> **WISAARD Property #** – Unique property ID as indicated in the WISAARD database
>
> **Parcel #** – County parcel number
>
> **Build Date** – Date a resource was constructed and any dates the resource was modified
>
> **Property Name** – Name of resource as indicated on the HPI form
>
> **Property Address** – Street address for resource

Eligibility Determination – Identifies FTA's NRHP eligibility determination based on research conducted by Sound Transit and their consultant team

Eligibility Concurrence – SHPO entry column to indicate concurrence decision: please note here whether you agree with the eligibility determination (i.e., "concur" or "do not concur")

The tracking sheet includes an individual tab for each Project segment, as well as an "All" tab that includes all resources and a tab labelled "Linear (multiple segments)" that contains information for resources that span multiple Project segments.

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September 3, 2021

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue SE
Auburn, WA 98092

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Elkins:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Based on the documentation provided through the electronic links described above and identified as enclosures below, FTA has made the following determinations:

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Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE
Digitally signed by LINDA M GEHRKE
Date: 2021.09.03 14:48:11 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Madrienne White, Public and Government Relations Manager, Muckleshoot Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

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September 3, 2021

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman de los Angeles:

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE
Digitally signed by LINDA M GEHRKE
Date: 2021.09.03 14:43:08 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
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September 3, 2021

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Yanity:

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Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Digitally signed by LINDA M GEHRKE
Date: 2021.09.03 09:49:22 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
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September 3, 2021

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Forsman:

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Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 14:45:41 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Lewarch, Tribal Historic Preservation Officer, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
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September 3, 2021

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairwoman Gobin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

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Based on the documentation provided through the electronic links described above and identified as enclosures below, FTA has made the following determinations:

- **APE Amendment:** The APE boundary for the Project is amended to include the limits of the recently identified construction elements that have been incorporated into the Project, as depicted on the enclosed APE Map Set.
- **Eligibility Determination:** There are 290 resources listed on, or eligible for, the NRHP within the Project APE, as identified on the enclosed NRHP Eligibility Determination Comment Sheet and the NRHP Eligibility Map Set. (Please note, this eligibility determination refers to the March 25, 2021 version of the APE. The areas within the APE amendment addressed in this letter will be surveyed for historic properties after SHPO, Tribes, and additional consulting parties have an opportunity to comment on the APE amendment.)

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.09.03 14:40:43 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

- APE Map Set
- HPI Forms
- NRHP Eligibility Map Set
- NRHP Eligibility Determination Comment Sheet

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 3, 2021

The Honorable Delano Saluskin
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment, and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Saluskin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area in Seattle, King County, Washington. This letter addresses two elements of the Section 106 consultation process, and provides documentation for your review and feedback. These elements are summarized in the bulleted list below, with additional details and electronic links for accessing online enclosure documents provided in the enclosed *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021.*

- **Area of Potential Effects (APE) Amendment:** On March 25, 2021, in correspondence to your Tribe, FTA defined a revised APE boundary. Since that time, the Project design has continued to advance, and Sound Transit has recently identified two new construction elements that have been incorporated into the Project, i.e., the temporary relocation of a King County Metro trolley line, and the relocation of a 230-kilovolt power line. Incorporation of these new construction elements into the Project requires a new amendment to the Project APE. The enclosed APE Map Set (which includes Project

vicinity maps and detailed APE maps) shows both the existing APE and the proposed APE revision.

- **National Register of Historic Places (NRHP) Eligibility Determination:** FTA has worked with Sound Transit and the Washington State Historic Preservation Officer (SHPO) to develop Historic Property Inventory (HPI) forms for built environment resources within the APE. For each of these resources, FTA has also made determinations of eligibility for the NRHP. This documentation is enclosed with this letter for your review.

Based on the documentation provided through the electronic links described above and identified as enclosures below, FTA has made the following determinations:

- **APE Amendment:** The APE boundary for the Project is amended to include the limits of the recently identified construction elements that have been incorporated into the Project, as depicted on the enclosed APE Map Set.
- **Eligibility Determination:** There are 290 resources listed on, or eligible for, the NRHP within the Project APE, as identified on the enclosed NRHP Eligibility Determination Comment Sheet and the NRHP Eligibility Map Set. (Please note, this eligibility determination refers to the March 25, 2021 version of the APE. The areas within the APE amendment addressed in this letter will be surveyed for historic properties after SHPO, Tribes, and additional consulting parties have an opportunity to comment on the APE amendment.)

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE and eligibility determination, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE
Digitally signed by LINDA M GEHRKE
Date: 2021.09.03 09:25:35 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosure: *Summary of Documents for the West Seattle and Ballard Link Extensions Project, August 2021*, including links to the following materials:

- APE Map Set
- HPI Forms
- NRHP Eligibility Map Set
- NRHP Eligibility Determination Comment Sheet

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SOUNDTRANSIT

September 20, 2021
Honorable Cecile Hansen
Tribal Chair
Duwamish Tribe
4708 W Marginal Way SW
Seattle, WA 98106

Subject: Sound Transit West Seattle and Ballard Link Extensions Project, National Historic Preservation Act, Section 106 Area of Potential Effect, Historic Property Inventory Forms and NRHP Eligibility Determinations

Dear Chairwoman Hansen:

I am writing this letter to the Duwamish Tribe on behalf of Sound Transit's Tribal Relations Program and the West Seattle and Ballard Link Extensions Project (Project). Sound Transit is working with the Federal Transit Administration (FTA) on this Project. As you are aware, in February of 2018 Sound Transit invited the Duwamish Tribe to be a participating party in the environmental review and Section 106 process for the Project (please see the attached Project engagement information). This letter is a continuation of the engagement on the project initiated in 2018.

This letter is intended to provide you with updated project specific information and includes:

1) **Amendment of the Area of Potential Effects (APE)** – Sound Transit invites you to review the APE and provide feedback on the amended APE defined by the FTA.
2) **National Register of Historic Places (NRHP) Eligibility Determinations** – Sound Transit has worked with the Washington State Historic Preservation Officer (SHPO) to develop historic property inventory (HPI) forms for built environment resources within the APE. FTA has made determinations of eligibility for the NRHP on these resources and these determinations are enclosed for your review and comment. There are a total of 290 resources listing on, or eligible for the NRHP within the APE as identified on the enclosed NRHP Eligibility Determination Comment Sheet and NRHP Eligibility Map Set. The areas within the APE amendment addressed in this letter will be subject to survey and NRHP eligibility determinations after the SHPO, Tribes, and additional consulting parties have had an opportunity to comment on the APE amendment.

Additional details and electronic links for accessing online enclosure documents may be accessed at Sound Transit's OneDrive site created specifically for this coordination. This site may be accessed via https://soundtransit-

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CHIEF EXECUTIVE OFFICER
Peter M. Rogoff

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my.sharepoint.com/:f:/g/personal/erin_green_soundtransit_org/Evl70R1tgGZLmRhXnsX9RLUBa2JSdMg3cxs0mbFyvq0Mrg?e=GYx8ku and is currently set up to provide you specifically with access. If you wish to have a staff member access the information please contact us and we can assign that individual access. This OneDrive site includes a *Summary of Documents for the West Seattle and Ballard Link Extensions Project* document that describes the enclosures and APE amendment in detail and is also attached here.

If there are any questions about this transmittal, or if you would like information on the project schedule, please contact me: Dezerae Hayes – Sound Transit's Director of Tribal Relations by phone at: 253-509-3806 or via email at: Dezerae.hayes@soundtransit.org.

Thank you in advance for your collaboration.

Sincerely,

Dezerae Hayes

Dezerae Hayes
Director of Tribal Relations

Enclosures (on OneDrive):

-Summary of Documents for the West Seattle and Ballard Link Extensions Project
-APE Map Set
-HPI Forms
-NRHP Eligibility Map Set
-NRHP Eligibility Determination Comment Sheet

cc: Alexander Stevenson, Sound Transit
Erin Green, Sound Transit
Lauren Swift, Sound Transit

From: Hayes, Dezerae <Dezerae.Hayes@soundtransit.org>
Sent: Monday, September 27, 2021 1:43:26 PM
To: Cecile <Cecile@duwamishtribe.org>
Subject: Re: West Seattle Ballard Link Extension APE

Thank you. If you would like to set up a briefing or have any questions please let me know :) I am here to help facilitate and ensure our voices are heard as Indigenous people.

Siokwil - Dez

Dezerae Hayes – PhD-ABD
Director of Tribal Relations
Office: 206-553-3563
Cell: 253-509-3806
sound-transit (2)

From: Cecile <Cecile@duwamishtribe.org>
Sent: Monday, September 27, 2021 1:40:41 PM
To: Hayes, Dezerae <Dezerae.Hayes@soundtransit.org>
Subject: RE: West Seattle Ballard Link Extension APE

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Running rather late and for the record thanks for sharing with the Duwamish Tribal Council. Thank you, Cecile Hansen, Chair

---

From: Hayes, Dezerae <Dezerae.Hayes@soundtransit.org>
Sent: Monday, September 20, 2021 1:02 PM
To: duwamish tribe <duwamishtribe@duwamishtribe.org>; Cecile <Cecile@duwamishtribe.org>; Cecile <Cecile@duwamishtribe.org>
Cc: Green, Erin <erin.green@soundtransit.org>; Stevenson, Alex <alex.stevenson@soundtransit.org>
Subject: West Seattle Ballard Link Extension APE

Good Afternoon Chairwoman Hansen,

Please see the attached letter for an update regarding the West Seattle Ballard Link Extension Project.

If you would like to meet via zoom – please let me know and I would be happy to do so.

Best – Dez

Dezerae Hayes - PhD-ABD
Director of Tribal Relations
Executive Department Government and Community Relations
Chairwoman – Washington State Tribal Traffic Safety Advisory Board
Office: 206-553-3563
Cell: 253-509-3806
SOUNDTRANSIT
RIDE THE WAVE

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

October 5, 2021

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension
Re: Revised APE Comments

Dear Ms. Gehrke:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the revised area of potential effect (APE).

Based upon the documentation provided and conversations with consulting parties, we conditionally concur with your definition of the Revised APE with the understanding that important additional information will be forthcoming. Specifically, the SHPO is requesting information on the extent of vibration impacts to Historic Properties; the proposed haul routes through historic districts; the location of construction activities such as staging areas; traffic diversions, easements, etc.; the involvement and/or delegation of any Section 106 responsibilities to other Federal Agencies such as the U.S Coast Guard, and; all information on responses from Interested Tribes to the initial and subsequent APE submittals.

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov

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From:	Sodt, Sarah
To:	Assam, Mark (FTA)
Subject:	RE: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Area of Potential Effects Amendment, and Eligibility Determination
Date:	Wednesday, October 6, 2021 6:00:37 PM
Attachments:	image001.png

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Mark,
I've reviewed all the documents that you provided. I still have concerns about resources within the haul/detour routes particularly related to the areaways that exist throughout the CID, Pioneer Square and elsewhere in Downtown. It does not appear that areaways have been evaluated inside or outside the currently proposed APE. Can you please confirm that is true, or point me to the evaluation of those resources – perhaps I have missed them?

I've also reviewed each of HPI forms, and one built resource that raised concern for me in terms of the eligibility determination is the Ascona/Alki Hotel at 200 5th Avenue. I would like to understand a bit more about why the consultants determined it not eligible.
Thanks for the opportunity to comment, and I look forward to future convenings of the consulting parties to discuss this further.
Sarah

Sarah Sodt
City Historic Preservation Officer
Office: 206.615.1786
Street Address: 600 4th Avenue - 4th Floor, Seattle WA 98104
Mailing Address: PO Box 94649, Seattle WA 98124-4649
seattle.gov/neighborhoods

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From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Tuesday, September 7, 2021 3:34 PM
To: Sodt, Sarah <Sarah.Sodt@seattle.gov>
Cc: Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; Hayes, Dezerae <Dezerae.Hayes@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Ziglar, Kristine (FTA) <Kristine.Ziglar@dot.gov>; Changchien, Amy (FTA) <amy.changchien@dot.gov>; Ann Costanza (acostanza@anchorqea.com) <acostanza@anchorqea.com>; Barbara Bundy <bbundy@anchorqea.com>; fta.tro10mail

<fta.tro10mail@dot.gov>
Subject: Sound Transit - West Seattle and Ballard Link Extensions Project - NHPA Section 106 Area of Potential Effects Amendment, and Eligibility Determination

CAUTION: External Email

Dear Ms. Sodt:

Please see the attached Section 106 Area of Potential Effects Amendment, and Eligibility Determination letter for the Sound Transit - West Seattle and Ballard Link Extensions Project. Please note, due to e-mail attachment file-size limitations, the referenced enclosure documents are not attached to this e-mail message. The enclosure documents are described in the attached summary document, and may be downloaded from the following URL:

https://ftp.anchorqea.com/aq
Username: 170036-01.01_5c@170036-01.01_5c
Password: WSBLE21!

Please let me know if you have questions, or any trouble downloading the files.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

ALLIANCE FOR PIONEER SQUARE

October 6, 2021

Linda Gehrke
Regional Administrator, Region 10
US Department of Transportation
Federal Transit Administration

Subject: Sound Transit
West Seattle and Ballard Link Extension Project
National Historic Preservation Act, Section 106
Consulting Party Comments on Revised Area of Potential Effects and Eligibility Determination
SHPO Project Tracking Code: 2019-02-01457

Dear Ms. Gehrke:

We have reviewed the revised Area of Potential Effect for the West Seattle and Ballard Link Extensions Project (West Seattle/Ballard Link, hereafter), and respectfully submit these comments for your consideration as we continue the Section 106 consulting process. We offer you this context so that you may understand our concerns about the effects of project haul routes and traffic diversion throughout the Pioneer Square neighborhood.

Areaways that were created under the sidewalks when the street elevation of Pioneer Square was raised one story after the Great Seattle Fire are a central reason the Pioneer Square Historic District was created. They are now imperiled, and any increase in traffic through the Pioneer Square neighborhood puts them at greater risk.

In the early 1960s, the destruction of the elegant Seattle Hotel and its subsequent replacement with a parking garage known as the 'Sinking Ship Garage' spawned a grassroots preservation movement to save Pioneer Square from the wrecking ball. A series of newspaper articles piqued curiosity about underground areaways in Pioneer Square, which led to the creation of a tour of the areaways. The tour was created as a means to engage the public in signing petitions for the preservation of the Square. Later the areaways tour, Seattle Underground, became a fixture in the neighborhood by drawing tourists to the area. By 1970, Pioneer Square was Seattle's first Historic District. Eventually, individual buildings, such as the Pioneer Building, received individual historic designations.

With their unique role in the history of the rebuilding of Seattle, areaways have been a defining characteristic of the historic district since it was established. Every year, public and private entities invest hundreds of thousands of dollars repairing Pioneer Square's areaways, replacing the characteristic

Visit: 105 S Main, Suite 201 Seattle, WA 98104
Mail: PO Box 4507 Seattle, WA 98194
T. 206.667.0687 allianceforpioneersquare.org

glass blocks in the sidewalk that light the underground, and seeking Pioneer Square Preservation Board approval to make improvements, changes, or decommission.

Maintaining areaways throughout our neighborhood is a shared responsibility. The City of Seattle, through Seattle Department of Transportation, is responsible for the streetwall—the wall of the areaway that holds up the street. Private property owners pay fees to the City each year for the privilege of using the space within the areaways, despite its condition, and are responsible for maintaining all other elements of the space, like the floors, and often the "ceiling," which is the sidewalk above.

But, the areaways are now more than 130 years old. They were built when the heaviest vehicles on the streets held up by their outer walls were horse-drawn delivery wagons. And they are deteriorating, which means that Pioneer Square is at risk of losing these unique spaces.

The City of Seattle, through the Department of Transportation, has long been aware of its responsibility to maintain the streetwalls of the areaways, and from 2004 through 2018, the Capital Improvement Program appropriated money to a program called "Hazard Mitigation Program—Areaways" under the Bridge and Structures organization of the department. The annual funding for that program varied over the 16 years between $212,000 at its lowest, to $400,000 at its peak (earliest budget this author could find). It is unclear if the money invested in the program was used to fund a person or persons to maintain a database of the resource, or to perform any real capital work on maintaining or preserving the resource?

Over that 16 years, most municipal improvements to areaways have typically been associated with construction projects like the Alaskan Way Viaduct program, Waterfront redevelopment, the First Hill Streetcar, and various utility and repair projects performed by State and City agencies.

Despite funding a program identified as a "mitigation" program, SDOT and the City of Seattle have failed to maintain the areaways resource as a part of the transportation system, or as part of the historic character of Seattle's oldest neighborhood.

In 2018, Seattle Department of Transportation (SDOT) started assessing what streets they could relocate buses to while the viaduct was being demolished and Alaskan Way rebuilt. They conducted a structural analysis of the underground areaways in Pioneer Square to determine if the 1st Ave S corridor could accept the additional bus traffic. The analysis highlighted just how bad the areaways situation had become, and SDOT initiated an intense assessment to map critical areaway structural vulnerabilities throughout the neighborhood. It turns out, most areaways in the neighborhood are very vulnerable to damage. So much so, that SDOT has imposed weight restrictions throughout all the main arterials in the neighborhood. Curb lanes all along 1st Avenue South from Cherry Street to King Street, and South Jackson Street from 1st Avenue South to 2nd Avenue South are limited to vehicles weighing 10,000 lbs or less, meaning commercial vehicles delivering goods to businesses, and trucks delivering items to residences must park blocks away from their destinations.

SDOT reports that it will complete its assessment of the structures throughout the neighborhood, determine the work necessary, and begin to create a long-range plan. Currently, SDOT does not have a long-range plan for the areaways. In late 2020, areaways program leads presented to the neighborhood, and indicated that program goals will focus on safety for vehicles and pedestrians, and mobility to reduce restricted load zones throughout the neighborhood. At this time, the neighborhood continues to

suffer from a lack of City investments to maintain its part of the historic resource. It is the extremely delicate condition of the areaways, combined with the necessary restrictions on traffic throughout the neighborhood, which makes us very concerned about the ripple effects of diverted traffic throughout the neighborhood that will necessarily follow the disruption as Sound Transit constructs the new downtown tunnel and the West Seattle line.

1st Avenue South continues to be an important corridor in Pioneer Square, and one of the few arterials that can bring people and goods into and out of downtown Seattle. But increasing traffic on 1st Avenue South will necessarily divert traffic onto other streets in Pioneer Square, where both the condition of the areaways and the existing challenges with commercial deliveries make additional traffic extremely problematic. We encourage the Sound Transit team to closely consider the current deteriorating condition of the existing transportation network, including the critical historic areaways, as they evaluate the effects of the West Seattle/Ballard Link Extensions project, and continue to plan for construction.

We appreciate the partnership with Sound Transit, the Federal Transit Administration, our State Historic Preservation Officer, Dr. Allyson Brooks and her staff at Washington State Department of Archaeologic and Historic Preservation. We look forward to collectively working together to protect our defining historic resources during the planning, construction, and operation of the West Seattle/Ballard Link Extension.

Sincerely,

Lisa Dixon Howard

Lisa Dixon Howard
Executive Director
Alliance for Pioneer Square

Cc: Mark Assam, Planner, US Department of Transportation Federal Transit Administration
Cathal Ridge, Executive Corridor Director, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

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October 6, 2021

Linda Gehrke
Region X Administrator
US DOT FTA
915 Second Ave. Suite 3142
Seattle, WA 98174-1002

Dear Ms. Gehrke:

We have reviewed the revised Area of Potential Effect boundaries, and the NRHP eligibility determination and offer the following comments and context for your consideration as we continue the Section 106 process. We offer you the following context so that you understand why we are requesting Sound Transit include the boundaries of the Pioneer Square and Chinatown historic districts, and the haul routes, as part of the Area of Potential effect.

CHINATOWN HISTORIC DISTRICT CONTEXT

The Seattle Chinatown Historic District is listed in the National Register of Historic places, and sits within the larger International Special Review District. The Chinatown Historic District has been the center of Seattle's Asian community since the early 20th century, and the International Special Review District was established to preserve the area's Asian culture and history and protect it from unwanted development. We rely on robust consideration of the elements identified for protection under various federal, state, and city laws to help protect the place of Chinatown, and the culture of the Chinatown International District neighborhood.

The neighborhood is home to one of the largest groups of intact pre-World War II buildings in Seattle, and these buildings stand to reflect the history and historic architecture of the community. Areaways were created during the regrades to rebuild the City after the Great Seattle Fire of 1889, and during the disruptive Jackson Regrade of the 1900s. These elements are defining characteristics of the historic nature of the neighborhood, and no matter what alternative being studied by Sound Transit for the West Seattle and Ballard project, the project will have a substantial construction footprint right in the middle of these important resources and the existing culture. The project itself will include construction of a new downtown tunnel, and based on our most recent experience with the 3rd Avenue Bus Tunnel, and the Alaskan Way Viaduct tunnel, we know that settlement and vibrations can have tremendous

impact on surrounding buildings, sidewalks, and streets. Other Section 106 consulting processes throughout the City of Seattle in recent decades have focused on the effects of noise, dust, and vibrations to historic buildings and districts, and have even regarded potentially historic resources only under consideration for listing on the National Register of Historic Places. The Seattle Chinatown Historic District is a designated resource, and the proposed project being constructed through the heart of the district will undoubtedly have district-wide impacts. It is for this reason that we are requesting, again, that the Seattle Chinatown Historic District be included in its entirety, in the Area of Potential Effect.

The International Special Review District was created to help preserve the culture of the neighborhood, which is oftentimes reflected in the way day-to-day life unfolds in the neighborhood. Indeed, this neighborhood's history of destruction and rebuild and relocation has been a reflection of racist based actions and policies perpetuated over time, that have failed to protect the physical structures that would otherwise visually define the culture we describe, and provide for more clear protections under Section 106 of the National Historic Preservation Act. The Chinatown International District of today reflects the varied and diverse ethnic communities who have been lashed together in this neighborhood space. The small scale and pedestrian nature of the neighborhood is emphasized by the numbers of elders who live and walk in the district every day. The ability for a resident or visiting elder to walk to the grocery, to a park, to a doctor's appointment or other service is a critical function of the neighborhood culture. Our concern is that the disruption caused by the WSBLE project planning and construction will create pressures on the local businesses and residents that will increase displacement and discourage new residents and businesses from trying to find their place in our communities. In a community like the Chinatown International District, we are talking about discouraging Asian-Pacific-Islander immigrants from investing in the businesses that define the culture of the C-ID. Our ethnic groceries, Anime and Manga stores, restaurants, traditional herb stores, night clubs and coffee shops are living, breathing expressions of the Chinese/Fillipino/Vietnamese/Japanese and other immigrant experience. Sound Transit needs to consider the full direct and indirect impacts of the project on these day-to-day activities on the cultural fabric, to preserve and protect what defines the district in the context of Section 106, and arguably, in the spirit of Section 106, as well.

PIONEER SQUARE HISTORIC DISTRICT

Here, we are re-emphasizing the points made by our partners at the Alliance for Pioneer Square, about the current vulnerability of the areaways throughout Pioneer Square and the City, and the importance of their historic contribution.

Areaways were created when the City rebuilt itself after the Great Seattle Fire. These structures are made up of streetwalls that hold up the streets throughtout the neighborhood, plus the sidewalks and building faces within these underground spaces. Many of them are corridors for underground utilities, as well as storage areas, or extensions of businesses and restaurants.

Areaways, in their role of rebuilding Seattle, are now more than 130 years old, and deteriorating due to chronic underinvestment in maintenance. This means Pioneer Square and Chinatown International District are both at risk of losing these unique spaces. During the construction of the City's latest mega-project, the construction of the Alaskan Way Tunnel, and the demolition of the Alaskan Way Viaduct, the Seattle Department of Transportation started assessing what streets they could relocate bus traffic to while the viaduct was being demolished. They conducted a structural analysis of the underground areaways in Pioneer Square to determine if the 1st Ave S corridor could accept the additional bus traffic. The analysis highlighted just how bad the areaways situation has become, and SDOT initiated an intense assessment to map critical areaway structural vulnerabilities throughout the neighborhood. It turns out, most areaways in the Pioneer Square neighborhood are very vulnerable to damage. So much so, that SDOT has imposed weight restrictions throughout all the main arterials in the neighborhood. Curb lanes all along 1st Avenue South from Cherry Street to King Street, and South Jackson Street from 1st Avenue South to 2nd Avenue South are limited to vehicles weighing 10,000 lbs or less, meaning commercial vehicles delivering goods to businesses, and trucks delivering items to residences must park blocks away from their destinations.

These streets are the very streets that Sound Transit will likely have to use to get construction vehicles to and from the construction site for the WSBLE project—anticipated to be 7- 10 years of construction in this area. At this time, the Pioneer Square neighborhood continues to suffer from a lack of City investments to maintain its part of the historic resource. It is the extremely delicate condition of the areaways, combined with the necessary restrictions on traffic throughout the neighborhood, that makes us very concerned about the ripple effects of diverted traffic throughout the neighborhood, and the related construction traffic that will undoubtedly have to travel through the neighborhood, that will necessarily follow the disruption as Sound Transit constructs the new downtown tunnel and the West Seattle line.

Noise, dust, vibration, and increased traffic all will continue to erode the conditions of these areaways, and we request Sound Transit do a more explicit and thorough examination of the effects of the project on these defining historic resources throughout Pioneer Square.

Our requests to include the designated Seattle Chinatown and Pioneer Square historic districts, and project haul routes in the Area of Potential Effect are not new requests to Section 106 review in Seattle. These considerations have become standard practice with major projects in the region, including the SR 99 Alaskan Way Viaduct program projects, and the SR 520 program projects. We are requesting the same robust Section 106 review consistency that has been applied throughout the City of Seattle in the past two decades.

We appreciate the ongoing collaboration with Sound Transit, and the Federal Transit Administration, and we look forward to collectively working together to meet the needs of our community for the

successful construction and operation of this important, multigenerational, 100-year transportation project.

Sincerely,

Kathleen Barry Johnson
Executive Director

CC: Mark Assam, Lauren Swift, Alex Stevenson, Kristine Ziglar, Amy Changchien, Ann Costanza, Barbara Bundy

MARTIN SMITH INC

October 7, 2021

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142
Seattle, WA 98174-1002

Subject: Sound Transit West Seattle and Ballard Link Extension Project
Comments on Revised Area of Potential Effects and Eligibility Determination

Dear Mr. Assam:

Martin Smith Inc has reviewed the revised Area of Potential Effect for the West Seattle and Ballard Link Extensions Project (West Seattle/Ballard Link, hereafter), and we submit these comments as we continue the Section 106 consulting process.

First, we echo the context-setting comments that our collaborators at the Alliance for Pioneer Square and Historic South Downtown offered to you in their letters, about the nature of the Pioneer Square and Chinatown Historic Districts. Both these districts are listed historic resources and the project will have a substantial footprint in each, no matter what alternative is selected for the West Seattle and Ballard Link Extension project. A new downtown tunnel will require Sound Transit to remove hundreds of thousands of cubic yards of soil from the tunnel portals. Those thousands of truckloads of soil will travel from the portals, to wherever the disposal sites are. Those haul routes will undoubtedly pass around or through the Chinatown and Pioneer Square historic districts. Noise, dust, vibration, and vehicle weight on the streets of these neighborhoods will have direct effects on the district and the contributing resources, including areaways and contributing structures. This is the reason we are requesting Sound Transit include the districts in their entirety and that the project include all potential haul routes as part of the Area of Potential Effect.

Second, in looking for our Pioneer Square historic properties of interest in the HPI forms, we were confused and frustrated by the organization and classification of the forms. Properties are listed by "segment"—which were not easy or intuitive to sort through. This made it difficult to review the volumes of information provided to search for the properties and areas we were looking for.

From our review, it's clear that because you've opted not to include the full district in the APE, nor have you chosen to include the properties we've listed in our initial letter to you, we reiterate our request that you consider adding the following properties to the Area of Potential effect:

Maynard Building (119 1st Ave. S.)
Union Trust Building (119 S. Main St.)
Occidental Mall (308-316 Occidental Ave. S.)
First & King Building (101 S. King St.)
Provident Building (568 1st Ave. S.)

Through our recent first hand experience with the Alaska Way Viaduct program, and the SR 520 program, we understand that increased truck traffic related to construction, and traffic diversion around and through the neighborhoods from construction activities, results in a direct significant increase of noise, dust, and vibration to historic resources. Our properties will be subject to these potential effects, and we request Sound Transit explicitly evaluate them as part of the Section 106 review.

Thank you for your time and persistence in this process. We look forward to continuing to work with you to deliver this important project, while prioritizing our neighborhoods' historic character and designations.

Respectfully,

Ryan Smith
President
Martin Smith Inc

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

November 9, 2021

Mr. Mark Assam
Federal Transit Administration
915 Second Ave
Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle to Ballard Light Rail Extension
Re: Built Environment Determinations of Eligibility

Dear Mr. Assam:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The above referenced project has been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication.

We do not concur with several of your determinations of eligibility. It is our opinion that the following historic properties are eligible for listing in the National Register of Historic Places (NRHP):

- Property ID: 38453 Auditorium Apartments 605 5th Ave N
- Property ID: 41181 Sunset Electric Co. Warehouse 200 Terry Ave N
- Property ID: 42711 Electrol Oil Burner Corp. 601 Aurora Ave N
- Property ID: 43319 Myers Motor Co. Dealership 4417 Fauntleroy Way SW
- Property ID: 45169 Roosevelt Hotel 1531 7th Ave
- Property ID: 56067 Uwajimaya Store 519 6th Ave S
- Property ID: 337660 Symons Clamp & Manufacturing Company 2437 6th Ave S
- Property ID: 342681 Henry Disston and Sons 1555 4th Ave S
- Property ID: 343204 Wilderman Refrigeration Company 300 Dexter Ave N
- Property ID: 387772 Ranch Duplex 3039 SW Avalon Way
- Property ID: 666424 Industrial Building/Private Garage 706 Taylor Ave N
- Property ID: 719333 Brown Bear Car Wash 1505 NW 52nd St
- Property ID: 719370 Firestone Master Care Service 1145 NW Market St
- Property ID: 719585 Goodyear Tire Center - Ballard 5601 15th Ave NW
- Property ID: 720081 Larry Apple Realty 3050 15th Ave W
- Property ID: 720175 Zeeb Iron Works 3434 16th Ave W
- Property ID: 720527 Popich Sign Company 831 Airport Way S
- Property ID: 720687 Kuney Johnson Company General Contractors Office 235 9th Ave N
- Property ID: 721587 Single-Family Residence 4156 40th Ave SW
- Property ID: 722031 Commercial Building 3440 6th Ave S
- Property ID: 723714 Industrial Building 1121 NW 45th St
- Property ID: 724023 Washington Fish & Oyster Co. Manufacturing Facility 1100 W Ewing St

It is also our opinion that the following historic resources are not eligible for listing in the NRHP:

- Property ID: 338499 Dor Rik Apartments 2655 14th Ave W
- Property ID: 418305 Contemporary Ranch House 4150 32nd Ave SW
- Property ID: 720233 Residence 2246 1/2 15th Ave W
- Property ID: 723016 Madera on Queen Anne Condominiums 3608 14th Ave W

We concur with the remaining determinations of eligibility you have made, and marked the spreadsheet provided noting our concurrence or non-concurrence.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer (SHPO) in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Also, we appreciate receiving copies of any correspondence or comments from concerned tribes and other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). Should additional information become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Holly Borth
Preservation Design Reviewer
(360) 890-0174
Holly.Borth@dahp.wa.gov

Attachment H: Historic and Archaeological Resources/Section 106

The DEIS does not sufficiently assess the construction and permanent visual, physical, and operational impacts of the WSBLE project on historic resources. A thorough understanding and analysis of these impacts (effects) is necessary to meaningfully compare alternatives, inform a decision on a Preferred Alternative, and avoid costly conflicts and limited mitigation opportunities. Successful Section 106 consultation depends on the City having this information to evaluate impacts and trade-offs.

As noted in *Attachment C: Compliance*, the DEIS demonstrates several instances where compliance with Seattle Municipal Code sections related to implementation of the City's Historic Preservation regulations are not identified. Specifically, the references to when a Certificate of Approval (SMC 25.12 and SMC 23.66) is required for alterations within historic districts (demolition, construction of stations, venting structures, head houses etc.) or to individual landmarks.

The DEIS does not adequately address regulations regarding referral to the Landmarks Preservation Board of nominations for potentially eligible resources that are proposed for demolition or substantial alteration (SMC 25.05.675H2c and SMC 25.12). Without this information, the potential conflict with local controls and policies cannot be determined. These issues should be resolved and documented in the FEIS to avoid potential cost and delay in the project permitting process.

Related to both local and federal regulatory compliance, the DEIS does not adequately assess or describe the impacts to historic resources. Several specific examples that are of concern are the visual impacts to Union Station caused by vent stacks, the construction impacts to areaways regarding haul and detour routes, and the construction and operational impacts to Seattle Center under DT-1 Seattle Center station alternative at Republican Street. Additionally, the DEIS does not define, identify, or address impacts to traditional cultural properties (TCPs).

The City is a Consulting Party under Section 106 of the National Historic Preservation Act (NHPA). In this role, we will work towards concurrence on the area of potential effect (APE), identify historic and archaeologic resources within the City that are adversely affected and work with Sound Transit and FTA to develop a Memorandums of Understanding if appropriate. The City has not yet concurred on the project APE. We understand that the APE can change throughout the process as the project evolves. However, it is important that the APE capture all areas that will be impacted both permanently and during construction. We have specific concerns regarding the APE in the CID, Pioneer Square, and Seattle Center.

Next steps. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in *Attachment A: City Consolidated Comments*. In addition to written response to those comments, the City seeks the following:

- Continued meetings of consulting parties with Sound Transit and the FTA to discuss and seek agreement on Section 106 matters.

- Clarity in the FEIS for analysis of proposed physical alterations and the resulting impacts (effects) on historic resources. This includes existing city landmarks and historic district, potentially locally eligible resources, and properties that are National Register listed or determined eligible. The FEIS must identify actions that will require a Certificate of Approval.
- Identification of actions that will require a landmark nomination must be submitted to the Landmarks Preservation Board per SMC 25.12 and SMC 25.05.675H2C.
- Identification of TCPs and analysis of impacts to those resources should be included in the FEIS.
- Analysis of impacts to areaways, particularly within Pioneer Square. Areaways have been evaluated during previous public projects, but those are not referenced in the DEIS.
- FEIS must clearly provide analysis of impacts (effects) to historic resources along haul and detour routes.
- FEIS must clearly provide analysis of visual, construction and operational impacts (effects) to Seattle Center. Specifically, construction feasibility studies for the Northwest Rooms and Cornish Playhouse to address some of the proposed alterations or nearby construction will be needed. See *Attachment K* for additional information on Seattle Center.
- Specific mitigation options relating to specific impacts to historic resources. It appears that the menu of mitigation options suggested in the DEIS is general rather than specific.

DRAFT

ALLIANCE FOR PIONEER SQUARE

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Re: Comments of Alliance for Pioneer Square on the Draft WSBLE EIS

Dear Ms. Swift:

Thank you for considering these comments of the Alliance for Pioneer Square on the Draft EIS for the West Seattle/Ballard Line Extension ("WSBLE") of Sound Transit's light rail system. This letter focuses on the impacts and mitigation for the Chinatown-International District ("CID") segment, station, and track alignment because that is the part of the larger WSBLE project that directly affects Pioneer Square.[1] All alternatives for the CID segment will be within the boundaries of the Pioneer Square Historic District or directly abutting it. Construction of all alternatives will have significant adverse impacts on Pioneer Square. The choice of the preferred alternative may positively or negatively impact Pioneer Square for the next hundred years.

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[1] Alliance for Pioneer Square advocates for a community process to name the future station within this segment that includes all stakeholders and integrates both neighborhoods. The boundaries of Pioneer Square encompass all of Union Station, so the Fourth Avenue station alternatives are within Pioneer Square and the Fifth Avenue alternatives immediately abut it. Passengers heading to Pioneer Square will disembark at what the EIS calls the CID station. With Pioneer Square's employment base, including the Weyerhaeuser headquarters, numerous high tech businesses, and its active street level retail, the ridershed for the station is at least as great to Pioneer Square as to the Chinatown-International District. How the segment is named translates into how the EIS analyzes the area. Throughout the DEIS, the focus is on the Chinatown-International District and Pioneer Square is ignored, but never more so than in the Social Resources, Community Facilities, and Neighborhoods discussion, p. 4.3.4-8. There the DEIS discusses the Chinatown-International District as a hub of Asian-American community, finding that it has high neighborhood cohesion. That is undoubtedly true. But the DEIS ignores that the Pioneer Square neighborhood, which also contains

> *a variety of uses including, mixed-use, residential, commercial, office and parks. This area has many restaurants… The district has historic cultural attractions…. a high percentage of the population… is low income. Many social resources in this segment include senior and low-income housing…*

as well as numerous social service organizations. (Paraphrasing DEIS discussion of the Chinatown-International District at 4.3.4-8.) The success of Pioneer Square depends on the interaction of street level uses with employees coming to offices from throughout the region, tourists arriving from across the world at the transportation hub formed at King Street and Union Stations, and the increasing numbers of housing units within the District. By ignoring Pioneer Square as a unique neighborhood with its own neighborhood cohesion and social resources, the DEIS ignores significant adverse impacts of the construction process, as well as the potential benefits to Pioneer Square from the selection of one versus another of the alternatives.

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T. 206.667.0687 allianceforpioneersquare.org

Who We Are

Alliance for Pioneer Square is a community and economic development organization that exists to foster and preserve the qualities and characteristics that make the Pioneer Square neighborhood historic, and that have made it one of the most unique, inviting, and exciting neighborhoods in Seattle. Alliance for Pioneer Square has helped keep the Pioneer Square neighborhood vibrant by promoting a mix of office and residential uses along with shopping, dining, and cultural attractions, with pedestrian-oriented streetscapes, human-scaled buildings, and friendly public spaces. Alliance for Pioneer Square has been the voice of the Pioneer Square neighborhood in many City and regional planning processes, including the Jackson Hub Planning process over the past several years. This planning effort was intended to address the ongoing issues associated with imminent large-scale transportation and construction projects, including Sound Transit's WSBLE, impacting the intersection of S. Jackson Street between Third and Fifth Avenues, where the Pioneer Square and Chinatown-International Districts meet. It has sought to actively partner with Sound Transit in setting goals for Jackson Hub and the ways that the WSBLE project can enhance the public realm of the area, and also avoid creating major setbacks in the neighborhood's efforts to continue its upward trajectory. It has been a forceful advocate for preservation and enhancement of the public realm within and surrounding Pioneer Square.

Over the last 30 years, the Pioneer Square neighborhood has succeeded in attracting hundreds of millions of dollars in new investments, hundreds of new residential units, and has become not just the home of the new headquarters of Saltchuck and the Weyerhaeuser Company, both regional icons, but also of many technology startups – all while continuing to host the highest concentration of social service providers in the region and a wide mix of socioeconomic groups. The entirety of Pioneer Square is within the "walkshed" of all the proposed locations for the new station, and employees at Saltchuck, Weyerhaeuser, and many high-tech companies throughout Pioneer Square will use this new regional transportation hub.

Pioneer Square is not simply an area that happens to have several historic buildings, it is a historic district, listed as such on the National Register of Historic Places. The District itself functions as an entity which must be protected, and the health of the District as a whole is critical to the survival of individual buildings. Historic buildings require regular and expensive maintenance or they will, in due course, become derelict and disappear. To be able to conduct that maintenance, buildings must be financially successful. If access is cut off to the District, buildings that are not physically touched by the project may be put at risk because without the customers and suppliers that keep the occupants of the buildings healthy, the buildings will lose the resources to keep it viable.

Pioneer Square's remarkable balance of old and new, small businesses and large employers, and all types of people, is a fragile thing, however. Pioneer Square has been forced to survive multiple decades of major public projects disrupting access to and life within the neighborhood including early projects such as the implosion of the Kingdome and construction of Lumen Field to more recent megaprojects like the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Replacement Project, the First Avenue water main replacement project, and the Center City Connector project. The Covid-19 pandemic, combined with the current crisis of homelessness in Seattle, has been brutal to much of downtown Seattle, including Pioneer Square. While Alliance for Pioneer Square is confident that Pioneer Square will spring back, at

this time it needs all the help that public bodies can give it. In the case of Sound Transit, that includes particular care that it minimize and mitigate the impacts of the construction of WSBLE on the neighborhood, while also selecting the alternative which will provide the greatest long-term benefit to the transportation hub at King Street and Union Stations and to the public realm where Pioneer Square and the Chinatown-International District meet.

How We Approach the WSBLE Project

Alliance for Pioneer Square expects and intends to continue to partner constructively with Sound Transit throughout the WSBLE project. We understand the importance of the WSBLE Project for the region as a whole, and for the City of Seattle. While it is a critical piece of our regional transportation infrastructure, if done well, it can have very positive long-term effect on Pioneer Square. If done badly, those impacts could have very negative long-term consequences. Regardless of the alternative chosen, the construction process will have very high negative impacts on all downtown Seattle, including Pioneer Square. The City's experience with the construction of the Third Avenue bus tunnel in the late 1980s showed that mega-transportation construction projects can inflict long-term damage on the neighborhoods where they are built. On the other hand, our experience with more than a decade of major infrastructure projects on our doorstep or through our neighborhood has demonstrated that with thoughtful and adequate mitigation, the construction disruptions can be survived with the neighborhood largely intact. That experience tells us that cooperation between Alliance for Pioneer Square and Sound Transit is essential if we are to avoid the greatest adverse consequences and achieve the greatest public benefits from this major public investment. Cooperation is, obviously, a two-way street. Alliance for Pioneer Square will expect that Sound Transit treat us as a partner in return.

Identifying a Preferred Alternative for the CID Segment

Selection of the preferred alternative for the CID segment depends on which benefits and adverse impacts one weighs most heavily. All alternatives will have significant adverse construction impacts, for which adequate mitigation is essential to prevent long-term damage to the area. The two proposed alignments (4th Avenue and 5th Avenue) would have different outcomes for transportation mode connectivity. The cost of the alternatives differs. No single alternative rises to the top as the obvious best overall choice without further design and study. Therefore we offer you our priorities, what we prefer about the proposed alignments, and what our concerns are about the project, for the Sound Transit Board to consider while selecting a preferred alternative.

Alliance for Pioneer Square has long sought to improve connectivity, transit, and transportation access to the Pioneer Square neighborhood, as well as improve public realm connections between Pioneer Square, the Waterfront, the Stadium District, and Chinatown-International District. Alliance for Pioneer Square, Historic South Downtown, and Seattle Chinatown International District PDA collaborated to define a vision for intentionally developing King Street and Union Street Stations as a cohesive transportation hub (see the Jackson Hub Concept report). Our work together sought to improve the public realm around these stations, which today serves as the largest west coast transportation hub north of San Francisco. Our shared goals include improving connections between the neighborhoods, and improving transit access to and through Pioneer Square and the CID. When we consider the alternatives for the CID segment with this priority in mind, we believe the Fourth Avenue Shallow Alternative (CID-1a) achieves these priorities. This is primarily because it offers the

most direct physical connections between light rail, Sounder, and Amtrak modes, it creates new direct light rail connections to the Pioneer Square and Chinatown-International District neighborhoods and to the Stadium District, it places light rail closer to the ferry system and the waterfront, and it centers the transportation system inside the existing Jackson Hub footprint. Sounder riders coming from Pierce, South King, and Snohomish Counties would have more direct access to light rail at the new Weller Street entrance, allowing for greater transfer ease from regional commuter rail to local light rail. Transfer ease, better connectivity than today, and more intentional transit hub development are benefits that would be shared by all regional transit users. The Fourth Avenue Shallow alternative appears to offer the prospect for the greatest long-term benefit to the City and Pioneer Square, and the greatest return on the region's enormous investment in the WSBLE project.

The Fifth Avenue Shallow alternatives (CID-2a and 2a diagonal) would add one new light rail connection inside the CID neighborhood, at a similar location as the existing light rail station today. The new station entrance would be outside the existing transportation hub, and would create a more sprawling effect between modes. While a Fifth Avenue alignment would essentially result in "no change" to Pioneer Square's existing light rail access, it would represent a lost opportunity for the region to center regional transportation improvements closer to job centers and regional attractions. Fifth Avenue Shallow alternatives may provide a more direct opportunity for transit-oriented development and for public realm improvements inside the CID, but as of writing this letter, it remains unclear in the public discourse if those opportunities are considered a benefit relative to the cost incurred by the CID neighborhood resulting from the myriad significant construction impacts and the destruction of historic buildings and displacement of businesses.

WSBLE is a hundred-year investment in mobility of the region. In its advocacy, one of Alliance for Pioneer Square's consistent themes is that public investment should enhance the public realm. The Fourth Avenue Shallow alternative would create a station mezzanine level beneath 4th Avenue, allowing transfers between modes to occur beneath the street, and separating pedestrians from traffic. Grade-separated crossings create improved safety by giving pedestrians an option to crossing an active street. Separating vehicles and high volumes of transit users can improve traffic safety and improve the flow of people to and from the transit system, especially during surge events from the nearby stadiums and event centers.[2]

Another consistent advocacy theme from Alliance for Pioneer Square, and from some CID neighborhood stakeholders, is that Union Station should be activated for transportation purposes and economic development opportunities, the plaza in front of Union Station should be enhanced, and the intermodal connection of the King Street Station should be tied more closely to Union Station. That is possible if a Fourth Avenue alternative is chosen. Either of the Fifth Avenue alternatives will simply increase the extent to which King Street Station and Union

[2] This same principle of separating people from vehicles and other modes, while creating important connections to transit is most recently illustrated at the Montlake Triangle Project. Sound Transit, Washington State Department of Transportation, and the University of Washington collaborated to deliver the Montlake Triangle Project as a solution to alleviate concerns about the volume of transit patrons crossing the Burke-Gilman trail, and provide improvements at existing crosswalks at Montlake Boulevard as part of the Montlake area improvements being made in the SR 520 Bridge Replacement and HOV project. A key distinction between the Montlake Triangle Project and the Fourth Avenue Shallow alignment is that the public realm benefits are built in to the WSBLE project, and do not require a separate project effort like the Montlake Triangle Project.

Station are divorced from each other, will fail to improve existing intermodal connectivity, will provide no direct basis to enhance the plaza in front of Union Station, and will not increase the extent to which the use of Union Station returns to transportation.

One of the disadvantages of the Fourth Avenue alternatives, viewed alone, is that they require rebuilding of the Fourth Avenue South Viaduct and other surrounding bridges. At the moment, it is tempting to put off that expense, and to defer solving the transportation challenges that come along with bridge replacement. The reality is, however, that several bridge structures abutting the Fourth Avenue South Viaduct, including the 2nd Avenue Extension and Jackson Street bridges, are currently undergoing study for replacement by the City of Seattle as part of the current Move Seattle levy Bridge Rehabilitation and Replacement subprogram. Bridges surrounding Fourth Avenue are in need of repair and replacement, and the construction impacts widely feared around a Fourth Avenue alternative, will come to pass sooner than later. The worst-case construction scenario for Pioneer Square is to have survived the last ten years of infrastructure mega-projects, survive WSBLE, and then shortly thereafter, have to face the reconstruction of 2nd Avenue Extension and Jackson Street—impacts many have touted as a negative scenario as part of the Fourth Avenue Shallow station alignment alternative. It is far better to get that infrastructure upgrade dealt with at the same time as WSBLE, so that when WSBLE is completed, the sole focus can be on moving forward.

Sound Transit disclosed in the Draft EIS that the Fourth Avenue Shallow alternative would not permanently close King County Metro Ryerson Base but would impact the bus entrance to the base during construction of the tunnel portal and reconstruction of the Stadium Station. Sound Transit also disclosed that staged construction could likely occur in a manner that would prevent closing Fourth Avenue South completely during a majority of construction, but that full closures would occur at several intersections, and along streets north of the proposed station. Sound Transit further disclosed the length of time to construct the Fourth Avenue Shallow station alternative could be years longer than the other alternatives considered in the CID segment but would not know that with certainty until final design. Without better information about the ability for Sound Transit to minimize the issues described, it is difficult to understand if the challenges presented can be reasonably solved and mitigated. Alliance for Pioneer Square requests Sound Transit advance the Fourth Avenue Shallow station alternative for more design and study, meaningfully seek to reduce the estimated time for construction, further study the extent and need for roadway and bridge rebuild along Fourth Avenue, and evaluate minimizing the impacts to traffic, King County Metro bus bases, and parking resources identified as important to meeting the Stadium District Master Use Permit conditions.

Fifth Avenue alternatives appear to have fewer traffic and transportation impacts during construction, however, construction of those alternatives would still affect important parking resources necessary to meet the Stadium District Master Use Permit, and would present challenges for King County Metro Central Base. Should Sound Transit choose to further evaluate Fifth Avenue alternatives, additional study and engineering would need to be done to minimize access impacts to parking resources required by the Stadium District, and operational impacts to King County Metro bases within the construction area.

On balance, we believe the Fourth Avenue Shallow alternative will provide the most connectivity and receive the most use by people coming to and from Pioneer Square, as well as the Chinatown-International District, and from people arriving in Seattle at King Street Station

via Sounder or Amtrak.[3] Having made the enormous investment in the WSBLE project, it is important that the alternative chosen is one that will receive the most use.

The Fourth Avenue alternatives also offer far more opportunity to reactivate Union Station for transportation use – its original purpose, far more opportunity to strengthen the multi-modal hub created by the Sounder and Amtrak lines at King Street Station, the Seattle Streetcar, the Washington State Ferry terminal, and the numerous bus routes that use Second, Third, and Fourth Avenues, and to enhance the pedestrian environment at the Union Station Plaza, which is the hub joining Pioneer Square and Chinatown-International District. If the Fifth Avenue alternatives are chosen, the currently awkward and confusing links between Sounder and Amtrak in King Street Station and the light rail station on Union Station will only become more confusing. The ferry terminal will be further away and less convenient. There will be no reason to reimagine the Union Station plaza to make it more welcoming and useful—an outstanding promise made to the CID community when the existing light rail station was installed. Those will be missed opportunities to enhance the public realm.[4]

Why We Believe Other Alternatives Can Now Be Rejected

After evaluating the information presented in the Draft EIS, and considering our priorities for increasing transit access to Pioneer Square and increasing connectivity between neighborhoods, we are ready to urge Sound Transit to reject the two deep station alternatives (CID-1b and CID-2b). With deep station access depending on elevators, we do not believe they will be used as much as they should be and may even result in diversion from the station. While Sound Transit's Beacon Hill station relies entirely on elevators for access, it does not experience the sort of surge use that we would expect at the CID station. (It is also difficult to measure whether use of light rail to and from the Beacon Hill station is deterred by the fact that it is served only by elevators). Surge events would be particularly common when there are events at the stadiums and event centers or in Chinatown-International District. One of the many important functions of light rail is to move people to and from major events without their automobiles, so it is critical that individuals not be dissuaded from taking light rail by the fear they will be stuck on the platform in a crowd, waiting to get onto an elevator. Some number of people will be claustrophobic and will avoid a station that depends on an elevator. Sound Transit also has recently experienced equipment failures of its escalators and elevators at some stations. An equipment failure at a station that depends on elevators could leave many riders unwilling to use the station thereafter. We assume the deep alternatives would have emergency stair access for people to exit the station, however, many people would find needing to climb 180 to 190 vertical feet of stairs extraordinarily difficult and in some cases dangerous. So, while it is tempting to

[3] Table 3-20 predicts that the Fifth Avenue alternatives will experience more PM peak hour transit transfers than the Fourth Avenue alternatives. We have found no explanation for that assumption, and do not expect it to be true. But regardless of transit transfers, we believe the Fourth Avenue alternatives will be more attractive to transit riders coming to jobs within Pioneer Square, and that transfer from Amtrak and Sounder trains in King Street Station to the Fourth Avenue station will be more convenient than to a station on Fifth Avenue.

[4] Instead, the project will remove several contributing historic structures the Chinatown-International District, which is a loss that cannot be mitigated. The DEIS's characterization of that demolition of historic structures as an "opportunity for transit-oriented development" seems like an effort to make a silk purse from a sow's ear. Razing historic buildings will indeed place the burden on Sound Transit to make sure that the land is put back to the best possible use. But it does not mitigate an irremediable impact.

prefer the shorter construction disruption and the lower cost of the deep alternatives, we believe the end result would not justify the construction and cost benefits.[5]

We also express real concern for the construction effects and potential gentrification risk posed by the Fifth Avenue shallow alternative. We will leave it to the Chinatown-International District residents and stakeholders to explain their concerns about the demolition of historic structures, the loss of small business, the loss of on-street parking, the massive increase in heavy construction traffic through the neighborhood, and the impact on Hing Hay Park. But quite apart from the adverse impacts on the Chinatown-International District, the Fifth Avenue alternatives will do nothing to enhance the connection between Union and King Street Stations, it will do nothing to enhance the public open space in front of Union Station, and it will do nothing to enhance the multi-modal transportation network that comes together in Pioneer Square. In general, it will be a missed opportunity to develop regional transportation resources within an existing transportation hub, and it will damage the Chinatown-International District with little or no redeeming feature other than seemingly minimizing impacts to transportation during construction. If Sound Transit intends to advance Fifth Avenue Shallow alternatives to the Final EIS, it must perform additional design and study to address design questions and concerns raised by the community, to further minimize impacts, and provide the information necessary to define any mitigation needed, if mitigation for such impacts are determined possible.

Additional Analysis that Needs to Be Addressed in the Next NEPA document

39 CFR §775.11(c)(5)(iv) requires an EIS to "describe appropriate mitigation measures not considered to be an integral part of the proposed action or alternatives. The EIS is to be used, with other analyses and materials, to decide which alternative should be pursued or whether a proposed action should be abandoned or other courses of action pursued. 39 CFR § 778.9(4). Mitigation measures identified in an environmental impact statement and accepted in a decision must be implemented. 39 CFR § 778.9(7),

The Draft EIS is notable in the extent to which it reserves analysis of mitigation for later. There is very little, if any, analysis of what measures can be taken to minimize and mitigate the adverse transportation impacts of the construction process. Because under any alternative, the construction impacts will be of such a duration that they will do severe, long-term damage to both Pioneer Square and the Chinatown-International District if not minimized and mitigated, additional analysis of what mitigation is possible is required before the Sound Transit Board can make a final decision on the alternative for the CID segment. As discussed above, we believe the deep station alternatives can now be abandoned, but Sound Transit needs to use the next few months to focus on potential minimization and mitigation of the impacts of the shallow alternatives, so that a more informed decision, with further community input, can be made before the final preferred alternative is selected.

[5] Although our objection to the deep alternatives is primarily based on their likely lack of use at critical times due to their dependence on elevators, we would also note that the fact that alternative CID-1b would eliminate the Ryerson Bus Base is a significant adverse impact that cannot easily be mitigated. Metro has to have a bus base. It requires a large area, and it needs to be close to the destination of many of Metro's buses. There is not another six-to-seven-acre site that is likely to be available without significant displacement of other businesses. The cost and impacts of relocating the Ryerson Bus Base needs to be viewed as part of the cost and impacts of alternative CID-1b.

Mitigation That Will Be Needed Regardless of the Alternative Chosen

Identifying the mitigation that will be implemented to reduce the adverse impacts of a proposal is one of the most important components of an EIS under the National Environmental Policy Act ("NEPA"). The WSBLE DEIS is arguably deficient in its failure to identify mitigation that will be implemented. Instead, it repeatedly says in effect that mitigation will be worked out as the project progresses. While we appreciate the difficulty in getting to the fine details of mitigation at the stage of a project where its basic outlines are not yet fixed, it is not acceptable to leave the issue of mitigation to "just trust us." The State Environmental Policy Act ("SEPA") rules make provision for phased review, WAC 197-11-060(5), which allows the agency to focus on issues ripe for decision and exclude from consideration issues not yet ready. Phased review would be appropriate here, so that the details of mitigation could be reviewed when the project is more developed. The NEPA rules do not have a similar provision for phased review. However, if Sound Transit relies on NEPA rules for the adequacy of its EIS, it must continue to involve stakeholders, including Alliance for Pioneer Square, in the development of mitigation. Alliance for Pioneer Square is willing to work with Sound Transit to permit the process of identifying mitigation to not impede the project schedule, but it is not willing to have the scope of mitigation reduced because it was left out of the EIS.

The single largest adverse impacts from the WSBLE project are likely to be construction impacts. While it is sometimes thought that the adverse environmental impacts of constructing transportation projects are simply to be tolerated, history has shown that major urban transportation infrastructure projects can fundamentally and profoundly damage the neighborhoods through which they pass. The impacts of the construction of the Third Avenue bus tunnel in Seattle is a classic example of that truth. Before the bus tunnel construction, Third Avenue was a busy, active street lined with small shops and frequented by pedestrians. The construction put the street level businesses out of business; when the bus tunnel opened, the street itself was largely deserted and sterile. Street level crime moved in, and that further dissuaded new business. Today, thirty years after the bus tunnel opened and despite years of effort at correcting the situation, Third Avenue remains blighted.

On the other hand, with adequate mitigation, a neighborhood can emerge from a transportation mega-project relatively intact. The survival of Pioneer Square and the Waterfront from the seawall construction, the First Avenue water line replacement, the Viaduct replacement and the streetcar construction is evidence of that fact.

In planning mitigation, Alliance for Pioneer Square believes that Sound Transit must learn from the experience of the last fourteen years of regional mega-projects. We believe the following are some of the critical things we have learned about construction mitigation over the last decade:

1) Protection of street level small businesses is the most critical requirement for allowing a neighborhood to emerge intact from a transportation mega-project. If street level small businesses have survived, people will return when the project is over. If they have not survived, street crime will become a problem, businesses will be hesitant to return, and residents will flee. Some transportation projects have seemed to assume that because small businesses are inherently fragile, their loss is simply part of what must be accepted in the name of progress. But Third Avenue is proof that when that approach is taken, it may be decades before the neighborhood can recover.

2) Pioneer Square's experience with the last fourteen years suggests that the following mitigation is needed to have a reasonable likelihood of the neighborhood remaining intact:

a. Pedestrian access must be maintained to not only the businesses abutting the construction site, but also to Pioneer Square from the current International District/Chinatown light rail station while it is open, Amtrak, and the Sounder. That access must be safe, functional, and attractive. It is not enough that it is technically possible to reach Pioneer Square; access needs to be well-marked, comfortable to traverse, well-lit, enhanced as if it were a permanent pedestrian thoroughfare, and it has to be accessible to people with different abilities. People will not utilize temporary access routes if they are hard to navigate, feel unsafe, or do not meet the needs of all abilities. Temporary and unattractive pedestrian routes will kill small business in Pioneer Square as surely as if there were no access at all. There needs to be significant resources to make way-finding easy and to create amenity value although people are crossing a construction zone.

b. There may be times when even if access could technically be maintained to businesses abutting the construction site, it will be cheaper for the project and more successful in the long run to pay businesses to close temporarily. That happened on the Waterfront for several months during the seawall replacement. The cost and delay to the project of maintaining access to the businesses made it better for everyone to pay for a closure. The payments must allow the businesses to pay fixed costs and be able to keep core staff paid, so that the businesses can reopen at the end of the closure period.

c. Communication of changes on a current basis, and on a property-specific basis, is critical, so that businesses know as much as possible on as timely a basis as possible. The communication needs to be two-way – the contractor needs to know when things are going on that are unnecessarily harmful, just as businesses need to know what will be happening with construction. Alliance for Pioneer Square has served a critical role in being that communication conduit for the last decade and will be happy to continue in that role for Pioneer Square. It will need resources to continue that function.

d. The neighborhoods will also need resources to communicate to the public that they are open, how to get to them, and why people should want to come. Without extra promotion, people will stay away and that will starve small businesses.

e. The construction may need to modify its schedule to protect key events, such as the First Thursday Art Walk and fleet week for Pioneer Square.

f. Delay from the announced schedule can be deadly. That happened when the First Avenue water main was delayed for several months. Small businesses will be figuratively "holding their breath" throughout the process, and if they are told they can expect the project to be completed by a date, they will plan accordingly. If that date then slips several months, they may lose the investments they made in being able to return to

"normal" earlier. Although the communication discussed under item c above can mitigate some construction impacts, unexpected delay is not an impact that can be mitigated by communication alone.

g. The City and County must put a moratorium on other public projects in the rights-of-way in and adjacent to the Pioneer Square neighborhood for the duration of significant WSBLE construction. This will ensure that while the WSBLE construction disrupts a large portion of the neighborhood and access to Pioneer Square from the east, access is maintained from other directions so that Pioneer Square is not effectively cut off from Downtown or SODO.

Construction mitigation is not the only mitigation that must be considered, however. Urban design of the finished streetscape and of elements of the project must be sensitive to the character of the neighborhood. Major transportation infrastructure can end with a long swath of new concrete that has the look and feel of a gash across the city. It can be sterile and harsh. And if that is the outcome, it may take decades to repair. On the other hand, if the end result is sensitive to the neighborhood, it can quickly settle into the neighborhood as if it has always been there. Sound Transit has generally done a very good job of this in its existing stations, but it must redouble those efforts to design its facilities and the restoration of the areas it has disturbed, so that they seem to belong in the Pioneer Square Historic District, and do not become a continuing intrusion into the neighborhood.

The classic example of where sensitive design will be critical is the exhaust structures that will be needed. If the Fourth Avenue Shallow alternative (CID-1a) is chosen, we understand that an exhaust structure is needed, and is currently proposed on Union Station Plaza. Its size is likely not changeable, however, we are unsure if its location may be changed. If it is designed to be attractive and fit into the neighborhood, or to be a visual amenity to the area, it can be quickly accepted as simply part of the streetscape. If it is garish and insensitive, it will be a permanent scar.

Section 106 Considerations

Alliance for Pioneer Square is one of the principal advocates for preservation of the Pioneer Square Historic District. Pioneer Square as a home to thousands of residents, as the home of multiple job-creating companies, and as a major tourist attraction for the region, depends not on the vitality of any one building, but on the vitality and cohesiveness of the District as a whole. As the Historic and Archaeological Resources Technical Report states, p. 2-1, "historic properties" are defined for Section 106 purposes to include not just an individual site, building, structure, or object, but also any historic district that is listed on the National Register. Here the relevant "property" is the Pioneer Square Historic District as a whole. The delineation of the "area of potential effects," Figure 3-2, is therefore too narrow. It should be expanded to include the entirety of the Pioneer Square Historic District.

That expansion is not simply a matter of definition, but is necessary to understand and address the actual adverse impacts of the WSBLE project. As discussed above, Pioneer Square achieves its success not because of any one individual building, but because of the fact that it is a

neighborhood of historic buildings, imbued with the earliest history of Seattle, dating to before European settlement, and continuing through the recovery from the Great Seattle Fire and the Alaska/Yukon gold rush and into the 20th Century. Each of the buildings survives in part because of the vitality of the district as a whole. Although WSBLE will be built on the eastern boundary of the District, if the construction cuts off the remainder of the District from the visitors essential to the survival of its street level businesses, the effect of the construction will be extremely negative on the district as a whole. Thus the analysis for purposes of Section 106 must look at the impacts on the District as a whole, not just at the impacts of specific properties directly abutting the construction site.

Construction will necessarily be disruptive to many people attempting to come to downtown Seattle, and that may be more so for Pioneer Square. Regardless of the alternative chosen for the CID segment, the construction duration will be longer than any small business can survive if its customers cannot reach it or choose not to attempt to reach it. The neighborhood will need to have resources to communicate to the broader public that the businesses are still open, and how to access the district if it is to survive without major long-term damage.

Conclusion

WSBLE is an exciting and a challenging project, and a critical piece to the overall regional transit network. The opportunities before us to intentionally create a more connected, planned, and welcoming transportation hub for all transportation users is a once-in-a-lifetime opportunity that will eventually benefit everyone. The importance of the transportation hub at King Street and Union Street Stations to the region cannot be overstated. We look forward to partnering with Sound Transit to help the WSBLE project bring its benefits to the entire region, while at the same time protecting the historic neighborhoods through which it passes.

Signatures

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VIA ELECTRONIC MAIL

WSBLE Draft Environmental Impact Statement Comments

c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Comments on the DEIS for West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

The Seattle Chinatown International-District Preservation and Development Authority (SCIDpda) is a municipally-chartered public development authority created by the City of Seattle to steward the Chinatown-International District—its public spaces, its small businesses, and its residents. We are a quasi-governmental entity, and are focused on the neighborhood, not an ethnic heritage or political belief. Our board reflects the diversity and range of opinion of our stakeholders, which, like all neighborhoods and communities, cannot always agree on topics, approach, or methods.

Our neighborhood is defined between 4th Avenue to Rainier Ave, and Main Street and Dearborn Ave. We house over 400 residents and 40 neighborhood businesses, and have been doing community development work in the CID for over 47 years. It is from that perspective, expertise, and knowledge that we submit the following comments on the Draft Environmental Impact Statement ("DEIS") for the West Seattle and Ballard Link Extensions Project ("the Project"), notice of which was issued on January 28, 2022.

We appreciate the opportunity to submit feedback on the DEIS for the project.

MORE ABOUT SCIDPDA and the CID

SCIDpda's mission is to preserve, promote, and develop the Seattle Chinatown International District (CID) as a vibrant community and unique ethnic neighborhood. Formed by the community in 1975, SCIDpda works to revitalize and preserve the neighborhood by providing services in three areas: affordable housing and commercial property management, real estate development, and community economic development and community engagement. We have over a 45-year success record of increasing neighborhood sustainability through innovative programs and projects that balance development and preservation.

As a neighborhood-based community developer, SCIDpda engages and mobilizes community members to develop collaborative solutions to meet neighborhood priorities–because a community's strength comes from its members taking the initiative to shape its present and future.

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The neighborhoods that comprise the CID are at an exceptionally vulnerable point in our 100+ year histories. The COVID-19 pandemic, epidemic of anti-Asian incidents, and 2020 protests against racial injustice and police violence disproportionately affected our neighborhood. Ongoing public safety concerns in Seattle and the surrounding region have historically challenged our neighborhood and continue to do so.

Throughout its history, the CID—a place in Seattle where people of color and, especially, the Asian Pacific Islander community were relegated to living—has experienced hugely disruptive public infrastructure projects that have imposed localized and persistent impacts to our community while providing regional benefits. These include:

- The construction of Interstate 5 (which bisected the neighborhood)
- Construction of the Kingdome
- The SR99 Deep Bore Tunnel
- First Hill and Center City Connector Streetcars
- Seawall, Seattle Waterfront and, demolition of the Alaskan Way Viaduct
- Utility upgrades

The CID has a long history of cycling through disruption caused by public infrastructure construction. Each time this happens, the CID works through disruptions and recovers, only for the cycle to begin again with the next infrastructure investment. As stewards of the neighborhood, SCIDpda has advocated directly to the City of Seattle, Sound Transit, and King County (along with partners) to review past outreach outcomes to understand what community members have identified in the past 20 years about our interests, needs, concerns, and priorities. The City, Sound Transit, and King County have agreed to incorporate many of these interests, needs, concerns, and priorities into future projects and plans that affect our neighborhoods—including this Project. These priorities include:

- Retain or increase community ownership of properties

- Acknowledge and address historic racism that has and continues to impact the CID

- Increasing connectivity to surrounding neighborhoods.

- Minimize cumulative harm to and displacement of existing businesses, residents, and nonprofits

- Support a thriving, placed-based small business economy during the WSBLE construction and beyond

- Enhance the public realm (streets, alleys, public spaces, etc.) in and around the

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station area

- Enhance public health and well-being

It is through the combined perspectives of our mission and values, our experience and history, and these listed priorities, that we offer the following comments and perspectives about the alternatives and impacts described in the WSBLE Draft EIS.

A. Impacts of Fifth Avenue Alternatives are existential for the Chinatown-International District

The DEIS describes and compares the impacts of the Fourth and Fifth Avenue alternatives. After carefully considering the DEIS analyses, we conclude that the impacts of the Fifth Avenue Alternatives would put many of the community priorities outlined above at great risk. Unless Sound Transit can substantially minimize the construction effects or identify another option that moves the construction impacts away from the cultural spine of the Chinatown-International District, we do not believe the Fifth Avenue Alternative and options are acceptable. The mitigation discussed is inadequate to address the totality of the impacts.

Construction of the Fifth Avenue Alternatives would be the most disruptive in the very heart of the Chinatown-International District. Construction would close key streets for commercial and cultural activity, including King Street and Weller, for long periods, affecting access to retail businesses for customers and suppliers. Construction would create noise, dust, truck traffic, and visual impacts that would hamper or prevent community gatherings and activity in Hing Hay Park and other outdoor spaces, and affect quality of life for residents of buildings such as Uwajimaya Village, Fujisada Condominium, Publix Building, Bush Hotel, and the Alps Apartments—many of whom are seniors or living with disabilities. Construction of this alternative would permanently displace on-street parking, which is of particular importance to the retail and small business environment in the Chinatown-International District. Fundamentally different construction plans need to be developed to vastly reduce the impacts. With the current construction plans, no amount of mitigation can reduce the impacts to tolerable levels.

While the potential opportunity for transit-oriented development (TOD) associated with the massive disruptions created by the Fifth Avenue alternative and options may be enticing, after years of bisection and displacements from transportation facilities, exposure to degraded air quality through transportation planning and zoning policies, and now recovery from renewed racialized violence and vandalism, the amount of impact imposed on the CID is difficult if not impossible to put a mitigation price tag on. Sound Transit would have to find ways to further minimize the impacts described or identify other options that move construction away from the cultural spine of the Chinatown-International District. Further minimization is required before we could even begin to value the substantial mitigation required to construct in these alternatives. The community would need assurance that community ownership would be prioritized in any TOD opportunity associated with the project. Ensuring community ownership will be critical if the project is to reduce—not exacerbate— the

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CID community's risk of gentrification and displacement. These measures *must* be in the form of explicit legal commitments; the promise of a TOD opportunity alone is not sufficient mitigation or incentive to support a Fifth Avenue alignment.

B. Impacts and benefits from Fourth Avenue alternatives are not equally addressed

The construction of either of the Fourth Avenue alternatives would result in major traffic pattern changes that would have a damaging impact on the CID community. DEIS Section 3.19.3.1 (Arterial and Local Street Operations) states that throughout the six-year closure of 4th Avenue South, a high volume of north-south traffic would be diverted through CID neighborhood streets—resulting in increased levels of traffic congestion. Understanding the disruptive impact of more than nine years of construction on local traffic is critical, but it is not the only important impact that the community needs to consider.

The DEIS assessment fails to account for the environmental health impacts that this increased traffic congestion would have on the neighborhood. These impacts include (but are not limited to): increased noise levels, increased exposure to automobile exhaust, and increased risk of pedestrian injuries and property damage caused by automobile crashes. The DEIS also fails to account for the disruptive impact that such an increase in pass-through traffic would have on the neighborhood's economic vitality, including making street parking more difficult and disrupting economically important community events that require street closures. A more thorough study of both the environmental and economic impacts of the extended closure of Fourth Avenue South is required for the community to accurately compare it with other alternatives.

The DEIS also falls short of identifying any meaningful mitigation strategies to address project impacts. Without understanding how Sound Transit intends to minimize and mitigate impacts, it is difficult to provide meaningful feedback about preferences. In addition to providing more information about the impacts we reference in this letter, Sound Transit must propose appropriate mitigation measures to address impacts associated with the Fourth Avenue alternatives so that the community can weigh the alternatives and their benefits, impacts and mitigation strategies, against our own community priorities.

The Fourth Avenue alternatives would have direct connections to both Pioneer Square and Chinatown-International District neighborhoods and would facilitate more direct connections between transit modes such as Sounder, Light Rail, Amtrak and private buses. The Jackson Hub concept plans, as well as the community priorities listed in the beginning of this letter, state both neighborhoods' advocacy for improving connections between the neighborhoods, improving the public realm, and activating the Jackson Hub area more intentionally. From our review of the information presented in the DEIS, there appear to be opportunities to realize long-held community goals and regional benefits from a Fourth Avenue alignment, but the analysis lacks the information decision makers and the public need to further understand these opportunities. For example, no formal visual quality analysis was performed for alternatives in the CID segment and there was no discussion of the

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Chinatown-International District and Pioneer Square as complete, cohesive, and interconnected neighborhoods. An actual visual quality analysis, complete with images and discussion, would allow decision makers and the public to see how station entrances and improvements along 4th Avenue South between S. Jackson Street and Seattle Boulevard would contribute to public realm goals. More visual representation of the scope and scale of proposed tunnel ventilation facilities for both Fourth Avenue and Fifth Avenue alternatives would aid in better understanding of impacts to the public realm. The proposals would have a significant disruptive impact if they are constructed according to the dimensions described in 'Appendix J Conceptual Design Drawings – Ballard Link Extension'.

A more meaningful analysis of visual impacts also should lead Sound Transit to discuss opportunities to enhance connections and cohesiveness between the two neighborhoods in the Social Resources, Community Facilities, and Neighborhood conclusions. Without a more formal analysis, beneficial impacts of the proposed project and alternatives are not explicitly disclosed and are hard for the reader to conclude.

C. The Deep Options do not support a 100-year vision for our neighborhoods

We do not see the deep options as viable. Elevator-only access and long transfer times will not be able to keep up with crowds during major events in the area (e.g., football, soccer, or baseball games or Lunar New Year). Elevators are expensive to maintain and often break down, as has been our community's experience within the Sound Transit network. Elevators will also not be viable if there is another global pandemic that makes it practically unsafe to ride in an elevator with other members of the general public. We are also deeply concerned that requiring access via elevators may deter most people from disembarking or transferring at the CID station. Foot-traffic is essential to maintaining vibrancy and economic opportunity for the CID and its businesses.

<u>We recommend removing the deep options as alternatives going forward.</u>

D. The adverse effects indicated in the DEIS do not reflect the true impact to our communities

While Sound Transit and the City of Seattle have publicly committed to equity in the project process and applying the Racial Equity Toolkit throughout, the Draft EIS has some glaring holes in the analysis that must be addressed.

Sound Transit performed neither an operational noise analysis nor a visual quality analysis for the Chinatown-International District neighborhood. While the methodology sections give plausible technical reasons for this approach, those rationales are inadequate. Considering the project context and the focus on race and social justice for this project, the omitted analyses are vital to inform other analysis within the EIS. Without a noise and visual quality analyses, the Environmental Justice analysts concluded "no impact" when in all reality, there was "no analysis." This lack of information served to underestimate the impacts for all the CID segment alternatives and paint a picture of impact minimization that simply is not true.

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The Environmental Justice analysis acknowledges cumulative harm caused by decades of public infrastructure projects sited and constructed without centering the voices of people of color—but then fails to account for that cumulative effect and harm in the actual analysis. The Environmental Justice conclusion of no disproportionately high and adverse impact (Appendix G, Table 5-4, pages 5-31 through 5-66) further minimizes the true effect on our community.

This is representative of the findings provided in many of the Draft EIS analyses—no analysis in a few key disciplines led to "no impact" conclusions, which we believe lends to the overall inadequacy of the Draft EIS. For specific comments about the analysis, and to see our concerns described in more detail, please refer to the accompanying attachment to this letter titled "Discipline and Issue-Specific Comments on the Draft EIS."

Finally, there is growing concern that losing buildings within the Seattle Chinatown Historic District boundary that are considered "contributing" to the historic character of the neighborhood, will erode the very historic and cultural fabric we have struggled to maintain. Losing a contributing historic building within the historic district protected under Section 106 of the National Historic Preservation Act appears to be a serious impact—one that is potentially unmitigable. Sound Transit did not propose any mitigation for the loss of historic structures in the district, and did not suggest any strategies for minimizing impacts to the historic district resulting from construction. Mitigation strategies need to be discussed with the community and consulting parties as soon as possible, and those conversations must not be delayed until publication of the next environmental document.

E. Conclusion and Recommended Path Forward

We recognize the need to keep this project moving forward and to facilitate delivering the full ST3 program for the benefit of all regional users. We also recognize that the longer this environmental process takes, the more expensive things can get, and the longer it takes to find the additional resources needed to deliver on the promises made to voters. The environmental process will take as long as it has to in order to get the right results for these once-in-a-generation infrastructure opportunities. But it is in the spirit of continuing to advance the project while also advocating for our communities that we suggest the following path forward.

Based on our review of the information provided in the Draft EIS, the Fourth Avenue shallow alternative is the least impactful option for the CID. We recommend that Sound Transit follow the close of the DEIS comment period with advance design and study of the Fourth and Fifth Avenue shallow alternatives (CID-1a and 2a diagonal) with the goal of further minimizing the cost, the time, and area needed for construction and the impacts. Once complete, we recommend Sound Transit engage the community in discussion well before the Final EIS about the findings from this study effort. The attachment to this letter includes a list of issues and recommended directions for study, but we also encourage Sound Transit to take the initiative to find solutions in areas we have not yet commented on. We are not engineers, and we don't claim the skills required to address the full scope of engineering challenges this

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project faces—but we do know that this region has the technical talent available to tackle the challenges.

By focusing time and resources only on the shallow alternatives, Sound Transit can develop the information needed by the community to support future selection of a preferred alternative. We cannot overstate the importance of Sound Transit providing the additional information requested in this comment letter prior to formal publication of the FEIS. This information will be necessary for SCIDpda and the CID community to support a project that facilitates much needed high-capacity regional transit, transit connectivity, and serves to enhance our neighborhood. The information can help frame up subsequent mitigation conversations, a topic that many in government appear anxious to advance.

Thank you for the opportunity to provide comments on the Sound Transit WSBLE DEIS. We strongly urge Sound Transit to work closely with the City of Seattle and King County to more fully explore strategies for reducing the costs and impacts associated with the three shallow alternatives before coming back to the CID community for further discussion.

Sincerely,

Mindy Au

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Attachment to SCIDPDA DEIS Comment Letter
April 25, 2022

Discipline and Issue-Specific Comments on the
Sound Transit West Seattle and Ballard Link Extensions Project Draft EIS

1. ***Inconsistencies between Racial Equity Toolkit and DEIS:*** The Racial Equity Toolkit commits to an outcome of limiting harmful impacts of the Project and working with impacted communities to identify opportunities to repair past harm. It acknowledges the cumulative harm caused by decades of public infrastructure projects sited and constructed without centering the voices of people of color. Yet while the Environmental Justice analysis references these impacts in the narrative, it does not include the documentation of the analysis that led to an Environmental Justice conclusion of no disproportionately high and adverse impact (Appendix G, Table 5-4, pages 5-31 through 5-66).

These cumulative impacts are a key concern for many residents and business owners in the Chinatown-International District, and they should be explicitly considered as part of the Environmental Justice analysis.

2. ***Consideration of noise impacts is insufficient:*** The Noise and Vibration Technical Report states the following: "Commercial and industrial districts are in the Chinatown-International District Segment... Although there are no nearby residential districts near the segment there are mixed use properties with residences in commercial districts, such as Uwajimaya and the Publix Hotel. Residential use properties within commercial districts are treated the same as commercial properties within the city of Seattle." (Appendix N.3, page 6-37)

While this may be acceptable by federal noise analysis standards, it is unacceptable from a racial equity standpoint. Sound Transit should conduct a complete operational noise analysis of impacts to residential properties—regardless of whether they are part of a mixed-use building—and commit to mitigation for those impacts.

3. ***Inadequate consideration of impacts of stadium events in Transportation analysis***: The analysis did not include stadium events in the traffic or ridership analysis, despite acknowledgment that stadium events for three sports teams occur more than one third of the year and concerts and other large events occur between sports events. During scoping of the Project, partner neighborhoods in historic south downtown requested that Sound Transit explicitly include stadium events in the analysis as a baseline condition. Sound Transit should include this consideration in its analysis of baseline conditions in the Final EIS.

4. ***Underestimation of the impacts of parking losses:*** The Cumulative impacts section of the DEIS asserts that changes to the transit system would reduce the need for parking in the study area. It further states that "the project would remove some of the residential and commercial land uses that created demand for this parking." (DEIS, page 5-7)

We believe this conclusion is inappropriate without further consultation with Chinatown-International District and Pioneer Square residents and small business owners. In the Chinatown-International District, for example, feedback from community leaders indicate that short-term parking (on-street, <2 hour) is used by people making trips to the Chinatown-International District to shop, visit residents, dine in a restaurant, drive a senior resident to/from appointments, etc. Transit may not be an appropriate or reasonable alternative mode for many of these trips. We urge Sound Transit to conduct further public engagement on this topic and update its analysis in the final EIS to reflect the true impacts of parking losses—particularly on-street parking—for our communities.

5. ***Mis-characterization of "offsetting benefits" in Environmental Justice analysis:*** The U.S. Environmental Protection Agency and Federal Transit Administration permit agencies to consider "offsetting benefits" when drawing a conclusion about whether a project has a disproportionately high and adverse impact on environmental justice populations. To count as an offsetting benefit, however, the positive effect needs to disproportionately benefit the affected populations. According to the Environmental Justice analysis, Sound Transit considers better access to transit and job centers to be an offsetting benefit for the residents of the Chinatown-International District. We disagree.

The new light rail station in the Chinatown-International District will enhance a regional transit hub, connecting people from all four corners of the region with buses, commuter rail, and Amtrak. <u>While residents of the Chinatown-International District will partake of this benefit along with everyone else in the region, they will not gain substantially more benefit than anyone else in the region. On the other hand, they will bear the brunt of the impacts of constructing and operating this facility. Consequently, we do not believe it is appropriate to consider access to transit and job centers to be an offsetting benefit.</u>

6. ***Inconsistency in use of high-cost and low-cost project assumptions:*** The technical analyses in the DEIS do not use the same high-cost and low-cost project assumptions. For example, the Economics analysis of the DEIS (pages 4.3.3-1 through 4.3.3-13) indicates that Sound Transit used CID-2a for both the high and low-cost project value to estimate the number of job years (employment) and direct expenditures resulting from the Project. Elsewhere in the economics analysis, CID-1a is listed as the high-cost project alternative in the CID segment. This results in an apples to oranges comparison of benefits generated from employment and local revenue. Similarly, in the Air Quality analysis of the DEIS, "CID-1a" is used as the alternative evaluated for Air Quality standards (page 4.3.6-3), but on page 4.3.6-7, the "low-cost scenario includes CID-2a..." and the "high-cost scenario includes CID-1a.". These differences result in markedly different Greenhouse Gas emissions, again resulting in an apples to oranges comparison. Sound Transit should update its analyses in the Final EIS to address these inconsistencies.

7. ***Need for more clarity on construction footprint:*** The DEIS discloses the approximate amount of area necessary for construction staging areas and easements, but does not show a construction footprint outline. The property impact maps provided in Appendix L.4 do not indicate how the properties would be used or the extent of the use (i.e., full or partial

acquisitions). Without more clarity on construction staging locations or the assumptions of property impacts for construction staging, decisionmakers and the public cannot adequately assess or compare the impacts of construction to the Chinatown-International District.

WING LUKE MUSEUM

VIA ELECTRONIC MAIL

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Comments on the DEIS for West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

We, the staff of the Wing Luke Museum of the Asian Pacific American Experience (WLM), are pleased to provide these comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, notice of which was issued on January 28, 2022.

ABOUT THE WING LUKE MUSEUM

The mission of the Wing Luke Museum of the Asian Pacific American Experience (WLM) is to connect everyone to the dynamic history, cultures, and art of Asian Pacific Americans through vivid storytelling and inspiring experiences to advance racial and social equity. Founded in 1966 as a tribute to community hero Wing Luke, an immigrant and first person of color elected to Seattle's City Council in 1962, WLM has served as a community anchor within Seattle's historic Chinatown-International District (CID) for over 50 years. Deeply rooted in our community, our exhibition, gallery and neighborhood tours, public programs and events, and permanent collections are reflective of the widely ranged interests and concerns of the many who call the CID home. Programs are designed to encourage active participation in preserving and promoting Asian American, Native Hawaiian, and Pacific Islander (AANHPI) heritage and culture that have impacted and continue to shape the neighborhood's, city's, and region's cultural landscape.

Our 2008 move into the rehabilitated 1910 East Kong Yick Building/Freeman Hotel enabled us to expand our primary activities including neighborhood revitalization efforts. The Museum now stands as the second largest economic driver for the CID, partnering with 65+ small businesses, and attracting patrons to the family-owned businesses and restaurants. WLM gives voice to traditionally underrepresented populations and directly engages everyday community members through our refined Community Advisory Committees (CACs) approach. This programming development process facilitates community members to tell their own stories, outreach within their networks, and produce ongoing exhibitions and programs, resulting in generational community ownership and stewardship, for our Museum and for our neighborhood. Nationally recognized, this method has been effective in growing a diverse visitorship, inspiring participation, and furthering civic engagement.

WLM is a Smithsonian Institution affiliate and was designated a National Park Service Affiliated Area in 2012. This designation resulted from an Obama administration initiative to transform the federal inventory of cultural resources to more completely reflect the whole American cultures, rather than the 94% Euro-American character of current federal resources. The NPS affiliation includes the Museum within the pantheon of national treasures like Mt. Rainier and Gettysburg Battlefield. The recent NPS

Asian American and Pacific Islander Heritage Theme Study (2019) reflects the importance of preserving AANHPI places and stories; WLM led its Pacific Northwest launch and continues to advance its priorities. WLM was named an American Cultural Treasure in 2020 by the Ford Foundation, one of 20 arts organizations of color nationwide to be awarded as recognition of our role in America's cultural landscape and a boost for survival through the pandemic years.

WLM remains the nation's only museum that shares the pan-AANHPI experience encompassing over 26 ethnic groups, and comprising 18% of King County population, 14% of Snohomish County, and 8% of Pierce County, the largest community of color in the region. Our primary audience is 46% AANHPI and 47% white, 4% Latino, 3% African American; 10% of visitors also identified as mixed/other. Of the 75,000 annual visitors pre-pandemic, we reached 20,000 students onsite each year and provided free tours for students who qualify for federal free/reduced lunch. Our free out-of-school programs for middle and high school students, TeensWay and YouthCAN, serve refugee, immigrant and/or low-income AANHPI youth, help build arts and leadership skills as well as strong intergenerational relationships, and cultivate the next generation of leaders within the CID.

Following in the footsteps of past Civil Rights Movement organizers and carrying out our mission to advance racial and social equity, WLM has extended our relationships to other communities of color, working to build solidarity and dismantle structural racism. The Museum has served over the past seven years as a founding member of a collaboration of three communities of color in Seattle, all in neighborhoods significantly threatened by displacement, and dedicated to developing neighborhood assets to build community, through knowledge sharing, shared policy analysis, and joint advocacy. This Race and Social Equity Taskforce (RSET) unified African American and AANHPI communities to support each other. RSET's participation in developing Seattle's 10-year comprehensive growth/investment plan (2016) resulted in producing an Equity Analysis, Equitable Development Implementation (EDI) Plan, and a funded financing plan with specified community-owned projects for implementation.

As such, we hold EDI values, including centering communities most impacted by displacement; community-driven strategies led by community self-determination, influence, and leadership; recognition of the complexity of community needs such as economic development, affordable housing, cultural development, education, healthcare, and food sovereignty; acknowledging historic injustices to address systemic racism and institutional barriers; strong, accountable, accessible, transparent, and culturally appropriate solutions; and valuing of existing community and cultural assets. We also affirm Sound Transit and the City of Seattle's commitment through their Racial Equity Toolkit (RET) process to: limit harmful impacts of the WSBLE Project and work with impacted communities to identify opportunities to repair past harm; maximize connections for all users; and ensure that community shapes the decisions that impact them, through self-determination and with a 100-year vision for future generations.

SUMMARY CONCLUSIONS COMMON TO ALL ALTERNATIVES

Upon review of the DEIS, participation in many Sound Transit workshops, and in light of our experience and expertise, we have reached the following conclusions common to all alternatives for the Chinatown-International District Segment:

- The DEIS does not adequately encompass the historic reality of past public policies and actions, the everyday lived legacy of those actions to the present-day, and the subsequent real threats to future survival. As such, any conclusions made fall short of depth and breadth of the cumulative impacts from the WSBLE Project.

- The DEIS relies on limited information to evaluate historic and archaeological resources as a result of inequitable practices within the preservation field. Further information needs to be gathered and considered to make a better determination of impacts.
- The DEIS does not adequately recognize the uniqueness of the CID nor takes into consideration emergent threats to its neighborhood cohesion, all the more made evident during the pandemic.
- The Final EIS requires greater clarification on multiple fronts to better assess construction impacts.

DETAIL OF CALL FOR FURTHER EXPLORATIONS

Chapter 5: Cumulative Impacts: Look to the past to understand the present and lead the future
The DEIS does not adequately encompass the historic reality of past public policies and actions, the everyday lived legacy of those actions to the present-day, and the subsequent real threats to future survival. As such, any conclusions made fall short of depth and breadth of the cumulative impacts from the WSBLE Project.

While Section 5.2.2 accounts for some of the past public infrastructure projects impacting the CID, it needs to go further acknowledging the overarching context of race-based Exclusion, which was made manifest in federal and state laws and executive orders, such as the 1886 Chinese Exclusion Act, 1864/1921 Alien Land Laws, and 1942 EO9066 forced removal of Japanese Americans, alongside local ordinances, be it zoning which limited the growth of families by restricting the CID to commercial/industrial and prohibiting single-family home construction or fire code legislation leading to the abandonment of upper-story historic hotels and apartments, destabilizing the neighborhood, and resulting in the CID having the highest concentration of vacant buildings in the city. This same section fails to acknowledge the cumulative impact of past public infrastructure projects, decade after decade, from the 1949 Charles Street Maintenance Facility, to the 1960s I-5 Freeway, to the 1972 Kingdome, to the 1999 baseball stadium, to the 2002 football stadium, to the 2015 Streetcar main and spur line.

The City of Seattle's Equitable Development Initiative acknowledges that historic policies and practices of housing exclusion (aka redlining) has led to present-day access to opportunity and risk of displacement. Indeed, as stated in the City of Seattle's 2016 Equitable Development Implementation Plan, in regard to the CID, *"the cultural anchors of this neighborhood are subject to displacement pressures from re-development as well as through the loss of existing buildings due to building failure whether catastrophic or through long-term disintegration."* This document rates the neighborhood as *"very high risk of displacement, scoring 31.0 out of a citywide risk range of 8 – 32.7."* (City of Seattle 2016 Equitable Development Implementation Plan, page 49). The conclusion made in Section 5.4.2 that the "adverse cumulative impact from property acquisition is not expected" is inherently faulty because it fails to take into account the existing present-day conditions of high displacement within the CID and the cascading effect additional displacement can have on an already fragile, strained neighborhood.

Similarly, although Section 5.4.5.1 recounts past development and policies that have resulted in the displacement of CID communities, it fails to adequately quantify those losses and describe their ongoing impacts. The Final Environmental Impact Statement should include more specific information, including whenever possible, numbers of people, businesses, organizations displaced/impacted, and wherever possible, maps and photographs showing the location, type, and scale of the properties. Descriptions of the ongoing losses/impacts as a result of these past actions should be included. By doing so, Sound Transit and communities will have fuller information to evaluate strategies and base decisions.

Chapter 5: Cumulative Impacts: Apply better practices to evaluate historic and archaeological resources

The DEIS relies on limited information to evaluate historic and archaeological resources as a result of inequitable practices within the preservation field. Further information needs to be gathered and considered to make a better determination of impacts.

When it comes to historic and archaeological resources, sources for the DEIS refer only to the National Historic Register listing and the Washington State WISAARD database, sources that the National Park Service and Washington State Department of Archaeology and Historic Preservation (DAHP) would both acknowledge have their limitations, especially when it comes to communities of color. Indeed, in May 2018, the National Park Service itself published "Finding a Path Forward," a theme study from the National Historic Landmarks Program centering on Asian American and Pacific Islander sites and stories, as a step to address its shortfalls. DAHP has been actively seeking support to further its work through the National Park Service Underrepresented Community Grants program, including a 2020 award to conduct a Filipino American Statewide Context and Survey and a 2022 award focused on Chinese American Exclusion in Washington State.

Leaders in preservation also point out the need to acknowledge both tangible and intangible cultural heritage, broadening preservation practices beyond the architecture, and taking into account the lived experiences and stories of the people. Witness, the National Park Service's own focus on "Tangible and Intangible Cultural Heritage" as integral to its mission (https://www.nps.gov/articles/tangible-cultural-heritage.htm); the National Trust for Historic Preservation's National Impact Agenda for the Preservation Movement also calls for the updating and addition of "new preservation tools and practices so more people can recognize, interpret, protect, and activate a larger and more diverse set of historic places and landscapes" (https://savingplaces.org/goal-expanded-tools#.YmRrjtrMJPY).

While we agree that all alternatives would have an adverse effect on historic properties, the identification of what is "historic" and concurrently, what is not, is faulty because of this flawed data. Summary Tables within 4.3.16 are too narrow in scope and consideration. The determination that individual historic properties are not adversely affected just because they are not directly demolished by the WSBLE Project also fails to take into consideration the interconnectedness of these historic properties to tell a fuller story and create an immersive experience. The absence of consideration for two heritage trails created in partnership with the National Park Service, including the Japanese American Remembrance Trail and the Redlining Heritage Trail, further reflects shortcomings in the DEIS.

For WLM ourselves, while we occupy the 1910 East Kong Yick Building/Freeman Hotel, we regard the CID as our "largest exhibit," have been working to preserve and activate historic properties beyond our walls including Canton and Maynard Alleys, Chiyo's Garden and Nihonmachi Alley, United States Immigrant Station and Assay Office – Seattle, and the William Eng Residence, and bring visitors, families, and school groups on neighborhood tours year-round, with many sites and businesses slated for demolition or directly impacted by construction under the current WSBLE Project alternatives. Previous WLM visitor surveys indicate that the experience of the CID overall as an authentic, immersive cultural destination is of primary importance to our visitors, where they noted planning a trip to the CID first and folding in a visit to the Museum second as part of that overall experience. Any disintegration of the cultural, historic fabric of our neighborhood, which is already suffering dissolution, will have direct impacts to our own visitorship, revenue, and sustainability over the long-term.

Chapter 4: Neighborhood Cohesion and Social Resources: Protect the treasure that we have
The DEIS does not adequately recognize the uniqueness of the CID nor takes into consideration emergent threats to its neighborhood cohesion, all the more made evident during the pandemic.

We concur with Section 4.3.4.1.1 that concludes that the CID has high neighborhood cohesion but disagree with the conclusion in Section 4.3.4.3.3 that the WSBLE Project would not directly impact neighborhood cohesion. Reasons for this include: 1) the geographic size and density of the CID indicates that any disruption to it will have a higher impact on the neighborhood overall; 2) residential spaces, businesses, cultural spaces, and community organizations are interwoven into a tight-knit interdependent network, a legacy of our historic roots as an "ethnic enclave," and any disruption to that network will have ripple effects throughout the system; and 3) since the CID has been a place of respite and belonging in the face of racism, discrimination, and exclusion, harm to any part of the CID (all the more amplified by the perpetuation of past harms) threatens the sense of belonging within the neighborhood overall.

Tragically, the sense of belonging for AANHPIs within the U.S., our region, our city, and even our neighborhood has been broken by the rise in anti-Asian American violence during the pandemic. Where we once considered a safe beacon is now conflated with verbal threats and physical assault; continued boarded up storefronts serve as stark reminders of disregard for and disinvestment in the CID.

Attention to caring for and cultivating this sense of belonging needs to be better attended to throughout the DEIS. For example, Section 4.3.17.3.2 concludes that none of the CID Segment alternatives would have long-term impacts to parks and recreational resources, but if elders and youth no longer feel a sense of belonging in the CID then parks such as Hing Hay Park and the Donnie Chin International Children's Park will lose the people that make them the special places that they are. Similarly, enhancements to the public realm, including directly at the station as well as along routes to it, should foster a sense of belonging, integrating community driven public art designed by community artists, especially those connected to the CID.

Construction Impacts: Clarification needed on multiple fronts
The Final EIS requires greater clarification on multiple fronts to better assess construction impacts. As they relate to the WLM (and concurrently to the CID overall), they include:

- **Insufficient information and inadequate consideration of re-routing of traffic and buses through the CID in Transportation analysis.** This will impact pedestrian safety and neighborhood access for our visitors and school groups, who travel to WLM by public transportation as well as private vehicles, as well as our neighborhood tours who walk throughout the district.
- **Insufficient consideration of vibration impacts in Noise and Vibrations analysis.** With the potential re-routing of buses through the CID, we are especially concerned about vibration impacts to our building, especially related to our areaways.
- **Inadequate consideration of impacts of stadium events in Transportation analysis.** WLM experiences direct impacts due to stadium event traffic. The Transportation analysis needs to take this into account as well.
- **Underestimation of the impacts of parking losses.** Parking in the CID has long been an issue and is a top consideration for our visitors (especially families with young toddlers) and community volunteers coming to the Museum. We have witnessed increased concern related to parking with current safety challenges in the CID.

- **Insufficient Visual and Noise Impact analysis.** Our neighborhood tours are all about sharing the sights and sounds of the CID, whether taking in the view up and down King Street from our 1910 hotel to the Chinatown Gate to King Street Station, standing in the middle of Hing Hay Park to take in its Dragon Mural, Grand Pavilion, Celebrate Happiness Lantern, and Artistic Gateway, or reflecting on the experience of new arrivals or forced removal of others while standing outside King Street and Union Stations. Each tour site also includes guides verbally sharing about the history, as well as asking participants to discuss with the group and introducing them to our neighborhood businessowners.

CONCLUSION

Thank you for this opportunity to respond to the DEIS. As we have set forth, without deeper exploration of past actions and their impacts on the present to establish a more accurate context for assessing the future, conclusions within the DEIS that claim most cumulative impacts would occur only during project construction rather than project operation or that the project would not directly impact neighborhood cohesion are inherently flawed.

Due to the overwhelming cumulative impacts and threats to neighborhood cohesion, built up over 150 years and amplified by the WSBLE Project, furthering and cascading historical, institutional racism, we are concluding our response with a call for exploration of options for refinements to the proposed alternatives beyond what typically occurs from a DEIS to Final EIS that will not result in displacement within the CID. As our response indicates, without exploration of these refinements, the harm to cultural resources and social cohesiveness is far too great to risk the survival of the CID, a treasured place of belonging and an authentic historic cultural district like no other in the nation. Additionally, due to the direct proximity of the 5th Avenue South alternatives within the CID and along its King Street core, we find the 5th Avenue South alternatives unacceptable and call for the options for refinements to move away from the cultural, economic heartline of the CID.

We also call for additional study by external consultants, working with community partners, to address the numerous requests for additional information or exploration, whether related to historic and archaeological resources or the multiple fronts for construction impacts. Racial equity values are incumbent on centering communities most impacted and putting them in decision-making roles with clear accountability.

CID stakeholders, including us as the Wing Luke Museum, have long been pulling up our sleeves to do the hard work to ensure that the CID is the treasure we have all come to love. We have a wealth of planning resources and experience to draw from, whether the 2016 South Jackson Street Connections report, 2019 Jackson Hub concept plans, 2019 Historic South Downtown Community Priorities list, or the forthcoming 2022-2032 CID Neighborhood Strategic Plan. We are eager to continue work on refinements to the WSBLE Project that do not lead to our community's displacement and strategies that mitigate impacts, build on our cultural assets, and elevate the CID, all integral to our 100-year vision for future generations.

Sincerely,

Joël Barraquiel Tan
Executive Director

Cassie Chinn 4/26/2022

Cassie Chinn
Deputy Executive Director

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HISTORIC SOUTH DOWNTOWN

VIA ELECTRONIC MAIL

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Comments on the DEIS for West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

The Board of Directors and staff of the Pioneer Square International District Community Preservation & Development Authority (dba Historic South Downtown, *hereinafter* HSD) are pleased to provide these comments on the Draft Environmental Impact Statement ("DEIS") for the West Seattle and Ballard Link Extensions Project ("the Project"), notice of which was issued on January 28, 2022.

On April 26, 2022, the HSD Board of Directors voted to approve the content of the following letter and appendixes, with a vote of 10 yeas with 2 abstentions.

HSD supports the extension of light rail to West Seattle and Ballard, fulfilling a key part of the Sound Transit 3 program approved by voters in 2016. The WSBLE project will transform the region's light rail system and the Chinatown-International District (CID) and Pioneer Square (PSQ). The project carries the potential to create a more connected, accessible regional transportation hub in South Downtown, improving access for commuters using light rail, the Sounder, Amtrak, Seattle Streetcar, Metro, Greyhound, Community Transit and Pierce County busses, and WSDOT Ferries. HSD supports this vision.

In the following, we outline our concerns over the serious, permanent damage posed to the CID by the 5th Ave. S. (CID-2a and 2a Diagonal) options, and the potential for the development of a vibrant, connected regional transit hub with 4th Ave. S. shallow (CID-1a) alignment. We ask the Sound Transit Board of Directors to center the priorities and needs of the equity-seeking communities of color in South Downtown. Our comment letter consists of this cover letter and three appendices.

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HSD AND SOUTH DOWNTOWN HISTORIC DESIGNATIONS

HSD was created by the Washington State Legislature in 2007 to preserve, restore, and promote Seattle's historic PSQ and CID neighborhoods. HSD exists to help the neighborhoods of PSQ and the CID mitigate and recover from the effects of large public projects. We are governed by a board of directors drawn from the community, elected to represent local businesses, residents, government, arts organizations, non-profits, and historic and cultural organizations from both neighborhoods.

Each neighborhoods contains a core area listed in the National Register of Historic Places, and an overlapping, slightly larger area protected by local historic district designations and related preservation regulations. The National Register (NR) boundaries show that Union Station, the existing ID/C light rail station, and the ID/C plaza are within the Pioneer Square NR district. Maps of the local historic districts show that these areas are contained within both the Pioneer Square Preservation District and the International Special Review District. Additionally, Union Station is individually listed in the National Register of Historic Places.

SOUTH DOWNTOWN – DIVERSE, HISTORIC COMMUNITIES

PSQ and CID are home to Indigenous people, non-English speaking households, immigrants and minorities at higher rates than other Seattle neighborhoods, and higher than any other communities along the proposed Ballard or West Seattle alignments. Both neighborhoods support a high percentage of small, locally-owned businesses, which contribute to the vibrancy of the communities and attract visitors from around the world. The core of the Chinatown historic district is strongly connected to the immigrant Chinese, Japanese, and Filipino communities. A late 2020 survey of businesses in the historic district found that more than 67% meet multiple definitions of "small business" and 88% are Black, Indigenous, or People Of Color (BIPOC)-owned.

Both neighborhoods are at an exceptionally vulnerable point in their 100+ year histories. The COVID-19 pandemic, 2020 protests against racial injustice and police violence, and an epidemic of anti-Asian incidents disproportionately impacted our neighborhoods. The crisis of houselessness that affects all of Seattle and the region is particularly acute in our neighborhoods, particularly in PSQ with its disproportionate concentration of service providers.

Both communities have experienced decades of highly disruptive public infrastructure projects. A consistent theme of these projects is that they generate benefits regionally while the burden of negative impacts is felt primarily locally. In recent years, the projects include construction and operation of two stadiums, the SR99 Deep Bore Tunnel, First Hill and Center City Connector Streetcars, Seawall, Seattle Waterfront and demolition of the Alaskan Way Viaduct, and utility upgrades. All of this has taxed our resources and exposed us more than ever to the corrosive effects of displacement and gentrification.

Despite the challenges PSQ and CID communities face, our neighborhoods are resilient. Although the COVID-19 pandemic and racialized violence have stymied small businesses and sent residents indoors for more than two years, currently we are witnessing the glimmers of an enduring community. The restaurants and cafes are seeing customers return. Neighbors are once again gathering in Hing Hay Park to practice tai chi or play a round of ping pong. Work continues to implement the Jackson Hub Concept Plan, a community-led effort to create a

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welcoming, safe area at S. Jackson St. between 2nd Ave. S. and 5th Ave. S., where the two neighborhoods meet.

Although the Omicron surge in January delayed the traditional Lunar New Year celebration, community members and people from across the region will gather on April 30 to celebrate together. Long-closed upper floor businesses are returning to PSQ, and Occidental Park is filling its once empty tables with people grabbing lunch or coffee amongst the mature London Plane trees and historic buildings. The interplay between local businesses, residents, visitors, employees, and the celebrations, traditions, festivals, seasonal rhythms and stories has built two unique neighborhoods rich with intangible cultural heritage.

In the early planning of the Project, the City of Seattle and Sound Transit identified the CID as the only neighborhood within a half-mile of the representative alignment with a concentration of communities of color greater than the citywide average, and therefore subject to specific focus and support through the Racial Equity Toolkit (RET). Our neighborhoods—historic, iconic, and home to multigenerational, multilingual, socio-economically diverse Seattleites—deserve this protection and support.

RACIAL EQUITY AND ENVIRONMENTAL JUSTICE

Like communities of color across the country, the CID and PSQ have been harmed by more than a century of public projects and policies that have, at best, failed to center communities of color and low-income residents, and at worse, baked racist policies into the infrastructure of South Downtown.

Sound Transit and the City of Seattle have partnered to use the RET in the planning and construction of the Project. In relation to the CID, the RET states the joint intent of these public entities is to 1) limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm; 2) maximize connection for all users; and 3) [ensure] community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations.

The National Environmental Policy Act (NEPA) does not require an effort as detailed as the RET, but it does require an evaluation of whether the Project would result in disproportionately high and adverse effects on minority and low-income populations, and require Sound Transit's engagement with these populations to encourage their active participation in the planning process. The RET is also consistent with Executive Order 12898, and therefore with the purpose of the Environmental Justice analysis.

To ensure the RET/Environmental Justice analysis appropriately acknowledges the cumulative harm caused by more than a century and a half of public policies and infrastructure projects based in systemic racism, HSD has compiled a list of examples, attached here as Appendix A. Please note that as with many instances of systemic racism, some of these events were initiated to have positive and protective impacts but unintended consequences arose that created new barriers or disproportionate problems for the BIPOC community.

Also please note that while the Environmental Justice analysis references these impacts in the narrative, it does not include them in the documentation of the analysis that led to an Environmental Justice conclusion of no disproportionately high and adverse impact (Appendix

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G, Table 5-4, pages 5-31 through 5-66). This conclusion is clearly wrong, as is made obvious by the analysis included in this submission. See infra and attached Appendix A.

UNDERSTANDING PAST HARMS AND BROKEN PROMISES

The RET and the Environmental Justice appendix of the DEIS both seek to address past harms and help to involve community in planning to avoid disproportionate impacts on communities of color. We believe it is important to spell out what some of those past harms have been, and to recognize how more modern projects have allowed systemic racism to overcome stated positive goals, to ignore community priorities, and to break promises made to communities of color. For that reason, we have listed examples of racist practices, attacks, incidents, redlining, and even well-intentioned policies that have increased barriers, going back more than a century. *See Appendix A*.

Union Station was built in 1911 and brought the Oregon and Washington Railroad regional rail into south downtown. It served until 1971, when Amtrak consolidated into King Street Station. Early planning in 1973 began to explore using a facility designed to handle thousands of passengers for multimodal transit. It was studied again in 1985, 1989, 1992, and finally 1998 when it became the headquarters for newly-formed Sound Transit. The building is still underutilized, even after almost 50 years of studies. While return of passenger rail access to the building is listed in the DEIS as an adverse impact due to construction disruption and partial property acquisition, we believe that a thoughtfully-designed adaptation could return integrity of use, feeling, and association to this iconic building that stands as an entrance to downtown Seattle and the intersection of two historic districts.

In numerous outreach activities over the course of the WSBLE project, Sound Transit staff have engaged the community in visioning exercises to surface community priorities and goals. *These outreach efforts were required and necessary* in the context of this ambitious transit project. However, for many people in South Downtown, the overwhelming feeling is that *we have been here before.*

In 2019, the City of Seattle, Sound Transit, and King County agreed—at the request of a coalition of South Downtown stakeholders—to partner with us to review past outreach outcomes and consolidate what community members have been saying for the past 20 years about our interests, needs, concerns, and priorities. This review revealed remarkable consistency over the course of decades. The City, Sound Transit, and King County also agreed to incorporate many of these neighborhood self-defined priorities into future projects plans that affect our communities—including this Project. These priorities are:

1. Retain or increase community ownership of properties
2. Improve public safety
3. Enhance community vitality and sustainability
4. Encourage economic development
5. Enhance public health and well-being
6. Acknowledge and address historic racism that has and continues to impact neighborhoods
7. Minimize cumulative harm to and/or displacement of existing businesses, residents, and nonprofits
8. Activate common areas

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9. Increase economic diversity in businesses and residents
10. Improve mobility and connectivity
11. Retain historic and cultural character
12. Support a small business environment
13. Ensure that people across Seattle and the region continue to visit the neighborhoods, even during construction

In recent years, Seattle, King County and Sound Transit staff have worked with PSQ and CID stakeholders on implementing the Jackson Hub Concept Plan, published in 2019. This is an example of ways that governmental units are working to center community priorities and accomplishing shared goals. However, there is still no actionable result from the Concept Plan work. The RET is another opportunity for our governmental partners to illustrate support of equity-seeking communities and demonstrate that promises will be kept.

To ensure that Sound Transit and the City of Seattle meet their stated outcomes of: 1) limit[ing] harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm; 2) maximiz[ing] connection for all users; and 3) [ensuring] community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations, the DEIS must center the values and priorities of the people of the CID.

FIFTH AVE. S. IMPACTS

The proposed 5th Ave. S. alignments (CID-2a, CID-2b, and CID-2a Diagonal), would break the promises and stated goals of the RET. The direct, permanent impacts on four to six National Register-eligible/-listed buildings, with additional indirect and construction impacts on another four+ buildings and would constitute a significant adverse effect on two National Register-listed historic districts. With the addition of parks, it also results in a significant increase in use impacts under 4(f) (1 resource versus 3-4 resources).

There is an open question as to whether the long-term, direct, and indirect impacts of the 5th Ave. S. options could be mitigated at all. Is the loss of intangible cultural heritage something that could be addressed monetarily? Would mitigation programs accomplish their goals within a predictable timeline? HSD does not think so. Instead, this Project requires design that avoids the catastrophic impacts of carving up two blocks of the CID.

A 4th Ave. S. alignment *shifts* the impacts and trade-offs for a *regional* transportation system outside of a fragile, historic, ethnic neighborhood that was red-lined into existence. The entities who would be impacted with the siting of the station on 4th Ave. S., in general, have stronger financial infrastructure to bear the burdens. A 4th Ave. S. choice would distribute the impacts equitably across the region, be primarily economic, and suited to the current mitigation guidelines.

Additionally, a station constructed between existing transit options bears the potential to smooth the rider's experience when moving between modes of transit. The 4th Ave. S. alignment would support implementation of significant parts of the Jackson Hub Concept Plan, particularly in regard to connections between neighborhoods and transit. It would increase pedestrian infrastructure and align signals to prioritize pedestrian and transit-rider experiences in this important corridor, which would have lasting benefits to both PSQ and the CID.

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DEEP STATION OPTIONS SHOULD NOT MOVE FORWARD

After careful review of the WSBLE DEIS, the HSD Board does not believe that either of the deep tunnel options, CID-1b or CID-2b, meet the stated goals of creating a user-friendly mass transit system and interconnected transit hub around Union Station and King Street Station. They also do not meet the community goals of connectivity between transit and the CID and PSQ neighborhoods.

We do not believe the deep options—with their elevator-only access and longer transfer times—serve to support the neighborhood or the region. Even a bank of eight elevators will be unable to keep up with crowds during major events (e.g., football, soccer, or baseball games, or Lunar New Year), or when there are mechanical problems. Nor will elevator-only access be viable if there is another global pandemic, making it unsafe to ride in an elevator with a non-household member. We fear that elevator-only access will lead people to disembark or transfer at a different station with less onerous transfers, undermining multiple goals for the performance of the new station. The deep options would also make light rail transportation inconvenient for residents of PSQ and the CID. With all these challenges, we believe that CID-1b or CID-2b diminish the project's purpose and need and should therefore be removed from further consideration.

DIRECT, INDIRECT, SHORT- AND LONG-TERM IMPACTS OF 5TH AVE. S. ALTERNATIVES

In 2022, if you were to stand on the plaza of the International District/Chinatown (ID/C) light rail station at S. King St., you would physically be in both the CID and the PSQ historic districts.

Around you, the ID/C station plaza is bordered by the early 20th century brick architecture of Union Station, and steel and glass architecture of early 2000s development. The 1990s ID/C plaza has brick paving and steel trellis superstructures, with art and poetry elements worked into the plaza so subtly that they have been forgotten. The steel and glass architecture of the buildings to the south and west of the station house some of the only chain food businesses within the two historic districts. The glass reflects the historic buildings across 5th Ave. S.

To the east, you see the heart of Chinatown, framed by the Historic Chinatown Gate. It is an active commercial area, but one still recovering from the coronavirus pandemic and the attendant rise in anti-Asian violence.

Storefronts along 5th Ave. S., particularly north of S. King St., have suffered from the lack of commuter and daytime business traffic, but the small storefronts along S. King St. are still active. The corner building houses Joe's Bar, a small local dive that has been a tavern or bar dating back to at least 1938 – five years after the end of prohibition - when it was Mrs. Ko Nishiyama's Beer Parlor. A few storefronts down S. King St., Seattle's Best Tea, a Taiwanese tea and boba shop that has been open since 1996 in a space that used to house a billiards parlor and a Thai market, but that now serves boba devotees. These anchors support traffic to new businesses like Chung Chun Rice Dogs, which opened in one of these smaller, affordable spaces, and which is something of an Instagram sensation

South of the Gate, the Publix is a 21st century success story, rehabilitated from its early single-room occupancy hotel configuration to a market-rate apartment rental, with a new apartment

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building on the south, complementing the historically contributing architecture. Both Publix buildings, along with the commercial buildings to the north, have ground floor retail, small local businesses contributing to the vibrant entrepreneurial community of the CID.

Behind the Publix is a parking lot and a low, one-story brown stucco building with a striking blue tile roof - the old Uwajimaya grocery store - now known as the Nagomi Plaza. Behind the Nagomi Plaza is the new Uwajimaya, a multi-story building with apartments rising above the grocery store, food court, and a few other small businesses that activate the street fronts.

Most of this area is either owned or occupied by local, minority families, who have built up businesses, educated children, and passed on a commitment to the CID community.

What will this neighborhood look like in 2042?

Per the DEIS, if either CID-2a or CID-2a diagonal are built, the locally-owned parcels will have been purchased by Sound Transit. A ventilation tower and emergency exit structure will sit in the middle of what had been the Nagomi Plaza parking lot. The rest of the block between the back of the Publix, 6th Ave. S. and S. Weller St. will be vacant. The station entrance will sit across the street, on another almost completely vacant lot, with bike storage and another empty lot at the opposite corner of that block. The community will be working to define what happens next. At that point, how will the potential TOD plan incorporate the communities' long-stated priorities? Once the Historic Chinatown Gate is surrounded by empty lots, how will Sound Transit engage to restore the intangible cultural heritage that was lost along with the buildings and businesses?

Economics and Cultural Practices are Intertwined in Chinatowns

The DEIS acknowledges that the CID has strong social cohesion, as well as high risks for displacement, defining neighborhood cohesion as "the extent to which residents have a sense of belonging to their neighborhood … consider[ing] the interactions between the residents and the resources in the neighborhood" (DEIS 4.3.4.1.1; 4.3.4.3.3).

Chinatowns have always been a combination of economic participation in white culture while being refuge from that dominant culture. The space that mediates this relationship for a group that has been deemed a perpetual "other" is imbued with intangible cultural heritage: traditions, manifestations, and living expressions of living culture, knowledge, and skills, including languages and festivals.

Seattle's CID is unique in bringing together Chinese, Japanese, Filipino, Vietnamese, and Cambodian immigrants together in a space that defined by their "otherness" but which has built that identity into a strength of community identity. Unlike any other neighborhood along the WSBLE corridor, the CID provides a space for belonging through culturally-competent social services, recreational and cultural spaces, and culturally-relevant small businesses.

The CID houses a tradition of immigrant entrepreneurship, often transferred down generations, creating family wealth and stability that was otherwise impossible for Asian immigrants to access. Economic and cultural impact cannot be considered separately from one another in this neighborhood.

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CID-1A, 4TH AVE. S. SHALLOW, ALIGNS WITH COMMUNITY PRIORITIES AND AVOIDS HARMFUL IMPACTS TO COMMUNITIES OF COLOR

The 4th Ave. S. shallow option, CID-1a, is the alternative that avoids, rather than attempts to mitigate, unmitigable cultural impacts. And more importantly, the 4th Ave. S. shallow option allows Sound Transit and the City of Seattle to partner in a project that will create a thriving regional transit hub and move forward important and long-delayed priorities of the surrounding communities, including ideas proposed in the Jackson Hub Concept Plan.

The benefits of a 4th Ave. S. shallow option will benefit the community and the region by truly fulfilling a 100-year vision. It will:

1. **Improve mobility and connectivity**: shallow options mean easier and more convenient transfers between light rail lines and easier access to other transportation modes. A 4th Ave. S. alignment provides direct transit connections to both the CID and PSQ neighborhoods, as well as the most direct connections to Sounder, Amtrak, and the stadiums. With the pedestrian underpass, it improves the pedestrian experience for people using light rail or just trying to get across 4th Ave. S.

2. **Activate common areas**: CID-1a would activate Union Station by reviving its original purpose as a train station. By serving as the location for the new light rail station entrance, and a connection between the existing and proposed stations, the revived Union Station would be readied for further successful activation. However, any programming activation must be fully funded.

3. **Improve public safety**: Additional activation of Union Station, the S. Weller St. Pedestrian Bridge, and the 4th Ave. S. and S. Jackson St. intersection with pedestrians will improve public safety. This serves to enhance public health and well-being by increasing pedestrian safety and connectivity between the CID and PSQ neighborhoods. The City's Station Planning Progress Report also identifies pedestrian improvements to be made around the station, which would further increase these benefits.

4. **Minimize cumulative harm to and/or displacement of existing businesses, residents, and nonprofits**: This community priority meets the RET outcome goal, as well, and a 4th Ave. S. alignment will avoid the displacement of 19-27 small businesses in the CID along 5th Ave. S., S King St., 6th Ave. S., and S. Weller St. Additionally, by moving the core construction outside of this fragile ethnic neighborhood, the impacts of the project are shared regionally rather than locally by small, minority-owned, under-capitalized businesses.

   Increasing economic diversity in businesses and residents, **encouraging economic development**, and **retaining/increasing community ownership of properties** are additional goals that are best viewed under cumulative harm, as the economic and cultural life of the CID and PSQ are intertwined. These priorities will require Sound Transit to work with the communities and the City to identify needs, barriers, and opportunities to improve the long-term sustainability and viability of these important historic neighborhoods in Seattle.

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HSD aims to support a small business environment and asks Sound Transit and the City to join us in this goal, which will enhance community vitality and sustainability and retain historic and cultural character. In different ways, both PSQ and CID are neighborhoods developed by small, local entrepreneurial businesses, with their mixed-use buildings and housing residents behind and above the businesses that provide employees and patrons.

5. **Ensure that people across Seattle and the region continue to visit the neighborhoods, even during construction**: By avoiding construction impacts on 5th Ave. S., S. King St., and S. Weller St., the CID is protected from massive construction disruption, allowing the businesses, non-profits, and cultural cohesion to continue on their current path, attracting locals and visitors from around the world to visit. Similarly, PSQ would not suffer the same level of construction impacts they have faced in recent projects. The design of the construction mitigation plans will be key in achieving this goal, and communities should be involved.

6. **Acknowledge and address historic racism that has and continues to impact neighborhoods**: Appendix A has a starting list for *acknowledging* past impacts of government actions on these neighborhoods. Addressing them should be incorporated into the FEIS in the cumulative effects section, along with designed mitigation and project mitigation that attempts to leave the communities with increased equity post-Project construction.

ADDITIONAL STUDY IS NEEDED TO ADDRESS 4TH AVE. S. IMPACTS

Every effort to improve our regional transit network will involve trade-offs. As discussed above, HSD does not believe the trade-offs called for in the 5th Ave. S. options provide sufficient benefit or can be effectively mitigated.

This does not mean that the CID-1a 4th Ave. S. alignment is without substantial impacts. There are many outstanding questions that remain unanswered in the DEIS. HSD is requesting that the Sound Transit board commit to a period of additional study and transparency of 4th Ave. S., to answer these many remaining questions and allow for a thorough mitigation plan to be developed. Some specific points to highlight:

- The additional study requested is not intended to delay to the WSBLE timeline. Rather, HSD requests that Sound Transit staff continue to engage with the community as it answers the questions listed below (and others that arise) so that community can be involved in the direction forward, instead of passively receiving the Final EIS next year.
- Chief among the concerns is the projected cost overrun. Sound Transit has engaged in voluntary cost refinements on other segments of the proposed alignment. It must do an aggressive refinement for the 4th Ave. S. Shallow option as well. HSD is asking Sound Transit to right size the 4th Ave. S. alignment and station within the budget and apply design strategies to shrink the cost. Apply the same kind of innovative thinking and creativity and effort used to generate the 5th Ave. S. diagonal alternative (a station proposed by Sound Transit to address the challenges they have identified for CID-2a), to explore improvements and refinements to CID-1a.

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- What construction practices or design refinements can Sound Transit and City of Seattle utilize to manage detours, traffic diversions, and minimize road closures?
- Bus routes DO need to be maintained during construction. Can buses and transit be given priority on what remains of 4th Avenue during construction?
- What will the impact be on the S. Weller St. Pedestrian Bridge?
- Can the impact on Ryerson Bus Base be further reduced?
- How can haul routes be reoriented outside of the CID and PSQ neighborhoods, with their small-scale pedestrian environments, areaways, historic buildings, and concentration of human services?
- Sound Transit should address how surge events during construction can be managed. Additionally, the FEIS should address how the new CID station design will accommodate surge events in operations.

ADDITIONAL STUDY NEEDED IF 5TH AVE. S. ALTERNATIVES PROGRESS

If the Sound Transit Board decides to proceed with study of the 5th Ave. S. alignments, additional study and cost estimates for substantive, transformational mitigation must be included. These include:

- A community ownership commitment for any parcels of land designated for equitable transit-oriented development. For example, investigate the feasibility of a community land trust or other non-traditional models and creative approaches to community ownership.
- Additional study of the economic feasibility of TOD within the context of the International Special Review District regulations, considering community capacity and financing. As TOD is intended to increase density around transit hubs, but the CID and PSQ are already high-density neighborhoods, can additional density be achieved within the historic district regulations?
- An understanding of the cultural importance of small business ownership and small unofficial incubator spaces must be developed to facilitate proper mitigation and relocation packages for affected small businesses. In a small business district like the CID, businesses exist within a network of other small businesses. Relocations have ripple effects. Sound Transit needs to assess these effects or provide support for community organizations to study this, prior to settling on a mitigation package.
- Funding to support small local businesses with non-English speaking proprietors to prepare to engage in the Uniform Relocation Act, including bookkeeping and legal support, based on lessons learned engaging with Rainier Valley businesses dealing with mitigation in ST1.
- Funding for community organizations in the CID and PSQ to hire additional staffing and/or contractors and develop programs to assist their constituents and visitors to prepare for construction impacts, navigate the construction period, and advocate for community vision until the promised TOD is complete.
- Any effort to activate Union Station while siting the new station on 5th Ave. S. should include mitigation funding to operate and manage the property as long as and until the operation becomes self-supporting.
- The loss of the cultural fabric is problematic and will require creative efforts to mitigate. It is possible that community-defined metrics could be created to measure ongoing diversity and vitality of life in the CID and PSQ. Attention should be paid to forces that

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promote gentrification or displacement, including median rents of residential and commercial real estate, percent of local ownership, and other indicators. Funding would be needed to define an appropriate study, to reassess periodically (every year at first, then perhaps every five years for a total of 20 years after the TOD is complete) and to provide remedies for the long-term, indirect impacts that are identified at Project outset and in the future.

Additionally, given the unique historic neighborhoods present in the CID segment of the Project, we suggest that additional analysis on cumulative effects be presented to demonstrate the impact of the largest public infrastructure project in the city of Seattle's history on the two oldest neighborhoods in the city. The past infrastructure projects in the neighborhood have benefitted a regional transportation network to the detriment of these equity-seeking communities. We applaud Sound Transit's state goal to repair past harms, and support every effort to ensure these promises are fulfilled.

CONCLUSION

Based on review of the current information, we believe that the CID-1a 4th Ave. S. shallow option offers the greatest potential to achieve community priorities, create direct connections between PSQ and CID neighborhoods, and improve transit connections between modes. However, there is a need to clarify cost, traffic and transit impacts, construction phasing and staging, and construction management plans for the 4th Ave. S. option and reengage community prior to the completion of the FEIS. We believe CID-1a comes the closest to delivering both local and regional benefit while protecting the irreplaceable cultural core of the CID neighborhoods.

HSD is grateful for this opportunity to comment on the DEIS, and the efforts of Sound Transit staff to reach out to our diverse communities. We look forward to continuing to work with Sound Transit board and staff to ensure the successful completion of the most ambitious and costly public project undertaken in Seattle's history.

Sincerely,

DocuSigned by:
Kathleen Barry Johnson
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Kathleen Barry Johnson
Executive Director
4/27/2022

DocuSigned by:
Dana Phelan
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Dana Phelan
President, Board of Directors
4/27/2022

Attachments:

Appendix A: Listing of past racist or racially impactful policies, projects and incidents
Appendix B: Detailed list of DEIS comments and questions
Appendix C: Matrix of community priorities and impacts of pending options

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CC: Sound Transit Board of Directors, Seattle City Council, King County Council, The Honorable Mayor Bruce Harrell and The Honorable County Executive Dow Constantine, The Honorable Representative Sharon Tomiko Santos, The Honorable Representative Kristen Harris-Talley, The Honorable Senator Rebecca Saldaña, The Honorable Senator Maria Cantwell, Senator Patty Murray, The Honorable US Representative Pramila Jayapal, The Honorable US Representative Adam Smith

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HISTORIC SOUTH DOWNTOWN
APPENDIX A Harmful Government Actions

Government Policies, Actions, Inactions resulting in inequitable and/or racially-motivated negative impacts

This list was compiled in conversation with community members in South Downtown and is not intended to be a comprehensive list of impacts on these two historic neighborhoods. We have attempted to group these examples by time and type of activity, and to give some context where possible as to the impact of the actions.

We intend this list to provide examples for guidance when the City and Sound Transit state their intent to "identify opportunities to repair past harm." To repair, one must first acknowledge and name the harm. Then one must seek to understand these communities to cease causing inadvertent harm (see “Neglect & Erasure” section below)

Overtly white supremacist measures
After the Civil War, the United States began to formalize its claims on the West Coast. Governments began making laws that preferred the rights of white, European immigrants, stigmatizing the status of being non-white, and setting the stage for 1-1/2 centuries of discrimination and marginalization. Examples of these laws include:

- 1864 Alien Land Laws (state-level)
    - Initially, taking of native property by European settlers, then prohibited or took land ownership from Native Americans and, eventually, immigrants of color, who were also denied citizenship.
- 1865 Exclusion of Native Americans from living within Seattle City limits
- 1882 Chinese Exclusion Act
    - prohibited naturalization and created first immigration exclusion based on race and place of origin. Repeatedly renewed and reinforced for 8 decades.
- 1942 Executive Order 9066
    - In addition to incarcerating Japanese immigrants and Japanese-American *citizens*, this rule also forced many to sell land, businesses, and personal property at a loss. Exceedingly few people were able to reclaim their property after the end of WWII, leading to a drastic reduction in the size of Nihonmachi.

Health and safety regulations with overt white supremacist intent, racist impacts, or unintended and inequitable consequences
Public health measures have a history of being promoted as a strategy for “encouraging” non-white laborers and entrepreneurs to return to their countries of origin. Other cases, like

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protective fire codes, were well-intended but imposed a sudden and unanticipated cost of operating residential units. In Chinatown, many building owners simply stopped renting residential space, leading to housing shortages that persist to this day. Examples include:

- 1885 Cubic Air Ordinance
    - Uneven enforcement in Seattle and other west coast cities specifically targeted Chinatowns.
- 1970s Fire codes resulting from the Ozark Fire
    - Measures were necessary fire safety improvements, but implementation created additional burdens on local building owners. Many owners simply stopped renting residential spaces, leaving vacant upper floors and housing shortages that continue to this day. Inequitable access to capital for code improvements exacerbated the issues then and now.
- 2012-present City discussion of unreinforced masonry buildings seismic retrofit upgrade codes, which would place an additional burden on the PSQ and CID neighborhoods with their high proportion of URMs.

Civic improvement, infrastructure, renewal projects
Publicly funded projects, beginning well before WSBLE, have too-often been the excuse to tear down parts of the CID, destroying thriving businesses and residential neighborhoods, and creating a smaller and smaller CID. All were done in the service of "progress," and many inequitably benefitted the larger city or region but with impacts born primarily by these two small historic neighborhoods in south downtown.

By centering on values such as modernization and other white-focused ideas, public projects in the past have labeled parts of the CID as "blighted" or in need of renewal, refusing to value the ethnic livelihoods and culture that had taken root in one of the very few places that were accessible to Asian immigrants. Examples include:

- 1910 Jackson Street Regrade
    - displaced thriving Chinese and Japanese communities
- 1928 2nd Ave. Extension Construction
    - eliminated "Chinatown #2," which had been in Pioneer Square.
- 1941 Yesler Terrace construction
    - While creating innovative integrated public housing, took large tracts of land from Nihonmachi (Japantown) and displaced immigrants who did not have the citizenship necessary to qualify for this public housing
    - Currently being rebuilt – ongoing.
- 1949 Construction of Charles Street Yard by City of Seattle
    - Displaced thriving Chinese neighborhood.
    - Similar impacts were continued/expanded during the conversion to a maintenance facility (1963) and the addition of the Seattle Streetcar spur line (2012).
- 1970s Kingdome Construction, Operation and Demolition, Replacement by new Stadiums
    - Kingdome community impacts were intended to be mitigated by the 21 Stadium Impact Resolutions passed by the City, but **funding ran out in three years**.
    - Baseball Stadium (1997).
    - Seahawks Stadium & Exhibition Center (2000-2002).

    - Operation of stadiums causes traffic congestion, transit congestion, sidewalk congestion, public drunkenness, littering, and sometimes violence, with inadequate public support to mitigate the public safety hazards. The Stadiums' governing organizations participate in a community benefits process, which is helpful, but which requires ongoing staffing and funding, even to this day.
- Transportation projects cause major construction impacts and ongoing increased pollution, degraded pedestrian services, increased traffic and "surge" events. These projects definitely delivered higher levels of service to the neighborhoods of PSQ and CID, however they are also prime examples of projects that deliver the vast majority of benefits to regional or even national interests but leave the burden squarely in the impacted neighborhoods. In the past, the design of many of these projects has created new public safety concerns.
    - 1960s Interstate 5/Seattle Freeway construction
        - Demolished about half of Yesler Terrace (20 years after it was built) removing low-income housing from the neighborhood.
        - Permanently, physically divided the CID.
        - Created a dark, damp "no-man's land" beneath the highway (at least a block wide) where homelessness and drug dealing thrive.
        - Effort to turn areas around the highway structure into greenbelts created hidden (and not hidden) camping areas, led to the development of the notorious "Jungle" encampment.
        - Removed mixed housing and industrial properties throughout the 9th Ave. S. corridor.
    - 1987-1990 Construction of Downtown Seattle Transit Tunnel (now ID/C station)
        - the PSQ headhouse continues to be a public safety concern, based largely on its design.
    - 1990s construction of Interstate 90
        - More dark "no-man's lands."
    - 2009-2019 SR 99 Tunnel construction and Viaduct demolition (2019)
    - 2012-2016 Streetcar construction, utility relocation work
        - Jackson Street, 1st Ave. S., and the 8th Ave. S. spur line – which was related to Charles St. potential redevelopment, yet to happen.
        - 2017 1st Ave. S. utility relocation in preparation of City Center Connector. Both CID and PSQ neighborhoods were promised that major City Center Connector construction-related disruptions would pay off when the entire streetcar system was connected. As of the date of this letter, the City Center Connector streetcar is stalled, and is likely never going to be built.
- Ongoing Waterfront Reconstruction
    - While the eventual public amenity created by a vibrant waterfront will benefit the neighborhoods as well as the city and region, the construction impacts and detours have been onerous for small businesses and neighborhood residents. It should be noted that while PSQ is part of a taxation Local Improvement District (LID), the existing plans for redevelopment stop at Coleman Dock and start again at Railroad Ave., skipping most of the PSQ waterfront. Planning for Pier 48 seems to be constantly out of reach, as other interests and their needs are prioritized above the neighborhood's.

Zoning and land use decisions

As with public health measures, zoning and land use decisions have often provided cover for covertly white supremacist measures (e.g. redlining), but at other times have been instituted for

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all the right reasons, with insufficient thought given to unintended consequences. Examples include:

- Repeated rezoning leading to instability in Little Saigon area and the neighborhood surrounding the core historic CID
    - 2012 Livable South Downtown rezoning of Little Saigon area, followed by 2017 Housing and Livability Agenda rezoning around the entire CID
        - Increased building heights in and around Little Saigon twice in a decade caused sale of properties at escalating values that priced out local organizations and long-term property owners.
    - Raised concerns for owners of industrial and warehouse properties about how long they could continue to do business with increased pressures on their properties.
    - Necessary housing is being built without the cultural connection and community ownership that will maintain the vitality and identity of Little Saigon.
    - Overall, community organizations in both PSQ and CID support additional housing affordability, but inequitably bear the burden of this increase when compared to many primarily residential neighborhoods in Seattle, with the unintended consequence of creating a concentration of low-income housing.
- Concentration of human services – city and county policies during 1960s-'70s public policy shifts, consolidated major human services, courts, public safety activities in PSQ.
- 2018 Expansion of International Special Review District
    - Expansion extended the district east from 10th Ave. S. to Rainier without sufficient outreach to local businesses and property owners, resulting in feelings of erasure, confusion, and concern within the community.

Neglect & Erasure

Many of the above examples could also be classified as attempts at erasure. As a red-lined, marginalized community, the CID and PSQ are rarely afforded the attention regularly offered to less diverse areas with fewer minorities and immigrants. Constantly needing to assert one's right to inhabit parts of the city causes generational trauma, suspicion of government intent and disenfranchisement from civic process. Examples include:

- Lack of basic maintenance – areaways, alleys, utilities, curbs and streetscapes, landscapes have not been consistently maintained by the City.
- The accidental elimination of Manilatown. In 2017, Seattle sought to define the CID by ordinance, and neglected to include the history and extant vibrancy of the Filipino community. While Manilatown was added to the bill in a subsequent measure, the need for a people to combat erasure has left an emotional toll.
- No street under Canton Alley for 100 years – paid for by community.
- Lack of culturally responsive public safety and related services – the International District Emergency Center began in late 1970s to fulfill this need.
- Failure to include PSQ in many of the measures and evaluations in the WSBLE DEIS. Even though Union Station, Union Station Plaza, and the existing ID/C station are under the jurisdiction of the Pioneer Square Preservation Board, and most of PSQ is within a 10-minute walkshed, documents and presentations rarely include PSQ by name. As a result, PSQ stakeholders find themselves – in 2022 – needing to assert their existence and ask for consideration to avoid harm.

APPENDIX B: DETAILED LIST OF HSD'S DEIS COMMENTS AND QUESTIONS

Document/Section	Page or Section	Question or Comment	Question or Comment
Acquisitions, displacements, and relocations	4.3.14	C	Consideration of the impact of business displacements should be given with special attention to businesses owned by people of color, immigrants and non-English speakers. Experience in the Rainier Valley during ST 1 has showed that these types of small businesses are vulnerable to under-estimates of the business value, cost of relocation, and reimbursement for lost business. This may be due to informal accounting practices or other factors. Sound Transit's determination of Relocation Assistance or Mitigation should include a rigorous and low-barrier valuation process, with a focus on working with minority and non-English speaking business owners.
Alternatives Considered	2-88	Q	DEIS states cut-and-cover methods will be used to build CID-1a and 2a alternatives. Why does the extent of rebuilding the 4th Ave. S. bridges extend all the way to Main Street? Why not engage in mining the tunnel closer to S. Jackson St.? What is driving the bridge rebuilding north of Jackson?
Alternatives Considered	2-88	Q	DEIS states that deeper stations will be mined. What is driving the surface bridge and roadway impacts for CID-1b (4th Ave. S. deep) if the station for that segment would be mined? Why will there be more substantial impacts to 4th Ave. S. bridges if that station will be mined?
Alternatives Considered	2-91	Q, C	DEIS discloses approximate amount of area necessary for construction staging areas and easements, but the document does not indicate any construction footprint outline. Where is Sound Transit assuming construction staging COULD occur for the project within the CID segment? The property impact maps provided in Appendix L.4 do not indicate what the properties are used for, or the extent of the use (full or partial acquisitions). Where are the property impacts or assumptions for construction staging?
Alternatives Considered		Q	What is the capital cost of CID-2a diagonal? Are there cost savings realized for not having to disturb all the utilities of CID-2a? What about all those properties?
Appendix L4.1 Acquisitions	Maps and tables	Q	What is the assumed disposition of the parcels along 4th Ave. S. that would be completely disturbed for CID-1a and 1b and the site of a proposed tunnel ventilation building?
Appendix L4.1 Acquisitions	Maps and tables	Q	Would CID-2a, diagonal, or 2b result in the demolition of the Nagomi Plaza (old Uwajimaya) building? ST # BD 5021
Appendix L4.1 Acquisitions	Maps and tables	Q	Would CID-2a, diagonal, or 2b result in the demolition Seattle First National Bank building itself? ST # BD 5027
Appendix N.1	6-1, 6-25 - 6-36	C	Evaluation of transit integration at the ID/C station should be part of the decision to site the station either on 4th or 5th. Evaluation of transit integration needs to include all Link lines, all bus lines, Sounder, Amtrak and WS Ferris. The Jackson Hub Concept Report and integrating work done since 2000 should continue to be referenced and consulted during station area planning.
Appendix N.2 Visual Quality Technical Report		Q	Why wasn't Hing Hay Park and Union Station evaluated for operational impacts of having a tunnel ventilation system in the viewshed?
Appendix N.5 Historic and Archeaological Resources Technical report		Q	Why wasn't the Nagomi Plaza building (eligible for listing on NHRP) evaluated under Section 106? ST # BD 5021

CE	7	Q, C	Without more detail regarding the statement that "the project would remove some of the residential and commercial land uses that created demand for this parking," it is unclear what this means for CID, which would experience a permanent loss of parking. What are the land use changes in CID that would correspondingly reduce parking demand? Or is this based on looking at parking loss vs. land use change for the entire project corridor? If its the latter, we have serious concerns, as this type of analysis is neither accurate nor relevant to EJ impacts.
CE	7	C	The conclusion that the changes to the transit system would reduce the need for parking in the study area is inappropriate without a parking study. In the C-ID, for example, anecdotal evidence suggests that short-term parking (on-street, <2 hour) is used by people making trips to the C-ID to shop, visit residents, dine in a restaurant, drive a senior resident to/from appointments, etc. Transit may not be an appropriate or reasonable alternative mode for many of these trips.
CE	8	Q	What are the construction projects that would take place in the CID and PSQ during the ST construction period? Would SDOT continue to issue street use permits for private construction that severely limit already constrained travel and parking for these neighborhoods?
CE	9	C	In response to point that relocations may not necessarily be in the same neighborhood, it must be noted that place is critical to CID; if people are relocated from CID, this could materially impact community cohesion. (on the other hand, we should examine the ICON building resident makeup and determine the extent to which this building contributes to community cohesion)
CE	10	Q	Per earlier comment, relocating in project vicinity is less important in CID than relocating within CID. What is the retail and office vacancy rate in the CID?
CE	10	C	Given history and the lack of policies to control/manage gentrification/cost increases in Seattle neighborhoods, it is likely that WSBLE would contribute a cumulative impact to already fragile businesses in CID and PSQ.
CE	11	C	In the CID and PSQ, it is as much about year after year of construction impacts--plus racialized violence and pandemic that disproportionately impacted BIPOC, seniors and unhoused people--as it is about simultaneous construction projects. This should also be addressed in Cumulative Effects.
CE	11	C	In response to the conclusion that neighborhoods becoming more expensive is an indicator of economic growth (and the implication that this is a benefit), this may be true from a macro standpoint, but from an EJ standpoint, economic growth that primarily benefits the most affluent does not offset disproportionate impacts to the least affluent.
CE	12	C	In response to this conclusion--"as neighborhoods revitalize, amenities and community resources also often improve, which can increase the quality of life for both new and remaining members of the community,"--from an EJ and community standpoint, these assumptions are highly problematic. A community value that was heard over and over again in the 20 years of plans and studies in the CID and PSQ was the importance of retaining community ownership and not displacing people descended from families who have lived in these neighborhoods for generations, and not displacing businesses that have existed for generations. From an EJ standpoint, this whole paragraph represents a high and adverse disproportionate impact, not a benefit.
CE	13	C	The conclusion that changes as a result of the project would cumulatively benefit neighborhood is only an EJ benefit if the local businesses and residents can hang on during construction and don't find themselves priced out after (or evicted for redevelopment).
CE	13	Q	Regarding relocations, need to understand if the proposal is to relocate within the "project vicinity," i.e. the whole corridor, or the neighborhood where these originated? Froom an EJ standpoint, these need to be relocated to the same neighborhood to continue meeting the need.
CE	14	Q	Need more detail on how ST's Equitable TOD and the City's Mandatory Affordable Housing requirements would play out in CID and PSQ. Is this a commitment, or just hopes and wishes? What--if any--proof of concept to City of Seattle and ST have with these complementary programs? How will historic district regulations impact this program?
CE	24	C	RE: "most cumulative impacts would occur during project construction," we disagree with this statement. The cumulative effects of gentrification and displacement are related as much to operations as construction and has been grossly understated in this document.

CE	Global	Q	What is the status of the viaduct structures on 2nd Ave. Ext. S. and S. Jackson St.? Sound Transit needs to include the potential foreseeable need to renovate these neighboring structures in their Cumulative Impacts analysis, including an assessmment of the impact on rebuilding these bridges on the 4th Ave. S. struture and any potential need to tie back those bridges to 4th. Information from SDOT's bridge inventories should support this study.
Economics	4.3.3-14	Q	Economics analysis indicates that Uwajimaya loading dock, entry plaza, and parking garage would be affected temporarily by construction activities, but the transportation analysis doesn't disclose impacts along 5th or 6th Avenues extending south of S. Weller Street. What construction activities would occur that would disrupt the loading dock and parking garage?
Economics	4.3.3-14	Q	Is the DEIS analysis treating private parking lots (surface and sub-surface) as business displacments, or only accounting for them in the "loss of parking" analysis in the transportation section? Is the economics analysis treating the Union Station parking garage, 6th and King surface lot, and Bank of America lot as businesses? Considering it an impact? Temporary displacement?
EJ	97	C	No mention of PSQ in the economics section. Surely there are economic impacts on PSQ as a result of cumulative construction impacts, parking removal, traffic diversion, etc.
EJ	Global	C	No mention of public safety anywhere in this document. This seems like an oversight; public safety (defined in multiple ways, including safety from racialized violence, bike/ped safety) is of high importance to the CID and PSQ
EJ	102	C	Even temporary displacement of some residents could impact community cohesion. While this is a fragile neighborhood, community cohesion is strong and potentially a key factor in the neighborhood's survival. This section does not adequately address the impacts of relocations/displacements on community cohesion. That said, we are not yet convinced that displacement of ICON is going to be impactful on community cohesion, given the makeup of building residents
EJ	102	Q	Has ST met with resident from Eagle Village to understand how this relocation would impact them?
EJ	102	Q	Why PSQ is not included in this discussion. What are the potential impacts of traffic diversions, 4th ave closure, streetcar disruption to community cohesion for PSQ?
EJ	102	C	The social section should mention the risks of gentrification (see Central District as example) and how that would impact community cohesion.
EJ	106	C	RE: "No additional impacts" (Visual Effects). This is incorrect. There would be a large tunnel vent facility placed directly in front of Union Station under Options 1a and 1b.
EJ	109	C	RE: "No airborne noise impacts." This is not correct. According to the Noise and Vibration Technical Report, ST did not test for noise impacts in the CID because it considers it to be a "commercial district," even though it acknowledges there are residential properties nearby (e.g., Publix, Uwajimaya, Downtowner, Hirabayashi Place). We disagree with the conclusion that because City of Seattle treats residential use properties within commercial districts the same as commercial properties, Sound Transit is not obligated to test and mitigate for noise impacts to these residences. See page 127 of the Noise and Vibration Technical Report for reference.
EJ	114	C	PSQ and CID are unique along the corridor in that they host a number of public services for cultural communities and unhoused individuals. Those should be mentioned here and the potential impacts on them detailed
EJ	116	C	The conclusion that impacts to historic resources will affect minority people the same as everyone else is wrong. The CID is the only neighborhood along the alignment with impacts to historic properties (according to this table), and these properties are of particular importance to minority communities.
EJ	118	C	Construction impacts and visual impacts to the viewshed to Hing Hay Park should also be mentioned in Social section (impacts to community cohesion).
EJ	Table 5-4	C	No indirect or cumulative effects row? Why not? This is a major impact on EJ--even the RET says this.

EJ	Table 5-4	C	The economic analysis does not address the loss of cultural context for the businesses that will be relocated under CID-2, or appropriateness of replacement buildings, particularly in terms of the community priorities of local ownership, loss of affordable storefront spaces such as the existing ones that serve as an incubator for small, locally owned businesses. New ideas need old spaces because they are affordable. The "mom and pop" business needs affordable spaces too. The economic analysis of the impact on the CID, for all the CID-2 options (5th Ave S) must include the long-term impact on the type of businesses that are currently located in the CID.
EJ	Table 5-4 pg 5-40	C	The land use analysis assumes that the replacement of current buildings with new TOD buildings will be a benefit to the neighborhood and the BIPOC populations living there. This is not a reasonable conclusion when the buildings to be replaced are already owned and occupied by many minorities. Local ownership is a key priority for the community and is seen as a way to ensure the cohesiveness of the area. The land use analysis should not tout replacing minority and locally owned parcels with other developments that are unlikely to return to commmunity and minority ownership.
EJ	125	Q	Mis-characterization of “offsetting benefits” in Environmental Justice analysis: The U.S. Environmental Protection Agency and Federal Transit Administration permit agencies to consider “offsetting benefits” when drawing a conclusion about whether a project has a disproportionately high and adverse impact on environmental justice populations. To count as an offsetting benefit, however, the positive effect needs to disproportionately benefit the affected populations. According to the Environmental Justice analysis, Sound Transit considers better access to transit and job centers to be an offsetting benefit for the residents of the Chinatown-International District. We disagree.
EJ	130	C	The new light rail station in the Chinatown-International District will enhance a regional transit hub, connecting people from all four corners of the region with buses, commuter rail, and Amtrak. While residents of the Chinatown-International District will partake of this benefit along with everyone else in the region, they will not gain substantially more benefit than anyone else in the region. On the other hand, they will bear the brunt of the impacts of constructing and operating this facility. Consequently, we do not believe it is appropriate to consider access to transit and job centers to be an offsetting benefit.
EJ	7-2	C	If, as the DEIS says "Sound Transit is partnering … to evaluate strategies to maintain and enhance community cohesion" why are we not reading about existing strategies that may be considered in this? Why are we not reading about the ways in which ST and the city work together on planning in this? The lack of even rudimentary process discussions in these sections do not give community confidence in the future work of these processes.
General Analysis	Global	C	***Inconsistency in use of high-cost and low-cost project assumptions:*** The technical analyses in the DEIS do not use the same high-cost and low-cost project assumptions. For example, the Economics analysis of the DEIS (pages 4.3.3-1 through 4.3.3-13) indicates that Sound Transit used CID-2a for both the high and low-cost project value to estimate the number of job years (employment) and direct expenditures resulting from the Project. Elsewhere in the economics analysis, CID-1a is listed as the high-cost project alternative in the CID segment. This results in an apples to oranges comparison of benefits generated from employment and local revenue. Similarly, in the Air Quality analysis of the DEIS, "CID-1a" is used as the alternative evaluated for Air Quality standards (page 4.3.6-3), but on page 4.3.6-7, the "low-cost scenario includes CID-2a..." and the "high-cost scenario includes CID-1a.". These differences result in markedly different Greenhouse Gas emissions, again resulting in an apples to oranges comparison. Sound Transit should update its analyses in the Final EIS to address these inconsistencies.
General Analysis	Global	C	***Need for more clarity on construction footprint:*** The DEIS discloses approximate amount of area necessary for construction staging areas and easements, but does not show a construction footprint outline. The property impact maps provided in Appendix L.4 do not indicate how the properties would be used or the extent of the use (i.e., full or partial acquisitions). Without more clarity on where construction staging would occur or the assumptions of property impacts for construction staging, we cannot adequately assess or compare the impacts of construction to the Chinatown-International District.

General Analysis	Global	C	The CID-2a diagonal station configuration appears to have markedly different impacts than the CID-2a configuration, and the track path varies between the two options. There are no graphics at a reasonable scale in the draft EIS that illustrate the distinctions between the two options. More explicit treatment of 2a-diagonal as a separate condition should occur so that people can clearly see what amounts to real differences between roadway impacts, property impacts, business impacts, and so on. It is not included in all appendices.
General analysis	Global	C	The over 70 sporting events, concerts, and other events at the stadium complexes was not considered in the DEIS, despite community requests in the scoping phase of the Project. Additionally, PSQ and the CID have festivals and other events that bring thousands to the neighborhoods. These "surge" events and the traffic they create (both vehicular and transit), must be included and evaluated for their effect on the systems both during construction and long-term.
Historical/Archaeological	4.3.16	C	Area of potential effect needs to be expanded to include potential haul routes for preferred alternative in terms of mapping areaways, as the maps will help determine where haul routes can be placed without additional street reinforcement, an additional cost to the project if necessary.
Noise	127	C	"Commercial and industrial districts are in the Chinatown-International District Segment... Although there are no nearby residential districts near the segment there are mixed use properties with residences in commercial districts, such as Uwajimaya and the Publix Hotel. Residential use properties within commercial districts are treated the same as commercial properties within the city of Seattle." While this may be an acceptable policy by noise analysis standards, it should be unacceptable from a RET standpoint. ST should be expected to conduct a noise analysis of impacts to residential properties and commit to mitigation for those impacts.
Noise	4.3.7-11	Q	For Table 4.3.7-3, what is the distribution of impacts by property? The figure only shows two areas (along 5th near Weller and Washington)-- what is the distribution of impacts, and by option? 2a vs. 2a-diagonal?
Noise (N.3)	Global	Q,C	No operational noise analysis was conducted for the CID segment, and therefore for the CID neighborhood, because tunneled options were not considered in the analysis. However, tunnel ventilation systems are identified within the neighborhood, and will be a new source of noise and visual blight. What are the potential noise impacts to surrounding residents and park users from operating a tunnel system at the proposed location?
Noise (N.3)	6-37	Q	For construction noise impact analysis, ST and analysts assumed CID neighborhood is a commercial/industrial neighborhood, and treated "residential use properties the same as commercial properties" per City of Seattle codes. Does this mean that residents were not considered explicitly in the analysis in the same way they would be if their home was located in a residential neighborhood? Please explain.
Noise Figure 4.3.7-2	4.3.7-7	C	Visuals do not show the diagonal station configuration nor track alignment, which differs from CID-2a through the CID neighbhorhood. Difficult to discern or understand impacts without understanding the layout and analysis.
RET	10	Q	What is ST and the City's legal obligations to fulfill the commitments outlined in the RET? What mechanisms do communities have to hold them accountable?
RET	Global	Q	It is unclear whether reference to the C-ID throughout this document includes PSQ or not. Please clarify.
RET	11	C	Change: Limit harmful impacts of project and work with impacted communities to identify [AND IMPLEMENT] opportunities to repair past harm.
RET	16	C	The RET commits to an outcome of limiting harmful impacts of project and work with impacted communities to identify opportunities to repair past harm, and yet the Cumulative Effects report barely acknowledges this and it does not appear cumulative effects are even considered as part of the EJ conclusion. Not mentioned in land use, economics, or transportation sub-sections. Some acknowledgment in the Social sub-section. Included in narrative of EJ section, but not included in documentation of analysis that led to an EJ conclusion of no disproportionate high and adverse impact.
RET	39	Q	Has ST met with Chief Seattle and/or Eagle Village residents to discuss the impacts of this potential reloction? If so, what were the outcomes of those conversations? (i.e., if Eagle Village was already planning to relocate independent of this project, this is not really a project impact. On the other hand, if the project is causing them to relocate, that is an entirely different issue. Same questions apply to the newly-leased spaces along Seattle Boulevard where the Salvation Army will be expanding services for houseless community members.

RET	42	Q	Has ST gathered community feedback--particularly from commercial/retail businesses in the C-ID--about the impacts of parking losses, including differences in impacts of on-street vs. off-street parking losses? What was this feedback?
Social Resources, etc	4.3.4.3.3	C	"ST is currently partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion" through station design. If station planning is to be considered mitigation for loss of community cohesion, additional information on structuring this "community-based planning effort" will be needed to allow communities to comment on the benefits of the process.
Transportation	Table N1.E-25	Q	If the 4th Avenue deep station is as deep as claimed, and statements in the DEIS indicated that mined stations would have less ground disturbance-- why is the extent of disturbance at the surface so long for 4th Ave deep (CID-1b), especially at 2nd Ave Extension? Why would that segment of roadway be closed for 6.5 years? There do not appear to be any bridges along 4th Avenue north of Main Street-- what is contributing to the extent of roadway disruption north of S. Jackson Street?
Transportation	Table4-53	Q	Key roadway impact #7 for CID-2b, Is the full extent of S. Jackson St. (2nd Ave. Ext. to 5th Ave. S.) partially closed, or just the intersection?
Transportation and Transit		Q	How will alternatives CID-1a and CID-1b affect the 4th Ave. S. bus island just north of S. Jackson St.?
Transportation and Transit		Q	According to the impacted parcel maps and alternative construction descriptions, CID-2a, 2a diagonal impact parcels north of the Goodwill outlet that appear to be part of the KC Metro Central Base. According to the plan sheets, the tunnel portal and ventilation system are located on King County parcels. Construction roadway impacts listed suggest that 6th Ave S adjacent to the Central Base would sustain partial closures for 6-9 months. Based on the information presented in the DEIS, it is unclear what project activity affects each parcel. What are the explicit potential impacts to KC facilities? Is the Goodwill outlet facility impacted for all 5th Avenue Options and Alternative?
Transportation Technical Report	Table 4-53	Q	Why is the Ryerson Bus Based considered permanently closed for this alternative? The tunnel portal appears to be located further south near S. Massachusetts, and the mining appears to begin at the portal-- what is occcuring at the surface or on the property that renders the base closed?
Transportation Technical Report	general	Q/C	The analysis did not include stadium events in the traffic or ridership analysis, despite data and statements in the draft indicating that stadium events for three sports teams occur more than 1/3 of the year, and acknowledging that concerts and other large events occur between sports events. Historic South Downtown stakeholders requested Sound Transit explicitly include stadium events in the analysis as a baseline condition. Please explain why this was not considered.
Transportation/ Transit	4.3.17.4.3	C	Construction impacts to the Donnie Chin International Children's Park (7th Ave. S.) and/or the ID/C Community Center and Library (8th Ave. S.) need to be considered if construction diverts bus traffic to either street. 8th Ave. S. may have construction projects during the Project construction timeline, which should be considered, as well as the impacts to senior and family housing, ICHS clinic, and the Denise Louie daycare.
Transportation: Freight Mobility	N.1 9-3	Q	The Transportation Technical Report states that CID-2a would impact truck streets along 6th Ave. S. north and south of Royal Brougham way. Plan sheets and other information in the draft EIS suggest that construction of CID-2a diagonal in this vicinity is approximately the same as CID-2a, and could yield the same effects. Statements made in the transportation technical report state that the diagonal station configuration would not impact truck streets. Is this accurate, and if so, why is CID-2a diagonal different in the vicinity of Royal Brougham, than CID-2a?

APPENDIX C: MATRIX OF SOUTH DOWNTOWN COMMUNITY PRIORITIES AND IMPACTS OF PENDING OPTIONS

Community Priorities	CID 1a (4th Ave. S. shallow)	CID 2a (5th Ave. S., shallow)	CID 2a Diagonal (5th Ave. S., shallow, diagonal configuration)	**Environmental Justice and Racial Equity context for Decision-Making**
Minimize cumulative harm to and/or displacement of existing businesses, residents, and nonprofits	Longest construction durations of all the options, but it would move the worst of the construction impacts away from most businesses and residential structures. Will disrupt bus service, which could negatively impact businesesses, residents and visitors. Construction disruptions would be constant for the years of station and tunnel construction for residents at the Icon Apartments. All units of this complex (up to 120 market rate residential units) would be displaced for a year during 4th Ave. S. bridge rebuilding activity. Building is a mix of long-term rentals and hotel/Air BnB short-term housing. Building will remain standing, so housing will be available after construction. Fewest direct disruptions and relocations to local businesses in CID or Pioneer Square. No loss of on-street parking or loading zones within the CID or Pioneer Square during construction	Biggest loss of local retail/commercial businesses in the CID neighborhood (compared to 1a and 1b). Loss of commercial load zones and on-street parking during station and cut-and-cover tunnel construction (up to 9 years). Would displace Chief Seattle-Eagle Village Pilot (if it hasn't already relocated). Need to clarify how Chief Seattle/Eagle Village residents feel about this (e.g., if they are already planning to relocate independent of the WSBLE project, this isn't much of an impact). Construction disruptions would be constant for the years of station construction for residents at Uwajimaya Village, Fujisada Condominium, Publix Building, and Bush Hotel.	Shortest construction durations of all the options. Same loss of local retail/commercial businesses as 2a, but with additional "temporary" displacements of approximately 9 months. Loss of commercial load zones and on-street parking during station and cut-and-cover tunnel construction (up to 6 years). Would displace Chief Seattle-Eagle Village Pilot (if it hasn't already relocated). Need to clarify how Chief Seattle/Eagle Village residents feel about this (e.g., if they are already planning to relocate independent of the WSBLE project, this isn't much of an impact). Construction disruptions would be constant for the years of station construction for residents at Uwajimaya Village, Fujisada Condominium, Publix Building, and Bush Hotel.	Decisions regarding construction that disrupts the heart of the CID should be made only after familiarizing yourself with past harms and priorities set by the community. This project comes in the wake of numerous other projects, events, and policies that have centered the needs of regional interests rather than the needs of the equity-seeking communities who live and work in the PSQ and CID neighborhoods. While 4th Ave does require collaborative work to reduce negative impacts on buses and other constituencies, it centers the priorities of the people of the CID and PSQ, and shares burdens regionally.
Retain or increase community ownership of properties	Unknown until Sound Transit provides more information about the disposition of the 2.5 acres of urban center property displaced by this part of the project. No displacement of small business serving the local neighborhoods.	Permanent displacement of up to 13 businesses and temporary displacement of up to 8 businesses in 4 buildings. One of those buildings contributes to the local National Register district, and two others would be individually eligible for listing based on preliminary assessments during 106 review.	Permanent displacement of up to 13 businesses and temporary displacement of up to 8 businesses in 4 buildings. One of those buildings to the local National Register district, and two others would be individually eligible for listing based on preliminary assessments during 106 review. Additional impacts to businesses in the American Hotel and the Buty building.	The EIS must surface specific plans to retain or increase community ownership of parcel aquired by Sound Transit after construction is completed. Funding support for local organizations must support staffing for appropriate engagement with the planning processes. Mitigation should continue until the completion of any TOD projects.
Improve public safety	Assuming construction impacts adversely affect public safety, construction duration may be the longest of the five alternatives, but may have less direct impact on C-ID.	Assuming that construction impacts adversely affect public safety, shorter than 1a and 1b but longer than deep alternatives. Because of proximity to heart of C-ID, however, it will have more direct impact (noise, dust, visual impacts, etc.)	Shortest construction duration; however most construction would occur in the heart of CID. Noise, dust, and visual impacts could result in avoidance. Pedestrian detours will need to be provided between CID and existing light rail station; station construction could act like a "barrier" between existing light rail station and CID.	Based on prior work in the CID, lighting and accessible sidewalks are important aspects of community public safety and equitable access to transit. Consideration should be given to the large population of elders living in the CID.
Enhance community vitality and sustainability	Offers the most opportunities for promoting connectivity, mobility, and neighborhood connections in the "Jackson Hub" area of high transit access. Opportunities for activating Union Station first as a passenger terminal and then building on that may also offer additional activation of the surrounding plazas, as well as promotion of cultural and economic vitality of surrounding neighborhoods.	Property acquisition by ST for station construction and staging theoretically creates more opportunity for TOD and affordable housing post-construction than CID-1a and 1b. ST's eTOD policy requires it to "prioritize affordable housing," however, mechanisms for accountability and proof of concept are unclear. The businesses that would be displaced under this option are primarily local small businesses, many owned by POCs. Replacement is not the same as enhancement.	Property acquisition by ST for station construction and staging theoretically creates more opportunity for TOD and affordable housing post-construction than CID-1a and 1b. ST's eTOD policy requires it to "prioritize affordable housing," however, mechanisms for accountability and proof of concept are unclear. The businesses that would be displaced under this option are primarily local small businesses, many owned by POCs. Replacement is not the same as enhancement.	The benefits of eTOD to the CID and PSQ are unclear here. An activated Union Station has the potential to invigorate the transit hub, provide a welcoming entry point to the cultural and business communities in PSQ and CID.
Encourage economic development and increase economic diversity in businesses and residents	4th Ave. alternatives put Union Station directly to use as a transportation hub, by serving as the location for the new light rail station entrance, and a connection between the existing and proposed stations. Using Union Station would be a first step toward activating the building for more public-facing use. There would be no apparent loss of on-street parking or commercial loading zones in the CID district resulting from construction staging activities.	Parcel impacts inside the CID neighborhood would serve as opportunity to redevelop existing parcels and buildings within the project footprint area. TOD opportunities are possible. During construction of the project, full closures of S. Weller and S. King St. between 5th and 6th Avenues would adversely impact small businesses on those blocks. Businesses would have difficulty receiving deliveries. Loss of on-street parking reduces access to residents and small business in the area. Depending on the level of impact to the pedestrian environment, the retail and restaurant storefronts would likely lose foot traffic and customers.	Parcel impacts inside the CID neighborhood would serve as opportunity to redevelop existing parcels and buildings within the project footprint area. TOD opportunities are possible. During construction of the project, full closures of S. Weller and S. King St. between 5th and 6th Avenues would adversely impact small businesses on those blocks. Businesses would have difficulty receiving deliveries. Loss of on-street parking reduces access to residents and small business in the area. Depending on the level of impact to the pedestrian environment, the retail and restaurant storefronts would likely lose foot traffic and customers.	Construction along 5th Ave. S. minimizes traffic issues for the region while expecting them to be born by blocks of businesses in a pedestrian-friendly, small ethnic neighborhood that already bears disproportionate burdens for the regional transportation system. Construction along 4th Ave. S. moves the burden of construction to the region rather than centering it in the CID.

Enhance public health and well-being	Station construction on 4th Ave. S. would introduce opportunties to enhance and improve the pedestrian environment in the 4th Ave./2nd Ave. Ext./S. Jackson St. area, which benefits PSQ, CID, and transit riders on all modes. Because 1a is cut-and-cover tunnel construction, it would be among the loudest options to construct (88dBa at 50 feet from source--the equivalent of a lawnmower or motorcycle), for durations of 4-6 years. Depending on the extent of 4th Ave. S. reconstruction, surface construction noise could still reach 84-89 dBA for bridge construction activities within 50 feet of a receiver. The Icon apartments would be the closest residents to construction activities. Depending on the state of the viaduct structures beneath 2nd Ave. Ext. S. and S. Jackson St., consolidating those rebuilding efforts could prevent multiple local, major construction projects in the same area. A tunnel ventilation system located in front of Union Station at the corner of 4th Ave. S. and S. Jackson St. would face residents of the Icon Apartments, and	Because 2a is a cut-and-cover tunnel construction, it would be among the loudest of the options (88dBa at 50 feet from source--the equivalent of a lawnmower or motorcycle), for durations of 4-6 years. Additionally, construction on 5th Ave. S. would move noise, dust and other pollution closer to where more people live and work. Construction in the heart of the CID would result in prolonged increase of heavy truck traffic to excavate and build the new station. Large trucks would travel through the small streets at a rate of 10-35 trucks per hour, 5 to 6 days per week, increasing pedestrian and resident exposure to heavy vehicle traffic, truck exhaust, noise, dust, and increased pedestrian/truck conflict at intersections. The new station infrastructure would span across two blocks, and a new tunnel ventilation system and stair egress would be located on the Nagomi Tea House property, which faces residents at the Uwajimaya Village to the south, Fujisada Condominium to the east, and Publix building to the west.	2a diagonal would be a mined station with reduced traffic impacts from CID-2a. This configuration is inconsistently addressed in the DEIS materials, and its impacts are not fully understood. Construction in the heart of the CID would result in prolonged increase of heavy truck traffic to excavate and build the new station. Large trucks would travel through the small St.s at a rate of 10-35 trucks per hour, 5 to 6 days per week, increasing pedestrian and resident exposure to heavy vehicle traffic, truck exhaust, noise, dust, and increased pedestrian/truck conflict at intersections. The new station infrastructure would span across two blocks, and a new tunnel ventilation system and stair egress would be located on the Nagomi Tea House property, which faces residents at the Uwajimaya Village to the south, Fujisada Condominium to the east, and Publix building to the west.	It is unclear if the Downtowner and Hirabayshi Place tenants, residential and commerical, would be affected by 4th Avenue construction. An assessment of noise impacts is necessary for all the options.
Acknowledge and address historic racism that has and continues to impact neighborhoods				While this community priority is acknowledged in passing in the Environmental Justice section, Appendix A of this letter contains a list of historic racist and governmental actions that have adversely mpacted the south downtown neighborhoods.
Activate common areas	4th Ave. S. Alternatives (CID-1a and 1b) put Union Station directly to use as a transportation hub, by serving as the location for the new light rail station entrance, and a connection between the existing and proposed stations. Using Union Station would be a first step toward activating the building for more public-facing use.	All 5th Ave. S. options create new common areas in the CID (replacing privately held properties) by building a new station entrance, ancillary building spaces, and bicycle storage along 5th and 6th Avenues S.	All 5th Ave. S. options create new common areas in the CID (replacing privately held properties) by building a new station entrance, ancillary building spaces, and bicycle storage along 5th and 6th Avenues S.	Any activation to be done by community organizations must be funded long-term.
Improve mobility and connectivity	Shallow options mean easier and more convenient transfers between light rail lines, and easier access to other transportation modes (bus routes, streetcar). 4th Ave station plans would provide station access on both the east and west sides of 4th Ave. 4th Ave. presents the most difficulties for current bus lines during construction; prioritization of transit maintenance will be important in construction management plans. Provides direct transit connection to both CID and PSQ neighborhoods. More direct connections to bus routes serving Georgetown, and existing access to Sounder and Amtrak	Shallow options mean easier and more convenient transfers between light rail lines, and easier access to other transportation modes (bus routes, streetcar). 5th Ave options provide slightly more direct connection to, streetcar, and bus routes serving Beacon Hill, Little Saigon, and Central District, but only one new entryway for the new station. Fifth Ave. S. options also require the rerouting of all Metro electric Trolley busses. Efforts to minimize the footprint of 5th Ave. S. station options is not compatible with the object of the Project resulting in a 100 year vision for the station, its connections, safety and activation.	Shallow options mean easier and more convenient transfers between light rail lines, and easier access to other transportation modes (bus routes, streetcar). 5th Ave.options provide slightly more direct connection to, streetcar, and bus routes serving Beacon Hill, Little Saigon, and Central District, but only one new entryway for the new station. Fifth Ave. S. options also require the rerouting of all Metro electric Trolley busses. Efforts to minimize the footprint of 5th Ave. S. station options is not compatible with the object of the Project resulting in a 100 year vision for the station, its connections, safety and activation.	Maintenance of bus routes should be a priority in construction management plans regardless of the alignment chosen. Construction along 4th Ave.should come with the opportunity to explore ways to enhance pedestrian infrastructure.
Retain historic and cultural character	Approximately 20-foot tall tunnel vent placed in front of Union Station, which will havevisual impacts and conflicts with Pioneer Square Preservation Board regulations.	Demolition of 418 5th Ave. S. (which houses multiple small businesses), Nagomi Plaza (519 6th Ave.S), and 525 S. Jackson Street (Seattle 1st National Bank--International District Branch), which are considered historic buildings.	Demolition of 418 5th Ave. S. (which houses multiple small businesses), Nagomi Plaza (519 6th Ave.S), and 525 S. Jackson Street (Seattle 1st National Bank--International District Branch), which are considered historic buildings. Additional impacts for this alignment include temporary closures of both the historic American Hotel and the history Buty Building for	A review of historic district regulations should be done to see how Union Station reuse plans and ventilation needs for the tunnel can be planned to minimize adverse effects to the historic building.

Support a small business environment	All options provide new underground connections between light rail stations, which could potentially reduce pedestrian traffic to small business in the vicinity of the stations. Reinvigoration of Union Station as a a passenger terminal building creates feasible, sustainable options for integration of promotion of neighborhood businesses. For example, a local coffee shop could staff a coffee cart, or the Wing Luke and Klondike National Park could share a kiosk to promote their museums, offer tours. All stations would result in a small conversion of parking along 5th Ave. S, to passenger load for transit. 4th Ave. S. Alternative and Option would not result in any additional on-street parking loss during construction or operations. This option would impact approximately 200 parking spaces of the 1,086 stall Union Station Parking Garage.	All options provide new underground connections between light rail stations, which could reduce pedestrian traffic to small business in the vicinity of the stations. Reuse of Union Station would be harder absent an authentic need for people to walk in and out of the building. The City of Seattle, the Community and other stakeholders have - quite literally - been studying ways to reuse Union Station as a community ammenity for 50 YEARS without success. It is clear that successful reuse of the building would require a great deal of expense in terms of consulting and long term operational support. All stations would result in a small conversion of parking along 5th Ave. S, to passenger load for transit. CID-2a would result in a temporary loss of on-street parking within the CID neighborhood, which is known to reduce traffic to small businesses. The complete closure of S. King St. and S. Weller St. would have direct impacts on small businesses that would not be actually displaced by construction. This option would impact all surface lot parking at the 6th and King parking lot, and the Bank of America parking lot on 6th Avenue. Surface level and on-street parking is important to residents and small	All options provide new underground connections between light rail stations, which could reduce pedestrian traffic to small business in the vicinity of the stations. Reuse of Union Station would be harder absent an authentic need for people to walk in and out of the building. The City of Seattle, the Community and other stakeholders have - quite literally - been studying ways to reuse Union Station as a community ammenity for 50 YEARS without success. It is clear that successful reuse of the building would require a great deal of expense in terms of consulting and long term operational support. All stations would result in a small conversion of parking along 5th Ave. S, to passenger load for transit. CID-2a would result in a temporary loss of on-street parking within the CID neighborhood, which is known to reduce traffic to small businesses. The complete closure of S. King St. and S. Weller St. would have direct impacts on small businesses that would not be actually displaced by construction. This option would impact all surface lot parking at the 6th and King parking lot, and the Bank of America parking lot on 6th Avenue. Surface level and on-street parking is important to residents and small	Construction will affect the business environment, but much less so if aligned to 4th Ave. S. than to 5th Ave. S. Indirect impacts can be addressed through support and information, while construction cutting off pedestrian access or "temporary" 9 month business closures will adversely affect the local business district.
Ensure that people across Seattle and the region continue to visit the neighborhoods, even during construction	Longer construction durations than 5th Avenue alternatives. No direct interruption of access from existing light rail to CID neighborhood during construction. Increased "barrier" of construction between CID and Pioneer Square neighborhoods. Pedestrian detours to get around construction may increase the walking distance and result in avoidance. Transit users may choose other stations to disembark to access Pioneer Square or Waterfront during construction.	Temporary but high impact (noise, dust vibration) construction effects on Hing Hay Park (construction will be across the street); temporary impacts to Uwajimaya Village, including loading dock, parking garage, and entrance plaza. Pedestrian detours needed from existing light rail station to CID would be long, and could potentially create a barrier to visiting CID during construction.	Temporary but high impact (noise, dust vibration) construction effects on Hing Hay Park (construction will be across the street) and neighborhood residents directly adjacent to station construction. Pedestrian detours needed from existing light rail station to CID would be long, and could potentially create a barrier to visiting CID during construction.	The CID and PSQ experienced disproportionate impacts from the COVID-19 pandemic, and extensive on-going public projects that preceded the pandemic. Temporary mitigation during construction would need to include signage, promotion, and other necessary support for small businesses.

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MARTIN SMITH INC

April 27, 2022
via. Email

c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Re: Comments of Martin Smith Inc on the Draft West Seattle and Ballard Link Extension (WSBLE) project draft Environmental Impact Statement (EIS)

Dear Ms. Swift:

Thank you for considering our comments on the WSBLE draft EIS. Martin Smith Inc and our affiliates own and operate a portfolio of office and retail properties in downtown Seattle, with several of our buildings located within the Pioneer Square Historic District. The alternatives for the Chinatown-International District ("C-ID") segment will be within the boundaries of the Pioneer Square Historic District or directly abutting it. Impacts from the station and track alignment will directly affect our properties and the fragile Historic Districts of both Pioneer Square and the C-ID. Construction of all alternatives will have significant adverse impacts on Pioneer Square, yet the EIS does not discuss impacts to our neighborhood. We have been working closely with our partners at Alliance for Pioneer Square and we echo the comments, issues, and mitigation ideas suggested in their EIS comment letter.

We believe Sound Transit should study the Fourth Avenue shallow station (CID-1a) alternative further. We believe this alternative meets more of the regional long-term transit needs than the other alternatives. In addition, further study can help to reduce impacts to transit and traffic, seek to shorten construction duration, and reduce costs. This alternative would center the new light rail station within the existing transportation hub, closer to more existing transportation, transit, and event facilities, offering greater opportunity for connectivity and infrastructure development that benefits the whole Puget Sound region, not just Seattle.

We request that Sound Transit communicate any alternative development studies and findings as soon as possible, and well before any formal NEPA or other environmental documents are published.

We look forward to working with the Sound Transit Board of Directors, Sound Transit, our City of Seattle officials, and Alliance for Pioneer Square to inform the decision to select the right preferred alternative for this once-in-a-generation regional project.

Sincerely,

Ryan Smith
President
Martin Smith Inc

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

April 27, 2022

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension
Re: Draft EIS Comments

Dear Ms. Gehrke:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. In response, we have reviewed the Draft EIS materials you provided for this project.

We look forward to continuing consultation on the potential affects the federal undertaking poses to historic properties, in which we anticipate being consulted upon a revised Area of Potential Effect (APE) once a preferred alternative has been selected. Please ensure to consider an APE that sufficiently considers physical, auditory, visual, cumulative, environmental, socio-economic, and similar effects, all of which directly relate to historic properties. We also highly encourage FTA to ensure the agency sufficiently considers and incorporates the comments and concerns provided by other consulting parties as the project progresses. We would also like to encourage FTA prepare more frequent consultation with all consulting parties, due to the significant potential for effects and large number of consulting parties, in order ensure they are receiving equitable time and consideration to address their concerns and comments.

We appreciate receiving copies of any correspondence or comments from concerned tribes and other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the SHPO pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov

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HISTORIC SEATTLE
Educate Advocate Preserve

April 28, 2022

VIA E-MAIL

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S Jackson Street
Seattle, Washington 98104

RE: Comments on the DEIS for the West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

On behalf of Historic Seattle, I am submitting these comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project.

Established in 1973, Historic Seattle is the only citywide nonprofit and public development authority dedicated to saving meaningful places to foster lively communities. Our three main program areas are Education, Advocacy, and Preservation. We are the owner of ten historic properties in Seattle—these landmarks and National Register-listed buildings are important to the communities in which they are located. We promote good stewardship and understand how challenging and yet rewarding it is to maintain and operate historic buildings. Our buildings provide affordable rents for office, residential, education, community, arts, and cultural spaces.

Historic Seattle supports the WSBLE project and strongly believes that linking more communities to the existing light rail system will be a great public benefit. However, no transportation system is perfect. No route alternative meets all needs. All route alternatives have pro and cons. The perspective we provide is from our experience and expertise in preservation. Our comments focus on impacts to above-ground historic resources.

From our review of the DEIS, the most adverse impact to historic resources is to the Chinatown-International District, particularly if either one of the two 5th Avenue alternatives (CID-2a and CID-2b) is chosen. We do not support the 5th alternatives. To be blunt, it's a non-starter. The demolition of buildings in the Seattle Chinatown National Register Historic District and local International Special Review District will forever change the physical character of the CID, displace small businesses and their associated owners and employees, and result in both short-term and long-term economic impacts to the neighborhood. Organizations from the community have commented at length about the many negative impacts to the neighborhood if one of the 5th Avenue

OUR PROPERTIES

Good Shepherd Center
Built: 1906 | Operated by Historic Seattle since 1975

Mutual Life Building
Built: 1890-1916 | Operated by Historic Seattle since 1983

Belmont/Boylston Houses
Built: 1893-1903 | Operated by Historic Seattle since 1989

Phillips House
Built: 1902 | Operated by Historic Seattle since 1992

Victorian Row
Built: 1891 | Operated by Historic Seattle since 1993

Dearborn House
Historic Seattle Headquarters
Built: 1907 | Operated by Historic Seattle since 1997

Egan House
Built: 1958 | Operated by Historic Seattle since 1998

Cadillac Hotel
Built: 1898 | Operated by Historic Seattle since 2001

Washington Hall
Built: 1908 | Operated by Historic Seattle since 2009

Garden House
Built: 1886 | Operated by Historic Seattle since 2021

1117 Minor Avenue
Seattle, WA 98101

(206) 622-6952
info@historicseattle.org
www.historicseattle.org

alternatives is chosen as the preferred alternative. We urge Sound Transit to listen to the community. The Wing Luke Museum's comments are particularly insightful and relevant.

We concur with the DEIS that 525 S Jackson Street (now Bank America; originally Seattle-First National Bank, International District Branch) is eligible for listing in the National Register under Criterion C even though it is noted as "non-contributing" in Seattle Chinatown National Register Historic District nomination from 1986. An amended National Register historic district nomination could revise the period of significance for the district to capture mid-century resources.

If one of the 5th Avenue alternatives is chosen, the district would also lose 418 5th Avenue and the former Uwajimaya building (we're unclear as to the address and cannot find it in the DEIS "Table 4.3.16-4. Effects to Built Environment Historic Properties: Chinatown-International District Segment") but the site is shown as one of three potential transit-oriented development parcels in the Tunnel 5th Avenue Station map.

While not ideal either, the Tunnel 4th Avenue alternatives would have less adverse impacts in the CID. If we had to choose an alternative, we would pick one of the 4th Avenue alternatives over the 5th Avenue alternatives. Sound Transit—please stay off 5th Avenue!

Historic Seattle believes that in addition to the CID, Pioneer Square will also be majorly impacted by this project. We support the comments submitted by the Alliance for Pioneer Square and Historic South Downtown (for Pioneer Square and the CID).

In other neighborhoods, we have concerns for the adverse impacts on the following historic resources:

4045 Delridge Way SW – This significant modern building (originally Bethlehem Pacific Coast Steel Co. Office Building) would be demolished in all proposed Delridge segment alternatives except for the Andover Street Station alternatives. We concur with the DEIS that his building is eligible for the National Register under Criteria A and C. If demolition cannot be avoided, we would like to see some significant mitigation for this loss. See Delridge segment.

1038 Elliott Ave W (Wilson Machine Works) – This significant building is eligible for the National Register under Criterion C and possibly Criterion A. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See South Interbay segment.

1430-1436 Elliott Ave W (Western Pacific Chemical Company) – This significant building is eligble for the National Register under Criterion C and possibly Criterion A. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See South Interbay segment.

105 Mercer Street (Maxine Apartments) – This 1929 brick apartment building in the lower Queen Anne neighborhood is significant. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See Downtown segment.

Although not slated for demolition, there are significant impacts to historic resources at Seattle Center if the preferred alternative DT-1 is chosen. The Northwest Rooms (Seattle Landmark), Seattle Repertory Theatre, and other buildings would be most impacted from construction and operation of a tunnel.

Please note that Historic Seattle did our best to review the DEIS at this time. We are also a Section 106 Consulting Party and will continue to provide input throughout the process.

Thank you for the opportunity to comment. We hope to see as few historic resources adversely impacted as possible.

Sincerely,

Eugenia Woo

Eugenia Woo

Director of Preservation Services

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WASHINGTON TRUST
FOR HISTORIC
PRESERVATION

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments

c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104 [sent via electronic mail]

Re: Comments on the DEIS for West Seattle and Ballard Link Extensions Project

Dear Lauren Swift,

On behalf of the Washington Trust for Historic Preservation, I am writing to provide comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, notice of which was issued on January 28, 2022.

The Washington Trust is a nonprofit organization dedicated to saving the places that matter in Washington State and the only statewide advocacy organization working to build a collective ethic that preserves historic places through education, collaboration, and stewardship. In accordance with our mission, the Washington Trust takes great pride in the opportunity amplify the voices of those who inhabit, visit, care for, and cherish what the City of Seattle calls the Chinatown-International District and is listed on the National Register of Historic Places as Seattle Chinatown Historic District, as it relates to the WSBLE Project.

The Washington Trust **opposes all three 5th Avenue Alignments as proposed**: CID-2a (Shallow Station), CID-2a diagonal (Shallow Diagonal Station), and CID-2b (Deep Station) for the following reasons:

- All three options yield a minimum displacement of 18 to 28 local businesses, 170-230 predominantly Asian/Asian-American/immigrant employees (excluding hundreds non-immediately adjacent businesses within the district.
- All three options' construction zones produce quality-of-life disruptions as it relates to noise population, air quality, road closures and traffic detours that impede social and recreational activities for hundreds of residents and thousands of visitors, of which include 1,200 Asian elders who rely on and convene at Hing Hay Park, immediately adjacent to the construction zone and the proposed ventilation structure.
- All the three options require the demolition of at least two buildings that are eligible or listed on the National Register of Historic Places: currently used as Joe's Bar and Grill, the 1926 brick masonry storefront building (contributing) , and Seattle First National Bank (currently Bank of

STIMSON-GREEN MANSION, 1204 MINOR AVENUE, SEATTLE, WASHINGTON 98101
T 206-624-9449 F 206-624-2410 | preservewa.org

America), the 1958 brick and glass curtain wall building featuring midcentury "Multi-colored Oriental motif abstract grillwork". 5th Avenue options also require the protection of the iconic Chinatown Gate (archway), which has been proposed to be temporarily wrapped with a scaffolding-like system. The action plan and impact of these historic structures have been completely remised in the DEIS.

The Washington Trust **recommends further consideration and fair analysis of 4th Avenue Alignment** options for the primary reason:

- 4th Avenue Alignments is an edge condition defining the boundaries of the Seattle Chinatown Historic District and features no retail businesses on either sides of the street, nor any residential structures, *with the exception of the 120 units in the mid-rise structure with a first floor Bartell's drug and convenient store, both of which require entry at the corner of 4th and Jackson,* at the northmost end of the identified construction zone. While substantially fewer businesses are impacted by 4th Avenue as opposed to 5th Ave options, we acknowledge the 120 residential units that will be subject to displacement, reported in Sound Transit publications. We encourage Sound Transit in partnership with the City of Seattle to provide displaced individuals with relocation assistance including monetary support as well as the option of first return after construction allows. We also call for a more detailed study on displacement and adverse effects on the quality of life for non-immediately adjacent community members impacted by 5th Ave options, as we believe "120 vs. 0" displacement between the two options is a characteristically false conclusion.

Thank you for the opportunity to provide comments and respond to the DEIS. From these *draft* documents, that Washington Trust concludes that 5th Avenue Alignment options will clearly and irreversibly damage the fabric and livelihood in the heart of the Chinatown-International District, whereas there is not sufficient information at this time to fully support a 4th Avenue Align option. Overall, we encourage and look forward to more thoughtful engagement with community members within the district, alongside the City of Seattle and King County, as Sound Transit move forward toward the *final* Environmental Impact Statement. The Chinatown-International District is a local, national, international, historic and cultural treasure with immense multi-generational presence; all parties involved must proceed with the utmost sensitivity and benevolence for its continued prosperity.

Sincerely,

Huy Pham

Huy Pham
Preservation Programs Director

Attachment H: Historic and Archaeological Resources/Section 106

The DEIS does not sufficiently assess the construction and permanent visual, physical, and operational impacts of the WSBLE project on historic resources. A thorough understanding and analysis of these impacts (effects) is necessary to meaningfully compare alternatives, inform a decision on a Preferred Alternative, and avoid costly conflicts and limited mitigation opportunities. Successful Section 106 consultation depends on the City having this information to evaluate impacts and trade-offs.

As noted in *Attachment C: Compliance*, the DEIS demonstrates several instances where compliance with Seattle Municipal Code sections related to implementation of the City's Historic Preservation regulations are not identified. Specifically, the references to when a Certificate of Approval (SMC 25.12 and SMC 23.66) is required for alterations within historic districts (demolition, construction of stations, venting structures, head houses etc.) or to individual landmarks.

The DEIS does not adequately address regulations regarding referral to the Landmarks Preservation Board of nominations for potentially eligible resources that are proposed for demolition or substantial alteration (SMC 25.05.675H2c and SMC 25.12). Without this information, the potential conflict with local controls and policies cannot be determined. These issues should be resolved and documented in the FEIS to avoid potential cost and delay in the project permitting process.

Related to both local and federal regulatory compliance, the DEIS does not adequately assess or describe the impacts to historic resources. Several specific examples that are of concern are the visual impacts to Union Station caused by vent stacks, the construction impacts to areaways regarding haul and detour routes, and the construction and operational impacts to Seattle Center under DT-1 Seattle Center station alternative at Republican Street. Additionally, the DEIS does not define, identify, or address impacts to traditional cultural properties (TCPs).

The City is a Consulting Party under Section 106 of the National Historic Preservation Act (NHPA). In this role, we will work towards concurrence on the area of potential effect (APE), identify historic and archaeologic resources within the City that are adversely affected and work with Sound Transit and FTA to develop a Memorandums of Understanding if appropriate. The City has not yet concurred on the project APE. We understand that the APE can change throughout the process as the project evolves. However, it is important that the APE capture all areas that will be impacted both permanently and during construction. We have specific concerns regarding the APE in the CID, Pioneer Square, and Seattle Center.

Next steps. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in *Attachment A: City Consolidated Comments*. In addition to written response to those comments, the City seeks the following:

- Continued meetings of consulting parties with Sound Transit and the FTA to discuss and seek agreement on Section 106 matters.

- Clarity in the FEIS for analysis of proposed physical alterations and the resulting impacts (effects) on historic resources. This includes existing city landmarks and historic district, potentially locally eligible resources, and properties that are National Register listed or determined eligible. The FEIS must identify actions that will require a Certificate of Approval.
- Identification of actions that will require a landmark nomination must be submitted to the Landmarks Preservation Board per SMC 25.12 and SMC 25.05.675H2C.
- Identification of TCPs and analysis of impacts to those resources should be included in the FEIS.
- Analysis of impacts to areaways, particularly within Pioneer Square. Areaways have been evaluated during previous public projects, but those are not referenced in the DEIS.
- FEIS must clearly provide analysis of impacts (effects) to historic resources along haul and detour routes.
- FEIS must clearly provide analysis of visual, construction and operational impacts (effects) to Seattle Center. Specifically, construction feasibility studies for the Northwest Rooms and Cornish Playhouse to address some of the proposed alterations or nearby construction will be needed. See *Attachment K* for additional information on Seattle Center.
- Specific mitigation options relating to specific impacts to historic resources. It appears that the menu of mitigation options suggested in the DEIS is general rather than specific.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment
68	Technical Report: Historic and Archaeological Resources	N.5A-17		Rebecca Ossa, SCL	SCL	Need additional information re: this property's determination of eligibility to understand the split between one area or building that is eligible vs another that is not. This is referring to item "# 5139 725921 7666205660 1924 Seattle City Light South Receiving Substation Switchyard 3839 4th Avenue South Not Eligible (pending consultation) Duwamish."	All (Systemwide)
69	Technical Report: Historic and Archaeological Resources	3-1, AE 0036-17		Rebecca Ossa, SCL	SCL	Re: the "Relocation of a 230-kilovolt power line along 6th Avenue South and Diagonal Avenue, south of South Spokane Street, leading to the Seattle City Light Substation within the Duwamish Segment," has this transmission line been evaluated for National Register eligibility?	All (Systemwide)
70	Technical Report: Historic and Archaeological Resources	10-10, AE0036-17		Rebecca Ossa, SCL	SCL	Re: "Common to all Build Alternatives in this segment is the relocation of a 230-kilovolt power line along 6th Avenue South and Diagonal Avenue, south of South Spokane Street, leading to the Seattle City Light Substation. This project element would not directly or indirectly alter or diminish any aspect of integrity of adjacent historic properties," has the transmission line been evaluated for NR eligibility?	All (Systemwide)
211	Historic and Archaeological Resources	4.2.16-23 & 4.3.16-48	4.2.16.5 & 4.3.16.5	Jerry Suder	SDCI	An inadvertent discovery plan should include additional measures to have archaeologist and/or cultural expert on site during ground disturbance where and when advised by State Historic Preservation Officer and Tribes.	All (Systemwide)
212	Historic and Archaeological Resources	4.2.16-23 & 4.3.16-48	4.2.16.5 & 4.3.16.5	Lindsay King	SDCI	References to local codes citing minimum mitigation requirements is missing. Operation and construction of the project would comply with national, state and local regulations at the time of permitting.	All (Systemwide)
213	Technical Report: Historic and Archaeological Resources		2.3, 11.2	Jerry Suder	SDCI	City of Seattle regulations require a Certificate of Approval for demolition of a City of Seattle Landmark or new construction in a historic district (SMC 25.12 & 23.66). Projects across the street or adjacent to any City landmark require consultation with Seattle Department of Neighborhoods for site-specific impact mitigation.	All (Systemwide)
214	Technical Report: Historic and Archaeological Resources		2.3	Lindsay King	SDCI	Paragraph 1: buildings proposed for demolition are to be referred to Department of Neighborhoods to identify structures eligible to meet landmark status per SMC 25.12. To streamline the demolition permit process this analysis should occur as part of the FEIS.	All (Systemwide)
215	Technical Report: Historic and Archaeological Resources		Table N5-A	Jerry Suder	SDCI	The information necessary to identify impacts and compare alternatives is missing. The project lacks an analysis of how many structures, eligible for City of Seattle landmark status, will be demolished with each alternative. Coordination is required with the Department of Neighborhoods who maintains a partial list of structures eligible for local nomination.	All (Systemwide)
568	Historic and Archaeological Resources	4.3.16-1	Figure 4.3.16-1	Julia Levitt	Seattle Center	The analysis is incomplete. The Area of Potential Effect cuts through Seattle Center campus, which is a recreational public facility with historic and cultural significance. The APE boundary should be expanded to include the entire campus because the entire campus will be affected by the construction and long-term impacts in the APE.	Downtown
569	Historic and Archaeological Resources	4.3.16-9	Table	Julia Levitt	Seattle Center	The analysis is incomplete. The historical and archaeological resources study does not consider the Mercer Garage or Memorial Stadium as part of the affected resources. FEIS must consider potential impacts to these structures from ground borne noise/vibration both during construction and permanently. Construction or permanent noise/vibration impacts above sustainable thresholds would threaten the financial sustainability and long-term viability of the Playhouse and the Phelps Center because of their uses as performance venues. SEE EXHIBIT SC-3 FOR THRESHOLDS	Downtown
570	Historic and Archaeological Resources	4.3.16-27	Table	Julia Levitt	Seattle Center	The analysis does not capture complete impacts of the project to the Century 21 Playhouse. Figure 4-4 of Appendix H shows a construction footprint that extends into vacated 2nd Ave N. for the length of the Playhouse. Construction and excavation in this area could cause significant adverse impacts to the historic structure both above- and below-grade; and the station could cause both construction and permanent noise and aesthetic impacts to the Playhouse and its tenant, Cornish College of the Arts. Please update this table with accurate impacts to the Playhouse for the FEIS.	Downtown
571	Historic and Archaeological Resources	4.3.16-30	Table	Julia Levitt	Seattle Center	International Commerce and Industry Building, Sweden Pavilion and Key Arena are now known by other names: Northwest Rooms (KEXP, SIFF, Vera Project); International Fountain Pavilion; and Climate Pledge Arena, respectively. These commonly used names must be noted in the document so that members of the public can easily find the analysis.	Downtown
709	Technical Report: Historic and Archaeological Resources	2.2- 2.3	2.3	Sarah Sodt	DON	References to local codes are missing related to implementation of the City's Historic Preservation regulations - specifically the references to when a Certificate of Approval (SMC 25.12 and SMC 23.66) is required for alterations within historic districts (demolition, construction of stations, venting structures, head houses etc.) or to individual landmarks. Additionally the regulations regarding referral to the Landmarks Preservation Board of nominations for potentially eligible resources that are proposed for demolition or substantial alteration is not address (SMC 25.05.675H2c and SMC 25.12). Therefore, the potential conflict with local controls cannot be determined.	All (Systemwide)
710	Historic and Archaeological Resources	232	Table 4.3.16-5	Erin Doherty	DON	Seattle Center's International Commerce & Industry Building (Northwest Rooms) ID 1396a is identified as "adversely affected" both during construction and permanently due to proximity of DT-1 "Preferred Alternative". The remainder of this Seattle Landmark includes the International Plaza (Northwest Rooms Plaza) ID 1396c, and the Sweden Pavilion (International Fountain Pavilion) ID 1396d. These resources should be collectively identified as "adversely affected".	Downtown
711	Historic and Archaeological Resources	232	Table 4.3.16-5	Erin Doherty	DON	Portions of the Key Arena (Climate Pledge Arena) ID 1396b structure and program reside beneath or directly adjacent to the International Plaza (Northwest Rooms Plaza) ID 1396c which may be adversely impacted by DT-1 "Preferred Alternative" and should be analyzed further.	Downtown

712	Historic and Archaeological Resources	205	Table 4.3.16-1	Erin Doherty	DON	Identifies the number of designated Seattle Landmarks within the Ballard APE, but does not illustrate how many are impacted by DT-1 vs. DT-2. This type of comparison is done for properties listed on the National Register of Historic Places, and should be done for Seattle Landmarks related to both the Ballard and West Seattle APEs, by segment.	All (Systemwide)
714	Technical Report: Historic and Archaeological Resources	37	2.3	Erin Doherty	DON	This section outlines regulatory requirements. Although it discusses the Landmarks process and SEPA adjacency review, it is missing a reference to the SEPA referral process for individual buildings per SMC 25.05.800, Tables A & B for Footnote (1) for 25.05.800.B.6 and 25.05.800.B.7.	All (Systemwide)
715	Technical Report: Historic and Archaeological Resources		3.2	Erin Doherty	DON	The Area of Potential Effect boundary should encompass the entire Seattle Center campus, as there may be more adverse impacts than those related to a 200' dimension. In addition, include all of the Seattle Center information collected and assessed to inform the determination of eligibility for a potential district.	Downtown
716	Technical Report: Historic and Archaeological Resources		5.1	Erin Doherty	DON	Additional records should include King County property records / title searches.	All (Systemwide)
717	Technical Report: Historic and Archaeological Resources	53	5.2.2	Erin Doherty	DON	Note that building dates on King County Tax records may not be accurate and need to be verified through additional sources.	All (Systemwide)
718	Technical Report: Historic and Archaeological Resources	146	9.9	Erin Doherty	DON	Paramount Theatre should be identified as a City of Seattle Landmark.	Downtown
719	Technical Report: Historic and Archaeological Resources	228	10.5.2.4	Erin Doherty	DON	This section notes the proposed removal of the "north façade canopy" for the International Commerce & Industry Building (Northwest Rooms) ID 1396a. Provide clarification of the "canopy". This building has a character defining, 4' deep roof overhang on all sides of the building, that is not a canopy. It appears to be comprised of the extended top chord of each roof truss, which supports the building's roof deck. If this what is being described as a canopy, revise to reflect removal of roof overhang and alteration of roof trusses. Provide a description of the other proposed alterations to building systems/utilities, circulation, etc. on the north side of the building, both short and long term as a result of DT-1 "Preferred Alternative".	Downtown
720	Technical Report: Historic and Archaeological Resources	228	10.5.2.4	Erin Doherty	DON	The identification of potential adverse effects on the Seattle Center's International Commerce & Industry Building (Northwest Rooms) ID 1396a / International Plaza (Northwest Rooms Plaza) ID 1396c / Sweden Pavilion (International Fountain Pavilion) ID 1396d as a result of DT-1 "Preferred Alternative" is incomplete. Missing information includes construction methods for open cut directly adjacent to and beneath this Seattle Landmark with direct physical/proximity impacts, and additional potential adverse structural impacts due to vibration, settlement and water table (as demonstrated by recent Arena expansion project), both in the short and long term. As shown in the drawings, the immediate adjacency of the multi-storied open cut will impact the structural foundation of the building. There is no description of the methodology to protect and support the Seattle Landmark during construction, even though the proposed station would be less than 3' from the building face. Provide a construction feasibility study so that the actual effects can be assessed.	Downtown
721	Technical Report: Historic and Archaeological Resources	261	11	Erin Doherty	DON	Due to the cumulative impacts on this Seattle Landmark, identify measures to avoid adverse effects on the Seattle Center International Commerce & Industry Building (Northwest Rooms) ID 1396a, International Plaza (Northwest Rooms Plaza) ID 1396c, and the Sweden Pavilion (International Fountain Pavilion) ID 1396d.	Downtown
723	Historic and Archaeological Resources	229	Table 4.3.16-5	Erin Doherty	DON	Seattle Center's Historic Playhouse ID 359a may be adversely impacted by DT-1 "Preferred Alternative" and should be analyzed further as there are no drawings illustrating the adjacent construction and means and methods.	Downtown
724	Technical Report: Historic and Archaeological Resources	228	Section 10.5.2.4	Erin Doherty	DON	The identification of potential adverse effects on Seattle Center's Historic Playhouse ID 359a as a result of DT-1 "Preferred Alternative" is incomplete. There is no information about the open cut construction and means and methods that will be directly adjacent to this historic building. Provide a construction feasibility study so that the actual effects can be assessed.	Downtown
726	Technical Report: Historic and Archaeological Resources	66 of Attachment N.5A	Table N.5A.1	Erin Doherty	DON	The International Fountain is not a Seattle Landmark. The International Fountain Pavilion is a Seattle Landmark, and you are referring to this resource as the Sweden Pavilion.	Downtown
729	Historic and Archaeological Resources	10	4.1.16	Genna Nashem	DON	The paragraph mentions the Landmark Preservation Board and SMC 25.12 but does not mention the CID section passes through two historic district - The Pioneer Square Preservation District and the International District Special Review District. It doesn't state that all alterations to the District including any new construction or demolition will be reviewed by respective Board according to SMC23.66 and would require a Certificate of Approval.	All (Systemwide)
733	Historic and Archaeological Resources	4.2.16.1	4.2.16.1	Genna Nashem	DON	APE should include the King Street Station. The proposed 4th Ave Station is directly across the tracks of King Street Station; bike facilities that would serve the ST station are proposed behind the station and the use of the plaza at King Street station could be affected by the presence, noise and smell of the ventilation shaft.	SODO/CID
734	Technical Report: Historic and Archaeological Resources		2.3	Genna Nashem	DON	Include City Historic Districts -Pioneer Square Preservation District and International Special Review District and regulation SMC 23.66	SODO/CID
762	Technical Report: Historic and Archaeological Resources	10-69/242	10.5.2.5	Sarah Sodt	DON	Regarding the Cape Flattery Apartments the impact of having a vacant building during the duration of the construction should be analyzed. A long-term vacancy can potentially directly cause the owner to pursue demolition of the building and redevelopment.	Interbay-Ballard

Yellin, Michelle

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Monday, May 22, 2023 1:33 PM
To: Gray, Connie; Yellin, Michelle
Cc: Swank, Alisa
Subject: [EXTERNAL] FW: West Seattle and Ballard Link Extensions Section 106 Consulting Parties Draft EIS Briefing

FYI

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

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From: Eugenia Woo <eugeniaw@historicseattle.org>
Sent: Tuesday, May 9, 2023 4:28 PM
To: Assam, Mark (FTA) <mark.assam@dot.gov>
Cc: Stevenson, Alex <alex.stevenson@soundtransit.org>
Subject: Re: West Seattle and Ballard Link Extensions Section 106 Consulting Parties Draft EIS Briefing

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Hello Mark,

Thank you for your response. We look forward to continuing participating in the Section 106 process.

Best,
Eugenia

Eugenia Woo

Director of Preservation Services

Historic Seattle

1117 Minor Ave | Seattle, WA 98101

t: 206.622.6952 ext 245

eugeniaw@historicseattle.org | www.historicseattle.org

From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Thursday, April 27, 2023 6:22 PM
To: Eugenia Woo <eugeniaw@historicseattle.org>
Cc: Stevenson, Alex <alex.stevenson@soundtransit.org>; Wardlaw, Dennis <Dennis.Wardlaw@dahp.wa.gov>; Lyste, Kerry <KLyste@stillaguamish.com>; Mullen-Moses, Steven <Steve@snoqualmietribe.us>; Murphy, Laura <laura.murphy@muckleshoot.nsn.us>; Valdez, Kate <kate@yakama.com>; Young, Richard <ryoung@tulaliptribes-nsn.gov>; Lewarch, Dennis <dlewarch@suquamish.nsn.us>; Lisa Howard <lisa@pioneersquare.org>; jessa@pioneersquare.org <jessa@pioneersquare.org>; nikki@pioneersquare.org <nikki@pioneersquare.org>; Sarah.Sodt@seattle.gov <Sarah.Sodt@seattle.gov>; Kji Kelly <kjik@historicseattle.org>; kathleen@historicsouthdowntown.org <kathleen@historicsouthdowntown.org>; marykate@historicsouthdowntown.org <marykate@historicsouthdowntown.org>; Jennifer.Meisner@kingcounty.gov <Jennifer.Meisner@kingcounty.gov>; Todd.Scott@kingcounty.gov <Todd.Scott@kingcounty.gov>; rsmith@martinsmith.com <rsmith@martinsmith.com>; Julia.Levitt@seattle.gov <Julia.Levitt@seattle.gov>; Jaredj@scidpda.org <Jaredj@scidpda.org>; cmoore@preservewa.org <cmoore@preservewa.org>; huy@preservewa.org <huy@preservewa.org>; dlum@interimcda.org <dlum@interimcda.org>; director@loghousemuseum.org <director@loghousemuseum.org>; Brooks, Allyson <Allyson.Brooks@DAHP.WA.GOV>; 'Vann, Nicholas (DAHP)' <nicholas.vann@dahp.wa.gov>; Remington, Barney (FTA) <barney.remington@dot.gov>; Zweifel, Justin (FTA) <justin.zweifel@dot.gov>; Costanza, Ann <acostanza@anchorqea.com>; Barbara Bundy (bbundy@anchorqea.com) <bbundy@anchorqea.com>; Swift, Lauren <lauren.swift@soundtransit.org>; Durkin, Cassandra <cassandra.durkin@soundtransit.org>; Schreck, Jennifer <jennifer.schreck@soundtransit.org>; Lair, Alexis <alexis.lair@soundtransit.org>; Chahim, Leda <leda.chahim@soundtransit.org>; maggiek@loghousemuseum.org <maggiek@loghousemuseum.org>
Subject: RE: West Seattle and Ballard Link Extensions Section 106 Consulting Parties Draft EIS Briefing

Dear Ms. Woo,

Thank you for your message below regarding the West Seattle and Ballard Link Extensions (WSBLE) Project. As you may know, in June 2022, the Sound Transit Board of Directors (Board) identified the preferred alternative for the West Seattle Link Extension component of the WSBLE Project, and requested further studies on the Ballad Link Extension component (see Board motion here). In March 2023, after the further studies period concluded, the Board identified the preferred alternative for the Ballard Link Extension component of the WSBLE Project (see Board motion and press release here and here, respectively).

Over the past several months, Sound Transit staff focus on activities related to the further studies requested by the Board has resulted in delays to the overall environmental review of the WSBLE Project, including the Section 106 process. Now that these further studies activities have been completed, and along with the Board action last month, FTA and Sound Transit anticipate resuming forward progress on the environmental review for the Project in the near future. This will include a resumption of Section 106 consultation activities for the Project with the State Historic Preservation Officer, Tribes, and Consulting Parties.

Finally, it should be noted that identification of a preferred alternative by the Board is not a final decision on the WSBLE Project. The final decision on the Project will not occur until after publication of a Final Environmental Impact Statement.

If you have other questions or concerns about the WSBLE Project, please do not hesitate to reach out to me. Thank you for your consultation on the Project.

Sincerely,

Mark A. Assam, AICP
Environmental Protection Specialist
U.S. Department of Transportation
Federal Transit Administration | Office of Environmental Programs
915 2nd Avenue, Suite 3192 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Eugenia Woo <eugeniaw@historicseattle.org>
Sent: Thursday, April 13, 2023 11:57 AM
To: Stevenson, Alex <alex.stevenson@soundtransit.org>; Wardlaw, Dennis <Dennis.Wardlaw@dahp.wa.gov>; Lyste, Kerry <KLyste@stillaguamish.com>; Mullen-Moses, Steven <Steve@snoqualmietribe.us>; Murphy, Laura <laura.murphy@muckleshoot.nsn.us>; Valdez, Kate <kate@yakama.com>; Young, Richard <ryoung@tulaliptribes-nsn.gov>; Lewarch, Dennis <dlewarch@suquamish.nsn.us>; Lisa Howard <lisa@pioneersquare.org>; jessa@pioneersquare.org; nikki@pioneersquare.org; Sarah.Sodt@seattle.gov; Kji Kelly <kjik@historicseattle.org>; kathleen@historicsouthdowntown.org; marykate@historicsouthdowntown.org; Jennifer.Meisner@kingcounty.gov; Todd.Scott@kingcounty.gov; rsmith@martinsmith.com; Julia.Levitt@seattle.gov; Jaredj@scidpda.org; cmoore@preservewa.org; huy@preservewa.org; dlum@interimcda.org; director@loghousemuseum.org; Brooks, Allyson <Allyson.Brooks@DAHP.WA.GOV>; 'Vann, Nicholas (DAHP)' <nicholas.vann@dahp.wa.gov>
Cc: Assam, Mark (FTA) <Mark.Assam@dot.gov>; Remington, Barney (FTA) <barney.remington@dot.gov>; Gamza, Thomas (FTA) <thomas.gamza@dot.gov>; Costanza, Ann <acostanza@anchorqea.com>; Barbara Bundy (bbundy@anchorqea.com) <bbundy@anchorqea.com>; Swift, Lauren <lauren.swift@soundtransit.org>; Lair, Alexis <alexis.lair@soundtransit.org>; Chahim, Leda <leda.chahim@soundtransit.org>; maggiek@loghousemuseum.org
Subject: Re: West Seattle and Ballard Link Extensions Section 106 Consulting Parties Draft EIS Briefing

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Hi Alex,

I am writing on behalf of Historic Seattle. We are a consulting party to Section 106 for the WSBLE project.

Can you provide an update to the Section 106 process for this project? Perhaps I missed some communications since April 2022, the last time I believe the consulting parties met (one year ago).

Historic Seattle submitted DEIS comments last year and have been following the project on our own. The Sound Transit Board seems to be close to making a decision on the preferred routes. There is controversy over the C-ID station(s) and new stations (North-South) are now proposed that were not part of the DEIS. The National Register-eligible (criteria A and C) King County Administration Building may be impacted depending on which route is chosen.

We look forward to getting an update and learning how consulting parties can be more active in participating in this process BEFORE decisions are made or close to being made.

I removed Holly Borth from this email because she is no longer at DAHP and included Dr. Allyson Brooks and Nicholas Vann in this message.

If I missed some correspondence about this, please let me know.

Thank you.

Eugenia

Eugenia Woo

Director of Preservation Services

Historic Seattle

1117 Minor Ave | Seattle, WA 98101

t: 206.622.6952 ext 245

eugeniaw@historicseattle.org | www.historicseattle.org

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Thursday, March 31, 2022 2:53 PM
To: Wardlaw, Dennis <Dennis.Wardlaw@dahp.wa.gov>; Borth, Holly <Holly.Borth@dahp.wa.gov>; Lyste, Kerry <KLyste@stillaguamish.com>; Mullen-Moses, Steven <Steve@snoqualmietribe.us>; Murphy, Laura <laura.murphy@muckleshoot.nsn.us>; Valdez, Kate <kate@yakama.com>; Young, Richard <ryoung@tulaliptribes-nsn.gov>; Lewarch, Dennis <dlewarch@suquamish.nsn.us>; Lisa Howard <lisa@pioneersquare.org>; jessa@pioneersquare.org <jessa@pioneersquare.org>; nikki@pioneersquare.org <nikki@pioneersquare.org>; Sarah.Sodt@seattle.gov <Sarah.Sodt@seattle.gov>; Kji Kelly <kjik@historicseattle.org>; Eugenia Woo <eugeniaw@historicseattle.org>; kathleen@historicsouthdowntown.org <kathleen@historicsouthdowntown.org>; marykate@historicsouthdowntown.org <marykate@historicsouthdowntown.org>; Jennifer.Meisner@kingcounty.gov <Jennifer.Meisner@kingcounty.gov>; Todd.Scott@kingcounty.gov <Todd.Scott@kingcounty.gov>; rsmith@martinsmith.com <rsmith@martinsmith.com>; Julia.Levitt@seattle.gov <Julia.Levitt@seattle.gov>; Jaredj@scidpda.org <Jaredj@scidpda.org>; cmoore@preservewa.org <cmoore@preservewa.org>; huy@preservewa.org <huy@preservewa.org>; dlum@interimcda.org <dlum@interimcda.org>; director@loghousemuseum.org <director@loghousemuseum.org>
Cc: Assam, Mark (FTA) <mark.assam@dot.gov>; Remington, Barney (FTA) <barney.remington@dot.gov>; Gamza, Thomas (FTA) <thomas.gamza@dot.gov>; Costanza, Ann <acostanza@anchorqea.com>; Barbara Bundy (bbundy@anchorqea.com) <bbundy@anchorqea.com>; Swift, Lauren <lauren.swift@soundtransit.org>; Lair, Alexis <alexis.lair@soundtransit.org>; Chahim, Leda <leda.chahim@soundtransit.org>; maggiek@loghousemuseum.org <maggiek@loghousemuseum.org>
Subject: RE: West Seattle and Ballard Link Extensions Section 106 Consulting Parties Draft EIS Briefing

Hello again everyone –

Some folks, but apparently not everyone, have apparently had issues with the agenda I attached to the invitation for this meeting. Here is the agenda if you didn't receive it or can't access it on the invite.

Alex

Alex E. Stevenson
Cultural Resources Program Manager
Sound Transit
Desk: 206-553-3655
Mobile: 206-419-5315

Pronouns: He/Him/His

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-----Original Appointment-----
From: Stevenson, Alex
Sent: Thursday, March 31, 2022 2:28 PM
To: Stevenson, Alex; Wardlaw, Dennis; Borth, Holly; Lyste, Kerry; Steven Moses; laura.murphy@muckleshoot.nsn.us; Valdez, Kate; Young, Richard; Lewarch, Dennis; Lisa Howard; jessa@pioneersquare.org; nikki@pioneersquare.org; Sarah.Sodt@seattle.gov; kjik@historicseattle.org; eugeniaw@historicseattle.org; kathleen@historicsouthdowntown.org; marykate@historicsouthdowntown.org; Jennifer.Meisner@kingcounty.gov; Todd.Scott@kingcounty.gov; rsmith@martinsmith.com; Julia.Levitt@seattle.gov; Jaredj@scidpda.org; cmoore@preservewa.org; huy@preservewa.org; dlum@interimcda.org; director@loghousemuseum.org
Cc: Assam, Mark (FTA); Remington, Barney (FTA); Gamza, Thomas (FTA); Costanza, Ann; Barbara Bundy; Swift, Lauren; Lair, Alexis; Chahim, Leda; maggiek@loghousemuseum.org
Subject: West Seattle and Ballard Link Extensions Section 106 Consulting Parties Draft EIS Briefing
When: Tuesday, April 5, 2022 11:00 AM-12:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Microsoft Teams Meeting

Good afternoon –

The Federal Transit Administration (FTA) and Sound Transit invite you to attend the West Seattle and Ballard Link Extensions (WSBLE) Section 106 Additional Consulting Parties Draft Environmental Impact Statement Briefing . In this meeting we will:

- Provide an overview of West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS)
- Review historic property documentation in the DEIS:
  Methods for National Register of Historic Places Eligibility Determinations
  Methods for Section 106 Effects Determinations

The meeting agenda is attached to this invite and a meeting summary will be distributed for those who are not able to attend. I apologize for the delay getting this invitation out to you.

If you have any questions in advance of the meeting please contact Mark Assam (FTA) at mark.assam@dot.gov or 206-220-4465 or Alex Stevenson (Sound Transit) at alex.stevenson@soundtransit.org or 206-419-5315.

Thank you!

Microsoft Teams meeting

SOUNDTRANSIT

July 10, 2023 *Sent via email*

The Honorable Jaison Elkins
Muckleshoot Indian Tribe
39015 172nd Avenue Southeast
Auburn, WA 98092

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Chairman Elkins,

The purpose of this letter is to update the Muckleshoot Indian Tribe regarding the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process for Sound Transit's West Seattle Link Extension and Ballard Link Extension projects. These projects will expand Link light rail transit service from West Seattle to SODO and from Downtown Seattle to Ballard.

After completing a Draft Environmental Impact Statement that evaluated the combined West Seattle and Ballard Link extension projects, Sound Transit, in consultation with the Federal Transit Administration (FTA), determined that the environmental review process for the two extensions should continue separately. The two projects have different opening dates, and they will ultimately function as separate lines, with the West Seattle Link Extension connecting to Everett and the Ballard Link Extension connecting to Tacoma. The two projects are also now on different schedules for completion of environmental review.

The decision to separate the environmental review processes for these extensions was not made lightly, and it follows consideration of all the feedback received to date from Consulting Tribes, agencies, and the public. The information below summarizes the environmental process to date, explains the decision to separate the environmental review for the West Seattle Link Extension and the Ballard Link Extension projects moving forward, and describes anticipated next steps.

Project Background and Environmental Review Process to Date

The West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects are elements of the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The WSLE would be about 4.7 miles long and would include stations at SODO, Delridge, Avalon, and Alaska Junction. The BLE would be about 7.1 miles long and would include a new 3.3-mile light rail-only tunnel in Downtown Seattle. Stations for the BLE would serve Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

The WSLE is scheduled to begin service along the full line in 2032. The BLE is scheduled to begin service in 2039.

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www.soundtransit.org

Sound Transit and FTA evaluated both extensions under a single EIS because they have overlapping project areas and, when started, were on the same environmental review timeline. Combining the environmental review process for both extensions created efficiencies for lead agency, partner agency, and Tribal consultation, making the best use of staff resources during the extensive collaboration necessary to move the light rail extensions forward. The West Seattle and Ballard Link Extensions Draft EIS evaluated the WSLE separately from the BLE except where appropriate in the Cumulative Effects analysis. For example, Chapter 4, Affected Environment and Environmental Consequences was separated into two main sections: Section 4.2 West Seattle Link Extension, and Section 4.3 Ballard Link Extension. Each section separately evaluated the effects of the respective link extensions. Chapter 5, Cumulative Effects, evaluated the effects of the two extensions when considered together.

Key milestones to date are summarized below.

- February 2018: Early Scoping
    - Early scoping notice in the SEPA Register began Alternatives Development process under SEPA. Sound Transit notified interested agencies of early scoping for the combined projects
    - FTA initiated Government-to-Government consultation with federally recognized Tribes.
- February 2019: Formal Scoping
    - FTA published Notice of Intent (NOI) to prepare an EIS in the *Federal Register* (84 *Federal Register* 3541) began formal scoping for the combined West Seattle and Ballard Link Extensions Draft EIS under NEPA.
    - Sound Transit published a Determination of Significance in the SEPA Register
- May 2019: Identification of Draft EIS Alternatives and Preferred Alternative
    - Sound Transit Board directed staff to conduct an initial assessment of additional alternatives suggested during the EIS scoping period. Following completion of that initial assessment, the Sound Transit Board approved Motion M2019-104 in October 2019, which identified additional alternatives to study in the Draft EIS.
- January 2022: WSBLE Draft EIS published, followed by a 90-day public comment period.
- July 2022: Based on Draft EIS analysis and comments received from Tribes, the public, and agency partners, Sound Transit Board identified Preferred Alternative for the WSLE, directed staff to advance preliminary engineering and environmental review of WSLE, and directed staff to conduct further studies for the BLE.
- February 2023: Further studies for BLE were completed and the results and public feedback on the studies were presented to the Sound Transit Board.
- March 2023: Sound Transit Board identified Preferred Alternative for BLE.

Separating the Project Environmental Reviews

As described in the Draft EIS, the WSLE and the BLE would operate as separate lines in the light rail system. The Draft EIS evaluated both extensions together, because of their location, schedule, and review efficiencies for partner agencies as described above.

While the WSLE and BLE were evaluated together in the Draft EIS, given the Sound Transit Board's direction in July 2022 for further studies for the BLE and the additional environmental review needed for some of the project refinements resulting from the Sound Transit Board action in March 2023, environmental reviews for the two extensions are no longer on the same schedule. Rather than delay completion of the environmental review process for the WSLE while additional conceptual engineering and environmental review are conducted for the BLE, Sound Transit and FTA have decided to complete environmental review for each extension separately. Because they will operate as separate lines, the extensions are stand-alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering

WSLE while further studies are undertaken on BLE. Advancing WSLE also minimizes further delay in providing a new high-capacity transit connection serving environmental justice communities south of the study area for whom the WSLE stations would be a transfer point when traveling to or through downtown.

Because the NEPA process for the two extensions began with one NOI in the Federal Register, FTA considered the appropriate steps under NEPA for continuing the process separately for the two extensions. FTA has determined that to separate the environmental review for the WSLE and BLE projects, the existing NOI published in the Federal Register in February 2019 can only continue to pertain to one extension, and the other extension will initiate a separate NEPA action under a new NOI.

The WSLE is more advanced, with preliminary engineering of the preferred alternative underway, therefore, FTA and Sound Transit will proceed with the WSLE under the existing NOI, redefining the project to remove the BLE portions. As described in the Draft EIS, the WSLE will consist of about 4.7 miles of new light rail line, including stations at SODO, Delridge, Avalon, and Alaska Junction. Sound Transit and FTA will proceed with the preparation and publication of a Final EIS for the WSLE, which is anticipated to be completed in 2024. The Final EIS will include responses to comments received on the West Seattle and Ballard Link Extensions Draft EIS that are related to the West Seattle Link Extension or are corridor-wide comments.

For the BLE, FTA and Sound Transit will issue a new NOI under NEPA. (There is no similar need to issue a new scoping notice under SEPA). All previous scoping comments, public outreach, and environmental analysis related to BLE will be carried forward into a new Draft NEPA/SEPA EIS focused on BLE. This Draft EIS also will contain additional analysis related to the Sound Transit Board's direction for further studies and a preferred alternative for BLE. The BLE Draft EIS publication will be followed by a public comment period.

Other federal programs that typically fall under the NEPA umbrella for evaluation -- such as Section 106 of the National Historic Preservation Act and the Endangered Species Act -- will also be divided and defined separately for the two extensions.

Next Steps

The following generally describes the anticipated next steps for the two light rail extensions. More detail will be provided as FTA and Sound Transit continues Tribal consultation and agency coordination for both extensions.

WSLE: In the coming months, Sound Transit and FTA will prepare the Final EIS for the WSLE project. The Final EIS will include the analysis from the West Seattle and Ballard Link Extensions Draft EIS for the WSLE alternatives, updated as appropriate, and will reflect the preferred alternative as well as other refinements/alternatives identified by the Sound Transit Board in July 2022. FTA and Sound Transit will continue to engage with Tribes, agencies and the public through the environmental review process. Publication of the Final EIS is currently anticipated in 2024, followed by the Sound Transit Board's selection of the project to be built and FTA's issuance of a Record of Decision. Sound Transit will then begin final design, permitting, property acquisition, and construction of the WSLE.

BLE: FTA and Sound Transit will issue a new NOI and prepare a separate Draft EIS focused on the BLE. That Draft EIS will carry forward the BLE analysis from the West Seattle and Ballard Link Extensions Draft EIS. The BLE alternatives will be updated as appropriate, including analysis of the preferred alternative as well as other refinements/alternatives identified by the Sound Transit Board in March 2023. FTA and Sound Transit will continue to engage with Tribes and agencies and will provide for public engagement consistent with NEPA and SEPA requirements. FTA will initiate Government-to-Government consultation and Section 106 consultation for the BLE project.

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Sincerely,

Cathal Ridge

Cathal Ridge, Executive Corridor Director

Sincerely,

Dezerae Hayes Ph.D., Director of Tribal Relations

cc: Sean Daniels, Public and Business Affairs, Muckleshoot Indian Tribe
Glen St. Amant, Natural Resources, Muckleshoot Indian Tribe
Martin Fox, Natural Resources, Muckleshoot Indian Tribe
Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
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Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

The Honorable Eric White
Stillaguamish Tribe of Indians of Washington
PO Box 277
Arlington, WA 98223-0277

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Chairman White,

The purpose of this letter is to update the Stillaguamish Tribe of Indians regarding the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process for Sound Transit's West Seattle Link Extension and Ballard Link Extension projects. These projects will expand Link light rail transit service from West Seattle to SODO and from Downtown Seattle to Ballard.

After completing a Draft Environmental Impact Statement that evaluated the combined West Seattle and Ballard Link extension projects, Sound Transit, in consultation with the Federal Transit Administration (FTA), determined that the environmental review process for the two extensions should continue separately. The two projects have different opening dates, and they will ultimately function as separate lines, with the West Seattle Link Extension connecting to Everett and the Ballard Link Extension connecting to Tacoma. The two projects are also now on different schedules for completion of environmental review.

The decision to separate the environmental review processes for these extensions was not made lightly, and it follows consideration of all the feedback received to date from the Consulting Tribes, agencies, and public. The information below summarizes the environmental process to date, explains the decision to separate the environmental review for the West Seattle Link Extension and the Ballard Link Extension projects moving forward, and describes anticipated next steps.

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Sound Transit and FTA evaluated both extensions under a single EIS because they have overlapping project areas and, when started, were on the same environmental review timeline. Combining the environmental review process for both extensions created efficiencies for lead agency, partner agency, and Tribal consultation, making the best use of staff resources during the extensive collaboration necessary to move the light rail extensions forward. The West Seattle and Ballard Link Extensions Draft EIS evaluated the WSLE separately from the BLE except where appropriate in the Cumulative Effects analysis. For example, Chapter 4, Affected Environment and Environmental Consequences was separated into two main sections: Section 4.2 West Seattle Link Extension, and Section 4.3 Ballard Link Extension. Each section separately evaluated the effects of the respective link extensions. Chapter 5, Cumulative Effects, evaluated the effects of the two extensions when considered together.

Key milestones to date are summarized below.

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Cathal Ridge

Cathal Ridge, Executive Corridor Director

Sincerely,

Dezerae Hayes Ph.D., Director of Tribal Relations

cc: Sara Thitipraseth, Director of Stillaguamish Natural Resources Department, Stillaguamish Tribe of Indians of Washington
Kerry Lyste, Cultural Resources, Stillaguamish Tribe of Indians of Washington
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SOUNDTRANSIT

July 10, 2023 *Sent via email*

The Honorable Leonard Forsman
Suquamish Indian Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392-0498

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Chairman Forsman,

The purpose of this letter is to update the Suquamish Indian Tribe regarding the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process for Sound Transit's West Seattle Link Extension and Ballard Link Extension projects. These projects will expand Link light rail transit service from West Seattle to SODO and from Downtown Seattle to Ballard.

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SOUNDTRANSIT

July 10, 2023 *Sent via email*

The Honorable Teri Gobin
Tulalip Tribe of Washington
6406 Marine Drive Northwest
Tulalip, WA 98271

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Chairwoman Gobin,

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Sincerely,

Cathal Ridge

Cathal Ridge, Executive Corridor Director

Sincerely,

Dezerae Hayes Ph.D., Director of Tribal Relations

cc: Kurt Nelson, Environmental Department Manager, Tulalip Tribes of Washington
Richard Young, Cultural Resources, Tulalip Tribes of Washington
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Leda Chahim, Government & Community Relations Manager Central Corridor, Sound Transit
Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

The Honrable Gerald Lewis
Confederated Tribes and Bands of the Yakama Nation
PO BOX 151
Toppenish, WA 98948

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Chairman Lewis,

The purpose of this letter is to update the Yakama Nation regarding the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process for Sound Transit's West Seattle Link Extension and Ballard Link Extension projects. These projects will expand Link light rail transit service from West Seattle to SODO and from Downtown Seattle to Ballard.

After completing a Draft Environmental Impact Statement that evaluated the combined West Seattle and Ballard Link extension projects, Sound Transit, in consultation with the Federal Transit Administration (FTA), determined that the environmental review process for the two extensions should continue separately. The two projects have different opening dates, and they will ultimately function as separate lines, with the West Seattle Link Extension connecting to Everett and the Ballard Link Extension connecting to Tacoma. The two projects are also now on different schedules for completion of environmental review.

The decision to separate the environmental review processes for these extensions was not made lightly, and it follows consideration of all the feedback received to date from the Consulting Tribes, agencies, and public. The information below summarizes the environmental process to date, explains the decision to separate the environmental review for the West Seattle Link Extension and the Ballard Link Extension projects moving forward, and describes anticipated next steps.

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The West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects are elements of the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The WSLE would be about 4.7 miles long and would include stations at SODO, Delridge, Avalon, and Alaska Junction. The BLE would be about 7.1 miles long and would include a new 3.3-mile light rail-only tunnel in Downtown Seattle. Stations for the BLE would serve Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

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Cathal Ridge

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cc: Phillip Rigdon, Director of Natural Resources, Confederated Tribes and Bands of the Yakama Nation
Casey Barney, Cultural Resources, Confederated Tribes and Bands of the Yakama Nation
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Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

The Honorable Cecile A. Hansen
Duwamish Tribe
4705 West Marginal Way SW
Seattle, WA 98106

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Chairwoman Hansen,

The purpose of this letter is to update the Duwamish Tribe regarding the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process for Sound Transit's West Seattle Link Extension and Ballard Link Extension projects. These projects will expand Link light rail transit service from West Seattle to SODO and from Downtown Seattle to Ballard.

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SOUNDTRANSIT

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Snohomish Tribe
PO Box 267
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After completing a Draft Environmental Impact Statement that evaluated the combined West Seattle and Ballard Link extension projects, Sound Transit, in consultation with the Federal Transit Administration (FTA), determined that the environmental review process for the two extensions should continue separately. The two projects have different opening dates, and they will ultimately function as separate lines, with the West Seattle Link Extension connecting to Everett and the Ballard Link Extension connecting to Tacoma. The two projects are also now on different schedules for completion of environmental review.

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Sound Transit and FTA evaluated both extensions under a single EIS because they have overlapping project areas and, when started, were on the same environmental review timeline. Combining the environmental review process for both extensions created efficiencies for lead agency, partner agency, and Tribal consultation, making the best use of staff resources during the extensive collaboration necessary to move the light rail extensions forward. The West Seattle and Ballard Link Extensions Draft EIS evaluated the WSLE separately from the BLE except where appropriate in the Cumulative Effects analysis. For example, Chapter 4, Affected Environment and Environmental Consequences was separated into two main sections: Section 4.2 West Seattle Link Extension, and Section 4.3 Ballard Link Extension. Each section separately evaluated the effects of the respective link extensions. Chapter 5, Cumulative Effects, evaluated the effects of the two extensions when considered together.

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WSLE while further studies are undertaken on BLE. Advancing WSLE also minimizes further delay in providing a new high-capacity transit connection serving environmental justice communities south of the study area for whom the WSLE stations would be a transfer point when traveling to or through downtown.

Because the NEPA process for the two extensions began with one NOI in the Federal Register, FTA considered the appropriate steps under NEPA for continuing the process separately for the two extensions. FTA has determined that to separate the environmental review for the WSLE and BLE projects, the existing NOI published in the Federal Register in February 2019 can only continue to pertain to one extension, and the other extension will initiate a separate NEPA action under a new NOI.

The WSLE is more advanced, with preliminary engineering of the preferred alternative underway, therefore, FTA and Sound Transit will proceed with the WSLE under the existing NOI, redefining the project to remove the BLE portions. As described in the Draft EIS, the WSLE will consist of about 4.7 miles of new light rail line, including stations at SODO, Delridge, Avalon, and Alaska Junction. Sound Transit and FTA will proceed with the preparation and publication of a Final EIS for the WSLE, which is anticipated to be completed in 2024. The Final EIS will include responses to comments received on the West Seattle and Ballard Link Extensions Draft EIS that are related to the West Seattle Link Extension or are corridor-wide comments.

For the BLE, FTA and Sound Transit will issue a new NOI under NEPA. (There is no similar need to issue a new scoping notice under SEPA). All previous scoping comments, public outreach, and environmental analysis related to BLE will be carried forward into a new Draft NEPA/SEPA EIS focused on BLE. This Draft EIS also will contain additional analysis related to the Sound Transit Board's direction for further studies and a preferred alternative for BLE. The BLE Draft EIS publication will be followed by a public comment period.

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Next Steps

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While a new NOI will be issued for BLE to ensure technical compliance with NEPA requirements, environmental review for the BLE is not starting over. The years of previous stakeholder engagement and environmental analysis will be used and included in preparing the Draft EIS focused on BLE. This includes all the feedback from Consulting Tribes, agencies, and the public received to date. For example, while a scoping period will be conducted along with issuance of the new NOI, commenters who previously provided scoping comments do not have to comment again as their previous comments will be carried forward. Comments made on the West Seattle and Ballard Link Extensions Draft EIS related to the Ballard Link Extension will also be considered during preparation of the Draft EIS focused on BLE and responded to as part of the BLE Final EIS.

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Sound Transit and FTA will ensure the public is made aware of this decision to separate the environmental documents for the West Seattle and Ballard Link Extensions through Sound Transit's robust public outreach program, including email updates, website, discussion at Sound Transit board meetings, workshops, and community fairs.

Sound Transit look forward to continuing our coordination and consultation for both projects as they move forward through the NEPA/SEPA processes. If you have any questions about the projects or the revised approach to environmental review, please contact Lauren Swift, Central Corridor Environmental Manager, at lauren.swift@soundtransit.org or 206/398-5301, or Mark Assam, Environmental Protection Specialist, at mark.assam@dot.gov or 206/220-4465.

Sincerely,

Cathal Ridge

Cathal Ridge, Executive Corridor Director

Sincerely,

Dezerae Hayes Ph.D., Director of Tribal Relations

cc: Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Leda Chahim, Government & Community Relations Manager Central Corridor, Sound Transit
Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

Kji Kelly
Executive Director
Historic Seattle
1117 Minor Avenue
Seattle, WA 98101

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Kji,

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Sincerely,

Cathal Ridge
Cathal Ridge, Executive Corridor Director

cc: Eugenia Woo, Director of Preservation Services, Historic Seattle
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Leda Chahim, Government & Community Relations Manager Central Corridor, Sound Transit
Alex Stevenson, Manager-Cultural Resources, Sound Transit
Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

Lisa Howard
Executive Director
Alliance for Pioneer Square
PO Box 4507
Seattle, WA 98194

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Lisa,

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Sincerely,

Cathal Ridge
Cathal Ridge, Executive Corridor Director

cc: Jessa Timmer, Deputy Director, Alliance for Pioneer Square
Nikki Somers, Office Manager, Alliance for Pioneer Square
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Leda Chahim, Government & Community Relations Manager Central Corridor, Sound Transit
Alex Stevenson, Manager-Cultural Resources, Sound Transit
Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

Sarah Sodt
City Historic Preservation Officer
PO Box 94649
Seattle, WA 98124-4649

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Sarah,

The purpose of this letter is to update agency partners on the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process for Sound Transit's West Seattle Link Extension and Ballard Link Extension projects. These projects will expand Link light rail transit service from West Seattle to SODO and from Downtown Seattle to Ballard.

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Alex Stevenson, Manager-Cultural Resources, Sound Transit
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SOUNDTRANSIT

July 10, 2023 *Sent via email*

Kathleen Barry Johnson
Executive Director
Historic South Downtown Community Preservation and Development Authority
409b Maynard Ave S
Seattle, Wa 98104

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Kathleen,

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cc: MaryKate Ryan, Community Preservation Associate, Historic South Downtown Community Preservation and Development Authority
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Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

Derek Lum
Policy Analyst
InterimCDA
P.O. Box 3363
Seattle, WA 98114

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Derek,

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Sincerely,

Cathal Ridge
Cathal Ridge, Executive Corridor Director

cc: Lauren Swift, Central Corridor Environmental Manager, Sound Transit
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Alex Stevenson, Manager-Cultural Resources, Sound Transit
Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

Jennifer Meisner
Historic Preservation Officer
King County Historic Preservation Program
2913 Franklin Avenue E. Suite A
Seattle, WA 98102

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Jennifer,

The purpose of this letter is to update agency partners on the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process for Sound Transit's West Seattle Link Extension and Ballard Link Extension projects. These projects will expand Link light rail transit service from West Seattle to SODO and from Downtown Seattle to Ballard.

After completing a Draft Environmental Impact Statement that evaluated the combined West Seattle and Ballard Link extension projects, Sound Transit, in consultation with the Federal Transit Administration (FTA), determined that the environmental review process for the two extensions should continue separately. The two projects have different opening dates, and they will ultimately function as separate lines, with the West Seattle Link Extension connecting to Everett and the Ballard Link Extension connecting to Tacoma. The two projects are also now on different schedules for completion of environmental review.

The decision to separate the environmental review processes for these extensions was not made lightly, and it follows consideration of all the feedback received to date from the Tribes, agencies, and public. The information below summarizes the environmental process to date, explains the decision to separate the environmental review for the West Seattle Link Extension and the Ballard Link Extension projects moving forward, and describes anticipated next steps.

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Cathal Ridge, Executive Corridor Director

cc: Todd Scott, Preservation Architect/Planner, King County Historic Preservation Program
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Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

Ryan Smith
Chairman
Martin Smith Inc.
316 Occidental Avenue South
Suite 300
Seattle, WA 98104

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Ryan,

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SOUNDTRANSIT

July 10, 2023 *Sent via email*

Jared Johnson
Co-Executive Director
Seattle Chinatown International District Preservation and Development Authority
PO Box 3302
Seattle, WA 98114

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

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cc: Lauren Swift, Central Corridor Environmental Manager, Sound Transit
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SOUNDTRANSIT

July 10, 2023 *Sent via email*

Michael King
Director
Southwest Seattle Historical Society
3003 61 Ave. SW
Seattle, WA 98116

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Michael,

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SOUNDTRANSIT

July 10, 2023 *Sent via email*

Chris Moore
Executive Director
Washington Trust for Historic Preservation
1204 Minor Ave
Seattle, WA 98101

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While a new NOI will be issued for BLE to ensure technical compliance with NEPA requirements, environmental review for the BLE is not starting over. The years of previous stakeholder engagement and environmental analysis will be used and included in preparing the Draft EIS focused on BLE. This includes all the feedback from Tribes, agencies, and the public received to date. For example, while a scoping period will be conducted along with issuance of the new NOI, commenters who previously provided scoping comments do not have to comment again as their previous comments will be carried forward. Comments made on the West Seattle and Ballard Link Extensions Draft EIS related to the Ballard Link Extension will also be considered during preparation of the Draft EIS focused on BLE and responded to as part of the BLE Final EIS.

In addition, the separate Draft EIS will rely on and incorporate the existing work to date based on various NEPA and FTA statutes and regulations that support streamlining and avoiding duplication. The separate Draft EIS also will meet recent changes to Federal law that require that the Record of Decision (ROD) be issued within two years of issuance of the NOI. The separate Draft EIS will include the same analysis for the BLE alternatives as the previous Draft EIS that was issued for the combined West Seattle and Ballard Link Extensions, with updates as appropriate to reflect project refinements and other changes. Details of the BLE environmental review will be shared when available.

Sound Transit and FTA will ensure the public is made aware of this decision to separate the environmental documents for the West Seattle and Ballard Link Extensions through Sound Transit's robust public outreach program, including email updates, website, discussion at Sound Transit board meetings, workshops, and community fairs.

FTA and Sound Transit look forward to continuing our coordination and consultation for both projects as they move forward through the NEPA/SEPA processes. If you have any questions about the projects or the revised approach to environmental review, please contact Lauren Swift, Central Corridor Environmental Manager, at lauren.swift@soundtransit.org or 206/398-5301, or Mark Assam, Environmental Protection Specialist, at mark.assam@dot.gov or 206/220-4465.

Sincerely,

Cathal Ridge
Cathal Ridge, Executive Corridor Director

cc: Huy Pham, Preservation Programs Director, Washington Trust for Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Leda Chahim, Government & Community Relations Manager Central Corridor, Sound Transit
Alex Stevenson, Manager-Cultural Resources, Sound Transit
Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

SOUNDTRANSIT

July 10, 2023 *Sent via email*

Julia Levitt
Strategic Advisor
Seattle Center
305 Harrison St
Seattle, WA 98109

RE: Sound Transit West Seattle Link Extension and Ballard Link Extension Projects

Dear Julia,

The purpose of this letter is to update agency partners on the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process for Sound Transit's West Seattle Link Extension and Ballard Link Extension projects. These projects will expand Link light rail transit service from West Seattle to SODO and from Downtown Seattle to Ballard.

After completing a Draft Environmental Impact Statement that evaluated the combined West Seattle and Ballard Link extension projects, Sound Transit, in consultation with the Federal Transit Administration (FTA), determined that the environmental review process for the two extensions should continue separately. The two projects have different opening dates, and they will ultimately function as separate lines, with the West Seattle Link Extension connecting to Everett and the Ballard Link Extension connecting to Tacoma. The two projects are also now on different schedules for completion of environmental review.

The decision to separate the environmental review processes for these extensions was not made lightly, and it follows consideration of all the feedback received to date from the Tribes, agencies, and public. The information below summarizes the environmental process to date, explains the decision to separate the environmental review for the West Seattle Link Extension and the Ballard Link Extension projects moving forward, and describes anticipated next steps.

Project Background and Environmental Review Process to Date

The West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects are elements of the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The WSLE would be about 4.7 miles long and would include stations at SODO, Delridge, Avalon, and Alaska Junction. The BLE would be about 7.1 miles long and would include a new 3.3-mile light rail-only tunnel in Downtown Seattle. Stations for the BLE would serve Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

The WSLE is scheduled to begin service along the full line in 2032. The BLE is scheduled to begin service in 2039.

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Sound Transit and FTA evaluated both extensions under a single EIS because they have overlapping project areas and, when started, were on the same environmental review timeline. Combining the environmental review process for both extensions created efficiencies for lead agency, partner agency, and Tribal consultation, making the best use of staff resources during the extensive collaboration necessary to move the light rail extensions forward. The West Seattle and Ballard Link Extensions Draft EIS evaluated the WSLE separately from the BLE except where appropriate in the Cumulative Effects analysis. For example, Chapter 4, Affected Environment and Environmental Consequences was separated into two main sections: Section 4.2 West Seattle Link Extension, and Section 4.3 Ballard Link Extension. Each section separately evaluated the effects of the respective link extensions. Chapter 5, Cumulative Effects, evaluated the effects of the two extensions when considered together.

Key milestones to date are summarized below.

- February 2018: Early Scoping
    - Early scoping notice in the SEPA Register began Alternatives Development process under SEPA. Sound Transit notified interested agencies of early scoping for the combined projects
    - FTA initiated Government-to-Government consultation with federally recognized Tribes.
- February 2019: Formal Scoping
    - FTA published Notice of Intent (NOI) to prepare an EIS in the *Federal Register* (84 *Federal Register* 3541) began formal scoping for the combined West Seattle and Ballard Link Extensions Draft EIS under NEPA.
    - Sound Transit published a Determination of Significance in the SEPA Register
- May 2019: Identification of Draft EIS Alternatives and Preferred Alternative
    - Sound Transit Board directed staff to conduct an initial assessment of additional alternatives suggested during the EIS scoping period. Following completion of that initial assessment, the Sound Transit Board approved Motion M2019-104 in October 2019, which identified additional alternatives to study in the Draft EIS.
- January 2022: WSBLE Draft EIS published, followed by a 90-day public comment period.
- July 2022: Based on Draft EIS analysis and comments received from Tribes, the public, and agency partners, Sound Transit Board identified Preferred Alternative for the WSLE, directed staff to advance preliminary engineering and environmental review of WSLE, and directed staff to conduct further studies for the BLE.
- February 2023: Further studies for BLE were completed and the results and public feedback on the studies were presented to the Sound Transit Board.
- March 2023: Sound Transit Board identified Preferred Alternative for BLE.

Separating the Project Environmental Reviews

As described in the Draft EIS, the WSLE and the BLE would operate as separate lines in the light rail system. The Draft EIS evaluated both extensions together, because of their location, schedule, and review efficiencies for partner agencies as described above.

While the WSLE and BLE were evaluated together in the Draft EIS, given the Sound Transit Board's direction in July 2022 for further studies for the BLE and the additional environmental review needed for some of the project refinements resulting from the Sound Transit Board action in March 2023, environmental reviews for the two extensions are no longer on the same schedule. Rather than delay completion of the environmental review process for the WSLE while additional conceptual engineering and environmental review are conducted for the BLE, Sound Transit and FTA have decided to complete environmental review for each extension separately. Because they will operate as separate lines, the extensions are stand-alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering

WSLE while further studies are undertaken on BLE. Advancing WSLE also minimizes further delay in providing a new high-capacity transit connection serving environmental justice communities south of the study area for whom the WSLE stations would be a transfer point when traveling to or through downtown.

Because the NEPA process for the two extensions began with one NOI in the Federal Register, FTA considered the appropriate steps under NEPA for continuing the process separately for the two extensions. FTA has determined that to separate the environmental review for the WSLE and BLE projects, the existing NOI published in the Federal Register in February 2019 can only continue to pertain to one extension, and the other extension will initiate a separate NEPA action under a new NOI.

The WSLE is more advanced, with preliminary engineering of the preferred alternative underway, therefore, FTA and Sound Transit will proceed with the WSLE under the existing NOI, redefining the project to remove the BLE portions. As described in the Draft EIS, the WSLE will consist of about 4.7 miles of new light rail line, including stations at SODO, Delridge, Avalon, and Alaska Junction. Sound Transit and FTA will proceed with the preparation and publication of a Final EIS for the WSLE, which is anticipated to be completed in 2024. The Final EIS will include responses to comments received on the West Seattle and Ballard Link Extensions Draft EIS that are related to the West Seattle Link Extension or are corridor-wide comments.

For the BLE, FTA and Sound Transit will issue a new NOI under NEPA. (There is no similar need to issue a new scoping notice under SEPA). All previous scoping comments, public outreach, and environmental analysis related to BLE will be carried forward into a new Draft NEPA/SEPA EIS focused on BLE. This Draft EIS also will contain additional analysis related to the Sound Transit Board's direction for further studies and a preferred alternative for BLE. The BLE Draft EIS publication will be followed by a public comment period.

Other federal programs that typically fall under the NEPA umbrella for evaluation -- such as Section 106 of the National Historic Preservation Act and the Endangered Species Act -- will also be divided and defined separately for the two extensions.

Next Steps

The following generally describes the anticipated next steps for the two light rail extensions. More detail will be provided as FTA and Sound Transit continue Tribal consultation and agency coordination for both extensions.

WSLE: In the coming months, Sound Transit and FTA will prepare the Final EIS for the WSLE project. The Final EIS will include the analysis from the West Seattle and Ballard Link Extensions Draft EIS for the WSLE alternatives, updated as appropriate, and will reflect the preferred alternative as well as other refinements/alternatives identified by the Sound Transit Board in July 2022. FTA and Sound Transit will continue to engage with Tribes, agencies and the public through the environmental review process. Publication of the Final EIS is currently anticipated in 2024, followed by the Sound Transit Board's selection of the project to be built and FTA's issuance of a Record of Decision. Sound Transit will then begin final design, permitting, property acquisition, and construction of the WSLE.

BLE: FTA and Sound Transit will issue a new NOI and prepare a separate Draft EIS focused on the BLE. That Draft EIS will carry forward the BLE analysis from the West Seattle and Ballard Link Extensions Draft EIS. The BLE alternatives will be updated as appropriate, including analysis of the preferred alternative as well as other refinements/alternatives identified by the Sound Transit Board in March 2023. FTA and Sound Transit will continue to engage with Tribes and agencies and will provide for public engagement consistent with NEPA and SEPA requirements. FTA will initiate Government-to-Government consultation and Section 106 consultation for the BLE project.

While a new NOI will be issued for BLE to ensure technical compliance with NEPA requirements, environmental review for the BLE is not starting over. The years of previous stakeholder engagement and environmental analysis will be used and included in preparing the Draft EIS focused on BLE. This includes all the feedback from Tribes, agencies, and the public received to date. For example, while a scoping period will be conducted along with issuance of the new NOI, commenters who previously provided scoping comments do not have to comment again as their previous comments will be carried forward. Comments made on the West Seattle and Ballard Link Extensions Draft EIS related to the Ballard Link Extension will also be considered during preparation of the Draft EIS focused on BLE and responded to as part of the BLE Final EIS.

In addition, the separate Draft EIS will rely on and incorporate the existing work to date based on various NEPA and FTA statutes and regulations that support streamlining and avoiding duplication. The separate Draft EIS also will meet recent changes to Federal law that require that the Record of Decision (ROD) be issued within two years of issuance of the NOI. The separate Draft EIS will include the same analysis for the BLE alternatives as the previous Draft EIS that was issued for the combined West Seattle and Ballard Link Extensions, with updates as appropriate to reflect project refinements and other changes. Details of the BLE environmental review will be shared when available.

Sound Transit and FTA will ensure the public is made aware of this decision to separate the environmental documents for the West Seattle and Ballard Link Extensions through Sound Transit's robust public outreach program, including email updates, website, discussion at Sound Transit board meetings, workshops, and community fairs.

FTA and Sound Transit look forward to continuing our coordination and consultation for both projects as they move forward through the NEPA/SEPA processes. If you have any questions about the projects or the revised approach to environmental review, please contact Lauren Swift, Central Corridor Environmental Manager, at lauren.swift@soundtransit.org or 206/398-5301, or Mark Assam, Environmental Protection Specialist, at mark.assam@dot.gov or 206/220-4465.

Sincerely,

Cathal Ridge
Cathal Ridge, Executive Corridor Director

cc: Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Leda Chahim, Government & Community Relations Manager Central Corridor, Sound Transit
Alex Stevenson, Manager-Cultural Resources, Sound Transit
Kent Hale, Director-Environmental Planning, Sound Transit
Mark Assam, Environmental Protection Specialist, FTA

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August 2, 2023

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with the Washington State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits.

FTA initiated Section 106 consultation with SHPO on the original West Seattle and Ballard Link Extensions Project in correspondence dated February 25, 2019. On September 3, 2021, in correspondence to SHPO, FTA defined a revised APE boundary. SHPO provided a conditional agreement with the amended APE in correspondence to FTA dated October 5, 2021, and requested additional project information.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue SE
Auburn, WA 98092

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Elkins:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits.

FTA initiated Section 106 consultation with your tribe on the original West Seattle and Ballard Link Extensions Project in correspondence dated February 25, 2019. On September 3, 2021, in correspondence to your tribe, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
Madrienne White, Public and Government Relations Manager, Muckleshoot Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits.

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Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Steven Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

The Honorable Eric White
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman White:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits.

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Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits.

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Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Lewarch, Tribal Historic Preservation Officer, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairwoman Gobin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits.

FTA initiated Section 106 consultation with your tribe on the original West Seattle and Ballard Link Extensions Project in correspondence dated February 25, 2019. On September 3, 2021, in correspondence to your tribe, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

U.S. Department
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**Federal Transit
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August 2, 2023

The Honorable Gerald Lewis
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Lewis:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits.

FTA initiated Section 106 consultation with your tribe on the original West Seattle and Ballard Link Extensions Project in correspondence dated February 25, 2019. On September 3, 2021, in correspondence to your tribe, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation
Casey Barney, Interim Program Manager, Confederated Tribes and Bands of the Yakama Nation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

Eugenia Woo
Director of Preservation Services
Historic Seattle
1117 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Woo:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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206-220-7959 (fax)

August 2, 2023

Lisa Howard
Executive Director
Alliance for Pioneer Square
P.O. Box 4507
Seattle, WA 98194

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Howard:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

Sarah Sodt
City Historic Preservation Officer
City of Seattle Historic Preservation Office
P.O. Box 94649
Seattle, WA 98124-4649

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Sodt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

Kathleen Barry Johnson
Executive Director
Historic South Downtown Community Preservation and Development Authority
409B Maynard Avenue South
Seattle, WA 98107

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Barry Johnson:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

U.S. Department
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August 2, 2023

Derek Lum
Equitable Development Policy Analyst
InterIm Community Development Association
310 Maynard Avenue South
Seattle, WA 98104

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Mr. Lum:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated December 7, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

Jennifer Meisner
Preservation Officer
King County Historic Preservation Program
201 South Jackson Street, Suite 700
Seattle, WA 98104

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Meisner:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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206-220-7954
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August 2, 2023

Ryan Smith
Principal
Martin Smith, Inc.
1932 1st Avenue, Suite 1000
Seattle, WA 98101

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Mr. Smith:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
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Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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August 2, 2023

Julia Levitt
Strategic Advisor
Seattle Center Redevelopment Office
305 Harrison Street
Seattle, WA 98109

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Ms. Levitt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 2, 2023

Jared Jonson
Director | Property Operations
Seattle Chinatown-International District Preservation & Development Authority
P.O. Box 3302
Seattle, WA 98114

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Mr. Jonson:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 2, 2023

Michael King, Ph.D.
Executive Director
Southwest Seattle Historical Society
3003 61st Avenue SW
Seattle, WA 98116

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Dr. King:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated December 7, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

U.S. Department
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**Federal Transit
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Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 2, 2023

Huy Pham
Preservation Programs Director
Washington Trust for Historic Preservation
1204 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle Link Extension Project
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects Amendment
SHPO Project Tracking Code: 2019-02-01457**

Dear Mr. Pham:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act (Section 106), and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle Link Extension Project, formerly known as the West Seattle and Ballard Link Extensions Project. On July 10, 2023, Sound Transit sent your office correspondence that described a redefinition of the West Seattle and Ballard Link Extensions Project to remove the Ballard Link Extension portion of the project, and separate the environmental review processes for the two light rail extensions, i.e., the West Seattle Link Extension and the Ballard Link Extension. As described in the July 10, 2023 Sound Transit correspondence, the existing environmental review process that was initiated for the West Seattle and Ballard Link Extensions Project will continue forward, with the project redefined to be a light rail extension from the SODO area in south downtown Seattle to West Seattle's Alaska Junction area in Seattle, King County, Washington, and renamed as the West Seattle Link Extension Project. This letter requests your feedback on the proposed amendment to the Area of Potential Effects (APE) resulting from the redefined West Seattle Link Extension Project limits, as well as feedback on whether your organization would like to continue participating as a Section 106 consulting party for the West Seattle Link Extension Project.

FTA invited your organization to participate in the Section 106 consultation process on the original West Seattle and Ballard Link Extensions Project in correspondence dated August 31, 2020. On September 3, 2021, in correspondence to your organization, FTA defined a revised APE boundary.

As shown on the enclosed APE Map Set, the portion of the APE associated with the Ballard Link Extension has been removed. The APE has also been amended to incorporate areas where new design elements have been identified for the West Seattle Link Extension Project.

With the separation of the environmental review processes for the two light rail extensions described above, FTA would like to confirm your interest in continuing as a Section 106 consulting party for the West Seattle Link Extension Project. If your organization would like to continue Section 106 consultation on the West Seattle Link Extension Project, please respond accordingly within 30 days of receipt of this letter. Alternatively, if you do not want to continue Section 106 consultation on the West Seattle Link Extension Project, please let FTA know that as well.

Pursuant to 36 CFR Part 800, FTA invites your comments on the amended APE, and requests feedback on whether your organization would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension Project, within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam at (206) 220-4465 or mark.assam@dot.gov.

Thank you for your consultation on the West Seattle Link Extension Project.

Sincerely,

Susan K. Fletcher
Acting Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Maureen Elenga, Transportation Project Reviewer, Washington Department of Archaeology and Historic Preservation
Dezerae Hayes, Director of Tribal Relations, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: APE Map Set

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

August 14, 2023

Susan K. Fletcher
Acting Regional Administrator
U.S. Department of Transportation
Federal Transit Administration Region X

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle to Ballard Light Rail Extension
Re: Archaeology – Amended APE Concur

Dear Susan K. Fletcher:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the area of potential effect (APE).

We concur with your amended definition of the APE. Please provide us with your survey methodology before proceeding with any inventories. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Maureen Elenga, M.A.
Transportation Reviewer
(360) 972-4539
Maureen.Elenga@dahp.wa.gov

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From: Chasanov, Amy
To: Swift, Lauren; Durkin, Cassandra
Subject: FW: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect
Date: Thursday, August 31, 2023 2:16:55 PM
Attachments: image001.png
image002.png
image005.png
image006.png
image007.png

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FYI

Amy Chasanov (she/her)
ST Mitigation and Concurrence Manager
City of Seattle, Department of Transportation
O: 206-684-3970 | M: 206-475-0156 | Amy.Chasanov@seattle.gov
Web | Blog | Facebook | Twitter | Instagram | YouTube | Flickr | Customer Service

---

From: Sodt, Sarah <Sarah.Sodt@seattle.gov>
Sent: Thursday, August 31, 2023 1:22 PM
To: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Cc: Assam, Mark (FTA) <mark.assam@dot.gov>; Chasanov, Amy <Amy.Chasanov@seattle.gov>; de Lange, Michael <Michael.deLange@seattle.gov>
Subject: RE: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

Hi Erin,
Just to follow up on my initial response. We have no additional comments on the APE at this time, understanding it may expand or contract in the future. We look forward to getting into more detail on the consultation regarding impacts to historic and cultural resources as the project moves forward.
Thanks,
Sarah

Sarah Sodt
City Historic Preservation Officer, Historic Preservation Program
Pronouns: she/her/hers
City of Seattle, Department of Neighborhoods
O: 206-615-1786 | sarah.sodt@seattle.gov
Mailing address: P.O. Box 94649, Seattle, WA 98124-4649
Office address: 600 Fourth Ave., 4th Floor, Seattle, WA 98104
Blog | Facebook | Twitter | Instagram

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, August 22, 2023 7:14 AM
To: Sodt, Sarah <Sarah.Sodt@seattle.gov>
Cc: Assam, Mark (FTA) <mark.assam@dot.gov>; Chasanov, Amy <Amy.Chasanov@seattle.gov>; de Lange, Michael <Michael.deLange@seattle.gov>
Subject: RE: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

CAUTION: External Email

Hi Sarah,
Thank you for your reply.

Thank you,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

From: Sodt, Sarah <Sarah.Sodt@seattle.gov>
Sent: Monday, August 21, 2023 9:07 AM
To: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Cc: Fletcher, Susan (FTA) <susan.fletcher@dot.gov>; Assam, Mark (FTA) <Mark.Assam@dot.gov>; Rastelli, Scot (FTA) <Scot.Rastelli@dot.gov>; Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; maureen.elenga@dahp.wa.gov; dezerae.hayes@soundtransit.org; alex.stevenson@soundtransit.org; Swift, Lauren <lauren.swift@soundtransit.org>; Chasanov, Amy <Amy.Chasanov@seattle.gov>; de Lange, Michael <Michael.deLange@seattle.gov>
Subject: RE: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

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Hello Erin,
Confirming receipt and that we wish to continue as a consulting party to the Section 106 process for the West Seattle Link Extension Project. We will follow up shortly with any comments we may have to the amended APE.
Thanks,
Sarah

Sarah Sodt
City Historic Preservation Officer, Historic Preservation Program
Pronouns: she/her/hers
City of Seattle, Department of Neighborhoods
O: 206-615-1786 | sarah.sodt@seattle.gov
Mailing address: P.O. Box 94649, Seattle, WA 98124-4649
Office address: 600 Fourth Ave., 4th Floor, Seattle, WA 98104
Blog | Facebook | Twitter | Instagram

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Thursday, August 3, 2023 3:04 PM
To: Sodt, Sarah <Sarah.Sodt@seattle.gov>
Cc: Fletcher, Susan (FTA) <susan.fletcher@dot.gov>; Assam, Mark (FTA) <mark.assam@dot.gov>; Rastelli, Scot (FTA) <Scot.Rastelli@dot.gov>; Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; maureen.elenga@dahp.wa.gov; dezerae.hayes@soundtransit.org; alex.stevenson@soundtransit.org; Swift, Lauren <lauren.swift@soundtransit.org>
Subject: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

CAUTION: External Email

Dear Ms. Sodt,
Please see the attached Section 106 consultation and revised Area of Potential Effects for the West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project.

Thank you,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

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SOUNDTRANSIT

September 5, 2023

The Honorable Cecile Hansen
The Duwamish Tribe
4705 W Marginal Way SW
Seattle, WA 98106

Subject: Sound Transit West Seattle Link Extension Project, Area of Potential Effect Amendment

Dear Chairwoman Hansen:

Sound Transit is planning the West Seattle Link Extension (WSLE) Project which will connect West Seattle with the SODO neighborhood of Seattle, in King County Washington. Previously the WSLE Project was combined with the Ballard Link Extension Project but, as described in the letter dated July 10, 2023 to the Tribe, Sound Transit, in consultation with the Federal Transit Administration (FTA), has decided to separate the two projects. As such, the FTA has recently defined a new area of potential effect (APE) for the WSLE project which removes the portion connected to the Ballard Link Extension and includes some additional WSLE project refinements. The APE as currently defined is depicted on the enclosed figures.

Sound Transit wishes to share this recent update to the APE with the Duwamish Tribe and requests any comments you may have on it. If you have any questions please feel free to contact Sound Transit Director of Tribal Relations, me at Dezerae.hayes@soundtransit.org or Sound Transit Cultural Resources Manager Alex Stevenson at Alex.stevenson@soundtransit.org. We appreciate your review of the attached figures and any comments the Duwamish Tribe may have.

Sincerely,

Dezerae R. Hayes
Dezerae Hayes
Director of Tribal Relations

Enclosure: APE Map Set

cc: Alex Stevenson, Cultural Resources Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

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Julie E. Timm

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www.soundtransit.org

September 13, 2023

The Honorable Michael Evans
Snohomish Tribe
PO Box 267
Edmonds, WA 98020

Subject: Sound Transit West Seattle Link Extension Project, Area of Potential Effect Amendment

Dear Chairman Evans:

Sound Transit is planning the West Seattle Link Extension (WSLE) Project which will connect West Seattle with the SODO neighborhood of Seattle, in King County Washington. Previously the WSLE Project was combined with the Ballard Link Extension Project but, as described in the letter dated July 10, 2023 to the Tribe, Sound Transit, in consultation with the Federal Transit Administration (FTA), has decided to separate the two projects. As such, the FTA has recently defined a new area of potential effect (APE) for the WSLE project which removes the portion connected to the Ballard Link Extension and includes some additional WSLE project refinements. The APE as currently defined is depicted on the enclosed figures.

Sound Transit wishes to share this recent update to the APE with the Snohomish Tribe and requests any comments you may have on it. If you have any questions please feel free to contact Sound Transit Director of Tribal Relations, me at Dezerae.hayes@soundtransit.org or Sound Transit Cultural Resources Manager Alex Stevenson at Alex.stevenson@soundtransit.org. We appreciate your review of the attached figures and any comments the Snohomish Tribe may have.

Sincerely,

Dezerae Hayes
Dezerae Hayes
Director of Tribal Relations

Enclosure: APE Map Set

cc: Alex Stevenson, Cultural Resources Manager, Sound Transit
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

CHAIR
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University Place Councilmember

Dave Somers
Snohomish County Executive

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King County Councilmember

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Everett Mayor

Christine Frizzell
Lynnwood Mayor

Bruce Harrell
Seattle Mayor

Debora Juarez
Seattle Council President

Joe McDermott
King County Councilmember

Roger Millar
Washington State Secretary of Transportation

Ed Prince
Renton Councilmember

Kim Roscoe
Fife Mayor

Dave Upthegrove
King County Council Chair

Peter von Reichbauer
King County Councilmember

Kristina Walker
Tacoma Deputy Mayor

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Julie E. Timm

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Erin

From: Stephanie Trudel <strudel@Suquamish.nsn.us>
Sent: Tuesday, September 5, 2023 1:50 PM
To: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Cc: lforsman suquamish.nsn.us <lforsman@suquamish.nsn.us>
Subject: RE: [EXTERNAL] West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Erin,

Thank you for consulting with the Suquamish Tribe regarding the amended APE for the West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. I reviewed the attached APE Map Set and agree with the amended Area of Potential Effects for the project.

Thanks again,
Stephanie

Stephanie Trudel
Tribal Historic Preservation Officer
Suquamish Tribe
PO Box 498
Suquamish, WA 98392-0498
360-394-8533
strudel@suquamish.nsn.us

From: Leonard Forsman <lforsman@suquamish.nsn.us>
Sent: Wednesday, August 30, 2023 2:47 PM
To: Stephanie Trudel <strudel@Suquamish.nsn.us>
Subject: FW: [EXTERNAL] West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

---

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Thursday, August 3, 2023 4:25 PM
To: Leonard Forsman <lforsman@suquamish.nsn.us>
Cc: Fletcher, Susan (FTA) <susan.fletcher@dot.gov>; Assam, Mark (FTA) <Mark.Assam@dot.gov>; Rastelli, Scot (FTA) <Scot.Rastelli@dot.gov>; Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; maureen.elenga@dahp.wa.gov; dezerae.hayes@soundtransit.org; alex.stevenson@soundtransit.org; lauren.swift@soundtransit.org; Dennis Lewarch <dlewarch@Suquamish.nsn.us>
Subject: [EXTERNAL] West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

Dear Chairman Forsman,
Please see the attached Section 106 consultation and revised Area of Potential Effects for the West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project.
Thank you,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Tuesday, September 12, 2023 7:53 AM
To: Gray, Connie
Subject: [EXTERNAL] Fwd: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

Fyi

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From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Monday, September 11, 2023 6:24:27 PM
To: Lisa Howard <lisa@pioneersquare.org>
Cc: Littauer, Erin (FTA) <erin.littauer@dot.gov>; Swift, Lauren <lauren.swift@soundtransit.org>; Durkin, Cassandra <cassandra.durkin@soundtransit.org>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Ann Costanza <acostanza@anchorqea.com>
Subject: RE: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

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Hi Lisa,

Thank you for your response. We will continue Section 106 consultation with you on the West Seattle Link Extension Project.

_____

Mark A. Assam, AICP
Environmental Protection Specialist
U.S. Department of Transportation
Federal Transit Administration | Office of Environmental Programs
915 2nd Avenue, Suite 3192 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Lisa Howard <lisa@pioneersquare.org>
Sent: Monday, September 11, 2023 11:11 AM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Cc: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Subject: RE: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

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Mark

I need to acknowledge I missed your 9/3 deadline as I was out. I would like to continue participating as a Section 106 consulting party on the West Seattle Link Extension project if possible. Happy to connect if we need to discuss further.

Thank you,
Lisa Dixon Howard
Executive Director
Alliance for Pioneer Square

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Thursday, August 3, 2023 2:57 PM
To: Lisa Howard <lisa@pioneersquare.org>
Cc: Fletcher, Susan (FTA) <susan.fletcher@dot.gov>; Assam, Mark (FTA) <Mark.Assam@dot.gov>; Rastelli, Scot (FTA) <Scot.Rastelli@dot.gov>; Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; maureen.elenga@dahp.wa.gov; dezerae.hayes@soundtransit.org; alex.stevenson@soundtransit.org; lauren.swift@soundtransit.org
Subject: West Seattle Link Extension (WSLE) Project- Section 106 Consultation/ Revised Area of Potential Effect

Dear Ms. Howard,
Please see the attached Section 106 consultation and revised Area of Potential Effects for the West Seattle Link Extension (WSLE)

Project, formerly known as the West Seattle and Ballard Link Extensions Project.
Thank you,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:19 AM
To: huy@preservewa.org
Cc: Stevenson, Alex; Assam, Mark (FTA); Ann Costanza
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Mr. Pham,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:25 AM
To: julia.levitt@seattle.gov
Cc: Stevenson, Alex; Ann Costanza; Assam, Mark (FTA)
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Ms. Levitt,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:22 AM
To: director@loghousemuseum.org
Cc: Assam, Mark (FTA); Stevenson, Alex; Ann Costanza
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Dr. King,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:36 AM
To: jennifer.meisner@kingcounty.gov
Cc: Stevenson, Alex; Ann Costanza; Assam, Mark (FTA)
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Ms. Meisner,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:33 AM
To: rsmith@martinsmith.com
Cc: Stevenson, Alex; Ann Costanza; Assam, Mark (FTA)
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Mr. Smith,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:38 AM
To: jaredj@scidpda.org
Cc: Stevenson, Alex; Ann Costanza; Assam, Mark (FTA)
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Mr. Jonson,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:41 AM
To: kathleen@historicsouthdowntown.org
Cc: Stevenson, Alex; Ann Costanza; Assam, Mark (FTA)
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Ms. Barry Johnson,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:40 AM
To: dlum@interimcda.org
Cc: Stevenson, Alex; Ann Costanza; Assam, Mark (FTA)
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Mr. Lum,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:43 AM
To: eugeniaw@historicseattle.org
Cc: Stevenson, Alex; Ann Costanza; Assam, Mark (FTA)
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Dear Ms. Woo,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

This page is intentionally left blank.

Yellin, Michelle

From: Levitt, Julia <Julia.Levitt@seattle.gov>
Sent: Tuesday, September 19, 2023 1:13 PM
To: Littauer, Erin (FTA); Assam, Mark (FTA)
Cc: Stevenson, Alex; Ann Costanza; Chasanov, Amy; Sodt, Sarah
Subject: RE: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Hello Erin,

Thank you for the communication. The Seattle Center department does not have a property interest in the West Seattle Link Extension (WSLE) project. I no longer want to be a Section 106 consulting party for WSLE.

I would like to remain a Section 106 consulting party for the Ballard Link Extension (BLE) project.

Thank you,
Julia Levitt
Strategic Advisor
Seattle Center
206-300-8171

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:25 AM
To: Levitt, Julia <Julia.Levitt@seattle.gov>
Cc: Stevenson, Alex <alex.stevenson@soundtransit.org>; Ann Costanza <acostanza@anchorqea.com>; Assam, Mark (FTA) <mark.assam@dot.gov>
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

CAUTION: External Email

Dear Ms. Levitt,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Wednesday, October 11, 2023 7:33 AM
To: Gray, Connie
Cc: Swank, Alisa; Yellin, Michelle
Subject: [EXTERNAL] Fwd: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

FYI
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From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Wednesday, October 11, 2023 7:18:04 AM
To: Chris Moore <Chris@preservewa.org>
Cc: Stevenson, Alex <alex.stevenson@soundtransit.org>; Assam, Mark (FTA) <mark.assam@dot.gov>
Subject: RE: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Thank Chris!
Erin

From: Chris Moore <Chris@preservewa.org>
Sent: Tuesday, October 10, 2023 2:02 PM
To: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Subject: RE: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

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Hi Erin,

Thanks for reaching out. Please direct further communication to me, as we do want to remain a consulting party.

Best,
Chris

Chris Moore | Executive Director
he / him / his

Washington Trust for Historic Preservation
1204 Minor Avenue | Seattle, WA 98101
206-624-9449 (o) | 206-930-5067 (c)

preservewa.org

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Tuesday, September 19, 2023 10:30 AM
To: Grants <grants@preservewa.org>; Washington Trust for Historic Preservation <info@preservewa.org>
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

> Some people who received this message don't often get email from erin.littauer@dot.gov. Learn why this is important

Good morning,
Please let us know who to direct further communication and confirm interest in remaining a consulting party for the Sound Transit West Seattle Link Extension project.

Thank you,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

From: Littauer, Erin (FTA)
Sent: Tuesday, September 19, 2023 10:19 AM
To: huy@preservewa.org
Cc: Stevenson, Alex <alex.stevenson@soundtransit.org>; Assam, Mark (FTA) <Mark.Assam@dot.gov>; Ann Costanza <acostanza@anchorqea.com>
Subject: Section 106 Consulting Party Confirmation- Sound Transit West Seattle Link Extension Project

Dear Mr. Pham,

On August 3, 2023, the Federal Transit Administration (FTA) sent your organization correspondence under Section 106 of the National Historic Preservation Act regarding the Sound Transit - West Seattle Link Extension (WSLE) Project, formerly known as the West Seattle and Ballard Link Extensions Project. This correspondence requested your feedback on the proposed amendment to the Area of Potential Effects resulting from the redefined geographic limits of the WSLE Project, requested feedback on whether your organization would like to continue participating as a Section 106 consulting party for the WSLE Project, and finally, requested a response within 30 days of receipt of the letter. To date, we have not received a response from your organization on whether you would like to continue participating as a Section 106 consulting party. As a courtesy follow up to the August 3, 2023 correspondence, we ask that you please respond to this e-mail by **October 2, 2023** to confirm your continued participation as a Section 106 consulting party on the WSLE Project. If we do not hear from your organization by October 3, 2023, we will accept that you no longer wish to participate as a Section 106 consulting party on the WSLE Project.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact me. My contact information is at the bottom of this message.

Thank you for your consultation on the WSLE Project.

Sincerely,

Erin Littauer
Environmental Protection Specialist

Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3192
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 18, 2024

Sarah Sodt
City Historic Preservation Officer
City of Seattle- Historic Preservation Office
PO Box 94859
Seattle, WA 98124

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Sarah Sodt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

Cultural Resources Evaluation

A Historic and Archaeological Technical Report and Monitoring and Inadvertent Discovery Plan have been prepared for the Project (see Appendix A and Attachments A-F). This analysis included a review of available resources, including geologic mapping, the Washington Information System for Architectural and Archaeological Resources Database (WISAARD), the Washington Statewide Archaeology Predictive Model, ethnographic place names and village locations, historical-based archival records, Sanborn Maps, and previous cultural resources studies to assess the potential to encounter cultural resources within the project area, determine archaeological monitoring locations, and identify geoarchaeological testing areas. The West Seattle Link Extension

Geotechnical Investigations Project was proposed to support the ongoing design and environmental analysis for the West Seattle Link Extension Project, including geoarchaeological investigations of the project APE, but was reviewed as a separate federal undertaking (2023-12-08407) under Section 106 (see Appendix A- Attachments E and F). FTA determined the geotechnical and geoarchaeological investigations would have no effect to historic properties (December 2023) and SHPO concurred January 2024.

Archaeological Resources

No known or documented archaeological resources are located within the areas of proposed ground disturbance and will not be impacted by the Project (see Appendix A and Attachments D - F). However, archaeological sensitive areas have been identified within the project APE based on proximity to known ethnographic locations, documented sites, and historic landforms. Archaeological monitoring of ground disturbing activities in areas considered a high probability for encountering resources will occur, including geoarchaeological testing. Results of the archaeological monitoring and geoarchaeological testing of archaeological sensitive areas will determine the need for additional subsurface investigations as the project moves forward through construction. This process will be further defined as we continue consultation to develop an agreement to resolve the adverse effects to historic properties for the project.

Historic Built Environment Resources

FTA previously identified and evaluated 720 historic structures within the project APE (see Appendix A- Attachments A-C and F). Of these, 101 were determined eligible for listing to the NRHP. SHPO concurred with the determinations on eligibility for 95 properties and additional information was requested on six (September 2023). Since then, eight historic structures have been demolished, including one NRHP eligible property. In August of 2023 FTA revised the project APE and identified an additional 99 historic structures (see Appendix B). Of these, FTA has determined fifteen properties eligible for listing to the NRHP and revised the determinations on eligibility for the five previously inventoried historic properties evaluated in 2023. In total, seven NRHP eligible properties, including two Historic Districts along the preferred alternative will be adversely impacted by the project (see Appendix A- Attachments A-C and Appendix C), as identified in Table 1.

Table 1. Adverse Effects to NRHP Eligible Properties.

Historic Property Inventory ID	Property Name	Address	Adverse effect
720609	Graybar Electric Company Building	1919 6th Avenue South	Property Demolition
Multiple	Spokane Street Manufacturing Historic District	Multiple	Property Demolition
720511	Acme Tool Works	3626 East Marginal Way South	Property Demolition
721620, 721624, 721625, 721628, 721629	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District	3800 West Marginal Way Southwest	Property Demolition

342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	Property Demolition
721997	Auto Repair Garage	2958 6th Avenue South	Property Demolition
45978	Cettolin House	4022 32ns Avenue Southwest	Permanent Proximity Effect

Determination of Effect and Request for Concurrence

Based on results of the cultural resources analysis and assessment of historic built environment resources identified within the project APE (see Appendix A- Attachment A and Appendix B and C), FTA has made the following determinations:

- There are a total of 111 historic structures listed on, or eligible for listing to the NRHP located within the Project APE.
  - 95- NRHP eligible properties previously evaluated (SHPO concurred 2023)
  - 1- re-evaluated property determined NRHP eligible
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- The Project will result in adverse effects to seven NRHP eligible properties, including two historic districts.
- As such, the Project will have an **Adverse Effect to Historic Properties**.

Pursuant to 36 CFR Part 800, FTA requests comments on these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information to aid in your prompt reply, please contact Erin Littauer at (206) 220-7521 or erin.littauer@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

Cc: Michael de Lange, City of Seattle
Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
Mark Assam, FTA
Dezerae Hayes, Sound Transit
Alex Stevenson, Sound Transit
Lauren Swift, Sound Transit
Jennifer Schreck, Sound Transit
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Enclosures: Appendix A- Historic and Archaeological Resources Technical Report; Attachments

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 18, 2024

Lisa Howard
Executive Director
Alliance for Pioneer Square
PO Box 4507
Seattle, WA 98194

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Lisa Howard:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

Cultural Resources Evaluation

A Historic and Archaeological Technical Report and Monitoring and Inadvertent Discovery Plan have been prepared for the Project (see Appendix A and Attachments A-F). This analysis included a review of available resources, including geologic mapping, the Washington Information System for Architectural and Archaeological Resources Database (WISAARD), the Washington Statewide Archaeology Predictive Model, ethnographic place names and village locations, historical-based archival records, Sanborn Maps, and previous cultural resources studies to assess the potential to encounter cultural resources within the project area, determine archaeological monitoring locations, and identify geoarchaeological testing areas. The West Seattle Link Extension

Geotechnical Investigations Project was proposed to support the ongoing design and environmental analysis for the West Seattle Link Extension Project, including geoarchaeological investigations of the project APE, but was reviewed as a separate federal undertaking (2023-12-08407) under Section 106 (see Appendix A- Attachments E and F). FTA determined the geotechnical and geoarchaeological investigations would have no effect to historic properties (December 2023) and SHPO concurred January 2024.

Archaeological Resources

No known or documented archaeological resources are located within the areas of proposed ground disturbance and will not be impacted by the Project (see Appendix A and Attachments D - F). However, archaeological sensitive areas have been identified within the project APE based on proximity to known ethnographic locations, documented sites, and historic landforms. Archaeological monitoring of ground disturbing activities in areas considered a high probability for encountering resources will occur, including geoarchaeological testing. Results of the archaeological monitoring and geoarchaeological testing of archaeological sensitive areas will determine the need for additional subsurface investigations as the project moves forward through construction. This process will be further defined as we continue consultation to develop an agreement to resolve the adverse effects to historic properties for the project.

Historic Built Environment Resources

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Table 1. Adverse Effects to NRHP Eligible Properties.

Historic Property Inventory ID	Property Name	Address	Adverse effect
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Multiple	Spokane Street Manufacturing Historic District	Multiple	Property Demolition
720511	Acme Tool Works	3626 East Marginal Way South	Property Demolition
721620, 721624, 721625, 721628, 721629	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District	3800 West Marginal Way Southwest	Property Demolition

342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	Property Demolition
721997	Auto Repair Garage	2958 6th Avenue South	Property Demolition
45978	Cettolin House	4022 32ns Avenue Southwest	Permanent Proximity Effect

Determination of Effect and Request for Concurrence

Based on results of the cultural resources analysis and assessment of historic built environment resources identified within the project APE (see Appendix A- Attachment A and Appendix B and C), FTA has made the following determinations:

- There are a total of 111 historic structures listed on, or eligible for listing to the NRHP located within the Project APE.
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Pursuant to 36 CFR Part 800, FTA requests comments on these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information to aid in your prompt reply, please contact Erin Littauer at (206) 220-7521 or erin.littauer@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

Cc: Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
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Alex Stevenson, Sound Transit
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206-220-7954
206-220-7959 (fax)

March 18, 2024

Chris Moore
Preservation Programs Director
Washington Trust for Historic Preservation
1204 Minor Avenue
Seattle, WA 98101

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chris Moore:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

Cultural Resources Evaluation

A Historic and Archaeological Technical Report and Monitoring and Inadvertent Discovery Plan have been prepared for the Project (see Appendix A and Attachments A-F). This analysis included a review of available resources, including geologic mapping, the Washington Information System for Architectural and Archaeological Resources Database (WISAARD), the Washington Statewide Archaeology Predictive Model, ethnographic place names and village locations, historical-based archival records, Sanborn Maps, and previous cultural resources studies to assess the potential to encounter cultural resources within the project area, determine archaeological monitoring locations, and identify geoarchaeological testing areas. The West Seattle Link Extension

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45978	Cettolin House	4022 32ns Avenue Southwest	Permanent Proximity Effect

Determination of Effect and Request for Concurrence

Based on results of the cultural resources analysis and assessment of historic built environment resources identified within the project APE (see Appendix A- Attachment A and Appendix B and C), FTA has made the following determinations:

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Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

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Maureen Elenga, DAHP
Mark Assam, FTA
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Alex Stevenson, Sound Transit
Lauren Swift, Sound Transit
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Washington

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206-220-7959 (fax)

March 18, 2024

Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

Cultural Resources Evaluation

A Historic and Archaeological Technical Report and Monitoring and Inadvertent Discovery Plan have been prepared for the Project (see Appendix A and Attachments A-F). This analysis included a review of available resources, including geologic mapping, the Washington Information System for Architectural and Archaeological Resources Database (WISAARD), the Washington Statewide Archaeology Predictive Model, ethnographic place names and village locations, historical-based archival records, Sanborn Maps, and previous cultural resources studies to assess the potential to encounter cultural resources within the project area, determine archaeological monitoring

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Archaeological Resources

No known or documented archaeological resources are located within the areas of proposed ground disturbance and will not be impacted by the Project (see Appendix A and Attachments D - F). However, archaeological sensitive areas have been identified within the project APE based on proximity to known ethnographic locations, documented sites, and historic landforms. Archaeological monitoring of ground disturbing activities in areas considered a high probability for encountering resources will occur, including geoarchaeological testing. Results of the archaeological monitoring and geoarchaeological testing of archaeological sensitive areas will determine the need for additional subsurface investigations as the project moves forward through construction. This process will be further defined as we continue consultation to develop an agreement to resolve the adverse effects to historic properties for the project.

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	Historic District	Southwest	
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Determination of Effect and Request for Concurrence

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Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

Cc: Stephanie Trudel, THPO, Suquamish
Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
Mark Assam, FTA
Dezerae Hayes, Sound Transit
Alex Stevenson, Sound Transit
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Seattle, WA 98174-1002
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206-220-7959 (fax)

March 18, 2024

Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
PO Box 969
Snoqualmie, WA 98065

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

Cultural Resources Evaluation

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Determination of Effect and Request for Concurrence

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Thank you for your consultation on the Project.

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Regional Administrator

Cc: Steven Moses, Snoqualmie Indian Tribe
Dennis Wardlaw, DAHP
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March 18, 2024

Teri Gobin
Chair
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chair Gobin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

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Determination of Effect and Request for Concurrence

Based on results of the cultural resources analysis and assessment of historic built environment resources identified within the project APE (see Appendix A- Attachment A and Appendix B and C), FTA has made the following determinations:

- There are a total of 111 historic structures listed on, or eligible for listing to the NRHP located within the Project APE.
  - 95- NRHP eligible properties previously evaluated (SHPO concurred 2023)
  - 1- re-evaluated property determined NRHP eligible
  - 15- new NRHP eligible properties
- The Project will result in adverse effects to seven NRHP eligible properties, including two historic districts.
- As such, the Project will have an **Adverse Effect to Historic Properties**.

Pursuant to 36 CFR Part 800, FTA requests comments on these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information to aid in your prompt reply, please contact Erin Littauer at (206) 220-7521 or erin.littauer@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

Cc: Richard Young, Tulalip Tribe
Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
Mark Assam, FTA
Dezerae Hayes, Sound Transit
Alex Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Appendix A- Historic and Archaeological Resources Technical Report; Attachments

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Appendix B- 2024 Surveyed and Re-Evaluated Properties
Appendix C- Eligibility and Effects Maps

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3192
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 18, 2024

Gerald Lewis
Chairman
Confederated Tribes and Bands of the Yakama Nation
PO Box 151
Toppenish, WA 98948

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Lewis:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

Cultural Resources Evaluation

A Historic and Archaeological Technical Report and Monitoring and Inadvertent Discovery Plan have been prepared for the Project (see Appendix A and Attachments A-F). This analysis included a review of available resources, including geologic mapping, the Washington Information System for Architectural and Archaeological Resources Database (WISAARD), the Washington Statewide Archaeology Predictive Model, ethnographic place names and village locations, historical-based archival records, Sanborn Maps, and previous cultural resources studies to assess the potential to encounter cultural resources within the project area, determine archaeological monitoring

locations, and identify geoarchaeological testing areas. The West Seattle Link Extension Geotechnical Investigations Project was proposed to support the ongoing design and environmental analysis for the West Seattle Link Extension Project, including geoarchaeological investigations of the project APE, but was reviewed as a separate federal undertaking (2023-12-08407) under Section 106 (see Appendix A- Attachments E and F). FTA determined the geotechnical and geoarchaeological investigations would have no effect to historic properties (December 2023) and SHPO concurred January 2024.

Archaeological Resources

No known or documented archaeological resources are located within the areas of proposed ground disturbance and will not be impacted by the Project (see Appendix A and Attachments D - F). However, archaeological sensitive areas have been identified within the project APE based on proximity to known ethnographic locations, documented sites, and historic landforms. Archaeological monitoring of ground disturbing activities in areas considered a high probability for encountering resources will occur, including geoarchaeological testing. Results of the archaeological monitoring and geoarchaeological testing of archaeological sensitive areas will determine the need for additional subsurface investigations as the project moves forward through construction. This process will be further defined as we continue consultation to develop an agreement to resolve the adverse effects to historic properties for the project.

Historic Built Environment Resources

FTA previously identified and evaluated 720 historic structures within the project APE (see Appendix A- Attachments A-C and F). Of these, 101 were determined eligible for listing to the NRHP. SHPO concurred with the determinations on eligibility for 95 properties and additional information was requested on six (September 2023). Since then, eight historic structures have been demolished, including one NRHP eligible property. In August of 2023 FTA revised the project APE and identified an additional 99 historic structures (see Appendix B). Of these, FTA has determined fifteen properties eligible for listing to the NRHP and revised the determinations on eligibility for the five previously inventoried historic properties evaluated in 2023. In total, seven NRHP eligible properties, including two Historic Districts along the preferred alternative will be adversely impacted by the project (see Appendix A- Attachments A-C and Appendix C), as identified in Table 1.

Table 1. Adverse Effects to NRHP Eligible Properties.

Historic Property Inventory ID	Property Name	Address	Adverse effect
720609	Graybar Electric Company Building	1919 6th Avenue South	Property Demolition
Multiple	Spokane Street Manufacturing Historic District	Multiple	Property Demolition
720511	Acme Tool Works	3626 East Marginal Way South	Property Demolition
721620, 721624, 721625, 721628, 721629	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory	3800 West Marginal Way	Property Demolition

	Historic District	Southwest	
342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	Property Demolition
721997	Auto Repair Garage	2958 6th Avenue South	Property Demolition
45978	Cettolin House	4022 32ns Avenue Southwest	Permanent Proximity Effect

Determination of Effect and Request for Concurrence

Based on results of the cultural resources analysis and assessment of historic built environment resources identified within the project APE (see Appendix A- Attachment A and Appendix B and C), FTA has made the following determinations:

- There are a total of 111 historic structures listed on, or eligible for listing to the NRHP located within the Project APE.
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- The Project will result in adverse effects to seven NRHP eligible properties, including two historic districts.
- As such, the Project will have an **Adverse Effect to Historic Properties**.

Pursuant to 36 CFR Part 800, FTA requests comments on these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information to aid in your prompt reply, please contact Erin Littauer at (206) 220-7521 or erin.littauer@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

Cc: Casey Barney, Yakama Nation
Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
Mark Assam, FTA
Dezerae Hayes, Sound Transit
Alex Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
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206-220-7954
206-220-7959 (fax)

March 18, 2024

Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 172nd Avenue SE
Auburn, WA 98092

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman Elkins:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

Cultural Resources Evaluation

A Historic and Archaeological Technical Report and Monitoring and Inadvertent Discovery Plan have been prepared for the Project (see Appendix A and Attachments A-F). This analysis included a review of available resources, including geologic mapping, the Washington Information System for Architectural and Archaeological Resources Database (WISAARD), the Washington Statewide Archaeology Predictive Model, ethnographic place names and village locations, historical-based archival records, Sanborn Maps, and previous cultural resources studies to assess the potential to encounter cultural resources within the project area, determine archaeological monitoring

locations, and identify geoarchaeological testing areas. The West Seattle Link Extension Geotechnical Investigations Project was proposed to support the ongoing design and environmental analysis for the West Seattle Link Extension Project, including geoarchaeological investigations of the project APE, but was reviewed as a separate federal undertaking (2023-12-08407) under Section 106 (see Appendix A- Attachments E and F). FTA determined the geotechnical and geoarchaeological investigations would have no effect to historic properties (December 2023) and SHPO concurred January 2024.

Archaeological Resources

No known or documented archaeological resources are located within the areas of proposed ground disturbance and will not be impacted by the Project (see Appendix A and Attachments D - F). However, archaeological sensitive areas have been identified within the project APE based on proximity to known ethnographic locations, documented sites, and historic landforms. Archaeological monitoring of ground disturbing activities in areas considered a high probability for encountering resources will occur, including geoarchaeological testing. Results of the archaeological monitoring and geoarchaeological testing of archaeological sensitive areas will determine the need for additional subsurface investigations as the project moves forward through construction. This process will be further defined as we continue consultation to develop an agreement to resolve the adverse effects to historic properties for the project.

Historic Built Environment Resources

FTA previously identified and evaluated 720 historic structures within the project APE (see Appendix A- Attachments A-C and F). Of these, 101 were determined eligible for listing to the NRHP. SHPO concurred with the determinations on eligibility for 95 properties and additional information was requested on six (September 2023). Since then, eight historic structures have been demolished, including one NRHP eligible property. In August of 2023 FTA revised the project APE and identified an additional 99 historic structures (see Appendix B). Of these, FTA has determined fifteen properties eligible for listing to the NRHP and revised the determinations on eligibility for the five previously inventoried historic properties evaluated in 2023. In total, seven NRHP eligible properties, including two Historic Districts along the preferred alternative will be adversely impacted by the project (see Appendix A- Attachments A-C and Appendix C), as identified in Table 1.

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	Historic District	Southwest	
342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	Property Demolition
721997	Auto Repair Garage	2958 6th Avenue South	Property Demolition
45978	Cettolin House	4022 32ns Avenue Southwest	Permanent Proximity Effect

Determination of Effect and Request for Concurrence

Based on results of the cultural resources analysis and assessment of historic built environment resources identified within the project APE (see Appendix A- Attachment A and Appendix B and C), FTA has made the following determinations:

- There are a total of 111 historic structures listed on, or eligible for listing to the NRHP located within the Project APE.
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- As such, the Project will have an **Adverse Effect to Historic Properties**.

Pursuant to 36 CFR Part 800, FTA requests comments on these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information to aid in your prompt reply, please contact Erin Littauer at (206) 220-7521 or erin.littauer@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

Cc: Warren KingGeorge, Muckleshoot Tribe
Laura Murphy, Muckleshoot Tribe
Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
Mark Assam, FTA
Dezerae Hayes, Sound Transit
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Washington

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 18, 2024

Eric White
Chairman
Stillaguamish Tribe of Indians of Washington
PO Box 277
Arlington, WA 98223

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Chairman White:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests feedback on the Section 106 Determinations of Eligibility and Effects for the Project.

Cultural Resources Evaluation

A Historic and Archaeological Technical Report and Monitoring and Inadvertent Discovery Plan have been prepared for the Project (see Appendix A and Attachments A-F). This analysis included a review of available resources, including geologic mapping, the Washington Information System for Architectural and Archaeological Resources Database (WISAARD), the Washington Statewide Archaeology Predictive Model, ethnographic place names and village locations, historical-based archival records, Sanborn Maps, and previous cultural resources studies to assess the potential to encounter cultural resources within the project area, determine archaeological monitoring

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Archaeological Resources

No known or documented archaeological resources are located within the areas of proposed ground disturbance and will not be impacted by the Project (see Appendix A and Attachments D - F). However, archaeological sensitive areas have been identified within the project APE based on proximity to known ethnographic locations, documented sites, and historic landforms. Archaeological monitoring of ground disturbing activities in areas considered a high probability for encountering resources will occur, including geoarchaeological testing. Results of the archaeological monitoring and geoarchaeological testing of archaeological sensitive areas will determine the need for additional subsurface investigations as the project moves forward through construction. This process will be further defined as we continue consultation to develop an agreement to resolve the adverse effects to historic properties for the project.

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45978	Cettolin House	4022 32ns Avenue Southwest	Permanent Proximity Effect

Determination of Effect and Request for Concurrence

Based on results of the cultural resources analysis and assessment of historic built environment resources identified within the project APE (see Appendix A- Attachment A and Appendix B and C), FTA has made the following determinations:

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Pursuant to 36 CFR Part 800, FTA requests comments on these determinations within 30 days of receipt of this letter. If FTA can provide any assistance or additional information to aid in your prompt reply, please contact Erin Littauer at (206) 220-7521 or erin.littauer@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

Cc: Kerry Lyste, Stillaguamish Tribe
Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
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Washington

915 Second Avenue
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

March 22, 2024

Allyson Brooks, Ph.D.
State Historic Preservation Officers
Washington State Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, Washington 98504-8343

**Subject: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457**

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulation (CFR) Part 800, for the West Seattle Link Extension Project (Project), formerly the West Seattle and Ballard Link Extensions Project. In August 2023 the Project was redefined to remove the Ballard Link Extension segment and revise the area of potential effect (APE). The Project will extend light rail service from SODO to West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction in King County, Washington. FTA requests concurrence from the Washington State Historic Preservation Officer (SHPO) with the Section 106 Determinations on Eligibility and Effects for the Project.

Cultural Resources Evaluation

A Historic and Archaeological Technical Report and Monitoring and Inadvertent Discovery Plan have been prepared for the Project (see Appendix A and Attachments A-F). This analysis included a review of available resources, including geologic mapping, the Washington Information System for Architectural and Archaeological Resources Database (WISAARD), the Washington Statewide Archaeology Predictive Model, ethnographic place names and village locations, historical-based archival records, Sanborn Maps, and previous cultural resources studies to assess the potential to

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721629	and Bolt Factory Historic District	Way Southwest	
342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	Property Demolition
721997	Auto Repair Garage	2958 6th Avenue South	Property Demolition
45978	Cettolin House	4022 32ns Avenue Southwest	Permanent Proximity Effect

Determination of Effect and Request for Concurrence

Based on results of the cultural resources analysis and assessment of historic built environment resources identified within the project APE (see Appendix A- Attachment A; Appendix B and D-E), FTA has made the following determinations:

- There are a total of 111 historic structures listed on, or eligible for listing to the NRHP located within the Project APE.
  - 95- NRHP eligible properties previously evaluated (SHPO concurred 2023)
  - 1- re-evaluated property determined NRHP eligible
  - 15- new NRHP eligible properties
- The Project will result in adverse effects to seven NRHP eligible properties, including two historic districts.
- As such, the Project will have an **Adverse Effect to Historic Properties**.

Pursuant to 36 CFR Part 800, FTA is seeking SHPO concurrence with these determinations (see Appendix D and E) within 30 days of receipt of this letter.

Section 4(f) Coordination

Under Section 4(f) of the Department of Transportation Act of 1966 (Section 4(f)), and pursuant to 23 CFR part 774, SHPO is the Section 4(f) Official with Jurisdiction for the historic properties affected by the Project. As a result, FTA is required to consult with SHPO prior to making its final Section 4(f) determinations for the Project. In making these Section 106 effects determinations for these properties, FTA is also considering findings of de minimis impact under Section 4(f) for 3 historic properties (Fire Station 14, Langendorf United Bakeries, and Langendorf United Bakeries Repair Garage) that would experience partial acquisitions as a result of the Project, but no adverse effect under Section 106. Consistent with 23 CFR Part 774.5, this letter serves as notification to SHPO that FTA intends to use SHPO's written concurrence with the enclosed Section 106 no adverse effect determinations for these 3 properties to reach Section 4(f) de minimis impact determinations.

If FTA can provide any assistance or additional information to aid in your prompt reply, please contact Erin Littauer at (206) 220-7521 or erin.littauer@dot.gov.

Thank you for your consultation on the Project.

Sincerely,

Susan K. Fletcher
Regional Administrator

Cc: Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
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Appendix D- NRHP Eligibility Determinations and Concurrence Tracking Sheet
Appendix E- Informal Consultation: NRHP Eligibility Determinations Tracking

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

April 11, 2024

Susan Fletcher
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Bldg. Suite 3192
Seattle, WA98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle to Ballard Light Rail Extension
Re: Adverse Effect

Dear Susan Fletcher:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication: Sound Transit West Seattle Link Extension Project National Historic Preservation Act, Section 106 Eligibility and Effects Determination.

First, we concur that the following properties are eligible for listing in the National Register of Historic Places:

• Property ID: 721984 Cettolin House 4022 32nd Ave SW, Seattle, Washington, 98126
• Property ID: 721997 Auto Repair Garage 2958 6th Ave S, Seattle, Washington, 98134
• Property ID: 342997 Alaskan Copper Co. Employment Office 2958 6th Ave S, Seattle, Washington, 98134
• Property ID: 721629 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory East Warehouse 3800 W Marginal Way SW, Seattle, Washington, 98106
• Property ID: 721620 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Office
• Property ID: 721624 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Pacific Coast Forge building
• Property ID: 721625 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory North Warehouse
• Property ID: 721628 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory South Warehouse
• Property ID: 720511 Acme Tool Works 3626 E Marginal Way S, Seattle, Washington, 98134
• Property ID: 720609 Graybar Electric Company Building 1919 6th Ave S, Seattle, Washington, 98134

• Property ID: 342293 Edwards Ice Machine Co./Eagle Metals Co. 3628 E Marginal Way S, Seattle, Washington, 98134
• Property ID: 344500 The Simmons Company Metal Beds, Springs & Mattress Warehouse 99 S Spokane St, Seattle, Washington, 98134
• Property ID: 720482 Nelson Iron Works Blacksmith & Machinist Shop 45 S Spokane St, Seattle, WA, 98134
• Property ID: 720511 Acme Tool Works 3626 E Marginal Way S, Seattle, WA, 98134
• Property ID: 720513 Lindmark Machine Works 3626 E Marginal Way S, Seattle, WA, 98134
• Property ID: 340118 Lindmark Machine Works 49 S Spokane St, Seattle, Washington, 98134
• Property ID: 38527 Air Reduction Company 3623 E Marginal Way S, Seattle, WA 98134
• Property ID: 720564 Air Reduction Company Carbide Storage Building 3621 E Marginal Way S, Seattle, WA, 98134
• Property ID: 720563 Air Reduction Company Auto Repair Garage 3621 E Marginal Way S, Seattle, WA, 98134
• Property ID: 38525 Puget Sound Sheet Metal Works 3651 E Marginal Way S, Seattle, Washington
• Property ID: 720542 Light Industrial Building 3633 E Marginal Way S, Seattle, WA, 98134
• Property ID: 38533 A. M. Castle and Company Steel 3640-60 E Marginal Way S, Seattle, WA 98134

We also concur that the project as proposed will have an adverse effect on the above referenced resources listed in, or eligible for listing in, the National Register of Historic Places due to their anticipated demolition, or permanent proximity effect and diminishment of Setting for Property ID: 721984 Cettolin House and Property ID: 38533 A. M. Castle and Company Steel, respectively.

Given our adverse effect determination, we look forward to working with you to mitigate the adverse effect through the development of a Programmatic Agreement (PA).

Also, we appreciate the outreach conducted so far by your agency and Sound Transit. We would like to request a meeting to review in further detail the geoarchaeological work completed to date and to discuss future steps as they relate to the archaeological treatment plan that will be part of the PA.

Finally, we appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult for this project. Our comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

Maureen Elenga, M.A.
Transportation Reviewer
(360) 972-4539
Maureen.Elenga@dahp.wa.gov

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

April 16, 2024

Susan Fletcher
Regional Administrator
Federal Transit Administration
915 Second Avenue
Federal Bldg. Suite 3192
Seattle, WA98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle to Ballard Light Rail Extension
Re: Adverse Effect

Dear Susan Fletcher:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication: Sound Transit West Seattle Link Extension Project National Historic Preservation Act, Section 106 Eligibility and Effects Determination.

First, we concur that the following properties are eligible for listing in the National Register of Historic Places (NRHP):

• Property ID: 721984 Cettolin House 4022 32nd Ave SW, Seattle, Washington, 98126
• Property ID: 721997 Auto Repair Garage 2958 6th Ave S, Seattle, Washington, 98134
• Property ID: 342997 Alaskan Copper Co. Employment Office 2958 6th Ave S, Seattle, Washington, 98134
• Property ID: 720609 Graybar Electric Company Building 1919 6th Ave S, Seattle, Washington, 98134

We also concur that the following properties are contributing resources to the NRHP-eligible Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District, but are not individually eligible:

• Property ID: 721629 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory East Warehouse 3800 W Marginal Way SW, Seattle, Washington, 98106
• Property ID: 721620 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Office
• Property ID: 721624 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Pacific Coast Forge building

• Property ID: 721625 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory North Warehouse
• Property ID: 721628 Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory South Warehouse

We also concur that the following properties are both individually eligible and contributing resources to the NRHP-eligible Spokane Street Manufacturing Historic District:

• Property ID: 720511 Acme Tool Works 3626 E Marginal Way S, Seattle, WA 98134
• Property ID: 38533 A. M. Castle and Company Steel 3640-60 E Marginal Way S, Seattle, WA 98134

We also concur that the following properties contribute to the NRHP-eligible Spokane Street Manufacturing Historic District but are not individually eligible:

• Property ID: 342293 Edwards Ice Machine Co./Eagle Metals Co. 3628 E Marginal Way S, Seattle, WA 98134
• Property ID: 344500 The Simmons Company Metal Beds, Springs & Mattress Warehouse 99 S Spokane St, Seattle, WA 98134
• Property ID: 720482 Nelson Iron Works Blacksmith & Machinist Shop 45 S Spokane St, Seattle, WA 98134
• Property ID: 720513 Lindmark Machine Works 3626 E Marginal Way S, Seattle, WA 98134
• Property ID: 340118 Lindmark Machine Works 49 S Spokane St, Seattle, WA 98134
• Property ID: 38527 Air Reduction Company 3623 E Marginal Way S, Seattle, WA 98134
• Property ID: 720564 Air Reduction Company Carbide Storage Building 3621 E Marginal Way S, Seattle, WA 98134
• Property ID: 720563 Air Reduction Company Auto Repair Garage 3621 E Marginal Way S, Seattle, WA 98134
• Property ID: 38525 Puget Sound Sheet Metal Works 3651 E Marginal Way S, Seattle, WA
• Property ID: 720542 Light Industrial Building 3633 E Marginal Way S, Seattle, WA 98134

We also concur that the project as currently proposed will have no adverse effect on the following properties:

• Property ID: 720482 Nelson Iron Works Blacksmith & Machinist Shop 45 S Spokane St, Seattle, WA 98134
• Property ID: 340118 Lindmark Machine Works 49 S Spokane St, Seattle, WA 98134
• Property ID: 38525 Puget Sound Sheet Metal Works 3651 E Marginal Way S, Seattle, WA
• All properties listed on the Appendix D Eligibility Determinations Concurrence Tracking spreadsheet provided by FTA that are not detailed above.

We also concur that the project as currently proposed will have an adverse effect on the following resources due to their anticipated demolition:

• All contributing resources to the Pacific Coast Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District
• Property ID: 721997 Auto Repair Garage 2958 6th Ave S, Seattle, WA 98134
• Property ID: 342997 Alaskan Copper Co. Employment Office 2958 6th Ave S, Seattle, WA 98134
• Property ID: 720609 Graybar Electric Company Building 1919 6th Ave S, Seattle, WA 98134
• Property ID: 342293 Edwards Ice Machine Co./Eagle Metals Co. 3628 E Marginal Way S,

Seattle, WA 98134
• Property ID: 344500 The Simmons Company Metal Beds, Springs & Mattress Warehouse 99 S Spokane St, Seattle, WA 98134
• Property ID: 720511 Acme Tool Works 3626 E Marginal Way S, Seattle, WA, 98134
• Property ID: 720513 Lindmark Machine Works 3626 E Marginal Way S, Seattle, WA, 98134
• Property ID: 38527 Air Reduction Company 3623 E Marginal Way S, Seattle, WA 98134
• Property ID: 720564 Air Reduction Company Carbide Storage Building 3621 E Marginal Way S, Seattle, WA 98134
• Property ID: 720563 Air Reduction Company Auto Repair Garage 3621 E Marginal Way S, Seattle, WA 98134
• Property ID: 720542 Light Industrial Building 3633 E Marginal Way S, Seattle, WA 98134

Finally, we concur that the project as currently proposed will have and adverse effect on the following properties due to permanent proximity/diminishment of setting:

• Property ID: 721984 Cettolin House 4022 32nd Ave SW, Seattle, WA 98126
• Property ID: 38533 A. M. Castle and Company Steel 3640-60 E Marginal Way S, Seattle, WA 98134

Given our adverse effect determination, we look forward to working with you to mitigate the adverse effect through the development of a Programmatic Agreement (PA).

Also, we appreciate the outreach conducted so far by your agency and Sound Transit. We would like to request a meeting to review in further detail the geoarchaeological work completed to date and to discuss future steps as they relate to the archaeological treatment plan that will be part of the PA.

Finally, we appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult for this project. Our comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

Maureen Elenga, M.A.
Transportation Reviewer
(360) 972-4539
Maureen.Elenga@dahp.wa.gov

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Yellin, Michelle

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Tuesday, April 16, 2024 8:45 PM
To: Gray, Connie; Yellin, Michelle; Bundy, Barbara; Swank, Alisa
Subject: [EXTERNAL] FW: WSLE Project Management

I just realized I hadn't shared this with you guys.

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

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twitter.com/SoundTransit

From: Wardlaw, Dennis (DAHP) <Dennis.Wardlaw@dahp.wa.gov>
Sent: Friday, April 12, 2024 9:57 AM
To: Assam, Mark (FTA) <mark.assam@dot.gov>; Littauer, Erin (FTA) <erin.littauer@dot.gov>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Schreck, Jennifer <jennifer.schreck@soundtransit.org>
Cc: Elenga, Maureen (DAHP) <Maureen.Elenga@dahp.wa.gov>
Subject: WSLE Project Management

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Hello FTA and ST Partners,

Just wanted to give you a heads up on some housekeeping we are doing for the West Seattle project. Today we merged the 2018 West Seattle project with the 2019 project. Moving forward, any submittals for the WSLE project should only be done through the 2019 tracking code (2019-02-01457).

We also had a discussion with our WISSARD guru Annie Strader about how to handle the future Ballard Link extension. When ST and FTA have reached a point where the new APE is ready to be formally submied,` an APE shapefile should be sent to DAHP. The shapefile will allow DAHP staff to capture and migrate the HPIs to the new project. We believe this will help reduce further complicaons` of our (and your) administrative records. However, please note that migrating the material to the future project will take some additional me on` our end, so that should be factored in with the APE submial.`

Thanks, and please do not hesitate to contact me if you have any questions or want to discuss this further.

Dennis Wardlaw, M.A.
Transportation Archaeologist
Dept. of Archaeology and Historic Preservation

1110 Capitol Way South, Suite 30
Olympia, WA 98501
Phone: 360-485-5014

please consider the environment before printing this email

Yellin, Michelle

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Wednesday, April 17, 2024 11:25 AM
To: Yellin, Michelle; Sasha Visconty
Subject: FW: [EXTERNAL] West Seattle Link Extension (WSLE) Project- Section 106 Consultation-Determination of Eligibility and Effects

For the logs

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

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From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Wednesday, April 17, 2024 7:41 AM
To: Stevenson, Alex <alex.stevenson@soundtransit.org>
Cc: Ann Costanza <acostanza@anchorqea.com>
Subject: RE: [EXTERNAL] West Seattle Link Extension (WSLE) Project- Section 106 Consultation-Determination of Eligibility and Effects

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Hi Alex,
See below reference comments from the Suquamish, including a correction to ethnographic discussion in Section 4 and reference to Chief Seattle. Please update this information as requested.
Thanks
Erin

From: Littauer, Erin (FTA)
Sent: Wednesday, April 17, 2024 7:38 AM
To: Stephanie Trudel <strudel@Suquamish.nsn.us>
Cc: lforsman suquamish.nsn.us <lforsman@suquamish.nsn.us>
Subject: RE: [EXTERNAL] West Seattle Link Extension (WSLE) Project- Section 106 Consultation-Determination of Eligibility and Effects

Hi Stephanie,
Thank you for your response and the information regarding correction to Section 4. We will share this information with Sound Transit to address these changes.
Thank you and please let me know if you have any additional comments or questions.

Erin

From: Stephanie Trudel <strudel@Suquamish.nsn.us>
Sent: Tuesday, April 16, 2024 3:20 PM
To: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Cc: lforsman suquamish.nsn.us <lforsman@suquamish.nsn.us>
Subject: RE: [EXTERNAL] West Seattle Link Extension (WSLE) Project- Section 106 Consultation-Determination of Eligibility and Effects

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Erin,

Thank you for the continuing consultation with the Suquamish Tribe regarding the West Seattle Link Extension Project. The Suquamish Tribe's Archaeology and Historic Preservation Program concurs with FTA's determination that the Project will have an Adverse Effect to Historic Properties. We look forward to working with FTA and Sound Transit on the Programmatic Agreement.

We ask for a correction be made to the *West Seattle Link Extension Historic and Archaeological Resources Technical Report* in Appendix A. In Section 4.4 Ethnographic Context on page 4-6, Chief Seattle is referred to as Duwamish only. Chief Seattle was both Duwamish and Suquamish. Chief Seattle had a Suquamish father and Duwamish mother, and Chief Seattle told Catherine Maynard, Dr. David Maynard's wife, that he was born on Blake Island, in a house built by his father. Chief Seattle signed the Treaty of Point Elliott in 1855 on behalf of both the Suquamish and Duwamish people. There are numerous direct references to Seattle in Hudson's Bay Company records between 1833 and 1846, and all references to his tribe state Seattle was Suquamish. Chief Seattle chose to spend his final days living at Old Man House village, a major Suquamish winter village in the heart of Suquamish territory, and is buried in the Suquamish cemetery.

Thank you for making this important correction to the report.

Sincerely,
Stephanie

Stephanie Trudel
Tribal Historic Preservation Officer
Suquamish Tribe
PO Box 498
Suquamish, WA 98392-0498
360-394-8533
strudel@suquamish.nsn.us

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Friday, March 22, 2024 1:15 PM
To: Leonard Forsman <lforsman@suquamish.nsn.us>
Cc: Fletcher, Susan (FTA) <susan.fletcher@dot.gov>; Assam, Mark (FTA) <Mark.Assam@dot.gov>; Rastelli, Scot (FTA) <Scot.Rastelli@dot.gov>; Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>; maureen.elenga@dahp.wa.gov; dezerae.hayes@soundtransit.org; alex.stevenson@soundtransit.org; lauren.swift@soundtransit.org; Stephanie Trudel <strudel@Suquamish.nsn.us>; Schreck, Jennifer <jennifer.schreck@soundtransit.org>; Durkin, Cassandra <cassandra.durkin@soundtransit.org>

Subject: [EXTERNAL] West Seattle Link Extension (WSLE) Project- Section 106 Consultation-Determination of Eligibility and Effects

Dear Chairman Forsman,
Please see the attached Section 106 consultation for the Sound Transit- West Seattle Link Extension (WSLE) Project. Due to file size constraints, related documents are located on a Secure FTP site (see below). Please let me know if you have any difficulty accessing these files.

URL:
https://link.zixcentral.com/u/e8f4a3f5/DNRrAYno7hGkTV64hnsoMg?u=https%3A%2F%2Fftp.anchorqea.com%2Faq
Username: 170036-01.01_05b@170036-01.01_05b
Password: **S0und2021!**

Thank you,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

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DUWAMISH TRIBE

dxʷdəwʔabš

4/17/2024

Sound Transit
401 S Jackson St, Seattle, WA 98104
West Seattle Link Extension

Dear Alex Stevenson,

Thank you for the opportunity to comment on the West Seattle Link Extension to provide fast, reliable light rail connections to dense residential and job centers in the SODO, Delridge and West Seattle neighborhoods. Based on the information provided and our understanding of the project and its APE, the Duwamish Tribe considers the location culturally significant and has a moderate to high probability to have unknown archaeological deposits. We note that there are 11 historical and ancestral Duwamish place names (usual and accustomed places) within about a mile along the project length. The DAHP WISAARD predictive model indicates that an archaeological survey is highly advised with a very high risk for encountering cultural resources. We note that archaeological field surveys and monitoring have been performed along Southwest Marginal Place (geoprobes), Pigeon Point and West Marginal Way SW (geotechnical borings) with one shovel test probe, and 15 monitored boreholes starting in 2018 along proposed alternative sections of the project. The Tribe also requests that a survey be performed near the proposed elevated section in Youngstown near Nucor Steel. This is near Longfellow Creek and its former outfall and one of our place names. Bore logs from the Washington State Geologic Information Portal indicate black organic silt approximately 10 feet below ground surface in and around this location. The Tribe is concerned that if one of the alternatives near this area is chosen, that there is potential for archaeological resources that have not been surveyed.

We request that if any archaeological work or monitoring is performed, we would like notification. The Tribe would also like the opportunity to be present if or when an archaeologist is on site.

In addition, the Tribe echoes its previous comments that the route with the least environmental impact be given the most consideration. This includes the heron rookery around Pigeon Point in the West Duwamish Greenbelt. We also echo that only native vegetation be used for any proposed landscaping to enhance habitat for fish and wildlife, and native avian life and native pollinators. The Tribe supports observing critical area tracts and stream buffers to preserve any remaining wetlands and stream buffers. Loss of wetland habitat is known to affect the viability of fish, water quality and increase the effects of seasonal urban flooding. We also request that stream improvements for Longfellow Creek in the APE be given consideration. This is an important creek for the Duwamish Tribe and was once a vibrant stream for smelt fish and played a part in our traditional diet.

We also strongly recommend that mature native trees in the APE are preserved. Mature trees can be of profound cultural significance to the Duwamish Tribe and provide innumerable benefits for people, climate, and wildlife. If a tree is suspected to be culturally modified, the Duwamish Tribe would like to be notified and would like the opportunity to come to the site to ensure its protection.

Figures on pages 3 and 4.

Thank you,

Nancy A Sackman
Cultural Preservation
Duwamish Tribe
preservationdept@duwamishtribe.org
Mobile - 206.856.2564

Figure 1. Cultural Map of the Lower Duwamish River with TT Waterman's overlay. Confidential - not for publication.

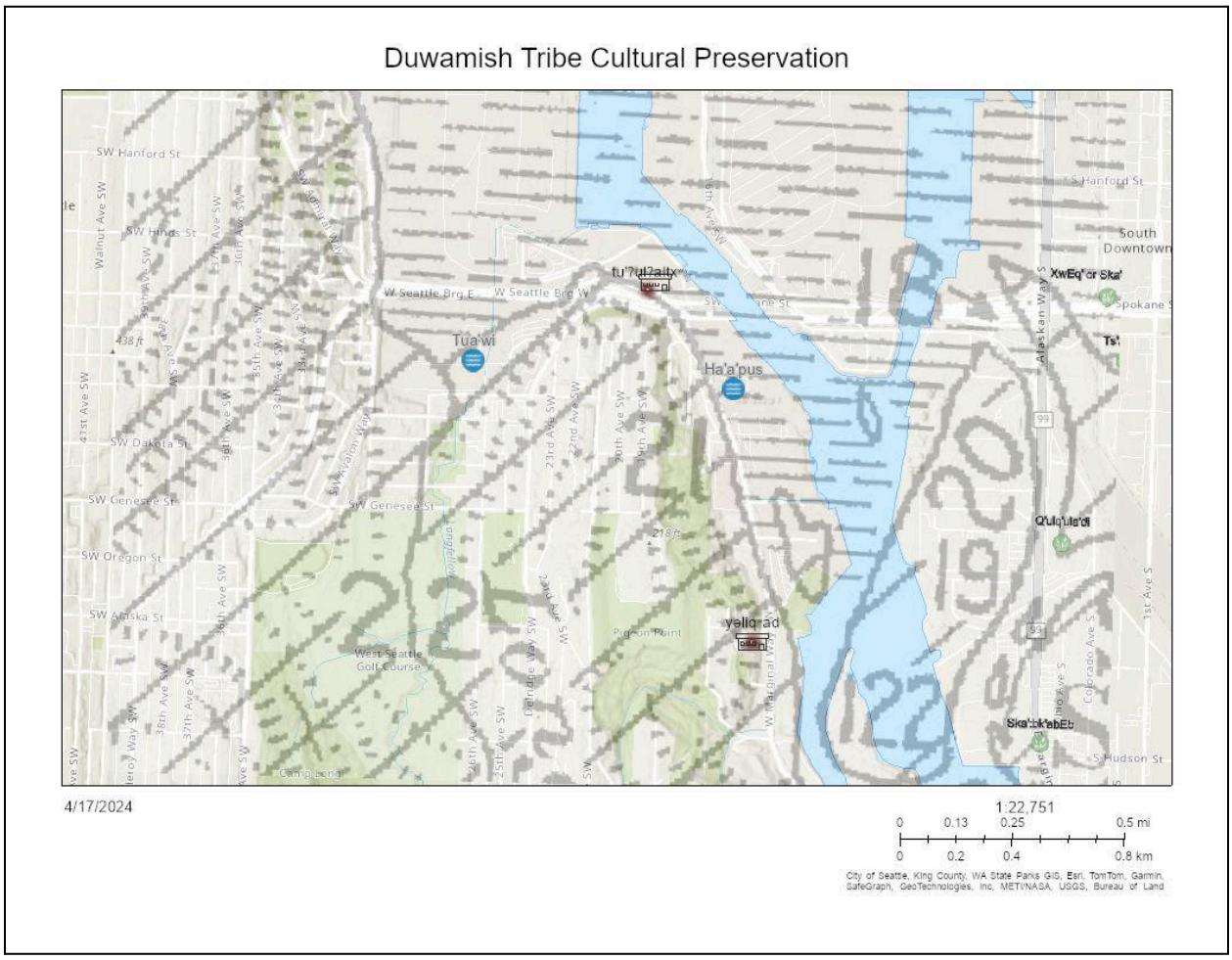
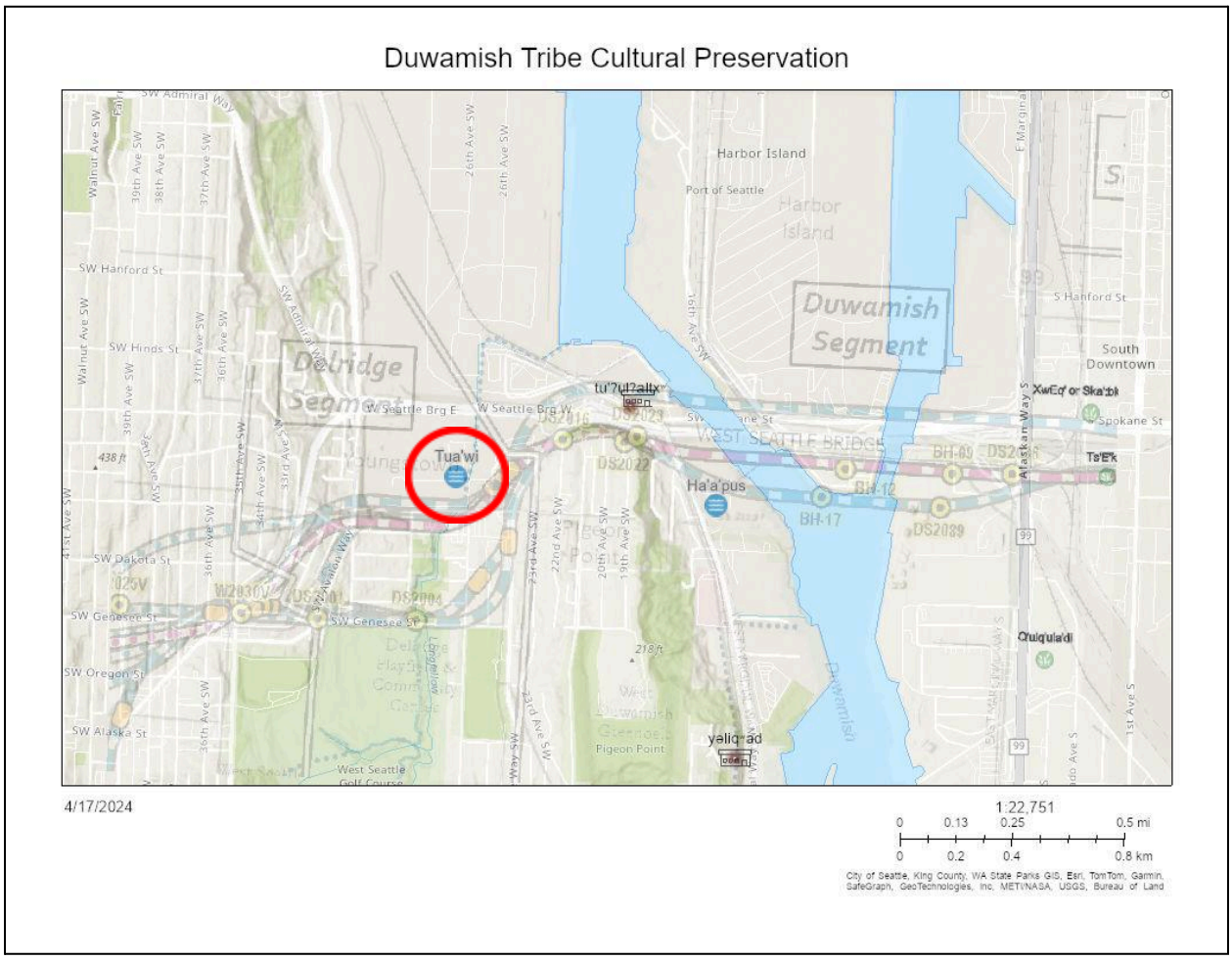


Figure 2. Image overlay of Duwamish place names with Sound Transit's proposed alternatives in West Seattle. Red circle of proposed archaeological survey. Locations are approximate.



Seattle
Neighborhoods

April 18, 2024 LPB 76/24

Susan K. Fletcher
Regional Administrator
US Dept of Transportation - FHA
915 Second Avenue
Federal Bldg., Suite 3192
Seattle, WA 98174-1002

RE: Sound Transit
West Seattle Link Extension Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
SHPO Project Tracking Code: 2019-02-01457

Dear Susan K. Fletcher,

Thank you for requesting our consultation on the Section 106 Determinations of Eligibility and Effects for the abovementioned project. We have reviewed the appendices provided. We generally concur with the APE and many of your eligibility and effect determinations, but there are a few things we still need to understand in order to consult on the project.

It is our understanding that there is a subset of ninety-nine (99) additional properties identified due to an expansion of the APE that have not had concurrence regarding eligibility. For those properties we are unable to comment as to whether there is an adverse effect or not. One cannot determine an effect without first determining eligibility.

Regarding Fire Station No. 14, we do not have enough information to say that we agree that there is no adverse effect to this property. We understand that there are no physical effects to the building, short of a partial taking of the site. However, to consider all the potential impacts, we needed noise and vibration studies for both construction and operation of the undertaking, information about the time of day of construction, and whether the property is anticipated to be utilized for access or staging. It is important to understand that a fire station is a residence and impacts should be evaluated accordingly. Any of the individual effects may not be adverse on their own, but we want to understand the cumulative effects to know the real impact on the historic resource. If the cumulative effects mean that it could not be used as a fire station anymore, then that would be an adverse effect to the historic fire station.

We concur that there is an adverse effect to the Cettolin House, however we are still waiting for the context study visuals and therefore we cannot consult on the level of effect or the mitigation that would be required.

Sincerely,

Sarah Sodt
City Historic Preservation Officer

Cc: Michael de Lange, DON
Amy Chasanov, SDOT
Dennis Wardlaw, DAHP
Maureen Elenga, DAHP
Mark Assam, FTA
Dezerae Hayes, Sound Transit
Alex Stevenson, Sound Transit
Lauren Swift, Sound Transit
Jennifer Schreck, Sound Transit
Cassandra Durkin, Sound Transit
Lisa Howard, Alliance for Pioneer Square
Chris Moore, Washington Trust for Historic Preservation

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

3633 LLC
9625 SE 71st St
Mercer Island WA 98040

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear 3633 LLC:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 3633 E Marginal Way S is a historic property and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

<u>WSLE Project</u>

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS) in January 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

The Section 106 process for the WSLE Project was initiated in August 2023 and has included delineation of the Area of Potential Effect (APE) (Attachment 1), information gathering to identify historic properties in the APE, and analysis to determine potential effects to historic properties. Ongoing consultation includes participation by the Department of Archaeology and Historic Preservation (DAHP), federally recognized tribes, and other parties with demonstrated interest in the project. An overview of the Section 106 process, as it pertains to the WSLE Project, is included with this invitation (Attachment 2). General information about Section 106 may be found in resources provided by the Advisory Council on Historic Preservation (ACHP), including:

- An Introduction to Section 106: www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106
- A Citizen's Guide to Section 106 Review: www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf

Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

Formal acceptance of Consulting Party status results in broad opportunities to receive pertinent information and to offer input on the Section 106 process, beyond those provided to the general public. As a Consulting Party, FTA and Sound Transit would invite you to comment on findings and determinations regarding historic properties for the WSLE Project, measures to resolve adverse effects to historic properties, and preparation of a Programmatic Agreement. Opportunities to provide input would be through voluntary participation in virtual monthly consulting party meetings, virtual one-on-one meeting as requested by you, and review of

Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

If you would like to accept this invitation to participate as a Consulting Party for the WSLE Project, please respond within thirty (30) calendar days of receipt of this letter to Erin Littauer, FTA at erin.littauer@dot.gov and provide the name(s) and email address(es) of the person(s) you wish to be your primary point(s) of contact. Following acceptance of this invitation, Alex E. Stevenson, Cultural Resources Manager, Sound Transit (alex.stevenson@soundtransit.org) will reach out to the contact(s) provided to set up a virtual orientation meeting. You are welcome and encouraged to bring your questions about the WSLE Project, Consulting Party opportunities, the Section 106 process, and your property to this meeting.

You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:26:34 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

Buffalo Industries, Inc.
7979 S 180th St
Kent WA 98032

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear Buffalo Industries, Inc.:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 99 S Spokane St, The Simmons Company Metal Beds, Springs & Mattress Warehouse is a historic property and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

WSLE Project

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS) in January 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

The Section 106 process for the WSLE Project was initiated in August 2023 and has included delineation of the Area of Potential Effect (APE) (Attachment 1), information gathering to identify historic properties in the APE, and analysis to determine potential effects to historic properties. Ongoing consultation includes participation by the Department of Archaeology and Historic Preservation (DAHP), federally recognized tribes, and other parties with demonstrated interest in the project. An overview of the Section 106 process, as it pertains to the WSLE Project, is included with this invitation (Attachment 2). General information about Section 106 may be found in resources provided by the Advisory Council on Historic Preservation (ACHP), including:

- An Introduction to Section 106: www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106
- A Citizen's Guide to Section 106 Review: www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf

Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

Formal acceptance of Consulting Party status results in broad opportunities to receive pertinent information and to offer input on the Section 106 process, beyond those provided to the general public. As a Consulting Party, FTA and Sound Transit would invite you to comment on findings and determinations regarding historic properties for the WSLE Project, measures to resolve adverse effects to historic properties, and preparation of a Programmatic Agreement. Opportunities to provide input would be through voluntary participation in virtual monthly

consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

If you would like to accept this invitation to participate as a Consulting Party for the WSLE Project, please respond within thirty (30) calendar days of receipt of this letter to Erin Littauer, FTA at erin.littauer@dot.gov and provide the name(s) and email address(es) of the person(s) you wish to be your primary point(s) of contact. Following acceptance of this invitation, Alex E. Stevenson, Cultural Resources Manager, Sound Transit (alex.stevenson@soundtransit.org) will reach out to the contact(s) provided to set up a virtual orientation meeting. You are welcome and encouraged to bring your questions about the WSLE Project, Consulting Party opportunities, the Section 106 process, and your property to this meeting.

You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:27:03 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

Charles and Gail Irish
PO Box 6025
Williamsburg VA 23188

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear Charles and Gail Irish.:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 45 S Spokane St, Nelson Iron Works Blacksmith & Machinist Shop is a historic property and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

WSLE Project

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS) in January 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

The Section 106 process for the WSLE Project was initiated in August 2023 and has included delineation of the Area of Potential Effect (APE) (Attachment 1), information gathering to identify historic properties in the APE, and analysis to determine potential effects to historic properties. Ongoing consultation includes participation by the Department of Archaeology and Historic Preservation (DAHP), federally recognized tribes, and other parties with demonstrated interest in the project. An overview of the Section 106 process, as it pertains to the WSLE Project, is included with this invitation (Attachment 2). General information about Section 106 may be found in resources provided by the Advisory Council on Historic Preservation (ACHP), including:

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- A Citizen's Guide to Section 106 Review: www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf

Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

Formal acceptance of Consulting Party status results in broad opportunities to receive pertinent information and to offer input on the Section 106 process, beyond those provided to the general public. As a Consulting Party, FTA and Sound Transit would invite you to comment on findings and determinations regarding historic properties for the WSLE Project, measures to resolve adverse effects to historic properties, and preparation of a Programmatic Agreement. Opportunities to provide input would be through voluntary participation in virtual monthly

consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

If you would like to accept this invitation to participate as a Consulting Party for the WSLE Project, please respond within thirty (30) calendar days of receipt of this letter to Erin Littauer, FTA at erin.littauer@dot.gov and provide the name(s) and email address(es) of the person(s) you wish to be your primary point(s) of contact. Following acceptance of this invitation, Alex E. Stevenson, Cultural Resources Manager, Sound Transit (alex.stevenson@soundtransit.org) will reach out to the contact(s) provided to set up a virtual orientation meeting. You are welcome and encouraged to bring your questions about the WSLE Project, Consulting Party opportunities, the Section 106 process, and your property to this meeting.

You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:27:33 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

U.S. Department
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**Federal Transit
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Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

Betty J Lindmark
4509 52nd Ave SW
Seattle WA 981116

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear Betty J Lindmark.:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 3626 E Marginal Way S, Acme Tool Works and Lindmark Machine Works are historic properties and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

WSLE Project

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS) in January 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

The Section 106 process for the WSLE Project was initiated in August 2023 and has included delineation of the Area of Potential Effect (APE) (Attachment 1), information gathering to identify historic properties in the APE, and analysis to determine potential effects to historic properties. Ongoing consultation includes participation by the Department of Archaeology and Historic Preservation (DAHP), federally recognized tribes, and other parties with demonstrated interest in the project. An overview of the Section 106 process, as it pertains to the WSLE Project, is included with this invitation (Attachment 2). General information about Section 106 may be found in resources provided by the Advisory Council on Historic Preservation (ACHP), including:

- An Introduction to Section 106: www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106
- A Citizen's Guide to Section 106 Review: www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf

Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

Formal acceptance of Consulting Party status results in broad opportunities to receive pertinent information and to offer input on the Section 106 process, beyond those provided to the general public. As a Consulting Party, FTA and Sound Transit would invite you to comment on findings and determinations regarding historic properties for the WSLE Project, measures to resolve adverse effects to historic properties, and preparation of a Programmatic Agreement. Opportunities to provide input would be through voluntary participation in virtual monthly

consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

If you would like to accept this invitation to participate as a Consulting Party for the WSLE Project, please respond within thirty (30) calendar days of receipt of this letter to Erin Littauer, FTA at erin.littauer@dot.gov and provide the name(s) and email address(es) of the person(s) you wish to be your primary point(s) of contact. Following acceptance of this invitation, Alex E. Stevenson, Cultural Resources Manager, Sound Transit (alex.stevenson@soundtransit.org) will reach out to the contact(s) provided to set up a virtual orientation meeting. You are welcome and encouraged to bring your questions about the WSLE Project, Consulting Party opportunities, the Section 106 process, and your property to this meeting.

You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:28:04 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

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915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

Marilyn Kennel and Al McMurray
4022 32nd Ave SW
Seattle WA 98126

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear Marilyn Kennel and Al McMurray:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 4022 32nd Ave SW, Cettolin House is a historic property and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

WSLE Project

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS) in January 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

The Section 106 process for the WSLE Project was initiated in August 2023 and has included delineation of the Area of Potential Effect (APE) (Attachment 1), information gathering to identify historic properties in the APE, and analysis to determine potential effects to historic properties. Ongoing consultation includes participation by the Department of Archaeology and Historic Preservation (DAHP), federally recognized tribes, and other parties with demonstrated interest in the project. An overview of the Section 106 process, as it pertains to the WSLE Project, is included with this invitation (Attachment 2). General information about Section 106 may be found in resources provided by the Advisory Council on Historic Preservation (ACHP), including:

- An Introduction to Section 106: www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106
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Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

Formal acceptance of Consulting Party status results in broad opportunities to receive pertinent information and to offer input on the Section 106 process, beyond those provided to the general public. As a Consulting Party, FTA and Sound Transit would invite you to comment on findings and determinations regarding historic properties for the WSLE Project, measures to resolve adverse effects to historic properties, and preparation of a Programmatic Agreement. Opportunities to provide input would be through voluntary participation in virtual monthly

consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

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You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:22:42 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

U.S. Department
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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

Nesor Investment Co.
C/O Alaska Copper + Brass
PO Box 3558
Federal Way WA 98063

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear Nesor Investment Co.:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 2958 6th Ave S, Alaskan Copper Co. Employment Office and Auto Repair Garage are historic properties and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

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- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
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WSLE Project

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consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

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You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:24:05 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

Quad-Mac LLC
10894 NE Country Club RD
Bainbridge Island WA 98110

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear Quad-Mac LLC:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 3623 E Marginal Way S and 3621 E Marginal Way S, Air Reduction Company, Carbide Storage Building and Auto Repair Garage are historic properties and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

WSLE Project

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS) in January 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

The Section 106 process for the WSLE Project was initiated in August 2023 and has included delineation of the Area of Potential Effect (APE) (Attachment 1), information gathering to identify historic properties in the APE, and analysis to determine potential effects to historic properties. Ongoing consultation includes participation by the Department of Archaeology and Historic Preservation (DAHP), federally recognized tribes, and other parties with demonstrated interest in the project. An overview of the Section 106 process, as it pertains to the WSLE Project, is included with this invitation (Attachment 2). General information about Section 106 may be found in resources provided by the Advisory Council on Historic Preservation (ACHP), including:

- An Introduction to Section 106: www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106
- A Citizen's Guide to Section 106 Review: www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf

Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

Formal acceptance of Consulting Party status results in broad opportunities to receive pertinent information and to offer input on the Section 106 process, beyond those provided to the general public. As a Consulting Party, FTA and Sound Transit would invite you to comment on findings and determinations regarding historic properties for the WSLE Project, measures to resolve adverse effects to historic properties, and preparation of a Programmatic Agreement. Opportunities to provide input would be through voluntary participation in virtual monthly

consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

If you would like to accept this invitation to participate as a Consulting Party for the WSLE Project, please respond within thirty (30) calendar days of receipt of this letter to Erin Littauer, FTA at erin.littauer@dot.gov and provide the name(s) and email address(es) of the person(s) you wish to be your primary point(s) of contact. Following acceptance of this invitation, Alex E. Stevenson, Cultural Resources Manager, Sound Transit (alex.stevenson@soundtransit.org) will reach out to the contact(s) provided to set up a virtual orientation meeting. You are welcome and encouraged to bring your questions about the WSLE Project, Consulting Party opportunities, the Section 106 process, and your property to this meeting.

You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:24:35 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

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Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

Redwall LLC
4338 Evanston Ave N
Seattle WA 98033

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear Redwall LLC:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 3628 E Marginal Way S, Edwards Ice Machine Co./ Eagle Metal Co. is a historic property and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

WSLE Project

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS) in January 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

The Section 106 process for the WSLE Project was initiated in August 2023 and has included delineation of the Area of Potential Effect (APE) (Attachment 1), information gathering to identify historic properties in the APE, and analysis to determine potential effects to historic properties. Ongoing consultation includes participation by the Department of Archaeology and Historic Preservation (DAHP), federally recognized tribes, and other parties with demonstrated interest in the project. An overview of the Section 106 process, as it pertains to the WSLE Project, is included with this invitation (Attachment 2). General information about Section 106 may be found in resources provided by the Advisory Council on Historic Preservation (ACHP), including:

- An Introduction to Section 106: www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106
- A Citizen's Guide to Section 106 Review: www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf

Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

Formal acceptance of Consulting Party status results in broad opportunities to receive pertinent information and to offer input on the Section 106 process, beyond those provided to the general public. As a Consulting Party, FTA and Sound Transit would invite you to comment on findings and determinations regarding historic properties for the WSLE Project, measures to resolve adverse effects to historic properties, and preparation of a Programmatic Agreement. Opportunities to provide input would be through voluntary participation in virtual monthly

consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

If you would like to accept this invitation to participate as a Consulting Party for the WSLE Project, please respond within thirty (30) calendar days of receipt of this letter to Erin Littauer, FTA at erin.littauer@dot.gov and provide the name(s) and email address(es) of the person(s) you wish to be your primary point(s) of contact. Following acceptance of this invitation, Alex E. Stevenson, Cultural Resources Manager, Sound Transit (alex.stevenson@soundtransit.org) will reach out to the contact(s) provided to set up a virtual orientation meeting. You are welcome and encouraged to bring your questions about the WSLE Project, Consulting Party opportunities, the Section 106 process, and your property to this meeting.

You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:25:01 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

Riverside Mill LLC
3800 W Marginal Way SW
Seattle WA 98106

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear Riverside Mill LLC:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 3800 W Marginal Way SW, Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Office, Pacific Coast Forge Building, North Warehouse, South Warehouse, and East Warehouse are historic properties and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

WSLE Project

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS) in January 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

The Section 106 process for the WSLE Project was initiated in August 2023 and has included delineation of the Area of Potential Effect (APE) (Attachment 1), information gathering to identify historic properties in the APE, and analysis to determine potential effects to historic properties. Ongoing consultation includes participation by the Department of Archaeology and Historic Preservation (DAHP), federally recognized tribes, and other parties with demonstrated interest in the project. An overview of the Section 106 process, as it pertains to the WSLE Project, is included with this invitation (Attachment 2). General information about Section 106 may be found in resources provided by the Advisory Council on Historic Preservation (ACHP), including:

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Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

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consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

Instructions for Accepting This Invitation

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You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:25:39 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

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Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

May 28, 2024

TCMM LLC
2410 Boyer Ave E, #1
Seattle WA 98112

RE: Invitation to Participate as a Consulting Party under Section 106 of the National Historic Preservation Act for the Sound Transit West Seattle Link Extension Project

Dear TCMM LLC:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties.

FTA has determined the structures located at 3648 E Marginal Way S, AM Castle and Company is a historic property and will be adversely affected by the WSLE Project. Accordingly, this letter serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. As a Section 106 Consulting Party, you would be entitled to receive and review pertinent information about the WSLE Project and to participate in conversations around resolving adverse effects from Project activities. While we hope that you will formally accept this invitation, your participation as a Section 106 Consulting Party is voluntary.

Within this correspondence, you will find information about the following:

- WSLE Project
- Section 106 Process
- Opportunities for Section 106 Consulting Party to Receive Information and Provide Input
- Instructions for Accepting This Invitation

WSLE Project

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The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension.

Section 106 Process

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Opportunities for Section 106 Consulting Parties to Receive Information and Provide Input

Formal acceptance of Consulting Party status results in broad opportunities to receive pertinent information and to offer input on the Section 106 process, beyond those provided to the general public. As a Consulting Party, FTA and Sound Transit would invite you to comment on findings and determinations regarding historic properties for the WSLE Project, measures to resolve adverse effects to historic properties, and preparation of a Programmatic Agreement. Opportunities to provide input would be through voluntary participation in virtual monthly

consulting party meetings, virtual one-on-one meeting as requested by you, and review of Section 106 documents distributed electronically by FTA and Sound Transit; in cases of document review, written comments are typically required within thirty (30) calendar days of receiving the materials. As an invited Consulting Party, the extent of your involvement in all opportunities for input would be at your discretion and according to your availability and level of interest.

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You will not be considered a Section 106 Consulting Party for the West Seattle Link Extension Project until you formally accept this invitation to consult via email.

If you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process, please contact Erin Littauer, FTA at erin.littauer@dot.gov.

Sincerely,

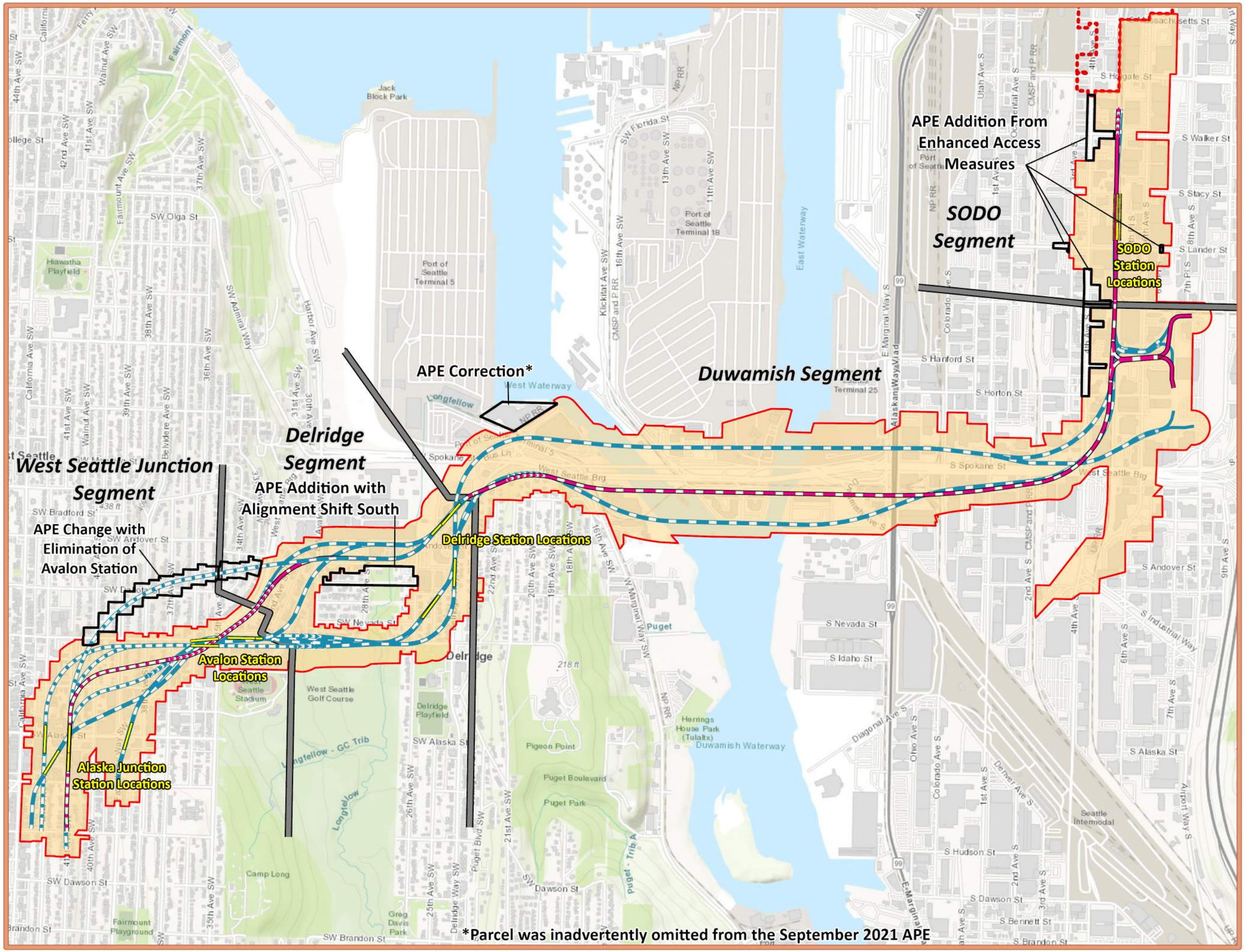
SUSAN KAY FLETCHER Digitally signed by SUSAN KAY FLETCHER Date: 2024.05.28 13:26:07 -07'00'

Susan K. Fletcher
Regional Administrator
Federal Transit Administration

cc: Mark Assam, FTA
Erin Littauer, FTA
Alex E. Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Lauren Swift, Sound Transit
Cassandra Durkin, Sound Transit

Enclosures: Attachment 1: Cultural Resources Area of Potential Effect
Attachment 2: WSLE Project NHPA Section 106 Compliance Summary

Area of Potential Effects (APE) for Sound Transit West Seattle Link Extension (July 2023)



Station
Existing APE
Proposed APE Addition
Proposed APE Removal
Segment Line

Alternatives
Preferred Alternative
Other Alternative

Alternative Profile
Elevated
At-Grade
Tunnel
Retained Cut

N

0 500 1,000 2,000 Feet

West Seattle Link Extension Project
National Historic Preservation Act Section 106 Compliance Summary

The West Seattle Link Extension Project, formerly the West Seattle and Ballard Link Extensions Project, is an element of the Sound Transit 3 Plan, the regional transit system expansion approved by voters in November 2016. Initially the West Seattle Link Extension and Ballard Link Extension were evaluated as one project, the West Seattle and Ballard Link Extensions, based on the same environmental review timeline. Following the January 2022 publication of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (EIS), in July of 2022, the Sound Transit Board determined additional environmental review was needed to evaluate the Ballard Link Extension. Subsequently, in July 2023 Sound Transit, in coordination with FTA, redefined the West Seattle and Ballard Link Extensions Project to separate out the Ballard Link Extension and proceed with the existing environmental review process for the West Seattle Link Extension. Sound Transit and FTA anticipate a Final EIS for the West Seattle Link Extension Project in 2024. Sound Transit anticipates a separate environmental review process for the Ballard Link Extension to start in 2024.

The WSLE Project, as currently defined, will extend light rail service approximately 4.1 miles from SODO to the Alaska Junction in West Seattle and include new stations at SODO, Delridge, Avalon and Alaska Junction. The Project will construct elevated, at-grade, retained-cut, and mined guideway for light rail and include new crossings at the Duwamish Waterway (Duwamish River) and Longfellow Creek. More information about the WSLE Project may be found online at the Sound Transit website: https://www.soundtransit.org/system-expansion/west-seattle-link-extension. The Section 106 of the National Historic Preservation Act (NHPA) review process for the WSLE Project is led by the Federal Transit Administration (FTA). As lead Federal agency, FTA is responsible for compliance with Section 106 (NHPA; 54 USC 306101) and its implementing regulations at 36 CFR Part 800 (Protection of Historic Properties) (NHPA Section 106). The Section 106 process requires federal agencies to consider the effects of their undertakings on historic properties and to afford Consulting Parties the opportunity to comment. The goal of consultation is to identify historic properties potentially affected

Key Terminology*

undertaking – projects, activities, or programs funded in whole or in part under the direct or indirect jurisdiction of a federal agency.

historic property – any pre-contact or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places.

Consulting Party – a person, entity, or organization that has consultative standing in the Section 106 process in addition to FTA and the Advisory Council on Historic Preservation.

effect – an alteration to any of the characteristics of a historic property that qualify the property for inclusion in the National Register of Historic Places.

adverse effect – found when an undertaking may have an effect that would diminish the integrity of the historic property, through activities such as demolition or alteration of significant setting features.

integrity - the ability of a historic property to convey its significance; the National Register of Historic Places identifies seven aspects of integrity, including location, design, setting, materials, workmanship, feeling, and association.

by the undertaking, assess effects of the undertaking on historic properties, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

FTA, as lead federal agency, reinitiated consultation on the redefined West Seattle and Ballard Link Extensions Project, now the West Seattle Link Extension Project (WSLE) and revised area of potential effects (APE) under Section 106 in August 2023. Formal invitation to consult on the WSLE Project was extended to tribes as well as points of contact from governments and organizations that had previously consulted on the former West Seattle and Ballard Link Extensions Project. As of August 2023, 5 federally recognized tribes and 3 other governments and organizations have accepted the invitation to consult from FTA in the Section 106 process for the WSLE Project.

Key Terminology, *cont'd*

Area of Potential Effect (APE) – the geographic area(s) within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.

Programmatic Agreement (PA) – a legal document that establishes the roles and responsibilities of the federal agency and consulting parties, the agreed-upon measures to resolve adverse effects, and processes for the phased identification and evaluation of historic properties and protocols for involving stakeholders in consultation as effects are identified and resolved.

To date, Section 106 Consulting Parties for the WSLE Project have been involved in conversations regarding the following aspects of the Section 106 process:

- **Delineation of the Area of Potential Effect:** In correspondence dated August 3, 2023, FTA notified Consulting Parties and Consulting Tribes of the redefinition of the West Seattle and Ballard Link Extension Project, now the West Seattle Link Extension Project under Section 106, provided maps depicting the revised Area of Potential Effect (APE) as determined by FTA in coordination with Sound Transit. The Washington State Department of Archaeology and Historic Preservation (DAHP) agreed with the definition of the APE in correspondence dated August 14, 2023.
- **Resource Identification and Effects Analysis:** In correspondence dated March 22, 2024, FTA submitted Section 106 Determinations of Eligibility (DOEs) for the historic built environment resources within the APE and a determination of adverse effect for the project to DAHP. As part of this consultation, adverse effects to individual built environment resources located along the WSLE Preferred Alternative were identified. Section 106 Consulting Parties were copied on the submittal and invited to provide comments within 30 days of receipt. The Washington State Department of Archaeology and Historic Preservation (DAHP) replied April 11, 2024 with their concurrence on the Section 106 Determinations of Eligibility (DOEs) and Adverse Effect determination for the WSLE Project.
- **Development of the Programmatic Agreement:** To resolve the adverse effects to historic properties, FTA will initiate consultation on a Programmatic Agreement (PA) for the WSLE Project. A concept draft outlining a recommended format and structure for the PA will be distributed to Consulting Parties for review and comment. These comments will inform the formal draft of the PA, which will be published with the Final Environmental Impact Statement (EIS). The draft PA will be finalized through ongoing consultation following publication of the Final EIS. The PA will be executed prior to FTA issuing the Record or Decision (ROD) for the Project.

Section 106 consultation for the WSLE Project is ongoing with the identification and outreach to additional Section 106 Consulting Parties, including owners of properties where adverse effects have been identified. Participation as a Consulting Party is optional but provides opportunities for input to identify measures to resolve adverse effects to historic properties as part of the development of the PA. Stipulations in the PA will outline processes for continued consultation, phasing of additional historic property identification, evaluation, effect determination, and mitigation in accordance with 36 CFR Part 800.

FTA and Sound Transit are also committed to sharing information and inviting feedback from the general public, where appropriate. Sound Transit, in coordination with FTA, have hosted virtual and in-person open house events to provide an opportunity for public input on efforts to research and identify historic properties in and near the APE. Reports on historic properties will be made available to the general public for review with release of the NEPA Final EIS. The Draft PA, once completed, will be made available to the public with publication of the Final EIS. Documentation that includes sensitive information exempt from the Freedom of Information Act will not be readily available for public review, pursuant to Section 304 of NHPA.

Yellin, Michelle

From: Colleen Raymond <colleen@boyeravenue.com>
Sent: Friday, June 7, 2024 11:10 AM
To: Littauer, Erin (FTA)
Cc: Nate Highlander
Subject: RE: Invitation to Consult- Section 106 of the National Historic Preservation Act- West Seattle Link Extension Project

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Thank you, Erin for your email. Yes. We do wish to participate as a Consulting Party. Please keep us informed.

Colleen Raymond
Partner
TCMM LLC

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Wednesday, June 5, 2024 5:19 PM
To: Colleen Raymond <colleen@boyeravenue.com>
Subject: Invitation to Consult- Section 106 of the National Historic Preservation Act- West Seattle Link Extension Project

Dear TCMM LLC:

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties. FTA has determined the structures located at 3648 E Marginal Way S. in Seattle, Washington (AM Castle and Company) is a historic property and will be adversely affected by the WSLE Project. The attached serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. Participation is voluntary.

Please let me know if you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process.

Thank you,

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Alan T McMurray <alantmcmurray@gmail.com>
Sent: Tuesday, June 11, 2024 4:31 PM
To: Littauer, Erin (FTA)
Cc: Marilyn Kennell
Subject: Section 106 Consulting Party for WSLE Invitation Acceptance

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Dear Erin:

Please let this email serve as acceptance of the invitation to participate as a Section 106 Consulting Party for the West Seattle Link Extension
Project for both myself, Alan McMurray (alantmcmurray@gmail.com) and my wife Marilyn
Kennell (mkennell@gmail.com).

Thank you so much,

Alan McMurray
Cettolin House
4022 32nd Ave SW
Seattle, WA 98126
425-876-3333

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Yellin, Michelle

From: Charles Irish <cairish1948@gmail.com>
Sent: Wednesday, June 12, 2024 9:19 AM
To: Littauer, Erin (FTA); Charles Irish; Scott Rice
Subject: Section 106 -West Seattle Link Extension Project

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Eric, June 12,2024

Reference structure 45 South Spokane Street Nelson Iron Works, Blacksmith and Machinist Shop. is a historical property. (Receivded June 11, 2024)

I would appreciate speaking with you in a timely manner.

Please include in participating in the conversation around resolving adverse effects from Project activities.

My family recently moved to Williamsburg, Virginia (EST) and am currently in a transitional stage concerning the building.

Charles Irish 206 351 0444 cairish1948@gmail.com
137 Southern Hills, Williamsburg, VA 23188

I will be in Seattle from June 18-25, 2024

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Yellin, Michelle

From: Daniel O'Malley <omalley@bladegallery.com>
Sent: Thursday, June 20, 2024 5:25 PM
To: Littauer, Erin (FTA)
Subject: Re: Invitation to Consult- Section 106 of the National Historic Preservation Act- West Seattle Link Extension Project

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your email regarding our historic property at 3628 E Marginal Way S, Seattle, WA 98134. It is our understanding that the building is in the proposed path for Lightrail. This obviously causes significant issues that both adversely affect our company and our property. We are eager to participate as a consulting party in the Section 106 process and are hoping once again that the light rail path can be slightly modified so as to allow us to stay in our beautiful building.

The best person for contact is:
Daniel O'Malley - omalley@bladegallery.com

Please let me know if there is anything further we might need to do.

Sincerely,

Daniel O'Malley
President, BladeGallery Inc
www.bladegallery.com | www.epicedge.com | www.bladeconnection.com | www.shaveenvy.com

On Wed, Jun 5, 2024 at 5:39 PM Littauer, Erin (FTA) <erin.littauer@dot.gov> wrote:

> Dear Redwall LLC:
>
> The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the SODO neighborhood to West Seattle, known as the West Seattle Link Extension (WSLE) Project and is expected to receive federal funding through the Federal Transit Administration (FTA). FTA, as Lead Federal agency, has determined the WSLE project to be a Federal undertaking and therefore subject to environmental review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106). Under Section 106 and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, FTA must consider the effects of the Project on historic properties and resolve those effects through consultation with a variety of interested and affected parties. FTA has determined the structures located at 3628 E Marginal Way S in Seattle, Washington (Edwards Ice Machine Co./ Eagle Metal Co.) is a historic property and will be adversely affected by the WSLE Project. The attached serves as an invitation to you, as the property owner, to participate as a Consulting Party in the Section 106 process for the WSLE Project. Participation is voluntary.

Please let me know if you have any questions about this invitation, the WSLE Project, or the role of consulting parties in the Section 106 process.

Thank you,

Erin Littauer

Environmental Protection Specialist

Federal Transit Administration- Region 10

U.S. Department of Transportation

Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Thursday, July 25, 2024 1:12 PM
To: Yellin, Michelle; Gray, Connie; Swank, Alisa; Swift, Lauren
Subject: [EXTERNAL] FW: FTA- E-106 -Sound Transit West Seattle Link Extension Project - Adverse Effect Determination/ Programmatic Agreement/Consultation Request

See note from Erin re: updates to tech report.

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

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From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Sent: Thursday, July 25, 2024 1:10 PM
To: Stevenson, Alex <alex.stevenson@soundtransit.org>
Subject: FW: FTA- E-106 -Sound Transit West Seattle Link Extension Project - Adverse Effect Determination/ Programmatic Agreement/Consultation Request

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Hi Alex, See attached transmittal to ACHP for WSLE. Please update the text in the document as appropriate for record of this consultation.
Thanks
Erin

From: Littauer, Erin (FTA) <erin.littauer@dot.gov>
Date: Friday, June 28, 2024 at 4:18 PM
To: e106 <e106@achp.gov>
Cc: Bill Marzella <bmarzella@achp.gov>, Elizabeth Breiseth <elizabeth.breiseth@dot.gov>, Assam, Mark (FTA) <Mark.Assam@dot.gov>, Wardlaw, Dennis (DAHP) <dennis.wardlaw@dahp.wa.gov>, Elenga, Maureen (DAHP) <maureen.elenga@dahp.wa.gov>
Subject: [External] FTA- E-106 -Sound Transit West Seattle Link Extension Project - Adverse Effect Determination/ Programmatic Agreement/Consultation Request

Hello,

Pursuant to 36 CFR 800.6(a)(1), the Federal Transit Administration requests ACHP review of the e106 form and related documentation prepared for the Sound Transit West Seattle Link Extension Project (the undertaking) located in Seattle, King County, Washington. As lead federal agency, FTA, in coordination with Sound Transit and in consultation with the Washington SHPO, Tribes, and consulting parties, has determined the proposed undertaking will have an adverse effect to historic properties. In accordance with 36 CFR 800.14(b)(3), a Programmatic Agreement (PA) will be developed for the Project. With this notice, FTA invites the ACHP to participate in the Section 106 consultation process and development of the PA for the West Seattle Link Extension Project.

Due to file size limitations, additional attachments are available for download through the FTA Secure Large File Transfer System (SLFTS). Access to SLFTS is user specific and password protected (instructions for first time users attached). Please let me know if you have any difficulties accessing attachments or require more information.

Thank you for your review.

Erin Littauer
Environmental Protection Specialist
Federal Transit Administration- Region 10
U.S. Department of Transportation
Erin.littauer@dot.gov | www.transit.dot.gov

Yellin, Michelle

From: Schreck, Jennifer <jennifer.schreck@soundtransit.org>
Sent: Wednesday, July 3, 2024 3:10 PM
To: Yellin, Michelle; Gray, Connie
Subject: [EXTERNAL] Fwd: West Seattle Link Extension Section 106 Programmatic Agreement DRAFT 1

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From: Schreck, Jennifer
Sent: Wednesday, July 3, 2024 12:29:04 PM
To: Sodt, Sarah <Sarah.Sodt@seattle.gov>; de Lange, Michael <Michael.deLange@seattle.gov>; Chasanov, Amy <Amy.Chasanov@seattle.gov>; Lisa Howard <lisa@pioneersquare.org>; Chris Moore <Chris@preservewa.org>; Dennis.Wardlaw@dahp.wa.gov <Dennis.Wardlaw@dahp.wa.gov>; Houser, Michael (DAHP) <Michael.Houser@dahp.wa.gov>; Elenga, Maureen (DAHP) <maureen.elenga@dahp.wa.gov>
Cc: Littauer, Erin (FTA) <erin.littauer@dot.gov>; Assam, Mark (FTA) <mark.assam@dot.gov>; Ann Costanza <acostanza@anchorenv.com>; Stevenson, Alex <alex.stevenson@soundtransit.org>; Durkin, Cassandra <cassandra.durkin@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Hayes, Dezerae <Dezerae.Hayes@soundtransit.org>; Hampton, Jason <Jason.Hampton@soundtransit.org>
Subject: West Seattle Link Extension Section 106 Programmatic Agreement DRAFT 1

Hello Consulting Parties –

In coordination with FTA, Sound Transit is providing the first draft of the West Seattle Link Extension Section 106 Programmatic Agreement (Draft 1) for review. This first draft agreement has been prepared by FTA and ST and is the result of ongoing Section 106 consultation with the Department of Archaeology and Historic Preservation (DAHP), federally recognized Tribes (Consulting Tribes), and additional Consulting Parties. The documents can be found in the SharePoint link: July 3, 2024.

The Draft 1 agreement has been developed to resolve known adverse effects to historic built environment resources and detail processes for addressing potential adverse effects to archaeological resources which have not yet been identified. Additionally, the agreement defines roles and responsibilities for FTA, DAHP, Consulting Tribes and other Consulting Parties in the Section 106 process and details ongoing participation through the life of the project.

FTA and Sound Transit request your review and comment of the Draft 1 agreement by July 19, 2024.

FTA and Sound Transit will provide a walk-through of the agreement document at the next scheduled Consulting Party meeting on July 9th. A separate check-in will be provided July 8th for Consulting Tribes, as needed. The walk-through meeting will provide opportunity for discussion and verbal feedback on the document. However, we request comments from your agency, organization or Tribe be captured in the attached comment matrix document.

Please utilize one comment matrix for your agency, organization or Tribe and identify each entry by reviewer, if multiple. Also, where applicable, please include reference to the line and page number in the Draft 1 agreement for comments.

Please submit the comment matrix document to Alex Stevenson at alex.stevenson@soundtransit.org by July 19, 2024. FTA and ST will review all feedback following this initial draft review and prepare a second Draft (Draft 2) agreement to be circulated with DAHP, Consulting Tribes and other Consulting Parties for comment. The Draft 2

agreement will also be published with the West Seattle Link Extension Final Environmental Impact Statement (EIS) to solicit public comment as required per 36 CFR 800. The Draft 2 agreement will continue to evolve through subsequent draft versions through ongoing consultation for the Project.

Thank you for your continued participation in the Section 106 consultation process for the WSLE Project as we continue to collaborate in developing a final Programmatic Agreement for the Project. FTA and Sound Transit look forward to your comments.

Jennifer Schreck
Senior Cultural Resource Specialist
Pronouns: She/Her/Hers
PEPD
Sound Transit
M 360-878-0624
D 206-665-8176

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July 15, 2024

Mark A. Assam
Environmental Protection Specialist
Region 10
Federal Transit Administration
915 Second Avenue, Suite 3192
Seattle, WA 98174-1002

Ref: *West Seattle Link Extension*
Seattle, King County, Washington
ACHP Project Number: 021176

Dear Mr. Assam:

On July 1, 2024, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the potential adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act, does not apply to this undertaking. Accordingly, we do not believe our participation in the consultation to resolve adverse effects is needed.

However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Should the undertaking's circumstances change, consulting parties cannot come to consensus, or you need further advisory assistance to conclude the consultation process, please contact us.

Pursuant to Section 800.6(b)(1)(iv), you will need to file the final Section 106 agreement document (Agreement), developed in consultation with the Washington SHPO and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require our further assistance, please contact Bill Marzella at (202) 517-0209 or by e-mail at

bmarzella@achp.gov and reference the ACHP Project Number above.

Sincerely,

Dana Daniels
Historic Preservation Technician
Office of Federal Agency Programs

Yellin, Michelle

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Thursday, July 18, 2024 10:30 AM
To: Charles Irish
Cc: Scott Rice; Littauer, Erin; Wu, Phoebe; Hampton, Jason; Ann Costanza
Subject: [EXTERNAL] RE: Section 106 -West Seattle Link Extension Project

Good morning Mr. Irish,

Thank you again for your time on the phone in late June to discuss Section 106 consulting party status and the status of the West Seattle Link Extension (WSLE) project. As Jason and I discussed with you, there was a error made when we in coordination with the Federal Transit Administration (FTA) identified your property as adversely affected under Section 106 of the National Historic Preservation Act. In fact, there will no Section 106 adverse effect to your property with the existing preferred alternative alignment for the West Seattle Link extension project. As such, you would not be considered a party for Section 106 consultation. Sound Transit will continue to coordinate with you as we have in the past and if there are additional concerns you have related to environmental review on the project you can always engage with Sound Transit and FTA via the National Environmental Policy Act (NEPA).

Please do let me know if you have any questions or concerns. For any project-related inquiries, feel free to reach out to Phoebe Wu phoebe.wu@soundtransit.org, copied here, she is the senior engagement specialist for WSLE.

I hope you are well!

Alex

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

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From: Charles Irish <cairish1948@gmail.com>
Sent: Wednesday, June 12, 2024 9:19 AM
To: Littauer, Erin <erin.littauer@dot.gov>; Charles Irish <cairish1948@gmail.com>; Scott Rice <rsrice@hotmail.com>
Subject: Section 106 -West Seattle Link Extension Project

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Eric, June 12,2024

Reference structure 45 South Spokane Street Nelson Iron Works, Blacksmith and Machinist Shop. is a historical property. (Receivded June 11, 2024)

I would appreciate speaking with you in a timely manner.

Please include in participating in the conversation around resolving adverse effects from Project activities.

My family recently moved to Williamsburg, Virginia (EST) and am currently in a transitional stage concerning the building.

Charles Irish 206 351 0444 cairish1948@gmail.com
137 Southern Hills, Williamsburg, VA 23188

I will be in Seattle from June 18-25, 2024

Attachment N.5G
Draft Section 106 Programmatic Agreement

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PROGRAMMATIC AGREEMENT AMONG THE FEDERAL TRANSIT ADMINISTRATION, THE WASHINGTON STATE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION, AND THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY IMPLEMENTING SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR THE WEST SEATTLE LINK EXTENSION PROJECT SEATTLE, KING COUNTY, WASHINGTON

WHEREAS, the Central Puget Sound Regional Transit Authority (Sound Transit) proposes to construct approximately 4.1 miles of light rail between the neighborhoods commonly known as SODO and West Seattle, divided into four (4) segments: SODO, Duwamish, Delridge, and West Seattle Junction, known as the West Seattle Link Extension (the Project), pursuant to the Sound Transit 3 plan of regional transit system investments, funding for which was approved by voters in the region in 2016;

WHEREAS, subject to the commitment of local funding, the Project will utilize funds administered by the Federal Transit Administration (FTA) authorized by 49 U.S.C. Chapter 53;

WHEREAS, FTA has determined that the Project is an undertaking subject to the requirements of 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA), 54 U.S.C. §306108, as amended (August 5, 2004);

WHEREAS, the United States Army Corps of Engineers (USACE) is a Cooperating Agency pursuant to 40 CFR 1501.6 and 40 CFR 1508.5 and may issue permits authorizing the discharge of dredged or fill material in conjunctions with the Project construction pursuant to 33 USC § 11 and Section 404 of the Clean Water Act (Section 404), 33 USC § 1251-1376, as amended, as well as permits pursuant to 33 USC 408 and 33 USC § 403 of the Rivers and Harbors Act (Section 10);

WHEREAS, the United States Coast Guard (USCG), is a Cooperating Agency pursuant to 40 CFR 1501.6 and 40 CFR 1508.5 and may issue permits authorizing bridge construction over the Duwamish waterway pursuant to 33 USC 401 of the Rivers and Harbors Act (Section 9) in conjunction with Project construction;

WHEREAS, the United States Postal Service (USPS) and the Port of Seattle are Cooperating Agencies pursuant to 40 CFR 1501.6 and 40 CFR 1508.5, as property owners potentially affected by Project construction;

WHEREAS, in accordance with 36 CFR § 800.14(b) and § 800.6, on June 28, 2024 FTA has notified the Advisory Council on Historic Preservation (ACHP) of its intent to use a Programmatic Agreement (Agreement) to partially fulfill its Section 106 obligations for the Project and has invited ACHP to participate in the development of this Agreement, and on July 15, 2024 the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii);

WHEREAS, FTA has initiated consultation in accordance with 36 CFR § 800.3(c) with the Washington State Historic Preservation Officer, Department of Archaeology and Historic Preservation (DAHP) in coordination with Sound Transit (under SHPO Project No. 2019-02-01457), and is continuing the Section 106 process for the Project with an Agreement in accordance with 36 CFR § 800.14(b) because the effects of the Project on historic properties cannot be fully determined prior to approval of the Project, and the Project will have an Adverse Effect on eight (8) known properties determined eligible for listing in the National Register of Historic Places (NRHP), herein referred to as historic properties as defined in 36 36 CFR § 800.16(l)(1);

DRAFT 2-- For internal discussion only. Not reviewed or approved on behalf of any party.

WHEREAS, under this Agreement, pursuant to 36 CFR § 800.2(a)(3), FTA designated Sound Transit to work directly with DAHP on FTA's behalf, with FTA remaining responsible for designating Consulting Parties and making all findings and determinations pursuant to 36 CFR Part 800;

WHEREAS, FTA has invited the USCG, and Sound Transit to be Invited Signatories to this Agreement because they are anticipated to issue permit(s) for this Project and are identified as a Cooperating Agency;

WHEREAS, pursuant to 36 CFR § 800.2(c)(2)(ii) and 36 CFR § 800.14(b) and (f), FTA has initiated consultation with the following federally recognized Tribes and invited their participation in the development of this Agreement: the Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, and Confederated Tribes and Bands of the Yakama Nation. The named federally recognized Tribes are collectively referred to here as "Consulting Tribes" and FTA invited all of the Consulting Tribes to sign this Agreement as Concurring Parties;

WHEREAS, FTA acknowledges its continued responsibility to engage in meaningful government-to-government consultation with the Consulting Tribes (pursuant to Executive Order 13175, 54 U.S.C. § 302706(b), the January 26, 2021 Presidential Memorandum on Tribal Consultation and Strengthening Nation-to-Nation Relationships, and 36 C.F.R. § 800.2(c)(2)) throughout the process of carrying out the stipulations of this Agreement as applicable. This Agreement does not alter the existing government-to-government relationship between FTA and any Tribe. Additionally, nothing in this Agreement is intended to repeal, supersede, or modify any right, privilege, or immunity granted, reserved, or established pursuant to treaty, statute, or Executive Order pertaining to any Tribe, nor is it intended to confer any additional right, privilege, or immunity not otherwise granted, reserved, or established pursuant to treaty, statute, or Executive Order pertaining to any Tribe;

WHEREAS, FTA has prepared this Agreement in consultation with the Alliance for Pioneer Square, City of Seattle, and the Washington Trust for Historic Preservation regarding the effects of the Project on historic properties and the development of mitigation measures and stipulations, and invited all of these entities to sign this Agreement as Concurring Parties;

WHEREAS, Sound Transit has coordinated with the non-federally recognized Duwamish Tribal Organization, the Snohomish Tribe, and the public on the effects of the Project on historic properties and the development of mitigation measures and stipulations;

WHEREAS, FTA, in coordination with Sound Transit, has defined the Area of Potential Effect (APE) for the Project as depicted in Attachment A, and consulted on the APE with DAHP, Consulting Tribes and other Consulting Parties;;

WHEREAS, FTA, in coordination with Sound Transit, and in consultation with DAHP, Consulting Tribes and other Consulting Parties have completed the inventory of the historic built environment to identify historic properties as defined by 36 CFR § 800.16(1) that are listed in, or eligible for listing in, the NRHP, the results of which are shown in Attachment B of this Agreement, and DAHP has concurred with these determinations;

WHEREAS, as the design and construction advances, FTA in coordination with Sound Transit may need to conduct inventory of areas added to the APE to identify and evaluate historic properties that could potentially be affected by the Project and, if needed, shall do so in consultation per the terms of this Agreement;

DRAFT 2-- For internal discussion only. Not reviewed or approved on behalf of any party.

WHEREAS, because of lack of access FTA in coordination with Sound Transit has completed limited survey to identify archaeological resources as defined by 36 CFR § 800.16(1) that are listed in, or eligible for listing in the NRHP and have agreed to implement a process for further identification and evaluation of archaeological sites pursuant to 36 CFR § 800.4(b)(2), and defer until after the execution of this Agreement additional identification and evaluation of archaeological sites, assessment of adverse effects, and resolution of adverse effects, if needed, as provided for in this Agreement;

WHEREAS, FTA, in coordination with Sound Transit, have consulted with DAHP, Consulting Tribes, other Consulting Parties, and the ACHP on Adverse Effect(s) to known historic properties, including buildings, structures, sites, districts, and objects within the APE, that are anticipated to arise as a result of the Project;

WHEREAS, FTA in coordination with Sound Transit, and in consultation with DAHP, Consulting Tribes, and other Consulting Parties, has determined that the Project will have an Adverse Effect on the following known historic properties, which are listed or eligible for listing in the NRHP: all buildings within the Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District, 3800 West Marginal Way Southwest; the Alaskan Copper Company Employment Office and Auto Repair Garage, 2958 6th Avenue South; the Spokane Street Manufacturing Historic District (multiple addresses); Acme Tool Works, 3626 East Marginal Way South; Graybar Electric Company Building, 1919 6th Avenue South A.M. Castle and Company Steel 3640-60 East Marginal Way South, and the Cettolin House, 4022 32nd Avenue Southwest;

WHEREAS, FTA in coordination with Sound Transit, and in consultation with DAHP, Consulting Tribes, and other Consulting Parties, has determined that historic properties included in Attachment B but not listed above as adversely affected, will not be adversely affected by the Project;

WHEREAS, measures are included in this Agreement to avoid and/or minimize effects to historic properties through a design development and review process and the implementation of protection measures for historic properties during Project construction;

WHEREAS, FTA, in coordination with Sound Transit, and in consultation with DAHP, Consulting Tribes, and other Consulting Parties, has determined that ground-disturbing work for the Project may adversely affect archaeological resources that may be eligible for listing in the NRHP but are located in areas that are currently not accessible for testing and evaluation;

WHEREAS, FTA, DAHP, Invited Signatories, and Concurring Parties that have chosen to sign are defined below as Signatories to this Agreement;

WHEREAS, the Project is defined here as the Preferred Alternative identified in the Final Environmental Impact Statement (EIS) published on September 20, 2024 This Preferred Alternative may include refinements made by Sound Transit's Board of Directors when selecting the project to be built and is anticipated in this Agreement to be selected as the project to be built. If portions or all of the project to be built as selected by the Sound Transit Board of Directors includes different alternatives than those included as the Preferred Alternative in the Final EIS then this Agreement will be amended to reflect such changes, per Stipulation XXVII;

WHEREAS, FTA shall consult with DAHP, Consulting Tribes, and other Consulting Parties on revisions to the APE and on additional investigation within the revised APE that may be required as a result of changes to the Project, following the execution of this Agreement. Such consultation will follow the processes outlined in Stipulation V. FTA shall also consult with the Signatories of this Agreement and other Consulting Tribes and Consulting Parties on effects to newly identified historic properties and shall resolve Adverse Effects to newly identified historic properties pursuant to Stipulation IX;

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WHEREAS, this Agreement was developed with appropriate public involvement pursuant to 36 CFR § 800.2(d) and § 800.6(a)(4); the public involvement was coordinated with the public review conducted by FTA and Sound Transit to comply with NEPA (National Environmental Policy Act), as amended, pursuant to 36 CFR § 800.8(a);

WHEREAS, public involvement in the Section 106 review process, including notification of the Project's Adverse Effects to known historic properties pursuant to 36 CFR § 800.6(a)(3), following the publication of the NEPA EIS and these provisions shall be coordinated through public communication methods in a way that is commensurate with the type and scale of public input being sought pursuant to Stipulations VI(B) and VIII(B);

WHEREAS, FTA in coordination with Sound Transit shall continue to consult with DAHP, Consulting Tribes, and other Consulting Parties under the terms of this Agreement until such time as FTA determines that all the activities subject to this Agreement are completed or the Agreement is terminated pursuant to Stipulation XXVIII;

NOW, THEREFORE, FTA, Sound Transit, and DAHP agree that the Project shall be implemented in accordance with the following stipulations in order to resolve the effects of the Project on historic properties.

STIPULATIONS

FTA, in coordination with Sound Transit, shall ensure that the following measures are carried out:

I) Applicability

A. If Sound Transit applies for additional federal funding or approvals for the Project from a federal agency that is not party to this Agreement, the agency may choose to remain individually responsible for their Project under 36 CFR Part 800. Alternatively, if the Project as described herein remains unchanged, such funding or approving agency may request in writing to FTA and DAHP of their desire to designate FTA as lead federal agency for the Project pursuant to 36 CFR § 800.2(a)(2) and to become a Consulting Party to this Agreement pursuant to Paragraph B of this stipulation.

B. If during the implementation of this Agreement, FTA identifies other agencies, tribes, individuals, and organizations with a demonstrated interest in the Project due to the nature of their legal or economic relation to the Project or affected properties, or due to their concern with the Project's effects on historic properties, FTA may offer such entities Consulting Party status pursuant to 36 CFR § 800.2(c) and/or invite them to become party to this Agreement, with notification to DAHP, Consulting Tribes, and other Consulting Parties.

   1) If FTA invites an entity to become an Invited Signatory, the party may accept this status by agreeing in writing to the terms of this Agreement and so notifying FTA. If the entity agrees to become an Invited Signatory and DAHP , USACE, the USCG, and Sound Transit, have no objections, FTA shall follow Stipulation XXVII, to amend this Agreement.

   2) If FTA invites an entity to become a Concurring Party, the entity may accept this status by agreeing in writing to the terms of this Agreement and so notifying FTA. Because Concurring Parties have no responsibility for implementation of this Agreement, FTA may add such parties to the consultation process without formal amendment of this Agreement. FTA shall notify DAHP, Consulting Tribes, and other Consulting Parties of any entities who agree to become a Concurring Party.

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C. The Project may have multiple construction contracts and design and construction of the Project may be divided up geographically and/or by discipline. For purposes of this Agreement these divisions may be considered independently for consultation pursuant to this Agreement. In these instances, the Project status (e.g., design milestone or construction phase) may be considered specific to the contract or element without applying to the entire Project. DAHP, Consulting Tribes, and other Consulting Parties will be notified regarding divisions of Project contracting and design and/or construction status as the Project advances.

D. For the purposes of this Agreement, the use of the term "construction" includes major Project construction, as well as any advanced construction which may include activities such as demolition activities, earthwork, staging, and construction of Project infrastructure and related improvements.

II) Roles and Responsibilities

A. FTA

As the federal lead agency, the FTA has primary responsibility pursuant to 36 CFR 800.2(a)(2) to ensure that the provisions of this Agreement are carried out. FTA shall coordinate with Sound Transit to carry out the terms of this Agreement. FTA will conduct formal consultation with DAHP, Consulting Tribes, and other Consulting Parties. FTA is responsible for all determinations of eligibility and findings of effect of the Project.

B. Sound Transit

As the Project proponent, and as a condition of award of any FTA funding, Sound Transit, in coordination with FTA, shall be primarily responsible for implementing this Agreement and support FTA in fulfilling its Section 106 consultation requirements. Sound Transit will ensure that all cultural resources related work described in this Agreement is performed by Secretary of the Interior (SOI) qualified individuals pursuant to Stipulation III(B) as appropriate.

C. DAHP

DAHP shall be responsible for participating in consultation as set forth in this Agreement and for reviewing Project documentation within the timeframes established in the Agreement. DAHP shall provide comments on APE amendments, and review and concur as appropriate on all FTA determinations and findings pursuant to processes outlined in 36 CFR Part 800 and below.

III) Standards and General Requirements

A. All work carried out pursuant to this Agreement shall meet SOI Standards for Archaeology and Historic Preservation (48 FR 44716) and/or the SOI's Standards for the Treatment of Historic Properties (36 CFR Part 68), as applicable (individually or collectively, SOI Standards). Documentation for determinations of eligibility and findings of effect shall meet 36 CFR § 800.11, the SOI Standards, the National Park Service's Bulletins, and DAHP survey and reporting guidance, as appropriate. Documentation of historic properties for the purposes of resolving Adverse Effects under Stipulation IX, will follow DAHP published documentation standards or other that is agreed upon in writing by both FTA and DAHP.

B. FTA shall ensure that all activities conducted pursuant to this Agreement shall be carried out by, or under the direct supervision of, historic preservation professional(s) who meet the SOI's Professional Qualification Standards (48 FR 44738-44739) in the appropriate field(s) for the activity (SOI-Qualified Professionals). Sound Transit shall ensure that consultants retained for services pursuant to implementation of this

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Agreement are SOI-Qualified Professionals, or in the instance of other allied professions not covered by the SOI's Professional Qualification Standards, they shall meet other nationally recognized standards or licensure/certification requirements for the profession, as applicable.

C. DAHP, Consulting Tribes, and other Consulting Parties shall keep sensitive cultural resources information confidential to the extent allowed by state (Revised Code of Washington (RCW) 42.56.300) and federal law (Section 304 of the National Historic Preservation Act). Sensitive cultural resources information is defined as information about the location, character, or ownership of a historic property. If it is determined that disclosure may cause a significant invasion of privacy, risk harm to a historic property, impede the use of a traditional religious site by practitioners, or contain archaeological site description or location information, sensitive cultural resources information shall be excluded from all public documents. Unredacted documents that contain sensitive cultural resources information shall only be accessed by approved personnel or SOI-Qualified Professional, as defined the Secretary of Interior's Professional Qualifications Standards (36 CFR Part 61).

D. FTA acknowledges that Tribes possess special expertise in assessing the NRHP eligibility of properties with religious and cultural significance to their Tribe(s). If a Tribe requests, or if FTA otherwise offers and the Tribe accepts, Concurring Party status under this Agreement, FTA shall seek input from the Tribe to determine whether a SOI-Qualified Professional is qualified to assess the potential religious or cultural significance to the Tribe under NRHP criteria.

E. FTA, in coordination with Sound Transit, shall ensure that all collections, consisting of artifacts, samples, notes, maps, photographs, and other materials and documents associated with archaeological investigations conducted pursuant to this Agreement, will be curated pursuant to Stipulation XXIV, Collection and Curation, of this Agreement and as detailed in Attachment C.

F. FTA and Sound Transit shall transmit all site forms, reports, and other documentation associated with investigations and findings to DAHP through the Washington Information System for Architectural and Archaeological Records Data (WISAARD), unless otherwise noted at the request of the Consulting Tribes or other Consulting Parties. Further, this Agreement stands in lieu of a Washington State Archaeological Excavation Permit as per RCW 27.53.

G. FTA shall honor the request of any federally recognized and Consulting Tribe for direct government-to-government consultation regarding the Project.

H. FTA, in coordination with Sound Transit, anticipates continued consultation at regular intervals (e.g., monthly) with DAHP, Consulting Tribes, and other Consulting Parties to implement and report on implementation of stipulations of this Agreement. Such consultation meetings may be held, in-person, on-line or in a hybrid format. Such meeting cadence may be adjusted throughout the life of this Agreement. FTA will notify DAHP, Consulting Tribes, and other Consulting Parties of adjustments in meeting cadence via email.

I. Definitions in 36 CFR § 800.16 will be used for the purposes of this Agreement.

IV) Deliverables and Review Procedures

A. FTA shall provide the Signatories, Consulting Tribes and other Consulting Parties thirty (30) calendar days to comment on all findings, determinations, documents, and deliverables unless otherwise specified.

B. For all findings, determinations, documents, and deliverables submitted during Project construction and directly related to construction activities, DAHP, Consulting

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Tribes, and other Consulting Parties shall have five (5) calendar days to review and provide comments, unless otherwise specified.

C. If the deliverable is a draft document, any written comments provided within the review and comment period shall be considered in the preparation of the final document. If there are any comments that are not feasible to incorporate into the final document, FTA shall provide an explanation to DAHP, Consulting Tribes, and other Consulting Parties as part of issuing the final document. If no comments on a draft document are provided within the specified review timeframe, FTA, at its discretion, may consider the draft document final with notification to DAHP, Consulting Tribes, and other Consulting Parties.

D. Should FTA and DAHP be unable to reach agreement on eligibility determinations, findings of effect, or resolution of Adverse Effects, FTA shall consult with DAHP to resolve the disagreement in accordance with Stipulation XXVI.

E. All review timeframes may be extended by mutual consent between FTA and DAHP, with notification to other Consulting Tribes and Consulting Parties. Failure of any Consulting Party to respond within the specified timeframe shall not preclude FTA from proceeding to the next step of any process under this Agreement.

V) Area of Potential Effects

A. In accordance with 36 CFR § 800.4(a)(1) and in consultation with DAHP, Consulting Tribes, and other Consulting Parties, FTA has defined the APE for the Project (Attachment A).

B. Through the Project design process, and as needed during Project construction, FTA in coordination with Sound Transit, shall determine if revisions to the APE are necessary.

1) If FTA, in coordination with Sound Transit, determines that the APE requires revision it shall submit the APE revision along with any supporting documentation to DAHP for review and comment, and to Consulting Tribes and Consulting Parties (as appropriate) for review, pursuant to Stipulation IV. FTA's determination on the revised APE shall be final.

2) Revisions to the APE do not require a formal amendment to this Agreement. If revised and documented by FTA pursuant to Paragraph B(1) of this stipulation, then the revised APE shall be used through the remainder of the Project unless further revisions to the APE are necessary.

C. If any new, previously unsurveyed, areas are added to the APE, the procedures in Stipulation VI shall be followed to identify historic properties that may be affected by the Project.

VI) Survey and Evaluation

A. Sound Transit in coordination with FTA and in consultation with DAHP, Consulting Tribes, and other Consulting Parties, shall conduct surveys of the APE, including any areas added through revisions under Stipulation V, in order to undertake and complete a reasonable and good faith effort to identify historic properties.

1) Surveys may occur across the Project at different intervals depending on the design and/or construction milestone and may be phased to meet project needs.

2) Sound Transit shall advise FTA if and when additional survey is necessary. In any instance where a property cannot be fully evaluated prior to the initiation of the Project's construction or the resumption of Project activities in the vicinity of the property when identified pursuant to this stipulation, the property may be treated as though it is eligible for inclusion in the NRHP for

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the purposes of Section 106 review of the Project only. In these instances, and in addition to providing a justification for not performing a full evaluation, FTA shall document the NRHP criterion or criteria, potential area(s) of significance, and boundaries used to assume the property's eligibility so that this information can be used to assess effects of the Project on the historic property pursuant to Stipulation VIII.

3) The survey and evaluation shall be performed by SOI-Qualified professionals appropriate to the resource type(s) being identified and evaluated and shall meet the requirements of Stipulation III.

B. Sound Transit shall review the survey results and make NRHP eligibility recommendations to FTA, which shall submit its NRHP eligibility determinations to DAHP, Consulting Tribes, and other Consulting Parties for review and comment pursuant to Stipulation IV. Subject to the confidentiality requirements in Section 304 of the NHPA and 36 CFR § 800.11(c), Sound Transit shall post the survey results on the Project website or other publicly accessible electronic platform as appropriate, in order to obtain public input and shall share any comments received from the public with DAHP, Consulting Tribes, and other Consulting Parties. Such documentation will be redacted to not disclose sensitive archaeological information or Tribal knowledge.

1) If DAHP does not respond during the applicable review period or if DAHP concurs, FTA's eligibility determination shall become final and effects to historic properties shall be assessed pursuant to Stipulation VIII.

2) If FTA and DAHP do not agree on NRHP eligibility of a property, or if FTA and a Tribe that attaches religious and cultural significance to a property do not agree on NRHP eligibility, FTA shall resolve the disagreement pursuant to Stipulation XXVI.

VII) Project Design Development and Review

A. The Project plans (e.g., drawings specifications, special provisions, appendices, etc.), including plans for temporary construction-related work, shall effectively meet the Project purpose and need, while avoiding, minimizing, and/or mitigating Adverse Effects to historic properties. Project plans analyzed for development of this Agreement have been developed to approximately 10% design.

B. At its own discretion, including in response to the request of a Consulting Party, FTA in coordination with Sound Transit, may convene a meeting(s) or use other appropriate means to obtain Consulting Party input on Project design development and effects of the Project on historic properties. If a meeting is held, FTA or Sound Transit shall distribute materials as appropriate in advance of the meeting. These meeting materials may include but are not limited to, agendas, Project plans, and effects assessments. DAHP, Consulting Tribes, and other Consulting Parties may provide input in writing following the receipt of materials during the specified review time and/or during the meeting, if one is held, or both. FTA in coordination with Sound Transit shall record and consider all Consulting Party input received pursuant to this stipulation as Project plans are further developed.

C. Sound Transit shall review Project plans at design milestones(e.g., 30, 60, 90, and 100%)), or equivalent design stages. Sound Transit shall also review any modifications made to the 100% Plans, whether those changes are made prior to, or during Project construction. If a modification of the 100% plans is within the vicinity of a historic property, Sound Transit shall not allow any destructive activities related to the Project modification to begin until reviews under this stipulation and Stipulation VIII are complete. Any submittals to DAHP, Consulting Tribes, and other Consulting Parties shall follow review times as outlined in Stipulation IV. To facilitate review,

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submittals may be limited to the portions of the Project plans that illustrate the portion of the Project which would potentially adversely affect the previously identified historic properties in Attachment B.

1) At each stage of the review, Sound Transit shall recommend to FTA whether revisions are necessary to the APE pursuant to Stipulation V.
2) Upon completion of the 30%, 60%,90%, and 100% plans and in addition to the APE review, pursuant to Paragraph C(1) of this stipulation, Sound Transit shall prepare an assessment of the effects pursuant to Stipulation VIII for submittal along with the appropriate plans to DAHP, Consulting Tribes, and other Consulting Parties. Based on the nature and scale of the Project changes since the prior plans milestone, FTA, at its discretion, may hold a consultation meeting pursuant to Paragraph B of this stipulation. Sound Transit shall assess whether any Project design changes would result in a change to FTA's finding of effect prepared pursuant to Stipulation VIII have been met and whether the plans incorporate previous commitments made to DAHP, Consulting Tribes, and other Consulting Parties, including those made as part of any Mitigation Plan(s) prepared under Stipulation IX.
    a. If the previously made finding of effect remains valid, design-related requirements have been met, and all commitments reached during consultation have been incorporated into Project design, Sound Transit shall notify FTA, who shall notify DAHP, Consulting Tribes, and other Consulting Parties of its findings.
    b. If the previously made finding of effect is no longer valid, design-related requirements have not been met, or if commitments reached during consultation are not incorporated into the Project plans at subsequent stages of design development, FTA shall make a new finding of effect in coordination with Sound Transit pursuant to this stipulation, and proceed to Stipulation IX, if necessary.

VIII) Assessment of Effects on Historic Properties

A. FTA, in coordination with Sound Transit, shall make a finding of effect for historic properties in the APE based on the Project's 30% Plans, or as necessary after the 30% Plans have been reviewed, to account for any subsequent changes in the Project design that may result in newly identified historic properties or changes in the finding of effect for a historic property. Sound Transit shall assess effects of the Project on historic properties in accordance with the Criteria of Adverse Effect as described in 36 CFR § 800.5(a)(1) and make a recommendation to FTA, supported by documentation that meets the requirements of Stipulation III(A). Sound Transit shall also recommend to FTA potential measures for avoiding, minimizing, and/or mitigating any Adverse Effect(s).

1) As part of the assessment of effects, Sound Transit may recommend, and FTA may impose, conditions on the Project to ensure an Adverse Effect to a historic property is avoided and/or minimized.
    a. Conditions to protect a historic property during Project construction shall be considered to avoid and/or minimize potential Adverse Effects and follow Stipulation IX.
2) When unanticipated effects (e.g., damage) occur to a known or newly identified historic property during Project construction, Sound Transit shall

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use the following guidance in addition to the Criteria of Adverse Effect when making a recommendation to FTA;

a. If the damage does not constitute an Adverse Effect as described in 36 CFR 800.5(a)(1), a No Adverse Effect finding shall be recommended.

b. If the damage does constitute an adverse effect as described in 36 CFR 800.5(a)(1), is repairable, and the property owner agrees to repairing the damage in accordance with the SOI Standards, the adverse effect will be resolved pursuant to Stipulation IX.

c. If any of the following are true, an Adverse Effect finding requiring resolution under this stipulation shall be recommended:

i. The damage involves a National Historic Landmark;

ii. The damage cannot be repaired;

iii. The historic property must be demolished in whole or in part;

iv. The property owner does not consent to repairing the damage in accordance with the SOI Standards;

v. Either the Project Construction Contractor or Contractor's insurer resolves the damage claim by monetary payment to the property owner in lieu of a repair; or

vi. The repairs have the potential to cause additional Adverse Effects.

B. FTA shall review Sound Transit's assessment of effects and recommendations, and if acceptable, submit a finding of effect to DAHP, Consulting Tribes, and other Consulting Parties for review pursuant to Stipulation IV. FTA shall clearly state any condition(s) imposed on the Project as part of the finding. Subject to the confidentiality requirements in 54 USC § 307103 and 36 CFR § 800.11(c), Sound Transit shall post the finding of effect on the Project website, or other means as appropriate, in order to obtain public input and shall share any comments received from the public with DAHP, Consulting Tribes, and other Consulting Parties within the review timeframe.

1) If FTA makes a finding of No Adverse Effect and DAHP, Consulting Tribes, and Consulting Parties agree, no further consultation is required pending implementation of any conditions upon which the finding is based. Implementation of conditions shall be tracked as part of quarterly reporting outlined in Stipulation XXIII.

2) FTA, at its discretion and based on the nature and scale of the Adverse Effect, may propose the implementation of one or more mitigation measures, to resolve the Adverse Effect pursuant to this stipulation. When applicable, deliverables required as part of a mitigation package shall be prepared in accordance with the requirements of Stipulation II and shall be submitted and reviewed pursuant to the timeline(s) and process outlined in Stipulation IV.

a. If Consulting Parties agree to the proposed mitigation measure(s), FTA and Sound Transit shall ensure the mitigation measure(s) are carried out in order to resolve the Adverse Effect(s). Implementation of this mitigation measure(s) shall be tracked as part of regular reporting outlined in Stipulation XXIII.

b. If DAHP objects to FTA's finding of effect or if other Consulting Parties do not agree with the finding, they shall provide comments to FTA specifying the reasons for their disagreement. FTA shall

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consult with DAHP and other Consulting Parties to resolve the disagreement in accordance with Stipulation IX.

IX) Consultation to Resolve Adverse Effects

A. FTA shall consult with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate) and the owner of the historic property, if appropriate, to seek and consider other measures to avoid, minimize, and/or mitigate the Adverse Effect. Consultation may take whatever form is appropriate based on the significance, character, and use of the historic property and the nature and scale of the Adverse Effect. The consultation must include an opportunity for the public to express their views in resolving the Adverse Effect(s). FTA, at its discretion, may determine that public participation under this stipulation is met via public review and comment conducted under the National Environmental Policy Act, as amended, and its implementing regulations.

1) If consultation identifies a way to avoid the Adverse Effect(s) entirely through redesign of a Project element or other means, and Sound Transit and FTA agree, Sound Transit shall revise the Project plans and FTA shall reassess effects and modify the finding of effect in accordance with Stipulation VII.
2) If through consultation it is determined the Adverse Effect(s) cannot be avoided entirely, a Mitigation Plan shall be prepared under Paragraph B of this stipulation.
3) Final measures identified to avoid, minimize, and or mitigate adverse effects will be documented and made available for review and comment by the public via the project website or other accessible information portal. Such information is subject to the confidentiality requirements in 54 USC § 307103 and 36 CFR § 800.11(c).

B. FTA, in coordination with Sound Transit, shall develop a Mitigation Plan(s) to document the measures identified through consultation under Paragraph A of this stipulation to resolve the Adverse Effect(s). Mitigation Plan(s) may be prepared for the Project as a whole, for individual construction bid packages, and/or for individual or groups of historic properties, as needed.

1) A Mitigation Plan shall outline measures to avoid, minimize, and/or mitigate Adverse Effects to the historic property. These may include, but are not limited to, additional design review pursuant to Stipulation VII or protective measures to avoid or minimize construction impacts to historic properties pursuant to Stipulation X.. When applicable, deliverables required by a Mitigation Plan shall be prepared in accordance with the requirements of Stipulation III and shall be submitted and reviewed pursuant to the timeline(s) and process outlined in Stipulation IV, or as otherwise specified in the Mitigation Plan.
2) Upon completion of consultation, FTA shall submit a draft and final Mitigation Plan to DAHP, Consulting Tribes, and other Consulting Parties (as appropriate), and the property owner, when applicable, pursuant to Stipulation IV. The Mitigation Plan shall be considered final following agreement in writing by both FTA and DAHP. Development, finalization, and implementation of Mitigation Plan do not require a formal amendment to this Agreement. Implementation of the Mitigation Plan shall be tracked as part of quarterly reporting outlined in Stipulation XXIII.
3) If FTA and DAHP fail to agree on how to resolve the Adverse Effect, FTA shall consult with DAHP to resolve the disagreement in accordance with Stipulation XXVI.

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4) If required by a Mitigation Plan, construction activities may not begin or resume in the vicinity of the historic property until after completion of the associated field work or implementation of protection measures outlined in the Mitigation Plan.

X) Construction Protection Plan for Historic Properties

There are cases where historic properties are located within the APE, but FTA has made a finding of no adverse effect (Attachment B). When applicable, the following procedures are set forth to protect such historic properties during construction.

A. Sound Transit in coordination with FTA, and in consultation with DAHP, Consulting Tribes, and other Consulting Parties, and the property owner, when applicable, shall develop a Construction Protection Plan for Historic Properties (CPPHP) detailing the measures to be implemented prior to and during Project construction to avoid or minimize effects to historic properties. The CPPHP may also include measures to assess effects of operations during systems testing and revenue service as appropriate. The CPPHP shall also identify the entity(ies) responsible for carrying out the measures included in the CPPHP.
    1) The CPPHP may be prepared for the Project as a whole, for individual construction bid packages, and/or for individual or groups of historic properties, as needed.
    2) Sound Transit shall submit the draft CPPHP(s) to FTA for review and approval. Once FTA's comments are incorporated, FTA shall submit the draft and final CPPHP(s) to DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation IV. If the CPPHP includes any property-specific protection measures, FTA shall also submit the draft and final CPPHPs to the owner of the historic property pursuant to Stipulation IV. The CPPHP shall be considered final upon acceptance by FTA and shall be distributed to DAHP, Consulting Tribes, other Consulting Parties, and the property owner, when applicable. When necessary, amendments to the CPPHP shall follow the same process as its original development.

B. Sound Transit shall include the agreed-upon CPPHP in contract packages to inform Project Construction Contractors of their responsibilities relative to historic properties. The CPPHP may be a separate document or combined with other Project construction monitoring plans, as appropriate. Sound Transit shall incorporate the property-specific protection measures into the Project plans, when appropriate, and shall ensure the terms of the CPPHP(s) are implemented.

C. Depending on the type of historic property, the expected effects, and the conditions or Mitigation Plan(s) as written, Sound Transit may include the following measures in the CPPHP:
    1) Construction Protection Measures (CPMs) that detail the specific protection measures and procedures to be implemented during Project construction to protect historic properties.
    2) Historic Property Inspections (pre-, during, and post-construction) that provide a baseline of existing structural and physical conditions to facilitate identification and documentation of any structural and/or cosmetic damage caused by Project construction. Inspection reports will be shared with DAHP, Consulting Tribes, and Consulting Parties. Inspections shall include, but are not limited to, building/structure foundations, exterior and interior elements, topography, landscaping, and any other historically significant or character-defining features of the property to document any pre-existing defects or

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other damage. Inspection documentation shall include photographs and narrative to document the observed conditions before and after Project construction, and as needed during Project construction. Depending on the type and nature of the historic property and anticipated effects to it, photographic documentation should include, but is not limited to: ceilings, roofs, exterior and interior walls, windows, masonry, foundations, all sides of the exterior of the building, structure and bridge wingwalls, beams, substructures and superstructures, plumbing, equipment, fences and landscape walls, topography, vegetation, driveways and sidewalks, and any historically significant or character-defining features of the property. Photographs shall be appropriately detailed and in focus, properly composed, and with adequate lighting to clearly show existing conditions such as deterioration and cracking that may be subject to dispute after initiation of Project construction.

3) Vibration Management and Remediation Measures (VMRMs) to address ground-borne vibration caused by Project construction when it is projected to have a moderate to severe impact under FTA's noise and vibration impact criteria that may result in an Adverse Effect on a historic property.

4) Other types of potential measures may include, but are not limited to: maintenance of property access and noise minimization and mitigation measures when noise caused by Project construction and/or operations is anticipated to have an Adverse Effect on a historic property.

XI) Unanticipated Effects to Known Historic Properties

A. If previously known historic properties are affected in an unanticipated manner during Project construction, all activities shall cease within 50 feet of the discovery to avoid and/or minimize harm to the property. Sound Transit shall include in Project construction contracts a requirement for the Project Construction Contractor to immediately notify Sound Transit of the effect and implement interim measures to protect the property from damage, looting, and vandalism. Measures may include, but are not limited to: protective fencing, covering of the property with appropriate materials, and/or posting of security personnel. The Project Construction Contractor shall not resume work within the restricted 50 foot zone until notified by Sound Transit. Sound Transit shall immediately notify FTA. FTA shall then notify DAHP, other Consulting Parties, and the property owner within 24 hours. Sound Transit shall ensure a historic property inspection as described in Paragraph C of this stipulation is prepared as soon as practicable to document damage to the historic property.

B. If reasonably convenient and appropriate, Sound Transit, DAHP, Consulting Tribes, other Consulting Parties (as appropriate) and the property owner, when applicable, shall confer at the site within forty-eight (48) hours of notice of discovery to assess the property, determine the likely Project effects to the property, and to determine the most appropriate course of action to repair any damage, if feasible.

1) The course of action shall specify the type of repair, the review process for the scope of work, and the responsibilities for ensuring repairs are made appropriately, including preparation of a post-construction historic property inspection as described in Paragraph C(2) of this stipulation. The course of action shall also outline where and when it may be safe to resume construction activities within and/or in the vicinity of the historic property. Whenever possible, measures to repair historic properties shall be developed so that they meet the SOI Standards and are carried out under the direct

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supervision of personnel that meet the requirements described in Stipulation II.

2) Within forty-eight (48) hours of the meeting, Sound Transit shall prepare draft meeting notes documenting the results of the onsite meeting and a draft of the proposed course of action and provide them, and the historic property inspection prepared under Paragraph A of this stipulation, to meeting attendees for review. Attendees of the meeting have forty-eight (48) hours to review draft meeting notes, proposed course of action, and provide comments to Sound Transit. Sound Transit shall finalize the meeting notes and course of action within twenty-four (24) hours after receiving comments and provide them to meeting attendees and FTA.

C. Once a course of action to repair the damage and further protect the property has been developed and consented to by the Project Construction Contractor and the property owner, FTA in coordination with Sound Transit shall assess effects pursuant to Stipulation VIII. FTA shall review Sound Transit's assessment of effects and recommendations, and if acceptable, submit a finding of effect to DAHP, Consulting Tribes, and other Consulting Parties for review pursuant to Stipulation IV. If necessary, FTA shall resolve any Adverse Effects pursuant to Stipulation IX.

XII) Identification and Evaluation of Archaeological Properties

Inventory and evaluation of potential archaeological resources have not been completed for all areas of the Project where ground disturbance may occur. Some areas of expected ground disturbance are on property where access could not be secured prior to acquisition of the property. Some areas of expected ground disturbance are beneath existing infrastructure (buildings, utilities, and other obstructions) that cannot feasibly be removed until construction. Finally, it is possible that design changes could result in additional areas of ground disturbance.

A. Sound Transit will prepare a comprehensive study on the Indigenous ethnography of the APE and surrounding area. The scope of this ethnographic study will be developed in coordination with Consulting Tribes pursuant to Stipulation III(D). Such a study will be used to identify areas of archaeological or cultural resource sensitivity beyond those previously identified. Such study is not required to be completed prior to beginning investigations described in this stipulation.

B. An Archaeological Treatment Plan "Treatment Plan" and Archaeological Monitoring Plan "Monitoring Plan" (Attachment C) together detail processes for the following:
   1) Archaeological investigations to occur prior to and during construction;
   2) Archeological monitoring of construction activities; and
   3) Procedures for addressing inadvertent discoveries of archaeological resources as well as human remains.

C. The Treatment Plan:
   1) Identifies ground disturbing project elements, describing both vertical and horizontal extent of ground disturbance including a discussion of the nature of spoils produced, as appropriate;
   2) Provides detail regarding known subsurface geologic conditions including detailed consideration of geoarchaeology based on existing data;
   3) Identifies specific areas of elevated archaeological probability within the APE;
   4) Identifies specific ground disturbing elements of the Project within each of the areas of elevated probability;
   5) Makes recommendations for archaeological investigations based on archaeological sensitivity and anticipated ground disturbance;

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6) Describes a process for developing and implementing specific work plans for each archaeological investigation and/or archaeologically sensitive area;
7) Describes a process for NRHP evaluation of newly identified archaeological resources in consultation with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate);
8) Describes a process for assessing effects to newly identified NRHP-eligible archaeological resources in consultation with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate); and
9) Identifies laboratory and curation procedures for archaeological resources.

XIII) Consultation to Avoid, Minimize, or Mitigate Adverse Effects on Archaeological Resources

A. FTA in coordination with Sound Transit and in consultation with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate) will apply the criteria of adverse effect (36 CFR § 800.5(a)(1)) to NRHP-eligible archaeological properties within the APE, and document its findings pursuant to Stipulation IV.
B. If FTA determines that the Project will have an adverse effect on any NRHP-eligible archaeological resources, FTA, in coordination with Sound Transit, will consult with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate) to explore measures to avoid, minimize, or mitigate adverse effects. FTA, in coordination with Sound Transit, will ensure the implementation of any modifications or conditions to avoid or minimize adverse effects agreed upon through consultation.
C. If adverse effects cannot be avoided, mitigation measures will be developed in consultation among FTA, Sound Transit, DAHP, Consulting Tribes, and other Consulting Parties (as appropriate). Mitigation measures may include but are not limited to data recovery, development of interpretive materials including art, and educational information. A Mitigation Plan will be developed to outline agreed upon mitigation pursuant to Stipulation IX(B). Plans may include treatment measures for one or more than one resource and will be subject to review pursuant to Stipulation IV.
D. FTA and Sound Transit will continue to consult with Consulting Tribes to address potential effects to Tribally known resources where impacts may not be observable.

XIV) Public Interpretation of the Transportation, Social, Economic, and Cultural History of the Duwamish River/Waterway Corridor in the Duwamish Segment Area

Sound Transit, in coordination with FTA and in consultation with DAHP, Consulting Tribes, and other Consulting Parties will develop and implement a plan for an interpretive tool that will highlight transportation, economic, and social history in and around the Project vicinity. The final format of the interpretive tool will be developed in Consultation with DAHP, Consulting Tribes and Consulting Parties and may take the form of a printed material, story map or other digital interface, but will be focused on providing education to the public regarding past uses and the unique development history in the vicinity of the project. Interpretive materials will highlight the contributions of historically marginalized communities to the history of the project vicinity as well as how development impacted individuals in those communities and their ways of life.

A. Interpretation Plan Development
Sound Transit, in coordination with FTA and in consultation with DAHP, Consulting Tribes, and other Consulting Parties will develop an interpretation plan (“Interpretation Plan”) to interpret and present the history of the Duwamish watershed in the vicinity of the Project for the public. In addition to generating new information,

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the Interpretation Plan will build upon the use of information already gathered during recent infrastructure projects within the Puget Sound area to maximize recent interpretative efforts and time commitment from DAHP, Consulting Tribes, and other Consulting Parties. The Interpretation Plan will develop multiple ways to encounter and interact with historical information regarding the area(s) within, affected by, and developed due to the Duwamish River/Waterway corridor.

Specific goals of and milestones for the Interpretation Plan development are outlined below and will be implemented by Sound Transit in coordination with FTA and in consultation with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate):

1) The Interpretation Plan will include a timeline for implementation of its components.
2) The content of the interpretive materials will be structured to appeal to the general public and to be useful for educational purposes (e.g., it may include interactive components and activities suitable for K-12 students and educators). By means of keyword indexing, solicited links from other sites, and similar techniques, Sound Transit will ensure that this material is readily found by educators and students using search engines.
3) Hosting and maintenance of digital components will be determined through on-going consultation pursuant to Stipulation IV of this Agreement.
4) The interpretation plan will be made available for review and comment by the public via the project website or other accessible information portal.
5) The Interpretation plan shall be prepared in accordance with the requirements of Stipulation III.
6) A draft of the interpretation plan will be developed for review by DAHP, Consulting Tribes, and other Consulting Parties within 18 months of the execution of this Agreement pursuant to Stipulation IV.
7) Up to 2 (two) drafts of the Interpretation Plan are anticipated and will be reviewed by DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation IV.
8) The Final Interpretation plan will be completed within one year of the initial draft completion.

B. Plan Implementation

1) Within six (6) months of finalization of the Interpretation Plan, Sound Transit in coordination with FTA will develop a scope of work and Request for Proposals to solicit a consultant to implement the plan.
2) With the exception of interpretation measures identified to be executed post-construction in accordance with the Interpretation Plan, interpretative measures will be completed and implemented prior to official opening of the WSLE.
3) Sound Transit will utilize public outreach resources as practicable to advertise and promote the interpretative measures to educators, researchers, and the public.
4) Up to 2 (two) drafts of the deliverables developed per this plan will be reviewed by DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation IV.

XV) Historic Context Study of the Industrial Development of West Seattle and the Duwamish Waterway vicinity

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A. Sound Transit will develop a historical context of the Industrial Development of West Seattle and the Duwamish Waterway Vicinity. The context will include historical background on the development of industry in the West Seattle and Duwamish Waterway areas including information from the 19th and 20th centuries and how this industry contributed to local, national, and international events. Additionally, this context will include a discussion of previously identified and evaluated industrial properties in the area and recommendations for future evaluations of these properties.
B. This context study will be developed by an SOI qualified architectural historian in accordance with the National Parks Service (NPS) 2009 White Paper on Historic Contexts, National Register Bulletin 16b and other best practices on historic context studies.
C. Sound Transit will develop a draft historical context and submit it to DAHP, Consulting Tribes, and other Consulting Parties for review within one year of execution of this Agreement execution. That draft will be reviewed by DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation IV.
D. Up to 2 (two) drafts of the context are anticipated and will be reviewed by DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation IV.
E. The final context document will be completed within one year of the initial draft completion.
F. Disposition of final document will be determined in consultation with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate).

XVI) Mitigation for All Demolished Resources

A. Sound Transit anticipates demolition of the buildings identified in this stipulation. The timing and specific duration of demolition activities will be determined after execution of this Agreement but will be identified and communicated to DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation VII. Sound Transit will implement specific mitigation measures identified in Paragraphs B and C of this stipulation for each building that will be demolished:
    1) Alaskan Copper Company, 2958 6th Avenue South
        a. Employment Office (WISAARD Property ID 342997)
        b. Auto Repair Garage (WISAARD Property ID 721997)
    2) Graybar Electric Company, 1919 6th Avenue South (WISAARD Property ID 720609)
    3) Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Historic District, 3800 West Marginal Way Southwest
        a. Office (WISAARD Property ID 721620)
        b. Forge Building (WISAARD Property ID 721624)
        c. North Warehouse (WISAARD Property ID 721625)
        d. South Warehouse (WISAARD Property ID 721628)
        e. East Warehouse (WISAARD Property ID 721629)
    4) Spokane Street Manufacturing Historic District
        a. Acme Tool Works at 3626 East Marginal Way South[1] (WISAARD Property ID 720511)
        b. Edwards Ice Machine Co./Eagle Metals Co. at 3628 East Marginal Way South (WISAARD Property ID 342293)

[1] Also individually eligible for listing in the NRHP

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c. Simmons Company Metal Beds, Springs & Mattress Warehouse at 99 South Spokane Street (WISAARD Property ID 344500)
d. Lindmark Machine Works at 3626 East Marginal Way South (WISAARD Property ID 720513)
e. Lindmark Machine Works at 49 South Spokane Street (WISAARD Property ID 340118)
f. Air Reduction Company at 3623 East Marginal Way South (WISAARD Property ID 38527)
g. Air Reduction Company Carbide Storage Building at 3621 East Marginal Way South (WISAARD Property ID 720564)
h. Air Reduction Company Auto Repair Garage at 3621 East Marginal Way South (WISAARD Property ID 720563)
i. Light Industrial Building at 3633 East Marginal Way South (WISAARD Property ID 720542)

B. Sound Transit will prepare DAHP Level II Documentation for each historic structure to be demolished as listed above under Stipulation XVI.A. At a minimum this documentation will include historical background information, drawings, maps, photographs, and other information as outlined by DAHP's Mitigation Documentation Standards document. This documentation will be reviewed by DAHP, Consulting Tribes, and other Consulting Parties (as appropriate), pursuant to Stipulation IV. This documentation will be offered to state and/or federal repositories for their archives. This information will also be available for public access via the project website or other accessible information portal.

C. Prior to and during the demolition phase(s) of the Project, Sound Transit, to the extent practicable, will work with individuals or entities interested in salvaging raw materials from historic properties being demolished. FTA and Sound Transit, in consultation with DAHP, Consulting Tribes, and other Consulting Parties, will assess the feasibility of this throughout the design phase of the Project pursuant to Stipulation VII.

XVII) Mitigation for Adverse Effects to Cettolin House, 4022 32nd Avenue Southwest (WISAARD ID 721984)

A. Sound Transit will develop and submit for listing an NRHP nomination for the Cettolin House. This nomination will be developed in consultation with DAHP, Consulting Tribes, and other Consulting Parties.

B. Sound Transit will develop a historic context focusing on migration to West Seattle and the contributions of immigrant communities to the area during the first half of the twentieth century, the period when the Cettolin family moved to the region and contributed to the industry in region. Additionally, this context will include, but is not limited to a discussion of previously identified and evaluated properties associated with these communities in West Seattle, extant residences, commercial and industrial business where they worked, recommendations for future local and national heritage register evaluations of properties they are associated with and criteria for evaluating those properties.

1) Sound Transit will develop a draft historical context and submit it to DAHP, Consulting Tribes, and other Consulting Parties for review within one year of execution of this Agreement. That draft will be reviewed by DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation IV.

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2) Up to 2 (two) drafts of the context are anticipated and will be reviewed by DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation IV.
3) The final context document will be completed within one year of the initial draft completion.
4) Disposition of the final document will be determined in consultation with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate).

C. Sound Transit in coordination with FTA and in consultation with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate) will develop landscape design plans to address concerns regarding effects to setting in the immediate vicinity of the Cettolin House. Such plans may include specific treatments to noise mitigation walls, plantings, grading, etc. These plans will be reviewed pursuant to Stipulation VII. Efforts will be made to reduce visual and auditory impacts to the Cettolin House when the project is in revenue service. Additional measures to address visual, auditory, and vibration impacts are addressed in Stipulation XX.

D. A specific CPPHP (Stipulation X) will be developed for the Cettolin House to ensure no additional adverse effects are incurred by the resource. The Cettolin House will be subject to pre- and post-construction conditions assessment, as well as vibration and noise monitoring during construction. The Cettolin House CPPHP may also include measures to assess effects of operations during system testing and revenue service as appropriate. Acceptable thresholds of noise and vibration will be identified in the appropriate construction management plans (Stipulation XX). If additional effects are incurred, they will be assessed pursuant to Stipulation VIII and resolved pursuant to Stipulation IX.

XVIII) Historic Database Infrastructure Support

A. Sound Transit shall provide monetary assistance in an amount not to exceed **TBD** for DAHP and the City of Seattle to enhance the functionality of their historic resources database(s). Increased functionality will be a public benefit and benefit to Sound Transit because it will facilitate decreased review times and increased transparency in Project review and permitting. DAHP or the City of Seattle, as appropriate, shall provide the applications' beta version to Sound Transit, and FTA prior to deployment of the system in order to assess functionality and provide transparency prior to the systems' use.

B. Sound Transit will transfer the funds to DAHP and the City of Seattle to administer, as appropriate. Sound Transit's responsibility under this stipulation will be completed once the funding has been transferred and FTA receives confirmation from the DAHP or the City of Seattle, as appropriate.

C. DAHP and the City of Seattle will receive and administer the mitigation funds. DAHP and the City of Seattle will keep an account of all costs associated with the mitigation funding account, including associated overhead/administrative costs. Mitigation funds shall be transferred from Sound Transit to DAHP and the City of Seattle immediately after an agreement authorizing the transfer of funds is approved by Sound Transit.

D. At least once a year, until implementation of this stipulation is complete, from the date of the execution of this Agreement, DAHP and the City of Seattle will email an annual accounting of funds to Sound Transit and FTA using their existing accounting procedures/documents.

E. DAHP and the City of Seattle, as appropriate, will provide a final report on the project, and an account of the funding, to the Signatories by either the closing date of the Agreement or at the completion of funding expenditures.

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XIX) Historic Utilities

Sound Transit will conduct survey and inventory work to identify extant subsurface historic utilities within the APE that may be encountered during ground disturbing activities related to project construction but not specifically those which may be encountered during design development activities (e.g., “potholing for utilities”). These historic utilities will be evaluated for NRHP eligibility pursuant to Stipulation VI and effects to those utilities, if any, will be assessed pursuant to Stipulation VIII and resolved pursuant to Stipulation IX. This work may be conducted in stages following design milestones (e.g, 30%, 60%, 90%, 100%). Historic utilities still in use will be documented on historic property inventory forms consistent with DAHP guidance. Abandoned or remnant utilities, no longer in use, will be documented as an archaeological resource and evaluated pursuant to Stipulation VI of this agreement and if they are NRHP eligible consultation to assess and resolve adverse effects will follow procedures outlined in Stipulations VIII and IX respectively.

XX) Construction Management Plans

A. Potential Construction Management Plans requiring Consulting Party review may include but are not limited to: haul routes, construction staging, noise, lighting and glare, vibration, installation of landscaping, natural and/or cultural resources mitigation where adverse effects to historic properties are possible. As design on the project advances, potential effects to historic properties will be regularly assessed pursuant to Stipulation VII. As such, the design and construction contractors are anticipated to develop control plans for these effects. FTA and Sound Transit will share these plans with DAHP, Consulting Tribes, and other Consulting Parties. These plans will be reviewed pursuant to IV. Anticipated plans include:
    1) Hauling plan(s)
    2) Construction staging
    3) Noise
    4) Lighting and glare
    5) Vibration monitoring
    6) Landscaping
    7) Natural resource mitigation plans

XXI) Inadvertent Discoveries

A. Should human remains, funerary objects, sacred objects, or objects of cultural patrimony be discovered at any time prior to or during construction, all ground disturbing activities within at least 50 feet of the discovery location will cease immediately. Sound Transit and its respective contractors shall follow the procedures in the Inadvertent Discovery Plan (Attachment C).

B. Should archaeological resources be discovered during construction activities, all ground disturbing work within at least 50 feet of the discovery location will cease and Sound Transit and its respective contractors will follow procedures in the Treatment Plan for the discovery of archaeological sites or objects in Attachment C.

XXII) Cultural Resources Orientation

A. Prior to construction, Sound Transit shall conduct cultural resources orientation to ensure that all construction-related commitments in this Agreement are properly tracked and executed. This orientation will be directed towards Sound Transit contractors and subcontractors assigned to the Project and responsible for overseeing construction. In addition, Sound Transit shall conduct mandatory

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orientation for the on-site construction managers, supervisors, inspectors, field crews, and archaeological and Tribal monitors, for purposes of awareness and sensitivity to archaeological resources and other cultural resources in the APE.

B. The purpose of the orientation will be to inform construction management, supervisors, inspectors, and field crews of their role and responsibility to report suspected archaeological resources or human remains encountered during construction activities, and the procedures that must be followed to ensure against further disturbance until the discovery is resolved. The orientation will be based on the process outlined in the Archaeological Monitoring, Identification and Treatment Plan (Attachment C) which includes an inadvertent discovery plan.

C. Sound Transit SOI-Qualified persons shall develop the specific content, format, and outcomes of the orientation in consultation with FTA and DAHP, Consulting Tribes, and other Consulting Parties (as appropriate).

D. The first draft of the orientation program will be developed no later than 120 days after the execution of this Agreement.

E. Up to 2 (two) drafts of the orientation program will be developed and reviewed by DAHP, Consulting Tribes, and other Consulting Parties pursuant to Stipulation IV.

XXIII) Reviewing and Reporting of Agreement Implementation

A. Every three (3) months following the execution of this Agreement and until it expires or is terminated, Sound Transit shall provide FTA, DAHP, Consulting Tribes, and other Consulting Parties a summary report detailing work undertaken pursuant to its terms. Subject to the confidentiality requirements in 54 USC § 307103 and 36 CFR § 800.11(c), each report shall include an itemized listing of all measures required to implement the terms of this Agreement. Each report shall also include a timetable of activities proposed for implementation within the following reporting period and, as applicable, notices of the initiation of construction for individual construction bid packages.

B. DAHP, Consulting Tribes, and other Consulting Parties shall review the reports pursuant to the timelines established in Stipulation IV. Sound Transit shall notify the public via the Project website or other publicly accessible format, as appropriate, about the publication of the quarterly reports and that the reports are available for inspection and review upon request. Sound Transit shall share any comments received from the public with DAHP, Consulting Tribes, and other Consulting Parties.

C. At its own discretion, or at the request of any Signatory, FTA shall convene a meeting to facilitate review and comment on the reports, and to resolve any questions about their content and/or to resolve objections or concerns.

XXIV) Collection and Curation

If archaeological resources are collected, and FTA and Sound Transit, in consultation with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate), determines them to be significant and worthy of preservation, and DAHP agrees, any costs associated with the collection, preparation and curation of artifacts shall be the responsibility of Sound Transit. Sound Transit will ensure that collections are accessioned at a facility meeting the requirements of 36 CFR 79, Curation of Federally Owned or Administered Archaeological Collections, unless otherwise indicated by state or local law. Sound Transit and FTA will consult with DAHP, Consulting Tribes, and other Consulting Parties (as appropriate) on facilities for curation. Per Revised Code of Washington (RCW) 27.53, artifacts recovered from private property are the property of the landowner. Disposition of such artifacts recovered during the project will be

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determined by FTA in consultation with the landowner. Additional information on curation is included in the Treatment Plan (Attachment C).

XXV) Duration

A. This Agreement shall remain in effect from the date of execution for a period not to exceed 10 (10) years. If FTA anticipates that the terms of this Agreement shall not be completed within this timeframe, it shall notify DAHP, Consulting Tribes, and other Consulting Parties in writing at least sixty (60) calendar days prior to this Agreement's expiration date. This Agreement may be extended by the written concurrence of the Signatories.
B. FTA shall ensure the Agreement is extended if all the stipulations have not been completed. If this Agreement expires and FTA elects to continue with the Project, FTA shall reinitiate Section 106 consultation in accordance with 36 CFR Part 800.
C. If, prior to the expiration date, FTA determines all the activities subject to this Agreement are completed, including but not limited to implementation of any mitigation measures, then FTA may terminate this Agreement pursuant to Stipulation XXVIII.

XXVI) Dispute Resolution

A. Should any Signatory object at any time to any actions proposed or the manner in which the terms of this Agreement are implemented, FTA shall consult with such party to resolve the objection for a period not to exceed fifteen (15) calendar days. This resolution timeframe may be extended by mutual consent between FTA and the Consulting Party, with notification to the DAHP, Consulting Tribes, and other Consulting Parties.
B. If FTA and DAHP do not agree on the NRHP eligibility of a property, or if FTA and a Tribe that attaches religious and cultural significance to a historic property do not agree on a property's NRHP eligibility, FTA shall submit documentation to the Keeper of the NRHP and request a formal determination of eligibility pursuant to 36 CFR Part 63 and 36 CFR § 800.4(c)(2). The Keeper's eligibility determination shall be considered final.
C. If FTA and DAHP, Consulting Tribes, or other Consulting Parties do not agree on findings of effect or resolutions of Adverse Effects, FTA shall forward all documentation relevant to the dispute, including FTA's proposed resolution, to DAHP, Consulting Tribes, and other Consulting Parties and the ACHP.
    1) The ACHP shall provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and DAHP, Consulting Tribes, and other Consulting Parties and provide them with a copy of this written response. FTA shall then proceed according to its final decision.
    2) If the ACHP does not provide its advice regarding the dispute within thirty (30) days, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from DAHP, Consulting Tribes, and other Consulting Parties and provide them and the ACHP with a copy of such written response.
D. FTA's responsibility to carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute shall remain unchanged.

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E. If a member of the public raises an objection in writing pertaining to implementation of this Agreement, FTA shall notify all parties to this Agreement in writing of the objection. Unless otherwise agreed upon, DAHP, Consulting Tribes, and other Consulting Parties have fifteen (15) calendar days to review and provide written comments on the objection to DAHP, Consulting Tribes, and other Consulting Parties. FTA shall consider the objection and take all comments from all parties into consideration in reaching its decision on the objection. Within fifteen (15) calendar days following closure of the comment period, FTA shall render a decision regarding the objection, respond to the objecting party, and proceed according to its decision. FTA's decision regarding resolution of the objection shall be final.

XXVII) Amendments

This Agreement may be amended when such an amendment is agreed to in writing by all Signatories and Invited Signatories. The amendment shall be effective on the date of the final signature by the Signatories and Invited Signatories. Copies of any amendments shall be provided to Consulting Tribes and other Consulting Parties and the ACHP.

XXVIII) Termination

A. If all terms of this Agreement have been completed prior to the expiration date, FTA may terminate the Agreement with notification to Signatories, Invited Signatories, and Concurring Parties that the terms of the Agreement have been completed. If any Signatory or Invited Signatory feels Agreement termination is premature, or that the terms of the Agreement have not been met, they shall respond within the timeframes outlined in Stipulation IV.

B. Any Signatory or Invited Signatory may terminate this Agreement by providing at least thirty (30) calendar days notice to Consulting Tribes and Consulting Parties. FTA shall consult with the Signatories and Invited Signatories during the thirty (30) calendar day notice period in an attempt to seek agreement on amendments or other actions that would avoid termination.

XXIX) Execution

A. This Agreement may be executed in counterparts, with a separate page for each Signatory, Invited Signatory, and Concurring Party. This Agreement shall become effective on the date of the final signature by the Signatories and Invited Signatories. The refusal of any party invited to concur with this Agreement does not invalidate this Agreement. FTA shall ensure each Consulting Party is provided with a fully executed copy of this Agreement and that the final Agreement, updates to appendices, and any amendments are filed with the ACHP.

B. Execution of this Agreement by FTA and DAHP, and implementation of its terms is evidence that FTA has taken into account the effects of its Project on historic properties and has afforded the ACHP opportunity to comment pursuant to Section 106 of the National Historic Preservation Act.

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SIGNATURE PAGES

To be generated prior to execution

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Attachment A: Area of Potential Effects

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Area of Potential Effects (APE) for Sound Transit West Seattle Link Extension (July 2024)

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Attachment B: NRHP Eligible and Adversely Affected Known Historic Properties

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Segment	WISAARD Number	Property Name	Address	Date Built	Effect
SODO	342325	Lincoln Moving & Storage, Alaska Orient Van Lines Building	1924 4th Avenue South	1966	Not Adversely Affected
SODO	720609	Graybar Electric Company Building	1919 6th Avenue South	1960	**Adversely Affected**
SODO	720594	Platt Electric Supply Co.	2757 6th Avenue South	1970	Not Adversely Affected
SODO	342236	Holgate Terminals Incorporated	1762 6th Avenue South	1960	Not Adversely Affected
SODO	343198	Mill & Mine Supply Co. Building and Warehouse	625 South Lander Street	1953	Not Adversely Affected
SODO	721855	Northwest Wire Works	2752 6th Avenue South	1947	Not Adversely Affected
SODO	728870	Denny's	2742 4th Avenue South	1968	Not Adversely Affected
Duwamish	Multiple	Spokane Street Manufacturing Historic District	Multiple	1908-1968	**Adversely Affected**
Duwamish	342274	Seattle Pacific Sales Company Warehouse	3800 1st Avenue South	1968	Not Adversely Affected
Duwamish	45159	Link-Belt Company Property	3405 6th Avenue South	1946	Not Adversely Affected
Duwamish	718431	Viking Automatic Sprinkler Company	3434 1st Avenue South	1964	Not Adversely Affected
Duwamish	720509	Transportation Equipment Rentals Office Building	3443 1st Avenue South	1968	Not Adversely Affected
Duwamish	720510	Transportation Equipment Rentals Maintenance Warehouse	3443 1st Avenue South	1968	Not Adversely Affected
Duwamish	720511	Acme Tool Works	3626 East Marginal Way South	1941	**Adversely Affected**
Duwamish	721620, 721624, 721625, 721628, 721629	Pacific Forge Company/ Bethlehem Steel Nut and Bolt Factory Historic District	3800 West Marginal Way Southwest	1917 to 1968	**Adversely Affected**
Duwamish	45086	Fire Station 14	3224 4th Avenue South	1922	Not Adversely Affected
Duwamish	45085	Pacific Hoist and Warehouse Company	3200 4th Avenue South	1931	Not Adversely Affected
Duwamish	342730	Langendorf United Bakeries	2901 6th Avenue South	1952	Not Adversely Affected

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Segment	WISAARD Number	Property Name	Address	Date Built	Effect
Duwamish	720593	Langendorf United Bakeries Repair Garage	2901 6th Avenue South	1955	Not Adversely Affected
Duwamish	38533	A.M. Castle and Company	3640-60 East Marginal Way South	1945	**Adversely Affected**
Duwamish	38532	Alaskan Copper Works/Eagle Brass Foundry Company	3600 East Marginal Way South	1918	Not Adversely Affected
Duwamish	342160	Pacific Reefer Fisheries	3480 West Marginal Way Southwest	1964	Not Adversely Affected
Duwamish	48502	Alaskan Copper and Brass Company	3223 6th Avenue South	1953	Not Adversely Affected
Duwamish	294616	Single-Family Residence	3842 23rd Avenue Southwest	1914	Not Adversely Affected
Duwamish	722008	NW Motor Parts Corporation Building	2930 6th Avenue South	1951	Not Adversely Affected
Duwamish	721857	M.J.B Coffee Company Warehouse	2940 6th Avenue South	1954	Not Adversely Affected
Duwamish	342997	Alaskan Copper Company Employment Office	2958 6th Avenue South	1941	**Adversely Affected**
Duwamish	721997	Auto Repair Garage	2958 6th Avenue South	1948	**Adversely Affected**
Duwamish	340010	Los Angeles-Seattle Motor Express Company	3200 6th Avenue South	1945	Not Adversely Affected
Duwamish	342709	Scientific Supplies Company	600 South Spokane Street	1954	Not Adversely Affected
Duwamish	86871	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Office/ Administrative Building	450 South Spokane Street	1931	Not Adversely Affected
Duwamish	722096	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Maintenance Building	450 South Spokane Street	1931	Not Adversely Affected
Duwamish	722098	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Storage Building	450 South Spokane Street	1931	Not Adversely Affected

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Segment	WISAARD Number	Property Name	Address	Date Built	Effect
Duwamish	722100	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Car/Paint Building	450 South Spokane Street	1931	Not Adversely Affected
Duwamish	722101	Department of Highways District No. 1 Headquarters/ Maintenance Facility – Maintenance/Garage Building	450 South Spokane Street	1959	Not Adversely Affected
Duwamish	342259	Riches & Adams Co./Seattle Opportunities Industrialization Center, Inc.	3627 1st Avenue South	1954	Not Adversely Affected
Duwamish	344061	General Construction Company Office	3840 West Marginal Way Southwest	1931	Not Adversely Affected
Duwamish	725824	Air Mac, Inc.	3838 4th Avenue South	1953	Not Adversely Affected
Duwamish	725825	Warehouse and Office Building	3623 6th Avenue South	1961	Not Adversely Affected
Duwamish	45089	Seattle City Light South Receiving Substation	3839 4th Avenue South	1938	Not Adversely Affected
Duwamish	725921	Seattle City Light South Receiving Substation Switchyard	3839 4th Avenue South	1924	Not Adversely Affected
Duwamish	730783	Seattle City Light Warehouse and Office Building	3613 4th Avenue South	1965	Not Adversely Affected
Duwamish	730784	Seattle City Light South Rectifier Substation	3613 4th Avenue South	1952	Not Adversely Affected
Duwamish	44440	Northern Pacific Railway Bridge Over the West Waterway	South of Spokane Street, near Klickitat Way Southwest	1911	Not Adversely Affected
Duwamish	730874	Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230-kilovolt Transmission Line	West Marginal Way Southwest and Spokane Street Southwest	1922	Not Adversely Affected
Delridge	717063	West Seattle Golf Course	4600 35th Avenue Southwest	1936	Not Adversely Affected
Delridge	344641	Bethlehem Pacific Coast Steel Company Office Building	4045 Delridge Way Southwest	1960	Not Adversely Affected

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Segment	WISAARD Number	Property Name	Address	Date Built	Effect
Delridge	721070	Residence	4030 Delridge Way Southwest	1906	Not Adversely Affected
Delridge	38466	Seattle Steel Company/ Bethlehem Pacific Coast Steel Corporation	2424 Southwest Andover Street	1966	Not Adversely Affected
Delridge	47869	Mrachke & Son	3860 – 3864 Delridge Way Southwest	1930	Not Adversely Affected
Delridge	376099	Single-Family Craftsman Residence	4108 25th Avenue Southwest	1907	Not Adversely Affected
Delridge	721178	Single-Family Residence	4139 25th Avenue Southwest	1909	Not Adversely Affected
Delridge	418305	Contemporary Ranch House	4150 32nd Avenue Southwest	1959	Not Adversely Affected
Delridge	335189	Kirlow Four-Plex	3074 Southwest Avalon Way	1967	Not Adversely Affected
Delridge	287692	Residence	4017 23rd Avenue Southwest	1907	Not Adversely Affected
Delridge	300990	Residence	4044 32nd Avenue Southwest	1925	Not Adversely Affected
Delridge	721984	Cettolin House	4022 32nd Avenue Southwest	1928	**Adversely Affected**
Delridge	730028	Single-Family Residence	4019 Fauntleroy Way Southwest	1931	Not Adversely Affected
Delridge	730040	Single-Family Residence	4032 35th Avenue Southwest	1932	Not Adversely Affected
West Seattle Junction	719318	Limcrest Apartments	3600 Southwest Genesee Street	1956	Not Adversely Affected
West Seattle Junction	720871	Carlsen & Winquist Auto	4480 Fauntleroy Way Southwest	1946	Not Adversely Affected
West Seattle Junction	720875	West Seattle Brake Service	4464 37th Avenue Southwest	1948	Not Adversely Affected
West Seattle Junction	720988	Jim's Shell Service	4457 Fauntleroy Way Southwest	1965	Not Adversely Affected
West Seattle Junction	420560	Residence	4407 38th Avenue Southwest	1924	Not Adversely Affected

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Segment	WISAARD Number	Property Name	Address	Date Built	Effect
West Seattle Junction	721552	Campbell Building	4554 California Avenue Southwest	1918	Not Adversely Affected
West Seattle Junction	721486	Alaska House	4545 42nd Avenue Southwest	1979	Not Adversely Affected
West Seattle Junction	343799	Wardrobe Cleaners	4500 Fauntleroy Way Southwest	1949	Not Adversely Affected
West Seattle Junction	365276	Craftsman Bungalow	4015 Southwest Hudson Street	1906	Not Adversely Affected
West Seattle Junction	442141	Contemporary Ranch House	3221 Southwest Genesee Street	1959	Not Adversely Affected
West Seattle Junction	338613	Golden Tee Apartments	3201 Southwest Avalon Way	1967	Not Adversely Affected
West Seattle Junction	303008	Single-Family Residence	4157 38th Avenue Southwest	1956	Not Adversely Affected
West Seattle Junction	338612	Golden Tee Apartments	3211 Southwest Avalon Way	1967	Not Adversely Affected
West Seattle Junction	679043	Bartell Drugs	4548 California Avenue Southwest	1929	Not Adversely Affected
West Seattle Junction	334059	Chinook Apartments	4431 37th Avenue Southwest	1959	Not Adversely Affected
West Seattle Junction	365104	Residence	4446 40th Avenue Southwest	1908	Not Adversely Affected
West Seattle Junction	343495	West Seattle Bowl	4505 39th Avenue Southwest	1948	Not Adversely Affected
West Seattle Junction	343979	Venable and Wing Law Office	4826 California Avenue Southwest	1963	Not Adversely Affected
West Seattle Junction	721512	Residence	5011 41st Avenue Southwest	1925	Not Adversely Affected
West Seattle Junction	278849	Residence	4115 Southwest Hudson Street	1913	Not Adversely Affected
West Seattle Junction	654505	Residence	4426 38th Avenue Southwest	1932	Not Adversely Affected
West Seattle Junction	721838	J.C. Penney/Russell Building	4520 California Avenue Southwest	1926	Not Adversely Affected

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Segment	WISAARD Number	Property Name	Address	Date Built	Effect
West Seattle Junction	721839	Marier Foto Studio	4528 California Avenue Southwest	1928	Not Adversely Affected
West Seattle Junction	722760	Single-Family Residence	4714 38th Avenue Southwest	1939	Not Adversely Affected
West Seattle Junction	722762	Single-Family Residence	4755 38th Avenue Southwest	1957	Not Adversely Affected
West Seattle Junction	723076	Apartment Complex	4821 Fauntleroy Way Southwest	1957	Not Adversely Affected
West Seattle Junction	723077	Apartment Complex	4821 Fauntleroy Way Southwest	1957	Not Adversely Affected
West Seattle Junction	729979	Single Family Residence	4039 36th Avenue Southwest	1953	Not Adversely Affected
West Seattle Junction	729980	Single Family Residence	4045 36th Avenue Southwest	1948	Not Adversely Affected
West Seattle Junction	730016	Single Family Residence	4109 38th Avenue Southwest	1919	Not Adversely Affected
West Seattle Junction	730017	Single Family Residence	4111 38th Avenue Southwest	1919	Not Adversely Affected
Multiple	708606	Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal	Railroad Right of Way from Black River Junction near Renton to Lake Washington Ship Canal in Interbay	1883	Not Adversely Affected

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Attachment C: Archaeological Investigations, Monitoring, and Treatment Plan and Inadvertent Discovery Plan

This document is in preparation and will be reviewed by Consulting Tribes and will be subject to the confidentiality requirements in 54 USC § 307103 and 36 CFR § 800.11(c).

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Appendix O

Draft EIS Comment Summary and Response to Comments

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Appendix O. Draft EIS Comment Summary and Responses to Comments

This appendix includes a summary of all comments received on the WSBLE Draft EIS during the WSBLE Draft EIS comment period (January 28, 2022 to April 28, 2022), full comment submittals received that pertain specifically to the West Seattle Link Extension or to both West Seattle Link Extension and Ballard Link Extension, and responses to those comments. Comments that pertain to both the West Seattle Link Extension and Ballard Link Extension will also be addressed in the Ballard Link Extension environmental review process. Comments specific to the Ballard Link Extension will be responded to as part of the environmental review process for the Ballard Link Extension Project.

Appendix O.1 provides a summary of all comments received on the WSBLE Draft EIS. This summary was prepared and published in May 2022 following the public comment period.

Appendix O.2 contains comment submittals that are specific to the West Seattle Link Extension or that are project-wide (as described above) and responses to comments contained in these submittals. For viewing electronically, each PDF file has bookmarks that can be used to find a specific submittal. For agencies, businesses, and organizations, the bookmarks are for the name of the entity. For individuals, the bookmarks are for the form letter name or comment submittal number.

The comment submittals are organized into the following categories:

- Appendix O.2.1, Tribes and Tribal Organizations
- Appendix O.2.2, Agencies and Elected Officials. These are separated into the following sub-categories:
    - Federal agencies
    - State agencies
    - Regional agencies
    - County agencies
    - Local agencies, commissions, boards, or elected official submittals.
- Appendix O.2.3, Businesses and Business Organizations
- Appendix O.2.4, Community and Arts Organizations
- Appendix O.2.5, Individuals. These are separated into the following subcategories:
    - Form letters: Form Letters are letters for which at least 10 identical or near-identical comment submittals were received. The comments within these letters are summarized in a table as a representative submittal, along with corresponding responses. The table is then followed by a list of all parties that submitted that form letter in order of receipt and copies of their comment submittals.
    - Individuals: Comment submittals from individuals that did not fall into any of the above categories are grouped into 11 volumes of approximately 100 letters each. These submittals are provided in order of date received. Each volume has letters provided in numeric order by submittal number. For example, Volume 1 contains letters 0001 through 0100. An index is provided at the beginning of this section (Section O.2.5) that is organized alphabetically by commenter last name and can be used to find the individual submittal(s) and the corresponding unique submittal number (assigned by date) and volume number. Once the volume and submittal number are identified for a given submittal, the commenter can then look in that volume for their comment submittal and responses to their comments.

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Appendix O.1
WSBLE Draft EIS Comment Summary

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West Seattle and Ballard Link Extensions Public and Agency Comment Summary Report

June 2022

Sound Transit

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EXECUTIVE SUMMARY

This report summarizes comments received by Sound Transit and the Federal Transit Administration on the West Seattle and Ballard Link Extension Draft Environmental Impact Statement (Draft EIS). Almost 5,200 communications were received on the Draft EIS, including comments from Tribes and Tribal organizations, government agencies, elected officials, businesses and business organizations, community and arts organizations, and individual members of the public. All of the comments received are appended to this report and are arranged by these categories.

This executive summary provides an overview of the report structure as well as common themes for each overall extension and each segment.

The summary report is organized into three sections:

Section 1 of the report provides an overview of the project and the Draft EIS comment period.

Section 2 of the report summarizes the comments received from the following:

- Tribes and tribal organizations
- Government agencies
- Elected officials
- General Public (includes businesses and business organizations, community and arts organizations, and individuals)

These comments are arranged by those pertaining to the entire project, and then by project segment. Comments for businesses, business organizations, and community and arts organizations are summarized for each business or organization. Comments from individuals are summarized by segment as well as the following groupings:

- Environmental Concerns (arranged by element of the environment: acquisitions and displacements, air, noise and vibration, water, etc.)
- Other categories that are more general and not specific to an extension or segment
- Suggestions for other alternatives

Late comments received after the close of the 90-day comment period are also noted.

Section 3 of the report describes the public involvement process Sound Transit used to engage the public in the comment process, including the following:

- Engagement approach
- Engagement tools and resources
- Draft EIS publication and distribution
- Engagement activities

It also describes ongoing consultation with Tribes and coordination with federal, state, and local agencies.

The information in this report and the comments received will be considered by the Sound Transit Board as it works to identify a preferred alternative for each of the project segments. In some segments, the Board may confirm or modify the preferred alternative identified in the Draft EIS. In other segments the Board will identify a preferred alternative for the first time. The Final EIS will analyze the preferred alternative in all segments along with the other proposed light rail alternatives and the No Build Alternative. The Final EIS will also include responses to the comments on the Draft EIS. Following issuance of the Final EIS, the Sound Transit Board will make a final decision on the alignment and station locations to be built for the West Seattle Link and Ballard Link extensions.

ES.1 Draft EIS Comment Period

A Notice of Availability for the West Seattle and Ballard Link Extensions Draft EIS was published in the *Federal Register* and in the State Environmental Policy Act (SEPA) Register on January 28, 2022. The comment period for the Draft EIS was 90 days and ended on April 28, 2022. Public notification was provided through a variety of methods including project mailers; project update emails; traditional, social, and in-language ethnic media; press releases; radio; social media posts; online community calendars; and a notification through the project website. Sound Transit also displayed posters at community gathering places throughout the project area. Hard copies of the Draft EIS were available for public viewing at public libraries and community-based organizations in the project area. Digital copies of the Draft EIS were available on Sound Transit's website and Online Open House website.

One in-person public open house event and four virtual public meetings were conducted during the 90-day comment period. The virtual meetings included public hearings. An Online Open House website was accessible for the duration of the comment period and included the Draft EIS as well as the information shared at the virtual and in-person events. Comments were accepted by mail, email, online and hard copy comment forms, and transcribed phone messages, and via a court reporter at the in-person open house and virtual hearings. Comments provided in languages other than English were translated.

Over 400 people attended the four virtual public meetings/hearings and there were over 19,500 unique views on the Online Open House website during the comment period. Sound Transit received almost 5,200 individual communications (where each communication may contain one or more comments) in various formats. Many letters were received in support of comments made by specific organizations, including The Urbanist, the Cascade Bicycle Club, and the Magnolia Community Council. In the Chinatown-International District Segment, numerous comments supported the letter submitted by the Wing Luke Museum as well as expressed support for some specific businesses in the neighborhood. Many other comments were submitted in support of specific potentially impacted businesses and organizations in other segments as well. These included BladeGallery in the Duwamish Segment, Alki Beach Academy and Transitional Resources in the Delridge Segment, the Civic Hotel in the Downtown Segment, and Dusty Strings and the Ballard Food Bank in the Interbay/Ballard Segment. Online petitions were also submitted in support of a gondola in West Seattle (about 1,500 signatures) and in support of the 4th Avenue South alternatives in the Chinatown-International District Segment (over 700 signatures).

ES.2 West Seattle Link Extension

Frequent common themes for the overall West Seattle Link Extension included the following:

- Concern about property acquisitions, displacements, noise and vibration, and construction period roadway closures.
- Concern about potential road closures associated with the project adding to business impact from closure of the West Seattle Bridge.
- Building a gondola instead of light rail to reduce cost, shorten the project schedule, minimize greenhouse gas emissions, and minimize impacts.

The following sections further summarize the major comment themes by project segment.

ES.2.1 SODO Segment

- Similar support from individuals for at-grade and mixed profile alternatives. Support for Alternative SODO-2 was mostly related to preserving the SODO Busway.
- Support from businesses and business organizations for Alternative SODO-1b to have SODO Station closer to South Lander Street.
- Interest in avoiding the United States Postal Service Carrier Annex and Distribution Center/Terminal Post office at 4th Avenue South and South Lander Street.
- Concern about freight access and mobility, maintaining the SODO Trail, and stadium event traffic during construction.
- Concern about property acquisition and business displacements.

ES.2.2 Duwamish Segment

- Support from individuals for Alternative DUW-2 to avoid or minimize residential and employee displacements and impacts to the West Duwamish Greenbelt (including impacts to herons) from Preferred Alternative DUW-1a and Option DUW-1b.
- Support from Port of Seattle, Northwest Seaport Alliance, and most businesses and business organizations for Preferred Alternative DUW-1a or Option DUW-1b due to reduced impacts on port, marine, and industrial facilities along Alternative DUW-2.
- Concern about impacts to the West Duwamish Greenbelt from Preferred Alternative DUW-1a or Option DUW-1b and Terminal 25 planned restoration site from Alternative DUW-2.
- Concern about direct and indirect impacts on the maritime industrial sector from business displacements and freight movement.
- Concern about maintaining bike trail connections during construction.

ES.2.3 Delridge Segment

- General support for lower height alternatives that would lead to tunnels in the West Seattle Junction Segment to minimize neighborhood impacts.
- Opposition to tall guideway structures that feel out of character with the existing neighborhood context and would result in visual and noise impacts.
- Most support for Alternative DEL-6 to reduce residential displacements and visual impact to the Youngstown neighborhood.
- Opposition to Alternative DEL-5 and Alternative DEL-6, particularly due to displacement of one or more Transitional Resources facilities and Alki Beach Academy. Other reasons provided include residential displacements, access to residences after construction, neighborhood impacts, construction impacts, and impacts to greenbelts and wetlands.
- Concern about freight traffic and station access near Nucor Steel for Alternative DEL-5 and Alternative DEL-6.
- Opposition to residential displacements, especially on the north side of Southwest Genesee Street and along 32nd Avenue Southwest.
- Concern about overall loss of affordable housing in this area.
- Concern about impacts to the West Seattle Golf Course.
- Concern about impacts to Longfellow Creek.
- The need for efficient, easy transfers to/from buses, especially for low-income and minority populations connecting from the south.
- Support for equitable transit-oriented development (TOD) at the Delridge Station, regardless of alternative.

ES.2.4 West Seattle Junction Segment

- General support for tunnel alternatives to minimize neighborhood impacts.
- Interest in station locations closer to Alaska Junction.
- Some support for removing Avalon Station to save cost.
- Concern about residential displacements, especially removal of new multi-family buildings with elevated alternatives.
- Concern about impacts to businesses and planned development during construction.
- Desire that designs consider future extensions to the south.

ES.3 Ballard Link Extension

Frequent common themes for the overall Ballard Link Extension included:

- Concern about property acquisitions, displacements, noise and vibration, and construction period roadway closures.
- Concern about station access and multi-modal connections.

The following sections further summarize the major comment themes by project segment.

ES.3.1 Chinatown-International District Segment

- Support from individuals, community organizations, and some businesses for the 4th Avenue South alternatives and/or opposition to the 5th Avenue South alternatives primarily due to business displacements and construction impacts to the Chinatown-International District neighborhood.
- Support from individuals, community organizations, and some businesses for the 4th Avenue South alternatives station location because it would be closer to King Street Station and Pioneer Square.
- Support for a shallow tunnel station and many requests for the station to be made shallower.
- Some opposition to all the alternatives or to the project in the Chinatown-International District.
- Concern about direct, indirect, and cumulative neighborhood, community, and economic impacts. Concern about past harm to the Chinatown-International District community and minimizing impacts to communities of color and low-income populations.
- Concern about constructability and feasibility challenges of 4th Avenue South alternatives from some businesses.
- Support for improving connectivity between the Chinatown-International District and Pioneer Square neighborhoods and interest in re-activating Union Station and plaza.
- Concern about surge events from stadiums and community events.
- Concern about roadway closures, detours, transit impacts, and pedestrian circulation during construction.
- Interest in historic and cultural preservation.
- Interest in meaningful engagement on mitigation.

ES.3.2 Downtown Segment

- Support by individuals for Preferred Alternative DT-1 primarily because of station location.
- Support for the Preferred Alternative DT-1 Midtown and Westlake station locations because they are closer to key destinations.

- Support from multiple businesses for the Alternative DT-2 Denny Station and Preferred Alternative DT-1 South Lake Union Station in South Lake Union neighborhood. Support for the Alternative DT-2 Denny Station was primarily related to the interest in avoiding closure of Westlake Avenue during construction.
- Support from some agencies and organizations for the Preferred Alternative DT-1 Denny Station. Support for the Preferred Alternative DT-1 Denny Station was primarily due to better multi-modal access and proximity to key destinations.
- Concern about streetcar/bus effects during construction on Westlake Avenue for Denny Station with Preferred Alternative DT-1.
- Support from individuals for a more centrally located South Lake Union Station.
- Concern about impacts to arts organizations at the Seattle Center and support for avoiding or minimizing impacts to these.
- Concern about access to deep stations, including requests to make stations shallower because of travel time and accessibility concerns.

ES.3.3 South Interbay Segment

- Similar support for Preferred Alternative SIB-1 and Alternative SIB-3.
- Support for the Smith Cove Station with Preferred Alternative SIB-1 because it would be closer to multiple destinations.
- Requests for a tunnel alternative through Interbay to minimize environmental and economic impacts.
- Concern about visual, freight, and traffic impacts on Elliott Avenue West and 15th Avenue West for Preferred Alternative SIB-1 and Alternative SIB-2.
- Concern about arterial crossings for bus connections at the Smith Cove Station.
- Concern about steep slope, park, and noise impacts for Alternative SIB-2 and Alternative SIB-3.
- Concern about business displacement and access to businesses and residences during construction.

ES.3.4 Interbay/Ballard Segment

- Support for an Interbay Station closer to Magnolia, but concern about impacts to businesses and facilities in this area.
- Support for tunnel alternatives due to reduced environmental impacts and comparable cost compared to the elevated alternatives.
- Support for a Ballard Station at 15th Avenue Northwest rather than 14th Avenue Northwest.

- Concern about freight and traffic impacts on 15th Avenue West.
- Concern about residential, business, and employee displacements.
- Concern about access to the Ballard Food Bank during construction, as well as access to businesses in general.
- Concern about impacts to maritime businesses, including Fishermen's Terminal.
- Requests for a tunnel alternative with the Ballard Station located west of 15th Avenue Northwest in the existing Ballard business district.

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1 INTRODUCTION

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from Downtown Seattle to West Seattle and Ballard. The West Seattle and Ballard Link Extensions (WSBLE) Project is an 11.8-mile corridor in the city of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 1-1). The WSBLE Project consists of two extensions: the West Seattle Link Extension and the Ballard Link Extension. The West Seattle Link Extension would be about 4.7 miles and include stations at SODO, Delridge, Avalon, and Alaska Junction. The Ballard Link Extension would be about 7.1 miles from Downtown Seattle to Ballard's Northwest Market Street area. It would include a new 3.3-mile light-rail-only tunnel from the Chinatown-International District to South Lake Union and Seattle Center/Uptown. Stations would serve the following areas: Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. While both extensions are evaluated in the Draft Environmental Impact Statement (EIS), they are standalone projects that have independent utility from each other.

The WSBLE Project is part of the Sound Transit 3 Plan of regional transit system investments (Sound Transit 2016), funding for which was approved by voters in the region in 2016. Sound Transit and the Federal Transit Administration (FTA) published the Draft EIS for the WSBLE Project on January 28, 2022, starting a 90-day public comment period that ended on April 28, 2022. The project conducted four virtual public meetings/hearings (March 15, 22, 24 and 30, 2022) and an in-person public open house on March 17, 2022. An Online Open House was accessible for the duration of the comment period and included the Draft EIS as well as the information shared at the virtual and in-person events. The project focused on virtual engagement for the hearings out of consideration of the ongoing global novel coronavirus 2019 (COVID-19) pandemic, but wanted to provide at least one in-person public open house for people who prefer to engage in-person. Sound Transit held the in-person event outdoors and followed public safety protocols to limit the risk of the transmission of the COVID-19 virus.

This report summarizes comments received by Sound Transit and FTA from Tribes and Tribal organizations, agencies, elected officials, and the general public during the comment period. It also describes the ways that Sound Transit and FTA advertised the Draft EIS availability and publicized the public virtual meetings/hearings, public in-person open house event, and other public involvement opportunities. The Final EIS for the project will include the comments received during the Draft EIS comment period with responses from Sound Transit and FTA.

The Draft EIS virtual public meetings/hearings and the in-person open house event were designed for the public to learn more about the project and provide comments. The virtual public meetings/hearings and in-person open house allowed participants to provide oral comments recorded by a court reporter. Comments could also be submitted in writing using forms at the public open house, by email, by mail, directly to Sound Transit's offices, by phone, or online. Comments provided in languages other than English were translated. All methods of providing comments were advertised.

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2 COMMENT SUMMARY

2.1 Comments from Tribes and Tribal Organizations

The Suquamish Tribe Natural Resources Department submitted comments regarding protection of their treaty-reserved natural resources and cultural resources. They clarified their applicable treaty rights in the project area and identified the need for further coordination on how potential conflicts and/or impacts to Tribal treaty fishing rights will be addressed. They commented on work near Longfellow Creek and noted they do not generally support stream buffer reductions. They requested that any use of the Terminal 25 restoration site or any other Natural Resource Damage Assessment (NRDA) site to be clearly defined, as well as mitigation options. In addition, technical comments on the ecosystems technical analysis methodology regarding stream typing and survey methods were provided.

The Duwamish Cultural Preservation Committee submitted comments recommending an archaeological review for the project prior to construction and requesting notification of any archaeological work to be performed. They recommended that alternatives with the least environmental impacts be given the most consideration. For the West Seattle Link Extension, they supported the North Crossing Alternative (DUW-2) in the Duwamish Segment, the Andover Street Lower Height Alternative (DEL-6) in the Delridge Segment, and the Medium Tunnel 41st Avenue Station Alternative (WSJ-5) in the West Seattle Junction Segment. For the Ballard Link Extension, they supported the Prospect Street/15th Avenue Alternative (SIB-2) in the South Interbay Segment and the Preferred Tunnel 15th Avenue Station Option (IBB-2b) in the Interbay/Ballard Segment. In addition, the Duwamish Cultural Preservation Committee requested that any landscaping should only include native vegetation, that any construction near Longfellow Creek consider opportunities for daylighting, and that care be given to maintaining salmon migration and habitat.

FTA and Sound Transit are engaged in ongoing Government-to-Government Consultation with Consulting Tribes on the project. This includes review of the Draft EIS, as well as other individual consultation activities where important and sensitive information is discussed. The Draft EIS comment letters provide input on the technical analyses of the project and were written on behalf of Tribal staff. These letters do not represent a comprehensive collection of Tribal input and interests.

Full reproductions of communications received are available in Appendix A, Tribes and Tribal Organizations.

2.2 Comments from Government Agencies

Table 2-1 summarizes comments from government agencies, organized by federal, state, regional, county, and local agencies. Full reproductions of communications received are available in Appendix B, Government Agencies and Elected Officials.

Table 2-1. Summary of Comments from Government Agencies

Agency	Comments
Federal Agencies	
U.S. Coast Guard	The U.S. Coast Guard, a NEPA cooperating agency, submitted comments outlining information to be provided as part of the Final EIS in order for them to adopt the Final EIS for bridge-related portions of the project. This information includes consultation or coordination with other regulatory agencies regarding the Clean Water Act, Executive Order 11990 (Protection of Wetlands), Coastal Zone Management Act, Endangered Species Act, Migratory Bird Act, Bald and Golden Eagle Protection Act, National Historic Preservation Act, Native American Graves Protection and Repatriation Act, and Marine Mammals Protection Act, as well as adding 100-year floodplain limits to project drawings. They also provided comments on the project purpose and need related to navigation and presentation of navigational clearance information and suggested edits on discussions of navigation impacts and mitigation in Chapter 3. The U.S. Coast Guard stated they "favor alternatives with the least impact to navigation and preservation of navigation access to marine facilities." For the Duwamish Segment, they stated that Preferred Alternative DUW-1a appears to have the least impact. Any crossing of the West Waterway must meet the minimum clearances they provided in their January 4, 2022, Preliminary Navigation Clearance Determination for the Duwamish Waterway. For the Interbay/Ballard Segment, they referenced their February 9, 2022 Preliminary Navigation Clearance Determination for the Lake Washington Ship Canal and noted that any bridge alternative would need to meet the minimum navigational clearances of 205 feet vertical and 290 feet horizontal for the Lake Washington Ship Canal. They stated that the tunnel alternatives compare very favorably against the bridge alternatives, would avoid or reduce impacts in several categories of environmental impacts, would reduce or eliminate several federal regulatory requirements, and would not impact the U.S. Army Corps of Engineers-maintained navigation channel in the Lake Washington Ship Canal.
U.S. Department of the Interior, National Park Service	The U.S. Department of the Interior National Park Service submitted comments acknowledging that properties in the project area funded by the Land and Water Conservation Fund and Urban Park and Recreation Recovery fund would not be affected. They had no further comments on the Section 4(f) evaluation and did not identify any concerns with the Section 4(f) evaluation.
U.S. Environmental Protection Agency	The U.S. Environmental Protection Agency submitted comments supporting the "project's goals of expanding mobility in the region to include transit-dependent people, low-income populations, and communities of color", as well as preserving and promoting a healthy environment and economy. They noted that while impacts are likely to remain, the project would overall reduce environmental impacts compared to the No Build Alternative. They recommended close coordination with them on work within the Superfund sites in the Duwamish Segment, and they support bridge design features that minimize or eliminate the in-water placement of bridge supports. U.S. Environmental Protection Agency recommended the Final EIS include a great blue heron management plan for work within the great blue heron management zone in the Duwamish Segment. They encouraged continuing to incorporate feedback from Tribes, and in addition to ongoing consultation, to consult with Tribes regarding impacts to the Indian Child Welfare Office in the Delridge Segment. They also recommended consulting with the Federally Recognized Tribes in the Aleutian/Pribilof Islands region of Alaska due to the potential impacts to these communities related to the potential impacts on Coastal Transportation in the Interbay/Ballard Segment. They noted that Coastal Transportation provides critical lifeline services to these communities. They recommended FTA consider whether the Preferred Tunnel 14th Avenue Alternative (IBB-2a) is a viable option for this segment to avoid these impacts, as well as to avoid impacts to other maritime businesses and residences, in-water impacts, and navigation channel impacts.

Agency	Comments
U.S. Environmental Protection Agency (cont.)	The U.S. Environmental Protection Agency provided information on additional resources to consider in the environmental justice analysis and request discussion be added to the Final EIS of how the alternatives in the Duwamish Segment could affect subsistence fishers that use the Duwamish Waterway. They recommended including specific measures related to compensation and relocation assistance for low-income and minority residences and businesses that could be acquired, displaced, and relocated by the project. They also recommended additional information on impacts and mitigation measures for temporary or long-term loss of services to low-income and minority communities provided by community organizations that could be affected by the project, as well as to identify how conflicts with residents and businesses that might refuse relocation offers would be addressed. They also recommended the Final EIS clarify the status and potential of "third-party" funds for Preferred Alternatives with Third-Party Funding.
U.S. Postal Service	The U.S. Postal Service, a NEPA cooperating agency, submitted comments on their continued concerns about temporary closures of driveway access affecting operation of the U.S. Postal Service Seattle Vehicle Maintenance Facility at 2450 4th Avenue South under Preferred Alternative SODO-1a and the alternative's staggered station configuration in the SODO Segment. They submitted comments from an architect on the proposed Lander Street overpass that stated the overpass "should not pose any functional hardship to the [U.S. Postal Service] daily operations or impact of operations as long as the clear height of said structure has a minimum of 16 feet in the clear." In the South Interbay Segment, they noted that Alternative SIB-3 would displace their Interbay Carrier Facility at 2010 15th Avenue West, and that they have concerns about impacts from Alternative SIB-2 at the same facility. The loss of parking stalls and revisions to access with Alternative SIB-2 would "render their carrier location unusable for Postal operations and would require the relocation of this carrier annex."
State Agencies	
Department of Archaeology and Historic Preservation	Acting as the State Historic Preservation Officer (SHPO) for Consultation under Section 106 of the National Historic Preservation Act, the Washington State Department of Archaeology and Historic Preservation provided comments about continuing coordination and Consultation under Section 106 of the National Historic Preservation Act. They anticipated being consulted on a revised Area of Potential Effect once a preferred alternative has been identified. They requested the Area of Potential Effect sufficiently consider "physical, auditory, visual, cumulative, environmental, socio-economic, and similar effects, all of which directly relate to historic properties." They encouraged FTA to "ensure the agency sufficiently considers and incorporates the comments and concerns provided by other consulting parties as the project progresses" and requested more frequent consultation.
Department of Ecology	The Department of Ecology (Ecology) provided comments noting the project would likely require both Section 401 Water Quality Certification and Coastal Zone Management Consistency decision. They also commented regarding their coordination with Sound Transit on stormwater runoff and noted that their 2024 Final Stormwater Management Manual for Western Washington will clarify whether light rail guideway is a pollutant generating impervious surface based on all available credible information, including data from Sound Transit. Ecology recommended Sound Transit "be prepared to design and install stormwater runoff for [the Sound Transit 3] project not yet in design and which are scheduled to be completed between 2030 and 2041," in the event that stormwater runoff from light rail guideway does become classified as pollutant generating.
Department of Natural Resources	The Department of Natural Resources submitted comments regarding state-owned aquatic lands in Salmon Bay and the Duwamish Waterway. They noted that mitigation would be required for any authorized expansion of overwater cover or any authorized in-water work within state-owned aquatic lands. They provided information on the requirements for easements on and over their properties and clarified the categories of state-owned aquatic lands that occur in the project area. They noted both waterbodies are listed on Ecology's 303(d) list of impaired and threatened waters and that they will need to review any project components that will disturb the sediment in these waterbodies during construction. They requested that a plan set be provided to them to review prior to application submittal and noted that before they can issue an easement or right of entry, all environmental permits will need to be submitted for review.

Agency	Comments
Department of Transportation	The Washington State Department of Transportation (WSDOT) submitted comments regarding the interaction of the project with their facilities and properties, including Interstate 90, Interstate 5, the SODO Busway, and maintenance facilities. They stated the "project aligns with WSDOT's vision of providing a sustainable and integrated multimodal transportation system." They provided clarification on requirements for utility work within their right-of-way and for stormwater discharging to their system. They requested use of their latest applicable manuals, some of which have been updated since publication of the Draft EIS. They provided comments regarding removal of contaminated soil from within their right-of-way and about contamination at Superfund sites within the Duwamish Segment. They provided comments about impacts to their maintenance facility at 450 South Spokane Street and noted that it is critical for maintenance and operation of Interstate 90, Interstate 5, and State Route 520. Technical comments were provided for Draft EIS Appendixes H, K, J, and N1. They requested further coordination on other WSDOT-owned properties that are proposed for use by the project, including parking areas and the SODO Busway. They suggested additional information that could be added to the purpose and need and to the transportation analysis. They provided information on additional approvals that would be needed from them. They noted that they have not yet agreed to any roadway or ramp closures that affect their facilities and noted that demolition and replacement of the 4th Avenue South viaduct in the Chinatown-International District Segment could cause major impacts to Interstate 90 operations.
Recreation and Conservation Office	The Washington State Recreation and Conservation Office identified the Recreation and Conservation Office- funded properties in the project study area and indicated future steps for impacted properties that have been purchased with these funds. They noted there are no Land and Water Conservation Fund-funded projects affected by the project.
University of Washington	The University of Washington (UW) submitted comments of general support for the project, and specific concerns related to potential impacts on their properties in South Lake Union and Downtown Seattle. UW Medicine has six research and laboratory buildings in South Lake Union, several with equipment and experiments that are highly sensitive to vibration and electromagnetic interference. For this reason, they supported Preferred Alternative DT-1 in the Downtown Segment. They were also concerned about roadway closures in the South Lake Union neighborhood during construction and emphasized the importance of bus transit connectivity in station area planning. In the Downtown neighborhood, where they own property known as the Metropolitan Tract, they also expressed concern about roadway closures during construction as well as the potential for noise and vibration impacts on businesses during operations and construction. They acknowledged that the Draft EIS did not identify any impacts, but if impacts were to occur, they would need to be mitigated.
Regional Agencies	
Port of Seattle and Northwest Seaport Alliance	The Port of Seattle, a NEPA cooperating agency, and Northwest Seaport Alliance submitted comments that reiterated their primary objectives for Sound Transit 3 projects and provided feedback on potential impacts to Port and Alliance facilities in the Duwamish, South Interbay, and Interbay/Ballard segment. They stated they support the Sound Transit 3 program, which includes WSBLE, as "it improves regional transportation for personal and workforce mobility, while protecting maritime and industrial land uses and freight mobility." • In the SODO Segment, they had concerns about the effects to truck traffic from new vertical grades, intersection performance, construction-related detours, and the traffic congestion impacts of buses diverted from the SODO Busway. They also had concerns about business access to spur rail lines. • In the Duwamish Segment, they had concerns about impacts to Terminals 18, 25, 102, 103, and 104, as well as the BNSF Railway tracks connecting throughout the industrial areas and container terminals, particularly Terminal 5. They were also concerned about impacts to the marinas on Harbor Island. Concerns about alternatives in this segment included access to terminals, roadway closures, and loss of parking.

Port of Seattle and Northwest Seaport Alliance (cont.)	They stated that Alternative DUW-2, and to a lesser extent Preferred Alternative DUW-1a and Option DUW-1b, have "the potential to create significant negative impacts on cargo operations and water-dependent logistic functions, with resulting negative economic effects across several industries, far beyond the Seattle harbor and King County." They were concerned that the 5-year construction period could damage international container cargo operations and "significantly contribute to truck and other traffic in the already congested Spokane Street corridor." They are concerned these impacts, particularly for Alternative DUW-2, cannot be mitigated. They suggested the Final EIS "address how operational and long-term impacts to maritime cargo operations on and near international terminals in the Duwamish Segment are avoided." They requested additional information about impacts from Preferred Alternative DUW-1a and Option DUW-1b on the Harbor Island Corporate Center, Harbor Island Marina, and Jim Clark Marina during both construction and operations, as well as additional detail about mitigation for these impacts. Regarding the displacement of water-dependent facilities, they stated "The proposed mitigation measures must be improved to ameliorate the impacts on dislocated water-dependent and industrial businesses and dislocated maritime and industrial workers to the maximum extent feasible." They also requested more information in the Final EIS about impacts from Alternative DUW-2 on their 9-acre habitat restoration site on Terminal 25, for which design was authorized in February 2022. They provided additional information for the Section 4(f) analysis, both about economic impacts in the Duwamish Segment and impacts to this habitat restoration site. They noted they support the proposed finding of *de minimis* for Preferred Alternative DUW-1a at the West Duwamish Greenbelt. • In the South Interbay Segment, they had concerns about impacts to Terminal 91 and noted it is important to maintain access to this facility as even closures of less than 9 months could impact an entire cruise or fishing season. They provided clarification on the volume of passengers that access this terminal during the cruise season and noted that up to 16,000 passengers may disembark or embark in 1 day. They also noted planned development of two 50,000-square-foot light industrial buildings at Terminal 91 to support maritime manufacturers and fishing industry suppliers, and stated they may develop additional buildings in the future. • In the Interbay/Ballard Segment, they stated they cannot support Alternative IBB-3 because of impacts to Fishermen's Terminal and stated that "the two bridge alternatives (IBB-1 and IBB-3) and associated construction activities could affect a wide range of cargo, fishing and other industrial operations, hamper freight movement and ultimately result in a loss of jobs in our community." The Port stated that because of the broad ecosystem of support businesses and supply chain links, these businesses cannot be considered in isolation. They also had concerns about Elliott Avenue West and 15th Avenue West with Alternative IBB-3 and Option IBB-1b. They also commented on the potential for consolidating the Smith Cove and Interbay stations and noted that further study was warranted to understand the benefits or risks this concept would present to nearby communities. • Regarding the displacement of maritime businesses, they urged Sound Transit to further examine the potential to relocate these businesses, as well as if the potential impacts to businesses from impacts to freight mobility, including rail, can be mitigated in the Duwamish and SODO segments. They requested the regional priorities in the Puget Sound Regional Council Vision 2050 plan related to the industrial sector be added to the Final EIS. • In the Chinatown-International District Segment, they recognized the potential impacts to freight mobility associated with the 4th Avenue alternatives but also the potential impacts to the community with the 5th Avenue alternatives. They also suggested the environmental justice analysis consider impacts on truck drivers serving their facilities, of which two-thirds are people of color and almost 40 percent do not speak English as their first language. Their comments requested additional information about what additional facilities would be needed for the minimum operable segment (M.O.S.) on the Ballard Link Extension and recommended that Interbay be considered for this terminus instead of Smith Cove. They encouraged the Final EIS to better highlight the connection of the system to SeaTac Airport for travelers, employees, and visitors. They commented on the importance of coordinating on the vision for what development around stations in manufacturing and industrial centers would look like and how it could support industry. • Technical comments were also provided on the following EIS sections: executive summary, purpose and need, transportation, acquisition, displacement, and relocation; land use, economics, social resources, community facilities, and neighborhoods, air quality, noise and vibration, hazardous materials, cumulative impacts, public involvement, and environmental justice.

Agency	Comments
Puget Sound Clean Air Agency	The Puget Sound Clean Air Agency submitted comments in support of the project and stated the project would help reduce greenhouse gas emissions and criteria and air toxics pollutants due to reduced motor vehicle trips. They noted these motor vehicle emissions are associated with potential cancer risk and other adverse health outcomes and are more likely to impact communities of color and lower income neighborhoods that live along major highways. They identified potential air quality and health impacts associated with construction emissions and requested that Sound Transit detail in the Final EIS how the cleanest construction equipment possible will be used. They noted the Chinatown-International District and Duwamish Valley neighborhoods already face disproportionate impacts and have more sensitive health outcomes.
Puget Sound Regional Council	Puget Sound Regional Council provided comments stating that expansion of high-capacity transit, including the WSBLE Project, is fundamental to the success of their VISION 2050 long-range plan. Their review found consistency with long-range planning documents, and they agreed with the methods used to evaluate impacts and benefits. They provided recommendations for the Final EIS, including incorporation of more information about TOD and door-to-door travel times, further analysis of displacement risk, relocation potential, and impacts on tenants using Housing Choice vouchers; and information on opportunities to increase availability of affordable housing by extending subsidy programs. They encouraged further support of businesses owned by marginalized communities that may be impacted by these projects.
County Agencies	
King County Department of Natural Resources and Parks	The King County Department of Natural Resources and Parks submitted comments clarifying their role as a utility provider and about conflicts with utilities managed by their Wastewater Treatment Division. They provided detailed comments about locations of major utilities in relation to Draft EIS alternatives in the SODO, Duwamish, Delridge, Chinatown-International District, Downtown, South Interbay, and Interbay/Ballard segments. Concerns in these segments included potential impacts to the structural integrity, service life, and operation and maintenance of these facilities. They stated that during and after construction, they must be able to maintain access to all of their facilities. Of “significant concern” to them were potential impacts to the Elliott Wet Weather Treatment Station in the South Interbay Segment, where they stated that Preferred Alternative SIB-1 “would adversely impact vehicle ingress/egress” from Elliott Avenue West. They also noted this alternative would have guideway columns on their property to the south, which they intend to use for expansion in the future. They also stated that permanent impacts to this area would affect their “ability to use this property for future expansion.” They also expressed concern about locating Preferred Alternative SIB-1 and Alternative SIB-3 near their 96-inch Elliott Bay Interceptor pipeline, both during construction and operations, noting the proximity “would pose a substantial risk to the structural integrity, service life, and operation and maintenance of this crucial regional conveyance facility.” They requested a vibration analysis of this facility and well as their proposed odor control facility near their Interbay Pump Station, which is also near these alternatives. Other concerns about constructing these alternatives in this area include the stability of the slope on the west side of Interbay Golf Course as well as the release of methane gas from the landfill under the golf course. They also noted the close proximity of Preferred Alternative IBB-2a and Option IBB-2b in the Interbay/Ballard Segment to the Elliott Bay Interceptor facility, and have similar concerns about structural integrity, service life, and operation. They requested that the design increase the distance from this facility to these alternatives. In the Duwamish Segment, they commented on in-water work in the Superfund sites within the waterway and requested to be involved in coordination regarding siting and construction of work in these areas. They noted that effects on cleanups in these Superfund sites should be minimized and efforts should be taken to minimize the project footprint in areas that could be used as habitat restoration sites for Natural Resource Damage Act claims. They also stated that impacts of stormwater runoff from light rail should be identified and minimized for all water crossings, “especially those that relate to sediment cleanups that are underway or anticipated.”

Agency	Comments
King County Metro	King County Metro (Metro) submitted comments supporting development of high-quality and high-capacity light rail that provides "excellent transit integration, station design, and public access." Their key concerns included the following: • Impacts on Metro facilities and mitigation measures: They expressed concern about Metro facilities, including the SODO Busway and their bases in the Chinatown-International District Segment that could be affected by one or more alternatives. They requested formation of an interagency mitigation coordination team immediately after identification of the preferred alternative, to allow for time to design, approve, and implement mitigation prior to the start of project construction and to develop a construction traffic management plan. They requested that the Final EIS better define the impacts to transit and proposed mitigation, as well as disclose any secondary impacts from the mitigation. They also requested detailed reroute plans for Metro and the City of Seattle to review, modify, and approve. These plans should identify any speed and reliability treatments, new trolley wire infrastructure, and pavement improvements needed. They noted that Alternative CID-1a and Option CID-1b in the Chinatown-International District Segment would "result in considerable delays and disruptions for tens of thousands of daily transit riders, resulting in higher costs for additional operating service hours and a substantial increase in the number of buses needed to deliver the same level of service for an extended period due to the magnitude of intersection/roadway closures." The areas of major service disruption identified include routes on 4th Avenue South and South Jackson Street, and service to and from nearby Metro bases. They noted that construction activities would result in increased travel time and transit operating costs project-wide. They also noted that full closure of transit pathways with no alternative transit pathways, such as full closure of Delridge Way Southwest, must be disclosed. They identified types of infrastructure where they would like additional information on construction impacts. and would like specific mitigation identified for the displacement of Ryerson Bus Base with Option CID-1b in the Chinatown-International District Segment. They stated that "given that full replacement of Ryerson base appears infeasible, either due to schedule or cost, we request that [Option] CID-1b be removed from consideration as Sound Transit identifies a preferred alternative in the Final EIS." They noted that they would be electrifying their bases prior to 2035 and are concerned about disruptions or reduction in capacity during construction of both projects affecting the cost and feasibility of this electrification. • Transfer facilities: They provided an assessment of the bus-rail integration at each station as follows: – Alaska Junction: The tunnel stations would have the best transit integration/transfer, and Alternative WSJ-2 would provide the poorest connectivity. – Avalon: No preferred station location. – Delridge: Alternatives with a station at Dakota Street Southwest would have better transit integration, alternatives with a station at Delridge Way Southwest would also provide seamless transfers with station entrances on the east and west side of Delridge Way Southwest, and those with a station at Andover Street would have the most challenging connectivity. They were also concerned about interactions between transit vehicles and pedestrians with large vehicles and trucks accessing Nucor Steel with the station at Andover Street. – SODO: Option SODO-1b and Alternative SODO-2 would have better transit integration. – Chinatown-International District: All alternatives would provide a similar transit integration experience. They noted that while Alternative CID-1a and Option CID-1b "would offer a more seamless southbound transfer…this benefit is greatly outweighed by the operational and facility impacts to Metro."

Agency	Comments
King County Metro (cont.)	– Midtown, Westlake, Denny, South Lake Union, and Seattle Center: Preferred Alternative DT-1 would provide better transit integration at these stations. – Smith Cove: All alternatives would provide a similar transit integration experience. – Interbay: All alternatives would provide a similar transit integration experience. – Ballard: Stations on 14th Avenue Northwest would provide a better transit integration experience than those on 15th Avenue Northwest. • Minimum Operable Segment (M.O.S.): They stated that if the M.O.S. is identified as the preferred alternative, more detailed network development will be required and should be included in the Final EIS. • Station and alignment refinement: They stated that the concepts of eliminating the Avalon Station and consolidating stations (Denny and South Lake Union, Smith Cove and Interbay) that have been explored would result in a more challenging transit integration than the conditions analyzed in the Draft EIS and could increase travel times for some riders. Metro also provided several technical comments on Draft EIS Appendix N.1, Transportation Technical Report.
Local Agencies	
City of Seattle	The City of Seattle, a NEPA cooperating agency and consulting party under Section 106 of the National Historic Preservation Act, voiced their strong support of the project and provided extensive comments on a number of issues from 15 City departments. Their comments did not express a preference for any specific alternatives in any segment. Their key comment topics included: • They found the environmental justice analysis incomplete for measuring and mitigating impacts and benefits to minority and low-income populations. Because of this, they "find it difficult to confirm a preferred alternative in [Racial Equity Toolkit] communities." They requested additional information from the Acquisitions, Displacements, and Relocations, Economics, Social Resources, Community Facilities, and Neighborhoods, and Cumulative Impacts sections of the EIS be added to the environmental justice analysis. They also requested the study area for the Delridge Segment be expanded; more information on social resources and their clients served be provided; and more analysis of affordable housing, shelters, unsheltered people, air quality, pedestrian level of service, relocation opportunities, and indirect economic and cultural impacts. They disagreed with the findings of the environmental justice analysis and would like to work with Sound Transit on additional public engagement, specifically in the Chinatown-International District and South Delridge areas. They also requested to work with Sound Transit, the community, and other relevant stakeholders and partner agencies on a comprehensive mitigation plan in advance of the Final EIS that "considers strategies to mitigate impacts to [Racial Equity Toolkit] populations throughout the entire system, including but not limited to, strategies to reduce displacement of low-income households and provide support to small businesses during construction." • They saw several instances in which compliance with local regulations is unclear, and raised concerns that, "if not adequately addressed and resolved in the Final EIS, will likely result in additional analysis and mitigation at the time of permitting." Areas of concern included whether stormwater runoff from guideways was considered pollution-generating, guideway height, noise, historic preservation, Shorelines, Environmentally Critical Areas such as wildlife habitat and steep slopes, visual quality and aesthetics, protection and repair of features in public places, and Americans with Disabilities Act (ADA) guidelines.

City of Seattle (cont.)	• They noted sections of the Draft EIS where they felt that information on impacts and/or mitigation was missing, or they disagreed with the methodology. Examples included demographic information for residential and business displacements, impacts to social resources and community cohesion in the Chinatown-International District, land use and TOD, parking, impacts to specific public views, changes in transportation standards, and design related to earthquakes. Other places where they felt the analysis underestimated impacts or mitigation proposed was inadequate include transportation, Section 106 impacts, Section 4(f) impacts, business and residential displacements, and impacts to city assets and properties. They provided comments on the methodologies for transportation, seismic design, visual quality, and air quality. • They noted several concerns about the transportation analysis, including proposed road closures, non-motorized study area and mitigation, impacts on emergency services, impacts on the streetcar system, and the timing of construction with the Center City Connector project. They stated this streetcar project should not be assumed to be complete when WSBLE construction starts and the EIS will need to be updated to identify impacts and mitigation for the streetcar project. Other areas of concern related to transportation include modifications to the roadway right-of-way, removal of commercial and ADA load zones, and station access and transit integration. They requested more information on detour routes during construction and analysis to determine the adequacy of these routes to accommodate increased traffic. • They requested more information about impacts to city assets and facilities and requested that impacts to the Seattle Animal Shelter in the South Interbay Segment be discussed in the EIS. Comments were also received regarding City-owned utilities and use of public right-of-way. • They requested more information on impacts and mitigation in parks and stated they do not concur with the Section 4(f) finding of *de minimis* for impacts to the West Duwamish Greenbelt for Preferred Alternative DUW-1a or Option DUW-1b in the Duwamish Segment, or for impacts to the Seattle Center from Preferred Alternative DT-1 in the Downtown Segment. • They stated they feel that the historic and archaeological resources analysis did not adequately evaluate impacts to historic resources, specifically to Union Station, historic districts, areaways, and the Seattle Center. They also stated that regulations regarding referral to the Landmarks Preservation Board for potentially eligible resources were not adequately addressed. They noted they have not yet concurred with the project Area of Potential Effect and stated it is important for the Area of Potential Effect to “capture all areas that will be impacted both permanently and during construction.” They have specific concerns regarding the Area of Potential Effect in the Chinatown-International District, Pioneer Square, and the Seattle Center. They also requested information about Traditional Cultural Properties be included. • They requested more information on mitigation for displaced businesses that are highly location-dependent or would be difficult to relocate and expressed safety concerns about residential and commercial units being left vacant prior to demolition or during construction. They noted that the potential inability to relocate some maritime businesses is not acceptable to the City and requested more economic analysis to “fully evaluate the impact of losing these businesses, and to determine potential mitigation measures and costs associated with each alternative.” They also requested additional mitigation for businesses that are cultural anchors in the Chinatown-International District. • They provided comments regarding impacts to the Seattle Center and noted that while the 2008 Seattle Center Master Plan supported multi-modal forms of transportation, they have found Preferred Alternative DT-1 to be inconsistent with other fundamental principles of the plan. They felt that the long-term impacts to the property, its business, and tenants from construction have not been adequately evaluated, and the mitigation has not been fully vetted. They requested additional information related to transportation, property acquisition, displacements, and relocation, economics, noise and vibration, parks and recreation, Section 4(f), and social resources related to this facility. They stated the “City and Sound Transit should codevelop a mutually acceptable outline for collaboration between the D[raft] EIS and F[inal] EIS on the further study of feasible and prudent avoidance alternatives for the Seattle Center Station.”

Agency	Comments
City of Seattle (cont.)	• They requested further study of station access and transit integration and provided examples of stations on the existing Link system that they feel are more successful and less successful. • They felt there is not sufficient information in some places to confirm or modify the preferred alternative for the Final EIS, including the Chinatown-International District Segment, South Interbay, and the Seattle Center. They stated they would like to partner with Sound Transit, the community, and other partners in the Chinatown-International District on a broader community development strategy that goes beyond project mitigation to address cumulative impacts and historic harm. • They suggested a mitigation program be "co-developed with impacted communities, and should explore a wide range of mitigation tools and strategies, including but not limited to: – Develop mitigation funding programs – Utilize multi-faceted community stabilization tools – Support community-driven, equitable transit-oriented development" • They stated the City has heard "a need from the community for greater transparency, collaboration, and accountability" in community engagement moving forward and they felt the Draft EIS did not clearly demonstrate what Sound Transit heard from the community and how they will respond in project decision making. They suggested adding a community engagement goal to "explicitly reflect engagement findings and demonstrate how community feedback will be incorporated in the development of the project."
City of Seattle Freight Advisory Board	The City of Seattle Freight Advisory Board submitted comments focused on the SODO, Duwamish, South Interbay, and Interbay/Ballard segments. They noted that the impacts of construction in the Draft EIS "are not described in adequate detail to understand the long-term impacts on freight movement" and requested that Sound Transit commit to working closely with the City and freight interests to minimize impacts to the efficient movement of freight and goods and in the development of final designs to resolve issues. They stated that navigation issues, both rail and waterways, "must be resolved or avoided in the Duwamish Waterway, the Elliott Bay Harbor and the Lake Washington Ship Canal." In the SODO Segment, they stated proposed grade separations at Lander and Holgate streets should minimize the effects of steep grade on freight and requested study of impacts to freight movement on 4th and 6th avenues from additional buses and bikes related to the closures of the SODO Busway, both during construction and operations. In the Duwamish Segment, they requested Sound Transit consider "all opportunities to minimize and mitigate impacts" of Preferred Alternative DUW-1a and Option DUW-1b and requested Sound Transit "not proceed with (Alternative) DUW-2 which would displace businesses and impact the region's container terminals." They support the international trade gateway in this segment and noted that changes "to and near Major Truck Streets such as Spokane Street and West Marginal Way carry outsized impacts to goods movement." In the South Interbay and Interbay/Ballard segments, they requested consideration of access to properties in the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) from new piers along Elliott Avenue West and 15th Avenue West. They noted the proposed land use changes to Maritime and Industrial Lands Zoning and asked how this would affect freight circulation around proposed stations in the Ballard area.

City of Seattle Planning Commission	The Seattle Planning Commission provided comments supporting the project and noting specific concerns and recommendations on a number of topics. • They urged Sound Transit "to evaluate the benefits and impacts of the WSBLE project through a lens that considered a hundred-year horizon, well beyond the short-term construction timeline for this project," and stated the EIS should "clearly identify how the many factors considered in the analysis will be weighed and balanced in the final selection" as well as " clarify what thresholds were used to determine what was considered an impact to be raised in the analysis." They noted that anticipation of future light rail extensions will likely lead to land use changes and increased density around the stations, and that all station areas are unique in current use and past histories. They requested that where mitigation measures are explained by referring to a policy or document external to the EIS, greater detail should be included within the body of the EIS to summarize the measures that result from the referenced policies or regulations. • Regarding equity and environmental justice, they noted particular attention should be paid to minimizing, if not avoiding, potential negative impacts in the Chinatown-International District and Delridge neighborhoods. They requested additional information on mitigation for these neighborhoods, both for relocation of businesses as well as maintaining access to businesses, services, and public spaces during construction, and suggested going beyond the minimum construction mitigation in these neighborhoods. They suggested additional measures should be considered for "high-risk" businesses. They requested more discussion in the Final EIS about the potential costs the City and/or other third parties would "need to absorb to make the Fourth Avenue alignment more feasible," and also asked Sound Transit to work with the City to "find new partnerships with communities and repair past harms." They also requested that more information shared by communities through the Racial Equity Toolkit process be included in the EIS. • Regarding climate change, they raised concerns about the impacts of climate change and environmental health in industrial areas and asked that the EIS identify actions to plan for and mitigate sea level rise and flooding impacts. They noted that the SODO and Interbay stations are low in elevation and at "high risk of sea level rise" and requested more information on the project Climate Change Vulnerability Assessment. They asked for the EIS to "clearly demonstrate how Sound Transit will address sustainability and climate resiliency goals for the WSBLE project," and that if climate related analyses show different sustainability outcomes between alternatives, that should be identified in impact comparisons. They also requested more information on mitigation actions for future stations in industrial areas with contaminated soils. • Regarding TOD, they requested more information in the EIS about how "each alternative will impact the urban fabric when compared to current and future land use maps" and asked Sound Transit to be intentional about selecting an alignment that supports the potential for TOD in station areas. They noted the development potential of remnant parcels as important, and that leaving oddly shaped or scattered parcels after construction be avoided. • Regarding stations in industrial areas, they expressed concern about displacement of industrial businesses, impacts to freight corridors, and economic, transportation, and construction effects in these areas. They stated Sound Transit should consider the "potential for land use and resulting ridership changes associated with the various industrial zoning scenarios proposed in the City's Industrial and Maritime Strategy" and stated the EIS should clearly identify how future light rail stations will interact with surrounding or adjacent industrial and maritime lands. They recommended that the final preferred alternative minimize or avoid impacts to the "long-term viability of Seattle's industrial lands" and requested that proactive mitigation to prevent economic impact or business closures in these areas be identified. They would have also liked to see "a more robust analysis that recognizes the need for balanced use of arterial streets around stations in industrial areas for freight mobility and multi-model transportation for workers connecting to job centers." • Regarding transportation, transit, and multi-modal connections, they requested the EIS clearly identify "how each alternative would affect transit access and efficiency, especially for transit-dependent populations and BIPOC [Black, Indigenous, and People of Color] communities." They requested more detail on transit re-routing plans during construction and recommended evaluating transit integration and non-motorized access at each of the proposed station locations. They requested Sound Transit coordinate with Metro and the City of Seattle regarding transit restructuring to ensure most of the city is within a short walk of frequent transit.

Agency	Comments
City of Seattle Planning Commission (cont.)	• Regarding housing and displacement, they requested listing the specific businesses displaced in the Chinatown-International District and Delridge segments and an assessment of their "relative ability to withstand relocation." They requested further analysis of the potential impacts of indirect displacement, including mitigation strategies to minimize displacement, as well as discussion of the "disruption to social cohesion when residents and culturally significant businesses are forced to move." They requested information from the Racial Equity Toolkit that compares the number of businesses lost with the number and types of businesses that could be accommodated by new development. They noted this should include measures to ensure new commercial spaces meet the needs of the community. • Regarding visual impacts, they requested additional visualizations and stated, "the existing visual representations provided by Sound Transit do not sufficiently demonstrate the anticipated cumulative effects of the various elevated guideways and stations." They would have liked to see visualizations from a greater number of viewpoints and from ground-level pedestrian perspective, and also feel that community members should be involved in determining or assessing the documented visual impacts.
City of Seattle Transit Advisory Board	The City of Seattle Transit Advisory Board submitted comments in support of the project and stated they would like to ensure that climate, equity, and safety goals are at the forefront of the WSBLE Project. They suggested that when choosing the alignment, the project should "focus on alignments and design that maximize ridership; well-sited and abundant station entrances as well as sufficient vertical conveyances are integral to an experience that will attract riders." For the West Seattle Link Extension, they supported Alternative SODO-1a in the SODO Segment, Alternative DEL-5 or Alternative DEL-6 in the Delridge Segment, and Alternative WSJ-5 in the West Seattle Junction Segment. These choices were based on providing the best transfer experience between modes while minimizing impacts on the community and allowing for future expansion. For the Ballard Link Extension, they supported Alternative CID-1a in the Chinatown-International District Segment to minimize impacts on the community, but also supported a shallower version of this alternative that "can result in cost savings and faster transfers." They also commented on the need for mitigation for displacements in this community. In the Downtown Segment, they supported Preferred Alternative DT-1, "unless a DT-3 plan is created as an improvement on DT-2." They felt the Seattle Center Station needs to be sited as close to the Seattle Center as possible and that siting it away from Republican Street would require additional mitigation to ensure pedestrian safety. Regarding the potential cost-savings concept of consolidating the South Lake Union and Denny stations, they recommended "considering whether the significant cost savings is worth it (~ $575 million) vs. long-term reduced ridership and mobility access (~ -10,000 riders)." In the Interbay/Ballard Segment, they supported Option IBB-2b as a "better fit for transit users, the community, business owners, residents, and future growth planning." They would support a station closer to 20th Avenue Northwest over a station on 15th Avenue Northwest if this location is reconsidered.
Seattle Center Advisory Commission	The Seattle Center Advisory Commission submitted comments regarding the Downtown Segment, specifically the Seattle Center Station and the tunnel alignment under the Seattle Center campus. They stated they continue to support the project and its ability to help people access their campus. They have reconsidered their 2019 position regarding the preferred location for the Seattle Center Station and no longer prefer Preferred Alternative DT-1 for this station. They requested further study of the proposed refinements of connecting the Preferred Alternative DT-1 South Lake Union Station to the Alternative DT-2 Seattle Center Station, or of shifting the Preferred Alternative DT-1 station farther west.

Agency	Comments
Seattle Center Advisory Commission (cont.)	They provided specific comments on the transportation analysis, including needing more information for mitigation of road closures during construction, and analysis of surge crowds at the Seattle Center and mitigation for those impacts. They suggested that mitigation for construction impacts should include investments in the Monorail. They also provided comments on the property acquisition, economic, and park impacts to their campus (including the numerous businesses and organizations that reside on or use their campus) during construction and operations and requested more detail on mitigation strategies for these impacts. They requested mitigation for the removal of mature Legacy Trees on the campus and stated the Final EIS should contain an expert valuation of the trees and the ecosystem benefits they provide. They disagreed with the proposed finding of *de minimis* under Section 4(f) and do not believe that Sound Transit "has done all possible planning to minimize harm to the Seattle Center property or its tenants resulting from the proposed use," and also state that "they cannot support the DT-2 Seattle Center station alternative as a least harmful alternative." They provided detailed comments on the noise and vibration analysis, including comments from a consultant, that stated the Draft EIS is missing sensitive receivers and fails to identify and propose mitigation for the full adverse effects of construction noise and vibration. They also disagreed with the application of FTA impact criteria at some locations and noted that proposed mitigation may not be adequate. While they supported further study of connecting the Preferred Alternative DT-1 South Lake Union Station to the Alternative DT-2 Seattle Center Station, they noted that study will need to identify mitigation needed for a number of facilities on their campus. The Seattle Center Advisory Commission also provided comments on the conceptual design drawings (Draft EIS Appendix J) and noted that the design of the Preferred Alternative DT-1 east entrance building is inconsistent with their planning and design principles adopted in the 2008 Seattle Center Century 21 Master Plan. They noted that if an entrance is built within the boundaries of the Seattle Center campus, the architecture must be designed in collaboration with the Seattle Center and is subject to successful review by the Seattle Design Commission. They noted that "moving the station entrance further from the intersection of August Wilson Way/2nd Ave North would reduce impacts to the use of the roadways, intersection congestion, and the Seattle Rep's lobby space and emergency exits. The mass of the station entrance should be broken up, and the design should not place back-of-house uses including ventilation in prominent public spaces." They noted the following information requested in their 2019 scoping letter was missing from the Draft EIS: a schedule of recreational activities at the Seattle Center that could be disrupted or displaced by construction activities, a detailed inventory of curb space around the campus, and modeling of large event-related crowd surges.
Seattle Public Schools	Seattle Public Schools submitted comments requesting additional analysis regarding impacts to their facilities throughout the project corridor. They noted the alternatives in the SODO Segment have the potential for transportation, noise, vibration, and dust impacts during construction at the Stanford Center, the district headquarters. They expressed concern about tunneling under Memorial Stadium with Preferred Alternative DT-1 in the Downtown Segment, and the potential for restrictions on future redevelopment of the stadium. They also noted that the parking lot to the east of the stadium has been considered for development of a high school and they are concerned that tunneling under the property could preclude future development of the property. They shared the concerns raised by Seattle Center stakeholders and supported the Seattle Center Foundation's request for a new station location and route alignment for the Seattle Center Station. They expressed concern about access to Cooper Pathfinder School during construction on Delridge Way Southwest in the Delridge Segment, as well as potential noise, vibration, and dust impacts and pedestrian and bike safety during construction. They expressed similar concern for noise, electromagnetic fields, vibration, dust, transportation, and pedestrian and bike safety at other public schools in the project area. They requested additional information on construction means and methods, construction routes, and road closures. They requested specific mitigation measures be identified now and an opportunity for public comment be provided. They stated these mitigation measures must be available to the Sound Transit Board prior to them rendering a final decision on the project. They requested Sound Transit and FTA "further explore the Alternatives, study additional alternatives, and issue a supplemental D[raft] EIS and commit to additional site-specific environmental review as part of a phased review."

2.3 Comments from Elected Officials

Seattle City Councilmember Lisa Herbold submitted comments on the West Seattle Link Extension reflecting what she has heard from her constituents as the councilmember for District 1, which includes areas of the West Seattle Link Extension project area. She stated that while she hears support for the project, there continues to be concern about impacts with some alternatives, and she requested additional visual representations be included in the Final EIS. In the Duwamish Segment, she noted the trade-offs between the alternatives but did not state that a preference has been voiced by the community. She also noted that the Duwamish Waterway crossing needs to account for the eventual replacement of the West Seattle Bridge.

In the Delridge Segment, she noted that transfer times will be very important at the Delridge Station because most riders will access it via transfers. She noted that Alternative DEL-6 would have the lowest number of displacements and would not directly cross the Youngstown community, and encouraged study to improve the transit integration for this alternative for commuters from the south. She also noted that it is important to consider how the station would operate with truck access to Nucor Steel, and she appreciates the pedestrian overpass refinement proposal for accessing this station. For alternatives on Southwest Genesee Street, the height of the guideway is a concern and, if an alternative on that roadway is considered, she strongly encourages a lower height alignment that connects to a tunnel. She also suggested examining the ability of connecting different alternatives between the Delridge and West Seattle Junction segments.

In the West Seattle Junction Segment, she noted very strong community support for a tunnel to minimize impacts to the neighborhood and businesses. She noted there would be impacts from an elevated guideway in this segment that could not be mitigated and that an elevated line on Fauntleroy Way Southwest would make completion of the Fauntleroy Boulevard Project infeasible. She stated she has heard a variety of perspectives regarding the Avalon Station, with some feeling that keeping the station is important due to the type and level of existing and future development on Avalon Way Southwest, while others could support removing it, but “only if it results in a commensurate benefit to the West Seattle community, such as a longer tunnel.” She also noted that the High Point community would most likely access the project at the Avalon Station and eliminating this station would require planning for timely access from this community and others on the 35th Avenue Southwest corridor.

Seattle City Councilmember Andrew Lewis submitted comments on the Ballard Link Extension reflecting what he has heard from his constituents as the councilmember for District 7, which includes areas of the Ballard Link Extension project area between Pioneer Square and Salmon Bay. He stated that while he hears support for the project, there continue to be concerns about impacts with some alternatives. He expressed opposition to potentially consolidating the Smith Cove and Interbay stations because of reduced accessibility and efficiency. He stated support for Preferred Alternative DT-1 for the Midtown, Westlake, and South Lake Union stations, and support for Alternative DT-2 for the Denny Station, “conditioned on refinements to provide station access” and the Seattle Center Station, “conditioned on the need to avoid, minimize, or fully mitigate impacts to Seattle Center Campus and its resident organizations.” He also stated support for Preferred Alternative SIB-1 in the South Interbay Segment but noted that it “will require significant refinement due to transportation and visual impacts in this important freight corridor.” In the Interbay/Ballard Segment, he supports Preferred Option IBB-2b, although he also supports a Ballard Station west of 15th Avenue Northwest.

Full reproductions of communications received are available in Appendix B, Government Agencies and Elected Officials.

2.4 Comments from General Public

2.4.1 Businesses and Business Organizations

Tables 2-2 through 2-4 summarize the comments submitted from businesses and business organizations during the public comment period. Table 2-2 includes comments submitted from businesses and business organizations that pertain to the entire project corridor or for multiple segments in both extensions. Table 2-3 includes comments submitted about the West Seattle Link Extension, and Table 2-4 includes comments submitted about the Ballard Link Extension. Comments regarding the SODO Segment are discussed in Table 2-3 for the West Seattle Link Extension, even though portions of this segment would be in the Ballard Link Extension. Full reproductions of communications received are available in Appendix C, Businesses and Business Organizations, and are further subdivided into project wide, West Seattle Link Extension, and Ballard Link Extension comments. Within each extension, the letters are listed in alphabetical order and are bookmarked in the PDF.

Table 2-2. Summary of Business and Business Organization Comments – Project-wide

Business/ Business Organization	Comments
American Waterway Operators	American Waterway Operators, which advocates for the tugboat, towboat, and barge industry, submitted comments regarding the Duwamish and Interbay/Ballard segments. In the Duwamish Segment, they supported comments provided by the Pacific Merchant Shipping Association and oppose Alternative DUW-2 because it would "interrupt operations at Terminal 5 and displace important maritime businesses." They felt that Preferred Alternative DUW-1a would be less disruptive to maritime operations and that obstructions that disrupt maritime companies should be avoided. In the Interbay/Ballard Segment, they opposed all elevated alternatives because they would create obstructions to navigation in the Lake Washington Ship Canal that would harm their members located east of the Ballard Bridge. They stated that impeding marine traffic in this area would "damage Washington's thriving export trade and impair delicate supply chains." They also noted these alternatives would "cause undue harm to communities in Alaska" and that the Final EIS should consider impacts to greenhouse gas emissions from shifting freight from barges to rail. They strongly supported the tunnel alternatives for this segment.
BNSF Railway	BNSF Railway submitted comments on the SODO, Duwamish, Chinatown-International District, Downtown, South Interbay, and Interbay/Ballard segments. They provided general comments about their concerns where the WSBLE Project would be located in close proximity to their facilities, including affecting their operations and maintenance, limiting future expansion, and geotechnical considerations. They stated that any structures over their right-of-way must clearly span it and meet the BNSF and United Pacific guidelines for grade separation projects. BNSF Railway also referenced their guidelines and policies for shoring and utility relocations in their right-of-way. In the SODO Segment, they noted potential encroachment on their right-of-way with all alternatives. In the Duwamish Segment, they noted concerns for all alternatives accessing the Operations and Maintenance Facility, with the Preferred Alternative DUW-1a crossing of the West Waterway near their movable bridge, and with Alternative DUW-2 crossing their mainline twice. They noted Alternative DUW-2 would be "more restrictive and likely more disruptive to BNSF operations than the other options." In the Chinatown-International District Segment, they stated that Alternative CID-1a and Option CID-1b "appear to be quite impactful to BNSF track structure and tunnel and present feasibility and constructability issues," and they supported Alternative CID-2a. In the Downtown Segment, they were concerned about impacts from Preferred Alternative DT-1 related to "ventilation shaft and entrance structures that appear to be in close proximity to BNSF tunnel." In the South Interbay Segment, they had concerns about Preferred Alternative SIB-1 and Alternative SIB-3 being near their right-of-way due to potential property encroachments and limits on their future expansion, and they supported Alternative SIB-2. They also expressed concern about the potential for changes to surface traffic patterns and increased trespassing activity in this segment. In the Interbay/Ballard Segment, they were concerned about the proximity of Preferred Alternatives IBB-1a and IBB-2a and Preferred Option IBB-2b to their right-of-way and supported Option IBB-1b or Alternative IBB-3.
McCullough Hill Leary	McCullough Hill Leary submitted comments regarding the entire project corridor "on behalf of numerous property owners, investors, tenants, users, developers and businesses in Seattle." They commented on sufficiency of the document under State Environmental Policy Act (SEPA), and stated Sound Transit should prepare a Supplemental Draft EIS before final decisions are made.

Business/ Business Organization	Comments
McCullough Hill Leary (cont.)	They stated that due to the limited level of design and analysis completed for the Draft EIS, it "does not truly constitute a 'proposal'" under SEPA. They noted that if this is because the project could be constructed as a design-build project, it "runs entirely counter to the objective of the SEPA review process." They felt this project is better suited for a phased review under SEPA, or that Sound Transit should analyze a worst-case scenario for the Draft EIS. They were concerned about mitigation decisions being deferred and for public review of the mitigation measures before SEPA review is complete. They requested more analysis of impacts from induced growth related to the project, and more information on construction sequencing. They provided detailed comments on transportation impacts during construction, the potential for security issues and blight in construction areas, noise and economic impacts, urban design, displacement of future development, and loss of affordable housing. They provided specific suggestions for mitigation related to transportation, urban design, noise, vibration, business impacts, and security. They also provided suggestions for a construction management plan, monitoring and outreach during construction, and enforcement of mitigation measures.
NAOIP Washington State Chapter	NAOIP, the Commercial Real Estate Development Association, Washington State Chapter, submitted comments regarding the entire project corridor. They requested more information on construction transportation impacts to better understand the cumulative impacts of road and transit closures and changes. They requested more information on how businesses would be impacted and proposed mitigation and noted "Sound Transit and the City of Seattle need to go beyond business as usual and traditional practices when considering a robust mitigation program." They were concerned about access to businesses, impacts to pedestrian and bike facilities, and detours required by road closures. They requested that business owners, residents, property owners, and stakeholders be involved in developing mitigation and support a Steering Committee for this effort. They requested more analysis of cumulative impacts with other construction projects that would be occurring throughout the project corridor during WSBLE construction. They raised concerns about housing affordability between when residential displacements would occur and when affordable TOD would be available. They requested more analysis of different construction methods, including a single-bore method for tunneling downtown, and to have differences in impacts between construction methods disclosed. They requested that findings regarding decisions on construction methods be made public. They requested consideration of the City of Seattle's Industrial Land Draft EIS (published in December 2021) and future projects and density in the study area related to this effort. They urged the Downtown Segment stations be designed to better integrate into the existing environment, avoid displacements, explore opportunities for public/private partnerships, and minimize their footprints to "support a dense urban core environment."
Pacific Merchant Shipping Association	The Pacific Merchant Shipping Association submitted comments regarding the SODO, Duwamish, and Interbay/Ballard segments. They noted the project will travel through the "maritime trade, commercial fishing and manufacturing spine of the region." In the SODO Segment, they requested more analysis on impacts to freight mobility and of cumulative impacts to the interconnectedness of the Greater Duwamish Manufacturing and Industrial Center with the Ballard Interbay Northend Manufacturing Industrial Center. They did not support a specific alternative in the SODO Segment. In the Duwamish Segment, they supported Option DUW-1b because it would avoid impacts to Terminals 5 and 18 as well as the headquarters of SSA Marine, which operates the terminals. In the Interbay/Ballard Segment, they supported Preferred Alternative IBB-2b because it would be similar in cost to the preferred elevated alternative.

Business/ Business Organization	Comments
Seattle Marine Business Coalition	The Seattle Maritime Business Coalition submitted comments regarding the SODO, Duwamish, and Interbay/Ballard segments. They noted the project will travel through the "maritime trade, commercial fishing and manufacturing spine of the region," which generates thousands of jobs and billions of dollars in economic impact and that many of these operations are water-dependent and cannot be relocated elsewhere in the region. In the SODO Segment, they requested more analysis on impacts to freight mobility and of cumulative impacts to the interconnectedness of the Greater Duwamish Manufacturing and Industrial Center with the Ballard Interbay Northend Manufacturing Industrial Center. They did not prefer a specific alternative in the SODO Segment. In the Duwamish Segment, they oppose Alternative DUW-2 due to impacts on port, marine, and industrial facilities along this route, including Terminals 5 and 18, and their surrounding network of maritime and industrial facilities. They noted that Preferred Alternative DUW-1a and Option DUW-1b still have impacts that should be further evaluated and addressed as design progresses, including impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. They urged "all possible design modifications to minimize or mitigate these impacts." In the Interbay/Ballard Segment, they supported Preferred Option IBB-2b because it would avoid disruption and displacement of maritime businesses on Salmon Bay. They also noted it is important to preserve the current freight and transportation capacity on 15th Avenue West/Northwest, which "serves as a critical lifeline for the City's manufacturing and industrial sector."
Seattle Metropolitan Chamber of Commerce	The Seattle Metropolitan Chamber of Commerce submitted comments regarding the entire project corridor. They stated support for the project and that all voter-approved stations should continue to be included. In the SODO Segment, they supported Option SODO-1b, and recommended Sound Transit "work proactively with the federal government to identify ways to avoid or mitigate" the impacts to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office. They also requested more analysis on impacts to the freight network. In the Duwamish Segment, they did not support Alternative DUW-2 due to impacts on port, marine, and industrial facilities along this route, including Terminals 5 and 18, and their surrounding network of maritime and industrial facilities. They noted that Preferred Alternative DUW-1a and Option DUW-1b still have impacts that should be further evaluated and addressed as design advances, including impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. In the Delridge Segment, they did not recommend a preferred alternative but noted there are several important issues to be addressed for each alternative. They noted the potential operational impacts to Nucor Steel with Alternative DEL-5 and Alternative DEL-6 that would need to be mitigated. For the other segment alternatives, they noted the trade-offs between opportunities and impacts and stated that Sound Transit should prioritize good bus-to-rail transfers, develop a robust program to address potential displacements, mitigate any impacts to Longfellow Creek, and ensure that TOD opportunities reflect the community's desires. In the West Seattle Junction Segment, they supported Alternative WSJ-5, but suggested exploring opportunities to extend the tunnel to 42nd Avenue Southwest and that the "design and location of the Avalon Station may need to be reconsidered to improve outcomes for the Delridge segment station."

Seattle Metropolitan Chamber of Commerce (cont.)	In the Chinatown-International District Segment, they noted the harm the community has experienced from past projects and more recently the COVID-19 pandemic, hate crime, and public safety issues. They stated that Sound Transit and the City of Seattle "have the responsibility to address past harms by identifying ways that the new proposed light rail station can provide benefits to both communities and co-creating a mitigation and community development approach with the community." They did not feel there is enough information in the Draft EIS to recommend a preferred alternative, but they did not support the deep station options because of the elevator-only access and the impacts to the Ryerson Bus Base (for Option CID-1b). They believed that the Chinatown-International District and Pioneer Square Historic District neighborhoods should recommend the preferred alternative to Sound Transit for this segment. They also noted that whichever alternative is selected, Sound Transit and the City of Seattle "must develop a robust and unprecedented program to reduce cultural displacement in the station area during and after construction." In the Downtown Segment, they supported Preferred Alternative DT-1 because it would provide better connections to transit routes, major employment centers, and existing light rail. They provided the following comments on DT-1 stations: • Midtown and Westlake: They were concerned with the depth of these stations and urged Sound Transit "to consult with outside experts on ways to address these unique challenges." • Denny: They were concerned about the length of the proposed Westlake Avenue closure and consider this a permanent impact. • South Lake Union Station: They recommended more work is needed to develop construction approaches and mitigation plans that maintain neighborhood access and circulation for all modes and promote high-quality station access. • Seattle Center Station: They suggested the City of Seattle and Sound Transit should work to identify another location that provides access while minimizing impacts on the current tenants and facilities. In the South Interbay Segment, they did not recommend a preferred alternative because they feel that Preferred Alternative SIB-1 does not provide good access to employers in this area and would remove capacity from Elliott Avenue West, while Alternative SIB-2 and Alternative SIB-3 would have permitting and constructability challenges. They requested Sound Transit "develop new alternatives or refine the existing alternatives in this segment to provide better connections to the major destinations and employment centers and avoid or minimize impacts on Elliott Avenue West and the Queen Anne hillside." They also noted that the "City of Seattle must be an active partner with Sound Transit to resolve the future of the Magnolia Bridge and the potential replacement alternatives to allow for Sound Transit to develop a South Interbay Station and alignment alternative that serves this area for the next 100 years. In the Interbay/Ballard Segment, they supported Preferred Option IBB-2b because it would avoid disruption and displacement of maritime businesses on Salmon Bay. They support the Ballard Station on 15th Avenue Northwest, closer to the "heart of the Ballard neighborhood." They provided general comments about station design, noting that Sound Transit should "embrace density, activity, safety features and easily understood access" and that Sound Transit should look for opportunities "to standardize station design to the extent possible in order to realize efficiencies during construction and possible cost savings." They expressed concern about the length of construction in the Downtown Segment and felt the impacts from both alternatives would be unacceptable and that these impacts could not be mitigated. They requested more analysis of different construction methods, including a single-bore method for tunneling downtown, and to have differences in impacts between construction methods disclosed. They requested that findings regarding decisions on construction methods be made public. They requested more information on mitigation plans to share with the public before the Final EIS is prepared, including mitigation for transit impacts, closures of major streets, and impacts on businesses, social services providers, and housing. They noted "Sound Transit and the City of Seattle need to go beyond business as usual and traditional practices" for mitigation. They cited the Alaskan Way Viaduct Replacement Program mitigation program as a good example. They would have also liked to see a detailed construction management plan. They also noted that additional design could result in further cost refinements and that Sound Transit should "explore all options to improve the agency's financial capacity, reduce project affordability gaps, and deliver projects in a timely manner."

Business/ Business Organization	Comments
Seattle Metropolitan Chamber of Commerce (cont.)	They recognized the unique characteristics of the Chinatown-International District and Delridge communities and that Sound Transit and the City of Seattle should "not only adequately mitigate project impacts but go beyond by providing additional investments and support that ensure these communities and neighborhoods are well positioned to realize the opportunities and benefits presented by this project." They cited the Sound Transit Rainier Community Development Fund and the Washington Station Convention Center community development program as examples. They encouraged engaging youth, community organizations, and Indigenous communities more in the process. In the Chinatown-International District, they encouraged partnering with the City on the "Jackson Hub" concept and reimagining Union Station.
Washington Maritime Federation	The Washington Maritime Federation submitted comments regarding the SODO, Duwamish, and Interbay/Ballard segments. They noted the project will travel through the "maritime trade, commercial fishing and manufacturing spine of the region" which generates thousands of jobs and billions of dollars in economic impact and that many of these operations are water-dependent and cannot be relocated elsewhere in the region. In the SODO Segment, they requested more analysis on impacts to freight mobility and of cumulative impacts to the interconnectedness of the Greater Duwamish Manufacturing and Industrial Center with the Ballard Interbay Northend Manufacturing Industrial Center. They did not support a specific alternative in this segment. In the Duwamish Segment, they opposed Alternative DUW-2 due to impacts on port, marine, and industrial facilities along this route, including Terminals 5 and 18, and their surrounding network of maritime and industrial facilities. They noted that Preferred Alternative DUW-1a and Option DUW-1b still have impacts that should be further evaluated and addressed as design progresses, including impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. They urged "all possible design modifications to minimize or mitigate these impacts." In the Interbay/Ballard Segment, they supported Preferred Alternative IBB-2b because it would avoid disruption and displacement of maritime businesses on Salmon Bay. They also noted it is important to preserve the current freight and transportation capacity on 15th Avenue West/Northwest, which "serves as a critical lifeline for the City's manufacturing and industrial sector."

Table 2-3. Summary of Business and Business Organization Comments – West Seattle Link Extension

Business/ Business Organization	Comments
Multi-Segment	
West Seattle Chamber of Commerce	The West Seattle Chamber of Commerce submitted comments related to the West Seattle Link Extension. They stated that because they have members that could be impacted by each alternative, they are not taking a position on any specific alternative. They requested Sound Transit spend more time engaging the West Seattle small business community, and "find a better and more consistent approach in engaging the small business community, especially with respect to those businesses that do not own their spaces and have any likelihood of being impacted by any of the alternatives." They wanted to make sure that businesses understand how they could be impacted so they can plan their futures as best as possible. They also expect that Sound Transit will compensate businesses affected during long construction periods.
SODO Segment	
2700 4th Avenue South Limited Partnership	The 2700 4th Avenue South Limited Partnership submitted comments on the SODO Segment. They noted their property could be acquired and requested more information on impacts to their tenants during construction. They were concerned about effects on their property value.

Business/ Business Organization	Comments
Esquin Wine & Spirits and Esquin Wine Storage	Esquin Wine & Spirits and Esquin Wine Storage submitted comments on the SODO Segment. They are located at 2700 4th Avenue South and noted they were relocated to this site in 1998 for construction of the Seattle Mariners ballpark. They described the economic impact this had on their business, which has now expanded to include wine storage, and the challenges of relocating their business again. They requested finding a “less disruptive alternative to taking the 2700 4th Avenue South building” for the project.
Main Street Equity Partners	Main Street Equity Partners submitted comments regarding stations project-wide as well as the SODO Station in the SODO Segment. They encouraged the City of Seattle to “establish and confirm land uses and zoning that enables and promotes high-density mixed-use around all stations in the proposed system” and encouraged Sound Transit to “commit to and work with the City, business interests, and stakeholders to ensure such high-density transit-oriented development supports equitable job creation.” They supported road, access, and safety improvements in station areas and noted that Option SODO-1b would provide the type of community and access improvement they support. They suggested that an office be established in each community during construction where “impacted parties can gain access to support and leadership to respond to the needs of business and community during the expected years of disruption.” They also suggested additional studies to support development of TOD in station areas.
Pacific Iron and Metal	Pacific Iron and Metal, whose property also includes Pacific Fabrics and Seattle’s Doorhouse, is located at 2230 4th Avenue South, and submitted comments on the SODO Segment. They recycle metal, specializing in non-ferrous metal, for a number of public agencies as well as private businesses and require close proximity to the interstate highway systems as well as Port of Seattle terminals. They noted that they would be affected by all SODO alternatives during construction and provided comments in support of Option SODO-1b because it would have the least impact on their property. The southern portion of their property contains a complex, state-of-the art stormwater system permitted by King County that allows them to recycle metal at this facility. They were concerned with their ability to modify this permit if their property is affected, and therefore their ability to continue operating at this location. They also noted the cost of permitting a similar facility if they had to relocate and that Pacific Fabrics and Seattle’s Doorhouse are heavily subsidized by them and likely could not survive independently if relocated.
Rainier Pacific Company	Rainier Pacific Company submitted comments regarding the SODO Segment. They own over 5 acres of properties with a dozen tenants in the SODO Segment and note that many of them would be displaced. They expressed concern with the decision-making process and “lack of transparency.” They were opposed to proposed overpasses and South Lander and Holgate streets, because they would block views of properties and require detours during construction. They would have liked to see a parking garage at the SODO Station, and better access for cars and transit. They continued to support an “all-elevated station at Lander” which they proposed during the Alternatives Development phase.

Business/ Business Organization	Comments
SODO Business Improvement Area	The SODO Business Improvement Area submitted comments regarding the SODO Segment. They supported Option SODO-1b as the best option for accessing employment centers on 1st Avenue South and would remove the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office, which they have heard is a public safety concern for pedestrians accessing the current station and they also feel is a barrier to community cohesion. They noted how they feel the SODO Segment has been overlooked in the planning process and has not been a "focus of concern." They described how the existing station has been "an underperformer" in terms of ridership, and that the "primary concern among SODO property owners, businesses, and workers is public safety, and the current SODO station has failed to provide a location for riders to feel safe." They expressed frustration with the community engagement process that required them to participate in two different community advisory groups, and that this "negatively impacted SODO's ability to equitably participate in the ST3 [Sound Transit 3] planning process." They objected to any SODO businesses being displaced out of the neighborhood, particularly small businesses that have been there for decades. They requested a "premier station with amenities like drop-off and pick-up areas, ambassadors, restrooms, circulator buses, sidewalks, and safe pedestrian routes to major destinations and beyond." They requested more technical assistance during planning and construction, including a multi-disciplinary team to "support SODO businesses and workers, solve traffic problems, provide relocation assistance, and create a premier station." They requested a Memorandum of Agreement to protect their businesses, workers, residents, and commuters, and described what they would like this to include. They listed specific mitigation measures they would like to see, including a mitigation fund, replacement of the SODO Trail during and after construction, completing the missing Georgetown to SODO bike/pedestrian link, installing a stoplight at 4th Avenue South and South Forest Street, creating safe pedestrian routes to light rail, and supporting other economic development activities. They provided technical comments on the project purpose and need, alternatives considered, transportation, acquisitions, displacements, relocations, cumulative impacts, and alternatives evaluation sections of the Draft EIS. They requested further analysis related to ridership, non-motorized access, safety, and travel times. They also provided a detailed list of additional information they are requesting related to design, ridership, funding, transportation facility closures, transportation impacts, and property acquisition.
Duwamish Segment	
3450 4th Avenue South	The owners of the building at 3450 4th Avenue South submitted comments regarding the Duwamish Segment. They were concerned about impacts to their business and their tenant from construction of either Preferred Alternative DUW-1a or Option DUW-1b. They were specifically concerned with damage to their building, damage to utilities, noise, vibration, and access during construction. They described impacts to their building and property that occurred from nearby construction of the expanded Spokane Street viaduct. They supported Alternative DUW-2 because they felt it would have less impact on their tenant.

Business/ Business Organization	Comments
Sixth Avenue South Property LLC	Sixth Avenue South Property LLC owns the property at 2901 6th Avenue South and submitted comments regarding the Duwamish Segment. The property is leased to Franz Bakery, who has been there since 1997. They were concerned about impacts to operations of the bakery facility from the connection of Preferred Alternative DUW-1a and Option DUW-1b to the Operations and Maintenance Facility Central, located to the east. They provided details about the operations of the business, which runs 24 hours per day, 7 days per week, and how each part of their property is used. They noted there are approximately 200 truck trips per day from their south parking lot, where columns for the proposed Operations and Maintenance Facility connection would affect truck turning and circulation. They also receive flour by five rail cars per week, making their location on a rail line important. They manufacture 1.8 million pounds of products that are shipped all over the northwest, and their location near freeways and railways is very important to them. They felt that the impacts to their property as designed, as well as proposed road closures of 6th Avenue South, would make the facility inoperable and they would need to be relocated. They also felt that a relocation site that meets all of their needs would not be possible to find, either temporarily or permanently. They proposed a revised alignment to access the Operations and Maintenance Facility Central that would be located farther south along South Horton Street in order to reduce impacts to their operations and request that Sound Transit reconsider the design of this connection.
Alaskan Copper Works	Alaskan Copper Works, located at 3223 6th Avenue South, submitted comments regarding the Duwamish Segment. They are a metal product manufacturer and fabricator. They are located next to the Operations and Maintenance Facility Central, and part of their property was acquired in the 1990s for this facility. They described how access to and circulation on their property would be adversely impacted by the connection from Preferred Alternative DUW-1a and Option DUW-1b to the Operations and Maintenance Facility. These connections would cross block circulation paths and may make “shipping, receiving, storage and other essential materials handling functions at the facility extremely difficult, or impossible” and stated this could force them to relocate their entire operation. They noted this may not be economically possible in the Seattle area; therefore, this could result in permanent job losses of 50 to 70 employees. They noted these are “family wage” industrial jobs and that “most of the employees who might be affected are represented by unions and about 60% of our employees reflect the diversity of southern Seattle and are racial minorities.” Alternative DUW-2 would also cross their campus but appears to be less impactful and they supported this alternative.
Blade Gallery Epicurean Edge	Blade Gallery/Epicurean Edge, located at 3638 East Marginal Way South, submitted comments on the Duwamish Segment. Their facility houses a showroom, workshop, and office space and includes a custom knifemaking forge and teaching studio, as well as a temperature- and humidity-controlled warehouse. They provide sharpening services to customers and support over 600 artisans from around the world. Their showroom draws customers from around the region, country, and world. They opposed their potential displacement by Preferred Alternative DUW-1a and Option DUW-1b, and requested an alignment be selected or designed that does not displace them. They commented that if their business was to be acquired, it would be a financial hardship that would force them to close and lay off their employees. Comments were received from over 200 of their customers around the world in opposition to their displacement and repeated the concerns that the business stated in their letter.
International Longshore and Warehouse Union Local 19	The International Longshore and Warehouse Union Local 19 submitted comments on the Duwamish Segment. They supported the “South Crossing Alternative.” They strongly opposed the “North Crossing Alternative” due to impacts to jobs and port operations.

Business/ Business Organization	Comments
Jim Clark Marina	Jim Clark Marina, located on the southwest edge of Harbor Island, submitted comments on the Duwamish Segment. They requested more information in the Final EIS on how they would be impacted. For Preferred Alternative DUW-1a, they requested more information about parking and utility impacts and disposition of their lease for access from the Port of Seattle. For Option DUW-1b, they wanted more information about the specific impacts to their marina and to see if mitigation might be available that would avoid displacement. If they were displaced, they requested alternative moorage be identified.
SSA Marine	SSA Marine, a global marine and rail cargo handling operator with headquarters on Harbor Island, submitted comments regarding the Duwamish Segment. They operate out of three buildings on the south side of the West Seattle Bridge, two of which they own. They supported Option DUW-1b as the least impactful to their facilities and operations. They stated that both Preferred Alternative DUW-1a and Option DUW-1b would require relocation of their offices to keep all of their offices together and accessible. They did not support Preferred Alternative DUW-1a because it would disrupt terminal operations north of the alignment and they did not support Alternative DUW-2 because they did not feel the impacts from it to Terminals 5 and 18 can be mitigated. They emphasized the importance of the "5-leg intersection" on operations for both Harbor Island marine terminal operations and their corporate campus access. They noted that even "short-term weekday, weekend and night closures can have a significant impact on freight mobility and marine terminal operations" and that "continuous, uninterrupted access of the BNSF railway to the Terminal 5 on-dock rail yard is absolutely critical to our operations." They also noted that construction impacts should consider the relationship between water-dependent marine terminals, truck, rail, transloading, and warehouse activities. They requested more information on navigation impacts to shoreside business from Alternative DUW-2, potential truck detour routes, and traffic management during construction.
Riverside Mill LLC	Riverside Mill LLC, located at 3800 West Marginal Way Southwest, submitted comments regarding the Duwamish Segment. They own a large property with six industrial tenants with long-term leases, most of which are water-dependent businesses. They also have two contracts for floating moorage on the Duwamish Waterway, and the 120-foot dock is also used by tenants for loading and unloading from the property. There are currently three access points to the property (north, mid, and south) but the mid access point will be closed by the Port of Seattle for their Terminal 5 improvements and the south access is limited as it is an easement on BNSF Railway property. The north access point (directly under the West Seattle Bridge) will become their main access point once the mid access is closed. They provided information on their tenants and impacts to them from Preferred Alternative DUW-1a and Option DUW-1b. Each alternative would affect different buildings on the property, but most businesses would either be displaced or need to relocate for construction of either alternative, which would limit access to the property, and likely would not return. They requested that if either of these alternatives is chosen, that their full property be acquired.
Delridge Segment	
Alki Beach Academy	Employees of Alki Beach Academy, located at 2414 Southwest Andover Street, submitted comments regarding the Delridge Segment. They oppose Alternatives DEL-5 and DEL-6 which would displace this childcare facility. They noted it has plans for expansion which will make it the largest childcare facility in the city. They stated that after their expansion they will "make up 1 in 5 licensed child care slots in 98106 (the most racially diverse and lowest income zip code in West Seattle)." They also noted the property where it is located is owned by the Frye Art Museum and revenue from the property is used to "fund the museum and keep it free and accessible." About 60 comments from supporters of this business requesting that Sound Transit avoid displacement of this business were submitted.

Business/ Business Organization	Comments
Delridge Development LLC	Delridge Development LLC, which owns an office building at 4000 Delridge Way Southwest, submitted comments regarding the Delridge Segment. They supported Alternative DEL-5 and Alternative DEL-6 because all other Delridge Segment alternative would displace them. They also noted that Alternative DEL-5 and Alternative DEL-6 cost less and have fewer residential and business displacements and fewer noise, vibration, parks, historic resources, and neighborhood impacts. They noted that most of their employees live in West Seattle. They stated that they are willing to work through traffic impacts during construction in order to keep their building.
Development Services of America	Development Services of America, which owns an office building at 4025 Delridge Way Southwest, submitted comments regarding the Delridge Segment. They stated they support the project but are concerned the Draft EIS does not describe potential impacts or mitigation for impacts on their property or the Delridge neighborhood. They stated the preliminary plans for various project alternatives appear to pass close to their building, but they feel there is not enough information in the Draft EIS for them to understand the impacts. They were concerned about the proximity of permanent support columns to their building, as well as traffic, congestion, noise, vibration, dust, and odor during construction. They requested consideration of alternatives to extended road closures and that the Final EIS include mitigation for these closures. They described groundwater issues on the property that affected their construction of the building and noted the “geotechnical character of the area around the Property includes substantial fill areas” which could “amplify vibration and structural support issues for our building.” They were concerned about the lack of parking in the area for a station and that “surface parking and related enforcement on our parking lots will put an unnecessary strain on our resources” and that because of the lack of pedestrian infrastructure and activating uses in the area, a station could “exacerbate local issues of crime and security.” They provided copies of view easements they have from properties on the north side of Southwest Andover Street that preserve views from their building of Elliott Bay and Downtown Seattle. They suggested a supplement to the Draft EIS to cover these impacts.
Nucor Steel Seattle	Nucor Steel Seattle, located at 2424 Southwest Andover Street, is a steel mill in Delridge that provides steel for construction projects throughout the region, and it is also the largest recycler in the state. They have over 300 employees and indirectly support more than 1,000 industrial, maritime, and transportation jobs in the region. They provided comments supporting the project but expressing two major concerns. One concern was related to the location of the Delridge Station and guideway with Alternative DEL-5 and Alternative DEL-6, which would involve use of their property for guideway columns and would cross over their heavily used truck entrance from Southwest Andover Street. They were also concerned that pedestrian, bicycle, and transit traffic associated with this station would increase traffic congestion and conflicts with their trucks. They noted that their entrance would need to be replaced, and they would need a dedicated freight corridor connecting to either the West Seattle Bridge or West Marginal Way for their over 100 trucks per day that access the site. Their second concern was related to the construction period roadway closures proposed for Delridge Way Southwest that would occur with all Delridge Segment alternatives. Closures of this roadway at any time could affect their operations because they operate 24 hours a day, 365 days a year. They requested a dedicated truck and freight route throughout construction.

Business/ Business Organization	Comments
West Seattle Junction Segment	
Alki Lumber	Alki Lumber, located at 4406 36th Avenue Southwest and 4440 Fauntleroy Way Southwest, submitted comments about their planned future development on their parcels (Sweeney Blocks Project) and their concern about Preferred Alternatives WSJ-1 and WSJ-2 due to disruption to transportation, as well as the aesthetic, noise, vibration, and neighborhood cohesion impacts. They provided details on how each of these alternatives would affect development of their project, either through direct use of the property or affecting access. Their project, which will have 500 transit-oriented residences and a new retail core along 36th Avenue Southwest, has advanced in design and permitting in the last year and the Master Use Permits could be issued in the next few months. They expressed support for the tunnel alternatives due to the avoidance of many of these impacts, with a preference for Preferred Alternative WSJ-3a. They were concerned about placement of a flow control vault for the tunnel alternatives on their property and requested more information on how this could affect their development. They also requested information on whether tiebacks or shoring would be needed on their property. They suggested this vault be further engineered and potentially relocated. They requested additional information and analysis on the cumulative impacts on transportation of roadway closures, impacts to businesses from construction impacts, aesthetic, noise, vibration, neighborhood cohesion, and scenic routes, as well as more information on mitigation.
HB Management	HB Management, a business and investment management entity that has developed several affordable and market-rate residential projects near existing Sound Transit light rail stations, submitted comments on the West Seattle Junction Segment. They are currently in a partnership with the owners of Alki Lumber for development of their site, and support the comments provided by Alki Lumber. In addition, they opposed removal of the Avalon Station and feel the ridership reported in the Draft EIS was understated. They stated they have property interests and partnership plans at four additional sites, representing approximately 600 additional units, within a quarter mile of the proposed Avalon Station. They requested these units be considered in the Final EIS analysis. They also stated that removing the Avalon Station would affect “lower income and predominantly BIPOC communities farther up 35th Avenue such as in High Point,” because these communities would likely access the light rail system at the Avalon Station. They suggested that if the Avalon Station is removed, a tunnel Alaska Junction Station location north of Alaska should be considered “either near the Trader Joe’s or the Les Schwab Tire Center that would better serve Triangle, Junction, and Upper 35th Avenue residents.” They stated these additional alternatives should be studied in a supplement to the Draft EIS and the public provided an additional comment period prior to the Final EIS and Sound Transit Board action on the alignment.
Maris Apartments	Legacy Partners and USAA Real Estate Group, who recently completed the Maris Apartment project at 4722 Fauntleroy Way Southwest submitted comments regarding the West Seattle Junction Segment. They expressed opposition to Preferred Alternative WSJ-2 which would displace this apartment building, which includes 244 market-rate units and 64 affordable, income-restricted units. They support a station closer to the Alaska Junction.
The Grove West Seattle Inn	The Grove West Seattle Inn, located at 3512 Southwest Alaska Street, submitted comments on the West Seattle Junction Segment. They had concerns regarding transportation, displacement, aesthetic, noise, vibration, and neighborhood cohesion impacts from Preferred Alternative WSJ-1 and supported Preferred Alternative WSJ-3a because it would reduce these impacts. They requested more analysis of road closures (permanent and temporary) and cumulative impacts, and more information on mitigation.

Business/ Business Organization	Comments
The Whittaker Apartments	The Whittaker Apartments, a 389-unit apartment building located at 4755 Fauntleroy Way Southwest, submitted comments on the West Seattle Junction Segment. They were concerned about noise and vibration impacts from Preferred Alternative WSJ-2, as well as street and sidewalk access to their building, truck trips, and on-street parking impacts around their building during construction. They also felt it would have the most impacts to the neighborhood, in part because of the large number of residential displacements. They requested further analysis of impacts from this alternative and mitigation. They requested additional information on impacts on/around their property to supplement the Draft EIS.
West Seattle Junction Association	The West Seattle Junction Association submitted comments on the West Seattle Junction Segment. They opposed Preferred Alternative WSJ-1 because of the number residential and business displacements, undevelopable areas under the guideway, and the elevated tail track in a residential neighborhood. They opposed Preferred Alternative WSJ-2 because it would be too far from the "heart of the Junction" and too close to the Avalon Station. They supported Preferred Alternative WSJ-3a, Option WJS-3b, or Alternative WSJ-5 because they all "offer station locations that serve the Junction far better than the elevated options without taking wide swaths of the neighborhood."

Table 2-4. Summary of Business and Business Organization Comments – Ballard Link Extension

Business/Business Organization	Comments
Chinatown-International District Segment	
American Hotel Management	American Hotel Management manages the historic American Hotel building at 520 South King Street and submitted comments regarding the Chinatown-International District Segment. They commented that their building is occupied by 16 locally owned and operated tenants, including the 289-bed Hostelling International Seattle, one of two remaining hostels in Seattle. They supported alternatives on 4th Avenue South in the Chinatown-International District Segment to minimize impact to their building and businesses. They commented that the 5th Avenue South alternatives in this segment would be highly disruptive to the businesses in the building due to construction vibration, noise, and lack of access. They stated that the major tenants in the building would be unable to temporarily move to another location and that construction could affect the long-term viability of the businesses.
ARE-Seattle No. 35 LLC	ARE-Seattle No. 35 LLC, which owns the property at 1010 4th Avenue South, submitted comments regarding the Chinatown-International District Segment. They are in the process of planning for redevelopment of this site (the former Salvation Army) as an office and research and development campus and plan to start applying for permits later this year. They stated that the 4th Avenue South alternatives would prevent the generation of thousands of jobs at the property because it would instead be used for construction staging and/or a traction power substation (TPSS), a stormwater vault, and ventilation facilities. They also stated their project would generate “several million dollars in fees for affordable housing development” and would improve the pedestrian environment on 4th Avenue South, and that the Final EIS should address the indirect impacts from these lost opportunities. They provided geotechnical information on the property, noting the high groundwater conditions that could cause migration of contaminants in this area and affect the foundations of other nearby buildings. They requested more information on street closure impacts and mitigation and suggested that a phased review of the project under SEPA would be more appropriate.
CID Business Improvement Association	The CID Business Improvement Association submitted comments regarding the Chinatown-International District Segment. They noted that most small businesses in the Chinatown-International District are family-owned and operated, and they are often immigrants or refugees with limited English proficiency and limited digital literacy. They also noted the role of the neighborhood as a cultural hub for the regional Asian-American community. They did not support Alternative CID-2a or Option CID-2b because the impacts from these would put their community priorities at risk. They stated, “unless Sound Transit can identify another option that moves the construction impacts away from the cultural spine of the [Chinatown-International District] and/or identifies substantial mitigation to avoid or greatly minimize these impacts, we do not believe the Fifth Avenue Alternative and options are acceptable.” Impacts of concern included street closures, noise, dust, truck traffic, visual changes, use of outdoor spaces, and loss of on-street parking. Regarding potential TOD, they stated the “community would need assurance in the form of explicit legal commitments that these opportunities would be limited to those who could ensure retention of community ownership of properties and not make us more vulnerable to displacement and gentrification.” They also were concerned that these alternatives would reduce visibility and accessibility of the Historic Chinatown Gate, as well as affect the structural stability of the gate during construction.

Business/Business Organization	Comments
CID Business Improvement Association (cont.)	They supported Alternative CID-1a because it would have direct connections to both Pioneer Square and Chinatown-International District neighborhoods and "would facilitate more direct connections between transit modes such as Sounder, Light Rail, Amtrak, and private buses." They felt there would be more opportunity to realize "long-held community goals and regional benefits" with this alternative. They noted that additional analysis, including visual analysis of station entrances, improvements, and ventilation facilities, of Alternative CID-1a should be conducted to help understand some of the benefits and impacts of the project. They requested recognition of the Chinatown-International District and Pioneer Square "as a complete, cohesive, neighborhood." They supported re-activating Union Station as part of this alternative and stated it could act as an entry point to the Chinatown-International District, Pioneer Square, and Downtown. They did not support either of the deep station options (Options CID-1b and CID-2b) because of required elevator access would be challenging during large events, make access and transfers more difficult, and could be a deterrent for attracting riders to their neighborhood if riders choose to access the light rail at a different station. For all alternatives, they requested more consideration of the "cumulative harm caused by decades of public infrastructure projects sited and constructed without centering the voices of people of color" in the environmental justice analysis. They requested more clarity on activities within the construction footprint and staging areas. They asked for analysis of operational noise for residential properties and more analysis of parking impacts on the community, including conducting further public engagement with residents and small business owners on this topic. For Alternative CID-1a, they stated, "there appears to be more opportunity to minimize and mitigate traffic impacts through design, construction phasing and staging, and other engineering technologies" and they hoped that Sound Transit will take "the opportunity to better understand and address adverse effects" on the Chinatown-International District and Pioneer Square neighborhoods.
Gateway King LLC	Gateway King LLC, which owns buildings at 605 and 625 5th Avenue South, submitted comments regarding the Chinatown-International District Segment. They stated that alternatives in this segment must maintain pedestrian and vehicle access points for their buildings, on- and off-street parking, full capacity of major transportation corridors (including 4th and 5th avenues south), and full capacity of nearby transit. They requested further study of construction traffic impacts and mitigation, as well as "alternatives that limit the construction period and footprint of impact to our buildings." They requested more information about noise, vibration, air quality, and other impacts during construction in the Final EIS.
International Community Health Services	International Community Health Services, located at 720 8th Avenue South, submitted comments regarding the Chinatown-International District Segment. International Community Health Services provides medical services to over 10,000 patients annually, and these patients are primarily medically underserved communities, the majority of which are people of color, low-income, and prefer to speak a language other than English. They supported expanded public transportation but had concerns about negative effects from the proposed station not addressed in the Draft EIS. They requested more analysis in the Final EIS of the inequitable burden on the community from major construction projects, the potential for additional indirect residential and small business displacements, impacts of Metro trolley lines on their patient and client access and services, noise and visual assessment, and acknowledgement of the impacts of COVID-19 and anti-Asian bias crime on the community. They noted the economic and social impact of even temporary loss of businesses and human services on the neighborhood. They provided details about the multiple uses that occur on 8th Avenue South related to their facilities and expressed concern about other construction anticipated in the area that would compound impacts from the trolley line relocation. They described the stress that seniors have experienced related to the pandemic and hate crimes, and stated that "forcing street closures, traffic reroutes, and transit relocations on a mobility compromised population that is already fearful about moving through their own neighborhood should not be undertaken lightly."

Business/Business Organization	Comments
International Community Health Services (cont.)	They requested a "full analysis on the scope of impacts, both immediate and downstream, that the 5th Avenue alternatives will have on the [Chinatown-International District]" and to bring the "updated analyses to [Chinatown-International District] community stakeholders for public review and feedback prior to completing and issuing the Final EIS."
International Model Toys	International Model Toys, located at 524 South King Street, submitted comments regarding the Chinatown-International District Segment. They did not have a preference between alternatives in this segment but would like the station built as soon as possible because the project could bring business opportunities. For the Alternative CID-2a diagonal configuration, which could require their temporary relocation for less than a year, they preferred to be compensated for the loss of business. They did not feel it would be economical to relocate for less than a year.
KOBO Gallery and Shop	KOBO Gallery and Shop, located at 605 South Jackson Street, submitted comments regarding the Chinatown-International District Segment. They felt that while all options in this segment would be harmful to the Chinatown-International District neighborhood, the 4th Avenue South alternatives would be the least harmful. They were opposed to the 5th Avenue South alternatives due to impacts to the historic district, business displacements, road closures, rerouted traffic, pollution, environmental harm, and economic impacts. They noted the neighborhood has "already been threatened in the face of gentrification and development, along with the pandemic and the rise of anti-Asian racism." They expressed concern about the extent of outreach to their community and feel "Sound Transit has not adequately communicated to our community how the expansion would affect the physical landscape of the area permanently, and how the construction project would create road closures in the heart of the [Chinatown-International District], reroute traffic, affect parking and impact the economic viability of the [Chinatown-International District]." They felt that more outreach to recruit for the Community Advisory Group should have been done and that the group "also seems to have little influence and advisory group's concerns have not been adequately addressed." They requested that the City Council and Sound Transit Board "approach this project from a racial equity perspective."
Louisa Hotel	Louisa Hotel, located at 669 South King Street, submitted comments regarding the Chinatown-International District Segment. They felt that while all options in this segment would be harmful to the Chinatown-International District neighborhood, the 4th Avenue South alternatives would be the least harmful. They did not support the 5th Avenue South alternatives because they believe these alternatives would be harmful to the community and noted recent community struggles with the pandemic and hate crime. They requested that the history and culture of the neighborhood be protected. They requested Sound Transit "continue to explore further ramifications of all its options" and "continue the dialogue and research."
Martin Smith Incorporated	Martin Smith Incorporated, which owns office and retail properties in the Pioneer Square historic district, a consulting party under Section 106 of the National Historic Preservation Act, submitted comments regarding the Chinatown-International District Segment. They stated that impacts from any of the Chinatown-International District Segment alternatives would affect their properties and the historic districts of Pioneer Square and the Chinatown-International District. They requested more information on impacts to the Pioneer Square neighborhood and supported comments submitted by the Alliance for Pioneer Square. They supported further study of Alternative CID-1a because they felt it would better meet long-term regional transit needs, and they felt that "further study can help to reduce impacts to transit and traffic, seek to shorten construction duration, and reduce costs." They also noted this would "center the new light rail station within the existing transportation hub, closer to more existing transportation, transit, and event facilities, offering greater opportunity for connectivity and infrastructure development that benefits the whole Puget Sound region, not just Seattle."

Business/Business Organization	Comments
Oasis Tea Zone	Oasis Tea Zone, located at 519 6th Avenue South, submitted comments regarding the Chinatown-International District Segment. They provided comments about being potentially displaced and expressed frustration at the potential for over a decade of construction and change to the Chinatown-International District neighborhood from property acquisition, redevelopment, and gentrification. They felt the government often has made more expensive and difficult choices for other projects and policies, but "when it comes to the Chinatown ID community, cost and timelines all of the sudden become a critical component." They requested "collaboration in finding a solution that meets the transportation needs but does not turn Chinatown into a modern tourist zoo."
Ping's Dumpling House	Ping's Dumpling House, located at 508 South King Street, submitted comments regarding the Chinatown-International District Segment. They requested "reasonable compensation" for loss of business due to traffic, pollution, and other disruptions during construction for alternatives on 4th Avenue South. For alternatives on 5th Avenue South that would displace them, they stated they "will accept a negotiated one-time displacement fee."
Sairen Gallery	Sairen Gallery, located at 600 South Jackson Street, submitted comments regarding the Chinatown-International District Segment. They supported the 4th Avenue South alternatives and are opposed the 5th Avenue South alternatives because they would displace Asian-owned businesses and have construction impacts that would affect the entire neighborhood. They expressed concern for safety and security, noting problems with this in recent years and requesting support for businesses in the neighborhood in the form of grants or allocations for security.
Seattle Mariners	The Seattle Mariners, the professional baseball team that plays at T-Mobile Park, submitted comments regarding the Chinatown-International District Segment. They provided comments primarily related to transportation and construction impacts. They requested analysis of the pedestrian routes and experience that would occur with the 2-year closure of the Stadium Station for construction of Alternative CID-1a. They were concerned about how attendees would access the park from other stations during this closure, as well as the potential for increased driving to events and the effect this would have on their Transportation Management Plan and parking availability. They were also concerned about the proposed 6- to 7-week closure of light rail in this area with the same alternative and the effect this would have on access to the park. They requested clarification about whether the Weller Street Bridge would remain open during construction of Alternative CID-1a and Option CID-1b and noted that this bridge would be an important pedestrian connection during the closure of the Stadium Station as more riders would access the park from the existing International District/Chinatown Station. They requested additional transportation analysis for event surges including during simultaneous events with Lumen Field as well as for surge events during construction, including potential impacts for pedestrian routes and facilities, transit, and parking. They requested additional analysis on freight, transit, and parking impacts related to extended road closures during construction. They noted that in the future condition there will not be a stop at that Stadium Station for both lines and requested analysis of how this will impact visitors to T-Mobile Park. They requested the cumulative impacts analysis be updated to include the City's update to the industrial land use code that is expected to be adopted in 2023, as well as the list of future development projects. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for the WSBLE Project. They provided a list of recommended mitigation related to wayfinding and pedestrian enhancements and additional transit and parking options during construction. During operation, they suggested mitigation related to wayfinding from the SODO and International District/Chinatown stations and related to event surges.

Business/Business Organization	Comments
Union Station Associates	Union Station Associates, which owns the Union Station Garage at 550 5th Avenue South, submitted comments regarding the Chinatown-International District Segment. They were concerned about access to their building and parking garage under all alternatives and requested additional analysis of traffic, parking, and pedestrian impacts during construction. They were concerned that access impacts for vehicles as well as other modes will affect their employee's ability to access the building as well their ability to attract and retain tenants. They were particularly concerned about Alternative CID-1a and Option CID-1b due to the length of construction and the removal of the southbound left-turn lane into their parking garage. They noted that 40 percent of vehicles accessing this 1,150-stall garage use that lane, and that removing this lane will create a longer route for drivers to access the garage, adding to traffic and greenhouse gas emissions. They were also concerned about the potential closure of the Weller Street Bridge with these alternatives, and pedestrian safety related to sidewalk closures. They requested more analysis regarding businesses that could be indirectly displaced during construction and the economic impact of lost parking revenue. They provided a geotechnical memorandum regarding the soils under both alignments, which found that "it appears the shallow tunnel along Fifth Avenue will be preferable to Fourth Avenue from a geotechnical perspective." They requested analysis of alternatives to maintain access to the Weller Street Bridge and retain full vehicular and pedestrian access to their garage during construction, shorten the construction duration, and avoid permanent parking loss in this segment.
Urban Visions (6th Avenue)	Urban Visions, a development corporation with multiple planned developments along 6th Avenue South between Seattle Boulevard South and Royal Brougham Way South submitted comments on the Chinatown-International District Segment. They stated that access to multi-modal transportation is an advantage for these sites. They supported an alternative that avoids conflict with their site and identified Alternative CID-1a as their "primary preferred option" and Option CID-2b as their secondary preferred option. They supported Alternative CID-1a because it avoids conflicts with their sites, the ability to connect the Pioneer Square and Chinatown International District neighborhoods, and it would avoid impacts to historic properties in the Chinatown neighborhood. They also supported rebuilding the 4th Avenue South viaduct. They suggested looking at improvements to other roadway infrastructure along the 4th Avenue South corridor as part of the project, and to further study the ventilation building proposed for the northwest corner of Union Station plaza. They supported Option CID-2b because it would not conflict with their site, it would be within the project budget, and would have the shortest construction period. They did suggest alternative station access or high speed, large capacity elevators due to the station depth. They did not support Option CID-1b because of the station depth and the displacements of Ryerson Bus Base. They did not support Alternative CID-2a because of the emergency egress proposed on one of their properties, conflicts with tiebacks for their proposed buildings, the need to rebuild 6th Avenue South, the degree of utilities relocations, and impacts to the Chinatown-International District community and historic structures. They suggested that Sound Transit continue to look at investments to the Union Station plaza and to maintain the viability of properties for TOD where surface features occur for tunnels. They requested more study of tunnel construction noise and vibration impacts and mitigation, as well as more information on staging areas. They suggested further study of stadium events in the transportation analysis and noted that the International District/Chinatown Station should have accessible and easy-to navigate transfers between light rail, Sounder, and Amtrak.

Business/Business Organization	Comments
Urban Visions (Weyerhauser)	Urban Visions also submitted comments on behalf of the Weyerhauser Company building at 200 Occidental Avenue South, regarding the Chinatown-International District Segment. They noted that all the alternatives in this segment would affect the Pioneer Square neighborhood and support comments submitted by the Alliance for Pioneer Square. They expressed concern that "the above-grade facilities that will be constructed to support the tunnel infrastructure are not clearly defined in location or scale within the urban fabric" and that "the loss of businesses due to ongoing construction will continue to push new tenants to other adjacent neighborhoods." They requested that these issues be addressed more clearly for the project and mitigation identified. They supported further study of Alternative CID-1a to "reduce impacts to transit and traffic, seek to shorten construction duration, and reduce costs." They felt this alternative better meets the long-term regional transit needs for the region.
Uwajimaya	The Uwajimaya corporation, which owns a mixed-use building that includes Uwajimaya Asian Food and Gift Market and Uwajimaya Village at 600 5th Avenue South as well as other properties in the neighborhood, submitted comments regarding the Chinatown-International District Segment. They stated that their properties "contribute to the cultural and historic vitality of the [Chinatown-International District]" and they are "part of a fabric of numerous businesses, neighbors and community organizations who will experience significant adverse impacts from the WSBLE [Chinatown-International District] Station Alternatives." They also noted they have begun design and feasibility studies for two of their parking lot properties to redevelop them as mixed-use projects that could provide new housing and commercial space. They supported the transit mission of the project, and requested Sound Transit extend the timeline for identifying a preferred alternative and "use the additional time to conduct a more thorough, inclusive analysis of impacts." If Sound Transit moves forward with a decision on their current timeline, they supported Alternative CID-1a. They described the unique demographics and health disparities of the neighborhood, as well as past infrastructure projects that have adversely impacted them, and stated that based on these demographics, "the decision regarding where to locate the [Chinatown-International District] station is an equity decision." They feel that Sound Transit should "select an alternative that considers and accounts for these equity issues and avoid selecting an alternative that creates greater disparity and further harm to this historically under-resourced community." They requested more information on the benefits of the 4th Avenue South alternatives be included in the Final EIS, including information from station planning reports that describe the connectivity provided by these alternatives and how these alternatives would help achieve the community's Jackson Hub vision. They also felt that rebuilding the 4th Avenue South viaduct is an opportunity "to reduce overall construction costs and impacts to a community" and that Sound Transit and the City of Seattle should further explore this potential benefit. They requested more information on the business displacements for the 5th Avenue South alternatives and expressed concern about the loss of properties owned by community members. They requested air quality and noise analyses be completed for the neighborhood, and more analysis of the community as a historic resource. They were also concerned about covering the Historic Chinatown Gate during construction and that this would "strip this unique community of its historic identity." They wanted Sound Transit to work with the community to better understand the impacts to the neighborhood and define "specific and meaningful mitigation," and "incorporate more coordinated and inclusive planning into the [Chinatown-International District] Alternatives." They volunteered to help convene a work group of key community stakeholders to "review and advise on Sound Transit's analysis in focused conversations."

Business/Business Organization	Comments
505 Union Station LLC	505 Union Station LLC, which owns the office building at 505 5th Avenue South, submitted comments regarding the Chinatown-International District Segment. They felt that "there is not an acceptable option for the [Chinatown-International District] Segment that has been studied" and they "encourage Sound Transit to go back to the drawing board to figure out how to reduce the construction duration in the [Chinatown-International District] Segment and come up with another alignment alternative that maintains intact downtown's primary transportation corridors and preserves the integrity of the [Chinatown-International District] neighborhood." They were concerned about access to their building and parking garage under all alternatives and requested a traffic analysis for construction that shows the predicted alternate vehicle and bus routes and the level of service for intersections and transit routes in the project area. They were concerned that access impacts for vehicles as well as other modes will affect their employee's ability to access the building as well their ability to attract and retain tenants. They were particularly concerned about Alternative CID-1a and Option CID-1b due to the length of construction and the removal of the southbound left-turn lane into their parking garage. They noted that 40 percent of vehicles accessing this 1,150-stall garage use that lane, and that removing this lane will create a longer route for drivers to access the garage, adding to traffic and greenhouse gas emissions. They were also concerned about the potential closure of the Weller Street Bridge with these alternatives, and pedestrian safety related to sidewalk closures. For Alternative CID-1a, they were also concerned about the closure of the Stadium Station for 2 years and shutting down the light rail system in this area for 6 to 7 weeks. They requested more information on the assumptions in the transportation analysis and on the design of the 4th Avenue South viaduct. They requested more analysis on construction noise impacts on local employers, neighborhood parks and open spaces, and office tenants and their workers and an expanded displacement analysis to account for businesses or residents who close or move away due to construction impacts. They requested analysis for cumulative construction noise, vibration, and structural impacts to their building, and noted they are in a liquefaction-prone area. They were concerned about safety risks to residents and organizations in the Chinatown-International District neighborhood from increased truck traffic during construction, as well as effects on air quality and quality of life. They requested the cumulative impacts analysis be updated to include the City's update to the industrial land use code that is expected to be adopted in 2023, as well as the list of future development projects. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for the WSBLE Project. They suggested mitigation related to transportation, impacts to their building, and impacts to the neighborhood.
Vulcan (Yesler Terrace)	The Vulcan ownership group for Yesler Terrace submitted comments regarding the Chinatown-International District Segment. They noted the importance of the WSBLE Project to the community and that it will "advance equity, connectivity, and environmental goals that make Seattle and the Puget Sound region stronger." They expressed concern over closures of the Seattle Streetcar line in the Chinatown-International District Segment. They described the importance of the streetcar to residents of the mixed-use, mixed-income Yesler Terrace development, particularly those living in affordable housing or using mobility devices. They also noted it is a "crucial form of transportation for medical workers and patients traveling to and from medical offices in the First Hill neighborhood" and that "ridership is anticipated to grow exponentially with the completion of the Center City Connector and connection of the two existing lines." They requested that Sound Transit "avoid any closure of the Seattle Streetcar and study alternative approaches to avoid closures." Where closures are found to be unavoidable, they requested minimizing the closures to no more than 6 months. They requested the Final EIS analyze impacts of the streetcar closure on patrons living in Yesler Terrace and "mitigation to ensure Seattle Streetcar patrons are equipped with the necessary, accessible, and reliable tools to still reach their destinations."

Business/Business Organization	Comments
Washington State Ballpark Public Facilities District	Washington State Ballpark Public Facilities District, the entity that developed and owns T-Mobile Park, submitted comments regarding the Chinatown-International District Segment. They provided comments primarily related to transportation and construction impacts. They requested additional transportation analysis for event surges, including during simultaneous events with Lumen Field, as well as for surge events during construction, including potential impacts for pedestrian routes and facilities, transit, and parking. They requested analysis of the pedestrian routes and experience that would occur with the 2-year closure of the Stadium Station under Alternative CID-1a. They were concerned with this closure and how attendees would access the park from other stations, as well as the potential for increased driving to events and the effect this would have on their Transportation Management Plan and parking availability. They were also concerned about the proposed 6- to 7-week closure of light rail in this area with the same alternative and the effect this would have on access to the park. In the Chinatown-International District Segment, they were concerned about the depth of stations and elevator-only access for Options CID-1b and CID-2b and feel that the "impacts and usability of the station caused by the reliance on these elevators (and the associated concerns with maintenance of this equipment) outweigh any short-term advantages provided by the deep tunnel options." They stated the Final EIS should study methods to reduce the construction duration under all alternatives and disclose any sequencing/phasing decision in order to fully understand the impact of the construction duration. They provided a list of recommended mitigation related to wayfinding and pedestrian enhancements and additional transit and parking options during construction. During operation, they suggested mitigation related to wayfinding from the SODO and International District/Chinatown stations and related to event surges.
Washington State Public Stadium Authority and First and Goal Incorporated	Washington State Public Stadium Authority and First and Goal Incorporated (FGI) submitted comments regarding the Chinatown-International District Segment. The stadium authority is the public agency that owns Lumen Field and Event Center, and FGI is the master tenant and operator of this facility. They were "concerned that Sound Transit has not yet taken the required 'hard look' at the environmental impacts of its proposed light rail line, particularly on the surrounding historic neighborhoods (specifically the Chinatown International District ("CID"), Pioneer Square, and SODO) and on Lumen Field." They noted that their Master Use Permit for the stadium requires them to provide 5,774 protected parking spaces for event patrons at parking garages at and around Lumen Field, and they meet this condition through agreements with several parking garages and lots. They also noted that traffic for events is not only related to attendees, but also for move-in/move-out of large concerts and consumer show, and disruption to their access could lead to the inability of them to host these major events. They requested additional analysis on access to parking, particularly areas covenanted to meet their parking requirements, pedestrian access and connectivity, and impacts to businesses and residents. They also requested additional analysis of how construction road closures would affect event attendance, and how they would affect access to garages where they have agreements to provide parking for events. They noted transportation impacts during construction could affect the efficacy of the transportation management plan required by their Master Use Permit. They wanted more information on diverted traffic volumes, available capacity of detour routes, and traffic impacts on those routes, as well as evaluation of multiple modes and type of vehicles combined. They requested more analysis of impacts on pedestrian trips to their facility during construction and would like clarification about whether the Weller Street Bridge would remain open during construction of Alternative CID-1a and Option CID-1b.

Business/Business Organization	Comments
Washington State Public Stadium Authority and First and Goal Incorporated (cont.)	They stated they did not support Options CID-1b or CID-2b because of reliance on elevators for accessing the deep stations. They "do not consider this a reasonable alternative as elevators are not adequate to move the large volumes of passengers who would one day use light rail to access events at Lumen Field" and they feel this access would be a disincentive to use light rail. They requested the environmental justice analysis be updated to provide more information on impacts by alternative and further analyze impacts on small businesses in the Chinatown-International District. They would also like analysis of dust, noise, vibration, and utility impacts on events and maintenance at Lumen Field during construction. They provided suggested mitigation for impacts to pedestrian movement, parking, and environmental justice communities and suggested that Sound Transit identify ways that it can "contribute to the vibrancy of the communities around the [Chinatown-International District] segment that exceed the minimum SEPA and NEPA [National Environmental Protection Act] requirements." They requested to be included in development of the mitigation plan.
Downtown Segment	
Allen Institute	Allen Institute, located at 615 Westlake Avenue North, submitted comments regarding the Downtown Segment. They support analysis of an alternative that would use the Denny Station associated with Alternative DT-2 at Terry Avenue rather than the Preferred Alternative DT-1 to avoid impacts from a multi-year closure of Westlake Avenue. They oppose routes with a South Lake Union Station on Mercer Street, which could negatively impact multiple research organizations, including the Allen Institute. They also support the comments provided by the Mercer Stakeholders Group.
Allen Institute-Washington Builders LLC	Washington Builders LLC, which owns the property at 615 Westlake Avenue North (Allen Institute), submitted comments regarding the Downtown Segment. They requested additional transportation analysis of the Denny Station located on Westlake Avenue for Preferred Alternative DT-1 and noted its importance as the main corridor into and through South Lake Union for multiple modes of transportation. They supported the Denny Station location for Alternative DT-2 on Terry Avenue and the South Lake Union Station location for Preferred Alternative DT-1 on Harrison Street. They requested an expanded displacement analysis to account for businesses, residents, and organizations that close or move away due to construction impacts. They requested additional analysis of electromagnetic and construction vibration impacts on sensitive uses in their building, as well as further assessment of mitigation measures. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, potential impacts to their building, and impacts to the neighborhood.
Amazon	Amazon, with multiple locations in the Downtown and South Lake Union neighborhoods, submitted comments regarding the Downtown Segment. They noted that about 75 percent of their employees get to work via "non-drive alone methods." For the Westlake Station, they were concerned with roadway closures of Pine Street and 4th Avenue and noted that pedestrian access to offices and ground-level retail in this area must be preserved. They were also concerned with safety in the 3rd Avenue and Pine Street area and requested further study of how WSBLE construction would affect public safety efforts in this area for both Downtown Segment alternatives. They were concerned with the multi-year closure of Westlake Avenue for construction of the Denny Station with Preferred Alternative DT-1 and noted this and adjacent street closures would affect access to three Amazon buildings where more than 15,000 Amazon employees and vendors work. They requested additional study of the Denny Station located on Terry Avenue associated with Alternative DT-2, including if construction can be staged to avoid closures of Denny Way and the Seattle Streetcar. If the Denny Station on Westlake Avenue continues to be preferred, they requested additional study to minimize closures.

Business/Business Organization	Comments
ARE-Seattle No. 45 Owner LLC	ARE-Seattle No. 45 Owner LLC, which owns the property at 400 Dexter Avenue North, submitted comments regarding the Downtown Segment. They noted most of their building is occupied by bioscience laboratory space. They supported Preferred Alternative DT-1 because it would have less impact to their building than Alternative DT-2. They supported the Harrison Street location for the South Lake Union Station because it would have higher ridership and fewer community impacts, but they requested more information regarding roadway and sidewalk closures next to their building. They requested further analysis of vibration and electromagnetic field impacts and mitigation to their building, using additional data collected from recently opened extensions on the Sound Transit system. They wanted more analysis of construction vibration impacts and of potential business displacement due to construction impacts. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, vibration, and business impacts.
ARE-Seattle No. 32 Owner LLC	ARE-Seattle No. 32 Owner LLC, which owns the property at 601 Dexter Avenue North, submitted comments regarding the Downtown Segment. They are in the process of pursuing entitlements to develop this building as a life sciences laboratory and office space. They expect to receive their Master Use Permit by the end of 2022 and expect to start construction in early 2023. They offered to share project documents and plans to support vibration and electromagnetic analyses for this building. They supported Preferred Alternative DT-1 and its' Harrison Street location for the South Lake Union Station because it would have higher ridership and fewer community impacts. They were concerned about potential operational and construction vibration impacts to their building with Alternative DT-2. They requested more information regarding the tunnel depth next to their building and to make sure the WSBLE design accounts for their parking garage, utility infrastructure, and groundwater issues. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, vibration, and business impacts.
ARE-Seattle No. 33 Owner LLC	ARE-Seattle No. 33 Owner LLC, which owns the property at 701 Dexter Avenue North, submitted comments regarding the Downtown Segment. They began construction to develop this building as a life sciences laboratory and office space in late 2021 and expect to be completed in in early 2024. They requested vibration and electromagnetic analyses for this building. They supported Preferred Alternative DT-1 and its Harrison Street location for the South Lake Union Station because it would have higher ridership and fewer community impacts. They were concerned about potential operational and construction vibration impacts to their building with Alternative DT-2. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, vibration, and business impacts.
BGO Plaza 600 JV LLC	BGO Plaza 600 JV LLC, which owns the property at 600 Stewart Street (Plaza 600), submitted comments regarding the Downtown Segment. They were concerned about traffic congestion from road closures during construction affecting the ability of downtown employees and residents to reach their jobs and homes, and as well as noise, vibration, and security related to nearby construction. They requested that Sound Transit "find ways to integrate the station entrances into the existing built environment" rather than having free-standing station houses. They were also concerned about their ability to redevelop their property in the future if a tunnel is underneath it and would like this analyzed in the EIS.

Business/Business Organization	Comments
Bosa Development	Bosa Development, which owns the property at 601 4th Avenue, submitted comments regarding the Downtown Segment. They have started construction on development of the Civic Square project on this block. They were concerned about the street closures during construction near their building and noted that the only vehicular drop-off and loading area for their building will be on Cherry Street. They requested Sound Transit evaluate the impact of these closures and propose mitigation.
Boston Properties Limited Partnership	Boston Properties Limited Partnership, which owns the building at 1001 4th Avenue (Safeco Plaza), submitted comments regarding the Downtown Segment. They were concerned that the street closures during construction near their building may affect accessibility, use, and leasing of their building. They requested additional information on the location, sequence, and duration of street closures and proposed mitigation to ensure maintenance of access in this area.
BPP 800 Fifth Property Owner LLC	BPP 800 Fifth Property Owner LLC, which owns the property at 800 5th Avenue, submitted comments regarding the Downtown Segment. They were concerned that construction noise, staging, and congestion from street closures will create "an environment inhospitable to pedestrians in the one location Downtown where pedestrian quality is critical." They requested more information on these impacts and proposed mitigation. They wanted to see more attention paid to the urban design and pedestrian activation for light rail structures downtown.
BPP 1420 Fifth Property Owner LLC	BPP 1420 Fifth Avenue Owner LLC, which owns the property at 1420 5th Avenue, submitted comments regarding the Downtown Segment. Preferred Alternative DT-1 proposes to integrate a station entrance for the Midtown Station into this building, and they were concerned about adverse impacts of this station entrance to the use, operation, and leasing of their building during and after construction. They wanted to understand what other alternatives were considered. They requested the Final EIS include more information about impacts to and mitigation for their property. They also requested more information about street closures in the vicinity and mitigation for impacts related to these closures.
Business Owners Management Association	The Business Owners Management Association, which represents the owners and managers of most of the high-rise commercial buildings in Downtown Seattle, submitted comments regarding the Downtown Segment. They provided suggestions on siting station locations and property acquisitions. They requested consideration of non-motorized users, accessibility, and mitigation for lost parking. They were concerned about impacts during construction, including street closures, maintaining access to businesses, noise, vibration, and pest control. They felt that due to the length of construction, many impacts will not be temporary and that "the risks to the economic health of downtown are high." They did not feel there was enough detailed information to "make an informed choice regarding the alternatives." They noted they would be happy to facilitate coordination between Sound Transit and building owners and managers.
Civic Hotel	The Civic Hotel, located at 325 7th Avenue North, submitted comments regarding the Downtown Segment. They noted they are a family and BIPOC-owned hotel, and they were converted into an emergency shelter during the COVID-19 pandemic. They were opposed to being displaced for the South Lake Union Station under Preferred Alternative DT-1. They also noted construction of this station would exacerbate existing traffic congestion that occurs from traffic entering and exiting State Route 99. They suggested exploring a station location at 5th Avenue North and Harrison Street, or 7th Avenue North and Thomas Street. About 300 comments from supporters of this business requesting that Sound Transit avoid displacement of this business were submitted.

Business/Business Organization	Comments
Climate Pledge Area	Climate Pledge Area, located at 334 1st Avenue North, submitted comments regarding the Downtown Segment. They noted support for the project and hope that the timeline for delivery can be moved back to 2035. They were concerned that the Draft EIS "has not fully considered how to design the Uptown/Seattle Center station to allow for more efficient use of the station by Climate Pledge Area patrons" and that more work is needed to capture the existing conditions of, impacts to, and mitigation for this property. They supported the concept of shifting this station west on Republican Street to reduce impacts on the arena and Seattle Center and suggested adding pocket tracks to the station to help manage major events. They suggested working with the City to provide "festival street treatment on Republican between 1st Avenue North and Queen Anne Avenue" to help with post-event queuing space. They requested more analysis of surge events and schedule changes to accommodate surges, analysis of potential impacts to their structure's integrity, vibration, and noise. They requested more information on construction means and methods, as well as development of transportation management plan and a passenger flow/crowd management plan (in conjunction with the Seattle Center and the City of Seattle Department of Transportation).
Downtown Seattle Association	The Downtown Seattle Association, which represents both businesses and residents of Downtown Seattle, submitted comments regarding the Downtown Segment. They noted their support for the project but also "concern that construction methodologies be properly explored to minimize impact on businesses, residents, workers and visitors and that those impacts which are unavoidable are adequately mitigated." They requested more information on construction phasing and timing, street closures and durations, and detours for vehicles, transit, and pedestrians. They requested that Sound Transit study a single-bore construction method for the downtown tunnel to see if this would reduce construction impacts and/or station profiles and stated if "Sound Transit has already studied all possible construction methods we ask that the findings be made public and information shared on how the Agency landed on dual-bore as the only feasible option." They also requested that Sound Transit examine ways to better integrate station entrances into the existing built environment, find ways to "turn necessary new infrastructure into community and/or property assets as an alternative to full condemnation" and "ensure configuration and footprints are tailored specifically to support a dense urban core environment." They suggested Sound Transit work with the community to develop performance standards for construction impacts and convene a committee of downtown stakeholders to make mitigation recommendations and/or respond to proposed mitigation. They requested Sound Transit update the mapping and list of permitted projects to inform the impact analysis and mitigation development. They requested that the unique needs of arts, cultural, and entertainment venues be considered during analysis of construction impacts and development of mitigation, due to their higher use during weekends and increased sensitivity to noise and other disruptions. At the Midtown Station, they requested Sound Transit "explore the feasibility of accessing the Midtown Station via a horizontal tunnel and assess how this method would change other aspects for the Midtown Station construction and profile." At Westlake Station, they noted they are responsible for management of Westlake Park through an agreement with Seattle Parks and Recreation and requested that Sound Transit "take a holistic view when planning construction areas and street closures on 4th Avenue and Pine Street," so as not to hamper "recent public safety and activation efforts by isolating one of our city's most challenging areas from the rest of the downtown retail core." They also asked, "how this station could integrate into and bring additive benefit to the park." At Denny Station, they did not support a multi-year closure of the Seattle Streetcar or other transit service on Westlake Avenue with Preferred Alternative DT-1 and requested a detailed plan for managing traffic and maintaining transit if this continues to be the preferred station location. They supported further study instead of using the Denny Station on Terry Avenue associated with Alternative DT-2 and supported the South Lake Union Station for Preferred Alternative DT-1.

Business/Business Organization	Comments
Essex Queen Anne (Expo Apartments)	Essex Queen Anne, which owns the Expo Apartments at 118 Republican Street, submitted comments regarding the Downtown Segment. They were concerned about noise, vibration, dust, light and glare, geotechnical, transportation, and parking impacts associated with construction of the Seattle Center Station for Preferred Alternative DT-1, which would be directly adjacent to their building. They requested further analysis of these impacts, as well as study of additional alternatives for the Downtown Segment. They requested more analysis of indirect displacement of businesses due to the "lengthy and disruptive construction period" and noted they share many of the concerns voiced by Seattle Center arts organizations and support comments provided by these organizations. They felt that the Draft EIS does not have sufficient detail to understand impacts to their properties or what mitigation would be and suggested that a phased review of the project under SEPA would be more appropriate.
Fifth and Pine LLC	Fifth and Pine LLC, which owns multiple properties and tax parcels at 1513 5th Avenue, provided comments on the Downtown Segment. They requested more information on how their property would be impacted by the project and are concerned about their ability to lease the property if there is uncertainty about its future. They were also concerned about the potential for disinvestment and "pre-condemnation blight" in downtown if businesses do not feel confident investing in their businesses. They requested more information on construction impacts around their property, related to transportation (both congestion and transit service), noise, crime, business income, and property values. They requested supplemental environmental review with additional project details and additional information on impacts.
Fortuna Sequitar	Fortuna Sequitar, located at 233 Westlake Avenue North, submitted comments regarding the Downtown Segment. They stated their support for the comments submitted by the Downtown Seattle Association, and strongly supported Preferred Alternative DT-1. They were concerned that Alternative DT-2 could affect future redevelopment of their property and requested this be analyzed in the EIS. They also requested more analysis of the multiple street closures around their property as well as noise, vibration, and other construction impacts, and that more specific mitigation measures be provided for these impacts.
Fourth and Columbia LLC	Fourth and Columbia LLC, which owns the building at 701 4th Avenue, submitted comments regarding the Downtown Segment. They stated they currently have a permit application pending with the City for development of a 1,000-foot-tall project with 1,000 apartment units, office space, and a hotel. They requested more information about how their property would be impacted by the project and were concerned about their future development of the property. They noted if they are not able to complete their project, this will result in a loss of housing as well as payments to the City for new affordable housing. They were concerned about how long-term street closures around their property will affect construction of their project. They requested Sound Transit evaluate these impacts as well as suggest mitigation.
Fourth and Madison LLC	Fourth and Madison LLC, which owns the building at 925 4th Avenue, submitted comments regarding the Downtown Segment. They were concerned about the street closures during construction near their building and noted one of the benefits of their building is the ease of accessibility to Interstate 5 and destinations to the north, south, and east. They requested Sound Transit conduct a worst-case evaluation of these closures and propose mitigation.
GC Columbia LLC	GC Columbia LLC, which owns the property at 701 5th Avenue (Columbia Center), submitted comments regarding the Downtown Segment. They were concerned about street closures near their building, particularly Cherry Street and 4th Avenue, and would like the location, sequence, and duration of these closures better defined. They also requested analysis of closures in this area on accessibility to offices in this area.

Business/Business Organization	Comments
Kassel and Rebecca Goldstein Company and LAC Investments	Kassel and Rebecca Goldstein Company and LAC Investments, which own the property at 413 Pine Street, submitted comments regarding the Downtown Segment. They requested more information on how their property would be impacted by the project and were concerned about the future use and value of the property. They requested more information on construction impacts around their property related to transportation (both congestion and transit service), noise, crime, business income, and property values. They requested supplemental environmental review with additional project details and additional information on impacts.
Kilroy Realty Corporation	Kilroy Realty Corporation, which owns seven properties along the proposed alternatives, submitted comments regarding the Downtown Segment. They felt that the Draft EIS does not have sufficient detail to understand impacts to their properties or what mitigation would be and suggested that a phased review of the project under SEPA would be more appropriate. They were concerned about traffic congestion, street closures, noise, vibration, and other construction impacts at their property, as well as the potential acquisition of one property and impacts to garage access at another.
KWP, Incorporated	KWP Incorporated, which owns the property at 201 Terry Avenue North, submitted comments regarding the Downtown Segment. They own this property as an investment and are concerned about the ability to redevelop it in the future if there is a tunnel underneath it. They were also concerned about roadway closures that “will impose extraordinary hardships on nearby businesses, residents, and projects.” They requested analysis of this impact in the EIS. They requested further analysis of these issues and that this additional information be provided as a supplement to the Draft EIS.
KRE 300 Pine LLC	KRE 300 Pine Owner LLC, which owns the property at 300 Pine Street (former Bon/Macys), submitted comments regarding the Downtown Segment. They were concerned about traffic congestion from road closures during construction as well as noise, vibration, and security related to nearby construction. They wanted to ensure that road closures around the property do not isolate it and exacerbate existing security and public concerns in this area of downtown. They suggested Sound Transit “provide security and invest mitigation resources in the 3rd Avenue corridor to ensure these impacts do not occur.” They requested that Sound Transit “find ways to integrate the station entrances into the existing built environment” rather than having free-standing station houses.
Mack Real Estate Development	Mack Real Estate Development (MUI Terry LLC), which owns the property at 1001 John Street/124 Terry Avenue North, submitted comments regarding the Downtown Segment. They have received a Master Use Permit for a 47-story, 415-unit apartment building at this site, and expect building permits to be issued this year. They were concerned about construction of the Denny Station for Alternative DT-2 on Terry Avenue North, and that street closures around this station will affect their future building. They were concerned about vehicle, pedestrian, and loading access for their building, and that road closures could affect construction of their building. They were also concerned about dewatering, drilling, and vibration directly next to their foundation and impacts to the datacenter at 1000 Denny Street. They requested more information on staging areas, the timing, duration, and location of street closures, and other temporary and permanent impact to their property and neighborhood. They stated that if the project is proposed for design-build construction, the Draft EIS should include “performance standards, minimum guidelines and specific requirements on design-build contractors to ensure the environmental impacts of the project are fully mitigated.” They requested study of the businesses, jobs, and housing that would not occur in the future due to property acquisition for stations. They felt this project is better suited for a phased review under SEPA and requested additional information on impacts and mitigation be provided as a supplement to the Draft EIS.

Business/Business Organization	Comments
Mercer Stakeholders Group	The Mercer Stakeholders Group, a collection of organizations and businesses in the South Lake Union, Uptown, and Denny Triangle neighborhoods, submitted comments regarding the Downtown Segment. They expressed concern with the extended closure of Westlake Avenue for construction of the Denny Station for Preferred Alternative DT-1. They noted the importance of this street for cars, buses, streetcar, pedestrians, and bikes. They supported the Denny Station location for Alternative DT-2 on Terry Avenue and the South Lake Union Station location for Preferred Alternative DT-1 on Harrison Street and requested analysis of connecting these stations. They also suggested looking for better opportunities to connect pedestrians and vehicles across State Route 99 with the South Lake Union Station. They requested more analysis of alternative construction methodologies, road closures and detours, and impacts on transit. At the Seattle Center Station, they stated that "Sound Transit must consider other station locations that are not immediately adjacent to the Seattle Center's Northwest Rooms (Republican Street) or Seattle Rep" but wanted to ensure any other locations can connect to the South Lake Union Station on Harrison Street. They also requested analysis of specific construction activities for noise and vibration impacts on sensitive uses at the Seattle Center as well as how to better connect pedestrians and vehicles "from Queen Anne Avenue to Seattle Center and along Mercer Street." For all stations, they requested development of robust transportation management and mitigation plans for all modes, further analysis of road and sidewalk closures and detours, consideration of alternative construction methods and mitigation techniques, construction sequencing, and a business access plan. They requested that Sound Transit and the City of Seattle establish a Construction Coordination Committee to develop a plan to minimize construction impacts and provided suggested mitigation related to transportation, potential impacts to businesses and venues, and impacts to the neighborhood.
Ninth and Lenora LLC	Ninth and Lenora LLC, which owns the property at 2101 9th Avenue, submitted comments regarding the Downtown Segment. They questioned the need to remove buildings for a station entrance and requested that Sound Transit study how to better integrate station entrances into the existing and future built environment. They expressed concern about the multi-year closures of Westlake and 9th avenues and requested alternatives to these closures be explored. They were concerned about the effects of these closures, along with construction noise, vibration, security, park, truck traffic, parking, and staging area impacts on the tenants of their 396-unit mixed-use building. They requested further evaluation of these impacts and that this additional information be provided as a supplement to the Draft EIS.
Silverstein Westlake Owner LLC	Silverstein Westlake Owner LLC, which owns the property at 801 Blanchard Street, submitted comments regarding the Downtown Segment. They have a permit application pending for future development of a 440-foot-tall, 418-unit apartment building on the property. They questioned the need to impact their properties for a station entrance and requested that Sound Transit study how to better integrate station entrances into the existing urban environment to minimize the number of buildings removed. They also expressed concern about the multi-year closure of Westlake Avenue and the effects this would have on nearby businesses, residents, and projects. They requested further evaluation of alternatives to this closure and that this additional information be provided as a supplement to the Draft EIS.
Urban Vision (Net Seattle)	Net Seattle LLC, which owns the property at 801 3rd Avenue, submitted comments regarding the Downtown Segment. They have received their Master Use Permit and building permits for construction of a new office building at this site. They were concerned that the street closures during construction may impact construction of their project. They requested additional information on street closures and mitigation for impacts "to ensure maintenance of access through this area of Downtown."

Business/Business Organization	Comments
Vulcan (Blocks 41 and 48a)	Vulcan (City Investors XC LLC and City Investors IV LLC), the owner of the properties at 230 Westlake Avenue North (Block 41) and 2211 Westlake Avenue North (Block 48a), submitted comments regarding the Downtown Segment. They noted that 230 Westlake Avenue North is currently a surface parking lot and would be needed for the Alternative DT-2 Denny Station, and 2221 Westlake Avenue North is landscaped and would be needed for the Preferred Alternative DT-1 Denny Station. They stated they "would be willing to work collaboratively with Sound Transit to facilitate an acquisition of Block 41 if it would support the Alternative DT-2 Terry Avenue station." They expressed concern with the extended closure of Westlake Avenue for construction of the Denny Station for Preferred Alternative DT-1. They noted the importance of this street for cars, buses, streetcar, pedestrians, and bikes. They requested more analysis of the impacts to all modes, and suggested analysis of a "hybrid" alternative for the segment that would use the Denny Station associated with Alternative DT-2 at Terry Avenue for Preferred Alternative DT-1. They provided suggested mitigation related to transportation, potential impacts to their building, and impacts to the neighborhood.
Vulcan (Block 46)	Vulcan (City Investors XXVIII LLC), the owner of the property at 912 9th Avenue North (Block 46), submitted comments regarding the Downtown Segment. They are in process of developing this site in the South Lake Union neighborhood as a biomedical research building, with construction starting later this year and expected to be complete in 2025. They requested analysis of vibration and electromagnetic equipment that will be housed in the building and noted the proximity of Preferred Alternative DT-1 to this property. They expressed concern with the extended closure of Westlake Avenue for construction of the Denny Station for Preferred Alternative DT-1. They noted the importance of this street for cars, buses, streetcar, pedestrians, and bikes. They requested more analysis of the impacts to all modes, and suggested analysis of a "hybrid" alternative for the segment that would use the Denny Station associated with Alternative DT-2 at Terry Avenue for Preferred Alternative DT-1. They supported the South Lake Union Station location for Preferred Alternative DT-1, but would like more information on construction traffic, noise, vibration, and road closures. They requested an expanded displacement analysis to account for businesses, residents, and organizations that close or move away due to construction impacts. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They requested more analysis of simultaneous construction of projects and more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, potential impacts to their building, and impacts to the neighborhood.
Vulcan (Block 48)	Vulcan (City Investors IV LLC), the owner of the properties at 111 Westlake Avenue North and 110 9th Avenue North (Block 48), submitted comments regarding the Downtown Segment. They are in process of permitting the site at 111 Westlake Avenue North as an office and laboratory tower and the site at 100 9th Avenue North as a residential tower, with construction expected to start in early 2020 and expected to be completed in 2026. They requested analysis of vibration and electromagnetic equipment that will be housed at this property. They expressed concern with the extended closure of Westlake Avenue for construction of the Denny Station for Preferred Alternative DT-1. They noted the importance of this street for cars, buses, streetcar, pedestrians, and bikes. They requested more analysis of the impacts to all modes, and suggested analysis of a "hybrid" alternative for the segment that would use the Denny Station associated with Alternative DT-2 at Terry Avenue for Preferred Alternative DT-1. They supported the South Lake Union Station location for Preferred Alternative DT-1, but requested more information on construction traffic, noise, vibration, and road closures.

Business/Business Organization	Comments
Vulcan (Block 48) (cont.)	They requested an expanded displacement analysis to account for businesses, residents, and organizations that close or move away due to construction impacts. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, potential impacts to their building, and impacts to the neighborhood.
Vulcan (Block 55)	Vulcan (City Investors XII LLC), the owner of the property at 530 Dexter Avenue North (Block 55), submitted comments regarding the Downtown Segment. They are in the process of permitting this site for a laboratory building, with construction starting in 2024 and expected to be complete in 2026. They requested analysis of vibration and electromagnetic equipment that will be housed in the building. They expressed concern with the extended closure of Westlake Avenue for construction of the Denny Station for Preferred Alternative DT-1. They noted the importance of this street for cars, buses, streetcar, pedestrians, and bikes. They requested more analysis of the impacts to all modes, and suggested analysis of a “hybrid” alternative for the segment that would use the Denny Station associated with Alternative DT-2 at Terry Avenue for Preferred Alternative DT-1. They supported the South Lake Union Station location for Preferred Alternative DT-1, but requested more information on construction traffic, noise, vibration, and road closures. They requested an expanded displacement analysis to account for businesses, residents, and organizations that close or move away due to construction impacts. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, potential impacts to their building, and impacts to the neighborhood.
Vulcan (Block 56)	Vulcan (City Investors XXII LLC), the owner of the properties at 401 8th Avenue North and 433 8th Avenue North (Block 56), submitted comments regarding the Downtown Segment. They are in the process of permitting the site at 401 8th Avenue North as a residential tower and the site at 433 8th Avenue North as a midrise residential structure, with construction starting in 2024 and expected to be complete in 2026. They requested analysis of vibration for these buildings and noted the proximity of Preferred Alternative DT-1 to this property. They expressed concern with the extended closure of Westlake Avenue for construction of the Denny Station for Preferred Alternative DT-1. They noted the importance of this street for cars, buses, streetcar, pedestrians, and bikes. They requested more analysis of the impacts to all modes, and suggested analysis of a “hybrid” alternative for the segment that would use the Denny Station associated with Alternative DT-2 at Terry Avenue for Preferred Alternative DT-1. They supported the South Lake Union Station location for Preferred Alternative DT-1, but requested more information on construction traffic, noise, vibration, and road closures. They requested an expanded displacement analysis to account for businesses, residents, and organizations that close or move away due to construction impacts. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, potential impacts to their building, and impacts to the neighborhood.

Business/Business Organization	Comments
Vulcan (Block 57)	Vulcan (City Investors XXIX LLC), the owner of the property at 300 Dexter Avenue North (Block 57), submitted comments regarding the Downtown Segment. They are in the process of permitting this site for a commercial tower that could include laboratory space, with construction starting in 2023 and expected to be complete in 2025. They requested this site not be considered for WSBLE staging and the EIS should "acknowledge and analyze the possibility that the Proposed Project will include sensitive laboratory space." They expressed concern with the extended closure of Westlake Avenue for construction of the Denny Station for Preferred Alternative DT-1. They noted the importance of this street for cars, buses, streetcar, pedestrians, and bikes. They requested more analysis of the impacts to all modes, and suggested analysis of a "hybrid" alternative for the segment that would use the Denny Station associated with Alternative DT-2 at Terry Avenue for Preferred Alternative DT-1. They supported the South Lake Union Station location for Preferred Alternative DT-1, but requested more information on construction traffic, noise, vibration, and road closures. They requested an expanded displacement analysis to account for businesses, residents, and organizations that close or move away due to construction impacts. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, potential impacts to their building, and impacts to the neighborhood.
Vulcan South Lake Union Ownership Group	An affiliated ownership group of 11 properties in South Lake Union submitted comments regarding the Downtown Segment. Three of these are developed as residential buildings; two are developed for office, commercial, and/or retail; two are in permitting (one residential and one laboratory, office, and retail); and four are in development (one residential and three laboratory, office, and retail). They are concerned about impacts to "accessibility, transportation, retail vibrancy, pedestrian safety, and the availability of amenities, particularly during WSBLE construction." They expressed concern with the extended closure of Westlake Avenue for construction of the Denny Station for Preferred Alternative DT-1. They noted the importance of this street for cars, buses, streetcar, pedestrians, and bikes. They requested more analysis of the impacts to all modes, and suggested analysis of a "hybrid" alternative for the segment that would use the Denny Station associated with Alternative DT-2 at Terry Avenue for Preferred Alternative DT-1. They supported the South Lake Union Station location for Preferred Alternative DT-1, but requested more information on construction traffic, noise, vibration, and road closures. They requested an expanded displacement analysis to account for businesses, residents, and organizations that close or move away due to construction impacts. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area. They wanted more analysis of simultaneous construction of projects and requested more information on the construction sequencing for WSBLE. They provided suggested mitigation related to transportation, potential impacts to their building, and impacts to the neighborhood.

Business/Business Organization	Comments
WaFd	WaFd, located at 425 Pike Street, submitted comments regarding the Downtown Segment. They requested more information on impacts to their property and suggest the project should be on another corridor. They were concerned the proposed road closures and surface construction will impact the urban environment, businesses, residents, and economy of the area, and would further delay recovery of this district. They requested more information on the timing, duration, and location of street closures and the effects of these on building access and traffic on detours. They requested study of the businesses, jobs, and housing that would not occur in the future due to property acquisition for the project. They encouraged study of "more opportunities and options for farebox pay to occur at locations below street level, so that those street level spaces may be persevered for uses that contribute to the urban environment." They suggested study of the Third Avenue transit tunnel construction as a case study and requested more information on mitigation measures. They felt this project is better suited for a phased review under SEPA, or that Sound Transit should analyze a worst-case scenario for the Draft EIS.
Brookfield	Brookfield Properties, which owns the property at 400 Pine Street (Westlake Center), submitted comments regarding the Downtown Segment. They were concerned the Draft EIS did not sufficiently evaluate impacts to their property and neighborhood and noted "the retail core is extremely fragile and has undergone an ordeal during COVID." They do not support the proposed Westlake Station entrance for Preferred Alternative DT-1 on their property due to effects on pedestrian quality, visibility of retailers, and the duration of construction. They requested more information on above-grade structures and the location and duration of construction activities, as well as analysis of impacts to the retail core and specific mitigation for impacts. They requested further evaluation of these impacts and that this additional information be provided as a supplement to the Draft EIS. They suggested Sound Transit "work with the City of Seattle to develop a new zoning vision for the retail core, one that provides greater opportunities for housing and jobs near Westlake Station."
Windsor Cirrus LLC and Windsor Advisors 2030 Eighth Avenue LLC	Windsor Cirrus LLC and Windsor Advisors 2030 Eighth Avenue LLC, which own the property at 2030 8th Avenue, submitted comments regarding the Downtown Segment. They questioned the need to remove buildings for a station entrance and requested that Sound Transit study how to better integrate station entrances into the existing and future built environment. They expressed concern about the multi-year closures of Westlake and 9th avenues and requested alternatives to these closures be explored. They were concerned about the effects on these closures, along with construction noise, vibration, security, park, truck traffic, parking, and staging area impacts on the tenants of their 355-unit mixed-use building. They requested further evaluation of these impacts and that this additional information be provided as a supplement to the Draft EIS.
Wright Runstad and Company	RSQ Tower LL and WRC 400 University LLC, affiliates of Wright Runstad and Company, which own Rainier Square Tower at 1301 5th Avenue and 400 University Tower at 400 University Street, submitted comments regarding the Downtown Segment. Preferred Alternative DT-1 would be adjacent to Rainier Square Tower, and they requested more information on construction means and methods, monitoring, and mitigation. They were concerned about subsidence that could affect their building and noted the subsidence monitoring during construction of the State Route 99 tunnel would be a good example of what they would like to see. They were also concerned about roadway closures near their buildings and noted that Alternative DT-2 would have fewer closures in this area. They would like more analysis of concurrent roadway closures and the economic impacts to businesses when access is impaired, as well as a plan for maintaining walking, driving, and transit routes. They requested site-specific information on the expected vibration levels from tunnel construction and operations. They requested the cumulative impacts analysis be updated to reflect new projects proposed in the area and consider cumulative impacts on traffic, noise, air quality, public services, and other elements of the environment.

Business/Business Organization	Comments
South Interbay Segment	
Elliott Ave 1 LLC	Elliott Ave 1 LLC, which owns properties on multiple tax parcels at 1465 Elliott Avenue West, 1435 Elliott Avenue West, 1425 Elliott Avenue West, and 1419 Elliott Avenue West, submitted comments on the South Interbay Segment. These properties have several buildings that house commercial tenants, and they requested more information about specific impacts on their properties and the associated buildings. They expressed concern about their ability to lease their property, as well as broader disinvestment in downtown Seattle at properties identified as potentially affected between the Draft EIS and when properties would be acquired, and the potential associated economic effects. They requested more information on construction impacts around their property and in the Smith Cove area, related to transportation (both congestion and transit service), noise, crime, business income, and property values. More information was also requested related to road closures and mitigation for those closures. They requested this additional information on impacts on/around their property be provided as a supplement to the Draft EIS. They commented that the alternatives on the east side of Elliott Avenue West would provide better TOD opportunities than those on the west side of the roadway.
Elliott Way Partners	Elliott Way Partners, which owns the property at 1405 Elliott Avenue West, submitted comments on the South Interbay Segment. This property is currently vacant, and they are actively planning for development of the property. They noted that Preferred Alternative SIB-1 “would have the effect of preventing our Project and eliminating the opportunity for transit-oriented development opportunities along Elliott Avenue.” They requested more information on temporary and permanent impacts to the neighborhood, more analysis of and mitigation for street closures, evaluation of the City’s update to the industrial land use code that is expected to be adopted in 2023, and analysis of impacts to future potential development. They requested supplemental environmental review for refinements that have been considered since the publication of the Draft EIS, as well as for additional information on impacts and mitigation.
Greenwood Cider Company	Greenwood Cider Company, located at 1445 Elliott Avenue West, submitted comments on the South Interbay Segment. They rent space from Hays Elliott Properties and were concerned about being displaced by Preferred Alternative SIB-1. They were concerned about the timeline of relocation, as they need federal and state permits for operation as a cidery and are unsure about compensation.
GPG&C Investment Group	GPG&C Investment Group, which owns the properties at 901 Elliott Avenue West, 921 Elliott Avenue West, and 945 Elliott Avenue West, submitted comments on the South Interbay Segment. They also operate a business on one of the properties. They were concerned about partial closures of Elliott Avenue West during construction of alternatives in this segment affecting access to the businesses on their properties, all of which are only accessible from this roadway. They requested more transportation analysis on impacts related to access and safety for all modes (car, transit, pedestrian, and bike) on these properties both during construction and operations as well as proposed mitigation. They requested the cumulative impacts analysis be updated to include the City’s update to the industrial land use code that is expected to be adopted in 2023 and noted the potential for their properties and others in this area to be upzoned, which will affect future vehicular, transit, and pedestrian volumes in the area. They wanted more analysis of simultaneous road closures in adjacent segments and requested more information on the construction sequencing for WSBLE. They requested analysis of construction and operational vibration impacts to future uses of their properties, as they intend to redevelop them “with a mix of laboratory, research and office uses after the industrial lands upzone is adopted.” They provided a list of recommended mitigation related to wayfinding and pedestrian enhancements, potential vibration impacts, access changes for businesses, and for multiple transportation modes during construction.

Business/Business Organization	Comments
Hays Elliott Properties	Hays Elliott Properties, which owns properties on the west side of Elliott Avenue West including 1465 Elliott Avenue West, submitted comments on the South Interbay Segment. They are opposed to Preferred Alternative SIB-1, which would acquire their properties and displace a number of small businesses. They supported the other South Interbay Segment alternatives that would avoid these displacements. They also noted the uncertainty of the project affects their ability to sell the property and their tenant's sense of security.
Holy Mountain Brewing Company	Holy Mountain Brewing Company, located at 1421 Elliott Avenue West, submitted comments on the South Interbay Segment. They were concerned about being displaced by Preferred Alternative SIB-1 and supported Alternative SIB-3 because it would displace far fewer residents and businesses. They noted that they are a gathering place for Queen Anne residents and Expedia employees and requested Sound Transit consider Alternative SIB-3 to preserve small businesses in this area.
Lighthouse Uniform Company	Lighthouse Uniform Company, located at 1532 15th Avenue West, submitted comments on the South Interbay Segment. They have been in their current location for 70 years and manufacture uniforms for the armed services and other public service agencies around the country and world. Most of their employees live nearby, and they were concerned about potential displacement (for the M.O.S.), their ability to relocate in the same area, and the impacts a relocation would have on their employees and families. They hoped that "Sound Transit can find a way to proceed without needing this location."
SVAP III Elliott Plaza	SVAP III Elliott Plaza, which owns the property at 1523 Elliott Avenue West, submitted comments on the South Interbay Segment. This property would be impacted by Preferred Alternative SIB-1, but they requested more information on impacts to their property. They felt that this alternative and the Smith Cove Station location would have limited TOD opportunities and a station on the east side of Elliott Avenue West would have more opportunities. They requested analysis comparing TOD opportunities between the alternatives. They expressed concern about "pre-condemnation blight" until an alternative is selected and properties are acquired, as owners will not want to invest in them. They requested more information on temporary and permanent impacts to the neighborhood, more analysis of and mitigation for street closures, and analysis of impacts to future potential development of their parcel. They requested supplemental environmental review for additional information on impacts and mitigation.
West Garfield LLC and Clark Barnes LLC	West Garfield LLC and Clark Barnes LLC, which own the property at 1401 West Garfield Street, submitted comments on the South Interbay Segment. This property would be acquired and the business on it displaced for the M.O.S. They requested evaluation of other locations for the facilities associated with the M.O.S. They also requested additional analysis of lost opportunities for TOD due to property acquisition in the area; construction traffic, noise, vibration, light and glare, and dust impacts to their property; and permanent visual, light and glare, shadow, and noise impacts to their property. They felt that the Draft EIS does not have sufficient detail to understand impacts to their properties or what mitigation would be and suggested that a phased review of the project under SEPA would be more appropriate.
Interbay/Ballard Segment	
Artful Ashes	Artful Ashes, located at 3450 16th Avenue West, submitted comments on the Interbay/Ballard Segment. They supported Option IBB-1b or the modifications proposed by the owners of Dusty Strings, from whom they lease building space, to avoid displacement of their business as well as of Dusty Strings.

Business/Business Organization	Comments
Ballard Alliance	The Ballard Alliance, which represents businesses and residents in Ballard, submitted comments on the Interbay/Ballard Segment. They requested Sound Transit prioritize a tunnel alternative for this segment and noted how Preferred Option IBB-2b reduced construction, displacement, maritime business, and environmental impacts. They supported a Ballard Station on 15th Avenue Northwest or farther west and requested study of additional station locations to the west. They did not support Preferred Alternative IBB-1a because the station would be too far from the residential and retail core of Ballard, threaten the maritime and industrial businesses in this area, and would impact "the brewery and maker's spaces, as well as the new Ballard Food Bank." They requested more information on temporary and permanent impacts to the neighborhood, an evaluation of the City's update to the industrial land use code that is expected to be adopted in 2023, and analysis of impacts to development projects that are permitted but not yet constructed. They requested supplemental environmental review for refinements that have been considered since the publication of the Draft EIS and suggested that a phased review of the project under SEPA would be more appropriate.
Ballard Business and Residential Community Letter	A coalition of Ballard business leaders, business owners, residents, and workers submitted comments on the Interbay/Ballard Segment. They requested Sound Transit prioritize a tunnel alternative for this segment and noted how Preferred Option IBB-2b reduced construction, displacement, maritime business, and environmental impacts. They supported a Ballard Station on 15th Avenue Northwest or farther west and requested study of additional station locations to the west. They did not support Preferred Alternative IBB-1a because the station would be too far from the residential and retail core of Ballard and would impact "the brewery and maker's spaces, as well as the new Ballard Food Bank."
Bedrock Industries	Bedrock Industries, located at 4021 13th Avenue West, submitted comments on the Interbay/Ballard Segment. They were concerned about being displaced by the project and hope that Sound Transit would help them move if they were displaced. They also supported study of a Ballard Station on 20th Avenue Northwest because it would have less disruption to traffic during construction and would be in a more central location for Ballard.
Coalition of Ballard Avenue Businesses	A coalition of 19 small businesses and organizations in Ballard submitted comments on the Interbay/Ballard Segment. They supported study of a station at 20th Avenue Northwest to better serve the core of the Ballard Hub Urban Village between 15th and 24th avenues northwest. They felt that a station on 14th or 15th avenues northwest is "too far away from Central Ballard to effectively serve the majority of residents, businesses, and nightlife." They also noted that the industrial zoning and jobs around 14th or 15th avenues northwest should be preserved and requested that Sound Transit build the Ballard Station for future extensions to the north and east.
Dusty Strings	Dusty Strings, located at 3450 16th Avenue West, submitted comments on the Interbay/Ballard Segment. They own the building, which was purpose-built for their business of manufacturing string instruments, and were concerned about being able to find a suitable relocation site if they are displaced. They supported Option IBB-1b because it would avoid displacing them as well as other small businesses in this area. They also provided a suggested modification to Preferred Alternative IBB-1a, Preferred Alternative IBB-2a, and Preferred Option IBB-2b that would shift these alignments west and north of their property. They noted that the property owner to the north has shared with them that they intend to move their business. About 100 comments from their customers requesting that Sound Transit avoid displacement of this business were submitted.

Business/Business Organization	Comments
Interbay Rising West, LLC	Interbay Rising West LLC, which owns the tax parcel at 1616 West Bertona Street, submitted comments on the Interbay/Ballard Segment. This property is being developed as the new headquarters and practice facility for the Seattle Storm. They provided comments regarding the specific impacts of the WSBLE Project on their properties and wanted to know more about how their property would be affected. They requested more information on construction impacts around their property, related to transportation (both congestion and transit service), noise, crime, business income, and property values. More information was also requested related to road closures and mitigation for those closures. They requested this additional information on impacts on/around their property be provided as a supplement to the Draft EIS.
Keller Supply	Keller Supply, located at 3205 17th Avenue West, 3209 17th Avenue West, and 3210 17th Avenue West, submitted comments on the Interbay/Ballard Segment. Two of their three buildings would be displaced for the preferred Interbay Station, and they stated it would be "impractical to retain occupancy" at the third because the buildings all operate together. They stated they would need to relocate in the same area, because they already have branches to the east, north, and south. They stated that if they could not be relocated in central Seattle, they would likely close, resulting in the loss of about 100 jobs. They requested Sound Transit find an alternate location for the station.
Kidspace	Kidspace, located at 3837 13th Avenue West, submitted comments on the Interbay/Ballard Segment. They support the tunnel alternatives for this segment because they would be displaced by Preferred Alternative IBB-1a or Option IBB-1b. They noted their displacement would exacerbate the limited childcare options in Seattle and that relocating a childcare facility is difficult due to unique regulatory requirements. They also noted that moving to another location may result in families driving farther to access childcare, which affects traffic and air quality. They requested impacts to their facility be specifically analyzed in the EIS, both for displacement as well as potential air quality, noise, vibration, and construction roadway closures for the other alternatives in this segment.
MAK Management LLC	MAK Management LLC, which owns "several properties in Seattle's industrial zones in the Ballard/Interbay/Magnolia areas," submitted comments on the Interbay/Ballard Segment. They noted they have been "instrumental in building out and leasing space to many small businesses in East Ballard as well as breweries within the nationally recognized East Ballard Brewery District." They were concerned about impacts from both elevated and tunnel alternatives on 14th Avenue Northwest that could affect this as a transportation route for the Ballard Brewery District and the businesses of East Ballard. They requested discussion of specific impacts to the brewery district, and they are concerned that roadway closures, noise, dust, and other construction impacts would put many breweries in this area out of business. They wanted more information on the station area needed for bus transfers and construction staging areas. They requested an alternate location be identified for the flow control vault that would displace Reuben's Brews. They requested the cumulative impacts analysis be updated to include the City's update to the industrial land use code that is expected to be adopted in 2023 and more project coordination with beer industry owners and leaders so that they can make decisions about near term investments, improvements, and leases. They supported Preferred Alternative IBB-2b, both for the station location and because they preferred a tunnel. They also supported improving pedestrian connectivity between East and West Ballard. They requested Sound Transit reduce roadway closures, develop construction mitigation plans to "make beer gardens and all outdoor space used by the Ballard industrial neighborhood usable throughout Sound Transit construction," and suggested use of "known Ballard brownfields" for the project instead of acquiring property from operating businesses.

Business/Business Organization	Comments
McDonalds Corporation, (franchise owner David Santillanes), Ballard Location	McDonald's, located at 5400 14th Avenue Northwest, submitted comments on the Interbay/Ballard Segment. They have been at this location since 1962 and were concerned that alternatives on 14th Avenue Northwest would negatively impact their restaurant. They wanted to better understand impacts to their property, specifically if permanent acquisition would be required and how the restaurant's ingress and egress and drive-through may be impacted. They commented that the drive-through has always been extremely valuable to their business. They commented that the restaurant could be a partner to Preferred Alternative IBB-1a or Alternative IBB-2a in the Interbay/Ballard Segment, providing a well-lit business with extended operating hours. They also asked how passengers would enter and exit the station and if there is a scenario for Option IBB-1b or Preferred Alternative Option IBB-2b that allows the Safeway to remain open.
North Seattle Industrial Association	The North Seattle Industrial Association submitted comments on the Interbay/Ballard Segment. They support inclusion of an alternative with an underground Ballard Station at 17th Avenue Northwest in a Supplemental EIS. Of the alternatives studied in the Draft EIS, they support Preferred Option IBB-2b. They submitted technical comments regarding the project purpose and need and the transit, parking, traffic, safety, freight, property acquisition, and alternatives evaluation analyses for multiple project segments. They requested use of updated regional forecasts that are expected in 2023, requested more information on the transportation analysis, and suggested mitigation for construction period impacts, including a construction management plan.
QA Canal LLC	QA Canal LLC, which owns the property at 3837 13th Avenue West, submitted comments on the Interbay/Ballard Segment. They are actively planning for development of the property for multi-family housing and retail uses, and the property would be impacted by Preferred Alternative IBB-1a and Option IBB-1b. They supported a tunnel alternative for this segment. They requested more information on temporary and permanent impacts to the neighborhood, more analysis of and mitigation for street closures, and analysis of impacts to future potential development. They requested supplemental environmental review for refinements that have been considered since the publication of the Draft EIS as well as for additional information on impacts and mitigation.
Reuben's Brews	Reuben's Brews, located at 5010 14th Avenue Northwest, submitted comments on the Interbay/Ballard Segment. They opposed placement of a flow control vault on their property, which would displace their business.
SBFP Corporation	SBFP Corporation, which owns two parcels at 1521 Northwest 50th Street, submitted comments on the Interbay/Ballard Segment. They strongly supported the tunnel alternatives in this segment and opposed Alternative IBB-3, which would acquire their property and displace the businesses that operate on it. Although the uses of their property are not maritime-related, they were concerned about potential impacts to family-wage jobs in Ballard and Seattle as a whole, as well as the broader industrial and maritime business sector. They requested more thorough analysis of impacts to the industrial and maritime industries, noting the importance of these industries to Ballard's economy and culture. They provided information on additional businesses to be considered as maritime-dependent, and noted the difficulty of replacing manufacturing, industrial, and trade jobs in the city. They requested use of other datasets for the land use conversion analysis, noting that the City's Future Land Use 2035 dataset "does not truly account for which industrial businesses have held out despite economic pressures and which parcels have already been effectively converted despite their zoning." They also commented on the navigation constraints Alternative IBB-3 would create at Fishermen's Terminal and requested analysis of businesses affected by displaced moorage as well as the broader regional maritime economy. They requested more analysis on whether impacts to maritime businesses can be mitigated and what the regional effects would be. They also were concerned about potential impacts from all the bridge alternatives on fish habitat, treaty-protected fishing rights, visual impacts, and community cohesion.

Business/Business Organization	Comments
Seattle Storm	The Seattle Storm submitted comments on the Interbay/Ballard Segment. Their comments were provided on behalf of the property at 1616 West Bertona, which is under contract for the new Seattle Storm headquarters and practice facility. They provided comments regarding the specific impacts of the WSBLE Project on this property and wanted to know more about how the property would be affected. They requested more information on construction impacts around their property and in the Smith Cove area related to transportation (both congestion and transit service), noise, and crime, as well as cumulative impacts. More information was also requested related to road closures and mitigation for those closures, and they expressed concern about maintaining traffic on West Dravus Street. They requested that Sound Transit and the City of Seattle establish a Construction Coordination Committee to develop a plan to minimize construction impacts. They requested that Sound Transit coordinate with Metro regarding transit integration, as well as consider planned bicycle and pedestrian infrastructure in the Interbay Station area. They requested that Sound Transit study alternatives to avoid their property and to explore opportunities for building TOD in this neighborhood in conjunction with the project. They suggested a station farther north and west on Thorndyke Avenue and 17th Avenue West. They also requested evaluation of other construction methods besides cut-and-cover to reduce construction noise. They wanted to see more information on impacts to specific properties and an analysis and comparison of TOD opportunities.
Specialty Vet Path	Specialty Vet Path, located at 3450 16th Avenue West, submitted comments on the Interbay/Ballard Segment. They expressed concern about preferred alternatives (Preferred Alternative IBB-1a, Preferred Alternative IBB-2a, and Preferred Option IBB-2b) in the Interbay/Ballard Segment disrupting their business and asked about compensation. They expressed support for Alternative IBB-3 but are concerned about construction noise, vibration, and air quality and noted they have sensitive equipment. They also commented they would support Option IBB-1b or the modifications proposed by the owners of Dusty Strings, from whom they lease space.
Texas Good Home Development Incorporated	Texas Good Home Development Incorporated, which owns property at 3420 15th Avenue, submitted comments on the Interbay/Ballard Segment. They are in the process of developing a 39-unit apartment building for this property and were concerned about the property being needed for some of the Interbay/Ballard Segment alternatives. If their property is not needed, they wanted to know more about potential noise impacts or other impacts to livability of tenants in their future apartment building, and their effect on the value of the property.

2.4.2 Community and Arts Organizations

Tables 2-5 through 2-7 summarize the comments submitted on behalf of community and arts organizations during the public comment period. Table 2-5 includes comments submitted from community and arts organizations that pertain to the entire project corridor or for multiple segments in both extensions. Table 2-6 includes comments submitted about the West Seattle Link Extension and Table 2-7 includes comments submitted about the Ballard Link Extension. Full reproductions of communications received are available in Appendix D, Community and Arts Organizations, and are further subdivided into project-wide, West Seattle Link Extension, and Ballard Link Extension comments. Within each extension, the letters are listed in alphabetical order and are bookmarked in the PDF.

Table 2-5 Summary of Project-wide Community and Arts Organization Comments

Community Organization	Comments
Allied Arts	Allied Arts submitted comments in support of tunnel alternatives in the West Seattle Junction Segment and expressed concerns about the height of elevated guideway and station alternatives in both the Delridge and West Seattle Junction segments. They felt these would be out of scale with these neighborhoods. They also stated that the outreach in the Delridge community was too limited. In the Chinatown/International District Segment, they supported an alternative on 4th Avenue South over those on 5th Avenue South to reduce impacts on the neighborhood, create better multi-modal connections with other light rail lines and the Sounder commuter rail, and to "return Union Station to its original function as a transit hub." In the Interbay/Ballard Segment, they support tunnel alternatives and a Ballard Station closer to "downtown" Ballard.
Cascade Bicycle Club	The Cascade Bicycle Club submitted comments encouraging Sound Transit to collaborate with the City of Seattle on improving bike access to stations through the System Access Fund. They suggested funding projects that are gaps in the multi-modal network that are beyond the "station envelope" but would increase the number of people able to bike to stations. They encouraged study of seamless connections to existing separated bike trails along the project corridor, including the Burke-Gilman Trail, the Ship Canal Trail, the Elliott Bay Trail, the SODO Trail, the West Seattle Bridge Trail/Waterfront Trail, and the Center City Bike Network. They encouraged upgrading facilities for physical separation from cars and stated that these types of improvements could increase the bike mode share at multiple stations along the project. They also encouraged advancing design of detours of existing bike routes during construction in the next phase, to make sure safe facilities can be designed and constructed ahead of closures. Examples included the SODO and West Seattle Bridge trails. Lastly, they requested further study of bike parking needs and the needs of those who take bikes on trains. They suggested studying "bike hubs" in Downtown, rather than smaller amounts of bike parking at each station and stated that bike parking should be free and abundant. They noted that bike parking on mezzanines is impractical, and that deeper stations could create additional challenges for riders who need to bring their bikes on the train. Approximately 300 form letters were received repeating the requests made by Cascade Bicycle Club.
Commute Seattle	Commute Seattle submitted comments noting the importance of the WSBLE Project in connecting communities and combating climate change. They stated the system should be built for the most vulnerable users. They requested Sound Transit invest in alternatives with stations as close to the surface as possible, as well as using multiple access points to handle ridership capacity and include ultra-high-speed elevators where necessary. They also requested Sound Transit invest in transportation demand management (TDM) strategies in all phases of the project, and that construction mitigation plan be devoted to: • Establishing community-centered coordination communities for each station area centered around BIPOC voices in outreach and engagement • Maintaining and prioritizing sidewalk accessibility • Avoiding impacts to transit • Communicating the project to employers, residents, and visitors and incentivizing transit ridership • Requirements for maintaining access to venues and businesses in construction contract documents and marketing ideas to promote these venues and businesses

Community Organization	Comments
Commute Seattle (cont.)	• Providing real-time and advance notice information on traffic movement, detour routes, and access • Working with the maritime and freight industry to define suitable alternate routes They provided suggestions for building community confidence in the project including communications and marketing plans, community building efforts, and a land bank program for surplus properties.
Feet First	Feet First, a statewide organization advocating for pedestrians and walkability, submitted comments focused on station access. In the West Seattle Junction Segment, they supported a station close to the junction and feel an elevated guideway in this area would have "negative effects on the urban design this investment is intended to support." In the Chinatown-International District Segment, they preferred Alternative CID-2a if community impacts can be successfully avoided or mitigated, and are opposed to alternatives with a deep station. If the impacts from Alternative CID-2a are found to be unacceptable, they suggested "Sound Transit should consider other tunnel options that do not require deep stations and allow for easy transfers to connecting services." In the Downtown Segment, they wanted to see further justification for a second tunnel and suggest further analysis of operational techniques that could avoid the need for a second tunnel. If a second tunnel is needed, they preferred shallower stations for better access and transfers. For the South Lake Union Station, they supported Seattle Subway's suggestion to locate this station on Westlake Avenue. In the Interbay/Ballard Segment, they supported a station at Northwest Market Street and 20th Avenue Northwest to better serve the existing commercial district and residences in this area.
Historic Seattle	Historic Seattle, a consulting party under Section 106 of the National Historic Preservation Act, submitted comments opposing the 5th Avenue alternatives in the Chinatown-International District Segment due to the removal of two historic buildings, effects on the Seattle Chinatown National Register Historic District and the local International Special Review District, and the economic effects on the neighborhood. They noted that Pioneer Square would also be notably impacted and support the comments submitted by the Alliance for Pioneer Square and Historic South Downtown (see summaries in Table 2-7). They also expressed concern about the demolition of specific buildings that could be demolished in the Delridge, Downtown, and South Interbay segments, and requested meaningful mitigation for these impacts. As a Section 106 consulting party, they will continue to provide input throughout the process.
Seattle Arts Commission	A commissioner for the Seattle Arts Commission submitted comments requesting clear and transparent communication with impacted communities to help them understand the planning process and how they could be impacted and provided suggestions on how to do so. They also encouraged more youth involvement in the planning process, such as youth forums or internships, particularly in the Delridge neighborhood. They expressed concern about the potential displacements of arts and community organizations, particularly on the Seattle Center campus, as well as for the potential displacement of residential and cultural businesses in the Chinatown-International District. They opposed the 5th Avenue alternatives in this segment due to these displacements and support the 4th Avenue alternatives for their ability to connect to other modes of transportation and the potential opportunities for Union Station. They suggested station planning and related development consider affordable commercial, community-gathering, and cultural space activation during the early planning process and that TOD "should be owned and/or managed by an entity with a mission of programming cultural space so those spaces can be appropriately used and accessible to the public" as mitigation for loss of neighborhood cohesion.

Community Organization	Comments
Seattle Audubon	Seattle Audubon submitted comments noting the role that public transportation plays in reducing carbon emissions and providing comments focused on ecosystems and habitat. They requested the Final EIS include areas of expected tree removal and canopy cover loss for each alternative and to include this as a performance metric. They suggested a 4 to 1 replacement ratio for removed trees and to use the largest species appropriate for the area, with a preference for large conifers and native species. They requested that tree removal between February and August be avoided to avoid impacts during nesting and chick-rearing periods for birds and to use bird safe glass or collision deterrent treatments or design strategies at stations to reduce bird glass collisions. They suggested looking for opportunities to remove impervious surfaces and replace them with planting areas, and they requested evaluating options to reduce noise, dust, and lighting during construction to minimize impacts to birds and wildlife.
Seattle Green Spaces Coalition	The Seattle Green Spaces Coalition submitted comments opposing all alternatives in the Duwamish Segment due to impacts to the West Duwamish Greenbelt (Preferred Alternative DUW-1a and Option DUW-1b) or impacts to the proposed habitat restoration site at Terminal 25 (Alternative DUW-2). They supported the No Build Alternative or a route or alternate mode that would avoid ecosystem damage. They were concerned about noise, vibration, and vegetation removal on Pigeon Point, as well as the soil conditions on Pigeon Point and along the Duwamish Waterway. They also noted concern about vegetation removal along Longfellow Creek. They requested more analysis of the ecosystem services provided and lost by the trees that would be removed, as well as the greenhouse gas emissions from vehicles delayed by congestion during construction. They also requested a comparison of greenhouse gas emission output during construction for other high-capacity transit options such as bus rapid transit and gondola. They stated that the "long-term loss of natural capital is an equity issue for the Duwamish Tribe and the Pigeon Point community" and they wanted to see more analysis to show that post-mitigation cumulative impacts would be minor or adequate to replace losses.
Seattle Housing Authority	The Seattle Housing Authority submitted comments expressing concern about the potential loss of nine low-income housing units they own in the North Queen Anne neighborhood with Preferred Alternative IBB-1a and Option IBB-1b. They noted that they only have 13 other units of public housing serving this "high-opportunity" neighborhood, and the cost of rehabilitating replacement units to agency standards is about $400,000 in 2021 dollars, in addition to other property acquisition and relocation costs.
Seattle Subway	Seattle Subway submitted the following general comments: • Design the project to accommodate future expansion, including designing stations to handle additional passenger loads from future extensions. • Design underground stations should be as shallow as possible and deep stations should have fast elevators that are direct from surface to platform, with no mezzanine. • Reduce the distance riders need to travel to transfer between buses and light rail. They suggested that bus service hours be reallocated to improve frequency of routes feeding the light rail line. • Avoid siting stations and entrances adjacent to major, high-speed roadways that are barriers for pedestrians. • Ensure elevators and escalators are fast and have ample redundancy to handle passenger volumes in the event of equipment failures and special event crush loads. • Analyze ridership differences between alternatives due to longer transfer times at deeper or taller stations, or additional pedestrian travel time to cross adjacent major arterials. • Include all stations promised to voters in Sound Transit 3 , no stations should be eliminated or consolidated. • Provide more information regarding the reasons for the depth and height of stations of deeper and taller stations.

Community Organization	Comments
Seattle Subway (cont.)	• Consider conducting a Supplemental Draft EIS on portions of the project that still have unresolved questions while moving forward with other portions of the project. In the SODO Segment, they noted the importance of designing to accommodate future extension south toward Georgetown, South Park, and south King County. They supported Alternative SODO-2 because it would preserve the SODO Busway, does not include the South Lander Street overcrossing, and would have a direct transfer experience. They also suggested studying shifting the station farther north to avoid the U.S. Postal Service facility. In the Delridge Segment, they supported Alternative DEL-6 with further study to optimize bus transfers at this important bus transfer station. In the West Seattle Junction Segment, they supported Alternative WSJ-5, but suggested shifting the station west from 41st Avenue Southwest to be closer to the commercial core of the Junction. They emphasized the importance of future extension in this corridor. They also supported further study of the Avalon Station for this alternative to reduce the barrier effect to pedestrians from being adjacent to the end of the West Seattle Bridge. In the Chinatown-International District Segment, they supported Alternative CID-1a, but modified to be shallower and at the same level as the existing International District/Chinatown Station for fast and easy transfers. They noted the importance of this station as a hub for transfers between the WSBLE line and other light rail lines as well as Sounder and Amtrak. They also pointed out the opportunity Alternative CID-1a presents to improve the 4th Avenue Viaduct. In the Downtown Segment, they suggested further work to get the Midtown Station as shallow as possible. They also suggested studying direct passenger connections between the station and 2nd and 3rd avenues to facilitate transfers to other transit lines. In addition, Seattle Subway suggested designing Midtown Station to accommodate future extension of a rail line east along the Madison Street corridor. For the Westlake and Denny stations, they supported Preferred Alternative DT-1, but suggested further study of station designs to make the stations shallower and to improve the transfer experience. They noted the high number of light rail to light rail transfers at Westlake and emphasized the importance of making those transfers fast and easy. For the South Lake Union Station, they suggested studying a new station location closer to the heart of South Lake Union along Westlake Avenue to better serve the neighborhood and provide a better pedestrian environment for station access. For the station locations under Preferred Alternative DT-1, they suggested more study of station access for pedestrian, bicycle, and bus transfers. For the Seattle Center Station, they supported Preferred Alternative DT-1 because it would better serve the Seattle Center campus and the adjacent Seattle Center organizations. They noted concerns with the Alternative DT-2 Denny, South Lake Union, and Seattle Center stations due to depth and access issues. In the South Interbay Segment, they supported Alternative SIB-1 because it would avoid the cost and constructability challenges associated with the other alternatives along the Southwest Queen Anne hillside and because it would offer a more direct connection to buses serving Magnolia. They suggested further refinement to include a pedestrian overcrossing to serve the Expedia campus and the cruise ship terminal and further access improvements to minimize safety issues along Elliott Avenue. In the Interbay/Ballard Segment, they raised concerns about pedestrian safety for the 15th Avenue West Interbay Station location with Option IBB-1b and Alternative IBB-3. They supported the Interbay Station for Preferred Alternative IBB-2a and Option IBB-2b due to the better pedestrian and bus transfer environment. For the Ballard Station they supported Preferred Option IBB-2b because it would be closer to higher density of jobs and housing in the central core of Ballard that is west of 15th Avenue Northwest. They also supported continuing to study Ballard station locations closer to the core of downtown Ballard, including 17th Avenue, 20th Avenue, or 22nd Avenue Northwest. They supported studying these options in a Supplemental Draft EIS, which could enable the rest of the project to proceed.

Community Organization	Comments
Seattle Subway (cont.)	They suggested eliminating the 14th Avenue alternatives, IBB-1a and IBB-1b from further consideration due to its location farther from the core of downtown Ballard and closer to the edge of industrial zoning and suggested elimination of IBB-3 from further consideration due to reliability concerns associated with a moveable bridge. They also asked whether the higher bridge clearance for Preferred Alternative IBB-1a and Option IBB-1b required by the U.S. Coast Guard in their Preliminary Navigation Clearance Determination would result in higher costs.
Sierra Club	The Sierra Club Transportation and Land Use Committee submitted comments noting the importance of the project for providing clean transit connecting residential and job centers and emphasized the need for the project to maximize ridership through station siting and access, ensure a convenient and user-friendly passenger experience, design for expandability, and maintain the project timeline to not further delay mitigation of climate impacts. They noted that Sound Transit should seek alternatives that improve cost effectiveness and avoid cost escalation, while building for long-term urban viability. In the SODO Segment, they supported the Preferred Alternative SODO-1a staggered station configuration to preserve the USPS facility as well as Alternative SODO-2 if it can also avoid the USPS facility and preserve the SODO Busway. In the West Seattle Junction Segment, they supported Alternative WSJ-5 because of the shallow stations as well as TOD potential, and it is well positioned for future extension. In the Chinatown-International District Segment, they supported Alternative CID-1a and Alternative CID-2a because of the shallow stations and requested a convenient and easily-navigated pedestrian connection between the multiple stations in this area. They also supported study of the shallower 4th Avenue alternative proposed by Seattle Subway. In the Downtown Segment, they support stations as shallow as possible and emphasized the need for quick and easy transfers between lines at Westlake Station. They suggested study of shifting the South Lake Union Station either south to Thomas or John Street or east to 8th or 9th Avenue North. They supported the Denny and Seattle Center station locations associated with Preferred Alternative DT-1. In the South Interbay Segment, they supported Preferred Alternative SIB-1 because it would avoid impacts to the Southwest Queen Anne Greenbelt, and noted the proposal to consolidate the Smith Cove and Interbay stations has merit due to also avoiding the greenbelt and the TOD potential at the Armory site. In the Interbay/Ballard Segment, they supported the station access on the west side of 15th Avenue Northwest, regardless of the station location, and stated the best alignment for future extension "should line up with 15th Avenue Northwest." They suggested Sound Transit should "push back against the Coast Guard assertion that at least 205 feet of vertical clearance is necessary" and they believed the moveable bridge alternative (IBB-3) should be dropped. They supported further study of a fixed span bridge on 14th Avenue Northwest (no higher than the Aurora Avenue Bridge) and a tunnel with a station on 15th Avenue Northwest. They urged Sound Transit to require use of electrically powered equipment be used to the extent possible for construction activities, and for propane to be used when electric equipment is not possible. They also suggested use of three-platform design that separates arriving and departing passengers at stations where substantial growth is expected in the future.
The Urbanist	The Urbanist submitted a comment letter making the following general points for the project: • Focus on ease of use for passengers, optimize efficient access and transfers at stations, reduce station and simplify vertical circulation, particularly at the major transfer stations at Westlake and Chinatown-International District. • Site stations as close as possible to population, job, activity centers, and transit connections to maximize ridership. • Design with future extensions in mind, including south from West Seattle, north or east from Ballard, and north along Aurora from South Lake Union. • Site stations to maximize TOD potential.

Community Organization	Comments
The Urbanist (cont.)	• Temporary construction impacts, such as roadway closures, should not outweigh long-term alignment and station location and design decisions that will last for centuries. • Control costs to avoid schedule delays. In the SODO Segment, they supported Alternative SODO-2 to preserve the SODO Busway and supported shifting the station north to avoid the need to acquire the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office. In the Delridge Segment, they supported Alternative DEL-6 but requested further study to shift Delridge Station further south to improve walk access and TOD opportunities, while maintaining the ability to connect to WSJ-5. In the West Seattle Junction Segment, they supported Alternative WSJ-5 because the Alaska Junction Station would be closer to the core of the junction and the Avalon Station would be shallower. They also supported continuing to study the Preferred Alternative WSJ-2 to look for ways to reduce property acquisitions and residential displacements. They did not support removing Avalon Station due to the need to serve new residential growth in the surrounding neighborhood. In the Chinatown/International District Segment, they supported Alternative CID-1a with a preference for it to be shallower to improve station access and transfer times for this important transfer hub. In the Downtown Segment, they supported Preferred Alternative DT-1 for the Midtown, Westlake, and Denny stations, but with further study to reduce the station depths, simplify vertical circulation and improve access and transfer times. For the South Lake Union Station, they supported studying shifting the station closer to Westlake to better serve the core of the South Lake Union neighborhood. For the Seattle Center Station, they supported Preferred Alternative DT-1 because it is a shallower depth and closer to Seattle Center and Climate Pledge Arena than Alternative DT-2. In the South Interbay Segment, they supported Preferred Alternative SIB-1 due to its lower cost and better connections to South Magnolia, the Elliott Bay Trail, and Expedia. They noted the other alternatives would affect the Southwest Queen Anne Greenbelt, cost more, and require a large retaining wall. In the Interbay/Ballard Segment, they proposed an Interbay Station on 15th Avenue West, but with a narrowed 15th Avenue West that would lead to a light-rail-only crossing of Salmon Bay, while relocating Ballard Bridge traffic to a new roadway bridge to the east aligned with 14th Avenue Northwest. They cited better walk access and better TOD opportunities for an Interbay Station at 15th Avenue West. Other suggestions in this segment included studying a retained-cut Interbay Station on Thorndyke paired with a tunnel under Salmon Bay, including the 20th Avenue Northwest Ballard Station/Thorndyke Tunnel Portal alignment. They noted a station entrance on the west side of 15th Avenue Northwest would address the barrier this roadway poses to pedestrian movement. They also suggested studying a high bridge with a 15th Avenue Northwest Ballard Station. The Urbanist comments also requested more details about how passengers would circulate within the stations and why the stations are as deep as they are. Approximately 450 letters from individuals as well as a petition with about 100 signatures were received supporting the positions above.

Community Organization	Comments
Transportation Choices Coalition, Housing Development Consortium of Seattle-King County, Cascade Bicycle Club, and Washington Environmental Council	The group of organizations submitted comments supporting the project and requested that Sound Transit not make short-sighted cost-cutting decisions that could affect station access or equitable TOD opportunities, including removal of voter-approved stations. They reiterated comments made by the Cascade Bicycle Club (summarized above) and suggested that Sound Transit revisit third-party funding considerations. They did not express a preference for an alternative in the Chinatown-International District Segment but requested more community coordination and recognition of historic harm from government and past infrastructure projects. They stated that "Sound Transit must be ready to avoid, minimize and mitigate impacts to the greatest extent possible, and must be willing to present specific mitigation measures as well as demonstrate how they can deliver on such promises in order to allow community members to weigh in with full information, while ensuring an excellent transfer and access experience for all riders. They also supported comments provided by the Wing Luke Museum, summarized in Table 2-7. They also requested Sound Transit strive for voter-approved timelines and noted that "substantially pushing out already extended timelines threatens our regional mobility, access to opportunity, and impact on climate change."
Washington Trust for Historic Preservation	The Washington Trust for Historic Preservation, a consulting party under Section 106 of the National Historic Preservation Act, submitted comments opposing the 5th Avenue alternatives in the Chinatown-International District Segment due to the number of business and employee displacements, construction impacts on the community, and demolition of historic buildings. They recommended further study of displacements with the 4th Avenue alternatives and impacts on the quality of life for community members adjacent to the 5th Avenue alternatives. They noted they do not feel there is sufficient information at this time to fully support the 4th Avenue alternatives.

Table 2-6 Summary of West Seattle Link Extension Community and Arts Organization Comments

Community Organization	Comments
Avalon Neighbors Coalition	The Avalon Neighbors Coalition, a group of homeowners, renters, and businesses located in the vicinity of Avalon Way Southwest, submitted comments regarding the Delridge and West Seattle Junction segments. In the Delridge Segment they supported a station south of Southwest Andover Street and a lower height station (Preferred Alternative DEL-2a or Alternative DEL-4). They did not support Alternative DEL-5 or Alternative DEL-6 because of displacement of residences and Transitional Resources, access to remaining residences, construction impacts, the more limited walkshed, transit integration, and less desirable TOD potential. In the West Seattle Junction Segment they supported a longer tunnel (Preferred Alternative WSJ-3a or Preferred Option WSJ-3b) and opposed the medium and short tunnel alternatives (Alternative WSJ-4 and Alternative WSJ-5) due to the displacements and construction impacts in the Avalon neighborhood. They encouraged study of long tunnel alternatives that do not require third-party funding and noted they could support WSJ-4 or WSJ-5 if the tunnel portal was located east of Avalon Way Southwest and would support removal of the Avalon Station in order to fund the longer tunnel. They also encouraged further study of the "Pigeon Point Tunnel Alternative" studied during the Alternatives Development phase.

Community Organization	Comments
Delridge Neighborhoods Development Association	The Delridge Neighborhoods Development Association submitted comments regarding the Duwamish and Delridge segments. In the Duwamish Segment, they supported Alternative DUW-2 because it would avoid park and biodiversity impacts to the West Duwamish Greenbelt as well as residential displacements and would have fewer employee displacements. In the Delridge Segment, they supported Preferred Alternative DEL-2a because of the high opportunity for TOD, the increased accessibility of a lower height station, and better transit integration for bus routes from the south. They noted that impacts to the West Seattle Golf Course from DEL-2a are preferrable to impacts to Longfellow Creek from alternatives on the north side of Southwest Genesee Street. They also noted an opportunity for Sound Transit to remove the culvert under this roadway for mitigation and further restore Longfellow Creek. They also requested investments to improve safety in the Delridge Station area, including lighting and hillside staircases.
Duwamish Alive	Duwamish Alive submitted comments regarding the Duwamish and Delridge segments. In the Duwamish Segment, they supported Alternative DUW-2 because it would avoid the West Duwamish Greenbelt, the Great Blue heron rookery, and residential displacements. In the Delridge Segment, they supported Preferred Alternative DEL-2a because it would avoid impacts to the Longfellow Creek Natural Area. They also suggested removal of the culvert under Southwest Genesee Street to increase spawning habitat for fish in Longfellow Creek.
SkyLink	SkyLink, a “citizen group advocating for better transit for West Seattle,” submitted comments requesting that Sound Transit commission gondola experts to conduct a technical engineering study on “using a gondola as the West Seattle connection to the Link light rail spine.” They wanted the results of this study used to compare the gondola against light rail alternatives for decision making. They felt that a gondola would better meet the transportation needs for West Seattle faster and for less cost, displacement, disruption, and embodied carbon. They provided a link to an online petition supporting these points with over 1,500 signatures. About 100 letters were received supporting the SkyLink proposal.
Transitional Resources	Transitional Resources submitted comments opposing Alternative DEL-5 and Alternative DEL-6 in the Delridge Segment due to the impacts these alternatives would have on their facilities from displacement of one or more of their buildings. They have four buildings on Southwest Avalon Street and one on Southwest Yancy Street which provide supportive housing and behavioral health services for people with the highest behavioral health needs in the community and stated that “co-location of all of our facilities is paramount to our clients’ mental health and housing stability.” Their facilities also provide service to individuals throughout West Seattle. They noted their clients are not temporary and that rebuilding and/or relocation to other properties would be almost impossible due to the costs of property, construction, and labor, and relocation would be “incredibly disruptive” to their clients, creating a risk that they may return to homelessness or hospitalization. They also noted there are covenants in place from construction of two of their properties “dictating that land usage must continue operations for the intended purpose of providing low-income housing for a number of years (40-75 years).” For these reasons, they supported Preferred Alternative DEL-2a or Option DEL-2b in the Delridge Segment and Preferred Alternative WSJ-3a or Option WSJ-3b in the West Seattle Junction Segment. About 50 letters were received voicing opposition to impacts on Transitional Resources facilities.

Community Organization	Comments
West Seattle Bike Connections	West Seattle Bike Connections submitted comments regarding impacts to walking, biking, and other non-motorized transportation facilities in the West Seattle Link Extension project area. In general, they noted that tunnel alternatives would have the least impact on these facilities, while elevated guideway columns could have impacts to these facilities if they are on the side of roadways. They suggested single-post in-roadway supports should be used whenever possible. They had concerns with at-grade and retained-cut areas related to safety and connectivity of routes and requested at-grade only be used where separated right-of-way is possible. For retained cuts, bridges for pedestrian and bike routes over the rail should be provided. At stations, they requested there be sufficient elevator capacity for wheelchairs, bikes and other mobility devices; that bike parking provide convenient access to platforms; and that vehicle drop-off/pick-up zones be separated from designated bike routes. During construction they requested feasible and comfortable detours be provided. They also requested more analysis of impacts on existing and planned bike facilities in the EIS, as well as how route impacts and station design could affect station mode of access. In the SODO Segment, they requested more information on bike and pedestrian access from the proposed South Lander Street overpass (Preferred Alternative SODO-1a and Option SODO-1b), and to demonstrate ADA accessibility. They suggested the EIS compare impacts on non-motorized transportation and accessibility between alternatives. In the Duwamish Segment, they noted the impacts from all alternatives on heavily used bike routes to and from West Seattle. They highlighted the proximity of Preferred Alternative DUW-1a and Option DUW-1b to the Pigeon Point connector from Delridge to the Spokane Street Bridge and noted it is the “highest volume bike route in West Seattle.” They were concerned about available detours during construction and said feasibility of mitigation should be demonstrated to ensure continuous bike and walking access on this route. In the Delridge Segment, they expressed concern over impacts to 26th Avenue Southwest with the Dakota Street Station alternatives due to potential conflicts between modes during operations and the lack of a feasible detour during construction. For all alternatives, they were concerned about impacts of guideway columns on the Southwest Andover Street and Delridge Way Southwest intersection. They are also concerned about conflicts between modes accessing the station with Alternative DEL-5 and Alternative DEL-6. In the West Seattle Junction Segment, they noted the Avalon Station alternatives were “generally positive for minimizing impact to Avalon Way protected bike lanes and future Fauntleroy Boulevard Project bike lanes” but that construction would severely disrupt existing bike routes and pedestrian access. They wanted the EIS to show feasible detour routes and felt that the full closure of Avalon Way Southwest for one year was of special concern. They supported the tunnel alternatives in this segment because they are better for separating bike, auto, and bus traffic and stated that the Alaska Junction Station for Preferred Alternative WSJ-2 would be “too far from the West Seattle Junction to support the business district at the junction and provide a walkable environment.”
West Seattle Transportation Coalition	The West Seattle Transportation Coalition provided comments regarding alternatives for the West Seattle Link Extension. In the Delridge Segment, they urged further consideration of Alternative DEL-5 and Alternative DEL-6 due to fewer residential displacements and avoidance of the Washington State Department of Children, Youth, and Families office and the West Seattle Golf Course. They supported further study of deferring one of the three stations in West Seattle or combining the Avalon and Delridge stations with either Alternative DEL-5 or Alternative DEL-6. They also strongly encouraged reconsidering alternatives previously studied during the Alternatives Development phase, including the “‘long tunnel’ option along Yancy alignment” and the “Purple Line” alternative, which they felt could reduce some impacts. They expressed concern about the height of some proposed stations in the Delridge Segment due to accessibility and potential maintenance issues with elevators and escalators. They also had questions about Metro’s future route planning and ridership projections based on “post-pandemic changes to the way we go about our daily lives.”

Table 2-7 Summary of Ballard Link Extension Community and Arts Organization Comments

Community Organization	Comments
Chinatown-International District Segment	
4Culture	4Culture, also known as the Cultural Development Authority of King County, submitted comments regarding the Chinatown-International District Segment. They noted that the Chinatown-International District neighborhood is not only an asset to the community within it and to the city, but to the county and state as well. Due to the history of impacts on this community from "multiple major, disruptive public projects" they were concerned about the impacts from the 5th Avenue alternatives on this community, particularly from displacement of small businesses important to the community. They requested that Sound Transit conduct more in-depth analysis of these impacts and stated that "these impacts must be more holistically understood, and community voices heard, to fairly mitigate impacts to the neighborhood." They also requested Sound Transit "put greater emphasis and weight on both the physical, historic fabric of the [Chinatown-International District] as well as its intangible cultural heritage and neighborhood cohesion." They requested more analysis of displacement and disruption for 4th and 5th Avenue alternatives, so that "the mitigation measures can be developed that comprehensively consider the unique and highly significant cultural community of the [Chinatown-International District]."
Alliance for Pioneer Square	The Alliance for Pioneer Square, a consulting party under Section 106 of the National Historic Preservation Act, submitted comments regarding the Chinatown-International District Segment. They recognized the importance of the project for both the city and the region, and that the "choice of the preferred alternative may positively or negatively impact Pioneer Square for the next hundred years" and provided input on the benefits and challenges of the alternatives in this segment and the types of mitigation that will be needed. They feel that Alternative CID-1a would better achieve their priorities of connecting the Pioneer Square and Chinatown-International District neighborhoods and improving transit access to and through these neighborhoods. This alternative would provide the most direct physical connections between light rail, Sounder, and Amtrak modes, as well as be closer to the ferry system and within the existing Jackson Hub planning footprint. It would also provide more opportunity for activation of Union Station and enhancement of the Union Station plaza. In addition, they noted that several bridge structures abutting the 4th Avenue South viaduct are under study for replacement and they would rather all this construction disruption occur at once. They requested that "Sound Transit advance the Fourth Avenue Shallow station alternative for more design and study, meaningfully seek to reduce the estimated time for construction, further study the extent and need for roadway and bridge rebuild along [4th] Avenue, and evaluate minimizing the impacts to traffic, Metro bus bases, and parking resources identified as important to meeting the Stadium District Master Use Permit conditions." They felt that Alternative CID-2a and its diagonal configuration would separate access to the various transit modes in this area too much, and it would be a lost opportunity "for the region to center regional transportation improvements closer to job centers and regional attractions." They noted concern for the construction effects and potential gentrification risk from this alternative, and that while alternatives on 5th Avenue may provide more opportunity for TOD and "public realm investments" in the Chinatown-International District, "it remains unclear in the public discourse if those opportunities are considered a benefit relative to the cost incurred by the [Chinatown-International District] neighborhood." They also noted that Alternative CID-2a would affect parking resources required by the Stadium District and would affect Metro operations. They expressed opposition to the deep alternatives on both 4th and 5th avenues (Options CID-1b and CID-2b) due to the dependence of these stations on elevators, particularly for a station that will experience surge events.

Community Organization	Comments
Alliance for Pioneer Square (cont.)	They requested more information on specific mitigation measures and stated, "additional analysis of what mitigation is possible is required before the Sound Transit Board can make a final decision on the alternative for the [Chinatown-International District] segment." Types of mitigation they proposed include protection of street level businesses through maintained access both around the construction site but between the neighborhood and the existing light rail, Sounder and Amtrak stations; resources to communicate they are open to the public, communicate changes frequently and by property, modify construction schedules for key events, and pay businesses to close temporarily if needed. The Alliance noted they could serve as a two-way conduit for communication between Sound Transit and the neighborhood to facilitate this communication but would need resources to do so. They also requested the city and county put a moratorium on other public projects in right-of-way in and adjacent to the Pioneer Square neighborhood during major WSBLE Project construction periods. They requested the urban design of facilities, including ventilation structures, and restoration of disturbed area be consistent with and sensitive to the neighborhood. They also requested expansion of the Area of Potential Effects under Section 106 be expanded to include the entire Pioneer Square historic district.
CID Coalition	The CID Coalition, a multi-generational group of people who live, work, worship, and have cultural ties in the Chinatown-International District neighborhood submitted comments on the Chinatown-International District Segment and requested a 90-day extension of the Draft EIS public comment period. They noted that their neighborhood is 63% minority, 54% low-income, and has many people with limited to no English proficiency and/or access to online resources. They also noted the past disruption to the community from public projects, which have caused displacement and negative environmental impacts. They requested more outreach and community forums to educate the many residents, small business owners, and non-profits in the neighborhood about "how the project and each of the proposed alternatives may impact their lives and livelihoods, and what, if any, mitigation will be proposed."
Chief Seattle Club	The Chief Seattle Club submitted comments regarding the Chinatown-International District Segment. They noted the alternatives in this segment would directly affect their interests in Pioneer Square and that their "members, local partners and staff will feel the disproportionate impact of this proposed project for years to come, stunting the ability for us to properly serve our community as one of the largest housing and human services institutions in King County." They echoed the comments provided by Alliance of Pioneer Square and support further study of Alternative CID-1a. They encouraged Sound Transit to look for ways to reduce impacts to transit and traffic, as well as reduce the construction period and cost. They felt this alternative "meets more of the regional long-term transit needs than the other alternatives."
Chinese American Civic Association	The Chinese American Civic Association submitted comments regarding the Chinatown-International District Segment. They stated that the placement of a transit station serving the Chinatown-International District neighborhood would be beneficial, but the project has the potential to permanently change the neighborhood as well. They believed that Alternative CID-2a and Option CID-2b would impose severe impacts on Chinatown businesses, residents, and social organizations, a community that has been adversely affected by past government actions and more recently the COVID-19 pandemic and hate crimes. They recommended Alternative CID-1a and Option CID-1b because they would have the least impact on Chinatown, both temporary and long-term. They also requested an extension of time to provide feedback due to the language barrier that exists in the community.
Chinese Information and Service Center	The Chinese Information and Service Center submitted comments regarding the Chinatown-International District Segment. They provide services for many residents in the Chinatown-International District, in particular older adults and those with disability and mobility challenges. They were concerned about how the project "will impact the quality of life for youth, families, and older adults who live, work, and socialize in this unique cultural neighborhood." They did not believe there is currently an "option that is highly desirable," and they preferred the alternatives on 4th Avenue South "since the anticipated impacts to the [Chinatown-International District] would be less than the 5th Avenue options."

Community Organization	Comments
Chong Wa Benevolent Association	Chong Wa Benevolent Association submitted comments regarding the Chinatown-International District Segment. They stated that the placement of a transit station serving the Chinatown, Japantown, and Little Saigon neighborhoods is welcomed, and they supported the alternatives on 4th Avenue South as the least impactful options. They were concerned about the displacements and disruptions to local businesses and to elderly residents, and state "many of the local businesses cannot survive years of construction disruption, exacerbated by the pandemic and recent hate crimes against Asian-Americans." They requested the public comment period deadline be extended by 30 days to provide more time for input from limited English proficiency community members. Comments were also received from board members Brien Chow and Betty Lau on behalf of the organization. These comments expressed concern about construction road closures and health and noise impacts. They also expressed concern about outreach to their community for limited English speakers and noted that "a way has not been found by ST to engage the limited English speakers regarding the D[raft] EIS so they cannot meaningfully participate in making comments." They also noted that the Draft EIS was too technical for use of Google Translate, and that the inaccuracy of using it is frustrating.
Friends of Chinatown-Seattle	Friends of Chinatown-Seattle submitted comments regarding the Chinatown-International District Segment. They stated that the placement of a transit station serving the Chinatown-International District neighborhoods would be beneficial, but the construction and subsequent redevelopment may have unwanted impacts to the neighborhood. They supported Alternative CID-1a and Option CID-1b because they would have the least impact on Chinatown, a community that has been adversely affected by past government actions and more recently the COVID-19 pandemic and hate crimes.
Friends of Inscape	Friends of Inscape submitted comments regarding the Chinatown-International District Segment. They cannot support any of the alternatives presented due to impacts to the community, which is a regional neighborhood that is "essential to the health of the region's diverse Asian communities." They noted escalating property values in the neighborhood that have affected their efforts to maintain their building (the former INS building) as a community neighborhood space. They noted the "unfair economic and social burden on the [Chinatown-International District] and South Downtown neighborhoods" from past government planning and projects, and that the Draft EIS fails to address these." They requested Sound Transit "redefine their approach to this process with a commitment to truly listen to the communities this development will impact."
Friends of Little Saigon	Friends of Little Saigon submitted comments regarding the Chinatown-International District Segment. They described the challenges facing their community, Little Saigon, which is within the larger Chinatown-International District, including harm from past public infrastructure projects and more recently the COVID-19 pandemic, hate crimes, and public safety issues. They also noted the high displacement pressure in their neighborhood due to redevelopment and limited organizing capacity. They have "advocated directly to the City, Sound Transit, and King County (along with partners) to review past outreach outcomes to understand what community members have identified in the past 20 years about our interests, needs, concerns and priorities," which include retaining/increasing community ownership of properties; acknowledging and addressing historic racism that impacts the community; increasing connectivity to surrounding neighborhoods; minimizing cumulative harm to and displacement of businesses, residents, and organizations; supporting a placed-based small business economy; enhancing the public realm; and enhancing public health and well-being. They supported Alternative CID-1a because it would offer the "greatest potential to achieve the community priorities, create direct connections between Pioneer Square and Chinatown-International District neighborhoods, and improve transit connections between modes." They noted that additional analysis, including visual analysis, of the Alternative CID-1a should be conducted to help understand some of the benefits of the project. They also requested discussion of environmental health, neighborhood, and economic impacts from diverted traffic during construction for this alternative. They stated, "there appears to be more opportunity to minimize and mitigate traffic impacts through design, construction phasing and staging, and other engineering technologies than have been studied for Fourth Avenue to date."

Community Organization	Comments
Friends of Little Saigon (cont.)	They did not support either of the deep station options (Option CID-1b and Option CID-2b) due to elevator access that would be challenging during large events, make transfers more difficult, and that could be a deterrent for attracting riders to their neighborhood if riders choose to access the light rail at a different station instead. They did not support Alternative CID-2a or Option CID-2b because the impacts from these alternatives would put their community priorities at risk. They stated, "unless Sound Transit can identify another option that moves the construction impacts away from the cultural spine of the [Chinatown-International District] and/or identifies substantial mitigation to avoid or greatly minimize these impacts, we do not believe the Fifth Avenue Alternative and options are acceptable." Impacts of concern include street closures, noise, dust, truck traffic, visual, use of outdoor spaces, and loss of on-street parking. Regarding potential TOD, they noted the "community would need assurance that community ownership of properties would be prioritized in any TOD opportunity associated with this project" and this must be in the form of explicit legal commitments. For all alternatives, they wanted more information on operational noise and visual impacts, and these should be reconsidered for the environmental justice and cumulative impact analyses. They requested more information on minimization and mitigation strategies to better inform decision making. They recommended Sound Transit engage the community in discussion about these issues well before the Final EIS.
Historic Chinatown Gate Foundation	The Historic Chinatown Gate Foundation submitted comments regarding the Chinatown-International District Segment. They commented that they have spent a lot of time and money on revitalizing the Chinatown-International District, and that the Historic Chinatown Gate (gate) and the recently expanded Hing Hay Park are the entry to and heart of the neighborhood. They expressed concern about the impact of Alternative CID-2a and Option CID-2b on businesses and residents. They supported Alternative CID-1a because it would have the least impact on the neighborhood from noise, air pollution, blocked streets, loss of parking, minority property ownership transfers and displacement of immigrant businesses, tenants, and residents. They also stated that Alternative CID-1a would better serve the Pioneer Square community and suggested Sound Transit collaborate with the City on the 4th Avenue South viaduct rebuild to save time and money. They expressed concern about the soil conditions between 5th and 6th avenues for constructing Alternative CID-2a and Option CID-2b and noted that the Historic Chinatown Gate could require shoring/support during nearby excavation. They were concerned that wrapping the gate to protect it during construction could cause damage to it. They provided requirements for protecting the gate during construction and stated that the design, means, and methods of protecting it would need to be approved by them.
Historic South Downtown	Historic South Downtown, a consulting party under Section 106 of the National Historic Preservation Act, submitted comments regarding the Chinatown-International District Segment, which includes the Chinatown-International District and Pioneer Square neighborhoods. They supported the extension of light rail in the project area and noted the project has "the potential to create a more connected, accessible regional transportation hub." They described their concerns over the potential damage to the Chinatown-International District that could occur with the 5th Avenue South alternatives and the potential for development of a "vibrant, connected regional transit hub" with the 4th Avenue South alternatives. They requested the Sound Transit Board "center the priorities and needs of the equity-seeking communities of color in South Downtown." They provided additional context about the communities they represent and requested more detailed recognition of the ways the neighborhoods, particularly the Chinatown-International District, have suffered from past government policies and projects. They identified priorities for these communities that were established through coordination with Sound Transit, the City of Seattle, and King County, which include: retaining/increasing community ownership of properties; improving public safety; enhancing community vitality and sustainability; encouraging economic development; enhancing public health and well-being; acknowledging and addressing historic racism that impacts the community; minimizing cumulative harm to and displacement of businesses, residents, and organizations; activating common areas; increasing economic diversity in businesses and residents; improving mobility and connectivity; retaining historic and cultural character; supporting a small business economy; and ensuring that people across Seattle and the region continue to visit the neighborhoods, even during construction.

Community Organization	Comments
Historic South Downtown (cont.)	They felt that Alternative CID-2a, Option CID-2b, and the Alternative CID-2a diagonal would "break the promises and stated goals" of the Racial Equity Toolkit (RET) and question whether all impacts from these alternatives could be mitigated. They emphasized the interconnectedness of economic and social impacts in the Chinatown-International District and noted these impacts cannot be considered separately. They did not support either of the deep station options because they would be less user-friendly and would not meet the community goals of connectivity. They supported Alternative CID-1a because it would "distribute the impacts equitably across the region, be primarily economic, and suited to the current mitigation guidelines." They felt a station on 4th Avenue South would "support implementation of significant parts of the Jackson Hub Concept Plan" and explained how this alternative would help meet community goals, which would have lasting benefits to both neighborhoods. They requested additional analysis of Alternative CID-1a, suggesting "aggressive refinement" to "right-size the 4th Ave[nue] S[outh] alignment and station within budget and apply design strategies to shrink the cost." They provided questions for additional study for both Alternative CID-1a and the 5th Avenue South alternatives as well as examples of "transformational mitigation." They suggested additional analysis on cumulative effects and provided supporting information to inform that analysis. They provided detailed comments on property acquisition, visual, historic resources, cumulative effects, economics, environmental justice, cost estimates, construction footprints, noise, transportation, social resources, and the RET documentation. They also provided a matrix of how Alternative CID-1a, Alternative CID-2a, and the diagonal station configuration would perform against their community priorities.
InterIm Community Development Association (CDA)	InterIm CDA, a consulting party under Section 106 of the National Historic Preservation Act, submitted comments regarding the Chinatown-International District Segment. Their greatest concern is about the potential for indirect displacement in the Chinatown-International District. While they "support expanded light rail over reliance on car or even buses for meeting our transportation needs," they had concerns for all alignments. They requested analysis of the potential for indirect economic and cultural displacement not just during and after construction but decades into the future, as well as a community-based affordable housing plan and commercial space plan to "mitigate displacement harms." They requested reconsideration of access to transit and job centers as an "offsetting benefit" in the environmental justice analysis, as well as conclusions related to cumulative impacts. They requested this analysis be updated using a full list of policies and practices that have harmed the Chinatown-International District community that they provided. They requested operational noise and visual analyses, accounting for stadium events in the transportation analysis, and more analysis of parking losses. For construction, they "would like to see a pedestrian safety plan that include multi-lingual and senior-friendly signage as well as direction giving staff" and to allow for important bus-based connections for people to continue to access the "services, work, or other cultural activities they seek." They also wanted to see a construction traffic mitigation plan that ensures cars, buses, and emergency vehicles "can freely move about the area as needed, and that any detours are clearly marked in ways that are culturally and linguistically accessible to the [Chinatown-International District] community." For the 5th Avenue alternatives, they wanted to see a relocation plan that allows them to stay in the Chinatown-International District or to relocate to another chosen location. They wanted to see stations designed for the safety of their community and help to prevent physical attacks, as well as include opportunities for community driven public art. They stated that because the International District/Chinatown Station will be a high-volume station, the "deep tunnel options reliant on elevators do not align with our community's 100-year vision" and to make these acceptable, other non-elevator ways of moving people would need to be added. They stated that while "the 5th Avenue shallow or diagonal options brings more direct and immediate harm by displacing many neighborhood businesses, much more analysis of both the 5th Avenue and 4th Avenue alignments is required in this EIS process for Sound Transit plus other government entities to achieve the stated RET goals and satisfy our own Equitable Development Criteria." They also stated that "Refinements to the preferred alignment alternatives must be developed to address indirect displacement impacts."

Community Organization	Comments
Japanese American Citizens League, Seattle Chapter	The Japanese American Citizens League, Seattle Chapter submitted comments regarding the Chinatown-International District Segment. They supported the request by the Chinatown-International District Coalition to extend the public comment period by 90 days to allow for more discussion and understanding of the project within the community. They were concerned about additional impacts to their community that has been impacted by multiple past government actions and projects, although they were not opposed to "public works projects that support equitable urban planning." Areas of concern include the loss of buildings, businesses and residents; disruption to traffic, parking and transit; and air, noise, ground/groundwater, and vibration pollution. They currently supported Option CID-1b as the best for the neighborhood but note it "is difficult to make an intelligent choice without knowing what kinds of mitigation programs are possible, planned, and funded to alleviate the many impacts." Based on the current information, they disagreed with the findings of the environmental justice analysis.
Korean Student Association of Central Washington University	The Korean Student Association of Central Washington University submitted comments regarding the Chinatown-International District Segment. They requested the project not be built through the Chinatown Historic District due to disruptions to local businesses and the loss of land owned by immigrants.
Low Income Housing Institute	The Low Income Housing Institute submitted comments regarding the Chinatown-International District Segment. They supported an alternative on 4th Avenue South and stated that "partial destruction of Seattle's historic Chinatown-International District because a road closure is inconvenient" is not ok.
OCA-Asian Pacific American Advocates Greater Seattle Chapter	The OCA-Asian Pacific American Advocates Greater Seattle Chapter submitted comments regarding the Chinatown-International District Segment. They requested acknowledgement of the impacts of past government actions on the Chinatown-International District neighborhood and have concern about differential treatment of BIPOC communities by Sound Transit. They requested a 120-day extension of the comment period for more outreach and engagement of the community, including focus groups, work with neighborhood media outlets and in-language media, and pay of community-based organizations to conduct outreach to their members. They proposed study of additional alternatives that do not involve any residential or commercial displacement and include the use of Union and/or King Street stations. They suggested a "Community-Benefits Agreement" to include free Orca cards for all Chinatown-International District small businesses, employees, and residents; monetary compensation for small businesses and residents affected by construction; an increase in the Chinatown-International District tree canopy; and a plan to contract women and minority-owned businesses for the construction of the project and any related TOD.
One World Now	One World Now submitted comments regarding the Chinatown-International District Segment. They supported the alternatives on 4th Avenue South to minimize impacts to businesses, particularly small businesses. They noted that the Chinatown-International District neighborhood is already at "high risk for gentrification and displacement" and has "historically bore the brunt of large-scale infrastructure projects." They had heard a lot of fear in the community that the neighborhood would be "irreparably harmed" with the 5th Avenue alternatives, and they were concerned about traffic impacts from construction affecting access and safety for students attending their programs in the neighborhood.

Community Organization	Comments
Seattle Chinatown International District Preservation and Development Authority (SCIDpda)	SCIDpda, a consulting party under Section 106 of the National Historic Preservation Act, submitted comments regarding the Chinatown-International District Segment. They noted that the neighborhoods in the Chinatown-International District are "at an exceptionally vulnerable point" in their over 100-year history due to the COVID-19 pandemic, hate crimes, and public safety concerns. These impacts follow decades of impacts from other public infrastructure projects. They stated they had "advocated directly to the City, Sound Transit, and King County (along with partners) to review past outreach outcomes to understand what community members have identified in the past 20 years about our interests, needs, concerns and priorities," which include retaining/increasing community ownership of properties, acknowledging and addressing historic racism that impacts the community, increasing connectivity to surrounding neighborhoods, minimizing cumulative harm to and displacement of businesses, residents, and organizations, supporting a placed-based small business economy, enhancing the public realm, and enhancing public and well-being. They noted that additional analysis, including visual analysis, of the Alternative CID-1a should be conducted to help understand some of the benefits of the project. They also requested discussion of environmental health, neighborhood, and economic impacts from diverted traffic during construction for this alternative. They would also like recognition of the Chinatown-International District and Pioneer Square "as complete, cohesive, and interconnected neighborhoods." They requested more information on mitigation and stated that "Sound Transit must propose appropriate mitigation measures to address impacts associated with the Fourth Avenue alternatives so that the community can weigh the alternatives and their benefits, impacts and mitigation strategies, against our own community priorities." They did not support either of the deep station options (Option CID-1b and Option CID-2b) due to elevator access that would be challenging during large events, make transfers more difficult, and that could be a deterrent for attracting riders to their neighborhood if riders choose to access the light rail at a different station instead. They did not support Alternative CID-2a or Option CID-2b because the impacts from these would put their community priorities at risk. They stated, "unless Sound Transit can identify another option that moves the construction impacts away from the cultural spine of the [Chinatown-International District] and/or identifies substantial mitigation to avoid or greatly minimize these impacts, we do not believe the Fifth Avenue Alternative and options are acceptable." Impacts of concern include street closures, noise, dust, truck traffic, visual, use of outdoor spaces, and loss of -on-street parking. They noted that the mitigation discussed is inadequate and that "fundamentally different construction plans need to be developed to vastly reduce the impacts." Regarding potential TOD, they stated the "community would need assurance that community ownership of properties would be prioritized in any TOD opportunity associated with this project" and this must be in the form of explicit legal commitments. For all alternatives, they wanted more information on operational noise and visual impacts, and these should be reconsidered for the environmental justice and cumulative impact analyses. They requested reconsideration of access to transit and job centers as an "offsetting benefit" in the environmental justice analysis. They requested accounting for stadium events in the traffic and ridership analyses, and more analysis of parking losses. They wanted more clarity on activities within the construction footprint and assumptions for the low-and high-cost project scenarios. They stated that Alternative CID-1a would be the least impactful option for the Chinatown-International District. They recommended that Sound Transit "advance design and study of the Fourth and Fifth Avenue shallow alternatives (CID-1a and [CID-]2a diagonal) with the goal of further minimizing the cost, the time, and area needed for construction and the impacts." They recommended Sound Transit engage the community in discussion about these issues well before the Final EIS and encouraged Sound Transit to "take the initiative to find solutions in areas we have not yet commented on."

Community Organization	Comments
Seattle Aquarium	The Seattle Aquarium submitted comments regarding the Chinatown-International District Segment. Their comments are focused on potential impacts to their recently established Animal Care Facility near the south end of this segment. They supported Alternative CID-1a, which would likely have the least potential for permanent impact to their facility. The other segment alternatives would likely require relocation, which would be challenging based on their need of being within 20 minutes of the Aquarium and of a size large enough for their specialized equipment and tanks. They requested further study of alternatives that could avoid impacts to their facility, as well as analysis of potential noise, vibration, and electromagnetic field impacts on animals at their facility. They also requested more extensive construction traffic analysis to understand how access to their facility would be affected and to ensure they would still be within 20 minutes of the Aquarium, and evaluation of impacts to species at their facility that are listed Threatened and Endangered species. They encouraged further study of additional alternatives within the Chinatown-International District neighborhood as well, with more community input and more information on neighborhood impacts and mitigation.
Seattle Asian American Film Festival	The Seattle Asian American Film Festival submitted comments regarding the Chinatown-International District Segment. They supported the comments provided by the Wing Luke Museum and requested more information in the Draft EIS about operational noise impacts, visual quality impacts, transportation impacts, and the environmental justice analysis. They requested more information on resources for businesses and the community and feel that the cumulative impacts on their neighborhood from past projects and action are not fully reflected. They requested compensation and resources for all impacted businesses, not just those displaced. They expressed concerns about health impacts for residents in the project area, which include many low-income and senior residents, and noted the existing poor air quality in the neighborhood as well as that it is “one of the lowest tree canopy districts in Seattle in addition to no green spaces.” They requested better community outreach and feel that the community was not adequately informed of the project or the planning process. They wanted to see Sound Transit work with community partners “who know C-ID and the community, who have a wealth of resources and experience with planning, and can help build connections and bring more invested interest in providing feedback on the future of public transportation.” They noted that while they are “supporters of public transportation advancement,” they felt that the current alternatives should not be the only ones considered.
Transit Equity For All	Transit Equity For All submitted a petition with over 700 signatures requesting Sound Transit “Move Forward on 4th” in support of Alternative CID-1a. They also provided comments on the Draft EIS regarding impacts to community programs for the elderly (including over 1,200 elderly, non-English-speaking immigrants in the community) and impacts to language, martial arts, and arts schools in the neighborhood.
Wing Luke Museum	The Wing Luke Museum submitted comments regarding the Chinatown-International District Segment. They provided background on their museum and noted that they are the second largest economic driver for the Chinatown-International District, a Smithsonian Institution affiliate, and a National Park Service affiliated area. They requested further discussion and analysis in the Final EIS of the cumulative impacts from past public policies and actions, of historic and archaeological resources, of unique neighborhood conditions, and more detail about construction impacts. They provided input on historic considerations for the cumulative impact analysis and requested more specific information on the number of people, businesses, and organizations displaced or impacted. They noted that descriptions of these ongoing losses/impacts will help provide Sound Transit and communities with “fuller information to evaluate strategies and base decisions.” Regarding historic and archaeological impact analysis, they stated the identification of what is “historic” is “flawed, and concurrently, what is not, is faulty because of this flawed data.” They felt the analysis of impacts does not take into consideration the interconnectedness of historic properties and noted the absence of two heritage trails in the neighborhood created in partnership with the National Park Service. They also noted that the neighborhood itself as their “largest exhibit” and their visitor surveys indicate that “the experience of the [Chinatown-International District] overall as an authentic, immersive cultural destination is of primary importance to our visitors.” They were concerned that any “disintegration of the cultural, historic fabric” of the neighborhood will have direct impacts on museum attendance, revenue, and sustainability.

Community Organization	Comments
Wing Luke Museum (cont.)	They disagreed with the Draft EIS findings regarding impacts on neighborhood cohesion in the Chinatown-International District and requested more attention to this analysis. They requested further clarification on construction impacts for all alternatives, including re-routing of traffic and buses, transportation impacts of stadium events, parking loss, and noise, vibration, and visual impacts. Due to the direct impacts in the Chinatown-International District neighborhood from the 5th Avenue South alternatives, they found these alternatives unacceptable and requested "exploration of options for refinements to the proposed alternatives beyond what typically occurs from a D[raft] EIS to Final EIS that will not result in displacement within the [Chinatown-International District]." They also "call for additional study by external consultants, working with community partners, to address the numerous requests for additional information or exploration." About 40 individuals also submitted comments in support of the Wing Luke Museum comments.
Downtown Segment	
A/NT Gallery	A/NT Gallery submitted comments regarding the Seattle Center Station in the Downtown Segment. It is a volunteer, co-op arts organization and is free to the public. While they generally supported a light rail station serving the Seattle Center, they did not support a station on the campus itself. They described the challenges and impacts they experienced during construction of Climate Pledge Arena, including groundwater damage, window damage, vibration impacts, unplanned closures, and access points and windows blocked for extended periods. During this period their walk-in patronage dropped by almost 50 percent and retaining their volunteer staff became more difficult. They requested more information on potential construction impacts and more direct communication from Sound Transit. They requested financial mitigation for impacted businesses during construction, to allow for preemptive marketing letting people know they are still open. They were also concerned about maintaining emergency access and safe bicycle routes to their part of campus during construction. They supported the comments of other arts organizations on the campus, including the Seattle Repertory Theatre, KEXP, the Vera Project, and SIFF. They expressed concern about potential negative effects of putting a station on campus, including the loss of heritage trees, safety, hygiene, crowd control, and the general impact to the "culture and feel of the campus." They requested that more research be done to the potential station refinements presented on April 8, 2022.
Fifth and Madison Condominiums Homeowners Association	The Fifth and Madison Condominiums Homeowners Association submitted comments regarding the Midtown Station in the Downtown Segment. Their building has 125 units with about 200 residents and would be located directly adjacent to the north Midtown Station entrance for Preferred Alternative DT-1. They were concerned about impacts to their access, parking, utility spaces, service tunnel and the outdoor plaza adjacent to their building during construction. They wanted to see access for emergency services, utilities, deliveries, emergency egress, and loading areas for their building during construction addressed in the Final EIS. They noted that if these issues are not addressed, these impacts "will reduce the habitability" of their building and would like to see clearer Sound Transit commitments regarding maintaining access. They also noted how many of the proposed road closures could affect accessing their building and that some closures could result in detours of up to 10 blocks based on the current street direction configurations. They wanted to see preliminary traffic management concepts and feasibility studies in the Final EIS and provided some suggestions for roadway revisions to reduce the need for long detours. They also expressed concern for cleanliness, noise, air quality, and other environmental issues during construction and operation of the station. The provided comments about hours and levels of construction and operational noise, exhaust from ventilation stacks, and the need to monitor the building for movement or damage during construction, noting that construction could occur on three sides of their building. They requested regular updates and community engagement on traffic issues and general construction. Approximately 20 condominium owners in this building also provided comments supporting these comments.

Community Organization	Comments
KEXP	KEXP submitted comments regarding the Seattle Center Station in the Downtown Segment and also support comments provided by the Seattle Center Foundation. Their facilities include multiple noise and vibration sensitive spaces as well as public gathering spaces. They were supportive of light rail in the Uptown neighborhood and the regional benefits it would provide. Their concerns are related to the location of the Preferred Alternative DT-1 Seattle Center Station that would be constructed directly next to, and partly beneath, their facilities. That stated that "unless fully mitigated, the impacts of the WSBLE Project will render the operations of KEXP at its current home infeasible." They conducted a site-specific analysis that showed that both airborne and groundborne noise during construction would render most of their space unusable, and they felt that the proposed mitigation measures would not be effective. They noted that relocation of their purpose-design space would be expensive, and that temporary relocation is not an option. They stated that the "synergy KEXP enjoys at Seattle Center cannot be replicated at another location." They were also concerned about access and transportation impacts during construction, given that Republican Street is their principal access point and load zone for performing groups and other events there. They were concerned about the effects to transit and general traffic circulation in the area that would affect access for employees and attendees. They requested the Final EIS include more on mitigation for traffic and access impacts, as well as the final condition post-construction of Republican Street and the station entrance. They requested further study of the station location on Mercer Street and also consideration of creating affordable TOD, noting the need for affordable housing in this area. They noted the limited amount of design information available at this point and suggested future decisions would benefit from SEPA review later in design.
MoPop	MoPop submitted comments regarding the Downtown Segment and stated support for comments provided by the Seattle Center Foundation. While they supported expanded transit in the area, they had concerns about impacts of the project on their facility from nearby station construction as well as tunnel boring under their facility. They noted construction-related impacts that occurred during construction of the SR 99 tunnel and Climate Pledge Arena nearby, including vibration and increased rodent activity. They requested a detailed vibration study of their facility, both because of its specialized steel and glass construction as well as performance and recording spaces inside the museum. They noted both their museum and administrative building have sensitive facilities. They were concerned about traffic and parking impacts during construction affecting attendance and the ability of visitors to reach them. They also noted the Harrison Street roundabout west of 5th Avenue North is their sole loading dock and "restricted access would have operational ramifications." They requested that transit service, including the Monorail, be preserved during construction and listed specific access routes that must remain open for them to successfully operate. They were concerned about sufficient marketing regarding public access to the Seattle Center and its venues and suggested a marketing campaign similar to the one used for the State Route 99 project. They also commented on the reduction in vehicle miles traveled with the project and questioned the need for the project. They requested that Sound Transit establish a Construction Coordination Committee for north downtown with representatives from South Lake Union, Uptown, and the Seattle Center to develop a plan to minimize impacts and provided specific suggestions for what a detailed construction management plan should cover.
Pacific Northwest Ballet, Seattle Opera, and KING FM	Pacific Northwest Ballet, Seattle Opera, and KING FM submitted comments regarding the Downtown Segment and support comments provided by the Seattle Center Foundation. These three organizations operate out of buildings on the south side of Mercer Street, including McCaw Hall, and their comments were focused on potential impacts to the organizations from Alternative DT-2. They described the challenges Pacific Northwest Ballet and the Seattle Opera experienced during past major construction projects on Mercer Street, and how it adversely affected their attendance. They provided results from a survey of lapsed ticket buyers conducted in March 2022 that showed that traffic and parking were the most common concerns after health and COVID-19 related concerns. They stated that Mercer Street "must be maintained with two lanes of traffic flowing in both directions-without impediments, detours or closures-along the Seattle Center campus route." They suggested mitigation strategies for construction on Mercer Street and requested further study of impacts to their operations and facilities from the potential alignment connecting the Preferred Alternative DT-1 South Lake Union Station to the Alternative DT-2 Seattle Center Station. They also provided a study outlining how they were adversely affected during the Mercer Street construction projects.

Community Organization	Comments
Seattle Center Foundation	The Seattle Center Foundation submitted comments regarding the Downtown Segment. The Seattle Center Foundation and the resident organizations welcome light rail and a station that serves the Seattle Center. However, they were concerned that impacts from Preferred Alternative DT-1 are greater than described in the Draft EIS and that impacts could not be fully mitigated. They described how Republican Street is a critical access point for organizations in the Northwest Rooms building and that 1st Avenue North is used for school bus parking, while August Wilson Way and 2nd Avenue North are important for access to the Seattle Rep and Cornish theaters. They were concerned about the duration of construction and construction impacts associated with both alternatives, commenting that it is a long time for nonprofit arts and cultural organizations to be closed or have their operations limited. They noted that the various businesses and organizations at the Seattle Center function like an ecosystem, and "the loss of one or two organizations can cause the entire ecosystem to fail." They felt that more information needs to be provided regarding the impacts from Alternative DT-2 and that additional alternatives in the Downtown Segment that provide access from the south side of the Seattle Center should be studied. They provided detailed comments on and requested further analysis of groundwater seepage, transportation, economics (particularly for smaller organizations and festivals), social resources, air quality, noise and vibration (for multiple organizations and spaces), historic resources, parks, and Section 4(f) resources in relation to the Seattle Center campus. They also provided a number of technical comments on the Noise and Vibration Technical Report for KEXP and the Seattle Repertory Theatre. They requested evaluation of alternative construction techniques to avoid or minimize impacts on the campus and resident organizations. They felt there was not adequate information in the Draft EIS for the Sound Transit Board to decide at this time.
Seattle Children's Theatre	Seattle Children's Theatre (SCT) submitted comments regarding the Seattle Center Station in the Downtown Segment. They were supportive of light rail at the Seattle Center but expressed concern that construction activities, particularly for Preferred Alternative DT-1, would impact the ability of Seattle Center visitors to enjoy the arts, culture, science, and sports that bring them to the center. They were concerned about impacts to their organization and that impacts to traffic, parking, and access during construction, as well as noise, dust, and litter from the construction, will be a deterrent to attendees of events at their facilities. They wanted to ensure access to and the safety of their critical drop-off points, including for school buses, throughout the week. They were also concerned about increasing costs of parking for attendees if parking becomes more limited during construction, and noted their attendees are less able or willing to pay escalated prices. They requested "further exploration of alternate sites as well as deeper research and data around traffic and congestion during the many years of disruption." They requested robust marketing regarding events and public access to the Seattle Center and its venues, as well as financial assistance for anticipated or actual economic impacts during construction. They requested Sound Transit work with them and the Seattle Center "to collaboratively develop and analyze mitigation measures that effectively minimize the potentially devastating effect of this project on SCT, and on the community it serves."

Community Organization	Comments
Seattle International Film Festival	Seattle International Film Festival (SIFF) submitted comments regarding the Seattle Center Station in the Downtown Segment and support comments provided by the Seattle Center Foundation. They commented that two of SIFF's three venues, the Film Center at the Seattle Center and the Uptown Cinema on Queen Anne Avenue North would be directly impacted by construction of the Seattle Center Station for Preferred Alternative DT-1 and indirectly impacted during construction due to road closures and traffic. They requested additional construction and operational noise and vibration analysis of both of their facilities, as well as additional historic property, air quality, traffic, pedestrian, transit integration, and surge event analysis. They had concerns about the potential shift of the station for DT-1 to the west, off of the Seattle Center campus, because it would put construction closer to and directly next to their SIFF Uptown Cinema, where noise, vibration, access, and emergency egress are concerns. They supported the Seattle Center Station for Alternative DT-2, but request consideration of alternative construction methods to reduce traffic impacts. They also suggested shifting the station entrance to the "former postal building" as well as an alignment south of the Seattle Center (on Harrison or Thomas streets). They requested information on how the locations of crossovers were chosen for the Downtown Segment alternatives. They requested development of a detailed construction management plan and direct involvement of stakeholders in the design process moving forward. They provided a number of technical comments on the Noise and Vibration Technical Report.
Seattle Repertory Theatre	The Seattle Repertory Theatre submitted comments regarding the Seattle Center Station in the Downtown Segment and support comments provided by the Seattle Center Foundation. They supported bringing light rail to the Seattle Center, because it will improve access to the Seattle Center campus for everyone in the community and region. However, they were concerned about being able to maintain operations, the public's ability to access the theatre and other nearby venues during construction, and impacts to interior and exterior spaces at their facility. Their greatest concerns are related to Preferred Alternative DT-1, but they also felt there is not enough information provided in the Draft EIS to evaluate the impacts of Alternative DT-2 on their facility. They requested analysis of a station location off of the Seattle Center campus. They noted the extended hours they operate and that activity in their building occurs all days of the week, which will make it harder for them to avoid being impacted during construction. They requested additional construction and operational noise and vibration analysis of their facilities, including analysis of additional spaces, revisions to thresholds, and consideration of the building construction. They provided a number of technical comments on the Noise and Vibration Technical Report. They also requested more information on impacts to property and campus access, identification of additional mitigation, and consideration of other, less disruptive construction techniques. They asked that Sound Transit continue to work with them and other Seattle Center organizations on solutions to construction impacts.
The 5th Avenue Theatre	The 5th Avenue Theatre submitted comments regarding the Downtown Segment. They supported light rail and a station that brings employees and patrons into Downtown Seattle. However, they expressed concern that road closures, noise and vibration, and other construction impacts associated with Preferred Alternative DT-1 would discourage audience members from seeing a performance at the venue. They wanted more information on mitigation measures that are sensitive to their performance schedule. They were concerned about the cumulative economic impact to the arts community in downtown and the Seattle Center during construction.

Community Organization	Comments
Uptown Alliance	The Uptown Alliance submitted comments primarily on the Downtown Segment. They noted that it will be important for the Uptown neighborhood to continue to function as a vibrant neighborhood and regional center, both as an Urban Center and as an Arts and Culture District. Maintaining access to businesses, many of which are small businesses, during construction will be important, along with maintaining transit and pedestrian connections. They requested that Sound Transit coordinate with other transit modes in this area, so they are complimentary to each other during operation and to maintain access to the neighborhood and the Seattle Center during construction. They provided comments on station naming, signage and wayfinding, and opportunities for TOD. They requested more information on cumulative construction period impacts and establishment of a Construction Coordination Committee with the City to develop a construction management plan. They requested more analysis of construction traffic impacts and potential mitigation for Alternative DT-2 on Mercer Street, event surge impacts for the station, residential and business displacements, and construction impacts on historic buildings. They also requested evaluation of alternate construction methods for the Seattle Center Station as well as other station options including connecting the Preferred Alternative DT-1 South Lake Union Station to the Alternative DT-2 Seattle Center Station and shifting the Preferred Alternative DT-1 Seattle Center Station to the west. They wanted to better understand impacts to the hillside in Kinnear Park in the South Interbay Segment, the impacts from the potential tunnel portal locations, and the TOD potential for each alternative.
South Interbay and Interbay/Ballard Segments	
Ballard Food Bank	The Ballard Food Bank submitted comments regarding the Interbay/Ballard Segment. They were opposed to alternatives that would require closure of 14th Avenue Northwest during construction, including Preferred Alternatives IBB-1a and IBB-2a and Option IBB-1b. This road closure would affect access to the location they moved to in the fall of 2021, both for customers and for deliveries, potentially requiring them to close. This facility serves over 7,000 individuals and families and includes the food bank, a café, and a community resources hub where clients can receive mail and connect with a variety of social services. The loss of on-street parking in this area during construction would also affect parking for their customers and volunteers. They supported either Option IBB-2b or Alternative IBB-3. Almost 100 comments from individuals were received opposing alternatives that would affect the food bank.
Magnolia Community Council	The Magnolia Community Council submitted comments regarding the South Interbay and Interbay/Ballard segments. In the South Interbay Segment, they supported Preferred Alternative SIB-1 but suggested tunneling under Elliott Avenue West. They requested that all bus pick-up and drop-off occur on the west side of the roadway. In the Interbay/Ballard Segment, they supported the Interbay Station location for Preferred Alternative IBB-2b, due to the proximity to Magnolia, and requested all pick-up and drop-off areas be located north of West Dravus Street. For the Ballard Station, they requested reconsideration of a station at 20th Avenue Northwest for better TOD opportunity and increased ridership. They also suggested assessing the Ballard-Interbay Regional Transportation System (BIRT) study plans for retrofitting or reconstructing the West Dravus Street and West Emerson Street bridges. For all station locations, they requested that Metro buses “run at frequencies to connect with light rail schedule, and respond to demand,” to minimize the transfer time from transit to platform, and to avoid plans that require pedestrian crossings of major thoroughfares. For cost savings, they suggested minimizing the size of stations, and also suggested continuation of the tunnel “from Seattle Center through Smith Cove, Interbay to Ballard” to avoid environmental impacts. Approximately 70 comments from individuals were received that supported one or more statements made by the Magnolia Community Council.
National Nordic Museum	The National Nordic Museum submitted comments on the Interbay/Ballard Segment. They supported study of a station at 20th Avenue Northwest to better serve the core of the Ballard Hub Urban Village that is between 15th and 24th avenues northwest. They felt that a station on 14th or 15th avenues northwest is “too far away from Central Ballard to effectively serve the majority of residents, businesses, and nightlife.” They also noted that the industrial zoning and jobs around 14th or 15th avenues northwest should be preserved.

Community Organization	Comments
Northwest Seattle Coalition	The Northwest Seattle Coalition, a collection of neighborhood and business groups from the Uptown, Queen Anne, Interbay, Magnolia, and greater Ballard neighborhoods submitted comments regarding the South Interbay and Interbay/Ballard Segments. They described their communities as “at the eye of the growth storm and favor aggressive delivery of reliable transit to relieve current congestion and help meet the mobility needs of future population growth.” In the South Interbay Segment, they opposed the consolidation of the Smith Cove and Interbay stations, noting that both stations are important for riders south of the Ship Canal to access the system. They requested that Sound Transit “develop new alternatives or improve the existing alternatives in this segment to provide better connections to the major destinations and employment centers, maintain cost effectiveness, and avoid impacts on Elliott Avenue West.” In the Interbay/Ballard Segment, they supported the Interbay Station location for Preferred Option IBB-2b to allow for a tunnel connection to Ballard and to avoid freight, bus, and vehicle traffic impacts to 15th Avenue West. For the Ballard Station, they supported Preferred Option IBB-2b, but request study of a station at 20th Avenue Northwest because it would be closer to population and job density, provide better access for pedestrians and people with limited mobility, and have better TOD potential.
Queen Anne Historical Society and Preservation Committee	The Queen Anne Historical Society and Preservation Committee submitted comments regarding the Downtown and South Interbay segments. In the Downtown Segment, they supported the Seattle Center Station for Alternative DT-2 to avoid impacts to historic properties on Republican Street, including the Northwest Rooms, the U.S. Postal Service Station, and the Inn at Queen Anne. They had concerns, however, about construction period impacts to historic apartment buildings on West Mercer and Roy streets from Alternative DT-2. In the South Interbay Segment, they supported the consolidation of the Smith Cove and Interbay stations in order to avoid historic properties on or near Elliott Avenue West, including the 14th Avenue West Group, Wilson Machine Works and the Western Pacific Chemical Company building.

2.4.3 Individuals

2.4.3.1 General Project

Major comment themes that applied to the entire project included the following:

- General support for transit and the project.
- Support for tunnel alternatives due to reduced impacts.
- Requests to build light rail faster.
- Elevated stations are too tall.
- Tunnel stations are too deep.

2.4.3.2 West Seattle Link Extension

Comments from individuals are summarized by project segment in Tables 2-8 through 2-11. The full content of communications received is available in Appendix E, Individuals, organized by date received.

SODO Segment

Table 2-8 summarizes comments received from individuals on the SODO Segment for both the West Seattle Link Extension and Ballard Link Extension. Environmental concerns related to this segment are summarized in Table 2-16.

Table 2-8. Summary of Comments from Individuals Related to SODO Segment

Theme of Comment	Comments/Suggestions
Alternatives	Some comments stated support for Alternative SODO-2, primarily because it would maintain the SODO Busway during operations. A few comments stated support for Preferred Alternative SODO-1a as the preferred alternative, often because of the ease of transfers. A few comments supported the Preferred Alternative SODO-1a staggered station configuration to avoid the cost of relocating of the United States Postal Service Carrier Annex and Distribution Center/Terminal Post office at 4th Avenue South and South Lander Street. A few comments also supported Option SODO-1b due to ease of transfers at the station. Approximately 450 additional comments in support of Alternative SODO-2 were based on the project-wide comments made by the Urbanist and Seattle Subway as summarized in Table 2-5.
Suggested Modifications	Comments suggested modifications related to station locations, cross-platform transfers, and extension of the interim terminus for the West Seattle Link Extension. • Move the station for Alternative SODO-2 north to avoid the cost of relocating the United States Postal Service Carrier Annex and Distribution Center/Terminal Post office at 4th Avenue South and South Lander Street. • Shift the Alternative SODO-2 station north to preserve the SODO Busway, with an entrance at South Stacy Street. • Consolidate the SODO and Stadium stations because they felt the stations were close enough to walk between them. • Provide for cross platform transfers, construct the northbound West Seattle Link Extension guideway in an underpass under the existing light rail line near South Forest Street. Keep the existing SODO Station and construct the new northbound platform in the space currently used for the SODO Trail. • Place the northbound track for both lines parallel to each other and the southbound tracks for both lines parallel to each other.

Theme of Comment	Comments/Suggestions
Suggested Modifications (cont.)	• Allow trains to continue from West Seattle Link Extension onto the existing Link light rail tracks and tunnel. Extend the West Seattle Link Extension interim terminus to the International District/Chinatown Station or the Stadium Station (both are in the Chinatown-International District Segment) because bus lines already go to the existing SODO Station, there are not many transfer options at SODO, and SODO is not a major destination.
Future Extension	One comment requested new tail tracks south on Marginal Way toward Georgetown to accommodate future southward expansion. Approximately 450 additional comments suggested that the SODO alignment allow for future expansion south to Georgetown, South Park, SeaTac, and Renton based on the project-wide comments made by the Urbanist and Seattle Subway as summarized in Table 2-5.

Duwamish Segment

Table 2-9 summarizes comments received from individuals on the Duwamish Segment. Environmental concerns related to this segment are summarized in Table 2-16.

Table 2-9. Summary of Comments from Individuals Related to Duwamish Segment

Theme of Comment	Comments/Suggestions
Alternatives	Most comments from individuals favoring a specific alternative in the Duwamish Segment supported Alternative DUW-2 because it impacted fewer residences, parks, employees, and had no impacts to herons. A few comments were in support of Preferred Alternative DUW-1a and Option DUW-1b. Approximately 200 Blade Gallery customers wrote in opposition to Preferred Alternative DUW-1a and Option DUW-1b because that business would be displaced with those alternatives (see the discussion in Table 2-3).
Suggested Modifications	One comment requested a light rail station on Harbor Island.

Delridge Segment

Table 2-10 summarizes comments received from individuals on the Delridge Segment. Environmental concerns related to this segment are summarized in Table 2-16.

Table 2-10. Summary of Comments from Individuals Related to Delridge Segment

Theme of Comment	Comments/Suggestions
Lower Height Alternatives	Many comments expressed support for the lower height alternatives in Delridge (Preferred Alternative DEL-2a, Option DEL-2b, Alternative DEL-4, and Alternative DEL-6) due to ease of access to stations (which is discussed later in this table), less visual change, and less of an impact to the neighborhood than the higher height alternatives. Reasons also included that the elevated guideway would decrease nearby home values, would not fit with the existing scale and character of the neighborhood, and would physically divide the neighborhood. A few comments stated support for the M.O.S. in Delridge if there is not enough funding to build the lower height alternatives that connect to a tunnel alternative in the West Seattle Junction Segment.
Alternatives and Station Location	As described as follows, most comments from individuals favoring a specific alternative in the Delridge Segment supported Alternative DEL-6, and many supported Alternative DEL-5, although many opposed these alternatives as well. Support for other alternatives generally favored Preferred Alternative DEL-2a and other lower height alternatives.

Theme of Comment	Comments/Suggestions
Alternatives and Station Location (cont.)	Reasons provided for supporting Alternative DEL-5 and Alternative DEL-6 included reduced impacts to the Youngstown neighborhood and Southwest Genesee Street; especially visual, noise, parks, and property acquisition impacts. Comments noted that these alternatives were close in cost to the other alternatives in Delridge. Comments stated that these alternatives would have a station farther from the center of Delridge but that the benefits of minimized impacts outweighed the distance to the station. About 100 people submitted similar form letters, with support for Alternative DEL-5 and Alternative DEL-6 because they would avoid impacting the West Seattle Golf Course. They thought Alternative DEL-5 and Alternative DEL-6 would avoid impacts of other Delridge alternatives such as: loss of revenue at the West Seattle Golf Course, and loss of recreation opportunity, risk of golf balls hitting the trains, impacts to Longfellow Creek and fish, and loss of mature trees. They thought the West Seattle Golf Course was especially important because it is the only golf course that serves the West Seattle community and is protected by a city ordinance limiting conversion of park property to other purposes. In addition, approximately 450 comments in support of Alternative DEL-6 were based on the project-wide comments made by the Urbanist and Seattle Subway as summarized in Table 2-5. Most comments from individuals that opposed Alternative DEL-5 and Alternative DEL-6 were related to displacement of Alki Beach Academy and Transitional Resources. Comments noted that Alki Beach Academy is an affordable quality preschool education and childcare facility in an area without a lot of childcare options and mentioned this as an environmental justice concern. Others noted that Transitional Resources provides behavioral health treatment and housing to vulnerable adults with severe and persistent mental illness and impacting Transitional Resources would affect not only those they serve but the greater community if recipients could no longer receive housing or services. Other commenters who were opposed to Alternative DEL-5 and Alternative DEL-6 thought that the station had a small walkshed, lower TOD potential because it would be next to Nucor Steel, poor compatibility with the racial equity tool kit, and lower quality transit integration. These commenters also stated that these alternatives were added after the scoping process. Other reasons provided in opposition to Alternative DEL-5 and Alternative DEL-6 include residential displacements along 32nd Avenue Southwest, access to residences after construction, neighborhood impacts, construction impacts, and impacts to greenbelts and wetlands. A few comments were opposed to acquisition of new multi-family residential buildings with Alternative DEL-5. Numerous comments were opposed to the higher height alternatives on Southwest Genesee Street (Preferred Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3), mostly due to impacts to the surrounding neighborhood such as noise, construction road closures, acquisitions, effects to property values, visual impacts, and because they would be out of scale with the surrounding neighborhood. Some comments were opposed to the lower height alternatives (Preferred Alternative DEL-2a, Option DEL-2b, and Alternative DEL-4) mostly because they noted that Southwest Genesee Street is a main thoroughfare and disrupting this roadway would be problematic for the community. Many comments also supported Preferred Alternative DEL-2a because it would connect to a tunnel in the West Seattle Junction Segment, has a lower height station and guideway, and uses land on the golf course side of Southwest Genesee Street instead of acquiring residences on the north side of the street. Supporters of Preferred Alternative DEL-2a also thought that the station was centrally located. Numerous comments stated support for Option DEL-2b and Alternative DEL-4 due to their lower station and guideway heights and a centrally located station. Supporters for Option DEL-2b favored acquisition of homes over impacting the golf course while supporters for Alternative DEL-4 favored golf course impacts over residential acquisitions. Those in support of Alternative DEL-4 also thought that having a station over Delridge Way Southwest would be less disruptive to Youngstown than the station location for the Dakota Street Station alternatives (Preferred Alternatives DEL-1a and DEL-2a, Option DEL-1b, and Option DEL-2b).

Theme of Comment	Comments/Suggestions
Station Access	Some comments indicated that the Delridge Station would be too high and were concerned about the reliability of elevators and escalators. Some comments mentioned concern with ease of bus transfers. A few comments suggested express bus service connect the project's light rail stations with White Center, Roxhill, Arbor Heights, and other areas, while a few other comments suggested including park-and-rides at stations. Some comments stated that the Delridge Station for Alternative DEL-5 and Alternative DEL-6 was too far on the edge of the Delridge neighborhood to attract many riders. One suggestion to improve station access for Alternative DEL-5 and Alternative DEL-6 was to move access to Nucor Steel to the north/northeast side of their property to avoid conflicts with light rail users. Another suggestion was to include a pedestrian overpass connecting lower Avalon Way Southwest to the Alternative DEL-5 or Alternative DEL-6 Delridge Station. A few comments stated that the Delridge Station needed to be accessible from both sides of Delridge Way Southwest. A suggestion to improve access was to include a pedestrian overpass over Delridge Way Southwest. A few others commented that sidewalks in the walkshed of the Delridge Station need to be improved so that pedestrians could access the station and that these improvements should be considered in the cost. A suggestion to improve station access in the walkshed was to build a pedestrian- and bicycle-only connection along 28th Avenue Southwest between Southwest Nevada Street and Southwest Genesee Street.
Suggested Modifications	Suggested modifications in the Delridge Segment were focused on improving station access and moving the station and guideway. The following modifications were suggested for station locations and guideway heights: • Move the Alternative DEL-6 Delridge Station closer to the center of Delridge to improve bus connectivity and pedestrian connections. • Place the Delridge Station for Alternative DEL-6 over Delridge Way Southwest. • Build a station as far south as possible with good bus connections to communities to the south to serve low-income and minority populations. • Move the station for Alternative DEL-5 and Alternative DEL-6 to the west so that it is more accessible for pedestrians and could have better TOD potential on nearby vacant parcels. • Approximately 450 comments requested further study to shift the Alternative DEL-6 Delridge Station further south to improve walk access and TOD opportunities based on the project-wide comments made by the Urbanist and Seattle Subway as summarized in Table 2-5. • Lower the heights of the Alternative DEL-3 and Alternative DEL-4 stations, so they are similar to the height of Alternative DEL-2a and Option DEL-2b. • An elevated light rail guideway entirely within the existing roadway right-of-way so that residential property acquisitions are not needed. • Alternative DEL-6 with a longer tunnel that has a tunnel portal east of Avalon Way Southwest.

West Seattle Junction Segment

Table 2-11 summarizes comments received from individuals on the West Seattle Junction Segment. Environmental concerns related to this segment are summarized in Table 2-16.

Table 2-11. Summary of Comments from Individuals Related to West Seattle Junction Segment

Theme of Comment	Comments/Suggestions
Tunnel Alternatives	Many comments stated support for the tunnel alternatives (Preferred Alternative WSJ-3a, Preferred Option WSJ-3b, Alternative WSJ-4, and Alternative WSJ-5,). Support for these tunnel alternatives was based on reduced visual, noise, and traffic impacts; fewer property acquisitions; and less change to the existing neighborhood character. Some felt that tunnel stations would be better suited for TOD and that tunnels would better allow for future extensions to the south.

Theme of Comment	Comments/Suggestions
Tunnel Alternatives (cont.)	Many comments mentioned that a tunnel would be worth the additional cost, although numerous comments noted that the cost of Alternative WSJ-5 was similar to elevated alternatives while having all of the benefits of the other tunnel alternatives. Comments noted that the cost of the tunnel alternatives was not much higher than the elevated alternatives because the tunnel alternatives would avoid many property acquisition costs. West Seattle residents commented that they should get the same type of investment in tunnel stations seen in other areas of the city such as Capitol Hill and Beacon Hill. Approximately 450 additional comments in support of Alternative WSJ-5 were based on the project-wide comments made by the Urbanist and Seattle Subway as summarized in Table 2-5.
Elevated Alternatives	Numerous comments were in favor of Preferred Alternative WSJ-2 due to its lower cost, location on a major arterial, and because it would not go through as many residential areas as other alternatives in this segment. Comments that supported this alternative generally thought that it had the least amount of change to the existing West Seattle Junction area. Some comments supported the elevated Preferred Alternative WSJ-1, mostly because of cost savings and because it would have a station close to the junction. A few commenters were concerned that elevated Preferred Alternative WSJ-1 would end with a station and elevated tail track in a location that would be incompatible with adjacent single family residential homes. Comments that were opposed to the elevated alternatives were concerned that the guideway would decrease nearby property values, create shadows, and divide neighborhoods.
Station Location	Some comments requested having a station as close to the Alaska Junction as possible. A few noted that the Alaska Junction Station for Preferred Alternative WSJ-2 was too far away from the Alaska Junction.
Station Access	A few comments stated that the tunnel stations in the West Seattle Junction Segment were too deep and had concern with Sound Transit maintaining escalators and elevators to reach them. A few comments were concerned about the lack of parking at the Alaska Junction Station.
Suggested Modifications	Suggested modifications were submitted on both stations in the West Seattle Junction Segment. The following modifications were suggested for the Avalon Station: • Remove the Avalon Station because it would be close to the Alaska Junction Station, and removing the Avalon Station could lower costs. Comments mentioned that the two stations were within the same walkshed and removing the Avalon Station could help pay for a tunnel in this segment. Numerous comments asked to keep the Avalon Station to allow fast access to/from buses along 35th Avenue Southwest, including those from White Center and Burien, and to allow for access from large multi-family residential buildings nearby. • Consolidate the Avalon and Alaska Junction stations near Trader Joe's. • Move the Avalon Station to the vacant field of the West Seattle Stadium to activate more public space and improve pedestrian safety on Southwest Avalon Way. • Place the station in a tunnel immediately adjacent to the West Seattle Bridge. • Move the station to Rotary Viewpoint Park and do not continue closer to the Alaska Junction. Comments stated that this modification would reduce displacements, serve bus connections well, and allow for future extensions along 35th Avenue Southwest. The following modifications were suggested for the Alaska Junction Station: • Move the station to the Southwest Edmunds Street/Erskine Way Southwest/California Avenue Southwest intersection to reduce cumulative impacts to available street parking on 41st Avenue Southwest. • Do not build the Alaska Junction Station to save on costs and minimize neighborhood impacts; instead extend light rail to reach low-income and minority communities to the south. One comment suggested that the alignment continue past California Avenue Southwest. It was also suggested to locate elevated light rail entirely within the street right-of-way to avoid acquisition of large new apartment buildings.

Theme of Comment	Comments/Suggestions
Future Extensions	Numerous comments suggested that the alternative should be selected with future extensions to the south in mind. A few thought that continuing the alignment in the future down Fauntleroy Way Southwest with Preferred Alternative WSJ-2 would make sense because Fauntleroy Way Southwest is a major arterial. Some thought that tunnels would be best positioned to have future extensions through residential neighborhoods underground.

2.4.3.3 Ballard Link Extension

Comments from individuals are summarized by project segment in Tables 2-12 through 2-15.

SODO Segment

Section 2.4.3.2, SODO Segment, summarizes comments from individuals on the SODO Segment. Environmental concerns related to this segment are summarized in Table 2-16.

Chinatown-International District Segment

Table 2-12 summarizes comments received from individuals on the Chinatown-International District Segment. Environmental concerns related to this segment are summarized in Table 2-16.

Table 2-12. Summary of Comments from Individuals Related to Chinatown-International District Segment

Theme of Comment	Comments/Suggestions
Alternatives and Station Location	Most comments from individuals favoring a specific alternative in the Chinatown-International District Segment either expressed opposition to the 5th Avenue South alternatives and/or expressed support for the 4th Avenue South alternatives because of impacts to the Chinatown-International District neighborhood and community in the station area. Many comments expressed support for the 4th Avenue South station location to avoid the impacts from the station on 5th Avenue South. Concerns expressed about the 5th Avenue South alternatives primarily consisted of the following: • Local business displacements and disruption during construction and the associated economic impacts • Adverse cultural and community impacts primarily from the displacement of local businesses that are important gathering places in the community and years of construction disruption • Environmental justice impacts and concern that the project would contribute to cumulative impacts to the neighborhood • Road closures and associated traffic, parking, and emergency egress impacts during construction • Removal of historic properties and impacts to the Seattle Chinatown Historic District • Noise, vibration, and air quality impacts with the 5th Avenue South station location • Impacts to community facilities such as retirement homes, schools, and daycares • Subsequent redevelopment around a 5th Avenue South station location would cause further gentrification of the neighborhood and indirectly displace residents and businesses

Theme of Comment	Comments/Suggestions
Alternatives and Station Location (cont.)	Other reasons provided for supporting a 4th Avenue South station location included the potential to improve connectivity between Pioneer Square and the Chinatown-International District, better stadium access, better transfers between light rail and other transit modes, and the potential to reactivate Union Station. In addition, about 450 comments in support of the Alternative CID-1a station location to be shallower were based on the project-wide comments made by the Urbanist and Seattle Subway as summarized in Table 2-5. Some comments expressed support for the station to be located on 5th Avenue South because it would cost less, they believed it would have the best connection to the existing light rail line, they believed ridership and transit transfers would be better, it would be more central to the Chinatown-International District and facilitate development of the community, and it is close to the Chinatown Gate entrance to the community. A few comments expressed support for the Alternative CID-2a diagonal station configuration because of the shorter construction duration, reduced construction impacts, and because they believed it would cost less. Some comments expressed support for alternatives for reasons other than station location. Comments expressed support for the 4th Avenue South alternatives because they align with the transportation corridor along 4th Avenue South, and they would be constructed in conjunction with the 4th Avenue South viaduct replacement. A few comments expressed support for the 5th Avenue South alternatives to preserve the space under 4th Avenue South for future high speed rail use, avoid impacting 4th Avenue South, which is a major thoroughfare, and because of the lower cost.
Oppose Project and/or all Alternatives in Chinatown-International District	Many comments expressed opposition to the Project in the Chinatown-International District Segment primarily due to concerns about neighborhood impacts; cultural and community impacts; economic impacts of business displacements; impacts to the Seattle Chinatown Historic District; and the duration and impact of construction. While not opposed to the Project, many comments oppose all the alternatives in the Chinatown-International District, and some requested that other alternatives be explored that do not impact the neighborhood. Many comments also opposed the project or all the alternatives because of environmental justice impacts and concern that the project would contribute to cumulative impacts to the neighborhood, which in the past has been moved several times and impacted by construction of infrastructure projects including Interstate 5, First Hill Streetcar, and the sports stadiums (refer to Table 2-16 for further information).
Station Access	Many comments expressed support for a shallow station rather than a deep station due to concerns about making travel time, transfers, and access to the stations as efficient and convenient as possible. A few comments were concerned that ridership would be lower with deeper stations. Some comments were about deep stations having elevator-only access, specifically concerned about passenger experience, the increased travel time to wait for and use an elevator, and the potential for elevators to break down. A few comments were particularly concerned about the ability of elevator-only access to accommodate riders during events at the stadiums. Some comments stated that short-term construction impacts are an acceptable trade off considering the long-term benefit of light rail and having shallower stations. In addition to comments about the depth of stations, a few comments were made about designing a safe and attractive pedestrian concourse between the new station, the existing station and King Street Station and facilitating seamless transfers between Amtrak, Sounder, bus, and streetcar for Alternative CID-1a. A few comments were made about incorporating clear wayfinding.

Theme of Comment	Comments/Suggestions
Reactivation of Union Station	Some comments suggested that Union Station be reactivated to integrate regional transit services as a hub and renew the station's intended use, bringing it back to life as an important active place in the community.
Suggested Modifications	Many comments suggested modifications related to station access, station location, multi-modal connections, and tunnel vent locations. Most of the comments from individuals on station access suggested that the shallow stations be made even shallower, similar to the depth of the existing station. Numerous comments suggested modifications to station locations as follows: • Put the new station under Union Station or incorporate more of Union Station into the new station to reactivate it. • Shift the International District/Chinatown Station to the south, closer to the stadiums or old immigration building, and further south in SODO. • Put the new platform underneath an extended 4th Avenue South viaduct at the same level as the mainline rail tracks for Alternative CID-1a. • Construct the Alternative CID-2a station so that it could be combined with the existing International District/Chinatown Station; one comment specifically suggesting a stacked cross-platform interchange configuration to improve passenger transfer between the lines. • Construct the new station adjacent to or under the existing station. A few comments suggested that the Alternative CID-1a station have underground connections to Union Station, King Street Station, and Sounder platforms or combine these stations and the existing light rail station into a "super station." Another suggested the alternatives use King Street Station. A comment suggested putting the new tunnel over the existing Downtown Seattle Transit Tunnel for Alternative CID-1a and continuing above the existing tunnel to Midtown Station in the Downtown Segment. A comment asked if the tunnel vent shaft structure for Alternative CID-1a and Option CID-1b on the entrance plaza to Union Station could be moved or designed to be less intrusive. A comment suggested that the West Seattle Link Extension and Ballard Link Extension both connect to Stadium Station.

Downtown Segment

Table 2-13 summarizes comments received from individuals on the Downtown Segment. Environmental concerns related to this segment are summarized in Table 2-16.

Table 2-13. Summary of Comments from Individuals Related to Downtown Segment

Theme of Comment	Comments/Suggestions
Alternatives and Station Location	Many comments expressed support for alternatives, primarily because of their station location as follows: • **Midtown Station.** Some comments supported the Preferred Alternative DT-1 station location because they felt it would be more central, is closer to existing Link light rail stations, and would be better for connections to bus transit. Some comments were received from residents of the Fifth and Madison Condominium who either did not support the Preferred Alternative DT-1 station location or expressed concern primarily about construction impacts, structural stability, and safety during operation of the station (Table 2-7 provides additional information). A few comments supported the station location for Alternative DT-2 because of closer proximity to First Hill.

Theme of Comment	Comments/Suggestions
Alternatives and Station Location (cont.)	• **Westlake Station.** Some comments supported the Preferred Alternative DT-1 station location because it is closest to the existing Link light rail station at Westlake. • **Denny Station.** Some comments supported the Preferred Alternative DT-1 station location because they believe it would have better connections to other modes of transit (bus and the streetcar) and is closer to major employment centers. A few comments stated that the Preferred Alternative DT-1 Denny Station would be too close to the South Lake Union Station. A few comments supported the Alternative DT-2 station location because it would encourage further development along Terry Avenue North. • **South Lake Union Station.** Some comments supported the Preferred Alternative DT-1 station location because they believe it would have better proximity to businesses in South Lake Union and pedestrian access. A few comments supported the station location for Alternative DT-2 because it would be closer to the Queen Anne neighborhood, it could have better TOD potential, and would improve pedestrian and bike connections across Mercer Street. Some comments did not support the station location for either alternative because they are too far west in an area that is not pedestrian friendly and not central to the South Lake Union neighborhood. • **Seattle Center Station.** Some comments supported the Preferred Alternative DT-1 station location because it would serve Uptown and would be closer to the Seattle Center, Climate Pledge Arena, and cultural institutions such as McCaw Hall. However, a few of the comments that supported this station location also expressed concern about impacts to these organizations and asked that impacts be mitigated. Some comments did not support this station location because of impacts to arts and cultural organizations at the Seattle Center. A few comments supported the Alternative DT-2 station because it is located off the Seattle Center campus, is in the center of Uptown and the Queen Anne neighborhood, and they believed it has better TOD potential and inter-modal transit connections. Other comments did not support this location because of the traffic impacts associated with partial closure of Mercer Street during construction, it would be further from the Seattle Center, and because of concerns that the station would be less optimal for pedestrians and bikes. In addition, about 450 comments supported Preferred Alternative DT-1 for the Midtown, Westlake, Denny, and Seattle Center stations, based on the project-wide comments made by the Urbanist and Seattle Subway. These comments also stated opposition to the South Lake Union Station location for both alternatives as summarized in Table 2-5. Comments expressed support for the alternatives for reasons other than station location. Numerous comments expressed support for Alternative DT-2 because it would have less impact on arterial roadways and the streetcar during construction and it connects to Alternative SIB-3 in the South Interbay Segment. Some of these comments were submitted by residents of the Luxe Condominium who were concerned primarily about the impacts on access to their parking garage from the South Interbay Segment alternatives that connect to Preferred Alternative DT-1.
Station Access	Many comments expressed concern that the stations would be too deep, making travel time, transfers, and access to the stations less efficient and convenient. Some comments expressed concern that the deep stations would deter riders from using light rail. Numerous comments were about deep stations having elevator-only access, specifically concerned about passenger experience, the increased travel time to wait for an elevator, the potential for elevators to break down, and emergency access/egress. Some comments requested that stations be designed with express elevators and escalators and ample redundancy in these systems to efficiently accommodate riders during peak travel times.

Theme of Comment	Comments/Suggestions
Station Access (cont.)	Some comments stated that short-term construction impacts are an acceptable trade off considering the long-term benefit of light rail and having shallower stations. In addition to comments about the depth of stations, some comments were made about incorporating clear wayfinding and good multi-modal connections such as pedestrian and bike connections in the station area to other transit modes.
Suggested Modifications	Many comments suggested modifications to station locations and station access. Many of the comments on station access suggested that stations be shallower. In addition, about 450 comments requesting shallower stations were based on the project-wide comments made by the Urbanist and Seattle Subway (refer to the following discussion and as summarized in Table 2-5). Suggested modifications to the stations were as follows: • **Midtown Station.** – Preferred Alternative DT-1 station entrance located at 4th Avenue and Madison Street and that the north station entrance could have a hybrid station entrance and retail. • **Denny Station.** – Move the station location to Lenora Street, Denny Way and Minor Avenue, or between Denny Way and Pine Street. – Have station entrances on both sides of Denny Way to improve multi-modal transfers. – Eliminate Denny Station or consolidate the Denny and South Lake Union stations to reduce cost. • **South Lake Union Station.** – Move the station to be more central to the South Lake Union neighborhood and to better serve riders. Most of these comments suggested the station be moved east, many specifically suggesting a north-south orientation along Westlake Avenue North for both alternatives. In addition, about 450 comments supporting the station be shifted closer to Westlake Avenue North were based on the project-wide comments made by the Urbanist and Seattle Subway (see the discussion as follows and summarized in Table 2-5). Other suggested locations to the east included a block away from State Route 99 and further east at 8th Avenue and Fairview Avenue North, at 8th Avenue North and Harrison Street, between 9th Avenue North and Boren Avenue North, and closer to Lake Union Park. – Move the Preferred Alternative DT-1 station west around Harrison Street and 5th Avenue North. – Move the station south for both alternatives such as at Dexter Avenue North (near Denny Park). – Eliminate South Lake Union Station or consolidate the Denny and South Lake Union stations to reduce cost. • **Seattle Center Station**. – Move the Preferred Alternative DT-1 station further into the Seattle Center campus, specifically closer to or on the Seattle Center Fountain Lawn and near the MoPop and Memorial Stadium parking area. – Move the Preferred Alternative DT-1 station a block or two west to align with connecting bus routes on 1st Avenue North and Queen Anne Avenue North. – Locate the Alternative DT-2 station at the corner of Mercer Street and Queen Anne Avenue North to improve multi-modal transfers and provide additional station entrances at the corners of the block bounded by Mercer Street, Queen Anne Avenue North, West Republican Street, and 1st Avenue West. A few comments suggested locating tunnel station entrances in street right-of-way. Numerous comments supported a mix of station locations between the two alternatives.

Theme of Comment	Comments/Suggestions
Future Extension	Numerous comments suggested planning for future expansion from Midtown Station east to Madison Park, Westlake Station to Mount Baker via First Hill, and South Lake Union Station north along Aurora Avenue.

South Interbay Segment

Table 2-14 summarizes comments received from individuals on the South Interbay Segment. Environmental concerns related to this segment are summarized in Table 2-16.

Table 2-14. Summary of Comments from Individuals Related to South Interbay Segment

Theme of Comment	Comments/Suggestions
Alternatives and Station Location	Numerous comments expressed support for both Preferred Alternative SIB-1 and Alternative SIB-3. Some comments were opposed to both alternatives. Some comments expressed support for Alternative SIB-2, but a greater number of comments expressed opposition to that alternative. Reasons given for supporting Preferred Alternative SIB-1 included lower cost, proximity to the BNSF Railway tracks, avoiding 15th Avenue West and the Southwest Queen Anne Greenbelt. Station location was also provided as a reason for support of Preferred Alternative SIB-1, because of proximity to Expedia, Smith Cove Cruise Terminal, the Magnolia neighborhood and Magnolia Bridge, and future development at the Seattle Armory property. Comments stated that having the station closer to these origins and destinations could improve ridership and encourage development along Elliott Avenue West. In addition, about 450 comments in support of Preferred Alternative SIB-1 were based on the project-wide comments made by the Urbanist and Seattle Subway as summarized in Table 2-5. Most comments from individuals that expressed opposition to Preferred Alternative SIB-1 did so primarily because of access concerns with the downtown tunnel portal location at West Republican Street. Others did not support the alignment along Elliott Avenue West because of impacts to businesses and the road during construction. Additional reasons included proximity to the railway (farther away from developed areas) and concerns about noise and visual impacts. Some comments expressed support for Alternative SIB-2 because it would align with the 15th Avenue West transportation corridor, would be in an area with greater residential density, and because it would have fewer residential displacements and park impacts compared to Preferred Alternative SIB-1. A few comments preferred the Smith Cove Station location for Alternative SIB-2 because of proximity to the Queen Anne neighborhood and to bus routes serving the Magnolia neighborhood. The majority of comments opposed to Alternative SIB-2 were concerned about the downtown tunnel portal location at West Republican Street. Other reasons provided included impacts to Elliott Avenue West and 15th Avenue West, business displacements, noise and visual impacts, and because they believed it would not serve many riders from the Magnolia neighborhood. Numerous comments supported Alternative SIB-3 because it would have a longer tunnel to reduce neighborhood impacts, would minimize impacts along Elliott Avenue West, and would connect to Alternative DT-2. Comments also expressed support for Alternative SIB-3 because it would have fewer residential and business displacements, fewer historic property impacts compared to the other alternatives, and because of the station location (as discussed for Alternative SIB-2). Some of these comments were submitted by residents of the Luxe Condominium (refer to Table 2-13). An additional concern about this alternative included proximity to the railway (farther away from developed areas).

Theme of Comment	Comments/Suggestions
Station Access	A few comments stated that the Smith Cove Station associated with Alternative SIB-2 and Alternative SIB-3 would be more accessible from Elliott Avenue West and because of the potential to provide pedestrian and bike connections to the Queen Anne neighborhood through the Southwest Queen Anne Greenbelt. A few comments suggested enhancements to pedestrian access across Elliott Avenue West, one suggesting a pedestrian bridge be constructed.
Suggested Modifications	Comments suggested modifications to station locations, station access, and multi-modal connections. Numerous comments suggested modifications to station locations as follows: • Eliminate or delay construction of Smith Cove Station. • Consolidate the Smith Cove and Interbay stations (some comments suggesting relocation to the Armory property specifically) to reduce cost. • Locate station closer to the Seattle Armory property and between West Galer Street and the Magnolia Bridge. A few comments requested that the height of the Smith Cove Station be reduced. A comment suggested partially lidding 15th Avenue West/Northwest with transit to “stitch” the “neighborhood back together”.

Interbay/Ballard Segment

Table 2-15 summarizes comments received from individuals on the Interbay/Ballard Segment. Environmental concerns related to this segment are summarized in Table 2-16.

Table 2-15. Summary of Comments from Individuals Related to Interbay/Ballard Segment

Theme of Comment	Comments/Suggestions
Tunnel Alternatives	Most comments from individuals favoring a specific alternative in the Interbay/Ballard Segment expressed support for either of the tunnel alternatives because of the comparable cost to the elevated alternatives and they avoid many impacts of the elevated alternatives. More comments stated support for Preferred Option IBB-2b rather than Preferred Alternative IBB-2a, primarily because of the Ballard Station location on 15th Avenue Northwest, which is closer to the existing Ballard Hub Urban Village. Additional reasons provided include better multi-modal connections and future expansion to the north or east. Comments that expressed support for Preferred Alternative IBB-2a were related the lower cost and the potential for the project to stimulate redevelopment east of 15th Avenue Northwest.
Elevated Alternatives	Numerous comments liked the elevated alternatives specifically to make stations more accessible, allow easier future expansion to the north or east, and to improve the experience of riders who would benefit from views from the elevated alternatives. Some comments supported the elevated alternatives because they believe they would be constructed faster and cost less than the tunnel alternatives. Numerous comments expressed support for Preferred Alternative IBB-1a because it would not impact traffic on 15th Avenue Northwest. A similar amount of comments supported Alternative IBB-3 because of the similar or lower cost compared to the other elevated alternatives. Approximately 100 Dusty Strings customers wrote comments either in opposition to Preferred Alternative IBB-1a, Preferred Alternative IBB-2a, and Preferred Option IBB-2b because that business would be displaced with those alternatives or in support of Option IBB-1b or a new alternative which would avoid this business displacement (refer to Table 2-4).

Theme of Comment	Comments/Suggestions
Elevated Alternatives (cont.)	Approximately 90 people wrote comments either in opposition to the alternatives along 14th Avenue Northwest or in support of the alternatives along 15th Avenue Northwest because of disruption to the Ballard Food Bank during construction (refer to Table 2-4). Comments that did not support elevated alternatives were concerned about business, employee and residential displacements and transportation, in-water habitat, Tribal treaty fishing, noise, historic, visual, economic, navigation, and maritime industry impacts. A few comments expressed concern about the United States Coast Guard requiring a high-level fixed bridge for Preferred Alternative IBB-1a with a clearance of 205 feet, stating that this requirement further warranted the tunnel alternatives. Concerns were raised about the operational constraints (service delays) associated with the moveable bridge for Alternative IBB-3.
Station Location	Comments were made about the location of stations as follows: • **Interbay Station.** A few comments expressed support for the station location associated with Preferred Alternative IBB-1a, Preferred Alternative IBB-2a, and Preferred Option IBB-2b around 17th Avenue West because of proximity to the Magnolia neighborhood and Fishermen's Terminal, connections to bus routes on both West Emerson Street and 15th Avenue West, and future TOD potential. Other comments felt this station would be in an area without residential development and that it would have less TOD potential and poorer pedestrian and transit connections. A few comments expressed support for the Option IBB-1b and Alternative IBB-3 station elevated above 15th Avenue West because of better proximity to neighborhoods and perception of that station location attracting higher ridership. • **Ballard Station.** Many comments stated support for the Ballard Station located on 15th Avenue Northwest rather than 14th Avenue Northwest because it would be closer to the existing Ballard business district, they believed it would have higher ridership and better multi-modal connections, and it would not require pedestrians to cross 15th Avenue Northwest. A few comments stated support for a Ballard Station located on 14th Avenue Northwest because of the potential to stimulate redevelopment east of 15th Avenue Northwest, and they believe it would have better pedestrian access and would not affect RapidRide bus stops.
Station Access	A few comments expressed concern that the elevated Interbay and Ballard stations are too tall, recommending the height of the stations be reduced to improve access. A few comments also expressed concern that the stations are too deep, stating the stations should be shallower to make access to the platforms as efficient as possible. A few comments expressed concern about the ease of pedestrian and bike access to the Interbay and Ballard stations and suggested improvements such as underground walkways for tunnel stations in Ballard.
Suggested Modifications	Most comments from individuals suggested modifications primarily to station locations but also to station access and multi-modal connections. Suggested modifications to the stations were as follows: • **Interbay Station.** – Design the station access for Preferred Option IBB-2b so all buses and passenger cars pick-up and drop-off on the north side of West Dravus Street or on 17th Avenue West, avoiding a pedestrian crossing on West Dravus Street. This suggestion was based on comments from Magnolia Community Council. – Design a slimmer and less costly station for Alternative IBB-3. In addition, about 450 comments supporting this modification were based on the project-wide comments made by the Urbanist and Seattle Subway as summarized in Table 2-5. Locate the station for Option IBB-1b, Preferred Alternative IBB-2a, and Preferred Option IBB-2b closer to 15th Avenue West.

Theme of Comment	Comments/Suggestions
Suggested Modifications (cont.)	– Consolidate the Smith Cove and Interbay stations at the Armory property. • **Ballard Station.** – Locate the station at the Dirt Exchange property on Northwest 50th Street. – Locate the station on the west side of 15th Avenue Northwest. A few comments specifically referenced this station location for Preferred Alternative IBB-2a and Preferred Option IBB-2b. – Locate the station at 14th Avenue Northwest and Northwest 56th Street. – Close 15th Avenue Northwest and Northwest Market Street and build the station beneath the streets. – Incorporate entrances on all four corners of the intersection for the station at 15th Avenue Northwest and Northwest Market Street. – Move the Preferred Option IBB-2b station location away from the intersection of 15th Avenue Northwest and Northwest Market Street. A few comments suggested that the elevated alternatives incorporate multiple modes of transportation, specifically transit, pedestrians, and bikes over Salmon Bay. Another comment suggested that elevated alternatives incorporate a pedestrian and bike path either on or under the guideway. A few comments suggested that Alternative IBB-3 have a high-level fixed bridge (instead of a moveable bridge).
Future Extension	Numerous comments suggested planning for future expansion north to Greenwood and east to Wallingford and the University District.

2.4.3.4 Environmental Concerns

Table 2-16 summarizes comments from individuals about environmental concerns by resource category evaluated in the Draft EIS. The most frequently raised concerns were about property acquisition and displacement; economics; social resources, community facilities, and neighborhoods; historic properties; transportation; environmental justice; and cumulative impacts. No comments were received on electromagnetic fields.

Table 2-16. Summary of Comments from Individuals on Environmental Concerns

Theme of Comment	Comments/Suggestions
Acquisitions, Displacements and Relocations	Many comments expressed concern about property acquisition, with most of them concerned about acquisition of residences and businesses in the Delridge, West Seattle Junction, Chinatown-International District, South Interbay, and Interbay/Ballard segments. Many of these comments requested Sound Transit try to minimize residential displacements. Some commenters asked about Sound Transit's relocation process and compensation for their properties. Some comments suggested providing numbers of individuals displaced instead of units. A few comments were concerned that displacements may be undercounted due to recent redevelopment of properties. There was also concern about the removal of designated affordable housing as well as naturally occurring affordable housing (below-market-rate rental housing or more favorable mortgage situations). In the Delridge and West Seattle Junction segments there were particular concerns about removal of affordable housing where there is already low housing supply and housing costs are rising. There was also concern about the loss of BladeGallery in the Duwamish Segment, Alki Beach Academy and Transitional Resources in the Delridge Segment, and grocery stores in the West Seattle Junction Segment. Many comments expressed concern about displacement of local, minority-owned businesses in the Chinatown-International District, particularly with Alternative CID-2a, the diagonal station configuration, and Option CID-2b. There is concern with the ability of businesses to relocate within the neighborhood and more information on these businesses was requested. In the Downtown Segment, there was concern about the displacement of the Civic Hotel, a small minority-owned business, and arts organizations at the Seattle Center. In the Interbay/Ballard Segment, there was concern about the displacement of Dusty Strings, a musical instrument manufacturer. Some comments expressed concern about potential displacement of maritime businesses in the Interbay/Ballard Segment, noting the challenge of relocating these businesses. A few similar comments were also received about the Duwamish Segment. Many comments were also concerned about the potential for businesses to become displaced during construction from impacts to access or construction disruption.
Land Use	Comments about land use focused on land use conversion and TOD. A few comments noted that industrial lands would be more appropriate for transportation infrastructure than residential or park land. Some comments felt the guideway height in the Delridge and West Seattle Junction segments would be incompatible with the existing residential uses in this area. Most comments related to TOD discussed how opportunities would be better with tunnel alternatives. There was support for putting stations closer to where land is already zoned for TOD and some comments suggested zoning changes to allow for more density. There was a desire to ensure new TOD would benefit vulnerable populations, both residents and businesses. A few comments requested more information on how many units could be provided by TOD.
Economics	Comments about economics focused on business displacements and construction impacts. More comments were received about the Chinatown-International District Segment than other segments. In the Chinatown-International District Segment, there was concern about the ability of displaced businesses to relocate, as well as indirect displacement of businesses that are not able to survive disruption from a long construction period. Loss of access and parking were of particular concern, along with concern that visitors would avoid the neighborhood due to construction. Additional analysis to further quantify economic impacts was suggested project-wide, related to loss of future tax revenue, supply chain impacts, loss of productivity during construction, the effectiveness of mitigation, and cumulative impacts from the COVID-19 pandemic and other past construction projects. A few comments suggested providing demographic information for businesses and employees displaced. The social impacts of employees losing their jobs was also a concern. A few comments were about the impact of the project on property values. In the Duwamish and Interbay/Ballard segments, some comments were concerned with the loss of maritime businesses and the impact this would have on this industry. A few comments on these segments also expressed concern about the impact of elevated alternatives to Tribes' treaty-protected fishing rights.

Theme of Comment	Comments/Suggestions
Social Resources, Community Facilities, and Neighborhoods	Most of the comments about social resources, community facilities, and neighborhoods were related to the Chinatown-International District Segment. Outside of this segment, comments were related mostly to Delridge, West Seattle Junction, and Interbay/Ballard segments. Across segments, many comments expressed concern about both permanent and temporary impacts in their neighborhoods including noise, visual, park, ecosystem, displacements, and historic resources. Common themes were community disruption, quality of life and livability, connectivity between communities, the importance of gathering spaces, and impacts on low-income support facilities and housing. Many comments in the Delridge Segment were concerned with displacement of Alki Beach Academy with Alternative DEL-5 and Alternative DEL-6, and Transitional Resources with Alternative DEL-6. Many were also concerned with elevated guideways changing the character of the community. Comments in the Delridge and West Seattle Junction segments were also concerned about getting a similar level of investment in infrastructure as other, wealthier areas of the city, specifically in the form of tunnels. Comments on the Chinatown-International District were mainly about the stations changing the character and culture of the neighborhood (which is a regional hub for the Asian community) due to displacing businesses and facilitating redevelopment of the area. Other concerns included environmental health impacts and impacts to businesses, parks, senior homes, schools, and childcare facilities during construction. A few comments were also concerned with displacement of grocery stores and the Chief Seattle Club Eagle Village housing.
Visual and Aesthetic Resources	Most of the visual and aesthetic resources comments were about the Delridge and West Seattle Junction segments, with some additional comments about the Duwamish, Chinatown-International District, South Interbay, and Interbay/Ballard segments. Most of the concerns were in relation to elevated guideways impacting the visual character of neighborhoods, view obstruction, blocking light, and creating shade. Some comments were concerned about the ability of impacts to be mitigated. A few comments suggested visual simulations of the light rail bridge over the Duwamish Waterway. A few comments expressed concern with the view from Pigeon Point. Some comments requested visual analysis be conducted for the Chinatown-International District Segment. A few comments were concerned with visual impacts from a bridge over Salmon Bay.
Air Quality	Most of the air quality comments were about the Chinatown-International District Segment. Many comments expressed concern about ventilation shafts during operation and general air quality during construction. Concern about air quality from construction and cumulative impacts were expressed for other segments as well. Other comments related to air quality focused on greenhouse gas emissions during construction and included requests for additional analysis of these emissions. A few comments also discussed the connection between the lost ecological benefit of trees and green spaces removed for the project and air quality benefits. Some comments supporting the gondola in West Seattle cited less production of greenhouse gases during construction as a reason they support it.
Noise and Vibration	Most of the noise and vibration comments were about the Delridge, West Seattle Junction, and Chinatown-International District segments. Many comments were concerned with impacts from elevated guideways to residents in the Delridge and West Seattle Junction segments and mitigation for these impacts. Some comments were concerned with noise during construction affecting business operations. A few comments requested additional mapping of noise and vibration impacts as well as more information about noise from exhaust fans and vent shafts. Concerns were also raised about vibration impacts in the Chinatown-International District and Downtown segments, particularly for performance and recording spaces at the Seattle Center.
Water Resources	Most of the water resources comments were about the Interbay/Ballard Segment, and supported tunnel alternatives to avoid in-water impacts.

Theme of Comment	Comments/Suggestions
Ecosystems	Most of the comments about ecosystems focused on West Seattle Link Extension, with many related to avoiding impacts to trees at the West Seattle Golf Course. Numerous comments supported Alternative DUW-2 to avoid habitat impacts in the West Duwamish Greenbelt. A few comments about the Duwamish and Delridge segments mentioned mature trees and canopy cover, particularly along Southwest Genesee Street and the Longfellow Creek Natural Area. A few comments also discussed aquatic species impacts from increased stormwater runoff and the potential for shoreline restoration with the project to improve salmon habitat. A few comments supported the tunnel alternatives in the Interbay/Ballard Segment because they would avoid in-water and shoreline impacts to Salmon Bay. A few other comments were related to avoiding impacts to salmon, birds (including heron and osprey), wetlands, and wildlife and habitat in general.
Energy	Comments about energy mostly discussed energy used for construction of the project and supported use of renewable energy sources.
Geology and Soils	Comments submitted about geology and soils were primarily about the West Seattle Link Extension, with a few about the South Interbay and Interbay/Ballard segments. Comments were related to steep slopes, landslide hazards, seismic resiliency, erosion, and potential impacts to building foundations.
Hazardous Materials	Comments submitted about hazardous materials were related to the potential release of contaminants during demolition of older buildings and work in Superfund sites in the Duwamish Segment.
Public Services, Safety and Security	Most of the comments about public services, safety, and security were related to the Chinatown-International District Segment. These comments were concerned with maintaining emergency services for the community during construction and noted the large number of elderly residents in the neighborhood. Some comments were also concerned with potential impacts to schools in the neighborhood during construction. Comments were also received about displacement of or impacts to the Ryerson Bus Base in the Chinatown-International District Segment, the Central Library in the Downtown Segment, postal facilities in the SODO and South Interbay segments, and fire stations in multiple segments. Comments for multiple segments were concerned with safety and security at and around stations and under elevated guideways, and impacts to emergency services and waste management during construction.
Utilities	Many comments about utilities were concerned with utility shut-offs or relocations/reroutes during construction, particularly in the Chinatown-International District Segment.
Historic and Archaeological Resources	Most of the comments about historic and archaeological resources were related to the Chinatown-International District Segment, particularly impacts to the Seattle Chinatown and Pioneer Square-Skid Road national historic districts. Many comments in the Chinatown-International District Segment were concerned with removal of historic buildings as well as impacts to the Chinatown Historic District. Comments in other segments were related to avoiding historic properties. A few comments felt that the archaeological data was too limited and suggested additional analysis.
Parks and Recreational Resources	Many comments noted concern about potential impacts to public parks and open space, in particular the West Seattle Golf Course in the Delridge Segment, Hing Hay Park in the Chinatown-International District Segment, and the Seattle Center in the Downtown Segment. While most comments about the West Seattle Golf Course asked to avoid it, some thought impacting it would be preferable to displacing homes on the north side of Southwest Genesee Street. Most other comments related to these parks were concerned with avoiding impacting the park, use of the park, and access to the park. A few comments were about potential impacts to other public parks including the West Duwamish Greenbelt, 22nd Avenue Southwest Street-end, Longfellow Creek Natural Area, Junction Plaza Park, Donnie Chin International Children's Park, Urban Triangle Park, Kinnear Park, Centennial Park, Myrtle Edwards Park, Southwest Queen Anne Greenbelt, Interbay Golf Course, and Gemenskap Park.

Theme of Comment	Comments/Suggestions
Section 4(f) Resources	Most comments about Section 4(f) resources were related to support of a gondola in West Seattle, noting that it may be able to avoid these resources.
Transportation – Transit	Many comments were received about WSBLE ridership, with most supporting station locations that optimize ridership or requesting access improvements to increase ridership. Some questioned the ridership methodology or requested it be updated to reflect changed conditions from the COVID-19 pandemic. Many comments were received about the need for quality transfers at stations, both between bus and rail and between different rail lines. This was noted as being particularly important at hub stations (SODO, Chinatown-International District, and Westlake), but was also mentioned frequently for the Delridge Segment. Some comments were concerned with reliability of escalators and elevators at stations and the impacts of these on travel time and ridership. A few comments noted the importance of quality transfers in providing equitable service to low-income populations and communities of color. A few comments also questioned the segmenting of the existing light rail into two lines and expressed concern that it would force a transfer for some trips that can be made directly today. Numerous comments were concerned with impacts to transit during construction, including bus detours due to roadway closures. A few comments were concerned with loss of the SODO Busway and with impacts to the Seattle Streetcar during construction.
Transportation – Local Streets and Arterials	Comments about traffic impacts on local streets and arterials were mostly related to roadway closures during construction. Impacts in the Chinatown-International District and Downtown segments were commented on most frequently, although numerous comments were also about the Delridge, West Seattle Junction, South Interbay, and Interbay/Ballard segments. Some comments were also about traffic effects from elevated guideways in the West Seattle Junction and Interbay/Ballard segments, or around stations such as the Avalon Station and Ballard Station. Some comments stated that impacts to traffic were acceptable to “build the project right” and that the project would help reduce congestion. A few comments felt that the project would not help traffic.
Transportation – Pedestrians and Bikes	Comments about pedestrians were mostly concerned with pedestrian safety and the potential for unpleasant pedestrian environments around stations that are near busy streets and during construction when there would be increased traffic on detour routes. Many comments stated the need to provide good pedestrian access to stations. Comments about bikes were generally similar across all segments and focused on the need for bike parking at stations, improving access for bikes to/from and within stations, better accommodation of bikes on trains, and safe detours during construction. Some suggested improvements included creating a path under the guideway in Interbay and making the Salmon Bay crossing multi-modal. Numerous comments mentioned ensuring accessibility of stations for those with limited mobility, including seniors. Requests related to this included reliable and direct elevators, minimizing station depths, and making transfers fast and reliable. Some comments were also concerned with the mobility of seniors and differently abled populations during construction, when sidewalks and other pedestrian routes may be closed and detoured. A few comments were concerned with bus route restructures requiring additional transfers, which would be an added burden for these populations.
Transportation – Parking	Most of the comments about parking were concerned with loss of parking in the Chinatown-International District and Downtown segments. Some comments were concerned with loss of access to private parking garages in the Downtown and South Interbay segments. A few comments were concerned with parking in the neighborhood by light rail users and a few others supported adding park-and-rides at stations, mostly in West Seattle.
Transportation – Freight	Most comments about freight were concerned with effects on major freight routes and access to industrial facilities in the Delridge, South Interbay, and Interbay/Ballard segments.

Theme of Comment	Comments/Suggestions
Transportation – Navigation	Numerous comments were concerned about the impact of the bridge alternatives on navigation. A few comments were concerned about the Duwamish Waterway, but most were concerned about impacts to Salmon Bay and the Lake Washington Ship Canal. Concerns were raised about permanent impacts to the movement of commercial and recreational vessels from clearances under the bridges and guideway columns in the water, and the impact to maritime businesses as a result.
Environmental Justice	Most comments expressed concern about the impact of alternatives on 5th Avenue South on vulnerable communities of color and low-income populations in the Chinatown-International District. Commentors were particularly concerned about the loss of community history and culture, and displacement and disruption of residents and minority-owned businesses. Many comments expressed concern that the project would cause further adverse impacts to the neighborhood and community which has experienced past harm from government projects and recent impacts from the COVID-19 pandemic and increases in hate crime on this community. Many comments expressed concern about other cumulative impacts to the vulnerable community in the Chinatown-International District, as detailed in Table 2-12. Many commentors expressed preference for the alternatives on 4th Avenue South as a more equitable solution and to minimize environmental justice impacts. A few comments were about the RET process for the project. Commentors believe that the RET process does not advance the City of Seattle's commitment to its Race and Social Justice Initiative and that the 5th Avenue South alternatives contradict the outcomes referenced in the RET report of identifying opportunities to repair past harm. A few comments requested that a more thorough environmental justice analysis be conducted. A few comments mentioned the benefits the project would provide to residents of the Chinatown-International District of more frequent and reliable access to transit, jobs, and services throughout Seattle and the region, while alleviating traffic congestion and parking issues in the district. In the Delridge and West Seattle Junction segments, some comments discussed the importance of fast, seamless transfers from buses at Delridge and Avalon stations for underserved communities to the south. For multiple segments, comments were concerned with minimizing impacts to vulnerable communities, access to and the loss of affordable housing (existing and potential future), gentrification, and health concerns. A few comments requested translation of information to additional languages. A few comments were about Tribal treaty fishing rights and mitigation for in-water impacts that could affect these rights.
Cumulative Impacts	Many comments about cumulative impacts were about the Chinatown-International District Segment and requested further consideration of the impacts from past infrastructure projects, such as Interstate 5, and more recent impacts from the COVID-19 pandemic and increases in hate crime on this community. Some comments were also concerned with cumulative health impacts on this community from air quality during construction. Additional outreach to the community on this topic was requested. Some comments for other segments also requested consideration of the COVID-19 pandemic in cumulative impacts to businesses. In West Seattle, comments suggested that the over 2-year closure of the West Seattle Bridge and roadway construction in the Delridge Segment should also be considered. Some comments noted that both potential direct and indirect displacement of residents and businesses could contribute to ongoing gentrification of some neighborhoods. A few comments discussed mitigation for cumulative impacts of wildlife habitat and in-water impacts.

2.4.3.5 Other Comment Categories

Table 2-17 summarizes other categories of comments received from individuals.

Table 2-17. Summary of Other Categories of Comments from Individuals

Theme of Comment	Comments/Suggestions
Support for the Project	Many comments stated support for the project because of the need for better and faster transportation, to reduce traffic, to support future population and employment growth, to emit less greenhouse gas, to provide better service to low-income people, to connect communities, for easier access to airport, to improve tourists' experience, and to improve access to businesses. A few comments noted that all alternatives would have environmental impacts but stated that overall, there would be a net benefit.
Opposition to the Project	Comments opposing the project were mostly concerned with cost and environmental impacts and stated that the costs did not outweigh the benefits. Some of the concerns expressed included crime around stations; only serving higher-income populations; and the displacement of homes, businesses, and jobs. Some comments felt that existing transit was sufficient, especially for West Seattle, and that the money could be better spent elsewhere.
Light Rail Operations	Comments about light rail operations were mostly concerned with train frequency, on-time performance, or reliability, with many of these concerned about the moveable bridge for Alternative IBB-3. A few comments suggested use of automated trains.
Project Schedule	Most comments related to the project schedule requested that it be built sooner. Reasons for this included cost, traffic congestion, and climate change. Many comments were concerned with the duration of the construction schedule and requested faster construction methods be identified and road closures and detours be reduced in length. A few comments were concerned about additional delays to the project schedule.
Purpose and Need	Some comments questioned the need for the project, particularly due to changes in work patterns from the COVID-19 pandemic. Some commenters felt that the need should be better demonstrated in the Final EIS, while a few comments stated that the project could not fully meet its environmental purpose statement due to greenhouse gas emissions.
Planning and NEPA	Comments about the planning and NEPA process were focused on understanding how the Sound Transit Board reaches a decision, how the range of alternatives is established, and the accessibility of the Draft EIS. There were a few comments about the length and readability of the document.
Design and Construction Methods	Most of the comments about design were concerned with the size and design of stations and minimizing impacts of the stations. A few comments were concerned with the location of the station vent stack in the Chinatown-International District Segment. Some comments suggested evaluation of other construction methods for tunnels and tunnel stations to minimize impacts.
Budget/Funding	Many of the comments about cost suggested ways to reduce project costs and suggested removing or consolidating stations, reducing the size of stations, reducing depth of stations, and reducing the number of entrances. Some comments expressed concern that the overall cost of the project has increased or noted that the costs of tunnels were now more comparable with elevated alternatives. A few comments questioned the need for a new downtown tunnel as well as the project in general, based on cost. Numerous comments felt that higher costs, especially for tunnels, were acceptable if impacts to the human and natural environment could be avoided or reduced. Some comments also requested more information on how costs were calculated and what was included in them.
Community Outreach	Many comments about community outreach were related to how the Draft EIS was communicated to the public, how the public has been engaged in the process, and how input from the community should be considered by the Sound Transit Board.

Theme of Comment	Comments/Suggestions
Community Outreach (cont.)	Many comments specific to the Chinatown-International District stated that community concerns have not been listened to in the past and urged greater partnership, and some of these comments requested a comment period extension. They also commented on the need for translation of more materials and the need to make information more accessible for those with more limited internet access or ability. Comments from other areas of the project included seeking diverse opinions, not conducting outreach by segment, expanding the area of outreach activities, concern about not having questions answered at public meetings, and providing more information about how design decisions are made.
Station Amenities	Some comments requested restrooms at stations, along with bike parking, more security officers, and ADA access. A few comments were about station naming and design and a few requested that stores be incorporated into stations.
Sound Transit 3	Comments about Sound Transit 3 were related to budget, alternatives evaluated relative to what was approved by voters, and mode choice. A few comments requested more information on how the Sound Transit 3 program will help communities south of West Seattle.

2.4.3.6 Suggestions for Other Alternatives

Table 2-18 summarizes comments on other alternatives from individuals.

Table 2-18. Summary of Comments from Individuals on Other Alternatives

Theme of Comment	Comments/Suggestions
West Seattle Link Extension	
Other Modes	Comments suggested modes of transportation for West Seattle other than light rail as follows: • Most of the comments from individuals suggesting another mode suggested a gondola for West Seattle. Gondola supporters stated that the topography of West Seattle is too hilly for light rail and that the area would be better served by gondola acting like a feeder system to light rail on the east side of the Duwamish Waterway. They feel that a gondola would better meet the transportation needs for West Seattle faster and for less cost, displacement, disruption, and embodied carbon. • Bus rapid transit that feeds into the light rail system on the east side of the Duwamish Waterway. • A light rail alternative adjacent to the Duwamish Waterway where topography is flat and stations would provide access to low-income and minority populations, while also providing a gondola connection over Pigeon Ridge to West Seattle. • A new bus-only bridge from West Seattle, across the Duwamish Waterway, connecting to the SODO Busway. • A cable car. • Extended water taxi service. • A foot passenger ferry from Fauntleroy Ferry Terminal to Downtown Seattle.
Pigeon Ridge/West Seattle Tunnel	Comments suggested studying the purple line, Pigeon Ridge/West Seattle Tunnel, from the level 2 alternatives evaluation as described in Appendix M of the Draft EIS. Comments suggested that with rising real estate prices and falling tunneling costs, this alternative may now be considered more affordable than it was during scoping. These comments supported this alternative because they thought it would reduce impacts to habitat and wildlife, minimize construction period road closures, reduce displacements to minority and low-income communities, reduce business displacements, and reduce risks from constructing light rail on steep slopes.

Theme of Comment	Comments/Suggestions
New Tunnel Alternatives	There were requests for other tunnel alignments along the West Seattle Link Extension. Comments suggested tunneling under the Duwamish Waterway and then continuing with a tunnel for the rest of the alignment to minimize impacts to West Seattle. A tunnel was requested from the point where the guideway touches land on the west side of the Duwamish Waterway, following the route of the Preferred Alternatives in West Seattle, with the Delridge and Avalon stations, and two Alaska Junction stations at Fauntleroy Way Southwest and at 42nd Avenue Southwest.
Extensions to the South	Comments stated that the West Seattle Link Extension includes stations in the wealthier areas of West Seattle instead of reaching the low-income areas and areas with greater minority populations to the south. Stations were mostly suggested in High Point, White Center, and Burien. The following alternatives were suggested: • Remove the Alaska Junction Station and add a station at 35th Avenue Southwest and Southwest Morgan Street. • An alignment on 35th Avenue Southwest because there would be more room to fit the guideway; with an option of building light rail at-grade in this location that could extend in the future to High Point, Westwood Village, and South Seattle College. • A guideway on a bridge across the Duwamish, elevated along Fauntleroy Way Southwest, with stops at the Fauntleroy Ferry Terminal, White Center, and SeaTac. • A station in Youngstown on Delridge Way Southwest near Spokane Street then extending the alignment down Delridge Way Southwest at-grade with an additional station between Hillcrest and Highland Park and a station with a park-and-ride at Southwest Roxbury Street and 17th Avenue Southwest. • An alignment to High Point, without going through the junction, since High Point was described as a potential station location identified in City planning efforts. • A station at Westwood Village instead of the Alaska Junction with a park-and-ride to connect other neighborhoods in West Seattle.
Two Extensions	Splitting the West Seattle Link Extension in two, with one extension serving the east side of West Seattle (Delridge) and another extension serving the west side (including the West Seattle Junction). The two extensions would merge to the south in future phases to reach SeaTac Airport. Another suggested alternative was a spur light rail extension to West Seattle Junction through the West Seattle Golf Course, with the main light rail extension continuing south to minimize cost for land acquisition, disruption to neighborhoods during construction, and noise.
Other Suggested Alternatives	The following alternatives were also suggested to minimize impacts to West Seattle neighborhoods: • One light rail station in West Seattle with a parking garage. • Light rail with a terminus station at Harbor Island with a park-and-ride garage with bus connections. • A light rail station on West Marginal Way with electric vehicle shuttles to connect people in West Seattle to the station. • Only one station in West Seattle, on Fauntleroy Way Southwest.
Duwamish Segment	
Connect to Additional Communities	Connecting to the communities of South Park and Georgetown with light rail extension or bus rapid transit.
Multi-modal Bridge	A new West Seattle replacement bridge for vehicles with light rail running on the side to save costs for both projects.
Immersed Tube Tunnel	An immersed tube tunnel (a tunnel constructed elsewhere, which is then brought to the tunnel site to be sunk into place) for the Duwamish Waterway crossing.

Theme of Comment	Comments/Suggestions
Delridge Segment	
Tunnels in Delridge	A tunnel beginning in Delridge and continuing to the West Seattle Junction.
Stations Further South	Stations south of the Delridge Station in the Delridge neighborhood were suggested. One suggested alternative was to extend the alignment to allow for a station near Louisa Boren Stem K-8 school at 5950 Delridge Way Southwest. Another suggested alternative was to have a station further south down Delridge Way Southwest to serve minority and low-income communities and have a greater walkshed and more TOD opportunity.
Delridge Playfield and West Seattle Golf Course	A light rail alignment in the north end of Delridge Playfield and the West Seattle Golf Course to avoid property acquisitions and reduce cost.
West Seattle Junction Segment	
Tunnel under California Avenue Southwest	A tunnel station with a mezzanine under California Avenue Southwest to facilitate bus transfers.
Tunnel under Fauntleroy Way Southwest.	A tunnel under Fauntleroy Way Southwest rather than 41st or 42nd Avenue Southwest to avoid impacts to smaller streets in residential areas.
Ballard Link Extension	
Chinatown-International District Segment	
Alternative in Pioneer Square	Alternative in Pioneer Square closer to the waterfront, specifically along 1st Avenue South or 2nd Avenue South, to avoid impacting Chinatown-International District.
Alternative near Interstate 5	Alternative along Interstate 5 and a station in the Little Saigon neighborhood.
At-grade Alternative	At-grade alignment in the roadway to reduce cost and minimize disruption to businesses during construction.
Downtown Segment	
Alternative Using the Existing Downtown Seattle Transit Tunnel	Alternatives interline and use the existing Downtown Seattle Transit Tunnel to reduce cost and environmental impacts. A comment specifically suggested that the Ballard Link Extension run from SODO through the existing Downtown Seattle Transit Tunnel and a new tunnel be constructed from Westlake Station to Interbay. Comments suggested constructing a stub or spur line between Westlake and Ballard. One comment suggested using automated trains to reduce the size and cost of the stations.
Mix-and-match Alternative	Alternative combining the Preferred Alternative DT-1 alignment along 5th Avenue with the alignment for Alternative DT-2 along Mercer Street.
Midtown Station in First Hill	Alternative DT-2 with a Midtown Station located in First Hill.
Denny Station to Serve Belltown	Denny Station constructed near Tilikum Place Park at 5th Avenue and Denny Way to better serve Belltown.
Elevated Alternative in Downtown	Elevated alternatives in Downtown to reduce cost. One comment suggested an elevated alignment along 1st or 5th Avenue. Another suggested the alternatives be elevated through South Lake Union and go over the State Route 99, noting the roads are wide enough to accommodate an elevated guideway.

Theme of Comment	Comments/Suggestions
South Interbay Segment	
Preferred Alternative SIB-1 Tunnel Portal West of Elliott Avenue West	Alternative that continues the downtown tunnel under Elliott Avenue West to a Smith Cove Station on the west side of the roadway for Preferred Alternative SIB-1. It was suggested that the size of the station be minimized and that buses pick up and drop off on the west side of Elliott Avenue West. This suggestion was based on comments from Magnolia Community Council.
South Interbay Tunnel Alternative	Tunnel alternative through Interbay connecting the Downtown and Interbay/Ballard segments tunnel alternatives to minimize environmental impacts. Comments specifically suggested that this alternative continue to a Ballard Station located around 20th Avenue Northwest. This suggestion was based on comments from Magnolia Community Council.
South Interbay Alternative along BNSF	Alternative along the BNSF Railway for the entirety of its length through Interbay. It was suggested the alignment could be elevated above the railway.
Interbay Golf Center Alternative	Alternative using Interbay Golf Center to minimize acquisition of residences and businesses.
Queen Anne Alternative	Alternative and station constructed in Queen Anne rather than Interbay. One comment specifically suggesting the alternative be in a tunnel.
Alternative serving Magnolia	Alternative in Magnolia, with one comment suggesting the alternative be oriented east-west and continuing through Interbay and Queen Anne to Montlake and Leschi. One comment suggested station locations near Magnolia Playfield. Other comments suggested alternatives to better serve Magnolia with additional stations in Interbay, including near the Magnolia bridge, near Smith Cove Park, Thorndyke Avenue West, near Fishermen's Terminal, and 15th Avenue West.
Interbay/Ballard Segment	
New Alignment North of Interbay Station Near 17th Avenue West	Alternative that extends from Interbay Station for Preferred Alternative IBB-1a, Preferred Alternative IBB-2a, or Preferred Option IBB-2b north along Thorndyke Avenue West, turns northeast at the intersection with 16th Avenue West, continuing northeast over the West Emerson Street interchange. Some of the Dusty Strings customers who submitted comments wrote in support of this new alternative (suggested by the owners of Dusty Strings) to avoid acquisition of the business (refer to Table 2-4).
Interbay Station at 15th Avenue West Connecting to Tunnels	Interbay Station above 15th Avenue West (Option IBB-1b and Alternative IBB-3) instead be in a retained cut (below a rebuilt 15th Avenue West/West Dravus Street interchange) and transition to connect to the tunnel alternatives under Salmon Bay.
Tunnel Alternative with Ballard Station Closer to the Core of Ballard Urban Village	An alternative with Ballard Station located west of 15th Avenue Northwest (around 20th or 22nd Avenue Northwest and Northwest Market Street) be studied because it would be closer to the existing Ballard Hub Urban Village and commenters believed it would have higher ridership. Many comments specifically requested that the 20th Avenue Tunnel Ballard – Thorndyke Portal Design Option considered in the initial assessment be reevaluated. Comments suggested that City of Seattle-owned land such as Ballard Commons or Bergen Place would be good station entrances. Comments stated that this alternative may have a comparable cost to the other alternatives and would be better for future expansion of the line to the north and east. About 450 comments in support of a tunnel alternative with Ballard Station on 20th Avenue Northwest were based on the project-wide comments made by the Urbanist and Seattle Subway (refer to Table 2-4). In addition, many comments supporting inclusion of this alternative were based on comments from Magnolia Community Council.
Alternative with Two Stations in Ballard	Alternative with two stations in Ballard, one in the existing Ballard Hub Urban Village around 20th Avenue Northwest and one east of 15th Avenue Northwest.

Theme of Comment	Comments/Suggestions
New East/West Alternative in Ballard	A new east/west alternative in Ballard. One comment suggested that a new alignment be constructed to connect with the proposed alternatives along 14th Avenue Northwest and provide connections between the University of Washington and Shilshole Bay. Another suggested a circular alignment just north of the Lake Washington Ship Canal that runs north through the Ballard neighborhoods, past Ballard High School, and east to cross the existing line near the University of Washington. A comment suggested that a north-south light rail alignment incorporate east-west lines, potentially streetcar lines or bus routes.
Alternative along 15th Avenue West/Northwest	A light rail alignment along 15th Avenue West/Northwest. It was suggested that the project combine the alignment with the Ballard Bridge replacement to accommodate both light rail and vehicles. Another comment suggested that light rail use the 15th Avenue West/Northwest corridor and that vehicles be moved from this road corridor to 14th Avenue Northwest.
Multi-modal Tunnel Alternative	A multi-modal tunnel constructed for both light rail and vehicular traffic, and conversion of Ballard Bridge to a pedestrian and bike path.
Immersed tube tunnel	An immersed tube tunnel (a tunnel constructed elsewhere, which is then brought to the tunnel site to be sunk into place) for the Salmon Bay crossing.

2.5 Late Comments

Comments received after the comment deadline primarily included submittals supporting comments made by the Cascade Bicycle Club, Civic Hotel, and Blade Gallery. A few also supported the 4th Avenue South alternatives in the Chinatown-International District Segment, including a comment from Seattle Best Tea, a business in the neighborhood. Comments were also received from Champion Party Supply, with concerns about being displaced in the South Interbay Segment, and from Karigo LLC, a property owner in South Lake Union, supporting comments made by other businesses in the South Lake Union neighborhood.

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3 PUBLIC INVOLVEMENT

3.1 Engagement Approach

Due to the COVID-19 pandemic, typical in-person community engagement activities were limited per state and local public health mandates and recommendations. In response, Sound Transit implemented an adaptable engagement plan during the 90-day public comment period that prioritized digital or virtual engagement for the safety and well-being of the community and Sound Transit staff. Digital engagement included virtual briefings, meetings, hearings, and office hours, in addition to e-notifications such as email updates and phone conference outreach. As agency and local public health restrictions lifted, project staff adjusted to a hybrid engagement approach. In-person opportunities included presentations at hybrid or in-person meetings, briefings, and tours; one-on-one engagement at local events, existing light rail stations, and residential housing; and a corridor-wide, in-person public open house event centrally located along the project corridor. Community members who stopped by could learn about the project and Draft EIS and provide public comments.

Additionally, prior to the publication of the Draft EIS and public comment period, the WSBLE staff sought new and expanded upon existing relationships with organizations, community groups and leaders, and agency partners. One of these efforts, highlighted throughout the engagement below, included building on the existing partnership with the City of Seattle's Department of Neighborhoods Community Liaison program. Sound Transit began this partnership during the Alternatives Development phase of the project in 2018. This relationship was strengthened by expanding the partnership with 11 Community Liaisons who had existing community connections and were bi/multilingual, which provided strategic guidance and engagement support prior to and during the Draft EIS public comment period.

The following sections of this report outline key engagement strategies, resources, tools, and activities employed during the Draft EIS publication public comment period. Ongoing consultation with Tribes and coordination with agencies is also described.

3.2 Engagement Tools and Resources

To make information about the WSBLE Project widely available, Sound Transit created (and is continually updating) a variety of materials and communication tools. This includes an Online Open House, which is an active project website that serves as a resource hub for community members to learn about and get involved in the project. Materials include project fact sheets, Draft EIS briefing booklets and readers guides, and presentations. Communication tools include traditional and social media, press releases, email updates, and mailers. These materials and tools, translated into up to seven languages, provide updated information on the project and let community members know where and how to provide feedback.

3.3 Draft EIS Publication and Distribution

The Draft EIS comment period started on January 28, 2022. The documents were distributed to Tribes, Tribal Organizations, and federal, state, and local agencies. The documents were also made available to the public for review at Sound Transit offices; electronically on the Sound Transit WSBLE website (https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions) and Online Open House (https://wsblink.participate.online); and hard copies were distributed to the following public libraries and community-based organizations:

- Seattle Public Libraries
  - Ballard Branch, 5614 22nd Avenue Northwest, Seattle, WA 98107
  - Beacon Hill Branch, 2821 Beacon Avenue South, Seattle, WA 98144
  - Central Library (Downtown Seattle), 1000 4th Avenue, Seattle, WA 98104
  - Columbia City Branch, 4721 Rainier Avenue South, Seattle, WA 98118
  - Delridge Branch, 5423 Delridge Way Southwest, Seattle, WA 98106
  - Fremont Library, 731 North 35th St, Seattle, WA 98103
  - Greenwood Branch, 8016 Greenwood Avenue North, Seattle, WA 98103
  - High Point Branch, 3411 Southwest Raymond Street, Seattle, WA 98126
  - International District Branch, 713 8th Avenue South, Seattle, WA 98104
  - Magnolia Branch, 2801 34th Avenue West, Seattle, WA 98199
  - New Holly Branch, 7058 32nd Avenue South, Seattle, WA 98118
  - Queen Anne Branch, 400 West Garfield Street, Seattle, WA 98119
  - Rainier Beach Branch, 9125 Rainier Avenue South, Seattle, WA 98118
  - Southwest Branch, 9010 35th Avenue Southwest, Seattle, WA 98126
  - West Seattle Branch, 2306 42nd Avenue Southwest, Seattle, WA 98116
- King County Libraries
  - Burien Library, 400 Southwest 152nd Street, Burien, WA 98166
  - White Center Library, 1409 Southwest 107th Street, Seattle, WA, 98146
- Community-based Organizations
  - Alliance for Pioneer Square, 105 South Main Street, Suite 201, Seattle, WA 98104
  - Delridge Neighborhoods Development Association, Youngstown Cultural Arts Center, 4408 Delridge Way Southwest, Seattle, WA 98106
  - Seattle Chinatown International District Preservation and Development Authority, Hing Hay Coworks, 409B Maynard Avenue South, Seattle, WA 98104
- University of Washington – Suzzallo Libraries, 4000 15th Avenue Northeast, Seattle, WA 98195

Copies of the Draft EIS were provided to members of the public by request.

Public comments on the Draft EIS were accepted through April 28, 2022 and could be made in any language and via the following methods: mail, email, online and hard copy comment forms, transcribed phone messages, and via a court reporter at the open houses and hearings.

3.3.1 Draft EIS Notifications and Advertisements

The project team published notifications and advertisements once the Draft EIS was posted online and throughout the comment period. The notifications not only informed the public about the availability of the Draft EIS, but also about upcoming public meetings/hearings, and resources about how to get involved and make public comment. The notifications and advertisements were as follows:

- A Notice of Availability of the Draft EIS in the *Federal Register* and in the *SEPA Register* on January 28, 2022.

- Public notices and ongoing ad campaigns through traditional paid advertisements and where appropriate, in-language ethnic media ads, presentations, or interviews in local newspapers, online blogs, radio, and television. (Media: *The Seattle Times*, *The West Seattle Blog, Westside Seattle, MyBallard.com, The Stranger, Crosscut, The Seattle Medium, International Examiner, NW Asian Weekly, Runtanews.com, NW Vietnamese News, Siete Dias, Seattle Chinese Post, Chinese Radio Seattle, Do206, El Rey 1360 AM, Seattle Gay News, Tu Decides, Somali Bridge TV, and Korean-American TV Broadcasting, Amigos de Seattle Radio, Radio Magia Seattle, M Radio Live*).
- Project mailer that was translated into four languages and sent to approximately 130,000 residents and businesses in the project corridor (all addresses within 0.5 miles from the project alternatives, as well as addresses within 0.5 miles of terminus stations and 0.5 miles of Delridge Way Southwest between Southwest Genesee Street and Southwest 100th Street in the White Center neighborhood, a distance of about 3.5 miles).
- Six email notifications sent to about 11,000 email addresses in the project subscriber list.
- Two formal press releases submitted to media outlets across the project corridor and region.
- Over 1,200 poster notices, translated into six languages, displayed in publicly accessible areas near proposed stations and along the project corridor at the onset of the publication of the Draft EIS comment period and again 15 days prior to the public meetings/hearings.
- Social media content, including a project video, posted and shared by community organizations, partner agencies, and Community Liaisons and garnered 140,000 impressions during the comment period.

Additional engagement communication tools included an online and physical Draft EIS toolkit that was provided to elected officials, agency partners, community organizations and groups to distribute to their networks, and a project email and phone line.

3.3.2 Online Open House

The Sound Transit WSBLE Online Open House website was the primary tool for accessing the Draft EIS and providing comments. The Online Open House included links to each Draft EIS chapter and appendix, as well as answers to common questions to help visitors quickly find the information they were most interested in. Within the Online Open House, there were also sections about station planning, links to recorded Community Advisory Groups meetings (see Section 3.4.3), resources for property owners, and an overview of different ways to get involved, including the virtual public meetings/hearings, in-person public open house event, a briefing request tool, property owner webinars, and office hours.

Office hours were virtual, one-on-one, sessions with Sound Transit staff. These 20-minute sessions allowed members of the public to ask questions about the Draft EIS and receive assistance in navigating the document. Anyone interested in an office hours session could sign up using the form on the Online Open House.

Lastly, the Online Open House included a comment form to submit Draft EIS comments to the project team. The Online Open House was translated into Simplified and Traditional Chinese, Spanish, and Vietnamese, as well as other languages using Google Translate.

3.4 Engagement Activities

Sound Transit participated in public meetings/hearings, open houses, briefings, workshops and tours with organizations and community groups across the corridor and were available at community events and spaces to discuss the project with businesses, neighborhoods, potentially affected property owners, and other interested groups. The following sections provide additional information on the virtual public meeting/hearings, in-person public open house event, briefings, workshops, and other engagement activities.

3.4.1 Virtual Public Meetings/Hearings

Sound Transit held four virtual public meetings/hearings that included oral testimony during the 90-day comment period. The meetings/hearings were attended by anyone interested in learning about the project and Draft EIS, and each focused on a different geographic area of the project. Table 3-1 lists the dates, times, and focus area of the public meetings/hearings.

Table 3-1. WSBLE Draft Environmental Impact Statement Virtual Public Meetings/Hearings

Date	Geographic Area	Type of meeting
March 15, 2022; 5:30 to 7:30 p.m.	Focus on Interbay and Ballard	Presentation and public hearing, court reporter available
March 22, 2022; 5:30 to 7:30 p.m.	Focus on Downtown	Presentation and public hearing, court reporter available
March 24, 2022; 5:30 to 7:30 p.m.	Focus on Chinatown-International District and SODO	Presentation and public hearing, court reporter available
March 30, 2022; 5:30 to 7:30 p.m.	Focus on West Seattle and Duwamish	Presentation and public hearing, court reporter available

More than 400 community members attended the four virtual public meetings/hearings via Zoom Webinar. The meetings/hearings began with a detailed segment overview presentation that provided information about the respective geographic segment and the Draft EIS. The Chinatown-International District and SODO meeting on March 24 included simultaneous interpretation in Cantonese, Mandarin, and Vietnamese. The West Seattle meeting on March 30 included simultaneous interpretation in Vietnamese and Spanish. All four webinars included American Sign Language interpretation and live captioning.

A question and answer (Q&A) session was held after each of the segment overview presentations. Participants had the opportunity to ask questions to a panel of interdisciplinary subject matter experts related to the Draft EIS process and other topics. Participants typed their questions into a Q&A box and oral responses were provided by the panel of experts. The Q&A box was screen reader-friendly, enabling participants with visual impairments to submit questions as well. Interpreters were on hand to provide interpretation services for participants who spoke Cantonese, Mandarin, and Vietnamese at the Chinatown-International District and SODO hearing on March 24, and Vietnamese and Spanish at the West Seattle hearing on March 30.

The Q&A sessions were followed by public hearings. The hearings allowed participants to testify before those in attendance while a court reporter captured their comments. A total of 58 people provided verbal testimony at the public hearings.

3.4.2 In-person Public Open House

Sound Transit held an outdoor, public open house on March 17, 2022, from 12 to 6 p.m. at the International District/Chinatown Station Plaza at 5th Avenue South and South King Street. The open house included information on the entire WSBLE corridor. Staff members at the welcome table explained the purpose and format of the open house to participants. There were several project and Draft EIS materials available to read or take away including project folios, Draft EIS briefing booklets and readers guides; Draft EIS executive summaries, as well as the main volume and appendices; Racial Equity Toolkit Reports, Station Planning Framework Reports, property acquisition folios, and property owner handbooks. Copies of the executive summary, briefing booklet, and project folio were available in English, Spanish, Simplified Chinese, Traditional Chinese, and Vietnamese. Comment forms and the Draft EIS readers guides were available in English, Simplified and Traditional Chinese, Vietnamese, Spanish, Korean, Somali, and Khmer.

As part of the open house, participants were invited to review displays and discuss the project with Sound Transit staff and members of the consultant team. Displays for each segment of the project were set up in different areas of the plaza. Displays included roll-plots of the project alternatives in each segment, a briefing booklet of the key findings of the Draft EIS and a copy of the Draft EIS and the executive summary.

Participants were invited to provide comments at the comment station through the following methods:

- Written comments on hard copy comment forms
- Verbal comments, transcribed by a court reporter
- Typed comments via the Online Open House (laptop with screen-reader software provided)

Community Liaisons provided assistance to participants who wanted to comment in Cantonese, Mandarin, Vietnamese, Spanish, and Somali. Twenty-two people provided verbal comments and 13 people provided written comments at this public open house.

3.4.3 Community Advisory Groups

Prior to the start of the Draft EIS comment period, Sound Transit formed Community Advisory Groups (CAGs) to provide another forum to share information and collaborate with community members around benefits, issues, and tradeoffs of the project. Sound Transit invited the public to apply to these groups and individuals were selected with a diversity of experiences and perspectives, including but not limited to, income level, race, age, physical and cognitive abilities, and lived experience.

There were four CAGs and each was comprised of 10 to 15 community members, organized by geographic area, or project segment. Members served as ambassadors to their communities and brought forth community values, concerns, and ideas. CAG meetings began in November 2021 before the start of the comment period to provide participants with an overview of the project, environmental process, and station planning work to date.

These virtual meetings were held monthly, concluded in May 2022, and were recorded and posted on the Online Open House as a public resource. There were 21 meetings in total, with a list of the meetings that occurred during the comment period provided in Table 3-2. The final meeting for each geographic area (or segment) was a chance for each member to share feedback about tradeoffs between the alternatives and their thoughts on confirming or modifying

the preferred alternative. Feedback from these groups, as well as all of the public comments, were provided to the Sound Transit Board for their consideration.

Table 3-2. Community Advisory Group Virtual Meetings Held During the Draft EIS Comment Period

Date	Location	Focus of Meeting
February 2, 2022; 5 to 7 p.m.	Focus on Interbay and Ballard	Draft EIS results overview
February 3, 2022; 5 to 7 p.m.	Focus on Downtown	Draft EIS results overview
February 8, 2022; 5 to 7 p.m.	Focus on West Seattle and Duwamish	Draft EIS results overview
February 9, 2022; 5 to 7 p.m.	Focus on Chinatown-International District and SODO	Draft EIS results overview
March 1, 2022; 5 to 7 p.m.	Focus on Interbay and Ballard	Draft EIS deep dive
March 3, 2022; 5 to 7 p.m.	Focus on Downtown	Draft EIS deep dive
March 8, 2022; 5 to 7 p.m.	Focus on West Seattle and Duwamish	Draft EIS deep dive
March 10, 2022; 5 to 7 p.m.	Focus on Chinatown-International District and SODO	Draft EIS deep dive
April 5, 2022; 5 to 7 p.m.	Focus on Interbay and Ballard	Draft EIS, potential cost savings, refinements
April 7, 2022; 5 to 7 p.m.	Focus on Downtown	Draft EIS, potential cost savings, refinements
April 12, 2022; 5 to 7 p.m.	Focus on West Seattle and Duwamish	Draft EIS, potential cost savings, refinements
April 13, 2022; 5 to 7 p.m.	Focus on Chinatown-International District and SODO	Draft EIS, potential cost savings, refinements

3.4.4 Meetings, Briefings, Workshops and Tours

Sound Transit staff engaged community, arts, and business organizations in a variety of ways during the Draft EIS comment period. Some of those methods included group meetings, briefings, workshops and tours. Engagement activities were primarily virtual, with limited in-person activities like the station area tours.

Table 3-3 documents the 83 meetings, briefings, workshops, and tours conducted during the Draft EIS comment period. Unless designated as a workshop or tour, the activities below are briefings or meetings and do not capture the many phone calls, emails, and other related engagement that occurred during the comment period. Community Liaisons supported a number of these engagement activities, which are marked with an asterisk in Table 3-3.

Table 3-3. Engagement Meetings, Briefings, Workshops, and Tours (January 28 through April 28, 2022)

Date	Community, Arts, and Business Organizations
January 28, 2022	Washington Transportation Advocates
February 1, 2022	Seattle Metropolitan Chamber of Commerce
February 2,2022	Climate Pledge Arena

Date	Community, Arts, and Business Organizations
February 2, 2022	Puget Sound Harbor Safety Committee
February 2, 2022	Queen Anne Community Council
February 2, 2022	Sound Transit Citizen Oversight Panel
February 4, 2022	Historic South Downtown and Seattle Chinatown International District Preservation and Development Authority (SCIDpda)
February 8, 2022	Mercer Corridor Stakeholders
February 8, 2022	Cornish Playhouse
February 10, 2022	West Seattle Chamber of Commerce
February 14, 2022	Alliance for Pioneer Square
February 15, 2022	CID Vision Group
February 15, 2022	Magnolia Community Council
February 15, 2022	Seattle Metropolitan Chamber, Business Issues Forum
February 16, 2022	Avalon Neighbors
February 16, 2022	Seattle Center organizations workshop series 1 of 3
February 17, 2022	Seattle Design Commission: Westlake and Seattle Center
February 17, 2022	SODO Business Improvement Area
February 21, 2022	Uptown Alliance, Land Use Review Committee
February 22, 2022	North Seattle Industrial Association
February 22, 2022	Seattle Subway
February 26, 2022	Tabor 100*
February 28, 2022	I Heart Radio
March 3, 2022	Seattle Design Commission: Chinatown-International District Segment
March 4, 2022	KEXP
March 4, 2022	Luxe Condominiums
March 7, 2022	Pigeon Point Neighborhood Council
March 7, 2022	Uptown Alliance
March 8, 2022	Downtown Seattle Association, Policy Committee
March 8, 2022	Urban Land Institute, Transit-Oriented Development Product Council
March 8, 2022	Chinese Information and Service Center (CISC)
March 9, 2022	Chinatown-International District Station workshop series 1 of 3
March 10, 2022	Mercer Corridor Stakeholders
March 10, 2022	Historic South Downtown, Alliance for Pioneer Square and Seattle Chinatown International District Preservation and Development Authority (SCIDpda)
March 11, 2022	Cornish Playhouse tour
March 11, 2022	Seattle Rep tour
March 11, 2022	Vera Project tour
March 15, 2022	KEXP
March 16, 2022	Chinatown-International District Station workshop series 2 of 3

Date	Community, Arts, and Business Organizations
March 16, 2022	Puget Sound Sage, Community Leadership Institute, Transit Justice Panel
March 17, 2022	Seattle Design Commission: Ballard Station and Salmon Bay crossing
March 18, 2022	Seattle Center organizations workshop series 2 of 3
March 18, 2022	Seattle Metropolitan Chamber of Commerce: Ballard Link Extension
March 18, 2022	Transit Access Coalition
March 21, 2022	Seattle Metropolitan Chamber of Commerce: West Seattle Link Extension
March 22, 2022	Southwest Early Learning
March 23, 2022	Ballard-Fremont Neighborhood Greenway
March 24, 2022	Uptown Alliance
March 29, 2022	Business Owner and Management Association (BOMA)
March 29, 2022	Seattle Chinatown International District Preservation and Development Authority (SCIDpda)
March 30, 2022	Chinatown-International District Station workshop series 3 of 3
March 31, 2022	Avalon Neighbors
March 31, 2022	Avalon Neighbors tour
March 31, 2022	Ballard Alliance Ratepayer Advisory Board
March 31, 2022	Seattle Metropolitan Chamber of Commerce, WSBLE Stakeholder Collaboration
April 1, 2022	Delridge Neighborhood Development Association
April 5, 2022	Section 106 Consulting Parties
April 6, 2022	Ballard Food Bank
April 6, 2022	Senior Center of West Seattle
April 7, 2022	Seattle Design Commission: Delridge Station and Duwamish crossing
April 7, 2022	West Seattle Chamber of Commerce luncheon: engaging commercial tenants
April 7, 2022	National Association for Industrial and Office Parks (NAIOP)
April 7, 2022	West Seattle Transportation Coalition, Draft EIS Comment Workshop
April 8, 2022	Seattle Center workshop series 3 of 3
April 10, 2022	Vietnamese Cultural Center*
April 11, 2022	SODO Business Improvement Area
April 11, 2022	Community Development roundtable
April 14, 2022	Fred Hutchinson Cancer Center
April 14, 2022	West Seattle Bike Connections
April 15, 2022	5th and Madison Condominiums tour
April 15, 2022	Historic South Downtown, CID Business Improvement Area, Seattle Chinatown International District Preservation and Development Authority (SCIDpda)
April 15, 2022	Heron Helpers and Seattle Audubon
April 16, 2022	Kin-On*
April 18, 2022	Chinatown-International District Business roundtable*
April 20, 2022	Historic South Downtown

Date	Community, Arts, and Business Organizations
April 20, 2022	Maritime businesses series 1 of 2
April 21, 2022	Seattle Design Commission: potential project refinements
April 21, 2022	Maritime businesses series 2 of 2
April 21, 2022	PARC SODO Stadiums
April 22, 2022	Avalon Neighbors
April 24, 2022	Vietnamese community group*
April 26, 2022	Duwamish Alive Coalition
April 27, 2022	Chinatown-International District Station Alternatives Senior Tour*

* Indicates an engagement activity supported by Community Liaisons.

3.4.5 Tabling, Door-to-Door, Peer-to-Peer, and Information Sharing

Engaging communities that have historically experienced barriers to engaging in public processes is important to Sound Transit. To begin to remove barriers to participation and expand our reach, Sound Transit partnered with community organizations to host information tables and outreach events at familiar community gathering places. The goal was to provide project information (often in languages other than English based on the anticipated audience), answer questions, and encourage people to submit comments on the Draft EIS. This effort went beyond asking community members and businesses to come to traditional events and included going door-to-door or sharing project materials and information in small groups as peer-to-peer conversations. Community Liaisons supported a substantial number of these engagement efforts to reach people in their communities. Their participation is marked with an asterisk in Table 3-4.

Table 3-4. Tabling, Door-to-Door, Peer-to-Peer, and Information Sharing (January 28 through April 28, 2022)

Date	Engagement Tabling, Door-to-Door, Peer-to-Peer, and Information Sharing Activity
February 5, 2022	Friends of Little Saigon: Little Saigon Creative tabling*
February 5, 2022	Vietnamese community information share*
February 12, 2022	Delridge corridor, Chinatown International District and Pioneer Square door-to-door business outreach*
February 13, 2022	Vietnamese community peer-to-peer information share*
February 19, 2022	Muslim American Youth Foundation tabling*
February 19, 2022	Vietnamese community peer-to-peer information share*
February 22, 2022	Westlake Station tabling*
February 24, 2022	Denise Louie Education Center peer-to-peer information share*
February 25, 2022	Corridor-wide library and Community-Based Organization materials share
February 25, 2022	Ballard door-to-door business outreach
February 27, 2022	Vietnamese community peer-to-peer information and materials share*
March 1, 2022	Chinatown-International District station tabling*
March 3, 2022	SeaTac and Tukwila community markets information share*

Date	Engagement Tabling, Door-to-Door, Peer-to-Peer, and Information Sharing Activity
March 4, 2022	Latino town Viernes de Fiesta tabling*
March 4, 2022	The Salvation Army Seattle White Center Corps and Community Center tabling*
March 5, 2022	West Seattle Bowl tabling*
March 5, 2022	LA Fitness materials share (day 1)*
March 6, 2022	Eastgate Church tabling*
March 6, 2022	Co Lam Temple celebration tabling*
March 6, 2022	LA Fitness materials share (day 2)*
March 6, 2022	Vietnamese community peer-to-peer information share*
March 6, 2022	White Center door-to-door business outreach*
March 9, 2022	West Seattle Halal Market business outreach*
March 9, 2022	Vietnamese community peer-to-peer outreach*
March 10, 2022	Occidental Square tabling*
March 11, 2022	The Salvation Army Seattle White Center Corps and Community Center tabling*
March 12, 2022	Vietnamese community peer-to-peer information share*
March 13, 2022	West Seattle Bowl tabling*
March 14, 2022	South Park door-to-door business outreach*
March 16, 2022	SODO station tabling
March 17, 2022	Chinatown-International District door-to-door business outreach*
March 18, 2022	Pioneer Square door-to-door business outreach
March 19, 2022	West Seattle Bowl tabling*
March 19, 2022	Co Lam Temple retreat tabling*
March 19, 2022	Delridge corridor neighbors door-to-door*
March 19, 2022	Vietnamese community peer-to-peer information share*
March 20, 2022	Masks Off celebration tabling*
March 25, 2022	West Seattle Food Bank tabling*
March 26, 2022	Vietnamese community peer-to-peer information share*
March 28, 2022	Chinese Radio Seattle information share*
April 3, 2022	West Seattle Farmers Market tabling*
April 5, 2022	Occidental Square tabling*
April 5, 2022	Pioneer Square door-to-door business outreach
April 6, 2022	Chinese community peer-to-peer information share*
April 6, 2022	Vietnamese community peer-to-peer information share*
April 6, 2022	Vietnamese community peer-to-peer information and materials share*
April 9, 2022	SODO Flea Market tabling*
April 10, 2022	Ballard Farmers Market tabling*
April 13, 2022	Nihonmachi Terrace residential tabling*
April 15, 2022	Uptown Neighborhood door-to-door business outreach*

Date	Engagement Tabling, Door-to-Door, Peer-to-Peer, and Information Sharing Activity
April 16, 2022	Vietnamese community peer-to-peer information share*
April 16, 2022	Duwamish Alive! Earth Month Celebration tabling
April 17, 2022	Chinese American Civic Association peer-to-peer information share*
April 17, 2022	Chinatown-International District community member conversations*
April 17, 2022	High Point and West Seattle mosque tabling*
April 17, 2022	West Seattle Halal Market tabling (day 1)*
April 17, 2022	Mariners Game Day Chinatown-International District station tabling (day 1)*
April 17, 2022	Chinatown-International District door-to-door business outreach
April 18, 2022	Ballard Food Bank tabling*
April 18, 2022	High Point and West Seattle mosque tabling (day 2)*
April 18, 2022	West Seattle Halal Market business tabling (day 2)*
April 18, 2022	Chinatown-International District door-to-door business outreach*
April 19, 2022	Negocios y Finanzas Radio tabling*
April 20, 2022	Vietnamese community peer-to-peer information and material share*
April 20, 2022	Delridge library tabling*
April 20, 2022	Hirabayashi Place residential information share
April 21, 2022	Vietnamese community peer-to-peer information share*
April 21, 2022	High Point library materials and information share*
April 22, 2022	Bush Hotel residential tabling*
April 22, 2022	Chinatown-International District door-to-door business outreach
April 22, 2022	El Salvadorean Bakery tabling*
April 22, 2022	Hope Academy Mosque tabling*
April 23, 2022	High Point Earth Day tabling*
April 26, 2022	NP Hotel residential information share
April 28, 2022	Vietnamese community information share*
April 28, 2022	Spanish community information share*
Multiple days	White Center and Delridge corridor bus stop peer-to-peer outreach*

* Indicates an outreach activity supported by Community Liaisons.

3.4.6 Property Owners and Tenants

In fall 2021, Sound Transit mailed letters in advance of the Draft EIS publication and comment period to approximately 1,400 potentially affected property owners who would be identified in the Draft EIS as being potentially affected by one or more of the project alternatives. The property owner letters included details on how to attend a Zoom Webinar with the project team, including real estate staff, to learn about the project and Sound Transit's property acquisition process. Webinars were offered on an ongoing basis from November 2021 through the end of the comment period on April 28, 2022.

From fall 2021 until the start of the Draft EIS comment period, the project team conducted 19 property owner and tenant webinars. During the Draft EIS comment period, the project team conducted another 15 property owner and tenant webinars, for a total of 34 webinars. The property owner and tenant webinars served as an introduction to the property acquisition process and led to many follow-up, one-on-one or small group conversations through emails, phone calls, in-person, and virtual meetings, as well as office hour sessions. Fifty-nine individual property owner meetings were also conducted.

Some property owners and tenants participated in other community and/or business organization briefings described in Section 3.4.4. Sound Transit also engaged property owners and tenants during the coordination of fieldwork activities before and during the Draft EIS comment period.

3.5 Increased Accessibility and Focused Engagement with Communities of Color, Limited English Proficiency and Low-Income Populations

Sound Transit recognizes the importance of engaging communities of color, Limited English Proficiency (LEP) and low-income populations and providing involvement opportunities throughout project planning, environmental review, and design processes. Building on engagement during the Alternatives Development phase, Sound Transit deepened collaboration with community-based organizations, social service providers, and other community partners and the City of Seattle's Department of Neighborhoods Community Liaisons program. As mentioned above, Sound Transit expanded the partnership with the Community Liaisons program to include 11 Community Liaisons who were involved in a series of six intensive training and feedback sessions, pre-Draft EIS publication outreach efforts to build awareness, and strategic guidance around how to engage the populations they serve in a way that is more relevant and accessible. In addition, they led or supported a wide range of activities with their community networks about the Draft EIS process and how to comment during the public comment period.

As noted above, Sound Transit provided peer-reviewed translated materials and presentations online and at in-person events. Project materials, including the Online Open House website, printed project update materials, project folios, the Draft EIS Readers Guide, and the Executive Summary of the Draft EIS were translated into Traditional Chinese, Simplified Chinese, Vietnamese, and Spanish. With strategic guidance from community organizations and Community Liaisons, Sound Transit translated select additional materials in Somali, Korean, and Khmer.

Sound Transit also proactively provided language interpretation at events in the Chinatown-International District, the Delridge Corridor, and at select engagement activities corridor-wide. As described in Sections 3.4.1 and 3.4.2, simultaneous interpretation was provided during the virtual public meetings/hearings focused on Chinatown-International District, SODO, West Seattle, Duwamish segments and at the in-person open house event. Sound Transit partnered with community leaders and community-based organizations to offer neighborhood-specific events, including the Chinatown-International District station alternatives senior walking tour where 83 Chinatown-International District senior residents had the opportunity to learn about the project, ask questions, and provide comments on the Draft EIS.

Sound Transit also expanded its informational and educational ad campaign across 15 ethnic media platforms. This included Community Liaison presentations and interviews with Spanish

radio channels and Somali and Korean television, reaching upwards of 30,000 to 50,000 views respectively.

All of Sound Transit's notices and literature for the WSBLE Project have language blocks translated into Traditional Chinese, Vietnamese, Spanish, Tagalog, Russian, and Korean stating information is available in alternate formats by calling 1-800-201-4900. These languages were selected based on 2015 to 2018 United States Census American Community Survey data for the project corridor and community input. When contacted by a member of the public with limited English proficiency, Sound Transit staff can use an immediate phone translation service that provides over-the-phone interpretation in 150 languages, 24 hours a day and seven days a week.

These efforts have allowed Sound Transit to better reach the various communities in the corridor and involve people representative of the population in the corridor during the public comment period for the Draft EIS.

3.6 Tribes

The FTA initiated Government-to-Government Consultation on the WSBLE Project during the EIS scoping process in 2019. Since then, the WSBLE team and FTA staff have routinely met with, and shared technical information about the project with, Consulting Tribes. The WSBLE project team offered individual meetings, and review and comment opportunities on environmental documentation and the evaluation of impacts on Tribal rights and interests. The Government-to-Government Consultation will be an ongoing process that will continue throughout environmental review, design, construction, and operation of the project.

3.7 Agencies

During the environmental scoping process that began in early 2019, FTA and Sound Transit invited agencies with agencies with special expertise or interest in the project to be cooperating and participating agencies during the EIS process and consulted with these agencies through the preparation of the Draft EIS. Appendix F of the Draft EIS lists the meetings that occurred through the alternatives development and Draft EIS preparation. During the Draft EIS comment period, Sound Transit provided briefings to the U.S. Postal Service, the Port of Seattle, and U.S. Environmental Protection Agency, as well as to the project's Interagency Group, which consists of representatives from the FTA, City of Seattle, King County Metro, the Port of Seattle, WSDOT, and Northwest Seaport Alliance.

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Appendix O.2
Comments and Responses

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Appendix O.2.1
Tribes and Tribal Organizations

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Comments were received from the following Tribes and Tribal Organizations:

- Suquamish Tribe
- Duwamish Cultural Preservation Committee

The following attachments provide these submittals in the order listed above, along with responses to comments.

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PHONE (360) 598-3311
Fax (360) 598-6295
http://www.suquamish.nsn.us

THE SUQUAMISH TRIBE
PO Box 498 Suquamish, WA 98392-0498

April 28, 2022

Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Via email: lauren.swift@soundtransit.org and WSBLEDEIScomments@soundtransit.org

RE: WSBLE Draft Environmental Impact Statement

The site for this proposed project is within the usual and accustomed fishing area of the Suquamish Tribe. The Tribe seeks protection of all treaty-reserved natural resources and cultural resources. The Tribe has had a chance to review information provided and has the following comments.

Appendix N.4 Environmental Impacts

- 3.1.2.1 Treaty Rights – The Muckleshoot and Suquamish Tribes are federally recognized Tribes with Usual and Accustomed treaty-protected fishing rights in Puget Sound and the project area.
- 3.1.2.2 Longfellow Creek
    - Although City code may allow some development within the outer portion of the regulated riparian area mitigation sequencing is very clear that avoidance is the preferred option.
    - It is the Tribe's understanding that even though portions of a stream may be in a pipe they are still regulated by the City and they are still considered waters of the State and are regulated.
    - Please note that even if tight lined/culverted a stream is still a stream and regulated by the Department of Fish and Wildlife and manmade barriers do not preclude an F stream typing.
    - The Suquamish Tribe does not generally support buffer reductions.
- Page 3-37 Applicable Tribal Treaty Rights – The text is incorrect. Suquamish has treaty-protected rights and Usual and Accustomed areas in the Puget Sound region, including the marine portions of Salmon Bay below the locks. The Muckleshoot Tribe uses Salmon Bay to access its Usual and Accustomed Areas.
- 4.1.2.5 Tribal Treaty Rights Impacts - There is currently no formal coordination process in place regarding vessel management and identifying how Tribal Treaty fishing

conflicts and/or impacts will be addressed. This is an outstanding issue that will need to be resolved.

- 5.1.2 Compensatory Mitigation – If T-25 is used or any other site that includes Natural Resource Damage (NRD) restoration it must be clearly defined what is NRD and what is mitigation.
- 5.4.2 Compensatory Mitigation - As previously mentioned there is currently no formal coordination process in place regarding vessel management and identifying how Tribal treaty fishing conflicts and/or impacts will be addressed. Note that environmental mitigation and resolution of potential impacts on Tribal Treaty fishery activities are separate issues.

Appendix N.4A Ecosystems Technical Analysis Methodology

- Table 3 – for stream typing determinations, on the ground verification is necessary with concurrence by both WDFW and affected Tribes.
- 3.1.1/3.2.1/3.3.1/3.4.1 Background Information
    - Check in with the WDFW local habitat biologist and affected Tribal biologists for additional information and verify current information.
- 3.5 Fish Presence, Fish Habitat Use, and Stream Typing – for stream typing determinations on the ground verification is necessary and concurrence by both WDFW and affected Tribes.
- 3.5.3 Track B Information – add lamprey to the third bullet.

3.5.4 Note that electrofishing can only verify presence but cannot determine absence. To verify presence, eDNA is a better alternative.

Thank you for the opportunity to provide comment. The Suquamish Tribe looks forward to continuing to work cooperatively with Sound Transit to develop a plan that satisfies the goals and visions for future development as well as protects Tribal treaty reserved resources. Please keep us informed of project status and project related activities and/or actions. If you have questions or concerns please don't hesitate to call 360-394-8447 or email aosullivan@suquamish.nsn.us.

Sincerely,
Alison O'Sullivan
Biologist, Ecosystem Recovery Program
Suquamish Tribe Natural Resources Department

Communication ID: 504336 - The Suquamish Tribe Draft EIS Comment

#	Comments	Responses
1	3.1.2.1 Treaty Rights - The Muckleshoot and Suquamish Tribes are federally recognized Tribes with Usual and Accustomed treaty-protected fishing rights in Puget Sound and the project area. 3.1.2.2 Longfellow Creek o Although City code may allow some development within the outer portion of the regulated riparian area mitigation sequencing is very clear that avoidance is the preferred option. o It is the Tribe's understanding that even though portions of a stream may be in a pipe they are still regulated by the City and they are still considered waters of the State and are regulated. o Please note that even if tight lined/culverted a stream is still a stream and regulated by the Department of Fish and Wildlife and manmade barriers do not preclude an F stream typing.	Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS regarding impacts to Longfellow Creek and proposed mitigation. Sound Transit would determine final mitigation actions in coordination with Tribes and federal, state, and local resource agencies during final design as appropriate.
2	Page 3-37 Applicable Tribal Treaty Rights - The text is incorrect. Suquamish has treaty-protected rights and Usual and Accustomed areas in the Puget Sound region, including the marine portions of Salmon Bay below the locks. The Muckleshoot Tribe uses Salmon Bay to access its Usual and Accustomed Areas.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	4.1.2.5 Tribal Treaty Rights Impacts - There is currently no formal coordination process in place regarding vessel management and identifying how Tribal Treaty fishing conflicts and/or impacts will be addressed. This is an outstanding issue that will need to be resolved.	As discussed in Section 3.9, Affected Environment and Impacts during Operation - Navigation, FTA, in coordination with Sound Transit, will continue government-to-government consultation with the Suquamish Tribe and the Muckleshoot Indian Tribe to avoid or minimize impacts to Tribal treaty-protected fishing rights and access to Usual and Accustomed Areas during construction.
4	5.1.2 Compensatory Mitigation - If T-25 is used or any other site that includes Natural Resource Damage (NRD) restoration it must be clearly defined what is NRD and what is mitigation.	Please see Section 4.9, Ecosystems, of the Final EIS for more information impacts to this site and proposed mitigation. Sound Transit would consult with the appropriate agencies and Natural Resource Damage parties for any mitigation related to impacts on the Terminal 25 site.
5	5.4.2 Compensatory Mitigation -As previously mentioned there is currently no formal coordination process in place regarding vessel management and identifying how Tribal treaty fishing conflicts and/or impacts will be addressed. Note that environmental mitigation and resolution of potential impacts on Tribal Treaty fishery activities are separate issues.	See response to comment 3.

#	Comments	Responses
6	Appendix N.4A Ecosystems Technical Analysis Methodology Table 3 - for stream typing determinations, on the ground verification is necessary with concurrence by both WDFW and affected Tribes. 3.1.1/3.2.1/3.3.1/3.4.1 Background Information Check in with the WDFW local habitat biologist and affected Tribal biologists for additional information and verify current information. 3.5 Fish Presence, Fish Habitat Use, and Stream Typing - for stream typing determinations on the ground verification is necessary and concurrence by both WDFW and affected Tribes.	A stream survey of Longfellow Creek was conducted between Southwest Andover Street and Southwest Genesee Street as part of the Final EIS, using Track A methods described in Attachment N.1, Ecosystems Technical Analysis Methodology, of Appendix N.1, Ecosystems Technical Report. The report for this survey has been shared with Tribes and permitting agencies.
7	3.5.3 Track B Information - add lamprey to the third bullet. 3.5.4 Note that electrofishing can only verify presence but cannot determine absence. To verify presence, eDNA is a better alternative.	The report acknowledges that Longfellow Creek is an anadromous fish-bearing stream and no in-water work is proposed. Because Sound Transit is not disputing fish presence, an eDNA analysis is not needed. An eDNA analysis may be appropriate if support were needed to establish that a stream is a Type N (non-fish-bearing) stream or that anadromous fish could not access it. The stream assessment guidelines document Sound Transit's internal procedure for stream assessment and are not project-specific. The two species were given as examples, and not an exhaustive list. Therefore, no revisions are needed.

April 28, 2022

Sound Transit Comment - West Seattle and Ballard Link Extensions

Thank you for the opportunity to review and comment. First, based on the information provided and our understanding of the project, we would recommend an archaeological review performed for this project. This is in an area the Duwamish Tribe considers culturally significant and has medium to high probability to have unknown archaeological deposits. If any archaeological work is performed, we request notification. An IDP should not be used in lieu of archaeological investigation. Cultural and archaeological resources are non-renewable and are best discovered prior to ground disturbance.

Second, regarding the light rail extension running from SODO to West Seattle, the Duwamish Tribe strongly recommends that the route with the least environmental impact be given the most consideration. We support the North Crossing Alternative along the north direction of the West Seattle and SW Spokane St Bridges that would run across the southern portion of Harbor Island, and north of Chelan Cafe before turning south to parallel Delridge Way SW. Moving further west along the rail line, we would support the Medium Tunnel 41st and Andover St. Lower Heights alternatives. These alternatives would have no park effects and displace the least amount of residential units and a lower amount of businesses compared to the other alternatives.

Third, for the Interbay/Ballard Segment, the Duwamish Tribe supports the Preferred Tunnel 15th Avenue Station Option (IBB-2b). This option shows one of the least impacts both to residents, business and the environment.

Fourth, for the South Interbay Segment, the Duwamish Tribe supports the Prospect Street Station/15th Avenue Alternative (SIB-2). This option shows the least impact to wetlands and park and recreational resources. This option shows a higher amount of impact to residential units and businesses. We hope that Sound Transit will in good faith, fully compensate those residents and businesses for their relocation and reestablishment regardless of the options ultimately chosen in any segment.

Finally, we strongly recommend that any landscaping in the design stage include only native vegetation to promote native habitat and to mitigate seasonal urban flooding. We also ask that any construction near a creek, like Longfellow, be given consideration for daylighting and that care is given to maintain its vital presence for salmon migration and habitat.

Duwamish Cultural Preservation Committee

Communication ID: 504707 - Duwamish Cultural Preservation Committee Draft EIS Comment

#	Comments	Responses
1	First, based on the information provided and our understanding of the project, we would recommend an archaeological review performed for this project. This is in an area the Duwamish Tribe considers culturally significant and has medium to high probability to have unknown archaeological deposits. If any archaeological work is performed, we request notification. An IDP should not be used in lieu of archaeological investigation. Cultural and archaeological resources are non-renewable and are best discovered prior to ground disturbance.	Sound Transit will be completing an archaeological investigation for this project. Sound Transit and FTA have consulted with Tribes and the Washington State Department of Archaeology and Historic Preservation on an archaeological treatment plan for the West Seattle Link Extension. A Memorandum of Agreement or Programmatic Agreement will be signed by consulting parties documenting archaeological testing to be completed before construction and the inadvertent discovery plan. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Second, regarding the light rail extension running from SODO to West Seattle, the Duwamish Tribe strongly recommends that the route with the least environmental impact be given the most consideration. We support the North Crossing Alternative along the north direction of the West Seattle and SW Spokane St Bridges that would run across the southern portion of Harbor Island, and north of Chelan Cafe before turning south to parallel Delridge Way SW. Moving further west along the rail line, we would support the Medium Tunnel 41st and Andover St. Lower Heights alternatives. These alternatives would have no park effects and displace the least amount of residential units and a lower amount of businesses compared to the other alternatives.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 4, Affected Environment and Environmental Consequences, for a discussion of impacts and mitigation for all alternatives and Appendix I, Mitigation Plan, for mitigation specific to the preferred alternatives for the Final EIS.
3	Third, for the Interbay/Ballard Segment, the Duwamish Tribe supports the Preferred Tunnel 15th Avenue Station Option (IBB-2b). This option shows one of the least impacts both to residents, business, and the environment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Fourth, for the South Interbay Segment, the Duwamish Tribe supports the Prospect Street Station/15th Avenue Alternative (SIB-2). This option shows the least impact to wetlands and park and recreational resources. This option shows a higher amount of impact to residential units and businesses. We hope that Sound Transit will in good faith, fully compensate those residents and businesses for their relocation and reestablishment regardless of the options ultimately chosen in any segment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	Finally, we strongly recommend that any landscaping in the design stage include only native vegetation to promote native habitat and to mitigate seasonal urban flooding. We also ask that any construction near a creek, like Longfellow, be given consideration for daylighting and that care is given to maintain its vital presence for salmon migration and habitat.	Please see Section 4.9, Ecosystems, of the Final EIS for more information on impacts to Longfellow Creek and proposed mitigation. Sound Transit would determine final mitigation actions in coordination with Tribes and federal, state, and local resource agencies during final design as appropriate. Sound Transit requires use of native plant species for all ecosystem restoration projects, and agency design criteria require use of native plant species or plant species adapted to the Pacific Northwest climate for new plantings.

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Appendix O.2.2
Agencies and Elected Officials

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Appendix O.2.2.1, Federal Agencies

Comments were received from the following Federal Agencies:

- U.S. Coast Guard
- U.S. Department of Interior
- U.S. Environmental Protection Agency
- U.S. Postal Service

The following attachments provide these submittals in the order listed above, along with responses to comments.

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U.S. Department of Homeland Security
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174-1067
Staff Symbol: dpw
Phone: (206) 220-7282
Email: steven.m.fischer3@uscg.mil

29 April 2022

Lauren Swift
Central Corridor Environmental and Business Operations Manager
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Linda M. Gehrke
Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

RE: Sound Transit West Seattle and Ballard Link Extensions DEIS

Dear Ms. Swift and Ms. Gehrke:

U.S. Coast Guard District 13 respectfully submits the following comments on the Sound Transit West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS).

In order for the USCG to adopt the bridge-related portions of the EIS, we will need the following information to be provided as part of the final EIS. We recognize that some of the items may not be available at this time. Required information includes:

1. Include consultation/coordination and the status (e.g., pending, obtained, etc.) of the issuance of a Water Quality Certification under the Clean Water Act.

2. Include consultation/coordination documentation with USACE regarding wetland mitigation measures taken in accordance with Executive Order 11990.

3. Include a statement clearly certifying that the project is consistent with Coastal Zone Management Programs and has or will receive Washington State concurrence.

4. Include the 100 year flood elevation in the vicinity of proposed bridges crossing waterways.

5. Include the date of the Biological Assessment or the document itself. Also include the timeline and correspondence related to consultation with U.S. Fish and Wildlife Service and National Marine Fisheries Service regarding the Endangered Species Act, Magnuson-Stevens Fisher Conservation and Management Act, Fish and Wildlife Coordination Act.

6. The EIS states that Sound Transit would monitor during construction to prevent marine mammal harassment; however, they should more clearly state if a take of marine mammals is anticipated. Correspondence related to the Marine Mammals Protection Act should also be included.

7. Chapter 1 Purpose and Need. This section describes numerous benefits of the project to improve light rail transit systems that will support existing and future regional growth in population, employment and the economy. However, although Seattle is a maritime community and the project will cross two major Seattle waterways that are also vital to the regional economy and marine transportation (Duwamish Waterway and the Lake Washington Ship Canal), the Purpose and Need section is silent on the need to protect the resource of navigation on the marine transportation system (MTS). Certain bridge alternatives presented in the DEIS would permanently reduce navigational clearances or eliminate access to marine facilities on the two waterways. The provision of improved surface transit facilities with the WSBLE should not be at the expense of the loss or impairment of marine navigation on the MTS.

8. Section 2.1.2.1.2 briefly describes three alternatives for crossing the Duwamish Waterway (Alternatives DUW-1a and DUW-1b (both southern crossings) and DUW-2 (northern crossing). For each of these alternatives, the narrative states the vertical clearance of the alternative in feet over the West channel of the waterway, but does not include horizontal clearance information and is unclear about clearances over the East channel. However, Section 3.9 does include the vertical and horizontal clearances for each alternative in the narrative sections for each alternative. To aid comparisons, the navigational clearance information for each alternative for both East and West channels should be clearly shown in a table, as well as clearance data for existing bridges.

9. Chapter 3 Transportation Environment and Consequences. Section 3.9 evaluates impacts to navigation for bridge alternatives that would cross the Duwamish West and East Channels. DUW-1a and 1b are located near the existing navigational obstructions of the Spokane Street Bridge, West Seattle Bridge and BNSF railroad bridge. Alternative DUW-1b is similar to DUW-1a, but is located further south (upstream) of Alternative DUW-1a, and may require in-water piers and have greater impact on navigation on the MTS near marine facilities, mainly recreational marinas and docks near the south end of Harbor Island. According to the DEIS, approximately 20% of such facilities would be permanently displaced, and replacing them is “unlikely”. Alternative DUW-2, located approximately 150 feet north of the existing obstruction of the Spokane Street Bridge, would become the new, first vertical and horizontal obstruction on both East and West channels. Further, it would cross over federal navigation projects maintained by the Corps of Engineers in both channels. DUW-2 would have 100 feet of vertical clearance and 315 feet of horizontal clearance (reduced from an existing clearance of 400 feet). The new obstruction caused by the DUW-2 crossing, with its reduced navigational clearances could affect the ability of vessels to navigate in this portion of the federally maintained channel. Additionally, DUW-2 would displace the most marine-oriented businesses. Alternatives DUW-1a and 1b would not affect the Corps of Engineers maintained navigation channels and according to the DEIS, Alternative DUW-1a may be able to

avoid in-water piers. The Coast Guard favors alternatives with the least impact to navigation and preservation of navigation access to marine facilities. From the information presented in the DEIS, Alternative-1a appears to have the least impact to navigation and access to marine facilities.

10. In a letter dated 4 January 2022, the Coast Guard issued a "Preliminary Navigation Clearance Determination" letter (PNCD) for the West channel, specifying minimum navigational clearances of 140 feet vertical and 250 feet horizontal. Any crossing of the West channel must meet these minimum clearances.

11. Section 3-1 Summary, "Table 3-1 Key Findings," contains the following statement regarding navigation on the Duwamish Waterway:

    "Alternative DUW-2 would cross over a navigation channel in the East Waterway approximately 150 feet north of an existing barrier to navigation and would reduce the horizontal clearance and the
    area available for navigation and maneuvering."

    This statement should refer readers to where navigation clearance information is available. As previously stated, the actual proposed vertical and horizontal navigational clearances in feet for each bridge alternative should be provided in a table for the crossings of the Duwamish Waterway and the Lake Washington Ship Canal. Additionally, the clearances of existing bridges or other obstructions should be included in the same table for ease of comparison. We recognize that this information is available in the navigation impact reports. However, it should also be available in the main NEPA document for ease of access for interested parties and for use in evaluation of alternatives in relation to the affected environment.

12. Table 3-1 contains the following statement regarding the Link crossings of the Lake Washington Ship Canal (LWSC):

    "All bridge alternatives for the Ballard Link Extension would meet or exceed the governing
    limitations on the Ship Canal navigation channel."

13. This statement is not correct for the bridge alternatives presented in the DEIS, as two of the three alternatives for crossing the LWSC are proposed to have a maximum fixed vertical clearance of 136'. These bridge alternatives are clustered near the existing Ballard Bridge, at approximate waterway mile 1.1. As a drawbridge, the Ballard Bridge has unlimited vertical clearance when in the open position. A fixed bridge at this location and with a vertical clearance of 136' would become the new, first navigational obstruction on the LWSC and would block access of many vessels to upstream areas and marine services along the LWSC. Table 3-1 should be corrected to describe these conditions and all bridge alternatives for crossing the LWSC should indicate navigational clearances that meet or exceed those stated in the Coast Guard PNCD letter of February 8, 2022.

14. Additionally, this entire section and Table 3-1 are silent on tunnel alternatives for crossing the LWSC. This Table should be revised to include a discussion of "key findings" of tunnel alternatives.

15. Section 3.17 addresses impacts to navigation of the various alternatives for crossing the LWSC. Briefly, Alternatives IBB-1a and 1b would have proposed vertical clearances of 136 feet and become the new, first navigational obstruction on the LWSC. Alternative IBB-3 would be a drawbridge (either a vertical lift or bascule type) with 70-80 feet of vertical clearance when in the closed position and un-stated vertical clearance in the open position. There are also two tunnel alternatives that would have no impact to navigation (Alternatives IBB-2a and 2b).

16. On 8 February 2022, the Coast Guard issued its Preliminary Navigation Clearance Determination letter (PNCD), stating minimum navigational clearances of 205 feet vertical and 290 feet horizontal for the LWSC. Any chosen bridge alternatives will need to meet these minimum clearances.

17. Section 3.17.3 states the tunnel alternatives would not have impacts to navigation and therefore are not discussed further. This does not adequately inform the reader of the positive aspects of the tunnel alternatives. Stated another way, the impacts <u>avoided</u> or reduced should be identified and the reader referred to the alternatives evaluation in Chapter 6, which is more informative on this subject.

18. On page 3-3 of Chapter 3, in the Navigation discussion box, add a bullet noting that the horizontal and vertical clearances of bridges will be coordinated through the U.S. Coast Guard through the bridge permitting process under the General Bridge Act of 1946, not through the NEPA process.

19. On page 3-43 of Chapter 3, delete "In the East Waterway, vessels are unable to pass the Spokane Street (fixed) Bridge, as it is a considered an obstruction to navigation (National Oceanic and Atmospheric Administration 2019), with a vertical clearance of 5 feet." Replace with "In the East Waterway in the vicinity of the fixed Spokane Street Bridge, obstructions limit navigation under the bridges." Navigation isn't completely blocked to all vessels (e.g. non-motorized watercraft), only the majority. If the waterway was completely blocked, the blocking structure(s) would be called a causeway, not a bridge.

20. On pages 3-47 (line 1 and line 21) of Chapter 3, delete the instances noting the Spokane Street Bridge ", which is considered a barrier to navigation." End the sentences after Spokane Street. Vessels are limited by the governing vertical clearance, but not all are barred from navigating in the vicinity.

21. On pages 3-47 and 3-113 of Chapter 3, add a sentence to the end of each Mitigation for Operation Impacts sections stating that "Proposed aids to navigation would be approved by the U.S. Coast Guard prior to installation."

22. On page 3-57 (line 13) and 3-138 (line 18) of Chapter 3, sections 3.11.3.6.1 and 3.19.6.6.1, add a statement to the end of the first paragraph that "All waterway closures would be coordinated through and approved by the U.S. Coast Guard."

23. Chapter 4 –Affected Environment and Environmental Consequences
This chapter addresses certain topics of the "affected environment" and is silent on other topics that will be required for a complete Coast Guard bridge permit application. The Coast Guard Bridge Permit Application Guide (BPAG) is available at https://www.dco.uscg.mil. A number of these missing topics were identified in a memo dated May 5, 2021, from Coast Guard Bridge Program Headquarters, in response to Sound Transit's prior "Administrative Draft" of the DEIS. We recognize that certain topics identified in the memo or in the BPAG, may not be applicable to the WSBLE project, or that certain regulatory processes are planned, but have not yet been completed. As a suggestion, while Sound Transit has its EIS team in place, it may be efficient to address the items that will be needed for a Coast Guard Bridge Permit.

24. The EIS (section 4.2.9.3.1) states that "maintenance activities…could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act." And (section 4.2.9.6.1) that "If avoidance scheduling is infeasible, Sound Transit would work with staff at the United States Department of Agriculture…" The EIS should be edited to more clearly state that a permit for potential take may be required and that compliance with the Migratory Bird Treaty Act (including obtaining a permit) will be coordinated with the U.S. Fish and Wildlife Service. Related correspondence should then be included in the Final EIS.

25. Include a more clear statement noting whether or not a permit under the Bald and Golden Eagle Protection Act is required or anticipated, and any related correspondence.

26. As this project is anticipated to adversely impact Section 106 properties, include evidence of consultation with the State Historic Preservation Officer and/or Tribal Historic Preservation Officers, and the related date of the Memorandum of Agreement or Programmatic Agreement.

27. Include a statement noting compliance with the Native American Graves Protection and Repatriation Act, in the event the project uncovers human remains, sacred objects, or other similar objects associated with Indian tribes.

28. Chapter 6 Alternatives Evaluation. Section 6.1 summarizes six identified "needs" that the various alternatives are evaluated on, including advancing "multimodal" transit. Our view is that preservation of marine navigation along the MTS with access to marine facilities is a vital mode of transportation that should be added as a "need" to evaluate alternatives against.

29. Table 6.8 summarizes impacts expected during construction and operation of the various alternatives. As presented in this Table, it is clear that the tunnel alternatives compare very favorably with the bridge alternatives for crossing the LWSC. In comparison with bridge alternatives, the tunnel alternatives will have reduced or no impacts for the following concerns: construction-related impacts to transportation from temporary

closures of roadways, noise, vibration and visual impacts, land conversion, and displacement of residents, businesses and employees, impacts to shorelines, in-water impacts, historic properties, and park and recreational resources.

30. Additionally, tunnel alternatives will not impact the U.S. Corps of Engineers maintained navigation channel, and will likely reduce or eliminate certain federal regulatory requirements including those required by the CWA, ESA, NHPA, and others and eliminate. In addition, as stated previously, a tunnel would not affect navigation and therefore, would eliminate the need for a Coast Guard bridge permit.

31. Overall throughout the document the environmental benefit of a tunnel needs to be better documented. For a few examples, a tunnel would eliminate 401, 404, 408, USCG Bridge Permits/approvals with all the associated environmental impacts; It would avoid shading over the water which would decrease predation of salmon and other negative impacts that shading has on the underwater ecosystem; decrease the noise impact; there would be no visual impact; a tunnel would preserve the tribal usual and accustomed fishing grounds in an already crowded marine environment. These are but a few examples.

Thank you for the opportunity to comment. If you have any questions or concerns please call me at (206) 220-7282 or email at steven.m.fischer3@uscg.mil.

Sincerely,

STEVEN M. FISCHER
Bridge Administrator
Coast Guard Thirteenth District

copy: Coast Guard Sector Puget Sound, Waterway Management
Coast Guard BRG-2
ACOE Seattle District

Communication ID: 505007 – United States Coast Guard District 13 Draft EIS Comment

#	Comments	Responses
1	Include consultation/coordination and the status (e.g., pending, obtained, etc.) of the issuance of a Water Quality Certification under the Clean Water Act.	Chapter 1, Purpose and Need, of the West Seattle Link Extension Final EIS includes a project milestones chart that shows permitting following completion of the environmental review process and therefore a permit under the Clean Water Act has not yet been obtained. Coordination with the appropriate agencies will occur during permitting. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Include consultation/coordination documentation with USAGE regarding wetland mitigation measures taken in accordance with Executive Order 11990.	See response to comment 1. Sound Transit has been coordinating withe the U.S. Army Corps of Engineers regarding permitting needs and potential mitigation.
3	Include a statement clearly certifying that the project is consistent with Coastal Zone Management Programs and has or will receive Washington State concurrence.	The project would be in compliance with the Coastal Zone Management Act. Coordination on this would occur during the permitting phase.
4	Include the 100 year flood elevation in the vicinity of proposed bridges crossing waterways.	Please see Section 4.8, Water Resources, of the Final EIS for information on floodplains in the study area.
5	Include the date of the Biological Assessment or the document itself. Also include the timeline and correspondence related to consultation with U.S. Fish and Wildlife Service and National Marine Fisheries Service regarding the Endangered Species Act, Magnuson-Stevens Fisher Conservation and Management Act, Fish and Wildlife Coordination Act.	The Record of Decision will document the Endangered Species Act consultation process and findings.
6	The EIS states that Sound Transit would monitor during construction to prevent marine mammal harassment; however, they should more clearly state if a take of marine mammals is anticipated. Correspondence related to the Marine Mammals Protection Act should also be included.	If an alternative with in-water work is selected as the project to be built, Sound Transit would apply for an Incidental Take Authorization. The preferred alternative would not require in-water work and therefore no take of marine mammals is expected.
7	Chapter 1 Purpose and Need. This section describes numerous benefits of the project to improve light rail transit systems that will support existing and future regional growth in population, employment and the economy. However, although Seattle is a maritime community and the project will cross two major Seattle waterways that are also vital to the regional economy and marine transportation (Duwamish Waterway and the Lake Washington Ship Canal), the Purpose and Need section is silent on the need to protect the resource of navigation on the marine transportation system (MTS). Certain bridge alternatives presented in the DEIS would permanently reduce navigational clearances or eliminate access to marine facilities on the two waterways. The provision of improved surface transit facilities with the WSBLE should not be at the expense of the loss or impairment of marine navigation on the MTS.	Please see Chapter 1, Purpose and Need, of the Final EIS for more information on the purpose and need for the project. This chapter states that the purpose of the project is to preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environment. Please see Section 3.9, Affected Environment and Impacts During Operation - Navigation, of the Final EIS. Please see response to CC4.1d and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. A response to the comment about bridge types over the Lake Washington Ship Canal will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
8	Section 2.1.2.1.2 briefly describes three alternatives for crossing the Duwamish Waterway (Alternatives DUW-1a and DUW-1b (both southern crossings) and DUW-2 (northern crossing). For each of these alternatives, the narrative states the vertical clearance of the alternative in feet over the West channel of the waterway, but does not include horizontal clearance information and is unclear about clearances over the East channel. However, Section 3.9 does include the vertical and horizontal clearances for each alternative in the narrative sections for each alternative. To aid comparisons, the navigational clearance information for each alternative for both East and West channels should be clearly shown in a table, as well as clearance data for existing bridges.	Detailed information on existing and proposed future clearances with the Duwamish Segment alternatives relevant to navigation are provided in Section 8, Navigation of Appendix N.1, Transportation Technical Report of the Final EIS.
9	hapter 3 Transportation Environment and Consequences. Section 3.9 evaluates impacts to navigation for bridge alternatives that would cross the Duwamish West and East Channels. DUW- 1a and 1b are located near the existing navigational obstructions of the Spokane Street Bridge, West Seattle Bridge and BNSF railroad bridge. Alternative DUW-1bis similar to DUW-1a, but is located further south (upstream) of Alternative DUW-1a, and may require in-water piers and have greater impact on navigation on the MTS near marine facilities, mainly recreational marinas and docks near the south end of Harbor Island. According to the DEIS, approximately 20% of such facilities would be permanently displaced, and replacing them is "unlikely". Alternative DUW-2, located approximately 150 feet north of the existing obstruction of the Spokane Street Bridge, would become the new, first vertical and horizontal obstruction on both East and West channels. Further, it would cross over federal navigation projects maintained by the Corps of Engineers in both channels. DUW-2 would have 100 feet of vertical clearance and 315 feet of horizontal clearance (reduced from an existing clearance of 400 feet). The new obstruction caused by the DUW-2 crossing, with its reduced navigational clearances could affect the ability of vessels to navigate in this portion of the federally maintained channel. Additionally, DUW-2 would displace the most marine-oriented businesses. Alternatives DUW-1a and 1b would not affect the Corps of Engineers maintained navigation channels and according to the DEIS, Alternative DUW-1a may be able to avoid in-water piers. The Coast Guard favors alternatives with the least impact to navigation and preservation of navigation access to marine facilities. From the information presented in the DEIS, Alternative-1a appears to have the least impact to navigation and access to marine facilities.	Your comment on alternative preference has been noted. Alternative DUW-1a is the Preferred Alternative in the Final EIS. With respect to the part of the comment that reads, "DUW-2 would have 100 feet of vertical clearance and 315 feet of horizontal clearance (reduced from an existing clearance of 400 feet)." This is a summary of Alternative DUW-2 over the East Waterway channel. Sound Transit's research indicated that these clearances would not affect existing or prospective vessels using the East Waterway federal navigation channel. Over the West Waterway, Alternative DUW-2 would meet the existing governing clearances of the West Seattle High-Rise Bridge.
10	In a letter dated 4 January 2022, the Coast Guard issued a "Preliminary Navigation Clearance Determination" letter (PNCD) for the West channel, specifying minimum navigational clearances of 140 feet vertical and 250 feet horizontal. Any crossing of the West channel must meet these minimum clearances.	Comment noted. Each of the alternatives evaluated in the Final EIS meets or exceeds the minimum navigational clearances outlined in the Preliminary Navigation Clearance Determination.

#	Comments	Responses
11	Section 3-1 Summary, "Table 3-1 Key Findings," contains the following statement regarding navigation on the Duwamish Waterway: "Alternative DUW-2 would cross over a navigation channel in the East Waterway approximately 150 feet north of an existing barrier to navigation and would reduce the horizontal clearance and the area available for navigation and maneuvering." This statement should refer readers to where navigation clearance information is available. As previously stated, the actual proposed vertical and horizontal navigational clearances in feet for each bridge alternative should be provided in a table for the crossings of the Duwamish Waterway and the Lake Washington Ship Canal. Additionally, the clearances of existing bridges or other obstructions should be included in the same table for ease of comparison. We recognize that this information is available in the navigation impact reports. However, it should also be available in the main NEPA document for ease of access for interested parties and for use in evaluation of alternatives in relation to the affected environment.	See response to comment 8 above. The text cited is a summary key findings of the alternatives and therefore not the correct place to cite existing conditions or where they can be found. A response to this comment related to the Lake Washington Ship Canal for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
12	Table 3-1 contains the following statement regarding the Link crossings of the Lake Washington Ship Canal (LWSC):"All bridge alternatives for the Ballard Link Extension would meet or exceed the governing limitations on the Ship Canal navigation channel." This statement is not correct for the bridge alternatives presented in the DEIS, as two of the three alternatives for crossing the LWSC are proposed to have a maximum fixed vertical clearance of 136'. These bridge alternatives are clustered near the existing Ballard Bridge, at approximate waterway mile 1.1. As a drawbridge, the Ballard Bridge has unlimited vertical clearance when in the open position. A fixed bridge at this location and with a vertical clearance of 136' would become the new, first navigational obstruction on the LWSC and would block access of many vessels to upstream areas and marine services along the LWSC. Table 3-1 should be corrected to describe these conditions and all bridge alternatives for crossing the LWSC should indicate navigational clearances that meet or exceed those stated in the Coast Guard PNCD letter of February 8, 2022.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Additionally, this entire section and Table 3-1 are silent on tunnel alternatives for crossing the LWSC. This Table should be revised to include a discussion of "key findings" of tunnel alternatives.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
14	Section 3.17 addresses impacts to navigation of the various alternatives for crossing the LWSC. Briefly, Alternatives IBB-1a and 1b would have proposed vertical clearances of 136 feet and become the new, first navigational obstruction on the LWSC. Alternative IBB-3 would be a drawbridge (either a vertical lift or bascule type) with 70-80 feet of vertical clearance when in the closed position and un-stated vertical clearance in the open position. There are also two tunnel alternatives that would have no impact to navigation (Alternatives IBB-2a and 2b). On 8 February 2022, the Coast Guard issued its Preliminary Navigation Clearance Determination letter (PNCD), stating minimum navigational clearances of 205 feet vertical and 290 feet horizontal for the LWSC. Any chosen bridge alternatives will need to meet these minimum clearances.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	Section 3.17.3 states the tunnel alternatives would not have impacts to navigation and therefore are not discussed further. This does not adequately inform the reader of the positive aspects of the tunnel alternatives. Stated another way, the impacts avoided or reduced should be identified and the reader referred to the alternatives evaluation in Chapter 6, which is more informative on this subject. On page 3-3 of Chapter 3, in the Navigation discussion box, add a bullet noting that the horizontal and vertical clearances of bridges will be coordinated through the U.S. Coast Guard through the bridge permitting process under the General Bridge Act of 1946, not through the NEPA process.	Please see Section 3.9 of the Final EIS for information on bridge permitting. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
16	On page 3-3 of Chapter 3, in the Navigation discussion box, add a bullet noting that the horizontal and vertical clearances of bridges will be coordinated through the U.S. Coast Guard through the bridge permitting process under the General Bridge Act of 1946, not through the NEPA process.	Please see Section 3.9, Affected Environment and Impacts During Operation - Navigation, of the Final EIS for more information on coordination of the U.S. Coast Guard. Coordination with the U.S. Coast Guard continued during preparation of the Final EIS. Coordination with the U.S. Coast Guard is not a key finding of the analysis, and therefore has not been added to the table of Key Findings referenced in this comment. Details of the coordination (that it would occur outside of the NEPA process) have been added to Section 8, Navigation of Appendix N.1, Transportation Technical Report of the Final EIS.
17	On page 3-43 of Chapter 3, delete "In the East Waterway, vessels are unable to pass the Spokane Street (fixed) Bridge, as it is a considered an obstruction to navigation (National Oceanic and Atmospheric Administration 2019), with a vertical clearance of 5 feet." Replace with "In the East Waterway in the vicinity of the fixed Spokane Street Bridge, obstructions limit navigation under the bridges." Navigation isn't completely blocked to all vessels (e.g. non-motorized watercraft), only the majority. If the waterway was completely blocked, the blocking structure(s) would be called a causeway, not a bridge.	Text in has been edited in Section 3.9, Affected Environment and Impacts During Operation - Navigation and Section 8, Navigation of Appendix N.1, Transportation Technical Report of the Final EIS in response to the comment. A reference to the 5-foot vertical clearance remains to aid the reader in understanding how low the vertical clearance is in this area.

#	Comments	Responses
18	On pages 3-47 (line 1 and line 21) of Chapter 3, delete the instances noting the Spokane Street Bridge", which is considered a barrier to navigation." End the sentences after Spokane Street. Vessels are limited by the governing vertical clearance, but not all are barred from navigating in the vicinity.	Text in has been edited in Section 3.9, Affected Environment and Impacts During Operation - Navigation and Section 8, Navigation of Appendix N.1, Transportation Technical Report of the Final EIS in response to the comment.
19	On pages 3-47 and 3-113 of Chapter 3, add a sentence to the end of each Mitigation for Operation Impacts sections stating that "Proposed aids to navigation would be approved by the U.S. Coast Guard prior to installation." On page 3-57 (line 13) and 3-138 (line 18) of Chapter 3, sections 3.11.3.6.1 and 3.19.6.6.1, add a statement to the end of the first paragraph that "All waterway closures would be coordinated through and approved by the U.S. Coast Guard."	Text has been edited as requested in Section 3.9, Affected Environment and Impacts During Operation - Navigation and Section 8, Navigation of Appendix N.1, Transportation Technical Report of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
20	Chapter 4 -Affected Environment and Environmental Consequences This chapter addresses certain topics of the "affected environment" and is silent on other topics that will be required for a complete Coast Guard bridge permit application. The Coast Guard Bridge Permit Application Guide (BPAG) is available at https://www.dco.uscg .mil. A number of these missing topics were identified in a memo dated May 5, 2021, from Coast Guard Bridge Program Headquarters, in response to Sound Transit's prior "Administrative Draft" of the DEIS. We recognize that certain topics identified in the memo or in the BPAG, may not be applicable to the WSBLE project, or that certain regulatory processes are planned, but have not yet been completed. As a suggestion, while Sound Transit has its EIS team in place, it may be efficient to address the items that will be needed for a Coast Guard Bridge Permit.	Per further coordination with US Coast Guard, no additional topics need to be addressed. Sound Transit will provide any additional information needed through the permitting process, as appropriate.
21	The EIS (section 4.2.9.3.1) states that "maintenance activities... could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act." And (section 4.2.9.6.1) that "If avoidance scheduling is infeasible, Sound Transit would work with staff at the United States Department of Agriculture... " The EIS should be edited to more clearly state that a permit for potential take may be required and that compliance with the Migratory Bird Treaty Act (including obtaining a permit) will be coordinated with the U.S. Fish and Wildlife Service. Related correspondence should then be included in the Final EIS. Include a more clear statement noting whether or not a permit under the Bald and Golden Eagle Protection Act is required or anticipated, and any related correspondence.	Please see Section 4.9, Ecosystems, of the Final EIS for information on compliance with the Migratory Bird Treaty Act. Also see Fact Sheet at the front of the Final EIS for a list of anticipated permits and approvals. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
22	As this project is anticipated to adversely impact Section 106 properties, include evidence of consultation with the State Historic Preservation Officer and/or Tribal Historic Preservation Officers, and the related date of the Memorandum of Agreement or Programmatic Agreement.	lease see Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS for information on consultation undertaken in accordance with Section 106 of the National Historic Preservation Act and correspondence between FTA and Tribes. The appendix also describes development of a Section 106 agreement to mitigate adverse effects to National Register-eligible or -listed resources. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
23	Include a statement noting compliance with the Native American Graves Protection and Repatriation Act, in the event the project uncovers human remains, sacred objects, or other similar objects associated with Indian tribes.	Please see Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS for reference to the laws applicable to the project, including those protecting Native American burial sites and other archaeological sites. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
24	Chapter 6 Alternatives Evaluation. Section 6.1 summarizes six identified "needs" that the various alternatives are evaluated on, including advancing "multimodal" transit. Our view is that preservation of marine navigation along the MTS with access to marine facilities is a vital mode of transportation that should be added as a "need" to evaluate alternatives against	See response to comment 7 above.
25	Table 6.8 summarizes impacts expected during construction and operation of the various alternatives. As presented in this Table, it is clear that the tunnel alternatives compare very favorably with the bridge alternatives for crossing the LWSC. In comparison with bridge alternatives, the tunnel alternatives will have reduced or no impacts for the following concerns: construction-related impacts to transportation from temporary closures of roadways, noise, vibration and visual impacts, land conversion, and displacement of residents, businesses and employees, impacts to shorelines, in-water impacts, historic properties, and park and recreational resources. Additionally, tunnel alternatives will not impact the U.S. Corps of Engineers maintained navigation channel, and will likely reduce or eliminate certain federal regulatory requirements including those required by the CWA, ESA, NHPA, and others and eliminate. In addition, as stated previously, a tunnel would not affect navigation and therefore, would eliminate the need for a Coast Guard bridge permit.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
26	Overall throughout the document the environmental benefit of a tunnel needs to be better documented. For a few examples, a tunnel would eliminate 401, 404, 408, USCG Bridge Permits/approvals with all the associated environmental impacts; It would avoid shading over the water which would decrease predation of salmon and other negative impacts that shading has on the underwater ecosystem; decrease the noise impact; there would be no visual impact; a tunnel would preserve the tribal usual and accustomed fishing grounds in an already crowded marine environment. These are but a few examples.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
620 SW Main Street, Suite 201
Portland, OR 97205

In Reply Refer To:
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4111

Electronically Filed

April 27, 2022

Mr. Mark Assam, Environmental Protection Specialist
Federal Transit Administration, Region 10
915 2nd Avenue, Suite 3192
Seattle, WA 98174-1002

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift, Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Mr. Assam & Ms. Swift:

This letter is in response to your recent request for the Department of the Interior's (Department) comments on the Section 4(f) evaluation for the "West Seattle and Ballard Link Extensions" (WSBLE) in King County, Washington. The Department, through the National Park Service (NPS), has reviewed a draft Section 4(f) evaluation report for this transportation project.

In 2019, the NPS previously commented on the project's relative proximity to Elliot Bay Park (Land and Water Conservation Fund) and Camp Long (Urban Park and Recreation Recovery). Route configurations described in the draft Environmental Impact Statement and Section 4(f) evaluation do not affect these parks.

In a report dated January 2022, the Central Puget Sound Regional Transit Authority (Sound Transit) evaluated Section 4(f) properties affected by WSBLE in King County. The NPS has no further comments, and no Departmental bureaus have identified any concerns with the 4(f) evaluation. The Department has no objection to and concurs with Section 4(f) approval of this project.

Sincerely,

Allison O'Brien
Regional Environmental Officer

Communication ID: 502952 - United States Department of the Interior Draft EIS Comment

#	Comments	Responses
1	The Department, through the National Park Service (NPS), has reviewed a draft Section 4(f) evaluation report for this transportation project. In 2019, the NPS previously commented on the project's relative proximity to Elliot Bay Park (Land and Water Conservation Fund) and Camp Long (Urban Park and Recreation Recovery). Route configurations described in the draft Environmental Impact Statement and Section 4(f) evaluation do not affect these parks. In a report dated January 2022, the Central Puget Sound Regional Transit Authority (Sound Transit) evaluated Section 4(f) properties affected by WSBLE in King County. The NPS has no further comments, and no Departmental bureaus have identified any concerns with the 4(f) evaluation. The Department has no objection to and concurs with Section 4(f) approval of this project.	Thank you for your feedback on the WSBLE Draft EIS and Section 4(f) Evaluation. As noted, the West Seattle Link Extension alternatives would not affect resources from these funds. A response to this comment related to Elliott Bay Park will be provided as part of the environmental review process for the Ballard Link Extension.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155, 14-D12
Seattle, WA 98101-3144

REGIONAL
ADMINISTRATOR'S
DIVISION

April 28, 2022

Mark Assam
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174

Dear Mark Assam:

The U.S. Environmental Protection Agency has reviewed Federal Transit Administration and Sound Transit's January 2022 Draft Environmental Impact Statement for the West Seattle and Ballard Link Extensions (CEQ Number 20220008, EPA Project Number 19-0002-FTA). EPA has conducted its review pursuant to the National Environmental Policy Act and our review authority under Section 309 of the Clean Air Act. The CAA Section 309 role is unique to EPA and requires EPA to review and comment publicly on any proposed federal action subject to NEPA's environmental impact statement requirement.

The DEIS evaluates the potential environmental impacts of the proposed regional light rail system expansion within the City of Seattle from West Seattle, through Downtown, and into the Ballard neighborhood. The roughly 12-mile-long project corridor includes an almost 5-mile West Seattle Link Extension and over 7-mile Ballard Link Extension. The DEIS evaluates both extensions and clarifies that each is a standalone project with independent utility.[1] The DEIS evaluates a No Build Alternative and multiple Build Alternatives in the project corridor. In 2019, the Sound Transit Board identified Preferred Alternatives, including Preferred Alternatives with Third-Party Funding, for both extensions except for the Chinatown/International District segment. EPA notes that the Sound Transit Preferred Alternatives included in the DEIS have not been identified as the NEPA Preferred Alternatives by the lead federal agency, FTA, for this project.

EPA is supportive of the project's goals to expand mobility in the region to include transit dependent people, low-income populations, and communities of color. EPA also supports the goals to provide regional transit in a manner that preserves and promotes a healthy environment and economy by minimizing adverse impacts on the environment through sustainable practices. Regional public transit has an important role in reducing vehicle miles traveled and vehicle emissions in an area with heavy traffic congestion.

EPA appreciates that the DEIS addresses the comments we provided during the scoping phase of the project regarding: aquatic resources; use of existing transportation corridors and rights-of-way; applying context sensitive design; and cumulative and indirect impacts. While impacts are likely to remain due to construction, overall, it's anticipated that the project will reduce adverse environmental impacts (e.g., greenhouse gas emissions), when compared to the No Build alternative.

[1] DEIS, ES-1.

To further reduce impacts to communities and the environment, EPA provides recommendations related to Superfund sites within the Duwamish segment of the Proposed Action, government-to-government consultation and coordination with Tribes, environmental justice, the West Duwamish Greenbelt great blue heron rookery, and preferred alternatives with third-party funding. Additional analysis may be required to better assess and quantify impacts and design mitigation measures to minimize impacts. The enclosed Detailed Comments provide greater detail of these and other concerns, as well as recommendations for the Final EIS.

Thank you for the opportunity to review the DEIS for this project. If you have questions about this review, please contact Susan Sturges of my staff at 206-553-2117 and sturges.susan@epa.gov, or me, at (206) 553-1774 or at chu.rebecca@epa.gov.

Sincerely,

Rebecca Chu, Chief
Policy and Environmental Review Branch

CC: Lauren Swift, Sound Transit

Enclosure

U.S. EPA Detailed Comments on the West Seattle and Ballard Link Extensions DEIS Seattle, Washington April 2022

Superfund Sites in the Duwamish Segment of the Proposed Action
EPA recommends close coordination between EPA, FTA, and Sound Transit to ensure that the selected bridge design, construction methods, and best management practices are compatible with Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) decisions and remedy implementation for the East Waterway Operable Unit of the Harbor Island Superfund Site.

The proposed Duwamish segment of the West Seattle Link Extension is in the vicinity of the East Waterway, Harbor Island, and Lower Duwamish Superfund sites. Based on information in the DEIS, it is not anticipated that the in-water placement of bridge supports described in the Duwamish Segment alternatives will unduly hinder or prevent remedial alternatives currently being considered by EPA for the southern end of the East Waterway. However, until more bridge design detail is available for this project, EPA supports bridge design features that minimize or eliminate the in-water placement of bridge supports. When FTA and Sound Transit have more information after the DEIS public comment period, please contact Ravi Sanga (sanga.ravi@epa.gov, 206-553-4092), the Remedial Project Manager for East Waterway and Harbor Island, and Elly Hale (hale.elly@epa.gov, 206-553-1215), the Remedial Project Manager for Lower Duwamish, to meet with EPA and ensure minimal effect to the Superfund sites occurs.

Government-to-Government Consultation and Coordination with Tribes
EPA encourages FTA to incorporate feedback from Tribes when making decisions regarding the project and recommends the FEIS describe the issues raised during government-to-government consultations and how those issues were addressed.

On February 2, 2018, FTA initiated government-to-government consultation with the Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Tribe of the Port Madison Reservation, and Tulalip Tribes of Washington.[2] Sound Transit also invited the participation of the non-federally recognized Duwamish Tribe and Snohomish Tribe in the scoping process and to attend public scoping meetings.[3]

In addition to impacts to Tribal treaty-protected fishing rights, access to Usual and Accustomed Areas, and potential cultural resources included in the DEIS, EPA encourages FTA to consult with the Tribes regarding the temporary loss of services related to the displacement of the Indian Child Welfare Office, a part of the Washington State of Children, Youth, and Families office building, in the proposed Delridge Segment. As further discussed in our Western Alaska cargo transport comments: EPA recommends FTA consult with the Federally Recognized Tribes in the Aleutian/Pribilof Islands Region to discuss the project's impacts to the transport of goods and services provided by Coastal Transportation, Inc. to coastal Alaskan communities. EPA recommends FTA incorporate recommendations provided by these Federally Recognized Tribes to minimize the impacts that would be

[2] DEIS, p. ES-44 and personal communication, March 30, 2022.
[3] DEIS, Appendix G, p. 4-2.

suffered by coastal Alaska communities if Coastal Transportation were unable to operate for any duration.

Environmental Justice

EJScreen and Other Data Sets to Identify Potential Environmental Justice Concerns

EPA recommends the FEIS supplement the project's environmental justice analysis using the Environmental Justice Screening and Mapping Tool (EJScreen).[4] EPA considers a project to be in an area of potential environmental justice concern when an EJScreen analysis for the impacted area shows one or more of the twelve Environmental Justice Indices at or above the 80th percentile for the nation and/or state.

Here are additional data sets that may be helpful to identify potential environmental justice concerns:

- Washington Environmental Health Disparities Map.[5] This interactive mapping tool allows for the comparison of environmental health risk and disparities between census tracts in the state.
- Lower Duwamish Waterway Superfund Site Community Involvement Plan (CIP).[6] This 2016 document includes an environmental justice analysis of the Lower Duwamish Waterway (Appendix E), which identifies environmental justice concerns and outlines specific cultural and linguistic considerations for working with communities in the area.
- Appendix B: Environmental Justice Analysis for the Lower Duwamish Waterway Superfund Cleanup.[7]

Recreational and Subsistence Fishing at Spokane Street Bridge

EPA recommends the FEIS clarify whether construction or operation of the proposed alignments in the Duwamish segment of the West Seattle Link Extension will impact recreational and subsistence fishers that utilize the Spokane Street Bridge or other popular areas in proximity to the proposed project. The environmental justice analysis recognizes that the study area includes people who rely on fish in the Duwamish Waterway and Salmon Bay for subsistence.[8] However, it appears that, with the exception of noted Tribal-treaty protected fishing rights and Usual and Accustomed Areas, the analysis does not include information on how the project will impact this group of subsistence fishers or mitigate those potential impacts. EPA recommends the FEIS address construction and operation impacts on these communities, if special outreach is necessary to communicate the project details and potential impacts, given that many are likely to have limited English proficiency,[9] and mitigation measures to address any impacts to the fishing practices of these communities (e.g., temporary fishing site access restrictions, prohibitions to fish consumption, etc.).

Because low-income and minority populations reside in and utilize the resources of the project area, it is important to be aware of existing adverse impacts to this community and any project project-related activities that could potentially exacerbate these impacts. There are several resources that may be helpful in evaluating potential adverse impacts to the Duwamish fishing community in proximity to the Duwamish segment of the West Seattle Link Extension:

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[4] https://www.epa.gov/ejscreen.
[5] https://fortress.wa.gov/doh/wtnibl/WTNIBL/.
[6] https://semspub.epa.gov/work/10/100134114.pdf.
[7] https://d10k7k7mywg42z.cloudfront.net/assets/512fbf027a507244640002ea/ej_analysis_ldw_feb_2013.pdf.
[8] DEIS, Appendix G, p. 3-6 and p. 3-18.
[9] Windward Environmental LLC, 2016, https://semspub.epa.gov/work/10/100036528.pdf.

- EPA and Washington State Department of Ecology Lower Duwamish Waterway Fishers Study Data Report[10] provides extensive information about diverse fishers that fish the Spokane Street Bridge and other popular fishing areas.
- Public Health – Seattle and King County oversees a "Fun to Catch, Toxic to Eat" Program[11] and may provide additional information about the fishing community within the project area.
- EPA's Institutional Control Implementation and Assurance Plan for Seafood Consumption at the Lower Duwamish Waterway Superfund Site[12] has information regarding culturally appropriate, health actions to protect the health and well-being of fishing communities, especially pregnant women, nursing moms, and young children.

Displacements

The DEIS specifies that relocation assistance for residences and businesses will be provided in accordance with Sound Transit's adopted real estate property acquisition and relocation policy, procedures, and guidelines. The DEIS also states that Sound Transit relocation agents will consider special needs and requirements when identifying replacement housing for displaced people; however, mitigation measures specific to environmental justice communities and minority-owned businesses are not identified in the DEIS.[13]

EPA recommends the FEIS include specific information and measures related to compensation and relocation assistance for low-income and minority residences and minority-owned businesses that could be acquired, displaced, and relocated by the project. EPA further recommends the FEIS include additional information and measures to address the temporary or long-term loss of services to low-income and minority communities provided by community organizations that will either be relocated by the project or affected during construction of the project. It will also be important for FTA to discuss in the FEIS plans to resolve conflicts that could arise from businesses and residents that might refuse easement offers.

Cargo Transport to Western Alaska Rural Communities and Alaska Native Villages

The DEIS indicates that the Interbay/Ballard segment of the proposed Ballard Link Extension may impact Coastal Transportation, Inc., a maritime cargo transportation company that operates five vessels year-round transporting critical goods and services from Seattle to ports in Western Alaska and the Aleutian Islands.[14] Coastal Transportation has a critical role in maintaining waterway transportation and frequent freight services to and from southwest Alaska and fills an important role for the state of Alaska as laid out in the Aleutian Trade Act of 1990.[15] According to Coastal Transportation, they are the only Aleutian Trade Act company that provides year-round service to these communities and impacts to this business could affect rural and Alaska Native village communities in this part of Alaska.[16] EPA considers impacts resulting in delays to critical "lifeline" services (equipment, supplies, food) throughout coastal Western Alaska communities will adversely affect Alaska Native village communities in this part of Alaska.

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[10] Windward Environmental LLC, 2016.
[11] https://kingcounty.gov/depts/health/environmental-health/healthy-communities/duwamish-fishing/about-us.aspx.
[12] Lee S., Tippens K., and Ho K., 2019, https://kingcounty.gov/depts/health/environmental-health/healthy-communities/duwamish-fishing/~/media/depts/health/environmental-health/documents/safe-fishing/Duwamish-ICIAP-report.ashx.
[13] DEIS, Appendix G, Tables 5-2 and 5-4.
[14] DEIS, p. 4.3.3-10.
[15] DEIS, p. 4.3.3-9.
[16] DEIS, p. 4.3.3-10.

The DEIS indicates that if displacement cannot be avoided, a new location would need to maintain access to ports and the existing rail network, which may be difficult to find. The relocation process could impact shipping schedules in the near- and long-term, which could affect the delivery of critical goods and services to rural and Alaska Native village communities in Alaska.[17] EPA recommends that FTA plan to avoid, minimize, and mitigate anticipated impacts from the displacement and relocation of the business and near- and long-term effects to the transport of goods and services to rural and Alaska Native village communities in Alaska. As previously stated, EPA recommends FTA hold government-to-government consultations with Federally Recognized Tribes in the Aleutian/Pribilof Islands Region to discuss the nature of the impacts to the transport of goods and services to rural communities and Alaska Native villages in Western Alaska and the Aleutian Islands if the project disrupts their ability to receive year-round critical goods and services in these remote areas.

To avoid impacts to rural communities and Alaska Native villages in Western Alaska and the Aleutian Islands resulting from disruptions to their ability to receive year-round critical goods and services, EPA recommends FTA consider whether Preferred Tunnel 14th Avenue (IBB-2a*) Alternative is a viable option for the Interbay/Ballard segment. Its estimated project costs ($1.5 billion) are similar to the two alternatives that would impact Coastal Transportation, Alternative IBB-1a (Preferred Elevated 14th Avenue) at $1.5 to 1.6 billion and Alternative Option IBB-1b (Elevated 14th Avenue Alignment Option) at $1.6 billion.[18] Preferred Tunnel 14th Avenue would also avoid maritime business displacements, including Coastal Transportation, will result in fewer residential displacements, avoid the permanent in-water effects of the elevated alternatives, and avoid the navigation channel impacts of a new bridge over Salmon Bay.

West Duwamish Greenbelt Great Blue Heron Rookery

EPA recommends that the FEIS include the great blue heron habitat management plan for work within the great blue heron management zone, including the known great blue heron rookery located in the West Duwamish Greenbelt that may be affected by the project.

As indicated in the DEIS, since this species is protected by the state, the City of Seattle requires a management plan that normally includes a year-round, 197-foot-radius buffer around nesting colonies, with an additional 300-foot buffer during the nesting season (February 1 through August 31). The plan may include a variety of measures such as retaining trees to screen the colony, work sequencing in the buffers, preventing specific loud activities during the nesting season, monitoring during nesting season, or other measures as developed in coordination with Washington Department of Fish and Wildlife, the City of Seattle, and United States Fish and Wildlife Service.[19]

Preferred Alternatives with Third-Party Funding

EPA recommends the FEIS clarify the status and potential of "third-party" funds for Preferred Alternatives with Third-Party Funding (e.g., whether funds have been or are currently being sought). This additional information will provide transparency on the likelihood of these "preferred" alternatives coming to fruition.

The DEIS indicates the additional funding for these alternatives would need to come from contributions from partner agencies outside of Sound Transit, such as the City of Seattle, the FTA, or others. According to the DEIS, when the Sound Transit Board identified alternatives for study, early cost

[17] DEIS, P. 4.3.3-11.
[18] DEIS, p. 2-95.
[19] DEIS, p. 4.2.9-17.

estimates indicated that some alternatives could require additional funding beyond what was assumed in the Sound Transit 3 financing plan, and include enhancements such as tunnels in West Seattle, alternatives in the Chinatown/International District that require replacement of the 4th Avenue South Viaduct, and tunnelling below Salmon Bay.[20] Because the effects to communities and aquatic resources greatly differ between Preferred Alternatives and Preferred Alternatives with Third-Party Funding, it would help inform the public on how likely, or not, the Preferred Alternatives with Third-Party funding are to move forward and be selected by FTA for implementation in the Record of Decision.

[20] DEIS, p. ES-5.

Communication ID: 504385 – United States Environmental Protection Agency Draft EIS Comment

#	Comments	Responses
1	Superfund Sites in the Duwamish Segment of the Proposed Action EPA recommends close coordination between EPA, FTA, and Sound Transit to ensure that the selected bridge design, construction methods, and best management practices are compatible with Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) decisions and remedy implementation for the East Waterway Operable Unit of the Harbor Island Superfund Site. The proposed Duwamish segment of the West Seattle Link Extension is in the vicinity of the East Waterway, Harbor Island, and Lower Duwamish Superfund sites. Based on information in the DEIS, it is not anticipated that the in-water placement of bridge supports described in the Duwamish Segment alternatives will unduly hinder or prevent remedial alternatives currently being considered by EPA for the southern end of the East Waterway. However, until more bridge design detail is available for this project, EPA supports bridge design features that minimize or eliminate the in- water placement of bridge supports. When FTA and Sound Transit have more information after the DEIS public comment period, please contact Ravi Sanga (sanga.ravi@epa.gov, 206-553-4092), the Remedial Project Manager for East Waterway and Harbor Island, and Elly Hale (hale.elly@epa.gov, 206-553-1215), the Remedial Project Manager for Lower Duwamish, to meet with EPA and ensure minimal effect to the Superfund sites occurs.	The Preferred Alternative in the Duwamish Segment (DUW-1a) has been revised to avoid in-water guideway columns. Please see Sections 2.1, Build Alternatives, and 4.12, Hazardous Materials of the West Seattle Link Extension Final EIS for more information on the revised preferred alternative in the Duwamish Segment and a discussion of impacts related to the Harbor Island Superfund Site. Sound Transit intends to coordinate with the EPA and Ecology regarding the Harbor Island Superfund Site as design advances.
2	Government-to-Government Consultation and Coordination with Tribes EPA encourages FTA to incorporate feedback from Tribes when making decisions regarding the project and recommends the FEIS describe the issues raised during government-to-government consultations and how those issues were addressed. On February 2, 2018, FTA initiated government-to-government consultation with the Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Tribe of the Port Madison Reservation, and Tulalip Tribes of Washington.2 Sound Transit also invited the participation of the non-federally recognized Duwamish Tribe and Snohomish Tribe in the scoping process and to attend public scoping meetings.3 In addition to impacts to Tribal treaty-protected fishing rights, access to Usual and Accustomed Areas, and potential cultural resources included in the DEIS, EPA encourages FTA to consult with the Tribes regarding the temporary loss of services related to the displacement of the Indian Child Welfare Office, a part of the Washington State of Children, Youth, and Families office building, in the proposed Delridge Segment. As further discussed in our Western Alaska cargo transport comments: EPA recommends FTA consult with the Federally Recognized Tribes in the Aleutian/Pribilof Islands Region to discuss the project's impacts to the transport of goods and services provided by Coastal Transportation, Inc. to coastal Alaskan communities. EPA recommends FTA incorporate recommendations provided by these Federally Recognized Tribes to minimize the impacts that would be suffered by coastal Alaska communities if Coastal Transportation were unable to operate for any duration.	Preferred Option DEL-6b would not displace the Indian Child Welfare Office. If another alternative is selected by the Board as the project to be built that displaces the Indian Child Welfare office, Sound Transit would notify Tribes and coordinate with the Washington State Department of Children, Youth, and Families, which manage the Indian Child Welfare offices regarding relocation of this office. The potential displacement of this facility is discussed in Section 4.4, Social Resources, Community Facilities, and Neighborhoods, and Appendix G, Environmental Justice. A response to this comment related to the impact of the Ballard Link Extension on Coastal Transportation, who provides freight services to the state of Alaska, will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Environmental Justice EJScreen and Other Data Sets to Identify Potential Environmental Justice Concerns EPA recommends the FEIS supplement the project's environmental justice analysis using the Environmental Justice Screening and Mapping Tool (EJScreen).4 EPA considers a project to be in an area of potential environmental justice concern when an EJScreen analysis for the impacted area shows one or more of the twelve Environmental Justice Indices at or above the 80th percentile for the nation and/or state. Here are additional data sets that may be helpful to identify potential environmental justice concerns: • Washington Environmental Health Disparities Map.5 This interactive mapping tool allows for the comparison of environmental health risk and disparities between census tracts in the state. • Lower Duwamish Waterway Superfund Site Community Involvement Plan (CIP).6 This 2016 document includes an environmental justice analysis of the Lower Duwamish Waterway (Appendix E), which identifies environmental justice concerns and outlines specific cultural and linguistic considerations for working with communities in the area. • Appendix B: Environmental Justice Analysis for the Lower Duwamish Waterway Superfund Cleanup.7	These datasets were reviewed in preparation of the Environmental Justice analysis for the WSBLE Draft EIS and the Final EIS. Due to the close proximity of project alternatives, this data did not provide additional differentiation between alternatives for the West Seattle Link Extension. Information from EJ Screen and the Washington Environmental Health Disparities Map has been added to Section 3 of Appendix G, Environmental Justice, to provide additional context for the study area. Additional information has been added to Section 4.4, Social Resources, Neighborhoods and Community Facilities, and Appendix G, Environmental Justice, regarding subsistence fishing in the Duwamish Waterway in the project area. Information related to the Lower Duwamish Waterway Superfund Cleanup was generally regarding populations outside of the West Seattle Link Extension study area. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Recreational and Subsistence Fishing at Spokane Street Bridge EPA recommends the FEIS clarify whether construction or operation of the proposed alignments in the Duwamish segment of the West Seattle Link Extension will impact recreational and subsistence fishers that utilize the Spokane Street Bridge or other popular areas in proximity to the proposed project. The environmental justice analysis recognizes that the study area includes people who rely on fish in the Duwamish Waterway and Salmon Bay for subsistence. However, it appears that, with the exception of noted Tribal-treaty protected fishing rights and Usual and Accustomed Areas, the analysis does not include information on how the project will impact this group of subsistence fishers or mitigate those potential impacts. EPA recommends the FEIS address construction and operation impacts on these communities, if special outreach is necessary to communicate the project details and potential impacts, given that many are likely to have limited English proficiency, and mitigation measures to address any impacts to the fishing practices of these communities (e.g., temporary fishing site access restrictions, prohibitions to fish consumption, etc.). Because low- income and minority populations reside in and utilize the resources of the project area, it is important to be aware of existing adverse impacts to this community and any project project-related activities that could potentially exacerbate these impacts. There are several resources that may be helpful in evaluating potential adverse impacts to the Duwamish fishing community in proximity to the Duwamish segment of the West Seattle Link Extension: • EPA and Washington State Department of Ecology Lower Duwamish Waterway Fishers Study Data Report10 provides extensive information about diverse fishers that fish the Spokane Street Bridge and other popular fishing areas. • Public Health – Seattle and King County oversees a “Fun to Catch, Toxic to Eat” Program11 and may provide additional information about the fishing community within the project area. • EPA’s Institutional Control Implementation and Assurance Plan for Seafood Consumption at the Lower Duwamish Waterway Superfund Site12 has information regarding culturally appropriate, health actions to protect the health and well-being of fishing communities, especially pregnant women, nursing moms, and young children.	The Spokane Street Bridge was added as social resource in the Final EIS. It is discussed in Section 4.4 and Appendix G. A response to this comment regarding Salmon Bay will be provided as part of the environmental review process for the Ballard Link Extension.
5	Displacements The DEIS specifies that relocation assistance for residences and businesses will be provided in accordance with Sound Transit’s adopted real estate property acquisition and relocation policy, procedures, and guidelines. The DEIS also states that Sound Transit relocation agents will consider special needs and requirements when identifying replacement housing for displaced people; however, mitigation measures specific to environmental justice communities and minority- owned businesses are not identified in the DEIS.13 EPA recommends the FEIS include specific information and measures related to compensation and relocation assistance for low-income and minority residences and minority-owned businesses that could be acquired, displaced, and relocated by the project. EPA further recommends the FEIS include additional information and measures to address the temporary or long-term loss of services to low-income and minority communities provided by community organizations that will either be relocated by the project or affected during construction of the project. It will also be important for FTA to discuss in the FEIS plans to resolve conflicts that could arise from businesses and residents that might refuse easement offers.	Please see Section 4.1, Acquisitions, Displacements, and Relocations for information on relocation benefits. A response to this comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	Cargo Transport to Western Alaska Rural Communities and Alaska Native Villages The DEIS indicates that the Interbay/Ballard segment of the proposed Ballard Link Extension may impact Coastal Transportation, Inc., a maritime cargo transportation company that operates five vessels year-round transporting critical goods and services from Seattle to ports in Western Alaska and the Aleutian Islands.14 Coastal Transportation has a critical role in maintaining waterway transportation and frequent freight services to and from southwest Alaska and fills an important role for the state of Alaska as laid out in the Aleutian Trade Act of 1990.15 According to Coastal Transportation, they are the only Aleutian Trade Act company that provides year-round service to these communities and impacts to this business could affect rural and Alaska Native village communities in this part of Alaska.16 EPA considers impacts resulting in delays to critical “lifeline” services (equipment, supplies, food) throughout coastal Western Alaska communities will adversely affect Alaska Native village communities in this part of Alaska. The DEIS indicates that if displacement cannot be avoided, a new location would need to maintain access to ports and the existing rail network, which may be difficult to find. The relocation process could impact shipping schedules in the near- and long-term, which could affect the delivery of critical goods and services to rural and Alaska Native village communities in Alaska.17 EPA recommends that FTA plan to avoid, minimize, and mitigate anticipated impacts from the displacement and relocation of the business and near- and long-term effects to the transport of goods and services to rural and Alaska Native village communities in Alaska. As previously stated, EPA recommends FTA hold government-to-government consultations with Federally Recognized Tribes in the Aleutian/Pribilof Islands Region to discuss the nature of the impacts to the transport of goods and services to rural communities and Alaska Native villages in Western Alaska and the Aleutian Islands if the project disrupts their ability to receive year-round critical goods and services in these remote areas. To avoid impacts to rural communities and Alaska Native villages in Western Alaska and the Aleutian Islands resulting from disruptions to their ability to receive year-round critical goods and services, EPA recommends FTA consider whether Preferred Tunnel 14th Avenue (IBB-2a*) Alternative is a viable option for the Interbay/Ballard segment. Its estimated project costs ($1.5 billion) are similar to the two alternatives that would impact Coastal Transportation, Alternative IBB-1a (Preferred Elevated 14th Avenue) at $1.5 to 1.6 billion and Alternative Option IBB-1b (Elevated 14th Avenue Alignment Option) at $1.6 billion.18 Preferred Tunnel 14th Avenue would also avoid maritime business displacements, including Coastal Transportation, will result in fewer residential displacements, avoid the permanent in-water effects of the elevated alternatives, and avoid the navigation channel impacts of a new bridge over Salmon Bay.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
7	West Duwamish Greenbelt Great Blue Heron Rookery EPA recommends that the FEIS include the great blue heron habitat management plan for work within the great blue heron management zone, including the known great blue heron rookery located in the West Duwamish Greenbelt that may be affected by the project. As indicated in the DEIS, since this species is protected by the state, the City of Seattle requires a management plan that normally includes a year-round, 197-foot-radius buffer around nesting colonies, with an additional 300-foot buffer during the nesting season (February 1 through August 31). The plan may include a variety of measures such as retaining trees to screen the colony, work sequencing in the buffers, preventing specific loud activities during the nesting season, monitoring during nesting season, or other measures as developed in coordination with Washington Department of Fish and Wildlife, the City of Seattle, and United States Fish and Wildlife Service.	Please see Section 4.9, Ecosystems of the Final EIS for information on mitigation for impacts to great blue heron. If Preferred Alternative DUW-1a or Option DUW-1b are selected by the Sound Transit Board as the project to be built, Sound Transit will prepare a great blue heron habitat management plan that will comply with City of Seattle requirements and Washington Department of Fish and Wildlife and US Fish and Wildlife guidelines. The plan will be prepared as part of final design, after the Sound Transit Board selects the project to be built.
8	Preferred Alternatives with Third-Party Funding EPA recommends the FEIS clarify the status and potential of “third-party” funds for Preferred Alternatives with Third-Party Funding (e.g., whether funds have been or are currently being sought). This additional information will provide transparency on the likelihood of these “preferred” alternatives coming to fruition. The DEIS indicates the additional funding for these alternatives would need to come from contributions from partner agencies outside of Sound Transit, such as the City of Seattle, the FTA, or others. According to the DEIS, when the Sound Transit Board identified alternatives for study, early cost estimates indicated that some alternatives could require additional funding beyond what was assumed in the Sound Transit 3 financing plan, and include enhancements such as tunnels in West Seattle, alternatives in the Chinatown/International District that require replacement of the 4th Avenue South Viaduct, and tunnelling below Salmon Bay. 20 Because the effects to communities and aquatic resources greatly differ between Preferred Alternatives and Preferred Alternatives with Third-Party Funding, it would help inform the public on how likely, or not, the Preferred Alternatives with Third-Party funding are to move forward and be selected by FTA for implementation in the Record of Decision.	Please see response to CC2c in Table 7-1 regarding third-party funding for the West Seattle Link Extension. A response to this comment related to the Ballard Link Extension preferred alternatives will be provided as part of the environmental review process for the Ballard Link Extension.

VIA EMAIL

April 28, 2022

WSBLE Draft Environmental Impact Statement (EIS) Comments
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

Dear Ms. Swift:

The U.S. Postal Service thanks Sound Transit and the Federal Transit Administration (FTA) for providing it the opportunity to comment on the Draft EIS for the West Seattle and Ballard Link Extensions. Additionally, the Postal Service appreciates the multiple briefings Sound Transit and FTA personnel have provided, most recently on January 26, 2022, given the potential for significant impacts to postal operations from certain of the Alternatives under consideration.

<u>SODO Impacts</u>
At our January 26th meeting, we shared our concerns that even temporary (weekend and evening) closures of the driveway access at the USPS Seattle Vehicle Maintenance Facility (Seattle VMF) located at 2450 4th Avenue South, Seattle, WA 98134-9351 due to the construction of the Lander Street overpass (SODO-1a At Grade and Staggered Station Configurations), would have significant impacts on the Postal Service's six to seven days per week operations. Additionally, as already noted by Sound Transit, the other SODO alternatives would require the complete replacement of the Seattle VMF.

With respect to the requirements for the SODO-1a overpass itself, the Postal Service has retained an architectural firm, Cornerstone Architectural Group, whose comments regarding height requirements and lane configurations are incorporated as Attachment 1.

<u>South Interbay Impacts</u>
Sound Transit has already noted that SIB-3 would require the relocation of the USPS Interbay Carrier Facility, located at 2010 15th Ave W, Seattle, WA. With respect to the SIB-2 Alternative, and as detailed in the Cornerstone letter, track improvements across W Newton St. would result in the loss of parking spots, would impede carrier travel routes to the west of 15th Avenue W, and would prevent full use of the building for our vehicles, including truck access to our loading dock, that would render the carrier location unusable for Postal operations and would require the relocation of this carrier annex should the SIB-2 Alternative be selected.

The Postal Service thanks Sound Transit and FTA again for considering its concerns and seeking to advance its important public transit goals while minimizing impacts to postal operations in the West Seattle area. If we can provide any additional information as you consider the Alternatives, please do not hesitate to let us know.

Sincerely yours,

Joseph Lowe
United States Postal Service
Director, Facilities Planning

Attachment 1

Cornerstone
ARCHITECTURAL GROUP

6161 NE 175th Street, Suite 101
Kenmore, Washington 98028
206.682.5000
cornerstonearch.com

April 27, 2022

Ken Sorak
United States Postal Service A/E
Headquarters Facilities Implementation
200 East Kentucky AVE
Denver, CO 80209-9950

Re: Proposed Seattle City Transit Expansion Review. VMF 4th & Lander / SIB-3 Option.

Dear Ken:

Following our review of both locations as detailed below we have came to the mutual opinion that the following findings should be considered when further review is being preformed.

Seattle, WA VMF located at 4th & Lander St. The proposed bridge or overpass detailed at this location should not pose any functional hardship to the USPS daily operations or impact of operatons as long as the clear height of said structure has a minimum of 16ft in the clear. This will allow all USPS delivery vehicles unobstructed access to the facility. During design efforts it would be recommended that turn lanes would be utilized to avoid traffic congestion at that specifc locaton.

SIB-3 Option. As detailed in the supplied documents and review of current existing conditions, this option will impose several operational issues that will need to be addressed before further consideration should be givien.

2A. Exisitng Parking – With the SIB-3 option, USPS would loose approximately 4 onsite spaces along the corner of 15th Ave W / W Newton St. With no area to expand or relocate the exising parking spaces – in addition to no on-street availiblity, this is an issue for both employee and customer parking.

2B. Operations - All USPS delivery trucks are currently required to “back in only” to gain access to the loading dock area as there is no truck maneuvering area on site. Unfortunately, if there are new structures erected or street realignment to support the rail expansion, there will no place for truck staging or maneuvering as normal. This means all trucks that currently are staged on the adjacent streets 15th Ave or W. Newton St will be required to find holding areas elsewhere or unfortunatly on the existing rail road tracks during high traffic impact times of the day. This will pose several safety concerns for both transportation and pedestrian traffic.

Cornerstone
ARCHITECTURAL GROUP

6161 NE 175th Street, Suite 101
Kenmore, Washington 98028
206.682.5000
cornerstonearch.com

Please do not hesitate to contact me with any questions and thanks again for the opportunity to help.

Respectfully,

Ted Tolle
Senior Project Manager
Cornerstone Architectural Group

Communication ID: 502992- United States Postal Service Draft EIS Comment

#	Comments	Responses
1	At our January 26th meeting, we shared our concerns that even temporary (weekend and evening) closures of the driveway access at the USPS Seattle Vehicle Maintenance Facility (Seattle VMF) located at 2450 4th Avenue South, Seattle, WA 98134-9351 due to the construction of the Lander Street overpass (SODO-1a At Grade and Staggered Station Configurations), would have significant impacts on the Postal Service's six to seven days per week operations. Additionally, as already noted by Sound Transit, the other SODO alternatives would require the complete replacement of the Seattle VMF.	Preferred Option SODO-1c has a staggered station configuration that was developed in order to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. Please see Section 4.14, Public Services, Safety, and Security of the West Seattle Link Extension Final EIS for more information on anticipated impacts to this facility during construction.
2	South Interbay Impacts Sound Transit has already noted that SIB-3 would require the relocation of the USPS Interbay Carrier Facility, located at 2010 15th Ave W, Seattle, WA. With respect to the SIB-2 Alternative, and as detailed in the Cornerstone letter, track improvements across W Newton St. would result in the loss of parking spots, would impede carrier travel routes to the west of 15th Avenue W, and would prevent full use of the building for our vehicles, including truck access to our loading dock, that would render the carrier location unusable for Postal operations and would require the relocation of this carrier annex should the SIB-2 Alternative be selected. The Postal Service thanks Sound Transit and FTA again for considering its concerns and seeking to advance its important public transit goals while minimizing impacts to postal operations in the West Seattle area. If we can provide any additional information as you consider the Alternatives, please do not hesitate to let us know.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Seattle, WA VMF located at 4th & Lander St. The proposed bridge or overpass detailed at this location should not pose any functional hardship to the USPS daily operations or impact of operatons as long as the clear height of said structure has a minimum of 16ft in the clear. This will allow all USPS delivery vehicles unobstructed access to the facility. During design efforts it would be recommended that turn lanes would be utilized to avoid traffic congestion at that specifc locaton.	Preferred Option SODO-1c has a staggered station configuration that was developed in order to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. Please see Sections 4.14, Public Services, Safety, and Security and 3.10, Affected Environment and Impacts During Operation-Freight Mobility and Access of the Final EIS for more information on impacts to this facility and impacts to freight from the Lander Street overpass. Sound Transit will continue to coordinate with USPS and the City of Seattle regarding the overpass design to meet USPS requirements and city design standards.

#	Comments	Responses
4	SIB-3 Option. As detailed in the supplied documents and review of current existing conditions, this option will impose several operational issues that will need to be addressed before further consideration should be givien. 2A. Exisitng Parking – With the SIB-3 option, USPS would loose approximately 4 onsite spaces along the corner of 15th Ave W / W Newton St. With no area to expand or relocate the exising parking spaces – in addition to no on-street availiblity, this is an issue for both employee and customer parking. 2B. Operations - All USPS delivery trucks are currently required to “back in only” to gain access to the loading dock area as there is no truck maneuvering area on site. Unfortunately, if there are new structures erected or street realignment to support the rail expansion, there will no place for truck staging or maneuvering as normal. This means all trucks that currently are staged on the adjacent streets 15th Ave or W. Newton St will be required to find holding areas elsewhere or unfortunatly on the existing rail road tracks during high traffic impact times of the day. This will pose several safety concerns for both transportation and pedestrian traffic.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Appendix O.2.2.2, State Agencies

Comments were received from the following State Agencies:

- Department of Archaeology and Historic Preservation
- Department of Ecology
- Department of Natural Resources
- Department of Transportation
- Recreation and Conservation Office

The following attachments provide these submittals in the order listed above, along with responses to comments.

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Allyson Brooks Ph.D., Director
State Historic Preservation Officer

April 27, 2022

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension
Re: Draft EIS Comments

Dear Ms. Gehrke:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. In response, we have reviewed the Draft EIS materials you provided for this project.

We look forward to continuing consultation on the potential affects the federal undertaking poses to historic properties, in which we anticipate being consulted upon a revised Area of Potential Effect (APE) once a preferred alternative has been selected. Please ensure to consider an APE that sufficiently considers physical, auditory, visual, cumulative, environmental, socio-economic, and similar effects, all of which directly relate to historic properties. We also highly encourage FTA to ensure the agency sufficiently considers and incorporates the comments and concerns provided by other consulting parties as the project progresses. We would also like to encourage FTA prepare more frequent consultation with all consulting parties, due to the significant potential for effects and large number of consulting parties, in order ensure they are receiving equitable time and consideration to address their concerns and comments.

We appreciate receiving copies of any correspondence or comments from concerned tribes and other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the SHPO pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov

Communication ID: 505566 – Washington State Department of Archaeology and Historic Preservation Draft EIS Comment

#	Comments	Responses
1	We look forward to continuing consultation on the potential affects the federal undertaking poses to historic properties, in which we anticipate being consulted upon a revised Area of Potential Effect (APE) once a preferred alternative has been selected. Please ensure to consider an APE that sufficiently considers physical, auditory, visual, cumulative, environmental, socio-economic, and similar effects, all of which directly relate to historic properties. We also highly encourage FTA to ensure the agency sufficiently considers and incorporates the comments and concerns provided by other consulting parties as the project progresses. We would also like to encourage FTA prepare more frequent consultation with all consulting parties, due to the significant potential for effects and large number of consulting parties, in order ensure they are receiving equitable time and consideration to address their concerns and comments. We appreciate receiving copies of any correspondence or comments from concerned tribes and other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the SHPO pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.	Thank you for your comments on the WSBLE Draft EIS. Sound Transit and FTA have continued to coordinate with DAHP through the Section 106 consultation process.

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Northwest Regional Office • PO Box 330316 • Shoreline, Washington 98133-9716 • (206) 594-0000
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

April 28, 2022

Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, WA 98104-2826

Re: West Seattle and Ballard Link Extensions Project
Ecology SEPA# 202200282

Dear Lauren Swift:

Thank you for the opportunity to provide comments on the State Environmental Policy Act (SEPA) Draft Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. Based on review of the checklist associated with this project, the Department of Ecology (Ecology) has the following comments:

SHORELANDS AND ENVIRONMENTAL ASSISTANCE PROGRAM
Rebekah Padgett, (425) 365-6571, rebekah.padgett@ecy.wa.gov

As noted in the Draft EIS, it is likely, depending on the design and construction, that each of the projects, West Seattle and Ballard Link Extensions, would require both a Section 401 Water Quality Certification and Coastal Zone Management (CZM) Consistency decision. For more information, please contact Rebekah Padgett, 401/CZM Federal Permit Manager, at the contact information listed above.

WATER QUALITY PROGRAM
Jeff Killelea, (360) 407-6460, jeff.killelea@ecy.wa.gov

Ecology recommends that Sound Transit be prepared to design and install stormwater runoff treatment for ST3 projects not yet in design and which are scheduled to be completed between 2030 and 2041, in the event that the stormwater characterization study of light rail guideway and/or 2024 Final Stormwater Management Manuals for Western Washington (SWMM) indicates that pollutant concentrations from these guideway surfaces are pollution generating.

Ecology's 2024 SWMM will clarify whether light rail guideway is a pollution generating impervious surface, a definition used in the SWMM to determine if runoff treatment is required for elevated light rail guideway constructed during new development or redevelopment activity. This SWMM update will be based upon all available credible information, including data from the Sound Transit's study characterizing stormwater runoff from Sound Transit's light rail guideway.

Under the terms of a 2019 Memorandum of Understanding, Sound Transit and Ecology agreed to work cooperatively to conduct a study to characterize the quality of stormwater discharged from light rail guideway. The study will be completed in accordance with an Ecology-approved Quality Assurance Project Plan (QAPP), within two (2) years from the effective date of the approved QAPP. The data and analysis from the study will be used, among other things, to inform the design of future Sound Transit light rail projects that will be completed between will be used, among other things, to inform the design of future Sound Transit light rail projects that will be completed between 2030 and 2041 and that may discharge storm water to surface waters of the state.

Thank you for considering these comments from the Department of Ecology. If you have questions or would like to respond to these comments, please contact one of the commenters listed above.

Sincerely,

Kelli Sheldon

Kelli Sheldon
SEPA Coordinator

Sent by email: Lauren Swift, WSBLEDEIScomments@soundtransit.org

ecc: Rebekah Padgett, Ecology
Jeff Killelea, Ecology

Communication ID: 504762 - Washington State Department of Ecology Draft EIS Comment

#	Comments	Responses
1	As noted in the Draft EIS, it is likely, depending on the design and construction, that each of the projects, West Seattle and Ballard Link Extensions, would require both a Section 401 Water Quality Certification and Coastal Zone Management (CZM) Consistency decision.	Thank you for confirming the permit requirements for the project. Sound Transit will continue coordinating with Ecology regarding permits as each extension advances.
2	Ecology recommends that Sound Transit be prepared to design and install stormwater runoff treatment for ST3 projects not yet in design and which are scheduled to be completed between 2030 and 2041, in the event that the stormwater characterization study of light rail guideway and/or 2024 Final Stormwater Management Manuals for Western Washington (SWMM) indicates that pollutant concentrations from these guideway surfaces are pollution generating. Ecology's 2024 SWMM will clarify whether light rail guideway is a pollution generating impervious surface, a definition used in the SWMM to determine if runoff treatment is required for elevated light rail guideway constructed during new development or redevelopment activity. This SWMM update will be based upon all available credible information, including data from the Sound Transit's study characterizing stormwater runoff from Sound Transit's light rail guideway. Under the terms of a 2019 Memorandum of Understanding, Sound Transit and Ecology agreed to work cooperatively to conduct a study to characterize the quality of stormwater discharged from light rail guideway. The study will be completed in accordance with an Ecology-approved Quality Assurance Project Plan (QAPP), within two (2) years from the effective date of the approved QAPP. The data and analysis from the study will be used, among other things, to inform the design of future Sound Transit light rail projects that will be completed between will be used, among other things, to inform the design of future Sound Transit light rail projects that will be completed between 2030 and 2041 and that may discharge storm water to surface waters of the state.	Please see Section 4.8, Water Resources, of the West Seattle Link Extension Final EIS, which states that Sound Transit has agreed to conduct a study to characterize the quality of the stormwater discharged from light rail guideways to inform the design of future projects.

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DEPARTMENT OF NATURAL RESOURCES

SOUTH PUGET SOUND REGION
950 FARMAN AVENUE NORTH
ENUMCLAW, WA 98022

360-825-1631
SOUTHPUGET.REGION@DNR.WA.GOV
WWW.DNR.WA.GOV

April 28, 2022

WSBLE Draft EIS Comments
C/o Lauren Swift
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Subject: Washington State Department of Natural Resources (Aquatics) Response to Draft (EIS) for the Sound Transit West Seattle / Ballard Link Extensions Project

To whom it may concern:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project located in King County. The Department of Natural Resources is steward of Washington's aquatic lands and their resources. Aquatic lands are managed for current and future citizens of the state to sustain long-term ecosystem and economic vitality, and to ensure access to the aquatic lands and the benefits derived from them. Washington DNR's management authority derives from the State's Constitution (Articles XV, XVII, XXVII), Revised Code (RCW 79.02 and 79.105) and Administrative Code (WAC 332-30). As proprietary manager of state-owned aquatic lands, DNR has been directed to manage the lands "…for the benefit of the public" in a manner that provides "…a balance of public benefits for all citizens of the state" that includes"

Encouraging direct public use and access

Fostering water-dependent uses

Ensuring environmental protection, and

Utilizing renewable resources.

In addition, generating revenue in a manner consistent with subsections 1) through 4) of this section is a public benefit (RCW 79.105.030).

DEPARTMENT OF NATURAL RESOURCES

SOUTH PUGET SOUND REGION
950 FARMAN AVENUE NORTH
ENUMCLAW, WA 98022

360-825-1631
SOUTHPUGET.REGION@DNR.WA.GOV
WWW.DNR.WA.GOV

The Washington Department of Natural Resources (DNR) manages State-owned aquatic lands within the State of Washington, including Salmon Bay and the Duwamish Waterway. Assuming the project is consistent with WAC 197-11-060, DNR offers the following comments:

1. To ensure sustainable management of state-owned aquatic lands, DNR has established environmental protection goals. These goals seek to ensure uses of state-owned land do not result in: shading that harms aquatic vegetation and fish migration; compaction, disruption, or impeding the natural movement of sediments; underwater noise that can disrupt important aquatic species when they are most vulnerable; or, release harmful contamination and waste. DNR is committed to working with applicants, in coordination with permitting agencies, to find ways to avoid impacts to aquatic habitats and species on state-owned aquatic land. Mitigation will be required for any authorized expansion of overwater cover or any authorized in water work within state owned aquatic lands. Once the preferred option(s) are chosen for Salmon Bay and the Duwamish Waterway, please submit a plan set to DNR for review prior to application submittal, so we may give further guidance on how to minimize habitat impacts and/or provide mitigation guidance.
2. Sound Transit must obtain authorization from DNR prior to building structures in the water and air space above state-owned aquatic lands, or other resources for commercial use. Because this project is related to public transportation, any DNR approvals will be issued in the form an easement contract. There are several administrative components that are required to be submitted by the applicant before issuing the contract. It is suggested that Sound Transit contact the easement manager early in the process to obtain a list of items needed.
3. For each project area (Salmon Bay / Duwamish Waterway), it is assumed that three easement contracts will be required:
    - (a) An easement is required for the preferred option(s). This authorizes the permanent pathway of the easement area needed over the aquatic area, plus any additional area needed for maintenance. It is the responsibility of the proponent to inform DNR of the area needed for maintenance.
    - (b) A temporary easement will be required to authorize construction areas adjacent to the permanent easement area. This is only for expanded areas needed for construction (for example staging, temporary coffer dams, scaffolding).
    - (c) A temporary right of entry will be required for construction barges that may need to spud on state owned aquatic lands.

DEPARTMENT OF NATURAL RESOURCES

SOUTH PUGET SOUND REGION
950 FARMAN AVENUE NORTH
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4. A formal survey(s) will be required for the easement(s) and temporary construction easement(s). DNR may allow a GPS exhibit for the right of entry (barge locations). The applicant is responsible for: all costs and work associated with creating, submitting, revising and recording the Record of Survey, submitting a preliminary Record of Survey for review and approval by the department, and recording the final Record of Survey with the county auditor's office.
5. Salmon Bay contains aquatic lands categorized as: (a) Port Management Area (Fisherman's Terminal), (b) DNR-managed waterways, (c) private tidelands, (d) the Lake Washington Ship Canal, and (e) DNR leaseholds that may be impacted by the proposed project(s). Depending on which option Sound Transit pursues; DNR will include Jordanna Warneck, Salmon Bay Land Manager, Vivian Roach, City of Seattle Land Manager, and our future Ports Program Manager in project discussions for that area. Please note DNR intends to coordinate with any affected lessees before authorizing easements over existing leasehold areas.
6. The Duwamish Waterway contains aquatic lands categorized as: (a) Port Management Areas (Port of Seattle Terminals 5, 18, and 25), (b) DNR-managed waterways, (c) DNR-managed harbor area, (d) DNR leaseholds that may be impacted by the proposed project(s), and (e) private tidelands. Depending on which option Sound Transit pursues; DNR will include Vivian Roach, City of Seattle Land Manager, and our future Ports Program Manager in project discussions for that area. Please note DNR intends to coordinate with any affected lessees before authorizing easements over existing leasehold areas.
7. Salmon Bay and the Duwamish Waterway are both on the Department of Ecology's list of impaired and threatened waters (known as 303d list generated by the EPA). Due to the containments in these waters, and related sediment, DNR will need to review any project components that will disturb the sediment during construction. Once the preferred option(s) are chosen for Salmon Bay and the Duwamish Waterway, please submit a plan set to DNR for review prior to application submittal, so we may give further guidance on how to minimize sediment impacts and/or provide mitigation guidance.
8. Before DNR can issue an easement or right of entry, all environmental permits will need to be submitted for review. The easement manager is available to meet with regulatory agencies to discuss the proposal in an effort to meet mutual goals while avoiding unnecessary expense or delays in the review of project proposals.

DEPARTMENT OF NATURAL RESOURCES

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WWW.DNR.WA.GOV

9. DNR reserves the right to comment on future amendments and revisions to this proposal.

Please feel free to contact me at (206) 455-1014 or Sherri.Gallant@dnr.wa.gov to discuss the application and authorization process.

Sincerely,

Sherri L. Gallant

Shoreline District
Easement Land Manager
Sherri.Gallant@dnr.wa.gov
(206) 455-1014

C: Derrick Toba, Vivian Roach, Jordanna Warneck

Communication ID: 503105 - Washington State Department of Natural Resources Draft EIS Comment

#	Comments	Responses
1	To ensure sustainable management of state-owned aquatic lands, DNR has established environmental protection goals. These goals seek to ensure uses of state-owned land do not result in: shading that harms aquatic vegetation and fish migration; compaction, disruption, or impeding the natural movement of sediments; underwater noise that can disrupt important aquatic species when they are most vulnerable; or, release harmful contamination and waste. DNR is committed to working with applicants, in coordination with permitting agencies, to find ways to avoid impacts to aquatic habitats and species on state-owned aquatic land. Mitigation will be required for any authorized expansion of overwater cover or any authorized in water work within state owned aquatic lands. Once the preferred option(s) are chosen for Salmon Bay and the Duwamish Waterway, please submit a plan set to DNR for review prior to application submittal, so we may give further guidance on how to minimize habitat impacts and/or provide mitigation guidance.	Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for updated mitigation information. Sound Transit will submit a plan set to DNR for review prior to application submittal.
2	Sound Transit must obtain authorization from DNR prior to building structures in the water and air space above state-owned aquatic lands, or other resources for commercial use. Because this project is related to public transportation, any DNR approvals will be issued in the form an easement contract. There are several administrative components that are required to be submitted by the applicant before issuing the contract. It is suggested that Sound Transit contact the easement manager early in the process to obtain a list of items needed. For each project area (Salmon Bay / Duwamish Waterway), it is assumed that three easement contracts will be required: o (a) An easement is required for the preferred option(s). This authorizes the permanent pathway of the easement area needed over the aquatic area, plus any additional area needed for maintenance. It is the responsibility of the proponent to inform DNR of the area needed for maintenance. o (b) A temporary easement will be required to authorize construction areas adjacent to the permanent easement area. This is only for expanded areas needed for construction (for example staging, temporary coffer dams, scaffolding). o (c) A temporary right of entry will be required for construction barges that may need to spud on state owned aquatic lands. A formal survey(s) will be required for the easement(s) and temporary construction easement(s). DNR may allow a GPS exhibit for the right of entry (barge locations). The applicant is responsible for: all costs and work associated with creating, submitting, revising and recording the Record of Survey, submitting a preliminary Record of Survey for review and approval by the department, and recording the final Record of Survey with the county auditor's office.	Sound Transit will initiate early coordination with DNR to ensure all regulations are met. Sound Transit anticipates initiating a similar process for the Ballard Link Extension Final EIS. Potential impacts to Salmon Bay will be addressed as part of the environmental review process for the Ballard Link Extension
3	Salmon Bay contains aquatic lands categorized as: (a) Port Management Area (Fisherman's Terminal), (b) DNR-managed waterways, (c) private tidelands, (d) the Lake Washington Ship Canal, and (e) DNR leaseholds that may be impacted by the proposed project(s). Depending on which option Sound Transit pursues; DNR will include Jordanna Warneck, Salmon Bay Land Manager, Vivian Roach, City of Seattle Land Manager, and our future Ports Program Manager in project discussions for that area. Please note DNR intends to coordinate with any affected lessees before authorizing easements over existing leasehold areas.	Comment noted. Thank you for providing contact information for DNR staff.

#	Comments	Responses
4	The Duwamish Waterway contains aquatic lands categorized as: (a) Port Management Areas (Port of Seattle Terminals 5, 18, and 25), (b) DNR-managed waterways, (c) DNR□managed harbor area, (d) DNR leaseholds that may be impacted by the proposed project(s), and (e) private tidelands. Depending on which option Sound Transit pursues; DNR will include Vivian Roach, City of Seattle Land Manager, and our future Ports Program Manager in project discussions for that area. Please note DNR intends to coordinate with any affected lessees before authorizing easements over existing leasehold areas.	Comment noted. Thank you for providing contact information for DNR staff.
5	Salmon Bay and the Duwamish Waterway are both on the Department of Ecology's list of impaired and threatened waters (known as 303d list generated by the EPA). Due to the containments in these waters, and related sediment, DNR will need to review any project components that will disturb the sediment during construction. Once the preferred option(s) are chosen for Salmon Bay and the Duwamish Waterway, please submit a plan set to DNR for review prior to application submittal, so we may give further guidance on how to minimize sediment impacts and/or provide mitigation guidance.	Sound Transit will provide a complete plan set to DNR prior to application submittal.
6	Before DNR can issue an easement or right of entry, all environmental permits will need to be submitted for review. The easement manager is available to meet with regulatory agencies to discuss the proposal in an effort to meet mutual goals while avoiding unnecessary expense or delays in the review of project proposals. DNR reserves the right to comment on future amendments and revisions to this proposal.	Comment noted. Sound Transit will continue to coordinate with DNR as design advances and in preparation for permitting.

Washington State
Department of Transportation

Regional Transit Coordination Division
C/O Sound Transit Union Station
401 South Jackson Street
Seattle, WA 98104
206-464-1220 / FAX: 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 25, 2022

Sound Transit, West Seattle and Ballard Link Extensions Project
c/o Lauren Swift, Central Corridor Environmental Manager
401 S Jackson St., Seattle, WA 98104

RE: West Seattle and Ballard Link Extensions Draft Environmental Impact Statement

The Washington State Department of Transportation (WSDOT) is pleased to provide comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project. The project aligns with WSDOT's vision of providing a sustainable and integrated multimodal transportation system.

Some key priorities from the attached comment sheet are listed below.

1. A significant WSDOT Maintenance facility, crucial to serving Interstate 90 (I-90) and Interstate 5 (I-5), is located on King County Parcel number 7666204145. The DEIS shows potential impacts to this site that may compromise the use of this property. Please coordinate with WSDOT immediately regarding these impacts.
2. The DEIS shows impacts to some WSDOT-owned parcels that WSDOT is either currently leasing to others or WSDOT projects have deemed necessary to the Agency. Please coordinate with WSDOT on the use of these parcels, as the current leases and project requirements must be carefully considered.
3. The ownership of the SODO Busway is complex and must be confirmed as impacts here could affect multiple agencies.
4. Please evaluate the potential impacts that the 4th Avenue options could have on I-90.
5. Please obtain WSDOT support on any closures of WSDOT ramps and roadways.
6. Consider connecting this work to the recent funding for improved Active Transportation in Washington State.

Please contact Jessica Giblin, WSDOT Regional Transit Coordination Division (RTCD) environmental liaison, with any questions regarding this letter or the attached comment sheet.

WSDOT appreciates the opportunity to review and looks forward to future collaboration with Sound Transit.

Sincerely,

Dylan Counts

Dylan Counts, WSDOT RTCD Director
COUNTSD@wsdot.wa.gov (206) 464-1232

cc: Jessica Giblin, WSDOT RTCD Environmental Liaison GiblinJ@WSDOT.WA.GOV (206) 464-1251

Communication ID: 503211 – Washington State Department of Transportation Draft EIS Comment

#	Comments	Responses
1	A significant WSDOT Maintenance facility, crucial to serving Interstate 90 (I-90) and Interstate 5 (I- 5), is located on King County Parcel number 7666204145. The DEIS shows potential impacts to this site that may compromise the use of this property. Please coordinate with WSDOT immediately regarding these impacts.	Please see response to comment #5 in the attached comment table.
2	The DEIS shows impacts to some WSDOT-owned parcels that WSDOT is either currently leasing to others or WSDOT projects have deemed necessary to the Agency. Please coordinate with WSDOT on the use of these parcels, as the current leases and project requirements must be carefully considered.	Comment noted. Sound Transit will continue to coordinate with WSDOT as each extension advances regarding property interests that may be needed from WSDOT properties.
3	The ownership of the SODO Busway is complex and must be confirmed as impacts here could affect multiple agencies.	Comment noted. Sound Transit continues to coordinate with King County Metro and WSDOT regarding acquisition of the SODO Busway.
4	Please evaluate the potential impacts that the 4th Avenue options could have on I-90.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Please obtain WSDOT support on any closures of WSDOT ramps and roadways.	Comment noted. Sound Transit will continue to coordinate with WSDOT regarding any road or ramp closures of WSDOT facilities that would be needed for either extension.
6	Consider connecting this work to the recent funding for improved Active Transportation in Washington State.	Please see responses to comment #16 in the attached comment table.

West Seattle and Ballard Link Extensions Project
Comment Form for WSDOT Review of the Draft EIS
Comments Due: April 28th 2022

#	DEIS Chapter	Page	Comment	Reviewer	Response
1	Throughout as applicable		All proposed utility activities such as installation, removal, deactivation, relocation, modification, and verification within WSDOT owned transportation right of way (e.g. limited access inside city limits) are subject to WSDOT utility permit and franchise.	WSDOT Utilities (C. Lee)	Comment noted. Sound Transit will continue to coordinate with Washington State Department of Transportation (WSDOT) on utility relocations within WSDOT right-of-way as design advances.
2	Throughout as applicable		All project stormwater runoff discharges into existing WSDOT stormwater system and/or onto WSDOT right of way is subject to WSDOT stormwater discharge permit.	WSDOT Utilities (C. Lee)	Comment noted. The West Seattle Link Extension does not propose to discharge to any WSDOT stormwater systems. A response to this comment related the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Chapter 4		Sentence "The West Seattle Junction Segment has estimated arsenic concentrations between 20 and 40 parts per million, which is above the level considered as protective of human health and the environment but is below the Washington State Department of Ecology's action level of 100 parts per million (Ecology 2019)." is inaccurate. The MTCA cleanup level for arsenic in soil for unrestricted land uses is 20 ppm. The 100 ppm "action limit" is for the state funded soil removal program for residential properties. The WSBLE Project is not a private residence, and soils associated with it do not qualify for state funded cleanup money. If soils contain arsenic above 20 ppm, they will need to be handled in accordance with applicable rules and regulations. Sentence should be corrected to remove references to an action limit of 100 ppm.	WSDOT Hazmat (A. Conrad)	The text in the West Seattle Link Extension Final EIS has been updated regarding this topic.
4	Chapter 4		Harbor Island superfund site is actually Harbor Island (Lead) Superfund site. Dioxins and furans are also listed contaminants at the Harbor Island (Lead) Superfund site.	WSDOT Hazmat (A. Conrad)	The text in the West Seattle Link Extension Final EIS has been updated regarding this topic.
5	Throughout as applicable		WSDOT Parcel (King Co Parcel #7666204145), Address 450 S Spokane St. Seattle 98134 - This is a WSDOT Maintenance facility. Any impacts to this site that will limit the use by WSDOT or encumber the property long term will likely not be approved by WSDOT because this is the primary roadway maintenance & operations facility in the city limits of Seattle and is critical to I-90, I-5, and SR 520. If this is a serious proposal please coordinate with WSDOT immediately as this crossing will eliminate the majority of the use and value of this parcel.	WSDOT Maintenance (L. Fanning)	Sound Transit has continued to coordinate with WSDOT regarding potential use of this parcel for the West Seattle Link Extension as preliminary design has progressed.
6	Throughout as applicable		Midtown Station staging area and ventilation site (ROW Under I-5 between Columbia and James Street) - WSDOT is currently leasing the ROW under I-5 between James and Columbia Streets that have been identified for use for the Midtown Station for a parking lot. In addition to the lease for the parking lot, WSDOT is leasing a small portion of the lot area to both the City of Seattle and King County Metro under two separate leases. These leases will need to be considered. Please coordinate with WSDOT Real Estate on this parcel.	WSDOT Real Estate (D. Logan)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

West Seattle and Ballard Link Extensions Project
Comment Form for WSDOT Review of the Draft EIS
Comments Due: April 28th 2022

#	DEIS Chapter	Page	Comment	Reviewer	Response
7	Throughout as applicable		SODO Busway - Sound Transit has not yet engaged WSDOT for potential impacts to the SODO Busway. The ownership of some of the Busway would return to WSDOT once the transit-only road is no long required by King County Metro. Additionally, the ownership of the SODO Busway (also called the E-3 Busway) will need to be confirmed. This area's ownership is complex with portions owned by ST, WSDOT and King County Metro. Additionally there are many easements along this corridor.	WSDOT Real Estate (D. Logan)	Sound Transit is coordinating with WSDOT and King County Metro regarding the property transaction needed in the SODO Busway.
8	Throughout as applicable		WSDOT Parcel (King Co Parcel #1991200815) - This is currently a parking lot that the WSDOT Alaskan Way Viadut Project has deemed still necessary to WSDOT. ST will need to coordinate with WSDOT on any request to use this lot.	WSDOT Real Estate (D. Logan)	A response to this comment will be provided in the Ballard Link Extension Final EIS.
9	Chapter 3	6	This section describes regional facilities but makes no mention of rail, not even the Sounder. Please consider adding a discussion about the role of the existing International District Link station as part of this important multimodal hub.	WSDOT Rail (P. Krueger)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	Chapter 3	81	CID-1a and CID-1b both include a new bus stop on 2nd Ave. The sidewalk is fairly narrow at this location and it isn't clear how the bus stop would be added. Would a lane be removed? Would the structure over the tracks be expanded or rebuilt? The impacts of any changes needed to establish a bus stop here need to be identified or the lack of impacts needs to be clarified.	WSDOT Rail (P. Krueger)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Chapter 3	110	"Half of the riders at the International District/Chinatown Station would access it using transit, with most of those transferring between light rail and Sounder commuter rail." The Chinatown-International District Station is part of a major multimodal center with its proximity to intercity (Amtrak and Amtrak Cascades) and commuter (Sounder) passenger rail services at King Street Station, as well as the Seattle Streetcar. The quality of transfers provided by each alternative needs to be directly addressed in more detail and be part of the evaluation for the alternatives at this station. Measures such as the distance from each station entrance to the nearest Sounder platform access and number of at-grade street crossings would be a useful.	WSDOT Rail (P. Krueger)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Throughout as applicable		Please utilize the most recent applicable WSDOT manuals. For example, the DEIS references the WSDOT Hydraulics Manual from 2019. There was a 2022 update.	WSDOT Environmental (J. Giblin)	This has been updated to 2023 (latest version) in Appendix L4.8 of the Final EIS. This is the one location it appears.
13	Executive Summary	44	Table ES-6 (and also chapter 6 table 6-6) discusses closures (both full and partial) of WSDOT ramps and roadways. WSDOT has not yet agreed to these closures. It is advisable to get WSDOT support and agreement.	WSDOT Traffic (A. Bumgarner)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	Chapter 3	138	This section discusses trips intending to use the NB express lanes ramp at 5th and Cherry/5th and Columbia. Please note that in the AM hours this is a SB off-ramp, so if this ramp were closed then the trips would need to divert somewhere else.	WSDOT Traffic (A. Bumgarner)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

West Seattle and Ballard Link Extensions Project
Comment Form for WSDOT Review of the Draft EIS
Comments Due: April 28th 2022

#	DEIS Chapter	Page	Comment	Reviewer	Response
15	Fact Sheet & TOC	vi	Anticipated approvals and permits - this list is missing many of the requirements for building a project within WSDOT ROW. Examples - Temporary Construction airspace lease, Basis of Design, Design Approval, Project Development Approval, Hydraulics Report, and others.	WSDOT Engineering (D. Haight)	Air space lease and utility franchise are listed. Other approvals and permits are still to be determined through coordination with WSDOT.
16	Chapter 1		Consider connecting the part of the purpose 'to encourage convenient and safe non-motorized access to stations' to the recent Washington legislative funding for improved Active Transportation. This could also be applied to Appendix K (Projects in Study Area) and other areas as appropriate.	WSDOT Engineering (D. Haight)	These need statements were developed during scoping and provided for comment at that time.
17	Chapter 3		The 4th Ave options require the demolition and replacement of the 4th Ave viaduct. This City of Seattle street connects to I-90 and could cause major impacts to I-90 for years to come.	WSDOT Engineering (D. Haight)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	Chapter 4	4.2 8-6	This is the one mention of the Sound Transit/Department of Ecology 2019 stormwater MOU and it states that guideways are non-PGIS. Consider rephrasing to state that it is unknown if it is PGIS at this time, thus the purpose of the MOU.	WSDOT Environmental (J. Giblin)	Sound Transit continues to implement the Memorandum of Understanding, and, at the time of Final EIS preparation, there is no update to this agreement.

West Seattle and Ballard Link Extensions Project

Comment Form for WSDOT Review of Draft EIS - APPENDICES & TECHNICAL REPORTS

Comments Due: April 28th 2022

#	Appendix	Comment	Reviewer	Response
1	Appendix H	As noted in the DEIS and the 4(f) appendix, WSDOT owns Freeway Park. Alternative D2 requires a permanent impact of this 4f and Section 106 property. Please work with WSDOT and Seattle Parks and Recreation if this is pursued.	WSDOT Environmental (J. Giblin)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Appendix K	The DEIS refers readers to Appendix K for a list of upcoming WSDOT projects. Appendix K references the 2020-2023 STIP. Please use the following link for the most recent (2022-2025) STIP. https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/statewide-transportation-improvement-program-stip	WSDOT Environmental (J. Giblin)	Updated in Appendix K of the Final EIS consistent with Transportation Technical Report/Transportation methods
3	Appendix J	Conceptual Design drawings for West Seattle- The light rail alignment shown crosses SR 99. WSDOT presumes that when ST proposes to cross SR 99, there will be a grade separation from SR 99 and that all columns will be constructed and operated to avoid impacts to existing WSDOT facilities. Please consider specifying.	WSDOT Engineering (D. Haight)	This is described in Chapter 2. No change to Final EIS plan set.
4	Appendix K	K-2: The construction date should be extended to 2030 for the SR 520 project per the WSDOT web site, https://wsdot.wa.gov/construction-planning/major-projects/sr-520-bridge-replacement-and-hov-program.	WSDOT Engineering (D. Haight)	Updated in Appendix K of the Final EIS.
5	Appendix N1	The closure of 4th Ave in the International District during construction would have a significant impact on I-90. The document does not include impacts to I-90. Please consider discussing this impact. This is also found in Appendix N1A and Appendix N1E.	WSDOT Engineering (D. Haight)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Sound Transit Projects

Details	Communication
#497398 **Date Recieved:** 3/2/2022 **Created by:** Tay Stone **Audience**: **Reach**: 1 **Participation**: **Engagement**: 3 **Source**: Email **Assigned division**: Outreach **Category**: **Project Phase**: Planning **Project Segment**: **Environmental phase**: Draft EIS	Hello, There are four (4) state grant-funded sites that are impacted by the routes for the WSBLE light rail project identified in the DEIS. Those are the West Duwamish Greenway, RCO #92-292; Freeway Park, RCO #69-186 and #73-001; Ship Canal Trail, RCO #91-249 and #96-1163; and the 14th Ave. NW Boat Ramp, RCO #92-290. The Ship Canal Trail was not specifically called out in the DEIS as being state grant funded (through the Recreation and Conservation Office (RCO)). There are no federally funded Land and Water Conservation Fund (LWCF) projects impacted by the proposed route/s. Use or impact from the light rail project to any portion of the grant-funded areas would create a compliance issue or a conversion. A conversion would require Seattle Parks to obtain RCO approval and to replace the impacted land and recreational facilities. If there are any questions, please let me know. Myra Barker (she/her) Compliance Specialist Washington State Recreation and Conservation Office C 360-867-8508 | TDD call 711| https://rco.wa.gov

Communication ID: 497398 - Washington State Recreation and Conservation Office Draft EIS Comment

#	Comments	Responses
1	There are four (4) state grant-funded sites that are impacted by the routes for the WSBLE light rail project identified in the DEIS. Those are the West Duwamish Greenway, RCO #92-292; Freeway Park, RCO #69-186 and #73-001; Ship Canal Trail, RCO #91-249 and #96-1163; and the 14th Ave. NW Boat Ramp, RCO #92-290. The Ship Canal Trail was not specifically called out in the DEIS as being state grant funded (through the Recreation and Conservation Office (RCO)). There are no federally funded Land and Water Conservation Fund (LWCF) projects impacted by the proposed route/s. Use or impact from the light rail project to any portion of the grant-funded areas would create a compliance issue or a conversion. A conversion would require Seattle Parks to obtain RCO approval and to replace the impacted land and recreational facilities.	Thank you for your comments on the WSBLE Draft EIS. Preferred Alternative DUW-1a in the Duwamish Segment of the West Seattle Link Extension would require acquisition of two parcels purchased with Washington Station RCO funding. Sound Transit will coordinate with Seattle Parks and RCO on the conversion process if this alternative is part of the project selected to be built for the West Seattle Link Extension. A response to the portion of the comment regarding resources in the Ballard Link Extension study area will be provided as part of the environmental review process for the Ballard Link Extension.

Appendix O.2.2.3, Regional Agencies

Comments were received from the following Regional Agencies:

- Port of Seattle and Northwest Seaport Alliance
- Puget Sound Clean Air Agency
- Puget Sound Regional Council

The following attachments provide these submittals in the order listed above, along with responses to comments.

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April 28, 2022

WSBLE Draft EIS Comments c/o Lauren Swift
Sound Transit
401 S Jackson St
Seattle WA 98104

Via email: WSBLEDEIScomments@SoundTransit.org

Re: West Seattle and Ballard Link Extensions Draft EIS Comments

On behalf the Port of Seattle (Port) and The Northwest Seaport Alliance (NWSA), thank you for the opportunity to provide comment on the Sound Transit West Seattle Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS). We appreciate Sound Transit's direct engagement with Port staff as a cooperating agency and with NWSA as a participating agency.

In 1911, the Port was authorized by the citizens of King County under Chapter 53 of the Revised Code of Washington to serve as a public port authority, charged with ensuring that Seattle's deep-water harbor is protected to serve as an economic engine for the region. Since 2015, NWSA is a marine cargo operating partnership of the Port of Seattle and Port of Tacoma – the fourth-largest container gateway in the United States. Under a port development authority, the NWSA manages the container, breakbulk, auto and some bulk terminals in Seattle and Tacoma. Together, the Port and NWSA operate and maintain the more than $1 billion in investments made into maritime and industrial operations, and work to protect the tens of thousands of family-wage jobs and $4.0 billion in revenue that these sectors generate for the region and state.

The Port and NWSA are assets of statewide significance, serving as critical gateways for international trade, agricultural producers, and manufacturers across Washington. These gateways cannot be replicated elsewhere and provide a crucial function in the resiliency of our state's economy. These facilities could be heavily impacted at the south and north ends of some of the proposed alignments. It is imperative that all efforts are made to avoid and/or mitigate adverse impacts to these crucial economic assets wherever possible. Further, our agencies depend on an ecosystem of supporting infrastructure, related businesses, and environmental conditions around us, hence impacting our neighbors might be just as problematic to our operations as our own facilities.

As stated in our letters, we have three primary objectives for Sound Transit 3 projects:

A. Improve regional transportation for personal mobility, while protecting maritime and industrial land uses and freight mobility;
B. Strengthen access to Port facilities, both existing and future developments; and
C. Enhance service to Sea-Tac Airport for passengers and employees, from a web of cities throughout the region.

Those three objectives guided our staff during their review of the DEIS. Additionally, staff evaluated our previous comments from the scoping periods in 2018 and 2019, and the Sound Transit proposed refinements shared publicly in April 2022 that could affect Port facilities.

Please review attached staff letter and supplemental technical comment spreadsheet for full detail on our DEIS comments. This draft focuses on key issues for the NWSA and Port, as well as some additional Port-specific issues.

Potential Impact to Port/NWSA Facilities

Duwamish Segment

We remain highly concerned about construction and operational impacts to Port of Seattle and NWSA facilities. Spokane Street Corridor alignments could pose significant economic, environmental, and operational impacts not only to Port and NWSA facilities, but to maritime industrial businesses that must have waterfront access to survive. Proposed alignments must ensure those Port and NWSA facilities remain fully operational during and after construction, while ensuring access for trucks and rail serving those facilities. The BNSF West Waterway Bridge is particularly important for connecting Terminal 5 to the mainline and keeping hundreds of trucks per day off local roads. The proposed mitigation measures must be improved to ameliorate the impacts on dislocated water-dependent and industrial businesses and dislocated maritime and industrial workers to the maximum extent feasible.

Potential Impact to Maritime and Industrial Sectors

The DEIS acknowledges that construction and operation of the WSBLE will impact, and potentially displace, maritime and industrial businesses. We urge Sound Transit in the FEIS to examine the potential to relocate or to describe the potential effects more clearly. Further, it is not sufficiently clear whether the impacts to freight mobility in the Duwamish and SODO areas can be mitigated or whether they have potential to impact business operations to a non-operational effect. We are concerned that, without potential to find new sites for these businesses, the level of proposed mitigation is inadequate to address displaced businesses, or those whose access is limited. This is particularly true for maritime and industrial businesses which require access to water and/or to related, supporting industries.

The Port also wanted to raise some additional concerns:

Potential Impact to Port Facilities

Ballard/Interbay and South Interbay Segments

The Port of Seattle is also concerned about the Ballard Link Extension and potential impacts to Terminal 91 (T91) and Fishermen's Terminal and/or access to these sites, along freight arterials and from the ship canal for marine vessel access. Even closures less than the one-year threshold in the DEIS, which could impact a season of fishing or cruise activity, put at risk a whole year's value.

Environmental Justice

The WSBLE project is a generational opportunity to improve equitable, transit-oriented development and mobility throughout the region. As stated in Objective 3 above, we support ST3 as it improves regional transportation for personal and workforce mobility, while protecting maritime and industrial land uses and freight mobility. However, it is important that new investments in transportation infrastructure avoid disproportionate effects on already marginalized communities and are delivered in ways that account for historic discriminatory under-investments and prioritize benefits to marginalized communities – in particular, Black, Indigenous, and People of Color (BIPOC) communities and low-income communities, and immigrant and refugee communities. On a broader scale, this would include the livelihood of the many immigrant and 1st generation truck drivers serving Port/NWSA facilities. In addition, the Port asks FTA and the ST Board to take a hard look at the impacts of the 4th and 5th Avenue alignments through the Chinatown/International District neighborhood, identify mitigation measures (which may include avoidance) to limits impacts to the neighborhood, to engage impacted communities to identify mitigation measures in the decision, and to select as its preferred alternative an alignment that balances these impacts."

We understand Sound Transit is developing the biggest infrastructure project in the City's history, which brings both transformative opportunity and significant impacts. We look forward to continuing our work with Sound Transit toward a system expansion that complements the Port and NWSA ongoing economic development work for the region.

Thank you again for the opportunity to comment on the DEIS. We appreciate your work with us to date as a cooperating agency and look forward to continuing to work with you on this project.

Sincerely,

Stephen P. Metruck
Executive Director
Port of Seattle

John Wolfe
Chief Executive Officer
The Northwest Seaport Alliance

Appendix A: WSBLE DEIS Comments POS_NWSA staff letter 04.28.2022 with attachments

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APPENDIX A

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April 28, 2022

WSBLE Draft EIS Comments c/o Lauren Swift
Sound Transit
401 S Jackson St
Seattle WA 98104

Via email: WSBLEDEIScomments@SoundTransit.org

Re: West Seattle and Ballard Link Extensions Draft EIS Comments, staff letter

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On behalf the Port of Seattle (Port) and Northwest Seaport Alliance (NWSA), thank you for the opportunity to provide comment on the Sound Transit West Seattle Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS). We appreciate Sound Transit's direct engagement with Port of Seattle (Port) staff as a cooperating agency and with the NWSA as a participating agency.

The Port and NWSA operate and maintain the more than $1 billion in investments made in infrastructure for maritime and industrial operations, and work to grow and protect the tens of thousands of family-wage jobs and $4 billion in revenue that these sectors generate for the region and state. This includes the minority truck drivers serving our Seattle container terminals and Eastern Washington agricultural workers producing exports that move through our terminals, like apples and potatoes. The Port and NWSA are assets of statewide significance, serving as critical gateways for international trade, agricultural producers and manufacturers across Washington. The NWSA is the fifth-largest container gateway in North America and provides a crucial function in the resiliency of our state's economy, its container terminals in the Duwamish cannot be replicated elsewhere. These facilities could be heavily impacted at the south and north ends of some of the proposed alignments. It is imperative that all efforts are made to avoid and mitigate adverse impacts to these crucial economic assets wherever possible. Further, our agencies depend on an ecosystem of supporting infrastructure and related businesses and the natural deep water facilitating access to our terminals.

As stated in our scoping letter, we have three primary objectives for Sound Transit 3 projects:

A. Improve regional transportation for personal mobility, while protecting maritime and industrial land uses and freight mobility;
B. Strengthen access to Port and NWSA facilities for all modes of freight and for people, both existing and future developments; and
C. Enhance service to Seattle-Tacoma International Airport (SEA) for passengers and employees, from a web of cities throughout the region.

Those three objectives guided our staff during their review of the DEIS. Additionally, staff evaluated our previous comments from the scoping periods in 2018 and 2019, and Sound Transit proposed refinements shared publicly in April 2022 that could affect Port facilities.

Overall, the Port and NWSA raise six high level comments concerning:

1. Potential impact to Port and NWSA facilities
    a. Duwamish Segment
    b. Interbay/Ballard and South Interbay Segments
2. Potential impacts to the maritime industrial sector
3. Environmental justice
4. Minimum Operable Segments
5. SEA Airport Light Rail Access
6. Interbay potential refinement concept

The remainder of this letter provides additional context to the six subjects listed above. The Port's and NWSA's supplemental technical comments can be found in the attached spreadsheet.

1. Potential Impact to Port and NWSA Facilities

Duwamish Segment

The Port and NWSA remain concerned about construction and operational impacts to Port and NWSA facilities. Spokane Street Corridor alignments could pose significant economic, environmental, and operational impacts not only to Port and NWSA facilities, but to maritime industrial businesses that must have waterfront access to survive and who may be dependent on the freight rail facilities in the corridor. This applies to both construction and permanent conditions. Proposed alignments must ensure those facilities remain fully operational during and after construction, while ensuring access for trucks and trains serving those facilities.

Specifically, as depicted in the DEIS, the Duwamish Crossing segment may impact several Port and NWSA facilities including Terminal 18 (T18), Terminal 25 (T25), Harbor Island Marina and Corporate Center [Terminal 102 (T102)], industrial or warehousing sites at Terminals 103 and 104 (T103 and T104), and access to Terminal 5 (T5). We also share an interest in any operational impacts to our partners' facilities of the BNSF railroad tracks connecting throughout the harbor and the Jim Clark Marina on Harbor Island.

Sound Transit staff has worked closely with Port and NWSA staff to better understand and work toward addressing concerns about issues that may arise near port terminals both during construction and during link light rail operations. Despite this active collaboration, some proposed routes, especially DUW-2, north of the Spokane Street corridor, and to a lesser extent the preferred alternative (DUW-1a) and its option (DUW-1b), have the potential to create significant negative impacts on cargo operations and water-dependent logistic functions, with resulting negative economic effects across several industries, far beyond the Seattle harbor and King County.

Particularly problematic are the expected impacts during the estimated five-year construction period which could damage international container cargo operations and significantly contribute to truck and other traffic in the already congested Spokane St corridor. We remain unconvinced that the potential negative impacts, especially with a route north of the Spokane St corridor (DUW-2), could be mitigated for the Port, the NWSA, and other maritime/industrial businesses. From our perspective, this is not sufficiently covered by the current approach to measuring the economic impacts of the project, yet it is essential to ensuring the continued economic viability of these businesses.

We are particularly concerned about the Duwamish segment alternative DUW-2 on the north side of Spokane St between the proposed SODO Station and Delridge Station because of the impacts to T18 (both the container terminal and the Westway Feed operations), T25 and the access to T5.

In addition, the DEIS notes potential negative impacts on the eastern access on Harbor Island to the BNSF West Waterway rail bridge due to the location of a bridge piling. Continuous operation and access of this BNSF railway to the Terminal 5 on-dock rail yard is critical to the functionality of Terminal 5 which cannot be compromised. Long-term rail rehabilitation, replacement or capacity for expansion is imperative as well. We suggest the Final EIS must address how operational and long-term impacts to maritime cargo operations on and near international terminals in the Duwamish Segment are avoided.

The information in the DEIS regarding impacts of Duwamish Segment alternatives indicates that there are no feasible and prudent alternatives that avoid use of all existing and planned parks, wildlife areas and historic/cultural resources subject to section 4(f). To provide additional support for the draft section 4(f) determinations, we suggest that the Final EIS and 4(f) address the following in its analysis of the Duwamish Segment:

a. Information on the context and intensity of the impacts of the Preferred South Alternative DUW-1a on all of the activities, functions, and attributes of the Duwamish Greenbelt. We agree with the DEIS that impacts of the Preferred Alternative on the Greenbelt are limited and localized and support the proposed finding that the impacts of the Preferred Alternative DUW-1a qualify as *de minimis.* To provide additional support for this determination, we suggest that the final EIS analyze the limited impacts of DUW-1a in the context of the overall activities, functions and attributes of the entire Duwamish Greenbelt, and the mitigation of the impacts of DUW-1a.

b. Information regarding mitigation measures to further reduce the impacts of the Alt. DUW-1a on the Greenbelt, an evaluation of other factors identified in 23 C.F.R. § 774.3(c)(1) (particularly the comparative costs of the alternatives in the Duwamish Segment, as per 23 C.F.R. § 774.3(c)(1)(vii)).

c. Cost and other information to determine whether the North Alternative is “prudent” under the section 4(f) regulations. 23 C.F.R. § 774.17. “Prudent” is defined in the regulations to require consideration of social and economic costs, and the comparative construction, maintenance, and operational costs of alternatives. As noted in our more detailed comments, the DEIS does not fully capture the effect and impacts to regional trade and logistics from construction at T18 and access to T5.

With respect to T25, we also want to provide additional information regarding WSBLE’s impacts to the Port’s planned establishment of a nine-acre wildlife habitat area that is identified in Strategy 4 of the Port’s approved Long Range Plan. The wildlife habitat portion of the planned T25 restoration and redevelopment project will

include removing approximately 950 creosote piles, debris, fill, and riprap; excavating to intertidal and subtidal elevations; and installing anchored large woody debris to support intertidal marsh and riparian buffer plantings. It will re-establish approximately nine acres of riparian, emergent marsh, mudflat, and subtidal habitat and provide off-channel fish habitat that is critical to supporting salmon and orca recovery efforts. The habitat project is reflected in the Port's Mitigation Bank Prospectus, which has recently gone through a public comment process led by USACE and Ecology. Design authorization for the habitat restoration project was approved by the Port Commission in February 2022.

The Port requests that the final EIS include more information on the North Alternative's impacts on the Port's planned wildlife habitat restoration site at T25 as well as other planned redevelopment. For instance, clarifying the area of impact (square footage or acreage) within the redevelopment area, including the wildlife habitat site, which would be occupied by Sound Transit infrastructure. Can Sound Transit share any estimates for how much additional acreage would be shaded or displaced by bridge piers, as this could reduce the acreage available to habitat restoration and other planned redevelopment? In addition, we hope that Sound Transit can provide more detail on construction impacts to the site and how many acres would be needed for construction purposes. If Sound Transit chooses to proceed with the North Alternative and it impacts too much of the site, the Port will be precluded from pursuing this redevelopment, including the ~9-acre wildlife habitat restoration project, altogether. Similarly, even shorter-term construction needs may have significant impacts in terms of lost service years of habitat value that should be weighed. The economic impact of losing the ability to restore the site for the Port's mitigation bank should be analyzed as environmental and economic impacts in the 4(f) evaluation of whether the North Alternative is a prudent alternative. We ask that the impacts analysis in the ecosystems section disclose that the North Alternative could eliminate the planned redevelopment and habitat restoration effort which is intended to support the recovery of Chinook salmon and Southern Resident Killer Whales. The T25 wildlife habitat site should continue to be evaluated as a property subject to section 4(f).

To aid this evaluation, we have included additional documents related to the T25 habitat restoration project to inform both the 4(f) and NEPA analyses.

1. The Port's Long Range Plan. On PDF p. 28 (Strategy 4, Objective 17, Priority Action 2) you will find text designating T25 as a habitat restoration site. [The Port Commission adopted this plan on April 26, 2018.]

2. Port map of parks and habitat restoration sites. This map reflects the location of Port properties maintained as parks or habitat sites and includes the wildlife habitat restoration at T25.

3. Letter from the National Oceanic and Atmospheric Administration (NOAA) on behalf of the Elliott Bay Natural Resource Trustee Council confirming the ecological value of the T25 wildlife habitat restoration project at 667 discounted service acre years (DSAYs). The Trustee Council and the Port have agreed to work together toward the goal of establishing this project and intend for it to be included as a component of a future natural resource damages (NRD) settlement. The ultimate outcome of this habitat restoration project will be a restrictive covenant conveyed by the Port to the Washington Department of Ecology on behalf of itself, federal resource agencies and tribes.

4. In February 2022, the Port Commission took a significant step toward building the wildlife habitat restoration project at Terminal 25. Commissioners authorized design of the wildlife habitat

restoration project and cleanup of contamination at the site (a necessary precursor to habitat construction) under an agreement with the EPA for the nine-acre site just north of Spokane St.

In addition to impacts to the T25 wildlife habitat site, WSBLE may also affect or preclude additional development on T25S, to the east of the habitat site, proposes parking improvements which will include pavement, drainage and other improvements needed for redevelopment of approximately 3 acres, a portion of the overall 10 acres under consideration to support drayage truck parking and chassis storage. These parking improvements immediately adjacent will provide approximately 150 overnight parking spaces, out of the estimated 500 total for the larger acreage, to the (largely immigrant) drayage truck community, in support of the Ports' drayage business continuing to alleviate trucks being parked in the right of way in nearby Georgetown and South Park neighborhoods.

We would also like to call Sound Transit's attention to the site-specific impacts of the Duwamish Crossing alternatives. The access to T5 is affected by construction of columns, or piers, of the elevated structure of northern alignment alternative (DUW-2). We do not see sufficient information to understand effects of closures of the Chelan Avenue SW lanes connecting with SW Spokane St and W Marginal Way SW. The length of time and number of lanes must be studied considering future volumes at T5 to understand impacts on operations of the 5-leg intersection. The Chelan Avenue SW/SW Spokane St/W Marginal Way SW is a critical intersection for the Port and the NWSA. We will work with you to understand effects, minimize impacts, and assess feasible mitigation.

Impacts of either DUW-1 (a or b) to the Harbor Island Corporate Center, Harbor Island Marina (T102), and the Jim Clark Marina, both during construction and operations, are not sufficiently clear. Our technical comments identify several areas where we are not aware of alternative moorage for affected operations to relocate, for recreational and commercial users of the Harbor Island Marina, as well as other moorages on the Duwamish. Please identify mitigation of this impact in the FEIS.

As stated in previous comment letters, the WSBLE project has the potential to create significant negative impacts on international cargo operations and regional maritime and industrial business, and to add congestion to the already burdened SW Spokane Street corridor. Sections 4.2.1.7 and 4.2.1.8 acknowledge that "some water-dependent facilities may not be able to be relocated." The proposed mitigation measures must be improved to ameliorate the impacts on dislocated water-dependent and industrial businesses and dislocated maritime and industrial workers to the maximum extent feasible. We recommend that in the FEIS, Sound Transit further evaluate the Duwamish Segment to more accurately gauge construction-related, transportation, and regional economic impacts to the area.

<u>Ballard/Interbay and South Interbay Segments</u>

The Port of Seattle is also concerned about the Ballard Link Extension and potential impacts to Terminal 91 (T91) and Fishermen's Terminal and/or access to these sites. It is important that any alignment maintain access to both T91 and Fishermen's Terminal, although the DEIS discloses impacts to Elliott Avenue W, 15th Avenue W, W Galer St Flyover, W Dravus St and W Emerson St (especially during construction), as well as permanent impacts on the waterside from the shipping channel into the moorage area. Even closures less than the 9-month threshold in the DEIS, which could impact a season of fishing or cruise activity, put at risk a whole year's value. Alternative access to T91 would be required if the W Galer St Flyover is closed, as it is the only access point to T91.

At T91, the two-berth Smith Cove cruise terminal serves approximately two-thirds of Seattle's cruise passengers from April/May through September/October. During Fall, Winter and Spring seasons, the fishing industry operations predominantly operate at T91, on a schedule complementary to cruise operations. Each of these uses have operations with significant contributions to the regional economy and require that freight, crew and/or passengers maintain good access to/from T-91. The DEIS references 4,000 passengers per ship but should more clearly call out that 4,000 passengers disembark/embark for each homeport ship and many days both berths are occupied for a total of 16,000 passengers moving through the terminal. (Please see comment Section 5 for discussion of potential refinements in Interbay.)

Additionally, at T91, the Port plans to construct two 50,000 square foot light industrial buildings to support maritime manufacturers and fishing industry suppliers in the Ballard Interbay Manufacturing Industrial Center (BINMIC); the Port may potentially develop an additional 400,000 square feet of light industrial space at T91 as part of a Major Phased Development permit with the City of Seattle.

In Interbay/Ballard, Alternative IBB-3 crosses over Fishermen's Terminal and its moorage. The Port is partnering with Washington Maritime Blue to renovate the Seattle Ship Supply building into the Maritime Innovation Center and incubate the next generation of maritime industry. This proposed development, combined with the Port of Seattle's longtime support of the North Pacific Fishing Fleet at Fishermen's Terminal, make access critically important to the facility. In fact, Fishermen's Terminal is home to approximately 300 fishing vessels who rely on the surrounding network of suppliers and trades. The Port cannot support (IBB-3) because of impacts to Fishermen's Terminal and the variety of operations on the site, the impacts to the regional economy due to impacts on seasonal-provisioning homeport activities and the impacts to maritime and landside access.

Navigational access to critical maritime and industrial activities within Ballard industrial areas must be a core consideration. The two bridge alternatives (IBB-1a and IBB-3) and associated construction activities could affect a wide range of cargo, fishing and other industrial operations, hamper freight movement and ultimately result in a loss of jobs in our community. The maritime industry relies on a broad ecosystem of support businesses and supply chain links, hence no one business impact can be considered in isolation. These businesses are vital to the economic vitality of the region and state.

Further, the construction impacts along Elliott and 15th Avenues W corridor make the Elevated 15th Avenue (IBB-3) and the Elevated 14th Ave Alignment Option (IBB-1b) untenable.

2. Potential Impact to Maritime Industrial Sector

The DEIS acknowledges that construction and operation of the WSBLE will impact, and potentially displace, maritime and industrial businesses. We urge Sound Transit in the FEIS to examine the potential to relocate and to describe the potential effects more clearly. Further, it is not sufficiently clear whether the impacts to freight mobility, including rail, in the Duwamish and SODO areas can be mitigated or whether they have potential to impact business operations to a non-operational effect. The Port is concerned that, without potential to find new sites for these businesses, the level of proposed mitigation is inadequate to address displaced businesses, or those whose access is limited. This is particularly true for maritime and industrial businesses which require access to water and/or to related, supporting industries. We recommend that in the final EIS, Sound Transit

further evaluate the Duwamish and Interbay/Ballard Segments to more accurately gauge all impacts to the maritime/industrial economic sector and consider mitigation to minimize impacts.

In the Final EIS, the following regional priorities should be recognized and supported for our industrial sector and associated lands.

- "The region contains manufacturing/industrial centers. These are existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. Manufacturing/ industrial centers are intended to continue to accommodate a significant amount of regional employment. (Puget Sound Regional Council, Vision 2050 pg. 25)
- "These centers can also generate substantial revenue for local governments, depending on the types of industrial land uses. To preserve existing centers of intensive manufacturing and industrial activity, the region should provide necessary infrastructure and services and restrict incompatible land uses in these areas." (Puget Sound Regional Council, Vision 2050 pg. 68)
- "Industrial lands, military installations, airports, seaports, and other maritime sites are assets that make significant contributions to the overall economy. Proximity to Pacific Rim countries, deep water ports, major transportation corridors, and low-cost energy are among the unique regional assets supporting these lands. VISION 2050 calls for the protection and preservation of these lands from incompatible use and encroachment." (Puget Sound Regional Council, Vision 2050 pg. 94)

3. Environmental Justice

The Port acknowledges the need of the EIS to evaluate different impacts with respect to the Chinatown/ID segment, including potentially disproportionately high and adverse impacts to Environmental Justice (EJ) communities. We recognize the potential impacts to freight mobility of the 4th Avenue alternatives but also the potentially more significant impacts to EJ communities from the 5th Avenue alternatives. The Port asks FTA and the ST Board to take a hard look at each of these impacts in the EIS, identify mitigation measures (which may include avoidance) to limits impacts to the Chinatown/International District neighborhood, and select as its preferred alternative an alignment that balances these impacts.

As noted in our detailed comments, we suggest that the analysis of EJ impacts in the Chinatown-International District (CID) provide additional documentation regarding the extent of the identified impacts of the CID alternatives on EJ communities, including the potential that the alternatives will impact housing affordability.

We further suggest that the final EIS consider potential impacts on the jobs of the approximately 4,000 truck drivers serving NWSA facilities, who are often recent immigrants or first-generation Americans. Responses to a 2017 truck driver survey show that almost 40% of the drivers serving our facilities do not speak English as first language. Two thirds of these drivers are people of color, representing the African, Asian or Pacific Islander, Hispanic or Latino/Latina and Middle Eastern ethnic groups.

Finally, the DEIS evaluates a study area of a half-mile radius along the proposed corridor. We suggest that the final EIS consider the potential for EJ impacts beyond the study area.

4. Minimum Operable Segments

The DEIS identifies the Smith Cove station as a Minimum Operable Segments (MOS) terminus. Please define what additional facilities are needed to enable an MOS terminus. Please, especially include bus volumes and additionally volumes of pedestrian transfers between bus stops and light rail if not within the station. (GHP – review how tech detail is provided).

In addition, we recommend that the FEIS should also consider Interbay for this interim terminus. By extending the system one station farther, there would be a relative reduction of traffic from the north accessing the terminus station during the period until the extension reaches the Ballard station.

5. Seattle-Tacoma International Airport (SEA) Light Rail Access

The Draft EIS discusses the Project Need and points to several regional employment centers on this corridor, as well as regional light rail connections to other large education and employment centers. The Port of Seattle, operating the international airport for the greater Pacific Northwest region encourages Sound Transit to also highlight connections with SEA Airport, for travelers, employees and or visitors. Through our Century Agenda, the Port is committed to reduce indirect (Scope 3) greenhouse gas emissions 50% by 2030 and reach carbon neutrality by 2050 among other ground transportation goals. Ridership of light rail for trips to and from SEA Airport is a key tool in that effort. We encourage that the FEIS acknowledge the on-going work among Sound Transit, Port and other agency representatives to serve increasing levels of ridership. As part of the WSBLE implementation, this could include service connecting West Seattle's light rail extension with the Burien Transit Center and then to SEA Airport. Ensuring that fast and reliable connections are provided between the new Link Stations and the airport will enhance the system for many users.

6. Interbay Potential Refinement concept

On April 12, 2022, Sound Transit staff presented the "Consolidate Smith Cove and Interbay stations" potential refinement concept to the Port Commission. We understand this is an initial assessment of feasibility with limited engineering design. It sits on Port-owned property referenced as the former Tsubota Steel site.

As contributing members in the City's Maritime and Industrial Lands Strategy process, we have been a consistent voice for strengthening existing protections against incompatible land uses and development in the Manufacturing and Industrial Centers (MICs) of Seattle. Where Sound Transit's slide also called out that it would directly serve the "Armory site and areas with substantial development potential", we underscore the need for our agencies to work together to identify a clear vision for what development around Link Light Rail stations within the city's MICs will look like, and how they will support industry. While this is of critical importance in an underdeveloped area here, it applies as well to the SODO, Smith Cove, Interbay and Ballard stations adjacent or within industrial areas.

We appreciate the perceived benefits of "avoiding traffic effects on Elliott" and "avoiding railroad and Interbay properties." However, we are cautious about loss of station access for the local communities. We believe it warrants further study to understand whether it can reduce risk or provide opportunities.

We understand Sound Transit is developing the biggest infrastructure project in the City's history, which brings both transformative opportunity and significant impacts. We look forward to continuing our work with Sound Transit toward a system expansion that complements the Port and NWSA ongoing economic development work for the region.

Thank you again for the opportunity to comment on the ADEIS. We appreciate your work with us to date as a cooperating agency and look forward to continuing to work with you on this project.

Sincerely,

Geraldine H. Poor, Port/NWSA Designated Representative

Attachment A – POS_NWSA_excel spreadsheet 04.28.2022
Attachment B – ST3 Smith Cove walkshed email Nov 10_2020
Attachment C – POS Letter to USCG re Preliminary Navigation Clearance Determination (PNCD), 10.15.2021
Attachment D1 – 2022_02_08_RM_10c_Comm Approval Design Funds
Attachment D2 – LDR T25 Port of Seattle Certification Letter 9.7.21 EXECUTED
Attachment D3 - Port of Seattle Habitat Restoration and Parks-Public Shoreline Access Sites – 2021-9-16
Attachment D4 – POS_2017_ LongRangePlan_Web_Commission_4-26-18

Communication ID: 503303 - Port of Seattle and Northwest Seaport Alliance Draft EIS Comment

#	Comments	Responses
1	The Port and NWSA are assets of statewide significance, serving as critical gateways for international trade, agricultural producers, and manufacturers across Washington. These gateways cannot be replicated elsewhere and provide a crucial function in the resiliency of our state's economy. These facilities could be heavily impacted at the south and north ends of some of the proposed alignments. It is imperative that all efforts are made to avoid and/or mitigate adverse impacts to these crucial economic assets wherever possible. Further, our agencies depend on an ecosystem of supporting infrastructure, related businesses, and environmental conditions around us, hence impacting our neighbors might be just as problematic to our operations as our own facilities.	Comment noted. Section 4.2.3, Economics, of the WSBLE Draft EIS and Section 4.3, Economics, of the West Seattle Link Extension Final EIS acknowledge the importance of the Port of Seattle and Northwest Seaport Alliance in the regional economy. Please see Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, and Section 4.3, Economics, of the Final EIS for more information on impacts to freight and economics. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Please see responses to CC4.1d and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, of the Final EIS for more information on impacts related to the movement of freight that could affect Port and Northwest Seaport Alliance facilities. Additional information on impacts to water dependent businesses for Preferred Alternative DUW-1a has been added to Section 4.3, Economics of the Final EIS. Please see Section 6.5, Significant and Unavoidable Adverse Impacts, of the Final EIS	Please see responses to CC4.1d and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, of the Final EIS for more information on impacts related to the movement of freight that could affect Port and Northwest Seaport Alliance facilities. Additional information on impacts to water dependent businesses for Preferred Alternative DUW-1a has been added to Section 4.3, Economics of the Final EIS. Please see Section 6.5, Significant and Unavoidable Adverse Impacts, of the Final EIS.
3	The DEIS acknowledges that construction and operation of the WSBLE will impact, and potentially displace, maritime and industrial businesses. We urge Sound Transit in the FEIS to examine the potential to relocate or to describe the potential effects more clearly. Further, it is not sufficiently clear whether the impacts to freight mobility in the Duwamish and SODO areas can be mitigated or whether they have potential to impact business operations to a non-operational effect. We are concerned that, without potential to find new sites for these businesses, the level of proposed mitigation is inadequate to address displaced businesses, or those whose access is limited. This is particularly true for maritime and industrial businesses which require access to water and/or to related, supporting industries.	See response to Comment 2 above. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Ballard/Interbay and South Interbay Segments The Port of Seattle is also concerned about the Ballard Link Extension and potential impacts to Terminal 91 (T91) and Fishermen's Terminal and/or access to these sites, along freight arterials and from the ship canal for marine vessel access. Even closures less than the one-year threshold in the DEIS, which could impact a season of fishing or cruise activity, put at risk a whole year's value.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	it is important that new investments in transportation infrastructure avoid disproportionate effects on already marginalized communities and are delivered in ways that account for historic discriminatory under-investments and prioritize benefits to marginalized communities - in particular, Black, Indigenous, and People of Color (BIPOC) communities and low-income communities, and immigrant and refugee communities. On a broader scale, this would include the livelihood of the many immigrant and 1st generation truck drivers serving Port/NWSA facilities. In addition, the Port asks FTA and the ST Board to take a hard look at the impacts of the 4th and 5th Avenue alignments through the Chinatown/International District neighborhood, identify mitigation measures (which may include avoidance) to limits impacts to the neighborhood, to engage impacted communities to identify mitigation measures in the decision, and to select as its preferred alternative an alignment that balances these impacts."	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	The Port and NWSA remain concerned about construction and operational impacts to Port and NWSA facilities. Spokane Street Corridor alignments could pose significant economic, environmental, and operational impacts not only to Port and NWSA facilities, but to maritime industrial businesses that must have waterfront access to survive and who may be dependent on the freight rail facilities in the corridor. This applies to both construction and permanent conditions. Proposed alignments must ensure those facilities remain fully operational during and after construction, while ensuring access for trucks and trains serving those facilities. Specifically, as depicted in the DEIS, the Duwamish Crossing segment may impact several Port and NWSA facilities including Terminal 18 (T18), Terminal 25 (T25), Harbor Island Marina and Corporate Center [Terminal 102 (T102)], industrial or warehousing sites at Terminals 103 and 104 (T103 and T104), and access to Terminal 5 (T5). We also share an interest in any operational impacts to our partners' facilities of the BNSF railroad tracks connecting throughout the harbor and the Jim Clark Marina on Harbor Island.	See response to comment 2 above.

#	Comments	Responses
7	Despite this active collaboration, some proposed routes, especially DUW-2, north of the Spokane Street corridor, and to a lesser extent the preferred alternative (DUW-1a) and its option (DUW-1b), have the potential to create significant negative impacts on cargo operations and water-dependent logistic functions, with resulting negative economic effects across several industries, far beyond the Seattle harbor and King County. Particularly problematic are the expected impacts during the estimated five-year construction period which could damage international container cargo operations and significantly contribute to truck and other traffic in the already congested Spokane St corridor. We remain unconvinced that the potential negative impacts, especially with a route north of the Spokane St corridor (DUW-2), could be mitigated for the Port, the NWSA, and other maritime/industrial businesses. From our perspective, this is not sufficiently covered by the current approach to measuring the economic impacts of the project, yet it is essential to ensuring the continued economic viability of these businesses. We are particularly concerned about the Duwamish segment alternative DUW-2 on the north side of Spokane St between the proposed SODO Station and Delridge Station because of the impacts to T18 (both the container terminal and the Westway Feed operations), T25 and the access to TS.	Please see responses to CCG1 and CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Additional information about impacts to freight during construction has been added to Section 9, Freight Mobility and Access, of Appendix N.1, Transportation Technical Report, of the Final EIS. Also see response to Comment 2 above.
8	In addition, the DEIS notes potential negative impacts on the eastern access on Harbor Island to the BNSF West Waterway rail bridge due to the location of a bridge piling. Continuous operation and access of this BNSF railway to the Terminal 5 on-dock rail yard is critical to the functionality of Terminal 5 which cannot be compromised. Long-term rail rehabilitation, replacement or capacity for expansion is imperative as well. We suggest the Final EIS must address how operational and long-term impacts to maritime cargo operations on and near international terminals in the Duwamish Segment are avoided.	The bridge support column for Preferred Alternative DUW-1a that was near the BNSF rail bridge and railway near the West Waterway in the WSBLE Draft EIS has been moved out of the Duwamish Waterway to a location on Harbor Island, which reduces potential impact to the BNSF rail bridge. Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access and Section 3.11, Construction Impacts, of the Final EIS have been updated for this discussion of potential rail-related impacts.

#	Comments	Responses
9	The information in the DEIS regarding impacts of Duwamish Segment alternatives indicates that there are no feasible and prudent alternatives that avoid use of all existing and planned parks, wildlife areas and historic/cultural resources subject to section 4(f). To provide additional support for the draft section 4(f) determinations, we suggest that the Final EIS and 4(f) address the following in its analysis of the Duwamish Segment: a. Information on the context and intensity of the impacts of the Preferred South Alternative DUW-1a on all of the activities, functions, and attributes of the Duwamish Greenbelt. We agree with the DEIS that impacts of the Preferred Alternative on the Greenbelt are limited and localized and support the proposed finding that the impacts of the Preferred Alternative DUW-1a qualify as de minimis. To provide additional support for this determination, we suggest that the final EIS analyze the limited impacts of DUW-1a in the context of the overall activities, functions and attributes of the entire Duwamish Greenbelt, and the mitigation of the impacts of DUW-1a. b. Information regarding mitigation measures to further reduce the impacts of the Alt. DUW-1a on the Greenbelt, an evaluation of other factors identified in 23 C.F.R. § 774.3(c)(1) (particularly the comparative costs of the alternatives in the Duwamish Segment, as per 23 C.F.R. § 774.3(c)(1)(vii)). c. Cost and other information to determine whether the North Alternative is "prudent" under the section 4(f) regulations. 23 C.F.R. § 774.17. "Prudent" is defined in the regulations to require consideration of social and economic costs, and the comparative construction, maintenance, and operational costs of alternatives. As noted in our more detailed comments, the DEIS does not fully capture the effect and impacts to regional trade and logistics from construction at T18 and access to T5.	Please see Appendix H, Section 4(f) Evaluation, of the Final EIS for an updated discussion of impacts to 4(f) resources for all alternatives, as well as proposed mitigation. The Least Harm Analysis, which has been added to Appendix H in the Final EIS, discusses impacts to water dependent businesses and the regional economy associated with Alternative DUW-2.
10	The Port requests that the final EIS include more information on the North Alternative's impacts on the Port's planned wildlife habitat restoration site at T25 as well as other planned redevelopment. For instance, clarifying the area of impact (square footage or acreage) within the redevelopment area, including the wildlife habitat site, which would be occupied by Sound Transit infrastructure. Can Sound Transit share any estimates for how much additional acreage would be shaded or displaced by bridge piers, as this could reduce the acreage available to habitat restoration and other planned redevelopment? In addition, we hope that Sound Transit can provide more detail on construction impacts to the site and how many acres would be needed for construction purposes. If Sound Transit chooses to proceed with the North Alternative and it impacts too much of the site, the Port **will** be precluded from pursuing this redevelopment, including the -9-acre wildlife habitat restoration project, altogether. Similarly, even shorter-term construction needs may have significant impacts in terms of lost service years of habitat value that should be weighed. The economic impact of losing the ability to restore the site for the Port's mitigation bank should be analyzed as environmental and economic impacts in the 4(f) evaluation of whether the North Alternative is a prudent alternative. We ask that the impacts analysis in the ecosystems section disclose that the North Alternative could eliminate the planned redevelopment and habitat restoration effort which is intended to support the recovery of Chinook salmon and Southern Resident Killer Whales. The T25 wildlife habitat site should continue to be evaluated as a property subject to section 4(f).	Additional information about impacts to the Terminal 25 habitat restoration site has been added to Appendix N.4, Ecosystems Technical Report. The Terminal 25 habitat restoration site has been added to Appendix H, Section 4(f) Evaluation, as a Section 4(f) resource, and impacts to it are discussed in Section 3 of Appendix H.

#	Comments	Responses
11	SBLE may also affect or preclude additional development on T25S, to the east of the habitat site, proposes parking improvements which will include pavement, drainage and other improvements needed for redevelopment of approximately 3 acres, a portion of the overall 10 acres under consideration to support drayage truck parking and chassis storage. These parking improvements immediately adjacent will provide approximately 150 overnight parking spaces, out of the estimated 500 total for the larger acreage, to the (largely immigrant) drayage truck community, in support of the Ports' drayage business continuing to alleviate trucks being parked in the right of way in nearby Georgetown and South Park neighborhoods	More detail has been added to quantify potential on-street parking losses in the industrial area, which also serve trucks, to Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, of the Final EIS. In addition, mitigation has been added for the temporary Alternative DUW-2 impact to truck parking at T-25 in Section 3.11.6, Mitigation for Construction Impacts.
12	The access to T5 is affected by construction of columns, or piers, of the elevated structure of northern alignment alternative (DUW-2). We do not see sufficient information to understand effects of closures of the Chelan Avenue SW lanes connecting with SW Spokane St and W Marginal Way SW. The length of time and number of lanes must be studied considering future volumes at T5 to understand impacts on operations of the 5- leg intersection. The Chelan Avenue SW/SW Spokane *SUW* Marginal Way SW is a critical intersection for the Port and the NWSA. We will work with you to understand effects, minimize impacts, and assess feasible mitigation.	Please see Section 3.11, Construction Impacts, of the Final EIS for a description impacts anticipated during construction of Alternative DUW-2. More detailed information is provided in Chapter 9, Freight Mobility and Access of Appendix N.1, Transportation Technical Report. Attachment N.1D, in Appendix N.1 provides additional information on temporary roadway closures during construction, including durations.
13	Impacts of either DUW-1 (a orb) to the Harbor Island Corporate Center, Harbor Island Marina (T102), and the Jim Clark Marina, both during construction and operations, are not sufficiently clear. Our technical comments identify several areas where we are not aware of alternative moorage for affected operations to relocate, for recreational and commercial users of the Harbor Island Marina, as well as other moorages on the Duwamish. Please identify mitigation of this impact in the FEIS.	Additional information on impacts to water dependent businesses, including replacement moorage, for Preferred Alternative DUW-1a has been added to Section 4.3, Economics of the Final EIS. Please see responses to CC4.1d and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Section 6.5, Significant and Unavoidable Adverse Impacts, of the Final EIS. Please see Section 3.9, Affected Environment and Impacts During Operation - Navigation, of the Final EIS and Chapter 8, Navigation of appendix N.1, Transportation Technical report for information on impacts to moorage.
14	As stated in previous comment letters, the WSBLE project has the potential to create significant negative impacts on international cargo operations and regional maritime and industrial business, and to add congestion to the already burdened SW Spokane Street corridor. Sections 4.2.1.7 and 4.2.1.8 acknowledge that "some water-dependent facilities may not be able to be relocated." The proposed mitigation measures must be improved to ameliorate the impacts on dislocated water- dependent and industrial businesses and dislocated maritime and industrial workers to the maximum extent feasible. We recommend that in the FEIS, Sound Transit further evaluate the Duwamish Segment to more accurately gauge construction-related, transportation, and regional economic impacts to the area.	See response to comment 2 above.

#	Comments	Responses
15	The Port of Seattle is also concerned about the Ballard Link Extension and potential impacts to Terminal 91 (T91) and Fishermen's Terminal and/or access to these sites. It is important that any alignment maintain access to both T91 and Fishermen's Terminal, although the DEIS discloses impacts to Elliott Avenue W, 15th Avenue W, W Galer St Flyover, W Dravus St and W Emerson St (especially during construction), as well as permanent impacts on the waterside from the shipping channel into the moorage area. Even closures less than the 9-month threshold in the DEIS, which could impact a season of fishing or cruise activity, put at risk a whole year's value. Alternative access to T91 would be required if the W Galer St Flyover is closed, as it is the only access point toT91.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	The DEIS references 4,000 passengers per ship but should more clearly call out that 4,000 passengers disembark/embark for each homeport ship and many days both berths are occupied for a total of 16,000 passengers moving through the terminal. (Please see comment Section 5 for discussion of potential refinements in Interbay.)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	Additionally, at T91, the Port plans to construct two 50,000 square foot light industrial buildings to support maritime manufacturers and fishing industry suppliers in the Ballard Interbay Manufacturing Industrial Center (BINMIC); the Port may potentially develop an additional 400,000 square feet of light industrial space at T91 as part of a Major Phased Development permit with the City of Seattle.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	In Interbay/Ballard, Alternative IBB-3 crosses over Fishermen's Terminal and its moorage. The Port is partnering with Washington Maritime Blue to renovate the Seattle Ship Supply building into the Maritime Innovation Center and incubate the next generation of maritime industry. This proposed development, combined with the Port of Seattle's longtime support of the North Pacific Fishing Fleet at Fishermen's Terminal, make access critically important to the facility. In fact, Fishermen's Terminal is home to approximately 300 fishing vessels who rely on the surrounding network of suppliers and trades. The Port cannot support (IBB-3) because of impacts to Fishermen's Terminal and the variety of operations on the site, the impacts to the regional economy due to impacts on seasonal-provisioning homeport activities and the impacts to maritime and landside access. Navigational access to critical maritime and industrial activities within Ballard industrial areas must be a core consideration. The two bridge alternatives (IBB-1a and IBB-3) and associated construction activities could affect a wide range of cargo, fishing and other industrial operations, hamper freight movement and ultimately result in a loss of jobs in our community. The maritime industry relies on a broad ecosystem of support businesses and supply chain links, hence no one business impact can be considered in isolation. These businesses are vital to the economic vitality of the region and state.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	Further, the construction impacts along Elliott and 15th Avenues W corridor make the Elevated 15th Avenue (IBB- 3) and the Elevated 14th Ave Alignment Option (IBB-1b) untenable.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
20	We urge Sound Transit in the FEIS to examine the potential to relocate and to describe the potential effects more clearly. Further, it is not sufficiently clear whether the impacts to freight mobility, including rail, in the Duwamish and SODO areas can be mitigated or whether they have potential to impact business operations to a non-operational effect. The Port is concerned that, without potential to find new sites for these businesses, the level of proposed mitigation is inadequate to address displaced businesses, or those whose access is limited. This is particularly true for maritime and industrial businesses which require access to water and/or to related, supporting industries. We recommend that in the final EIS, Sound Transit further evaluate the Duwamish and Interbay/Ballard Segments to more accurately gauge all impacts to the maritime/industrial economic sector and consider mitigation to minimize impacts.	Please see response to comments 2 and 5. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
21	In the Final EIS, the following regional priorities should be recognized and supported for our industrial sector and associated lands. • 'The region contains manufacturing/industrial centers. These are existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. Manufacturing/ industrial centers are intended to continue to accommodate a significant amount of regional employment. (Puget Sound Regional Council, Vision 2050 pg. 25) • 'These centers can also generate substantial revenue for local governments, depending on the types of industrial land uses. To preserve existing centers of intensive manufacturing and industrial activity, the region should provide necessary infrastructure and services and restrict incompatible land uses in these areas." (Puget Sound Regional Council, Vision 2050 pg. 68) • "Industrial lands, military installations, airports, seaports, and other maritime sites are assets that make significant contributions to the overall economy. Proximity to Pacific Rim countries, deep water ports, major transportation corridors, and low-cost energy are among the unique regional assets supporting these lands. VISION 2050 calls for the protection and preservation of these lands from incompatible use and encroachment." (Puget Sound Regional Council, Vision 2050 pg. 94)	Please see response to CC4.3d in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Section 4.2, Land Use, of the Final EIS for discussion of conversion of industrial lands to transportation uses. Information on the City of Seattle's Industrial and Maritime Strategy, which was adopted in July 2023 and is intended to protect industrial and maritime land uses, has been added to this section of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided in the Ballard Link Extension Final EIS.
22	The Port acknowledges the need of the EIS to evaluate different impacts with respect to the Chinatown/ID segment, including potentially disproportionately high and adverse impacts to Environmental Justice (EJ) communities. We recognize the potential impacts to freight mobility of the 4th Avenue alternatives but also the potentially more significant impacts to EJ communities from the 5th Avenue alternatives. The Port asks FTA and the ST Board to take a hard look at each of these impacts in the EIS, identify mitigation measures (which may include avoidance) to limits impacts to the Chinatown/International District neighborhood, and select as its preferred alternative an alignment that balances these impacts. As noted in our detailed comments, we suggest that the analysis of EJ impacts in the Chinatown-International District (CID) provide additional documentation regarding the extent of the identified impacts of the CID alternatives on EJ communities, including the potential that the alternatives will impact housing affordability.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
23	We further suggest that the final EIS consider potential impacts on the jobs of the approximately 4,000 truck drivers serving NWSA facilities, who are often recent immigrants or first-generation Americans. Responses to a 2017 truck driver survey show that almost 40% of the drivers serving our facilities do not speak English as first language. Two thirds of these drivers are people of color, representing the African, Asian or Pacific Islander, Hispanic or Latino/Latina and Middle Eastern ethnic groups.	Mitigation has been added to Chapter 9, Freight Mobility and Access, of the Final EIS to address potential impacts to Port access and dray routes. This mitigation would apply to all truck drivers serving Northwest Seaport Alliance facilities.
24	Finally, the DEIS evaluates a study area of a half-mile radius along the proposed corridor. We suggest that the final EIS consider the potential for EJ impacts beyond the study area.	Please see Appendix G, Environmental Justice, of the Final EIS for more information on why a 0.5-mile study area was used for the analysis. Appendix G also describes that the environmental justice analysis considered the potential for benefits and impacts to minority and/or low-income populations in areas outside of the study area because their transit options and access could be indirectly affected by the project.
25	The DEIS identifies the Smith Cove station as a Minimum Operable Segments (MOS) terminus. Please define what additional facilities are needed to enable an MOS terminus. Please, especially include bus volumes and additionally volumes of pedestrian transfers between bus stops and light rail if not within the station. (GHP - review how tech detail is provided). In addition, we recommend that the FEIS should also consider Interbay for this interim terminus. By extending the system one station farther, there would be a relative reduction of traffic from the north accessing the terminus station during the period until the extension reaches the Ballard station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
26	Seattle-Tacoma International Airport (SEA) Light Rail Access The Draft EIS discusses the Project Need and points to several regional employment centers on this corridor, as well as regional light rail connections to other large education and employment centers. The Port of Seattle, operating the international airport for the greater Pacific Northwest region encourages Sound Transit to also highlight connections with SEA Airport, for travelers, employees and or visitors. Through our Century Agenda, the Port is committed to reduce indirect (Scope 3) greenhouse gas emissions 50% by 2030 and reach carbon neutrality by 2050 among other ground transportation goals. Ridership of light rail for trips to and from SEA Airport is a key tool in that effort. We encourage that the FEIS acknowledge the on-going work among Sound Transit, Port and other agency representatives to serve increasing levels of ridership. As part of the WSBLE implementation, this could include service connecting West Seattle's light rail extension with the Burien Transit Center and then to SEA Airport. Ensuring that fast and reliable connections are provided between the new Link Stations and the airport will enhance the system for many users.	Section 1.2, Purpose and Need for the West Seattle Link Extension, of the Final EIS has been updated to include Sea-Tac International Airport as a regional destination that the project to which the project would improve access.

#	Comments	Responses
27	On April 12, 2022, Sound Transit staff presented the "Consolidate Smith Cove and Interbay stations" potential refinement concept to the Port Commission. We understand this is an initial assessment of feasibility with limited engineering design. It sits on Port-owned property referenced as the former Tsubota Steel site. As contributing members in the City's Maritime and Industrial Lands Strategy process, we have been a consistent voice for strengthening existing protections against incompatible land uses and development in the Manufacturing and Industrial Centers (MICs) of Seattle. Where Sound Transit's slide also called out that it would directly serve the "Armory site and areas with substantial development potential", we underscore the need for our agencies to work together to identify a clear vision for what development around Link Light Rail stations within the city's MICs will look like, and how they will support industry. While this is of critical importance in an underdeveloped area here, it applies as well to the SODO, Smith Cove, Interbay and Ballard stations adjacent or within industrial areas. We appreciate the perceived benefits of "avoiding traffic effects on Elliott" and "avoiding railroad and Interbay properties." However, we are cautious about loss of station access for the local communities. We believe it warrants further study to understand whether it can reduce risk or provide opportunities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ATTACHMENT A

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ID	DEIS Chptr/ Section	Page No.	Line No.	Staff	Comment	Response
1	Throughout	Throughout		GHP	Please apply comments made in one section of the DEIS to all recurrences of that discussion/issue, whether it's in the Executive Summary, the related DEIS chapter, or the related Technical Appendix.	Comments and any necessary updates to the West Seattle Link Extension Final EIS have been applied consistently across the document. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	ES.2.2	ES-3	4th bullet +	CBi/ABe	The DEIS references "citizens." I would suggest replacing "citizens" with the word "residents" because not only citizens will ride this and residents is more inclusive	The term "citizens" has been replaced with "people" in Section ES.2, Purpose and Need, and Section 1.2, Purpose and Need for the West Seattle Link Extension Project, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	ES.2.3	ES-4	43-44	CBi	"The WSBLE Project would improve access to employment and educational opportunities for 44 low-income populations and minorities around the region." Please summarize evidence regarding project improving transit access for low income pupulations in region.	Please see the sentences following this statement in Section ES.2, Purpose and Need, of the West Seattle Link Extension Final EIS, which explain why the project would improve access. Additional information is also provided in Chapter 1, Purpose and Need for West Seattle Link Extension, and Appendix G, Environmental Justice. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	ES3.1.2.4	ES-34	Fig ES-42	KG	SIB-1 appears to better serve Elliott Bay Marina, Magnolia and T91; assuming MagBridge remains similar.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	ES3.1.2.4 & 3.19.5.6	ES-35 & 3-143	Table ES-7	KG	SIB-1 Construction: Full closure of Galer Flyover nights/weekends for 5 years would have significant impact on Terminal 91 (T91) operations and economic activity. Since T91 operates with significant weekend activity, in addition to 24 hours weekday activity (especially early morning activities), this represents a significant impact to T91. The FEIS should identify mitigation to support access for Fishing/Cruise and onsite tenants. Suggestions to explore and idenify could include reopening the old at-grade Galer crossing, improving Port's security gate features and Port access at other points of entry (the T91 North gate, through the Center gate, or a west gate).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	ES.3.1.2.5	ES-39	3rd paragraph	CBi	Concerns of historical value in the community caused by disruption to Fishermen's Terminal, including the indigenous history of this area. Please describe how tribal historians are involved in preservation of cultural resources here?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	ES 3.1.2.5	ES-39	3rd paragraph	CBi	Concerns about maritime industry history and heritage preservation. How are maritime historians involved in preservation of cultural resources here?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	ES.6.1	ES-42	32-44	CBi	How are non-governmental history organizations and community based organizations involved in identifying important historic or cultural landmarks? They are frequently involved and best suited for this type of consultation and are often overlooked as stakeholders. They are also organizations that are more aware of untold histories and preservation efforts that government agencies fail to preserve or act on. They should serve as a stakeholder in the discussion.	Please see Appendix N.5, Historic and Archaeological Resources Technical Report, of the West Seattle Link Extension Final EIS for more information on consultation with Tribes and organizations that participated in the Section 106 process as consulting parties. Please see Appendix G, Environmental Justice, for information on targeted outreach to low-income populations and communities of color.

ID	DEIS Chptr/ Section	Page No.	Line No.	Staff	Comment	Response
9	ES.6.2	ES-42 to ES-43	18 to 24	CBi	How are these engagements following an equitable engagement plan? What is the long-term plan to maintain relationships with the disproportionately impacted community after these design phases?	Level of detail is appropriate for Executive Summary. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on community engagement to low-income populations and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
10	1.1	1-3		CIW	Please be specific and clarify that housing density increases do not apply to MICs. PSRC's guidance for both transit and land use plans is very clear in that respect.	Text mentions that these designations indicate that these areas will continue to increase in residential and/or employment density. Text does not state that residential would occur in Manufacturing/Industrial Centers. No changes needed.
11	3.1	3-1	bullet list	AD	Recommend replacing the term "non-motorized facilities" with "active transportation facilities" to better reflect the wider ways in which these facilities are used: walking, biking, rolling in wheelchairs, and using motorized small mobility devices like e-bikes and scooters. Recommend the use of this terminology throughout the chapter in place of "non-motorized" and "walking/biking".	Comment noted. However, this term is consistent with methodology and is a commonly understood term. No change to West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
12	3.1	3-3 to 3-4	Table 3-1	CIW	Please include any potential construction impacts on freight rail facilities.	Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information ona freight rail impacts during construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
13	3.1	3-3	non-motorized facilities	AD	Define "generally acceptable." Is LOS E is often considered an acceptable level of service for projects focusing on the mobility of people driving? Standards for active transportation LOS should at least meet those required for people in cars.	For the purposes of this project, pedestrian facilities are considered acceptable if they would not exceed the capacity of the facility. LOS F is considered "over capacity," so any facility that is at an LOS E or better is not considered to be an impact. No change.
14	Transportation	3-4 and 3-58	Line 11-15 (p. 3-4) and 16-17 (p. 3 58)	GHP & Christina Billingsley	The ADEIS states that the study area for transportation impacts is limited to a 0.5-mile corridor. It appears that, with such a narrow study area, it is possible that the transportation analysis could exclude construction-related freight and traffic diversions and potential resultant air quality effects. Road access to West Seattle is currently limited by the West Seattle Bridge closure and Spokane St Bridge restrictions. But even when the High Bridge is operational, construction impacts (such as the lane reductions near Chelan St & W Marginal Way) will likely lead to diversion through low-income neighborhoods in the Duwamish Valley, namely South Park, Georgetown, and via W Marginal Way. These diversions have risk of potential impacts to Port freight operations at T5, T103, T115, and related maritime industrial businesses, safe access to Port-owned public parks, and shoreline areas (e.g, Toolalt Village Park & Haapoos Village Park) and other community resources along W+F17 Marginal Way (e.g., Duwamish Longhouse).	A 0.5-mile distance defined the general study area unless otherwise stated, consistent with the West Seattle Link Extension Final EIS methods and assumptions. See Section 3.11, Construction Impacts, of the Final EIS which identified potential affected areas beyond the 0.5-mile study area as appropriate. Additional details added in Section 4.3.3 of Appendix N.1, Transportation Technical Report .
15	3.2	3-5	bullet list	CIW	Please add reference to analysis on impacts to the navigable waterway and freight rail facilities.	Reference to navigation and rail freight has been added to Section 3.2, Introduction, Methodology, and Assumptions, of the West Seattle Link Extension Final EIS.
16	3.4.1.2	3-12, 3-13		AD/SRH	Provide a comparison to travel time by private vehicle. The comparison is relevant because many users of the transit system don't just chose between transit modes but also between transit and other non-transit modes.	Added private auto travel time to Appendix N.1, Transportation Technical Report, with a cross reference in Chapter 3.

ID	DEIS Chptr/ Section	Page No.	Line No.	Staff	Comment	Response
17	3.4.3.1.2	3-15	Both paragraphs	DS	Removal of the SODO Busway - comment applies throughout. The SODO busway removal affects other arterials, which will carry far greater bus traffic as a result of the closure. Applies to 4th, 6th, and the east / west streets that provides connections. Please ensure that the FEIS compensates for additional traffic from buses on SODO streets, for traffic volumes, travel time, and safety given increased modal conflicts among buses, trucks, cars and non-motorized traffic.	Additional microsimulation analysis of how additional bus volumes on 4th Avenue (due to the closure of the SODO Busway) would affect arterial operations, including trucks was added to Section 3.11, Construction Impact of Chapter 3, Transportation Environment and Consequences, of the Final EIS, as well as Section 4, Arterials and Local Street Operations, of Appendix N.1, Transportation Technical Report. Analysis was completed for two different construction scenarios: one assuming the full closure of Lander Street between 4th and 6th Avenues and one assuming the partial closure of 4th Avenue north of South Spokane Street. These closure scenarios reflect conditions for the preferred alternative as well as other alternatives that would have the same or similar construction closures.
18	3.5.1.2	3-22	Second paragraph	DS	As an existing condition, this section cites "LOS D references for SODO & Duwamish segments" and states that "higher vehicle delays can be experienced from nearby port & terminal operations near the E Marginal Way and S Spokane St intersection." Please ensure traffic analysis includes this annecdotal port and terminal operations delay to show if such operations are further impacted during construction of the project.	The analysis reports the LOS findings consistent with the project methodology outlined in Attachment N.1A of Appendix N.1. No change.
19	3.5.1.2	3-22	first paragraph	AD	Recommend clarifying that the L.O.S. measurements described in this section are specifically for people driving, and do not include L.O.S. measurements for people using active transportation at these intersections.	This section is titled to evaluate arterials and the introduction states that the non-motorized analysis is in a separate section. No change.
20	3.5.3.3.2	3-25	Second paragraph	DS	In the FEIS, please address vertical grades and intersection performance on 4th & 6th for the new 4th-6th Avenues overpass, particularly as used for medium & large trucks. What is the resultant impacts on freight operations' ability to utilize these	The Final EIS describes the anticipated grade of the South Lander Street railroad grade-separation structures to be 7% (Section 3.10.3.2). This is similar to the existing Lander Street grade separation over the BNSF mainline to the west. The previously proposed signal at the top of the structure has been eliminated, which would be beneficial to freight operations.
21	3.6.3.2	3-34	Table 3-11	CIW	Mitigation measures missing: to account for loss of parking in the industrial area in DUW-2. Fewer parking spaces is a big impact for trucks that are not allowed to park anywhere else in the city. Please identify how this could be mitigated.	More detail has been added to quantify potential on-street parking losses in the industrial area, which also serve trucks. Mitigation has been added for the Alternative DUW-2 impact to truck parking at Terminal 25 (Section 3.11.6.7).
22	3.9.3.3	3-50	last	KG/GHP	DUW-1b - 20% represents how many boats? "These boats are unlikely to find replacement moorage in Duwamish or Elliott Bay". What about Seattle? Or will displaced boaters need to leave Seattle completely? Could replacement moorage be built to mitigate this loss for both Harbor Island Marina and Jim Clark Marina? How else could this be mitigated? Given that the ownership model is different at these two marinas, what is the amount for each marina?	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for a description of displaced marinas. Option DUW-1b would displace all of Jim Clark Marina and Harbor Island Marina. The 20 percent was used to show how large of an amount of available moorage was being displaced. Please see Section 6.5, Significant and Unavoidable Adverse Impacts, for a discussion of displacements of water-dependent businesses.
23	3.9.3.3	3-50	last	KG	How will this option impact commercial moorage at Harbor Is. Marina that is not specific to Dock E?	See Section 3.9, Affected Environment and Impacts during Operation – Navigation, of the West Seattle Link Extension Final EIS for a discussion of impacts during operation and Section 3.11.3.6, Navigation, for a description of impacts during construction. Additional information is also provided in the Navigation Impact Report for the Project. As of the time of publication for the Navigation Impact Report in May 2021, we did not find documentation of commercial moorage at Docks A through D. We only found documentation of commercial moorage at Dock E.
24	3.9.3.3	3-50	last	KG	How will this option impact vessel access to Dock E?	See response to comment 23.

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25	3.9.3.3	3-50	section	KG	Missing information in analysis: DUW-1b - appears it would also impact Kiewit/General Construction on the west edge of the waterway. This company moors, loads, and repairs derrick barges in this area. High vertical clearances can be needed for crane and spud operations. Clear navigation for tugs to maneauver the derricks is important.	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for a description of businesses affected and economic impacts. As discussed in Section 4.3.4.3, Duwamish Segment, Option DUW-1b would displace General Construction.
26	3.9.3.4	3-50, 51	last	KG	Missing information - please add that the business impacted is Centerline Logistics. Centerline is important to other maritime activity in the harbor: Fueling of cruise ships, cargo ships & fishing vessels. Please identify how this would impact their operations.	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for a description of businesses affected and economic impacts, including impacts related to Centerline Logistics.
27	3.9.4	3-51	first	KG	Suggest adding Puget Sound Harbor Safety Committee to list of entities to coordinate with.	Text on coordination with the Puget Sound Harbor Safety Committee has been added to Section 3.11.6.6, Navigation, of the West Seattle Link Extension Final EIS and Section 8, Navigation, of Appendix N.1, Transportation Technical Report. This was added in text describing the construction period instead of the location suggested because it is related to construction closures.
28	3.10.3.3	3-53		CIW	Please note that the South Edge alignment may require reconfiguration of the access to Port property and could have indirect traffic impacts due to the required reconfiguration of our terminal, in particular T104.	If Option DUW-1b is selected as the project to be built, Sound Transit would coordinate with the Port of Seattle and Northwest Seaport Alliance regarding any effects to terminal access.
29	3.11.1.1	3-54	3rd paragraph	CIW	Please include consultation with the Port and NWSA in any construction traffic plans affecting our facilities.	Mitigation has been added to Section 3.11.6, Mitigation for Construction Impacts, of the Final EIS for Sound Transit to work with the Port of Seattle when full closures could affect access to Port facilities or truck access along primary travel routes to the Port's container terminals.
30	3.11.1.7	3-57		CIW	Incomplete analysis: Please note that freight mobility and access impacts are not limited to station areas and load zones. Impacts of the project can affect access to major truck freight trip generators like our port facilities and the truck routes that serve them, especially in the Duwamish segment. Trucks have fewer routes and may be impacted in different ways than other roadway users. Please include further analysis in the FEIS related to these potential impacts.	The Final EIS provides additional detail related to impacts on truck routes, including over-dimension haul routes and the Port's Heavy Haul Routes. Section 3.11.6. Mitigation for Construction Impacts, has been updated to address affected dray routes.
31	3.11.2.1	3-57	Second paragraph	DS	Please clarify: SODO Busway closure during construction of alternative SODO-2 would likely displace 60-80 buses total in the peak hour to either 4th Ave S or 6th Ave S. These are substantial bus volumes. Text says that "the resulting traffic diversions could be adequately accommodated within the adjacent street system." Please further analyze intersection turning volumes and movements to ensure those can also be accommodated with existing length of left-turn pockets and lane channelization.	See response to comment 17.
32	3.11.2.4 & 3.11.2.5	3-59	both sections	DS	SODO Trail closure would also divert pedestrians and bicycles to 4th Ave S or 6th Ave S. Please assess if what mitigation could account for bicycles on 4th & 6th Aves S from a vehicle speed standpoint and what mitigation would be applied for the increased potential for bicycle conflicts with vehicles in lanes.	Section 3.11.2, Construction Impacts-SODO Segment, of the Final EIS identifies 6th Avenue South as the likely detour route for the SODO Trail. The specific design of the facility would be determined in collaboration with the City and other stakeholders.
33	3.11.2.6	3-59		CIW	Please confirm that 4th Ave is not impacted by the construction of either bridge alternative. It is an important north-south truck route and closures would require mitigation.	All known construction-related closures have been listed in Attachment N.1E, Permanent and Temporary Transportation Facility Closures, of Appendix N.1. Effects to 4th Avenue South during construction are described in Section 3.11, Construction Impacts, of the Final EIS. Additional details are in Section 4.3.3 of Appendix N.1 Transportation Technical Report, and following "Preferred Alternative Construction Analysis (SODO and Duwamish Segments)" section.

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34	3.11.3.1	3-59		CIW/DS	Please note even short-term weekday closures can have a significant impact on freight mobility. Similarly, night and weekend closures can impact operating maritime terminals. Please note in mitigation measures that coordination with Port/NWSA will be included. We are looking forward to continue working with your team on the critical locations.	Mitigation added to Section 3.11, Construction Impacts, of the Final EIS for Sound Transit to work with the Port of Seattle when full closures could affect access to Port facilities or truck access along primary travel routes to the Port's container terminals.
35	3.11.3.3	3-60		CIW/DS	Mitigation measures missing for impacts to large trucks from reduced truck parking within MICs. Please note that the region has a severe shortage of truck parking facilities. Large trucks, including those serving our facilities, are prohibited from parking outside MICs, compounding any loss within the MICs. Note further, improvements are planned for the Terminal 25 parking area; by FEIS or by construction, additional truck parking may be located there. Please identify mitigation: Alternative DUW-2 would temporarily affect the Terminal 25 truck parking lot, which can (in 2022) accommodate 142 truck tractors.	See response to comment 21.
36	3.11.3.5	3-60	Only sentence	DS	Seems odd to have this sentence indicating no safety impacts followed by the first one in the next section... "Temporary work trestles may be installed in the West and East waterways to support the operation of heavy equipment." Please consider navigation as a form of transportation: revisit if there are safety issues related to the termporary work trestles, heavy equipment and barges encroaching in the navigation channels. Please provide mitigation if appropriate.	Information on safety impacts related to navigation has been added to the safety discussion in Section 3.11, Construction Impacts, of the Final EIS and Section 7, Safety, of Appendix N.1, Transportation Technical Report.
37	3.11.3.6.1	3-60	2nd paragraph	DS	Please note that the permits from the ACOE may require closure scheduling related to the tidal flows and known ship activity.	Comment noted.
38	3.11.3.6.1	3-60	2nd/3rd Para	KG	ST should coordinate with USCG/Vessel Traffic System & Puget Sound Harbor Safety Cmte in addtion to Tribes, USACE and SPD.	Text on coordination with the Puget Sound Harbor Safety Committee been added to the navigation discussion in Section 3.11, Construction Impacts, of the Final EIS and Section 8, Navigation, of Appendix N.1, Transportation Technical Report. Coordination with U.S. Coast Guard is already listed.
39	3.11.3.6.2	3-61	West Waterway	CIW	Additional evaluation and mitigation measures are needed to address the impact to vessels impeded by construction including a more detailed evaluation regarding the types of vessels that are impacted and the service that they provide. This activity could have significant economic impacts not only on the businesses on the waterway, but also be felt by businesses serviced by these vessels in Alaska and Hawaii.	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for a description of businesses affected and economic impacts. Information about businesses served in Alaska and Hawaii added to indirect impacts.
40	3.11.3.6.2	3-61	1st Para	KG	Missing impacts: The North access is the only access by vehicle for load/unload of heavier gear. Document states that mariners could use the existing southern access point. Alternatve mitigation would be needed.	Information on the impact associated with the closure of the northern access point has been added to the description of impacts for Preferred Alternative DUW-1a in Section 3.11, Construction Impacts, of the Final EIS and Section 8, Navigation, of Appendix N.1, Transportation Technical Report.
41	3.11.3.6.2	3-61	West WW	DS	Please note that Jim Clark Marina improvements are owned by the marina members. Only the underlying property rights are leased to them by the Port.	Noted. No change made.
42	3.11.3.6.2	3-62	Whole page	DS	West Waterway indicates larger impacts - 3 to 4 years with loss of moorage, recreational dockage, and Tribe Fisheries Division patrol boats. States, "temporarily displaced recreational and Tribal fishing vessels are unlikely to find replacement moorage nearby." Please identify mitigation.	Mitigation is identified in Section 3.11.6, Mitigation for Construction Impacts, of the Final EIS.
43	3.11.3.6.3	3-62	West wtwy	KG	Missing information: The rec boating dock is also used by commercial vessels that may be impacted.	Unclear what dock is being referred to. If this reference is to Harbor Island Marina, the text is referring to the recreation docks, not the commercial dock.

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44	3.11.3.6.3	3-62	Last	KG	Missing informtaion: Need to better understand and quantify impacts to Marine Construction/others vs. "could affect"	The effects from temporary restrictions on vertical clearance would depend on the size of the vessels that want to travel through this area during construction. No change.
45	3.11.3.6.3	3-63	West Waterway	CIW	Additional evaluation and mitigation measures are needed to address the impact to vessels impeded by construction including a more detailed evaluation regarding the types of vessels that are impacted and the service that they provide. This activity could have significant economic impacts not only on the businesses on the waterway, but also be felt by businesses serviced by these vessels in Alaska and Hawaii.	Mitigation is identified in Section 3.11.6, Mitigation for Construction Impacts, of the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for a description of businesses affected, economic impacts, and mitigation.
46	3.11.3.6.4	3-62 and 63	Whole section	DS	Please identify navigation impacts to shoreside businesses from DUW-2 North Crossing, especially at East Waterway Centerpoint (formerly Harley Marine) and on West Waterway businesses.	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for a description of businesses affected and economic impacts.
47	3.11.3.6.4	3-63	Last	KG	Need to better understand and quantify impacts to Marine Construction/others vs. "could affect"	The effects from temporary restrictions on vertical clearance would depend on the size of the vessels that want to travel through this area during construction. No change.
48	3.11.3.6.7	3-63		CIW	Mitigation measures missing: DUW-2: The Chelan Ave SW lane closures with one lane in each direction is not sufficent for the volumes at this area. Further, T18 parking lot impacts have the potential to affect NWSA operations. We are looking forward to working with you minimize these impacts.	Comment noted. Mitigation has been added for Alternative DUW-2 to Section 3.11.6, Mitigation for Construction Impacts, of the Final EIS.
49	3.11.3.7	3-63	1st para; last sentence	GAH	Local business rail spurs on each side of the SODO Busway needs further definition to understand impacts to businesses of even temporarily losing rail access. How long and for which businesses?	As described in the WSBLE Draft EIS, all three SODO alternatives would permanently remove rail spur tracks along the SODO Busway north of South Lander Street. Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access of the West Seattle Link Extension Final EIS provides additional detail related to permanent and temporary rail impacts. It is noted that loading and lead tracks on the east side of the SODO Busway south of South Lander Street, including those that serve Franz Bakery and the 7th Avenue lead track, would be retained.
50	3.11.3.7	3-63	2nd paragraph	CIW	Mitigation measures missing: Any impacts on rail access to the mainline via tracks along E Marginal Way and the rail corridor to West Seattle will generate significant impacts to T5, both from an operational and economic perspective. T5 uses its on- dock rail yard to move cargo to/from the terminal. The terminal operator has contracts that require movement by rail that will be very expensive, if not impossible, to adjust. As of now, there are at least 2 trains in and 2 out per day--and each train movement carries roughly the equivalent of 280 trucks. Moving that cargo onto the road between T5 and a near-by (busy) domestic rail yard--if that can even be arranged--will increase congestion and related air emissions. We are looking forward to working with you and BNSF to avoid these impacts.	The bridge support column for Preferred Alternative DUW-1a that was near the BNSF rail bridge and railway near the West Waterway in the WSBLE Draft EIS has been moved out of the Duwamish Waterway to a location on Harbor Island, which reduces potential impact to the BNSF rail bridge. Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access and Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS have been updated for this discussion of potential rail-related impacts.
51	3.11.3.7	3-63	last paragraph	SRH	Mitigation measures missing: Impacts to overnight truck parking are described; however, no mitigation is proposed. The construction mitigation throughout the study should address overnight truck parking impacts.	See response to comment 21.
52	3.11.6.2	3-73		CIW	Incomplete analysis: Please note that it will be important to evaluate all long potential truck detour routes in detail, as they could create unreasonable burdens for truck drivers.	See response to comment 29.

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53	3.11.6.2	3-74		CIW/GA H	Additional mitigation needed: Please add truck priority treatments to the list of potential mitigation measures. Note also that the 2nd bullet, to support employer incentives or programs to use transit, under "strategies for travel demand management" (TDM) are not available to freight movement, which predominates in the Mfg & Industrial Centers.	Mitigation has been added to Section 3.11.6, Mitigation for Construction Impacts, of the Final EIS for Sound Transit to work with the Port of Seattle when full closures could affect access to Port facilities or truck access along primary travel routes to the Port's container terminals.
54	3.11.6.3	3-75		CIW	Additional mitigation needed: In addition to T25 South, any impacts to large truck parking in the Duwamish, and potentially SODO, reduces the availability of already scarce large truck parking. Please coordinate with the Port/NWSA to support your efforts to avoid or replace parking to minimize both impacts.	See response to comment 21.
55	3.11.6.6	3-76	all	KG	We appreciate the initial ideas for a construction navigation management plan and look forward to collaborating with Sound Transit and others to ensure impacts are sufficiently mitigated.	Thank you for your comment. Coordination with the Port of Seattle continued during preparation of the Final EIS.
56	3.11.6.7	3-77		CIW	This section requires additional analysis of impacts and proposed mitigation measures for impacts, from the DUW-1a to the rail line across Harbor Island and the rail bridge across the Duwamish, in particular with the regard to any future need for replacement of the rail bridge. Access to T5 via that corridor and bridge is essential to functionality of the terminal and mustbe maintained.	See response to comment 50.
57	3.11.6.7	3-77		CIW	Please add your approaches to address the impacts on water transport and the rail line adjacent to EMW to this section. They may be much larger than other mitigation items noted in section 3.11.6.	The major bridge support column has been moved out of the Duwamish River to a location on Harbor Island, which reduces potential impact to the BNSF rail bridge and marine navigation. The Final EIS updates the potential rail-related impacts related to this and other freight rail lead tracks.
58	3.11.6.7	3-77		GAH	Please add coordination with Port of Seattle/NWSA in first sentence to identify detour routes suitable for trucks.	See response to comment 30.
59	3.11.6.7	3-77	3rd paragraph	GAH	While we appreciate the commitment to work with the Port, it is not clear that construction effects as noted above can be mitigated and or that closures of less than one year might not need disclosure and mitigation. For example, construction of piers, footings, and subsurface earthwork for DUW-2, may result in effects that impact the viability of the container terminals and result in longer queues, air quality impacts, and long-term economic impacts to Port trade activity.	Comment noted. The preferred alternative would be south of the West Seattle Bridge and would not affect the Port's major terminals at Terminal 5, Terminal 18, and Terminal 25. If Alternative DUW-2 is selected as the project to be built, additional coordination would occur between Sound Transit and the Port of Seattle to minimize impacts during construction.
60	3.11.6.6	3-76	6th bullet	KG	ST should coordinate with USCG/Vessel Traffic System & Puget Sound Harbor Safety Cmte in addition to Tribes, USACE and SPD.	Text on coordination with the Puget Sound Harbor Safety Committee been added to Section 3.11.6, Mitigation for Construction Impacts, of the West Seattle Link Extension Final EIS and Section 8, Navigation, of Appendix N.1, Transportation Technical Report. Coordination with U.S. Coast Guard is already listed.
61	3.13.3.1.4	3-97	3.13.3.1.4 S Interbay Segment	SRH	Additional mitigation information required: Medians would be constructed to support guideway columns. Please disclose if lane widths would need to be narrowed on the Major Truck Streets of Elliott & 15th in order to add medians, and demonstrate the widths are sufficient for the large (as big as WB-67) trucks that use the arterial.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
62	3.13.3.3.5	3-99	2nd Para	KG	"F" rated intersection for Elliott Ave W/W Galer St Flyover: Alternative access to T91 will be important in this option as this is the only access to the East Gate. Please demonstrate mitigation. To the extent driven by pedestrians connecting with the station, please consider grade separation for non-motorized travellers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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63	3.15.3.5	3-111	4th paragraph	KG	Clarification: "4,000" cruise passengers/PAX does not capture the full story of disembark/embark. At a home port, 4000 passengers would get off each ship, and 4000 would get on. For the two T91 berths, with two ships in, this would be 16,000 per home port day.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
64	3.17	3-118	Last Sentence	DS	References a "navigation impact report for Salmon Bay to support the USCG bridge permitting process: Please see POS letter attached to our cover letter, supplying our comments and concerns on this report.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
65	3.17.3	3-120	Second Sentence	DS	Missing information and analysis to assess alternatives: DEIS states "tunnel alternatives ... avoid impacts to navigation." Construction impacts for tunnels do not appear to be addressed beyond this statement.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
66	3.17.3.2	3-121 and 122	Both paragraphs	DS	IBB-1b impacts to clearance and to displacement of docks and seawall. Note that water-dependent businesses in the BINMIC rely on a business network providing an ecosystem of support. Loss of docks / seawalls compound scarce resources for all ship canal businesses. This creates access and economic pressures on the maritime & fishing economic sector.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
67	3.17.3.3	3-122	last sent/first para	KG	Impacts to removal of bilge and black water pump out at Fisherman's Terminal should be articulated. I think this is the only bilge pumpout in Seattle. How many sewage pumpouts remain accessible in the lake once this one is removed?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
68	3.18.3.5	3-124		GAH	Missing information: please describe which businesses would develop restricted left-turn access. Such complications can isolate businesses from their customer base and create economic hardship.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
69	3.18.3.5	3-124		KG	Missing information: Will Dravus have improvements that allow trucks to use it as a turn around? Current configuration has limitations on truck turns.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
70	3.18.3.6	3-125	All paragraphs	DS	Missing information: Cites guideway columns on the south side of Salmon Bay which "could affect circulation and operations of businesses along this edge of the bay. Last paragraph also states "columns ... could affect access and circulation within Fishermen's Terminal." Please consider Fishermen's Terminal operations as a cohesive unit. Impacting a portion of the area can reverberate to other sections throughout the full terminal. For example, columns in the parking lot would limit capacity and maneuverabilty. The Port can further explain how operations utilize the various segments to better clarify impacts.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
71	3.19.1.1.1	3-127		GAH	Missing information: could tunnel spoils be hauled by rail or ship to limit trucking impacts to street system? Remember SR99's Bertha and the conveyor belt to access a spoils barge.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
72	3.19.2.1	3-129-130		GAH	In the FEIS, please address the new 4th to 6th Avenues overpass' grade and intersection turning movements for medium and large trucks, and the resultant impacts on freight operations moving on new Holgate overpass.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
73	3.19.2.4 & 3.19.2.5	3-131	both sections	GAH	SODO Trail closure would also divert pedestrians and bicycles to 4th Ave S or 6th Ave S. Please assess if what mitigation could account for bicycles on 4th & 6th Aves S from a vehicle speed standpoint and what mitigation would be applied for the increased potential for bicycle conflicts with vehicles in	See response to comment 32.

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74	3.19.2.6	3-131		GAH	Please identify businesses (such as potentially MacMillan-Piper) who rely on the Heavy Haul Network at Holgate for container drayage between their facilites and the port terminals. Please identify potential mitigation during construction.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
75	3.19.5.4 & 5.5	3-143		GAH	Please identify the increased travel time for pedestrians, scooters or cyclists to detour from Galer flyover to the Helix Bridge as an alternate route. This could be significant detour for pedestrian/employees using transit to commute to T91.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
76	3.19.5.6	3-143	first para	KG	What is plan to provide access to T91 nights/weekends in lieu of Galer Flyover? Currently this is the only entrance for truck traffic to T91, and also to Louis Dreyfuss grain terminal, Centennial Park and the Expedia Group campus.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
77	3.19.5.6	3-143		KG	SIB-1 Construction: Full closure of Galer Flyover nights/weekends for 5 years would have significant impact on Terminal 91 (T91) operations and economic activity. Since T91 operates with significant weekend activity, in addition to 24 hours weekday activity (especially early morning activities), this represents a significant impact to T91. The FEIS should identify mitigation to support access for Fishing/Cruise and onsite tenants, including the POS Police Dept harbor boats. Suggestions to explore and identify could include reopening the old at-grade Galer crossing, improving Port's security gate features and Port access through the T91 North gate, the Center gate or a West Gate with concomitant internal network redesign.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
78	3.19.6.6	3-148	Whole Section	DS	Regarding navigation impacts for Salmon Bay and the USCG bridge permitting process: Please see the POS to USCG letter attached to our cover letter, supplying our comments and concerns on these navigation issues.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
79	3.19.6.7	3-149-150	Freight Mobility and Access	SRH	The section should provide information on potential detour routes and if closures of Holgate, W Galer Flyover, Elliott & 15th can truly accommodate the detours or if other mitigation measures will be necessary. More quantitative data should be provided to demonstrate there are no impacts.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
80	3.19.7.6	3-153 and 154	Whole section	DS	Commits to tribal coordination, via FTA, with tribes, as well as to a US Coast Guard construction navigation management plan. Please coordinate also with Port staff serving Fishermen's Terminal.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
81	3.19.7.7	3-154	last sentence	KG	Good to read that Sound Transit will work with the Port to identify construction management measures to maintain access to T91. Thank you. Curious the options here: At grade Galer x-ing?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
82	3.20	3-156		CIW	Please note our comments throughout Chapter 3 above regarding the potential for both significant indirect economic and traffic impacts. From our perspective, they will need to be mitigated.	The transportation and economic analyses for the West Seattle Link Extension have been updated in the Final EIS based on additional design and further coordination with partner agencies. Where additional direct or indirect impacts have been identified, these have been incorporated into the Final EIS, along with any applicable mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
83	4.2.1		OEDI	BGh	Request that FEIS include evaluation of impacts of project in C-ID on housing affordability and potential mitigation	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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84	4.2.1	4.2.1-2 and 4.2.1-5	Table 4.2.1-1	DW	The preferred at grade crossing for the SODO segment displaces the greatest number (17) of commercial and industrial development, the Mixed Profile (SODO-2) displaces the least (8). Sound Transit should provide a detailed report of each businesses that would be displaced to allow visibiltiy to the contribution of those businesses to the MIC and the potential losses, or impact, associated with their relocation or removal. Displacement of significant uses supporting the port maritime industry must be avoided. Only the US Post Office is called out as a significant use located in this area. On page 4.2.3-9 to 11 impacted businesses (water dependent and related and container terminal supportive) are listed, United Motor Freight, Bob's Boat Shop, PCC logistics, etc. Section 4.2.3.6 does not propose mitigation measures that are commensurate with this impact.	Discussion about types of businesses potentially displaced is included in Section 4.3, Economics, of the West Seattle Link Extension Final EIS. Due to the number of potentially affected businesses for each alternative, the focus of the text is on businesses that could be hard to relocate, such as water-dependent businesses. Additional analysis of such businesses was completed for the Final EIS. Please see Section 6.5, Significant and Unavoidable Adverse Impacts, for a discussion of displacements of water-dependent businesses.
85	4.2.1	4.2.1-2 and 4.2.1-5	Table 4.2.1-2	DW	The preferred South Crossing for the Duwamish segment (DUW-1a) displaces 41 of commercial and industrial developments, with the North Crossing (DUW-2) displacing 51. Sound Transit should provide a detailed report of the businesses that would be displaced for visibility to the contribution of those businesses to the MIC and the potential losses, or impact, associated with their relocation or removal.	See response to comment 84.
86	4.2.1.2		table 4.2.1-2	SL	How will the supplements be distributed and what measures are in place to ensure they are equitable?	Please see Section 4.1.8, Sound Transit Real Property Acquisition and Relocation Policy, Procedures, and Guidelines Summary, for additional information on the relocation process and benefits.
87	4.2.1.2		table 4.2.1-2	SL	With DUW 1b also being considered, but the route not cutting through buildings at T102, would the whole campus be purchased by ST for laydown or transportation related use?	Potential business displacements at Terminal 102 are described in Section 4.1.4.2, Duwamish Segment, of the West Seattle Link Extension Final EIS.
88	4.2.1.8	4.2.1-9	para 1	SL	Missing information: With an eviction moratorium in place for the past 100 years, most small business' rents have not been increased during this time. Commercial small business tenants will be at a disadvantage in securing warehouse space in the Duwamish/South end where rental rates have become extremely competitive due to increases in e-commerce.	Per further discussion with the Port, this comment is no longer applicable because the eviction moratorium has ended. Please see response to CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
89	4.2.1.8	4.2.1-10	last para	SL	With DUW 1a being most favorable, how long with the adjacent two marinas be affected during contruction ? Will they be given stipends to relocate?	Potential impacts on these marinas are discussed in Section 4.3, Economics, of the Final EIS.
90	4.2.2.1.2	4.2.2-3		KH	This section states that "Potential future land uses are generally similar to existing land uses." While this may be true overall, it is not accurate for the T25S location, which is planned for conversion into a 9-acre habitat site.	Comment noted. The text was intended to provide a general overview. Restoration site already acknowledged in ecosystems.
91	4.2.2	4.2.2-5		DW	"Sound Transit's TOD policy includes goals for prioritizing affordable housing when redeveloping suitable agency-owned properties." Sound Transit must acknowledge zoning at the time of land acquisition when determining 'suitability.' It may be most appropriate to develop a Transit-Oriented-Workforce-Development in the industrially zoned segments.	This project would not introduce new stations in any industrial area that do not already have stations. No change to text.
92	4.2.2	4.2.2-6	Table 4.2.2-1 and 4.2.2-2	DW	For any conversion of Manufacturing & Industrial acreage (3.4 to 4.4 acres in SODO segment) (9.4 to 13.2 acres in Duwamish segment) to Transporation use, rezoning other areas within the city to replace the lost industrial land should be considered.	Land uses around stations are determined by City zoning, not by the West Seattle Link Extension Project. The project may act as a catalyst for future development as described in Section 4.2.7 of the Final EIS.
93	4.2.2	4.2.2-10		DW	Potential impacts to existing land uses during construction should recognize the relationship and impacts to water-side uses that rely on this shoreline to access land; these include the cargo container shipping and associated port terminals. Customs & Border Protection and Homeland Security both serve these terminals and container activities.	See Section 4.3, Economics, of the Final EIS for information on water-dependent businesses.

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94	4.2.2.5	4.2.2-11		DW	Clarification: "Improvements in transportation systems can influence changes to nearby land uses". See comment above on p. 4.2.2-5 and 4.2.2-6 regarding the need to protect, preserve and enhance industrial zoned land. Not all transit induced changes to land uses are good; especially given pressures on scarce industrial lands.	This project would not introduce new stations in any industrial area that do not already have stations. Information has been added to Section 4.2.5, Impacts Common to All Alternatives, of the Final EIS to specify that Vision 2050 discourages residential development in Manufacturing/Industrial Centers.
95	4.2.2.6	4.2.2-13		DW	We suggest or recommend mitigation to prevent gentrification from industrial uses to less-compatible land uses. The noise, light, glare, traffic, etc associated with industrial properties are not compatible with residential or certain other uses. Commitment to retain industrial zoning would prevent loss of industrial land.	Land uses around stations are determined by City zoning, not by the West Seattle Link Extension Project. The project may act as a catalyst for future development as described in Section 4.2.7 of the Final EIS.
96	4.2.3	4.2.3-5 & 6	Table 4.2.3-2	DW	"The West Seattle Link Extension would require acquisition of commercial, industrial, and institutional properties that might result in the disruption or displacement of businesses along the project corridor. Substantial displacement of local businesses can affect residents and businesses by altering the scale and mix of land uses and economic activity." We request that the FEIS include evaulation of impacts of the project on business property/rental affordability and potential mitigation.	Please see Section 4.3, Economics, of the Final EIS for more information on the indirect impacts of the Project on property values.
97	4.2.3	4.2.3-9 to 11		DW	Impacted businesses (water dependent and related and container terminal supportive) are listed, United Motor Freight, Bob's Boat Shop, PCC logistics. 4.2.3.6 does not propose mitigation measures that are commensurate with this impact. Sound Transit should express how they have contemplated questions such as: What is the plan to relocate these uses? Do these businesses know the options? Is there land available that will meet their needs, where they need it?	Text has been updated in Section 4.3, Economics, of the Final EIS regarding water-dependent businesses. Also, see Section 6.5, Significant and Unavoidable Adverse Impacts, for a discussion of displacements of water-dependent businesses.
98	4.2.3.3.3	4.2.3-8	2	CBi/ABe	Clarification: Please provide more interpretation of this situation: Curious about the business displacement and compensation for the the acquisition of the land. "Option DUW-1b would displace the fewest number of businesses in the	Different businesses have different numbers of employees. There is not a direct correlation between the number of businesses and the number of employees.
99	4.2.3.3.3	4.2.3-9	2nd Para	KG	Correction: DUW-2 - Centerline Logistics is the parent company of Olympic Tug and Barge (OTB). Island Tug and Barge (ITB) is the company that hauls gravel for CalPortland, not OTB.	Text has been revised per comment in Section 4.3, Economics, of the Final EIS.
100	4.2.3.3.3	4.2.3-9	1st Para	KG	General Construction is a Marine Construction company. They rent their equipment yard from the Port of Seattle (NWSA). It is a major company of its type in the PNW, which assisted building the 520 Floating Bridge.	Text has been revised per comment in Section 4.3, Economics, of the Final EIS.
101	4.2.3.3.3	4.2.3-9	2nd Para	KG	Centerline Logistics (OTB) and Maxum provide the majority of fueling services to Container, Cruise and fishing vessels in Puget Sound. Their services are critical to the harbor and would need to be relocated in reasonable proximity to Sea.	Text has been revised per comment in Section 4.3, Economics, of the Final EIS.
102	4.2.3.3.3	4.2.3-10	Impacts	KG	General Construction is located on Port property.	Text has been revised per comment in Section 4.3, Economics, of the Final EIS.
103	4.2.3.3.3	4.2.3-10	Impacts	KG	Maxum Petroleum bunkering services support the North Pacific Fishing Fleet home ported at T91	Text has been revised per comment in Section 4.3, Economics, of the Final EIS.
104	4.2.3.3.3	4.2.3-11	Impacts	KG	Western Towboat also moors tugs at Harbor Island Marina, Dock E. (POS property)	Text has been revised per comment in Section 4.3, Economics, of the Final EIS.
105	4.2.3.3.3	4.2.3-11	Impacts	KG	Centerline Logistics is the parent company of Olympic Tug and Barge (OTB)	Text has been revised per comment in Section 4.3, Economics, of the Final EIS.
106	4.2.4	4.2.4-1	20-22	CBi	Was a "vulnerability to displacement" map or analysis used in this study?	As described in Section 4.4, Social Resources, Community Facilities, and Neighborhoods, City of Seattle displacement risk mapping was reviewed and considered in the analysis.

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107	4.2.4	4.2.4-5	16-32	CBi	Needs more explicit information on all low income and affordable housing resources in this section	Low-income and income restricted housing sites in the project study area are mapped on Figures 4.4-3 and 4.4-4. Please see Appendix L4.4, Social Resources, of the Final EIS for a list of all social resources, including low income and affordable housing, in the study area. Only resources that would be affected are called out in the text.
108	4.2.4	4.2.4-7	4.2.4.1.4	CBi	Where is this equity analysis publicly available?	The Seattle 2035 Growth and Equity Analysis is available at https://www.seattle.gov/documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/FinalGrowthandEquityAnalysis.pdf
109	4.2.4	4.2.4-10	4.2.4.3.3	CBi	Involvement by Duwamish Tribe in identifying social and cultural resources? Involvement by social cultural organizations like Friends of Georgetown History?	Please see Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS for more information on consultation with the Duwamish Tribe in relation to cultural resources. Georgetown is outside of the Study Area and this group has not provided any comments on the Project.
110	4.2.5.3.3	4.2.5-7	Table 4.2.5-1	KG	Expected Riverside residents to be noted in this table	Potential impacts to this neighborhood were analyzed but an impact was not identified.
111	4.2.6.4 to 4.2.6.6	Page 4.2.6-7	4.2.6.6. Mitigation Measures	RCh	There is not a discussion of impacts to air quality from increased congestion and traffic detours during construction. Mitigation measures are needed to minimize impact of construction and traffic detours, especially for freight traffic, in neighborhoods that already experience a high burden of diesel pollution. Neighborhoods in the Duwamish Valley adjacent to the project area have already been heavily impacted by the closure of the West Seattle bridge and detours of traffic through those neighborhoods.	Additional information has been added to Appendix G, Environmental Justice, of the Final EIS regarding the potential for traffic diversion and air quality impacts to neighborhoods south of the project corridor.
112	4.2.7.3	4.2.7-10	Fig. 4.2.7-3	KG	Clarification: No noise impact to Riverside residents on 18th and 17th?	Impacts were identified in this area. Please see the updated map in Section 4.7 of the West Seattle Link Extension Final EIS. For additional detail, please see Appendix N.3, Noise and Vibration Technical Report.
113	4.2.8.1.1	4.2.8-2	Fig. 4.2.8-1	JDe	Don't understand the difference between 'direct discharge' and 'drainage to receiving waters' on Port properties (T25, T18, T5 plus properties south along Duwamish)	This figure has been updated to reflect drainage basins assumed for project design.
114	4.2.8.1.3.	4.2.8.4	Floodplains	SP	City of Seattle updated floodplain maps using FEMA information stretch beyond the Duwamish Waterway into relevant ST- affected properties like T25 and T102. Also should be reflected in Fig. 4.2.8-1	The latest available floodplain mapping has been used. Extent of floodplain on Terminal 25 is visible on map, but floodplain on Terminal 102 is difficult to see due to map scale as well as alternatives crossing this area.
115	4.2.8.3.1	4.2.8.7	Water Quality	SP	I could be wrong, but I believe water quality treatment is required based on size of development and not where they drain per City code, i.e. drainage to a combined sewer system still needs to be treated so the statement is incorrect if my interpretation is correct.	Please see Section 4.8, Water Resources, of the Final EIS for updated discussion of water quality treatment requirements. Treatment is based on size of development as well as whether it is inside or outside of public right-of-way.
116	4.2.12.1.2	4.2.12-3	5th	BSp	It's the East Waterway not the East Duwamish Waterway. The active cleanup phase in the East Waterway operable unit has not started. EPA is expected to release the Proposed Cleanup plan soon.	Name referenced has been changed to East Waterway, and additional information from the Proposed Plan for Cleanup (released April 2023) has been integrated into the discussion in Section 4.12, Hazardous Materials, of the Final EIS.
117	4.2.12.4.3	4.2.12-10	11th	BSp	It's the East Waterway not the East Duwamish Waterway. The active cleanup phase in the East Waterway operable unit has not started. EPA is expected to release the Proposed Cleanup plan soon.	Name referenced has been changed to East Waterway, and additional information from the Proposed Plan for Cleanup (released April 2023) has been integrated into the discussion in Section 4.12, Hazardous Materials, of the Final EIS.

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118	4.2	4.2.16-1		CBi	Not addressed: How are non-governmental history organizations and community based organizations involved in identifying important historic or cultural landmarks? They are frequently involved and best suited for this type of consultation and are often overlooked as stakeholders. They are also organizations that are more aware of untold histories and preservation efforts that government agencies fail to preserve or act on. They should serve as a primary stakeholder the discussion. Ex: West Seattle Log House, Duwamish Longhouse, Friends of Georgetown History, etc.	Relevant organizations were reviewed by FTA and invited to be consulting parties under Section 106. Sound Transit has consulted with the Duwamish Tribal Organization. Notification of scoping and Draft EIS availability was sent to properties within 0.5 mile of the Draft EIS alternatives, as well as within 0.25 mile of Delridge Way Southwest between Southwest Genesee Street and Southwest 100th Street.
119	4.3.1	4.3.1-8	Economics	ATr	This section mentions some water-dependent facilities may not be able to be relocated. How would critical infrastructure be addressed, mitigated, or compensated?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
120	4.3.2.2	4-111	table 4-47/48	KG	Elliott/Galer Flyover rating is dismal. How can this be mitigated?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
121	4.2.3.3.3	4.2.3-8-11	page 11	GAH	The document describes the displacement of a long bulleted list of businesses under DUW-2. These displacement should be tied to section 4.2.3.1.6. The EIS should draw the potential connection between these displaced businesses and the discussion in section 4.2.3.1.6 of the importance of NWSA operations to the regional economy.	Text has been revised per comment in Section 4.3, Economics, of the Final EIS.
122	4.2.3.4.3	4.2.3.15-16	5th para	GAH	This section describes (1) locating guideway columns on Harbor Island in the T18 employee parking area; and (2) construction vehicle access for ST vehicles in the drayage truck staging areas at T18. Construction in operational areas creates risk of operational conflicts. In addition, business operations evolve constantly and the location of the guideway will permanently infringe on the flexibility of the Port/NWSA to redesign operations and redevelop systems and infrastructure to respond to major technology/systems changes. These risks are not adequately disclosed here or in the 4(f) discussion of economic impacts. Please describe these impacts in the FEIS and also describe ST's proposed mitigation.	Alternative DUW-2 would span the lead rail track serving Harbor Island but is not expected to disrupt rail operations during construction. See Section 3.11.6, Mitigation for Construction Impacts, for proposed mitigation related to freight mobility.
123	4.2.3.6	4.2.3.18-19		GAH	Missing Information: This section begins to explain the difficulty of relocating water dependent businesses, but does not recognize the interdependencies among businesses and operations in the harbor. Such impacts of DUW-2 may not be able to be mitigated. Since these business rely on each other -- and build the supply chain -- losing one link impacts the whole.	Additional information on impacts to the maritime sector have been added to Section 4.3, Economics, of the Final EIS. Please also see Section 6.5, Significant and Unavoidable Adverse Impacts, for a discussion of displacements of water-dependent businesses.
124	4.3.3.3.6	4.3.3-10		KG	Bowman Refrigeration just sold to their local competition. Building is going up for sale.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
125	4.3.3.3.6	4.3.3-11		KG	The Draft EIS anticipates potenial impacts to Fishermen's Terminal Dock 3. This dock is critical to maintaining a shipyard facility at FT.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
126	4.3.3.5	4.3.3-17	Impacts	KG	Missing data: There are staggering stats available on how many shipyards 10 yr ago vs. today. Port could share this data in order to include it here. Please let us know if this is useful to you.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
127	4.3.8.1.1	4.3.8-2	Fig. 4.3.8-1	JDe	Don't understand the difference between 'direct discharge' and 'drainage to receiving waters' on Port properties (T25, T30, T46, T18) - SODO and CID segments.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
128	4.3.8.1.1	4.3.8-3	Smith Cove	JDe	Piers 90 and 91 serve fishing fleet as well as cruise	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
129	4.3.8.3.1	4.3.8.6	Water Quality	SP	I could be wrong, but I believe water quality treatment is required based on size of development and not where they drain per City code, i.e. drainage to a combined sewer system still needs to be treated so the statement is incorrect if my interpretation is correct.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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130	4.3.12.4.5	4.3.12-12	table 4.3.12-8	KG	Please clarify: SIB-1 does not cross T91. Should T91 be called out here? Or are they highlighting historic Port property?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
131	5.4.7.2	5-16	Impacts during Construction	RCh	There is not a discussion of impacts to air quality from increased congestion and traffic detours during construction. Mitigation measures are needed to minimize impact of construction and traffic detours, especially for freight traffic, in neighborhoods that already experience a high burden of diesel pollution. Neighborhoods in the Duwamish Valley adjacent to the project area have already been heavily impacted by the closure of the West Seattle bridge and detours of traffic through those neighborhoods.	Please see Section 5.4, Cumulative Impact Analysis, of the West Seattle Link Extension Final EIS for information on cumulative air quality impacts and mitigation measures during construction.
132	Appendix F - Public Involvement and Agency	Appdx F, F.16	Table F-5	CBi	Please include in the FEIS additional detail re methods of community outreach.	Information on additional community outreach conducted after publication of the WSBLE Draft EIS has been added to Appendix F, Public Involvement and Agency Coordination, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
133	Appendix F - Public Involvement and Agency	Appendix F, F.16	Table F-5	CBi	Please include in the FEIS additional detail re methods of community outreach with Duwamish Valley stakeholders.	Outreach was conducted in areas with potential significant adverse effects, based on Sound Transit EIS methodologies. Appendix F has been updated to add more information on outreach that has occurred between the Draft EIS and the Final EIS.
134	Appendix G - Env Justice		Figure G.3-1	CBi	Assuming this is only representing residential populations? Where is the consideration of users of facilities in that are located in these areas? ie: Transit riders, including some members of the urban Indian community, who use transportation systems to get to employment, social services (food banks, youth centers, public clinics, etc) Due to displacement, lower income families and communities of color no longer live as much in the North Delridge area, but still frequent the area for its resources.	Methodology for EIS minority populations shown in this figure is based on residents, including population to the south that travel through the study area. People that use resources in the study area are reflected by evaluation of social resources in the study area. See Appendix L4.4 for a full list of social resources present in the study area.
135	Appendix G - Env Justice	G.3.6.	G.3.1.4	CBi	Subsistence fishers from immigrant and refugee populations use the river resources and fishing piers near Spokane St Bridge. How have their concerns been included in this proposal? Recommend including subsistence fishers (often immigrant & refugee populations) in the discussion of recreational & tribal fishers throughout.	Subsistence use of the Spokane Street Bridge has been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, and Appendix G, Environmental Justice. No impacts were identified during operations or construction to users of this bridge.
136	Appendix G - Env Justice	G.6-3	Table 6-1	DW	Include in FEIS additional documentation of projected use of SODO station	Unclear what commenter is requesting. Information about station ridership is provided in Chapter 3, Transportation Environment and Consequences. The purpose of this table is to show minority and low-income populations within 0.5-mile of proposed stations.
137	App K	K-60	Table K-2	KG	Please update these references. Currently, we are on this timeline: T91: Construction start 6/11/2025, completion 10/14/2026	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
138	App K	K-61	Table K-2	KG	Please update these project references. Currently, we are on this timeline: MINC: Construction start Q4 2023, opening Q1 2025	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
139	Appendix L4.1 Aquisitions, Displacements & Relocations	pp 7-10; map pp 78-79, 89		JM	Terminal 104 is made up of the affected parcels identified as WS1262, WS5651, WS10044, WS10040. The ST-preferred alternative DUW-1a has less detrimental impacts on this site than DUW-1b. DUW-1a will result in demolition of a warehouse and limits the use of the property to the southerly yard area where the industrial rail spur is located. Alternative DUW-1b is more detrimental to this property. It would take out the on property industrial rail spur which is valuable to preserve and has the most impact to the existing tenant. Transload properties with rail access are becoming more rare and valuable.	Noted. No change to Appendix L4.1 requested or needed.

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140	Appendix L4.1 Aquisitions, Displacements & Relocations	p 7 and map 91		JM	Terminal 103 identified as WS12038 is not affected by the Preferred alternative DWU-1a, which is agreeable. Alternative DUW-1b appears that it would impact a current dock located in the submerged lands adjacent to the proeprty and is currently in use by the tenant & construction firm "General Construction." Maintaining access to the waterway and the dock is imperative for this tenant and beneficial for this property. Loss of use of the dock would devalue the property. The current tenant could not conduct its business in this location without the dock. Assuming this alternative, replacement and/or relocation within the property would be important. Please disclose these impacts of DUW-1b that would impact T-103.	Noted, impacts to this property are discussed in Section 4.3, Economics, of the West Seattle Link Final EIS.
141	L4.2.3.5	L4.2-9	first para	KG	Freight mobility will be impacted at T-91 with the night/weekend closures of the Galer Flyover	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
142	L4.2.3.5	L4.2-8	summary	KG	Seems incomplete. Should reference: https://www.portseattle.org/page/century-agenda-strategic-objectives, as this is more inclusive of the Port's goals, calling out maritime which is impacted most by WSBLE.	The Century Agenda are the Port's goals and objectives, not a plan that can be evaluated for consistency. They are referenced as input to the plan discussed; no change.
143	L4.2.4.18	L4.2-21		KG	Under POS summary they typed "...City of Seattle..." and I think they meant "...Port of Seattle. "	Discussion of the Port Long-Term plan has been consolidated in Section L4.3.4.
144	L4.4.2	L4.4-14	Table L4.4-2	KG	Fuji Bakery should be listed: 1030 Elliott Ave W	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
145	L4.8	L.1-2	Table 1-1	KG	Lake Union is not a receiving body of water from Salmon Bay, as Lake Union is upstream. Puget Sound is recipient of waters from Salmon Bay via the dam/locks.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
146	L4.8, 1.2	1-1*	State	JDe	The Construction NPDES date should be Ecology 2020	Updated for Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
147	L4.8, 1.4	1-3*	Local	JDe	Appropriate reference is Port of Seattle Stormwater Management Program Plan, 2021 (https://www.portseattle.org/sites/default/files/2021-08/FINAL_2021-0813_POS_Maritime_SWMP_Plan.pdf). The Stormwater Management Manual is for the Airport and not applicable for this study.	Linked webpage no longer works. Updated reference for document published in March 2023 in Final EIS. (https://www.portseattle.org/sites/default/files/2023-04/2023-0329_POS_Maritime_SWMP_Plan.pdf) A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
148	L4.8, 3.1.2	3-4*	Fig 3-2	JDe	This figure doesn't include 'direct discharge' category that figures 4.2.8-1 and 4.3.8-1 had, only 'drainage to receiving waters' - see comments on lines 47, 48	These figures have been updated to reflect drainage basins assumed for project design.
149	L4.8, 3.2.4	3-13*	Fig 3-6	JDe	This figure doesn't include 'direct discharge' category that figures 4.2.8-1 and 4.3.8-1 had, only 'drainage to receiving waters' - see comments on lines 47, 48	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
150	L4.8, 6	6-1*	References	JDe	Correct the Ecology construction stormwater general permit date to 2020	Updated reference in Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
151	N.1 Tech Report: Transportation	Section 3.2 & 3.3	Transit	JCP	How would added bus routes on the major trucks streets impact arterial operations during the long-term construction closures especially in the SODO area? These long-term construction impacts should be evaluated & quantitative data provided.	See response to comment 17.

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152	N.1 Tech Report: Transportation	N.4-15	DUW All Build Alternatives	SRH	The sentence states "There could be some traffic circulation and property access changes after construction related to properties that have been fully or partially acquired during construction." provide an example or clarify what this means. Would access to some properties be changed to different streets?	It is possible property access could change, including using different streets. This text has been clarified in Section 4, Arterials and Local Operations, of Appendix N.1, Transportation Technical Report, of the Final EIS.
153	N.1 Tech Report: Transportation	N.4-61	Duwamish Segment	JCP	No roadway closure table is provided for the Duwamish Segment, like they are for the other segments. Please update to include a table for the Duwamish Segment too.	Table 4-22 and Table 4-23 of Appendix N.1, Transportation Technical Report, of the Final EIS have been added to present construction roadway closures in the Duwamish Segment.
154	N.1 Tech Report: Transportation	N.4-73-4-74 N.4-144-4-145	Long-Term Mitigation	SRH	The long-term mitigation measures are general and no specifics are provided for the intersections to understand potential improvements or impacts to travel. Please provide more detail on specific mitigations for intersection impacts.	Potential mitigation options are identified for each impacted intersection for all alternatives have been updated in the Final EIS, see Section 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, in Chapter 3, Transportation Environment and Consequences, and Section 4, Arterials and Local Operations, of Appendix N.1, Transportation Technical Report. Final mitigation would be decided in coordination with the City.
155	N.1 Tech Report: Transportation	N.4-74-4-76 N.4-145-4-146	Construction Mitigation	SRH	The construction mitigation measures are general and no specifics are provided to understand if there are any specific measures that will be used to address major closures that are long duration. Mitigation measures should be identified to address freight movement especially along truck routes in the City.	See response to comment 29.
156	N.1 Tech Report: Transportation	N.4-119 - 4- 122	SODO Segment	SRH	This section describes that there will be impacts related to closure of S Holgate St and diverting traffic. The volume of traffic impacted is described but no analysis of travel impacts are provided. An evaluation of impacts on freight travel should be better analyzed with concomitant discussions in Air Quality and Economics.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
157	N.1 Tech Report: Transportation	N.4-123-4-128	Chinatown-International district Segment	SRH	This section describes that there will be impacts related to closure of 4th Ave S & diverting traffic. The volume of traffic impacted is described but no analysis of travel impacts are provided including for trucks. An evaluation of impacts on freight travel should be better analyzed with concomitant discussions in Air Quality and Economics.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
158	N3.15.3.5	N.6-42	last para	KG	Clarification: "4,000" cruise passengers/pax does not capture the full story of disembark/embark. At a home port, 4000 passengers would get off each ship, and 4000 would get on. For the two T-91 berths, with two ships in, this would be 16,000 per home port day.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
159	N.1 Tech Report: Transportation	N.7-2, 7-8	7-2: 3rd paragraph / 7-8 under long term impacts	SRH	The sentence says "A mode shift where people use transit and travel less by car would have an inherent safety benefit because fewer collisions would be expected." Recent trends have shown based on the COVID-19 pandemic travel that although we have less people travel by car collisions have trended up in areas because drivers are going faster and may make more dangerous maneuvers. Sound Transit should review recent trends and update the discussion of impacts.	National research indicates that, on a per-mile basis, individuals are substantially less likely to be injured or killed while using transit than while driving. The relevant citation was added to Chapter 7, Safety, of Appendix N.1, Transportation Technical Report, of the Final EIS.
160	N.6.4.2.2	N.6-43	Fig N. 6-19	KG	Does not reflect updated walkshed for SIB-1. After a conversation with city staff, the city staff emailed updates to ST staff. We have included that as Attachment B to this submittal. [See email Vera to Sloan Nov 10, 2020 5:06pm; cc Poor/Goodwin/Flemister/Ong.] attached to Port/NWSA staff comment letter.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
161	N.6.4.2.2	N.6-42	S Interbay sgmt	KG	As noted above, SIB-1 walkshed should be shown as expanded, because it allows access to/from Smith Cove Park and the Elliott Bay Trail	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chptr/ Section	Page No.	Line No.	Staff	Comment	Response
162	N.8.2.2.2	N.8-7	DUW-2 section	KG	Will reduction of vertical clearance negatively impact repair and maint abilities to dock structures in this area? eg. derrick barge might not fit to drive or pull piles?	Please see Section 8.3.2, Build Alternatives, in Appendix N.1, Transportation Technical Report, of the West Seattle Link Extension Final EIS for more information on impacts from changes in navigation clearances.
163	N.8.2.2.2	N.8-10	DUW-2 section	KG	Will reduction of vertical clearance negatively impact repair and maint abilities to dock structures in this area? eg. derrick barge might not fit to drive or pull piles? (East Waterway)	Please see Section 8.3.2, Build Alternatives, in Appendix N.1, Transportation Technical Report, of the West Seattle Link Extension Final EIS for more information on impacts from changes in navigation clearances.
164	N.8.3.2.2	N.8-17	last sent/first para	KG	Impacts to removal of bilge and black water pump out at Fisherman's Terminal should be articulated. I think this is the only bilge pumpout in Seattle. How many sewage pumpouts remain accessible in the lake once this one is removed?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
165	N.1 Tech Report: Transportation	N.9-14	Under Other Build Alternative (DUW-2)	SRH	It is described that crossing over the West Seattle Bridge would require a partial 3-month closure of Chelan Ave SW west of W Marginal Way SW/SW Spokane St. Any closure length of the Chelan Ave SW west of W Marginal Way SW/SW Spokane St could impact operations of the 5-leg intersection. This is a critical intersection for the POS and NWSA. Additional details should be provided to understand the closure impacts on the intersection, and resultant impacts on air emissions and economy. If impacts are identified then mitigation measures should be proposed.	See response to comment 48.
166	N.9.3.1.4	N.9-21	table N.9-7	KG	Verify actual weight restriction on Mag Bridge--I am not aware of this. Height restriction for trucks to access T91 using center gate.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
167	N.1 Tech Report: Transportation	Sections 9.2 & 9.3	Under Construction Impacts	SRH	For the construction impacts, add discussion of the relative number of trucks that would be impacted due to construction re- routing. Also, the text describes duration and location of construction impacts but does not provide any quantification of impacts on travel with the roadway closure. An evaluation of impacts on freight travel should be provided and it should be described if detour routes can truly accommodate the traffic levels especially for the closures of Elliott & 15th. If detour routes can not accommodate traffic levels then additional mitigation measures should be proposed.	Trucks volumes are included in the construction period traffic analysis contained in Chapter 4, Arterials and Local Streets, of Appendix N.1, Transportation Technical Report, of the Final EIS. Potential impacts to truck streets during construction are described in the Section 3.11, Construction Impacts, of the Final EIS and in Section 9, Freight Mobility and Access, of Appendix N.1, Transportation Technical Report. The recommended mitigation for truck street impacts is as follows: "Prior to construction activities that fully or partially close a Major of Minor Truck Street, Sound Transit would work with the City of Seattle to accommodate truck turning maneuvers or to identify detour routes suitable for trucks. Construction activities that affect the City of Seattle's Over-Legal Network, including Southwest Avalon Way and Fauntleroy Way Southwest, would be coordinated with the City of Seattle to identify construction management measures to maintain an envelope to accommodate oversized trucks during construction or to identify suitable alternative routes that would be defined prior to freight movements as part of the City's over-legal permit process." These measures would be needed regardless of the number of trucks served or the level of congestion along an affected corridor. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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ATTACHMENT B

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From:	Poor, Geraldine
To:	Poor, Geraldine
Subject:	FW: [EXTERNAL] ST3 Smith Cove walkshed
Date:	Tuesday, April 26, 2022 4:18:05 PM
Attachments:	ST3_WSBLE_SmithCove_RefinedWalkshed_20201021.pdf

---

From: Giampietro, Vera <Vera.Giampietro@seattle.gov>
Sent: Tuesday, November 10, 2020 5:06 PM
To: Dawson, Sloan <Sloan.Dawson@soundtransit.org>
Cc: Flemister, Lauren <Lauren.Flemister@seattle.gov>; Ong, Lucien <Lucien.Ong@seattle.gov>; Poor, Geraldine <Poor.G@portseattle.org>; Goodwin, Kelli <Goodwin.K@portseattle.org>
Subject: [EXTERNAL] ST3 Smith Cove walkshed

WARNING: External email. Links or attachments may be unsafe.

Hi Sloan -

I am writing to share some analysis we conducted on the Smith Cove station area, looking again at the composite walkshed we showed back in January at the Agency Workshop. Lucien and I worked with Kelli and Geri to help refine the walkshed to include portions of the station area that are accessible on foot, which were previously excluded.

Please see the new proposed walkshed attached. I recognize you have a specific methodology for your walksheds and we're hoping you will consider reviewing it to ensure that it includes known pedestrian access points in the area.

Happy to discuss further with you all,

Vera

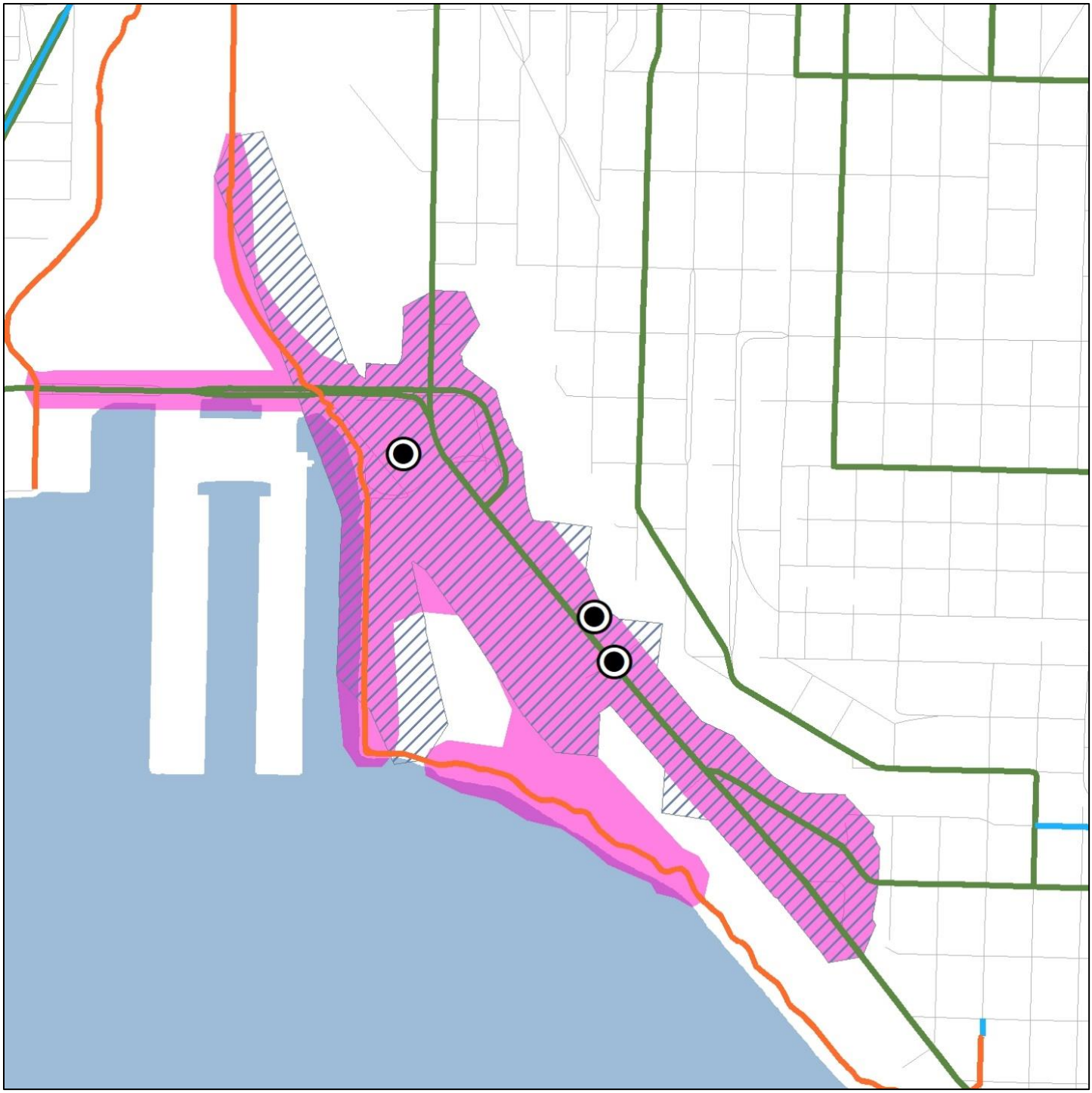
ST3 WSBLE

Smith Cove 10-minute walkshed

Updated 10/21/2020

Notes:

- Pink shape is the updated 10-min walkshed. This was manually updated with reference to the pedestrian travel times on Google Maps, which accounts for topography change. Magnolia Bridge and Helix Pedestrian Bridge were not included in the previous pedestrian network dataset.
- Grey hatched line is the 10-min walkshed presented in Q1 2020 agency workshop.
- Note that Pier 90 and 91 (cruise terminal) are not always open to public access thus not shown here. You may want to consider adding portions of the piers that are accessible within a 10-minute walk despite limits to access, with those limitations noted.
- Other lines for reference: green lines are Metro bus routes, orange lines are multi-use trails, and light blue lines are in-street bike facilities.



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ATTACHMENT C

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P.O. Box 1209
Seattle, WA 98111-1209
Tel: 206-787-3000

www.portseattle.org

October 15, 2021

Commander (dpw)
U.S. Coast Guard Thirteenth District
c/o Steven M. Fischer, Bridge Administrator
915 2nd Ave, Rm 3510
Seattle, WA 98174

via email: D13-SMB-D13-BRIDGES@uscg.mil

RE: Sound Transit's request for a Preliminary Navigation Clearance Determination (PNCD) in preparation for compiling a USCG Bridge Permit application for the West Seattle and Ballard Link Extensions (WSBLE) light-rail transit project

On behalf of the Port of Seattle (Port), we write to urge serious review of the two bridge alternatives and their proposed clearances and potential effects on navigation. Please consider impacts during the operations of the light rail transit system, and also during construction, as the USCG develops its preliminary navigation clearance determination (PNCD). As we have covered before in our scoping letters, we have significant concerns about the bridge alternatives' (1) clearances, (2) potential effects on navigational access, and (3) impacts to the economy.

We are aware that Sound Transit's West Seattle and Ballard Link Extensions (WSBLE) project is studying multiple light rail alternatives in a Draft Environmental Impact Statement (EIS), which may include a new rail-only bridge across Salmon Bay of the Lake Washington Ship Canal. It may also include two tunnel alternatives which are not the subject of this public notice. Further, your Public Notice 06-21 provides information and clearances on two potential bridge types but does not reflect a final decision on a chosen bridge type.

IBB-1a (Fixed) – Elevated 14th Avenue Alternative with a high-level fixed-span bridge:
Waterway Mile 2.5, 650 feet east of the Ballard Bridge:
((Horizontal ~290 feet) (Vertical 136 feet (MWL over navigation channel))

IBB-3 (Movable Vertical-Lift) – Elevated 15th Avenue Alternative with a movable, vertical-lift bridge:
Waterway Mile 2.3, 160 feet west of the Ballard Bridge:
((Horizontal ~150 feet) (Vertical 70 feet (MWL when closed) 136 feet (MWL when open))

Navigational access to critical maritime and industrial activities within Ballard industrial areas must be a core consideration. As detailed below, the two bridge alternatives and associated construction activities could affect a wide range of cargo, fishing and other industrial operations, hamper freight movement and ultimately result in a loss of jobs in our community. The maritime industry relies on a broad ecosystem of support businesses and supply chain links, hence no one business impact can be considered in isolation. These businesses are vital to the economic vitality of the region and state.

We fully support Sound Transit's objectives of promoting mobility in our region. Expanding transit opportunities is more important than ever before as Seattle and our region continue to grow. We believe Sound Transit will find a preferred alternative that will move people more efficiently, and with minimal navigational and economic impact, while also maintaining our maritime industry and quality of life.

1. Vertical and Horizontal Clearances

For a light rail transit bridge over the Lake Washington Ship Canal, air draft should be at least as high as the Aurora Bridge. Column spacing within the waterway should be at least 200' and in alignment with the existing navigation path beneath the Ballard Bridge. During construction, the Ship Canal should not be restricted from navigation of vessels up to 78' beam by 400' length, and air draft currently available under the Aurora Bridge.

A Ship Canal crossing such as IBB-1a, a fixed structure at 136 vertical feet, means that marine traffic and light rail are completely independent of one another. However, a bridge reaching this height at the Ship Canal crossing may not be able to serve all stations approved by voters in the 2016 Sound Transit 3 ballot measure.

A bascule or other "opening" span, such as IBB-3, would create an inherent conflict between marine and light rail traffic, when trains would have to be stopped for bridge openings to accommodate navigation of vessels larger than the vertical clearance. Given the proximity to the Ballard Bridge, two bridges operated by two distinct and differing jurisdictions, will require close coordination with one another to accommodate maritime navigation and safety needs.

2. Potential Impacts to Navigational Access

a. Through the Lake Washington Ship Canal

For marine traffic transiting the Ship Canal, we have grave concerns that piers and footings of a new bridge would create new navigational constraints in a portion of the canal that is very active and already requires steady attention. The ship canal serves a mixture of working and recreational boats or ships, with a variety of sizes of watercraft, engine power, and operator experience. The Ballard Bridge openings require further (vessel) operator holding or maneuvering while vehicle traffic clears, which would be impeded by additional bridge piers.

Further, the Public Notice 06-21 has no information on construction methods or techniques: potential caissons or work platforms, larger than the final piers shown, could create new navigational hazards to access, turning and maneuvering for larger vessels. If 24-hour closures were required for construction, close coordination with emergency services, commercial interstate shipping industry and local shipyards will be necessary. Seattle Harbor Patrol would not have access to leave the Ship Canal as they moor east of Ballard Bridge. Seattle Fire Department vessels moor west of Ballard bridge and would be hard pressed to respond to a marina or waterfront fire east of Ballard Bridge during the closure.

b. To Port properties, operations, and tenants

Specific to the IBB-3 alternative, we have documented in many comment letters to Sound Transit our concerns over the impacts of the IBB-3 alignment on the west side of the Ballard Bridge. The bridge

would cross over Fishermen's Terminal and its moorage, requiring new bridge piers in areas currently used as access, and reducing turning and maneuvering room for boats coming and going. This waterside access between the ship canal channel and dock space appears to be compromised for large boats, especially with turning and positioning, exacerbated by wind and drift. This could further result in a loss of usable moorage slips for larger boats/ships.

We underscore the diminished navigational access to and from Fishermen's Terminal, which is the vibrant home of the North Pacific Fishing Fleet. It is a living landmark, as well as an active industrial site that is home to the core of the current and evolving fishing industry. Fishermen's Terminal (established in 1914), is the largest single-built, committed fishing industry support site in King County, encompassing 76 acres. It offers a full complement of services for commercial fishing and workboats and is home to approximately 300 fishing vessels who rely on the surrounding network of suppliers and trades.

Other important operations at Fishermen's Terminal include a boat repair yard, facilities serving Suquamish and Muckleshoot boats, and new uses of a maritime innovation center.

On Fishermen's Terminal, along the eastern-most side, there is a shipyard with two marine ways are situated directly west of the bridge. This location has provided services since 1914. The two marine rail systems (300-ton and 500-ton) has operated to haul approximately 50 vessels per year for repair on land and the shipyard has worked on about 50 vessels per year in the water. For IBB-3 as defined, 160 feet west of the Ballard Bridge, access to this shipyard and marine rails would remain in a narrow alley between the Ballard Bridge and light rail bridge. Given the "pier protection" fenders, it is not clear there would be any access at all. If the columns for the light rail aerial structure were to move east closer than 160 feet away, the impacts to the above ground and in water rails, landside structures and operations would be significant. Economic impacts are addressed in the next section.

The Port maintains agreements with federally recognized tribes to use berthing and facilities equipment at Fishermen's Terminal.

The Port is partnering with Washington Maritime Blue to renovate the Seattle Ship Supply building into the Maritime Innovation Center and incubate the next generation of maritime industry. This proposed development will benefit from clear water-side access to the ship canal.

The Ship Canal also serves the Port's operations at Salmon Bay Marina (SBM) and at the Maritime Industrial Center. Directly west of Fishermen's Terminal, SBM offers moorage and may be subject to these navigational issues. The Maritime Industrial Center, farther west on the ship canal offers moorage, concrete dock space (used for repair/maintenance, storage and staging), and office and shop space.

3. Implications for Maritime Economy

The proposed bridge structure may also result in economic effects to the region. The Ballard Link Extension corridor is in the center of the 615-acre Ballard-Interbay Northend Manufacturing/ Industrial Center (BINMIC), which is headquarters to industrial, maritime and fishing, and manufacturing activities. It is anchored by Fishermen's Terminal and many other essential water-dependent marine industrial assets, with related effects on other adjacent industrial uses and activities. Many vessels from the North Pacific fishing fleet homeport at facilities on the Ship Canal and SBM, especially including Fishermen's

Terminal. The decision of the vessel owners to make this their homeport is the basis for an extensive network of nearby businesses engaged in supplying those vessels. The total economic impacts of Port of Seattle related fishing at Fishermen's Terminal, Terminal 91, and the Maritime Industrial Center is 11,300 jobs, $543 million annual payroll, and $1.4 billion annual business revenue (Port of Seattle, Port of Tacoma, The Northwest Seaport Alliance Economic Impact Analysis, Community Attributes, Inc., March 2019).

The navigational access to Fishermen's Terminal represents a critical part of the maritime asset. Eliminating access to this terminal may negatively impact Seattle's ability to support the fleet as there are few to no alternative moorage locations within the city. It also provides access for recreational boating and the FVO shipyard.

Studied during the monorail studies in 2003-5, relocation of the FVO service and function was found to be infeasible. This likely would result in FVO moving their operation out of Seattle or closing all together, and the loss of family wage union jobs and Port revenue, as well as impacts to vendors and subcontractor jobs

Seasonality of construction effects is important: navigational access could impact to the regional economy if seasonal provisioning, homeport activities are impacted. Even closures less than the one-year could impact a season of fishing and put at risk a whole year's value.

The light rail alternative to Ballard must be chosen with regard to the maritime and BINMIC operations. We recommend that Sound Transit and the USCG further evaluate the Lake Washington Ship Canal alternatives to more accurately gauge impacts to the maritime/industrial economic sector.
Thank you again for the opportunity to comment on the preliminary navigation clearance determination (PNCD). We appreciate the USCG and Sound Transit's work and look forward to continuing to work with you on this project.

Sincerely,

Stephen P. Metruck
Executive Director

ATTACHMENT D1

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COMMISSION
AGENDA MEMORANDUM

ACTION ITEM

Item No. 10c

Date of Meeting February 8, 2022

DATE: January 21, 2022

TO: Stephen P. Metruck, Executive Director

FROM: Jon Sloan, Interim Director, Maritime Environment & Sustainability
Kathleen Hurley, Senior Environmental Program Manager
Kathy Bahnick, Senior Manager, Environmental Programs
Joanna Florer, Senior Environmental Program Manager
Tim Leonard, Capital Project Manager

SUBJECT: T25 South Restoration program EPA Order approval and Cleanup (106176) and Habitat (105562) ERL projects design authorization

Amount of this request:	$10,000,000
Total estimated program cost:	$75,000,000,

ACTION REQUESTED

Request Commission authorization for the Executive Director to (1) execute an Administrative Order on Consent (AOC) with the U.S. Environmental Protection Agency (EPA); and (2) authorize completion of design and permitting for the Terminal 25 South Restoration Program Cleanup (106176) and Habitat Restoration (105562) projects in the amount of $10,000,000 of a total preliminary estimated Environmental Remediation Liability (ERL) program cost of $75,000,000. No funding is requested at this time to perform this work as it is included in the annual ERL authorization and 5-year plan.

EXECUTIVE SUMMARY

Terminal 25 is located along the East Waterway. The northern two thirds of the property is an active cargo facility, whereas the southern third of the property, known as T25 South, is an underutilized parcel that has primarily been used in recent years for bulk material storage, viaduct demolition material storage, and drayage parking. The eastern half of T25 South is licensed to the Northwest Seaport Alliance (NWSA), and the western half of the site, managed by the Port of Seattle (Port), has been identified as a potential habitat restoration site in the Port's proposed multi-site habitat mitigation bank program. The habitat mitigation bank program is a revenue-generating program that restores marginal properties for the purposes of creating 'mitigation credits' that can be reserved, sold, or serve as a component of a future settlement agreement to resolve claims related to Natural Resource Damages (NRD).

The Terminal 25 South Restoration Habitat project will create valuable off-channel habitat, which will help bridge the gap in the habitat network between the mouth of the Duwamish Estuary and the off-channel habitat upstream along this important fish migratory corridor. Importantly, the project will restore off-channel estuarine habitat important for feeding, rearing, and refuge for juvenile salmonids. The project site includes a combined total of approximately 9 acres of upland and aquatic area along the shoreline of the East Waterway which will benefit from restored nearshore habitat consisting of riparian habitat, off-channel marsh, enhanced intertidal, and shallow subtidal areas that will, in turn, improve adjacent existing deep subtidal habitat.

In 2019 and 2020, the Port conducted preliminary investigations in the footprint of the habitat area to determine if contamination was present. These investigations confirmed the presence of contamination at the site. Therefore, as required by the attached AOC, a cleanup investigation needs to be performed, with EPA's oversight, to refine the nature and extent of contamination and ensure that the proposed habitat restoration meets EPA cleanup requirements for the East Waterway Superfund site.

Port staff is currently coordinating with the NWSA regarding Terminal 25 South site use adjustments and property agreements necessary to accommodate the proposed habitat and stormwater treatment areas. The NWSA is also evaluating a separate potential Terminal 25 South capital site improvements project to be completed in conjunction with the T25 South Restoration program and thereby benefit from resultant combined design, permitting, and construction efficiencies. Additional information will be provided regarding this project as its planning is completed concurrently with the initial phases of the proposed cleanup and habitat projects' design effort.

Construction of the Port Cleanup and Habitat Restoration projects, as well as the NWSA's potential T25 South site improvements project is currently planned to be completed via a General Contractor/Construction Manager (GC/CM) Heavy Civil alternative delivery method with contractor involvement anticipated to start at a 30% design stage in 2024. Additional information will be provided regarding this, as part of a future GC/CM contracting approval request, as the T25 Restoration program design and construction scope are further developed.

JUSTIFICATION

As keystone projects within the Port's proposed multi-site joint habitat mitigation and conservation bank program, the Terminal 25 South Restoration cleanup and habitat projects may serve to provide a service for industrial customers for whom the limiting factor for property development is the identification of suitable mitigation opportunities. Similar to the Duwamish River People's Park and Shoreline Habitat (formerly Terminal 117) as well as other Port habitat restoration projects at Terminal 108 and other locations, this project will create a large off-channel intertidal marsh and exposed unvegetated intertidal substrates (including mudflat, sandflat, and cobble) surrounded by a riparian buffer.

The Terminal 25 Restoration program also represents an opportunity to make progress toward several of the Port's Century Agenda goals, primarily that of being the greenest and most energy-efficient port in North America; as well as watershed-based restoration priorities for the Green-Duwamish watershed and the Duwamish Estuary sub-watershed; through the proposed 40-acre habitat restoration. The Project may also serve as a component of a future settlement agreement to resolve claims related to NRD.

In conjunction with the habitat project, the site also requires cleanup with oversight from EPA. The AOC is a binding agreement to perform work by the Port, therefore the signing of the EPA Order requires Commission authorization. The signed AOC will formally initiate the process of determining the nature and extent of contamination at Terminal 25 South and identify the cleanup approach required. By cleaning up the site, the Port advances the long-term protection of human health and the environment, reduces our environmental liability, and enables the advancement of the habitat restoration.

The design effort, including extensive permitting coordination, required for this program is currently anticipated to require a minimum of five years to complete. Given this lengthy duration and the critical need to comply with the newly issued EPA cleanup order, it is recommended that this effort begin immediately. As both the proposed T25 Restoration program cleanup and habitat projects are included in the Environmental Remediation Liability (ERL) annual authorization and 5-year plan, no funding is being requested at this time to perform this work.

Diversity and Contracting

The design effort will utilize consultant services via environmental IDIQ contracts developed to serve design and permitting efforts such as those required by this program. The Maritime Environmental Site Management (Cleanup) IDIQ contract and Maritime Environmental Review Permitting and Sustainability (Habitat Restoration) IDIQ contract have WMBE aspirational goals of 15% and 23% respectively.

Workforce Development

The project team is coordinating with the workforce development team within the Office of Equity, Diversity and Inclusion, as well as Economic Development, to support construction trades opportunities in near-Port communities and the green economy in the areas surrounding the Duwamish River.

Stakeholder Communication and Outreach

The project team is coordinating with Port External Relations staff to create and implement an outreach plan for communications to appropriate community groups, stakeholders, and tenants throughout the course of the project.

DETAILS

Scope of Work

The design scope to be performed under this authorization will include:

- Site investigations
- Sampling and data collection
- Coordination with EPA, Trustees, NWSA and other stakeholders
- Environmental, land use review and permitting
- Construction permitting
- Preparation of Cleanup and Habitat construction documents
- Preparation of cost estimates

The proposed site improvements planned to be performed as a result of the projects' design efforts consist of:

- Dredging and disposal of contaminated in-water sediment
- Removal and disposal of existing in-water/shoreline creosote treated timber piles and marine structural remnants
- Excavation and disposal of upland contaminated soils
- Construction of riparian and inter-tidal habitat area including installation of native marsh and riparian plantings
- Construction of stormwater treatment basin to serve adjacent upland areas including low impact stormwater conveyance system

Design Schedule

Preliminary milestones:

Commission Design Authorization	February 2022
Execution of consultant service directives; start of site cleanup investigation and design	June 2022
30% design completion	Q4 2024
Design & permitting complete	Q1 2027
Habitat construction complete	Q4 2028

Cost Breakdown

	This Request	Total Project
Design, cleanup investigation, and other soft costs	$10,000,000	$10,000,000
Construction	$0	$62,000,000
Post Construction Monitoring	$0	$3,000,000
Total	$10,000,000	$75,000,000

Project costs have been estimated based on a conceptual design and will be refined as the design is developed further.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – **Do not proceed with the proposed T25 South Restoration program or enter into the EPA Order.**

Cost Implications: Program cost savings.

Pros:

(1) Short-term budget cost savings.
(2) No impact to existing T25 South site uses.

Cons:

(1) The Port's contamination liability at T25 South will remain unaddressed.
(2) Could result in the U.S. Environmental Protection Agency taking enforcement action or taking over performing the required site cleanup investigation.
(3) Loss of Port opportunity and flexibility to define and direct the work; and to manage costs.
(4) Loss of Port opportunity to efficiently combine required site cleanup with site improvements and future.
(5) Would not comply with Port's obligations to remediate the site.
(6) Not consistent with the current environmental values of the Port.
(7) Would erode established trust between the Port and state and federal environmental oversight agencies and tribes.

This is not the recommended alternative.

Alternative 2 – Approve entering into EPA Order and proceed with T25 South cleanup, but do not proceed with the proposed Habitat Restoration project.

Cost Implications: Short-term program cost savings.

Pros:

(1) Addresses the Port's contamination liability at T25 South.
(2) Short-term budget cost savings.
(3) Limited impact to existing T25 South site uses.

Cons:

(1) Loss of Port opportunity to achieve in potential efficiencies by combine required site cleanup with habitat restoration and potential NWSA site improvements.
(2) Not consistent with the current environmental values of the Port.
(3) Would erode trust between the Port and Habitat project stakeholders, regulatory agencies, and tribes.

This is not the recommended alternative.

Alternative 3 3 – Approve entering into the EPA Order and proceed with proposed T25 South Restoration program design and permitting effort.

Cost Implications: Estimated $10,000,000 for design effort.

Pros:

(1) Addresses the Port's contamination liability at T25 South.
(2) Provides opportunity to efficiently combine required site cleanup with site improvements and future uses.
(3) Provides Port ability to better manage design and construction schedules.
(4) Consistent with the Port's values of being responsible stewards of community resources and the environment.
(5) Maintains established trust between the Port and state and federal environmental oversight agencies and tribes.
(6) Minimizes long-term construction cost escalation.

Cons:

(1) Uncertainty that mitigation obligation will be reached.
(2) Potential additional design costs due to uncertainty of the executed agreement.

This is the recommended alternative.

FINANCIAL IMPLICATIONS

Cost Estimate/Authorization Summary	Capital	Expense	Total
COST ESTIMATE			
Original estimate	$0	$34,000,000	$34,000,000
AUTHORIZATION			
Previous authorizations	$0	$0	$0
Current request for authorization	$0	$10,000,000	$10,000,000
Total authorizations, including this request	$0	$10,000,000	$10,000,000
Remaining amount to be authorized	$0	$65,000,000	$65,000,000

Annual Budget Status and Source of Funds

The project cost is included in the Annual ERL Authorization.

The funds for this work come from the Tax Levy. The Port actively works on cost recovery i.e. grants, insurance or payments from other 3rd parties to help support this work.

Financial Analysis and Summary

Project cost for analysis	$75,000,000
Business Unit (BU)	Maritime Environmental Services
Effect on business performance (NOI after depreciation)	N/A.
IRR/NPV (if relevant)	N/A
CPE Impact	N/A

ATTACHMENTS TO THIS REQUEST

(1) Administrative Order on Consent and Statement of Work
(2) Presentation

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

November 9, 2021 – Commission approved Annual ERL Authorization
November 10, 2020 – Commission approved Annual ERL Authorization
November 5, 2019 – Commission approved Annual ERL Authorization

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ATTACHMENT D2

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
1315 East West Highway
SSMC3 Room 15107
Silver Spring, MD 20910
OFFICE OF THE GENERAL COUNSEL
NATURAL RESOURCES SECTION

September 7, 2021

Port of Seattle
Elizabeth Black
Senior Port Counsel
P.O. Box 1209
Seattle, WA 98111

Re: Ecological valuation of the proposed habitat restoration project at Terminal 25

Dear Ms. Black:

The Elliott Bay Natural Resource Trustee Council ("Trustees") consists of the Muckleshoot Indian Tribe; the Suquamish Tribe; the State of Washington, represented by the Washington Department of Ecology (as lead state Trustee), and the Department of Natural Resources and Department of Fish and Wildlife (as state co-Trustees); the U.S. Department of the Interior; and the U.S. Department of Commerce, represented by the National Oceanic and Atmospheric Administration ("NOAA"). The Trustees are authorized by the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. § 9601, *et seq*., the Clean Water Act ("CWA"), 33 U.S.C. § 1251, *et seq*., and the Oil Pollution Act ("OPA"), 33 U.S.C. § 2701, *et seq*., to assess and collect damages arising from injuries to publicly owned or managed natural resources that result from releases of hazardous substances or discharges of oil to the Lower Duwamish River, including the Lower Duwamish Waterway, Lockheed West, and Harbor Island Superfund Sites (collectively, "the Site" or "LDR").

This letter is issued by NOAA on behalf of the Trustees. The purpose of the letter is to facilitate the development of a habitat restoration project ("Project") at and adjacent to the Port of Seattle's ("Port") Terminal 25 facility, by providing the Port with an opportunity to use the proposed Project towards a potential settlement of CERCLA, CWA, and OPA claims for natural resource damages ("NRD") related to hazardous substance releases or discharges of oil associated with the Site.

The Trustees and the Port ("Parties") have agreed to work together with the goal of establishing a habitat restoration project constructed in or proximate to the LDR within the parameters set forth in the Trustees' Restoration Plan/Programmatic Environmental Impact Statement ("RP/PEIS") released in July, 2013. The ecological value of the project to be built in or on the LDR is currently being measured as Discounted Service Acre Years ("DSAYs").

The Trustees have provided technical assistance and input to the Port concerning the Project's design, which is described in the attached Port of Seattle T-25 Conceptual Restoration Design. Based on this conceptual design as set forth in the Port of Seattle T-25 Conceptual Restoration Design, the Trustees have determined that the estimated NRD ecological value for this Project is 667 DSAYs.

The Project's estimated NRD ecological value was developed based on currently known information and certain assumptions such as the Project's implementation year, estimated project lifespan, estimated natural resource service gains from the restoration actions, and estimated acreage created. Prior to construction of the Project, the Project area at and adjacent to Terminal 25 must undergo response action under CERCLA with the U.S. Environmental Protection Agency. In addition, the Project area will need to meet contaminant thresholds outlined by the Trustees. The Trustees may update the NRD ecological value based on new information, including but not limited to, new Project designs and new information on response work and contamination on site. The Trustees may also update the NRD ecological value based on changes to information or assumptions included in the Port of Seattle T-25 Conceptual Restoration Design and used to calculate the estimated NRD ecological value for the Project.

Prior to construction of the Project, the Port will work with the Trustees to draft a Scope of Work ("SOW") for the Project that will include "Success Criteria," which are standards for performance of the Project. Upon completion of construction of the Project, the Port must complete a period of performance of monitoring and maintenance to ensure the Project is constructed as specified in the Project's SOW and is performing in accordance with the Project's Success Criteria. If the Trustees determine the Project is not built as designed or is not performing as designed in the SOW, the Trustees will provide written notice to the Port of the noncompliance and may require the Port to take actions to ensure compliance. The Port must also provide long-term stewardship for the life of the Project.

The Parties intend for the Port's investment in the Project development to provide the Port with the opportunity to propose the implementation of the Project as a component of a settlement of the Trustees' NRD claims related to the LDR. The terms of any proposed settlement will be subject to the approval, or disapproval, of authorities for the Trustees and the U.S. Department of Justice, consideration of public comments, and final approval by the federal district court.

Finally, the Port's participation in the planning, evaluation and construction of the Project shall not be used against the Port by any Trustee in any assessment of the Port's NRD liability. The Parties do not admit to any fact or to any liability under federal, state, or local law or regulation, as a result of planning, evaluating or constructing the Project.

If you have any questions or concerns, you can contact me by phone at 202-503-8160, or by e-mail at rachel.ramos@noaa.gov.

Sincerely,

Rachel Ramos
Attorney Advisor
Natural Resources Section
Office of General Counsel

cc: Marla Steinhoff, ARD, NOAA
Terill Hollweg, RC, NOAA
Glen St. Amant, Muckleshoot Indian Tribe
Rich Brooks, Suquamish Tribe
Jeff Krausmann, US FWS
Jonathan Thompson, Dept. of Ecology for the State of WA
Laura Arber, WA Dept. of Fish and Wildlife

PORT OF SEATTLE T-25 CONCEPTUAL RESTORATION DESIGN

The Terminal 25 South Site includes the southeast bank of the East Waterway, east of Harbor Island. Historically, the upland site included cold storage and seafood processing facilities, which were removed in 2004. In 2006, the Port removed the decking from a two-acre creosote-treated wood dock. The site is currently vacant and contains paved and unpaved portions which are used for parking and construction staging. Approximately 950 creosote-treated wood piling, concrete rubble, concrete bulkhead, concrete apron, and concrete decking remain in the intertidal and subtidal footprint of the former dock.

The proposed Terminal 25 habitat restoration project aims to restore estuarine wetland functions across the upland and submerged site as well as to restore and create riparian habitat and off-channel rearing and refuge habitat for salmonids and other migratory and resident fish and wildlife that use or migrate through the East Waterway. Restoration will involve the removal of on-site creosote piles, debris, fill, and riprap; excavation to intertidal and subtidal elevations; and installation of intertidal marsh and riparian buffer plantings. The project will re-establish approximately 10 acres of riparian, emergent marsh, mudflat, and subtidal habitat and will include anchored large logs to ensure habitat diversity and slope stability.

The project is designed to maximize habitat functions and values using dimensions, locations, elevations relative to MLLW, slope contours, and substrates critical to each habitat type. This approach is based on a combination of joint regulatory agency guidance (Ecology 2012) and the Habitat Equivalency Analysis methodology developed by the Elliott Bay Trustee Council (NOAA 2013).

DRAFT

LEGEND:

- Federal Navigation Channel
- Berm
- Incised Channel

Restoration Habitat Definition

- Deep Subtidal - Fully Functional
- Intertidal - Fully Functional
- Off-Channel Emergent Marsh - Fully Functional
- Riparian
- Shallow Subtidal - Fully Functional
- Stormwater Berm (0.5 acre, not currently included in HEA)

NOTE:
1. Aerial Imagery source: Google Earth Pro, August 2020 and USGS 2012.

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Feet

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ANCHOR QEA

Figure 1
HEA Baseline to Restored Conditions Draft Final
Terminal 25 NRD Restoration
Port of Seattle

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ATTACHMENT D3

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Habitat Restoration and Parks/Public Shoreline Access Sites

Port of Seattle Habitat Restoration and Parks-Public Shoreline Access Sites - 2020-11-24a

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ATTACHMENT D4

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PORT OF SEATTLE 2018-2022 LONG RANGE PLAN

ACHIEVING THE CENTURY AGENDA

Port of Seattle

DEAR COMMUNITY

The mission of the Port of Seattle is to create economic opportunity and stronger communities by advancing trade and commerce, promoting manufacturing and maritime growth, and improving our environment for current and future generations.

Our vision is to add 100,000 jobs through economic growth led by the Port, for a total of 300,000 port-related jobs in the region, while reducing our environmental footprint. We are committed to creating opportunity for all, partnering with surrounding communities, promoting social responsibility, conducting ourselves transparently, and holding ourselves accountable for improving the environment.

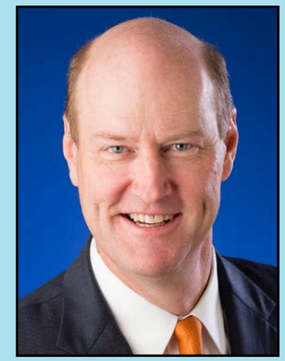
The Port of Seattle uses a rolling 5-year Long Range Plan (LRP) to focus our efforts on job growth and strategic objectives established by the Commission in the Century Agenda (see page 5).

Over the last two years, the LRP has helped the Port align programs to achieve the Port's Century Agenda. For each strategic objective, the LRP sets out the key actions and performance measures to guide the work and monitor progress. All Port divisions participate in the LRP through cross-departmental teams formed around strategic objectives. The LRP shapes the annual budget and ensures that all Port divisions have specific, achievable actions to keep up with the dramatic growth in our industries and create economic opportunities for all in our community.

The intention of the LRP is to bring all capabilities of the Port to bear in the work of achieving the economic and environmental goals that the Commission and public have identified as most pressing for our region.

The LRP is to be updated and formally adopted by the Commission each year. We hope you will follow our progress in creating economic opportunity and we welcome your input.

Sincerely,



TOM ALBRO
Commission President

STEPHANIE BOWMAN
Commissioner

JOHN CREIGHTON
Commissioner

FRED FELLEMAN
Commissioner

COURTNEY GREGOIRE
Commissioner

DAVE SOIKE
Interim Executive Director

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Strategies and Objectives

27-38 LRP High Performance Organization
Strategies and Objectives

THE PORT OF SEATTLE
AN INTRODUCTION

The Port of Seattle, referred to as the Port in this document, is a leader in moving people and cargo across the country and around the world.

Founded in 1911, the Port is a public agency providing airport operations and maritime services for the Puget Sound region. Five publically-elected commissioners who serve four-year terms establish Port policy and the Executive Director, in carrying out these policies, leads over 1,800 employees. As one of the largest land holders in King County, the Port owns Seattle-Tacoma International (Sea-Tac) Airport, piers for workboats and cruise ships, marinas, conference facilities, parks and public access areas, office space, warehouses and more.

The Port's mission is to create economic opportunity and stronger communities by advancing trade and commerce, promoting manufacturing and maritime growth, and improving our environment now and for generations to come. We are committed to creating opportunity, partnering with surrounding communities, promoting social responsibility, conducting ourselves transparently, and holding ourselves accountable for improving the environment.

The Port's operations currently help create nearly 200,000 jobs and $7 billion in wages throughout the region. Over the next 25 years, our "Century Agenda" seeks to create 100,000 jobs through economic growth led by the Port, for a total of 300,000 port-related jobs in the region, while reducing our environmental footprint.

Sea-Tac Airport is home to 29 airlines flying passengers and cargo non-stop to 88 domestic and 23 international destinations. The airport ranked 9th among U. S. airports for passenger activity in 2016, and expects to welcome 48 million passengers in 2017. Over the last five years Sea-Tac has seen a 46% increase in the number of passengers served per year. Ranking 19th in the US for air cargo volume in 2015, Sea-Tac shipped 336,000 metric tons of cargo in 2016.

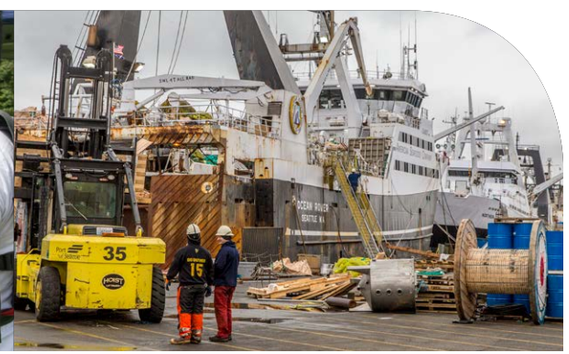
The Port is finalizing its Sustainable Airport Master Plan to manage anticipated growth. Investing $5 billion in near-term projects and service improvements to facilities, Sea-Tac Airport is building a new International Arrivals Facility, renovating the North and South Satellite terminals, and putting in place a new high-efficiency, centralized baggage system.

The Port also manages two cruise terminals that make Seattle the preferred choice for Alaska and Pacific Northwest cruises. In 2017, Seattle expects to host 218 cruise ships and more than 1 million passengers. The Port also manages Fishermen's Terminal - the home of the North Pacific Fishing Fleet, as well as three recreational boating marinas.

In 2015, the the ports of Seattle and Tacoma formed the Northwest Seaport Alliance (NWSA), unifying management of the marine cargo facilities and related businesses to strengthen the Puget Sound gateway and attract more marine cargo and jobs to the region. The NWSA is the first alliance of its kind and now the fourth-largest maritime gateway in North America.

Named the "Green Gateway" for trade, the Port offers the lowest carbon footprint for cargo shipped by sea from Asia to major markets in the Midwest and East Coast. And in 2014, Sea-Tac was the first North American airport to receive certification in reducing carbon emissions by the Airport Council International (ACI) Carbon Accreditation Program. Other award-winning environmental programs at the Port include pre-conditioned air for airplane heating and cooling, requiring fuel-efficient and alternative-fuel taxis and ground transportation vehicles providing services at the airport, purchasing 'green' energy, and industry-leading wildlife and stormwater management.

For more information, visit portseattle.org.



CENTURY AGENDA OVERVIEW

In 2012, the Port celebrated 100 years of service to the Puget Sound region by creating a comprehensive, strategic initiative to guide Port priorities for the next quarter century. That initiative is the Century Agenda. The Century Agenda aligns the Port's strategies and objectives to 21st century challenges and innovative solutions.

For more than 100 years the Port has generated jobs and growth for King County and the greater region by advancing trade and commerce, promoting industrial growth, and stimulating economic development. The Port leverages its real estate, capital assets and financial capabilities to engage and improve the City of Seattle as an anchor institution and it brings those resources to bear in accomplishing the goals established by the Century Agenda.

Two years prior to the centennial, the Commission launched an extensive public engagement effort and formed a Century Agenda Committee to guide the Port's long-range vision. More than 1,000 people attended over 60 events and engagements to help develop what are now known as Strategies and Objectives, along with a proposed Mission and Commitment. Each year since, the Port staff has identified action plans that are incorporated in the Port business plans and budget to advance progress towards achieving the Century Agenda Vision, Strategies (Pg. 6), and Objectives (Pg. 9).

In 2015, various cross-functional internal LRP development teams were created to ensure "One-Port" participation and ownership of the Century Agenda. These teams operationalize the Century Agenda and drive it from being aspirational to operational in a rolling five-year planning process. The teams include Aviation, Maritime, Small Business Development, Workforce Development, Environmental and High Performance Organization.

OUR MISSION

The Port of Seattle is a public agency that creates jobs by advancing trade and commerce, promoting industrial growth, and stimulating economic development.

OUR VISION

Over the next 25 years we will add 100,000 jobs through economic growth led by the Port of Seattle, for a total of 300,000 port-related jobs in the region, while reducing our environmental footprint.

OUR COMMITMENT

The Port of Seattle creates economic opportunity for all, stewards our environment responsibly, partners with surrounding communities, promotes social responsibility, conducts ourselves transparently, and holds ourselves accountable. We will leave succeeding generations a stronger Port.

LONG RANGE PLAN OVERVIEW

The Long Range Plan (LRP) allows the Port to more effectively and transparently improve the Port's ability to support the local economy by creating 100,000 new jobs for the Puget Sound region while addressing key environmental opportunities and social responsibility of all its stakeholders. Both Century Agenda and High Performance Organization Strategies and Objectives are important in the development of the LRP and to ultimately achieve the vision for supporting the local economy.

CENTURY AGENDA

Focused on external growth: moving people and cargo, community engagement and environmental stewardship

4 STRATEGIES / 17 OBJECTIVES

Strategy 1. Position the Puget Sound Region as a Premier International Logistics Hub

Strategy 2. Advance this Region as a Leading Tourism Destination and Business Gateway

Strategy 3. Use Our Influence as an Institution to Promote Small Business Growth and Workforce Development

Strategy 4. Be the Greenest, and Most Energy Efficient Port in North America

HIGH PERFORMANCE ORGANIZATION

Focused on operations excellence, organizational alignment, and a people-centric organization

5 STRATEGIES / 11 OBJECTIVES

Strategy 1. Increase Customer Satisfaction

Strategy 2. Eliminate Workplace Injuries

Strategy 3. Act as One Port

Strategy 4. Become a Model for Workplace Equity, Diversity and Inclusion

Strategy 5. Foster Employee Development and Leverage Talent

LONG RANGE PLAN SCORECARD

Port of Seattle

CENTURY AGENDA

STATUS	Strategy 1: Logistics Hub
Yellow	Objective 1/Pg. 10 - Grow seaport annual container volume to more than six million twenty-foot equivalent units (TEUs)
Completed	Objective 2/Pg. 11 - Structure our relationship with Washington ports to optimize infrastructure investments and financial returns
Yellow	Objective 3/Pg. 12 - Triple air cargo volume to 750,000 metric tons
Green	Objective 4/Pg.13 - Triple the value of our outbound cargo to over $50 billion
Yellow	Objective 5/Pg. 14- Double the economic value of the fishing and maritime cluster

STATUS	Strategy 2: Tourism & Business Gateway
Yellow	Objective 6/Pg. 15 - Make Seattle-Tacoma International Airport the West Coast "Gateway of Choice" for international travel
Green	Objective 7/Pg. 16- Double the number of international flights and destinations
Yellow	Objective 8/Pg. 17 - Meet the region's air transportation needs at the Airport for the next 25 years and encourage the cost-effective expansion of domestic and international passengers and & cargo service
Green	Objective 9/Pg. 18 - Double the economic value of cruise traffic to Washington state

STATUS	Strategy 3: Small Business & Workforce Development
Red	Objective 10/Pg. 19 - Increase dollars spent with women and minority-owned businesses (WMBE) firms on construction, consulting, goods and services to 15 percent and triple the number of WMBE firms doing business with the port by 2022
Yellow	Objective 11/Pg. 20 - Increase the proportion of funds spent by the port with qualified small business firms on construction, consulting, goods and services to 40 percent of the eligible dollars spent
Green	Objective 12/Pg. 21 - Increase workforce training, job and business opportunities for local communities in maritime, trade, travel and logistics

STATUS	Strategy 4: Greenest, and Most Energy Efficient Port
Yellow	Objective 13/Pg. 22- Meet all increased energy needs through conservation and renewable sources
Green	Objective 14 /Pg. 23 - Meet or exceed agency requirements for stormwater leaving Port-owned or operated facilities
Yellow	Objective 15/Pg. 24 - Reduce air pollutants and carbon emissions
Green	Objective 16/Pg. 25 - Anchor the Puget Sound urban industrial land use to prevent sprawl in less developed areas
Green	Objective 17/Pg. 26 - Restore, create and enhance 40 additional acres of habitat in the Green/Duwamish watershed and Elliott Bay

HIGH PERFORMANCE ORGANIZATION

STATUS	Strategy 1: Customer Satisfaction
Yellow	Objective 1/Pg. 28 - Improve customer service and public engagement
Yellow	Objective 2 /Pg. 29 - Improve process efficiencies & effectiveness

STATUS	Strategy 2: Safety
Green	Objective 3 /Pg. 30 - Reduce Port preventable injury rate and severity rate
Green	Objective 4 /Pg. 31 - All managers lead safety performance

STATUS	Strategy 3: One Port
Yellow	Objective 5/Pg. 32 - Strengthen the culture and act as an organization with a shared vision
Yellow	Objective 6/Pg. 33 - Increase Port-wide common and standardized language, business processes, technology tools, and measures

STATUS	Strategy 4: Equity, Diversity & Inclusion
Yellow	Objective 7/Pg. 34 - Increase management accountability for equity, diversity and inclusion
Green	Objective 8/Pg. 35 - Increase percentage of employees who agree that the Port is committed to equity, diversity and inclusion
Green	Objective 9/Pg. 36 - Increase awareness internally and actively share equity, diversity and inclusion programs externally

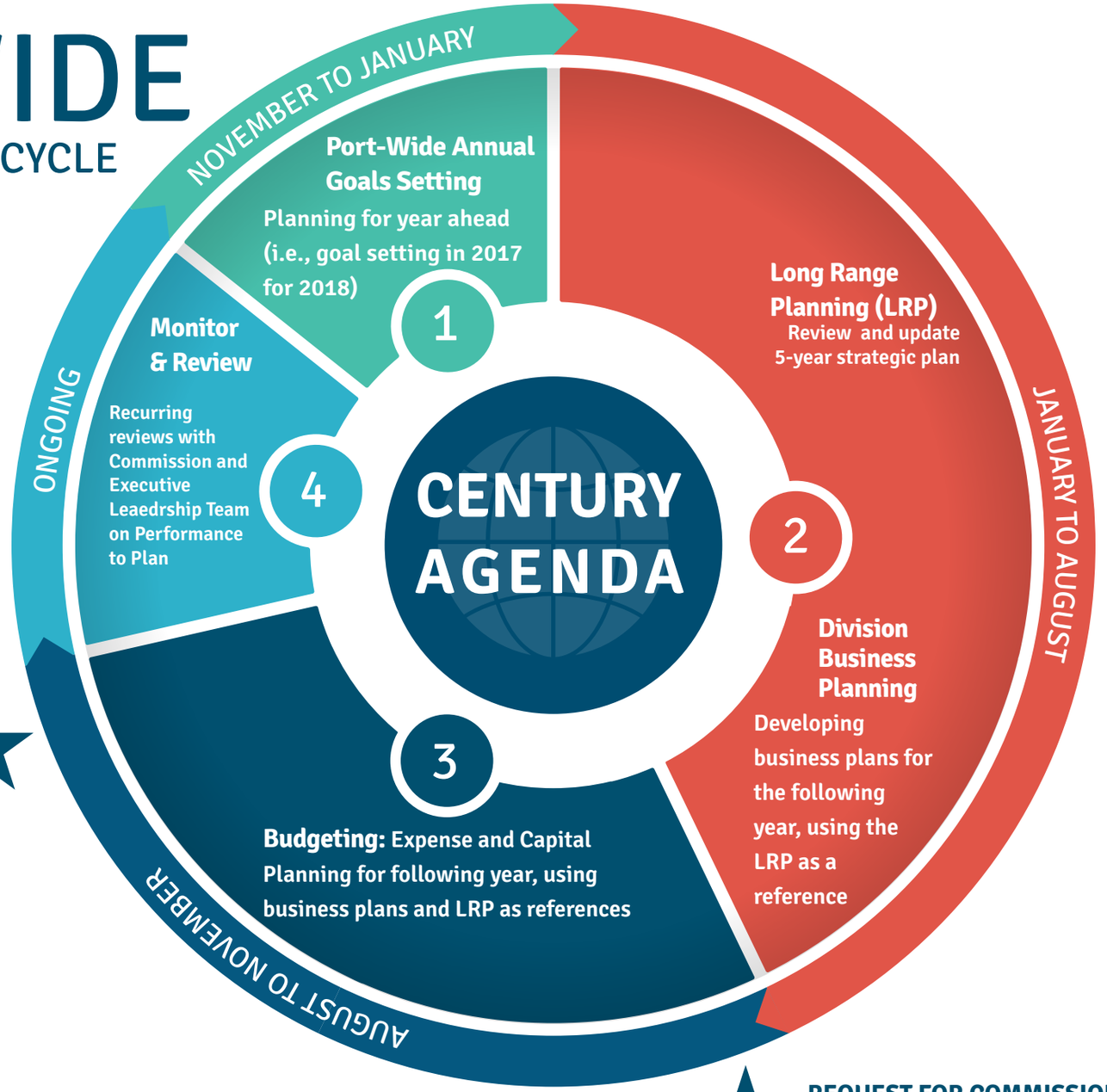
STATUS	Strategy 5: Talent Development
Green	Objective 10/Pg. 37 - Develop our employees' capabilities
Yellow	Objective 11/Pg. 38 - Foster awareness of Port-wide talent

Status Key

- Not Started
- Completed
- On Track
- In Progress
- Mitigation to be developed

PORT-WIDE

STRATEGIC PLANNING CYCLE



COMMISSION SEMI-ANNUAL REVIEW OF LRP (DECEMBER)

REQUEST FOR COMMISSION APPROVAL OF LRP (SEPTEMBER)

LONG RANGE PLAN

CENTURY AGENDA STRATEGIES AND OBJECTIVES

STRATEGY 1 POSITION THE PUGET SOUND REGION AS A PREMIER INTERNATIONAL LOGISTICS HUB

Objective 1 Grow seaport annual container volume to more than 6 million twenty-foot equivalent units (TEUs)

Objective 2 Structure our relationship with Washington Ports to optimize infrastructure investments and financial returns

Objective 3 Triple air cargo volume to 750,000 metric tons

Objective 4 Triple the value of our outbound cargo to over $50 billion

Objective 5 Double the economic value of the fishing and maritime cluster

STRATEGY 2 ADVANCE THIS REGION AS A LEADING TOURISM DESTINATION AND BUSINESS GATEWAY

Objective 6 Make Seattle-Tacoma International Airport the West Coast "Gateway of Choice" for international travel

Objective 7 Double the number of international flights and destinations

Objective 8 Meet the region's air transportation needs at Seattle-Tacoma International Airport for the next 25 years and encourage the cost-effective expansion of domestic and international passenger and cargo service

Objective 9 Double the economic value of cruise traffic to Washington state

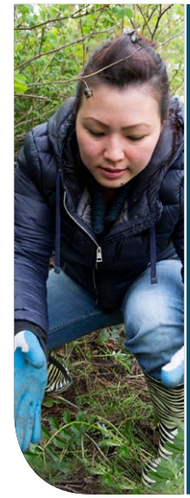
STRATEGY 3 USE OUR INFLUENCE AS AN INSTITUTION TO PROMOTE SMALL BUSINESS GROWTH AND WORKFORCE DEVELOPMENT

Objective 10 Increase dollars spent with women and minority-owned businesses (WMBE) firms on construction, consulting, goods and services to 15 percent and triple the number of WMBE firms doing business with the port by 2022

Objective 11 Increase the proportion of funds spent by the port with qualified small business firms on construction, consulting, goods and services to 40 percent of the eligible dollars spent

Objective 12 Increase workforce training, job and business opportunities for local communities in maritime, trade, travel and logistics

STRATEGY 4 BE THE GREENEST, AND MOST ENERGY EFFICIENT PORT IN NORTH AMERICA



Objective 13 Meet all increased energy needs through conservation and renewable sources

Objective 14 Meet or exceed agency requirements for stormwater leaving Port-owned or operated facilities

Objective 15 Reduce air pollutants and carbon emissions

Objective 16 Anchor the Puget Sound urban industrial land use to prevent sprawl in less developed areas

Objective 17 Restore, create and enhance 40 additional acres of habitat in the Green/Duwamish watershed and Elliott bay

LONG RANGE PLAN

STRATEGY 1

CENTURY AGENDA

POSITION THE PUGET SOUND REGION AS A PREMIER INTERNATIONAL LOGISTICS HUB

OBJECTIVE 1

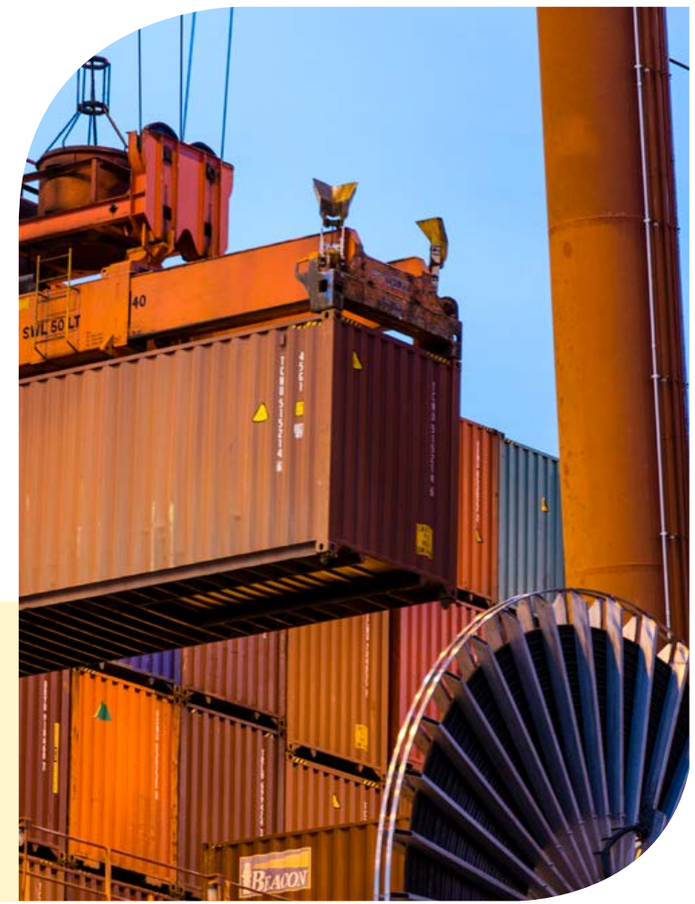
GROW SEAPORT ANNUAL CONTAINER VOLUME TO MORE THAN SIX MILLION TWENTY-FOOT EQUIVALENT UNITS (TEUS)

KEY METRICS

- Annual container volume (in million TEUs)

The ports of Seattle and Tacoma joined forces in August 2015, establishing the Northwest Seaport Alliance (NWSA), to unify management of our marine cargo facilities and business to strengthen the Puget Sound gateway and attract more marine cargo and jobs for the region.

In order to achieve this objective, the Port of Seattle is committed to the implementation of the Safe and Swift Corridor program, deepening internal supply chain partnerships to grow container volume, developing Terminal 106 to maximize trans-load & supply chain benefits, and increasing public awareness of a comprehensive transportation system. The identified challenges to achieving the objective are resources and stakeholder focus needed for implementation and the rapid growth of Seattle, adding the element of competition with evolving supply chain industry needs.



2018 MILESTONES

- Finalize street vacation to support development of Terminal 5
- Carry out interim fixes for the East Marginal Way improvement projects
- Advance the South Spokane Street Corridor planning, including approval of Federal Quiet Zones designations
- Release Request for Proposal for Terminal 106
- Explore opportunities to expand utilization of Foreign Trade Zone #5 in partnership with NWSA and other public/private stakeholders
- For more details, the NWSA Strategic Plan can also be accessed from the NWSA website. For more information about the NWSA, visit: www.nwseaportalliance.com

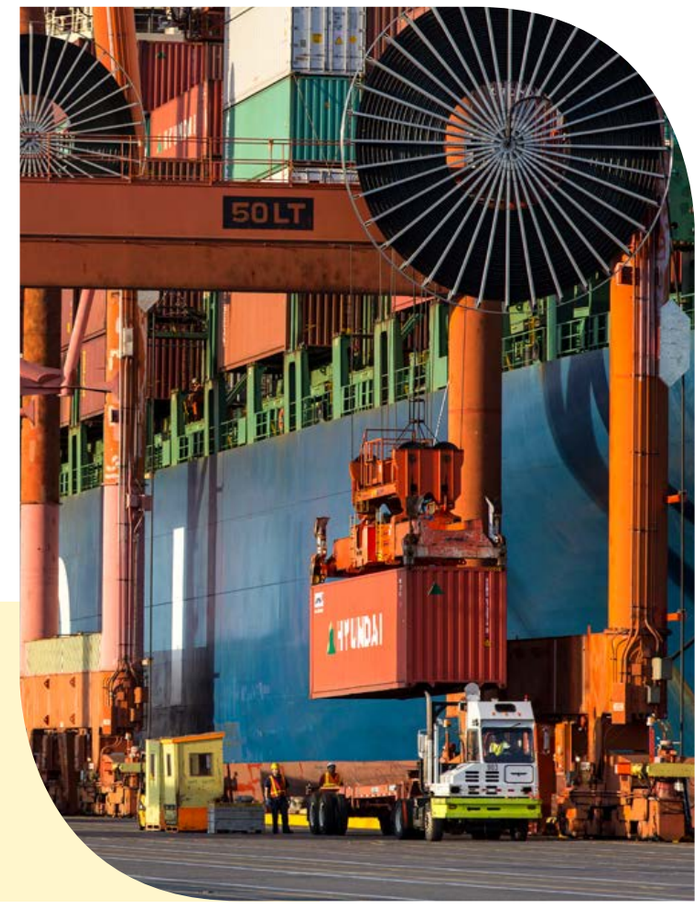
OBJECTIVE 2

STRUCTURE OUR RELATIONSHIP WITH WASHINGTON PORTS TO OPTIMIZE INFRASTRUCTURE INVESTMENTS AND FINANCIAL RETURNS

The ports of Seattle and Tacoma joined forces in August 2015, establishing the Northwest Seaport Alliance (NWSA), to unify management of our marine cargo facilities and business to strengthen the Puget Sound gateway and attract more marine cargo and jobs for the region.

The NWSA strategic plan focuses on providing reliable and efficient regional and local infrastructure connections: enhance transportation infrastructure and improve the Seaport Alliance's infrastructure (NWSA Strategic Plan #2 A and B). Additionally, the NWSA aims to increase revenue through growth and diversification (NWSA Strategic Plan #3A).

The NWSA Strategic Plan can also be accessed from the NWSA website. For more information about the NWSA, visit: www.nwseaportalliance.com.



With the creation of the NWSA, the Port of Seattle has successfully completed this objective

LONG RANGE PLAN

STRATEGY 1

CENTURY AGENDA

POSITION THE PUGET SOUND REGION AS A PREMIER INTERNATIONAL LOGISTICS HUB

OBJECTIVE 3

TRIPLE AIR CARGO VOLUME TO 750,000 METRIC TONS

KEY METRICS

- Air Cargo Volume (metric tons)
- Cargo Handling Facility Area (square footage)
- Facility Space Utilization (ratio of the two metrics above)

PRIORITY ACTION 1:

INCREASE AIRLINE CARGO CAPACITY

Air cargo is carried aboard by both freighter and passenger aircraft at Seattle-Tacoma International Airport, with freighters handling 63% of total cargo and the remaining 37% termed "belly cargo" as it travels in the bellies of passenger flights, along with passenger baggage. Nearly two-thirds of all international freight is carried as belly cargo, emphasizing the significant synergy between international passenger service and air cargo. While Seattle-Tacoma International Airport actively markets airport services to airline freighter operators, passenger airline routing decisions are made on the basis of passenger demand and reflect the Aviation business strategies.

2018 MILESTONES

- Add at least one freighter airline service
- Provide belly capacity growth market intelligence to support air service development

PRIORITY ACTION 2:

EXPAND ON- AND OFF-AIRFIELD CARGO FACILITIES FOOTPRINT

Consistent with the airport's Sustainable Airport Master Plan, airfield air cargo facilities will be relocated, redeveloped, or built new, on or directly adjacent to the airfield. Existing air cargo facilities not directly impacted by terminal expansion will require redevelopment to increase their processing efficiency. Preferably, the total inventory of air cargo warehouse facilities needed to support airline cargo capacity will remain on the airfield; however, insufficient area exists in the near future, and adjacent off-airfield land will be needed to bridge the gap, either on an interim basis, or permanently.

2018 MILESTONES

- Conclude lease negotiations for available on-airfield warehouse vacancy of approximately 35,000 square feet of airfield cargo handling space inventory
- Sponsor development of airfield-adjacent Port-owned land

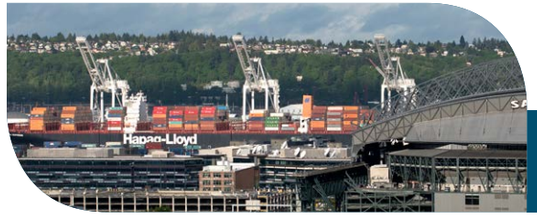
PRIORITY ACTION 3:

BUILD STRATEGIC LOGISTICS PARTNERSHIPS

Sponsor the development of all available Port-owned land in the airport vicinity for use by air cargo related and other logistics, manufacturing, and other supportive uses that contribute to growth in air cargo tonnage at Seattle-Tacoma International Airport. Enhance global logistics presence at Seattle-Tacoma International Airport and in the region.

2018 MILESTONES

- Hold ribbon-cutting ceremony for Burien Northeast Redevelopment Area cargo-related logistics development
- Reach ground breaking of Des Moines Creek North Development in the City of SeaTac



LONG RANGE PLAN

STRATEGY 1

CENTURY AGENDA

POSITION THE PUGET SOUND REGION AS A PREMIER INTERNATIONAL LOGISTICS HUB

OBJECTIVE 4

TRIPLE THE VALUE OF OUR OUTBOUND CARGO TO OVER $50 BILLION

KEY METRICS

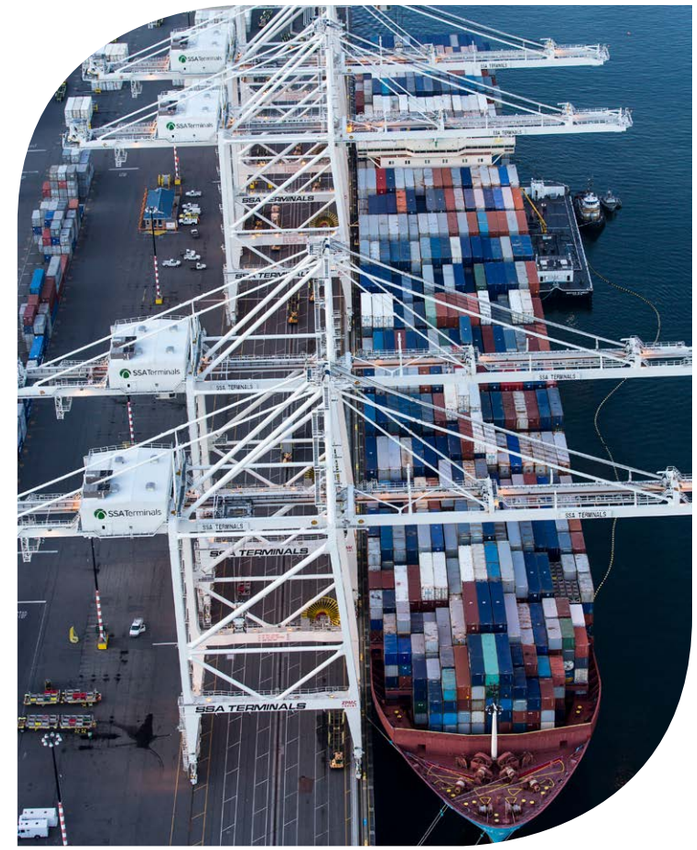
- Value of outbound air and seaport cargo ($)

The ports of Seattle and Tacoma joined forces in August 2015, establishing the Northwest Seaport Alliance (NWSA), to unify management of our marine cargo facilities and business to strengthen the Puget Sound gateway and attract more marine cargo and jobs for the region. The value of outbound air and seaport cargo are the key measures for this objective.

Priority actions for this objective are dependent upon completion of the marine cargo economic impact study. An assessment needed to determine the measurement value of this Century Agenda item.

The Port's Aviation division long range plan details the air cargo priority actions to also achieve this objective, see Century Agenda Objective 3. Furthermore, the Port is updating this objective to reflect only air cargo value in the future.

For more details, the NWSA Strategic Plan can also be accessed from the NWSA website. For more information about the NWSA, visit: www.nwseaportalliance.com.



LONG RANGE PLAN

STRATEGY 1

CENTURY AGENDA

POSITION THE PUGET SOUND REGION AS A PREMIER INTERNATIONAL LOGISTICS HUB

OBJECTIVE 5

DOUBLE THE ECONOMIC VALUE OF THE FISHING AND MARITIME CLUSTER

KEY METRICS

- Jobs created
- Tax revenues generated
- Induced and indirect impacts

PRIORITY ACTION 1:

REDEVELOP AND MODERNIZE FISHERMEN'S TERMINAL

The Port embarked on a Long Term Strategic Plan for Fishermen's Terminal, which is a "use and needs" analysis of the maritime cluster in and around Fishermen's Terminal. The plan allows the Port to bring more services and suppliers onto Fishermen's Terminal property that would support and complement the commercial fishing industry. We plan to consolidate net shed warehouse uses and provide support for workforce training. We will also provide wayfinding and interpretive exhibits that highlight our maritime heritage and work with tourism partners to promote Fishermen's Terminal as a "Living Landmark."

2018 MILESTONES

- Demolish Net Sheds N7 & N8
- Secure permits and begin construction on two light industrial facilities totaling 120,000 square feet
- Install new wayfinding signs and maritime interpretive features

PRIORITY ACTION 2:

ACQUIRE MARITIME PROPERTIES THAT CAN SUPPORT THE REGION'S MARITIME INDUSTRIES

The Maritime and Economic Development divisions are dedicating efforts to explore and address the needs of our region's maritime industries in a strategic manner. We will pursue the acquisition of maritime properties that can sustain and support longer term industry needs. We will also continue to develop and recommend strategies to protect industrial lands via political/policy advocacy, property acquisition and other methods.

2018 MILESTONES

- Develop or acquire at least one site or facility that supports the region's maritime industries

PRIORITY ACTION 3:

PROMOTE MARITIME INNOVATION

It is the Port's responsibility to be competitive in the pursuit of new maritime technologies. The Port intends to develop connections with angel and venture funding groups surrounding promising maritime technologies and to work with industry partners to commercialize them. Efforts are also being focused on a business plan to operate a maritime innovation center at Fishermen's Terminal.

2018 MILESTONES

- Construct or renovate facility for Maritime Innovation Center
- Finalize management partnership for Maritime Innovation Center operations

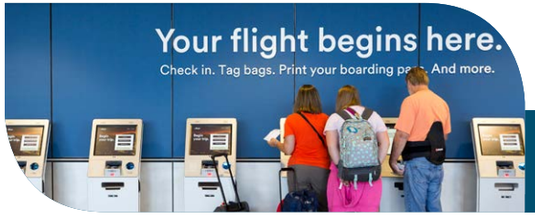
PRIORITY ACTION 4:

ADVOCATE FOR MARITIME AND FISHING INDUSTRY SUSTAINABILITY

In order to align with the goal of being a leader in the practice and promotion of sustainable business, the Port will continue to advocate for the maritime industry at the state and federal levels, specifically for zoning and development regulations that protect industrial lands. As the Maritime and Fishing industry grows and thrives, the Port will champion state and federal programs that can address fishing fleet recapitalization needs and issues.

2018 MILESTONES

- Support legislation that provides tax incentives to the maritime and/or fishing industry
- Support federal legislation and rules that provide capital for fishing fleet modernization



LONG RANGE PLAN

STRATEGY 2

CENTURY AGENDA

ADVANCE THIS REGION AS A LEADING TOURISM DESTINATION AND BUSINESS GATEWAY

OBJECTIVE 6

MAKE SEATTLE-TACOMA INTERNATIONAL AIRPORT THE WEST COAST "GATEWAY OF CHOICE" FOR INTERNATIONAL TRAVEL

KEY METRICS

- JD Power overall customer satisfaction index as compared with West Coast competitive airports

PRIORITY ACTION 1:

COMPLETE THE INTERNATIONAL ARRIVALS FACILITY (IAF) PROJECT

The IAF project will construct a new international arrivals facility on the landside of Concourse A by Quarter 3 of 2019. The project will increase the capacity of the Federal Inspection Services area and increase the number of gates capable of handling International arriving aircrafts from 12 to 20.

2018 MILESTONES

- Complete Sterile Corridor Pod A (Gates A6 & A7)
- Complete IAF Building Structural Steel
- Complete Bridge Foundations/Abutments
- Complete IAF Building Shell and Enclosure

PRIORITY ACTION 2:

REDUCE MINIMUM CONNECT TIMES BY IMPROVING FACILITIES AND PROCESSES

The Baggage Optimization project will facilitate in-line baggage transfers that will permit the airport to achieve a minimum connect time target of 75 minutes that is critical to passengers (PAX) connecting to and from international flights. Additionally, there are a percentage of International arriving passengers who miss connecting flights due to the amount of time it takes to get through customs.

2018 MILESTONES

- Create a baseline for current customer connect times
- Complete a continuous process improvement effort to reduce rate of International Missed Connections
- Implement the U.S. Customs and Border Protection Reimbursable Services Program

PRIORITY ACTION 3:

IMPROVE CUSTOMER SERVICE

The Port is dedicating significant efforts to the passenger and customer experience across all business divisions. A team is in place that is focused on providing more quantitative and multi-dimensional customer insights.

2018 MILESTONES

- Establish Aviation's department of Customer Service
- Determine baseline percentage of bags requiring secondary screening at Transportation Security Administration (TSA) checkpoints
- Reduce the time spent in divesting of bags at TSA checkpoints
- Complete installation of Automated Screening Lanes at TSA checkpoints

PRIORITY ACTION 4:

ENHANCE THE AIRPORT DINING & RETAIL EXPERIENCE

Sea-Tac is in the midst of re-developing its dining and retail program as leases for the majority of its current tenants expire. The redevelopment is focused on improving the overall customer experience through new investment in dining, retail and passenger services with an emphasis on enhancing the Pacific Northwest Sense of Place.

2018 MILESTONES

- Announce firms selected for Lease Group 4 opportunities by end of Q1
- Open the Central Terminal Temporary Food Cart Program by end of Q1
- Open 18 (75%) of the 24 units awarded in Lease Group 3 by the end of Q4
- Open 3 additional Intermediate Kiosks (up from 3 at the end of 2017) by the end of Q4

LONG RANGE PLAN

STRATEGY 2

CENTURY AGENDA

ADVANCE THIS REGION AS A LEADING TOURISM DESTINATION AND BUSINESS GATEWAY

OBJECTIVE 7

DOUBLE THE NUMBER OF INTERNATIONAL FLIGHTS AND DESTINATIONS

KEY METRICS

- International long-haul services
- Annual long-haul international seats
- Nonstop international long-haul destinations

PRIORITY ACTION 1:

IMPLEMENT BEST PRACTICE AIRPORT MARKETING

To compete effectively with airports such as Vancouver, San Francisco and other similarly-situated airports, Port will develop and implement a comprehensive, holistic airport marketing plan that incorporates airport marketing best practices utilized by other successful airports.

2018 MILESTONES

- Complete a review of best practice airport marketing strategies based on air service development study completed in 2017
- Develop a strategic air service development marketing plan tailored to the unique strengths of Seattle-Tacoma International Airport

PRIORITY ACTION 2:

MANAGE AN EFFECTIVE AIR SERVICE INCENTIVE PROGRAM

The Port will manage an effective and multifaceted incentive program, and will continuously evaluate the effectiveness of current program components, incorporating feedback from existing and potential airline partners and assessing the effectiveness of competing airports' programs.

2018 MILESTONES

- Seek Commission reauthorization of the Airport Incentive Program
- Attend six airport-airline forums to build strong relationships with airlines

PRIORITY ACTION 3:

ELEVATE THE REGION'S STATURE IN THE GLOBAL MARKETPLACE

With a robust economic base and favorable geographic location, Seattle has the opportunity to have a strong, internationally recognized brand. It nevertheless remains significantly less well-known internationally than its West Coast peer cities. The Port will work with stakeholders in the Puget Sound region in order to increase Seattle's global presence and brand identity.

2018 MILESTONES

- Develop partnerships with regional stakeholders to advance the interests and stature of the region with a unified voice and strategy
- Join one international economic development mission to target markets

LONG RANGE PLAN

STRATEGY 2

CENTURY AGENDA

ADVANCE THIS REGION AS A LEADING TOURISM DESTINATION AND BUSINESS GATEWAY

OBJECTIVE 8

MEET THE REGION'S AIR TRANSPORTATION NEEDS AT SEATTLE-TACOMA INTERNATIONAL AIRPORT FOR THE NEXT 25 YEARS AND ENCOURAGE THE COST-EFFECTIVE EXPANSION OF DOMESTIC AND INTERNATIONAL PASSENGER AND CARGO SERVICE

KEY METRICS

- Million annual passengers that can be accommodated (Primary)
- Passenger airline cost per enplaned passenger (CPE)
- Specific airline rates (e.g., landing fee, Federal Inspection Station (FIS) rate, etc.)

PRIORITY ACTION 1:

COMPLETE AND IMPLEMENT THE SUSTAINABLE AIRPORT MASTER PLAN (SAMP)

SAMP will identify the facility requirements to accommodate the 20 year forecasted growth at Seattle-Tacoma International Airport (through 2034). Completing SAMP includes conducting the environmental review, assessing financial feasibility and obtaining Federal Aviation Administration (FAA) approval. Efforts will then take place involving additional planning and programming to develop projects for incorporation into the Port Aviation division capital plan.

2018 MILESTONES

- Start public scoping of environmental review
- Complete the Ground Transportation Access Plan
- Complete Main Terminal Optimization Plan
- Complete Concourse A Concept Development

PRIORITY ACTION 2:

ACCOMMODATE INCREASED UTILIZATION OF FACILITIES

Reinvesting in existing assets is critical to maintaining and enhancing capacity. Facilities and infrastructure must be replaced and/or upgraded. Major projects underway include: the renovation and expansion of the North Satellite (NSAT). Planning is underway to renovate the South Satellite.

2018 MILESTONES

- Complete NSAT Phase 1 expansion and improvements to include footings, foundations, slab, structural steel, two escalators in Central Core vertical circulation, exterior skin & roof, and all site utilities
- Begin NSAT interior finishes and reach entire project Construction 30% complete
- Open Concourse D Hardstand Terminal

PRIORITY ACTION 3:

DEVELOP ASSET MANAGEMENT PROGRAM STRATEGY

Asset Management is critical for managing the Port's Infrastructure and managing Total Cost of Ownership of both existing and new facilities. The Port will perform all services necessary to determine the most feasible option for creating an asset management program that leverages the Port's Computer Maintenance Management System, Geographic Information System technologies, and our facilities master record drawings to create an Asset Management program where renewal and replacement of existing infrastructure and a long range maintenance program can be managed from a central platform. The system will also be used to manage properties with respect to leases.

2018 MILESTONES

- Complete Asset Management Gap Assessment by Q3
- Obtain Commission Authorization and funding to implement strategy in Q3
- Upon budget authorization, begin implementation from Gap Assessment

PRIORITY ACTION 4:

KEEP AIRLINE COSTS COMPETITIVE

The primary measure of airline costs at an airport is the passenger airline cost per enplaned passenger (CPE). Rigorous budgeting and cost control are key to managing operating costs. Managing long-term capital costs requires a strategic trigger driven capital plan and a financing plan that maximizes the efficiency of Passenger Facility Charges (PFCs) through leverage and one that seeks to maximize FAA grants. Growing non-aeronautical revenues reduces borrowing needs and increases the ability to directly offset airline costs through revenue sharing. To keep airline rates competitive, the Port will continue to maintain a balanced funding plan that allows PFCs to be deployed to cost centers where needed to reduce rate base costs.

2018 MILESTONES

- Evaluate the potential for public private partnership in connection with implementation of SAMP projects
- Achieve non-aeronautical net operating income
- Meet 2018 CPE budget

LONG RANGE PLAN

STRATEGY 2

CENTURY AGENDA

ADVANCE THIS REGION AS A LEADING TOURISM DESTINATION AND BUSINESS GATEWAY

OBJECTIVE 9

DOUBLE THE ECONOMIC VALUE OF CRUISE TRAFFIC TO WASHINGTON STATE

KEY METRICS

- Economic Impact data (jobs, personal income, business revenue, local purchases, taxes, and per call impact)
- Number of passengers and annual revenue to the port
- Passenger spending as a function of percentage of cruise passengers that arrive before or stay after their cruise

PRIORITY ACTION 1:

INCREASE MARKET SHARE WHILE SUPPORTING REGIONAL JOB GROWTH

In order to be a leading tourism destination and business gateway, the Port understands the importance of securing commitment for new homeport cruise vessels and new cruise products. The Port will foster relationships with cruise industry stakeholders while developing connections with new partners who have a shared interest in promoting tourism, economic growth and enhancing cruise passenger experience. The Port will also continue to market Pacific Northwest Cruises with partners in British Columbia.

2018 MILESTONES

- Secure one commitment for a new homeport or new cruise product for 2019 season
- Participate in six or more conferences and track new contacts
- Conduct direct outreach to cruise companies not serving Seattle. Track minimum of 5 new contacts

PRIORITY ACTION 2:

INCREASE CRUISE TERMINALS EFFICIENCY AND COST EFFECTIVENESS

The Port Aviation, Maritime and Tourism divisions are dedicated to the One-Port strategy, working together to improve customer service and guest satisfaction from ship to plane and plane to ship. A multi-stakeholder team, representing cruise industry related businesses and organizations working with the Port, has been formed to collaborate on areas that will improve the passenger experience. For example, the team will address new services aimed at separating the cruise line passenger from their luggage to increase efficiencies and allow the guest to visit Seattle.

2018 MILESTONES

- Fund and grow Port Valet luggage program
- Revise traffic flow for Terminal 91 based on the 2017 traffic study on optimal transportation circulation
- Continue to test and adjust optimal passenger flow from cruise ship to transportation inclusive luggage layout and bus loading

PRIORITY ACTION 3:

IMPLEMENT REGIONAL TOURISM CAMPAIGNS TO PROMOTE ALASKA CRUISES

The Port will work to raise awareness and interest about Alaska cruising from Seattle through direct contact, familiarization tours, participation in travel trade shows, sales missions, crafting webinars and creating collateral material focusing on Cruise & Stay. The Port will also stay engaged with various travel organizations and take advantage of sales mission and trade show opportunities to promote air travel and Alaska cruising to/from Seattle.

2018 MILESTONES

- Coordinate and conduct media and travel trade familiarization tours (minimum of 15 total) promoting air travel and cruising from Seattle
- Participate in at least four travel trade shows to promote Cruise & Stay and Seattle international air service. Conduct a minimum of six Cruise & Stay training seminars
- Obtain a minimum of $100,000 of in-kind contribution support demonstrating tourism promotion partnerships
- Obtain a minimum of $2,500,000 in earned media value as a result of the department's international or domestic media outreach

PRIORITY ACTION 4:

IDENTIFY REDEVELOPMENT OPPORTUNITIES FOR PORT CRUISE FACILITIES

The Port is responsible for two port cruise facilities: Smith Cove at Pier 91 and Bell Street Pier 66. Pier 66 anchors an 11-acre complex along Seattle's downtown waterfront. This vibrant, multi-use property is home to Norwegian Cruise Line and Oceania Cruises, which offer weekly sailings to Alaska. The Port is focused on the Pier 66 renovations to upgrade the terminal to meet the demand of new larger vessels. Additionally, a market study will be conducted to determine growth potential and market demand for additional homeport berth, as well as an assessment to identify off-season utilization and revenue opportunities at Terminal 91 and Pier 66.

2018 MILESTONES

- Complete Cruise Terminal Expansion Analysis

LONG RANGE PLAN

STRATEGY 3

CENTURY AGENDA

USE OUR INFLUENCE AS AN INSTITUTION TO PROMOTE SMALL BUSINESS GROWTH AND WORKFORCE DEVELOPMENT

OBJECTIVE 10

INCREASE DOLLARS SPENT WITH WOMEN AND MINORITY-OWNED BUSINESSES (WMBE) FIRMS ON CONSTRUCTION, CONSULTING, GOODS AND SERVICES TO 15 PERCENT AND TRIPLE THE NUMBER OF WMBE FIRMS DOING BUSINESS WITH THE PORT BY 2022

KEY METRICS

- Number of WMBE both aggregated and disaggregated
- Percent of Port spend on WMBE businesses both aggregated and disaggregated

PRIORITY ACTION 1:

ESTABLISH GOALS TO INCREASE WMBE UTILIZATION

The Port will establish an agency-wide process to set WMBE utilization goals, and collect and track data on the number of firms, dollar amount of spend, as well business demographics such as gender, race, ethnicity, and veteran status, holding Port divisions accountable for the collection of those data and reaching utilization goals. To effectively measure our progress towards increased contractor diversity, the Port must develop systems to capture, track and measure progress in achieving greater WMBE and Disadvantaged Business Enterprise (DBE) participation. The Port recognizes the need to disaggregate WMBE goals in order to keep track of and identify gaps in engagement with minority businesses as well as women-owned businesses respectively.

2018 MILESTONES

- Establish an annual goal setting process to support increased utilization of WMBEs to be aggregated into a Port-wide WMBE utilization goal
- Establish accountability measures and governance system ensuring processes are standardized across the Port
- Establish systems to track and evaluate WMBE utilization across Port divisions

PRIORITY ACTION 2:

REVIEW AND REVISE CONTRACT PROCUREMENT

The Port will incorporate best practices in establishing approach. The Central Procurement Office (CPO) in cooperation with the Small Business Department will work cooperatively in the improvement of WMBE outreach and utilization. All Port contracts flow through CPO, as such, their involvement in creating contracting methods, tools, and processes to support WMBE utilization is necessary to success. Port divisions will work closely with CPO to review and revise procurement contracting in order to establish processes to remove barriers to entry, streamline paperwork, and support utilization goals as they relate to WMBEs.

2018 MILESTONES

- Implement key contracting elements of the Port's Diversity in Contracting policy
- Update all relevant documentation related to WMBE and DBE participation, monitoring and reporting
- Establish documentation and processes to support WMBE inclusion and contract compliance mechanisms

PRIORITY ACTION 3:

ENHANCE OUTREACH AND TECHNICAL ASSISTANCE TO DEVELOP A ROBUST AND EFFECTIVE WMBE SUPPLY CHAIN

The Port recognizes the need to increase training and workshop offerings that provide WMBE and small businesses increased opportunities to work with the Port. The forecasting of future procurements enables us to provide essential information to businesses on upcoming Port opportunities and informs context of future trainings offered by Port staff. To enhance technical assistance, outreach and connectivity to opportunities, the Port will advance WMBE liaison and ombudsman roles for key Port divisions.

2018 MILESTONES

- Strengthen workshop offerings with public and private partners
- Expand depth of information available to businesses on future procurement listings and ensure timely updates
- Develop and implement WMBE liaison and ombudsman positions

PRIORITY ACTION 4:

DEVELOP A MORE VERSATILE SUPPLIER DATABASE

The Port values supplier diversity. Utilization of WMBEs and DBEs is a critical part of achieving our goals. The Port will take steps to increase the visibility of WMBE firms to decision making buyers and simplify the process for small firms to become vendors, contractors and suppliers. The Port will develop a database that collects data on the gender, race, ethnicity, and veteran status of our contractors as well as business certification status in an effort to track our utilization and develop strategic initiatives. The database is designed to be a tool that will allow an internal and external line of sight into firms that are interested in doing business with the Port.

2018 MILESTONES

- Work with Information & Communications Technology (ICT) to complete Supplier Database development

LONG RANGE PLAN

STRATEGY 3

CENTURY AGENDA

USE OUR INFLUENCE AS AN INSTITUTION TO PROMOTE SMALL BUSINESS GROWTH AND WORKFORCE DEVELOPMENT

OBJECTIVE 11

INCREASE THE PROPORTION OF FUNDS SPENT BY THE PORT WITH QUALIFIED SMALL BUSINESS FIRMS ON CONSTRUCTION, CONSULTING, GOODS AND SERVICES TO 40 PERCENT OF THE ELIGIBLE DOLLARS SPENT

KEY METRICS

- Funds spent on small businesses
- Percent of small business spend

PRIORITY ACTION 1:

EXPAND TRAINING AND ENGAGEMENT

The forecasting of future procurements will enable us to increase training and workshop offerings that provide essential connectivity to Port opportunities and increase the number of small business bidding on Port work. Working collaboratively with other government agencies and PRIME contractors will broaden the resources available to small businesses, improve their ability to bid on projects, strengthen their competitiveness and increase the number of awards.

2018 MILESTONES

- Strengthen PRIME to Sub-contractor engagement opportunities
- Advance the Center for Public Sector Contracting
- Conduct 10 PortGen training workshops

PRIORITY ACTION 2:

FURTHER BUILD A MORE VERSATILE AND ACTIVE SUPPLIER DATABASE

With a focus on operations excellence, efforts are underway to further develop our Supplier Database. The database is designed to be a procurement tool that will allow the staff to have a line of sight into firms that are ready, able, and willing to do business with the Port. This will enable the Port to identify small businesses by skillset, providing a better understanding of the supply base across functional areas. The database will aid forecasting for Small Business Enterprise utilization and identify potential supply gaps to apply more targeted outreach and development.

2018 MILESTONES

- Publish supplier list to internal buying audience
- Create data tracking process and conduct gap assessment

PRIORITY ACTION 3:

INTEGRATE BID LEVERS INTO PROCUREMENT ACQUISITION PLANNING

In order to meet the Century Agenda, the Port is committed to structuring procurement contracts in a way that will allow more small businesses to do work with the Port as Primes or subs. Integrating bid levers into the procurement and acquisition planning process means setting more aggressive targets for different procurements such as having carve-outs, unbundling contracts, utilizing preferential scoring and inclusion plans.

2018 MILESTONES

- Define and implement contracting methodologies to support increased utilization by procurement type

LONG RANGE PLAN

STRATEGY 3

CENTURY AGENDA

USE OUR INFLUENCE AS AN INSTITUTION TO PROMOTE SMALL BUSINESS GROWTH AND WORKFORCE DEVELOPMENT

OBJECTIVE 12

INCREASE WORKFORCE TRAINING, JOB AND BUSINESS OPPORTUNITIES FOR LOCAL COMMUNITIES IN MARITIME, TRADE, TRAVEL AND LOGISTICS

KEY METRICS

- Job/Apprenticeship Placements
- Retention/Advancement
- Priority Hire Utilization
- Career Connected Learning Participation (Employers and Students)

PRIORITY ACTION 1:

EXPAND WORKFORCE TRAINING, JOBS AND CAREER PATHWAYS IN PORT RELATED INDUSTRIES (MARITIME, TRADE, CONSTRUCTION, TRAVEL AND LOGISTICS) FOR LOCAL COMMUNITIES

The Port's recent workforce development investments significantly expand its role and influence in key port related sectors. Our efforts encompass a portfolio of sector-based workforce development strategies and investments designed to meet the skill and workforce needs of employers in port related sectors and, at the same time, create job and career pathway opportunities for workers and job seekers, including those from target populations and economically distressed areas. Current investments focus on airport, construction and maritime sectors and support the Port's vision of creating family wage jobs in the region by strengthening port related sectors.

2018 MILESTONES

- Launch an airport career pathways project based on research and input from partners
- Implement Regional Trades Partnership strategies to support and grow a diverse construction workforce
- Complete Maritime Career Pathways analysis and explore models for implementation
- Support the development of a Maritime Skills Center including pathways to post-secondary credentials

PRIORITY ACTION 2:

USE PORT-OWNED FACILITIES, REAL ESTATE DEVELOPMENT, AND OTHER EFFORTS TO SUPPORT QUALITY JOBS AND SMALL BUSINESS OPPORTUNITIES

The Port is committed to creating quality jobs, small business opportunities and equity criteria for economic development projects that prioritize middle-wage industries and occupations. The Workforce Development and Small Business Long Range Plans actively pursue partnerships in key sectors to promote small business and workforce growth, as well as leverage the Port's status as an "anchor institution" for regional economic development. The plans leverage the Port's role as a workforce developer, employer, purchaser of goods and services, property owner and developer, and champion of port related sectors.

2018 MILESTONES

- Recommend to the Commission a Priority Hire Requirement and aspirational goal on eligible construction projects focusing on apprenticeships, diversity and preferred entry
- Create quality jobs/equity criteria for the Port's economic development projects, with priority given to those targeting middle wage industries and occupations
- Develop plan to increase the Port's utilization of internal apprentices consistent with the Port's external apprenticeship goals
- Develop an implementation strategy and evaluate real estate options for maritime and food manufacturing incubators

PRIORITY ACTION 3:

BUILD A TALENT PIPELINE FOCUSED ON YOUTH CAREER DEVELOPMENT

Employers in port related sectors have an aging workforce and find difficulty recruiting and retaining younger workers. Many youth and high school students—especially those from target populations and priority communities—lack exposure to careers in Port related sectors and work based learning opportunities. The Port will help build a talent pipeline to connect port related employers with high schools and other education and training institutions, and youth and high school students to port related careers.

2018 MILESTONES

- Expand current career awareness/exploration activities to middle schools to highlight well-paying job and career opportunities in port related industries
- Target and award internship opportunities to local youth, including those from disadvantaged communities, through partnerships with regional youth serving organizations
- Expand employer partnerships with career and technical education programs within the schools to strengthen career connected learning in port related industries

LONG RANGE PLAN

STRATEGY 4

CENTURY AGENDA

BE THE GREENEST, AND MOST ENERGY EFFICIENT PORT IN NORTH AMERICA

OBJECTIVE 13

MEET ALL INCREASED ENERGY NEEDS THROUGH CONSERVATION AND RENEWABLE SOURCES

KEY METRICS

- Annual energy use from natural gas, electricity, and liquid fuels (e.g., gasoline) in Million British Thermal Units (MBTU)

PRIORITY ACTION 1:

DEVELOP AN INTEGRATED ONE-PORT BASELINE OF ENERGY USE

The Port is largely on track to meet this objective. Both the airport and seaport are requesting the resources needed, such as staff and metering, to fully evaluate energy use on a port-wide basis. Challenges include lack of sufficient metering at multiple facilities but this is being addressed through metering initiatives at both locations. Requests have been included in the proposed 2018 budget.

2018 MILESTONES

- Develop an Aviation division metering plan for the installation and networking of new and existing meters, common data storage locations, and software to access and analyze data
- Develop a Maritime division plan to install nine smart meters at Fisherman's Terminal, as recommended in the 2017 energy audit, for both tenant and Port-owned spaces
- Identify Port-wide common elements for the metering plans while tailoring them for maritime and aviation facilities, as appropriate

PRIORITY ACTION 2:

PURSUE RENEWABLE NATURAL GAS (RNG) FROM A SOURCE IN WASHINGTON STATE OR THE PNW REGION

The Port has conducted extensive research into finding sources of RNG, and is currently holding discussions with a landfill in Pierce County to purchase RNG from the facility. However, the facility requires a 10-mile pipeline in order to connect the gas to the main natural gas pipeline, and this could cause significant delays for the project. The Port is also undertaking additional research to determine if other facilities could be available that would provide a source of RNG. Preliminary findings indicate carbon reduction from RNG could range from 50 to 70% over 2005 levels at a cost of approximately $200 to $400 per ton of GHG reduced.

2018 MILESTONES

- Evaluate costs to install and operate scrubber technology, install pipelines, and total project financing to source RNG
- Continue to negotiate with developer(s), as appropriate, to bring forward a proposed agreement to senior management and Commission

PRIORITY ACTION 3:

DEPLOY SOLAR ENERGY PROJECTS

The Port is on track to make recommendations to Commission regarding the use of solar panels at both seaport and airport locations. The airport recently completed an analysis of solar panels at locations on airport property as well as offsite locations in eastern Washington. The Port is currently evaluating the efficacy of installing panels at these locations and comparing the costs and benefits to other carbon reduction strategies. The Port is currently installing solar panels at Fishermen's Terminal. Preliminary estimates suggest carbon reduction from photovoltaic at the airport could range from 50 to 936 tons per year, with costs ranging from $9,000 to $13,000 per ton of greenhouse gas (GHG) reduced.

2018 MILESTONES

- Implement Commission direction pertaining to Aviation Division solar projects
- Evaluate data and results from Maritime division solar demonstration project and determine the feasibility of future implementation
- Department of Commerce Grant is pending for Pier 69 solar

PRIORITY ACTION 4:

IMPLEMENT ENERGY EFFICIENCY PROJECTS

The Port analyzed costs/benefits and obtained funding to complete the Stage 3 Mechanical Energy Conservation project at the airport. Similarly, the Port is installing light-emitting diode (LED) lighting at facilities throughout seaport locations. Preliminary carbon reduction estimates indicate Stage 3 Mechanical carbon reduction of approximately $300 per ton. No carbon reduction estimates are currently available for LED lighting projects. The Port is on track to complete these energy efficiency projects over the next two years.

2018 MILESTONES

- Implement Stage 3 Mechanical Initiative at the airport
- Begin design on lighting projects for airport terminal
- Implement Fishermen's Terminal smart metering plan
- Upgrade lighting at Bell Street Parking Garage

LONG RANGE PLAN

STRATEGY 4

CENTURY AGENDA

BE THE GREENEST, AND MOST ENERGY EFFICIENT PORT IN NORTH AMERICA

OBJECTIVE 14

MEET OR EXCEED AGENCY REQUIREMENTS FOR STORMWATER LEAVING PORT-OWNED OR OPERATED FACILITIES

KEY METRICS

- Aviation: percentage of acres treated
- Maritime: conveyance rehabilitation- percentage of linear feet completed

PRIORITY ACTION 1:

IMPLEMENT STORMWATER UTILITY

The Stormwater Utility in the Maritime Division will collect funds from Port properties and tenants, and invest in stormwater system cleaning, assessment, repair, rehabilitation and other improvements. These activities will improve the function of the stormwater system and water quality.

2018 MILESTONES

- Complete assessment of 75% of Maritime stormwater infrastructure
- Complete rehabilitation of 18% of Maritime stormwater infrastructure

PRIORITY ACTION 2:

DEVELOP GREEN STORMWATER INFRASTRUCTURE (GSI) AND RAINWATER CAPTURE

The Port will develop and implement guidance for GSI on Port properties. This guidance will be used to identify appropriate measures to comply with low impact development requirements, meet Salmon-Safe certification standards, and incorporate sustainable stormwater practices in future development.

2018 MILESTONES

- Construct rainwater harvesting system tanks as part of the ongoing the North Satellite Airport renovation; the system will be fully constructed in 2021 along with completion of the renovations
- Complete technical, regulatory and cost assessment of deep infiltration to implement GSI at the Airport
- Complete two Maritime stormwater improvement/green infrastructure projects at parks or public access areas as part of the Salmon-Safe certification program
- Identify and evaluate feasibility of as least two more Maritime stormwater improvement/green stormwater improvement/green infrastructure projects

PRIORITY ACTION 3:

COMPLETE INSPECTIONS AND MAINTENANCE OF STORMWATER POLLUTION PREVENTION FACILITIES TO ENSURE EFFECTIVENESS

The Port will proactively manage the stormwater programs to increase success of prevention practices across industrial, municipal, maritime and aviation facilities, and identify opportunities for improvement. Stormwater programs will be advanced through comprehensive illicit discharged inspections, best management practice inspections and maintenance, and Port and tenant facility inspections.

2018 MILESTONES

- Complete stormwater pollution prevention plan inspections for 20% of Maritime properties and 30% of Airport tenant facilities
- Complete field screening of at least 20% of Maritime stormwater infrastructure to detect illicit discharges and connections
- Complete wet and dry weather illicit discharge inspection on all Airport outfalls
- Complete operation and maintenance inspections for 100% of Maritime and Airport stormwater facilities (e.g., catch-basin, detention pond, and bioswales)

LONG RANGE PLAN

STRATEGY 4

CENTURY AGENDA

BE THE GREENEST, AND MOST ENERGY EFFICIENT PORT IN NORTH AMERICA

OBJECTIVE 15

REDUCE AIR POLLUTANTS AND CARBON EMISSIONS, SPECIFICALLY:

- Scope 1 and 2 emissions, which are direct greenhouse gas (GHG) emissions from Port owned or controlled sources, shall be 15 percent below 2005 levels by 2020; 50 percent below 2005 levels by 2030; and carbon neutral or carbon negative by 2050
- Scope 3 emissions, which are emissions the Port has influence over, not direct control, shall be 50 percent below 2007 levels by 2030 and 80 percent below 2007 levels by 2050

KEY METRICS

- Particulate Matter (PM) 2.5 Emissions (metric tons)/ (percentage reduced)
- Diesel PM Emissions (metric tons)/(percentage reduced)
- Port GHG Emissions (metric tons)/(percentage reduced)

PRIORITY ACTION 1:

PROVIDE AVIATION BIOFUELS (AIRPORT JET FUEL)

The Port is continuing to work collaboratively with airline partners to create market incentives aimed at reducing the price of aviation biofuels. In 2016, the Port finished its initial study on infrastructure needed to accommodate biofuels at Sea-Tac Airport, and in 2017 completed its initial study on potential financial options that could be used to pay down the incremental cost of aviation biofuels. In 2018, the Port will continue to collaborate with airline partners to conduct a more in-depth evaluation of those financial options.

2018 MILESTONES

- Finalize financial analysis to determine options to reduce the incremental cost of fuel
- Work with business partners to develop a corporate program, as appropriate

PRIORITY ACTION 2:

SOURCE RENEWABLE NATURAL GAS

In addition to sourcing renewable natural gas (described in Objective 12), the Port is evaluating carbon and particulate emission reductions through greening our fleet. More specifically, the airport is evaluating the costs and benefits of converting the airport's fleet of compressed natural gas buses to electric. Preliminary estimates suggest carbon reduction costs of approximately $400 per ton. The Port is on track for this work and expects to present initial findings to the Commission in Q4 2017 or Q1 2018.

2018 MILESTONES

- Evaluate costs to install and operate scrubber technology, install pipelines, and total project financing to source RNG
- Continue to negotiate with developer(s), as appropriate, to bring forward a proposed agreement to senior management and Commission

PRIORITY ACTION 3:

IMPLEMENT NORTHWEST PORTS CLEAN AIR STRATEGY (NWPCAS)

A key component of this strategy is to conduct a comprehensive emissions inventory of the carbon and particulate matter associated with marine vessels operating in the Puget Sound area. This work is currently underway.

2018 MILESTONES

- Complete the Port Draft Fuel Efficiency Plan for Port operations
- Meet with cruise terminal operators to discuss and implement cargo handling equipment fuel efficiency plans
- Incorporate clean construction practices identified in the NWPCAS into Port design review procedures that are being updated as part of the Energy and SustainabilityResolution; these include idle reduction and stringent (Tier 4) engine emission requirements

PRIORITY ACTION 4:

OPTIMIZE PORTFOLIO PARK AND HABITAT RESTORATION SITES TO SEQUESTER GHGS

As a function of the PORTfolio line of business, land assets may be leveraged to capture GHG reduction benefits, benefits (i.e., "carbon offsets") associated with carbon sequestered in soils, sediments, biota and vegetation. Riparian, emergent marsh, mudflat and shallow subtidal habitats are surprisingly effective at removing carbon from the atmosphere. These benefits can be scaled and enhanced to help lower the Port's net GHG emissions over time.

2018 MILESTONES

- Complete baseline analysis to determine GHGs sequestered in existing PORTfolio habitat sites and parks
- Assess potential for future GHG offsets through habitat restoration and strategic land management

LONG RANGE PLAN

STRATEGY 4

CENTURY AGENDA

BE THE GREENEST, AND MOST ENERGY EFFICIENT PORT IN NORTH AMERICA

OBJECTIVE 16

ANCHOR THE PUGET SOUND URBAN INDUSTRIAL LAND USE TO PREVENT SPRAWL IN LESS DEVELOPED AREAS

KEY METRICS

- Remediation of contaminated sites
- Industrial land (acres)

PRIORITY ACTION 1:

IMPLEMENT CLEAN-UP PROJECTS ACROSS THE PORT

The Port has, as part of its ongoing and future operations, bought properties with a long history of heavy industrial use, most of which have some environmental contamination from past use. The goal is to clean up these properties for current and future proposed uses at the sites.

Most of these sites are being cleaned up under legal agreements with state of Washington's Department of Ecology or the US Environmental Protection Agency. The Port has completed several remediation projects and continues to make progress with remediation projects that clean up industrial land and keeps industrial businesses thriving.

A number of the sites have moved into long-term monitoring following cleanup (Terminal 91 uplands, Terminal 5, Harbor Island and Terminal 117), some are still in the investigation phase (Terminal 115 North, Terminal 91 sediments, Lower Duwamish Waterway and East Waterway) and some are in active cleanup (Lora Lakes, Terminal 30).

2018 MILESTONE

- Complete at least two regulatory milestones (e.g., complete remedial investigations, obtain regulatory approval, etc.) per year for the Port's formal cleanup sites

PRIORITY ACTION 2:

ADVOCATE FOR POLICIES AND PROJECTS THAT SUPPORT INDUSTRIAL USES

In order to meet this Century Agenda goal, the Port will work with the City of Seattle to advocate for industrial land use regulations in the City's Comprehensive Plan Update and in City land use codes that support a growing maritime business and related industries.

2018 MILESTONES

- Continue to advocate for Maritime and Maritime Industrial uses through the Mayor's Industrial Lands Advisory Panel and involvement in other City of Seattle land use and planning issues
- Advocate for the industrial base and freight mobility during the city's process to site a new arena

PRIORITY ACTION 3:

ENHANCE KEY PARTNERSHIPS

Leveraging resources with key partners is important to support the Century Agenda objective of anchoring Puget Sound urban industrial land use to prevent sprawl. Efforts are ongoing to build coalitions across the aviation and maritime industries to support urban industrial land uses.

2018 MILESTONE

- Continue to work with Washington Maritime Federation, Manufacturing Industrial Council, North Seattle Industrial Association and others to maintain coalitions to support and advocate for industrial uses

LONG RANGE PLAN

STRATEGY 4

CENTURY AGENDA

BE THE GREENEST, AND MOST ENERGY EFFICIENT PORT IN NORTH AMERICA

OBJECTIVE 17

RESTORE, CREATE, AND ENHANCE 40 ADDITIONAL ACRES OF HABITAT IN THE GREEN/DUWAMISH WATERSHED AND ELLIOTT BAY

KEY METRICS

- Acres of habitat restored, created and enhanced

PRIORITY ACTION 1:

CONSTRUCT 13 ACRES OF HABITAT AT TERMINAL 117

The Port has undertaken extensive public outreach associated with the Terminal 117 project and has received enthusiastic support from the community, resource agencies, and Tribes. At present, the design is 90% complete and local, state, and federal permits are pending. The project team is working towards breaking ground in 2018.

2018 MILESTONE

- Begin construction of the Terminal 117 habitat

PRIORITY ACTION 2:

CONSTRUCT 7 ACRES OF HABITAT AT TERMINAL 25 SOUTH

The Terminal 25 South project is a valuable opportunity to establish critical habitat in the East Waterway, which is an important migratory corridor for salmon. Recently, Terminal 25 project concepts were presented to agencies and Tribes and were met very favorably.

2018 MILESTONES

- Complete sediment sampling and analysis to support the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) coordination
- Submit permit applications

PRIORITY ACTION 3:

CONSTRUCT ADDITIONAL HABITAT PROJECTS IN THE LOWER DUWAMISH

The Port will develop an Umbrella Mitigation Banking Agreement under which other potential restoration actions can occur and be credited appropriately. To that end, the Port has begun researching environmental and concept design work for several potential high-value restoration sites. These sites are part of a growing portfolio of important fish and wildlife restoration projects being undertaken by the Port.

2018 MILESTONES

- Prioritize candidate sites for inclusion in a Draft Mitigation Banking Prospectus
- Submit Draft Prospectus to the US Army Corps of Engineers

PRIORITY ACTION 4:

CREATE COMMUNITY ENVIRONMENTAL STEWARDSHIP OPPORTUNITIES

The Port's environmental engagement strategy includes increasing and enhancing engagement practices to partner with surrounding communities to achieve Port sustainability and environmental goals. The Port will use the Airport Community Ecology Fund to create stewardship opportunities that benefit environmental and ecological attributes in near-Airport communities. Ongoing relationships with community partners and non-profits will be strengthened through Duwamish Valley cleanup and environmental projects.

2018 MILESTONES

- Distribute Airport Community Ecology Fund grants to community partners to enhance environmental stewardship in near-airport communities through projects, events, and activities
- Continue to celebrate maritime habitat restoration work along the Duwamish River at the bi-annual "Duwamish Alive!" work parties, the Duwamish River Festival, and other community events

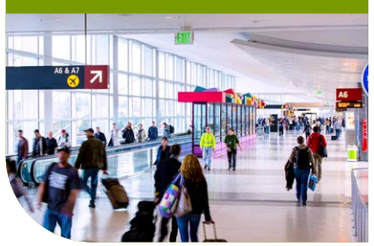
LONG RANGE PLAN

HIGH PERFORMANCE ORGANIZATION STRATEGIES AND OBJECTIVES

STRATEGY 1
INCREASE CUSTOMER SATISFACTION

Objectives

1. Improve customer service and public engagement
2. Improve process efficiencies and effectiveness



STRATEGY 2
ELIMINATE WORKPLACE INJURIES

Objectives

3. Reduce Port preventable injury rate and severity rate
4. All managers lead safety performance

STRATEGY 3
ACT AS ONE PORT

Objectives

5. Strengthen the culture and act as an organization with a shared vision
6. Increase Port-wide common and standardized language, business processes, technology tools, and measures

STRATEGY 4
BECOME A MODEL FOR WORKPLACE EQUITY, DIVERSITY AND INCLUSION

Objectives

7. Increase management accountability for equity, diversity and inclusion
8. Increase % of employees who agree that the Port is committed to equity, diversity and inclusion
9. Increase awareness internally and actively share equity, diversity and inclusion programs externally

STRATEGY 5
FOSTER EMPLOYEE DEVELOPMENT AND LEVERAGE TALENT

Objectives

10. Develop our employees' capabilities
11. Foster awareness of Port-wide talent

LONG RANGE PLAN

STRATEGY 1

HIGH PERFORMANCE ORGANIZATION

INCREASE CUSTOMER SATISFACTION

OBJECTIVE 1
IMPROVE CUSTOMER SERVICE AND PUBLIC ENGAGEMENT

KEY METRICS

- Airport Service Quality (ASQ) scores
- J.D. Power Survey International Gateway Performance Scores
- Maritime Customer Satisfaction Survey Scores
- Public Awareness Scores and Response Rate

PRIORITY ACTION 1:

EXECUTE THE AIRPORT'S MULTI-LAYERED CUSTOMER SERVICE PLAN APPROACH

The airport is focused on several key priority areas to improve the Airport Service Quality scores (ASQ) score as one of the key metrics for this objective. These areas include: airport restroom cleanliness, security checkpoint queue wait times, airport signage and wayfinding master plan, and terminal technology and connectivity. In addition, the lower and upper drives customer service levels, airport taxi wait times, and J.D. Power Survey international gateway performance scores will be measured for this objective.

2018 MILESTONES

- Develop service standards for appearance, employee engagement, and staff knowledge
- Develop and adopt airport-wide customer service recognition program
- Implement airport-wide customer experience training

PRIORITY ACTION 2:

UTILIZE SYSTEM TO TRACK & IMPROVE EXTERNAL CUSTOMER SATISFACTION FOR CORPORATE PROPERTIES AND MARITIME

In order to improve customer satisfaction, the Maritime and Economic Development divisions are using a customer satisfaction measurement program to conduct surveys annually for landside and waterside customers.

2018 MILESTONE

- Conduct 2018 maritime annual survey
- Analyze 2018 maritime survey results and identify areas of improvement

PRIORITY ACTION 3:

CONDUCT PUBLIC AWARENESS & ENGAGEMENT SURVEY

To better understand public perception, the Port conducted a county-wide survey in spring 2016 that provided a baseline. In addition, focus groups conducted in summer 2016 probed the survey results and additional focus group research was conducted to inform the SAMP process. Results indicated an opportunity to improve knowledge of opportunities or activities at the Port among audiences including those new to King County, women and adults under age 50.

2018 MILESTONES

- Conduct update of 2016 county-wide public perception survey
- Analyze 2018 county-wide public perception survey and determine progress on public awareness of the Port

LONG RANGE PLAN

STRATEGY 1

HIGH PERFORMANCE ORGANIZATION

INCREASE CUSTOMER SATISFACTION

OBJECTIVE 2

IMPROVE PROCESS EFFICIENCIES & EFFECTIVENESS

KEY METRICS

- Aviation Maintenance service request on-time completion rate
- Marine Maintenance service request on-time completion rate
- Certified Lean Specialists
- CPO on-time completion rate

PRIORITY ACTION 1:

DEVELOP PROCEDURES, POLICIES, AND TOOLS TO MANAGE INTERNAL CUSTOMER SATISFACTION

Internal customer is defined as a Port department providing service to another Port department. It is critical to measure operational performance and quality across the Port through metrics as well as develop standards to measure internal customer satisfaction that support the continuous process improvements. Key internal customer service groups include Aviation Maintenance (AVM), Maritime Maintenance (MM), Human Resources & Development, Information & Communications Technology, Project Management Groups, and Central Procurement Office (CPO). AVM and MM service request on-time completion rates as well as CPO on-time completion rates are key metrics measured for this objective.

2018 MILESTONES

- Establish AVM service request on-time completion metric and target, compare actual versus target, and identify areas for improvement
- Establish MM service request on-time completion metric and target, compare actual versus target, and identify areas for improvement

PRIORITY ACTION 2:

DEVELOP INFRASTRUCTURE TO SUPPORT CONTINUOUS PROCESS IMPROVEMENT (CPI) EFFORTS AND PROMOTE A PORT CULTURE EMBRACING LEAN

The Port has challenged the organization to respond to an unprecedented rate of growth with new levels of efficiency and effectiveness. By engaging employees in reengineering processes and reducing waste, the Port of Seattle can: (1) streamline work and gain capacity to support growth and (2) use these efficiency gains to free up resources, which can be reinvested. To achieve operations excellence with a culture embracing lean, the Port is developing the infrastructure such that more lean training and education is available, more CPI projects are planned and executed, and achieve a future state where CPI is linked to performance management. The number of certified Lean specialists is a key metric for this objective.

2018 MILESTONES

- Create a formal Port of Seattle Lean Specialist certification program
- Certify five Port employees as Lean Specialists

PRIORITY ACTION 3:

CPI CONDUCTED AT KEY AREAS AT THE PORT OF SEATTLE

This action aims to develop and streamline the Port internal customer satisfaction measurement process through the initiatives of continuous process improvement, prioritizing the following key service groups and processes: Aviation Maintenance, Airport Operations, Capital Development, Marine Maintenance, Central Procurement Office (see below Priority Action), the Commission Review Process, and Cruise Operations. These initial areas will serve as a model to learn from and in the future to apply to all departments at the Port.

2018 MILESTONES

- Complete five Aviation baggage and passenger flow process improvement events
- Create visual systems in Aviation and Maritime Divisions to prioritize and track improvements

PRIORITY ACTION 4:

EXECUTE PROCUREMENT EXCELLENCE PLANS

In 2016, CPO launched a Port-wide supported effort, with consulting support, to identify opportunities to increase efficiency and effectiveness of our existing procurement processes, systems and capabilities. Over the next years, the Port is committed to implementing a set of four Procurement Principles:

Principle 1: Procurement supports our values

Principle 2: Procurement processes emphasize customer service

Principle 3: Procurement is about planning ahead and working collaboratively

Principle 4: Procurement should be grounded in rigorous and transparent decision-making.

2018 MILESTONES

- Evaluate CPO service directive and service directive modification processes and identify areas for improvement
- Pilot the Quality Jobs initiative in Q1 2018 that improves elements of the Purchasing process

LONG RANGE PLAN

STRATEGY 2

HIGH PERFORMANCE ORGANIZATION

ELIMINATE WORKPLACE INJURIES

OBJECTIVE 3

REDUCE PORT PREVENTABLE INJURY RATE AND SEVERITY RATE

KEY METRICS

- Occupational Injury Rate (OIR) – injuries occurring at work that require medical treatment
- Days Away Restricted or Transferred (DART) rate - injuries occurring at work that require days away from work
- Hazard and Near Miss reporting – a leading indicator that underscores prevention of workplace injuries

PRIORITY ACTION 1:

EXPAND SAFETY SOLUTION TEAMS THROUGHOUT THE PORT

Bolster employee engagement by providing meaningful training to ensure compliance as well as motivate safety behaviors. Provide an opportunity for employees to have a voice in safety improvement by utilizing the LEAN 8-step problem model. This model has been successfully implemented in Aviation Maintenance and Landside Operations. The team analyzes injury data, observes operations, determines point of cause, creates countermeasures, and evaluates effectiveness of countermeasures and integration of new process or methods to reduce workplace injuries. We will expand this model to other organizations in 2018. All new Safety Solution teams will participate in 8-step problem solving training.

2018 MILESTONE

- Develop countermeasures to reduce workplace injuries

PRIORITY ACTION 2:

MINIMIZE OCCUPATIONAL HAZARDS EARLY IN THE DESIGN PROCESS

"Safety by Design" is a concept—a way of thinking—that is translated into a process that effectively addresses hazards and risk in the design process. There is a correlation between quality management and safety through design principles. The same system design and continuous improvement processes that ensure that a product meets quality, cost and completion time expectations will also ensure that safety expectations for maintaining facilities and systems are met. Health and Safety will partner with design review teams and Project Management Team to ensure that safety specifications are adhere to, and hazards are eliminated during the design process, and work with functional maintenance staff that participate in the project scope of work and design review.

2018 MILESTONE

- Identify potential hazards on 50% of Capital Projects and provide a story/example on how this collaborative work leads to minimizing or eliminating hazards with the ongoing maintenance of a completed project/facility

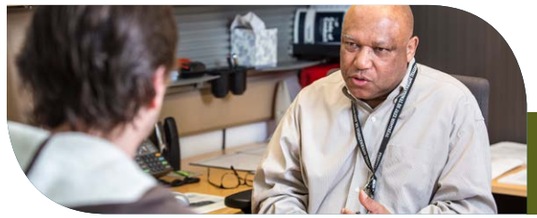
PRIORITY ACTION 3:

USE TECHNOLOGY TO LEVERAGE SAFETY ENGAGEMENT

Mobile applications that combine social technology, gamification and data-driven insights can improve employees' understanding of and engagement with workplace safety. Health and Safety has introduced several mobile apps for reporting injuries, near misses and tracking observations as well as creating online safety training requirements over the last few years. This work will expand in 2018.

2018 MILESTONE

- Create a Safety Innovation team to explore safety technology enhancements and pilot one safety innovation concept



LONG RANGE PLAN

STRATEGY 2

HIGH PERFORMANCE ORGANIZATION

ELIMINATE WORKPLACE INJURIES

OBJECTIVE 4

ALL MANAGERS LEAD SAFETY PERFORMANCE

KEY METRICS

- Yearly Safety Evaluation scores meet or exceed 95%

PRIORITY ACTION 1:

ANNUAL SAFETY EVALUATION PROCESS

Operation workgroups/departments will participate in Annual Safety Evaluation. The evaluation measures how well organizations perform in several accident-prevention leading indicators, such as leadership, hazard and near miss reporting, job hazard analysis, safety training completion, safety committees, worksite inspections, providing transitional duty for injured workers, and leadership accountability. Any deficiencies noted in the evaluation process will be included in the next year's Safety Action Plan. The Port will complete 2017 Performance Evaluation and create a 2018 Safety Action Plan for all operation organizations.

2018 MILESTONE

- 75% of organizations completing the Safety Evaluation achieve a score of 95% or higher

PRIORITY ACTION 2:

BEHAVIOR BASED SAFETY – SAFETRACK OBSERVATION PROGRAM

SafeTrack is a safety observation training program that teaches employees how to observe a co-worker performing job tasks and deliver meaningful, positive reinforcement for working safely as well as recording and tracking observations. This is fundamental to enhancing the safety culture at the Port. With training completed in 2017, observation data will provide an opportunity to further address at risk behaviors. Health and Safety will champion Port wide engagement with field observations, track observations and documentation of hazard and near miss reports.

2018 MILESTONE

- 75 employees trained as SafeTrack Observers

PRIORITY ACTION 3:

SAFETY PERFORMANCE RECOGNITION-SAFETY INNOVATION AWARD

The key to fostering a strong safety culture is recognizing safety improvement in work locations. Consistent feedback and team recognitions at all levels will be communicated throughout the organization. Recognizing employees for safety improvement is an extremely powerful message to the recipient, their work team and other employees through the grapevine and formal communication channels. This action builds a strong safety culture. Establish criteria of Safety Innovation and Performance Improvement Award with input from Port leaders and Safety Solution teams.

2018 MILESTONE

- Select Innovation Award recipient and recognize them at the 2019 Annual Safety Leaders Meeting

LONG RANGE PLAN

STRATEGY 3

HIGH PERFORMANCE ORGANIZATION

ACT AS ONE PORT

OBJECTIVE 5

STRENGTHEN THE CULTURE AND ACT AS AN ORGANIZATION WITH A SHARED VISION

KEY METRICS

- Percentage of employees who agree that the Port of Seattle acts as an organization with a shared vision
- Percentage increase toward ideal culture

PRIORITY ACTION 1:

INCREASE PORT LEADERS' COMPETENCIES IN CREATING THE DESIRED CULTURE AND MEASURE IF WE ARE ACHIEVING IT

In 2015, we administered an organization culture inventory assessment and introduced important culture change concepts to help the Port achieve its long term aspirations, and in particular, the Century Agenda. The Port is using the results of that assessment to equip leaders with a variety of initiatives that support positive culture change. The initiatives are intended to support innovation, celebrate achievements, as well as identify opportunities for improvement and collaboration.

2018 MILESTONES

- Administer Port-wide employee engagement survey every two years to assess effectiveness of efforts since baseline survey administered, and adjust accordingly
- Administer Port-wide Pulse survey every 6 months to provide visibility into progress and employee engagement efforts
- Develop tools and resources that encourage innovation and new ideas at the Port
- Train managers to translate and map Port goals from organizational to individual goals

PRIORITY ACTION 2:

IMPROVE THE UTILIZATION OF PERFORMANCELINK WHICH FACILITATES STRATEGIC ALIGNMENT OF ORGANIZATIONAL PRIORITIES THROUGH PERFORMANCE MANAGEMENT

In 2016, the organization implemented a new performance management process which encourages all individual leader and employee goals to be linked to business objectives directly or through their manager's performance goals. This process facilitates the discussion about organizational priorities and alignment between those priorities and the individual employee's performance goals. The new performance management process also requires quarterly check-ins which allow for further opportunities to align actions. Further refinement and training is necessary for employees and the organization to realize the full potential of this resource.

2018 MILESTONES

- Upload Port-Wide Goals into ePerformance prior to annual Performance review kick off (The timing is dependent on the Commission to provide approval to the Port-wide Goals)
- Assess the percentage of Port-Wide Goals mapped and unmapped to employee Performance Objectives
- Implement tools and training to address gaps identified in mapping assessments

PRIORITY ACTION 3:

ENGAGE ALL EMPLOYEES FOR "BE THE CHANGE"

With committed leadership, we are now working to take Be the Change, a Port-wide program to improve overall culture, to the next level and further engage employees in making improvements to Port culture.

2018 MILESTONES

- Review "Lessons Learned" from the Incentive Pay Program and assess options of a Port-wide reward/ recognition program
- Assess Lessons Learned of the Aviation Innovation Accelerator and scale for cross-Port innovation
- Continue with annual Port-wide Innovation Awards

PRIORITY ACTION 4:

ADDRESS CENTERS OF EXPERTISE STRUCTURE TO MORE EFFECTIVELY SUPPORT THE LINES OF BUSINESS

The Port of Seattle has implemented a new organizational structure in 2016 that utilizes Centers of Expertise. Centers of Expertise are teams that provide leadership, expertise, policy and strategic direction for a given area of focus. Implementing Centers of Expertise include such actions as defining their vision, mission, strategies and metrics, clarifying roles and responsibilities internally and with the operating divisions and identifying process improvement opportunities. There is a need for further refinement and Port-wide awareness of these Centers of Expertise.

2018 MILESTONES

- Baseline all Centers of Expertise to ensure vision, mission, strategies and metrics, clarifying roles and responsibilities have all been fully defined and published. Some are more mature than others
- Address key findings in the 2017 Learning Needs Assessment and deliver 3 new programs/trainings to meet the needs identified by end of Q4

LONG RANGE PLAN

STRATEGY 3

HIGH PERFORMANCE ORGANIZATION

ACT AS ONE PORT

OBJECTIVE 6

INCREASE PORT-WIDE COMMON AND STANDARDIZED LANGUAGE, BUSINESS PROCESSES, TECHNOLOGY TOOLS, AND MEASURES

KEY METRICS

- Number of processes that are standardized and implemented
- Percentage of departments that have identified key processes for standardization
- Percentage performance plans that link goals to organizational goals through e-Performance system

PRIORITY ACTION 1:

IMPLEMENT OPERATIONS EXCELLENCE THROUGH STANDARDIZED PROCESSES, TOOLS, AND SYSTEMS USED PORT-WIDE

For the Port, operations excellence is defined as doing the right work with the least cost, delivered efficiently and with highest quality, safely and together. This means building quality into the process, working collaboratively across divisions, and recognizing and rewarding value added work. The Port will develop and implement a Port-Wide plan to assess number of key organizational processes to be standardized, prioritize processes and set target for number to standardize and implement per year. Additionally, the Port will establish a best practices system for the organization to use as a reference for ideas to apply to teams, projects, and processes all across the Port.

2018 MILESTONES

- Departments will define key processes that should be considered for evaluation as a Port-wide standard. Identify departments that would be key collaborators/ adopters
- Further develop and publish Port branded templates (i.e. policies, standard operating procedures, etc.)
- ICT and AVM to collaborate and identify key system management processes that can be standardized
- Define Operational Excellence and assess options to promote operational excellence as a standard

PRIORITY ACTION 2:

DEVELOP A COMMON PORT-WIDE CONTINUITY OF OPERATIONS PLAN (COOP)

Consolidate Port COOP plans into a single integrated "One-Port" Continuity of Operations Plan that will maximize the Port's ability to recover from emergencies and sustain a stable business-continuity environment for its employees, tenants, and customers.

2018 MILESTONES

- Implement COOP document storage on Port mobile devices and clear hosting location on Compass/ SharePoint
- Conduct departmental training on new COOP, implementation and use
- Validate training via exercises to affirm knowledge, skills and abilities

PRIORITY ACTION 3:

ONE-PORT EFFORT TO IMPROVE THE END-TO-END CRUISE PASSENGER EXPERIENCE

In order to achieve the Century Agenda, the Port aligned the internal strategy of achieving a "one-port" cruise customer experience through the application of continuous process improvement. In partnership with the Cruise Stakeholders team (referenced in CA Objective 9, Page 18), this action aims to streamline the end-to-end Cruise Operations process to enhance the cruise passenger experience and increase customer satisfaction (Reference in HPO Objective 1, Page 27). Additionally this priority action will improve process efficiencies (capacity, operations cost, lead time) and strengthen the collaborative support from external stakeholders and business partners.

2018 MILESTONES

- Renew Port Valet luggage program for 2018 – complimentary airline check in and luggage service for guests using Bags, Inc. Revise based on 2017 experience
- Revise traffic flow for Terminal 91, based on traffic study in the 2017 season - Study to determine optimal transportation circulation area inclusive of taxi, TNC and POV lanes
- Traffic patterns have also changed with implementation of the Port Valet program in 2017
- Continue to test and adjust optimal passenger flow from cruise to transportation
- Initial testing will occur in 2017 season, and will include luggage layout and bus loading. Both luggage volume and use of buses has changed with implementation of the Port Valet program in 2017

LONG RANGE PLAN

STRATEGY 4

HIGH PERFORMANCE ORGANIZATION

BECOME A MODEL FOR WORKPLACE EQUITY, DIVERSITY AND INCLUSION

OBJECTIVE 7

INCREASE MANAGEMENT ACCOUNTABILITY FOR EQUITY, DIVERSITY AND INCLUSION

PRIORITY ACTION 1:

DEVELOP AND IMPLEMENT A PORT OF SEATTLE MODEL OF EQUITY, DIVERSITY AND INCLUSION

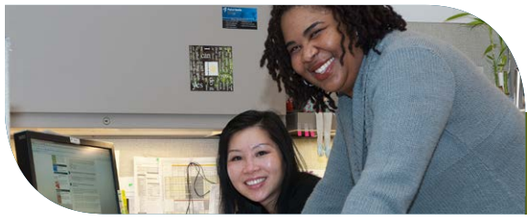
The Port of Seattle will join a number of public agencies and professional sectors in identifying a set of operating principles and practices addressing equity, diversity and inclusion. After a review of models in use by other organizations, Port leadership will engage Port employees and community partners via an advisory group in developing and finalizing a model for implementation.

KEY METRICS

- Percentage of Divisions (Aviation, Economic Development, and Maritime) and Corporate Departments that include equity, diversity and inclusion in their strategies or objectives.
- Percentage of the ED's Direct Reports/ members of the Executive Leadership Team that sponsor equity, diversity and inclusion efforts (Employee Resource Groups, Diversity and Development Council, and/or Learning Opportunities)
- Percentage of 1. all employees, 2. by race and 3. by gender who agree that the Port of Seattle is committed to equity, diversity and inclusion

2018 MILESTONE

- Integrate results of community engagement survey into Port of Seattle budget process



LONG RANGE PLAN

STRATEGY 4

HIGH PERFORMANCE ORGANIZATION

BECOME A MODEL FOR WORKPLACE EQUITY, DIVERSITY AND INCLUSION

OBJECTIVE 8

INCREASE THE PERCENTAGE OF EMPLOYEES WHO AGREE THAT THE PORT IS COMMITTED TO EQUITY, DIVERSITY AND INCLUSION

KEY METRICS

- Percentage of 1. all employees, 2. by race and 3. by gender who agree that the Port is committed to equity, diversity and inclusion

PRIORITY ACTION 1:

ENGAGE EMPLOYEE RESOURCE GROUPS IN CONTRIBUTING TO PORT INTERNAL AND EXTERNAL EQUITY, DIVERSITY AND INCLUSION EFFORTS

Employee Resource Groups are important representatives of segments of the Port workforce and the King County population. The Port will create forums for the voices of Employee Resource Groups to be heard and to hear directly from Port leaders. In doing so, Employee Resource Groups will contribute building an environment that encourages courageous dialogue, critical thinking, taking risks and inclusion of difference.

The Port will work with Employee Resource Groups to build relationships with King County's diverse communities. These relationships will enable the Port to understand and navigate obstacles to equity, diversity and inclusion that may inhibit the Port from realizing its mission and goals.

2018 MILESTONE

- Document and execute practices for engaging Employee Resource Groups in contributing to the Port strategy, objectives, and goals
- Develop three new strategic relationships between targeted communities of color and the Port
- Complete four Employee Resource Group/Executive Leadership Team forums on equity, diversity and inclusion at the Port

LONG RANGE PLAN

STRATEGY 4

HIGH PERFORMANCE ORGANIZATION

BECOME A MODEL FOR WORKPLACE EQUITY, DIVERSITY AND INCLUSION

OBJECTIVE 9

INCREASE AWARENESS INTERNALLY, AND ACTIVELY SHARE EQUITY, DIVERSITY AND INCLUSION PROGRAMS EXTERNALLY

KEY METRICS

- 10% increase in articles posted in the Port e-newsletter, "Connections," related to equity, diversity and inclusion
- 10% increase of unique visits to website pages related to equity, diversity and inclusion
- 10% increase of free (e.g., news stories/ social media posts) and paid media placements (e.g., advertisements) related to equity, diversity and inclusion

PRIORITY ACTION 1:

TELL THE PORT'S EQUITY, DIVERSITY AND INCLUSION STORY

Public Affairs and Human Resources will create robust equity, diversity and inclusion content for the Port's internally and externally facing websites and social media. Public Affairs will continue to promote the Port with no-cost media placement and explore paid placement. Public Affairs will continue to survey the community to gauge awareness of the Port's commitment to equity, diversity and inclusion and refine communications strategy as data becomes available.

2018 MILESTONES

- Conduct a survey to gauge awareness of the Port's commitment to equity, diversity and inclusion
- Establish capacity to produce Port publications in three languages other than English

LONG RANGE PLAN

STRATEGY 5

HIGH PERFORMANCE ORGANIZATION

FOSTER EMPLOYEE DEVELOPMENT AND LEVERAGE TALENT

OBJECTIVE 10

DEVELOP OUR EMPLOYEES' CAPABILITIES

KEY METRICS

- Percentage of executive team leaders that have documented succession plans for their leadership teams and key positions
- Percentage of employees who agree that their manager supports their job/professional development
- Percentage of employees who agree that they are confident they can achieve their job/long-term career objectives at the Port

PRIORITY ACTION 1:

DEVELOP EMPLOYEES AT ALL LEVELS OF THE ORGANIZATION TO SUPPORT GROWTH, IMPROVE ENGAGEMENT AND JOB SATISFACTION AND ENSURE ORGANIZATIONAL SUSTAINABILITY

Career satisfaction and job development are key drivers of employee engagement and impact organizational performance and sustainability. The Port will take a strategic approach to development through an organizational assessment of learning and development needs across the organization and at all levels, provide the key development opportunities identified in the assessment, continue implementation of workforce and succession planning, and provide ongoing leader and management development.

2018 MILESTONES

- Address key findings in the 2017 Learning Needs Assessment and deliver 3 new programs/trainings to meet the needs identified by end of Q4
- Develop succession plans with 3 additional executives for their leader teams as well as other key positions by end of Q4

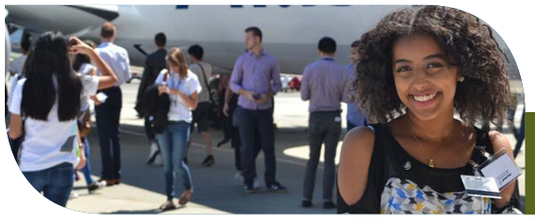
PRIORITY ACTION 2:

DEVELOP AND IMPLEMENT A LABOR RELATIONS STRATEGY TO INCREASE THE NUMBER OF REPRESENTED EMPLOYEES WITH DEVELOPMENT PLANS AND PARTICIPATE IN DEVELOPMENT ACTIVITIES

Labor Relations with Human Resources will determine a method for recording and implementing development plans. They will work to remove barriers to participation in development activities. Such a strategy would include manager and foreman education and employee outreach and education and an evaluation of results and methods.

2018 MILESTONES

- Implement development plans to support three additional units by end of Q3
- Deliver development opportunities in two innovative ways by end of Q2 to reach employees who find it challenging to attend our regularly scheduled development sessions such as location, schedule and timing



LONG RANGE PLAN

STRATEGY 5

HIGH PERFORMANCE ORGANIZATION

FOSTER EMPLOYEE DEVELOPMENT AND LEVERAGE TALENT

OBJECTIVE 11
FOSTER AWARENESS OF PORT-WIDE TALENT

KEY METRICS

- Percentage of non-represented Port employees contributing to skills bank
- Percentage of job families that have visible career paths

PRIORITY ACTION 1:

CREATE A PORT-WIDE TALENT BANK

Leverage Human Resources information systems to make talent data more accessible. Design and implement a talent bank web-platform in which managers and employees can collaborate as well as share and exchange knowledge and skills.

2018 MILESTONE

- Implement talent bank web-platform by end of Q3

PRIORITY ACTION 2:

CREATE MORE VISIBLE CAREER PATHS

There are many paths to expand employee's career and job opportunities across and through the Port of Seattle. The Port will identify and communicate the essential functions of positions, as well as the knowledge, skills and abilities needed to be successful in those jobs. In addition, the Port will explore and make visible possible ways to prepare for them.

2018 MILESTONES

- Post, for all employee access, current job family matrices and those developed in 2018 as well as job postings by end of Q4
- Deliver one Port-wide program for employees to learn, in real time, about other Port jobs, their accountabilities, requirements and career path, such as internal career fair, job shadow opportunities and "Ask Me About My Job" day by end of Q3

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PUGET SOUND
Clean Air Agency

1904 3rd Ave #105
Seattle, WA 98101

206-343-8800

pscleanair.gov

Board of Directors

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Joe Bushnell
Councilmember

Executive Director
Cynthia Wang

April 26, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
WSBLEDEIScomments@soundtransit.org

Re: West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS)

To Lauren Swift,

Thank you for the opportunity to provide comments on the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS).

The Puget Sound Clean Air Agency (Agency) jurisdiction covers King, Kitsap, Pierce, and Snohomish counties. These four counties are home to more than 4.1 million people—over half the state's population.

Every day we work to protect public health, improve neighborhood air quality, and reduce our region's contribution to climate change. The Agency is committed to everyone in our jurisdiction having clean, healthy air to breathe all the time, regardless of socio-economic status or geographic location.

In February 2017, the Agency's Board adopted economy-wide greenhouse gas (GHG) emission targets of 50% below 1990 levels by 2030, and 80% below 1990 levels by 2050. These targets are based on scientific findings on the need to achieve significant emissions reductions to minimize the devastating impacts of climate change.

Since almost half of all GHG emissions in our region are from the transportation and mobile sector, the Agency strongly supports public transit and the extension of light rail to Ballard and West Seattle. Light rail extensions will help reduce vehicle single occupancy vehicle trips and reduce GHGs. In addition to contributing to GHG emissions,

transportation emissions also contribute to potential cancer risk and other adverse health outcomes, primarily cardiac and respiratory. Light rail can help reduce not only GHG emissions but also harmful criteria and air toxics pollution. This is particularly important for communities adjacent to major roadways. The Agency's analysis shows that communities of color and lower income neighborhoods are more likely to live along major highways.

While transportation emissions will be improved in the long-term because of light rail, in the near-term there is potential for emissions increases from construction activities. This is particularly important for harmful diesel emissions, which drive potential cancer risk from air toxics in our region. The Agency notes that draft Appendix L4.6F of the DEIS refers to encouraging the use of cleanest emission equipment. The Agency requests that you specifically detail in the final DEIS how Sound Transit will achieve the cleanest emission construction equipment and lowest construction emissions, including a requirement for the highest tier technologies for all working on this project (including contractors and subcontractors). The Agency's analysis shows the Chinatown-International District and Duwamish Valley neighborhoods (impacted by the construction of this project) already face disproportionate impacts from air pollution and have more sensitive health outcomes in the form of higher air quality-related hospitalizations.

The Agency appreciates the opportunity to comment on the draft EIS. Please contact Kathy Strange (kathys@pscleanair.gov or 206-689-4095) or Erik Saganić (eriks@pscleanair.gov or 206-689-4003) with any questions regarding these comments.

Sincerely,

Kathy Strange

Director, Air Quality Programs

Communication ID: 504342 - Puget Sound Clean Air Agency Draft EIS Comment

#	Comments	Responses
1	The Agency notes that draft Appendix L4.6F of the DEIS refers to encouraging the use of cleanest emission equipment. The Agency requests that you specifically detail in the final DEIS how Sound Transit will achieve the cleanest emission construction equipment and lowest construction emissions, including a requirement for the highest tier technologies for all working on this project (including contractors and subcontractors). The Agency's analysis shows the Chinatown- International District and Duwamish Valley neighborhoods (impacted by the construction of this project) already face disproportionate impacts from air pollution and have more sensitive health outcomes in the form of higher air quality-related hospitalizations.	Appendix L4.6D, Air Quality Best Management Practices, of the West Seattle Link Extension Final EIS, has been updated to reflect Sound Transit's standard specification for equipment, including U.S. Environmental Protection Agency Tier requirements. Construction road closures for the West Seattle Link Extension would not result in traffic detours through Duwamish Valley neighborhoods. Please see Appendix G, Environmental Justice for more information on health disparities in the project study area. A response to this comment related to the Chinatown-International District and larger Ballard Link Extension project area will be provided as part of the environmental review process for the Ballard Link Extension.

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Puget Sound Regional Council
1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104·1035 \\\ psrc.org \\\ 206·464·7090

April 26, 2022

Lauren Swift
Central Corridor Environmental Manager
401 South Jackson Street
Seattle, WA 98104-2826

Subject: PSRC Comments on the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement

Dear Ms. Swift,

The Puget Sound Regional Council appreciates the opportunity to comment on the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS). Implementation of high-capacity transit to support growing communities and provide options for regional mobility is fundamental to the success of VISION 2050, the region's integrated long-range strategy for growth management, transportation and economic development. The Regional Transportation Plan includes extension of high-capacity transit in this corridor as a vital component of enhancing mobility and providing travel choice in the region. Accordingly, PSRC has an ongoing interest in high-capacity transit system planning for the West Seattle to Ballard corridor and has been designated as a Participating Agency in this project.

VISION 2050 is centered around a Regional Growth Strategy. The Regional Growth Strategy focuses on locating growth in regional growth centers and near current and future high-capacity transit facilities. Allowing for greater employment and population growth within walking distance to high-capacity transit promotes the use of the region's transit systems and reduces the number of trips that require a personal vehicle. VISION 2050 includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high-capacity transit. This regional scale goal provides a benchmark to inform local planning and continue to focus new growth as transit investments come into service.

We commend Sound Transit for their work to date on the West Seattle and Ballard Link Extensions Project and specifically the DEIS effort. The scope of the DEIS spans the many growth management, transportation, and economic development arenas for which PSRC oversees long-range regional planning. The DEIS has therefore been reviewed by agency staff

with expertise that cover these topics. The review found consistency with long-range planning documents and agreement with the methodologies used to evaluate the impacts and benefits of different stations and alignments. We appreciate that the comments PSRC previously provided on the draft Environmental Methodology Report were considered and incorporated into the evaluations in the DEIS.

For the Final EIS, we recommend several refinements or additions to the presentation of this material in the document.

TOD potential. Promotion of transit-oriented development (TOD), characterized by compact, walkable, mixed-use development, is key to implementing the objectives of VISION 2050 and the Regional Transportation Plan. Incorporating TOD in the environmental review of potential high-capacity transit station areas and alignments is an important step toward Sound Transit choosing its investments with current and future land use in mind, and in doing so, building a transit system that supports community building. As planning for the region's critical high-capacity transit system progresses, we encourage Sound Transit to continue to include TOD as a central component of its analysis, think beyond the existing land use patterns and local planning efforts, and fully consider the best ways and locations to achieve equitable TOD, a cornerstone goal of the VISION 2050 Regional Growth Strategy.

- We greatly appreciate Sound Transit's work on TOD evaluation outside of the DEIS. However, the importance of TOD is somewhat lost in the DEIS. We recommend explicitly calling out TOD and cross-referencing the TOD evaluation work completed for the West Seattle and Ballard Link Extensions to better integrate the two efforts and to ensure this important aspect of high-capacity transit planning continues to be featured in planning work, the environmental review process, and that this information is clearly visible to the Sound Transit board as it makes implementation decisions.

Travel time and transit access. PSRC recognizes the importance of comparing alignment and station alternatives in terms of the resulting light rail travel time. However, there is another dimension of travel time—door-to-door travel time for transit passengers—that would enrich the discussion on transit access in the DEIS. Many of the stations under consideration are elevated or in tunnels, which provides for grade separation, but could also add travel time for accessing or transferring at the stations. We encourage Sound Transit to ensure these stations allow for comprehensive access and easy connections by all individuals, particularly people with special transportation needs, such as older adults and people with disabilities. Doing so will help both reduce travel times for passengers and also improve fire and safety emergency preparedness.

Displacement risk. Vision 2050 includes a goal to preserve, improve, and expand housing stock in the region to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. Many transit communities are home to existing low- and moderate-income households at potential risk of displacement due to increased market strength and

gentrification that may accompany transit system development. We encourage Sound Transit to continue to analyze displacement risk and include mitigation measures to ensure all people can continue to live in and have access to thriving transit communities.

- The DEIS indicates that Sound Transit researched market conditions for available residential and commercial real estate in the City of Seattle, but it was unclear if this research also included future projections for real estate availability. We encourage Sound Transit to explore future real estate projections when evaluating opportunities for residents and businesses to relocate within the project vicinity.
- The DEIS states that station alternatives in the West Seattle segment could displace housing where tenants use Housing Choice vouchers. Because the displacement of individuals with Housing Choice vouchers is unknown and could be significant, Sound Transit should work with housing partners to identify these residents and determine strategies to mitigate economic and physical displacement.
- Some of the multi-family residential buildings within the West Seattle segment study area have rent- or income-restricted units through Seattle's Multifamily Tax Exemption (MFTE) program, but these buildings will likely no longer qualify by the time the project opens in 2032. We encourage Sound Transit to look at locations where affordable housing will expire and explore strategies to extend subsidy programs for those locations.

Potential impacts to different populations and communities. The Regional Economic Strategy encourages support for small and medium sized businesses and businesses owned by marginalized communities, including BIPOC, women and immigrant-owned businesses.

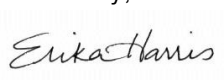
- For stations within the Chinatown-International District Segment, the DEIS indicates that passenger transfers could have a benefit of increased patronage of local businesses. However, many of these are niche businesses with a specific clientele that may not be reflected in the passengers of this extension. We commend Sound Transit for the proposal to mitigate impacts to niche businesses by implementing promotion and marketing measures and encourage Sound Transit to further support businesses owned by marginalized communities that may be impacted by these projects.

In addition to the broader comments above, the following technical corrections are suggested to better reflect regional policy.

- VISION 2050's Regional Growth Strategy classifies the City of Seattle as a Metropolitan City (L4.2.3.2 and Table L4.2-1).
- With its adoption in 2020, VISION 2050 supersedes the Growing Transit Communities Strategy as the region's adopted equitable transit-oriented development strategy under RCW 81.112.350, providing important guidance for regional high-capacity transit planning and development (L4.2.3.4).

The West Seattle and Ballard Link Extensions project is an important long-range investment for our region. We commend Sound Transit again for the DEIS effort. We appreciate the opportunity to comment and participate. If you have any questions regarding our comments, please contact Erika Harris, SEPA Responsible Official, at (206) 464-6360 or eharris@psrc.org.

Sincerely,



Erika Harris, AICP
SEPA Responsible Official
Puget Sound Regional Council

cc: Kelly McGourty, Director of Transportation Planning
Ben Bakkenta, Director of Regional Planning
Gil Cerise, Program Manager
Charles Patton, Program Manager – Equity Policy and Initiatives
Sarah Gutschow, Senior Planner
Laura Benjamin, Senior Planner

Communication ID: 504342 - Puget Sound Regional Council Draft EIS Comment

#	Comments	Responses
1	TOD potential. Promotion of transit-oriented development (TOD), characterized by compact, walkable, mixed-use development, is key to implementing the objectives of VISION 2050 and the Regional Transportation Plan. Incorporating TOD in the environmental review of potential high- capacity transit station areas and alignments is an important step toward Sound Transit choosing its investments with current and future land use in mind, and in doing so, building a transit system that supports community building. As planning for the region's critical high-apacity transit system rogresses, we encourage Sound Transit to continue to include TOD as a central component of its analysis, think beyond the existing land use patterns and local planning efforts, and fully consider the best ways and locations to achieve equitable TOD, a cornerstone goal of the VISION 2050 Regional Growth Strategy. • We greatly appreciate Sound Transit's work on TOD evaluation outside of the DEIS. However, the importance of TOD is somewhat lost in the DEIS. We recommend explicitly calling out TOD and cross-referencing the TOD evaluation work completed for the West Seattle and Ballard Link Extensions to better integrate the two efforts and to ensure this important aspect of high-capacity transit planning continues to be featured in planning work, the environmental review process, and that this information is clearly visible to the Sound Transit board as it makes implementation decisions.	Please see response to CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Travel time and transit access. PSRC recognizes the importance of comparing alignment and station alternatives in terms of the resulting light rail travel time. However, there is another dimension of travel time—door-to-door travel time for transit passengers—that would enrich the discussion on transit access in the DEIS. Many of the stations under consideration are elevated or in tunnels, which provides for grade separation, but could also add travel time for accessing or transferring at the stations. We encourage Sound Transit to ensure these stations allow for comprehensive access and easy connections by all individuals, particularly people with special transportation needs, such as older adults and people with disabilities. Doing so ill help both reduce travel times for passengers and also improve fire and safety emergency preparedness.	Please see response to CC3a in Table 7-1. See Chapter 3, Transportation, of the Final EIS where additional information on transit access and travel times for transferring between stations and accessibility related to Americans with Disabilities Act.
3	Displacement risk. Vision 2050 includes a goal to preserve, improve, and expand housing stock in the region to provide a range of affordable, accessible, healthy, and safe housing choices to every esident. Many transit communities are home to existing low- and moderate-income households at potential risk of displacement due to increased market strength and gentrification that may accompany transit system development. We encourage Sound Transit to continue to analyze displacement risk and include mitigation measures to ensure all people can continue to live in and have access to thriving transit communities.	Please see response to CC4.4b in Table 7.1. See Section 4.4 Social Resources, Community Facilities, and Neighborhoods and Appendix G, Environmental Justice, of the Final EIS for more information on low-income housing impacts and potential mitigation.

#	Comments	Responses
4	The DEIS indicates that Sound Transit researched market conditions for available residential and commercial real estate in the City of Seattle, but it was unclear if this research also included future projections for real estate availability. We encourage Sound Transit to explore future real estate projections when evaluating opportunities for residents and businesses to relocate within the project vicinity.	Appendix L4.1 Acquisitions, Displacements, and Relocations has been updated with more current information on relocation opportunities. Sound Transit would work with each property or tenant to identify relocation opportunities to meet their needs. See Appendix K for a table and maps of planned development projects in the project area.
5	The DEIS states that station alternatives in the West Seattle segment could displace housing where tenants use Housing Choice vouchers. Because the displacement of individuals with Housing Choice vouchers is unknown and could be significant, Sound Transit should work with housing partners to identify these residents and determine strategies to mitigate economic and physical displacement.	Sound Transit would identify any tenants using housing choice vouchers during the property acquisition process. They would then work with the tenant to find suitable relocation housing that also accepted these vouchers.
6	Some of the multi-family residential buildings within the West Seattle segment study area have rent- or income-restricted units through Seattle's Multifamily Tax Exemption (MFTE) program, but these buildings will likely no longer qualify by the time the project opens in 2032. We encourage Sound Transit to look at locations where affordable housing will expire and explore strategies to extend subsidy programs for those locations.	Information about this Multifamily Tax Exemption extension has been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods of the Final EIS. It is unknown at this time if affected property owners will choose to extend their tax exemption when their current one expires.
7	Potential impacts to different populations and communities. The Regional Economic Strategy encourages support for small and medium sized businesses and businesses owned by marginalized communities, including BIPOC, women and immigrant-owned businesses.	In addition to mitigation already described, Sound Transit sets goals for participation by disadvantaged business enterprises every three years. A disadvantaged business enterprise is a for-profit small business that is at least 51% owned by individuals who are socially and economically disadvantaged. Sound Transit's goal for 2023 to 2025 is 18.17 percent of contract values. Sound Transit also coordinates with Washington State Department of Transportation on a Capacity Building Mentoring Program to support and build capacity for underrepresented firms. For more information please see Sound Transit's Economic Development website: https://www.soundtransit.org/get-to-know-us/office-civil-rights-equity-inclusion/economic-development.
8	For stations within the Chinatown-International District Segment, the DEIS indicates that passenger transfers could have a benefit of increased patronage of local businesses. However, many of these are niche businesses with a specific clientele that may not be reflected in the passengers of this extension. We commend Sound Transit for the proposal to mitigate impacts to niche businesses by implementing promotion and marketing measures and encourage Sound Transit to further support businesses owned by marginalized communities that may be impacted by these projects.	A response to this comment will be provided as part of the environmental review process for Ballard Link Extension.

#	Comments	Responses
9	In addition to the broader comments above, the following technical corrections are suggested to better reflect regional policy. • VISION 2050's Regional Growth Strategy classifies the City of Seattle as a Metropolitan City (L4.2.3.2 and Table L4.2-1). • With its adoption in 2020, VISION 2050 supersedes the Growing Transit Communities Strategy as the region's adopted equitable transit- oriented development strategy under RCW 81.112.350, providing important guidance for regional high-capacity transit planning and development (L4.2.3.4).	Appendix 4.2 Land Use, of the Final EIS, has been updated to reflect that the city of Seattle is a Metropolitan City. It has also been updated to reflect that VISION 2050 supersedes the Growing Transit Communities Strategy.

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Appendix O.2.2.4, County Agencies

Comments were received from the following County Agencies:

- Department of Natural Resources and Parks
- King County Metro

The following attachments provide these submittals in the order listed above, along with responses to comments.

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King County
Department of Natural Resources and Parks
King Street Center, KSC-NR-5700
201 South Jackson Street
Seattle, WA 98104-3855

April 25, 2022

Lauren Swift
Senior Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

RE: West Seattle and Ballard Link Extension Project Draft Environmental Impact Statement

Dear Ms. Swift:

Thank you for the opportunity to submit comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extension Project. The King County Department of Natural Resources and Parks (DNRP) has a strong interest in the potential effects of the proposed light rail extension on DNRP infrastructure, and requests your consideration of the comments and concerns outlined below:

- Of significant concern to DNRP are the potential impacts to King County Wastewater Treatment Division (WTD) facilities, in particular the Elliott West Wet Weather Treatment Station (Elliott West WWTS) located at 545 Elliott Ave. West, and the Elliott Bay Interceptor (EBI). We are concerned that specific utility impacts are not included in the "Alternatives Evaluation" discussion in Chapter 6 of the DEIS. The Final EIS should consider an analysis of impacts to WTD's existing and proposed infrastructure in the selection of the Preferred Alternative.

- Aboveground and belowground structures associated with the railway, and ongoing maintenance of those structures, would impact current and future aboveground and belowground structures associated with the Elliott West WWTS. The Preferred Alternative (SIB-1) of the Ballard rail extension, where the proposed tunnel exits Republican Street and curves onto Elliott Ave. West, would adversely impact the vehicle ingress/egress between Elliott Ave. West and the Elliott West WWTS. However, these impacts are not addressed in the DEIS. The inability of vehicles traveling north on Elliott Ave. West to turn left into the site due to a center reservation would hinder chemical delivery and access by other service vehicles to the site. Placement of the columns supporting the new railway in the center of Elliott Ave. West would interfere with truck turning circles into and out of the site. We request that the design accommodate both north and south bound truck access.

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- Light rail infrastructure (i.e., columns) will encroach upon King County property associated with Elliott West WWTS, specifically parcel no. 7666202035, located at 531 Elliott Ave. This site is currently being used for temporary affordable housing units but is reserved for future expansion of Elliott West WWTS. WTD is currently in the planning stages to replace and/or modify the treatment facility to meet regulatory requirements and this space may be needed to accommodate project alternatives. Permanent impacts to this area that significantly impact WTD's ability to use this area for future expansion would need to be minimized and mitigated.

- Preferred Alternative SIB-1 and Alternative SIB-3 are elevated and parallel the Interbay Golf Course just north of Wheeler St., continuing toward Dravus St. WTD's 96-inch EBI. The EBI conveys flow to West Point Treatment Plant along this same corridor, essentially the western edge of Interbay Golf Course. WTD is concerned that the proximity of the elevated guideway in these alternatives to the timber-pile-supported EBI would pose a substantial risk to the structural integrity, service life, and operation and maintenance of this crucial regional conveyance facility. Also, in our inter-agency coordination meetings Sound Transit has proposed building a temporary trestle over the pipeline to facilitate light rail construction. We are also concerned that such a temporary trestle would impede access to the pipeline for inspection and maintenance. To ensure that the EBI can provide service 24/7/365, full access must be maintained during and after construction.

- Preferred Alternative SIB-1 will generate construction vibration and may generate on-going vibration from light rail operations. WTD is concerned that this may impact the EBI pipeline and the proposed odor control facility (OCF) near Interbay Pump Station (Interbay PS). WTD requests that Sound Transit analyze and mitigate such vibration impacts on these structures. Currently, BNSF Railway generates vibrations adjacent to a portion of the 48-inch twin force mains leaving the Interbay PS, the OCF area, and EBI. Operation of the light rail system will increase the vibration level and may compound vibration impacts. An analysis of vibration impacts should be conducted considering these two factors. The piles that would support the light rail trestle adjacent to the OCF will likely be installed on a steep slope below Interbay Golf Course. The stability of the steep slopes should be evaluated by a geotechnical engineer to ensure vibrations from the operation of light rail will not jeopardize the OCF. Additionally, pile installation of the light rail trestle is likely to disturb the old landfill site and release methane gas around the OCF. Release of the methane gas will increase explosive gas and odor in the vicinity of the OCF. Measures should be implemented to capture the escaped methane gas and reduce potential impacts to the OCF.

- Preferred tunnel alternative IBB-2a and design option IBB-2b both transition from an elevated section to a retained cut at a proposed Interbay Station and then enter a tunnel portal near 15th Ave. W. and W. Ruffner St. The proposed Interbay Station is located near the intersection of W. Bertona St. and Thorndyke Ave. W. At this location, WTD's 96-inch EBI crosses Bertona St. in a north-south direction. We are very concerned that the retained cut at Interbay Station will adversely impact the structural integrity, service

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life and operation and maintenance of this WTD facility. We understand from preliminary discussions that the clearance between proposed top of rail and the crown of the EBI is proposed to be only approximately three feet. We recommend that the design seek to increase this distance to reduce the likelihood and severity of impacts.

- Construction-related impacts – belowground, at the ground surface, and/or aboveground – should be identified and minimized for all WTD facilities. During and after construction, WTD must be able to maintain access to all facilities (pipes, pump stations, maintenance holes, OCFs, regulator stations, tunnels, etc.) to adequately inspect, operate, maintain, replace, repair, and rehabilitate those facilities. Settlement and vibration analysis, mitigation and monitoring should be performed at all locations where Sound Transit proposes crossing or working in proximity to or parallel to WTD facilities. In select cases, geotechnical investigations and/or modeling of impacts before construction will be required. Coordination with WTD will be necessary to determine the requirements for geotechnical investigation and monitoring on a case-by-case basis. Given the recent concrete strike that delayed many public projects, Sound Transit may want to consider the option of having a temporary concrete batch plant as part of the project's construction. Addressing it now in the environmental impact statement may assist in the implementation if it is needed.

- Sound Transit should clearly document the zone of influence for all proposed foundations and ground improvements adjacent to WTD facilities. The proximity of a WTD facility to the Sound Transit alignment that will require investigations and modeling will be dependent on the surrounding soils, the asset materials, condition and construction, and the proposed methods of construction for the Sound Transit facilities. Sound Transit should clearly identify any areas where it is proposing to protect in place or relocate King County facilities. (The attached spreadsheet identifies specific WTD facilities and DNRP's concerns regarding potential impacts to them.)

- The Superfund cleanups in the Lower Duwamish and East Waterway include extensive in-water work. The preferred route will need to cross at least one, and possibly both, of these waterways. Therefore, close coordination during siting and construction will be needed to ensure that effects on these cleanups and work on adjacent uplands—including any potential to release contaminants into these waterways—are minimized. In addition, upland areas adjacent to the Duwamish Waterway corridor (including both the East and West Waterways) are extremely limited in availability and of high enough value for habitat restoration. Efforts should be taken to minimize WSBLE footprint to maximize opportunity for any potential habitat restoration areas required to meet Natural Resource Damage Act claims. The impacts of rail-operations-related stormwater runoff should be identified and minimized for all water crossings, especially those that relate to sediment cleanups that are underway or anticipated. King County would appreciate working closely with Sound Transit on these issues.

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- Finally, please note that in the "Utility" section of the DEIS, WTD is identified as a stormwater management service provider. However, this is inaccurate since WTD is a wastewater treatment and conveyance provider. In the combined Seattle system, stormwater is part of the influent collected and treated, but WTD is not a stormwater service provider.

Thank you again for the opportunity to comment on the DEIS for the West Seattle and Ballard Link Extension Project. DNRP looks forward to continuing to work closely with Sound Transit in support of this important project. If you have any questions related to WTD's existing wastewater facilities, please contact the King County WTD Local Public Agency (LPA) Program at LPA.TEAM@kingcounty.gov.

Sincerely,

DocuSigned by:
1BD15B1B73AE4A0...
Christie True
Director

Attachment

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Type of Comment	Comments on WSBLE Draft EIS
General Comments	• Clearly identify any areas where ST is proposing to protect in place or relocate King County facilities. • Clearly identify where ST is proposing to work parallel to or cross KC infrastructure with detailed information on the work proposed adjacent to KC facilities. • Clearly identify construction impacts due to construction traffic, partial or complete road closures, installation of below or above ground temporary or permanent ground improvements, and installation of permanent facilities • Clearly identify long term operational impacts of train running parallel to or crossing KC facilities, vibration, settlement, stray current, etc. • All KC infrastructure must remain operational for the duration of construction with no impacts to the operation and performance of facilities.
Segment Specific Comments	• The preferred alternative (SODO-1a) and the design option (SODO-1b) propose crossing Lander St (north-south) at current grade and elevating Lander St above the light rail crossing. KC WTD has a 96" pipe running east-west along Lander St. Raising Lander St will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (SODO-2) proposes crossing above Lander St (north-south) in an elevated guideway. KC WTD has a 96" pipe running east-west along Lander St. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The preferred alternative (DUW-1a), design option (DUW-1b) and non-preferred alternative (DUW-2) propose crossing (north-south) over KC WTD's Hanford Street Trunk sewer which runs east-west. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DUW-2) is an elevated guideway and proposes crossing (east-west near Colorado Ave. S north of Spokane St) over KC WTD's 84" (Elliott Bay Interceptor Section 4 [EBI4] sewer which runs north-south). The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DUW-2) parallels KC WTD's West Seattle Force Main (30") along Parcel # 7666207905 (Port of Seattle Terminal 25). The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DUW-2) parallels the southern part of Parcel # 7666207905 (Port of Seattle Terminal 25). KC WTD has identified use of this parcel as a potential site of a future wet weather treatment station (AL02-HLK, AL04-HLKK) with appurtenant piping and support facilities. • The non-preferred alternative (DUW-2) crosses KC WTD's West Seattle Force Main (30-inch) in two locations; on Harbor Island near Klickitat Ave SW and 13th Ave SW and in the West Waterway of the Duwamish Channel. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.

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	• The non-preferred alternative (DUW-2) crosses into West Seattle over and adjacent to KC WTD's Chelan Regulator Station. KC WTD has identified this general area as a potential site of a future wet weather storage tank (AL01 Storage Tank. AL10-CHLKK) with appurtenant piping and support facilities. In addition to being in close proximity to the Chelan regulator station (~ 30 feet), the elevated guideway crosses over or is closely adjacent to multiple KC WTD facilities in the vicinity of the West Seattle Bridge, including the West Seattle Force Main (30"), the Renton Effluent Force Main (96"), the West Duwamish Interceptor (36"), and the West Delridge Trunk (48-54"). The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC asset. General comments apply. • The preferred alternative (DUW-1a) and design option (DUW-1b) are both elevated guideway and propose crossing (east-west near Colorado Ave. S south of Spokane St) over KC WTD's 84" pipe (Elliott Bay Interceptor Section 4 [EBI4] sewer which runs north-south). The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The preferred alternative (DUW-1a) and design option (DUW-1b) are both elevated guideway and propose crossing over KC WTD's 96" pipe (Renton Effluent Force Main) and 42" pipe (West Duwamish Interceptor) just south of the West Seattle Bridge along W. Marginal Way. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply. • The preferred alternative (DEL-1a) and its design option (DEL-1b) proposes an elevated station between Dakota and Nevada St before crossing over 26th Ave SW in a northeast-southwest direction and then aligning in an east-west direction along Genesee St. KC WTD's West Delridge interceptor (24") runs north-south along 26th Ave SW. The elevated guideway and station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DEL-2a) and its design option (DEL-2b) proposes an elevated station between Dakota and Nevada St before crossing over 26th Ave SW in a northeast-southwest direction and then aligning in an east-west direction along Genesee St. Although slightly less elevated than the preferred option for both the station and guideway, the proposed alignment is the same. KC WTD's West Delridge interceptor (24") runs north-south along 26th Ave SW. The less elevated guideway and station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternatives (DEL-3, DEL-4) propose a north-south aligned elevated station between Andover and Dakota St before crossing over 26th Ave SW in a northeast-southwest direction and then aligning in an east-west direction along Genesee St. Both DEL-3 and DEL-4 are elevated crossing over 26th Ave SW (DEL-4 slightly less so). KC WTD's West Delridge interceptor (24") runs north-south along 26th Ave SW. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternatives (DEL-5, DEL-6) propose a northeast-southwest aligned elevated station north of Andover and west of 27th Ave SW before crossing over 26th Ave SW in a northeast-southwest direction and then aligning in an east-west direction along Yancy St. Both DEL-5 and DEL-6 are elevated crossing over 26th Ave SW (DEL-6 slightly less so). KC WTD's West Delridge interceptor (24") runs north-south along 26th Ave SW. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.

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	• Alternative's CID-1a and CID-1b propose a new International District/Chinatown Station under 4th Ave S near S King St (1a is shallow, 1b is deep). KC WTD's Elliott Bay Interceptor (EBI - 102") runs north-south in a tunnel beginning at 2nd Ave S and King St. Also, one block further west (1st Ave S and King St) is the piping (42") feeding the King St. CSO facility. While it is a couple of blocks away, there is a concern about the impacts of station construction (pile installation and subsequent vibrations) due to the age of these KC WTD facilities and the surrounding poor soils. The tunnel guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply. • Alternative's CID-2a and CID-2b propose a new International District/Chinatown Station under 5th Ave S near S King St (2a is shallow, 2b is deep). KC WTD's Elliott Bay Interceptor (EBI - 102") runs north-south in a tunnel beginning at 2nd Ave S and King St. Also, one block further west (1st Ave S and King St) is the piping (42") feeding the King St. CSO facility. While it is a couple of blocks away, there is a concern about the impacts of station construction (pile installation and subsequent vibrations) due to the age of these KC WTD facilities and the surrounding poor soils. The tunnel guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply. • The preferred alternative (DT-1) tunnels under Westlake Ave crossing 7th Ave. KC WTD's Central Trunk (60") runs under 7th Ave as it crosses Westlake Ave. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DT-2) tunnels just west of Westlake Ave crossing 7th Ave and Virginia St. KC WTD's Central Trunk (60") runs under 7th Ave and Virginia St. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The preferred alternative (DT-1) tunnels under Harrison St crossing Dexter Ave. The South Lake Union station is proposed underground near the intersection of Harrison St and Dexter Ave. KC WTD's Central Trunk (60") runs under Dexter Ave as it crosses Harrison St. The tunnel and station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DT-2) tunnels under Republican St in between Westlake and Terry Aves. KC WTD's Lake Union Trunk (72") runs under Republican St. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DT-2) tunnels under Mercer St near 8th Ave W. KC WTD's Lake Union to Mercer Tunnel connector (72") runs under 8th Ave W. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DT-2) tunnels just north of and parallel to Mercer St crossing Dexter Ave. KC WTD's Mercer Tunnel (176") and Central Trunk (84") runs under Dexter Ave. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The preferred alternative (DT-1) tunnels under 5th Ave just north of Harrison St. KC WTD's Lake Union Trunk (72") runs under 5th Ave crossing in a northeast-southwest direction. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The non-preferred alternative (DT-2) tunnels just north of and parallel to Mercer St from Dexter Ave to 4th Ave W (where it exits the portal and begins transitioning to an elevated structure). There is a station proposed (Seattle Center) at Mercer Street between 1st Ave N and Warren Ave. In between 3rd Ave N and 3rd Ave W (which includes the Seattle Center

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	station) the alignment is shown along Mercer St. KC WTD's Mercer Tunnel (176") runs under Mercer St in between 7th Ave N and the Elliott West WWTS. The tunnel and station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The preferred alternative (SIB-1) and design alternative (SIB-2) are elevated as they cross Elliott Ave W after it exits the portal at Republican St. KC WTD owns and operates a wet weather treatment facility (Elliot West WTS - 545 Elliott Ave W) which is fed from the east by the Mercer Tunnel (178") crossing under Elliott Ave W. Some of the columns for the elevated guideway are proposed to be placed on EWWTS property. KC WTD is currently in planning stages to replace and/or modify the EWWTS. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of current KC assets as well as restrict potential alternatives for the future treatment facility. Placement of the columns supporting the new railway in the center of Elliott Ave W impacts the vehicle ingress / egress to the facility; vehicles traveling north on Elliott Ave W would be unable to turn left into the site. General comments apply. • The preferred alternative (SIB-1) is elevated and crosses over Elliott Ave W near Lee St and parallels the BNSF corridor as it continues towards Dravus St. KC WTD owns and operates a lift station (Interbay - 1601 W Garfield St) which is fed from the south by the Elliott Bay Interceptor (102") which parallels BNSF to the east. Dual 36" force mains then emanate from Interbay and proceed north to discharge back into the Elliott Bay Interceptor (96") at the southern edge of the Interbay Golf Course. The EBI then continues north towards Dravus St. The elevated guideway is relatively close to the EBI (~ 60') roughly 1,000 feet south of the Interbay Station and is shown directly crossing over the northeast corner of Interbay Station and then coming close to the dual 36" force mains near the Magnolia Ave bridge. After a slight diversion away from the dual force mains, the elevated guideway then parallels the dual force mains and the EBI on the western edge of the golf course. The close proximity of the guideway to the Interbay pump station, dual force mains (including odor treatment at the discharge end) and the EBI pose substantial risk and will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. Detailed discussions between ST and KC WTD have occurred and are on-going regarding impacts of this proposed alignment on these KC facilities including current KC WTD plans to rehabilitate (likely prior to the Ballard Link extension) the dual force mains, odor treatment facility and the EBI extending along the western edge of the Interbay Golf Course. In coordination meetings, Sound Transit has proposed building a temporary trestle over the pipeline to facilitate construction that could possibly impede access to the pipeline for inspection and maintenance. Unfettered access to the pipeline will need to be maintained during construction. Additionally, the potential impacts (vibration, etc.) to the EBI will need to be analyzed to confirm that structural integrity is maintained during and following construction. General comments apply. • Alternative SIB-3 is elevated and parallels the Interbay golf course just north of Wheeler continuing toward Dravus Street. KC WTD's Elliott Bay Interceptor (96") is contained in this same corridor (western edge of Interbay golf course). The close proximity of the elevated guideway to the EBI poses substantial risk and will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. Detailed discussions between ST and KC WTD have occurred and are on-going regarding impacts of this proposed alignment on this KC facility. In coordination meetings, Sound Transit has proposed building a temporary trestle over the pipeline to facilitate construction that could possibly impede access to the pipeline for inspection and maintenance. Unfettered access to the pipeline will need to be maintained during construction. Additionally, the potential impacts (vibration, etc.) to the EBI will need to be analyzed to confirm that structural integrity is maintained during and following construction. General comments apply.

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	• The preferred alternative IBB-1a is elevated and crosses Bertona St just east of the BNSF corridor in a northeast-southwest direction. KC WTD's Elliott Bay Interceptor (96") crosses Bertona St in a north-south direction. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. Detailed discussions between ST and KC WTD have occurred and are on-going regarding impacts of this proposed alignment on this KC facility. General comments apply. • The preferred alternative IBB-1a and design option IBB-1b are elevated and cross (north-south) W. Nickerson St near 13th Ave W. KC WTD's North Interceptor (138") runs underneath W. Nickerson St in an east-west direction. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The preferred alternative IBB-1a and design option IBB-1b are elevated and cross (north-south) NW 45th St over 14th Ave NW. KC Ballard Trunk (54") runs east-west along the northern edge of NW 45 St. Also, the Ballard Trunk overflow (72") is a wood stave pipe that runs north-south along 11th Ave NW. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply. • The preferred tunnel alternative IBB-2a and design option IBB-2b both transition from an elevated section to a retained cut at the proposed Interbay Station and then enter a tunnel portal near 15th Ave W and W Ruffner St. The Interbay Station is located near the intersection of W Bertona St and Thorndyke Ave W. At this location, KC WTD's Elliott Bay Interceptor (96") crosses Bertona St in a north-south direction. The retained cut Interbay Station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility since the clearance between proposed top of rail and the crown of the EBI will be reduced to approximately 3 feet based on preliminary discussions between KC WTD and ST. Detailed discussions between ST and KC WTD have occurred and are on-going regarding impacts of this proposed alignment on this KC facility. General comments apply. • The preferred tunnel alternative IBB-2a and design option IBB-2b cross (north-south) W. Nickerson St in between 14th Ave W and 15th Ave W. KC WTD's North Interceptor (138") runs underneath W. Nickerson St in a northeast-southwest direction. The tunnel guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply. • The preferred tunnel alternative IBB-2a and design option IBB-2b cross (north-south) NW 45th St. IBB-2b crosses NW 45th St near 15th Ave W while IBB-2a crosses NW 45 St under 14th Ave W. KC WTD's Ballard Trunk (54") runs east-west along the northern edge of NW 45 St. Also, the Ballard Trunk overflow (72") is a wood stave pipe that runs north-south along 11th Ave NW. The tunnel guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply. • Alternative IBB-3 crosses (north-south) W. Emerson St just west of 15th Ave W. KC WTD's North Interceptor (138") runs underneath W. Emerson St while the Elliott Bay Interceptor (96") parallels the guideway to the immediate west at the crossing. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply. • Alternative IBB-3 crosses (north-south) NW 45th St just west of 15th Ave W. KC WTD's Ballard Trunk (54") runs underneath the northern edge of NW 45th St. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply.

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	• Presumably the Sound Transit will inspect and maintain the trestle using the access around the OCF and EBI-8. This access will coordinate with WTD's maintenance access to the OCF and the EBI-8 to minimize the impact. Comments on the access impact will be prepared when WTD reviews Sound Transit trestle design in this area. • KC WTD owns parcel numbers 7666201675 (ST ID: BD20016), 2771108091 (ST ID: BD20018), 7666202060 (ST ID: BD20014) & 7666202035 (ST ID: BD20012). ST needs to coordinate with KC WTD to confirm that alignment does not interfere with current and future plans for the properties. • KC WTD owns parcel number 7666703966 (ST ROW ID# WS22002). ST needs to coordinate with KC WTD to confirm that alignment does not interfere with current and future plans for this property.

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Communication ID: Communication ID: 505319 - King County Department of Natural Resources and Parks Draft EIS Comment

#	Comments	Responses
1	Of significant concern to DNRP are the potential impacts to King County Wastewater Treatment Division (WTD) facilities, in particular the Elliott West Wet Weather Treatment Station (Elliott West WWTS) located at 545 Elliott Ave. West, and theElliott Bay Interceptor (EBI). We are concerned that specific utility impacts are not included in the "Alternatives Evaluation" discussion in Chapter 6 of the DEIS. The Final EIS should consider an analysis of impacts to WTD's existing and proposed infrastructure in the selection of the Preferred Alternative.	Utility conflicts are discussed in Section 4.15, Utilities, and Appendix L4.15, Utilities, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, is focused on how the project alternatives meet the project purpose and need, as well as key impact differences and potential significant impacts that might not be fully mitigated. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Aboveground and belowground structures associated with the railway, and ongoing maintenance of those structures, would impact current and future aboveground and belowground structures associated with the Elliott West WWTS. The Preferred Alternative (SIB-1) of the Ballard rail extension, where the proposed tunnel exits Republican Street and curves onto Elliott Ave. West, would adversely impact the vehicle ingress/egress between Elliott Ave. West and the Elliott West WWTS. However, these impacts are not addressed in the DEIS. The inability of vehicles traveling north on Elliott Ave. West to turn left into the site due to a center reservation would hinder chemical delivery and access by other service vehicles to the site. Placement of the columns supporting the new railway in the center of Elliott Ave. West would interfere with truck turning circles into and out of the site. We request that the design accommodate both north and south bound truck access. • Light rail infrastructure (i.e., columns) will encroach upon King County property associated with Elliott West WWTS, specifically parcel no. 7666202035, located at 531 Elliott Ave. This site is currently being used for temporary affordable housing units but is reserved for future expansion of Elliott West WWTS. WTD is currently in the planning stages to replace and/or modify the treatment facility to meet regulatory requirements and this space may be needed to accommodate project alternatives.Permanent impacts to this area that significantly impact WTD's ability to use this area for future expansion would need to be minimized and mitigated.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Preferred Alternative SIB-1 and Alternative SIB-3 are elevated and parallel the Interbay Golf Course just north of Wheeler St., continuing toward Dravus St. WTD's 96-inch EBI. The EBI conveys flow to West Point Treatment Plant along this same corridor, essentially the western edge of Interbay Golf Course. WTD is concerned that the proximity of the elevated guideway in these alternatives to the timber-pile-supported EBI would pose a substantial risk to the structural integrity, service life, and operation and maintenance of this crucial regional conveyance facility. Also, in our inter-agency coordination meetings Sound Transit has proposed building a temporary trestle over the pipeline to facilitate light rail construction. We are also concerned that such a temporary trestle would impede access to the pipeline for inspection and maintenance. To ensure that the EBI can provide service 24/7/365, full access must be maintained during and after construction.• Preferred Alternative SIB- 1 will generate construction vibration and may generate on-going vibration from light rail operations. WTD is concerned that this may impact the EBI pipeline and the proposed odor control facility (OCF) near Interbay Pump Station (Interbay PS). WTD requests that Sound Transit analyze and mitigate such vibration impacts on these structures. Currently, BNSF Railway generates vibrations adjacent to a portion of the 48-inch twin force mains leaving the Interbay PS, the OCF area, and EBI. Operation of the light rail system will increase the vibration level and may compound vibration impacts. An analysis of vibration impacts should be conducted considering these two factors. The piles that would support the light rail trestle adjacent to the OCF will likely be installed on a steep slope below Interbay Golf Course. The stability of the steep slopes should be evaluated by a geotechnical engineer to ensure vibrations from the operation of light rail will not jeopardize the OCF. Additionally, pile installation of the light rail trestle is likely to disturb the old landfill site and release methane gas around the OCF. Release of the methane gas will increase explosive gas and odor in the vicinity of the OCF. Measures should be implemented to capture the escaped methane gas and reduce potential impacts to the OCF. • Preferred tunnel alternative IBB-2a and design option IBB-2b both transition from an elevated section to a retained cut at a proposed Interbay Station and then enter a tunnel portal near 15th Ave. w. and W. Ruffner St. The proposed Interbay Station is located near the intersection of w. Bertona St. and Thorndyke Ave. W. At this location, WTD's 96-inch EBI crosses Bertona St. in a north-south direction. We are very concerned that the retained cut at Interbay Station will adversely impact the structural integrity, service life and operation and maintenance of this WTD facility. We understand from preliminary discussions that the clearance between proposed top of rail and the crown of the EBI is proposed to be only approximately three feet. We recommend that the design seek to increase this distance to reduce the likelihood and severity of impacts.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Construction-related impacts - belowground, at the ground surface, and/or aboveground - should be identified and minimized for all WTD facilities. During and after construction, WTD must be able to maintain access to all facilities (pipes, pump stations, maintenance holes, OCFs, regulator stations, tunnels, etc.) to adequately inspect, operate, maintain, replace, repair, and rehabilitate those facilities. Settlement and vibration analysis, mitigation and monitoring should be performed at all locations where Sound Transit proposes crossing or working in proximity to or parallel to WTD facilities. In select cases, geotechnical investigations and/or modeling of impacts before construction will be required. Coordination with WTD will be necessary to determine the requirements for geotechnical investigation and monitoring on a case-by-case basis. Given the recent concrete strike that delayed many public projects, Sound Transit may want to consider the option of having a temporary concrete batch plant as part of the project's construction. Addressing it now in the environmental impact statement may assist in the implementation if it is needed.	Please see Section 4.15, Utilities, and Appendix L4.15, Utilities, of the Final EIS for information on utility conflicts identified for major utilities, as defined in Section 4.15. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Sound Transit should clearly document the zone of influence for all proposed foundations and ground improvements adjacent to WTD facilities. The proximity of a WTD facility to the Sound Transit alignment that will require investigations and modeling will be dependent on the surrounding soils, the asset materials, condition and construction, and the proposed methods of construction for the Sound Transit facilities. Sound Transit should clearly identify any areas where it is proposing to protect in place or relocate King County facilities. (The attached spreadsheet identifies specific WTD facilities and DNRP's concerns regarding potential impacts to them.)	Please see response to comment 5. Sound Transit has continued to coordinate with King County Wastewater Treatment Division as design has progressed and will continue to do so through final design and construction.
6	The Superfund cleanups in the Lower Duwamish and East Waterway include extensive in-water work. The preferred route will need to cross at least one, and possibly both, of these waterways. Therefore, close coordination during siting and construction will be needed to ensure that effects on these cleanups and work on adjacent uplands-including any potential to release contaminants into these waterways-are minimized. In addition, upland areas adjacent to the Duwamish Waterway corridor (including both the East and West Waterways) are extremely limited in availability and of high enough value for habitat restoration. Efforts should be taken to minimize WSBLE footprint to maximize opportunity for any potential habitat restoration areas required to meet Natural Resource Damage Act claims. The impacts of rail-operations-related stormwater runoff should be identified and minimized for all water crossings, especially those that relate to sediment cleanups that are underway or anticipated. King County would appreciate working closely with Sound Transit on these issues.	Comment noted. Please see Section 4.12, Hazardous Materials, of the Final EIS for more information on potential impacts to Superfund sites in the study area. See Section 4.9, Ecosystems, and Appendix N.4, Ecosystems Technical Report, of the Final EIS for more information on existing and proposed habitat restoration sites in the study area, and potential effects to these sites. See Section 4.8, Water Resources, of the Final EIS for more information on stormwater management for the project.

#	Comments	Responses
7	Finally, please note that in the "Utility" section of the DEIS, WTD is identified as a stormwater management service provider. However, this is inaccurate since WTD is a wastewater treatment and conveyance provider. In the combined Seattle system, stormwater is part of the influent collected and treated, but WTD is not a stormwater service provider.	King County Wastewater Treatment Division has been removed as a stormwater provider in Section 4.15, Utilities, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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Type of Comment	ID	Comments on WSBLE Draft EIS	Response
General Comments	1	Clearly identify any areas where ST is proposing to protect in place or relocate King County facilities.	Sound Transit will share Utility plans with DNRP as design advances.
	2	Clearly identify where ST is proposing to work parallel to or cross KC infrastructure with detailed information on the work proposed adjacent to KC facilities.	Sound Transit will share Utility plans with DNRP as design advances.
	3	Clearly identify construction impacts due to construction traffic, partial or complete road closures, installation of below or above ground temporary or permanent ground improvements, and installation of permanent facilities	Construction impacts are identified for all resources in this Final EIS based on conceptual design. Additional coordination will occur with KC DNRP regarding specific impacts to their facilities as design advances.
	4	Clearly identify long term operational impacts of train running parallel to or crossing KC facilities, vibration, settlement, stray current, etc.	Sound Transit will coordinate with KC DNRP as design advances regarding this types of potential impacts. No impacts of these nature have been identified based on conceptual design. Please see Section 4.15, Utilities, of the Final EIS for more information on potential utility impacts and proposed mitigation.
	5	All KC infrastructure must remain operational for the duration of construction with no impacts to the operation and performance of facilities.	Comment noted. This will be resolved through resolution of segment specific comments below.
Segment Specific Comments	6	The preferred alternative (SODO-1a) and the design option (SODO-1b) propose crossing Lander St (north-south) at current grade and elevating Lander St above the light rail crossing. KC WTD has a 96" pipe running east-west along Lander St. Raising Lander St will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict has been incorporated in the Final EIS as appropriate. Sound Transit has and will continue to coordinate with King County on utility relocations and work near utilities.
Segment Specific Comments	7	The non-preferred alternative (SODO-2) proposes crossing above Lander St (north-south) in an elevated guideway. KC WTD has a 96" pipe running east-west along Lander St. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	The proposed design for Alternative SODO-2 would be close to this line but would not be in direct contact so has not been identified as a conflict. If this alternative is selected as the project to be built, Sound Transit would coordinate with KC DNRP regarding protection of this utility.
Segment Specific Comments	8	The preferred alternative (DUW-1a), design option (DUW-1b) and non-preferred alternative (DUW-2) propose crossing (north-south) over KC WTD's Hanford Street Trunk sewer which runs east-west. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	The proposed design for these alternatives would be close to this line but would not be in direct contact so has not been identified as a conflict. Sound Transit will coordinate with KC DNRP regarding protection of this utility for the alternative selected as the project to be built.
Segment Specific Comments	9	The non-preferred alternative (DUW-2) is an elevated guideway and proposes crossing (east-west near Colorado Ave. S north of Spokane St) over KC WTD's 84" (Elliott Bay Interceptor Section 4 [EBI4] sewer which runs north-south). The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict has been incorporated in the Final EIS for Alternative DUW-2.
Segment Specific Comments	10	The non-preferred alternative (DUW-2) parallels KC WTD's West Seattle Force Main (30") along Parcel # 7666207905 (Port of Seattle Terminal 25). The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict has been incorporated in the Final EIS for Alternative DUW-2.
Segment Specific Comments	11	The non-preferred alternative (DUW-2) parallels the southern part of Parcel # 7666207905 (Port of Seattle Terminal 25). KC WTD has identified use of this parcel as a potential site of a future wet weather treatment station (AL02-HLK, AL04- HLKK) with appurtenant piping and support facilities.	The Final EIS identifies conflicts with existing or planned utilities. If Alternative DUW-2 is selected as the project to be built and KC DNRP advances design of a facilty on this parcel, Sound Transit would coordinate with KC DNRP to avoid conflicts to this facility.
Segment Specific Comments	12	The non-preferred alternative (DUW-2) crosses KC WTD's West Seattle Force Main (30-inch) in two locations; on Harbor Island near Klickitat Ave SW and 13th Ave SW and in the West Waterway of the Duwamish Channel. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict has been incorporated in the Final EIS for Alternative DUW-2.

Type of Comment	ID	Comments on WSBLE Draft EIS	Response
Segment Specific Comments	13	The non-preferred alternative (DUW-2) crosses into West Seattle over and adjacent to KC WTD's Chelan Regulator Station. KC WTD has identified this general area as a potential site of a future wet weather storage tank (AL01 Storage Tank. AL10- CHLKK) with appurtenant piping and support facilities. In addition to being in close proximity to the Chelan regulator station (~ 30 feet), the elevated guideway crosses over or is closely adjacent to multiple KC WTD facilities in the vicinity of the West Seattle Bridge, including the West Seattle Force Main (30"), the Renton Effluent Force Main (96"), the West Duwamish Interceptor (36"), and the West Delridge Trunk (48-54"). The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC asset. General comments apply.	Conflicts with these utilities have been incorporated in the Final EIS for Alternative DUW-2 as appropriate.
Segment Specific Comments	14	The preferred alternative (DUW-1a) and design option (DUW-1b) are both elevated guideway and propose crossing (east- west near Colorado Ave. S south of Spokane St) over KC WTD's 84" pipe (Elliott Bay Interceptor Section 4 [EBI4] sewer which runs north-south). The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict has been incorporated in the Final EIS for Preferred Alternative DUW-1a and Option DUW-1b.
Segment Specific Comments	15	The preferred alternative (DUW-1a) and design option (DUW-1b) are both elevated guideway and propose crossing over KC WTD's 96" pipe (Renton Effluent Force Main) and 42" pipe (West Duwamish Interceptor) just south of the West Seattle Bridge along W. Marginal Way. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply.	This conflict is identified in the Final EIS and these utilities would be protected in place.
Segment Specific Comments	16	The preferred alternative (DEL-1a) and its design option (DEL-1b) proposes an elevated station between Dakota and Nevada St before crossing over 26th Ave SW in a northeast-southwest direction and then aligning in an east-west direction along Genesee St. KC WTD's West Delridge interceptor (24") runs north-south along 26th Ave SW. The elevated guideway and station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict is identified in the Final EIS and this utility would need to be relocated for these alternatives.
Segment Specific Comments	17	The non-preferred alternative (DEL-2a) and its design option (DEL-2b) proposes an elevated station between Dakota and Nevada St before crossing over 26th Ave SW in a northeast-southwest direction and then aligning in an east-west direction along Genesee St. Although slightly less elevated than the preferred option for both the station and guideway, the proposed alignment is the same. KC WTD's West Delridge interceptor (24") runs north-south along 26th Ave SW. The less elevated guideway and station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict is identified in the Final EIS and this utility would need to be relocated for these alternatives.
Segment Specific Comments	18	The non-preferred alternatives (DEL-3, DEL-4) propose a north-south aligned elevated station between Andover and Dakota St before crossing over 26th Ave SW in a northeast-southwest direction and then aligning in an east-west direction along Genesee St. Both DEL-3 and DEL-4 are elevated crossing over 26th Ave SW (DEL-4 slightly less so). KC WTD's West Delridge interceptor (24") runs north-south along 26th Ave SW. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict is identified in the Final EIS and this utility would be protected in place for these alternatives.
Segment Specific Comments	19	The non-preferred alternatives (DEL-5, DEL-6) propose a northeast-southwest aligned elevated station north of Andover and west of 27th Ave SW before crossing over 26th Ave SW in a northeast-southwest direction and then aligning in an east-west direction along Yancy St. Both DEL-5 and DEL-6 are elevated crossing over 26th Ave SW (DEL-6 slightly less so). KC WTD's West Delridge interceptor (24") runs north-south along 26th Ave SW. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	This conflict is identified in the Final EIS and this utility would need to be relocated for these alternatives.

Type of Comment	ID	Comments on WSBLE Draft EIS	Response
Segment Specific Comments	20	Alternative's CID-1a and CID-1b propose a new International District/Chinatown Station under 4th Ave S near S King St (1a is shallow, 1b is deep). KC WTD's Elliott Bay Interceptor (EBI - 102") runs north-south in a tunnel beginning at 2nd Ave S and King St. Also, one block further west (1st Ave S and King St) is the piping (42") feeding the King St. CSO facility. While it is a couple of blocks away, there is a concern about the impacts of station construction (pile installation and subsequent vibrations) due to the age of these KC WTD facilities and the surrounding poor soils. The tunnel guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	21	Alternative's CID-2a and CID-2b propose a new International District/Chinatown Station under 5th Ave S near S King St (2a is shallow, 2b is deep). KC WTD's Elliott Bay Interceptor (EBI - 102") runs north-south in a tunnel beginning at 2nd Ave S and King St. Also, one block further west (1st Ave S and King St) is the piping (42") feeding the King St. CSO facility. While it is a couple of blocks away, there is a concern about the impacts of station construction (pile installation and subsequent vibrations) due to the age of these KC WTD facilities and the surrounding poor soils. The tunnel guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	22	The preferred alternative (DT-1) tunnels under Westlake Ave crossing 7th Ave. KC WTD's Central Trunk (60") runs under 7th Ave as it crosses Westlake Ave. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	23	The non-preferred alternative (DT-2) tunnels just west of Westlake Ave crossing 7th Ave and Virginia St. KC WTD's Central Trunk (60") runs under 7th Ave and Virginia St. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	24	The preferred alternative (DT-1) tunnels under Harrison St crossing Dexter Ave. The South Lake Union station is proposed underground near the intersection of Harrison St and Dexter Ave. KC WTD's Central Trunk (60") runs under Dexter Ave as it crosses Harrison St. The tunnel and station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	25	The non-preferred alternative (DT-2) tunnels under Republican St in between Westlake and Terry Aves. KC WTD's Lake Union Trunk (72") runs under Republican St. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	26	The non-preferred alternative (DT-2) tunnels under Mercer St near 8th Ave W. KC WTD's Lake Union to Mercer Tunnel connector (72") runs under 8th Ave W. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	27	The non-preferred alternative (DT-2) tunnels just north of and parallel to Mercer St crossing Dexter Ave. KC WTD's Mercer Tunnel (176") and Central Trunk (84") runs under Dexter Ave. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	28	The preferred alternative (DT-1) tunnels under 5th Ave just north of Harrison St. KC WTD's Lake Union Trunk (72") runs under 5th Ave crossing in a northeast-southwest direction. The tunnel will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	29	The non-preferred alternative (DT-2) tunnels just north of and parallel to Mercer St from Dexter Ave to 4th Ave W (where it exits the portal and begins transitioning to an elevated structure). There is a station proposed (Seattle Center) at Mercer Street between 1st Ave N and Warren Ave. In between 3rd Ave N and 3rd Ave W (which includes the Seattle Center station) the alignment is shown along Mercer St. KC WTD's Mercer Tunnel (176") runs under Mercer St in between 7th Ave N and the Elliott West WWTS. The tunnel and station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	30	The preferred alternative (SIB-1) and design alternative (SIB-2) are elevated as they cross Elliott Ave W after it exits the portal at Republican St. KC WTD owns and operates a wet weather treatment facility (Elliot West WTS - 545 Elliott Ave W) which is fed from the east by the Mercer Tunnel (178") crossing under Elliott Ave W. Some of the columns for the elevated guideway are proposed to be placed on EWWTS property. KC WTD is currently in planning stages to replace and/or modify the EWWTS. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of current KC assets as well as restrict potential alternatives for the future treatment facility. Placement of the columns supporting the new railway in the center of Elliott Ave W impacts the vehicle ingress / egress to the facility; vehicles traveling north on Elliott Ave W would be unable to turn left into the site. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Type of Comment	ID	Comments on WSBLE Draft EIS	Response
Segment Specific Comments	31	The preferred alternative (SIB-1) is elevated and crosses over Elliott Ave W near Lee St and parallels the BNSF corridor as it continues towards Dravus St. KC WTD owns and operates a lift station (Interbay - 1601 W Garfield St) which is fed from the south by the Elliott Bay Interceptor (102") which parallels BNSF to the east. Dual 36" force mains then emanate from Interbay and proceed north to discharge back into the Elliott Bay Interceptor (96") at the southern edge of the Interbay Golf Course. The EBI then continues north towards Dravus St. The elevated guideway is relatively close to the EBI (~ 60') roughly 1,000 feet south of the Interbay Station and is shown directly crossing over the northeast corner of Interbay Station and then coming close to the dual 36" force mains near the Magnolia Ave bridge. After a slight diversion away from the dual force mains, the elevated guideway then parallels the dual force mains and the EBI on the western edge of the golf course. The close proximity of the guideway to the Interbay pump station, dual force mains (including odor treatment at the discharge end) and the EBI pose substantial risk and will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. Detailed discussions between ST and KC WTD have occurred and are on-going regarding impacts of this proposed alignment on these KC facilities including current KC WTD plans to rehabilitate (likely prior to the Ballard Link extension) the dual force mains, odor treatment facility and the EBI extending along the western edge of the Interbay Golf Course. In coordination meetings, Sound Transit has proposed building a temporary trestle over the pipeline to facilitate construction that could possibly impede access to the pipeline for inspection and maintenance. Unfettered access to the pipeline will need to be maintained during construction. Additionally, the potential impacts (vibration, etc.) to the EBI will need to be analyzed to confirm that structural integrity is maintained during and following construction. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	32	Alternative SIB-3 is elevated and parallels the Interbay golf course just north of Wheeler continuing toward Dravus Street. KC WTD's Elliott Bay Interceptor (96") is contained in this same corridor (western edge of Interbay golf course). The close proximity of the elevated guideway to the EBI poses substantial risk and will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. Detailed discussions between ST and KC WTD have occurred and are on-going regarding impacts of this proposed alignment on this KC facility. In coordination meetings, Sound Transit has proposed building a temporary trestle over the pipeline to facilitate construction that could possibly impede access to the pipeline for inspection and maintenance. Unfettered access to the pipeline will need to be maintained during construction. Additionally, the potential impacts (vibration, etc.) to the EBI will need to be analyzed to confirm that structural integrity is maintained during and following construction. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	33	The preferred alternative IBB-1a is elevated and crosses Bertona St just east of the BNSF corridor in a northeast-southwest direction. KC WTD's Elliott Bay Interceptor (96") crosses Bertona St in a north-south direction. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. Detailed discussions between ST and KC WTD have occurred and are on-going regarding impacts of this proposed alignment on this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	34	The preferred alternative IBB-1a and design option IBB-1b are elevated and cross (north-south) W. Nickerson St near 13th Ave W. KC WTD's North Interceptor (138") runs underneath W. Nickerson St in an east-west direction. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	35	The preferred alternative IBB-1a and design option IBB-1b are elevated and cross (north-south) NW 45th St over 14th Ave NW. KC Ballard Trunk (54") runs east-west along the northern edge of NW 45 St. Also, the Ballard Trunk overflow (72") is a wood stave pipe that runs north-south along 11th Ave NW. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	36	The preferred tunnel alternative IBB-2a and design option IBB-2b both transition from an elevated section to a retained cut at the proposed Interbay Station and then enter a tunnel portal near 15th Ave W and W Ruffner St. The Interbay Station is located near the intersection of W Bertona St and Thorndyke Ave W. At this location, KC WTD's Elliott Bay Interceptor (96") crosses Bertona St in a north-south direction. The retained cut Interbay Station will potentially impact the structural integrity, service life and operation and maintenance of this KC facility since the clearance between proposed top of rail and the crown of the EBI will be reduced to approximately 3 feet based on preliminary discussions between KC WTD and ST. Detailed discussions between ST and KC WTD have occurred and are on-going regarding impacts of this proposed alignment on this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Type of Comment	ID	Comments on WSBLE Draft EIS	Response
Segment Specific Comments	37	The preferred tunnel alternative IBB-2a and design option IBB-2b cross (north-south) W. Nickerson St in between 14th Ave W and 15th Ave W. KC WTD's North Interceptor (138") runs underneath W. Nickerson St in a northeast-southwest direction. The tunnel guideway will potentially impact the structural integrity, service life and operation and maintenance of this KC facility. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	38	The preferred tunnel alternative IBB-2a and design option IBB-2b cross (north-south) NW 45th St. IBB-2b crosses NW 45th St near 15th Ave W while IBB-2a crosses NW 45 St under 14th Ave W. KC WTD's Ballard Trunk (54") runs east-west along the northern edge of NW 45 St. Also, the Ballard Trunk overflow (72") is a wood stave pipe that runs north-south along 11th Ave NW. The tunnel guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	39	Alternative IBB-3 crosses (north-south) W. Emerson St just west of 15th Ave W. KC WTD's North Interceptor (138") runs underneath W. Emerson St while the Elliott Bay Interceptor (96") parallels the guideway to the immediate west at the crossing. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	40	Alternative IBB-3 crosses (north-south) NW 45th St just west of 15th Ave W. KC WTD's Ballard Trunk (54") runs underneath the northern edge of NW 45th St. The elevated guideway will potentially impact the structural integrity, service life and operation and maintenance of these KC facilities. General comments apply.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	41	Presumably the Sound Transit will inspect and maintain the trestle using the access around the OCF and EBI-8. This access will coordinate with WTD's maintenance access to the OCF and the EBI-8 to minimize the impact. Comments on the access impact will be prepared when WTD reviews Sound Transit trestle design in this area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	42	KC WTD owns parcel numbers 7666201675 (ST ID: BD20016), 2771108091 (ST ID: BD20018), 7666202060 (ST ID: BD20014) & 7666202035 (ST ID: BD20012). ST needs to coordinate with KC WTD to confirm that alignment does not interfere with current and future plans for the properties.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Segment Specific Comments	43	KC WTD owns parcel number 7666703966 (ST ROW ID# WS22002). ST needs to coordinate with KC WTD to confirm that alignment does not interfere with current and future plans for this property.	Noted. If Alternative DUW-2 is selected as the project to be built, Sound Transit would coordinate with King County regarding current and future plans for this property.

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King County
METRO
Moving forward together

King County Metro Transit Department
General Manager's Office
201 S. Jackson Street
Seattle, WA 98104-3856

April 27, 2022

Lauren Swift
West Seattle Ballard Link Extension Environmental Manager
Central Puget Sound Regional Transit Authority (Sound Transit)
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Ms. Swift:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle to Ballard Link Extension (WSBLE) Project. As a participating agency under the National Environmental Policy Act (NEPA), King County Metro Transit Department (Metro) sincerely appreciates our strong working relationship and collaboration with the Sound Transit WSBLE Team through this planning phase of the project and the team's responsiveness to our input to date.

Given the evolving nature of the WSBLE, the comments submitted today should not be considered a comprehensive list of all of Metro's concerns and input related to this project. The purpose of this letter is to give a summary of our assessment of the impacts on Metro's facilities and operations based on our focused review of the Transportation Technical Report (Appendix N.1) and the conceptual design drawings in Appendix J of the DEIS. This letter provides a summary of Metro's comments on the DEIS. We are also providing a pdf of detailed comments, included as Attachment 1.

Metro supports development of a high-quality and high-capacity light rail project that provides excellent transit integration, station design, and public access. We look forward to working with Sound Transit to ensure it is constructed as on-time, on-budget, and with as much construction and built condition mitigation as possible.

<u>This letter focuses on 4 key areas of concern:</u>

- **Impacts to Metro and Mitigation Measures** – WSBLE construction effects on transit customers and Metro operations will be considerable for many years due to the long duration of the project. Because capital-related mitigation for construction impacts will take years to design, approve, and implement, we request that Sound Transit create and lead an interagency mitigation coordination team beginning immediately after selection of the preferred alternative(s). The WSBLE project would also greatly impact transit facilities. We would also like to request better clarity around facilities impacts under each alternative that moves forward into the Final Environmental Impact Statement (FEIS) (e.g., base access restrictions, closures and

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temporary/permanent reductions in base capacity, temporary/permanent removal of bus stops, layover areas, comfort stations, etc.). Because the full magnitude of the impacts for each alternative is not thoroughly analyzed in the DEIS, the DEIS lacks specificity needed to understand scope, cost, schedule, and feasibility of mitigation implementation for each alternative.

- **Transfer Facilities – Bus-Rail Integration Assessment** – Some of the proposed bus-rail integration facilities and layover locations lack enough detail to understand feasibility, would require new transit facilities/transit priority treatments that are currently unapproved by the Seattle Department of Transportation (SDOT), or are undesirable to Metro and present challenges/inefficiencies for our riders from a transfer and/or transit travel-time perspective.

- **Minimum Operable Segments (M.O.S.) Assessment** – Previous input Metro provided on the M.O.S. alternatives were rough drafts only and should not be used as the basis for determining impacts to Metro service. Much more detailed network development work will be required if the M.O.S. is selected as a preferred alternative.

- **Station & Alignment Refinement Concepts Not Included in the DEIS** – While not included in DEIS, in parallel with this work Sound Transit staff have been developing several station and alignment refinement concepts. Based on the information provided by Sound Transit staff to-date, Metro expects many of the concepts would result in challenging bus-rail transit integration outcomes if built.

Impacts to Metro and Mitigation Measures

Metro recognizes that, due to the large number of alternatives, and the current stage of design being at less than 10%, much of the detailed analysis of impacts will be completed in a future analysis of a preferred alternative(s) in the FEIS. However, because the full magnitude of the impacts for each alternative is not thoroughly analyzed in the DEIS, the DEIS also lacks specificity needed to understand scope, cost, schedule, and feasibility of mitigation implementation for each alternative. Disclosing how substantial the required mitigation strategies are for each alternative compared to the others is necessary to fully understand the tradeoffs among the alternatives. Metro hereby requests that, as the number of alternatives is refined to those carried forward into the FEIS, the impacts to transit be better defined and the mitigation measures to avoid or reduce those impacts be developed to a greater level of detail to understand cost, schedule, risks, funding method, delivery method, and approvals needed, as well as disclosure to the community of any secondary impacts resulting from this mitigation.

WSBLE construction will be the largest disruption Metro has managed since the construction of the Downtown Seattle Transit Tunnel more than thirty years ago, and the effects upon transit customers and Metro operations will be considerable for many years due to the long duration of the project. Our request for a more detailed discussion of impacts and mitigation is especially crucial given that construction impacts would adversely affect Metro operations and capital facilities beginning as early as fall 2025 (with closure of the SODO busway) and as early as 2026-2027 for most other major impacts to the transportation network, such as long-term arterial segment closures and key intersection closures to accommodate tunneling, aerial guideway, and station construction. Metro needs more information to be able to prepare adequately for the coming disruptions and to understand what the cost will be to operate successfully and serve customers throughout the construction period.

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The DEIS states that: "impacts would be addressed through ongoing coordination between Sound Transit, the City of Seattle, Metro, and FTA to identify capital, routing, alternative base locations and capacity, and access management strategies that would be implemented before transit service operations would be affected. Sound Transit would implement agreed-upon improvements that mitigate impacts directly associated with the project." Because capital-related mitigation for construction impacts will take years to design, approve, and implement, we request that Sound Transit create and lead an interagency mitigation coordination team beginning immediately after Sound Transit Board selection of the preferred alternative(s).

This interagency team would operate concurrently with FEIS development/analysis and would refine mitigation strategies at the 30% design stage to ensure there is sufficient time to develop, coordinate, fund, and implement mitigation strategies. This interagency team would be composed of Sound Transit, Metro, SDOT/City of Seattle, and other affected agencies (as needed) with the express purpose of developing effective capital (i.e., roadway and facility) strategies and mitigation to ensure implementation prior to commencement of WSBLE construction. The key tasks this team would deliver, include but are not limited to: concept development, travel demand/traffic modeling, mitigation alternatives analysis, preliminary and final design of mitigation, cost estimating, agency approvals, identification of/securing funding source(s), implementation plans, development and execution of construction contracts, construction management, traffic management plans, and performance monitoring for the agreed upon capital mitigation strategies. The creation of this team will also help ensure that mitigation is fully understood by all parties that will be impacted, and that all agencies are at the table together rather than having mitigation conversations bilaterally.

The following subsections highlight Metro's concerns regarding impacts and mitigation for two horizon periods: construction and Build condition.

Construction Impacts and Mitigation

We appreciate Sound Transit's recognition that for Metro to continue to operate its services, all construction impacts must be identified and quantified, and mitigation must be planned and implemented (to the extent feasible) prior to construction beginning on the project. It is imperative that Sound Transit provide adequate time in its planning and construction schedule to allow for Sound Transit, the City of Seattle, and Metro to coordinate, plan for, design, and implement all construction-related mitigation needed for transit operations.

Related to our request of creation of an interagency team to design, approve, and implement construction mitigation measures, we would like to outline our specific concerns below.

Required Reroutes and Transit Priority Treatments During Construction

For all intersection/roadway closures that adversely affect transit operations, we are requesting that Sound Transit propose detailed reroute plans for Metro and City of Seattle to review, modify, and ultimately approve as construction mitigation measures. These reroute plans will help Metro, City of Seattle, and the public understand the number of existing customers adversely affected as well as pathway feasibility including new temporary stops needed, transit priority treatments needed, general purpose traffic impacts, and any approvals needed by SDOT for implementation. These plans would include, but not be limited to the following capital mitigation needs:

1. Identification of speed and reliability treatments to mitigate increased transit travel

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time (e.g., transit lanes, transit signal priority, and similar). These treatments should be monitored for their effectiveness and, if found to be ineffective, other mitigations measures should be implemented either as an alternative to or in addition to the original treatment (all alternatives).

2. Identification of new trolley wire infrastructure necessary along detoured trolley bus pathways (CID-1a, CID-1b, CID-2a, DT-1, & DT-2).
3. Identification of any pavement improvements necessary on transit detour routes that are not designed to accommodate transit vehicles (all alternatives).

It should be noted that CID-1a and CID-1b would result in considerable delays and disruptions for tens of thousands of daily transit riders, resulting in higher costs for additional operating service hours and a substantial increase in the number of buses needed to deliver the same level of service for an extended period due to the magnitude of intersection/roadway closures. At this time there are no formal agreements in place on bus or trolley reroute pathways and layovers. Areas of major disruptions include:

- Service (revenue) via 4th Ave S (*routes to SODO, Georgetown, South Park, Skyway, Renton, Kent)*
    - Major service disruption for over 1,200 daily buses with full closure of 4th Ave S in both directions for ~6.5 years (CID-1b)
    - Disruption for ~6 years with split northbound/southbound reroutes (CID-1a)
    - Considerable congestion compounded by delays due to SODO busway closure

- Service (revenue) via S Jackson Street (*routes to Rainier Ave, Beacon Hill, Mt Baker, and First Hill Streetcar*)
    - Uncertain reroute pathways around the closure of 4th/Jackson intersection (CID-1a & CID-1b) and relationship to general purpose/freight reroutes
    - Loss of connection to destinations around 4th/5th/Jackson including existing Link station (CID-1a & CID-1b)

- Service (deadhead) to/from Metro bases (*including but not limited to ALL Metro trolley bus routes and RapidRide C, D, E, and future H Line; routes representing service throughout City of Seattle)*
    - Delays and disruptions due to constrained roadways and lack of alternative pathways (CID-1a & CID-1b)
    - Alternative trolley bus reroute pathways through the heart of the International District on 7th/8th including new trolley wire (CID-1a & CID-1b)

In addition, it is important to note that reroutes of electric trolley bus routes (such as what would be required in Chinatown-International District (C-ID) and Pioneer Square) are more complicated than diesel/hybrid bus routes and would require significant capital improvements, such as trolley infrastructure (trolley poles, overhead trolley wire, etc.). All project planning should assume that existing electric trolley routes should continue to operate as such and not be switched to diesel operation during construction. Metro does not have enough spare buses or base capacity to move routes to from trolley to diesel operations, and even if fleet was available, moving from electric trolley to diesel-hybrid operations would not be consistent with our goal to achieve a 100% zero-emissions fleet operation in the future.

Operating Costs During Construction

The WSBLE project would result in significantly increased transit operating costs during construction due to slower operations caused by extended reroutes to avoid

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roadway/intersection closures and additional congestion in and around construction sites as less roadway capacity is made available for all users. This is true for both our revenue operations as well as our deadhead operations as it would take more time for buses to move from bases to their revenue service routes. Therefore, it is imperative that a detailed analysis of all transit service impacts for the preferred alternative(s) be disclosed in the FEIS to ensure additional operating costs and buses/operators needed are adequately identified for budgeting purposes, if they are not able to be fully mitigated via capital improvements. For each preferred alternative(s) that moves forward into the FEIS, Sound Transit should quantify the expected increases in transit travel time due to detour routes and/or increased traffic congestion for each affected route so that specific mitigation measures can be identified and assessed.

Roadway Segment/Intersection Closures with No Alternate Transit Pathways During Construction

The full closure of transit pathways along arterials that have no alternate pathways available is unacceptable to Metro and its customers. These impacts must be accurately disclosed in the FEIS and alternatives resulting in these closures should be modified to avoid these impacts or removed from consideration in the FEIS. An example of this unacceptable impact is the night and weekend closure of Delridge Way Southwest between 23rd Ave Southwest and South Dakota Street under alternatives DEL-1a, DEL 1-b, DEL 2-a, DEL 2-b, DEL-3, and DEL-4. Metro Routes 120 (future H Line) and 125 have no alternate pathway under any alternative that has concurrent construction along Southwest Genesee Street where either full or night and weekend closures would also take place. Further, Southwest Genesee Street between Delridge Way Southwest and SW Avalon Way has such an extreme grade that it is unclear whether 60-foot articulated buses (such as those that are utilized for Route 120/H Line) would be able to operate on that street. Coach tests would be needed to confirm feasibility.

Facilities Impacts During Construction

As noted in the DEIS, construction of the WSBLE project would greatly impact transit facilities. We would also like to request better clarity around facilities impacts under each alternative that moves forward into the FEIS (e.g., base access restrictions, closures and temporary/permanent reductions in base capacity, temporary removal of bus stops, layover areas, comfort stations, etc.). These impacts must be accounted for and planned to ensure success of the project and operability of service during and after construction. As the DEIS is currently written, it is unclear which alternatives are more feasible from a mitigation standpoint.

Specific areas of concern around construction impacts that need to be addressed include, but are not limited to:

- Bus stop closures and replacements along reroutes (all alternatives)
- Trolley bus wire (overhead catenary system) deactivation, temporary removal (if needed), and replacement (all alternatives)
- Replacement of SODO busway layover spaces and comfort station, temporarily (all alternatives) and permanently (SODO-1a/1b)
- Replacement of SODO busway capacity on parallel surface street with transit priority treatments (all alternatives) and permanently (SODO-1a/1b)
- Loss of layover and comfort station infrastructure and replacements in Chinatown-International District and Pioneer Square (CID-1a/1b)

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- Access impacts to Central/Atlantic base and Metro's Employee Garage access (6th Ave S between S Massachusetts St and S Royal Brougham Way) (CID-2a/2b)
- Loss of Ryerson primary base access and replacement (CID-1a)
- Reduced Ryerson base capacity (CID-1a)
- Loss and full replacement of Ryerson Base within a reasonable geographic vicinity of its existing location (CID-1b)
- Loss and full replacement of Metro's Marketing Distribution Center, Drug/Alcohol Testing Center, and oversized vehicle parking between 6th Ave and existing rail ROW (all alternatives)
- Limitations on expandability of Metro's Transit Control Center (CID-2a/2b)

Although the project is currently only at the high-level planning stage, we would like to ensure Sound Transit is aware of Metro's plan to electrify all bases prior to 2035 (including those located in the vicinity of the WSBLE project). Unplanned base disruption and reduction in capacity at Metro's bases during construction of our electrification projects would impact the cost and potentially the schedule feasibility of our planned electrification, as well as our ability to maintain service levels during construction of the WSBLE. Therefore, we request that Sound Transit acknowledge our project and its planned timeline, and work with us to minimize any impacts that the WSBLE could have on our base electrification projects once they are underway. Given the early stage of both projects, we recommend that coordination of the two projects be included as part of the interagency construction mitigation work.

Construction Traffic Management Plan
We believe Sound Transit should initiate development of a construction/traffic management and mitigation plan as soon as the preferred alternative(s) has been selected. According to current schedule, there will be less than three years between Board selection of a preferred WSBLE alternative(s) and commencement of construction (i.e., closure of SODO Busway). This plan should include a traffic monitoring program that would evaluate traffic conditions, including those for buses, freight, and general-purpose traffic to ensure traffic detours and mitigation measures respond effectively to traffic patterns as they change during construction.

Build Condition Impacts and Mitigation
The impacts of WSBLE on Metro bus service and facilities substantially exceed impacts of any other previous Sound Transit project to date. This understanding is based on the DEIS stating the potential need (depending on alternative) for permanent closures of layover spaces, comfort stations, key transit revenue and deadhead pathways, the SODO Busway (a key transit revenue and deadhead pathway), and Ryerson Base, as well as potential permanent access impacts, reduced base capacity, and constrained expansion to Metro's Ryerson and Atlantic/Central bus bases.

Permanent Closures of Metro Transit Facilities
The FEIS should quantify the magnitude of the impact in detail for all the potential impacts to Metro, with sufficient detail to allow discussion and consideration of whether and how mitigation measures can be employed to reduce the impact. Understanding the impacts of specific alignment options and how impacts will be mitigated is critical to allow Metro to continue to effectively provide transit service under the Build condition. For instance, Alternative CID-1b would require permanent closure of Ryerson bus base, a facility that is critical to Metro operations and maintenance. The DEIS does not include any discussion of mitigation for the permanent closure of Ryerson Base, which is unacceptable due to the

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magnitude of impact to Metro. Because the closure would occur at the outset of construction, full replacement would be required by Sound Transit by start of construction. Given that full replacement of Ryerson base appears infeasible, either due to schedule or cost, we request that Alternative CID-1b be removed from consideration as Sound Transit identifies a preferred alternative in the FEIS.

As described in the DEIS, Preferred Alternative SODO-1a and Option SODO-1b would permanently close the SODO Busway to buses to accommodate the light rail guideway. This closure would eliminate existing layover areas and a recently built comfort station, would adversely affect both revenue and deadhead operations, and would increase bus travel time to bases. Metro requests that Sound Transit work with Metro and SDOT on mitigation, which would include locating/approving new layover space, relocating the existing comfort station to the new layover space, and providing transit priority on 4th Avenue South between S Lander Street and Edgar Martinez Drive, which could take the form of curb running transit only lanes or extended queue jumps at S Lander and S Holgate streets (or other combinations of transit-priority treatments that provide a similar travel time and speed benefit as the SODO Busway). Since the construction of the SODO segment could begin within a few years, these mitigation strategies will need to be fully assessed, designed, and implemented prior to construction and would also apply to the Build condition.

Transfer Facilities – Bus-Rail Integration Assessment

In 2019 and 2020, Metro, Sound Transit, SDOT, and community stakeholders worked together collaboratively to discuss, refine, and improve WSBLE bus-rail integration preliminary design for each station location. While the majority of this work was carried forward and incorporated into the DEIS, our review has found that as currently written, some of the proposed bus-rail integration facilities and layover locations lack enough detail to understand feasibility, would require new transit facilities/transit priority treatments that are currently unapproved by SDOT, or are undesirable to Metro and present challenges/inefficiencies for our riders from a transfer perspective. One of Metro's stated goals for WSBLE is to achieve seamless bus-rail integration for our shared transit customers using both modes in a single linked trip. While Metro will work closely with Sound Transit and City of Seattle to provide excellent transfer facilities, specific station alternatives allow for more seamless integration than others. Below is Metro's assessment of transit integration potential by station area location/alternative:

Alaska Junction

- Alternatives WSJ-3a/b, WSJ-4, and WSJ-5 are preferred by Metro as they would offer a superior transit integration/transfer experience with station entrances on the north and south sides of SE Alaska St. This configuration would allow for transfers to be completed without the need to cross a street, offering a seamless transfer experience.
- WSJ-1 would locate station entrances south of SE Alaska St, which would require a street crossing to access buses traveling WB (outbound) through Alaska Junction (headed ultimately to the south or north)
- WSJ-2 would provide the poorest connectivity of the Alaska Junction station options. It is the furthest from California Ave and would not directly connect to Metro 2050 Connects Route 1040.
- For all alternatives, Metro requires four layover spaces. Work to date in the DEIS does not adequately identify location of, nor pathway to/from these spaces, or

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whether they would be on- or off-street. Alternatives WSJ-1, WSJ-3a/b, WSJ-4, and WSJ-5 would require a layover circulation pattern to/from SE Alaska St west of Fauntleroy Way SW that presents feasibility challenges including travel on narrow streets, residential streets, and steep grades that are unresolved in the DEIS. Similarly, the station location straddling/east of Fauntleroy Way SW (Alternative WSJ-2) presents limited on-street options for layover due to very limited circulation possibilities in the area bounded by Fauntleroy Way SW, SW Alaska St and 35th Ave SW. The DEIS does not propose a feasible layover solution, either on- or off-street for this alternative.

Avalon

- All station alternatives would require street crossings for transfers to one or more routes. Most transfers would occur from Metro's future Route 2021, which will travel along 35th Ave SW. While there is no preferred Avalon station alternative based on transit integration analysis, the specific station alternatives connect to preferred Alaska Junction and Delridge station alternatives as described in the sections immediately above and below.
- Metro does not require layover at this station location.

Delridge

- The Delridge Station will have the highest percentage of bus-rail transfers of all WSBLE stations, so the transfer environment should be of the highest quality and as seamless for riders as possible.
- Alternatives DEL-1a/b, DEL-2a/b would provide superior transit integration for transit customers with the high and low guideway station design between SW Dakota Street and SW Genesee Street. Northbound transfers would require deviations off Delridge Way SW onto 25th Ave SW (DEL-1a/b) and 26th Ave SW (DEL-2a/b). With transit priority measures, including queue jumps, rebuilt streets for transit only operations, and transit only signals, detour travel time would be minimized while providing seamless and safe northbound transfers. Southbound buses would stop on Delridge Way SW, directly adjacent to the station. These station options would also provide the best opportunity for mixed use development further enhancing the attractiveness for transit customers.
- Alternatives DEL-3 and DEL-4 would also provide seamless transfers with station entrances on the east and west side of Delridge Way SW. Deviation of buses would not be required.
- Alternatives DEL-5 and DEL-6 provide the most challenging connectivity and transit integration of the Delridge station alternatives. The Andover St station alternatives would require bus routing to deviate from Delridge Way to SW Dakota St, 26th Ave SW, and SW Andover St. Like DEL-1a/b, DEL-2a/b, these deviations would require transit priority measures, including queue jumps, rebuilt streets for transit only operations, and transit only signals. However, under these alternatives southbound buses would also need to deviate to provide station access. The location of the station on SW Andover St presents challenges for transit operations, transit safety, and pedestrian safety as SW Andover St is heavily trafficked by large vehicles and trucks accessing the Nucor Steel Factory. Buses would need to compete with truck traffic while traveling on SW Andover St. Passengers transferring to the station via northbound buses would be required to cross to the northside of SW Andover St to access the station unless a station entrance/mezzanine access is provided on the south side of Andover Street.

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- Metro does not require layover at this station location.

SODO

- Alternatives SODO-1b and SODO-2 provide superior transit integration with east/west stops (those routes, e.g., Route 50, will generate the most transfer activity) closer to station entrance compared to SODO-1a.
- For all alternatives, Metro requires 2 layover spaces. Layover would be provided in an off-street loop either east of or west of the station.

Chinatown-International District

- All station alternatives (CID-1a, CID-1b, CID-2a, CID-2b) provide a similar transit integration experience once completed. East-west transit integration would be identical across all alternatives.
- For north-sound connectivity Alternatives CID-1a and CID-1b would offer a more seamless southbound transfer with a station entrance on the west side of 4th Ave S, but this benefit is greatly outweighed by the operational and facility impacts to Metro under the CID-1a and CID1-b alternatives.
- Despite similarities in the experience after completion, some alternatives have much larger and substantial impacts during the extended construction period. Referring to our comments on construction impacts, Alternatives CID-1a and CID-1b, when compared to Alternatives CID-2a and CID-2b, would result substantially more delays and disruptions for customers, added operating service hour costs, and a substantial increase in the number of buses needed to deliver the same amount of service for an extended period due to the magnitude of intersection/roadway closures.
- Metro does not require layover at this station location.

Midtown

- Alternative DT-1 (5th Ave) provides a superior transfer connection to the RapidRide G Line, which will be the primary connecting bus route, compared to Alternative DT-2 (6th Ave).
- The RapidRide G Line will have buses with doors on both sides and can stop on either side of the one-way streets. It will be able to provide a seamless transfer experience under Alternative DT-1 (5th Ave) at the Madison & 4th Ave station entrance. This stop would serve both inbound and outbound travelers with the G Line turning around at 1st Ave to begin its outbound trip.
- The station entrances for Alternative DT-2 (6th Ave) would require street crossings and walks/bikes/rolls up steep grades for bus-rail transfers since a stop on Spring St between 5th and 6th Aves in infeasible at this time.
- Metro does not require layover at this station location.

Westlake

- Alternative DT-1 (5th Ave) provides better integration with connecting transit routes than Alternative DT-2 (6th Ave) with station entrances along Pike and Pine Streets. Alternative DT-2 (6th Ave) shifts station entrances north to Pine St and Olive Way.
- Metro does not require layover at this station location.

Denny

- Alternative DT-1 (Denny) provides better integration with connecting transit routes than Alternative DT-2 (Terry). Alternative DT-1 (Denny) would provide seamless

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transfers for north and southbound bus routes with the station located underneath Westlake Ave.

- Alternative DT-2 (Terry) would require one or more street crossings for transfers from north and southbound bus routes, and its location on Terry Ave north of Denny Ave presents challenges for east-west transit integration because of its grade and limited sidewalk with on Denny Ave.
- Metro does not require layover at this station location.

South Lake Union

- Alternative DT-1 (Harrison) provides such vastly better transit integration with connecting bus routes than Alternative DT-2 (Mercer) that Metro recommends against selecting the Alternative DT-2 (Mercer) station option as part of preferred alternative chosen to move forward with in the FEIS.
- Harrison St. is a future east/west transit corridor (as identified in the Seattle Transit Master Plan) and is anticipated to serve multiple future routes. Further, Alternative DT-1 (Harrison) provides a direct connection to the RapidRide E Line (Metro Connects Route 1001), which is the highest ridership bus route in Washington State. The E Line provides critical and frequent accessibility to points north along Aurora Ave N, including Fremont, Wallingford, Woodland Park Zoo, Green Lake, Greenwood, and City of Shoreline.
- Under Alternative DT-2 (Mercer) there would be no feasible connection to the E Line due to the configuration of Aurora Ave/SR 99 in the vicinity of the station. Riders connecting to/from the north would be forced to travel south past the South Lake Union station and through north downtown to connect to Link at Westlake Station. This would add an average of 5-10 minutes of additional travel time.
- Metro does not require layover at this station location.

Seattle Center

- Alternative DT-1 (Republican) provides better integration with connecting transit routes than Alternative DT-2 (Mercer).
- Alternative DT-2 (Mercer) would require longer walks/rolls and more street crossings than Alternative DT-1 (Republican) to make bus-rail transfers.
- Metro does not require layover at this station location.

Smith Cove

- All alternatives (SIB-1, SIB-2, and SIB-3) would offer a similar transit integration experience, with terminating routes stopping then laying over inside the station, and through routes stopping along either side of Elliot Ave W.
- Alternative SIB-1 would be located west of Elliot Ave W, requiring a street crossing for northbound transfers. Similarly, Alternatives SIB-2 and SIB-3 would require a street crossing, but for southbound transfers due to the station location being east of Elliot Ave W.
- For all alternatives, Metro requires 12 layover spaces. Layover would be provided in an off-street facility within the station footprint (shown representatively in Appendix J - station design drawings).

Interbay

- All alternatives (IBB-1a, IBB-2a/2b, and IBB-1b/IBB-3) would offer a similar transit integration experience, with one street crossing required (side of street depending on alternative) for through routes to/from Magnolia.

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- For all alternatives, Metro requires 4 layover spaces. Layover would be provided adjacent to the station (shown representatively in Appendix J - station design drawings).

Ballard

- The 14th Ave Station Alternatives (IBB-1a/1-b, IBB-2a) would offer a better transit integration experience than the 15th Ave Station Options (IBB-2b and IBB-3) because no street crossing would be required for transfers.
- For all alternatives, Metro requires 3 layover spaces. Layover would be provided adjacent to or near the station.

Minimum Operable Segments (M.O.S.) Assessment

Sound Transit staff worked with Metro staff to determine whether M.O.S. alternatives to the full alignments would be workable for transit integration for the DEIS, but these networks were rough drafts only and should not be used to as the basis for determining impacts to Metro service. If the FEIS presents the M.O.S. analysis as the preferred alternative, much more detailed network development work will be required. The City of Seattle, Metro, and Sound Transit should/must fully identify and vet Metro route alternatives to ensure capital infrastructure is built to accommodate pathways, turning movements, layover, and active bus stops that meet the needs of Metro bus services. This should be disclosed in the FEIS, as well as the fact that the M.O.S. transit networks are not currently part of Metro Connects.

Station & Alignment Refinement Concepts Not Included in the DEIS

While not included in DEIS, in parallel with this work Sound Transit staff have been developing several station and alignment refinement concepts which would be expected to reduce the overall financial cost of the WSBLE project if they were incorporated. Based on the information provided by Sound Transit staff to-date on these refinement concepts, Metro expects many of the concepts would result in worse bus-rail transit integration outcomes for riders if built, especially refinement concepts that would consolidate nearby stations into a single location and cannot provide seamless connections. In general, the station consolidation concepts would result in worse transit service outcomes, mainly due to longer travel times for nearby routes to divert to/from the consolidated station compared to what was envisioned in Metro Connects.

These three consolidation concepts warrant a transit integration assessment in this comment letter:

- **Elimination of Avalon Station** – California Ave SW, 35th Ave SW, and Delridge Ave SW are the primary north-south arterials on the West Seattle Peninsula, with Alaska Junction, Avalon, and Delridge Stations capturing those transit markets, respectively. The elimination of Avalon Station and consolidating with an elevated Fauntleroy Alaska Junction Station would result in a more challenging transit integration than with both stations. This station elimination would require deviation of Route 21 (Metro Connects Route 2021) off the 35th Avenue corridor. This deviation would bypass the dense residential blocks between SW Alaska St and SW Avalon Way. Further, the City of Seattle would need to approve new pathways, signals, and/or turning movements as the assumed deviation along SW Alaska St and Fauntleroy Way SW is currently not feasible.

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- **Consolidation of Denny and South Lake Union Stations** – This consolidation concept would replace the Denny (Westlake or Terry) and South Lake Union (Harrison or Mercer) stations with a single South Lake Union Station on Dexter Ave N between Denny Way and John St. This single South Lake Union Station would provide for relatively seamless transfers for routes planned to operate along Dexter Way (Metro Connects Routes 1005 and 1202) but would be over a block walk for riders transferring from the RapidRide E Line (and other Aurora Ave-based service) and over two blocks away from Harrison St., which is a future east/west transit corridor serving multiple routes. Further, routes that operate along Westlake Ave N would require a three to four block walk to reach the station. Overall, this consolidation concept severely limits bus-rail integration potential within South Lake Union.

- **Consolidation of Smith Cove and Interbay Stations** – This comment refers to the station consolidation concept with a retained cut station north of Magnolia Bridge and west of 15th Ave W. While the consolidated station would be adjacent to 15th Ave W and provide a similar transit integration experience for riders via through routes, its location would increase travel time for riders transferring to/from Magnolia since routes using Magnolia Bridge would backtrack north to reach the station (a moderate deviation compared to Smith Cove Station alternatives SIB-1, SIB-2, and SIB-3), and routes using W Dravus St. would travel nearly a full mile south (a lengthy deviation compared to Interbay Station alternatives IBB-1a, IBB-2a/2b, and IBB-1b/IBB-3). This additional travel time would also translate into additional operating costs, reducing operational efficiency and locating layover further away from their desired terminus points.

We would like to add that, as Sound Transit continues to further station designs, refinement concepts that would adjust station entrance locations are not a significant concern to Metro at this time, given that their intent is to enhance station access and would not substantially change (i.e., degrade) the bus-rail connection experience for riders.

In summary, Metro acknowledges the size and complexity of what Sound Transit is undertaking and appreciates this opportunity to review the DEIS. We look forward to participating in interagency teams with you and the other cooperating and participating agencies in the months ahead to better identify, quantify, and develop mitigation for the large number of significant impacts this project will generate and help Sound Transit develop a project that will best meet the mobility needs of Seattle residents, workers, and visitors for decades into the future.

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Metro Staff Responsibilities

Stephen Crosley will continue to be the lead participant and main point of contact for Metro. Jessica Conquest is responsible for Metro's internal coordination in support of its role as a Participating Agency during the NEPA and SEPA environmental review process. Their contact information is as follows:

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Sincerely,

DocuSigned by:
Terry White
CFAFB29C7D8F4A1...

4/28/2022

Terry White
General Manager
King County Metro Transit Department

Attachment 1. Metro's detailed comments on the WSBLE Project DEIS

Communication ID: 505015 - King County Metro Draft EIS Comment

#	Comments	Responses
1	Metro recognizes that, due to the large number of alternatives, and the current stage of design being at less than 10%, much of the detailed analysis of impacts will be completed in a future analysis of a preferred alternative(s) in the FEIS. However, because the full magnitude of the impacts for each alternative is not thoroughly analyzed in the DEIS, the DEIS also lacks specificity needed to understand scope, cost, schedule, and feasibility of mitigation implementation for each alternative. Disclosing how substantial the required mitigation strategies are for each alternative compared to the others is necessary to fully understand the tradeoffs among the alternatives. Metro hereby requests that, as the number of alternatives is refined to those carried forward into the FEIS, the impacts to transit be better defined and the mitigation measures to avoid or reduce those impacts be developed to a greater level of detail to understand cost, schedule, risks, funding method, delivery method, and approvals needed, as well as disclosure to the community of any secondary impacts resulting from this mitigation. WSBLE construction will be the largest disruption Metro has managed since the construction of the Downtown Seattle Transit Tunnel more than thirty years ago, and the effects upon transit customers and Metro operations will be considerable for many years due to the long duration of the project. Our request for a more detailed discussion of impacts and mitigation is especially crucial given that construction impacts would adversely affect Metro operations and capital facilities beginning as early as fall 2025 (with closure of the SODO busway) and as early as 2026-2027 for most other major impacts to the transportation network, such as long-term arterial segment closures and key intersection closures to accommodate tunneling, aerial guideway, and station construction. Metro needs more information to be able to prepare adequately for the coming disruptions and to understand what the cost will be to operate successfully and serve customers throughout the construction period.	Please see response to CCG3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See response to comment 6 in the attached comment spreadsheet. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
2	The DEIS states that: "impacts would be addressed through ongoing coordination between Sound Transit, the City of Seattle, Metro, and FTA to identify capital, routing, alternative base locations and capacity, and access management strategies that would be implemented before transit service operations would be affected. Sound Transit would implement agreed- upon improvements that mitigate impacts directly associated with the project." Because capital-related mitigation for construction impacts will take years to design, approve, and implement, we request that Sound Transit create and lead an interagency mitigation coordination team beginning immediately after Sound Transit Board selection of the preferred alternative(s). This interagency team would operate concurrently with FEIS development/analysis and would refine mitigation strategies at the 30% design stage to ensure there is sufficient time to develop, coordinate, fund, and implement mitigation strategies. This interagency team would be composed of Sound Transit, Metro, SOOT/City of Seattle, and other affected agencies (as needed) with the express purpose of developing effective capital (i.e., roadway and facility) strategies and mitigation to ensure implementation prior to commencement of WSBLE construction. The key tasks this team would deliver, include but are not limited to: concept development, travel demand/traffic modeling, mitigation alternatives analysis, preliminary and final design of mitigation, cost estimating, agency approvals, identification of/securing funding source(s), implementation plans, development and execution of construction contracts, construction management, traffic management plans, and performance monitoring for the agreed upon capital mitigation strategies. The creation of this team will also help ensure that mitigation is fully understood by all parties that will be impacted, and that all agencies are at the table together rather than having mitigation conversations bilaterally.	Sound Transit has continued to coordinate with Metro, the City of Seattle, and the Port of Seattle/Northwest Seaport Alliance regarding transportation mitigation as preliminary design of the Preferred Alternative has advanced through development of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	For all intersection/roadway closures that adversely affect transit operations, we are requesting that Sound Transit propose detailed reroute plans for Metro and City of Seattle to review, modify, and ultimately approve as construction mitigation measures. These reroute plans will help Metro, City of Seattle, and the public understand the number of existing customers adversely affected as well as pathway feasibility including new temporary stops needed, transit priority treatments needed, general purpose traffic impacts, and any approvals needed by SOOT for implementation. These plans would include, but not be limited to the following capital mitigation needs: 1. Identification of speed and reliability treatments to mitigate increased transit travel time (e.g., transit lanes, transit signal priority, and similar). These treatments should be monitored for their effectiveness and, if found to be ineffective, other mitigations measures should be implemented either as an alternative to or in addition to the original treatment (all alternatives). Identification of new trolley wire infrastructure necessary along detoured trolley bus pathways (CID-1a, CID-1b, CID-2a, DT-1, & DT-2). Identification of any pavement improvements necessary on transit detour routes that are not designed to accommodate transit vehicles (all alternatives).	Please see Section 3.4 of Appendix N.1, Transportation Technical Report, of the Final EIS for updated information on proposed mitigation for transit impacts. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	It should be noted that CID-1a and CID-1b would result in considerable delays and disruptions for tens of thousands of daily transit riders, resulting in higher costs for additional operating service hours and a substantial increase in the number of buses needed to deliver the same level of service for an extended period due to the magnitude of intersection/roadway closures. At this time there are no formal agreements in place on bus or trolley reroute pathways and layovers. Areas of major disruptions include:• Service (revenue) via 4th Ave S (routes to SODO, Georgetown, South Park, Skyway, Renton, Kent) o Major service disruption for over 1,200 daily buses with full closure of 4th Ave S in both directions for ~6.5 years (CID-1b) o Disruption for -6 years with split northbound/southbound reroutes (CID-1a) o Considerable congestion compounded by delays due to SODO busway closure• Service (revenue) via S Jackson Street (routes to Rainier Ave, Beacon Hill, Mt Baker, and First Hill Streetcar) o Uncertain reroute pathways around the closure of 4th/Jackson intersection (CID- 1a & CID-1b) and relationship to general purpose/freight reroutes o Loss of connection to destinations around 4th/5th/Jackson including existing Link station (CID-1a & CID-1b) • Service (deadhead) to/from Metro bases (including but not limited to ALL Metro trolley bus routes and RapidRide C, D, E, and future **H** Line; routes representing service throughout City of Seattle) o Delays and disruptions due to constrained roadways and lack of alternative pathways (CID-1a & CID-1b) o Alternative trolley bus reroute pathways through the heart of the International District on 7th/8th including new trolley wire (CID-1a & CID-1b) In addition, it is important to note that reroutes of electric trolley bus routes (such as what would be required in Chinatown- International District (C-ID) and Pioneer Square) are more complicated than diesel/hybrid bus routes and would require significant capital improvements, such as trolley infrastructure (trolley poles, overhead trolley wire, etc.). All project planning should assume that existing electric trolley routes should continue to operate as such and not be switched to diesel operation during construction. Metro does not have enough spare buses or base capacity to move routes to from trolley to diesel operations, and even if fleet was available, moving from electric trolley to diesel- hybrid operations would not be consistent with our goal to achieve a 100% zero-emissions fleet operation in the future.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	The WSBLE project would result in significantly increased transit operating costs during construction due to slower operations caused by extended reroutes to avoid roadway/intersection closures and additional congestion in and around construction sites as less roadway capacity is made available for all users. This is true for both our revenue operations as well as our deadhead operations as it would take more time for buses to move from bases to their revenue service routes. Therefore, it is imperative that a detailed analysis of all transit service impacts for the preferred alternative(s) be disclosed in the FEIS to ensure additional operating costs and buses/operators needed are adequately identified for budgeting purposes, if they are not able to be fully mitigated via capital improvements. For each preferred alternative(s) that moves forward into the FEIS, Sound Transit should quantify the expected increases in transit travel time due to detour routes and/or increased traffic congestion for each affected route so that specific mitigation measures can be identified and assessed.	Please see responses to comments 1, 2, and 3 above. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	The full closure of transit pathways along arterials that have no alternate pathways available is unacceptable to Metro and its customers. These impacts must be accurately disclosed in the FEIS and alternatives resulting in these closures should be modified to avoid these impacts or removed from consideration in the FEIS. An example of this unacceptable impact is the night and weekend closure of Delridge Way Southwest between 23rd Ave Southwest and South Dakota Street under alternatives DEL-1a, DEL 1-b, DEL 2-a, DEL 2-b, DEL-3, and DEL-4. Metro Routes 120 (future H Line) and 125 have no alternate pathway under any alternative that has concurrent construction along Southwest Genesee Street where either full or night and weekend closures would also take place. Further, Southwest Genesee Street between Delridge Way Southwest and SW Avalon Way has such an extreme grade that it is unclear whether 60-foot articulated buses (such as those that are utilized for Route 120/H Line) would be able to operate on that street. Coach tests would be needed to confirm feasibility.	See response to comment 1 above.

#	Comments	Responses
7	As noted in the DEIS, construction of the WSBLE project would greatly impact transit facilities. We would also like to request better clarity around facilities impacts under each alternative that moves forward into the FEIS (e.g., base access restrictions, closures and temporary/permanent reductions in base capacity, temporary removal of bus stops, layover areas, comfort stations, etc.). These impacts must be accounted for and planned to ensure success of the project and operability of service during and after construction. As the DEIS is currently written, it is unclear which alternatives are more feasible from a mitigation standpoint. Specific areas of concern around construction impacts that need to be addressed include, but are not limited to: • Bus stop closures and replacements along reroutes (all alternatives)• Trolley bus wire (overhead catenary system) deactivation, temporary removal (if needed), and replacement (all alternatives)• Replacement of SODO busway layover spaces and comfort station, temporarily (all alternatives) and permanently (SODO-1a/1b) • Replacement of SODO busway capacity on parallel surface street with transit priority treatments (all alternatives) and permanently (SODO-1a/1b) • Loss of layover and comfort station infrastructure and replacements in Chinatown- International District and Pioneer Square (CID-1a/1b) • Access impacts to Central/Atlantic base and Metro's Employee Garage access (6th Ave S between S Massachusetts St and S Royal Brougham Way) (CID-2a/2b) Loss of Ryerson primary base access and replacement (CID-1a) • Reduced Ryerson base capacity (CID-1a)• Loss and full replacement of Ryerson Base within a reasonable geographic vicinity of its existing location (CID-1b) • Loss and full replacement of Metro's Marketing Distribution Center, Drug/Alcohol Testing Center, and oversized vehicle parking between 6th Ave and existing rail ROW (all alternatives)• Limitations on expandability of Metro's Transit Control Center (CID-2a/2b) Although the project is currently only at the high-level planning stage, we would like to ensure Sound Transit is aware of Metro's plan to electrify all bases prior to 2035 (including those located in the vicinity of the WSBLE project). Unplanned base disruption and reduction in capacity at Metro's bases during construction of our electrification projects would impact the cost and potentially the schedule feasibility of our planned electrification, as well as our ability to maintain service levels during construction of the WSBLE. Therefore, we request that Sound Transit acknowledge our project and its planned timeline, and work with us to minimize any impacts that the WSBLE could have on our base electrification projects once they are underway. Given the early stage of both projects, we recommend that coordination of the two projects be included as part of the interagency construction mitigation work.	Please see responses to comments 1 and 2 above. Also see response to comment 14 in the attached spreadsheet. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
8	We believe Sound Transit should initiate development of a construction/traffic management and mitigation plan as soon as the preferred alternative(s) has been selected. According to current schedule, there will be less than three years between Board selection of a preferred WSBLE alternative(s) and commencement of construction (i.e., closure of SODO Busway). This plan should include a traffic monitoring program that would evaluate traffic conditions, including those for buses, freight, and general-purpose traffic to ensure traffic detours and mitigation measures respond effectively to traffic patterns as they change during construction.	See response to comment 2 above.
9	The FEIS should quantify the magnitude of the impact in detail for all the potential impacts to Metro, with sufficient detail to allow discussion and consideration of whether and how mitigation measures can be employed to reduce the impact. Understanding the impacts of specific alignment options and how impacts **will** be mitigated is critical to allow Metro to continue to effectively provide transit service under the Build condition. For instance, Alternative CID-1b would require permanent closure of Ryerson bus base, a facility that is critical to Metro operations and maintenance. The DEIS does not include any discussion of mitigation for the permanent closure of Ryerson Base, which is unacceptable due to the magnitude of impact to Metro. Because the closure would occur at the outset of construction, full replacement would be required by Sound Transit by start of construction. Given that full replacement of Ryerson base appears infeasible, either due to schedule or cost, we request that Alternative CID-1b be removed from consideration as Sound Transit identifies a preferred alternative in the FEIS. As described in the DEIS, Preferred Alternative SOD0-1a and Option SOD0-1b would permanently close the SODO Busway to buses to accommodate the light rail guideway. This closure would eliminate existing layover areas and a recently built comfort station, would adversely affect both revenue and deadhead operations, and would increase bus travel time to bases. Metro requests that Sound Transit work with Metro and SOOT on mitigation, which would include locating/approving new layover space, relocating the existing comfort station to the new layover space, and providing transit priority on 4th Avenue South between S Lander Street and Edgar Martinez Drive, which could take the form of curb running transit only lanes or extended queue jumps at S Lander and S Holgate streets (or other combinations of transit-priority treatments that provide a similar travel time and speed benefit as the SODO Busway). Since the construction of the SODO segment could begin within a few years, these mitigation strategies will need to be fully assessed, designed, and implemented prior to construction and would also apply to the Build condition.	See responses to comment 2 above. Additional information regarding impacts from the closure of the SODO Busway, as well as potential mitigation measures, has been added to the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
10	Alaska Junction• Alternatives WSJ-3a/b, WSJ-4, and WSJ-5 are preferred by Metro as they would offer a superior transit integration/transfer experience with station entrances on the north and south sides of SE Alaska St. This configuration would allow for transfers to be completed without the need to cross a street, offering a seamless transfer experience.• WSJ-1 would locate station entrances south of SE Alaska St, which would require a street crossing to access buses traveling WB (outbound) through Alaska Junction (headed ultimately to the south or north)• WSJ-2 would provide the poorest connectivity of the Alaska Junction station options. It is the furthest from California Ave and would not directly connect to Metro 2050 Connects Route 1040. • For all alternatives, Metro requires four layover spaces. Work to date in the DEIS does not adequately identify location of, nor pathway to/from these spaces, or whether they would be on- or off-street. Alternatives WSJ-1, WSJ-3a/b, WSJ-4, and WSJ-5 would require a layover circulation pattern to/from SE Alaska St west of Fauntleroy Way SW that presents feasibility challenges including travel on narrow streets, residential streets, and steep grades that are unresolved in the DEIS. Similarly, the station location straddling/east of Fauntleroy Way SW (Alternative WSJ-2) presents limited on-street options for layover due to very limited circulation possibilities in the area bounded by Fauntleroy Way SW, SW Alaska St and 35th Ave SW. The DEIS does not propose a feasible layover solution, either on- or off-street for this alternative. Avalon • All station alternatives would require street crossings for transfers to one or more routes. Most transfers would occur from Metro's future Route 2021, which will travel along 35th Ave SW. While there is no preferred Avalon station alternative based on transit integration analysis, the specific station alternatives connect to preferred Alaska Junction and Delridge station alternatives as described in the sections immediately above and below. • Metro does not require layover at this station location. Delridge • The Delridge Station will have the highest percentage of bus-rail transfers of all WSBLE stations, so the transfer environment should be of the highest quality and as seamless for riders as possible. • Alternatives DEL-1a/b, DEL-2a/b would provide superior transit integration for transit customers with the high and low guideway station design between SW Dakota Street and SW Genesee Street. Northbound transfers would require deviations off Delridge Way SW onto 25th Ave SW (DEL-1a/b) and 26th Ave SW (DEL-2a/b). With transit priority measures, including queue jumps, rebuilt streets for transit only operations, and transit only signals, detour travel time would be minimized while providing seamless and safe northbound transfers. Southbound buses would stop on Delridge Way SW, directly adjacent to the station. These station options would also provide the best opportunity for mixed use development further enhancing the attractiveness for transit customers. • Alternatives DEL-3 and DEL-4 would also provide seamless transfers with station entrances on the east and west side of Delridge Way SW. Deviation	Please see response to CCG2 in Table 7-1. Also see response to comment 5 in the attached spreadsheet. Sound Transit has continued to work with the City of Seattle and other stakeholders, including Metro since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Sound Transit, the City of Seattle, and King County Metro have continued to coordinate on layover spaces. The layover locations agreed to for this Final EIS analysis are shown in Appendix J, Conceptual Design Drawings

#	Comments	Responses
	of buses would not be required. • Alternatives DEL-5 and DEL-6 provide the most challenging connectivity and transit integration of the Delridge station alternatives. The Andover St station alternatives would require bus routing to deviate from Delridge Way to SW Dakota St, 26th Ave SW, and SW Andover St. Like DEL-1a/b, DEL-2a/b, these deviations would require transit priority measures, including queue jumps, rebuilt streets for transit only operations, and transit only signals. However, under these alternatives southbound buses would also need to deviate to provide station access. The location of the station on SW Andover St presents challenges for transit operations, transit safety, and pedestrian safety as SW Andover St is heavily trafficked by large vehicles and trucks accessing the Nucor Steel Factory. Buses would need to compete with truck traffic while traveling on SW Andover St. Passengers transferring to the station via northbound buses would be required to cross to the northside of SW Andover St to access the station unless a station entrance/mezzanine access is provided on the south side of Andover Street. • Metro does not require layover at this station location. SODO • Alternatives SODO-1band SODO-2 provide superior transit integration with east/west stops (those routes, e.g., Route 50, will generate the most transfer activity) closer to station entrance compared to SODO-1a. • For all alternatives, Metro requires 2 layover spaces. Layover would be provided in an off-street loop either east of or west of the station.	
11	Chinatown-International District• All station alternatives {CID-1a, CID-1b, CID-2a, CID-2b) provide a similar transit integration experience once completed. East-west transit integration would be identical across all alternatives.• For north-sound connectivity Alternatives CID-1a and CID-1b would offer a more seamless southbound transfer with a station entrance on the west side of 4th Ave S, but this benefit is greatly outweighed by the operational and facility impacts to Metro under the CID-1a and CID1-b alternatives.• Despite similarities in the experience after completion, some alternatives have much larger and substantial impacts during the extended construction period. Referring to our comments on construction impacts, Alternatives CID-1a and CID-1b, when compared to Alternatives CID-2a and CID-2b, would result substantially more delays and disruptions for customers, added operating service hour costs, and a substantial increase in the number of buses needed to deliver the same amount of service for an extended period due to the magnitude of intersection/roadway closures. • Metro does not require layover at this station location. Midtown• Alternative DT-1 (5th Ave) provides a superior transfer connection to the RapidRide G Line, which will be the primary connecting bus route, compared to Alternative DT- 2 (6th Ave). • The RapidRide G Line will have buses with doors on both sides and can stop on either side of the one-way streets. It will be able to provide a seamless transfer experience under Alternative DT-1 (5th Ave) at the Madison & 4th Ave station	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	entrance. This stop would serve both inbound and outbound travelers with the G Line turning around at 1st Ave to begin its outbound trip. • The station entrances for Alternative DT-2 (6th Ave) would require street crossings and walks/bikes/rolls up steep grades for bus-rail transfers since a stop on Spring St between 5th and 6th Aves in infeasible at this time. • Metro does not require layover at this station location. Westlake• Alternative DT-1 (5th Ave) provides better integration with connecting transit routes than Alternative DT-2 (6th Ave) with station entrances along Pike and Pine Streets. Alternative DT- 2 (6th Ave) shifts station entrances north to Pine St and Olive Way. • Metro does not require layover at this station location. Denny• Alternative DT-1 (Denny) provides better integration with connecting transit routes than Alternative DT-2 (Terry). Alternative DT-1 (Denny) would provide seamless transfers for north and southbound bus routes with the station located underneath Westlake Ave. • Alternative DT-2 (Terry) would require one or more street crossings for transfers from north and southbound bus routes, and its location on Terry Ave north of Denny Ave presents challenges for east-west transit integration because of its grade and limited sidewalk with on Denny Ave. • Metro does not require layover at this station location. South Lake Union • Alternative DT-1 (Harrison) provides such vastly better transit integration with connecting bus routes than Alternative DT-2 (Mercer) that Metro recommends against selecting the Alternative DT- 2 (Mercer) station option as part of preferred alternative chosen to move forward with in the FEIS. Harrison St. is a future east/west transit corridor (as identified in the Seattle Transit Master Plan) and is anticipated to serve multiple future routes. Further, Alternative DT-1 (Harrison) provides a direct connection to the RapidRide E Line (Metro Connects Route 1001), which is the highest ridership bus route in Washington State. The E Line provides critical and frequent accessibility to points north along Aurora Ave N, including Fremont, Wallingford, Woodland Park Zoo, Green Lake, Greenwood, and City of Shoreline. • Under Alternative DT-2 (Mercer) there would be no feasible connection to the E Line due to the configuration of Aurora Ave/SR 99 in the vicinity of the station. Riders connecting to/from the north would be forced to travel south past the South Lake Union station and through north downtown to connect to Link at Westlake Station. This would add an average of 5-10 minutes of additional travel time.• Metro does not require layover at this station location. Seattle Center• Alternative DT-1 (Republican) provides better integration with connecting transit routes than Alternative DT-2 (Mercer). • Alternative DT-2 (Mercer) would require longer walks/rolls and more street crossings than Alternative DT-1 (Republican) to make bus-rail transfers. • Metro does not require layover at this station location. Smith Cove • All alternatives {SIB-1, SIB-2, and SIB-3) would offer a similar transit integration experience, with terminating routes stopping then	

#	Comments	Responses
	laying over inside the station, and through routes stopping along either side of Elliot Ave W. • Alternative SIB-1 would be located west of Elliot Ave W, requiring a street crossing for northbound transfers. Similarly, Alternatives SIB-2 and SIB-3 would require a street crossing, but for southbound transfers due to the station location being east of Elliot Ave W. • For all alternatives, Metro requires 12 layover spaces. Layover would be provided in an off-street facility within the station footprint {shown representatively in Appendix J - station design drawings). Interbay • All alternatives (IBB-1a, IBB-2a/2b, and IBB-1b/IBB-3) would offer a similar transit integration experience, with one street crossing required (side of street depending on alternative) for through routes to/from Magnolia. • For all alternatives, Metro requires 4 layover spaces. Layover would be provided adjacent to the station (shown representatively in Appendix J - station design drawings). Ballard• The 14th Ave Station Alternatives (IBB-1a/1-b, IBB-2a) would offer a better transit integration experience than the 15th Ave Station Options (IBB-2b and IBB-3) because no street crossing would be required for transfers. • For all alternatives, Metro requires 3 layover spaces. Layover would be provided adjacent to or near the station.	

ID	Page No.	ıgraph	Type of Con	Extension	Station or Segment	Impact	Name of Commenter	Comment	Response
0	1-01	2	Text revision	General/Both	General/None	N/A	Steve Crosley	Intro states "project would provide fast, reliable light rail in Seattle". Doesn't 1 Line and soon to be 2 Line already provide this? Revise statement to say "project would provide fast, reliable light rail in Seattle as a complement to existing 1 and 2 Lines"	Existing light rail lines are mentioned elsewhere in the Transportation Technical Report. No change.
1	3-01	Table	Table revisio	General/Both	General/None	N/A	Matthew Crane	Since the potential impacts are being categorized into short-term (construction) and long-term (build), suggest doing a similar categorization within this summary table of findings to help guide the reader.	Bullet points within the summary chapter are broken out separately within the summary table.
2	3-02	Table	Table revisio	General/Both	General/None	N/A	Matthew Crane	Under the summary of Transit potential impacts regarding the SODO busway, the term "temporary" should be clarified as a year duration, given the overall construction period could last 10 years.	Deleted word "temporary." Construction impact durations are discussed later in the section.
3	3-02	Table	Table revisio	General/Both	General/None	N/A	Matthew Crane	Suggest listing the potential closure of Ryerson bus base as a separate bullet and elaborating on the significant impacts this would cause to Metro both during construction and in the build condition. One sentence doesn't convey the gravity of the impact.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	2-02	4	Text revision	General/Both	General/None	N/A	Matthew Crane	I would avoid using the word "today" to describe "existing conditions" which are defined as 2019. Suggested replacing with "As of 2019".	Removed references to "today."
5	2-14	1, 2	Impact/mitiga	Ballard	SODO	Construction	Matthew Crane	Would the temporary removal of tracks between SODO and Stadium stations not impact ST's access to their main OMF? Would OMF-E over in Bellevue be able to accommodate all the light rail vehicles needed to run service on the lines north of SODO during that 6-7 week period? This is not a Metro impact but I'm wondering if this could be a potential impact during the construction period of some alternatives.	Thank you for your comment; this has been shared with the applicable design staff. More detailed evaluation of non-revenue service train movements and capacity of Operations and Maintenance Facility-East to accommodate light rail vehicles operating north of SODO will be conducted during Phase 3 of the project.
6	2-14	6	Impact/mitiga	Ballard	SODO	Construction	Matthew Crane	The level of detail provided in this section is not sufficient to clarify the magnitude of the construction impacts. Because of this, it is difficult to understand the type and scope of mitigation measures needed to address the impacts. The narrative provided in this paragraph describing how mitigation of construction impacts might be mitigated is insufficent given the potential magnitude, duration, and extent of the impacts. Also would like the DEIS to include transit priority measures on bus bridge and bus re-routes that would need to occur to mitigate these impacts and keep transit moving.	More detailed analysis of construction impacts on routing and speed and reliability along with refined potential mitigation strategies have been identified in the transit section of the Final Environmental Impact Statement (EIS). For example, specific transit pathway impacts have been identified around Delridge Station and specific transit speed and reliability options have been developed for the SODO busway closure. Mitigation was developed in coordination with KCM and the City of Seattle and is more detailed than was described in the Draft EIS. However, some mitigation details are not known until further design is completed and the project moves closer to establishing permitting requirements, so there is still some uncertainty about the exact mitigation specifics.
7	3-01	5	Impact/mitiga	West Seattle	General/None	Construction	Matthew Crane	Carryover comment from ADEIS (Comment #19) regarding phrasing of potential construction impacts. It is almost a certainty that there will be construction impacts to transit regardless of the Build alternative selected.	Comment noted. Specific impacts were identified where appropriate and addtional information has been added to the Final EIS.
8	3-01	6	Text revision	Ballard	General/None	Build	Matthew Crane	If the movable bridge is still being considered as an alternative for crossing the ship canal next to the existing Ballard Bridge, I think there should be a caveat that some of the travel time and reliability benefits for that specific alternative may not be as significant as the fixed bridge and tunnel alternatives.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	3-02	2	Impact/mitiga	Ballard	General/None	Construction	Matthew Crane	Carryover comment from ADEIS regarding phrasing of potential construction impacts. It is almost a certainty that there will be construction impacts to transit regardless of the Build alternative selected.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	3-02	4	Text revision	General/Both	General/None	N/A	Matthew Crane	I would avoid using the word "today" to describe "existing conditions" which are defined as 2019. Suggested replacing with "As of 2019".	Removed references to "today."

ID	Page No.	agraph	Type of Con	Extension	Station or Segment	Impact	Name of Commenter	Comment	Response
11	3-02	Table	Table revisio	General/Both	General/None	N/A	Matthew Crane	Shouldn't this table also include forecasted regional ridership for the No Build and Build Alternatives? Seems odd that the narrative describes how regional transit ridership is expected to grow, but that is not reflected in the table below that text.	Regional ridership forecasts are provided later in the section, under "Environmental Consequences."
12	3-02	5	Text revision	West Seattle	General/None	N/A	Matthew Crane	The Water Taxi is now part of Metro, so maybe just remove "among other transit service providers" or replace with "that operates between the Downtown Seattle ferry terminal on Alaskan Way and the West Seattle taxi pier on Harbor Ave"	This has been added to the Final EIS.
13	3-08	6	Text revision	West Seattle	General/None	N/A	Matthew Crane	Would it be worth mentioning that Metro Connects was recently updated in 2021? At the end of the paragraph, suggest changing "planned" to "envisioned" since Metro Connects is a visionary, long-range planning document and would require more resources than currently budgeted to achieve. "Planned" sounds more definitive than this reality.	Text has been updated to note the visionary nature of Metro Connects. Methods and Assumptions document updated to reflect the 2050 update to Metro Connects, which was assumed in the analysis.
14	3-10	9	Impact/mitiga	West Seattle	General/None	Build	Matthew Crane	This section notes that layover spaces will be accommodated, but what about new Comfort Stations to support operators at these layover spaces? I assume at stations there will be some sort of Comfort Station available, but I think it should be stated here (and other places in this section where permanent layover impacts are noted).	Potential locations for comfort stations were identified for all alternatives and reviewed in collaboration with King County Metro.
15	3-12	2	Impact/mitiga	West Seattle	SODO	Build	Matthew Crane	Similar comment to #14 in that Comfort Stations to support new layover spaces isn't mentioned at all. The end of the paragraph mentions "numerous existing layover areas that would be eliminated" but doesn't mention Comfort Stations that support these areas.	See response to #14.
16	3-17	Figure	Table revisio	West Seattle	General/None	N/A	Matthew Crane	Recommend putting numbers on the thresholds for the different LOS points so the reader can understand quickly what is the threshold for LOS A, B,C, etc.	Section 3.2.3 of Appendix N.1, Transportation Technical Report, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS define the transit L.O.S. thresholds.
17	3-18	Figure	Table revisio	West Seattle	General/None	N/A	Matthew Crane	Recommend putting numbers on the thresholds for the different LOS points so the reader can understand quickly what is the threshold for LOS A, B,C, etc.	See comment #18.
18	3-18	1-2	Table revisio	West Seattle	General/None	Build	Matthew Crane	There should be a table under the Reliability sub-section that shows how this metric improves/changes from the No Build to 2032 and 2042 Build Alternatives.	This information has been provided in narrative form, as it is a qualitative metric for future conditions.
19	3-19	1	Text revision	West Seattle	General/None	Build	Matthew Crane	How is standing-room-only conditions in 2042 considered LOS A for passenger loading? I thought it was based on the amounts of seats available or the amount of space available to each passenger on light rail vehicles? I would think LOS A on light rail would be something like "most seats are occupied, but there are still some available".	The L.O.S. ratings for standing-oriented transit, which includes light rail, are from the Transit Capacity and Quality of Service Manual, 3rd Edition. No change.
20	3-20	1	Impact/mitiga	West Seattle	General/None	Construction	Matthew Crane	Since this section of the report seems to focus only on identifying impacts, I would suggest removing statements regarding how ST would mitigate these impacts to the latter section of the document.	Discussion of mitigation has been consolidated in the Final EIS.
21	3-20	4	Impact/mitiga	West Seattle	General/None	Construction	Matthew Crane	Bus routes can be delayed because of a longer re-route due to a temporary or full roadway closure.	This has been noted in the Final EIS as applicable, thank you.
22	3-25	1	Impact/mitiga	West Seattle	Alaska Junction	Construction	Matthew Crane	Please provide a reason why WSJ-1 alternative has minimal effects on transit operation (tunnel option, outside roadway ROW, etc.).	More detailed descriptions of transit impacts have been included in the Final EIS.
23	3-27	1	Impact/mitiga	West Seattle	General/None	Build	Matthew Crane	Proposed long-term mitigation language seems way too vague. Need something more specific.	Chapter 3 of the Final EIS Transportation Technical Report includes more detailed mitigation for the preferred alternative as supported by additional design work performed in coordination with King County Metro and Seattle Department of Transportation.

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24	3-27	2-5	Impact/mitiga	West Seattle	General/None	Construction	Matthew Crane	The level of detail provided in this section is not sufficient to clarify the magnitude of the construction impacts. Because of this, it is difficult to understand the type and scope of mitigation measures needed to address the impacts. The narrative provided in this paragraph describing how construction impacts might be mitigated is insufficent given the potential magnitude, duration, and extent of the impacts.	See comment #6.
25	2-01	6	Text revision	West Seattle	General/None	N/A	Virginie Nadimi	Update sentence about West Seattle Bridge as decision for repair and reopen the bridge in 2022 was made.Include language about the eventual replacement of WSB still necessary in the future.	The Final EIS has been updated to reflect the current status of the West Seattle Bridge.
27	2-13	3	Impact/mitiga	Ballard	General/None	Construction	Virginie Nadimi	The shift in traffic during traffic could also impact bus operations and bus speed and reliability. Even if the exact impact has not been determined, this needs to be mentioned briefly in this section.	Added mention of buses to this section. The impacts of roadway closures on bus operations are addressed in Section 4 -- Arterials and Local Streets.
28	3-02	1	Text revision	West Seattle	General/None	N/A	Virginie Nadimi	Specify opening date for RR H Line as that is now known (Sept 2022.)	Updated text.
29	3-09	9	Text revision	West Seattle	General/None	N/A	Virginie Nadimi	Text edit needed: The Route 50 does not serve Downtown Seattle. Outside of WS, it provides service to the VA Medical Center, Beacon Hill, Columia City, Seward Park, and the Othello Station. Route 57 provides service to Downtown Seattle.	This has been corrected for the Final EIS.
30	3-03	Table	Table revisio	West Seattle	General/None	N/A	Steve Crosley	As of DEIS publication routes 37, 116, 118, 119, and 178 are indefinitely suspended	The existing condition is defined as 2019, so transit routes may differ from 2022 service patterns.
31	3-01	5	Impact/mitiga	West Seattle	General/None	Construction	Steve Crosley	Transit construction would in fact disrupt Metro operations and access. Saying that it "could disrupt" is factually incorrect and misleading to the decision maker. Please correct this statement	See comment #7.
32	3-02	2	Impact/mitiga	Ballard	General/None	Construction	Steve Crosley	Transit construction would in fact disrupt Metro operations and access. Saying that it "could disrupt" is factually incorrect and misleading to the decision maker. Please correct this statement	See comment #7.
33	3-05	Table	Table revisio	West Seattle	General/None	N/A	Steve Crosley	Combined frequecies shown in table do not make sense. While no routes stop on West Seattle Bridge, combined peak period headways would reach closer to single minutes. Please explain methdology and show full table of routes	Metric has been broken out for all-day and peak-period routes. Additional detail is provided in Transportation Technical Report appendices.
34	3-31	Table	Table revisio	West Seattle	General/None	N/A	Steve Crosley	Combined frequecies shown in table do not make sense. In Pioneer Square, SLU and Ballard combined peak period headways would reach single minutes or less. Please explain methdology and show full table of routes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
35	3-30	Table	Techical/data	Ballard	General/None	N/A	Matthew Crane	Why are the transit travel time and frequency metrics only provided for the PM peak period, while other metrics (reliability and crowding) providing for both peak periods? Request providing AM and PM results for all transit metrics.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
36	3-37	2	Impact/mitiga	Ballard	SODO	Build	Matthew Crane	Referencing section 3.2.2.2 does not provide an explanation on the magnitude of the effect of closing Ryerson bus base under Option CID-1b. This should have 1-2 additional sentences in this paragraph to briefly describe the magnitude of this impact to transit facilities (# of routes, # of buses, etc.). A brief sentence is not sufficient here. Some other alternatives may require temporary closure/relocation of other Metro faciltities such as the Transit Control Center. Please check if those support facilities along 6th Ave S could be impacted and mention them here if so.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	Page No.	ıgraph	Type of Con	Extension	Station or Segment	Impact	Name of Commenter	Comment	Response
37	3-37	2	Impact/mitiga	Ballard	SODO	Build	Matthew Crane	Regarding CID-1a/1b, should ST continue to assume the NB BAT lane on 4th Ave is removed instead of removing a GP travel lane? I don't recall how much bus service we forecast to have in the 2042 Build condition, but we may still want this facility to exist. From the paragraphs below, it seems like there would still be 40-60% of 2019 bus service operating on this pathway, which is probably still quite a significant number! Also, this lane would be taken during construction, when 100% of existing service is operating, so saying it was removed due to fewer buses operating is incorrect when including construction.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
38	3-40	6	Techical/data	Ballard	General/None	Build	Matthew Crane	How is a scenario where only the Ballard MOS is built (and not the WS MOS) have a higher ridership (140k) than a scenario where both Ballard and WS MOSs are built (132k)? Understand the full build ridership is higher than either scenario (173k), but this MOS to MOS comparison is a bit baffling. Should explain a bit further why there is a difference.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
39	3-41	2	Techical/data	General/Both	C-ID	Build	Matthew Crane	At stations with higher transfer ridership like C-ID and Westlake, I would suggest separating out the ridership numbers between true boardings (ie walk-rail, bus-rail, etc.) and rail-rail transfers.	Bus-rail and rail-rail transfers have been separated out in the Final EIS.
40	3-09	5	Text revision	West Seattle	General/None	Build	Steve Crosley	Statement that "By year 2042, with both West Seattle and Ballard Link light rail service in operation, most RapidRide, frequent, and express routes from Burien, White Center, High Point, and other areas south of the Alaska Junction would end at the Alaska Junction" is incorrect and needs to be corrected. 1041/H Line and 1042 will not connect at Alaska Junction, only Delridge. 2021 will only connect at Avalon.	Text has been clarified and updated.
41	3-09	9	Text revision	West Seattle	General/None	Build	Steve Crosley	Delete "57" from paragraph. Route 50 and 57 are not similar at all in routing	Text has been clarified and updated.
42	3-10	1	Text revision	West Seattle	General/None	Build	Steve Crosley	2003 is not similar to C Line and should be corrected. C Line is an all day RapidRide route and 2003 is envisioned as an express route. They completely different service types.	Text has been clarified and updated.
43	3-20	6	Text revision	West Seattle	SODO	Construction	Matthew Crane	Seems like Routes 5 and 102 would also be impacted by the temporary closure of S Lander St in this area	There are no impacts to Routes 5 or 102.
44	3-35	9	Text revision	General/Both	Smith Cove	N/A	Matthew Crane	I'm not sure if the term "active bay" has been defined in the document up to this point. Please include a brief explanation of what this is and how it's different from layover spaces.	"Active bay" has been defined in the Final EIS.
45	3-37	1	Text revision	Ballard	Ballard	Build	Matthew Crane	Where would these bus zones be located? Their current/existing location under No Build or somewhere different? Please clarify.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
46	3-41	Table	Table revisio	Ballard	General/None	Build	Matthew Crane	Table 3-29 should show the different MOS ridership scenarios that are discussed on Page 3-40	This section has been reorganized; comment no longer applicable.
47	3-46	2	Impact/mitiga	Ballard	General/None	Construction	Matthew Crane	It would be preferable for Metro to operate trolley routes with trolley buses as much as possible during construction, in alignment with King County's Strategic Climate Action Plan goals to maximize utilization of this fleet of zero-emissions buses.	Thank you for your comment. All transit service plans in the Final EIS were reviewed by Metro staff.
48	3-48	4	Impact/mitiga	Ballard	C-ID	Construction	Matthew Crane	The impact of fully closing Seattle Boulevard would require the identification of a feasible alternative pathway to re-route affected buses into/out of the downtown Seattle area and all of the buses that are going into/out of service from the bases. The lack of roadway capacity (partial closure of 4th Ave) would increase GP congestion, directly affecting Metro routes. Much more detailed analysis will be needed in FEIS once a prefered alt has been selected to minimize impacts to Metro revenue and deadhead service.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	Page No.	graph	Type of Con	Extension	Station or Segment	Impact	Name of Commenter	Comment	Response
49	3-49	1	Impact/mitiga	Ballard	C-ID segment	Construction	Matthew Crane	Partial closures of 6th Ave south of Royal Brougham may also impact access to the parking garage that bus operators (and other Metro support staff) utilize for Ryerson, Atlantic, and Central bases.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
50	3-49	1	Impact/mitiga	Ballard	C-ID	Construction	Matthew Crane	What does "short period" mean for the closure of the intersection of 5th/Jackson? This is a critical intersection for Metro bus and trolleybus service, as well as the streetcar. The roadway closures discussed in this section appear to be at least 6 months or longer. Clarify duration or, if this could be limited to weekends only, remove from the narrative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
51	3-49	3	Impact/mitiga	Ballard	C-ID	Construction	Matthew Crane	I am skeptical that Option CID-2b wouldn't have partial or full roadway closures along 5th Ave south. Please justify.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
52	3-61	1	Impact/mitiga	Ballard	Ballard	Construction	Matthew Crane	Please clarify the transit routes that would be affected by the roadway closures	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
53	3-61	2	Impact/mitiga	Ballard	Ballard	Construction	Matthew Crane	These statements are too vague on the roadway closure location, duration, and affected routes. Please clarify.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
54	3-65	3	Impact/mitiga	General/Both	General/None	Construction	Matthew Crane	For facilities impacts, this should include mitigating impacts to operator Comfort Stations at layover areas (ie building new or temporary comfort stations)	See comment #14.
55	3-65	5	Impact/mitiga	Ballard	General/None	Construction	Matthew Crane	For mitigation of trolley bus route impacts, it would be preferable to Metro to operate trolley routes with trolley buses as much as possible during construction, in alignment with King County's Strategic Climate Action Plan goals to maximize utilization of this fleet of zero-emissions buses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
56	3-65	2	Impact/mitiga	Ballard	General/None	Construction	Matthew Crane	The level of detail provided in this section is not sufficient to clarify the magnitude of the construction impacts to transit service. Because of this, it is difficult to understand the type and scope of mitigation measures needed to address the impacts. The narrative provided in this paragraph describing how construction impacts might be mitigated is insufficent given the potential magnitude, duration, and extent of the impacts. What is provided in these paragraphs seems too vague and non-commital and is subject to significant variations in interpretation depending on who the reader is.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
57	3-11	2	Impact/mitiga	West Seattle	Delridge	Build	Steve Crosley	Preferred Alternative DEL-1a and Option DEL-1b would require a left turn queue jump from NB Delridge at Genesse. This alternative would also require a transit only signal on Dakoata at Delridge for LT to NB movements	Transit station access refinements, focused on the Preferred Alternative, have been incorporated into the Final EIS design drawings and continued through the preliminary engineering phase of the project. These meetings include Sound Transit, Metro, and the City of Seattle and have resolved access, queue jump signals, pickup/drop-off, and other issues.
58	3-11	2	Impact/mitiga	West Seattle	Delridge	Build	Steve Crosley	Preferred Alternative DEL-2a* and Option DEL-2b* would require a left turn queue jump from NB Delridge at Genesse	Added text in Section 3 of Appendix N.1, Transportation Technical Report, of the Final EIS, describing the need for northbound transit priority for all alternatives to access the station.
59	3-11	2	Text revision	West Seattle	Delridge	Build	Steve Crosley	Please explain asterisk for Preferred Alternative DEL-2a* and Option DEL-2b*, DEL-4*, and Del-6*	The astreisks indicated the need for third party funding in the DEIS. However, the asterisks have been removed from the Final EIS. See Chapter 2 for additional information.
60	Appendix J - 64	N/A	Text revision	West Seattle	Delridge	Build	Steve Crosley	Remove drop off shown on 23rd Ave for Alternative DEL-3 and Alternative DEL-4*. This is a narrow dead end street and is not appropriate for PU/DU	Comment noted. Pick-up and drop-off locations may be refiened with the City of Seattle if this alternative is selected. However, there was a desire to have pick-up/drop-off access on both sides of Delridge Way.

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61	3-11	2	Impact/mitiga	West Seattle	Delridge	Build	Steve Crosley	For Alternative DEL-5 and Alternative DEL-6*, for the configuration shown in Appendix J - 66, Metro buses would require a transit only signal at Dakota street to facilitate inbound and outbound movements. Similarly, transit priority would need to be provided along 26th and along Andover. This alternative would result in bus-truck, ped-truck, and ped-bike conflicts with Nucor Steel. A left turn transit queue jump from Andover to Delridge would be required	See comment #57. If an alternative other than the current preferred alternative are selected, Sound Transit would work with King County Metro and the City of Seattle to refine station access details.
62	3-11	2	Impact/mitiga	West Seattle	Delridge	Build	Steve Crosley	For Alternative DEL-5 and Alternative DEL-6* please note/show bus stops on Delridge in current location for Route 3034 (similar to 50 today). Due to connections at Avalon and Junction stations, this route would not need to deviate	See comment #57.
63	3-12	NA	Techical/data	West Seattle	Delridge	Build	Matthew Crane	Please include a map showing the routing. And include key point so that the nearby context is understood and transparent (Ie. SW Andover St is adjacent to Nucur Steel, context of the roadway on 25th and 26th, etc.) The station location and transfer environment is not clear without visuals for reviewers to understand the area.	Transit integration profile and station access maps have been updated in the Sound Transit Integration Technical Memorandum, which is an appendix to the Final EIS. Station diagram for the Preferred Alternative is shown. Proposed bus routing and active bus zones are shown on the maps.
64	3-12	2	Impact/mitiga	West Seattle	Delridge	Build	Virginie Nadimi	Both 26th Ave SW and 25th Ave SW are currently not up to City of Seattle's standards for streets carrying frequent or local transit. Both streets would require significant capital investments in order to allow for safe, fast, and reliable bus transit service. Those upgrades would require coordnation with Metro and SDOT, and SDOT would need to approve those changes.	All bus routing pathways in Final EIS were reviewed with Metro and the City of Seattle; any pavement rehabilitation or curb reconstruction were noted as requirements to implement the pathway. Mitigation was developed in conjunction with Metro and City of Seattle.
65	3-35	10	Text revision	General/Both	General/None	Build	Matthew Crane	Modify last sentence of paragraph to say "In general, layover space and operator comfort stations would be allocated near the stations where bus routes terminate"	Updated text.
66	3-43	Figure	Table revisio	General/Both	General/None	N/A	Matthew Crane	Recommend putting numbers on the thresholds for the different LOS points so the reader can understand quickly what is the threshold for LOS A, B,C, etc.	See comment #16.
67	3-45	4	Text revision	General/Both	General/None	Construction	Matthew Crane	Since this section of the report seems to focus only on impacts, then I would suggest removing statements regarding how ST would mitigate these impacts to the latter section of the document (Section 3.3.3)	See comment #20.
68	3-46	6	Text revision	General/Both	General/None	Construction	Matthew Crane	At sentence 4, suggest modifying to "Bus reliability and travel times could potentially degrade....." since partial or full roadway closures would both make transit service less reliable and also longer (due to re-routing and/or traffic congestion)	This section has been updated for the Final EIS.
69	3-56	Table	Table revisio	Ballard	Downtown Segment	Construction	Matthew Crane	Under DT-1 roadway closures, I see a full closure for Cherry Street between 3rd Ave and 5th Ave, if this is only on Cherry street and doesn't affect the intersections crossing it, then I'm not sure how transit service is impacted, since we don't operate revenue-service buses on Cherry St? We don't operate any service on Cherry St between 1st Ave and 6th Ave, but there was temporary service between 1st and 3rd Avenue during the AWV Closure.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
70	3-14	5	Text revision	West Seattle	Alaska Junction	N/A	Virginie Nadimi	Typo. The last sentence should state "West Seattle stations". Delete "Junction" here.	Sentence has been revised.
71	3-15	6	Text revision	West Seattle	Delridge Segment	N/A	Virginie Nadimi	Typo. "Inn". Should be in.	Sentence has been corrected.
72	3-15	6	Techical/data	West Seattle	Delridge	N/A	Virginie Nadimi	Include the % difference in ridership data and be specific about the difference in land uses in this paragraph here so readers understand the choices and their potential impacts.	Paragraph has been revised; no longer applicable.
73	3-15	Table	Techical/data	West Seattle	General/None	N/A	Virginie Naddimi	Average transit route frequecies/headways shown in table 3 do not make sense. 21/22 min average frequencies seems too high. Please explain how this was determined. Also the paragraph below this chart conflicts with this data	Transit frequencies were derived by reviewing schedules produced by King County Metro. The Final EIS has reworded the text that describes the results in the table.

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74	3-22	3	Text revision	West Seattle	Delridge	N/A	Virginie Nadimi	The word "performance" here is awkward and confusing. Be specific about what is being impacted: transit speed, transit service, transit reliability, transit access ?? Unclear	Removed word "performance." The beginning of this section defines the types of impacts that construction could have, so no additional text added here.
75	3-23	Table	Table revisio	West Seattle	Delridge	N/A	Virginie Nadimi	Formatting of this table is super confusing. Please revise table - the # buses per hour headers coupled with the closure length is not intuitive and confusing. Revise this table and all other similarly formatted tables in this report to make it more clear and easier to understand. If you need to make several tables to communicate the info, then do that. Right now there are too many factors being squeezed into one table which is confusing and overwhelming for readers.	Table has been reformatted.
76	3-11	3	Text revision	West Seattle	Avalon	Build	Steve Crosley	Bus stops noted on Avalon are incorrect (and Appendix J page 84). For routes continuing on 35th, buses must stop on 35th. They will not be able to make the LT stopping WB on Avalon, and will not be able to stop farside 35th once making the RT.	Comment noted. All bus routes and stops will be reconfirmed with King County Metro through the Final EIS and preliminary engineering phase of the project.
77	3-10	9	Text revision	West Seattle	General/None	Build	Steve Crosley	Please revise this sentence. Layover needs were assessed collaboratively, however impacts were not. The impacts described below do not reflect Metro comments through station area planning work. It is not appropriate to conflate "layover" and assessement of "impacts" in the same sentence.	Impacts and mitigation to layover were discussed with Metro for the Final EIS.
78	3-11	5	Text revision	West Seattle	Alaska Junction	Build	Steve Crosley	Sound Transit should identify feasible layover rather than just say "Layover spaces will be accommodated on-street near the station." There are many challenges to siting layover in the vicinity of Alaska Junction, including hills, narrow streets, etc. and this DEIS does not accurately reflect layover needs and impacts	Layover locations were collaboratively developed with Metro as part of the Final EIS.
79	3-11	5	Text revision	West Seattle	Alaska Junction	Build	Steve Crosley	WSJ-2 - Fauntelory station is not mentioned here. Transit Integration for this alternative would be substantially more challenging than the other alternatives and layover would be even more challenging. If this alternative moves forward, Sound Transit should accurately describe transit integration and its challenges for this alternative.	The Final EIS focuses more on the Preferred Alternative; however, transit integration for this station was qualitatively described and compared to the Preferred Alternative.
80	3-12	2	Impact/mitiga	West Seattle	SODO Busway Segment	Build	Steve Crosley	While the DEIS decribes transit priortity treatments on 4th needed to mitigate the loss of the busway, it does not decribe mitigaiton for the loss of layover spaces and associated comfort stations. The DEIS must describe how ST will mitigate the loss of layover.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
81	3-14	5	Techical/data	West Seattle	General/None	Build	Steve Crosley	Ridership discussion is confusing and we suggest that a table/matrix for all stations is shown together. Page 3-14 states for the 2042 Build alternative "ridership would increase to between 25,000 and 27,000 daily trips". However, if you add up ridership in Tables 3-13, 3-14, 3-15 for 2042 you get 20600-20700 boardings. Please review and explain or correct discrepancy.	System-wide transit trips and station boardings are two different metrics, so they are not comparable. Added text to clarify the difference.
82	3-20	1	Impact/mitiga	West Seattle	General/None	Construction	Steve Crosley	Language that ST would only "identify" new bus stops, layover, and comfort stations as part of construction mitigation in this sentence is insufficient and does not accurately address how ST would mitigate these construction impacts borne by Metro. Sentence should be revised to say "e.g., ST would identify, pay for, and construct new bus stops and/or layovers/comfort stations in a nearby location)"	Layover locations were collaboratively developed with Metro as part of the Final EIS. The Final EIS also clearly states that Sound Transit will implement agreed-upon improvements that mitigate for the impacts to transit facilities, which includes bus stops, layover, and comfort stations.
83	3-20	1	Text revision	West Seattle	General/None	Construction	Steve Crosley	Please describe what streets, assumed to be local streets in West Seattle, that detours would result in pavement damage	The Final EIS addresses detour routes on local streets generally for all alternatives, but for the PA, additional information has been added.
84	3-20	5	Impact/mitiga	West Seattle	General/None	Construction	Steve Crosley	DEIS states "analysis does not consider every short-duration transit impact from construction". This does not accurately describe impacts and must be revised to include any impact for any duration where construction would close roadways resulting in bus route impacts where no alternate pathway is viable.	Comment is noted, but it would be speculative to identify all detailed construction impacts prior to final design and a contractor being selected. The Final EIS includes new mitigation language that clarifies Sound Transit's role in developing transit construction operations plans and implementation of agreed upon mitigations to allow transit to operate on detour routes.

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85	3-12	All	Impact/mitiga	West Seattle	General/None	Build	Virginie Nadimi	The descriptions in the transfer environment paragraphs are simplistic and do not accurately portray the challenges that transit users would have when accessing the stations, especially crossings of multi-lane and very busy arterial streets. Describe how those potentially dangerous or uncomfortable (from a traffic safety perspective) crossings and station areas would be addressed.	More detailed descriptions of transfer conditions are provided in the Final EIS for the Preferred Alternative. Potential features to ease crossings or the transfer environment are incorporated into the station design, and the overall environment is described.
86	3-13	3	Text revision	West Seattle	General/None	Build	Virginie Nadimi	Specify the height of the elevated station alts and depth of the tunnels alts here.	A cross reference has been added to the design drawings appendix.
87	3-20	4	Text revision	General/Both	General/None	Construction	Virginie Nadimi	Change language from "could"/'may need to" to "would"/"would need to" in this paragraph. As written, the scale of impacts are misleading.	See the response to comment #7.
88	3-20	7	Text revision	West Seattle	SODO	Construction	Virginie Nadimi	Specify the duration of construction and the duration of the SODO busway closure in this paragraph.	Duration of SODO Busway closure added.
89	3-22	All	Text revision	West Seattle	General/None	Construction	Virginie Nadimi	Add the potential duration of construction closures in each of these paragraphs.	A cross reference has been added to the Construction-Related Roadway Modifications attachment, which specifies the duration of closures.
90	3-22	All	Text revision	West Seattle	General/None	Construction	Virginie Nadimi	Language is misleading as written. Change "could affect" (...) performance to "would affect" transit performance in each paragraph here were construction impacts to transit performance are described.	See comment #7.
91	3-24	N/A	Table revisio	West Seattle	General/None	N/A	Virginie Nadimi	This version of this table shows why this table format does not make any sense - there is no transit on Andover St but yet there's still closure info in a column with # buses minimal per hour. Edit this table or make this into 2 tables. It does not make sense.	Tables and text in this section have been updated for clarity.
92	3-25	All	Text revision	West Seattle	Alaska Junction	Construction	Virginie Nadimi	Include the duration of construction/road closures in these paragraphs	See comment #89.
93	3-27	1	Text revision	General/Both	General/None	Construction	Virginie Nadimi	The "impacts would be addressed through ongoing coordination with ..." sentence is too vague. Sentence needs to be edited to communicate that Sound Transit will fund all improvements needed to mitigate impacts, including impacts to King County Metro and the City of Seattle.	Edited to confirm that Sound Transit would implement mitigation for project-specific impacts.
94	3-32	Table	Table revisio	General/Both	General/None	N/A	Steve Crosley	Please explain what your intent is with "average span of service" and why you wouldn't just use the route with the greatest span, i.e,. D-Line. This anlaysis shows incorrectly that there is only 11 hours of service across the Ballard Bridge.	The methodology for this measure has been updated for the Final EIS, to present the route with the longest span of service, along with an average. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
95	3-60	Table	Table revisio	Ballard	Interbay Segment	Construction	Matthew Crane	There is no Metro active or deadhead service on West Republican Street between 3rd Ave W and 5th Ave W, so these rows for SIB-1 and SIB-2 can probably be removed (unless the Future No Build scenario indicates service would be present on this street)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
96	3-62	Table	Table revisio	Ballard	Ballard Segment	Construction	Matthew Crane	There is no Metro active or deadhead service on 14th Ave NW between NW 45th St and NW 51st St so the row for IBB-1a can be removed (unless the Future No Build scenario indicates service would be present on this street)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
97	3-65	3	Text revision	General/Both	General/None	Construction	Matthew Crane	This paragraph should also mention operator Comfort Stations, which are needed in close proximity to all layover locations.	Updated text.
98	4-01	10	Text revision	West Seattle	SODO Busway Segment	Build	Matthew Crane	Wouldn't eliminating the at-grade crossing near the SODO station help improve traffic operations in this area (for the two alternatives that build an overpass)? Especially if traffic volumes are forecasted to increase and the frequency of Link service will improve, seems like maintaining the at-grade crossing in the Build condition would make traffic operations approaching the study intersections worse.	This was considered and documented in the Final EIS.
99	4-15	6	Text revision	West Seattle	Delridge Segment	Build	Matthew Crane	The 35th/Avalon Repaving project is now complete, so can probably be removed from this discussion (or at least mention its recent completion)	Background projects were updated for the Final EIS and referred to this project as complete.

ID	Page No.	agraph	Type of Con	Extension	Station or Segment	Impact	Name of Commenter	Comment	Response
100	4-18	2	Text revision	West Seattle	General/None	Build	Matthew Crane	If possible, specify the number of rail-rail and bus-rail transfers at the SODO station, as this would effect the size and type of bus facilities Metro would want to implement.	Table 3-12 of the Final EIS Transportation Technical Report includes all rail-rail and bus-rail transfers at SODO station.
101	4-03	4	Text revision	West Seattle	SODO	Build	Matthew Crane	Suggest clarifying that "active" trips on the SODO busway serve routes headed to/from Downtown Seattle, while "deadhead" trips are using the busway to access either layover or the bus bases. The sentence as currently written makes it seem that both types of trips only use the busway to access the bases.	This was reviewed and clarified as appropriate for the Final EIS. Added reference that SODO busway buses could be active to Downtown Seattle or deadhead to bases.
102	4-05	1	Text revision	West Seattle	SODO	Build	Matthew Crane	I would specify the extent of the Spokane St bike/ped trail, since I don't think it runs the full extent of Spokane Street in this section of the project.	This was reviewed and clarified as appropriate for the Final EIS. Added extent of trail.
103	4-05	2	Text revision	West Seattle	Delridge Segment	Build	Matthew Crane	Avalon Way is also important an roadway in this area, as it provides access to lower Spokane St, the West Seattle Bridge, and the Water Taxi terminal.	This was noted in the Final EIS. Added text that Southwest Avalon Way is an important corridor.
104	4-74	1	Impact/mitiga	West Seattle	General/None	Build	Matthew Crane	If the City of Seattle doesn't have an LOS standard, will mitigation even be required? Maybe if pedestrian or bicycle crossing distances or other factors for those modes are impacted, but will be interested to understand how mitigation of traffic impacts makes sense.	As described in Section 3.5.3 of the Final EIS, in the absence of an adopted City of Seattle intersection L.O.S. threshold, intersections that operate at L.O.S. E and L.O.S. F are identified as failing. With the Build Alternatives, affected intersections are defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if the intersection already operates at L.O.S. E or F in the No Build Alternative and have noticeably worse vehicle delays in the Build Alternative (10 percent or higher vehicle delay than in the No Build Alternative).
105	4-77	2	Text revision	Ballard	C-ID	N/A	Matthew Crane	Suggest including 2nd Avenue Extension in this list, which is the companion one-way couplet to 4th Ave north of Jackson Street.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
106	4-07	Tables 4-5, 4-6	Table revisio	West Seattle	SODO Busway Segment	N/A	Matthew Crane	Suggest having AM results on the left, PM on the right in each table, that's typically how I've seen it presented in reports.	Revised.
107	4-76	Table 4-34	Table revisio	Ballard	General/None	N/A	Matthew Crane	As with West Seattle section, suggest having AM results first (left column), then PM results (right column). Same goes for the figures in this section	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
108	4-77	Figure 4-26	Table revisio	Ballard	General/None	N/A	Matthew Crane	As with West Seattle section, suggest removing the Build Alternative alignments from the figures in this section describing Existing (i.e. current) conditions.	A decision was made to include Build alignments as standard features in Final EIS maps. No change.
109	4-08	Figures 4-2, 4-3, 4-4, 4-5	Table revisio	West Seattle	General/None	N/A	Matthew Crane	For a discussion on existing conditions, presenting a figure with the build condition station alternatives seems like it could be confusing. Suggest simplifying to reflect existing conditions of the current SODO station area. This comment applies for Figures 4-2, 4-3, 4-4, and 4-5	Comment noted. The potential future station loations were identified to make comparisons to future conditions easier so that all figures look similar.
110	4-91	8	Text revision	General/Both	General/None	Build	Matthew Crane	As with West Seattle section, don't think you need to repeat the No Build condition assumptions in the section talking about Build Condition roadway modifications as part of the Ballard section of the project.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
111	4-93	4	Text revision	Ballard	Downtown Segment	N/A	Matthew Crane	This intersection was recently signalized as part of the AWV North Surface Streets project. Is this describing some additional/future modification at this location? If not, it may be worth mentioning that this project is now substantially complete as of the document's publication.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	Page No.	graph	Type of Con	Extension	Station or Segment	Impact	Name of Commenter	Comment	Response
112	3-22	1	Impact/mitiga	West Seattle	Delridge Segment	Construction	Steve Crosley	ST should note proposed night and weekend clousres as full closures, not partial closures in DEIS. Rerouting existing service for some full closures will be feasible, if challenging and detrimental to neighborhoods who rely on transit access for mobility (i.e., Avalon) yet some closures, especially any full closures on Delridge, are not feasible as there is no alternate pathway/turnaround for H Line, 50, and 125. ST should meet with Metro to determine which closures are feasible and which are not.	Construction-period transit service plans have been developed with King County Metro and the City of Seattle for the Preferred Alternative at a level of detail appropriate for the Final EIS. Additional refinements will take place during permitting.
113	3-34	3	Text revision	Ballard	Ballard	Build	Steve Crosley	Transit service discussion does not include Seattle Center, Interbay, or Ballard Stations. Please add that service discussion	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
114	3-35	1	Text revision	Ballard	Smith Cove	Build	Steve Crosley	Typo: "Unio" should be "Union"	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
115	3-36	3	Text revision	Ballard	General/None	Build	Steve Crosley	Statement that "transit facilities for the downtown stations would not be notably different between the No Build Alternative and Build Alternatives" is facutally incorrect. Due to construction impacts and desire to provide a seamless bus-rail transfer expereince, bus stops serving these Link stations would be rebuilt and/or relocated to best serve station entrances. Also correct use of "downtown stations" as C-ID and Denny fall outside of downtown.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
116	3-36	4	Text revision	Ballard	SLU	Build	Steve Crosley	Discussion should note that Mercer Street (for Alternative DT-2) would not provide for any seamless transfer opportunities; in fact this alternative would provide for poor transit integration compared to DT-1	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
117	3-37	1	Impact/mitiga	Ballard	C-ID segment	Construction	Steve Crosley	This statement is incorrect and needs to be modified: "Alternative CID-1a* would also shift the portion of the SODO Busway between South Royal Brougham Way and South Holgate Street west onto the Ryerson Bus Base property, with modified accesses to the base from South Royal Brougham Way and from 4th Avenue South near South Massachusetts Street." Modified access from 4th Avenue South near South Massachusetts Street is only conceptual at this point and has not been designed or approved by any party (Metro, SDOT, ST). Closure of Ryerson access from the busway is a significant impact and feasible mitigation has not yet been fully developed or agreed to.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
118	3-37	1	Impact/mitiga	Ballard	C-ID segment	Construction	Steve Crosley	As currently writte, this sentence implies that ST would propose reconfiguration of Metro's bus yard: "This would include potential reconfiguration of the internal bus yard, which would need to be coordinated with Metro." This is incorrect. Any impact that would reduce footprint or require new ingress/egress would (not potentially) require reconfiguration. Metro would develop its own reconfiguration plan and migation provided by ST would design, fund, and implement new access and/or compensate Metro for the reduced footprint.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
119	3-37	5-6	Text revision	Ballard	C-ID	Build	Steve Crosley	Why is the transfer environment between C-ID alternatives not compared to one another? The poor rail to rail transfer environment of the deep mined station options should be described here. As currently written, the reader cannot understand the vast differences between the alternatives.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
120	3-38	2	Text revision	Ballard	Midtown	Build	Steve Crosley	The assessment of the transfer environment implies that the two station alternatives are equal. This is not true. DT-1 provides superior transit integration with the G Line - a stop at 4th/Madison would provide direct access. This assessment should be corrected.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
121	3-38	4	Text revision	Ballard	Denny	Build	Steve Crosley	For Denny station, DT-1 providies far superior transit integration than does DT-2	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
122	3-38	4	Text revision	Ballard	SLU	Build	Steve Crosley	The transfer environment assessment sholud be updated to state that DT-2 provides poor transit integration with connecting bus routes and will lead to a sub-par outcome for transit riders if selected.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	Page No.	ıgraph	Type of Con	Extension	Station or Segment	Impact	Name of Commenter	Comment	Response
123	3-45	1	Impact/mitiga	Ballard	General/None	Construction	Steve Crosley	Please see Metro's DEIS Comment Letter for specific comments on construction impacts	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
124	3-65	1	Impact/mitiga	Ballard	General/None	Construction	Steve Crosley	Please see Metro's DEIS Comment Letter for specific comments on construction and build mitigation	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
125	3-27	1	Impact/mitiga	West Seattle	General/None	Construction	Steve Crosley	Please see Metro's DEIS Comment Letter for specific comments on construction and build mitigation	See comment #6.
126	3-19	2	Impact/mitiga	West Seattle	General/None	Construction	Steve Crosley	Please see Metro's DEIS Comment Letter for specific comments on construction impacts	See comment #6.

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Appendix O.2.2.5, Local Agencies, Commissions, Boards, and Elected Official

Comments were received from the following local agencies, commissions, boards, and elected officials:

- City of Seattle
- Seattle Councilmember Herbold
- Seattle Freight Advisory Board
- Seattle Planning Commission
- Seattle Public Schools
- Seattle Transit Advisory Board

The following attachments provide these submittals in the order listed above, along with responses to comments.

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April 28, 2022

Lauren Swift
Central Corridor Environmental Manager
Sound Transit (Sent via email)

Dear Ms. Swift,

The West Seattle and Ballard Link Extensions (WSBLE) project is the largest infrastructure investment in Seattle's history. The project brings tremendous transformative opportunity to further City and regional goals to expand equitable access to residential and job centers, support thriving neighborhoods and economic prosperity, and encourage sustainable and climate-friendly transportation choices. However, as its many miles of new light rail track and multiple stations are constructed through existing Seattle neighborhoods, WSBLE also brings the real potential for significant temporary and permanent adverse impacts to Seattle residents and all users of the City's transportation network.

The DEIS is a critical early juncture to evaluate project alternatives so that future project decisions may optimize long-term benefits and outcomes, while ensuring that we avoid, minimize, and mitigate adverse project impacts. The City commends Sound Transit for its enormous and time-consuming effort to develop an environmental document for a light-rail project of this scale through a largely built-out city, including coordination with participating and cooperating agencies and the Tribes. As a Cooperating Agency under NEPA and an Agency of Jurisdiction under SEPA, and in support of our 2018 Partnering Agreement with Sound Transit, the City submits formal comments from the DEIS review with primary goals to:

- Help advance the best possible project that maximizes benefits, minimizes impact and harm, and best meets local community and regional interests.
- Ensure the environmental review process adequately evaluates project impacts and proposes appropriate mitigation measures to provide community members and policymakers with a clear understanding of project choices and trade-offs.
- Raise any potential conflicts or concerns related to City codes, regulations, or Director's rules, or related to adequate mitigation for project impacts, that could impede streamlined permitting and construction of the eventual project.

A City team of nearly 100 subject matter experts from 15[1] City departments contributed to the review of the WSBLE DEIS. The City's formal DEIS comments are compiled in *Attachment A: City Consolidated Comments* and summarized in the sections and attachments below.

[1] Review staff from 15+ City departments included: City Budget Office, Department of Construction and Inspections, Department of Neighborhoods, Department of Transportation, Finance and Administrative Services, Office of Civil Rights, Office of Economic Development, Office of Emergency Management, Office of Housing, Office of Planning and Community Development, Office of Sustainability and the Environment, Seattle Center, Seattle City Light, Seattle Fire Department, Seattle Parks and Recreation, Seattle Police Department, Seattle Public Library, and Seattle Public Utilities.

KEY DEIS FINDINGS

Racial equity and Environmental Justice

Sound Transit and the City have partnered since 2018 to develop a project-wide multi-year equity analysis using the City's Racial Equity Toolkit (RET). The RET furthers the City's and Sound Transit's shared goal to advance equitable outcomes for communities of color, particularly the RET-identified communities of Chinatown-International District and Delridge. While separate from the DEIS, the RET aims to inform key project analysis, milestones, and decisions—including the DEIS Environmental Justice (EJ) analysis, the formal analysis required by federal regulation developed to ensure equitable distribution of project benefits and avoid disparate impacts to communities of color and low-income populations.

With the RET analysis and process in mind, the City's DEIS review found the EJ analysis incomplete for measuring and mitigating impacts and benefits to minority and low-income populations. The City strongly disagrees with conclusions in the EJ analysis that the project has adequate offsetting benefits, and/or mitigation that the project would not result in high and adverse effects on environmental justice populations. The City requests a more complete evaluation in the FEIS to fully understand and avoid, minimize, or adequately mitigate the project impacts on EJ populations. Absent this complete evaluation, it is difficult to confirm a Preferred Alternative in RET communities.

In this overdue era of racial equity reckoning, the City believes it is critical that we go above past practice to advance equitable outcomes. See *Attachment B: Racial Equity Toolkit and Environmental Justice* for discussion and additional examples of how Sound Transit can strengthen the EJ analysis for the FEIS through additional analysis, expanded methodology, and the development of a mitigation plan to address potential adverse impacts. The City is committed to supporting this additional analysis through ongoing partnership with Sound Transit and continued development of the RET.

Compliance

The City of Seattle is responsible for issuing local permits for the WSBLE project. The City and Sound Transit share the goal to streamline the WSBLE project permit process. The City cannot permit the project if it does not comply with City codes, rules, plans, and regulations. In addition, where City code would not otherwise ensure mitigation for impacts, the City's substantive SEPA authority allows the City to condition or deny project permits to mitigate impacts based on adopted SEPA polices, plans, rules, and regulations. The DEIS demonstrates several instances in which compliance with local regulations is unclear, and raises additional concerns that, if not adequately addressed and resolved in the FEIS, will likely result in additional analysis and mitigation at the time of permitting. For example:

- **Stormwater**. Seattle Public Utilities (SPU) cannot permit the project as shown in the DEIS designs because the proposed alignments do not comply with regulations for stormwater management related to guideways. Sound Transit asserts that guideways are non-pollution-generating surface. This is incorrect; the Washington State Department of Ecology (Ecology) has judged guideways to be pollution-generating surfaces. Unless Ecology revises that determination based on new data, the project must meet the City's Stormwater Code (SMC 22.800-22.808).

- **Geology and soils**. The Prospect Street portal, Smith Cove Station site, and alignments along the west side of Queen Anne are in Environmentally Critical Areas (ECA), defined by steep slope and potential slide areas. These project components will likely require considerable efforts to provide complete stabilization to protect the facility from landslides emanating from the ECA Steep Slope Area.
- **ADA guidelines**. Evaluation of accessibility conditions around the station areas does not include detailed assessment of curb ramps and sidewalk conditions (including slope, pavement irregularities, obstructions, widths) that may be noncompliant with ADA guidelines. Additional analysis and mitigation may be needed at the time of permitting if these are not adequately addressed in the FEIS.

These compliance issues must be resolved and documented in the FEIS to avoid potential cost and delay in the project permitting process. See *Attachment C: Compliance* for additional examples and discussion of these compliance issues.

Impacts

It is essential for the environmental review to accurately evaluate potential project impacts to inform appropriate mitigation measures and understanding of alternatives and their trade-offs. While the DEIS provides a tremendous amount of information, the City finds that many sections of the DEIS are missing key information and analysis necessary to understand the full complement of project impacts. Without this information it is difficult to fully compare alternatives and develop appropriate mitigation. We also found several areas where we did not agree with the methodology or assumptions used to evaluate impacts. For example:

- **Missing information/analysis: Business displacement**. Impacts to minority-owned businesses and employees, particularly BIPOC businesses and employees, have not been fully evaluated throughout the corridor.
- **Missing information/analysis: Visual quality and aesthetics**. Impacts to specific public views of natural and human made features along SEPA corridors and of historic landmarks have not been fully evaluated.
- **Methodology: Transportation**. Many standards and conditions—such as speed limits, pedestrian level of service data, and transit boarding numbers—used for assumptions have changed since the DEIS was written. The FEIS analyses should reflect updates to these assumptions.
- **Methodology: Design/safety**. The standards for Seattle Fault and earthquake parameters are changing and the FEIS should use most current standards.

See *Attachment D: Methodology and Analytics* for a discussion of areas where additional information is needed, and examples of analyses with assumptions or methodologies with which the City disagrees.

In addition, there are numerous instances throughout the DEIS where the City finds that the analysis underestimates or omits the extent of project impacts and/or proposes insufficient mitigation to address impacts. For example:

- **Transportation**. The City finds that the DEIS does not adequately assess the impacts of full or partial closures to arterials during construction. The analyses largely focus on congestion

impacts, and underestimate the need for reduced vehicle trips, compelling the public to change behavior during the construction period and SDOT operations to actively manage construction impacts throughout construction of the project. In addition, the focus on peak-time impacts fails to fully assess impacts to freight mobility which often rely on non-peak travel times. The insufficient capture of these potential construction impacts impedes the understanding of whether mitigation measures will adequately address impacts, which in turn, limits evaluation of alternatives when construction impacts are an important factor. See *Attachment E: Transportation Impacts* for additional examples and a broader discussion of transportation impacts and mitigation.

- **City assets and properties**. The DEIS does not fully document potential impacts to City assets and properties—including buildings, utility and transportation infrastructure, and parks and open space—making it difficult to understand completely the trade-offs between project alternatives and identify appropriate mitigation actions. Many impacts will require acquisition in fee or by easement, utility relocation, right-of-way use through street use permitting, or other legal conveyance—all processes that take substantial time, and in many cases City Council action. Impacts to City assets and properties should be fully examined in the FEIS to prevent later delays to the project. See *Attachment F: City Assets and Properties* for additional examples and a broader discussion of impacts and mitigation related to City assets and properties.
- **Section 4(f) Impacts**. The Section 4(f) analysis performed by Sound Transit lacks necessary specificity and detail on the scope, duration, and mitigation of impacts to parks and park facilities, certain historic resources, and Seattle Center for any of the alternatives. Seattle Parks and Recreation (SPR) and Seattle Center cannot concur as to whether project impacts are de minimis under Section 4(f) without this additional analysis, including adequate demonstration of completed planning to minimize harm to SPR properties and Seattle Center. See *Attachment G: Section 4(f) Impacts* for additional examples and a broader discussion of impacts and mitigation to parks, recreational spaces, and wildlife habitat.
- **Section 106 Impacts**. The DEIS does not sufficiently assess the construction and permanent visual, physical, and operational impacts of the WSBLE project on historic resources. A thorough understanding and analysis of these impacts (effects) is necessary to meaningfully compare alternatives, inform a decision on a Preferred Alternative, and avoid costly conflicts and limited mitigation opportunities. Successful Section 106 consultation depends on the City having this information to evaluate impacts and trade-offs. See *Attachment H: Historic and Archaeological Resources/Section 106* for additional examples and a broader discussion of impacts and mitigation to historic, cultural, and archaeological resources.
- **Business and residential displacement**. The DEIS does not sufficiently examine the full range of impacts to businesses and residents, including loss of community cultural identify and cohesion resulting from displacements and changes in land use. Expanded evaluation is necessary to fully inform strategies to avoid, minimize, and mitigate these project impacts. See *Attachment I: Business and Residential Displacement* for additional examples and a broader discussion of impacts and mitigation for displacement.

In addition to the Attachments highlighted above, see the City's formal comments in *Attachment A: City Consolidated Comments* for examples of additional analysis and mitigation needed to address potential project impacts.

Mitigation

NEPA requires consideration of direct, indirect, and cumulative impacts of a project on the environment and development of potential measures to mitigate adverse environmental effects. Typically, a DEIS describes options for mitigation, while an FEIS includes the decisions on mitigation that would be implemented. However, we found the DEIS to be lacking in consistent and clear mitigation for the potential adverse project impacts, many of which may be unmitigable. Without adequate proposed mitigation, it is not possible to understand the full impact of the project, differences in alternatives, and potential permitting concerns. For example:

- **Business displacement**. Several WSLBE alternatives would impact businesses that are highly location-dependent and may not have relocation options if displaced. For example, many maritime businesses rely on access to shorelines, intermodal infrastructure, and industrial lands. Many businesses in the Chinatown-International District rely on the community's regional draw as a cultural hub. The DEIS does not make clear how to mitigate impacts, especially displacement, of these location-dependent businesses.
- **Streetcar impacts**. All WSBLE alternatives would have varying impacts on the Seattle streetcar network. The streetcar cannot be easily rerouted or curtailed without major capital work and associated environmental documentation. This might include installation of temporary tracks, turnbacks, and switches, to maintain access to the fleet and maintenance facilities at Charles Street (FHS) and 318 Fairview (SLU) and provide for safety during such operations. The DEIS does not detail the modifications to the streetcar system that will be needed to provide for continued, if disconnected, service.
- **Environmental impacts**. Several WSBLE alternatives would have impacts to Environmentally Critical Areas or other environmentally sensitive areas that could result in significant tree loss, wildlife habitat degradation, and steep slope and potential landslide area destabilization. The DEIS does not demonstrate how—or in some cases, whether—these impacts can be sufficiently avoided, minimized, or mitigated.

Constructing a light rail system though existing communities in a built-out city will necessarily cause impacts. Sound Transit must work with community members, the City, and other stakeholders and partners to develop a mitigation plan with sufficient detail in advance of the FEIS to inform actions on a Project to be Built and FTA Record of Decision, and to avoid future delays to project permitting. See *Attachment J: Mitigation* for additional examples and a broader discussion related to mitigation.

Comparison of alternatives

A core purpose of the environmental review is to provide information necessary to understand and compare potential project impacts to inform the selection of a Preferred Alternative and the eventual Project to Be Built. In our review of the DEIS, we find that in most segments, the analysis provides important information to support this comparison. However, in several places the City finds that absent a more complete impacts analysis and mitigation proposal, there is not sufficient information to confirm or modify a Preferred Alternative for the FEIS.

Chinatown-International District. The CID-1a/b alternative options at 4th Avenue South would require multiple road closures in a constrained section of the south Downtown transportation grid, significantly impacting local access and regional mobility networks during an 8 to 11-year construction period. They

would also require significant additional costs associated with the replacement of the 4th Avenue S bridge and elements of connection to the Midtown Station. The CID-2a/b alternative options at 5th Avenue South would cause significant disruption in the heart of the Chinatown-International community, including the displacement of up to 19 location-sensitive businesses in the corridor that may not have relocation options. The City finds that without an understanding of how—and whether—these impacts could be mitigated it is not possible to fully understand the trade-offs. Furthermore, due to the vocal concerns from residents and organizations from this RET-identified community, the City believes before an action on a Preferred Alternative there should be additional community process and analysis on how to avoid/minimize impacts, advance RET outcomes, and address historic harm. See *Attachment B* for additional discussion.

South Interbay and the north portal of the downtown tunnel. The large, elevated guideway structures of the SIB-1 and SIB-2 alternatives would weave across Elliott Way three times between the Republican portal and the Smith Cove station. It is unclear how the project would mitigate the resulting construction and permanent transportation impacts and visual quality impacts or how it would comply with local noise regulations. Meanwhile, both the SIB-2 and SIB-3 alternatives would encroach on steep slope and slide-prone Environmentally Critical Areas of the Queen Anne greenbelt and would also present noise regulation compliance concerns.

Seattle Center. For the Seattle Center station, the City is not only a project reviewer and regulator, but also the primary property owner and landlord to the many arts and cultural resident organizations that call the 74-acre campus home. The City has many concerns with the impacts associated with both the DT-1 and DT-2 alternatives, including:

- Impacts to protected features, including legacy trees, historic assets, and recreation space.
- Temporary and permanent noise and vibration impacts to sensitive cultural venues including performance halls and recording studios.
- Displacement affecting resident organizations and the long-term performance of the campus.
- Impacts to historic assets, including the Northwest Rooms, International Plaza, and Cornish Playhouse.
- Transportation and access impacts affecting events and operations for years.

Development of a full mitigation plan as part of the FEIS will be necessary to fully understand the trade-offs of these alternatives. See *Attachment K: Seattle Center* and *Exhibits 1*, *2*, and *3*, for a broader discussion of impacts and mitigation related to Seattle Center campus, resident organizations, and the surrounding community, and a comparison of Seattle Center station alternatives.

ADDITIONAL CONSIDERATIONS

In addition to the comments highlighted above and detailed in *Attachment A* regarding the analysis and mitigation of potential project impacts and comparison of DEIS alternatives, the City also found that the DEIS information and concurrent project discussions of refinements to the DEIS alternatives has informed comments, discussed below, regarding future planning to optimize station access and transit integration, refinements to the DEIS alternatives, and third-party funding.

Planning for station access and transit integration

WSBLE stations will create new neighborhood mobility patterns as people access new stations on foot, bicycles, and other transit modes. Siting and designing stations for safe non-motorized access and seamless bus-rail integration is necessary for passenger safety, user experience, and overall ridership, and an essential step toward the City's Vision Zero goals to end traffic fatalities and serious injuries. The DEIS analysis reveals that some alternatives do not optimize access and bus integration. If unaddressed in early project planning, there will be added costs and impacts—in time, dollars, ridership, and human safety—later to the project. It is imperative that in the next phase of station planning and preliminary engineering, Sound Transit, the City, King County Metro, and other agencies work with community to ensure that we design—or in some cases, *refine*—stations to include essential components for safe station access and seamless transit integration. See *Attachment E* for a discussion of access and integration concerns in the context of transportation impacts and mitigation and *Attachment L* for a broader discussion of access and integration and the importance of upcoming station planning work.

Third-party funding

The City recognizes that some WSBLE alternatives may ultimately require funding partnerships with third-party agencies or organizations. Once critical factors such as project impacts, mitigation costs, and projected revenue are better understood and key decisions have been made to complete the FEIS and establish the Project To Be Built, the City intends to work jointly with Sound Transit and other partners explore third-party funding options.

Refinements to the DEIS alternatives

During the DEIS period, Sound Transit introduced additional refinements that strive to reduce costs, avoid impacts, reduce risk, or achieve other benefits to the system would reduce project costs. The City supports examination of refinements that would provide meaningful benefits to the local communities and the broader transit system and its riders, including: mix-and-match refinements that would allow greater flexibility to choose segment alternatives that provide the greatest benefit or fewest impacts; refinements to stations or station entrances that would improve safe non-motorized station access; and refinements that would help avoid, minimize, or mitigate adverse project impacts. As with the current DEIS alternatives, any refinements will need appropriate environmental review to inform their consideration.

NEXT STEPS

To advance the project to the FEIS—as well as to reach subsequent necessary project milestones of the FTA Record of Decision, the City Council ordinance adopting the Project to be Built and amending the Transitway Agreement, and eventual project permitting—it is critical that Sound Transit work with the City, community members, and other stakeholders and local and regional partners, to ensure that the issues raised in the DEIS process are adequately resolved. These steps will necessarily include:

- **Board action on a Preferred Alternative**. Mayor Bruce Harrell and the City Council intend to put forward a Joint Council resolution that articulates a City position on a WSBLE Preferred Alternative for study in the FEIS, as well as additional bodies of work to support ongoing planning and environmental review.

- **Development of the FEIS**. Between the DEIS and the FEIS, the City staff team will work with Sound Transit staff to carry out the following necessary work to support the FEIS analysis:
    - *Technical comment resolution*. The City commits to a process for issue resolution with technical teams, including responses to technical comments, assistance with additional analyses, and continued development of design refinements.
    - *Mitigation planning*. The City commits to supporting a joint process to develop appropriate mitigation measures and strategies to inform a comprehensive mitigation plan for potential project impacts in the FEIS.

Relationship to permitting

The City has and retains substantive SEPA authority to the full extent provided in applicable statutes, codes and regulations, including but not limited to SMC 25.05.660, SMC 25.05.665, SMC 25.05.670, and SMC 25.05.675. The City's DEIS review found many issues that, if not adequately addressed and resolved in the FEIS, will likely result in additional analysis and mitigation at the time of permitting. These comments include, but are not limited to:

- Transportation impact examples that have no clear code path to mitigation
- Accessibility conditions in the station context where existence of curb ramps and other sidewalk conditions (slope, pavement irregularities, obstructions, widths) may be noncompliant with ADA guidelines
- Unclear mitigation for pedestrian facilities that may be temporarily or permanently impacted by placement of columns associated with right-of-way elevated guideway segments

Other examples may be found in the City's detailed comments in *Attachment A*. To avoid delays in the permitting phase, it is critically important that Sound Transit work with community members, the City, and other stakeholders and partners to develop a mitigation plan with sufficient detail in advance of the FEIS to inform actions on a Project to be Built and FTA Record of Decision.

Meaningful community engagement

The City appreciates Sound Transit's commitment to community engagement, and the extensive effort its staff has made to engage with communities along the entire WSBLE alignment during the DEIS Comment Period. Continuing this intensive engagement effort will be key as the environmental work advances—including the Board action on a Preferred Alternative, development of a mitigation plan and other analysis and issue resolution in advance of the FEIS, and exploration of refinements to the DEIS alternatives. All these steps must be carried out in partnership with community through sustained and robust two-way engagement. It is critical the engagement be transparent by sharing out what Sound Transit is hearing from community and stakeholders, as well as how the agency is applying engagement findings to project decisions. Furthermore, methods of engagement should be tailored for different communities; what will work for Downtown or Seattle Center might not work in Chinatown-International District or Delridge.

The City will continue to offer its resources and assistance to ST in this effort. See *Attachment M: Community Engagement* for further discussion of community engagement opportunities. We look forward to partnering in this engagement work, through both the FEIS development process and the update to the Racial Equity Toolkit.

In closing, the City remains a strong supporter of the WSBLE project and partner to Sound Transit on its planning, permitting, and eventual service delivery. We are committed to working with Sound Transit, community members, and other partners before the FEIS to ensure appropriate resolution on these outstanding issues.

Sincerely,

Kristen Simpson (Apr 28, 2022 12:21 PDT)

Kristen Simpson, Interim Director, Department of Transportation, City of Seattle

Marshall Foster, ST3 Designated Representative, Office of the Waterfront and Civic Projects, City of Seattle

Attachments

Attachment A: City Consolidated Comments
Attachment B: Racial Equity Toolkit and Environmental Justice
Attachment C: Compliance
Attachment D: Methodology and Analytics
Attachment E: Transportation Impacts
Attachment F: City Assets and Properties Impacts
Attachment G: Section 4(f) Impacts
Attachment H: Historic and Archeological Resources/Section 106
Attachment I: Business and Residential Displacement
Attachment J: Mitigation
Attachment K: Seattle Center
Attachment L: Planning for Station Access and Transit Integration
Attachment M: Community Engagement
Exhibit 1: Event uses throughout Seattle Center campus and facilities in a typical year
Exhibit 2: Event-related curbside loading uses on streets near the Seattle Center campus
Exhibit 3: WSBLE DEIS Noise and Vibration Review Report for Seattle Center

CC:

Seattle Mayor Bruce Harrell
Seattle City Council President Debora Juarez
Seattle City Councilmember Lisa Herbold
Seattle City Councilmember Andrew Lewis
Seattle City Councilmember Tammy Morales
Seattle City Councilmember Teresa Mosqueda
Seattle City Councilmember Sara Nelson

Seattle City Councilmember Alex Pedersen
Seattle City Councilmember Kshama Sawant
Seattle City Councilmember Dan Strauss
Adiam Emery, Mayor's Office
Elliot Helmbrecht, Mayor's Office
Chief Adrian Diaz, Seattle Police Department
Julie Dingley, City Budget Office
Jessyn Farrell, Office of Sustainability and the Environment
Tim Fay, Seattle Public Library
Calvin Goings, Finance and Administrative Services
Andrew Lee, Seattle Public Utilities
Markham Macintyre, Office of Economic Development
Curry Mayer, Office of Emergency Management
Robert Nellams, Seattle Center
Rico Quirindongo, Office of Planning and Community Development
Chief Harold Scoggins, Seattle Fire Department
Debra Smith, Seattle City Light
Nathan Torgelson, Department of Construction and Inspections
Derrick Wheeler-Smith, Office of Civil Rights
Christopher Williams, Parks and Recreation
Maiko Winkler-Chin, Office of Housing
Greg Wong, Department of Neighborhoods
Russell King, City Attorney's Office
Jeff Weber, City Attorney's Office
Sara Maxana, Department of Transportation
Sandra Gurkewitz, Department of Transportation
Calvin Chow, Council Central Staff
Linda Gehrke, USDOT Federal Transit Administration
Mark Assam, USDOT Federal Transit Administration
Don Billen, Sound Transit
Cathal Ridge, Sound Transit

Communication ID: 504394 - City of Seattle Draft EIS Comment

#	Comments	Responses
1	Racial equity and Environmental Justice Sound Transit and the City have partnered since 2018 to develop a project-wide multi-year equity analysis using the City's Racial Equity Toolkit (RET). The RET furthers the City's and Sound Transit's shared goal to advance equitable outcomes for communities of color, particularly the RET-identified communities of Chinatown-International District and Delridge. While separate from the DEIS, the RET aims to inform key project analysis, milestones, and decisions-including the DEIS Environmental Justice (EJ) analysis, the formal analysis required by federal regulation developed to ensure equitable distribution of project benefits and avoid disparate impacts to communities of color and low-income populations. With the RET analysis and process in mind, the City's DEIS review found the EJ analysis incomplete for measuring and mitigating impacts and benefits to minority and low-income populations. The City strongly disagrees with conclusions in the EJ analysis that the project has adequate offsetting benefits, and/or mitigation that the project would not result in high and adverse effects on environmental justice populations. The City requests a more complete evaluation in the FEIS to fully understand and avoid, minimize, or adequately mitigate the project impacts on EJ populations. Absent this complete evaluation, it is difficult to confirm a Preferred Alternative in RET communities. In this overdue era of racial equity reckoning, the City believes it is critical that we go above past practice to advance equitable outcomes. See Attachment B: Racial Equity Toolkit and Environmental Justice for discussion and additional examples of how Sound Transit can strengthen the EJ analysis for the FEIS through additional analysis, expanded methodology, and the development of a mitigation plan to address potential adverse impacts. The City is committed to supporting this additional analysis through ongoing partnership with Sound Transit and continued development of the RET.	See responses to Attachment B of this letter.

#	Comments	Responses
2	Compliance The City of Seattle is responsible for issuing local permits for the WSBLE project. The City and Sound Transit share the goal to streamline the WSBLE project permit process. The City cannot permit the project if it does not comply with City codes, rules, plans, and regulations. In addition, where City code would not otherwise ensure mitigation for impacts, the City's substantive SEPA authority allows the City to condition or deny project permits to mitigate impacts based on adopted SEPA polices, plans, rules, and regulations. The DEIS demonstrates several instances in which compliance with local regulations is unclear, and raises additional concerns that, if not adequately addressed and resolved in the FEIS, will likely result in additional analysis and mitigation at the time of permitting. For example: Stormwater. Seattle Public Utilities (SPU) cannot permit the project as shown in the DEIS designs because the proposed alignments do not comply with regulations for stormwater management related to guideways. Sound Transit asserts that guideways are non-pollution-generating surface. This is incorrect; the Washington State Department of Ecology (Ecology) has judged guideways to be pollution-generating surfaces. Unless Ecology revises that determination based on new data, the project must meet the City's Stormwater Code (SMC 22.800-22.808). Geology and soils. The Prospect Street portal, Smith Cove Station site, and alignments along the west side of Queen Anne are in Environmentally Critical Areas (ECA), defined by steep slope and potential slide areas. These project components will likely require considerable efforts to provide complete stabilization to protect the facility from landslides emanating from the ECA Steep Slope Area. ADA guidelines. Evaluation of accessibility conditions around the station areas does not include detailed assessment of curb ramps and sidewalk conditions (including slope, pavement irregularities, obstructions, widths) that may be noncompliant with ADA guidelines. Additional analysis and mitigation may be needed at the time of permitting if these are not adequately addressed in the FEIS. These compliance issues must be resolved and documented in the FEIS to avoid potential cost and delay in the project permitting process. See Attachment C: Compliance for additional examples and discussion of these compliance issues.	See responses to Attachment C of this letter.

#	Comments	Responses
3	Impacts It is essential for the environmental review to accurately evaluate potential project impacts to inform appropriate mitigation measures and understanding of alternatives and their trade-offs. While the DEIS provides a tremendous amount of information, the City finds that many sections of the DEIS are missing key information and analysis necessary to understand the full complement of project impacts. Without this information it is difficult to fully compare alternatives and develop appropriate mitigation. We also found several areas where we did not agree with the methodology or assumptions used to evaluate impacts. For example: Missing information/analysis: Business displacement. Impacts to minority-owned businesses and employees, particularly BIPOC businesses and employees, have not been fully evaluated throughout the corridor. Missing information/analysis: Visual quality and aesthetics. Impacts to specific public views of natural and human made features along SEPA corridors and of historic landmarks have not been fully evaluated. Methodology: Transportation. Many standards and conditions-such as speed limits, pedestrian level of service data, and transit boarding numbers-used for assumptions have changed since the DEIS was written. The FEIS analyses should reflect updates to these assumptions. Methodology: Design/safety. The standards for Seattle Fault and earthquake parameters are changing and the FEIS should use most current standards. See Attachment D: Methodology and Analytics for a discussion of areas where additional information is needed, and examples of analyses with assumptions or methodologies with which the City disagrees.	See responses to Attachment D of this letter.
4	Transportation. The City finds that the DEIS does not adequately assess the impacts of full or partial closures to arterials during construction. The analyses largely focus on congestion impacts, and underestimate the need for reduced vehicle trips, compelling the public to change behavior during the construction period and SDOT operations to actively manage construction impacts throughout construction of the project. In addition, the focus on peak-time impacts fails to fully assess impacts to freight mobility which often rely on non-peak travel times. The insufficient capture of these potential construction impacts impedes the understanding of whether mitigation measures will adequately address impacts, which in turn, limits evaluation of alternatives when construction impacts are an important factor. See Attachment E: Transportation Impacts for additional examples and a broader discussion of transportation impacts and mitigation.	See responses to Attachment E of this letter.

#	Comments	Responses
5	City assets and properties. The DEIS does not fully document potential impacts to City assets and properties-including buildings, utility and transportation infrastructure, and parks and open space -making it difficult to understand completely the trade-offs between project alternatives and identify appropriate mitigation actions. Many impacts will require acquisition in fee or by easement, utility relocation, right-of-way use through street use permitting, or other legal conveyance-all processes that take substantial time, and in many cases City Council action. Impacts to City assets and properties should be fully examined in the FEIS to prevent later delays to the project. See Attachment F: City Assets and Properties for additional examples and a broader discussion of impacts and mitigation related to City assets and properties.	See responses to Attachment F of this letter.
6	Section 4(f) Impacts. The Section 4(f) analysis performed by Sound Transit lacks necessary specificity and detail on the scope, duration, and mitigation of impacts to parks and park facilities, certain historic resources, and Seattle Center for any of the alternatives. Seattle Parks and Recreation (SPR) and Seattle Center cannot concur as to whether project impacts are de minimis under Section 4(f) without this additional analysis, including adequate demonstration of completed planning to minimize harm to SPR properties and Seattle Center. See Attachment G: Section 4(f) Impacts for additional examples and a broader discussion of impacts and mitigation to parks, recreational spaces, and wildlife habitat.	See responses to Attachment G of this letter.
7	Section 106 Impacts. The DEIS does not sufficiently assess the construction and permanent visual, physical, and operational impacts of the WSBLE project on historic resources. A thorough understanding and analysis of these impacts (effects) is necessary to meaningfully compare alternatives, inform a decision on a Preferred Alternative, and avoid costly conflicts and limited mitigation opportunities. Successful Section 106 consultation depends on the City having this information to evaluate impacts and trade-offs. See Attachment H: Historic and Archaeological Resources/Section 106 for additional examples and a broader discussion of impacts and mitigation to historic, cultural, and archaeological resources.	See responses to Attachment H of this letter.
8	Business and residential displacement. The DEIS does not sufficiently examine the full range of impacts to businesses and residents, including loss of community cultural identify and cohesion resulting from displacements and changes in land use. Expanded evaluation is necessary to fully inform strategies to avoid, minimize, and mitigate these project impacts. See Attachment I: Business and Residential Displacement for additional examples and a broader discussion of impacts and mitigation for displacement.	See responses to Attachment I of this letter.

#	Comments	Responses
9	Business displacement. Several WSLBE alternatives would impact businesses that are highly location-dependent and may not have relocation options if displaced. For example, many maritime businesses rely on access to shorelines, intermodal infrastructure, and industrial lands. Many businesses in the Chinatown-International District rely on the community's regional draw as a cultural hub. The DEIS does not make clear how to mitigate impacts, especially displacement, of these location-dependent businesses.	Please see response to CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
10	Streetcar impacts. All WSBLE alternatives would have varying impacts on the Seattle streetcar network. The streetcar cannot be easily rerouted or curtailed without major capital work and associated environmental documentation. This might include installation of temporary tracks, turnbacks, and switches, to maintain access to the fleet and maintenance facilities at Charles Street (FHS) and 318 Fairview (SLU) and provide for safety during such operations. The DEIS does not detail the modifications to the streetcar system that will be needed to provide for continued, if disconnected, service.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Environmental impacts. Several WSBLE alternatives would have impacts to Environmentally Critical Areas or other environmentally sensitive areas that could result in significant tree loss, wildlife habitat degradation, and steep slope and potential landslide area destabilization. The DEIS does not demonstrate how-or in some cases, whether-these impacts can be sufficiently avoided, minimized, or mitigated.	See response to Comment #166, #170, and #172 in Attachment A of this letter. Please see Section 4.9, Ecosystems for discussion of mitigation of wildlife habitat and tree canopy. See Section 4.11, Geology and Soils, for discussion of project design in steep slopes and landslide areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
12	Constructing a light rail system though existing communities in a built-out city will necessarily cause impacts. Sound Transit must work with community members, the City, and other stakeholders and partners to develop a mitigation plan with sufficient detail in advance of the FEIS to inform actions on a Project to be Built and FTA Record of Decision, and to avoid future delays to project permitting. See Attachment J: Mitigation for additional examples and a broader discussion related to mitigation.	See responses to Attachment J of this letter.

#	Comments	Responses
13	Chinatown-International District. The CID-1a/b alternative options at 4th Avenue South would require multiple road closures in a constrained section of the south Downtown transportation grid, significantly impacting local access and regional mobility networks during an 8 to 11-year construction period. They would also require significant additional costs associated with the replacement of the 4th Avenue S bridge and elements of connection to the Midtown Station. The CID-2a/b alternative options at 5th Avenue South would cause significant disruption in the heart of the Chinatown-International community, including the displacement of up to 19 location-sensitive businesses in the corridor that may not have relocation options. The City finds that without an understanding of how-and whether-these impacts could be mitigated it is not possible to fully understand the trade-offs. Furthermore, due to the vocal concerns from residents and organizations from this RET-identified community, the City believes before an action on a Preferred Alternative there should be additional community process and analysis on how to avoid/minimize impacts, advance RET outcomes, and address historic harm. See Attachment B for additional discussion.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	South Interbay and the north portal of the downtown tunnel. The large, elevated guideway structures of the SIB-1 and SIB-2 alternatives would weave across Elliott Way three times between the Republican portal and the Smith Cove station. It is unclear how the project would mitigate the resulting construction and permanent transportation impacts and visual quality impacts or how it would comply with local noise regulations. Meanwhile, both the SIB-2 and SIB-3 alternatives would encroach on steep slope and slide-prone Environmentally Critical Areas of the Queen Anne greenbelt and would also present noise regulation compliance concerns.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	Seattle Center. For the Seattle Center station, the City is not only a project reviewer and regulator, but also the primary property owner and landlord to the many arts and cultural resident organizations that call the 74-acre campus home. The City has many concerns with the impacts associated with both the DT-1 and DT-2 alternatives, including: Impacts to protected features, including legacy trees, historic assets, and recreation space. Temporary and permanent noise and vibration impacts to sensitive cultural venues including performance halls and recording studios. Displacement affecting resident organizations and the long-term performance of the campus. Impacts to historic assets, including the Northwest Rooms, International Plaza, and Cornish Playhouse. Transportation and access impacts affecting events and operations for years. Development of a full mitigation plan as part of the FEIS will be necessary to fully understand the trade-offs of these alternatives. See Attachment K: Seattle Center and Exhibits 1, 2, and 3, for a broader discussion of impacts and mitigation related to Seattle Center campus, resident organizations, and the surrounding community, and a comparison of Seattle Center station alternatives.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
16	Planning for station access and transit integration WSBLE stations will create new neighborhood mobility patterns as people access new stations on foot, bicycles, and other transit modes. Siting and designing stations for safe non-motorized access and seamless bus-rail integration is necessary for passenger safety, user experience, and overall ridership, and an essential step toward the City's Vision Zero goals to end traffic fatalities and serious injuries. The DEIS analysis reveals that some alternatives do not optimize access and bus integration. If unaddressed in early project planning, there will be added costs and impacts-in time, dollars, ridership, and human safety-later to the project. It is imperative that in the next phase of station planning and preliminary engineering, Sound Transit, the City, King County Metro, and other agencies work with community to ensure that we design-or in some cases, refine-stations to include essential components for safe station access and seamless transit integration. See Attachment E for a discussion of access and integration concerns in the context of transportation impacts and mitigation and Attachment L for a broader discussion of access and integration and the importance of upcoming station planning work.	See responses to Attachment E and Attachment L of this letter.
17	Third-party funding The City recognizes that some WSBLE alternatives may ultimately require funding partnerships with third-party agencies or organizations. Once critical factors such as project impacts, mitigation costs, and projected revenue are better understood and key decisions have been made to complete the FEIS and establish the Project To Be Built, the City intends to work jointly with Sound Transit and other partners explore third-party funding options.	Please see response to CC2c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
18	Refinements to the DEIS alternatives During the DEIS period, Sound Transit introduced additional refinements that strive to reduce costs, avoid impacts, reduce risk, or achieve other benefits to the system would reduce project costs. The City supports examination of refinements that would provide meaningful benefits to the local communities and the broader transit system and its riders, including: mix-and-match refinements that would allow greater flexibility to choose segment alternatives that provide the greatest benefit or fewest impacts; refinements to stations or station entrances that would improve safe non-motorized station access; and refinements that would help avoid, minimize, or mitigate adverse project impacts. As with the current DEIS alternatives, any refinements will need appropriate environmental review to inform their consideration.	Please see Section 2.6, Refined Alternatives and Options for the Final EIS, of the Final EIS for a description of changes to alternatives between the WSBLE Draft EIS and the Final EIS, which considered input from agencies and the public. A response to this comment related to the Ballard Link Extension alternatives will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
19	Relationship to permitting The City has and retains substantive SEPA authority to the full extent provided in applicable statutes, codes and regulations, including but not limited to SMC 25.05.660, SMC 25.05.665, SMC 25.05.670, and SMC 25.05.675. The City's DEIS review found many issues that, if not adequately addressed and resolved in the FEIS, will likely result in additional analysis and mitigation at the time of permitting. These comments include, but are not limited to: Transportation impact examples that have no clear code path to mitigation Accessibility conditions in the station context where existence of curb ramps and other sidewalk conditions (slope, pavement irregularities, obstructions, widths) may be noncompliant with ADA guidelines Unclear mitigation for pedestrian facilities that may be temporarily or permanently impacted by placement of columns associated with right-of-way elevated guideway segments Other examples may be found in the City's detailed comments in Attachment A. To avoid delays in the permitting phase, it is critically important that Sound Transit work with community members, the City, and other stakeholders and partners to develop a mitigation plan with sufficient detail in advance of the FEIS to inform actions on a Project to be Built and FTA Record of Decision.	See responses to Attachment C of this letter. City permitting-related comments that are pertinent to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
20	Meaningful community engagement The City appreciates Sound Transit's commitment to community engagement, and the extensive effort its staff has made to engage with communities along the entire WSBLE alignment during the DEIS Comment Period. Continuing this intensive engagement effort will be key as the environmental work advances-including the Board action on a Preferred Alternative, development of a mitigation plan and other analysis and issue resolution in advance of the FEIS, and exploration of refinements to the DEIS alternatives. All these steps must be carried out in partnership with community through sustained and robust two-way engagement. It is critical the engagement be transparent by sharing out what Sound Transit is hearing from community and stakeholders, as well as how the agency is applying engagement findings to project decisions. Furthermore, methods of engagement should be tailored for different communities; what will work for Downtown or Seattle Center might not work in Chinatown- International District or Delridge. The City will continue to offer its resources and assistance to ST in this effort. See Attachment M: Community Engagement for further discussion of community engagement opportunities. We look forward to partnering in this engagement work, through both the FEIS development process and the update to the Racial Equity Toolkit.	See responses to Attachment M of this letter.

Attachment A
City Consolidated Comments

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ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1	Acquisitions, Displacements, and Relocations	6	4.3.1.3.4	K. Tassery	FAS	Alignments SIB-2 and SIB-3 would displace the Seattle Animal Shelter. There is no mention of this displacement or mitigation measures in this chapter. a. The Seattle Animal Shelter (SAS) is critical infrastructure as the City has an obligation under the Seattle Municipal Code (SMC 9.25.040) to provide an animal shelter. This facility is the only City-operated shelter. In addition to a shelter, this facility also serves as the headquarters for the City's Animal Control function, which is an important part of the City's Public Safety response. b. According to the Sound Transit valuation formula this property would be a full acquisition for two of the proposed alignments, which would necessitate a full replacement of the facility and property acquisition. c. The existing 10,375 s.f. facility was constructed in 1981 and sits on a 19,800 s.f. parcel of land owned by the City of Seattle. The central location is important since this shelter is the only one operating and serves all of Seattle. d. FAS estimates that to replace the existing facility, the cost for property acquisition, hard costs and soft costs would be approximately $21.7 million. e. In addition, FAS estimates that 5-7 years would be needed for full replacement (from community input, programmatic design, site acquisition, design, construction and move in). If the City does not have sufficient time to complete a replacement facility, a temporary site would be needed.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Acquisitions, Displacements, and Relocations	192	4.3.14.4.1	K. Tassery	FAS	Any limitation of access to and from the Fire Station may necessitate a temporary station for the City's emergency response. The City of Seattle will need adequate time to site, construct and equip a temporary fire station. The temporary site must be geographically close to the permanent station, and must have sufficient space for vehicles, bunking equipment, living quarters, and specialized fire equipment. The most recent temporary fire station in Northgate, required approximately 24 months to operationalize. In addition, the City would need funding to site, construct and equip a temporary fire station. The most recent temporary fire station during construction of Fire Station 31 in Northgate has cost the City approximately $5.6, over the course of three years. Most of this cost is due to the one-time costs associated with construction and siting, however there are some ongoing costs associated with the lease. A longer duration would require additional funding.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Acquisitions, Displacements, and Relocations	192	4.3.14.4.1	K. Tassery	FAS	In the Public Services, Safety and Security section of the Ballard Acquisitions, Displacements and Relocations Chapter, under "Other Government Facilities", the Seattle Animal Shelter is not mentioned. Alignments SIB-2 and SIB-3 would displace the Seattle Animal Shelter. The Seattle Animal Shelter (SAS) is critical infrastructure as the City has an obligation under the Seattle Municipal Code (SMC 9.25.040) to provide an animal shelter. This facility is the only City-operated shelter. In addition to a shelter, this facility also serves as the headquarters for the City's Animal Control function, which is an important part of the City's Public Safety response.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Acquisitions, Displacements, and Relocations	194	4.3.14.4.5	K. Tassery	FAS	In the Public Services, Safety and Security section of the Ballard Acquisitions, Displacements and Relocations Chapter, the Seattle Animal Shelter is not mentioned. Alignments SIB-2 and SIB-3 would displace the Seattle Animal Shelter. The Seattle Animal Shelter (SAS) is critical infrastructure as the City has an obligation under the Seattle Municipal Code (SMC 9.25.040) to provide an animal shelter. This facility is the only City-operated shelter. In addition to a shelter, this facility also serves as the headquarters for the City's Animal Control function, which is an important part of the City's Public Safety response. In addition, access to FS 20 may be limited. Any limitation of access to and from the Fire Station may necessitate a temporary station for the City's emergency response. The City of Seattle will need adequate time to site, construct and equip a temporary fire station. The temporary site must be geographically close to the permanent station, and must have sufficient space for vehicles, bunking equipment, living quarters, and specialized fire equipment. The most recent temporary fire station in Northgate, required approximately 24 months to operationalize. In addition, the City would need funding to site, construct and equip a temporary fire station. The most recent temporary fire station during construction of Fire Station 31 in Northgate has cost the City approximately $5.6, over the course of three years. Most of this cost is due to the one-time costs associated with construction and siting, however there are some ongoing costs associated with the lease. A longer duration would require additional funding.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Acquisitions, Displacements, and Relocations	194	4.3.14.4.6	K. Tassery	FAS	Fire Station 18 would be within a block of all alternatives. Sound Transit has committed to maintain access to the station at all times. If, for some reason, Sound Transit were not able to maintain access, the City may need to temporarily relocate the fire services. The City of Seattle will need adequate time to site, construct and equip a temporary fire station. The temporary site must be geographically close to the permanent station, and must have sufficient space for vehicles, bunking equipment, living quarters, and specialized fire equipment. The most recent temporary fire station in Northgate, required approximately 24 months to operationalize. In addition, the City would need funding to site, construct and equip a temporary fire station. The most recent experience with a temporary fire station during construction of Fire Station 31 in Northgate has cost the City approximately $5.6, over the course of three years. Most of this cost is due to the one-time costs associated with construction and siting, however there are some ongoing costs associated with the lease. A longer duration would require some additional funding.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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6	Acquisitions, Displacements, and Relocations	195	4.3.14.6	K. Tassery	FAS	In the Public Services, Safety and Security section of the Ballard Acquisitions, Displacements and Relocations Chapter, the Seattle Animal Shelter is not mentioned, and there are no mitigation measures listed for the facility. Alignments SIB-2 and SIB-3 would displace the Seattle Animal Shelter. The Seattle Animal Shelter (SAS) is critical infrastructure as the City has an obligation under the Seattle Municipal Code (SMC 9.25.040) to provide an animal shelter. This facility is the only City-operated shelter. In addition to a shelter, this facility also serves as the headquarters for the City's Animal Control function, which is an important part of the City's Public Safety response.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Acquisitions, Displacements, and Relocations	209	4.3.16.3.4	K. Tassery	FAS	Fire Station 14, which is on a parcel of property impacted by the DUW-2 alignment is landmarked by the City of Seattle, but is not identified by Sound Transit as a historic site. The building was landmarked in ORD 122463. Designation materials on the website here: https://www.seattle.gov/Documents/Departments/Neighborhoods/HistoricPreservation/Landmarks/RelatedDocuments/fire-station-14-designation.pdf	SODO/CID	Discussion of impacts to Fire Station 14 as a historic resource are discussed in Appendix N.5, Historic and Archaeological Resources Technical Report, of the West Seattle Link Extension Final EIS.
8	Acquisitions, Displacements, and Relocations	194	4.2.14.4.1	K. Tassery	FAS	Any limitation of access to and from the Fire Station may necessitate a temporary station for the City's emergency response. The City of Seattle will need adequate time to site, construct and equip a temporary fire station. The temporary site must be geographically close to the permanent station, and must have sufficient space for vehicles, bunking equipment, living quarters, and specialized fire equipment. The most recent temporary fire station in Northgate, required approximately 24 months to operationalize. In addition, the City would need funding to site, construct and equip a temporary fire station. The most recent experience with a temporary fire station during construction of Fire Station 31 in Northgate has cost the City approximately $5.6, over the course of three years. Most of this cost is due to the one-time costs associated with construction and siting, however there are some ongoing costs associated with the lease. A longer duration would require some additional funding.	West Seattle (DUW, DEL, WSJ)	Comment noted. Sound Transit would coordinate with the Seattle Fire Department regarding relocation if an alternative that displaces the fire station is selected as the project to be built.
9	Acquisitions, Displacements, and Relocations	196	4.2.14.4.3.1	K. Tassery	FAS	The City of Seattle will need adequate time to site, construct and equip a temporary fire station. The temporary site must be geographically close to the permanent station, and must have sufficient space for vehicles, bunking equipment, living quarters, and specialized fire equipment. The most recent temporary fire station in Northgate, required over a year to operationalize. In addition, the City would need funding to site, construct and equip a temporary fire station. The most recent experience with a temporary fire station during construction of Fire Station 31 in Northgate has cost the City approximately $5.6, over the course of three years. Most of this cost is due to the one-time costs associated with construction and siting, however there are some ongoing costs associated with the lease. A longer duration would require some additional funding.	All (Systemwide)	Comment noted. Sound Transit would coordinate with the Seattle Fire Department regarding relocation if an alternative that displaces the fire station is selected as the project to be built.
10	Acquisitions, Displacements, and Relocations	197	4.2.14.6	K. Tassery	FAS	The City of Seattle will need adequate time to site, construct and equip a temporary fire station for FS 36. The temporary site must be geographically close to the permanent station, and must have sufficient space for vehicles, bunking equipment, living quarters, and specialized fire equipment. The most recent temporary fire station in Northgate, required approximately 24 months to operationalize. In addition, the City would need funding to site, construct and equip a temporary fire station. The most recent experience with a temporary fire station during construction of Fire Station 31 in Northgate has cost the City approximately $5.6, over the course of three years. Most of this cost is due to the one-time costs associated with construction and siting, however there are some ongoing costs associated with the lease. A longer duration would require some additional funding.	West Seattle (DUW, DEL, WSJ)	Comment noted. Sound Transit would coordinate with the Seattle Fire Department regarding relocation if an alternative that displaces the fire station is selected as the project to be built.
11	L4.1 Acqusitions, Displacements, and Relocations	219	L4.1	K. Tassery	FAS	Alignments SIB-2 and SIB-3 would displace the Seattle Animal Shelter. There is no mention of this displacement or mitigation measures in this chapter. a. The Seattle Animal Shelter (SAS) is critical infrastructure as the City has an obligation under the Seattle Municipal Code (SMC 9.25.040) to provide an animal shelter. This facility is the only City-operated shelter. In addition to a shelter, this facility also serves as the headquarters for the City's Animal Control function, which is an important part of the City's Public Safety response. b. According to the Sound Transit valuation formula this property would be a full acquisition for two of the proposed alignments, which would necessitate a full replacement of the facility and property acquisition. c. The existing 10,375 s.f. facility was constructed in 1981 and sits on a 19,800 s.f. parcel of land owned by the City of Seattle. The central location is important since this shelter is the only one operating and serves all of Seattle. d. FAS estimates that to replace the existing facility, the cost for property acquisition, hard costs and soft costs would be approximately $21.7 million. e. In addition, FAS estimates that 5-7 years would be needed for full replacement (from community input, programmatic design, site acquisition, design, construction and move in). If City does not have sufficient time to complete a replacement facility, a temporary site would be needed.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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12	L4.1 Acqusitions, Displacements, and Relocations	227	L4.1	K. Tassery	FAS	Alignments SIB-2 and SIB-3 would displace the Seattle Animal Shelter. There is no mention of this displacement or mitigation measures in this chapter. a. The Seattle Animal Shelter (SAS) is critical infrastructure as the City has an obligation under the Seattle Municipal Code (SMC 9.25.040) to provide an animal shelter. This facility is the only City-operated shelter. In addition to a shelter, this facility also serves as the headquarters for the City's Animal Control function, which is an important part of the City's Public Safety response. b. According to the Sound Transit valuation formula this property would be a full acquisition for two of the proposed alignments, which would necessitate a full replacement of the facility and property acquisition. c. The existing 10,375 s.f. facility was constructed in 1981 and sits on a 19,800 s.f. parcel of land owned by the City of Seattle. The central location is important since this shelter is the only one operating and serves all of Seattle. d. FAS estimates that to replace the existing facility, the cost for property acquisition, hard costs and soft costs would be approximately $21.7 million. e. In addition, FAS estimates that 5-7 years would be needed for full replacement (from community input, programmatic design, site acquisition, design, construction and move in). If City does not have sufficient time to complete a replacement facility, a temporary site would be needed.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	L4.1 Acqusitions, Displacements, and Relocations	96	L4.1	K. Tassery	FAS	Fire Station 14 in SODO would be partially acquired by Sound Transit in alignment DUW-2. Below are considerations which may impact the acquisition fee calculation for this parcel: a.The building was landmarked in ORD 122463. Designation materials on the website here: https://www.seattle.gov/Documents/Departments/Neighborhoods/HistoricPreservation/Landmarks/RelatedDocuments/fire-station-14-designation.pdf b.The portion of property with potential impact is the back/East parking area. There are underground utilities and storage located here, including vaults to collect water. Sound Transit should include an underground survey prior to construction. c.This area is used as a training facility for SFD. Substantial loss of space may require permanent relocation of training facilities.	West Seattle (DUW, DEL, WSJ)	Discussion of impacts to Fire Station 14 as a historic resource are discussed in Appendix N.5, Historic and Archaeological Resources Technical Report.
14	Ch 4 Affected Enviornment and Environmental Consequences	4.2.8-4	4.2.8.1.3	TJ McDonald	OEM	Floodplains: I do not see any consideration of sea level rise nor urban flooding hazards which are expected to worsen as extreme rainfall events increase in frequency and magnitude. A project of this scope and magnitude must build for the future. We recently experienced flooding in the South Park neighborhood in which tides were 1-2 feet over predicted levels. This project must include the best available science about what the flood hazard will be in the future. I recommend Sound Transit work with the Cosmos Project at the United States Geologic Service (https://www.usgs.gov/centers/pcmsc/science/ps-cosmos-puget-sound-coastal-storm-modeling-system). Additionally it should work with the Climate Impacts Group (https://cig.uw.edu) at the University of Washington to develop models to show flood risk over the life of the project. City of Seattle utilities have worked with CIG to better understand streamflows and snowpack.		Please see Section 2.1.2.3.7, Designing for Climate Change Resilience, of the Final EIS. Designing for climate change resiliency is a design consideration for all alternatives and not an impact that needs to be disclosed in Chapter 4. Please also see Appendix L4.8, Water Resources, for discussion of compliance with Executive Order 13690, Federal Flood Risk Management Standard.
15	Ch 4 Affected Enviornment and Environmental Consequences	4.2.8-8	4.2.8.3.3	TJ McDonald	OEM	I don't see that any consideration will be given to sea level rise and how it is anticipated to change the floodplain. The City of Seattle is using sea level rise analysis in the siting of its own critical facilities. Sound Transit should do the same.	SODO/CID	Please see Section 2.1.2.3.7, Designing for Climate Change Resilience, of the Final EIS. Designing for climate change resiliency is a design consideration for all alternatives and not an impact that needs to be disclosed in Chapter 4. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
16	Ch 4 Affected Enviornment and Environmental Consequences	4.2.11-1	4.2.11.1.1	TJ McDonald	OEM	This section mentions seismic sources, but fails to mention expected frequency of earthquakes from these sources nor the possible magnitudes. The USGS conducted a probabilistic seismic hazard assessment for Seattle with the results here - https://www.usgs.gov/node/102471. Additionally, the M9 Project has developed new models of Cascadia Subduction Zone ground motions and research into the effects of long period waves on structures. Their site is at https://hazards.uw.edu/geology/m9/.	SODO/CID	A Geotechnical Recommendations Report has been prepared for the West Seattle Link Extension Project as part of preliminary engineering, and information from this report is reflected in the impact analysis. This report includes consideration of seismic conditions.
17	Ch 4 Affected Enviornment and Environmental Consequences	4.2.11-2	4.2.11.1.3	TJ McDonald	OEM	The comment that "No evidence of fault movement was observed in the available soil boring exploration logs" seems to downplay the complexity with which the Seattle Fault expresses itself on the surface. Geologists have been attempting to better understand the paleoseismic history of the Seattle Fault for some time. They have found evidence of movement in other parts of the fault and we know the Duwamish was uplifted approximately 6 meters during the event 1100 years ago. Glaciation has removed a lot of the evidence for seismic activity.	SODO/CID	Comment noted. The EIS acknowledges seismic events would pose a risk to light rail facilities and users and states that Sound Transit would minimize the risk by designing the elevated, at-grade, and below-grade light rail support systems and retaining structures to withstand the effects of seismic ground shaking.
18	Ch 4 Affected Enviornment and Environmental Consequences	4.2.11-2	4.2.11.1.3	TJ McDonald	OEM	The statement about tsunami is vague and incomplete. The most impactful tsunami source for Seattle is the Seattle Fault. A large regional event would cause high velocity currents but unlike a Seattle Fault tsunami, would not run up on land. Tsunami can also be caused by landslides. including submarine landslides. Landslide caused tsunami have occurred in Tacoma and the Tacoma Narrows. A 2003 NOAA model of worst case Seattle Fault tsunami show .5 to 2 meters of inundation in parts of the all alignments. Washington State Department of Natural Resources is updating the tsunami model for the Seattle Fault. The project should incorporate their findings into design work. Link has the potential to be a valuable vertical evacuation structure. Vertical evacuation is needed because the wave arrival times from a Seattle Fault tsunami would be within minutes.	SODO/CID	The purpose of National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) documents is to disclose impacts of a proposed project on the built and natural environment. Design considerations for the project will be documented in other design and permitting related documentation to be reviewed by the City and any other agencies, as necessary, as design and permitting advance.

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19	Ch 4 Affected Enviornment and Environmental Consequences	4.2.11-4	4.2.11.3.1	TJ McDonald	OEM	From ADEIS: The frequency of earthquakes and tsunamis is very uncertain but it is known that in approx. 900AD an earthquake of about M 7.3 occurs on the Seattle Fault which runs roughly parallel to the alignment through the Duwamish Valley. The earthquake produced 6 meters of uplift on the southern side of the fault and generated a tsunami inside Elliott Bay which produced deposits on West Point in Magnolia. A 2003 NOAA model (OAR PMEL-124) estimated a repeat would inundate much of the area covered by the alignment in the Duwamish, SODO and Interbay Areas. This earthquake is considered a worst case. The Seattle area's climate and geologic history have obscured the paleoseismic record making estimates of the frequency of earthquakes and accompanying tsunami hard to estimate. The lack of data makes strong Seattle Fault earthquakes appear infrequent when we really don't know the frequency. The 'infrequency' lowers the Seattle Fault in design considerations. Given the uncertainty and the potential impacts, it would benefit the project to explicitly include the Seattle Fault in design.		See response to comment 18.
20	Executive Summary	ES-12-2-29	ES 12	TJ McDonald	OEM	ES.12. At Smith Cove / W Galer Station, all alignments pass through areas that a NOAA model predicts could be inundated by a Seattle Fault generated tsunami (https://www.pmel.noaa.gov/pubs/PDF/tito2572/tito2572.pdf). Such an event is very unlikely, but would be very dangerous. Provided the elevated track and station are built capable of weathering a tsunami, having an elevated refuge is a great benefit. Because a Seattle Fault tsunami would strike the Interbay area within minutes of an earthquake, it would be critical for people to have immediate access to high ground. The preferred alignment (SIB-1) is the better option because it is higher, further from the hillside of Queen Anne, and closer to the water. The preferred alignment is exposed to tsunami inundation at W Republican St / 5th Ave W. See https://seattlecitygis.maps.arcgis.com/apps/MapSeries/index.html?appid=0489a95dad4e42148dbef571076f9b5b for an interactive map.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
21	Acquisitions, Displacements, and Relocations	1	4.2.1.3	Bin Jung	OH	"There would be affected parcels that currently have income-restricted housing under the Multifamily Tax Exemption Program or that are managed by Seattle Housing Authority." The information necessary to identify impacts and compare alternatives is missing. Missing is reference to OH-funded buildings, which are all rent- and income-restricted housing (RIRH). ST must cross-check the OH's portfolio of RIRH units with the parcels affected to determine which alternative is the least harmful. Failure to do this makes the false claim that MFTE, MHA, and SHA buildings are the only affordable housing programs in the City. If this analysis has already been done, the language "OH-funded rent- and income-restricted affordable housing" should be incorporated throughout the report and clarified in map legends. It currently is not.	All (Systemwide)	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for information regarding potential impacts to income restricted and affordable housing properties. Information on income-restricted housing provided by the Office of Housing was included in both the WSBLE Draft EIS and the West Seattle Link Extension Final EIS analysis.
22	Acquisitions, Displacements, and Relocations	1	4.2.1.3	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Tables should show the number of parcels affected and displaced that have RIRH units through City-funded portfolio, MFTE, and SHA. This is critical to determine the least harm done by each alternative.	All (Systemwide)	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, for information regarding potential impacts to income-restricted and affordable housing properties.
23	Acquisitions, Displacements, and Relocations	6	4.2.1.3.3	Bin Jung	OH	"Alternative DEL-3 would acquire buildings within the Edge Apartments, displacing some residential units." The information necessary to identify impacts and compare alternatives is missing. The Edge Apartments is one building, and displacing residential units would mean tearing down the whole building and all residential units.	West Seattle (DUW, DEL, WSJ)	The Edge is three buildings. No change needed.
24	Acquisitions, Displacements, and Relocations	2	4.2.1-1	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is income restrictions of a residential unit needs to be included on all charts outlining parcels affected and displacement, specifically if it is rent- and income-restricted, aka affordable housing.	All (Systemwide)	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for information regarding potential impacts to income restricted and affordable housing properties. Where income-restricted units would be displaced, the number of units that would be displaced is provided in Section 4.4. Any displaced units are included in the number of residential displacements provided in Section 4.1, Acquisitions, Displacements, and Relocations.
25	Ch 6 Alternatives Evaluation	6	6.2.2.1.2	Bin Jung	OH	The methodology does not capture complete impacts of the project including housing impacts and displacements. Missing in the evaluation are analyses of these impacts. The City of Seattle uses this methodology to evaluate these impacts: Including RIRH as a Resource Impact Measure, including RIRH to the presented table, and disaggregating information into affordable and market rate housing.	All (Systemwide)	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on impacts to income-restricted housing.
26	Ch 2 Alternatives Considered	6	2.1.1.1.2	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is the use of each parcel, including rent- and income-restricted housing, which must be included in this analysis.	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, of the Final EIS is to explain the project components, general alignments, and station locations. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, for more information on Impacts to income restricted housing.
27	Acquisitions, Displacements, and Relocations	3	4.1.1.2	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is clarification of what partial acquisition mean when there is a building on site?	All (Systemwide)	Text had been added to Section 4.1.1, Introduction to Resource and Regulatory Requirements, of the Final EIS to clarify what would happen if there are buildings located on a property with a property acquisition.
28	Social Resources, Community Facilities, and Neighborhoods	5	4.1.4	Bin Jung	OH	The methodology does not capture complete impacts of the project including affordable housing. Missing in the evaluation are analyses of the impact to affordable housing. This impact should be explicitly listed in either definition, or separately, as the loss of affordable housing would be an impact on the human environment and neighborhood.	All (Systemwide)	Reference to income-restricted and supportive housing added to introduction to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS. Potential impacts to these resources are covered in the impacts discussion.
29	Social Resources, Community Facilities, and Neighborhoods	2		Bin Jung	OH	The methodology does not capture complete impacts of the project including affordable housing. Missing in the evaluation are analyses of the impact to affordable housing. The impact of transportation investments on affordable housing, specifically the displacement of rent- and income-restricted units, will be a critical question asked by the public when evaluating in the impact and overall harm of the infrastructure investments. An analysis must be done comparing the parcels for each alternative and the RIRH parcels (OH-funded, MFTE, SHA) to understand how many RIRH units are being displaced by each alternative. If this analysis has already been done, it must be more explicit.	All (Systemwide)	Unclear what page is being referred to. Analysis of potential impacts to income-restricted housing units are covered in the impacts discussion of Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS.
30	Social Resources, Community Facilities, and Neighborhoods	2	4.2.1-1	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is the number of RIRH units in these figures.	All (Systemwide)	The discussion of impacts to rent- and income-restricted housing units is described in the text of Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS. Changes to the map were not made because the information is difficult to show at this scale.

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31	Social Resources, Community Facilities, and Neighborhoods	9	4.2.1.8	Bin Jung	OH	The information used is incomplete. Supportive housing is a type of affordable housing. When discussing Relocation Opportunities, rent- and income-restricted affordable housing must be included in addition to supportive housing.	All (Systemwide)	Relocation of difficult to relocate supportive housing and supplemental benefits for low-income residents is described in Section 4.1.9, Relocation Opportunities of the Final EIS.
32	Social Resources, Community Facilities, and Neighborhoods	9	4.2.1.8	Bin Jung	OH	"Research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." The information necessary to identify impacts and compare alternatives is missing. Missing are definitions and sources to the terms "research," "adequate," and "project vicinity," especially given Seattle's tight real estate market. If relocation is far from the original location, disruption to the social network and human environment and needs to be considered.	All (Systemwide)	It is important to note that relocations would be staggered over multiple years and not all replacement properties would be needed at the same time. An updated assessment of relocation opportunities is provided in Appendix L4.1, Acquisitions, Displacements, and Relocations. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for discussion of the impacts of on neighborhoods and social cohesion.
33	Social Resources, Community Facilities, and Neighborhoods	47	4.2.4-1	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is MFTE buildings from Figure 4.2.4-1. These buildings have rent- and income-restricted units and should be included.	All (Systemwide)	Multifamily Tax Exemption (MFTE) buildings were addressed in the text of the WSBLE Draft EIS and West Seattle Link Extension Final EIS documents. These buildings were not mapped because not all units in these buildings are income restricted and the restrictions expire; therefore, they are not considered permanent income-restricted housing.
34	Social Resources, Community Facilities, and Neighborhoods	52	4.2.4.1.5	Bin Jung	OH	The information used is outdated. Updated information is that the MFTE program now has a renewal option where buildings can opt-in the exemption for up to 24 years. The phrasing, "…although buildings currently in the program will likely no longer qualify by the time the project opens in 2032" should be reassessed. (https://senatedemocrats.wa.gov/das/2021/05/03/das-bill-expanding-affordable-housing-development-becomes-law/)	All (Systemwide)	MFTE buildings were addressed in the text of the WSBLE Draft EIS and Final EIS documents. Text regarding the MFTE program was updated in Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS.
35	Social Resources, Community Facilities, and Neighborhoods	54	4.2.4.3.1	Bin Jung	OH	"The Build Alternatives would not displace existing or currently planned buildings with income-restricted M.H.A. housing units." The information necessary to identify impacts and compare alternatives is missing. Missing is other programs provide RIRH units, such as the OH-funded portfolio, MFTE program, and SHA buildings. These programs should also be included in this statement.	All (Systemwide)	Information from the City on the affordable housing programs mentioned was collected from the City and used in the WSBLE Draft and West Seattle Link Extension Final EIS. Updated data were provided by the Office of Housing and Seattle Housing Authority for the Final EIS. Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS discloses any impacts to these types of housing based on this information.
36	Social Resources, Community Facilities, and Neighborhoods	58	4.2.3.5	Bin Jung	OH	The information used is outdated. Updated information is that the MFTE program now has a renewal option where buildings can opt-in the exemption for up to 24 years. "However, the income restricted units in each building are commitments through their participation in the M.F.T.E. program and are assumed to expire 12 years after the building was constructed." The MFTE program has been renewed to 24 years after building's construction. This statement should be reassessed. (https://senatedemocrats.wa.gov/das/2021/05/03/das-bill-expanding-affordable-housing-development-becomes-law/)	All (Systemwide)	See response to comment 34. Information was added regarding the ability to extend the tax exemption.
37	Social Resources, Community Facilities, and Neighborhoods	58	4.2.4.3.5	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is OH-funded rent- and income-restricted units and SHA buildings.	All (Systemwide)	Updated data were provided by the Office of Housing and Seattle Housing Authority for the Final EIS. Section 4.4 of the Final EIS discloses any impacts to these types of housing based on this information.
38	Acquisitions, Displacements, and Relocations	1	4.3.1.3	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is reference to OH-funded rent- and income-restricted housing along the alignments in the write up describing types of affordable housing.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
39	Acquisitions, Displacements, and Relocations	6	4.3.1.3.3	Bin Jung	OH	"It could also require temporary relocation of about 120 residential tenants and the emergency shelter at the Y.W.C.A. on 5th Avenue as a result of construction noise. Some of these units receive M.H.A. funding from the City." The YWCA received OH funding and is now a completely 100% affordable housing building.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
40	Acquisitions, Displacements, and Relocations	8	4.3.1.8	Bin Jung	OH	"Property availability will change over time, but research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." Missing are definitions and sources to the terms "research," "adequate," and "project vicinity," especially given Seattle's tight real estate market. If relocation is far from the original location, disruption to the social network and human environment and needs to be incorporated.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
41	Acquisitions, Displacements, and Relocations	12	4.3.2.1.2	Bin Jung	OH	"Much of the Chinatown-International District study area has Mandatory Housing Affordability zoning." The information necessary to identify impacts and compare alternatives is missing. Missing is the other affordable housing programs available such as OH-funding and MFTE. The repeated emphasis on MHA and MHA zoning in each section is distracting and a narrow view of affordable housing development. It presents MHA as the only, or most effective, affordable housing program the City has, which is false.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
42	Economics	38	4.3.3.4.3	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is a statement that C-ID businesses serve primarily Asian Americans, low-income communities, and seniors. This is important when stating that construction could cause permanent relocation.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
43	Social Resources, Community Facilities, and Neighborhoods	45	4.3.4-2	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is clarification if the "income-restricted housing" here OH-funded RIRH housing, or just MHA housing. Please clarify and include all types of RIRH if not already done. This applies to all figures in both WS and B sections.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
44	Social Resources, Community Facilities, and Neighborhoods	55	4.3.4.1.5	Bin Jung	OH	"Some multi-family residential buildings in the study area also currently have rent- or income-restricted units through Seattle's Multifamily Tax Exemption (M.F.T.E.) program, although buildings currently in the program will no longer qualify by the time the project opens in 2037." The information used is outdated. Updated information is that the MFTE program now has a renewal option where buildings can opt-in the exemption for up to 24 years. This comment should be reassessed. (https://senatedemocrats.wa.gov/das/2021/05/03/das-bill-expanding-affordable-housing-development-becomes-law/)	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
45	Social Resources, Community Facilities, and Neighborhoods	57	4.3.4.3.1	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is the number of units of income-restricted housing in figures that present them.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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46	Social Resources, Community Facilities, and Neighborhoods	57	4.3.4.3.1	Bin Jung	OH	"The Build Alternatives would not displace any existing or currently planned affordable M.H.A. housing units." The information necessary to identify impacts and compare alternatives is missing. Missing is all RIRH, including OH-funded portfolio, MFTE, and SHA buildings.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
47	Social Resources, Community Facilities, and Neighborhoods	64	4.3.4.4.3	Bin Jung	OH	"Alternative CID-1a* could have approximately 120 residential displacements due to the loss of access to the ICON Apartment building during construction. This building includes 24 rent- and income-restricted units as a condition of the building's participation in the M.F.T.E. program. However, the building was constructed in 2015, which means the M.F.T.E. program requirements would expire by 2027, which is before the relocations would occur." The information used is outdated. Updated information is that the MFTE program now has a renewal option where buildings can opt-in the exemption for up to 24 years. This comment should be reassessed. (https://senatedemocrats.wa.gov/das/2021/05/03/das-bill-expanding-affordable-housing-development-becomes-law/)	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
48	Social Resources, Community Facilities, and Neighborhoods	64	4.3.4.4.3	Bin Jung	OH	The methodology does not capture complete impacts of the project. Missing in the evaluation is all forms of RIRH (OH-funded portfolio, MFTE, MHA, SHA) when discussing affordable housing units. Failure to do so is incomplete and misleading.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
49	Social Resources, Community Facilities, and Neighborhoods	65	4.3.4.4.4	Bin Jung	OH	"Construction of the Midtown Station entrance on 5th Avenue for Alternative DT-2 could require temporary relocation of tenants (**126 units, 114 of which are M.H.A.-funded**) and the shelter functions at the Y.W.C.A. (1118 5th Avenue) due to construction noise." This sentence is incorrect, the YWCA building is now a fully affordable OH-funded building.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
50	Appendix G - Environmental Justice	92		Bin Jung	OH	"Sound Transit anticipates that residential displacements would impact environmental justice populations to a greater degree because the only residential displacements would occur in a building that participates in the City of Seattle Multifamily Property Tax Exemption Program, where a number of units within the building have income restrictions." This sentence is unclear. But if ST is evaluating impact to RIRH, it must include all affordable housing programs, not just MFTE.	All (Systemwide)	See response to comment 34.
51	Appendix G - Environmental Justice	101		Bin Jung	OH	"The project could displace low-income housing that is unknown to Sound Transit (for instance, rental units that accept housing vouchers)." The information is incomplete. Has ST confirmed that it cannot get this information from SHA? If the information is obtainable, the only low-income housing that is unknown would be private market, "naturally occurring" affordable housing.	All (Systemwide)	It is not appropriate to include this information for privacy reasons as well as because the vouchers are associated with tenants and not units and therefore could change at any time if tenants move to new residences.
52	Appendix G - Environmental Justice	102		Bin Jung	OH	"The Goodwill Seattle Outlet and residents of the ICON Apartment (which includes affordable housing) would be displaced by Alternative CID-1a*." The information necessary to identify impacts and compare alternatives is missing. Missing is information for all affordable housing programs (OH-funded, MFTE, MHA, SHA).	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
53	Appendix G - Environmental Justice	21	3.1.2	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is explicit mention of affordable housing, and/or rent- and income restricted housing, in Study Area and Demographics in the environmental justice section. Affordable housing serves predominately low-income households color and has been identified as an EJ issue by low-income communities of color.	All (Systemwide)	Income-restricted and supportive housing is described in Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS. The demographics of residents of this type of housing is reflected in the demographic information already presented in this section. Impacts to these resources are described in Section 5 of Appendix G, Environmental Justice.
54	Executive Summary	41	Table ES-5	Bin Jung	OH	The analysis is incomplete. Several significant impacts have not been identified. Has ST mapped all affordable housing program investments onto the alignments to conclude the number of residential displacements in all alternatives? If not, the chart here and describing the other sections could be incorrect and misleading.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
55	Executive Summary	55	ES.6.2	Bin Jung	OH	"The adverse effects associated with displacement of businesses and residences would be effectively mitigated by implementation of Sound Transit's real property acquisition and relocation policy and design measures, and best management practices would reduce the severity of potential construction impacts." This sentence is an aspirational and subjective statement written as fact.	All (Systemwide)	Please see the mitigation section of Section 4.1, Acquisitions, Displacements, and Relocations, and Appendix I, Mitigation Plan, of the Final EIS for information on implementing Sound Transit's Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (Sound Transit 2017).
56	Executive Summary	55	ES.6.2	Bin Jung	OH	"The project would result in adverse impacts to the environmental justice populations in the Chinatown-International District during both operations and construction…" The information necessary to identify impacts and compare alternatives is missing. Missing is if this qualifies as "disproportionately high and adverse as defined in EO 12898 and the US DOT Order 5610.2(a)? Other alternatives were described as not being disproportionately high and adverse, the same benchmark should be applied here.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
57	Executive Summary	56	ES.9	Bin Jung	OH	The information necessary to identify impacts and compare alternatives is missing. Missing is mention that the C-ID 5th Avenue option is controversial and has received strong community and agency feedback due to its disproportionately high and adverse impact.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
58	Appendix J - Conceptual Design Drawings			Kyle Ho	SCL	Conflicts indicated will be addressed once a final design has been decided as currently not addressed yet besides E3 busway	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
59	Appendix J - Conceptual Design Drawings			Kyle Ho	SCL	Confirm/finalize TPSS locations so any needed feeder upgrades to serve TPSS can done ahead of time	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
60	Ch 2 Alternatives Considered	2-55	2.1.2.2.2	Kelly Purnell	SCL	**5th Ave Shallow (CID-2a)** This is the most impactful alternative to the Denny-Mass Transmission line project. The preferred alignment shares the same pathway along 6th Ave starting just north of S. Massachusetts St. (SB-S 95+00) up to Airport Way/Seattle Blvd., and then along 5th Ave from Airport Way all the way to Jefferson St.(SB-S 47+00)	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
61	Ch 2 Alternatives Considered	2-55	2.1.2.2.2	Kelly Purnell	SCL	**5th Ave Shallow (CID-2a)** The shallower depth (90') would be a cut and cover which could cause complications for the overhead portion the transmission line given the width the proposed track lines. The T-line conflicts here are along 6th Ave from just south of Royal Brougham Way (SB-S 89+00) to approximately (SB-S 95+00). The crossing at Massachusetts St may also complicate the overhead transmission crossing	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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62	Appendix J - Conceptual Design Drawings	140-141	B01-ASX100	Kelly Purnell	SCL	**5th Ave Shallow (CID-2a)** The shallower depth (90') as a cut and cover would be a significant problem for the underground portion of the t-line from the above point on 6th Ave (SB-S 95+00) all the way along 5th Ave to approximately Jefferson St (SB-S 47+00) where the t-line and ST route deviate. In particular, the construction of the station would be problematic as it is likely to take up most of the ROW. There is very little room along the margins of the ROW, even using easements, to install the UG t-line and the construction impacts would not be avoidable. Concurrent construction of the tunnel/station and transmission line duct and vault would be necessary.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
63	Appendix J - Conceptual Design Drawings	142	B01-ASP100a	Kelly Purnell	SCL	**5th Ave Shallow (CID-2a)** Diagonal Station: While still posing many of the same complexities for the Denny-Mass Transmission line as the above option, the station itself presents fewer problems as it is aligned diagonally where existing buildings sit, and not full in the 5th Ave ROW. This is preferred from a transmission line standpoint.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
64	Appendix J - Conceptual Design Drawings	145	B01-ASP300	Kelly Purnell	SCL	**5th Ave Deep (CID-2b)** This alternative is marginally better than CID-2a in that it can be mined rather than a cut and cover due to it being twice the depth for both the tunnel and station. •This would still require close coordination and design collaboration with ST to ensure that there are minimal conflicts with the two projects, especially at the station location.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
65	Executive Summary	ES-28	ES.3.1.2.2.	Kelly Purnell	SCL	•"Construction in the station area for Alternative CID-2a would take approximately 8 to 9 years and Option CID-2b would take approximately 6.5 to 7.5 years. The construction duration for the Alternative CID-2a diagonal station configuration would be shorter. It is anticipated that construction in the station area of the diagonal station configuration would take approximately 5 to 6 years" oThe construction of either CID-2a or CID-2b is significant. With an in service date of 2032 this would at a minimum require construction to start in 2025. Coordination with ST for the transmission line needs to begin NOW. Environmental and outreach updates on the DMT needs to become a priority	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
66	Ch 5 Cumulative Impacts	5-22	5.4.16	Kelly Purnell	SCL	City Light has committed to minimizing impacts to the CID to the extent possible. To achieve avoidance of additional cumulative impacts during the Denny-Massachusetts Transmission line build along 5th Ave, it is imperative that Sound Transit, City Light and other agencies closely coordinate the projects and work together to allocate space for the underground transmission line above the tunnel and subterranean station.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
67	Executive Summary	ES-28	ES.3.1.2.2.	Kelly Purnell	SCL	**5th Ave Shallow (CID-2a)** "would require utility relocations including Pigeon Alley, which houses the Sound Transit fiber optic backbone for light rail operation, along with several other utilities" – this excerpt from the executive summary is an indication that this alternative could cause pushback on SCL installing the transmission line. This alternative will require close coordination and design collaboration with the Denny-Mass t-line to eliminate as many risks and complications as possible in installation of both forms of infrastructure with the least amount of impact to the community	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
68	Technical Report: Historic and Archaeological Resources	N.5A-17		Rebecca Ossa, SCL	SCL	Need additional information re: this property's determination of eligibility to understand the split between one area or building that is eligible vs another that is not. This is referring to item "# 5139 725921 7666205660 1924 Seattle City Light South Receiving Substation Switchyard 3839 4th Avenue South Not Eligible (pending consultation) Duwamish."	All (Systemwide)	In addition to the Seattle City Light South Receiving Substation, the following are now listed as separate eligible resources in Table 9-3 of Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS: Seattle City Light Receiving Substation Switchyard, Seattle City Light Warehouse and Office Building, and Seattle City Light South Rectifier Substation.
69	Technical Report: Historic and Archaeological Resources	3-1, AE 0036-17		Rebecca Ossa, SCL	SCL	Re: the "Relocation of a 230-kilovolt power line along 6th Avenue South and Diagonal Avenue, south of South Spokane Street, leading to the Seattle City Light Substation within the Duwamish Segment," has this transmission line been evaluated for National Register eligibility?	All (Systemwide)	Text was added in Section 10.4.2.2, Effects to Historic Built Environment Resources, SODO Segment, of Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS stating that the transmission line does not meet the age requirement and is not considered historic.
70	Technical Report: Historic and Archaeological Resources	10-10, AE0036-17		Rebecca Ossa, SCL	SCL	Re: "Common to all Build Alternatives in this segment is the relocation of a 230-kilovolt power line along 6th Avenue South and Diagonal Avenue, south of South Spokane Street, leading to the Seattle City Light Substation. This project element would not directly or indirectly alter or diminish any aspect of integrity of adjacent historic properties," has the transmission line been evaluated for NR eligibility?	All (Systemwide)	Text was added in Section 10.4.2.2 of Appendix N.5 stating that the transmission line does not meet the age requirement and is not considered historic.
71	Chapter 4	Pg. 4.2.15-3	29 thru 31	William Chin/Kyle Ho	SCL	What about access to SSC for construction for permanent footing shown on SCL property?	All (Systemwide)	The intent of this comment is unclear. Sound Transit will continue to coordinate with Seattle City Light regarding effects to their facilities through final design.
72	Chapter 4	Pg. 4.2.15-4	15 thru 22	SCL	SCL	Add discussion regarding major utility impacts. 230 kV relocation to 6th Ave S would/may require full/partial closures to installed drilled pier foundations and erect poles to maintain required clearances to energized lines, which would include the existing 26 kV line along the west/east side of 6th Ave S. Depending on timing of utility relocation work, may have impacts	All (Systemwide)	Section 3.11, Construction Impacts, of the Final EIS includes partial road closures for relocation of the 230-kilovolt (kv) lines on 6th Avenue South. The discussion of this relocation has also been updated in Section 4.15, Utilities.
73	Ch 3 Transportation	3-146	3.19.6.2	SCL	SCL	Table 3-32 identifies possible long term street closures for that would be impacting 17th Ave West/Thorndyke Ave West, from West Dravus Street to 16th Ave West, which SCL has an existing property that is planned to be developed into a new proposed substation. Construction impacts, as assumed, will need to be coordinated closely with the SCL Design and future construction of the proposed Interbay Substation.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
74	Utilities	Pg. 4.2.15.1	4.2.15	SCL	SCL	100' for all major utilities or all utilities? Need to clarify. If analysis includes all non major utilities, then 100' may need to be expanded. Please include the proposed 230 kV alignment(s) along 6th Aver S within the project area as we think it is out of the 100' analysis and needs to be evaluated as part of the project DEIS.	All (Systemwide)	The 100-foot study area is what is specified in the methodology document and, per the methods, only major utilities are included, which is appropriate for identification of the potential for direct and indirect significant adverse effects and comparison of alternatives. The proposed 230-kV transmission line is included in Section 4.15, Utilities, of the Final EIS and is in the project study area.
75	Utilities	Pg. 4.3.15.1	4.3.15	SCL	SCL	100' for all major utilities or all utilities? Need to clarify. If analysis includes all non major utilities, then 100' may need to be expanded, as there are additional utility impacts outside of the 100' that may need to be considered, especially as design or analysis has not been completed to resolve all alignment conflicts, clearances, etc.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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76	Utilities	Pg. 4.2.15-2	4.2.15.3	SCL	SCL	This section identifies that major disruptions our outages to utility customers will be highly unlikely. The final design will dictate this and language should be changed to indicate that design elements and efforts will be focused on ensuring that service disruptions will be limited during "maintenance and operation of light rail facilities"	All (Systemwide)	Added "and would be limited if they occur" after "unlikely."
77	Utilities	Pg. 4.2.15-3	4.2.15.4	SCL	SCL	This discussion identifies that temporary connections to utility customers will be established before relocation. That may not be feasible for SCL OH System and we are recommending that ST evaluate corridors with high likelihood of power outages, such as the Downtown Network Area, 6th Ave South Corridor, and the 14th Ave NW Corridor.	All (Systemwide)	No change needed in Final EIS. No such corridors identified in this study area.
78	Utilities	Pg 4.2.15-5	4.2.15.6	SCL	SCL	Add language to clarify that other alternative routes for the 230 kV line relocation may be considered, such as along 4th Ave S and language to relocate major utilities, if feasible, to ensure that they meet minimum standards and avoid conflicts that may hinder safe and normal electrical maintenance and repair operations, as well as ST Light Rail Maintenance and Operations. This effort in ongoing and SCL supports the effort	All (Systemwide)	Based on coordination to date between Sound Transit and Seattle City Light, 6th Avenue South has been identified as the preferred corridor for relocation of the 230-kv lines. The Final EIS notes that other locations could be considered during final design.
79	Utilities	Pg 4.3.15-2	4.3 15-3	SCL	SCL	This section identifies that major disruptions our outages to utility customers will be highly unlikely. The final design will dictate this and language should be changed to indicate that design elements and efforts will be focused on ensuring that service disruptions will be limited during "maintenance and operation of light rail facilities"	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
80	Utilities	Pg 4.3.15-3	4.3.15.4.	SCL	SCL	This discussion identifies that temporary connections to utility customers will be established before relocation. That may not be feasible for SCL OH System and we are recommending that ST evaluate corridors with high likelihood of power outages, such as the Downtown Network Area, 6th Ave South Corridor, and the 14th Ave NW Corridor.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
81	Utilities	4.3.15-6	4.3.15.4.6	SCL	SCL	Any alternate location(s) to replace the existing Interbay Substation Property will need to provide both the same system capacity, redundancy, and reliability to the SCL system that the current site, as well as proposed Interbay Substation design/improvements. SCL and ST have engaged in discussion surrounding acceptable site and design parameters	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
82	Fact Sheet	vi		Lindsay King	SDCI	The list of City of Seattle anticipated permits and approvals is incomplete. Add demolition, temporary construction staging, construction and trade permits as a separate line. These permits are separate from the Master Use Permit.	All (Systemwide)	In response to this comment, a bullet has been added in the Anticipated Permits and Approvals section of the Fact Sheet to include construction permits such as building, grading, and demolition permits.
83	Ch 2 Alternatives Considered	2-85	2.6.2	Rob McIntosh	SDCI	The last paragraph in this section needs to be revised. Please update the narrative to state that complete stabilization of ECA Steep Slope Areas and their buffers will be required for all areas of disturbance. It must also stated that the Steep Slope stabilization for the areas will be required to be the least intrusive measures possible (SMC 25.09.065). Complete stabilization of the areas to be developed will be required for all stages of construction and for the completed work. It would be a good idea to include piles, tieback anchors, and drilled shafts among the stabilization options in the last sentence.	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, is to explain the project components, general alignments, and station locations. Please see Section 4.11, Geology and Soils, of the Final EIS for information on slope stability.
84	Ch 2 Alternatives Considered			Lindsay King	SDCI	The EIS identifies displacing maritime businesses/industries/moorage which are directly dependent upon their adjacency to water. Multiple sections of the ADEIS acknowledge the direct and indirect impacts of build alternatives on maritime industries: Acquisitions- 4.2.1.3.2 and 4.3.1.3.5 and Economics- 4.2.3.3.3, 4.2.3.5, 4.3.3.3, 4.3.3.3.6, 4.3.3.5. The DEIS mitigation includes relocating the businesses (4.2.1.6 and 4.3.1.6), but also acknowledges displacement of maritime business will have ripple effects on other maritime-related businesses and relocation will be difficult or impossible (ES.5-page 64). Displacement of maritime business are identified as significant and unavoidable adverse impacts. The EIS analysis should include a more detailed assessment of impacts and mitigation, including: a) Assessment of modifications to the current alternatives (e.g., modifications to the design and additional mitigation measures that can be incorporated into the alternative) to minimize and mitigate impacts to key industries that are impacted by alternatives. If a modified alternative is reasonable and would achieve additional mitigation benefits beyond the current alternatives this should be discussed in the EIS, and b) The EIS should include a more detailed discussion of the potential mitigation measures, including an assessment of the measures' effectiveness and whether these displacement impacts can be avoided. The EIS should discuss specific potential mitigation measures to address displacement, and assess whether those measures are likely to be effective in reducing or eliminating displacement impacts. The EIS should indicate whether a project's environmental impacts can be fully remedied at a reasonable cost.	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, is to explain the project components, general alignments, and station locations. Please see response to CCG1 and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
85	Technical Report: Transportation	3-3	3.2.1.1	John Shaw	SDCI	In the 8th line, the text makes a reference to 35th Avenue Southeast; this should be 35th Avenue Southwest.	West Seattle (DUW, DEL, WSJ)	This has been corrected for the Final EIS.
86	Technical Report: Transportation	3-5	3.2.1.3	John Shaw	SDCI	Table 3-4: It's not clear how these headways and LOS were determined. If a route crossing a screenline, such as the Rapid Ride C line at the West Seattle Bridge, has LOS A, how could the existing bus service frequency at that screenline be less than that?	West Seattle (DUW, DEL, WSJ)	The numbers presented in these level of service (LOS) tables are averages of all the routes that cross the screenlines. While some routes are LOS A, others are lower, so the average may be less than LOS A. For the Final EIS, peak-only routes have been split from all-day routes to provide more insight into service patterns. Text was added to clarify how the measure was calculated.
87	Technical Report: Transportation	3-6	3.2.1.3	John Shaw	SDCI	Footnote 1 is confusing. It notes that Link Light Rail is not included in the discussion of reliability to highlight the performance of bus service, but LLR also was not included in discussions of other LOS measures, such as frequency and span. Additionally, the last sentence in the paragraph to which the footnote refers does discuss light rail reliability. I suggest the footnote be removed or reworked.	West Seattle (DUW, DEL, WSJ)	Footnote has been removed.
88	Technical Report: Transportation	4-2	4.1.1	John Shaw	SDCI	In the last bullet in this section, the reference to Fauntleroy Way Southeast should be to Fauntleroy Way Southwest.	West Seattle (DUW, DEL, WSJ)	This has been corrected for the Final EIS.
89	Technical Report: Transportation	4-19	4.2.2.2	John Shaw	SDCI	Table 4-9: The note below the table refers to the 2042 no build condition; is that meant to be 2032?	West Seattle (DUW, DEL, WSJ)	This table was not carried forward in the Final EIS.
90	Technical Report: Transportation	4-72	4.2.2.3	John Shaw	SDCI	The text states, "Efforts would be made to minimize any simultaneous closures of 35th Avenue Southwest and Fauntleroy Way Southwest". Given the likely substantial impacts of simultaneous closures, Sound Transit should commit to developing an explicit plan, with City approval and perhaps included in the Construction Access and Traffic Management Plan, to mitigate the effects of closing these roadways at the same time.	West Seattle (DUW, DEL, WSJ)	Table note added. The construction team identified that the 35th Avenue full closure would not overlap with the Fauntleroy Way partial closure.
91	Technical Report: Transportation	4-88	4.3.1.2	John Shaw	SDCI	Table 4-41: AM peak hour results for 15th Avenue Northwest/Northwest 54th Street and 15th Avenue Northwest/Northwest Market Street should be shaded, as they are LOS E.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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92	Technical Report: Transportation	4-88	4.3.1.2	John Shaw	SDCI	The text referring to Figure 4-29 should note that it shows results for both the AM and PM peak hours.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
93	Technical Report: Transportation	4-94	4.3.2.2	John Shaw	SDCI	The description of the preferred alternative for the Interbay/Ballard segment states that the northbound travel lane would be shifted west - to which roadway is this referring? (See also Option IBB-1b on the same page.)	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
94	Technical Report: Transportation	4-121	4.3.2.3	John Shaw	SDCI	The text just before Table 4-52 refers to "…volumes diverted to other roadways in the West Seattle area". This probably should be "other roadways in the SODO area".	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
95	Technical Report: Transportation	4-144	4.3.2.3	John Shaw	SDCI	The text notes that closure of the northbound curb lane on 15th Avenue Northwest could slightly increase congestion on this roadway. As LOS at the intersections of 15th Avenue Northwest with Northwest 54th Street and Northwest Market Street are at E and F at peak hours, why would a lane closure only slightly increase congestion?	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
96	Technical Report: Transportation	5-14	5.2.2.2	John Shaw	SDCI	The discussion of construction worker parking under Impacts Common to All Alternatives is confusing. If construction worker vehicles would be limited only to the number that could park within construction staging areas, why would workers be parking on nearby streets? (See similar text on page 5-25.) Please note that Section 23.42.044 of the Land Use Code addresses permitting and impact mitigation for construction-related parking impacts.	All (Systemwide)	Text related to construction worker parking and mitigation has been updated to reflect Sound Transit's contractor provision on prior projects.
97	Technical Report: Transportation	5-14	5.2.2.2	John Shaw	SDCI	To the extent that construction worker parking does occur on streets near construction sites, what has Sound Transit learned in terms of likely impacts and mitigation for such impacts from past construction work that could be applied to this project to avoid or lessen these impacts? (Also applies to corresponding section on page 5-25.)	All (Systemwide)	See response to comment 96.
98	Technical Report: Transportation	9-15	9.2.2.2	John Shaw	SDCI	In the Delridge segment, would alternatives DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4, and DEL-6 affect any load zones during construction?	West Seattle (DUW, DEL, WSJ)	The Final EIS provides additional detail related to different types of load zones and describes potential permanent or temporary loss of these zones. Detail added to Appendix N.1, Transportation Technical Report, of the Final EIS.
99	Technical Report: Transportation	9-25	9.3.2.2	John Shaw	SDCI	The last paragraph in the Interbay/Ballard Segment Preferred Alternative (IBB-1a) is an incomplete sentence.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
100	Technical Report: Transportation	9-29	9.3.3.2	John Shaw	SDCI	The fifth paragraph states, "Sound Transit would coordinate with the City of Seattle to relocate these commercial load zones". Strike the word "commercial," and join this sentence with the text beginning "For locations," which is a sentence fragment.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
101	Acquisitions, Displacements, and Relocations		4.2.1.3 & 4.3.1.3	Lindsay King	SDCI	The information necessary to identify impacts and compare alternatives is missing. The analysis does not identify the number of partial property acquisitions by alternative. Partial property acquisitions may create remnant parcels that do not meet legal building site standards for the City of Seattle (SMC 23.84A.024 definition of "lot"). See example on Figure L4.1-8c, page 109 Appendix L.	All (Systemwide)	Comment noted. during the appraisal process, Sound Transit considers if the remaining property would be an 'uneconomic remnant;' if the remaining parcel is found to have little or no economic value or utility to the property owner, they will give the property owner the option to be bought out completely. This is a requirement of the Uniform Relocation Act and Federal Transit Administration (FTA) guidelines. The assumptions for displacements in the Final EIS have taken this into account.
102	Acquisitions, Displacements, and Relocations		4.2.1.6 & 4.3.1.6	Lindsay King	SDCI	Update mitigation measures to state- Construction of the project would comply with federal and local regulations regarding relocation. City of Seattle regulations include Tenant Relocation Assistance Ordinance (22.210).	All (Systemwide)	As described in Seattle Municipal Code 22.210.040(F), the ordinance does not apply if relocation assistance is required to be paid to the tenants pursuant to state, federal, or other law, unless such law requires application of Chapter 22.210. Sound Transit has coordinated with the City regarding this ordinance.
103	Land Use		4.2.2.3 & 4.3.2.3	Lindsay King	SDCI	The information necessary to identify impacts and compare alternatives is missing. The analysis does not identify the above grade guideway segments that would be located above the maximum allowed zoning height.	All (Systemwide)	Guideway height is not compared to zoning height limits as the Seattle's essential public facilities code specifies that tracks and their supporting structures do not require Master Use Permits and the City has not historically regulated the height of Sound Transit guideways. The range of guideway height is provided in Chapter 2, Alternatives Considered, of the Final EIS, which includes a plan and profile graphic for each alternative. The visual impact analysis in Section 4.5, Visual and Aesthetic Resources, and Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS provides additional information about the guideway in relation to the surrounding area.
104	Land Use		4.2.2.6 & 4.3.2.6	Lindsay King	SDCI	Update mitigation measures to state- Construction of the project would comply with local regulations including the Seattle Land Use Code (SMC 23.42.044) for construction impacts.		Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable regulations.
105	Visual and Aesthetics	4.2.5-27 & 4.3.5-19	4.5.2.6 & 4.5.3.6	Jerry Suder	SDCI	Mitigation should include anti-graffiti design of all above grade infrastructure and a commitment to on-going physical anti-graffiti monitoring and rapid-response maintenance (i.e. during both construction and long-term operation).	All (Systemwide)	Project mitigation focuses on types of potential mitigation that mitigate visual impacts from the project implementation. Details of mitigation will continue to be developed through the final design and permitting process in coordination with the City. Sound Transit requires graffiti-resistant materials and coatings for projects and the standard for graffiti removal is 24 hours within reporting. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
106	Visual and Aesthetics	4.2.5 & 4.3.5 and Technical Report: Visual	4.2.5.3 & 4.3.5.3	Jerry Suder	SDCI	Light, glare and shadow analysis should identify light, glare and shadow impacts to the waterways, wetlands and riparian corridors and any additional analysis and local code requirements (SMC 23.60A.152 and SMC 25.09) discussed in the Ecosystems chapter.	All (Systemwide)	Please see Section 4.9, Ecosystems, of the Final EIS for information regarding potential impacts to riparian corridors and species.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
107	Technical Report: Visual	Page 2-1	Section 2-2	Jerry Suder	SDCI	Second to last paragraph- distinction is made between recreation trail/bike users as sensitive viewers yet pedestrians/bikes using sidewalk for trail for transportation purposes are categorized as not sensitive. Acknowledge that the recreation users may also be transportation users such that visual impact to all transportation users is not negated.	All (Systemwide)	The commented-upon sentence in Section 2.2 of the Visual and Aesthetics Technical Report for the Final EIS has been revised to clarify the text.
108	Visual and Aesthetics	4.2.5-4	4.2.5.3.2	Jerry Suder	SDCI	Global comment regarding documentation of visual impacts throughout Chapter 4.2 & 4.3- Section 4.2.5.3.2 states in the SODO segment due to a lack of concentration of sensitive viewers, there is no adverse impact. While the impact may be greatly reduced, there still is an adverse impact. There will be sensitive viewers even if not in concentration.	All (Systemwide)	The definition of "visual impacts" per the methodology being used for the Final EIS that was provided to the City is definitively tied to the existence of concentrations of sensitive viewers; this is articulated in Final EIS Section 4.5.2 and Appendix N.2, Visual and Aesthetics Technical Report Section 2.2. As such, there cannot be an "adverse effect" related to visual impacts at any given location if there is not a concentration of sensitive viewers at that location. Based on this, no changes are have been made in response to this comment. Please see the response to comment 123 with respect to the methodology used for the visual assessment in the Final EIS.
109	Technical Report: Visual	Page 4-1 through 4-42	Chapter 4	Jerry Suder	SDCI	Designated Scenic Routes should have a small representative sample of the photo analysis in the technical report to visually show an example of the type of impact as seen from a scenic route. This could either be done per segment or at a higher level for the alignment overall since the detail is in the technical report.	All (Systemwide)	Photo simulation views of/from State Route 99, the West Seattle Bridge, and South Spokane Street have been added (as well as associated visual impact analysis for these views); see Appendix N.2, Attachment N.2A, KOP WS-1, KOP WS-4, KOP WS-5, and KOP WS-6.
110	Technical Report: Visual	Page 4-9		Jerry Suder	SDCI	City of Seattle Designated Scenic Routes and Public View Protection- for each alignment alternative and type of bridge design, the Technical analysis of view impacts from West Seattle Bridge should include reference to how much lower the structure would need to be constructed to avoid the visual impact from the scenic route with references to how that relates to minimum elevation needed for that structure and alignment. (See KOP WS-2 for reference)	West Seattle (DUW, DEL, WSJ)	The new rail bridge vertical clearance is prescribed by United States Coast Guard requirements, therefore lowering it would not be a feasible option.
111	Technical Report: Visual	Page 4-9		Jerry Suder	SDCI	The Scenic Route is listed as the West Seattle Bridge but SEPA SMC 25.05.675P Attachment 1 refers to the two source documents describing "routes" (Ord 97025) and "protected view right of way" (Open Space Policy). The West Seattle Bridge was constructed along the 'route' in Spokane Street 'right of way' after these documents were created. While the West Seattle Bridge is a scenic route since it was constructed in the Spokane Street alignment. Spokane Street and the lower level Spokane Street bridge, which were in existence at the time these documents were created, is also considered a Scenic Route. Some analysis of lower level Spokane Street as a Scenic Route should be included. Note years: Ord 97025 1968; Open Space Policy 1987; West Seattle high level bridge opened to traffic in 1991.	West Seattle (DUW, DEL, WSJ)	See response to comment 109.
112	Visual and Aesthetics	4.2.5-28; 4.3.5-19	4.2.5.6 & 4.3.5.6	Jerry Suder	SDCI	Scenic Route Views - vegetation used as mitigations elsewhere for quality of view impacts or aesthetics should not be allowed to further intrude into scenic route views if the vegetation will obscure protected views.	All (Systemwide)	New plantings would be consistent with Sound Transit operations and maintenance requirements and, in accordance with Seattle Municipal Code Ordinance 25.05.675.P, no mitigation is proposed that would result in potential blockage of or intrusion on existing views from scenic routes. See also response to comment 105.
113	Visual and Aesthetics	4.2.5-28; 4.3.5-19	4.2.5.6 & 4.3.5.6	Jerry Suder	SDCI	Vegetation should be acknowledged as only a minor mitigation in most instances. Mitigation measures should include selective planting of vegetation with a range of maturity (at least some larger trees and shrubs) so as to afford more immediate mitigation than only planting juvenile plants. Vegetation mitigation should include design and maintenance plans to limit unauthorized use of landscape space by preventing the growth of 'hiding places'.	All (Systemwide)	Project mitigation focuses on types of potential mitigation that mitigate visual impacts from the project implementation. Details of mitigation will continue to be developed through the final design and permitting process in coordination with the City. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
114	Visual and Aesthetics	4.2.5-28; 4.3.5-19	4.2.5.6 & 4.3.5.6	Jerry Suder	SDCI	In addition to visual unity, mitigation plans should include efforts to prevent blocking open sightlines, especially along streets, sidewalks, and trails (See KOP WS-7 for example of failing to maintain good sightline regarding the mid-street column).	All (Systemwide)	Project mitigation focuses on types of potential mitigation that mitigate visual impacts from the project implementation. Details of mitigation will continue to be developed through the final design and permitting process in coordination with the City. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
115	Visual and Aesthetics	4.3.5-3	4.2.5.3.1 & 4.3.5.3.1	Jerry Suder	SDCI	First bullet- 'balanced set of system-wide elements and contextual elements' should allow for flexibility to incorporate site specific design elements throughout the system to increase visual interest. This section should also note that Sound Transit and the City of Seattle are in the process of developing Light Rail Specific Design Guidelines to guide project design through the permitting process.	All (Systemwide)	An extra bullet has been added to Section 4.5.4.1 to address this comment.
116	Visual and Aesthetics	4.2.5-28; 4.3.5-19	4.2.5.6 & 4.3.5.6	Lindsay King	SDCI	Mitigation Measures- Please update mitigation for all alternatives to state bridge design, column, guideways profiles and support structures (hi-rail access ramps, TPSS, vent structures) shall be studied, located, and designed to minimize view, shadow and height, bulk, and scale impacts.	All (Systemwide)	Text has been added to Final EIS Section 4.5.7 to specify structures in response to this comment. See also response to comment 917.
117	Visual and Aesthetics	Global	4.2.5, 4.3.5 and Technical Report	Jerry Suder	SDCI	"Design review" as a term is referenced throughout DEIS but is a confusing term since Seattle has a Design Review program (SMC 23.41) that does not apply to light rail transit facilities. Use alternate terms such as Design Commission review or other appropriate term throughout the document in place of design review.	All (Systemwide)	Text has been revised in third bullet under Section 4.5.4.1 to address comment.
118	Visual and Aesthetics	4.3.5-2	4.3.5.1.3	Jerry Suder	SDCI	Interbay/Ballard segment is shown as having no concentration of sensitive users on either side of Salmon Bay yet a recreation trail crosses under the south end of the Ballard Bridge and the 14th Ave NW Boat Launch and dock are in close proximity to the north end of the bridge.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
119	Visual and Aesthetics	4.3.5-13	Figure 3.3.5-4	Jerry Suder	SDCI	KOP B-8 references a view from Dock Street Dock. Seattle does not have a Dock Street in that location. If this is a reference to a private business or other place, it should be better labelled or otherwise described.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
120	Visual and Aesthetics	Global	4.2.5 and 4.3.5	Jerry Suder	SDCI	The DEIS analysis lacks visual representation to support narrative. Where visual impacts are identified for City of Seattle Designated Scenic Routes and viewpoints add a representative photo from the Technical Report into main document in Chapters 4.2.5 and 4.3.5 (example KOP B-10 and the analysis on page 4.3.5-17 in section 4.3.5).	All (Systemwide)	The Final EIS contains additional visual simulations to support the analysis for the preferred alternative. See response to comment 109 above regarding Scenic Routes.

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121	Visual and Aesthetics		4.3.5	Jerry Suder	SDCI	DEIS is lacking in analysis of visual and aesthetic impacts for the Downtown Segment. Though mostly underground, new or revised headhouses, emergency escape access points, ventilation shafts and other features would have impacts that warrant analysis and proposed mitigation measures.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
122	Visual and Aesthetics		4.2.5	Lindsay King	SDCI	DEIS is lacking in analysis of visual and aesthetic impacts near City of Seattle landmarks- Duwamish Railroad Bridge and Fire Station #14 (SMC 25.05.675.P.2.b).	West Seattle (DUW, DEL, WSJ)	Please refer to the visual impact analysis methodology outlined in Appendix N.2, Visual and Aesthetics Technical Report. Impacts to historic properties are discussed in Section 4.16, Historic and Archaeological Resources.
123	Technical Report: Visual	Page 2-4	Section 2.3	Jerry Suder	SDCI	Regulatory requirements mentions that there are several policies and regulations of relevance but only specifies details of SEPA policies. Include the Landmark Preservation Ordinance (SMC 25.12) and the Seattle Land Use Code (SMC 23).- which includes standards to minimize light and glare, shadows, height, bulk & scale, and view impacts.	All (Systemwide)	Code references are described in Section 2.3, Regulatory Requirements, of Appendix N.2, Visual and Aesthetics Technical Report.
124	Noise and Vibration	109 & 102, L4.2 Land Use Plans page 23	4.2.7.3 & 4.3.7.3, L4.2	Lindsay King	SDCI	References to local codes are missing. Therefore, the potential conflict with local controls and policies cannot be determined. 4.2.7.3 and 4.3.7.3 Environmental Impacts of the Build Alternatives during Operation does not assess potential conflicts with City of Seattle Noise Ordinance SMC 25.08 and Seattle Comprehensive Plan Environment Policy MPP-En-7.	All (Systemwide)	City of Seattle Municipal Code 25.08 is referenced in Section 4.7.1, Introduction to Resource and Regulatory Requirements as being used in conjunction with noise allowances from the Seattle Noise Ordinance for Construction activities. References to Seattle Municipal Code 25.08 and the potential conflicts in exterior sound limits that could arise between local controls and policies, including zoning and districting, have been addressed in more detail in Section 3.1.3, Construction Noise Criteria, in Appendix N.3, Noise and Vibration Technical Report. Also, refer to page 25 of Appendix L4.2, Land Use, for a discussion on project consistency local and regional plans and policies, including noise policies and Policy MPP-EN-7.
125	Noise and Vibration		3.1 & 4.1	Noise abatement	SDCI	The methodology does not capture complete impacts of the project. The DEIS utilizes FTA standards to establish impacts and the required mitigation for operational sound levels. That FTA standard is not utilized in the Seattle Municipal Code (SMC) nor in the Washington Administrative Code (WAC). Exterior sound level limits of SMC 25.08.410 and .420 must also be used to evaluate impacts of the project.	All (Systemwide)	The exterior sound level limits of Seattle Municipal Code 25.08.410 and Seattle Municipal Code 25.08.420 are discussed more extensively in Section 3.13, Construction Noise Criteria, Appendix N.3, Noise and Vibration Technical Report. The analysis was performed using the FTA criteria as required for FTA projects. This is the same criteria used for all other light rail systems in Seattle and other local jurisdictions. Sound Transit is continuing to coordinate with the City regarding the applicability of the noise analysis and findings.
126	Noise and Vibration		5.2	Noise abatement	SDCI	SDCI has concerns with several technical aspects of the sound level analysis that could underestimate the noise impacts along the track way. These concerns include: 1) The location of baseline measurements taken. 2) The duration and quantity of baseline measurements taken. 3) The assumed Sound Transmission Class (STC) of adjacent structures because of year of construction, needs to be validated for proper mitigation implementation. 4) The LDN noise metric utilized by the FTA analysis method does not correlate to Seattle Municipal Code (25.08) which uses a 1-hour LEQ metric for compliance. Another difference in the analysis methods is where the measurements are taken	All (Systemwide)	The analysis was performed using the FTA criteria as required for FTA funding. This is the same criteria used for all other light rail systems in Seattle and other local jurisdictions. Section 5.2.1, Measurement Methodology, and Section 5.2.2, Existing Noise Measurement Results, in Appendix N.3, Noise and Vibration Technical Report, include the locations of baseline measurements taken as well as the duration and quantity of those baseline noise measurements.
127	Noise and Vibration	121 (WS), 117 (Ballard), Noise and Vibration Technical Report Page 7-16	4.2.7.6 & 4.3.7.6	Lindsay King	SDCI	Mitigation measure(s) for identified construction noise impacts near sensitive land uses are missing from the DEIS. Update mitigation to include a contractor prepared Construction Management Plan to be reviewed and approved by the City of Seattle prior to commencing construction. See https://www.seattle.gov/Documents/Departments/SDOT/Services/Permits/TemplatesAndChecklists/ConstructionManagementPlanStandardElements.pdf for details.	All (Systemwide)	Noise-sensitive land uses and mitigation measures are discussed in Section 4.7.7, Mitigation Measures. A reference to using a contractor-prepared Noise Control and Mitigation Plan is included in Section 7.2, Construction Noise Mitigation, of Appendix N.3, Noise and Vibration Technical Report. Sound Transit will follow all appropriate procedures for the City of Seattle throughout the course of the Project. This level of detail will occur during the final design process after a Record of Decision (ROD) is issued.
128	Noise and Vibration		6.2.1	Noise abatement	SDCI	No information regarding cumulative noise impacts of simultaneous station construction and the potential combined noise impacts of rail construction occurring at the same time.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
129	Water Resources	126	4.2.8.	Eric Dripps	SDCI, Drainage	The map identifying Combined Sewer Basins appears to be showing the "CSO Basin" layer from City of Seattle GIS. This may be misleading when determining approved points of discharge for Drainage. There are significant other portions that only have Combined Sewers that are not mapped in the "CSO Basin" Layer. Also some of the CSO basins will have available Public Storm Drains. The layer is intended only to show where City-owned CSO's are located. All combined sewers go to the County Combined Sewer.	All (Systemwide)	Maps updated with revised data based on basins established for project drainage design. Text supporting maps has also been updated.
130	Water Resources	130	4.2.8.3	Eric Dripps	SDCI, Drainage	The document states that there is an MOU between Sound Transit and Ecology to determine if water quality treatment will be required for the guideways. This must be confirmed with Seattle Public Utilities if water quality treatment will be required for guideways discharging to designated receiving waters or basins thereof.	All (Systemwide)	Comment noted. Sound Transit will continue to coordinate with City of Seattle regarding water quality treatment requirements.
131	Water Resources	132 & 134	4.2.8.3.1 & 4.2.8.3.5	Eric Dripps	SDCI, Drainage	There is an ECA Peat Settlement area at Alaska and California Ave SW in proximity to the Alaska Junction Station. Groundwater collection is not permitted in these ECA's unless it can be demonstrated that it will not impact adjacent properties (SMC 25.09.110).	West Seattle (DUW, DEL, WSJ)	Comment noted. Peat settlement areas are discussed in Section 4.11, Geology and Soils, of the Final EIS.
132	Water Resources	131	4.2.8-7	Eric Dripps	SDCI, Drainage	City code requires that all new plus replaced hard surface meet Stormwater requirements for treatment, flow control, Onsite Stormwater Management. The language "where required" is ambiguous- all new and replaced surfaces will be required to meet requirements (SMC 22.805).	All (Systemwide)	New and replaced impervious surfaces could occur in public right of way or private property. These statements apply to both, therefore "as required" is appropriate.
133	Water Resources	130	4.2.8-6	Eric Dripps	SDCI, Drainage	Last paragraph- SDCI is not aware of any combined sewers that will be exempt from flow control if a given site is 5,000 SF or more of new plus replaced hard surface. All combined sewer systems require flow control regardless of analyzed capacity if the threshold is exceeded (SMC 22.805.05.C).	All (Systemwide)	Comment noted. Flow control will be provided for all stormwater runoff associated with the West Seattle Link Extension Project.

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134	Water Resources	132	4.2.8.3.1	Eric Dripps	SDCI, Drainage	Groundwater Discharge - General Comment - See SMC 22.805.050.C.7 which details requirements for flow control based on Groundwater discharge. Flow Control may be triggered in areas where it is not otherwise required (e.g. storm basin to receiving water no creek basin) if the permanent groundwater discharge exceeds thresholds. Also see Volume 1 Section 4.4.3.7. in the Stormwater Manual	All (Systemwide)	Text has been added to discussions of the Delridge and West Seattle Junction segments regarding groundwater collection and discharge. Sound Transit will coordinate with the City and other relevant permitting agencies as required during final design.
135	Water Resources	134	4.2.8.4.1	Eric Dripps	SDCI, Drainage	The construction below water table information notes that if groundwater meets City and King County pollutant criteria it would discharge to the separated system. For clarity, Department of Ecology determines pollutant levels and treatment to the storm system if there is potential for contaminated discharge. King County determines pollutant levels to the Combined Sewer system. City of Seattle ensures these approvals are obtained and approves the discharge rates to any City owned system.	All (Systemwide)	Construction stormwater would not be discharged to City storm drain systems. Text revised to remove reference to City criteria and City drainage system.
136	L4.8 Water Resources	158	Figure 3-3	Eric Dripps	SDCI, Drainage	All of the basins highlighted as Combined are in the separated or partially separated system. This area is also considered a Creek Basin and not to receiving water bodies. Although the basin does discharge to the Duwamish, Fauntleroy creek is a tributary to the basin and thus the entire basin is a "Non-Listed Creek Basin" requiring flow control when thresholds are exceeded. Areas outside of the hatched areas are in general the Combined Sewer Basins. See prior related to basin mapping.	West Seattle (DUW, DEL, WSJ)	Maps updated with revised data based on basins established for project drainage design. Text supporting maps has also been updated.
137	L4.8 Water Resources	163	Figure 3-7	Eric Dripps	SDCI, Drainage	For the South Lake Union Station there is an available Storm System that discharges to Lake Union. This likely will be the approved point of discharge for these stations. This will need to be confirmed with Seattle Public Utilities.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
138	Water Resources	127	4.3.8.3.1.	Eric Dripps	SDCI, Drainage	Tunnel groundwater discharge rates and locations will need to be coordinated with Seattle Public Utilities. Permanent groundwater discharge below the groundwater table may require Submetering and billing. Groundwater to the Combined Sewer may be subject to flow control. This may be able to be accomplished by oversizing a surface water flow control system to account for the groundwater flow. Flow Control may also be required for Public Storm discharge. Permanent treatment systems for groundwater discharge to the Public Storm Main (Designated receiving water) will require approval from Department of Ecology.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
139	Water Resources	127	4.3.8.3.1	Eric Dripps	SDCI, Drainage	Note that permanent groundwater discharge to combined sewers below the groundwater table requires a sewer submeter and billing for the discharge. If this applies to a site this could be a significant ongoing charge to Sound Transit. Sewer submeter charges are administered by Seattle Public Utilities.	All (Systemwide)	Comment noted. Sound Transit will coordinate with the City and other relevant permitting agencies as required during final design.
140	L4.8 Water Resources	44562	1.1	Joel Lehn	SDCI	In addition to the reference to Executive Order 11988, Executive Order 13690 should also be referenced as applicable to federally funded projects anticipating the effects of climate change.	West Seattle (DUW, DEL, WSJ)	Text added to Section 1.1 of Appendix L4.8, Water Resources.
141	Water Resources	4.2.8-8		Ben Perkowski	SDCI	Discussion/analysis for the Duwamish segment should include potential impacts to water quality (e.g., pH) of in-water structures due to materials chosen and potential for disintegration/leaching over time (e.g., steel vs. concrete).	West Seattle (DUW, DEL, WSJ)	Please see Attachment N.4F, Best Management Practices for Ecosystems Resources, of Appendix N.4, Ecosystems Technical Report, of the Final EIS for discussion of best management practices that Sound Transit would follow if an alternative with in-water columns were selected as the project to be built.
142	Water Resources	4.3.8-8		Ben Perkowski	SDCI	Discussion/analysis for Ballard segment should include potential impacts to water quality (e.g., pH, toxicity) of in-water structures due to materials chosen and potential for disintegration/leaching over time (e.g., steel vs. type of concrete; sealants used, etc.).	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
143	Water Resources	4.2.8-8	4.2.8.3.3	Rob McIntosh	SDCI	Complete stabilization of the developed areas is required by the Environmentally Critical Areas code (SMC 25.09) but stabilization of areas outside of the development is not required. This section appears to imply that drainage measures will be constructed upslope of cuts and walls along the elevated guideways to control groundwater. Drainage measures are typically used at or near the base of cuts and walls to passively collect groundwater flow. Groundwater control upslope of the minimal intrusion allowed by the ECA code (in ECA Steep Slope Areas and their buffers) will not be allowed.	West Seattle (DUW, DEL, WSJ)	Comment noted. Please see Section 4.11, Geology and Soils, of the Final EIS for discussion of slope stabilization and Environmentally Critical Area areas.
144	Water Resources	4.2.8-10	4.2.8.4.1	Rob McIntosh	SDCI	It is unclear why dewatering for construction of tunnels and underground stations will be only a temporary impact. Will those structures be waterproofed and designed for full hydrostatic conditions? If so, then the impact is temporary. If not, the impact is permanent.	West Seattle (DUW, DEL, WSJ)	Dewatering during construction is a temporary impact because it is temporary in nature and ends when construction ends. Long-term (permanent) impacts are discussed under operational impacts. The tunnel would be waterproofed and designed for hydrostatic conditions.
145	Water Resources	4.2.8-12	4.2.8.4.5	Rob McIntosh	SDCI	This section indicates that all tunnels will be tightly waterproofed, but all tunnels in the West Seattle Junction Segment would have a drainpipe to convey groundwater that may seep into the tunnel. It estimates 0.2 gallons per minute of seepage per 250 feet of tunnel. This would be a permanent impact.	West Seattle (DUW, DEL, WSJ)	This text has been moved under operational impacts.
146	Water Resources	4.3.8-7	4.3.8.3.1	Rob McIntosh	SDCI	This section indicates that all tunnels would be tightly waterproofed, but all tunnel alternatives would have a drainpipe to convey groundwater that may seep into the tunnel. It estimates 0.2 gallons per minute of seepage per 250 feet of tunnel. This would be a permanent impact.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
147	Water Resources	4.3.8-7	4.3.8.3.5	Rob McIntosh	SDCI	Regarding the subsurface drainage system, please include a statement in this section indicating that the subsurface drainage system would be installed using directional drilling and will not disturb the surface of the Environmentally Critical Areas (ECA) Steep Slope.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
148	Water Resources	4.3.8-8	4.3.8.3.5	Rob McIntosh	SDCI	Please revise the sentence "This would control seepage, providing slope stability adjacent to the improvements." to read "This would control seepage and help to provide complete stabilization for the adjacent development, as required by the ECA code (SMC 25.09)."	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
149	Water Resources	4.3.8-11 & 4.2.8-12	4.3.8.6 & 4.2.8.6	Lindsay King	SDCI	Update mitigation measures to state- Operation and construction of the project would comply with federal, state, regional and local regulations related to water.	All (Systemwide)	A statement regarding compliance with relevant regulations and guidance is provided in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS for all resources. Compliance with regulations is not mitigation.
150	Ecosystems	4.2.9-9	4.2.9.3.3	Ben Perkowski	SDCI	In-water structures do not only impact the benthic substrate (e.g., footprint) but also displace/remove aquatic/salmonid habitat due to volume of structure in water column. This should be addressed in analysis of impacts and mitigation strategies.	West Seattle (DUW, DEL, WSJ)	New text added to Section 4.2.2 of Appendix N.4, Ecosystems Technical Report, to address in-water as well as benthic impacts. Section 4.9, Ecosystems, of the Final EIS, is a summary of the findings in the technical report.

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151	Ecosystems	4.2.9-10	4.2.9.3.3	Ben Perkowski	SDCI	Analysis of potential impacts of in-water structures and shade impacts of overwater structures should be more robust. Include best available science of impacts to salmonids and predator-prey relationships for these structure types and include a light study based on location and height of bridge crossing. In-water structures in shallow areas may have substantial impacts to migrating salmonids due to predation risk and predator habitat enhancement, which should be analyzed.	West Seattle (DUW, DEL, WSJ)	Additional paragraphs added to Section 4.2 of Appendix N.4, Ecosystems Technical Report, regarding these issues.
152	Ecosystems	4.2.9-13	4.2.9.4.3	Ben Perkowski	SDCI	Temporary In-water structures do not only impact the benthic substrate (e.g., footprint) but also displace/remove aquatic/salmonid habitat and could negatively impact predation risk to salmonids, which is not addressed. Over-water structures and barges also can negatively impact salmonids due to increased predation risk, which should be addressed in analysis of impacts and mitigation strategies during construction.	West Seattle (DUW, DEL, WSJ)	Additional paragraphs added to Section 4.2 of Appendix N.4, Ecosystems Technical Report, regarding these issues.
153	Ecosystems	4.2.9-18	4.2.9.6.2	Ben Perkowski	SDCI	A mitigation option that is not mentioned includes permanent removal of in-water or over-water structures, bulkheads, and man-made debris in substrate of Duwamish or intertidal areas.	West Seattle (DUW, DEL, WSJ)	Removal of over-water structures is listed as potential mitigation in Appendix N.4, Ecosystems Technical Report. Other suggestions could be considered during permitting, depending on the nature of impacts being permitted.
154	Ecosystems	4.3.9-8	4.3.9.3.4	Ben Perkowski	SDCI	In-water structures do not only impact the benthic substrate (e.g., footprint) but also displace/remove aquatic/salmonid habitat due to volume of structure in water column. This should be addressed in analysis and accounting of impacts and mitigation strategies.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
155	Ecosystems	4.3.9-9	4.3.9.3.4	Ben Perkowski	SDCI	Analysis of potential impacts of in-water structures and shade impacts of overwater structures should be more robust. Include best available science of impacts to salmonids and predator-prey relationships for these structure types and include a light study based on location and height of bridge crossing. In-water structures in shallow areas may have substantial impacts to migrating salmonids due to predation risk and predator habitat enhancement, which should be analyzed.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
156	Ecosystems	4.3.9-11,12	4.3.9.4.4	Ben Perkowski	SDCI	Temporary in-water structures do not only impact the benthic substrate (e.g., footprint) but also displace/remove aquatic/salmonid habitat and could negatively impact predation risk to salmonids. Over-water structures and barges also can negatively impact salmonids due to increased predation risk, which should be addressed in analysis of impacts and mitigation strategies during construction.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
157	Ecosystems	4.3.9-13	4.3.9.6.2	Ben Perkowski	SDCI	Due to the negative impacts of overwater structures and in-water structures (i.e., bridge alternative) to the salmonids and other aquatic species utilizing the Ship Canal, the King County in-lieu fee program (or other mitigation locations outside Seattle) is very likely not to be a viable or appropriate option for compensatory mitigation due to City of Seattle Shoreline Code requirements (SMC 23.60A.158 and SMC 23.60A.159). Mitigation options to be considered include permanent removal of in-water and over-water structures, bulkheads, and submerged man-made debris in the Ship Canal/Salmon Bay area.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
158	Ecosystems	4.2.9-8	4.2.9.3.1	Christy Carr	SDCI	The long-term species (upland) viability analysis needs more detail. Does ST have a reference for the statement: Based on the urban environment of the study area, the operation of any alternatives has a low potential to affect the viability of local wildlife populations.	West Seattle (DUW, DEL, WSJ)	Information has been added to Appendix N.4, Ecosystems Technical Report, of the Final EIS on the urbanized nature of most of the alignment, as well as a section on land cover type maps, showing that the bulk of the area is high intensity urban and thus limits wildlife presence and their habituation to current noises and activities.
159	Ecosystems	4.2.9-8	4.2.9.3.1	Christy Carr	SDCI	While ambient noise is high in the project area, does ST have a reference for the statement- Therefore, the potential is low for disturbance from increased human access, noise, and light.	West Seattle (DUW, DEL, WSJ)	Appendix N.4, Ecosystems Technical Report, contains additional detail about ambient noise, which would reduce the effect of the project noise on the heron colony. Information has been added to Appendix N.4 stating what would be considered an impact. A statement has been added to Section 4.9, Ecosystems of the Final EIS, noting the limited increase in noise described in Section 4.7, Noise and Vibration.
160	Ecosystems	4.2.9-14	4.2.9.4.3	Christy Carr	SDCI	The analysis is incomplete. How are noise impacts on terrestrial wildlife being addressed?	All (Systemwide)	Appendix N.4, Ecosystems Technical Report, contains additional detail about ambient noise as it would reduce the effect of the project on the heron colony. Information has been added stating what would be considered an impact. A statement has also been added to Section 4.9, Ecosystems, of the Final EIS, noting the limited increase in noise described in Section 4.7, Noise and Vibration.
161	Ecosystems	4.2.9-14	4.2.9.4.3	Christy Carr	SDCI	The analysis is not clear on the extent of tree/vegetation removal within the biodiversity area: Vegetation would be cleared within the construction footprint near known great blue heron nest trees. In addition, hazard trees would be removed in and adjacent to the construction zone. The amount of greenbelt impact would vary depending on the design option or the specific connection to the Delridge Segment, but all would require some tree removal within the great blue heron management area.	West Seattle (DUW, DEL, WSJ)	More detailed information is available in Section 4.2.4.1 in Appendix N.4 regarding trees removed adjacent to the heron colony and how the project will meet Washington Department of Fish and Wildlife and City requirements for protecting the colony. A callout in Section 4.2.3.1 has been corrected within Appendix N.4 to help locate this information within the document. Specific tree removal information will be determined once tree surveys for the project have been completed.
162	Ecosystems	4.2.9-15	4.2.9.5	Christy Carr	SDCI	Can more detail be provided for the conclusion that wetland hydrology will not be impacted? Elevated guideways would add impervious surfaces that have the potential to change hydrology at Longfellow Creek and the associated wetlands, and at the wetland at the north end of the West Duwamish Greenbelt. The guideways have the potential to intercept and reroute water flow. However, the Longfellow Creek wetlands receive most of their water from the creek itself and are not expected to experience any hydrology or water quality changes from the new guideway.	West Seattle (DUW, DEL, WSJ)	Section 4.9.6 of the Final EIS has been revised to better describe why the Longfellow Creek hydrology will not be affected, and a reference to Section 4.8, Water Resources, has been added to better describe how groundwater to the West Duwamish Greenbelt wetland could be affected.
163	Ecosystems	4.2.9-16	4.2.9.6.1	Christy Carr	SDCI	Avoidance of construction staging placed in buffers and forested areas should be considered, not just minimization.	West Seattle (DUW, DEL, WSJ)	Appendix N.4, Ecosystems Technical Report, contains additional detail for Preferred Option DUW-1a stating that currently paved areas will be prioritized for staging. Section 4.9, Ecosystems, of the Final EIS is a summary of the findings in the technical report.

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164	Ecosystems	4.2.9-16	4.2.9.6.1	Christy Carr	SDCI	Avoidance and minimization measures should include WDFW management recommendations and City standards in SMC 25.09.200 for great blue heron habitat.	West Seattle (DUW, DEL, WSJ)	Section 5.3, Upland Vegetation and Wildlife Resources, in Appendix N.4 provides additional detail about the heron colony and discusses coordination that would be needed with Washington Department of Fish and Wildlife and City of Seattle.
165	Ecosystems	4.2.9-17	4.2.9.6.1	Christy Carr	SDCI	Not clear why it says "since this species is protected by the state," -- great blue heron are also protected by local City regulations.	West Seattle (DUW, DEL, WSJ)	Text has been updated in Section 4.9, Ecosystems, of the Final EIS and in Section 5.3.1, Avoidance and Minimization, in Appendix N.4 to clarify that Washington Department of Fish and Wildlife has recommendations, and that these specific metrics are required by the City.
166	Ecosystems	4.2.9-16&17	4.2.9.6.2	Christy Carr	SDCI	The Compensatory Mitigation sections do not address City of Seattle Environmentally Critical Areas mitigation sequencing priority (SMC 25.09.065.B.3). This includes the preference for mitigation location. In-project area mitigation sites should be considered before off-site and/or in-lieu fee mitigation measures. Table B for SMC 25.09.160 should be referenced regarding mitigation measures for wetlands. Has Sound Transit contacted Seattle agencies/departments, including Parks and Seattle Public Utilities, about potential local mitigation sites?	West Seattle (DUW, DEL, WSJ)	Mitigation sequencing of the City and U.S. Army Corps of Engineers conflicts in the order in which options are considered. Sound Transit has coordinated extensively with multiple City of Seattle departments regarding impacts to wetlands and riparian corridors and mitigation for these impacts.
167	Technical Report: Ecosystem Resources	1.8	1.3.2	Christy Carr	SDCI	Have any other Seattle agencies/departments provided data to inform the analysis?	All (Systemwide)	See Section 1.3.1 of Appendix N.4, Ecosystems Technical Report, for agency and public contacts that were made for this analysis.
168	Technical Report: Ecosystem Resources	3-9	3.1.2	Christy Carr	SDCI	WSE4 function is 4 (low).	West Seattle (DUW, DEL, WSJ)	The wetland function score has been updated.
169	Technical Report: Ecosystem Resources	3-12	3.1.2.2	Christy Carr	SDCI	Sound Transit will need to confirm that SMC 25.09.012.D.3.c does not apply - The parcel provides fish passage between fish habitat in Type S, F, Np and Ns waters per WAC 222-16-030 and 222-16-031 upstream and downstream of the parcel, whether that passage is in riparian watercourses, pipes, or culverts.	West Seattle (DUW, DEL, WSJ)	Edit has been made in Table 3-1 of Appendix N.4, Ecosystems Technical Report.
170	Technical Report: Ecosystem Resources	5-1	5.1.2	Christy Carr	SDCI	The Compensatory Mitigation sections do not address City of Seattle Environmentally Critical Areas mitigation sequencing priority (SMC 25.09.065.B.3). Also, it is not clear if these mitigation methods are for direct wetland impacts only and/or also for direct wetland buffer impacts.	West Seattle (DUW, DEL, WSJ)	Mitigation sequencing of the City and U.S. Army Corps of Engineers conflicts in the order in which options are considered. No change has been made at this time. Wetland buffer mention now added to EIS compensatory mitigation Section 4.9 of the Final EIS, and to Section 5.1.2 of Appendix N.4.
171	Technical Report: Ecosystem Resources			Christy Carr	SDCI	Is there a figure that shows where the data points are located and where project area was physically accessed for wetland delineation?	All (Systemwide)	Unclear what document is being referred to. Figures of access points are not required for wetland data forms.
172	Ecosystems		4.2.9, 4.3.9	Christy Carr	SDCI	Global comment regarding trees and vegetation - All tree/vegetation removal within environmentally critical areas (ECAs) is regulated by SMC 25.09.070, Standards for tree and vegetation and impervious surface management. This includes trees less than 6" dbh and non-exceptional trees. Tree and vegetation removal in Environmentally Critical Areas must be mitigated based on ecological function of trees/vegetation (SMC 25.09.070).	All (Systemwide)	Section 4.9 of the Final EIS has been revised to be more specific and inclusive of all tree diameters and types. No net loss of ecological function will be fully addressed in tree and critical area permitting with the City.
173	Ecosystems	4.2.9-8-11, 4.2.9-12-14	4.2.9.3, 4.2.9.4	Christy Carr	SDCI	Impact statements related to wetlands and wetland buffers should be qualified in terms of function and magnitude. No net loss of ecological functions -- one of ST's stated policy goals for mitigation -- cannot be determined without more information about impacts. Proposed mitigation measures must be tied to specific loss/reduction of ecological functions, not just area (size)- (SMC 25.09.065).	All (Systemwide)	Noted. These details will be fully addressed during wetland permitting with the City and U.S. Army Corps of Engineers.
174	Ecosystems	1.2.9-16	4.2.9.6	Christy Carr	SDCI	SMC 25.09.160 Table B should be referenced and addressed regarding direct and indirect impacts to wetlands.	West Seattle (DUW, DEL, WSJ)	Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable regulations.
175	Technical Report: Ecosystem Resources			Christy Carr	SDCI	SDCI has not verified wetland location. Any mapping discrepancies between DEIS figures and SDCI GIS will need to be addressed. SDCI Director's Rule 19-2006 states that wetland assessments are valid for a period of three (3) years. Updated wetland information will be required at time of permit submittal.	All (Systemwide)	Noted. These details will be fully addressed during wetland permitting with the City and U.S. Army Corps of Engineers.
176	Ecosystems	4.3.9-7	4.3.9.3.3	Christy Carr	SDCI	The statement below is considered an impact to wetlands. Is this impact (size/area) included in the summary table of wetland impacts? Slope drains installed along the Southwest Queen Anne Greenbelt could reduce the flow of water to the greenbelt's wetlands, which may in turn reduce the size or characteristics of these wetlands.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
177	Ecosystems	4.3.9-7	4.3.9.3.3	Christy Carr	SDCI	The Southwest Queen Anne Greenbelt is regulated by Seattle's Environmentally Critical Areas (ECA) code per SMC 25.09.012. Impacts to the applicable ECAs and associated regulations should be addressed, including those in SMC 25.09.200.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
178	Ecosystems	4.3.9-10	4.3.9.4.3	Christy Carr	SDCI	Adequacy of proposed mitigation measures cannot be determined because there is insufficient detail regarding impacts to ecological function and value. Mitigation needs to be tied to the loss of and/or impact to specific functions (SMC 25.09.065). Construction of Alternative SIB-3 would impact two of the greenbelt's wetlands and the Interbay Golf Center wetland at the south end and would have construction impacts to the buffers of these wetlands. There would also be impacts to an additional wetland buffer south of the golf center.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
179	Ecosystems	4.3.9-10	4.3.9.4.3	Christy Carr	SDCI	The long-term species viability analysis is needs more detail. Does ST have a reference for the statement- These effects on wildlife are expected to be minimal, as wildlife in the greenbelt is already habituated to noise and migration barriers are already present.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
180	Ecosystems	4.3.9-13	4.3.9.6.2	Christy Carr	SDCI	Seattle Environmentally Critical Areas code mitigation sequencing requirements should be referenced (SMC 25.09.065). This includes the preference for mitigation location. In-project area mitigation sites should be considered before off-site and/or in-lieu fee mitigation measures. Table B for SMC 25.09.160 should be referenced regarding mitigation measures for wetlands.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
181	Ecosystems	4.3.9-13	4.3.9.6.1	Christy Carr	SDCI	Avoidance of construction staging in wetland buffers should be considered, not just minimization.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
182	Ecosystems	4.3.9-13	4.3.9.6.2	Christy Carr	SDCI	Avoidance and minimization measures should include WDFW management recommendations and City Environmentally Critical Areas Ordinance and/or Director's Rule.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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183	Ecosystems	4.3.9-6	4.3.9.3.1	Christy Carr	SDCI	It is not clear how the following identified impacts will be mitigated: Although the potential for adverse effects would be low, operations could impact vegetation and wildlife over the long term. For example, maintenance activities that involve the removal of vegetation during the breeding season could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act. At-grade guideways would reduce the amount of habitat for small mammal species.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
184	Ecosystems	4.3.9-6	4.3.9.3.1	Christy Carr	SDCI	Does ST have a reference/citation to support this statement- wildlife that use habitats adjacent to the light rail alternatives are likely accustomed to noise and human activity. Therefore, the potential is low for disturbance from increased human access, noise, and light. Some species may move farther into greenbelt habitat to avoid the immediate area of the light rail, but these minor localized movements would not affect these species' viability. No information is provided regarding change/increase in noise or degree of alteration of habitat.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
185	Ecosystems	4.2.9-16 & 4.3.9-12	4.2.9.6 & 4.3.9.6	Lindsay King	SDCI	Update mitigation measures to state- Operation and construction of the project would comply with federal, state, and local regulations related to ecosystems.	All (Systemwide)	Statement added to the mitigation measures in Section 4.9, Ecosystems, of the Final EIS.
186	Technical Report: Ecosystem Resources		1.4.3	Lindsay King	SDCI	References to local codes are missing. Include Title 15 and Streets Illustrated for street tree removal and mitigation requirements. Title 23 Land Use Code for general permitting requirements.	All (Systemwide)	Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with city code.
187	Energy Impacts	4.3.10-2 and	4.3.10.3 and 4.2.10.3	Duane Jonlin	SDCI	Environmental Impacts of the Build Alternative during Operation analysis is incomplete. Impacts related to the energy required to run the deep elevators and escalators, and the commuter time spent on them, for long term operation.	All (Systemwide)	The energy for elevators and escalators is accounted for in operations and maintenance costs, and the difference is not great enough to show in the scenarios provided. No change. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
188	Geology and Soils	4.2.11-2	4.2.11.1.3	Rob McIntosh	SDCI	The last sentence in the "Steep Slopes and Landslide-Prone Areas" section states "There are no slopes greater than 40 percent in the study area between Pigeon Point and SODO." That is not correct. See Figure L4.11-10. That sentence should be omitted or replaced to indicate that there are some mapped, small, isolated areas of Steep Slope between Pigeon Point and East Marginal Way South.	West Seattle (DUW, DEL, WSJ)	Text updated as requested.
189	Geology and Soils	4.2.11-3	4.2.11.1.3	Rob McIntosh	SDCI	The last sentence in the "Peat Settlement-Prone Areas" section indicates that peat soils were not observed in geotechnical borings drilled for the project in the mapped ECA Peat Settlement-prone Area near the Alaska Junction. Please note that the City of Seattle mapped ECA Peat Settlement-prone Areas are not advisory (SMC 25.09.030A4). Consequently, the ECA Peat Settlement-prone Area regulations remain applicable whether or not peat is observed in subsurface explorations.	West Seattle (DUW, DEL, WSJ)	Noted. Text is just reporting what has been found. Sound Transit recognizes that Environmentally Critical Areas still apply.
190	Geology and Soils	4.2.11-3	4.2.11.1.3	Rob McIntosh	SDCI	Please remove the sentence in Seismic Hazard Areas section that states "No evidence of fault movement was observed in the available soil boring exploration logs." The interpretation of small diameter soil boring logs does not provide sufficient information to determine if fault movement has, or has not, occurred.	West Seattle (DUW, DEL, WSJ)	No change. The statement is accurate as stated and it not meant to be definitive about whether fault movement has ever occurred.
191	Geology and Soils	4.2.11-4	4.2.11.3.1	Rob McIntosh	SDCI	The following statement is made in the "Slope Stability, Retaining Structures, and Landslides" section: "The extent of steep slopes in the study area is limited, and the slope ground conditions are generally stable in most areas along the Build Alternatives alignments. Land clearing in steep slope areas could increase soil erosion, but Sound Transit would implement erosion-control management practices to reduce hazards and keep the overall risk low." This needs to be fixed to indicate that areas disturbed in Landslide-prone Areas must be completely stabilized against slope instability and erosion for all areas of disturbance in those areas. Landslide-prone Areas include ECA Steep Slopes, ECA Potential Slide Areas Due to Geologic Conditions, and ECA Known Landslides. The language in this section minimizes the existence of significant areas of landslide-prone areas in the Pigeon Point area and some areas west of Pigeon Point along the alignment.	West Seattle (DUW, DEL, WSJ)	Issue is adequately covered with existing text. No change.
192	Geology and Soils	4.2.11-5	4.2.11.3.3	Rob McIntosh	SDCI	Alternatives DUW-1a and DUW-1b will include construction in the Environmentally Critical Area (ECA) Steep Slopes and buffers at Pigeon Point. Alternatives located in ECAs must be completed with minimal disturbance to the ECA and provide complete stabilization for all areas of disturbance to the ECA Steep Slope Areas and buffers during construction and for the completed construction. Catchment walls might be required to protect the facility from landslides emanating from the upslope ECA Steep Slope Areas. That hillside has numerous reported shallow landslides that have occurred due to the steep slopes and problematic geology. The Preferred Alternative (DUW-1a) appears to require less disturbance of ECA Steep Slopes than DUW1b.	West Seattle (DUW, DEL, WSJ)	Noted, no change requested.
193	Geology and Soils	4.2.11-5	4.2.11.3.3	Rob McIntosh	SDCI	The second sentence in the second paragraph states "In combination with shallow groundwater, if encountered, steep slopes along Pigeon Point could be susceptible to slope instability." Please correct this sentence to indicate that the Pigeon Point slopes are designated as ECA Steep Slopes, ECA Potential Landslide Areas Due to Geologic Conditions, and ECA Known Landslides. It should also indicate the requirement that complete stabilization of the allowed areas of disturbance against slope instability and erosion is required during construction and for the completed facility.	West Seattle (DUW, DEL, WSJ)	The affected environment text already discloses these are Environmentally Critical Areas. This section is referring to impacts and already states that stabilization would be required. No change.
194	Geology and Soils	4.2.11-6	4.2.11.3.4	Rob McIntosh	SDCI	Please change the second sentence of the first paragraph to read "Alternatives DEL-3 and DEL-4* would have station access elements on the east side of Delridge Way, and require complete stabilization measures on a steep slope with known slides, for temporary and permanent conditions."	West Seattle (DUW, DEL, WSJ)	This section is about operations, not construction. No change made because temporary conditions are discussed under construction impacts section.
195	Geology and Soils	4.2.11-6	4.2.11.3.5	Rob McIntosh	SDCI	There is an ECA Peat Settlement-prone Area immediately to the west of the Tunnel 42nd Avenue Station Option (WSJ-3a). The first sentence of this section states that all West Seattle Junction Segment alternatives would avoid geologic hazard areas. Please confirm this or correct this section accordingly.	West Seattle (DUW, DEL, WSJ)	Text updated as requested.
196	Geology and Soils	4.2.11-6	4.2.11.4.1	Rob McIntosh	SDCI	This section needs to be re-written to clearly indicate that complete stabilization is required during construction and for the completed project. Complete stabilization would be designed, and specifications prepared, to avoid creating unstable conditions that could cause landslides.	West Seattle (DUW, DEL, WSJ)	Issue is adequately covered with existing text. No change.
197	Geology and Soils	4.3.11-4	4.3.11.3.1	Rob McIntosh	SDCI	Please revise to include the notable exception of the Alternatives that would intrude into, or abut, Kinnear Park and/or the Southwest Queen Anne Greenbelt areas, which are highly unstable.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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198	Geology and Soils	4.3.11-4	4.3.11.3.1	Rob McIntosh	SDCI	Revise the sentence "Land clearing in steep slope areas could increase soil erosion, but Sound Transit would implement erosion-control management practices to reduce hazards and keep the overall risk low." to state "All areas of ground development, including land clearing, are required to be completely stabilized per the ECA code (SMC 25.09). Land clearing in steep slope areas could increase slope instability and soil erosion, but Sound Transit would implement erosion-control management practices to provide complete stabilization relative to erosion control."	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
199	Geology and Soils	4.3.11-4	4.3.11.3.1	Rob McIntosh	SDCI	Please revise the last two sentences in the Section "Slope Stability, Retaining Structures, and Landslides" to indicate that relative to slope stability, Sound Transit would use measures such as slope stabilization with permanent retaining walls with catchment to provide complete stabilization of the development and to provide protection of the development from surficial landslides where the Alternatives abut Kinnear Park or the Southwest Queen Anne Greenbelt.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
200	Geology and Soils	4.3.11-4	4.3.11.3.1	Rob McIntosh	SDCI	The last sentence in the Section "Slope Stability, Retaining Structures, and Landslides" should indicate that some structures could require permanent drilled shafts, piles, soil anchors and/or tiebacks to provide complete stabilization from seismically-induced deep-seated landslides that would extend upslope of the developed areas.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
201	Geology and Soils	4.3.11-4	4.3.11.3.1	Rob McIntosh	SDCI	Regarding the "Seismic Hazard" section, pile foundations are often used in liquefaction-prone areas. Are they being considered? If so, pelase include a reference in the text. Ground improvement analysis, design, and construction does not work well for silty or clayey soils and piles are often used in that scenario.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
202	Geology and Soils	4.3.11-6	4.3.11.3.3	Rob McIntosh	SDCI	The last sentence in this section indicates that peat soils were not observed in geotechnical borings drilled for the project in the mapped ECA Peat Settlement-prone Area. Please note that the City of Seattle mapped ECA Peat Settlement-prone Areas are not advisory (SMC 25.09.030A4). Consequently, the ECA Peat Settlement-prone Area regulations remain applicable whether or not peat is observed in subsurface explorations.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
203	Geology and Soils	4.3.11-6	4.3.11.3.4	Rob McIntosh	SDCI	There is the potential for encountering glacially consolidated silts and clays, that are fractured and slickensided, and can result in excessive shoring deflection for deep excavations. It might be helpful to include this information in Section 4.3.11.3.4.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
204	Geology and Soils	4.3.11-6	4.3.11.3.5	Rob McIntosh	SDCI	The tunnel portal for Alternatives SIB-1, along with Alternatives SIB-2 and SIB-3, would require considerable efforts to provide complete stabilization for the ECA Steep Slope Area and to protect the facility from landslides emanating from the ECA Steep Slope Area for the retained cut and to protect the tunnel portal from landslide damage. That hillside has numerous reported landslides that have occurred (both shallow and deep-seated) due to the steep slopes and problematic geology. An attempt to mitigate damage from a deep landslide at Galer Street required substantial grading, dewatering, and a permanent soldier pile anchored wall to provide some stability. It was not designed to the level of complete stabilization that is required for the temporary and permanent stage of the new development. Complete stabilization for retained cuts might not be technically, or financially, feasible for this alternative. Please revise this section accordingly.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
205	Geology and Soils	4.3.11-7	4.3.11.4.1	Rob McIntosh	SDCI	Please revise this section to clearly indicate that complete stabilization is required during construction and for the completed project where disturbance is allowed in ECA Steep Slope Areas, ECA Known Landslide Areas, and ECA Potential Landslide Areas Due to Geologic Conditions. It is not sufficient to "minimize slope stability hazards".	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
206	Geology and Soils	4.3.11-8	4.3.11.4.4	Rob McIntosh	SDCI	Cut-and-cover stations for the Downtown segment are likely to encounter numerous remnant tieback anchors from previous (and ongoing?) construction projects. The anchors were required to be de-stressed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
207	Geology and Soils	166 (WS) &159 (Ballard)	4.2.11.6 & 4.3.11.6	Lindsay King	SDCI	References to local codes citing minimum mitigation requirements is missing. Operation and construction of the project would comply with local regulations at the time of permitting. Complete stabilization will be required during construction and operation.	All (Systemwide)	Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable regulations.
208	L4.11 Geology and Soils	L4.11-1		Lindsay King	SDCI	References to local codes are missing. Update the technical appendix to list local regulations that apply at the time of permitting: SMC 25.09 Environmentally Critical Areas Ordinance, Grading Code SMC 22.170, and the Seattle Building Code.	All (Systemwide)	Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable regulations.
209	Appendix J - Conceptual Design Drawings			Rob McIntosh	SDCI	The Smith Cove Station site would likely require considerable efforts to provide complete stabilization for the ECA Steep Slope Area and to protect the facility from landslides emanating from the ECA Steep Slope Area. That hillside has numerous reported landslides that have occurred (both shallow and deep-seated) due to the steep slopes and problematic geology. The requirement for complete stabilization will be extremely problematic to accomplish at this site. Update the conceptual drawings to demonstrate the area of impact with anticipated site stabilization measures shown.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
210	Public Services, Safety and Security	4.2.14-7 & 4.3.14-10	4.2.14.3.1 & 14.3.14.3.1	Lindsay King	SDCI	Paragraph 3: Please include Seattle Building Code in the list of standards that will need to be met for all alternatives.	All (Systemwide)	Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable regulations.
211	Historic and Archaeological Resources	4.2.16-23 & 4.3.16-48	4.2.16.5 & 4.3.16.5	Jerry Suder	SDCI	An inadvertent discovery plan should include additional measures to have archaeologist and/or cultural expert on site during ground disturbance where and when advised by State Historic Preservation Officer and Tribes.	All (Systemwide)	Yes, the inadvertent discovery plan will include this information, and will be developed in consultation with State Historic Preservation Officer and Tribes.
212	Historic and Archaeological Resources	4.2.16-23 & 4.3.16-48	4.2.16.5 & 4.3.16.5	Lindsay King	SDCI	References to local codes citing minimum mitigation requirements is missing. Operation and construction of the project would comply with national, state and local regulations at the time of permitting.	All (Systemwide)	Local codes (and general description of associated requirements) are noted in Section 4.16.1, Introduction to Resource and Regulatory Requirements, and are also described in Section 2.3 of Appendix N.5, Historic and Archaeological Resources Technical Report. Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable regulations.
213	Technical Report: Historic and Archaeological Resources		2.3, 11.2	Jerry Suder	SDCI	City of Seattle regulations require a Certificate of Approval for demolition of a City of Seattle Landmark or new construction in a historic district (SMC 25.12 & 23.66). Projects across the street or adjacent to any City landmark require consultation with Seattle Department of Neighborhoods for site-specific impact mitigation.	All (Systemwide)	Per comment, text regarding City of Seattle Designated Landmarks (and a weblink for the reader) has been updated in Section 2.3 of Appendix N.5, Historic and Archaeological Resources Technical Report, of the Final EIS.

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214	Technical Report: Historic and Archaeological Resources		2.3	Lindsay King	SDCI	Paragraph 1: buildings proposed for demolition are to be referred to Department of Neighborhoods to identify structures eligible to meet landmark status per SMC 25.12. To streamline the demolition permit process this analysis should occur as part of the FEIS.	All (Systemwide)	Sound Transit provided this list to the City through ongoing coordination efforts.
215	Technical Report: Historic and Archaeological Resources		Table N5-A	Jerry Suder	SDCI	The information necessary to identify impacts and compare alternatives is missing. The project lacks an analysis of how many structures, eligible for City of Seattle landmark status, will be demolished with each alternative. Coordination is required with the Department of Neighborhoods who maintains a partial list of structures eligible for local nomination.	All (Systemwide)	The commented-upon table is an inventory of properties that were surveyed. Impacts to historic resources are described in Section 10 in Appendix N.5, Historic and Archaeological Resources Technical Report.
216	Ch 3 Transportation	3-36.3-106.		Joel Hancock	SDOT	This should be truck and "commercial vehicle" load/unload zones		The Final EIS provides additional detail related to different types of load zones, and describes potential permanent or temporary loss of these zones. Load zone detail added to Appendix N.1, Transportation Technical Report, of the Final EIS.
217	Ch 3 Transportation	3-51	3.9.4	Joel Hancock	SDOT	Won't coordination with the Army Corp of Engineers also be required in mitigation?		Text has been updated in this section as well as Section 8, Navigation, of Appendix N.1, Transportation Technical Report, to add reference to coordinating with the Corps on mitigation.
218	Ch 3 Transportation	3-65.		Joel Hancock	SDOT	Per the following statement: "None of these alternatives are expected to affect public off-street parking during construction." could you add "directly" affect or clarify that off-street parking might have increase in parking due to temporary removal of on-street parking. Is this consistent with Section 3.11.6.3: "Sound Transit would work with owners and operators of garages where parking could be removed or where ingress or egress could be blocked during construction."		The potential increases in off-street parking utilization cannot be estimated, and it is expected that owners will manage their parking to meet individual needs.
219	Ch 3 Transportation	3-103.		Joel Hancock	SDOT	This statement unclear for locations: "Parking occupancy counts were not collected for station areas in the Downtown of Chinatown-International District segments."		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
220	Ch 3 Transportation	3-35./3-105.		Joel Hancock	SDOT	Footnotes in Table 3-11 and Table 3-26 are not consistent on whether there would be temporary or permanent off-street parking removal by alternative.		Table footnotes have been updated to clarify whether the impact is temporary or permanent.
221	Ch 3 Transportation	3-127.		Joel Hancock	SDOT	Should this also include coordination with Metro: "As the project progresses, Sound Transit would work with the City of Seattle to minimize streetcar impacts and, where needed, develop an operational plan to minimize impacts to streetcar service and riders."		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
222	Ecosystems	4.2.9-12/ 4.2.9-16		Shane DeWald	SDOT	Sound Transit impacts on existing trees in ROW under SDOT jurisdiction include impacts along corridors beyond the geographic footprint of the ST3 alignment. These include corridors planned for use as haul routes or detours during construction where existing street trees are likely to be subject to damage if not preemptively pruned in advance of the use by construction traffic (oversize truck /truck & trailer combinations) or by rerouted buses and other commercial vehicles. Preconstruction meeting(s) with SDOT Urban Forestry must be coordinated a minimum of 1 year in advance of project start dates to coordinate permitting for Registered Tree Service Providers on contract with Sound Transit to perform the tree work to meet standard clearances along affected ROW frontages and to ensure outreach is provided by Sound Transit to notify adjacent property owners of work to be done on street trees and/or to negotiate removal and replacement for street trees that are not in adequate condition to tolerate the extent of pruning necessary for public safety.		Noted. Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, and Section 4.8, Ecosystems, of the Final EIS addresses consistency with tree preservation requirements. Additional information about tree ordinance has been added to Appendix N.4, Ecosystems Technical Report.
223	Ecosystems	4.2.9-16		Shane DeWald	SDOT	Trees approved by Urban Forestry to be removed from SDOT ROW for the ST3 project must be mitigated according to meet current 2 for 1 City of Seattle standards per executive order or standards otherwise applicable at the time of project permit approval. Replacement tree size, species, and spacing to be provided as mitigation shall be subject to approval by SDOT Urban Forestry to meet ROW standards and to restore canopy cover within or geographically proximate to the project corridor and corridors impacted by use as construction haul or detour routes.		Noted. Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, and Section 4.8, Ecosystems, of the Final EIS addresses consistency with tree preservation requirements. Additional information about tree ordinance has been added to Appendix N.4, Ecosystems Technical Report.
224	Executive Summary	ES-28	ES3.1.2.2	Curtis Ailes	SDOT	Middle column, top of page. Comment states "the other segments of the streetcar" should read "SOME of the other segments" (the existing statement implies that entirety of the rest of the system is operable which is false)	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
225	Executive Summary	ES-40	ES.4	Curtis Ailes	SDOT	Middle column, end of 1st paragraph. SDOT would like to hear more about the "Seattle Streetcar WSBLE Construction Operations Plan" and be integrated into its design		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
226	Ch 2 Alternatives Considered	2-93	2.8.2.1	Curtis Ailes	SDOT	Clarify what "payback a portion of federal dollar already expended" means as this relates to streetcar		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
227	Executive Summary	ES-31	ES.3.1.2.3	Alison Redenz	SDOT	Right column, bottom of page. Comment states for Alternative DT-1 "other segments of the streetcar could continue to operate but not as a connected system". With the streetcar being unable to turnback at McGraw Square it essentially makes the SLU line inoperable. The existing statement implies that the other portions of the line could operate which is false.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
228	Executive Summary	ES-32	ES.3.1.2.3	Alison Redenz	SDOT	Left column, top of the page. Comment states for Alternative DT-2 "streetcar would be closed at the Terry Avenue North and Thomas Street intersection for Alternative DT-2, which would impact northbound travel of the streetcar and could impact frequency of service". Without significant mitigation, this would essentially make the SLU line inoperable and have long-term impacts on ridership. The existing statement implies that the other portions of the line could operate, while the northern part of the line would not, which is false.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
229	Executive Summary	ES-32	ES.3.1.2.3	Alison Redenz	SDOT	Left column, top of the page. Streetcar would be interested in hearing more about the "Alternative construction approaches that could allow for single track operations of the streetcar and maintain access to the maintenance facility during construction". Approaches that could allow single track operations, would take significant investment and construction time.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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230	Ch 3 Transportation	3-133	3.19.3.2	Curtis Ailes	SDOT	Paragraph states that "Other segments of the streetcar system WOULD be able…". The word WOULD should be changed to COULD as there is not yet clarity on whether disruptions at CID and DT would be concurrent thus interrupting the streetcar system in two places rendering the "would" assumption incorrect	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
231	Ch 3 Transportation	3-134	3.19.3.2	Curtis Ailes	SDOT	2nd paragraph states that construction would impact streetcar service. Is it possible to state in this paragraph that the streetcar could continue to operate "outbound" (or whatever directional denomination fits best) implying that the remaining portion of the existing FHS could still function outside of the construction disruption	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
232	Ch 3 Transportation	3-134	3.19.3.2	Curtis Ailes	SDOT	For CID-2a, language is missing which relates to utility relocations potential affect on streetcar service. This is something that was discussed in engineering group meetings and potential route could travel on S Jackson St between 5th and 6th, potentially disrupting streetcar service. This is not called out in this paragraph	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
233	Ch 3 Transportation	3-140	3.19.4.2	Curtis Ailes	SDOT	For DT-2, there is no mention of potential mitigations to the portion of affected streetcar tracks	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
234	Ch 3 Transportation	3-139	3.19.4.2	Alison Redenz	SDOT	First paragraph under 3.19.4.2 Transit. For DT-1, the comment states that "With the full closure of Westlake Avenue near Denny Way, the streetcar would not be able to travel through this segment." The next sentence states, "The streetcar may be able to continue to operate in South Lake Union and Downtown/First Hill, although not as a connected system". The full closure of Westlake near Denny, would prohibit streetcar from completing its turnback at McGraw Square, and SLU would essentially be inoperable and have long-term impacts on ridership. Both statements suggest that the SLU line would be able to operate portions of the line, which is false.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
235	Ch 3 Transportation	3-151	3.19.7.1	Alison Redenz	SDOT	First paragraph, last sentence. For all DT and CID alternatives (besides Alternative CID-2a with the diagonal station configuration and Option CID-2b), the comment states that" Sound Transit would implement capital improvements, such as a crossover track or temporary passenger stations along the streetcar alignment to maintain streetcar service during construction, where feasible." Streetcar would like to weigh in on potential capitol improvements to maintain streetcar service during construction.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
236	Ch 6 Alternatives Evaluation	6-16	6.2.2.2.1	Alison Redenz/Curtis Ailes	SDOT	2nd paragraph under 6.2.2.2.1. Paragraph states that "Other segments of the streetcar system WOULD be able…". The word WOULD should be changed to COULD as there is not yet clarity on whether disruptions at CID and DT would be concurrent thus interrupting the streetcar system in two places rendering the "would" assumption incorrect	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
237	Ch 6 Alternatives Evaluation	6-17	6.2.2.2.1	Alison Redenz/Curtis Ailes	SDOT	Table 6-5, 4th Column (CID-2a), 3rd bullet in Transportation Impacts. Paragraph states that "Other segments of the streetcar system WOULD be able…". The word WOULD should be changed to COULD as there is not yet clarity on whether disruptions at CID and DT would be concurrent thus interrupting the streetcar system in two places rendering the "would" assumption incorrect	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
238	Ch 6 Alternatives Evaluation	6-18	6.2.2.2.1	Alison Redenz/Curtis Ailes	SDOT	Table 6-5, 2nd Column (CID-1a), 2nd Bullet in Transportation Impacts. Paragraph states that "Other segments of the streetcar system WOULD be able…". The word WOULD should be changed to COULD as there is not yet clarity on whether disruptions at CID and DT would be concurrent thus interrupting the streetcar system in two places rendering the "would" assumption incorrect	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
239	Ch 6 Alternatives Evaluation	6-18	6.2.2.2.1	Alison Redenz/Curtis Ailes	SDOT	Table 6-5, 3rd Column (CID-1b), 1st Bullet in Transportation Impacts. Paragraph states that "Other segments of the streetcar system WOULD be able…". The word WOULD should be changed to COULD as there is not yet clarity on whether disruptions at CID and DT would be concurrent thus interrupting the streetcar system in two places rendering the "would" assumption incorrect	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
240	Ch 6 Alternatives Evaluation	6-21	6.2.2.2.2	Alison Redenz/Curtis Ailes	SDOT	2nd paragraph. The paragraph states "the other segments of the streetcar" should read "SOME of the other segments" (the existing statement implies that the entirety of the rest of the system is operable which is false). Streetcar program staff are interested in involvement in the "alternative construction approaches" mentioned in this paragraph		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
241	Ch 6 Alternatives Evaluation	6-22	6.2.2.2.2	Alison Redenz	SDOT	For DT-1, the comment states that "During this time, this segment of the Seattle Streetcar would be impacted. Other segments of the streetcar (through South Lake Union, Downtown, and Capitol Hill/First Hill) may continue to operate, but not as a connected system.)" The full closure of Westlake near Denny, would prohibit the streetcar from completing its turnback at McGraw Square, and SLU would essentially be inoperable and have long-term impacts on ridership. Both statements suggest that the SLU line would be able to operate portions of the line, which is false.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
242	Social Resources, Community Facilities, and Neighborhoods	4.3.4-22	4.3.4.4.3	Curtis Ailes	SDOT	For CID-2a, language is missing which relates to utility relocations potential affect on streetcar service. This is something that was discussed in engineering group meetings and potential route could travel on S Jackson St between 5th and 6th, potentially disrupting streetcar service. This is not called out in this paragraph	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
243	Ch 5 Cumulative Impacts	Global	Global	Curtis Ailes	SDOT	All mentions of Streetcar in this chapter refer to "First Hill Streetcar" with no mention of South Lake Union streetcar. It is unclear if this is a purposeful omission or whether all uses should be converted to "Seattle Streetcar" to imply system-wide effects.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
244	Technical Report: Transportation	Global	Global	Curtis Ailes	SDOT	Several mentions of Streetcar in this chapter refer to "First Hill Streetcar" with no mention of South Lake Union streetcar. It is unclear if this is a purposeful omission or whether all uses should be converted to "Seattle Streetcar" to imply system-wide effects.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
245	Technical Report: Transportation	3-49	3	Curtis Ailes	SDOT	Figure 3-5 implies that CID construction impacts would only affect streetcar service there while the rest of the system is able to work. This is not true and graphics need to be altered to reflect the likely possibility that parallel disruptions will occur at either DT-1 or DT-2 locations further restricting the ability to operate the other sections	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
246	Technical Report: Transportation	3-49	3	Curtis Ailes	SDOT	1st paragraph. The paragraph states "the other segments of the streetcar" should read "SOME of the other segments" (the existing statement implies that the entirety of the rest of the system is operable which is false). Streetcar program staff are interested in involvement in the "alternative construction approaches" mentioned in this paragraph	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
247	Technical Report: Transportation	3-50	3	Curtis Ailes	SDOT	Figure 3-6 implies that CID construction impacts would only affect streetcar service there while the rest of the system is able to work. This is not true and graphics need to be altered to reflect the likely possibility that parallel disruptions will occur at either DT-1 or DT-2 locations further restricting the ability to operate the other sections	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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248	Technical Report: Transportation	3-50	3	Curtis Ailes	SDOT	Figure 3-7 implies that CID construction impacts would only affect streetcar service there while the rest of the system is able to work. This is not true and graphics need to be altered to reflect the likely possibility that parallel disruptions will occur at either DT-1 or DT-2 locations further restricting the ability to operate the other sections	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
249	Technical Report: Transportation	3-54	3	Curtis Ailes	SDOT	Figure 3-8 implies that DT-1 construction impacts would only affect streetcar service there while the rest of the system is able to work. This is not true and graphics need to be altered to reflect the likely possibility that parallel disruptions will occur at CID further restricting the ability to operate the other sections	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
250	Technical Report: Transportation	3-55	3	Curtis Ailes	SDOT	Figure 3-9 implies that DT-2 construction impacts would only affect streetcar service there while the rest of the system is able to work. This is not true and graphics need to be altered to reflect the likely possibility that parallel disruptions will occur at CID further restricting the ability to operate the other sections	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
251	Technical Report: Transportation	3-55	3	Curtis Ailes	SDOT	The 3rd bullet point relates to service disruptions as a result of closing the Terry & Thomas intersection. The resulting disruption is phrased "the streetcar would not be able to travel northbound through the intersection (which is true), which could impact the frequency and headway of the streetcar system". If this intersection is closed, it WILL impact operations, not COULD. No mention of potential mitigation at this location is made that would result in the "could impact" statement	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
252	Technical Report: Transportation	11-2	11	Curtis Ailes	SDOT	There is no mention in this document regarding the potential for significant disruptions to the City's contractual obligations for streetcar operations. For instance, the following passage would cover the City's interests related to streetcar service disruptions, "if Seattle streetcar service is forced to close for any amount of time, this will result in financial impacts to the City of Seattle which include, but are not limited to, contractual obligations to operate the streetcar, ability to retain skilled labor, ability to recruit and train skilled labor when service resumes, and other unforeseen administrative impacts that would not exist otherwise"	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
253	Appendix G - Environmental Justice	Global	Global	Alison Redenz	SDOT	Statements throughout Appendix G reiterate some of the previously corrected statements. As stated earlier all mentions of DT-1 and DT-2 stating that streetcar "may continue to operate, but not as a complete system" are incorrect until further construction mitigation is finalized.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
254	Technical Report: Transportation	3-66	3.3.3.2	Alison Redenz	SDOT	2nd paragraph. Document states that, "Sound Transit would implement capital improvements such as a crossover or other track work or temporary passenger stations along the streetcar alignment to maintain streetcar service during construction, where feasible. For example, under Alternative DT-2, additional track could be installed in the vicinity of Westlake Avenue North and Harrison Street to maintain streetcar service during construction." This statement does not acknowledge the service impacts of constructing these mitigation measures. Streetcar Program staff would also like to weigh in on any "Construction Operations Plan" elements mentioned throughout the document.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
255	Executive Summary	ES-28	ES 3.1.2.2.	Chris Eilerman	SDOT	The analysis is incomplete. "The other segments of the streetcar system would still be able to operate but not as a connected system, which could impact the frequency of service." Analysis and mitigation of assertion that other streetcar segments could operate under CID-1a CID-1b, and CID-2a is inaccurate and missing details. Center City Connector (C3) alignment is not operable with a closure at Jackson Street. Access to maintenance and operations activities at the FHS OMF is cut off and there is not ability to turn streetcars back up Jackson to 1st Ave. Construction of new trackwork to achieve this would be needed. Only FHS would be operable in such a closure.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
256	Executive Summary	ES-29	Table ES-5	Chris Eilerman	SDOT	The analysis is incomplete. Analysis and mitigation of assertion that other streetcar segments could operate under CID-1a CID-1b, and CID-2a is inaccurate and missing details. Center City Connector (C3) alignment is not operable with a closure at Jackson Street. Access to maintenance and operations activities at the FHS OMF is cut off and there is not ability to turn streetcars back up Jackson to 1st Ave. Construction of new trackwork to achieve this would be needed. Only FHS would be operable in such a closure.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
257	Executive Summary	ES-31-32	ES 3.1.2.3	Chris Eilerman	SDOT	Description of streetcar impact is inaccurate and mitigation measures are missing. Denny Station Construction under DT-1 and DT-2 would close streetcar operations for 4 years. Other segments could not operate as construction closures of Westlake (DT-1) for Denny Station would cut off access between the streetcar mainline alignment as constructed by C3 and the SLU Operations and Maintenance Facility (OMF) for the majority of the streetcar fleet. SLU streetcar would also be closed as access between SLU OMF and turn around track at McGraw Square would be removed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
258	Executive Summary	ES-32	ES 3.1.2.3, Table ES-6	Chris Eilerman	SDOT	Description of streetcar impact is inaccurate and mitigation measures are missing. Denny Station Construction under DT-1 would close streetcar operations for 4 years. Alternative construction methods allowing single track operations of streetcar would still have significant impacts to streetcar service frequency, safety, and configuration. New special track, signaling, and safety certification of such changes by WSDOT would be required.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
259	Executive Summary	ES-32	ES 3.1.2.3, Table ES-6	Chris Eilerman	SDOT	Description of streetcar impact is inaccurate and mitigation measures are missing. Denny Station Construction under DT-2 would close streetcar operations for 4 years as it would cut off access between the streetcar mainline alignment as constructed by C3 and the SLU Operations and Maintenance Facility (OMF) for the majority of the streetcar fleet. SLU streetcar would also be closed as access between SLU OMF and turn around track at McGraw Square would be removed. Streetcar operates on single, one-way track along Westlake and Terry. Closure at Terry would not provide for continuous track to operate.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
260	Executive Summary	ES-40	ES.4	Chris Eilerman	SDOT	Information needed to identify mitigation is missing. Closure of streetcar service during construction is unacceptable. A WSBLE Construction Operations Plan to evaluate operational scenarios and capital investments to minimize impacts should be included as part of the DEIS to allow for an understanding of the actual impacts and proposed mitigation to maintain streetcar service during construction.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
261	Executive Summary	ES-41	ES.5.2	Chris Eilerman	SDOT	Information needed to identify mitigation is missing. Closure of streetcar service during construction is unacceptable. A WSBLE Construction Operations Plan to evaluate operational scenarios and capital investments to minimize impacts should be included as part of the DEIS to allow for an understanding of the actual impacts and proposed mitigation to maintain streetcar service during construction.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
262	Ch 3 Transportation Enviornment and Consequences	3-78	3.12.1	Chris Eilerman	SDOT	The information necessary to identify impacts and compare alternatives is missing. This section describes Metro bus service in the study area but no discussion of Seattle Streetcar service or mention of Rapid Ride J Line, which will replace Route 70 service and is a federally-funded, reasonably foreseeable project, is offered throughout the discussion of the Affected Environment in this section.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
263	Ch 3 Transportation Enviornment and Consequences	3-80	3.12.2	Chris Eilerman	SDOT	The analysis is incomplete. What are the assumptions in the No-Build Alternative regarding Seattle Streetcar and Center City Connector? No discussion is offered in the description of environmental impacts.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
264	Ch 3 Transportation Enviornment and Consequences	3-81	3.12.3.1.3	Chris Eilerman	SDOT	The analysis is incomplete. What are the assumptions in the Build Alternative regarding Seattle Streetcar and Center City Connector? How will the removal of lanes on 4th Ave S as part of the CID-1a and CID 1b options affect Seattle Streetcar?	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
265	Ch 3 Transportation Enviornment and Consequences	3-82	3.12.3.2	Chris Eilerman	SDOT	The analysis is incomplete. How will Seattle Streetcar travel times be affected by the Build Alternatives?	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
266	Ch 3 Transportation Enviornment and Consequences	3-89	3.13.1.1	Chris Eilerman	SDOT	The methodology is inconsistent and incomplete throughout the document. This section notes that the First Hill Streetcar runs on Jackson St., but later, the document states that it is assumed that the Center City Connector project is completed as part of the No-Build alternative. Discussions of streetcar impacts throughout the document should reflect this assumption and operational needs of the Seattle Streetcar under the completed Center City Connector configuration.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
267	Ch 3 Transportation Enviornment and Consequences	3-127	3.19.1.2.1	Chris Eilerman	SDOT	The analysis is incomplete. The document notes that the C3 project is assumed to be complete and construction activities would impact the Seattle Streetcar system. It states that ST would work with the City to develop an operational plan to minimize impacts to streetcar service. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
268	Ch 3 Transportation Enviornment and Consequences	3-133	3.19.3.2	Chris Eilerman	SDOT	The analysis is incomplete. The document notes that the C3 project is assumed to be complete and construction activities would impact the Seattle Streetcar system but the streetcar would still be operable though not as a connected system. Significant modifications to the streetcar infrastructure would be necessary for this to occur. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. No discussion of the mitigation proposed to achieve this is offered. The document states that ST would work with the City to develop an operational plan to minimize impacts to streetcar service. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
269	Ch 3 Transportation Enviornment and Consequences	3-133	3.19.3.2	Chris Eilerman	SDOT	The analysis is incomplete. Operation of truncated streetcar service from the CID area to Capitol Hill east of the proposed closure of 5th Ave. (under CID-2a) is only possible if the closure footprint does not impact the streetcar station stop at 5th and Jackson. This mitigation should be identified for this option. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
270	Ch 3 Transportation Enviornment and Consequences	3-139	3.19.4.2	Chris Eilerman	SDOT	The analysis is incomplete. The document notes that the C3 project is assumed to be complete and construction activities for DT-1 and related Westlake closure would impact the Seattle Streetcar system but the streetcar would still be operable though not as a connected system. Significant modifications to the streetcar infrastructure, including capital improvements and maintenance of access to the SLU maintenance facility, where the majority of the streetcar fleet is to be housed, would be necessary for this to occur. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. The streetcar could not operate on the alignment north of Westlake as it would have no access to the SLU OMF. Streetcar headway and frequency would absolutely be impacted by the DT-1 closures. Further, traffic diversions to Stewart St. and 1st Ave. resulting from the construction activity would likely also impact streetcar operations on those streets. No discussion of the mitigation proposed to achieve this is offered. The document states that ST would work with the City to develop an operational plan to minimize impacts to streetcar service. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
271	Ch 3 Transportation Enviornment and Consequences	3-139	3.19.4.2	Chris Eilerman	SDOT	The analysis is incomplete. Alternative construction methods allowing for single track access would still have impacts to streetcar frequency, service, and possibly, safety. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. The DEIS should include a technical memorandum and analysis describing this alternative, including track and signal configuration and how it would mitigate these impacts. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
272	Ch 3 Transportation Enviornment and Consequences	3-140	3.19.4.2	Chris Eilerman	SDOT	The analysis is incomplete. Closure of Terry Ave. as proposed under DT-2 would still have major impacts to streetcar frequency, service, and possibly, safety as it would prevent access to the SLU OMF. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
273	Ch 3 Transportation Enviornment and Consequences	3-150	3.19.7.1	Chris Eilerman	SDOT	The analysis is incomplete. The document notes that the C3 project is assumed to be complete and construction activities would impact the Seattle Streetcar system. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. It states that ST would work with the City to develop an operational plan to minimize impacts to streetcar service. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
274	Technical Report: Transportation	3-28	3.3.1.1	Chris Eilerman	SDOT	The methodology is inconsistent throughout the document. Table 3-21 lists the SLU and FHS streetcar lines as existing service, but not the complete Seattle Streetcar system as expanded by the Center City Connector alignment. However, the document states repeatedly throughout that it is assumed that the Center City Connector is complete by the time the project begins. This should be reflected in the discussion of existing streetcar service and impacts caused to streetcar by the project.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
275	Technical Report: Transportation	3-45	3.3.2.2	Chris Eilerman	SDOT	The analysis is incomplete. The document notes that the C3 project is assumed to be complete and construction activities would impact the Seattle Streetcar system but the streetcar would still be operable though not as a connected system. Significant modifications to the streetcar infrastructure would be necessary for this to occur. No discussion of the mitigation proposed to achieve this is offered. The document states that ST would work with the City to develop an operational plan to minimize impacts to streetcar service. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
276	Technical Report: Transportation	3-48	3.3.2.2	Chris Eilerman	SDOT	The analysis is incomplete. The document notes that the C3 project is assumed to be complete and construction activities would impact the Seattle Streetcar system but the streetcar would still be operable though not as a connected system. Significant modifications to the streetcar infrastructure would be necessary for this to occur. No discussion of the mitigation proposed to achieve this is offered. The document states that ST would work with the City to develop an operational plan to minimize impacts to streetcar service. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
277	Technical Report: Transportation	3-49	3.3.2.2	Chris Eilerman	SDOT	The analysis is incomplete. The document notes that the C3 project is assumed to be complete and construction activities would impact the Seattle Streetcar system but the streetcar would still be operable though not as a connected system. Significant modifications to the streetcar infrastructure would be necessary for this to occur. No discussion of the mitigation proposed to achieve this is offered. The document states that ST would work with the City to develop an operational plan to minimize impacts to streetcar service. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
278	Technical Report: Transportation	3-49	3.3.2.2.	Chris Eilerman	SDOT	The analysis is incomplete. Operation of truncated streetcar service from the CID area to Capitol Hill east of the proposed closure of 5th Ave. (under CID-2a) is only possible if the closure footprint does not impact the streetcar station stop at 5th and Jackson. This mitigation should be identified for this option. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
279	Technical Report: Transportation	3-54	3.3.2.2	Chris Eilerman	SDOT	The analysis is incomplete. Alternative construction methods allowing for single track access would still have impacts to streetcar frequency, service, and possibly, safety. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. The DEIS should include a technical memorandum and analysis describing this alternative, including track and signal configuration and how it would mitigate these impacts. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
280	Technical Report: Transportation	3-55	3.3.2.2	Chris Eilerman	SDOT	The analysis is incomplete. Description of streetcar impact is inaccurate and mitigation measures are missing. Denny Station Construction under DT-2 would close streetcar operations for 4 years as it would cut off access between the streetcar mainline alignment as constructed by C3 and the SLU Operations and Maintenance Facility (OMF) for the majority of the streetcar fleet. SLU streetcar would also be closed as access between SLU OMF and turn around track at McGraw Square would be removed. Streetcar operates on single, one-way track along Westlake and Terry. Closure at Terry would not provide for continuous track to operate.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
281	Technical Report: Transportation	3-66	3.3.3.2	Chris Eilerman	SDOT	The analysis and discussion of mitigation is incomplete. The DEIS notes repeatedly that the streetcar will be impacted to varying degrees under almost all DT and CID alternatives yet will still operate though not as a connected system. The analysis and mitigation are incomplete as they do not sufficiently detail the degrees to which streetcar will be impacted - the likely potential impact of the proposed closures will be to shut down streetcar operations throughout the streetcar system-- nor does the DEIS detail the mitigation needed to allow for continued streetcar operations. The streetcar cannot be easily rerouted or curtailed without major capital work to reconfigure the alignment, install temporary tracks, maintain access to the maintenance facilities at SLU and FHS, and provide for safety during such operations. Such work and operations are subject to safety certification by WSDOT as the Washington State Rail Safety Oversight Agency. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. Such modifications are conditioned in the DEIS as "where feasible." The DEIS should include a technical memorandum and analysis describing the mitigations that are feasible to avoid shutdown of the streetcar system, including track and signal configuration and how it would mitigate these impacts. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
282	Ch 4 Affected Enviornment and Environmental Consequences	4.3.4.-21	4.3.4.4.3	Chris Eilerman	SDOT	The analysis and discussion of mitigation is incomplete. The DEIS notes repeatedly that the streetcar will be impacted to varying degrees under almost all DT and CID alternatives yet will still operate though not as a connected system. The analysis and mitigation are incomplete as they do not sufficiently detail the degrees to which streetcar will be impacted - the likely potential impact of the proposed closures will be to shut down streetcar operations throughout the streetcar system-- nor does the DEIS detail the mitigation needed to allow for continued streetcar operations. The streetcar cannot be easily rerouted or curtailed without major capital work to reconfigure the alignment, install temporary tracks, maintain access to the maintenance facilities at SLU and FHS, and provide for safety during such operations. Such work and operations are subject to safety certification by WSDOT as the Washington State Rail Safety Oversight Agency. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. Such modifications are conditioned in the DEIS as "where feasible." The DEIS should include a technical memorandum and analysis describing the mitigations that are feasible to avoid shutdown of the streetcar system, including track and signal configuration and how it would mitigate these impacts. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
283	Ch 4 Affected Enviornment and Environmental Consequences	4.3.4-22	4.3.4.4.4.	Chris Eilerman	SDOT	The analysis and discussion of mitigation is incomplete. The DEIS notes repeatedly that the streetcar will be impacted to varying degrees under almost all DT and CID alternatives yet will still operate though not as a connected system. The analysis and mitigation are incomplete as they do not sufficiently detail the degrees to which streetcar will be impacted - the likely potential impact of the proposed closures will be to shut down streetcar operations throughout the streetcar system-- nor does the DEIS detail the mitigation needed to allow for continued streetcar operations. The streetcar cannot be easily rerouted or curtailed without major capital work to reconfigure the alignment, install temporary tracks, maintain access to the maintenance facilities at SLU and FHS, and provide for safety during such operations. Such work and operations are subject to safety certification by WSDOT as the Washington State Rail Safety Oversight Agency. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. Such modifications are conditioned in the DEIS as "where feasible." The DEIS should include a technical memorandum and analysis describing the mitigations that are feasible to avoid shutdown of the streetcar system, including track and signal configuration and how it would mitigate these impacts. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
284	Ch 4 Affected Enviornment and Environmental Consequences	4.3.6-4	4.3.6.3.2	Chris Eilerman	SDOT	The analysis is incomplete. The DEIS has repeatedly noted that that the Center City Connector project is assumed to be complete in both the Build and No-Build Alternatives. It does not appear that the VMT numbers reflect that assumptions.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
285	Ch 4 Affected Enviornment and Environmental Consequences	4.3.10-2	4.3.10.3	Chris Eilerman	SDOT	The analysis is incomplete. The DEIS has repeatedly noted that that the Center City Connector project is assumed to be complete in both the Build and No-Build Alternatives. It does not appear that the VMT numbers reflect that assumptions.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
286	Ch 5 Cumulative Impacts	5-10	5.4.4.1	Chris Eilerman	SDOT	The analysis is incomplete. The closures The DEIS notes repeatedly that the streetcar will be impacted to varying degrees under almost all DT and CID alternatives yet will still operate though not as a connected system. The analysis and mitigation are incomplete as they do not sufficiently detail the degrees to which streetcar will be impacted - the likely potential impact of the proposed closures will be to shut down streetcar operations throughout the streetcar system-- nor does the DEIS detail the mitigation needed to allow for continued streetcar operations. The likely impact of these closures will require a shutdown of streetcar operations. The economic impacts of this closure is not discussed in the DEIS. There would be impacts to streetcar staff and funding, as well as the need to rebuild the staffing infrastructure upon resumption of streetcar operations.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
287	Ch 6 Alternatives Evaluation	6-16	6.2.2.2.1	Chris Eilerman	SDOT	The analysis and discussion of mitigation is incomplete. The DEIS notes repeatedly that the streetcar will be impacted to varying degrees under almost all DT and CID alternatives yet will still operate though not as a connected system. The analysis and mitigation are incomplete as they do not sufficiently detail the degrees to which streetcar will be impacted - the likely potential impact of the proposed closures will be to shut down streetcar operations throughout the streetcar system-- nor does the DEIS detail the mitigation needed to allow for continued streetcar operations. The streetcar cannot be easily rerouted or curtailed without major capital work to reconfigure the alignment, install temporary tracks, maintain access to the maintenance facilities at SLU and FHS, and provide for safety during such operations. Such work and operations are subject to safety certification by WSDOT as the Washington State Rail Safety Oversight Agency. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. Such modifications are conditioned in the DEIS as "where feasible." The DEIS should include a technical memorandum and analysis describing the mitigations that are feasible to avoid shutdown of the streetcar system, including track and signal configuration and how it would mitigate these impacts. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
288	Ch 6 Alternatives Evaluation	6-17, 6-18	Table 6-5	Chris Eilerman	SDOT	The analysis and discussion of mitigation is incomplete. The DEIS notes repeatedly that the streetcar will be impacted to varying degrees under almost all DT and CID alternatives yet will still operate though not as a connected system. The analysis and mitigation are incomplete as they do not sufficiently detail the degrees to which streetcar will be impacted - the likely potential impact of the proposed closures will be to shut down streetcar operations throughout the streetcar system-- nor does the DEIS detail the mitigation needed to allow for continued streetcar operations. The streetcar cannot be easily rerouted or curtailed without major capital work to reconfigure the alignment, install temporary tracks, maintain access to the maintenance facilities at SLU and FHS, and provide for safety during such operations. Such work and operations are subject to safety certification by WSDOT as the Washington State Rail Safety Oversight Agency. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. Such modifications are conditioned in the DEIS as "where feasible." The DEIS should include a technical memorandum and analysis describing the mitigations that are feasible to avoid shutdown of the streetcar system, including track and signal configuration and how it would mitigate these impacts. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
289	Ch 6 Alternatives Evaluation	6-21	6.2.2.2.2., Table 6-6	Chris Eilerman	SDOT	The analysis and discussion of mitigation is incomplete. The DEIS notes repeatedly that the streetcar will be impacted to varying degrees under almost all DT and CID alternatives yet will still operate though not as a connected system. The analysis and mitigation are incomplete as they do not sufficiently detail the degrees to which streetcar will be impacted - the likely potential impact of the proposed closures will be to shut down streetcar operations throughout the streetcar system- nor does the DEIS detail the mitigation needed to allow for continued streetcar operations. The streetcar cannot be easily rerouted or curtailed without major capital work to reconfigure the alignment, install temporary tracks, maintain access to the maintenance facilities at SLU and FHS, and provide for safety during such operations. Such work and operations are subject to safety certification by WSDOT as the Washington State Rail Safety Oversight Agency. Absent major capital modifications to the track and signaling, the proposed closures would effectively shut down operation of the Seattle Streetcar entirely. Such modifications are conditioned in the DEIS as "where feasible." The DEIS should include a technical memorandum and analysis describing the mitigations that are feasible to avoid shutdown of the streetcar system, including track and signal configuration and how it would mitigate these impacts. A technical memorandum identifying a plan to maintain streetcar service during construction should be prepared by ST. Given the magnitude of these impacts, this plan should be developed as part of the DEIS and should identify and address the potential for C3 construction to overlap with WSBLE construction so that the proposed mitigation can be fully understood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
290	Appendix J - Conceptual Design Drawings	117	L-50-GSP714	Yuling Teo	SDOT	Missing callout or legend for the lines on the elevation view to understand the alignment in elevation perspective.	All (Systemwide)	The legend for Appendix J, Conceptual Design Drawings, of the Final EIS has been updated.
291	Appendix J - Conceptual Design Drawings	117	L-50-GSP714	Yuling Teo	SDOT	The existing structures foundations are not shown to demonstrate any conflict or not to the proposed alignment/structure	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
292	Appendix J - Conceptual Design Drawings	116		Yuling Teo	SDOT	Missing callout or legend for the lines on the elevation view to understand the alignment in elevation perspective.	All (Systemwide)	The legend for Appendix J, Conceptual Design Drawings, of the Final EIS has been updated.
293	Ch 2 Alternatives Considered	2-63	2.1.2.2.4	Yuling Teo	SDOT	Last paragraph on the page - "The West Galer Street flyover pedestrian facility would be modified to maintain its function in approximately the same location, providing access to the station". Please provide information on the impact to the users during the modification of this facility.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
294	Geology and Soils	4.3.11-4	4.3.11.3.1	Yuling Teo	SDOT	Seismic Hazard, 3rd bullet - please include lateral spreading as an identified potential seismic hazard	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
295	Economics	4.3.3-8	4.3.3.3.3	Yuling Teo	SDOT	Chinatown-International District Segment - it is stated that no impacts are expected to affect the rail, truck, or marine freight movement. For Alternative CID-1a which is the shallow tunnel alternative along 4th Ave S., the 4th Ave S. viaduct is expected to be demolished and reconstructed according to this DEIS(Section 2.1.2.2.2). Can it say for sure there is no impact?	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
296	Public Services, Safety and Security	4.3.14-10	4.3.14.3	Yuling Teo	SDOT	It is stated that police vehicles are not anticipated to experience increased response times. Is this based on a study comparing a roadway without and with visual obstruction such as the guideway columns in the roadway as proposed for alternatives SIB-1 & SIB-2?	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
297	Geology and Soils	4.2.11-4	4.2.11.3.1	Yuling Teo	SDOT	Seismic Hazard, 3rd bullet - please include lateral spreading as an identified potential seismic hazard	All (Systemwide)	Text added as suggested to the Final EIS.
298	Public Services, Safety and Security	4.3.14-16	4.3.14.4.5	Yuling Teo	SDOT	Please address the interim traffic impact when Sound Transit performs routine maintenance of the guideway structures within the Elliott Way W as proposed in Alternative SIB-1 & SIB-2, for the remaining service live of the Sound Transit Link.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
299	Ch 3 Transportation	3-54	3.11.1	Yuling Teo	SDOT	Please address construction impact to bridges immediate and long term serviceability, structural performance, and service life.	All (Systemwide)	Bridges that will be used in the study area during construction traffic are designated freight routes. Sound Transit will comply with all weight restrictions on these roadways.
300	Ch 3 Transportation	3-126	3.19.1	Yuling Teo	SDOT	Please address construction impact to bridges immediate and long term serviceability, structural performance, and service life.		See response to comment 299.
301	Ch 3 Transportation	3-54	3.11.1	Yuling Teo	SDOT	How would pre-construction activities such as subsurface exploration boring and potholing for a project this size be impacting the City? Where is this discussed?		Such explorations would generally be with the project footprint and effects would be consistent with effects of project construction. Sound Transit will acquire the necessary permits for this work from the City as these activities advance.
302	Ch 3 Transportation	3-126	3.19.1	Yuling Teo	SDOT	How would pre-construction activities such as subsurface exploration boring and potholing for a project this size be impacting the City? Where is this discussed?		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
303	Technical Report: Transportation	6-3, 6-25	6.3.1.1, 6.4.1.1	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Missing are: sidewalk conditions (including slope, pavement irregularities, obstructions, widths), curb ramp locations (currently missing) and conditions, and accessible paths mapped within 1/4 mile of the station. The inventory should contain all relevant information to evaluate ADA compliance and impacts within the station area. DEIS pedestrian facility maps cover a much broader scale, and should also focus on the 1/4 mile station area	All (Systemwide)	The Final EIS includes an inventory of existing sidewalks, trails, marked crosswalks, and curb ramps within 10 minute-minute walksheds of stations, and the general conditions of sidewalks and curb ramps were documented within a one-block radius of the preferred alternative station locations. Facility inventories beyond these areas and/or a full Americans with Disabilities Act assessment of City facilities (pavement irregularities, obstructions , and similar) is outside the scope of this environmental analysis. Sound Transit's Station Access Fund program is one venue for identifying and funding general nonmotorized access improvements to the light rail system.
304	Technical Report: Transportation	6-32, 6-51, 6-12, 6-9, 6-24, 6-32	6.4.2.2, 6.4.3.1, 6.1.1, 6.3.2.2, 6.3.3.1, 6.4.2.2,	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. Rebuild of non-motorized facilities and intersection areas need to be communicated as minimum requirements, and trigger restoration requirements in accordance to SDOT's Right-of-Way Opening and Restoration Rule (ROWORR), SDOT ADA Transition Plan, and other applicable sidewalk and pavement restoration requirements at time of permitting -- including replacement and upgrade of impacted ADA curb ramps and receiving companion curb ramps.	All (Systemwide)	Mitigation was identified for project-related impacts to the transportation system, as appropriate. To the extent feasible, Sound Transit followed local design guidance and requirements in the design of the project and when restoring/replacing other affected facilities. Should deviations be necessary due to site-specific conditions, these would need to be approved by the City of Seattle, as the permitting authority. References to applicable local codes and guidance were updated for the Final EIS.
305	Ch 3 Transportation Enviornment and Consequences	3-38, 3-41, 3-113	3.7.3.1, 3.7.4, 3.15.4	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. Rebuild of non-motorized facilities and intersection areas need to be communicated as minimum requirements, and trigger restoration requirements in accordance to SDOT's Right-of-Way Opening and Restoration Rule (ROWORR), SDOT ADA Transition Plan, and other applicable sidewalk and pavement restoration requirements at time of permitting -- including replacement and upgrade of impacted ADA curb ramps and receiving companion curb ramps.	All (Systemwide)	Mitigation was identified for project-related impacts to the transportation system, as appropriate. To the extent feasible, Sound Transit followed local design guidance and requirements in the design of the project and when restoring/replacing other affected facilities. Should deviations be necessary due to site-specific conditions, these would need to be approved by the City of Seattle, as the permitting authority. References to applicable local codes and guidance were updated for the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
306	Technical Report: Transportation	10-2	10.5	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. No measures are provided as to how the project is evaluating 'Americans with Disabilities Act accessibility'. This information is crucial for understanding whether all factors related to ADA were documented as part of the analysis.	All (Systemwide)	The Final EIS was updated to include a map within the 10-minute walkshed (0.5 mile) of the preferred alternative, showing sidewalk condition. Curb ramp condition was also reviewed and are described in the text. A full Americans with Disabilities Act assessment of City facilities as requested (pavement irregularities, obstructions , and similar) was outside the scope of this project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
307	Technical Report: Transportation	6-23, 6-50	6.3.3.1, 6.4.3.1	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. The DEIS notes that to the extent feasible, impacted bike facilities would be rebuilt to a similar level of protection and comfort. All stations, noted on Page 3-43 of Chapter 3, would be designed to include appropriate non-motorized facilities to accommodate increased levels of activity around stations. Yet it is unclear if existing bike facilities within the station area have sufficient capacity for increased bike demand and trips to and from the station.	All (Systemwide)	The Final EIS notes the typical capacity of an on-road bicycle facility as approximately 2,000 bicycles per hour based on the Highway Capacity Manual. Given the number and capacity of bicycle facilities serving the station areas, the existing and planned bicycle facilities around the stations are expected to have sufficient capacity for these additional bicycle trips. This information has been added to the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
308	Technical Report: Transportation	4-14, 4-91	4.2.2.2, 4.3.2.2	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. It is unclear how TNCs are incorporated into pick-up/drop-off calculations, and there is a lack of specific analysis on long-term TNC impacts (as a different type of trip generator than typical pick-up/drop-off). The document also does not describe other first-last mile TNC options that may influence station ridership and station area mobility	All (Systemwide)	Sound Transit researched market trends and Transportation Network Company usage at transit stations to forecast a growth factor in Transportation Network Company usage. Transportation Network Companies continue to be presented together with pick-up/drop-offs as these do not have notably different impact profiles. The station planning team continues to consider the role of Transportation Network Companies and their operational needs as part of the final design. For the purposes of trip generation forecasting, micromobility is included within the walk and bike categories.
309	Technical Report: Transportation	5-5, 5-7, 5-9, 5-18, 5-20	Figure 5-1, Figure 5-2, Figure 5-3, Figure 5-4, Figure 5-5	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. As noted in Page 4-23 of the Transportation Technical Analysis methodology, data will be collected by parking type (e.g., time-limited parking, free parking, loading zone, or private) and location (e.g., block face). Exhibits only show where these are located, not what type. DEIS parking maps cover a much broader scale, and should include map exhibits focused on the 1/4 mile station area where parking conditions are more likely to change and/or be impacted by station area planning and construction	All (Systemwide)	Detailed parking database and maps have been created and can be provided to City staff. Data from the inventory is reflected, as updated, in the Final EIS.

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310	Ch 3 Transportation Enviornment and Consequences	3-18, 3-85	3.4.3.4, 3.12.3.4	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Disaggregated bike trip data can better identify sizing and configuration of bike parking, as well as bike-specific impacts to the existing and proposed facilities. Will a separate study/methodology be developed for bike-only trips?	All (Systemwide)	Sound Transit collaborated with the City of Seattle to help inform the appropriate amount of bike parking at stations. Potential impacts to facilities due to increased bicycle volumes has been addressed in the non-motorized section. Due to statistical uncertainly associated with the low absolute numbers of bikes in the trip generation forecasts, pedestrian and bike access estimates were presented together in the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
311	Technical Report: Transportation	6-14, 6-16, 6-20	6.3.2.2	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. The DEIS notes alternatives with elevated guideway columns that could encroach on existing sidewalks and that Sound Transit would rebuild the affected facilities to the extent possible. It is possible that encroachments may preclude sidewalks from being rebuilt to standard if there is not sufficient ROW space; constrained conditions should be identified.	West Seattle (DUW, DEL, WSJ)	The WSBLE Draft EIS identified areas where columns could encroach and described how that will be handled with the City. The areas where columns could encroach were reviewed again in the West Seattle Link Extension Final EIS to confirm if there were any changes or newly identified impacts, which were discussed in the impacts section.
312	Technical Report: Transportation	6-44, 6-46, 6-47	6.4.2.2	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. The DEIS notes alternatives with elevated guideway columns that could encroach on existing sidewalks and that Sound Transit would rebuild the affected facilities to the extent possible. It is possible that encroachments may preclude sidewalks from being rebuilt to standard if there is not sufficient ROW space; constrained conditions will need to be identified.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
313	Technical Report: Transportation	6-24	6.3.3.1	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. Column encroachments can trigger additional restorations beyond sidewalk rebuild as described in the Right-of-Way Opening and Restoration Rules (ROWORR), such as adding/upgrading curb ramps to meet minimum ADA standards, street tree protections (and/or replacement), signals replacement, and utilities relocation; these will need to be considered as part of impacts and mitigation.	West Seattle (DUW, DEL, WSJ)	See responses to comments 305, 306, and 311.
314	Technical Report: Transportation	6-50	6.4.3.1	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. Column encroachments can trigger additional restorations beyond sidewalk rebuild as described in the Right-of-Way Opening and Restoration Rules (ROWORR), such as adding/upgrading curb ramps to meet minimum ADA standards, street tree protections (and/or replacement), signals replacement, and utilities relocation; these will need to be considered as part of impacts and mitigation.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
315	Utilities	4.2.15-4	4.2.15.4.1	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. Any above ground utility relocations within the ROW need to meet minimum standard clearances and design. Utility work in the ROW, as well as utility relocation on adjacent ROW, may trigger other improvements. For example, utility impacts at intersections will trigger ADA curb ramps under SDOT's Right-of-Way Opening and Restoration Rule (ROWORR), and companion curb ramp policy requirements	West Seattle (DUW, DEL, WSJ)	Comment noted, Sound Transit will continue to coordinate with the City of Seattle on design requirements for utility relocations, including street reconstruction requirements.
316	Utilities	4.2.15-5, 4.3.15-6	4.2.15.6, 4.3.15.6	Justin Panganiban & Steve Hou	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. It is unlikely that the analysis of major utilities would result in no impacts to major utilities, even with the appropriate pre-construction measures. Further elaborate what types of pre-construction measures would result in no mitigations, and what a typical mitigation approach would be for impacted utilities.	All (Systemwide)	Sound Transit will continue to coordinate with the City of Seattle on preconstruction activities for utility relocations and measures to minimize impacts as design progresses.
317	Technical Report: Transportation	6-1, 6-16, 6-14, 6-20, 6-46	6.1, 6.3.2.2, 6.4.2.2	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. What does Sound Transit see as the potential limits to rebuilding facilities "to the extent possible", and when and under what forum would the agreement with the City of Seattle on rebuild of facilities take place?	All (Systemwide)	See response to comment 305.
318	Technical Report: Transportation	6-2	6.2	Justin Panganiban	SDOT Street Use	The methodology does not capture complete impacts of the project. Areas around each station that are accessible to pedestrians and bicyclists did not include an assessment of accessible curb ramps, which are an integral part of an accessible pedestrian network. Follow guidance in SDOT's Right-of-Way Improvements Manual to perform an assessment of accessible crossings within 1/4 mile of transit stations. SDOT maintains curb ramp data in public-facing databases, such as: https://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=8eab0a1cc9e647319131a66cc9b8ce5c	All (Systemwide)	See response to comment 306.
319	Technical Report: Transportation	4-138	Table 4-58	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. Given West Galer Street Flyover's impact to the transportation network, provide more specificity on mitigation to maintain ingress/egress for cruise ship terminal with nearby arterial roadway closures; for example, limiting work to close this route only off-season / not impacting cruise traffic.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
320	Utilities	4.2.15-3, 4.3.15-3	4.2.15.4.1, 4.3.15.4.1	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. Pole relocations trigger pavement restoration requirements and ADA improvements such as curb ramps, which are not captured as a project impact. A number of poles also include street lighting, and therefore would need to be coordinated with roadway lighting design standards and standard clearances.	All (Systemwide)	Comment noted, Sound Transit will continue to coordinate with the City of Seattle on design requirements for utility relocations, including street reconstruction requirements.
321	Ch 6 Alternatives Evaluation	6-33	6.2.2.3	Justin Panganiban	SDOT Street Use	The analysis is incomplete. Cost factors related to above-ground utilities relocation, required curb ramp upgrades, rebuild and restoration of pedestrian and bike facilities, and accessibility improvements where R.O.W. exists may be significant for any elevated alternatives in West Seattle and Interbay/Ballard, and do not appear to be referenced or considered.	All (Systemwide)	Cost is appropriate for the level of design information available. The cost estimate includes utility relocations and pedestrian improvements included as part of the project based on the current level of design.
322	Utilities	4.2.15-5, 4.3.15-6	4.2.15.6, 4.3.15.6	Justin Panganiban	SDOT Street Use	Mitigation measure(s) for identified impacts are missing from the DEIS. Describe potential mitigations when relocating utilities to adjacent ROWs or private properties isn't feasible -- including for minor utilities (which were not part of the scope of the DEIS analysis)	All (Systemwide)	Sound Transit will continue to coordinate with the City of Seattle and other utility providers as design progresses. Adjustments to project design and protection in place are potential options for addressing utility conflicts.
323	Ch 3 Transportation Enviornment and Consequences	4-96, 4-19	Table 4-42, Table 4-10	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Per the Technical Report for Transportation Technical Memorandum, specific pick-up/drop-off curb space requirements for non-transit vehicles were validated and adjusted through the DEIS analysis. It is unclear how pick-up/drop-off quantities in the Trip Generation Forecasts are reflected in quantity/location of designated pick-up/drop off spots in Appendix J	All (Systemwide)	Trip generation forecasts are provided to the station design team, who use them--along with other design considerations--to determine the appropriate size and configuration of station facilities. Pick up and drop off forecasts have been updated for the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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324	Technical Report: Transportation	3-10	3.2.2.2	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. It is unclear how bus stop and layover locations were validated with existing ROW conditions to ensure minimum sidewalk requirements and design standards for loading, ADA, and queuing; these transit facility needs may be more extensive depending on type of transit service, # of routes served, frequency, and # of boardings/alightings. Such standards are discussed in Section 3.10: Transit of Streets Illustrated.	All (Systemwide)	In collaboration with King County Metro (Metro) and the City of Seattle, the bus stop and layover locations have been more definitively identified and compared against available right-of-way and Streets Illustrated expectations for the preferred alternative. Potential design deviations have been discussed at interagency workgroup meetings. Transit Integration Profile diagrams summarize routes, active bays, layover areas, and peak hour frequencies. Drawings are in the Final EIS for the preferred alternative. See also responses to comments 305 and 306.
325	Technical Report: Transportation	AE 0036-17		Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. The focus of transit integration impacts are primarily operational, and do not account for potential neighborhood access and ped/bike facility impacts that emerge from utilizing neighborhood streets for turnaround, layover and/or new routing -- particularly in the West Seattle segment.	West Seattle (DUW, DEL, WSJ)	Secondary impacts related to transit operations are summarized in the Final EIS. In the more detailed Final EIS analysis, potential conflicts with other modes and sensitive land uses are disclosed with a focus on the preferred alternative. Analysis of traffic impacts related to pick-up and drop-off is included in the traffic and non-motorized analysis.
326	Fact Sheet	iv	Anticipated Permits and Approvals	Justin Panganiban	SDOT Street Use	References to local codes citing minimum requirements is missing. Be specific that Street Improvement Permits (SIP) are required for this project for both station and guideway segments. "Street use permit" is too broad of a categorization, as there will be multiple types of street use permits issued for street improvements, utilities work, ROW staging, etc.	All (Systemwide)	In response to this comment, a bullet has been added in the Anticipated Permits and Approvals section of the Fact Sheet to include street improvement permits.
327	Fact Sheet	iv	Anticipated Permits and Approvals	Justin Panganiban	SDOT Street Use	References to local codes citing minimum requirements is missing. Other approvals: Historically, SDOT requires a project construction permit (PCP) as part of the Street Use Permit, which references the permit plans, scope of work and additional permit conditions. Section 7 of the PCP includes additional permits that may be required to complete this work that are not described in this list and should be referenced, including Seattle Fire, King County Health, etc.	All (Systemwide)	The Anticipated Permits and Approvals list does not list City Code since this is intended to be a list of anticipated permits only. Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable city codes. See responses to comments 82 and 326 regarding responses about the inclusion of construction permits and street use permits, respectively.
328	Ch 2 Alternatives Considered	2-91	2.6.8	Justin Panganiban	SDOT Street Use	References to local codes citing minimum requirements is missing. Restoration in the ROW impacted by construction activities would trigger restoration requirements per SDOT's Right-of-Way Opening and Restoration Rule (ROWORR), in addition to other related restoration requirements by SDOT, Seattle Public Utilities, Seattle City Light, etc. that are applicable during time of permitting. These includes bringing impacted curb ramps to ADA compliance, not restoration to existing pre-construction conditions.	All (Systemwide)	The Final EIS includes statements that affected facilities would be rebuilt to applicable local and federal standards in Sections 3.7.3, 3.7.4, and 3.11.6.4 of the Final EIS. Local codes and standards for transportation facilities are also referenced in Chapter 2, Guiding Regulations, Plans, and/or Policies, of Attachment N.1A, Transportation Technical Analysis Methodology, of Appendix N.1, Transportation Technical Report.
329	Ch 3 Transportation Enviornment and Consequences	3-56, 3-128	3.11.1.4, 3.19.1.4	Justin Panganiban	SDOT Street Use	The information used is not accurate. Existing curb ramps (both compliant and non-compliant with ADA) may be expected to be removed or impacted as part of the project; rephrase to indicate that impacted curb ramps will need to be replaced with ADA-compliant curb ramps, and may trigger companion curb ramp requirements per SDOT's companion ADA ramp policy and Right-of-Way Opening and Restoration Rule (ROWORR)	All (Systemwide)	See response to comment 306.
330	Ch 6 Alternatives Evaluation	6-4, 6-10, 6-14, 6-17, 6-21, 6-23, 6-27	Table 6-1, Table 6-3, Table 6-4, Table 6-5, Table 6-6, Table 6-7, Table 6-8	Justin Panganiban	SDOT Street Use	The analysis is incomplete. Several significant impacts have not been identified. Key transportation impacts for each segment, starting on Table 6-1 generally leave out any major impacts that relate to non-motorized modes (pedestrian and bicycle facilities). The DEIS identifies pedestrian and bike detours where existing pedestrian and bicycle facilities are impacted by closures, as well as pedestrian and bike facility impacts as a result of guideway placement; these are key differentiators between alternatives.	All (Systemwide)	The tables include potential impacts to pedestrian and bike facilities that are considered key differentiators. For example Table 6-2, Key Impact Differences - Duwamish Segment, identifies the detour of a portion of the Delridge Connector Trail during construction for Preferred Alternative DUW-1a and Option DUW-1b. A response to this comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
331	Utilities	4.3.15-3, 4.2.15-3	4.2.15.4.1, 4.3.15.4.1	Justin Panganiban	SDOT Street Use	The analysis is incomplete. Several significant impacts have not been identified. Utilities construction may require significant pavement and sidewalk restoration in the ROW as triggered by the Right-of-Way Restoration and Opening Rules (ROWORR), especially if these restorations extend the full length of the block	All (Systemwide)	Comment noted. Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable regulations. Sound Transit will continue to coordinate with the City of Seattle on design requirements for utility relocations, including street reconstruction requirements.
332	Utilities	4.3.15-3, 4.2.15-3	4.2.15.4.1, 4.3.15.4.1	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. How does Sound Transit define and differentiate "minor utility" from major utilities as part of the utility impacts analysis? For the purposes of permitting utility work in ROW, SDOT defines minor and major utilities as such: http://www.seattle.gov/transportation/permits-and-services/permits/utility-work-in-the-right-of-way	All (Systemwide)	Comment noted. Major utilities under Impacts Common to All Alternatives in Section 4.15 of the West Seattle Link Final EIS and reflects available information at the current level of design. Major utilities were defined as follows: •Water mains that are 16 inches in diameter or greater •Sanitary sewer force mains and gravity sewers that are 24 inches in diameter or greater •Stormwater drains that are 36 inches in diameter or greater and drainage ponds •Electrical transmission lines that are 115-kilovolt or greater •High-pressure gas mains •Intermediate-pressure gas lines that are 8 inches in diameter or greater •Telephone and fiber optic duct banks with three or more conduits •Petroleum product pipelines •Steam pipelines that are 12 inches in diameter (carrier pipe diameter) or greater Sound Transit will continue to coordinate with the City of Seattle regarding utility relocations and permitting of relocations in public right-of-way.

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333	Utilities	4.3.15-3, 4.2.15-3	4.2.15.4.1, 4.3.15.4.1	Justin Panganiban	SDOT Street Use	The analysis is incomplete. Minor utilities may incur costs, relocation challenges (if not feasible to relocate utilities in adjacent ROW or private property) and/or restoration work as a project impact, and should be encompassed in the DEIS	All (Systemwide)	See response to comment 332.
334	Technical Report: Transportation	6-22, 6-23	6.3.2.2	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Where the DEIS identifies closure of crosswalk or pathway, and a specific alternative path/crosswalk for access, include distance/time taken to get to alternate crossing locations. This is done in some sections of the DEIS (such as on Page 6-49 of the Technical Report), but not in all sections.	West Seattle (DUW, DEL, WSJ)	In locations where a specific detour route has been identified, the potential change in travel distance for non-motorized travelers under the preferred alternative is documented in the Final EIS. The specific locations of some detours will not be finalized until the contractor is engaged.
335	Technical Report: Transportation	4-3, 4-6. 4-71, 4-72, 4-74	Table 4-1, Table 4-2, Table 4-4, Table 4-30, Table 4-31, Table 4-32, Table 4-33	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Beginning with Table 4-1, the table denotes presence of bike lane and sidewalk along local roadway segments. Is 'bike lane' inclusive of all facility types, and can information be provided on the length and facility type(s) (i.e. protected, in-lane, etc.)? Additionally, how is presence of sidewalk measured (i.e. does it capture any gaps in sidewalk coverage, does it count if sidewalk is only on one side of the street etc.)	All (Systemwide)	Text added to clarify additional information about non-motorized facilities are in Section 6.2, Affected Environment, of Chapter 6, Non-motorized Facilities, in Appendix N.1.
336	Technical Report: Visual	2-30	Figure 2-7f	Justin Panganiban	SDOT Street Use	An existing sidewalk is present on the south side of Genesee St that appears to be removed in the DEL-3 rendering. We expect major pedestrian mobility impacts that have not been accounted for if the guideway precludes the ability to build a sidewalk there.	West Seattle (DUW, DEL, WSJ)	The simulation of Alternative DEL-3 is correct as shown per the proposed design for this alternative. The proposed design shows the sidewalk on the north side of the street widened relative to the existing sidewalk.
337	Ch 3 Transportation Enviornment and Consequences	3-38, 3-41, 3-113	3.7.3.1, 3.7.4, 3.15.4	Justin Panganiban	SDOT Street Use	References to local codes citing minimum requirements is missing. The Standard Plans for Municipal Construction apply whenever any public or private construction is performed within the Rights-of-Way. Streets Illustrated and the Right-of-Way Opening and Restoration Rules (which inform potential restoration in the R.O.W. as a result of construction impacts) point to these drawings, and R.O.W. would need to be built to these standards	All (Systemwide)	Citations in the Final EIS Section 3.11.6.4 were reviewed and updated as appropriate. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
338	Technical Report: Transportation	6-32, 6-51, 6-12, 6-9, 6-24, 6-32	6.4.2.2, 6.4.3.1, 6.1.1, 6.3.2.2, 6.3.3.1, 6.4.2.2,	Justin Panganiban	SDOT Street Use	References to local codes citing minimum requirements is missing. The Standard Plans for Municipal Construction apply whenever any public or private construction is performed within the Rights-of-Way. Streets Illustrated and the Right-of-Way Opening and Restoration Rules (which inform potential restoration in the R.O.W. as a result of construction impacts) point to these drawings, and R.O.W. would need to be built to these standards	All (Systemwide)	Citations in the Final EIS were reviewed and updated as appropriate. See also responses to comments 305 and 328.
339	Ch 3 Transportation Enviornment and Consequences	3-38, 3-41, 3-113	3.7.3.1, 3.7.4, 3.15.4	Justin Panganiban	SDOT Street Use	References to local codes citing minimum requirements should be updated. Revise language to include "at time of permitting", and remove any references to dates (i.e. Streets Illustrated 2020). Street Illustrated design standards, as well as other applicable documents that inform project requirements, may be updated prior to when the project goes in for permitting and would be held to those requirements	All (Systemwide)	See response to comment 337. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
340	Technical Report: Transportation	6-32, 6-51, 6-12, 6-9, 6-24, 6-32	6.4.2.2, 6.4.3.1, 6.1.1, 6.3.2.2, 6.3.3.1, 6.4.2.2,	Justin Panganiban	SDOT Street Use	References to local codes citing minimum requirements should be updated. Revise language to include "at time of permitting", and remove any references to dates (i.e. Streets Illustrated 2020). Street Illustrated design standards, as well as other applicable documents that inform project requirements, may be updated prior to when the project goes in for permitting and would be held to those requirements	All (Systemwide)	Citations in Chapter 6 of Appendix N.1, Transportation Technical Report were reviewed and updated as appropriate. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
341	Ch 5 Cumulative Impacts	5-20	5.4.12	Steve Hou	SDOT Street Use	The analysis is incomplete. Several significant impacts have not been identified. DEIS needs to address long term impacts to the slope stability, such as vibration, etc.	All (Systemwide)	Request is unclear about what impacts the reader feels are missing. The purpose of Chapter 5 is to evaluate cumulative impacts of the proposed project in combination with other past, present, and reasonably foreseeable projects. Impacts from the proposed project are covered in Chapters 3 and 4.
342	Utilities	4.3.11-6	4.3.11.3.5	Steve Hou	SDOT Street Use	The analysis is incomplete. Several significant impacts have not been identified. In the Smith Cove segment, ensure City subsurface drainage system installed from W Garfield St landslide mitigation project at east side of Magnolia bridge ramp will not be impacted by the project.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
343	Appendix J - Conceptual Design Drawings	65	B05-ASP100	Justin Panganiban	SDOT Street Use	The conceptual drawing does not capture project impacts: The proposed bicycle storage shown at back of sidewalk on Pine Street in DT-1 is likely not appropriate with density of pedestrians at this location, and will require further review and discussion. This applies to any high ped-volume location where bicycle storage may be proposed to be located in the R.O.W.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
344	Appendix J - Conceptual Design Drawings	55, 58, 62, 65, 69, 73	B05-ASP700, B02-ASP300, B02-ASP700, B05-ASP100, B02-ASP100, B07-ASP100	Justin Panganiban	SDOT Street Use	The analysis is incomplete. It does not appear that station footprints on 6th Ave allow for sidewalk widths required downtown under Map 1C in SMC 23.49, or with guidance found in Streets Illustrated. Reference this section of the code when reviewing all downtown station sidewalk widths.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
345	Appendix J - Conceptual Design Drawings	79	B09-ASP100	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is inaccurate. The channelization on Dexter Ave at the station entrance for DT-1 does not match current channelization and locates transit and paratransit loading inside the bike lane, which is currently at the curb. This is not a best practice, and the project should evaluate conflicts this arrangement may lead to, and propose additional improvements to minimize mode conflicts	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
346	Appendix J - Conceptual Design Drawings	35	B01-ASP100a	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. CID-2a is missing a reference to 2-way PBL on west side of 5th Ave next to existing light rail plaza in the base map, and may impact planned improvements for multimodal integration.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
347	Appendix J - Conceptual Design Drawings	52	L50-CYX103	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Provide typical cross-sections for Delridge Way (only shown for Genesee St) to illustrate DEL-3 and DEL-4. Guideway column placement may impact multiple aspects of R.O.W. (sidewalk, utilities, intersections)	West Seattle (DUW, DEL, WSJ)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings.
348	Appendix J - Conceptual Design Drawings	52	L50-CYX103	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Provide typical cross-sections for Genesee St showing placement of guideway columns on the north side of Genesee in DEL-2B. Guideway column placement may impact multiple aspects of R.O.W. (sidewalk, utilities, intersections)	West Seattle (DUW, DEL, WSJ)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings.
349	Appendix J - Conceptual Design Drawings	All cross sections	All cross sections	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Provide typical dimension for "column buffers" wherever the guideway column is located on both sidewalks and medians. References to typical 10x10 footprint of guideway columns from 2.1.1.1 of DEIS should be called out in these drawings as a point of reference on how wide these column buffers will be in order to accommodate columns	West Seattle (DUW, DEL, WSJ)	Please see scale provided on cross section drawings. The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings.
350	Appendix J - Conceptual Design Drawings	All cross sections	All cross sections	Justin Panganiban	SDOT Street Use	Cross-sections throughout the drawing set should represent typical above-ground utilities between existing vs. proposed so extent of impacts to utility relocations within the R.O.W. are clear and what an appropriate mitigation might be (placed on private property, separate R.O.W., etc.)	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
351	Appendix J - Conceptual Design Drawings	133	L50-CYX115	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Provide typical cross-section for IBB-1a and IBB-1b showing 14th north of NW 51st St when the guideway shifts to parcels along the east side of 14th. Guideway column placement may impact R.O.W. sidewalk cross-section.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
352	Appendix J - Conceptual Design Drawings	52	L50-CYX103	Justin Panganiban	SDOT Street Use	The conceptual drawing does not capture project impacts: Cross-section for DEL-1a, DEL-2a, DEL-3, and DEL-4 shows the sidewalk removed on the south side of Genesee St (arterial) and expect major pedestrian mobility impacts that have not been accounted for if the guideway precludes the ability to build a sidewalk there. Confirm status of sidewalk.	West Seattle (DUW, DEL, WSJ)	Alternatives DEL-1a and DEL-3 would remove the sidewalk on the south side of Southwest Genesee Street. The proposed design shows the sidewalk on the north side of the street widened relative to the existing sidewalk, and crosswalks would be provided at Southwest Avalon Way and 26th Avenue Southwest to access destinations on the south side of the street at these locations. A crosswalk would also be provided for any bus stops on the south side of the road. Other alternatives would maintain the sidewalk on the south side of the road. See Sections 3, Transit and 6, Non-motorized Facilities, of Appendix N.1, Transportation Technical Report of the Final EIS for more information.
353	Appendix J - Conceptual Design Drawings	8	L50-CYX107	Justin Panganiban	SDOT Street Use	The analysis is incomplete. ADA improvements (including curb ramps) and other restoration requirements may be triggered by relocation of 230kv transmission poles along 6th Ave between Massachusetts St and substation south of Spokane St	SODO/CID	This level of detail is beyond conceptual design. Sound Transit would meet applicable codes and will continue to work with the City during final design.
354	Appendix J - Conceptual Design Drawings	12	W01-ASP100	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Unclear what the safety and operational tradeoffs are of consolidating paratransit, pick-up/drop-off, bus pickup, and layover on a single loop off of single street (SODO-1b and SODO-2) vs. separate drop-off accessed off of 4th and 6th (SODO-1a) in the DEIS.	SODO/CID	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. Chapter 3, Transit, of Appendix N.1, Transportation Technical Report, was revised to include more detail on pick-up/drop-off operations at the SODO Station.
355	Appendix J - Conceptual Design Drawings	9	W01-ASP700	Justin Panganiban	SDOT Street Use	The conceptual drawing does not capture project impacts: Potential safety conflicts are present if transit and paratransit loading directly fronts SODO Trail in SODO-2, and appropriate mitigations may need to be identified if this alternative is carried further.	SODO/CID	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings.
356	Appendix J - Conceptual Design Drawings	115	B13-ASP700	Justin Panganiban	SDOT Street Use	The conceptual drawing does not capture project impacts: Prospect Street Station/Central Interbay Alternative (SIB-3) locates pick-up/drop-off adjacent to busy freight route, as well as across the street. If this alternative is carried further, loading areas need to be relocated.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
357	Appendix J - Conceptual Design Drawings	44	L50-GSP423	Justin Panganiban	SDOT Street Use	The conceptual drawing does not capture project impacts: Guideway and station within the Delridge Way R.O.W. in DEL-3 will likely trigger utility relocations and ADA sidewalk and intersection improvements along a substantial portion of Delridge Way	West Seattle (DUW, DEL, WSJ)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings.

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358	Appendix J - Conceptual Design Drawings	44	L50-GSP323	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Provide typical cross-section for Andover St and Avalon Way in the Andover Station alternatives (DEL-5) showing how the placement of guideway columns on the median affect the R.O.W.	West Seattle (DUW, DEL, WSJ)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings.
359	Appendix J - Conceptual Design Drawings	76	L50-CYX102	Justin Panganiban	SDOT Street Use	The conceptual drawing does not capture project impacts: Bike lanes are built on only one side of Fauntleroy and are not grade-separated in WSJ-2. Proposed cross-section would potentially preclude opportunity to rebuild Fauntleroy SW with planned raised protected bike lanes on both sides of street per the Fauntleroy SW Boulevard Project	West Seattle (DUW, DEL, WSJ)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. The project as listed as an assumed project in Attachment N.1A, Transportation Technical Analysis Methodology, of Appendix N.1, Transportation Technical Report. Sound Transit would coordinate with the City on roadway design if this alternative were selected as the project to be built.
360	Appendix J - Conceptual Design Drawings	General	General	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. For on-street parking spaces that are proposed to convert into pick-up/drop-off, confirm that the quantities in the DEIS are accurately reflected in Appendix J drawings. Allocated zones should be shown explicitly and consistently across different alternatives (parking space footprints are marked in some alternatives, and not others).	All (Systemwide)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. Station design drawings have been updated for the Final EIS and the parking analysis of the Final EIS reflects these designs.
361	Appendix J - Conceptual Design Drawings	General	General	Justin Panganiban	SDOT Street Use	For consistency across ST3 planning documents, Legend/key should use "Station Footprint" or "Station Limit-of-Work" (or other term) rather than "Station Area Footprint". Station Area references the 1/2 mile planning area around each station.	All (Systemwide)	This has been changed to "Station Operations Footprint" in the Final EIS.
362	Appendix J - Conceptual Design Drawings	General	General	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Bike storage footprints vary between stations without rationale of how bike quantity and storage sizing is determined (i.e. Smith Cove is tiny, Midtown is missing bike storage, Avalon takes up a small footprint within a much larger parcel, CID's bike storage takes up three parcels east of the station entrance, Westlake is located along sidewalk frontage zone). Provide estimated parking quantities per station and describe basis of design for siting bike facilities.	All (Systemwide)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. See response to comment 310.
363	Appendix J - Conceptual Design Drawings	57	W03-ASP400	Justin Panganiban	SDOT Street Use	The conceptual drawing does not capture project impacts: Passenger loading that does not front station entrances may encourage midblock crossings and may require ADA or other crossing treatments. For example, passenger loading midblock on south side of Dakota St (in DEL-3 and DEL-4) opposite station appears to incentivize or encourage midblock pedestrian crossings.	West Seattle (DUW, DEL, WSJ)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. See Section 6, Non-motorized Facilities, of Appendix N.1, Transportation Technical Report, for more information on Americans with Disabilities Act facilities and access.
364	Appendix J - Conceptual Design Drawings	9, 10, 12, 14,	W01-ASP700, W01-ASP1200, W01-ASP100, W01-ASP600	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Several alternatives at SODO Station propose new roadway loops for pick-up/drop-off, paratransit, and transit loading. These new intersections may require new/upgraded traffic infrastructure for mobility and pedestrian crossings, and it is unclear if these roadway loops are sized appropriately for frequency of transit and pick-up/drop offs during peak hours.	SODO/CID	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. Please see updated drawings in Appendix J and description of Preferred Option SODO-1c in Chapter 2, Alternatives Considered, of the Final EIS. Station designs reflect coordination with the City and Metro, and Sound Transit will continue to coordinate with the City and Metro during final design.
365	Appendix J - Conceptual Design Drawings	111, 113, 115	B13-ASP100, B13-ASP300, B13-ASP700	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Several alternatives at Smith Cove Station propose new roadway loops for pick-up/drop-off, paratransit, and transit loading. These new intersections may require new/upgraded traffic infrastructure for mobility and pedestrian crossings, and it is unclear if these roadway loops are sized appropriately for frequency of transit and pick-up/drop offs during peak hours.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
366	Appendix J - Conceptual Design Drawings	General	General	Justin Panganiban	SDOT Street Use	The information necessary to identify impacts and compare alternatives is missing. Site plans should make distinction between retained bus loading locations and proposed new bus loading locations.	All (Systemwide)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. Station drawings show proposed bus loading areas based on coordination with Metro.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
367	Parks and Recreational Resources	229	4.2.17.1.2	Joel Miller	SDOT Street Use	The analysis fails to account for Shoreline Street End (SSE) sites within the project area of the Duwamish crossing. This includes the SW Hinds St SSE, the Chelan Ave SW SSE, the SW Spokane ST SSE sites. The SW Spokane St sites, also called the fishing bridge, are well-used areas for community fishing and water exploration.	West Seattle (DUW, DEL, WSJ)	The EIS is only including/assessing impacts to those **improved** street-ends that have public access. As such, the 22nd Avenue Southwest Shoreline Street-end is included, but not the ones noted in the comment. The Spokane Street fishing bridge has been added as a social resource in Section 4.4, Social Resources, Community Facilities, and Neighborhoods.
368	Parks and Recreational Resources	146	4.2.9.3.3	Joel Miller	SDOT Street Use	This analysis fails to account for potential impacts to the planted pollinator garden that is part of the Spokane St Shoreline Street End. Shading or other changes could have negative outcomes for this pollinator garden.	West Seattle (DUW, DEL, WSJ)	See response to comment 367. Only street-ends that are “improved” with public access are included as recreational resources (Spokane Street Shoreline Street-end is not one of these).
369	Ch 3 Transportation	3-34	3.6.3	Jonathan Williams	SDOT T&M	Report states " Consistent with all existing light rail stations in Seattle, Sound Transit expects that the City of Seattle would manage parking within the vicinity of new stations by placing restrictions (including time limits or permit restrictions) where they do not already exist." which is not true at SODO or Stadium stations	SODO/CID	Text has been updated to read "consistent with most existing light rail stations…" in the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
370	Ch 3 Transportation	3-35	3.6.3.1	Jonathan Williams	SDOT T&M	ST defines the potential "walkshed" for hide and ride users as 0.25 miles from the station, but on page 3-37 defines the walkshed of a station to be 0.5 miles. Using consistent methodology, if users will walk 0.5 miles to the station, this walkshed should also constitute the area of review for potential hide and ride impacts.	All (Systemwide)	Previous parking studies prepared as part of the Records of Decision for the Central Link, University Link, and Northgate Link extensions used a 0.25-mile study area around stations. Follow-up studies, conducted after the start of operations, have confirmed that parking restrictions made within 0.25 mile are sufficient to control most hide-and-ride impacts. While some people may park and walk beyond the 0.25-mile radius, it is a subset of overall hide-and-ride transit riders and the effect on any particular block outside of that radius is dispersed limiting potential impact. Therefore, a 0.25-mile radius study area for the Final EIS is appropriate. Mitigation measure recommends that pre-opening and post operation studies around all stations be performed to assess conditions that exist in the future and implement appropriate restrictions at that time.
371	Appendix J - Conceptual Design Drawings	169	B02	Jonathan Williams	SDOT T&M	This figure and others depict Sound Transit Maintenance vehicle spaces in the public ROW where no curb parking exists and sidewalk width requirements limit curb or channelization modification. If this level of parking access is required at station entrances, Sound Transit must identify off-street locations to serve this function and remove these assumed ROW spaces from project documents.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
372	Appendix J - Conceptual Design Drawings	172	B02	Jonathan Williams	SDOT T&M	The figure depicts Sound Transit Maintenance/Service vehicle parking impacts/removes an existing load zone that has no identified relocation area. Sound Transit cannot assume that their service/maintenance vehicle stalls can be met within the public right-of-way, particularly downtown.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
373	Appendix J - Conceptual Design Drawings	165	B02	Jonathan Williams	SDOT T&M	This figure calls out paratransit loading designated on a street segment with 11% running slope, and an alternate location or other modifications may need to be evaluated.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
374	Ch 3 Transportation	3-56	3.11.6.3	Jonathan Williams	SDOT T&M	Mitigation measure(s) for identified impacts are missing from the DEIS. Page 3-56 indicates that Sound Transit expects that construction employee vehicles would be limited only to the number that could park within the construction staging area, but then notes they may park on-street during heavy construction periods which may impact local curb space. Mitigation measures for construction worker parking during "heavy construction periods" may potentially include worker shuttle service or additional off-street accommodation, which are not described.	All (Systemwide)	Text related to construction worker parking and mitigation has been clarified.
375	Ch 3 Transportation	3-98	3.13.3.2	Jonathan Williams	SDOT T&M	The methodology does not capture traffic impacts from utilization of private pay lots as a mode of access and generation of vehicle trips. Experience from other end-of-line stations (i.e. University of Washington) indicates that transit ridership will lead to increased utilization of private pay lots where available.	All (Systemwide)	While there is not a separate public or private park & ride mode in the trip generation forecasts, they do account for all the expected travel demand as anticipated by the Sound Transit ridership model, and are captured in the pick-up/drop-off category. Some riders may use private parking lots near stations, but given the relatively low numbers of pick-up/drop-off trips and distributed nature of private pay lots, this is not expected to affect traffic operations.
376	Ch 3 Transportation	3-86	Table 3-20	Jonathan Williams	SDOT T&M	Methodology to determine pick up / drop off volumes, and subsequent outcomes is unclear and appears inconsistent. Appendix N1 (p 4-17) references the volume source as the not-provided "Sound Transit Incremental Ridership Model." Page 6-40 of N1 says at the Westlake station, "the number of additional riders on the surface streets would be limited; these people would be walking, biking, or being picked up or dropped off." Yet table 3-20 in Chapter 3 indicates building new light rail to Ballard would add zero drop offs at Westlake station even though ridership increases by 40%, and is unclear from the methodology why no pick up or drop off trips would be added. This methodology needs to be transparently provided to allow for understanding need for pick up / drop off accommodations on City streets where curb space may be limited or not available.	All (Systemwide)	The mode of access forecast methodology uses a combination of ridership model outputs and local travel survey data to estimate trips by mode to and from stations. This methodology was developed prior to the WSBLE Draft EIS and reviewed and approved by City of Seattle staff in a series of workshops. In the WSBLE Draft EIS, mode of access forecasts were rounded to the nearest 50, which is why some modes were presented as having zero trips in certain locations. In the West Seattle Link Extension Final EIS, mode of access forecasts with values less than 100 were rounded to the nearest 10. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
377	Ch 3 Transportation	3-24, 5-1, 3-104	Table 3-25	Jonathan Williams	SDOT T&M	In multiple places, the report says there are no unrestricted parking spaces within 0.25 miles of the Chinatown ID station, but this is incorrect. There are unrestricted parking spaces on Lane S St and Maynard Ave S within 1,000 feet of proposed alternatives. Please include in analysis and potential mitigation.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
378	Ch 3 Transportation, Technical Report: Transportation	5-16, 3-36	5.2.3.1, 3.6.4	Jonathan Williams	SDOT T&M	The information necessary to identify impacts and compare alternatives is missing. Relocation of existing designated ADA spaces or commercial load zones need to be explicit about proximity to specific destinations it serves, as well as curb ramp proximity, as parameters for relocation. The study does not specifically disclose where existing ADA spaces or commercial zones are - simply including them with other more-flexible restricted spaces. It is not possible then to understand impacts or if mitigation exists.	All (Systemwide)	Americans with Disabilities Act parking stalls and load zones that currently exist in construction areas have been identified in the Final EIS. Per mitigation measures, Sound Transit will work with the City to relocate parking stalls affected by construction activities, and temporary or permanent relocation options will need to meet accessibility requirements.
379	Appendix J - Conceptual Design Drawings	55, 57, and others	W03-ASP200, W03-ASP400, and others	Jonathan Williams	SDOT T&M	Most station-adjacent ADA accessible loading areas (paratransit) are shown with a recessed curb, presumably to accommodate a 5' access aisle in line with PROWAG / Access board guidelines, but no such access aisle is shown along Columbia in DT-1. If implemented on Columbia, it would narrow the distance between recessed curb and property line to only 7'. Narrower sidewalks and added pedestrian volumes here would have significant impact on pedestrian level of service and safety and would not be consistent with minimum requirements for sidewalk widths in downtown Seattle. Project team should clarify design intent of these areas to clarify where sidewalk space will be reduced	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
380	Ch 3 Transportation	Page 3-10	3.3.2	Lizzie Moll	SDOT	The methodology or information used is outdated. Updated information should state that alternative CID-1a* could [not would] prohibit vehicles from traveling north along 4th Avenue, since there has been no transportation management plan developed for this area and with alternative CID-1a* there will be a partial closure south of Jackson (not a full closure).	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
381	Appendix J - Conceptual Design Drawings			Lizzie Moll	SDOT	The methodology does not capture complete impacts of the project including: sidewalk and ADA pedestrian infrastructure improvements necessary to connect paratransit loading areas and bus loading areas to new station entrances. Having accessible pathways is essential to the function of the project and should be included in the WSBLE project.	All (Systemwide)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. Section 3.7, Affected Environment and Impacts during Operation – Non-motorized Facilities, of Chapter 3, Transportation Environment and Consequences, and Section 6.3.2, Build Alternatives, in Chapter 6, Non-motorized Facilities, of Appendix N.1, Transportation Technical Report, of the Final EIS describe how the project would be designed to meet Americans with Disabilities requirements.
382	Ch 3 Transportation	Page 3-109	3.15.3.1	Lizzie Moll	SDOT	Mitigation measures for event surges are missing from the DEIS including impacts of elevator only stations versus stations that can also be accessed by stair or escalator. Study impacts on community, transportation operations, and right-of-way impacts of surge events on CID-1b and CID-2b options. Longer queues for elevators during major surge events or bus-light rail or rail-light rail transfers could necessitate additional entrances to disperse capacity. Include in methodology the time it will take for folks to get on an elevator at each entrance as well as surge numbers. This should include major stadia events as well as the arrival of a full Sounder train.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
383	Appendix G - Environmental Justice	Page 5-31	Table 5-4	Lizzie Moll	SDOT	Mitigation measure for pedestrian Level of Service (L.O.S.) is not described under "Best Management Practices and Mitigation". Consider pedestrian L.O.S. as studied in Chapter 3 to inform pedestrian mitigation needs.		No impacts to pedestrian L.O.S. were identified; therefore, no mitigation is proposed. Please see Chapter 6, Non-motorized Facilities, of Appendix N.1, Transportation Technical Report.
384	Appendix J - Conceptual Design Drawings	Page 137-138		Lizzie Moll	SDOT	The methodology does not capture complete impacts of the project including: the impact on a person with disabilities needing to take three elevators to reach the station platform. Especially during surge events, the impact on customer experience, may be unacceptable. Also not captured in Appendix G: Environmental Justice.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
385	Appendix J - Conceptual Design Drawings			Lizzie Moll	SDOT	The analysis is incomplete. Impacts on public right-of-way are beyond what is indicated for utility relocation necessary by the project. Include areas for relocating utilities as part of indicated "construction limits".	All (Systemwide)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. Please see Section 4.15, Utilities, for information about utility conflicts with major utilities and how Sound Transit would coordinate with utility providers as design advances.
386	Ch 3 Transportation	Page 3-114 to 3-117		Lizzie Moll	SDOT	The analysis is incomplete. Significant impacts of introducing new points of interest (station entrances) have not been factored into safety impacts for non-motorized travel. Consider the introduction of a new destination with SDOT's Vision Zero Bicycle and Pedestrian Safety Analysis and key findings: http://www.seattle.gov/Documents/Departments/SDOT/VisionZero/SDOT_Bike%20and%20Ped%20Safety%20Analysis_Ph2_2420(0).pdf	All (Systemwide)	Added safety assessments of project design elements and addressed Vision Zero priority locations in the Final EIS.
387	Appendix J - Conceptual Design Drawings	172		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to pedestrian safety in the walkway proposed between Westlake Center and proposed West station entrance have not been identified. It is currently proposed seemingly without CPTED-informed design, with narrow walkway and no visual permeability of the head house along diagonal face.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
388	Appendix J - Conceptual Design Drawings	172		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to safe access to existing bicycle infrastructure has not been identified, including how the proposed bicycle facilities at station locations will be connected with proposed bicycle facilities (as part of the Pike/Pine Renaissance) on Pike and Pine between 4th and 6th. These are essential for bicycle safety and connecting people on bicycles to the stations and should be included as part of the WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
389	Appendix J - Conceptual Design Drawings	172		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing are sidewalk dimensions outside of station entrances. Provide standard space/frontage zone at all entrances in downtown. Provide at least 18' sidewalks at frontage, 24' wide sidewalks at station entrances, and 28' at bus integration locations. Provide high transparency at street façade. These items are essential for wayfinding, pedestrian safety and comfort and should be include as part of the WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
390	Appendix J - Conceptual Design Drawings	172		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to future street design and operation are not represented. Integrate/coordinate special design treatments with Pike/Pine Renaissance project. All streets impacted by construction will be reconstructed to an agreed upon design between SDOT and Sound transit. Pike and Pine between 4th and 5th are pedestrian priority streets, therefore restrict vehicle access. These impacts and reconstructions should be included within the WSBLE project area.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
391	Appendix J - Conceptual Design Drawings	172		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing is a description of the type and location of bike parking facilities. It is essential to provide sufficient end of trip bicycle parking facilities that are conveniently accessed off of Pike St and Pine St to support safe and convenient bicycle-rail transfers. Provide bicycle parking, both long term bicycle storage as well as on street short term parking on/near Pike and Pine near station entrances. Provide bicycle parking at 5th and Pike headhouse on north side. This bicycle parking should be included as part of WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
392	Appendix J - Conceptual Design Drawings	180		Ellie Smith	SDOT	The analysis is incomplete. Missing is analysis of the impact of number and location of station entrances from the street, particularly when station entrances are not provided on all frontages. Examples include Denny, Westlake, and 9th Ave for the north headhouse in addition to Blanchard, 8th, and Westlake. Direct access to the station will alleviate impacts of pedestrian congestion on downtown's congested sidewalks. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
393	Appendix J - Conceptual Design Drawings	180		Ellie Smith	SDOT	The analysis is incomplete. Missing is analysis of the impact of not including station entrances on both sides of arterial streets. Explore adding entrance on north side of Denny at Discovery Center with new Vulcan development and on the east side of Westlake at the Whole Foods Plaza. This is essential to accommodate PM and AM peak commuter surge, improve pedestrian safety and reduce potential vehicular and pedestrian/bicycle conflicts at intersections and should be included as part of WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
394	Appendix J - Conceptual Design Drawings	180		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing are sidewalk dimensions outside of station entrances. Provide standard space/frontage zone at all entrances in downtown. Provide at least 18' sidewalks at frontage, 24' wide sidewalks at station entrances, and 28' at bus integration locations. Provide high transparency at street façade. These items are essential for wayfinding, pedestrian safety and comfort and should be include as part of the WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
395	Appendix J - Conceptual Design Drawings	180		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing is a description of the location of a safe all ages and abilities bicycle connection to existing bicycle facilities on 9th Ave and include as part of the WSBLE project. This connection is essential for people to safely bicycle to the station.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
396	Appendix J - Conceptual Design Drawings	183		Ellie Smith	SDOT	The analysis is incomplete. Missing is analysis of the impact of not including station entrances on only one side of key streets. This is essential to enhance the safety of the pedestrian connection to the station and avoiding requiring crossing Denny Way and Thomas St. This also reduced impacts to downtown's congested sidewalks. An access point on both sides of key streets should be included as part of the WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
397	Appendix J - Conceptual Design Drawings	183		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing is clarity on if station footprints are designed to accommodate adequate publicly available space for bicycle and micromobility parking for customers accessing WSBLE stations without impinging on required pedestrian clear zones along station frontages or impacting the pedestrian network. Sound Transit's approach towards accommodating bicycle and micromobility parking should be included as an essential element of the WSBLE project for safe multimodal access to and from WSBLE stations. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
398	Appendix J - Conceptual Design Drawings	183		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing is clarity on how Terry and Denny intersection would accommodate pedestrians and bicyclists accessing the light rail station. Improvements are essential for bicyclist and pedestrian access to the station and should be included as part of the WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
399	Appendix J - Conceptual Design Drawings	183		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing are sidewalk dimensions outside of station entrances. Provide standard space/frontage zone at all entrances in downtown. Provide at least 18' sidewalks at frontage, 24' wide sidewalks at station entrances, and 28' at bus integration locations. Provide high transparency at street façade. These items are essential for wayfinding, pedestrian safety and comfort and should be include as part of the WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
400	Appendix J - Conceptual Design Drawings	183		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to a publicly accessible hill climb between Terry St and John St should be included as an essential element of the WSBLE project. This would provide accessible/step free/level pedestrian access to and from the station to the surrounding neighborhood, and relieve pedestrian loading on sidewalks immediately adjacent to the station.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
401	Appendix J - Conceptual Design Drawings	183		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to pedestrian and bicyclist space and access on Terry Ave is not included. Reconstructing Terry Ave per Seattle's Street Concept plan guidelines is essential to provide sufficient pedestrian and bicyclist space and a 'shared street' environment and should be included as part of the WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
402	Appendix J - Conceptual Design Drawings	186		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to adequate access and connection to key bicycle and pedestrian facilities from the Seattle Center are not addressed. Explore adding entrance off of Thomas St. to facilitate strong bicycle/ped connection and serve as main entry for access from Seattle Center. This is essential for connection from planned Thomas St Green Street and should be included in the WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
403	Appendix J - Conceptual Design Drawings	186		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing are sidewalk dimensions outside of station entrances. Provide standard space/frontage zone at all entrances in downtown. Provide at least 18' sidewalks at frontage, 24' wide sidewalks at station entrances, and 28' at bus integration locations. Provide high transparency at street façade. These items are essential for wayfinding, pedestrian safety and comfort and should be include as part of the WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
404	Appendix J - Conceptual Design Drawings	186		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing is a description of the type and location of bike parking facilities. It is essential to provide sufficient end of trip bicycle parking facilities that are conveniently accessed off of Dexter at north headhouse This is essential because Dexter is a major bicycle route that connects to the station. (See also similar comment directed at all stations)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
405	Appendix J - Conceptual Design Drawings	186		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to adequate and necessary pedestrian and bicyclist facilities at the intersection of Harrison and Dexter are not identified. This is essential for safe bicycle access to bicycle and pedestrian facilities on Dexter and should be included as part of the WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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406	Appendix J - Conceptual Design Drawings	186		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to adequate and necessary pedestrian and bicyclist facilities at the intersection of Harrison and Dexter are not identified. This is essential for safe bicycle access to bicycle and pedestrian facilities on Dexter and should be included as part of the WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
407	Appendix J - Conceptual Design Drawings	186		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to access to the station are not accurate because it does not reflect the fact that Thomas Street is a Green Street with a Street Concept Plan. Identified impacts should align with planned street improvements along Thomas between 6th and 7th and be included as part of WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
408	Appendix J - Conceptual Design Drawings	186		Ellie Smith	SDOT	The analysis is incomplete. Impacts related to access to the station do not account for the use of the existing plaza to the west of the southern headhouse. Reconfiguring that existing plaza is essential to create sufficient space to accommodate surge volumes from major events at the Seattle Center and should be included as part of the WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
409	Appendix J - Conceptual Design Drawings	190		Ellie Smith	SDOT	The information necessary to identify impacts is missing. Missing is a description of how the station will accommodate major event surges from Seattle Center (e.g., there may need to be wider sidewalks, and larger openings at entrances). This is essential for safe access during events and should be included as part of WSBLE project. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
410	Technical Report: Transportation	6-1		Ellie Smith	SDOT	The methodology does not capture complete impacts of the project because the proximal bicycle and pedestrian analysis is limited to one block beyond station entrance. There may be instances where improvements are necessary beyond 1 block from the station, such as at key intersections, bus stop locations/connections, connections to bicycle network.		No capacity constraints were identified within one block of the stations, so no further analysis was needed beyond that distance.
411	Technical Report: Transportation	6-1		Ellie Smith	SDOT	The methodology does not capture complete impacts of the project because the bikeshed is limited to 1.5 miles. FTA recommended methodology states 3 miles as appropriate bikeshed.		The Final EIS used 10-minute sheds to provide context on the availability of bike infrastructure in the vicinity of stations. A detailed inventory of bike infrastructure outside the project area is beyond the scope of this environmental impact analysis. However, all potential impacts to non-motorized infrastructure were disclosed regardless of location. While bicycle and trail improvements within a 3-mile radius of transit stations can be eligible for grants through FTA, they do not impose a minimum study area or a required set of non-motorized access improvements for grant-eligible projects.
412	Technical Report: Transportation	6-1		Ellie Smith	SDOT	The methodology does not capture complete impacts of the project because the proximal bicycle and pedestrian analysis is limited to only the presence of facilities. The methodology should also assess standard or quality of facility i.e. whether it meets City of Seattle standards for width, design, and accessibility etc. Current analysis only reviews the presence or absence of facility which is an inadequate assessment.		See response to comment 411. The Final EIS was updated to include a map within the 10-minute walkshed (0.5 mile) of the preferred alternative showing sidewalk condition. Curb ramp condition was also reviewed and is described in the text. No capacity constraints were identified within one block of the stations so no further analysis was needed beyond that distance. Detailing the width and design for all facilities was outside the scope of the Final EIS. To the extent feasible, Sound Transit follows local design guidance and requirements in the design of the project and when restoring/replacing other affected facilities. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
413	Ch 3 Transportation	Page 3-133	3.19.3.2	Lizzie Moll	SDOT	This information used is outdated. Please refer to King County Metro's comments from the ADEIS to estimate the number of bus routes predicted on 4th Avenue South.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
414	Ch 3 Transportation	Page 3-135	3.19.5	Lizzie Moll	SDOT	The information presented is inaccurate and unfounded as stands. Diverting volumes does not determine increase of collisions. If there is a study that shows this is true, please include. Collisions are mostly linked to speed and roads that are designed for high speeds. (See Vision Zero principles)	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
415	Acquisitions, Displacements, and Relocations	Page 4.3.1-1	Table 4.3.1-1 to table 4.3.1-5	Lizzie Moll	SDOT	The methodology does not capture complete impacts of the project. The tables do not differentiate between properties affected by construction and access to the building will mean temporary closure vs. permanent acquisitions of properties and displacement of businesses and residential units.	All (Systemwide)	See Appendix L4.1, Acquisitions, Displacements, and Relocations, for information on affected parcels related to access. The Final EIS assumes that relocations are permanent unless otherwise noted. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
416	Acquisitions, Displacements, and Relocations	Page 4.3.3-8	4.3.3.3	Lizzie Moll	SDOT	The information necessary to identify impacts and compare alternatives is missing. Some properties are mentioned by name (e.g., Ryerson Bus Base, a Goodwill outlet), while others are not. Be consistent in naming business and employee displacements, especially in the CID where business type is integral to the historic district.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
417	Appendix J - Conceptual Design Drawings	114-147	All CID Options	Jonathan Lewis	SDOT	The methodology does not capture complete impacts of the project. Customers must be able to access both (existing and future CID stations) stations from any entrance. It is essential that customers not be required to travel up to street level and then back down again to transfer between lines to avoid unnecessary pedestrian traffic in a heavily congested area and should be included as part of WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
418	Appendix J - Conceptual Design Drawings			Lizzie Moll	SDOT	References to local codes citing minimum mitigation requirements is missing for Non-motorized facilities. Therefore, the project is out of compliance with current code and the City will not be able to issue permits. Project limits should include intersection and pedestrian improvements. The City's right-of-way Improvements manual design standards require pedestrian improvements within 1/4 mile of station entrance including tactile warning strips at legal crosswalks, smooth accessible sidewalks within a quarter mile of station entrance, with the minimum dimension of clear unobstructed sidewalk width. See design standards here: https://streetsillustrated.seattle.gov/design-standards/transit/	All (Systemwide)	The Final EIS includes statements that affected facilities would be rebuilt to applicable local and federal standards in Sections 3.7.3, 3.7.4, and 3.11.6.4. Local codes and standards for transportation facilities are also referenced in Chapter 2 of Attachment N.1A of Appendix N.1, Transportation Technical Report.
419	Appendix J - Conceptual Design Drawings	114-147		Lizzie Moll	SDOT	Mitigation measures for identified impacts are missing from the DEIS. The S Weller St connection between Weller Street pedestrian bridge through 6th Ave S is an essential element of the project for pedestrian transfers between Sounder to light rail or for pedestrian access during stadium events. Necessary improvements to this connection should be included as part of the WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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420	Appendix J - Conceptual Design Drawings	114-147		Lizzie Moll	SDOT	The analysis is incomplete. Impacts to the current light rail plaza at 5th Ave S and S Jackson have not been identified. Include enhancements to the existing light rail plaza in the WSBLE project. The existing light rail plaza will be essential for pedestrian access and customer transfers from existing northbound light rail station to Ballard link extension project and for accommodating surges of pedestrians from major events. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
421	Appendix J - Conceptual Design Drawings	139, 142, 145		Lizzie Moll	SDOT	The analysis is not complete. S Jackson St street frontage improvements between and including 4th Ave S and 6th Ave S should be included in the WSBLE project as an essential pedestrian connection to the station for bus-light rail transfers and light rail-street car transfers. (See also similar comment directed at all stations.)		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
422	Appendix J - Conceptual Design Drawings	133-135, 136-138		Lizzie Moll	SDOT	The project does not meet the City's Historic District Standards and the placement of vent and egress at Union Station plaza on 4th and Jackson does not capture complete impacts of the project and must be moved. The identified location compromises sight lines for pedestrians and drivers at the intersection. Also refer to Historic District standards.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
423	Appendix J - Conceptual Design Drawings	133-135, 136-138		Lizzie Moll	SDOT	The analysis is incomplete. Study alternative station entrance locations for the western entrance on 4th Ave S. The constrained sidewalk with expected high pedestrian volumes from WSBLE station and Sounder station will create pedestrian congestion, especially during major events and when Sounder Trains arrive. Study shifting entrances north to straddle S Jackson. There is potentially more street capacity because 4th Ave is currently one way north of S Jackson and potential for less conflation with pedestrians using the Weller Street bridge. There would still be an opportunity for Sounder integration at the north Sounder entrance		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
424	Appendix J - Conceptual Design Drawings	114-147		Lizzie Moll	SDOT	The analysis is incomplete. The CID station is one of the largest transfer hubs in the Pacific Northwest. Create larger, legible station entrance at existing Central Link entrances to facilitate pedestrian flow to both Link lines.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
425	Appendix J - Conceptual Design Drawings	133, 136		Lizzie Moll	SDOT	The methodology does not capture complete impacts of the project including the increase of passengers transferring below ground between light rail lines and passengers waiting for their train heading south to East Link or West Seattle. Expand the existing southbound platform into the private garden space east of Union Station to accommodate riders heading from S Jackson St to the Ballard Link Extension station mezzanine as well as riders waiting for East Link or West Seattle.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
426	Appendix J - Conceptual Design Drawings	133-138		Lizzie Moll	SDOT	The analysis is incomplete. Several significant impacts have not been identified for pedestrian movement and queuing space on the west side of 4th Ave. Include study of cantilever/partial lidding or full lidding of BNSF tracks for additional pedestrian space for western 4th Avenue entrance for Ballard Link Extension and Sounder customer queuing. Additional pedestrian space on the west side of 4th Ave S is essential for customer safety and should be included as part of the WSBLE project.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
427	Appendix J - Conceptual Design Drawings	133, 136		Lizzie Moll	SDOT	The analysis is incomplete. The bus stop on 2nd Ave Extension S is essential for bus/Sounder/light-rail integration and stop improvements should be included in the WSBLE project. Additional sidewalk space will be necessary for bus waiting area as well as clear pedestrian space for accessing the station entrance on the west side of 4th Ave.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
428	Appendix J - Conceptual Design Drawings	133, 136		Lizzie Moll	SDOT	The analysis is incomplete. Include a study of additional pedestrian crossing at 2nd Ave Ext S and 4th Ave S for improving L.O.S. F for crossing at S Weller St (as referenced in Chapter 3: Transportation).		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
429	Appendix J - Conceptual Design Drawings			Lizzie Moll	SDOT	The analysis is incomplete for determining design. Include areas for both long term and short term bicycle and scooter parking for personal as well as shared fleets/micromobility devices. Define parking areas that avoid impacts on the pedestrian network, sidewalks, and plazas adjacent to station entrances.		Each station would have a dedicated bicycle storage area. The primary criteria for siting bike storage areas is that they need to be located close to the nearest planned or existing bike path for the convenience of the users. Short-term bike storage (bike racks) can be located within the public right-of-way or within the station plaza. Long-term bike storage (bike rooms or lockers) would have weather protection and would be adjoining or located in the station entrance. Some stations have bicycle storage at each station entrance.
430	Appendix J - Conceptual Design Drawings			Lizzie Moll	SDOT	The analysis does not capture complete impacts of the project. All streets impacted by construction will be reconstructed to an agreed upon design between SDOT and Sound Transit. These impacts and reconstructions should be included within the WSBLE project area.		The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. The Final EIS includes statements that affected facilities would be rebuilt to applicable local and federal standards in Sections 3.7.3, 3.7.4, and 3.11.6.4 of the Final EIS. Local codes and standards for transportation facilities are also referenced in Chapter 2 of Attachment N.1A of Appendix N.1, Transportation Technical Report.
431	Appendix J - Conceptual Design Drawings	139, 142, 145		Lizzie Moll	SDOT	The analysis does not capture complete impacts of the project. Without a public concourse cut through Union Station, Weller pedestrian connections between 5th Ave S and 4th Ave S and pedestrian connections along S Jackson Street are essential to the WSBLE project and light rail to bus or Sounder/Amtrack transfers.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
432	Appendix J - Conceptual Design Drawings	172		Ellie Smith	SDOT	The methodology does not capture complete impacts of the project. Customers must be able to access both (existing and future) stations from any entrance. It is essential that customers not be required to travel up to street level and then back down again to transfer between lines to avoid unnecessary pedestrian traffic in a heavily congested area and should be included as part of WSBLE project.		As detailed in Chapter 2, Alternatives Considered, of the Final EIS, most stations assume center platforms but some stations would have side platform stations, which would require passengers to go up or down to change platforms or to transfer to other light rail lines.
433	Visual and Aesthetics	4.3.5-4	4.3.5.3.2	Lizzie Moll	SDOT	References to local codes is missing. Therefore, the potential conflict with local controls cannot be determined. Evaluate access to and views of contributing historic buildings and structures in the CID including the more than 40 foot tall tunnel ventilation and vertical circulation structure in front of Union Station and any Environmental Justice impacts.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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434	Ch 3 Transportation	Page 3-101	3.13.4 Mitigation for Operation Impacts	Lei Wu	SDOT	Mitigation measures for addressing identified impacts are missing. Missing are mitigation measures that address intersection vehicle delay at intersections. This section states that 'Sound Transit would continue to work with the City of Seattle and FTA as the Ballard Link Extension project design progresses to minimize project-related intersection delays. Where additional project-related delays are unavoidable, Sound Transit would work with the City of Seattle and FTA to review potential mitigation at intersections identified in Table 3-24, with the intent of either meeting agreed-upon L.O.S. thresholds during the a.m. and p.m. peak hours or attaining a similar vehicle delay as under the No Build Alternative.' Mitigation measures for this impact are missing from this draft EIS. Identify and include effective mitigation measures to address intersection vehicle delay in the EIS.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
435	Ch 3 Transportation	Page 3-108	3.15.3.1 Impacts Common to All Alternatives	Lei Wu	SDOT	The methodology does not capture the complete impacts of this project. This section states that No long-term impacts to bicycle parking are expected under any of the Build Alternatives. This is misleading because biking has been identified as a mode of accessing light rail stations. Accordingly bicycle parking should be identified as impacts; Identify and include effective mitigation to address this impact including clarifying bike parking capacity and access and circulation at light rail stations and ensuring that the capacity to be provided meets the expected demand including those for micromobility.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
436	Ch 3 Transportation	Page 3-116	3.16.3.5 South Interbay Segment	Lei Wu	SDOT	The analysis is incomplete in identifying impacts. Missing impacts are: with Preferred Alternative SIB-1 and Alternative SIB-2, the guideway between West Mercer Place and West Republican Street would cross Elliott Avenue West twice, with Preferred Alternative SIB-1 crossing an additional time south of West Galer Street. These alternatives would place guideway columns within the roadway, requiring elimination of some midblock turns and potentially reducing conflicts. Restriction of mid block turning movements causes property access impacts. Identify those impacts and identify and include effective mitigation measures in the EIS such as improvements at upstream intersections to accommodate U turn.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
437	Ch 3 Transportation	Page 3-125	3.18.4 Mitigation for Operation Impacts	Lei Wu	SDOT	The methodology does not capture the complete impacts of this project. This section states that None of the Ballard Link Extension alternatives would have long-term freight impacts that require mitigation during light rail operations. This statement is misleading as the DEIS identifies impacts to circulation and operations for businesses along this edge of the bay as well local access to businesses located in the Ballard Interbay North end Manufacturing/Industrial Center especially by large trucks. Correct this statement and identify and include mitigation solutions properly address those impacts in the EIS.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
438	Ch 3 Transportation	Page 3-125	3.19 Ballard Link Extension Construction Impacts	Lei Wu	SDOT	The analysis is incomplete in identifying impacts and mitigation measures. All streets impacted by construction will be reconstructed in compliance with City of Seattle codes and regulations. These impacts and specific reconstruction design are in general missing from the EIS. In one specific instance, the EIS is misleading in that the callouts on conceptual design drawings, e.g., L50-CYX115, indicates that roadway and sidewalk reconstruction will replace the surfacing materials in kind. This is misleading because the surfacing materials need to be compliant with what is required per City of Seattle standards. Include and identify reconstruction design compliant with pertinent City of Seattle codes and regulations in the EIS. This is a general comment applicable to all alternatives though the section reference is only for the Ballard Link Extension.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
439	Ch 3 Transportation	Page 3-43	3.8.3.1 Impacts Common to All Alternatives	Lei Wu	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Missing are mitigation measures that address the safety of the transportation system. This section states that "the safety of the transportation system is expected to be minimally affected by the project or improve because of mitigation measures including station access improvements (such as proposed signaled crossings)." This statement is not supported by the identification of effective and specific mitigation measures for alternatives in the EIS. Identify and include effective mitigation measures and improvements for safe station access in the EIS for all alternatives especially preferred alternatives.		The project would be designed to provide safety access and operations for users, and no safety-specific impacts were identified. Therefore, safety-specific mitigation was not proposed. However, mitigation described in Sections 3.4, Affected Environment and Impacts During Operation - Transit, 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, and 3.7, Affected Environment and Impacts During Operation - Non-motorized Facilities, of the Final EIS would have safety benefits.
440	Ch 3 Transportation	Page 3-43	3.8.3.1 Impacts Common to All Alternatives	Lei Wu	SDOT	The information is missing in identifying impacts of the project. Missing are impacts and mitigation measures related with all alternatives with elevated stations. All elevated alternatives to light rail stations include columns in the roadway that may block sight line in addition to creating space under the elevated guideway, which can hinder safety and convenience to pedestrians and cyclists especially in areas proximate to the station. Identify this impact and identify and include effective mitigation measures, e.g., design to make it appealing for people walking underneath the guideway with good lighting, arts elements, landscaping and appropriate vegetation and trees, to improve safe station access for people walking and bicycling for all elevated alternatives. This comment applies to all alternatives with elevated guideways even though the section reference is for the Ballard Link Extension.		Discussion of safety underneath the South Lander Street overpass has been added to Section 3.8, Affected Environment and Impacts During Operation - Safety, of the Final EIS.
441	Ch 3 Transportation	various	3.12-3.16	Lei Wu	SDOT	The analysis is incomplete in identifying impacts and mitigation measures. Missing are significant impacts and mitigation measures of the Interbay Station at 15th Ave W and W Dravus St. The alternative with the Interbay station at 15th Ave W and W Dravus St has significant deficiencies. First, it straddles Dravus, an already very constrained and busy street, and doesn't provide good opportunities for ADA access, pick-up / drop-off, bicycle connections, or bus transfers. Second, 15th is a freight route with considerable transit and personal vehicular movement as well; the guideway columns along 15th pose a challenge to the movement of those vehicles. Identify and include those impacts and identify and include mitigation measures in the EIS, e.g., via analyzing the station design and location and propose mitigation that alleviate those challenges.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
442	Appendix J - Conceptual Design Drawings	L50-GSP109 - L50-GSP110; B17-ASP100		Lei Wu	SDOT	The methodology does not capture complete impacts of the project. As identified in this DEIS, Alternatives: PREFERRED ELEVATED 14TH AVENUE ALTERNATIVE (IBB-1a) AND ELEVATED 14TH AVENUE ALIGNMENT OPTION (FROM PROSPECT STREET STATION/15TH AVENUE) (IBB-1b) remove significant number of parking spaces. Properly identify impacts of this loss of parking through relevant sections of the EIS and identify and include effective mitigation measures or improvements to address this impact in the EIS via working with City and businesses.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
443	Ch 3 Transportation	page 3-114	3.16.3 Environmental Impacts of the Build Alternatives	Lei Wu	SDOT	The methodology does not capture complete impacts of the project. This section, 3.16.3.1 Impacts Common to All Alternatives, states that 'Light rail design that adheres to both light rail and roadway standards to minimize impacts on transportation safety - Reduction in modal conflicts on the transportation system (such as rail-to-rail transfer activity within the station).' Both points are misleading. Vision Zero has been broadly adopted by communities/agencies including FHWA, WSDOT, and SDOT, across this nation, which recognize that merely adhering to design standards is Not effective in eliminating fatal and serious crashes. Correct this statement and include effective countermeasures that proactively minimize risks to future riders of the light rail system in the EIS. Regarding the second bullet point, while with all conditions equal, the light rail system is expected to transfer some of today's vehicular trips to transit trips, there is an increase in modal conflict due to increased level of pedestrians and cyclists traffic. Correct this statement and identify and include mitigation measures/improvements for all alternatives in order to address modal conflicts in the EIS.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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444	Ch 3 Transportation	various	3.12-3.16	Lei Wu	SDOT	The information is missing in identifying mitigation measures. The missing are mitigation measures for effectively addressing multimodal safety, access, and circulation to and from the station in the study area. The DEIS identifies significant ridership for the Ballard station, which is expected given that Ballard is the terminus station in a densely population area. The ridership accesses the station via walking, biking, taking transit, and via PUDO, which significantly changes the travel patterns and necessitates the need to ensure safe and convenient multimodal access to the Ballard station in the study area of the Ballard Station beyond just the immediate area of the station frontage under all alternatives per Sound Transit System Access Policy. Identify and include mitigation measures/improvements that effectively encourage convenient and safe connections to the Ballard Station under all alternatives for both intersections right next to the station and corridors/intersections in the study area including measures such as improving signalized intersections for pedestrian priority and bicycle movement at 15th Ave and 53rd, 15th and Market, and 14th and Market. Provide description of those mitigation measures in Chapter 3 and all other relevant sections and on conceptual design drawings.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
445	Appendix J - Conceptual Design Drawings	various		Lei Wu	SDOT	The analysis is incomplete. The missing are pedestrian circulation details and station amenity layout information at stations, e.g., B17-ASP200 for the PREFERRED TUNNEL 14TH AVENUE ALTERNATIVE (IBB-2a). This information is needed to ensure safe and convenient access to light rail stations. Include pedestrian circulation details and station amenity layout information, e.g., long-term bike storage and short-term micromobility storage, in the EIS so that the station area accommodates circulation space, visibility, and "landing space" for transit riders to pause and figure out which way to go in order to avoid loading on the sidewalks. This comment applies to all alternatives especially preferred alternatives.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
446	Ch 3 Transportation	Page 3-112	3.15.3.6 Interbay/Ballard Segment	Lei Wu	SDOT	The information is incomplete for identifying impacts. The missing are specific impacts/gaps to walking and biking access to the Interbay Station in the study area. This section states that 'All walksheds around the Interbay Station are constrained by topography and the railroad tracks' and 'Cyclists could access the Interbay Station via the Magnolia Connector Trail, the Ship Canal Trail, and protected bicycle lanes connecting the Ship Canal Trail to Gilman Avenue West.' This analysis is incomplete identifying specific impacts/gaps to walking and biking access to the Interbay Station in the study area. Furthermore, effective mitigation measures are missing from the DEIS. Identify specific gaps in bike access to the station in the study area and identify effective improvements to address those gaps. One effective mitigation improvement to be included in the EIS is that for PREFERRED ELEVATED 14TH AVENUE ALTERNATIVE (IBB-1a), connecting Nickerson to Emerson to Thorndyke (in collaboration with SDOT) for cyclists to access the station from the Emerson Street trail. Another specific impact to be identified is that bicycle and pedestrian access from Queen Anne neighborhood is very challenging to the Interbay station. Include pedestrian and bicycle access improvements along Dravus or on a new bicycle/ped bridge in this EIS. A third specific impact is that sidewalks on 17th Ave are not compliant with current City of Seattle codes and standards. Identify this specific impact and mitigation measure, i.e., installing compliant sidewalks on 17th Ave in the EIS for pedestrians to safely access the station.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
447	Ch 3 Transportation	Page 3-113	3.16.1 Affected Environment	Lei Wu	SDOT	The information is missing in identifying impacts. Missing are impacts regarding the environment of the Interbay Station on Thorndyke, e.g., PREFERRED TUNNEL 14TH AVENUE ALTERNATIVE (IBB2a) AND PREFERRED TUNNEL 15TH AVENUE ALTERNATIVE (IBB2b). Significant impacts include that the preferred station location is in an obscured, industrial location. The area is surrounded by substandard streets, missing sidewalks, and very little human activity aside from employees driving to their jobs. Headhouse and entry are not located on the primary access street, Dravus St. Include those impacts in the EIS and identify effective mitigation measures to address those impacts, e.g., providing design to humanize the area to make it feel welcoming, with an equal emphasis toward safety and visibility; Providing safety measures such as improved lighting and station visibility from Dravus St particularly in the dark and rainy seasons; and analyze the relocation or reconfiguration of headhouse and entry locations for maximum visibility from Dravus and direct/intuitive connections.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
448	Ch 3 Transportation	Starting from Page 3-98	3.13.3.3 Arterial and Local Street Operations	Lei Wu	SDOT	The methodology does not capture complete impacts of this project. Missing are that SDOT professional staff's experience is that Dravus Street is very constrained from the perspective of traffic operations between 15th Avenue W and 20th Avenue W. Include this impact in the EIS and identify and include effective mitigation measures in the EIS including on Dravus Street, providing signal optimization, improved walk and bicycle crossings at intersections, protected bicycle lanes and an enhanced pedestrian experience between 15th and 20th; placing Pick-up and drop-off and transit layover off Dravus Street.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
449	Ch 3 Transportation	Page 3-108	3.15.2 Environmental Impacts of the No Build Alternative	Lei Wu	SDOT	The methodology does not capture complete impacts of this project. This section states that 'Under the No Build Alternative, projects included in Seattle's Bicycle Master Plan (City of Seattle 2014a), Pedestrian Master Plan (City of Seattle 2017d), and the West Seattle Link Extension are assumed to be built.' This statement is misleading because not all planned projects in the City of Seattle's plans are fully funded. Correct this statement and relevant sections of the EIS to reflect project with funding committed and implemented by the time light rail is expected to operate.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
450	Ch 3 Transportation	Various	3.13, 3.15, 3.16	Lei Wu	SDOT	The information is missing in identifying impacts. Missing are significant impacts of the station located at 15th Ave W and Dravus Street. Significant impacts include that this station location is problematic in several ways. It straddles Dravus, an already very constrained and busy street, and doesn't provide good opportunities for ADA access, pick-up / drop-off, walk and bike connections especially across the Dravus Bridge over 15th Ave W, or bus transfers. In addition, the grade challenges at this station make it difficult for people with disabilities to access the station on Dravus particularly east of 15th. And transit connections would be a challenge as well. Furthermore, 15th is a freight route with considerable transit and personal vehicular movement as well; the guideway columns along 15th pose a challenge to the movement of those vehicles. Identify and include those impacts in the EIS and identify and include effective mitigation measures addressing those impacts especially including deficiencies on Dravus Bridge if this alternative is chosen as the preferred alternative.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
451	Ch 2 Alternatives Considered	Various	2.1.2.2.4 South Interbay Segment	Lei Wu	SDOT	Investigate the possibility of an elevated station at Galer on the east side of Elliot that is further north than the current location and does not need to snake over Elliot. This would alleviate significant transportation impacts on Elliott that the current preferred alternative poses. This location could allow space for better transit circulation and bus layover and bicycle parking. Safe street crossings at Elliot would be critical. Bicycle connections to existing trails and future bicycle facilities would be essential to the station development. A pedestrian and bicycle overpass at the south end of the station should be examined.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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452	Ch 3 Transportation	Page 3-38 to 3-39	3.7.3.2 SODO Segment	Lei Wu	SDOT	Mitigation measures necessary to address identified impacts are missing. Missing information is additional mitigation measures for providing effective pedestrian and bike connections that 'Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's System Access Policy (Sound Transit 2013), Section 1.2.1, Page 1-5.' Those additional mitigation measures are: 1. Design SODO Trail in the plaza area so it is a safe mixing zone for passenger / pedestrians with the movement of cyclists passing through the plaza area. Provide adequate calming measures, channelization, pavement treatments, and signage, so cyclists and pedestrian movement is not in conflict. Pay particular attention to ADA needs for legibility and safety in design; 2.Holgate and Lander over-crossings need to provide at-grade connection from 6th Ave to the SODO trail; 3.Continue multi-use path treatment on north side of Lander through the station area; 4.Provide ped access on both sides of 4th Ave S. (between Lander and Stacy); and 5. Create accessible connections from 4th and 6th along northern station end		Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
453	Ch 3 Transportation	Page 3-36	3.7.1 Affected Environment	Lei Wu	SDOT	The information necessary to identify impacts is missing. Missing are that much of sidewalks around intersections adjacent to the Sodo Station are narrow and out of compliance with current codes. Identify and include this impact in the EIS and identify and include effective mitigation measures in the EIS, which include intersection improvements at 4th and 6th at Lander.		Methods were updated to include an evaluation of sidewalk and curb ramp condition within the 10-minute walkshed (0.5 mile) of the preferred alternative. Detailing the width and design for all facilities was outside the scope of the Final EIS. To the extent feasible, Sound Transit followed local design guidance and requirements in the design of the project and when restoring/replacing other affected facilities.
454	Ch 3 Transportation	Page 3-38 to 3-39	3.7.3.2 SODO Segment	Lei Wu	SDOT	The information necessary to identify impacts is missing. Missing are that ridership from shared mobility, e.g., e-bicycles. Identify and include this impact and include effective mitigation measures to address this impact, e.g., providing space for predictable shared-mobility (e-bicycles and e-scooters, etc.) that is easily visible, well-organized, and well-defined; and providing short-term bicycle parking to ensure convenient and safe access to the bicycle parking at the station entrances.		Providing bicycle parking and facilities at stations is not an impact and not something that requires mitigation. Bicycle parking and facilities are part of the station design. See Section 3.4, Affected Environment and Impacts during Operation – Transit, of the Final EIS for more information on station mode of access. Bicycle parking does allow for other similar types of vehicles, including e-bicycles and scooters.
455	Ch 3 Transportation	Page 3-14	3.4.3.1.2 SODO Segment	Lei Wu	SDOT	The information necessary to identify impacts is missing. Missing are that Sodo Station can serve as a hub station, not only for West Seattle transfers, but also transfers from South Park/Georgetown, whose routes don't have great frequency and passengers may need to wait for periods. Identify and include this impact in the EIS and identify and include mitigation measures, i.e., amenities to improve the comfort and security of transfer riders.		Ensuring the comfort and security of riders is a primary goal for the project design team. The Final EIS includes drawings of the preferred alternative, including amenities and design considerations to support transfers and the overall rider experience.
456	Ch 3 Transportation	NA	3.2 Introduction and Methodology and Assumptions	Lei Wu	SDOT	The analysis is incomplete in identifying impacts. Missing are the impacts of potential multimodal conflicts in a constrained area on the new overpass. Identify this impact and identify and include mitigation measures in addressing this impact, e.g., creating separated pathways for pick-up / drop-off vehicles arriving and departing from designated curb spaces from bus transit; In alternative with a new overpass, use curb space for active bus bays and create design where they are separated from other modes.		Thank you for your comment. The comfort and safety of multimodal users was a paramount consideration in the project design. See Appendix J of the Final EIS for drawings of the preferred alternative, including pedestrian, bicycle, and vehicular traffic. Further refinements to the configuration will be made during the final design process. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
457	Appendix J - Conceptual Design Drawings	114-145	All CID Options	Jonathan Lewis	SDOT	The analysis is incomplete and does not capture the impacts of surge events. Mitigation measures for identified impacts are missing from the DEIS. Customers must be able to access both (existing and future CID stations) stations from any entrance. It is essential that customers not be required to travel up to street level and then back down again to transfer between lines to avoid unnecessary pedestrian traffic in a heavily congested areas around the CID Stations.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
458	Appendix J - Conceptual Design Drawings	All CID and Westlake Station Options		Jonathan Lewis	SDOT	The analysis is incomplete and does not capture the impacts of surge events. Mitigation measures for identified impacts are missing from the DEIS. Customers must be able to access both (existing and future CID and Westlake stations) stations from any entrance. It is essential that customers not be required to travel up to street level and then back down again to transfer between lines to avoid unnecessary pedestrian traffic in a heavily congested areas around the CID and Westlake Stations.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
459	Appendix J - Conceptual Design Drawings	All stations		Jonathan Lewis	SDOT	All streets impacted by construction will be reconstructed to an agreed upon design between SDOT and Sound transit. This should include streets that are opened to access subterranean portions of the project, and streets closed and impacted by construction of elevated guideway within street ROW. These impacts and reconstructions should be included within the WSBLE project area. WSBLE project area.		The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. The Final EIS includes statements that affected facilities would be rebuilt to applicable local and federal standards in Sections 3.7.3, 3.7.4, and 3.11.6.4 of the Final EIS. Local codes and standards for transportation facilities are also referenced in Chapter 2 of Attachment N.1A of Appendix N.1, Transportation Technical Report.
460	Appendix J - Conceptual Design Drawings	All stations		Jonathan Lewis	SDOT	The analysis is incomplete. References to local codes requiring bicycle parking is missing. For all stations, frontage improvements, new bus stop and enhancements to existing stops, curbside changes to provide for PUDO, pedestrian and bicycle infrastructure necessary to make a connection to a nearby city bicycleway, and other elements necessary for safe and comfortable station access are essential for managing station impacts on the sidewalks, ensuring safer connections between the existing bicycle and pedestrian network and the stations, and should be included to mitigate impacts of the project.		As detailed in Chapter 3, Transportation Environment and Consequences, of the Final EIS, Sound Transit would include pedestrian and bicycle improvements at stations to accommodate the projected increase in pedestrian and bicycle travel with the project. Potential improvements not identified as part of the project could be implemented in coordination with other local agencies. Access refinements would continue through final design in coordination with agency partners and the community. Sound Transit will continue to work with the City of Seattle and Metro on station access and design through final design.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
461	Appendix J - Conceptual Design Drawings	All stations		Jonathan Lewis	SDOT	The analysis is incomplete. References to local codes requiring bicycle parking is missing. For all stations, EIS should analyze bicycle parking needs, projected need based on mode split vs. what is required by code and provide at each station entry. This is essential for understanding bicycle parking needs (long term v short term) for each station. It is essential to provide bicycle parking in consistent and predictable locations close to station entrances. If not nearby, customers will not use the bicycle parking and may impact pedestrian and disabled access to stations.		Sound Transit collaborated with the City of Seattle to help inform the appropriate amount of bike parking at stations. Each station would have a dedicated bicycle storage area. The primary criteria for siting bike storage areas is that they need to be located close to the nearest planned or existing bike path for the convenience of the users. Short-term bike storage (bike racks) can be located within the public right-of-way or within the station plaza. Long-term bike storage (bike rooms or lockers) would have weather protection and would be adjoining or located in the station entrance. Some stations have bicycle storage at each station entrance.
462	Technical Report: Transportation	6-1 to 6-47	throughout section	Jonathan Lewis	SDOT	The analysis is incomplete. There is no assessment of disabled access to the planned stations. Assessment is needed along with documentation of the impacts on people with disabilities attempting to travel to/from the stations. Infrastructure that is essential for people with disabilities to access the station and proximal to the station, should be included to fulfill code requirements contained within Seattle's ROWIM (Streets Illustrated) and to mitigate the negative impacts of the station on people with disabilities.		See response to comment 306.
463	Technical Report: Transportation	6-1 to 6-47	throughout section	Jonathan Lewis	SDOT	The analysis is incomplete. There is no assessment of project impacts during major events/surge events. Pedestrian traffic to and from the stations during major events will overwhelm surrounding sidewalks and impact nearby residences and businesses. While the overall impact of the WSBLE project on motor vehicle traffic and reliable trip choices will be positive, there will be local impacts to the sidewalks and nearby streets that is caused by the introduction of the new light rail stations and these impacts should be assessed and mitigated. Stations that will be impacts by major events include the potentially rebuilt Stadium Station, CID Station, Westlake Station, South Lake Union Station, and Seattle Center Station. This assessment should include the arrival of a full Sounder Commuter Train as a surge event at the CID Station.		Surge events are not expected to be an issue for the West Seattle Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension
464	Appendix J - Conceptual Design Drawings	Entirety	throughout section	Radcliffe Dacanay	SDOT	The analysis does not capture complete impacts of the project. All streets impacted by construction will be reconstructed to an agreed upon design between SDOT and Sound Transit. These impacts and reconstructions should be documented in the EIS and the reconstruction should be identified as a mitigation.		The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. The Final EIS includes statements that affected facilities would be rebuilt to applicable local and federal standards in Sections 3.7.3, 3.7.4, and 3.11.6.4. Local codes and standards for transportation facilities are also referenced in Chapter 2 of Attachment N.1A of Appendix N.1, Transportation Technical Report.
465	Visual and Aesthetics	Page 3-4	West Seattle - Avalon - Delridge stations	Radcliffe Dacanay	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Around the elevated Fauntleroy Way Station (WSJ-2), the approximate area with concentration of sensitive viewers is missing. The elevated station likely impacts views of recent multi-story developments adjacent to the station and the guideway.		Sensitive viewers along Fauntleroy Way Southwest between Southwest Alaska Street and Southwest Edmunds Street have been added to Figure 4.5-12 of Section 4.5, Visual and Aesthetic Resources, and Figure 1-3 in Appendix N.2, Visual and Aesthetics Technical Report. The discussion of visual change in this area is represented by Key Observation Point WS-30 as described in Attachment N.2A, Key Observation Point Analysis.
466	Appendix J - Conceptual Design Drawings	60, 62, and 64	West Seattle - Avalon - Delridge stations	Radcliffe Dacanay	SDOT	The analysis is incomplete. Study need for a new traffic signal and pedestrian access improvements at the intersection of Delridge and Dakota. This may be necessary for safe pedestrian access to the station.		An increase in delay was identified at this intersection for all Build Alternatives, and Sound Transit will continue to work with the City of Seattle and Metro regarding transit treatments and signal operations at this location and determine whether further mitigation to reduce vehicle delay will be included in the project. Text in Section 3.5.4, Mitigation for Operation Impacts, of the Final EIS has been updated to reflect this.
467	Appendix J - Conceptual Design Drawings	98	West Seattle - Avalon - Delridge stations	Radcliffe Dacanay	SDOT	The analysis is incomplete. There is sufficient space around the north station entrance to consider including bicycle storage facilities. Facilities for cyclists should be available near any station entrance.		Each station would have a dedicated bicycle storage area. The primary criteria for siting bike storage areas is that they need to be located close to the nearest planned or existing bike path for the convenience of the users. Short-term bike storage (bike racks) can be located within the public right-of-way or within the station plaza. Long-term bike storage (bike rooms or lockers) would have weather protection and would be adjoining or located in the station entrance. Some stations have bicycle storage at each station entrance.
468	Appendix J - Conceptual Design Drawings	100, 102, 104	West Seattle - Avalon - Delridge stations	Radcliffe Dacanay	SDOT	The analysis is incomplete. Pedestrian access to these underground station options spill transit system users immediately onto the sidewalk. Ensure safe crossing for pedestrians at intersection of SW Alaska St and 41st Ave SW. This intersection improvement is necessary to ensure safe access to the station and should be included in the WSBLE project, especially during peak volume usage of the station.		Stations are designed for safe access and egress. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
469	Acquisitions, Displacements, and Relocations	4.3.1-5	4.3.1 Acquisitions, Displacements, and Relocations	Richard Pedowitz	Seattle Center	The analysis is missing information necessary to identify impacts and compare alternatives. The acquisition of part of the Seattle Rep parcel does not address the project's impact on the ADA ramp on August Wilson Way between 2nd Avenue North and Warren Avenue North (Parcel 1985200010). Loss of this wheelchair portal eliminates ADA access to and from the campus from the NW. Identification of this impact and mitigation to restore the displaced ADA access in coordination with Seattle Center needs to be included in the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
470	Acquisitions, Displacements, and Relocations	4.3.1-5	4.3.1 Acquisitions, Displacements, and Relocations	Richard Pedowitz	Seattle Center	The analysis is missing information necessary to identify impacts and compare alternatives. Acquisition of part of the Seattle Rep parcel does not address the project's impact upon the breezeway between Vera Project and SIFF on August Wilson Way between 2nd Avenue North and Warren Avenue North . (Parcel 1985200010). Identification of this impact and mitigation, including completion of a Landmarks Certificate of Approval process in coordination with Seattle Center and affected tenants must be included in the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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471	Acquisitions, Displacements, and Relocations	4.3.1-5	4.3.1 Acquisitions, Displacements, and Relocations	Richard Pedowitz	Seattle Center	The analysis is missing information necessary to identify impacts and compare alternatives. Acquisition of part of the Seattle Repertory Theatre parcel does not address its impact upon the ADA and Bus parking stalls on Warren Avenue North. Identification of the impact and mitigation to restore displaced ADA and Bus parking in coordination with Seattle Center should be included in the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
472	Acquisitions, Displacements, and Relocations	4.3.3-12	4.3.3.4.1	Richard Pedowitz	Seattle Center	Full closure of Republican Street from Warren Avenue North to Queen Anne Avenue North has multiple impacts to Seattle Center including: loss of access for summer festival trucks; loss of ADA and bus parking near venues that regularly require ADA and bus access; loss of access to campus venues and grounds through breezeway at NW rooms and at campus Gate 5; loss of access to ADA ramp at Gate 5; and increases in traffic congestion on vicinity streets. Mitigation to include relocation of ADA and bus parking and coordination with Seattle Center and its tenants to preserve access.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
473	Acquisitions, Displacements, and Relocations	4.3.3-15	4.3.3.4.4	Richard Pedowitz	Seattle Center	Weekly coordination meetings with construction representatives and Seattle Center stakeholders will be required to develop strategies that mitigate effects of construction impacts on area constituents. Weekly engagement should match the effort undertaken during the Mercer Corridor improvement project, and reflect best practices learned during that project. Care must be taken to ensure closures are minimized with attention paid to phasing and re-routing as much as possible.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
474	Acquisitions, Displacements, and Relocations	4.3.3-15	4.3.3.4	Richard Pedowitz	Seattle Center	Acquisition of part of the Seattle Rep parcel does not address the impact of this project upon the theatre's operating schedule. Although this is mentioned there is no mentioning of the plan for how to properly address this for Seattle Center Arts organizations. It is not only Seattle Rep that will be impacted, but Cornish Playhouse, ANT Gallery, Vera Project, KEXP, SIFF, and potentially others by the acquisition and subsequent construction. It is only mentioned and the impacted groups need a plan that accommodates their interests.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
475	Acquisitions, Displacements, and Relocations	4.3.3-15	4.3.3.4	Richard Pedowitz	Seattle Center	Mitigation is insufficiently detailed to compare alternatives. There appear to be insufficient mitigation efforts for support of Seattle Center venue operations during construction. Mitigation to include agreement to pause impact work during major events on the Seattle Center campus, and further mitigation to include replacement of lost revenues, and/or temporary relocation of an event or festival if accommodation cannot be made.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
476	Acquisitions, Displacements, and Relocations	4.3.3-15	4.3.3.4	Richard Pedowitz	Seattle Center	Analysis is missing information to identify impacts. Acquisition of part of the Seattle Repertory Theatre parcel does not address its impact upon the public art piece at Gate 5 (August Wilson Way and Warren Avenue North). Mitigation to include temporary removal, safe storage, and restoration of the art piece in coordination with Seattle Center. Removal and replacement of this art piece seems to be referenced in Chapter 4, on page 4.3.17-20, but slightly misidentifies the location.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
477	Acquisitions, Displacements, and Relocations	4.3.3.-15	4.3.3.4.4	Julia Levitt	Seattle Center	Description of process to acquire Seattle Center campus property, and associated mitigation, is incomplete. Acquisition of property within the Seattle Center campus would require an ongoing partnership and agreement between Sound Transit and the City to establish the expectations and responsibilities for security, management, operations, cleanliness, accommodation of events, and other considerations. Typically Seattle Center does not sell campus land, but rather executes long term ground leases. Mitigation to include market rent for property converted to transit use to guarantee Seattle Center operating revenue.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
478	Acquisitions, Displacements, and Relocations	4.3.1-5	4.3.1.3.3.	Julia Levitt	Seattle Center	Analysis is missing detail to identify an impact. Displacement of outdoor events at this location may result in elimination of Seattle Center jobs, including union labor, an impact that would require mitigation.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
479	Acquisitions, Displacements, and Relocations		Table: Historic Preservation	Julia Levitt	Seattle Center	The analysis is lacking information. The DEIS statement that DT-1 will create less surplus property and less likelihood for TOD versus DT-2 is true; however, the FEIS should also acknowledge for clarity that City ownership of the land and its nature as a public recreational resource and arts/cultural hub is also a main factor that will limit TOD on the campus.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
480	Appendix G - Environmental Justice	Page 5-49	5.2	Valancy Blackwell	Seattle Center	The analysis is missing information needed to identify impacts and compare alternatives. Add to Social Resources - Downtown Segment row, Impacts to Minority and Low-Income Populations column: "Construction impacts to free and subsidized events at Seattle Center and a reduction of on-street parking may result in decreased access for minority and low-income people to cultural resources and festivals located on campus." Mitigation to include a Construction Mitigation Plan for Seattle Center station that addresses equity impacts with measures including funding multi-lingual outreach in all communications regarding access, closures, detours, etc. The plan should prioritize mitigation of construction impacts to free and subsidized events.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
481	Appendix H - Section4(f) Evaluation	4-42		Delia Tyrrell	Seattle Center	The analysis materially understates the likely impact to Seattle Rep. The DEIS states that the Seattle Repertory Theatre is expected to remain open during construction. This is unlikely due to the noise and vibration impacts from the adjacent construction. Seattle Rep had to close down due to impacts of noise and vibration during the construction of Climate Pledge Arena, which is significantly further from the Theatre than the ST3 construction in Alternative DT-1. Sound Transit will need to consider temporary relocation to a suitably equipped space for this tenant if alternative DT-1 is chosen.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
482	Appendix H - Section4(f) Evaluation	4-42		Delia Tyrrell	Seattle Center	Information necessary to identify impacts and compare alternatives is missing. There is no mention of "Playhouse - Century 21 Exposition", also known as the Cornish Playhouse, in the analysis of Alternative DT-1. This is an historic building eligible for the National Register that is directly adjacent to the construction footprint. This building was built for the 1962 World's Fair and there are concerns that excavation for the construction of the DT-1 station may impact the structural integrity of the Playhouse, which includes an historic structural wall below grade that is sensitive to geological effects at Theater Commons. Seattle Center requests that Sound Transit perform a structural analysis of this building to ensure this 4(f) resource will not sustain any permanent damage from construction or operations of the light rail.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
483	Appendix H - Section4(f) Evaluation	4-42		Delia Tyrrell	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. Missing are: the use and importance of the Donnelly Gardens, steps, and plaza. This space is used both as a passive open space and an event space, and contributes to the recreation space at Seattle Center, a 4(f) resource. The removal of this space from Seattle Center campus in DT-1 impacts both a passive public open space and the ability of Seattle Center to produce events.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
484	Appendix H - Section4(f) Evaluation	4-42		Delia Tyrrell	Seattle Center	The methodology does not completely describe the adverse impacts of the project, including: the removal of numerous mature trees, designated as Exceptional Tress by the City of Seattle and Legacy Trees in the Seattle Center Century 21 Master Plan, from August Wilson Way. Tree removal should be categorized as a permanent significant and adverse impact to Seattle Center Campus, a 4(f) resource.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
485	Appendix H - Section4(f) Evaluation	4-44		Delia Tyrrell	Seattle Center	This page states that "Playhouse-Century 21 Exposition" will not be impacted by either Downtown Segment alternative. This statement has not considered the possible structural damage this historic building could sustain based on its direct proximity to the construction zone in Alternative DT-1. This building was built as a temporary building for the 1962 World's Fair. There is no description of the methodology to protect and support the historic building during construction, even though the proposed station would be less than 3' from the building face. Provide a construction feasibility study so that the actual effects can be assessed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
486	Appendix H - Section4(f) Evaluation	4-42		Delia Tyrrell	Seattle Center	The analysis is missing information necessary to identify impacts. Missing is: a construction feasibility study of the landmarked Northwest Rooms, constructed in 1962. The proximity of the construction and the plan to excavate directly below the building, Seattle Center requests a structural analysis to ensure there will be no permanent damage, settling, or instability of the Northwest Rooms as a result of the light rail construction. The buildings have limited waterproofing in this area which has a shallow water table. They will require careful monitoring during construction and reinforcement of building waterproofing if needed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
487	Appendix H - Section4(f) Evaluation	4-41	4.2.3.1	Delia Tyrrell	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. Missing is the inclusion of the Donnelly Gardens as a permanently impacted area in DT-1. The Donnelly Gardens are used as an event space and for stormwater management.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
488	Appendix H - Section4(f) Evaluation	4-42	4.2.3.1	Delia Tyrrell	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. Missing are: the noise, vibration, and other construction related impacts on the north fountain lawn and other public outdoor spaces on Seattle Center campus. The analysis for DT-1 states that the greens would not be impacted adversely by project construction, but there hasn't been an analysis of noise, dust, debris, and access impacts that may affect the use of this space. The International Fountain and surrounding green space are a popular destination for free outdoor public recreation, and is also the site of programming and events, including festivals.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
489	Appendix H - Section4(f) Evaluation	4-42		Julia Levitt	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. Missing are: ongoing operational impacts to campus including access, security, maintenance, and sanitation. The permanent operation of a transit facility inside the boundaries of this active civic center will require a long term operations and maintenance agreement between Seattle Center and Sound Transit, which is not referenced in this document. Without this agreement, it cannot be determined that there will not be permanent impacts to the park and recreation features of Seattle Center campus.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
490	Appendix H - Section4(f) Evaluation	4-41		Julia Levitt	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. Missing is that construction of the Seattle Center DT-1 alternative will temporarily remove vehicle access from the Cornish Playhouse back of house for loading. This will impact an event venue that contributes to the recreation features that make Seattle Center a 4(f) facility.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
491	Appendix H - Section4(f) Evaluation	4-41	Figure 4-4	Julia Levitt	Seattle Center	Figure is incorrect, please change for FEIS. Legend to change "Park Boundary" to "Seattle Center Campus Boundary" or "Seattle Center Boundary." The properties north of Mercer are incorrectly identified as Seattle Center property. The property on Roy St. is a rented premises for Seattle Center maintenance shops but is not City-owned campus property. The Center Steps Plaza fronting Mercer between 3rd Ave N. and the mid-block connection is Seattle Center property, but not the adjacent Plymouth Housing development site. (See Comment 59, same comment in another chapter)	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
492	Appendix J - Conceptual Design Drawings	191		Gretchen Lenihan	Seattle Center	Note that the East station entrance structure is blocking emergency egress from Seattle Rep/Leo K, in multiple areas. It is also blocking ADA access around the side of the Seattle Rep (that walkway that leads around the building between Leo K entry and Bagley Wright entry). In addition, the station would block any sightlines/views from the Rep's expansive lobby windows, dramatically reducing the attractiveness and value of that interior space. This is inconsistent with Sound Transit's conclusion of no adverse temporary or permanent impacts for the Seattle Center DT-1 alternative, as stated in Appendix H, page 4-42.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
493	Appendix J - Conceptual Design Drawings	191		Julia Levitt	Seattle Center	The east entrance in the DT-1 alternative, represented in this diagram, is inconsistent with the planning and design principals adopted in the 2008 Seattle Center Century 21 Master Plan. The entrance building and back of house features are out of scale with Seattle Rep and other campus buildings nearby. The headhouse encroaches into campus open space more than necessary. If DT-1 alternative is pursued, and an entrance is built within the boundaries of Seattle Center, the architecture must be designed in collaboration with Seattle Center and subject to successful review by the Seattle Design Commission. As mitigation, Seattle Center prefers for the station entrance to be moved further from the intersection of August Wilson Way/2nd Ave N. so as to not so severely impact use of the roadways, intersection congestion, and Seattle Rep's lobby space. The mass of the entrance should be broken up, and the design should not place back-of-house uses including ventilation in prominent public spaces.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
494	Ch 2 Alternatives Considered	2-91	2.68	Donna Golden	Seattle Center	Analysis is missing information necessary to identify impacts and compare alternatives. The Staging Areas and Construction Easements section does not address Seattle Center Station.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
495	Ch 2 Alternatives Considered	2-58	2.1.2.2.3	Donna Golden	Seattle Center	Cut and cover construction at 2nd and August Wilson Way may impact Seattle Center onsite utilities serving Seattle Repertory Theatre and Cornish Playhouse and other surrounding buildings. If impacted, Sound Transit must coordinate with Seattle Center and tenants to relocate utilities as part of enabling work prior to construction start.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
496	Ch 2 Alternatives Considered	2-58	2.1.2.2.3	Donna Golden	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. Missing is that pavers on vacated 2nd Ave N. between August Wilson Way and Mercer Street are carefully designed for stormwater management and cannot handle heavy loads. The road and ecological systems will need to be fully restored after construction.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
497	Ch 2 Alternatives Considered	2-62	2.1.2.2.3	Donna Golden	Seattle Center	Businesses along Mercer Street, such as Seattle Rep, will be impacted during construction of Seattle Center DT-2 alternative.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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498	Ch 2 Alternatives Considered	3-139	3.19.4.1.5	Donna Golden	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. Missing is that 2nd Avenue North is not only a pedestrian walkway within Seattle Center; it is a multi-modal internal road used constantly for maintenance and operations vehicles. Construction closure and operations spill-out at the east station entrance of the DT-1 Seattle Center station would impact Seattle Center operations and event vehicle access from Gate 5 at Warren/August Wilson Way and Gate 6 at 2nd Ave and Mercer. FEIS to consider this a permanent impact to Seattle Center as well as a temporary construction impact, and describe mitigation including moving the station entrance further from the intersection; breaking up and reducing its mass; taking measures to control spill-out of operations on campus in a mutually acceptable way; and executing a long term operating agreement between Sound Transit and Seattle Center.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
499	Ch 2 Alternatives Considered	2-85	2.6.2	Jae Lee	Seattle Center	Analysis is missing information necessary to identify impacts. FEIS should describe potential construction impacts and permanent impacts of enabling work identified for Seattle Center campus, including utility relocation.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
500	Ch 2 Alternatives Considered	2-88	2-66 Tunnel Light Rail Construction	Julia Levitt	Seattle Center	Analysis is missing information needed to compare alternatives. 2nd paragraph states that cut-and-cover construction "could be used for" stations including the Seattle Center station. FEIS should contemplate mining the station as an alternative, and summarize the environmental construction impacts of mining compared to those of cut-and-cover. This is necessary for comparing alternatives because construction impacts of both Seattle Center station alternatives have significant adverse impacts that are understated in the DEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
501	Ch 2 Alternatives Considered	2-88	2-66 Tunnel Light Rail Construction	Julia Levitt	Seattle Center	The analysis is missing a description of impacts. In the third paragraph from the bottom, the analysis states, "For all proposed tunnel construction methods, the need for fresh air requires that a mechanical ventilation system and fans be in place. Fans could run for 24 hours a day and could be audible at tunnel portals, stations, or access locations." In FEIS, please describe the level of noise expected to be audible at stations. In the case of the Seattle Center station alternative DT-1 east entrance, the vent fans appear certain to create significant adverse noise impacts at Seattle Rep, and potentially at other nearby venues.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
502	Ch 2 Alternatives Considered	2-88	2-66 Tunnel Light Rail Construction	Julia Levitt	Seattle Center	Description of impacts and mitigation are incomplete. In the construction mitigation plan for construction of the Seattle Center station, the exact location of staging areas and acceptable haul hours and routes will need to be approved by Seattle Center. Please see EXHIBIT SC-2 describing current curbside uses around Seattle Center for school buses and event loading needs, and campus event schedule.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
503	Ch 2 Alternatives Considered	2-84	2.6.1	Julia Levitt	Seattle Center	Construction 5-6 days per week, between 7am-10pm will impact performances and recordings on Seattle Center campus. Ending the day earlier when there are evening performances would be a mitigation required to make business operation viable during construction of the Seattle Center station preferred alternative D-1. The construction hours are inconsistent with the statement in DEIS Appendix H that says tenants including Seattle Rep, Cornish Playhouse, and the Northwest Rooms tenants can operate during construction of the Seattle Center DT-1 station.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
504	Ch 3 Transportation	3-154	3.19.7.7	Donna Golden	Seattle Center	The analysis is missing information necessary to identify impacts and compare alternatives. Need plan for oversized truck access. Seattle Center Station is currently not addressed in this section.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
505	Ch 3 Transportation	3-137	3.19.4.1	Gretchen Lenihan	Seattle Center	Transportation impacts from construction are understated, and mitigation is missing. Full closure of Harrison between Dexter-6th for construction of the SLU DT-1 station will block vehicles that are exiting SR-99 and trying to come to Seattle Center. This will affect attendance at Seattle Center events. Closing Harrison St. -- which has already become a very busy street since its recent reconnection across 99 -- will push vehicle traffic to Mercer and Denny. Suggested mitigation: temporarily re-routed traffic exiting SR-99 to another cross street that isn't Mercer or Denny, and phasing construction closures so that other closures impacting Mercer and Denny are not happening simultaneously.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
506	Ch 3 Transportation	3-137	3.19.4.1	Gretchen Lenihan	Seattle Center	Mitigation is missing from the analysis. The Harrison closure would temporarily prevent any major Citywide Special Events from being able to use a route involving Hwy 99 and Seattle Center. The tactic of routing on 99 has been used in the past to reduce the impact of special events, especially large runs, on City streets. Mitigation to include coordination between Seattle Center and Sound Transit's construction team to arrange to pause work or route special event access around the construction site as much as possible to allow special events to continue.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
507	Ch 3 Transportation	3-141	3.19.4.5	Gretchen Lenihan	Seattle Center	Impacts described are understated, and unrealistically minimal. The multi-year closure of Republican from Queen Anne Ave - Warren does the following: removes emergency vehicle access to KEXP, VERA, the upper NW Courtyard and buildings along that roadway; removes any vehicle/delivery access to the businesses on those blocks (esp. between 1st/Warren); removes a major curb use asset for Seattle Center business operations - ADA parking, artist loading and parking for KEXP & VERA, school bus staging and parking for all facilities, and Arena, Festival, and Walk & Run staging & curb use. The closure impacts are inconsistent with the statement in DEIS Appendix H that says tenants including Seattle Rep, Cornish Playhouse, and the Northwest Rooms tenants can operate during construction of the Seattle Center DT-1 station.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
508	Ch 3 Transportation	3-137	3.19.4.1	Gretchen Lenihan	Seattle Center	The closure of Republican at the 1st Ave N intersection for more than a year will cripple N-S transportation west of the Seattle Center campus and to/from the Uptown neighborhood. The transportation impacts involved in moving that vehicle traffic west to side streets will affect a huge number of small businesses and residences in Uptown that don't seem big enough to accommodate those impacts efficiently. Mitigation for these impacts is missing from the DEIS. Missing mitigation includes: financial compensation to affected businesses; signage and communication to signal that businesses are open during construction; phasing of the intersection closure and shortening its duration as much as possible.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
509	Ch 3 Transportation	3-99	3.13.3.3.4	Richard Pedowitz	Seattle Center	Description of impacts is understated. Partial closure of Mercer Street over 3.5 years would have significant impact on traffic congestion as traffic diverts elsewhere, as well as dramatic impact upon arts organizations and other entertainment venues along the corridor. Mitigation to include ongoing, robust communication and coordination with Seattle Center, affected organizations, and the community at a level similar to what was done for the Mercer Corridor improvement project and the Climate Pledge Arena renovation. Mitigation must also include reducing the closure as much as possible; re-routing traffic to locations other than Denny Way, and careful phasing to minimize cumulative impacts of construction closures throughout downtown as much as possible.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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510	Ch 3 Transportation	3-109	3.15.3.1	Richard Pedowitz	Seattle Center	Daily boardings for both South Lake Union and Seattle Center Stations do not account for event related demand surges at Seattle Center. Include more detailed information about surge crowds and pedestrian flows in the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
511	Ch 3 Transportation	3-109	3.15.3.1	Richard Pedowitz	Seattle Center	Peak hour trips do not reflect event related demand surges at both South Lake Union and Seattle Center Stations. Include more detailed information about surge crowds and related pedestrian flows in the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
512	Ch 3 Transportation	105	3.14.3.3	Richard Pedowitz	Seattle Center	Temporary and permanent removal of on street parking will have negative impact on those not able to afford higher parking rates found in off street locations--further limiting access to events at Seattle Center to those of lower income and possibly having an equity impact	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
513	Ch 3 Transportation	3-108	3.15.3.1	Deborah Daoust	Seattle Center	Analysis is missing information needed to identify impacts and compare alternatives. Under Impacts Common to All Alternatives, analysis needs to consider long-term impacts to outdoor event pedestrian circulation on the Seattle Center campus grounds near the DT-1 Seattle Center station.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
514	Ch 3 Transportation	3-109	3.15.3.1	Deborah Daoust	Seattle Center	Analysis is missing information needed to identify impacts. This section needs to more clearly consider cumulative attendance on the grounds (not just surge events). As stated earlier, a typical Saturday night can generate substantial combined event attendance. Data on campus attendance is included in Seattle Center Arena FEIS and Uptown/Seattle Center Parking Study (2018)	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
515	Ch 3 Transportation	3-110	3.15.3.4	Deborah Daoust	Seattle Center	Impacts are missing and mitigation is missing from the analysis. This section should address the impacts of pedestrians entering/exiting using the DT-1 Seattle Center Station east entrance during large events using that part of the grounds. 2nd Ave N on campus is frequently used as a portion of the race course for certain races, walks and fun runs, and access for these events will be in conflict with patrons trying to access or exit the station. Proposed mitigation: move the station entrance outside of the campus perimeter. If entrance cannot be built outside the perimeter, make the entrance more compact, and execute a long-term agreement between Sound Transit and Seattle Center to establish responsibilities for operations during large events, mitigating impacts to Seattle Center organizations, and keeping the entrance clean and safe for all transit users and campus visitors.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
516	Ch 3 Transportation	3-85	3.12.3.4	Deborah Daoust	Seattle Center	Analysis is missing information needed to identify impacts. FEIS to include discussion of the traffic impacts of TNCs (transportation network companies), which could increase substantially around the Seattle Center station. Mitigation to include policies and designated zones for TNC activity that complement those in use by Seattle Center and Climate Pledge Arena.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
517	Ch 3 Transportation	3-103	3.14.1	Deborah Daoust	Seattle Center	The analysis is missing information needed to identify impacts. The parking section needs to consider impacts of night and weekend road closures on access to 5th Ave N and Mercer St Garages. Reduced access to the garages will financially affect Seattle Center and its resident organizations.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
518	Ch 3 Transportation	3-140	3.19.4.4	Deborah Daoust	Seattle Center	The Non-motorized Facilities section needs to consider pedestrian movement on/through the Seattle Center grounds.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
519	Ch 3 Transportation	3-136	Table 3-30	Deborah Daoust	Seattle Center	Construction closures on Harrison St (6th to Dexter) must consider impacts to parking access to 5th Ave N Garage and vehicle access to/from SR-99, which is a major access route to Seattle Center.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
520	Ch 3 Transportation	3-138	3.19.4.1.5	Jae Lee Deborah Daoust	Seattle Center	Closure of West Republican Street will impact services to the tenants of the Northwest Rooms at Seattle Center (KEXP, Vera and SIFF). Construction will disrupt daily loading/unloading for regular event operations; emergency access, and trash removal. Without mitigation, impacts may result in the tenants needing to temporarily relocate. This closure is inconsistent with the statement in Appendix J that the tenants of the Northwest Rooms will be able to continue operations throughout construction.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
521	Ch 3 Transportation	3-90	3.13.1.2	Deborah Daoust	Seattle Center	Analysis is missing information necessary to identify impacts. The Intersection Operations analysis needs to include an analysis of pre- and post- event conditions at Seattle Center. Many of the largest spectator events, including those at Climate Pledge Arena, often begin after the PM peak and end after 10pm.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
522	Ch 3 Transportation	3-105	Table 3-26	Deborah Daoust	Seattle Center	In table 3-26, displaced on-street parking during operations and construction should be considered an impact to Seattle Center events and resident organizations. Especially during construction, a substantial number of parking places will be displaced in vicinity of 5th/Harrison in DT-1 and 6th and Mercer in DT-2	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
523	Ch 3 Transportation	3-152	3.19.7.3	Deborah Daoust	Seattle Center	Did analysis of curb use management take into consideration impacts on accessible parking around Seattle Center such as on Warren St between Mercer and Republican streets?	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
524	Ch 3 Transportation Enviornment and Consequences	3-86	Table 3-20	Julia Levitt	Seattle Center	The PM Peak boardings and alightings for Seattle Center don't reflect Climate Pledge Arena surge events, which are anticipated to be frequent and will often conflict with weekday PM peak.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
525	Ch 3 Transportation Enviornment and Consequences	3-109	3.15.3.1	Julia Levitt	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. Surge crowds of pedestrians at the Seattle Center station will be a frequent event, and a thorough analysis of the impacts and the capacity of pedestrian impacts and the station design to accommodate surge crowds will be an important factor in deciding between the two Seattle Center station alternatives. Please include drawings in the FEIS showing flows of surge crowds, areas of queuing, and estimates of time required to clear the queues after an event.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
526	Ch 3 Transportation Enviornment and Consequences	3-111	3.15.3.5	Julia Levitt	Seattle Center	The analysis is missing information necessary to compare alternatives. This page highlights that DT-2 requires patrons of CPA and Seattle Center events to "cross at least one roadway" to access the campus. This is technically true; however, Warren Ave. N. is not a difficult crossing for pedestrians, and the extra distance between the DT-2 station entrance and Climate Pledge Arena may be beneficial for surge crowd dispersal.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
527	Ch 3 Transportation Enviornment and Consequences	3-115	3.16.3.4.	Julia Levitt	Seattle Center	Analysis is misleading. It is not reasonable to assume there will be adverse pedestrian safety impacts from DT-2 versus DT-1 at Seattle Center, because Warren Ave. N. is a quiet street with low volumes of traffic.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
528	Ch 3 Transportation Enviornment and Consequences	3-139	3.19.4.1.5	Julia Levitt	Seattle Center	Analysis is missing information necessary to compare alternatives. For Alternative DT-2, please study additional options for re-routing vehicular traffic during partial closures of Mercer St., including diversion to Roy St. Diversion to Denny alone is unlikely to be enough mitigation in this area.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
529	Ch 3 Transportation Enviornment and Consequences	3-151	3.19.7.2	Julia Levitt	Seattle Center	Add Monorail to list of transit that will remain operational during construction.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
530	Ch 3 Transportation Enviornment and Consequences	3-126	3.19.1	Julia Levitt	Seattle Center	The methodology does not capture complete transportation impacts of the project, including cumulative transportation impacts of construction throughout the Downtown segment. For example, closure of Republican St. or Mercer St. for the Seattle Center station that happen simultaneously with closure of Harrison St. for SLU station will have a greater cumulative impact to Seattle Center campus events and tenants than either closure on its own. As a result, there is not sufficient information to identify the full extent of the impact, and the impact to downtown Seattle is understated in the DEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
531	Ch 3 Transportation Enviornment and Consequences	3-126	3.19.1	Julia Levitt	Seattle Center	Mitigation for transportation impacts to the campus and resident organizations should include investment in transportation and access infrastructure to ensure options for multi-modal transportation reaching the campus during construction.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
532	Ch 3 Transportation Enviornment and Consequences		Table 6-6	Julia Levitt	Seattle Center	Mitigation measures are not thoroughly described. In coordination with Seattle Center, Sound Transit to develop a Construction Transportation and Access Plan that includes subsidized parking and Monorail fares for patrons of campus events, as well as wayfinding and security support for patrons.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
533	Ch 5 Cumulative Impacts	5-10	5.4.4.1	Donna Golden	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. Missing is that operational impacts also include an economic impact in terms of how businesses will operate in the future. Seattle Center's loss of land for festivals and outdoor events would result in lost revenues and lost jobs. The above-ground east entrance of the DT-1 Seattle Center station would create an aesthetic impact on the surrounding businesses including Seattle Rep, SIFF and the Vera Project, which may result in lost or diminished revenues for those organizations. Cars, trucks, and other motorized transportation access at 2nd and Mercer would be impacted. Measures would be required to ensure safety for pedestrians coming out of the station, as 2nd Ave would be shared with motorized transportation.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
534	Ch 5 Cumulative Impacts	5-11	5.4.4.2	Richard Pedowitz	Seattle Center	Include lost revenues at Seattle Center among the impacts. Seattle Center and its resident organizations contribute more than $1.0 billion of economic impact annually.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
535	Ch 5 Cumulative Impacts	10	5.4.3.2	Lance Miller	Seattle Center	No mention of KEXP, Vera, SIFF who will clearly be unable to operate or displaced during construction	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
536	Ch 5 Cumulative Impacts	11	5.4.4.2	Lance Miller	Seattle Center	No mention of economic impacts to KEXP, Vera, SIFF who will clearly be unable to operate or displaced during construction	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
537	Ch 5 Cumulative Impacts	17	5.4.8.2	Lance Miller	Seattle Center	No mention of noise and vibration impacts to KEXP, Vera, SIFF , Seattle Rep, Cornish, Seattle Ballet or McCaw Hall.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
538	Ch 5 Cumulative Impacts	23	5.4.18.2	Lance Miller	Seattle Center	No mention of construction impacts to Seattle Center in Parks and Recreation section	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
539	Ch 5 Cumulative Impacts	23	5.5	Lance Miller	Seattle Center	No mention of mitigation for Seattle Center during construction.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
540	Ch 6 Alternatives Evaluation	6-22	6.2.2.2.2	Gretchen Lenihan	Seattle Center	Add North Fountain Lawn to the list of facilities which may be impacted by vibration, and add North Fountain Lawn to the list of facilities impacted by construction noise. The lawn is a programmed outdoor facility. For DT-2 construction noise/vibration impacts, add Exhibition Hall/Phelps Center, Cornish Playhouse to the list of facilities which will be impacted.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
541	Ch 6 Alternatives Evaluation	6-22	6.2.2.2.2	Gretchen Lenihan	Seattle Center	Please add all historically significant properties at Seattle Center to the list. While it is not itself an historic district, the Seattle Center campus was built in 1962 for the World's Fair and therefore its role in Seattle has historic prominence.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
542	Ch 6 Alternatives Evaluation	6-22	6.2.2.2.2	Richard Pedowitz	Seattle Center	Closure of Harrison Street reduces access to and from I-99 both north and south for inbound and outbound traffic from Seattle Center event attendees. Construction mitigation plan to address how traffic impacts will be mitigated, and also address cumulative impacts if Seattle Center station and SLU station will be under construction simultaneously.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
543	Ch 6 Alternatives Evaluation	6-22	6.2.2.2.2	Richard Pedowitz	Seattle Center	Closure of Harrison Street increases exiting time from the Seattle Center garages and environs following events as more cars compete for access on already congested streets.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
544	Ch 6 Alternatives Evaluation	6-22	6.2.2.2.2	Richard Pedowitz	Seattle Center	Closure of portions of Harrison Street for 4 years will reduce access to Seattle Center's 5th Avenue North Garage and the Memorial Stadium parking lot. This will impact a significant of the off-street parking supply serving Seattle Center's daily visits and major events. The 5th Ave N. Garage contributes 15% of Seattle Center net revenue, and revenues from parking are currently critical to Seattle Center's operating budget. Construction should be coordinated to keep the off-street parking supply open and point drivers there to assist with cars circling.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
545	Ch 6 Alternatives Evaluation	6-22	6.2.2.2.2	Richard Pedowitz	Seattle Center	Construction, noise and vibration impacts do not consider Climate Pledge Arena	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
546	Ch 6 Alternatives Evaluation	6-22	6.2.2.2.2	Richard Pedowitz	Seattle Center	Closure of Urban Triangle Park affects access to Seattle Center skatepark	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
547	Economics	4.3.3-15	4.3.3.4.4	Donna Golden	Seattle Center	In addition to temporarily displacing Seattle Repertory Theatre, Cornish Playhouse, SIFF, VERA, and KEXP, and permanently displacing event space in front of Seattle Repertory Theatre, which is a major economic impact for the theatre arts community, the Preferred Alternative DT-1 would create access challenges around the campus especially for larger vehicles that typically use the intersection at 2nd and August Wilson Way to reach the Founders Court area between Cornish Playhouse and Exhibition Hall as well as access to Kreielsheimer Promenade for events. This could potentially limit the economic viability of those spaces during construction. The intersection at 2nd Ave and August Wilson Way is a major access point for vehicular accessibility to the northern portion of the campus. Access from the gate at Republican and 4th Ave N presents issues at the narrow and steep ramp as well as turning radius issues for larger vehicles.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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548	Economics	4.3.3-8	4.3.3.3.4	Delia Tyrrell	Seattle Center	Construction of the DT-1 campus station will impact the value of the Seattle Rep building and lobby areas as an asset by blocking views from the windows and permanently removing landscaped and hardscaped spaces, including the Donnelly Gardens, directly adjacent to the Seattle Rep.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
549	Economics	4.3.3-15	4.3.3.4.4	Gretchen Lenihan	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified, missing are the event power and utilities located within the construction area for the Seattle Center station in DT-1. Disruption of access to these power and utility sources would hinder Seattle Center's ability to put on events during construction. This would impact attendance and revenue.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
550	Economics	4.3.3-8	4.3.3.3.4	Gretchen Lenihan	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified, missing are, the proposed DT-1 east station entry obstructs of one of the last remaining plaza spaces on Seattle Center campus that is hospitable to larger activations/events (roughly 20'x30' or 20'x40'), in addition to obstructing space controlled by the Seattle Rep. The site is also one of the primary locations for large sponsors on the campus during major festivals. Removing this plaza space has a significant impact on the ability of festival producers, Seattle Center and Climate Pledge Arena to activate large sponsorships at events, and will create a significant financial impact to Seattle Center, possibly impacting business and employment. Potential mitigation should include building the station entrance further north or west at the campus perimeter to avoid obstruction of the plaza.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
551	Economics	4.3.3-15	4.3.3.4.4	Gretchen Lenihan	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified, missing are, locating a station entrance inside the Seattle Center campus perimeter becomes a public safety hazard for any large on-campus event such as a major festival during construction and operations. In such cases, the entrance inside the campus would need to be turned into an official festival entry, or the festival footprint would need to be reduced dramatically to exclude the station. Allowing access from the station into a large enclosed gathering on the campus raises other security and safety concerns, including the need to close/secure the station in the event of a direct threat like an active shooter situation. This is one reason why a long-term operating agreement between Seattle Center and Sound Transit would be necessary to operate the station if this design is selected. Sound Transit to provide the following operational mitigations: accommodate and pay for the ability to gate the campus for large outdoor events; provide permanent security staffing at Seattle Center station that complements Seattle Center outdoor event security; provide surge event queuing plan and adequate staffing and support for large events at the Climate Pledge Arena and other facilities on campus. These comments are in response to both construction and operations impacts of the DT-1 alternative.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
552	Economics	4.3.3-15	4.3.3.4.4	Delia Tyrrell	Seattle Center	DT-1 could temporarily displace two performance theatres, one movie theatre, and a radio station due to construction noise.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
553	Economics	4.3.3-15	4.3.3.4.4	Gretchen Lenihan	Seattle Center	Although construction in this area may not affect Arena attendance, it will absolutely impact the events of resident organizations in the northwest rooms. [The] Vera [Project] especially serves a diverse range of youth and we should be concerned with the equity impacts of once again reducing or removing the ability of this organization to provide its services to the community.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
554	Economics	4.3.3-15	4.3.3.4.4	Julia Levitt	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. How was it determined that there would not be impacts to attendance at large events, but there may be impacts to attendance at smaller events? This is not a logical determination.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
555	Economics	4.3.3-15	4.3.3.4.4	Julia Levitt	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. Please provide a plan for detour routes through Seattle Center campus for pedestrians, ADA access, operations vehicles, emergency access and event related curb side loading.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
556	Economics	4.3.3-13	4.3.3.4.1	Deborah Daoust	Seattle Center	Add "event attendance" to sentence containing "reduced sales"	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
557	Economics	4.3.3-15	4.3.3.4.4	Deborah Daoust	Seattle Center	Add "Event related revenue" to sentence containing sales revenue to reflect loss to orgs/businesses in close proximity to DT-1 station construction.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
558	Economics	4.3.3-14	9	Deborah Daoust	Seattle Center	In this instance and throughout the DEIS document, add "and other Seattle Center amenities, including open space, low-cost family-friendly programming, and cultural festivals" to reflect that impacts will be experienced by venues beyond Climate Pledge Arena on the grounds. Cumulative event attendance (not including CPA) at Seattle Center on an active Saturday evening can approach 15,000.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
559	Economics	4.3.3-4	38-43	Deborah Daoust	Seattle Center	The consideration for businesses must include place-based, audience-reliant businesses to include resident organizations in close proximity to DT-1 construction in economic impact analysis.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
560	Economics	4.3.3-14	4.3.3.4.3.	Julia Levitt	Seattle Center	Delete "construction is not expected to notably affect attendance at events." Event attendance at venues affected by construction noise and disruption will unquestionably suffer during the 6-year construction period. Careful planning and weekly communication and coordination will be required to minimize impacts to events on campus during construction. FEIS will need to contain specifics of these plans.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
561	Economics	4.3.3-18	4.3.3.6	Julia Levitt	Seattle Center	Mitigation measures for businesses and organizations significantly disrupted by construction are not thoroughly described. The construction impacts of the project are understated, and more thought will need to be given to mitigation. Missing mitigation measures include: A robust marketing and outreach campaign, comparable to Downtown Waterfront, to develop strategies that mitigate the financial and effects of long-term construction impacts to Seattle Center campus, tenants, and event producers.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
562	Electromagnetic Fields	4.3.13-1	4.3.13.1	Gretchen Lenihan	Seattle Center	Users of Seattle Center outdoor event space frequently operate sensitive equipment such as wireless microphones, radio transmissions and wi-fi usage that are unshielded by buildings. EMF analysis should include analysis of outdoor event operations in the station vicinity including the Northwest Courtyards, Climate Pledge Arena outdoor pavilions, Seattle Rep, vacated 2nd Ave N., and the International Fountain lawn, Memorial Stadium, the Fisher lawn, Fisher Rooftop, Artists at Play playground, and MoPOP.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
563	Executive Summary	E8-31	ES.3.1.2.3.	Gretchen Lenihan	Seattle Center	DT-1 tunneling may also impact MoPOP, which houses performance space.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
564	Executive Summary	E8-31	ES.3.1.2.3.	Gretchen Lenihan	Seattle Center	DT-2 tunneling could also impact Classical KING FM, event activity in Exhibition Hall, Phelps Center and Cornish Playhouse.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
565	Executive Summary	ES 41	ES.5	Lance Miller	Seattle Center	No mention of Seattle Center in Significant and Unavoidable Adverse Impacts. See Seattle Center comments.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
566	Executive Summary	ES-5	25-32	Deborah Daoust	Seattle Center	The analysis, which takes a commuter focus, needs to consider impacts on non-peak commuter times, when high volume activities typically happen on the grounds. Cumulative event attendance can approach 15,000.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
567	Executive Summary	ES-6	43	Deborah Daoust	Seattle Center	Add "cultural" to employment and educational opportunities to include Seattle Center opportunities.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
568	Historic and Archaeological Resources	4.3.16-1	Figure 4.3.16-1	Julia Levitt	Seattle Center	The analysis is incomplete. The Area of Potential Effect cuts through Seattle Center campus, which is a recreational public facility with historic and cultural significance. The APE boundary should be expanded to include the entire campus because the entire campus will be affected by the construction and long-term impacts in the APE.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
569	Historic and Archaeological Resources	4.3.16-9	Table	Julia Levitt	Seattle Center	The analysis is incomplete. The historical and archaeological resources study does not consider the Mercer Garage or Memorial Stadium as part of the affected resources. FEIS must consider potential impacts to these structures from ground borne noise/vibration both during construction and permanently. Construction or permanent noise/vibration impacts above sustainable thresholds would threaten the financial sustainability and long-term viability of the Playhouse and the Phelps Center because of their uses as performance venues. SEE EXHIBIT SC-3 FOR THRESHOLDS	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
570	Historic and Archaeological Resources	4.3.16-27	Table	Julia Levitt	Seattle Center	The analysis does not capture complete impacts of the project to the Century 21 Playhouse. Figure 4-4 of Appendix H shows a construction footprint that extends into vacated 2nd Ave N. for the length of the Playhouse. Construction and excavation in this area could cause significant adverse impacts to the historic structure both above- and below-grade; and the station could cause both construction and permanent noise and aesthetic impacts to the Playhouse and its tenant, Cornish College of the Arts. Please update this table with accurate impacts to the Playhouse for the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
571	Historic and Archaeological Resources	4.3.16-30	Table	Julia Levitt	Seattle Center	International Commerce and Industry Building, Sweden Pavilion and Key Arena are now known by other names: Northwest Rooms (KEXP, SIFF, Vera Project); International Fountain Pavilion; and Climate Pledge Arena, respectively. These commonly used names must be noted in the document so that members of the public can easily find the analysis.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
572	L4.1 Potentially Affected Parcels	L4.1-36	Table L4.1-7.	Gretchen Lenihan	Seattle Center	Table is missing information. Seattle Center is a campus that assembles approx. 23 parcels of property, including the parcels owned and managed by the City of Seattle and adjacent entities including Seattle Public Schools, Pacific Science Center, and the Space needle. All parcels at Seattle Center including Parcel 1985200305 (North Fountain Lawn), Parcel 1985200010 (Northwest Rooms), and parcel 1988200440 (Cornish Playhouse) should be listed as parcels affected by the proposed D-1 project because of the construction site and permanent entrance located within the campus boundaries.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
573	L4.1 Potentially Affected Parcels	L4.1-36	Table L4.1-7.	Gretchen Lenihan	Seattle Center	Table is missing information. Please list all affected properties at Seattle Center (including street addresses for KEXP, Vera, SIFF, Seattle Rep, Cornish, Ex Hall/Phelps, McCaw, Opera, MoPOP) on this chart.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
574	L4.17 Parks	4.3.18-4	4.3.18.2.3	Julia Levitt	Seattle Center	Section 4(f) summary -- City of Seattle does not concur with conclusions for Seattle Center in the 4(f) summary. The analysis is incomplete and identification of impacts is missing.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
575	L4.1A Maps of Affected Parcels	L4.1-28i	Figure L4.1-28i	Julia Levitt	Seattle Center	The methodology used to identify potentially affected parcels misses some significant impacts. Seattle Center is a campus that assembles approx. 23 parcels of property, including parcels owned and managed by the City of Seattle and adjacent entities including Seattle Public Schools, the Pacific Science Center and the Space Needle. The DT-1 project will impact the full functioning campus, and all campus parcels should be identified as affected.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
576	L4.4 Social Resources	4.3.4-9	4.3.4	Julia Levitt	Seattle Center	Error found in text. DEIS text says that Seattle Center is a designated Arts and Cultural District. Actually it is the Uptown neighborhood -- of which Seattle Center is part -- that is a designated Arts and Cultural District.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
577	L4.4 Social Resources	4.3.4-18	4.3.4.3.4	Julia Levitt	Seattle Center	DEIS indicates that the need for passengers to "cross a roadway to access Seattle Center," in the DT-2 alternative. Seattle Center review team believes this conclusion is overstated and the need to cross Warren from the south entrance of the Mercer St. station alternative does not detract from the passenger experience.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
578	Land Use	4.3.2-8	4.3.2-3	Gretchen Lenihan	Seattle Center	Table 4.3.2-3 incorrectly states there is 0 potential conversion of City-owned open space to transportation-related space. City-owned public open space at Seattle Center would be permanently converted to transit use in the DT-1 preferred option. This conversion will significantly affect events and operations on the Seattle Center campus.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
579	Land Use		4.3.2.3.1	Julia Levitt	Seattle Center	Analysis is missing information needed to identify impacts and compare alternatives. The list of land use plans checked for consistency does not include Seattle Center's adopted master plan. Please add Seattle Center Century 21 Master Plan (Adopted 2008) and check for consistency with this proposal, which includes a station and entrance inside the Seattle Center campus.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
580	Noise and Vibration	4.3.7-12	4.3.7.3.3	Donna Golden	Seattle Center	Analysis is missing information necessary to identify impacts and compare alternatives. The analysis of vibration impacts to the historic Cornish Playhouse is missing. Considering its location across from Seattle Rep and next to the construction area, vibration impacts to the Playhouse are likely.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
581	Noise and Vibration	4.3.7.-17	44	Julia Levitt	Seattle Center	The analysis is missing information needed to identify impacts and compare alternatives. Climate Pledge Arena and outdoor venues at Seattle Center including the Northwest Courtyards, Theater Commons, and the International Fountain will be affected by noise and vibration during long periods of DT-1 construction. Seattle Rep will likely experience noise and vibration impacts from DT-2 construction. McCaw Hall, Seattle Opera, KING-FM, Cornish Playhouse, and Pacific Northwest Ballet may also experience noise and vibration impacts during construction of DT-2.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
582	Parks and Recreational Resources	4.3.17-19	4.3.17.4.4	Donna Golden	Seattle Center	Temporary impacts for DT-1 up to 6 years plus restoration would be a significant impact economically and operationally to these noise and vibration sensitive businesses. In addition, it would impact Seattle Center events reducing the footprint of which Seattle Center can produce events as well as for operations/maintenance access around the site, as 2nd and August Wilson Way is a major intersection for north/south access. Closure of the 2nd/Mercer Access could possibly impact ADA access to Seattle Repertory Theatre. The description of the project is inconsistent with the statements in Economics and Appendix H claiming that Seattle Center event attendance will not be affected during construction; and resident organizations can continue operations throughout construction.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
583	Parks and Recreational Resources	4.3.17-23	4.3.17.5.4	Donna Golden	Seattle Center	Alternative DT-2 could have an indirect effect of activating underserved areas in the surrounding Queen Anne Neighborhood, which would benefit from increased accessibility.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
584	Parks and Recreational Resources	4.3.17-6	4.3.17.1.3	Valancy Blackwell	Seattle Center	Add detail to description of Seattle Center, as follows: Seattle Center is a publicly owned recreational area, arts hub, and tourist destination attracting 12 million annual visits. The active 74-acre civic, arts, and family gathering place was originally built for the 1962 World's Fair and includes numerous properties with State and local historic designations. Operated by the City of Seattle and part of the Uptown Arts and Cultural District, the Center is home to several performance and arts venues, tourist attractions, and open spaces. It accommodates numerous community activities, charitable events and festivals throughout the year.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
585	Parks and Recreational Resources	4.3.17-19	4.3.17	Valancy Blackwell	Seattle Center	The analysis is missing information about impacts. Missing impact: Pedestrian access from Mercer Street to August Wilson Way on the east side of the Seattle Rep Theatre would be closed during construction. This is the most direct, flat, ADA-friendly route to the Rep and from the north end of Seattle Center Campus to the interior of campus.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
586	Parks and Recreational Resources	4.3.17-19	4.3.17	Valancy Blackwell	Seattle Center	The analysis is missing information about impacts. Missing impact: Closure of Mercer Street would affect traffic in this area and could make vehicle access to parking, passenger and event loading areas for Seattle Center more difficult.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
587	Parks and Recreational Resources	4.3.17-19	4.3.17	Valancy Blackwell	Seattle Center	The analysis is missing information about impacts. Missing impact: 6 van-accessible ADA parking stalls located at Seattle Repertory Theater must be preserved throughout construction and operations, or mitigated by ST	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
588	Parks and Recreational Resources	4.3.17-10	4.3.17.3.3	Jae Lee	Seattle Center	The analysis is missing information about impacts. Missing impact: August Wilson Way (Republican St) closure will impact loading and access to tenants of the Northwest Rooms and International Fountain Pavilion, and Seattle Rep's loading area.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
589	Parks and Recreational Resources	4.3.17-20	4.3.17.4.4	Julia Levitt	Seattle Center	Mitigation measures for the identified impacts are missing. Mitigation for impacts to significant Legacy Trees on Seattle Center campus to include taking measures to preserve as many trees as possible during construction; providing financial compensation to Seattle Center for removed legacy trees; replacing any removed Legacy Trees on campus pedestrian pathways with mature specimen trees approved by the Seattle Center Director; and 2:1 replacement overall according to City policy. Trees that must be removed are to be salvaged and relocated to the Woodland Park Zoo, or otherwise reused/repurposed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
590	Parks and Recreational Resources	4.3.17-23	4.3.17.5.4	Julia Levitt	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. As a result, the analysis does not fully describe impacts to Seattle Center events, public open space, and support space by extensive crowd queuing associated with DT-1 placement of an entrance in the heart of campus. FEIS to include drawings of the flows of passengers to the DT-1 and DT-2 Seattle Center alternatives during surge events including festivals and large events at Climate Pledge Arena, which typically occur several days per week. Drawing to include analysis of where pedestrian crowds will stand and how long the queues will take to clear.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
591	Parks and Recreational Resources	4.3.17-10	Figure 4.3.17-6	Julia Levitt	Seattle Center	Figure is incorrect, please change for FEIS. Legend to change "Park Boundary" to "Seattle Center Campus Boundary" or "Seattle Center Boundary." Two properties north of Mercer are incorrectly identified as Seattle Center property. The property on Roy St. is a rented premises for Seattle Center maintenance shops but is not City-owned campus property. The Center Steps Plaza fronting Mercer between 3rd Ave N. and the mid-block connection is Seattle Center property, but not the adjacent Plymouth Housing development site.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
592	Parks and Recreational Resources	4.3.17-10	4.3.17.3.3	Julia Levitt	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. Please include a figure, or revise Figure 4.3.17-6 to include the footprint of station operations, not just the description of above ground and below ground permanent elements. The above ground structure may require a secure area around its walls for security bollards, maintenance access, security vehicles, micro-mobility and bike parking; crowd queuing, and other accessory uses. The facility will significantly affect views not only Seattle Rep, but also views of the International Fountain from the Theatre Commons entrance. The structure described in the DEIS will have permanent aesthetic impacts on Seattle Center. The removal of rows of mature Legacy trees from August Wilson Way will be a permanent impact that is not fully replaced with newly planted landscaping. Seattle Center's ability to operate as civic center and host to numerous free and subsidized public events will be affected by economic impacts from permanent loss of space for events, festivals, and campus operations. Please include a thorough description of all impacts from the DT-1 and DT-2 alternative stations to Seattle Center in the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
593	Parks and Recreational Resources	4.3.17-20	4.3.17.4.4	Julia Levitt	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. The analysis says, "Mature trees along August Wilson Way would be removed for construction." There are a total of 46 mature London Plane trees in the areas affected by construction of DT-1 at Seattle Center. These mature trees are considered to be Legacy Trees in Seattle Center's Century 21 Master Plan, and their canopy provides shade and ecosystem benefits, as well as an important part of the Seattle Center campus aesthetic. The description of the impact in the FEIS should include potential impacts to trees on vacated 2nd Ave. N. as well as August Wilson Way, and a description of the aesthetic and ecosystem impacts. Please require an expert valuation of the trees and ecosystem habitat to be performed for inclusion in the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
594	Parks and Recreational Resources	4.3.17-24	4.3.17.6	Julia Levitt	Seattle Center	Mitigation measures for the identified impacts are missing. The displacement of Seattle Center events, public open space, and support space by extensive crowd queuing associated with DT-1 placement of an entrance in the heart of campus will require site-specific mitigation plan for Seattle Center. Mitigation to include the replacement of displaced space with comparable space for Seattle Center's use; and a long-term operating agreement between the City of Seattle and Sound Transit to govern the management of issues like safety, security, maintenance, and crowd queuing for this station entrance.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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595	Parks and Recreational Resources	4.3.17-19	4.3.17.4.4	Julia Levitt	Seattle Center	Analysis is incomplete. Several significant impacts are missing. Missing impacts include temporary loss of event-related parking and loading on adjacent streets including Republican St. between 1st Ave. N. and Warren St., and Warren Ave. N. between Republican St. and Mercer St. during DT-1 construction. These parking and loading areas are important for ADA access, school bus access, and event equipment and artist/performer access particularly for campus events and tenants of the Northwest Rooms.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
596	Parks and Recreational Resources	4.3.17-19	4.3.17.4.4	Julia Levitt	Seattle Center	The analysis of impacts to Seattle Center tenants is incomplete and inadequately described. Seattle Rep, KEXP, SIFF and Vera Project will not be able to maintain operations during construction of the DT-1 Seattle Center station as stated in the analysis. Detailed construction impact mitigation plan, schedule coordination and robust communication will be needed to ensure operation of KEXP, SIFF, Vera Project and Seattle Rep during the construction period. Coordination and investment will need to begin months or years in advance to facilitate temporary relocation that is sufficient to allow these tenants to continue their highly specialized and technical operations including live theater performance, audio and video recording, broadcasting,. and live music performance.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
597	Parks and Recreational Resources	4.3.17-19	4.3.17.4.4	Julia Levitt	Seattle Center	The analysis of impacts to Seattle Center is incomplete and inadequately described. Seattle Center campus, outdoor public recreational space, outdoor event space, Seattle Rep, the Northwest Rooms, and Cornish Playhouse will experience permanent impacts if the DT-1 station and east entrance are built as described in the DEIS Appendix J. The large station box and its mechanical and circulation structures will permanently obstruct Seattle Rep and inhibit the theater company's full use of their building. Seattle Center campus will experience permanent loss of space that is heavily used for operations and events. The campus will experience permanent operational impacts in order to accommodate the needs of a light rail station entrance close to the heart of the grounds.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
598	Parks and Recreational Resources	4.3.17-19	4.3.17.4.4.	Julia Levitt	Seattle Center	The information provided is inadequate to fully describe temporary impacts of street closures during construction. Full closure of Republican St. for up to 6 years, partial closure of Mercer St. for 3.5 years, and closures on Harrison between 6th Ave N. and Dexter will generate traffic impacts that may decrease attendance and revenues for Seattle Center and its resident arts and cultural organizations to the point where these organizations cannot remain solvent. Displacement of loading areas will impact events and festivals for Seattle Center, and the core operations of resident organizations including KEXP and The Vera Project. Impacts to parking garages will cause loss of operating revenues for Seattle Center and decreased attendance at large events. Mitigation must include adequate temporary replacements for displaced loading and bus parking spaces.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
599	Parks and Recreational Resources	4.3.17-19	4.3.17.4.4.	Julia Levitt	Seattle Center	Mitigation is not thoroughly described. Impacts of street closures during construction will cause financial impacts to Seattle Center and its resident arts and cultural organizations and will require financial mitigation in the form of replacement for lost revenues. Please include analysis of financial impacts to tenants that may be relocated or experience significant construction disruption, and mitigation of these impacts, in the FEIS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
600	Public Services, Safety and Security	4.3.14-15	4.3.14.4.4	Gretchen Lenihan	Seattle Center	Road closures for construction of the Seattle Center station for DT-1 would block fire access to Vera & SIFF. I believe there may also be standpipes that may be affected by cut-and-cover construction in this area.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
601	Public Services, Safety and Security	X	Table 4.3.14-1.	Gretchen Lenihan	Seattle Center	Seattle Center should be included as a service provider on this table. The Armory in particular provides services to the public, as do the grounds and Alki restrooms. Seattle Center operates emergency shelter facilities for the community as needed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
602	Social Resources, Community Facilities, and Neighborhoods	Page 4.3.4-23	4.3.4.4.4	Delia Tyrrell / Gretchen Lenihan	Seattle Center	Information necessary to identify impacts and compare alternatives is missing. Construction of the east entrance to the D-1 Seattle Center station would displace outdoor event activity and severely impact the functionality of the 2nd Ave N./August Wilson Way intersection for large vehicles that support events at Theatre Commons, North Fountain Lawn, and elsewhere on the north end of campus. These are critical operational corridors for Seattle Center crews. Access for event and maintenance vehicles must be maintained through that intersection in all directions throughout construction. This loss could be permanent once the construction of this station entry is completed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
603	Social Resources, Community Facilities, and Neighborhoods	Page 4.3.4-23	4.3.4.4.4	Delia Tyrrell	Seattle Center	When discussing the construction impacts of DT-1, our noise and vibration analysis has found that the noise and vibration levels proposed by Sound Transit during construction and operations are significantly higher than the existing noise and vibration thresholds at Seattle Rep, The Cornish Playhouse, The Vera Project, SIFF, and K.E.X.P. Because of this, please change language to state that these facilities will be affected by construction noise and vibration and temporary relocation may be a necessary mitigation.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
604	Social Resources, Community Facilities, and Neighborhoods	4.3.4-23	4.3.4.4.4	Gretchen Lenihan	Seattle Center	DEIS claims that D-2 cuts off access to Seattle Rep from the west; however, Mercer Garage and all audience access points are on the east side of the Seattle Rep building, which would be much more directly impacted by DT-1 station construction. Construction impacts of the east entrance for DT-1 would be significantly more disruptive for more organizations on the campus than DT-2 construction. Suggest that the DEIS de-emphasize the perceived impacts to Seattle Center of D-2 compared to D-1.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
605	Social Resources, Community Facilities, and Neighborhoods	4.3.4-23	4.3.4.4.4	Gretchen Lenihan	Seattle Center	2nd Ave N is a significant vehicle as well as pedestrian corridor across campus and links several vital resources for Seattle Center operational crews and large community events.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
606	Social Resources, Community Facilities, and Neighborhoods	4.3.4-18	4.3.4.3.4	Deborah Daoust	Seattle Center	Delete "particularly with Preferred Alternative DT-1" since the statement is not necessarily true given the small distance between the two proposed stations.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
607	Social Resources, Community Facilities, and Neighborhoods	4.3.4-23	4.3.4.4.4	Deborah Daoust	Seattle Center	Add Cornish Playhouse, Pacific Northwest Ballet (Phelps Center), Exhibition Hall, and Classical KING FM to list of organizations potentially impacted by vibration in DT-2.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
608	Social Resources, Community Facilities, and Neighborhoods	4.3.4-18	4.3.4.3.4	Julia Levitt	Seattle Center	The description of transportation benefits in the analysis is misleading. The analysis states, "The Alternative DT-2 Seattle Center Station would require passengers to cross a roadway to access Seattle Center, whereas the Preferred Alternative DT-1 Seattle Center Station would not." If the DT-2 Seattle Center alternative is built, there will be an entrance south of Mercer St. that would allow passengers to walk to Seattle Center on Warren Ave N., which is a quiet side street. Access for passengers from DT-2 involves a few more feet of distance versus DT-1, but it is not meaningfully more difficult or dangerous. Please revise the analysis in the FEIS by deleting the phrase "particularly with Preferred Alternative DT-1" and revising the following sentence to more accurately describe the condition on Warren Ave. N., or deleting.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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609	Social Resources, Community Facilities, and Neighborhoods	4.3.4-18	4.3.4.3.4	Julia Levitt	Seattle Center	The analysis is missing references to impacts at Seattle Center. DT-1 would permanently impact social/cultural resources on the Seattle Center campus, including cultural institutions on the grounds. These institutions provide significant services to the public, including educational programs and free/reduced rate programming, and contribute greatly to the artistic and cultural life of the region. Successful operation of events at Seattle Center also affects patronage of nearby small businesses in Uptown. The station entrance will significantly impact Seattle Rep and the Northwest Rooms with ground borne vibration and permanent entrance-related noise, aesthetic and access impacts. Without mitigation, construction impacts; permanent noise/vibration impacts; and displacement of events associated particularly with the DT-1 Seattle Center station alternative will impact institutions, events, and public space at Seattle Center campus.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
610	Technical Report: Noise and Vibration	N.3E-22h		Delia Tyrrell	Seattle Center	There should be a vibration impact outline around Seattle Rep and Cornish Playhouse in this figure.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
611	Technical Report: Noise and Vibration	5-11	Table 5-1	Seattle Center	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. The WSBLE DEIS does not includes the following list of sensitive receivers with the Seattle Center Campus: Climate Pledge Arena, 401 Mercer Street, Live music and sports venue MoPOP, 363 Mercer Street, Museum of popular culture, live music and other performances, recording Memorial Stadium, 321 Mercer Street, Live music performances, sports venue Seattle Repertory Theater, 155 Mercer Street, Additional noise-sensitive rehearsal space not included KEXP, 472 1st Ave N, Number of recording suites not correct A/NT Art Gallery, 305 Harrison Street, Art Gallery By excluding the above facilities, the noise and vibration assessment cannot be considered complete for assessment of impacts. The above facilities need to be included for a full assessment of noise and vibration impacts from the construction and operation of alternatives DT1 and DT2.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
612	Technical Report: Noise and Vibration	6-37	6.2.3	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. The WSBLE DEIS assessment of noise and vibration impacts from construction and operation of DT1 and DT2 has not been completed for the following facilities: -Climate Pledge Arena -MoPOP -Memorial Stadium -Seattle Repertory Theater rehearsal space (DT1) and Bagley Wright Theater (DT2) -KEXP additional recording spaces -A/NT Art Gallery An assessment of potential for significant impacts to these facilities and/or spaces within these facilities should be completed of operation and construction of DT1 and DT2. Therefore, the DEIS noise and vibration assessment of both operations and construction is considered incomplete.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
613	Technical Report: Noise and Vibration	6-37	6.2.3	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. Missing are exhaust fans. The WSBLE DEIS includes a list of construction equipment that were evaluated for airborne construction noise impact (see DEIS Appendix N.3, Table 6-7, p. 6-30). The equipment are based on the FTA 2018 Manual. Excluded from the list of equipment is noise emission levels from exhaust fans that would operate up to 24 hours per day. From DEIS Section 2.6.6, p 2-88: "fans could run for 24 hours a day and could be audible at tunnel portals, stations, or access locations" Further, DEIS Appendix N.3, From DEIS Section 6.2.3.2, p 6-8: "Ventilation fans may also run 24 hours per day at tunnel portals, stations, and access areas to supply fresh air into the tunnel." DT1 tunnel portals would be located very close to Seattle Center tenants The Rep and Cornish Playhouse. Access areas are not yet defined. Fans therefore would operate at these portals and access area to exhaust air up to 24 hours per day during this construction phase. Therefore, the DEIS construction airborne noise impact assessment is considered incomplete because it does not identify the sound level of this source, or further assess how they would operate and where they would operate within the portal. Mitigation measures for fans should be included in an updated assessment that includes exhaust fan noise. Such mitigation measures could include quieter fan models, strategic placement of fans, silencers, barriers, or other measures. Further, the EIS should include specific language within the Construction Noise and Vibration Control Plan regarding exhaust fan noise.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
614	Technical Report: Noise and Vibration	6-37	6.2.3	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. Missing are haul routes. Haul routes are not analyzed in the DEIS. Airborne noise from trucks moving spoils away from the DT1 or DT2 tunnel portals could represent a major source of noise during excavation. WSBLE DEIS Section 2.6.6 p. 2-88 states "truck hauling would require a loading area, staging space for trucks awaiting loading, and provisions to prevent tracking soil on public streets. Truck haul routes and trucking hours would require approval by the City of Seattle. Surface hauling could occur at night during off-peak traffic periods or could be concentrated during the day to minimize noise in noise-sensitive areas." Although it may be too early in the process to define haul routes or hours of hauling, the assessment does not address the potential for noise impact from trucks moving within the vicinity of the Seattle Center. Therefore, the DEIS construction airborne noise impact assessment is considered incomplete because it does not include an assessment of noise from haul trucks. Mitigation measures should be included in an updated assessment that includes haul truck noise. Mitigation measures could include enforcing truck hauling hours that minimize the potential for noise impact during sensitive hours. Further, mitigation measures should include coordination with Seattle Center resident organizations. Finally, the EIS should include specific language within the Construction Noise and Vibration Control Plan regarding haul routes.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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615	Technical Report: Noise and Vibration	6-37	6.2.3	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. Missing are staging areas. Noise from construction staging areas are not analyzed in the DEIS. Airborne noise from equipment moving within and to/from staging areas could represent a major source of airborne noise during construction. Although it may be too early in the process to define staging areas, the assessment does not address the potential for noise impact from staging areas or which areas are currently being considered by Sound Transit. Therefore, the DEIS construction airborne noise impact assessment is considered incomplete because it does not address construction staging areas. Mitigation measures should be included in an updated assessment that includes staging area noise. Mitigation measures could include strategic location of staging areas to minimize impact from noise emissions related to staging areas, noise barriers, and other measures as defined under WSBLE DEIS Section 7.2.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
616	Technical Report: Noise and Vibration	6-38	6.2.3.2	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. Missing are cut and cover. The WSBLE DEIS Appendix N.3, Section 6.2.3.2, p. 6-38, indicates that cut-and-cover construction of DT-1 would likely result in airborne construction noise impacts at Northwest Rooms, including KEXP, SIFF Film Center, Vera, and A/NT Art Gallery, as well as The Rep and Cornish. Construction noise impacts from DT2 would result in impact to The Rep and Cornish. WSBLE DEIS Appendix N.3, Table 6-8, p. 6-31, identifies predicted sound level from types of construction activities. Included is Cut-and-Cover Station Construction, where sound levels at 50 feet would range from 84 dBA to 88 dBA. Equipment that would generate these levels of noise include excavators, backhoes, haul trucks, and vibratory rollers. WSBLE DEIS Appendix N.3, Table 6-30, p. 6-70, summarizes vibration predictions at several Seattle Center facilities include KEXP, Vera, SIFF, The Rep, and Cornish. For each, Table 6-30 indicates equipment could operate as near as 8 feet from these buildings. Adjusting for distance from 50 feet based on an approximate increase of 6-dBA per halving of distance to a stationary noise source, the range of sound levels from equipment identified in Table 6-8 during cut-and-cover construction, when 8 feet away from Seattle Center facilities, would range from 100 to 104 dBA. This could result in impacts at interior spaces of KEXP, Vera, SIFF, The Rep, and Cornish. The DEIS assessment of airborne noise impact during cut-and-cover construction is considered incomplete because it does not address potential for high levels of noise at Seattle Center buildings that could exceed the City of Seattle noise limits for construction, as identified in the Seattle Municipal Code and as are summarized in WSBLE DEIS Appendix N.3, Table 3-4, p. 3-7.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
617	Technical Report: Noise and Vibration	6-65	Table 6-25	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. WSBLE DEIS Appendix N.3, Table 6-25 (p. 6-65) and Table 6-27 (p. 6-67), summarize vibration and groundborne noise impacts from construction, respectively. There are multiple elements regarding the assessment of tunneling groundborne noise and vibration that are incomplete or warrant a more detailed assessment. Missing are tunneling equipment. WSBLE DEIS Appendix N.3, Section 6.4.1.2 and Table 6-26 (p. 6-66) identify equipment that would generate the highest levels of vibration during tunneling, including the boring machine cutterhead, thrust-jack retraction, and supply trains with steel wheels. In the footnote of Table 6-27 (p. 6-67), the DEIS states: “The predicted levels for the thrust-jack is more than 5 dB below the impact threshold for all sensitive receivers.” Groundborne noise level predictions for thrust jack retraction is not provided in the DEIS. However, a range of levels is provided, as measured between 0 and 200 feet, in Table 6-26 (p. 6-66). The range of levels is 13 to 29 dBA. The range of levels for supply trains on steel tracks is 24 to 28 dBA. While the average levels of groundborne noise for supply trains is clearly higher that for thrust jack retraction, there is potential for thrust jack retraction to generate levels as high as supply trains, according to Table 6-26. The DEIS does not assess further the potential for impact from thrust jack retraction on vibration or groundborne noise. Therefore, the DEIS assessment of vibration and groundborne noise from tunneling equipment is considered incomplete.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
618	Technical Report: Noise and Vibration	6-65	Table 6-25	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. WSBLE DEIS Appendix N.3, Table 6-25 (p. 6-65) and Table 6-27 (p. 6-67), summarize vibration and groundborne noise impacts from construction, respectively. There are multiple elements regarding the assessment of tunneling groundborne noise and vibration that are incomplete or warrant a more detailed assessment. Missing are vibration limits. WSBLE DEIS Appendix N.3, Table 6-25, p. 6-65, identifies vibration limits for sensitive receivers at Seattle Center. The limits for the Rep are identified as 72 VdB based on FTA thresholds for “theaters”, as summarized in the DEIS Appendix N.3, Table 3-8 (p. 3-10). However, Seattle Center notes that the Leo K. Theater has a very low threshold for impact from vibration, akin to more stringent limits that would apply to concert halls (i.e., 65 VdB). Because the impact assessment is based on the potential for disruption of use, the vibration limit for The Rep should be corrected to more accurately represent this space. Correcting to a more appropriate vibration limit at The Rep would results in impacts from DT1 during supply train operation. Therefore, the DEIS assessment of vibration from tunneling equipment is considered incomplete and needs to be corrected and then re-evaluated, including considerations for mitigation.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
619	Technical Report: Noise and Vibration	6-67	Table 6-27	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. WSBLE DEIS Appendix N.3, Table 6-25 (p. 6-65) and Table 6-27 (p. 6-67), summarize vibration and groundborne noise impacts from construction, respectively. There are multiple elements regarding the assessment of tunneling groundborne noise and vibration that are incomplete or warrant a more detailed assessment. Missing are groundborne noise limits. WSBLE DEIS Appendix N.3, Table 6-27, p. 6-67 includes groundborne noise limits for Seattle Center spaces. The limits are summarized in the DEIS Appendix N.3, Table 3-8 (p. 3-10) and based on the type of use. The limits identified for SIFF and Vera are 40 dBA, assumed to be considered Category 3 buildings (see DEIS Appendix N.3, Table 3-9, p. 3-11), which are institutional lands with primarily daytime use.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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620	Technical Report: Noise and Vibration	6-67	Table 6-27	Seattle Center	Seattle Center	The analysis is incomplete. Several significant impacts have not been identified. WSBLE DEIS Appendix N.3, Table 6-25 (p. 6-65) and Table 6-27 (p. 6-67), summarize vibration and groundborne noise impacts from construction, respectively. There are multiple elements regarding the assessment of tunneling groundborne noise and vibration that are incomplete or warrant a more detailed assessment. Missing are discrepancy on groundborne noise limits. WSBLE DEIS Appendix N.3, Table 6-13 (p. 6-52) and Table 6-14 (p. 6-54) identify groundborne noise limits for light rail operation as follows: -Cornish: 35 dBA -The Rep Leo K Theater: 35 dBA -SIFF Film Center: 35 dBA -Vera Recording Booth: 30 dBA The limits identified for the same receivers in Table 6-27 are as follows: -Cornish: 35 dBA -The Rep Leo K Theater: 35 dBA -SIFF Film Center: 40 dBA -Vera Recording Booth: 40 dBA While the limits for Cornish and The Rep are the same under both operation and construction, the limits for SIFF and Vera are higher for construction than for operation. Section 6.4 p 6-63 states: "The vibration from tunneling muck and support trains are compared to the FTA criteria for operations because this can be a long-term activity" and "Category 1 and special-use buildings are evaluated using the FTA criteria for operations for all construction activities, because exceedances of those limits may interfere with operations inside the building". The same criteria should be applied for both construction and operation. The DEIS assessment of groundborne noise from tunneling equipment is therefore considered incomplete because it does not apply correct limits consistent with FTA policy.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
621	Technical Report: Noise and Vibration	6-67	Table 6-27	Seattle Center	Seattle Center	The analysis is incomplete. There are errors in distances to receivers. WSBLE DEIS Appendix N.3, Table 6-25 (p. 6-65) and Table 6-27 (p. 6-67) include distances from receivers to tunnel centerlines that appear incorrect: -Table 6-25. Distance from KEXP to centerline at DT-1 listed at 11 feet. -Table 6-27. Distance from Vera and KEXP to centerline at DT-1 listed at 507 feet Although these errors may be simply typos, the analysis should be reviewed to ensure errors were not carried through calculations of impact. The DEIS assessment of groundborne noise from tunneling equipment is therefore considered incomplete because there are clear errors that need to be resolved.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
622	Technical Report: Noise and Vibration	6-67	Table 6-27	Seattle Center	Seattle Center	The analysis is incomplete. There are missing sensitive receivers. MoPOP, The Climate Pledge Arena, Memorial Stadium, and A/NT Air Gallery are considered potentially sensitive receivers to groundborne noise during tunneling operations and neither were included in the assessment of impacts. Climate Pledge Arena is approximately 175 to nearest DT-1 track, and approximately 225 feet to farther track. Further, the Climate Pledge Arena is below grade and would have a more direct linear path to the tunnelling equipment than surface-level buildings. MoPOP is approximately 150 feet to nearest track, approximately 200 feet to farther track. MoPOP host exhibits and performances that may be impacts by groundborne noise. Memorial stadium is located approximately 75 feet directly above the DT-1 alignment and could experience impacts from tunnel construction. AN/T Art Gallery is located approximately 115 feet from the DT-1 alignment and could be impacted from DT-1 tunnel construction. The DEIS assessment of groundborne noise from tunneling equipment is therefore considered incomplete because not all sensitive spaces within the Seattle Center have been included in the assessment.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
623	Technical Report: Noise and Vibration	6-70	Table 6-29	Seattle Center	Seattle Center	The analysis is incomplete. WSBLE DEIS Appendix N.3, Table 6-29, p. 6-70, identifies distances for impact to special use buildings. The minimum distance for least sensitive spaces (i.e., V.C.-A) is greater than would be realized at KEXP, Vera, SIFF, The Rep and Cornish for the equipment identified in this table. Section 6.4.2.2, p. 6-70 states that: "Surface construction vibration has not been assessed for Category 1 or special-use buildings neat tunnel alignments, However, vibration from surface construction may be of concern if these buildings are close to the tunnel portals or station construction. These activities should be assessed in the Construction Vibration Control Plan" Given the degree of impact that may occur from surface vibration during construction (see Table 6-29 and 6-30), a more detailed assessment of mitigation measures should have been included in the DEIS beyond requiring future assessments. The DEIS assessment of surface vibration from construction therefore considered incomplete because it does not adequately address the potential for high levels of impact at nearby facilities including KEXP, Vera, SIFF, The Rep, and Cornish.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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624	Technical Report: Noise and Vibration	6-52	Table 6-13	Seattle Center	Seattle Center	WSBLE DEIS Appendix N.3, Table 6-13 (p. 6-51) and 6-14 (p. 6-53) identifies vibration limits for sensitive receivers at Seattle Center during operation. The limits for the Rep are identified as 72 VdB based on FTA thresholds for "theaters", as summarized in the DEIS Appendix N.3, Table 3-8 (p. 3-10). However, Seattle Center notes that the Leo K. Theater has a very low threshold for impact from vibration, akin to more stringent limits that would apply to concert halls (i.e., 65 VdB). Because the impact assessment is based on the potential for disruption of use, the vibration limit for The Rep should be corrected to more accurately represent sensitivities of this space that are germane to it use. Correcting to a more appropriate vibration limit at The Rep would results in impacts from DT1 during operation of DT-1. Therefore, the DEIS assessment of vibration from operation is considered incomplete and needs to be corrected and then re-evaluated, including additional considerations for mitigation.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
625	Technical Report: Noise and Vibration	6-52	Table 6-13	Seattle Center	Seattle Center	The groundborne noise limit for The Rep is incorrect and should have been set to 25 dBA, the FTA Special Buildings limit for a concert hall, and not based on the 35 dBA limit for a theater. Experience from The Rep during construction of the Climate Pledge Arena suggest the Leo K. Theater is highly sensitive to groundborne noise intrusion due to the low ambient noise levels. The DEIS measurements in Attachment N.3H Table 7-1 (p. 7-3) indicated ambient levels were 30 dBA, 5-dBA lower than what was applied in Tables 6-13 and 6-14. Further, measurements taken recently in 2022 indicate ambient levels are 25 dBA. At SIFF, ambient noise levels measured in 2022 indicated baseline levels are 30 dBA, suggesting an ever lower groundborne noise limit may be appropriate for the SIFF Film Center. Correcting to a more appropriate groundborne noise limit at The Rep and SIFF would results in a higher degree of impacts at The Rep and SIFF for DT-1. For DT-2, correcting the limit at The Rep would result in impacts to this space. Therefore, the DEIS assessment of groundborne noise from operation is considered incomplete and needs to be corrected and then re-evaluated, including additional considerations for mitigation.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
626	Technical Report: Noise and Vibration	6-51	Table 6-13	Seattle Center	Seattle Center	WSBLE DEIS Appendix N.3, Table 6-13 (p. 6-51) and 6-14 (p. 6-53) identify the train speeds that were assume in the calculations of groundborne noise and vibration. There are some inconsistencies or potentially errors or further clarifications required. For DT1, train speed through the Seattle Center campus is assumed to be 45 mph at all receivers except: -30 mph at The Rep Leo K and Vera -55 mph at KEXP For DT2, train speed through the Seattle Center campus is assumed to be 45 mph at all receivers except: -30 mph at KEXP DJ booth The DEIS assessment of groundborne noise and vibration from operation is considered incomplete and needs to be corrected or further detailed to ensure that calculations made to predict groundborne noise and vibration were based on appropriate train speeds.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
627	Technical Report: Noise and Vibration	6-51	Table 6-13	Seattle Center	Seattle Center	MoPOP, The Climate Pledge Arena, Memorial Stadium, and A/NT Air Gallery are considered potentially sensitive receivers to groundborne noise during tunneling operations and neither were included in the assessment of impacts. Climate Pledge Arena is approximately 175 to nearest DT-1 track, and approximately 225 feet to farther track. Further, the Climate Pledge Arena is below grade and would have a more direct linear path to the DT-1 rail line. MoPOP is approximately 150 feet to nearest track, approximately 200 feet to farther track. MoPOP host exhibits and performances that may be impacts by groundborne noise from rail operation. Memorial stadium is located approximately 75 feet directly above the DT-1 alignment and could experience impacts from operation. AN/T Art Gallery is located approximately 115 feet from the DT-1 alignment and could be impacted from DT-1 operation. The DEIS assessment of groundborne noise from operation therefore considered incomplete because not all sensitive spaces within the Seattle Center have been included in the assessment.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
628	Technical Report: Noise and Vibration	7-16	7.2	Seattle Center	Seattle Center	Mitigation measure(s) for identified impacts are missing from the DEIS. WSBLE DEIS Appendix N.3, Section 7.2 (p. 7-16) identifies standard mitigation measures for construction noise. Not included in the list of mitigation measures are: -Tunnel ventilation fans: potential options include silences, barriers, or other measures -Material haul truck: haul trucks routes require a detailed assessment to determine if mitigation is warranted	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
629	Technical Report: Noise and Vibration	7-31	7.4.1	Seattle Center	Seattle Center	Mitigation measure(s) for identified impacts are missing from the DEIS. WSBLE DEIS Appendix N.3, Section 7.4.1 (p. 7-31) identifies surface vibration mitigation measures including pre-construction surveys, construction timing, equipment location, continuous monitoring, and alternative construction methods. These measures should be very clearly detailed and updated once a more detailed assessment of surface vibration measures is completed. Given the high level of potential surface vibration impact that could occur, mitigation of surface vibration will be of paramount importance for organizations at Seattle Center.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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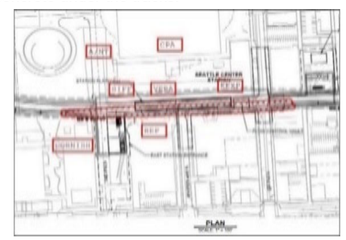
630	Technical Report: Noise and Vibration	7-32	7.4.2	Seattle Center	Seattle Center	Mitigation measure(s) for identified impacts are missing from the DEIS. WSBLE DEIS Appendix N.3, Section 7.4.2 (p. 7-32) identifies tunneling vibration mitigation measures to reduce the potential for vibration and groundborne noise impact during tunneling. Efforts are focused on mitigating supply train vibration, including reduced supply tarin speeds, smooth running surfaces, reduce gaps between rail sections, adding rubber pad between ties, and using rubber tire supply trains. Given the high level of impact that may occur due to the supply train, a more thorough assessment migration measures should be evaluated. Thrust-jack mitigation may also be warranted (i.e., slower retraction) once a more detailed assessment of the potential for impact from this activity is completed. Further, The Construction Vibration Management Plan should be prepared to consider scheduling tunneling activities that avoid impact to nearby facilities including KEXP, Vera, SIFF, The Rep, Cornish, and possibly additional facilities such as MoPOP or Climate Pledge Arena. The mitigation section for tunneling does not address additional items such as the expanded tunnel area under the Northwest Rooms that could result in impact to KEXP, Vera, and SIFF. This DEIS should include detailed assessment of potential mitigation options that are specific to this location as it is unique in nature and has several sensitive uses that operate during all hours.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
631	Technical Report: Noise and Vibration	7-27	7.3.2.2	Seattle Center	Seattle Center	WSBLE DEIS Appendix N.3, Section 7.3.2.2 (p. 7-27) identifies DT1 operational groundborne noise and vibration mitigation measures to mitigate impacts at "recording studios and performances spaces in Seattle Center" (Section 7.3.2.2., p.7-26). Included are: -DT-1: High Resilience Fasteners along a limited stretch of 900 feet of track Impacts are predicted at KEXP, Rep, Vera, and SIFF, up to 13 dBA per Table 6-13 (p. 6-52). If using corrected thresholds, impacts could reach 23 dBA over limits. Mitigation using high resilience fasteners is insufficient. Assessment should consider additional or alternative measures such as floating slabs and thicker concrete under the track. The following figure provides an illustration of the approximate extent of operational groundborne noise and vibration mitigation for DT-1 (high resilience fasteners). This location could be expanded if needed, and could include more effective means of mitigation such as floating slabs or thicker concrete under the tracks.  For DT2, operational vibration Impacts are not predicted in the DEIS (see Table 6-14) and no mitigation is proposed through the Seattle Center. However if the groundborne noise limit for The Rep is corrected to 25 dBA, impacts may occur. And therefore, an assessment of mitigation measures would be warranted such as through use of high resilience fasteners.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
632	Utilities	4.3.15-5	4.3.15.4.4	Donna Golden	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. Missing is that DT-1 would conflict with utilities provided by Seattle Center Utility Plant to Seattle Repertory Theatre, Cornish Playhouse, SIFF, The VERA Project and KEXP. It would also affect fiber optic telecommunications, combined sewer, and water.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
633	Utilities	4.3.15-2	4.3.15.3	Jae Lee	Seattle Center	Seattle Center's sewer, water main, and chilled water/steam lines may need to be relocated prior to the construction. Mitigation for campus impacts could include working with the City to upgrade the Seattle Center Central Utility Plant to electricity, in line with the Mayor's city-wide electrification initiative.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
634	Utilities	4.3.15-1	Table 4.3.15-1	Jae Lee	Seattle Center	Seattle Center has its own central utility plant and utilities on the campus (sewer, water main and chill/steam lines), managed separately from SPU. Seattle Center can provide documentation of those systems to Sound Transit for study if information is needed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
635	Utilities	4.3.15-2	4.3.15.3	Jae Lee	Seattle Center	DT1 would require relocation of existing Seattle Center utilities. Please also confirm whether enabling work for DT-1 Seattle Center station will impact the Seattle Center campus.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
636	Visual and Aesthetics	4.3.5-4	4.3.5.3.2	Gretchen Lenihan	Seattle Center	Station entry and tunnel vents as shown for DT-1 would block views and aesthetics between Seattle Center campus and Seattle Rep lobby spaces that were designed with views in mind.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
637	Water Resources	4.3.8-5 & 4.3.8-6	4.3.8.3 & 4.3.8.3.4	Donna Golden	Seattle Center	Due to glacial till in the area, there are concerns that cut-and-cover sites as well as new structures would change the subsurface groundwater flow as well as perched groundwater causing unanticipated subsidence at the fill areas.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
638	Water Resources	4.3.8-5 & 4.3.8-6	4.3.8.3 & 4.3.8.3.4	Donna Golden	Seattle Center	Description of impacts and mitigation are missing information. Missing information includes: Because the project will increase impervious surface areas, there will be opportunities to incorporate bioswales and pervious pavements in the station design to maintain some of the groundwater infiltration and reduce the installation of pollutant-generating surfaces. This would also assist in stormwater management without the use of flow control boxes or detention type systems, and be consistent with the sustainability principle of the Seattle Center Master Plan.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
639	CH 3 Transportation	3-109	3.15.3.1	Gretchen Lenihan	Seattle Center	If DT-2 option for Seattle Center station is pursued, mitigation for surge crowds and access to Seattle Center station could be accomplished by Sound Transit coordinating with Seattle Center and Seattle Rep to provide improvements to Warren Ave N, with careful thought and attention paid to the opportunity to redevelop the NW corner of the campus to create a more open plaza and welcoming environment at the northwest corner of campus. DT-2 east station entry is significantly more compatible with Seattle Center events and activity than the east entry for DT-1. If DT-1 tunnel alignment is selected, it would be very functional if the DT-1 line could be paired with the DT-2 Seattle Center east station entry location via underground tunnel.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
640	Parks and Recreational Resources	4.2.17-1	4.2.17.1	David Graves	SPR	There are six (6) trails, not five, in the West Seattle Link Extension study area. The Longfellow Creek Legacy Trail should be included with the other five trails listed.	West Seattle (DUW, DEL, WSJ)	Per this comment, the paragraph commented on has been revised to clarify that recreational trails are discussed later in the section. See Section 4.17.2 of the Final EIS.
641	Parks and Recreational Resources	4.2.17-21	4.2.17.6	David Graves	SPR	Junction Plaza Park was acquired with a King County Conservation Futures grant, mitigation would need to be replacement property in the West Seattle Junction, not just a cash payment.	West Seattle (DUW, DEL, WSJ)	Text in Section 4.17.2.4 and 4.17.7 for this park has been updated per this comment.
642	Parks and Recreational Resources	4.2.18-1	4.2.18.1	David Graves	SPR	There are six (6) trails, not five, in the West Seattle Link Extension study area. The Longfellow Creek Legacy Trail should be included with the other five trails listed. The Legacy Trail is used for recreation and should be identified as a recreational resource.	West Seattle (DUW, DEL, WSJ)	See response to comment 640.
643	Parks and Recreational Resources	4.3.14-16	4.3.14.4.5	David Graves	SPR	The Seattle Parks and Recreation Department West Central Maintenance Warehouse would also be displaced by Alternative SIB-3 and require relocation within the surrounding area. This facility is also critical to maintenance of the Central Waterfront as that facility comes on line. To avoid disruption of park maintenance, and park maintenance staff during construction, temporary or permanent relocation should be in place before construction starts in this area if Alt SIB-3 (permanent) or SIB-2 (temporary) are selected.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
644	Parks and Recreational Resources	4.3.14-17	4.3.14.6	David Graves	SPR	Mitigation should be explicitly stated/listed for impacts to Seattle Parks and Recreation's West Central Maintenance Warehouse from Alternative SIB-2 and/or SIB-3 in this section.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
645	Parks and Recreational Resources	4.3.17-6	4.3.17.1.2	David Graves	SPR	Hing Hay Park is comprised of two parcels plus an alley totaling approximately 0.7 acres	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
646	Appendix H - Section4(f) Evaluation	(2-12)	2.3.1.3	David Graves	SPR	SPR does not support option DEL-2a due to the permanent significant impacts of the tunnel portal on the West Seattle Golf course.	West Seattle (DUW, DEL, WSJ)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
647	Appendix H - Section4(f) Evaluation	(2-12)	2.3.1.3	David Graves	SPR	SPR does not support option DEL-4 due to the permanent significant impacts of the tunnel portal on the West Seattle Golf course.	West Seattle (DUW, DEL, WSJ)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
648	Appendix H - Section4(f) Evaluation	(2-15)	2.3.1.4	David Graves	SPR	SPR does not support option WSJ-3b due to the permanent loss of Junction Plaza Park associated with the construction of the Alaska Junction Station. Junction Plaza Park has been designed to provide both a destination and pass-through park in the junction of the traditional business and the growing mixed use area to the east. The park has also been designed as a resource for the community to be used for Junction Association festivals like the West Seattle Festival and intermittent programs.	West Seattle (DUW, DEL, WSJ)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
649	Appendix H - Section4(f) Evaluation	(3-1)	3.1	David Graves	SPR	There are six (6) trails, not five, in the West Seattle Link Extension study area. The Longfellow Creek Legacy Trail should be included with the other five trails listed. The Legacy Trail is used for recreation and should be identified as a recreational resource.	West Seattle (DUW, DEL, WSJ)	This list of trails are those that are considered primarily transportation facilities, and therefore are not Section 4(f) resources. The Longfellow Creek Legacy Trail is considered a Section 4(f) resource and therefore is it not included on this list.
650	Appendix H - Section4(f) Evaluation	Figure 3-1g		David Graves	SPR	Junction Plaza Park is not identified on the figure as a public park.	West Seattle (DUW, DEL, WSJ)	The label for the park was on these maps but the historic data layer made the park layer not visible. This has been updated/corrected for the Final EIS.
651	Appendix H - Section4(f) Evaluation	Figure 3-1h		David Graves	SPR	Junction Plaza Park is not identified on the figure as a public park.	West Seattle (DUW, DEL, WSJ)	The label for the park was on these maps but the historic data layer made the park layer not visible. This has been updated/corrected for the Final EIS.
652	Appendix H - Section4(f) Evaluation	(3-19)	3.2.2.1	David Graves	SPR	The value of the West Duwamish Greenbelt lies in the mature trees and forested nature of the park around Pidgeon Point. Permanent loss of mature trees and the inability to replant the trees completely takes the value of this area and it will be effectively converted to a transportation use. SPR does not concur with the de minimis determination. If this area was acquired with a King County Conservation Futures grant or a grant from RCO, mitigation would need to be replacement property in the area, not just a cash payment.	West Seattle (DUW, DEL, WSJ)	Per further coordination with Seattle Parks and Recreation, concurrence on de minimis was reached on April 25, 2024. Sound Transit has continued to coordinate with Seattle Parks and Recreation on mitigation for impacts to park resources as the project advances.
653	Appendix H - Section4(f) Evaluation	(3-21)	3.2.2.1	David Graves	SPR	The value of the West Duwamish Greenbelt lies in the mature trees and forested nature of the park around Pidgeon Point. Permanent loss of mature trees and the inability to replant the trees completely takes the value of this area and it will be effectively converted to a transportation use. SPR does not concur with the de minimis determination.	West Seattle (DUW, DEL, WSJ)	Per further coordination with Seattle Parks and Recreation, concurrence on de minimis status was reached on April 25, 2024.
654	Appendix H - Section4(f) Evaluation	(3-35)	3.2.3.1	David Graves	SPR	The elevated tracks at the north end of the golf course could be at risk from hit golf balls, depending on the option chosen. Once a preferred option is selected, additional study is necessary to determine the potential for golf balls to hit the trains or train tracks and appropriate measures incorporated into the project design to address this potential.	West Seattle (DUW, DEL, WSJ)	Netting to protect the tracks from golf balls is described in Appendix N.2, Visual and Aesthetics Technical Report, in the Final EIS.
655	Appendix H - Section4(f) Evaluation	(3-35)	3.2.3.1	David Graves	SPR	Golf revenues at West Seattle Golf Course are driven by players and number of tee times available - Loss of playing time during construction will have a direct impact on golf revenues and will need to be addressed with appropriate mitigation.	West Seattle (DUW, DEL, WSJ)	Comment noted. This coordination will occur if the project selected to be built by the Sound Transit Board would affect the golf course.
656	Appendix H - Section4(f) Evaluation	(3-51)	Table 3-8	David Graves	SPR	SPR does not agree with the de minimis determination of the impacts to the West Duwamish Greenbelt	West Seattle (DUW, DEL, WSJ)	Per further coordination with Seattle Parks and Recreation, concurrence on de minimis status was reached on April 25, 2024.
657	Appendix H - Section4(f) Evaluation	Figure 4-1c	Figure 4-1c	David Graves	SPR	The west half of Hing Hay Park is not identified as a park.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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658	Appendix H - Section4(f) Evaluation	(4-15)	Table 4-2	David Graves	SPR	Hing Hay Park is comprised of two parcels plus an alley totaling approximately 0.7 acres	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
659	Appendix H - Section4(f) Evaluation	(4-38)	4.2.3.1	David Graves	SPR	Portion(s) of Freeway Park were improved with a grant from RCO, If those areas of the park are impacted, mitigation would need to be replacement property in the area, not just a cash payment.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
660	Appendix H - Section4(f) Evaluation	(4-49)	4.2.4.1	David Graves	SPR	If area(s) within Kinnear Park were acquired with a King County Conservation Futures grant or improved with a grant from RCO, mitigation would need to be replacement property in the area, not just a cash payment and the covenant added to the new property.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
661	Appendix H - Section4(f) Evaluation	(4-54)	4.2.4.1	David Graves	SPR	The elevated tracks along the west side of the golf course could be at risk from hit golf balls, depending on the option chosen. Once a preferred option is selected, additional study is necessary to determine the potential for golf balls to hit the trains or train tracks and appropriate measures incorporated into the project design to address this potential.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
662	Appendix H - Section4(f) Evaluation	(4-54)	4.2.4.1	David Graves	SPR	Will the trains running along the west edge of the golf course cause noise and/or vibrations of the existing net and net poles that would adversely impact the experience of playing golf at the Interbay Golf Course?	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
663	Appendix H - Section4(f) Evaluation	(4-54)	4.2.4.1	David Graves	SPR	Golf revenues at Interbay Golf are driven by players and number of tee times available - Loss of playing time during construction will have a direct impact on golf revenues and will need to be addressed with appropriate mitigation.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
664	Appendix H - Section4(f) Evaluation	Figure 4-6	Figure 4-6	David Graves	SPR	If area(s) within the Southwest Queen Anne Greenbelt were acquired with a King County Conservation Futures grant or a grant from RCO, mitigation would need to be replacement property in the area, not just a cash payment and the covenant added to the new property.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
665	Appendix H - Section4(f) Evaluation	Attachment H.1	Table H.1-2	David Graves	SPR	Hing Hay Park is comprised of two parcels plus an alley totaling approximately 0.7 acres	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
666	Appendix H - Section4(f) Evaluation			David Graves	SPR	Part of the mitigation for impacts to park resources should be the reimbursement of Seattle Parks and Recreation staff time associated with any real estate transactions and legislation required as part of any mitigation package.	All (Systemwide)	Sound Transit has continued to coordinate with Seattle Parks and Recreation on mitigation for impacts to park resources as the project advances.
667	Utilities	4.2.15-5	4.2.15.6	PATTERSON	SPU	Disagree that "no impacts on major utilities are expected…and no mitigation would be needed."	All (Systemwide)	Comment noted. Because impacts can be minimized or avoided through coordination and best management practices, no mitigation is needed.
668	Utilities	4.3.8-5	4.3.8.3.1	PATTERSON	SPU	Footnote 1: when will the study be completed considering the final design is to begin in 2023?	All (Systemwide)	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
669	Utilities	4.2.8-6	4.2.8.3.1	PATTERSON	SPU	Footnote 1: when will the study be completed considering the final design is to begin in 2023?	All (Systemwide)	The study referenced is still underway and Sound Transit will continue to coordinate with the Department of Ecology and the City of Seattle as appropriate.
670	Utilities	4.2.8-6	4.2.8.3.1	PATTERSON	SPU	Statement that guideways are non-pollution-generating is incorrect. The Washington State Department of Ecology (Ecology) has judged them to be pollution-generating surfaces pending results of the study referenced in Footnote 1. The default at this point is that they are pollution-generating and that should be stated clearly in the text. Sound Transit must comply with the City's Stormwater Code (SMC 22.800-22.808) based upon the most current determination by Ecology.	All (Systemwide)	The study referenced is still underway and Sound Transit will continue to coordinate with the Department of Ecology and the City of Seattle as appropriate.
671	Utilities	4.3.8-5	4.3.8.3.1	PATTERSON	SPU	Statement that guideways are non-pollution-generating is incorrect. The Washington State Department of Ecology (Ecology) has judged them to be pollution-generating surfaces pending results of the study referenced in Footnote 1. The default at this point is that they are pollution-generating and that should be stated clearly in the text. Sound Transit must comply with the City's Stormwater Code (SMC 22.800-22.808) based upon the most current determination by Ecology.	All (Systemwide)	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
672	Ch 2 Alternatives Considered	2-14	2.1.1.3.7	PATTERSON	SPU	Department of Ecology considers light rail as pollution generating and the design needs to account for water quality treatment of guideway runoff.	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, is to explain the project components, general alignments, and station locations. Please see Section 4.8, Water Resources, of the Final EIS for information on water quality treatment.
673	Ch 2 Alternatives Considered	2-88	2.6.6	PATTERSON	SPU	SPU prefers in-tunnel ground treatment instead of at the ground surface for soil freeze technique. At surface too disruptive and high risk for utility movement and subsequent damage due to soil heave.	All (Systemwide)	Seattle Public Utilities' preference has been noted.
674	Ch 2 Alternatives Considered	2-85	2.6.2	PATTERSON	SPU	Note that temporary disruptions of utility services to customers is an impact of utility relocation	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, is to explain the project components, general alignments, and station locations. Please see Section 4.15, Utilities, of the Final EIS for information on utility relocation.
675	Ch 2 Alternatives Considered	2-88	2.6.6	PATTERSON	SPU	Provide more discussion of why stabilizing the ground is necessary - potential for damage to utilities and other structures.	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, is to explain the project components, general alignments, and station locations. Please see Section 4.11, Geology and Soils, of the Final EIS for information on slope stability.
676	Ch 2 Alternatives Considered	2-85	2.6.2	PATTERSON	SPU	Provide discussion of potential ground movement resulting from dewatering and effective mitigation methods that may be employed.	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, is to explain the project components, general alignments, and station locations. Please see Section 4.11, Geology and Soils, of the Final EIS for information on ground movement and Section 4.8, Water Resources, of the Final EIS for information on groundwater.

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677	Utilities	4.2.15-3	4.2.15.4.1	PATTERSON	SPU	"Sound Transit did not evaluate or inventory impacts to minor utilities but will evaluate and inventory them as the project design progresses from preliminary to final design." The document should note that extensive impacts to "minor utilities" may be expected.	All (Systemwide)	Added "Additional impacts would occur from minor utility relocations and would be coordinated with utility providers and the City of Seattle."
678	Utilities	4.3.15-6	4.3.15.6	PATTERSON	SPU	Disagree with statement of "no impacts on major utilities". Example - 14th Ave NW has a major storm drain that may be impacted. Example - all alternatives impact large combined sewer in Royal Brougham Way S during construction.	All (Systemwide)	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
679	Ecosystems	Various	4.2.9. Ecosystems	ANTIEAU	SPU	This section contains various statements regarding tree removals . These statements refer to a tree diameter threshold of 6 inches; for example: "Removing street trees with trunks larger than 6 inches in diameter during maintenance activities would require coordination with the City of Seattle." These statements are imprecise and misleading. There is no diameter threshold for the removal of street trees. ("Street trees" are located only in street rights-of-way.) Further, it appears these statements do not successfully capture the intended concept. All tree removals would be reviewed by the City of Seattle if those removals occur in street rights-of-way ("street trees") and in environmentally critical areas (ECAs) on non-right-of-way parcels. Depending on the specific trees to be removed, the City may also review proposed tree removals outside of ECAs on non-right-of-way parcels. For trees to be removed in street rights-of-way and in ECAs, the City requires mitigation in the form of tree replacement. For tree removal ins ECAs, the City requires evidence the applicant has undertaken mitigation sequencing and is providing mitigation that achieves replacement of lost ecological function.	West Seattle (DUW, DEL, WSJ)	Section 4.9, Ecosystems, of the Final EIS and Appendix N.4, Ecosystems Technical Report, have been revised to be more specific and inclusive of all tree diameters and types and to remove the 6 inch diameter statement.
680	Water Resources	4.2.8-1	4.2.8.1	ANTIEAU	SPU	Statement "...West Seattle Greenbelt, a vegetated slope….." is imprecise and misleading. Statement should more specifically highlight the importance of this feature: " …West Seattle Greenbelt, the City of Seattle's largest contiguous forest…"	West Seattle (DUW, DEL, WSJ)	Text is accurate and appropriate for water resources section. Additional information about the greenbelt is provided in Section 4.9, Ecosystems, and Section 4.17, Parks and Recreational Resources, of the Final EIS.
681	Water Resources	4.2.8-4	4.2.8.1.4 Floodplains	ANTIEAU	SPU	Subsidence, previous pavement repairs, and cracked pavement suggest Genesee Dam is in poor condition and perhaps in a structural failure mode. The DEIS should acknowledge this evidence and potentiality and disclose impacts related to Sound Transit's possible repair, replacement, or removal of the dam as may be required for construction and operation of the project. SDOT's SW Genesee Street Detention Dam is regulated by the Washington State Department of Ecology (Dam #KI9-380) and was completed in 1974.	West Seattle (DUW, DEL, WSJ)	Sound Transit has reviewed the 2020 Periodic Inspection Report for the Southwest Genesee Street Detention Dam prepared by the Washington State Department of Ecology. The text in the Final EIS reflects the findings of this report and identifies the need for further coordination if an alternative that affects the dam were to be selected as the project to be built.
682	Ecosystems	4.2.9-4	4.2.9.1.1 Aquatic Species and Habitat	ANTIEAU	SPU	Paragraph 4: The statement "The City regulates development in or over the creek." is imprecise and misleading. Per SMC 25.09, the City regulates all development activity in the Riparian Corridor, which includes the riparian watercourse and an associated riparian management area (100 feet of the ordinary high water mark on either side of the riparian watercourse).	West Seattle (DUW, DEL, WSJ)	Text added to Section 4.9, Ecosystems, to state that areas within 100 feet (the riparian management area) will also be regulated. This is already stated in Section 3.2 of Appendix N.4, Ecosystems Technical Report, of the Final EIS.
683	Geology and Soils	4.2.11-1	4.2.11 Geology and Soils	ANTIEAU	SPU	Section is silent on stability of Genesee Dam and the proposal's potential impacts and mitigation. Subsidence, previous pavement repairs, and cracked pavement suggest Genesee Dam is in poor condition and perhaps in a structural failure mode. The DEIS should acknowledge this evidence and potentiality and disclose impacts related to Sound Transit's possible repair, replacement, or removal of the dam as may be required for construction and operation of the project. SDOT's SW Genesee Street Detention Dam is regulated by the Washington State Department of Ecology (Dam #KI9-380) and was completed in 1974.	West Seattle (DUW, DEL, WSJ)	This dam is discussed in Section 4.8, Water Resources. Ecology's latest inspection report was reviewed for the WSBLE Draft EIS and the West Seattle Link Extension Final EIS and did not include statements that is in poor condition or in a structural failure mode. See also response to comment 681.
684	Water Resources	4.3.8-4	4.3.8.1.2 Shorelines	ANTIEAU	SPU	This section lacks context for most readers. Should be revised to be more similar to Section 4.2.8.1.2 and see previous ANTIEAU Comment above.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
685	Ecosystems	4.3.9-8	4.3.9.3.4	ANTIEAU	SPU	The referenced 200-foot zone is the Shoreline Management District, not a buffer. See previous ANTIEAU Comment.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
686	Ecosystems	4.3.9-9	4.3.9.4.1	ANTIEAU	SPU	This subsection 4.3.9 .4.1 contains this statement regarding tree removals: "Removing street trees with trunks larger than 6 inches in diameter or any...." The statement is imprecise and misleading. There is no diameter threshold for the removal of street trees. ("Street trees" are located only in street rights-of-way.) Further, it appears these statements do not successfully capture the intended concept. All tree removals would be reviewed by the City of Seattle if those removals occur in street rights-of-way ("street trees") and in environmentally critical areas (ECAs) on non-right-of-way parcels. Depending on the specific trees to be removed, the City may also review proposed tree removals outside of ECAs on non-right-of-way parcels. For trees to be removed in street rights-of-way and in ECAs, the City requires mitigation in the form of tree replacement. For tree removal ins ECAs, the City requires evidence the applicant has undertaken mitigation sequencing and is providing mitigation that achieves replacement of lost ecological function.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
687	Utilities	Page 4.2.15-4	4.2.15.4.2 SODO Segment	Eugene Mantchev	SPU	If part of 6th Ave S is rebuilt, the existing water line must be replaced, protection in place is not feasible for a full street rebuild in the poor soils of SODO.	SODO/CID	Comment noted. Sound Transit will continue to coordinate with the City of Seattle regarding this utility.
688	Utilities	Page 4.2.15-5	4.2.15.6 Mitigation Measures	Eugene Mantchev	SPU	Please explain the intent of the statement "Through pre-construction measures and coordination with utility providers, no impacts on major utilities are expected during construction of the West Seattle Link Extension and no mitigation would be needed. " and possibly rephrase to make it clearer.	All (Systemwide)	The intent is that through coordination, impacts will be minimized or avoided and no mitigation will be needed. No change.
689	Water Resources	4.2.8-6	Water Quality	Reed Blanchard	SPU	Second Paragraph: City of Seattle Drainage Code defines guideways as pollution generating surface and the evaluations, discussion, summaries and design must reflect this..	All (Systemwide)	Comment noted. Sound Transit will continue to coordinate with the City of Seattle regarding water quality treatment requirements. The stormwater code does not currently call out light rail guideway specifically.
690	Water Resources	4.2.8-6	Water Quality	Reed Blanchard	SPU	Third Paragraph: Note, there are no CSO basins within the project vicinity that have capacity to receive additional flow.	West Seattle (DUW, DEL, WSJ)	Comment noted. Flow control will be provided for all stormwater runoff associated with the West Seattle Link Extension project.
691	Water Resources	4.2.8-9	Water Quality	Reed Blanchard	SPU	Note that Longfellow Creek is also Piped Creek Basin and will require flow control along with water quality.	West Seattle (DUW, DEL, WSJ)	Comment noted. Flow control will be provided for all stormwater runoff associated with the West Seattle Link Extension Project.

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692	Public Services, Safety and Security	4.2.7-21	4.2.7.6.1	Rich Richardson	SFD	Noise impacts during construction will have to be fully mitigated within fire stations from 10 P.M. to 7 A.M., the designated sleeping hours for firefighters.	All (Systemwide)	Comment noted. Please see mitigation section of Section 4.7, Noise and Vibration, of the Final EIS.
693	Public Services, Safety and Security	4.2.7-23	4.2.7.6.2	Rich Richardson	SFD	Vibration impacts during construction will have to be fully mitigated within fire stations from 10 P.M. to 7 A.M., the designated sleeping hours for firefighters.	All (Systemwide)	Comment noted. Please see mitigation section of Section 4.7, Noise and Vibration, of the Final EIS.
694	Public Services, Safety and Security	4.2.14-10	4.2.14.4.1	Rich Richardson	SFD	During construction and when complete, emergency vehicle access is required for all existing buildings, construction sites, and for travel through/around construction sites. Restrictions to access must be coordinated with Seattle Fire Department	All (Systemwide)	Comment noted. Sound Transit will coordinate with the Seattle Fire Department as design advances regarding access during construction and operations.
695	Public Services, Safety and Security	4.3.7-17	4.3.7.4.1	Rich Richardson	SFD	Noise impacts during construction will have to be fully mitigated within fire stations from 10 P.M. to 7 A.M., the designated sleeping hours for firefighters.	All (Systemwide)	See response to comment 692.
696	Public Services, Safety and Security	4.3.7-23	4.3.7.4.1	Rich Richardson	SFD	Vibration impacts during construction will have to be fully mitigated within fire stations from 10 P.M. to 7 A.M., the designated sleeping hours for firefighters.	All (Systemwide)	See response to comment 693.
697	Public Services, Safety and Security	4.3.14-4	4.3.14.4.1	Rich Richardson	SFD	During construction and when complete, emergency vehicle access is required for all existing buildings, construction sites, and for travel through/around construction sites. Restrictions to access must be coordinated with Seattle Fire Department		See response to comment 694.
698	Public Services, Safety and Security	4.3.14-16	4.3.14.4.5	Rich Richardson	SFD	Construction impacts affecting response times from Fire Station 20 and Station 18 shall be coordinated with Seattle Fire Department		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
699	Public Services, Safety and Security	4.3.14-17	4.3.14.4.5	Rich Richardson	SFD	Construction impacts affecting response times from Fire Station 3 shall be coordinated with Seattle Fire Department		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
700	Public Services, Safety and Security	3.0-23	3.5.3.1.1	Rich Richardson	SFD	During construction and when complete, emergency vehicle access is required for all existing buildings, construction sites, and for travel through/around construction sites. Restrictions to access must be coordinated with Seattle Fire Department		See response to comment 694.
701	Public Services, Safety and Security	3.0-51	3.13.3.1	Rich Richardson	SFD	During construction and when complete, emergency vehicle access is required for all existing buildings, construction sites, and for travel through/around construction sites. Restrictions to access must be coordinated with Seattle Fire Department		See response to comment 694.
702	Public Services, Safety and Security	3.0-127	3.19.1.1.2	Rich Richardson	SFD	During construction and when complete, emergency vehicle access is required for all existing buildings, construction sites, and for travel through/around construction sites. Restrictions to access must be coordinated with Seattle Fire Department		See response to comment 694.
703	Public Services, Safety and Security	4.2.1-5	4.2.1.3.2	Rich Richardson	SFD	Any negative impact to Fire Stations 36 or 14 shall be coordinated with Seattle Fire Department		See response to comment 694.
704	Ch 4 Affected Enviornment and Environmental Consequences	4.1-9	4.1.16, and Various locations throughout Chapter 4	Sarah Sodt	DON	References to local codes are missing related to implementation of the City's Historic Preservation regulations - specifically the references to when a Certificate of Approval (SMC 25.12 and SMC 23.66) is required for alterations within historic districts (demolition, construction of stations, venting structures, head houses etc.) or to individual landmarks. Additionally the regulations regarding referral to the Landmarks Preservation Board of nominations for potentially eligible resources that are proposed for demolition or substantial alteration is not address (SMC 25.05.675H2c and SMC 25.12). Therefore, the potential conflict with local controls cannot be determined.	All (Systemwide)	Reference to 25.12 was included in Section 4.1.16 of the WSBLE Draft EIS and is included in Section 4.16.1 of the Final EIS. Seattle Municipal Code 23.66 refers to local districts, which are not present in the West Seattle Link Extension study area. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
705	Ch 4 Affected Enviornment and Environmental Consequences	4.2.16-6	4.2.16.3.1	Sarah Sodt	DON	The information necessary to identify impacts and compare alternatives is missing. Missing is the definition of what is meant by "directly modified" in the context of potential changes requiring a Certificate of Approval for individual landmarks/historic districts.	All (Systemwide)	Per comment, in West Seattle Final EIS Section 4.16.4.1, "modified" has been revised to "alteration" (because that matches the nomenclature in the City's Landmarks Preservation Ordinance). Text has also been added in Section 2.3 of Appendix N.5, Historic and Archaeological Resources Technical Report, with a direct link to the City's Landmarks Preservation Ordinance webpage so that the interested reader can learn more about how impacts to designated landmarks are handled under the ordinance, as follows in italics: "...greater detail regarding City of Seattle review of actions related to designated landmarks can be found at https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT25ENPRHIPR_CH25.12LAPR"
706	Ch 4 Affected Enviornment and Environmental Consequences	4.3.16-6	4.3.16.3.1	Sarah Sodt	DON	The information necessary to identify impacts and compare alternatives is missing. Missing is the definition of what is meant by "directly modified" in the context of potential changes requiring a Certificate of Approval for individual landmarks/historic districts.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
707	Ch 4 Affected Enviornment and Environmental Consequences	4.3.18-8	4.3.18.4.2	Sarah Sodt	DON	The information necessary to identify impacts and compare alternatives is missing. Missing is the definition of what is meant by "directly modified" in the context of potential changes requiring a Certificate of Approval for individual landmarks/historic districts.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
708	Ch 4 Affected Enviornment and Environmental Consequences	4.3.18-9	4.3.18.4.2	Sarah Sodt	DON	The information and methodology in the Least Harm Analysis does not capture complete construction and permanent impacts of the project including: impacts of demolition, detour routes, staging areas, venting, head houses and other visual and aesthetic impacts etc. Missing in the evaluation are analyses of some of these impacts, particularly with regard to ancillary structures associated with the stations as well as detour routes and staging areas. The City of Seattle uses the Certificate of Approval process and procedures associated with SMC 25.05.675H to evaluate impacts.	All (Systemwide)	The text referenced is the description of what a Least Harm analysis includes under Code of Federal Regulations 23 Section 774.3 (c)(1), the enabling regulation for Section 4(f). As noted, the Least Harm Analysis was not completed in the WSBLE Draft EIS because it cannot be completed until after public review and comment on proposed de minimis determinations. The Least Harm Analysis is included in the Final EIS.

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709	Technical Report: Historic and Archaeological Resources	2.2- 2.3	2.3	Sarah Sodt	DON	References to local codes are missing related to implementation of the City's Historic Preservation regulations - specifically the references to when a Certificate of Approval (SMC 25.12 and SMC 23.66) is required for alterations within historic districts (demolition, construction of stations, venting structures, head houses etc.) or to individual landmarks. Additionally the regulations regarding referral to the Landmarks Preservation Board of nominations for potentially eligible resources that are proposed for demolition or substantial alteration is not address (SMC 25.05.675H2c and SMC 25.12). Therefore, the potential conflict with local controls cannot be determined.	All (Systemwide)	See response to comment 704.
710	Historic and Archaeological Resources	232	Table 4.3.16-5	Erin Doherty	DON	Seattle Center's International Commerce & Industry Building (Northwest Rooms) ID 1396a is identified as "adversely affected" both during construction and permanently due to proximity of DT-1 "Preferred Alternative". The remainder of this Seattle Landmark includes the International Plaza (Northwest Rooms Plaza) ID 1396c, and the Sweden Pavilion (International Fountain Pavilion) ID 1396d. These resources should be collectively identified as "adversely affected".	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
711	Historic and Archaeological Resources	232	Table 4.3.16-5	Erin Doherty	DON	Portions of the Key Arena (Climate Pledge Arena) ID 1396b structure and program reside beneath or directly adjacent to the International Plaza (Northwest Rooms Plaza) ID 1396c which may be adversely impacted by DT-1 "Preferred Alternative" and should be analyzed further.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
712	Historic and Archaeological Resources	205	Table 4.3.16-1	Erin Doherty	DON	Identifies the number of designated Seattle Landmarks within the Ballard APE, but does not illustrate how many are impacted by DT-1 vs. DT-2. This type of comparison is done for properties listed on the National Register of Historic Places, and should be done for Seattle Landmarks related to both the Ballard and West Seattle APEs, by segment.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
713	Ch 5 Cumulative Impacts		5.2.2	Erin Doherty	DON	This section describes the historic significance of Ballard in terms Nordic and maritime heritage, and does not represent an inclusive history. The historic significance of Native Peoples to this area is missing.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
714	Technical Report: Historic and Archaeological Resources	37	2.3	Erin Doherty	DON	This section outlines regulatory requirements. Although it discusses the Landmarks process and SEPA adjacency review, it is missing a reference to the SEPA referral process for individual buildings per SMC 25.05.800, Tables A & B for Footnote (1) for 25.05.800.B.6 and 25.05.800.B.7.	All (Systemwide)	Footnote added to read "[1] Seattle Municipal Code also requires that proposed actions that (1) involve structures that exceed thresholds B for Footnote (1) for 25.05.800.B.6 and 25.05.800.B.7 and (2) appear to meet criteria set forth in Chapter 25.12 for Landmark designation are subject to referral to the Department of Neighborhoods pursuant to Section 25.12.370."
715	Technical Report: Historic and Archaeological Resources		3.2	Erin Doherty	DON	The Area of Potential Effect boundary should encompass the entire Seattle Center campus, as there may be more adverse impacts than those related to a 200' dimension. In addition, include all of the Seattle Center information collected and assessed to inform the determination of eligibility for a potential district.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
716	Technical Report: Historic and Archaeological Resources		5.1	Erin Doherty	DON	Additional records should include King County property records / title searches.	All (Systemwide)	Washington State Archives Puget Sound Regional Branch has been added as a repository; this is where the King County property record cards are held.
717	Technical Report: Historic and Archaeological Resources	53	5.2.2	Erin Doherty	DON	Note that building dates on King County Tax records may not be accurate and need to be verified through additional sources.	All (Systemwide)	Building dates were noted as "circa" in WISAARD, unless they were verified by permits or other sources.
718	Technical Report: Historic and Archaeological Resources	146	9.9	Erin Doherty	DON	Paramount Theatre should be identified as a City of Seattle Landmark.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
719	Technical Report: Historic and Archaeological Resources	228	10.5.2.4	Erin Doherty	DON	This section notes the proposed removal of the "north façade canopy" for the International Commerce & Industry Building (Northwest Rooms) ID 1396a. Provide clarification of the "canopy". This building has a character defining, 4' deep roof overhang on all sides of the building, that is not a canopy. It appears to be comprised of the extended top chord of each roof truss, which supports the building's roof deck. If this what is being described as a canopy, revise to reflect removal of roof overhang and alteration of roof trusses. Provide a description of the other proposed alterations to building systems/utilities, circulation, etc. on the north side of the building, both short and long term as a result of DT-1 "Preferred Alternative".	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
720	Technical Report: Historic and Archaeological Resources	228	10.5.2.4	Erin Doherty	DON	The identification of potential adverse effects on the Seattle Center's International Commerce & Industry Building (Northwest Rooms) ID 1396a / International Plaza (Northwest Rooms Plaza) ID 1396c / Sweden Pavilion (International Fountain Pavilion) ID 1396d as a result of DT-1 "Preferred Alternative" is incomplete. Missing information includes construction methods for open cut directly adjacent to and beneath this Seattle Landmark with direct physical/proximity impacts, and additional potential adverse structural impacts due to vibration, settlement and water table (as demonstrated by recent Arena expansion project), both in the short and long term. As shown in the drawings, the immediate adjacency of the multi-storied open cut will impact the structural foundation of the building. There is no description of the methodology to protect and support the Seattle Landmark during construction, even though the proposed station would be less than 3' from the building face. Provide a construction feasibility study so that the actual effects can be assessed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
721	Technical Report: Historic and Archaeological Resources	261	11	Erin Doherty	DON	Due to the cumulative impacts on this Seattle Landmark, identify measures to avoid adverse effects on the Seattle Center International Commerce & Industry Building (Northwest Rooms) ID 1396a, International Plaza (Northwest Rooms Plaza) ID 1396c, and the Sweden Pavilion (International Fountain Pavilion) ID 1396d.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
722	Appendix J - Conceptual Design Drawings	86		Erin Doherty	DON	Page 86 / Sheet 193 – Site plan shows building Section C cut through the end of the Seattle Center's International Commerce & Industry Building (Northwest Rooms) ID 1396a and the Sweden Pavilion (International Fountain Pavilion) ID 1396d. Section C on Page 88 / Sheet 195 does not show Sweden Pavilion.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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723	Historic and Archaeological Resources	229	Table 4.3.16-5	Erin Doherty	DON	Seattle Center's Historic Playhouse ID 359a may be adversely impacted by DT-1 "Preferred Alternative" and should be analyzed further as there are no drawings illustrating the adjacent construction and means and methods.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
724	Technical Report: Historic and Archaeological Resources	228	Section 10.5.2.4	Erin Doherty	DON	The identification of potential adverse effects on Seattle Center's Historic Playhouse ID 359a as a result of DT-1 "Preferred Alternative" is incomplete. There is no information about the open cut construction and means and methods that will be directly adjacent to this historic building. Provide a construction feasibility study so that the actual effects can be assessed.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
725	Appendix J - Conceptual Design Drawings	86		Erin Doherty	DON	Page 86 / Sheet 193 –Site plan shows conceptual building sections through portions of the proposed construction but does not address the historic Playhouse. Provide an east/west section that illustrates the relationship of the head house and below-grade construction to the Playhouse on the east, and the Repertory Theatre to the west.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
726	Technical Report: Historic and Archaeological Resources	66 of Attachment N.5A	Table N.5A.1	Erin Doherty	DON	The International Fountain is not a Seattle Landmark. The International Fountain Pavilion is a Seattle Landmark, and you are referring to this resource as the Sweden Pavilion.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
727	Executive Summary	ES44	6	Genna Nashem	DON	The vent and egress structure built in the plaza of the Union Station has been a controversial issue in prior meeting issue identification, and still needs to be analyzed. "Avoidance" is required to be considered. Not only is avoidance not considered in the document, but overall impacts to Union Station and to the CID and the Pioneer Square historic districts are not acknowledged in the document.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
728	Ch 2 Alternatives Considered	13	2.2.2.36	Genna Nashem	DON	A photo of a typical vent structure is needed, therefore information is missing that would be required for analysis. The description is not sufficient to give a reader of the document the understanding size, scale and visual appearance of the vent structure. This will be a permanent significant feature. When the description of the vent without a photo or graphic follows a description of a truck with a photo of a truck, that could falsely imply that the vent structure is a less significant feature than a truck.	SODO/CID	A photo of a vent structure has been added to Section 2.1.2.3.6, Tunnel Vents, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
729	Historic and Archaeological Resources	10	4.1.16	Genna Nashem	DON	The paragraph mentions the Landmark Preservation Board and SMC 25.12 but does not mention the CID section passes through two historic district - The Pioneer Square Preservation District and the International District Special Review District. It doesn't state that all alterations to the District including any new construction or demolition will be reviewed by respective Board according to SMC23.66 and would require a Certificate of Approval.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
730	Ch 5 Cumulative Impacts	14	5.4.6	Genna Nashem	DON	The permanent visual and aesthetics effects are not efficiently discussed or assessed especially in historic district. Effects do not seem to use the methodology noted in 4.1. If studied, In the situation of the vent structure at the shared entry point to both Pioneer Square and International historic districts, the large utilitarian structure would lower the visual quality of the area.	All (Systemwide)	The purpose of Chapter 5 is to evaluate cumulative impacts of the proposed project in combination with other past, present, and reasonably foreseeable projects. Visual impacts from the project are covered in Section 4.5, Visual and Aesthetic Resources, and Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
731	Ch 5 Cumulative Impacts	23	5.4.17.1	Genna Nashem	DON	Paragraph refers to the city changing zoning, is this hypothetical? if so then those changes should be identified and impacts should be analyzed in this document. If the document is referring to some specific recent zoning changes, then those should be referenced. Historic Preservation is about managing change, not preventing it, but this does not accurately reflect the existing regulatory framework or mitigation impacts methodology relating to historic preservation in the city, especially with regard to cumulative impacts to historic districts.	All (Systemwide)	Changes in zoning are hypothetical. Zoning is managed by the City and the City could choose to change zoning in historic districts in the future. Potential cumulative impacts of the proposed project in combination with potential zoning changes are discussed in Section 5.4.17.1.
732	Technical Report: Visual	10	3.2.1	Genna Nashem	DON	High Visual Quality – Areas with high visual quality must be outstanding in terms of being very memorable, distinctive, unique (in a positive way), and/or intact—they can be natural, park-like, or urban, with urban areas displaying strong and consistent architectural and urban design features. Historic Districts should be considered High Visual Quality, these qualities are why they are designated historic districts. This paragraph does not recognize the visual experience of being in the district of looking at the District and seems to only be considering the views of other things as seen from the District. The paragraph also does not consider the extent of the prominence of a venting and egress structure at the scale and location that it is proposed on the District and on the Union Station.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
733	Historic and Archaeological Resources	4.2.16.1	4.2.16.1	Genna Nashem	DON	APE should include the King Street Station. The proposed 4th Ave Station is directly across the tracks of King Street Station; bike facilities that would serve the ST station are proposed behind the station and the use of the plaza at King Street station could be affected by the presence, noise and smell of the ventilation shaft.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
734	Technical Report: Historic and Archaeological Resources		2.3	Genna Nashem	DON	Include City Historic Districts -Pioneer Square Preservation District and International Special Review District and regulation SMC 23.66	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
735	Ch 4 Affected Enviornment and Environmental Consequences	4.3.18.4	4.3.18.2.2	Genna Nashem	DON	Use of Union Station requires consideration of avoidance alternatives, which are not included in the document. Change of use is regulated in both the International Special Review District and the Pioneer Square Preservation District.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
736	Ch 4 Affected Enviornment and Environmental Consequences	4.3.5.4	4.5.3.2	Genna Nashem	DON	Not enough information has been included to evaluate whether 40 feet in height tunnel vent structures would be less prominent than station entrances. Freestanding vent structures at 40 feet would be a visual intrusion that would cause permanent diminishment of setting, feeling and integrity to Union Station and to the International District and Pioneer Square historic districts. Design would not be able to mitigate the effect. Consideration of avoidance is required.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
737	Ch 4 Affected Enviornment and Environmental Consequences	4.3.5.1	4.3.5	Genna Nashem	DON	Consideration of sensitive view of landscape is not appropriate in the urban area is a flawed methodology for an urban area. The people who live, work and spend time here should be the people who we are most concerned about how they see the visual and aesthetic character of the area effected.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
738	Executive Summary	throughout		Rebecca Frestedt	DON	The acronym M.O.S. (minimum operable segment) is used throughout the Executive Summary, but the origin is not easy to locate for individuals who are jumping ahead to particular segments within the alignment. I suggest spelling out the full name "minimum operable segment" on the header pages, such as sheet ES-24, for the Ballard Link Extension	All (Systemwide)	M.O.S is spelled out the first time it is referenced in the Executive Summary and is defined in the main body of the document.
739	Executive Summary	ES-43	ES.6.2	Rebecca Frestedt	DON	The analysis is incomplete. There is mention of the CID as the Asian American hub, but the mention of impacts is focused on the immediate areas of impact, rather than addressing the short and long-term disruption of the cultural cohesion and economic impact of the District more broadly.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
740	Ch 4 Affected Enviornment and Environmental Consequences		4.3.2.1.2	Rebecca Frestedt	DON	This section does not sufficiently reference the degree to which certain uses within the International Special Review District are given preference in the land use code under SMC 23.66, to support cultural fabric of the neighborhood and how changes to those uses could disrupt the supportive fabric of the neighborhood.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
741	Ch 4 Affected Enviornment and Environmental Consequences		4.3.2.6	Rebecca Frestedt	DON	There is not enough information about proposed land use impacts to determine the need for mitigation within the study area. As noted above, specific uses within the historic districts in the Chinatown International District and Pioneer Square area reviewed to ensure that proposed changes are compatible with and support the character of the districts. The need for some degree of mitigation is anticipated in order to ensure that changes to the station area are compatible with the 1/4-1/2 area around the Station Area.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
742	Ch 2 Alternatives Considered		2.1.2.2.2	Rebecca Frestedt	DON	The information necessary to identify impacts and compare alternatives is missing. Due to the cost and construction duration constraints of the 4th Ave S. alternatives and the significant economic and cultural impacts to the CID community that would result from the 5th Ave S. alternatives CID 2a and CID-2b, an option that explores moving the station north on 5th to the currently vacant parcel in the NE corner of the 5th Ave S. and S. Jackson St. intersection should be studied in the EIS.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
743	Ch 4 Affected Enviornment and Environmental Consequences	4.2.2-11	4.2.2.5	Rebecca Frestedt	DON	I concur with comments submitted by Geoff Wentlandt, OPCD when he stated, "There is not enough information to compare alternatives or assess the degree of impact because there is not enough information on indirect land use impacts. The only type of indirect land use impact assessed is the degree of TOD potential, but there are other critical types of indirect land use impact besides the degree of TOD potential. The EIS does not discuss the indirect land use compatibility impacts of land use changes that would occur over time due to introduction of a light rail station. There is no information on the compatibility impacts to land use outside of the project's footprint (outside of direct acquisitions and conversions to transportation uses). The indirect impacts analysis should review the existing land use pattern and built environment within 1/2 mile of the station locations. The analysis should contemplate the degree of incompatibility that would be created by introduction of TOD and induced development pressures associated with new light rail stations. Resulting land use incompatibilities that would be created should be characterized qualitatively. Land use incompatibilities include discordant patterns of: building scales, activity patterns, and times of day/night activity." This will be a significant impact within the historic districts, specifically Pioneer Square Preservation District and the International Special Review District, where historically significant and contributing properties in the surrounding areas are unlikely to be redeveloped and where the existing architectural character of the District is dominant and where the cultural and economic base of the surrounding neighborhood will be deeply impacted by the presence of a station, through construction and beyond.	SODO/CID	Land use around stations is determined by City zoning, not by the West Seattle Link Extension Project. The project may act as a catalyst for future development as described in Section 4.2.6, Indirect Impacts of the Build Alternatives. A response to this comment relate to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
744	Appendix J - Conceptual Design Drawings	9-40		Rebecca Frestedt	DON	The information necessary to identify impacts and compare alternatives is missing. The plans show the ventilation and egress tower and station entrance on the east of Union Station in plan view, but not in elevation from the north and south or from S. King Street looking west. The visual impact of the ventilation stack in this alternative will have an adverse effect on the primary facade of Union Station, a public safety and sightlines and the visual continuity and architectural character of the International Special Review District and the Pioneer Square Preservation District.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
745	Appendix J - Conceptual Design Drawings	28		Rebecca Frestedt	DON	The information necessary to identify the impacts and compare alternatives is missing. For example, the graphics do not show the full extent of the visual impact of the siting of the proposed ventilation stack adjacent to the Union Station entrance in the 5th Ave S. alternatives. The upper 25' of the stack would be opaque, but the way it is shown here as x'd out does not accurately reflect the impact. The conceptual drawings throughout lack specifics about placement and height of headhouses and venting stacks in relation to other properties.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
746	Ch 4 Affected Enviornment and Environmental Consequences	4.1-9	4.1.16	Rebecca Frestedt	DON	The analysis is incomplete. This section addresses National Register and local Landmark eligible properties, but omits mention of designated historic districts and the regulatory considerations that are required when changes within designated districts are proposed. See Chapter 23.66 of the Seattle Land Use Code, for proposed work in the Pioneer Square Preservation District and the International Special Review District.	All (Systemwide)	See response to comment 704.
747	Economics	4.3.3-8	4.3.3.3.3	Rebecca Frestedt	DON	The analysis is incomplete. The statement that "Businesses displaced with either Alternative CID-2a or Option CID-2b would include some retail and services businesses that serve the local community" is inaccurate. The CID is a regional hub for the Asian-American and Pacific Islander community. Businesses rely on one another and rely on customers who "trip chain" by shopping at several places throughout the greater CID, especially on weekends. Many patrons have elder family members who reside in the neighborhood and/or consider the CID as a cultural home or "third place." There will be a significant economic ripple from construction impacts and displacements.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
748	Economics	4.3.3-8	4.3.3.3.3	Rebecca Frestedt	DON	The analysis is incomplete. Information is needed about the cumulative impact of transportation of goods and services to business and service providers (like International Community Health Services and Kin On) throughout the CID and Pioneer Square.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
749	Visual and Aesthetics	4.3.3.-14	4.3.3.4.3	Rebecca Frestedt	DON	Information necessary to identify impacts and compare alternatives is missing. Additional information is needed about the extent of work that would be involved in the "structural improvements" to the American Hotel (417 6th Ave S.) and Buty Building (402 5th Ave S.) under the CID-2a Diagonal alternative. Both buildings are contributing buildings within the Seattle Chinatown National Register District and the International Special Review District.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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750	Land Use	4.3.3.-14	4.3.2.6	Rebecca Frestedt	DON	References to local codes citing minimum mitigation requirements is missing. As a result, the analysis of alternatives is incomplete. This section states that "…the Ballard Link Extension would not result in inconsistencies with adopted land use plans." However, there is no reference to the historic district requirements under SMC Chapter 23.66. It anticipated that there will be inconsistencies with the adopted land use code and mitigation may be required, as a result.	All (Systemwide)	Text in the introduction to Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS notes that the project will comply with applicable regulations.
751	Social Resources, Community Facilities, and Neighborhoods	4.3.2-14	4.3.3.4.3	Rebecca Frestedt	DON	The analysis is incomplete. Several significant impacts have not been identified. Missing is discussion of the impacts to residents/tenants of the Addison on 4th, adjacent to ICON (which could be vacated if CID-1a is selected) or impacts to tenants of the Publix Hotel, which abuts 5th Ave S. and the proposed new station elements under CID-2a and 2b.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
752	Social Resources, Community Facilities, and Neighborhoods	4.3.4-8	4.3.4.1.1	Rebecca Frestedt	DON	The information included in this section is incomplete. This section is missing institutions including Summit Sierra School, the Chinese Language school at Chong Wa Benevolent Association and the Puget Sound Community School. There is also no mention of Theatre Off Jackson. Donnie Chin International Children's Park is misidentified and Kobe Terrace Park and the Danny Woo Community Garden are omitted. The King Street Greenway, which is part of the citywide bicycle network is also located within the CID.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
753	Social Resources, Community Facilities, and Neighborhoods	4.3.4-16&17	4.3.4.3.3	Rebecca Frestedt	DON	The analysis is incomplete. Several significant impacts have not been identified. Missing is discussion of the indirect impacts to neighborhood social and cultural cohesion outside of the immediate station area. The range of study should be extended 1/2 mile from the station, as neighboring businesses, residents and social agencies or institutions will be impacted. See earlier mention of the area as a regional hub for the Asian-American and Pacific Islander (AAPI) community and the reliance that business have on one another from customers who shop at multiple businesses when in the neighborhood. The cumulative impact to the AAPI cultural community will be significant. Additionally, the analysis does not take into consideration who will benefit from the proximity of the station and new house close to the downtown core and whether or not existing residents, who are mostly BIPOC and largely elders, will benefit.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
754	Economics	4.3.3-17-18	4.3.3.6	Rebecca Frestedt	DON	Mitigation measures for identified impacts are missing from the DEIS. As noted within the DEIS, impacts to the CID community will be significant. The degree of impacts, to businesses, property owners, residents and community stakeholders in the CID is disproportionate and the mitigation measures are not one-size-fits all. The community should be engaged in discussion, with outcomes potentially resulting in investments elsewhere in the neighborhood and Community Benefits Agreement(s), acknowledging that public investments have historically contributed to harm in the neighborhood and the short and long-term impacts will impact the CID as a whole, not just the immediate station area.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
755	Visual and Aesthetics	4.3.5-3-4	4.3.5.3.1	Rebecca Frestedt	DON	The analysis is incomplete. When discussing vegetation along the alignment, ST does not recognize that all changes within the right-of-way within the Pioneer Square Preservation District and the International Special Review District will require a Certificate of Approval. This includes, but is not limited to: paving, street furnishings, bicycle parking, signage, lighting and landscaping. A one-scheme-fits-all-stations within the alignment is not appropriate in the PS and ISRD, due to the importance of visual continuity within the right-of-way within these districts. See SMC 23.66.030.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
756	Visual and Aesthetics	4.3.5-4	4.3.5.3.2	Rebecca Frestedt	DON	The analysis is incomplete and appears not to be compliant with SMC 23.66. When discussing visual impacts of station entrances and related components, headhouses, venting, bike parking, etc. there should be further analysis of the siting of these elements in consideration of visual cohesion and architectural character within the Pioneer Square Preservation District and International Special Review District. All elements above grade, including, but not limited to: paving, street furnishings, bicycle parking, signage, lighting and landscaping will require a Certificate of Approval from the Department of Neighborhoods, following review and a recommendation by the respective historic review Boards, pursuant to Chapter SMC 23.66. Perspective from multiple vantage points should be considered as "sensitive viewers", including the Chinatown Gate and views from the public right-of-way, given the pedestrian-oriented character of the Asian Design Character District, within the ISRD.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
757	Ch 4 Affected Enviornment and Environmental Consequences			Rebecca Frestedt	DON	Information necessary to identify impacts and compare alternatives is missing. The DEIS lacks details about staging and impacts to historic resources and the visual character of the Pioneer Square Preservation District and International Special Review District under each of the alternatives.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
758	Appendix J - Conceptual Design Drawings	16		Rebecca Frestedt	DON	Information necessary to identify impacts is missing. The Inscape/INS Building located at 815 Seattle Blvd S. and adjacent property to the east are within the boundaries of the International Special Review District. It appears that there may be station elements adjacent to and across the street from this building, but it's unclear what work is proposed in this area. Salvation Army William Booth Center (811 Maynard Ave S.) housing is located due east of the "TPSS" box. Information is needed about the visual impact of work that would result as part of this alternative, and the impacts to the users of the Center.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
759	Technical Report: Visual		3.2.1	Rebecca Frestedt	DON	The methodology does not capture complete impacts of the project. Due to the designation of the CID Station Area within two overlapping historic districts, consideration of visual impacts within 100-500 feet is insufficient. The determination that the visual quality of views in the area ranges from "average to low average" does not take into account the proximity of the Asian Design Character District, running up the spine of S. King St. nor the importance of the visual cohesion of the historic districts, more broadly, to prevent adverse effects on the character of the districts, which reflect "memorable, distinctive, unique (in a positive way) and/or intact" High Visual Qualities not taken into account in this methodology.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
760	Ch 4 Affected Enviornment and Environmental Consequences	4.2.16-23	4.2.16.5	Sarah Sodt	DON	Mitigation measure(s) for identified impacts are missing from the DEIS. Many of the mitigation measures identified are the typical menu related to mitigating impacts to resources that are historically valued by the dominant culture. Mitigation measures should be considered that specifically support cultural preservation impacts, particularly in the CID and elsewhere along the various segments. Additionally, mitigation measures that support generational/community wealth building in underrepresented communities should be explored - this could include seismic retrofit mitigation measures, cleaning (including due to construction and graffiti impacts),weatherization, and other measures that support both historic preservation and climate resiliency. It will be important to discuss types of mitigation measures during Section 106 consultation meetings that presumably will eventually be held.	All (Systemwide)	Text has been added to Final EIS Section 4.16.6 noting that a programmatic agreement will be required for the Section 106 process to resolve adverse effects to historic, built environment resources and that Sound Transit also anticipates the need to address impacts to previously undocumented archaeological resources in coordination with Tribes and the State Historic Preservation Officer (and that this pre-construction inventory work is anticipated to be addressed in the Section 106 agreement). A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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761	Ch 4 Affected Enviornment and Environmental Consequences	4.3.16-48	4.3.16.5	Sarah Sodt	DON	Mitigation measure(s) for identified impacts are missing from the DEIS. Many of the mitigation measures identified are the typical menu related to mitigating impacts to resources that are historically valued by the dominant culture. Mitigation measures should be considered that specifically support cultural preservation impacts, particularly in the CID and elsewhere along the various segments. Additionally, mitigation measures that support generational/community wealth building in underrepresented communities should be explored - this could include seismic retrofit mitigation measures, cleaning (including due to construction and graffiti impacts), weatherization, and other measures that support both historic preservation and climate resiliency. It will be important to discuss types of mitigation measures during Section 106 consultation meetings that presumably will eventually be held.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
762	Technical Report: Historic and Archaeological Resources	10-69/242	10.5.2.5	Sarah Sodt	DON	Regarding the Cape Flattery Apartments the impact of having a vacant building during the duration of the construction should be analyzed. A long-term vacancy can potentially directly cause the owner to pursue demolition of the building and redevelopment.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
763	L4.1 Acqusitions, Displacements, and Relocations	6	4.3.1.3.3	Sarah Sodt	DON	Regarding the YWCA building currently in process of a major rehabilitation and conversion from SRO occupancy to apartments. Due to federal funding this project itself is going through section 106 review. Coordination with the property owner regarding the potential impacts to this property must be done. It appears that there may be impacts that have not been adequately analyzed related to construction and displacement. The chart on 10-62 in the Appendix N says that the building is not adversely affected.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
764	Executive Summary	ES-32	Line 12	Rick Sheridan	SPL	Please use the "Seattle Public Library - Central Library" to describe the downtown facility instead of "Seattle Public Library Central Branch". It would be consistent with the building's name elsewhere in the document.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
765	Ch 4 Affected Environment and Environmental Consequences	4.3.14-14	Line 36	Rick Sheridan	SPL	In "Other Governmental Facilities" The Seattle Public Library would appreciate a sentence comparable with the one for USPS stating that ST will ensure that access and egress would be maintained and that the closure of an access point would be remedied with an alternative one. The Library processes all physical materials (books, DVDs, etc.) at the Central Library. If the Library can't access its loading dock, it cannot process books and move them to its 26 branches.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
766	Ch 4 Affected Environment and Environmental Consequences	4.3.4-23	Line 28	Rick Sheridan	SPL	States "See Section 4.3 14 for more information on noise impacts to the library." But that section doesn't address noise impacts.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
767	Ch 3 Transportation Enviornment and Consequences	3-15	3.4.3.1.2	Benjamin Smith	SDOT	Because of the permanent or construction closure of the SODO Busway, Sound Transit shall coordinate with the City of Seattle and King County Metro, and detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate for the displacement of this transit roadway to 4th and/or 6th Aves S, as well as siting all lost layover along the Busway.	SODO/CID	The Final EIS includes more description of specific transit mitigation treatments, with an emphasis on the preferred alternative. Some details, like exact turns for detoured buses, are not known at this time but will be subject to future discussions with Metro and the City of Seattle.
768	Ch 3 Transportation Enviornment and Consequences	3-59	3.11.2.4	Benjamin Smith	SDOT	During the construction closure of the SODO Trail, Sound Transit shall coordinate with the City of Seattle and King County Metro, and detail the specific reroute pathway including turns to 4th and/or 6th Aves S, including safe bus-bicycle interactions on these corridors shared by buses displaced from the SODO Busway.	SODO/CID	Non-motorized construction detours for this area are identified and evaluated in the Final EIS.
769	Ch 3 Transportation Enviornment and Consequences	3-64	3.11.4.2	Benjamin Smith	SDOT	Alternative DEL-5 includes a full closure of Avalon Way SW for 1 year, impacting RapidRide C line as well as routes 21, 21x & 55. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	West Seattle (DUW, DEL, WSJ)	Comment noted. As described in Section 3.11.6, Mitigation for Construction Impacts, of the Final EIS, Sound Transit would coordinate with Metro, City of Seattle, and FTA, where appropriate, to identify and agree to bus service and associated infrastructure modifications and transit facility improvements that maintain transit service and access through construction areas.
770	Ch 3 Transportation Enviornment and Consequences	3-64	3.11.4.2	Benjamin Smith	SDOT	Alternatives DEL-1a, -1b & -3 include a full closure of for 3 years, impacting Route 50. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	West Seattle (DUW, DEL, WSJ)	See response to comment 769.
771	Ch 3 Transportation Enviornment and Consequences	3-71	3.11.5.2	Benjamin Smith	SDOT	Alternative WSJ-2 includes a full closure of SW Alaska St for 3 years, impacting RapidRide C line as well as Route 50. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	West Seattle (DUW, DEL, WSJ)	See response to comment 769.
772	Ch 3 Transportation Enviornment and Consequences	3-97	3.13.3.1.2	Benjamin Smith	SDOT	Alternatives CID-1a* & -1b* assume a permanent loss of the northbound bus-only lane on 4th Ave S between Seattle Blvd S and S Jackson St. This change impacts the speed & reliability of many local and regional services from South Seattle, South King County and Pierce County (even in a horizon year of 2042), many of which would already lose the advantages of the SODO Busway due to that facility's closure. Sound Transit shall coordinate with the City of Seattle and King County Metro on the future channelization of 4th Ave S and will redesignate any lanes only upon the assent of SDOT.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
773	Ch 3 Transportation Enviornment and Consequences	3-127	3.19.1.2.1	Benjamin Smith	SDOT	For all CID alternatives, impacts to Metro's trolleybus system could be critical, and impact pathways such as 6th Ave S, Seattle Blvd S, and 5th Ave S needed for all trolleybus trips scheduled in the course of a day. Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating trolleybus service through these pathways as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway. Because of the long lead time in overhead catenary system infrastructure, this work should commence as soon as possible.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
774	Ch 3 Transportation Enviornment and Consequences	3-132	Table 3-29	Benjamin Smith	SDOT	Alternatives CID-1a* & -1b* assume a full closure of 2nd Ave Ext S for 2 or 6 1/2 years, respectively, impacting multiple routes continuing from 2nd Ave in Downtown Seattle to points south. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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775	Ch 3 Transportation Enviornment and Consequences	3-133	3.19.3.2	Benjamin Smith	SDOT	Alternative CID-1b includes a full closure of 4th Ave S from Seattle Blvd S to S Jackson St for 6 1/2 years, impacting many local and regional services from South Seattle, South King County and Pierce County which would already lose the advantages of the SODO Busway due to that facility's closure. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
776	Ch 3 Transportation Enviornment and Consequences	3-133	3.19.3.2	Benjamin Smith	SDOT	Alternative CID-1a includes a full closure of Seattle Blvd S for 2 years, impacting many routes traveling to and from Metro's bases in the SODO area. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
777	Ch 3 Transportation Enviornment and Consequences	3-134	3.19.3.2	Benjamin Smith	SDOT	Alternative CID-1a includes a full closure of 4th Ave S from S Jackson to S Main Sts for 4 years, impacting many local and trolley routes, including the future RapidRide R Line, as well as regional services from South Seattle, South King County and Pierce County which would already lose the advantages of the SODO Busway due to that facility's closure. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
778	Ch 3 Transportation Enviornment and Consequences	3-134	3.19.3.2	Benjamin Smith	SDOT	Alternative CID-2a includes a full closure of 5th Ave S from S Jackson to S Weller Sts for 9 months, impacting many local and most trolley routes. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
779	Ch 3 Transportation Enviornment and Consequences	3-134	3.19.3.2	Benjamin Smith	SDOT	Alternatives CID-1a* & -1b* assume a full closure of S Jackson St from 2nd Ave Ext S to 5th Ave S for 2 years, impacting many local and trolley routes, including the future RapidRide R Line. With few viable reroutes available and the direct connection to C-ID Station at risk, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
780	Ch 3 Transportation Enviornment and Consequences	3-134	3.19.3.2 & 3.19.3.2	Benjamin Smith	SDOT	Due to disruptions to trolley service on 5th Ave S, proposals to relocate trolley wire to 7th or 8th Aves S is proposed. (Section 3.19.3.2 mentions both, section 3.19.3.2 mentions 8th Ave S.) 8th Ave S is used by the Seattle Streetcar's non-revenue connection to the Charles St yard and already features streetcar-related overhead catenary infrastructure, and both are local streets with stop-controlled intersections and generally slow speeds, generally unsuitable to frequent transit operations. Sound Transit shall coordinate with the City of Seattle and King County Metro, along with thorough engagement with the International District/Chinatown community, on accommodating trolley service through the neighborhood, and shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
781	Ch 3 Transportation Enviornment and Consequences	3-136	Table 3-30	Benjamin Smith	SDOT	Alternative DT-1 includes a full closure of 4th Ave from Pine to Olive Sts for 2 years, impacting local and regional routes. With few viable reroutes available and the direct connection to Westlake Station at risk, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
782	Ch 3 Transportation Enviornment and Consequences	3-136	Table 3-30	Benjamin Smith	SDOT	Alternative DT-1 includes a full closure of Madison St from 4th to 5th Aves for 1-3 years, impacting the under-construction RapidRide G line. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
783	Ch 3 Transportation Enviornment and Consequences	3-136	Table 3-30	Benjamin Smith	SDOT	Alternative DT-1 includes a full closure of Republican St by Queen Anne Ave N for 5 years, including the intersection at 1st Ave N for 15 months, impacting local and trolley routes. With few viable reroutes available and congested traffic conditions due to Climate Pledge Arena and other Seattle Center activities, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
784	Ch 3 Transportation Enviornment and Consequences	3-138	3.19.4.1.1	Benjamin Smith	SDOT	Under Alternative DT-1 construction of Midtown Station, among other roadways traffic is expected to divert to Seneca St, potentially impacting RapidRide G line and trolley Route 2. Sound Transit shall coordinate with the City of Seattle and King County Metro on maintaining transit performance on this pathway, and shall detail any necessary transit priority treatments to ensure the continued viability of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
785	Ch 3 Transportation Enviornment and Consequences	3-138	3.19.4.1.1	Benjamin Smith	SDOT	Under Alternative DT-1 construction of Midtown Station, among other roadways traffic is expected to divert to James St, potentially impacting trolley Routes 3 and 4. Sound Transit shall coordinate with the City of Seattle and King County Metro on maintaining transit performance on this pathway, and shall detail any necessary transit priority treatments to ensure the continued viability of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
786	Ch 3 Transportation Enviornment and Consequences	3-139	3.19.4.1.3	Benjamin Smith	SDOT	Under Alternative DT-1 construction of Denny Station, among other roadways traffic is expected to divert to Dexter Ave N, potentially impacting Route 62 and local bicycle travel. Sound Transit shall coordinate with the City of Seattle and King County Metro on maintaining transit performance on this pathway, and shall detail any necessary transit priority treatments to ensure the continued viability of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
787	Ch 3 Transportation Enviornment and Consequences	3-139	3.19.4.1.3	Benjamin Smith	SDOT	Under Alternative DT-1 construction of Denny Station, among other roadways traffic is expected to divert to Fairview Ave N, potentially impacting future trolley RapidRide J line and other regional routes. Sound Transit shall coordinate with the City of Seattle and King County Metro on maintaining transit performance on this pathway, and shall detail any necessary transit priority treatments to ensure the continued viability of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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788	Ch 3 Transportation Enviornment and Consequences	3-139	3.19.4.2	Benjamin Smith	SDOT	Alternative DT-1 includes a full closure of the future transit pathway on Harrison St for 4 years, impacting several routes which would only have been recently established in this corridor. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
789	Ch 3 Transportation Enviornment and Consequences	3-139	3.19.4.2	Benjamin Smith	SDOT	Alternative DT-1 includes a full closure of Westlake Ave from 7th Ave to Denny Way for 4 years, impacting not just the Seattle Streetcar but RapidRide C line, Route 40 (a future RapidRide line) and several regional services. With few viable reroutes available and high levels of transit priority already established along Westlake, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
790	Ch 3 Transportation Enviornment and Consequences	3-139	3.19.4.2	Benjamin Smith	SDOT	Alternative DT-1 includes a full closure of Pine St from 4th to 5th Aves for 6 years, impacting local and trolley routes. With few viable reroutes available and the direct connection to Westlake Station at risk, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
791	Ch 3 Transportation Enviornment and Consequences	3-140	3.19.4.2	Benjamin Smith	SDOT	Alternative DT-2 includes a full closure of Pine St from 5th to 6th Aves for 4 years, impacting local and trolley routes. With few viable reroutes available and the direct connection to Westlake Station at risk, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
792	Ch 3 Transportation Enviornment and Consequences	3-140	3.19.4.2	Benjamin Smith	SDOT	Alternative DT-2 includes a full closure of Taylor Ave N from Mercer to Roy Sts for 4 years, impacting trolley routes 3 and 4. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific reroute pathway including turns, and proposed transit priority treatments to mitigate the displacement of this transit pathway.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
793	Ch 3 Transportation Enviornment and Consequences	3-141/142	3.19.5.1	Benjamin Smith	SDOT	Alternatives SIB-1 & -2 assume partial closures of Elliott Ave W and/or 15th Ave W for up to 1 1/2 years, impacting the RapidRide D line and several local and peak routes. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on prioritizing transit through these restrictions as much as practical, and shall detail the proposed transit priority treatments to ensure the continued viability of this transit pathway.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
794	Ch 3 Transportation Enviornment and Consequences	3-147	3.19.6.2	Benjamin Smith	SDOT	Alternatives IBB-1b & -3 assume full closures of the ramps to and from 15th Ave W to W Dravus St for 3 1/2 years, impacting the RapidRide D line and potentially other routes. With few viable reroutes available, Sound Transit shall coordinate with the City of Seattle and King County Metro on accommodating transit through this pathway as much as practical, or shall detail the specific proposed transit priority treatments, alternate stop locations, or alternate service connections to mitigate the displacement of this transit pathway.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
795	Ch 3 Transportation Enviornment and Consequences	3-150	3.19.7.1	Benjamin Smith	SDOT	The coordination of transit service impacts due to the West Seattle and Ballard Link Extensions are potentially severe, increasing operational cost, decreasing reliability, and harming the viability of key transit routes as a transportation mode in the City of Seattle. Due to these crucial factors, Sound Transit shall coordinate with the City of Seattle and King County Metro on maintaining transit operations as much as practical, and prepare a full transit operations plan with specific proposed projects as part of mitigation for the Extension projects, and include those in the Final Environmental Impact Statement. Because of the long lead time in planning and documenting these needs, this work should commence as soon as possible.	All (Systemwide)	See response to comment 769. Transit operations planning will occur as part of final design. However, Metro, the City of Seattle, and Sound Transit have coordinated on potential bus reroutes, pavement mitigation, and access improvements for potential detour routes that could be required to address the permanent and construction-related impacts. The Final EIS relates the relative magnitude of permanent and construction-related transit impacts of the different alternatives. Sound Transit is committed to working with Metro and the City of Seattle on implementing specific transit mitigation measures for the final alternative selected by the Sound Transit Board for construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
796	Ch 3 Transportation Enviornment and Consequences	3-150	3.19.7.1	Benjamin Smith	SDOT	Besides coordination related to the under-construction RapidRide G line, Sound Transit shall coordinate with the City of Seattle and King County Metro, as well as the Federal Transit Administration where applicable, to ensure continued viability of all federally-funded transit projects within Seattle, past, present or future.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
797	Acquisitions, Displacements, and Relocations	4.2.1-1	4.2.1.3	Vera Giampietro	OPCD	Please update tables 4.2.1-1 to 4.2.1-4 to differentiate between acquisitions for construction vs those for operations. This information is relevant to Land Use and other neighborhood impacts. Rainier Valley acquisitions that may have been intended for construction but not operation are still fenced off 13 years after station opening. This significant impact to the neighborhood streetscape, land use, visual quality, social resources, and more should be avoided on future projects including WSBLE. It is important that partner agencies and communities understand Sound Transit's intent to develop or otherwise repurpose smaller/suboptimal TOD parcels in a timely manner. We can't differentiate between alternatives or recommend suitable mitigation without this information.	West Seattle (DUW, DEL, WSJ)	See response to comment 101. Please see Section 4.2, Land Use, of the Final EIS for more information on land conversion by acreage and future land uses. Areas not converted to transportation use would likely be available for redevelopment. Please also see Appendix J, Conceptual Design Drawings, to view the permanent project limits relative to the construction area based on the current design.
798	Acquisitions, Displacements, and Relocations	4.2.1-3	4.2.1.3	David Goldberg	OPCD	Table 4.2.1-3. Number of Potential Parcels Affected and Displacements by Alternative – Delridge Segment - The table should include acreage by land use type as well as the number of parcel. Ideally, the area would also be expressed as a percent of the area within 1/2 of a mile (where traditional ETOD would otherwise occur). The table should also identify the impact, expressed as existing units and development potential (emp/hh) under current zoning, using CoS development capacity model.	West Seattle (DUW, DEL, WSJ)	Please see Section 4.2, Land Use, of the Final EIS for more information on land conversion by acreage and future land uses. The number of affected parcels and property types are included in Section 4.1, Acquisitions, Displacements, and Relocations. Adding development potential to Section 4.1 is not consistent with the methodology for this section.
799	Acquisitions, Displacements, and Relocations	4.2.1-6	4.2.1.3.3	David Goldberg	OPCD	"Option DEL-1b and Option DEL-2b* would acquire a portion of the Longfellow Creek Legacy Trail and Natural Area, but the use of the acquired area would not affect the function of the natural area or trail." PLEASE DESCRIBE WHY.	West Seattle (DUW, DEL, WSJ)	Please see Section 4.17, Parks and Recreational Resources, for a discussion of potential impacts to this trail.
800	Acquisitions, Displacements, and Relocations	4.2.1-9	4.2.1.7	Vera Giampietro	OPCD	Acquisitions and displacements mitigation should include right of return to TOD projects within the station area, for all segments and alternatives in both the Ballard and West Seattle Link Extensions.	All (Systemwide)	At this time, Sound Transit does not have a provision for first right of refusal.

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801	Acquisitions, Displacements, and Relocations	4.2.1-9	4.2.1.8	David Goldberg	OPCD	"In a location generally not less desirable than the location of the displaced person's dwelling with respect to public utilities, facilities, services, and the displaced person's place of employment." The Federal relocation guidelines will not be sufficient to address the relocation needs of BIPOC communities who would be inequitably burdened be disrupting place-based social connections. Please mitigate for unique impacts to BIPOC communities.	West Seattle (DUW, DEL, WSJ)	Please see Appendix G, Environmental Justice, for further discussion of impacts and mitigation for impacts on and mitigation for people of color. Please see Section 4.1.8, Sound Transit Real Property Acquisition and Relocation Policy, Procedures, and Guidelines Summary, of the Final EIS for more information on how Sound Transit would work with property owners to identify replacement properties.
802	Acquisitions, Displacements, and Relocations	4.3.1-5	4.3.1.3.2 and Table 4.3.1-2	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives for acquisitions, displacements, and relocations is missing. As noted in previous comments, some of the alternatives impact special review districts and contributing historic buildings more than others. For each alternative, clarify displaced buildings and parcels in the special review districts and which properties contain contributing historic buildings. Seattle Chinatown National Register District abuts 5th Ave S. 5th Ave S. is also the western boundary of the Asian Design Character District and Retail Core, where street-level uses, and design character have added importance within Chapter 23.66. 5th & Jackson and 5th & King are significant focal points and gateways into the Historic Core of the ISRD. Analyze which alternatives has a greater direct and indirect impact and identify potential mitigation strategies or measures to adequately respond to historic and archaeological resources.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
803	Acquisitions, Displacements, and Relocations	4.3.1-5	4.3.1.3.2, and Table 4.3.1-2	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives for acquisitions, displacements, and relocations is missing. As requested in previous comments include demographic and socio-economic data for each listed displacement. Also include a footnote note in the table explaining the information listed in the section 4.3.1-5 "while residential displacements would occur due to a loss of access during construction are considered a long-term impact, the building would remain and could be used for housing following construction."	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
804	Appendix G - Environmental Justice	general	general	Katy Haima	OPCD	Since the analysis also "considers the potential for benefits and impacts to minority and/or low income people outside of the study area", expand the study area, especially for Delridge station. Study area currently leaves out areas that will access stations by bus. Expand to include more of the transit network that serves each station. Consider a Transit Access Study Area, which would include 0.5 mile to frequent transit that serves the station. Additional information about benefits to these areas is included in Section 6.	West Seattle (DUW, DEL, WSJ)	Effects to these areas are discussed where appropriate in Chapters 5 and 6 of Appendix G, Environmental Justice. Section 3.1.4 of Appendix G includes demographic information for these areas.
805	Appendix G - Environmental Justice	Page 2-1	2 Intro	Andrew Tran	OPCD	Per Level 3 (page 16), indirect economic and cultural displacement is highlighted. Provide more information on the indirect economic and cultural impacts of the project as stated in the Level 3 RET.	All (Systemwide)	Indirect displacement is discussed in Section 4.4, Social Resources, Community Facilities, and Neighborhoods, and summarized where appropriate in Chapter 5 of Appendix G, Environmental Justice. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
806	Appendix G - Environmental Justice	Page 3-1	3.1	Andrew Tran	OPCD	Provide description and a table of social resources impacted by the project resources (per table 5.2 through 5.4) to accompany figures 3-1 and 3-2. Include organization name and descriptions and clients served.	All (Systemwide)	See Appendix L4.4, Social Resources, which identified social resources in the study area and identifies any that would be displaced by one or more project alternatives. Section 4.14, Public Services, Safety, and Security, lists the public services available in the study area and describes any impacts to these services. These resources are discussed in Appendix G, Environmental Justice, if they are effected.
807	Appendix G	3-12	3.2.	Andrew Tran	OPCD	Include culturally significant community landmarks and destinations as identified by residents and community members through outreach and engagement.	All (Systemwide)	These have already been included where Sound Transit has been able to identify based on available information and community feedback.
808	Appendix G - Environmental Justice	Page 3-17	3.2.1	Andrew Tran	OPCD	Per Level 2 and Level 3 RET, the historical harm caused by infrastructure projects were highlighted. Include in this section and refer to Level 3 RET page 20.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
809	Appendix G - Environmental Justice	Page 3-18	3.2.2	Andrew Tran	OPCD	Provide not just a narrative but relevant data on people who are unsheltered, such as number of shelters (incl. number of beds) in the study area and by segments	All (Systemwide)	No shelters for people who are unsheltered were identified in the study area for the West Seattle Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
810	Appendix G - Environmental Justice	Page 3-5, 3-17	3.1.1/3.1.2 3.2.1/3.2.2	Andrew Tran	OPCD	Please include a separate section that intersects data between low-income populations and minority populations	All (Systemwide)	The demographics information is standard for an Environmental Justice analysis.
811	Appendix G - Environmental Justice	Page 3-6	3.1.3	Lucien Ong	OPCD	Add " For people with limited English proficiency," in front of the sentence that reads "The most common languages spoken at home…". The current phrasing means all home speakers of the language, not just speakers with LEP.	All (Systemwide)	Change made as requested.
812	Appendix G - Environmental Justice	Page 5-11	Table 5-2 (Economics)	Andrew Tran	OPCD	Per Sound Transit's ETOD Policy 2.1.3: "Make equitable TOD an integral component of and supportive of transit planning and delivery" and 2.2.4b "Community TOD: Support and promote TOD within the area around a Sound Transit facility (generally ½ mile, or a 10-15 minute walk, and along corridors that provide key connections to the regional transit system). Strategies that support community TOD may be identified and facilitated by Sound Transit or by others and may include partnerships." Please provide mitigation efforts to address ETOD and Community TOD as defined by Sound Transit's ETOD policy R2018-10.	All (Systemwide)	Equitable Transit-Oriented Development (TOD) in not an impact, and therefore no mitigation is required. Equitable TOD projects would be required to undergo environmental review and permitting consistent with existing regulations. Benefits related to Sound Transit's equitable TOD policy are discussed in Section 4.4, Social Resources, Community Facilities, and Neighborhoods, and Appendix G, Environmental Justice of the Final EIS.
813	Appendix G - Environmental Justice	Page 5-54	Table 5-x (Air Quality)	Andrew Tran	OPCD	For Air Quality resource, there are no listed impacts on Minority and Low-income People, particularly in Chinatown International District. Per Puget Sound Clean Air Agency's report on toxics in the CID, the neighborhood has among poorest air quality in Seattle, primarily due to pollutants from diesel fuel. Please describe the impacts of the influx and concentration of construction vehicles required in the CID for the project and their contribution to cumulative impacts.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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814	Appendix K - Present and Future Development, Transportation, and Public Works Projects in the Study Area	K-4	Table K-1a	Lucien Ong (ADEIS: Aaron Hursey)	OPCD	Include details on unit count and unit size for foreseeable future developments in Table K-1a. Should include number of market rate and affordable housing units, as well as unit sizes (studio, 1-bdrm, 2-bdrm, etc.)	All (Systemwide)	Information provided in this table is from City permitting databases. Information shown reflects information available in databases, and the number of units was added to projects in Appendix K, Present and Future Development, Transportation, and Public Works Projects in the Study Area, of the Final EIS where it was not yet included and could be determined. Further details on unit sizes is not available. Information on number of income-restricted units was only available for one Mandatory Housing Affordabilty performance unit project; this detail has been added to Appendix K. Information on number of income-restricted units for Multi-family Tax Exemption projects was not available.
815	CH 2	Page 2-51	2.1.2.2.2	Magda Hogness	OPCD	Provide more information on the direct underground connection opportunities and challenges given that the direct underground passenger transfer to the other direction of travel could be provided at these stations but would require mining under the existing Central Link line.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
816	CH 4	Page 4-2	4 (Intro)	Lucien Ong (ADEIS: Janet Shull)	OPCD	would the M.O.S. also conceivably have impacts of Visual and Aesthetic resources due to tail tracks at Smith Cove and at Delridge for example? Please study and disclose those impacts.	All (Systemwide)	There would not be a change in visual impacts for the Delridge Segment with the M.O.S; therefore, it is not listed here. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
817	Ch 4 Affected Enviornment and Environmental Consequences	4.2.1-2	4.2.1	Lucien Ong (ADEIS: Aaron Hursey)	OPCD	All summaries and tables should include information on unit size and unit quantity for each multi-family development as well as affordable housing developments, that are affected/displaced. Summaries should include information by segment. Without this information we can't differentiate between alternatives.	All (Systemwide)	Displacements are provided by alternative within each project segment. The number of residential displacements reflect the number of units in any multi-family building that would be acquired. Unit sizes are not necessary for comparison of alternatives. Impacts to income-restricted housing are described in Section 4.4, Social Resources, Community Facilities, and Neighborhoods.
818	Ch 4 Affected Enviornment and Environmental Consequences	4.2.1-9	4.2.1.8	Katy Haima	OPCD	References 'research' but no data is shown in appendix that indicates there are adequate opportunities for relocation in the project area; only data given is for city as a whole. Need to disaggregate this data. Also needs to consider the size and qualities of spaces.	All (Systemwide)	Each relocation situation is unique and Sound Transit would work with individual residents to identify their relocation options. Residents may or may not choose to stay in the same area. Due to the constantly changing nature of the housing market, putting static data for smaller areas would not present an accurate picture at time of public review. Data shows overall trend in city.
819	Ch 5 Cumulative Impacts	General	General	Vera Giampietro	OPCD	Cumulative impacts need to address the confluence of impacts at CID that displace businesses, bring long term construction impacts, closures, and perceived closure of the western entrance to the community in an area that is more sensitive to disturbance. p. 4.3.3-13 Potential Adverse Economic Impacts from Construction "Businesses in the study area near construction... could be negatively affected by construction activities... patrons might choose to avoid construction areas or have greater difficulty accessing businesses near construction activity... This type of impact affects cultural, retail, and service businesses most directly because they generally rely on easy customer access... the type of affected business would... influence the degree of economic effects to local businesses from construction." Understanding the degree of economic effects from construction and displacements by understanding more about the businesses being displaced and their relative importance to the local community is necessary in order to differentiate between CID alternatives and to recommend proper mitigation. Are the 13 CID businesses car dependent for customers? Are the remaining CID businesses also car-dependent and therefore subject to significant impacts from construction-related parking?	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
820	Ch 5 Cumulative Impacts	Page 5-14	5.4.6.1	Valerie Kinast	OPCD - SDC	The level of visual impact is being understated. Elevated stations that are being placed in the right of way between fully developed mixed use properties are not visually compatible - Zoning models anticipated the light and air of the right-of-way between buildings. Guideways of any height placed in the right of way present bulk that is not anticipated in our City plans. (Any object placed in the right of way in Seattle, from skybridges to art objects, is carefully reviewed as to its compatibility.) Above grade ancillary elements such as vent and utility structures, of underground stations in dense, intact, urban parts of the city are not compatible.	All (Systemwide)	The purpose of Chapter 5 is to evaluate cumulative impacts of the proposed project in combination with other past, present, and reasonably foreseeable projects. Visual impacts from the project are covered in Section 4.5, Visual and Aesthetic Resources, and Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS.
821	Ch 5 Cumulative Impacts	Page 5-22	5.4.16.2 and Appendix K, Table K-2	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives is missing. The Denny Mass Transmission Line project is not included in the Table K-2 or in the cumulative impacts section, 5.4.16. The Denny Mass Transmission Line is a foreseeable future action that underwent EIS in 2015 and is proceeding forward with design. Demonstrate that the project will be fully coordinated to avoid direct and indirect cumulative construction impacts or alternatively identify potential mitigation strategies or measures to adequately respond to direct and indirect impacts associated with transportation; acquisitions, displacements, and relocations; land use; economics; social resources, community facilities, and neighborhoods; air quality; public services, safety, and security; utilities; and historic and archaeological resources.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
822	Economics	4.2.3-12	4.2.3.3.4	Vera Giampietro	OPCD	In "Businesses and Employee Displacements" there is not enough information to differentiate between the alternatives in terms of the scale of economic impact of the business displacements to the community as a whole. What percentage of the community- and culturally-supportive business do the business displacements represent? What do community members say about how important these businesses are to their collective economic success? Without that information it is difficult to differentiate between the alternatives to understand how important these businesses are to the overall economic health of Delridge communities. Please apply a narrative and catalog of businesses displaced similar to the one applied to the Interbay/Ballard Segment on pages 4.3.3-9 - 4.3.3-12.	West Seattle (DUW, DEL, WSJ)	See Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts and loss of neighborhood businesses. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
823	Economics	4.2.3-13	4.2.3.4.1	Vera Giampietro	OPCD	Notably both of the cost estimates described in Economics sections for West Seattle and Ballard Link chapters (e.g. on p. 4.2.3-13 under Potential Economic Impacts from Construction) have a single common alternative in the cost scenarios presented - for West Seattle it's DUW-1a and for CID it's CID-2a. Should we request that they use entirely different variables for each comparison set?	West Seattle (DUW, DEL, WSJ)	The high and low cost "end-to-end" alternatives may have common segment alternatives due to limited connections in adjacent examples. For example, the low cost alternative in one segment may only connect to the high cost alternative in another segment, and that combination is still lower cost than all other possible permutations.

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824	Economics	4.2.3-16	4.2.3.4.4	David Goldberg	OPCD	This section should mention that the relative impact to businesses in the Delridge station area is quite high. Some of the alternatives would displace the ONLY community-serving businesses in the area.	West Seattle (DUW, DEL, WSJ)	See Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts and loss of neighborhood businesses.
825	Economics	4.2.3-17	4.2.3.5	Vera Giampietro	OPCD	Narratives provided in this section Indirect Impacts of the Build Alternatives should also be included in the Ballard Link Extension equivalent section of the Economics chapter. These narratives include: "Development of the project would likely bring more dense and mixed-use land uses to station areas consistent with adopted land use plans, which could result in increased economic activity, increase development and redevelopment potential of surrounding properties, and increased property value of parcels near the station." Include statements about potential economic displacement due to rising rents for both businesses and residences. This is substantiated below where it says "Many case studies have found that residential and commercial properties within the vicinity of light rail stations typically experience an increase in property values and are ultimately valued higher than similar properties not near light rail stations (Transportation Research Board 2004, Nelson 2017)..." and on p. 4.2.3-18 "Indirect displacement might occur as a result of new development patterns that increase rents or saturate local market area with similar-businesses, drawing away sales from existing businesses." Combine this discussion with the Comp Plan Equity Analysis that presents theories around displacement risk. Without this information we cannot recommend appropriate mitigation for displacements expected to occur as a result of increasing property values.	West Seattle (DUW, DEL, WSJ)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
826	Economics	4.2.3-17	4.3.3.5	Vera Giampietro	OPCD	Apply the logic here to the CID station and community, where the DEIS asserts that "heavier pedestrian activity near surrounding stations and important nodes of economic activity would increase the number of potential customers to retail businesses in the area and synergy between businesses, which occurs when individual business [sic] benefit from clustering near each other, allowing customers to shop more efficiently." The reverse of this benefit will occur during construction in the CID with CID-2a and CID-2b alternatives, where businesses are displaced, foot traffic is discouraged due to construction, and business synergies are potentially lost indefinitely. Without identifying this cumulative impact for CID we cannot recommend appropriate mitigation for impacts to CID communities.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
827	Economics	4.2.3-18	4.2.3.5	Jim Holmes	OPCD	Relocation assistance to may mitigate displacement of maritime businesses, but if those relocations are two industrial shorelines in other Cities (Everett, Tacoma) then that will undermine existing maritime economic clusters in Seattle.	West Seattle (DUW, DEL, WSJ)	The discussion of impacts to water-dependent businesses impacted by the West Seattle Link Extension alternatives has been updated in Section 4.3, Economics.
828	Economics	4.2.3-19	4.2.3.6	David Goldberg	OPCD	Given the impacts at Andover for some Delridge Alternatives, the proposed mitigations seem inadequate. Something in the order of acquiring land in the area to support local relocation of community serving businesses, would help.	West Seattle (DUW, DEL, WSJ)	Sound Transit relocation agents work with individual businesses as described in Section 4.1, Acquisitions, Displacements, and Relocations. Needs of individual businesses are taken into consideration in the relocation process.
829	Economics	4.2.3-19	4.2.3.6	Katy Haima	OPCD	Insufficient mitigation. Remove "as much as possible". Businesses must retain, at minimum, pedestrian access, as well as vehicular access if pedestrian access is limited or if the business operation require vehicular access.	All (Systemwide)	The 2nd part of the bullet is there to indicate coordination during times of limited access.
830	Economics	4.2.3-5	4.2.3.3.1	Katy Haima	OPCD	While the total number of businesses or jobs may not decrease due to ST's mitigation of providing relocation assistance, the temporary loss of revenue for business owners and jobs for workers is significant for those individuals, and timing of relocation must be such that time not in operation is minimal. Please include more detail about mitigation for these impacts. (Also applies to Ballard Link Extension)	All (Systemwide)	Sound Transit relocation agents work with individual businesses as described in Section 4.1, Acquisitions, Displacements, and Relocations. The timing of actual business relocation and any time period during with the business may be closed will be up to individual business owners.
831	Economics	4.2.3-6	4.2.3.3.1	Katy Haima	OPCD	Table 4.2.3-2: To better understand relative impacts to each area, include the affected industries, ratio of total businesses and employee displacements to the total in the segment. What is the total % that is being displaced? What kind of jobs are these (pay, level of education), especially those that may be difficult to relocate that are dependent on water?	All (Systemwide)	This information is not necessary to determine significant adverse effects. Some additional information about wages by sector has been added to Section 4.3.4.1.
832	Economics	4.3.3-16	4.3.3.5	Vera Giampietro	OPCD	This would be a good place to present research that demonstrates recent property value changes during light rail construction and following time of station opening. Displacement risk is a key focus of the City's Equity Analysis for the most recent Comprehensive Plan. This body of work should be presented alongside research showing property value impacts of light rail so that we can recommend appropriate mitigation.	All (Systemwide)	Section 4.4.2 of the Final EIS includes information from the City's displacement risk mapping. Please see Section 4.3.6 of the Final EIS for more information on the indirect impacts of the Project on property values. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
833	Economics	4.3.3-5	4.3.3.3.1	Vera Giampietro	OPCD	"…businesses that rely on a localized customer base might have more difficulty finding a suitable new location to serve the same population." Apply this concept to businesses proposed to be displaced in RET communities by analyzing which are more dependent on a localized customer base and therefore would be difficult to relocate while continuing to serve the same customers. Without this information we can't differentiate between Delridge alternatives nor can we assess what type of mitigation would be required above and beyond Sound Transit's relocation assistance program.	All (Systemwide)	No business displacements would occur in Racial Equity Toolkit (RET) communities in the West Seattle Link Extension study area. A response to this comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
834	Economics	4.3.3-5	4.3.3.3.1	Vera Giampietro	OPCD	"Potential business displacements that affect specific populations are evaluated in Section 4.3.4, Social Resources, Community Facilities, and Neighborhoods." In 4.3.4 section 4.3.4.3.3 page 4.3.4-17 "Alternative CID-2a and Option CID-2b would have the most business displacements... There would be 13 business displacements at the edge of the neighborhood east of 5th Ave South for both Alternative CID-2a and Option CID-2b. These displacements may include businesses important to the community because of the history, strong cohesion, and long-standing community connections in the neighborhood." Though this reference describes "the community" it does not describe in any detail how "potential business displacements... affect specific populations." Apply the concept described in 4.3.3-5 section 4.3.3.3.1 page 4.3.3-5 that "businesses that rely on a localized customer base might have more difficulty finding a suitable new location to serve the same population" and describe those populations who might be reliant on the businesses proposed to be displaced, analyze who the 13 businesses serve, and share that information in the FEIS so that we can differentiate between the CID alternatives and recommend mitigation that would be required to successfully relocate the displaced businesses so that they continue to serve populations that they rely on for viability, and which rely on these businesses for cultural and community cohesion. With the information provided we don't know if cultural and community cohesion will be impacted beyond repair, which would be significant and adverse impact for a community of color.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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835	Economics	4.3.3-7	4.3.3.3.1	Vera Giampietro	OPCD	"…the total taxable assessed valuation of real property for Ballard Link Extension acquisitions is equal to 1.1 percent of the city of Seattle's overall assessed valuation in 2019." Please provide context and some detail about how different alternatives would vary in the amount of assessed land acquired for the project. 1.1% of City property tax revenue about $4 million annually. Spread over the years of construction projected this amounts tens of millions of dollars in potential loss of property tax revenue. Without information about how different alternatives will yield property tax revenue for the City, we cannot differentiate between the alternatives.	All (Systemwide)	As described in Section 4.3, Economics, the amount of property tax collected is determined by statute and would not change. Collection of the same amount of property tax would just be distributed differently across remaining properties in the city.
836	Economics	4.3.3-8	4.3.3.3.3	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives is missing. For each potentially displaced business and affected property, provide information on the economic loss associated with the length of construction impact in relation to demographic and socio-economic data. Per SMC23.66.302, the International District is the urban focal point for the Asian American community and was established to promote, preserve and perpetuate the cultural, economic, historical, and otherwise beneficial qualities of the area, particularly the features derived from its Asian heritage. Without this analysis, potential conflicts with local controls cannot be determined for each of the alternatives and this information is needed to adequately compare the alternatives. Demonstrate that the project avoids all direct and indirect economic impacts or alternatively identify potential mitigation strategies and measures to ensure the International District neighborhood cohesion remains intact throughout construction.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
837	Economics	4.3.3-8	4.3.3.3.3	Vera Giampietro	OPCD	In "Businesses and Employee Displacements" there is not enough information to differentiate between the alternatives in terms of the scale of economic impact of the business displacements to the community as a whole. What percentage of the community- and culturally-supportive business do these 13 businesses represent? What do community members say about how important these businesses are to their collective economic success? Without that information it is difficult to differentiate between the alternatives to understand how important these businesses are to the overall economic health of CID communities. Please apply a narrative and catalog of businesses displaced similar to the one applied to the Interbay/Ballard Segment on pages 4.3.3-9 - 4.3.3-12.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
838	Executive Summary	ES-29	Table ES-5	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives is missing. Provide referenced assessments related to the third-party funding for reconstruction of the 4th Avenue South Viaduct. Demonstrate the added construction years for alternative CID-1a and CID-1b, due to reconstruction of the 4th Avenue South Viaduct. Clarity if the projects could be sequenced to limit and decrease construction timing impacts.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
839	Executive Summary	ES-29	Table ES-5	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives is missing. Provide information on why ridership is the same for all option, given that each influence northbound vs southbound travel patterns differently.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
840	Executive Summary	ES-29	Table ES-5	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives is missing. Under potential displacement, provide information on the severity of each impact with demographic and socio-economic data for each item listed.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
841	Executive Summary	ES-29	Table ES-5	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives is missing. Under historic properties and historic district with adverse effect, provide information on each of the three impacts and include details on onsite or offsite impact to each historic property/district as well as the magnitude of the impact.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
842	L4.1 Acqusitions, Displacements, and Relocations	general	general	Katy Haima	OPCD	Please break down the data to show which acquisitions are full and which are partial.	All (Systemwide)	Because the type of acquisition can change as design progresses, this information is not being identified at this time. This is consistent with the Sound Transit methodology for this analysis.
843	L4.1 Acqusitions, Displacements, and Relocations	L4.1-54	L4.1.2	Katy Haima	OPCD	Businesses are often dependent on locations and size of space; cannot assume that there is adequate retail space unless include data about the locations and available sizes of retail and industrial spaces.	All (Systemwide)	Each relocation situation is unique, and Sound Transit would work with individual residents to identify their relocation options. Residents or businesses may or may not choose to stay in the same area. Due to the constantly changing nature of the housing market, putting static data for smaller areas would not present an accurate picture at time of public review. Data show the overall trend in the city.
844	L4.3 Economics	L4.3-3	Fig. L4.3-1	Katy Haima	OPCD	The Forecast Analysis Zone for the Delridge Segment should include more of the Delridge corridor to the south, to include the communities and geographic area that will connect to the station via bus; especially since this is an equity area, need to understand the potential impacts	West Seattle (DUW, DEL, WSJ)	Areas to the south of the Delridge Segment corridor with respect to equity impacts are discussed in Appendix G, Environmental Justice.
845	Land Use	4.2.2-1	4.2.2.1	Geoff Wentlandt	OPCD	To provide enough information to compare alternatives and assess impacts, the land use study area should be expanded to address all areas within 0.5 mile of stations locations, not just those which include permanent project improvements and areas needed for project construction. A larger study area is needed to assess the indirect land use impacts.	All (Systemwide)	As defined in Section 4.2.2, Affected Environment, of the Final EIS, the project study area already includes areas within 0.5 mile of the project.
846	Land Use	4.2.2-10	4.2.2.3.4	Vera Giampietro	OPCD	Station heights are identified here but guideway heights are not explicitly called out. Land uses adjacent to guideways will be impacted differently by varying guideway heights. Please include guideway heights relative to existing zoning and describe potential impacts to land use resulting from disparity between zoned heights and proposed guideway heights. Without this information we cannot differentiate between alternatives or recommend appropriate mitigation.	West Seattle (DUW, DEL, WSJ)	Guideway heights are described in Chapter 2, Alternatives Considered, and shown in Appendix J, Conceptual Design Drawings, of the Final EIS. Guideway height is not compared to zoning height limits as the Seattle essential public facilities code specifies that tracks and their supporting structures do not require Master Use Permits and the City has not historically regulated the height of Sound Transit guideways. The visual impact analysis in Section 4.5, Visual and Aesthetics, and Appendix N.2, Visual and Aesthetics Technical Report, provides additional information about the guideway in relation to the surrounding area.
847	Land Use	4.2.2-11	4.2.2.5.1	Jim Holmes	OPCD	Clarify if TOD policy (Board Resolution R2018-10) requires 80% of surplus land four housing applies in aggregate or at each station.	All (Systemwide)	The Board Resolution quotes Revised Code of Washington 81.112.350(b)(i), which states that, unless certain exceptions apply, “a minimum of eighty percent of [Sound Transit’s] surplus property to be disposed or transferred, including air rights, that is suitable for development as housing, must be offered for either transfer at no cost, sale, or long-term lease first to qualified entities that agree to develop affordable housing on the property, consistent with local land use and zoning laws.” This policy is applied in aggregate.

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848	Land Use	4.2.2-11	4.2.2.5	Geoff Wentlandt	OPCD	There is not enough information to compare alternatives or assess the degree of impact because there is not enough information on indirect land use impacts. The only type of indirect land use impact assessed is the degree of TOD potential, but there are other critical types of indirect land use impact besides the degree of TOD potential. The EIS does not discuss the indirect land use compatibility impacts of land use changes that would occur over time due to introduction of a light rail station. There is no information on the compatibility impacts to land use outside of the project's footprint (outside of direct acquisitions and conversions to transportation uses). The indirect impacts analysis should review the existing land use pattern and built environment within 1/2 mile of the station locations. The analysis should contemplate the degree of incompatibility that would be created by introduction of TOD and induced development pressures associated with new light rail stations. Resulting land use incompatibilities that would be created should be characterized qualitatively. Land use incompatibilities include discordant patterns of: building scales, activity patterns, and times of day/night activity. In the West Seattle segment, this analysis would likely identify relatively greater indirect land use impacts near some of the Delridge station locations. In the Ballard segment this analysis would likely identify some relatively greater land use impacts for some of the Chinatown/ID station locations, and Seattle Center station locations.	All (Systemwide)	Land use around stations is determined by City zoning, not by the West Seattle Link Extension Project. The project may act as a catalyst for future development as described in Section 4.2.6, Indirect Impacts of the Build Alternatives, in Section 4.2, Land Use.
849	Land Use	4.2.2-12	4.2.2.5.2	David Goldberg	OPCD	References to station area development should clearly distinguish between "Agency TOD", Equitable TOD, and other TOD	All (Systemwide)	TOD potential is a measure used by Sound Transit to determine if one alternative has a greater possibility for development of surplus Sound Transit property than another into TOD. Surplus property will be developed in a way that is consistent with Sound Transit policies and City zoning regulations. This has been changed to "Agency TOD" to clarify. Agency TOD has requirements for Equitable TOD as discussed in this section.
850	Land Use	4.2.2-12	4.2.2.5.2	David Goldberg	OPCD	"All station alternatives within the Delridge Segment have some TOD potential based on current zoning and project footprints, except the two Delridge Way station alternatives (Alternatives DEL-3 and DEL-4*), which are primarily constructed within the right-of-way". This statement is incorrect. There is TOD and ETOD opportunity at DEL-3 and DEL-4, just less Agency TOD.	West Seattle (DUW, DEL, WSJ)	See response to comment 849.
851	Land Use	4.2.2-13	4.2.2.6	Geoff Wentlandt	OPCD	This does not adequately identify the need for mitigation. The conclusion that the "WSLE would not result in inconsistencies with adopted land use plans" is not correct per the comment above. There is likely to be needed mitigation for inconsistencies with plans created, and for indirect land use impacts for some or all of the Delridge station locations to address the transition of this area to a high-density TOD-supportive environment.	West Seattle (DUW, DEL, WSJ)	The project does not change zoning designations around station areas. Development of nearby land uses is controlled by the City per their zoning code and permitting process.
852	Land Use	4.2.2-13	4.2.2.5.2	David Goldberg	OPCD	"No mitigation would be required for land use impacts during operation or construction of the West Seattle Link Extension. In general, the West Seattle Link Extension would not result in inconsistencies with adopted land use plans." This statement is incorrect. As described in the section describing existing plans. each of the station area is designated and planned for additional growth in housing and community supportive uses. The acquisition of land and likely impact to redevelopment during construct, could negatively impact the development environment during lengthy construction phase. Sound Transit has a history of holding land that it doesn't need permanently. The DEIS should identify ways to track development impacts and integrate mitigation that encourages the development envisioned under city plans.	West Seattle (DUW, DEL, WSJ)	City and regional planning documents anticipate the project to be built. City zoning and land use plans anticipate additional growth in areas planed for transit. Sound Transit works to have land that it does not need after construction developed in accordance with its policies on TOD and City zoning regulations. No mitigation is required because there are no significant impacts requiring mitigation.
853	Land Use	4.2.2-3	4.2.2.1.2	Jim Holmes	OPCD	When referring to the industrial area identify it as the Duwamish MIC or the BINMIC. There is no 'Industrial District' in addition to those designations.	West Seattle (DUW, DEL, WSJ)	Industrial District is a generalized land use category consistent with Sound Transit's Land Use methodology. Information has been added to Section 4.2, Land Use, of the Final EIS to identify this as the Duwamish Manufacturing/Industrial Center. A response to this comment related to the Ballard Interbay North Manufacturing/Industrial Center will be provided as part of the environmental review process for the Ballard Link Extension.
854	Land Use	4.2.2-4	4.2.2.2	Jim Holmes	OPCD	Regional MIC policies do not currently call for TOD in MICs.	West Seattle (DUW, DEL, WSJ)	TOD is built near station areas so that residents and those using the retail and dining options can use the transit to access the TOD. There are no new stations proposed in the Duwamish Manufacturing/Industrial Center, only expansion of the existing SODO Station, and therefore TOD is not anticipated in this area.
855	Land Use	4.2.2-4	4.2.2.3.1	Jim Holmes	OPCD	Make the distinction about where Vision 2050 encourages growth of more and diverse types of affordable housing. Vision 2050 does not encourage housing in MIC's	All (Systemwide)	Information has been added to Section 4.2.4.1, Impacts Common to All Alternatives, of the Final EIS to specify that VISION 2050 discourages residential development in Manufacturing/Industrial Centers.
856	Land Use	4.2.2-5	4.2.2.3.1	Jim Holmes	OPCD	Potential need to relocate City Light Transmission lines to accommodate the proposed transportation use located along the busway to 6th Avenue South could result in limits on redevelopment of adjacent parcels to provide clearance for transmission lines.	SODO/CID	Information has been added to Section 4.2.6, Indirect Impacts of the Build Alternatives, of the Final EIS to address this comment. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
857	Land Use	4.2.2-5	4.2.2.3.1	Katy Haima	OPCD	Please include diagram showing entire segment and portions of the alignment that are in the ROW and those that are not.	All (Systemwide)	Maps showing the alignment and affected properties are available in Appendix L4.1, Acquisitions, Displacements, and Relocations, as indicated in the text referenced. In this appendix, the reader can locate the ROW and see how the alignments generally follow existing roadways. Please also see Appendix J, Conceptual Design Drawings.
858	Land Use	4.2.2-5	4.2.2.3.1	Katy Haima	OPCD	Please include the total percentage of each type of land use in each station area, as well as what percent of the land in the study area that land converted to a transportation use; using the citywide total does not adequately describe impacts in relation to the local context and neighborhood scale.	All (Systemwide)	Per Sound Transit's methodology for this analysis, the direct impacts qualitatively consider the scale of land use conversion within the context of the overall jurisdiction and identified comprehensive plan areas. Comparing land conversion by type of City land use is consistent with the methodology. Information has been added to Section 4.2.4.1, Impacts Common to All Alternatives, of the Final EIS to reflect the percentage of land use converted in the 0.5-mile study area.

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859	Land Use	4.2.2-9	4.2.2.3.2 - 4.2.2.3.5	Geoff Wentlandt	OPCD	These sections do not include enough information to compare consistency with plans between the alternatives because they do not discuss the City of Seattle's future land use map designation around the proposed station locations. Some future land use map designations are more appropriate for the location of high capacity transit stations than others. For example regionally-designated urban centers are the most appropriate locations, and City of Seattle designated urban villages are also appropriate locations for the demands associated with high capacity transit stations. It should be noted as an inconsistency with plans where a station location would be located outside of an urban center or urban village, as in the case of Delridge station locations.	West Seattle (DUW, DEL, WSJ)	The City of Seattle Future Land Use Map includes commercial/mixed use and multi-family residential areas adjacent to all proposed station areas. City of Seattle planning documents do not state that light rail stations need to be located within urban centers or urban villages. None of the Delridge stations are in an urban village as shown on the City's future land use map.
860	Land Use	4.2.2-9	4.2.2.3.4	Katy Haima	OPCD	Analysis only discusses direct impacts of land to transportation uses, not impacts to adjacent land due to conversion to transportation uses. Please discuss potential impacts and mitigation to land that is adjacent to converted transportation uses, especially residential and park land.	West Seattle (DUW, DEL, WSJ)	The potential for impacts to adjacent land uses is described in Section 4.2.6, Indirect Impacts of the Build Alternatives. Development of nearby land uses is controlled by the City per their zoning code and permitting process.
861	Land Use	4.2.2-9	4.2.2.3.4	Katy Haima	OPCD	Please discuss impacts on residential uses adjacent to station, especially those residential lots at the southeast corner of the block.	West Seattle (DUW, DEL, WSJ)	The potential for impacts to adjacent land uses is described in Section 4.2.6, Indirect Impacts of the Build Alternatives. Development of nearby land uses is controlled by the City per their zoning code and permitting process.
862	Land Use	4.3.2-1	4.3.2.1.2, Table 4.3.2-2	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives is missing. For the Chinatown-International District Segment alternatives, provide more information on the specific land that would convert to a transportation use and how this would meet the goals of the special review districts, specifically per SMC23.66. Without this analysis, the potential conflict with local controls cannot be determined. Provide information on how the existing pattern of land use would change along with indirect land use impacts in context with the special review districts.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
863	Land Use	4.3.2-10	4.3.2.3.3, 4.3.2.5.2	Geoff Wentlandt	OPCD	See previous comment above about indirect land use impacts. There is not enough information about indirect land use impacts to compare the impact of the alternatives. Of note, any discussion of the indirect land use impacts from the Chinatown/ID station locations is absent. An indirect land use impact analysis that looks at land uses within 1/2 mile of station locations could identify the degree to which community-oriented and civic land uses would be affected by the alternatives for the C/ID station.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
864	Land Use	4.3.2-11	4.3.2.4	Geoff Wentlandt	OPCD	There is not enough information to understand the land use impacts during construction. The degree to which the alternatives disrupt land use due to construction is not provided. It may not be true that impacts during construction "would not affect the land use types unless the property became vacant". Construction effects such as access closures, loud construction noises, and movement of heavy construction vehicles would affect the viability of adjacent and nearby land uses. Different alternatives could have different patterns of these affects. Construction activity is more likely to impact land uses with street level retail and civic and open space uses that are closely linked to access by pedestrians to visits for leisure.	All (Systemwide)	Impacts to nearby parcels from construction are described in Sections 4.1 Acquisitions, Displacements, and Relocations; 4.3 Economics; 4.6, Air Quality; and 4.7, Noise and Vibration; and Section 3.11, Construction Impacts, of Chapter 3, Transportation Environment and Consequences, of the Final EIS.
865	Land Use	4.3.2-14	4.3.2.6	Geoff Wentlandt	OPCD	This does not adequately identify the need for mitigation. There is likely to be needed mitigation for indirect land use impacts near some station locations. Indirect land use impacts would likely be found near some or all of the C/ID station locations if the land use pattern after construction would impact a concentration of community-oriented or civic uses. Equitable development measures to ensure retention of community-oriented and civic uses in the neighborhood could be needed.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
866	Land Use	4.3.2-5	4.3.2.3.1	Jim Holmes	OPCD	Make the distinction about where Vision 2050 encourages growth of more and diverse types of affordable housing. Vision 2050 does not encourage housing in MIC's	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
867	Land Use	4.3.2-6	4.3.2.3.1	Vera Giampietro	OPCD	This will require coordination with the City: "The project is a 'regional transit authority facility' and is, therefore, explicitly recognized as an essential public facility in the Growth Management Act (RCW 36.70A.200). Once a Ballard Link Extension alternative is selected, jurisdictions have a duty to accommodate the project in their land use plans and development regulations."	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
868	Land Use	4.3.2-7	Table 4.3.2-2	Lucien Ong (ADEIS: Aaron Hursey)	OPCD	All summaries and tables should include information on unit size and unit quantity for each multi-family development that is affected/displaced. Summaries should include information by neighborhood/segment	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
869	Land Use	4.3.4-1	4.3.1.1	Jim Holmes	OPCD	Refer to the Duwamish MIC not 'industrial district'	West Seattle (DUW, DEL, WSJ)	See response to comment 853.
870	Social Resources, Community Facilities, and Neighborhoods	4.2.4-12	4.2.4.3.4	Vera Giampietro	OPCD	This conclusion seems incorrect. Please clarify methodology that supports the following conclusion. City of Seattle does not agree, and without sufficient rationale we cannot accurately distinguish between alternatives, nor recommend proper mitigation. "Alternative DEL-3 and Alternative DEL-4* would also displace homes in the southeast corner of the Youngstown area, but three would be fewer displacements, and displacements would be closer to the arterial roads; therefore, neighborhood cohesion would not be affected."	West Seattle (DUW, DEL, WSJ)	Methodology includes looking at the displacement maps in Appendix L4.1, Acquisitions, Displacements, and Relocations, and comparing them with the existing conditions. No change made.
871	Social Resources, Community Facilities, and Neighborhoods	4.2.4-16	4.2.4.4.2	Vera Giampietro	OPCD	Identify mitigation for closure of the SODO trail between Royal Brougham Way and South Forest Street.	SODO/CID	Information on closure of the SODO Trail and proposed mitigation is provided in Section 3.11, Construction Impacts, of the Final EIS.
872	Social Resources, Community Facilities, and Neighborhoods	4.2.4-4	4.2.4	David Goldberg	OPCD	Sound Transit has characterized the Delridge Station as a transfer station where most riders arrive by bus. This section should also include demographics of the RapidRide h line ridershed.	West Seattle (DUW, DEL, WSJ)	This demographic information is provided in Appendix G, Environmental Justice.
873	Social Resources, Community Facilities, and Neighborhoods	4.3.4-16	4.3.4.3.3	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives is missing. Provide more information on how the light rail stations would be more integrated into the Chinatown-International District with these alternatives given the existing station and the degree to which some of the alternatives connect underground, while most require an above grade transfer connection and that project would increase ridership by about 50 percent compared to the No Build Alternative, largely due to rail-to-rail transfers between the two International District/Chinatown Station platforms. Demonstrate that the project avoids all direct and indirect impacts to neighborhood cohesion or alternatively identify potential mitigation strategies and measures to ensure the International District neighborhood cohesion remains intact throughout construction.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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874	Social Resources, Community Facilities, and Neighborhoods	4.3.4-16	4.3.4.3.3	Katy Haima	OPCD	Are any of the acquisitions cultural anchors (may be businesses), and if so, how would acquisition of these properties may impact neighborhood cohesion.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
875	Social Resources, Community Facilities, and Neighborhoods	4.3.4-16	4.3.4.3.3	Vera Giampietro	OPCD	Please explain the process by which it was determined that the project would not directly impact neighborhood cohesion. Throughout the document there have been examples of impacts that are not described here as contributing factors to cohesion, such as potential for both direct and indirect displacement, closure of the Chinatown Gate for a number of years, decreases in foot traffic, increases in construction impacts such as noise, vibration, utility shutoffs, fencing, dust, and more. It would help to include community member and business owner narrative about perceptions of impacts to help substantiate the claim that there is no direct impact to neighborhood cohesion. Without more information we cannot differentiate between alternatives or recommend appropriate mitigation for impacts to CID communities.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
876	Social Resources, Community Facilities, and Neighborhoods	4.3.4-18	4.3.4.3.5	Vera Giampietro	OPCD	The analysis applied to the South Interbay segment here should be applied to Delridge alternatives where the guideway runs alongside low-rise and single family development that is not proposed for acquisition and will sit in the shadow of a new multi-story light rail structure. "This alternative would place guideway columns across the southwest corner of the Interbay Golf Center property, permanently impacting playable area at the southwest corner of the golf course. This alternative would have the most impacts to social resources in this segment." The impacts could be greater than social cohesion alone, and could potentially include adverse property value impacts and compromised redevelopment potential in areas immediately adjacent to guideway structures. This impact should be studied. If these areas are re-zoned, we should know if it is likely for developers to see value in properties immediately adjacent to guideway columns, or if those properties would become undesirable and therefore limit ETOD potential within the community. Without information about how existing and potential future residences next to guideways will be impacted it is not possible to adequately differentiate between alternatives or recommend appropriate mitigation for impacts to Delridge communities.	All (Systemwide)	The potential to indirect changes to land use are discussed in Section 4.2.6, Indirect Impacts of the Build Alternatives, in Section 4.2, Land Use, of the Final EIS. The City is responsible for zoning designations and allowances adjacent to light rail. Property values are discussed in Section 4.3, Economics, of the Final EIS. Section 4.4, Social Resources, Community Facilities, and Neighborhoods, discusses the potential for impacts related to neighborhood cohesion.
877	Social Resources, Community Facilities, and Neighborhoods	4.3.4-19	4.3.4.3.6	Vera Giampietro	OPCD	The statement that neighborhood cohesion would not be impacted because there are "few residences" near the Ballard elevated alternatives is not accurate - there are multiple large multifamily housing developments within the immediate vicinity of both 14th and 15th Ave elevated alternatives. Also it is unclear in this paragraph if the analysis is referring to the Interbay or Ballard stations. Please revise this language.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
878	Social Resources, Community Facilities, and Neighborhoods	4.3.4-21	4.3.4.4.3	Vera Giampietro	OPCD	For impacts to business access within the CID, please identify appropriate mitigation so that businesses can continue to operate and so that the project does not create conditions for cultural displacement of this regionally unique cultural hub: "Closure of a portion of 5th Ave South for Alt CID-2a could inconvenience access between the existing International District/Chinatown Station and the Chinatown-International District community to the east... These roads would be closed for several years, which could inconvenience people traveling between the existing International District/Chinatown Station and the Chinatown-International District community to the east." Removal of parking, impediments to foot traffic flowing near retail businesses, noise, and presence of construction activity and machinery are examples of conditions that could impact access to businesses in the CID and therefore viability of this unique regional cultural hub.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
879	Social Resources, Community Facilities, and Neighborhoods	general	general	Katy Haima	OPCD	Does not discuss how DEL-5 and DEL-6 displace one of the only convenience stores/options for food access in the station area. Address this impact and propose mitigation for community.	West Seattle (DUW, DEL, WSJ)	This displacement is described under the discussion of Delridge Segment impacts in Section 4.4.4, Environmental Impacts of the Build Alternatives during Operation, of the Final EIS.
880	Social Resources, Community Facilities, and Neighborhoods	general	general	Katy Haima	OPCD	Does not disclose potential reduced cohesion due to perceived barrier during construction and during operation. Please address community cohesion, study and disclose impacts, and propose mitigation. Without these impacts we can't differentiate between alternatives.	All (Systemwide)	No specific section referenced. Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS does discuss neighborhood cohesion.
881	Social Resources, Community Facilities, and Neighborhoods	General	General	Vera Giampietro	OPCD	Changes to existing transit service will affect access to jobs for some, and those impacts are missing and should be added.	SODO/CID	While changes in transit service may affect access to jobs for some, the system will improve access to jobs for large numbers of people. See Chapter 1, Purpose and Need for West Seattle Link Expansion, for further information. Route restructuring for station access includes a public process and is approved by the King County Council within 2 years prior to each station opening. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
882	Technical Report: Visual	General	Genearal	Lyle Bicknell	OPCD	Visual impact analysis is not sufficient for the tunnel stations. Impacts from above-grade components need to be assessed. This includes stand-alone station head houses, and any other above-grade facilities such as vent structures and traction substations.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
883	Technical Report: Visual	p 2-1	2.2	Valerie Kinast	OPCD - SDC	Outdated methodology was used, and our request in ADEIS comments to use the most up to date 2015 FHWA VIA Guidelines fully was ignored. Visual impacts are not completely disclosed. A too narrow definition of “sensitive viewers” is used, and viewers have not been involved in the process as recommended in the 2015 FHWA VIA Guidelines. The visual compatibility with existing conditions is portrayed as higher than it actually would be. In some places the baseline visual quality is placed lower than it should be. If impacted communities had been involved the baseline visual quality might be rated higher and impacts would be more substantial.	All (Systemwide)	Sound Transit has an established methodology used across all projects that is valid for visual assessment under NEPA. The visual impact methodology used for the WSBLE Draft EIS was developed based on the Federal Highway Administration’s 1988 guidelines but modified due to different needs for transit projects. The Federal Highway Administration 2015 guidelines were reviewed while updating the visual methodology for the WSBLE Draft EIS. Public input opportunities were provided during the WSBLE early scoping, scoping, and Draft EIS comment period. Existing impact analysis is consistent with Sound Transit methodology. Impacts have been reviewed based on comments received on the WSBLE Draft EIS and have been updated in Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS as appropriate.
884	Technical Report: Visual	p 3-1	3.1.2	Valerie Kinast	OPCD - SDC	Per 2015 FHWA VIA Guidelines use the “public involvement approach" to determine visual impacts. Viewers from the recreation, Indigenous, fishing, maritime industrial, and river clean-up communities should be involved.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.

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885	Technical Report: Visual	p 3-1	3.1	Valerie Kinast	OPCD - SDC	Visual impacts are not completely disclosed. A too narrow definition of “sensitive viewers” is used, and viewers have not been involved in the process as recommended in the 2015 FHWA VIA Guidelines. The visual compatibility with existing conditions is portrayed as higher than it actually would be. In some places the baseline visual quality is placed lower than it should be. Vent structures and entrance buildings with ancillary elements such as vent structures are not being considered.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
886	Technical Report: Visual	p 3-10	3.2.1	Valerie Kinast	OPCD - SDC	The placement of entrance buildings with ancillary elements such as vent structures in established dense, urban environments such as downtown, Ballard, and West Seattle Junction will result in visual impacts that should be disclosed, minimized, and mitigated.	SODO/CID	Station design for the preferred alternative is still being developed and will continue to be refined through preliminary design. Also see response to comment 116. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
887	Technical Report: Visual	p 3-10	3.2.2	Valerie Kinast	OPCD - SDC	The placement of entrance buildings with ancillary elements such as vent structures in established dense, urban environments such as downtown, Ballard, and West Seattle Junction will result in visual impacts that should be disclosed, minimized, and mitigated	Downtown	Ventilation structures were considered in the visual analysis consistent with the visual analysis methodology. As described in Section 4.5.4, Environmental Impacts of the Build Alternatives During Operation, Sound Transit developed design measures that include coordination with local communities and the City of Seattle throughout the design process. Station design will continue to be refined through final design. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
888	Technical Report: Visual	p 3-10	3.2.1	Valerie Kinast	OPCD - SDC	Per 2015 FHWA VIA Guidelines use the “public involvement approach” to determine visual impacts. Many, various viewers should be involved in a well tailored, participatory process. The process should be designed and carried out by people with high cultural competence. Experts in visual and aesthetics and culture in the public realm should be involved.	SODO/CID	See response to comment 883.
889	Technical Report: Visual	p 3-10	3.2.2	Valerie Kinast	OPCD - SDC	Per 2015 FHWA VIA Guidelines use the “public involvement approach” to determine visual impacts. Viewers from the various communities that use our downtown should be involved. Communities of color should be involved.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
890	Technical Report: Visual	p 3-10	3.2.3	Valerie Kinast	OPCD - SDC	Per 2015 FHWA VIA Guidelines use the “public involvement approach” to determine visual impacts. Viewers from the various communities that live and work within proximity and will pass by or use the facility frequently should be involved. Communities of color should be involved.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
891	Technical Report: Visual	p 3-11	3.2.4	Valerie Kinast	OPCD - SDC	The placement of entrance buildings with ancillary elements such as vent structures in established dense, urban environments such as downtown, Ballard, and West Seattle Junction will result in visual impacts that should be disclosed, minimized, and mitigated	Interbay-Ballard	See response to comment 887. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
892	Technical Report: Visual	p 3-11	3.2.4	Valerie Kinast	OPCD - SDC	Per 2015 FHWA VIA Guidelines use the “public involvement approach” to determine visual impacts. Viewers from the various communities that live and work within proximity and will pass by or use the facility frequently should be involved. Communities of color should be involved.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
893	Technical Report: Visual	p 3-2	3.2	Valerie Kinast	OPCD - SDC	Visual impacts are not completely disclosed. A too narrow definition of “sensitive viewers” is used, and viewers have not been involved in the process as recommended in the 2015 FHWA VIA Guidelines. The visual compatibility with existing conditions is portrayed as higher than it actually would be. In some places the baseline visual quality is placed lower than it should be.	All (Systemwide)	See response to comment 883.
894	Technical Report: Visual	p 3-5	3.1.3	Valerie Kinast	OPCD - SDC	Per 2015 FHWA VIA Guidelines use the “public involvement approach” to determine visual impacts. Viewers from the community should be involved.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
895	Technical Report: Visual	p 3-6	3.1	Valerie Kinast	OPCD - SDC	The placement of entrance buildings with ancillary elements such as vent structures in established dense, urban environments will result in visual impacts that should be disclosed, minimized, and mitigated.	All (Systemwide)	See response to comment 887.
896	Technical Report: Visual	p 3-6	3.1.4	Valerie Kinast	OPCD - SDC	Per 2015 FHWA VIA Guidelines use the “public involvement approach” to determine visual impacts. Viewers from the community should be involved.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
897	Technical Report: Visual	p 4-1	4.1.2.1	Valerie Kinast	OPCD - SDC	In this broad summary, please add that a very large bridge and several miles of very large guideways would be added to the environment in all alternatives.	All (Systemwide)	Table 4-1 of Appendix N.2, Visual and Aesthetics Technical Report, describes the project components that would be a part of the project regardless of alterative. The table includes elevated guideways (and associated structures), bridges, stations, and similar. No changes made to the text.
898	Technical Report: Visual	p 4-10	4.1.2.3	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
899	Technical Report: Visual	p 4-10	4.1.2.3	Valerie Kinast	OPCD - SDC	The full visual impacts of elevated guideways and stations is being underreported.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
900	Technical Report: Visual	p 4-10	4.1.2.3	Valerie Kinast	OPCD - SDC	In the Delridge section the impacts for alternatives and locations where many straddle bents will be needed were not adequately visualized, disclosed and mitigated.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
901	Technical Report: Visual	p 4-22	4.1.2.4	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
902	Technical Report: Visual	p 4-22	4.1.2.4	Valerie Kinast	OPCD - SDC	The placement of entrance buildings with ancillary elements such as vent structures in established dense, urban environments, including the West Seattle Junction, will result in visual impacts that should be disclosed, minimized, and mitigated	West Seattle (DUW, DEL, WSJ)	See response to comment 887.

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903	Technical Report: Visual	p 4-22	4.1.2.4	Valerie Kinast	OPCD - SDC	Identification of visual impacts of elevated Avalon stations are not adequate.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
904	Technical Report: Visual	p 4-22	4.1.2.4	Valerie Kinast	OPCD - SDC	In the West Seattle Junction section the impacts for alternatives and locations where many straddle bents will be needed were not adequately visualized, disclosed and mitigated.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
905	Technical Report: Visual	p 4-25	4.1.2.4 and figures 2-14a &b	Valerie Kinast	OPCD - SDC	It is wrong that alternative WSJ-2 would be a beneficial visual change to the neighborhood consider it would be a 70-80 foot bulky concrete structure in the right-of-way.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
906	Technical Report: Visual	p 4-29	4.2.2.1	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	All (Systemwide)	See response to comment 883.
907	Technical Report: Visual	p 4-29	4.2.2.2	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	SODO/CID	See response to comment 883.
908	Technical Report: Visual	p 4-29	4.2.2.2	Valerie Kinast	OPCD - SDC	The placement of entrance buildings with ancillary elements such as vent structures in established dense, urban environments, including the Chinatown International District, will result in visual impacts that should be disclosed, minimized, and mitigated	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
909	Technical Report: Visual	p 4-30	4.2.2.3	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
910	Technical Report: Visual	p 4-30	4.2.2.4	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
911	Technical Report: Visual	p 4-30	4.2.2.3	Valerie Kinast	OPCD - SDC	The placement of entrance buildings with ancillary elements such as vent structures in established dense, urban environments, including Downtown, SLU, and Uptown, will result in visual impacts that should be disclosed, minimized, and mitigated	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
912	Technical Report: Visual	p 4-30	4.2.2.4	Valerie Kinast	OPCD - SDC	In the South Interbay section the impacts for alternatives and locations where many straddle bents will be needed were not adequately visualized, disclosed and mitigated.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
913	Technical Report: Visual	p 4-36	4.2.2.5	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
914	Technical Report: Visual	p 4-36	4.2.2.5	Valerie Kinast	OPCD - SDC	The placement of entrance buildings with ancillary elements such as vent structures in established dense, urban environments, including Ballard, will result in visual impacts that should be disclosed, minimized, and mitigated	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
915	Technical Report: Visual	p 4-36	4.2.2.5	Valerie Kinast	OPCD - SDC	The visual impacts of a large bridge over the Duwamish river are underreported.	Interbay-Ballard	See response to comment 883.
916	Technical Report: Visual	p 4-36	4.2.2.5	Valerie Kinast	OPCD - SDC	The visual impacts of miles of elevated guideways is being underreported.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
917	Technical Report: Visual	p 4-44	4.3.3	Valerie Kinast	OPCD - SDC	The City of Seattle's Design Guidelines are administrated within the Design Review (Design Review Board) Program. This project is not subject to Design Review Board review it is subject to Design Commission Review.	All (Systemwide)	Text has been revised in Final EIS Section 4.5.4.1 and Section 5.2, Sound Transit Design Measures, of Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS to specify future coordination with the City. Please see Section 2.3, Regulatory Requirements, of Appendix N.2 for a references to local codes. Please see Sections 5.2 and 5.3 of Appendix N.2 for detailed descriptions of visual design measures and mitigation measures.
918	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	The aesthetics of stations and other structures will be reviewed by the Seattle Design Commission.	All (Systemwide)	See response to comment 917.
919	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	Sound Transit will work collaboratively with the City of Seattle and communities from pre-design through 100% design of above, at, and below grade stations to minimize visual impacts by developing a civic aesthetic for each station that is aligned with the community vision.	All (Systemwide)	See response to comment 917.
920	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	Any new Sound Transit design criteria for WSBLE should provide for substantial input by the City of Seattle and be coordinated with the City of Seattle Design Guidelines for WSBLE.	All (Systemwide)	Sound Transit has not adopted any new design criteria between the publication of the WSBLE Draft EIS and the present. The comment is noted. Sound Transit will coordinated closely with the City in the event of a proposed change in Sound Transit's design guidelines with respect to the Project.
921	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	Design stations, guideways, and other structures to meet community defined aesthetics.	All (Systemwide)	See response to comment 917.
922	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	Any new Sound Transit design criteria for WSBLE should provide for substantial input by the City of Seattle and be coordinated with the City of Seattle Design Guidelines for WSBLE.	All (Systemwide)	See response to comment 920.
923	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	The Sound Transit criteria and design process must allow for local input on systemwide elements, not just contextual elements. "Elements of continuity" make up much more of the station than "elements of distinction," so allowing local jurisdiction influence over only the elements of distinction prevents them from being able to address the bulk and scale of the facilities.	All (Systemwide)	See response to comment 921 and bullets listed in Section 5.2, Design Guidelines, of Appendix N.2, Visual and Aesthetics Technical Report.
924	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	Prior to 15% station design, solicit input from the OPCD and the Seattle Design Commission on the "kit" of systemwide elements.	All (Systemwide)	See response to comment 917.
925	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	If a consistent architectural theme is developed for segments of WSBLE or the whole line, provide OPCD and the Seattle Design Commission substantial opportunity to provide input.	All (Systemwide)	See response to comment 917.

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926	Technical Report: Visual	p 5-1	5.2	Valerie Kinast	OPCD - SDC	Where joint development is anticipated, analyze development potential and set design parameters for the station and partner building that optimize urban design outcomes.	All (Systemwide)	As noted throughout Appendix L4.2, Land Use, of the Final EIS, following construction, and where allowed, remnant land could become available for redevelopment or joint development. A separate study on TOD has been conducted by Sound Transit. Please see Section 4.2, Land Use, of the Final EIS for more information on TOD. Joint development will be considered as design advances, and Sound Transit will continue to coordinate with the City of Seattle.
927	Technical Report: Visual	p 5-2	5.3.1	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of the guideways, provide a process for input on guideway design, including columns and substructures, at 15% when City of Seattle (including Seattle Design Commission) input on aesthetics can be addressed in a more substantive manner than adding embellishment and color during final design. Provide opportunity for City input on aesthetics of the guideways from 15% through 90% design. If design build is employed, provide for City of Seattle (including Seattle Design Commission) input on RFP content and design decisions related to urban design and aesthetics in all design and construction phases.	West Seattle (DUW, DEL, WSJ)	See response to comment 917.
928	Technical Report: Visual	p 5-2	5.3.2	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of the guideways, provide a process for input on guideway design, including columns and substructures, at 15% when City of Seattle (including Seattle Design Commission) input on aesthetics can be addressed in a more substantive manner than adding embellishment and color during final design. Provide opportunity for City input on aesthetics of the guideways from 15% through 90% design. If design build is employed, provide for City of Seattle (including Seattle Design Commission) input on RFP content and design decisions related to urban design and aesthetics in all design and construction phases.	All (Systemwide)	See response to comment 917.
929	Technical Report: Visual	p 5-2	5.3.1	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of the new Duwamish bridge, provide a process for input on guideway design, including columns and substructures, at 15% when City of Seattle input on aesthetics can be addressed in a more substantive manner than adding embellishment and color during final design. Provide opportunity for City input on aesthetics of the guideways from 15% through 90% design. If design build is employed, provide for City of Seattle (including Seattle Design Commission) input on RFP content and design decisions related to urban design and aesthetics in all design and construction phases.	West Seattle (DUW, DEL, WSJ)	See response to comment 917.
930	Technical Report: Visual	p 5-2	5.3.2	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of a Salmon Bay bridge, provide a process for input on guideway design, including columns and substructures, at 15% when City of Seattle input on aesthetics can be addressed in a more substantive manner than adding embellishment and color during final design. Provide opportunity for City input on aesthetics of the guideways from 15% through 90% design. If design build is employed, provide for City of Seattle (including Seattle Design Commission) input on RFP content and design decisions related to urban design and aesthetics in all design and construction phases.	All (Systemwide)	See response to comment 917.
931	Technical Report: Visual	p 5-2	5.3	Valerie Kinast	OPCD - SDC	The proposed mitigation is lacking. Other infrastructure projects in the region in recent years have provided participatory processes for guiding aesthetic development of projects with special panels of community members and experts to mitigate the visual impacts of introducing very large transportation infrastructure into such complex environments with both natural features and longstanding, built urban fabric.	All (Systemwide)	See response to comment 917.
932	Technical Report: Visual	p 5-2	5.3.1 & 2	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of the stations, provide a process for input by the City of Seattle on the aesthetics of the columns and substructures of stations at 15%.	All (Systemwide)	See response to comment 917.
933	Technical Report: Visual	p 5-2	5.3.1 & 2	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk, scale and nature of the Traction Power Substations provide opportunity for input by the City of Seattle, including the Seattle Design Commission, on design of prototypes and the TPSS themselves.	All (Systemwide)	See response to comment 917.
934	Technical Report: Visual	p 5-2	5.3.1 & 2	Valerie Kinast	OPCD - SDC	Develop with the City a tool, or process prior to FEIS, such as the Visual Quality Management Plan noted in the FHWA 2015 VIA Guidelines, to establish with communities viewer preferences, verify and modify them, and determine joint aesthetic goals for the corridor.	All (Systemwide)	See responses to comments 883 and 917.
935	Visual and Aesthetics	4.2.5-3	4.2.5.3.1	Valerie Kinast	OPCD - SDC	The aesthetics of stations and other structures will be reviewed by the Seattle Design Commission.	All (Systemwide)	See response to comment 917.
936	Visual and Aesthetics	4.2.5-3	4.2.5.3.1	Valerie Kinast	OPCD - SDC	Sound Transit should work collaboratively with the City of Seattle and communities from pre-design through 100% design of above, at, and below grade stations to minimize visual impacts by developing a civic aesthetic for each station that is aligned with the community vision.	West Seattle (DUW, DEL, WSJ)	See response to comment 917.
937	Visual and Aesthetics	4.2.5-3	4.2.5.3.1	Valerie Kinast	OPCD - SDC	Any new Sound Transit design criteria for WSBLE should provide for substantial input by the City of Seattle and be coordinated with the City of Seattle Design Guidelines for WSBLE.	West Seattle (DUW, DEL, WSJ)	See responses to comments 917 and 920.
938	Visual and Aesthetics	4.2.5-3	4.2.5.3.1	Valerie Kinast	OPCD - SDC	Develop with the City a tool, or process prior to FEIS, such as the Visual Quality Management Plan noted in the FHWA 2015 VIA Guidelines, to establish with communities viewer preferences, verify and modify them, and determine joint aesthetic goals for the corridor.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
939	Visual and Aesthetics	4.2.5-3	4.2.5.3.1	Valerie Kinast	OPCD - SDC	Where joint development is anticipated, analyze development potential and set design parameters for the station and partner building that optimize urban design outcomes.	West Seattle (DUW, DEL, WSJ)	See response to comment 926.
940	Visual and Aesthetics	4.2.5-3	4.2.5.3.1	Valerie Kinast	OPCD - SDC	Prior to 15% station design, solicit input from the OPCD and the Seattle Design Commission on the "kit" of systemwide elements.	West Seattle (DUW, DEL, WSJ)	See response to comment 917.
941	Visual and Aesthetics	4.2.5-3	4.2.5.3.1	Valerie Kinast	OPCD - SDC	If a consistent architectural theme is developed for segments of WSBLE or the whole line, provide OPCD and the Seattle Design Commission substantial opportunity to provide input.	West Seattle (DUW, DEL, WSJ)	See response to comment 917.
942	Visual and Aesthetics	4.2.5-3	4.2.5.3.1	Valerie Kinast	OPCD - SDC	The Sound Transit criteria and design process must allow for local input on systemwide elements, not just contextual elements. "Elements of continuity" make up much more of the station than "elements of distinction," so allowing local jurisdiction influence over only the elements of distinction prevents them from being able to address the bulk and scale of the facilities.	West Seattle (DUW, DEL, WSJ)	See responses to comments 883 and 917.

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943	Visual and Aesthetics	4.3.5-10	4.3.5.3.4	Valerie Kinast	OPCD - SDC	In the Interbay to Ballard segment the impacts are underreported and should be reevaluated using the methodology of the more up to date FWHA 2018 VIA guidelines. The impacts to viewers other than the narrowly defined "sensitive viewers" must also be considered. There is substantial impact from adding an elevated guideway for a long distance. Elevated stations have substantial visual impacts. The bridge has greater visual impacts than reported. Areas where there are straddle bents, especially several of them, have substantial visual impacts. These must all be adequately visualized, disclosed, and mitigated. Impacts of the bridge should be evaluated using the participatory process as recommended in the FWHA 2018 guidelines.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
944	Visual and Aesthetics	4.3.5-19	4.3.5.6	Valerie Kinast	OPCD - SDC	The proposed mitigation is lacking. Other infrastructure projects in the region in recent years have provided participatory processes for guiding aesthetic development of projects with special panels of community members and experts to mitigate the visual impacts of introducing very large transportation infrastructure into such complex environments with both natural features and longstanding, built urban fabric.	All (Systemwide)	See response to comment 917.
945	Visual and Aesthetics	4.3.5-19	4.3.5.6	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of the guideways, provide a process for input on guideway design, including columns and substructures, at 15% when City of Seattle (including Seattle Design Commission) input on aesthetics can be addressed in a more substantive manner than adding embellishment and color during final design. Provide opportunity for City input on aesthetics of the guideways from 15% through 90% design. If design build is employed, provide for City of Seattle (including Seattle Design Commission) input on RFP content and design decisions related to urban design and aesthetics in all design and construction phases.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
946	Visual and Aesthetics	4.3.5-19	4.3.5.6	Valerie Kinast	OPCD - SDC	The proposed mitigation is lacking. Other infrastructure projects in the region in recent years have provided participatory processes for guiding aesthetic development of projects with special panels of community members and experts to mitigate the visual impacts of introducing very large transportation infrastructure into such complex environments with both natural features and longstanding, built urban fabric.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
947	Visual and Aesthetics	4.3.5-19	4.3.5.6	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of the elevated stations provide a process for input on the columns and substructures at 15% when City of Seattle (including Seattle Design Commission) input on aesthetics can be addressed in a more substantive manner than adding embellishment and color during final design. Provide opportunity for City input on aesthetics of the guideways from 15% through 90% design. If design build is employed, provide for City of Seattle (including Seattle Design Commission) input on RFP content and design decisions related to urban design and aesthetics in all design and construction phases.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
948	Visual and Aesthetics	4.3.5-3	4.3.5.3.1	Valerie Kinast	OPCD - SDC	The Sound Transit criteria and design process must allow for local input on systemwide elements, not just contextual elements. "Elements of continuity" make up much more of the station than "elements of distinction," so allowing local jurisdiction influence over only the elements of distinction prevents them from being able to address the bulk and scale of the facilities.	All (Systemwide)	See responses to comments 883 and 917.
949	Visual and Aesthetics	4.3.5-3	4.3.5.3.1	Valerie Kinast	OPCD - SDC	If a consistent architectural theme is developed for segments of WSBLE or the whole line, provide OPCD and the Seattle Design Commission substantial opportunity to provide input.	All (Systemwide)	See response to comment 917.
950	Visual and Aesthetics	4.3.5-3	4.3.5.3.1	Valerie Kinast	OPCD - SDC	Prior to 15% station design, solicit input from the OPCD and the Seattle Design Commission on the "kit" of systemwide elements.	All (Systemwide)	See response to comment 917.
951	Visual and Aesthetics	4.3.5-3	4.3.5.3.1	Valerie Kinast	OPCD - SDC	Where joint development is anticipated, analyze development potential and set design parameters for the station and partner building that optimize urban design outcomes.	All (Systemwide)	See response to comment 926.
952	Visual and Aesthetics	4.3.5-3	4.3.5.3.1	Valerie Kinast	OPCD - SDC	Develop with the City a tool, or process prior to FEIS, such as the Visual Quality Management Plan noted in the FHWA 2015 VIA Guidelines, to establish with communities viewer preferences, verify and modify them, and determine joint aesthetic goals for the corridor.	All (Systemwide)	See response to comment 883.
953	Visual and Aesthetics	4.3.5-3	4.3.5.3.1	Valerie Kinast	OPCD - SDC	Develop with the City a tool, or process prior to FEIS, such as the Visual Quality Management Plan noted in the FHWA 2015 VIA Guidelines, to establish with communities viewer preferences, verify and modify them, and determine joint aesthetic goals for the corridor.	All (Systemwide)	See response to comment 883.
954	Visual and Aesthetics	4.3.5-3	4.3.5.3.1	Valerie Kinast	OPCD - SDC	The aesthetics of stations and other structures will be reviewed by the Seattle Design Commission.	All (Systemwide)	See response to comment 917.
955	Visual and Aesthetics	4.3.5-4	4.3.5.3.2	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
956	Visual and Aesthetics	4.3.5-4	4.3.5.3.2	Valerie Kinast	OPCD - SDC	In the CID the placement of entrance buildings with ancillary elements such as vent structures in this established dense, urban environments will result in visual impacts that should be disclosed, minimized, and mitigated.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
957	Visual and Aesthetics	4.3.5-4	4.3.5.3.2	Valerie Kinast	OPCD - SDC	In the CID, per 2015 FHWA VIA Guidelines use the "public involvement approach" to determine visual impacts. Many, various viewers should be involved in a well tailored, participatory process. The process should be designed and carried out by people with high cultural competence. Experts in visual and aesthetics and culture in the public realm should be involved.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
958	Visual and Aesthetics	4.3.5-4	4.3.5.3.3	valerie Kinast	OPCD - SDC	In the South Interbay segment the impacts are underreported and should be reevaluated using the methodology of the more up to date FWHA 2018 VIA guidelines. The impacts to viewers other than the narrowly defined "sensitive viewers" must also be considered. There is impact from adding an elevated guideway for a long distance. Elevated stations have visual impacts. The portal will have visual impact. Areas where there are straddle bents, especially several of them, have visual impacts. These must all be adequately visualized, disclosed, and mitigated.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
959	Visual and Aesthetics	p 4.2.5-1	4.2.5	Valerie Kinast	OPCD - SDC	Outdated methodology was used, and our request in ADEIS comments to use the most up to date 2015 FHWA VIA Guidelines fully was ignored. Visual impacts are not completely disclosed. A too narrow definition of "sensitive viewers" is used, and viewers have not been involved in the process as recommended in the 2015 FHWA VIA Guidelines. The visual compatibility with existing conditions is portrayed as higher than it actually would be. In some places the baseline visual quality is placed lower than it should be. If impacted communities had been involved the baseline visual quality might be rated higher and impacts would be more substantial.	West Seattle (DUW, DEL, WSJ)	See response to comment 883.
960	Visual and Aesthetics	p 4.3.4-8	4.3.4.1.1	Valerie Kinast	OPCD - SDC	In the CID, the Seattle Indian Health Board's Leshi Center is an 11 min walk from the station. It serves the region. The Chief Seattle Club is a seven minute walk from the station.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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961	Visual and Aesthetics	p 4.3.5-1	4.3.5.1	Valerie Kinast	OPCD - SDC	Outdated methodology was used, and our request in ADEIS comments to use the most up to date 2015 FHWA VIA Guidelines fully was ignored. Visual impacts are not completely disclosed. A too narrow definition of “sensitive viewers” is used, and viewers have not been involved in the process as recommended in the 2015 FHWA VIA Guidelines. The visual compatibility with existing conditions is portrayed as higher than it actually would be. In some places the baseline visual quality is placed lower than it should be. If impacted communities had been involved the baseline visual quality might be rated higher and impacts would be more substantial.	All (Systemwide)	See response to comment 883.
962	Visual and Aesthetics	p 4.3.5-1	4.3.5.1.1	Magda Hogness	OPCD	The information necessary to identify impacts and compare alternatives for visual and aesthetic resources is missing. Provide information on the size, location and visibility of the vents for each alternative. Demonstrate that the project avoids all impacts or alternatively identify potential mitigation strategies.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
963	Visual and Aesthetics	p 4.3.5-1	4.3.5.3.1	Valerie Kinast	OPCD - SDC	Sound Transit should work collaboratively with the City of Seattle and communities from pre-design through 100% design of above, at, and below grade stations to minimize visual impacts by developing a civic aesthetic for each station that is aligned with the community vision.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
964	Visual and Aesthetics	p 4.3.5-1	4.3.5.3.1	Valerie Kinast	OPCD - SDC	Any new Sound Transit design criteria for WSBLE should provide for substantial input by the City of Seattle and be coordinated with the City of Seattle Design Guidelines for WSBLE.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
965	Visual and Aesthetics	p 4.3.5-10	4.3.5.3.4	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated. The impacts to viewers other than what was narrowly defined with the term "sensitive viewers" must also be considered. There is impact from adding an elevated guideway for a long distance. Elevated stations have visual impacts. Areas where there are straddle bents, especially several of them, have visual impacts.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
966	Visual and Aesthetics	p 4.3.5-19	4.3.5.6	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of the guideways, provide a process for input on guideway design, including columns and substructures, at 15% when City of Seattle (including Seattle Design Commission) input on aesthetics can be addressed in a more substantive manner than adding embellishment and color during final design. Provide opportunity for City input on aesthetics of the guideways from 15% through 90% design. If design build is employed, provide for City of Seattle (including Seattle Design Commission) input on RFP content and design decisions related to urban design and aesthetics in all design and construction phases.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
967	Visual and Aesthetics	p 4.3.5-19	4.3.5.6	Valerie Kinast	OPCD - SDC	Mitigation should be provided for visual impacts in the CID and Downtown.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
968	Visual and Aesthetics	p 4.3.5-19	4.3.5.6	Valerie Kinast	OPCD - SDC	To mitigate the height, bulk and scale of the elevated stations provide a process for input on the columns and substructures at 15% when City of Seattle (including Seattle Design Commission) input on aesthetics can be addressed in a more substantive manner than adding embellishment and color during final design. Provide opportunity for City input on aesthetics of the guideways from 15% through 90% design. If design build is employed, provide for City of Seattle (including Seattle Design Commission) input on RFP content and design decisions related to urban design and aesthetics in all design and construction phases.	All (Systemwide)	See response to comment 917.
969	Visual and Aesthetics	p 4.3.5-4	4.3.5.3.2	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated using the community involvement methods recommended in the more up to date FWHA 2018 VIA methodology.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
970	Visual and Aesthetics	p 4.3.5-4	4.3.5.3.3	Valerie Kinast	OPCD - SDC	The impacts are underreported and should be reevaluated. The impacts to viewers other than what was narrowly defined with the term "sensitive viewers" must also be considered. There is impact from adding an elevated guideway for a long distance. Elevated stations have visual impacts. Areas where there are straddle bents, especially several of them, have visual impacts.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
971	Executive Summary	ES-6	ES 3.1.1.1	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. A statement about why Smith Cove was selected as the terminus for the Ballard Link Extension MOS options (similar to the explanation for why Delridge was identified as the terminus for the West Seattle Link Extension MOS). Given the land use and expected ridership, the Interbay station seems like a more effective place to terminate service compared to Smith Cove station.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
972	Executive Summary	ES-8	ES 3.1.1.1	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. The CID section mentions that most buses using the SODO Busway today will be "replaced with light rail service currently under construction". Clarify if this statement also true for the SODO segment or if there are additional buses that will be impacted in this segment and additional mitigation required.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
973	Executive Summary	ES-8	Figure ES-9	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. The graphic representation of the proposed overpasses at Holgate and Lander are misleading as they are proposed to extend all the way between 4th Ave and 6th Ave as shown in Appendix J.	SODO/CID	The Executive Summary provides tables and text for each segment that compares the impacts between alternatives. The figures in the Executive Summary are a high level graphical representation of the project elements. As noted in the comment, see Appendix J, Conceptual Design Drawings, of the Final EIS for the conceptual design of the South Lander Street Overpass. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
974	Executive Summary	ES-8	ES 3.1.1.1	Elisabeth Wooton	SDOT	The analysis is incomplete. Impacts related to both freight mobility and non-motorized mobility as a result of the proposed grades of the Holgate and Lander overpasses are not discussed. Based on the information available in Appendix J, which does not include roadway grade details, it can be assumed that the grades would be approaching 10% which is above guidance for both truck streets and pedestrian routes. Both streets are major truck routes and Holgate is a heavy haul route. In addition, the pedestrian facilities would be above the recommended for accessible route and additional mitigation may be required (such as a grip rail, landings, or other features).	SODO/CID	The Executive Summary presents a summary of the key environmental impacts of the alternatives, including a summary of transportation impacts. Please see Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, of the Final EIS for more information on potential impacts to freight on South Lander Street. Sound Transit has continued to work with agency partners as design has advanced. Please see Appendix J, Conceptual Design Drawings for the conceptual design of the South Lander Street Overpass. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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975	Executive Summary	ES-9	Table ES-1	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Please provide an estimated duration of the SODO Trail detour. Providing a comparable facility on a parallel street may require reallocating vehicle lanes and may impact operations, including transit and freight mobility, for extended construction durations. These impacts need to be identified and named in order for appropriate mitigation to be developed.	SODO/CID	The Executive Summary presents a summary of the key environmental impacts of the alternatives, including a summary of transportation impacts. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on construction period impacts and mitigation including the SODO trail detour.
976	Executive Summary	ES-12	ES 3.1.1.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. In order to understand the feasibility of mitigating impacts to maritime businesses, there needs to be more information on what potential mitigation might include if any (relocating to another county or state?). Need to be more explicit about the significance of the impacts locally/regionally/nationally if businesses cannot relocate within Seattle. For comparison purposes, the table could indicate the number of business displacements that would be difficult to relocate within Seattle by alternative.	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts of the alternatives, including a summary of water-dependent business impacts. Please see Section 4.3, Economics, of the Final EIS for more information on impacts to water-dependent businesses and the associated economic impact.
977	Executive Summary	ES-12	ES 3.1.1.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. There is no reference to the steep slopes of Pigeon Point or the proximity to the West Seattle Bridge structure for DUW-1a and DUW-1b.	West Seattle (DUW, DEL, WSJ)	The Executive Summary presents a summary of the key environmental impacts of the alternatives. Please see Section 4.11, Geology and Soils, of the Final EIS for more information on geological risks.
978	Executive Summary	ES-18	Table ES-3	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Duration of the Delridge Way SW partial closure is not included for the DEL-1b* alternative.	West Seattle (DUW, DEL, WSJ)	The Executive Summary presents a summary of the key environmental impacts of the alternatives, including a summary of transportation impacts. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on construction period impacts, including roadway closures.
979	Executive Summary	ES-32	Table ES-6	Elisabeth Wooton	SDOT	Correction. Preferred Alternative for the Downtown segment (DT-1*) should be shown with pink heading in the table.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
980	Executive Summary	ES-32	Table ES-6	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: bus and bike mitigation needed with a closure on 4th Ave between Pine and Olive Way. This closure would disrupt the bike network in downtown and would need to be mitigated by providing an equivalent all ages and abilities (AAA) connection through downtown or a westward connection to the existing 2nd Ave PBL.	All (Systemwide)	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
981	Executive Summary	ES-32	Table ES-6	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. ST and SDOT need to analyze each street closure, with corresponding tables of closures, duration, and extents as well as a map visual to understand the network impacts and ensure mitigation. SDOT will need to approve Traffic Control Plans. ST should not assume that the streets will be returned to existing channelization / condition post-construction.	All (Systemwide)	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
982	Executive Summary	ES-32	Table ES-6	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Curbspace and business delivery needs will need to be mitigated with any street closures to ensure businesses and resident's can still receive goods and materials.	All (Systemwide)	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
983	Executive Summary	ES-32	Table ES-6	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: A clear understanding of why city ROW would need to be used for an entrance plaza for Denny Station. Closure of 9th Ave in DT-1 could be rebuilt as public ROW differently than how it operates now. Need more information.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
984	Executive Summary	ES-34		Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Tiny house community displacement will need to be relocated to ensure harm is not introduced to vulnerable populations to the construction of SIB-1.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
985	Executive Summary	ES-34		Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Business access will need to be better analyzed and determined where turn pockets can be designed to accommodate necessary turning movements or specific focus at (new or existing) signalized intersection for U-turns.	All (Systemwide)	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
986	Executive Summary	ES-34		Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. SIB-1 has the potential to provide a multi-use trail under/adjacent to the elevated track that would ensure safe walking and biking facilities to the west of 15th Ave W and east of the BNSF RR tracks in order to access the Interbay or Smith Cove stations. It would connect up to the existing Elliott Bay Trail. This should be considered mitigation for station access. If this is not part of the mitigation package for this station, then expansion of the existing Dravus St bridge over the RR tracks will be included.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
987	Executive Summary	ES-34		Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: additional evidence that the Smith Cove station should be the M.O.S. in the Ballard extension. There are zero non-motorized connections or transit service to Smith Cove from the Queen Anne neighborhood. Mitigation will need to be identified to allow people to access this M.O.S.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
988	Executive Summary	ES-35	Table ES-7	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: the need for the station at "Smith Cove." Is the primary purpose to be a M.O.S before the rest of the Ballard extension can open? Prefer the Interbay Station to act at the M.O.S. and not include the Smith Cove station at all. With a cost of $1.3B and ridership of 2,600, it seems that investment could be used to ensure non-motorized access for those 2,600 users to get to the Interbay station in a safe and predictable manner or dedicate those funds to a tunnel crossing of the Ship Canal or other "third-party" funding ideas in the DEIS.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
989	Executive Summary	ES-36		Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: the broader regional impacts of maritime/water-dependent businesses that would be displaced and permanently closed. That industry is important to Seattle's diversified economy and important to take a closer look at the impacts of business closures to determine alignment. Water-dependent / maritime business impact with the tunnel option IBB-2a and b seem to be less than a bridge. Please elaborate. Fewer permanent impacts to treaty-fishing areas and maritime industries should be the goal in determining best alternative to cross the water. An equity lens should be the north star with this analysis.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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990	Executive Summary	ES-38		Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Interesting that there is mitigation mentioned for the displacement of 14th Ave NW Boat Ramp prior to construction, but no mention of potential mitigation for any other displacements mentioned, especially "Seattle Housing Authority low-income housing building" and it seems that ST could also ensure equivalent number of housing units are available in some other capacity. ST can look to incorporate a new grocery store within its land at the Ballard Station as the Safeway is well used by community.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
991	Executive Summary	ES-39	Table ES-8	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Impact of "limited pedestrian and bicycle access" is identified, but no mitigation proposed to ensure safe mobility during construction. Identify mitigation for trail closures with the same equivalent all ages and abilities (AAA) bike facility standard.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
992	Executive Summary	ES-39	Table ES-8	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Mitigation for the extended 14th Ave NE street closure is a different street channelization all together. The future vision could be similar to that installed north on 14th Ave NW between NW 59th St and NW 61st St - Gemenskap Park. The future of that street is not a four-lane cross section, even if parking is two of those lanes. The City, ST, and community should design the street together for the best outcome.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
993	Executive Summary	ES-40	ES.4	Elisabeth Wooton	SDOT	Language choice. Need to be more consistent with terms used to describe impacts throughout the document (temporary, construction, operational, short-term, long-term, etc.). In particular, "long-term" and "short-term" are relative terms that need to be defined. The use of "long-term" in the first paragraph of this section seems to relate to permanent, operation impacts. However, many of the construction impacts and closures last multiple years and are also referred to as 'long-term'. In the third paragraph of this section, it is unclear if 'long-term' is referencing permanent, operational impacts or construction impacts with long durations.	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts of the alternatives. Definitions of these terms have been added to Chapter 3, Transportation Environment and Consequences, of the Final EIS. 'Long-term' is used for permanent operational impacts.
994	Executive Summary	ES-40	ES.4	Elisabeth Wooton	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Need clarification on what parties are expected to fund the mitigation required to reroute buses to nearby streets due to construction impacts. The mitigation should take into account paving needs on these detour routes that may not have been designed for transit vehicles and also any OCS relocation as needed.	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts and mitigation measures for the alternatives. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on mitigation of construction impacts. Site-specific improvements and mitigation to roadways will be determined through coordination with the City during final design and permitting. The Final EIS mitigation discussion does not include detail on mitigation funding, but estimated mitigation costs are included in the Final EIS cost estimates. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
995	Executive Summary	ES-40	ES.4	Elisabeth Wooton	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. When providing detours through/around construction zones, meeting ADA standards alone is insufficient as that law is strictly related to buildings/facilities access and does not provide standards for public ROW or bicycle facilities. Detour routes or temporary access should at a minimum comply with the ADA's Proposed Public Rights-of-Way Accessibility Guidance (PROWAG), the City's Streets Illustrated, MUTCD, and any other City requirements (such as 10-2015: Pedestrian Mobility in and around Work Zones).	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts and mitigation measures for the alternatives. Section 6, Non-motorized Facilities, of Appendix N.1, Transportation Technical Report, of the Final EIS states that where possible, temporary facilities would be designed to applicable design standards such as Seattle Streets Illustrated (City of Seattle 2020) or Standard Plans for Municipal Construction (City of Seattle 2023), or as agreed to by the City of Seattle; at a minimum, they would comply with Americans with Disabilities Act requirements. If maintaining a facility is not feasible, Sound Transit would work with the City of Seattle to develop and implement a construction management plan to provide alternate facilities that, to the extent feasible, offer a similar level of protection and comfort. As design progresses, these detours will be refined in coordination with the City of Seattle.
996	Executive Summary	ES-40	ES.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Commit to funding affected bicycle facilities alternates that meet the AAA design standard, like ST committed to funding ped facilities. "Existing or planned designated bicycle facilities or routes may be permanently impacted by the project. Sound Transit would work with the City of Seattle to rebuild affected facilities or develop alternate facilities or routes. Pedestrian facilities would also be permanently impacted, and Sound Transit would fund improvements to mitigate these impacts, such as widened sidewalks or new walkways, as well as associated treatments that may be required for safe operations."	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts of the alternatives. As noted in Section 3.7.4, Mitigation for Operation Impacts, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS for non-motorized facilities, the West Seattle Link Extension Project is not expected to permanently impact existing designated bicycle facilities or routes. If impacts are identified as the project advances, Sound Transit will work with the City of Seattle to rebuild the affected facilities or develop alternate facilities or routes that achieve, to the extent feasible, a similar level of protection and comfort afforded by the facility being impacted. These replacements would be funded by Sound Transit.
997	Executive Summary	ES-40	ES.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. With the blanket statement of "Sound Transit would develop Construction Access and Traffic Management Plans for the overall project ..." when does this occur and how is it wrapped into the regulatory process of the EIS and MUP decision to guarantee mitigation occurs as a result of the MUP decision? It feels like mitigation for numerous construction impacts and roadway reconstruction after construction should be called out in the FEIS.	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts and mitigation measures for the alternatives. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on mitigation of construction impacts. A Construction Access and Traffic Management Plan would be developed to reflect continued design for the project, which will continue after publication of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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998	Executive Summary	ES-40	ES.4	Elisabeth Wooton	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Please include crossing enhancements as mitigation and be clear about any restrictions on what ST would fund in terms of either scope or geography.	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts of the alternatives. Please see Section 3.7, Affected Environment and Impacts during Operation - Non-motorized Facilities, of the Final EIS for more information on impacts and mitigation related to non-motorized facilities. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
999	Executive Summary	ES-40	ES.4	Elisabeth Wooton	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Statement "During construction, ST would minimize potential effects on pedestrian and bicycle facilities by providing clearly marked detours within construction areas" needs further explanation of what "within construction areas" means. Also, need further explanation of what "ST would work with the City of Seattle to develop and implement a construction management plan" means in terms of funding and cost sharing.	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts and mitigation measures for the alternatives. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on mitigation of construction impacts. Mitigation does not include detail on mitigation funding, but cost of mitigation is estimated in the cost estimates. Please see Appendix J, Conceptual Design Drawings, for construction limits, which reflect the construction area as understood based on the current design. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1000	Executive Summary	ES-41	ES.5.2	Elisabeth Wooton	SDOT	The analysis is incomplete. Several significant impacts have not been identified. In addition to CID and Downtown segments, Ballard and Interbay segments would have construction impacts related to closures of major arterials for long durations (15th Ave, Elliott Ave) with limited detour routes available.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1001	Ch 2 Alternatives Considered	2-2	2	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Need further justification for why Smith Cove was selected as the terminus for the Ballard Link Extension MOS options. Given the land use and expected ridership, the Interbay station seems like a more effective place to terminate service compared to Smith Cove station.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1002	Ch 2 Alternatives Considered	2-8	2.1.1.2	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Very non-committal statements in the DEIS about mitigation and access to stations and maybe Sound Transit would make improvements. "Sound Transit could make, or partner with other local agencies on, road improvements (such as sidewalks, bike lanes, or widening) or road realignments at some stations." Stronger commitment to access for people walking and biking will be necessary and required, as appropriate to ensure ridership projections.	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, is to explain the project components, general alignments, and station locations. Chapter 2 does not include mitigation. Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
1003	Ch 2 Alternatives Considered	2-11	2.1.1.2	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: a re-assessment of secured bike parking at the station areas. From past experience, it is difficult for Sound Transit to appropriately size and place bike parking for all sizes of bikes. Secure bike parking areas need to be a first-thought in station design as very few, if any different-sized bikes cannot reliably be taken on Light Rail due to lack of capacity and with more people buying e-bikes; safe storage will be critical for high ridership numbers and user comfort within the trains. Request Sound Transit to do additional secure bike parking analysis with ideas for each station area to expand secure bike parking capacity within Sound Transit-owned land.	All (Systemwide)	The purpose of Chapter 2, Alternatives Considered, is to explain the project components, general alignments, and station locations. Chapter 2 does not include analysis. Sound Transit is currently working through a process with the City of Seattle to forecast bicycle parking demand at each station. These forecasts will inform updates to the City of Seattle that will determine the amount of bike parking provided at each station. Bike parking will be designed and detailed in the final design.
1004	Ch 2 Alternatives Considered	2-22		Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Would like this to be stated as mitigation as the relocation of the SODO Trail is a big impact and would have to ensure its connections and amenities are improved and meets our standards of a multi-use trail width. "The SODO Trail would be relocated east of the station area, adjacent to the existing light rail line."	SODO/CID	The purpose of this chapter is to explain the project components and general alignments/station locations. Information on closure of the SODO Trail and proposed mitigation is provided in Section 3.11, Construction Impacts, of the Final EIS.
1005	Ch 2 Alternatives Considered	2-45		Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. In analyzing the SIB segment, location preference is to the west of 15th Ave W and not elevated along 15th Ave W, due to freight mobility and business access restrictions. With an elevated line on the west, that may present an opportunity to include a non-motorized connection in a great location and should be considered as part of a final mitigation package to ensure access to the Interbay and South Interbay stations achieve the anticipated ridership numbers.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1006	Ch 2 Alternatives Considered	2-46, 2-49	Table 2-2	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Unsure of how Sound Transit will get to a preferred alternative for CID segment? What criteria will be used that was not used in the DEIS process?	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1007	Ch 2 Alternatives Considered	2-63, 2-65	2.1.2.2.4	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: The West Galer Street flyover pedestrian facility would be modified to maintain its function in approximately the same location, providing access to the station. Please include access for people biking to this station to determine mitigation needed. A multi-use trail below the elevated section should be considered.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1008	Ch 2 Alternatives Considered	2-63, 2-65	2.1.2.2.4	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: impacts with bus layover at the station; assuming that the buses would be off-street and not utilizing on-street opportunities. Prefer to have the buses out of the ROW when on layover.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1009	Ch 2 Alternatives Considered	2-67	2.1.2.2.5	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Many of the streets in this station area are not built to standards and Sound Transit should ensure enough funding to upgrade all streets to SDOT standards.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1010	Ch 2 Alternatives Considered	2-67	2.1.2.2.5	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: include in the discussion of alternatives, the importance of the maritime industry and necessity to maintain and preserve it, so the tunnel should be thought of as more viable part of the WSBLE project without needing third-party funding. Many fewer impacts to mitigate with the tunnel option vs bridge options.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1011	Ch 2 Alternatives Considered	2-78	2.4.2.1	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: access from NW Seattle is not accurate as the goal should be how to get riders to use non-motorized transportation options to access each station - the Smith Cove station is in the middle of a vehicular environment that may have non-motorized access from the west side, but not the east side of Elliott Ave W.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1012	Ch 2 Alternatives Considered	2-78	2.4.2.1	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: off-street bus layover is the only acceptable solution for a new station. There should be no mention of on-street bus layover in the DEIS.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1013	Ch 2 Alternatives Considered	2-78	2.4.2.1	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: arguments made to establish M.O.S at Smith Cove is not satisfactory and should be more fully vetted to ensure the M.O.S should not be at the Interbay Station.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1014	Ch 2 Alternatives Considered	2-95	2.8.2.1.2	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: the need for third party funding for a tunnel at the Ship Canal - the cost estimates are the equivalent to the elevated bridge structure.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1015	Ch 3 Transportation	3-1, Multiple	3.1, Multiple	Elisabeth Wooton	SDOT	Word choice. In the opening paragraph, using the phrasing "short-term" as the over-arching term to describe construction impacts is not reflective of some of the extended closures and construction durations (multiple years, up to 10 years in the case of the SODO Busway closure). The phrasing minimizes what are potentially very disruptive and long-lasting construction impacts. Suggest simply using 'construction' and 'operation' to signify the type of impact throughout the document. If the phrase 'short-term' is to be used, it should be defined more clearly and used to distinguish relative duration of impact related to construction activities (weeks/months versus years).	All (Systemwide)	Revised as suggested. "Short-term" is defined as closures of less than 1 year.
1016	Ch 3 Transportation	3-1	Table 3-1	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Impacts to regional roadways as defined in section 3.3.1 need to be named, even if only construction impacts. Impacts to freeway ramps as well as the potential for detour traffic should be included in this table.	All (Systemwide)	Added discussion of nearby arterial closures and potential effects on regional roadways.
1017	Ch 3 Transportation	3-2	Table 3-1	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. For Arterials and Local Street Operations, provide further quantification of construction impacts, especially for closures with long durations or closures that are overlapping. If potential detour routes are limited (either not available or already near/at capacity), then the DEIS needs to be explicit that capacity will be constrained and mitigation efforts will need to focus on partnerships to develop and implement TDM strategies, mode shift incentives, public awareness campaigns, transit service improvements, etc. If there are differences in the level of impact between alternatives, this needs to be made more clear.	All (Systemwide)	This is intended to be a summary table; the requested details are provided later in the chapter.
1018	Ch 3 Transportation	3-3	Table 3-1	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: the fact that the Interbay Station has zero pedestrian or bicycle infrastructure and would need all upgraded streets. Mitigation should also include the creation of a Ship Canal Trail extension directly to the Interbay Station (on the east side of the BNSF RR tracks).	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1019	Ch 3 Transportation	3-3	Table 3-1	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. If a key finding states "other stations would have less non-motorized activity" - that means there was no mitigation identified to increase non-motorized customers to access the station. Mitigation needs to be identified.	All (Systemwide)	The statement referenced by the commenter compares non-motorized activity across all stations. This forecasted activity is a function of ridership at each station and the mode of access methodology, which considers rider survey data, transit integration, and surrounding land use characteristics. The statement noting which stations are expected to have the highest non-motorized activity does not indicate an impact at other stations. Project-related impacts with respect to non-motorized volumes are based on the pedestrian L.O.S. analysis as defined in Attachment N.1A, Transportation Technical Analysis Methodology, of Appendix N.1, Transportation Technical Report.
1020	Ch 3 Transportation	3-3	Table 3-1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Non-motorized impacts during construction will be need to be mitigated to ensure most vulnerable travelers will have safe access around construction sites. Will need to learn more about "some street connections would be permanently closed, requiring pedestrian and cyclists to use alternate routes." This is unacceptable unless mitigation for such closures is confirmed.	All (Systemwide)	Temporary impacts to non-motorized facilities are identified in the Final EIS. These impacts and mitigation are summarized in Section 3.11, Construction Impacts, of the Final EIS. Mitigation, including proposed detours, is provided in detail in Chapter 6, Non-motorized Facilities, of Appendix N.1, Transportation Technical Report, of the Final EIS.
1021	Ch 3 Transportation	3-3	Table 3-1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Event surge pedestrian LOS at Seattle Center station - this should be identified and mitigated on the train access platforms and surrounding street environment.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1022	Ch 3 Transportation	3-3	Table 3-1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: This section should also contain bus on- vs off-street layover impacts / key findings. In general, all the station areas that are anticipating high level of bus ridership transfers should have an off-street bus layover plan.	All (Systemwide)	Sound Transit has coordinated closely with Metro on the need for off-street layover through an bilateral concurrency document. All stations with off-street or newly constructed, station-adjacent layover were identified in Appendix B of Attachment N.1A, Transit Service Integration Technical Memorandum, of Appendix N.1, Transportation Technical Report. The Final EIS station diagrams for the preferred alternative more specifically identify potential construction and permanent layover impacts from the project. Mitigation for temporarily or permanent loss of layover has been identified in consultation with Metro and City of Seattle, as appropriate.
1023	Ch 3 Transportation	3-4	Table 3-1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Access improvements and what the curb space should look like at stations entrances, generally. We have no sense of how you plan to situate the access of customers to the station in any station area yet. So unsure of what impacts are needed to mitigate.	All (Systemwide)	The station plan drawings identify station access and were updated for the Final EIS.

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1024	Ch 3 Transportation	3-5	Table 3-1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: we do not have a true sense of access to the station area needs as "the study area generally extends 0.5 mile from the project alternatives (including stations)." The analysis should include the standard walk- and bike shed to high capacity transit to fully identify impacts and subsequently mitigation to ensure customers can get to the station safely and by walking or biking. Recommend using 1-mile for walkshed and 3-miles for bike shed as we know e-bikes are in the now and future. Also ensure the 18-foot sidewalk requirement adjacent to a station entrance is met - See SDOT Streets Illustrated 3.2 sidewalks and footnote #2: "Sidewalks adjacent to light rail stations shall be a minimum of 18 feet wide."	All (Systemwide)	The Final EIS used 10-minute sheds to indicate sidewalk condition and bike facility availability. Detailing facilities beyond this is outside the scope of the environmental impact analysis.
1025	Ch 3 Transportation	3-6	3.3.1	Elisabeth Wooton	SDOT	Correction. The West Seattle Bridge would be repaired (not replaced) prior to construction of the WSLE. Language used may confuse the public about the timing of the West Seattle High Bridge replacement which is expected to occur after light rail is extended to West Seattle.	West Seattle (DUW, DEL, WSJ)	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.
1026	Ch 3 Transportation	3-10	Table 3-2	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. It is good to see that you included additional metrics to show what the project built would produce to reduce VMT. The change between "No Build" and "Build Alternative" is not that impressive, but at least it helps inch our way to climate action goals. Sound Transit should also discuss other actions that the region should take to further reduce VMT that other partners could move forward, such as congestion pricing. Sound Transit could also expand the study area even slightly to identify impacts to station access and provide mitigation that will help people access the stations in sustainable ways as recommended in previous comments.	All (Systemwide)	The non-motorized analysis includes qualitative and quantitative assessments of pedestrian and bike facilities around stations and mitigation for project impacts, as appropriate. The project design seeks to maximize station access opportunities at and adjacent to stations, and Sound Transit's Station Access Fund provides resources for improvements outside the station area, such as new and enhanced non-motorized facilities. While the project is, in part, intended to advance regional goals around vehicle miles traveled and sustainability, additional analysis of regional policies such as congestion pricing is outside the scope of this environmental process.
1027	Ch 3 Transportation	3-10	3.3.1	Elisabeth Wooton	SDOT	The analysis results are unclear. In existing conditions, “all five screen lines are over capacity in the peak travel direction” (pg. 3-7, 3.3.1) but in future conditions they are “at or near capacity with or without the project” (pg. 3-10, 3.3.1.2.2) even though only “modest vehicle volume decreases (0 to 3 percent)” in the Build alternative and presumably no decrease in the No Build alternative.	All (Systemwide)	The description was updated in the Final EIS for clarity.
1028	Ch 3 Transportation	3-10	3.3.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. The first sentence has a parenthetical station "regional transportation (roadway and transit) facilities would not be not be noticeably impacted during the West Seattle Link Extension construction period." is inconsistent with the information included in Section 3.11.3.1 which states that there will be impacts to SR 99 and the West Seattle Bridge in the Duwamish segment, both of which are defined as regional roadways in this section.	West Seattle (DUW, DEL, WSJ)	Statement refers to traffic diversion; language edited for clarity.
1029	Ch 3 Transportation	3-10	3.3.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. The first sentence has a parenthetical station "regional transportation (roadway and transit) facilities would not be not be noticeably impacted during the West Seattle Link Extension construction period." Regional transit was not previously defined. Based on the content of this section, it seems narrowly defined as light rail. The SODO Busway, which serves regional bus routes and is expected to be impacted in the SODO segment during construction and operations, should be considered a regional transit facility. Recommend either defining 'regional transit facilities' in section 3.3.1 in the same way that regional roadways were defined OR removing discussion of transit from this section and include any regional transit impacts in section 3.4.	SODO/CID	Discussion of regional transit impacts has been added to Section 3.4, Affected Environment and Impacts During Operation - Transit, and a cross reference added to Section 3.3, Regional Context and Travel. Impacts in Section 3.3 have been updated for the Final EIS.
1030	Ch 3 Transportation	3-10	3.3.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. For impacts to regional facilities as a result of the Ballard Link Extension, need to further define what "limited short-term impacts" means. Durations for the closures and impacted ramps should be provided. Also, it should be stated whether identified detour routes have capacity to accommodate additional traffic or not. If detour route are unavailable or at capacity, mitigation efforts will need to focus on partnerships to develop and implement TDM strategies, mode shift incentives, public awareness campaigns, transit service improvements, etc.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1031	Ch 3 Transportation	3-11	3.3.3	Elisabeth Wooton	SDOT	Mitigation measures for identified impacts are missing from the DEIS. Mitigation is not named for the construction impacts named in 3.3.2. Impacts to highway ramps need will need detour routes that can accommodate additional capacity. If detour route are unavailable or at capacity, mitigation efforts will need to focus on partnerships to develop and implement TDM strategies, mode shift incentives, public awareness campaigns, transit service improvements, etc.	SODO/CID	Additional discussion of potential mitigation has been added to this section of the Final EIS.
1032	Ch 3 Transportation	3-11	3.3.3	Elisabeth Wooton	SDOT	Mitigation measures for identified impacts are missing from the DEIS. Mitigation is not named for the construction impacts named in 3.3.2. The closure of the Stadium Station for up to 2 years under Alternative CID-1a*. Describe mitigation needed to ensure that sports and event attendees have alternative ways to travel to the stadiums while the Stadium Station is out of commission.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1033	Ch 3 Transportation	3-11	3.3.3	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. There needs to be more detail about each station area construction impacts and mitigation, as there will definitely be mitigation needed while certain streets are closed or modified to allow for construction. There is a lot of missing information.	All (Systemwide)	See the Arterials and Local Streets section of the Transportation Technical Report for more information on construction period impacts and mitigation.
1034	Ch 3 Transportation	3-13	3.4.1.3.1	Elisabeth Wooton	SDOT	The methodology used is misleading. Averaging the headways by number of buses inflates the existing headway value. Better to average headways by riders to reflect the fact that most riders are using the higher frequency routes.	West Seattle (DUW, DEL, WSJ)	See response to comment 86.
1035	Ch 3 Transportation	3-14	3.4.3.1.1	Elisabeth Wooton	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are impacts to pavement, roadway configuration, and curb space management as a result of rerouting of bus routes to serve the Link stations. Mitigation needs to be identified for relocating loading zones and accessible parking space that are impacted, paving to support heavy transit vehicles, and any roadway modifications that might be needed to facilitate efficient transit service on roadways that currently don't serve transit. The City needs to be included in any coordination efforts related to rerouting of buses to ensure the City streets can sufficiently support transit operations.	SODO/CID	The Final EIS discusses impacts to pavement, lane channelization, curbspace, and parking. Mitigation text has been updated noting that some details are determined during permitting.

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1036	Ch 3 Transportation	3-14	3.4.3.1.2	Elisabeth Wooton	SDOT	Mitigation measures for identified impacts are missing from the DEIS. If the closure of the SODO busway will eliminate all existing layover areas and relocation of those layover areas is required, there will be impacts to curb space that will need to be mitigated. In particular, impacts to loading zone and accessible parking will need to be relocated to the greatest extent possible.	SODO/CID	This section of the Final EIS has been updated with additional information on impacts associated with relocated bus layover, including potential loss of other curb use functions.
1037	Ch 3 Transportation	3-15	3.4.3.1.3	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is incomplete. Summary of buses being rerouted in the Delridge segment should be provided in this Chapter without having to reference Appendix N.1.	West Seattle (DUW, DEL, WSJ)	Thank you for your comment. To keep the Final EIS at a reasonable length, details such as specific maps showing transit routing and detailed station design are in Final EIS appendices.
1038	Ch 3 Transportation	3-16	3.4.3.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Provide transit travel times under the MOS condition on the West Seattle Link Extension. Considering that Delridge Station would directly serve less than half of the potential ridership, most riders would be transferring from other transit service which are still operating on congested roadways or they would use the one-seat bus option provided under the MOS.	SODO/CID	Added discussion of travel times with the M.O.S. alternative to this section of the Final EIS.
1039	Ch 3 Transportation	3-16	3.4.3.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Need to justify the assumption that using an elevator would reduce or eliminate the walk time as there is additional waiting time associated with elevator use, especially for deep stations.	SODO/CID	Elevator wait times in the Final EIS have been reviewed to confirm that they include elevator wait and dwell times. Added qualifying language where appropriate.
1040	Ch 3 Transportation	3-19	3.4.3.5.2	Elisabeth Wooton	SDOT	Formatting. Seems like Table 3-6 should be moved up into section 3.4.3.4 where it is referenced.	West Seattle (DUW, DEL, WSJ)	This table is in Section 3.4.3.4. No change.
1041	Ch 3 Transportation	3-23	3.5.3.1.1	Elisabeth Wooton	SDOT	The analysis is incomplete. Significant impacts have not been identified. Missing are the impacts of the permanent closure of the SODO Busway (SODO-1a and SODO-1b). Depending on which street the remaining buses are rerouted to, there may be a need to include a bus only lane which could impact operations and increase delay for vehicles and freight on the corridor. Need to clarify what the base assumptions were in the Build condition for lane allocation on 4th and 6th Avenues and identify any potential impacts associated with dedicated bus facilities on these corridors, if needed.	SODO/CID	See response to comment 767. Section 9.4.1, Long-term Impacts, of Appendix N.1, Transportation Technical Report, of the Final EIS has been updated to address potential freight impacts.
1042	Ch 3 Transportation	3-23	3.5.3.1.1	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Information about the expected grades of the Lander St overpass should be provided (as it may impact freight mobility) and the area of expected impact should be provided (will the intersections at 4th and 6th Aves need to be raised).	SODO/CID	The Final EIS has been updated to describe the anticipated grade of the South Lander Street railroad grade-separation structure as 7 percent. This is about the same as the existing Lander Street Grade Separation over the BNSF mainline to the west. Sound Transit will continue to coordinate with the City of Seattle and other agency partners as appropriate.
1043	Ch 3 Transportation	3-23	3.5.3.1.3	Elisabeth Wooton	SDOT	The analysis is incomplete. Significant impacts have not been identified. Many of the Delridge alternatives would require vehicles to recirculate off of main arterials onto lower volume, local streets. SW Nevada St, SW Dakota St, 30th Ave SW, and 32nd Ave SW are all residential, one-lane streets with parking on both sides. They are short segments with connectivity constraints and mostly uncontrolled intersections. As a result, they would be limited in their ability to safely and efficiently accommodate detour traffic. In addition, 26th Ave SW is an existing Neighborhood Greenway that is meant to remain low-volume to maintain safety for people biking. The volume of expected detour traffic needs to be quantified, including for the MOS condition, so that impacts and mitigation can be identified. Mitigation measures could include new intersection control, alternative Neighborhood Greenway route, traffic calming on residential streets, parking removal, crossing enhancements, etc. Some alternatives may be more or less disruptive and/or require more or less mitigation which would be helpful information when deciding a preferred alternative.	West Seattle (DUW, DEL, WSJ)	The WSBLE Draft EIS and West Seattle Link Extension Final EIS included analysis for each alternative reflecting any network changes that would be created by the alternative as well as traffic generated by the station. Diverted volumes are relatively low and intersection LOS results are shown for study intersections in the Delridge segment.
1044	Ch 3 Transportation	3-25	3.5.3.3.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Provide information about what assumptions were made in regard to accommodating buses on 4th Ave or 6th Ave under alternatives SODO-1a and SODO-1b where the SODO Busway is closed permanently. If bus lanes are provided to improve transit service, there would be impacts to operations on the detour corridors that need to be identified.	SODO/CID	See response to comment 767.
1045	Ch 3 Transportation	3-26	3.5.3.3.3	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Information about the assumptions of lane allocation on the West Seattle Bridge would help to understand impacts. There is an existing eastbound transit only lane on the bridge. Is that assumed in the Build condition? What about in the MOS condition when there are still buses operating on the bridge to provide a one-seat ride option?	West Seattle (DUW, DEL, WSJ)	The project would not modify the West Seattle Bridge. No change.
1046	Ch 3 Transportation	3-26	3.5.3.3.5	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Further consideration needs to be given to the street closures associated with Alternatives WSJ-4 and WSJ-5. There are potentially many impacts related to 'dead-ending' a street (such as right-of-way maintenance, emergency access, traffic diversions, pedestrian safety and access, etc.).	West Seattle (DUW, DEL, WSJ)	Additional discussion was added to the Final EIS regarding access and circulation-related effects of permanent street closures.
1047	Ch 3 Transportation	3-27	3.5.3.3.4	Elisabeth Wooton	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Many of the Delridge alternatives would require vehicles to recirculate off of main arterials onto lower volume, local streets. SW Nevada St, SW Dakota St, 30th Ave SW, and 32nd Ave SW are all residential, one-lane streets with parking on both sides. Many of the potentially impacted intersections are uncontrolled and were therefore not included in the LOS analysis. The volume of expected detour traffic needs to be quantified, including for the MOS condition, so that impacts and mitigation can be identified. Traffic control should be considered for both increased vehicle and pedestrian activity at currently uncontrolled intersections or unmarked crossings using SDOT's Pedestrian Crossing Policy (dated 1/4/22).	West Seattle (DUW, DEL, WSJ)	Additional discussion was added to the Final EIS regarding access and circulation-related effects of permanent street closures.

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1048	Ch 3 Transportation	3-32	3.6	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Please use a two-block radius of the stations for the on-street parking analysis as that existing condition will be useful in better aligning curb space allocation at the stations for all the various uses.	All (Systemwide)	Text in the parking section has been updated to clarify the two study areas assessed: a near-project study area and a “hide-and-ride” study area. The near-project study area includes streets for on-street parking, which are generally within one block on either side of the light rail alignment as well as within one block of each station. Potential permanent or temporary changes to curb use functions are assessed for the near-project study area. The hide-and-ride study area includes all street segments and publicly available off-street lots within a 0.25-mile walking distance from the Build Alternative stations.
1049	Ch 3 Transportation	3-35	3.6.1	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Table 3-11 should include information about the number of commercial load zones and ADA parking spaces that would be displaced and will need to be considered for relocation. There may be differences in impacts depending on alternatives that would be helpful information for selecting a preferred alternative. At the very least, provide a reference the freight chapter which discussed loading zones.	All (Systemwide)	The Final EIS provides additional detail about Americans with Disabilities Act parking and different types of load zones.
1050	Ch 3 Transportation	3-36	3.7	Sara Zora	SDOT	The information necessary to identify impacts and compare alternatives is missing. Evaluating LOS at sidewalks, crosswalks, and intersections corners within one block of station entrances during the PM peak hour may not be sufficient to capture the potential safety and operational impacts of the project in certain locations where there are strong origin-destination correlations (such as near large employment centers or sports complexes) or limited pedestrian network (such as Delridge).	All (Systemwide)	Methods were revised to clarify that impact analysis would be extended beyond one block if an impact was identified at the station.
1051	Ch 3 Transportation	3-36	3.7.2	Elisabeth Wooton	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Both the Bike Master Plan (2014) and Pedestrian Master Plan (2017) were developed before the WSBLE project was defined and therefore do not consider future station locations in their evaluation of the non-motorized network. In addition, the assumption that recommended networks will be complete when the West Seattle Link Extension goes into construction is not valid. Additional analysis has to be completed to determine appropriate bike and pedestrian access to each station area.	All (Systemwide)	The background project list was reviewed for the Final EIS to identify any new funded projects and updated plans, including through outreach to City staff to identify what projects should be assumed complete by 2042. Sound Transit will complete pedestrian and bicycle facility projects at its stations; offsite access improvements may be completed by others or in partnership through programs such as Sound Transit's Station Access Fund program.
1052	Ch 3 Transportation	3-38	3.7.3.1	Elisabeth Wooton	SDOT	The analysis is incomplete. Several significant impacts have not been identified. SDOT's Georgetown to Downtown Protected Bike Lane project is planning to install protected bike lanes on 6th Ave S by 2024. This may offer an alternative to the SODO Trail for WSBLE construction but it needs to be coordinated with the Seattle City Light project to relocate high voltage power lines to 6th Ave S. If SCL and WSBLE overlap, there may be no safe biking route through SODO.	SODO/CID	Text has been updated in Section 3.7, Affected Environment and Impacts During Operation - Non-motorized Facilities, of the Final EIS to include this planned facility.
1053	Ch 3 Transportation	3-39	3.7.3.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. The anticipated grade of the new overpass structures (Lander and Holgate) are unlikely to meet ADA standards for an accessible route (5% or less). Additional mitigation, such as the installation of grip rails or landings as feasible, may need to be identified pedestrian facilities on the overpass.	SODO/CID	The Final EIS has been updated to describe the anticipated grade of the South Lander Street railroad grade-separation structure as 7 percent. This is about the same as the existing Lander Street Grade Separation over the BNSF mainline to the west. Sound Transit will continue to coordinate with the City of Seattle and other agency partners as appropriate. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1054	Ch 3 Transportation	3-39	3.7.3.2	Elisabeth Wooton	SDOT	The analysis is incomplete. It should not be assumed that planned bicycle facilities in the SODO area will be implemented prior to WSBLE construction or that these projects are the best possible way to provide access to the ultimate station location. Further analysis needs to be done to identify the desired access network for people biking. Also, need to consider the Georgetown to Downtown Protected Bike Lane project on 6th Ave S which is planned to be constructed by 2024.	SODO/CID	See responses to comments 1051 and 1052.
1055	Ch 3 Transportation	3-39	3.7.3.4	Elisabeth Wooton	SDOT	The analysis is incomplete. It should not be assumed that planned bicycle facilities in Delridge area will be implemented prior to WSBLE construction or that these projects are the best possible way to provide access to the ultimate station location. Further analysis needs to be done to identify the desired access network for people biking. Also, if the permanent condition increases traffic to existing Neighborhood Greenways, such as 26th Ave SW, then mitigation needs to be identified to maintain the safety of people biking.	West Seattle (DUW, DEL, WSJ)	The West Seattle Link Extension is not expected to permanently impact existing designated bicycle facilities or routes, including neighborhood greenways. The roadways that are proposed for permanent closure are low-volume local access streets and closure would not lead to substantial shifts in traffic to neighborhood greenways. Furthermore, neighborhood greenways are designed to encourage vehicular users to drive slowly or use alternate routes, so modest fluctuations in vehicular volumes are not expected to result in safety impacts.
1056	Ch 3 Transportation	3-40	3.7.3.4	Elisabeth Wooton	SDOT	The analysis is incomplete. The statement "The remaining riders would access the station by walking or biking" seems inconsistent with the data presented in Table 3-6. Under the MOS, the number of drop-offs/pick-ups is expected to increase by 100% (from 50 to 100) compared to the full extension to WSJ. No additional walking or bike trips are expected as a result of the MOS. Need to confirm that the LOS results are correct and are reflective of the significant increase in transit transfers under the MOS condition.	West Seattle (DUW, DEL, WSJ)	The analysis and discussion were reviewed and revised for the Final EIS non-motorized analysis.
1057	Ch 3 Transportation	3-40	3.7.3.5	Elisabeth Wooton	SDOT	The analysis is incomplete. It should not be assumed that planned bicycle facilities in the WSJ area will be implemented prior to WSBLE construction or that these projects are the best possible way to provide access to the ultimate station location. Further analysis needs to be done to identify the desired access network for people biking.	West Seattle (DUW, DEL, WSJ)	See response to comment 1051.
1058	Ch 3 Transportation	3-40	3.7.3.5	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Need information on the projected pedestrian LOS for the West Seattle Junction station area which is expected to serve 1,800 riders during the PM peak hour. Seems unlikely that the existing sidewalks and intersections will not be impacted by this increase in pedestrian activity.	West Seattle (DUW, DEL, WSJ)	The pedestrian LOS analysis was conducted again for the Final EIS and updated as appropriate.

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1059	Ch 3 Transportation	3-43	3.8.3.1	Elisabeth Wooton	SDOT	The analysis is incomplete. Lower vehicle volumes do not always equal improved safety. Many cities, including Seattle, experienced increases in fatal crashes (particularly pedestrian fatalities) as volumes decreased during COVID. Also, the estimated reduction in both VMT and vehicle trips as a result of the WSBLE is very small and should not be overstated. Increasing pedestrian activity near historically high crash arterials will more likely increase the rate of collisions and mitigation (such as lighting, curb extensions at intersections, crossing enhancements, and traffic calming) should be identified.	West Seattle (DUW, DEL, WSJ)	See Section 3.8, Affected Environment and Impacts During Operation - Safety, of the Final EIS for an updated discussion of safety. Section 7, Safety, of Appendix N.1, Transportation Technical Report, provides additional detail on this analysis.
1060	Ch 3 Transportation	3-43	3.8.3.1	Elisabeth Wooton	SDOT	The analysis is incomplete. Need to provide justification for the statement that expected increases in ped/bike activity near stations is relatively small as not all station areas are currently dense and congested with people walking, biking, and rolling (SODO, DEL, SIB). The proposed mitigation is incomplete in terms of ensuring safe access for people biking, walking, and rolling to access new stations. Additional mitigation could include, but is not limited to, additional lighting, curb extensions at intersections, crossing enhancements, upgraded bicycle facilities, and traffic calming, etc.	All (Systemwide)	Text has been added to Section 7, Safety, of Appendix N.1, Transportation Technical Report, of the Final EIS to address safety mitigation and include list of potential safety countermeasures. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1061	Ch 3 Transportation	3-44	3.8.3.4	Elisabeth Wooton	SDOT	The analysis is incomplete. Several significant impact have not been identified. Need to consider geometric changes, bus rerouting, or pick-up/drop-off activity that might increase traffic on adjacent residential streets to identify potential safety mitigation. Also, additional consideration should be given to crossing enhancements for all alternatives, not just DEL-5 and DEL-6. For instance, a new signalized crossing on Delridge Way SW at SW Dakota St to ensure people walking, biking, and rolling can safely access the station without out of the way travel or crossing a wide arterial at an uncontrolled location (See DEL-1a/b, DEL2a/b, DEL-3, and DEL-4 in Appendix J, pages 60-65).	West Seattle (DUW, DEL, WSJ)	The safety analysis performed for the Final EIS did not indicate impacts sufficient to warrant mitigation, and safety ramifications are not substantially different between alternatives because none have at-grade crossings and none increase volumes or alter the right-of-way to the degree that would create a safety hazard. There is also no history of crashes that would support mitigation. At present, a new signal at Southwest Dakota Street is not part of the design because of the availability of crosswalks to the north and south and the limited land use density on the east side of Delridge Way Southwest between those two crosswalks. However, a signal at this location is being considered as mitigation for potential traffic impacts; as the project advances, Sound Transit will work with the City of Seattle to determine whether and how to implement one. In addition, the City of Seattle and/or Sound Transit may, in the future, invest in further access improvement through programs such as the Sound Transit Station Access Fund.
1062	Ch 3 Transportation	3-44	3.8.3.5	Elisabeth Wooton	SDOT	The analysis is incomplete. Many transit users will be coming from or going to the commercial corridors and arterials, even if the station is not located there. Driver expectations and infrastructure on commercial corridors may create safer operations for people walking compared to increasing pedestrian activity on non-arterial streets. Further consideration of safety enhancements need to be identified for several alternatives such as crossing enhancements at 41st Ave SW and SW Edmunds St (WSJ-4 in Appendix J, page 104).	West Seattle (DUW, DEL, WSJ)	The safety analysis performed for the Final EIS did not indicate impacts sufficient to warrant mitigation, and safety ramifications are not substantially different between alternatives because none have at-grade crossings and none increase volumes or alter the right-of-way to the degree that would create a safety hazard. The City of Seattle and/or Sound Transit may, in the future, invest in further access improvement through programs such as the Sound Transit Station Access Fund.
1063	Ch 3 Transportation	3-45	3.8.4	Elisabeth Wooton	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Increased numbers of people walking, biking, and rolling near stations will require additional mitigation to promote safe operations. Safety mitigation measures (which may overlap with non-motorized mitigation) include treatments such as street lighting, sidewalk extensions at crossings, speed cushions on non-arterial streets, crossing enhancements, upgraded bicycle facilities, etc.	West Seattle (DUW, DEL, WSJ)	The safety analysis performed for the Final EIS did not indicate impacts sufficient to warrant mitigation, and safety ramifications are not substantially different between alternatives because none have at-grade crossings and none increase volumes or alter the right-of-way to the degree that would create a safety hazard. The City of Seattle and/or Sound Transit may, in the future, invest in further access improvement through programs such as the Sound Transit Station Access Fund.
1064	Ch 3 Transportation	3-50	3.9.3.1	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Please clarify if there are advantages to the bridge types that impact the navigational channel and/or tribal fishing rights that are not discussed. Otherwise, consider removing this bridge types from further consideration.	West Seattle (DUW, DEL, WSJ)	Text throughout the Final EIS describing bridge types and the associated impacts is appropriate for the level of design completed at this time. Additional information for Preferred Alternative DUW-1a, which would not have columns in the water, has been added to the Final EIS as design for this alternative has progressed.
1065	Ch 3 Transportation	3-52	3.10.3.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. The document needs to be clear about what the area of impact would be to ensure grades on the planned overpasses that meet truck street standards, especially for Holgate St which is a part of the heavy haul network. The recently constructed Lander St overpass, which has similar vehicle compositions, was required not to exceed 7% grades. Need to determine if it is feasible to achieve similar grades and if so, what would it entail in terms of roadway reconstruction to tie into the existing street network at 4th and 6th Aves.	SODO/CID	See response to comment 1042.
1066	Ch 3 Transportation	3-53	3.10.3.4	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Table 3-11 indicates that between 5 and 95 parking spaces would be permanently displaced in the DEL segment. Please confirm that none of these represent load zones and that it takes into consideration the rerouting of buses.	West Seattle (DUW, DEL, WSJ)	Section 3.6, Affected Environment and Impacts During Operation - Parking, of the Final EIS provides additional detail about Americans with Disabilities Act parking and different types of load zones..
1067	Ch 3 Transportation	3-53	3.10.3.5	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Table 3-11 indicates that between 30 and 135 parking spaces would be permanently displaced in the WSJ segment. Please confirm that none of these represent load zones and that it takes into consideration the rerouting of buses, especially under the MOS condition.	West Seattle (DUW, DEL, WSJ)	See response to comment 1066.
1068	Ch 3 Transportation	3-57	3.11.1.5	Elisabeth Wooton	SDOT	The analysis is incomplete. Need justification for the statement "the overall number of collisions in the area is not expected to substantially change as the total traffic volumes in the area would be similar." Is traffic volume the only factor that influences crash rates? What about changing or unexpected roadway conditions during construction?	All (Systemwide)	Traffic volume is not the only factor for safety impacts, but it is an important one. The Final EIS analyses operational and geometric risk factors for motor vehicles and non-motorized users, such as sightlines and exposure to conflict points. The Final EIS was revised to address safety implications of drivers navigating construction zones and unfamiliar routes, as well as safety factors beyond volume.

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1069	Ch 3 Transportation	3-58	3.11.2.1	Elisabeth Wooton	SDOT	The analysis is incomplete. Need to consider that a bus lane on 4th Avenue may be warranted which may impact operations for other roadway users. Also, depending on where the alternate facility for the SODO Trail is located, that may also require reallocation of travel lanes on the corridor.	SODO/CID	Additional microsimulation analysis of how additional bus volumes on 4th Avenue (due to the closure of the SODO Busway) would affect arterial operations, including trucks, has been added to Section 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, of the Final EIS. The analysis also includes consideration of mitigation measures, such as freight and bus lanes, to improve transit times and the secondary effects of that on other roadway users. Mitigation would be selected in collaboration with the City of Seattle. Revisions were also made in Section 9, Freight Mobility and Access, of Appendix N.1, Transportation Technical Report, of the Final EIS.
1070	Ch 3 Transportation	3-59	3.11.2.4	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Need to provide information about the assumed configuration of the rerouted SODO Trail on 4th or 6th Aves. How would provide comparable safety (two-way with signalized crossings? one-way protected pairs?). What assumptions were made about lane removals (or parking removals) on the detour route to accommodate a comparable facility? Will the relocation of the SCL infrastructure from the SODO Busway to 6th Avenue require any street width reductions or create barriers to temporary ped/bike facilities?	SODO/CID	Text has been added to Section 3.11, Construction Impacts, of the Final EIS about a potential detour location for the SODO Trail. The details of the design will continue to be determined in coordination with the City of Seattle. The Final EIS also includes additional information about the effects of utility relocation on pedestrian and bicycle facilities.
1071	Ch 3 Transportation	3-59	3.11.3.1	Elisabeth Wooton	SDOT	The analysis is incomplete or inconsistent. State Route 99 and the West Seattle Bridge are defined as regional roadways in Chapter 3.3. Impacts to these facilities should be included there. More detail about the duration of impacts and area of impacts (will it impact both the West Seattle High Bridge and the Swing Bridge? Which sections or ramps of SR 99?) would help to determine the relative impact between alternatives.	West Seattle (DUW, DEL, WSJ)	Added discussion of nearby arterial closures and potential effects on regional roadways to Chapter 3 of the Final EIS.
1072	Ch 3 Transportation	3-64	3.11.4.1	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Need to provide more detail about the estimated detour volume as a result of the Genesee St closure and identify specific detour routes that can accommodate that demand. Just stating that they will be diverted to other streets in Youngstown is insufficient as these are predominantly local, residential streets with limited connectivity/capacity and potentially insufficient traffic control to handle the traffic. Detour traffic will have on impact on residents in the neighborhood. A specific detour route should be identified and mitigation should be named to ensure safe operations that minimize impacts (such as signage, parking removal, temporary intersection control, traffic calming, etc.). Also, if detour traffic is expected to use 26th Ave SW, a neighborhood greenway, additional mitigation will be required to ensure safety for people biking.	West Seattle (DUW, DEL, WSJ)	The detour volume for the Southwest Genesee Street closure (along with other key arterial roadway closures) is provided in Table 4-28 in Chapter 4, Arterial and Local Street Operations, of Appendix N.1, Transportation Technical Report, of the Final EIS. This section also includes more detailed discussion of which roadways could be affected by traffic diverted from a Southwest Genesee Street closure. If an alternative with this closure is selected, Sound Transit would work with the City of Seattle to develop a location-specific plan for this closure through the Construction Access and Traffic Management Plan process as described in Section 4.4, Potential Mitigation Measures, of this appendix as well as Section 3.11, Construction Impacts, of the Final EIS.
1073	Ch 3 Transportation	3-64	3.11.4.2	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Need to provide more detail about the anticipated detour route of for the Metro Route 50 that currently operates on Genesee St. Detour options are predominantly local, residential streets with limited connectivity/capacity. Mitigation for the reroute needs to be named to limit impacts to the neighborhood and maintain sufficient transit operations.	West Seattle (DUW, DEL, WSJ)	Comment noted. As described in Section 3.11.6, Mitigation for Construction Impacts, of the Final EIS, Sound Transit would coordinate with Metro, City of Seattle, and FTA, where appropriate, to identify and agree to bus service and associated infrastructure modifications and transit facility improvements that maintain transit service and access through construction areas.
1074	Ch 3 Transportation	3-74	3.11.6.2	Elisabeth Wooton	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Provide mitigation for the impacts related to Haul Route and Construction Traffic as identified in Section 3.11.1.1 1. Mitigation should include pavement restoration after construction is complete as well as any special considerations for areas sensitive areas, such as Pigeon Point, and/or streets not part of the designated freight network.	All (Systemwide)	Added discussion to the Final EIS that Sound Transit would coordinate with agencies during construction and would include pavement restoration as appropriate.
1075	Ch 3 Transportation	3-81	3.12.3.1.2	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: the impacts of the 30-50 transit routes with SODO Busway being permanently closed is huge; the 4th Ave corridor or another one would have to be totally rebuilt to accommodate exclusive lanes for transit, pavement upgrades, and upgraded signals. Additional impacts and thus mitigation should be identified.	SODO/CID	See response to comment 767.
1076	Ch 3 Transportation	3-83	3.12.3.3.1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: More explanation is needed as to why the MOS for the Ballard extension is Smith Cove when the ridership will be less than if Sound Transit immediately opened up to Interbay and Ballard stations. "In 2042, daily trips range between 132,000 - 173,000. Under MOS, Ballard extension ridership would decrease to between 132,000-140,000 daily riders." To have the MOS on the north side of the Ballard is preferred to ensure that full ridership forecast is realized sooner than 2039/2042.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1077	Ch 3 Transportation	3-83		Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Explain the different types of station platforms/track alignment options for the Seattle Center station, in case extra train capacity is needed to service post-event pedestrian surges that could be pulled from a tail track immediately.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1078	Ch 3 Transportation	3-85		Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: multi-use trail station access opportunities to Smith Cove station on the east side of the BNSF railroad tracks. Please add.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1079	Ch 3 Transportation	3-89	3.12.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Describe the specific process and timeline to determine the appropriate transit corridor changes that need to occur prior to construction starting. Funding to be provided by ST as part of their mitigation package for the SODO / Downtown portion of the project.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1080	Ch 3 Transportation	3-94	figure 3-10	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Intersection LOS in numerous locations is LOS F; will need to mitigate for this and could be in the form of providing better non-motorized facilities to access the station as well as intersection modifications.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1081	Ch 3 Transportation	3-97	3.13.3.1.3	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Please provide reasoning why the City Right-of-Way needs to be used as part of the station entrance for the Denny Station. And identify the process of ownership transfer and what public benefit mitigation will be included for the use of the ROW. Closure of 9th Ave in DT-1 could be rebuilt as public ROW differently than how it operates now. Need more information.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1082	Ch 3 Transportation	3-97	3.13.3.1.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Business access is very important along this corridor as existing on-street parking may be removed one day to ensure bus / freight-only lanes. Additional work will have to be done to see how to preserve business access within the design of the columns and during construction of the columns. Recommend Sound Transit allocate funding for small-business sustainability during construction.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1083	Ch 3 Transportation	3-97	3.13.3.1.5	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: unsure where the proposed bridge to access the station would land. Mitigation idea is to install a ped/bike bridge across the BNSF RR tracks to ensure non-motorized access from the Magnolia neighborhood. Non-motorized mitigation is also needed for Queen Anne access - PBL on the east side of W Dravus St to future Neighborhood Greenway. Non-motorized mitigation is needed to expand ped/bike facilities on existing bridge over 15th Ave W at W Dravus St.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1084	Ch 3 Transportation	3-99	3.13.3.3.3	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. If higher volumes of people walking and biking are forecast, Sound Transit should mitigate the 5th Ave midblock crossing to a raised intersection to ensure the most vulnerable travelers are made more visible and driver's slower.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1085	Ch 3 Transportation	3-99	3.13.3.3.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Ensure all signalized intersections (whether LOS F or not) are upgraded with LPI and APS for better accessibility, and enforcement improvements - repaint stop bars, add "no not block box" cameras to ensure all technology is deployed to minimize delay, ensure ADA curb ramps at all intersection within 0.5-mile. Mitigation for this could be in the form of providing better non-motorized facilities to access the station as well as intersection modifications.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1086	Ch 3 Transportation	3-99	3.13.3.3.5	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Mitigation needs to be identified for the LOS F at Elliott Ave W/W Galer St Flyover. Could be in the form of a new access bridge.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1087	Ch 3 Transportation	3-99	3.13.3.3.5	Sara Zora	SDOT	The analysis is incomplete. Missing are: Would like the comparison of analysis to have to MOS at Smith Cove Station vs at Interbay Station for the impacts identified with the MOS proposed for Smith Cove.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1088	Ch 3 Transportation	3-101	3.13.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Please document the process and timeline for such a process to "continue to work with the COS and FTA as Ballard Link Extension project design progress to minimize project-related intersection delays." All mitigation measures have to be included in each Master Use Permit decision, so this process would have to occur prior to MUP drafting by the City.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1089	Ch 3 Transportation	3-102	Table 3-24	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Mitigation for 5th Ave S midblock could be a raised intersection; mitigation for 4th Ave /loss of SODO Busway could be signal optimization channelization changes or congestion pricing, pavement upgrades, transit re-routing.	All (Systemwide)	Added discussion of mitigation for long-term impacts to SODO Busway to the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1090	Ch 3 Transportation	3-102	3.13.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Please be aware that there is proportional share mitigation and there is also mitigation that is fully borne by the Sound Transit project. Each mitigation will have to be determined if proportional share or full share.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1091	Ch 3 Transportation	3-102	3.14	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Please use a two-block radius of the stations for the on-street parking analysis as that existing condition will be useful in better aligning curb space allocation at the stations for all the various uses.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1092	Ch 3 Transportation	3-105	3.14.3.3	Elisabeth Wooton	SDOT	The information necessary to identify impacts and compare alternatives is missing. Table 3-26 should include information about the number of commercial load zones and ADA parking spaces that would be displaced and will need to be considered for relocation. There may be differences in impacts depending on alternatives that would be helpful information for selecting a preferred alternative. At the very least, provide a reference the freight chapter which discussed loading zones.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1093	Ch 3 Transportation	3-106	3.15.1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: The Interbay station does not have a sidewalks or other pedestrian or bicycle infrastructure. This should be called out specifically. Mitigation is to rebuild all the streets via Streets Illustrated standards that Sound Transit touches to ensure walk and bike access to this station.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1094	Ch 3 Transportation	3-108	3.15.2	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: an updated understanding of necessary bike access to stations. The Bike Master Plan was developed prior to any knowledge of ST3 and bike access has to be re-thought. It is not acceptable to use the 2014 BMP and assume that the bike facilities make sense for these new destinations. Additional analysis has to be completed to determine bike access to each station area.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1095	Ch 3 Transportation	3-108	3.15.3	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Sound Transit can fund and install a catalyst project in the BMP that calls for a new multi-use trail on the east side of the BNSF RR tracks and west of 15th Ave W. This pathway can be along the elevated structure columns. This will be an important part of the project to promote bike access to the Interbay Station, especially if no Smith Cove station.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1096	Ch 3 Transportation	3-108	3.15.3	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. People riding bikes have no safe access from Magnolia to Interbay station to mitigation this, Sound Transit can install a ped/bike bridge across the BNSF RR track to the station. From Queen Anne, the extended planting strip on the south side of Dravus St could be reallocated for non-motorized use. The Dravus St bridge over 15th Ave W would also need to have upgraded to standard sized pedestrian and bicycle facilities to access the Interbay Station.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1097	Ch 3 Transportation	3-108	3.15.3.1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Again the bike network has to be updated to ensure access to these new stations that were not a part of the 2014 BMP. Sound Transit will need to install bike access projects that are not in the 2014 BMP, but as a result of SDOT access discussions.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1098	Ch 3 Transportation	3-108	3.15.3.1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Sound Transit will need to upgrade and increase their bike parking spaces. As more e-bikes are bought, users will not be able to take bikes on the train and people will need a secure place to lock it know that it will be there when they return and can ride home up the hills of QA or Magnolia. All the new bike parking at Northgate and other recent stations will not be adequate for the amount of people biking that will need to occur in the future for both access and climate change ideals.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1099	Ch 3 Transportation	3-109	3.15.3.1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Expand the analysis to include two blocks away from the station access for ped improvements. Sound Transit can voluntarily provide additional pedestrian facility upgrades.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1100	Ch 3 Transportation	3-109	3.15.3.1	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. The City of Seattle requests that Sound Transit use funding from the non-motorized access allowance for Seattle projects.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1101	Ch 3 Transportation	3-110	3.15.3.4	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Analysis and mitigation to envision a different Seattle Center station area and more holistic roadway changes that could occur with a station at Seattle Center and Republican St. If Sound Transit was planning on also using City ROW for sidewalks or to achieve required widths, then a raised festival street (or other type of pedestrian and bike friendly design slow/low vehicles) should be implemented.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1102	Ch 3 Transportation	3-111	3.15.3.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Yes to the mitigation idea of implementing the "catalyst" bike trail project in the 2021 BMP. The alignment would be identical to the connection that is desired and to allow people riding bikes to be separate and away from 15th Ave W.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1103	Ch 3 Transportation	3-112	3.15.3.4	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: new access is needed to be explored and a new ped/bike bridge across the BNSF RR tracks should be analyzed to promote non-motorized travel to access the station or expansion of the existing Dravus St RR bridge on one side of the structure to ensure safe and predictable space for people walking and biking to get across the RR tracks. Current sidewalk widths are minimal. There needs to be an AAA bike facility to access each station.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1104	Ch 3 Transportation	3-112	3.15.3.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. What is the process for ensuring walking and biking access mitigation are within the MUP decision on time. And when is the anticipated MUP part of the process to occur?	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1105	Ch 3 Transportation	3-112	3.15.4	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Sound Transit needs to work with City of Seattle to establish AAA bike facilities to access the stations. As we have commented in the ADEIS, Sound Transit should not be using the 2014 Bicycle Master Plan to assume that the recommendations in that plan would bring people biking to the station as these stations were not part of the analysis as ST3 stations / destinations were unknown. Much more work needs to be done to ensure mitigation of ensure vulnerable travelers have safe and protected spaces to be.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1106	Ch 3 Transportation	3-116	3.16.3.5	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Please explain if an "outside of roadway guideway" can be used to have an underneath or adjacent multi-use trail along the same route. This would be particularly important to ensure bicycle connectivity and access to the Smith Cove and Interbay Station and connect future land uses that have new riders.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1107	Ch 3 Transportation	3-116	3.16.3.6	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. This is a false statement - there are very few pedestrian or bicycle facilities in the Interbay Station area - and there would be huge impacts to getting people walking and biking to the station from Magnolia or Queen Anne. There is no safe and accessible way for people riding bikes to access the Station. Sound Transit will have to provide an expansion of the existing Dravus St bridge for people walking and biking or a new ped/bike bridge over the BNSF RR tracks to allow for non-motorized access from Magnolia.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1108	Ch 3 Transportation	3-120	3.17.3.1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing are: Provide an understanding of the third-party funding needed for a tunnel, when there are no impacts that need to be mitigated from a navigational perspective and maritime business perspective, and it costs the same as the elevated options. Such a tunnel would avoid impacts, as stated in the DEIS, and should be given more considerable thought as a preferred alternative.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1109	Ch 3 Transportation	3-123	3.18.1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Because the Interbay station access has not been accurately analyzed as there are major gaps in both the pedestrian and bicycle facilities to access the station from either Magnolia or Queen Anne. Sound Transit will have to access BNSF permits to install a ped/bike bridge or widening of the existing Dravus St bridge.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1110	Ch 3 Transportation	3-128	3.18.1.4	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Because people walking, biking, and rolling are our most vulnerable travelers, it would be beneficial to include any road/facility closures of 6 months and over (rather than 1 year closures as the threshold) to ensure adverse construction impacts are mitigated.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1111	Ch 3 Transportation	3-129	3.19.1.7	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Construction impacts along major freight corridors need to be identified and mitigated. Good to focus on station area construction and access/curb space, but there is additional freight mobility that needs to be analyzed.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1112	Ch 3 Transportation	3-130	3.19.2.1	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. It is not clear how all the Metro buses that use SODO busway would be relocated to 4th Ave or 6th Ave (60-80 buses) and the analysis states that it "would not substantially affect general traffic conditions on these roadways." I do not understand how this would be possible to not have a negative impact or mitigable solution for all the buses that need efficient speed and reliability while Sound Transit is in construction.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1113	Ch 3 Transportation	3-131	3.19.2.4	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. With both the SODO busway and SODO trail closed for a number of years, both transit and people walking/riding bikes may not be able to be accommodated on 4th and 6th Ave's without a major redesign of both streets. Mitigation needs to be identified.	SODO/CID	Additional information about a potential detour location for the SODO Trail has been added to Section 3.11, Construction Impacts, of the Final EIS. The details of the design will continue to be determined in coordination with the City of Seattle. Specific mitigation for the permanent closure of the SODO Busway would be determined through coordination between Sound Transit, City of Seattle, and Metro. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1114	Ch 3 Transportation	3-133	3.19.3.1	Wes Ducey	SDOT	The information necessary to identify impacts and compare alternatives is missing. Provide more information to compare the construction impacts to the arterial and local street operations in the CID segment. More specifically, when option CID-1a & CID-1b note the need to divert large amounts of traffic to parallel streets, there needs to be more information provided to compare these impacts to those of CID-2a & CID-2b. With the additional information, there should also be a process of discussing the Maintenance of Traffic strategies proposed with SDOT to see if there are any unconsidered opportunities to reduce construction impacts, particularly for options CID-1a & CID-1b.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1115	Ch 3 Transportation	3-136	Table 3-30	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. All of the 4th Ave street closures have enormous impacts to transit service and AAA bike network for the 5th Ave preferred alternative. Madison St closure will impact BRT routing. Pine St will impact transit and bike facilities. Republican St closure will have impacts for Seattle Center tenants. Westlake and Harrison closure will impact the Streetcar. Construction mitigation needs to be determined prior to the Master Use Permit decision. Mitigation should include travel behavior change campaigns, led by Sound Transit, to ensure people traveling into the City will not do so by private vehicle.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1116	Ch 3 Transportation	3-136	Table 3-30	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. For the streets with a number of blocks that have long partial or full closures should be analyzed for how to be channelized in the future and ensure becomes part of Sound Transit mitigation - SIP design process. Republican St - post construction could and should look very different than it looks now. Mitigation is for Sound Transit to perform an assessment of all the street closures for the number of blocks, extent of closure (time), and severity (partial vs full) in a table. This would allow us to better assess the "fairness" or "equity" of mitigation during construction and post-construction. (table for all of the segments)	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1117	Ch 3 Transportation	3-140	3.19.4.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Mitigation need to be identified for the 7th Ave PBL, Pine St, 4th Ave PBL, and Thomas St multi-use trail closures.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1118	Ch 3 Transportation	3-141	3.19.4.6	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. An alternative route from Harrison St for trucks is not John St and should be removed from this section. Denny Way is a more appropriate street for large trucks to traverse. It will be difficult relocate up to 21 load zones that businesses and people rely on, so thoughts on curb space reallocation should be discussed with SDOT and adjacent businesses/properties to determine best solutions.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1119	Ch 3 Transportation	3-141	3.19.4.6	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. It was identified that drivers would likely divert to Gilman Dr W and W Olympic Pl or to W Nickerson St - from Elliott Ave W - and these three corridors should be analyzed to determine if any mitigation is needed, such as safety and pedestrian crossing improvements if more drivers will be using these streets.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1120	Ch 3 Transportation	3-145	Table 3-32	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. A full closure of 14th Ave NW for numerous blocks for 3 years is a big impact for that neighborhood. Mitigation and detour routes need to be determined. Post-construction, Sound Transit should install the Park Blvd. design for the blocks they closed during construction. Need to promote bicycle and pedestrian access to the Ballard station.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1121	Ch 3 Transportation	3-145	Table 3-32	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. From table 3-32, it still appears that the tunnel option has fewer impacts and definitely less adverse impacts than any of the bridge options. Please explain why the tunnel needs 3rd-party funding to move that alternative forward? Preferred tunnel is a great option.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1122	Ch 3 Transportation	3-147	3.19.6.4	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. It is rare that we allow even short-term multi-use trail closures. Sound Transit will have to find a way to mitigate and detour the Ship Canal trail (example at 3rd Ave W and Ship Canal Trail currently in detour route configuration as diverting people riding bikes to use Nickerson St was not acceptable. Another example is along the BGT at Fred Meyer - there is a detour for people waling and biking, which does not meet minimum standards, but keeps travelers along the same route.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1123	Ch 3 Transportation	3-151	3.19.7.2	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Concern that the "Construction Access and Traffic Management Plan" is a document that will only be mentioned in the FEIS with no details as to what mitigation may look like. When is this plan expected to be finalized? And how nimble is it allowed to be as a mitigation of the station MUP decisions vs a list of required interventions via the MUP?	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1124	Ch 3 Transportation	3-151	3.19.7.2	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Add bullets to the "potential measures to minimize construction impacts" that says "install pedestrian and bicycle facilities where construction adversely impacts existing facilities or network connectivity."	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1125	Appendix J - Conceptual Design Drawings	L50-14	CYX105	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. The elevated diagram should have a smaller footprint. Perhaps the design should match that of the Lander St bridge that SDOT installed recently. Unclear why there is a left turn lane, unless that is supposed to represent an intersection off the elevated structure?	SODO/CID	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings.
1126	Appendix J - Conceptual Design Drawings	L50-15	CYX107	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. It has been stated in the document that 6th Ave S maybe need to hold transit and people riding bikes, but the proposed cross section does not show this. There should be Protected Bike Lanes and Transit lanes on 6th Ave S if this corridor is to be used as both during- and post-construction mitigation. And of course, the pedestrian realm would have to be upgraded if it was now used for transit with transit stops.	SODO/CID	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings.
1127	Appendix J - Conceptual Design Drawings	WO1-16	ASP700	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Bike storage should be expanded to assume a very high future demand. Please show the analysis about number of bike spaces needed per station.	All (Systemwide)	Each station for the West Seattle Link Extension would have a dedicated bicycle storage area. The primary criteria for siting bike storage areas is that they need to be located close to the nearest planned or existing bike path for the convenience of the users. Short-term bike storage (bike racks) can be located within the public right-of-way or within the station plaza. Long-term bike storage (bike rooms or lockers) would have weather protection and would be adjoining or located in the station entrance. Some stations have bicycle storage at each station entrance.
1128	Appendix J - Conceptual Design Drawings	L50-50	CYX103	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. The columns on SW Genesee St remove the south side sidewalk. The north side sidewalk needs to be upgraded to a standard concrete sidewalk and with a width wider than standard 6-feet pedestrian clear zone since it will need to accommodate all people walking for mitigation of the loss of existing sidewalk.	West Seattle (DUW, DEL, WSJ)	Alternatives DEL-1a and DEL-3 would remove the sidewalk on the south side of Southwest Genesee Street. The proposed design shows the sidewalk on the north side of the street widened relative to the existing sidewalk, and crosswalks would be provided at Southwest Avalon Way and 26th Avenue Southwest to access destinations on the south side of the street at these locations. A crosswalk would also be provided for any bus stops on the south side of the road. Other alternatives would maintain the sidewalk on the south side of the road. See Chapters 3, Transit, and 6, Non-motorized Facilities, of Appendix N.1, Transportation Technical Report, of the Final EIS for more information.
1129	Appendix J - Conceptual Design Drawings	L50-82	CYX101	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Explain how the proposed Fauntleroy Way SW cross section does or does not match the Fauntleroy green Blvd. that SDOT has designed and put on hold until final station locations were determined. SDOT design included protected bike lanes; this diagram does not. Explain why not.	West Seattle (DUW, DEL, WSJ)	The design drawings provided in Appendix J, Conceptual Design Drawings, of the Final EIS are intended to support impact analyses described in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Impacts are not identified on these conceptual design drawings. The project as listed as an assumed project in Attachment N.1A, Transportation Technical Analysis Methodology, of Appendix N.1, Transportation Technical Report. Sound Transit would coordinate with the City on roadway design if this alternative were selected as the project to be built.
1130	Appendix J - Conceptual Design Drawings	L50-83	CYX102	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Again, explain the cross section proposed and how it does not does not meet the multi-modal expectations that SDOT has for Fauntleroy Way SW. This cross section is unacceptable.	West Seattle (DUW, DEL, WSJ)	See response to comment 1129.
1131	Appendix J - Conceptual Design Drawings	L50-130	CYX114	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. It has been stated in the document that 4th Ave S maybe need to hold transit and people riding bikes, but the proposed cross section does not show this. There is no future transit lane even though transit will still need to have some routes on 4th Ave S post-Link opening? There should be Protected Bike Lanes and Transit lanes on 4th Ave S if this corridor is to be used as both during- and post-construction mitigation. Appears that the station plaza in in the City ROW, so which permit process is Sound Transit going to pursue - a street vacation?	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1132	Appendix J - Conceptual Design Drawings	B-02-167	Asx301	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Propose customer user experience mitigation while ascending down below to the deep Downtown stations. Examples to consider: lighting, CPTED design, interactive art, planted walls - alive and green, etc.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1133	Appendix J - Conceptual Design Drawings	B-11-193	ASP100	Sara Zora	SDOT	Mitigation measure(s) for identified impacts are missing from the DEIS. Republican St post-construction needs to be designed to be a completely different-feeling and experience street. Should be included as mitigation to increase the user experience to access Seattle Center from either station exit.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1134	Appendix J - Conceptual Design Drawings	L50-216	CYX109	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. It is unclear why both sections of Elliott Ave W proposed cross sections have different sidewalk designs. The sidewalk with a planting strip and trees is the standard - not a widen sidewalk on a principal arterial. Need to provide a buffer for people walking.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1135	Appendix J - Conceptual Design Drawings	B13-218	ASP100	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. The bike storage location needs to be relocated to be closer to where people riding bikes will access the station from (the west side multi-use trail).	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1136	Appendix J - Conceptual Design Drawings	L50-240	CYX115	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. The proposed 14th Ave NW roadway design does not include bicycle facilities for access to the station. This design will not be accepted. Can the design incorporate the Park/Road blocks on 14th Ave NW that was the vision of the future via neighbors. Please accommodate a design that creates a safe and predictable multi-modal street. North of NW 59th St is the Gemenskap Park - and the roadway configuration that is preferred for the extent of the more residential-focused portion of 14th Ave NW. ST needs to work on how the design of 14th Ave NW can still support the Park between NW 59th St to NW 61st St and extend that park-corridor as the light rail is built, if the preferred alternative or option b is selected. Shifting the NB travel lane is it, and the area under the guideway should match the park design that is already in place.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1137	Appendix J - Conceptual Design Drawings	L50-241	CYX116	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. 15th Ave NW is already a horrible environment to be a pedestrian. This project should make improvements that better the walking environment, not worsen it. The proposed guideway column adjacent to the sidewalk is not pleasant and the other sidewalk should be upgraded with a planting strip as people will be accessing the station from both sides of 15th Ave NW.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1138	Appendix J - Conceptual Design Drawings	B15-242	ASP100	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Find an off-street location for bus layover needs. Move the on-street bus layover to off-street. Will design trigger Dravus St RR Bridge upgrades as the elevated structure columns looks very close. If so, will need to be upgraded to meet SDOT standards for sidewalk and bike access.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1139	Appendix J - Conceptual Design Drawings	B17-250	ASP100	Sara Zora	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Explain the need for a ped/bike bridge across 14th Ave NW. 14th Ave NW should still be a fairly light volume access street for the station with a multi-modal focus and safe pedestrian crossings. Proposed design for 14th Ave NW needs to be changed and not the 4-lane cross section for cars (travel or storage) as shown in the diagrams.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1140	Appendix G - Environmental Justice	Page 5-3 to 5-28 and page 5-31 to 5-66	Table 5-2, Table 5-4	Lizzie Moll	SDOT	The analysis is incomplete. Several significant impacts have not been identified. Missing is: "Best Management Practices and Mitigation" reflecting the findings from the "Build Alternative Impacts" and "Impacts on Minority and Low-income Populations."		Table 5-2 summarizes impacts and mitigation discussed in Chapters 3 through 5 of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1141	Appendix G - Environmental Justice	Page 5-3 to 5-28 and page 5-31 to 5-66	Table 5-2, Table 5-4	Lizzie Moll	SDOT	The information necessary to identify impacts and compare alternatives is missing. Missing are: Specific impacts, benefits, or best management practices and mitigation that are associated with each build alternative for columns 3, 4, and 5 (as expressed in column 2 "Build Alternatives Impacts"). For one example on page 5-33, not all alternatives would impact Metro's Ryerson Bus Base in the same way. Note which alternatives impact the Base or note that the impact or mitigation is common to all segments.		This table is intended to summarize key impacts and mitigation measures, as described in the introduction to Chapter 5 of Appendix G, Environmental Justice. The Mitigation column for Transportation-SODO Segment in Table 5-2 has been updated to address mitigation for access to the Ryerson Bus Base for all alternatives per the updated transit analysis in Appendix N.1, Transportation Technical Report.
1142	Appendix J - Conceptual Design Drawings	133-135, 136-138		Lizzie Moll	SDOT	The analysis is incomplete. Study alternative station entrance locations for the western entrance on 4th Ave S. The constrained sidewalk with expected high pedestrian volumes from WSBLE station and Sounder station will create pedestrian congestion, especially during major events and when Sounder Trains arrive. Study shifting entrances north to straddle S Jackson. There is potentially more street capacity because 4th Ave is currently one way north of S Jackson and potential for less conflation with pedestrians using the Weller Street bridge. There would still be an opportunity for Sounder integration at the north Sounder entrance		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1143	Executive Summary	13	ES.3.1	Dorothy Kim	SPD	DEL-3/4 Elevated station in middle of Delridge Wy SW. Traffic and pedestrian concerns because of high use roadway, proximity to playground and entrance to West Seattle Bridge.	West Seattle (DUW, DEL, WSJ)	The Executive Summary presents a summary of the key environmental impacts of the alternatives, including a summary of transportation impacts. Please see Section 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, and Section 3.7, Affected Environment and Impacts During Operation - Non-motorized Facilities, of the Final EIS for more information on impacts related to traffic and pedestrians.
1144	Executive Summary	17	ES.3.1	Dorothy Kim	SPD	For the Delridge station- from a CPTED perspective, DEL-2a/b is preferred for visibility to the station from the street and surrounding homes/businesses. Crime in this area is notable, and this should be taken into consideration	West Seattle (DUW, DEL, WSJ)	Seattle Police Department's preference is noted. Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
1145	Executive Summary	19	ES.3.1	Dorothy Kim	SPD	For the Junction stations- from a CPTED perspective, WSJ-2 is preferred for visibility and access to the station. An underground station is not recommended for this location, due to crime/safety risks.	West Seattle (DUW, DEL, WSJ)	Seattle Police Department's preference is noted. Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
1146	Public Services, Safety and Security	192	4.2.14	Ryan Beck	SPD	This section states that additional police and security staff will be needed for station response. I would recommend utilizing a metric to determine the number of additional personnel that will be necessary to provide adequate response times.	All (Systemwide)	Information has been added to Section 4.14.4.1.2 of the Final EIS to explain that additional Sound Transit transit police will be needed at the station.
1147	Public Services, Safety and Security	192	4.2.14	Ryan Beck	SPD	This section states that police could have difficulty accessing platforms. This has already proved to be an issue at other stations, such as Northgate. I would recommend that emergency personnel be given 24-hour access to platforms, via proxy card or other means.	All (Systemwide)	Police would have access to stations/platforms during normal operating hours and can work with Sound Transit's Security Operations Center to gain access if necessary during non-revenue hours. See response to comment 1149.
1148	Public Services, Safety and Security	192	4.2.14	Ryan Beck	SPD	Given that CCTV cameras will be installed at these stations, there should be a point of contact for patrol officers to access footage after incidents occur. This access would allow officers to identify and apprehend suspect more efficiently.	Interbay-Ballard	Sound Transit safety and security staff will coordinate with Seattle Police Department during final design and prior to opening, regarding security plans and protocols.
1149	Public Services, Safety and Security	194	4.2.14	Ryan Beck	SPD	This section states that police response will not be delayed, however, the removal of parking spaces and increased population density could mean that officers may have difficulty parking vehicles when responding to incidents. I would recommend the emergency vehicle parking be allotted each station.	All (Systemwide)	Information has been added to Section 4.14.4.1.2 of the Final EIS to explain that emergency access is provided at all stations. Exclusive parking for Seattle Police Department and Seattle Fire Department is not provided at stations.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1150	Public Services, Safety and Security	190	4.2.14	Ryan Beck	SPD	Officers have encountered situations where individuals have walked onto tracks. Clear WARNING signage should be posted near rail track access points.	All (Systemwide)	Comment noted, detail not necessary for Final EIS.
1151	Public Services, Safety and Security	190	4.2.14	Ryan Beck	SPD	Officers have encountered incidents where power to the light rail tracks needed to be cut for public safety reasons. I would recommend a clear protocol be put in place to address this issue safely and with minimal service disruption.	All (Systemwide)	Comment noted, detail not necessary for Final EIS.
1152	Public Services, Safety and Security	192	4.2.14	Ryan Beck	SPD	CPTED-The recommend that lighting should be extended to nearby parking areas in an effort to minimize criminal activity for individuals accessing their vehicles near light rail stations.	Interbay-Ballard	Stations do not have parking associated with them. Sound Transit is not responsible for lighting on nearby private property. Any lighting outside the stations to access parking areas would be within public right-of-way and coordinated with the Seattle Department of Transportation as appropriate.
1153	Public Services, Safety and Security	192	4.2.14	Ryan Beck	SPD	Sound Transit has stated that they will coordinate emergency response with local law enforcement. I would suggest that a specific rail station response training be developed specifically for law enforcement and fire personnel.	All (Systemwide)	Comment noted, detail not necessary for Final EIS.
1154	Ch 2 Alternatives Considered	68	2.1.2	Ryan Beck	SPD	Constructing the Ballard Station at the 15th AVE NW location could negatively impact the neighborhood during the construction and operational phases. Because 15 AVE NW is the primary arterial through the neighborhood, long term construction could negatively impact both traffic and quality of life for residents and businesses. The removal of sidewalks could pose hazards for pedestrians during the construction phase.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1155	Ch 2 Alternatives Considered	68	2.1.2	Ryan Beck	SPD	A light rail station at 15th AVE NW would permanently impede the flow of traffic. Given that the Ballard station is expected to have 13,000 daily boardings, high vehicle traffic from 15th AVE NW could pose a hazard for pedestrians.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1156	Ch 2 Alternatives Considered	69	2.1.2	Ryan Beck	SPD	From a CPTED perspective, building the station at the 14th AVE NW location would expand foot traffic in the neighborhood, and could have a crime reduction impact.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1157	Ch 3 Transportation	104	3.14.3.2	Ryan Beck	SPD	All the station alternatives call for the permanent removal of parking spaces in the Ballard neighborhood. This change could result in residents parking in areas that are further out, more secluded, and poorly lit. This could put them at risk of becoming victims to criminal activity. I would recommend that lighting and sidewalk conditions be improved in the general vicinity.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1158	Public Services, Safety and Security	192	4.2.14	Ryan Beck	SPD	The construction sites(s) and staging areas will potentially attract theft and other criminal activity. Will there be a specific security plan/protocol for these sites during the construction phase?	Interbay-Ballard	Please see Section 4.14, Public Services, Safety, and Security, of the Final EIS for information on security at stations and construction sites.
1159	Public Services, Safety and Security	192	4.2.14	Ryan Beck	SPD	The Ballard neighborhood has experienced a rise in crime and calls for police service. To reduce opportunities for criminal activity to take place at the rail station, the following should be considered in the station design process: Restricting access to secluded areas, providing open lines of sight from street level, limiting areas for groups to congregate, providing multiple points of egress for passengers, lighting that extends beyond the station footprint, parking for police vehicles.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1160	Acquisitions, Displacements, and Relocations	1	4.21	Ryan Beck	SPD	Residential and commercial units that were acquired for the project may be a potential destination for squatters before they are demolished. This could lead to increased criminal activity in the neighborhood. I would recommend that a plan be implemented to determine which agency will be responsible for ensuring routine security checks of the properties and the frequency with which this will occur.	All (Systemwide)	Comment noted. Sound Transit's Real Property group secures purchased properties as soon as possible and expedites the demolition of these properties and secures them to prevent or limit the types of instances mentioned in this comment.
1161	Ch 3 Transportation	144	3.19.6.2	Ryan Beck	SPD	The deactivation of Metro lines along NW Market St. will likely increase pedestrian traffic, which could cause additional safety hazards. Residents with mobility difficulties will be the most severely impacted.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1162	Ch 3 Transportation	185	3.12.3.3.6	Ryan Beck	SPD	The Ballard station is being developed to offer passenger drop-off/pick-up accessibility. I would recommend that an area be designated to this function to minimize disruptions of traffic-flow.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1163	Ch 3 Transportation	106	3.14.3.2	Ryan Beck	SPD	To reduce "hide-and-ride" activity, metered parking spaces have been proposed. I would recommend that zone parking be considered to accommodate residents and reduce conflict over parking spaces.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1164	Ch 2 Alternatives Considered	Ch 2 Alternatives Considered	Pages 2-8/Line 30	Sage Farwell	SPD	In addition to road/sidewalk improvements, Sound Transit's partnership with local agencies (City of Seattle) should extend to lighting improvements to walkways and sidewalks approaching the SODO station as riders transferring from other forms of transit (busses) will be approaching the SODO station from streets other than the SODO busway (E-3) as they are currently.		This level of detail is beyond conceptual design; lighting will be a part of final design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1165	Ch 2 Alternatives Considered	Ch 2 Alternatives Considered	Pages 2-91/Line 20	Sage Farwell	SPD	Round the clock security of Staging Area(s) in the SODO neighborhood would need to be coordinated by Sound Transit through private, SPD and KCSO resources to ensure mitigation of theft and vandalism. Construction equipment/supplies and raw material theft in the SODO neighborhood is very prevalent and would be exacerbated by the addition of these Staging Area(s).		Comment noted. Please see Section 4.14, Public Services, Safety, and Security, of the Final EIS for information on security at stations and construction sites.
1166	Executive Summary	Executive Summary	Slide 19	Sage Farwell	SPD	The proposed S. Lander St. overpass in the Preferred At-Grade Alternative is a positive traffic mitigator (upon completion) as S. Lander St is a major East-West thoroughfare that can be identified as a primary passage for emergency vehicles.		Comment noted.
1167	Executive Summary	Executive Summary	Slide 20	Sage Farwell	SPD	Closing the SODO Busway to transit busses during and after construction will significantly increase traffic congestion on adjacent streets (4th Av S/6th Av S) due to displaced transit busses. This will be exacerbated during rush hour and will also affect the flow of the on/off-ramp to I-5 at S. Spokane St as transit will no longer be in/egressing from a single roadway but from multiple roadways.		Please see Section 3.11.2.1 , Arterial and Local Street Operations, of the Final EIS, where the potential traffic impacts of shifting buses from the SODO Busway were addressed. The analysis found the busway's closure would have minimal effects on general purpose operations.
1168	Public Services, Safety and Security	Public Services, Safety and Security	Page 192/Line 1	Sage Farwell	SPD	During construction, police vehicles ***WILL*** experience increased response times due to construction along the SODO Busway effecting East/West traffic as well as increased traffic congestion from transit busses being re-routed onto 4th Av S and 6th Ave S from the SODO (E-3) busway during and after construction.		Section 4.14.5.1, Impacts Common to All Build Alternatives, of the Final EIS describes temporary impacts from construction period road closures to police and fire department response times.
1169	Executive Summary	ES-12		S. O'Donnell	SPD	Would the Public Safety resources (SPD/SFD/POS) responsible for emergency response to marine issues be affected by bridge construction closures?		See Section 3.11, Construction Impacts, of the Final EIS for more information on coordination that would occur for navigation channel closures during construction of the Duwamish Waterway crossing.

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1170	Executive Summary	ES-29		S. O'Donnell	SPD	There is only a "general terms" discussion or traffic impacts and projected efforts to mitigate the traffic impacts and emergency vehicle access for each segment. An example is the closure for 6-10 years of 4th Ave. So. from approx. So. Royal Brougham to So. Main St., This is a major N/S arterial into and from downtown), or another is the related overflow traffic to the nearest freeway access, (James St. Cherry St., 4th. So. and approx. 1000 Block). There are only limited N/S corridors in this geographically/infrastructure limited Pioneer Square/International District area and more specific traffic mitigation and reroute efforts should be discussed.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1171	Noise and Vibration	101	4.2.7	S. O'Donnell	SPD	Police officers are frequently dispatched to noise complaints resulting from construction. In order to utilize personnel resources as efficiently and effectively as possible, I recommend these complaints be routed directly to SDCI. A construction Point of Contact should be identified for the (CSCC) City of Seattle Communications Center (911) and SPD.		Comment noted. As described in Section 4.3.7, Mitigation Measures, in the Final EIS, Sound Transit could provide a 24-hour construction telephone hotline for community members to report issues to Sound Transit community engagement staff, who would work with the construction team to resolve issues and respond to the community member.
1172		4.2.14-10	4.2.14.4.1	S. O'Donnell	SPD	(Police) Sound Transit would coordinate with the City of Seattle, King County and Washington State Patrol to provide adequate police services.		No change needed. Text is appropriate as is (states that Sound Transit would coordinate with public service providers).
1173		4.2.14-10	4.2.14.4.1	S. O'Donnell	SPD	(Per current Inter-Police Department Agreement/Memos) Seattle Police Department would normally respond to assist/support Sound Transit Police or King County Transit Police at potential emergencies at the construction sites. Clarity is needed for this responsibility as it relates to considerable additional staffing.		Sound Transit will coordinate with the City regarding emergency response planning for construction as the project advances.
1174		4.3.14-14	4.3.14.4.1	S. O'Donnell	SPD	(Police) Sound Transit would coordinate with the City of Seattle, King County and Washington State Patrol to provide adequate police services.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1175		4.3.14-14	4.3.14.4.1	S. O'Donnell	SPD	(Per current Inter-Police Department Agreement/Memos) Seattle Police Department would respond to assist/support the Sound Transit Police or King County Transit Police at potential emergencies at the construction sites. Clarity is needed for this responsibility as it relates to considerable additional staffing.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1176		4.3.14-16	4.3.14.4.6	S. O'Donnell	SPD	Seattle Police Harbor Patrol has some joint initial fire fighting responsibility.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1177		4.23	4.23	S. O'Donnell	SPD	2042 Build Alternatives (Para 3) Although the Stadium Station is north of the SODO Segment under all Build Alternatives, this station would be served by the West Seattle Link Extension. Ridership at this station is relatively low today and no noticeable change in vehicle trips is expected during the peak hour under any of the Build Alternatives compared to the No Build Alternative. Traffic operations around the station are therefore not expected to be impacted under any of the Build Alternatives. **Consideration of Stadium, (Lumen and T-Mobile) special events and significant crowds related to them, - should be included in this statement relevant to the "Stadium Station."**		The text regarding ridership at the Stadium Station has been revised to note there are ridership surges before and after large events at nearby venues. The conclusion regarding traffic operations effects of the Build Alternatives remains the same.
1178	Executive Summary		Slide 33	Jennifer Danner	SPD	For the Junction stations- from a CPTED perspective, WSJ-2 is preferred for visibility and access to the station. An underground station is not recommended for this location, due to crime/safety risks.		Seattle Police Department's preference for Alternative WSJ-2 is noted.
1179	Economics	47	12 through 16	Jennifer Danner	SPD	This section discusses how construction might adversely impact the businesses in the area, and lists potential solutions. This section does **not** mention the impact construction has on crime, and the potential mitigating options for this. It is important to consider crime prevention, especially associated with construction zones		Please see Section 4.14, Public Services, Safety, and Security, of the Final EIS for information on security at stations and construction sites.
1180	Social Resources, Community Facilities, and Neighborhoods	53	13 through 32	Jennifer Danner	SPD	It is important to note that the West Seattle Junction area has a Business Block Watch (in collaboration with the Seattle PD's SW Precinct), which could be impacted by the future light rail, and should be consulted/included in outreach. The Business Block Watch is a great place to get feedback and push out information.		Thank you. Comment noted.
1181	Social Resources, Community Facilities, and Neighborhoods	58	9 & 10	Jennifer Danner	SPD	"WSBLE is not anticipated to have safety and security impacts" - disagree with this statement. I believe the new light rail stations will have an immense impact on safety and security in the neighborhoods in which they will reside		Discussion of safety and security is provided in Section 4.14, Public Services, Safety, and Security, of the Final EIS. This is the basis for the conclusion in Section 4.4, Social Resources, Community Facilities, and Neighborhoods.
1182	Public Services, Safety and Security	183	35 through 37	Jennifer Danner	SPD	"Police could have difficulty responding to calls at elevated or tunneled sections of guideway or at stations not easily accessible from the existing roadway network" - Officer access to the terminal should be considered, as well as Officer parking. Perhaps each station could have designated SPD parking spots?		See response to comment 1149 related to emergency response access at stations.
1183	Public Services, Safety and Security	183	40 through 41	Jennifer Danner	SPD	"All build alternatives would require additional police…" - staffing at the SW Precinct needs to be considered.		Text has been revised to clarify: "All Build Alternatives would require additional Sound Transit transit police and security staff…".
1184	Public Services, Safety and Security	184	17 through 18	Jennifer Danner	SPD	SPD Crime Prevention Coordinator team should be requested for the CPTED assessments, and be involved in crime prevention consultations going forward in the process		Comment noted. This will be a consideration for final design. As described in Section 4.2.14 of the WSBLE Draft EIS and Section 4.14, Public Services, Safety, and Security, of the the West Seattle Link Extension Final EIS, the Sound Transit Agency Safety Plan (Sound Transit 2020) requires a threat and vulnerability assessment for all new transit facilities. For this assessment, Sound Transit would review existing crime data in new station locations and interview law enforcement to identify possible security threats and risks. Stations would be designed using the principles of Crime Prevention Through Environmental Design to include numerous features such as abundant light, open access, and visibility to address security issues.
1185	Public Services, Safety and Security	186	15 through 23	Jennifer Danner	SPD	SPD staffing and availability of resources need to be considered		Comment noted. Section 4.14, Public Services, Safety, and Security, of the Final EIS states that Sound Transit would coordinate with City to provide adequate police services.

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1186	Parks and Recreational Resources	219	38 & 39	Jennifer Danner	SPD	It should be noted that there is an immense history of criminal and suspicious activity within Junction Plaza Park.		Noted. Not relevant for Section 4.17, Parks and Recreational Resources. Crime is covered in Section 4.14, Public Services, Safety, and Security.
1187	Parks and Recreational Resources	224 & 225	1 through 16	Jennifer Danner	SPD	From a crime prevention perspective, landscaping and visibility should be considered when looking at overall height of train- generally speaking, the closer to the ground, the better		Noted. Not relevant for Section 4.17, Parks and Recreational Resources. Crime and use of Crime Prevention Through Environmental Design is covered in Section 4.14, Public Services, Safety, and Security.
1188	Parks and Recreational Resources	227 & 228	7 through 40	Jennifer Danner	SPD	From a crime prevention perspective, landscaping and visibility should be considered when looking at overall height of train- generally speaking, the closer to the ground, the better		Noted. Not relevant for Section 4.17, Parks and Recreational Resources. Crime and use of Crime Prevention Through Environmental Design is covered in Section 4.14, Public Services, Safety, and Security.
1189	Parks and Recreational Resources	233	7 through 12	Jennifer Danner	SPD	With the potential for increased use of the parks due to improved access - crime in these parks could increase. Crime prevention and safety should be considered. Perhaps additional signage, lighting, Parks Security patrols, etc. could be included in this plan		Noted. Crime and use of Crime Prevention Through Environmental Design is covered in Section 4.14, Public Services, Safety, and Security. Indirect effects discusses activation of parks, which could deter crime.
1190	Public Services, Safety and Security	228	10 through 12	Jennifer Danner	SPD	The residents and businesses in the West Seattle Junction area might appreciate preferred option WSJ-3b*, and the removal of Junction Plaza Park due to ongoing and persistent issues in this area		Comment noted. The public comment period for the WSBLE Draft EIS provided the community with an opportunity to identify their preferences and concerns with all alternatives considered.
1191	Public Services, Safety and Security	234	3 through 5	Jennifer Danner	SPD	I would suggest consulting the neighborhood via local media (West Seattle Blog, Westside Weekly), community groups, Block Watch Captains, etc., regarding the effects on the West Seattle Golf Course. The West Seattle community is very involved, and would appreciate being consulted/informed of changes to their golf course		The public comment period for the WSBLE Draft EIS provided the community with an opportunity to identify their preferences and concerns with all alternatives considered. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for coordination that has been conducted so far with community groups.
1192	Executive Summary	-		Jennifer Danner	SPD	Using this opportunity to comment on station placement- from PowerPoint entitled "West Seattle and Ballard Link Extensions- Administrative Draft EIS Review Kick-Off"		Noted.
1193	Executive Summary	-	slide 28	Jennifer Danner	SPD	For the Delridge station- from a CPTED perspective, DEL-2a is preferred for visibility to the station from the street and surrounding homes/businesses. Crime in this area is notable, and this should be taken into consideration		Seattle Police Department's preference is noted. Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
1194	Ch 2 Alternatives Considered	Page 2-6	19	Barb Biondo	SPD	Plan for active monitoring of all public access points to underground stations to deter these locations from becoming escape routes for those engaged in criminal activity common around transit hubs (theft, narcotics activity, assaults) to evade law enforcement activity on the street level		Please see Section 2.1.2.2, Stations, and Section 4.14, Public Services, Safety, and Security, of the Final EIS for information on security at stations.
1195	Ch 2 Alternatives Considered	Page 2-8	12	Barb Biondo	SPD	Bicycle storage locker locations should be placed in well lit, convenient for transit riders, near high pedestrian traffic zones with unobstructed sight lines for added security through natural surveillance		As described in Section 4.2.14 of the WSBLE Draft EIS and Section 4.14, Public Services, Safety, and Security of the the West Seattle Link Extension Final EIS, the Sound Transit Agency Safety Plan (Sound Transit 2020) requires a threat and vulnerability assessment for all new transit facilities. For this assessment, Sound Transit would review existing crime data in new station locations and interview law enforcement to identify possible security threats and risks. Stations would be designed using the principles of Crime Prevention Through Environmental Design to include numerous features such as abundant light, open access, and visibility to address security issues.
1196	Ch 2 Alternatives Considered	Page 2-20	21	Barb Biondo	SPD	It looks like relocating the SODO Station closer to the intersection with Lander, (SODO 1b and SODO 2) and providing access from over-crossing will create safer pedestrian access to station		Comment noted. Thank you for your comment. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS for information on alternative refinements studied in the Final EIS, including SODO Station access from South Lander Street.
1197	Executive Summary	Page 10	ES.3.1.1.1	Jennifer Danner	SPD	With regards to the SODO Station, and the potential of relocating, I would highly encourage the group to consult the SODO BIA. The BIA has a vested interest in the area, and safety for their businesses		Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for more information on coordination that has taken place with the SODO Business Improvement Area.
1198	Executive Summary	Page 68	ES.8	Jennifer Danner	SPD	Continuing to consult the Duwamish tribe through the design and decision making process is highly important. This could also be a good opportunity to engage the tribe to assist with public art- which could spark engagement, and a sense of ownership, and decrease potential vandalism or graffiti in the future		Sound Transit has been consulting with Tribes and Tribal Organizations throughout the project development process. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for more information on consultation with Tribes.
1199	Executive Summary	Page 38	ES.3.1.2.2	Jennifer Danner	SPD	When it comes to displacing a shelter, and potentially impacting businesses in the CID, I would highly suggest we consult and involve Monica Ly, the CID Public Safety Coordinator to assist with outreach, and getting feedback from the community. It is important to hold community meetings and ensure the community is heard.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1200	Executive Summary	Page 39	ES.3.1.2.2	Jennifer Danner	SPD	Also regarding the CID, given major issues at 12th and Jackson in 2021 and 2022, the light rail committees should be aware of this, and consider potential impacts to both community and law enforcement efforts in this area.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1201	Executive Summary	ES-9	Table ES-1	Laura Wojcicki	SDOT	Holgate and Lander Streets should not be closed at the same time	SODO/CID	The Executive Summary presents a summary of the key environmental impacts of the alternatives, including a summary of transportation impacts. Please see Section 3.11, Construction Impacts, and Chapter 5, Cumulative Impacts, of the Final EIS for more information on the closure of South Lander Street and the potential for cumulative construction impacts in this area. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1202	Executive Summary	ES-9	Table ES-1	Laura Wojcicki	SDOT	Will the SODO trail be open under build conditions for all alternatives?	SODO/CID	The Executive Summary presents a summary of the key environmental impacts of the alternatives, including a summary of transportation impacts. Please see Section 3.7, Affected Environment and Impacts During Operation - Non-motorized Facilities, of the Final EIS for more information on impacts to the SODO Trail. The SODO Trail will remain open under build conditions for all alternatives.
1203	Executive Summary	ES-18	Table ES-3	Laura Wojcicki	SDOT	What is the reason DEL 6 is not a preferred option? It has lower impacts to residential units and lower cost than many of the alternatives.	West Seattle (DUW, DEL, WSJ)	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
1204	Executive Summary	ES-18	Table ES-3	Laura Wojcicki	SDOT	Clarify why DeL-2a requires third party funding when it has lower cost than other alternatives, is it due to the adjacent segment and what it connects to?	West Seattle (DUW, DEL, WSJ)	Please see response to CC2c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
1205	Technical Report: Transportation	2-13	2	Laura Wojcicki	SDOT	Major roadway closures associated with the Ballard Link Ext will be for multiple years. Statement that there will be 'limited short-term impacts" does not sufficiently capture the level of impact	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1206	Technical Report: Transportation	3-1	3.1.1.1	Laura Wojcicki	SDOT	Clarify that the travel time savings is comparing bus (no build) to light rail (build). Clarify the start and end points of the travel time route that has this savings. For some transit riders that will need to transfer from bus to light rail, the savings would not be that high, depending on the wait time to transfer.	All (Systemwide)	This has been clarified in the Final EIS.
1207	Technical Report: Transportation	3-1	3.1.1.2	Laura Wojcicki	SDOT	Clarify that the travel time savings is comparing bus (no build) to light rail (build). Clarify the start and end points of the travel time route that has this savings. For some transit riders that will need to transfer from bus to light rail, the savings would not be that high, depending on the wait time to transfer.	All (Systemwide)	Clarified that travel times may vary depending on origin and destination, and whether transfers would be required. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1208	Technical Report: Transportation	3-1	3.1.1.1	Laura Wojcicki	SDOT	Define what a "direct" impact to Metro operations is to make sure that all impacts are being appropriately mitigated.	All (Systemwide)	Revised language for clarity.
1209	Technical Report: Transportation	3-2	3.1.1.2	Laura Wojcicki	SDOT	Modify language that construction "could" disrupt Metro bus operations. Given the number of roadway closures, construction will disrupt Metro bus operations.	All (Systemwide)	This is typical language in EIS documents. No change.
1210	Technical Report: Transportation	3-5	3.2.1.3	Laura Wojcicki	SDOT	Please clarify Table 3-4. There are frequent transit routes on the West Seattle Bridge why is the headway under West Seattle Bridge 31 minutes.	west Seattle (DUW, DEL, WSJ)	See response to comment 86.
1211	Technical Report: Transportation	3-7	3.2.1.3	Laura Wojcicki	SDOT	Modify heading for Table 3-6. It includes both AM and PM data, yet is labeled PM.	West Seattle (DUW, DEL, WSJ)	Heading has been updated.
1212	Technical Report: Transportation	3-9	3.2.2.2	Laura Wojcicki	SDOT	Check "All alternatives will increase transit ridership". Tables 2-11 shows that transit ridership only increases by 1% for West Seattle Link Extension compared to No build. It is a small increase in transit ridership.	West Seattle (DUW, DEL, WSJ)	The statement is accurate as written; no change.
1213	Technical Report: Transportation	3-9	3.2.2.2	Laura Wojcicki	SDOT	Has the H line termination been confirmed?	west Seattle (DUW, DEL, WSJ)	Future transit routing under construction, M.O.S., and full build alternatives have been confirmed with Metro.
1214	Technical Report: Transportation	3-20		Laura Wojcicki	SDOT	Alternative pathways need to provided where there are sidewalk closures. "where feasible" should be deleted.	all (Systemwide)	There may be some locations where alternative pathways were not feasible, but Sound Transit will work with the City of Seattle to find the best alternative possible during final design and permitting.
1215	Technical Report: Transportation	3-20		Laura Wojcicki	SDOT	calling the roadway closures "temporary" is not sufficiently defining the impact.	All (Systemwide)	Chapter 3, Transit, of Appendix N.1, Transportation Technical Report, includes tables indicating the durations of specific roadways closures and their effect on buses. No change.
1216	Technical Report: Transportation	3-37	3.3.2.1	Laura Wojcicki	SDOT	Do not assume that transit lanes would be removed or converted to GP lanes. If transit lanes are removed, it's possible that the space would be converted to other uses than GP traffic.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1217	Technical Report: Transportation	3-38	3.3.2.1	Laura Wojcicki	SDOT	Evaluate bus circulation that eliminates or reduces the need for crossing Elliott to transfer.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1218	Technical Report: Transportation	3-46	3.3.2.1	Laura Wojcicki	SDOT	calling the streetcar closures "temporary" is not sufficiently defining the impact.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1219	Technical Report: Transportation	3-46	3.3.2.1	Laura Wojcicki	SDOT	remove "potentially" from bus impacts	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1220	Technical Report: Transportation	3-48		Laura Wojcicki	SDOT	Would Lander St also have closures in the SODO segment that aren't mentioned here?	SODO/CID	The proposed closures of South Lander Street would occur with the West Seattle Link Extension under Preferred Option SODO-1c, Alternative SODO-1a, and Option SODO-1b. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on this closure.
1221	Technical Report: Transportation	4-2	4.1.2	Laura Wojcicki	SDOT	Several major streets are not mentioned as having construction closures for Downtown, Interbay and Ballard segments (Mercer, 4th, Harrison)	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1222	Technical Report: Transportation	4-10	4.2.1.2	Laura Wojcicki	SDOT	Table 4-7 shows Delridge/Genesee operations at LOS F in the AM and the text above says it operates at F in PM	West Seattle (DUW, DEL, WSJ)	This was reviewed and corrected as appropriate in the Final EIS. Corrected A.M. LOS result text.
1223	Technical Report: Transportation	4-14	4.2.2.1	Laura Wojcicki	SDOT	A 0.4% growth in traffic per year does not align with our goals	West Seattle (DUW, DEL, WSJ)	Background traffic growth was derived from the travel demand forecast model, which is based on adopted Puget Sound Regional Council land use forecasts.
1224	Technical Report: Transportation	4-33	4.2.2.2	Laura Wojcicki	SDOT	Did the analysis assume recent changes on Delridge?	West Seattle (DUW, DEL, WSJ)	The Final EIS assumed completion of the H Line improvements in Delridge for future year analysis. Because the base year is 2019, the H Line improvements are not reflected in the existing conditions LOS analysis.
1225	Technical Report: Transportation	4-38	4.2.2.2	Laura Wojcicki	SDOT	Modify language "with the exception of" when 3 out of 5 intersections operate at E or F, it's not the exception	West Seattle (DUW, DEL, WSJ)	This language was reviewed and updated as appropriate in Section 4.3.2.3 of Appendix N.1, Transportation Technical Report. Removed statement that many intersections operate at LOS D or better because 4 of 8 would not meet standard.
1226	Technical Report: Transportation	4-50	4.2.2.2	Laura Wojcicki	SDOT	Analysis at Avalon/Genesee needs to consider signal phasing and/or modifications for added left-turn movement.	West Seattle (DUW, DEL, WSJ)	Text was added to describe the signal operations assumptions with the added left-turn movement.
1227	Technical Report: Transportation	4-59	4.2.2.3	Laura Wojcicki	SDOT	When detouring 1000 vehicles in an hour from Lander, how was it determined that this could be adequately accommodated? Language should be revised to state that this could or would be an impact	SODO/CID	Please see Section 4.3.3.3 of Appendix N.1, Transportation Technical Report, for updated construction analysis, including an assessment of the operational impacts of the South Lander Street closure during construction.
1228	Technical Report: Transportation	4-61	4.2.2.3	Laura Wojcicki	SDOT	Clarify if SODO busway closure would displace 60 to 80 buses in an hour or day	SODO/CID	The text has been clarified in this section of the Final EIS to state that it is 60 to 80 buses in the peak hour.
1229	Technical Report: Transportation	4-61	4.2.2.3	Laura Wojcicki	SDOT	How was it determined that closing the SODO busway would not affect traffic conditions? If analysis not done that shows this, it should be stated that this could be an impact	SODO/CID	The WSBLE Draft EIS evaluation was based on intersection analysis using Synchro software consistent with the traffic operations methodology outlined in the Technical Analysis Methodology memorandum for the Draft EIS (Attachment N.1A of Appendix N.1, Transportation Technical Report). The Final EIS includes additional microsimulation analysis of how additional bus volumes on 4th Avenue (due to the closure of the SODO Busway) would affect arterial operations, including trucks (see Section 3.5.3.3.2). The analysis also includes consideration of mitigation measures, such as Freight And Bus (FAB) lanes, to improve transit times and the secondary effects of that on other roadway users. Mitigation would be selected in collaboration with the City of Seattle.
1230	Technical Report: Transportation	4-92	4.3.2.2	Laura Wojcicki	SDOT	Do not assume that transit lanes would be removed or converted to GP lanes. If transit lanes are removed, it's possible that the space would be converted to other uses than GP traffic.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1231	Technical Report: Transportation	4-93	4.3.2.2	Laura Wojcicki	SDOT	Transit lanes have been implemented on 1st and Queen Anne	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1232	Technical Report: Transportation	4-93	4.3.2.2	Laura Wojcicki	SDOT	Do not assume that transit lanes would be removed or converted to GP lanes on 4th, 6th and Olive Way. If transit lanes are removed, it's possible that the space would be converted to other uses than GP traffic.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1233	Technical Report: Transportation	4-93	4.3.2.2	Laura Wojcicki	SDOT	Signal installed at Alaskan Way/Galer Street flyover	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1234	Technical Report: Transportation	4-93	4.3.2.2	Laura Wojcicki	SDOT	Include what signal modifications were assumed at Elliott Ave and West Galer Flyover. We would like to review the analysis to make sure assumption are feasible and in line with out policies	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1235	Technical Report: Transportation	4-93	4.3.2.2	Laura Wojcicki	SDOT	Preferred option SIB-1, how would left-turn access restrictions be mitigated and access accommodated for the 10 properties?	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1236	Technical Report: Transportation	4-94	4.3.2.2	Laura Wojcicki	SDOT	Option SIB-2 and SIB-3 , provide more details on the impacted turns and how access will be provided.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1237	Technical Report: Transportation	4-94	4.3.2.2	Laura Wojcicki	SDOT	IBB-1b and IBB-3 Column placement could impact operations along 14th, including at 14th/Leary. Additional intersections should be evaluated for this alternative.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1238	Technical Report: Transportation	4-106	4.3.2.1	Laura Wojcicki	SDOT	Noting that 6th and Spring is a major bottleneck in downtown Seattle and has access to I-5 ramps. This could be very challenging to operate with heavy pedestrian activity.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1239	Technical Report: Transportation	4-109	4.3.2.1	Laura Wojcicki	SDOT	Aurora at Harrison should be changed to 7th at Harrison	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1240	Technical Report: Transportation	4-110	4.3.2.1	Laura Wojcicki	SDOT	Noting that additional congestion at 6th/Seneca and 6th/Spring will be challenging to operate. Mitigation could involve looking at some recirculation in the area	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1241	Technical Report: Transportation	4-110	4.3.2.1	Laura Wojcicki	SDOT	Modify language that uses "with the exception of the following" for Smith Cove area. 4 of the 5 operate at E or F.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1242	Technical Report: Transportation	4-124	4.3.2.3	Laura Wojcicki	SDOT	1st Ave is not a great detour route due to area ways other routes should be considered for the 4th Ave detour.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1243	Technical Report: Transportation	4-124	4.3.2.3	Laura Wojcicki	SDOT	There is not enough capacity to detour the amount of traffic for several of the street closures. Many trips will need to mode shift, not happen, change time periods. Stating that it will result in increased congestion is not sufficient and does not appropriately capture the impacts	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1244	Technical Report: Transportation	4-126	4.3.2.3	Laura Wojcicki	SDOT	For the 4th Ave South closure, trips would also detour to SR 99 and maybe I-5.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1245	Technical Report: Transportation	4-126	4.3.2.3	Laura Wojcicki	SDOT	For 4th Ave South, AM is the worst case and should be included.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1246	Technical Report: Transportation	4-132	4.3.2.3	Laura Wojcicki	SDOT	DT - 1, stating that there will be increased congestion does not appropriately capture the level of impact	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1247	Technical Report: Transportation	4-132	4.3.2.3	Laura Wojcicki	SDOT	Westlake Station, stating that there will be increased congestion does not appropriately capture the level of impact from a 4th Ave closure	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1248	Technical Report: Transportation	4-135	4.3.2.3	Laura Wojcicki	SDOT	AM peak is heavier for Pine St	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1249	Technical Report: Transportation	4-136	4.3.2.3	Laura Wojcicki	SDOT	Seattle Center Station: could look into Roy St as being a detour for lane closures on Mercer. This would likely require some rechannelization and maybe some signal modifications for mitigation	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1250	Technical Report: Transportation	4-138	4.3.2.3	Laura Wojcicki	SDOT	Most trips would not be able to stay on Elliott Way if 4 lanes were closed. There would need to be significant detours, mode shift, reduction in trips and peak spreading. Need to modify language to appropriately define impact	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1251	Executive Summary	ES-18	Table ES-3	Tom Le	SDOT	DEL-2a and WSJ-3a or WSJ-3b costs approximately $100 M more than DEL-1a and WSJ-1. If alternatives in other locations have less cost than the preferred option and that is chosen, why does these options need third party funding? Is the third party funding a carryover of the early cost estimate for this?	west Seattle (DUW, DEL, WSJ)	Please see response to CC2c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
1252	Technical Report: Transportation	2-9	2.2.2.2	Tom Le	SDOT	Impacts to arterials, including, but not limited to full closures of arterial streets, have impacts to regional transportation facilities and travel.	All (Systemwide)	Added discussion of nearby arterial closures and potential effects on regional roadways.
1253	Technical Report: Transportation	3-5	3.2.1.3	Tom Le	SDOT	What is Table 3-4 trying to indicate? And is this being calculated as an average of all bus routes across the screenline?	west Seattle (DUW, DEL, WSJ)	See response to comment 86.
1254	Technical Report: Transportation	3-10	3.2.2.2	Tom Le	SDOT	Due to grades on Yancy and no identified road work scoping on Yancy, are these reasonable assumptions for Metro Connects 1043, 2003, 2021, and 3400 to service Delridge Station along the route identified? If not, would this increase ridership at the Alaska Junction Station if termination had to be made at the Alaska Junction Station?	west Seattle (DUW, DEL, WSJ)	All transit service plan assumptions were developed in collaboration with Metro, which included a confirmation about the feasibility of routing and identification of needed pavement or other improvements. Note that the Final EIS focuses discussion on the preferred alternative, which does not include any bus reroutes along Yancy.
1255	Technical Report: Transportation	3-20		Tom Le	SDOT	Multi-year street closures have impacts to alternative pathway streets and to the system that are not accurately depicted within the description	All (Systemwide)	Updated discussion to include more detail around long-term closure impacts across all West Seattle Link Extension segments. Key closures highlighted include (but are not limited to) the SODO Busway, South Lander Street, Southwest Genesee Street, and 35th Avenue Southwest. Mitigation measures are identified for these closures.
1256	Technical Report: Transportation	3-20		Tom Le	SDOT	Alternatives constructed outside the roadway right-of-way, depending on proximity to the right-of-way, may still have impacts to the roadway and bus routes. This may be dependent on the space in the right-of-way that may needed to construct structures outside of the right-of-way.	All (Systemwide)	The Final EIS considered guideway construction impacts to bus operations, and they are included in tables in the Final EIS, along with impacted routes.
1257	Appendix G - Environmental Justice	Page 4-4	4.3.2	Nicole Kistler	DON	This refers to the Jackson Hub work. We should be sure to note what support and/or more nuance in the support. Truth-check this statement.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1258	Appendix G - Environmental Justice	Page 4-6	4.3.4	Nicole Kistler	DON	These need to be updated to match the draft RET and should be updated again after we get feedback on the draft RET	All (Systemwide)	Text updated to reflect the Environmental Review Phase RET Report published in July 2022.
1259	Appendix G - Environmental Justice	Page 4-6	4.3.4	Nicole Kistler	DON	Need consistent use of City of Seattle Department of Neighborhoods' Community Liaisons	All (Systemwide)	Updated all instances of this term.
1260	Appendix G - Environmental Justice	Page 5-5	Table 5-2	Nicole Kistler	DON	ST should also be coordinating with the Duwamish Tribe that uses this waterway for their canoe family.	West Seattle (DUW, DEL, WSJ)	Sound Transit has and continues to consult with the Duwamish Tribal Organization. Their feedback has been incorporated in the Final EIS as appropriate.

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1261	Appendix G - Environmental Justice	Page 5-5	Table 5-2	Nicole Kistler	DON	What do the asterisks denote? There is no reference on the table.	All (Systemwide)	The asterisks used in this table in the WSBLE Draft EIS were defined at the beginning of Section 5, and a footnote was provided at the end of the table. For the West Seattle Link Final EIS, these asterisks have been removed. A response to this comment relative to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1262	Appendix G - Environmental Justice	Page 3-19	3.2.4	Nicole Kistler	DON	How do other urban indigenous people use the waterways? How does the Duwamish use the waterways? Is there adequate outreach to these groups by ST? What outreach has been done to understand how these groups use the waterways?	All (Systemwide)	Sound Transit has and continues to consult with Tribes and Tribal Organizations. Their feedback and feedback from any other indigenous groups has been incorporated in the Final EIS as appropriate.
1263	Appendix G - Environmental Justice	Page 4-17	4.4.3.2	Nicole Kistler	DON	Is this true? I think this is a biased statement that not everyone would agree with.	All (Systemwide)	As stated at the beginning of page 4-17 of Appendix G of the WSBLE Draft EIS, the text summarizes the comments and themes Sound Transit heard in conversations with community members, social service providers, and other organizations during the interviews.
1264	Appendix G - Environmental Justice	Page 4-17	4.4.3.2	Nicole Kistler	DON	This section should also talk about the need for bathrooms and amenities that help make a place feel safe and accessible. The barriers to using transit were not all illuminated here.	All (Systemwide)	This was not identified as a comment theme heard during community engagement leading up to publication of the WSBLE Draft EIS. Text was added to clarify.
1265	Appendix G - Environmental Justice	Page 4-17	4.4.3.2	Nicole Kistler	DON	This is oversimplified. There are concerns about business displacement due to construction, but also due to increased rents for business owners. Using the term "gentrification" doesn't really fully explain what's happening.	All (Systemwide)	This was not identified as a comment theme heard during community engagement leading up to publication of the WSBLE Draft EIS. Text was added to clarify.
1266	Appendix G - Environmental Justice	Page 5-6	Table 5-2	Nicole Kistler	DON	The RET identifies that the majority of minority riders to the stations would have to transfer at the stations whereas now they have a one-seat ride. In addition, closures on Delridge at night and on weekends would disproportionately affect minorities in RET priority communities	West Seattle (DUW, DEL, WSJ)	Sections 5 and 6 describe the travel time savings with the West Seattle Link Extension, which would occur even with a transfer from bus to light rail. Reliability of light rail compared to bus is also noted. Impacts to minority and low-income populations are updated to reflect the Delridge Way Southwest closure in the Duwamish and Delridge segments. The location of this closure could occur in either segment depending on the project alternative.
1267	Executive Summary	Fact Sheet i		Kelly Obrien	DON	Noting how many times communities of color are invoked in the document.		Noted, no change requested.
1268	Executive Summary	Fact Sheet i		Kelly Obrien	DON	"The Board is not bound by its identification of a preferred alternative" - Is this a thing that is ever interrogated in relation to the goals of the RET?		As described in Chapter 2, Alternatives Considered, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, "preferred alternative" is a NEPA and SEPA term used to indicate preference for alternatives based on currently available information. It is not a decision on the project to build.
1269	Executive Summary	ES-2		Kelly Obrien	DON	Urban villages: West Seattle Junction and Ballard neighborhoods" As these communities are invoked the analysis of benefits vs burdens must be balanced.		The appendix discusses potential impacts, mitigation, and potential benefits.
1270	Executive Summary	ES-3	ES.2.2.	Kelly Obrien	DON	4th bullet: this all seems so perfunctory. Can we see links between this and the REOs from the RET and the content in these sections?		The Executive Summary presents a summary of the need for the Project. Please see Section 1.2, Purpose and Need for the West Seattle Link Extension Project, of the Final EIS for more information. Appendix G, Environmental Justice, of the Final EIS contains more information on the RET process.
1271	Executive Summary	ES-4	ES.2.3.	Kelly Obrien	DON	3rd paragraph "under the No Build Alternative…" Communities need REAL value for the disruption. Would the communities benefit?		The first part of this paragraph relates to the No Build Alternative. The second part of the paragraph, and subsequent paragraphs, discuss the benefits of the Build Alternatives. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, and Appendix G, Environmental Justice, of the Final EIS for more information on benefits and impacts to the community. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1272	Executive Summary	ES-4	ES.2.3.	Kelly Obrien	DON	4th paragraph 2nd column: Is there integration here? Is this improvement to access just mean transportation access? Being able to get to the door and get inside the door are 2 different things. Any accounting for this or is this just a statement of hope		The statement referenced refers to transportation access, as the project is a transportation project.
1273	Executive Summary	ES-5	ES.3	Kelly Obrien	DON	"the Board did not identify a preferred alternative in the CID" Did outreach?		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1274	Executive Summary	ES-6	ES.3.1.	Kelly Obrien	DON	1st paragraph 3rd column "the Delridge Station was identified…" All areas with significant communities of color		Correct. This text refers to the identification of the Delridge Station as the M.O.S. in part because terminating there would still provide for high capacity transit access for the communities listed.

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1275	Executive Summary	ES-7	ES 3.1.1.1	Kelly Obrien	DON	So by page 7 I ask, is this supposed to be a general audience friendly document? Gosh it's dense!		Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.
1276	Executive Summary	ES-12	Table ES-2	Kelly Obrien	DON	There must be some place where we know the demographics of these potential residential displacements?	West Seattle (DUW, DEL, WSJ)	Please see Appendix G, Environmental Justice, of the Final EIS for information on demographics.
1277	Executive Summary	ES-22	ES.3.1.1.4.	Kelly Obrien	DON	Why are fewer neighborhood impacts not determinative? It's like trying to balance things that may have not to be balanced! It's definitely confusing to the reader.	West Seattle (DUW, DEL, WSJ)	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
1278	Executive Summary	ES-27	ES.3.1.2.2.	Kelly Obrien	DON	This seems so dismissive of some real impacts! There could be more caring language here!	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1279	Executive Summary	ES-28	ES.3.1.2.2.	Kelly Obrien	DON	There are too many referrals to specific displacements in communities of color for some of the analysis that comes later which says there are not. Racist effects are cumulative.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1280	Executive Summary	ES-29	ES.3.1.2.2.	Kelly Obrien	DON	Table ES-5, 5th Avenue Deep Station Option (CID-2b) column: this seems like an easy decision	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1281	Executive Summary	ES-43	ES 6.2.2.	Kelly Obrien	DON	Re: "the populations in WSLE study area (1st column 1st paragraph) " Okay... so this is the first analytical issue. There is a proportionality misunderstanding in how we approach racial equity work. we must look at the effects on those most harmed, not those most harmed compared to everybody else.	All (Systemwide)	The Executive Summary presents a summary of the RET process. Please see Appendix G, Environmental Justice, of the Final EIS for further information on demographic data. While this data provides information regarding concentrations of specific populations, the entire project corridor is evaluated for potential disproportionate impacts to people of color and low income populations regardless of the demographic data.
1282	Executive Summary	ES-43	ES 6.2.2.	Kelly Obrien	DON	Re: "the populations in WSLE study area (1st column 1st paragraph final sentence) " With so many adverse impacts listed for different stations is the analytical lack of impact a mathematical issue. There aren't that many of them, so they aren't adversely affected? This is counter to the methods of our partnered RET process.		The Executive Summary presents a summary of the Environmental Justice analysis. Please see Appendix G, Environmental Justice, of the Final EIS for information on the RET process.
1283	Executive Summary	ES-43	ES 6.2.2.	Kelly Obrien	DON	Re: "the populations in 1st column 3rd paragraph final sentence, The RST work should clue us into the fact the communities of color and low income populations experience disparate impacts. distribution of impacts for the general population could never equal the impact similar distribution in communities of color.	All (Systemwide)	The Executive Summary presents a summary of the Environmental Justice analysis. Please see Appendix G, Environmental Justice, of the Final EIS for information on the RET process.
1284	Executive Summary	ES-43	ES 6.2.2.	Kelly Obrien	DON	Re: "the populations in 1st column 4th paragraph sentences 1 & 2, What sort of contradictory stuff is this? Are there impacts or not?!?		The Executive Summary presents a summary of the Environmental Justice analysis. Please see Appendix G, Environmental Justice, of the Final EIS for more information.
1285	Executive Summary	ES-43	ES 6.2.2.	Kelly Obrien	DON	RE: 2nd column 2nd paragraph, Clearly using the racial equity toolkit as a sign off for this work without acknowledging that it's supposed to affect decision making processes. This needs to be uplifted in this document. The RET is not worth just a paragrah in the ES.		The Executive Summary presents a summary of the Environmental Justice analysis. Please see Appendix G, Environmental Justice, of the Final EIS for information on the RET process.
1286	Executive Summary	ES-43	ES 6.2.2.	Kelly Obrien	DON	RE: 3rd column 2nd paragraph, final 5 sentences, additional RET content could perhaps be uplifted here... how did the RET really inform this part of the process?	All (Systemwide)	The Executive Summary presents a summary of the Environmental Justice analysis. Please see Appendix G, Environmental Justice, of the Final EIS for information on the RET process.
1287	Executive Summary	ES-45	ES.9	Kelly Obrien	DON	RE: final two sentences of ES.9 is that it? I'm not sure that's it!	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1288				SCL	SCL	What about access to SSC for construction for permanent footing shown on SCL property?	West Seattle (DUW, DEL, WSJ)	Sound Transit will continue coordinating with Seattle City Light during final design regarding any project components on Seattle City Light facilities.
1289				SCL	SCL	Add discussion regarding major utility impacts. 230 kV relocation to 6th Ave S would/may require full/partial closures to installed drilled pier foundations and erect poles to maintain required clearances to energized lines, which would include the existing 26 kV line along the west/east side of 6th Ave S. Depending on timing of utility relocation work, may have impacts	All (Systemwide)	See response to comment 72.
1290	Utilities	Pg. 4.2.15-5		SCl	SCL	100' for all major utilities or all utilities? Need to clarify. If analysis includes all non major utilities, then 100' may need to be expanded. Please include the proposed 230 kV alignment(s) along 6th Aver S within the project area as we think it is out of the 100' analysis.	All (Systemwide)	The 100-foot study area is what is specified in the methodology document and per the methods, only major utilities are included. The proposed 230-kV transmission line is included in Section 4.15 of the Final EIS and is in the project study area.
1291	Utilities	Pg. 4.3.3-13		SCL	SCL	Change : "to any SCL infrastructure necessary"	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1292	Utilities	Pg. 4.3.15-1		SCL	SCL	Impacts to utility customers are not fully known as construction methods and final designs may affect SCL customers. SCL's position is that ST work to minimize, if feasible, the number of outages needed to construct all of these alternatives. Specific to the 230 kV corridor, we need to really take hard look at service disruptions and how to maintain service to our customers and system reliability during the time frame of construction to ensure that additional mitigation measures are not required.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1293	Utilities	Pg. 4.3.15-2		SCL	SCL	Change to: "Sound Transit did not evaluate or inventory impacts to minor utilities but will evaluate and inventory as the design(s) are progressed from preliminary to final design(s)."	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1294	Utilities	Pg. 4.3.15-2		SCL	SCL	Suggest changing to "In some cases, utilities may need to be relocated to adjacent rights of way and/or require additional easement(s) from affected private properties."	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1295	Utilities	Pg. 4.3.15-5		SCL	SCL	Add language to clarify that other alternative routes for the 230 kV line relocation may be considered, such as along 4th Ave S.	All (Systemwide)	Clarified that, based on coordination to date between Sound Transit and Seattle City Light, 6th Avenue South has been identified as the preferred corridor for relocation of the 230-kv lines.
1296	Utilities			SCL	SCL	Add "major" before utilities.	All (Systemwide)	Unclear what text is being referenced.
1297	Economics	General		SCL	SCL	Just curious to see how this doesn't affect businesses, especially if loading dock is blocked?	All (Systemwide)	Temporary impacts to businesses during construction is described in Section 4.3, Economics. Mitigation discussed in this section includes coordination with businesses during limited times of access.
1298	Utilities	TPSS		SCL	SCL	100' for all major utilities or all utilities? Need to clarify. If analysis includes all non major utilities, then 100' may need to be expanded. Please include the proposed 230 kV alignment(s) along 6th Aver S within the project area as we think it is out of the 100' analysis.	All (Systemwide)	The 100-foot study area is what is specified in the methodology document and per the methods, only major utilities are included. The proposed 230-kV transmission line is included in Section 4.15 of the Final EIS and is in the project study area.
1299	Utilities	L50-GSP104		SCL	SCL	Change : "to any SCL infrastructure necessary"	All (Systemwide)	Edit made in Section 4.15, Utilities, of the Final EIS.
1300	Utilities	L50-GSP105		SCL	SCL	Impacts to utility customers are not fully known as construction methods and final designs may affect SCL customers. SCL's position is that ST work to minimize, if feasible, the number of outages needed to construct all of these alternatives.	All (Systemwide)	Comment noted. Sound Transit will continue to coordinate with City of Seattle regarding utility relocation.
1301	Utilities	L50-GSP106		SCL	SCL	115 kV UG transmission line is located in this area. As noted in the engineering work groups, SCL has commented that minimal temporary and permanent clearances need to made to these lines and ST will need to evaluate impacts to these existing UG facilities to ensure they are not impacted by the construction and operation of the preferred and alternative alignments. Transmission line outages are generally not allowed and take up to one year to schedule in advance, if even possible.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1302	Appendix J - Conceptual Design Drawings	L50-GSP107		SCL	SCL	SCL facilities are not surveyed and included in the ST drawing. Therefore all the conflicts mentioned below may not be in direct conflict with the ST3 alignment. Where the ST3 elevated alignment is not in direct conflict with SCL OH line, proper horizontal clearance must be maintained per SCL construction standards.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1303	Appendix J - Conceptual Design Drawings	L50-GSP107		SCL	SCL	TPSS source stated below are conceptual. Loads at this time is not provide, therefore unknown. Additional UG/OH feeder, and installation of Vista switches may be required System planning will need to study the load and require major feeder upgrade work to feed TPSS.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1304	Appendix J - Conceptual Design Drawings	L50-GSP108		SCL	SCL	SCL double gain OH 26kV feeders on both sides of Elliott Ave W in conflict with ST3 alignment	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1305	Appendix J - Conceptual Design Drawings	L50-GSP109		SCL	SCL	SCL double gain OH 26kV feeders on both sides of Elliott Ave W, and OH feeder ties in conflict with ST3 alignment	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1306	Appendix J - Conceptual Design Drawings	L50-GSP110		SCL	SCL	ST3 alignment crossing Magnolia Bridge in conflict with double gain OH 26kV feeder	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1307	Appendix J - Conceptual Design Drawings	L50-GSP306, L50-GSP307		SCL	SCL	ST3 alignment in conflict with OH 26kV feeder on W Armory Way	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1308	Appendix J - Conceptual Design Drawings	L50-GSP706		SCL	SCL	ST3 alignment in conflict with OH 26kV feeder on W Barrett St	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1309	Appendix J - Conceptual Design Drawings	L50-GSP707		SCL	SCL	ST3 alignment in conflict with double gain OH 26kV feeder on W Dravus St	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1310	Appendix J - Conceptual Design Drawings	L50-GSP808		SCL	SCL	ST3 alignment in conflict with OH 26kV feeders and local distribution on 17th Ave W, Thorndyke Ave W, 16th Ave W, W Ruffner St, 14th Ave W,	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1311	Appendix J - Conceptual Design Drawings	L50-GSP809		SCL	SCL	ST3 alignment in conflict with OH 26kV feeders and local distribution on W Nickerson St, 13th Ave W, W Ewing St, 14th Ave W, NW 45th St, NW 46th St,	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1312	Appendix J - Conceptual Design Drawings	L50-GSP308		SCL	SCL	ST3 alignment in conflict with OH 26kV feeders and local distribution on NW Leary Way, 14th Ave W, NW 49th St, NW 50th St, NW 51st St, NW 52nd St, NW 53rd St, NW 54th St, NW Market St, NW 56th St, NW 57th St, NW 58th St,	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1313	Appendix J - Conceptual Design Drawings	L50-GSP309		SCL	SCL	ST3 alignment in conflict with double gain OH feeder on 15th Ave NW	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1314	Appendix J - Conceptual Design Drawings	L50-GSP310		SCL	SCL	ST3 alignment in conflict with OH line/feeder on 15th Ave NW and W Newton St, and W Armory Way	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1315	Appendix J - Conceptual Design Drawings	L50-GSP702		SCL	SCL	ST3 alignment in conflict with OH line/feeder on W Barrett St, and W Dravus St	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1316	Appendix J - Conceptual Design Drawings	L50-GSP104		SCL	SCL	ST3 alignment in conflict with double gain OH feeder on 15th Ave NW, W Bertona St, W Ruffner St , 14th Ave NW and the Alley Between 14th Ave NW and 15th Ave NW	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1317	Appendix J - Conceptual Design Drawings	L50-GSP106		SCL	SCL	ST3 alignment in conflict with OH 26kV feeders and local distribution on W Nickerson St, 13th Ave W, and W Ewing St,	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1318	Appendix J - Conceptual Design Drawings	L50-GSP304		SCL	SCL	ST3 alignment in conflict with OH line/feeder on 15th Ave NW, W Barrett St, W Dravus St, W Bertona St, W Nickerson St, W Ruffner St, and W Emerson St	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1319	Appendix J - Conceptual Design Drawings	L50-GSP305		SCL	SCL	ST3 alignment in conflict with OH line/feeder on W Emerson St, Shilshole Ave N, NW 46th St, and NW Ballard Way	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1320	Appendix J - Conceptual Design Drawings	L50-GSP705		SCL	SCL	ST3 alignment in conflict with OH line/feeder and underground feeder on NW Ballard Way, NW Leary Way, NW 49th St, NW 50th St, and NW 51st St, and 15th Ave NW	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1321	Appendix J - Conceptual Design Drawings	L50-GSP108		SCL	SCL	TPSS source at Southlake Station on Roy St	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1322	Appendix J - Conceptual Design Drawings	L50-GSP110		SCL	SCL	TPSS source from W Harrison ST and 4th Ave W. OH Reconductoring may be required.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1323	Appendix J - Conceptual Design Drawings	L50-GSP808		SCL	SCL	TPSS source form 15th Ave W or W Garfield St	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1324	Appendix J - Conceptual Design Drawings	L50-GSP208		SCL	SCL	TPSS source from W Harrison ST and 4th Ave W. OH Reconductoring may be required.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1325	Appendix J - Conceptual Design Drawings	L50-GSP210		SCL	SCL	TPSS source on Elliott Ave W	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1326	Appendix J - Conceptual Design Drawings	L50-GSP510		SCL	SCL	TPSS source on Elliott Ave W	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1327	Appendix J - Conceptual Design Drawings	L50-GSP308		SCL	SCL	TPSS source on 17th Ave W or Thorndyke Ave W	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1328	Appendix J - Conceptual Design Drawings	L50-GSP310		SCL	SCL	TPSS source on NW 52nd St. Major feeder upgrade/work in the area will be required.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1329	Appendix J - Conceptual Design Drawings	Appendix J L50-CYX107		SCL	SCL	TPSS source on W Dravus St	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1330	Appendix J - Conceptual Design Drawings	Appendix J G50-GZK056		SCL	SCL	TPSS source on 17th Ave W or Thorndyke Ave W	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1331	Appendix J - Conceptual Design Drawings	NORTH ARROW		SCL	SCL	TPSS source on NW 52nd St. Major feeder upgrade/work in the area will be required.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1332	Appendix J - Conceptual Design Drawings	TPSS		SCL	SCL	TPSS source on NW 52nd ST or 15th Ave NW. Major feeder upgrade may be needed	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1333	Appendix J - Conceptual Design Drawings	GENERAL		SCL	SCL	TPSS source on W Dravus St	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1334	Appendix J - Conceptual Design Drawings	L50-GSP718, L50-GSP118		SCL	SCL	TPSS source on NW 50th St. Feeder upgrade will be required.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1335	Appendix J - Conceptual Design Drawings	L50-GSP618		SCL	SCL	230 kV transmission pole height limit should be 175' above grade. That's the tallest height SCL equipment can reach.	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1336	Appendix J - Conceptual Design Drawings	L50-GSP119		SCL	SCL	Verify 115 kV crossing impacts around south lake union station with most current SCL transmission system map, attached.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1337	Appendix J - Conceptual Design Drawings	L50-GSP130		SCL	SCL	WOULD BE NICE TO HAVE CONSISTENCY WITH NORTH ARROW DIRECTION ON ALL DWG	All (Systemwide)	Comment noted.
1338	Appendix J - Conceptual Design Drawings	L50-GSP120		SCL	SCL	SOURCE STATED ARE POSSIBILITIES, EXTRA WORK (EXTRA POLE, RECONDUCTOR, RELOCATE EXISTING EQUIPMENT, ETC) MAYBE REQUIRED TO SERVE TPSS. LOADS UNKNOWN.	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1339	Appendix J - Conceptual Design Drawings	L50-GSP121		SCL	SCL	SOME AREAS WHERE ELEVATED STRUCTURE NOT AFFECTING OVERHEAD WIRES BUT SUPPORTING COLUMNS MAY BE IN CONFLICT WITH POLE LINES: THIS IS WHAT IS MEANT BELOW WHEN IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1340	Appendix J - Conceptual Design Drawings	L50-GSP122		SCL	SCL	@LANDER ST: PROPOSED LANDER OVERCROSSING STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1341	Appendix J - Conceptual Design Drawings	L50-GSP619		SCL	SCL	@LANDER ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1342	Appendix J - Conceptual Design Drawings	L50-GSP630		SCL	SCL	@4TH AVE S: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1343	Appendix J - Conceptual Design Drawings	L50-GSP620		SCL	SCL	@6TH AVE S: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1344	Appendix J - Conceptual Design Drawings	L50-GSP621		SCL	SCL	@2ND AVE S, 1ST AVE S, COLORADO AVE S: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.

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1345	Appendix J - Conceptual Design Drawings	L50-GSP622		SCL	SCL	@DUWAMISH AVE S, ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1346	Appendix J - Conceptual Design Drawings	L50-GSP719		SCL	SCL	@SW MARGINAL PL, POSSIBLE ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1347	Appendix J - Conceptual Design Drawings	L50-GSP730		SCL	SCL	SAME AS NOTE #3 (Comment #368 on this spreadsheet)	All (Systemwide)	Sound Transit will continue to coordinate with Seattle City Light as design advances.
1348	Appendix J - Conceptual Design Drawings	L50-GSP720		SCL	SCL	SAME AS NOTE #4 (Comment #369 on this spreadsheet)	All (Systemwide)	Sound Transit will continue to coordinate with Seattle City Light as design advances.
1349	Appendix J - Conceptual Design Drawings	L50-GSP729		SCL	SCL	SAME AS NOTE #5 (Comment #370 on this spreadsheet)	All (Systemwide)	Sound Transit will continue to coordinate with Seattle City Light as design advances.
1350	Appendix J - Conceptual Design Drawings	L50-GSP123		SCL	SCL	@DUWAMISH AVE S, ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1351	Appendix J - Conceptual Design Drawings	L50-GSP124		SCL	SCL	@SW MARGINAL PL, POSSIBLE ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1352	Appendix J - Conceptual Design Drawings	L50-GSP823		SCL	SCL	SAME AS NOTE #3 (Comment #368 on this spreadsheet)	All (Systemwide)	Sound Transit will continue to coordinate with Seattle City Light as design advances.
1353	Appendix J - Conceptual Design Drawings	L50-GSP823		SCL	SCL	SAME AS NOTE #4 (Comment #369 on this spreadsheet)	All (Systemwide)	Sound Transit will continue to coordinate with Seattle City Light as design advances.
1354	Appendix J - Conceptual Design Drawings	L50-GSP223		SCL	SCL	@2ND AVE S, COLORADO AVE S: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1355	Appendix J - Conceptual Design Drawings	L50-GSP223		SCL	SCL	@6TH AVE S, 4TH AVE S, 2ND AVE S: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1356	Appendix J - Conceptual Design Drawings	L50-GSP224		SCL	SCL	@S DAKOTA St, 25TH AVE SW: STATION CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.

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1357	Appendix J - Conceptual Design Drawings	L50-GSP1023		SCL	SCL	@ 26TH AVE SW, SW AVALON WAY: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1358	Appendix J - Conceptual Design Drawings	L50-GSP1023		SCL	SCL	@SW ANDOVER ST, ELEVATED STRUCTURE CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1359	Appendix J - Conceptual Design Drawings	L50-GSP1023		SCL	SCL	@25TH AVE SW: STATION CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1360	Appendix J - Conceptual Design Drawings	L50-GSP1024		SCL	SCL	@SW ANDOVER ST, DELRIDGE WAY SW: ELEVATED STRUCTURE CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1361	Appendix J - Conceptual Design Drawings	L50-GSP423		SCL	SCL	@SW DAKOTA ST, 25TH AVE SW: ELEVATED STRUCTURE/STATION IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1362	Appendix J - Conceptual Design Drawings	L50-GSP423		SCL	SCL	@~SB-W-294+00 TO SB-W-298+00: ELEVATED STRUCTURE CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1363	Appendix J - Conceptual Design Drawings	L50-GSP424		SCL	SCL	@SW ANDOVER ST, DELRIDGE WAY SW: ELEVATED STRUCTURE CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1364	Appendix J - Conceptual Design Drawings	L50-GSP424		SCL	SCL	@SW DAKOTA ST, 25TH AVE SW: ELEVATED STRUCTURE/STATION IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1365	Appendix J - Conceptual Design Drawings	L50-GSP1123		SCL	SCL	@26TH AVE SW, SW GENESEE ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1366	Appendix J - Conceptual Design Drawings	L50-GSP1123		SCL	SCL	ALONG SW GENESEE ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.

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1367	Appendix J - Conceptual Design Drawings	L50-GSP1123		SCL	SCL	@SW ANDOVER ST, DELRIDGE WAY SW: ELEVATED STRUCTURE/STATION CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1368	Appendix J - Conceptual Design Drawings	L50-GSP323		SCL	SCL	@25TH AVE SW, 26TH AVE SW: ELEVATED STRUCTURE/STATION IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1369	Appendix J - Conceptual Design Drawings	L50-GSP324		SCL	SCL	ALONG SW GENESEE ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1370	Appendix J - Conceptual Design Drawings	L50-GSP324		SCL	SCL	@SW AVALON WAY: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1371	Appendix J - Conceptual Design Drawings	L50-GSP523		SCL	SCL	ALONG DELRIDGE WAY SW BETWEEN 22ND AVE SW AND SW DAKOTA ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1372	Appendix J - Conceptual Design Drawings	L50-GSP324		SCL	SCL	@25TH AVE SW, 26TH AVE SW: ELEVATED STRUCTURE/STATION IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1373	Appendix J - Conceptual Design Drawings	L50-GSP324		SCL	SCL	ALONG SW GENESEE ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1374	Appendix J - Conceptual Design Drawings	L50-GSP523		SCL	SCL	@23RD AVE SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1375	Appendix J - Conceptual Design Drawings	L50-GSP524		SCL	SCL	ALONG SW AVALON WAY: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1376	Appendix J - Conceptual Design Drawings	L50-GSP925		SCL	SCL	@SW GENESEE ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.

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1377	Appendix J - Conceptual Design Drawings	L50-GSP925		SCL	SCL	@23RD AVE SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1378	Appendix J - Conceptual Design Drawings	L50-GSP926		SCL	SCL	@SW YANCY ST AND ALONG SW AVALON WAY: ELEVATED STRUCTURE IN CONFLICT WITH OVER WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1379	Appendix J - Conceptual Design Drawings	L50-GSP125		SCL	SCL	@SW GENESEE ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1380	Appendix J - Conceptual Design Drawings	L50-GSP125		SCL	SCL	@SW AVALON WAY, 32ND AVE SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1381	Appendix J - Conceptual Design Drawings	L50-GSP126		SCL	SCL	@32ND AVE SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1382	Appendix J - Conceptual Design Drawings	L50-GSP126		SCL	SCL	@SW GENESEE ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1383	Appendix J - Conceptual Design Drawings	L50-GSP625		SCL	SCL	ALONG FAUNTLEROY WAY SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1384	Appendix J - Conceptual Design Drawings	L50-GSP525		SCL	SCL	@SW EDMUNDS ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1385	Appendix J - Conceptual Design Drawings	L50-GSP616		SCL	SCL	@SW AVALON WAY: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1386	Appendix J - Conceptual Design Drawings	L50-GSP718, L50-GSP118, L50-GSP618		SCL	SCL	@FAUNTLEROY WAY SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.

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1387	Appendix J - Conceptual Design Drawings	L50-GSP620, L50-GSP720, L50-GSP729		SCL	SCL	@SW OREGON ST, 38TH AVE SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1388	Appendix J - Conceptual Design Drawings	L50-GSP722, L50-GSP123		SCL	SCL	@ SW ALASKA ST, SW EDMUNDS ST: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1389	Appendix J - Conceptual Design Drawings	L50-GSP1023, L50-GSP423, L50-GSP1123		SCL	SCL	@FAUNTLEROY WAY SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1390	Appendix J - Conceptual Design Drawings	L50-GSP323		SCL	SCL	@32ND AVE SW: ELEVATED STRUCTURE IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1391	Appendix J - Conceptual Design Drawings	L50-GSP523, L50-GSP524		SCL	SCL	@HOLGATE ST: PROPOSED OVERCROSSING IN CONFLICT WITH OVERHEAD WIRES	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1392	Appendix J - Conceptual Design Drawings	L50-GSP926		SCL	SCL	TPSS SOURCE MOSTLY LIKE FROM 6TH AVE S OR S BAYVIEW ST	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1393	Appendix J - Conceptual Design Drawings	L50-GSP126		SCL	SCL	TPSS SOURCE FROM 1ST AVE S, SOUTH OF S SPOKANE ST	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1394	Appendix J - Conceptual Design Drawings	L50-GSP226		SCL	SCL	TPSS SOURCE FROM 23RD AVE SW AND SW CHARLESTOWN ST	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1395	Appendix J - Conceptual Design Drawings	L50-GSP426		SCL	SCL	TPSS SOURCE FROM 23RD AVE SW AND SW CHARLESTOWN ST	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1396	Appendix J - Conceptual Design Drawings	L50-GSP626		SCL	SCL	TPSS SOURSE ON 38TH AVE SW AND SW YANCY ST	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1397	Appendix J - Conceptual Design Drawings	L50-GSP526		SCL	SCL	TPSS SOURCE ON SW YANCY ST	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1398	Appendix J - Conceptual Design Drawings	L50-GSP714, L50-GSP514		SCL	SCL	TPSS SOURCE FROM SW OREGON ST AND 40TH AVE SW	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1399	Appendix J - Conceptual Design Drawings	L50-GSP114, L50-GSP414		SCL	SCL	TPSS SOURCE ON SW OREGON ST AND 38TH AVE SW	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1400	Appendix J - Conceptual Design Drawings	L50-GSP314		SCL	SCL	TPSS SOURCE ON SW OREGON ST AND 41ST AVE SW	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1401	Appendix J - Conceptual Design Drawings	Pg. 4.3.1-1		SCL	SCL	TPSS SOURCE ON 42ND AVE SW	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1402	Appendix J - Conceptual Design Drawings	Pg. 4.3.1-7		SCL	SCL	TPSS SOURCE ON SW OREGON ST AND 40TH AVE SW	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.

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1403	Appendix J - Conceptual Design Drawings	Pg. 4.2.15-3		SCL	SCL	TPSS SOURCE ON SW OREGON ST AND 41ST AVE SW	All (Systemwide)	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the City of Seattle on this topic as design advances.
1404	Appendix J - Conceptual Design Drawings	Pg. 4.3.2.6		SCL	SCL	TPSS SOURCE SEATTLE BLVD S: WILL REQUIRE EXTENSIVE REWORK AND VISTA SWITCH ON PRIVATE PROPERTY AND NEW DBANKS TO CONNECT TO EXISTING SYSTEM	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1405	Appendix J - Conceptual Design Drawings	Pg. 4.3.2.6		SCL	SCL	TPSS SOURCE ON 6TH AVE S AND S CHARLES ST	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1406	Appendix J - Conceptual Design Drawings	Pg. 4.3.15-6		SCL	SCL	TPSS SOURCE ON 6TH AVE S AND AIRPORT WAY S	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1407	Acquisitions, Displacements, and Relocations	12		SCL	SCL	Impacts should also include easements/property rights for required utility relocations	All (Systemwide)	As described in Section 4.1, Acquisitions, Displacements, and Relocations, easements were not included in the EIS evaluation because easements would not require displacement of surface uses. Identifying all easements is not needed for identifying significant adverse effects or comparison of alternatives.
1408	Acquisitions, Displacements, and Relocations	12		SCL	SCL	include "permanently" before …displace existing uses…		This text was already in the WSBLE Draft EIS. No change for West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1409	Utilities	63		SCL	SCL	This should also include "overhead" utilities		This text was already in the WSBLE Draft EIS. No change for West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1410	Land Use	66		SCL	SCL	Temporary rights over the City Light Interbay Substation will require reversion to City Light. The project will need to address project compatibility with the substation. Any permanent acquisition of the property will require a replacement site to accommodate utility system impacts		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1411	Land Use	70		SCL	SCL	Land use mitigation will be required to address impacts to the Interbay Substation		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1412	Utilities	61		SCL	SCL	Mitigation will be required to address impacts to the Interbay Substation, specifically impacts will require a replacement site and mitigation measures to address system impacts.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1413		4.2.3-6		SCL	SCL	The actual number of major utility conflicts was not corroborated with the conceptual drawings as shown on Appendix J. SCL cannot confirm that the number of conflicts with major SCL facilities identified within Table 4.15-1 is consistent with the conceptual drawings. In addition, addition system impacts of voltages less than 230 kV need to be included for further analysis in the EIS phase.	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1414	Appendix J - Conceptual Design Drawings	4.2.3-14		SCL	SCL	1.These review comments are exclusively for SCL Network. This plan also needs to be reviewed by SCL Street Lighting, SCL Communication and SCL URD engineering and Transmission engineering groups. 2.New note: This note still applies. There are existing SCL duct banks and vaults throughout the project areas that are NOT SHOWN AT ALL in the plan design drawings. Please accurately show all SCL facilities (SHOW TO SCALE). Contact Michael.Walton@Seattle.gov from the Network GIS Mapping group to provide map data that displays the horizontal location of City Light's civil infrastructure in the Downtown, South Lake Union, First Hill, and U District areas. Previously noted by SCL (02/12/2019): There are existing SCL duct banks and vaults throughout the project areas that are NOT SHOWN AT ALL in the plan design drawings. Please accurately show all SCL facilities (SHOW TO SCALE).	All (Systemwide)	Comment noted. See Appendix L4.15, Utilities, of the Final EIS for information on potential conflicts with major utilities as defined in Section 4.15, Utilities. Potential conflicts with minor utilities will be evaluated as the design progresses from conceptual design to final design. Sound Transit will continue to coordinate with utility providers regarding potential conflicts with major and minor utilities as design advances.
1415	L4.1 Potentially Affected Parcels	4.2.3-8		SCL	SCL	"…such as by loss of parking or access." Recommend deleting this statement or further qualifying; loss of access maybe a policing issue (right turn only) and would not trigger acquisition; loss of parking also may be addressed in the land use code relative to the nature of the property use.		This is an example and not meant to indicate all parcels with change in parking or access would need to be acquired. Each property is reviewed for site-specific circumstances. No change.
1416	L4.1 Potentially Affected Parcels	4.3.3-10		SCL	SCL	Temporary construction easements should be further qualified to reflect the unknowns at this stage		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1417	L4.1 Potentially Affected Parcels	4.3.3-15		SCL	SCL	The listed parcel (WS20008) is the City Light South Service Center. Any impacts to the site must be carefully mitigated as the site is severely constrained.		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1418	L4.1 Potentially Affected Parcels	5-10		SCL	SCL	Impacts to these parcels (WS20002, WS20004, WS20006) will require additional review as the design progresses.		Sound Transit will continue to coordinate with Seattle City Light regarding use of these properties as design advances, if they are affected by the project selected to be built.

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1419	L4.1 Potentially Affected Parcels	5-11		SCL	SCL	Parcel BD20020 is the City Light Interbay substation, any impacts to the site require replacement mitigation and must further mitigate system impacts		A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1420	L4.1 Potentially Affected Parcels	5-13		SCL	SCL	This statement does not align with the current understanding of Seattle's real estate market. Additional qualifiers need to be added to address the limited housing supply (Seattle/Regionally)		Information on relocation opportunities has been updated for the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1421	Utilities	5-13		SCL	SCL	Include plans for the Interbay substation together with the additional electric service to King County's Waste treatment facility	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1422	Ch 3 Transportation Enviornment and Consequences			Jonathan Williams	SDOT T&M	The impacts of loss of parking and loading/ADA access in certain areas (CID 5th Ave and near Seattle Center) may constitute an impact requiring mitigation to maintain local access and has not been fully detailed in the DEIS.	Downtown	Please see Section 3.6, Affected Environment and Impacts During Operation - Parking, of the Final EIS for more information on parking impacts, including effect to loading and Americans with Disabilities Act parking. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1423	Appendix G - Environmental Justice	1-3	8-9	Vera Giampietro	OPCD	Statements about impacts to low income communities and communities of color should be carefully stated to be clear and nuanced so that a broad public audience can understand their implications. Please clarify in more detail what "similarly affected" means to Sound Transit. The City's RET work and leading Racial Equity efforts clearly communicate that "equal treatment" is not equitable where communities of color or other historically harmed communities are concerned. "Similarly impacted" seems to miss that key concept.		The text referenced is from the document cited at the end of the sentence, "Environmental Justice Policy Guidance for Federal Transit Administration Recipients," published by FTA in 2012. Similarly affected means that environmental justice populations would not be disproportionately affected. The analysis notes where these populations could be disproportionately affected.
1424	Appendix G - Environmental Justice	3-15	17-23	Vera Giampietro	OPCD	If this is meant to set the context for the CID, it needs more about the relative size of the CID, the fact that if parts of it are removed they may never return, that housing affordability within the CID may be significantly diminished as an indirect impact of the project, and that there are people who come from all over the region to be in the CID as a cultural hub.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1425	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Please study the mix-and-match alternative refinements that the City has sent over to Sound Transit to date.	All (Systemwide)	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS for a description of changes to alternatives between the Draft EIS and the Final EIS, which considered input from agencies and the public. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1426	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Please study a Smith Cove alternative that avoids the "Elliott Snake" and avoids the significant impacts to the Queen Anne hillside that are created by the SIB-2 and SIB-3 alternatives.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1427	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Please study new or refined Delridge alternatives that better serve the community in terms of location and TOD potential without displacing large swathes of homes.	West Seattle (DUW, DEL, WSJ)	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS for a description of why Preferred Option DEL-6b and Alternative DEL-7 were developed for the Final EIS. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on residential displacements.
1428	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all areas under guideways, study a variety of options for how to repurpose this space so that it benefits local communities. Example studies should include multi-use trails, green recreational space (programmed or unprogrammed), and Electric Vehicle charging stations. Please also consult the Co-Planning comments for each station for additional ideas for what to study below guideways.	All (Systemwide)	Ground plane improvements will be studied and refined during final design. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1429	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For the DEL-5 and DEL-6, study developing site plan as a transfer center. Move bus bays within the TOD site, along with waiting areas and convenience retail (if feasible) or human services. Alternatively, move bus bays to Andover, and study relocation of Nucor access point.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects one of these alternatives as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS for a description of why Preferred Option DEL-6b and Alternative DEL-7 were developed for the Final EIS.
1430	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	DEL-5 and DEL-6, study Andover, 26th Ave and Charlestown reconstructed as low-car streets.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects one of these alternatives as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1431	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	DEL-1a and DEL-1b, study a vertical conveyance system that does not require a two-stage elevator journey.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects one of these alternatives as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.

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1432	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all stations and alternatives, study joint Equitable Transit Oriented Development to the extent necessary to achieve integrated entrances within urban fabric. We encourage Sound Transit to maximize usable floor area for affordable housing, living wage jobs, and other community-supportive uses, making the most of acquired property.	All (Systemwide)	Please see Section 4.2, Land Use, of the Final EIS for more information on TOD and Equitable TOD. A separate study on TOD has been conducted by Sound Transit and results have been incorporated into the Final EIS section. Sound Transit will promote Equitable TOD as identified by the their Equitable Transit Oriented Development Policy in 2018 (Board Resolution No. R2018-10). An additional study of TOD is being prepared by Sound Transit for the preferred alternative outside of the Final EIS process.
1433	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Alaska Junction WSJ- 3a, WSJ-4, WSJ-5. Study an additional entrance to station on the west side of 41st to provide access closer to and from the California Avenue commercial corridor .	West Seattle (DUW, DEL, WSJ)	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS for a description of changes to alternatives since publication of the Draft EIS. Preferred Option WSJ-5b was added as a refinement to Draft EIS Alternative WSJ-5 (now Alternative WSJ-5a) to shift the Alaska Junction Station entrance closer to 42nd Avenue Southwest, which is closer to the Alaska Junction.
1434	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Alaska Junction WSJ-2. Alaska/Fauntleroy intersection becomes major crossing with this alternative. For safer crossing, study additional upgrades that complement or are in line with Fauntleroy Street Improvement/Boulevard Project opportunities.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects this alternative as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances. Please see Section 3.8, Affected Environment and Impacts during Operation - Safety, of the Final EIS, which does not identify safety impacts at this intersection.
1435	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Study providing bike parking, either short or long term, at each entrance for each station alternative.	All (Systemwide)	Please see Section 2.1.2.2, Stations, of the Final EIS for information on bicycle parking at stations. Please also see Appendix J, Conceptual Design Drawings, of the Final EIS.
1436	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Study providing dual elevators at each entrance for each station alternative to provide people with limited mobility the opportunity to enter at the most convenient entrance. Dual elevators provide redundancy in the case of an elevator out of order.	All (Systemwide)	Dual elevators were considered where appropriate based on anticipated ridership at each station. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1437	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Study providing restrooms at each station alternative to provide essential human facilities as should be expected from a public facility.	All (Systemwide)	The Sound Transit Board approved Resolution 2021-15, Passenger Restroom Policy Update, in October 2021. This policy update established criteria for when restrooms should be included at stations. This policy will be applied to the West Seattle Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1438	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Alaska Junction WSJ-1. Study providing a grade-separated crossing for pedestrians across Alaska.	West Seattle (DUW, DEL, WSJ)	Sound Transit will continue to coordinate with the City of Seattle as design advances. Please see Section 3.8, Affected Environment and Impacts during Operation - Safety, of the Final EIS, which does not identify safety impacts at this intersection.
1439	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	DEL-5 and DEL-6. Study relocation of Nucor Steel access to minimize modal conflicts for bus, ped, bike, and drop-off and organize movement at a controlled intersection.	West Seattle (DUW, DEL, WSJ)	Sound Transit will continue to coordinate with the City of Seattle as design advances. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS. Nucor Steel access was considered in the development of station access.
1440	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Study providing hygiene stations and restrooms within joint development at stations and alternatives in the Downtown core.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1441	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	DEL-1a and DEL-1b. Study making 25th transit, bike, and ped only, and TOD local access street. Create a bus zone at the center of the site. Reroute bus transfer off Delridge to avoid requiring pedestrians to cross major street. Study full and partial vacation of 25th.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects one of these alternatives as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1442	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Study all station alternatives providing 24' of sidewalk space (head house façade to curb edge) at station entrances.	All (Systemwide)	Station entrances will be designed to accommodate expected pedestrian flows and meet Americans with Disabilities Act requirements and applicable design standards at the time of permitting (such as Seattle Streets Illustrated, Standard Plans for Municipal Construction, the Seattle Land Use Code and Light Rail Facility Construction and Construction Impacts sections of the Seattle Municipal Code) or a standard agreed to by Sound Transit and the City of Seattle. Currently, Streets Illustrated requires 18 feet of sidewalk width. As described in Section 3.7, Affected Environment and Impacts During Operation - Non-motorized Facilities, of the Final EIS, Sound Transit will coordinate with the City of Seattle on specific sidewalk width requirements through the final design process.
1443	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	All DEL-1 and DEL-2 alts. Study shifting the NE station entrance south to provide additional space at north edge, and an additional 10' where bus bays are located.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects one of these alternatives as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.

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1444	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	All DEL-1 and DEL-2 alts. Study a mid-block pedestrian access from Delridge Way to 25th between Genessee and Dakota; align with station box to improve sightlines. Study developing a "high street" with small businesses, retail (if feasible), and uses that serve both local community and bus transfer riders.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects one of these alternatives as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1445	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	DEL-2a and DEL-2b. Study 26th to be reconstructed as low-car or transit "slow street" with bus bays on 26th or Dakota.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects one of these alternatives as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1446	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Evaluate the potential for joint or co-development of all station alternatives including the following uses: potential retail, vending, busking, and other types of culturally appropriate business activity at all station alternatives, including within the paid fare zone. This could be included in the TOD study.	All (Systemwide)	A separate study on Transit Oriented Development has been conducted by Sound Transit. Please see Section 4.2, Land Use of the Final EIS for more information on Transit Oriented Development. Joint development will be considered as design advances and Sound Transit will continue to coordinate with the City of Seattle. An additional study of Transit Oriented Development is being prepared by Sound Transit for the preferred alternative outside of the Final EIS process.
1447	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	DEL-3 and DEL-4. Study shifting station to east or west of right-of-way to lessen impact on street and improve functionality of circulation. Opportunity to use space under the guideway for additional ped, bike, and bus integration.	West Seattle (DUW, DEL, WSJ)	This refinement could potentially be studied during final design if the Sound Transit Board selects one of these alternatives as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1448	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Alaska Junction WSJ-2. Make crossing of Fauntleroy at 38th as safe as it can be; study design solutions to create safer pedestrian crossing. Explore reconfiguration of intersection to increase safety and legibility.	West Seattle (DUW, DEL, WSJ)	Sound Transit will continue to coordinate with the City of Seattle as design advances. Please see Section 3.8, Affected Environment and Impacts during Operation - Safety, of the Final EIS, which does not identify safety impacts at this intersection.
1449	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all stations and alternatives, study entrances into the station from joint development, similar to Westlake stations currently operating as Central Link.	All (Systemwide)	Joint development will be considered as design advances and Sound Transit will continue to coordinate with the City of Seattle.
1450	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	SODO-2 (214). Continue multi-use path treatment on north side of Lander through the station area. Consider a transition zone to two one-way PBLs at Sodo trail intersection (or 6th depending on safety considerations) for thru trips to destinations east of station. Look at location of bike parking and evaluate how those transition zones interact with patterns described above.	SODO/CID	This refinement could potentially be studied during final design if the Sound Transit Board selects this alternative as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1451	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	SODO-2 (214). Study diverting SODO Trail slightly to allow for larger plaza space. Consider that more space could be used to increase platform widths during interim period between Ballard and WS lines, but too much space might result in unanticipated/unsafe uses.	SODO/CID	This refinement could potentially be studied during final design if the Sound Transit Board selects this alternative as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1452	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	SODO-2 (214). Study vacating public ROW so development can be built to platform edge. Would allow TOD on both sides (east side more privately driven).	SODO/CID	This refinement could potentially be studied during final design if the Sound Transit Board selects this alternative as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1453	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	SODO-1a (215). Study pedestrian/bike easement to allow for pedestrians and cyclists to access the east side of the station from 5th Place South, which connects via S. Bayview Street to 6th Avenue South. The current SODO Trail is fenced along the east side, but if the development type changes east of the station, this connection could become desirable in the future.	SODO/CID	This refinement could potentially be studied during final design if the Sound Transit Board selects this alternative as the project to be built. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1454	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Both Midtown Alternatives. Study adding headhouse on Spring between 4th and 5th to serve First Hill.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1455	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Where space is constrained at stations, particularly along the Downtown segment, study below-grade bike parking options that provide direct connection to a station entrance.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1456	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Midtown DT-2. Study connecting the Seattle Public Library tunnel/garage to a station entrance at Midtown.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1457	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Midtown DT-2. Study streetscape improvements to Spring Street overpass to better serve First Hill.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1458	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all station alternatives, study including a mezzanine or other means of moving over tracks so that a rider is not required to go a significant distance away from a given station entrance. An example is the SODO-1a station, which should include an option to cross over the tracks near a given station entrance, particularly the north entrance, so that a rider doesn't have to circumnavigate city blocks simply to go in the other direction on the light rail system. If a rider misses their stop, they should be able to re-board in the opposite direction without going a great distance.	All (Systemwide)	Please see Appendix J, Conceptual Design Drawings, of the Final EIS. Sound Transit will continue to coordinate with the City of Seattle as design advances. See Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS, for more information on station access refinements for the preferred alternative.
1459	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Both Westlake Alts. Study upgrading existing Central Link entrances to the same level of design standards and identity as new entrances.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1460	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all station alternatives, study the feasibility of entrances (doorways) from each face of an entrance headhouse for better visual and physical access to the station.	All (Systemwide)	Direct sightlines to station entrances and other passenger experience components are being studied as part of preliminary engineering work. Station design will be advanced during final design. Sound Transit will continue to coordinate with the City of Seattle as design advances.

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1461	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all station alternatives, study the feasibility of providing entrances to headhouses at building and block corners wherever possible for better visual and physical access to the station.	All (Systemwide)	Direct sightlines to station entrances and other passenger experience components are being studied as part of preliminary engineering work. Station design will be advanced during final design. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1462	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all station alternatives, move venting and other non-active uses away from building facades.	All (Systemwide)	Please see Appendix J, Conceptual Design Drawings, of the Final EIS. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1463	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-1. Study adding an entrance in Whole Foods plaza due to high volume of pedestrian traffic at this location as well as potential for better connection to adjacent land uses and high-quality public spaces per TOD policy 2.4.1.b	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1464	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-1. Study adding an entrance on the NW corner of Denny and Westlake, at the site of the Discovery Center for better connection to adjacent land uses and high-quality public spaces per TOD policy 2.4.1.b.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1465	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-1. Study closing 9th Ave between Denny and Westlake to vehicles to create additional public realm space.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1466	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-1. Study making Blanchard a transit- and local access only street.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1467	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-1. Study transit-only on Westlake from 8th to Denny (especially if cut and cover).	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1468	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-1. Study creating an improved ped environment along Westlake by widening sidewalks. Options may include moving streetcar tracks (if cut and cover) and/or reallocating flex zone.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1469	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-1. Study adding a bike connection to 9th Ave bike facilities - potentially along Denny to station.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1470	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-2. Study adding an entrance on south side of Denny, potentially at the Westlake Triangle (between 9th, Denny, Westlake), which is a preferred location for good transit integration.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1471	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Denny DT-2. Study adding an entrance on the north side of the site at Thomas St.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1472	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all station alternatives, study escalators existing at grade facing station entrance.	All (Systemwide)	Direct sightlines between escalators and station entrances and other passenger experience components are being studied as part of preliminary engineering work. Station design will be advanced during final design. Sound Transit will continue to coordinate with the City of Seattle as design advances.
1473	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	South Lake Union DT-1. Study an entry to the station environment from Thomas, helping emphasize this entrance for Seattle Center access. Thomas is a priority pedestrian corridor and links up to the front door of the arena. Extend the yellow gradient down to Thomas and wrap it to the west to emphasize that it's part of the public realm. Furthermore the entrance to the head house could move further south (the pink arrow).	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1474	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	South Lake Union DT-1. Study relocating venting at north headhouse away from street edge.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1475	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	South Lake Union DT-2. Study adding an entrance on east side of 99/Aurora; challenging for peds to cross.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1476	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Seattle Center 5th Avenue / Harrison Street (DT-1). Study a pedestrian prioritized street (like Bell Street) on Republican from Queen Anne Avenue to Seattle Center and on Warren Avenue between Republican and Mercer with emphasis on pedestrian and bike movements with traffic calming for vehicle access. Need to include load/unload for Seattle Center, but do not want PUDO on these streets. Study this concept also to Warren between Republican and Mercer.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1477	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	All Seattle Center Alternatives. Study Protected Bike Lanes on Mercer.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1478	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Smith Cove Elevated at Galer (SIB-1). Study creating a bike trail along the BNSF rail and under the new guideway through the Armory property to bring cyclists down Garfield to the station plaza without mixing with the bus layover.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1479	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Smith Cove Elevated at Galer (SIB-1). Study enhancing the Galer structure with pedestrian, ADA, and bike friendly crossing over both BNSF and Elliott Way. Study tying in the Galer flyover with station mezzanine. Ensure the crossing is ADA accessible and comfortable for cyclists.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1480	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Smith Cove All Prospect Alts (SIB-2 and 3). Study extending the Helix bridge over Elliott so people can cross safely and not have to go down to grade first.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1481	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Interbay All IBB alternatives. Study connecting Nickerson to Emerson to Thorndyke.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1482	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Interbay All IBB alternatives. Study reconfiguring north end to make connections to SPU, Fisherman's Terminal, and other destinations. Consider a grade-separated solution.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1483	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Interbay IBB-1a and 2a/b. Study an elevated crossing of 15th Ave at Bertona St.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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1484	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Interbay All IBB alternatives. Study design solutions that improve congestion conditions along Dravus St bridges while allowing for more uses in the ROW, such as a bike lane. Study removing parking lane.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1485	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Interbay All IBB alternatives. Consider improving sidewalks on 15th to create a multiuse trail, and building another pedestrian bridge over 15th to add another connection to the station. The additional pedestrian/bike bridge could align with Bertona providing an uphill connection to Queen Anne to the east.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1486	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Interbay IBB-3 (211). Study one-way PBLs on either side of 15th Ave.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1487	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Interbay IBB-3 (211). Study incorporating public crossing across 15th with fare paid on mezzanine in lieu of rebuilding or improving Dravus St bridge.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1488	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Ballard 14th Alts (All). Study a PBL on 14th Ave NW.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1489	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	For all station alternatives, study allowing public access to elevated or below grade arterial crossings, not including them in the fare paid zone.	All (Systemwide)	Please see Appendix J, Conceptual Design Drawings, of the Final EIS for conceptual station plans. Station access refinements could potentially be studied during final design. Sound Transit will continue to coordinate with the City of Seattle as design advances. Fair paid zones will be developed in final design and will be determined based on Sound Transit security and maintenance policy.
1490	Ch 2 Alternatives Considered			Vera Giampietro	OPCD	Ballard 14th Alts (All). Study turning 14th Ave NW into a great pedestrian/bike street as a good complement to 15th Ave NW, which is geared towards freight, buses, and vehicle mobility and is a rough place for pedestrians.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1491	Executive Summary	ES-7	16-18	Vera Giampietro	OPCD	Throughout the document please include cross references to concepts introduced, particularly in the Executive Summary, so that it is easy for a reader to find information about key milestones across the project. An example is in ES.3 Alternatives Considered, there are many references to key project phases (scoping, Alternatives Development, etc.) with no direction to the reader on how to understand those more clearly.	All (Systemwide)	Sound Transit prepared an online readers guide for the WSBLE Draft EIS to help people navigate the document and find more information. The Executive Summary is intended to be brief and present an overview of the Project including a summary of the alternatives development process, a brief description of the alternatives, the key environmental impacts of the alternatives, and mitigation measures. The main body of the Final EIS contains detailed information.
1492	Executive Summary			Vera Giampietro	OPCD	Please add a diagram or a reference to a diagram in the Executive Summary that shows how Central Link operations will change when the WSBLE project is complete. This key impact to community members is not clearly articulated within the Executive Summary.	All (Systemwide)	The Executive Summary is intended to be brief and present an overview of the Project including a summary of the alternatives development process, a brief description of the alternatives, the key environmental impacts of the alternatives, and mitigation measures. Please see Exhibit ES-3 in the Executive Summary of the Final EIS for a diagram of how light rail operations will change with the full build out of both the West Seattle Link Extension and the Ballard Link Extension. This figure was Exhibit ES-2 in the WSBLE Draft EIS Executive Summary. A description of these transfers is provided in Section 3.1.1 of the Executive Summary for both the WSBLE Draft EIS and West Seattle Link Extension Final EIS. A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1493	Executive Summary	ES-9	13	Vera Giampietro	OPCD	Introduce the concept of the MOS within ES.3 or ES.3.1, and not where it currently is, in ES.3.1.1. The placement of a new alternative concept within an individual segment is not intuitive and may create confusion for a broad public audience. In general, please present information within the document in a more consistent fashion, such that the hierarchy of information is more intuitive. E.g. introduce the MOS concept alongside the Build Alternatives.	All (Systemwide)	Please see Section 2.4, Minimum Operable Segment, of the Final EIS for the description of the M.O.S. The M.O.S. is described in Section ES.3, Alternatives Considered, and Section ES.3.1, Build Alternatives, as appropriate.
1494	Executive Summary	ES-15	Table ES-2	Vera Giampietro	OPCD	For all of the Key Environmental Impacts tables within the Executive Summary, include cross references to the types of impacts described, showing the reader where to find more information about individual impact line items. E.g. it is not intuitive to a general reader to understand what "intersections impacted" means.	All (Systemwide)	See response to comment 1491.
1495	Executive Summary	ES-15	Table ES-2	Vera Giampietro	OPCD	Add to the Key Environmental Impacts tables for all Ballard Link stations and alternatives the changes to service for all Central Link riders, i.e. communicate that anyone who currently travels between SE Seattle and UW will need to transfer downtown to make that same trip once the project is complete.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1496	Executive Summary	ES-28	Table ES-7	Vera Giampietro	OPCD	Please include a definition of what a "hi-rail access road" is. If this is further defined within the DEIS document, please include a cross reference to that definition and visual representation of what this is. If it is not further defined and visualized within the document, please add such a definition and visual representation to the DEIS.	All (Systemwide)	The Executive Summary is intended to be brief and present an overview of the Project including a summary of the alternatives development process, a brief description of the alternatives, the key environmental impacts of the alternatives, and mitigation measures. The main body of the Final EIS contains detailed information. Please see Section 2.1, Build Alternatives, of the Final EIS for a definition of high-rail access road.
1497	Executive Summary	ES-35		Vera Giampietro	OPCD	Please note early within ES.3.1.2 the proposed change to Central Link operations, i.e. communicate that anyone who currently travels between SE Seattle and UW will need to transfer downtown to make that same trip once the project is complete.	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1498	Executive Summary	ES-36	Table ES-9	Vera Giampietro	OPCD	Study connecting CID-1a to the Massachusetts Tunnel Portal that serves all other CID alternatives. If the two cannot connect, please explain within the DEIS why they cannot connect, or in other words, describe the constraints that prevent them from connecting.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1499	Executive Summary	ES-38	16-32	Vera Giampietro	OPCD	The discussion here about displacements within the CID without mention of the distinct sensitivity to cultural displacement needs to be improved upon. Please include a discussion of the displacement consequences of culturally unique and sensitive businesses within the CID. Cultural displacement is discussed within the project RET, and can easily be referenced here. Also note that on page ES-58 for the Ballard Segment, specific businesses are named for impacts, whereas for the CID no businesses are named. Please apply the same/similar approach to stations/segments across the alignment. Consider taking a more general approach to the discussion of displacement impacts in the ES and cross-reference the reader to appropriate DEIS chapters for more specific discussion of the analysis of impacts to each segment.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1500	Executive Summary	ES-38	29-32	Vera Giampietro	OPCD	This series of statements feels misleading, as it brings in a qualitative, subjective, un-cited assessment that is not an actual EIS finding. Please remove or recharacterize for consistency with the RET. "Alternative CID-2a and its design option, Option CID-2, would be more integrated into the CID... but would also provide the benefit of better access to transit options."	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1501	Executive Summary	ES-40	11-13	Vera Giampietro	OPCD	Please note the language used in these lines seems to be inconsistently applied. "Impacting community mobility" vs "inconveniencing access between the existing CID station and the CID community" (paraphrased). These are subjective assessments that may not be consistent with the RET, particularly given that the streetcar does not seem to be a primary mode of movement between the CID and Pioneer Square. Please consult the RET and RET LT (including City staff) and relate to RET outcomes identified for the CID in particular.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1502	Executive Summary	ES-40	23-24	Vera Giampietro	OPCD	Please add a reference to the impacts on culturally unique businesses in the area.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1503	Executive Summary	ES-40	30	Vera Giampietro	OPCD	Study beginning construction on CID-1a during the West Seattle segment construction process. If that is already part of the project plan, please clarify how "an additional 2 to 5 years" of construction for this segment would impact project delivery. If it is still possible to deliver the project on time please state that.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1504	Executive Summary	ES-54	9-10	Vera Giampietro	OPCD	Please clarify what this phrase actually means so the public is clear on the implications: "A tunnel in the Interbay/Ballard Segment was not included in the Sound Transit 3 Plan; therefore, third-party funding would be required for the tunnel alternative." The way it sounds is that a tunnel requires 3PF regardless of whether the tunnel is actually cheaper than an elevated alignment. Is that so? Either way, please clarify for ease of public understanding.	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1505	Executive Summary	ES-62		Vera Giampietro	OPCD	Please include within the Executive Summary a high level statement about the potential impacts of bus rerouting around the new light rail stations. It is mentioned within the Executive Summary (e.g. page ES-38 lines 28 & 29, "...although Many regional routes would no longer be operating because they would be replaced with light rail service.")	All (Systemwide)	The Executive Summary is intended to be brief and present an overview of the Project including a summary of the alternatives development process, a brief description of the alternatives, the key environmental impacts of the alternatives, and mitigation measures. Please see Section 3.4, Affected Environment and Impacts during Operation - Transit, for a discussion of transit impacts and mitigation measures. The West Seattle Link Extension is planned for in local and regional transportation plans and the replacement of bus routes with light rail service is not considered an impact.
1506	Executive Summary	ES-64		Vera Giampietro	OPCD	For section ES.5, please include discussion of impacts in the CID. In general the document demonstrates greater sensitivity to visual impacts on high value residences (e.g. Queen Anne) than to a culturally unique community with disproportionately high numbers of low-income community members of color (CID). The potential for cultural displacement within the CID catalyzed by this project is not insignificant, particularly with alternatives CID-2a and 2b, and will be very difficult to fully mitigate. Note that "visual impacts to water recreationists using Salmon Bay" are elevated here, but that livelihoods, cultural cohesion, and the future of a regionally and historically unique cultural center is not elevated. This is not consistent with the project RET nor with the City-ST partnership on our commitment to Race and Social Justice for the WSBLE project. I recommend that the RET LT at the very least bring in community narratives within the CID on how CID-2a and 2b may impact the future of the CID. Please demonstrate how voices of CID community members are coming through in this document.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1507	Executive Summary	ES-65	31-33	Vera Giampietro	OPCD	Please re-route discussion of disproportionate impacts to EJ communities through the RET LT prior to making statements such as this. There is not enough data presented here to substantiate this claim.	SODO/CID	Please see Appendix G, Environmental Justice, of the Final EIS for updates to this analysis for the West Seattle Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1508	Executive Summary	ES-65	ES.6.2	Vera Giampietro	OPCD	Please include discussion of indirect displacement and cultural displacement as described in previous RET reports.	SODO/CID	Please see Appendix G, Environmental Justice, of the Final EIS for updates to this analysis for the West Seattle Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1509	Executive Summary	ES-68		Vera Giampietro	OPCD	Please add to "Areas of Controversy…" CID Preferred Alternative (none yet selected), CID Displacements, and the SODO Busway.	SODO/CID	Sound Transit has been working with Metro on changes to their service based on acquisition of the SODO Busway, and with both Metro and the City on potential mitigation. Closure of the busway has not been identified as an Area of Controversy. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1510	Land Use	4.3.2-3	3	Vera Giampietro	OPCD	Throughout the document, but as shown by example in the Land Use section, please use more complete citations for City documents, and documents in general. A broad public audience needs to be able to understand what documents are being referenced. Please include the name of the document and a link to it in the citation.	All (Systemwide)	An extensive reference list is provided in Appendix A, and documents are cited in the main body as appropriate.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1511	Land Use	4.3.2-11	35-42	Vera Giampietro	OPCD	In general, make more use of Sound Transit's 2018 ETOD policy statements within the TOD sections of each segment's Land Use impacts discussion. In other words, include these statements in the EIS for reference. There is some potential conflict between statements as presented on page 4.3.2-11 under TOD Development Potential by Alternative, where more development potential is presented as being more desirable than less. ST's 2018 ETOD policy explicitly states that "Sound Transit commits to TOD analysis and measures early in system planning and throughout transit project delivery. Sound Transit: Identifies and pursues strategies that minimize displacement of existing businesses and individuals from properties impacted by Sound Transit." (Resolution No. R2018-10, Equitable Transit Oriented Development Policy, Section 2.4 Integrated Project Delivery Approach).	All (Systemwide)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1512	Executive Summary	ES62		Benjamin Hansen	SDOT	Should tunneling be used along the light rail line, it has the potential to lead to settlement above the tunnel. The potential need to stabilize and restore settled streets should be captured in the EIS.		The Executive Summary presents a summary of the key environmental impacts of the alternatives. Please see Section 4.11, Geology and Soils, of the Final EIS for information on the potential for soil settlement with the project.
1513	Executive Summary	ES62		Benjamin Hansen	SDOT	Heavy vehicle traffic, trucks and buses, are the principal cause of structural pavement deterioration. https://pavementinteractive.org/reference-desk/design/design-parameters/loads/ https://pavementinteractive.org/reference-desk/design/design-parameters/trucks-and-buses/ https://pavementinteractive.org/reference-desk/design/design-parameters/equivalent-single-axle-load/ The Sound Transit construction, especially where it includes tunneling and trucking of spoils, will generate large volumes of heavy truck traffic to and from constructions sites that will accelerate the deterioration of City streets. The EIS should call for mitigation of these impacts. Haul routes should be designated and truck traffic should be kept on those streets throughout construction. A pavement study of the haul routes should be undertaken (by a qualified pavement engineering consultant) that quantifies the truck traffic that will be generated to and from the Sound Transit construction sites and then estimates the reduction in structural life that will occur along the haul routes. A mitigation plan to address the pavement deterioration (restoration, compensation for loss of useful life, etc.) should be developed so that the City is not left with a costly backlog of deteriorated major arterials at the close of construction.		The Executive Summary presents a summary of the key environmental impacts and mitigation measures for the alternatives. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on mitigation of construction impacts. Site-specific improvements and mitigation to roadways will be determined through coordination with the City during final design and permitting. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1514	Executive Summary	ES62		Benjamin Hansen	SDOT	Light rail construction will prompt the re-route of bus traffic to stations to feed the new high capacity line and an increase in transit service along those streets. The pavement restoration of streets around light rail stations (discussed in comment 1515) should be to a standard that can support bus traffic long term. Typically, that would mean concrete pavement at a design depth based on the projected bus loading.		Added text to Section 4.4.2 of Appendix N.1, Transportation Technical Report, that Sound Transit would coordinate with agencies during construction and would include pavement restoration as appropriate.
1515	Executive Summary	ES62		Benjamin Hansen	SDOT	From experience with other Sound Transit work (Northgate as the most recent example),we know that truck traffic, equipment operations, and storage movement of materials will lead to pavement deterioration at light rail stations and at construction hubs along the route alignment. The project needs to recognize these impacts in the EIS and specify pavement restoration at the that will mitigate the impact of the construction activity.		See response to comment 1513.
1516	Executive Summary	ES62		Emily Burns	SDOT	Perform bike route and walkshed analysis around light rail stations to determine multi-modal, ADA accessibility impacts using sidewalk, curb ramp, and roadway conditions, type, and size. Future mitigation shall include improvement of the sidewalk, curb ramp, and roadway infrastructure to support access to the stations.	All (Systemwide)	See response to comment 1513.
1517	Executive Summary	ES62		Emily Burns	SDOT	In alignment with comment 1515 above, a mitigation plan to protect the city's infrastructure assets should be developed .		See response to comment 1513.
1518	Ch 3 Transportation	3-1		Emily Burns	SDOT	Add bullet: Transportation asset protection	All (Systemwide)	The Executive Summary presents a summary of the key environmental impacts and mitigation measures for the alternatives. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on mitigation of construction impacts.
1519	Ch 3 Transportation	3-2		Emily Burns	SDOT	How was the statement "WSBLE stations are surrounded by an accessible pedestrian and bicycle network." validated? Condition, widths within the screenline? See in 3-36 that all sidewalks w/in 1 block of the station are deemed sufficient. Is that an acceptable range and what is the criterion to determine sufficiency?	West Seattle (DUW, DEL, WSJ)	The WSBLE Draft EIS stated: "The WSBLE stations are located in neighborhoods with generally well-connected pedestrian and bicycle networks, though there are some gaps as well as existing facilities not meeting Americans with Disabilities Act or the City's Seattle Streets Illustrated standards." The one-block range is consistent with the Transportation Technical Analysis Methodology for this project. The West Seattle Link Extension Final EIS (Appendix N.1, Section 6.2) has been updated with additional information and maps about the condition of the pedestrian network around the stations. Existing sidewalks, trails, marked crosswalks, and curb ramps were inventoried within the 10-minute station walksheds. For the one-block radii around preferred alternative stations, the general condition of the sidewalks and curb ramps was noted, with each side of the blockface and curb ramp qualitatively rated as "good," "needs improvement," or "missing." This assessment was based on completeness of the sidewalk along the blockface, pavement condition, and width, and was informed by City of Seattle Geographic Information System data as well as field observations.
1520	Executive Summary	NA		Emily Burns	SDOT	Develop interactive web map of the city's infrastructure with the route alternative layers so that the Department representatives can validate infrastructure impacts and sufficiency statements. Use the SDOT Assets Map as a base.	All (Systemwide)	Sound Transit has coordinated with the City on impacts to city facilities and infrastructure as design has progressed, and this coordination will continue through final design, permitting, and construction.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1521	Appendix H - Section4(f) Evaluation	1-4	Section 1	Delia Tyrrell	Seattle Center	Tunneling below or adjacent to Seattle Center in both DT-1 and DT-2 has potential to cause permanent noise and vibration impacts to public events, performances, and programming that are integral to Seattle Center's mission and the operations that support its 4(f) status. Per the City's comments on the Noise and Vibration Technical Report, the DEIS is missing information about construction and operational noise and vibration impacts of DT-1 to Seattle Repertory Theater, Cornish Playhouse, KEXP, SIFF, The Vera Project, A/NT Gallery, MoPOP, Memorial Stadium, and Climate Pledge Arena. DT-2 is missing information about the full extent of temporary and operational noise and vibration impacts to Seattle Rep, the Phelps Center, Seattle Opera, Classical King-FM, McCaw Hall, Cornish Playhouse, and KCTS.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1522	Appendix H - Section4(f) Evaluation	4-41	Section 4.2	Delia Tyrrell	Seattle Center	DEIS incorrectly states that visual changes to Seattle Center campus proposed as a part of the DT-1 station would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). The proposed entrance location would hinder the use of the Theater Commons, which is a primary gathering place and pedestrian and event access point. The entrance would block views from and to Seattle Rep and displace portions of the campus used to hold events and gather people. The events, recreation, and gathering functions are activities that qualify this property for protection under Section 4(f). The proposed DT-1 station entrance would therefore create significant adverse visual impacts to Seattle Center. The use of the property under the DT-1 alternative is not de minimis, and a prudent and reasonable avoidance alternative must be sought.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1523	Appendix H - Section4(f) Evaluation	4-41	Section 4.2	Delia Tyrrell	Seattle Center	DT-1 project construction would temporarily close 1.5 acres of Seattle Center property. The DEIS incorrectly determines that the attributes that qualify this resource for protection under Section 4(f) would not be adversely impacted during project construction. The 1.5 acre portion of Seattle Center campus that is proposed to be temporarily used for construction is essential to operating campus-wide events, providing equitable and ADA access to campus, providing emergency and fire access for campus arts and cultural venues. It is used for annual campus-wide events including Bumbershoot and Northwest Folklife, described in EXHIBIT SC-1. Displacement of these functions during the 5-7 years of construction of the DT-1 Seattle Center station alternative will result in civic loss and economic loss which, though temporary, is of a long enough duration to cause prolonged or permanent effects. This is a significant adverse impact.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1524	Appendix H - Section4(f) Evaluation	4-42	Section 4.2	Delia Tyrrell	Seattle Center	The information necessary to identify impacts and compare alternatives is missing. There is not sufficient mitigation described for noise and vibration impacts to venues adjacent to the construction footprint including the Northwest Rooms and Cornish Playhouse (DT-1) and Seattle Rep (DT-1 and DT-2). These venues house core business functions that are sensitive to noise and vibration from the DT-1 construction noise and vibration impacts. We cannot analyze the impacts of construction fully without more details of proposed mitigation. Successful temporary relocation of these tenants during construction, which is mentioned in the DEIS as a potential mitigation, will be extremely challenging because the venues are purpose-built and highly specialized for live performance, film, and recording activities. The DEIS does not contain sufficient information to show how this could be achieved without causing permanent harm to the organizations.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1525	Appendix H - Section4(f) Evaluation	4-42	Section 4.2	Delia Tyrrell	Seattle Center	The DEIS incorrectly states that Seattle Center events and activities will be able to continue during construction. Construction and staging access impacts on Seattle Center property, noise and vibration, visual impacts, dust and debris, transportation impacts on nearby streets, and displacement of curbside loading areas will displace and disrupt large portions of events that rely on unobstructed access and availability of these campus open spaces for maintenance, production, performers, gathering, and revenue-generating uses. The DEIS is missing descriptions of mitigation to address these significant impacts. With mitigation campus events may be able to continue in a diminished form, but not without adverse impacts.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1526	Appendix H - Section4(f) Evaluation	4-42	Section 4.2	Delia Tyrrell	Seattle Center	The DEIS lacks detailed analysis of campus impacts and a detailed analysis of the mitigation needed to address these impacts. The City cannot concur with the determination of de minimis, and a prudent and feasible avoidance alternative must be sought.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1527	Ch 4 Affected Enviornment and Environmental Consequences	4.3.5-2	4.3.5.1.2	Sarah Sodt	DON	The City of Seattle has a community garden program. P-Patches or community gardens are publicly owned spaces where neighbors come together to grow community and plan, plant, and maintain a piece of open space. There are three P-Patches along the alignment that may be impacted by the project: Interbay, Seattle Center Up Garden, and Cascade. We believe some of the P-Patches may qualify for protection under Section 4(f) given that some P-Patches are located on Parks property. It is unclear if the P-Patches have been considered in terms of impacts. A map showing locations of P-Patches is available at this webpage https://www.seattle.gov/neighborhoods/programs-and-services/p-patch-community-gardening/p-patch-map	Interbay-Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1528	Technical Report: Noise and Vibration	6-51	Table 6-13	Seattle Center	Seattle Center	The DEIS is missing the following outdoor use areas at Seattle Center in its table of sensitive receivers. These venues are considered sensitive outdoor receivers that may be impacted by airborne noise during construction of either DT-1 or DT-2. These spaces are classified as FTA Category 1 noise-sensitive receivers. FTA defines Category 1 receivers as “Land where quiet is an essential element of its intended purpose.” International Fountain Lawn, used for events and accessible year-found for public enjoyment of open space and the choreographed musical fountain Theater Commons, used for festivals and events, as a gathering space and entrance to the campus International Plaza, used for outdoor performances, festivals, and public recreation (also known as the Northwest Courtyards) Fisher Lawn, used for events including speeches and outdoor concerns Founders Court, used for events and quiet public enjoyment Kreielsheimer Promenade, used for events and quiet public enjoyment Mural Amphitheater, used for concerts and screening of outdoor films More detailed information can be found in Exhibit SC-3 attached to the City’s comments.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1529	Social Resources, Community Facilities, and Neighborhoods	5-48		Nicole Kistler	DON	Only Seattle Goodwill Outlet is specifically mentioned. Other organizations like Chong Wa Benevolent Association and The Wing Luke aren't named, and impacts related to construction are only considered. Business displacements are also in that section but not tied to success of organizations. The cultural ecosystem of the community as a whole is not considered. Additionally, there is little to no consideration of Native American cultural resources or properties in this section.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1530	L4.14 Public Services, Safety, and Security	5-61		Nicole Kistler	DON	Impacts to the Indian Health Board are characterized as positive because of increased transit once the project is complete, but no other impacts are considered nor is transit proven to be a positive impact to this community. What is this characterization based upon?	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1531					SDOT	DT-2--South Lake Union Station at Mercer St--is isolated from nearby inter-modal connections, vs DT-1 at Harrison St, which is perfectly oriented. Adjust DT-2 design and/or associated alternative weighting.	Downtown	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1532					SDOT	Many Delridge Station options would require bus service to deviate from Delridge Way and affect operations on Delridge and adjacent streets; deviations must be identified now and throughout station planning and design, not deferred.	West Seattle (DUW, DEL, WSJ)	Text has been added to Section 4.7, Noise and Vibration, and Appendix N.3, Noise and Vibration Technical Report, of the Final EIS regarding noise analysis for bus operations.
1533					SDOT	Some alternatives show sub-optimal multi-modal access and bus integration that will add costs, reduce ridership, and reduce safety. Sound Transit must work with the City and King County Metro to successfully address these issues now and throughout project planning and design. Design modifications may include changes to station entrance siting, vertical circulation, and improvements to surface transportation integration.	All (Systemwide)	Sound Transit has continued to coordinate with the City as design advances. Please see response to CC3a in Table 7-1 in Chapter 7 of the Final EIS.
1534	L4.1 Acqusitions, Displacements, and Relocations			Sandra Gurkewitz	SDOT	We have numerous concerns that if not addressed may result in additional analysis and mitigation at the time of permitting, pursuant to City's substantive SEPA authority (WAC 197-11-660 and SMC 25.05.660)	All (Systemwide)	Comment noted.
1535	Appendix H - Section4(f) Evaluation	3-88	3-6	Sandra Gurkewitz	SDOT	The DEIS states that Sound Transit will prepare a Least Harm Analysis to be included in the FEIS: "Following public review of and comment on the DEIS and the potential impacts of proposed alternatives, which includes this Section 4(f) evaluation; continued consultation with officials having jurisdiction on the proposed de minimis findings after public comment is received; and consultation regarding adverse effects on historic resources with the State Historic Preservation Office and consulting parties." Waiting to complete a Least Harm Analysis until the FEIS does not allow the City or the public to compare alternatives or provide comments. For 4(f) properties with adverse impacts, the City requests a 4(f) and least harm analysis be completed.	All (Systemwide)	The Final Section 4(f) Evaluation in the Final EIS includes the least harm analysis. The least harm analysis was informed by public comment and continued consultation. The City of Seattle, as an agency with jurisdiction, has 45 days to review the Final Section 4(f) Evaluation following publication.
1536	Appendix H - Section4(f) Evaluation	4-109	4-6	Sandra Gurkewitz	SDOT	The DEIS states that Sound Transit will prepare a Least Harm Analysis to be included in the FEIS: "Following public review of and comment on the DEIS and the potential impacts of proposed alternatives, which includes this Section 4(f) evaluation; continued consultation with officials having jurisdiction on the proposed de minimis findings after public comment is received; and consultation regarding adverse effects on historic resources with the State Historic Preservation Office and consulting parties." Waiting to complete a Least Harm Analysis until the FEIS does not allow the City or the public to compare alternatives or provide comments. For 4(f) properties with adverse impacts, the City requests a 4(f) and least harm analysis be completed.	All (Systemwide)	See response to comment 1535.
1537	Appendix G - Environmental Justice	2.3	2.2	Nicole Kistler	DON	The City challenges the assumption that people living within ½ mile will be most affected. For instance, in Delridge, Sound Transit accurately notes that the RET priority communities live South of the station alternatives. Demographic information should be used to support a coherent narrative and integrated with what Sound Transit has heard from community. Demographic data should include types of occupations, data about average numbers of children, elderly living with families or more information about people with disabilities to confirm or deny community-based narratives. The City needs more information to know how impacts will affect people in neighborhoods. For instance, "Do they mainly drive to work or take transit? When? Are they traveling with children? How will a new transfer environment impact them?" In another example, the DEIS does not provide a description of the regional communities of color in who rely on Chinatown-International District as a regional cultural hub. These communities are far-reaching and no demographics analysis was completed to understand and quantify the impact to those cultural groups. Sound Transit will need to account for and quantify the loss of a cultural hub for an entire set of regional communities.	All (Systemwide)	Appendix G, Environmental Justice, addresses how communities to the south would access light rail, including travel time savings that account for the transfer time. Since publication of the Draft EIS, Sound Transit has continued to work with the City and Metro to enhance the transfer environment and access at the Delridge station. The suggested level of demographic detail is not necessary for identifying potential impacts or benefits. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1538	Appendix G - Environmental Justice	3-1	3	Nicole Kistler	DON	The demographics section is an outline of many pieces of information and is difficult to wade through for experts in population geography let alone the lay person. It provides little analysis in way of providing a real story about the most underserved populations. Sound Transit should use demographic information as one piece of information to truth-check stories of experience that community members share through engagement so that Sound Transit can then understand how different communities and individuals will experience impacts. Currently, the stories or assumptions underpinning the demographics work are hidden and need transparency in the DEIS. Many conclusions in the document do not match what the City has heard from community members and in the City's work with community.	All (Systemwide)	The demographics information is standard for an Environmental Justice analysis and is one component of the analysis. See Section 4 of Appendix G, Environmental Justice, and Attachment G.1 of this appendix for more information on community outreach conducted. A response to this comment relative to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1539	Appendix G - Environmental Justice	4-1	4	Nicole Kistler	DON	This section details the outreach Sound Transit conducted to support the project. In some sections like 4.4.2.1 Community Engagement Event Summary, Sound Transit does not indicate or summarize what community said during the outreach event. In other places like 4.4.1.2 Delridge Community Workshop or 4.4.1.4 Themes from Community Engagement a summary is provided, but there is no indication of how engineering and planning adapted or made refinements based on community feedback. The City needs to see both the summary of community feedback and how Sound Transit integrated that feedback into the project for transparency and accountability.	All (Systemwide)	Section 4 of Appendix G, Environmental Justice, of the Final EIS references Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, which provides additional information on community engagement activities. See Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS, for information on alternative refinements studied in the Final EIS that were a result of public input.
1540	Appendix G - Environmental Justice	5-1	5	Nicole Kistler	DON	There is not specific information about how mitigation will be coordinated with community—mitigation plans should come from community not just be informed by community. It is not possible to know what will sustain businesses or neighborhoods without their active participation in the process.	All (Systemwide)	Mitigation is presented in the Final EIS for identified impacts. Mitigation may be informed by community input, as appropriate.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1541	Appendix G - Environmental Justice	5-30 and 5-43	5	Nicole Kistler	DON	On page 5-30, Sound Transit correctly notes the negative cumulative impacts of transportation projects to the Chinatown-International District, however in the tables there is incomplete assessment of impacts and assessment of impacts for minority and low-income populations related to these cumulative impacts. The District has endured major transportation and infrastructure impacts that have squeezed the geographic boundaries of the neighborhood to become smaller and smaller. City staff noted other places in the document that incorrectly characterized these impacts, for instance, Sound Transit refers to the properties impacted by the 5th Avenue station alternatives as "on the edge of the neighborhood." In fact, this is the historic heart of the neighborhood. Impacts to this portion of the neighborhood have not adequately been studied and should include a triple bottom line approach to weighing financial impacts that considers social, economic and environmental factors. Community members at Community Advisory Group Meetings and CID/Pioneer Square Workshops with Sound Transit have repeatedly raised the issue that the 5th Avenue Station alternatives would squeeze the neighborhood past a tipping point where the neighborhood would no longer function as a cultural hub. This result would occur because its businesses and cultural organizations would be eroded to the point of only being tokens to Asian culture in the Chinatown-International District. Community members have pointed to the fact that authenticity arises from Asian languages actively being spoken in Asian-owned businesses that support Asian cultural organizations. Therefore, Sound Transit needs to consider the cumulative effects that its project will have on the Chinatown-International District and the cumulative effects of racist policies in transportation and land use planning across the alignment and collaborate with community in the processes to plan for and mitigate impacts from the project.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1542	Appendix G - Environmental Justice	5-43	5	Nicole Kistler	DON	Assessment of impacts and assessment of impacts for minority and low-income populations are incomplete for Chinatown-International District, and assessments of need for potential mitigation also need further study and engagement with community. There has not been adequate economic analysis or mitigation planning with community to make displacement of any businesses or residents acceptable. There should be a mitigation plan for each neighborhood impacted by the project that should be crafted in collaboration with community. The economic analysis should consider the impact that a move would have on each business both temporarily and permanently including all opportunity costs, costs not only related to interruption of business but time leading up to that and a number of years after that reflect the true time and costs required to build that business, while also taking unforeseen barriers into account. In addition to the businesses that would be directly relocated or displaced, how are the economic costs to the neighborhood as a whole being considered? These costs have not been considered in the DEIS and should be for both community and decision makers to have transparency and to make decisions. Construction impacts as detailed in the DEIS represent some of the most significant construction impacts Seattle has experienced in the 1900s. Businesses will experience lost revenue during construction as well as the time to build and regain customers after construction is complete. In Chinatown-International District, Sound Transit does not account costs associated with the erosion of the core base of businesses, business mass, that as a whole provides an anchor or attraction as a group of businesses that helps to maintain the customer base for each individual business. The value of the businesses together is greater than each one independently and should be calculated with this focus in the DEIS analysis.	SODO/CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
1543	Appendix G - Environmental Justice	5-1	5 and 7	Nicole Kistler	DON	In both section five, Project Impacts and Potential Mitigation and in the section seven, Conclusions Sound Transit makes blanket statements that there are no additional impacts for underserved populations than those for the entire community. The City does not agree with this statement in any section of Appendix G or anywhere else in the DEIS. Inadequate and incomplete studies of impacts, racially biased assumptions, and inadequate methodologies throughout the DEIS are all issues affecting Sound Transit's ability to conclude what is shown in the DEIS. Since vulnerable populations typically experience greater impacts that the overall population, the City does not agree that there would be no additional impacts. Here is an example of how inadequate methodologies led to inaccurate conclusions, specifically how the methods and assumptions in the demographic analysis led to incomplete conclusions in section five, Project Impacts and Potential Mitigation. In Appendix G on page 5-6 in the West Seattle/Delridge portion of the table, Sound Transit notes that some options for Delridge stations and alignment would close Delridge Way on evenings and weekends. Sound Transit states this would have no more impact on vulnerable populations than on other populations, however, the City has heard about RET community use of Delridge Way on evenings and weekends to get to second and third jobs during that time and it would disproportionally affect them.	All (Systemwide)	Comment noted. Table 5-2 has been updated to reflect that closure of Delridge Way Southwest on nights and weekends would affect minority and low-income populations.
1544	Ch 6 Alternatives Evaluation	6-39	6.6	Sandra Gurkewitz	SDOT	Displacement of Public Facilities – this section is missing references to all the City properties/assets that could be affected by this project. Please include a list of all City properties and assets that could be impacted by the project.	All (Systemwide)	Sound Transit has coordinated and will continue to coordinate with the City of Seattle regarding impacts to any City-owned properties or facilities. Appendix L4.1 includes maps and lists of properties identified for acquisition and ownership. This list includes full and partial acquisitions. Easements are not identified, as explained in Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS. Section 4.14, Public Services, Safety, and Security, and Section 4. 15, Utilities, describe impacts to key public facilities and major utilities, respectively. Appendix L4.14, Public Services, Safety, and Security, includes a list of major public facilities affected by project alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
1545	Ch 3 Transportation Enviornment and Consequences			Sandra Gurkewitz	SDOT	NEPA requires consideration of direct, indirect, and cumulative impacts of a project on the environment and development of potential measures to mitigate adverse environmental effects. Typically, a DEIS describes options for mitigation, while the FEIS includes the decisions on mitigation that would be implemented. However, we found the DEIS to be lacking in consistent and clear mitigation for the potential adverse project impacts, many of which may be potentially unmitigable. We found it difficult to evaluate the full impact of the project and differences between alternatives as mitigation measures are peppered throughout the document. The City requests that between DEIS and the FEIS, Sound Transit work with community members, the City, and other stakeholders and partners to develop a comprehensive mitigation analysis and plan with sufficient detail to inform actions on a Project to be built and FTA Record of Decision. The mitigation plan should be co-developed with impacted communities, and should explore a wide range of mitigation tools and strategies.	All (Systemwide)	Mitigation is presented in the Final EIS for identified impacts. Mitigation may be informed by community input, depending on the resource. See Section 6.5, Significant and Unavoidable Adverse Impacts, for discussion of impacts that may not be able to be fully mitigated.

ID	DEIS Chapter/Section	Page No.	Section No.	Comment Made by:	City Department	Comment (Limit to One Item Per Row)	Project Segment	Response
1546	Ch 4 Affected Enviornment and Environmental Consequences			Sandra Gurkewitz	SDOT	NEPA requires consideration of direct, indirect, and cumulative impacts of a project on the environment and development of potential measures to mitigate adverse environmental effects. Typically, a DEIS describes options for mitigation, while the FEIS includes the decisions on mitigation that would be implemented. However, we found the DEIS to be lacking in consistent and clear mitigation for the potential adverse project impacts, many of which may be potentially unmitigable. We found it difficult to evaluate the full impact of the project and differences between alternatives as mitigation measures are peppered throughout the document. The City requests that between DEIS and the FEIS, Sound Transit work with community members, the City, and other stakeholders and partners to develop a comprehensive mitigation analysis and plan with sufficient detail to inform actions on a Project to be built and FTA Record of Decision. The mitigation plan should be co-developed with impacted communities, and should explore a wide range of mitigation tools and strategies.	All (Systemwide)	Mitigation is presented in the Final EIS for identified impacts. Mitigation may be informed by community input, depending on the resource. See Section 6.5, Significant and Unavoidable Adverse Impacts, for discussion of impacts that may not be able to be fully mitigated.
1547	Ch 6 Alternatives Evaluation			Sandra Gurkewitz	SDOT	NEPA requires consideration of direct, indirect, and cumulative impacts of a project on the environment and development of potential measures to mitigate adverse environmental effects. Typically, a DEIS describes options for mitigation, while the FEIS includes the decisions on mitigation that would be implemented. However, we found the DEIS to be lacking in consistent and clear mitigation for the potential adverse project impacts, many of which may be potentially unmitigable. We found it difficult to evaluate the full impact of the project and differences between alternatives as mitigation measures are peppered throughout the document. The City requests that between DEIS and the FEIS, Sound Transit work with community members, the City, and other stakeholders and partners to develop a comprehensive mitigation analysis and plan with sufficient detail to inform actions on a Project to be built and FTA Record of Decision. The mitigation plan should be co-developed with impacted communities, and should explore a wide range of mitigation tools and strategies.	All (Systemwide)	Mitigation is presented in the Final EIS for identified impacts. Mitigation may be informed by community input, depending on the resource. See Section 6.5, Significant and Unavoidable Adverse Impacts, for discussion of impacts that may not be able to be fully mitigated. See Appendix I, Mitigation Plan, for mitigation measures specific to the preferred alternative. Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
1548	Appendix G - Environmental Justice	7-1, 7-2	7	Lizzie Moll	SDOT	The analysis is incomplete for both measuring and mitigating impacts and benefits to minority and low-income populations. Thus, a conclusion cannot be reached that "the West Seattle Link Extension would not result in disproportionately high and adverse effects on minority and low-income populations." Nor can a conclusion be reached that "…impacts of the Ballard Link Extension would not be high and adverse to environmental justice populations." The City does not agree with these findings as missing information must be addressed to capture the complete impacts of the project	All (Systemwide)	The analysis is consistent with the regulations and guidance for environmental justice analysis in effect at the time of the analysis. Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.

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Attachment B: Racial Equity Toolkit and Environmental Justice

Seattle and Sound Transit are collaborating on the development of a racial equity analysis using the City's Racial Equity Toolkit (RET) to ensure equitable distribution of project benefits and avoid disparate impacts to communities of color and low- income populations. As the RET was being developed, Sound Transit completed an Environmental Justice (EJ) Analysis as Appendix G of the WSBLE DEIS. While the RET and EJ analyses employ different methodologies, results from each were to be integrated to help inform and solicit feedback from community. The City finds that the DEIS and the EJ Analysis is missing critical analysis and mitigation proposals to support the conclusion that with offsetting benefits the project would not result in disproportionately high and adverse effects on environmental justice populations. The City offers many comments on how to strengthen the EJ Analysis and better integrate the EJ Analysis and the RET in advance of the FEIS.

The City has valued Sound Transit's partnership on developing a joint Racial Equity Toolkit (RET) to ensure equitable distribution of project benefits and avoid disparate impacts to communities of color and low-income populations. This multi-year effort incorporates community engagement and technical analysis to help further the following RET outcomes throughout the project:

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations.
- Create opportunities for equitable development that include expanding housing and community assets for communities of color.
- Avoid disproportionate impacts on communities of color and low-income populations.
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome.
- Meaningfully involve communities of color and low-income populations in the project.

In addition, the RET identifies two communities, the Chinatown-International District (CID) and Delridge neighborhoods, for additional analysis and public engagement.

Sound Transit completed an EJ Analysis as part of the WSBLE DEIS. While the RET and EJ Analysis employ different methodologies, results from each were expected to be integrated to help inform and solicit feedback from community. The City's review of the DEIS EJ Analysis finds many missing pieces, particularly connecting information from other sections of the DEIS, and missing opportunities to better align and complement the DEIS with the work of the interagency RET, including strengthening methodology, providing additional information, and partnering on next steps and community processes to further racially equitable outcomes from the project. The following summarizes our comments. More detailed comments related to racial equity and environmental justice can be found in *Attachment A: City Consolidated Comments* and *Attachment M: Community Engagement*.

Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

The EJ Analysis is missing relevant information and analyses from other DEIS Chapters. For example:

Comment	Response
Economics. The Economics chapter is missing an analysis of the scale of economic impact from business displacements, road closures, and other construction impacts to the community in Delridge. The DEIS does not address whether displaced businesses are small businesses, cultural anchors, or other community serving businesses, and does not identify indirect effects of these displacements.	Please see responses to comments 822, 824, and 833 in Attachment A.
Acquisitions and displacements. The DEIS proposes that most displaced businesses can be relocated 'successfully' within the project vicinity. This does not consider the impact to businesses relying on a localized customer base, the availability of suitable commercial space at comparable rates, nor the viability of Sound Transit's available funding and tools under FTA policy to support relocation. This is particularly important in the CID.	Please see responses to comments 822, 824, and 833 in Attachment A.
Social resources, community facilities, and neighborhoods. This section of the DEIS states that in the Delridge neighborhood, the project will impact low-income housing to a greater degree, thereby affecting EJ populations. It is unclear why this is not an adverse and disproportionately high impact. Similarly, the DEIS does not look at business impacts in the CID from road closures and parking loss. It does not evaluate post-pandemic impacts, especially to small businesses.	The WSBLE Draft EIS did not make this statement. While some alternatives in the Delridge Segment would displace income-restricted or supportive housing, these impacts would be mitigated. See Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for conclusions on impacts and benefits to environmental justice populations. Please see response to comment 801 in Attachment A. A response to this comment related to the Ballard Link Extension study area will be provided as part of the environmental review process for the Ballard Link Extension.
Cumulative impacts. The DEIS and EJ Analysis do not address historic harm or cumulative impacts from multiple large capital projects to neighborhood cohesion in the CID.	Please see responses to comments 75, 754, and 808 in Attachment A.

The EJ Analysis (DEIS Appendix G) should include additional information and analysis. For example:

Comment	Response
Expand the study area for Delridge. The study area should be extended, especially south of the Delridge station to capture communities that will access stations by bus. Sound Transit should consider a Transit Access Study to better understand the needs of the several neighborhoods to the south of the Delridge station that have been identified in the RET.	Please see responses to comments 804 and 1537 in Attachment A
Identify social resources and clients served. The analysis should include a list of social resources impacted by the project, including organization names, descriptions, and clients served.	Please see response to comment 806 in Attachment A. A response to this comment related to the Ballard Link Extension study area will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Unsheltered people. Unsheltered people are low-income EJ populations. The analysis should include a complete evaluation of unsheltered people and available shelters by segment.	Please see response to comment 809 in Attachment A. A response to this comment related to the Ballard Link Extension study area will be provided as part of the environmental review process for the Ballard Link Extension.
Affordable housing. Analyses of the impact to affordable housing is not captured. It should be explicitly listed in DEIS by federal and local definition, as the loss of affordable housing would be an impact on the human environment and neighborhood.	Please see responses to comments 43, 45, 46, and 48 in Attachment A.
Equity. Specific missing impacts have been provided in the consolidated comments in *Attachment A*, including more information on air quality (especially in the CID), pedestrian Level of Service, the indirect economic and cultural impacts of the project. See also *Attachment D: Methodology and Analytics*.	Responses to City comments specific to the Ballard Link Extension study area will be provided as part of the environmental review process for the Ballard Link Extension. Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the West Seattle Link Extension Final EIS for more information on pedestrian level of service. A response to this comment related to the Ballard Link Extension study area will be provided as part of the environmental review process for the Ballard Link Extension. Response to specific City comments regarding indirect economic and cultural impacts to EJ populations is provided in response to comment 805 in Attachment A.
Relocation. "Research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity". These terms need to be defined and assumptions validated.	Please see response to comment 40 in Attachment A.

Findings. The City strongly disagrees with following conclusions of the EJ Analysis: "[With] offsetting benefits…the West Seattle Link Extension would not result in disproportionately high and adverse effects on environmental justice populations." (Appendix G, Page 7-1) "Combined with this mitigation and the offsetting benefits, impacts of the Ballard Link Extension would not be high and adverse to environmental justice populations." (Appendix G, Page 7-2)

Comment	Response
The DEIS and EJ Analysis, as currently drafted, do not include the level of analysis and mitigation measures needed to support these conclusions. Furthermore, additional public engagement is needed to support any conclusions about impacts to minority and low-income populations.	Please see response to comment 1548 in Attachment A.

Comment	Response
Next steps. In addition to written responses to the City's formal comments in *Attachment A: City Consolidated Comments*, and the subset highlighted above, the City would like to work with Sound Transit through development of the FEIS on the following: 1. **RET Report.** Update the 2022 RET Report based on DEIS comments from community and additional engagement between the DEIS and FEIS on refinements to the DEIS alternatives and project mitigation measures. 2. **Targeted Engagement in Chinatown-International District.** The City supports additional engagement with the CID community to Refine alternatives to avoid/minimize impacts, provide more complete mitigation, and develop a partnership between the public and private sectors and community to address longer-term impacts and historic harm**.** 3. **Targeted Engagement in Delridge.** The City supports additional engagement between the DEIS and FEIS with RET-identified communities in South Delridge who will rely on bus-rail integration to access the light rail station at Delridge. This engagement process should seek to confirm with community the Board action on a Preferred Alternative and look for ways to further RET outcomes and North Delridge Action Plan goals. **Mitigation**. Develop together with the City, community, and other relevant stakeholders and partner agencies, a comprehensive mitigation plan in advance of the FEIS that considers strategies to mitigate impacts to RET populations throughout the entire system, including but not limited to, strategies to reduce displacement of low-income households and provide support to small businesses during construction. See *Attachment J: Mitigation*, for further discussion.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the West Seattle Link Extension Final EIS, final design, and construction.

Attachment C: Compliance

The City of Seattle is responsible for issuing local permits for the WSBLE project. The City cannot permit the project if it does not comply with City codes, rules, plans, and regulations. The DEIS demonstrates several instances in which compliance with local regulations is unclear. These compliance issues should be resolved and documented in the FEIS to avoid potential cost and delay in the project permitting process.

The following list highlights compliance concerns where the DEIS is either silent on a potential compliance issue or where the DEIS presents information that suggests the project may not comply with City codes, rules, plans, and regulations. If unresolved, these compliance issues may impact the City's ability to permit project. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in Attachment A: City Consolidated Comments.

Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Stormwater. The proposed alignments are not in compliance with regulations for stormwater management related to guideways. Seattle Public Utilities (SPU) cannot permit the project as shown in the DEIS designs. Sound Transit asserts that guideways are non-pollution-generating surfaces. This is incorrect. The Washington State Department of Ecology (Ecology) has judged them to be pollution-generating surfaces. Unless Ecology revises that determination based on new data, the project must meet the City's Stormwater Code (SMC 22.800-22.808).	Please see responses to comments 670, 671, 672, and 689 in Attachment A.
Land Use. The information necessary to identify impacts, compare alternatives and demonstrate compliance with city code is missing. The analysis in the DEIS does not identify the above grade guideway segments that would be located above the maximum allowed zoning height (SMC 23).	Please see responses to comments 103 and 846 in Attachment A.
Noise. References to Seattle Noise Ordinance (SMC 25.08) are missing from the operational noise impact analysis, therefore, the potential conflict with local controls and policies cannot be determined. The DEIS uses FTA methodology to establish impacts and the required mitigation for operational sound levels. That FTA standard is not used in the Seattle Municipal Code (SMC) nor in the Washington Administrative Code (WAC). Exterior sound level limits of SMC 25.08.410 and .420 must also be used to evaluate impacts of the project.	Please see response to comment 125 in Attachment A.
Historic Preservation. References to Seattle Municipal Code sections are missing related to implementation of the City's Historic Preservation regulations. The references to when a Certificate of Approval (SMC 25.12 and SMC 23.66) is required for alterations within historic districts (demolition, construction of stations, venting structures, head houses etc.) or to individual landmarks. Additionally, the regulations regarding referral to the Landmarks Preservation Board of nominations for potentially eligible resources that are proposed for demolition or substantial alteration are not addressed (SMC 25.05.675H2c and SMC 25.12). Therefore, the potential conflict with local controls and policies cannot be determined.	Please see responses to comments 704 and 705 in Attachment A.

Comment	Response
Shoreline and Environmentally Critical Areas. The Compensatory Mitigation sections in the Ecosystems chapter prioritize off-site or in lieu fee mitigation measures which do not address City of Seattle Shoreline Code requirements (SMC 23.60A.158 and SMC 23.60A.159) or the Environmentally Critical Areas (ECA) mitigation sequencing priority (SMC 25.09.065). Avoidance, minimization, and in-project area mitigation sites should be considered in advance of off-site and/or in-lieu fee mitigation measures. Table B for SMC 25.09.160 should be referenced regarding mitigation measures for wetlands.	Please see responses to comments 157, 166, and 174 in Attachment A.
Overwater and In-water Structures. Due to the negative impacts of overwater structures and inwater structures (i.e., bridge alternatives) to the salmonids and other aquatic species using the Ship Canal, the King County in-lieu fee program (or other mitigation locations outside Seattle) is very likely not to be a viable or appropriate option for compensatory mitigation due to City of Seattle Shoreline Code requirements (SMC 23.60A.158 and SMC 23.60A.159).	Please see response to comment 157 in Attachment A. Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
Geology and Soils. The Prospect Street portal, Smith Cove Station site, and alignments along the west side of Queen Anne are in Environmentally Critical Areas (ECA) steep slope and potential slide. These project components will likely require considerable efforts to provide complete stabilization to protect the facility from landslides emanating from the ECA Steep Slope Area.	Please see responses to comments 83, 198, 199, 200, and 207 in Attachment A. Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
Seattle Municipal Code Title 15. Title 15 covers protection and repair of features in public places, including sidewalk, pavement, sewers, drain inlets, catch basins, green stormwater infrastructure, streets, trees, or any other public facility or assets, that are impacted by construction activities (SMC 15.22.080). In accordance with Title 15, the Right-of-Way Opening and Restoration Rules (ROWRR) describes references, requirements, and standards that must be met when making or restoring openings in the public right-of-way. The DEIS does not cite compliance with Title 15, the ROWRR, or City of Seattle Standard Plans and Standard Specifications for Road, Bridge, and Municipal Construction, for roadway and sidewalk facilities restored as part of construction activities. Additionally, the Utilities section of the DEIS does not describe restoration within the ROW as a project impact for utility relocations during construction.	Please see responses to comments 305, 337, and 338 in Attachment A.
Visual Quality and Aesthetics. The analysis is incomplete and appears not to be compliant with SMC 23.66. In order to show analysis could lead to compliance with SMC 23.55, visual impacts of station entrances and related components, headhouses, venting, bike parking, etc. require further analysis of the siting of these elements in consideration of visual cohesion and architectural character within the Pioneer Square Preservation District and International Special Review District. All elements above grade, including, but not limited to paving, street furnishings, bicycle parking, signage, lighting and landscaping will require a Certificate of Approval from the Department of Neighborhoods. This will include review and a recommendation by the respective historic review Boards, pursuant to Chapter SMC 23.66.	Please see responses to comments 123, 755, and 756 in Attachment A. Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Next steps. The City offers continued support to explore code amendments, as appropriate, with ST and with community. Several of our codes and policies do not anticipate the unique complexity associated with constructing a linear transportation project such as the West Seattle and Ballard Link Extensions. Per the Partnering Agreement, the City continues to review development regulations and processes that will likely be applicable to the project and identify code changes and process reform actions necessary to streamline the permit review process or resolve code conflicts. Community outreach will be conducted later this year for consideration of proposed code reforms. The need to resolve outstanding compliance issues must be addressed by release of the FEIS to avoid later delays. If the City's concerns regarding local regulations are not adequately addressed through the environmental review process, it is unlikely that the FEIS and ROD will sufficiently meet the City's needs—thereby requiring the City to request additional analysis and mitigation during the permitting process and creating unknown delays we all want to avoid. Streamlining the permitting process requires an adequate analysis of impacts and mitigation in the DEIS, FEIS, and ROD to minimize the need for identifying additional mitigation later during the permitting process.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the West Seattle Link Extension Final EIS, final design, and construction.

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Attachment D: Methodology and Analytics

Many sections of the DEIS are missing information and analysis necessary to understand the full complement of project impacts. Without this information or analyses it is difficult to fully compare alternatives and develop appropriate mitigation. We also found several areas where we did not agree with the methodology or assumptions used to evaluate impacts.

The following list provides representative examples of missing information, incomplete analyses, and disagreement on methodology and assumptions. A comprehensive list of these issues may be found in the City's formal DEIS comments in Attachment A: City Consolidated Comments.

Response to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Examples of missing information or analysis: **Business and Residential Displacements.** See Attachment I for additional information on the City's comments related to displacement. The City finds information, analysis, and/or mitigation missing for the following: • Impacts to minority-owned businesses and employees, particularly BIPOC businesses and employees, have not been fully evaluated throughout the corridor. • Impacts to residential property owners and renters, including low-income and BIPOC communities. The information necessary to identify impacts and compare alternatives for acquisitions, displacements, and relocations is missing. • Demographic and socio-economic data for each displacement and impacts of acquisitions and displacements on Mandatory Housing Affordability (MHA) units. • The results of businesses and residential displacements needs to be further evaluated in terms of community cohesion and gentrification including impacts to low income and BIPOC communities. Mitigation measures need to be proposed.	See responses to comments in Attachment I.
Economic and Social Impacts. The evaluation of social resources and community cohesion in the Chinatown/International District (CID) is incomplete. Many cultural and social resources vital to the community are missing in the DEIS including Summit Sierra School, the Chinese Language school at Chong Wa Benevolent Association, and the Puget Sound Community School. There is also no mention of Theatre Off Jackson. Donnie Chin International Children's Park is mis-identified, and Kobe Terrace Park and the Danny Woo Community Garden are omitted. Missing is discussion of the indirect impacts to neighborhood social and cultural cohesion outside of the immediate CID station area.	A response to this comment will be provided will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Environmental Justice and the RET: The Chinatown-International District is a RET identified community that has historically experienced disproportionate impacts from government actions. Impacts to the community have not been fully evaluated, including the following: • Analysis of indirect impacts such as economic displacement resulting from potential land value increases after completion of the project. • Construction disruption, especially to the small businesses that are struggling in the current recession need to be included in the analysis. • Impact of street closures, rerouting, and transit changes to business and residents. • Discussion of cultural displacement and the broader consequences to culturally unique and sensitive businesses within the CID, and to the broader regional users of this cultural anchor community. • Removal of direct service to the Stadium Station for the Rainier Valley, Tukwila, SeaTac and Federal Way communities will likely increase the load on the CID station for transfers and pedestrian traffic, especially during Stadium events. Evaluation of surge traffic impacts in the CID and on BIPOC communities is missing.	Please see responses to comments 382, 463, 805, 1499, 1502, 1506, 1507, and 1508 in Attachment A. A response to the comment regarding direct service to the Stadium Station will be provided will be provided as part of the environmental review process for the Ballard Link Extension.
Land Use and Transit Oriented Development (TOD): Potential for new development and TOD to advance gentrification has not been addressed. Need clearer comparison between type of land uses impacted by each alternative to adequately to compare alternatives. For example, in the West Seattle segments: need to demonstrate the project is consistent with the West Seattle Triangle Urban Design Framework, North Delridge Action Plan and the City of Seattle Comprehensive Plan goals and policies.	Please see response to comments 743, 832, and 848 in Attachment A. Consistency with the North Delridge Action Plan is discussed in Appendix L4.2, Land Use, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. The West Seattle Triangle Urban Design Framework is not an adopted plan and therefore consistency was not evaluated.
Parking: Impacts to parking have not been adequately evaluated throughout the corridor, including analysis of hide and ride parking near stations, construction worker parking needs and impact to disabled parking. Inventory of commercial loading zones is not correct. Impacts to commercial load zones near stations not evaluated or mitigated.	Please see response to comments 96, 97, 303, 309, 370, 374, 587, 1035, 1036, and 1049 in Attachment A.

Comment	Response
Visual Quality and Aesthetics: Visual quality and aesthetic impacts have not been fully evaluated. Missing analyses and visuals include: • Specific public views of natural and human made features along SEPA corridors and of historic landmarks. • System elements including guideways, stations, portals, straddle bents, noise walls, overhead pole (OCS), and Traction Power Substation (TPSS) numbers and locations. • Additional Key Observation Points (KOPs) • Visuals in respect to light, glare, height, bulk and scale and shading. Evaluation of visual impacts from exhaust stacks and entry portals adjacent to historic landmarks and those within historic districts need to be evaluated.	Please see response to comments 109, 110, 111, 116, 120, 122, 730, 736, 883, 886, 887, 891, 895, 900, 902, 903, 904, and 965 in Attachment A. Additional key observation point (KOP) simulations s and associated impact analyses have been added in the Final EIS, including simulation KOP views of/from SR 99, the West Seattle Bridge, and South Spokane Street; see Attachment N2A in Appendix N2, Visual and Aesthetics Technical Report, of the Final EIS.
Cultural and Historic Resources: The Area of Potential Effects (APE) should be expanded to include detour routes through Pioneer Square. An evaluation of impacts to buildings and areaways in Pioneers Square should be added. Missing information and analysis of the CID and Pioneer Square in the context of a larger historic district should be completed. The list of properties potentially eligible for Landmarks designation, in addition to those potentially eligible for listing on the National Register of Historic Place (NRHP) is missing. See Attachment H for additional discussion of cultural and historic resources.	A response to this comment regarding detour routes through Pioneer Square and areaways will be provided as part of the environmental review process for the Ballard Link Extension.
Examples of Methodology Disagreements: **Transportation:** • Boarding numbers need updating, especially for peak hour travel • Bicycle facilities analysis does not meet FTA best standards 'access to transit' of 3- mile radius from station (ST used 1.5-mile bike shed) • Missing pedestrian LOS data, which may have changed since DEIS analysis. • Traffic modeling. Sound Transit utilized Synchro and the City understands that further analysis with Vissim may be warranted between DEIS and FEIS. The City would appreciate review of this modeling work with the project team. • Provide signal phasing assumptions, these have changed since the DEIS was written and model assumptions need to be updated. • Speed limits have changed since the DEIS was written and model assumptions need updating.	Please see response to comments 86, 306, 310, 324, 375, 376, 412, 435, 443, 1024, 1048, and 1058 in Attachment A. Vissim was used for the Final EIS analysis in some areas (4th Avenue South corridor and the Delridge Station area), and the results are documented in Section 4, Arterials and Local Streets, of Appendix N.1, Transportation Technical Report. This modeling has been presented to the City of Seattle through a variety of interagency coordination meetings. The existing condition year for the Final EIS continues to be 2019, and speed limit assumptions are consistent with that year. Signal timing assumptions are provided in Attachment N.1A to Appendix N.1 and are consistent with the 2019 base year.

Comment	Response
Design/Safety: Include Seattle Fault and earthquake parameters in design. Standards are changing and the FEIS should use most current standards. For Smith Cove/W. Galer Street Station, all alternatives pass through areas that a NOAA model predicts could be inundated by a Seattle Fault generated tsunami. The preferred alignment is exposed to tsunami inundation at W Republican St/5th Ave W. Please consider this in further design of these alternatives.	Please see response to comment 18 in Attachment A. A response to this comment with respect to the Ballard Link Extension study area will be as part of the environmental review process for the Ballard Link Extension.
Visual Quality: The DEIS does not use current FHWA 2015 Visual Quality Analysis Guidelines. Please use the most recent guidelines.	Please see response to comment 883 in Attachment A.
Air Quality: Per Puget Sound Clean Air Agency's report on toxics in the CID, the neighborhood has among the poorest air quality in Seattle. Please incorporate PSCAA's findings in your analysis and evaluate the impact of construction vehicles for the project and their contribution to cumulative air quality impacts.	Please see response to comment 813 in Attachment A. Response to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
Next Steps. In addition to written responses to the City's formal comments in Attachment A: City Consolidated Comments, the City would like to work with Sound Transit through development of the FEIS to update or complete analyses requested by the City and provide technical assistance, information, and evaluations upon request.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the Final EIS, final design, and construction.

Attachment E: Transportation Impacts

There are many instances in which the DEIS does not sufficiently disclose and analyze construction and operational impacts to the transportation system. Additional work is needed to understand the scope of these impacts to inform appropriate mitigation measures, action on a Project to be Built, and eventual project permitting.

The following text highlights major City concerns related to construction and permanent transportation impacts. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in Attachment A: City Consolidated Comments.

Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Construction Impacts. The City notes several concerns related to construction impacts, including:

Comment	Response
Road Closures During Construction. Statements in the DEIS that full or partial closures to arterials will create more congestion do not adequately identify the true impacts on the traveling public. Several of the full and partial closures will require reduced vehicle trips, compelling the public to change behavior during the construction period. SDOT operations staff will need to actively manage construction impacts throughout construction of the project. Mitigation of impacts on bus operations due to street closures is not adequately described and should be closely coordinated with the City and King Country Metro. The insufficient capture of construction impacts impedes the understanding of whether mitigation measures will adequately address impacts, which in turn, limits evaluation of alternatives when construction impacts are an important factor.	See responses to comments 767, 769, 771, 795, 1030, 1031, 1043, 1046, 1072, 1120, and 1250 in Attachment A. Please see responses to common comments CCG1 and CC3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
Streetcar impacts. The DEIS assumes that the Center City Connector will be complete by the time WSBLE work begins in 2027 in the Downtown segment. As of April 2022, construction of C3 has not yet started and should not be assumed to be complete before WSBLE work begins in the Downtown segment in 2027. The FEIS should revise assumptions to account for C3 construction that could be concurrent with WSBLE. The FEIS should describe the impacts and propose mitigation for C3 construction, startup, and testing activities as well as the operation of the streetcar system as expanded by the C3 project.	See responses to comments 281, 282, 283, 287, 288, and 289 in Attachment A. A response regarding the Center City Connector construction will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
The DEIS notes varying degrees of impacts to the streetcar under nearly all Downtown and CID alternatives yet will still be able to operate, though not as a connected streetcar system. This significantly understates the true impact of the WSBLE construction to the operations of the system. The streetcar cannot be easily rerouted or curtailed without major capital work and associated environmental documentation. This might include installation of temporary tracks, turnbacks, and switches, to maintain access to the fleet and maintenance facilities at Charles Street (FHS) and 318 Fairview (SLU) and provide for safety during such operations. The DEIS does not detail necessary modifications to the streetcar system to provide for continued, if disconnected, service.	A response regarding the Center City Connector construction will be provided as part of the environmental review process for the Ballard Link Extension. See responses to comments 281, 282, 283, 287, 288, and 289 in Attachment A.
Emergency services. Construction impacts will have impacts to emergency transportation services. Insufficiently identifying construction impacts the ability to evaluate how construction will impact emergency transportation services.	See responses to comments 8 and 694 in Attachment A.
Permanent Operational Right-of-Way (ROW) Modifications. The City notes several concerns related to permanent operational modifications to ROW, including: • The project assumes that several transit lanes downtown will be converted to general-purpose travel lanes. This assumption is not consistent with current City vision and goals. • Further evaluation of center column placements along Elliott/15th and 14th Ave should be performed to ensure that there are adequate sightlines and access can be maintained.	See responses to comments 436, 440, and 1216 in Attachment A.
Further evaluation is needed for SODO busway and SODO Trail closure to better identify impacts and determine appropriate mitigation with partners.	See responses to comments 767, 768, 1036, 1070, 1089, 1112, 1113, 1167, and 1168 in Attachment A. Please see response to common comment CC3f in Table 7-1.
Removal of Commercial and ADA Load Zones. The DEIS does not fully detail impacts and mitigation for loss of parking and loading/ADA access in certain areas (CID 5th Ave and near Seattle Center). The DEIS acknowledges that commercial loading and ADA spaces would be displaced and relocated, which may not allow them to serve the business/residents needing those zones. The DEIS does not provide sufficient detail to evaluate and mitigate these impacts.	See responses to comments 378, 522, 523, and 1049 in Attachment A.
Access and Integration. The City notes several concerns related to access and integration, including: • Pedestrian/bike access: − Information regarding improvements necessary to ensure adequate sidewalk space immediately adjacent to station entrances is missing or incomplete.	Please see responses to comments 306, 364, and 365 in Attachment A. Please see responses to common comments CC3a and CC3b in Table 7-1

Comment	Response
Station entrances should be located to improve pedestrian/bicycle/ADA station access, bus integration, equitable transit-oriented development, and station visibility/legibility. For example, for alternatives WSJ-3a, WSJ-4, and WSJ-5, consider an additional entrance on the west side of 41st Avenue SW to provide access closer to the California Avenue SW commercial corridor.	Please see responses to comments 1427, 1432, 1433, and 1533 in Attachment A. Please see response to common comment CC3a in Table 7-1.
The walk and bikeshed analysis should be expanded upon, in terms of the number of miles for anticipated ridership and improvements using FTA standards, to identify how the customers will safely access the station by walking and biking and where facilities need to be added, upgraded, or maintained.	Please see responses to comments 411 and 1024 in Attachment A. Please see response to common comment CC3a in Table 7-1.
The number of secured bike parking spaces should be reanalyzed, and more work is needed to determine additional areas at each station to ensure all bikes fit and are accessible in the bike parking areas.	Please see response to comments 307, 310, 435, 1098, and 1435 in Attachment A.
Transit pathways. Many of the Delridge Station alternatives would require bus service to deviate from Delridge Way. These new bus movements would affect operations on Delridge Way (raising questions about signals, markings, and/or lane priority for transit) and on nearby nonarterial streets (pavement, ped/bike/bus interaction, noise). The associated impacts and mitigations must be identified in the DEIS and implemented during construction.	Please see response to comment 1532 in Attachment A. Sound Transit has conducted detailed analysis of the preferred alternative for the Delridge Station using Vissim microsimulation. The findings have been shared with the City through a series of interagency coordination meetings. Design, including pedestrian and bicycle interactions with vehicles and buses, has been refined in partnership with the City. Additional information about the potential for traffic impacts from buses has been added to Section 4.7, Noise and Vibration, and Appendix N.3, Noise and Vibration Technical Report.
Pick-up/Drop-off. The DEIS does not detail the methodology for determining bus pick up/drop off demand and indicates different assumptions at different stations; this is particularly troubling where curb space may be limited or unavailable. For example, the DEIS indicates that the Westlake Station would have 40% higher ridership, including passengers being dropped off, but no pickup/drop off areas are included.	Please see response to comment 376 in Attachment A.

Comment	Response
Next Steps. In addition to responding to the City's formal DEIS comments in Attachment A: City Consolidated Comments, the City would like to partner with Sound Transit on the following actions: • Work with SDOT Divisions, including Transportation Operations, Street Use, and Transit and Mobility, to fully identify the range of construction impacts and develop a construction management plan that anticipates schedule and phasing, needed traffic reroutes and deviations, and appropriate transportation demand management strategies during the construction period. • Address the numerous concerns raised by the Seattle Streetcar team through additional analysis of impacts and development of a mitigation plan. Mitigation analysis for the streetcar system should include: − Capital facilities to allow continued operations Center City Connector and South Lake Union streetcar systems, and for First Hill service to continue to 5th and Occidental, including continued access to maintenance facilities for all lines to enable operations; − Analysis of limited duration shut-downs sufficient to build the capital improvements necessary to maintain safe operations of a connected streetcar system during WSBLE construction; − Phasing of construction impacts to avoid concurrent closures of both FHS and SLU lines and full closure of the entire streetcar system when C3 is operational; and − Financial mitigation for any closures to support operations and address ongoing costs during closures. • Commit to improving station access and transit integration in the next phase of station planning before the FEIS. Ensure that the FEIS includes these updated station designs. See Attachment L: Planning for Station Access and Transit Integration for longer discussion and next steps for station planning.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the West Seattle Link Extension Final EIS, final design, and construction. Please see responses to common comments CC3 and CC3b in Table 7-1. A response to this comment related to street car impacts will be provided as part of the environmental review process for the Ballard Link Extension.

Attachment F: City Assets and Properties

The WSBLE project may impact many assets and properties that the City owns and/or maintains. Many impacts will require acquisition in fee or by easement, utility relocation, right-of-way use through street use permitting, or other legal conveyance—all processes that take substantial time, and in many cases City Council action. The DEIS does not fully document potential impacts to City assets and properties, making it difficult to understand completely the trade-offs between project alternatives and identify appropriate mitigation actions.

The City owns and/or maintains infrastructure and parceled properties—including the Seattle Center, several parks, two public golf courses and greenbelts, a Seattle Parks and Recreation (SPR) maintenance facility, utility infrastructure, street right-of-way, bridges, buildings, and vacant property—that may be impacted by WSBLE. The following describes the major concerns with evaluation of impacts to and mitigation for City assets and properties. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in Attachment A: City Consolidated Comments.

Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Property Acquisition. During our review we found the Acquisitions, Displacements and Relocation chapter, and Appendix L.4.1 is missing information and analysis. This made it difficult for staff to fully evaluate project impacts to City assets, costs for easements, acquisition, or construction use of these properties, and identification of appropriate mitigation measures that would be appropriate. Because the process for acquiring properties and property rights varies by City Department, and all transactions require City Council approval, it is important for City staff to begin these processes as soon as possible to avoid project delays. To complete this analysis the City needs the following: • List of all impacted City assets. • Clear identification of construction easements and staging areas related to City property and a distinction between full and partial acquisitions. • List of proposed permanent rights-of-way needed to complete the project. • Summary of contamination that may occur to City assets or adjacent properties.	Please see response to comment 1544 in Attachment A. Please see Appendix L4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for tables and maps of property that would need to be acquired for each alternative.
Utilities. We found the Utilities Chapter included several incorrect assumptions. In addition, along with Appendix J – Conceptual Plans we found the chapter missing information and/or analysis to clearly identify utility impacts. Likewise, mitigation was missing or inadequate. For example: • The DEIS states that 'Through pre-construction measures and coordination with utility providers, no impacts on major utilities are expected during construction and no mitigation would be needed.' We strongly disagree and given all the impacts described in the same DEIS, question the basis for this assumption.	Please see responses to comments 316 and 667 in Attachment A. Please see Section 4.15, Utilities, and Appendix L4.15, Utilities, of the West Seattle Link Extension Final EIS; information on utility identification and associated impacts has been updated where appropriate.

Comment	Response
The DEIS states that guideways are non-pollution-generating surfaces. This is false; the Washington State Department of Ecology has judged guideways to be pollution-generating surfaces. Unless Ecology revises that determination pending new data, the project must meet the City's Stormwater regulations to be permitted; the current design does not.	Please see responses to comments 670, 671, and 689 in Attachment A.
The DEIS describes relocations for 'major' utilities, while relocations of 'minor' utilities, which will be extensive, were not evaluated. Waiting until final design for this evaluation limits an accurate comparison of alternatives in cases where many 'minor' are in proximity 15 to the project. In addition, the study area of 100 feet on each side of the alignment does not address potential indirect impacts to utilities outside the corridor. • Known alignment conflicts with overhead and underground electrical utilities have not been fully evaluated for impacts to the project. • There are several transmission lines in the project corridor. Transmission outages are generally not allowed and take up to one year to schedule in advance. Sound Transit should evaluate the process and timeline for transmission outages. • SCL could not verify the number of major utility conflicts with the conceptual drawings in Appendix J and those in the Utilities chapter due to omissions and inconsistencies.	Please see responses to comments 74, 75, 677, 1292, 1293, and 1302 in Attachment A.
Right-of-Way Use and Improvements. The DEIS presents little information on and no analysis of changes in roadway channelization, partial or full Right-of-Way (ROW) needs. To evaluate the impacts to City ROW, additional analysis and information is needed, including: • Multi-year street closures have impacts to alternative pathway streets and to the system that are not accurately depicted in the DEIS. This needs to be evaluated to determine whether these roadways can accommodate detoured or diverted traffic.	Please see response to comment 1255 in Attachment A. Please see response to common comment CC3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
More complete list of utility relocations and 'construction limits.	Please see responses to comments 677, 1292, and 1302 in Attachment A. Construction limits are identified on the Appendix J drawings.
Proposed changes/relocations of pedestrian/bike facilities and connections at stations	Please see responses to comments 306, 364, 365, 389, 392, 394, 398, 399, 403, and 445 in Attachment A. The West Seattle Link Extension Final EIS includes descriptions of existing pedestrian and bicycle connections to stations and proposed changes at stations as appropriate. Specific facility design within the construction footprint and how these facilities will tie into adjacent City facilities are being discussed through a series of interagency coordination meetings with the City.
Impacts on existing trees in ROW under SDOT jurisdiction and required 2:1 replacement	Please see responses to comments 222 and 223 in Attachment A.

Comment	Response
The information necessary to identify impacts to pedestrians and bicyclists accessing the stations. Improvements necessary for safe bicyclist and pedestrian access should be included as part of the WSBLE project. (See also similar comment directed at all stations.)	Please see responses to comments 306, 364, 365, 389, 392, 394, 398, 399, 403, and 445 in Attachment A.
Impacts to SDOT structures particularly bridges have not been assessed.	Please see responses to comments 299 and 300 in Attachment A.
Right-of-way changes associated with channelization, signalization, sidewalk/ADA improvements for operation of WSLBE have not been assessed in the DEIS. Also, right-of way changes associated with detours and traffic diversion have not been evaluated.	Please see responses to comments 305, 306, 311, 313, 314, 331, 767, 1016, 1017, 1030, 1031, 1043, 1047, 1072, 1227, and 1243 in Attachment A. Changes to right-of-way are included in the project footprint and impacts are considered throughout the environmental analysis.
Streetcar. The DEIS assumes that the Center City Connector (C3) Streetcar will be complete at the time of WSBLE construction. If correct, construction road closures for either alternative would require track and signal modifications to re-route the streetcar for continued service. The proposed mitigation to develop an operational plan to minimize impacts to streetcar service would be inadequate. The DEIS should also evaluate cumulative impacts to the streetcar and downtown transportation network if C3 and WSBLE construction overlap. See Appendix A for additional comments related to C3 streetcar, as well as SLU and First Hill streetcar networks.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Next steps. The City will assemble a City Asset Team of real property services with representation from each affected City department. The City requests that Sound Transit works with this team to: • Develop a plan for mitigation to City assets, including the acquisition and sale of property rights related to City assets property acquisition where appropriate. • Identify contamination on and near City assets that might affect City assets during construction. • Provide requested additional studies and information for impacts to City assets and properties, including the Streetcar network. The City team will help identify additional impacts and design improvements or avoid or mitigate impacts. • Update drainage design to meet current City stormwater regulations.	Sound Transit is currently working with the City Asset Team as design progresses regarding the above items throughout the development of the West Seattle Link Extension Final EIS, final design, and construction.
Summary table of impacts to City assets and properties. The following summary table compiles impacted City assets and properties, based on City staff understanding of the DEIS. This list may not be exhaustive.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the West Seattle Link Extension Final EIS, final design, and construction.

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Attachment G: Section 4(f) Impacts

The Section 4(f) analysis performed by Sound Transit lacks necessary specificity and detail on the scope, duration, and mitigation of impacts to parks and park facilities, certain historic resources, and Seattle Center for any of the alternatives. Seattle Parks and Recreation (SPR) and Seattle Center cannot concur as to whether project impacts are *de minimis* under Section 4(f) without this additional analysis, including adequate demonstration of completed planning to minimize harm to SPR properties and Seattle Center.

The following list provides representative examples of places where additional information and details related to Section 4(f) impacts and mitigation, including impacts to parks, recreation areas, and historic resources, are needed. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in *Attachment A: City Consolidated Comments*.

Response to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Parks, recreation areas, and greenbelts. Need additional analysis of the scope, duration, and mitigation for impacts to 28 SPR facilities and natural areas including Kinnear Park, Interbay Playfield, Delridge Community Center, and West Duwamish Greenbelt. For example, potential impacts to Kinnear Park and its recreational uses should be disclosed and mitigated.	Responses to specific City comments regarding the West Duwamish Greenbelt are provided in response to the following comments in Attachment A: 652, 653, and 656. Please see response to common comment CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Section 4.17, Parks and Recreational Resources, identifies impacts and proposed mitigation. A response to this comment with respect to parks in the Ballard Link Extension study area will be provided as part of the environmental review process for the Ballard Link Extension.
Golf courses. Need additional analysis and mitigation of the impacts to playability, configuration, operations, and resultant revenue, at West Seattle Golf Course and Interbay Golf Course. For example, the tunnel portal alternatives on the south side of South Genesee Street would have significant impacts on golf course playability, operations, and revenue.	Responses to specific City comments regarding West Seattle Golf Course are provided in response to the following comments in Attachment A: 646, 647, and 655. Please see response to common comment CC4.17b in Table 7-1 in Chapter 7 of the Final EIS. Section 4.17 identifies impacts and proposed mitigation. If any of the alternatives that impact West Seattle Golf Courses are selected to be built, Sound Transit would continue to coordinate with the City, as described in Section 4.2.17.6.2 of the Draft EIS. A response to this comment with respect to the Interbay Golf Course will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Seattle Center. Need additional analysis and mitigation of adverse impacts from the temporary closure of 1.5 acres of the Seattle Center campus during construction, including provisions for equitable and ADA access to campus; analysis to support the conclusion that Seattle Center tenants will be able to continue normal operations during construction; analysis and mitigation of permanent adverse impacts, such as displacement of Donnelly Gardens and Legacy London Place trees; and analysis and mitigation of potential permanent adverse impacts to historic facilities including the Northwest Rooms and the Cornish Playhouse. See *Attachment K* for more detailed discussion of comments related to Seattle Center.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Additional historic resources. In addition to impacts to Seattle Center historic resources referenced above, more information is needed regarding impacts on the International Special Review District/Chinatown NR District, as well as impacts to Union Station. See *Attachment H* for more detailed discussion of comments related Section 106 and historic resources.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
Next Steps. The City requests work sessions with Sound Transit related *de minimis* concurrence. If we are unable to achieve agreement on concurrence on *de minimis* findings, we will request additional least harm analysis during development of the FEIS, including a more detailed mitigation discussion, negotiation, or determination based on selection of a Preferred Alternative. For 4(f) properties with adverse impacts, the City requests a 4(f) and least harm analysis. The City requests that Sound Transit provide written responses to City comments including detailed information as requested in City Section 4(f) comments in *Attachment A*.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the Final EIS. The Final EIS includes a least harm analysis consistent with Section 4(f) requirements.

Attachment H: Historic and Archaeological Resources/Section 106

The DEIS does not sufficiently assess the construction and permanent visual, physical, and operational impacts of the WSBLE project on historic resources. A thorough understanding and analysis of these impacts (effects) is necessary to meaningfully compare alternatives, inform a decision on a Preferred Alternative, and avoid costly conflicts and limited mitigation opportunities. Successful Section 106 consultation depends on the City having this information to evaluate impacts and trade-offs.

Comment	Response
As noted in *Attachment C: Compliance*, the DEIS demonstrates several instances where compliance with Seattle Municipal Code sections related to implementation of the City's Historic Preservation regulations are not identified. Specifically, the references to when a Certificate of Approval (SMC 25.12 and SMC 23.66) is required for alterations within historic districts (demolition, construction of stations, venting structures, head houses etc.) or to individual landmarks.	See responses to comments 212, 213, and 709 in Attachment A.
The DEIS does not adequately address regulations regarding referral to the Landmarks Preservation Board of nominations for potentially eligible resources that are proposed for demolition or substantial alteration (SMC 25.05.675H2c and SMC 25.12). Without this information, the potential conflict with local controls and policies cannot be determined. These issues should be resolved and documented in the FEIS to avoid potential cost and delay in the project permitting process.	See responses to comments 213, 214, 215 and 709 in Attachment A.
Related to both local and federal regulatory compliance, the DEIS does not adequately assess or describe the impacts to historic resources.	See responses to comments 213, 215, 709, and 714 in Attachment A.
Several specific examples that are of concern are the visual impacts to Union Station caused by vent stacks, the construction impacts to areaways regarding haul and detour routes, and the construction and operational impacts to Seattle Center under DT-1 Seattle Center station alternative at Republican Street. Additionally, the DEIS does not define, identify, or address impacts to traditional cultural properties (TCPs).	See responses to comments 422, 730, 732, 736, 744, 745, and 746 in Attachment A. Regarding the Seattle Center, see responses to Attachment K.

Comment	Response
The City is a Consulting Party under Section 106 of the National Historic Preservation Act (NHPA). In this role, we will work towards concurrence on the area of potential effect (APE), identify historic and archaeologic resources within the City that are adversely affected and work with Sound Transit and FTA to develop a Memorandums of Understanding if appropriate. The City has not yet concurred on the project APE. We understand that the APE can change throughout the process as the project evolves. However, it is important that the APE capture all areas that will be impacted both permanently and during construction. We have specific concerns regarding the APE in the CID, Pioneer Square, and Seattle Center.	See responses to comments in Attachment A: 568, 712, 715, 733, and734.
Next steps. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in *Attachment A: City Consolidated Comments*. In addition to written response to those comments, the City seeks the following: • Continued meetings of consulting parties with Sound Transit and the FTA to discuss and seek agreement on Section 106 matters. • Clarity in the FEIS for analysis of proposed physical alterations and the resulting impacts (effects) on historic resources. This includes existing city landmarks and historic district, potentially locally eligible resources, and properties that are National Register listed or determined eligible. The FEIS must identify actions that will require a Certificate of Approval. • Identification of actions that will require a landmark nomination must be submitted to the Landmarks Preservation Board per SMC 25.12 and SMC 25.05.675H2C. • Identification of TCPs and analysis of impacts to those resources should be included in the FEIS. • Analysis of impacts to areaways, particularly within Pioneer Square. Areaways have been evaluated during previous public projects, but those are not referenced in the DEIS. • FEIS must clearly provide analysis of impacts (effects) to historic resources along haul and detour routes. • FEIS must clearly provide analysis of visual, construction and operational impacts (effects) to Seattle Center. Specifically, construction feasibility studies for the Northwest Rooms and Cornish Playhouse to address some of the proposed alterations or nearby construction will be needed. See Attachment K for additional information on Seattle Center. • Specific mitigation options relating to specific impacts to historic resources. It appears that the menu of mitigation options suggested in the DEIS is general rather than specific.	As requested, Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the Final EIS.

Attachment I: Business and Residential Displacement

The DEIS Preferred Alternative will acquire up to 516 parcels and displace up to 332 business, 3,000 employees and 1,002 residences throughout the project corridor. Other alternatives have similar impacts. These displacements will have significant impacts on the economic and social vitality of the City, during and after construction of the project. The impacts will be unique across different communities but will be felt hardest by BIPOC and low-income communities. The DEIS does not sufficiently examine the full range of impacts to businesses and residents, including loss of community cultural identity and cohesion resulting from displacements and changes in land use. Expanded evaluation is necessary to fully inform strategies to avoid, minimize, and mitigate these project impacts.

Following are the City's most notable comments on business and residential displacements. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in Attachment A: City Consolidated Comments.

Response to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Business and Employee Impacts. The City finds many instances where additional analysis and mitigation is needed to fully assess project impacts on businesses and employees, including: • Business and employee displacement and relocations—in particular, minority-owned businesses and employees—have not been fully evaluated throughout the corridor.	Please see responses to comments 803, 822, 1541, and 1542 in Attachment A. Capturing information on every potentially impacted business would result in accuracy challenges with the West Seattle Link Extension Final EIS, given that these data are gathered at a point-in-time and businesses are continuously changing. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. However, additional information on businesses that could be difficult to relocate and businesses that are social resources is provided in Sections 4.3, Economics, and 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS.
Demographics of impacted business owners and employees is unknown and should be evaluated in the Environmental Justice Chapter. The DEIS should evaluate impacts on affected industry sectors that employ large percentages of BIPOC and/or low-income persons.	Please see responses to comments 803, 822, 831, 1537, and 1538 in Attachment A.
Temporary revenue and job loss for businesses and employees during construction is significant and should be more fully addressed.	Please see responses to comments 747, 826, 836, and 1542 in Attachment A. Please see response to common comment CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
While direct impacts are evaluated in the DEIS (number of parcels and businesses), missing are analyses of indirect and cumulative impacts from business displacement.	Indirect effects from business displacements are discussed in Section 4.3.6 of the Final EIS. Cumulative effects from business displacements are discussed in Section 5.4.4 of the Final EIS. Please see responses to comments 819, 825, 826, and 1541 in Attachment A.

Comment	Response
The DEIS states that some affected properties such as assistive living and supportive housing and public facilities may be difficult to relocate and require construction of new facilities.	Please see response to comment 31 in Attachment A. Please see responses to common comments CC4.4b and CC4.4d in Table 7-1 in Chapter 7 of the Final EIS.
Water-dependent facilities may not be able to be re-located. A full economic analysis is needed to determine potential mitigation measures and costs associated with each alternative.	Please see responses to common comments CC4.3c and CC4.1d in Table 7-1 in Chapter 7 of the Final EIS.
Additional information is needed to understand indirect and cumulative impacts of land use changes especially to industrial lands.	Please see response to comment 848 in Attachment A. Additional discussion of land use changes in industrial areas has been added to Section 4.2, Land Use, and Section 5.4.3, Cumulative Effects, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided will be provided as part of the environmental review process for the Ballard Link Extension.
The DEIS does not evaluate impacts from COVID-19 on businesses and potential recovery.	Please see Chapter 5, Cumulative Impacts, for discussion of potential cumulative impacts related to the COVID-19 pandemic. A response to this comment related to the Ballard Link Extension will be provided will be provided as part of the environmental review process for the Ballard Link Extension.
An evaluation of the displacement of City facilities and operations is missing or incomplete. Also missing is appropriate mitigation for City facilities and operations (Seattle Animal Shelter, Fire Stations, SCL Substation, Seattle Center, replacement of use of parks property and Seattle Streetcar lines, utility easements).	Please see responses to comments in Attachment F.
Residential Impacts. The City finds many instances where additional analysis and mitigation is needed to fully assess project impacts on residential displacement, including: • Impacts from displacement of residential property owners and renters, including low-income and BIPOC communities, have not been fully evaluated throughout the corridor.	In the Final EIS, relocation benefits are discussed in Section 4.1, Acquisitions, Displacements, and Relocations. Impacts to neighborhood cohesion are discussed in Section 4.4. Impacts to low-income populations and communities of color are discussed in Appendix G, Environmental Justice. A response to this comment related to the Ballard Link Extension will be provided will be provided as part of the environmental review process for the Ballard Link Extension.
While direct impacts are included in the DEIS (# of parcels and residential units), missing are analyses of indirect and cumulative impacts from displacement.	Please see response to comment 753 in Attachment A. Please see Sections 4.1.6 and 4.4.6 for discussion of indirect effects and Chapter 5, Cumulative Impacts, for discussion of potential cumulative impacts.
The impact of building acquisitions that could displace Mandatory Housing Affordability (MHA) units needs to be completed.	Section 4.2.1.3 and 4.2.4.3 of the WSBLE Draft EIS stated that the project would not displace Mandatory Housing Affordability (MHA) units based on data provided by the City. This analysis has been updated for the Final EIS based on updated data received from the City.

Comment	Response
Impacts to affected parcels that currently have rent- and income-restricted housing through Seattle's Office of Housing's affordable housing portfolio, other affordable programs, and the Multifamily Tax Exemption Program cannot be addressed because the information for this assessment is missing. Information for rent- and income-restricted housing managed by Seattle Housing Authority is also missing and cannot be addressed.	Section 4.2.4 of the WSBLE Draft EIS disclosed displacement of income restricted units, including properties owned and managed by Seattle Housing Authority, based on data provided by the City. This analysis has been updated for the Final EIS based on updated data received from the City. Please see responses to comments 21, 22, 24, 26, 29, 31, 33, 35, 37, 38, 41, 43, 45, 46, 48, 50, 52, 53, and 54 in Attachment A.
Need to update mitigation measures to ensure construction of the project would comply with federal and local regulations regarding relocation. City of Seattle regulations include Tenant Relocation Assistance Ordinance (22.210) as does the State Relocation Assistance Act (Revised Code of Washington or RCW 8.26).	Please see response to comment 102 in Attachment A. The WSBLE Draft EIS and Final EIS mitigation sections include commitments to meet federal requirements
Safety. Residential and commercial units left vacant prior to demolition or during construction due to displacement may create safety hazards and be vulnerable to illegal activity. These safety concerns and potential for increased crime has not been discussed or evaluated in the DEIS. The FEIS should consider potential mitigation options, including strategies to monitor vacant sites and prevent crime, and identifying agencies or groups responsible for implementation. Sound Transit should work with existing community organizations and partnerships, such West Seattle Junction area's Business Block Watch (in collaboration with the Seattle PD's SW Precinct) to develop appropriate strategies.	Please see response to comment 1160 in Attachment A.
Land Use. Additional information is needed to understand the land use impacts during construction such as access closures, loud construction noises, and movement of heavy construction vehicles on the viability of adjacent and nearby land uses in particular street level retail and civic and open space uses that are closely linked to access by pedestrians to visits for leisure. In the C/ID construction would impact and possibly disrupt a concentration of community-oriented civic uses.	Please see response to comment 864 in Attachment A. A response to this comment related to the Chinatown-International District will be provided will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Next steps. In addition to responding to the City's formal DEIS comments in Attachment A: City's Consolidated Comments, the City would like to partner with Sound Transit on the following actions: • Develop a broader community development strategy with community, Sound Transit, and other partners for the Chinatown-International District that goes beyond project mitigation to address cumulative impacts and historic harm. See Attachment B for additional information. • Work with affected businesses and residents to understand, minimize, and mitigate the impacts of displacement on community cohesion, encourage community safety and vitality through construction, and promote long-term opportunities for impacted businesses and community members to remain in community.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the Final EIS, final design, and construction. A response to this comment related to the CID will be provided will be provided as part of the environmental review process for the Ballard Link Extension.

Attachment J: Mitigation

NEPA requires consideration of direct, indirect, and cumulative impacts of a project on the environment and development of potential measures to mitigate adverse environmental effects. Typically, a DEIS describes options for mitigation, while the FEIS includes the decisions on mitigation to be implemented. However, we found the DEIS to be lacking in consistent and clear mitigation for the potential adverse project impacts, many of which may be unmitigable. Without adequate proposed mitigation, it is not possible to understand the full impact of the project, differences in alternatives, and potential permitting concerns.

There are numerous areas in the DEIS where mitigation measures or strategies are absent or insufficient. Where the DEIS does propose mitigation measures, as in the Transportation chapter, they are not presented comprehensively, but scattered throughout. In Appendix G Environmental Justice, measures or strategies are not described, but only referenced in a table, for example in Table 5-2. The City believes that the level of mitigation in the DEIS is not acceptable for a project of this magnitude. The following are examples of our comments regarding mitigation. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in Attachment A: City Consolidated Comments.

Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
Business Displacements. The DEIS identifies significant business and employee displacements throughout every segment of the project, 332 businesses and 1,002 residences for the preferred alternative alone. Business displacements throughout the alignment are tremendous, and the DEIS proposes little mitigation. For additional details see Attachment I: Business and Residential Displacements.	See responses in Attachment I. Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
Maritime businesses. The most significant impacts are those to water-dependent facilities that may not be possible to relocate. Impacts to the maritime industry both in the Duwamish and Interbay segments are identified as unavoidable and significant impacts. This is not acceptable to the City. The FEIS should include an economic analysis to fully evaluate the impacts of losing these businesses and to determine potential mitigation measures and costs associated with each alternative.	See response to comments 827, 989, and 1010 in Attachment A. Please see responses to CC4.1d and CC4.3c in Table 7-1 in Chapter 7 of the Final EIS.
Displacement of businesses and cultural anchors in Chinatown-International District. The DEIS does not consider the relationship of displaced businesses to the community, particularly those that serve as cultural anchors in the CID. Their displacement would have ripple effects and impact the vitality of both the local CID community, but also the broader region for which the CID is a cultural hub with a regional draw. The DEIS does not propose sufficient mitigation of these location-sensitive businesses.	See responses to comments 739, 747, 753, 874, 878, and 1424 in Attachment A.

Comment	Response
Residential Displacements. Mitigation for loss of low-income housing for Delridge alternatives discusses relocation. Missing however, is mitigation for: loss of neighborhood connectivity particularly from removal of housing units as guideways bisect residential streets, and potential adverse property impacts to housing left in the shadow of the guideway. For additional details see Attachment I: Business and Residential Displacements.	See response to comment 876 in Attachment A. See responses to Attachment I.
Transportation. Major transportation impacts from the project will occur during construction. While the DEIS describes where full or partial impacts to arterials will take place, it does not adequately identify detour routes or the adequacy of routes to accommodate increased traffic. These impacts will occur over several years – throughout the City. Mitigation including project phasing and coordination with the City and local transit providers will take a large effort. Development of a draft construction management plan should begin now and refined as part of the FEIS. For additional details see Attachment E: Transportation Impacts.	See responses to Attachment E.
Streetcar. The streetcar cannot be easily rerouted or curtailed without major capital work and associated environmental documentation. This might include installation of temporary tracks, turnbacks, and switches, to maintain access to the fleet and maintenance facilities at Charles Street (FHS) and 318 Fairview (SLU) and provide for safety during such operations. The DEIS does not detail the modifications to the streetcar system that will be needed to provide for continued, if disconnected, service. Mitigation analysis for the streetcar system should include access to maintenance and operation activities for FHS OMF, and the operable components of the system. For additional details see Attachment E: Transportation Impacts.	See responses to streetcar comments in Attachment E.
City Property. Mitigation for direct and indirect impacts to city properties do not include adequate mitigation measures. Replacement of several city properties are missing in the DEIS. For example: • Impacts to operations at Seattle Fire Stations 14 and 36 would require temporary or permanent relocation of the stations. This is not addressed in the DEIS.	As stated in Section 4.2.14.6 of the West Seattle and Ballard Link Extension Draft EIS and in the Final EIS, if relocation of Fire Station 36 is needed, Sound Transit would work closely with Seattle Fire Department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts during relocation. Text has been added to the Final EIS mitigation to note that for the temporary relocation of Station 14 functions, Sound Transit would work closely with Seattle Fire Department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts. See responses to comments 9 and 10 in Attachment A.
Acquisition and relocation of the Seattle Animal Shelter is not addressed in the DEIS.	See responses to comments 1, 3, 4, 6, 11, and 12 in Attachment A.
Relocation of Seattle Center organizations is mentioned, but analysis of suitable locations near/within Seattle Center is not addressed in the DEIS. For additional details see Attachment F: City Assets and Properties.	See response to comment 596 in Attachment A. Please also see responses to Attachment K.

Comment	Response
Next steps. Constructing a light rail system though existing communities in a built-out city will necessarily cause impacts. Project decisions should be informed by impact and mitigation analyses that help community members and policymakers understand the degree to which those impacts can be avoided, minimized, or mitigated. Between the DEIS and the FEIS, Sound Transit must work with community members, the City, and other stakeholders and partners to develop a comprehensive mitigation analysis and plan with sufficient detail to inform actions on a Project to be built and FTA Record of Decision, and to avoid future delays to project permitting. The mitigation plan should be co-developed with impacted communities, and should explore a wide range of mitigation tools and strategies, including but not limited to: • Develop mitigation funding programs • Utilize multi-faceted community stabilization tools • Support community-driven, equitable transit-oriented development The City staff are committed to developing a workplan with Sound Transit to partner in both these analyses and the engagement to inform them.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the Final EIS, final design, and construction. Please see responses to CC4.1d and CC4.3c in Table 7-1 in Chapter 7 of the Final EIS.

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Attachment K: Seattle Center

For the Seattle Center station, the City is not only a project reviewer and regulator, but also the primary property owner and landlord to the many arts and cultural resident organizations that call the 74-acre campus home. The City has many concerns with the impacts associated with both alternatives, including: impacts to protected features, including legacy trees, historic assets, and public recreation space; temporary and permanent noise and vibration impacts to sensitive cultural venues including performance halls and recording studios; displacement affecting resident organizations and the long-term performance of the Seattle Center campus; impacts to historic assets including the Northwest Rooms, International Plaza, and Cornish Playhouse; and transportation and access impacts affecting events and operations for years. Without further analysis and a mitigation plan it is not possible to fully understand the trade-offs of these alternatives.

The City of Seattle owns and manages Seattle Center. The 74-acre campus is the top visitor destination in the region, with more than 14,000 events presented on the grounds in a typical year. Its origins as an arts and cultural hub for the region date back to 1927. Following its development as the site of the 1962 World's Fair, the campus was dedicated permanently as a City asset, intended to serve as a place for the public to continue to gather and to find common ground by sharing inspiring experiences. Today, the campus is home to several dozen arts, cultural, educational, and recreational organizations – all of which find value in the community created by their proximity to one another. Seattle Center is home to dozens of public artworks and numerous protected historic buildings and sites. Many of the annual programs are free or low-cost. Seattle Center is also a hub where critical services are provided to vulnerable populations as needed.

This central location for recreation, entertainment, and respite is in the heart of Seattle, adjacent to some of the city's densest urban centers. When Seattle Center's master plan was last updated in 2008 – a process that involved years of extensive community engagement and feedback – the consensus supported multi-modal transportation, especially public transit. A light rail station serving Seattle Center is badly needed, and once completed, it will have a transformational effect on the campus and the communities it serves. Planning for this major infrastructure project on the public campus deserves careful consideration to bring about a successful outcome for both the light rail expansion and this unique, historic public facility.

The Seattle Center Department has reviewed the DEIS and the Draft Section 4(f) Evaluation (Attachment H) and finds the proposed DEIS Preferred Alternative (DT-1), to be inconsistent with other fundamental principles of the Master Plan, including the importance of maintaining and expanding open space in the heart of the campus, and ensuring that all capital investments support fulfillment of Seattle Center's mission. In addition, Seattle Center has found that the long-term impacts to its property, its business, and its tenants from construction have not been adequately evaluated. Where impacts are clear, mitigation has not been fully vetted. Seattle Center believes that prudent and feasible alternatives arepossible, and that a station serving the campus can be built with fewer impacts than would result from the proposed Preferred Alternative. For these reasons, the City of Seattle encourages the Sound Transit Board to authorize further study of refinement options in collaboration with the City between now and the publication of the FEIS.

Below are examples of where additional information and details are needed for the FEIS in its analysis related to Seattle Center. See *Attachment A* for the complete comments from the City.

1. Transportation

- Multi-year closures of Republican St. (DT-1 Seattle Center), Mercer St. (DT-2 Seattle Center) and Harrison St. (DT-1 SLU) will cause significant impacts to access for Seattle Center and its resident organizations. The DEIS misses the severity of the impacts, and the proposed mitigation is insufficient and inadequate.
- The FEIS should include a visual analysis of pedestrian surges in the pre- and post-even peak travel periods for large events at Climate Pledge Arena, and major festivals at Seattle Center. The visualization is needed to identify the impacts to campus spaces and/or nearby pedestrian infrastructure.

2. Acquisitions, Displacements, and Relocations

- The proposed acquisition of a part of the parcel where Seattle Rep is built (DT-1) will permanently displace campus open space, and spill-out activity around the new station entrance will dramatically limit the many operational and event uses of the Theater Commons at Seattle Center. The DEIS underestimates the severity of the impacts to campus events and operations. It lacks adequate mitigation or a convincing vision for how this station entrance will successfully integrate into the busy campus.
- The DEIS fails to acknowledge or propose mitigation for permanent impact to operation of the Seattle Repertory Theater building from the east entrance of the DT-1 Seattle Center station. Impacts include loss of visibility and access to the lobby and rotunda, and noise from the adjacent station entrance, vents, and other back of house equipment.
- The DEIS fails to acknowledge the severity of long-term temporary displacement of two important campus entrances, access for operations vehicles, access for school buses, artist loading, and other event related needs for Seattle Center and its tenants during construction. The construction footprint will also displace ADA and pedestrian access; loading functions for Seattle Rep, Cornish Playhouse, The Vera Project, and KEXP; ADA parking stalls at 2nd Ave N. and Mercer St. that serve patrons of the theater district; and the Seattle Rep theater main entrance.

3. Economics

- The DEIS fails to acknowledge business impacts throughout the construction period due to reduced attendance at events including campus festivals, public programs, and programs produced by Seattle Center tenants.
- Seattle Center will lose parking revenues throughout the construction period due to road closures on Mercer and Harrison St. Parking revenues are a critical source of operating income for the department.
- The construction footprint of DT-1 will cause operational challenges for organizations who rely on access to Republican, Warren, and 1st Ave N., disrupting their ability to conduct business.
- The construction footprint of DT-2 will cause operational challenges for organizations whose operations and patrons rely on access to Mercer St. Potential permanent business displacement if an organization is no longer able to conduct its business on site due to operational ground- borne noise/vibration impacts DT-1 and DT-2 Seattle Center)

- The DEIS suggests temporary relocation as a mitigation for arts and cultural organizations at Seattle Center who are impacted by construction, including Seattle Rep, Cornish College of the Arts, SIFF, Vera Project, and KEXP. These organizations' ability to do business relies on highly specialized facilities which may not be available elsewhere in Seattle. The mitigation suggested is not thoroughly considered and is inadequate.

4. Noise and Vibration

- The DEIS analysis of construction-related noise and vibration is incomplete. Several sensitive facilities at Seattle Center are not identified. Some of the facilities identified have noise and/or vibration maximum thresholds that are lower than specified in the DEIS. The DEIS analysis fails to fully disclose the severity of construction impacts to Seattle Center and its tenants, and it is lacking adequate mitigation.
- The mitigation proposed in the DEIS may not be adequate to protect the very sensitive venues from operational noise and vibration. The FEIS should consider a higher level of mitigation such as floating slabs or thicker concrete under the tracks (DT-1) or high resilience fasteners (DT-2).

5. Parks and Recreation/Section 4(f)

- Seattle Center Department does not concur with the determination of "de minimis" impacts from the DT-1 Seattle Center Station alternative.
- The DEIS underestimates the severity of construction impacts to Seattle Center and its tenants and does not propose adequate mitigation for the long-term construction impacts to protected public recreational resources.
- The DEIS underestimates the severity of permanent impacts to Seattle Center and its tenants and does not propose adequate mitigation for the permanent displacement of protected public recreational resources.
- The DEIS does not provide adequate analysis to support the determination of "de minimis" impacts to historic public assets at Seattle Center. Further construction feasibility analysis and more detailed mitigation plans are needed for the FEIS.

6. Social Resources

- The DEIS underestimates the severity of construction impacts to Seattle Center and its tenants and does not propose adequate mitigation.
- The DEIS underestimates the severity of permanent impacts to Seattle Center and its tenants and does not propose adequate mitigation for the permanent displacement of campus recreational space and the programs and services produced by tenants.
- The DEIS analysis is misleading when it states that patrons of the DT-2 Seattle Center station alternative would need to cross a major roadway to access the campus. Patrons exiting south of Mercer Street could walk to Seattle Center on Warren Ave. N., which is a quiet street adjacent to the campus.

Next steps. The City and Sound Transit should codevelop a mutually acceptable outline for collaboration between the DEIS and FEIS on the further study of prudent and feasible avoidance alternatives for the Seattle Center station. The City of Seattle looks forward to working with Sound Transit in advance of the FEID and over the next few years to inform the

selection of a Preferred Alternative for the FEIS and complete Section 4(f) consultation.

A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Attachment L: Planning for Station Access and Transit Integration

WSBLE stations will create new neighborhood mobility patterns as people access new stations on foot, bicycles, and other transit modes. Siting and designing stations for safe non-motorized access and seamless bus-rail integration is necessary for passenger safety, user experience, and overall ridership, and an essential step toward the City's Vision Zero goals to end traffic fatalities and serious injuries. The DEIS analysis reveals that some alternatives do not optimize access and bus integration. If unaddressed in early project planning, there will be added costs and impacts—in time, dollars, ridership, and human safety—later to the project. It is imperative that in the next phase of station planning and preliminary engineering, Sound Transit, the City, King County Metro, and other agencies work with community to ensure that we design—and in some cases, *refine*—stations to include essential components for safe station access and seamless transit integration.

One of the purposes of the WSBLE project is to "Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections consistent with Sound Transit's *System Access Policy* (Sound Transit, 2013)." Below, we describe the importance of optimal station access and transit integration and point to examples of current Link stations that meet or fall short of these goals, and express concerns at some WSBLE station alternatives. While the station design in the DEIS is preliminary, the City believes the system could better meet the project purpose and need by improving station designs now to prioritize safe station access and seamless transit integration and to avoid later costs and impacts.

Response: See responses below. Response to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
The ideal. Optimal station and entrance siting, along with coordinated bus-rail integration planning between transit agencies and local cities, makes the transit experience seamless to riders. Reducing the friction between connecting modes—not just transit modes like Link light rail, bus, and streetcar, but also walking and rolling—ensures that carbon-free transportation is the simple and easy choice for people travelling in and around Seattle today and into the future. In addition, accessible, organized, and signed pedestrian loading areas provide clear direction to motorists, including taxis, transportation network companies, and shuttles, of where to pick up or drop off passengers proximate to the station. In addition, broader station area design and planning maintains existing loading opportunities for neighborhood businesses and institutions. Link stations with successful access and integration include: U District Station. A new transit pathway with trolleywire was constructed along NE 43rd St adjacent to the south station entrance, along with safe protected bicycle facilities east to the UW campus and west to 11th Ave NE. Beacon Hill Station. The northbound bus stop is in plain sight directly in front of the station elevators and a neighborhood greenway runs a block away. **What to avoid.** Alternatively, poor planning, missed opportunities, and awkward connections in transit integration create a negative transfer environment that can take decades to fix, if ever. Spacing modal connections too far apart or out of clear sightlines, requiring	See responses to comment 1532 in Attachment A. Text has been added to Section 4.7, Noise and Vibration, and Appendix N.3, Noise and Vibration Technical Report, regarding noise analysis for bus operations. Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Response to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
crossing of busy arterials, or leaving ambiguous or confusing transfer messages from the built environment make taking and changing vehicles on transit into a chore. Many riders will disdain these poor connections that they are forced to experience on every journey, or other riders after having been confused once will give up on using transit for that journey going forward. Examples of this sub-optimal access and integration include: Mount Baker Station. A separately planned transit center is across busy Rainier Avenue South and hidden by recent transit-oriented development from the main station plaza. University of Washington Station. While including some positive features such as a pedestrian bridge and recently added northbound transit-only lane, the station is inherently limited by its siting, surrounded by wide, heavily trafficked arterials, poor adjacent land uses such as landscaping and parking facilities, and long connections to bus bays. **WSBLE concerns.** The DEIS review revealed several instances where the proposed station siting and design threatens to repeat these past mistakes. In these instances, unsafe or inconvenient access and integration may cause later costs and impacts—in time, dollars, ridership, and human safety—that should be avoided. The DEIS does not adequately evaluate the long-term impacts of poor station siting and design to the system or its users. Examples include: South Lake Union**.** The DT-1 South Lake Union Station at Harrison Street is perfectly oriented to interface with north/south bus service on Aurora and Dexter Avenues, east/west bus service on Harrison Street, and the general walk/bike network throughout South Lake Union. The DT-2 South Lake Union Station at Mercer Street, by contrast, is isolated from connecting modes. Delridge. Many of the Delridge Station options require bus service to deviate from Delridge Way. These new bus movements would affect operations on Delridge Way (raising questions about signals, markings, and/or lane priority for transit) and on nearby non-arterial streets (pavement, ped/bike/bus interaction, noise). The effects of these deviations must be identified in the station planning effort and implemented in parallel with station construction, not deferred to station opening.	
Next steps. Additional comments on station access and transit integration related impacts may be found in *Attachment E: Transportation Impacts*. A comprehensive inventory of these issues may be found in the City's formal DEIS comments in *Attachment A: City Consolidated Comments*. In addition to written responses to these comments, the City seeks to work with Sound Transit, King County Metro, other agencies and partners, and community members to correct station design shortcomings for Preferred Alternative stations before the FEIS. This work should consider design modifications including, but not limited to, changes to station entrance siting and vertical circulation, and assumptions about the station context access and integration improvements. Design elements for safe access and integration should not be add-on access improvements later; they should be incorporated and delivered as essential components of the project. Correcting for these design flaws now will help avoid additional time and cost later.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the Final EIS, final design, and construction.

Attachment M: Community Engagement

The City and Sound Transit have partnered on many engagement opportunities over the last several years to support WSBLE project planning and the DEIS process. City goals for engagement include supporting project decisions and outcomes that that are centered in racial equity and that are co-created and truthchecked with community.

Engagement to date. On WSBLE project engagement, the City has offered clear advice on innovative ideas and lessons learned to deliver community engagement centered on racial equity. Sound Transit has embraced several of those practices including advancing a joint Racial Equity Toolkit, engaging with a trusted advocate model—the Department of Neighborhoods Community Liaisons program—and participating in the Jackson Hub work. In 2019 and 2020, Sound Transit conducted a series of workshops with community to advance planning efforts, and Sound Transit has reached out extensively to community to inform residents, businesses owners, and community-based organizations of its plans. In preparation for the DEIS, much of which took place during pandemic constraints on in-person meetings, Sound Transit developed a comprehensive online open house, stood up four geographic Community Advisory Groups with monthly livestreamed meetings to reach people at home, and developed a DEIS reader's guide, trans-created into multiple language, to support community access to the DEIS analyses.

Opportunities to improve engagement. While these strategies and tactics have been important in supporting community involvement in the DEIS process, the City has heard a need from community for greater transparency, collaboration, and accountability in the engagement moving forward. The DEIS does not clearly demonstrate two-way engagement by showing what Sound Transit has heard from community, and critically, how Sound Transit will respond to that engagement through project decisions. A notable exception has been the quality, two-way engagement in forums with the resident organizations at Seattle Center. The City would like to partner with Sound Transit for similarly responsive engagement activities in other parts of the WSBLE corridor, especially the RET-priority communities of Chinatown-International District and Pioneer Square station, and the Delridge station area and transit corridor to the south.

Responses to comments related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
The City offers many comments relating to community engagement in Attachment A: City Consolidated Comments. Priority comments include: • Appendix F1 lays out three engagement goals for the WSBLE project. The City requests that Sound Transit add a fourth goal to explicitly reflect engagement findings and demonstrate how community feedback will be incorporated in the development of the project. (Appendix F1) • City requests that Sound Transit align values and guiding principles articulated both by community and in the Partnering Agreement with the City to build a process and engagement framework. Methods of engagement need to be aligned with and specific for each community's needs. (Appendix F5.3)	It is not necessary to add a fourth goal. Objective D for Goal 3 relates to public input and how it is considered in the decision-making process. Sound Transit has and will continue to work with the community throughout the development of the WSBLE Draft EIS and West Seattle Link Extension Final EIS, final design, and construction. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for more information on community engagement activities.

Comment	Response
Next steps. Sound Transit has committed to continuous improvement of its processes at all phases of the project to achieve its goals. This is a critical moment to reflect on lessons learned with the City and community, and to realign around community collaboration to support upcoming project milestones. These next steps for the project—including the Board action on a Preferred Alternative, development of a mitigation plan and other analysis and issue resolution in advance of the FEIS, and exploration of refinements to the DEIS alternatives—must be carried out in partnership with community through sustained and robust two-way engagement. It is critical the engagement be transparent by sharing out what Sound Transit is hearing from community and stakeholders, as well as how the agency is applying engagement findings to project decisions. To accomplish this, methods of engagement should be tailored for different communities; what will work for Downtown or Seattle Center might not work in Chinatown-International District or Delridge. For the latter two communities, both prioritized in the RET, the City supports focused engagement efforts in the coming year. In Chinatown-International District, the City believes before an action on a Preferred Alternative there should be additional community process and analysis on how to avoid/minimize impacts, advance RET outcomes, and address historic harm. In Delridge, the City would like to see additional effort to engage the communities further south in the corridor who will access the Delridge station through critical bus-rail integration. See Attachment B: Racial Equity Toolkit and Environmental Justice for additional discussion. The City offers resources and assistance, including Seattle Office of Civil Rights Relational Framework, Creative Placekeeping Framework developed for SPU, and SDOT's Transportation Equity Program, to support the engagement process. Community in the CID has developed the CID Community Advocacy Model as an engagement resource. The City looks forward to partnering in this engagement work, through both the FEIS development process and the update to the Racial Equity Toolkit.	Sound Transit has coordinated and will continue to coordinate with the City regarding the above items throughout the development of the Final EIS, final design, and construction. Please see Appendix F of the Final EIS for an updated list of public involvement on this project, including outreach to communities farther south of the study area.

Exhibits

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City of Seattle Comments on the West Seattle and Ballard Link Extensions (WSBLE) Project Draft Environmental Impact Statement

Exhibits 1-3

April 28, 2022

Contents:

- Exhibit 1: Event uses throughout Seattle Center campus and facilities in a typical year
- Exhibit 2: Event-related curbside loading uses on streets near the Seattle Center campus
- Exhibit 3: WSBLE DEIS Noise and Vibration Review Report for Seattle Center

seattlecenter

Exhibit SC-1

Event uses throughout Seattle Center campus and facilities in a typical year

This exhibit contains records from Seattle Center's event booking system, intended to show the broad variety of event-related uses produced on Seattle Center property in a typical year. Event activities occur virtually every day of the year, and frequently occur during daytime as well as evening hours.

The comprehensive list includes event days and move-in and move-out days reserved between January 1 -
December 31, 2019. We chose a year prior to the COVID-19 pandemic because event business is still in a period of pandemic recovery.

Climate Pledge Arena events are excluded from this list, due to the construction of the Seattle Center Arena Renovation Project which closed KeyArena at the end of 2018. The reopened Climate Pledge Arena has not yet been operating for a full year; however, the Seattle Center Arena Renovation Project Final Environmental Impact Statement (2018) anticipated that the redeveloped Arena would host 242-257 events annually, with seating capacities ranging from approximately 17,300 for hockey games to approximately 18,600 for basketball games, and up to approximately 18,800 for concert configurations. More updated information may be available directly from Climate Pledge Arena for the purposes of FEIS analysis

City of Seattle
Bruce Harrell, Mayor

Seattle Center
Robert Nellams, Director

ARTS / VENUES
A/NT Gallery
Book-It Repertory Theatre
Classical KING FM
KCTS 9/Crosscut
KEXP 90.3 FM
Pacific Northwest Ballet
Seattle Children's Theatre
Seattle Opera
Seattle Rep
Seattle Shakespeare Company
SIFF Film Center
TeenTix
Theatre Puget Sound
The Vera Project

ATTRACTIONS / VENUES
Armory / Food & Event Hall
Artists at Play Playground & Plaza
Bill & Melinda Gates Foundation Discovery Center
Chihuly Garden and Glass
Climate Pledge Arena
Cornish Playhouse
International Fountain
Marion Oliver McCaw Hall
Museum of Pop Culture (MoPOP)
Opera Center
Pacific Science Center
Seattle Center Monorail
Seattle Center Skate Plaza
Seattle Children's Museum
Space Needle

EDUCATION
Academy of Interactive Entertainment
The Center School
Cornish College of the Arts

PROGRAMS & EVENTS
Artists at the Center
Bite of Seattle
Bumbershoot®
Community Created Events
Concerts at the Mural
Festál Cultural Festivals
Fitness Programs
Movies at the Mural
Northwest Folklife Festival
Seattle International Film Festival
Seattle/King County Clinic
Seattle PrideFest
Winterfest

SPORTS
Seattle Kraken (NHL)
Seattle Storm (WNBA)
Seattle U Men's Basketball

Accommodations for people with disabilities provided on request

seattlecenter

Exhibit SC-2

Event-related curbside loading uses on streets near the Seattle Center campus

More than 14,000 events are produced on the Seattle Center campus in a typical year. Curbside loading is a vital part of the infrastructure needed to support safe and successful event and festival production. These uses will be impacted during WSBLE DT-1 and DT-2 construction, and will require mitigation in coordination with Seattle Center and SDOT.

Seattle Center cooperates with the Seattle Department of Transportation (SDOT) on curbside use reservations according to the terms of the SDOT/Seattle Center Memorandum of Agreement for Event Curbside Management (MOA). The MOA was updated and re-executed in 2021 following the reopening of Climate Pledge Arena.

This exhibit contains a diagram showing the rights-of-way near Seattle Center where event-related vehicle staging occurs in accordance with the MOA. It also contains records of Seattle Center curb use reservations for a full year in 2017, prior to the start of Climate Pledge Arena construction, and for a partial year in 2022, following the update of the SDOT/Seattle Center MOA.

Below are some key takeaways from this data:

- Republican St between 1st Ave N & Warren Ave gets used on nearly a daily basis to support KEXP in-studio and Vera Project performers
- Major festivals tend to utilize nearly every available block around campus. Curb use is vital to these Festivals, as it provides spaces to stage production vehicles, performer vehicles, vendor vehicles (which need to be close to facilitate restocking booths during Festival hours), and things like refrigerated trucks/ice trucks. Curb use is critical to support festival production because the pedestrian-oriented Seattle Center campus does not have ample space to facilitate all event-related vehicle needs, nor would it be safe or visually appealing to do so. Festivals include:
    - NW Folklife – Memorial Day weekend in May
    - PrideFest – last weekend in June
    - Bumbershoot – Labor Day weekend in August/September
    - SeaFair TorchLight Parade

City of Seattle
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Cornish Playhouse
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Marion Oliver McCaw Hall
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Seattle International Film Festival
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Winterfest

SPORTS
Seattle Kraken (NHL)
Seattle Storm (WNBA)
Seattle U Men's Basketball

Accommodations for people with disabilities provided on request

- 2nd Ave N between Thomas & John Streets is sometimes utilized to create space for trucks to be able to access the Seattle Children's Theater's loading dock to support performances
- Since reopening, Climate Pledge Arena is focusing on keeping trucks and buses out of the Lower Queen Anne/Uptown area. However, major tours that travel with 20+ trucks/buses typically need to utilize a few blocks around campus, often accommodated on 4th & Republican, and the east side of 2nd Ave between Thomas & John Streets
- The Opera also utilizes 4th & Republican to facilitate loading in/out shows throughout its season
- Some blocks around campus are reserved for school bus parking during daytime hours (these are highlighted on the MOA diagram)

Exhibit SC-3
WSBLE DEIS Noise and Vibration Review Report for Seattle Center by Landau Associates

April 20, 2022

Seattle Center
305 Harrison St
Seattle, Washington 98109

Attn: Julia Levitt

Transmitted via email to: ***Julia.Levitt@seattle.gov***

Re: Sound Transit WSBLE DEIS Review
Seattle, Washington
Project No. 2051001.010

Dear Julia:

Landau Associates Inc. (Landau) has prepared the following summary of our assessment of the noise and vibration sections of the Sound Transit West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS).

Seattle Center is a 74-acre public campus owned and managed by the City of Seattle's Seattle Center Department. The campus comprises public recreational space with features such as interactive fountains, displays of public art, and a skate plaza. It also includes numerous highly specialized facilities such as theaters, concert halls, and rehearsal spaces; studios for radio, film, and television production; museums; and special-event venues. Many of these facilities are operated by nonprofit organizations that are tenants of Seattle Center. Seattle Center and its tenants, known as its resident organizations, have raised concerns about noise and vibration from construction and operation of the proposed Sound Transit WSBLE project.

Seattle Center has retained Landau noise and vibration expert consultants to review the WSBLE DEIS and provide comment on the document's accuracy and completeness regarding assessment of noise and vibration impacts.

Following is our review of the WSBLE DEIS as it relates to the potential for noise and vibration impact to Seattle Center facilities and resident organizations. Provided is a summary of findings, a list of documents that were reviewed for this letter, and a detailed review of select chapters of the DEIS.

Summary

Landau finds the assumptions and methods used by Sound Transit to analyze noise and vibration impacts to be reasonably correct. However, Landau finds some elements of the WSBLE DEIS analysis to be incomplete and/or incorrect. These missing or incorrect analysis elements result in an incomplete assessment of noise and vibration impacts and mitigation. The following summarizes our key findings of this review:

- City of Seattle noise limits are not applied in the noise impact section when determining the potential for noise impacts and whether additional mitigation is warranted.
- Edits to the document are required to correct for incorrect noise and vibration limits for some facilities; these corrections will result in higher levels of impact at some sensitive receivers.
- There are missing receptors, including entire resident organizations and sensitive spaces within known resident organizations at Seattle Center as well as at select outdoor venues at Seattle Center.
- The assessment of airborne noise impacts during construction is incomplete.
- An assessment of mitigation measures is required for airborne noise impacts expected at multiple noise-sensitive facilities within Seattle Center as well as at select outdoor venues at Seattle Center.
- Additional assessments of groundborne noise and vibration impacts from construction is warranted to fully address potential impacts from both DT-1 and DT-2.
- Additional assessment of groundborne noise and vibration mitigation measures from construction is warranted to fully address impacts from both DT-1 and DT-2.
- The surface construction vibration impact and mitigation assessment is incomplete.
- Station construction methods for DT-1 include breaking a slurry wall with a hoe ram, a potential major source of groundborne noise and vibration that was not evaluated.
- East Station entrances would be located immediately adjacent to Seattle Rep and Cornish Playhouse; groundborne noise, vibration, and surface noise impacts are not fully evaluated.
- Operational groundborne noise impacts warrant additional mitigation for DT-1 beyond high resilience fasteners and beyond the linear extents identified in the DEIS.

Review Documents

Landau reviewed the following documents in support of this review letter report:

- Sound Transit and Federal Transit Administration's (FTA's) West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS), Chapter 4.2.7 *Noise and Vibration* (pp. 4.2.7-1 to 4.2.7-23)
- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Appendix N.3, *Noise and Vibration Technical Report*
- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Attachment N.3A, *Noise Measurement Data, Site Details, and Photographs*
- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Attachment N.3B, *Vibration Measurement Site Photographs*
- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Attachment N.3C, *Vibration Propagation Measurement Results*
- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Attachment N.3D, *Maps of Noise Impact Assessment*

- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Attachment N.3E, *Maps of Vibration Impact Assessment*
- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Attachment N.3F, *Tables of Noise Predictions*
- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Attachment N.3G, *Tables of Vibration Predictions*
- Sound Transit and FTA's West Seattle and Ballard Link Extensions DEIS, Attachment N.3H, *Vibration Analysis of Category 1 Land Uses and Special Buildings*
- FTA's *Transit Noise and Vibration Impact Assessment Manual*, (September 2018; FTA Guidance Manual)
- Sound Transit's Design Criteria Manual, Revision 5, Amendment 11, (May 2021).

Review Format

The following review is focused on chapters within the WSBLE DEIS that are relevant to the assessment of noise and vibration impacts from DT-1 and DT-2. Headings that begin with "Chapter" refer to the corresponding chapter within WSBLE DEIS Appendix N.3, *Noise and Vibration Technical Report.*

Chapter 3. Noise and Vibration Impact Criteria

The WSBLE DEIS applies the noise and vibration impact criteria established for transit projects according to the FTA Guidance Manual. Sound Transit is a public transit authority that receives federal funding to support its projects. Landau finds the use of the FTA criteria is appropriate for the assessment of noise and vibration impact from this project. However, as detailed below, the FTA noise and vibration limits that were applied to some sensitive receiving spaces were incorrect

WSBLE DEIS Appendix N.3, Chapter 3.1.3 identifies the City of Seattle noise criteria, as established in Seattle Municipal Code (SMC) Chapter 25.08. SMC noise limits are applicable during daytime and nighttime hours for various source and receiving "Districts." Further, SMC 25.08 includes sound level limits that apply specifically to construction. Landau finds the DEIS interpretation of the City's noise criteria to be correct.

Landau finds that the assessment does not identify impacts relative to the City's noise criteria. That is, the assessment is focused only on FTA criteria (that are applicable) and whether construction or operation would meet FTA criteria. The assessment refers to the required compliance with City of Seattle construction noise limits in WSBLE DEIS Appendix N.3, Chapter 7, Construction Noise Mitigation (p. 7-16), but not when evaluating the potential for noise impacts through Seattle Center. Because City of Seattle construction noise limits apply to this project, the noise assessment should consider whether construction noise is expected to meet these limits. If the project cannot meet these limits, sufficient noise mitigation measures should be required; otherwise, alternative construction methods should be explored.

Chapter 4. Noise and Vibration Impact Analysis Assumptions and Methods

WSBLE DEIS Appendix N.3, Chapter 4 summarizes the analysis assumptions and the methods for assessment of noise and vibration impacts. This chapter reviews multiple elements that are considered when predicting noise and vibration emissions from light rail projects and includes results of vibration propagation testing and discusses noise and vibration measurements made by Sound Transit to support the noise and vibration impact assessment. Landau finds the impact analysis assumptions and methods to be reasonably correct.

Chapter 6. Impact Assessment

The following summarizes Landau's review of the WSBLE DEIS impact assessment of DT-1 and DT-2, including airborne noise from construction and groundborne noise and vibration from construction and operation, as received at Seattle Center resident organizations. Included as an Attachment A to this letter is a map of the Seattle Center campus that illustrates the locations of DT-1 and DT-2, including rail alignments, stations, and station entrances, as well as Seattle Center resident organizations, facilities, and outdoor areas.

Noise and Vibration Limits

WSBLE DEIS Appendix N.3, Chapter 6.4 (p. 6-63) indicates that noise and vibration from construction, including tunneling (cutterhead and supply train) and surface construction were evaluated against the same FTA operational noise limits "because this can be a relatively long-term activity." Landau agrees with this determination.

Landau notes that the noise limits provided in WSBLE DEIS Appendix N.3 are generally correct for most resident organizations within the Seattle Center. However, some discrepancies, errors, and omissions were noted. Table 2 of this letter (p. 5) summarizes the noise and vibration limits applied for each space, highlighting discrepancies or errors that require correction or further assessment. The list of noise and vibration limits for Seattle Center resident organizations is compiled from DEIS Appendix N.3 Attachment N.3H Tables 6-2 and 6-3 (McCaw Hall, Pacific NW Ballet, and Seattle Opera), Tables 7-2 and 7-3 (Cornish Playhouse and Seattle Rep), and Tables 8-2 and 8-3 (Vera Project, SIFF Film Center and KEXP). If a different noise or vibration limit was identified in another table within WSBLE DEIS Appendix N.3, it is noted in the center columns of Table 2 of this letter.

Noise and Vibration Limits – Discrepancies

WSBLE DEIS Appendix N.3, Section 6.3, Tables 6-13 and 6-14 identify operational groundborne noise and vibration limits for DT-1 and DT-2, respectively. For some facilities, the operational groundborne noise and vibration limits are expanded to consider different rooms within the facility. These expanded tables are found in WSBLE DEIS Appendix N.3, Attachment N.3H, and include Tables 6-2, 6-3, 7-2, 7-3, 8-2, and 8-3. For example, in Table 6-13 KEXP is identified as "KEXP DJ Booth". In Attachment N.3H, Table 8-2, KEXP spaces include the DJ Booth, Studio, and Mastering Suite.

WSBLE DEIS Appendix N.3, Section 6.4.1, Tables 6-25 and 6-27 identify vibration and groundborne noise limits for construction, respectively.

As noted above, the WSBLE DEIS indicates that groundborne noise and vibration from operation and construction were evaluated against the same FTA criteria. However, in review of groundborne noise and vibration limits provided in the tables identified above, Landau finds that there are discrepancies regarding groundborne noise and vibration limits for some facilities. That is, for some facilities, different groundborne noise and/or vibration limits were applied for construction and operation. For each instance where a discrepancy was found, the operational groundborne noise and vibration limits are correct, and the differing limits in Table 6-25 and/or 6-27 (construction vibration and groundborne noise, respectively) are incorrect. These discrepancies are summarized below in Table 1.

Table 1. Summary of DEIS Discrepancies, Noise and Vibration Limits

Resident Organization	DEIS Limits for Operation		DEIS Limits for Construction		Explanation of Discrepancy	
	Noise (dBA)	Vibration (VdB)	Noise (dBA)	Vibration (VdB)	Noise	Vibration
Pacific Northwest Ballet Studios	35 [1]	72 [1]	40 [3]	78 VdB [4]	Construction Limit is 5 dBA above Operation Limit	Construction Limit is 6 VdB above Operation Limit
Vera Project Performance Space	35 [2]	72 [2]	40 [3]	-	Construction Limit is 5 dBA above Operation Limit	n/a
Vera Project Recording Space	30 [1]	72 [1]	40 [3]	-	Construction Limit is 10 dBA above Operation Limit	n/a
SIFF Film Center Theater	35 [1]	72 [1]	40 [3]	-	Construction Limit is 5 dBA above Operation Limit	n/a

[1] Sound Transit WSBLE DEIS Appendix N.3, Tables 6-13 and 6-14
[2] Sound Transit WSBLE DEIS Appendix N.3, Attachment N.3H, Table 8-2 and 8-3
[3] Sound Transit WSBLE DEIS Appendix N.3, Tables 6-27
[4] Sound Transit WSBLE DEIS Appendix N.3, Tables 6-25

As summarized in Table 1, operational vibration and groundborne noise limits for several receivers differ from what is identified in Tables 6-25 and 6-27, respectively, of WSBLE DEIS Appendix N.3. Regarding vibration, the limit identified for the Pacific Northwest Ballet (Phelps Center) is 78 vibration decibels (VdB) in Table 6-27. The correct limit should be 72 VdB, consistent with the limit for this receiver in Tables 6-13 and 6-14 for operational vibration impacts, and consistent with the FTA "Special Building" vibration impact criteria for "theaters" (see DEIS Appendix N.3, Table 3-8).

Regarding groundborne noise, the limits identified for the Pacific Northwest Ballet, Vera Project (performance and recording spaces) and the Seattle International Film Festival (SIFF) Film Center

theater are 40 A-weighted decibels (dBA) in Table 6-27 (tunneling groundborne noise impacts table). These limits are inappropriate for the uses, and the assessment of impact based on these limits is, therefore, incorrect or misleading.

At the SIFF Film Center, correcting the groundborne noise limit to 35 dBA (as identified for light rail operation in Table 6-13) would result in predicted groundborne noise impacts due to supply train operation during tunneling (see DEIS Appendix N.3, Table 6-27). That is, an adjusted limit of 35 dBA would fall below the predicted level of 37 dBA, whereas the incorrect limit of 40 dBA is above the level. Currently, Table 6-27 does not identify impacts at the SIFF Film Center. See the following section and Table 2 for a justification to lower this limit even further to 30 dBA.

Noise and Vibration Limits – Corrections

Landau notes that adjustments to some limits are warranted following measurements by Landau staff and review of the noise and vibration-sensitive nature of select spaces. That is, for many facilities and resident organizations at Seattle Center, a quiet environment is germane to their use. Noise intrusion, such as low-frequency groundborne noise "rumbling" from nearby surface construction, tunneling, and rail operations, may negatively affect the facility's use or audience experience. Vibration impacts, even at low levels, can affect a facility's suspended lighting systems or film projectors.

If an adjustment to a groundborne noise or vibration limit is recommended by Landau, the correct limit is identified in the center two columns of Table 2 (p. 7 of this letter). Justifications for adjusted groundborne noise or vibration limits are included in the final column Table 2 and detailed further in the text following this table.

Table 2. Summary of Noise and Vibration Limit Corrections

Resident Organization	Limits for Operation and Construction [1]		Corrections (Source of Adjusted Limits) [2]		Notes Justification for Adjusted Limits
	Noise (dBA)	Vibration (VdB)	Noise (dBA)	Vibration (VdB)	
McCaw Hall Main Hall	25	65	-	-	-
McCaw Hall Lecture Hall	30	72	-	-	-
Exhibition Hall in Pacific Northwest Ballet Basement	30	72	-	-	-
Pacific Northwest Ballet Studios	35	72	-	-	-
Seattle Opera Concert Hall	25	65	-	-	-
Seattle Opera Rehearsal Hall	30	72	-	-	-
Seattle Opera Broadcast Booth (King FM)	25	65	-	-	-
Cornish Playhouse Theater	35	72	-	65 VdB [3]	Vibration limit is appropriate for "Concert Hall" per FTA Guidance Manual. DEIS noise limit appropriate, confirmed through Landau measurements
Seattle Rep Bagley Wright Theater	35	72	-	65 VdB [4]	Vibration limit is appropriate for "Concert Hall" per FTA Guidance Manual. DEIS noise limit appropriate, confirmed through Landau measurements
Seattle Rep Leo K. Theater	35	72	25 dBA [4]	65 VdB [4]	Noise and vibration limits are appropriate for "Concert Hall" per FTA Guidance Manual, confirmed through Landau measurements
Vera Project Performance Space	35	72	-	-	-
Vera Project Recording Space	30	72	-	-	-
SIFF Film Center Theater	35	72	30 dBA [4]	65 VdB [4]	Noise limit is appropriate per Landau and DEIS measurements. Vibration limit is appropriate for "Auditorium" per FTA Guidance Manual, confirmed through Landau measurements
KEXP DJ Booth	25	65	-	-	-
KEXP Studio	25	65	-	-	-
KEXP Mastering Suite	30	72	25 dBA [4]	65 VdB [4]	Noise and vibration limits are appropriate for "Recording Studio" per FTA Guidance Manual, confirmed through Landau measurements

[1] Sound Transit WSBLE DEIS Appendix N.3, Attachment N.3H, Tables 6-2 6-3, 7-2, 7-3, 8-2, and 8-3.

[2] Based on measurements made by Landau staff for Seattle Center in early 2022.

[3] Based on measurements made by Landau staff in 2021 and early 2022 under separate Landau contracts to Seattle Center resident organizations (Seattle Rep, SIFF, and KEXP). Data was shared with Seattle Center with permission of these organizations.

Cornish Playhouse

At the Cornish Playhouse, vibration measurements at the Main Auditorium by Landau staff in January 2022 indicate that a more appropriate vibration limit is 65 VdB (i.e., not 72 VdB). The adjusted and more stringent vibration limit would be appropriately evaluated under FTA criteria as a "Concert Hall" (similar to McCaw Hall and the Seattle Opera Concert Hall), reducing the potential for vibration impacts at the Main Auditorium including stability of lighting systems and the potential for perceptible groundborne noise during performances.

Seattle Rep

At the Seattle Rep, measurements at the Leo K. Theater by Landau staff in January 2022 suggest that a more appropriate limit is 25 dBA, aligning with FTA criteria for a "Concert Hall" (similar to McCaw Hall and the Seattle Opera Concert Hall). Although measurements made for the DEIS and documented in WSBLE DEIS Appendix N.3, Attachment N.3H Table 7-1 (p. 7-3) were 30 dBA for the Leo K Theater (which are still 5-dBA lower than what was applied in Tables 6-13 and 6-14), ambient measurements by Landau were 26 dBA and align with the suggested adjustment to a limit of 25 dBA. Further, Landau notes that Seattle Rep's experience during construction of the Climate Pledge Arena indicates that the Leo K. Theater is highly sensitive to groundborne noise intrusion due to the very low ambient noise levels within the theater and the sensitive use of this space (i.e., unamplified performances).

Similarly, the vibration limit at Seattle Rep is identified as 72 VdB in DEIS Attachment N.3, Tables 6-13 and 6-14. A more appropriate limit for Seattle Rep, including both the Leo K. Theater and Bagley Wright Theater, is 65 VdB, which also aligns with FTA criteria for a "Concert Hall". In addition to groundborne noise impacts during construction of the Climate Pledge Arena, vibration impacts from this same construction resulted in movement (i.e., swaying) of lighting systems. An adjusted and more stringent vibration limit should apply to the Leo K. Theater and Bagley Wright Theater, reducing the potential for vibration impacts, including stability of lighting systems on these stages.

SIFF Film Center

At the SIFF Film Center theater, noise levels measured by Landau staff in 2022 were 31 dBA, the same level measured by Sound Transit and documented in the DEIS (see DEIS Appendix N.3, Attachment N.3H, Table 8-1, p 8-4). Based on ambient noise measurements made for the DEIS and by Landau, a noise limit of 30 dBA at the SIFF Film Center would be most appropriate, especially given the low-frequency characteristics of groundborne noise compared with the ambient environment inside the SIFF Film Center. This adjusted noise limit aligns with the FTA criteria for an "Auditorium".

Ambient measured levels of vibration made by Landau at the SIFF Film Center were well below 65 VdB, which supports the measurement data reported in WSBLE DEIS Appendix N.3, Attachment N.3H, Table 8-1 (i.e., 54 VdB). Applying a limit of 72 VdB (the FTA criteria for an "Auditorium") is not appropriate; a more appropriate limit for the SIFF Film Center is 65 VdB, which aligns with the FTA criteria for a "Concert Hall". Landau recognizes that this space is a theater and not a concert hall,

however the SIFF Film Center's projector is highly sensitive to impact from vibration, which can result in film projections that are not stable, negatively impacting the audience experience. Applying a limit of 65 VdB would ensure that the theater's existing ambient environment is maintained for its intended use.

KEXP

For the KEXP mastering suite, WSBLE DEIS Appendix N.3, Attachment N.3H, Tables 8-2 and 8-3 identify a groundborne noise limit of 30 dBA. This limit is higher than what was identified for the KEXP DJ Booth and Studio (25 dBA), presumably because it was unknown to Sound Transit that the mastering suite is used for audio recording. The suite (now divided as two separate production rooms that include audio recording operations) should be evaluated against the 25-dBA noise limit because it is used for noise-sensitive audio recordings. If adjusted, groundborne noise from light rail operation under the preferred alternative DT-1 would exceed the 25 dBA limit by 10 dBA (see WSBLE DEIS Appendix N.3, Attachment N.3H, Tables 8-2). Note that Landau conducted ambient noise measurements of the existing Production Room 1 (former mastering suite) that confirmed lower ambient noise levels at 27 dBA. A limit of 25 dBA therefore is reasonable for this space.

Similarly, the vibration limit at KEXP's mastering suite is identified as 72 VdB in WSBLE DEIS Attachment N.3, Appendix N.3H, Tables 8-2 and 8-3. A more appropriate limit for the KEXP production rooms (former mastering suite) is 65 VdB, consistent with other spaces within KEXP where audio recording occurs, and consistent with measurements documented in WSBLE DEIS Attachment N.3, Appendix N.3H, Table 8-1, and confirmed by Landau staff in 2021.

Noise and Vibration – Missing Sensitive Receivers

WSBLE DEIS Appendix N.3 omits several noise-sensitive buildings and uses within the vicinity of the DT-1 and DT-2 cut-and-cover station and alignment routes within Seattle Center. Table 3 of this letter (p. 10) provides a summary of facilities and spaces that are not included in the DEIS but that should be considered for assessment of potential for noise and vibration impacts from DT-1 or DT-2.

Table 3. DEIS Appendix N.3 Missing Seattle Center Noise and Vibration Sensitive Receivers

Resident Organization Buildings	Suggested Noise and Vibration Limits [1]		Summary of Use	Potential Source(s) of Noise or Vibration Impact [2]
	Noise (dBA)	Vibration (VdB)		
Seattle Rep Leo K. Rehearsal Space	30	65	Rehearsal space for Leo K. Theater; quiet is germane to use	DT-1 and DT-2 surface construction and tunneling; DT-1 and DT-2 operation
Seattle Rep Poncho Forum	30	72	Rehearsal and performance space; quiet is germane to use	DT-1 and DT-2 surface construction and tunneling; DT-1 and DT-2 operation
KEXP Audio Editing Suites	25	65	Audio editing and recording spaces	DT-1 surface construction and tunneling; DT-1 operation
Museum of Popular Culture (MoPOP)	35	72	Live performances, studios, museum galleries	DT-1 tunneling
Memorial Stadium	40	-	Live outdoor music and sporting events	DT-1 tunneling
Climate Pledge Arena	35	72	Live indoor music and sporting events	DT-1 tunneling
A/NT Art Gallery [3]	35	72	Art gallery where high vibration can impact use	DT-1 surface construction and tunneling
International Fountain Lawn	FTA Category 1 Noise Limits [4]		Recreational Outdoor Use Area	DT-1 surface construction
Theater Commons				DT-2 surface construction
International Plaza				DT-1 surface construction
Fisher Lawn				DT-1 surface construction
Founders Court				DT-1 and DT-2 surface construction
Kreielsheimer Promenade				DT-1 and DT-2 surface construction
Mural Amphitheater				DT-1 surface construction

[1] Suggested limits based on use of space and sensitivities to noise and vibration.

[2] Potential for impact may be due to activities identified in this table and may also include activities not identified here. Full assessment required.

[3] Identified in WSBLE DEIS Chapter 6.2.3.2, p. 6-38: "Cut-and-cover construction of the Seattle Center Station for Preferred Alternative DT-1 would likely result in noise impacts at the Northwest Rooms at Seattle Center, which house several noise-sensitive spaces including … A/NT Art Gallery." No further assessment of potential impact.

[4] Outdoor use areas at Seattle Center are subject to FTA noise limits for a Category 1 receiver. Applicable noise limits are based on ambient levels; the City of Seattle construction noise limits identified in the Seattle Municipal Code (SMC) Chapter 25.08 also apply.

As identified in Table 3, Landau recommends including several outdoor use areas at the Seattle Center, each considered sensitive outdoor receivers that may be impacted by airborne noise during construction of either DT-1 or DT-2. These spaces are classified as FTA Category 1 noise-sensitive

receivers. FTA defines Category 1 receivers as "Land where quiet is an essential element of its intended purpose. Example land uses include preserved land for serenity and quiet, outdoor amphitheaters and concert pavilions, and national historic landmarks with considerable outdoor use." The following identifies the outdoor use areas that warrant consideration of impacts from the Sound Transit WSBLE project:

International Fountain Lawn

The International Fountain Lawn at Seattle Center is used for events such as Folklife and others and is accessible year-round for public enjoyment of this open space. The International Fountain Lawn is located immediately southwest of the DT-1 construction area and would be impacted by surface construction noise, including high levels of noise during initial phases of demolition and construction for DT-1.

Theater Commons

Theater Commons is located between the Seattle Rep and Cornish Playhouse. This area is a gathering space and entrance to Seattle Center during events and daily use. Although the Theater Commons would be inaccessible during construction of DT-1, it may be impacted by DT-2 construction noise.

International Plaza

Also known as the Northwest Courtyards, the International Plaza is a hardscape area between the Northwest Rooms and Climate Pledge Arena. Northwest Courtyards will be used by KEXP to host future outdoor performances. This area also includes the historic DuPen Fountain, a popular family recreation spot in the summer, and is used heavily during campus events and festivals. This area is likely to be impacted by DT-1 construction noise.

Fisher Lawn

The Fisher Lawn is located south of the International Fountain, north of the Fisher Pavilion. This space is often used for events such as speeches and outdoor concerts. The Fisher Lawn is likely to be impacted by DT-1 construction noise.

Founders Court

Founders Court is an open space located between the Cornish Playhouse and Pacific Northwest Ballet (Phelps Center). This area is used for events at Seattle Center and quiet enjoyment by the public. This area may be impacted by DT-1 or DT-2 construction noise.

Kreielsheimer Promenade

Kreielsheimer Promenade is an open space located between the Pacific Northwest Ballet (Phelps Center) and McCaw Hall . This area is used for events at Seattle Center and quiet public enjoyment. This area may be impacted by DT-1 or DT-2 construction noise.

Mural Amphitheater

The Mural Amphitheater is located south of the Fisher Pavilion. In addition to being used for outdoor events such as concerts, the Mural Amphitheater is used to screen outdoor films during evening hours. This area may be impacted by DT-1 construction noise.

Chapter 6.2. Construction Noise Impacts

The construction noise impact assessment (i.e., airborne noise) was completed using the methods described in the FTA Guidance Manual.

Chapter 6.2.1.5 (Tunneling) and 6.2.1.6 (Cut-and-Cover)

WSBLE DEIS Appendix N.3, Chapter 6.2.1.5 provides a summary of surface-level construction noise that would occur in support of tunneling operations; WSBLE DEIS Appendix N.3, Chapter 6.2.1.6 provides a summary of surface-level construction noise that would occur in support of cut-and-cover station construction.

As identified in WSBLE DEIS Appendix N.3, Table 6-30, the location of the cut-and-cover construction area could be as near as 8 feet from many of the Seattle Center resident organizations, including KEXP, the Vera Project, the SIFF Film Center, the Seattle Rep, and the Cornish Playhouse. Therefore, noise from excavation of the cut-and-cover station, as well as from station entrances, could impact operations at these facilities. Specifically, Table 6-30 identifies potential for impact at the above-listed organizations from DT-1 construction, and from both DT-1 and DT-2 construction at the Seattle Rep.

WSBLE DEIS Appendix N.3, Chapter 6.2.1.5 identifies the use of excavators and backhoes for portal and shaft excavation, and trucks and loaders for transporting spoils. In addition, WSBLE DEIS Appendix N.3, Chapter 6.2.1.5 identifies ventilation fans that "would likely run continuously to provide fresh air to construction crews working inside the tunnel." For cut-and-cover construction, Chapter 6.2.1.6 identifies haul trucks and vibratory rollers as the loudest sources of construction noise, "over 88 dBA at 50 feet."

Multiple resident organizations are in close proximity to the cut-and-cover stations (as near as 8 feet, per Table 6-30) and/or station entrances. Specifically, the following summarizes facilities that are closest to the DT-1 or DT-2 stations and East Station entrances:

- **KEXP:** Building is immediately adjacent to DT-1 station construction area
- **Vera Project:** Building is immediately adjacent to DT-1 station construction area
- **SIFF Film Center:** Building is immediately adjacent to DT-1 station construction area
- **Seattle Rep:** Building is immediately adjacent to DT-1 and DT-2 station construction areas, as well as to the East Station Entrance for DT-1 and DT-2
- **Cornish Playhouse:** Building is immediately adjacent to East Station Entrance for DT-1.

Landau finds that the DEIS does not fully evaluate the potential for impact from surface noise construction of stations or station entrances. Specifically, the following activities (i.e., sources of surface construction noise) were either not identified in the DEIS or additional information is required:

Tunnel Exhaust Fans

WSBLE DEIS Chapter 6.2.1.5 states that "Ventilation fans would likely run continuously to provide fresh air to construction crews working inside the tunnel." A similar statement is found in DEIS Chapter 2.6.6, p 2-88 that states "fans could run for 24 hours a day and could be audible at tunnel portals, stations, or access locations." Further, Chapter 6.2.1.15 states that "Sound levels near the tunnel portals may be over 86 dBA at 50 feet from construction activities."

The DEIS does not specifically address whether ventilation fans would be required near cut-and-cover station construction or station entrances. Given the high volume of air required to maintain fresh air for construction workers, and the proximity of several resident organizations to the proposed stations and station entrances, additional information is required to fully identify noise impacts from exhaust fans.

Truck Haul Routes

DEIS Chapter 2.6.6 (p. 2-88) states "truck hauling would require a loading area, staging space for trucks awaiting loading, and provisions to prevent tracking soil on public streets. Truck haul routes and trucking hours would require approval by the City of Seattle. Surface hauling could occur at night during off-peak traffic periods or could be concentrated during the day to minimize noise in noise-sensitive areas." Table 7-1 of the FTA Guidance Manual (p. 176) identifies a sound level for haul trucks of 84 dBA at 50 feet.

The DEIS does not include assessment of noise from haul trucks. Noise from haul trucks includes engine idling during loading, travel to and from loading locations, and banging noise when trucks drive over uneven or unsecured surfaces that are often found at and near construction sites. Airborne noise from haul trucks collecting and moving spoils away from the DT-1 or DT-2 stations and station entrance areas, located very near KEXP, SIFF Film Center, Vera Project, Seattle Rep, and Cornish Playhouse, could represent major sources of noise.

As indicated in the DEIS, haul trucks may operate during daytime or nighttime hours, depending on the permitted hours of hauling. Many of the resident organizations include noise-sensitive spaces that operate either 24 hours per day (i.e., KEXP), or during late evening hours (i.e., Vera Project, SIFF Film Center, Seattle Rep, Cornish Playhouse). Therefore, impacts from truck hauling may impact these facilities during most hours of the day or night.

If Mercer Street is used as a primary haul route, additional impacts from hauling should be evaluated at Seattle Center resident organizations located along Mercer Street, including Pacific Northwest

Ballet (Phelps Center), McCaw Hall, Seattle Opera, and King FM. Increased truck traffic along Mercer Street may impact usage of theaters during evening hours, especially at locations such as the Seattle Opera building, which operates the Tagney Jones Hall located at the corner of Mercer Street and 4th Avenue North. Impacts to King FM could occur during late night or overnight hours.

Construction Staging Areas

Noise emissions from construction staging areas were not evaluated in the DEIS. Airborne noise from equipment moving within and to/from staging areas could represent a major source of airborne noise during construction.

Multiple Seattle Center resident organizations are likely to be within close proximity to construction staging areas. Although the locations of the staging areas are yet to be defined, an assessment of noise impact from staging areas should be completed that evaluates equipment within the staging areas and potential routes to/from staging areas.

Tunneling and Cut-and-Cover Construction Airborne Noise

WSBLE DEIS Appendix N.3, Chapter 6.2 (p. 6-30) identifies construction activities that would produce the highest levels of airborne construction noise and includes tunneling and cut-and-cover station construction, both of which are proposed for preferred alternative at DT-1 and alternative DT-2, and which would occur near KEXP, Vera Project, SIFF Film Center, Seattle Rep, and Cornish Playhouse.

The WSBLE DEIS provides in Appendix N.3, Table 6-8 (p. 6-31) a range of sound levels, referenced to 50 feet, that are anticipated from tunneling and cut-and-cover construction. Sound levels are based on the FTA Guidance Manual. As identified in Table 6-30 (p. 6-70), and as is illustrated in DEIS Drawing B11-ASX102, construction activities could occur as near as 8 feet from the Seattle Center resident organizations identified above. The following table has been prepared to present noise levels from construction as summarized in DEIS Table 6-8, and including sound levels at 8 feet, 15 feet, and 50 feet from construction equipment, based on noise propagation from a stationary source at +6 dBA per halving of distance to the source.

Table 4. Surface Construction Airborne Noise Equipment and Sound Levels

Construction Activity [1]	Construction Equipment [1]	Sound Level at 50 feet L_{eq} (dBA) [1]	Sound Level at 15 feet L_{eq} (dBA) [2]	Sound Level at 8 feet L_{eq} (dBA) [2]
Tunneling	Excavators, backhoes, haul trucks, loaders	84 to 86	94 to 96	100 to 102
Cut-and-Cover Station Construction	Excavators, backhoes, haul trucks, loaders, vibratory rollers	84 to 88	96 to 99	102 to 104

[1] Sound Transit WSBLE DEIS Appendix N.3, Table 6-8.

[2] Calculations by Landau based on 6 dBA per halving of distance to a stationary noise source.

L_{eq} = equivalent sound pressure level

WSBLE DEIS Appendix N.3, Chapter 6.2.3.2, p. 6-38 indicates that cut-and-cover construction of DT-1 "would likely result in airborne construction noise impacts at Northwest Rooms at Seattle Center, which house several noise-sensitive spaces including KEXP, the Vera Project, the SIFF Film Center, and the A/NT Art Gallery. The construction noise would also impact spaces in the north end of the Seattle Center including Seattle Repertory Theatre and Cornish Playhouse."

For DT-2, the same page of the DEIS states that cut-and-cover construction "could result in noise impacts at the Seattle Repertory Theatre and Cornish Playhouse." Further, the same page of the DEIS states that "Most of these noise-sensitive spaces are on the perimeter of the building and face Republican Street."

As noted in the above table, for alternative DT-1, airborne noise levels from tunneling and cut-and-cover station construction could reach up to 104 dBA at the building facade of KEXP, Vera Project, the SIFF Film Center, Seattle Rep, and Cornish Playhouse. The Seattle Municipal Code sound level limits for construction, as correctly noted in WSBLE DEIS Appendix N.3, Table 3-4 (p. 3-7), is 85 dBA for a commercial district noise source affecting a commercial district receiving property, with shorter-duration increases permitted for impact-type equipment. Predicted sound levels from construction therefore could well exceed City of Seattle sound level limits at these facilities when equipment operates within approximately 50 feet of these building facades.

Noise reductions provided by the envelopes of these building (i.e., transmission loss provided by building construction materials) is not identified in the DEIS. Measurements at KEXP, taken by Landau staff, indicate that the north facade of this building provides approximately 61 dBA in reduction of exterior noise (reduction will vary depending on dominant noise frequency of the construction noise source). For sound levels at the exterior facade of 104 dBA, interior levels from exterior construction equipment could be 43 dBA.

The following table summarizes expected increases over ambient noise levels and established limits, based on surface construction noise reaching 43 dBA inside each of these spaces.

Table 5. Surface Construction Airborne Noise Impacts (DT-1)

Resident Organization	Distance to Nearest Surface Construction Activity (feet) [1]	DEIS Noise Limit (dBA) [2]	DEIS Measured Ambient Noise Level at Nearest Space (dBA) [3]	Highest Interior Airborne Noise Level from Surface Construction (dBA) [4]	Exceedance of Interior Airborne Noise Level from Surface Construction (dBA)	
					Exceedance of Limit [5]	Exceedance of Ambient Noise Level [5]
KEXP	8	25	29	43	18	14
Vera Project	8	30	24	43	13	19
SIFF Film Center	8	35	31	43	8	12
Seattle Rep	8	35	30	43	8	13
Cornish Playhouse	8	35	25	43	8	18

[1] Sound Transit WSBLE DEIS Appendix N.3, Table 6-30, p. 6-70, applies to most sensitive spaces within each facility.

[2] Sound Transit WSBLE DEIS Appendix N.3, Table 6-13, p. 6-51 (Operational noise and vibration for DT-1, applicable to WSBLE construction).

[3] Sound Transit WSBLE DEIS Appendix N.3, Attachment N.3H, Table 7-1, p. 8-3 and Table 8-1, p. 8-4.

[4] Based on worst-case impact of 104 dBA at 8 feet, assuming 61 dBA reduction to interior spaces. Actual exterior-interior reduction may be lower than 61 dBA (resulting in higher interior levels) and will vary based on sound sources. Actual distance to sensitive spaces inside buildings also may vary, and if farther will result in lower predicted levels.

[5] Based on impact at nearest portion of building. Actual impacts may be higher or lower.

As summarized above in Table 5 and in WSBLE DEIS Appendix N.3, Chapter 6.3, airborne noise from construction could reach up to 18 dBA over applicable interior sound level limits at KEXP, up to 13 dBA over the limit at Vera Project, and up to 8 dBA over limits at Seattle Rep and Cornish Playhouse.

When compared with DEIS-measured ambient noise levels, airborne construction noise could exceed existing conditions by 12 to 19 dBA at the Seattle Center resident organizations identified in Table 5. Actual increases in noise may be higher depending on exterior-interior noise reductions provided by the buildings (i.e., if less than the estimated 61 dBA reduction) and on the actual distance to the most noise-sensitive spaces within each building. Regardless, these data suggest that airborne construction noise impacts will occur, and that mitigation will be required at each of these spaces during surface construction related to tunneling and the cut-and-cover station.

It is noted in WSBLE DEIS Appendix N.3, Chapter 6.2.3.2, p. 6-38 that “the loudest construction phase is expected to be near the beginning of construction during the cutting and removal of the existing street, which would likely include the use of impact equipment such as jackhammers or hoe rams.” Landau notes that during other phases construction noise levels may be lower. However, the estimates of impact provided in Table 4 are based on the DEIS estimates of excavators, backhoes, haul trucks, loaders, and vibratory rollers. Therefore, if the estimates do not represent the highest noise that could occur from jackhammers and hoe rams, actual noise impacts may, at the initial phases, be higher than is estimated in Table 5.

Landau notes that the noise limits provided in WSBLE DEIS Appendix N.3, Table 6-27 are based on the same limits applied for operational groundborne noise (as noted above). However, as noted on p. 8 of this letter, the limits applied for the Seattle Rep are unprotective, as documented by measurements taken by Landau staff in support of this review. An adjusted limit of 25 dBA would result in noise levels 23 dBA over the impact limit (i.e., predicted level of 48 dBA over limit of 25 dBA), higher still from impact-type equipment.

For DT-2, the location of the cut-and-cover excavation area would be approximately 130 feet from the Seattle Rep. Construction of the DT-2 East Station entrance would occur as near as approximately 60 feet to the west of Seattle Rep. WSBLE DEIS Appendix N.3 does not provide an assessment of airborne noise impacts from surface construction related to DT-2, as received at the Seattle Rep from construction of the East Station entrance or the area of excavation.

Impact Noise

As indicated above, the loudest construction phase would likely include the use of impact equipment such as jackhammers or hoe rams. WSBLE DEIS Appendix N.3, Chapter 3.1.3 correctly summarizes the City of Seattle construction criteria. Specifically, this section notes that impact noises, such as those noises generated by jackhammers and hoe rams, is limited to the daytime hours of 8 a.m. to 5 p.m. weekdays and 9 a.m. to 5 p.m. weekends. The Final Environmental Impact Statement (FEIS) and subsequent construction management plans should include consideration of timing restrictions for these types of impact noises.

Chapter 6.3. Operational Vibration Impacts

The operational vibration section of WSBLE DEIS Appendix N.3 includes predicted impacts from both vibration and groundborne noise during operation of the proposed DT-1 and DT-2 alternatives. WSBLE DEIS Appendix N.3, Tables 6-13 (p. 6-51) and 6-14 (p. 6-53) identify operational groundborne noise and vibration impacts for DT-1 and DT-2, respectively.

Landau finds that additional information and/or corrections are required to evaluate completely the potential for operational vibration and groundborne noise impacts to Seattle Center facilities and resident organizations. The following summarizes these findings:

Groundborne Noise Limits

Seattle Rep, Leo K. Theater

As summarized in Table 2 of this letter and described further on p. 8, the groundborne noise limit for the Seattle Rep Leo K. Theater is not protective enough and should be adjusted to 25 dBA, identified as the FTA Special Buildings limit for a "Concert Hall" (i.e., not based on the 35 dBA limit for a theater). Correcting the limit at the Leo K. Theater would result in a greater groundborne noise impact (23 dBA over limit) for operation of DT-1. Further, for operation of DT-2, correcting the limit would result in a groundborne noise impact (i.e., 3 dBA over limit of 25 dBA).

Seattle Rep, Bagley Wright Theater

WSBLE DEIS Appendix N.3, Attachment N.3H, Table 7-3 identifies groundborne noise levels from DT-2 that are higher at the Leo K Theater (28 dBA) than at the Bagley Wright Theater (19 dBA). The Bagley Wright Theater is substantially closer to DT-2 than the Leo K. Theater, and it would stand to reason that predicted groundborne noise levels at the Bagley Wright Theater would be higher under DT-2. The potential for impact at the Bagley Wright Theater should be re-evaluated to confirm whether impacts are predicted for this space under DT-2.

SIFF Film Center

As summarized in Table 2 of this letter and described further on p. 8, the groundborne noise limit for the SIFF Film Center should be 30 dBA, not 35 dBA. This limit would be similar to "Auditoriums" per FTA definition (see WSBLE DEIS Appendix N.3, Table 3-8, p. 3-10). Further, the limit would be protective of the potential for low-frequency groundborne noise impacts during film screenings, including patron experience and stability of the film projector.

KEXP

As summarized in Table 2 of this letter and described further on p. 9, the groundborne noise limit at the KEXP mastering suite should be adjusted to 25 dBA because this space (currently Production Rooms 1 and 2) is used for audio recording. After adjustment, groundborne noise from light rail operation under the preferred alternative DT-1 is predicted to exceed the limit by 10 dBA (see WSBLE DEIS Appendix N.3, Attachment N.3H, Tables 8-2).

Train Speed

As summarized in WSBLE DEIS Appendix N.3, Table 6-13 (p. 6-51) and 6-14 (p. 6-53), light rail train speeds were assessed as part of the calculation of groundborne noise and vibration. It is noted that there are inconsistencies or potential errors that warrant further clarification.

For preferred alternative DT-1, the train speed through the Seattle Center campus is identified in Table 6-13 as 45 miles per hour (mph) near all noise-sensitive receivers *except* at KEXP, where speeds

are predicted at 55 mph, and at the Seattle Rep and Vera Project where speeds are predicted at 30 mph. Appendix N.3 of the WSBLE DEIS does not provide an explanation for the discrepancy in rail speeds. It is understood that rail speeds would slow when trains are arriving at the station and would increase when trains are departing. However, the discrepancies in rail speeds suggests there may be calculation errors that are relative to the speed of train along the rail alignment. For example, at SIFF the DT-1 speed in Table 6-13 is 45 mph, but at Seattle Rep and Vera Project the speed is 30 mph. These facilities are all in close proximity to each other and one would expect the rail speeds to be similar for each, if not identical.

At KEXP, the predicted DT-1 rail speed is 55 mph, however KEXP building would be located adjacent to the station where trains would be moving at slow speeds or stopped, and not likely to be traveling 55 mph.

Given the above, additional clarification and analysis is needed to ensure that train speed calculations are correct, and that resulting operational groundborne noise impacts from rail operations are correct.

As summarized in Table 6-14, for the DT-2 alternative, the train speed through the Seattle Center campus is 45 mph at all receivers except at the KEXP DJ booth where it is predicted at 30 mph. Although impacts are not anticipated at KEXP from DJ2, the discrepancy in train speeds suggests that additional analysis may be warranted to ensure that the effect of rail speed has been adequately addressed.

Chapter 6.4 Construction Vibration Impacts

Construction-related vibration impacts, including groundborne noise, are predicted to occur from tunneling (Chapter 6.4.1) and surface construction (Chapter 6.4.2).

Chapter 6.4.1 Tunneling Vibration Impacts

During tunneling, the DEIS predicts that vibration impacts would occur only at KEXP during supply train operation (i.e., predicted vibration level of 69 VdB exceeding limit of 65 VdB), and that vibration impacts would not occur at other resident organizations during tunneling. The following summarizes adjustments in vibration and groundborne noise limits, as identified earlier in this letter (see Table 2), that would result in additional or greater impacts to sensitive spaces within Seattle Center.

<u>Seattle Rep</u>

As identified on p. 8 of this letter, Landau recommends adjusting the vibration limit for Seattle Rep to 65 VdB from 72 VdB for both the Leo K. Theater and Bagley Wright Theater. WSBLE DEIS Appendix N.3, Chapter 6.4.1, Table 6-25 identifies a predicted supply train level of 67 VdB at the Seattle Rep. Adjusting the limit at Seattle Rep would result in a predicted vibration level that is 2 VdB over the 65 VdB limit at the Seattle Rep during unmitigated use of the supply train with alternative DT-1.

Regarding groundborne noise, Landau recommends adjusting the groundborne noise limit at Seattle Rep to 25 dBA (see Table 2). This would result in groundborne noise impacts from both cutterhead and supply train operation that exceed what is predicted in WSBLE DEIS Appendix N.3, Chapter 6.4.2, Table 6-27. For example, unmitigated supply train groundborne noise at Seattle Rep is predicted to be 40 dBA, which would exceed the adjusted limit of 25 dBA by 15 dBA and would be clearly discernable and disruptive.

SIFF Film Center

WSBLE DEIS Appendix N.3, Chapter Table 6-25 identifies a predicted supply train level of 65 VdB at the SIFF Film Center, with a limit of 72 VdB. Adjusting the vibration limit to 65 VdB for the SIFF Film Center (as recommended on p. 8 of this letter) would result in supply train levels that just meet this limit. While this does not constitute an impact, Landau predicts that continued exposure to years of vibration from unmitigated supply trains at 65 VdB (the recommended vibration limit for the SIFF Film Center), could result in an impact to the SIFF Film Center. This is based on the SIFF Film Center having previously experienced vibration impacts to its main screening room projector due to vibration from nearby construction.

Regarding groundborne noise, Landau recommends adjusting the groundborne noise limit at the SIFF Film Center to 30 dBA from 35 dBA. This would result in groundborne noise impacts from both cutterhead and supply train operation; currently the WSBLE DEIS Appendix N.3, Chapter 6.4.2, Table 6-27 predicts no impacts at the SIFF Film Center during tunneling. Adjusting the groundborne noise limit would warrant a review of mitigation measures to shield the SIFF Film Center from groundborne noise impacts.

Vera Project

At the Vera Project, an adjusted groundborne noise limit in WSBLE DEIS Appendix N.3, Chapter 6.4.2, Table 6-27 would result in a higher degree of impact than is predicted for DT-1. Currently, Table 6-27 indicates levels of up to 44 dBA from unmitigated supply train operation, a 4-dBA increase over the incorrect 40-dBA limit that is identified in this table. Correcting the groundborne noise limit at Vera Project to 30 dBA (as applied in the DEIS for light rail operation) would result in a noise level that is 14 dBA over the limit. A 14-dBA impact at Vera Project emphasizes the need for mitigation during supply train operation.

KEXP

At KEXP, WSBLE DEIS Attachment N.3, Appendix N.3H Tables 8-2 and 8-3 identify a vibration limit of 72 VdB for the mastering suite. As identified on p. 9 of this letter, the limit should be adjusted to 65 VdB to be consistent with other audio recording spaces within KEXP, and consistent with the FTA criteria for a “Recording Studio.” Adjusting the vibration limit of the KEXP mastering suite (currently Production Rooms 1 and 2) would not change the conclusions in Table 6-25 (impact at KEXP due to supply train use for DT-1) based on predicted impacts to the DJ Booth and studio (live performance

space). However, applying the adjusted vibration limit for the KEXP mastering suite would ensure that migration efforts are equally protective for all vibration-sensitive spaces within KEXP.

Similar to vibration, adjusting the groundborne noise limit for the KEXP mastering suite would not change results identified in Table 6-27 regarding impacts at KEXP, but it would ensure that migration efforts are equally protective for all groundborne noise-sensitive spaces within KEXP.

Tunneling Equipment

WSBLE DEIS Appendix N.3, Section 6.4.1.2 and Table 6-26 (p. 6-66) identify equipment that would generate the highest levels of vibration during tunneling, including the boring machine cutterhead, thrust-jack retraction, and supply trains with steel wheels and jointed tracks.

In the footnote of Table 6-27 (p. 6-67), the WSBLE DEIS states "The predicted levels for the thrust-jack are more than 5 dB below the impact threshold for all sensitive receivers." Groundborne noise predictions for thrust jack retraction is not provided in the WSBLE DEIS. However, Table 6-26 (p. 6-66) provides a range of sound levels of 13 to 29 dBA, as measured between 0 and 200 feet from thrust-jack operation. The range in sound levels for supply trains with steel wheels and jointed tracks is 24 to 28 dBA. While the median level of groundborne noise for supply trains is clearly higher than for thrust jack retraction, there is a potential for thrust jack retraction to generate groundborne noise levels that are as high as supply trains, according to the data provided in Table 6-26. The potential for groundborne noise impact is further increased when the limits for Seattle Rep, SIFF Film Center, Vera Project, and KEXP are adjusted (i.e., lowered).

A more detailed assessment should be provided that further evaluates the potential for groundborne noise and vibration impact from thrust jack retraction.

Chapter 6.4.2. Surface Construction Vibration Impacts

WSBLE DEIS Appendix N.3, Table 6-29, p. 6-70, identifies distances for impact to Special Buildings during surface construction. The minimum distance for the least sensitive spaces (i.e., V.C.-A) is greater than would be realized at KEXP, Vera Project, SIFF Film Center, Seattle Rep and Cornish Playhouse for the equipment identified in this table. For example, the minimum distance for potential impact to a bulldozer under the V.C.-A curve is 125 feet, and the nearest distance to Special Buildings located near surface construction areas (KEXP, The Vera Project, SIFF Film Center, Seattle Rep, and Cornish Playhouse) is 8 feet, as documented in WSBLE DEIS Appendix N.3, Table 6-29.

WSBLE DEIS Appendix N.3, Chapter 6.4.2.2, p. 6-70 states that "Surface construction vibration has not been assessed for Category 1 or special-use buildings near tunnel alignments, However, vibration from surface construction may be of concern if these buildings are close to the tunnel portals or station construction. These activities should be assessed in the Construction Vibration Control Plan"

Given the degree of impact that may occur from surface vibration during construction (see Tables 6-29 and 6-30), and given the need to understand if effective mitigation to these impacts is feasible, a

more detailed assessment of the potential impacts and proposed mitigation should be included in a supplemental DEIS study, in lieu of only requiring future assessments through a control plan. Specifically, for cut-and-cover station excavation, in addition to the potential for usage impacts to tenants of the Northwest Rooms, an additional assessment should be completed that determines the potential for structural damage to KEXP, Vera Project, SIFF Film Center, Seattle Rep and Cornish Playhouse.

Slurry Wall Demolition

The south wall of the DT-1 station design includes a diagonal portion that would extend underneath the Northwest Rooms, including underneath KEXP, Vera Project, and the SIFF Film Center. A profile view of the station is presented WSBLE DEIS Appendix J, Drawing B11-ASX102. Landau understands through ongoing workshops hosted by Sound Transit, that the southern wall of the DT-1 station would be constructed first as a vertical slurry wall, and then widened below grade, toward the south, to provide sufficient space for a station platform. Further, Landau understands that construction methods to expand the station footprint include breaking large portions of the slurry wall with a hoe ram.

The WSBLE DEIS does not include a review of impacts that is specific to the breaking of the slurry wall. However, demolition of this wall would occur very near Seattle Center resident organizations including KEXP, Vera Project, SIFF Film Center, and Seattle Rep. It is anticipated that high levels of vibration would be emitted during this process, and these were not considered or included in the DEIS. Given the high levels of vibration from this activity, the likely lengthy construction schedule, and the many potentially impacted facilities that are sensitive to groundborne noise and vibration impact, there is a high potential for substantial impacts during this phase of construction.

In addition to the use of a hoe ram, excavation of materials behind the slurry wall and directly underneath the Northwest Rooms may result in additional vibration and groundborne noise impacts to these receivers.

Station Entrances

The WSBLE DEIS provides very minimal information on the potential for noise and vibration impact from construction of the station entrances. Specifically, for DT-1 the proposed East Station Entrance would be located directly between the Seattle Rep and Cornish Playhouse. Construction of this station entrance would likely require demolition of existing structures and surfaces, excavation and hauling of materials, reinforcement of station walls, and construction of the station itself. Vibration and groundborne noise impacts are likely to be experienced at both Seattle Rep and Cornish Playhouse.

As identified on p. 8 of this letter, Landau recommends adjusting the vibration limits for the Seattle Rep and Cornish Playhouse to 65 VdB from 72 VdB. Adjusting the limits to 65 VdB would be protective of these facilities during surface construction of the East Station Entrance given the low levels of

ambient vibration at both facilities (see ambient vibration measurement data in WSBLE DEIS Appendix N.3, Attachment N.3H, Table 7-1, and verified by Landau measurements in January 2022).

Given the very close proximity of the DT-1 East Station Entrance to the Seattle Rep and Cornish Playhouse, and the proximity of Seattle Rep to the DT-2 East Station Entrance, as well as the recommended adjustments of vibration limits for Seattle Rep and Cornish Playhouse, an assessment of station entrance construction should be completed to determine the potential for impacts. In addition, an assessment should be completed of the potential for structural damage to these buildings.

Chapter 7. Noise and Vibration Mitigation Measures

Chapter 7.2. Construction Noise Mitigation

DEIS Appendix N.3, Chapter 7.2 (p. 7-16) identifies standard mitigation measures for construction noise. The following summarizes mitigation measures that were not included but should be considered:

General Construction Equipment

Loud construction equipment operating within the cut-and-cover construction area could operate as near as 8 feet from many Seattle Center facilities and resident organizations including KEXP, Vera Project, SIFF Film Center, Seattle Rep, and Cornish Playhouse. As summarized in this letter in Table 4, estimated sound levels at some buildings could reach 104 dBA and could reach up to 43 dBA at interior spaces, potentially impacting noise-sensitive uses such as performances and recording operations at several facilities (see Table 5 of this letter).

Mitigation measures summarized in the WSBLE DEIS are effective strategies to reduce airborne construction noise but do not specifically target the potential for impacts.

Mitigation measures should include an emphasis on administrative controls, scheduling the noisiest activities during times that would be less likely to interfere with noise-sensitive operations. This will require coordination with Seattle Center and multiple resident organizations.

Noise barriers could be installed at locations where airborne noise impacts are predicted or anticipated, and where this is sufficient room to build a wall that is long and tall enough to be effective. Noise barriers should be required as part of the project's Construction Noise Control Plan, and should be considered for:

- The north wall of the Northwest Rooms, shielding KEXP, Vera Project, and SIFF Film Center
- The south and east walls of Seattle Rep, shielding from station and East Entrance construction
- The west wall of Cornish Playhouse, shielding from East Entrance construction
- The north end of the International Fountain Lawn

- The Northwest Rooms breezeway between KEXP and Vera Project, shielding the International Plaza.

Tunnel ventilation fans

Ventilation fans will be required to provide fresh air to crew within the tunnel and could operate 24-hours per day. The location of the fans is not yet defined but could be located very near to several noise-sensitive resident organizations. Due to the low-frequency noise generated by such fans, mitigation may be required to ensure fan noise does not result in impacts to interior performance and recording spaces.

Potential mitigation measures could include quieter fan models, strategic placement of fans, silencers, barriers, or other measures. Further, the EIS should include specific language within the Construction Noise Control Plan regarding exhaust fan noise.

Haul trucks

Noise from idling and movement of haul trucks during construction, as well as noises from driving over uneven or unsecured surfaces, may result in impacts at noise-sensitive spaces along routes accessing DT-1 or DT-2. Haul truck routes are not yet defined however an assessment should be completed to determine if mitigation of noise from haul trucks is warranted.

Further, the EIS should include specific language within the Construction Noise and Vibration Control Plan regarding permitted haul routes that minimize the potential for impact.

Landau anticipates that Mercer Street would likely serve as a primary haul route for either DT-1 or DT-2. If so, the nearest noise-sensitive space along this route with the greatest potential for haul truck impacts is the Seattle Opera Tagney Jones Hall, located at the corner of Mercer Street and 4th Avenue N. Additional impacts may occur at Seattle Rep, Pacific Northwest Ballet, and King FM. A study should be completed to identify the number of trucks per hour during various construction phases, and what the predicted impacts may be to these resident organizations and what mitigation measures are warranted (e.g., limited hauling hours, limited trucks per hour).

Staging Areas

Mitigation of staging area noise should be included in an updated noise impact assessment. Mitigation measures could include strategic location of staging areas to minimize impact from noise emissions related to staging areas, noise barriers, and other measures as defined under WSBLE DEIS Appendix N.3, Chapter 7.2.

Chapter 7.3. Operational Vibration Mitigation

WSBLE DEIS Appendix N.3, Chapter 7.3.2.2 (p. 7-26) provides DT-1 operational groundborne noise and vibration mitigation measures that would mitigate impacts at “recording studios and performance

spaces in Seattle Center" (Chapter 7.3.2.2., p. 7-26). Included are high resilience fasteners along 900 feet of new track between construction alignment stations 79+00 and 88+00.

The FTA Guidance Manual, in Table 6-11 (p. 140) states that high resilience fasteners can achieve 5-dB of reduction in groundborne noise from tracks at frequencies above 40 hertz (Hz). As stated in WSBLE DEIS Appendix N.3, Attachment N.3H, Chapter 8.4, p. 8-20, "Because Sound Transit expects at least 5 decibels of reduction from the tunnel structure that is not included in the prediction model, no additional mitigation measures beyond high-resilience fasteners are proposed."

If the above Sound Transit expectation is true, groundborne noise impacts from DT-1 operation would be mitigated only for KEXP and Vera Project, but not for the SIFF Film Center and Seattle Rep. As noted in this review, Landau recommends that for both SIFF and Seattle Rep, the groundborne noise limits be adjusted to a lower level that is more protective of the uses within these spaces (see Table 2). The result would be DT-1 operational groundborne noise that exceeds the limits at the SIFF Film Center and Seattle Rep by 15 dBA and 23 dBA, respectively. Accounting for an assumed 5-dBA reduction from high resilience fasteners and an additional 5-dBA reduction from the structure itself, the SIFF Film Center and Seattle Rep would experience increases of 5 dBA and 18 dBA above their respective limits. Therefore, because impacts would occur even with high resilience fasteners, Landau recommends that a higher degree of mitigation be considered, such as a floating slab or thicker tunnel materials.

For DT-2, WSBLE DEIS Appendix N.3, Attachment N.3H, Table 7-3 indicates that impacts may occur at the Seattle Rep Leo K. Theater when applying the adjusted groundborne noise limit identified in Table 2 of this letter (i.e., predicted level is 28 dBA; the proposed limit is 25 dBA). Further, as identified in this letter, there may be errors in the calculation of impact at the Bagley Wright Theater that result in predicted groundborne noise impacts at this space from DT-2. Sound Transit should confirm whether impacts are predicted, and the degree to which these impacts might occur. Once confirmed, a reassessment of DT-2 operational mitigation should be completed.

Chapter 7.4. Construction Vibration Mitigation

Chapter 7.4.1 Potential Surface Construction Vibration Mitigation

WSBLE DEIS Appendix N.3, Chapter 7.4.1 (p. 7-31) identifies surface vibration mitigation measures that include pre-construction surveys, construction timing, equipment locations, continuous vibration monitoring, and alternative construction methods. The following summarizes mitigation measures that are not included or that require additional detail:

<u>Construction Vibration Control Plan</u>

As noted in Chapter 6.4.2.2, p. 6-70, "Surface construction vibration has not been assessed for Category 1 or special-use buildings near tunnel alignments. However, vibration from surface

construction may be of concern if these buildings are close to the tunnel portals or station construction. These activities should be assessed in the Construction Vibration Control Plan."

Construction vibration measures should be updated once a more detailed assessment of surface vibration measures is completed to support a Construction Vibration Control Plan. Given the high potential for surface vibration impact during construction, mitigation of surface vibration will be critical to KEXP, Vera Project, SIFF Film Center, Seattle Rep, and Cornish Playhouse.

Slurry Wall Demolition

As indicated, the DEIS does not include detailed assessment of the potential for vibration impacts from demolition of the slurry wall underneath the Northwest Rooms. It is expected that both vibration and groundborne noise impacts would occur at KEXP, Vera Project, and the SIFF Film Center as a result of the slurry wall demolition, and therefore mitigation measures should be clearly evaluated and provided in the Construction Vibration Control Plan.

Chapter 7.4.2 Potential Tunneling Vibration Mitigation

DEIS Appendix N.3, Chapter 7.4.2 (p. 7-32) identifies mitigation measures to reduce the potential for vibration and groundborne noise impact during tunneling. The following summarize key elements of this review:

Supply Train

Details provided in DEIS Appendix N.3, Chapter 7.4.2 are focused on mitigating vibration from the supply train, including reduced supply train speeds, smooth running surfaces, reduced gaps between rail sections, adding rubber pad between ties, and using rubber tires on supply trains.

As noted, DEIS Appendix N.3, Table 6-27 (p. 6-67) summarizes impacts from construction that states unmitigated supply trains could result in groundborne noise levels inside multiple noise-sensitive spaces that are up to 44 dBA (Vera Project), and exceeding applicable noise limits by up to 17 dBA (KEXP). In addition to the mitigating effects of measures identified above, the DEIS Appendix N.3, Chapter 7.4.2, p. 7-32 suggests that rubber tires on supply trains could provide effective mitigation of vibration and groundborne noise at frequencies above 10 Hz.

Given the high level of impact that may occur due to the supply train at multiple noise-sensitive Seattle Center facilities and resident organizations, and that predictive modeling has not been completed to fully evaluate the mitigating effect of rubber tires on supply trains, the Construction Vibration Control Plan should be supported by a detailed assessment of rubber tires on supply trains. The assessment should demonstrate that impacts to each of these spaces are effectively mitigated to below ambient levels.

Thrust Jack

As indicated, mitigation of vibration from thrust jacks may be warranted through slower retraction of the jacks. This assessment should be completed once a more detailed assessment of the potential for impact from this activity is completed. If necessary, mitigation measures should be included the Construction Vibration Control Plan.

Cutterhead

As stated in the DEIS Appendix N.3, Chapter 7.4.2, p. 7-32, it is not possible to mitigate vibration from the tunneling cutterhead. However, as stated, mitigation can be achieved through vibration monitoring and coordination with organization identified as Category 1 and special use buildings. For DT-1, the list of organizations should include MoPOP, Seattle Opera, King FM, McCaw Hall, Pacific Northwest Ballet, Exhibition Hall, Cornish Playhouse, Seattle Rep, SIFF Film Center, Vera Project, and KEXP. For DT-2 the list should include Seattle Opera, King FM, McCaw Hall, Pacific Northwest Ballet, Exhibition Hall, Cornish Playhouse, and Seattle Rep. The FEIS and Construction Vibration Control Plan should specify locations/receivers to be monitored, including the number of monitors and duration of monitoring, as well as the established thresholds above which action is to be taken. Also, the Plan should include clear direction for the General Contractor to coordinate with each of the noise-sensitive resident organizations to provide sufficient advance notice to allow noise-sensitive events to be scheduled accordingly.

Refinement Designs Presented to Public

In April 2022, Sound Transit publicly presented early studies of potential design refinements to the WSBLE DEIS. A copy of slides from Sound Transit's April 2022 presentation is included as an Attachment to this letter. The refinements include an alternative double-canted concept design for the DT-1 station, a refinement that moves the DT-1 station further west, and a mix-and-match alternative that incorporates elements of the alignments of both DT-1 and DT-2. Further study of these refinements will be contingent upon direction from the Sound Transit Board. The following summarizes Landau's initial assessment of these alternative designs:

DT-1 Station Double-Canted Concept

The double-canted design would negate the need to demolish a slurry wall underneath the Northwest Rooms by constructing the station walls with cantered augered piles. The piles, driven at angles underneath the Northwest Rooms to the south, and the Expo Apartment building to the north, would form the walls of the station itself.

This station design would eliminate the need for demolishing a slurry wall underneath the Northwest Rooms. The potential for groundborne noise impacts remains, but likely at much lower levels than would occur during demolition of a slurry wall.

Airborne noise impacts would be anticipated when augers remove soils from the auger bits by shaking (a repetitive banging sound). The impact noise from augering would be limited to between 8 a.m. and 5 p.m. on weekdays, and between 9 a.m. and 5 p.m. on weekends, but could occur for up to 12 months.

As assessment of groundborne noise, vibration, and airborne noise would be required to fully evaluate whether additional mitigation measures are warranted for this alternative station design.

Moving Station DT-1 to West

Under this alternative, the location of the DT-1 station would be located between approximately Queen Anne Avenue and just west of 1st Avenue North (i.e., adjacent to the SIFF Uptown Cinema). Moving the station away from the Seattle Center, including the noise-sensitive spaces within the Northwest Rooms, as well as Seattle Rep, Cornish Playhouse, and others, would reduce the potential for impacts at these spaces and limit impacts to tunneling and operation. A full assessment of impacts would be required for Seattle Center noise-sensitive spaces to confirm impacts and mitigation requirements, but generally the expected degree of noise and vibration impacts is lower than what is presented in the WSBLE DEIS DT-1.

Under this alternative, noise and vibration impacts would occur near the SIFF Uptown Cinema and other sensitive receiving locations (mainly residential). While the SIFF Uptown Cinema is not located on the Seattle Center campus, it is directly tied to the SIFF Film Center, and so impacts under this alternative design are critical to the SIFF Film Center. Based on Sound Transit's presentation, noise and vibration impacts from the DT-1 station located further west would also include assessment of a much larger cut-and-cover footprint.

As assessment of groundborne noise, vibration, and airborne noise would be required to fully evaluate whether additional mitigation measures are warranted for this alternative design.

Mix and Match SLU-Harrison Station to Seattle Center-Mercer Station

The Mix and Match alternative would connect DT-1 to DT-2 by tunneling underneath McCaw Hall and portions of the Seattle Opera and Pacific Northwest Ballet. The depth of the connecting tunnel underneath McCaw Hall is not known but it is expected to be within the approximate range of DT-1 and DT-2 alignments in this area.

Impacts from the Mix and Match design are anticipated to occur due to both construction and operation. Further, noise and vibration impacts are expected to be greater than was predicted in the DEIS for alternatives DT-1 or DT-2 for the Seattle Opera, McCaw Hall, and Pacific Northwest Ballet. Construction impacts from tunneling would occur from cutterhead and supply train operations directly underneath these facilities, and it is very likely that rubber-tired supply trains and/or additional mitigation measures would be required to ensure continued impacts do not occur during tunneling, where groundborne noise limits are 25 dBA.

Operational impacts also are expected along the Mix and Match route. An assessment would need to be completed to determine the extent of these impacts. Mitigation required to bring operational noise and vibration impacts below the limits for Seattle Opera, McCaw Hall, and Pacific Northwest Ballet would likely include measures beyond what is currently proposed for WSBLE DEIS for DT-1 or DT-2 at Seattle Center, such as floating slabs and thicker tunnel walls.

LANDAU ASSOCIATES, INC.

Kevin Warner
Principal, Permitting and Compliance

Attachments

Figure 1. Overview Map

Figure 2. West Seattle and Ballard Link Extensions PowerPoint Presentation (Sound Transit, 4/8/2022)

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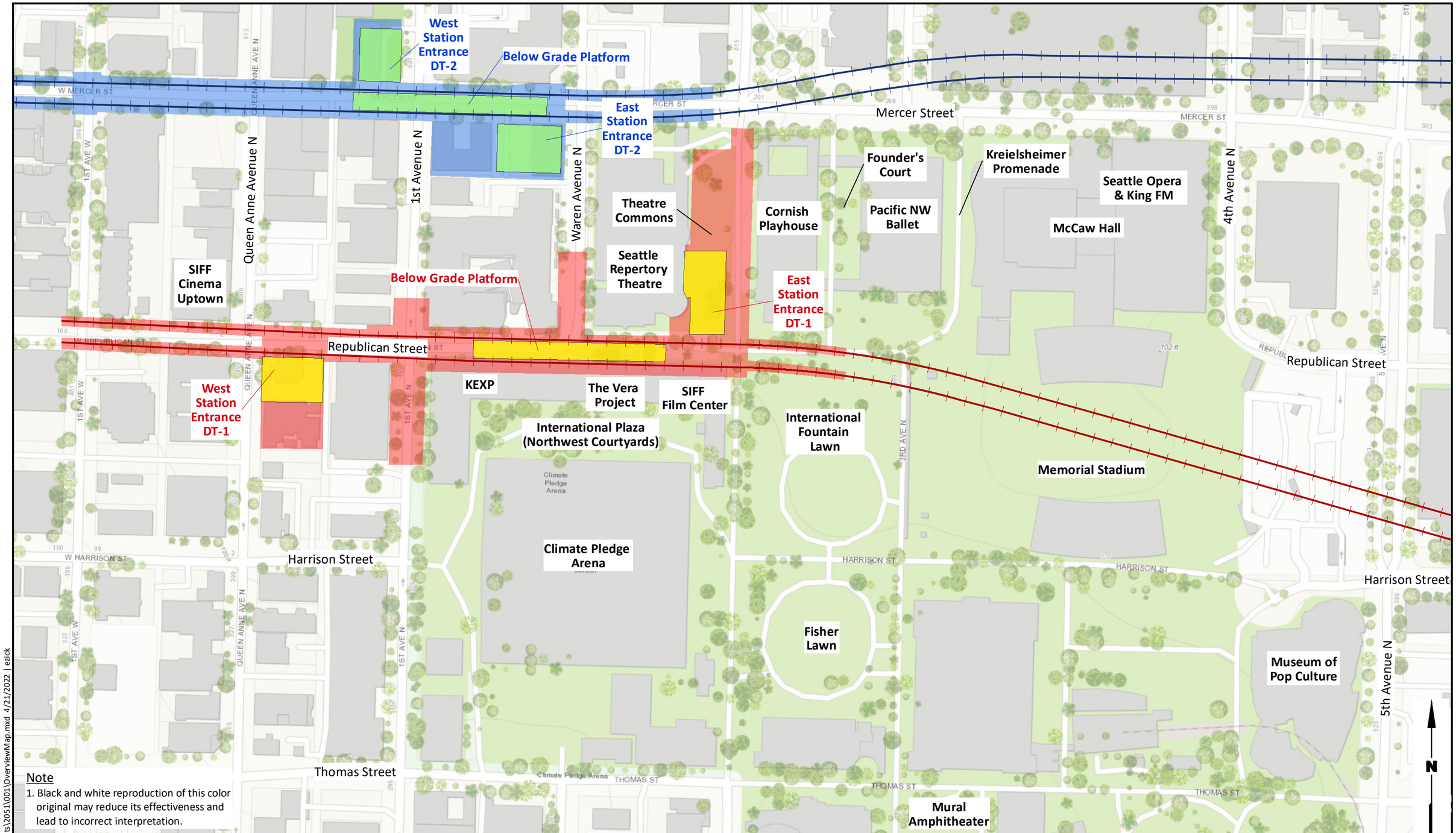

Note
1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Basemap source: Esri, 2022. Sound Transit. HTNB.

Legend
DT-1 Tracks
DT-2 Tracks
DT-1 Platform and Stations
DT-2 Platform and Stations
DT-1 Construction Areas
DT-2 Construction Areas

0 180 360
Scale in Feet

LANDAU ASSOCIATES

Sound Transit WSBLE DEIS Seattle Center Seattle, Washington	**Overview Map**	Figure 1

G:\Projects\2051\001\OverviewMap.mxd 4/21/2022 | ezick

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West Seattle and Ballard Link Extensions

Seattle Center Organizations
4/8/2022

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Agenda

- Grounding and Brief Check-in (15 min)
- Seattle Center Station: Potential refinement concepts (10 min)
- City of Seattle response (10 min)
- Q&A and Discussion (45 min)
- Next Steps in the Process (15 min)

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Seattle Center organizations engagement

Pre & Post Draft EIS publication

Date	Briefing/ Workshop
Jun 22	Seattle Center Advocacy Committee briefing
Oct 1	WSBLE Workshop: Noise & Vibration
Nov 18	Seattle Center/Uptown Station Design Charrette
Draft EIS published January 28, 2022	
Feb 16	Workshop: Draft EIS Results Overview & Station Planning
Mar 18	Workshop: Draft EIS Deep Dive – Construction focus
Apr 8	Workshop: Reflections and Potential Refinements

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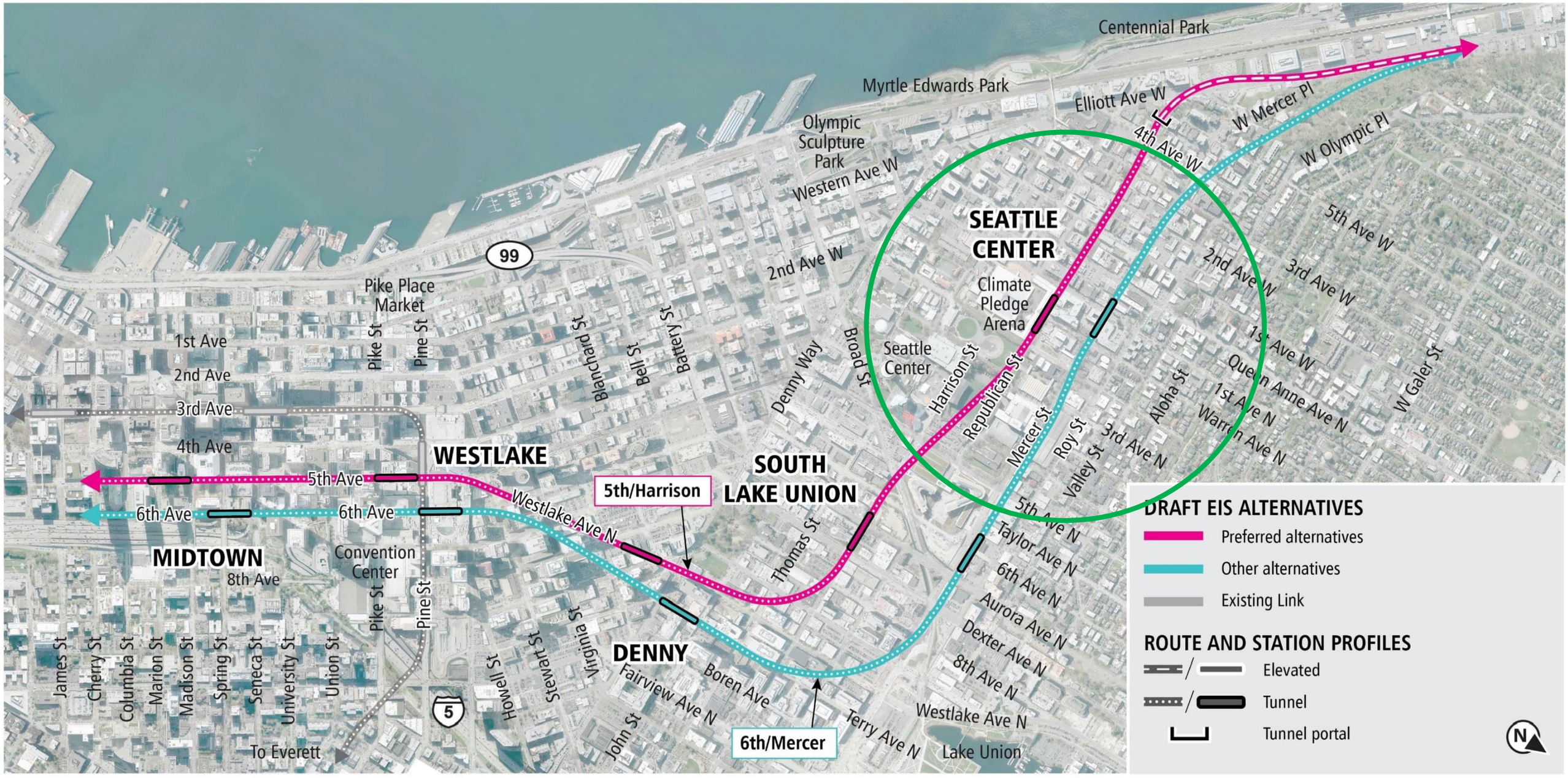

Draft EIS alternatives Downtown

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Seattle Center Station: Potential refinement concepts

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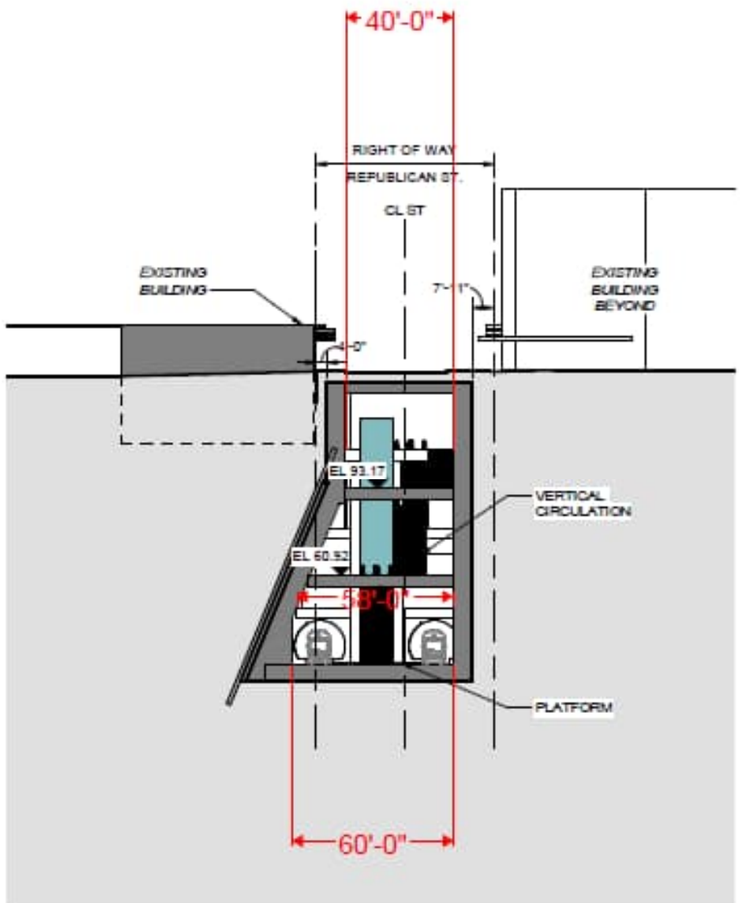
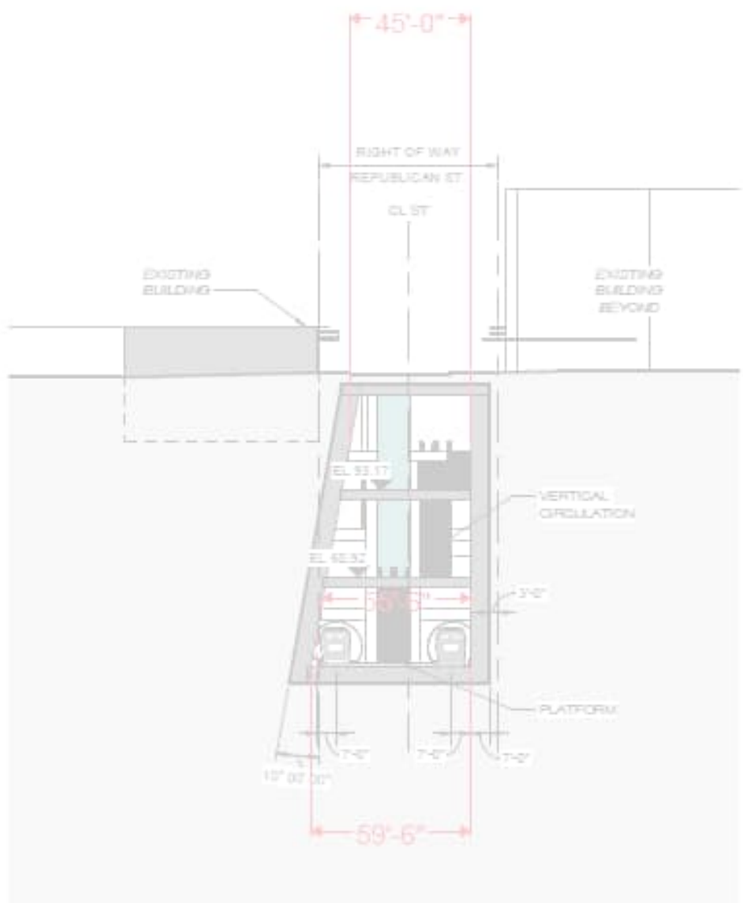
Refined design – new double canted concept



DEIS



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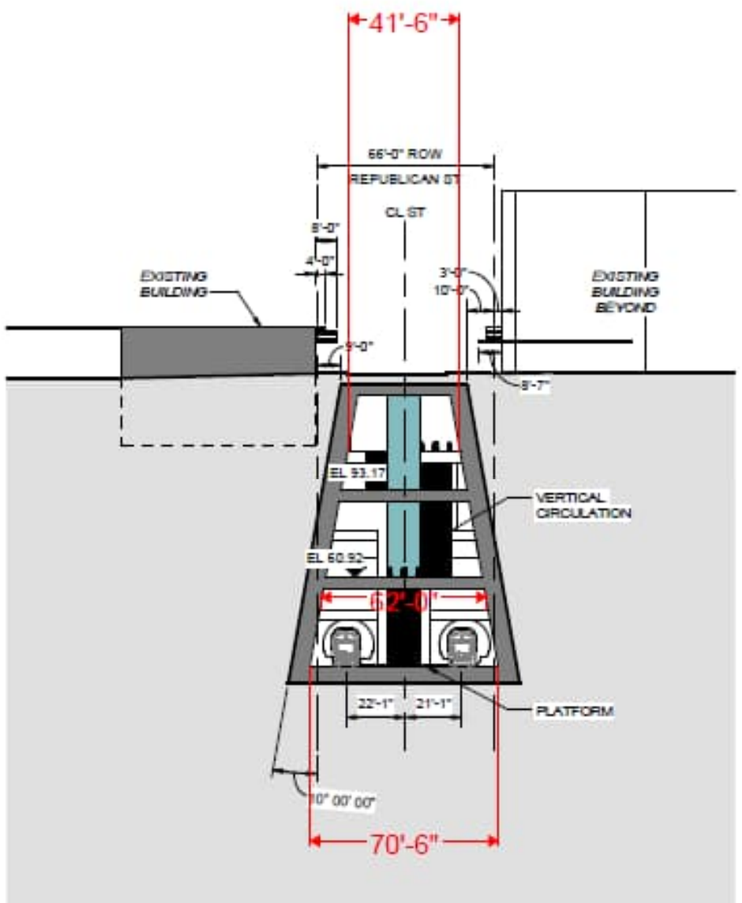

DOUBLE CANTED

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c Shift Seattle Center (Republican) station west

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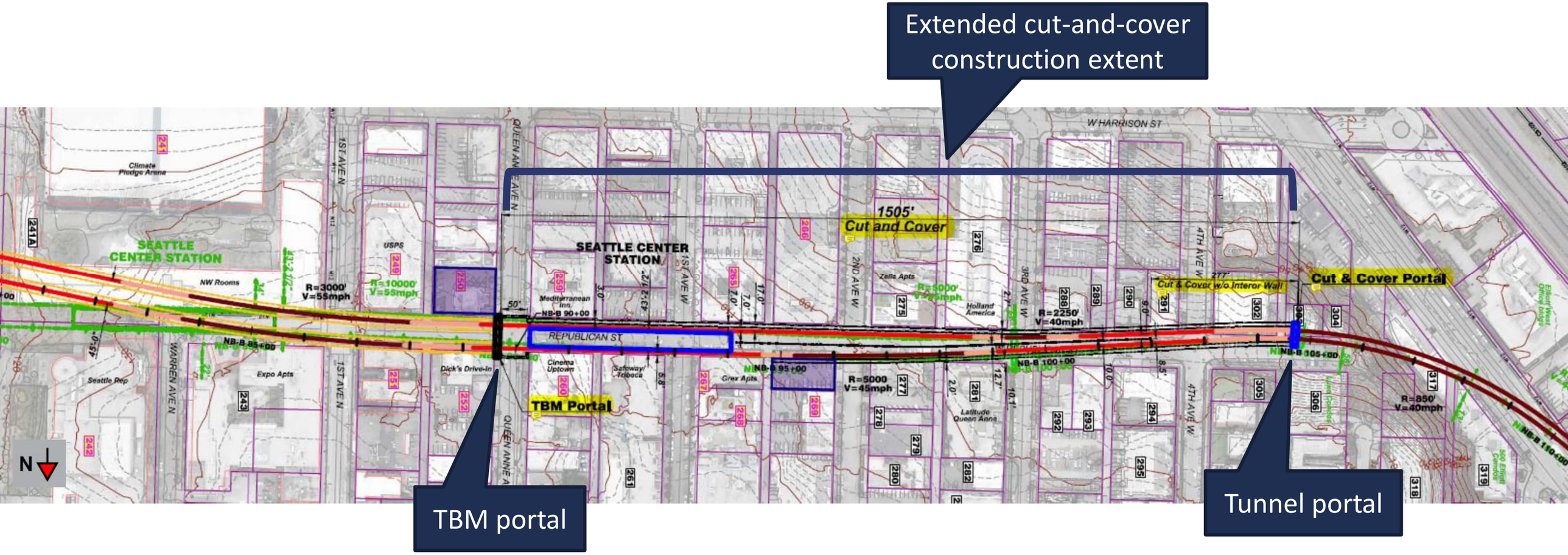
c Shift Seattle Center (Republican) station west



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d Connect South Lake Union (Harrison) to Seattle Center (Mercer)

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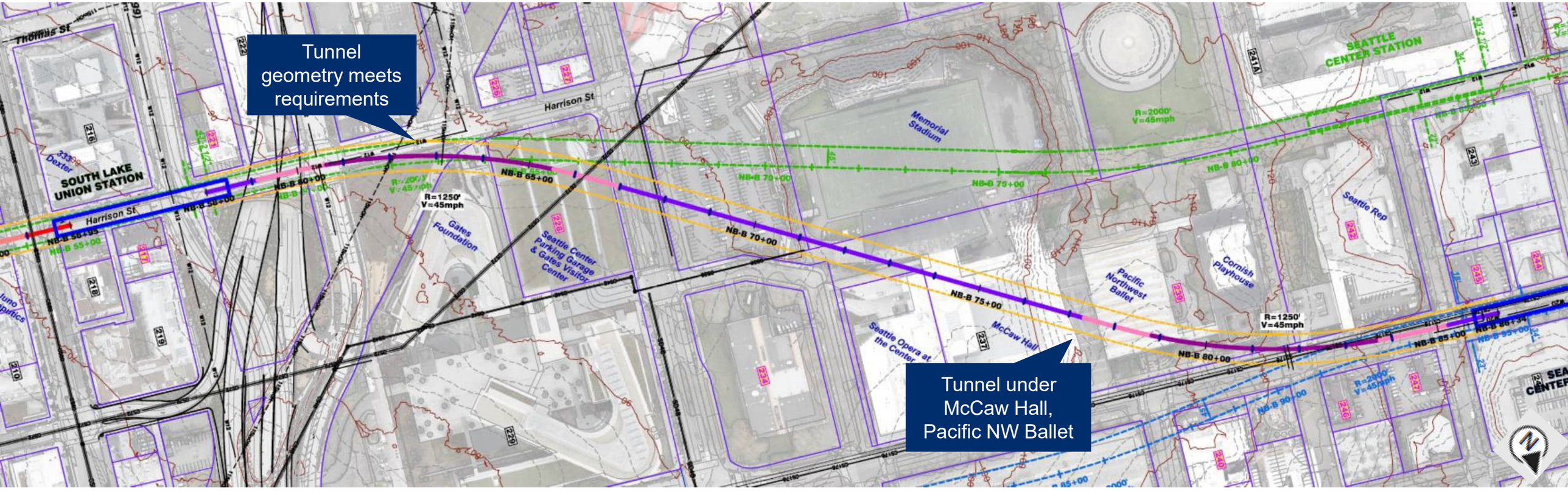
d Connect South Lake Union (Harrison) to Seattle Center (Mercer)



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City of Seattle Response

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Q&A and Discussion

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Next steps of the process

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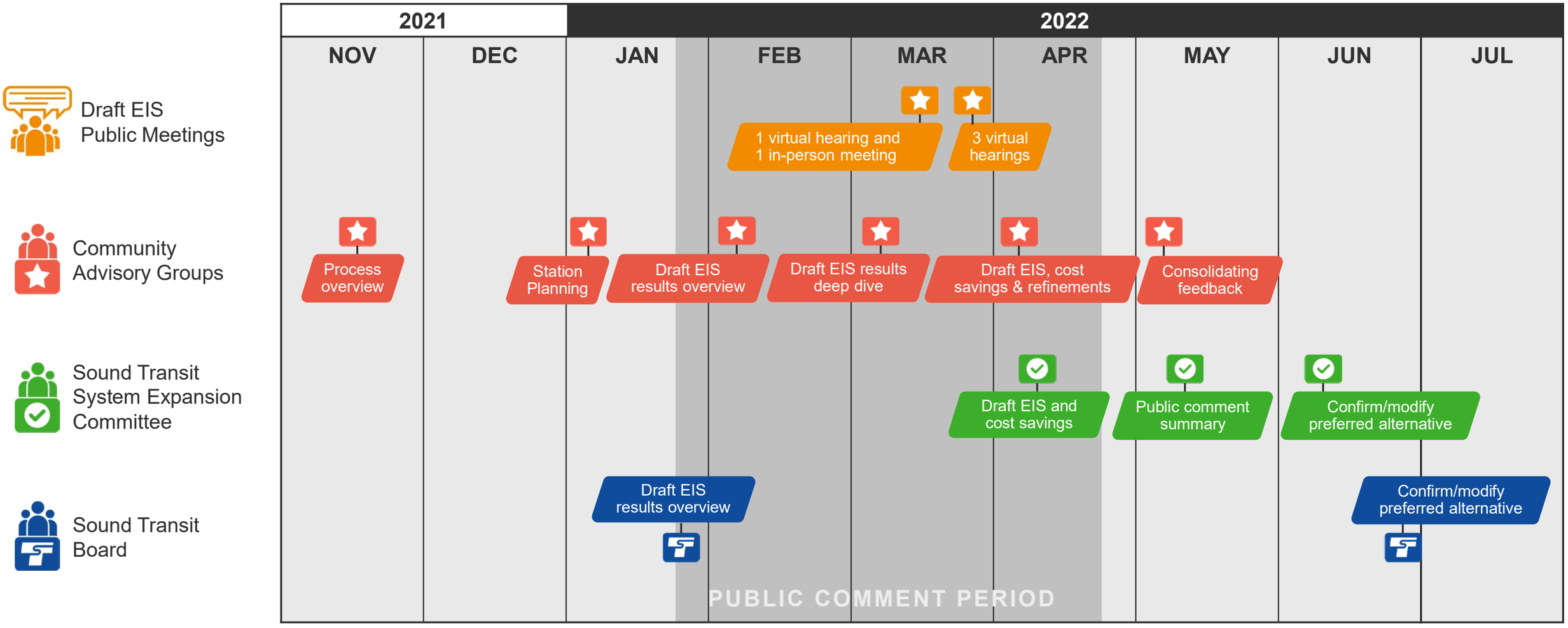
Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Updated February 2022. Meeting dates/topics subject to change.

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What happens after you comment?

Comments

Public comments shared with Sound Transit Board.

May 2022

Board action

Sound Transit Board confirms or modifies the preferred alternative.

June 2022

Final EIS

Sound Transit staff prepares the Final EIS, which responds to comments received on the Draft EIS.

Mid 2022 - 2023

Board action

Sound Transit Board selects the project to be built.

Late 2023

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wsblink.participate.online

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SEATTLE CITY COUNCIL | DISTRICT 1
COUNCILMEMBER LISA HERBOLD

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments **sent by electronic mail**
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Ms. Swift**,**

I am writing to comment on the Draft Environmental Impact Statement for the Sound Transit West Seattle and Ballard Link Extensions project.

I am submitting these comments as District 1 Seattle City Councilmember, to let Sound Transit know what I've been hearing from constituents in West Seattle about the ST3 proposal and to assist the Sound Transit Board's identification of a Preferred Alternative and other alternatives to study in the Final Environmental Impact Statement (EIS).

Locating light rail stations and alignment will be a 100-year decision, with long-term impacts to the West Seattle Community.

While I continue to hear support for light rail to West Seattle, there is continuing concern about potential impacts for some options. I am requesting additional visual representations be included for the Final EIS, to clearly demonstrate what alignments will look like and demonstrate their impacts.

Below are comments regarding the segments in District 1:

West Seattle Junction Segment

There is very strong community support for a tunnel option. A tunnel would minimize impacts to the neighborhood and businesses and provide the best approach for long-term success and the health of the West Seattle Junction community.

An elevated alignment into the heart of the West Seattle Junction Urban Village, and on Fauntleroy Way SW would be unique to this project and unprecedented for light rail in Seattle. It would include impacts that could not be mitigated.

In addition, an elevated line on Fauntleroy would make completion of the Fauntleroy Boulevard Project infeasible. Funding for this project was included in the Move Seattle Levy approved by Seattle voters in 2015.

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Email lisa.herbold@seattle.gov

The Medium Tunnel 41st Avenue Station (WSJ-5) offers an option that is estimated to cost $200 million less than the elevated Preferred Alternative 41st/42nd Avenue Station Alternative (WSJ-1) that goes into the heart of the West Seattle Junction. The Medium Tunnel has significantly fewer residential, business, and employee impacts.

There is also significant support for the Preferred Tunnel 41st Avenue Station Alternative (WSJ-3a) and the Preferred Tunnel 42nd Avenue Station Option (WSJ-3b).

Delridge Segment

Most riders will access the Delridge station via transfers. Consequently, transfer times are very important. A key point of the Racial Equity Toolkit is the importance of ensuring access from lower-income BIPOC communities to the south, including South Delridge and White Center. Consideration of transit- oriented development is also important to consider.

The Andover Street Station Lower Height (DEL-6) has the lowest overall displacement impacts and does not directly cross the Youngstown community. I encourage study to improve the transit integration for commuters from communities to the south. I appreciate the pedestrian overpass refinement proposal for accessing this station. How this station would operate with truck access to Nucor is important to consider.

The potential height of an elevated guideway on Genesee (150' in one option) is a significant concern. Should the Board consider an option on Genesee, I strongly encourage selection of one of the lower height options that connects to a tunnel.

It may be worth examining the ability of options to connect between segments. For example, WSJ-5 and DEL-6 do not connect with any other options.

Avalon

While the realignment process initiated by the Sound Transit Board is separate from the Draft EIS, given that Sound Transit staff have recently released potential refinements, and they are a subject of public discussion, I'd like to address the potential elimination of the Avalon station. I offer the following comments in the event the board opts to consider eliminating this station.

I've heard a variety of perspectives in West Seattle about the Avalon station. Some, including nearby residents of the numerous multifamily buildings on Avalon Way, emphasize the development on and around Avalon, and potential future development, and think keeping this station is important.

Others either support or could live with removing it, but <u>only if it results in a commensurate benefit</u> to the West Seattle community, such as a longer tunnel.

As noted above, a key point of the Racial Equity Toolkit is the importance of ensuring access from lower-income BIPOC communities to the south. While a number of those communities would access the line via Delridge, the High Point community would be most likely to access the line via the Avalon station at or by 35th Avenue SW. So, eliminating this station would require a clear plan for providing timely access from High Point and adjacent communities on the 35th Avenue SW corridor.

Duwamish crossing

Both the north and south crossings of the Duwamish have significant impacts to the community.

The southern options have potential displacements of 22-26 residences on Pigeon Point, while the North option on Harbor Island has impacts to Harbor Island. The number of impacted businesses impacted is similar, though the south crossing affects 670 to 680 employees, versus the 400 for the north crossing.

The West Seattle Bridge is currently undergoing repairs and is expected to continue in service through its original 75-year expected lifespan, roughly 2060. At that time, however, it will need to be replaced. Design of the Duwamish crossing will need to account for this.

Sincerely,

Seattle City Councilmember
District 1, West Seattle and South Park

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Email lisa.herbold@seattle.gov

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Communication ID: 504338 - Seattle Council Member Lisa Herbold Draft EIS Comment

#	Comments	Responses
1	I am requesting additional visual representations be included for the Final EIS, to clearly demonstrate what alignments will look like and demonstrate their impacts.	Please see Section 4.5, Visual and Aesthetic Resources, and Appendix N.2, Visual and Aesthetic Resources Technical Report for additional visual simulations prepared for the West Seattle Link Extension Final EIS.
2	There is very strong community support for a tunnel option. A tunnel would minimize impacts to the neighborhood and businesses and provide the best approach for long-term success and the health of the West Seattle Junction community. An elevated alignment into the heart of the West Seattle Junction Urban Village, and on Fauntleroy Way SW would be unique to this project and unprecedented for light rail in Seattle. It would include impacts that could not be mitigated.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Chapter 6, Alternatives Evaluation, of the Final EIS for more information on significant and unavoidable adverse impacts.
3	In addition, an elevated line on Fauntleroy would make completion of the Fauntleroy Boulevard Project infeasible. Funding for this project was included in the Move Seattle Levy approved by Seattle voters in 2015.	Coordination with the City of Seattle regarding their project in the study area has been ongoing during WSBLE project development. The Fauntleroy Boulevard Project was paused in 2018 and is currently unfunded, but remains the in the city's capital improvement program. The project website was updated in 2022 to note that the West Seattle Link Extension Preferred Alternative identified in July 2022 would not conflict with the boulevard project.
4	The Medium Tunnel 41stAvenue Station (WSJ-5) offers an option that is estimated to cost $200 million less than the elevated Preferred Alternative 41st/42nd Avenue Station Alternative (WSJ-1) that goes into the heart of the West Seattle Junction. The Medium Tunnel has significantly fewer residential, business, and employee impacts. There is also significant support for the Preferred Tunnel 41st Avenue Station Alternative (WSJ-3a) and the Preferred Tunnel 42nd Avenue Station Option (WSJ-3b).	Please see response to CCG2 in Table 7-1.
5	Most riders will access the Delridge station via transfers. Consequently, transfer times are very important. A key point of the Racial Equity Toolkit is the importance of ensuring access from lower- income BIPOC communities to the south, including South Delridge and White Center. Consideration of transit- oriented development is also important to consider.	Please see responses to CC4.2a, CCEJ1, and CCEJ2 in Table 7-1.
6	The Andover Street Station Lower Height (DEL-6) has the lowest overall displacement impacts and does not directly cross the Youngstown community. I encourage study to improve the transit integration for commuters from communities to the south. I appreciate the pedestrian overpass refinement proposal for accessing this station. How this station would operate with truck access to Nucor is important to consider.	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
7	The potential height of an elevated guideway on Genesee (150' in one option) is a significant concern. Should the Board consider an option on Genesee, I strongly encourage selection of one of the lower height options that connects to a tunnel.	Please see response to CC2e in Table 7-1.
8	It may be worth examining the ability of options to connect between segments. For example, WSJ- 5 and DEL-6 do not connect with any other options.	Due to the guideway height and location, not all alternatives studied in the Final EIS are able to connect to all alternatives in the adjacent segment.
9	I've heard a variety of perspectives in West Seattle about the Avalon station. Some, including nearby residents of the numerous multifamily buildings on Avalon Way, emphasize the development on and around Avalon, and potential future development, and think keeping this station is important. Others either support or could live with removing it, but only if it results in a commensurate benefit to the West Seattle community, such as a longer tunnel. As noted above, a key point of the Racial Equity Toolkit is the importance of ensuring access from lower-income BIPOC communities to the south. While a number of those communities would access the line via Delridge, the High Point community would be most likely to access the line via the Avalon station at or by 35th Avenue SW. So, eliminating this station would require a clear plan for providing timely access from High Point and adjacent communities on the 35th Avenue SW corridor.	Please see response to CC2j in Table 7-1. For Alternative WSJ-6, transit routes that travel on 35th Avenue Southwest would be re-routed to serve the Alaska Junction Station instead of the Avalon Station. See Attachment A of Appendix N.1, Transportation Technical Report, for additional information on transit integration assumptions.
10	Both the north and south crossings of the Duwamish have significant impacts to the community. The southern options have potential displacements of 22-26 residences on Pigeon Point, while the North option on Harbor Island has impacts to Harbor Island. The number of impacted businesses impacted is similar, though the south crossing affects 670 to 680 employees, versus the 400 for the north crossing.	Please see Sections 4.1, Acquisitions, Displacements, and Relocations and 4.3, Economics, of the Final EIS for updated information on residential, business, and employee displacements.
11	The West Seattle Bridge is currently undergoing repairs and is expected to continue in service through its original 75-year expected lifespan, roughly 2060. At that time, however, it will need to be replaced. Design of the Duwamish crossing will need to account for this.	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advances.

City of Seattle

Seattle Freight Advisory Board

Jeanne Acutanza

Johan Hellman

Geri Poor

Pat Cohn

Mike Elliott

Warren Aakervik

April 28, 2022

Ms. Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Via email: WSBLEDEIScomments@SoundTransit.org

Dear Ms. Swift

Re: Draft Environmental Impact Statement Comments
West Seattle and Ballard Link Extensions

This letter reflects the comments of the City of Seattle Freight Advisory Board (SFAB) regarding the Draft Environmental Impact Statement (DEIS) for Sound Transit's West Seattle and Ballard Link Extensions (WSBLE) dated January 20, 2022. We appreciate this opportunity to provide comments on regional transit investments that serve both of Seattle's Manufacturing Industrial Centers. The Seattle Freight Advisory Board was founded by Seattle Council Resolution to advise the Mayor and Council and all departments on matters related to freight and the impact that actions by others may have on Seattle's freight environment. Our comments on WSBLE are included in this letter.

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution 31243

As you may recall the SFAB, provided a letter on the EIS scoping on March 29, 2019, which we have attached herein. The draft EIS is complex and has ramifications well beyond the scope of any mega-project, and as such it requires understanding of all levels of work at earlier stages than would normally be considered.

Our comments on the scoping document specifically addressed impacts of construction. The WSBLE EIS defines general impacts of construction, but they are not described in adequate detail to understand the long-term impacts on freight movements. This affects not just people accessing a location but goods movements that are typically delivered by large vehicles (WB-67). Proposed construction in SODO and the Duwamish and Ballard Interbay North MICs needs to be clearly understood.

- The grade separations are proposed to span 2 street blocks (4th Ave to 6th Ave) when the Lander Grade Separation required a three-block span to support truck movement associated with Manufacturing, Maritime, and Logistics in the SODO and Duwamish Manufacturing Industrial Center (MIC).
- There should be consideration of the proposed grade separations on Holgate and Lander to minimize effects of steep grades on freight.
- Please also consider impacts to freight movement on 4th and 6th Avenues South from the addition of bus routes and bicycles who are no longer able to use the SODO busway and the bike trail, either during construction or during light rail operation.
- Similarly, please consider access in BINMIC as new piers create conflicts for turning movements along 15th/Elliott Avenues West.

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Given the effects of proposed land use changes to Maritime and Industrial Lands Zoning as noted in the City of Seattle's draft EIS on the "Seattle Industrial & Maritime Strategy," how would this impact freight circulation specifically large vehicles and around the proposed stations in the Ballard area? These locations affect 15th Ave W and proximal streets, land uses, and business accesses on the only North/South Major Truck Street connecting the south and north MIC's (BINMIC and Duwamish MIC). Similarly, in the Duwamish, please demonstrate the negative impacts of converting industrial land uses to light rail transportation uses. For example, changes to and near Major Truck Streets such as Spokane St and West Marginal Way carry outsized impacts to goods movement.

The Freight Advisory Board also speaks in support of the international trade gateway operating in the Duwamish Harbor. This is discussed in the Economic chapter, but there is potential for significant displacement, without recognition of the impacts that would have on the regional economy due to inter-reliance of the logistics supply chain. Please consider all opportunities to minimize and mitigate impacts of DUW-1a or DUW-1b and please do not proceed with DUW-2 which would displace businesses and impact the regions container terminals.

Freight also travels by train and ship. The DEIS recognizes impacts of bridge piers in the waterways and potential construction effects on freight rail operations. These navigational issues must be resolved or avoided in the Duwamish Waterway, the Elliott Bay Harbor and the Lake Washington Ship Canal.

While we recognize that a traditional draft EIS would not typically be addressing these concerns, we would hope Sound Transit commits to working closely with the City and specifically freight interests including SFAB in the development of final designs to resolve issues. Considering WSBLE impacts both MIC areas and does not provide details necessary to evaluate the impacts of the project's construction on freight, the SFAB would encourage ST to ongoing coordination related to freight impacts to minimize impacts to the efficient movement of freight and goods.

Sincerely,

Warren Aakervik,
For the Seattle Freight Advisory Board

City of Seattle

Jenny A. Durkan, Mayor

Seattle Freight Advisory Board

Jeanne Acutanza, Chair
Johan Hellman
Geri Poor
Frank Rose
Pat Cohn
Dan McKisson
Mike Elliott
Kristal Fiser
Warren Aakervik
Todd Biesold
Kris DeBuck

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution 31243

March 29, 2019

WSBLE
c/o Ms. Lauren Swift, Central Corridor Environmental Manager
Sound Transit
401 S. Jackson Street Seattle
WA 98104-2826
(delivered via e-mail: WSBscopingcomments@soundtransit.org)

Dear Ms. Swift:

Re: NEPA/SEPA Scoping Comments from Seattle Freight Advisory Board
Sound Transit 3 West Seattle Ballard Link Extensions (WSBLE)

This letter reflects the comments of the City of Seattle Freight Advisory Board (SFAB) regarding the NEPA/SEPA scoping and purpose and need for the Sound Transit 3 West Seattle Ballard Link Extensions (WSBLE). The SFAB was founded by Seattle City Council resolution to advise the mayor, council, and city departments on matters related to freight and the impact that various activities may have on our freight environment.

We appreciate the project briefing given to SFAB on February 19, 2019. In accordance with the WSBLE NEPA/SEPA process, we are submitting these scoping comments on the alignment alternatives and general environmental impacts for your consideration.

In general, we support the purpose and need of the project, which is to provide high-capacity transit (HCT) for Seattle-area travelers. In addition to improving non-auto mobility, we encourage the project to protect and enhance freight movement in the region.

COMMENTS ON ELEMENTS OF THE ENVIRONMENT

Minimize Negative Freight Mobility Impacts

Freight movement – like HCT – is a critical component of Seattle's transportation system. Potential effects of this light rail project on Seattle's freight system must be identified and evaluated in the environmental review. The 2016 Seattle Freight Master Plan identifies the freight network for trucking activity on city arterials and streets, designating 'limited access', 'major truck', 'minor truck', and 'first-/last-mile connector' streets. Please identify potential construction and operating impacts on this network, especially in and between Seattle's two Manufacturing/Industrial Centers (MICs). Please specifically consider and identify the effects that buses leaving the E-3 busway will have on SODO arterials and the effects the project may have on 15th Avenue W and Elliott Avenue W, which serve the Ballard MIC.

Minimize Construction Impacts
We understand that light rail construction is a complex, multi-year project and that construction impacts are temporary. That being said, these temporary impacts may be extremely disruptive to goods movement. In the MICs in particular, freight facilities operate throughout the day, and often in off-peak times. Trucks serving these MICs are long, wide, and heavy, and require large turn paths. Construction that occurs outside peak hours and occupies travel lanes - especially within the MICs - should be identified in the environmental review for mitigation of negative impacts and coordinated with freight interests well in advance. Potential negative impacts include increasing conflicts between freight and vulnerable travelers (non-motorized modes), particularly in MICs and along freight priority corridors.

Freight operates in very confined spaces in downtown Seattle. Please address, as part of project impacts, the need for delivery space in downtown. Please identify the need for light rail construction teams to coordinate with other, non-light rail construction operations to maintain adequate on-street and/or alley freight operations space throughout the project.

Boring (or mined) tunnel construction is preferred if it can be shown to reduce freight access restrictions and roadway closures. A cut-and-cover construction method would likely be far more disruptive.

For construction near navigable waterways, consider use of barges for hauling and construction. This may reduce the congestion, pollution, and noise impacts of construction trucks on city streets and the freight network.

Minimize Negative Economic Impacts
Freight movement – by water, rail, air, and road – is critical to our regional economy. Washington is one of the most trade-dependent states in the nation; freight-related industries support 1.46 million jobs and $128.8 billion in domestic products statewide. Roughly 40% of all jobs in our state can be tied to trade-related activity. In the Puget Sound region, freight-dependent industries support almost 900,000 jobs and $91.9 billion in domestic product. The two MICs in Seattle employ nearly 75,000 people, primarily in family-wage jobs.[1]

Efficient freight movement is essential to this economic engine and to the family-wage jobs it provides. The West Seattle and Ballard light rail alignments will impact both of Seattle's PSRC-designated MICs. Impacts to freight and industrial/maritime operations in these MICs must be evaluated in the economic impact assessment in the environmental analysis. Considerations in this evaluation should include the value of freight to our economy in terms of urban deliveries/pickups, industrial and international imports/exports, and light rail's likely impacts to this value, during both construction and operation.

[1] Source: Seattle Industrial Areas Freight Access Project, May 2015

COMMENTS ON ALTERNATIVES

Alternative 1, Representative Project

This alternative would have significant effects on major truck streets, endangering freight movement. In particular, the Ballard Interbay North Manufacturing/Industrial Center (BINMIC) would be affected, as the proposed alignment travels along 15th Avenue W, cuts through the Port of Seattle's Fishermen's Terminal, and interrupts marine cargo movement on the ship canal with a mid-height movable bridge. We do not believe the construction and operational effects of this alignment could be mitigated.
Both 15th Avenue W and Elliott Avenue W are major truck streets that also transport hazardous materials. Locating guideway columns along these roadways needs to address the impacts to freight.

The location of the proposed Smith Cove station on Elliott Avenue W will increase pedestrian and bicycle traffic across Elliott Avenue W, even if a grade-separated option is provided. Increased crossings will impact this major freight route.

Alternative 2, West Seattle Elevated / C-ID 5th Ave / Downtown 6th Ave / Ballard Elevated Alignment

Crossing the Duwamish Waterway south of the West Seattle Bridge will have significantly less impact on freight circulation and access to Harbor Island freight terminals and industrial facilities.

Please provide more information on how the tunnel under Elliott Avenue W would be constructed. This undercrossing appears to have less of an operational impact than an aerial crossing, which is shown in Alternative 1 .

In Interbay, this alignment follows BNSF's Balmer Yard tracks. Please evaluate how this at-grade alignment would limit future spur line access to land between the railyard and 15th Avenue W.

Please identify the potential effects of constructing and operating a bridge over the Lake Washington Ship Canal, including impacts on marine navigation and maritime business access (both via road and water). Please recognize that many businesses on the ship canal are completely dependent upon water access and may not be able to re-establish their activities if forced to relocate.

Alternative 3, West Seattle Tunnel / C-ID 4th Ave / Downtown 5th Ave / Ballard Tunnel

By crossing the Duwamish Waterway north of the West Seattle Bridge, there will likely be significantly greater impacts on freight circulation and industrial operations, considering the surface roads below (SW Spokane Street and Klickitat Avenue). These roadways provide access to freight origins and destinations on Harbor Island, including the Port of Seattle's Terminal 18 and other private terminals and shipyards.

Please evaluate impact to freight traffic as this alignment enters downtown on 4th Avenue S, and how a cut-and-cover tunnel would compare with a mined tunnel during construction.

Our comments on Alternative 2 regarding the relationship of the proposed light rail guideway to BNSF Balmer Yard, Elliott Ave W, and 15th Avenue W are also concerns for this alignment.

COMMENTS ON PURPOSE & NEED STATEMENT

Overall, we support the purpose and need statement, yet recommend that the project statement acknowledge that it crosses through our city's two PSRC-designated industrial zones (MICs). We feel strongly that where these Link extensions pass through MICs (Duwamish and Ballard-Interbay), planning and construction respects the vitality and regional economic contributions of these areas. Seattle's MICs have developed over time with synergistic land uses and transportation systems that support freight access and mobility. As this project moves forward, increased transit passenger mobility must be balanced with industrial capacity and capability. In this context, it is essential to note that:

- Existing freight mobility (for all modes: road, rail, marine, etc.) must be maintained and the project designed so as to not preclude future development of freight infrastructure
- MIC employment densities are inherently lower than those in other regionally- and locally-designated centers
- Traditional transit-oriented development (TOD), which typically includes housing and ground floor commercial, is inappropriate in MICs

The current 'need' section includes six bullet points. We recommend these reflect the important differences of station areas in the MICs. Please consider the following underlined addition to bullet six:

- Regional and local plans call for increased residential and/or employment density at and around <u>most</u> high-capacity transit (HCT) stations, where consistent with local zoning.

We look forward to working with Sound Transit to address impacts to freight as part of the environmental documentation and we appreciate Sound Transit's efforts to reach out to City of Seattle advisory boards.

Sincerely,

Jeanne Acutanza
Chair, Seattle Freight Advisory Board

Communication ID: 502940 - Seattle Freight Advisory Board Draft EIS Comment

#	Comments	Responses
1	The WSBLE EIS defines general impacts of construction, but they are not described in adequate detail to understand the long-term impacts on freight movements. This affects not just people accessing a location but goods movements that are typically delivered by large vehicles (WB-67). Proposed construction in SODO and the Duwamish and Ballard Interbay North MICs needs to be clearly understood. • The grade separations are proposed to span 2 street blocks (4th Ave to 6th Ave) when the Lander Grade Separation required a three-block span to support truck movement associated with Manufacturing, Maritime, and Logistics in the SODO and Duwamish Manufacturing Industrial Center (MIC).	Please see response to CC2b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.10, Affected Environment and Impacts During Operation-Freight Mobility and Access and Section 3.11, Construction Impacts, of the Final EIS for more information on potential impacts on freight mobility and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	There should be consideration of the proposed grade separations on Holgate and Lander to minimize effects of steep grades on freight.	Sound Transit has coordinated with the city of Seattle, the Port of Seattle, and the Northwest Seaport Alliance regarding the design of the South Lander Street overpass as design has advanced. A response to this comment related to the South Holgate Street overpass will be provided as part of the environmental review process for the Ballard Link Extension.
3	Please also consider impacts to freight movement on 4th and 6th Avenues South from the addition of bus routes and bicycles who are no longer able to use the SODO busway and the bike trail, either during construction or during light rail operation.	Please see response to CC3c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Section 3.11, Construction Impacts, for more information on potential impacts on all modes during construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Similarly, please consider access in BINMIC as new piers create conflicts for turning movements along 15th/Elliott Avenues West.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Given the effects of proposed land use changes to Maritime and Industrial Lands Zoning as noted in the City of Seattle's draft EIS on the "Seattle Industrial & Maritime Strategy," how would this impact freight circulation specifically large vehicles and around the proposed stations in the Ballard area? These locations affect 15th Ave W and proximal streets, land uses, and business accesses on the only North/South Major Truck Street connecting the south and north MIC's (BINMIC and Duwamish MIC).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Similarly, in the Duwamish, please demonstrate the negative impacts of converting industrial land uses to light rail transportation uses. For example, changes to and near Major Truck Streets such as Spokane St and West Marginal Way carry outsized impacts to goods movement.	Please see Section 4.2, Land Use, and Section 5.4.3 of the Final EIS for more information on direct and cumulative conversion of industrial lands. See Section 4.3, Economics, for discussion of potential economic impacts to the freight industry.

#	Comments	Responses
7	The Freight Advisory Board also speaks in support of the international trade gateway operating in the Duwamish Harbor. This is discussed in the Economic chapter, but there is potential for significant displacement, without recognition of the impacts that would have on the regional economy due to inter-reliance of the logistics supply chain. Please consider all opportunities to minimize and mitigate impacts of DUW-1a or DUW-1b and please do not proceed with DUW-2 which would displace businesses and impact the regions container terminals. Freight also travels by train and ship. The DEIS recognizes impacts of bridge piers in the waterways and potential construction effects on freight rail operations. These navigational issues must be resolved or avoided in the Duwamish Waterway, the Elliott Bay Harbor and the Lake Washington Ship Canal.	Please see response to CC3c in Table 7-1. Please see Section 2.1, Build Alternatives, of the Final EIS for a description of modifications made to Preferred Alternative DUW-1a between the Draft and Final EIS, including assumptions about bridge type and columns in the Duwamish Waterway. See Section 3.9, Affected Environment and Impacts During Operation - Navigation and Section 3.10 Affected Environment and Impacts During Operation - Freight Mobility and Access for updated discussion of impacts on navigation and railroad operations related to these design changes. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
8	While we recognize that a traditional draft EIS would not typically be addressing these concerns, we would hope Sound Transit commits to working closely with the City and specifically freight interests including SFAB in the development of final designs to resolve issues. Considering WSBLE impacts both MIC areas and does not provide details necessary to evaluate the impacts of the project's construction on freight, the SFAB would encourage ST to ongoing coordination related to freight impacts to minimize impacts to the efficient movement of freight and goods.	Sound Transit has coordinated closely with the City of Seattle, Port of Seattle, and the Northwest Seaport Alliance regarding design of the West Seattle Link Extension in regard to freight mobility. This coordination will continue as design advances. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

City of Seattle
Seattle Planning Commission

Sent via e-mail: WSBLEDEIScomments@soundtransit.org

April 28, 2022

Subject: Seattle Planning Commission comments on the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement

The Seattle Planning Commission appreciates the opportunity to comment on Sound Transit's West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS). The Seattle Planning Commission is a 16-member independent, volunteer advisory body. We provide guidance and recommendations to the City of Seattle's Mayor and City Council, as well as City departments on planning goals, policies, and plans for the physical development of the City. The Planning Commission is very supportive of this project and offers the following comments and recommendations to create the best possible transit investment for the benefit of Seattle and the region. Thank you in advance for your attention to our perspectives. We look forward to the opportunity to continue to review and provide recommendations on this significant transit infrastructure and how it will serve the region's and Seattle's many communities.

Introduction

- The Planning Commission strongly urges Sound Transit to evaluate the benefits and impacts of the WSBLE project through a lens that considers a hundred-year horizon, well beyond the short-term construction timeline for this project.
- The EIS should clearly identify how the many factors considered in the analysis will be weighed and balanced in the final selection of the preferred alternative.
- The EIS should clarify what thresholds were used to determine what was considered an impact to be raised in the analysis.
- Sound Transit and the City should continue to work together on issues that require ongoing interagency cooperation and coordination, including identification of a final preferred alternative, appropriate and meaningful mitigation measures, the centering of racial equity considerations, and station area planning.

The Planning Commission serves as the steward of Seattle's Comprehensive Plan. This Plan and its Future Land Use Map reflect Seattle's adopted vision for managing growth. The Planning Commission recognizes the critical intersection of population growth, land use, and transportation. Seattle's ongoing and anticipated growth necessitates a significant investment in transit including the WSBLE project. The anticipation of future light rail extensions will likely lead to land use changes and increased density around the stations. The study and eventual selection of alignments and station locations is critical as near-term decisions will determine the potential for

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Executive Director
Olivia Baker
Policy Analyst
John Hoey,
Senior Policy Analyst
Robin Magonegil
Administrative Analyst

long-term station area planning, equitable transit-oriented development, and placemaking opportunities. Leveraging this significant transit infrastructure investment to benefit all Seattle communities, including those who live, work, and play here, should be our collective priority.

The Planning Commission strongly urges Sound Transit to evaluate the benefits and impacts of the WSBLE project through a lens that considers a hundred-year horizon, well beyond the short-term construction timeline for this project. Keeping this long-term perspective in mind, the EIS should clearly identify how the many factors considered in the analysis will be weighed and balanced in the final selection of the preferred alternative. We recommend an approach that balances the need for consistent evaluation of all stations according to Sound Transit's criteria with the fact that all station areas are unique in current use and past histories, and as such require an evaluation of impacts and proposed mitigation that align with the needs and history of each community area. Sound Transit should clearly identify and make transparent the rationale for the evaluation criteria in the Final EIS. Similarly, the EIS should clarify what thresholds were used to determine what was considered an impact to be raised in the analysis. Lastly, in areas where mitigation measures are explained by referring to a policy or document external to the EIS, greater detail should be included within the body of the EIS to summarize the measures that result from the referenced policies or regulations.

We commend Sound Transit for a comprehensive body of work represented by the DEIS. The Planning Commission would like to call attention to the need for additional analysis by Sound Transit and the City of Seattle to create the best outcomes from this significant transit investment. We strongly urge Sound Transit and the City to continue to work together on issues that require ongoing interagency cooperation and coordination, including identification of a final preferred alternative, appropriate and meaningful mitigation measures, the centering of racial equity considerations, and station area planning.

Equity and Environmental Justice

- Particular attention should be paid to minimizing, if not avoiding, potential negative impacts in the Chinatown/International District (C/ID) and Delridge neighborhoods.
- More of the valuable knowledge shared by communities in the Racial Equity Toolkit (RET) process should be reflected in the EIS.
- The EIS should indicate what measures will be taken to ensure access is maintained to all businesses, services, and public spaces for impacted C/ID communities in the project corridor.
- Mitigation measures for businesses impacted by construction in the C/ID and Delridge should be provided in greater detail and additional measures should be considered for high-risk businesses.
- Sound Transit should identify how the project will restore impacted areas and partner with the City and other agencies to repair a long history of harm.

The Chinatown/International District (C/ID) and Delridge communities have both experienced historic and continued inequities. While negative impacts may be experienced by communities along the entirety of the West Seattle and Ballard alignments, particular attention should be paid to minimizing, if not avoiding, potential negative impacts in these neighborhoods due to the cumulative effect of the negative impacts they have already experienced. We are encouraged that the City of

Seattle has partnered with Sound Transit on the application of the Racial Equity Toolkit (RET) on this project. The Planning Commission would like to see more of the valuable knowledge shared by communities in the RET process reflected in the EIS. The planning process should optimize the hundred-year plus benefits of this transit infrastructure while minimizing any potential disproportionate short- and long-term impacts to the affected communities.

The RET indicates that the C/ID is the only station area in the WSBLE project corridor where the population of communities of color is higher than the citywide average of 34 percent. Within the C/ID, people of color account for 65 percent of the population. The C/ID faces the additional equity challenges of a median household income well below the city average, a higher-than-average proportion of residents who are elderly and disabled and compounding environmental stressors that result in an average life span that is shorter than other Seattle communities[1]. Given this combination of equity concerns and history of inequitable outcomes from infrastructure projects, the C/ID must be treated with additional attention and care. The EIS should indicate what measures will be taken to ensure access is maintained to all businesses, services, and public spaces for impacted C/ID communities in the project corridor. Sound Transit and the City of Seattle must work together to not only minimize negative impacts to C/ID communities but also to find new partnerships with communities and repair past harms. Efforts should be made to go beyond the minimum requirements of construction mitigation to ensure a high quality of residential and business life is maintained for those who live, work, and play in the area throughout the construction process.

Within both the C/ID and Delridge, communities have noted the large number of potential business displacements associated with each alignment option. The Planning Commission is concerned about impacts to social cohesion and the ability of impacted businesses to relocate within their respective neighborhoods. Within the C/ID, the proposed alignments along Fifth Avenue will cause temporary and permanent changes to key businesses and landmarks, such as the Chinatown gate, that could also impact the cultural identity of the neighborhood. The Planning Commission would like to see a discussion included in the EIS of what potential costs the City of Seattle and/or a third party would need to absorb to make the Fourth Avenue alignment more feasible.

Even with relocation assistance provided by Sound Transit, the Planning Commission is concerned that businesses displaced or temporarily impacted by construction will not be able to weather the impacts to their income. Even temporary changes to access for community members during construction can have a large impact on the social fabric of the community, particularly when impacted businesses serve as cultural anchors to a community. The planned mitigation measures for businesses impacted by construction in the C/ID and Delridge should be provided in greater detail and additional measures should be considered for high-risk businesses that may not be able to withstand temporary closures or relocation. We provide some suggestions for how to better represent the differential impacts to businesses and the communities they serve in the Housing and Displacement section of this letter below. The Planning Commission recommends expanding the

[1] Sound Transit and City of Seattle. "West Seattle and Ballard Link Extensions Racial Equity Toolkit Report: Environmental Review Phase," February 2022. https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extensions-ph-2-racial-equity-toolkit-draft.pdf, p. 8.

analysis of business displacements in the EIS to include an equity lens. This expanded analysis will provide a more complete picture of how business displacements impact surrounding communities.

Sound Transit should identify how the project will restore impacted areas and partner with the City and other agencies to repair a long history of harm. The benefits referenced in the DEIS to balance the numerous harmful impacts of such a large-scale infrastructure project are at times vague, such as improved travel experience or improved connections to culturally relevant businesses. Such benefits are inherent in an improved transit system, but they do not explain what specific mitigation measures Sound Transit will take to avoid adding to the history of harm in the C/ID and Delridge. Sound Transit should identify how their approach will create additional co-benefits with the communities impacted by the project. The decision-making process for alignments in the C/ID and Delridge needs to be more transparent and must be responsive to the concerns of the community. The Planning Commission recognizes that Sound Transit is making an effort to conduct additional community engagement in these two neighborhoods. Sound Transit should clarify to what extent the community input will be included in the final decision-making process.

Climate Change

- The EIS should clearly demonstrate how Sound Transit will address sustainability and climate resiliency goals for the WSBLE project.
- The EIS should analyze potential long-term impacts of climate change on the WSBLE project and include what mitigation measures will be taken to make the project resilient against those impacts.
- The DEIS does not sufficiently recognize the impacts of climate change and environmental health in industrial areas. The EIS should identify proactive actions to plan for and mitigate sea level rise and flooding impacts. The EIS should also identify specific mitigation actions for future stations in industrial areas with contaminated soils.

Given that the West Seattle and Ballard Link Extensions will be a key component of Seattle's transportation network for the next 50-100 years, the Planning Commission encourages Sound Transit to include an analysis of the forecasted impact of climate change on the stations and guideways. Estimates show that Seattle will likely experience at least 10 inches of sea-level rise by 2050 and 28 inches by 2100[2]. A map of sea-level rise created by Seattle Public Utilities shows that several of the WSBLE project segments fall into areas of concern for sea level rise, such as the SODO, Duwamish, and Smith Cove segments. The analysis should explore how projections of sea-level rise, changes in precipitation, and other climate shifts could impact the portions of the project located near shorelines and tidal flat fill areas.

The DEIS references the Sound Transit 2019 Sustainability Plan as a guiding document for how the project will address sustainability and climate adaptation goals. The Planning Commission appreciates Sound Transit's goals to improve the sustainability of capital projects, from reducing energy and water use at facilities to creating projects that meet LEED Platinum certification standards. The

[2] Seattle Public Utilities. "Projected Climate Changes." Seattle.gov. City of Seattle. Accessed March 16, 2022. https://www.seattle.gov/utilities/protecting-our-environment/community-programs/climate-change/projected-changes.

sustainability plan also aims to conduct a Climate Change Vulnerability Assessment for each major system capital expansion project. The DEIS, however, does not indicate whether a climate change assessment was conducted for the WSBLE project or which of the goals, if any, will be achieved through the Sound Transit 3 expansion. Sound Transit and the City of Seattle must work together to build infrastructure with a minimal carbon footprint and a high level of sustainability. Light rail expansion will support the region's goals to improve sustainability by increasing transit use and reducing single occupancy vehicle use, but such a large-scale project must go further to protect against the negative climate impacts created by construction and operation as well. The EIS should clearly demonstrate how Sound Transit will address sustainability and climate resiliency goals for the WSBLE project.

Climate change is one of the most pressing issues of our time and the dangers it presents cannot be ignored. Our region cannot afford to complete large-scale projects that do not utilize the latest technology to minimize climate impact and ensure the long-term investment can endure projected changes. The EIS should analyze potential long-term impacts of climate change on the WSBLE project and include what mitigation measures will be taken to make the project resilient against those impacts. The EIS should include a clear summary of the climate considerations explored in the analysis. If the analysis indicates that some alignment alternatives would have different sustainability outcomes, those differences should be included in the alternatives comparison matrix in order to facilitate the consideration of climate concerns in the preferred alternative selection process.

The Planning Commission is concerned that the DEIS does not sufficiently recognize the impacts of climate change and environmental health in industrial areas. The future station areas in Interbay and SODO are low in elevation and at high risk of sea level rise. Changing precipitation rates will increase risk of flooding in these areas. The EIS should identify proactive actions to plan for and mitigate those impacts. The station designs should maximize every opportunity to incorporate sustainability, including green stormwater infrastructure and sustainable materials. The EIS should also identify specific mitigation actions for future stations in industrial areas with contaminated soils.

Transit-Oriented Development

- Sound Transit should be intentional about selection of alignment options that support the potential for transit-oriented development in station areas, especially in the immediate station context.
- The EIS should analyze how each alternative will impact the urban fabric when compared to the current and future land use maps. Considerations should include the development potential of remnant parcels, expected development of the area based on current zoning, and what alternatives would require changes to zoning to maximize the efficiency of the new stations.

The future WSBLE stations represent part of a collective vision for growth in Seattle. The Sound Transit 3 project will connect neighborhoods and areas of the city in new ways and will influence how communities interact with the new station areas for decades to come. The city cannot miss this opportunity to help shape excellent urban spaces around each station. Sound Transit and the City of Seattle are already coordinating on station area planning and design to ensure new stations fit cohesively into the existing context of each neighborhood. Part of this coordination must also include

how to best support transit-oriented development (TOD) and how to maximize planning for these station areas in the Major Update to the Comprehensive Plan.

The Planning Commission appreciates Sound Transit's efforts to develop an Equitable TOD (eTOD) policy that prioritizes affordable housing and community partnerships for the use of surplus property after construction is complete. Sound Transit's commitment to working with communities, particularly underrepresented communities, in the development of remnant parcels and station areas must be elevated and progress toward this goal made transparent. The Planning Commission wants to ensure that the needs of local communities, particularly Black, Indigenous, and people of color (BIPOC) and low-income communities, are not lost in a calculation of highest intensity development opportunities or the most cost-effective selection of parcels. In accordance with their eTOD policy, Sound Transit should be intentional about selection of alignment options that support the potential for coherent future development in station areas, especially in the immediate station context.

Alignment choices that leave behind oddly shaped or scattered parcels that are unsuitable for development have a lasting impact on the urban fabric. The legacy of planning for future development of land impacted by light rail construction is evident in South Seattle where there are still undeveloped remnant parcels in the project corridor. The vacant parcels are an unfortunate use of space in a city struggling to accommodate rapid growth and create an unpleasant environment for those who live, work, play, and commute in the area.

Future potential to develop welcoming, resonant, and useful urban spaces post-construction should be part of the evaluation for a preferred alignment. The EIS should analyze how each alternative will impact the urban fabric when compared to the current and future land use maps. Considerations should include the development potential of remnant parcels, expected development of the area based on current zoning, and what alternatives would require changes to zoning to maximize the efficiency of the new stations. To support this process, eTOD opportunities and challenges associated with each station alternative explored in the EIS in section 4.2/3.2.5.2 should be summarized and included in the alternative comparison matrix in the EIS. Inclusion in the matrix will help decision makers keep this factor in mind when balancing the many impacts of each alternative.

Stations in Industrial Areas

- The Planning Commission is concerned about potential displacement of industrial businesses, impacts to freight corridors, and economic, transportation, and construction effects that may result from siting future light rail stations in areas currently zoned for industrial uses.
- Sound Transit should consider the potential for land use and resulting ridership changes associated with the various industrial zoning scenarios proposed in the City's Industrial and Maritime Strategy.
- The EIS should clearly identify how future light rail stations will interact with the surrounding and/or adjacent industrial and maritime lands. This includes identification of land use and transportation impacts around light rail stations in industrial areas.
- Sound Transit should coordinate with the City to consider the development potential of light rail stations in industrial areas and evaluate the potential for transit-oriented development and

associated ridership using both continued industrial zoning designation and zoning that anticipates increases in commercial and residential uses.

- The EIS should include a more robust analysis that recognizes the need for balanced use of arterial streets around stations in industrial areas for freight mobility and multi-modal transportation for workers connecting to job centers. The EIS should identify appropriate mitigation measures to ensure optimized access and safe travel options for both workers and other users.

Of the fourteen planned stations along the various WSBLE alignments, six are either within industrial zones or capture a significant amount of industrial zoned land within their walksheds. Four of these stations – SODO, Smith Cove, Interbay, and Ballard – are within the City's designated manufacturing/industrial centers (M/ICs), the Ballard/Interbay/Northend M/IC (BINMIC) and the Greater Duwamish M/IC. The Planning Commission has historically advocated for protection of industrial and maritime lands and the jobs that are created within those sectors. We recommend that the final preferred alternative minimize or avoid impacts to the long-term viability of Seattle's industrial lands. We are concerned about potential displacement of industrial businesses, impacts to freight corridors, and the resulting short- and long-term economic, transportation, and construction effects that may result from siting future light rail stations in areas currently zoned for industrial uses. We have also already shared our concerns in the Climate Change section of this letter above that the DEIS does not sufficiently recognize the impacts of climate change and environmental health in industrial areas.

The Planning Commission has a particular interest in considering changing trends in industrial and manufacturing uses and how that may affect future development in the BINMIC and Greater Duwamish M/IC. We have noticed that the land use analysis in the WSBLE DEIS is based on current zoning in industrial and maritime areas and does not reflect the proposed zoning changes studied in the City of Seattle's Industrial and Maritime Strategy DEIS. We recognize that the proposed Industrial and Maritime Strategy has not been officially adopted at this time, but strongly recommend that Sound Transit consider the potential for land use and resulting ridership changes associated with the various industrial zoning scenarios proposed by the City. The Industrial and Maritime Strategy includes innovative land use strategies for the future of industry that will create significant economic development opportunities near those light rail stations in and adjacent to industrial areas. Sound Transit and the City should coordinate to ensure consistency between job growth and ridership projections in the Industrial and Maritime Strategy DEIS and the WSBLE DEIS.

The Planning Commission has consistently encouraged a comprehensive approach to determining a mix of uses in the walksheds around future light rail stations in industrial areas that optimizes the light rail investments without diminishing the functionality and viability of existing industrial and maritime lands. We strongly recommend that the EIS clearly identify how future light rail stations will interact with the surrounding and/or adjacent industrial and maritime lands. This includes identification of land use and transportation impacts around light rail stations in industrial areas. The Planning Commission has significant concern about business displacement in industrial areas, particularly for small businesses and businesses that have limited options for geographic location. The EIS should identify proactive mitigation to prevent economic impacts or business closures.

The Planning Commission recognizes the tension between preservation of industrial lands and the growth of 15-minute neighborhoods, sometimes referred to as complete neighborhoods. However, we believe that the WSBLE project and the City's Industrial and Maritime Strategy can work together as part of a larger economic development strategy for Seattle. Sound Transit should coordinate with the City to consider the development potential of light rail stations in industrial areas, including opportunities for equitable transit-oriented development. We request that Sound Transit evaluate the potential for transit-oriented development and associated ridership using both continued industrial zoning designation and zoning that anticipates increases in commercial and residential uses. The Planning Commission is concerned that the EIS alternatives directly impact developable industrial land in some specific locations. For example, one alternative in South Interbay bisects industrial land, preventing a significant opportunity for future development. Sound Transit and the City should coordinate with the State of Washington in redevelopment of the twenty-five-acre Seattle Armory property, currently occupied by the Washington National Guard, which is adjacent to the light rail alignment in Interbay.

The WSBLE project is part of Sound Transit's regional system that will allow workers to access jobs from neighborhoods across the city and from outside of Seattle. One anticipated impact of the future stations in industrial areas is more pedestrians and bike traffic in areas with large streets and heavy truck traffic. The DEIS states that increased access to transit from the WSBLE project will result in reduced automobile use, increasing efficiency on freight routes. The Planning Commission recommends a more robust analysis that recognizes the need for balanced use of arterial streets around stations in industrial areas for freight mobility and multi-modal transportation for workers connecting to job centers. The EIS should identify appropriate mitigation measures to ensure optimized access and safe travel options for both workers and other users.

Transportation, Transit, Multi-Modal Connections

- The EIS should clearly identify how each alternative would affect transit access and efficiency, especially for transit-dependent populations and BIPOC communities.
- The EIS analysis should identify transit re-routing plans to maximize efficient commuting to job centers. Sound Transit and King County Metro should coordinate transit restructuring and work with the City to ensure coverage of most of Seattle within a short walk of frequent transit.
- The Planning Commission recommends evaluating transit integration and non-motorized (bike/pedestrian) access at each of the proposed station locations. The EIS should also consider the potential increase in rideshare use to access light rail stations.

The WSBLE project presents a key opportunity to ensure that people that live, work, or play in Seattle have safe, affordable, reliable travel alternatives. WSBLE project planning must place significant emphasis on convenience and usability of the system, especially making sure people can safely access and use the stations. The EIS should clearly identify how each alternative would affect transit access and efficiency, especially for transit-dependent populations and BIPOC communities. We recognize that the future light rail extensions will replace or restructure existing bus routes and change access to the 15-minute transit network. The EIS analysis should identify transit re-routing plans to maximize efficient commuting to job centers. Sound Transit and King County Metro should coordinate transit restructuring and work with the City to ensure coverage of most of Seattle within a

short walk of frequent transit. Network restructuring should achieve better levels of transit access for most of the city than we have now. Ongoing data collection after completion of the WSBLE project can be used to monitor and adapt transit changes to re-route bus resources more effectively.

The Planning Commission recommends evaluating transit integration and non-motorized (bike/pedestrian) access at each of the proposed station locations. The WSBLE project must link seamlessly and efficiently into a robust multi-modal network. The EIS should also consider the potential increase in rideshare use to access light rail stations. This analysis should be used to incorporate rideshare access and loading zones into station designs.

Housing and Displacement

- The Planning Commission has significant concerns about the potential for displacement within the C/ID and Delridge neighborhoods along the project corridor. The EIS does not include analysis of potential impacts of indirect displacement and the disruption to social cohesion when residents and culturally significant businesses are forced to move.
- Sound Transit should work with the City of Seattle to assess the potential for indirect displacement within each project segment and to discuss mitigation strategies to minimize displacement.
- The analysis of business displacements in the C/ID and Delridge should be expanded to identify impacted businesses by name and assess their relative ability to withstand relocation.
- The EIS should include a similar analysis to that included in the Racial Equity Toolkit that compares the number of businesses lost with the number and types of businesses that could be accommodated by new development. The analysis should also include what measures are in place to ensure new commercial spaces meet the needs of the impacted communities.

The WSBLE project will create major disruptions within the neighborhoods where new guideways and stations are built. The Planning Commission has significant concerns about the potential for displacement within the C/ID and Delridge neighborhoods along the project corridor. We have previously requested that Sound Transit conduct a rigorous analysis to identify ways to minimize, if not avoid, commercial and residential displacement resulting from guideway and station construction. We also requested an assessment of the potential for affected property owners to relocate within the same area. Sound Transit acknowledges within the DEIS that some homes and businesses will be displaced, and that relocation support will be provided to those who must move to accommodate the project. However, the DEIS does not present the full picture of potential displacement. The existing analysis leaves out potential impacts of indirect displacement and the disruption to social cohesion when residents and culturally significant businesses are forced to move. The EIS could also do more to explore the potential for property owners to relocate within the neighborhood and offer mitigation opportunities to maximize this potential.

Major infrastructure investments such as light rail are known to be a factor in the indirect displacement of low-income and BIPOC communities. In addition to the assessment of direct displacements provided in the DEIS, Sound Transit should work with the City of Seattle to assess the potential for indirect displacement within each project segment and to discuss mitigation strategies to minimize displacement specific to each location and adjacent communities. The assessment and

mitigation strategies could be informed by lessons learned from Sound Transit 1 and Sound Transit 2 and the communities impacted by those portions of the light rail system.

The DEIS includes a high-level look at the number of businesses and residences that will be displaced by each alternative, but the numbers included in the alternatives comparison charts oversimplify the impacts. Such a high-level summary does not fully convey the impact of displacement on financially vulnerable households and businesses and the overall impact of many displacements to the social fabric of a tightly knit community. Although it is challenging to include significant detail in a comparison matrix, the matrix will likely be relied upon to help decision makers balance the many complicated impacts of each alternative. Displacement should be included in the matrix in a more nuanced way, perhaps through an indexed score or impact scale, that could take into account additional details such as whether residential displacements include affordable housing units or when potentially displaced businesses are identified as culturally significant by the community. These additional details should be broken down clearly for each alternative and highlighted in the summary matrix that compares impacts across alternatives to ensure the information is considered in the final alignment selection.

In Section 4.2, the DEIS provides more detail on the maritime businesses that may be impacted by the project for the Duwamish segment of the project, but the same level of detail is not provided for businesses in other segments. The analysis of business displacements in the C/ID and Delridge should be expanded to identify impacted businesses by name and assess their relative ability to withstand relocation. Some businesses may not be able to successfully adapt to a new space or may not be able to maintain their customer base even if only relocated a few blocks away from their original location. Relocation outside of the neighborhood will simply not work for most businesses in the C/ID and even short-term closures or access issues can disrupt vital community support networks. Women or BIPOC-owned small businesses and cultural anchors that may be displaced by the alternatives should also be highlighted.

The RET includes a more detailed exploration of community impacts for the C/ID and touches on business displacement. The RET helpfully tries to compare the number of businesses displaced by the alternatives with the amount of new commercial space that could be built after the project is complete. Unfortunately, the analysis compares the number of businesses lost to the potential square footage of new commercial space, which is an apples to oranges comparison that does not convey whether the space added will be sufficient or compatible to replace the lost space. The EIS should include a similar analysis that compares the number of businesses lost with the number and types of businesses that could be accommodated by new development. The analysis should also include what measures are in place to ensure new commercial spaces meet the needs of the impacted communities.

Visual Impacts

- The existing visual representations provided by Sound Transit do not sufficiently demonstrate the anticipated cumulative effects of the various elevated guideways and stations. Additional visualizations are essential to understanding the potential impacts of these alternatives.
- Sound Transit should clearly identify the criteria used for evaluating the level of visual impacts.

- Community members should have the opportunity to be involved in determining or assessing the documented visual impacts.

The WSBLE project includes guideways and station platforms of a significant height that present visual and quality of life impacts to the communities these alignments will traverse. Community members raised their concerns with these potential impacts during consideration of which alternatives to include in the DEIS. The Planning Commission's DEIS scoping letter recommended that Sound Transit clearly identify visual impacts of all elevated guideways and stations using the latest and best visualization technology and methods, including photorealistic 3-D imagery. While we appreciate inclusion of visual representations in the DEIS, the existing images provided by Sound Transit do not sufficiently demonstrate the anticipated cumulative effects of the various elevated guideways and stations. Additional visualizations from a greater number of viewpoints and especially from a ground-level pedestrian perspective are essential to understanding the potential impacts of these alternatives. The Planning Commission also recommends that Sound Transit clearly identify the criteria used for evaluating the level of visual impacts. We are concerned that community members have not been involved in determining or assessing the documented visual impacts. The various communities along the DEIS alternatives should be involved in deciding what they consider the value of their built environment and to what degree the added light rail infrastructure would affect it.

We appreciate the opportunity to provide our comments on the DEIS. If you have any questions, please do not hesitate to contact Vanessa Murdock, Seattle Planning Commission Executive Director, at vanessa.murdock@seattle.gov

Sincerely,

Rick Mohler and Jamie Stroble, Co-Chairs
Seattle Planning Commission

Disclosures/Recusals: Commissioner Dhyana Quintanar disclosed that her employer, WSP, supports the West Seattle and Ballard Link Extensions project through a general engineering contract with Sound Transit. She recused herself from the discussion. Commissioner Rose Lew Tsai-Le Whitson disclosed that her employer, Jacobs Engineering, is part of the team producing the Environmental Impact Statement (EIS) for this project. She recused herself from the discussion. Commissioner Alanna Peterson disclosed that her employer, Pacifica Law Group, does work for Sound Transit on land use and other issues. She recused herself from the discussion.

Communication ID: 503119 - Seattle Planning Commission Draft EIS Comment

#	Comments	Responses
1	The Planning Commission strongly urges Sound Transit to evaluate the benefits and impacts of the WSBLE project through a lens that considers a hundred-year horizon, well beyond the short- term construction timeline for this project. Keeping this long-term perspective in mind, the EIS should clearly identify how the many factors considered in the analysis will be weighed and balanced in the final selection of the preferred alternative. We recommend an approach that balances the need for consistent evaluation of all stations according to Sound Transit's criteria with the fact that all station areas are unique in current use and past histories, and as such require an evaluation of impacts and proposed mitigation that align with the needs and history of each community area. Sound Transit should clearly identify and make transparent the rationale for the evaluation criteria in the Final EIS. Similarly, the EIS should clarify what thresholds were used to determine what was considered an impact to be raised in the analysis.	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Considerations in deciding an alternative are not specifically weighted. The WSBLE Draft EIS and Final EIS disclose impacts tables based on established methodologies, and are not evaluation criteria. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Lastly, in areas where mitigation measures are explained by referring to a policy or document external to the EIS, greater detail should be included within the body of the EIS to summarize the measures that result from the referenced policies or regulations.	Please see response to CCG1 in Table 7-1. Where appropriate, additional detail on mitigation is provided in technical appendices of the Final EIS.
3	We strongly urge Sound Transit and the City to continue to work together on issues that require ongoing interagency cooperation and coordination, including identification of a final preferred alternative, appropriate and meaningful mitigation measures, the centering of racial equity considerations, and station area planning.	Sound Transit have coordinated extensively with the city throughout preparation of the WSBLE Draft EIS and Final EIS. This will continue as the project advances through further design and permitting. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	The Chinatown/International District (C/ID) and Delridge communities have both experienced historic and continued inequities. While negative impacts may be experienced by communities along the entirety of the West Seattle and Ballard alignments, particular attention should be paid to minimizing, if not avoiding, potential negative impacts in these neighborhoods due to the cumulative effect of the negative impacts they have already experienced. We are encouraged that the City of Seattle has partnered with Sound Transit on the application of the Racial Equity Toolkit (RET) on this project. The Planning Commission would like to see more of the valuable knowledge shared by communities in the RET process reflected in the EIS. The planning process should optimize the hundred-year plus benefits of this transit infrastructure while minimizing any potential disproportionate short- and long-term impacts to the affected communities.	See Appendix G, Environmental Justice, of the Final EIS for updated information on demographics and targeted outreach to low-income populations and communities of color, as well as an updated environmental justice analysis. Updated information on the Racial Equity Toolkit (RET) process is also included. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	Given this combination of equity concerns and history of inequitable outcomes from infrastructure projects, the C/ID must be treated with additional attention and care. The EIS should indicate what measures will be taken to ensure access is maintained to all businesses, services, and public spaces for impacted C/ID communities in the project corridor. Sound Transit and the City of Seattle must work together to not only minimize negative impacts to C/ID communities but also to find new partnerships with communities and repair past harms. Efforts should be made to go beyond the minimum requirements of construction mitigation to ensure a high quality of residential and business life is maintained for those who live, work, and play in the area throughout the construction process.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Within both the C/ID and Delridge, communities have noted the large number of potential business displacements associated with each alignment option. The Planning Commission is concerned about impacts to social cohesion and the ability of impacted businesses to relocate within their respective neighborhoods. Within the C/ID, the proposed alignments along Fifth Avenue will cause temporary and permanent changes to key businesses and landmarks, such as the Chinatown gate, that could also impact the cultural identity of the neighborhood. The Planning Commission would like to see a discussion included in the EIS of what potential costs the City of Seattle and/or a third party would need to absorb to make the Fourth Avenue alignment more feasible. Even with relocation assistance provided by Sound Transit, the Planning Commission is concerned that businesses displaced or temporarily impacted by construction will not be able to weather the impacts to their income. Even temporary changes to access for community members during construction can have a large impact on the social fabric of the community, particularly when impacted businesses serve as cultural anchors to a community. The planned mitigation measures for businesses impacted by construction in the C/ID and Delridge should be provided in greater detail and additional measures should be considered for high-risk businesses that may not be able to withstand temporary closures or relocation. We provide some suggestions for how to better represent the differential impacts to businesses and the communities they serve in the Housing and Displacement section of this letter below. The Planning Commission recommends expanding the analysis of business displacements in the EIS to include an equity lens. This expanded analysis will provide a more complete picture of how business displacements impact surrounding communities.	In developing alternatives, Sound Transit avoids and minimizes impacts where possible, but some displacement would be unavoidable. Sound Transit will work closely with each displaced business to determine its needs and help it find a new site if the owner chooses to relocate. Please see Section 4.1 Acquisitions, Displacements, and Relocations, of the Final EIS for more information on property acquisition and relocation benefits. See Section 4.4, Social Resources, Community Facilities, and Neighborhoods, for more information on potential impacts to neighborhood cohesion. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
7	Sound Transit should identify how the project will restore impacted areas and partner with the City and other agencies to repair a long history of harm. The benefits referenced in the DEIS to balance the numerous harmful impacts of such a large-scale infrastructure project are at times vague, such as improved travel experience or improved connections to culturally relevant businesses. Such benefits are inherent in an improved transit system, but they do not explain what specific mitigation measures Sound Transit will take to avoid adding to the history of harm in the C/ID and Delridge. Sound Transit should identify how their approach will create additional co- benefits with the communities impacted by the project.	See response to comment 4 above. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
8	The decision-making process for alignments in the C/ID and Delridge needs to be more transparent and must be responsive to the concerns of the community. The Planning Commission recognizes that Sound Transit is making an effort to conduct additional community engagement in these two neighborhoods. Sound Transit should clarify to what extent the community input will be included in the final decision-making process.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for updated information on community engagement conducted between the WSBLE Draft EIS and the Final EIS. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS for more information on the Sound Transit Board process of identifying preferred alternatives and for information on alternative refinements studied in the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

9	Given that the West Seattle and Ballard Link Extensions will be a key component of Seattle's transportation network for the next 50-100 years, the Planning Commission encourages Sound Transit to include an analysis of the forecasted impact of climate change on the stations and guideways. Estimates show that Seattle will likely experience at least 10 inches of sea-level rise by 2050 and 28 inches by 21002. A map of sea-level rise created by Seattle Public Utilities shows that several of the WSBLE project segments fall into areas of concern for sea level rise, such as the SODO, Duwamish, and Smith Cove segments. The analysis should explore how projections of sea- level rise, changes in precipitation, and other climate shifts could impact the portions of the project located near shorelines and tidal flat fill areas. The DEIS references the Sound Transit 2019 Sustainability Plan as a guiding document for how the project will address sustainability and climate adaptation goals. The Planning Commission appreciates Sound Transit's goals to improve the sustainability of capital projects, from reducing energy and water use at facilities to creating projects that meet LEED Platinum certification standards. The sustainability plan also aims to conduct a Climate Change Vulnerability Assessment for each major system capital expansion project. The DEIS, however, does not indicate whether a climate change assessment was conducted for the WSBLE project or which of the goals, if any, will be achieved through the Sound Transit 3 expansion. Sound Transit and the City of Seattle must work together to build infrastructure with a minimal carbon footprint and a high level of sustainability. Light rail expansion will support the region's goals to improve sustainability by increasing transit use and reducing single occupancy vehicle use, but such a large-scale project must go further to protect against the negative climate impacts created by construction and operation as well. The EIS should clearly demonstrate how Sound Transit will address sustainability and climate resiliency goals for the WSBLE project. Climate change is one of the most pressing issues of our time and the dangers it presents cannot be ignored. Our region cannot afford to complete large-scale projects that do not utilize the latest technology to minimize climate impact and ensure the long-term investment can endure projected changes. The EIS should analyze potential long-term impacts of climate change on the WSBLE project and include what mitigation measures will be taken to make the project resilient against those impacts. The EIS should include a clear summary of the climate considerations explored in the analysis. If the analysis indicates that some alignment alternatives would have different sustainability outcomes, those differences should be included in the alternatives comparison matrix in order to facilitate the consideration of climate concerns in the preferred alternative selection process. The Planning Commission is concerned that the DEIS does not sufficiently recognize the impacts of climate change and environmental health in industrial areas. The future station areas in Interbay and SODO are low in elevation and at high risk of sea level rise. Changing precipitation rates will increase risk of flooding in these areas. The EIS should identify proactive actions to plan for and mitigate those impacts. The station designs should maximize every opportunity to incorporate sustainability,	See Chapter 2, Alternatives Evaluated, of the Final EIS for information on the climate vulnerability assessment completed for the project, as well as information about sustainability efforts. See Appendix L4.6, Air Quality, for information on air quality best management practices. See Section 4.12, Hazardous Materials, for information about contaminated sites that could be affected by development of the West Seattle Link Extension, and how Sound Transit would address contamination on sites acquired for the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	including green stormwater infrastructure and sustainable materials. The EIS should also identify specific mitigation actions for future stations in industrial areas with contaminated soils.	
10	The future WSBLE stations represent part of a collective vision for growth in Seattle. The Sound Transit 3 project will connect neighborhoods and areas of the city in new ways and will influence how communities interact with the new station areas for decades to come. The city cannot miss this opportunity to help shape excellent urban spaces around each station. Sound Transit and the City of Seattle are already coordinating on station area planning and design to ensure new stations fit cohesively into the existing context of each neighborhood. Part of this coordination must also include how to best support transit-oriented development (TOD) and how to maximize planning for these station areas in the Major Update to the Comprehensive Plan. The Planning Commission appreciates Sound Transit's efforts to develop an Equitable TOD (eTOD) policy that prioritizes affordable housing and community partnerships for the use of surplus property after construction is complete. Sound Transit's commitment to working with communities, particularly underrepresented communities, in the development of remnant parcels and station areas must be elevated and progress toward this goal made transparent. The Planning Commission wants to ensure that the needs of local communities, particularly Black, Indigenous, and people of color (BIPOC) and low-income communities, are not lost in a calculation of highest intensity development opportunities or the most cost-effective selection of parcels. In accordance with their eTOD policy, Sound Transit should be intentional about selection of alignment options that support the potential for coherent future development in station areas, especially in the immediate station context.	Please see the response to CCG3 and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS regarding the Board's decision process and development near stations. Please see Appendix G, Environmental Justice of the Final EIS for a discussion of study area demographics and impacts to people of color and low-income communities. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
11	Alignment choices that leave behind oddly shaped or scattered parcels that are unsuitable for development have a lasting impact on the urban fabric. The legacy of planning for future development of land impacted by light rail construction is evident in South Seattle where there are still undeveloped remnant parcels in the project corridor. The vacant parcels are an unfortunate use of space in a city struggling to accommodate rapid growth and create an unpleasant environment for those who live, work, play, and commute in the area. Future potential to develop welcoming, resonant, and useful urban spaces post-construction should be part of the evaluation for a preferred alignment. The EIS should analyze how each alternative will impact the urban fabric when compared to the current and future land use maps. Considerations should include the development potential of remnant parcels, expected development of the area based on current zoning, and what alternatives would require changes to zoning to maximize the efficiency of the new stations. To support this process, eTOD opportunities and challenges associated with each station alternative explored in the EIS in section 4.2/3.2.5.2 should be summarized and included in the alternative comparison matrix in the EIS. Inclusion in the matrix will help decision makers keep this factor in mind when balancing the many impacts of each alternative.	Sound Transit considers the ability for remnant parcels to be redeveloped after construction during the design process, and attempts to minimize creation of remnant parcels that cannot be redeveloped. Please see Section 4.2, Land Use, of the Final EIS for more information on potential changes to the existing proposed future land uses in the project area.
12	Of the fourteen planned stations along the various WSBLE alignments, six are either within industrial zones or capture a significant amount of industrial zoned land within their walksheds. Four of these stations - SODO, Smith Cove, Interbay, and Ballard - are within the City's designated manufacturing/industrial centers (M/ICs), the Ballard/Interbay/Northend M/IC (BINMIC) and the Greater Duwamish M/IC. The Planning Commission has historically advocated for protection of industrial and maritime lands and the jobs that are created within those sectors. We recommend that the final preferred alternative minimize or avoid impacts to the long-term viability of Seattle's industrial lands. We are concerned about potential displacement of industrial businesses, impacts to freight corridors, and the resulting short- and long-term economic, transportation, and construction effects that may result from siting future light rail stations in areas currently zoned for industrial uses. We have also already shared our concerns in the Climate Change section of this letter above that the DEIS does not sufficiently recognize the impacts of climate change and environmental health in industrial areas.	Please see Sections 4.2, Land Use and 4.3, Economics, of the Final EIS for more information on conversion of industrial lands and business displacements, respectively. See Section 5.4.3, Land Use, for discussion of cumulative impacts on industrial lands from the West Seattle Link Extension with other reasonably foreseeable future actions. A response to this comment related to stations on the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
13	The Planning Commission has a particular interest in considering changing trends in industrial and manufacturing uses and how that may affect future development in the BINMIC and Greater Duwamish M/IC. We have noticed that the land use analysis in the WSBLE DEIS is based on current zoning in industrial and maritime areas and does not reflect the proposed zoning changes studied in the City of Seattle's Industrial and Maritime Strategy DEIS. We recognize that the proposed Industrial and Maritime Strategy has not been officially adopted at this time, but strongly recommend that Sound Transit consider the potential for land use and resulting ridership changes associated with the various industrial zoning scenarios proposed by the City. The Industrial and Maritime Strategy includes innovative land use strategies for the future of industry that will create significant economic development opportunities near those light rail stations in and adjacent to industrial areas. Sound Transit and the City should coordinate to ensure consistency between job growth and ridership projections in the Industrial and Maritime Strategy DEIS and the WSBLE DEIS. The Planning Commission has consistently encouraged a comprehensive approach to determining a mix of uses in the walksheds around future light rail stations in industrial areas that optimizes the light rail investments without diminishing the functionality and viability of existing industrial and maritime lands. We strongly recommend that the EIS clearly identify how future light rail stations will interact with the surrounding and/or adjacent industrial and maritime lands. This includes identification of land use and transportation impacts around light rail stations in industrial areas. The Planning Commission has significant concern about business displacement in industrial areas, particularly for small businesses and businesses that have limited options for geographic location. The EIS should identify proactive mitigation to prevent economic impacts or business closures. The Planning Commission recognizes the tension between preservation of industrial lands and the growth of 15-minute neighborhoods, sometimes referred to as complete neighborhoods. However, we believe that the WSBLE project and the City's Industrial and Maritime Strategy can work together as part of a larger economic development strategy for Seattle. Sound Transit should coordinate with the City to consider the development potential of light rail stations in industrial areas, including opportunities for equitable transit-oriented development. We request that Sound Transit evaluate the potential for transit-oriented development and associated ridership using both continued industrial zoning designation and zoning that anticipates increases in commercial and residential uses. The Planning Commission is concerned that the EIS alternatives directly impact developable industrial land in some specific locations. For example, one alternative in South Interbay bisects industrial land, preventing a significant opportunity for future development. Sound Transit and the City should coordinate with the State of Washington in redevelopment of the twenty-five-acre Seattle Armory property, currently occupied by the Washington National Guard, which is adjacent to the light rail alignment in Interbay.	Since publication of the WSBLE Draft EIS, zoning changes based on the Industrial and Maritime Strategy have been adopted and Section 4.2, Land Use, has been updated. Section 4.2 also discusses transit-orientated development potential around stations. For the West Seattle Link Extension, the SODO Station and the Delridge Station (for some alternatives) would be within the manufacturing/industrial zone. A light rail station already exists at the SODO Station location. Sound Transit will continue to coordinate with the city regarding planned changes in land use and zoning. Please see Section 4.3, Economics, of the Final EIS for more information on potential impacts to businesses during operations and construction as well as proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
14	The WSBLE project is part of Sound Transit's regional system that will allow workers to access jobs from neighborhoods across the city and from outside of Seattle. One anticipated impact of the future stations in industrial areas is more pedestrians and bike traffic in areas with large streets and heavy truck traffic. The DEIS states that increased access to transit from the WSBLE project will result in reduced automobile use, increasing efficiency on freight routes. The Planning Commission recommends a more robust analysis that recognizes the need for balanced use of arterial streets around stations in industrial areas for freight mobility and multi-modal transportation for workers connecting to job centers. The EIS should identify appropriate mitigation measures to ensure optimized access and safe travel options for both workers and other users.	Please see the following sections of Chapter 3, Transportation for more information on potential impacts to roadways in industrial areas and freight mobility during operations and construction, as well as proposed mitigation: Sections 3.5, Arterial and Street Operations; 3.7, Nonmotorized Facilities; 3.8, Safety; and 3.10, Freight Mobility and Access. Also see Section 4.3, Economics, for information on impacts to businesses in industrial areas during operation and construction, as well as regional economic impacts. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
15	The WSBLE project presents a key opportunity to ensure that people that live, work, or play in Seattle have safe, affordable, reliable travel alternatives. WSBLE project planning must place significant emphasis on convenience and usability of the system, especially making sure people can safely access and use the stations. The EIS should clearly identify how each alternative would affect transit access and efficiency, especially for transit-dependent populations and BIPOC communities. We recognize that the future light rail extensions will replace or restructure existing bus routes and change access to the 15-minute transit network. The EIS analysis should identify transit re-routing plans to maximize efficient commuting to job centers. Sound Transit and King County Metro should coordinate transit restructuring and work with the City to ensure coverage of most of Seattle within a short walk of frequent transit. Network restructuring should achieve better levels of transit access for most of the city than we have now. Ongoing data collection after completion of the WSBLE project can be used to monitor and adapt transit changes to re-route bus resources more effectively.	Please see responses to CC3a and CC3b in Table 7-1. Please see Appendix G, Environmental Justice, for more information on changes in transit access and travel times for low-income populations and communities of color. Proposed changes in transit routes that are assumed in the transportation analysis are provided in Attachment N.1C of Appendix N.1, Transportation Technical Report. Changes to transit routes were developed in coordination with King County Metro and the City of Seattle, and these agencies will continue to coordinate as the project advances. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
16	The Planning Commission recommends evaluating transit integration and non-motorized (bike/pedestrian) access at each of the proposed station locations. The WSBLE project must link seamlessly and efficiently into a robust multi-modal network. The EIS should also consider the potential increase in rideshare use to access light rail stations. This analysis should be used to incorporate rideshare access and loading zones into station designs.	See response to comment 15 above. Station mode of access, including rideshares, is based on regional travel demand models. Please see Section 3, Transit, of Appendix N1, Transportation Technical Report for more information on mode of access by station. This information was used to inform station design. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
17	The WSBLE project will create major disruptions within the neighborhoods where new guideways and stations are built. The Planning Commission has significant concerns about the potential for displacement within the C/ID and Delridge neighborhoods along the project corridor. We have previously requested that Sound Transit conduct a rigorous analysis to identify ways to minimize, if not avoid, commercial and residential displacement resulting from guideway and station construction. We also requested an assessment of the potential for affected property owners to relocate within the same area. Sound Transit acknowledges within the DEIS that some homes and businesses will be displaced, and that relocation support will be provided to those who must move to accommodate the project. However, the DEIS does not present the full picture of potential displacement. The existing analysis leaves out potential impacts of indirect displacement and the disruption to social cohesion when residents and culturally significant businesses are forced to move. The EIS could also do more to explore the potential for property owners to relocate within the neighborhood and offer mitigation opportunities to maximize this potential. Major infrastructure investments such as light rail are known to be a factor in the indirect displacement of low-income and BIPOC communities. In addition to the assessment of direct displacements provided in the DEIS, Sound Transit should work with the City of Seattle to assess the potential for indirect displacement within each project segment and to discuss mitigation strategies to minimize displacement specific to each location and adjacent communities. The assessment and mitigation strategies could be informed by lessons learned from Sound Transit 1 and Sound Transit 2 and the communities impacted by those portions of the light rail system.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on potential direct and indirect impacts on neighborhood cohesion from displacements. See Appendix L4.1, Acquisitions, Displacements, and Relocations, for updated information on relocation opportunities. See Appendix G, Environmental Justice, for discussion of impacts to low-income populations and communities of color. Please also see response to CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
18	The DEIS includes a high-level look at the number of businesses and residences that will be displaced by each alternative, but the numbers included in the alternatives comparison charts oversimplify the impacts. Such a high-level summary does not fully convey the impact of displacement on financially vulnerable households and businesses and the overall impact of many displacements to the social fabric of a tightly knit community. Although it is challenging to include significant detail in a comparison matrix, the matrix will likely be relied upon to help decision makers balance the many complicated impacts of each alternative. Displacement should be included in the matrix in a more nuanced way, perhaps through an indexed score or impact scale, that could take into account additional details such as whether residential displacements include affordable housing units or when potentially displaced businesses are identified as culturally significant by the community. These additional details should be broken down clearly for each alternative and highlighted in the summary matrix that compares impacts across alternatives to ensure the information is considered in the final alignment selection. In Section 4.2, the DEIS provides more detail on the maritime businesses that may be impacted by the project for the Duwamish segment of the project, but the same level of detail is not provided for businesses in other segments. The analysis of business displacements in the C/ID and Delridge should be expanded to identify impacted businesses by name and assess their relative ability to withstand relocation. Some businesses may not be able to successfully adapt to a new space or may not be able to maintain their customer base even if only relocated a few blocks away from their original location. Relocation outside of the neighborhood will simply not work for most businesses in the C/ID and even short-term closures or access issues can disrupt vital community support networks. Women or BIPOC-owned small businesses and cultural anchors that may be displaced by the alternatives should also be highlighted.	Information presented in summary tables is intended to provide a high-level overview of differentiating impacts within a segment. These tables are not evaluation matrices. Information about potentially displaced culturally significant businesses, including those identified through public input during external engagement efforts, and income-restricted housing, is provided in Section 4.4, Social Resources, Community Facilities, and Neighborhood. All properties meeting this criteria in the study area are identified in Appendix L4.4, Social Resources. Additional detail is provided in Section 4.3, Economics, for maritime businesses that are water-dependent because of the highly limited amount of property in Seattle with industrial waterfront access for relocation of these businesses, when compared to land available for other types of businesses. Information on individual businesses is constantly changing and given the similar impacts between alternatives within segments and the location of the project within an urban area, additional detail on other types of businesses is not provided. Sound Transit would work with each business individually to understand their specific needs and work with them to identify an acceptable relocation site that would allow them to serve the same customers if that is what the business desires. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
19	The RET includes a more detailed exploration of community impacts for the C/ID and touches on business displacement. The RET helpfully tries to compare the number of businesses displaced by the alternatives with the amount of new commercial space that could be built after the project is complete. Unfortunately, the analysis compares the number of businesses lost to the potential square footage of new commercial space, which is an apples to oranges comparison that does not convey whether the space added will be sufficient or compatible to replace the lost space. The EIS should include a similar analysis that compares the number of businesses lost with the number and types of businesses that could be accommodated by new development. The analysis should also include what measures are in place to ensure new commercial spaces meet the needs of the impacted communities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
20	The WSBLE project includes guideways and station platforms of a significant height that present visual and quality of life impacts to the communities these alignments will traverse. Community members raised their concerns with these potential impacts during consideration of which alternatives to include in the DEIS. The Planning Commission's DEIS scoping letter recommended that Sound Transit clearly identify visual impacts of all elevated guideways and stations using the latest and best visualization technology and methods, including photorealistic 3-D imagery. While we appreciate inclusion of visual representations in the DEIS, the existing images provided by Sound Transit do not sufficiently demonstrate the anticipated cumulative effects of the various elevated guideways and stations. Additional visualizations from a greater number of viewpoints and especially from a ground-level pedestrian perspective are essential to understanding the potential impacts of these alternatives. The Planning Commission also recommends that Sound Transit clearly identify the criteria used for evaluating the level of visual impacts. We are concerned that community members have not been involved in determining or assessing the documented visual impacts. The various communities along the DEIS alternatives should be involved in deciding what they consider the value of their built environment and to what degree the added light rail infrastructure would affect it.	Please see responses to CC2e and CC4.5a in Table 7-1. All visual simulations included in the WSBLE Draft EIS and Final EIS visual analysis are from a pedestrian perspective. New simulations for additional viewpoints and modified alternatives have been completed for the West Seattle Link Extension and are included in Appendix N.2 of the Final EIS. Simulations aid in the analysis, but are not necessary to identify adverse impacts. This appendix also includes a detailed analysis for each alternative and describes the method and criteria used. Public input regarding visual impacts was received during both early scoping and National Environmental Policy Act scoping, as well as through WSBLE Draft EIS comments. Feedback received during WSBLE Draft EIS comments was considered in updating the analysis for the Final EIS. In addition, Sound Transit has developed 3-D models of selected areas along the corridor for use in coordinating with agency partners and the public. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

April 28, 2022

VIA ELECTRONIC MAIL

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104
WSBLEDEIScomments@soundtransit.org

Re: West Seattle Ballard Link Extension Draft Environmental Impact Statement ("DEIS")

Dear Ms. Swift:

Seattle Public Schools ("SPS") appreciates the opportunity to review and provide comment on the Draft Environmental Impact Statement ("DEIS") issued recently by Sound Transit as lead agency under the State Environmental Policy Act ("SEPA") and the United States Department of Transportation Federal Transit Administration as lead agency under the National Environmental Policy Act ("NEPA").

SPS looks forward to the expansion of light rail in Seattle with the West Seattle Ballard Link Extension project ("WSBLE Project"). That said, this progress comes with potential for significant adverse impacts to the City generally and, for SPS, the potential for significant adverse impacts to the operation of public schools, SPS headquarters, and Memorial Stadium. Unfortunately, the WSBLE Project described in the DEIS is in its infancy; without defined construction locations, plans, sequencing or designs, it is impossible to characterize the impacts of WSBLE. Accordingly, with the WSBLE Project as proposed, the DEIS cannot reasonably evaluate the potential significant adverse environmental impacts of the proposal and the mitigation for those impacts. Additional environmental analysis is needed.

Before we address our specific comments, we wanted to describe the potential SPS properties and public schools that will be affected by the Project.

John Stanford Center for Educational Excellence ("Stanford Center")
The Stanford Center is located at 2445 3rd Avenue South in the SoDo neighborhood of Seattle (King County Parcel No. 766620-5235). The Stanford Center serves as the headquarters and the seat of government for Seattle Public Schools. The Stanford Center hosts School Board meetings, other public meetings, and serves as the SPS enrollment hub. In addition, the Stanford Center provides areas dedicated to, *inter alia*, warehousing (for its mailroom, plumbing and piping, shipping and receiving), food processing, lecturing, light industrial (for its data center, electrical shop, computer repair, and archives), publishing, training, and office functions. The SODO segment has the potential to create significant transportation related impacts, noise impacts, vibration

impacts, and dust impacts during construction, which will make it difficult for the public to utilize the Stanford Center during this time. The impacts to the Stanford Center during construction must be fully analyzed and mitigated.

Memorial Stadium
In Preferred Alternative DT-1, the right of way for the tunnel appears to go right under the stadium, approximately 75' below the surface. There is little discussion of the methods for drilling and tunneling, and whether such work would require the closure of Memorial Stadium for a period of time. As this is the main high school arena for SPS, the proposed tunnel under Memorial Stadium in Preferred Alternative DT-1 has the potential to cause a significant impact to the recreational opportunities in the City.

In addition, the ST3 tunnel will impose limitations on the size, location and weight of future structures above, which could limit redevelopment opportunities for Memorial Stadium. BTA V, which was recently overwhelmingly approved by the voters of Seattle, provides funds for the renovation or possible replacement of Memorial Stadium. The proposed work on Memorial Stadium is not addressed, and the potential impacts to a renovated or replaced stadium are not analyzed in the DEIS.

The parking lot area near Memorial Stadium has also long been described as a potential future site for a new high school. The Preferred Alternative DT-1 proposes the tunnel to be located below this parking lot. The DEIS does not disclose the potential for the Memorial Stadium parking lot to be converted to high school, and what the structural limitations for above-grade structures over the tunnel would be. Without further information or analysis, it appears that the Preferred Alternative could preclude future development of a high school downtown.

Public Schools located in West Seattle, Ballard, and Magnolia
There are several public schools located in West Seattle, Ballard, and Magnolia that may be affected by the WSBLE project. Specifically, those schools include the following Cooper Pathfinder, Fairmount Park Elementary, Gatewood Elementary, Genesee Hill Elementary, Ballard High School, Jane Addams Middle School, and Magnolia Elementary.

Of these schools, Cooper Pathfinder is located the closest to a proposed station and rail line (the Delridge/Dakota station). While the school is shown on one map, the DEIS fails to disclose the potential impacts to the school. The main access to Cooper is dependent on Delridge Way SW. From both a construction and operational standpoint, there is potential for significantly diminished access to the school for students, increased bike and pedestrian safety issues, and a high potential for noise, vibration, and dust impacts during construction.

There is insufficient information or analysis regarding the potential for noise, EMF, vibration, dust, transportation access, and pedestrian and bike safety to public school students. And, there is not sufficient information about the means and methods of

construction, construction routes, road closures, to either analyze these impacts or develop appropriate mitigation to address the impacts.

Due to these effects, we ask Sound Transit and FTA to further explore the Alternatives, study additional alternatives, and issue a supplemental DEIS and commit to additional site-specific environmental review as part of a phased review. Our specific comments on the DEIS are as follows:

1. Inadequate Information on Which to Base Analysis

The DEIS does not adequately describe the impacts, both temporary and permanent, to our Property or the neighborhood in which it is located, including existing and future land uses. This is due to the fact that the DEIS is based on an inadequate set of construction plans, which makes it impossible to characterize future impacts. We understand that Sound Transit has developed, and is continuing to develop, more specific construction plans and guidelines. This work would help to characterize SEPA impacts, but this information has not been included in the DEIS. The plans on which the DEIS is based are at less than 5% completion, which means that most key elements of the project are not yet defined, such as:

- Horizontal and vertical control for each alignment alternative;
- Actual construction methodology, in order to determine noise, vibration, and earth movement impacts;
- Scope of above-grade construction limits;
- Complete street closure locations and durations;
- Designation all or portions of right of way for pedestrian use;
- Location and duration of construction staging;
- Loading limitations over the downtown tunnel that could limit future development; and
- The duration and sequencing of construction activities, in order to determine the cumulative impacts of construction work on the urban environment.

Under WAC 197-11-784 a proposal "exists at that stage in the development of an action when an agency is presented with an application, or has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal, ***and the environmental effects can be meaningfully evaluated***." (Emphasis supplied.) Due to the lack of information regarding the WSBLE project, the DEIS cannot be the environmental document on which future project decisions can be made. Nor is it possible or appropriate to attempt to remedy these

shortcomings in a final EIS, since that would deprive the public of the opportunity to review and comment on a legitimate impact evaluation under SEPA.

2. Sound Transit should conduct Phased Review under SEPA for WSBLE.

Phased review under SEPA is required for WSBLE, since environmental impacts cannot be meaningfully evaluated – and authentic mitigation plans prepared – until plans are more fully developed. Due to the infancy of the project plans, the desire to defer actual construction decisions to some future design-build contractor and the lack of information about most impacts, it is necessary to phase this SEPA review so that review of actual on-the-ground impacts can occur in the future at a time when there is adequate information to support that review. The current Draft EIS is not a project action EIS, since the actual project is hardly defined at all; it is more in the nature of an early programmatic EIS, which anticipates the need for additional future SEPA review. While it may be appropriate to make large-scale decisions about corridor alignment through this EIS process, future decisions about construction methodology, street closures, final station entrance locations and their design, should require future SEPA review when facts and information are available to allow that review to occur adequately.

3. **Inadequate Analysis of Construction Impacts**

As noted above, several SPS properties and public schools have the potential to be significantly impacted by the WSBLE construction. The DEIS fails to adequately analyze the noise, vibration, and dust impacts from the project. The DEIS also fails to adequately discuss impacts and mitigation for potential earth movement during construction. This is especially concerning to SPS due to the Preferred Alternative DT-1's proposed downtown tunnel directly under Memorial Stadium and its parking lot.

Compounding the lack of analysis, the DEIS fails to identify mitigation to reduce the severity of the construction impacts. Many impacts, including important noise, vibration, and earth movement impacts, will vary based on method of construction. The DEIS should include performance standards and specific measures to meet them to ensure that the construction impacts of the project are fully mitigated.

4. Inadequate Analysis of Transportation and Parking Impacts

Full information on the timing, duration and location of possible street closures associated with the project is not provided. While some street closures are generally discussed, above-grade construction associated with the ST3 tunnel, the stations, and the rail lines necessarily involve identified station locations as well as presently unidentified other construction staging areas. And closures will have the effect of re-routing traffic to other rights-of-way, further congesting those locations. The DEIS does not attempt to evaluate these impacts, nor can they reasonably be evaluated until a more definitive street closure plan can be developed in the future. This is particularly concerning for our neighborhood public schools, as it could make getting to school both significantly more difficult for all modes of transportation and potentially dangerous if students are walking or biking.

5. Project mitigation decisions are being deferred.

It appears to be Sound Transit's plan to roll out mitigation proposals gradually over several years. Mitigation planning work remains ongoing and we expect to see a more serious mitigation plan in the months ahead – though some time subsequent to the close of the public comment period on the Draft EIS. Other mitigation plans will need to await the day when elements of the project are actually defined, which may not occur until well after the SEPA process is complete.

SEPA requires mitigation measures to be identified now and the public should have a full opportunity to comment on them in SEPA review. Mitigation measures must be binding on the design-build contractors for the project. The Sound Transit Board must be able to review and assess these mitigation measures prior to rendering a final decision on the project.

Conclusion

The DEIS fails to identify an adequate range of alternatives and to adequately disclose the impacts of the project throughout City or to identify adequate mitigation. While SPS has particular and unique impacts due to the presence of public schools near station and line construction, and the direct and indirect construction impacts to the Stanford Center and Memorial Stadium, SPS shares the concerns raised by many of the Seattle Center stakeholders located nearby. SPS echoes the Seattle Center Foundation's request for a new station location and route alignment alternatives at the Seattle Center station, and additional study of impacts, including but not limited to construction, transportation, parking and land use, public utilities, and recreational impacts, and identification of mitigation for those impacts.

SPS further suggests that Sound Transit commit to phased environmental review to ensure that the real impacts of the WSBLE project are identified and mitigated.

The DEIS has not adequately analyzed the significant adverse environmental impacts associated

Thank you for your consideration of these comments.
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Sincerely,

Rob Gannon
Deputy Superintendent
Seattle Public Schools

Communication ID: 504756 - Seattle Public Schools Draft EIS Comment

#	Comments	Responses
1	SPS looks forward to the expansion of light rail in Seattle with the West Seattle Ballard Link Extension project ("WSBLE Project"). That said, this progress comes with potential for significant adverse impacts to the City generally and, for SPS, the potential for significant adverse impacts to the operation of public schools, SPS headquarters, and Memorial Stadium. Unfortunately, the WSBLE Project described in the DEIS is in its infancy; without defined construction locations, plans, sequencing or designs, it is impossible to characterize the impacts of WSBLE. Accordingly, with the WSBLE Project as proposed, the DEIS cannot reasonably evaluate the potential significant adverse environmental impacts of the proposal and the mitigation for those impacts. Additional environmental analysis is needed.	Thank you for expressing support for the Project. Please see responses to CCG1, CC2a, and CC2b in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	John Stanford Center for Educational Excellence ("Stanford Center") The Stanford Center is located at 2445 3rd Avenue South in the SoDo neighborhood of Seattle (King County Parcel No. 766620-5235). The Stanford Center serves as the headquarters and the seat of government for Seattle Public Schools. The Stanford Center hosts School Board meetings, other public meetings, and serves as the SPS enrollment hub. In addition, the Stanford Center provides areas dedicated to, inter alia, warehousing (for its mailroom, plumbing and piping, shipping and receiving), food processing, lecturing, light industrial (for its data center, electrical shop, computer repair, and archives), publishing, training, and office functions. The SODO segment has the potential to create significant transportation related impacts, noise impacts, vibration impacts, and dust impacts during construction, which will make it difficult for the public to utilize the Stanford Center during this time. The impacts to the Stanford Center during construction must be fully analyzed and mitigated.	Please see Section 4.14, Public Services, Safety, and Security, of the Final EIS for more information on the John Stanford Center for Educational Excellence. Information regarding potential impacts to this facility during construction has been added to the Final EIS.
3	Memorial Stadium In Preferred Alternative DT-1, the right of way for the tunnel appears to go right under the stadium, approximately 75' below the surface. There is little discussion of the methods for drilling and tunneling, and whether such work would require the closure of Memorial Stadium for a period of time. As this is the main high school arena for SPS, the proposed tunnel under Memorial Stadium in Preferred Alternative DT-1 has the potential to cause a significant impact to the recreational opportunities in the City. In addition, the ST3 tunnel will impose limitations on the size, location and weight of future structures above, which could limit redevelopment opportunities for Memorial Stadium. BTA V, which was recently overwhelmingly approved by the voters of Seattle, provides funds for the renovation or possible replacement of Memorial Stadium. The proposed work on Memorial Stadium is not addressed, and the potential impacts to a renovated or replaced stadium are not analyzed in the DEIS. The parking lot area near Memorial Stadium has also long been described as a potential future site for a new high school. The Preferred Alternative DT-1 proposes the tunnel to be located below this parking lot. The DEIS does not disclose the potential for the Memorial Stadium parking lot to be converted to high school, and what the structural limitations for above-grade structures over the tunnel would be. Without further information or analysis, it appears that the Preferred Alternative could preclude future development of a high school downtown.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Of these schools, Cooper Pathfinder is located the closest to a proposed station and rail line (the Delridge/Dakota station). While the school is shown on one map, the DEIS fails to disclose the potential impacts to the school. The main access to Cooper is dependent on Delridge Way SW. From both a construction and operational standpoint, there is potential for significantly diminished access to the school for students, increased bike and pedestrian safety issues, and a high potential for noise, vibration, and dust impacts during construction.	Resources identified in the affected environment section of the Final EIS are only discussed in the environmental impacts section where there is potential for impacts to the resource. Resources in the study area that would not be impacted by the project are only included in the affected environment section. Please see Section 4.14, Public Services, Safety, and Security of the Final EIS for more information on the Pathfinder K-8 School.
5	Inadequate Information on Which to Base Analysis The DEIS does not adequately describe the impacts, both temporary and permanent, to our Property or the neighborhood in which it is located, including existing and future land uses. This is due to the fact that the DEIS is based on an inadequate set of construction plans, which makes it impossible to characterize future impacts. We understand that Sound Transit has developed, and is continuing to develop, more specific construction plans and guidelines. This work would help to characterize SEPA impacts, but this information has not been included in the DEIS. The plans on which the DEIS is based are at less than 5% completion, which means that most key elements of the project are not yet defined, such as: • Horizontal and vertical control for each alignment alternative; • Actual construction methodology, in order to determine noise, vibration, and earth movement impacts; • Scope of above-grade construction limits; • Complete street closure locations and durations; • Designation all or portions of right of way for pedestrian use; • Location and duration of construction staging; • Loading limitations over the downtown tunnel that could limit future development; and • The duration and sequencing of construction activities, in order to determine the cumulative impacts of construction work on the urban environment. Under WAC 197-11-784 a proposal “exists at that stage in the development of an action when an agency is presented with an application, or has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal, and the environmental effects can be meaningfully evaluated.” (Emphasis supplied.) Due to the lack of information regarding the WSBLE project, the DEIS cannot be the environmental document on which future project decisions can be made. Nor is it possible or appropriate to attempt to remedy these shortcomings in a final EIS, since that would deprive the public of the opportunity to review and comment on a legitimate impact evaluation under SEPA.	Please see responses to CCG1, CC2b and CC3c in Table 7-1.

#	Comments	Responses
6	Sound Transit should conduct Phased Review under SEPA for WSBLE. Phased review under SEPA is required for WSBLE, since environmental impacts cannot be meaningfully evaluated – and authentic mitigation plans prepared – until plans are more fully developed. Due to the infancy of the project plans, the desire to defer actual construction decisions to some future design-build contractor and the lack of information about most impacts, it is necessary to phase this SEPA review so that review of actual on-the-ground impacts can occur in the future at a time when there is adequate information to support that review. The current Draft EIS is not a project action EIS, since the actual project is hardly defined at all; it is more in the nature of an early programmatic EIS, which anticipates the need for additional future SEPA review. While it may be appropriate to make large-scale decisions about corridor alignment through this EIS process, future decisions about construction methodology, street closures, final station entrance locations and their design, should require future SEPA review when facts and information are available to allow that review to occur adequately.	Please see response to CCG1 in Table 7-1.
7	Inadequate Analysis of Construction Impacts As noted above, several SPS properties and public schools have the potential to be significantly impacted by the WSBLE construction. The DEIS fails to adequately analyze the noise, vibration, and dust impacts from the project. The DEIS also fails to adequately discuss impacts and mitigation for potential earth movement during construction. This is especially concerning to SPS due to the Preferred Alternative DT-1's proposed downtown tunnel directly under Memorial Stadium and its parking lot. Compounding the lack of analysis, the DEIS fails to identify mitigation to reduce the severity of the construction impacts. Many impacts, including important noise, vibration, and earth movement impacts, will vary based on method of construction. The DEIS should include performance standards and specific measures to meet them to ensure that the construction impacts of the project are fully mitigated.	Please see responses to CC2a and CC4.7a in Table 7-1. Please also see Sections 4.6, Air Quality, of the Final EIS for more information on impacts and mitigation for dust. A response to this comment related to Memorial Stadium will be provided as part of the environmental review process for the Ballard Link Extension.
8	Inadequate Analysis of Transportation and Parking Impacts Full information on the timing, duration and location of possible street closures associated with the project is not provided. While some street closures are generally discussed, above-grade construction associated with the ST3 tunnel, the stations, and the rail lines necessarily involve identified station locations as well as presently unidentified other construction staging areas. And closures will have the effect of re-routing traffic to other rights-of-way, further congesting those locations. The DEIS does not attempt to evaluate these impacts, nor can they reasonably be evaluated until a more definitive street closure plan can be developed in the future. This is particularly concerning for our neighborhood public schools, as it could make getting to school both significantly more difficult for all modes of transportation and potentially dangerous if students are walking or biking.	Please see response to CC3c in Table 7-1.

#	Comments	Responses
9	Project mitigation decisions are being deferred. It appears to be Sound Transit's plan to roll out mitigation proposals gradually over several years. Mitigation planning work remains ongoing and we expect to see a more serious mitigation plan in the months ahead – though some time subsequent to the close of the public comment period on the Draft EIS. Other mitigation plans will need to await the day when elements of the project are actually defined, which may not occur until well after the SEPA process is complete. SEPA requires mitigation measures to be identified now and the public should have a full opportunity to comment on them in SEPA review. Mitigation measures must be binding on the design-build contractors for the project. The Sound Transit Board must be able to review and assess these mitigation measures prior to rendering a final decision on the project.	Please see response to CC2a in Table 7-1.
10	The DEIS fails to identify an adequate range of alternatives and to adequately disclose the impacts of the project throughout City or to identify adequate mitigation.	Please see responses to CCG1 and CC2a in Table 7-1. 40 Code of Federal Regulations (CFR) 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping of the Final EIS for additional information on the alternatives development process for the Project which resulted in evaluation of a reasonable range of alternatives consistent with 40 CFR 1502.14.
11	While SPS has particular and unique impacts due to the presence of public schools near station and line construction, and the direct and indirect construction impacts to the Stanford Center and Memorial Stadium, SPS shares the concerns raised by many of the Seattle Center stakeholders located nearby. SPS echoes the Seattle Center Foundation's request for a new station location and route alignment alternatives at the Seattle Center station, and additional study of impacts, including but not limited to construction, transportation, parking and land use, public utilities, and recreational impacts, and identification of mitigation for those impacts.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Seattle Department of Transportation

City of Seattle
Seattle Transit Advisory Board

TAB Members:
Amin Amos
Xander Barbar
Keiko Budech
Art Kuniyuki
Andrew Martin
Sandro Pani
Erin Tighe
*Emily Walton Percival**
Barbara Wright
*Michelle Zeidman**

*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions taken by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City…*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD…*

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

City Council Resolution 31572

**abstain from correspondence as employees of Sound Transit*

Date: April 27, 2022

To: Sound Transit Board

Subject: West Seattle and Ballard Link Extensions (WSBLE) Project

At our March 23, 2022, City of Seattle **Transit Advisory Board** (TAB) meeting, SDOT staff member Colin Drake briefed the TAB on the latest information about the WSBLE Project. After Colin's presentation, TAB members elected to convey our comments and thoughts about these plans.

We are thrilled that WSBLE will bring high-capacity transit to new areas of the Puget Sound, a long-awaited connection. The TAB would like to ensure that climate, equity, and safety goals are at the forefront of this project. All decisions should be made under the umbrella of Sound Transit's Racial Equity Toolkit, and make sure that all plans have not overlooked any communities that may not have been able to fully participate in the planning and implementation for the WSBLE Project.

Before detailing our specific station recommendations, we wish to emphasize that when choosing the final alignment, the Project should primarily focus on alignments and design that maximize ridership; well-sited and abundant station entrances as well as sufficient vertical conveyances are integral to an experience that will attract riders.

There are a variety of stations being planned, and the TAB would like to narrow its focus to the ones listed below:

SODO/Chinatown International District Station: the TAB agrees with community, business owners, visitors, transit riders, and residents that any decision made must not repeat the inequities and displacement that this community has experienced with major infrastructure projects such as the recent upzoning and the building of the former Kingdome. We support a plan that will not cause undue traffic, street closures, displacement, and surface construction, to the members of the CID. We also believe that in the long run the CID will benefit from a station that affords easy access to the neighborhood. The CID will also be a major transfer point, and it is critical for Sound Transit to center CID community voices while choosing the best alternative. Therefore, the **TAB Supports**: the CID-1a alternative, but also supports the supporters of a "cut and cover", "true shallow" version which can result in cost savings and faster transfers between the existing transit routes already in place. We also hope Sound Transit will mitigate the displacement of large numbers of residents and businesses, if this alternative is chosen. In SODO, the **TAB Supports**: the preferred at-grade alternative, SODO-1a, as the at-grade alternative to minimize connection distances.

Delridge: the TAB envisions having the transit entrances and bus zones in close proximity to each other. The placing of distance between these two items is inequitable for those who are elderly, mobility challenged, differently

abled, families with children, or anyone or group where walking distances would serve as a barrier to service. Therefore, the **TAB Supports**: either DEL-5 or DEL-6, while neither is ideal, we support plans that don't impact residents and neighborhoods, as DEL1a/b-DEL-4 would, and for connectivity to the West Seattle Junction, we support the WSL-5's tunnel option and believe it will connect best to other West Seattle stations – while preparing well for any future extensions in later phases.

Downtown Segment (Midtown, Westlake, Denny, South Lake Union, Seattle Center/Uptown): the **TAB Supports**: DT-1 as our only choice, unless a DT-3 plan is created as an improvement on DT-2. The cost savings alternative to consolidate the SLU and Denny stations drastically moves the station to Dexter Avenue, far from the center of the neighborhood – the TAB recommends considering whether the significant cost savings is worth it (~$575 million) vs long-term reduced ridership and mobility access (~ -10,000 riders). In Uptown, major event crowds make it of paramount importance that the station be sited as close to Seattle Center as possible. Siting the station away from Republican Street would require additional mitigation to ensure pedestrian safety.

Ballard Station: while the TAB appreciates both the 14th Ave NW and 15th Ave NW plans, the **TAB Supports**: IBB-2b, a tunnel station located on 15th Ave NW, as it would be a better fit for transit users, the community, business owners, residents, and future growth planning. If a 20th Ave NW option is revisited, the TAB would support this option over any DEIS alternative, to bring transit users into the central portion of Ballard, and we hope it will be reconsidered.

Alaska Junction Station: the **TAB Supports**: the WSJ-5, Medium Tunnel 41st Avenue Station Alternative. We would like to minimize impacts on the West Seattle community, so elevated structures are not supported, and minimizing displacements of residents (153), businesses (15), and employees (90) is crucial, along with controlling the cost of the project ($1.1B).

These critical stations will serve transit riders well into the future. Do not put cost savings before safety, walk and bike connections, and other critical infrastructure decisions that will make these stations well used for generations.

We urge you to deliver projects on time, while centering communities where need is greatest in the decision-making process. It is a fine balance, but construction will only get more expensive, and promised voter-approved timelines are important not only for community trust, but for our regional mobility, climate impacts, and equitable access to resources that allow all of us to thrive.

Thank you for the opportunity to comment and all you do to keep people moving.

The City of Seattle Transit Advisory Board

Communication ID: 504774 - City of Seattle's Transit Advisory Board (TAB) Draft EIS Comment

#	Comments	Responses
1	We are thrilled that WSBLE will bring high-capacity transit to new areas of the Puget Sound, a long-awaited connection. The TAB would like to ensure that climate, equity, and safety goals are at the forefront of this project. All decisions should be made under the umbrella of Sound Transit's Racial Equity Toolkit, and make sure that all plans have not overlooked any communities that may not have been able to fully participate in the planning and implementation for the WSBLE Project. Before detailing our specific station recommendations, we wish to emphasize that when choosing the final alignment, the Project should primarily focus on alignments and design that maximize ridership; well-sited and abundant station entrances as well as sufficient vertical conveyances are integral to an experience that will attract riders.	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	SODO/Chinatown International District Station: the TAB agrees with community, business owners, visitors, transit riders, and residents that any decision made must not repeat the inequities and displacement that this community has experienced with major infrastructure projects such as the recent upzoning and the building of the former Kingdome. We support a plan that will not cause undue traffic, street closures, displacement, and surface construction, to the members of the CID. We also believe that in the long run the CID will benefit from a station that affords easy access to the neighborhood. The CID will also be a major transfer point, and it is critical for Sound Transit to center CID community voices while choosing the best alternative. Therefore, the TAB Supports: the CID-1a alternative, but also supports the supporters of a "cut and cover", "true shallow" version which can result in cost savings and faster transfers between the existing transit routes already in place. We also hope Sound Transit will mitigate the displacement of large numbers of residents and businesses, if this alternative is chosen. In SODO, the TAB Supports: the preferred at-grade alternative, SODO-1a, as the at-grade alternative to minimize connection distances.	Please see response to CCG2 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Delridge: the TAB envisions having the transit entrances and bus zones in close proximity to each other. The placing of distance between these two items is inequitable for those who are elderly, mobility challenged, differently abled, families with children, or anyone or group where walking distances would serve as a barrier to service. Therefore, the TAB Supports: either DEL-5 or DEL-6, while neither is ideal, we support plans that don't impact residents and neighborhoods, as DEL1a/b- DEL-4 would, and for connectivity to the West Seattle Junction, we support the WSL-5's tunnel option and believe it will connect best to other West Seattle stations - while preparing well for any future extensions in later phases.	Please see responses to CCG2 and CC3a in Table 7-1.
4	Downtown Segment (Midtown, Westlake, Denny, South Lake Union, Seattle Center/Uptown): the TAB Supports: DT-1 as our only choice, unless a DT-3 plan is created as an improvement on DT-2. The cost savings alternative to consolidate the SLU and Denny stations drastically moves the station to Dexter Avenue, far from the center of the neighborhood - the TAB recommends considering whether the significant cost savings is worth it ($575 million) vs long-term reduced ridership and mobility access (-10,000 riders). In Uptown, major event crowds make it of paramount importance that the station be sited as close to Seattle Center as possible. Siting the station away from Republican Street would require additional mitigation to ensure pedestrian safety.	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Ballard Station: while the TAB appreciates both the 14th Ave NW and 15th Ave NW plans, the TAB Supports: IBB-2b, a tunnel station located on 15th Ave NW, as it would be a better fit for transit users, the community, business owners, residents, and future growth planning. If a 20th Ave NW option is revisited, the TAB would support this option over any DEIS alternative, to bring transit users into the central portion of Ballard, and we hope it will be reconsidered.	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Alaska Junction Station: the TAB Supports: the WSJ-5, Medium Tunnel 41stAvenue Station Alternative. We would like to minimize impacts on the West Seattle community, so elevated structures are not supported, and minimizing displacements of residents (153), businesses (15), and employees (90) is crucial, along with controlling the cost of the project ($1.1B).	Please see response to CCG2 in Table 7-1.
7	These critical stations will serve transit riders well into the future. Do not put cost savings before safety, walk and bike connections, and other critical infrastructure decisions that will make these stations well used for generations.	Please see responses to CC3a and CC3b in Table 7-1.

Appendix O.2.3
Businesses and Business Organizations

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Businesses and business organizations that provided comments include:

- 2700 4th Avenue South Limited Partnership
- 3450 4th Avenue South
- 6th Avenue South Property LLC
- Alaskan Copper
- Alki Beach Academy
- Alki Lumber
- American Waterway Operators
- BladeGallery
- BNSF
- Development Services of America
- Delridge Development LLC
- Esquin
- HB Management
- ILWU Local 19
- Main Street Equity Partners
- Maris Apartments
- McCullough Hill Leary
- NAIOP-Commercial Real Estate Development Association
- Nucor Steel
- Pacific Iron and Metal Company
- Pacific Merchant Shipping Association
- Seattle Marine Business Coalition
- Seattle Metropolitan Chamber of Commerce
- SODO BIA
- SSA Marine
- The Grove West Seattle
- The Whittaker
- United Motor Freight/Riverside Mill
- Washington Maritime Federation
- West Seattle Chamber of Commerce
- West Seattle Junction Association

For businesses or business organizations that submitted more than one submittal, the submittals are presented in the order received.

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April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift, Sound Transit
401 S. Jackson St. Seattle, WA 98104

Sent by Email: WSBLEDEIScomments@soundtransit.org

RE: WSBLE Draft Environmental Impact Statement

Dear Sound Transit,

We write this letter representing 2700 4th Ave South, Limited Partnership, the owner of the real property located at 2700 4th Avenue South, Seattle WA 98134. The purpose of this letter is to provide comments on the Sound Transit West Seattle to Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS). Our comments focus on the SODO segment, as our property is located in the SODO neighborhood and lies immediately adjacent to the planned light rail station development. We have significant concerns about the information released in the WSBLE DEIS.

Our property, which is home for more than ten active businesses including both retail and office tenants, some of whom have been established for more than twenty years, has been indicated in the DEIS for taking by Sound Transit to be used as staging area and possibly for use for installation of utility vaults. It is also indicated as an area for potential future station oriented redevelopment. We are very concerned that the long construction period, along with the roadway overpass being contemplated on South Lander Street, will negatively affect the sustainability of these businesses and the property's value overall. No detailed information has been provided regarding these effects on this and other adjacent properties in the DEIS.

In summary, the DEIS lacks important data and information which impacts stakeholders' ability to adequately comment on the project, impacts, and mitigation at time.

Thank you for your attention to this very important matter.

Best Regards,

Henry G. Liebman
General Partner
2700 4th Ave South, LP

Communication ID: 504765 - 2700 4th Ave South, Limited Partnership Draft EIS Comment

#	Comments	Responses
1	Our property, which is home for more than ten active businesses including both retail and office tenants, some of whom have been established for more than twenty years, has been indicated in the DEIS for taking by Sound Transit to be used as staging area and possibly for use for installation of utility vaults. It is also indicated as an area for potential future station oriented redevelopment. We are very concerned that the long construction period, along with the roadway overpass being contemplated on South Lander Street, will negatively affect the sustainability of these businesses and the property's value overall. No detailed information has been provided regarding these effects on this and other adjacent properties in the DEIS. In summary, the DEIS lacks important data and information which impacts stakeholders' ability to adequately comment on the project, impacts, and mitigation at time.	Please see responses to CCG1 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. In developing alternatives, Sound Transit avoids and minimizes impacts where possible, but some displacement would be unavoidable. Sound Transit will work closely with each displaced business to determine its needs and help it find a new site if the owner chooses to relocate. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS provides information on property acquisition and relocation processes and the relocation assistance and benefits that Sound Transit will provide. Information about affected properties is provided in Appendix L4.1, and includes the properties noted in the comment. Please see Section 2.6, Construction Approach, for more information on construction methods and durations. See Section 3.11, Construction Impacts, of the Final EIS for more information on construction impacts from roadway closures. See Appendix J, Conceptual Design Drawings, for more information on property-specific impacts.

Sound Transit Projects - Communications (1 Total)

Search Term

504907

Communication ID: 504907 - Andy Pletz Draft EIS Comment

Communication (4/28/2022)

Andy Pletz Draft EIS Comment

Lora,

Please include the following comments for Sound Transit's Draft EIS.

As owners of the building located at 3450 NE 4th Ave. South, Seattle, WA, we'd like to provide our comments regarding the three alternatives of the West Seattle link (DUW-1a, DUW 1b and DUW-2) that would impact us and our tenant.

DUW-1a and DUW-1b

This option:

· would result in a loss of tenant employee and client parking.

· make the functioning and necessary loading dock unusable.

· potentially block egress and ingress during construction.

· disrupt the tenant's business with construction chaos.

Note: We've had previous experience with some of the problems above when the Spokane Steet viaduct expansion was built. One third of our parking was unusable and caused logistical parking problems and challenges accessing our building.

DUW-2

This option:

· would be our preferred choice

· would provide less interruption for the tenant (vs option 1a and 1b)

On paper, the preferred plan DUW-1a and the alternative aerial plan DUW-1b, look good but the reality of the situation is that doing demolition work on or adjacent to an existing property will cause severe damage to the existing building, and as experienced before with the Spokane Street viaduct expansion, sewer and storm drains were damaged causing flooding and sewage backup into the building, parking lots and streets had to be dug up to repair these issues.

It was a very disruptive problem and very stressful to deal with. In all scenarios it appears that the adjacent properties will be taken down and that alone will be very difficult to try and maintain normal business practices throughout the process. Streets will be closed off. Access to the property will be difficult at best. The adjacent properties butt right up against our building so tearing down those walls will impact our property during this process. Who knows what kind of structural damage will happen along the way? The noise and vibration from the demolition will be unbearable. Asking a business to try and maintain normal operations during all this is just not a good option.

We appreciate the opportunity to have our comments heard and hope the board will strongly consider the impact to businesses in the area.

Sincerely,

Dave Brzusek

Andy Pletz

Owner(s):

Contact ID	Name	Type	Phones	Email
1050426	Andy Pletz	Individual	+1 (425) 747-8202 (Cell)	AndyPletz@mac.com

Communication ID: 504907 – 3450 4th Avenue South, Andy Pletz Draft EIS Comment

#	Comments	Responses
1	DUW-1a and DUW-1b This option: • would result in a loss of tenant employee and client parking. • make the functioning and necessary loading dock unusable. • potentially block egress and ingress during construction. • disrupt the tenant's business with construction chaos. Note: We've had previous experience with some of the problems above when the Spokane Steet viaduct expansion was built. One third of our parking was unusable and caused logistical parking problems and challenges accessing our building. DUW-2 This option: • would be our preferred choice • would provide less interruption for the tenant (vs option 1a and 1b) On paper, the preferred plan DUW-1a and the alternative aerial plan DUW-1b, look good but the reality of the situation is that doing demolition work on or adjacent to an existing property will cause severe damage to the existing building, and as experienced before with the Spokane Street viaduct expansion, sewer and storm drains were damaged causing flooding and sewage backup into the building, parking lots and streets had to be dug up to repair these issues. It was a very disruptive problem and very stressful to deal with. In all scenarios it appears that the adjacent properties will be taken down and that alone will be very difficult to try and maintain normal business practices throughout the process. Streets will be closed off. Access to the property will be difficult at best. The adjacent properties butt right up against our building so tearing down those walls will impact our property during this process. Who knows what kind of structural damage will happen along the way? The noise and vibration from the demolition will be unbearable. Asking a business to try and maintain normal operations during all this is just not a good option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, of the Final EIS for more information on impacts to businesses during construction and proposed mitigation.

Sound Transit Projects - Communications (1 Total)

Search Term

504913

Communication ID: 504913 - Dave Brzusek Draft EIS Comment

Communication (4/28/2022)

Dave Brzusek Draft EIS Comment

As owners of the building located at 3450 NE 4th Ave. South, Seattle, WA, we'd like to provide our comments regarding the three alternatives of the West Seattle link (DUW-1a, DUW 1b and DUW-2) that would impact us and our tenant.

DUW-1a and DUW-1b
This option:
· would result in a loss of tenant employee and client parking.

· make the functioning and necessary loading dock unusable.

· potentially block egress and ingress during construction.

· disrupt the tenant's business with construction chaos.

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It was a very disruptive problem and very stressful to deal with. In all scenarios it appears that the adjacent properties will be taken down and that alone will be very difficult to try and maintain normal business practices throughout the process. Streets will be closed off. Access to the property will be difficult at best. The adjacent properties butt right up against our building so tearing down those walls will impact our property during this process. Who knows what kind of structural damage will happen along the way? The noise and vibration from the demolition will be unbearable. Asking a business to try and maintain normal operations during all this is just not a good option.

We appreciate the opportunity to have our comments heard and hope the board will strongly consider the impact to businesses in the area.

Sincerely,

Dave Brzusek
Andy Pletz

Owner(s):

Contact ID	Name	Type	Phones	Email
1075065	Dave Brzusek	Individual	+1 (206) 618-5720	Daveb@iecustom.com

Communication ID: 504913 - 3450 4th Avenue South, Dave Brzusek Draft EIS Comment

#	Comments	Responses
1	As owners of the building located at 3450 NE 4th Ave. South, Seattle, WA, we'd like to provide our comments regarding the three alternatives of the West Seattle link (DUW-1a, DUW 1b and DUW-2) that would impact us and our tenant. DUW-1a and DUW-1b This option: • would result in a loss of tenant employee and client parking. • make the functioning and necessary loading dock unusable. • potentially block egress and ingress during construction. • disrupt the tenant's business with construction chaos. Note: We've had previous experience with some of the problems above when the Spokane Steet viaduct expansion was built. One third of our parking was unusable and caused logistical parking problems and challenges accessing our building. DUW-2 This option: • would be our preferred choice • would provide less interruption for the tenant (vs option 1a and 1b) On paper, the preferred plan DUW-1a and the alternative aerial plan DUW-1b, look good but the reality of the situation is that doing demolition work on or adjacent to an existing property will cause severe damage to the existing building, and as experienced before with the Spokane Street viaduct expansion, sewer and storm drains were damaged causing flooding and sewage backup into the building, parking lots and streets had to be dug up to repair these issues. It was a very disruptive problem and very stressful to deal with. In all scenarios it appears that the adjacent properties will be taken down and that alone will be very difficult to try and maintain normal business practices throughout the process. Streets will be closed off. Access to the property will be difficult at best. The adjacent properties butt right up against our building so tearing down those walls will impact our property during this process. Who knows what kind of structural damage will happen along the way? The noise and vibration from the demolition will be unbearable. Asking a business to try and maintain normal operations during all this is just not a good option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, of the Final EIS for more information on impacts to businesses during construction and proposed mitigation.

PETERSON
RUSSELL
KELLY
LIVENGOOD

Terrence Danysh
OF COUNSEL
tdanysh@prklaw.com

April 27, 2022

Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Sixth Avenue South Property LLC comment letter -- Puget Sound Regional Transit Authority (Sound Transit) West Seattle and Ballard Link Extensions Draft EIS--Sound Transit ROW I.D. WS5712 (2901 6th Ave. S.)

To Whom It May Concern:

We represent the Sixth Avenue South Property LLC ("6th Ave" or "the LLC") the owner of the property at 2901 6th Ave. S. I am writing regarding Sound Transit's proposed "flyover" through the south parking lot at 2901 6th Ave. S. ("the facility" or "the operation"). It is our understanding that Sound Transit is looking at 3 configurations for the proposed flyover, identified in Ch. 4 of Appendix L to the DEIS as DUW-1a (see Figure L4.1-4a on p.74/266 of App. L, Ch. 4), Option DUW-1b (Fig. L4-1-5a, p. 84/266), and Alternative DUW-2 (L4.1-6a, p. 94/266). Furthermore, the primary access to the operation – 6th Avenue – will be closed on nights and weekends for an indeterminate time. The impacts caused by Sound Transit's proposals are unacceptable.

SEPA AND CONDEMNATION

Sound Transit's plans threaten to condemn the facility. As you know, there is already a flyover just north of the facility in the S. Forest St. right-of-way. Now Sound Transit is proposing to box in the facility by building another flyover immediately to the building's south through its parking lot. Without an alteration in the design/location of the new, proposed flyover and other mitigation relating to closure of 6th Avenue S., the property will suffer punitively. The result of the two separate flyovers virtually abutting the same building is an incredibly anomalous, hugely negative precedent. In fact, it is highly likely that if the flyover is built as planned, the facility will no longer be able to operate as intended. We hope Sound Transit sees these facts like we do and understands their potential implications—the following analysis and information from our experts argue for a better way, a flyover through the S. Hanford Street end.

Also, as you know, the State Environmental Policy Act ("SEPA") requires environmental review of any project in the state of Washington with certain exemptions. RCW 43.21C. The Puget Sound Regional Transit Authority ("Sound Transit") is studying a plan to extend light rail to West Seattle and Ballard. No one questions whether the size, scope and/or significance of this project crosses the exemption threshold. In fact, Sound Transit has effectively conceded that the

project will cause probable significant environmental impacts which require evaluation through an environmental impact statement ("EIS"). In acknowledgement of the same, Sound Transit recently published a draft EIS ("DEIS") calling for public comments no later than April 28, 2022.

Our client is deeply concerned that Sound Transit is—relatively speaking—unaware of the implications of the proposed flyover and street closure to the operation. While there have been numerous public meetings hosted by Sound Transit or others, e.g. SODO BIA, discussing the West Seattle extension, in SODO virtually all of them have focused on station planning. To our knowledge, whatever site-specific environmental review of the propose flyover's location Sound Transit has done is inadequate.

As will be demonstrated in the following, the operation's south parking lot is arguably one of the most important crucibles of the food supply chain in the Pacific Northwest. The incredibly complicated logistics required to meet the needs of millions of customers regionally, on a daily basis and confined to the tight quarters of this relatively small parking lot, are mind-boggling. Our client has marshalled information and support from a variety of resources demonstrating that the flyover's impacts to the operation are incapable of mitigation without relocating the flyover. (As a practical matter, should Sound Transit move forward with the proposal as is, it is inconceivable that—given the likely shut down of the operation during the period of Sound Transit's temporary construction easement (TCE)—an alternative location can be found by Sound Transit that would allow the operation to keep functioning as is.)

Besides the narrative below, this comment letter attaches or imbeds critical information on significant impacts from, among others, TenW (transportation impacts), Kidder Matthews (valuation impacts), Marcus & Millichap (solicitation), US Bakery dba Franz (lessee impacts), and SODO BIA (SODO impacts). Also, imbedded **HERE** is a link to a time-lapsed video (Exhibit A) of approximately 5' 45" that unequivocally demonstrates and underlines the complexity of this operation's transportation logistics, all threatened by the flyover. Accompanying that video—and attached to this comment letter as Exhibit B is a one-page narrative summary of the video to authenticate its provenance and otherwise aid in its review. All of the impacts discussed in the attached exhibits or imbedded links are significant by themselves, but cumulatively constitute probable significant environmental impacts which Sound Transit cannot adequately mitigate unless the flyover is relocated elsewhere.

INTRODUCTION

The building at 2901 6th Ave. S. has continually operated as a bakery since the early 1950s. The bakery property is on approximately 4.09 acres and is mainly occupied by a structure built as a manufacturing bakery in 1952 by American Bakeries. It was acquired by Gai's Seattle French

Bakery in 1980. In 1997, the facility was leased by the members of the LLC to US Bakery dba Franz.

Franz Bakery is a fourth-generation family business that has provided Pacific Northwest communities with high-quality fresh bread, baked goods and pastries since 1906. The operation generates hundreds of millions of pounds of bakery goods for the entire Pacific Northwest (and beyond).

Naturally, the logistics for operating the bakery, particularly loading/unloading raw materials and product, is extremely complicated. The facility operates 24/7 with approximately 200 truck trips per day through the south parking lot. In fact, the south parking lot not only serves as the load/unload/delivery/staging area for the operation, but parking for 150 employees and visitors/customers of the outlet store there (nearly 4000 visits per month). See generally April 15, 2022 letter from Michael R. Petitt, CFO, United States Bakery dba Franz (attached as Exhibit C). See also letter from Erin Goodman, Executive Director, SODO BIA (attached as Exhibit D).

OPERATION DESCRIPTION

The particular bakery at 2901 6th Ave S. manufactures a variety of products on automated bread and bun lines. These lines are specialized equipment and unique to the baking industry . The cost of these lines in equipment alone (so not counting the infrastructure/building and electrical costs associated with power to the building) are estimate at approximately $36M ($11M bun line and $25M high speed bread line). The new bun line was added in 2019. These lines produce over 1.8 million pounds of products a week. As a result, the facility is one of the largest manufacturing plants in the Pacific Northwest. Both production lines are set up scheduling three shifts over approximately 120-152 hours of production a week . The operation runs a 7 day a week production schedule with full capacity in producing 1.2 million pounds a week of bread and 600,000 pounds of a variety of buns.

The operation currently employs over 150 personnel in production, food safety, shipping, receiving, sales and transport. Besides production, the operation requires support from two departments on an on-going basis: (1) the food safety and compliance groups–these departments set up schedules of cleaning equipment, bakery mixers, conveyors, ovens, and lines that enable and meet the food safety requirements set by the federal FDA and internal audit requirements; (2) the engineering group–this department has to set a Preventative Maintenance Program and service equipment based on run times, change over, and ongoing mechanical requirements set by manufacturers' specifications; in addition, the group provides repairs and additions to existing equipment on breakdowns as needed.

LOGISTICAL DETAILS

A major concern of the LLC resulting from the Sound Transit proposal is the impact the flyover and street closure will have on the multi-modal efficiency of this tremendously complicated logistical operation, all confined to the south parking lot. As stated earlier, this bakery location was specifically chosen in 1952 because, even then, it was central to many access points and means of transportation. Of course, now, the site is centrally prominent in giving access to freeways and railways to allow for the transportation of products to the Franz distributions centers and bakeries that Franz operates in multiple states. The bakery's prime location is also a benefit for ingredient deliveries which are critical. Among other issues, the elevation decline from the flyover's supports columns as it wraps around towards the SODO busway could dramatically impact or even halt the ability for BNSF to deliver by railway.

BNSF has rail access for the delivery of bulk flour with five rail cars per week, depending on volume, with each rail car carrying approximately 210,000 lbs. of flour. That delivery depends on the crossing at 6th Avenue (see 6th Avenue Closure Concerns). The flour is pumped into the two 200,000 pound capacity flour tanks just outside the building, which then flows into the bakery operation inside the building. Franz has to coordinate weekly with a flour mill located in Montana, in conjunction with BNSF, to ensure timely delivery using the rail line that crosses 6th Avenue then backs onto the line parallel to the facility. Of course, disruption in service can cause bakery downtime, and delay in product manufacturing. The delivery of flour and rail service enables flexibility in inventory control and market commodity pricing of the main ingredient (flour) for manufacturing.

Channels of Distribution:
Direct Sales Delivery : (DSD) – Route Sales – 45 trucks per week (which include additional personnel, such as drivers and handlers) service the market areas to grocery stores, restaurants, schools, office buildings, hospitals and a variety of customer service accounts in the Pacific Northwest. These trucks include both box trucks and shuttle trucks.

National Sales: 55 transport trucks per week load and unload at the bakery, deliver to cold storage facilities and/or accounts that service multiple customers in cased products. Examples of such customers are Food Service America, Sysco, and other major or secondary food manufacturers/distributors. These trucks' trailers are 42-53 feet long (67' total, including cab and hinge) carrying up to 20+ pallets of products weekly to specific customer locations. These trucks are typically involved in delivery of trailers to other transportation systems (e.g. shipping) or directly to locations in Hawaii, Los Angeles and/or Springfield, Oregon.

Box Store Routes : Part of DSD, but are typically specialized for delivery to stores of multiple product varieties, e.g. Costco, Walmart, Sam's Club, stadium facilities, shipyards, and other government contracts , etc.

Transports/Semi's : Franz operates its own fleet of 35 semi-trucks per week which delivers to the distribution centers from this location to numerous Washington locations, e.g. Kent, Tacoma, Parkland, Olympia, Port Angeles, Bremerton, Bellingham, Lynnwood and Everett. The truck configurations (single- or double-trailers, not counting cabs and hinges) are different based on load requirement, but can be from 48-72 feet long. These transports also supply bakery products to the other affiliate bakeries in the Franz system for outside sales, e.g. Portland, Springfield (Oregon), Spokane, Nampa (Idaho), as well as destinations in California and Montana.)

Outside Vendor Ingredient Deliveries: Approximately 30 trucks per week arrive at the facility, for purposes of outside vendor packaging, national sales, specialized bakery ingredients, etc. (Monday-Saturday deliveries). The operation gets between 3-8 truck deliveries per day based on supply and demand.

Feed Commodities: There are three truck trips per week associated with this activity. The trucks pick up a large dumpster-like container (visible in the first segment of the video whose link is attached as Exhibit A) that is day-old and/or damaged product/stale product that goes to outside use for cattle feed and grain operations.

Outlet Store Customers: The operation's "Outlet Store" is open 6 days a week (sometimes 7 days a week based on demand). Customers use specific marked parking spaces in the south parking lot at the northeast corner. We estimate approximately 130 customer cars per day, or between 700-900 per week depending on demand.

Mechanic's Shop on Site: The operation has a full-service mechanic's shop that does fleet maintenance to Franz semi-trucks/trailers as well as DSD route sales vehicles. We estimate that the shop services approximately 25 vehicles per week, and provides outside vendors parts and service as needed. This is a critical logistical component of the operation, as its central location (for all of Franz's PNW operations) enables reduction in service time delays. Also, the mechanics at the shop can travel to distribution centers to service vehicles on a scheduled route. On-going maintenance and emergency service is a critical factor with the shelf-life products the operation manufactures.

Summary Trucks per week :
Transports Trucks :35
DSD Sales: 45
National Sales : 55

Outside Vendors- Supplies: 30
Service Mechanic Trucks: 25
Feed Commodity Trucks: 3
Total : 193
Outlet Store Customers Cars : 780

SOUTH PARKING LOT INFORMATION

Our engineers, including TenW, have reviewed Sound Transit's plans for the facility's south parking lot. Without knowing exact dimensions of the columns (and elevation), the LLC estimates that it would lose 6-10 parking spaces in main parking lot and along the fence line where the two train tracks meet. It is also possible that the support column could impact the hundreds of tractor/trailer trucks entering and exiting the parking lot. A minimum of 16ft (14ft + 2ft for lighting) of vertical clearance would be required for truck movement through the lot. Hanging lighting for safety is preferred over strapping.

While it is difficult to estimate the time impact on the facility's operation to load and maneuver around the proposed columns, the TenW report analyzes those impacts to the best of our ability. they are not insignificant. Our conclusion is that those impacts are probable, significant and incapable of mitigation absent an adjustment in the flyover's location and modification of the street closure. See TenW report dated April _____, 2022 attached as Exhibit E for more detailed analysis.

6th AVENUE CLOSURE CONCERNS

As identified in Exhibit E (the TenW report), Sound Transit plans to close 6th Ave from S. Forest St. to S. Horton St. for an indeterminate time on nights and weekends. The operation relies on 6th Avenue for access; there is no other. Further, as explained earlier, the operation runs 24/7, and as Exhibit A shows, nighttime activity is at least as intense—if not more so—than daytime.

Unless Sound Transit modifies its design per Exhibit E's suggestion to use the S. Hanford St. end for the flyover and/or accommodates the operation's usage of 6th Avenue (including the railway crossing, critical to the BNSF flour supply), the operation will essentially be shuttered. Even a short closure of 6th Avenue—unless some accommodation is reached—would be disastrous for the operation and the LLC. If Sound Transit is willing to move the flyover to the S. Hanford St. end as depicted in Exhibit E, then it may not be necessary for Sound Transit to close that portion of 6th Ave. South from S. Forest St. to the entrance and exit of the operation's south parking lot for the limited purpose of nighttime and weekend operation traffic.

VALUATION

On February 10, 2022, Kidder Mathews ("KM") provided a "Brokers Opinion of Value" for the subject property (attached as Exhibit F). In that valuation, KM analyzed the property from a cost, income and market approach, based on numerous comparables. KM concluded the property (as distinguished from the operation) is worth at least $25M, and would price it higher if for sale. Coincidentally, on March 1, 2022, the LLC received an unsolicited expression of interest from Leroy Lutu, Associate Director at Marcus & Millichap ("M&M"), indicating they could produce an offer on the property for between $36-39M. See March 1, 2022 e-mail from M&M to Donald Gai, one of the LLC members, attached as Exhibit G.

While there may be a debate about the value of the property, there can be no debate that its value will be significantly and detrimentally impacted if the facility cannot operate due to Sound Transit's construction and/or resulting flyover. Sound Transit's proposed plans threaten to destroy the value of the property as such, since it cannot/will-not-be-able-to be used as a bakery at least during construction and very possibly afterwards. The economic harm and damage to the LLC under such circumstances is virtually immeasurable.

CONCLUSION

We believe Sound Transit's plan will force either the shut down or relocation of our operation, either temporarily (at least 3 years) or permanently. (We are skeptical that Sound Transit can provide a temporary relocation site. Even if so, we doubt it will allow a seamless transition.) The economic cost to the LLC will be in the hundreds of millions of dollars, not to mention the crippling effect it will have on the PNW food distribution/supply chain.

We urge Sound Transit to reconsider its plans. By moving the flyover just south of the parking lot to the S. Hanford St. end, the impacts cited above (including from the street closure) likely can be avoided.

Thank you for the courtesy of your consideration. Respectfully,

Sincerely,

PETERSON RUSSELL KELLY LIVENGOOD PLLC

Terrence I. Danysh
Attorneys for Sixth Avenue South Property LLC

Cc: Sixth Avenue South Property LLC

Communication ID: 504297 - Sixth Avenue South Property LLC Draft EIS Comment

#	Comments	Responses
1	It is our understanding that Sound Transit is looking at 3 configurations for the proposed flyover, identified in Ch. 4 of Appendix L to the DEIS as DUW-1a (see Figure L4.1-4a on p.74/266 of App. L, Ch. 4), Option DUW-1b (Fig. L4-1-5a, p. 84/266), and Alternative DUW-2 (L4.1-6a, p. 94/266). Furthermore, the primary access to the operation - 6th Avenue - will be closed on nights and weekends for an indeterminate time. The impacts caused by Sound Transit's proposals are unacceptable. SEPAAND CONDEMNATION Sound Transit's plans threaten to condemn the facility. As you know, there is already a flyover just north of the facility in the S. Forest St. right-of-way. Now Sound Transit is proposing to box in the facility by building another flyover immediately to the building's south through its parking lot. Without an alteration in the design/location of the new, proposed flyover and other mitigation relating to closure of 6th Avenue S., the property will suffer punitively. The result of the two separate flyovers virtually abutting the same building is an incredibly anomalous, hugely negative precedent. In fact, it is highly likely that if the flyover is built as planned, the facility will no longer be able to operate as intended. We hope Sound Transit sees these facts like we do and understands their potential implications-the following analysis and information from our experts argue for a better way, a flyover through the S. Hanford Street end.	Following publication of the WSBLE Draft EIS in January 2022, the Sound Transit Board confirmed Alternative DUW-1a as the preferred alternative in the Duwamish Segment in July 2022. Since July 2022, Sound Transit has advanced design of Preferred Alternative DUW-1a, including in the vicinity of 2901 6th Avenue South. Sound Transit appreciates the detailed information about your business operations and the challenges that would be associated with relocating it. Sound Transit has met with representatives of Sixth Avenue South Property LLC to discuss operations at this property and potential impacts. Design modifications to Preferred Alternative DUW-1a since the WSBLE Draft EIS have shifted the connection to the OMF Central to the south within the South Hanford Street right-of-way, reducing impacts to this business operation. These modifications could be applied to Option DUW- 1b if that alternative were selected as the project to be built. Please see Appendix J, Conceptual Design Drawings, for this revised design and the relation to this property.
2	As identified in Exhibit E (the TenW report), Sound Transit plans to close 6th Ave from S. Forest St. to S. Horton St. for an indeterminate time on nights and weekends. The operation relies on 6th Avenue for access; there is no other. Further, as explained earlier, the operation runs 24/7, and as Exhibit A shows, nighttime activity is at least as intense-if not more so-than daytime. Unless Sound Transit modifies its design per Exhibit E's suggestion to use the S. Hanford St. end for the flyover and/or accommodates the operation's usage of 6th Avenue (including the railway crossing, critical to the BNSF flour supply), the operation will essentially be shuttered. Even a short closure of 6th Avenue-unless some accommodation is reached-would be disastrous for the operation and the LLC. If Sound Transit is willing to move the flyover to the S. Hanford St. end as depicted in Exhibit E, then it may not be necessary for Sound Transit to close that portion of 6th Ave. South from S. Forest St. to the entrance and exit of the operation's south parking lot for the limited purpose of nighttime and weekend operation traffic.	Please see response to comment above regarding use of South Hanford Street right-of-way. Information about roadway closures for this updated design is provided in Appendix N.1, Transportation Technical Report.

EXHIBIT B

April 28, 2022

Franz 6th Ave Video Exhibit Summary

The following describes key information to aid in the viewing of the Franz 6th Ave Video exhibit. The video is 5:45 and covers a time span of approximately 27.5 hours over three different days from three different perspectives.

CAM 01
Date: **2/25/2022 Time: 1 am to 5:59 pm (Video Time = 3 minutes 10 seconds)**
Area: Section of video shows parking lot- front area with trucks entering 6th Ave and pulling along south end of building by the outlet store to load and unload. It also captures employee parking and activity of trucks that are staged to load and unload. Also shows feed commodity truck staging dumpster for transfer.

CAM 04
Date: 2/27/2022 Time: 7:25 am to 5:19 pm (Video time=2 minutes 3 seconds)
Area: Section of video shows the north end of the building and trucks pulling alongside the building to load and unload, and staging. You can also see the loading dock areas, where trucks stage and back in to load and unload for national sales- freezer stock, ingredient loading and unloading of bakery supplies. You can see next to the building four 210,000 lb. BNSF flour railcars that are staged to load flour in the two large flour tanks. You will see trucks backing up to the building, staging trucks, and service trucks pull in and out. You can also see multiple trucks parked that are for servicing or transfer to other distribution centers. Next to the loading docks is the freezer that needs to be accessed to load bakery cases into national sales trailers.

CAM 02
Date: 2/18/2022 Time: 1 am to2:30 am (Video Time=30 seconds)
Area: Section of the video from behind mechanics shop shows the BNSF rail cars using track to pull into rail spurs to move flour rail cars, stage flour rail cars, and place them next to building to start the release of flour or stagger the cars in rotation to use at the bakery facility. The tracks along north side and south side of building are important to provide other BNSF containers to facilitate travel along 5th Ave.

EXHIBIT C

UNITED STATES BAKERY

April 15, 2022
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: United States Bakery (dba Franz) Comment Letter--Puget Sound Regional Transit Authority (Sound Transit) West Seattle and Ballard Link Extensions Draft EIS--Sound Transit ROW I.D. WS5712 (2901 6th Ave. S.)

To Whom It May Concern:

I am writing on behalf of United States Bakery (dba Franz) regarding Sound Transit's proposed "flyover" through the south parking lot at 2901 6th Ave. S. It is our understanding that Sound Transit is looking at three configurations for the proposed flyover, identified in Ch. 4 of Appendix L to the DEIS as DUW-1a (see Figure L4.1-4a on p.74/266 of App. L, Ch. 4), Option DUW-1b (Fig. L4-1-5a, p. 84/266), and Alternative DUW-2 (L4.1-6a, p. 94/266).

Franz is the lessee of the bakery facility at that location. We have been there for 25 years and plan on continuing to be there. Our operation generates annually over ninety million pounds of bakery goods for the entire Pacific Northwest (and beyond). The logistics for operating the bakery, particularly loading/unloading raw materials and product, is extremely complicated. The facility operates 24/7 with approximately 200 truck trips per day through the south parking lot. In fact, the south parking lot not only serves as the load/unload/delivery/staging area for the operation, but parking for our 150 employees AND visitors/customers of our outlet store there (nearly 4000 visits per month).

We believe Sound Transit's plan will force either the shut down or temporary relocation of our operation. We are skeptical that a temporary relocation site could be located for us by Sound Transit and even if one was, we doubt it will allow us to function as we do currently. The economic cost to our company would be tremendous, enough that we may not be able to operate. This would impact the employment of 150 employees and have a crippling effect on our PNW food distribution/supply chain.

We urge Sound Transit to reconsider its plans. By moving the flyover just south of the parking lot to the Hanford St. end, the impacts cited above likely can be avoided.

Respectfully,

Michael R. Petitt

Michael R. Petitt
Chief Financial Officer,
United States Bakery

EXHIBIT D

206-294-3285
www.sodoseattle.org

SODO
Business Improvement Area
Advocating for a Safe, Clean & Moving SODO

270 S Hanford St, Suite112
Seattle, WA 98134

April 20, 2022

To Whom It May Concern:

I am writing on behalf of the SODO BIA regarding Sound Transit's proposed "flyover" through the south parking lot at 2901 6th Ave. S. It is my understanding that Sound Transit is looking at 3 configurations for the proposed flyover, identified in Ch. 4 of Appendix L to the DEIS as DUW-1a (see Figure L4.1-4a on p.74/266 of App. L, Ch. 4), Option DUW-1b (Fig. L4-1-5a, p. 84/266), and Alternative DUW-2 (L4.1-6a, p. 94/266).

That location has been in active operation as a baker since the early 1950s. It has generated hundreds of millions of pounds of bakery goods for the entire Pacific Northwest (and beyond). From what we can tell, the logistics for operating the bakery, particularly loading/unloading raw materials and product, is extremely complicated. The facility operates 24/7 with hundreds of trucks and cars per day using the south parking lot.

We are concerned that Sound Transit's plan will force either the shut down or relocation of the operation, either temporarily or permanently. (We are also skeptical that Sound Transit can provide a temporary relocation site.) We believe the flyover could have a crippling effect on the PNW food distribution/supply chain.

We urge Sound Transit to reconsider its plans. By moving the flyover just south of the parking lot to the Hanford St. end, the impacts cited above likely can be avoided.

Sincerely,

Erin Goodman, Executive Director
SODO Business Improvement Area

6th Ave So. Pty LLC Ex. E

TENW
Transportation Engineering NorthWest

MEMORANDUM

DATE: April 26, 2022

TO: Terrence Danysh, PRK Livengood, Counsel of Gai/Franz Bakery

FROM: Michael Read, PE, Principal, TENW

SUBJECT: Traffic Analysis of Sound Transit (ST) 3 Impacts to Gai/Franz Bakery Production Facility
TENW Project No. 2022-092

This memorandum summarizes a traffic analysis of the proposed construction of a light rail guideway of the preferred alignment of the *West Seattle and Ballard Link Extensions* documented as part of the Sound Transit 3 DEIS through the existing Gai/Franz Bakery Production Facility in the Duwamish Manufacturing and Industrial Center of Seattle, WA. This memo includes a project description, a description of existing transportation conditions and operations of passenger and truck traffic and other raw product delivery to the site, short-term construction impacts of the proposed guideway and long-term impacts to on-site parking and circulation with structural columns currently proposed within the central on-site parking lot and truck delivery and distribution areas, and identified roadway closures adjacent to the impacted property. In addition, based on our review, an alternative alignment of the proposed guideway that is preliminary within public right-of-way has been identified to significant reduce direct and indirect impacts of the elevated guideway through the Gai/Franz Bakery Production Facility without any cost impacts to ST's construction budget.

Subject Site Description & Operations

The existing Gai/Franz Bakery Production Facility was established in 1952 in a centralized location in Seattle and has been expanded and upgraded over the years, most recently in 2019 with a bun line. The location of the facility allows for close access to the regional freeway interstate system, local arterials for truck access/distribution, and rail lines to provide direct access of bulk flour.

The bakery production facility operates 24-hours per day, 7 days per week, and supplies a variety of baked goods that are distributed locally and regionally from Alaska to California as direct outlets and other grocery chains. The facility produces up to 1.8 million pounds of baked goods per week, with 1.2 million pounds of bread and 600,000 pounds of buns. Truck deliveries of bulk material and packaging supplies, truck distribution of finished baked goods, and truck transport of recycled materials for stock feed average up to 200 trucks per week, or 400 average daily vehicle (ADT) trips. Given on-site constraints of vehicle maneuvering and layover, additional localized truck trip generation is approximately 20 percent higher as trucks arrive and then are required to stage off-site when loading docks are full.

The production facility employs 150 people over 3 separate production shifts. During peak production shift changes, approximately 100 vehicles per hour enter/exit the site during peak hours. The Gai/Franz Production Facility also operates a retail outlet store to the general public, which generates approximately 300 daily vehicle trips during its operational hours of 8:00 a.m. to 5:00 p.m. from Monday to Saturday. The southern parking lot, where the currently proposed elevated guideway through the Gai/Franz Production Facility, has surface parking for nearly 60 passenger vehicles, three separate loading docks/bays, and 6 marked stalls for local delivery vehicles. In total, the site generates approximately 900 and 1,200 daily vehicle trips (when on-site retail store is closed, 300 less ADT is generated).

6th Ave So. Pty LLC Ex. E

Sound Transit Elevated Guideway Alignment & Site Impacts

As identified in Sheet L50-GSP119, of the Appendix J drawings of conceptual guideway design from the elevated guideway preferred alignment in the *West Seattle and Ballard Link Extensions DEIS*, four separate structural columns (and associated spread foundations) and several storm water vaults have been identified within the private surface parking lot and vehicle maneuvering areas of the Gai/Franz Bakery Production Facility (see Exhibit 1). These transition guideways would provide access from the new Link connections to the existing Link Operations & Maintenance facility immediately southeast of the Gai/Franz Bakery Production Facility.

As shown in Exhibit 1, the general building outline in blue (primary bakery production building and on-site delivery truck maintenance building) and structural columns/vaults in red highlight these existing facilities and impact areas. There are also several "signal bungalows" identified on the Sheet exhibit, some of which may be attached to the elevated guideway and others appear to be raised structures at-grade that would impact building access or vehicle maneuvering to the Gai/Franz Bakery Production Facility.

Short-term construction and long-term impacts would occur to the Gai/Franz Bakery Production Facility as a result of the proposed preferred alignment through the southern portion of the subject property on-site, and within the undeveloped public right-of-way of S Hanford Street, where additional street parking and vehicle maneuvering to the truck maintenance facility is located. Short-term on construction impacts of 4-6 months that would require full closures of nearly all on-site parking and truck vehicle access would be required to excavate/pour structural foundations, form /pour columns, and form/pour the guideway and/or crane lift completed pre-fabricated guideway sections. As a 24-hour, 7 days per week bakery production facility, these short-term construction impacts alone could not be fully mitigated by Sound Transit. Considering even a phased construction and staging effort, which would likely elongate the construction period to nearly a year or require removal and relocation of the existing on-site truck maintenance facility to allow for construction staging or alternative truck maneuvering area, would impact the ability for large truck vehicle maneuvering on-site.

Long-term impacts would also occur under the preferred alignment to the Gai/Franz Bakery Production Facility, including loss of on-site parking (8 marked stalls) and structural columns that would increase conflict zones with large truck vehicle maneuvering on-site. In addition to these impacts of long-term daily vehicle operations, the installation of the elevated guideway would also significantly impact the ability of the building accessibility that requires crane lifts to vertically service rooftop facilities of the primary productions building or to access the existing exterior flour tanks/pumping systems within the southwest quadrant of the production facility.

Exhibit 2 provides a series of Autoturn analyses of large truck maneuvering on-site with the proposed structural columns from the conceptual design prepared by Sound Transit. Several different design vehicles have been modeled based upon the typical design vehicles that delivers or transports at the Gai/Franz Bakery Production Facility, including a WB-67 and a WB-67D. Given multiple unload/load dock locations, four different iterations of these design vehicles are presented. Based on this analysis, an addition loss of 1 parking stall would occur, and the side-loading dock using the WB-109D design vehicle would result in shy distances of less than 1 foot to existing buildings and the new columns for the elevated guideway that would not meet standard engineering practice of 3 feet design offset as shown in Sheet 3 of 4 in Exhibit 2. As such, with the proposed structural columns within the parking lot area and near loading docks where large truck maneuvering occurs, significant delays in vehicle circulation would occur and likely

6th Ave So. Pty LLC Ex. E

vehicle strikes by tractor/trailers combinations are expected on existing private fixed objects to avoid impacts to new vertical columns.

Roadway Closure Construction Impacts

As identified in Attachment N.1E Construction-Related Roadway Modifications, a number of roadway closures are expected during construction of either rail alignment alternative in the vicinity of the Gai/Franz Bakery Production Facility (see Exhibit 3). Most impactful are expected evening and weekend full closures of 6th Avenue S between S Forest Street and S Horton Streets (along the entire site frontage of the subject property as identified in Table N.1E-5) that would, without further information, occur for an indeterminate period during construction. As a 24-hour, 7 days per week operation, the Gai/Franz Bakery Production Facility that produces nearly 2 million pounds of bread products per week would experience profound significant adverse traffic impacts from loss of all vehicle access that would likely result in full operational closure of the facility (as the operational parameters of the production facility does not allow for full shut down of the entire facility for long term periods). Peak overnight evening hours of the Gai/Franz Bakery Production Facility occur during shift changes from 9:00 PM to 11:00 PM and 4:00 AM to 6:00 AM with approximately 100 vehicles per hour during these periods, and peak product distribution from 5:00 PM to 10:00 PM and 6:00 AM to 10:00 AM with approximately 20 peak hourly truck maneuvers on a continuous daily basis.

Proposed Alignment to Mitigate Impacts to Gai/Franz Bakery Production Facility

Review of on-site operations with management/ownership by TENW as well as research of property ownership of private, BNSF, and public right-of-way, resulted in evaluation of a proximate, but buildable alternative alignment of the elevated guideway. The existing on-site truck maintenance facility for Franz Bakery delivery trucks has service bay openings within the on-site parking lot and into the undeveloped public right-of-way of S Hanford Street. A "triangular portion" of this undeveloped right-f-way is used to access to the truck service bays, parking for delivery trucks, and also temporary staging for trailers and other active trucking maneuvers waiting for load/unload bays to be available at the primary production facility. While access this area can only be completed given an adjacent BNSF rail spur line, it does provide an important component to delivery truck maintenance operations. This area does not however, have critical ongoing access requirements to the primary Gai/Franz Bakery Production Facility building or the three different truck load/unload docks. As such, a minor realignment of the proposed elevated guideway has been conceptually demonstrated as method to mitigate direct and indirect traffic and parking impacts of the preferred alignment through the currently proposed primary parking lot and truck delivery areas on-site.

Exhibit 4 provides an overview of the alternative alignment, which includes an alignment to the south of the existing on-site delivery truck maintenance building primarily within public right-of-way. Revised locations of structural columns and elevated guideway alignment has been drawn with consistent radius transition to the service line guideway within the SODO Busway as proposed by Sound Transit. Depending upon the reason behind the planned construction roadway closure of 6th Avenue S along the entire project frontage during peak weekend/evening periods, truck/vehicle access could be maintained to the site to/from the north via S Forest Street to construct the elevated guideway along this alternative alignment.

6th Ave So. Pty LLC Ex. E

Conclusion

Based upon our review of the *West Seattle and Ballard Link Extensions* documented as part of the Sound Transit 3 DEIS in the context of transportation impacts to the existing Gai/Franz Bakery Production Facility in the Duwamish Manufacturing and Industrial Center of Seattle, WA, we have determined the following key issues of concern, some of which, would result in significant adverse impacts.

The currently proposed elevated guideway through the existing Gai/Franz Bakery Production Facility would create both short-term construction and long-term operational impacts to the existing parking facility and truck loading docks in the southern portion of the facility.

- Short-term on construction impacts of 4-6 months that would require full closures of nearly all on-site parking and truck vehicle access would be required to excavate/pour structural foundations, form /pour columns, and form/pour the guideway and/or crane lift completed pre-fabricated guideway sections.
- Long-term impacts would also occur under the preferred alignment to the Gai/Franz Bakery Production Facility, including loss of on-site parking (8 marked stalls) and structural columns that would increase conflict zones with large truck vehicle maneuvering on-site. Viability of long-term building roof access for maintenance repair of production facility and flour transfer towers between adjacent rail lines and the production facility in the southwest quadrant of the building would also occur as a result of a vertical structure through the parking facility/truck maneuvering areas.
- Most impactful are expected evening and weekend full closures of 6th Avenue S between S Forest Street and S Horton Streets (along the entire site frontage of the subject property as identified in Table N.1E-5) that would, without further information, occur for an indeterminate period during construction. As a 24-hour, 7 days per week operation, the Gai/Franz Bakery Production Facility that produces nearly 2 million pounds of bread products per week would experience profound significant adverse traffic impacts from loss of all vehicle access that would likely result in full operational closure of the facility.

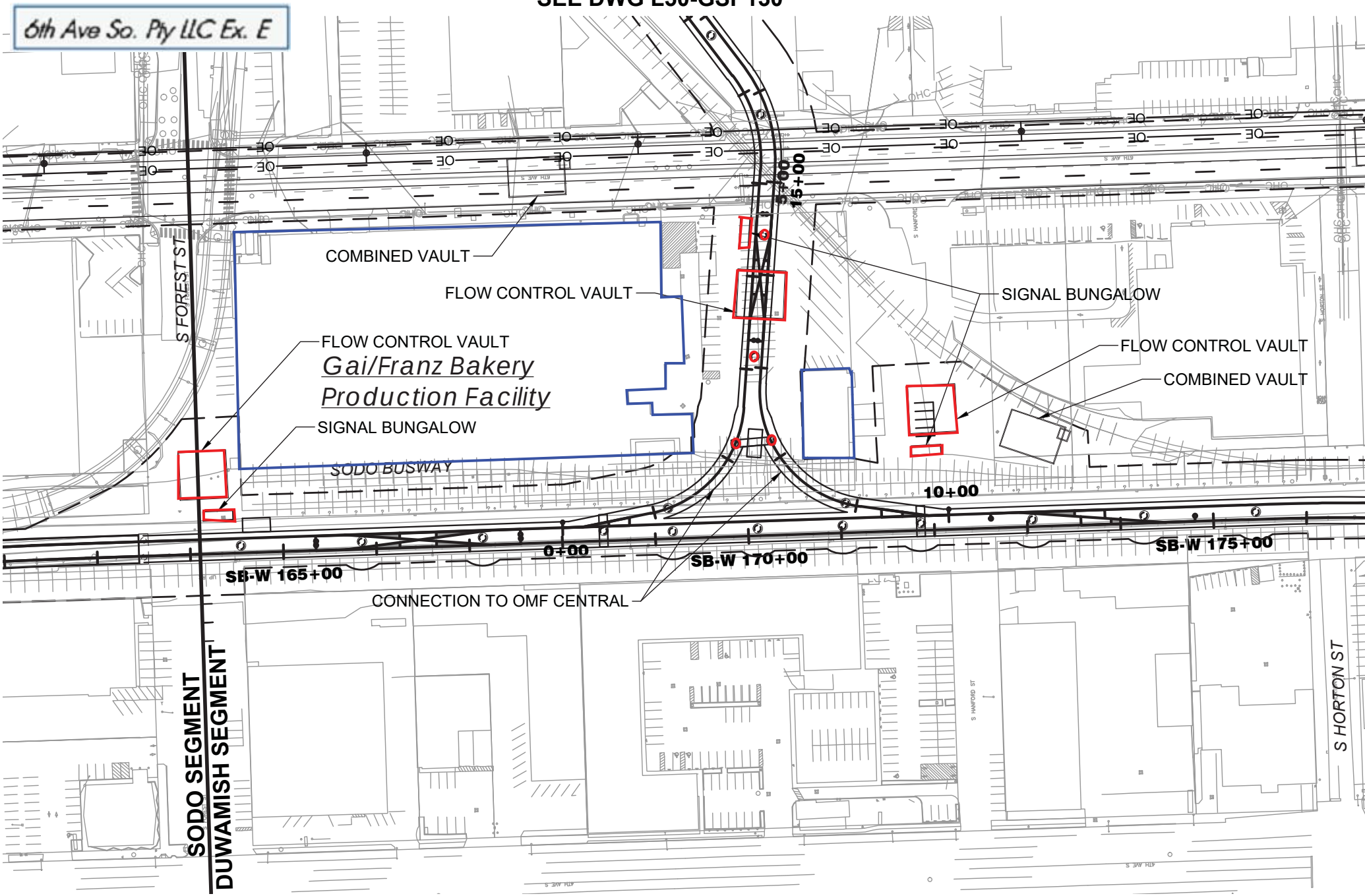
The identified alternative alignment, which includes an alignment to the south of the existing on-site delivery truck maintenance building primarily within public right-of-way, would mitigate a majority of these adverse transportation impacts. Also possible with this alignment, is to mitigate the planned construction roadway closure of 6th Avenue S along the entire project frontage during peak weekend/evening periods. Under this alternative alignment, truck/vehicle access could be maintained to the site to/from the north via S Forest Street to construct the elevated guideway.

If you have any questions regarding the information presented in this memo, please call me at (206) 361-7333 x 101 or mikeread@tenw.com.

6th Ave So. Pty LLC Ex. E

Exhibit 1
Overview of Guideway Impacts to Gai/Franz Bakery Production Facility

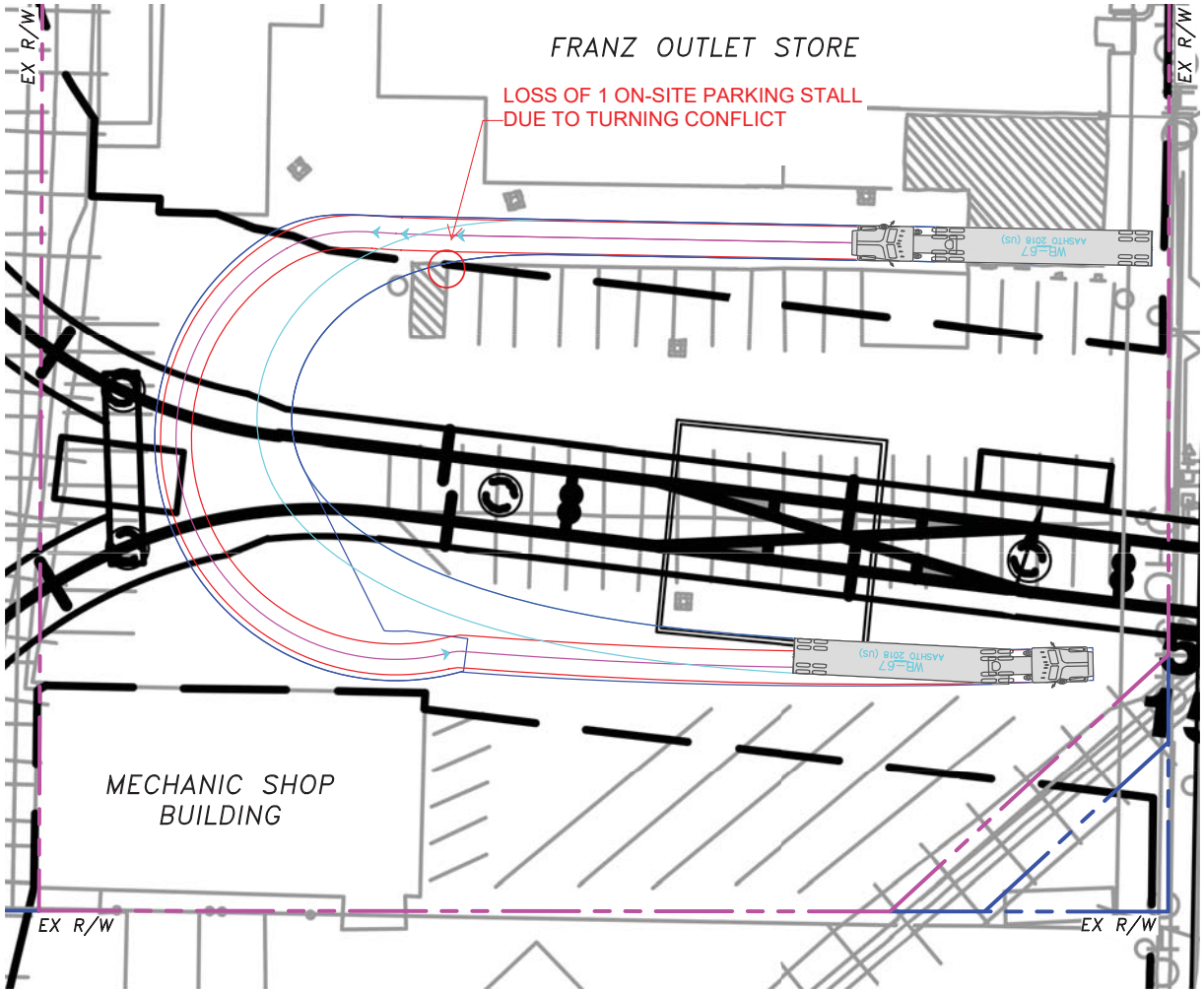
SEE DWG L50-GSP130

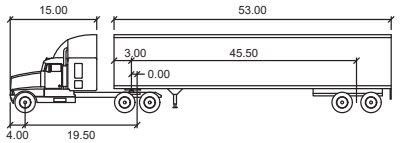


6th Ave So. Pty LLC Ex. E

Exhibit 2
Structural Column Impacts using Autoturn Analysis of WB-67 and WB-109D Vehicle Maneuvering at the Gai/Franz Bakery Production Facility

6th Ave So. Ply LLC Ex. E





WB-67 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

AUTOTURN GENERAL NOTES:

1. *AUTOTURN MOVEMENTS ARE GENERATED BY A COMPUTER MODEL. RESULTS SHOULD BE CONSIDERED APPROXIMATE AND USED CONSERVATIVELY.*
2. *ACTUAL DESIGN VEHICLE DIMENSIONS MAY VARY.*
3. *A 'SUCCESSFUL' SIMULATION DOES NOT CONCLUDE THAT ALL DRIVERS WOULD BE ABLE TO COMPLETE OR REPLICATE THE MODELED TURNING MOVEMENT WITH ACTUAL DRIVING SCENARIOS.*
4. *OTHER DRIVEABLE PATHS MAY EXIST.*

LEGEND

- VEHICLE BODY ENVELOPE
- FRONT TIRE PATH
- REAR TIRE PATH

PRELIMINARY - FOR DISCUSSION ONLY

0 30
SCALE IN FEET

N

DATE: 04/26/2022

TENW
Transportation Engineering NorthWest

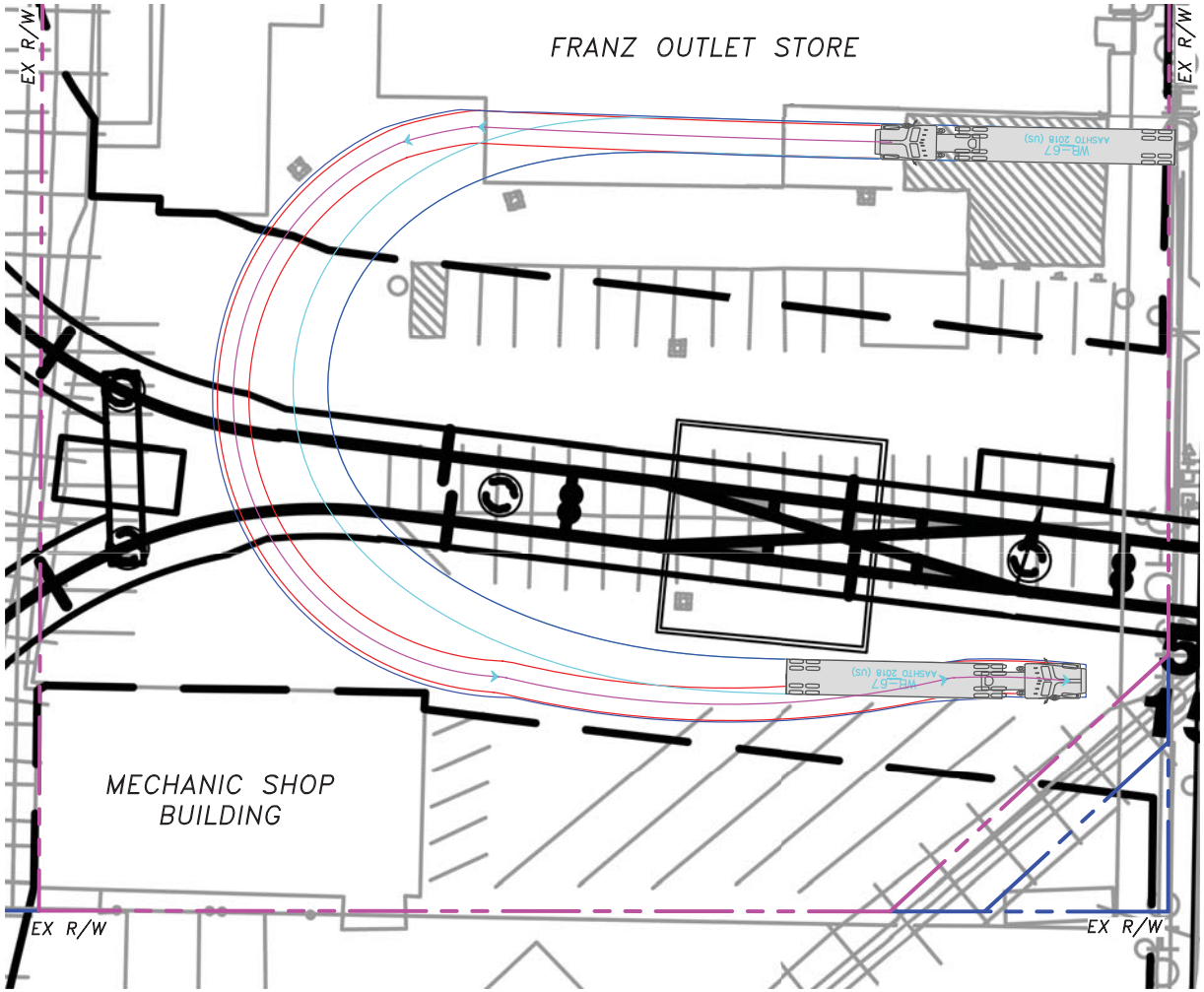
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747
Project Contact: Michael Read, P.E
Phone: 206-999-4145

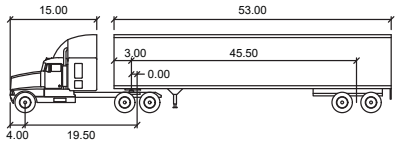
GAI-FRANZ
6TH AVE / FORREST ST BUILDING

WB-67 DESIGN VEHICLE
PARKING LOT LOOP

SHEET 1 OF 4

6th Ave So. Pty LLC Ex. E





WB-67 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

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LEGEND

- VEHICLE BODY ENVELOPE
- FRONT TIRE PATH
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PRELIMINARY - FOR DISCUSSION ONLY

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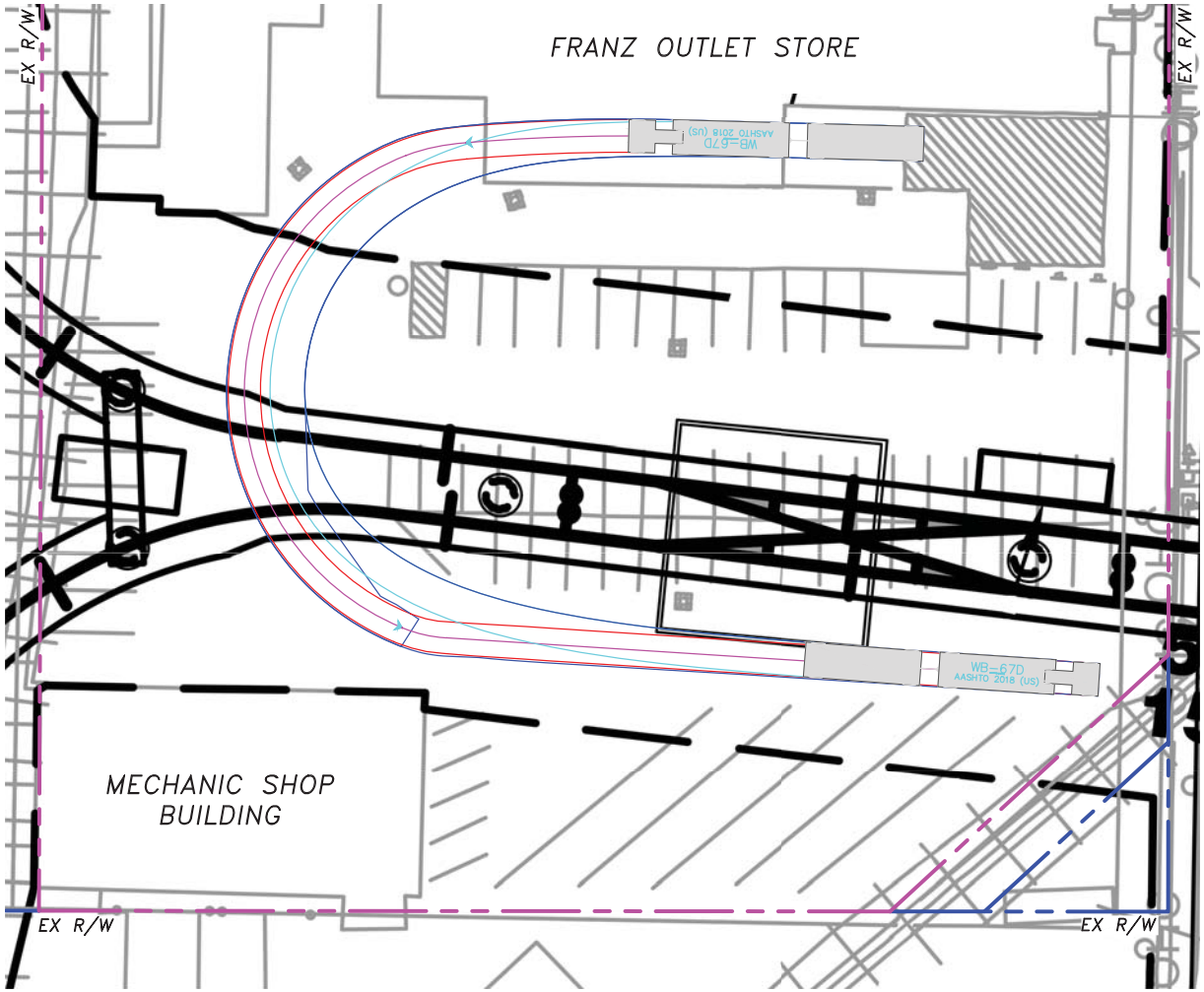
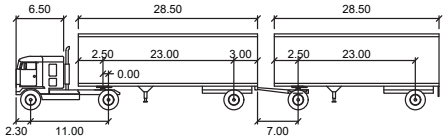
GAI-FRANZ
6TH AVE / FORREST ST BUILDING

WB-67 DESIGN VEHICLE
PARKING LOT LOOP - OFFSET POSITION

6th Ave So. Ply LLC Ex. E





WB-67D

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 15.6
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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LEGEND
VEHICLE BODY ENVELOPE
FRONT TIRE PATH
REAR TIRE PATH

PRELIMINARY - FOR DISCUSSION ONLY

0 30
SCALE IN FEET

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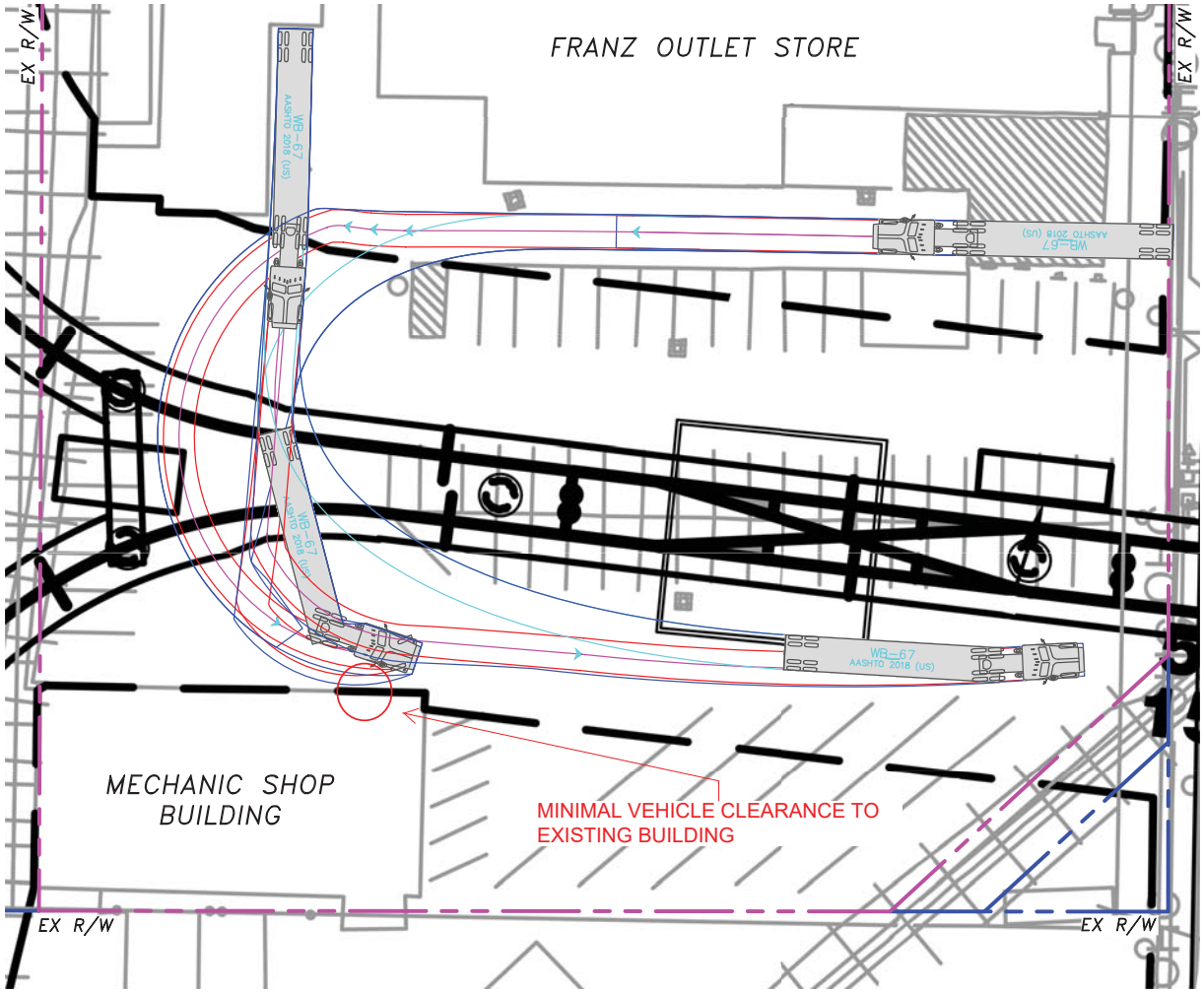
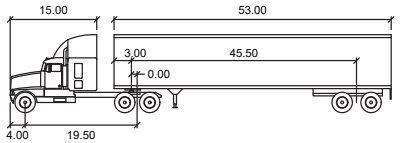
GAI-FRANZ
6TH AVE / FORREST ST BUILDING

WB-67D DESIGN VEHICLE
PARKING LOT LOOP - OFFSET POSITION

SHEET 3 OF 4

6th Ave So. Ply LLC Ex. E





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VEHICLE BODY ENVELOPE
FRONT TIRE PATH
REAR TIRE PATH

PRELIMINARY - FOR DISCUSSION ONLY

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GAI-FRANZ
6TH AVE / FORREST ST BUILDING

WB-67 DESIGN VEHICLE
PARKING LOT LOOP - BACKING IN

SHEET 4 OF 4

Exhibit 3
Roadway Closures Planned by Sound Transit in Project Vicinity

EXHIBIT 3 - SODO & West Seattle Bridge Segments - Construction Closure Summary in Vicinity of Gai/Franz Production Facility

6th Ave So. Pty LLC Ex. E

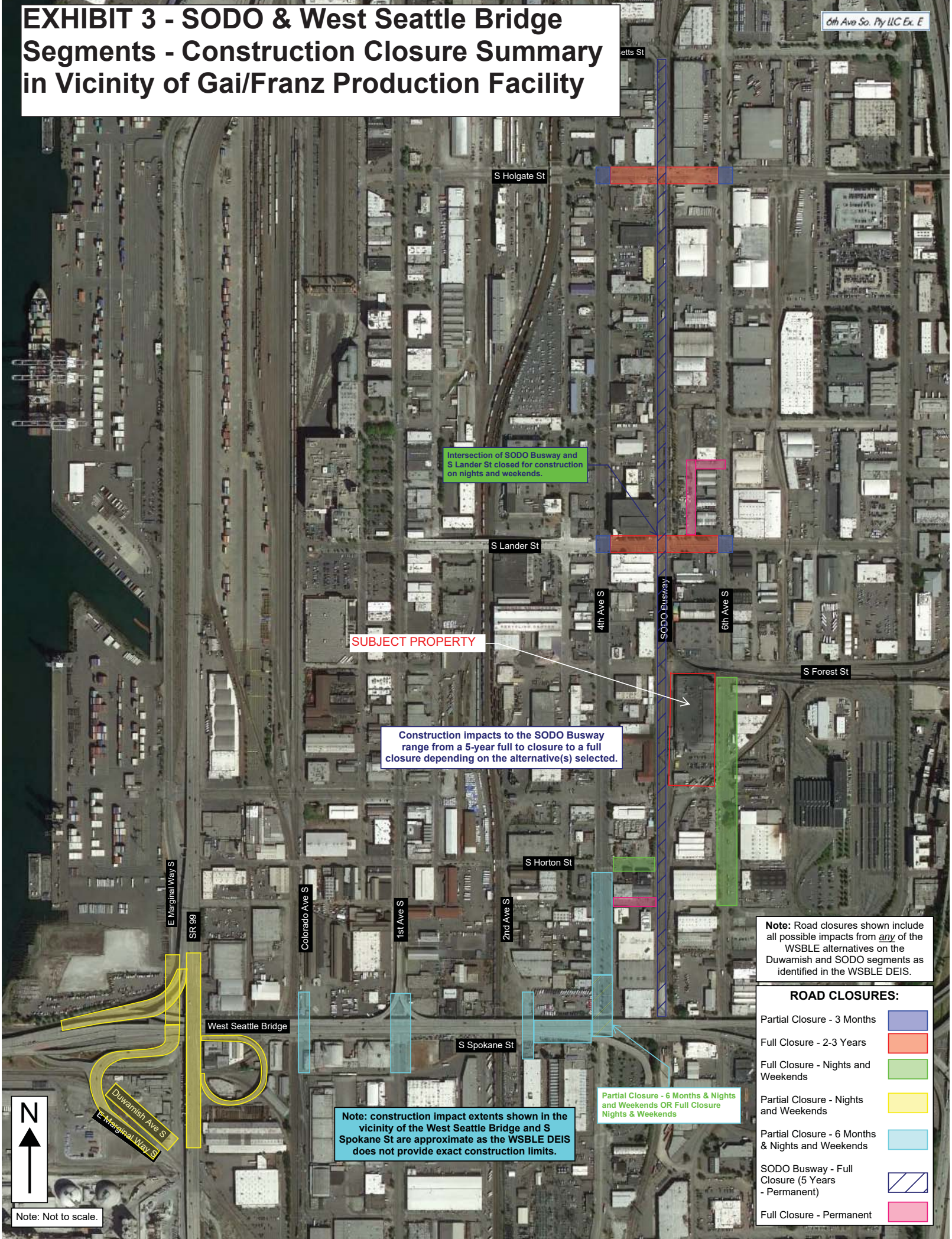
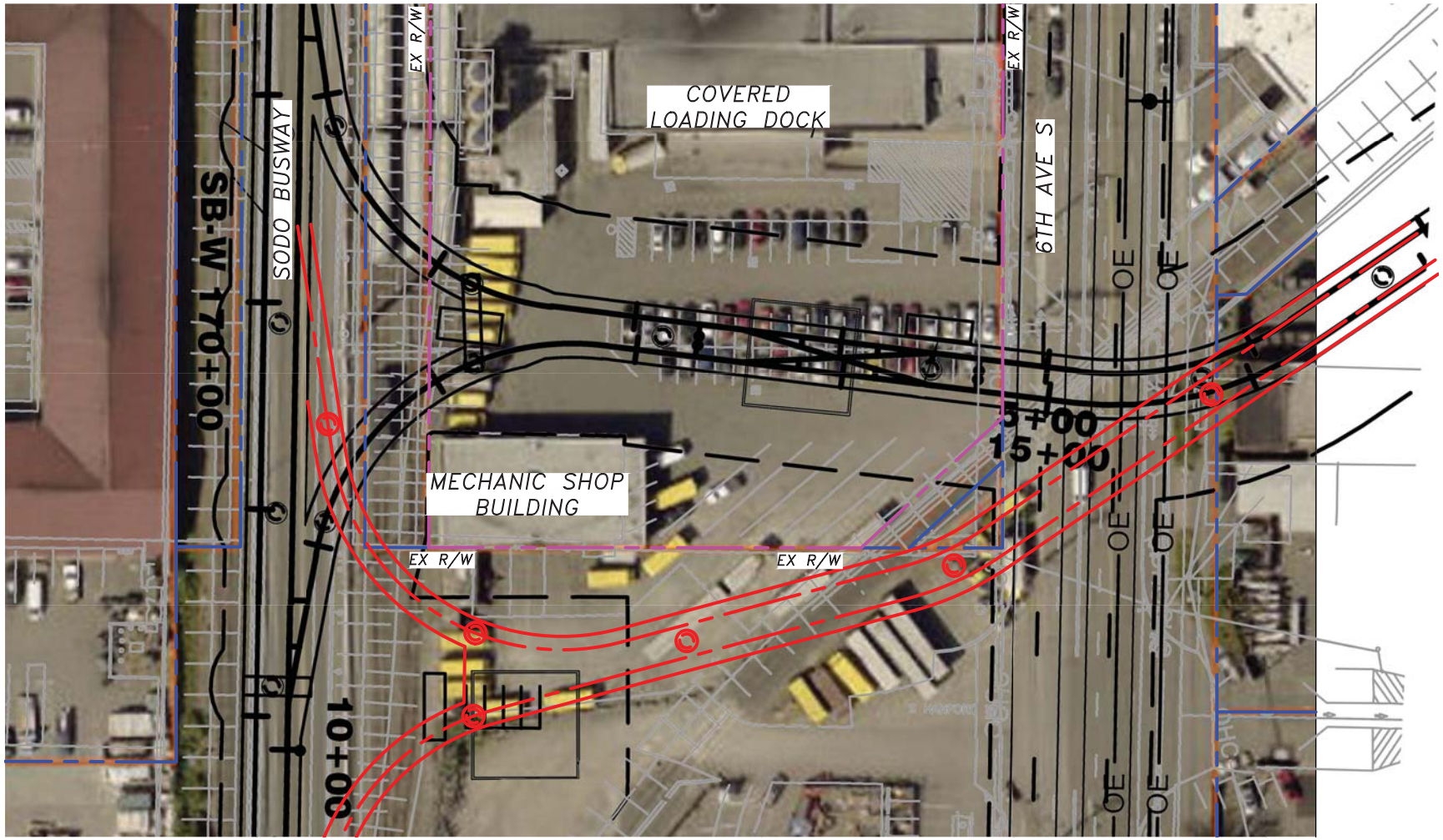


Exhibit 4
Alternative Elevated Guideway Alignment to Mitigate Impacts to Gai/Franz Bakery Production Facility

6th Ave So. Ply LLC Ex. E



PRELIMINARY - FOR DISCUSSION ONLY

0 50
SCALE IN FEET

N

DATE: 04/11/2022

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Phone: 206-999-4145

GAI-FRANZ
6TH AVE / FORREST ST BUILDING

PROPOSED RAIL ALIGNMENT

SHEET 1
OF 1

EXHIBIT F

OPINION OF VALUE | 2901 6TH AVE S, SEATTLE, WA 98134

FRANZ BUILDLING

Prepared by

Nick Ramirez
Associate Vice President
nick.ramirez@kidder.com

Kidder Mathews

Date February 10, 2022

RE: Brokers Opinion of Value
2901 6th Ave S
Seattle, WA, 98134
King County Parcel # 766620-4210

Dear Don:

We have completed the following Opinion of Value. This Opinion is based on the property being environmentally clean. As you may be aware, a negative environmental report could drastically affect the value and marketability of the property.

Based on our evaluation, we feel this property today is worth **$25,250,000**. If we were going to market this property for sale, we would recommend a higher asking price.

Please contact us if you have any questions.

Sincerely,

Nick Ramirez

This brokers' price opinion is not an appraisal as defined in chapter 18.140 RCW and has been prepared by a real estate licensee, licensed under chapter 18.85 RCW, who is not also state certified or state licensed as a real estate appraiser under chapter 18.140 RCW. The opinion is based on the property being environmentally clean.

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Building Aerial

02

PROPERTY EVALUATION

Cost Approach to Value
Income Approach to Value
Market Approach to Value
Conclusion of Sale Analysis

03

TAX INFORMATION

Property Detail Report
Parcel Map

04

SALE COMPARABLES

PREPARED BY

NICK RAMIREZ
206.248.6521
nick.ramirez@kidder.com

KIDDER.COM

This information supplied herein is from sources we deem reliable. It is provided without any representation, warranty, or guarantee, expressed or implied as to its accuracy.

SECTION 01

PROPERTY DESCRIPTION

Vicinity Aerial

Building Aerial

Kidder Mathews

PROPERTY DESCRIPTION

177,220 SF

LAND

122,903 SF

BUILDING*

2901 6TH AVE S, SEATTLE, WA

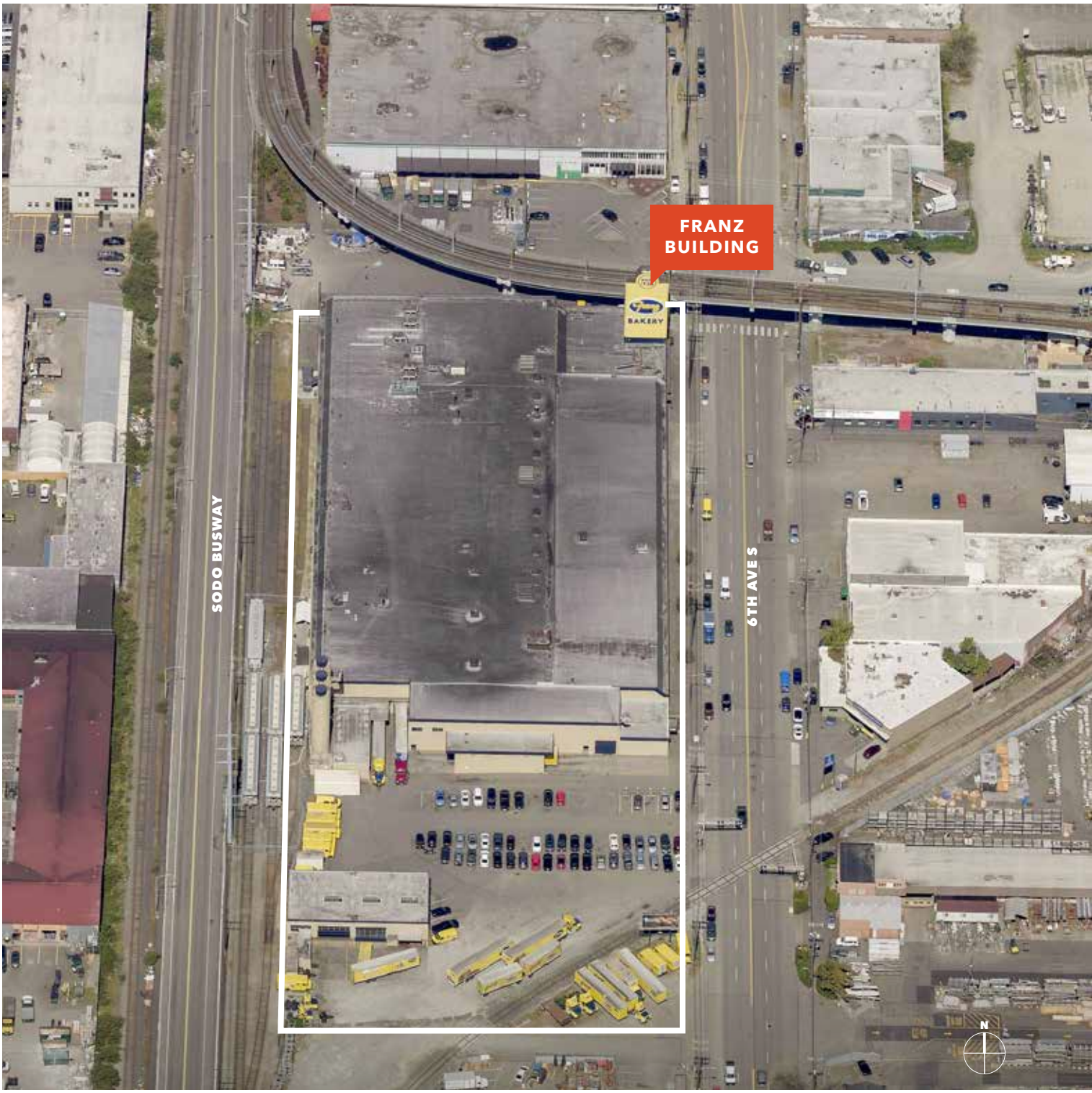
The property is located in the South Seattle Industrial District, which is the oldest industrial concentration in the Puget Sound region. It is bordered by Seattle's Central Business District (CBD) to the north and extends approximately eight miles south. Martin Luther King Jr. Way bounds the district on the east and Hwy. 99 bounds it on the west. The district is located primarily east of the Duwamish Waterway, a narrow river valley that empties into Seattle's Elliott Bay. The property's immediate neighborhood is referred to as SODO.

The neighborhood is characterized by older masonry industrial buildings used for light manufacturing, warehousing and retail stores with many of the buildings in the neighborhood benefitting from rail service.

*King County Tax Assessor provided

VICINITY AERIAL

BUILDING AERIAL



SECTION 02

PROPERTY EVALUATION

Cost Approach to Value

Income Approach to Value

Market Approach to Value

Conclusion of Sale Analysis

Kidder Mathews

COST APPROACH TO VALUE

2901 6TH AVE S, SEATTLE, WA

The estimated replacement cost of a property is determined by establishing the cost of comparable land together with estimating specific construction costs and soft costs to arrive at a total valuation. The amount of accrued depreciation is estimated and deducted from the replacement cost to arrive at the current value of the property.

LAND VALUE

Land Value - If Vacant	177,220 SF	@	$100 PSF	=	$17,722,000

ESTIMATED REPLACEMENT COST OF IMPROVEMENTS

Building Value	122,903 SF	@	$200 PSF	=	$24,580,600
Plus Indirect/Soft Costs		@	10%	=	$2,458,060
Total Replacement Cost				**=**	**$27,038,660**
Less Accrued Depreciation of Building Value		@	40%	=	($10,815,464)
Estimated Value of Improvements				**=**	**$16,223,196**
Total Estimated Value of Land and All Improvements				**=**	**$33,945,196**

INCOME APPROACH TO VALUE

2901 6TH AVE S, SEATTLE, WA

The income approach produces an estimate of value or range of values by establishing a gross and net income and capitalizing the annual net income. Economic rental and capitalization rates are based on prevailing rates for comparable properties and open market sale transactions which indicate accepted capitalization rates for properties which have similar characteristics.

PROJECTED INCOME AND EXPENSE ANALYSIS

Gross Monthly Operating Income - from Existing Lease	=	**$75,760**
Gross Annual Operating Income	=	**$909,119**
Less vacancy and credit loss (5% of net rent)		($45,455)
Effective Net Income	=	**$863,664**
Less Non-Reimbursed Operating Expenses		
Reserves (3%)	=	($25,909)
Misc. / Management (2%)	=	($17,273)
Net Operating Income	=	**$820,482**

VALUE FOR INCOME APPROACH

Annual Net Operating Income	=	$820,482
Probable Capitalization Rate	=	**3.5%**
Estimated Income Value	=	**$23,442,343**

MARKET APPROACH TO VALUE

2901 6TH AVE S, SEATTLE, WA

The Market Approach produces an estimate of value of a property by comparing it with similar properties of the same type and class that have been sold recently or are currently offered for sale in the same or competing areas.

Comparable sales over the last year in the Kent area indicates a purchase price for similar properties ranged between $200 and $240 per square foot of building. The building sales vary widely in size, lot configuration, and location. Based upon our experience, we estimate the current market value for a purchaser of the property to be $220 per square foot.

MARKET ANALYSIS

Land with Building	**122,903 SF**	**@**	**$220 PSF**	**=**	**$27,038,660**

In considering the comparable sales along with the competitive buildings, a comparable sales value of **$27,038,660** is appropriate for the **Franz Building**.

CONCLUSION OF SALE ANALYSIS

"With these factors in mind, we feel that Franz Building located at 2901 6th Ave S, should be valued at $25,250,000."

Property Evaluation

$33,945,196	COST APPROACH TO VALUE
$23,442,343	INCOME APPROACH TO VALUE
$27,038,660	MARKET APPROACH TO VALUE

SECTION 03

TAX INFORMATION

Property Detail Report

Parcel Map

Kidder Mathews

PROPERTY DETAIL REPORT

Owner Information

Owner Name 1	GAI, DONALD	Owner Name 2	--
Mailing Address	17301 NE 126TH PL REDMOND WA 98052	Owner Type	--
		Vesting Code	CO
Vesting Code Desc	COMPANY/CORPORATION		

Location Information

Legal Description

SEATTLE TIDE LDS E 270 FT LESS 17 FT R/W OVER 12

County	KING	Parcel No. (APN)	766620-4210
FIPS Code	53033	Alternative APN	--
Census Trct/Blk	009300/3	Legal Book/Page	--
Twnshp-Rnge-Sect	24-04-08	Map Reference	--
Legal Land Lot	12-22	School District	Seattle Public Schools
Legal Block	274	Subdivision	SEATTLE TIDE LDS BL 01-376

Last Market Sale Information

Recording Date	2002/06/28 00:00:00	New Construction	--
Sale Date	2002/06/28 00:00:00	1st Mtg Amount	--
Sale Price	--	1st Mtg Type	--
Price Per SF	--	1st Mtg Doc. No.	--
Price Per Acre	--	Sale Doc. No.	20020708001503
Deed Type	--	Transfer Doc. No.	20020708001503
Sale Type	--	Seller Name	--
Title Company	--	Lender	

Last Transfer of Ownership

Recording Date	2002/07/08 00:00:00	Book Number	--
Doc. Number	20020708001503	Page Number	--
Doc. Type	BS		

Prior Sale Information

Recording Date	--	Sale Type	--
Sale Date	--	Transfer Doc. No.	--
Sale Price	--	New Construction	--
Sale Doc. No.	--	Title Company	--
Seller Name	--	Lender	--

Property Characteristics

Building Area	116,543 SF	Total Rooms	--
No. of Units	--	Bedrooms	--
No. of Stories	1	Bathrooms	--
Year Built	1952 / 1975 Effective	Basement	--
Condition	--	Basement Area	--
Construction	MASONRY	Heat Type	HOT WATER
Roof Type	--	Air Cond. Type	--
Roof Material	--	Fireplace	--
Parking Spaces	--		

PROPERTY DETAIL REPORT

Site Information

Zoning	IG1 U/85	Assessor Acreage	4.07
County Use Code	--	Calculated Acreage	4.07
County Use Code Desc.	INDUSTRIAL LIGHT MANUFACTURING	Assessed Lot SF	177,202
		Land Use Code	5001
Calculated Lot SF	177,172	Land Use Desc.	MANUFACTURING (LIGHT)
Assessor Lot W/D	/	Land Use Category	INDUSTRIAL (GENERAL)
Topography	--		

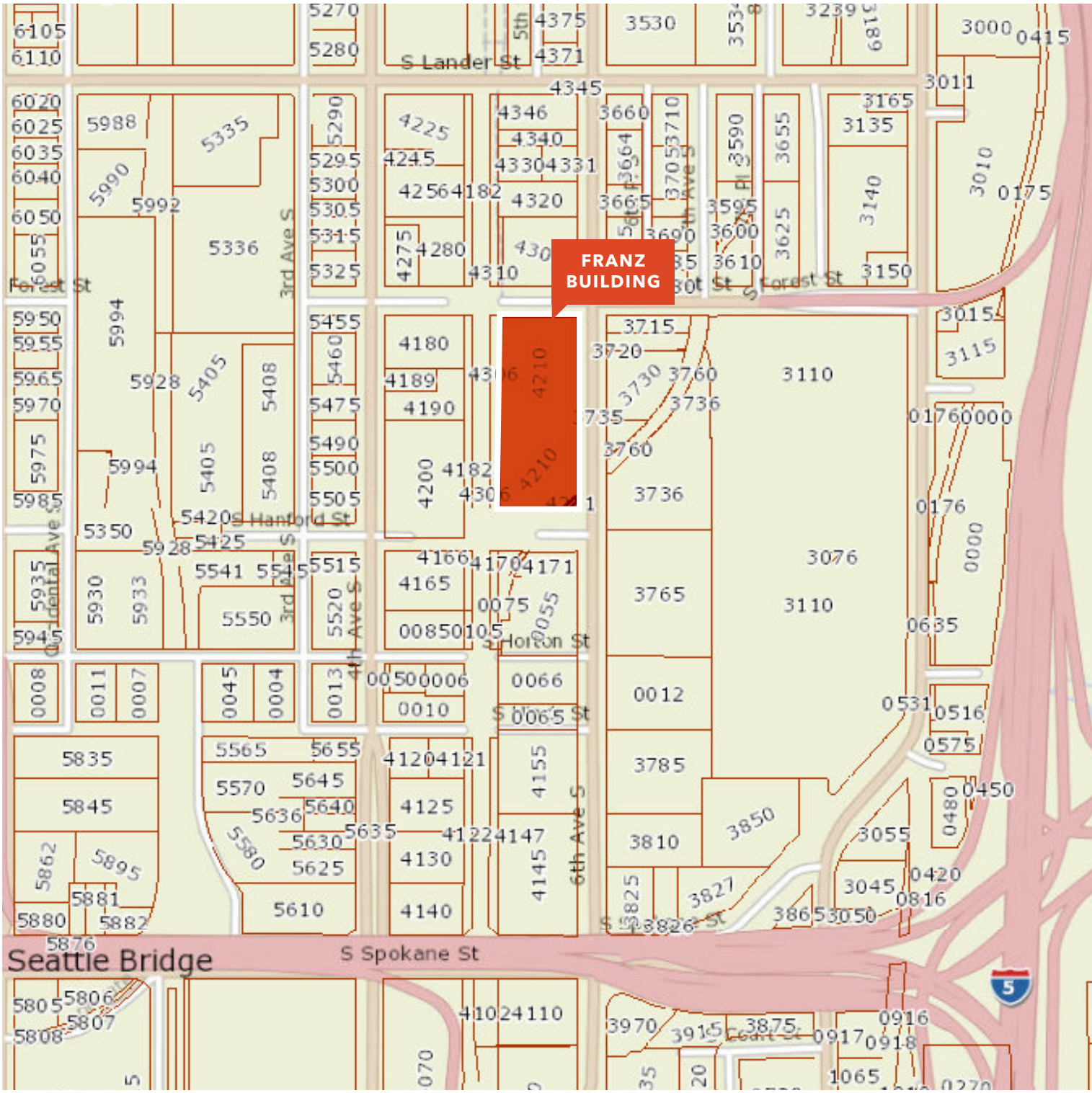
Tax and Value Information

Tax Year	2021	Improvement Value	$1,865,500
Property Tax	$162,283	Improvement %	13.07%
Tax Rate Code	0010	Market Value Year	2020
Tax Exemption	--	Total Market Value	$14,270,900
Assessed Year	2020	Land Market Value	12405400
Assessed Value	$14,270,900	Market Imprv. Value	1865500
Land Value	$12,405,400	AVM Value	--

Hazard Information

Flood Zone	--	Flood Panel	53033C0630G
Flood Panel Date	08/19/2020	Wetland Type	--
Wetland Classification	--		

PROPERTY PARCEL MAP



SECTION 04

COMPARABLES

Industrial Sale Comparables

Kidder Mathews

Kidder Mathews

1ST QUARTER 2021

SEATTLE INDUSTRIAL REPORT

COMPARABLES

		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
01		6901 FOX AVE S Seattle, WA	4/5/21	$21.1M	133,915	235,990	$158.15	$89,74
02		7801 DETROIT AVE SW Seattle, WA	4/5/21	$5.6M	3,300	31,363	$1,703.06	$179.20
03		3849 1ST AVE S Seattle, WA	4/1/21	$53.4M	177,827	295,336	$300.59	$180.99
04		5516 4TH AVE S Seattle, WA	3/31/21	$6.8M	17,216	21,344	$394.98	$318.59
05		327 S KENYON ST Seattle, WA	3/31/21	$2.1M	8,200	50,965	$256.10	$41.20

MARKET TRENDS

Large Sales	Improving
Leasing Demand	Slow
Demand for Sale Properties (All Sizes)	Improving
Bulk of Vacancy	30K+ SF
Rental Rates	Slightly Lower

↑4.02%

VACANCY
4TH QTR 3.39%

Provided by

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NICK RAMIREZ
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nick.ramirez@kidder.com
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COMPARABLES

		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
06		**5910 CORSON AVE S** Seattle, WA	3/18/21	$6.8M	19,886	37,461	$341.95	$181.52
07		**10016 E MARGINAL WAY S** Seattle, WA	3/15/21	$2.1M	4,411	33,197	$654.50	$86.97
08		**5903 1ST AVE S** Seattle, WA	3/8/21	$6.8M	2,560	39,204	$1,923.83	$125.62
09		**2326 AIRPORT WAY S** Seattle, WA	2/24/21	$2.8M	21,580	81,457	$592.33	$156.92
10		**5620 AIRPORT WAY S** Seattle, WA	2/24/21	$4.9M	3,937	9,060	$188.72	$82.01
11		**8250 5TH AVE S** Seattle, WA	2/1/21	$12.7M	16,970	103,672	$239.25	$39.16
12		**500 S SULLIVAN ST** Seattle, WA	2/1/21	$743k	4,531	82,764	$648.86	$35.52
13		**2520 AIRPORT WAY S** Seattle, WA	1/28/21	$4.06M	20,725	71,874	$289.51	$83.48

AVAILABLE SPACES

01

SOUTH MONROE BUILDING

521 S Monroe St, Seattle

Rate	$10,800/month, plus NNN
Space SF	12,000
Office SF	1,208
Features	4 drive-in doors. 21' clear height. Available 2/1/20

02

3635 E MARGINAL WAY S

Seattle

Rate	$12,000/mo, NNN
Space SF	8,000
Office SF	800
Features	New bldg, 4 drive-in doors, 1,500 SF addt'l shop space with 1 GL door. Available now

Kidder Mathews

2ND QUARTER 2021

SEATTLE INDUSTRIAL REPORT

COMPARABLES

		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
01		**5030 1ST AVE S** Seattle, WA	4/20/21	$12.3M	43,473	46,609	$282.93	$263.90
02		**5333 2ND AVE S** Seattle, WA (2 properties)	4/21/21	$2M	1,253	14,792	$1,596.17	$135.21
03		**2701 4TH AVE S** Seattle, WA	4/30/21	$3M	9,848	26,972	$304.63	$111.23
04		**2408 1ST AVE S** Seattle, WA (2 properties)	4/30/21	$3.957M	28,200	27,877	$140.33	$141.96

MARKET TRENDS

Large Sales	Active
Leasing Demand	Inconsistent
Demand for Sale Properties (All Sizes)	Improving
Bulk of Vacancy	30K+ SF
Rental Rates	Increasing

↓3.58%

VACANCY
1ST QTR 4.02%

Provided by

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COMPARABLES

		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
05		**1700 AIRPORT WAY S** Seattle, WA	5/7/21	$9.5M	50,315	25,203	$188.81	$376.94
06		**2454 OCCIDENTAL AVE S** Seattle, WA	5/13/21	$16.45M	51,664	126,324	$318.40	$130.22
07		**7717 DETROIT AVE SW** Seattle, WA (2 properties)	5/13/21	$14.325M	50,034	718,003	$286.31	$19.95
08		**5201 1ST AVE S** Seattle, WA (21 properties)	5/28/21	$332.75M	782,309	2,123,389	$425.34	$156.71
09		**6111 12TH AVE S** Seattle, WA	6/1/21	$1.4M	4,680	5,100	$299.15	$274.51
10		**4000 1ST AVE S** Seattle, WA (3 properties)	6/10/21	$24.275M	92,608	153,673	$262.13	$157.97
11		**751 S MICHIGAN ST** Seattle, WA	6/11/21	$2.88M	20,495	27,007	$140.52	$106.64
12		**3625 1ST AVE S** Seattle, WA	6/18/21	$22M	67,173	199,940	$327.51	$110.03
13		**5304 3RD AVE S** Seattle, WA	6/29/21	$2.9M	8,480	9,583	$341.98	$302.62

AVAILABLE SPACES

01

SOUTH MONROE BUILDING

521 S Monroe St, Seattle

Rate	$10,800/month, plus NNN
Space SF	12,000
Office SF	1,208
Features	4 drive-in doors. 21' clear height. Available now

02

LONESTAR BUILDING

6335 1st Ave S, Ste E, Seattle

Rate	$11,512/mo, NNN
Space SF	10,465
Office SF	858
Features	1 DH / 1 GL Flexible term and TI's available

Kidder Mathews

3RD QUARTER 2021

SEATTLE INDUSTRIAL REPORT

COMPARABLES

		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
01		**96 S ALASKA ST** Seattle, WA	7/9/21	$5.1M	20,832	24,829	$244.82	$205.40
02		**633 S SNOQUALMIE ST** Seattle, WA	7/23/21	$3.1M	10,106	15,245	$306.75	$203.35
03		**3401 COLORADO AVE** Seattle, WA	7/28/21	$5.5M	33,462	40,075	$164.96	$137.74
04		**5609 4TH AVE S** Seattle, WA	8/6/21	$700K	1,700	2,613	$411.76	$267.89

MARKET TRENDS

Large Sales	Active
Leasing Demand	Inconsistent
Demand for Sale Properties (All Sizes)	Improving
Bulk of Vacancy	30K+ SF
Rental Rates	Increasing

↑ 3.73%

VACANCY
2ND QTR 3.58%

Provided by

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COMPARABLES

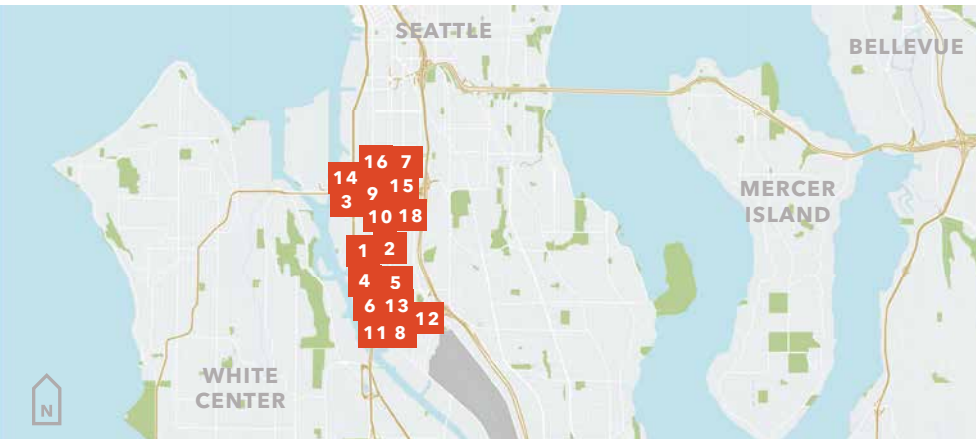
		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
05		**225 S LUCILE ST** Seattle, WA	8/9/21	$4M	18,232	37,897	$219.39	$105.55
06		**206-218 S BRANDON ST** Seattle, WA	8/17/21	$4.7M	19,344	26,136	$242.97	$179.83
07		**1736 4TH AVE S** Seattle, WA	8/19/21	$5.8M	13,132	16,117	$441.67	$359.87
08		**1024 S ELMGROVE ST** Seattle, WA	8/24/21	$3.85M	10,244	42,510	$375.83	$90.57
09		**2921 1ST AVE S** Seattle, WA	8/24/21	$2.1M	12,000	8,712	$175.00	$241.05
10		**3667 1ST AVE S** Seattle, WA	8/26/21	$3.92M	11,900	27,878	$329.92	$140.83
11		**734 S MONROE ST** Seattle, WA	8/26/21	$1.4M	4,000	5,000	$350.00	$280.00
12		**1535 S ALBRO PL** Seattle, WA	9/3/21	$2.05M	9,493	17,859	$215.95	$114.79
13		**305 S DAWSON ST** Seattle, WA	9/3/21	$1.9M	5,428	10,018	$354.64	$192.15
14		**25-29 S HANFORD ST** Seattle, WA	9/10/21	$10.3M	34,983	47,916	$295.14	$215.48
15		**1760 4TH AVE S** Seattle, WA (2 properties)	9/15/21	$13.7M	34,292	64,394	$400.97	$213.53
16		**1521 1ST AVE S** Seattle, WA (2 properties)	9/21/21	$251M	347,874	93,779	$722.24	$2.679.17

Kidder Mathews

4TH QUARTER 2021

SEATTLE INDUSTRIAL REPORT

COMPARABLES



		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
01		**1709 AIRPORT WAY S** Seattle, WA	1/11/22	$14.4M	35,500	100,802	$408.28	$143.79
02		**5215 5TH AVE S** Seattle, WA	12/30/21	$2.2M	8,008	10,019	$285.96	$228.57
03		**225 S LUCILE ST** Seattle, WA	12/27/21	$1.08M	20,092	37,897	$53.75	$28.50
04		**13-21 S NEVADA ST** Seattle, WA	12/23/21	$10.47M	39,900	62,726	$262.53	$167.00

MARKET TRENDS

Large Sales	Active
Leasing Demand	Inconsistent
Demand for Sale Properties (All Sizes)	Improving
Bulk of Vacancy	30K+ SF
Rental Rates	Increasing

↓3.63%

VACANCY
3RD QTR 3.73%

Provided by

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COMPARABLES

		Property	Sale Date	Sale Price	Bldg Size	Land Area	Bldg Price PSF	Land Price PSF
05		**3430 E MARGINAL WAY S** Seattle, WA	12/20/21	$3.3M	16,300	23,522	$202.45	$140.29
06		**9014 14TH AVE S** Seattle, WA	12/17/21	$1M	696	9,801	$1,436.78	$102.03
07		**500 S PORTLAND ST** Seattle, WA	12/16/21	$10.9M	75,000	103,673	$146.00	$105.62
08		**818 S DAKOTA ST** Seattle, WA	12/7/21	$7.9M	24,670	56,628	$320.23	$139.51
09		**4601 W MARGINAL WAY** Seattle, WA	12/2/21	$1.8M	1,600	52,272	$1,125.00	$34.44
10		**2701 AIRPORT WAY S** Seattle, WA	11/24/21	$1.3M	2,465	8,276	$527.38	$157.08
11		**2260 1ST AVE S** Seattle, WA	11/22/21	$1.55M	1,235	8,002	$1,255.06	$193.70
12		**6401 CARLETON AVE S** Seattle, WA	11/12/21	$1.65M	15,278	24,829	$108.00	$66.45
13		**703 S MONROE ST** Seattle, WA	11/2/21	$1.75M	N/A	20,000	N/A	$87.50
14		**5300 4TH AVE S** Seattle, WA	10/29/21	$4.12M	12,755	14,584	$323.10	$282.58
15		**404 S BRANDON ST** Seattle, WA	10/29/21	$3.2M	1,848	15,555	$1,731.60	$205.72
16		**1237 S DIRECTOR ST** Seattle, WA	10/28/21	$1.7M	7,056	45,738	$240.93	$37.17
17		**6251 AIRPORT WAY S** Seattle, WA	10/15/21	$18.42M	24,929	74,488	$739.10	$247.36
18		**2400-2450 8TH AVE S** Seattle, WA	10/7/21	$32M	85,213	108,029	$375.53	$296.22

CONTACT

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EXHIBIT G

From: Lutu, Leroy <Leroy.Lutu@marcusmillichap.com>
Sent: Monday, February 28, 2022 12:17 PM
To: Lutu, Leroy <Leroy.Lutu@marcusmillichap.com>
Subject: Franz Bakery Warehouse - 2901 6th Ave S, Seattle

Hi Don,

I was having a difficult time tracking down the best phone number to reach you by telephone, however, I was hoping to speak to you directly. I hope this emails will suffice for now.

My team and I have recently closed several large industrial deals in Seattle and on the eastside – totaling over $70,000,000 in 2021.

Specifically, one of the groups we closed a $34,000,000 industrial property last year has given me some intimate details and strategy to acquire up to 2+ million more square feet of industrial real estate in Seattle and surrounding markets in the next 24 months.

They have a long-term hold strategy, and I have experienced first had their capability of paying the most competitive, top-market prices.

As of right now there is, quite literally, no industrial inventory on the market. Considering the lack of inventory and their aggressiveness on off-market opportunities currently, I believed it would be very worthwhile to talk to you in regards to your industrial building at 2901 6th Ave S. The timing seems serendipitous, given the extremely favorable market conditions for owners of industrial property in the area.

Based on the information I have, your property (2901 6th Ave S) in Seattle is approx.. ~122,903+/- SF. At some of the most recent industrial pricing metrics we've transacted ($300-$320/sf +) in Seattle and on the Eastside, I believe they could produce an offer around $36,000,000-$39,000,000+ for the property.

Based on what I know about their interest, openness, and vast liquid capital which they are actively looking to deploy, I believe this would be very worthwhile and beneficial to explore with you further.

Kindly give me a call at your earliest convenience or let me know when there is a good time to connect. I look forward to speaking with you.

Thank you.

Best regards,

Leroy Lutu
Associate Director

601 Union Street, Suite 2710, Seattle, WA 98101
E: Leroy.Lutu@marcusmillichap.com
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ALASKAN COPPER Works

April 18, 2022
To: Sound Transit c/o Lauren Swift

Re: WSBLE Draft Environmental Impact Statement Comments

Alaskan Copper Works (ACW) has operated in the SODO area of Seattle since 1913. The company is a manufacturer and fabricator of corrosion-resistant metal products and currently employs about 85 workers at its 6th Avenue South campus in Seattle.

Sound Transit previously acquired a portion of the ACW campus in the 1990's to create the present SODO Operations and Maintenance Facility (OMF). In those negotiations, Sound Transit and ACW went to great lengths to ensure that truck, cart and forklift mobility around the ACW campus buildings and storage areas was maintained.

We understand you favor a proposed "DUW-1a" alignment for the West Seattle and Ballard Link connection to the OMF. This alignment would cross parts of the ACW campus at grade level and appears to block the circulation paths around the buildings and the primary exit from the property, thus impeding truck, cart and forklift mobility. These blockages may make shipping, receiving, storage and other essential materials handling functions at the facility extremely difficult, or impossible, leaving ACW in the foreboding situation of having to consider relocating the entire operation. Relocating a facility of this scale and type, with its unique machinery installations developed over many years, is very difficult and is probably not economically possible within the Seattle area. We thus can anticipate the possibility of permanent job losses resulting from this proposed alignment being in the order of 50-70 employees.

We also understand you have considered an alternate "DUW-2" alignment. This alignment would also cross our campus but from a southerly direction that appears to be less impactful to the critical circulation paths around the ACW buildings and storage areas.

We hope you will seriously consider this alternate alignment in order to reduce the risk of losing "family wage" industrial jobs in our urbanized area now being served by Sound Transit. Most of the employees who might be affected are represented by unions and about 60% of our employees reflect the diversity of southern Seattle and are racial minorities.

Please see the exhibits we have attached indicating, in pictorial form, the boundaries of the ACW campus, its critical internal roadways, how your favored alignment would block these roadways and how your alternate alignment may avoid these blockages.

Thank you for your consideration of these matters. We hope you will be able to revise your presently favored proposed alignment of the connection to the OMF, as it affects the ACW campus, in the final EIS you are preparing.

Regards,

William M Rosen

William M. Rosen
Manager
Alaskan Copper Works

Exhibit 1: Alaskan Copper Works campus in 2022 (yellow line outlines ACW assemblage boundary)

Exhibit 2: Alaskan Copper Works campus critical roadways (shown in red)

Exhibit 3: Alaskan Copper Works campus critical roadways (shown in red) overlaid with ST proposed Alignment (DUW-1a) (shown in yellow)

Exhibit 4: Alaskan Copper Works campus critical roadways (shown in red) overlaid with ST proposed Alignment (DUW-2) (shown in yellow)

Communication ID: 502937 – Alaskan Copper Draft EIS Comment

#	Comments	Responses
1	We understand you favor a proposed "DUW-1a" alignment for the West Seattle and Ballard Link connection to the OMF. This alignment would cross parts of the ACW campus at grade level and appears to block the circulation paths around the buildings and the primary exit from the property, thus impeding truck, cart and forklift mobility. These blockages may make shipping, receiving, storage and other essential materials handling functions at the facility extremely difficult, or impossible, leaving ACW in the foreboding situation of having to consider relocating the entire operation. Relocating a facility of this scale and type, with its unique machinery installations developed over many years, is very difficult and is probably not economically possible within the Seattle area. We thus can anticipate the possibility of permanent job losses resulting from this proposed alignment being in the order of 50-70 employees. We also understand you have considered an alternate "DUW-2" alignment. This alignment would also cross our campus but from a southerly direction that appears to be less impactful to the critical circulation paths around the ACW buildings and storage areas. We hope you will seriously consider this alternate alignment in order to reduce the risk of losing "family wage" industrial jobs in our urbanized area now being served by Sound Transit. Most of the employees who might be affected are represented by unions and about 60% of our employees reflect the diversity of southern Seattle and are racial minorities. Please see the exhibits we have attached indicating, in pictorial form, the boundaries of the ACW campus, its critical internal roadways, how your favored alignment would block these roadways and how your alternate alignment may avoid these blockages.	Following publication of the WSBLE Draft EIS in January 2022, the Sound Transit Board confirmed Alternative DUW-1a as the preferred alternative in the Duwamish Segment in July 2022. Sound Transit appreciates the detailed information about your business operations and the challenges that would be associated with relocating it. Sound Transit has met with representatives of Alaskan Copper Works to discuss operations at this property and potential impacts. As noted in Section 4.3, Economics, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, Alaskan Copper Works is expected to be displaced by all of the Duwamish Segment alternatives. Please see Section 4.3, Economics, for more information on business and employee displacements. Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.

Sound Transit Projects - Communications (1 Total)

Search Term

499883

Communication ID: 499883

Communication (4/11/2022)

According to the Draft EIS, King County Parcel 7666704005 -- 2414 SW Andover St -- is identified as a likely acquisition for each of the eight alternatives (Appendix L4.1, Table L4.1-3). DEL-5 and DEL-6 would place a station directly within what is currently Frye Commerce Center (FCC).

FCC is owned by the Frye Art Museum, which uses the revenue generated from rents to fund the museum and keep it free and accessible. FCC is also home to Alki Beach Academy (ABA), which currently serves nearly 130 children and plans to expand in the near future to serve around 300 children. This would make it the largest child care center in the city. Yet, despite comments made throughout the Racial Equity Toolkit report about equitable development and the need for assets like child care in communities of color, Sound Transit fails to acknowledge ABA's presence in Delridge (Appendix L4.4, Table L4.4-1). The programs that are identified (Blazing Trails and Bright Horizons) are not on potentially affected parcels for ANY of the alternatives. Bright Horizons is listed at the wrong address, and it's actual address is not impacted. Blazing Trails isn't even anywhere near the project sight.

After ABA's planned expansion, they will make up 1 in 5 licensed child care slots in 98106 (the most racially diverse and lowest income zip code in West Seattle). Relocating this program would have tremendously negative impacts on the availability of child care for the Delridge area. Because they are the only program that may be displaced, this is the definition of disproportionate impact on communities in which Sound Transit is supposed to be promoting equity.

DO NOT DISPLACE ALKI BEACH ACADEMY!

Owner(s):

Contact ID	Name	Type	Phones	Email
1074761	Jordan Crawley	Individual		jordan.a.crawley@gmail.com

Communication ID: 499883 - Alki Beach Academy, Jordan Crawley Draft EIS Comment

#	Comments	Responses
1	King County Parcel 7666704005 -- 2414 SW Andover St -- is identified as a likely acquisition for each of the eight alternatives (Appendix L4.1, Table L4.1-3). DEL-5 and DEL-6 would place a station directly within what is currently Frye Commerce Center (FCC). FCC is owned by the Frye Art Museum, which uses the revenue generated from rents to fund the museum and keep it free and accessible. FCC is also home to Alki Beach Academy (ABA), which currently serves nearly 130 children and plans to expand in the near future to serve around 300 children. This would make it the largest child care center in the city. Yet, despite comments made throughout the Racial Equity Toolkit report about equitable development and the need for assets like child care in communities of color, Sound Transit fails to acknowledge ABA's presence in Delridge (Appendix L4.4, Table L4.4- 1). The programs that are identified (Blazing Trails and Bright Horizons) are not on potentially affected parcels for ANY of the alternatives. Bright Horizons is listed at the wrong address, and it's actual address is not impacted. Blazing Trails isn't even anywhere near the project sight. After ABA's planned expansion, they will make up 1 in 5 licensed child care slots in 98106 (the most racially diverse and lowest income zip code in West Seattle). Relocating this program would have tremendously negative impacts on the availability of child care for the Delridge area. Because they are the only program that may be displaced, this is the definition of disproportionate impact on communities in which Sound Transit is supposed to be promoting equity. DO NOT DISPLACE ALKI BEACH ACADEMY!	Please see response to CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Impacts to Alki Beach Academy have been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS. In developing alternatives, Sound Transit avoids and minimizes impacts where possible, but some displacement would be unavoidable. Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. Sound Transit will work closely with each displaced business to determine its needs and help it find a new site if the owner chooses to relocate. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS provides information on property acquisition and relocation processes and the relocation assistance and benefits that Sound Transit will provide. Information about affected properties is provided in Appendix L4.1 and includes the properties noted in the comment. Sound Transit is aware of and appreciates the role of your business within the community.

Sound Transit Projects - Communications (1 Total)

Search Term

500853

Communication ID: 500853

Communication (4/21/2022)

I am the Education Director at Alki Beach Academy. I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. We have built a strong program that has already affected so many families in a positive way for their children. Other families deserve to experience this same program for their children. We will be serving over 1000 children by the time the light rail goes through West Seattle and relocating us would be next to impossible. Please do not force us to have to do this.

Thank you for your time.
Colleen Hitchcock
Education Director
Alki Beach Academy

Owner(s):

Contact ID	Name	Type	Phones	Email
1075478	Colleen Hitchcock	Individual		colleen.hitchcock1@gmail.com

Communication ID: 500853 - Alki Beach Academy, Colleen Hitchcock Draft EIS Comment

#	Comments	Responses
1	I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. We have built a strong program that has already affected so many families in a positive way for their children. Other families deserve to experience this same program for their children. We will be serving over 1000 children by the time the light rail goes through West Seattle and relocating us would be next to impossible. Please do not force us to have to do this.	Please see response to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Impacts to Alki Beach Academy have been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS. In developing alternatives, Sound Transit avoids and minimizes impacts where possible, but some displacement would be unavoidable. Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. Sound Transit will work closely with each displaced business to determine its needs and help it find a new site if the owner chooses to relocate. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS provides information on property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Information about affected properties is provided in Appendix L4.1 and includes the properties noted in the comment. Sound Transit is aware of and appreciates the role of your business within the community.

Sound Transit Projects - Communications (1 Total)

Search Term

500610

Communication ID: 500610 - Joan Schneider Draft EIS Comment

Communication (4/18/2022)

Joan Schneider Draft EIS Comment

We represent the owners of the Alki Lumber property at 4406 36th Avenue Southwest (East Block) and 4440 Fauntleroy Way Southwest (West Block). Both Blocks are currently being redeveloped and when completed the Project will provide over 500 new transit-oriented residences and a dynamic retail core along 36th Avenue in the Triangle, where an unusually wide right-of-way provides a unique opportunity for community engagement along with a heritage retail location for Alki Lumber itself, which has been serving the community for over 100 years.

We believe our transit-oriented Project will complement an adjacent Avalon Station by providing a dense community of residents and businesses; however, we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for considering these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075282	Joan Schneider	Individual		jschneider17@comcast.net

Communication ID: 500610 – Alki Lumber, Joan Schneider Draft EIS Comment

#	Comments	Responses
1	we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.	Please see responses to CCG2, CC4.4a, CC4.5a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.	Please see response to CCG2 in Table 7.1.
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.	Please see responses to CCG1, CC3c, and CC5a in Table 7-1.

Sound Transit Projects - Communications (1 Total)

Search Term

503701

Communication ID: 503701 - Lisa Guthrie Draft EIS Comment

Communication (4/27/2022)

Lisa Guthrie Draft EIS Comment

To whom it may concern:

We represent the owners of the Alki Lumber property at 4406 36th Avenue Southwest (East Block) and 4440 Fauntleroy Way Southwest (West Block). Both Blocks are currently being redeveloped and when completed the Project will provide over 500 new transit-oriented residences and a dynamic retail core along 36th Avenue in the Triangle, where an unusually wide right-of-way provides a unique opportunity for community engagement along with a heritage retail location for Alki Lumber itself, which has been serving the community for over 100 years.

We believe our transit-oriented Project will complement an adjacent Avalon Station by providing a dense community of residents and businesses; however, we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for considering these comments.

Lisa Sweeney Guthrie

Owner(s):

Contact ID	Name	Type	Phones	Email
1078676	Lisa Guthrie	Individual		lbsguthrie@gmail.com

Communication ID: 503701 – Alki Lumber, Lisa Guthrie Draft EIS Comment

#	Comments	Responses
1	we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.	Please see responses to CCG2, CC4.4a, CC4.5a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction	Please see response to CCG2 in Table 7.1.
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them	Please see responses to CCG1, CC3c, and CC5a in Table 7-1.

April 27, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Via email to WSBLEDEIScomments@soundtransit.org

Re: Comments on West Seattle and Ballard Link Extension ("WSBLE") Draft Environmental Impact Statement ("DEIS") for Residential Projects located at 4406 36th Ave S and 4440 Fauntleroy Way SW.

Dear Ms. Swift:

We represent the owners of the "Alki Lumber" property, which is historically owned by the Sweeney Family. This is an assemblage generally located at 4406 36th Avenue South ("East Block") and 4440 Fauntleroy Way Southwest ("West Block").[1] Both Blocks of the Sweeney Property are currently being redeveloped (together, the "Sweeney Blocks Project"). When completed, the Sweeney Blocks Project will provide over 500 new transit-oriented residences and a new retail core along 36th street, where an unusually wide right-of-way provides ample opportunity for creative sidewalk use and retail spill-out for community engagement. But perhaps most exciting is that the completed Sweeney Blocks Project will continue to provide a heritage retail location for Alki Lumber itself: a community business that has been providing excellent service and jobs in West Seattle for over 100 years.

Notably, design and permitting for both Blocks has progressed significantly since May 2021 (the benchmark date the Draft Environmental Impact Statement ("DEIS") uses to evaluate future projects). *See* Appendix K. The design review process is complete, and the Master Use Permits could be issued in the next few months under permit nos. 3035684-LU (East Block) and 3035693-LU (West Block). The projects would likely be constructed prior to the anticipated start date for WSBLE construction in 2026.

We believe the transit-oriented Sweeney Blocks Project will compliment an adjacent WSBLE Avalon Station by providing a dense community of residents and businesses who will be users of the Station on its first day of fare service, however, we are concerned with the level of disclosure of impacts in the WSBLE DEIS. There are current oversights in the DEIS document that could create unintended consequences for Sound Transit, the Sweeney Blocks Project, and the West Seattle Triangle neighborhood if not addressed in the Final EIS ("FEIS"). *As it completes the FEIS, Sound Transit should take a hard look at the additional identified potential impacts and areas for additional study noted below, and especially at the troubling identified impacts of preferred alternative WSJ-1.* We appreciate the opportunity to comment on Sound Transit's WSBLE DEIS, and we look forward to working with Sound Transit in the years to come to make the WSBLE a reality.

[1] The Alki Lumber Property's East Block is comprised of tax parcel nos. 0952004465, 0952004475, 0952004494, 0952004495 and 0952004525. The Alki Lumber Property's West Block is comprised of tax parcel nos. 0952004355 and 0952004340.

A. *Direct Project Impacts of WSBLE Alternatives*

1. WSJ-1 Impacts on the Sweeney Blocks Project are Significant

Based on information provided by Sound Transit, construction of WSJ-1 would require construction staging and laydown space on approximately one-third of the West Block property. This construction staging area will directly conflict with the planned building area for the West Block project that may be constructed prior to the start of WSBLE construction. Sound Transit should reevaluate its construction staging plans to avoid all of the West Block property and the associated disruption and demolition of several hundred newly constructed residences.

Further, construction laydown area under this alternative ostensibly will result in access restrictions on SW Avalon Way and the alleys that provide access for both Blocks. It also appears that the straddle bent placement proposed in WSJ-1 would require permanent blockage of the alley adjacent to the West Block that connects Fauntleroy Way SW and SW Oregon Street. This alley is not only used for future access to the West Block's 150 residential vehicle parking spaces, 179 bicycle parking spaces, and three loading berths, but is used for access to neighboring businesses. City policies require vehicle access from the alley, so it is not possible to relocate the West Block's access from 36th, and even if it were allowed, doing so would it require substantial and costly redesign. The FEIS must provide additional study of the impacts of these temporary and permanent access limitations. Sound Transit's motorized, non-motorized and freight mobility and circulation studies all appear to fail to account for or study the increased use of the Blocks and the alleys that will be catalyzed by the Sweeney Blocks Project. Sound Transit should also identify in the FEIS alternative construction staging areas and means and methods to ensure full vehicle access is maintained to the buildings or identify adequate mitigation measures like full compensation for building owners who suffer economic impacts from lost parking and tenant revenue because of construction and operational access impacts.

2. Potential WSJ-2 Construction Impacts are also Significant

The construction staging area for WSJ-2 appears to similarly conflict with the alley access for the East Block from Avalon. This alley connects SW Avalon Way with SW Oregon Street between 35th and 36th Avenues Southwest and provides vehicle, bicycle, and loading access to the East Block's below-grade garage for 158 residential and five non-residential vehicle parking spaces, 24 short term and 226 long term bicycle parking spaces, a commercial truck berth, and areas for residential and commercial refuse and recycling. It also provides an important neighborhood pedestrian through-block connection from Avalon to Oregon, and is used for access to the vehicular garage, waste, and loading areas for the neighboring Aura Apartments at 4435 35th Ave SW. Access to this alley must be maintained or the FEIS must fully disclose the impacts from potential closure of this alley, identify alternative construction staging area, and provide a plan for maintaining full access or other appropriate mitigation measures.

3. Flow Control Vault Placement under WSJ-3a

As a general matter, we believe that WSJ-3a is well-designed alternative that has the best Junction station location and less impacts on neighborhood cohesion. However, there are potential impacts and issues related to WSJ-3a's proposed flow control vault location on the East Block.

We presume that installation and maintenance of this vault would require temporary closures to SW Avalon Way at 36th Avenue SW. It appears that such closures would block the alley adjacent to

the East Block. Similar to the alley access concerns discussed in the previous section, alley blockage will impede ingress and egress for East Block vehicles and alley access must be maintained. The DEIS' motorized, non-motorized and freight mobility and circulation studies again fail to account for or study the increased use of this alley that will be catalyzed by the Sweeney Blocks Project and the impacts of disruption.

In addition, if shoring is required for this vault, such shoring could cause blockage to a very important aspect of the Sweeney Blocks Project: the new long-term retail home of Alki Lumber itself. This surface-level impact of flow control vault installation are not examined or discussed in any detail in the DEIS and additional analys. *See* DEIS Section 4.2.4.4.5.

Of course, if this flow control vault required *permanent* disruption or change to this alley or the adjacent residential and commercial spaces, it would have a substantial impact on the East Block and its neighbor the Aura Apartments. Sound Transit should account for these risks and impacts as the design process moves forward and design to avoid them. We believe the vault placement options in WSJ-4 would cause dramatically less disruption than the placement proposed in WSJ-3a. The vault placements proposed in WSJ-3b and WSJ-5 could still cause some disruptions, but would be better than the vault location in WSJ-3a. For this reason, that flow control vault location should be further engineered and potentially relocated. Ultimately, all vaults should be located and designed to have the least impacts possible on existing surrounding development.

B. *Preferred Alternative*

The WSBLE DEIS identified four preferred alternatives for the West Seattle Junction Segment – WSJ-1, WSJ-2, WSJ-3a, and WSJ-3b. There are two other alternatives – WSJ-4 and WSJ-5 that are not preferred. Of the preferred alternatives, tunnel alternative WSJ-3a should be advanced as the final preferred alternative adopted by the Sound Transit Board even though it requires outside funding. This alternative reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction. Compared to the elevated station options in WSJ-1 and WSJ-2, the WSJ-3a location is far superior in terms of serving, but not significantly impacting our neighborhood. Although we strongly support WSJ-3a as the preferred alternative, there are a few modifications and design refinements warranted to avoid significant impacts like relocation of the flow control vault.

C. *Traffic Impacts and Related Displacement Impacts.*

Sound Transit should provide special attention and additional mitigation measures for transportation impacts in West Seattle, as this area has already been significantly impacted by the West Seattle Bridge closure. The FEIS should study traffic and displacement impacts from the WSBLE cumulatively with and in the context of the multi-year Bridge closure. There are also several likely significant adverse impacts that would result from proposed WSBLE alternative WSJ-1 and WSJ-2 that have not been sufficiently considered and discussed in the DEIS, as described further below.

1. Boulevard & Bike Lane Impacts of WSJ-1 and WSJ-2*.*

The DEIS is far too superficial in its analysis of the circulation impacts of WSJ-1 (and to a lesser extent, WSJ-2) on Fauntleroy and Avalon for bicycle, automotive and pedestrian traffic. In fact, it

contains no explicit discussion of access and circulation impacts in the West Seattle Triangle, instead starting and ending its analysis with a confusing statement that "[t]here are no substantial proposed roadway modifications with preferred WSJ-1," and no built roadway revisions other than a new median under WSJ-2. DEIS Section 3.5.3.1.4. This does not square with the DEIS' illustrations of columns interfering with alley ingress and egress, nor with its statements that "roadway modifications may be needed to accommodate columns . . . within the roadway or modifications to the street network." DEIS Section 3.5.3.1.

Based on the illustrations, it is not clear how Sound Transit reached the conclusion that WSJ-1 and WSJ-2 will not impair access and circulation to Fauntleroy and Avalon for motor traffic, bicycles, and general boulevard traffic. This is perhaps the most concerning potential adverse transportation impact of these alternatives for general mobility, circulation, and traffic in the West Seattle Triangle neighborhood. The Sweeney Property (before or after completion of the Sweeney Blocks Project) would appear to be severely disrupted by the proposed WSJ-1 guideway route. This proposed route and straddle bent placement would substantially impair access to the Sweeney Blocks Project's proposed community market hall and outdoor amenity areas, but these impacts are not specific to the Sweeney Blocks Project alone. On further inquiry, Sound Transit will find many neighboring businesses, residents and property owners have equally grave concerns about WSJ-1 hampering impacts to their own respective storefronts and outdoor areas. These impacts would not only delay and inconvenience residents, commuters and intra-neighborhood commerce, but would result in displacement (or closure) of neighborhood businesses by discouraging patrons from visiting the neighborhood and disrupting deliveries.

Similarly concerning analytical shortcomings are present with respect to traffic safety. *See* DEIS Section 3.8.3.5. In this area, the DEIS relies on a conclusory assumption that because guideway columns and straddle bents would "adhere to roadway standards" and "be outside of the vehicle travel lanes," it would result in "little to no impact on safety." This does not explain how the introduction of additional noise, light, shadow and movement into an already busy corridor will be adequately mitigated to avoid distraction and disruption to drivers, pedestrians and bicyclists alike. This shortcoming is emphasized by confusing statements that the tunnel alternatives "would have similar transportation safety conditions to [WSJ-1]," even though these tunnel alternatives "would not have any columns or other physical roadway impacts." *Id.* It does not logically follow that alternatives with dramatically fewer roadway-area elements would have no substantial reduction in safety risk. A more detailed study of safety impacts should be included in the FEIS.

2. General Traffic-Related Business Displacements.

In West Seattle, as in other segments of the WSBLE, adverse transportation impacts will go hand-in-hand with business displacement impacts, because businesses will be displaced--or will close altogether--if their customers cannot reach them efficiently. The DEIS apparently relies on the assumption that the only business displacements that will occur are those caused by Sound Transit's direct occupation of a business' space. The businesses that will be affected by displacement of customers and access routes are apparently not analyzed. DEIS Sections 4.2.1.3.4 and 4.2.3.3.5. Indirect business displacement impacts should also be considered in the FEIS. Further, if Sound Transit chooses an above-ground route in this segment, we believe WSJ-2 is immensely better than WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses.

D. *Adverse Impacts to Aesthetics, Noise, Vibration and Neighborhood Cohesion.*

Alternative WSJ-1 would also be substantially more adverse than WSJ-2 in terms of aesthetic, noise, vibration and neighborhood cohesion impacts on the Sweeney Blocks Project and the West Seattle Triangle neighborhood. Even to any extent that the support columns of WSJ-1 would not impair circulation and access for other transportation modes (which is debatable, as discussed in A.1 above), WSJ-1's guideway *itself* would literally cast a shadow over this vibrant neighborhood's sidewalk users, bicycles and neighborhood businesses. This route would further discourage and disappoint these users by introducing substantial noise and vibration impacts on this vibrant developing boulevard and its bike lanes. As between the two above-ground alternatives, WSJ-2 would be immensely preferrable for the Sweeney Blocks Property and our neighbors, as well as our future residents and business tenants.

The DEIS nods to these types of impacts at Section 4.2.4.3.5 (though without specific reference to light, shadow, noise or vibration) where it conclusively states that "WSJ-1 and WSJ-2 would have the most impact on the community because the guideway would be entirely elevated and primarily outside of public right of way." Other than acknowledging the "most impact" and "visual impact on the surrounding neighborhood," the scope, scale or specific types of these impacts are not studied or discussed.

The DEIS' analysis of visual and aesthetic resources is similarly insufficient to allow for a full understanding of potential impacts. It does not analyze the Sweeney Blocks Project's soon-to-be residents and customers as "sensitive viewers." *See* Figure 4.2.5-11. Similarly, though the DEIS acknowledges Fauntleroy's status as a City of Seattle Designated Scenic Route, *id.*, it does not describe where or to what extent this vibrant community asset will lose views to the Cascade Mountains, Elliott Bay, and the Downtown Seattle skyline," from the route. DEIS Section 4.2.5.1. The effect of lost views on such a vibrant community and shopping corridor should be analyzed, but they are not. In some troubling instances, they are explained away. For example, the last full paragraph on DEIS Page 4.2.5-19 appears to assume that the permanent removal of a public viewing location results in no impact in access to public views. This is undoubtedly a view impact. In fact, it is one of the most important types of view impacts, because it is an impact on views equitably available to all community members. Fauntleroy Place provides a restful public park bench that provides neighborhood walkers and bikers with rest, people-watching and colorful foliage viewing. Its removal is an impact that should be acknowledged and further detail provided on how the park and users experience will change.

E. *Potential Tieback or Shoring Encroachments.*

It also appears that WSBLE alternatives WSJ-3a, WSJ-3b, WSJ-4 and WSJ-5 may require tiebacks or shoring that would encroach into the Sweeney Blocks Project. However, the extent and effects of such engineering elements are provided in detail in the DEIS, nor can we glean them based on the DEIS' limited information on tunnel depths or engineering methods. While the Sweeney Blocks Project supports the tunnel alternatives, we request further information about any plans for related tiebacks or shoring (or other encroaching elements of the WSBLE) on the Sweeney Property as soon as possible, so that we can coordinate with Sound Transit in design and construction of these elements. These additional details are missing from the DEIS and should be incorporated in the final to fully evaluate impacts to the existing and future built environment.

We know that Sound Transit has many adjoining property owners with whom it aspires to coordinate and serve as a good neighbor. However, advance coordination is particularly warranted in this instance, due to the current stage of the Sweeney Blocks Project's development. Once permits for Sweeney Blocks Project has been issued and construction begun, the expense and complication of encroaching WSBLE tiebacks will increase dramatically. *The window is closing to have effective coordination discussions and avoid additional costs and headaches for Sound Transit.* We hope Sound Transit will coordinate with us at the earliest possible stage of WSJ-area design and construction.

F. *Overall DEIS Sufficiency Concerns.*

We recognize that any final WSBLE route will result in significant impacts on multiple Seattle neighborhoods, and some impacts will be adverse. We appreciate Sound Transit's work to analyze potential impacts, but we believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas. These include:

- Lack of sufficient information on cumulative impacts of transportation and road closures, including paths of temporary and permanent-term closures and re-routes. Access must be maintained to existing residences at all times, and it is not clear that this will occur.
- Lack of sufficient information on separate and cumulative construction impacts, including construction-period vibration, noise, dust, lighting and the like, as well as the proposed sequencing of work.
- Lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

The scope of these impacts, and many others, remain a mystery to neighborhood stakeholders in a troubling number of instances. As a critical example, the Sweeney Blocks Project is unable to tell from the DEIS whether some (or all) of the tunnel alternatives would require geotechnical or civil engineering elements that would impact the Sweeney Blocks Project's underground garage. Without further information on the scope of those engineering elements, we cannot provide proper input on the scope of the resulting impacts on our garages, and by extension, on whether the Sweeney Blocks Project will be significantly impacted during the construction and operation of the WSBLE.

G. *Conclusion.*

We believe the Sweeney Blocks Project's dense, transit-oriented community of residences and retail at will be ready to complement the Sound Transit's Avalon Station on the first day of fare service. For that reason, we hope that early coordination will enable the Sweeney Blocks Project and WSBLE to each consider the other a good neighbor during design, construction and long-term operation. Thank you for considering these comments.

Sincerely,

Lynn Sweeney, Sweeney Family

Communication ID: 504341 – Alki Lumber, Lynn Sweeney Draft EIS Comment

#	Comments	Responses
1	WSJ-1 Impacts on the Sweeney Blocks Project are Significant Based on information provided by Sound Transit, construction of WSJ-1 would require construction staging and laydown space on approximately one-third of the West Block property. This construction staging area will directly conflict with the planned building area for the West Block project that may be constructed prior to the start of WSBLE construction. Sound Transit should reevaluate its construction staging plans to avoid all of the West Block property and the associated disruption and demolition of several hundred newly constructed residences. Further, construction laydown area under this alternative ostensibly will result in access restrictions on SW Avalon Way and the alleys that provide access for both Blocks. It also appears that the straddle bent placement proposed in WSJ-1 would require permanent blockage of the alley adjacent to the West Block that connects Fauntleroy Way SW and SW Oregon Street. This alley is not only used for future access to the West Block's 150 residential vehicle parking spaces, 179 bicycle parking spaces, and three loading berths, but is used for access to neighboring businesses. City policies require vehicle access from the alley, so it is not possible to relocate the West Block's access from 36th, and even if it were allowed, doing so would it require substantial and costly redesign. The FEIS must provide additional study of the impacts of these temporary and permanent access limitations. Sound Transit's motorized, non- motorized and freight mobility and circulation studies all appear to fail to account for or study the increased use of the Blocks and the alleys that will be catalyzed by the Sweeney Blocks Project. Sound Transit should also identify in the FEIS alternative construction staging areas and means and methods to ensure full vehicle access is maintained to the buildings or identify adequate mitigation measures like full compensation for building owners who suffer economic impacts from lost parking and tenant revenue because of construction and operational access impacts.	Please see responses to CCG1, CCG2, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. If Alternative WSJ-1 is selected as the project to be built, Sound Transit would coordinate with you on impacts to your planned development.
2	Potential WSJ-2 Construction Impacts are also Significant The construction staging area for WSJ- 2 appears to similarly conflict with the alley access for the East Block from Avalon. This alley connects SW Avalon Way with SW Oregon Street between 35th and 36th Avenues Southwest and provides vehicle, bicycle, and loading access to the East Block's below-grade garage for 158 residential and five non-residential vehicle parking spaces, 24 short term and 226 long term bicycle parking spaces, a commercial truck berth, and areas for residential and commercial refuse and recycling. It also provides an important neighborhood pedestrian through-block connection from Avalon to Oregon, and is used for access to the vehicular garage, waste, and loading areas for the neighboring Aura Apartments at 4435 35th Ave SW. Access to this alley must be maintained or the FEIS must fully disclose the impacts from potential closure of this alley, identify alternative construction staging area, and provide a plan for maintaining full access or other appropriate mitigation measures.	Please see responses to CCG1 and CCG2 in Table 7-1. If Alternative WSJ-2 is selected as the project to be built, Sound Transit would coordinate with you on impacts to your planned development.

#	Comments	Responses
3	As a general matter, we believe that WSJ-3a is well-designed alternative that has the best Junction station location and less impacts on neighborhood cohesion. However, there are potential impacts and issues related to WSJ-3a's proposed flow control vault location on the East Block. We presume that installation and maintenance of this vault would require temporary closures to SW Avalon Way at 36th Avenue SW. It appears that such closures would block the alley adjacent to the East Block. Similar to the alley access concerns discussed in the previous section, alley blockage will impede ingress and egress for East Block vehicles and alley access must be maintained. The DEIS' motorized, non-motorized and freight mobility and circulation studies again fail to account for or study the increased use of this alley that will be catalyzed by the Sweeney Blocks Project and the impacts of disruption. In addition, if shoring is required for this vault, such shoring could cause blockage to a very important aspect of the Sweeney Blocks Project: the new long-term retail home of Alki Lumber itself. This surface-level impact of flow control vault installation are not examined or discussed in any detail in the DEIS and additional analys. See DEIS Section 4.2.4.4.5. Of course, if this flow control vault required permanent disruption or change to this alley or the adjacent residential and commercial spaces, it would have a substantial impact on the East Block and its neighbor the Aura Apartments. Sound Transit should account for these risks and impacts as the design process moves forward and design to avoid them. We believe the vault placement options in WSJ-4 would cause dramatically less disruption than the placement proposed in WSJ-3a. The vault placements proposed in WSJ-3b and WSJ-5 could still cause some disruptions, but would be better than the vault location in WSJ- 3a. For this reason, that flow control vault location should be further engineered and potentially relocated. Ultimately, all vaults should be located and designed to have the least impacts possible on existing surrounding development.	Please see response to comment 1, above.
4	The WSBLE DEIS identified four preferred alternatives for the West Seattle Junction Segment - WSJ-1, WSJ-2, WSJ-3a, and WSJ-3b. There are two other alternatives - WSJ-4 and WSJ-5 that are not preferred. Of the preferred alternatives, tunnel alternative WSJ-3a should be advanced as the final preferred alternative adopted by the Sound Transit Board even though it requires outside funding. This alternative reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction. Compared to the elevated station options in WSJ-1 and WSJ-2, the WSJ-3a location is far superior in terms of serving, but not significantly impacting our neighborhood. Although we strongly support WSJ-3a as the preferred alternative, there are a few modifications and design refinements warranted to avoid significant impacts like relocation of the flow control vault.	Please see response to CCG2 in Table 7-1. If Alternative WSJ-3a is selected as the project to be built, Sound Transit would coordinate with you on potential impacts to your property.
5	Sound Transit should provide special attention and additional mitigation measures for transportation impacts in West Seattle, as this area has already been significantly impacted by the West Seattle Bridge closure. The FEIS should study traffic and displacement impacts from the WSBLE cumulatively with and in the context of the multi-year Bridge closure.	Please see response to CC5b in Table 7-1.

#	Comments	Responses
6	The DEIS is far too superficial in its analysis of the circulation impacts of WSJ-1 (and to a lesser extent, WSJ-2) on Fauntleroy and Avalon for bicycle, automotive and pedestrian traffic. In fact, it contains no explicit discussion of access and circulation impacts in the West Seattle Triangle, instead starting and ending its analysis with a confusing statement that "[!]here are no substantial proposed roadway modifications with preferred WSJ-1," and no built roadway revisions other than a new median under WSJ-2. DEIS Section 3.5.3.1.4. This does not square with the DEIS' illustrations of columns interfering with alley ingress and egress, nor with its statements that "roadway modifications may be needed to accommodate columns ... within the roadway or modifications to the street network." DEIS Section 3.5.3.1. Based on the illustrations, it is not clear how Sound Transit reached the conclusion that WSJ-1 and WSJ-2 will not impair access and circulation to Fauntleroy and Avalon for motor traffic, bicycles, and general boulevard traffic. This is perhaps the most concerning potential adverse transportation impact of these alternatives for general mobility, circulation, and traffic in the West Seattle Triangle neighborhood. The Sweeney Property (before or after completion of the Sweeney Blocks Project) would appear to be severely disrupted by the proposed WSJ-1 guideway route. This proposed route and straddle bent placement would substantially impair access to the Sweeney Blocks Project's proposed community market hall and outdoor amenity areas, but these impacts are not specific to the Sweeney Blocks Project alone. On further inquiry, Sound Transit will find many neighboring businesses, residents and property owners have equally grave concerns about WSJ-1 hampering impacts to their own respective storefronts and outdoor areas. These impacts would not only delay and inconvenience residents, commuters and intra-neighborhood commerce, but would result in displacement (or closure) of neighborhood businesses by discouraging patrons from visiting the neighborhood and disrupting deliveries.	Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for updated information on bike, pedestrian, and traffic impacts and Section 4.3, Economics, for information on impacts to businesses.
7	Similarly concerning analytical shortcomings are present with respect to traffic safety. See DEIS Section 3.8.3.5. In this area, the DEIS relies on a conclusory assumption that because guideway columns and straddle bents would "adhere to roadway standards" and "be outside of the vehicle travel lanes," it would result in "little to no impact on safety." This does not explain how the introduction of additional noise, light, shadow and movement into an already busy corridor will be adequately mitigated to avoid distraction and disruption to drivers, pedestrians and bicyclists alike. This shortcoming is emphasized by confusing statements that the tunnel alternatives "would have similar transportation safety conditions to [WSJ-1]," even though these tunnel alternatives "would not have any columns or other physical roadway impacts." Id. It does not logically follow that alternatives with dramatically fewer roadway-area elements would have no substantial reduction in safety risk. A more detailed study of safety impacts should be included in the FEIS.	Please see Appendix N.1 Transportation Technical Report, Chapter 7, of the Final EIS for additional safety analysis.

#	Comments	Responses
8	In West Seattle, as in other segments of the WSBLE, adverse transportation impacts will go hand- in-hand with business displacement impacts, because businesses will be displaced--or will close altogether--if their customers cannot reach them efficiently. The DEIS apparently relies on the assumption that the only business displacements that will occur are those caused by Sound Transit's direct occupation of a business' space. The businesses that will be affected by displacement of customers and access routes are apparently not analyzed. DEIS Sections 4.2.1.3.4 and 4.2.3.3.5. Indirect business displacement impacts should also be considered in the FEIS. Further, if Sound Transit chooses an above-ground route in this segment, we believe WSJ-2 is immensely better than WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses.	Please see response to CC3d in Table 7-1. Please see Section 4.3, Economics, of the Final EIS for information related to direct and indirect impacts to businesses during operations and construction, as well as proposed mitigation.
9	Alternative WSJ-1 would also be substantially more adverse than WSJ-2 in terms of aesthetic, noise, vibration and neighborhood cohesion impacts on the Sweeney Blocks Project and the West Seattle Triangle neighborhood. Even to any extent that the support columns of WSJ-1 would not impair circulation and access for other transportation modes (which is debatable, as discussed in A.1 above), WSJ-1's guideway itself would literally cast a shadow over this vibrant neighborhood's sidewalk users, bicycles and neighborhood businesses. This route would further discourage and disappoint these users by introducing substantial noise and vibration impacts on this vibrant developing boulevard and its bike lanes. As between the two above-ground alternatives, WSJ-2 would be immensely preferrable for the Sweeney Blocks Property and our neighbors, as well as our future residents and business tenants. The DEIS nods to these types of impacts at Section 4.2.4.3.5 (though without specific reference to light, shadow, noise or vibration) where it conclusively states that "WSJ-1 and WSJ-2 would have the most impact on the community because the guideway would be entirely elevated and primarily outside of public right of way." Other than acknowledging the "most impact" and "visual impact on the surrounding neighborhood," the scope, scale or specific types of these impacts are not studied or discussed.	Please see responses to CC4.4a, CC4.5a, and CC4.7a in Table 7-1.
10	The DEIS' analysis of visual and aesthetic resources is similarly insufficient to allow for a full understanding of potential impacts. It does not analyze the Sweeney Blocks Project's soon-to-be residents and customers as "sensitive viewers." See Figure 4.2.5-11. Similarly, though the DEIS acknowledges Fauntleroy's status as a City of Seattle Designated Scenic Route, id., it does not describe where or to what extent this vibrant community asset will lose views to the Cascade Mountains, Elliott Bay, and the Downtown Seattle skyline," from the route. DEIS Section 4.2.5.1. The effect of lost views on such a vibrant community and shopping corridor should be analyzed, but they are not. In some troubling instances, they are explained away. For example, the last full paragraph on DEIS Page 4.2.5-19 appears to assume that the permanent removal of a public viewing location results in no impact in access to public views. This is undoubtedly a view impact. In fact, it is one of the most important types of view impacts, because it is an impact on views equitably available to all community members. Fauntleroy Place provides a restful public park bench that provides neighborhood walkers and bikers with rest, people-watching and colorful foliage viewing. Its removal is an impact that should be acknowledged and further detail provided on how the park and users experience will change.	Please see Section 4.5, Visual and Aesthetic Resources, of the of the Final EIS for information on visual impacts, including potential impacts to designated scenic routes and proposed mitigation. Consistent with analysis methods, impacts can only be assessed for existing development or development under construction. See Section 4.2, Land Use, for information related to land use impacts and future land uses. See Section 4.17, Parks and Recreational Resources, for information related to park impacts.

#	Comments	Responses
11	It also appears that WSBLE alternatives WSJ-3a, WSJ-3b, WSJ-4 and WSJ-5 may require tiebacks or shoring that would encroach into the Sweeney Blocks Project. However, the extent and effects of such engineering elements are provided in detail in the DEIS, nor can we glean them based on the DEIS' limited information on tunnel depths or engineering methods. While the Sweeney Blocks Project supports the tunnel alternatives, we request further information about any plans for related tiebacks or shoring (or other encroaching elements of the WSBLE) on the Sweeney Property as soon as possible, so that we can coordinate with Sound Transit in design and construction of these elements. These additional details are missing from the DEIS and should be incorporated in the final to fully evaluate impacts to the existing and future built environment. We know that Sound Transit has many adjoining property owners with whom it aspires to coordinate and serve as a good neighbor. However, advance coordination is particularly warranted in this instance, due to the current stage of the Sweeney Blocks Project's development. Once permits for Sweeney Blocks Project has been issued and construction begun, the expense and complication of encroaching WSBLE tiebacks will increase dramatically. The window is closing to have effective coordination discussions and avoid additional costs and headaches for Sound Transit. We hope Sound Transit will coordinate with us at the earliest possible stage of WSJ-area design and construction.	Please see Appendix J, Conceptual Design Drawings, of the Final EIS for more detail on project elements and locations for all Final EIS alternatives, including Preferred Option WSJ-5b. Sound Transit will continue to evaluate easements potentially needed from adjacent property owners as design advances, and coordinate with adjacent property owners as needed.
12	We appreciate Sound Transit's work to analyze potential impacts, but we believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas. These include: • Lack of sufficient information on cumulative impacts of transportation and road closures, including paths of temporary and permanent-term closures and re-routes. Access must be maintained to existing residences at all times, and it is not clear that this will occur. • Lack of sufficient information on separate and cumulative construction impacts, including construction-period vibration, noise, dust, lighting and the like, as well as the proposed sequencing of work. • Lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.	Please see responses to CCG1, CC3c, CC3d, and CC5a in Table 7-1. Sound Transit will continue to coordinate with affected property owners and adjacent property owners as the project advances.
13	We believe the Sweeney Blocks Project's dense, transit-oriented community of residences and retail at will be ready to complement the Sound Transit's Avalon Station on the first day of fare service. For that reason, we hope that early coordination will enable the Sweeney Blocks Project and WSBLE to each consider the other a good neighbor during design, construction and long-term operation. Thank you for considering these comments.	Sound Transit will continue to coordinate with affected property owners and adjacent property owners as the project advances.

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The American Waterways Operators

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Peter J. Schrappen, CAE
Vice President – Pacific Region

April 28, 2022

Ms. Lauren Smith
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: WSBLE Draft Environmental Impact Statement

Dear Ms. Smith:

On behalf of the American Waterways Operators (AWO), I appreciate the opportunity to comment on the West Seattle and Ballard Link Extensions (WSBLE) draft Environmental Impact Statement (DEIS).

AWO is the tugboat, towboat, and barge industry's advocate, resource, and united voice for safe, sustainable, and efficient transportation on America's waterways, oceans, and coasts. Our industry safely and efficiently moves over 665 million tons of cargo each year, including more than 60% of U.S. export grain and significant bulk and containerized cargoes transported along the Pacific Coast. Sixteen AWO member companies are headquartered in Washington, and many more operate tugboats, towboats, tank barges, and deck barges in Washington waters. Towing vessels move tens of millions of tons of freight every year on Washington waterways, reducing congestion on the state's highways and railroads while producing fewer pollutants than trucks and trains. In addition, harbor and ship assist tugboats perform shipdocking, tanker escort, and fueling services in Washington's harbors and ports.

AWO has serious concerns about the bridge alternatives for the Interbay/Ballard segment of the WBSLE as outlined on pages 38 & 39 of the DEIS. Alternative IBB-1a, IBB-1B, and IBB-3 would each create a serious obstruction to navigation in the Lake Washington Ship Canal (LWSC). Multiple AWO members are located east of the Ballard Bridge, and they would be severely harmed by these alternatives. The proposed bridges would introduce a vertical navigation clearance limit where one does not currently exist and a potential horizontal navigation clearance limit, if not properly aligned with the Ballard Bridge.

Impeding marine traffic through the LWSC could shutter businesses who depend on the waterway for their operations. This would extend to the numerous businesses throughout the Pacific Northwest and beyond that depend on marine transportation to get their goods to market. It would damage Washington's thriving export trade and impair delicate supply chains.

The proposed alternatives would also cause undue harm to communities in Alaska that depend on barge transportation for essential goods like food and fuel.

AWO strongly supports alternatives IBB-2a and IBB-2b. Building a tunnel beneath the LWSC would provide minimum impact to vessel operators and the industries and communities they serve while allowing Sound Transit to expand the regional light rail system. Constructing a tunnel would not interrupt maritime operations, and a completed tunnel would not impede safe navigation of the LWSC.

For the Duwamish Segment of the WSBLE, as outlined on pages 10-12, AWO's comments complement the letter sent from Pacific Merchant Shipping Association (PMSA). We oppose the DUW-2 alternative. The northern crossing of the Duwamish Waterway and Harbor Island would interrupt operations at Terminal 5 and displace important maritime businesses. The southern crossings represented by preferred alternative DUW-1a would be less disruptive to maritime operations. Furthermore, avoiding additional obstructions, such as guideway columns, would limit disruptions to maritime companies who operate on the Duwamish.

The DEIS process requires an examination of the impacts to commercial resources. Alternatives IBB-1a, IBB-1B, and IBB-3 would harm Washington's $38 billion maritime economy as well as the wider regional economy. The report should also consider the environmental impact of shifting freight off the waterways and onto landside modes. Barge transportation emits 30% less greenhouse gas emissions than rail and more than 1,000% less than trucks. If this plan displaces barge operators, those emission reductions would be eliminated, increasing the carbon intensity of transportation in the Pacific Northwest.

Thank you for the opportunity to comment on an issue that is of great importance to AWO members. The decision will impact local maritime companies, their customers, the regional and national economy, and the supply chain. AWO would gladly answer any questions or provide further information.

Sincerely,

Peter Schrappen
Vice President – Pacific Region

Communication ID: 504395 - American Waterways Operators Draft EIS Comment

#	Comments	Responses
1	AWO has serious concerns about the bridge alternatives for the Interbay/Ballard segment of the WBSLE as outlined on pages 38 & 39 of the DEIS. Alternative IBB-1a, IBB-1B, and IBB-3 would each create a serious obstruction to navigation in the Lake Washington Ship Canal (LWSC). Multiple AWO members are located east of the Ballard Bridge, and they would be severely harmed by these alternatives. The proposed bridges would introduce a vertical navigation clearance limit where one does not currently exist and a potential horizontal navigation clearance limit, if not properly aligned with the Ballard Bridge. Impeding marine traffic through the LWSC could shutter businesses who depend on the waterway for their operations. This would extend to the numerous businesses throughout the Pacific Northwest and beyond that depend on marine transportation to get their goods to market. It would damage Washington's thriving export trade and impair delicate supply chains. The proposed alternatives would also cause undue harm to communities in Alaska that depend on barge transportation for essential goods like food and fuel.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	AWO strongly supports alternatives IBB-2a and IBB-2b. Building a tunnel beneath the LWSC would provide minimum impact to vessel operators and the industries and communities they serve while allowing Sound Transit to expand the regional light rail system. Constructing a tunnel would not interrupt maritime operations, and a completed tunnel would not impede safe navigation of the LWSC.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	We oppose the DUW-2 alternative. The northern crossing of the Duwamish Waterway and Harbor Island would interrupt operations at Terminal 5 and displace important maritime businesses. The southern crossings represented by preferred alternative DUW-1a would be less disruptive to maritime operations. Furthermore, avoiding additional obstructions, such as guideway columns, would limit disruptions to maritime companies who operate on the Duwamish.	Please see response to comment 1, above.
4	The DEIS process requires an examination of the impacts to commercial resources. Alternatives IBB-1a, IBB-1B, and IBB-3 would harm Washington's $38 billion maritime economy as well as the wider regional economy. The report should also consider the environmental impact of shifting freight off the waterways and onto landside modes. Barge transportation emits 30% less greenhouse gas emissions than rail and more than 1,000% less than trucks. If this plan displaces barge operators, those emission reductions would be eliminated, increasing the carbon intensity of transportation in the Pacific Northwest.	Additional discussion of impacts to maritime businesses and freight in the Duwamish Waterway area has been added to Section 4.3, Economics, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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BLADEGALLERY.COM

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
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Seattle, WA 98104

Cc:

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February 9, 2022

Dear Councilmembers and Sound Transit

We recently received a letter from Sound Transit notifying us that our SODO office/showroom/workshop may be in the route of the West Seattle Link Extension. After reading the Draft EIS, it appears that our location may be on the route of both the Preferred Alternative DUW-1a and Option DUW-1b, though not on the DUW-2 route. We ask your assistance in mitigating this in any way possible. It appears that each of the routes could be re-routed slightly to the north or south of our property so as not to require us to relinquish our building to Sound Transit and be forced to move again. Having just moved to this location in 2021 after purchasing the property in 2020, we fear that our business is unlikely to survive another move at this time – even more so given the difficult economic times created by Covid19.

Who we are:

- BladeGallery Inc has several arms that are run out of our SODO workshop.
    - Our 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, straight razors, and manicure gear.
    - We offer a world class sharpening service – knives are regularly sent to us for sharpening and repair from as far away as New Zealand, Australia, and Japan, as well as from around the US. We provide sharpening and repair services for a large portion of chefs in the Pacific Northwest.
    - We have a 6500 sqft custom knifemaking forge and teaching studio.
    - We house 1400 sqft of temperature and humidity controlled warehousing for our products, many of which are literally one-of-a-kind in the world and utilize some of the rarest materials found anywhere.
    - We teach classes aimed at established knifemakers and beginners. As we are developing our curriculum, we are gearing classes toward youth as well as providing scholarships for low income students, adding to the vibrant Pacific Northwest knifemaking community.

  - We are developing a resident artist program where 1-2 resident artists are supported in their work and studies to further develop their creativity and skills.
- BladeGallery Inc is a small business that supports 7 employee households and we anticipate hiring two additional employees in the next year.
- Our business supports over 600 artisans from around the world, custom building knives. In many cases, we are these artists' primary sales mechanism.
- Our showroom draws customers to the greater Seattle area to visit -- not only do customers visit our business from Everett, Bellingham, and Vancouver to the north, Renton and Tukwilla to the South, and Bellevue, Redmond and Kirkland to the East, but customers regularly fly to Seattle to visit our showroom from international and distant US locations. This influx of customers to the greater Seattle area is beneficial to the Seattle tax base.

We spent three years searching for the correct location for our multi-pronged business. After purchasing our new storefront in the spring of 2020, we moved from Kirkland (where we have been since 2003) back to Seattle in the fall of 2021. After two years of renovations, we finally received our final Certificate of Occupancy this last month.

It has been a difficult and expensive move. The move has taken two years and we will still be finalizing renovations for at least the next year. We have transformed our 1924 warehouse into a refined location showing the workmanship of the past, retaining the feel of this historic building (including its massive old growth beams!). These renovations, as well as a mural across the entire front of the building by renowned Seattle artist Henry Ward, has transformed this tired warehouse into a flagship showing the promise of the Seattle SODO neighborhood. Moving and cataloging our extensive and fragile inventory has been quite an undertaking (much of our inventory needs temperature and humidity control).

- Covid19 led to significant cost increases in renovation materials, difficulties and delays, and unavoidable adjustments to our plans
- City of Seattle required many expensive modifications including
  - ADA considerations (Multiple handicapped wheelchair access ramps, ADA bathrooms, etc)
  - Environmental considerations
    - Re-roofing entire 18,000 sqft building to allow for 8 inches of insulation on roof
    - Fire barrier walls with multiple layers of drywall and insulation (especially expensive right now!)
  - Full electric upgrade
  - Engineered high efficiency HVAC system

Our move required an SBA loan as well as a Chase loan. Both of these loans have early payment penalties, which we would encounter if we were forced to move. I have personally had to remortgage my house in Fremont to help cover renovation expenses. Literally, everything in my financial life is at stake.

Being forced to move due to the West Seattle Link Extension would not only have a significant financial impact on our company, our employees and their families, as well as the hundreds of artisan knifemakers that we represent, but it might literally be non-financially-recoverable for our company and me personally. Even if Sound Transit is required to pay 'fair market value' for our property, this doesn't come close to covering the thousands of hours of work and renovation costs, let alone architectural fees, banking fees, etc (none of which have been recovered due to our recent move). Finding a

replacement building in an appropriate location and of the correct style, paying staff for 2-3 years while renovations are completed, storing our fragile inventory during that time, and finally moving again seems insurmountable.

I greatly appreciate any efforts that you can make to select a path that does not directly force our company to move or close down – which in turn would result in tremendous difficulties for our employees and the hundreds of artisans we represent.

Yours,

Daniel O'Malley
President, BladeGallery Inc
Manager, Red Wall LLC

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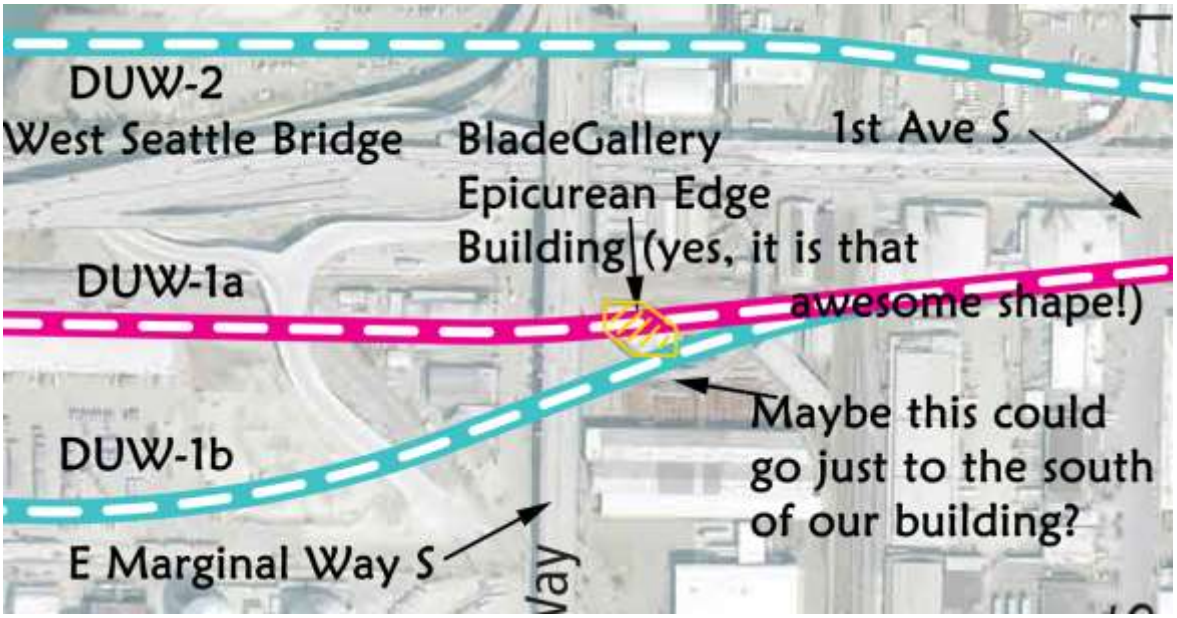
Seattle, WA 98103

Direct email: omalley@bladegallery.com

BLADEGALLERY.COM



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http://www.BladeGallery.com

Communication ID: 496158 - BladeGallery Draft EIS comment

#	Comments	Responses
1	After reading the Draft EIS, it appears that our location may be on the route of both the Preferred Alternative DUW-1a and Option DUW-1b, though not on the DUW-2 route. We ask your assistance in mitigating this in any way possible. It appears that each of the routes could be re-routed slightly to the north or south of our property so as not to require us to relinquish our building to Sound Transit and be forced to move again. Having just moved to this location in 2021 after purchasing the property in 2020, we fear that our business is unlikely to survive another move at this time - even more so given the difficult economic times created by Covid19. Who we are: • BladeGallery Inc has several arms that are run out of our SODO workshop. • Our 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, straight razors, and manicure gear. • We offer a world class sharpening service - knives are regularly sent to us for sharpening and repair from as far away as New Zealand, Australia, and Japan, as well as from around the US. We provide sharpening and repair services for a large portion of chefs in the Pacific Northwest. • We have a 6500 sqft custom knifemaking forge and teaching studio. • We house 1400 sqft of temperature and humidity controlled warehousing for our products, many of which are literally one-of-a-kind in the world and utilize some of the rarest materials found anywhere. • We teach classes aimed at established knifemakers and beginners. As we are developing our curriculum, we are gearing classes toward youth as well as providing scholarships for low income students, adding to the vibrant Pacific Northwest knifemaking community. • We are developing a resident artist program where 1-2 resident artists are supported in their work and studies to further develop their creativity and skills. • BladeGallery Inc is a small business that supports 7 employee households and we anticipate hiring two additional employees in the next year. • Our business supports over 600 artisans from around the world, custom building knives. In many cases, we are these artists' primary sales mechanism. • Our showroom draws customers to the greater Seattle area to visit -- not only do customers visit our business from Everett, Bellingham, and Vancouver to the north, Renton and Tukwilla to the South, and Bellevue, Redmond and Kirkland to the East, but customers regularly fly to Seattle to visit our showroom from international and distant US locations. This influx of customers to the greater Seattle area is beneficial to the Seattle tax base. We spent three years searching for the correct location for our multi-pronged business. After purchasing our new storefront in the spring of 2020, we moved from Kirkland (where we have been since 2003) back to Seattle in the fall of 2021. After two years of renovations, we finally received our final Certificate of Occupancy this last month.	Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for more information on the Sound Transit Board Motion. The Sound Transit Board will select the project to be built after the Final EIS is prepared. Due to constraints of existing roadways and railroads surrounding this property, along with requirements for spacing of columns, this property cannot be avoided under Preferred Alternative DUW-1a. Sound Transit acknowledges the inconvenience and hardship of relocating a unique business. Please see the mitigation section in Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on support Sound Transit would provide to help find new homes or sites, solve problems that might occur, and plan for relocation.
2	It has been a difficult and expensive move. The move has taken two years and we will still be finalizing renovations for at least the next year. We have transformed our 1924 warehouse into a refined location showing the workmanship of the past, retaining the feel of this historic building (including its massive old growth beams!). These renovations, as well as a mural across the entire front of the building by renowned Seattle artist Henry Ward, has transformed this tired warehouse into a	Sound Transit acknowledges the inconvenience and hardship of relocating a unique business. Please see the mitigation section in Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on support Sound Transit would provide to help find new homes or

#	Comments	Responses
	flagship showing the promise of the Seattle SODO neighborhood. Moving and cataloging our extensive and fragile inventory has been quite an undertaking (much of our inventory needs temperature and humidity control). • Covid19 led to significant cost increases in renovation materials, difficulties and delays, and unavoidable adjustments to our plans • City of Seattle required many expensive modifications including • ADA considerations (Multiple handicapped wheelchair access ramps, ADA bathrooms, etc) • Environmental considerations§ Re-roofing entire 18,000 sqft building to allow for 8 inches of insulation on roof§ Fire barrier walls with multiple layers of drywall and insulation (especially expensive right now!) • Full electric upgrade • Engineered high efficiency HVAC system Our move required an SBA loan as well as a Chase loan. Both of these loans have early payment penalties, which we would encounter if we were forced to move. I have personally had to remortgage my house in Fremont to help cover renovation expenses. Literally, everything in my financial life is at stake. Being forced to move due to the West Seattle Link Extension would not only have a significant financial impact on our company, our employees and their families, as well as the hundreds of artisan knifemakers that we represent, but it might literally be non-financially-recoverable for our company and me personally. Even if Sound Transit is required to pay 'fair market value' for our property, this doesn't come close to covering the thousands of hours of work and renovation costs, let alone architectural fees, banking fees, etc (none of which have been recovered due to our recent move). Finding a replacement building in an appropriate location and of the correct style, paying staff for 2-3 years while renovations are completed, storing our fragile inventory during that time, and finally moving again seems insurmountable. I greatly appreciate any efforts that you can make to select a path that does not directly force our company to move or close down - which in turn would result in tremendous difficulties for our employees and the hundreds of artisans we represent.	sites, solve problems that might occur, and plan for relocation. The real estate appraisal will account for all improvements to the property, including artwork integrated into the building, at the time the appraisal is completed. Please see responses to CC4.1a and CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.

Sound Transit Projects - Communications (1 Total)

Search Term

502719

Communication ID: 502719

Communication (4/28/2022)

In addition to the comments that I have previously noted in an effort to save BladeGallery's Epicurean Edge from eminent domain, a supporting customer of ours that worked as an environmental executive for the federal government has noted some irregularities in the EIS that I am asking you to specifically address. I hope you hear your specific thoughts on these issues.

These irregularities appear to skew the representation of the data to make the Preferred Alternative DUW-1A appear better than the Alternative DUW-2.

Please consider the following comments on the appropriateness of Alternative DUW-2:
As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.
As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives.
As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives
As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives.
As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives.

As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls.
As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.
As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.
As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.
Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative.
As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources.
Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations.
Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.

Owner(s):

Contact ID	Name	Type	Phones	Email
1077124	Daniel O'Malley	Individual	+1 (206) 261-1735	omalley@bladegallery.com

Communication ID: 502719 – BladeGallery Draft EIS Comment

#	Comments	Responses
1	These irregularities appear to skew the representation of the data to make the Preferred Alternative DUW-1A appear better than the Alternative DUW-2. Please consider the following comments on the appropriateness of Alternative DUW-2: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees - about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives - about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin - less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alternative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.	Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for more information on the Sound Transit Board Motion. The Sound Transit Board will select the project to be built after the Final EIS is prepared. Although Alternative DUW-2 would not require relocation at Fire Station 14, the same is true for Preferred Alternative DUW-1a and Option DUW-1b. In addition, although Alternative DUW-2 would have no permanent impact to parks and recreational resources, other impacts to resources were compared. Please see Chapter 6, Alternatives Evaluation, of the Final EIS for more information meeting the project purpose and need. The number of historic resources on individual properties is determined in consultation with the State Historic Preservation Officer. Please see Section 4.16, Historic and Archaeological Resources, of the Final EIS.

BLADEGALLERY.COM

April 27, 2022

Dear Councilmembers and Sound Transit Board

We understand that two of the three proposed routes (DUW-1a and DUW-1b) of the West Seattle Link Extension will require the condemnation and acquisition of our property at 3628 E Marginal Way S. in SODO, Seattle.

We feel that our unique business faces significant difficulties if forced to move that are not necessarily borne by many of the warehouses and industry in the SODO area.

If possible, we would welcome you to visit BladeGallery's Epicurean Edge in person so that you can see the impact and difficulties potentially caused by this Light Rail Path. I would welcome the opportunity to show you our facility. You can also see a quick video of our location here:

https://youtu.be/JuUOHyHNPIk

We ask your assistance in mitigating the loss of our building in any way possible. In this early stage in design, each of the proposed Light Rail paths could likely be re-routed slightly to the north or south of our property (if not moving development to the second alternative to the North of Spokane St – DUW-2) so as not to require us to relinquish our building to Sound Transit and be forced to move again.

1) **Recovering costs of our recent move and extensive renovation will be virtually impossible.**
After two years of renovations, we finally received our final Certificate of Occupancy in January 2022. Having just moved from Kirkland to this location in 2021 after purchasing the property in 2020, we fear that our business is unlikely to survive another move at this time – even more so given the difficult economic times created by Covid19. For businesses that have been in their SODO location for many years, while moving has significant costs, they have already recovered their initial renovation, development and moving costs through years of use. Additionally, it is likely that many of the businesses affected may welcome the opportunity to have a new renovated space in a new location.

Our move from Kirkland to SODO has taken two years and we will still be finalizing renovations for at least the next year. We have transformed our 1924 warehouse into a refined location showing the workmanship of the past, retaining the feel of this historic building (including its massive old growth beams!). These renovations have transformed this tired warehouse into a flagship showing the promise of the Seattle SODO neighborhood. Moving and cataloging our extensive and fragile inventory has been quite an undertaking (much of our inventory needs consistent temperature and humidity control).

- Covid19 led to significant cost increases in renovation materials, difficulties and delays, and unavoidable adjustments to our plans
- City of Seattle required many expensive modifications including
    - ADA considerations (multiple handicapped wheelchair access ramps, ADA bathrooms, etc)
    - Environmental considerations
        - Re-roofing the entire 18,000 sqft building to allow for 8 inches of insulation on the roof

        - Fire barrier walls with multiple layers of drywall and insulation (especially expensive right now!)
    - Full electric upgrade, alone costing over $200,000
    - Engineered high efficiency HVAC system
- Current increases in mortgage rates as well as inflationary costs will lead to significant long term expenses if we need to finance a new building and begin renovations again
- Already, the threat of a forced move has blighted critical aspects of our business.
    - Our lead instructor, Mastersmith Bill Burke, has determined that given the uncertainty caused by Light Rail, it is not possible to move his family to the Seattle area from Idaho to organize our classes.
    - Until the effect of Light Rail is fully determined, we are unable to complete the final development phases necessary for our Bladesmithing classes.
        - We have been forced to indefinitely postpone plans to bring in a larger natural gas line for our forges, which has meant that we are already losing significant income by not being able to teach forging classes

Our move required an SBA loan as well as a Chase loan. Both of these loans have early payment penalties, which we would encounter if we were forced to move. I have personally had to remortgage my house in Fremont to help cover renovation expenses. Literally, everything in my financial life is at stake.

2) **The items we sell are very fragile, making moving again extremely difficult and likely to result in damage.**
Prior to us purchasing and moving into SODO, the building housed a warehousing company for Mexican spices. A business like this can easily and safely move. Our business, on the other hand, has many facets that require tremendous customization (at great expense) of the space that we work in. The handmade products that we house are extremely fragile and are greatly affected by temperature, humidity, vibration, and pressure changes. A move will undoubtedly cause significant damage to some items in our unique inventory. The process of moving our company is not unlike moving a museum, yet is also compounded by having large industrial equipment required by other segments of our company.

3) **DUW-1a and DUW-1b will destroy significant public art by Henry Ryan Ward.**
Henry Ryan Ward is a significant artist from Seattle. Over the past decades, he has developed an international following and his artwork has significant monetary value as well as being meaningful public art. DUW-1a and DUW-1b will condemn two buildings with some of Henry's largest murals. The front of our building and the front of Buffalo Industries at 99 S Spokane St are among Henry's largest and most iconic artwork. Henry's murals are not only a Seattle icon, but they also bring tourists from outside Seattle to view his works. Obviously, because these murals are painted directly onto the building, moving them is impossible.

4) **Our current location is critical for our company because it provides easy access to the freeways and Port of Seattle.**
We spent three years searching for the correct location for our multi-pronged business. Visitors to BladeGallery's Epicurean Edge are often coming to Seattle from a significant distance, making airport access important. Our 'local' customers come from Renton, Bellevue, Kirkland, Redmond, Bellingham, and other cities throughout Washington. The SODO area provides a central location with easy access to the East Side through I-90 and 520 as well as the north

and south by I-5. Because many of the items we showcase are from around the world, the proximity to Port of Seattle is quite important.

5) **Our building is renovated to show off its roots as an early Seattle warehouse.**
We sell handmade items – something that is rarely found today, but which were common in the 1800s and 1900s. It is important that the gallery where our work is displayed evokes an earlier time when life moved at a slower pace and creating with your hands was the norm. Our building is a relic of that Seattle past, with huge old growth beams which were carefully stripped of paint and grime during our renovations and are a centerpiece of our presentation.

6) **Over 400 of our customers have sent letters to request help such that we might not need to move.**
Our loyal customer base is asking your assistance in helping to save our business.

7) **BladeGallery's Epicurean Edge is an economic boon for the SODO area.**
We draw customers from all over the world to visit our gallery. The sales at our gallery are a boon to the Seattle economy and these visitors have a cascading effect by bringing in tax dollars through hotels and lodging, restaurants, as well as purchases at other stores in the Seattle area.

8) **BladeGallery's Epicurean Edge is unique.**
BladeGallery's Epicurean Edge doesn't exist anywhere else. We are a social and economic hub for the International bladesmithing and knifemaking community. By teaching classes, selling raw materials, displaying, selling and promoting these one-of-a-kind artworks, we are supporting hundreds of individual artists around the world. There is literally not another business like ours in the world.

Who we are:

- BladeGallery Inc has several arms that are run out of our SODO flagship.
    - Our 2200 sqft temperature and humidity controlled showroom displays a wide selection of handmade and production knives, including chef's knives, straight razors, and manicure gear.
    - We offer a world class sharpening service – knives are regularly sent to us for sharpening and repair from as far away as New Zealand, Australia, and Japan, as well as from around the US. We provide sharpening and repair services for a large portion of chefs in the Pacific Northwest.
    - We have a 6500 sqft custom knifemaking forge and education studio.
    - We house 1400 sqft of temperature and humidity controlled warehousing for our products, many of which are literally one-of-a-kind in the world and utilize some of the rarest (and most fragile) materials found anywhere.
    - We sell raw materials such as Takefu Steel to knifemakers to complete their work.
    - We teach classes aimed at established knifemakers and beginners. As we are developing our curriculum, we are gearing classes toward youth as well as providing scholarships for low income students, adding to the vibrant Pacific Northwest knifemaking community.
    - We are developing a resident artist program where 1-2 resident artists are supported in their work and studies to further develop their creativity and skills.

- BladeGallery Inc is a small business that supports 8 employee households and we anticipate hiring two additional employees in the next year.
- Our business supports over 600 artisans from around the world, custom building knives. In many cases, we are these artists' primary sales mechanism.
- Our showroom draws customers to the greater Seattle area to visit -- not only do customers visit our business from Everett, Bellingham, and Vancouver to the north, Renton and Tukwila to the South, and Bellevue, Redmond and Kirkland to the East, but customers regularly fly to Seattle to visit our showroom from international and distant US locations. This influx of customers to the greater Seattle area is beneficial to the Seattle tax base.

Being forced to move due to the West Seattle Link Extension would not only have a significant financial impact on our company, our employees and their families, as well as the hundreds of artisan knifemakers that we represent, but it might literally be non-financially-recoverable for our company and me personally. Even if Sound Transit is required to pay 'fair market value' for our property, this doesn't come close to covering the thousands of hours of work and significant renovation costs, let alone architectural fees, banking fees, etc (none of which have been recovered due to our recent move). Finding a replacement building in an appropriate location and of the correct style, paying staff for 2-3 years while renovations are completed, storing our fragile inventory in a temporary temperature and humidity controlled environment during that time, and finally moving again seems insurmountable.

I greatly appreciate any efforts that you can make to select a path that does not force our company to move or close down – which in turn would result in tremendous difficulties for our employees and the hundreds of artisans we represent.

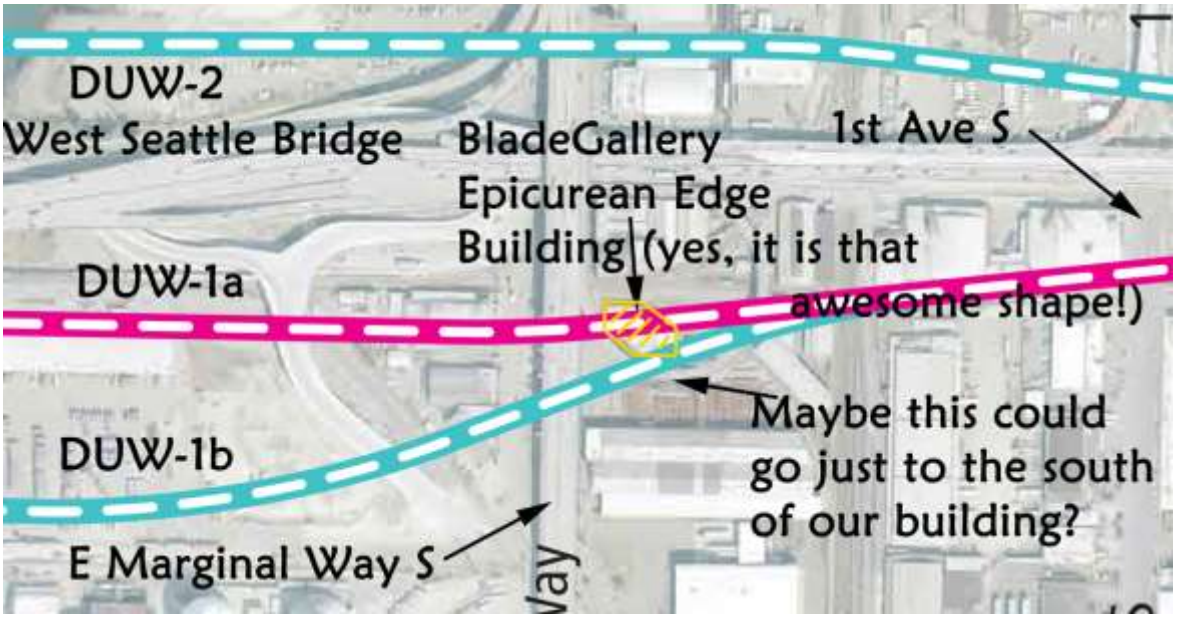
Yours,

Daniel O'Malley
President, BladeGallery Inc
Manager, Red Wall LLC

Home address:
4338 Evanston Ave N
Seattle, WA 98103

Direct email: omalley@bladegallery.com
Direct phone: 206-261-1735

BLADEGALLERY.COM



BladeGallery Inc ~ 3628 E Marginal Way S ~ Seattle, WA 98134 ~ (425) 889-5980 ~ info@bladegallery.com
http://www.BladeGallery.com

Communication ID: 504704 - BladeGallery Draft EIS Comment

#	Comments	Responses
1	We understand that two of the three proposed routes (DUW-1a and DUW-1b) of the West Seattle Link Extension will require the condemnation and acquisition of our property at 3628 E Marginal Way S. in SODO, Seattle. We feel that our unique business faces significant difficulties if forced to move that are not necessarily borne by many of the warehouses and industry in the SODO area. If possible, we would welcome you to visit BladeGallery's Epicurean Edge in person so that you can see the impact and difficulties potentially caused by this Light Rail Path. I would welcome the opportunity to show you our facility. You can also see a quick video of our location here: https://youtu.be/JuUOHyHNPlk We ask your assistance in mitigating the loss of our building in any way possible. In this early stage in design, each of the proposed Light Rail paths could likely be re- routed slightly to the north or south of our property (if not moving development to the second alternative to the North of Spokane St - DUW-2) so as not to require us to relinquish our building to Sound Transit and be forced to move again.	The Sound Transit Board confirmed Alternative DUW-1a as the preferred alternative following the WSBLE Draft EIS comment period. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for more information on the Sound Transit Board Motion. The Sound Transit Board will select the project to be built after the Final EIS is prepared. Due to constraints of existing roadways and railroads surrounding this property, along with requirements for spacing of columns, this property cannot be avoided under Preferred Alternative DUW-1a.
2	1)Recovering costs of our recent move and extensive renovation will be virtually impossible. After two years of renovations, we finally received our final Certificate of Occupancy in January 2022. Having just moved from Kirkland to this location in 2021 after purchasing the property in 2020, we fear that our business is unlikely to survive another move at this time - even more so given the difficult economic times created by Covid19. For businesses that have been in their SODO location for many years, while moving has significant costs, they have already recovered their initial renovation, development and moving costs through years of use. Additionally, it is likely that many of the businesses affected may welcome the opportunity to have a new renovated space in a new location. Our move from Kirkland to SODO has taken two years and we will still be finalizing renovations for at least the next year. We have transformed our 1924 warehouse into a refined location showing the workmanship of the past, retaining the feel of this historic building (including its massive old growth beams!). These renovations have transformed this tired warehouse into a flagship showing the promise of the Seattle SODO neighborhood. Moving and cataloging our extensive and fragile inventory has been quite an undertaking (much of our inventory needs consistent temperature and humidity control). ·Covid19 led to significant cost increases in renovation materials, difficulties and delays, and unavoidable adjustments to our plans ·City of Seattle required many expensive modifications including ADA considerations (multiple handicapped wheelchair access ramps, ADA bathrooms, etc) Environmental considerations §Re- roofing the entire 18,000 sqft building to allow for 8 inches of insulation on the roof §Fire barrier walls with multiple layers of drywall and insulation (especially expensive right now!) Full electric upgrade, alone costing over $200,000 Engineered high efficiency HVAC system ·Current increases in mortgage rates as well as inflationary costs will lead to significant long term expenses if we need to finance a new building and begin renovations again ·Already, the threat of a forced move has blighted critical aspects of our	Sound Transit acknowledges the inconvenience and hardship of relocating a unique business. Please see the mitigation section in Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on support Sound Transit would provide to help find new homes or sites, solve problems that might occur, and plan for relocation. The real estate appraisal will account for all improvements to the property, including artwork integrated into the building, at the time the appraisal is completed. Please see responses to CC4.1a and CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.

#	Comments	Responses
	business. Our lead instructor, Mastersmith Bill Burke, has determined that given the uncertainty caused by Light Rail, it is not possible to move his family to the Seattle area from Idaho to organize our classes. Until the effect of Light Rail is fully determined, we are unable to complete the final development phases necessary for our Bladesmithing classes. §We have been forced to indefinitely postpone plans to bring in a larger natural gas line for our forges, which has meant that we are already losing significant income by not being able to teach forging classes Our move required an SBA loan as well as a Chase loan. Both of these loans have early payment penalties, which we would encounter if we were forced to move. I have personally had to remortgage my house in Fremont to help cover renovation expenses. Literally, everything in my financial life is at stake. The items we sell are very fragile, making moving again extremely difficult and likely to result in damage. Prior to us purchasing and moving into SODO, the building housed a warehousing company for Mexican spices. A business like this can easily and safely move. Our business, on the other hand, has many facets that require tremendous customization (at great expense) of the space that we work in. The handmade products that we house are extremely fragile and are greatly affected by temperature, humidity, vibration, and pressure changes. A move will undoubtedly cause significant damage to some items in our unique inventory. The process of moving our company is not unlike moving a museum, yet is also compounded by having large industrial equipment required by other segments of our company. DUW-1a and DUW-1b will destroy significant public art by Henry Ryan Ward. Henry Ryan Ward is a significant artist from Seattle. Over the past decades, he has developed an international following and his artwork has significant monetary value as well as being meaningful public art. DUW-1a and DUW-1b will condemn two buildings with some of Henry's largest murals. The front of our building and the front of Buffalo Industries at99 S Spokane Stare among Henry's largest and most iconic artwork. Henry's murals are not only a Seattle icon, but they also bring tourists from outside Seattle to view his works. Obviously, because these murals are painted directly onto the building, moving them is impossible. Our current location is critical for our company because it provides easy access to the freeways and Port of Seattle. We spent three years searching for the correct location for our multi-pronged business. Visitors to BladeGallery's Epicurean Edge are often coming to Seattle from a significant distance, making airport access important. Our 'local' customers come from Renton, Bellevue, Kirkland, Redmond, Bellingham, and other cities throughout Washington. The SODO area provides a central location with easy access to the East Side through 1-90 and 520 as well as the north and south by 1-5. Because many of the items we showcase are from around the world, the proximity to Port of Seattle is quite important. Our building is renovated to show off its roots as an early Seattle warehouse. We sell handmade items - something that is rarely found today, but which were common in the 1800s and 1900s. It is important that the gallery where our work is displayed evokes an earlier time when life moved at a slower pace and creating with your hands was the norm. Our building is a relic of that Seattle past, with	

#	Comments	Responses
	huge old growth beams which were carefully stripped of paint and grime during our renovations and are a centerpiece of our presentation. Over 400 of our customers have sent letters to request help such that we might not need to move. Our loyal customer base is asking your assistance in helping to save our business. BladeGallery's Epicurean Edge is an economic boon for the SODO area. We draw customers from all over the world to visit our gallery. The sales at our gallery are a boon to the Seattle economy and these visitors have a cascading effect by bringing in tax dollars through hotels and lodging, restaurants, as well as purchases at other stores in the Seattle area. BladeGallery's Epicurean Edge is unique. BladeGallery's Epicurean Edge doesn't exist anywhere else. We are a social and economic hub for the International bladesmithing and knifemaking community. By teaching classes, selling raw materials, displaying, selling and promoting these one-of-a-kind artworks, we are supporting hundreds of individual artists around the world. There is literally not another business like ours in the world.	

Calvin Nutt, PE
Manager Engineering
Northwest Division

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April 28, 2022

WSBLE Draft EIS Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

RE: West Seattle and Ballard Link Extensions Draft Environmental Impact Statement

BNSF Railway Company is pleased to provide comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project.

Some key priorities from the attached comment sheet are listed below.

1. Any proposed alignment that is over, under, adjacent to or on BNSF property has the potential to impact BNSF's operations and maintenance. It is BNSF's priority that these situations be avoided in the design of the WSBLE as much as possible.
2. Some of the noteworthy concerns we have observed in the concept plan set include:
    a. Proposed alignments through SODO Busway appear to encroach on BNSF right of way and the tracks that are on them are not addressed on the concept plans. BNSF has not approved removal of track on this property.
    b. Duwamish Segment Option DUW-1a - the biggest concern of this segment is the proximity of the alignment to the BNSF operable bridge over the West Duwamish waterway. It will impact BNSF's ability to operate and maintain this bridge.
    c. Duwamish Segment Option DUW-2- the biggest concern with this option is that it has 2 structures over the mainline track which would be more restrictive and likely more disruptive to BNSF operations than the other options.
    d. Chinatown International District Segment options CID-1a and 1b appear to be quite impactful to BNSF track structure and tunnel and present feasibility and constructability issues while option CID-2a - 5th Avenue Shallow Option is least impactful to BNSF and is preferred.
    e. South Interbay Segment Options SIB-1 and SIB-3 alignments are in close proximity to BNSF tracks while SIB-2 is not therefore SIB-2 is preferred by BNSF.
    f. Interbay/Ballard Segment Options IBB-1a, 2a and 2b alignments appear to be more impactful to BNSF tracks where they begin on the Interbay end therefore BNSF prefers the alignments of options 1b and 3.

BNSF appreciates the opportunity to review and comment on the DEIS concept plans and look forward to future discussions regarding this proposed project.

Respectfully,

Calvin Nutt
Manager Engineering
BNSF Railway Company

During review of the concept plans for the proposed West Seattle and Ballard Link Extension projects there are numerous options/alignments that impact BNSF tracks and right of way.
In general BNSF has standards and procedures for dealing with and processing proposed agency projects. The general comments 1-8 below refer to the standards and processes that apply to every location that the WSBLE project impacts BNSF track and right of way.

General comments that apply to all segments:

1. BNSF opposes any WSBLE infrastructure that inhibits current alignments and operations as well as any that restrict future expansion prospects.
2. BNSF expects that WSBLE will clear-span BNSF right-of-way in locations that it must cross it.
3. BNSF has concerns about geotechnical impacts to existing track and structures caused by proposed WSBLE structures and tunnels.
4. BNSF requires 3rd party review of proposed structures that could create geotechnical loading impacts on BNSF track/structures.
5. Infrastructure that may create geotechnical impacts on BNSF track/structures will require monitoring for movement during and after construction.
6. Any shoring that may be necessary on or near BNSF property must be designed and processed per the BNSF/UP guidelines for temporary shoring.
7. Utilities that must be relocated and impact BNSF property must be designed and permitted per the BNSF utility accommodation policy.
8. Any structures over BNSF ROW must be designed and processed through BNSF in per the BNSF/UP guidelines for railroad grade separation projects.

Additional comments by segment/option:

Sodo segment:
Options SODO-1a, 1b, 2 Referencing sheets L50-GSP718, 1218, 118, 618, 716, 116, 616 - alignment along SODO Busway and proposed SODO Station
BNSF is concerned that the proposed alignment along the SODO busway appears to encroach on BNSF property rights. There are existing tracks to the west of Sodo busway that are not called out on the concept plan but appear to be impacted. BNSF has not approved removal of track on this property.

Duwamish Segment:
Option DUW-1a-Reference sheets L50-GSP119, 120, 121, 122, 130- Version DUW-1a
Specific areas of concern:

Adjacent to and over BNSF tracks along SODO busway at Franz Bakery and over and adjacent to the 7th Ave lead where it crosses 6th Ave, it crosses over BNSF mainline near Spokane Street, It crosses over the south leg of the West Seattle Wye and the BNSF tracks near Colorado Ave, It crosses the BNSF track very close to the east end of the bridge over the West Duwamish waterway and it crosses BNSF track along West Marginal Way.

The biggest concern of this segment is the proximity of the alignment to the BNSF operable bridge over the West Duwamish waterway. It will impact BNSF's ability to operate and maintain this bridge. Second biggest concern is the proximity of substructure to the BNSF mainlines where it crosses near Spokane Street as this will have constructability issues and likely to cause service interruptions to mainline traffic.

Option DUW-1b - Reference sheets L50-GSP619, 620, 621, 622, 630
Specific areas of concern:

Adjacent to and over BNSF tracks along SODO busway at Franz Bakery and over and adjacent to the 7th Ave lead where it crosses 6th Ave, it crosses over BNSF mainline near Spokane Street, it crosses over the south leg of the West Seattle Wye and the BNSF tracks near Colorado Ave and it crosses BNSF track twice along West Marginal Way.

The biggest concern is the proximity of substructure to the BNSF mainlines where it crosses near Spokane Street as this will have constructability issues and likely to cause service interruptions to mainline traffic.

Option DUW-2 - Reference sheets L50-GSP719, 720, 721, 722, 730
Specific areas of concern:

Adjacent to and over BNSF tracks along SODO busway at Franz Bakery and over and adjacent to the 7th Ave lead where it crosses 6th Ave. This is different from versions 1a and 1b in that instead of having 2 adjacent structures forming a wye at Franz Bakery the south leg is off a different branch line to the south. There are two crossings over the mainline near Spokane Street that are close together. It crosses BNSF tracks at Colorado Ave and possibly on BNSF property rights between Colorado Ave and Alaskan Way and west of Alaskan Way. It crosses BNSF tracks and encroaches BNSF property rights between the east and west Duwamish Waterways.

The biggest concern with this option is that it has 2 structures over the mainline track which would be more restrictive and likely more disruptive to BNSF operations than the other options.

Delridge Segment:

A review of the conceptual plan set does not indicate that this segment encroaches on any BNSF right of way.

West Seattle Junction Segment:

A review of the conceptual plan set does not indicate that this segment encroaches on any BNSF right of way.

Chinatown International District Segment:
CID-1a- 4th Ave Shallow Option - reference pages L50-GSP715, 714, 713
Specific areas of concern:

This option has significant potential conflict with BNSF track structure and Seattle Tunnel. The profile on the concept plans do not specifically call out the BNSF track and tunnel but they are definitely impacted. BNSF has concerns/doubts as to the feasibility of this concept from a constructability standpoint.

CID-1b- 4th Ave Deep Option - reference sheets L50-GSP515, 514, 513

Specific areas of concern:

This option has significant potential conflict with BNSF track structure and Seattle Tunnel. The profile on the concept plans does not specifically call out the BNSF track and tunnel but they are definitely impacted. BNSF has concerns/doubts as to the feasibility of this concept from a constructability standpoint.

CID-2a- 5th Ave Shallow Option- reference sheets L50-GSP 115, 114, 113

Specific areas of concern:

Option CID-2a is the least impactful to BNSF of the options in the Chinatown International District. While there could be some subsurface impacts that would need to be addressed, this option is further away from BNSF than the others and is preferred.

Downtown Segment:
DT-1 5th Avenue Harrison Street Alternative - reference sheets L50-GSP112, 111, 100, 101, 102, 103

Specific areas of concern:

The primary concerns of impacts to BNSF from Option DT-1 are ventilation shaft and entrance structure that appear to be in close proximity to BNSF tunnel. Any design/construction that is in close proximity to BNSF tunnel would require 3rd party review and monitoring to determine any possible adverse impacts.

DT-2 6th Avenue /Mercer Street Alternative - reference sheets L50-GSP712, 711, 700, 701, 702, 703

Specific areas of concern:

There are not any BNSF conflicts that were apparent in reviewing this alignment.

South Interbay Segment:

Option SIB-1 Galer Street StationCentral Interbay Alternative reference sheets L50-GSP104, 105, 106, 107

Specific areas of concern:

The primary concern about this option SIB-1 is the close proximity the alignment is to the BNSF tracks in the area of the Interbay Golf Center, possible property encroachments and inhibit future expansion.

Additionally, changes to surface traffic patterns and the potential for increased trespassing activity will have a negative impact on BNSF operations.

Option SIB-2 Prospect Street Station 15th Avenue Alternative reference sheets L50-GSP304, 305, 306, 307

Specific areas of concern:

There were not any BNSF impacts that were apparent in reviewing this alignment. This is BNSF's preferred option for the SIB segment.

Option SIB-3 Prospect Street Station Central Interbay Alternative reference sheets L50-GSP704, 705, 706, 707

Specific areas of concern:

The primary concern about this option SIB-3 is the close proximity the alignment is to the BNSF tracks in the area of the Interbay Golf Center, possible property encroachments and inhibit future expansion. Additionally, changes to surface traffic patterns and the potential for increased trespassing activity will have a negative impact on BNSF operations.

Interbay/Ballard Segment:

Option IBB-1a Preferred Elevated 14th Avenue Alternative- reference sheets L50-GSP108, 109, 110.

Specific areas of concern:

The primary concerns with this alignment are that it starts in close proximity to BNSF tracks at Interbay Station, Crosses BNSF tracks at Blewett Way and crosses BNSF ROW on 14th AVE north of NW45th St.

Option IBB-1b Elevated 14th Avenue Alignment Option (from Prospect Street Station/ 15th Avenue) reference sheets L50-GSP808, 809, 810

Specific areas of concern:

The primary concerns with this alignment are it crosses BNSF tracks at Blewett Way and crosses BNSF ROW on 14th AVE north of NW45th St.

Option IBB-2a Preferred Tunnel 14th Avenue Alternative reference sheets L50-GSP208,209,210

Specific areas of concern:

The primary concern with this alignment is that it starts out in close proximity to BNSF tracks near Dravus. Because it is a deep tunnel it may be less impactful at the Blewett tracks.

Option IBB-2b Preferred Tunnel 15th Avenue Station Option reference sheets L50-GSP-508,509, 510

Specific areas of concern:

The primary concern with this alignment is that it starts out in close proximity to BNSF tracks near Dravus. Because it is a deep tunnel it may be less impactful at the blewett tracks and ROW at NE45th.

Option IBB-3 Elevated 15th Avenue Alternative reference sheets L50-GSP308, 309, 310

Specific areas of concern:

The primary concern with this alignment is that it crosses BNSF tracks near W Emerson.

Communication ID: 503311 - BNSF Railway Draft EIS Comment

#	Comments	Responses
1	In general BNSF has standards and procedures for dealing with and processing proposed agency projects. The general comments 1-8 below refer to the standards and processes that apply to every location that the WSBLE project impacts BNSF track and right of way. General comments that apply to all segments: BNSF opposes any WSBLE infrastructure that inhibits current alignments and operations as well as any that restrict future expansion prospects. BNSF expects that WSBLE will clear-span BNSF right-of-way in locations that it must cross it. BNSF has concerns about geotechnical impacts to existing track and structures caused by proposed WSBLE structures and tunnels. BNSF requires 3rd party review of proposed structures that could create geotechnical loading impacts on BNSF track/structures. Infrastructure that may create geotechnical impacts on BNSF track/structures will require monitoring for movement during and after construction. Any shoring that may be necessary on or near BNSF property must be designed and processed per the BNSF/UP guidelines for temporary shoring. Utilities that must be relocated and impact BNSF property must be designed and permitted per the BNSF utility accommodation policy. Any structures over BNSF ROW must be designed and processed through BNSF in per the BNSF/UP guidelines for railroad grade separation projects.	Comment noted. Sound Transit has continued to coordinate with BNSF to minimize impacts to existing and future rail operations. Coordination will continue through final design and construction.
2	Options SODO-1a, 1b, 2 Referencing sheets L50-GSP718, 1218, 118, 618, 716, 116, 616 - alignment along SODO Busway and proposed SODO Station BNSF is concerned that the proposed alignment along the SODO busway appears to encroach on BNSF property rights. There are existing tracks to the west of Sodo busway that are not called out on the concept plan but appear to be impacted. BNSF has not approved removal of track on this property.	Please see Appendix L4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on potentially affected parcels. Sound Transit has initiated discussions with BNSF regarding acquisition of BNSF properties identified in this appendix, either through fee acquisition or easement.
3	Duwamish Segment: Option DUW-1a-Reference sheets L50--GSP119, 120, 121, 122, 130- Version DUW-1a Specific areas of concern: Adjacent to and over BNSF tracks along SODO busway at Franz Bakery and over and adjacent to the 7th Ave lead where it crosses 6th Ave, it crosses over BNSF mainline near Spokane Street, It crosses over the south leg of the West Seattle Wye and the BNSF tracks near Colorado Ave, It crosses the BNSF track very close to the east end of the bridge over the West Duwamish waterway and it crosses BNSF track along West Marginal Way. The biggest concern of this segment is the proximity of the alignment to the BNSF operable bridge over the West Duwamish waterway. It will impact BNSF's ability to operate and maintain this bridge. Second biggest concern is the proximity of substructure to the BNSF mainlines where it crosses near Spokane Street as this will have constructability issues and likely to cause service interruptions to mainline traffic. Option DUW-1b - Reference sheets L50-GSP619, 620, 621, 622, 630 Specific areas of concern: Adjacent to and over BNSF tracks along SODO busway at Franz Bakery and over and adjacent to the 7th Ave lead where it crosses 6th Ave, it crosses over BNSF mainline near Spokane Street, it crosses over the south leg of the West Seattle Wye	Sound Transit has noted your concerns related to proximity to your facilities at these locations. Sound Transit has continued to coordinate with BNSF as project design advances to minimize impacts to BNSF operations.

#	Comments	Responses
	and the BNSF tracks near Colorado Ave and it crosses BNSF track twice along West Marginal Way. The biggest concern is the proximity of substructure to the BNSF mainlines where it crosses near Spokane Street as this will have constructability issues and likely to cause service interruptions to mainline traffic. Option DUW-2 - Reference sheets L50-GSP719, 720, 721, 722, 730 Specific areas of concern: Adjacent to and over BNSF tracks along SODO busway at Franz Bakery and over and adjacent to the 7th Ave lead where it crosses 6th Ave. This is different from versions 1a and 1b in that instead of having 2 adjacent structures forming a wye at Franz Bakery the south leg is off a different branch line to the south. There are two crossings over the mainline near Spokane Street that are close together. It crosses BNSF tracks at Colorado Ave and possibly on BNSF property rights between Colorado Ave and Alaskan Way and west of Alaskan Way. It crosses BNSF tracks and encroaches BNSF property rights between the east and west Duwamish Waterways. The biggest concern with this option is that it has 2 structures over the mainline track which would be more restrictive and likely more disruptive to BNSF operations than the other options.	
4	Delridge Segment: A review of the conceptual plan set does not indicate that this segment encroaches on any BNSF right of way. West Seattle Junction Segment: A review of the conceptual plan set does not indicate that this segment encroaches on any BNSF right of way.	Comment noted. Sound Transit has not identified any impacts to BNSF facilities in the Delridge or West Seattle Junction segments.
5	Chinatown International District Segment: CID-1a- 4th Ave Shallow Option - reference pages L50- GSP715, 714, 713 Specific areas of concern: This option has significant potential conflict with BNSF track structure and Seattle Tunnel. The profile on the concept plans do not specifically call out the BNSF track and tunnel but they are definitely impacted. BNSF has concerns/doubts as to the feasibility of this concept from a constructability standpoint. CID-1b- 4th Ave Deep Option - reference sheets L50-GSP515, 514, 513 Specific areas of concern: This option has significant potential conflict with BNSF track structure and Seattle Tunnel. The profile on the concept plans does not specifically call out the BNSF track and tunnel but they are definitely impacted. BNSF has concerns/doubts as to the feasibility of this concept from a constructability standpoint.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	CID-2a- 5th Ave Shallow Option- reference sheets L50-GSP 115, 114, 113 Specific areas of concern: Option CID-2a is the least impactful to BNSF of the options in the Chinatown International District. While there could be some subsurface impacts that would need to be addressed, this option is further away from BNSF than the others and is preferred.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Downtown Segment: DT-1 5th Avenue Harrison Street Alternative - reference sheets L50-GSP112, 111, 100, 101, 102, 103 Specific areas of concern: The primary concerns of impacts to BNSF from Option DT-1 are ventilation shaft and entrance structure that appear to be in close proximity to BNSF tunnel. Any design/construction that is in close proximity to BNSF tunnel would require 3rd party review and monitoring to determine any possible adverse impacts. DT-2 6th Avenue	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	/Mercer Street Alternative - reference sheets L50-GSP712, 711, 700, 701, 702, 703 Specific areas of concern: There are not any BNSF conflicts that were apparent in reviewing this alignment.	
8	South Interbay Segment: Option SIB-1 Galer Street StationCentral Interbay Alternative reference sheets L50-GSP104, 105, 106, 107 Specific areas of concern: The primary concern about this option SIB-1 is the close proximity the alignment is to the BNSF tracks in the area of the Interbay Golf Center, possible property encroachments and inhibit future expansion. Additionally, changes to surface traffic patterns and the potential for increased trespassing activity will have a negative impact on BNSF operations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Option SIB-2 Prospect Street Station 15th Avenue Alternative reference sheets L50-GSP304, 305, 306, 307 Specific areas of concern: There were not any BNSF impacts that were apparent in reviewing this alignment. This is BNSF's preferred option for the SIB segment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	Option SIB-3 Prospect Street Station Central Interbay Alternative reference sheets L50-GSP704, 705, 706, 707 Specific areas of concern: The primary concern about this option SIB-3 is the close proximity the alignment is to the BNSF tracks in the area of the Interbay Golf Center, possible property encroachments and inhibit future expansion. Additionally, changes to surface traffic patterns and the potential for increased trespassing activity will have a negative impact on BNSF operations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Interbay/Ballard Segment: Option IBB-1a Preferred Elevated 14th Avenue Alternative- reference sheets L50-GSP108, 109, 110. Specific areas of concern: The primary concerns with this alignment are that it starts in close proximity to BNSF tracks at Interbay Station, Crosses BNSF tracks at Blewett Way and crosses BNSF ROW on 14th AVE north of NW45th St. Option IBB-1b Elevated 14th Avenue Alignment Option (from Prospect Street Station/ 15th Avenue) reference sheets L50-GSP808, 809, 810 Specific areas of concern: The primary concerns with this alignment are it crosses BNSF tracks at Blewett Way and crosses BNSF ROW on 14th AVE north of NW45th St.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Option IBB-2a Preferred Tunnel 14th Avenue Alternative reference sheets L50-GSP208,209,210 Specific areas of concern: The primary concern with this alignment is that it starts out in close proximity to BNSF tracks near Dravus. Because it is a deep tunnel it may be less impactful at the Blewett tracks. Option IBB-2b Preferred Tunnel 15th Avenue Station Option reference sheets L50- GSP-508,509, 510 Specific areas of concern: The primary concern with this alignment is that it starts out in close proximity to BNSF tracks near Dravus. Because it is a deep tunnel it may be less impactful at the blewett tracks and ROW at NE45th.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Option IBB-3 Elevated 15th Avenue Alternative reference sheets L50-GSP308, 309, 310 Specific areas of concern: The primary concern with this alignment is that it crosses BNSF tracks near W Emerson.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Sound Transit Projects - Communications (1 Total)

Search Term

500812

Communication ID: 500812

Communication (4/20/2022)

Greetings:

Please see the below comments regarding the WSBLE Draft Environmental Impact Statement. We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route.

We are longtime West Seattle residents and own a small Architecture Consulting firm that employs ~20 people many of whom live in West Seattle. Furthermore, we are co-owners of the 4000 Delridge Way SW property, which would be directly impacted by four of the West Seattle Link Extension route options being considered. We purchased this property on the corner of Delridge and Andover in 1999 and then helped design and construct the building, which our business, along with another of the building's co-owner's business, has occupied since 2004. We adore this space and it has been home to our business since it was built. We plan to continue to run our business out of this space for many years; however, all but two of the proposed options would impact our office and force us to leave.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle.

It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.

We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1054746	Martha Carlson	Individual		mcarlson@bet-r.com

Communication ID: 500812 – Delridge Development LLC, Martha Carlson Draft EIS Comment

#	Comments	Responses
1	Please see the below comments regarding the WSBLE Draft Environmental Impact Statement. We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. We are longtime West Seattle residents and own a small Architecture Consulting firm that employs -20 people many of whom live in West Seattle. Furthermore, we are co-owners of the 4000 Delridge Way SW property, which would be directly impacted by four of the West Seattle Link Extension route options being considered. We purchased this property on the corner of Delridge and Andover in 1999 and then helped design and construct the building, which our business, along with another of the building's co-owner's business, has occupied since 2004. We adore this space and it has been home to our business since it was built. We plan to continue to run our business out of this space for many years; however, all but two of the proposed options would impact our office and force us to leave. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 -the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate	Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.
2	We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.	Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.

Sound Transit Projects - Communications (1 Total)

Search Term

501281

Communication ID: 501281

Communication (4/25/2022)

Greetings:

Please see the below comments regarding the WSBLE Draft Environmental Impact Statement. We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle.

It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.

We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
771733	Scott Vlotho	Individual	206-334-5659 (Cell)	svlotho@hotmail.com

Communication ID: 501281– Delridge Development LLC, Scott Vlotho Draft EIS Comment

#	Comments	Responses
1	We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 - the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.	Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.
2	We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.	Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.

Sound Transit Projects - Communications (1 Total)

Search Term

503320

Communication ID: 503320

Communication (4/28/2022)

Greetings:

We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route.

Below are my concerns regarding the WSBLE Draft Environmental Impact Statement.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle.

It appears to us that DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle.

Most Favored Options:

1. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. 2. DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0;
2. DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course.
3. DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.

We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home the business that supports my family and all my peer's and business neighbor's families. busines, and has provided hundreds of folks jobs over the years.

Forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.

We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078364	Stephen Elliott	Individual		selliott@bet-r.com

Communication ID: 503320– Delridge Development LLC, Stephen Elliott Draft EIS Comment

#	Comments	Responses
1	In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES- 18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. It appears to us that DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. Most Favored Options: DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18- the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. 2. DEL-5 only impacts 2 historical buildings and DEL-6 impacts O; DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.	Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.
2	We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home the business that supports my family and all my peer's and business neighbor's families. busines, and has provided hundreds of folks jobs over the years. Forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.	Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.

Sound Transit Projects - Communications (1 Total)

Search Term

503329

Communication ID: 503329

Communication (4/28/2022)

Greetings:
We are co-owners of the 4000 Delridge Way SW property, which would be directly impacted by four of the West Seattle Link Extension route options being considered. We ask you to consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood.

It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. In addition, Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and commercial properties – both of which are limited in West Seattle; our business would face great hardship if we had to leave West Seattle.

Additionally, DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, both of these options have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. And, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.

We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.

The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment. It is designed and built to last even in a changing climate.

We urge you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
882190	scott Stemper	Individual		scott@stemperac.com

Communication ID: 503329 – Delridge Development LLC, Scott Stemper Draft EIS Comment

#	Comments	Responses
1	We ask you to consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. In addition, Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and commercial properties - both of which are limited in West Seattle; our business would face great hardship if we had to leave West Seattle. Additionally, DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 - the noise and visual impact would be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, both of these options have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. And, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.	Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.
2	We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment. It is designed and built to last even in a changing climate.	Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.

Sound Transit Projects - Communications (1 Total)

Search Term

504066

Communication ID: 504066

Communication (4/28/2022)

Greetings:

Please see the below comments regarding the WSBLE Draft Environmental Impact Statement. We respectfully urge that you select DEL-5 and DEL-6 for the West Seattle Sound Transit route.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. As part owner of the 4000 Delridge Way building, I strongly object to any of these four routes. When we built our building at 4000 Delridge Way the City of Seattle encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. The majority of our employees live in West Seattle.

The selection of either DEL-5 or DEL-6 option would allow our unique office building to remain in this location and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.

It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.

We implore you to please select DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Sincerely,

Jim Carlson
Partner, Delridge Development LLC
Owner, Building Envelope Technology and Research
4000 Delridge Way SW
Seattle, WA. 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
1079004	Jim Carlson	Individual		jcarlson@bet-r.com

Communication ID: 504066– Delridge Development LLC, Jim Carlson Draft EIS Comment

#	Comments	Responses
1	We respectfully urge that you select DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. As part owner of the 4000 Delridge Way building, I strongly object to any of these four routes. When we built our building at 4000 Delridge Way the City of Seattle encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. The majority of our employees live in West Seattle. The selection of either DEL-5 or DEL-6 option would allow our unique office building to remain in this location and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18-the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.	Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.
2	We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.	Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.

Development
Services
of America.

April 25, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
Email: WSBLEDEIScomments@soundtransit.org

Re: Comments on WSBLE Draft EIS

Dear Ms. Swift:

We are writing on behalf of Development Services of America, Inc., which is the owner of the property located at 4025 Delridge Way (TPN 7881500200) (the "Property") to provide comments on the Draft EIS for the WSBLE project. The Property is presently developed with a large office building and associated surface parking lots.

The very preliminary plans for various WSBLE alternative alignments appear to pass next to the building on the Property. We are concerned that the proximity of this construction work will result in adverse impacts to the Property.

Because the WSLBE plans are at such a preliminary stage, it is not possible for the Draft EIS to outline the likely impacts of the proposal in several areas that will affect the Property: traffic, congestion, noise, vibration, dust and odor and the like. It appears that major structural support columns for the elevated rail structure will nearly abut the building on the Property in one alternative, which raises serious concerns about impacts on the tenant experience in the building.

The Draft EIS must do a better job of characterizing these impacts and outlining realistic mitigation plans to avoid or eliminate these impacts.

Similarly, the proposed extended closures of nearby streets will impose extraordinary hardships on the Property. The Draft EIS should evaluate the impact of street closures, rather than just listing them, and explore alternatives to and mitigation for such closures.

Our specific comments are as follows:

- Construction delays from the WSBLE project could potentially parallel the impacts from the West Seattle bridge outage. Since the bridge closure, our marketing of vacant spaces in the building has been non-existent. We currently have a majority of tenants looking for avenues to relocate onto the main Seattle corridor to avoid traveling to our property due to a lack of viable and reliable vehicular/transit options. The WSBLE project will definitely be similar in its impact and this should be reviewed in the Draft EIS, together with mitigation proposals.
- Not discussed in the Draft EIS is the fact that the water table in that area of our building was extremely high during original construction. So much so, that we deleted the entire

www.developmentservicesofamerica.com

P.O. Box 25139 • Scottsdale AZ 85255 • (480) 927-4892 • fax (480) 927-4889
Delivery Address • 16100 N 71st Street #520 • Scottsdale AZ 85254

East end of the basement parking garage due to the water table being higher than our finish slab depth. Adjacent construction by Sound Transit in the water table will require substantial dewatering and the groundwater levels are likely to magnify construction vibration effects. The Draft EIS should review these impacts and propose mitigation.

- Additionally, our understanding is that the geotechnical character of the area around the Property includes substantial fill areas. Construction by Sound Transit in these fill areas may amplify vibration and structural support issues for our building. The Draft EIS should review these potential impacts and propose mitigation as may be necessary.
- While light rail will be a positive for business users, the foot traffic to/from the elevated station will increase the need for rider parking. The area is drastically short of available parking for riders/users. We are concerned that surface parking and related enforcement on our parking lots will put an unnecessary strain on our resources. The Draft EIS should review these secondary parking impacts on the Property and the neighborhood.
- The overall effect of WSBLE on Delridge may be to turn it into a local commuter parking area for the new station. But the neighborhood has little in the way of pedestrian infrastructure and activating uses – therefore a lack of "eyes on the street." This could exacerbate local issues of crime and security. The Draft EIS should carefully evaluate the likely impacts of the WSBLE project on these issues in Delridge.

Finally, you should be aware that the Property is benefited by a view easement over other nearby parcels. 8902150561, and 8902150562 are the recorded view easements referenced. Attached are recorded copies of each along with a visual mapping of the easement area described. This easement was specifically negotiated as part of the original acquisition of the building and is critical to its value. Some of the elevated rail alternatives will violate this view easement and the Draft EIS should evaluate these impacts as well.

In general, we support the Sound Transit project, but we are concerned that the Draft EIS does not describe the potential impacts or required mitigations of the WSBLE project on the Property and the Delridge neighborhood.

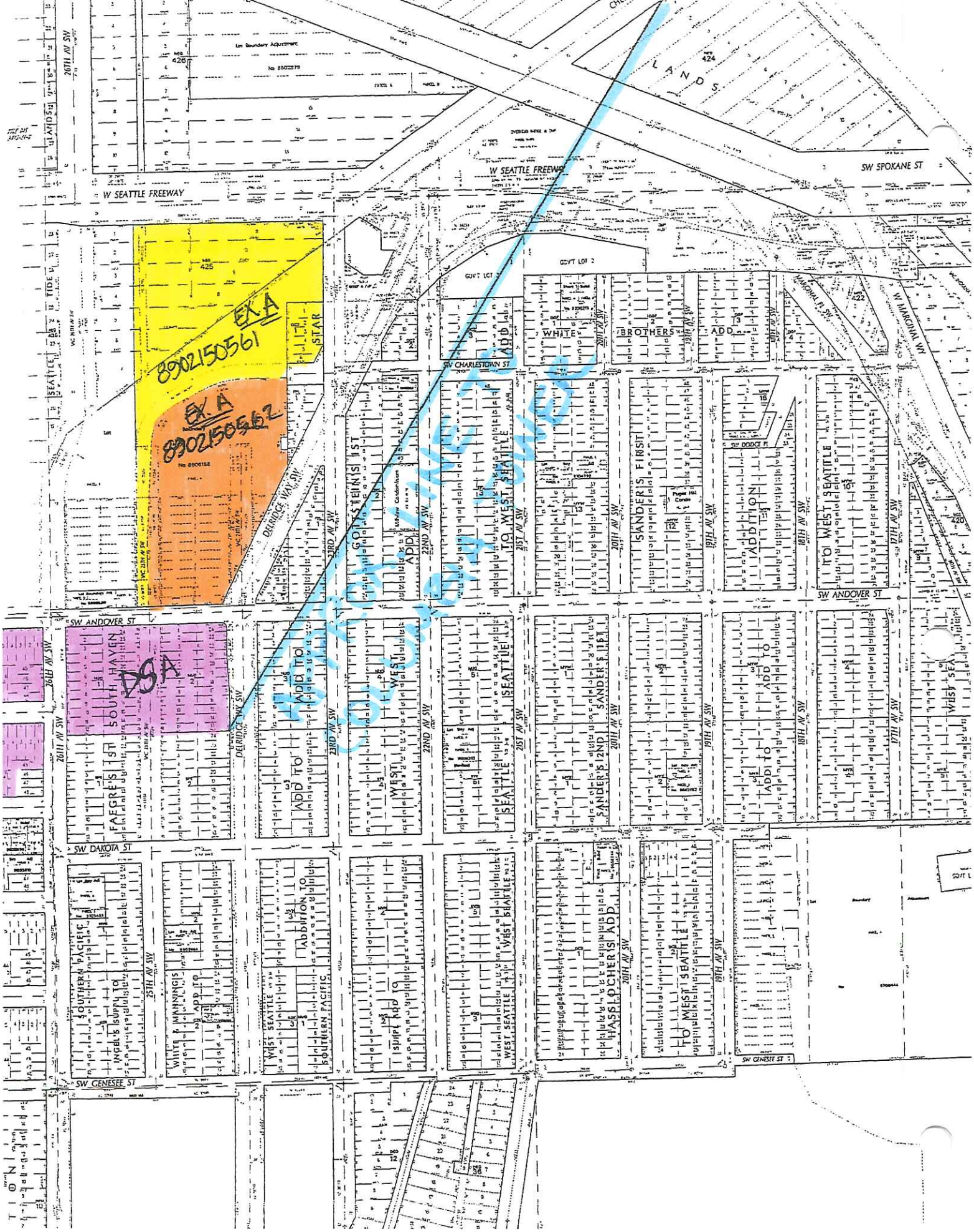
We therefore suggest that Sound Transit prepare a supplement to the Draft EIS that fully describes the WSBLE project and evaluates all impacts associated with the proposal.

We appreciate the opportunity to provide these comments.

Sincerely,

Richard H Wilson
President/CEO
Development Services of America, Inc.
PO Box 25139
Scottsdale, AZ 85255
Owners of West Seattle Corporate Center
4025 Delridge Way SW
Seattle, WA 98106

Att._____


W SEATTLE FREEWAY
SW SPOKANE ST
LANDS
EX.A
8902150561
EX.A
8902150562
DSA
STAR
WHITE BROTHERS ADD
SW CHARLESTOWN ST
GOLDSTEIN'S 1ST ADD TO WEST SEATTLE
SANDER'S FIRST ADDITION TO WEST SEATTLE
SW DODGE PL
SW ANDOVER ST
SOUTH HAVEN
FAEGRE'S 1ST ADD TO WEST SEATTLE
SANDER'S 12ND ADD TO WEST SEATTLE
SW DAKOTA ST
SOUTHERN PACIFIC
INGEL'S SUPPLY TO WEST SEATTLE
WHITE & MANNING'S ADD TO WEST SEATTLE
ADDITION TO WEST SEATTLE
SOUTHERN PACIFIC
HASSLOCHER'S ADD TO WEST SEATTLE
SW GENESEE ST
DELRIDGE WAY SW
26TH AV SW
25TH AV SW
23RD AV SW
22ND AV SW
21ST AV SW
20TH AV SW
19TH AV SW
18TH AV SW
17TH AV SW
W MARGINAL WAY

3191a

When recorded return to:

Dieter Struzyna, Esq.
3415 11th Ave. S.W.
Seattle, WA 98134

FILED FOR RECORD AT REQUEST OF
TRANSAMERICA TITLE
INSURANCE COMPANY
320 Lake Ave. N.E.
P.O. Box 1453
Bellevue, WA. 98009

89/02/15
RECD F 10.00
CASHSL ***10.00
55

RECEIVED THIS DAY
FEB 15 11 31 AM '89
BY THE DIVISION OF
RECORDS & ELECTIONS
KING COUNTY

#0560 10.00

8902150561

856923/654922-CO

SPACE ABOVE THIS LINE
FOR RECORDER'S USE

VIEW EASEMENT

THIS EASEMENT (the "View Easement") is granted this 15th day of February, 1989, by SEATTLE STEEL, INC., a Washington corporation ("Grantor"), to TRADEWELL GROUP, INC., a Washington corporation, d/b/a Development Services of America ("Purchaser"), as successor in interest by merger to D&K Services, Inc.

RECITALS

A. Grantor owns the real property located in King County, Washington legally described on Exhibit "A" attached hereto (the "Grantor's Parcel" or the "View Easement Parcel"), and Purchaser owns the real property legally described on Exhibit "B" attached hereto (the "Benefitted Parcel").

B. Grantor wishes to grant to Purchaser and its successors in interest to the Benefitted Parcel and Purchaser wishes to receive an easement over and across Grantor's Parcel for the purposes of preserving a view.

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee agree as follows:

1. Grant of Easement. Grantor hereby grants to Purchaser for so long as Purchaser is "owned or controlled" (50% or more) by a parent company which is owned or controlled by Mr. Tom Stewart of Vashon Island, Washington ("Mr. Stewart"), or any other entity which is owned or controlled by Mr. Stewart into which Purchaser transfers the Benefitted Parcel by transfer, consolidation, merger or reorganization (being hereinafter collectively referred to as "Grantee"), a nonexclusive, per-

petual view easement appurtenant to and for the benefit of the Benefitted Parcel as follows:

> For so long as any Grantee is the owner of the Benefitted Parcel, Grantor and its successors and assigns shall not, and are hereby barred from building or constructing or having built or constructed on the View Easement Parcel any improvement or structure (an "Improvement") which (i) has any portion of its structure greater than 20 feet in width perpendicular to a line running from the easterly most point of the Benefitted Parcel to the easterly most point of the Columbia Center Building, Seattle and (ii) extends more than 57 feet above the City of Seattle datum. Nothing in this View Easement shall be deemed to prohibit the erection of any temporary structures atop an Improvement for use in connection with repair of the Improvement, or to prohibit the use of cranes, towers or other such construction equipment which may be temporarily mounted atop an Improvement to perform repairs or other construction work.

8902150561

2. Termination. This View Easement, including but not limited to the restrictions set forth in paragraph 1 above, shall automatically terminate and become null and void in the event the Benefitted Parcel is no longer owned by a Grantee. Nothing in this View Easement shall be construed to state that this View Easement, including but not limited to the restrictions set forth in paragraph 1 above, will terminate or be affected in any way by a transfer or other assignment of rights in the Benefitted Parcel among Grantees.

3. Subordination of Interests. All Grantees' rights under this View Easement are subordinate to any mortgage or deed of trust now or hereafter encumbering the view easement parcel and held by a party unrelated to Grantor. Grantee shall, within 25 days after receipt of a written request from Grantor or any successor in interest to Grantor's interest in the Grantor's Parcel or other party with an ownership interest in the Grantor's Parcel (the "Owner"), execute and deliver to Owner a document or documents in form and content acceptable to Owner and/or any mortgagee, lienholder or encumbranceholder unrelated to Owner ("Mortgagee"), containing language sufficient and necessary to confirm the subordination of Grantee's rights under this View Easement to any lien or encumbrance on the View Easement Parcel and/or any Improvement thereon in favor of a Mortgagee. The documents referred to in this paragraph 3 may, at Owner's request, include mortgage documents provided that any any such mortgage document explicitly states that Grantee execute it solely for the purpose of subordinating

their interests derived pursuant to this View Easement, without assuming any liability whatsoever for the payment of the obligation secured thereby. Any such Mortgagee, upon foreclosure or transfer in lieu of foreclosure to the Grantor's Parcel shall be considered to have terminated all of the rights of Grantee under this View Easement.

4. Third-Party Rights. Grantor reserves all other rights with respect to the View Easement Parcel, including without limitation, the right to grant easements, licenses and permits to other subject to the rights granted in this View Easement.

5. Title. The rights granted in this View Easement are subject to all restrictions and reservations of record.

8902150561

6. Running of Benefits and Burdens. None of the provisions in this View Easement, including the benefits and burdens, run with the land and are binding upon or shall inure to the benefit of any entity other than the Grantee. The burdens of this View Easement shall run to and be binding on the successors in interest of Grantor.

7. Notices. All notices required or permitted hereunder shall be in writing and shall be effective upon personal delivery to Grantor or Grantee or three (3) days after being deposited in the United States mail, registered or certified, return receipt requested, with postage fully prepaid and addressed to the respective parties as follows:

TO GRANTOR: Seattle Steel, Inc.
P. O. Box C-3826
Seattle, WA 98124

TO PURCHASER: Tradewell Group, Inc.
3415 - 11th Avenue S.W.
Seattle, WA 98134

Such addresses may be changed by written notice to the other party hereto.

8. Construction. This document shall be construed according to the laws of the State of Washington.

GRANTOR:

SEATTLE STEEL, INC., a Washington corporation

By Norman Fine
Its ASSIST SECRETARY

GRANTEE:

TRADEWELL GROUP, INC., a
Washington corporation, d/b/a
Development Services of America

By _____
Its CEO

8902150561

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Norman Luce signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Asst. Secretary of Seattle Steel, Inc. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED: February 14, 1989.

(Seal or stamp)

Lynne Marie Lynch
Notary Public in and for the State of Washington, residing at Bellevue
My appointment expires July 20, 1989

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Thomas J. Stewart signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the CEO of TRADEWELL GROUP, INC. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED: February 14, 1989.

(Seal or stamp)

Peter G. Hayenga
Notary Public in and for the State of Washington, residing at Clyde Hill
My appointment expires 6/5/91

EXHIBIT A

Those portions of Blocks 2 and 3 Faegre's Second Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 51, records of King County, Washington, AND of Block 1 Star Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 77, records of said County, AND of Block 425 Seattle Tide Lands, in said County, AND of vacated 24th and 25th Avenues S.W., AND of Government Lot 3, all in the northeast quarter of Section 13, Township 24 North, Range 3 East, W.M. in said county, described as follows:

Beginning at the intersection of the northerly right-of-way margin of S.W. Andover Street with the northwesterly right-of-way margin of Delridge Way S.W. as condemned and acquired by the City of Seattle in Superior Court Cause No. 142193 pursuant to City of Seattle Ordinance No. 39638 as amended by City of Seattle Ordinance No. 41575; thence westerly, along said northerly margin of S.W. Andover Street, to an intersection with the westerly margin of said vacated 25th Avenue S.W.; thence northerly, along said westerly margin and its northerly production, to the southerly margin of S.W. Spokane Street as condemned and acquired by the City of Seattle in King County Superior Court Cause No. 582046, pursuant to City of Seattle Ordinance No. 90850; thence easterly and southeasterly, along said southerly margin and the southerly and southwesterly line of that certain tract of land deeded to the City of Seattle by deed filed under King County recording No. 8110260596, to an intersection with the westerly right-of-way margin of 23rd Avenue S.W. as condemned and acquired under Superior Court Cause No. 70716 pursuant to City of Seattle Ordinance No. 21767; thence southerly, along said westerly margin, to an intersection with the northwesterly right-of-way margin of aforesaid Delridge Way S.W.; thence southwesterly, along said margin, to an intersection with the south line of Lot 6, Block 1, said Star Addition; thence westerly, along said south line, to the southwest corner of said Lot 6; thence southerly, along the northerly production and the west line of Block 1, Gottstein's First Addition to West Seattle, according to the plat recorded in Volume 3 of Plats, page 68, records of said County, to an intersection with the northwesterly margin of aforesaid Delridge Way S.W.; thence southwesterly, along said northwesterly margin and along the northwesterly line of that certain tract conveyed to the City of Seattle for street purposes by deed contained in City of Seattle Lot Boundary Adjustment under Master Use Application No. 8606156 as filed under King County Recording No. 8706020779 to the Point of Beginning of the herein described tract;

EXCEPT that portion of said Government Lot 3, described as follows;

Beginning at a point on the northerly production of the west line of Block 3 of said Faegre's Second Addition which is 140 feet north of the northwest corner of said Block 3; thence east, along a line parallel with the north line of said Block 3, a distance of 81.64 feet, to the TRUE POINT OF BEGINNING; thence North 16.20 feet; thence East 18.36 feet to the west line of said Gottstein's First Addition to West Seattle; thence South, along said west line, 35.00 feet; thence West 18.36 feet; thence North 19.80 feet to the TRUE POINT OF BEGINNING;

ALSO, EXCEPTING THEREFROM, Parcel "A" as shown on aforesaid City of Seattle Lot Boundary Adjustment.

8902150561

EXHIBIT B

DESCRIPTION:

PARCEL A:

ALL OF BLOCKS 1 AND 2 IN SOUTH HAVEN ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 17, RECORDS OF KING COUNTY;

TOGETHER WITH THAT PORTION OF 25TH AVENUE SOUTHWEST LYING BETWEEN SAID BLOCKS 1 AND 2 AS VACATED BY CITY OF SEATTLE ORDINANCE NO. 88238 WHICH, UPON VACATION, ATTACHED TO SAID PROPERTY BY OPERATION OF LAW;

EXCEPT THE EAST 10 FEET OF SAID BLOCK 2 AS CONDEMNED FOR 24TH AVENUE SOUTHWEST (ALSO KNOWN AS DELRIDGE WAY SOUTHWEST) IN KING COUNTY SUPERIOR COURT CAUSE NO. 142193 AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 39638 AND AMENDED BY CITY OF SEATTLE ORDINANCE NO. 41575;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

PARCEL B:

THOSE PORTIONS OF WHITE AND MANNING'S ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 8, RECORDS OF KING COUNTY, DESCRIBED AS FOLLOWS:

LOTS 1 THROUGH 6 AND LOTS 43 THROUGH 48 IN BLOCK 1, LOTS 1 THROUGH 8, LOTS 43 THROUGH 45 AND THE WEST 10 FEET OF LOTS 46 THROUGH 48, ALL IN BLOCK 4;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

8902150561

2680a

When recorded return to:

Dieter Struzyna, Esq.
3415 11th Ave. S.W.
Seattle, WA 98134

FILED FOR RECORD AT REQUEST OF
TRANSAMERICA TITLE
INSURANCE COMPANY
320 108th Ave. N.E.
P.O. BOX 1483
Bellevue, WA. 98009

89/02/15
RECD F
CASHSL

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RECEIVED THIS DAY
FEB 15 11 31 AM '89
BY THE DIVISION OF
RECORDS & ELECTIONS
KING COUNTY

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8902150562

8 569923/654522-CLO

SPACE ABOVE THIS LINE
FOR RECORDER'S USE

VIEW EASEMENT

THIS EASEMENT (the "View Easement") is granted this 15th day of February, 1989, by SEATTLE COMMERCE CENTER - B, INC., a Washington corporation ("Grantor"), to TRADEWELL GROUP, INC., a Washington corporation, d/b/a Development Services of America ("Purchaser"), as successor in interest by merger to D&K Services, Inc.

RECITALS

A. Grantor owns the real property located in King County, Washington legally described on Exhibit "A" attached hereto (the "Grantor's Parcel" or the "View Easement Parcel"), and Purchaser owns the real property legally described on Exhibit "B" attached hereto (the "Benefitted Parcel").

B. Grantor wishes to grant to Purchaser and Purchaser wishes to receive, an easement over and across Grantor's Parcel for the purposes of preserving a view.

FOR VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, Grantor and Purchaser agree as follows:

1. Grant of Easement. Grantor hereby grants to Purchaser for so long as Purchaser is "owned or controlled" (50% or more) by a parent company which is owned or controlled by Mr. Tom Stewart of Vashon Island, Washington ("Mr. Stewart") or any other entity which is owned or controlled by Mr. Stewart into which Purchaser transfers the Benefitted Parcel by transfer, consolidation, merger or reorganization (being hereinafter collectively referred to as "Grantees"), a nonexclusive, perpetual view easement appurtenant to and for the benefit of the Benefitted Parcel as follows:

EXCISE TAX NOT REQUIRED
KING COUNTY, WASH.
By _____ Deputy

8902150562

For so long as any Grantee is the owner of the Benefitted Parcel, Grantor and its successors and assigns shall not, and are hereby barred from building or constructing or having built or constructed on the View Easement Parcel any improvement or structure (an "Improvement") which (i) has any portion of its structure greater than 20 feet in width perpendicular to a line running from the easterly most point on the Benefitted Parcel to the easterly most point of Columbia Center Building in Seattle and (ii) extends more than 57 feet above the City of Seattle datum. Nothing in this View Easement shall be deemed to prohibit the erection of any temporary structures atop an Improvement for use in connection with repair of the Improvement, or to prohibit the use of cranes, towers or other such construction equipment which may be temporarily mounted atop an Improvement to perform repairs or other construction work.

2. Termination. This View Easement, including but not limited to the restrictions set forth in paragraph 1 of this View Easement, shall automatically terminate and become null and void in the event the Benefitted Parcel is no longer owned by a Grantee. Nothing in this View Easement shall be construed to state that this View Easement, including but not limited to the restrictions set forth in paragraph 1 of this View Easement, will terminate or be affected in any way by a transfer or other assignment of rights in the Benefitted Parcel among Grantees.

3. Subordination of Interests. All Grantees' rights under this View Easement are subordinate to any mortgage or deed of trust now or hereafter encumbering the view easement parcel and held by a party unrelated to Grantor. Grantee shall, within 25 days after receipt of a written request from Grantor, any successor in interest to Grantor's interest in the Grantor's Parcel or other party with an ownership interest in the Grantor's Parcel (the "Owner"), execute and deliver to Owner a document or documents in form and content acceptable to Owner and/or any mortgagee, lienholder or encumbranceholder unrelated to Owner ("Mortgagee"), containing language sufficient and necessary to confirm the subordination of Grantees' rights under this View Easement to any lien or encumbrance on the View Easement Parcel and/or any Improvement thereon in favor of a Mortgagee. The documents referred to in this paragraph 3 may, at Owner's request, include mortgage documents provided that any such mortgage document explicitly states that Grantee execute it solely for the purpose of subordinating their interests derived pursuant to this View Easement, without assuming any liability whatsoever for the payment of the obligation secured thereby. Any such Mortgagee, upon foreclosure or transfer in lieu of foreclosure to the Grantor's Parcel

shall be considered to have terminated all of the rights of Grantee under this View Easement.

4. Third-Party Rights. Grantor reserves all other rights with respect to the View Easement Parcel, including without limitation, the right to grant easements, licenses and permits to others subject to the rights granted in this View Easement.

5. Title. The rights granted in this View Easement are subject to all restrictions and reservations of record.

6. No Running of Benefits and Burdens. None of the provisions in this View Easement, including the benefits and burdens, run with the land and are binding upon or shall inure to the benefit of any entity other than the Grantee. The burdens of this View Easement shall run to and be binding on the successors and assigns of Grantor.

8902150562

7. Notices. All notices required or permitted hereunder shall be in writing and shall be effective upon personal delivery to Grantor or Grantee or three (3) days after being deposited in the United States mail, registered or certified, return receipt requested, with postage fully prepaid and addressed to the repsective parties as follows:

TO GRANTOR: Seattle Commerce Center - B, Inc.
Suite 2300 Skyline Tower
10900 N.E. 4th Street
Bellevue, WA 98004

TO PURCHASER: Tradewell Group, Inc.
3415 - 11th Avenue S.W.
Seattle, WA 98134

Such addresses may be changed by written notice to the other party hereto.

8. Construction. This document shall be construed according to the laws of the State of Washington.

GRANTOR:

SEATTLE COMMERCE CENTER - B, INC., a Washington corporation

By Dirck W. Armitage
Its VP

PURCHASER:

TRADEWELL GROUP, INC., a
Washington corporation, d/b/a
Development Services of America

By _____
Its CEO

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

8902150562

I certify that I know or have satisfactory evidence that Dirck Armitage signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Vice President of SEATTLE COMMERCE CENTER - B, Inc. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED: February 14, 1989.

(Seal or stamp)

Lynne Marie Fenk
Notary Public in and for the State of Washington, residing at Bellevue
My appointment expires July 20, 1989

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Thomas J. Stewart signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the CEO of TRADEWELL GROUP, INC. to be the free and voluntary act of said corporation for the uses and purposes mentioned in the instrument.

DATED: February 14, 1989.

(Seal or stamp)

Peter G. Atrazyna
Notary Public in and for the State of Washington, residing at Clyde Hill
My appointment expires 6/5/91

EXHIBIT A

DESCRIPTION:

Parcel A, City of Seattle Lot Boundary Adjustment (LBA) under Master use Application No. 8606156 as recorded under Recording No. 8706020779, being more particularly described as follows:

Those portions of Government Lot 3, Section 13, Township 24 North, Range 3 East W.M., AND of Blocks 2 and 3 of Faegre's Second Addition to West Seattle as per plat recorded in Volume 3 of Plats, Page 51, records of King County; AND of 24th Avenue S.W., as vacated by City of Seattle Ordinance No. 86320; AND of 25th Avenue S.W., as vacated by City of Seattle Ordinance Nos. 60208 and 88177, described as follows:

Beginning at the intersection of the Northerly right-of-way margin of S.W. Andover Street with the Northwesterly right-of-way margin of Delridge Way S.W. as condemned and acquired by the City of Seattle in Superior Court Cause No. 142193 pursuant to City of Seattle Ordinance No. 39638 as amended by City of Seattle Ordinance No. 41575;
thence North 28°20'35" East, along said Northwesterly margin, 419.90 feet to an intersection with the Westerly line of Block 1 of Gottstein's First Addition to West Seattle, as per plat recorded in Volume 3 of Plats, Page 68, records of King County;
thence North 01°57'40" East, along said Westerly line, 47.08 feet to an intersection with a line parallel with and 120.2 feet Northerly, from the North line of Block 3, said plat of Faegre's Section Addition;
thence North 88°58'41" West, along said parallel line, 18.36 feet;
thence North 01°57'40" East, parallel with said West line of Block 1 in Gottstein's First Addition, 35.00 feet;
thence South 88°58'41" East, parallel with the North line of said Block 3 of Faegre's Second Addition, 18.36 feet to said West line of Block 1 of Gottstein's First Addition;
thence North 01°57'40" East, along said West line and its Northerly production, 164.74 feet to an intersection with a line parallel with and 10.00 feet Southerly, from the centerline of S.W. Charlestown Street;
thence North 88°58'41" West, along said parallel line, produced Westerly, 114.60 feet to a point of tangency with a 280 foot radius circular curve to the left;
thence Westerly, along said curve, an arc distance of 137.46 feet through a central angle of 28°07'39";
thence South 62°53'40" West 75.74 feet to a point of tangency with a 130 foot radius circular curve to the left;
thence Southwesterly, along said curve an arc distance of 132.09 feet through a central angle of 58°13'06";
thence South 04°40'34" West 257.17 feet to a point of tangency with a 580 foot radius circular curve to the left;

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- continued -

DESCRIPTION (continued):

thence Southerly, along said curve, an arc distance of 41.18 feet through a central angle of 04°04'03";
thence South 00°36'31" West 146.90 feet, more or less, to an intersection with the Northerly right-of-way margin of said S.W. Andover Street;
thence South 88°58'29" East, along said margin, 201.56 feet to the point of beginning

EXCEPT that portion conveyed to the City of Seattle for additional right-of-way along Delridge Way S.W., described as follows:

Beginning at the intersection of the Northerly right-of-way margin of said S.W. Andover Street with the Northwesterly right-of-way margin of said Delridge Way S.W.;
thence North 28°20'35" East, along said Northwesterly margin, 70.00 feet to the true point of beginning;
thence North 23°14'36" East 45.00 feet to an intersection with a line parallel with, and 4.00 feet Northwesterly from, the Northwesterly margin of said Delridge Way S.W.;
thence North 28°20'35" East along said parallel line 50.00 feet;
thence North 30°20'11" East 115.00 feet to an intersection with said Northwesterly margin;
thence South 28°20'35" West, along said Northwesterly margin, 209.75 feet to the true point of beginning;

Situate in the City of Seattle, County of King, State of Washington.

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EXHIBIT B

DESCRIPTION:

PARCEL A:

ALL OF BLOCKS 1 AND 2 IN SOUTH HAVEN ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 17, RECORDS OF KING COUNTY;

TOGETHER WITH THAT PORTION OF 25TH AVENUE SOUTHWEST LYING BETWEEN SAID BLOCKS 1 AND 2 AS VACATED BY CITY OF SEATTLE ORDINANCE NO. 88238 WHICH, UPON VACATION, ATTACHED TO SAID PROPERTY BY OPERATION OF LAW;

EXCEPT THE EAST 10 FEET OF SAID BLOCK 2 AS CONDEMNED FOR 24TH AVENUE SOUTHWEST (ALSO KNOWN AS DELRIDGE WAY SOUTHWEST) IN KING COUNTY SUPERIOR COURT CAUSE NO. 142193 AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 39638 AND AMENDED BY CITY OF SEATTLE ORDINANCE NO. 41575;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

PARCEL B:

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LOTS 1 THROUGH 6 AND LOTS 43 THROUGH 48 IN BLOCK 1, LOTS 1 THROUGH 8, LOTS 43 THROUGH 45 AND THE WEST 10 FEET OF LOTS 46 THROUGH 48, ALL IN BLOCK 4;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

8902150562

Communication ID: 504320 - Development Services of America Draft EIS Comment

#	Comments	Responses
1	We are concerned that the proximity of this construction work will result in adverse impacts to the Property. Because the WSLBE plans are at such a preliminary stage, it is not possible for the Draft EIS to outline the likely impacts of the proposal in several areas that will affect the Property: traffic, congestion, noise, vibration, dust and odor and the like. It appears that major structural support columns for the elevated rail structure will nearly abut the building on the Property in one alternative, which raises serious concerns about impacts on the tenant experience in the building. The Draft EIS must do a better job of characterizing these impacts and outlining realistic mitigation plans to avoid or eliminate these impacts.	Please see the following sections of the West Seattle Link Extension Final EIS for more information: Section 4.3, Economics, regarding impacts to businesses during construction; Section 4.7, regarding noise and vibration impacts during operations and construction; and Appendix L4.6, Air Quality, for information on air quality best management practices during construction.
2	Similarly, the proposed extended closures of nearby streets will impose extraordinary hardships on the Property. The Draft EIS should evaluate the impact of street closures, rather than just listing thern, and explore alternatives to and mitigation for such closures.	Please see Section 3.11, Construction Impacts, of Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information regarding road closures and traffic impacts during construction. This section also discusses additional mitigation measures identified for the preferred alternative.
3	Construction delays from the WSBLE project could potentially parallel the impacts from the West Seattle bridge outage. Since the bridge closure, our marketing of vacant spaces in the building has been non-existent. We currently have a majority of tenants looking for avenues to relocate onto the main Seattle corridor to avoid traveling to our property due to a lack of viable and reliable vehicular/transit options. The WSBLE project will definitely be similar in its impact and this should be reviewed in the Draft EIS, together with mitigation proposals.	Please see Section 4.3, Economics, of the Final EIS for more information on impacts to businesses during construction. Chapter 5, Cumulative Impacts, discusses cumulative impacts to businesses from the West Seattle Bridge closure that occurred from March 2020 to September 2022 and from the West Seattle Link Extension Project.
4	Not discussed in the Draft EIS is the fact that the water table in that area of our building was extremely high during original construction. So much so, that we deleted the entire East end of the basement parking garage due to the water table being higher than our finish slab depth. Adjacent construction by Sound Transit in the water table will require substantial dewatering and the groundwater levels are likely to magnify construction vibration effects. The Draft EIS should review these impacts and propose mitigation. • Additionally, our understanding is that the geotechnical character of the area around the Property includes substantial fill areas. Construction by Sound Transit in these fill areas may amplify vibration and structural support issues for our building. The Draft EIS should review these potential impacts and propose mitigation as may be necessary.	Your information on groundwater and geological conditions is appreciated. The Final EIS does not document conditions for individual properties, but mapping of geologic conditions and hazards is provided in Appendix L4.11, Geology and Soils. Sound Transit has completed geotechnical borings along the project corridor as well as reviewed information from past geotechnical borings in the area and will take these conditions into account as design of the West Seattle Link Extension advances. Please see Section 7 of Appendix N.4, Noise and Vibration Technical Report, for information on mitigation for potential construction vibration impacts, including pre-construction surveys of buildings near construction areas.
5	While light rail will be a positive for business users, the foot traffic to/from the elevated station will increase the need for rider parking. The area is drastically short of available parking for	Please see Section 3.4, Affected Environment and Impacts during Operation—Transit, of Chapter 3,

#	Comments	Responses
	riders/users. We are concerned that surface parking and related enforcement on our parking lots will put an unnecessary strain on our resources. The Draft EIS should review these secondary parking impacts on the Property and the neighborhood. The overall effect of WSBLE on Delridge may be to turn it into a local commuter parking area for the new station.	Transportation Environment and Consequences, of the West Seattle Link Extension, for information on station mode of access. Approximately 85 to 90 percent of riders accessing this station would be bus transfers. See Section 3.6, Affected Environment and Impacts during Operation—Parking, for information on parking impacts, including the potential for "hide-and-ride" and proposed mitigation.
6	But the neighborhood has little in the way of pedestrian infrastructure and activating uses - therefore a lack of "eyes on the street." This could exacerbate local issues of crime and security. The Draft EIS should carefully evaluate the likely impacts of the WSBLE project on these issues in Delridge.	Please see Section 4.14, Public Services, Safety, and Security, of the Final EIS for more information on safety in station areas.
7	you should be aware that the Property is benefited by a view easement over other nearby parcels. 8902150561, and 8902150562 are the recorded view easements referenced. Attached are recorded copies of each along with a visual mapping of the easement area described. This easement was specifically negotiated as part of the original acquisition of the building and is critical to its value. Some of the elevated rail alternatives will violate this view easement and the Draft EIS should evaluate these impacts as well.	Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition process. While impacts to easements on private property are not discussed, compensation for loss of use for easements would be negotiated during the property acquisition process where applicable.
8	In general, we support the Sound Transit project, but we are concerned that the Draft EIS does not describe the potential impacts or required mitigations of the WSBLE project on the Property and the Delridge neighborhood. We therefore suggest that Sound Transit prepare a supplement to the Draft EIS that fully describes the WSBLE project and evaluates all impacts associated with the proposal.	Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.

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April 27, 2022

To: Sound Transit
From: Chuck LeFevre, Owner
Esquin Wine & Spirits and Esquin Wine Storage

Regarding: SODO Station Development - West Seattle Ballard Link Extension

To Whom It May Concern:
Esquin Wine & Spirits and Esquin Wine Storage are located at 2700 4th Avenue South, at the corner of 4th Avenue South and South Lander. Esquin has been in business in SODO for over 50 years and has over 20,000 customers. We were relocated to our present location in 1998 by the Public Facilities District when they were building the Seattle Mariners stadium. We lost hundreds of thousands of dollars relocating and rebuilding our business and almost didn't survive. That was before we had the wine storage business with its 550 storage lockers that are rented out to customers. Moving all those customers one at a time is unimaginable. It would be disruptive, incredibly labor intensive and very costly.
Esquin is an important part of Seattle's and SODO's history. Requiring us to move again would jeopardize both businesses.
I urge you to find a less disruptive alternative to taking the 2700 4th Avenue South building for your project.
Thank you for your consideration in this very important matter.

Communication ID: 503091 – Esquin, Chuck LeFevre Draft EIS Comment

#	Comments	Responses
1	We were relocated to our present location in 1998 by the Public Facilities District when they were building the Seattle Mariners stadium. We lost hundreds of thousands of dollars relocating and rebuilding our business and almost didn't survive. That was before we had the wine storage business with its 550 storage lockers that are rented out to customers. Moving all those customers one at a time is unimaginable. It would be disruptive, incredibly labor intensive and very costly. Esquin is an important part of Seattle's and SODO's history. Requiring us to move again would jeopardize both businesses. I urge you to find a less disruptive alternative to taking the 2700 4th Avenue South building for your project.	Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Sent via email to WSBLEDEIScomments@soundtransit.org

Re: WSBLE DEIS Comments on Avalon Station and Potential Cost-Cutting Measures

Dear Ms. Swift,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement ("DEIS") for Sound Transit's voter-approved West Seattle Ballard Link Extension ("WSBLE").

HB Management ("HB") is a business and investment management entity of the Hewson and Breiner family offices. It manages over $3 billion of multifamily real estate and has a track record of developing large scale apartment projects, including high rise apartments in downtown Seattle and midrise apartments across Seattle's neighborhoods. HB is a key developer of transit-oriented residential apartments and has delivered nearly 500 homes adjacent to light rail in Roosevelt (approximately 100 of which have an income restriction through MFTE) with another 530+ permitted and ready for construction over a total of seven major projects. All of these units are within a quarter mile of the light rail stop, with hundreds just across the street. We are strong believers in creating housing opportunities, including affordable housing, near transit.

One of HB's latest ventures is a partnership with the Sweeney Family to develop two blocks of the Alki Lumber property in West Seattle. Specific concerns about WSBLE's impacts on that project are separately addressed in a comment letter submitted by Lynn Sweeney, and are incorporated herein by this reference. As detailed in that Letter, we have significant concerns with the potential impacts of Alternative WSJ-1 on the project, which could include access interruptions and demolition of recently constructed housing for construction laydown. Sound Transit must take a closer look at those potential impacts in the Final Environmental Impact Statement ("FEIS") and consider construction alternatives that would not displace housing.

Beyond the concerns expressed in that Letter, HB is writing separately to emphasize the importance of the Avalon Station to WSBLE's success. The DEIS Transportation Technical Report ("Report") notes that the Avalon Station can expect only 1,200 average daily riders under all alternatives in 2042, but we believe this number significantly understates likely ridership given the several thousand additional apartment units that are being conceived within the quarter mile radius in anticipation of that Station. *See* Report at 3-16. The West Seattle "Triangle" neighborhood, which the Avalon Station abuts, will experience significant growth over the next decade plus. Looking at current zoning versus existing uses shows a significant mismatch and potential for redevelopment. Aside from the 500+ unit Alki Lumber project, we have property

interests and partnership plans for development of at least four additional sites, representing approximately 600 additional units within a quarter mile of the Avalon Station or closer. None of these potential units are reflected in the pipeline project list disclosed in DEIS Appendix K. There are also other sites poised for redevelopment, but only a fraction of the potential units would be likely if the Station is removed. These reasonably foreseeable pipeline development projects and potential housing impacts should be fully considered in the FEIS and the next steps in the Sound Transit Board's review.

Removal of the Avalon Station from the final alignment has been identified as a potential cost-cutting measure, but we do not think this is the right path. It is vital that Sound Transit consider the likelihood of a denser Triangle neighborhood as it evaluates the final WSBLE alignments and any cost-cutting measures. It is also essential that Sound Transit consider the impacts on removing the Avalon Station on the lower income and predominantly BIPOC communities further up 35th Avenue such as in High Point. These communities are counting on easy access to light rail via a direct route on 35th from the Avalon Station, and they will be disproportionately impacted by a deletion of their most convenient future station. Sound Transit must make any future cost-cutting decisions through an equity lens and justify why its decisions will not have a disproportionate impact on lower income and BIPOC communities.

Sound Transit should especially plan for the Triangle neighborhood of the future. However, at the very least, if Sound Transit does advance potential removal of the Avalon Station as an alternative, then it must fully consider the impacts of this compared to its retention on all elements of the environment. Additionally, if the Avalon Station is removed, then Sound Transit should reconsider the West Seattle Junction Station locations and propose a new tunnel alternative with a station location north of the existing plans either near the Trader Joe's or the Les Schwab Tire Center that would better serve Triangle, Junction, and Upper 35th Avenue residents. These additional alternatives should be studied in a supplement to the DEIS that is published for an additional public comment period prior to moving on to the FEIS and Sound Transit Board action on the alignment.

We are strong supporters of transit, and have a track record of working with Sound Transit to make true transit-oriented-development a reality. We implore you to fully consider the neighborhood ramifications of removing the Avalon Station from WSBLE and, if the Station must be cut, to consider alternatives that would adequately serve future riders from the Triangle and Upper 35th neighborhoods. Thank you for your diligent efforts on behalf of our region to strengthen our transportation system and make WSBLE a reality.

Sincerely,

Ed Hewson, HB Management

Communication ID: 504307 - HB Management Draft EIS Comment

#	Comments	Responses
1	One of HB's latest ventures is a partnership with the Sweeney Family to develop two blocks of the Alki Lumber property in West Seattle. Specific concerns about WSBLE's impacts on that project are separately addressed in a comment letter submitted by Lynn Sweeney, and are incorporated herein by this reference.	Your concern regarding impacts has been noted. A separate response has been provided for the letter from Lynn Sweeney.
2	we have significant concerns with the potential impacts of Alternative WSJ-1 on the project, which could include access interruptions and demolition of recently constructed housing for construction laydown. Sound Transit must take a closer look at those potential impacts in the Final Environmental Impact Statement ("FEIS") and consider construction alternatives that would not displace housing.	Please see responses to CCG1, CCG2, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	HB is writing separately to emphasize the importance of the Avalon Station to WSBLE's success. The DEIS Transportation Technical Report ("Report") notes that the Avalon Station can expect only 1,200 average daily riders under all alternatives in 2042, but we believe this number significantly understates likely ridership given the several thousand additional apartment units that are being conceived within the quarter mile radius in anticipation of that Station. See Report at 3-16. The West Seattle "Triangle" neighborhood, which the Avalon Station abuts, will experience significant growth over the next decade plus. Looking at current zoning versus existing uses shows a significant mismatch and potential for redevelopment. Aside from the 500+ unit Alki Lumber project, we have property interests and partnership plans for development of at least four additional sites, representing approximately 600 additional units within a quarter mile of the Avalon Station or closer. None of these potential units are reflected in the pipeline project list disclosed in DEIS Appendix K. There are also other sites poised for redevelopment, but only a fraction of the potential units would be likely if the Station is removed. These reasonably foreseeable pipeline development projects and potential housing impacts should be fully considered in the FEIS and the next steps in the Sound Transit Board's review.	Your support of an Avalon Station is noted. Please see response to CC2j in Table 7-1. Project ridership is based on the Sound Transit Ridership Model, which includes regional growth assumptions approved by Puget Sound Regional Council. These growth assumptions account for planned growth in regional and locally designated growth centers, which includes the West Seattle Junction Hub Urban Village where the proposed Sweeney development is located. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for updated ridership estimates. Please see Chapter 5, Cumulative Impacts, of the Final EIS for more information on reasonable foreseeable future actions. Appendix K, Present and Future Development, Transportation, and Public Works Projects in the Study Area, reflects information on projects that have submitted land use or construction permits to the City of Seattle. This list has been updated for the Final EIS.
4	Removal of the Avalon Station from the final alignment has been identified as a potential cost- cutting measure, but we do not think this is the right path. It is vital that Sound Transit consider the likelihood of a denser Triangle neighborhood as it evaluates the final WSBLE alignments and any cost-cutting measures. It is also essential that Sound Transit consider the impacts on removing the Avalon Station on the lower income and predominantly BIPOC communities further up 35th Avenue such as in High Point. These communities are counting on easy access to light rail via a direct route on 35th from the Avalon Station, and they will be disproportionately impacted by a deletion of their most convenient future station. Sound Transit must make any future cost-cutting decisions through an equity lens and justify why its decisions will not have a	Please see response to CC2j in Table 7-1. A new alternative that would not include the Avalon Station, Alternative WSJ-6, has been added to the Final EIS and is evaluated for all elements of the environment. Appendix G, Environmental Justice, includes evaluation of this alternative relative to low-income populations and communities of color.

#	Comments	Responses
	disproportionate impact on lower income and BIPOC communities. Sound Transit should especially plan for the Triangle neighborhood of the future. However, at the very least, if Sound Transit does advance potential removal of the Avalon Station as an alternative, then it must fully consider the impacts of this compared to its retention on all elements of the environment.	
5	Additionally, if the Avalon Station is removed, then Sound Transit should reconsider the West Seattle Junction Station locations and propose a new tunnel alternative with a station location north of the existing plans either near the Trader Joe's or the Les Schwab Tire Center that would better serve Triangle, Junction, and Upper 35th Avenue residents. These additional alternatives should be studied in a supplement to the DEIS that is published for an additional public comment period prior to moving on to the FEIS and Sound Transit Board action on the alignment.	Alternative WSJ-6, studied in the Final EIS, would not include an Avalon Station and would have a new tunnel alignment between the Delridge Station and the Alaska Junction Station, but would locate the Alaska Junction Station on 41st Avenue Southwest. This location was identified by the Sound Transit Board as the preferred station location in July 2022, based on comments received on the WSBLE Draft EIS. The proposed Sweeney development would be within this Alaska Junction Station 10-minute walkshed. Please see Section 6, Non-motorized Transportation, of Appendix N.1, Transportation Technical Report, for more information on walksheds.

Sound Transit Projects - Communications (1 Total)

Search Term

500837

Communication ID: 500837

Communication (4/20/2022)

ILWU Local 19 supports the Sound Transit Board's preferred "South Crossing Alternative ". The impacts to jobs and port operations from the "North Crossing Alternative " are severe and we strongly oppose it.
Thank You,
Herald Ugles
President ILWU Local 19

Owner(s):

Contact ID	Name	Type	Phones	Email
1075459	Herald Ugles	Individual		president@ilwulocal19.org

Communication ID: 500837 – ILWU Local 19 Draft EIS Comment

#	Comments	Responses
1	ILWU Local 19 supports the Sound Transit Board's preferred "South Crossing Alternative ". The impacts to jobs and port operations from the "North Crossing Alternative " are severe and we strongly oppose it.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Sound Transit
c/o Lauren Swift
401 South Jackson Street
Seattle, Washington 98104

WSBLE Draft Environmental Impact Statement Comments

April 26, 2022

This is in response to the Draft EIS for the West Seattle and Ballard Link Extensions. My comments are specific to the Duwamish section of this project, specifically how they impact the Jim Clark Marina.

Looking at the information in the Draft EIS I find that there is very little information on impacts to the Jim Clark Marina for alternative DUW1a or DUW1b. Alternative DUW1b indicates that the marina would be displaced but provides no detail of how. Information on construction impacts for either alternative is not included. My specific comments are as follows:

Alternative DUW1a

Construction Impacts

- It appears that construction of the Duwamish span may limit access to our marina. This is not mentioned at all.
- It appears the construction of the Duwamish span may require relocation of utilities including power, water and phone lines. This would disrupt the marina but there is no information on this in the Draft EIS.
- It appears that construction of the Duwamish span will certainly limit parking and again there is no discussion of this impact.

Possible Permanent impacts

- Jim Clark Marina leases property located on Terminal 102 from the Port of Seattle for access to our docks. The drawings seem to show right of way that is part of Terminal 102. There is no mention of buying property from the Port or if you do, what would happen to our lease. We prefer to continue our lease from the Port rather than having to split the lease between the Port and Sound Transit.

Mitigation was not mentioned with any of the impacts for DUW1a. We request that the following be included in the Final EIS:

- With the buildings be demolished east of us in Terminal 102 it would be simple to provide parking and safe access to the marina during construction. This mitigatoin needs to be included in the Final EIS.

- Mitigation of utilities that are to be moved that are used by Jim Clark Marina need to be specified in the Final EIS.
- Information on property takes in Terminal 102 needs to be specific in the Final EIS.

Alternative DUW1b

- Section 4.2.3 Economics notes that this option would displace Jim Clark Marina. There are no specifics of what the taking is. It appears in the drawings that the impact is the location of the pier in the river that would displace several boathouses. This needs to be explained since there may be mitigation available.
- Loss of moorage needs to be discussed since there are no available alternative moorages for most of the boats at Jim Clark Marina anywhere in the area. If Jim Clark Marina was to be closed the only reasonable mitigation would be to move it to other Port properties. This needs to be addressed in the Final EIS.

Sincerely,

Robert A. Josephson

President Duwamish Waterway Association

Communication ID: 505010 - Jim Clark Marina Draft EIS comment

#	Comments	Responses
1	Alternative DUW1a Construction Impacts It appears that construction of the Duwamish span may limit access to our marina. This is not mentioned at all. It appears the construction of the Duwamish span may require relocation of utilities including power, water and phone lines. This would disrupt the marina but there is no information on this in the Draft EIS. It appears that construction of the Duwamish span will certainly limit parking and again there is no discussion of this impact. Possible Permanent impacts Jim Clark Marina leases property located on Terminal 102 from the Port of Seattle for access to our docks. The drawings seem to show right of way that is part of Terminal 102. There is no mention of buying property from the Port or if you do, what would happen to our lease. We prefer to continue our lease from the Port rather than having to split the lease between the Port and Sound Transit. Mitigation was not mentioned with any of the impacts for DUW1 a. We request that the following be included in the Final EIS: With the buildings be demolished east of us in Terminal 102 it would be simple to provide parking and safe access to the marina during construction. This mitigatoin needs to be included in the Final EIS1. Mitigation of utilities that are to be moved that re used by Jim Clark Marina need to be specified in the Final EIS. Information on property takes in Terminal 102 needs to be specific in the Final EIS.	Additional information about construction of Preferred Alternative DUW-1a and potential impacts on maritime businesses has been added to Section 4.3, Economics, of the West Seattle Link Extension Final EIS. Sound Transit has coordinated with the Port of Seattle regarding impacts to businesses located at Terminal 102 and mitigation for loss of parking during construction.
2	Alternative DUW1b Section 4.2.3 Economics notes that this option would displace Jim Clark Marina. There are no specifics of what the taking is. It ppears in the drawings that the impact is the location of the pier in the river that: would displace several boathouses. This needs to be explained since there may be mitigation available. Loss of moorage needs to be discussed since there are no available alternative moorages for most of the boats at Jim Clark Marina anywhere in the area. If Jim Clark Marina was to be closed the only reason ble mitigation would be to move it to other Port properties. This needs to be addressed in the Final EIS.	The WSLBE Draft EIS and Final EIS assume that the entire Jim Clark Marina would be displaced for construction of Alternative DUW-1b. If the Sound Transit Board selects this alternative as the project to be built, Sound Transit would coordinate with the marina to determine if a portion of the marina could remain at the current location and/or to identify a relocation site. As described in Section 4.3, Economics, of the Final EIS, this marina is one of multiple water-dependent businesses that could be difficult to relocate, and some businesses may not be able to be relocated.

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MAIN STREET EQUITY PARTNERS

1618 260th Street East
Spanaway, Washington 98387
Tel: 206-949-5582

April 27, 2022

Sent via email to WSBLEDEIScomments@soundtransit.org and USPS

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

RE: WSBLE Draft Environmental Impact Statement Comments

Dear Ms. Swift:

These comments focus on the need for thoughtful station planning and people friendly density around the stations.

Sound Transit must seek well designed stations that embrace this density and activity, with safety features and easily understood access.

Clearly light rail can be a catalyst, a high-capacity transportation system, that promotes personal and community activities and business endeavors while improving the environment.

Each station location along the line must embrace a form of transit-oriented development (TOD) - to the highest extent possible to insure these outcomes. A station can't just be a transit stop. TOD has an edge that over time will help the system attract more riders by allowing people to work and live in close proximity employment, services and opportunity.

Station success:

To achieve this shared vision the DEIS needs to:

Encourage the City of Seattle and other cities to establish and confirm land uses and zoning that enables and promotes high-density mixed-use around all stations in the proposed system - embracing jobs, business, support services of the future. Together with access to market-rate and affordable housing for that work force.

Commit to and work with these cities, business interests and stakeholders to ensure such high-density transit-oriented development supports equitable job creation.

Make it clear to Seattle and other cities that success of light rail and stations along the line depend on such support. Understanding future business uses and space demand will not be those of the past but a combination of technology (including light industrial), med tech, R&D, office, education, support retail and housing.

Partnering:

In addition, the DEIS must promote and commit to facilitating partnering with property owners and stakeholders, the cities and other transit providers at station locations to enable and increase design outcomes.

Infrastructure improvements:

Sound Transit must be conditioned to identify, quantify and commit to meaningful:

Investment in road and access improvements that interact with the stations, business and neighborhoods impacted by Sound Transit's work.

Installation of safety features within the walk shed of the stations.

- Sidewalks
- Lighting
- Pedestrian crossings
- Road improvements
- Bicycle Paths

Moving and siting the combined SODO light rail Station South as depicted in the At-Grade South Station Option (SODO 1b) with direct connection to South Lander is an example of such a community and access improvement.

Community engagement:

During construction, Sound Transit must commit to establishing an office in each community where impacted parties can gain access to support and leadership to respond to the needs of business and community during the expected years of disruption.

MAIN STREET EQUITY PARTNERS

Mitigating Traffic and Improving Use:

Need for further evaluation and development of case studies showing the positive impacts/outcomes of density, increased activity and resulting mitigated traffic around light rail stations:

Produce supportive arguments using available experiential data from other urban markets. Assume this work will find increase in density and transit-oriented development (TOD) can and does improve safety and reduces single occupant vehicle impacts and usage. Will confirm robust use of the light rail and its connection to other transit, walking, and nonmotorized usage by the people working, living and energizing the space, will mitigate density impacts, which also can help with housing-to-job imbalance identified in the DEIS. And settle the fact the most well-designed stations, in the middle of nowhere serving a sparce employment base lacking density encouragement, will struggle for riders and success – with no hope to truly improving safety, reducing traffic nor adequately serving the community at large.

The studies will surely show supporting prioritization of pedestrian access, transit operations, and bike routes also mitigate density.

All stations must be evaluated. There are others but the existing SODO station (the most underutilized station in the system) represents an example of avoiding density and neighborhood planning - that needs attention.

Thank you for considering my thoughts.

Sincerely,

Mark A Weed

Communication ID: 504839 - Main Street Equity Partners Draft EIS Comment

#	Comments	Responses
1	Station success: To achieve this shared vision the DEIS needs to: Encourage the City of Seattle and other cities to establish and confirm land uses and zoning that enables and promotes high- density mixed-use around all stations in the proposed system - embracing jobs, business, support services of the future. Together with access to market-rate and affordable housing for that work force. Commit to and work with these cities, business interests and stakeholders to ensure such high-density transit-oriented development supports equitable job creation. Make it clear to Seattle and other cities that success of light rail and stations along the line depend on such support. Understanding future business uses and space demand will not be those of the past but a combination of technology (including light industrial), med tech, R&D, office, education, support retail and housing.	Zoning in station areas is determined by the City of Seattle. Both agencies have been coordinating regarding transit-oriented development opportunities that are consistent with the City's land use plans. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on land use and transit-oriented development.
2	Partnering: In addition, the DEIS must promote and commit to facilitating partnering with property owners and stakeholders, the cities and other transit providers at station locations to enable and increase design outcomes.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension Project. Sound Transit will continue to work with the community as final design advances and the details of construction plans are defined. See Section 4.3.7, Mitigation Measures, for more detail on how Sound Transit would coordinate with the community.
3	Infrastructure improvements: Sound Transit must be conditioned to identify, quantify and commit to meaningful: Investment in road and access improvements that interact with the stations, business and neighborhoods impacted by Sound Transit's work. Installation of safety features within the walk shed of the stations. Sidewalks Lighting Pedestrian crossings Road improvements Bicycle Paths Moving and siting the combined SODO light rail Station South as depicted in the At-Grade South Station Option (SODO 1b) with direct connection to South Lander is an example of such a community and access improvement.	Sound Transit will continue to work with the City of Seattle and stakeholders regarding station access improvements and amenities as the station planning and design process advances. Please see Section 2.1, Build Alternatives, of the Final EIS for discussion of modifications made to the SODO Station for the preferred alternative, as well as discussion of potential station area access improvements.
4	Community engagement: During construction, Sound Transit must commit to establishing an office in each community where impacted parties can gain access to support and leadership to respond to the needs of business and community during the expected years of disruption.	Section 4.3, Economics, of the Final EIS describes the mitigation measures for impacts to businesses and communities during construction.

#	Comments	Responses
5	Mitigating Traffic and Improving Use: Need for further evaluation and development of case studies showing the positive impacts/outcomes of density, increased activity and resulting mitigated traffic around light rail stations: Produce supportive arguments using available experiential data from other urban markets. Assume this work will find increase in density and transit-oriented development (TOD) can and does improve safety and reduces single occupant vehicle impacts and usage. Will confirm robust use of the light rail and its connection to other transit, walking, and nonmotorized usage by the people working, living and energizing the space, will mitigate density impacts, which also can help with housing-to-job imbalance identified in the DEIS. And settle the fact the most well-designed stations, in the middle of nowhere serving a sparce employment base lacking density encouragement, will struggle for riders and success - with no hope to truly improving safety, reducing traffic nor adequately serving the community at large. The studies will surely show supporting prioritization of pedestrian access, transit operations, and bike routes also mitigate density. All stations must be evaluated. There are others but the existing SODO station (the most underutilized station in the system) represents an example of avoiding density and neighborhood planning - that needs attention.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. See responses to comments 1 and 2 above.

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Sound Transit Projects - Communications (1 Total)

Search Term

500099

Communication ID: 500099 - Alexis Chartouni Court Reporter Draft EIS Comment

Communication (3/30/2022)

Alexis Chartouni Court Reporter Draft EIS Comment

Hi there. Thank you, everybody. My name's Alexis Chartouni. I represent Legacy Partners and USAA Real Estate Group. We have recently completed a project at Fauntleroy and Alaska called Maris Apartments. It consists of 244 units of market-rate housing and approximately 64 affordable, income-restricted housing. Currently, the preferred alternative for the Alaska Junction station requires Sound Transit to condemn and demolish all 306 residential units as well as possibly impacting our neighbor to the south, The Huxley, which has approximately 150 units. I think that this preferred alternative has the most impact to residential housing in the West Seattle neighborhood, an area that's already chronically short of housing. This is the wrong approach. The location should be at the Alaska Junction. Further, the ST3 that was approved by voters identified the junction as the location for this station. If you go through Appendix M of the draft EIS, you'll also see that Fauntleroy was actually ruled out as a location of the station, so I'm not quite sure why it was promoted as the preferred option when it appears to have been not selected as the route that should be taken. So, again, the EIS is flawed, and the impact to housing is too severe for the Fauntleroy location. Thank you. I'm done.

Owner(s):

Contact ID	Name	Type	Phones	Email
1074925	Alexis Chartouni	Individual		

Communication ID: 500099 – Maris Apartments, Alexis Chartouni Draft EIS Comment

#	Comments	Responses
1	Currently, the preferred alternative for the Alaska Junction station requires Sound Transit to condemn and demolish all 306 residential units as well as possibly impacting our neighbor to the south, The Huxley, which has approximately 150 units. I think that this preferred alternative has the most impact to residential housing in the West Seattle neighborhood, an area that's already chronically short of housing. This is the wrong approach. The location should be at the Alaska Junction. Further, the ST3 that was approved by voters identified the junction as the location for this station. If you go through Appendix M of the draft EIS, you'll also see that Fauntleroy was actually ruled out as a location of the station, so I'm not quite sure why it was promoted as the preferred option when it appears to have been not selected as the route that should be taken. So, again, the EIS is flawed, and the impact to housing is too severe for the Fauntleroy location.	Please see responses to CCG2 and CC4.4b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. As described in Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS, an alternative on Fauntleroy Way Southwest was not carried forward, which is different than an alternative with a station on Fauntleroy Way Southwest.

April 28, 2022

VIA ELECTRONIC MAIL

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
Email: WSBLEDraft EIScomments@soundtransit.org

Re: Comments on WSBLE Draft EIS

Dear Ms. Swift:

I am writing on behalf of numerous property owners, investors, tenants, users, developers and businesses in Seattle to provide comments on the Draft Environmental Impact Statement ("Draft EIS") for the WSBLE project.

A. Introduction

As the Draft EIS demonstrates, WSBLE at this stage is not so much a project as an idea. It is a set of lines on a map of the City of Seattle, with boxes showing where various facilities might – or might not – be located. In most locations, the Draft EIS has only one defined method of construction – but little understanding of the means and methods associated with that construction. With WSBLE plans at 5% or less at this Draft EIS stage, their maturity can generously be described as "conceptual." Without defined construction locations, plans, sequencing or designs, it is impossible to characterize the impacts of WSBLE. The Draft EIS serves a purpose, but not to reasonably evaluate the potential significant adverse environmental impacts of the proposal and the mitigation for those impacts.

This is because WSBLE does not truly constitute a "proposal" under the State Environmental Policy Act, Chapter 43.21C RCW ("SEPA"). Under WAC 197-11-784 a proposal "exists at that stage in the development of an action when an agency is presented with an application, or has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal, ***and the environmental effects can be meaningfully evaluated***." (Emphasis supplied.) As we shall see, the environmental effects of WSBLE cannot be meaningfully evaluated at this time.

Compare this to another recent major project, Climate Pledge Arena. The EIS for Climate Pledge thoroughly evaluated a host of environmental impacts based on a well-developed set of project plans. Impacts to transportation, noise, land use, views and other elements of the environment were specifically and carefully evaluated. This is the level of detail required for SEPA review of a project, and even the most cursory review of the Draft EIS will show that it falls far short of this mark.

The underlying rationale for producing a SEPA document so meager on details may be this: some or all of WSBLE may be a design-build project. For design-build projects to produce their intended financial benefits for Sound Transit, the largest possible number of decisions on project design and construction methods must be left to the design-build contractor. This is how the contracting party – in this case, Sound Transit – has the best opportunity to reap financial benefits in the form of lower final contract pricing. Thus, for design-build projects, the overriding incentive is to avoid commitments, restrictions or limitations on the ultimate discretion of the design-build contractor.

While this process may offer some financial benefits to Sound Transit, it runs entirely counter to the objective of the SEPA review process.

The Draft EIS is a useful first document in a phased review process under SEPA, but it cannot be the baseline environmental document on which future project decisions can be made. Nor is it possible or appropriate to attempt to remedy these shortcomings in a Final EIS, since that would deprive the public of the opportunity to review and comment on a legitimate impact evaluation under SEPA.

At several thousand pages, there is no doubt that the Draft EIS is a formidable document. But document thickness is not a substitute for quality of SEPA review. Phased review under SEPA is required for WSBLE, since environmental impacts cannot be meaningfully evaluated – and authentic mitigation plans prepared – until plans are more fully developed.

B. General Comments

1. The WSBLE proposal is not adequately defined.

The WSBLE proposal is not adequately defined because the Draft EIS is based on an ill-defined set of construction plans. This makes it impossible to characterize future impacts. WSBLE plans are at no more than 5% completion, which means that most key elements of the project are not yet defined, such as:

a. Horizontal and vertical control for each alignment alternative;

b. Actual construction methodology, so that noise and vibration impacts cannot be estimated;

c. Scope of above-grade construction limits;

d. Actual street closure locations and durations;

e. Pressure limitations to be imposed on future construction above tunnel locations, which dictates the nature and feasibility of future construction;

f. Scope and design of above-grade improvements associated with station entrance locations;

g. The duration and sequencing of construction activities, in order to determine the cumulative impacts of construction work on the urban environment.

As noted above, the reasons for these deficiencies may include a sense of haste to achieve project approval and a desire to defer actual decisions about construction means and methods and project design to some future contractor. Whatever the reason, the project is simply not adequately defined to enable Sound Transit to adequately evaluate impacts and mitigation, as required under SEPA. It is worth noting that a private development proposal – such as Climate Pledge Arena – could never pass muster in SEPA review at this unripe level of plan development. There should not be a separate standard for a public project that will impact more people, more neighborhoods and more economic activity than any project in the history of the City.

2. The impacts of the WSBLE proposal are not adequately defined.

If the WSBLE proposal is not adequately defined, then it follows inevitably that the impacts of the WSBLE proposal cannot be adequately defined in the Draft EIS. This letter will review the deficiencies in the Draft EIS regarding the Draft EIS review of potential impacts of the WSBLE project. Since we know that this lack of detail will be cured by further project development in the time ahead, it is appropriate (as discussed below) to employ the "phased review" process under SEPA for this project.

3. Project mitigation decisions are being deferred.

It appears to be Sound Transit's plan to roll out mitigation proposals gradually over several years. Mitigation planning work remains ongoing and we expect to see a more serious mitigation plan in the months ahead – though some time subsequent to the close of the public comment period on the Draft EIS. Other mitigation plans will need to await the day when elements of the project are actually defined, which may not occur until well after the SEPA process is complete.

Obviously, this is not an appropriate way to conduct the process of SEPA review. Mitigation measures should be identified now and the public should have a full opportunity to comment on them in SEPA review. Mitigation measures must be binding on the design-build contractors for the project. The Sound Transit Board must be able to review and assess these mitigation measures prior to rendering a final decision on the project.

This is not the approach taken in the Draft EIS, which carefully avoids commitments as to mitigation. The identification and evaluation of mitigation should occur now, when such plans are subject to public comment, not when public comment is closed.

4. Sound Transit should conduct Phased Review under SEPA for WSBLE.

Due to the lack of current information on the WSBLE project, which makes it impossible to meaningfully evaluate project impacts, the Draft EIS must be conducted as part of a phased review process under SEPA. *See* WAC 197-11-060(5). Due to the infancy of the project plans, the desire to defer actual construction decisions to some future design-build contractor and the lack of information about most impacts, it is necessary to phase this SEPA review so that review of actual on-the-ground impacts can occur in the future at a time when there is adequate information to support that review.

The current Draft EIS is not a project action EIS, since the actual project is hardly defined at all; it is more in the nature of an early programmatic EIS, which anticipates the need for additional future SEPA review. While it may be appropriate to make large-scale decisions about corridor alignment through this EIS process, future decisions about construction methodology, street closures, final station entrance locations and their design, should require future SEPA review when facts and information are available to allow that review to occur adequately.

5. Sound Transit should conduct a worst-case review of potential impacts from WSBLE.

In circumstances like this one, where information critical to evaluation of environmental impacts is not available, phased review is appropriate, as noted above. Pending future phased review, however, SEPA also requires the agency to conduct a worst-case analysis. But far from conducting a worst-case analysis, the Draft EIS does not even attempt to characterize actual impacts from street closures, surface construction and staging areas or other construction impacts.

WAC 197-11-080 ("Incomplete or unavailable information") provides as follows:

> (1) If information on significant adverse impacts essential to a reasoned choice among alternatives is not known, and the costs of obtaining it are not exorbitant, agencies shall obtain and include the information in their environmental documents.
>
> (2) When there are gaps in relevant information or scientific uncertainty concerning significant impacts, agencies shall make clear that such information is lacking or that substantial uncertainty exists.
>
> (3) Agencies may proceed in the absence of vital information as follows:
>
> (a) If information relevant to adverse impacts is essential to a reasoned choice among alternatives, but is not known, and the costs of obtaining it are exorbitant; or
>
> (b) If information relevant to adverse impacts is important to the decision and the means to obtain it are speculative or not known;
>
> Then the agency shall weigh the need for the action with the severity of possible adverse impacts which would occur if the agency were to decide to proceed in the face of uncertainty. If the agency proceeds, it shall generally indicate in the appropriate

environmental documents its worst case analysis and the likelihood of occurrence, to the extent this information can reasonably be developed.

Clearly there are gaps in the information on which the Draft EIS is based. As long as these gaps remain, Sound Transit should ensure that it is appropriately adopting a "worst case" analysis for all impacts described in the Draft EIS.

6. Additional Information

Sound Transit has been in a continuous process of WSBLE project development. The information available today is necessarily more robust than when the Draft EIS was prepared. Some of this information is related to new design and engineering solutions to help mitigate possible impacts for specific properties and locations. Other is broader in nature, such as estimates of possible street closures during WSBLE construction.

This ongoing work by Sound Transit is important, but it also highlights the immature condition of the Draft EIS. The information Sound Transit continues to develop is directly relevant to the evaluation of impacts and mitigation under SEPA. It is appropriate to include it in the Draft EIS.

7. The Draft EIS fails to evaluate cumulative growth impacts

It is obvious that the development of new transportation or utility infrastructure will have an indirect impact of inducing future growth. As WAC 197-11-060(4)(d) notes, "impacts include those effects resulting from growth caused by a proposal." In many areas to be served by WSBLE, including West Seattle, SODO, the CID, South Lake Union, Lower Queen Anne, Interbay and Ballard, the advent of new light rail service will undoubtedly spur the development of buildings housing thousands of new units of housing and jobs. The pressure to rezone many of these areas will increase.

Such inevitable induced development is indeed one of the objectives of WSBLE, and while it may not be an adverse impact by itself, it certainly will lead to secondary and indirect impacts that require evaluation in the Draft EIS. The Draft EIS is silent on such potential impacts, obvious though they are. This shortcoming in the Draft EIS must be remedied.

C. Specific Comments on WSBLE Impacts

The Draft EIS does not seriously attempt to characterize or quantify actual impacts that may result from the WSBLE project. As an example, the new Downtown tunnel proposed as a part of WSBLE will traverse the most densely developed neighborhood in the Pacific Northwest. Downtown Seattle is home to more than 100,000 residents and houses more than 50% of all the jobs in the City of Seattle. Downtown provides half of all tax revenue collected by the City of Seattle.

However, WSBLE proposes, over a period of more than ten years, to demolish and occupy several blocks of Downtown real estate, to close several miles of Downtown streets, in some cases for durations of several years, to interrupt traffic and transit service, to upend the pedestrian

environment in locations throughout Downtown, and ultimately to cause the closure of businesses, loss of substantial tax revenue to the City and loss of jobs to other locations in the region.

In the face of these probable impacts, the Draft EIS includes only a single paragraph discussing such impacts to Downtown (at Section 4.3.3.4.4):

> Businesses in the Downtown Segment that could be affected by construction activities are a mix of art and cultural, retail, service, and offices. Station entrance construction at the surface for all stations in this segment would result in road or lane closures and traffic diversion (see Table 3- 28 in Chapter 3 for details on the road closures and durations of closures). Road and lane closures for either Downtown Segment alternative could make access to businesses on those blocks more difficult, but sidewalks would remain for pedestrian access. Most buildings adjacent to road closures are office or residential towers, but disruption from construction activities could affect retail or service businesses on lower floors of these buildings.

And what mitigation is proposed to address such impacts? Signage, cleaning services, a hotline and public meetings and "marketing measures" – but only those "consistent with Sound Transit policy," whatever that means.

As is clear from this excerpt from the Draft EIS, Sound Transit has not taken seriously its obligation to evaluate impacts and propose effective mitigation in the Draft EIS. Other significant impacts ignored in the Draft EIS include those described below.

1. Construction Sequencing

The Draft EIS suggests that construction on the entire line will commence in about 2026 and continue unabated for 11 years or more. But no effort is made to identify a sequence for this construction. It is not realistic to assume that work on every portion of the line will commence simultaneously, so sequencing will inevitably occur. This sequencing will itself result in the intensification of impacts or the possible mitigation of impacts. None of this is evaluated in the Draft EIS.

The Draft EIS must propose one or more general approaches to construction sequencing and assess how modifications to sequencing of work can be used to mitigate impacts of the project.

2. Transportation Impacts

The discussion of potential transportation-related impacts of the WSBLE project in the Draft EIS is not sufficient. Here are some examples of the areas in which SEPA analysis should be improved:

i. Street Closures

The timing, duration and location of possible street closures associated with the project is speculative. Further, this information is not well developed in the Draft EIS. Possible detour routes are not consistently identified and cumulative impacts on transit service not discussed. While a street closure at a regional scale may not be a significant issue, at a parcel and neighborhood level, a

street closure of long duration may have significant adverse impacts. Loss of access to building parking garages and loading facilities could force the shut-down of buildings for a period of time. And closures will have the effect of re-routing traffic to other rights-of-way, further congesting those locations. The sequencing of construction activities will either exacerbate or lessen these impacts. The Draft EIS does not thoroughly evaluate these impacts, nor can they reasonably be evaluated until a more definitive street closure plan can be developed in the future.

ii. Impacts to vehicular circulation/congestion

Without a more definitive plan for street closures and a clear construction sequencing plan, it is not possible to predict likely impacts to vehicular circulation in Downtown and along the corridor. Once this information is clear, probable impacts to the street network can be evaluated, and mitigation proposed to address them. The Draft EIS should include this analysis.

iii. Impacts to transit

Similar comments apply to WSBLE impacts to transit routes, operations and usage. It is critical that the WSBLE project not result in a diminution in Metro transit function and usage, but many factors discussed in this letter will put substantial pressure on transit viability during the WSBLE construction period. The Draft EIS should assume worst-case impacts on the transit system and focus on realistic mitigation to mitigate these impacts. Significant mitigation measures may be necessary to maintain transit service and usage in the WSBLE corridor area.

iv. Construction truck traffic

The Draft EIS should discuss the routing of construction trucks through the corridor and identify impacts and mitigation associated with that activity. Hundreds of thousands of cubic yards of material will be removed from the tunnel and station locations and trucked through the heart of Downtown, in and around all the WSBLE street closures. The Draft EIS does not adequately address or proposed mitigation for these impacts.

v. Construction worker access and parking

The WSBLE project will impair access to Downtown and other neighborhoods, including access to parking. The project will also enlist thousands of construction workers. The driving and parking behaviors of these thousands of workers will have significant impacts on the corridor. If these are principally single-occupant vehicle trips, these thousands of new daily trips will impact the street networks around construction sites. And worker parking, whether on-street or off-street, will tend to crowd out parking for employees, customers and residents of neighborhoods.

The Draft EIS does not attempt to evaluate these impacts or propose mitigation for them. To avoid such impacts, worker SOV use and neighborhood parking should be minimized, through mitigation programs implemented by Sound Transit. The Draft EIS must thoroughly discuss these issues and their mitigation.

vi. Impacts to mode split

In the past decade or more, transportation mode splits for commuters Downtown have veered strongly away from SOV use, with increasing reliance on transit, bike commuting and walking. The construction impacts of WSBLE Downtown will tend to make these alternative modes of transportation less hospitable and efficient, and so it should be expected that commuters will, on the margin, return in some numbers to SOV use each day. The cost of light rail construction should not be a decade-long retreat in the significant advances made in this area. With SOV rates as low as they are in Downtown, even small increases can lead to disproportionate impacts. The Draft EIS should evaluate these potential impacts and propose mitigation to address them.

vii. Pedestrian and bicycle impacts

As noted above, the WSBLE project is likely to make pedestrian and bicycle activity Downtown and in other neighborhoods on the corridor less attractive. The Draft EIS should review and assess these impacts and prepare a plan to mitigate them.

3. Blight impacts

Downtown has already suffered through COVID and other street issues in the last several years. The impacts of WSBLE will be visited on a Downtown environment that is already extremely fragile. Even moderate effects of WSBLE on the Downtown environment may lead to over-sized impacts.

i. Pedestrian environment

This letter discusses impacts to the pedestrian environment and to pedestrian behavior in other contexts, but it is also important to acknowledge the potential for urban blight resulting from impacts to pedestrian use. In locations along the corridor where the pedestrian environment is rendered uninteresting, inhospitable and even unsafe as a result of the WSBLE project, pedestrian use will decline. This decline in usage feeds a vicious circle, leading to further declines in street-level business, increases in anti-social behavior and yet fewer pedestrians. We have seen it before Downtown – indeed, we continue to see it today – so we know that it is not only possible, but likely.

The Draft EIS needs to address these likely impacts and to propose broad-ranging mitigation measures to preserve and promote the quality of the pedestrian environment.

ii. Pre-condemnation blight

The Draft EIS identifies dozens of sites along the corridor, including dozens in the Downtown area, as targets for future condemnation. This identification will lead to "pre-condemnation blight" on these properties, making it difficult for them to attract tenants or justify capital expenditures. In the several years between now and actual property acquisition, these properties all along the corridor will suffer from this blight condition.

And we expect that this blight will persist even after construction of the WSBLE project begins. Unmitigated congestion, noise, vibration, security issues and other impacts Downtown and along

the corridor will cast a pall over existing projects. Tenants, both commercial and residential, will be reluctant to lease space during the decade of construction impacts. Projects will need to provide significant lease concessions simply to attract some tenants, thereby impairing financial performance. The lack of tenants leads to lack of revenue, which then leads to reduced levels of activity and capital expenditure. Sound Transit needs to deal with the fact that the scope, extent, duration and intensity of impacts on the Downtown environment, as well as in other areas of the corridor, will inevitably lead to blight effects.

The Draft EIS is silent as to these impacts

iii. Loss of tenants and businesses

In the last several years, Downtown has lost hundreds of small businesses and thousands of employees. The WSBLE project may only accelerate this trend. Other markets in the region offer urban environments less impacted by construction, with strong retail and job growth. These markets may become more attractive to tenants Downtown and along the WSBLE corridor as project construction continues. At a minimum, it is safe to say that the WSBLE project will not promote job and retail growth Downtown; more likely, its impact will be adverse.

The Draft EIS must evaluate this range of impacts and offer serious and continuous mitigation to offset these probable losses.

4. Noise impacts

Sound Transit's last major construction project Downtown was characterized by a number of short-term, last-minute noise variances sought by its contractors, apparently on the fly. The Draft EIS should adopt an overall program regarding noise impacts and variances to guide future construction activities. In some cases, noise variances may actually be useful in limiting and mitigating impacts, in locations where there are few sensitive night-time receptors. But in other cases, noise variances can lead to substantial impacts on a local residential population.

The Draft EIS should lay out some ground rules for the use of noise variances along the corridor, so that residents and businesses may have a predictable view of possible future impacts.

5. Economics

Much of the area within which the WSBLE alignment will be constructed is the highest-density area within the entire Pacific Northwest. It is the home to tens of millions of square feet of office, commercial and life science development as well as hundreds of thousands of residents. Businesses, owners and residents in Downtown and all along the WSBLE corridor are responsible for most of the jobs and tax revenue generated each year by the City of Seattle. It is difficult to imagine that a project with impacts as wide-ranging and long-lasting as WSBLE will not have a significant fiscal impact on the City. The reduction in major property sales will impact REET revenues; loss of jobs to other markets will reduce Jump Start tax and B&O tax revenues; retail sales tax revenues will be affected by reductions in such sales; and some property tax revenues could decline over the more than a decade of construction activities on WSBLE.

The Draft EIS must carefully examine and discuss these impacts and address plans for avoiding or minimizing such losses. Certain City programs may require financial assistance if fiscal impacts become too deep or protracted.

6. Urban design impacts (Land Use)

The very preliminary plans for future station entrance location included in Appendix J to the Draft EIS show that Sound Transit intends to commandeer large chunks of city blocks throughout Downtown Seattle for oversized station entrance structures. Some of these sites occupy full quarter blocks or more. The Draft EIS fails to evaluate several issues associated with this overdevelopment of station entrances, including:

i. The loss of existing and future businesses, jobs and housing resulting from such station entrances;

ii. The impact to the urban environment resulting from the substitution of sterile station entrances for thriving urban businesses and retail uses.

The Draft EIS does not attempt to characterize the urban design of the WSBLE above-grade facilities. The design and operation of these facilities will impact the urban environment of Downtown for a century or more and many are in critical locations. For example, between 4th and 5th Avenues and Pike and Pine Streets, in the heart of the retail core, WSBLE proposes no fewer than three large station entrance structures, occupying in total perhaps a half a city block or more. These entrance boxes, at 5th & Pike, 5th & Pine and 4th & Pine, will supplant existing urban retail, businesses and open space, and replace these features with over-sized headhouses stuffed with station entrances, utilities, ventilation and other equipment. This is hardly the stuff of urban pedestrian activation.

Impacts are similar all along the corridor. In Interbay and West Seattle, aerial facilities will loom over buildings and blocks providing neighborhood services, housing and small-scale commercial uses. We have seen around the world examples of aerial structures that celebrate exceptional design, but there is nothing in the Draft EIS or in Sound Transit's prior development history that suggests this will be the case.

This stands in stark contrast to Seattle's experience in the 1980's with the Downtown Seattle Transit Tunnel and to underground rail systems around the world. These best practices demonstrate that it is possible to integrate an urban transit system with the city in which it lives in a way that is functional for the system and supportive of the urban environment. Sound Transit needs to follow these examples.

Sound Transit must make excellent urban design the key feature of its above-grade structures. These structures must contribute not only to the positive design of the urban environment, but also to its interest, activation and operation. But the Draft EIS is effectively silent on these critical issues.

The Draft EIS must identify the importance of avoiding adverse impacts to the urban environment along the corridor and identify strategies, guidelines, processes and solutions to ensure its above-grade structures will not be a continuing blight on the city it is intended to serve.

7. Displacement of future development

In locations where the guideway is above-grade or in a shallow tunnel and not located in the right-of-way, it will wipe out future development opportunities, including attractive opportunities for TOD development. The same will occur in locations where enormous station entrance and head-house structures supplant high-density development sites along the corridor. These impacts will result in the loss of thousands of units of future housing and future development that would house thousands of jobs, all within close distance of future WSBLE station entrances. Here are just a few examples:

- The loss of development for thousands of jobs at the Salvation Army site on 4th Avenue S.
- The loss of 1000 units of housing and other commercial space at the 4C site on 4th Avenue between Cherry and Columbia Streets.
- The loss of the existing WaFd headquarters building and its future development potential for hundreds of jobs or housing units at 5th & Pike.
- The loss of almost 400 housing units at the development site at 801 Blanchard Street.
- Possible loss of the new state-of-the-art practice facility for the Seattle Storm.
- Possible loss of the home of KEXP.
- Loss of jobs and housing from undefined impacts to vertical construction on future development sites under which the WSBLE tunnel is located.
- The loss of significant TOD development opportunities in the Smith Cove, Interbay and Ballard areas, all of which could one day includes jobs and housing to support a nearby WSBLE station.

The Draft EIS should evaluate the impacts of displacement of new TOD development alternatives that result from the alignment and station location and station entrance alternatives.

8. Loss of affordable housing

The loss of future development as noted above will directly result in the loss of significant funding for affordable housing in Seattle. We estimate that the loss of MHA payments resulting from the WSBLE project could easily exceed $50 million. The Draft EIS does not identify or evaluate this impact or propose any mitigation for it.

9. Security impacts

The numerous street closures and construction sites and staging areas littered across Downtown will have the effect of isolating pockets of the urban environment, depriving them of pass-through traffic and pedestrians and "eyes on the street." Locations like 3rd & Pine will be cut off from the pedestrian vitality of the retail core and left to deteriorate in this construction environment. Similarly, many east/west streets in Denny Triangle will become cul-de-sacs due to the Sound Transit closure of Westlake Avenue for several years. Environments like these can promote and sustain anti-social behaviors.

The Draft EIS should evaluate the impacts of its wide-ranging construction activities and shut-downs on the security of the streets in Downtown Seattle, as well as in other neighborhoods along the corridor. Adoption of CPTED practices and provision of additional security personnel may be required to mitigate these impacts.

10. Cumulative impacts

As noted above, one of the express purposes of WSBLE is to induce future growth impacts in the City of Seattle. The SEPA Regulations specifically require review of such impacts at WAC 197-11-060(4). To its credit, the Draft EIS does note this potential for induced growth in Section 4.3. Yet the Draft EIS nowhere addresses the obvious secondary and indirect impacts of such intentionally induced growth.

D. Specific comments on mitigation issues

In addition to revising the analysis of impacts in the Draft EIS so that they can be meaningfully evaluated, the Draft EIS should include a specific set of mitigation measures to address impacts on specific properties resulting from the WSBLE project. Instead, Sound Transit has chosen, contrary to its obligations under SEPA, to defer the presentation of its mitigation plan until after the publication of the Draft EIS. The full mitigation plan should have been included in the Draft EIS.

Although mitigation proposals should be based on specific plans and designed to address specific impacts, there is much more that Sound Transit can do in the interim to characterize approaches to mitigation. Here are some suggestions:

- Transportation
    - Adopt real-time monitoring of congestion levels at key intersections and freeway access points. Implement changes to street closures or other mitigation measures to mitigate impacts.
    - Limit street closures during peak traffic hours
    - Monitor vehicle and transit travel times through Downtown. Implement changes to street closures or other mitigation measures to mitigate impacts.

- Establish a Traffic Mitigation Contingency Fund to provide financial support for future mitigation.
- Truck routes should be monitored and modified in real-time so as to minimize impacts
- Implement key mitigation measures in advance of expected congestion:
  - Operate a downtown shuttle system with access priority to move commuters through areas of high congestion
  - Invest in bike lane improvements
  - Deploy traffic control personnel throughout Downtown
  - Provide subsidies to Metro to enhance transit service through Downtown
  - Install real-time digital signage for transit and commute vehicles to alert drivers to areas of congestion

- Urban design standards
  - In cooperation with City of Seattle, adopt minimum urban design standards for all above-grade WSBLE facilities. Sound Transit adopted the same approach with the City of Bellevue as part of the EastLink project, and the same approach should be employed in Seattle. Please refer to Bellevue Land Use Code Chapter 20.25M. Part 20.25M Light Rail Overlay District | Bellevue Land Use Code (municipal.codes)
  - In order to preserve street-level areas for pedestrian activation, all farebox activities should occur below grade
  - Station entrances should be integrated with existing or future urban development. Station entrance houses should not be gigantic concrete boxes dotting the Downtown and neighborhood landscape.
  - In all cases, the footprint of station entrances houses should be minimized.
  - Station entrance houses should include street level uses
  - Station entrance houses should include transparency above the ground level
  - Venting standards should be implemented to avoid impacts to pedestrians and residents
  - Aerial structures, from top to bottom, should exhibit a high level of architectural design
  - CPTED principles should be incorporated into project design

  - The location of aerial facilities, and the structural columns and elements that support them, should be located so as to minimize impacts to the pedestrian environment

- Noise
  - Allow night work away from residential locations, subject to appropriate mitigation
  - Provide guidelines on the use of noise variances, including limits on noise variance requests within 2 blocks of residential uses or other sensitive receptors

- Vibration
  - Provide for real-time measurement of off-site vibration impacts
  - Develop a site-specific plan for mitigation of vibration impacts for sensitive locations

- Pedestrian environment/Local businesses
  - Sound Transit should fund $1 million/year for downtown activation, to be administered by the Downtown Seattle Association.
  - Implement a "Lunch Downtown" program for WSBLE workers, relying on Downtown and neighborhood restaurants to provide meals, subsidized by Sound Transit. Use Downtown and neighborhood restaurants to cater Sound Transit events.
  - Permanent sidewalk closures should be avoided. Temporary closures should be minimized in duration.
  - Require use of pedestrian sheds to keep sidewalks open. Sheds should provide lighting, architectural interest, graphics, such as the "urban umbrellas" often in use in Manhattan: Can Upscale Scaffolding Claim Space on NYC's Sidewalks? - Bloomberg
  - Graffiti removal should occur within 24 hours
  - Establish a retail support program for small retailers and restaurants in the corridor area. Provide support for marketing and outreach activities.
  - Provide low- or no-interest loans or grants to small retailers and restaurants impacted by the WSBLE project.
  - Adopt an interpretive approach to construction-area signage and outreach. Celebrate and explain the WSBLE project through local community gatherings and street fairs.

- Construction Management
  - The City of Seattle does not permit private projects to commence construction without a detailed construction management plan. The Draft EIS should discuss

various alternative approaches to such CMPs, how they will be developed and implemented, and how they can be used to mitigate impacts of the project.

  - Construction sequencing is a tool that can be used to manage the impacts of project construction. The Draft EIS should develop guidelines for construction sequencing, so as to avoid overlapping and cumulative impacts within the corridor.

- Security
  - Sound Transit should employ extra security personnel around construction sites, to ensure that the resultant street-level blight does not lead to adverse behaviors
  - Cameras should be implemented in areas near construction sites
  - Sound Transit should create a response team with the Seattle Police Department to rapidly address issues near construction sites

- Monitoring & Outreach
  - Real-time monitoring of impacts should occur
  - Sound Transit should provide monthly reports to stakeholders, city and owners
  - Appoint chief compliance officer for all mitigation requirements. This officer should report directly to the CEO.
  - Email and call-in for complaints

- Enforcement
  - Noncompliance with performance standards should result in fines, with such funds used for mitigation of impacts
  - Continued noncompliance results in job shut-down
  - All mitigation and enforcement provisions should be incorporated in WSBLE construction contracts

These and other mitigation measures should be incorporated in the Draft EIS.

E. The plan to conduct a Board vote to reaffirm the preferred alternative this summer is inconsistent with SEPA.

Sound Transit plans to conduct a vote of its Board in June or July to reaffirm the preferred alternative for the Final EIS. On April 28, 2022, Sound Transit will have received hundreds of comments on the Draft EIS, many of them technical in nature. Virtually all of the comments will ask Sound Transit to undertake much more detailed review of project impacts and mitigation. Few will suggest that the Draft EIS is adequate in its current form. None of the required evaluation and remedial work will be able to occur –or perhaps even begin – by July 2022 in time for a Board vote.

It is therefore impossible to understand how the Sound Transit Board could have adequate information only several weeks after the close of the Draft EIS comment period to make an informed judgment regarding the preferred alternative. SEPA includes strict limitations on actions by a lead agency prior to completion of the SEPA process. *See* WAC 197-11-070. The Board's reaffirmation of the preferred alternative cannot limit the choice of reasonable alternatives. And the Board will not be in a position to evaluate alternatives for the Final EIS until much additional work is performed in response to Draft EIS comments.

We are concerned that premature action by the Board in the summer of 2022 will only be perceived as contrary to the Board's duties under SEPA, as an attempt to reaffirm a pre-ordained plan. Thoughtful deliberation – not a rush to judgment – should be the keystone of the process ahead. We urge Sound Transit to delay any further consideration of a Final EIS preferred alternative until much more SEPA evaluation is complete.

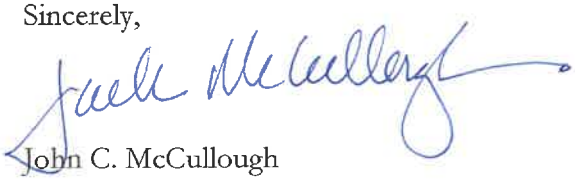
F. Conclusion

WSBLE will be an important project in the development of the Puget Sound region over the several decades ahead. The Draft EIS is a good start on a program of SEPA review for this project, but it needs more. It would be unfair to the public and the decisionmakers in this case to defer the evaluation of some of the most critical project issues to the Final EIS, when then there is no longer a public opportunity to comment on or affect the SEPA review process. Sound Transit should prepare a supplemental Draft EIS, building on its existing work. This SDEIS can be focused on the missing links in the analysis, so it can be completed by the end of 2022. This will not unduly delay the project, but it will help to ensure that the public has an opportunity to comment on a genuine analysis of project impacts and mitigation before final decisions are made.

There will be those who say that any such delay is unacceptable, that the manifest deficiencies in the Draft EIS – although admitted – should not postpone a process that is already 17 years short of completion. We will hear this from WSBLE supporters, agencies and some elected officials, for whom a mere months-long delay in a nearly 25-year project will for some reason be unacceptable, as though we will all lose our moorings if we do not proceed to approval with all possible haste.

To them, I would recall the old saying about projects: time, cost and quality are the criteria. At best you can optimize two, but often only one. WSBLE is already over-budget and over-time. This is a 100-year+ project. The least we can do, for ourselves and for the generations to come, is to make sure we do it right.

Sincerely,



John C. McCullough

cc: City of Seattle
Downtown Seattle Association

Communication ID: 504777 - McCullough Hill Leary, PS Draft EIS Comment

#	Comments	Responses
1	A. Introduction As the Draft EIS demonstrates, WSBLE at this stage is not so much a project as an idea. It is a set of lines on a map of the City of Seattle, with boxes showing where various facilities might - or might not - be located. In most locations, the Draft EIS has only one defined method of construction - but little understanding of the means and methods associated with that construction. With WSBLE plans at 5% or less at this Draft EIS stage, their maturity can generously be described as "conceptual." Without defined construction locations, plans, sequencing or designs, it is impossible to characterize the impacts of WSBLE. The Draft EIS serves a purpose, but not to reasonably evaluate the potential significant adverse environmental impacts of the proposal and the mitigation for those impacts. This is because WSBLE does not truly constitute a "proposal" under the State Environmental Policy Act, Chapter 43.21C RCW ("SEPA"). Under WAC 197-11- 784 a proposal "exists at that stage in the development of an action when an agency is presented with an application, or has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal, and the environmental effects can be meaningfully evaluated" (Emphasis supplied.) As we shall see, the environmental effects of WSBLE cannot be meaningfully evaluated at this time. Compare this to another recent major project, Climate Pledge Arena. The EIS for Climate Pledge thoroughly evaluated a host of environmental impacts based on a well-developed set of project plans. Impacts to transportation, noise, land use, views and other elements of the environment were specifically and carefully evaluated. This is the level of detail required for SEPA review of a project, and even the most cursory review of the Draft EIS will show that it falls far short of this mark. The underlying rationale for producing a SEPA document so meager on details may be this: some or all of WSBLE may be a design-build project. For design-build projects to produce their intended financial benefits for Sound Transit, the largest possible number of decisions on project design and construction methods must be left to the design-build contractor. This is how the contracting party -in this case, Sound Transit- has the best opportunity to reap financial benefits in the form of lower final contract pricing. Thus, for design- build projects, the overriding incentive is to avoid commitments, restrictions or limitations on the ultimate discretion of the design-build contractor. While this process may offer some financial benefits to Sound Transit, it runs entirely counter to the objective of the SEPA review process. The Draft EIS is a useful first document in a phased review process under SEPA, but it cannot be the baseline environmental document on which future project decisions can be made. Nor is it possible or appropriate to attempt to remedy these shortcomings in a Final EIS, since that would deprive the public of the opportunity to review and comment on a legitimate impact evaluation under SEPA. At several thousand pages, there is no doubt that the Draft EIS is a formidable document. But document thickness is not a substitute for quality of SEPA review. Phased review under SEPA is required for WSBLE, since environmental impacts cannot be meaningfully evaluated - and authentic mitigation plans prepared - until plans are more fully developed. B. General Comments The WSBLE proposal is not adequately	Please see responses to CCG1, CC2a, CC2b, and CC3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
	defined. The WSBLE proposal is not adequately defined because the Draft EIS is based on an ill-defined set of construction plans. This makes it impossible to characterize future impacts. WSBLE plans are at no more than 5% completion, which means that most key elements of the project are not yet defined, such as: a. Horizontal and vertical control for each alignment alternative; b. Actual construction methodology, so that noise and vibration impacts cannot be estimated; c. Scope of above-grade construction limits; d. Actual street closure locations and durations; e. Pressure limitations to be imposed on future construction above tunnel locations, which dictates the nature and feasibility of future construction; f. Scope and design of above-grade improvements associated with station entrance locations: g. The duration and sequencing of construction activities, in order to determine the cumulative impacts of construction work on the urban environment. As noted above, the reasons for these deficiencies may include a sense of haste to achieve project approval and a desire to defer actual decisions about construction means and methods and project design to some future contractor. Whatever the reason, the project is simply not adequately defined to enable Sound Transit to adequately evaluate impacts and mitigation, as required under SEPA. It is worth noting that a private development proposal - such as Climate Pledge Arena - could never pass muster in SEPA review at this unripe level of plan development. There should not be a separate standard for a public project that will impact more people, more neighborhoods and more economic activity than any project in the history of the City. The impacts of the WSBLE proposal are not adequately defined. If the WSBLE proposal is not adequately defined, then it follows inevitably that the impacts of the WSBLE proposal cannot be adequately defined in the Draft EIS. This letter will review the deficiencies in the Draft EIS regarding the Draft EIS review of potential impacts of the WSBLE project. Since we know that this lack of detail will be cured by further project development in the time ahead, it is appropriate (as discussed below) to employ the "phased review" process under SEPA for this project	
2	Project mitigation decisions are being deferred. It appears to be Sound Transit's plan to roll out mitigation proposals gradually over several years. Mitigation planning work remains ongoing and we expect to see a more serious mitigation plan in the months ahead - though some time subsequent to the close of the public comment period on the Draft EIS. Other mitigation plans will need to await the day when elements of the project are actually defined which may not occur until well after the SEPA process is complete. Obviously, this is not an appropriate way to conduct the process of SEPA review. Mitigation measures should be identified now and the public should have a full opportunity to comment on them in SEPA review. Mitigation measures must be binding on the design-build contractors for the project. The Sound Transit Board must be able to review and assess these mitigation measures prior to rendering a final decision on the project. This is not the approach taken in the Draft EIS, which carefully avoids commitments as to mitigation. The identification and evaluation	Please see response to CC2a in Table 7-1.

#	Comments	Responses
	of mitigation should occur now, when such plans are subject to public comment, not when public comment is closed	
3	Sound Transit should conduct Phased Review under SEPA for WSBLE. Due to the lack of current information on the WSBLE project, which makes it impossible to meaningfully evaluate project impacts, the Draft EIS must be conducted as part of a phased review process under SEPA. See WAC 197-11-060(5). Due to the infancy of the project plans, the desire to defer actual construction decisions to some future design-build contractor and the lack of information about most impacts, it is necessary to phase this SEP A review so that review of actual on-the-ground impacts can occur in the future at a time when there is adequate information to support that review. The current Draft EIS is not a project action EIS, since the actual project is hardly defined at all; ii is more in the nature of an early programmatic EIS, which anticipates the need for additional future SEPA review. While it may be appropriate to make large-scale decisions about corridor alignment through this EIS process, future decisions about construction methodology, street closures, final station entrance locations and their design, should require future SEPA review when facts and information are available to allow that review to occur adequately.	Please see response to CCG1 in Table 7-1.
4	Sound Transit should conduct a worst-case review of potential impacts from WSBLE. In circumstances like this one, where information critical to evaluation of environmental impacts is not available, phased review is appropriate, as noted above. Pending future phased review, however, SEPA also requires the agency to conduct a worst-case analysis. But far from conducting a worst case analysis, the Draft EIS does not even attempt to characterize actual impacts from street closures, surface construction and staging areas or other construction impacts. WAC 197-11-080 ("Incomplete or unavailable information") provides as follows: (1) If information on significant adverse impacts essential to a reasoned choice among alternatives is not known, and the costs of obtaining it are not exorbitant, agencies shall obtain and include the information in their environmental documents. (2) When there are gaps in relevant information or scientific uncertainty concerning significant impacts, agencies shall make clear that such information is lacking or that substantial uncertainty exists. (3) Agencies may proceed in the absence of vital information as follows: (a) If information relevant to adverse impacts is essential to a reasoned choice among alternatives, but is not known, and the costs of obtaining it are exorbitant; or (b) If information relevant to adverse impacts is important to the decision and the means to obtain it are speculative or not known; Then the agency shall weigh the need for the action with the severity of possible adverse impacts which would occur if the agency were to decide to proceed in the face of uncertainty. If the agency proceeds, it shall generally indicate in the appropriate environmental documents its worst case analysis and the likelihood of occurrence, to the extent this information can reasonably be developed. Clearly there are gaps in the information on which the Draft EIS is based. As long as these gaps remain, Sound Transit should ensure that it is	Please see responses to CCG1 and CC2b in Table 7-1.

#	Comments	Responses
	appropriately adopting a "worst case" analysis for all impacts described in the Draft EIS.	
5	Additional Information Sound Transit has been in a continuous process of WSBLE project development. The information available today is necessarily more robust than when the Draft EIS was prepared. Some of this information is related to new design and engineering solutions to help mitigate possible impacts for specific properties and locations. Other is broader in nature, such as estimates of possible street closures during WSBLE construction. This ongoing work by Sound Transit is important, but it also highlights the immature condition of the Draft EIS. The information Sound Transit continues to develop is directly relevant to the evaluation of impacts and mitigation under SEPA. It is appropriate to include it in the Draft EIS.	Please see responses to CCG1, CCG2, CC2a, and CC2b in Table 7-1.
6	The Draft EIS fails to evaluate cumulative growth impacts It is obvious that the development of new transportation or utility infrastructure will have an indirect impact of inducing future growth. As WAC 197-11-060(4)(d) notes, "impacts include those effects resulting from growth caused by a proposal." In many areas to be served by WSBLE, including West Seattle, SODO, the CID, South Lake Union, Lower Queen Anne, Interbay and Ballard, the advent of new light rail service will undoubtedly spur the development of buildings housing thousands of new units of housing and jobs. The pressure to rezone many of these areas will increase. Such inevitable induced development is indeed one of the objectives of WSBLE, and while it may not be an adverse impact by itself, it certainly will lead to secondary and indirect impacts that require evaluation in the Draft EIS. The Draft EIS is silent on such potential impacts, obvious though they are. This shortcoming in the Draft EIS must be remedied.	Please see Section 4.2, Land Use, of the Final EIS for more information on the indirect impacts of the project on land use, including housing development. Section 4.3, Economics, of the Final EIS discusses the indirect economic impacts of the project.
7	The Draft EIS does not seriously attempt to characterize or quantify actual impacts that may result from the WSBLE project. As an example, the new Downtown tunnel proposed as a part of WSBLE will traverse the most densely developed neighborhood in the Pacific Northwest. Downtown Seattle is home to more than 100,000 residents and houses more than 50% of all the jobs in the City of Seattle. Downtown provides half of all tax revenue collected by the City of Seattle. However, WSBLE proposes, over a period of more than ten years, to demolish and occupy several blocks of Downtown real estate, to close several miles of Downtown streets, in some cases for durations of several years, to interrupt traffic and transit service, to upend the pedestrian environment in locations throughout Downtown, and ultimately to cause the closure of businesses, loss of substantial tax revenue to the City and loss of jobs to other locations in the region. In the face of these probable impacts, the Draft EIS includes only a single paragraph discussing such impacts to Downtown (at Section 4.3.3.4.4): Businesses in the Downtown Segment that could be affected by construction activities are a mix of art and cultural, retail, service, and offices. Station entrance construction at the surface for all stations in this segment would result in road or lane closures and traffic diversion (see Table 3- 28 in Chapter 3 for details on the road closures and durations of closures). Road and lane closures for either Downtown Segment	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	alternative could make access to businesses on those blocks more difficult, but sidewalks would remain for pedestrian access. Most buildings adjacent to road closures are office or residential towers, but disruption from construction activities could affect retail or service businesses on lower floors of these buildings. And what mitigation is proposed to address such impacts? Signage, cleaning services, a hotline and public meetings and "marketing measures" - but only those "consistent with Sound Transit policy," whatever that means. As is clear from this excerpt from the Draft EIS, Sound Transit has not taken seriously its obligation to evaluate impacts and propose effective mitigation in the Draft EIS.	
8	Construction Sequencing. The Draft EIS suggests that construction on the entire line will commence in about 2026 and continue unabated for 11 years or more. But no effort is made to identify a sequence for this construction. It is not realistic to assume that work on every portion of the line will commence simultaneously, so sequencing will inevitably occur. This sequencing will itself result in the intensification of impacts or the possible mitigation of impacts. None of this is evaluated in the Draft EIS. The Draft EIS must propose one or more general approaches to construction sequencing and assess how modifications to sequencing of work can be used to mitigate impacts of the project	Please see response to CC2b in Table 7-1. Information on construction sequencing and the duration of construction for major construction activities was provided in the WSBLE Draft EIS. The Draft EIS also stated that there would be periods of time when minimal or less intensive construction activity would occur. The Draft EIS stated that construction phases, sequencing, and schedule would be developed during final design and included in a work-specific construction plan.
9	i. Street Closures The timing, duration and location of possible street closures associated with the project is speculative. Further, this information is not well developed in the Draft EIS. Possible detour routes are not consistently identified and cumulative impacts on transit service not discussed. While a street closure at a regional scale may not be a significant issue, at a parcel and neighborhood level, a street closure of long duration may have significant adverse impacts. Loss of access to building parking garages and loading facilities could force the shut-down of buildings for a period of time. And closures will have the effect of re-routing traffic to other rights- of-way, further congesting those locations. The sequencing of construction activities will either exacerbate or lessen these impacts. The Draft EIS does not thoroughly evaluate these impacts, nor can they reasonably be evaluated until a more definitive street closure plan can be developed in the future. ii. Impacts to vehicular circulation / congestion Without a more definitive plan for street closures and a clear construction sequencing plan, it is not possible to predict likely impacts to vehicular circulation in Downtown and along the corridor. Once this information is clear, probable impacts to the street network can be evaluated, and mitigation proposed to address them. The Draft EIS should include this analysis.	Please see responses to CC3c and CC3d in Table 7-1.

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10	ii. Impacts to transit Similar comments apply to WSBLE impacts to transit routes, operations and usage. It is critical that the WSBLE project not result in a diminution in Metro transit function and usage, but many factors discussed in this letter will put substantial pressure on transit viability during the WSBLE construction period. The Draft EIS should assume worst-case impacts on the transit system and focus on realistic mitigation to mitigate these impacts. Significant mitigation measures may be necessary to maintain transit service and usage in the WSBLE corridor area.	Please see response to CC3c in Table 7-1.
11	v. Construction truck traffic The Draft EIS should discuss the routing of construction trucks through the corridor and identify impacts and mitigation associated with that activity. Hundreds of thousands of cubic yards of material will be removed from the tunnel and station locations and trucked through the heart of Downtown, in and around all the WSBLE street closures. The Draft EIS does not adequately address or proposed mitigation for these impacts.	Please see response to CC3c in Table 7-1. Information on construction road closures, key streets used for detours, and mitigation was included in the WSBLE Draft EIS. A response to this comment related to construction truck traffic in Downtown Seattle will be provided as part of the environmental review process for the Ballard Link Extension.
12	v. Construction worker access and parking The WSBLE project will impair access to Downtown and other neighborhoods, including access to parking. The project will also enlist thousands of construction workers. The driving and parking behaviors of these thousands of workers will have significant impacts on the corridor. If these are principally single-occupant vehicle trips, these thousands of new daily trips will impact the street networks around construction sites. And worker parking, whether on-street or off-street, will tend to crowd out parking for employees, customers and residents of neighborhoods. The Draft EIS does not attempt to evaluate these impacts or propose mitigation for them. To avoid such impacts, worker SOV use and neighborhood parking should be minimized, through mitigation programs implemented by Sound Transit. The Draft EIS must thoroughly discuss these issues and their mitigation.	Information on impacts to parking and traffic congestion during construction was included in the WSBLE Draft EIS. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on the impact of construction of the project on street operations and parking supply. Mitigation measures are also discussed in this section.
13	vi. Impacts to mode split In the past decade or more, transportation mode splits for commuters Downtown have veered strongly away from SOV use, with increasing reliance on transit, bike commuting and walking. The construction impacts of WSBLE Downtown will tend to make these alternative modes of transportation less hospitable and efficient, and so it should be expected that commuters will, on the margin, return in some numbers to SOV use each day. The cost of light rail construction should not be a decade-long retreat in the significant advances made in this area. With SOV rates as low as they are in Downtown, even small increases can lead to disproportionate impacts. The Draft EIS should evaluate these potential impacts and propose mitigation to address them.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	vii. Pedestrian and bicycle impacts As noted above, the WSBLE project is likely to make pedestrian and bicycle activity Downtown and in other neighborhoods on the corridor less attractive. The Draft EIS should review and assess these impacts and prepare a plan to mitigate them.	Information on impacts to pedestrian and bicycle facilities and mitigation for impacts was included in the WSBLE Draft EIS. Please see Section 3.7, Affected Environment and Impacts

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		during Operation—Nonmotorized Facilities, and Section 3.11, Construction Impacts, of the Final EIS for more information on the impact of the project on pedestrian and bicycle facilities. Mitigation measures are also discussed in these sections. A response to this comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
15	Blight impacts Downtown has already suffered through COVID and other street issues in the last several years. The impacts of WSBLE will be visited on a Downtown environment that is already extremely fragile. Even moderate effects of WSBLE on the Downtown environment may lead to over-sized impacts. i. Pedestrian environment This letter discusses impacts to the pedestrian environment and to pedestrian behavior in other contexts, but it is also important to acknowledge the potential for urban blight resulting from impacts to pedestrian use. In locations along the corridor where the pedestrian environment is rendered uninteresting, inhospitable and even unsafe as a result of the WSBLE project, pedestrian use will decline. This decline in usage feeds a vicious circle, leading to further declines in street-level business, increases in anti-social behavior and yet fewer pedestrians. We have seen it before Downtown - indeed, we continue to see it today - so we know that it is not only possible, but likely. The Draft EIS needs to address these likely impacts and to propose broad-ranging mitigation measures to preserve and promote the quality of the pedestrian environment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	ii. Pre-condemnation blight The Draft EIS identifies dozens of sites along the corridor, including dozens in the Downtown area, as targets for future condemnation. This identification will lead to "pre-condemnation blight" on these properties, making it difficult for them to attract tenants or justify capital expenditures. In the several years between now and actual property acquisition, these properties all along the corridor will suffer from this blight condition. And we expect that this blight will persist even after construction of the WSBLE project begins. Unmitigated congestion, noise, vibration, security issues and other impacts Downtown and along the corridor will cast a pall over existing projects. Tenants, both commercial and residential, will be reluctant to lease space during the decade of construction impacts. Projects will need to provide significant lease concessions simply to attract some tenants, thereby impairing financial performance. The lack of tenants leads to lack of revenue, which then leads to reduced levels of activity and capital expenditure. Sound Transit needs to deal with the fact that the scope, extent, duration and intensity of impacts on the Downtown environment, as well as in other areas of the corridor, will inevitably lead to blight effects. The Draft EIS is silent as to these impacts	Businesses that choose to relocate prior to the Sound Transit acquisition process would not be eligible for relocation benefits; therefore, it may not be to their advantage to relocate based on speculation of property acquisition. Please see Section 4.3, Economics, of the Final EIS for more information on mitigation for businesses that could be impacted by construction activities. Sound Transit requires contractors to fence off construction sites and to provide site security. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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17	iii. Loss of tenants and businesses In the last several years, Downtown has lost hundreds of small businesses and thousands of employees. The WSBLE project may only accelerate this trend. Other markets in the region offer urban environments less impacted by construction, with strong retail and job growth. These markets may become more attractive to tenants Downtown and along the WSBLE corridor as project construction continues. At a minimum, it is safe to say that the WSBLE project will not promote job and retail growth Downtown; more likely, its impact will be adverse. The Draft EIS must evaluate this range of impacts and offer serious and continuous mitigation to offset these probable losses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	Noise impacts Sound Transit's last major construction project Downtown was characterized by a number of short term, last-minute noise variances sought by its contractors, apparently on the fly. The Draft EIS should adopt an overall program regarding noise impacts and variances to guide future construction activities. In some cases, noise variances may actually be useful in limiting and mitigating impacts, in locations where there are few sensitive night-time receptors. But in other cases, noise variances can lead to substantial impacts on a local residential population. The Draft EIS should lay out some ground rules for the use of noise variances along the corridor, so that residents and businesses may have a predictable view of possible future impacts.	Information on construction noise impacts and noise variances was included in the WSBLE Draft EIS. Please see Section 4.7, Noise and Vibration, and Appendix N.3, Noise and Vibration Technical Report of the Final EIS for more information on construction noise impacts and noise variances, including best management practices that would be used to minimize impacts.
19	Economics Much of the area within which the WSBLE alignment will be constructed is the highest- density area within the entire Pacific Northwest. It is the home to tens of millions of square feet of office, commercial and life science development as well as hundreds of thousands of residents. Businesses, owners and residents in Downtown and all along the WSBLE corridor are responsible for most of the jobs and tax revenue generated each year by the City of Seattle. It is difficult to imagine that a project with impacts as wide-ranging and long-lasting as WSBLE will not have a significant fiscal impact on the City. The reduction in major property sales will impact REET revenues; loss of jobs to other markets will reduce Jump Start tax and B&O tax revenues; retail sales tax revenues will be affected by reductions in such sales; and some property tax revenues could decline over the more than a decade of construction activities on WSBLE. The Draft EIS must carefully examine and discuss these impacts and address plans for avoiding or minimizing such losses. Certain City programs may require financial assistance if fiscal impacts become too deep or protracted.	Please see response to CC4.3b in Table 7-1. Information on potential construction impacts to businesses and effects on tax revenues from property acquisition, and proposed mitigation measures was included in the WSBLE Draft EIS. Please see Section 4.3, Economics, of the Final EIS for information regarding potential construction impacts to businesses and effects on tax revenues from property acquisition, and proposed mitigation measures. Although business displacements due to property acquisition would have an immediate impact, construction activities would create a new source of sales tax for years. See Chapter 2, Alternatives Considered, of the Final EIS for information on construction timelines. A response to this comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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20	Urban design impacts (Land Use) The very preliminary plans for future station entrance location included in Appendix J to the Draft EIS show that Sound Transit intends to commandeer large chunks of city blocks throughout Downtown Seattle for oversized station entrance structures. Some of these sites occupy full quarter blocks or more. The Draft EIS fails to evaluate several issues associated with this overdevelopment of station entrances, including: i. The loss of existing and future businesses, jobs and housing resulting from such station entrances; ii. The impact to the urban environment resulting from the substitution of sterile station entrances for thriving urban businesses and retail uses. The Draft EIS does not attempt to characterize the urban design of the WSBLE above-grade facilities. The design and operation of these facilities will impact the urban environment of Downtown for a century or more and many are in critical locations. For example, between 4th and 5th Avenues and Pike and Pine Streets, in the heart of the retail core, WSBLE proposes no fewer than three large station entrance structures, occupying in total perhaps a half a city block or more. These entrance boxes, at 5th & Pike, 5th & Pine and 4th & Pine, will supplant existing urban retail, businesses and open space, and replace these features with over-sized headhouses stuffed with station entrances, utilities, ventilation and other equipment. This is hardly the stuff of urban pedestrian activation. Impacts are similar all along the corridor. In Interbay and West Seattle, aerial facilities will loom over buildings and blocks providing neighborhood services, housing and small-scale commercial uses. We have seen around the world examples of aerial structures that celebrate exceptional design, but there is nothing in the Draft EIS or in Sound Transit's prior development history that suggests this will be the case. This stands in stark contrast to Seattle's experience in the 1gso·s with the Downtown Seattle Transit Tunnel and to underground rail systems around the world. These best practices demonstrate that it is possible to integrate an urban transit system with the city in which it lives in a way that is functional for the system and supportive of the urban environment. Sound Transit needs to follow these examples. Sound Transit must make excellent urban design the key feature of its above-grade structures. These structures must contribute not only to the positive design of the urban environment, but also to its interest, activation and operation. But the Draft EIS is effectively silent on these critical issues. The Draft EIS must identify the importance of avoiding adverse impacts to the urban environment along the corridor and identify strategies, guidelines, processes and solutions to ensure its above grade structures will not be a continuing blight on the city it is intended to serve.	Please see responses to CC2f and CC4.5a in Table 7-1. Please see Sections 4.1, Acquisitions, Displacements, and Relocations; 4.2, Land Use; and 4.3, Economics, of the Final EIS for more information on the economic and land use impacts of the station entrances. A response to this comment related to Ballard Link Extension guideway and stations will be provided as part of the environmental review process for the Ballard Link Extension.
21	Displacement of future development In locations where the guideway is above-grade or in a shallow tunnel and not located in the right of-way, it will wipe out future development opportunities, including attractive opportunities for TOD development. The same will occur in locations where enormous station entrance and head house structures supplant high-density development sites along the corridor. These impacts will result in the loss of thousands of units of future housing and future development that would house thousands of jobs, all	Please see responses to CC2f, CC4.2a, and CC4.4b in Table 7-1. The Final EIS does not include potential residential, business, or employee displacements from future projects or other impacts to future projects as direct impacts from the West Seattle Link Extension unless a project is under construction at the time the Final EIS is being prepared.

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	within close distance of future WSBLE station entrances. Here are just a few examples: • The loss of development for thousands of jobs at the Salvation Army site on 4th Avenue S. • The loss of 1000 units of housing and other commercial space at the 4C site on 4th Avenue between Cherry and Columbia Streets. • The loss of the existing WaFd headquarters building and its future development potential for hundreds of jobs or housing units at 5th & Pike. • The loss of almost 400 housing units at the development site at 801 Blanchard Street.• Possible loss of the new state-of-the-art practice facility for the Seattle Storm. • Possible loss of the home of KEXP. • Loss of jobs and housing from undefined impacts to vertical construction on future development sites under which the WSBLE tunnel is located. • The loss of significant TOD development opportunities in the Smith Cove, Interbay and Ballard areas, all of which could one day includes jobs and housing to support a nearby WSBLE station. The Draft EIS should evaluate the impacts of displacement of new TOD development alternatives that result from the alignment and station location and station entrance alternatives. Loss of affordable housing The loss of future development as noted above will directly result in the loss of significant funding for affordable housing in Seattle. We estimate that the loss of MHA payments resulting from the WSBLE project could easily exceed $50 million. The Draft EIS does not identify or evaluate this impact or propose any mitigation for it.	Please see Appendix L4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on displacements included as direct impacts. A response to this comment related to properties in the Ballard Link Extension study area will be provided as part of the environmental review process for the Ballard Link Extension.
22	Security impacts The numerous street closures and construction sites and staging areas littered across Downtown will have the effect of isolating pockets of the urban environment, depriving them of pass-through traffic and pedestrians and "eyes on the street." Locations like 3rd & Pine will be cut off from the pedestrian vitality of the retail core and left to deteriorate in this construction environment. Similarly, many easUwest streets in Denny Triangle will become cul-de-sacs due to the Sound Transit closure of Westlake Avenue for several years. Environments like these can promote and sustain anti-social behaviors	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
23	Cumulative impacts As noted above, one of the express purposes of WSBLE is to induce future growth impacts in the City of Seattle. The SEPA Regulations specifically require review of such impacts at WAC 197-11-060(4). To its credit, the Draft EIS does note this potential for induced growth in Section 4.3. Yet the Draft EIS nowhere addresses the obvious secondary and indirect impacts of such intentionally induced growth	The West Seattle Link Extension is part of regional and local planning efforts to focus growth in urban growth centers connected by high-capacity transit. The West Seattle Link Extension would help fulfill these plans and would support planned growth. These regional and local plans have undergone programmatic SEPA review prior to adoption and future individual projects in the study area will undergo project level SEPA review. A response to this comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

24	D. Specific comments on mitigation issues In addition to revising the analysis of impacts in the Draft EIS so that they can be meaningfully evaluated, the Draft EIS should include a specific set of mitigation measures to address impacts on specific properties resulting from the WSBLE project. Instead, Sound Transit has chosen, contrary to its obligations under SEPA, to defer the presentation of its mitigation plan until after the publication of the Draft EIS. The full mitigation plan should have been included in the Draft EIS. Although mitigation proposals should be based on specific plans and designed to address specific impacts, there is much more that Sound Transit can do in the interim to characterize approaches to mitigation. Here are some suggestions: • Transportation • Adopt real-time monitoring of congestion levels at key intersections and freeway access points. Implement changes to street closures or other mitigation measures to mitigate impacts. • Limit street closures during peak traffic hours • Monitor vehicle and transit travel times through Downtown. Implement changes to street closures or other mitigation measures to mitigate impacts. • Establish a Traffic Mitigation Contingency Fund to provide financial support for future mitigation. • Truck routes should be monitored and modified in real-time so as to minimize impacts • Implement key mitigation measures in advance of expected congestion: • Operate a downtown shuttle system with access priority to move commuters through areas of high congestion • Invest in bike lane improvements • Deploy traffic control personnel throughout Downtown • Provide subsidies to Metro to enhance transit service through Downtown • Install real-time digital signage for transit and commute vehicles to alert drivers to areas of congestion • Urban design standards • In cooperation with City of Seattle, adopt minimum urban design standards for all above-grade WSBLE facilities. Sound Transit adopted the same approach with the City of Bellevue as part of the Eastlink project, and the same approach should be employed in Seattle. Please refer to Bellevue Land Use Code Chapter 20.25M. Part 20.25M Light Rail Overlay District I Bellevue Land Use Code (municipal.codes) • In order to preserve street-level areas for pedestrian activation, all farebox activities should occur below grade • Station entrances should be integrated with existing or future urban development. Station entrance houses should not be gigantic concrete boxes dotting the Downtown and neighborhood landscape. • In all cases, the footprint of station entrances houses should be minimized. • Station entrance houses should include street level uses • Station entrance houses should include transparency above the ground level • Venting standards should be implemented to avoid impacts to pedestrians and residents • Aerial structures, from top to bottom, should exhibit a high level of architectural design • CPTED principles should be incorporated into project design • The location of aerial facilities, and the structural columns and elements that support them, should be located so as to minimize impacts to the pedestrian environment • Noise • Allow night work away from residential locations, subject to appropriate mitigation • Provide guidelines on the use of noise variances, including limits on noise variance requests within 2 blocks of residential uses or other sensitive receptors • Vibration • Provide for real-time measurement of off-site vibration impacts • Develop a site-specific plan for mitigation of vibration impacts for sensitive locations • Pedestrian environment /Local businesses • Sound Transit should fund $1 million/year for downtown activation, to be administered by the Downtown	Please see responses to CCG1, CC2a, CC2f, CC3c, CC4.3b, and CC4.7a in Table 7-1. These mitigation suggestions were considered for inclusion in the Final EIS. Mitigation measures are detailed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, for all alternatives and in Appendix I, Mitigation Plan, for the preferred alternatives for the Final EIS.

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	Seattle Association. • Implement a "Lunch Downtown" program for WSBLE workers, relying on Downtown and neighborhood restaurants to provide meals, subsidized by Sound Transit. Use Downtown and neighborhood restaurants to cater Sound Transit events. • Permanent sidewalk closures should be avoided. Temporary closures should be minimized in duration. • Require use of pedestrian sheds to keep sidewalks open. Sheds should provide lighting, architectural interest, graphics, such as the "urban umbrellas" often in use in Manhattan: Can Upscale Scaffolding Claim Space on NYC's Sidewalks? - Bloomberg • Graffiti removal should occur within 24 hours • Establish a retail support program for small retailers and restaurants in the corridor area. Provide support for marketing and outreach activities. • Provide low- or no-interest loans or grants to small retailers and restaurants impacted by the WSBLE project. • Adopt an interpretive approach to construction-area signage and outreach. Celebrate and explain the WSBLE project through local community gatherings and street fairs. • Construction Management • The City of Seattle does not permit private projects to commence construction without a detailed construction management plan. The Draft EIS should discuss various alternative approaches to such CMPs, how they will be developed and implemented, and how they can be used to mitigate impacts of the project. • Construction sequencing is a tool that can be used to manage the impacts of project construction. The Draft EIS should develop guidelines for construction sequencing, so as to avoid overlapping and cumulative impacts within the corridor. • Security • Sound Transit should employ extra security personnel around construction sites, to ensure that the resultant street-level blight does not lead to adverse behaviors • Cameras should be implemented in areas near construction sites • Sound Transit should create a response team with the Seattle Police Department to rapidly address issues near construction sites • Monitoring & Outreach • Real-time monitoring of impacts should occur • Sound Transit should provide monthly reports to stakeholders, city and owners • Appoint chief compliance officer for all mitigation requirements. This officer should report directly to the CEO. • Email and call-in for complaints • Enforcement • Noncompliance with performance standards should result in fines, with such funds used for mitigation of impacts • Continued noncompliance results in job shut-down • All mitigation and enforcement provisions should be incorporated in WSBLE construction contracts These and other mitigation measures should be incorporated in the Draft EIS.	
25	E. The plan to conduct a Board vote to reaffirm the preferred alternative this summer is inconsistent with SEPA. Sound Transit plans to conduct a vote of its Board in June or July to reaffirm the preferred alternative for the Final EIS. On April 28, 2022, Sound Transit will have received hundreds of comments on the Draft EIS, many of them technical in nature. Virtually all of the comments will ask Sound Transit to undertake much more detailed review of project impacts and mitigation. Few will suggest that the Draft EIS is adequate in its current form. None of the required evaluation and remedial work will be able to occur -or perhaps even begin - by July 2022 in time for a Board vote. It is therefore impossible to understand how the Sound	Please see response to CCG1 in Table 7-1. All alternatives studied in the WSBLE Draft EIS are included in the Final EIS, and a final decision on the project to be built will not be made until after the Final EIS. A comment summary of all comments received on the WSBLE Draft EIS was provided to the Sound Transit board, along with copies of all comments, prior to their decision on the preferred alternative following the WSBLE Draft EIS public review period.

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	Transit Board could have adequate information only several weeks after the close of the Draft EIS comment period to make an informed judgment regarding the preferred alternative. SEP A includes strict limitations on actions by a lead agency prior to completion of the SEPA process. See WAC 197- 11-070. The Board's reaffirmation of the preferred alternative cannot limit the choice of reasonable alternatives. And the Board will not be in a position to evaluate alternatives for the Final EIS until much additional work is performed in response to Draft EIS comments. We are concerned that premature action by the Board in the summer of 2022 will only be perceived as contrary to the Board's duties under SEPA, as an attempt to reaffirm a pre-ordained plan. Thoughtful deliberation - not a rush to judgment - should be the keystone of the process ahead. We urge Sound Transit to delay any further consideration of a Final EIS preferred alternative until much more SEPA evaluation is complete.	Comment was also allowed at Sound Transit Board meetings prior to board action on the preferred alternative. A response to this comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
26	F. Conclusion WSBLE will be an important project in the development of the Puget Sound region over the several decades ahead. The Draft EIS is a good start on a program of SEPA review for this project, but it needs more. It would be unfair to the public and the decisionmakers in this case to defer the evaluation of some of the most critical project issues to the Final EIS, when then there is no longer a public opportunity to comment on or affect the SEPA review process. Sound Transit should prepare a supplemental Draft EIS, building on its existing work. This SDEIS can be focused on the missing links in the analysis, so it can be completed by the end of 2022. This will not unduly delay the project, but it will help to ensure that the public has an opportunity to comment on a genuine analysis of project impacts and mitigation before final decisions are made. There will be those who say that any such delay is unacceptable, that the manifest deficiencies in the Draft EIS - although admitted - should not postpone a process that is already 17 years short of completion. We will hear this from WSBLE supporters, agencies and some elected officials, for whom a mere months-long delay in a nearly 25-year project will for some reason be unacceptable, as though we will all lose our moorings if we do not proceed to approval with all possible haste. To them, I would recall the old saying about projects: time, cost and quality are the criteria. At best you can optimize two, but often only one. WSBLE is already over-budget and over-time. This is a 100-year+ project. The least we can do, for ourselves and for the generations to come, is to make sure we do it right.	Thank you for expressing support for the project. Please see response to CCG1 in Table 7-1. A response to this comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

NAIOP
COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION
WASHINGTON STATE CHAPTER

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104
Sent via email to WSBLEDEIScomments@soundtransit.org

Dear Ms. Swift,

On behalf of NAIOP Washington State, the Commercial Real Estate Development Washington State (NAIOP) and our more than 1,000 members, we are writing to provide comments on the Draft Environmental Impact Statement for the West Seattle and Ballard Link Extension (WSBLE).

This project represents a 100-year decision for the City of Seattle and Puget Sound region, and will no doubt connect Seattle in ways that will transform the city for decades to come. It also comes with more than a decade of construction, displacement and acquisitions that must be taken into consideration by the Sound Transit Board of Directors to arrive at the best alignment and station locations.

NAIOP and its members are strong supporters of transit infrastructure and the tangential opportunities they create for transit-oriented development and sustainability.

The following comments on the Draft Environmental Impact Statement (DEIS) are made with this support in mind, but also with our strong concern that construction methodologies be properly explored to minimize impact on businesses, residents, workers, and visitors and that those impacts which are unavoidable are adequately mitigated.

Construction Impacts, Displacement & Mitigation

Perhaps most importantly, much more detailed information is needed to truly understand the cumulative construction impacts throughout the WSBLE alignment. This includes station and tunnel construction timing and phasing, street closure phasing / duration, detailed information on impacted businesses and displacement, mitigation for businesses that will likely be forced to close and plans for pedestrian, transit and traffic detours. Operating without this base-line level

of information for all alternatives makes it virtually impossible to make informed decisions on a preferred alignment.

The DEIS also must include an accurate assessment of likely construction projects throughout the alignment prior to and during WSBLE construction. The DEIS erroneously states, ""[c]onstruction in or near roadways typically requires lane closures, detours, and traffic delays. Interactions among two or more concurrent construction projects can intensify these impacts. *However, most reasonably foreseeable future actions that can be reliably identified at present would be completed or near completion before the WSBLE Project construction would begin*." Transportation Report, pg. 11-1 (emphasis added). This is highly inaccurate and will lead to a mis-aligned construction management plan and subsequent street closures.

The DEIS also states that "Except where noted, the sequencing of construction activities was not assessed for the Draft Environmental Impact Statement, and some of the impacts described in this section may occur simultaneously. Detailed construction planning, including sequencing, will be provided in later phases of the environmental analysis once project design is sufficiently advanced." Transportation Report, pg. 4-114.) This is also not acceptable and will not lead to a planning outcome that minimizes impacts on downtown and in WSBLE neighborhoods. Sound Transit must account for how WSBLE construction and sequencing, and associated impacts, will most definitely inform which of the WSBLE alignments are best suited for the city.

As arguably the largest infrastructure project to be constructed in Seattle's history, Sound Transit and the City of Seattle need to go beyond business as usual and traditional practices when considering a robust mitigation program. Business owners, residents, property owners and stakeholder groups should be involved as a mitigation approach and construction management plan is transparently prepared. We support the DSA's concept of a Steering Committee that would meet this need.

With this in mind, mitigation should at minimum acknowledge:

- Impacts on transit routes during construction. This includes closure of the streetcar for multiple years as well as major transit corridors such as Westlake Avenue, 4th Avenue, 4th Avenue South, Pike Street, Pine Street, and Madison Street.
- Multi-year closures of major streets throughout downtown Seattle will create irreparable harm to businesses and property owners along these routes. This cannot be mitigated with "businesses are open" signs or simple marketing programs. Realistic solutions must be brought to the table.
- While increasing transit and transit-oriented-development will ultimately improve Seattle's affordability and accessibility, residential displacements will contribute to the lack of housing and Seattle's housing unaffordability in the near term.

In addition, we ask Sound Transit to detail plans for maintaining vehicular, pedestrian, commercial load zones, three-minute load zones and delivery/loading dock access to buildings for instances when a street closure effectively walls off a building's only access point for one or more of these modes.

For example, access to downtown sidewalks is paramount for residents, workers and tourists, which also impacts direct access to downtown businesses. The introduction to the "Construction-Related Roadway Modifications" attachment to the Transportation Report says, "[r]oadway closures could also include short-term or long-term closure of sidewalks. Extent and duration of sidewalk closures will be coordinated with the City of Seattle in later phases of project development." Transportation Report, pg. N.1E-1.

The DEIS is the time to fully analyze the "extent and duration" of downtown sidewalk closures to ensure appropriate mitigation is considered and applied. This is equally the case for bicycle lane impacts and street detours.

Downtown Tunnel Construction

Sound Transit states "Tunnel and underground station construction may involve tunnel boring (using twin or single tunnel boring machines), cut-and-cover construction, or sequential excavation mining."

However, there is no information in the DEIS that describes the difference in impacts between these construction approaches. Each station located along a tunnel alignment has only one identified construction methodology, leaving the public with no information to evaluate how a different construction methodology might change the corresponding impacts.

As such, Sound Transit should evaluate different construction approaches for the new transit tunnel under downtown Seattle and all underground stations currently assumed to be constructed using a cut-and-cover approach. This information should be prepared and presented to the public before the Final EIS is prepared so the public can provide input on the trade-offs associated with different construction approaches and better understand the extent of mitigation required.

It seems employing a single-bore tunnel methodology could present different station access and construction opportunities and could potentially minimize anticipated impacts at surface-level, but it is not possible to assess the trade-offs of either method - both positive and negative - without more information.

If Sound Transit has already studied all possible construction methods, we ask that the findings be made public and information shared on how the Agency landed on dual-bore as the only feasible option.

Land Use Planning Near Future Station

The DEIS also does not consider the City of Seattle's Office of Planning and Community Development's Industrial Lands DEIS and future work, which will (by design) add density to industrial areas surrounding the future WSBLE stations.

OPCD states they expect to adopt new regulations in early 2023, which means new projects would be built/finished by the time the WSBLE construction starts. The WSBLE FEIS needs to account for this reasonably foreseeable change in density and include those volumes in its analysis.

Station Design

Downtown's built environment is densely developed and heavily utilized, as are the Ballard and West Seattle neighborhoods. Large station headhouses that may be more easily accommodated in other parts of the region create an outsized impact in downtown and our neighborhoods – not just during construction, but in perpetuity.

Sound Transit should prioritize station design in these areas that:

- Creatively and positively integrate into the existing environment by employing design principles that are minimally invasive to the existing neighborhood character;
- Avoid displacement and condemnation by exploring opportunities for public / private partnerships and maximizing below-grade station functions
- At bare minimum ensures station configuration and footprints are tailored specifically to support a dense urban core environment.

We urge Sound Transit to look at station design not through a simple "do no harm" lens, but instead as a world-class design opportunity that will add to the fabric of each neighborhood's built environment.

We thank Sound Transit for the opportunity to comment and will continue to work with both Sound Transit and the City of Seattle to ensure this project results in a high-quality transit service that serves the people of Seattle and the Sound Transit district for the next 100 years.

Sincerely,

Peggi Lewis Fu
Executive Director
NAIOP Washington State

Communication ID: 503067 - NAIOP Washington State Draft EIS Comment

#	Comments	Responses
1	This project represents a 100-year decision for the City of Seattle and Puget Sound region, and will no doubt connect Seattle in ways that will transform the city for decades to come. It also comes with more than a decade of construction, displacement and acquisitions that must be taken into consideration by the Sound Transit Board of Directors to arrive at the best alignment and station locations. NAIOP and its members are strong supporters of transit infrastructure and the tangential opportunities they create for transit-oriented development and sustainability.	Thank you for expressing support for the project. Please see response to CCG3 in Table 7-1, Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Perhaps most importantly, much more detailed information is needed to truly understand the cumulative construction impacts throughout the WSBLE alignment. This includes station and tunnel construction timing and phasing, street closure phasing/ duration, detailed information on impacted businesses and displacement, mitigation for businesses that will likely be forced to close and plans for pedestrian, transit and traffic detours. Operating without this base-line level of information for all alternatives makes it virtually impossible to make informed decisions on a preferred alignment. The DEIS also must include an accurate assessment of likely construction projects throughout the alignment prior to and during WSBLE construction. The DEIS erroneously states, ""[c]onstruction in or near roadways typically requires lane closures, detours, and traffic delays. Interactions among two or more concurrent construction projects can intensify these impacts. However, most reasonably foreseeable future actions that can be reliably identified at present would be completed or near completion before the WSBLE Project construction would begin." Transportation Report, pg. 11-1 (emphasis added). This is highly inaccurate and will lead to a mis-aligned construction management plan and subsequent street closures. The DEIS also states that "Except where noted, the sequencing of construction activities was not assessed for the Draft Environmental Impact Statement, and some of the impacts described in this section may occur simultaneously. Detailed construction planning, including sequencing, will be provided in later phases of the environmental analysis once project design is sufficiently advanced." Transportation Report, pg. 4-114.) This is also not acceptable and will not lead to a planning outcome that minimizes impacts on downtown and in WSBLE neighborhoods. Sound Transit must account for how WSBLE construction and sequencing, and associated impacts, will most definitely inform which of the WSBLE alignments are best suited for the city.	Please see responses to CC2b and CC3c in Table 7-1. Please see Section 4.3, Economics, of the Final EIS for more information on business displacements, construction impacts to businesses, and proposed mitigation. Mitigation for impacts to businesses during construction includes development of detailed construction management plans. See Section 3.11, Construction Impacts, of the Final EIS for more information on transportation impacts from the project during construction and Chapter 5, Cumulative Impacts, for impacts from the project in combination with other reasonably foreseeable future actions.
3	As arguably the largest infrastructure project to be constructed in Seattle's history, Sound Transit and the City of Seattle need to go beyond business as usual and traditional practices when considering a robust mitigation program. Business owners, residents, property owners and stakeholder groups should be involved as a mitigation approach and construction management plan is transparently prepared. We support the DSA's concept of a Steering Committee that would meet this need. With this in mind, mitigation should at minimum acknowledge: • Impacts on transit routes during construction.	Please see response to CC2a in Table 7-1. A response to the comments on impacts in Downtown Seattle and the Chinatown-International District will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	This includes closure of the streetcar for multiple years as well as major transit corridors such as Westlake Avenue, 4th Avenue, 4th Avenue South, Pike Street, Pine Street, and Madison Street. • Multi-year closures of major streets throughout downtown Seattle will create irreparable harm to businesses and property owners along these routes. This cannot be mitigated with "businesses are open" signs or simple marketing programs. Realistic solutions must be brought to the table. • While increasing transit and transit-oriented-development will ultimately improve Seattle's affordability and accessibility, residential displacements will contribute to the lack of housing and Seattle's housing unaffordability in the near term.	
4	In addition, we ask Sound Transit to detail plans for maintaining vehicular, pedestrian, commercial load zones, three-minute load zones and delivery/loading dock access to buildings for instances when a street closure effectively walls off a building's only access point for one or more of these modes. For example, access to downtown sidewalks is paramount for residents, workers and tourists, which also impacts direct access to downtown businesses. The introduction to the "Construction-Related Roadway Modifications" attachment to the Transportation Report says, "[r]oadway closures could also include short-term or long-term closure of sidewalks. Extent and duration of sidewalk closures will be coordinated with the City of Seattle in later phases of project development." Transportation Report, pg. N.1E-1. The DEIS is the time to fully analyze the "extent and duration" of downtown sidewalk closures to ensure appropriate mitigation is considered and applied. This is equally the case for bicycle lane impacts and street detours.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Downtown Tunnel Construction Sound Transit states 'Tunnel and underground station construction may involve tunnel boring (using twin or single tunnel boring machines), cut-and-cover construction, or sequential excavation mining." However, there is no information in the DEIS that describes the difference in impacts between these construction approaches. Each station located along a tunnel alignment has only one identified construction methodology, leaving the public with no information to evaluate how a different construction methodology might change the corresponding impacts. As such, Sound Transit should evaluate different construction approaches for the new transit tunnel under downtown Seattle and all underground stations currently assumed to be constructed using a cut-and-cover approach. This information should be prepared and presented to the public before the Final EIS is prepared so the public can provide input on the trade-offs associated with different construction approaches and better understand the extent of mitigation required. It seems employing a single-bore tunnel methodology could present different station access and construction opportunities and could potentially minimize anticipated impacts at surface-level, but it is not possible to assess the trade-offs of either method - both positive and negative - without more information. If Sound Transit has already studied all possible construction methods, we ask that the findings be made public and information shared on how the Agency landed on dual-bore as the only feasible option.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	Land Use Planning Near Future Station The DEIS also does not consider the City of Seattle's Office of Planning and Community Development's Industrial Lands DEIS and future work, which will (by design) add density to industrial areas surrounding the future WSBLE stations. OPCD states they expect to adopt new regulations in early 2023, which means new projects would be built/finished by the time the WSBLE construction starts. The WSBLE FEIS needs to account for this reasonably foreseeable change in density and include those volumes in its analysis.	Information on the City of Seattle's Industrial and Maritime Strategy has been added to Section 4.2, Land Use, of the Final EIS.
7	Station Design Downtown's built environment is densely developed and heavily utilized, as are the Ballard and West Seattle neighborhoods. Large station headhouses that may be more easily accommodated in other parts of the region create an outsized impact in downtown and our neighborhoods - not just during construction, but in perpetuity. Sound Transit should prioritize station design in these areas that: • Creatively and positively integrate into the existing environment by employing design principles that are minimally invasive to the existing neighborhood character; • Avoid displacement and condemnation by exploring opportunities for public/ private partnerships and maximizing below-grade station functions • At bare minimum ensures station configuration and footprints are tailored specifically to support a dense urban core environment. We urge Sound Transit to look at station design not through a simple "do no harm" lens, but instead as a world- class design opportunity that will add to the fabric of each neighborhood's built environment.	Please see response to CC2f in Table 7-1.

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NUCOR STEEL SEATTLE, INC.
2424 SW Andover Street
Seattle, WA 98106-1100
206.933.2222

April 13, 2022

WSBLE Draft Environmental Impact Statement Comments
Sound Transit c/o Lauren Swift
401 South Jackson Street
Seattle, Washington 98104

Via Email: WSBLEDEIScomments@soundtransit.org

Ms. Swift:

Nucor Steel Seattle appreciates the opportunity to comment on the draft environmental impact statement for the proposed West Seattle and Ballard Link Extensions Project. This letter addresses our two major concerns with the project's Delridge Segment; station location and construction related impacts on mill operations.

Nucor has been an important part of the West Seattle community since 1905. Nucor Seattle is one of the most efficient steel mills in the country providing construction projects throughout the Pacific Northwest with responsibly produced steel products. The mill provides more than three hundred direct living wage jobs and supports more than a thousand industrial, maritime and transportation jobs in the Puget Sound region. Nucor is also Washington State's largest recycler.

Nucor supports Sound Transit and the development of the West Seattle and Ballard Link Extension Project. We have followed the project closely over the years and submitted detailed EIS scoping comments in 2019. Nucor staff also participated on the Stakeholders Advisory Group that vetted four of the Delridge Segment Station Alternatives. Two of the options, DEL-5, and DEL-6, were added by the Sound Transit Board after the SAG work was completed. We do not take a position on all of the options included in the DEIS but instead focus our comments on those options that have a direct and negative impact on our business.

Station Placement:

The DEIS presents six alternatives and two design options in the Delridge Segment. Four of the options follow Delridge Way Southwest and Southwest Genesee Street and two are on the north side of Southwest Genesee Street. The two alternatives, DEL-5 and DEL-6 that are further north near SW Andover Street would be the most disruptive to mill operations and cause considerable harm to our business.

Both DEL-5 and DEL-6 propose an elevated station slightly north of SW Andover Steet and west of Delridge Way SW in the commercial business park directly east of Nucor. From there the line turns due west and runs directly over the heavily used truck entrance to the mill and continues up SW Andover Street where it crosses mill property, requiring using a portion of our property to accommodate guide columns.

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2424 SW Andover Street
Seattle, WA 98106-1100
206.933.2222

In addition to the impacts on the mill entrance and property, these two options would also generate a significant increase in transit, pedestrian, and bike traffic at the intersection of Delridge Way and SW Andover which is critical to truck and freight movement. Freight movement at that intersection is already challenging and the addition of even more transit, bicycle and pedestrian traffic would not only further constrain our ability to move freight but also potentially create safety risks.

Because both of these station options eliminate the existing truck entrance, construction of a new entrance to the mill would be required. However, given the configuration of the mill property, together with the impacts to the Delridge Way/Andover intersection and the light rail line running along Delridge Way, a dedicated freight corridor from the mill onto the West Seattle Bridge or West Marginal Way for the more than one hundred trucks a day that move in and out of the mill would be required.

Construction Related Impacts:

Our other major concern is with construction related impacts. The DEIS reports that all of the Delridge Station locations will have impacts to Delridge Way during construction. Partial closures ranging from 9 months to 3 years, with full closure on nights and weekends, are expected.

The DEIS does not provide a great deal of detail regarding which portions of Delridge will be closed or the expected closure times but given the various proposed station locations it is clear that any closures could have a significant impact on the mill given our 24/7 365 days a year operation. Also, because the mill operates on weekends to capture lower Seattle City Light power rates available at that time shutting down on weekends would have a significant fiscal impact on the company. Not only would full closures on nights and weekends during construction not be feasible, but our ability to continue operations during the construction period, without interruption, is essential if we are to remain competitive in a very challenging global marketplace and an important part of the Seattle economy. At a minimum, a dedicated truck and freight route would be required.

Thank you for considering our concerns as you prepare the final EIS.

Sincerely,

Matthew J. Lyons

Matthew J. Lyons
Vice President and General Manager
Nucor Steel Seattle, Inc.

Communication ID: 500429 - Nucor Steel Draft EIS comment

#	Comments	Responses
1	Nucor supports Sound Transit and the development of the West Seattle and Ballard Link Extension Project.	Thank you for expressing support for the West Seattle Link Extension and the Ballard Link Extension projects.
2	Station Placement: The DEIS presents six alternatives and two design options in the Delridge Segment. Four of the options follow Delridge Way Southwest and Southwest Genesee Street and two are on the north side of Southwest Genesee Street. The two alternatives, DEL-5 and DEL-6 that are further north near SW Andover Street would be the most disruptive to mill operations and cause considerable harm to our business. Both DEL-5 and DEL-6 propose an elevated station slightly north of SW Andover Steel and west of Delridge Way SW in the commercial business park directly east of Nucor. From there the line turns due west and runs directly over the heavily used truck entrance to the mill and continues up SW Andover Street where it crosses mill property, requiring using a portion of our property to accommodate guide columns. In addition to the impacts on the mill entrance and property, these two options would also generate a significant increase in transit, pedestrian, and bike traffic at the intersection of Delridge Way and SW Andover which is critical to truck and freight movement. Freight movement at that intersection is already challenging and the addition of even more transit, bicycle and pedestrian traffic would not only further constrain our ability to move freight but also potentially create safety risks. Because both of these station options eliminate the existing truck entrance, construction of a new entrance to the mill would be required. However, given the configuration of the mill property, together with the impacts to the Delridge Way/ Andover intersection and the light rail line running along Del ridge Way, a dedicated freight corridor from the mill onto the West Seattle Bridge or West Marginal Way for the more than one hundred trucks a day that move in and out of the mill would be required.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has met with Nucor regarding the preferred alternative station refinements to understand potential impacts to Nucor and to design a solution that would minimize disruption to Nucor's operations. Sound Transit will continue to coordinate with Nucor during final design and construction.
3	Construction Related Impacts: Our other major concern is with construction related impacts. The DEIS reports that all of the Del ridge Station locations will have impacts to Delridge Way during construction. Partial closures ranging from 9 months to 3 years, with full closure on nights and weekends, are expected. The DEIS does not provide a great deal of detail regarding which portions of Delridge will be closed or the expected closure times but given the various proposed station locations it is clear that any closures could have a significant impact on the mill given our 24/7 365 days a year operation. Also, because the mill operates on weekends to capture lower Seattle City Light power rates available at that time shutting down on weekends would have a significant fiscal impact on the company. Not only would full closures on nights and weekends during construction not be feasible, but our ability to continue operations during the construction period, without interruption, is essential if we are to remain competitive in a very challenging global marketplace and an important part of the Seattle economy. At a minimum, a dedicated truck and freight route would be required.	Detailed information on road closures can be found in Appendix N.1, Transportation Technical Report, of the Final EIS. Please see Section 3.11, Construction Impacts, of the Final EIS for information on construction period impacts to freight. See Section 4.3, Economics, of the Final EIS for information on impacts to businesses during construction and proposed mitigation. Sound Transit would develop a Construction Access and Traffic Management Plan for the project for whichever Build Alternative is selected to be built.

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April 15, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Submitted via email: WSBLEDEIScomments@soundtransit.org

Re: West Seattle and Ballard Link Extensions Draft EIS Comment

Pacific Iron & Metal Co., also known as Pac Iron, is a family-operated, 105-year-old industrial metal recycling facility located at 2230 4th Ave S in Seattle. We are one of the largest metal recyclers in the region, and the only one primarily focused on non-ferrous metals serving Seattle, Bellevue and the surrounding communities. Thanks to our global network of consumers curated from 100-plus years of relationship-making in the industry, we are uniquely positioned to serve our public, private and governmental partners with their critical metal recycling needs.

We have operated at our location in SODO for more than 80 years, serving many of the public agencies and large companies that are integral to the region's economy. Pac Iron handles millions of pounds of non-ferrous metal each month for clients in both the private and public sector, including, but not limited to, Puget Sound Energy, City of Tacoma, Seattle City Light, Snohomish County PUD, the City of Mercer Island, the US Coast Guard, Sound Transit, and countless others. We also serve hundreds of the region's machine shops and other manufacturers that supply critical aerospace and marine parts both for defense contracts and commercial business. All of these partners expect and must have our service available without interruption. In an extremely mature industry, our location at the nexus of I-5 and I-90 and our proximity to the Port of Seattle are critical to our ability to efficiently serve the needs of our customers.

Our location is also home to two sister businesses, Seattle's Doorhouse and Pacific Fabrics. Pacific Fabrics is a beloved retail store for the sewing community, and Seattle's Doorhouse is the go-to location for homeowners and contractors looking for reasonably-priced and reliable doors with a quick delivery. Across our three businesses, we employ more than 70 people in family-wage jobs.

Our facility will be significantly impacted by the construction and operation of the West Seattle Link Extension project. Although any option that minimizes the footprint of our operation, which is heavily dependent on volume, is difficult to bear, we would like to express a strong preference for Option 1b, the At-Grade South Station Option. This alternative minimizes the risk of either partial or full acquisition and will be the least impactful to our facility's highly complex stormwater system permitted through King County.

We are only able to enjoy the privilege of conducting metal recycling in the City of Seattle due to our significant and ongoing investment in a state-of-the-art stormwater treatment system. The system's location, including holding tanks

and sampling ports, are primarily located on the southern edge of our property, an area potentially affected by every proposed design option for the new SODO station. Any adjustments to our stormwater system will likely require the consent of King County under our existing permit. We are extremely concerned about our ability to continue operations, and the decision ultimately centers on an open question as to Sound Transit's authority over King County to mitigate any needed changes to our facility's stormwater system.

As noted above, our location allows us to receive and process materials efficiently from partners across the state. If required to relocate, finding a comparable location that both provides the access the facility currently enjoys and satisfies all the stormwater permitting system requirements as detailed above will be extremely difficult, if not impossible, and will incur significant mitigation costs. More importantly, such a move could jeopardize the dozens of family-wage, industrial jobs generated by our work. Seattle's Doorhouse and Pacific Fabrics are each subsidized significantly by Pac Iron and would struggle to exist without it. Finally, a disruption to our business would have significant downstream effects to hundreds of public and private partners who rely on our service.

While still creating concerns for much needed space at our processing facility and presenting significant challenges with respect to redesigning our stormwater treatment system, Option 1-b is the least impactful of the designs presented in the Draft EIS. This is because 1-b requires acquisition of the least square footage of our critical processing facility and appears to avoid affecting our baler, which is the most critical piece of machinery to conducting our operations.

We recognize the logistical and other challenges involved in choosing an option that could require moving the USPS facility from its current location. We ask the Board of Directors to consider moving Option 1-b forward as the preferred alternative while the environmental review process continues, allowing ST staff and others time to consider potential solutions to the issue.

We are also aware that neighboring properties, as well as the SODO BIA, prefer Option1-b as well. We all see the proximity of a future station to Lander St. as exponentially improving the usability of the dual stations and view this option as a potential once-in-a-lifetime opportunity to develop something more forward-thinking on the USPS site.

Thank you for your time and consideration of our comments. Considering the impact this project will have to Pac Iron and other industrial processing facilities in SODO, I urge you to seriously consider recommending Option 1b for further environmental review.

Sincerely,

Ryan Glant

CEO/President

Pacific Iron & Metal
2230 4th Ave S
Seattle, WA 98134
rglant@paciron.com
(206) 628-6242

Communication ID: 500561 - Pacific Iron & Metal Draft EIS comment

#	Comments	Responses
1	Our facility will be significantly impacted by the construction and operation of the West Seattle Link Extension project. Although any option that minimizes the footprint of our operation, which is heavily dependent on volume, is difficult to bear, we would like to express a strong preference for Option 1b, the At-Grade South Station Option. This alternative minimizes the risk of either partial or full acquisition and will be the least impactful to our facility's highly complex stormwater system permitted through King County. We are only able to enjoy the privilege of conducting metal recycling in the City of Seattle due to our significant and ongoing investment in a state-of-the-art stormwater treatment system. The system's location, including holding tanks and sampling ports, are primarily located on the southern edge of our property, an area potentially affected by every proposed design option for the new SODO station. Any adjustments to our stormwater system will likely require the consent of King County under our existing permit. We are extremely concerned about our ability to continue operations, and the decision ultimately centers on an open question as to Sound Transit's authority over King County to mitigate any needed changes to our facility's stormwater system. As noted above, our location allows us to receive and process materials efficiently from partners across the state. If required to relocate, finding a comparable location that both provides the access the facility currently enjoys and satisfies all the stormwater permitting system requirements as detailed above will be extremely difficult, if not impossible, and will incur significant mitigation costs. More importantly, such a move could jeopardize the dozens of family-wage, industrial jobs generated by our work. Seattle's Doorhouse and Pacific Fabrics are each subsidized significantly by Pac Iron and would struggle to exist without it. Finally, a disruption to our business would have significant downstream effects to hundreds of public and private partners who rely on our service. While still creating concerns for much needed space at our processing facility and presenting significant challenges with respect to redesigning our stormwater treatment system, Option 1-b is the least impactful of the designs presented in the Draft EIS. This is because 1-b requires acquisition of the least square footage of our critical processing facility and appears to avoid affecting our baler, which is the most critical piece of machinery to conducting our operations. We recognize the logistical and other challenges involved in choosing an option that could require moving the USPS facility from its current location. We ask the Board of Directors to consider moving Option 1-b forward as the preferred alternative while the environmental review process continues, allowing ST staff and others time to consider potential solutions to the issue. We are also aware that neighboring properties, as well as the SODO BIA, prefer Option1-b as well. We all see the proximity of a future station to Lander St. as exponentially improving the usability of the dual stations and view this option as a potential once-in-a-lifetime opportunity to develop something more forward-thinking on the USPS site. Thank you for your time and consideration of our comments. Considering the impact this project will have to Pac Iron and other industrial processing facilities in SODO, I urge you to seriously consider recommending Option 1b for further environmental review.	Information on the difficulty of relocating Pacific Iron and Metal has been added to Section 4.3, Economics, of the West Seattle Link Extension Final EIS. Between the WSLBE Draft EIS and the Final EIS, a new station option has been added in the SODO Segment (Preferred Option SODO-1c), and the Sound Transit Board has identified this option as the preferred alternative. Preferred Option SODO-1c would minimize impacts to your property. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the Final EIS for more information on the Sound Transit Board Motion and refinements to alternatives following the WSBLE Draft EIS comment period. The Sound Transit Board will select the project to be built after the Final EIS is prepared. Please see responses to CC4.1a and CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.

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PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Sent via email to WSBLEDEIScomments@soundtransit.org

Dear Ms. Swift,

On behalf of the Pacific Merchant Shipping Association (PMSA), I am submitting comments on the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS). PMSA represents marine terminal operators, shipping lines, and others in the trade community on the West Coast.

The Ballard to West Seattle proposed light rail line is unlike other existing alignments in that it moves through the maritime trade and manufacturing spine of the region. It goes through two Manufacturing Industrial Centers (MICs), runs adjacent to the homeport of the North Pacific Fishing Fleet, as well as the Port of Seattle's international container terminal facilities. Great care should be given to minimize short term and long-term disruptions in the area. Many of these operations are water dependent and cannot relocate anywhere else.

Based on the information presented in the DEIS, PMSA supports the following:

SODO Segment
More analysis is needed in the Final EIS to fully assess the impacts to freight mobility and account for growth at port container terminals. There is limited information about the impact rail has on freight mobility, limited analysis of day-time traffic impacts when freight is at peak use, and no cumulative effects analysis of the impacts on the interconnected Ballard-Interbay Manufacturing Industrial Center and Greater Duwamish Manufacturing Industrial Center.

Duwamish Segment
PMSA supports the South Edge Crossing Alternative as the preferred alternative. This alternative avoids significant impacts on the operation of the Northwest Seaport Alliance's facilities at Terminal 5 and Terminal 18, as well as the headquarters of SSA Marine, which operates the terminals.

Interbay/Ballard Segment

As described in the DEIS, the current Preferred Elevated 14th Avenue Alternative is now estimated to cost as much as $1.6 billion, bringing it within the range of the two preferred tunnel alternatives. Sound Transit should modify the preferred alternative to identify the Preferred Tunnel 15th Avenue Station Option as the preferred alternative.

Thank you for the opportunity to comment on the DEIS. We will continue to engage, particularly in the effort to further study the impacts of this latest line on the ability of the maritime trade community to continue to create jobs and opportunities for growers and manufacturers to access foreign markets.

If you have further questions or need more information please contact me at (206) 441-0182.

Sincerely,

Jordan Royer
Vice President for External Affairs

Communication ID: 504751 - Pacific Merchant Shipping Association Draft EIS Comment

#	Comments	Responses
1	Great care should be given to minimize short term and long-term disruptions in the area. Many of these operations are water dependent and cannot relocate anywhere else.	Impacts to water-dependent businesses were discussed in Sections 4.2.3 and 4.3.3 of the WSBLE Draft EIS. Additional information regarding impacts on maritime trade and manufacturing has been added to Section 4.3, Economics, in the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	SODO Segment More analysis is needed in the Final EIS to fully assess the impacts to freight mobility and account for growth at port container terminals. There is limited information about the impact rail has on freight mobility, limited analysis of day-time traffic impacts when freight is at peak use, and no cumulative effects analysis of the impacts on the interconnected Ballard-Interbay Manufacturing Industrial Center and Greater Duwamish Manufacturing Industrial Center.	Additional discussion of impacts on freight mobility in the SODO Segment has been added to Section 3.10, Affected Environment and Impacts during Operation—Freight Mobility and Access, and Section 3.11, Construction Impacts, of the Final EIS. Discussion of cumulative effects to both Manufacturing and Industrials Centers has been added to Chapter 5, Cumulative Impacts. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Duwamish Segment PMSA supports the South Edge Crossing Alternative as the preferred alternative. This alternative avoids significant impacts on the operation of the Northwest Seaport Alliance's facilities at Terminal 5 and Terminal 18, as well as the headquarters of SSA Marine, which operates the terminals.	Please see response to CCG2 in Table 7-1, Comment Summary, of the Final EIS.
4	Interbay/Ballard Segment As described in the DEIS, the current Preferred Elevated 14th Avenue Alternative is now estimated to cost as much as $1.6 billion, bringing ii within the range of the two preferred tunnel alternatives. Sound Transit should modify the preferred alternative to identify the Preferred Tunnel 15 th Avenue Station Option as the preferred alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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Sound Transit - West Seattle and Ballard Link Extension (WSBLE)
Comments to the Draft Environmental Impact Statements (EIS)

To: Jason Hampton, HCT Developmental Manager - Sound Transit
Lora Radford, Project Specialist - Sound Transit

From: Paul Utigard, Trustee of Newton Family Trust – Co Manager of Riverside Mill LLC
Jeff Landstrom, - Co Manager of Riverside Mill LLC

Re: Riverside Mill – 3800 West Marginal Way SW. Seattle WA "the Property"

Date: April 28, 2022

Basic Property Information;
The Property is located at **3800 West Marginal Way SW, Seattle WA. 98106** and is owned fee simple by Riverside Mill LLC. The Total property size is 271,281 sf. It has 11 connected buildings that total 112,770 sf of leasable area. The Property has six industrial, market rent tenants, with commercial long-term leases. The total of six tenants occupy 100% of the Leasable area. In addition to the industrial Leases, Riverside Mill also has two contracts for private moorage on a licensed floating dock on the Duwamish River. The 120 ft dock also supports serves the Maritime Tenants as access to loading and unloading from the Duwamish River. This includes a 60ton crane with an arm reach to the dock. The Property has 3 separate access/egress points to West Marginal Way SW. The limited south access is thru an easement over BNSF property, the mid access is near the middle of the property and the North access is directly under the West Seattle Bridge at the northern property line. Both the Northern and Mid access points will be impacted by the Port of Seattle Terminal 5 improvements. The Ports improvements are proposing the closing of the mid access point and the improvement of the North access by adding a full lighted intersection, designed with dedicated turn lanes for truck traffic. These roadway improvements are to begin later in 2022/23. The Northern access point also allows vehicular/truck traffic to the bypass road which travels from the North edge of the Riverside Mill thru the Port of Seattle and allows truck to bypass the train in case of a blockage/restriction to West Marginal Way. The Property also has over 150,000 square feet of Yard. The Yard provides storage full circulation to all buildings which is critical for the types of tenants that occupy Riverside Mill.

Description of Tenants;
United Motor Freight (UMF); Trucking company that specializes in extra Long and Heavy Loads. Logistically located near the Port of Seattle and contains a custom warehouse heavily used by the Port of Seattle. UMF is a maritime business that uses the Duwamish River for many of its custom Logistic services
Bobs Boats; Maritime tenant providing storage, mechanic and custom fabrication of all types of boats

Seattle Forge; Maritime tenant specializing in Forging of anchors and commercial crabbing equipment
AdamsGarage LLC; Specialty European car dealer and mechanics shop
Daniel Trenery; Maritime Tenant, storage of hydroplanes and motor vehicles
Landstrom, Inc; Heavy and custom trucking related mechanic
Moorage; (2) Private boats

Impacts of (DUW – 1a) on the Property;
This Route would have devastating impacts to the Property. Besides the obvious piers travelling thru the north building and rendering them useless, the TCE would landlock the entire southern portion of the property. Given the Port of Seattle's intention to close the mid access point of the Property, and the Southern access easement being limited access, the tenants will no longer be able to access their buildings during that TCE period. Most impacted will be UMF which specializing in long and heavy loads. This will seize their operation during the TCE period, but they will never be able to operate their specialty business after the piers have been completed. UMF will no longer be able to circulate around the yard with its long trailers and will not have the areas desperately needed for loading and unloading of their special equipment. All the other Maritime tenants will be put out of business during the TCE period and will likely not return.
If route DUW – 1a is chosen, we would suggest that Sound Transit embrace a full property acquisition, rather than a partial taking that would completely destroy the value of the property remaining.

Impacts of (DUW – 1b) on the Property;
This too would be devastating to the Property. Several piers would come thru the south buildings which would put Bobs Boats, Landstom trucking, AdamsGarage and Dean Trenery out of business. This literally would go directly thru their buildings. The most impactful would be during the Temporary Construction Easement (TCE) period where United Motor Freight would be impaired by losing its customs warehouse and central office. It also appears that circulation around the buildings would be restricted and prevent operation of United Motor freights business, this would likely permanently hinder their operations.
If route DUW-1b is chosen, we again would suggest that Sound Transit embrace a full property acquisition, rather than a partial taking that would completely destroy the value of the property.

Communication ID: 504329 - Riverside Mill LLC Draft EIS Comment

#	Comments	Responses
1	Impacts of (DUW – 1a) on the Property; This Route would have devastating impacts to the Property. Besides the obvious piers travelling thru the north building and rendering them useless, the TCE would landlock the entire southern portion of the property. Given the Port of Seattle's intention to close the mid access point of the Property, and the Southern access easement being limited access, the tenants will no longer be able to access their buildings during that TCE period. Most impacted will be UMF which specializing in long and heavy loads. This will seize their operation during the TCE period, but they will never be able to operate their specialty business after the piers have been completed. UMF will no longer be able to circulate around the yard with its long trailers and will not have the areas desperately needed for loading and unloading of their special equipment. All the other Maritime tenants will be put out of business during the TCE period and will likely not return. If route DUW – 1a is chosen, we would suggest that Sound Transit embrace a full property acquisition, rather than a partial taking that would completely destroy the value of the property remaining.	The West Seattle Link Extension Final EIS assumes that all businesses on this property would be relocated under Preferred Alternative DUW-1a. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition and business relocation process.
2	Impacts of (DUW – 1b) on the Property; This too would be devastating to the Property. Several piers would come thru the south buildings which would put Bobs Boats, Landstom trucking, AdamsGarage and Dean Trenery out of business. This literally would go directly thru their buildings. The most impactful would be during the Temporary Construction Easement (TCE) period where United Motor Freight would be impaired by losing its customs warehouse and central office. It also appears that circulation around the buildings would be restricted and prevent operation of United Motor freights business, this would likely permanently hinder their operations. If route DUW-1b is chosen, we again would suggest that Sound Transit embrace a full property acquisition, rather than a partial taking that would completely destroy the value of the property.	The Final EIS assumes that all businesses on this property would be relocated under Alternative DUW-1b. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition and business relocation process.

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206-294-3285
www.sodoseattle.org

SODO
Business Improvement Area
Advocating for a Safe, Clean & Moving SODO

270 S Hanford St, Suite112
Seattle, WA 98134

April 28, 2022

VIA EMAIL
WSBLEDEIScomments@soundtransit.org

Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

Bruce Harrell
Mayor of the City of Seattle
600 Fourth Ave, 7th Floor
Seattle, WA 98104

Dear Ms. Swift and Mayor Harrell:

We write this letter to articulate the SODO Business Improvement Area's preferred station alternative 1b, share our technical concerns and requests for additional information and analysis in the DEIS, as well as to layout the desired framework for insuring SODO's needs are met during the ten-year construction period and beyond. In our opinion, SODO has been treated as an after-thought, a neighborhood to be damaged for the greater ST3 good, and not a focus of concern. We hope this will change, and that Sound Transit and the City of Seattle will collaborate with us to bring about a state-of-the-art transfer station and high-performing multi-modal transportation network that serves SODO.

Background:

The SODO Business Improvement Area (BIA) is a robust and diverse 950-acre (41,382,000 SF) business district centered around a strong industrial base critical to Seattle's people and its economy. Created under the auspices of the City of Seattle in 2014, the SODO BIA mission is to Advocate for a Safe, Clean, Connected and Engaged SODO. The SODO BIA strives to achieve this mission through a variety of activities implemented to support and be a voice for the SODO community consisting of more than 1,200 businesses that employ over 50,000 people.

The SODO BIA works tirelessly to make SODO a community where business can thrive, and we know that transportation plays such an important role in this complex environment. We support many successful transportation projects including the completion of the Lander Street Overpass

and funding for the East Marginal Way South Corridor Improvement Project. We understand the complex nature of our roads and the intersection of freight, vehicles, bicycles and pedestrians and advocate for safe corridors for all users. While SODO is a business and economic hub, we are home to a few hundred residents, 75% of which do not use public transportation.

Like the residents of SODO, a large majority of the workers in SODO do not rely on public transportation. Rather, the transportation infrastructure in SODO serves to pass people through SODO to the downtown core and stadiums. When passing through SODO, downtown workers and stadium attendees depend in large part upon the SODO Trail (for bikes and pedestrians) and the E3 busway (60 buses an hour) to get to their destinations. Yet Sound Transit, King County Metro, and the City of Seattle still have no plan for how to relocate these significant transportation services for 10 years and beyond- safely and efficiently and without bringing SODO's industrial base and freight to a grinding halt.

With SODO's little to no reliance on public transportation, it is no surprise that the SODO Sound Transit Lander Street Station is an underperformer with only an average of 28 boardings a day pre-pandemic. However, it is not just the lack of public transit usefulness that detracts riders in SODO from Link rail. It cannot be stated enough that the primary concern among SODO property owners, businesses, and workers is public safety, and the current SODO station has failed to provide a location for riders to feel safe. With its remote location away from the street, poor lighting, delayed maintenance, difficult drop-off or pick-up, no restrooms, no ambassadors, and very few eyes on the street, the current SODO station's design causes it to underperform. Sound Transit 3 promises more of the same and worse if the station alternative 1b is not selected.

The Sound Transit 3 (ST3) plan is only focused on moving people through SODO. There are no planned transportation improvements for SODO itself. Instead, ST3 plans to permanently take and sacrifice sections of Seattle's precious industrial lands, for commuters wanting to pass through. Threatening essential legacy Seattle businesses and workers at Pacific Iron and Metal and Franz's Bakery, just to name two. ST3 also seemingly plans to destroy the SODO Track indefinitely, a local and national treasure known for its outstanding cityscapes and award-winning public art. ST3 should include a focus on climate impacts, equity for isolated communities in Georgetown, and the need to finally fix the missing link from Georgetown to SODO, and plan to safely relocate vulnerable roadway users.

Equally troubling about the plans to permanently damage SODO was the damage done to SODO by cutting it in half with the Link rail development itself. This became obvious when the DEIS was released and ST3 did not grant SODO 'Community Advisory Group' status. Instead, SODO was cut in two, and the SODO BIA was forced to attend both the West Seattle/Duwamish Community Advisory Group and the Chinatown International District/SODO Community Advisory Group. This made it immensely difficult for property owners and businesses to understand the true impact the construction and final infrastructure will have on SODO, and it negatively impacted SODO's ability to equitably participate in the ST3 planning process. Advocacy efforts were split and had to fight for time with the other neighborhoods.

With no material ST3 Link rail ridership to come from SODO businesses, workers, or residents, ST3 offers little to nothing in benefits for SODO. Rather, SODO businesses and workers will be temporarily and permanently displaced, and those still here will be suffering under ten years of construction disruption and traffic-jammed streets. Then, because the new SODO station will be a transfer station where riders must wait for trains, more crime can be expected at the station. These issues must be vigorously mitigated.

Specific Comments and Requests:

The SODO BIA's first objection is to the permanent displacement of any business out of the SODO district. Many of our companies have been here for decades and depend on their proximity to the Port of Seattle, downtown, and the I-5/I-90 interchange and cannot relocate easily. Taking these businesses means losing industrial land and demolishing and closing family businesses that have built the City and region and provide for its food security. As such, the final plan should prioritize ensuring that SODO historic small **businesses** and companies like Pacific Iron and Metal and Franz's Bakery **remain in SODO**.

With regards to the alternatives in the DEIS, it was not possible for the SODO BIA to agree on which one was "best" because each alternative presents dire negative consequences for SODO and Seattle. Rather, our task was to focus on which alternative was the least worst or least objectionable. Collectively, **the SODO BIA's preferred station alternative is 1b.** This alternative would take the underutilized Post Office Garage at the corner of 4th & Lander St. This garage is often cited as a public safety concern for pedestrians who must walk by it when accessing the current SODO station and is a barrier to community cohesion in SODO. Station 1b also moves the station and access to Lander St which is the main east-west connector for pedestrians accessing employment centers on 1st Ave S. This alternative appears to cause the least impacts to SODO legacy businesses and will create the best commuting option for those who do use the SODO station.

This new transfer station, bringing airporters, Downtown, and West Seattle together **should be a premier station with amenities** like drop-off and pick-up areas, ambassadors, restrooms, circulator buses, sidewalks, and safe pedestrian routes to major destinations and beyond. As such, with actual detailed planning in its infancy, and too many critical details still unknown and likely undecided, it remains imperative that the SODO BIA receive more technical assistance during ST3's planning and construction. **Sound Transit should organize a multi-disciplinary team** uniquely qualified to support SODO businesses and workers, solve traffic problems, provide relocation assistance, and create a premier station.

One of the best ways Sound Transit and the City of Seattle can help the SODO BIA is by entering into a **Memorandum of Agreement** that will protect in place SODO's businesses, workers, residents, and commuters, and provide a high-performing multi-modal transportation network. **This should include a SODO/Duwamish Community Advisory Group; Neighborhood Traffic Mitigation Committee, Construction Hub Coordinator, Land Use planning, regular in-person/on-site information and meetings with SODO BIA leadership, and a Mitigation Fund.**

Most importantly, achieving the above-stated goals will only be possible with a significant **SODO Mitigation Fund**. Where ST3 condemnation payments and mitigation end, the City of Seattle should provide a **SODO Mitigation Fund for businesses and workers impacted during construction, including displaced/relocated businesses and workers; complete replacement in-kind of the SODO Trail during and after construction; complete the missing Georgetown to SODO bike/pedestrian link; install a permanent stoplight at Forest and 4th Ave; create safe pedestrian routes to the Link rail (circulator buses, lighting, sidewalks, ambassadors, police response performance goals); and support other economic development activities.**

Thank you for your attention to this very important matter. We look forward to working with you collectively to protect, preserve, and enhance SODO's unique and critical business community.

Best regards,

SODO Business Improvement Area

By: _____
Erin Goodman
Executive Director

Attachment A: TECHNICAL MEMORANDUM

The purpose of this technical memorandum is to provide preliminary comments on the transportation and traffic analysis in the Sound Transit West Seattle to Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS). The comments will focus on the SODO segment.

General

In general, the DEIS lacks disclosure of relevant data. This lack of information and data limits the ability of the reader and impacted stakeholders to adequately comment on the project, the impacts, and mitigation. A lack of information and data is inequitable to stakeholders and community groups with fewer resources. A few key examples are described below followed by comments on DEIS chapters.

For example, figures showing cross-sections of reconstructed roadways do not show lane widths or LRT alignment widths. While only at the 10% or less design level, the figures should disclose the lane widths used in the design. If a range of widths is still under consideration this should be disclosed. Lane widths are very important features of the roadway for freight mobility and safety and a very important feature for pedestrians. The LRT alignment widths would provide context for evaluating alternative alignments. The reader is unable to respond to the impacts of the reconstructed roadway segment without this information.

Request: Disclose the lane widths, track widths, and LRT footprint widths used in the DEIS design on figures that are shown in the body of the DEIS.

For example, the analysis of transit ridership is missing information on who the riders are at the SODO station and in the SODO area. The one indicator of riders is that the DEIS states that the majority of riders at the SODO station are transfers. The questions that are generated are then, who benefits from this station and who is impacted? This question should be answered in the equity section. Of concern is that the SODO station is being designed for riders passing through SODO with the impacts affecting the SODO community. Transit riders that are the typical downtown commuter now have permanently revised commute patterns post-Covid and will be commuting fewer days per week as work-from-home has become normal. It is most important to recognize that these commuters most often have a choice as to whether or not to commute. Industrial workers, workers associated with commercial activities in the SODO area, and essential workers do not have that choice. Their work hours are also outside the traditional 9am to 5pm of normal business hours. Their origins and destinations may not be in the same neighborhoods

as higher-income riders. Of note, although difficult to quantify, the SODO station does not realize full ridership potential due to a reduction in people's willingness to ride transit due to the real and perceived personal safety issues.

Request: Include an analysis of transit riders by type in the equity analysis and disclose who benefits, and who bears the impact.

For example, in Chapter 1 Purpose and Need the "South King County High-Capacity Transit Corridor" (2014d) is cited, and a statement is made that the study forecasts that "…light rail transit ridership would be higher than bus rapid transit ridership" for the West Seattle to downtown extension." There is no citation as to how many additional riders would use light rail versus bus rapid transit. This lack of data in the DEIS limits the ability of the reader and stakeholders to evaluate the level of impact versus benefit. A small marginal difference in ridership would be a very different scenario than a large difference in ridership. In addition, transit forecasts would have substantially changed with permanent changes in transit ridership following the Covid pandemic. The Sound Transit system has substantially changed since the preparation of the 2014 study with BRT connecting Renton to Tukwila and Burien. A reduction in light rail ridership could warrant revisiting the light rail versus bus decision and a shift back to bus rapid transit would be a significant cost savings. The cost savings could also provide the opportunity to advance social equity by providing a higher level of transit service to the Georgetown and South Park neighborhoods.

Request: Present the data used in the statement that light rail transit ridership would be higher than bus rapid transit for the Downtown to West Seattle Link Extension based on the current ST3 conditions. Review and revise forecasts based on trip-making changes post Covid. See comments on Appendix N.1.A Methodology below. Include "advance social equity" in the consideration of South King County HCT extensions.

For example, the "Third-party Funding" option of the SODO station alternatives is not explained in the chapters following Chapter 2 Alternatives Considered. It is unclear to the reader if the third-party element of the alternative is included in the project analysis. It is unclear what the project alternative is, and what the impacts and mitigation are if the third-party element is not funded. The source of third-party funding is not disclosed making it impossible to assess the risk of achieving third-party funding.

Request: In Table 2-1. Summary of West Seattle Link Extension Alternatives and Design Options Evaluated in the Draft Environmental Impact Statement, add the third-party funding option and clarify if the third-party funding option is included in the preferred alternative analysis within the

subsequent DEIS chapters. Repeat the third-party funding assumptions and if the third-party option is included in the preferred alternative in each chapter of the DEIS and appendices. If third-party funding options are not part of the preferred alternative analysis, remove the third-party funding from all figures presenting analysis. Disclose the source of third-party funding and if there are any third-party funding commitments at the time of the document publication.

Chapter 1. Purpose and Need

1.2.1 Purpose of the WSBLE Project

The purpose and need states over-arching goals such as, "The City desires to increase densities, create public spaces, and make transit and public services more convenient." The purpose and need statement do not recognize the unique land uses in the Manufacturing/Industrial Centers (MICs) and city policy to protect these land uses.

Request: Add a purpose statement that speaks to protecting existing and planned land uses that are elements of the regional economy and the contribution to the regional economy. Expand upon the unique trip-making patterns of the MICs in the transportation chapter with appropriate analysis of those trips. Provide reference to the types of jobs and well-paying jobs that are unique economy of the MICs from the economic analysis.

1.2.1 Need for the WSBLE Project

1.2.2.1 Increasing Roadway Congestion will Further Degrade Transit Performance and Reliability.

The following need statement is made in this section. "Most roadways in the project corridor cannot be expanded to accommodate increasing demand without substantial property acquisitions because of limited right-of-way." It is inaccurate and disingenuous to make this statement about roadways when there is limited right-of-way for constructing the link rail alignment resulting in substantial property acquisitions for the link rail alignment, stations, and construction.

Request: Delete this need statement.

Footnote 1 states that: "Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is anticipated no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, the Puget Sound Regional Council's current forecasts are

applied to the analysis." At this point in the pandemic, there are permanent changes to commuting patterns that should be acknowledged and accounted for. Office workers will no longer commute to downtown Seattle five days per week. This is evidenced by current shifts to cubical "hoteling" by the private sector and government offices including Sound Transit and King County Metro. Such a shift in commute patterns significantly alters the travel demand forecasts. In addition, office workers will always have a choice as to whether a commute trip is made. Essential workers, industrial works, and other types of workers have different work schedules, home-to-work origins and destinations, and must travel to work.

Request: Use the revised regional forecasts expected in 2023 as the basis for WSBLE infrastructure decisions. The revised forecasts will affect the alternatives analysis for high-capacity transit (HCT) mode choice. The revised forecasts should re-visit the choice of bus versus rail to West Seattle. The revised forecasts should quantify the trip types by type of employment and establish the basis for those work trips that are a choice versus those work trips that are not a choice, and which work trips benefit versus those employment types that are impacted. Specifically, the land uses with employment in the SODO area are significantly impacted and the office-work jobs community between West Seattle and downtown are trips that are reduced, trips made by choice, and trips receiving the benefit of the WSBLE project.

Table 3-3 states that there will be 20,000 additional daily riders in 2042 with the Build alternative. Twenty thousand daily riders is not a large number of riders for a project of approximately $12 billion dollars.

Request: Revisit the project definition, consider scaling back, and provide additional funding to the SODO station to ensure the SODO station is developed to best serve the SODO community.

Chapter 2. Alternatives Considered

6.2.1 No Build Alternative

The statement "Under the No Build Alternative, the WSBLE Project would not be built and there would be no new high-capacity transit in the project corridor." is inaccurate. ST3 identifies a high-capacity transit (HCT) improvement for the West Seattle to Downtown corridor and does not specify the HCT mode. The 2014 alternatives analysis determined the mode as light rail and not a bus mode. The purpose and need for the WSBLE subsequently identified that the purpose is to build light rail. If light rail is not constructed bus HCT modes remain an option for the West Seattle to Downtown HCT corridor and new HCT could be built in the corridor. To state that "there would be no new high-capacity transit in the project corridor" is inaccurate. The proposed project could be revised and another HCT mode proposed.

Request: Revise the sentence to read, "Under the No Build Alternative, the proposed WSBLE Project in this DEIS would not be built. Alternative HCT modes would be re-evaluated, and a new build alternative would be proposed. The remainder of the paragraph and the second paragraph should be revised appropriately.

Chapter 3. Transportation Environment and Consequences

3.4.3 Environmental Impacts of the Build Alternatives

The SODO busway provides a convenient transfer between rail and bus. Transit riders will be impacted by the increase in transfer time to walk to bus routes on 4th Avenue South and 6th Avenue South.

Request: Prepare analysis to riders and travel time for the closure of the SODO busway, both in the permanent condition and during construction. Provide information on the transit riders affected.

The footnote in this sentence is not actually explained. The explanation is a generic description of what a formula fund is, but there is no explanation as to how formula funding affects transit providers.

Request: Provide an explanation of the formula funding and its effects on the SODO busway.

The number of transit riders passing through the SODO station, the transfers, and the boarding and alighting at the SODO station is important information for the reader to evaluate the impacts and benefits of the alternatives. This information is incomplete.

Request: Expend Table 3-6. 2042 P.M. Peak Hour Station Trip Generation by Mode (Boardings and Alightings) – West Seattle Link Extension, to include riders passing through the station, transfers to light rail, transfers to bus, and boarding and alighting with destinations in SODO.

Transit vehicle travel time is evaluated, but not travel time for transit riders. Impacts on transit riders boarding and alighting at the SODO station or transferring to bus are not disclosed.

Request*:* Evaluate travel time for riders at the SODO station with destinations in SODO and riders transferring to bus transit.

Alternatives that close the Busway and shift buses to 4th Avenue South and 6th Avenue South are lacking in the evaluation of the quantity of buses and their operations during the am peak period, pm peak period, and the SODO mid-day peak. There are impacts associated with shifting 40 to 60 buses to arterial streets that have not been addressed. For example, during daytime hours the garbage trucks traveling to and from the recycling center can back up to one-half mile in both directions. Articulated buses have been observed blocking South Lander Street.

***Request**:* Prepare bus transit operational analysis for buses shifting from the busway to arterial streets. Prepare analysis of street and intersection operations with buses shifting to arterial streets. Prepare infrastructure mitigation to manage bus operations, the increase in pedestrian travel to/from buses and the SODO station, conflicts with existing truck activity, and signal operations.

There are numerous rail facilities and rail owners in the SODO segment. A visual inventory of rail facilities is needed to understand the impacts to rail facilities, and the impacts of the alternatives in the context of rail facilities. The random text regarding impacts to rail facilities is difficult to follow and difficult to understand.

Request: Provide a figure showing the existing inventory of rail facilities including spurs and grade separations. Label each of the rail facilities, and destinations such as King Street Center, and indicate in the text the daily operations for those facilities. Show the future No Build in a figure and text and describe future plans and programs for each of the rail facilities. Disclose a past request by Amtrak to vacate South Holgate Street, which may again become an active request. In Chapter 5 it would be good to add the term with regard to the Amtrak proposal that it is a "reasonable foreseeable future action".

3.5.3.3.2 SODO Segment

The second sentence below may or may not be accurate: "Preferred Alternative SODO-1a and Option SODO-1b would permanently close the SODO Busway, with 30 to 50 total buses in the peak hour using parallel streets such as 4th Avenue South and 6th Avenue South. However, intersection L.O.S. results would not change compared to the No Build Alternative."

Request: Confirm that the bus volumes, bus equivalent vehicle units, and bus dwell time are included in the L.O.S. analysis. Confirm the intersections analyzed for L.O.S. are adequate to disclose the impacts of shifting bus volumes to 4th Avenue South and 6th Avenue South. Disclose if there are transit signal priority treatments at intersections on 4th Avenue South and 6th Avenue South with the alternative or as mitigation. Review the document for consistency in

shifted bus volumes (see Safety section). In the paragraph quoted above, site the data that confirms that intersection L.O.S. results would not change.

3.8 Safety

In section 3.8.3.2 SODO Segment, the text is missing safety impacts of alternatives that close the SODO nonmotorized trail that would shift bicycles and pedestrians to 1st Avenue South and 4th Avenue South. Serious injuries and fatalities could be expected to increase when bicycles are shifted from a protected separate pathway to an arterial street. In addition, the SODO nonmotorized trail is planned to connect to pathways in the Georgetown and South Park neighborhoods that would use the trail to access the SODO station. There are safety impacts of shifting bicycles to 1st Avenue South and 4th Avenue South on traffic flow and the rider walk route between the station. Additional buses on arterial streets will increase modal conflicts, modal conflicts result in an increase in crashes between modes.

Request: Prepare a safety analysis of closing the SODO Non-motorized trail and of closing the E3 busway. Quantify and show the increase in modal conflicts for all modes. Quantify and show the effects of closing the SODO nonmotorized trail on the pedestrian and bicycle network to and from important origins and destinations such as employment on 1st Avenue South and the Georgetown and South Park neighborhoods and the resulting travel on 1st Avenue South, 4th Avenue South, and 6th Avenue South. Use the "Safety Systems Approach" to evaluate the increase in risk of bicycle travel on similar arterials compared to a protected facility.

Quantify and show the increase in modal conflicts for shifting buses to arterial streets along the length of the routes used due to the closure of the Busway. Show midday conflicts with freight traffic. Show the changes to the rider walk routes to bus stops and the increase in modal conflict. Disclose that an increase in modal conflict results in an increase in crashes between modes.

There is a statement, "With Alternative SODO-2, the elevated guideway for the West Seattle Link Extension would be grade-separated from the roadway. No portion of the guideway would be within the roadway, and it would not impact vehicle safety."

Request: Show the location of the light rail guideway piers and confirm if the locations of bridge piers would have local impacts on all modes and traffic during construction.

Section 3.8.4 Mitigation for Operation Impacts states, "no further mitigation specific to safety-related impacts is proposed". Closing the SODO nonmotorized trail will result in an increase in serious injuries and fatalities as bicyclists and pedestrians shift from a protected pathway to

arterial streets. The Georgetown and South Park neighborhoods will no longer have a grade-separated bicycle facility to their nearest Link station, the SODO station. Current social equity policy should guide Sound Transit to maintain the same level of protection for bicyclists traveling to and from Georgetown and South Park that is currently provided by the SODO trail with mitigation for the loss of the trail, for alternatives that close the trail, and during construction.

Request: Develop mitigation for the alternatives that close the SODO nonmotorized trail in the form of equivalent built infrastructure.

The effect on safety with the closure of streets is inaccurate. The qualitative analysis bases the conclusion that traffic volumes will be the same and therefore the number of crashes would be the same. This conclusion may or may not be accurate. The safety of a street is related to traffic volume and the mix of traffic including truck volume, posted and operating speeds, operations at intersections, driveways characteristics, lighting, lane widths, sidewalks, presence of bicycle facilities, and rail lines. A comparison of the relative safety of streets used for detours and during street closures should address these factors and their influence on safety.

Request: Prepare a safety analysis of permanent conditions and conditions during construction for street closures and of traffic shifted to other streets. For resources, refer to the Washington State Department of Ecology SEPA Checklist Guidance Section B: Transportation (https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation) and that includes reference to the federal document, *Integrating Road Safety into NEPA Analysis, A Practitioner's Primer, Federal Highway Administration* (https://safety.fhwa.dot.gov/tsp/fhwasa1137/fhwasa1137.pdf)

The City of Seattle Vision Zero plan is not sourced properly in the text.

Request*:* Source the Vision Zero plan.

3.11 West Seattle Link Extension Construction Impacts

The length of construction, up to 10 years, is effectively a permanent condition for stakeholders and their resulting impacts. For long-term construction impacts, it is appropriate to analyze the elements of the environment during construction.

Request: Prepare an analysis and disclose impacts during construction for each of the elements of the environment. Prepare a detailed and quantified analysis as if a permanent condition. Include street operations, changes in circulation and the resulting L.O.S., changes in bus operations on the streets, impacts to transit riders, pedestrians, and bicyclists. Eliminate the word "temporary" when referring to construction impacts. Use time-related adjectives such as "a two-week closure" or a "three-month closure". Show construction phasing and durations.

The following section and text: "3.11.2.5 Safety However, the SODO Trail would be temporarily closed (see Section 3.11.2.4), requiring pedestrians and bicyclists to likely detour to 4th Avenue South or 6th Avenue South instead of to a multi-use facility, which would increase the potential for conflicts with vehicles." This is an inadequate analysis and conclusion.

Request: Prepare a quantified analysis of the increase in modal conflicts during construction. Disclose that an increase in conflicts results in an increase in crashes. Compare crash rates and severity on similar arterials over a ten-year period. Prepare infrastructure solutions to mitigate the safety impacts.

The study area, and construction analysis, does not address the needs of truck/freight mobility. Truck access and mobility is a larger area than the study area. Analysis is needed that addresses truck movement in the area between the 0.5-mile study area radius and the regional analysis.

Request: Expand the study area for truck/freight movements to and from major destinations by SODO businesses. Show detour routes for truck movements.

3.19.2.5 Safety

The sentence that reads, "….as collisions are correlated with traffic volumes" is incorrect. This statement ignores operations and geometric factors in safety. The conclusion, "…would be a negligible overall safety impact" cannot be made based on the incorrect qualitative assessment relative to traffic volumes.

Request: Prepare a safety assessment of facilities used by diverted traffic considering operational and geometric factors. Define "negligible" in the context of Seattle's Target Zero plan.

13.19.7.2 Does not speak to coordination with stakeholders in the preparation of a Construction Access and Traffic Management Plan.

Request: Include mitigation measures that commit to coordination and communication with stakeholders.

Chapter 4. Affected Environment and Environmental Consequences

4.2.1 Acquisitions, Displacements, and Relocations

The location of tables and maps of displaced properties is not clear to the reader. The title of Appendix L "Chapter 4 Supporting Information on Affected Environment and Environmental Impacts", does not reflect the content of Appendix L.

Request: Revise the title of Appendix L as follows: "Acquisitions, Displacements, and Relocations". Revise the following reference as follows: Appendix L4.1,—Acquisitions, Displacements, and Relocations, lists potentially affected parcels in tables and shows the parcels in maps.

The DEIS does not explain how the following City of Seattle policy has been impacted. The City has identified the industrial nature of SODO in the manufacturing/industrial center designation and has plans and policies in place to protect existing industrial land uses given their crucial role in the city and regional economies. Chapter 4 indicates that 16-17 businesses would be displaced. There is no discussion of the types of business and the importance to the Duwamish MIC.

Request: Provide information as to the types of business, their industrial, manufacturing, and commercial activity, size in acreage and employees, the importance of their location in the Duwamish MIC, and role in the economy.

The text referred to above goes on the say, "As a result, potential future land uses are similar to existing land uses in this segment." This statement is not accurate and would indicate there is no impact to the Duwamish MIC land uses.

Request: Disclose the reduction in useable land in absolute numbers including acreage and employees as a land-use impact. Percentages are not a transparent disclosure.

The sentence, "For all SODO Segment alternatives, spur tracks along the SODO Busway north of South Forest Street would be removed, which would affect rail access to businesses." is followed by text that discusses the United States Post Office. It is unclear where to find text that identifies the tracks removed and the effect to businesses.

Request: Provide information on the tracks removed and businesses affected. See the request above for a comprehensive presentation of rail facilities.

This sentence is not accurate: "There would be no impacts to neighborhood cohesion."

Request: Define "neighborhood" and acknowledge that the SODO area is a neighborhood of industrial and commercial activity. Define "cohesion" and identify the cohesion that would be impacted or not by the alternatives.

Chapter 5 Cumulative Impacts

Chapter 5 Cumulative Impacts and Appendix K, Present and Future Developments, Transportation, and Public Works Projects in the Study Area, are missing the *Seattle Industrial & Maritime Strategy Council recommendations and the DEIS.* The lack of information from the *Seattle Industrial & Maritime Strategy Council recommendations and the DEIS* land use impacts and the effect within the context of the SODO station alternatives is confusing.

Request: Provide *The Seattle Industrial & Maritime Strategy Council recommendations and the DEIS* should be presented in Chapter 5.

Chapter 6. Alternatives Evaluation

6.2.2 Build Alternatives

6.2.2.1.1 SODO Segment

The framework for the SODO station alternatives analysis is based on feedback from the United States Postal Service (USPS), that removal of approximately 14 surface parking spaces, "…..which the United States Postal Service has indicated would require relocating the facility." This statement should be sourced in a footnote or endnote to indicate with whom this conversation occurred and the date. In briefings by Sound Transit for the SODO BIA, Sound Transit was not able to answer which agency (Sound Transit or USPS) has priority in property issues. The legal framework should be clearly identified before a decision on such a major infrastructure investment. Stakeholders including property owners are unable to prepare a substantive response to the station alternatives without this information. In addition, the DEIS does not include a quantified parking analysis of the USPS existing parking spaces, the utilization, and if necessary, mitigation for those 14 parking spaces.

Request: Prepare a summary of the legal framework for property acquisition of the USPS and share with stakeholders. Add a footnote or endnote for the conversation that occurred where the USPS indicated the taking of 14 property spaces would require relocating the facility. Prepare a utilization study of the USPS parking spaces and develop mitigation. The USPS is a public facility.

Table 6-1. Projected Ridership and Key Impact Differences – SODO Segment.
This table is missing a column for the No-Build alternative, which is necessary for decision-making and consistency with other Sound Transit DEISs. The Resource Impact Measure only includes Public Service Impact and that measure only includes the USPS. As stated above, the framework for decision-making with regard to the USPS has not been established.

Request: Redefine the measure as "USPS impacts", as no other resources are evaluated. Provide the legal framework for property impacts, taking, and mitigation of the USPS and Sound Transit. Add footnote that sources the conversation indicating that the loss of 14 spaces would require relocating the facility.

Table 6-1 is missing key impacts to riders for whom the station is being constructed.

Request*:* Summarize rider impacts including rider travel times between the station and a consistent location on the surface street network, rider personal safety, transfers, and changes in the 10-minute walkshed for riders with each station design. A 15-minute walkshed is recommended for station-area planning of a light-rail facility.

Attachment N.1A Transportation Technical Analysis Methodology Report

The effects of Covid on traditional downtown transit ridership are permanent. These effects include work-from-home as an option. One day per week of work-from-home by office workers would be a 20% decrease in these types of trips. In addition, it should be noted that traditional office workers have a choice, and essential workers including industrial and manufacturing workers do not have a choice. There are significant infrastructure investment decisions yet to be made by Sound Transit even after analysis of the current preferred alternative. These decisions should be made with revised forecasts reflecting a range of commute conditions possible in the post-Covid scenario.

Request: Revise the methodology and forecasts to disclose the long-term effects of work-from-home employment on the forecasts.

The early decision (2014) to provide light rail versus bus to West Seattle should be revisited considering the reduction in traditional office-worker commute patterns to downtown Seattle. The DEIS simply states that there would be more riders on light rail to West Seattle than on bus rapid transit but does not disclose the magnitude, based on the 2014d study.

Request: Develop a methodology to use the revised forecast to disclose the magnitude of the difference in ridership between light rail to West Seattle and Bus Rapid Transit. Confirm if the 2014 decision is still valid in 2042.

Travel time analysis for riders to/from stations including transfers and walk times is missing from the methodology. Include the added travel time for riders that were on the busway and then shifted to buses 4th Avenue South and 6th Avenue South.

Request: Add travel time analysis methodology for riders.

The study area, and subsequent analysis, does not address the needs of truck/freight movement. Truck access and mobility is a larger area than the study area. In addition, the narrow study area does not account for significant diverted traffic on roadways beyond the 0.5-mile study area.

Request: Expand the study area for truck/freight movements to and from major destinations by SODO businesses.

The following sentence is insufficient: "There could be some traffic circulation and property access changes after construction related to properties that have been fully or partially acquired during construction."

Request: Identify fully or partially acquired properties that would have changes in access and/or traffic circulation.

4.4. Parking

The United States Postal Service (USPS) is a public agency with a parking facility with exclusive parking. There is the loss of 14 surface parking stalls that drives the need for the preferred alternative, with significant impacts on adjacent properties. Given the quantity of garage parking, and that the USPS is a public agency, this facility warrants a parking utilization study to provide information and data to develop mitigation for the loss of 14 stalls versus the relocation of businesses.

Request: Revise the methodology to provide for parking utilization study of public facilities with off-street parking.

Appendix N.1 Transportation Technical Report

Note: Comments made on Chapter 3 of the DEIS chapters above, are also applicable to Appendix N.1 Transportation Technical Report. The comments on the transportation technical report (TTR) below do not reflect a comprehensive review of the TTR because many comments that could be made on the TTR are captured in the chapters of the DEIS.

3 Transit

The text and tables do not show where the congestion occurs that results in increased travel time for existing transit.

Request: Describe and quantify the major sources of congestion, the location, and the cause of congestion.

The text and tables do not show where the location and cause of reduced transit reliability.

Request: Describe and quantify the major sources of reduced reliability, the location, and the cause of the LOS E and F reliability measure.

The existing passenger loads show that there is existing transit capacity through SODO and the West Seattle corridor. Depending on where the existing travel time and reliability issues occur and solutions to those issues, there may be the ability to reduce transit travel time for buses. Considering the permanent changes to transit ridership post-Covid, the strategy to reduce bus delays could be revisited. The additional bus travel time on 4th Avenue South and 6th Avenue South should be considered in the analysis.

Request: Provide information and data on existing sources of bus delays and future sources of bus delays.

6 Non-motorized Facilities

Figure 6-1: Existing Pedestrian Facilities West Seattle and Ballard Link Extensions - SODO Segment. This figure does not show existing pedestrian facilities.

Request: Inventory and show existing pedestrian facilities, including sidewalks, within the 10-minute walkshed of the SODO station.

The walkshed for each alternative does not provide a useful comparison of alternatives for the rider and pedestrian. The 10-minute walkshed, while a nominal industry standard for walk distance to a bus stop is longer for light rail. Major employment destinations for SODO station users are on 1st Avenue South and are outside the 10-minute walkshed. The walk segment of a transit rider's trip is a critical component of the rider's transit trip. The walk segment varies for the existing condition, Build, and No Build Alternative. An analysis of the walk segment would provide a comparison of each condition and the whether the goals defined during station concept development were achieved.

Request: Provide an analysis in graphic form and tables showing the rider's walk route to/from the station for the a.m. and p.m. peak hour within the walkshed for the existing condition, future No Build and Build Alternatives. Show the travel time for walk routes for the No-Build and Build alternatives, including use of escalators and elevators, to/from the station platform to pedestrian facilities, and on pedestrian facilities including changes in grade and wait time at signalized intersections. Major employment destinations for SODO transit riders are on 1st Avenue South and are outside the 10-minute walkshed. These employment destinations include the Starbucks complex with Amazon, the John Stanford Center for Education Excellence, and the Home Plate Center. Include these major employers in the walk route analysis. Describe the walk environment in terms of the pedestrian environment and personal safety from the rider's perspective.

The walksheds and bikesheds are not described in the *Attachment N.1A Transportation Technical Analysis Methodology Report.*

Request: Revise the non-motorized methodology to eliminate walksheds. A walkshed analysis is not an analysis of nonmotorized impacts and mitigation. Provide a description of a methodology to evaluate walk routes and impacts on the walk routes by alternative for the SODO station.

Figure 6-1: Existing Pedestrian Facilities West Seattle and Ballard Link Extensions – SODO Segment, does not show the inventory of pedestrian facilities within one-half mile of the station. There is no information presenting the results of the non-motorized evaluation measures as described in *Attachment N.1A Transportation Technical Analysis Methodology Report.*

Request: Show in a figure the inventory of non-motorized facilities, including the quality of the walk route within one-half mile of the station for the existing condition, No-Build and Build conditions. Include a comparison of changes in grade for the pedestrian route in the analysis of pedestrian circulation.

The following sentence is not understood. “A high volume of pedestrians is expected on 5th Avenue South and the SODO Busway north of South Lander Street; however, this is the location of the station platform, which would have an effective width large enough to accommodate the forecasted pedestrian volumes.” It is unclear what is a high volume of pedestrians and why they are on 5th Avenue South and the add-on, “however this is the location of the platform”.

Request: Present the a.m. and p.m. peak hour pedestrian volumes estimated on the platform, the access/egress facilities, and the pedestrian facilities in the walkshed. Show in a table the a.m. and p.m. peak hour pedestrian volumes uniquely identifying the transfers.

4.2.3.2 Construction Mitigation

This section lacks sufficient detail for the complexity of the construction activities and their impacts. The proposed mitigation is inadequate for stakeholders to assess access and mobility impacts, if mitigation rectifies the impact, and if there is permanent damage to businesses.

Request: Prepare, describe, and show in figures the impacts of construction to the street system, to the busway, to the SODO trail, to buses, and the displacement or access and circulation impacts to business in SODO. Prepare construction mitigation measures to mitigate the impacts.

Construction activity of up to ten years is essentially a permanent condition for SODO BIA. The impacts to streets and mobility for SODO businesses, pedestrian and bicycle facilities, the busway, and impacts to riders have not been addressed. Short-term weekday closures can have a significant impact on industrial businesses and truck mobility.
Closures of more than one week warrant detailed analysis of construction impacts to adequately understand the impacts and develop mitigation measures. See prior comments on the missing impact analysis of the closure of the busway, impacts to riders and their walk routes, impact to riders transferring between light rail and bus, impacts to bicyclists and pedestrians with the closure of the SODO trail.

Request: Prepare an impact analysis covering operations and safety for all modes affected by construction closures. Prepare infrastructure mitigation to address the operational and safety impacts.

Early and frequent communication with property owners, street users, transit users, pedestrians, and bicyclists will be essential.

Request: Include a description and commitment of the communication program as construction mitigation. Include the types of communication, tools, frequency, stakeholder outreach, property owner outreach and communication, and a dedicated construction communication coordinator.

Construction activities are extensive, each with impacts and mitigation. The construction mitigation should include a commitment to a construction management plan with outreach and input by stakeholders and include a Memorandum of Understanding with the SODO BIA for construction activities and mitigation.

Attachment B: SUMMARY OF SODO BIA REQUESTS

Overall Project Requests:

- Sound Transit to organize a multi-disciplinary team uniquely qualified to support SODO businesses and workers, solve traffic problems, provide relocation assistance, and create a premier station.
- Enter into a Memorandum of Agreement that will protect in place SODO's businesses, workers, residents, and commuters, and provide a high-performing multi-modal transportation network. This should include a SODO/Duwamish Community Advisory Group; Neighborhood Traffic Mitigation Committee, Construction Hub Coordinator, Land Use planning, regular in-person/on-site information and meetings with SODO BIA leadership, and a Mitigation Fund.
- Create a SODO Mitigation Fund for businesses and workers impacted during construction, including displaced/relocated businesses and workers.
- Complete replacement in-kind of the SODO Trail during and after construction
- Complete the missing Georgetown to SODO bike/pedestrian link
- Install a permanent stoplight at Forest and 4th Ave
- Create safe pedestrian routes to the Link rail (circulator buses, lighting, sidewalks, ambassadors, police response performance goals)
- Support other economic development activities.

DEIS Technical Requests

- **Release additional data necessary to completely analyze the WSBLE DEIS.**
    - Disclose the lane widths, track widths, and LRT footprint widths used in designs
    - Include an analysis of transit riders by type in the equity analysis and disclose who benefits, and who bears the impact.
    - Present the data used in the statement that light rail transit ridership would be higher than bus rapid transit for the Downtown to West Seattle Link Extension based on the current ST3 conditions.
    - Review and revise forecasts based on trip-making changes post Covid.

- **Clarify information on the third-party funding option and its relation to preferred alternatives.**
    - Share if the third-party funding option is included in the preferred alternative analysis within the subsequent DEIS chapters. Repeat the third-party funding assumptions and if the third-party option is included in the preferred alternative in each chapter of the DEIS and appendices. figures presenting analysis.

- **Add a purpose statement that speaks to protecting existing and planned land uses that are elements of the regional economy and the contribution to the regional economy.**

    - Expand upon the unique trip-making patterns of the MICs in the transportation chapter with appropriate analysis of those trips.
    - Provide reference to the types of jobs and well-paying jobs that are unique economy of the MICs from the economic analysis.

- **Use the revised regional forecasts expected in 2023 as the basis for WSBLE infrastructure decisions.**

- **Revisit the project definition, consider scaling back, and provide additional funding to the SODO station to ensure the SODO station is developed to best serve the SODO community.**

- **Provide additional analysis for commenters affected by temporary and permanent closures**
    - Prepare analysis to riders and travel time for the closure of the SODO busway, both in the permanent condition and during construction.
    - Provide information on the transit riders affected.
    - Provide an explanation of the formula funding and its effects to the SODO busway
    - Evaluate travel time for riders at the SODO station with destinations in SODO and riders transferring to bus transit.

- **Provide infrastructure analysis for temporary and permanent closures along with current operations.**
    - Prepare bus transit operational analysis for buses shifting from the busway to arterial streets.
    - Prepare analysis of street and intersection operations with buses shifting to arterial streets.
    - Prepare infrastructure mitigation to manage bus operations, the increase in pedestrian travel to/from buses and the SODO station, conflicts with existing truck activity, and signal operations.
    - Provide a figure showing the existing inventory of rail facilities including spurs and grade separations.
    - Disclose a past request by Amtrack to vacate South Holgate Street, which may again become an active request. For each Build alternative show and describe impacts to the rail facilities.
    - In Chapter 5 it would be good to add the term with regard to the Amtrak proposal that it is a “reasonable foreseeable future action”.

- **Prepare safety analysis of multimodal networks affected by temporary and permanent closures and construction.**
    - Prepare a safety analysis of closing the SODO Non-motorized trail and of closing the E3 busway.
    - Quantify and show the increase in modal conflicts for all modes.
    - Quantify and show the effects of closing the SODO nonmotorized trail on the pedestrian and bicycle network to and from important origins and destinations such as employment on 1st Avenue South and the Georgetown and South Park neighborhoods and the resulting travel on 1st Avenue South, 4th Avenue South, and 6th Avenue South.
    - Show the location of the light rail guideway piers and confirm if the locations of bridge piers would have local impacts to all modes and traffic during construction.
    - Develop mitigation for the alternatives that close the SODO nonmotorized trail in the form of equivalent built infrastructure.
    - Prepare a safety analysis of permanent conditions and conditions during construction for street closures and of traffic shifted to other streets.
    - Source the Vision Zero plan.

- **Prepare an analysis of West Seattle Link Extension Construction Impacts**
    - Prepare an analysis and disclose impacts during construction for each of the elements of the environment.
    - Prepare a detailed and quantified analysis as if a permanent condition. Include street operations, changes in circulation and the resulting L.O.S., changes in bus operations on the streets, impacts to transit riders, pedestrians, and bicyclists. Eliminate the word "temporary" when referring to construction impacts. Use time-related adjectives such as "a two-week closure" or a "three-month closure". Show construction phasing and durations.
    - Prepare a quantified analysis of the increase in modal conflicts during construction.
    - Prepare infrastructure solutions to mitigate the safety impacts.
    - Expand the study area for truck/freight movements to and from major destinations by SODO businesses.

- **Prepare a safety assessment of facilities used by diverted traffic considering operational and geometric factors.**
    - Include mitigation measures that commit to coordination and communication with stakeholders.

- **Disclose additional information for potentially affected parcels**

- Provide information as to the types of business, their industrial, manufacturing, and commercial activity, size in acreage and employees, the importance of their location in the Duwamish MIC, and their role in the economy.
- Disclose the reduction in useable land in absolute numbers including acreage and employees as a land-use impact.
- Provide information on the tracks removed and businesses affected.
- Define "neighborhood" and acknowledge that the SODO area is a neighborhood of industrial and commercial activity.
- Define "cohesion" and identify the cohesion that would be impacted or not by the alternatives.

- **Provide The Seattle Industrial & Maritime Strategy Council recommendations and the DEIS should be presented in Chapter 5.**

- **Prepare a summary of the legal framework for property acquisition of the USPS and share with stakeholders.**
  - Add a footnote or endnote for the conversation that occurred where the USPS indicated the taking of 14 property spaces would require relocating the facility.
  - Prepare a utilization study of the USPS parking spaces and develop mitigation.
  - Redefine the measure as "USPS impacts", as no other resources are evaluated. Provide the legal framework for property impacts, taking, and mitigation of the USPS and Sound Transit
  - Revise the methodology to provide for parking utilization study of public facilities with off-street parking.

- **Summarize rider impacts including rider travel times**
  - Study travel times between the station and a consistent location on the surface street network, rider personal safety, transfers, and changes in the 10-minute walkshed for riders with each station design. A 15-minute walkshed is recommended for station-area planning of a light-rail facility.

- **Revise the methodology and forecasts to disclose the long-term effects of work-from-home employment on the forecasts.**
  - Develop a methodology to use the revised forecast to disclose the magnitude of the difference in ridership between light rail to West Seattle and Bus Rapid Transit. Confirm if the 2014 decision is still valid in 2042.
  - Add travel time analysis methodology for riders.
  - Expand the study area for truck/freight movements to and from major destinations by SODO businesses.

    - Identify fully or partially acquired properties that would have changes in access and/or traffic circulation.

- **Provide additional information on the effects of congestion**
    - Describe and quantify the major sources of congestion, the location, and the cause of congestion.
    - Provide information and data on existing sources of bus delay and future sources of bus delay.

- **Provide information on non-motorized facilities**
    - Prepare an inventory and show existing pedestrian facilities, including sidewalks, within the 10-minute walkshed of the SODO station.
    - Provide an analysis in graphic form and tables showing the rider's walk route to/from the station for the a.m. and p.m. peak hour within the walkshed for the existing condition, future No Build and Build Alternatives.
    - Revise the non-motorized methodology to eliminate walksheds
    - Show in a figure the inventory of non-motorized facilities, including the quality of the walk route within one-half mile of the station for the existing condition, No-Build, and Build conditions
    - Present the a.m. and p.m. peak hour pedestrian volumes estimated on the platform, the access/egress facilities, and the pedestrian facilities in the walkshed.

- **Provide additional information for the complexity of the construction activities and their impact**
    - Prepare, describe, and show in figures the impacts of construction to the street system, to the busway, to the SODO trail, to buses, and the displacement or access and circulation impacts to business in SODO.
    - Prepare construction mitigation measures to mitigate the impacts.
    - Prepare an impact analysis covering operations and safety for all modes affected by construction closures.
    - Prepare infrastructure mitigation to address the operational and safety impacts.
    - Include a description and commitment of the communication program as construction mitigation.

Communication ID: 504364 - SODO BIA Draft EIS Comment

#	Comments	Responses
1	When passing through SODO, downtown workers and stadium attendees depend in large part upon the SODO Trail (for bikes and pedestrians) and the E3 busway (60 buses an hour) to get to their destinations. Yet Sound Transit, King County Metro, and the City of Seattle still have no plan for how to relocate these significant transportation services for 10 years and beyond-safely and efficiently and without bringing SODO's industrial base and freight to a grinding halt.	Please see Section 3.4, Transit, and Section 3.11, Construction Impacts, of Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on permanent impacts to the SODO Busway and temporary impacts to the SODO Trail, as well as proposed mitigation.
2	With SODO's little to no reliance on public transportation, it is no surprise that the SODO Sound Transit Lander Street Station is an underperformer with only an average of 28 boardings a day pre-pandemic. However, it is not just the lack of public transit usefulness that detracts riders in SODO from Link rail. It cannot be stated enough that the primary concern among SODO property owners, businesses, and workers is public safety, and the current SODO station has failed to provide a location for riders to feel safe. With its remote location away from the street, poor lighting, delayed maintenance, difficult drop-off or pick-up, no restrooms, no ambassadors, and very few eyes on the street, the current SODO station's design causes it to underperform. Sound Transit 3 promises more of the same and worse if the station alternative 1b is not selected. The Sound Transit 3 (ST3) plan is only focused on moving people through SODO. There are no planned transportation improvements for SODO itself.	Please see Section 3.4, Transit, of the Final EIS for more information on projected ridership at the SODO Station. Please see Section 4.14, Public Services, Safety, and Security, for information regarding security around stations and safety considerations.
3	Instead, ST3 plans to permanently take and sacrifice sections of Seattle's precious industrial lands, for commuters wanting to pass through. Threatening essential legacy Seattle businesses and workers at Pacific Iron and Metal and Franz's Bakery, just to name two. ST3 also seemingly plans to destroy the SODO Track indefinitely, a local and national treasure known for its outstanding cityscapes and award-winning public art.	Sounds Transit has continued to work with potentially impacted businesses during development of the Final EIS to minimize or avoid impacts where possible. The SODO Track has been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS as a social resource. Potential impacts to the artwork of the SODO Track on buildings that could be acquired as part of the project are identified within the limits of the West Seattle Link Extension, along with proposed mitigation. A response to this comment related to potential impacts to artwork on buildings within the limits of the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	ST3 should include a focus on climate impacts, equity for isolated communities in Georgetown, and the need to finally fix the missing link from Georgetown to SODO, and plan to safely relocate vulnerable roadway users.	Please see Chapter 1, Purpose and Need, of the Final EIS for information on how the project would help meet state and regional environmental and sustainability goals, including those related to climate change. See Section 2.1.2, Components of Build Alternatives, of the Final EIS for more information on

#	Comments	Responses
		how the project has accounted for climate change resilience during the design process. The City of Seattle Georgetown to Downtown Safety Project has been added to Chapter 5, Cumulative Impacts, and Appendix N.1, Transportation Technical Report.
5	Equally troubling about the plans to permanently damage SODO was the damage done to SODO by cutting it in half with the Link rail development itself. This became obvious when the DEIS was released and ST3 did not grant SODO 'Community Advisory Group' status. Instead, SODO was cut in two, and the SODO BIA was forced to attend both the West Seattle/Duwamish Community Advisory Group and the Chinatown International DistricUSODO Community Advisory Group. This made it immensely difficult for property owners and businesses to understand the true impact the construction and final infrastructure will have on SODO, and it negatively impacted SODO's ability to equitably participate in the ST3 planning process. Advocacy efforts were split and had to fight for time with the other neighborhoods.	Your feedback regarding the Community Advisory Group process is noted. SODO's unique location as the area where the two extensions will connect made it important for this community to be engaged in evaluating alternatives for both extensions, because the choices to be made in SODO would affect choices to be made in adjacent areas, and vice versa.
6	With no material ST3 Link rail ridership to come from SODO businesses, workers, or residents, ST3 offers little to nothing in benefits for SODO. Rather, SODO businesses and workers will be temporarily and permanently displaced, and those still here will be suffering under ten years of construction disruption and traffic-jammed streets. Then, because the new SODO station will be a transfer station where riders must wait for trains, more crime can be expected at the station. These issues must be vigorously mitigated.	There are a number of businesses in the SODO area whose employees use the existing 1 Line to access their workplace, and the addition of a station serving another line at SODO will increase the number of employees who can access SODO employers from other parts of the city and region. Sound Transit's ridership model anticipates that almost 20 percent of the trips at this station will be walk or bike, which are likely people that live or work within the area. See Section 3.4, Affected Environment and Impacts during Operation—Transit, of the Final EIS for more discussion of station trip generation for each station. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on construction period impacts and proposed mitigation. See Section 4.14, Public Services, Safety, and Security, of the Final EIS for more information on safety and security concerns.
7	The SODO BIA's first objection is to the permanent displacement of any business out of the SODO district. Many of our companies have been here for decades and depend on their proximity to the Port of Seattle, downtown, and the 1-5/1-90 interchange and cannot relocate easily. Taking these businesses means losing industrial land and demolishing and closing family businesses that have built the City and region and provide for its food security. As such, the final plan should prioritize ensuring that SODO historic small businesses and	Please see responses to CC4.1b and CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.

#	Comments	Responses
	companies like Pacific Iron and Metal and Franz's Bakery remain in SODO.	
8	With regards to the alternatives in the DEIS, it was not possible for the SODO BIA to agree on which one was "best" because each alternative presents dire negative consequences for SODO and Seattle. Rather, our task was to focus on which alternative was the least worst or least objectionable. Collectively, the SODO BIA's preferred station alternative is 1b. This alternative would take the underutilized Post Office Garage at the corner of 4th & Lander St. This garage is often cited as a public safety concern for pedestrians who must walk by it when accessing the current SODO station and is a barrier to cornrnunity cohesion in SODO. Station 1b also moves the station and access to Lander St which is the main east-west connector for pedestrians accessing employment centers on 1st Ave S. This alternative appears to cause the least impacts to SODO legacy businesses and will create the best commuting option for those who do use the SODO station.	Your support for Option SODO-1b has been noted. Please see response to CCG2 in Table 7-1.
9	This new transfer station, bringing airporters, Downtown, and West Seattle together should be a premier station with amenities like drop-off and pick-up areas, ambassadors, restrooms, circulator buses, sidewalks, and safe pedestrian routes to major destinations and beyond.	Your feedback on station amenities has been noted. Some of these amenities, including drop-off and pick-up areas, bus transfer areas, and sidewalks, are already included in conceptual station plans shown in Appendix J, Conceptual Design Drawings, of the Final EIS. Sound Transit ambassadors are not dedicated to specific stations, but travel throughout the system over the course of the day. Sound Transit often focuses ambassadors at stations near event facilities when events are occurring. Additional improvements to access for pedestrians beyond the station area will be considered through the Sound Transit System Access Fund. The Sound Transit Board approved Resolution 2021-15, Passenger Restroom Policy Update, in October 2021. This policy update established criteria for when restrooms should be included at stations. This policy will be applied to the West Seattle Link Extension.
10	As such, with actual detailed planning in its infancy, and too many critical details still unknown and likely undecided, it remains imperative that the SODO BIA receive more technical assistance during ST3's planning and construction. Sound Transit should organize a multi-disciplinary team uniquely qualified to support SODO businesses and workers, solve traffic problems, provide relocation assistance, and create a premier station. One of the best ways Sound Transit and the City of Seattle can help the SODO BIA is by entering into a Memorandum of Agreement that will protect in place SODO's businesses, workers, residents, and commuters, and provide a high- performing multi-modal transportation network. This should include a SODO/Duwamish Community Advisory Group;	Sound Transit will take your suggestions into consideration and coordinate with the City of Seattle regarding your concerns. Please see Section 3.11, Construction Impacts, of the Final EIS for information on impacts to the SODO Trail during construction and the proposed detour. Sound Transit will continue to work with the community as final design advances and the details of construction plans are defined. See Section 4.3.7, Mitigation Measures, for

#	Comments	Responses
	Neighborhood Traffic Mitigation Committee, Construction Hub Coordinator, Land Use planning, regular in-person/on-site information and meetings with SODO BIA leadership, and a Mitigation Fund. Most importantly, achieving the above-stated goals will only be possible with a significant SODO Mitigation Fund. Where ST3 condemnation payments and mitigation end, the City of Seattle should provide a SODO Mitigation Fund for businesses and workers impacted during construction, including displaced/relocated businesses and workers; complete replacement in-kind of the SODO Trail during and after construction; complete the missing Georgetown to SODO bike/pedestrian link; install a permanent stoplight at Forest and 4th Ave; create safe pedestrian routes to the Link rail (circulator buses, lighting, sidewalks, ambassadors, police response performance goals); and support other economic development activities.	more detail on how Sound Transit would coordinate with the community.
11	**Request:** Disclose the lane widths, track widths, and LRT footprint widths used in the DEIS design on figures that are shown in the body of the DEIS.	Please see the design drawings provided in Appendix J, Conceptual Design Drawings, which was used to support the Final EIS analysis.
12	**Request:** Include an analysis of transit riders by type in the equity analysis and disclose who benefits, and who bears the impact.	Please see Appendix G, Environmental Justice, of the Final EIS for information on impacts and benefits to low-income populations and communities of color.
13	For example, in Chapter 1 Purpose and Need the "South King County High-Capacity Transit Corridor" (2014d) is cited, and a statement is made that the study forecasts that "…light rail transit ridership would be higher than bus rapid transit ridership" for the West Seattle to downtown extension." There is no citation as to how many additional riders would use light rail versus bus rapid transit. This lack of data in the DEIS limits the ability of the reader and stakeholders to evaluate the level of impact versus benefit. A small marginal difference in ridership would be a very different scenario than a large difference in ridership. In addition, transit forecasts would have substantially changed with permanent changes in transit ridership following the Covid pandemic. The Sound Transit system has substantially changed since the preparation of the 2014 study with BRT connecting Renton to Tukwila and Burien. A reduction in light rail ridership could warrant revisiting the light rail versus bus decision and a shift back to bus rapid transit would be a significant cost savings. The cost savings could also provide the opportunity to advance social equity by providing a higher level of transit service to the Georgetown and South Park neighborhoods. **Request:** Present the data used in the statement that light rail transit ridership would be higher than bus rapid transit for the Downtown to West Seattle Link Extension based on the current ST3 conditions. Review and revise forecasts based on trip-making changes post Covid. See comments on Appendix N.1.A Methodology below. Include "advance social equity" in the consideration of South King County HCT extensions. For example, the "Third-party Funding" option of the SODO station alternatives is not explained in the chapters following Chapter 2 Alternatives Considered. It is unclear to the reader if	Please see responses to CC1a and CC2c in Table 7-1. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. This section of Chapter 1, Purpose and Need, is summarizing the planning history for the project corridor. For more information, please refer to the *South King County High Capacity Transit Corridor Study* (Sound Transit 2014d). No SODO Segment alternatives were identified in the WSBLE Draft EIS as requiring third-party funding.

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	the third-party element of the alternative is included in the project analysis. It is unclear what the project alternative is, and what the impacts and mitigation are if the third-party element is not funded. The source of third-party funding is not disclosed making it impossible to assess the risk of achieving third-party funding.	
14	**Request:** In Table 2-1. Summary of West Seattle Link Extension Alternatives and Design Options Evaluated in the Draft Environmental Impact Statement, add the third-party funding option and clarify if the third-party funding option is included in the preferred alternative analysis within the subsequent DEIS chapters. Repeat the third-party funding assumptions and if the third-party option is included in the preferred alternative in each chapter of the DEIS and appendices. If third-party funding options are not part of the preferred alternative analysis, remove the third-party funding from all figures presenting analysis. Disclose the source of third-party funding and if there are any third-party funding commitments at the time of the document publication.	Please see response to CC2c in Table 7-1.
15	**Request:** Add a purpose statement that speaks to protecting existing and planned land uses that are elements of the regional economy and the contribution to the regional economy. Expand upon the unique trip-making patterns of the MICs in the transportation chapter with appropriate analysis of those trips. Provide reference to the types of jobs and well-paying jobs that are unique economy of the MICs from the economic analysis.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, for the project's Purpose and Need. An existing purpose statement includes encouraging equitable and sustainable urban growth in station areas through support of transit-oriented development and multi-modal integration in a manner that is consistent with local land use plans and policies. A more detailed study of the Manufacturing/Industrial Center's trip patterns and associated jobs is not necessary for purposes of comparing alternatives in the Final EIS.
16	The following need statement is made in this section. "Most roadways in the project corridor cannot be expanded to accommodate increasing demand without substantial property acquisitions because of limited right-of-way." It is inaccurate and disingenuous to make this statement about roadways when there is limited right-of-way for constructing the link rail alignment resulting in substantial property acquisitions for the link rail alignment, stations, and construction. **Request:** Delete this need statement.	Please see response to CC2f in Table 7-1. Light rail expansion does require property acquisitions and displacements. The statement referenced is intended to demonstrate that the area need for roadway expansion would be greater to support a similar transportation capacity.
17	**Request:** Use the revised regional forecasts expected in 2023 as the basis for WSBLE infrastructure decisions. The revised forecasts will affect the alternatives analysis for high-capacity transit (HCT) mode choice. The revised forecasts should re-visit the choice of bus versus rail to West Seattle. The revised forecasts should quantify the trip types by type of employment and establish the basis for those work trips that are a choice versus those work trips that are not a choice, and which work trips benefit versus those employment types that are impacted. Specifically, the land uses with employment in the SODO area are significantly impacted and the office-work jobs community between West Seattle and downtown are trips that are reduced,	Please see Section 3.2, Introduction and Methodology and Assumptions, of the Final EIS for a description of the methodology used for the transportation analysis. The Final EIS uses the same land use forecasts as the WSBLE Draft EIS as they were the most recent forecasts available when analysis began; Puget Sound Regional Council's LUV-it forecasts were released subsequent to Final EIS analysis.

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	trips made by choice, and trips receiving the benefit of the WSBLE project.	
18	**Request:** Revisit the project definition, consider scaling back, and provide additional funding to the SODO station to ensure the SODO station is developed to best serve the SODO community.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
19	Chapter 2. Alternatives Considered 6.2.1 No Build Alternative The statement "Under the No Build Alternative, the WSBLE Project would not be built and there would be no new high-capacity transit in the project corridor." is inaccurate. ST3 identifies a high-capacity transit (HCT) improvement for the West Seattle to Downtown corridor and does not specify the HCT mode. The 2014 alternatives analysis determined the mode as light rail and not a bus mode. The purpose and need for the WSBLE subsequently identified that the purpose is to build light rail. If light rail is not constructed bus HCT modes remain an option for the West Seattle to Downtown HCT corridor and new HCT could be built in the corridor. To state that "there would be no new high-capacity transit in the project corridor" is inaccurate. The proposed project could be revised and another HCT mode proposed. **Request:** Revise the sentence to read, "Under the No Build Alternative, the proposed WSBLE Project in this DEIS would not be built. Alternative HCT modes would be re-evaluated, and a new build alternative would be proposed. The remainder of the paragraph and the second paragraph should be revised appropriately.	The No Build Alternative definition is correct to not include high-capacity transit in the project corridor. The No Build condition is required under NEPA to include only the current transportation system as well as transportation investments committed to in the Transportation Improvement Plan. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.
20	**Request:** Prepare analysis to riders and travel time for the closure of the SODO busway, both in the permanent condition and during construction. Provide information on the transit riders affected.	Please see responses to CC3c, CC3e, and CC3f in Table 7-1. See Section 3.4, Affected Environment and Impacts During Operation – Transit, of the Final EIS for information on travel times and impacts to transit during operations and construction.
21	The footnote in this sentence is not actually explained. The explanation is a generic description of what a formula fund is, but there is no explanation as to how formula funding affects transit providers. **Request:** Provide an explanation of the formula funding and its effects on the SODO busway.	This footnote has been updated in Chapter 3, Transportation, of the Final EIS to more clearly define formula funding. Please see the Federal Transit Administration website for additional information on funding.
22	The number of transit riders passing through the SODO station, the transfers, and the boarding and alighting at the SODO station is important information for the reader to evaluate the impacts and benefits of the alternatives. This information is incomplete. **Request:** Expend Table 3-6. 2042 P.M. Peak Hour Station Trip Generation by Mode (Boardings and Alightings) – West Seattle Link Extension, to include riders passing through the station,	Please see responses to CC3e and CC3f in Table 7-1. Table 3-12 in Appendix N.1, Transportation Technical Report, of the Final EIS includes the number of daily riders transferring between light rail lines at the SODO Station and transferring to and from buses. Transit travel time is summarized

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	transfers to light rail, transfers to bus, and boarding and alighting with destinations in SODO. Transit vehicle travel time is evaluated, but not travel time for transit riders. Impacts on transit riders boarding and alighting at the SODO station or transferring to bus are not disclosed. **Request:** Evaluate travel time for riders at the SODO station with destinations in SODO and riders transferring to bus transit.	in Section 3.4.3.2, Transit Travel Time, of the Final EIS. The remaining information requested is not necessary for purposes of comparing alternatives in the Final EIS because the SODO station would be in the same location for all SODO alternatives and transfer times would be similar between alternatives.
23	Alternatives that close the Busway and shift buses to 4th Avenue South and 6th Avenue South are lacking in the evaluation of the quantity of buses and their operations during the am peak period, pm peak period, and the SODO mid-day peak. There are impacts associated with shifting 40 to 60 buses to arterial streets that have not been addressed. For example, during daytime hours the garbage trucks traveling to and from the recycling center can back up to one-half mile in both directions. Articulated buses have been observed blocking South Lander Street. **Request:** Prepare bus transit operational analysis for buses shifting from the busway to arterial streets. Prepare analysis of street and intersection operations with buses shifting to arterial streets. Prepare infrastructure mitigation to manage bus operations, the increase in pedestrian travel to/from buses and the SODO station, conflicts with existing truck activity, and signal operations.	Additional traffic microsimulation analysis of how additional bus volumes on 4th Avenue South (due to the closure of the SODO Busway) would affect arterial operations, including trucks, has been added to Section 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, of the Final EIS. The analysis also includes consideration of mitigation measures, such as freight and bus lanes, to improve transit times and the secondary effects of potential transit mitigation measures on other roadway users. Mitigation would be selected in collaboration with the City of Seattle. Revisions were also made in Section 9, Freight Mobility and Access, of Appendix N.1, Transportation Technical Report, of the Final EIS.
24	There are numerous rail facilities and rail owners in the SODO segment. A visual inventory of rail facilities is needed to understand the impacts to rail facilities, and the impacts of the alternatives in the context of rail facilities. The random text regarding impacts to rail facilities is difficult to follow and difficult to understand. **Request:** Provide a figure showing the existing inventory of rail facilities including spurs and grade separations. Label each of the rail facilities, and destinations such as King Street Center, and indicate in the text the daily operations for those facilities. Show the future No Build in a figure and text and describe future plans and programs for each of the rail facilities. Disclose a past request by Amtrak to vacate South Holgate Street, which may again become an active request. In Chapter 5 it would be good to add the term with regard to the Amtrak proposal that it is a “reasonable foreseeable future action”.	Maps related to existing freight facilities are provided in Chapter 9, Freight Mobility and Access, of Appendix N.1 Transportation Technical Report. See Section 5.1, Geographic and Temporal Boundaries of Cumulative Analysis, of the Final EIS for the definition of reasonably foreseeable future actions. Vacating South Holgate Street would not fall under this definition.
25	**Request**: Confirm that the bus volumes, bus equivalent vehicle units, and bus dwell time are included in the L.O.S. analysis. Confirm the intersections analyzed for L.O.S. are adequate to disclose the impacts of shifting bus volumes to 4th Avenue South and 6th Avenue South. Disclose if there are transit signal priority treatments at intersections on 4th Avenue South and 6th Avenue South with the alternative or as mitigation. Review the document for consistency in shifted bus volumes (see Safety	Additional traffic microsimulation analysis of how additional bus volumes on 4th Avenue South (due to the closure of the SODO Busway) would affect arterial operations, including trucks, has been added to Section 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, of the Final EIS. The microsimulation includes detailed

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	section). In the paragraph quoted above, site the data that confirms that intersection L.O.S. results would not change.	assumptions about the various vehicle types using the corridor, bus dwell times, and signal timings. The analysis also includes consideration of mitigation measures, such as freight and bus lanes, to improve transit times and the secondary effects of transit mitigation measures on other roadway users. Mitigation would be selected in collaboration with the City of Seattle. Revisions were also made in Section 9, Freight Mobility and Access, of Appendix N.1, Transportation Technical Report.
26	**Request:** Prepare a safety analysis of closing the SODO Non-motorized trail and of closing the E3 busway. Quantify and show the increase in modal conflicts for all modes. Quantify and show the effects of closing the SODO nonmotorized trail on the pedestrian and bicycle network to and from important origins and destinations such as employment on 1st Avenue South and the Georgetown and South Park neighborhoods and the resulting travel on 1st Avenue South, 4th Avenue South, and 6th Avenue South. Use the "Safety Systems Approach" to evaluate the increase in risk of bicycle travel on similar arterials compared to a protected facility. Quantify and show the increase in modal conflicts for shifting buses to arterial streets along the length of the routes used due to the closure of the Busway. Show midday conflicts with freight traffic. Show the changes to the rider walk routes to bus stops and the increase in modal conflict. Disclose that an increase in modal conflict results in an increase in crashes between modes.	See Section 3.8, Affected Environment and Impacts During Operation - Safety, of the Final EIS for an updated discussion of safety. Section 7, Safety, of Appendix N.1, Transportation Technical Report, provides additional detail on the safety evaluation. Text has been added to Section 3.11, Construction Impacts, of the Final EIS about a potential detour location for the SODO Trail. The details of the design will continue to be determined in coordination with the City of Seattle. Please see responses to CC3c and CC3f in Table 7-1.
27	There is a statement, "With Alternative SODO-2, the elevated guideway for the West Seattle Link Extension would be grade-separated from the roadway. No portion of the guideway would be within the roadway, and it would not impact vehicle safety." **Request:** Show the location of the light rail guideway piers and confirm if the locations of bridge piers would have local impacts on all modes and traffic during construction.	Conceptual design, such as the location of guideway columns as shown in Appendix J, Conceptual Design Drawings, were used in the safety analysis. Please see response to CC3b in Table 7-1.
28	Section 3.8.4 Mitigation for Operation Impacts states, "no further mitigation specific to safety-related impacts is proposed". Closing the SODO nonmotorized trail will result in an increase in serious injuries and fatalities as bicyclists and pedestrians shift from a protected pathway to arterial streets. The Georgetown and South Park neighborhoods will no longer have a grade-separated bicycle facility to their nearest Link station, the SODO station. Current social equity policy should guide Sound Transit to maintain the same level of protection for bicyclists traveling to and from Georgetown and South Park that is currently provided by the SODO trail with mitigation for the loss of the trail, for alternatives that close the trail, and during construction. **Request:** Develop mitigation for the alternatives that close the SODO nonmotorized trail in the form of equivalent built infrastructure.	Text has been added to Section 3.11, Construction Impacts, about a potential detour location for the SODO Trail. The details of the design will continue to be determined in coordination with the City of Seattle. Please see response to CC3b in Table 7-1.

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29	The effect on safety with the closure of streets is inaccurate. The qualitative analysis bases the conclusion that traffic volumes will be the same and therefore the number of crashes would be the same. This conclusion may or may not be accurate. The safety of a street is related to traffic volume and the mix of traffic including truck volume, posted and operating speeds, operations at intersections, driveways characteristics, lighting, lane widths, sidewalks, presence of bicycle facilities, and rail lines. A comparison of the relative safety of streets used for detours and during street closures should address these factors and their influence on safety. **Request:** Prepare a safety analysis of permanent conditions and conditions during construction for street closures and of traffic shifted to other streets. For resources, refer to the Washington State Department of Ecology SEPA Checklist Guidance Section B: Transportation (https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation) and that includes reference to the federal document, Integrating Road Safety into NEPA Analysis, A Practitioner's Primer, Federal Highway Administration (https://safety.fhwa.dot.gov/tsp/fhwasa1137/fhwasa1137.pdf)	Traffic volume is not the only factor for safety impacts, but it is an important one. The Final EIS also analyzes operational and geometric risk factors for motor vehicles and non-motorized users, such as sightlines and exposure to conflict points. Please see responses to CC3b and CC3c in Table 7-1.
30	The City of Seattle Vision Zero plan is not sourced properly in the text. **Request:** Source the Vision Zero plan.	The Final EIS references the Seattle Department of Transportation's *Vision Zero 2019 Update* (City of Seattle 2019) and discusses the high injury corridors identified therein.
31	**Request:** Prepare an analysis and disclose impacts during construction for each of the elements of the environment. Prepare a detailed and quantified analysis as if a permanent condition. Include street operations, changes in circulation and the resulting L.O.S., changes in bus operations on the streets, impacts to transit riders, pedestrians, and bicyclists. Eliminate the word "temporary" when referring to construction impacts. Use time-related adjectives such as "a two-week closure" or a "three-month closure". Show construction phasing and durations.	Please see response to CC3c in Table 7-1. See Attachment N.1E of Appendix N.1, Transportation Technical Report, for more information on road closures during construction. Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS include an analysis of potential impacts during construction for each element of the environment. General durations for various construction activities are provided in Section 2.7.10, Duration of Construction Activities, of Chapter 2, Alternatives Considered, of the Final EIS. Construction phasing and durations of specific phases will be further defined during final design.
32	The following section and text: "3.11.2.5 Safety However, the SODO Trail would be temporarily closed (see Section 3.11.2.4), requiring pedestrians and bicyclists to likely detour to 4th Avenue South or 6th Avenue South instead of to a multi-use	Text has been added to Section 3.11, Construction Impacts, of the Final EIS about a potential detour location for the SODO Trail. The details of the design

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	facility, which would increase the potential for conflicts with vehicles." This is an inadequate analysis and conclusion. **Request:** Prepare a quantified analysis of the increase in modal conflicts during construction. Disclose that an increase in conflicts results in an increase in crashes. Compare crash rates and severity on similar arterials over a ten-year period. Prepare infrastructure solutions to mitigate the safety impacts.	will continue to be determined in coordination with the City of Seattle. Please see response to CC3b in Table 7-1.
33	The study area, and construction analysis, does not address the needs of truck/freight mobility. Truck access and mobility is a larger area than the study area. Analysis is needed that addresses truck movement in the area between the 0.5-mile study area radius and the regional analysis. **Request:** Expand the study area for truck/freight movements to and from major destinations by SODO businesses. Show detour routes for truck movements.	Additional traffic microsimulation analysis was completed for the Final EIS at key closure locations during construction. See Section 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, of the Final EIS. Revisions were also made in Section 9, Freight Mobility and Access, of Appendix N.1, Transportation Technical Report. Construction mitigation would be selected in collaboration with the City of Seattle and in coordination with the project contractor, including accommodating truck/freight movements through the areas affected by project construction. Please see response to CC3b in Table 7-1.
34	3.19.2.5 Safety The sentence that reads, "….as collisions are correlated with traffic volumes" is incorrect. This statement ignores operations and geometric factors in safety. The conclusion, "…would be a negligible overall safety impact" cannot be made based on the incorrect qualitative assessment relative to traffic volumes. **Request:** Prepare a safety assessment of facilities used by diverted traffic considering operational and geometric factors. Define "negligible" in the context of Seattle's Target Zero plan.	Traffic volume is not the only factor for safety impacts, but it is an important one. The Final EIS also analyzes operational and geometric risk factors for motor vehicles and non-motorized users, such as sightlines and exposure to conflict points.. The Final EIS addresses Vision Zero priority locations.
35	13.19.7.2 Does not speak to coordination with stakeholders in the preparation of a Construction Access and Traffic Management Plan. **Request:** Include mitigation measures that commit to coordination and communication with stakeholders.	Please see responses to CC3d and CC4.3d in Table 7-1. Sound Transit will continue to work with the community as final design advances and the details of construction plans are defined. See Section 4.3.7, Mitigation Measures, in Section 4.3, Economics, of the Final EIS for more detail on how Sound Transit would coordinate with the community.
36	4.2.1 Acquisitions, Displacements, and Relocations The location of tables and maps of displaced properties is not clear to the reader. The title of Appendix L "Chapter 4 Supporting Information on Affected Environment and Environmental Impacts", does not reflect the content of Appendix L.	Appendix L, Chapter 4 Supporting Information on Affected Environment and Environmental Impacts, contains supporting information for multiple resource sections of Chapter 4. Appendix L4.1 is an appendix within the larger appendix that supports the section of the Final EIS related to project acquisitions, displacements, and

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	Request: Revise the title of Appendix L as follows: "Acquisitions, Displacements, and Relocations". Revise the following reference as follows: Appendix L4.1, Acquisitions, Displacements, and Relocations, lists potentially affected parcels in tables and shows the parcels in maps.	relocations, and is clearly referenced in Section 4.1, Acquisitions, Displacements and Relocations, of the Final EIS. Additional appendices related to Chapter 4 are also included in Appendix L and are referenced in their relevant sections of the Final EIS.
37	The DEIS does not explain how the following City of Seattle policy has been impacted. The City has identified the industrial nature of SODO in the manufacturing/industrial center designation and has plans and policies in place to protect existing industrial land uses given their crucial role in the city and regional economies. Chapter 4 indicates that 16-17 businesses would be displaced. There is no discussion of the types of business and the importance to the Duwamish MIC. **Request:** Provide information as to the types of business, their industrial, manufacturing, and commercial activity, size in acreage and employees, the importance of their location in the Duwamish MIC, and role in the economy.	Please see response to CC4.3d in Table 7-1. Consistency with City plans is described in Appendix L4.2, Land Use, of the Final EIS.
38	The text referred to above goes on the say, "As a result, potential future land uses are similar to existing land uses in this segment." This statement is not accurate and would indicate there is no impact to the Duwamish MIC land uses. **Request:** Disclose the reduction in useable land in absolute numbers including acreage and employees as a land-use impact. Percentages are not a transparent disclosure.	Similar to the information presented in the WSBLE Draft EIS, Table 4.2-3 of the Final EIS shows future land use acreage converted by the project. Future land uses are determined by City of Seattle Zoning. Per Sound Transit's methodology for this analysis, the direct impacts qualitatively consider the scale of land use conversion within the context of the overall jurisdiction and identified comprehensive plan areas. Comparing land conversion by type of City land use is consistent with the methodology. Section 4.3, Economics, identifies the number of employees affected by each alternative.
39	The sentence, "For all SODO Segment alternatives, spur tracks along the SODO Busway north of South Forest Street would be removed, which would affect rail access to businesses." is followed by text that discusses the United States Post Office. It is unclear where to find text that identifies the tracks removed and the effect to businesses. **Request:** Provide information on the tracks removed and businesses affected. See the request above for a comprehensive presentation of rail facilities.	Impacts to businesses are described in Chapter 4.3, Economics. Impacts to freight are described in Section 3.10, Affected Environment and Impacts During Operation – Freight Mobility and Access, and Section 3.11, Construction Impacts. Additional information is provided in Section 9, Freight Mobility and Access, of Appendix N.1, Transportation Technical Report.
40	This sentence is not accurate: "There would be no impacts to neighborhood cohesion." **Request:** Define "neighborhood" and acknowledge that the SODO area is a neighborhood of industrial and commercial activity. Define "cohesion" and identify the cohesion that would be impacted or not by the alternatives.	These terms were defined in Section 4.2.4.1.1, Neighborhood Cohesion and Social Resources, of the WSBLE Draft EIS and in Section 4.4.2.1 of the Final EIS. Cohesion is discussed for each neighborhood in the study area,

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		including the Industrial District neighborhood that includes SODO.
41	Chapter 5 Cumulative Impacts and Appendix K, Present and Future Developments, Transportation, and Public Works Projects in the Study Area, are missing the Seattle Industrial & Maritime Strategy Council recommendations and the DEIS. The lack of information from the Seattle Industrial & Maritime Strategy Council recommendations and the DEIS land use impacts and the effect within the context of the SODO station alternatives is confusing. **Request:** Provide The Seattle Industrial & Maritime Strategy Council recommendations and the DEIS should be presented in Chapter 5.	The Seattle Industrial and Maritime Strategy was a draft and not approved by the City of Seattle when the WSBLE Draft EIS was published. The strategy was approved in July 2023. The Final EIS was updated to incorporate discussion of consistency with this strategy in Appendix L4.2, Land Use.
42	**Request:** Prepare a summary of the legal framework for property acquisition of the USPS and share with stakeholders. Add a footnote or endnote for the conversation that occurred where the USPS indicated the taking of 14 property spaces would require relocating the facility. Prepare a utilization study of the USPS parking spaces and develop mitigation. The USPS is a public facility.	Please see response to CC4.1d in Table 7-1. Impacts and mitigation related to the United States Postal Service (USPS) are described in Section 4.14, Public Services, Safety, and Security. The Federal Transit Administration and Sound Transit coordinated extensively with USPS about the potential effects to the facility and the steps required to relocate the facility if needed.
43	Table 6-1. Projected Ridership and Key Impact Differences – SODO Segment. This table is missing a column for the No-Build alternative, which is necessary for decision-making and consistency with other Sound Transit DEISs. The Resource Impact Measure only includes Public Service Impact and that measure only includes the USPS. As stated above, the framework for decision-making with regard to the USPS has not been established. **Request:** Redefine the measure as “USPS impacts”, as no other resources are evaluated. Provide the legal framework for property impacts, taking, and mitigation of the USPS and Sound Transit. Add footnote that sources the conversation indicating that the loss of 14 spaces would require relocating the facility.	Future conditions for the No Build Alternative are described in Section 6.2.1, No Build Alternative, of the Final EIS. Table 6-1 is a list of key impact differences between the Build Alternatives. For the SODO Segment, the key difference for public service impacts is at the USPS building. Additional information can be found in Section 4.14, Public Services, Safety, and Security. Also see response to comment 42, above.
44	Table 6-1 is missing key impacts to riders for whom the station is being constructed. **Request:** Summarize rider impacts including rider travel times between the station and a consistent location on the surface street network, rider personal safety, transfers, and changes in the 10-minute walkshed for riders with each station design. A 15-minute walkshed is recommended for station-area planning of a light-rail facility.	The areas pointed out in this comment are not considered key impact differentiators between alternatives.
45	Attachment N.1A Transportation Technical Analysis Methodology Report The effects of Covid on traditional downtown transit ridership are permanent. These effects include work-from-home as an option. One day per week of work-from-home by office workers would be a 20% decrease in these types of trips. In addition, it should be noted that traditional office workers have a choice,	Please see response to CC1a in Table 7-1.

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	and essential workers including industrial and manufacturing workers do not have a choice. There are significant infrastructure investment decisions yet to be made by Sound Transit even after analysis of the current preferred alternative. These decisions should be made with revised forecasts reflecting a range of commute conditions possible in the post-Covid scenario. **Request:** Revise the methodology and forecasts to disclose the long-term effects of work-from-home employment on the forecasts.	
46	The early decision (2014) to provide light rail versus bus to West Seattle should be revisited considering the reduction in traditional office-worker commute patterns to downtown Seattle. The DEIS simply states that there would be more riders on light rail to West Seattle than on bus rapid transit but does not disclose the magnitude, based on the 2014d study. **Request:** Develop a methodology to use the revised forecast to disclose the magnitude of the difference in ridership between light rail to West Seattle and Bus Rapid Transit. Confirm if the 2014 decision is still valid in 2042.	Please see response to CC1a in Table 7-1. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. This section of Chapter 1, Purpose and Need for West Seattle Link Extension, is summarizing the planning history for the project corridor. For more information, please refer to the *South King County High Capacity Transit Corridor Study* (Sound Transit 2014d).
47	Travel time analysis for riders to/from stations including transfers and walk times is missing from the methodology. Include the added travel time for riders that were on the busway and then shifted to buses 4th Avenue South and 6th Avenue South. **Request:** Add travel time analysis methodology for riders.	The ridership forecast model incorporates transfer times. Travel time is included in the methodology as discussed in Section 3.1, Introduction to Transit, in Appendix N.1, Transportation Technical Report.
48	The study area, and subsequent analysis, does not address the needs of truck/freight movement. Truck access and mobility is a larger area than the study area. In addition, the narrow study area does not account for significant diverted traffic on roadways beyond the 0.5-mile study area. **Request:** Expand the study area for truck/freight movements to and from major destinations by SODO businesses.	In addition to the construction analysis completed in the immediate closure areas, the Final EIS evaluates potential diversion routes and volumes on roadways and regional facilities outside the study area. See the environmental impacts presented in Sections 2.3 and 4.3 in Appendix N.1, Transportation Technical Report of the Final EIS.
49	The following sentence is insufficient: "There could be some traffic circulation and property access changes after construction related to properties that have been fully or partially acquired during construction." **Request:** Identify fully or partially acquired properties that would have changes in access and/or traffic circulation.	Changes in access and/or traffic circulation where properties would be fully acquired would depend on how any surplus properties are developed after construction, which is unknown at this time. Where partial property acquisitions are proposed, business access during construction and operations was considered when determining if a business would be displaced.
50	The United States Postal Service (USPS) is a public agency with a parking facility with exclusive parking. There is the loss of 14 surface parking stalls that drives the need for the preferred alternative, with significant impacts on adjacent properties. Given the quantity of garage parking, and that the USPS is a	A parking utilization study for this site is not within the scope of this project. The information presented in the Final EIS is based on consultation between the federal agencies and Sound Transit.

#	Comments	Responses
	public agency, this facility warrants a parking utilization study to provide information and data to develop mitigation for the loss of 14 stalls versus the relocation of businesses. **Request:** Revise the methodology to provide for parking utilization study of public facilities with off-street parking.	
51	3 Transit The text and tables do not show where the congestion occurs that results in increased travel time for existing transit. **Request:** Describe and quantify the major sources of congestion, the location, and the cause of congestion.	Existing bus routes without dedicated facilities would be affected by increasing congestion over the next two decades as described in Section 4.3 in Appendix N.1, Transportation Technical Report. Please see Attachment N.1B, Existing and Future Transit Routes and Levels of Service, to Appendix N.1 for more information on transit L.O.S.
52	The text and tables do not show where the location and cause of reduced transit reliability. **Request:** Describe and quantify the major sources of reduced reliability, the location, and the cause of the LOS E and F reliability measure.	Please see response to comment 51.
53	The existing passenger loads show that there is existing transit capacity through SODO and the West Seattle corridor. Depending on where the existing travel time and reliability issues occur and solutions to those issues, there may be the ability to reduce transit travel time for buses. Considering the permanent changes to transit ridership post-Covid, the strategy to reduce bus delays could be revisited. The additional bus travel time on 4th Avenue South and 6th Avenue South should be considered in the analysis. **Request:** Provide information and data on existing sources of bus delays and future sources of bus delays.	Please see response to CC1a in Table 7-1. Existing bus routes without dedicated facilities would be affected by increasing congestion over the next two decades as described in Section 4.3 in Appendix N.1, Transportation Technical Report. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, for more information on the need for the project.
54	6 Non-motorized Facilities Figure 6-1: Existing Pedestrian Facilities West Seattle and Ballard Link Extensions - SODO Segment. This figure does not show existing pedestrian facilities. **Request:** Inventory and show existing pedestrian facilities, including sidewalks, within the 10-minute walkshed of the SODO station.	Figure 6-2 in Appendix N.1, Transportation Technical Report, shows the existing sidewalk conditions in the SODO Station area walkshed.
55	The walkshed for each alternative does not provide a useful comparison of alternatives for the rider and pedestrian. The 10-minute walkshed, while a nominal industry standard for walk distance to a bus stop is longer for light rail. Major employment destinations for SODO station users are on 1st Avenue South and are outside the 10-minute walkshed. The walk segment of a transit rider's trip is a critical component of the rider's transit trip. The walk segment varies for the existing condition, Build, and No Build Alternative. An analysis of the walk segment would provide a comparison of each condition and the whether the goals defined during station concept development were achieved.	Walksheds for each SODO Station alternative are shown and described in Section 6.2, Affected Environment, in Appendix N.1, Transportation Technical Report, along with sidewalk condition information for the facilities within the walkshed. Additional information is provided in Attachment N.1E, Pedestrian Level of Service, to Appendix N.1. The analysis requested is not necessary for purposes of comparing alternatives in the Final EIS because the SODO Station would be in the same location for all SODO alternatives.

#	Comments	Responses
	Request: Provide an analysis in graphic form and tables showing the rider's walk route to/from the station for the a.m. and p.m. peak hour within the walkshed for the existing condition, future No Build and Build Alternatives. Show the travel time for walk routes for the No-Build and Build alternatives, including use of escalators and elevators, to/from the station platform to pedestrian facilities, and on pedestrian facilities including changes in grade and wait time at signalized intersections. Major employment destinations for SODO transit riders are on 1st Avenue South and are outside the 10-minute walkshed. These employment destinations include the Starbucks complex with Amazon, the John Stanford Center for Education Excellence, and the Home Plate Center. Include these major employers in the walk route analysis. Describe the walk environment in terms of the pedestrian environment and personal safety from the rider's perspective.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. No change made in response to this comment.
56	The walksheds and bikesheds are not described in the Attachment N.1A Transportation Technical Analysis Methodology Report. **Request:** Revise the non-motorized methodology to eliminate walksheds. A walkshed analysis is not an analysis of nonmotorized impacts and mitigation. Provide a description of a methodology to evaluate walk routes and impacts on the walk routes by alternative for the SODO station.	Walksheds and bikesheds are described in Section 6.3.2.1, Long-term Impacts, in Appendix N.1, Transportation Technical Report. Figure 6-2 in Appendix N.1 shows the existing sidewalk conditions in the SODO Station area walkshed.
57	Figure 6-1: Existing Pedestrian Facilities West Seattle and Ballard Link Extensions – SODO Segment, does not show the inventory of pedestrian facilities within one-half mile of the station. There is no information presenting the results of the non-motorized evaluation measures as described in Attachment N.1A Transportation Technical Analysis Methodology Report. **Request:** Show in a figure the inventory of non-motorized facilities, including the quality of the walk route within one-half mile of the station for the existing condition, No-Build and Build conditions. Include a comparison of changes in grade for the pedestrian route in the analysis of pedestrian circulation.	Figure 6-2 in Appendix N.1, Transportation Technical Report, shows the existing sidewalk conditions in the SODO Station area walkshed. The walkshed analysis takes grade into account.
58	The following sentence is not understood. "A high volume of pedestrians is expected on 5th Avenue South and the SODO Busway north of South Lander Street; however, this is the location of the station platform, which would have an effective width large enough to accommodate the forecasted pedestrian volumes." It is unclear what is a high volume of pedestrians and why they are on 5th Avenue South and the add-on, "however this is the location of the platform". **Request:** Present the a.m. and p.m. peak hour pedestrian volumes estimated on the platform, the access/egress facilities, and the pedestrian facilities in the walkshed. Show in a table the a.m. and p.m. peak hour pedestrian volumes uniquely identifying the transfers.	Please see response to CC3a in Table 7-1. This text has been revised in the Final EIS for clarity. Pedestrian level of service analysis was completed for all facilities within a block of the station; the results are summarized in Section 6.3 in Appendix N.1, Transportation Technical Report. Detailed tables are provided in Attachment N.1E, Pedestrian Level of Service, to Appendix N.1. Table 3-12 in Appendix N.1 includes the number of daily riders transferring between light rail lines at the SODO Station and transferring to and from buses. Figure 6-2 in Appendix N.1 shows the existing sidewalk conditions in the SODO Station area walkshed.

#	Comments	Responses
59	4.2.3.2 Construction Mitigation This section lacks sufficient detail for the complexity of the construction activities and their impacts. The proposed mitigation is inadequate for stakeholders to assess access and mobility impacts, if mitigation rectifies the impact, and if there is permanent damage to businesses. **Request:** Prepare, describe, and show in figures the impacts of construction to the street system, to the busway, to the SODO trail, to buses, and the displacement or access and circulation impacts to business in SODO. Prepare construction mitigation measures to mitigate the impacts.	Please see response to CC3c in Table 7-1.
60	Construction activity of up to ten years is essentially a permanent condition for SODO BIA. The impacts to streets and mobility for SODO businesses, pedestrian and bicycle facilities, the busway, and impacts to riders have not been addressed. Short-term weekday closures can have a significant impact on industrial businesses and truck mobility. Closures of more than one week warrant detailed analysis of construction impacts to adequately understand the impacts and develop mitigation measures. See prior comments on the missing impact analysis of the closure of the busway, impacts to riders and their walk routes, impact to riders transferring between light rail and bus, impacts to bicyclists and pedestrians with the closure of the SODO trail. **Request:** Prepare an impact analysis covering operations and safety for all modes affected by construction closures. Prepare infrastructure mitigation to address the operational and safety impacts.	Please see responses to CC3b and CC3c in Table 7-1.
61	Early and frequent communication with property owners, street users, transit users, pedestrians, and bicyclists will be essential. **Request:** Include a description and commitment of the communication program as construction mitigation. Include the types of communication, tools, frequency, stakeholder outreach, property owner outreach and communication, and a dedicated construction communication coordinator. Construction activities are extensive, each with impacts and mitigation. The construction mitigation should include a commitment to a construction management plan with outreach and input by stakeholders and include a Memorandum of Understanding with the SODO BIA for construction activities and mitigation.	Sound Transit will continue to work with the community as final design advances and the details of construction plans are defined. See Section 4.3.7, Mitigation Measures, in the Final EIS for more detail on how Sound Transit would coordinate with the community.

Seattle Marine Business Coalition

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Sent via email to WSBLEDEIScomments@soundtransit.org

Dear Ms. Swift,

On behalf of the Seattle Marine Business Coalition (SMBC) we are submitting comments on the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS). SMBC is a coalition of Seattle marine businesses and industry stakeholders with a common goal to grow and sustain the marine industrial business sector in Seattle.

Collectively, the maritime industry, including the members of SMBC provides more than 60,000 direct, good-paying jobs and over $38 billion in economic impacts to our state annually. Thousands of these jobs and billions of dollars of economic impact from our industry are generated along the proposed Ballard to West Seattle light rail line, which will move through the maritime trade, commercial fishing and manufacturing spine of the region. It will traverse two Manufacturing Industrial Centers (MICs), run adjacent to the homeport of the North Pacific Commercial Fishing Fleet, as well as the Port of Seattle's container terminal facilities. We appreciate the need to provide more efficient and equitable transportation options in our growing region, including along the Ballard to West Seattle corridor. With that said, great care must be given to minimize short-and-long-term disruptions to maritime activity in the area. Many of these operations are water dependent and cannot relocate elsewhere in our region.

Based on the information presented in the DEIS, we support the following:

Interbay/Ballard Segment
SMBC supports modifying Sound Transit's current preferred alternative to identify a tunnel alternative as the preferred alternative moving forward. Between the tunnel alternatives, we support the Preferred Tunnel 15th Avenue Station Option (IBB-2b) as the preferred alternative.

The DEIS details that the current Preferred Elevated 14th Avenue Alternative is now estimated to cost as much as $1.6 billion, bringing it within the range of the two preferred tunnel alternatives. This makes it ever more difficult to justify support of elevated alternatives that would have significantly more impact on the surrounding community than a tunnel alternative. This includes disruption and displacement of maritime businesses located on Salmon Bay that will find it difficult if not impossible to relocate and interference with marine traffic on the Lake Washington Ship Canal essential our region's economy. The February 2022 determination by the United States Coast Guard on the navigation impediments that would be caused by the elevated alternatives for the Ship Canal should be cause enough for Sound Transit to modify its preferred alternative to a tunnel alternative.

Seattle Marine Business Coalition

Importantly, development of the Interbay/Ballard segment must preserve today's freight and transportation capacity on 15th Avenue and connecting freight routes through Ballard and Interbay, which serves as a critical lifeline for the City's manufacturing and industrial sector. The Ballard-Interbay MIC is an important urban industrial center with a diverse mix of businesses. It includes some of the city's most productive working waterfront, wharfs, shipyards, railyards, manufacturing and industrial businesses, and the Port of Seattle's Fisherman's Terminal and Terminals 90 and 91. Integration of the Interbay/Ballard segment along this corridor must maintain existing freight and transportation capacity essential to these businesses and facilities.

SODO Segment

More analysis is needed in the Final EIS to fully assess the impacts to freight mobility and account for growth at port container terminals. There is limited information about the impact rail has on freight mobility, limited analysis of day-time traffic impacts when freight is at peak use, and no cumulative effects analysis of the impacts on the interconnected Ballard-Interbay MIC and Greater Duwamish MIC.

Duwamish Segment

We oppose the North Crossing Alternative (DUW-2) as the preferred alternative for the Duwamish Segment. This alternative stands to have significant and lasting impacts on the port, marine, and industrial facilities located along the North Crossing route. This includes the Northwest Seaport Alliance's recently improved facilities at Terminal 5 and Terminal 18 and the surrounding network of maritime and industrial facilities that are waterfront dependent and impossible to relocate from their existing locations.

While a south crossing of the Duwamish is strongly preferable, both the Preferred South Crossing Alternative (DUW-1a) and the South Edge Crossing Option (DUW-1b) have impacts that should be further evaluated and addressed as design of a south crossing progresses. This includes impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. We strongly urge more attention be paid to this section and all possible design modifications pursued to minimize or mitigate these impacts.

Thank you for the opportunity to comment on the DEIS. We welcome the opportunity to continue to engage in this process, particularly in the effort to further study the impacts of this latest link extension on the ability of the maritime industry to continue to create jobs and opportunities for businesses and workers across Seattle and our region.

Sincerely,

Peter J. Tarabochia

Peter Tarabochia
Board President
Seattle Marine Business Coalition
seattlemarinebusinesscoalition.org

Communication ID: 504379 - Seattle Marine Business Coalition Draft EIS Comment

#	Comments	Responses
1	Interbay/Ballard Segment SMBC supports modifying Sound Transit's current preferred alternative to identify a tunnel alternative as the preferred alternative moving forward. Between the tunnel alternatives, we support the Preferred Tunnel 15th Avenue Station Option (IBB-2b) as the preferred alternative. The DEIS details that the current Preferred Elevated 14th Avenue Alternative is now estimated to cost as much as $1.6 billion, bringing it within the range of the two preferred tunnel alternatives. This makes it ever more difficult to justify support of elevated alternatives that would have significantly more impact on the surrounding community than a tunnel alternative. This includes disruption and displacement of maritime businesses located on Salmon Bay that will find it difficult if not impossible to relocate and interference with marine traffic on the Lake Washington Ship Canal essential our region's economy. The February 2022 determination by the United States Coast Guard on the navigation impediments that would be caused by the elevated alternatives for the Ship Canal should be cause enough for Sound Transit to modify its preferred alternative to a tunnel alternative. Importantly, development of the Interbay/Ballard segment must preserve today's freight and transportation capacity on 15th Avenue and connecting freight routes through Ballard and Interbay, which serves as a critical lifeline for the City's manufacturing and industrial sector. The Ballard-Interbay MIC is an important urban industrial center with a diverse mix of businesses. It includes some of the city's most productive working waterfront, wharfs, shipyards, railyards, manufacturing and industrial businesses, and the Port of Seattle's Fisherman's Terminal and Terminals 90 and 91. Integration of the Interbay/Ballard segment along this corridor must maintain existing freight and transportation capacity essential to these businesses and facilities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	SODO Segment More analysis is needed in the Final EIS to fully assess the impacts to freight mobility and account for growth at port container terminals. There is limited information about the impact rail has on freight mobility, limited analysis of day-time traffic impacts when freight is at peak use, and no cumulative effects analysis of the impacts on the interconnected Ballard-Interbay MIC and Greater Duwamish MIC.	Additional discussion of impacts on freight mobility in the SODO Segment has been added to Section 3.10, Affected Environment and Impacts during Operation—Freight Mobility and Access, and Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS. Discussion of cumulative effects to both Manufacturing and Industrials Centers has been added to Chapter 5, Cumulative Impacts. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Duwamish Segment We oppose the North Crossing Alternative (DUW-2) as the preferred alternative for the Duwamish Segment. This alternative stands to have significant and lasting impacts on the port, marine, and industrial facilities located along the North Crossing route. This includes the Northwest Seaport Alliance's recently improved facilities at Terminal 5 and Terminal 18 and the surrounding network of maritime and industrial facilities that are waterfront dependent and impossible	Please see responses to CCG2, CC4.3c, CC4.9b, and CC4.17a in Table 7-1. The analysis of Preferred Alternative DUW-1a has been updated in the Final EIS based on additional design work and coordination with permitting agencies, and the design no longer includes bridge columns in the

#	Comments	Responses
	to relocate from their existing locations. While a south crossing of the Duwamish is strongly preferable, both the Preferred South Crossing Alternative (DUW-1a) and the South Edge Crossing Option (DUW-1b) have impacts that should be further evaluated and addressed as design of a south crossing progresses. This includes impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. We strongly urge more attention be paid to this section and all possible design modifications pursued to minimize or mitigate these impacts.	West Waterway. Please see Section 3.10, Affected Environment and Impacts during Operation—Freight Mobility and Access, and Section 3.11, Construction Impacts, for more information on potential impacts to freight operations.

THE CHAMBER

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Sent via email to WSBLEDEIScomments@soundtransit.org

Dear Ms. Swift,

On behalf of the Seattle Metropolitan Chamber of Commerce and our 2,500 members, I am submitting comments on the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS). The Chamber has been a long-time champion of the regional expansion of light rail and the opportunity that light rail will bring to the northwest and southwest neighborhoods of Seattle, connecting these communities and everyone in between to the broader light rail system and network.

We appreciate the information presented in the DEIS and the effort by the agency staff to make the document available to the public, present the results to community organizations, and answer questions from affected property owners. This proposed project represents a 100-year decision for the City of Seattle and Puget Sound region. It will take careful consideration by the Sound Transit Board of Directors to select the best alignment and station locations and ensure the health and vitality of the adjacent communities during the more than 11 years of construction.

Locally Preferred Alternative

Based on the information presented in the DEIS, the Chamber believes the locally preferred alternative should include all stations approved by voters and be confirmed or modified to include the following:

Interbay/Ballard Segment

The Ballard Link Extension must preserve today's capacity on 15th Avenue West and in the Ballard neighborhood, both of which support the City's manufacturing and industrial sector. The Ballard-Interbay Manufacturing Industrial Center is an important urban industrial center with a diverse mix of businesses. It includes some of the city's most productive working waterfront, wharfs, shipyards, railyards, manufacturing and industrial businesses, and the Port of Seattle's Fisherman's Terminal and Terminals 90 and 91. It is also part of the interconnected manufacturing and industrial sector including the Greater Duwamish Manufacturing Industrial Center.

As described in the DEIS, the Preferred Elevated 14th Avenue Alternative (IBB-1a) is now estimated to cost as much as $1.6 billion, bringing it within the range of the two preferred tunnel alternatives. The elevated alternative would have significantly more adverse impacts on the surrounding area, including maritime businesses located in Salmon Bay that will find it difficult if not impossible to

relocate. Therefore, Sound Transit should modify the preferred alternative to identify the Preferred Tunnel 15th Avenue Station Option (IBB-2b) as the preferred alternative.

While the Tunnel 14th Alternative (IBB-2a) is closer in cost to the Preferred Elevated 14th Alternative (IBB-1a), it is preferable to have the station on 15th Avenue Northwest, closer to the heart of the Ballard neighborhood where new housing is being constructed and more is planned. Additional design work on this alternative may present opportunities for cost savings, similar to the cost savings recently identified by Sound Transit for the Tunnel 14th Alternative.

The Preferred Tunnel 15th Station Option connects to an Interbay Station north of West Dravus Street, between 17th Avenue West and Thorndyke Avenue West. This station location and alignment along the west side of the BNSF tracks is preferable to the other options, which would degrade freight operations on 15th Avenue West.

<u>South Interbay Segment</u>

There are several major destinations and employment centers that need high-quality access to the station in the South Interbay Segment, including the Expedia Group and its commercial waterfront campus on Elliott Avenue, a re-developed Armory site, and the Port of Seattle's cruise terminals. Based on the information presented in the DEIS, the Chamber does not believe Sound Transit should identify a preferred alternative in the South Interbay Segment. Sound Transit's Preferred Galer Street Station/Central Interbay (SIB-1) would take capacity from Elliott Avenue West, harming the Ballard-Interbay Manufacturing Industrial Center. It does not provide a direct connection to the more than 4,000 employees at the Expedia Group campus compared to the alternative station locations near West Prospect Street. However, the City of Seattle and Sound Transit have noted the permitting and constructability challenges of the proposed stations near West Prospect Street due to the steep slope on the west side of Queen Anne.

Sound Transit should develop new alternatives or refine the existing alternatives in this segment to provide better connections to the major destinations and employment centers and avoid or minimize impacts on Elliott Avenue West and the Queen Anne hillside. The City of Seattle must be an active partner with Sound Transit to resolve the future of the Magnolia Bridge and the potential replacement alternatives to allow for Sound Transit to develop a South Interbay station and alignment alternative that serves this area for the next 100 years.

<u>Downtown Segment</u>

Downtown Seattle is the largest employment center for the Puget Sound region and enjoyed some of the highest transit ridership in the United States prior to the pandemic. The design and construction of a second light rail tunnel and the five stations in this segment should encourage transit ridership through high-quality station design and by avoiding or mitigating significant disruptions to transit ridership and adjacent businesses and organizations during construction.

Sound Transit should confirm the Preferred 5th Avenue/Harrison Street (DT-1) with the changes described below. The DT-1 alternative provides the best connections to transit routes, major employment centers, and existing light rail. However, we have several concerns with certain elements of the alternative, which should be addressed through design changes and/or mitigation. These include:

- Seattle Center Station. The location of the station on Republican Street between Warren Avenue and First Avenue presents untenable impacts on the resident organizations at the Seattle Center and has significant impacts on the open space and other amenities on the Seattle Center grounds. We urge Sound Transit to work with the City of Seattle and Seattle Center organizations to identify another location for the station that provides access to the light rail system while minimizing impacts on the current tenants and facilities.

- South Lake Union Station. This is a critical station with high ridership that will provide an important transfer point to north-south transit routes, which makes it preferable to the alternative station location on Mercer Street. More work is needed to develop construction approaches and mitigation plans that maintain neighborhood access and circulation for all modes and promotes high-quality station access when construction is complete.

- Denny Station. The DEIS identifies as many as four years of full road closures on Westlake Avenue, disrupting a major transit route that includes the Seattle Streetcar. This location is where the downtown street grid shifts direction, precluding nearby detour routes. Closing Westlake and disrupting transit ridership for this length of time is in effect a permanent impact. The surrounding brick and mortar businesses may not survive as a result of reduced pedestrian volumes, and it should not be assumed transit riders will return after using different alternatives for so long.

  Therefore, we urge Sound Transit to explore the possibility of moving the Denny Station location to Terry Avenue, like the location identified in the 6th Avenue/Mercer Street Alternative (DT-2). This station location largely limits the impacts to Terry Avenue, an underutilized street with no transit routes.

- Westlake and Midtown Stations. The unique topography of downtown Seattle plus high-rises with deep parking garages and tiebacks, a web of public and private utilities, and the existing light rail and BNSF tunnels present engineering challenges for constructing the stations. This has resulted in stations at Westlake and Midtown that may be as deep as 205 feet, depending on the station location in Chinatown-International District. We urge Sound Transit to consult with outside experts on ways to address these unique challenges. We are building a 100-year system that must be designed for the best possible user experience.

<u>Chinatown-International District Segment</u>

The DEIS does not identify a preferred alternative in this segment. The alternatives included in the DEIS are in both the Chinatown-International District and Pioneer Square Historic District, which are unique neighborhoods in the downtown Seattle community.

The Chinatown-International District has suffered significant harm from racist practices and policies, and major infrastructure projects that have been constructed without sufficient mitigation or community benefit. The Pioneer Square Historic District has been negatively impacted by major infrastructure projects over the last 20 years and is home to essential social service providers. Both neighborhoods have suffered disproportionately during the COVID-19 pandemic due to a lack of public safety, small business closures, and increased racism and violence against Asians.

Sound Transit and the City of Seattle have the responsibility to address past harms by identifying ways that the new proposed light rail station can provide benefits to both communities and co-creating a mitigation and community development approach with the community.

The Chamber believes there is not enough information in the DEIS to select a preferred alternative in this segment. The information presented does support eliminating the 4th Avenue Deep Station Option (CID-1b) and the 5th Avenue Deep Station Option (CID-2b) for the following reasons:

- The Fourth Avenue Deep Station Option (CID-1b) would require the permanent closure of King County Metro's Ryerson Bus Base, a regional facility. This impact cannot be mitigated and would add significant project costs to find a suitable facility elsewhere.

- Both deep station options are at depths of 190 feet, which means access can only be via elevator. Transfers between the new and existing stations could be as much as five minutes, discouraging riders from using the system.

Eliminating these two alternatives will allow the community, Sound Transit, and the City of Seattle to focus on fewer alternatives and develop adequate information to select a preferred alternative. Ultimately, the Chamber believes the Chinatown-International District and Pioneer Square Historic District neighborhoods should recommend the preferred alternative to Sound Transit.

Whichever alternative is selected, Sound Transit and the City of Seattle must develop a robust and unprecedented program to reduce cultural displacement in this station area during and after construction. Where displacement does occur, there should be opportunities for the community to realize housing, business and economic opportunity, and cultural and community services to ensure the existing community can receive the benefits of the new infrastructure improvements.

<u>SODO Segment</u>

The SODO neighborhood is an essential part of the City of Seattle's manufacturing and industrial sector. The preferred alignment and station location in this segment should enhance and support this sector. Sound Transit should modify the preferred alternative by selecting the At Grade South Station Option (SODO-1b) as the preferred alternative. This alternative moves the new and existing SODO stations closer to Lander Street, which is the most direct connection to the Starbucks Center on First Avenue and the Seattle School District offices on Fourth Avenue South, both major SODO employment centers.

The Chamber recognizes this alternative will impact property owned by the United States Postal Service at Fourth Avenue South and South Lander Street. Sound Transit should work proactively with the federal government to identify ways to avoid or mitigate this impact in order to avoid the time and cost to relocate the facility.

More analysis is needed in the Final EIS to fully assess the impacts of any chosen alternative on the SODO freight network so appropriate mitigation plans can be developed during and after construction. For example, currently there is insufficient information about how relocating bus service and the bicycle path to Fourth and Sixth avenues as well as how light rail and the proposed overpasses at Lander and Holgate will impact freight mobility. There is also limited analysis of day-time traffic impacts when freight is at peak use, and no cumulative effects analysis of the impacts on

service to downtown, freeway systems, and connections to the Ballard-Interbay Manufacturing Industrial and Greater Duwamish Manufacturing Industrial centers.

The project must also consider the City of Seattle's Industrial and Maritime Strategy and pursue transit-oriented development consistent with existing zoning.

Duwamish Segment

Forty percent of jobs in Washington state are connected to trade. The Duwamish segment is the heart of the Pacific Northwest's international trade with the Northwest Seaport Alliance's recently improved facilities at Terminal 5 and Terminal 18. The terminals are supported by a surrounding network of maritime and industrial facilities, as well as a thriving maritime industry that is impossible to relocate. For these reasons, the Chamber does not support the North Crossing Alternative (DUW-2) as the preferred alternative because of the significant and lasting impacts on the port, marine, and industrial facilities.

While a south crossing of the Duwamish is preferable, both the Preferred South Crossing Alternative (DUW-1a) and the South Edge Crossing Option (DUW-1b) have impacts that should be addressed as design advances. This includes impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. We strongly urge more attention be paid to this section and all possible design modifications pursued to minimize or mitigate these impacts.

Delridge Segment

The Delridge community is home to a mix of uses, including a community center, affordable housing, and industry, as well as a watershed that is a city priority for preservation and enhancement. The station location and light rail alignment in this neighborhood must support and enhance the diverse community surrounding it as well as the neighborhoods to the south of Delridge that will access the regional transit system at this location. The Chamber is not recommending a preferred alternative in this section of the alignment, however, there are several important issues that must be addressed by Sound Transit depending on the alternative selected.

Nucor Steel has been part of the West Seattle community since 1905 and provides construction projects throughout the Pacific Northwest with steel products. Two of the DEIS alternatives place a station near SW Andover Street (DEL-5 and DEL-6), which will negatively impact the operations of the Nucor Steel facility. These impacts need to be mitigated if either of these alternatives are selected.

The other DEIS alternatives are located closer to the heart of the Delridge community and present a series of trade-offs between opportunities and impacts. The alternative selected should prioritize well-integrated bus-to-rail transfers to provide reliable transit services to the communities south of Delridge, many of which are transit-dependent. Sound Transit and the City of Seattle must also develop a robust program to address potential displacements during construction and ensure that the transit-oriented development opportunities reflect the community's desires. Finally, there must be appropriate mitigation for any impacts to Longfellow Creek, which is one of two tributaries to the Duwamish River that has spawning salmon present.

West Seattle Segment

The heart of the West Seattle neighborhood is a designated urban village and home to a thriving mixed-use neighborhood where car ownership is no longer a necessity. The continued vitality of this neighborhood must be enhanced by a well-designed station that minimizes surface disruptions.

The Chamber recommends that Sound Transit designate the Medium Tunnel 41st Avenue Station Alternative (WSJ-5) as the preferred alternative, which currently includes a station at Avalon. The design and location of the Avalon station may need to be reconsidered to improve outcomes for the Delridge segment station. This alternative has less of an impact on the residential community along Genesee Avenue West than the Short Tunnel 41st Avenue Station Alternative (WSJ-4) and is closest in cost to the current preferred alternatives (WSJ-1 and WSJ-2). Sound Transit should continue to explore opportunities to extend this tunnel to 42nd Avenue, closer to the commercial heart of the Alaska Junction neighborhood.

Station Design and Access

In all cases, Sound Transit should seek well-designed stations that embrace density, activity, safety features and easily understood access. A light rail station can be a catalyst for the surrounding community and unlock transit-oriented development opportunities to the highest extent possible. This will encourage more riders by allow people to work and live near light rail. The Chamber encourages Sound Transit to continue to look for opportunities to standardize station design to the extent possible in order to realize efficiencies during construction and possible cost savings.

Construction Impacts

The impacts on downtown during 11+ years of construction of either the Preferred 5th Avenue/Harrison Street (DT-1) or 6th Avenue/Mercer Street (DT-2) alternatives are unacceptable, and the Chamber does not believe the impacts described in the DEIS can be mitigated. This includes multiple year closures of major downtown streets and paths, disrupting transit, freight, cars, walking, biking, and rolling. These lengthy street closures would be unacceptable in the best economic times, but they are especially impactful as downtown Seattle, the heart of the region's economy, recovers from the COVID-19 pandemic. This project will have lasting benefits to the community, but more work is needed to ensure the communities are there to realize those benefits when construction is complete.

It is not possible to determine if the impacts during construction described in the DEIS can be avoided or how they might be mitigated because there is not an evaluation of different approaches to construction. In Section 2.6.6, Tunnel Light Rail Construction (page 2-87), Sound Transit states "Tunnel and underground station construction may involve tunnel boring (using twin or single tunnel boring machines), cut-and-cover construction, or sequential excavation mining."

However, there is no information in the DEIS that describes the difference in impacts between these construction approaches. For example, there is no analysis of the difference between using a twin versus a single large diameter tunnel boring machine. Each station located along a tunnel alignment has only one identified construction methodology, leaving the public with no information on which to evaluate how a different construction methodology might change impacts at the surface.

Sound Transit should evaluate different construction approaches both for the new transit tunnel under downtown Seattle and all underground stations currently assumed to be constructed using a cut-and-cover approach. This information should be made available before the Final EIS is prepared

so the public can provide input on the trade-offs associated with different construction approaches and better understand the extent of mitigation required. This should also include additional information about construction sequencing and timing of each station along with other concurrent construction activities.

Mitigation plans

Both Sound Transit and the City of Seattle have stated that additional work is needed to fully develop mitigation plans. The Chamber agrees and requests the agencies prepare information for the public before the Final EIS is prepared to better understand the scope and scale of the mitigation plans and the detailed plans approved by the Board of Directors when they select the project to be built. As the agencies develop these additional plans, the Chamber requests the following impacts be fully addressed:

- Impacts on transit routes during construction. This includes closure of the streetcar for multiple years as well as major transit corridors such as Westlake Avenue, 4th Avenue, 4th Avenue South, Pike Street, Pine Street, and Madison Street.
- Closures of major streets throughout downtown Seattle. Seattle's downtown street grid presents unique challenges and due to the lack of construction sequencing information in the DEIS, it appears that two of the six north-south streets through downtown will be closed to traffic for multiple years.
- Impacts on businesses of all sizes. The extent of street closures and disruptions to foot traffic throughout downtown Seattle will cause irreparable damage to businesses that are just beginning to recover from the COVID-19 pandemic. In addition, maritime or industrial businesses have limited or no opportunities to relocate their businesses given the scarcity of industrially zoned areas, meaning measures to avoid or mitigate impacts must be developed.
- Impacts on social service providers. Downtown Seattle is home to many of the social service providers in King County, which is facing an ongoing homelessness crisis. Disruptions to transit service and long-term sidewalk closures will discourage people from accessing these essential services.
- Impacts to housing. While increasing transit and transit-oriented-development will ultimately improve Seattle's affordability and accessibility, residential displacements will contribute to the lack of housing and Seattle's housing unaffordability in the near term.

When developing mitigation plans, Sound Transit and the City of Seattle need to go beyond business as usual and traditional practices. Given the length of construction and scale of the impacts described in the DEIS, it is not reasonable to assume that people will return to transit and businesses will re-open once light rail is constructed. Therefore, as arguably the largest infrastructure project to be constructed in Seattle's history, simply posting "businesses are open" signs and providing information about when disruptions will occur should not be considered acceptable or adequate mitigation. In addition, special attention must be paid to the small businesses who are especially impacted by and sensitive to street closures and prolonged disruptions, particularly those located in the Chinatown-International District. These businesses are essential parts of the community's character and cohesion and should not be irreparably harmed by this project.

A recent example of a robust mitigation program is the Alaskan Way Viaduct Replacement Program, which funded a major marketing effort, community-led construction coordinator, and a parking replacement program among other measures.

Ultimately Sound Transit and the City of Seattle should prepare a detailed construction management plan that includes ways to mitigate construction impacts within neighborhoods, avoid impacts to transit, help employers encourage transit ridership, establish requirements for maintaining access during construction, create a proactive and real-time communication plan, create and promote marketing and public education, open storefront offices to share information, and designate freight routes.

Community Development

The DEIS recognizes the unique characteristics of both the Chinatown-International District and Delridge communities, including high percentages of minority and low-income populations as well as social service agencies that provide essential community services. This recognition should lead Sound Transit and the City of Seattle to not only adequately mitigate project impacts but go beyond by providing additional investments and support that ensure these communities and neighborhoods are well positioned to realize the opportunities and benefits presented by this project.

Sound Transit and the City of Seattle both recognized a similar situation existed in the Rainer Valley when the first light rail line was constructed and established the Rainier Community Development Fund. This $50 million transit-oriented community development fund was used to fund physical and economic improvements in the Central Link light rail corridor. Another recent example is the expansion of the Washington State Convention Center, which invested nearly $94 million in community projects, including affordable housing, open space, arts, historic building enhancements, bicycle master plan funding, and improvements in the right-of-way.

The Chamber encourages both agencies to build on these two examples and take a similar approach for realizing community benefits in the Chinatown-International District and Delridge neighborhoods. Other elements that should be part of any community development program include engaging youth in planning and design; collaborating with community organizations to "cast" the uses around the stations for the community's benefit; and engaging with Indigenous communities.

For the Chinatown-International District and Pioneer square neighborhoods, the Chamber encourages Sound Transit and the City of Seattle to partner and invest in the "Jackson Hub" concept to improve the station area, which is both a multi-modal and cultural hub. This includes seeking private and public partnerships to reimagine Union Station as a vibrant community asset where businesses and community members have a stake in the plan and implementation.

Project Costs and Funding

Extending light rail to the northwest and southwest neighborhoods in Seattle will realize long-standing community desires for more reliable transit service and create community development opportunities. Decisions about the project scope, impacts, mitigation, and community development programs should be viewed in this context so that the best long-term decision is made for the community and the overall system.

As described in the DEIS, the cost differences between Sound Transit's preferred alternatives and other preferred alternatives identified as needing third-party funding is greatly reduced or eliminated

(i.e., Interbay/Ballard segment). This evolution in cost estimates is reflective of additional information about permitting, property acquisition, and design. Based on this trend, it is reasonable to assume that additional design could result in further cost refinements.

The Chamber urges Sound Transit to modify or confirm the preferred alternative based on what is best for the community and the regional system, not on today's estimated costs based on an early stage of design. More work is needed on design, alternative construction approaches, and mitigation as well as exploring all options to improve the agency's financial capacity, reduce project affordability gaps, and deliver projects in a timely manner as called for in Board Resolution R2021-05. This includes convening a technical advisory group that will advise the board on ways to accelerate project delivery and address known challenges that can increase project costs.

The Chamber also urges Sound Transit to explore all innovative approaches to project delivery, including co-development of stations and station entrances with the private sector. Utilizing public-private partnership approaches will create opportunities to address both project costs and schedule and better integrate the project into the community.

Conclusion

We appreciate the work of Sound Transit to prepare the DEIS and engage with the community during the public comment period to communicate the analysis and results in the document. The Seattle Metropolitan Chamber of Commerce will continue to work with both Sound Transit and the City of Seattle to ensure this project results in a high-quality transit service that serves the people of Seattle and the Sound Transit district for the next 100 years.

Sincerely,

Rachel Smith
President & CEO

Communication ID: 504814 - Seattle Metropolitan Chamber of Commerce Draft EIS Comment

#	Comments	Responses
1	The Chamber has been a long-time champion of the regional expansion of light rail and the opportunity that light rail will bring to the northwest and southwest neighborhoods of Seattle, connecting these communities and everyone in between to the broader light rail system and network.	Thank you for expressing support for the project.
2	Interbay/Ballard Segment The Ballard Link Extension must preserve today's capacity on 15th Avenue West and in the Ballard neighborhood, both of which support the City's manufacturing and industrial sector. The Ballard-Interbay Manufacturing Industrial Center is an important urban industrial center with a diverse mix of businesses. It includes some of the city's most productive working waterfront, wharfs, shipyards, railyards, manufacturing and industrial businesses, and the Port of Seattle's Fisherman's Terminal and Terminals 90 and 91. It is also part of the interconnected manufacturing and industrial sector including the Greater Duwamish Manufacturing Industrial Center. As described in the DEIS, the Preferred Elevated 14th Avenue Alternative (IBB- 1a) is now estimated to cost as much as $1.6 billion, bringing it within the range of the two preferred tunnel alternatives. The elevated alternative would have significantly more adverse impacts on the surrounding area, including maritime businesses located in Salmon Bay that will find it difficult if not impossible to relocate. Therefore, Sound Transit should modify the preferred alternative to identify the Preferred Tunnel 15th Avenue Station Option (I BB-2b) as the preferred alternative. While the Tunnel 14th Alternative (I BB-2a) is closer in cost to the Preferred Elevated 14th Alternative (IBB-1a), it is preferable to have the station on 15th Avenue Northwest, closer to the heart of the Ballard neighborhood where new housing is being constructed and more is planned. Additional design work on this alternative may present opportunities for cost savings, similar to the cost savings recently identified by Sound Transit for the Tunnel 14th Alternative. The Preferred Tunnel 15th Station Option connects to an Interbay Station north of West Dravus Street, between 17th Avenue West and Thorndyke Avenue West. This station location and alignment along the west side of the BNSF tracks is preferable to the other options, which would degrade freight operations on 15th Avenue West.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	South Interbay Segment There are several major destinations and employment centers that need high-quality access to the station in the South Interbay Segment, including the Expedia Group and its commercial waterfront campus on Elliott Avenue, a re-developed Armory site, and the Port of Seattle's cruise terminals. Based on the information presented in the DEIS, the Chamber does not believe Sound Transit should identify a preferred alternative in the South Interbay Segment. Sound Transit's Preferred Galer Street Station/Central Interbay (SIB-1) would take capacity from Elliott Avenue West, harming the Ballard Interbay Manufacturing Industrial Center. It does not provide a direct connection to the more than 4,000 employees at the Expedia Group campus compared to the alternative station locations near West Prospect Street. However, the City of Seattle and Sound Transit have noted the permitting and	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	constructability challenges of the proposed stations near West Prospect Street due to the steep slope on the west side of Queen Anne. Sound Transit should develop new alternatives or refine the existing alternatives in this segment to provide better connections to the major destinations and employment centers and avoid or minimize impacts on Elliott Avenue West and the Queen Anne hillside. The City of Seattle must be an active partner with Sound Transit to resolve the future of the Magnolia Bridge and the potential replacement alternatives to allow for Sound Transit to develop a South Interbay station and alignment alternative that serves this area for the next 100 years.	
4	Sound Transit should confirm the Preferred 5th Avenue/Harrison Street (DT-1) with the changes described below. The DT-1 alternative provides the best connections to transit routes, major employment centers, and existing light rail. However, we have several concerns with certain elements of the alternative, which should be addressed through design changes and/or mitigation.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	• Seattle Center Station. The location of the station on Republican Street between Warren Avenue and First Avenue presents untenable impacts on the resident organizations at the Seattle Center and has significant impacts on the open space and other amenities on the Seattle Center grounds. We urge Sound Transit to work with the City of Seattle and Seattle Center organizations to identify another location for the station that provides access to the light rail system while minimizing impacts on the current tenants and facilities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	• South Lake Union Station. This is a critical station with high ridership that will provide an important transfer point to north-south transit routes, which makes it preferable to the alternative station location on Mercer Street. More work is needed to develop construction approaches and mitigation plans that maintain neighborhood access and circulation for all modes and promotes high-quality station access when construction is complete.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	• Denny Station. The DEIS identifies as many as four years of full road closures on Westlake Avenue, disrupting a major transit route that includes the Seattle Streetcar. This location is where the downtown street grid shifts direction, precluding nearby detour routes. Closing Westlake and disrupting transit ridership for this length of time is in effect a permanent impact. The surrounding brick and mortar businesses may not survive as a result of reduced pedestrian volumes, and it should not be assumed transit riders will return after using different alternatives for so long. Therefore, we urge Sound Transit to explore the possibility of moving the Denny Station location to Terry Avenue, like the location identified in the 6th Avenue/Mercer Street Alternative (DT-2). This station location largely limits the impacts to Terry Avenue, an underutilized street with no transit routes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	• Westlake and Midtown Stations. The unique topography of downtown Seattle plus high-rises with deep parking garages and tiebacks, a web of public and private utilities, and the existing light rail and BNSF tunnels present engineering	A response to this comment will be provided as part of the environmental

#	Comments	Responses
	challenges for constructing the stations. This has resulted in stations at Westlake and Midtown that may be as deep as 205 feet, depending on the station location in Chinatown-International District. We urge Sound Transit to consult with outside experts on ways to address these unique challenges. We are building a 100-year system that must be designed for the best possible user experience.	review process for the Ballard Link Extension.
9	The Chinatown-International District has suffered significant harm from racist practices and policies, and major infrastructure projects that have been constructed without sufficient mitigation or community benefit. The Pioneer Square Historic District has been negatively impacted by major infrastructure projects over the last 20 years and is home to essential social service providers. Both neighborhoods have suffered disproportionately during the COVID-19 pandemic due to a lack of public safety, small business closures, and increased racism and violence against Asians. Sound Transit and the City of Seattle have the responsibility to address past harms by identifying ways that the new proposed light rail station can provide benefits to both communities and co- creating a mitigation and community development approach with the community. The Chamber believes there is not enough information in the DEIS to select a preferred alternative in this segment. The information presented does support eliminating the 4th Avenue Deep Station Option (Cl D-1b) and the 5th Avenue Deep Station Option (Cl D-2b) for the following reasons: • The Fourth Avenue Deep Station Option {CID-1b) would require the permanent closure of King County Metro's Ryerson Bus Base, a regional facility. This impact cannot be mitigated and would add significant project costs to find a suitable facility elsewhere. • Both deep station options are at depths of 190 feet, which means access can only be via elevator. Transfers between the new and existing stations could be as much as five minutes, discouraging riders from using the system. Eliminating these two alternatives will allow the community, Sound Transit, and the City of Seattle to focus on fewer alternatives and develop adequate information to select a preferred alternative. Ultimately, the Chamber believes the Chinatown-International District and Pioneer Square Historic District neighborhoods should recommend the preferred alternative to Sound Transit. Whichever alternative is selected, Sound Transit and the City of Seattle must develop a robust and unprecedented program to reduce cultural displacement in this station area during and after construction. Where displacement does occur, there should be opportunities for the community to realize housing, business and economic opportunity, and cultural and community services to ensure the existing community can receive the benefits of the new infrastructure improvements.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	The SODO neighborhood is an essential part of the City of Seattle's manufacturing and industrial sector. The preferred alignment and station location in this segment should enhance and support this sector. Sound Transit should modify the preferred alternative by selecting the At Grade South Station Option (SODO-1b) as the preferred alternative. This alternative	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Chapter 2, Alternatives Considered, of the Final EIS for discussion of the new Preferred Option

#	Comments	Responses
	moves the new and existing SODO stations closer to Lander Street, which is the most direct connection to the Starbucks Center on First Avenue and the Seattle School District offices on Fourth Avenue South, both major SODO employment centers. The Chamber recognizes this alternative will impact property owned by the United States Postal Service at Fourth Avenue South and South Lander Street. Sound Transit should work proactively with the federal government to identify ways to avoid or mitigate this impact in order to avoid the time and cost to relocate the facility.	SODO-1c in the SODO Segment, which modified Alternative SODO-1a to address concerns about impacts to businesses, U.S. Postal Service facilities, and station access. Please see Chapter 5, Cumulative Impacts, of the Final EIS for more information on how the project would improve access to the Duwamish Manufacturing/Industrial Center.
11	More analysis is needed in the Final EIS to fully assess the impacts of any chosen alternative on the SODO freight network so appropriate mitigation plans can be developed during and after construction. For example, currently there is insufficient information about how relocating bus service and the bicycle path to Fourth and Sixth avenues as well as how light rail and the proposed overpasses at Lander and Holgate will impact freight mobility. There is also limited analysis of day time traffic impacts when freight is at peak use, and no cumulative effects analysis of the impacts on service to downtown, freeway systems, and connections to the Ballard-Interbay Manufacturing Industrial and Greater Duwamish Manufacturing Industrial centers.	Additional discussion of impacts on freight mobility in the SODO Segment has been added to Section 3.10, Affected Environment and Impacts during Operation—Freight Mobility and Access, and Section 3.11, Construction Impacts, of the Final EIS. Discussion of cumulative effects to both Manufacturing and Industrials Centers has been added to Chapter 5, Cumulative Impacts. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
12	The project must also consider the City of Seattle's Industrial and Maritime Strategy and pursue transit-oriented development consistent with existing zoning.	Information on the City of Seattle's Industrial and Maritime Strategy has been added to Section 4.2, Land Use, of the Final EIS. This section also discusses transit-oriented development potential around stations.
13	Forty percent of jobs in Washington state are connected to trade. The Duwamish segment is the heart of the Pacific Northwest's international trade with the Northwest Seaport Alliance's recently improved facilities at Terminals and Terminal 18. The terminals are supported by a surrounding network of maritime and industrial facilities, as well as a thriving maritime industry that is impossible to relocate. For these reasons, the Chamber does not support the North Crossing Alternative (DUW- 2) as the preferred alternative because of the significant and lasting impacts on the port, marine, and industrial facilities. While a south crossing of the Duwamish is preferable, both the Preferred South Crossing Alternative (DUW-1a) and the South Edge Crossing Option (DUW-1b) have impacts that should be addressed as design advances. This includes impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. We strongly urge more attention be paid to this section and all possible design modifications pursued to minimize or mitigate these impacts.	Please see response to CCG2 in Table 7-1.
14	The Chamber is not recommending a preferred alternative in this section of the alignment, however, there are several important issues that must be addressed by Sound Transit depending on the alternative selected. Nucor Steel has been part of the West Seattle community since 1905 and provides construction projects throughout the Pacific Northwest with steel products. Two of the DEIS alternatives place a station near SW	Please see response to CCG2 in Table 7-1. Please see Section 3.5, Affected Environment and Impacts during Operation—Arterial and Local Streets Operations, of the Final EIS for

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	Andover Street (DEL-5 and DEL-6), which will negatively impact the operations of the Nucor Steel facility. These impacts need to be mitigated if either of these alternatives are selected.	information on access changes to Nucor Steel.
15	The other DEIS alternatives are located closer to the heart of the Delridge community and present a series of trade-offs between opportunities and impacts. The alternative selected should prioritize well-integrated bus-to-rail transfers to provide reliable transit services to the communities south of Delridge, many of which are transit-dependent. Sound Transit and the City of Seattle must also develop a robust program to address potential displacements during construction and ensure that the transit-oriented development opportunities reflect the community's desires. Finally, there must be appropriate mitigation for any impacts to Longfellow Creek, which is one of two tributaries to the Duwamish River that has spawning salmon present.	Please see responses to CCG2 and CC3a in Table 7-1. Please see Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.9, Ecosystems, of the Final EIS for information on mitigation for displacements and impacts to Longfellow Creek. Sound Transit strives to support equitable transit-oriented development around stations and explores opportunities to partner in potential development, with a priority on uses that benefit communities such as affordable housing. Please see Section 4.2, Land Use, of the Final EIS for more information.
16	The Chamber recommends that Sound Transit designate the Medium Tunnel 41stAvenue Station Alternative (WSJ-5) as the preferred alternative, which currently includes a station at Avalon. The design and location of the Avalon station may need to be reconsidered to improve outcomes for the Delridge segment station. This alternative has less of an impact on the residential community along Genesee Avenue West than the Short Tunnel 41st Avenue Station Alternative (WSJ-4) and is closest in cost to the current preferred alternatives (WSJ-1 and WSJ-2). Sound Transit should continue to explore opportunities to extend this tunnel to 42nd Avenue, closer to the commercial heart of the Alaska Junction neighborhood.	Please see response to CCG2 in Table 7-1.
17	Station Design and Access In all cases, Sound Transit should seek well-designed stations that embrace density, activity, safety features and easily understood access. A light rail station can be a catalyst for the surrounding community and unlock transit-oriented development opportunities to the highest extent possible. This will encourage more riders by allow people to work and live near light rail. The Chamber encourages Sound Transit to continue to look for opportunities to standardize station design to the extent possible in order to realize efficiencies during construction and possible cost savings.	Please see response to CC2f in Table 7-1. Please see Section 4.2, Land Use, of the Final EIS for more information on the transit-oriented development potential of the project.
18	The impacts on downtown during 11+ years of construction of either the Preferred 5th Avenue/Harrison Street (DT-1) or 6th Avenue/Mercer Street (DT-2) alternatives are unacceptable, and the Chamber does not believe the impacts described in the DEIS can be mitigated. This includes multiple year closures of major downtown streets and paths, disrupting transit, freight, cars, walking, biking, and rolling. These lengthy street closures would be unacceptable in the best economic times, but they are especially impactful as downtown Seattle, the heart of the region's economy, recovers from the COVID-19 pandemic. This project will have lasting benefits to the community, but more work is needed to ensure the communities are there to realize those benefits when construction is complete. It is not possible to determine if the impacts during construction described in the	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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	DEIS can be avoided or how they might be mitigated because there is not an evaluation of different approaches to construction. In Section 2.6.6, Tunnel Light Rail Construction (page 2-87), Sound Transit states "Tunnel and underground station construction may involve tunnel boring (using twin or single tunnel boring machines), cut-and-cover construction, or sequential excavation mining." However, there is no information in the DEIS that describes the difference in impacts between these construction approaches. For example, there is no analysis of the difference between using a twin versus a single large diameter tunnel boring machine. Each station located along a tunnel alignment has only one identified construction methodology, leaving the public with no information on which to evaluate how a different construction methodology might change impacts at the surface. Sound Transit should evaluate different construction approaches both for the new transit tunnel under downtown Seattle and all underground stations currently assumed to be constructed using a cut-and-cover approach. This information should be made available before the Final EIS is prepared so the public can provide input on the trade-offs associated with different construction approaches and better understand the extent of mitigation required. This should also include additional information about construction sequencing and timing of each station along with other concurrent construction activities. The impacts on downtown during 11+ years of construction of either the Preferred 5th Avenue/Harrison Street (DT-1) or 6th Avenue/Mercer Street (DT-2) alternatives are unacceptable, and the Chamber does not believe the impacts described in the DEIS can be mitigated. This includes multiple year closures of major downtown streets and paths, disrupting transit, freight, cars, walking, biking, and rolling. These lengthy street closures would be unacceptable in the best economic times, but they are especially impactful as downtown Seattle, the heart of the region's economy, recovers from the COVID-19 pandemic. This project will have lasting benefits to the community, but more work is needed to ensure the communities are there to realize those benefits when construction is complete. It is not possible to determine if the impacts during construction described in the DEIS can be avoided or how they might be mitigated because there is not an evaluation of different approaches to construction. In Section 2.6.6, Tunnel Light Rail Construction (page 2-87), Sound Transit states "Tunnel and underground station construction may involve tunnel boring (using twin or single tunnel boring machines), cut-and-cover construction, or sequential excavation mining." However, there is no information in the DEIS that describes the difference in impacts between these construction approaches. For example, there is no analysis of the difference between using a twin versus a single large diameter tunnel boring machine. Each station located along a tunnel alignment has only one identified construction methodology, leaving the public with no information on which to evaluate how a different construction methodology might change impacts at the surface. Sound Transit should evaluate different construction approaches both for the new transit tunnel under downtown Seattle and all underground stations currently assumed to be constructed using a cut-and-cover approach. This information should be made available before the Final EIS is prepared so the public can provide input on the trade-offs	

#	Comments	Responses
	associated with different construction approaches and better understand the extent of mitigation required. This should also include additional information about construction sequencing and timing of each station along with other concurrent construction activities.	
19	Both Sound Transit and the City of Seattle have stated that additional work is needed to fully develop mitigation plans. The Chamber agrees and requests the agencies prepare information for the public before the Final EIS is prepared to better understand the scope and scale of the mitigation plans and the detailed plans approved by the Board of Directors when they select the project to be built. As the agencies develop these additional plans, the Chamber requests the following impacts be fully addressed: • Impacts on transit routes during construction. This includes closure of the streetcar for multiple years as well as major transit corridors such as Westlake Avenue, 4th Avenue, 4th Avenue South, Pike Street, Pine Street, and Madison Street. • Closures of major streets throughout downtown Seattle. Seattle's downtown street grid presents unique challenges and due to the lack of construction sequencing information in the DEIS, it appears that two of the six north-south streets through downtown will be closed to traffic for multiple years. • Impacts on businesses of all sizes. The extent of street closures and disruptions to foot traffic throughout downtown Seattle will cause irreparable damage to businesses that are just beginning to recover from the COVID-19 pandemic. In addition, maritime or industrial businesses have limited or no opportunities to relocate their businesses given the scarcity of industrially zoned areas, meaning measures to avoid or mitigate impacts must be developed. • Impacts on social service providers. Downtown Seattle is home to many of the social service providers in King County, which is facing an ongoing homelessness crisis. Disruptions to transit service and long- term sidewalk closures will discourage people from accessing these essential services. • Impacts to housing. While increasing transit and transit-oriented-development will ultimately improve Seattle's affordability and accessibility, residential displacements will contribute to the lack of housing and Seattle's housing unaffordability in the near term. When developing mitigation plans, Sound Transit and the City of Seattle need to go beyond business as usual and traditional practices. Given the length of construction and scale of the impacts described in the DEIS, it is not reasonable to assume that people will return to transit and businesses will re open once light rail is constructed. Therefore, as arguably the largest infrastructure project to be constructed in Seattle's history, simply posting "businesses are open" signs and providing information about when disruptions will occur should not be considered acceptable or adequate mitigation. In addition, special attention must be paid to the small businesses who are especially impacted by and sensitive to street closures and prolonged disruptions, particularly those located in the Chinatown- International District. These businesses are essential parts of the community's character and cohesion and should not be irreparably harmed by this project. A recent example of a robust mitigation program is the Alaskan Way Viaduct Replacement Program, which funded a major marketing effort, community-led construction coordinator, and a parking	Please see response to CC2a in Table 7-1. Sound Transit would work with the City of Seattle to develop and implement a construction management plan for the project. A response to the comments on impacts in Downtown Seattle and the Chinatown-International District will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	replacement program among other measures. Ultimately Sound Transit and the City of Seattle should prepare a detailed construction management plan that includes ways to mitigate construction impacts within neighborhoods, avoid impacts to transit, help employers encourage transit ridership, establish requirements for maintaining access during construction, create a proactive and real-time communication plan, create and promote marketing and public education, open storefront offices to share information, and designate freight routes.	
20	The Chamber encourages both agencies to build on these two examples and take a similar approach for realizing community benefits in the Chinatown-International District and Delridge neighborhoods. Other elements that should be part of any community development program include engaging youth in planning and design; collaborating with community organizations to "cast" the uses around the stations for the community's benefit; and engaging with Indigenous communities. For the Chinatown-International District and Pioneer square neighborhoods, the Chamber encourages Sound Transit and the City of Seattle to partner and invest in the "Jackson Hub" concept to improve the station area, which is both a multi-modal and cultural hub. This includes seeking private and public partnerships to reimagine Union Station as a vibrant community asset where businesses and community members have a stake in the plan and implementation.	These mitigation suggestions were considered for inclusion in the Final EIS. Mitigation measures for neighborhood impacts are detailed in a number of sections such as economics in Chapter 4, Affected Environment and Environmental Consequences, for all alternatives and in Appendix I, Mitigation Plan, for the West Seattle Link Extension preferred alternative. Please see response to CC2f in Table 7-1 for more information about community involvement in station planning. A response to the comment relating to the Chinatown-International District neighborhood will be provided as part of the environmental review process for the Ballard Link Extension.
21	As described in the DEIS, the cost differences between Sound Transit's preferred alternatives and other preferred alternatives identified as needing third-party funding is greatly reduced or eliminated (i.e., Interbay/Ballard segment). This evolution in cost estimates is reflective of additional information about permitting, property acquisition, and design. Based on this trend, it is reasonable to assume that additional design could result in further cost refinements. The Chamber urges Sound Transit to modify or confirm the preferred alternative based on what is best for the community and the regional system, not on today's estimated costs based on an early stage of design. More work is needed on design, alternative construction approaches, and mitigation as well as exploring all options to improve the agency's financial capacity, reduce project affordability gaps, and deliver projects in a timely manner as called for in Board Resolution R2021-05. This includes convening a technical advisory group that will advise the board on ways to accelerate project delivery and address known challenges that can increase project costs. The Chamber also urges Sound Transit to explore all innovative approaches to project delivery, including co- development of stations and station entrances with the private sector. Utilizing public private partnership approaches will create opportunities to address both project costs and schedule and better integrate the project into the community.	Please see responses to CCG2, CCG3, CC2c, and CC2f in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives.

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April 28, 2022

WSBLE Draft EIS Comments c/o Lauren Swift
Sound Transit
401 S Jackson St
Seattle WA 98104

Via email: WSBLEDEIScomments@SoundTransit.org

Re: West Seattle and Ballard Link Extensions Draft EIS Comments

On behalf of SSA Marine, Inc. (SSA) and our affiliated family of companies (including Carrix, Inc., SSA Terminals, Tideworks Technology, Rail Management Services and Harbor Real Estate Investment Company), thank you for the opportunity to submit comments on the Sound Transit West Seattle Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS).

SSA has attended public meetings, thoroughly reviewed DEIS documents and hosted/attended a Sound Transit Briefing for the Duwamish Crossing (on April 21, 2022) to understand the DEIS Alternatives' potential impacts and benefits upon our Harbor Island-based business and operations.

Founded by Fred R. Smith in 1949, SSA began its first cargo handling operations in a small corner of Washington State. Driven by a pioneering spirit, our company saw steady growth over the years, expanding up and down the West Coast to operate a significant market share of the major international terminals in the eastern Pacific. Today, SSA has become a global enterprise spanning more than 250 locations across five continents. From our corporate headquarters on Harbor Island, SSA continues to broaden our reach by developing new locations and upgrading existing facilities, providing some of the most technologically advanced logistics facilities in the world.

SSA Marine, Tideworks Technology and Rail Management Services are headquartered within a corporate campus of three building facilities on South Harbor Island. Two of these are Company-owned facilities, and the third is within leased space within the Harbor Marina Corporate Center, which is owned and operated by the Port of Seattle. Our systems are integrated to provide effective collaboration and support our global network of customers, marine terminals, port authorities, vendors and employees. Our South Harbor Island campus hosts direct operational oversight and support for marine operations throughout the Seattle Metropolitan Area, including Terminal 5, Terminal 18, Terminal 30 and Terminal 91, each of which are connected by a network of marine-, rail- and road-based logistics providers. 340 employees work at our headquarters complex and an additional approximately 125 non-longshore staff are located at the terminals. As a comprehensive network of affiliated systems, impacts to any portion of the corporate campus adversely affect the entire headquarters ecosystem. As such, SSA offers the following comments concerning the Duwamish Segment of the WSBLE:

SSA's preferred alternative is the South Edge Crossing Alignment Option (DUW-1b), which we support strongly as the only alternative yielding a feasible solution that compared to DUW-1a and DUW-2 is least impactful to our terminal and administrative Harbor Island operations. This option still requires relocation of our headquarters campus as maintaining our office functions between the West Seattle Bridge and WSBLE would no longer be feasible. Supporting this position:

- South Crossing Alternative (DUW-1a)
    - The DUW-1a alignment directly impacts two of the three office buildings (one owned and one leased) of our South Harbor Island corporate headquarters and will make continued use of our corporate campus impossible. Loss of these assets undermine the interconnected function of our comprehensive campus as described above. Loss of our corporate campus, and its connectivity to our marine terminal operations will require mitigation and functional relocation.
    - The construction of DUW-1a will also disrupt terminal operations north of the alignment.
- North Crossing Alternative (DUW-2)
    - Regarding the 5-leg intersection (Chelan AVE SW/W Marginal Way SW/SW Spokane ST/Delridge Way SW): Any closure of Chelan AVE SW west of W Marginal Way SW/SW Spokane ST is understood to impact the 5-leg intersection operation. This is a critical intersection for SSA's Harbor Island marine terminal operations and corporate campus access/egress.
    - Chelan AVE SW lane closure-related mitigation measures are not sufficient or acceptable for the vehicle volumes at this area. Terminal 18 parking lot impacts have the potential to affect overall terminal operations.
    - Please identify navigation impacts to shoreside businesses from DUW-2.
    - Because of the critical function of our Terminal 5 and Terminal 18 marine terminal gates where high-volume, safe and efficient truck operations require direct and continuous unencumbered access to/from the roadway network, SSA believes that the North Crossing Alternative (DUW-2) impacts cannot be operationally mitigated. Terminal access is affected by construction of columns, or piers, of the elevated structure.
- Multi-year Construction Period:
    - With the anticipated duration, access impediments, parking impacts and disruption due to construction of the South Edge Crossing Alignment Option (DUW-1b), relocation of SSA corporate campus functions and staff will be required to ensure a safe and uninterrupted work environment.
    - Potential impacts during construction should recognize the relationship and impacts to water-dependent uses, including marine terminals and associated truck logistics, rail logistics, transloading and warehousing land uses.
    - Particularly problematic are the expected construction-related impacts adversely impacting international container cargo operations that significantly contribute to truck and other traffic in the already congested Spokane ST corridor. Of the options, the south Edge Crossing Alignment Option (DUW-1b) will be the least disruptive to container cargo and related operations.
    - DEIS Section "3.5.1.2 Intersection Operations" states "In the SODO and Duwamish segments, all study intersections operate at LOS D or better during both the a.m. and p.m. peak periods, although higher vehicle delays can be experienced from nearby port and terminal operations near the East Marginal Way and South Spokane Street intersection." This is a critical comment that illustrates the fragile state of intersection operations, which our marine terminals depend upon, and the potential for impacts related to project construction.
    - Please note even short-term weekday, weekend and night closures can have a significant impact on freight mobility and marine terminal operations.
- Surface Transportation
    - Continuous, uninterrupted access of the BNSF railway to the Terminal 5 on-dock rail yard is absolutely critical to our operations. Any disruptions to BNSF service, including the rail trestle,

sidings, switching operations, and/or support track is considered detrimental to Terminal 5's operation.

- Please evaluate all potential truck detour routes in detail, as they could create unreasonable burdens for truck drivers servicing our marine terminals.
- Freight mobility and access impacts create a compounding negative effect on marine terminal operations. Trucks within the critical and congested Duwamish Crossing segment area have limited route options and may be impacted differently than pedestrian, bicycle, and personal automobile modes.
    - Mitigating these traffic impacts, a robust traffic management plan should be developed (with stakeholder input) and published well in advance of project start so that SSA can collectively plan for project-related mobility impacts.

SSA understands the value of efficient and reliable transportation networks, and truly appreciates the transformative potential the West Seattle and Ballard Link Extensions will have on Seattle and the working waterfront. Thank you again for the opportunity to comment on the DEIS.

Sincerely,

Knud Stubkjær

Chief Executive Officer
SSA Marine

Communication ID: 505089 - SSA Marine Draft EIS Comment

#	Comments	Responses
1	SSA's preferred alternative is the South Edge Crossing Alignment Option (DUW-1b), which we support strongly as the only alternative yielding a feasible solution that compared to DUW-1a and DUW-2 is least impactful to our terminal and administrative Harbor Island operations. This option still requires relocation of our headquarters campus as maintaining our office functions between the West Seattle Bridge and WSBLE would no longer be feasible. Supporting this position: • South Crossing Alternative (DUW-1a) The DUW-1a alignment directly impacts two of the three office buildings (one owned and one leased) of our South Harbor Island corporate headquarters and will make continued use of our corporate campus impossible. Loss of these assets undermine the interconnected function of our comprehensive campus as described above. loss of our corporate campus, and its connectivity to our marine terminal operations will require mitigation and functional relocation. The construction of DUW-1a will also disrupt terminal operations north of the alignment. • North Crossing Alternative (DUW-2) • Regarding the 5-leg intersection (Chelan AVE SW/W Marginal Way SW/SW Spokane ST/Delridge Way SW): Any closure of Chelan AVE SW west of W Marginal Way SW/SW Spokane ST is understood to impact the 5-leg intersection operation. This is a critical intersection for SSA's Harbor Island marine terminal operations and corporate campus access/egress. • Chelan AVE SW lane closure-related mitigation measures are not sufficient or acceptable for the vehicle volumes at this area. Terminal 18 parking lot impacts have the potential to affect overall terminal operations. • Please identify navigation impacts to shoreside businesses from DUW-2. • Because of the critical function of our Terminal 5 and Terminal 18 marine terminal gates where high volume, safe and efficient truck operations require direct and continuous unencumbered access to/from the roadway network, SSA believes that the North Crossing Alternative (DUW-2) impacts cannot be operationally mitigated. Terminal access is affected by construction of columns, or piers, of the elevated structure. • Multi-year Construction Period: • With the anticipated duration, access impediments, parking impacts and disruption due to construction of the South Edge Crossing Alignment Option (DUW-1b), relocation of SSA corporate campus functions and staff will be required to ensure a safe and uninterrupted work environment. • Potential impacts during construction should recognize the relationship and impacts to water-dependent uses, including marine terminals and associated truck logistics, rail logistics, transloading and warehousing land uses. • Particularly problematic are the expected construction- related impacts adversely impacting international container cargo operations that significantly contribute to truck and other traffic in the already congested Spokane ST corridor. Of the options, the south Edge Crossing Alignment Option (DUW-1b) will be the least disruptive to container cargo and related operations. • DEIS Section "3.5.1.2 Intersection Operations· states "In the SODO and Duwamish segments, all study intersections operate at LOS Dor better during both the a.m. and p.m. peak periods, although higher vehicle delays can be experienced from nearby port and terminal operations near the East Marginal Way and South Spokane Street intersection." This is a critical comment that illustrates the fragile state of intersection operations, which our marine terminals depend upon, and the potential for impacts related to project construction. • Please note even short-term weekday, weekend and night closures can have a significant impact on freight mobility and marine terminal operations. • Surface Transportation • Continuous, uninterrupted access of the BNSF railway to the Terminal 5 on-dock rail yard is absolutely critical to our operations. Any disruptions to BNSF service, including the	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Information about transportation impacts on freight mobility is provided in Section 3.10, Affected Environment and Impacts during Operation—Freight Mobility and Access, and Section 3.11, Construction Impacts, of the Final EIS. Section 3.11 also discusses potential navigational impacts during construction that could affect businesses with vessels that transit this area. Information about water-dependent businesses affected by each Duwamish Segment alternative is provided in Section 4.3, Economics, of the Final EIS. Impacts to water-dependent businesses are also discussed in Section 6.5, Significant and Unavoidable Adverse Impacts, of the Final EIS. Additional information about regional economic impacts from Alternative DUW-2 has also been added to Section 4.3.

#	Comments	Responses
	rail trestle, sidings, switching operations, and/or support track is considered detrimental to Terminal 5's operation. • Please evaluate all potential truck detour routes in detail, as they could create unreasonable burdens for truck drivers servicing our marine terminals. • Freight mobility and access impacts create a compounding negative effect on marine terminal operations. Trucks within the critical and congested Duwamish Crossing segment area have limited route options and may be impacted differently than pedestrian, bicycle, and personal automobile modes. • Mitigating these traffic impacts, a robust traffic management plan should be developed (with stakeholder input) and published well in advance of project start so that SSA can collectively plan for project-related mobility impacts.	

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Sound Transit Projects - Communications (1 Total)

Search Term

504467

Communication ID: 504467 - Jeff Wilson Draft EIS Comment

Communication (4/28/2022)

Jeff Wilson Draft EIS Comment

Greetings,

I represent the The Grove West Seattle Inn located at 3512 SW Alaska St. very near the potential Avalon station and Triangle redevelopment. We are excited about the prospects of having a station so close to our Hotel and believe our guests would benefit substantially from the service and also utilize it frequently. As an anchor business in this neighborhood we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for considering these comments.

Jeff Wilson, General Manager

The Grove West Seattle Inn

Owner(s):

Contact ID	Name	Type	Phones	Email
1079354	Jeff Wilson	Individual		jwilson@grovewestseattle.com

Communication ID: 504467 – The Grove Draft EIS Comment

#	Comments	Responses
1	We are excited about the prospects of having a station so close to our Hotel and believe our guests would benefit substantially from the service and also utilize it frequently.	Thank you for expressing support for the West Seattle Link Extension.
2	As an anchor business in this neighborhood we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood. Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ- 3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.	Please see responses to CCG2, CC4.4a, CC4.5a, and 4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them	Chapter 5, Cumulative Impacts, of the Final EIS describes potential cumulative long-term and short-term transportation and other impacts of the West Seattle Link Extension Project in conjunction with past, present, and reasonably foreseeable future actions. Direct and indirect impacts of the project, such as road closures and impacts to businesses and residences, as well as mitigation measures, are discussed in Chapter 3, Transportation Environment and Consequences, or Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS. Please see responses to CC3c and CC5a in Table 7-1 in Chapter 7.

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Sent via email to WSBLEDEIScomments@soundtransit.org

Dear Ms. Swift,

On behalf of the Washington Maritime Federation (WMF) we are submitting comments on the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement (DEIS). WMF is an industry-led statewide association representing the diverse maritime interests across Washington State.

Collectively, the maritime industry, including the members of WMF provides more than 60,000 direct, good-paying jobs and over $38 billion in economic impacts to our state annually. Thousands of these jobs and billions of dollars of economic impact from our industry are generated along the proposed Ballard to West Seattle light rail line, which will move through the maritime trade, commercial fishing and manufacturing spine of the region. It will traverse two Manufacturing Industrial Centers (MICs), run adjacent to the homeport of the North Pacific Commercial Fishing Fleet, as well as the Port of Seattle's container terminal facilities. We appreciate the need to provide more efficient and equitable transportation options in our growing region, including along the Ballard to West Seattle corridor. With that said, great care must be given to minimize short-and-long-term disruptions to maritime activity in the area. Many of these operations are water dependent and cannot relocate elsewhere in our region.

Based on the information presented in the DEIS, WMF supports the following:

SODO Segment
More analysis is needed in the Final EIS to fully assess the impacts to freight mobility and account for growth at port container terminals. There is limited information about the impact rail has on freight mobility, limited analysis of day-time traffic impacts when freight is at peak use, and no cumulative effects analysis of the impacts on the interconnected Ballard-Interbay MIC and Greater Duwamish MIC

Duwamish Segment
We oppose the North Crossing Alternative (DUW-2) as the preferred alternative for the Duwamish Segment. This alternative stands to have significant and lasting impacts on the port, marine, and industrial facilities located along the North Crossing route. This includes the Northwest Seaport Alliance's recently improved facilities at Terminal 5 and Terminal 18 and the surrounding network of maritime and industrial facilities that are waterfront dependent and impossible to relocate from their existing locations.

While a south crossing of the Duwamish is strongly preferable, both the Preferred South Crossing Alternative (DUW-1a) and the South Edge Crossing Option (DUW-1b) have impacts that should be further evaluated and addressed as design of a south crossing progresses. This includes impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. We strongly urge more attention be paid to this section and all possible design modifications pursued to minimize or mitigate these impacts.

Interbay/Ballard Segment

WMF supports modifying Sound Transit's current preferred alternative to identify a tunnel alternative as the preferred alternative moving forward. Between the tunnel alternatives, we support the Preferred Tunnel 15th Avenue Station Option (IBB-2b) as the preferred alternative.

The DEIS details that the current Preferred Elevated 14th Avenue Alternative is now estimated to cost as much as $1.6 billion, bringing it within the range of the two preferred tunnel alternatives. This makes it ever more difficult to justify support of elevated alternatives that would have significantly more impacts on the surrounding community than a tunnel alternative. This includes disruption and displacement of maritime businesses located on Salmon Bay that will find it difficult if not impossible to relocate and interference with marine traffic on the Lake Washington Ship Canal essential our region's economy. The February 2022 determination by the United States Coast Guard on the navigation impediments that would be caused by the elevated alternatives for the Ship Canal should be cause enough for Sound Transit to modify its preferred alternative to a tunnel alternative.

Importantly, development of the Interbay/Ballard segment must preserve today's freight and transportation capacity on 15th Avenue and connecting freight routes through Ballard and Interbay, which serves as a critical lifeline for the City's manufacturing and industrial sector. The Ballard-Interbay MIC is an important urban industrial center with a diverse mix of businesses. It includes some of the city's most productive working waterfront, wharfs, shipyards, railyards, manufacturing and industrial businesses, and the Port of Seattle's Fisherman's Terminal and Terminals 90 and 91. Integration of the Interbay/Ballard segment along this corridor must maintain existing freight and transportation capacity essential to these businesses and facilities.

Thank you for the opportunity to comment on the DEIS. We welcome the opportunity to continue to engage in this process, particularly in the effort to further study the impacts of this latest link extension on the ability of the maritime industry to continue to create jobs and opportunities for businesses and workers across our state and the Pacific Northwest.

Sincerely,

Chad See
Board President
Washington Maritime Federation
206-284-2522 | chadsee@freezerlongline.biz

Communication ID: 504303 - Washington Maritime Federation Draft EIS Comment

#	Comments	Responses
1	With that said, great care must be given to minimize short-and-long-term disruptions to maritime activity in the area. Many of these operations are water dependent and cannot relocate elsewhere in our region.	Impacts to water-dependent businesses were discussed in Sections 4.2.3 and 4.3.3 of the WSBLE Draft EIS. Additional information regarding impacts on maritime trade and manufacturing has been added to Section 4.3, Economics, in the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	SODO Segment More analysis is needed in the Final EIS to fully assess the impacts to freight mobility and account for growth at port container terminals. There is limited information about the impact rail has on freight mobility, limited analysis of day-time traffic impacts when freight is at peak use, and no cumulative effects analysis of the impacts on the interconnected Ballard-Interbay MIC and Greater Duwamish MIC.	Additional discussion of impacts on freight mobility in the SODO Segment has been added to Section 3.10, Affected Environment and Impacts during Operation—Freight Mobility and Access, and Section 3.11, Construction Impacts, of the Final EIS. Discussion of cumulative effects to both Manufacturing and Industrials Centers has been added to Chapter 5, Cumulative Impacts. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Duwamish Segment We oppose the North Crossing Alternative (DUW-2) as the preferred alternative for the Duwamish Segment. This alternative stands to have significant and lasting impacts on the port, marine, and industrial facilities located along the North Crossing route. This includes the Northwest Seaport Alliance's recently improved facilities at Terminal 5 and Terminal 18 and the surrounding network of maritime and industrial facilities that are waterfront dependent and impossible to relocate from their existing locations. While a south crossing of the Duwamish is strongly preferable, both the Preferred South Crossing Alternative (DUW-1a) and the South Edge Crossing Option (DUW-1b) have impacts that should be further evaluated and addressed as design of a south crossing progresses. This includes impacts to BNSF facilities, marine facilities, in-water columns, and the West Duwamish Greenbelt. We strongly urge more attention be paid to this section and all possible design modifications pursued to minimize or mitigate these impacts.	Please see responses to CCG2, CC4.3c, CC4.9b, and CC4.17a in Table 7-1. The analysis of Preferred Alternative DUW-1a has been updated in the Final EIS based on additional design work and coordination with permitting agencies, and the design no longer includes bridge column in the West Waterway. Please see Section 3.10, Affected Environment and Impacts during Operation—Freight Mobility and Access, and Section 3.11, Construction Impacts, for more information on potential impacts to freight operations.
4	Interbay/Ballard Segment WMF supports modifying Sound Transit's current preferred alternative to identify a tunnel alternative as the preferred alternative moving forward. Between the tunnel alternatives, we support the Preferred Tunnel 15th Avenue Station Option (IBB-2b) as the preferred alternative. The DEIS details that the current Preferred Elevated 14th Avenue Alternative is now estimated to cost as much as $1.6 billion, bringing it within the range of the two preferred tunnel alternatives. This makes it ever more difficult to justify support of elevated alternatives that would have significantly	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	more impacts on the surrounding community than a tunnel alternative. This includes disruption and displacement of maritime businesses located on Salmon Bay that will find it difficult if not impossible to relocate and interference with marine traffic on the Lake Washington Ship Canal essential our region's economy. The February 2022 determination by the United States Coast Guard on the navigation impediments that would be caused by the elevated alternatives for the Ship Canal should be cause enough for Sound Transit to modify its preferred alternative to a tunnel alternative. Importantly, development of the Interbay/Ballard segment must preserve today's freight and transportation capacity on 15th Avenue and connecting freight routes through Ballard and Interbay, which serves as a critical lifeline for the City's manufacturing and industrial sector. The Ballard-Interbay MIC is an important urban industrial center with a diverse mix of businesses. It includes some of the city's most productive working waterfront, wharfs, shipyards, railyards, manufacturing and industrial businesses, and the Port of Seattle's Fisherman's Terminal and Terminals 90 and 91. Integration of the Interbay/Ballard segment along this corridor must maintain existing freight and transportation capacity essential to these businesses and facilities.	

April 28, 2022

WSBLE Draft EIS Comments c/o Lauren Swift
Sound Transit
401 S Jackson St
Seattle WA 98104

Via email: WSBLEDEIScomments@SoundTransit.org

Re: West Seattle and Ballard Link Extensions Draft EIS Comments

On behalf the West Seattle Chamber of Commerce, thank you for the opportunity to provide comment on the Sound Transit West Seattle Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS). We appreciate Sound Transit's direct engagement with the West Seattle Chamber in presenting at several of our recent virtual luncheons for our members.

The West Seattle Chamber is known for its support of our community and members. We represent over 200 businesses from every corner of the West Seattle peninsula. From keeping the West Seattle community informed about impactful issues and advocating on our members' behalf with local government to providing regular educational opportunities and picking up trash, the Chamber is focused on serving the West Seattle community and Chamber members.

The dual challenges of the COVID pandemic and closure of the West Seattle bridge have hit our community especially hard over the last two years and will undoubtedly take time for us to recover. The traffic challenges resulting from the sudden and prolonged bridge closure have proven the critical lifeline in having resilient transportation options on and off the West Seattle peninsula. While we look forward to the eventual addition of Sound Transit's West Seattle link extension, how the transit line is built could present another economic disaster for our small business community.

We recognize the magnitude of this project and how many different stakeholders and communities that Sound Transit will be required to engage over the life of the WSBLE development and construction. However, the transportation agency must find a better and more consistent approach in engaging the small business community, especially with respect to those businesses that do not own their spaces and have any likelihood of being impacted by any of the alternatives. While Sound Transit enjoys many legal protections in what guides the engagement process, especially with respect to the taking of property, moving forward, we expect the agency to go beyond those perimeters and invest significantly more time and effort into engaging the West Seattle small business community. If it is a matter of staff resources to

adequately respond to this vital request, we expect that to be addressed at a priority level with the Sound Transit board if necessary.

Given we have members that could be impacted by each of the options, we do not intend to take a position on any specific alternative. However, we implore Sound Transit to provide better ways to engage all business owners – landowners and renters alike – with how the project may impact their business' future so that they can each plan for their own futures as best as possible. Our members need simple ways to connect to the process throughout the remainder of the development stage of WSBLE and especially when it comes time for decisions around construction planning. We understand that there will be lengthy construction impacts from the project and expect that Sound Transit will appropriately recognize and address how those periods can be detrimental to a business' future, including compensating each impacted business accordingly.

We look forward to working closely with Sound Transit in the years to come to bring light rail to our West Seattle community in an equitable and considerate way.

Sincerely,

Dawn Leverett
Board Chair
West Seattle Chamber of Commerce

Whitney Moore
Executive Director
West Seattle Chamber of Commerce

Communication ID: 504361 - West Seattle Chamber of Commerce Draft EIS Comment

#	Comments	Responses
1	The dual challenges of the COVID pandemic and closure of the West Seattle bridge have hit our community especially hard over the last two years and will undoubtedly take time for us to recover. The traffic challenges resulting from the sudden and prolonged bridge closure have proven the critical lifeline in having resilient transportation options on and off the West Seattle peninsula. While we look forward to the eventual addition of Sound Transit's West Seattle link extension, how the transit line is built could present another economic disaster for our small business community. We recognize the magnitude of this project and how many different stakeholders and communities that Sound Transit will be required to engage over the life of the WSBLE development and construction. However, the transportation agency must find a better and more consistent approach in engaging the small business community, especially with respect to those businesses that do not own their spaces and have any likelihood of being impacted by any of the alternatives. While Sound Transit enjoys many legal protections in what guides the engagement process, especially with respect to the taking of property, moving forward, we expect the agency to go beyond those perimeters and invest significantly more time and effort into engaging the West Seattle small business community. If it is a matter of staff resources to adequately respond to this vital request, we expect that to be addressed at a priority level with the Sound Transit board if necessary. Given we have members that could be impacted by each of the options, we do not intend to take a position on any specific alternative. However, we implore Sound Transit to provide better ways to engage all business owners – landowners and renters alike – with how the project may impact their business' future so that they can each plan for their own futures as best as possible. Our members need simple ways to connect to the process throughout the remainder of the development stage of WSBLE and especially when it comes time for decisions around construction planning. We understand that there will be lengthy construction impacts from the project and expect that Sound Transit will appropriately recognize and address how those periods can be detrimental to a business' future, including compensating each impacted business accordingly.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in during development of the WSBLE Draft EIS and Final EIS for the West Seattle Link Extension Project. Sound Transit will continue to coordinate with affected business owners throughout the final design and construction phases.

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April 22, 2022

Lauren Swift
West Seattle Ballard Link Extension Environmental Manager
Central Puget Sound Regional Transit Authority (Sound Transit)
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Ms. Swift,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle to Ballard Link Extension (WSBLE) Project. This project will be the largest light rail project that Seattle is likely to ever experience. The effects of construction will last over a decade, but more importantly the project built will affect Seattle for hundreds of years.

The West Seattle Junction Association has long represented the businesses of the West Seattle Junction and has advocated for the community. The West Seattle Junction Association is a non-profit which produces many community events throughout the year including Art Walk, Summer Fest, Outdoor Movies, and many more events. We also maintain and beautify conditions at the Junction.

We are writing to express our opinions about the options for light rail at the West Seattle Junction. As you may know the West Seattle Junction has been one of the fastest growing neighborhoods in Seattle over the last decade with considerable residential growth and more planned or under construction. It is critical that light rail works with this development and the character of the Junction and not against it.

Two of the alternatives are clearly not acceptable to West Seattle residents. Sound Transit board preferred alignment WSJ-1 ending at 41st/42nd would take out a wide swath of single family homes and small businesses to reach the Junction. Not only would those homes be lost, but much of the pathway would be rendered undevelopable in an area with some of the best transit connections in the city. And an unattractive tail track would continue into the surrounding neighborhood for many years to come. This option is counterproductive to building good developments along light rail.

Although the second alignment- WSJ-2 avoids as much property takes, it is even worse for the people who live and work in the Junction. The location on Fauntleroy or at 38th is simply too far from the heart of the Junction at California to be useful. There is a steep hill between the proposed station location and California. We believe the walkshed would be limited for this station and it would serve businesses and residents poorly. The station would be also too close to the Avalon Station so its benefits would be limited. If the Avalon Station was eliminated for cost cutting measures, this single West Seattle Junction station location would be poorly located to serve both the Junction and homes and residents along Avalon.

The West Seattle Junction Association strongly supports a tunnel option for light rail into the Junction. We believe that this is the best solution for this increasingly growing neighborhood and business district. The tunnel options that end at either 41st or 42nd (WSJ-3a, WSJ-3b, and WSJ-5) all offer station locations that serve the Junction far better than the elevated options without taking wide swaths of the neighborhood for unsightly tracks. Tunnel options would also allow the tail tracks to be located underground instead of hanging over the neighborhood for many years. This would also make future extension to the Morgan Junction and further south much easier to accomplish without considerable property displacement.

We appreciate the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle to Ballard Link Extension (WSBLE) Project. If you wish to follow up, please contact our Executive Director, Chris Mackay, at chris@wsjunction.org or (206) 935-0904.

Thank you for your consideration,

The Board of the West Seattle Junction Association

Communication ID: 504795 - West Seattle Junction Association Draft EIS Comment

#	Comments	Responses
1	Two of the alternatives are clearly not acceptable to West Seattle residents. Sound Transit board preferred alignment WSJ-1 ending at 41st/42nd would take out a wide swath of single family homes and small businesses to reach the Junction. Not only would those homes be lost, but much of the pathway would be rendered undevelopable in an area with some of the best transit connections in the city. And an unattractive tail track would continue into the surrounding neighborhood for many years to come. This option is counterproductive to building good developments along light rail. Although the second alignment- WSJ-2 avoids as much property takes, it is even worse for the people who live and work in the Junction. The location on Fauntleroy or at 38th is simply too far from the heart of the Junction at California to be useful. There is a steep hill between the proposed station location and California. We believe the walkshed would be limited for this station and it would serve businesses and residents poorly. The station would be also too close to the Avalon Station so its benefits would be limited. If the Avalon Station was eliminated for cost cutting measures, this single West Seattle Junction station location would be poorly located to serve both the Junction and homes and residents along Avalon. The West Seattle Junction Association strongly supports a tunnel option for light rail into the Junction. We believe that this is the best solution for this increasingly growing neighborhood and business district. The tunnel options that end at either 41st or 42nd (WSJ-3a, WSJ-3b, and WSJ-5) all offer station locations that serve the Junction far better than the elevated options without taking wide swaths of the neighborhood for unsightly tracks. Tunnel options would also allow the tail tracks to be located underground instead of hanging over the neighborhood for many years. This would also make future extension to the Morgan Junction and further south much easier to accomplish without considerable property displacement.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

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Appendix O.2.4
Community and Arts Organizations

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Community and arts organizations that provided comments include:

- Allied Arts
- Avalon Neighbors Coalition
- Cascade Bicycle Club
- Commute Seattle
- Delridge Neighborhoods Development Association
- Duwamish Alive
- Feet First
- Historic Seattle
- Seattle Arts Commission
- Seattle Audubon
- Seattle Green Spaces Coalition
- Seattle Subway
- Sierra Club
- Skylink
- The Urbanist
- Transitional Resources
- Transportation Choices
- West Seattle Bike Connections
- West Seattle Transportation Coalition

For community or arts organizations that submitted more than one submittal, the submittals are presented in the order received.

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ALLIED ARTS

April 28, 2022

Dear Sound Transit Board,

Allied Arts of Seattle's comments on the DEIS for the Sound Transit West Seattle and Ballard Link Light Rail Extensions

For almost seven decades Allied Arts of Seattle has advocates for great public places and a vibrant arts community. We are very concerned how some of the proposed alignment in ST's current DEIS would negatively impact public spaces and as well as private spaces which all residents enjoy.
Sound Transit will change the face of Seattle for at least the next century, so we must plan and build for the long term. This may require the ST board to make politically difficult short-term decisions to extend deadlines and redesign aspects of the project in order to create far superior long-term outcomes. ST showed such leadership in the past by delaying the Airport and UW alignments; we trust the board will show such leadership again. Below are the comments by Allied Arts of Seattle on the DEIS.

1. West Seattle Junction alignment west of Duwamish River

We strongly oppose all the alignments with viaducts and/or massive bridges and we support the alignments with tunnels.

- **Seattle learned how a viaduct along our central waterfront was a disaster for the public realm. Let's not make that same mistake again.** Massive light rail viaducts (a.k.a. "elevated LRT alignments") with huge stations looming over the area below are just barely acceptable along I-5 or in a gigantic parking lot like at Northgate. The West Seattle context is far more comparable to the Roosevelt neighborhood or Beacon Hill neighborhood, so tunnels are the appropriate choice here.
- **In particular, a viaduct and large elevated transit station with their shadows, columns and noise are not appropriate so close to the heart of the West Seattle Junction.**
- **A huge, towering bridge over the neighborhoods of south Delridge is not appropriate.** The proposed LRT bridge over Delridge is comparable in scale to the existing West Seattle High Rise Bridge, so it would be completely out of scale here. Also, your outreach for this area is disturbingly limited. ST did not speak to the businesses in the office park affected by the Delridge options, including the largest daycare center in West Seattle.

2. Ship Canal Crossing and Ballard

We strongly support the alignments with tunnels and we support a station at Downtown Ballard.

- **The tunnel options have fewer long-term impacts to the built environment.** Please see the comments described in section #1 above regarding viaducts vs. tunnels.
- **Ballard LRT should directly serve downtown Ballard.** The EIS should include an underground station which directly serves downtown Ballard. This is a choice between short term cost-savings to build transit infrastructure which poorly serves an existing urban village vs. a station with excellent access to an existing urban village and bus routes.

ALLIED ARTS

3. Chinatown / International District Station area

We strongly prefer the 4th Ave S alignment over the 5th Ave S alignment. The 4th Ave S Alignment will:

- **Eliminate cut-and-cover construction on 5th Avenue in the Chinatown International District.** The CID has suffered from the impact of many construction projects over the years. ST's proposed construction project would be the most severe construction project affecting this vibrant community of color in decades.
- **Create superior multi-model transit connections** providing direct, internal connections between all light rail lines and Sounder commuter rail.
- **Return Union Station to its original function as a transit hub** and allow countless people to enjoy this architectural gem.

Thank you for considering our comments to help ensure that Sound Transit improves rather than degrades the neighborhoods and communities it will serve for at least a century. We trust that Sound Transit will make decisions that will make Seattleites proud of and love their city and its light rail system. We welcome further conversation on these important decisions.

Sincerely,

Allied Arts of Seattle Board
Laine Ross, Co-President
David P. Allen, Co-President

Communication ID: 504386 – Allied Arts Draft EIS Comment

#	Comments	Responses
1	West Seattle Junction alignment west of Duwamish River We strongly oppose all the alignments with viaducts and/or massive bridges and we support the alignments with tunnels. Seattle learned how a viaduct along our central waterfront was a disaster for the public realm. Let's not make that same mistake again. Massive light rail viaducts (a.k.a. "elevated LRT alignments") with huge stations looming over the area below are just barely acceptable along I-5 or in a gigantic parking lot like at Northgate. The West Seattle context is far more comparable to the Roosevelt neighborhood or Beacon Hill neighborhood, so tunnels are the appropriate choice here. In particular, a viaduct and large elevated transit station with their shadows, columns and noise are not appropriate so close to the heart of the West Seattle Junction. A huge, towering bridge over the neighborhoods of south Delridge is not appropriate. The proposed LRT bridge over Delridge is comparable in scale to the existing West Seattle High Rise Bridge, so it would be completely out of scale here. Also, your outreach for this area is disturbingly limited. ST did not speak to the businesses in the office park affected by the Delridge options, including the largest daycare center in West Seattle.	Please see responses to CCG2 and CC2e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for information on the outreach and coordination that Sound Transit has performed for the project.
2	Ship Canal Crossing and Ballard We strongly support the alignments with tunnels and we support a station at Downtown Ballard. The tunnel options have fewer long-term impacts to the built environment. Please see the comments described in section #1 above regarding viaducts vs. tunnels. Ballard LRT should directly serve downtown Ballard. The EIS should include an underground station which directly serves downtown Ballard. This is a choice between short term cost-savings to build transit infrastructure which poorly serves an existing urban village vs. a station with excellent access to an existing urban village and bus routes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Chinatown / International District Station area We strongly prefer the 4th Ave S alignment over the 5th Ave S alignment. The 4th Ave S Alignment will: Eliminate cut-and-cover construction on 5th Avenue in the Chinatown International District. The CID has suffered from the impact of many construction projects over the years. ST's proposed construction project would be the most severe construction project affecting this vibrant community of color in decades. Create superior multi- model transit connections providing direct, internal connections between all light rail lines and Sounder commuter rail. Return Union Station to its original function as a transit hub and allow countless people to enjoy this architectural gem.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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AVALON
NEIGHBORHOOD

Dear Sound Transit Board Members,

Thank you for providing our neighborhood with the opportunity to comment on the WSBLE Draft Environmental Impact Statement. The Avalon neighborhood represents a diverse coalition of homeowners, renters, and businesses located in the vicinity of SW Avalon Way within the walkshed of both the proposed Delridge and Avalon Stations.

The WSBLE extension offers an incredible opportunity for the neighborhood to gain fast and reliable transit access to the growing region-wide light rail network. We **advise the board to select a long tunnel alignment** which enhances and complements the existing built environment. All other proposed alternatives, including the short/medium tunnels, would result in significant and irreversible environmental impacts to the Avalon neighborhood and West Seattle.

Alignment:

We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:

(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

(1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
(2) poor walkshed of the station;
(3) poor compatibility with racial equity toolkit;
(4) bus transfer requiring buses to turn off of Delridge Way SW;
(5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:
We support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, **we consider the Avalon station to be a lower priority than the longer tunnel** and **support dropping the Avalon Station in exchange for a longer tunnel**.

Additional alternatives to study:
We strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include:

1. Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.

2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge.

3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.

The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters.

Signed,

	Name:	Address:
1	Judah Stevenson	4100 32nd Ave SW
2	Mike Mizell	4129 32nd Ave sw Seattle, WA 98126
3	Katie Kelly	4106 32nd Ave SW
4	Sally Phillips	3215 SW Genesee Street, Seattle, WA 98126
5	Michael Birkmeyer	4134 32nd Ave SW
6	Michelle Trulson	3206 Sw Genesee St. Seattle Wa 98126
7	René Commons	3212 SW Genesee St
8	Johannes Heine	4036 32nd Ave Sw, Seattle Wa 98126
9	Savannah Myers	4036 32nd Ave Sw, Seattle Wa, 98126
10	Linda Braddock	4143 32nd Ave. SW

11	Diane Hamilton	4044 32nd Ave SW, Seattle
12	Marilyn Kennell	4022 32nd Ave SW
13	Timothy Maxwell Wright	3221 SW Andover St
14	Marcia Kato	4130 32nd AVE SW, SEATTLE 98126
15	Brandon Herman	3211 SW Genesee St
16	Nathan Ferguson	4150 32nd Ave SW
17	Kevin & Emily Hansen	4018 32nd Ave SW, Seattle, WA 98126
18	Edie & Milan Havranek	4929-32nd Ave SW, Seattle 98126
19	Myra and Vince Ferriols	4049 32nd Ave SE
20	Heidi Shininger-Forrer	3215 SW Andover St., Seattle WA 98126
21	Rita Novotney	4104 32nd Ave. S.W.
22	Jenny Frankel-Reed	3201 SW Genesee St
23	Sally Phillips	3215 SW Genesee Street, Seattle, WA 98126
24	Libby Rasmussen	3211 SW Genesee St
25	Katherine L. Detore	3218 SW Genesess St, Seattle, WA 98126
26	Nancy Carroll	4012 32nd Ave SW Seattle, WA 98126
27	Megan Zamora	4026 32nd Ave SW Seattle WA 98126
28	Sergio Zamora	4026 32nd Ave SW
29	Joe and Beth Boomgard-Zagrodnik	4009 32nd Ave SW
30	Tighe Urelius	4147 37th Ave SW
31	Gary Reifel	4143 32nd Ave SW
32	Ashleigh Boomgard	4015 32nd Ave SE
33	Alan McMurray	4022 32nd Ave SW, Seattle
34	Jenny Zielke	3062e SW Avalon Way Seattle, WA 98126
35	Aaron Zielke	3062 SW Avalon Way, Unit E
36	Charlie Able	
37	Lisa Zerkowitz	
38	Boyd Sugiki	
39	Aimee C Riordan	4416 38th Ave SW
40	Paul Haury	4115 32nd Ave SW Seattle Wa 98126
41	Shannon Howell	2847 SW Dakota st
42	Quinn mcLaughlin	4104 32nd
43	M Miller	4051 32nd Ave SW
44	Callie	4118 32nd ave
45	Judson Miller	4051 32nd Ave SW

46	Suzanne Youles	3224 SW Genesee Street
47	Scot Keller	3224 SW Genesee Street
48	Richard Coombs	3227 SW Genesee St
49	Sarah Stevenson	4100 32nd Ave sw. Seattle wa 98126
50	Vikram Baskaran	3220 SW GENESEE ST, SEATTLE 98126
51	Alizah	4115 32nd Ave Sw
52	Olivia Lee	4134 32nd Ave SW
53	Nathan Rose	3014 SW Andover St
54	Patrick Kennelly	3014 SW Andover St
55	Sean Tamon	3070 SW Avalon Way Unit F
56	Radhika Makhija	3220 SW Genesee Street
57	Alicia Gaynor	4139 32nd Ave SW
58	Sam Sherwood	4139 32nd Ave sw
59	Kim Schwarzkopf	3036 SW Avalon Way
60	Amanda & Kenrick Williams	4107 32nd Ave sw
61	Chuck & Mary Heinze	4017 32nd ave s.w,
62	Rosa Zhang	3062A SW Avalon Way
63	Patrick Knight	3062A Southwest Avalon Way
64	A. Gita Krishnaswamy	3202 SW Avalon Way
65	Mark Forrer	3215 SW Andover St. Seattle WA 98126
66	Tanya Hurst	3015 SW Avalon Way
67	Rich Atalig	3036 SW Avalon Way
68	Iqbal Mohammad	4039 32nd Ave SW, 98126

Communication ID: 504330 – Avalon Neighbors Coalition Draft EIS Comment

#	Comments	Responses
1	We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. Delridge Station: We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include: (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (2) poor walkshed of the station; (3) poor compatibility with racial equity toolkit; (4) bus transfer requiring buses to turn off of Delridge Way SW; (5) lack of community input from bus riders in south Delridge and Burien.	Your support for Alternatives DEL-2a, DEL-2b, WSJ-3a, and WSJ-3b as well as opposition to Alternatives DEL-5, DEL-6, WSJ-4, and WSJ-5 has been noted. Please see responses to CCG2, CCG3, and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. For more information, please see these sections of the Final EIS: • Residential displacements, Section 4.1, Acquisitions, Displacements, and Relocations • Changes to roads and access, Section 3.5, Affected Environment and Impacts during Operation - Arterials and Local Street Operations, and Section 3.11, Construction Impacts • Visual impacts and mitigation, Section 4.5, Visual and Aesthetic Resources Noise impacts and mitigation, Section 4.7, Noise and Vibration
2	We support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel. Additional alternatives to study: We strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include: Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.	Please see responses to CC2c and CC2j in Table 7-1.
3	The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge.	The Final EIS includes Alternative WSJ-6, which is a tunnel without the Avalon Station, that would have the tunnel portal between Southwest Avalon Way and Fauntleroy Way Southwest. This alternative would reduce impacts to residents along 32nd Avenue Southwest.
4	The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.	Please see response to CC2h in Table 7-1.

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Contact
Olivia Holden
Program Director
oliviah@commuteseattle.com
206-613-3257

April 27, 2022

Lauren Swift
Sound Transit
401 S Jackson St.
Seattle, WA 98104

RE: Commute Seattle Comments on the WSBLE Draft Environmental Impact Statement

Dear Ms. Swift,

Commute Seattle writes to you in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS).

At Commute Seattle our mission is to foster mobility partnerships and services to keep Seattle moving and thriving for all. Through education, advocacy, training, and consulting, we are helping create a mobility-supportive business culture to ensure that commuters enjoy world-class benefits and amenities. Our vision is a more livable and thriving Seattle metro region underwritten by broad community commitment to climate-friendly mobility choices.

Commute Seattle empowers commuters, employers, and property managers to take climate-friendly travel options with Transportation Demand Management (TDM) strategies like transit pass incentives, Pre-Tax benefits, parking management, and commuter education. We support businesses with compliance regarding local TDM policy like the Commute Trip Reduction Law, Master Use Permit Transportation Management Program agreements, Commuter Benefits Ordinance, and more. Commute Seattle convenes the Downtown Transportation Alliance (DTA) to bring together private and public sector thought leaders and decision makers to approach opportunities and challenges collaboratively and ensure effectiveness.

Over the last decade, Seattle alone has added over 160,000 new jobs and Sound Transit Line 1 currently moves more than 80,000 weekday passengers per day to their jobs, doctor's appointments, and daily needs. Mass transit is a critical component in combating climate change and building generations of wealth. Mass transit connects communities and saves lives. WSBLE is expected to increase ridership 15 to 30 percent, which can decrease vehicle miles traveled (VMT) by 3 percent. To achieve this, we need a light rail system that is built for its most vulnerable users. Transparent and thorough engagement will be key to a successful delivery of the WSBLE. Project decisions deserve the highest quality of research, design, implementation, and transparency to ensure that our collective vision can be achieved. Therefore, Commute Seattle outlines the following comments regarding ST3 planning and the preferred alignment for the WSBLE.

Comment 1: Invest in alignment options that bring stations as close to the surface as possible.

Deep transit stations are not only expensive, but they also cause barriers for riders, especially for those making short trips, for riders transferring, and for people living with a disability. With most driving trips being under a mile, people require fewer barriers to get out of their personal vehicles and into a climate-friendly mode.

To build a system for generations, Sound Transit must:

- Install Ultra-High-Speed elevators from the surface directly to the platform if the route proves no other option other than a deep transit tunnel through downtown. No rider should need to transfer from one elevator shaft to another or to an escalator to reach the platform from the surface and vice versa.
- Build stations based on the population growth data from the Puget Sound Regional Council and for the ridership we need to achieve climate goals.
- Build multiple access points to handle ridership capacity and alternative entry and exits.
- Employ human-centered design strategies from the start of project development.

Comment 2: Invest in TDM strategies in all phases of the project, particularly during construction and especially in areas with vulnerable populations and disenfranchised communities. Commute Seattle requests Sound Transit to establish a construction mitigation plan devoted to:

- Establishing community-centered coordination committees in each station project area and centering BIPOC voices in project outreach and engagement.
- Maintaining and prioritizing sidewalk accessibility to ensure ADA compliance and safe routes to school throughout construction. Soliciting expertise from people who have low-to-no vision and/or use a mobility device. Speaking with schools and parents regarding school day transportation and after school activity travel.
- Avoiding impacts to transit, especially fixed rail transit or bus service with no adequate detour route. Providing more if not equivalent transit service in areas and for transit-dependent riders that are acutely impacted.
- Communicating the project to employers, residents, and visitors; offering staff time to execute presentations and be available for questions. Offering incentives to businesses and non-governmental organizations to encourage and facilitate transit ridership.
- Establishing requirements for maintaining access to venues and businesses in construction contract documents.
- Providing real-time and advance-notice information on traffic movement, detour routes, and access. Marketing the tool effectively to the community and employers.
- Implementing public education measures and creative marketing ideas that promote access and attractiveness of venues and businesses.
- Proactively working with the maritime and freight industry to define suitable alternative routes. Building off existing relationships with maritime to effectively communicate alternative routes.

Comment 3: Build community confidence and ensure the project can be built on time, under budget, and of the highest quality.

- Developing a robust communications plan that is built with the community. Employing creative marketing and public education campaigns to build project awareness and excitement.
- Uplifting people, local businesses, and arts and cultural venues with project storytelling.
- Overcommunicating the project timelines and any project constraints.
- Developing a department to establish community-building and project education that is made up of community representatives for the most impacted groups.
- Establishing a land bank program to proactively revert land acquired for project construction back to the community, especially in areas with BIPOC and traditionally disenfranchised groups.

We appreciate your commitment and dedication to delivering climate-friendly travel options for generations to come. We look forward to working together as we deliver the West Seattle and Ballard Link Extensions.

Sincerely,

Olivia Holden
Program Director
Commute Seattle

Communication ID: 504706 – Commute Seattle Draft EIS Comment

#	Comments	Responses
1	Comment 1: Invest in alignment options that bring stations as close to the surface as possible. Deep transit stations are not only expensive, but they also cause barriers for riders, especially for those making short trips, for riders transferring, and for people living with a disability. With most driving trips being under a mile, people require fewer barriers to get out of their personal vehicles and into a climate-friendly mode. To build a system for generations, Sound Transit must: • Install Ultra-High-Speed elevators from the surface directly to the platform if the route proves no other option other than a deep transit tunnel through downtown. No rider should need to transfer from one elevator shaft to another or to an escalator to reach the platform from the surface and vice versa. • Build stations based on the population growth data from the Puget Sound Regional Council and for the ridership we need to achieve climate goals. • Build multiple access points to handle ridership capacity and alternative entry and exits. • Employ human-centered design strategies from the start of project development.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The ridership model for all stations uses Puget Sound Regional Council growth projections and land use assumptions as inputs. Station access is based on a number of factors, including ridership.
2	Comment 2: Invest in TOM strategies in all phases of the project, particularly during construction and especially in areas with vulnerable populations and disenfranchised communities. Commute Seattle requests Sound Transit to establish a construction mitigation plan devoted to: • Establishing community-centered coordination committees in each station project area and centering BIPOC voices in project outreach and engagement. • Maintaining and prioritizing sidewalk accessibility to ensure ADA compliance and safe routes to school throughout construction. Soliciting expertise from people who have low-to-no vision and/or use a mobility device. Speaking with schools and parents regarding school day transportation and after school activity travel. • Avoiding impacts to transit, especially fixed rail transit or bus service with no adequate detour route. Providing more if not equivalent transit service in areas andfor transit-dependent riders that are acutely impacted. • Communicating the project to employers, residents, and visitors; offering staff time to execute presentations and be available for questions. Offering incentives to businesses and non- governmental organizations to encourage and facilitate transit ridership. • Establishing requirements for maintaining access to venues and businesses in construction contract documents. • Providing real-time and advance-notice information on traffic movement, detour routes, and access. Marketing the tool effectively to the community and employers. • Implementing public education measures and creative marketing ideas that promote access and attractiveness of venues and businesses. • Proactively working with the maritime and freight industry to define suitable alternative routes. Building off existing relationships with maritime to effectively communicate alternative routes.	Please see Section 4.3.7, Mitigation Measures, of the Final EIS for a discussion of what is typically included in a construction management plan for Sound Transit projects. This list is representative and details of this plan will be further defined for the West Seattle Link Extension closer to project construction. Sound Transit would develop a Construction Access and Traffic Management Plan for the project for whichever Build Alternative is selected to be built. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Comment 3: Build community confidence and ensure the project can be built on time, under budget, and of the highest quality. • Developing a robust communications plan that is built with the community. Employing creative marketing and public education campaigns to build project awareness and excitement. • Uplifting people, local businesses, and arts and cultural venues with project storytelling. • Overcommunicating the project timelines and any project constraints. • Developing a department to establish community-building and project education that is made up of community representatives for the most impacted groups. • Establishing a land bank program to proactively revert land acquired for project construction back to the community, especially in areas with BIPOC and traditionally disenfranchised groups.	Sound Transit's guiding principles include collaboration, passenger focus, inclusion and respect, safety, integrity, and quality. Sound Transit will continue to evaluate ways to engage affected communities as the project progresses.

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DELRIDGE NEIGHBORHOODS DEVELOPMENT ASSOCIATION
ART • NATURE • NEIGHBORHOOD

a: 4408 Delridge Way SW
Seattle, WA 98106
t: (206) 935 2999
w: www.dnda.org

April 27, 2022

Dear Sound Transit,

On behalf of DNDA, the Delridge Neighborhoods Development Association, I submit the following comments on the ST3 Draft Environmental Impact Statement:

- For the Duwamish crossing, we urge you to choose the **North Crossing (DUW-2)**, which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). We believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees.

- For the Delridge Segment, we encourage you to choose the **Preferred Dakota Street Station Lower Height (DEL-2a)**. Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station.

- As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered.

- The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.

- We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership.

- There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. DNDA would welcome partnership with Sound Transit here.

Thank you for your consideration, and we look forward to continued partnership with Sound Transit.

Sincerely,

David Bestock, DNDA Executive Director
and team DNDA

Communication ID: 503009 – Delridge Neighborhoods Development Association Draft EIS Comment

#	Comments	Responses
1	For the Duwamish crossing, we urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). We believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees.	Please see responses to CCG2, CC4.1b, CC4.9a, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the Final EIS for more information about ecosystem impacts and proposed mitigation.
2	For the Delridge Segment, we encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station.	Please see responses to CCG2 and CC4.2a in Table 7-1. Please see Sections 4.9, Ecosystems, of the Final EIS for more information on impacts to ecosystems.
3	As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered.	Please see responses to CC3a and CCEJ1 in Table 7-1.
4	The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.	Please see responses to CC3a and CC4.4a in Table 7-1.
5	We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership.	Please see response to CC3b in Table 7-1.
6	There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. DNDA would welcome partnership with Sound Transit here.	Please see Section 4.9, Ecosystems, of the Final EIS for more information about ecosystem impacts and proposed mitigation.

Communication ID: 503215

Communication (4/28/2022)

Thank you for your team's presentation and this opportunity to review the plans and provide comments.

We support light rail as an important transportation method for this region, especially for its community and environmental benefits in general. However, we ask that you thoughtfully consider how the choices in designing the rail system will impact the communities of Delridge and Duwamish especially the environmental factors of the community's health and wellbeing. Preserving natural areas which provide residents a respite in nature from an urbanized environment with increasing density, is highly valued in these communities. Residents are able to experience wildlife that includes our iconic Great Blue Heron and salmon in the areas which will be affected by option choices. We ask that you give added weight to environmental and health factors in your decision process.

• We would encourage that all land underneath and within the railway that isn't hardscape be restored in natural habitat, especially that supports pollinators and wildlife.

Duwamish Section:

• The Lower Duwamish section of the river, which includes the Super Fund site, has been a focus for decades in revitalizing its native habitat and wildlife which we are seeing positive results from. The river is coming alive with wildlife again including the Great Blue Heron which live in rookeries on Pigeon Point. Viewing these birds are a special experience for visitors to the river, one that connects them to place and Seattle's identity as a city that values nature. The Duwamish Heron are part of the river and the focused efforts of organizations, agencies and thousands of local volunteers who are and have worked over the decades to improve their habitat.

The north rail crossing option is preferred, having minimal environmental impact to both the West Duwamish Greenbelt and heron. It also minimizes displacing low-income residencies. The long-term benefits outweigh the additional costs of this option.

Delridge Section:
• The Longfellow Creek Natural Area is of critical importance to the community, being a much-loved natural area to enjoy nature. Puget Soundkeeper Alliance conduct's their fall Coho salmon surveys in this area of the creek and is a focus for our Longfellow Creek Network. Many of our coalition partners are continuing their focus on improving the health of the creek and its ecosystem, replacing invasive plants with healthy native habitats, education concerning water quality, ecosystem health and wildlife.

• The creek's salmon runs are very fragile, with some years having single digit returning salmon, in a recent year only one juvenile salmon what recorded. The health of these salmon are an important part of West Seattle's identity and connection to nature. Their health and presence provide a motivator for residents to participate in the city's, county's and state's environmental efforts to improve the environmental health of our region.

• The creek's salmon spawning habitat is limited by the culverts in the creek, removing them - specifically under SW Genesee, would provide an additional mile of quality spawning habitat. These culverts are on the State's list for removal.
• No option should provide a pass through in the natural area for accessing a transfer station. The natural area should continue to be used primarily for experiencing nature without the negative dynamic of a throughfare and the environmental problems that arise from it.

The Preferred Dakota Street Station Lower Height (DEL2a) and the rail option on the southside of SW Genesee Street is preferred as it has impact on the Longfellow Creek Wetland.

Respectfully submitted,
Sharon Leishman
Director, Duwamish Alive Coalition

Owner(s):

Contact ID	Name	Type	Phones	Email
1073515	Sharon Leishman	Individual		s.leishman76@gmail.com - sharon@duwamishalive.org

Communication ID: 503215 – Duwamish Alive Draft EIS Comment

#	Comments	Responses
1	we ask that you thoughtfully consider how the choices in designing the rail system will impact the communities of Delridge and Duwamish especially the environmental factors of the community's health and wellbeing. Preserving natural areas which provide residents a respite in nature from an urbanized environment with increasing density, is highly valued in these communities. Residents are able to experience wildlife that includes our iconic Great Blue Heron and salmon in the areas which will be affected by option choices. We ask that you give added weight to environmental and health factors in your decision process. • We would encourage that all land underneath and within the railway that isn't hardscape be restored in natural habitat, especially that supports pollinators and wildlife.	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. In developing alternatives, Sound Transit avoids and minimizes impacts where possible. Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources and to provide adequate mitigation for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Please see Section 5 of Appendix N.4, Ecosystems Technical Report, for more information on avoidance and minimization measures as well as mitigation. Sound Transit has also coordinated with the City of Seattle regarding landscaping and/or revegetation of disturbed areas following construction.
2	Duwamish Section: • The Lower Duwamish section of the river, which includes the Super Fund site, has been a focus for decades in revitalizing its native habitat and wildlife which we are seeing positive results from. The river is coming alive with wildlife again including the Great Blue Heron which live in rookeries on Pigeon Point. Viewing these birds are a special experience for visitors to the river, one that connects them to place and Seattle's identity as a city that values nature. The Duwamish Heron are part of the river and the focused efforts of organizations, agencies and thousands of local volunteers who are and have worked over the decades to improve their habitat. The north rail crossing option is preferred, having minimal environmental impact to both the West Duwamish Greenbelt and heron. It also minimizes displacing low-income residencies. The long- term benefits outweigh the additional costs of this option.	Please see responses to CCG2 and CC4.9b in Table 7-1. Please see Section 4.4, Social Resource, Community Facilities, and Neighborhoods, regarding impacts to income-restricted housing. Please see Appendix G, Environmental Justice, for information on low-income populations in the study area.

#	Comments	Responses
3	Delridge Section: • The Longfellow Creek Natural Area is of critical importance to the community, being a much-loved natural area to enjoy nature. Puget Soundkeeper Alliance conduct's their fall Coho salmon surveys in this area of the creek and is a focus for our Longfellow Creek Network. Many of our coalition partners are continuing their focus on improving the health of the creek and its ecosystem, replacing invasive plants with healthy native habitats, education concerning water quality, ecosystem health and wildlife. • The creek's salmon runs are very fragile, with some years having single digit returning salmon, in a recent year only one juvenile salmon what recorded. The health of these salmon are an important part of West Seattle's identity and connection to nature. Their health and presence provide a motivator for residents to participate in the city's, county's and state's environmental efforts to improve the environmental health of our region. • The creek's salmon spawning habitat is limited by the culverts in the creek, removing them - specifically under SW Genesee, would provide an additional mile of quality spawning habitat. These culverts are on the State's list for removal. • No option should provide a pass through in the natural area for accessing a transfer station. The natural area should continue to be used primarily for experiencing nature without the negative dynamic of a throughfare and the environmental problems that arise from it. The Preferred Dakota Street Station Lower Height (DEL2a) and the rail option on the southside of SW Genesee Street is preferred as it has impact on the Longfellow Creek Wetland.to be used primarily for experiencing nature without the negative dynamic of a throughfare and the environmental problems that arise from it. The Preferred Dakota Street Station Lower Height (DEL2a) and the rail option on the southside of SW Genesee Street is preferred as it has impact on the Longfellow Creek Wetland.	The Final EIS preferred alternative in the Delridge Segment, Preferred Option DEL-6b, would cross Longfellow Creek between Southwest Andover Street and Southwest Yancy Street, where it is open channel with some natural riparian corridor. Sound Transit has coordinated with the City of Seattle on mitigation for impacts to wetlands and the vegetated buffer in this area and is proposing to complete onsite mitigation. This mitigation proposal will continue to be refined as it advances through permitting. Please see Section 5 of Appendix N.4, Ecosystems Technical Report for more information on proposed mitigation. If an alternative along Southwest Genesee Street were selected as the project to be built, Sound Transit would coordinate with the City and other regulatory agencies regarding impacts to Longfellow Creek at that location and the appropriate mitigation. Sound Transit has coordinated with the City and King County Metro regarding station access for all West Seattle Link Extension stations. No access through natural areas is proposed.

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feet first
promoting walkable communities

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Thank you for this opportunity to comment on the West Seattle-Ballard DEIS. Feet First is Washington's statewide organization advocating for pedestrians and walkability. Every Link ride begins and ends with a walk or roll. Our evaluation of the proposed Link extensions to West Seattle and Ballard identifies opportunities to enhance both pedestrian access and safety. We believe it is to locate stations near to centers of pedestrian activity, with safe and convenient access to services and transit connections.

- We believe the overall alignment choices should be re-evaluated without the financial subarea equity constraint to ensure that stations will be located ideally for pedestrian access, especially at the terminal stations in Ballard and West Seattle. Each must serve the neighborhood center directly, while also serving as a primary feeder bus connection point.
    - **Ballard:** The proposed locations at 14th NW and 15th NW are beyond a reasonable walking distance from Ballard core destinations and are situated poorly for bus transfers. This may result in low ridership demand and high parking demand, both of which do not benefit the surrounding community. A Link station located at NW Market Street and 20th Avenue NW would serve Ballard more effectively as a destination and would also be within walking distance to far more residents living within a quarter-to-half mile radius of the station. This alternative location is near the center of pedestrian activity and is an ideal location to make transfers to and from existing bus routes without requiring out-of-direction travel of space to lay over.
    - **West Seattle:** The junction is the center of pedestrian activity and the best transfer location with local buses. An elevated structure through the West Seattle neighborhood would have negative effects on the urban design this investment is intended to support.
    - We also support Seattle Subway's recommendation to locate the **South Lake Union** station on Westlake closer to the center of development and believe this option should be considered further, recognizing that riders wanting to access the E line would need to walk further.
- The deep tunnel downtown should not be considered because the vertical transportation will result in long access times, challenging transfers between services, and unreliable elevators and escalators. The ability to make quick and convenient transfers between Link, streetcar, Monorail, and bus lines will largely determine how well the system functions as a network, especially in the initial years of operation where the West Seattle line will not penetrate the downtown.
    - Sound Transit should demonstrate its justification for building a second downtown tunnel. If a single tunnel could suffice it would allow for direct transfers between rail lines and make more Seattle subarea funds available to meet Seattle intra-city circulation needs. It's not clear that two tunnels are needed to operate the proposed service levels

given 6-minute minimum headways in the Capitol Hill tunnel, and the capacity advantages of a second tunnel will be diminished by using through-routes that connect short 7-mile city tails to 40-mile routes to Everett and Tacoma. The analysis should consider every possible operational technique to achieve reliable and short headways before jumping to a higher-cost two-tunnel option.

- If analysis shows a two-tunnel approach is the only feasible option, the International District/Chinatown station will provide critical system connections between multiple transit services and is essential to "get it right." We oppose the deep tunnel station because it will create significant barriers to accessing the station and connecting services quickly and reliably.

- We recognize that a shallow cut-and-cover station in the International District would have significant impacts to that community and have environmental justice implications that need to be considered. If those impacts can be successfully avoided or mitigated, we recommended the 5th Avenue cut-and-cover option be selected, that a "Barcelona Solution" be considered (a station layout with two railway platforms, one on each side of the track), and that east-west pedestrian connections be considered to provide alternative pathways to busy S Jackson St.

- If impacts of 5th Avenue cut-and-cover stations are unacceptable, Sound Transit should consider other tunnel options that do not require deep stations and allow for easy transfers to connecting services.

Thank you again for this opportunity to comment,
On Behalf of the Feet First Board

Communication ID: 504318 – Feet First Draft EIS Comment

#	Comments	Responses
1	We believe the overall alignment choices should be re-evaluated without the financial subarea equity constraint to ensure that stations will be located ideally for pedestrian access, especially at the terminal stations in Ballard and West Seattle. Each must serve the neighborhood center directly, while also serving as a primary feeder bus connection point.	General station locations for the West Seattle Link Extension were determined through the Sound Transit 3 planning process. See Section 1.3, Planning History of West Seattle Link Extension Corridor, for more information on the history of planning in this corridor. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Ballard: The proposed locations at 14th NW and 15th NW are beyond a reasonable walking distance from Ballard core destinations and are situated poorly for bus transfers. This may result in low ridership demand and high parking demand, both of which do not benefit the surrounding community. A Link station located at NW Market Street and 20th Avenue NW would serve Ballard more effectively as a destination and would also be within walking distance to far more residents living within a quarter-to-half mile radius of the station. This alternative location is near the center of pedestrian activity and is an ideal location to make transfers to and from existing bus routes without requiring out-of-direction travel of space to lay over.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	West Seattle: The junction is the center of pedestrian activity and the best transfer location with local buses. An elevated structure through the West Seattle neighborhood would have negative effects on the urban design this investment is intended to support.	Please see responses to CC2e and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
4	We also support Seattle Subway's recommendation to locate the South Lake Union station on Westlake closer to the center of development and believe this option should be considered further, recognizing that riders wanting to access the E line would need to walk further.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	The deep tunnel downtown should not be considered because the vertical transportation will result in long access times, challenging transfers between services, and unreliable elevators and escalators. The ability to make quick and convenient transfers between Link, streetcar, Monorail, and bus lines will largely determine how well the system functions as a network, especially in the initial years of operation where the West Seattle line will not penetrate the downtown.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	Sound Transit should demonstrate its justification for building a second downtown tunnel. If a single tunnel could suffice it would allow for direct transfers between rail lines and make more Seattle subarea funds available to meet Seattle intra-city circulation needs. It's not clear that two tunnels are needed to operate the proposed service levels given 6-minute minimum headways in the Capitol Hill tunnel, and the capacity advantages of a second tunnel will be diminished by using through-routes that connect short 7-mile city tails to 40-mile routes to Everett and Tacoma. The analysis should consider every possible operational technique to achieve reliable and short headways before jumping to a higher-cost two-tunnel option.	Please see response to CC1b in Table 7-1.
7	If analysis shows a two-tunnel approach is the only feasible option, the International District/Chinatown station will provide critical system connections between multiple transit services and is essential to "get it right." We oppose the deep tunnel station because it will create significant barriers to accessing the station and connecting services quickly and reliably. o We recognize that a shallow cut-and-cover station in the International District would have significant impacts to that community and have environmental justice implications that need to be considered. If those impacts can be successfully avoided or mitigated, we recommended the 5th Avenue cut-and-cover option be selected, that a "Barcelona Solution" be considered (a station layout with two railway platforms, one on each side of the track), and that east-west pedestrian connections be considered to provide alternative pathways to busy S Jackson St. o If impacts of 5 th Avenue cut-and-cover stations are unacceptable, Sound Transit should consider other tunnel options that do not require deep stations and allow for easy transfers to connecting services.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

HISTORIC SEATTLE
Educate Advocate Preserve

April 28, 2022

VIA E-MAIL

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S Jackson Street
Seattle, Washington 98104

RE: Comments on the DEIS for the West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

On behalf of Historic Seattle, I am submitting these comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project.

Established in 1973, Historic Seattle is the only citywide nonprofit and public development authority dedicated to saving meaningful places to foster lively communities. Our three main program areas are Education, Advocacy, and Preservation. We are the owner of ten historic properties in Seattle—these landmarks and National Register-listed buildings are important to the communities in which they are located. We promote good stewardship and understand how challenging and yet rewarding it is to maintain and operate historic buildings. Our buildings provide affordable rents for office, residential, education, community, arts, and cultural spaces.

Historic Seattle supports the WSBLE project and strongly believes that linking more communities to the existing light rail system will be a great public benefit. However, no transportation system is perfect. No route alternative meets all needs. All route alternatives have pro and cons. The perspective we provide is from our experience and expertise in preservation. Our comments focus on impacts to above-ground historic resources.

From our review of the DEIS, the most adverse impact to historic resources is to the Chinatown-International District, particularly if either one of the two 5th Avenue alternatives (CID-2a and CID-2b) is chosen. We do not support the 5th alternatives. To be blunt, it's a non-starter. The demolition of buildings in the Seattle Chinatown National Register Historic District and local International Special Review District will forever change the physical character of the CID, displace small businesses and their associated owners and employees, and result in both short-term and long-term economic impacts to the neighborhood. Organizations from the community have commented at length about the many negative impacts to the neighborhood if one of the 5th Avenue

OUR PROPERTIES

Good Shepherd Center
Built: 1906 | Operated by Historic Seattle since 1975

Mutual Life Building
Built: 1890-1916 | Operated by Historic Seattle since 1983

Belmont/Boylston Houses
Built: 1893-1903 | Operated by Historic Seattle since 1989

Phillips House
Built: 1902 | Operated by Historic Seattle since 1992

Victorian Row
Built: 1891 | Operated by Historic Seattle since 1993

Dearborn House
Historic Seattle Headquarters
Built: 1907 | Operated by Historic Seattle since 1997

Egan House
Built: 1958 | Operated by Historic Seattle since 1998

Cadillac Hotel
Built: 1898 | Operated by Historic Seattle since 2001

Washington Hall
Built: 1908 | Operated by Historic Seattle since 2009

Garden House
Built: 1886 | Operated by Historic Seattle since 2021

1117 Minor Avenue
Seattle, WA 98101

(206) 622-6952
info@historicseattle.org
www.historicseattle.org

alternatives is chosen as the preferred alternative. We urge Sound Transit to listen to the community. The Wing Luke Museum's comments are particularly insightful and relevant.

We concur with the DEIS that 525 S Jackson Street (now Bank America; originally Seattle-First National Bank, International District Branch) is eligible for listing in the National Register under Criterion C even though it is noted as "non-contributing" in Seattle Chinatown National Register Historic District nomination from 1986. An amended National Register historic district nomination could revise the period of significance for the district to capture mid-century resources.

If one of the 5th Avenue alternatives is chosen, the district would also lose 418 5th Avenue and the former Uwajimaya building (we're unclear as to the address and cannot find it in the DEIS "Table 4.3.16-4. Effects to Built Environment Historic Properties: Chinatown-International District Segment") but the site is shown as one of three potential transit-oriented development parcels in the Tunnel 5th Avenue Station map.

While not ideal either, the Tunnel 4th Avenue alternatives would have less adverse impacts in the CID. If we had to choose an alternative, we would pick one of the 4th Avenue alternatives over the 5th Avenue alternatives. Sound Transit—please stay off 5th Avenue!

Historic Seattle believes that in addition to the CID, Pioneer Square will also be majorly impacted by this project. We support the comments submitted by the Alliance for Pioneer Square and Historic South Downtown (for Pioneer Square and the CID).

In other neighborhoods, we have concerns for the adverse impacts on the following historic resources:

4045 Delridge Way SW – This significant modern building (originally Bethlehem Pacific Coast Steel Co. Office Building) would be demolished in all proposed Delridge segment alternatives except for the Andover Street Station alternatives. We concur with the DEIS that his building is eligible for the National Register under Criteria A and C. If demolition cannot be avoided, we would like to see some significant mitigation for this loss. See Delridge segment.

1038 Elliott Ave W (Wilson Machine Works) – This significant building is eligible for the National Register under Criterion C and possibly Criterion A. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See South Interbay segment.

1430-1436 Elliott Ave W (Western Pacific Chemical Company) – This significant building is eligble for the National Register under Criterion C and possibly Criterion A. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See South Interbay segment.

105 Mercer Street (Maxine Apartments) – This 1929 brick apartment building in the lower Queen Anne neighborhood is significant. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See Downtown segment.

Although not slated for demolition, there are significant impacts to historic resources at Seattle Center if the preferred alternative DT-1 is chosen. The Northwest Rooms (Seattle Landmark), Seattle Repertory Theatre, and other buildings would be most impacted from construction and operation of a tunnel.

Please note that Historic Seattle did our best to review the DEIS at this time. We are also a Section 106 Consulting Party and will continue to provide input throughout the process.

Thank you for the opportunity to comment. We hope to see as few historic resources adversely impacted as possible.

Sincerely,

Eugenia Woo

Eugenia Woo

Director of Preservation Services

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Communication ID: 504283 – Historic Seattle Draft EIS Comment

#	Comments	Responses
1	From our review of the DEIS, the most adverse impact to historic resources is to the Chinatown- International District, particularly if either one of the two 5th Avenue alternatives (CID-2a and CID- 2b) is chosen. We do not support the 5th alternatives. To be blunt, it's a non-starter. The demolition of buildings in the Seattle Chinatown National Register Historic District and local International Special Review District will forever change the physical character of the CID, displace small businesses and their associated owners and employees, and result in both short-term and long- term economic impacts to the neighborhood. Organizations from the community have commented at length about the many negative impacts to the neighborhood if one of the 5th Avenue alternatives is chosen as the preferred alternative. We urge Sound Transit to listen to the community. The Wing Luke Museum's comments are particularly insightful and relevant. We concur with the DEIS that 525 S Jackson Street (now Bank America; originally Seattle-First National Bank, International District Branch) is eligible for listing in the National Register under Criterion C even though it is noted as "non-contributing" in Seattle Chinatown National Register Historic Districtnomination from 1986. An amended National Register historic district nomination could revise the period of significance for the district to capture mid-century resources. If one of the 5th Avenue alternatives is chosen, the district would also lose 418 5th Avenue and the former Uwajimaya building (we're unclear as to the address and cannot find it in the DEIS "Table 4.3.16-4. Effects to Built Environment Historic Properties: Chinatown-International District Segment") but the site is shown as one of three potential transit-oriented development parcels in the Tunnel 5th Avenue Station map. While not ideal either, the Tunnel 4th Avenue alternatives would have less adverse impacts in the CID. If we had to choose an alternative, we would pick one of the 4th Avenue alternatives over the 5th Avenue alternatives. Sound Transit—please stay off 5th Avenue! Historic Seattle believes that in addition to the CID, Pioneer Square will also be majorly impacted by this project. We support the comments submitted by the Alliance for Pioneer Square and Historic South Downtown (for Pioneer Square and the CID).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	4045 Delridge Way SW – This significant modern building (originally Bethlehem Pacific Coast Steel Co. Office Building) would be demolished in all proposed Delridge segment alternatives except for the Andover Street Station alternatives. We concur with the DEIS that his building is eligible for the National Register under Criteria A and C. If demolition cannot be avoided, we would like to see some significant mitigation for this loss. See Delridge segment.	Please see Section 4.16, Historic and Archeological Resources, of the West Seattle Link Extension Final EIS for more information on mitigation for adverse effects to historic resources. Additional information is also available in Appendix N.5, Historic and Archaeological Resources Technical Report.

#	Comments	Responses
3	1038 Elliott Ave W (Wilson Machine Works) – This significant building is eligible for the National Register under Criterion C and possibly Criterion A. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See South Interbay segment. 1430-1436 Elliott Ave W (Western Pacific Chemical Company) – This significant building is eligble for the National Register under Criterion C and possibly Criterion A. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See South Interbay segment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	105 Mercer Street (Maxine Apartments) – This 1929 brick apartment building in the lower Queen Anne neighborhood is significant. If demolition cannot be avoided, we would like to see some meaningful mitigation for this loss. See Downtown segment. Although not slated for demolition, there are significant impacts to historic resources at Seattle Center if the preferred alternative DT-1 is chosen. The Northwest Rooms (Seattle Landmark), Seattle Repertory Theatre, and other buildings would be most impacted from construction and operation of a tunnel. Please note that Historic Seattle did our best to review the DEIS at this time. We are also a Section 106 Consulting Party and will continue to provide input throughout the process.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Communication ID: 502897

Communication (4/28/2022)

Dear Sound Transit Board of Directors,

I am writing to you today to advocate for the arts and culture sector as well as local communities that are at risk of displacement due to Sound Transit's expansion based on the Draft Environmental Impact Statement (DEIS).
I acknowledge the importance of the West Seattle Ballard expansion of the light rail. I am excited about the opportunities and accessibility new stations can bring and I also urge you to be intentional about protecting the communities that will be most affected.

Members of the Seattle Arts Commission have identified some key concerns with the current proposed DEIS plan which I will share more about below.
Clear and transparent communication with impacted communities
Youth involvement

Displacement of arts and community organizations as well as residents.

Clear and Transparent Communication with Impacted Communities
The city has a commitment to racial equity and we hold you accountable to that commitment. We recognize not only the short-term impacts of construction but also the long-term impacts that light rail has had in the city, resulting in the displacement of communities of color. We call for long-term mitigation measures in this light. We believe mitigation starts with making communication clear, transparent and accessible to the impacted communities in order to empower them to advocate for themselves. With this being a project capable of taking up to ten years, it is imperative that the community is involved in the planning and understands the process and how they will be impacted during and after construction. This can look like classes and training for the community, accessible literature about the planning process, clear processes for commenting on and objecting to the plans, planning meetings that directly involve the most impacted communities and more. Artists should have a central role in planning, development and implementation of this construction project

Youth Involvement
Youth are often overlooked in processes such as these and this is apparent in your plan. We ask that you actively engage youth in this process because ultimately, they will be the people who will most utilize the transit system to access impacted communities. We encourage Sound Transit to create avenues for youth residents to understand and participate in the review process in a meaningful way. Some suggestions on how to accomplish this are through youth forums, internships and other opportunities for compensation; programing, youth councils and community engagement with the arts organizations in the area that have youth programs. We encourage you to create a budget specifically for youth engagement and to pay young people for their time in assisting Sound Transit with planning.

Displacement of Art and Community Organizations
We recognize not only the short-term impacts of construction but also the long-term impacts that light rail has had in the city, especially resulting in the displacement of communities of color. We call for long-term displacement mitigation measures as a show of consideration for the impacted communities. It is also necessary to address these needs through community-led investment that results in community wealth building. This includes station planning and any related development taking into account affordable commercial, community-gathering and cultural space activation during the early planning phase. These spaces that are part of transit-oriented development should be owned and/or managed by an entity with the mission of programming cultural space so those spaces can be appropriately used and accessible to the public. This will help mitigate loss of neighborhood cohesion.
I also implore you to listen to our community members in and around the Seattle Center campus, Chinatown International District, Delridge and all other communities impacted by the West Seattle/Ballard Link Extension (WSBLE), as they will be directly impacted by this project. They have explained how this project will have severe adverse impacts and prolonged interruption on their mission-driven work. Please listen to all the organizations in the Seattle Center area, not just the largest.

Seattle Center and Uptown Cultural District - the proposed route is untenable for many organizations who have been recently impacted by both the pandemic closures and Climate Pledge Arena construction. Please continue to work with them to find a solution and business mitigation measures that will not displace the businesses and cultural organizations that are part of the identity of the Seattle Center area.

Chinatown International District - the 5th Avenue alternative would result in the highest amount long-term displacement of residential and cultural businesses in the CID. The 4th Avenue alternative would connect into the transportation gateway and provide potential opportunities for use of Union Station and pedestrian traffic.

Delridge - Youth programming is part of Delridge's community identity. Sound Transit can best serve our region's youth by ensuring they are involved in these planning processes. Sound Transit

should consider outsourcing or building in funding to outsource the management of surplus land dedicated for transit-oriented development, to ensure a focus on community and cultural spaces benefiting and accessible to the public, especially youth.

I and members of the cultural community believe this project will be successful if the most impacted communities are considered and included in the planning process. We look forward to more transparency of this project and to be in partnership with Sound Transit as planning for WSBLE moves forward.

Sincerely,
Chieko Phillips
Arts Commissioner

Owner(s):

Contact ID	Name	Type	Phones	Email
1077288	Chieko Phillips	Individual		chieko.phillips@gmail.com - chieko.phillips@4culture.org

Communication ID: 502897 – Seattle Arts Commission Draft EIS Comment

#	Comments	Responses
1	Clear and Transparent Communication with Impacted Communities The city has a commitment to racial equity and we hold you accountable to that commitment. We recognize not only the short-term impacts of construction but also the long-term impacts that light rail has had in the city, resulting in the displacement of communities of color. We call for long-term mitigation measures in this light. We believe mitigation starts with making communication clear, transparent and accessible to the impacted communities in order to empower them to advocate for themselves. With this being a project capable of taking up to ten years, it is imperative that the community is involved in the planning and understands the process and how they will be impacted during and after construction. This can look like classes and training for the community, accessible literature about the planning process, clear processes for commenting on and objecting to the plans, planning meetings that directly involve the most impacted communities and more. Artists should have a central role in planning, development and implementation of this construction project	Please see Appendix G, Environmental Justice, and Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination that Sound Transit has performed and the efforts moving forward. Mitigation measures are detailed in Chapter 4, Affected Environment and Environmental Consequences, for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives.
2	Youth Involvement Youth are often overlooked in processes such as these and this is apparent in your plan. We ask that you actively engage youth in this process because ultimately, they will be the people who will most utilize the transit system to access impacted communities. We encourage Sound Transit to create avenues for youth residents to understand and participate in the review process in a meaningful way. Some suggestions on how to accomplish this are through youth forums, internships and other opportunities for compensation; programing, youth councils and community engagement with the arts organizations in the area that have youth programs. We encourage you to create a budget specifically for youth engagement and to pay young people for their time in assisting Sound Transit with planning.	See response to comment 1 above. Thank you for your suggestions regarding youth engagement. Sound Transit looks forward to engaging youth in the station planning process as the project moves forward.

#	Comments	Responses
3	Displacement of Art and Community Organizations We recognize not only the short-term impacts of construction but also the long-term impacts that light rail has had in the city, especially resulting in the displacement of communities of color. We call for long-term displacement mitigation measures as a show of consideration for the impacted communities. It is also necessary to address these needs through community-led investment that results in community wealth building. This includes station planning and any related development taking into account affordable commercial, community-gathering and cultural space activation during the early planning phase. These spaces that are part of transit-oriented development should be owned and/or managed by an entity with the mission of programming cultural space so those spaces can be appropriately used and accessible to the public. This will help mitigate loss of neighborhood cohesion. I also implore you to listen to our community members in and around the Seattle Center campus, Chinatown International District, Delridge and all other communities impacted by the West Seattle/Ballard Link Extension (WSBLE), as they will be directly impacted by this project. They have explained how this project will have severe adverse impacts and prolonged interruption on their mission-driven work. Please listen to all the organizations in the Seattle Center area, not just the largest. Seattle Center and Uptown Cultural District - the proposed route is untenable for many organizations who have been recently impacted by both the pandemic closures and Climate Pledge Arena construction. Please continue to work with them to find a solution and business mitigation measures that will not displace the businesses and cultural organizations that are part of the identity of the Seattle Center area. Chinatown International District - the 5th Avenue alternative would result in the highest amount long-term displacement of residential and cultural businesses in the CID. The 4th Avenue alternative would connect into the transportation gateway and provide potential opportunities for use of Union Station and pedestrian traffic. Delridge - Youth programming is part of Delridge's community identity. Sound Transit can best serve our region's youth by ensuring they are involved in these planning processes. Sound Transit should consider outsourcing or building in funding to outsource the management of surplus land dedicated for transit-oriented development, to ensure a focus on community and cultural spaces benefiting and accessible to the public, especially youth.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for discussion of potential impacts to social resources, including arts organizations. Mitigation measures, including mitigation for displacements and impacts to social resources, are detailed in Chapter 4 for all alternatives and Appendix I for the preferred alternatives. Please see Appendix G, Environmental Justice, of the Final EIS for information impacts on and benefits to low-income populations and communities of color, as well as the outreach and coordination that Sound Transit has performed and the efforts moving forward. Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, describes outreach conducted to all populations. Thank you for your suggestions regarding youth engagement. Sound Transit looks forward to engaging youth in the station planning process as the project moves forward. A response to the comment regarding the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Sound Transit Projects - Communications (1 Total)

Search Term

503127

Communication ID: 503127

Communication (4/28/2022)

Dear Sound Transit West Seattle Light Rail Extension Project Team,

Greetings from Seattle Audubon. We are a 106-year-old environmental conservation organization that advocates and organizes for cities where people and birds thrive. High functioning public transportation is critical for the future of our city and for reducing carbon emissions from the transportation sector, the largest source of emissions in Seattle.

We also need to be good stewards of the biodiversity within our city. Urban wildlife face a multitude of threats which can be exacerbated during construction.

We ask that you please consider the following in the final environmental impact analysis:

-Please estimate expected tree removal and canopy cover loss for each alternative. This analysis should include descriptions of tree species, size, and a valuation of lost ecosystem services (see Nowak 2018: https://www.fs.fed.us/nrs/pubs/jrnl/2018/nrs_2018_nowak_002.pdf). Include these as performance metrics used to evaluate alternatives.

-VERY IMPORTANT: Avoid tree removal during nesting and chick-rearing periods for birds. Ideally, do not remove any trees or vegetation between February-August. This will give breeding birds, including the herons in the two nearby rookeries, the best chance to successfully reproduce. The tree removal for the Lynwood Light Rail Extension occurred in Spring 2019, the worst possible time. This demonstrated either a lack of planning or lack of concern for wildlife and the environment. We strongly request that Sound Transit to avoid making this mistake again.

-Evaluate the scale of opportunities during construction for each proposed alternative to remove concrete and other impervious surfaces to open new plantable space to add trees and vegetation for mitigation.

-Plan to replace removed trees with at least a 4:1 replacement ratio to help replace lost benefits from tree removal as quickly as possible. When replacing trees, use the largest species appropriate for the area. Favor large conifers which tend to provide more and year-round ecosystem services. Select native species and those that that can withstand stressors from the urban environment and climate change.

-Build bird-safe light rail stations. Most birds do not recognize glass as a barrier. Transparent and reflective surfaces kill up to one billion birds across North America, making window collisions one of the leading human-caused sources of direct bird mortality. The designs of the big, glassy structures at Husky Station, SeaTac, and others, are disasters from the perspective of bird window collisions. Please use bird safe glass or use collision deterrent treatments/design strategies to reduce collision risk at stations. Seattle Audubon is happy to be a resource.

-Evaluate options to reduce noise, dust, and lighting during construction and operation. Each of these stressors can diminish quality of life to people, and degrade habitat values for birds and other wildlife. Always shield nighttime lighting and turn it off when not in use--birds are often attracted to bright lights, especially during migration periods, which causes exhaustion, confusion, and increases exposure to urban hazards.

Seattle Audubon will be pleased to serve as a resource to you. Please don't hesitate to contact our office.

Sincerely,

Joshua Morris
Urban Conservation Manager

Owner(s):

Contact ID	Name	Type	Phones	Email
1077493	Joshua Morris	Individual		joshm@seattleaudubon.org

Communication ID: 503127 – Seattle Audubon Draft EIS Comment

#	Comments	Responses
1	Please estimate expected tree removal and canopy cover loss for each alternative. This analysis should include descriptions of tree species, size, and a valuation of lost ecosystem services (see Nowak 2018: https://www.fs.fed.us/nrs/pubs/jrnl/2018/nrs_2018_nowak_002.pdf). Include these as performance metrics used to evaluate alternatives. -VERY IMPORTANT: Avoid tree removal during nesting and chick-rearing periods for birds. Ideally, do not remove any trees or vegetation between February-August. This will give breeding birds, including the herons in the two nearby rookeries, the best chance to successfully reproduce. The tree removal for the Lynwood Light Rail Extension occurred in Spring 2019, the worst possible time. This demonstrated either a lack of planning or lack of concern for wildlife and the environment. We strongly request that Sound Transit to avoid making this mistake again. -Evaluate the scale of opportunities during construction for each proposed alternative to remove concrete and other impervious surfaces to open new plantable space to add trees and vegetation for mitigation.	Section 4.9, Ecosystems, and Appendix N.4, Ecosystems Technical Report, of the West Seattle Link Extension Final EIS has been updated to include impacts from each alternative on tree canopy cover using City of Seattle tree canopy data collected in 2021. Please see Section 4.9.7, [Ecosystems] Mitigation Measures, for discussion of avoidance and minimization measures related to migratory birds. Sound Transit is coordinating with the City of Seattle regarding landscaping and revegetation of disturbed areas following construction, and required tree mitigation.
2	Plan to replace removed trees with at least a 4:1 replacement ratio to help replace lost benefits from tree removal as quickly as possible. When replacing trees, use the largest species appropriate for the area. Favor large conifers which tend to provide more and year-round ecosystem services. Select native species and those that that can withstand stressors from the urban environment and climate change.	Please see response to CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Sound Transit requires use of native plant species for all ecosystem restoration projects, and agency design criteria require use of native plant species or plant species adapted to the Pacific Northwest climate for new plantings.
3	Build bird-safe light rail stations. Most birds do not recognize glass as a barrier. Transparent and reflective surfaces kill up to one billion birds across North America, making window collisions one of the leading human-caused sources of direct bird mortality. The designs of the big, glassy structures at Husky Station, SeaTac, and others, are disasters from the perspective of bird window collisions. Please use bird safe glass or use collision deterrent treatments/design strategies to reduce collision risk at stations. Seattle Audubon is happy to be a resource.	Sound Transit station design standards include the requirement to evaluate the use of glazing and lighting impacts to birds.
4	Evaluate options to reduce noise, dust, and lighting during construction and operation. Each of these stressors can diminish quality of life to people, and degrade habitat values for birds and other wildlife. Always shield nighttime lighting and turn it off when not in use--birds are often attracted to bright lights, especially during migration periods, which causes exhaustion, confusion, and increases exposure to urban hazards.	Please see the following locations of the Final EIS for more information on construction impact minimization measures: Section 5 of Appendix N.4, Ecosystems Technical Report; Section 7 of Appendix N.3, Noise and Vibration Technical Report; Section 5 of Appendix N.2, Visual and Aesthetic Resources Technical Report; and Appendix L4.6D, Air Quality Best Management Practices.

SEATTLE GREEN SPACES COALITION
https://seattlegreenspaces.org

April 27, 2022

Sound Transit DEIS Comments
Sound Transit Board

Re: Comments on WSBLE and West Seattle Link Extension from SGSC Board

Greetings, Board Members:

Thank you for the opportunity to comment on the WSBLE DEIS. Overall, in this document and its appendices:

- all perspectives pose social equity issues: they favor dominant, wealthier and more privileged groups and geographic areas over less wealthy and privileged groups and geographic areas.
- statements, such as in 5.4.10, indicate that, as long as urban environmental damage has already been done, it is acceptable to do more damage. This is an environmental equity issue.
- though climate change is imminent and dangerous, carbon footprint analysis and natural capital valuation are not mentioned or evaluated in any chapter or appendix, and do not appear as drivers in this document
- all perspectives favor light rail, regardless of environmental issues, topography, or potential disruption and destruction to residents, businesses and ecosystems, and despite availability of other less damaging, high-capacity non-rail transit options.

4.2.5.3.3: Pigeon Point

Comment: fails to mention importance of area to the Duwamish people, and Olmsted Brothers recommendation more than 100 years ago to (1) preserve the Pigeon Point view (which all southern alignments would block), and (2) eventually add the area to Seattle's park system. Details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org)

4.2.7.1.2: Noise, Vibration, Land Uses

Comment: DEIS states because of existing noise levels and lack of public access, area is not considered noise-sensitive. This is habitat for herons and other birds and animals. They are sensitive to noise, and particularly loud noise levels DEIS outlines.

Refer to 5.4.10: SGSC disagrees that if environmental damage has already been done, it is acceptable to do more damage.

ES-11: Comment: SGSC prefers No Build Alternative.

Preferred Alternative DUW-1a and Option DUW-1b would have greater park impacts than Alternative DUW-2. Most park impacts would occur in the West Duwamish Greenbelt, which serves as wildlife habitat and visual buffer, and is home to a great blue heron colony. Preferred Alternative DUW-1a and Option DUW-1b would remove trees in the great blue heron management area. Preferred Alternative DUW-1a would also impact habitat enhancements that may occur at the City of Seattle's Bluefield Holdings/Wildlands Site 2. Alternative DUW-2 would avoid impacts to the greenbelt but could impact the Port of Seattle's proposed habitat restoration site at Terminal 25.

4.2.9: Impacts on Longfellow Creek and northern West Duwamish Waterway ecosystems

Comment: Both southern alignments would be detrimental to the Osprey and Great Blue Heron nesting areas. While the Osprey nest could potentially be relocated, there is no guarantee that the birds

would accept the new locations. Proximity of major construction work would most likely be detrimental to the Great Blue Heron colony.

The southern alignments should be removed from consideration to avoid these impacts and avoid construction induced shaking.

While the Genesee alignments may try to minimize the Longfellow Creek impact (**see 4.2.17**) by using the portion which is already in a culvert, removal of trees and bushes along Genesee would make it more difficult for wildlife to migrate between the golf course and creek area. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would also disturb the creek area.

The DEIS should have considered alternative transit technologies more compatible with the unique geographical and habitat challenges in West Seattle.

4.2.10 – This DEIS does not properly assess embodied greenhouse emissions from production and use of high (GhG) construction materials (e.g. steel and other metals, concrete, etc.) construction activities (trucks, heavy equipment, etc.), traffic congestion resulting from these activities, and other factors.

This also runs counter to practices described in **Chapter 2.7**.

4.2.11: soil conditions along the whole alignment are unstable and/or challenging.

Comment: The northern slope above West Duwamish Waterway is unstable and may collapse during an earthquake. Many large trees which currently help stabilize the hillside, and provide an important buffer are proposed for removal, impacting the wetland buffer.

The Seattle Fault runs through the proposed path of the SODO to West Seattle alignment, from the Kitsap Peninsula through the West Seattle Junction, south Harbor Island, SODO and Beacon Hill. The proposed alignments, with viaducts up to 150 feet tall, pose a high earthquake risk in the fault area. This imperils all green space, residential and commercial properties underneath. Other risks include settling and other earth shifting over time.

The piers for the Lite Rail bridge over the Duwamish River will be placed in very poor soil condition and subject to critical liquefaction during an earthquake. Considering the heights of the pier to be 140' above the river; this could result in significant shaking.

The DEIS should have considered other alternatives, including non-rail, lighter-weight and more seismically stable transit options.

DEIS states that trees removed from Pigeon Point neighborhoods would need to be replaced, but may not be replaced in the same area for safety reasons, impacts in some locations may not be fully mitigated, and removed vegetation could result in a cumulative visual impact.

See also 5.4.10 and 4.2.5.3.3: Duwamish Greenbelt importance to Olmstead Legacy, Duwamish Tribe, and Pigeon Point neighborhood. It is not possible to mitigate removal or re-plant enough sapling trees to replace ecosystem benefits of mature trees in the forested area. Benefits of replanted saplings may not develop until late in, or after the 5-7 year construction period, and the new plants will take 5-10 years to reach a level of maturity similar to those that were removed.

5.4.7.1 Air quality

DEIS offers no analysis of ecosystem services, including carbon capture and oxygen production provided by Duwamish Greenbelt forest and adjacent green spaces and trees. This is a factor in mitigating GhG output.

p.15: Sound Transit analysis found the regional ST3 system would remove enough single occupancy vehicles (SOVs) from roads to reduce greenhouse gas emissions by more than 130,000 metric tons annually.

Comment: While construction-related carbon output was estimated (Appendix L4.6D) at 158,067-614,461 tons, additional pollution output from SOVs, freight, transit, garbage-recycling, delivery and emergency vehicles idling in congested and delayed traffic for long periods during construction-related traffic

delays, for 5-7 years, was not accounted for. Therefore, construction-related GhG output is inaccurate. Increased pollution affects the health of green spaces and habitats.

There is also no comparison of GhG output in construction and operation of alternative HCT options, such as BRT and gondola, that present significantly lower GhG impacts than light rail.

5.4.10.1

P. 18 : DEIS states that WSBLE alternatives would have a low potential adverse effects on local wildlife populations because of their highly urbanized environment (see **Sections 4.2.9 and 4.3.9, Ecosystems**). Also, there are a few higher-value habitats that support native fish and wildlife species in the study area (Duwamish Waterway, West Duwamish Greenbelt, Longfellow Creek and associated natural area)

Comment: see above – DEIS assumes that, since urban damage has occurred, it is acceptable to create more damage. SGSC disagrees.

p. 18-19: DEIS states that removal of large trees and increasing the amount of impervious surfaces would result in cumulative loss of higher-value upland habitat, overall loss of Seattle forested habitat, and reduction in habitat available for West Duwamish Greenbelt bird and animal species. Also, urban development has the potential to further degrade or reduce ecosystems and breeding/nesting and foraging habitats for resident and migratory species.

DEIS offers no calculation or metrics for ecosystem services provided by natural capital (green infrastructure), or losses from their removal (including erosion control and stormwater management, oxygen production and carbon sink, habitat, etc.) and dollar costs for replacing these services with grey infrastructure substitutes.

Long-term loss of natural capital is an equity issue for the Duwamish Tribe and the Pigeon Point community. DEIS also offers no metrics for social impacts of WSBLE proposals.

Seattle's Urban Forestry Commission reports net tree loss for the city every year, vs. the city's goal (2037 Comprehensive Plan) of achieving 30% tree canopy coverage by 2037. Removing more trees is not a healthy, sustainable or equitable action for ST to take.

p. 19: Adverse cumulative impacts to aquatic habitat in treaty-protected fishing areas, wetland habitat and wildlife. Impacts expected to be minor after mitigation

Comment: Damage to habitat, watershed, vegetation and local species will occur for 5-7 years during construction, and years before mitigation starts. Therefore, mitigation, including re-growth of ecosystem elements to maturity will take up to 10 years, and DEIS offers no metrics to show that post-mitigation cumulative effects will be "minor" or adequate to replace losses.

Appendix N.5, Chapter 4.1 and Figure 3-1, Duwamish Segment: DEIS states, "The WSBLE area of potential effects falls within the western hemlock vegetation zone, which is the most extensive vegetation zone in western Washington."

Comment: The SGSC recommends doing no damage to this area. Therefore, SGSC prefers:

1. the No Build Alternative, or
2. the DEIS should choose:
    a. a light rail route that could avoid causing ecosystem damage, or
    b. other, lower-impact high-capacity transit options.

In community,

John McNulty, Michael Oxman, Mary Fleck, Elaine Ike, Peggy Sturdivant
The Board of Seattle Green Spaces Coalition

Communication ID: 504775 – Seattle Green Spaces Coalition Draft EIS Comment

#	Comments	Responses
1	all perspectives pose social equity issues: they favor dominant, wealthier and more privileged groups and geographic areas over less wealthy and privileged groups and geographic areas.	Sound Transit has engaged and reached out to minority and low-income populations throughout the West Seattle Link Extension Project and will continue to reach out and provide information and opportunities to comment. Section 4.4, Social Resources, Community Facilities, and Neighborhoods, and Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS provide information on potential impacts to these populations. The areas that would be served by this project were established as part of the multi-year planning process that led to inclusion of the project in the Sound Transit 3 plan, approved by voters in November 2016. Please see Chapter 1, Purpose and Need, of the Final EIS for more information on the planning history of the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	statements, such as in 5.4.10, indicate that, as long as urban environmental damage has already been done, it is acceptable to do more damage. This is an environmental equity issue.	The analysis of cumulative ecosystems effects referenced notes potential impacts of past changes in conjunction with the proposed project, as well as potential benefits of past efforts and the proposed project. In addition, this section reiterates information in Section 4.9, Ecosystems, regarding Sound Transit's policy on ecosystem mitigation to avoid impacts as much as possible and provide mitigation for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Additional information about avoidance and minimization measures and compensatory mitigation is provided in Appendix N.4, Ecosystems Technical Report. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	though climate change is imminent and dangerous, carbon footprint analysis and natural capital valuation are not mentioned or evaluated in any chapter or appendix, and do not appear as drivers in this document	Please see Section 4.6, Air Quality, and Appendix L4.6E Greenhouse Gas Emissions Calculations, of the Final EIS for information related to greenhouse gas emission changes resulting from the project. See Section 2.1.2, Components of Build Alternatives, of the Final EIS for discussion of how the project has been designed for climate change resiliency. Natural capital valuation is not an analysis required under the National Environmental Policy Act or the State Environmental Policy Act, which this Final EIS was prepared under. For more information on Sound Transit's environmental policy and sustainability initiatives, please visit Sound Transit's website at https://www.soundtransit.org/get-to-know-us/environment-sustainability
4	all perspectives favor light rail, regardless of environmental issues, topography, or potential disruption and destruction to residents, businesses and ecosystems, and despite availability of other less damaging, high-capacity non-rail transit options.	Light rail was identified as the preferred high-capacity transit mode for the West Seattle Link Extension corridor through a multi-year planning process that led to inclusion of the project in the Sound Transit 3 plan, approved by voters in November 2016. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the Final EIS for more information on the planning history of the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	4.2.5.3.3: Pigeon Point Comment: fails to mention importance of area to the Duwamish people, and Olmsted Brothers recommendation more than 100 years ago to (1) preserve the Pigeon Point view (which all southern alignments would block), and (2) eventually add the area to Seattle's park system. Details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)	See Appendix N.2, Visual and Aesthetics Technical Report, and Attachment N.2A, Key Observation Point Analysis, for more information on key observation points both of and on Pigeon Point and information on potential visual quality changes and mitigation measures. See Section 4.17, Parks and Recreational Resources, for more information on parks and recreational resources. See Appendix G, Environmental Justice, for discussion of potential impacts to Tribes. See Appendix N5, Historic and Archaeological Resources, for more information on the importance of this area to Tribes.
6	4.2.7.1.2: Noise, Vibration, Land Uses Comment: DEIS states because of existing noise levels and lack of public access, area is not considered noise-sensitive. This is habitat for herons and other birds and animals. They are sensitive to noise, and particularly loud noise levels DEIS outlines. Refer to 5.4.10: SGSC disagrees that if environmental damage has already been done, it is acceptable to do more damage.	Please see Appendix N.4 of the Final EIS for information regarding potential noise impacts to ecosystems and wildlife.

#	Comments	Responses
7	ES-11: Comment: SGSC prefers No Build Alternative. Preferred Alternative DUW-1a and Option DUW-1b would have greater park impacts than Alternative DUW-2. Most park impacts would occur in the West Duwamish Greenbelt, which serves as wildlife habitat and visual buffer, and is home to a great blue heron colony. Preferred Alternative DUW-1a and Option DUW-1b would remove trees in the great blue heron management area. Preferred Alternative DUW-1a would also impact habitat enhancements that may occur at the City of Seattle's Bluefield Holdings/Wildlands Site 2. Alternative DUW-2 would avoid impacts to the greenbelt but could impact the Port of Seattle's proposed habitat restoration site at Terminal 25. 4.2.9: Impacts on Longfellow Creek and northern West Duwamish Waterway ecosystems Comment: Both southern alignments would be detrimental to the Osprey and Great Blue Heron nesting areas. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new locations. Proximity of major construction work would most likely be detrimental to the Great Blue Heron colony. The southern alignments should be removed from consideration to avoid these impacts and avoid construction induced shaking.	Please see responses to CCG2 and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Section 4.9 and Section 4.17 for information on impacts to the West Duwamish Greenbelt and proposed mitigation. Preferred Alternative DUW-1a has been modified to avoid impacts to the City of Seattle's Bluefield Holdings/Wildlands Site 2. Section 4.9 and Appendix N.4 of the Final EIS have been updated to include information on the osprey nest within the study area and to provide additional information on potential impacts to the Port of Seattle's planned Terminal 25 habitat restoration site. They have also been updated to include impacts and proposed mitigation for Preferred Option DEL-6b and Alternative DEL-7 where these alternatives would cross Longfellow Creek.
8	While the Genesee alignments may try to minimize the Longfellow Creek impact (see 4.2.17) by using the portion which is already in a culvert, removal of trees and bushes along Genesee would make it more difficult for wildlife to migrate between the golf course and creek area. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would also disturb the creek area.	Please see Section 4.9 of the Final EIS for updated wetland and habitat impacts and mitigation information related to new alternatives evaluated in the Final EIS as well as alternatives studied in the WSBLE Draft EIS.
9	The DEIS should have considered alternative transit technologies more compatible with the unique geographical and habitat challenges in West Seattle.	See response to comments 4 and 8 above.
10	4.2.10-This DEIS does not properly assess embodied greenhouse emissions from production and use of high (GhG) construction materials (e.g. steel and other metals, concrete, etc.) construction activities (trucks, heavy equipment, etc.), traffic congestion resulting from these activities, and other factors. This also runs counter to practices described in Chapter 2.7.	See Appendix L4.6E, Greenhouse Gas Emissions Calculations, of the Final EIS for more information on the greenhouse gas emissions modeling. The Federal Transit Administration Greenhouse Gas Emissions Estimator does include embodied (upstream) emissions in its construction emission factors.

#	Comments	Responses
11	4.2.11: soil conditions along the whole alignment are unstable and/or challenging. Comment: The northern slope above West Duwamish Waterway is unstable and may collapse during an earthquake. Many large trees which currently help stabilize the hillside, and provide an important buffer are proposed for removal, impacting the wetland buffer. The Seattle Fault runs through the proposed path of the SODO to West Seattle alignment, from the Kitsap Peninsula through the West Seattle Junction, south Harbor Island, SODO and Beacon Hill. The proposed alignments, with viaducts up to 150 feet tall, pose a high earthquake risk in the fault area. This imperils all green space, residential and commercial properties underneath. Other risks include settling and other earth shifting over time. The piers for the Lite Rail bridge over the Duwamish River will be placed in very poor soil condition and subject to critical liquefaction during an earthquake. Considering the heights of the pier to be 140' above the river; this could result in significant shaking. The DEIS should have considered other alternatives, including non-rail, lighter-weight and more seismically stable transit options.	Please see Section 4.11, Geology and Soils, of the Final EIS for updated discussion of the Preferred Alternative and seismic risk.
12	DEIS states that trees removed from Pigeon Point neighborhoods would need to be replaced, but may not be replaced in the same area for safety reasons, impacts in some locations may not be fully mitigated, and removed vegetation could result in a cumulative visual impact. See also 5.4.10 and 4.2.5.3.3: Duwamish Greenbelt importance to Olmstead Legacy, Duwamish Tribe, and Pigeon Point neighborhood. It is not possible to mitigate removal or re-plant enough sapling trees to replace ecosystem benefits of mature trees in the forested area. Benefits of replanted saplings may not develop until late in, or after the 5-7 year construction period, and the new plants will take 5-10 years to reach a level of maturity similar to those that were removed.	Please see response to CC4.9a in Table 7-1.

#	Comments	Responses
13	5.4.7.1 Air quality DEIS offers no analysis of ecosystem services, including carbon capture and oxygen production provided by Duwamish Greenbelt forest and adjacent green spaces and trees. This is a factor in mitigating GhG output. p.15: Sound Transit analysis found the regional ST3 system would remove enough single occupancy vehicles (SOVs) from roads to reduce greenhouse gas emissions by more than 130,000 metric tons annually. Comment: While construction-related carbon output was estimated (Appendix L4.6D) at 158,067-614,461 tons, additional pollution output from SOVs, freight, transit, garbage-recycling, delivery and emergency vehicles idling in congested and delayed traffic for long periods during construction-related traffic delays, for 5-7 years, was not accounted for. Therefore, construction-related GhG output is inaccurate. Increased pollution affects the health of green spaces and habitats. There is also no comparison of GhG output in construction and operation of alternative HCT options, such as BRT and gondola, that present significantly lower GhG impacts than light rail.	See responses to comments 3, 4, and 10 above.
14	5.4.10.1 P. 18 : DEIS states that WSBLE alternatives would have a low potential adverse effects on local wildlife populations because of their highly urbanized environment (see Sections 4.2.9 and 4.3.9, Ecosystems). Also, there are a few higher-value habitats that support native fish and wildlife species in the study area (Duwamish Waterway, West Duwamish Greenbelt, Longfellow Creek and associated natural area) Comment: see above - DEIS assumes that, since urban damage has occurred, it is acceptable to create more damage. SGSC disagrees. p. 18-19: DEIS states that removal of large trees and increasing the amount of impervious surfaces would result in cumulative loss of higher-value upland habitat, overall loss of Seattle forested habitat, and reduction in habitat available for West Duwamish Greenbelt bird and animal species. Also, urban development has the potential to further degrade or reduce ecosystems and breeding/nesting and foraging habitats for resident and migratory species. DEIS offers no calculation or metrics for ecosystem services provided by natural capital (green infrastructure), or losses from their removal (including erosion control and stormwater management, oxygen production and carbon sink, habitat, etc.) and dollar costs for replacing these services. Long-term loss of natural capital is an equity issue for the Duwamish Tribe and the Pigeon Point community. DEIS also offers no metrics for social impacts of WSBLE proposals. Seattle's Urban Forestry Commission reports net tree loss for the city every year, vs. the city's goal (2037 Comprehensive Plan) of achieving 30% tree canopy coverage by 2037. Removing more trees is not a healthy, sustainable or equitable action for ST to take.	See responses to comments 3 and 4. While the West Seattle Link Extension would contribute to cumulative impacts on some natural resources, all impacts would be mitigated. The project would also support regional plans to concentrate growth in designated urban areas. One purpose of this regional planning is to reduce development pressure on non-urban areas and conserve natural resources. Section 4.9 and Appendix N.4 of the Final EIS have been updated to include impacts from each alternative on tree canopy cover using City of Seattle tree canopy data collected in 2021. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
15	p. 19: Adverse cumulative impacts to aquatic habitat in treaty-protected fishing areas, wetland habitat and wildlife. Impacts expected to be minor after mitigation Comment: Damage to habitat, watershed, vegetation and local species will occur for 5-7 years during construction before mitigation starts. Therefore, mitigation, including re-growth of ecosystem elements to maturity will take up to 10 years, and DEIS offers no metrics to show that post-mitigation cumulative effects will be "minor" or adequate to replace losses.	Most natural resource mitigation is required to be in place prior to impacts occurring. If mitigation is not in place prior to impacts occurring, the amount of mitigation is increased to account for temporary loss of services. Please see Section 4.9.7, [Ecosystems] Mitigation Measures, for updated information on mitigation.
16	Appendix N.5, Chapter 4.1 and Figure 3-1, Duwamish Segment: DEIS states, "The WSBLE area of potential effects falls within the western hemlock vegetation zone, which is the most extensive vegetation zone in western Washington." Comment: The SGSC recommends doing no damage to this area. Therefore, SGSC prefers: the No Build Alternative, or the DEIS should choose: a. a light rail route that could avoid causing ecosystem damage, or b. other, lower-impact high-capacity transit options.	Please see response to CCG2 in Table 7-1.

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Seattle Subway Board of Directors
% Ben Broesamle, Chief Operating Officer
Seattle Subway
Seattle, WA

April 28th, 2022

WSBLE Draft Environmental Impact Statement Comments
% Lauren Swift, Central Corridor Environmental Manager
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Sent via email to WSBLEDEIScomments@soundtransit.org

Regarding: Seattle Subway's Official Comment Letter on the WSBLE Draft Environmental Impact Statement

Dear Ms. Swift,

Preface

There is a clear relationship between the WSBLE DEIS and Seattle Subway's mission, which is to ensure future renewably-powered, rapid transit is designed and built as soon as possible in order to promote climate justice and in order to allow access to every possible location in our city and region with travel times for transit riders that are competitive with driving, making rapid transit ridership and not car ownership the most convenient option to participate in our region's economy and daily life.

Seattle Subway was incorporated to speed the construction of additional regional expansions of rapid transit and we like to believe we played an important role in organizing the region around

designing the larger Sound Transit 3 package we have today, and in securing voter approval of Sound Transit 3. Sound Transit 3 is a vitally important investment in our future that gives us all the opportunity to move around more of our region conveniently, equitably, and sustainably. However, Sound Transit 3 must not preclude future expansions.

Introduction

The WSBLE project represents a multi-century investment in our region's renewably-powered rapid transit infrastructure. We want to thank Sound Transit staff for the massive effort that has gone into the creation of this document. We want to thank the Sound Transit Board and regional leaders past and present for the decisions that have brought us here. The decisions we make this year and next will affect our region's future through multiple centuries.

Our focus is on making the entire system a great experience for future riders and future generations of riders, thereby increasing support for the important work the agency does to expand rapid transit to many more destinations in our region. That means that when we evaluate the DEIS, we focus on what will be best for transit riders: maximizing convenience, accessibility, time savings, reliability, and capacity for and feasibility of future expandability.

Seattle Subway is excited to have the opportunity to submit the below comments on the West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS).

Comments

Seattle Subway submits the following DEIS comments regarding WSBLE:

General

Comment 1 - a request for clarification regarding future expansion: Sound Transit's existing long range plan incorporates at least two expansions, from Ballard to the University of Washington; and from West Seattle to Burien via White Center. Has Sound Transit considered additional requirements of increased ridership to WSBLE stations related to the additional riders added by future system expansions? Has Sound Transit considered how to maximize financial and operational feasibility of these future expansions in the designs of the terminus WSBLE stations?

Comment 2 - a recommendation regarding expansion: Seattle Subway recommends planning, designing, and building stations in WSBLE for future expansion to other corridors from WSBLE stations including but not limited to all corridors identified in the Seattle Transit Master Plan, as well as those identified in Forward Thrust, and designing vertical circulation for special event crush loads after future expansions are complete.

There are five areas where Sound Transit needs to explicitly future-proof the system:

- South Lake Union: Either the South Lake Union or Denny Triangle Station must be designed with future expansion to the east (King County Metro Route 8 line) and to the North (a North Aurora Line) in mind.

- Sodo: The new Sodo to Duamish segment must be built with future expansion to the south (Georgetown, South Park, Sea-Tac, etc.) in mind.

- Midtown: the segment between Westlake and Chinatown International District must be designed for future expansion to the east along the Madison corridor.
- Ballard: Ballard Station must be built with expansion to both the north (Crown Hill/Greenwood/Northgate/Lake City) and east (Ballard/UW/Sand Point) in mind.
- West Seattle: The West Seattle Line must be built with future expansion to the South (White Center/Burien) in mind.

Comment 3 - a request for clarification regarding platform depth: All station platforms presented in the DEIS seem quite a bit deeper than the average platform depth in the existing Sound Transit subway system. The public has not seen any detail of the depths of various obstacles causing station platforms in the new light rail tunnel to be as deep as they are presented in the DEIS. Would Sound Transit please clarify in detail what are the depths of various individual obstacles known today that cause tunnels and new tunnel station platforms to be so deep?

Comment 4 - a recommendation regarding design of stations & platform depth: Seattle Subway recommends additional work to make stations as shallow as possible. Where stations are equal to or more than 85 feet deep: Sound Transit should use fast surface-to-platform elevators without mezzanines and design platform alignments so that is possible, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Comment 5 - a request for clarification regarding bus integration: King County Metro bus operating hours should not be reduced, but instead be reallocated to run as circulators at high scheduled frequencies to connect outlying neighborhoods with light rail, and respond to demand. Would Sound Transit please clarify which stations are designed for the majority of ridership to come from bus transfers and the strategy for station design at those locations to reduce transfer penalties and minimize rider delay?

Comment 6 - a recommendation regarding bus integration: Seattle Subway recommends additional work to reduce transfer times between buses and rail wherever possible by reducing travel distances horizontally and vertically to reduce transfer penalties and minimize rider delay.

Comment 7 - a request for clarification regarding rider safety at wide or busy roadways: There are a number of major roads with many lanes and with high traffic volumes that separate riders at stations from where they want to go. Examples include 15th Avenue NW in Ballard and 4th Avenue S in CID. Has Sound Transit studied how to maximize rider and pedestrian safety through station access and entry locations?

Comment 8 - a recommendation regarding rider safety at wide or busy roadways: Seattle Subway recommends improving rider and pedestrian safety by avoiding situations that require transit riders to cross major, busy, wide thoroughfares as pedestrians.

Comment 9 - a request for clarification regarding vertical conveyances: vertical circulation issues in recently opened stations built by Sound Transit like Capitol Hill and Husky Stadium Stations, as well as slightly older stations, like Beacon Hill have reduced rider experience outcomes. Has Sound Transit specified the make and model of vertical conveyances for WSBLE? If so, would Sound Transit please clarify the speed, reliability, amount, and redundancy specifications of vertical circulation at WSBLE stations?

Comment 10 - a recommendation regarding vertical conveyances: Seattle Subway recommends Sound Transit ensure specified escalators and elevators are (1) fast and (2) have enough redundancy to handle special event crush loads with ease and not fail riders in the event of single equipment failure. Redundancy specifications should include additional escalators and elevators to allow for future ridership increases beyond current projections during special event crush loads. Redundancy specifications should also include that all stairwells are designed to also be used as egress during regular operation, not just emergency.

Comment 11 - a request for clarification regarding impacts of travel time on ridership at deep stations: Ridership does not seem to be affected by station platform heights/depths, and/or overall travel times and transfer times between modes, and/or materially different land uses easily accessible from different station locations located across busy intersections with long signal timing. Additionally, riders have alternatives, using rideshare services or even walking between downtown stations may be significantly faster than using the proposed system when factoring in travel time to proposed platforms' locations and depths. For each platform location and depth option, would Sound Transit please release clarifications and explanations of how the effects of the above listed issues cause increased travel time and therefore limit demand and ridership? If this has not been considered yet, would Sound Transit please update ridership projection models to reflect ridership changes caused by increases or decreases in a rider's total travel time specifically including time to access the platform?

Comment 12 - a recommendation regarding consolidation or elimination of stations: The final preferred alternative should include all of the stations in the vicinities approved by voters in 2016. This should be accomplished by neither eliminating nor consolidating stations promised to voters in ST3.

Comment 13 - a request for clarification regarding construction risk register: Many large construction projects create a construction risk register in the early planning phase of design to track various project risks to construction budget, timeline, and the project's surrounding environment. The public has not seen a detailed construction risk register. Would Sound Transit please clarify if a construction risk register exists, and if so provide the detail that exists in the construction risk register to support tunnel and platform depth decisions? Specific attention is requested to be placed on: 1. risks leading to deeper tunnels, higher elevated alignments, and deeper or higher station platforms, and 2. risks various issues leading to potentially reduced operational reliability and increasing need for redundancy or other offsets of risks to operational reliability.

Comment 14 - a request for clarification regarding Supplemental DEIS for portions of WSBLE without delays to other ST3 projects: Seattle Subway understands there are unsolved constructibility problems and potentially adverse impacts in the DEIS at various specific locations across the WSBLE project. If these problems remain unsolved, a supplemental EIS process may be good for the final outcomes of Sound Transit's WSBLE and may in fact improve rider experience and achieve higher transit ridership over the next multiple centuries, which is absolutely a better outcome. For those specific areas with unsolved problems, has Sound Transit considered how to conduct a Supplemental DEIS process that through segmentation and independent utility would allow the rest of the WSBLE project and ST3 projects to continue as scheduled? Could the SDEIS result in a win-win where there's a

better system for generations of riders, increasing ridership significantly, without delaying the rest of the project—similar to construction of Sound Move, which was built in segments?

Comment 15 - a recommendation regarding design of stations: Seattle Subway recommends that Sound Transit make all stations as shallow as possible, design stations for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

West Seattle Station

Comment 16 - recommendation regarding preferred alternative and additional study: In West Seattle, Seattle Subway is driven by executing on the Long Range Plan and focused on expansion from West Seattle to White Center and Burien. There is no better option for West Seattle station than the 41st Ave Medium Tunnel Option (WSJ-5) and future expansion. This option is designed in such a way that allows future expansion to the south towards White Center and Burien, and provides a community-supported implementation while controlling cost compared to other tunnel options and maintaining ridership projections. Seattle Subway recommends Sound Transit advance WSJ-5 as the preferred alternative for Alaska Junction, while also studying options for a medium tunnel alignment on either 42nd Avenue SW or California Avenue SW that allow for future expansion to the south. California is the linear commercial core of West Seattle and should be prioritized as the corridor of future expansion southward. Seattle Subway recommends Sound Transit prioritize future expansion southward at this station, California should be the goal location for the expansion corridor and 42nd is one block closer than 41st to California. Regardless of West Seattle station location, it should be designed for future expansion to the south along or near the California Avenue corridor in congruence with the Long Range Plan.

Avalon Station

Comment 17 - recommendation regarding additional study: The WSJ-5 Avalon station suffers from low ridership and a location where the West Seattle Bridge ramp complex cuts off a lot of its walkshed despite 53% of its 1,200 riders walking to access the station. However, the WSJ-5 Avalon station allows only the “DEL-6” station location. Seattle Subway recommends that Sound Transit rework the “WSJ-5” option in the vicinity of Avalon to allow additional options in Delridge.

Delridge Station

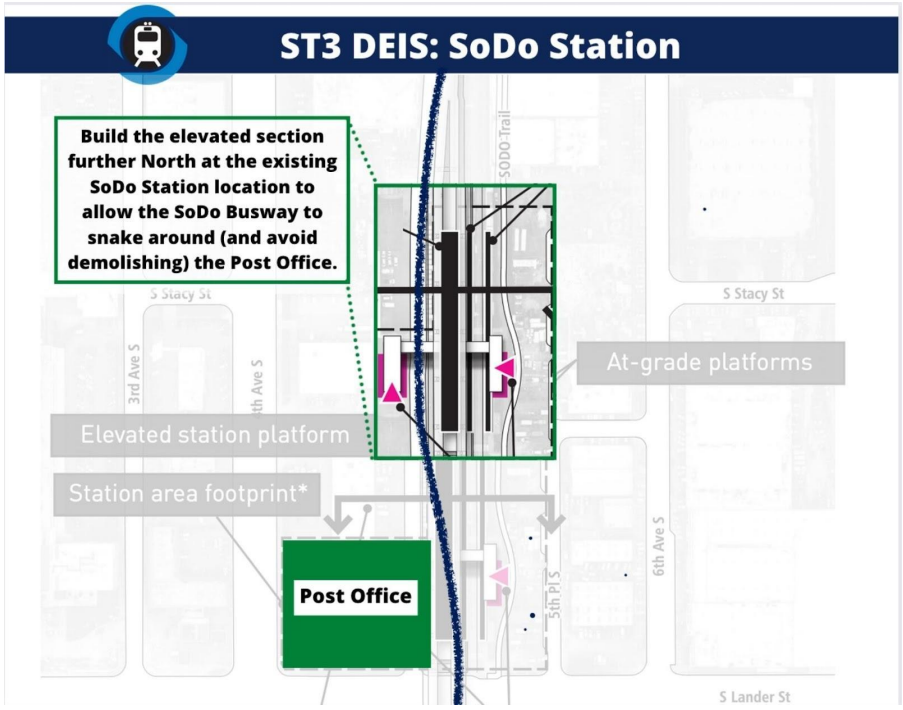
Comment 18 - recommendation regarding additional study: The only unfortunate aspect of WSJ-5 is that Sound Transit includes only one compatible option for the Delridge Station: DEL-6, which is far from ideal. DEL-6 abuts a large steel plant and offers mediocre bus connections. Bus connections are perhaps the single most important feature of a Delridge Station and must be excellent. The final design must prioritize the 87% of riders arriving by bus, and prioritize excellent bus-to-rail transfers to provide reliable transit services to the transit-dependent communities south of Delridge. Seattle Subway recommends a fresh crack at this engineering challenge of designing the WSJ-5 to Delridge connection to allow better alternatives in Delridge, and we are confident Sound Transit can find more and better options for Delridge than DEL-6 alone that can be compatible with WSJ-5.

SoDo Station

Comment 19 - recommendation regarding future expansion: Seattle Subway recommends planning, designing, and building the new SoDo to Duwamish segment for future expansion to Georgetown, South Park, and south King County. Seattle Subway recommends Sound Transit study how this can be accomplished with wye-junction at the point where the SoDo alignment turns towards the Duwamist alignment

Comment 20 - request for clarification regarding cost projections: Would Sound Transit please clarify the extent to which the SoDo Post Office facility acquisition affects the cost of each option for the SoDo station by providing the Post Office facility acquisition cost estimate for each alternative?

Comment 21 - recommendation regarding additional study: Seattle Subway prefers Mixed Profile Station (SoDo-2) for its preservation of the SoDo busway (which we understand carries 50-70 buses/hour), lack of an awkward car overpass that may have challenges with respect to freight vehicles, and legible direct transfers for all riders. However, Seattle Subway requests Sound Transit study a Mixed Profile Station further north at the existing SoDo Station location to preserve the SoDo busway, and prevent demolishing the Post Office at great added expense. Choose Mixed Profile Station (SoDo-2) and study construction further North at the existing SoDo Station location.

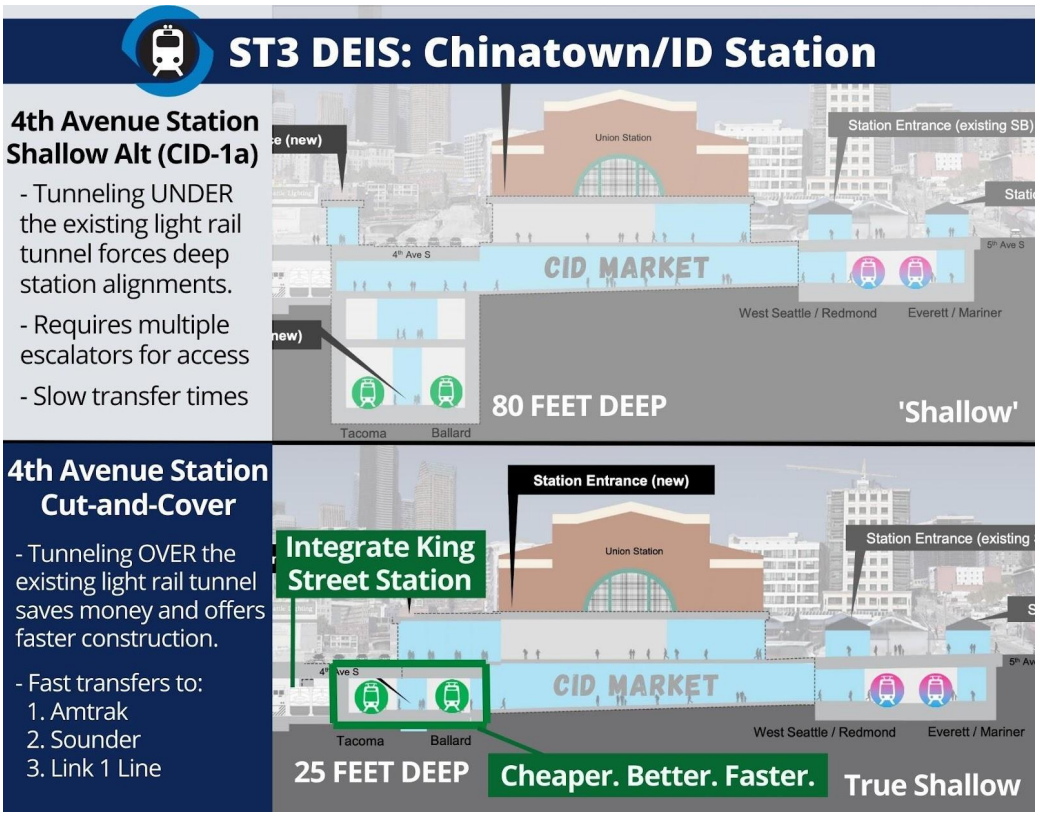


CID Station

Comment 22 - request for clarification regarding transfers: Sound Transit did provide total transfer times between future lines. It is not possible to fully understand the prioritization of transfers at CID, and which transfers to focus on minimizing time penalties, without understanding the number of transfers between various lines and directions. A few hundred

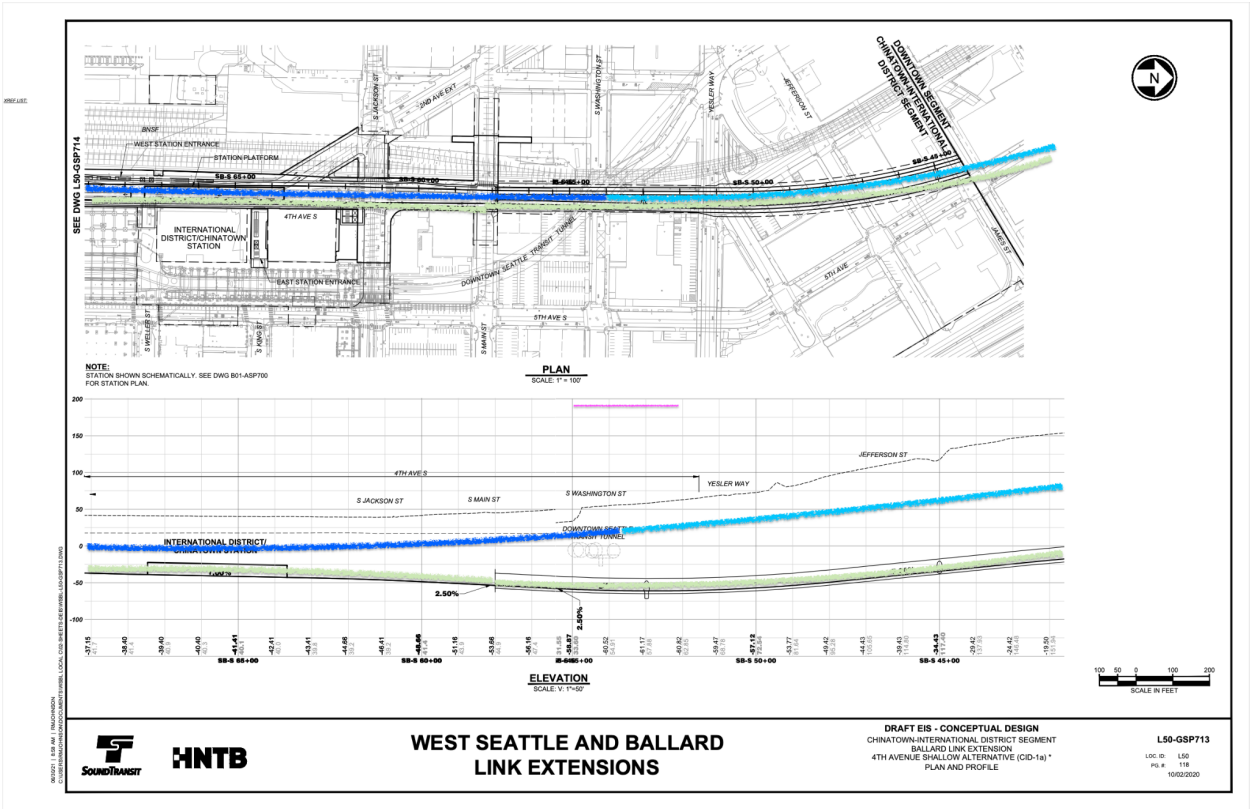
transfers may be ok as difficult, while over 10,000 should be as quick and high capacity as possible. Seattle Subway requests Sound Transit clarify the estimated number of transfers by line and direction between CID Stations.

Comment 23 - recommendation regarding additional study of an extremely shallow 4th Avenue S Station: Chinatown/International District (CID) Station is the Puget Sound's single most important central station for its confluence of multimodal connections and transfers. Of the options presented, the best option is 4th Avenue "Shallow Alt (CID-1a)" but we can't recommend it due to the excessively long transfer times. A tunnel just as shallow as the existing CID Station along 4th Ave could be the best option that aligns the needs of stated racial and social justice principles for the neighborhood with the needs of future riders. If Sound Transit can design a way to implement an extremely shallow station on 4th Avenue S it would mean fast transfer times for riders, lower impact to the community around the CID, and likely lower costs and shorter construction timelines. We implore Sound Transit to focus on finding a way to make this potential win/win/win happen at this critical transit station and regional transportation hub. Seattle Subway recommends that Sound Transit select 4th Avenue S with an extremely shallow cut-and-cover alternative alignment based on CID-1a that is as shallow as existing CID station, and include a shallow cut-and-cover tunnel option over existing Downtown Seattle Transit Tunnel, as the preferred CID alternative.



Going under the existing light rail tunnel is a major driver for the problematic tunnel depth we see for WSBLE in CID and Midtown. The solution is an opportunity to study a partial cut-and-cover option in conjunction with an improved 4th Ave viaduct rebuilt over the existing light rail tunnel. Fewer of the neighborhood's housing units and businesses line 4th Ave

between S Jackson and S. Washington Streets. In the diagram of the proposal below: the Dark blue line = New cut and cover (to S Washington Street); the Light blue line = New twin bore; and the Green line = 4th Ave Shallow (CID-1a).



Comment 24 - requests for clarification and recommendation regarding cut-and-cover construction along all of 4th Avenue S: Has Sound Transit studied cut-and-cover construction all along all of 4th avenue S? What are the factors that might improve the cost and constructability outcomes of Cut-and-cover construction of the CID station and tunnel if they were extremely shallow along 4th Avenue S? Seattle Subway recommends Sound Transit study cost-effective, and construction-time-effective construction methodology alternatives like cut-and-cover station and tunnel construction to implement an extremely shallow 4th Avenue S alternative.

Midtown Station

Comment 25 - request for clarification and recommendation regarding Midtown Station: Midtown Station is so deep that making it useful or competitive with driving, walking, or rideshare usage will be a challenge. A station in this location needs to be just as good for short trips within downtown as it is for long distance commuting. Our deep stations article (https://seattletransitblog.com/2022/03/15/are-st3s-deep-stations-a-problem/) notes that stations over 100 feet deep need to use fast elevators that skip mezzanine transfers and go directly to the platform surface. Sound Transit responded in a blog post (https://www.soundtransit.org/blog/platform/digging-details-new-downtown-seattle-light-rail-tunnel) that direct station access isn't possible due to the line being directly under 5th avenue. Does Sound Transit assume that it's either not possible to go under buildings at this depth or that the

platform has to be in the center for this station? What happens at Midtown seems to largely depend on what happens with CID station, so our recommendation is somewhat general. Recommendation: make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, study direct connections to 2nd and 3rd avenues for riders connecting to other transit routes as pedestrians, and use modern interfaces to ensure nearly seamless elevator use.

Comment 26 - request for clarification regarding Midtown Station and future expansion to the east and recommendation: Has Sound Transit analyzed how to design the Midtown station to accommodate transfers or direct integration of a future rail fixed guideway system expansion to the east along the Madison Street Corridor? Seattle Subway recommends considering future rail fixed guideway system expansion along the Madison High Capacity Transit Corridor identified in the City of Seattle's Transit Master Plan.

Westlake Station

Comment 27 - requests for clarification regarding Westlake Station and recommendation: Seattle Subway wishes it were better able to give detailed feedback for Westlake station, but Sound Transit seems to have only completed one design option for the 5th Avenue alignment. However, as we note in our transfers article (https://seattletransitblog.com/2022/03/31/st3-transfers-must-be-excellent/), this station has slow transfers and multiple, detailed options for this location seem unusually-under-studied for a station that expects nearly 74,000 daily riders. Would Sound Transit please present any additional study that Sound Transit completed to reduce multiple alternatives for a 5th Avenue alignment Westlake Station to the final presented DT-1 option, and tradeoffs of each of those?

Comment 28 - requests for clarification regarding Westlake Station: Unfortunately, it appears transfers will be slow at three or four minutes for the 23,000 daily riders who need to transfer at the Westlake Hub. Details of what makes this station perform so poorly from a rider experience perspective are hard to discern. The station appears to be deeper and more complex than necessary. Would Sound Transit please provide a more detailed explanation of how this station was designed and how the choices for the presented alternative were made?

Comment 29 - recommendation regarding Westlake Station: What we can say is that the station as-designed will be a poor experience for riders. Seattle Subway recommends that Sound Transit improve this station design with an eye on making transfer trips and access to the surface as fast and seamless for riders as possible.

Comment 30 - recommendation regarding Westlake Station: Seattle Subway recommends the Tunnel 5th Avenue Station (DT-1). However, Seattle Subway recommends Sound Transit study multiple additional design options for the 5th Avenue station. Those additional options should update to the elevator and escalator plan–including but not limited to: adding direct platform to platform connections to improve ease of use and adding additional redundancy–and they should find ways to speed up transfers and surface access.

Denny Station

Comment 31 - request for clarification regarding station depth, and recommendation regarding Denny Station: Direct bus and streetcar connections, a central location, and proximal access to all of Denny Triangle including Amazon headquarters towers makes

Westlake Avenue Station and its station entrances the best option of the two presented. However, the station is still too deep and overbuilt at 100 feet. The station lies directly under (what should be) a fairly unobstructed street right-of-way. Would Sound Transit please clarify what drives this depth?

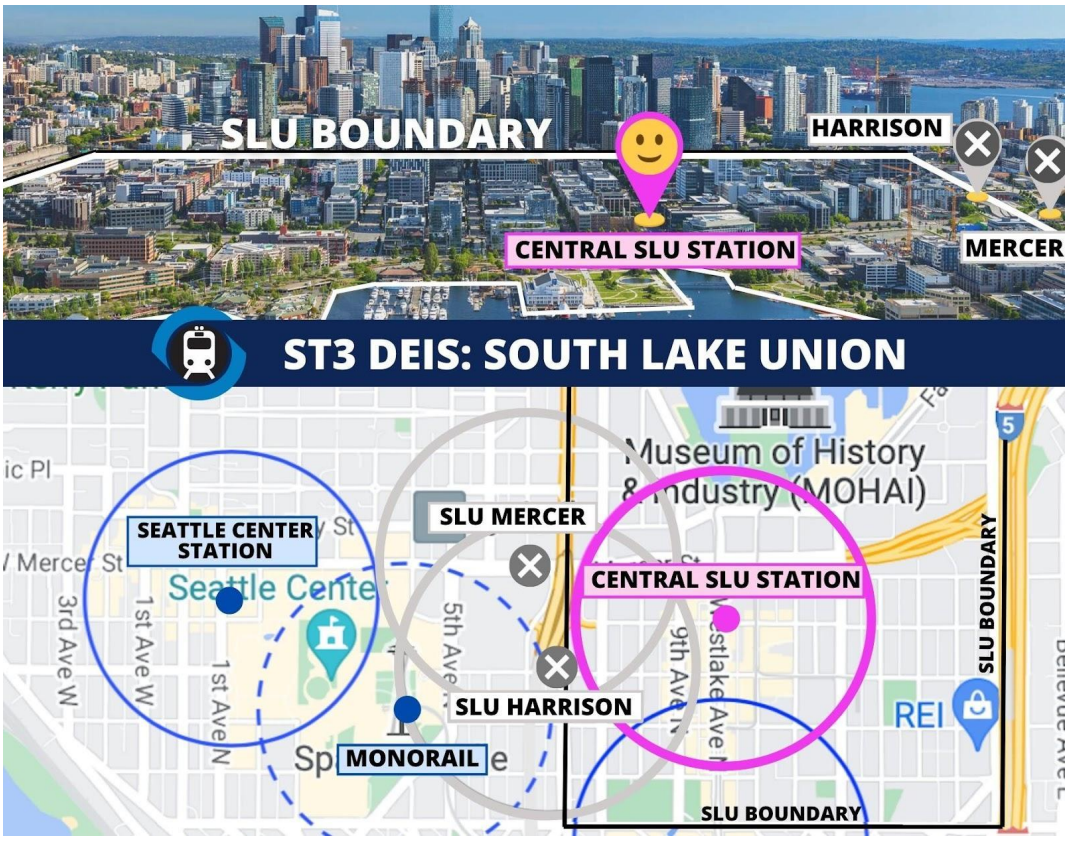
Comment 32 - recommendation regarding Denny Station: Tunnel Westlake Ave Station (DT-1) is the clear winner due to the location of its entrances being most proximal to transfers and activity units (including jobs and housing units) in Denny Triangle without crossing Denny Way, but it needs more work to become good. Seattle Subway recommends Sound Transit advance Westlake Station (DT-1) with additional detailed study of an improved vertical conveyance plan, and all possible opportunities to construct at a shallower platform depth.

Comment 33 - recommendation regarding Terry Station option: The elevation at the intersection of Fairview and Denny is approximately 120 feet, where Westlake and Denny is approximately 55 feet. Terry Ave N at the station's southern entrance is at approximately 75 feet. Seattle Subway recommends eliminating the Terry Station from consideration as the walkshed of the Cascade neighborhood is still about 55 feet of elevation from having convenient accessibility to the Terry station, and the walkshed of Denny Triangle has poor access from south of Denny Way. Seattle Subway further recommends that if the Terry Avenue Station (DT-2) option is selected, that both an additional station entrance south of Denny Way as close to the transit routes on Westlake Ave and an additional station entrance closer to Denny and Fairview must be constructed.

South Lake Union Station

Comment 34 - a recommendation regarding preferred station location in South Lake Union: The station location on Mercer Street is outside of neighborhood boundaries and located farther from major transit routes. The Mercer Street station is isolated from the South Lake Union neighborhood by both Mercer Street and SR 99, making it a dangerous and inconvenient location for pedestrians and transit riders. Mercer Street is a wide highway-like road with a high average daily traffic volume. Seattle Subway recommends Sound Transit eliminate the Mercer Street station from consideration for the South Lake Union station location.

Comment 35- a recommendation regarding preferred station location in South Lake Union & future expansion: Neither SLU station option serves the neighborhood well and the Mercer Street option isn't even in SLU at all. Failure to locate a SLU station as advertised to voters in 2016 fully within the neighborhood boundaries might even be considered a broken promise to voters by some. Seattle Subway recommends Sound Transit study a better option for this station location that serves the center of SLU and is shallower, and therefore will likely be cheaper and faster to build.



SLU station needs to serve SLU: Pink Dot is Seattle Subway's proposed location for additional study of a South Lake Union Station Location. (https://seattletransitblog.com/2022/04/07/slu-station-can-be-better/).

Keeping the station on Westlake Avenue in the heart of SLU will enable a shallower crossing of SR-99/Aurora Avenue without the negative implications of a station there for rider experience. A north/south station would make building for expandability easier as well. Seattle Subway recommends Sound Transit to find a specific location solution in the vicinity of Westlake Avenue at approximately Republican Street for a station location within SLU boundaries and as centered on the South Lake Union neighborhood as possible.

This location and north/south alignment would allow better future rail fixed guideway system expansion north to the Aurora corridor. Has Sound Transit analyzed how to design the South Lake Union segment and station to accommodate transfers or direct integration of a future rail fixed guideway system expansion to the north along the Aurora Corridor? Seattle Subway recommends considering future rail fixed guideway system expansion along the Aurora High Capacity Transit Corridor identified in the City of Seattle's Transit Master Plan.

Comment 36 - a recommendation regarding a Harrison Street Station near South Lake Union: If Sound Transit chooses to advance the South Lake Union Station at Harrison Street, Sound Transit must first prepare a comprehensive study of Harrison Street including how to make the area less hostile to pedestrians and transit riders, and prepare early design options that better connects transit, bicycles, micro mobility, and pedestrians across SR 99 and along the entire Harrison Street corridor from 5th Avenue N to Westlake Avenue N. Otherwise, the

Harrison Street and 7th Ave N station is not acceptable for its projected ridership, 63% of whom are expected to walk to the station.

Seattle Center/Uptown Station

Comment 37 - a recommendation regarding Seattle Center/Uptown Station: The Seattle Center/Uptown Station must serve the Uptown neighborhood and the millions of patrons of Seattle Center events and activities. Arts stakeholders representing the likes of KEXP, Seattle Rep, Intiman Theater, and Macaw Hall/PNW Ballet have expressed strong opinions against Republican Street station due to long construction impacts and tree removal along August Wilson Way. Seattle Subway recommends Sound Transit select the Republican Street Station alternative and work to mitigate impacts and to reduce and offset impacts to Seattle Center organizations.

Comment 38 - a recommendation Seattle Center/Uptown Station: At 110 feet deep, the proposed Mercer station is just too deep. Though the 85 foot deep Republican Street proposal isn't ideal, it's not so deep that properly operating escalators would fail riders like a Mercer station would (https://seattletransitblog.com/2022/03/15/are-st3s-deep-stations-a-problem/) Seattle Subway recommends elimination of the Mercer Street Station option.

South Interbay, Interbay, and Ballard

Comment 39 - a request for clarification and recommendation regarding supplemental DEIS: Seattle Subway understands there are unsolved constructibility problems and adverse impacts in the DEIS centered on Interbay-Ballard, but including South Interbay as well. If these problems remain unsolved, a supplemental EIS process may be good for the final outcomes of Sound Transit's South Interbay and Interbay-Ballard Segments and may in fact improve rider experience and achieve higher transit ridership over the next 10 to 20 decades, which is absolutely a better outcome. For these specific areas with unsolved problems in South Interbay, Interbay, and Ballard: has Sound Transit considered how to conduct a Supplemental DEIS process that through segmentation and independent utility would allow the rest of the WSBLE project and ST3 projects to continue as scheduled? Seattle Subway recommends considering a supplemental DEIS that through segmentation and independent utility is likely to result in a win-win where there's a better system for generations of riders, increasing Ballard ridership significantly, without delaying the rest of ST3's project list.

South Interbay

Comment 40 - a recommendation regarding improved connections in South Interbay: Based on the information presented in the DEIS, Sound Transit's Preferred Galer Street Station/Central Interbay (SIB-1) is the best option presented. However, It does not provide a high quality direct connection for the employees at the Expedia Campus. The City of Seattle and Sound Transit have noted the cost and constructability challenges of the proposed stations near West Prospect Street on the east side of Elliott Avenue due to the unstable steep slope of Queen Anne hill causing increased cost for the same projected ridership of 2,600. It offers the most direct pedestrian connection to the Cruise Ship Terminal, Expedia Campus, and Elliot Bay Trail, but we'd like to see pedestrian connections further improved. It also offers a direct location to connect with buses from West Magnolia, and $200 million in savings over the other options. Currently, it lacks the most direct access to Expedia's campus, but building a strategically

placed pedestrian bridge would bring riders to Expedia's true campus front door and the cruise ship terminal in a way the other options never could. Seattle Subway recommends focusing on the preferred Galer Street Station option; however, Seattle Subways recommends refinement of the preferred Galer Street Station alternative (SIB-1) to further improve station access and to minimize safety issues for traffic and pedestrians on Elliott Avenue W.

Interbay

Comment 41 - a request for clarification regarding Interbay bus integration: With 67% of Interbay station ridership coming from bus transfers and 26% coming from walkers, and with 15th Avenue West at West Dravus Street having 43,000 AAWT: has Sound Transit studied the pedestrian environment for Elevated 15th Avenue Station (both IBB-1b and IBB-3)? If so, what plans to improve pedestrian safety and the environment for IBB-1b and IBB-3, and what budget has Sound Transit included?

Comment 42 - a recommendation regarding Interbay Preferred Alternative: Both current Ballard Tunnel station options (IBB-2a/IBB-2b) connect to a retained cut Interbay Station north of West Dravus Street, between 17th Avenue West and Thorndyke Avenue West. This station location, design, and alignment west of 15th Avenue West and to east of the BNSF tracks is preferable to the other options. The other options provide a poor pedestrian environment for riders and reduce the quality of rider's transfer experience from buses. Seattle Subway recommends Sound Transit focus its efforts on this retained cut station location.

Ballard

Comment 43 - a request for clarification regarding Coast Guard Letter: Elevated 14th Avenue NW Fixed Bridge Alternative (IBB-1a) is now estimated to cost as much as $1.6 billion, bringing it to cost parity with the 14th Avenue NW tunnel alternative and within range of the 15th Avenue NW tunnel alternative. After the DEIS was complete, the United States Coast Guard recently released a letter requiring a 205-foot over water clearance and clarifying horizontal clearance requirements. Will Sound Transit need to complete a supplemental EIS to respond to these requirements? Would Sound Transit please clarify cost estimates for IBB-1a and other bridge alternatives over Salmon Bay in direct response to the Coast Guard letter's requirements?

Comment 44 - a recommendation for additional study: From the existing alignment options in Ballard, Sound Transit should retain Elevated 14th Avenue NW Fixed Bridge Alternative as the baseline preferred alternative for cost comparison purposes, and include only the tunnel station on 15th Avenue NW, closer to the central core of the Ballard neighborhood where the highest density of housing, jobs, and activities that maximize ridership are located as an additional preferred alternative option.

Comment 45 - a recommendation regarding preferred alternative: Sound Transit should eliminate IBB-1b due to cost and inferior alignment in Interbay, and the unreliable drawbridge option IBB-3 from consideration for the selection of preferred alternative.

Comment 46 - a recommendation regarding preferred alternative: The southern entrance to 14th Avenue NW station locations is at the northern end of the Ballard-Interbay Manufacturing and Industrial Center (BIMIC). The Ballard-Interbay Manufacturing Industrial Center is an urban industrial center being prioritized in the Seattle Land Use Code for preservation of land uses

that are not high ridership generators during all hours of the weekday and on weekends, nor excellent for potential commercial or residential TOD. The Port of Seattle's Fisherman's Terminal and other marine and industrial uses in the BIMIC and their associated jobs are unlikely to move or be replaced with higher density uses during the course of the WSBLE construction timeline or during its operation. Recent history can be our guide: the Burke Gilman Trail's arduous history of its "Missing Link" is an example of how challenging (if not impossible) it is to convert industrial land to other uses. Even if an upzone is possible, a 14th and Market station will never serve Historic Ballard Avenue or the dense 24th corridor well. Seattle Subway recommends not proceeding with study of 14th Avenue NW.

Comment 47 - a recommendation for additional study of 20th Avenue NW in Ballard: The good news is that Sound Transit studied the 20th tunnel option during Level 3 pre-DEIS work and discovered the obvious: a 20th Avenue station performed significantly better for riders than the other options presented. The bad news is that the station was cut from consideration before the EIS process for planning cost reasons. But an interesting thing has happened since then: the EIS analysis discovere cost parity between elevated and tunnel options in Ballard. An elevated 15th station with a drawbridge (IBB-3) now costs the same as a 14th Avenue NW tunnel (IBB-2a). Would that cost parity extend to a 20th station? It might. As discussed above, the other DEIS options fail to serve Central Ballard and are hemmed in by industrial zoning that is unlikely to change. Ballard doesn't need to rely on Transit Oriented Development to make a station work; it already boasts a desirable, populous urban destination. Ballard's biggest and most productive small business strongholds along 24th and Ballard Avenues aren't moving. This station is the only Ballard station in ST3 and is likely to be the furthest west Ballard station in the system forever. Seattle Subway recommends Sound Transit to conduct a supplemental EIS of 20th Avenue Station/Thorndyke Tunnel Portal alignment in Ballard that through segmentation and independent utility would allow the rest of the WSBLE project and ST3 projects to continue as scheduled, because the difference for thousands of daily riders in Ballard for the next 10 to 20 decades will be significant.

Comment 48 - a recommendation for additional study of 22nd and 17th Avenues NW in Ballard: 20th Avenue NW isn't the only station location option in central Ballard that could work. For example, a station on 22nd could offset the continually rising land prices by using a significant amount of City of Seattle-owned land along 22nd Ave (including the Ballard Commons or Bergen Place) as potential locations for Sound Transit station entrances. There could be another central Ballard option that works better than 20th. The point is that Ballard station has to be in central Ballard and the options that made it through the EIS would require an additional future station to serve it properly. Seattle Subway recommends that Sound Transit conduct a supplemental EIS of a station at 22nd Avenue NW and of a station at 17th Avenue NW with an Interbay Thorndyke Tunnel Portal that through segmentation and independent utility would allow the rest of the WSBLE project and ST3 projects to continue as scheduled, because the difference for thousands of daily riders in Ballard for the next 10 to 20 decades will be significant. Seattle Subway also recommends as part of this additional work that Sound Transit engage with the City of Seattle to explore how city-owned land in Ballard could be leveraged for a cost effective station on 22nd Avenue NW.

Comment 49 - a recommendation regarding future expansion: A 20th Avenue station is far better for future expansion. Lines continuing to the north and east from Ballard should connect into Ballard Station for one seat rides to downtown Seattle. An eastward extension should

include an East Ballard station around 8th Avenue NW. Also, if we fail to build a station west of 15th, we'll have to consider building one in the future, which would make the Long Range Plan's Ballard/UW line far less desirable with forced transfers on both sides to access the rest of the system. It's worth noting that a future Ballard to UW extension that isn't interlined would involve another expensive tunnel transfer station at Ballard as well. Seattle Subway recommends planning, design, engineering and construction to accommodate future expansion in Ballard.

Conclusion

We appreciate your commitment to delivering the highest possible quality West Seattle Ballard Link Extension project and look forward to reviewing your responses. Thank you for the time and consideration given to these comments.

Sincerely,

Seattle Subway

Cc:
Sound Transit Board of Directors
Peter Rogoff, CEO, Sound Transit
Brooke Belman, Appointed Acting CEO, Sound Transit
Terry White, General Manager, King County Metro
Seattle City Council
Adiam Emery, City of Seattle
Elliot Helmbrecht, City of Seattle
Marshall Foster, City of Seattle
Sara Maxana, City of Seattle
Kristen Simpson, City of Seattle

Communication ID: 504368 – Seattle Subway Draft EIS Comment

#	Comments	Responses
1	Comment 1 - a request for clarification regarding future expansion: Sound Transit's existing long range plan incorporates at least two expansions, from Ballard to the University of Washington; and from West Seattle to Burien via White Center. Has Sound Transit considered additional requirements of increased ridership to WSBLE stations related to the additional riders added by future system expansions? Has Sound Transit considered how to maximize financial and operational feasibility of these future expansions in the designs of the terminus WSBLE stations? Comment 2 - a recommendation regarding expansion: Seattle Subway recommends planning, designing, and building stations in WSBLE for future expansion to other corridors from WSBLE stations including but not limited to all corridors identified in the Seattle Transit Master Plan, as well as those identified in Forward Thrust, and designing vertical circulation for special event crush loads after future expansions are complete. There are five areas where Sound Transit needs to explicitly future-proof the system: South Lake Union: Either the South Lake Union or Denny Triangle Station must be designed with future expansion to the east (King County Metro Route 8 line) and to the North (a North Aurora Line) in mind. Soda: The new Soda to Duamish segment must be built with future expansion to the south (Georgetown, South Park, Sea-Tac, etc.) in mind. Midtown: the segment between Westlake and Chinatown International District must be designed for future expansion to the east along the Madison corridor. Ballard: Ballard Station must be built with expansion to both the north (Crown Hill/Greenwood/Northgate/Lake City) and east (Ballard/UW/Sand Point) in mind. West Seattle: The West Seattle Line must be built with future expansion to the South (White Center/Burien) in mind.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Stations are designed for projected ridership based on regional growth models. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Comment 3 - a request for clarification regarding platform depth: All station platforms presented in the DEIS seem quite a bit deeper than the average platform depth in the existing Sound Transit subway system. The public has not seen any detail of the depths of various obstacles causing station platforms in the new light rail tunnel to be as deep as they are presented in the DEIS. Would Sound Transit please clarify in detail what are the depths of various individual obstacles known today that cause tunnels and new tunnel station platforms to be so deep? Comment 4 - a recommendation regarding design of stations & platform depth: Seattle Subway recommends additional work to make stations as shallow as possible. Where stations are equal to or more than 85 feet deep: Sound Transit should use fast surface-to-platform elevators without mezzanines and design platform alignments so that is possible, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	se see response to CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Comment 5 - a request for clarification regarding bus integration: King County Metro bus operating hours should not be reduced, but instead be reallocated to run as circulators at high scheduled frequencies to connect outlying neighborhoods with light rail, and respond to demand. Would Sound Transit please clarify which stations are designed for the majority of ridership to come from bus transfers and the strategy for station design at those locations to reduce transfer penalties and minimize rider delay? Comment 6 - a recommendation regarding bus integration: Seattle Subway recommends additional work to reduce transfer times between buses and rail wherever possible by reducing travel distances horizontally and vertically to reduce transfer penalties and minimize rider delay.	Sound Transit has coordinated extensively with King County Metro regarding transit integration for the West Seattle Link Extension. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for information on station access by mode. Attachment N.1C, Transit Service Integration Technical Memorandum, of Appendix N.1, Transportation Technical Report, for the Final EIS provides more information about transit service changes associated with the project. Station design has also been coordinated with Metro and the City of Seattle for the preferred alternative to minimize transfer times to the extent possible. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Comment 7 - a request for clarification regarding rider safety at wide or busy roadways: There are a number of major roads with many lanes and with high traffic volumes that separate riders at stations from where they want to go. Examples include 15th Avenue NW in Ballard and 4th Avenue S in CID. Has Sound Transit studied how to maximize rider and pedestrian safety through station access and entry locations? Comment 8 - a recommendation regarding rider safety at wide or busy roadways: Seattle Subway recommends improving rider and pedestrian safety by avoiding situations that require transit riders to cross major, busy, wide thoroughfares as pedestrians.	Please see response to CC3b in Table 7-1.
5	Comment 9 - a request for clarification regarding vertical conveyances: vertical circulation issues in recently opened stations built by Sound Transit like Capitol Hill and Husky Stadium Stations, as well as slightly older stations, like Beacon Hill have reduced rider experience outcomes. Has Sound Transit specified the make and model of vertical conveyances for WSBLE? If so, would Sound Transit please clarify the speed, reliability, amount, and redundancy specifications of vertical circulation at WSBLE stations? Comment 10 - a recommendation regarding vertical conveyances: Seattle Subway recommends Sound Transit ensure specified escalators and elevators are (1) fast and (2) have enough redundancy to handle special event crush loads with ease and not fail riders in the event of single equipment failure. Redundancy specifications should include additional escalators and elevators to allow for future ridership increases beyond current projections during special event crush loads. Redundancy specifications should also include that all stairwells are designed to also be used as egress during regular operation, not just emergency.	Please see response to CC2k in Table 7-1. The make and model of vertical conveyances would be determined during final design.

#	Comments	Responses
6	Comment 11 - a request for clarification regarding impacts of travel time on ridership at deep stations: Ridership does not seem to be affected by station platform heights/depths, and/or overall travel times and transfer times between modes, and/or materially different land uses easily accessible from different station locations located across busy intersections with long signal timing. Additionally, riders have alternatives, using rideshare services or even walking between downtown stations may be significantly faster than using the proposed system when factoring in travel time to proposed platforms' locations and depths. For each platform location and depth option, would Sound Transit please release clarifications and explanations of how the effects of the above listed issues cause increased travel time and therefore limit demand and ridership? If this has not been considered yet, would Sound Transit please update ridership projection models to reflect ridership changes caused by increases or decreases in a rider's total travel time specifically including time to access the platform?	Please see response to CC2k in Table 7-1. Please see Section 3.4 of the Final EIS for more information on updated ridership projections. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	Comment 12 - a recommendation regarding consolidation or elimination of stations: The final preferred alternative should include all of the stations in the vicinities approved by voters in 2016. This should be accomplished by neither eliminating nor consolidating stations promised to voters in ST3.	Please see response to CC2j in Table 7-1. A response to this comment related to station consolidation for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
8	Comment 13 - a request for clarification regarding construction risk register: Many large construction projects create a construction risk register in the early planning phase of design to track various project risks to construction budget, timeline, and the project's surrounding environment. The public has not seen a detailed construction risk register. Would Sound Transit please clarify if a construction risk register exists, and if so provide the detail that exists in the construction risk register to support tunnel and platform depth decisions? Specific attention is requested to be placed on: 1. risks leading to deeper tunnels, higher elevated alignments, and deeper or higher station platforms, and 2. risks various issues leading to potentially reduced operational reliability and increasing need for redundancy or other offsets of risks to operational reliability.	Sound Transit maintains a construction risk register for the project. The register is updated throughout design as risks are identified and as more information becomes available for individual risks.

#	Comments	Responses
9	Comment 14 - a request for clarification regarding Supplemental DEIS for portions of WSBLE without delays to other ST3 projects: Seattle Subway understands there are unsolved constructibility problems and potentially adverse impacts in the DEIS at various specific locations across the WSBLE project. If these problems remain unsolved, a supplemental EIS process may be good for the final outcomes of Sound Transit's WSBLE and may in fact improve rider experience and achieve higher transit ridership over the next multiple centuries, which is absolutely a better outcome. For those specific areas with unsolved problems, has Sound Transit considered how to conduct a Supplemental DEIS process that through segmentation and independent utility would allow the rest of the WSBLE project and ST3 projects to continue as scheduled? Could the SDEIS result in a win-win where there's a better system for generations of riders, increasing ridership significantly, without delaying the rest of the project-similar to construction of Sound Move, which was built in segments?	In July 2022, the Sound Transit Board of Directors (Board) directed that further studies be prepared for the Ballard Link Extension to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and the Federal Transit Administration (FTA) have decided to move forward under separate environmental reviews for each extension. As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are stand-alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further studies are undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed. A response to the comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
10	Comment 15 - a recommendation regarding design of stations: Seattle Subway recommends that Sound Transit make all stations as shallow as possible, design stations for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	Please see response to CC2k in Table 7-1.

#	Comments	Responses
11	Comment 16 - recommendation regarding preferred alternative and additional study: In West Seattle, Seattle Subway is driven by executing on the Long Range Plan and focused on expansion from West Seattle to White Center and Burien. There is no better option for West Seattle station than the 41stAve Medium Tunnel Option (WSJ-5) and future expansion. This option is designed in such a way that allows future expansion to the south towards White Center and Burien, and provides a community-supported implementation while controlling cost compared to other tunnel options and maintaining ridership projections. Seattle Subway recommends Sound Transit advance WSJ-5 as the preferred alternative for Alaska Junction, while also studying options for a medium tunnel alignment on either 42nd Avenue SW or California Avenue SW that allow for future expansion to the south. California is the linear commercial core of West Seattle and should be prioritized as the corridor of future expansion southward. Seattle Subway recommends Sound Transit prioritize future expansion southward at this station, California should be the goal location for the expansion corridor and 42nd is one block closer than 41st to California. Regardless of West Seattle station location, it should be designed for future expansion to the south along or near the California Avenue corridor in congruence with the Long Range Plan.	Please see responses to CCG2 and CC2d in Table 7-1.
12	Avalon Station Comment 17 - recommendation regarding additional study: The WSJ-5Avalon station suffers from low ridership and a location where the West Seattle Bridge ramp complex cuts off a lot of its walkshed despite 53% of its 1,200 riders walking to access the station. However, the WSJ-5 Avalon station allows only the "DEL-6" station location. Seattle Subway recommends that Sound Transit rework the "WSJ-5" option in the vicinity of Avalon to allow additional options in Delridge.	Please see response to CCG2 in Table 7-1.
13	Delridge Station Comment 18 - recommendation regarding additional study: The only unfortunate aspect of WSJ-5 is that Sound Transit includes only one compatible option for the Delridge Station: DEL-6, which is far from ideal. DEL-6 abuts a large steel plant and offers mediocre bus connections. Bus connections are perhaps the single most important feature of a Delridge Station and must be excellent. The final design must prioritize the 87% of riders arriving by bus, and prioritize excellent bus-to-rail transfers to provide reliable transit services to the transit-dependent communities south of Delridge. Seattle Subway recommends a fresh crack at this engineering challenge of designing the WSJ-5 to Delridge connection to allow better alternatives in Delridge, and we are confident Sound Transit can find more and better options for Delridge than DEL-6 alone that can be compatible with WSJ-5.	Please see responses to CCG2 and CC3a in Table 7-1. As described in Section 2.1, Build Alternatives, of the Final EIS, Preferred Option DEL-6b is a refinement of Alternative DEL-6 (now known as Alternative DEL-6a) developed in response to public and agency comments and Sound Transit Board direction in Motion 2022-57 to study refinement options to enhance station access, prioritize an integrated and well-designed transfer experience from buses to light rail, and address concerns over potential displacements of organizations serving low-income and communities of color.
14	SoDo Station Comment 19 - recommendation regarding future expansion: Seattle Subway recommends planning, designing, and building the new SoDo to Duwamish segment for future expansion to Georgetown, South Park, and south King County. Seattle Subway recommends Sound Transit study how this can be accomplished with wye-junction at the point where the SoDo alignment turns towards the Duwamist alignment	Please see response to CC2d in Table 7-1.

#	Comments	Responses
15	Comment 20 - request for clarification regarding cost projections: Would Sound Transit please clarify the extent to which the SoDo Post Office facility acquisition affects the cost of each option for the SoDo station by providing the Post Office facility acquisition cost estimate for each alternative? Comment 21 - recommendation regarding additional study: Seattle Subway prefers Mixed Profile Station (SoDo-2) for its preservation of the SoDo busway (which we understand carries 50-70 buses/hour), lack of an awkward car overpass that may have challenges with respect to freight vehicles, and legible direct transfers for all riders. However, Seattle Subway requests Sound Transit study a Mixed Profile Station further north at the existing SoDo Station location to preserve the SoDo busway, and prevent demolishing the Post Office at great added expense. Choose Mixed Profile Station (SoDo-2) and study construction further North at the existing SoDo Station location.	Please see response to CCG2 in Table 7-1. Updated cost estimates for the Final EIS alternatives are provided in the Final EIS. Relocation costs for individual properties are not provided. See Section 2.1 for a description of how the preferred alternative was modified to avoid relocation of the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office in SODO.
16	Comment 22 - request for clarification regarding transfers: Sound Transit did provide total transfer times between future lines. It is not possible to fully understand the prioritization of transfers at CID, and which transfers to focus on minimizing time penalties, without understanding the number of transfers between various lines and directions. A few hundred transfers may be ok as difficult, while over 10,000 should be as quick and high capacity as possible. Seattle Subway requests Sound Transit clarify the estimated number of transfers by line and direction between CID Stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
17	Comment 23 - recommendation regarding additional study of an extremely shallow 4th Avenue S Station: Chinatown/International District (CID) Station is the Puget Sound's single most important central station for its confluence of multimodal connections and transfers. Of the options presented, the best option is 4th Avenue "Shallow Alt (CID-1a)" but we can't recommend it due to the excessively long transfer times. A tunnel just as shallow as the existing CID Station along 4th Ave could be the best option that aligns the needs of stated racial and social justice principles for the neighborhood with the needs of future riders. If Sound Transit can design a way to implement an extremely shallow station on 4th Avenue S it would mean fast transfer times for riders, lower impact to the community around the CID, and likely lower costs and shorter construction timelines. We implore Sound Transit to focus on finding a way to make this potential win/win/win happen at this critical transit station and regional transportation hub. Seattle Subway recommends that Sound Transit select 4th Avenue S with an extremely shallow cut-and-cover alternative alignment based on CID-1a that is as shallow as existing CID station, and include a shallow cut-and-cover tunnel option over existing Downtown Seattle Transit Tunnel, as the preferred CID alternative. Going under the existing light rail tunnel is a major driver for the problematic tunnel depth we see for WSBLE in CID and Midtown. The solution is an opportunity to study a partial cut-and-cover option in conjunction with an improved 4th Ave viaduct rebuilt over the existing light rail tunnel. Fewer of the neighborhood's housing units and businesses line 4th Ave between S Jackson and S. Washington Streets. In the diagram of the proposal below: the Dark blue line = New cut and cover (to S Washington Street); the Light blue line = New twin bore; and the Green line = 4th Ave Shallow (CID-1a).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	Comment 24 - requests for clarification and recommendation regarding cut-and-cover construction along all of 4th Avenue S: Has Sound Transit studied cut-and-cover construction all along all of 4th avenue S? What are the factors that might improve the cost and constructability outcomes of Cut- and-cover construction of the CID station and tunnel if they were extremely shallow along 4th Avenue S? Seattle Subway recommends Sound Transit study cost-effective, and construction- time-effective construction methodology alternatives like cut-and-cover station and tunnel construction to implement an extremely shallow 4th Avenue S alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
19	Midtown Station Comment 25 - request for clarification and recommendation regarding Midtown Station: Midtown Station is so deep that making it useful or competitive with driving, walking, or rideshare usage will be a challenge. A station in this location needs to be just as good for short trips within downtown as it is for long distance commuting. Our deep stations article (https://seattletransit og.com/2022/03/15/are-st3s-deep-stations-a-pro em/) notes that stations over 100 feet deep need to use fast elevators that skip mezzanine transfers and go directly to the platform surface. Sound Transit responded in a blog post (https://www.soundtransit.org/ og/ atform/digging-details-new-downtown-seattle-light-rail-tunn el) that direct station access isn't possible due to the line being directly under 5th avenue. Does Sound Transit assume that it's either not possible to go under buildings at this depth or that the platform has to be in the center for this station? What happens at Midtown seems to largely depend on what happens with CID station, so our recommendation is somewhat general. Recommendation: make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, study direct connections to 2nd and 3rd avenues for riders connecting to other transit routes as pedestrians, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	Comment 26 - request for clarification regarding Midtown Station and future expansion to the east and recommendation: Has Sound Transit analyzed how to design the Midtown station to accommodate transfers or direct integration of a future rail fixed guideway system expansion to the east along the Madison Street Corridor? Seattle Subway recommends considering future rail fixed guideway system expansion along the Madison High Capacity Transit Corridor identified in the City of Seattle's Transit Master Plan.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
21	Westlake Station Comment 27 - requests for clarification regarding Westlake Station and recommendation: Seattle Subway wishes it were better able to give detailed feedback for Westlake station, but Sound Transit seems to have only completed one design option for the 5th Avenue alignment. However, as we note in our transfers article (https://seattletransit og.com/2022/03/31/st3-transfers-must-be-excellenU), this station has slow transfers and multiple, detailed options for this location seem unusually-under-studied for a station that expects nearly 74,000 daily riders. Would Sound Transit please present any additional study that Sound Transit completed to reduce multiple alternatives for a 5th Avenue alignment Westlake Station to the final presented DT-1 option, and tradeoffs of each of those? Comment 28 - requests for clarification regarding Westlake Station: Unfortunately, it appears transfers will be slow at three or four minutes for the 23,000 daily riders who need to transfer at the Westlake Hub. Details of what makes this station perform so poorly from a rider experience perspective are hard to discern. The station appears to be deeper and more complex than necessary. Would Sound Transit please provide a more detailed explanation of how this station was designed and how the choices for the presented alternative were made?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
22	Denny Station Comment 31 - request for clarification regarding station depth, and recommendation regarding Denny Station: Direct bus and streetcar connections, a central location, and proximal access to all of Denny Triangle including Amazon headquarters towers makes Westlake Avenue Station and its station entrances the best option of the two presented. However, the station is still too deep and overbuilt at 100 feet. The station lies directly under (what should be) a fairly unobstructed street right-of-way. Would Sound Transit please clarify what drives this depth? Comment 32 - recommendation regarding Denny Station: Tunnel Westlake Ave Station (DT-1) is the clear winner due to the location of its entrances being most proximal to transfers and activity units (including jobs and housing units) in Denny Triangle without crossing Denny Way, but it needs more work to become good. Seattle Subway recommends Sound Transit advance Westlake Station (DT-1) with additional detailed study of an improved vertical conveyance plan, and all possible opportunities to construct at a shallower platform depth.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
23	Comment 33 - recommendation regarding Terry Station option: The elevation at the intersection of Fairview and Denny is approximately 120 feet, where Westlake and Denny is approximately 55 feet. Terry Ave N at the station's southern entrance is at approximately 75 feet. Seattle Subway recommends eliminating the Terry Station from consideration as the walkshed of the Cascade neighborhood is still about 55 feet of elevation from having convenient accessibility to the Terry station, and the walkshed of Denny Triangle has poor access from south of Denny Way. Seattle Subway further recommends that if the Terry Avenue Station (DT-2) option is selected, that both an additional station entrance south of Denny Way as close to the transit routes on Westlake Ave and an additional station entrance closer to Denny and Fairview must be constructed.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
24	South Lake Union Station Comment 34 - a recommendation regarding preferred station location in South Lake Union: The station location on Mercer Street is outside of neighborhood boundaries and located farther from major transit routes. The Mercer Street station is isolated from the South Lake Union neighborhood by both Mercer Street and SR 99, making it a dangerous and inconvenient location for pedestrians and transit riders. Mercer Street is a wide highway-like road with a high average daily traffic volume. Seattle Subway recommends Sound Transit eliminate the Mercer Street station from consideration for the South Lake Union station location. Comment 35- a recommendation regarding preferred station location in South Lake Union & future expansion: Neither SLU station option serves the neighborhood well and the Mercer Street option isn't even in SLU at all. Failure to locate a SLU station as advertised to voters in 2016 fully within the neighborhood boundaries might even be considered a broken promise to voters by some. Seattle Subway recommends Sound Transit study a better option for this station location that serves the center of SLU and is shallower, and therefore will likely be cheaper and faster to build. SLU station needs to serve SLU: Pink Dot is Seattle Subway's proposed location for additional study of a South Lake Union Station Location. (https://seattletransit og.com/2022/04/07/slu-station-can-be-better/). Keeping the station on Westlake Avenue in the heart of SLU will enable a shallower crossing of SR-99/Aurora Avenue without the negative implications of a station there for rider experience. A north/south station would make building for expandability easier as well. Seattle Subway recommends Sound Transit to find a specific location solution in the vicinity of Westlake Avenue at approximately Republican Street for a station location within SLU boundaries and as centered on the South Lake Union neighborhood as possible. This location and north/south alignment would allow better future rail fixed guideway system expansion north to the Aurora corridor. Has Sound Transit analyzed how to design the South Lake Union segment and station to accommodate transfers or direct integration of a future rail fixed guideway system expansion to the north along the Aurora Corridor? Seattle Subway recommends considering future rail fixed guideway system expansion along the Aurora High Capacity Transit Corridor identified in the City of Seattle's Transit Master Plan.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
25	Comment 36 - a recommendation regarding a Harrison Street Station near South Lake Union: If Sound Transit chooses to advance the South Lake Union Station at Harrison Street, Sound Transit must first prepare a comprehensive study of Harrison Street including how to make the area less hostile to pedestrians and transit riders, and prepare early design options that better connects transit, bicycles, micro mobility, and pedestrians across SR 99 and along the entire Harrison Street corridor from 5th Avenue N to Westlake Avenue N. Otherwise, the Harrison Street and 7th Ave N station is not acceptable for its projected ridership, 63% of whom are expected to walk to the station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
26	Seattle Center/Uptown Station Comment 37 - a recommendation regarding Seattle Center/Uptown Station: The Seattle Center/Uptown Station must serve the Uptown neighborhood and the millions of patrons of Seattle Center events and activities. Arts stakeholders representing the likes of KEXP, Seattle Rep, Intiman Theater, and Macaw Hall/PNW Ballet have expressed strong opinions against Republican Street station due to long construction impacts and tree removal along August Wilson Way. Seattle Subway recommends Sound Transit select the Republican Street Station alternative and work to mitigate impacts and to reduce and offset impacts to Seattle Center organizations. Comment 38 - a recommendation Seattle Center/Uptown Station: At 110 feet deep, the proposed Mercer station is just too deep. Though the 85 foot deep Republican Street proposal isn't ideal, it's not so deep that properly operating escalators would fail riders like a Mercer station would (https://seattletransit og.com/2022/03/15/are-st3s-deep-stations-a-pro em/) Seattle Subway recommends elimination of the Mercer Street Station option.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
27	Comment 39 - a request for clarification and recommendation regarding supplemental DEIS: Seattle Subway understands there are unsolved constructibility problems and adverse impacts in the DEIS centered on Interbay-Ballard, but including South Interbay as well. If these problems remain unsolved, a supplemental EIS process may be good for the final outcomes of Sound Transit's South Interbay and Interbay-Ballard Segments and may in fact improve rider experience and achieve higher transit ridership over the next 10 to 20 decades, which is absolutely a better outcome. For these specific areas with unsolved problems in South Interbay, Interbay, and Ballard: has Sound Transit considered how to conduct a Supplemental DEIS process that through segmentation and independent utility would allow the rest of the WSBLE project and ST3 projects to continue as scheduled? Seattle Subway recommends considering a supplemental DEIS that through segmentation and independent utility is likely to result in a win-win where there's a better system for generations of riders, increasing Ballard ridership significantly, without delaying the rest of ST3's project list.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
28	South Interbay Comment 40 - a recommendation regarding improved connections in South Interbay: Based on the information presented in the DEIS, Sound Transit's Preferred Galer Street Station/Central Interbay (SIB-1) is the best option presented. However, It does not provide a high quality direct connection for the employees at the Expedia Campus. The City of Seattle and Sound Transit have noted the cost and constructability challenges of the proposed stations near West Prospect Street on the east side of Elliott Avenue due to the unstable steep slope of Queen Anne hill causing increased cost for the same projected ridership of 2,600. It offers the most direct pedestrian connection to the Cruise Ship Terminal, Expedia Campus, and Elliot Bay Trail, but we'd like to see pedestrian connections further improved. It also offers a direct location to connect with buses from West Magnolia, and $200 million in savings over the other options. Currently, it lacks the most direct access to Expedia's campus, but building a strategically placed pedestrian bridge would bring riders to Expedia's true campus front door and the cruise ship terminal in a way the other options never could. Seattle Subway recommends focusing on the preferred Galer Street Station option; however, Seattle Subways recommends refinement of the preferred Galer Street Station alternative (SIB-1) to further improve station access and to minimize safety issues for traffic and pedestrians on Elliott Avenue W.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
29	Interbay Comment 41 - a request for clarification regarding Interbay bus integration: With 67% of Interbay station ridership coming from bus transfers and 26% coming from walkers, and with 15th Avenue West at West Dravus Street having 43,000 AAWT: has Sound Transit studied the pedestrian environment for Elevated 15th Avenue Station (both IBB-1band IBB-3)? If so, what plans to improve pedestrian safety and the environment for IBB-1band IBB-3, and what budget has Sound Transit included? Comment 42 - a recommendation regarding Interbay Preferred Alternative: Both current Ballard Tunnel station options (IBB-2a/IBB-2b) connect to a retained cut Interbay Station north of West Dravus Street, between 17thAvenue West and Thorndyke Avenue West. This station location, design, and alignment west of 15th Avenue West and to east of the BNSF tracks is preferable to the other options. The other options provide a poor pedestrian environment for riders and reduce the quality of rider's transfer experience from buses. Seattle Subway recommends Sound Transit focus its efforts on this retained cut station location.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
30	Ballard Comment 43 - a request for clarification regarding Coast Guard Letter: Elevated 14th Avenue NW Fixed Bridge Alternative (IBB-1a) is now estimated to cost as much as $1.6 billion, bringing it to cost parity with the 14th Avenue NW tunnel alternative and within range of the 15th Avenue NW tunnel alternative. After the DEIS was complete, the United States Coast Guard recently released a letter requiring a 205-foot over water clearance and clarifying horizontal clearance requirements. Will Sound Transit need to complete a supplemental EIS to respond to these requirements? Would Sound Transit please clarify cost estimates for IBB-1a and other bridge alternatives over Salmon Bay in direct response to the Coast Guard letter's requirements?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
31	Comment 44 - a recommendation for additional study: From the existing alignment options in Ballard, Sound Transit should retain Elevated 14th Avenue NW Fixed Bridge Alternative as the baseline preferred alternative for cost comparison purposes, and include only the tunnel station on 15th Avenue NW, closer to the central core of the Ballard neighborhood where the highest density of housing, jobs, and activities that maximize ridership are located as an additional preferred alternative option.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
32	Comment 45 - a recommendation regarding preferred alternative: Sound Transit should eliminate IBB-1b due to cost and inferior alignment in Interbay, and the unreliable drawbridge option IBB-3 from consideration for the selection of preferred alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
33	Comment 46 - a recommendation regarding preferred alternative: The southern entrance to 14th Avenue NW station locations is at the northern end of the Ballard-Interbay Manufacturing and Industrial Center (BIMIC). The Ballard-Interbay Manufacturing Industrial Center is an urban industrial center being prioritized in the Seattle Land Use Code for preservation of land uses that are not high ridership generators during all hours of the weekday and on weekends, nor excellent for potential commercial or residential TOD. The Port of Seattle's Fisherman's Terminal and other marine and industrial uses in the BIMIC and their associated jobs are unlikely to move or be replaced with higher density uses during the course of the WSBLE construction timeline or during its operation. Recent history can be our guide: the Burke Gilman Trail's arduous history of its "Missing Link" is an example of how challenging (if not impossible) it is to convert industrial land to other uses. Even if an upzone is possible, a 14th and Market station will never serve Historic Ballard Avenue or the dense 24th corridor well. Seattle Subway recommends not proceeding with study of 14th Avenue NW.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
34	Comment 47 - a recommendation for additional study of 20th Avenue NW in Ballard: The good news is that Sound Transit studied the 20th tunnel option during Level 3 pre-DEIS work and discovered the obvious: a 20th Avenue station performed significantly better for riders than the other options presented. The bad news is that the station was cut from consideration before the EIS process for planning cost reasons. But an interesting thing has happened since then: the EIS analysis discovere cost parity between elevated and tunnel options in Ballard. An elevated 15th station with a drawbridge (IBB-3) now costs the same as a 14th Avenue NW tunnel (IBB-2a). Would that cost parity extend to a 20th station? It might. As discussed above, the other DEIS options fail to serve Central Ballard and are hemmed in by industrial zoning that is unlikely to change. Ballard doesn't need to rely on Transit Oriented Development to make a station work; it already boasts a desirable, populous urban destination. Ballard's biggest and most productive small business strongholds along 24th and Ballard Avenues aren't moving. This station is the only Ballard station in ST3 and is likely to be the furthest west Ballard station in the system forever. Seattle Subway recommends Sound Transit to conduct a supplemental EIS of 20th Avenue Station/Thorndyke Tunnel Portal alignment in Ballard that through segmentation and independent utility would allow the rest of the WSBLE project and ST3 projects to continue as scheduled, because the difference for thousands of daily riders in Ballard for the next 10 to 20 decades will be significant. Comment 48 - a recommendation for additional study of 22nd and 17th Avenues NW in Ballard: 20th Avenue NW isn't the only station location option in central Ballard that could work. For example, a station on 22nd could offset the continually rising land prices by using a significant amount of City of Seattle-owned land along 22nd Ave (including the Ballard Commons or Bergen Place) as potential locations for Sound Transit station entrances. There could be another central Ballard option that works better than 20th. The point is that Ballard station has to be in central Ballard and the options that made it through the EIS would require an additional future station to serve it properly. Seattle Subway recommends that Sound Transit conduct a supplemental EIS of a station at 22nd Avenue NW and of a station at 17th Avenue NW with an Interbay Thorndyke Tunnel Portal that through segmentation and independent utility would allow the rest of the WSBLE project and ST3 projects to continue as scheduled, because the difference for thousands of daily riders in Ballard for the next 10 to 20 decades will be significant. Seattle Subway also recommends as part of this additional work that Sound Transit engage with the City of Seattle to explore how city-owned land in Ballard could be leveraged for a cost effective station on 22nd Avenue NW.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
35	Comment 49 - a recommendation regarding future expansion: A 20th Avenue station is far better for future expansion. Lines continuing to the north and east from Ballard should connect into Ballard Station for one seat rides to downtown Seattle. An eastward extension should include an East Ballard station around 8th Avenue NW. Also, if we fail to build a station west of 15th, we'll have to consider building one in the future, which would make the Long Range Plan's Ballard/UW line far less desirable with forced transfers on both sides to access the rest of the system. It's worth noting that a future Ballard to UW extension that isn't interlined would involve another expensive tunnel transfer station at Ballard as well. Seattle Subway recommends planning, design, engineering and construction to accommodate future expansion in Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

SIERRA CLUB
WASHINGTON STATE

28 April 2022

WSBLE Draft Environmental Impact Statement Comments
Sound Transit
Seattle, WA 98104

Subject: **Sierra Club Comments on West Seattle and Ballard Link Extension Draft Environmental Impact Statement**

We appreciate the opportunity to comment on a major public transportation project for the central Puget Sound region. The West Seattle and Ballard Link Extensions (WSBLE) will be major assets for the regional mass transit system with reliable connections by clean, electric light rail to dense residential and job centers.

As Sound Transit evaluates the alternatives for stations and alignments in the WSBLE project, the Sierra Club recommends that some major principles be followed in selecting the specific options for routing and station configurations. The selected light rail line should:

- ensure a convenient and user-friendly passenger experience, with easy transfers to other light rail lines and other modes of transit;

- maximize ridership through station siting and ease of access, with careful attention to major activity centers and transit-oriented development potential which lead to more ridership;

- use shallow tunnel stations where underground, and avoid transfers between multiple elevators for transitioning between the surface and station boarding/disembarking platforms;

- design for expandability in the future, considering extensions beyond the terminus stations in the WSBLE project and connections with branching or intersecting additional lines;

- maintain the timeline to deliver the projects by the scheduled completion year if not sooner. Climate impacts and our need to mitigate them through greenhouse gas emission reductions in the next decade demand that this project not be further delayed;

- seek the alternatives that improve cost effectiveness, while avoiding cost escalation on account of challenging and high-uncertainty construction;

- build the system for long-term urban vitality, selecting configurations that deliver a high return on the WSBLE investments while mitigating the impacts from construction to the extent possible. A few years of inconvenience during construction should not detract from a superior finished product that becomes an automatic "go-to" mode of travel.

Comments related to specific station locations and route alignments are provided next according to the selected project segment.

Delridge/West Seattle Junction

The Medium Tunnel 41st Ave. SW Station alignment is a good application of shallow tunnel design that supports nearby transit-oriented development (TOD). It aligns well with the Avalon Retained Cut Station, which is easily accessible to users and can be a catalyst for nearby TOD, which should be supported by City of Seattle zoning standards. The Medium Tunnel 41st Ave. Station is well positioned with its north-south alignment for potential extension further south toward White Center.

SODO

A low impact and economical configuration is achieved with the SoDo Staggered Station to avoid taking the adjacent Postal Service facility. However, the Mixed Profile Station should continue to be studied if it can also avoid impacting the Postal building since the 5th Ave S. busway can be restored along the corridor following construction. Sound Transit should work with King County Metro to assess the value to local and regional bus transit service of maintaining the 5th Ave S./SODO busway.

Chinatown-International District

This location is the major transportation hub for the region. People will transfer between Amtrak, Sounder, multiple Link Light Rail lines, streetcars, buses, and taxis. There must be a convenient and easily navigated pedestrian connection among King Street Station, the current Chinatown-International District (CID) station, and the new Link platforms associated with the WSBLE project. A connecting concourse could be either overhead or underground to provide safe passage across busy 4th Ave S. and the mainline railroad tracks. The user experience should be prioritized by ensuring easy way-finding and secure sightlines, an underground concourse is well lit and sound dampened, and an overhead walkway is weather protected.

We support moving planning forward with the 4th Ave S. Shallow Station and 5th Ave S. Shallow Station alternatives, with particular attention to making the additional CID station as shallow as possible, with good connections to the existing CID station platforms. Sound Transit should pursue a configuration proposed by Seattle Subway that places the WSBLE CID station platforms at a similar depth as the present CID station (https://www.theurbanist.org/2022/04/14/best-seattle-light-rail-alignments/), creating a

quick and easy transfer among lines and modes. This would require the new tunnel to cross over the existing transit tunnel rather than underneath it as it proceeds north under downtown, a design concept well worth pursuing. The connections between lines and modes at CID Station are extremely important to the success of the entire light rail system.

Downtown

The Midtown or "Library" Station should be situated at a lesser depth to the extent possible for both ease of use and cost considerations. The shallower 4th Ave S. Station configuration at CID with its tunnel passing over the existing transit tunnel would be compatible with a less deep Midtown station. Transfers between the new tunnel station and existing platforms at Westlake Station should be designed to be as quick and easy to navigate as possible.

A Denny Way Station underneath Westlake Ave is preferable on account of its shallower platforms and ease of connections with the local transit network. The alignment in the South Lake Union area is complicated by the north portal of the SR 99 highway tunnel making both presented station alternatives in this DEIS less than ideal. We suggest Sound Transit explore either shifting the alignment south to Thomas or John Street where it could pass over the SR 99 tunnel resulting in a much shallower South Lake Union Station, or locating the station further east near 8th or 9th Ave N., nearer the center of the SLU neighborhood.

The less deep Seattle Center station at Republican Street with direct one-ride elevators to the surface is preferable for user convenience and proximity to event venues at the Center. Redundancy in the elevator system is important here and elsewhere throughout the system with tunneled stations.

South Interbay

The Galer Street Station preferred alternative is more economical than the alternatives and avoids potential construction contingencies from the steep slopes and impacts to the SW Queen Anne Greenbelt. A recent proposal to consolidate the Smith Cove and Interbay Stations into one located by the Armory site has merit on account of the TOD potential surrounding that Armory site. An Armory station location is compatible with either tunnel or high bridge alternatives for crossing the Ship Canal, can provide a convenient transfer point for local buses, and would provide access via trail through the Greenbelt to the western edge of Queen Anne Hill.

Interbay/ Ballard

A Ballard Station by NW Market Street needs to have a pedestrian access point on the west side of 15th Ave NW, regardless of whether the station is underground or elevated. This need for access uninhibited by traffic on 15th Ave NW would include an extended tunneled

or elevated concourse from any 14th Ave NW station location. The best alignment for later extension toward Crown Hill should line up with 15th Ave NW, which could be achieved with a diagonal crossover from 14th Ave NW (e.g., NW 56th St. and the parking lot in front of Ballard Market) for an alternative with the Ballard/Market St. station placed on 14th. Sound Transit should work with King County Metro to provide additional bus service to supplement the route 44 between a station along 15th or 14th Ave NW and the western #44 terminus at 32nd Ave NW for high frequency service connecting through the historic core of Ballard.

Regarding the Elevated 14th Ave fixed span bridge, Sound Transit should push back against the Coast Guard assertion that at least 205 feet of vertical clearance is necessary for a span in that location. This assertion to accommodate superyachts, which serve no useful purpose and cause major environmental impacts (https://www.theguardian.com/environment/2022/jan/29/superyacht-sales-surge-prompts-fresh-calls-for-curbs-on-their-emissions), is preposterous and should not be allowed to stand. Even if Sound Transit ultimately selects a tunnel option under the Ship Canal, public policy would be well served by affirming that any Ship Canal bridge crossing east of the existing Ballard Bridge need be no higher above the water than the Aurora Ave N. George Washington Bridge. Design options for a high fixed span bridge should include aesthetic considerations, such as following the design used for the TransLink SkyBridge over the Fraser River in British Columbia (https://buzzer.translink.ca/2021/04/the-skybridge-one-of-the-worlds-longest-transit-only-bridges-photos/).

For this portion of the WSBLE project, the Moveable bridge alternative should be dropped, and further planning concentrate on these alternatives, both with egress points on the west side of 15th Ave NW:

- Tunnel 15th Ave NW Station with Ship Canal tunnel east of the Ballard Bridge;
- Elevated 14th Ave NW Station with fixed span 14th Ave bridge (no higher over the water than Aurora Ave GW Bridge).

Construction and Capacity in Design

A major transit project like the WSBLE requires a significant amount of energy use to construct. Sierra Club urges Sound Transit to specify in its design and implementation plans and in proposal bid conditions that electrically powered equipment be used to the extent possible for all construction activities. Where fossil fuel combustion equipment is the only option, cleaner burning fuels such as propane should be used instead of diesel fuel to the extent practical. These practices can reduce both the climate footprint of project construction and minimize the air quality impacts from construction equipment on adjacent neighborhoods and construction workers.

The ability of the WSBLE project elements to accommodate increased ridership in the future, as the region population increases and climate change impacts cause more people to use the transit system, is a crucial consideration in the design for user access. Sound Transit should allow for three-platform design in stations where usage is reasonably expected to increase significantly over time. Efficient flow of system users into and exiting stations can be achieved by separating arriving and departing passengers on different platforms, especially where space constraints make extra wide station platforms difficult to construct. A station with a center platform for all arriving passengers, and two outer platforms for departures going opposite directions can more effectively accommodate large and growing patronage within a constrained station footprint.

Summary

The WSBLE project will provide more sustainable transportation options to Seattle and the region at a critical time for reducing the climate footprint from the transport sector. We want to see the user experience at the forefront of the alignment and station configuration selection and design to ensure high ridership and vibrant urban places. Thank you for this opportunity to provide input on the project DEIS, and we look forward to working with Sound Transit to implement a successful WSBLE project.

Sincerely,

Transportation and Land Use Committee
Sierra Club Washington Chapter
Tim Gould, Chair

Communication ID: 504767 – Sierra Club of Washington State Draft EIS Comment

#	Comments	Responses
1	As Sound Transit evaluates the alternatives for stations and alignments in the WSBLE project, the Sierra Club recommends that some major principles be followed in selecting the specific options for routing and station configurations. The selected light rail line should: ensure a convenient and user-friendly passenger experience, with easy transfers to other light rail lines and other modes of transit; maximize ridership through station siting and ease of access, with careful attention to major activity centers and transit-oriented development potential which lead to more ridership; use shallow tunnel stations where underground, and avoid transfers between multiple elevators for transitioning between the surface and station boarding/disembarking platforms; design for expandability in the future, considering extensions beyond the terminus stations in the WSBLE project and connections with branching or intersecting additional lines; maintain the timeline to deliver the projects by the scheduled completion year if not sooner. Climate impacts and our need to mitigate them through greenhouse gas emission reductions in the next decade demand that this project not be further delayed; seek the alternatives that improve cost effectiveness, while avoiding cost escalation on account of challenging and high-uncertainty construction; build the system for long-term urban vitality, selecting configurations that deliver a high return on the WSBLE investments while mitigating the impacts from construction to the extent possible. A few years of inconvenience during construction should not detract from a superior finished product that becomes an automatic “go-to” mode of travel.	Please see responses to CCG3, CCG4, CC2d, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Delridge/West Seattle Junction The Medium Tunnel 41st Ave. SW Station alignment is a good application of shallow tunnel design that supports nearby transit-oriented development (TOD). It aligns well with the Avalon Retained Cut Station, which is easily accessible to users and can be a catalyst for nearby TOD, which should be supported by City of Seattle zoning standards. The Medium Tunnel 41st Ave. Station is well positioned with its north south alignment for potential extension further south toward White Center.	Please see responses to CCG2, CC42a, and CC2d in Table 7-1.
3	SODO A low impact and economical configuration is achieved with the SoDo Staggered Station to avoid taking the adjacent Postal Service facility. However, the Mixed Profile Station should continue to be studied if it can also avoid impacting the Postal building since the 5th Ave S. busway can be restored along the corridor following construction. Sound Transit should work with King County Metro to assess the value to local and regional bus transit service of maintaining the 5th Ave S./SODO busway.	Please see responses to CCG2 and CC3f in Table 7-1. Please see Section 4.14, Public Services, Safety, and Security, of the Final EIS for more information on impacts to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office in SODO. All alternatives studied in the WSBLE Draft EIS were also studied in the Final EIS.

#	Comments	Responses
4	Chinatown-International District This location is the major transportation hub for the region. People will transfer between Amtrak, Sounder, multiple Link Light Rail lines, streetcars, buses, and taxis. There must be a convenient and easily navigated pedestrian connection among King Street Station, the current Chinatown-International District (CID) station, and the new Link platforms associated with the WSBLE project. A connecting concourse could be either overhead or underground to provide safe passage across busy 4th Ave S. and the mainline railroad tracks. The user experience should be prioritized by ensuring easy way-finding and secure sightlines, an underground concourse is well lit and sound dampened, and an overhead walkway is weather protected.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	We support moving planning forward with the 4th Ave S. Shallow Station and 5th Ave S. Shallow Station alternatives, with particular attention to making the additional CID station as shallow as possible, with good connections to the existing CID station platforms. Sound Transit should pursue a configuration proposed by Seattle Subway that places the WSBLE CID station platforms at a similar depth as the present CID station (https://www.theurbanist.org/2022/04/14/best-seattle-light- rail-alignments/), creating a quick and easy transfer among lines and modes. This would require the new tunnel to cross over the existing transit tunnel rather than underneath it as it proceeds north under downtown, a design concept well worth pursuing. The connections between lines and modes at CID Station are extremely important to the success of the entire light rail system.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Downtown The Midtown or “Library” Station should be situated at a lesser depth to the extent possible for both ease of use and cost considerations. The shallower 4th Ave S. Station configuration at CID with its tunnel passing over the existing transit tunnel would be compatible with a less deep Midtown station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Transfers between the new tunnel station and existing platforms at Westlake Station should be designed to be as quick and easy to navigate as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	A Denny Way Station underneath Westlake Ave is preferable on account of its shallower platforms and ease of connections with the local transit network.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	The alignment in the South Lake Union area is complicated by the north portal of the SR 99 highway tunnel making both presented station alternatives in this DEIS less than ideal. We suggest Sound Transit explore either shifting the alignment south to Thomas or John Street where it could pass over the SR 99 tunnel resulting in a much shallower South Lake Union Station, or locating the station further east near 8th or 9th Ave N., nearer the center of the SLU neighborhood.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
10	The less deep Seattle Center station at Republican Street with direct one-ride elevators to the surface is preferable for user convenience and proximity to event venues at the Center. Redundancy in the elevator system is important here and elsewhere throughout the system with tunneled stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	South Interbay The Galer Street Station preferred alternative is more economical than the alternatives and avoids potential construction contingencies from the steep slopes and impacts to the SW Queen Anne Greenbelt.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	A recent proposal to consolidate the Smith Cove and Interbay Stations into one located by the Armory site has merit on account of the TOD potential surrounding that Armory site. An Armory station location is compatible with either tunnel or high bridge alternatives for crossing the Ship Canal, can provide a convenient transfer point for local buses, and would provide access via trail through the Greenbelt to the western edge of Queen Anne Hill.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Interbay/ Ballard A Ballard Station by NW Market Street needs to have a pedestrian access point on the west side of 15th Ave NW, regardless of whether the station is underground or elevated. This need for access uninhibited by traffic on 15th Ave NW would include an extended tunneled or elevated concourse from any 14th Ave NW station location.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	The best alignment for later extension toward Crown Hill should line up with 15th Ave NW, which could be achieved with a diagonal crossover from 14th Ave NW (e.g., NW 56th St. and the parking lot in front of Ballard Market) for an alternative with the Ballard/Market St. station placed on 14th.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	Sound Transit should work with King County Metro to provide additional bus service to supplement the route 44 between a station along 15th or 14th Ave NW and the western #44 terminus at 32nd Ave NW for high frequency service connecting through the historic core of Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	Regarding the Elevated 14th Ave fixed span bridge, Sound Transit should push back against the Coast Guard assertion that at least 205 feet of vertical clearance is necessary for a span in that location. This assertion to accommodate superyachts, which serve no useful purpose and cause major environmental impacts (https://www.theguardian.com/environment/2022/jan/29/superyacht-sales-surgeprompts-fresh-calls-for-curbs-on-their-emissions), is preposterous and should not be allowed to stand. Even if Sound Transit ultimately selects a tunnel option under the Ship Canal, public policy would be well served by affirming that any Ship Canal bridge crossing east of the existing Ballard Bridge need be no higher above the water than the Aurora Ave N. George Washington Bridge.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	Design options for a high fixed span bridge should include aesthetic considerations, such as following the design used for the TransLink SkyBridge over the Fraser River in British Columbia (https://buzzer.translink.ca/2021/04/theskybridge-one-of-the-worlds-longest-transit-only-bridges- photos/).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
18	For this portion of the WSBLE project, the Moveable bridge alternative should be dropped, and further planning concentrate on these alternatives, both with egress points on the west side of 15th Ave NW: • Tunnel 15th Ave NW Station with Ship Canal tunnel east of the Ballard Bridge; • Elevated 14th Ave NW Station with fixed span 14th Ave bridge (no higher over the water than Aurora Ave GW Bridge).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	Construction and Capacity in Design A major transit project like the WSBLE requires a significant amount of energy use to construct. Sierra Club urges Sound Transit to specify in its design and implementation plans and in proposal bid conditions that electrically powered equipment be used to the extent possible for all construction activities. Where fossil fuel combustion equipment is the only option, cleaner burning fuels such as propane should be used instead of diesel fuel to the extent practical. These practices can reduce both the climate footprint of project construction and minimize the air quality impacts from construction equipment on adjacent neighborhoods and construction workers.	Please see Appendix L4.6E, Air Quality Best Management Practices, of the Final EIS for specific equipment requirements that Sound Transit has for construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
20	The ability of the WSBLE project elements to accommodate increased ridership in the future, as the region population increases and climate change impacts cause more people to use the transit system, is a crucial consideration in the design for user access. Sound Transit should allow for three-platform design in stations where usage is reasonably expected to increase significantly over time. Efficient flow of system users into and exiting stations can be achieved by separating arriving and departing passengers on different platforms, especially where space constraints make extra wide station platforms difficult to construct. A station with a center platform for all arriving passengers, and two outer platforms for departures going opposite directions can more effectively accommodate large and growing patronage within a constrained station footprint.	Project stations are being designed to meet future demand based on regional forecast tools. As part of preliminary design, Sound Transit assessed passenger flow at stations with the goal of optimizing station and platform layout and vertical circulation to achieve resilient station operations.

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To: Sound Transit

From: West Seattle SkyLink Team

Re: WSBLE DEIS Comments

SkyLink is a citizen group advocating for better transit for West Seattle. We have serious concerns about the proposed light rail plans and believe a gondola could meet the same goals but sooner and more prudently and with far less embodied carbon. Almost 1500 citizens shared our concern and signed our petition:

> We ask Sound Transit to immediately commission gondola experts to conduct a technical engineering study on using a gondola as the West Seattle connection to the Link light rail spine.
>
> We further ask the Sound Transit Board to use the results of the study to compare the gondola to light rail alternatives in reaching a determination on the best way to connect West Seattle to Link.

Sound Transit staff updated their 2014 mode issue paper earlier this month. While it rejected gondola technology as a regional transit technology, it reconfirmed it for local, grade separated high-capacity transit. While we support light rail for our region's spine, West Seattle's hills and waterways provide some unique challenges. The cost for a light rail extension has almost doubled, residents are concerned about displacement and disruption, and its embodied carbon will undermine our region's climate goals. We urge the Board to commission outside gondola experts to study the SkyLink gondola as a West Seattle feeder like cities such as Kirkland, VancouverBC, San Diego, Ankara, Haifa, Paris, Mexico City etc have already done and incorporate it as an alternative in the DEIS.

Communication ID: 504294 – SkyLink Draft EIS Comment

#	Comments	Responses
1	e have serious concerns about the proposed light rail plans and believe a gondola could meet the same goals but sooner and more prudently and with far less embodied carbon. Almost 1500 citizens shared our concern and signed our petition: We ask Sound Transit to immediately commission gondola experts to conduct a technical engineering study on using a gondola as the West Seattle connection to the Link light rail spine. We further ask the Sound Transit Board to use the results of the study to compare the gondola to light rail alternatives in reaching a determination on the best way to connect West Seattle to Link. Sound Transit staff updated their 2014 mode issue paper earlier this month. While it rejected gondola technology as a regional transit technology, it reconfirmed it for local, grade separated high-capacity transit. While we support light rail for our region's spine, West Seattle's hills and waterways provide some unique challenges. The cost for a light rail extension has almost doubled, residents are concerned about displacement and disruption, and its embodied carbon will undermine our region's climate goals. We urge the Board to commission outside gondola experts to study the SkyLink gondola as a West Seattle feeder like cities such as Kirkland, VancouverBC, San Diego, Ankara, Haifa, Paris, Mexico City etc have already done and incorporate it as an alternative in the DEIS	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

The Urbanist

Examining Urban Policy to Improve Cities and Quality of Life
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Dear Sound Transit,

It's imperative that we get the alignment and design right for the West Seattle and Ballard Link light rail projects. The Urbanist urges Sound Transit to center transit users in their decision making as success will ultimately be judged by people making use of these multi-billion-dollar investments. Deep stations will discourage riders because they take so long to reach from the surface and elevator queues or outages could render stations useless to many riders. Locating stations where it makes most sense for transit-oriented development, walksheds, and bus connections should also be a high priority.

The areas where Sound Transit's Representative Project most diverge from these principles include Midtown Station and Westlake Station due to their remarkable depth (140 feet and 135 feet respectively). There isn't a preferred alignment at Chinatown-International District, but this too will be a crucial station with some untenable options (such as one that is 200 feet deep) still in the mix. The aforementioned stations will be three of the busiest in the entire light rail system, with CID and Westlake serving as the two primary transfer points between the three different lines. Ensuring these transfers are efficient and accessible will be crucial to the overall usefulness of the network.

As currently planned, many of the stations will require more than one elevator ride to reach the surface, slowing down circulation and negatively impacting disabled riders, in particular, since they have no alternative. Sound Transit should design station platform elevators to provide a straight shot to the surface everywhere feasible.

Here are the general principles The Urbanist advocates for Sound Transit to prioritize in the planning process:

1. **First and foremost, design the system for transit riders and the optimal rider experience.** Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.
2. **Build the system to maximize ridership.** Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.
3. **Design the system to be easy to expand.** Ideally, West Seattle Junction will not be the southern terminus long, as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long, as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown

light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.

4. **Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible.** A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development (TOD) program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
5. **Construction impacts are important but shouldn't solely determine a 100-year investment.** Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
6. **Cost is an important factor, but we shouldn't shy away from big investments where there is a high return.** We are primarily worried about building ST3 right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed lines.

In order to apply these principles, The Urbanist urges Sound Transit to advance the following station alternatives.

Junction: Medium Tunnel 41st Avenue Station [WSJ-5], but with a study of a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. Medium Tunnel 41st Avenue Station is the cheapest tunnel option for Junction and relatedly requires the least displacement of homes and businesses. The location on 41st Avenue and Alaska Street puts it pretty squarely in the middle of Junction without too much overlap with Avalon Station. With a station depth of just 50 feet, travel between the station platform and surface should be quick and easy.

Avalon Retained Cut Station [WSJ-5] with a request to study a refined DEL-6 pairing. sets up the tunnel to the best underground Junction Station. It's also economical and easy to use since it's just 30 feet under the surface. A retained cut is the method used in the existing International District/Chinatown Station, which is one of Sound Transit's best. It puts the station close to the surface and allows natural light and ventilation in. The Sound Transit Board is also considering a cost-cutting option that would scrap the Avalon Station entirely. But scrapping the station is not a decision that should not be taken lightly. Avalon Way SW has seen considerable housing growth and the Sound Transit 3 ballot measure did promise Avalon a light rail station. Plus, 5,400 people are expected to reside in the 10-minute station walkshed and that's a lot of people to abandon.

Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. The Elevated Andover Station Lower Height Alternative [DEL-6] came among the most affordable Delridge stations and it is the only one that pairs with the retained cut station in Avalon. Delridge will primarily be a bus transfer station since it's located in an industrial area sandwiched against the West Seattle Freeway. RapidRide H will run down Delridge Way SW and ferry many riders to their ultimate destination. Putting the station so far north and close to the freeway isn't ideal, and we encourage Sound Transit to look at options to open up a better walkshed and more TOD opportunities while still pairing with the retained cut Avalon Station. Still, since bus transfers will be the primary source of riders, the location could be workable.

SoDo: Choose Mixed Profile Station [SoDo-2] and study site further north at the existing SoDo Station location to avoid costly post office taking. One of the biggest tradeoffs to consider with SoDo Station is the preferred alternative, which is at-grade, would require the loss of SoDo busway. The elevated "mixed-profile" station allows the busway to reopen after about 10 years of construction. Losing the SoDo busway could cost King County Metro thousands of annual bus service hours since it provides a quick mainline to route buses to and from its Atlantic Bus Base. The downside of the Mixed Profile Station is that it costs more, at an estimated $800 million. The preferred "staggered" alternative would cost as little as $500 million or as much as about $700 million, if it turns out the option still requires the taking of a very large US Postal Service facility, which appears to be responsible for the better part of that $200 million hit to the budget. If the Mixed Profile Station can avoid that same post office taking, then it could save a similar amount. The pedestrian overpass of 5th Avenue S appears unnecessary, so that use of the post office property appears a low value add.

CID: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Chinatown-International District (CID) will be one of the busiest stations and offers transfers between three light rail lines, plus Sounder commuter rail, Amtrak, and the Seattle Streetcar. It will be arguably the most important transit hub in the entire system. Sound Transit has yet to identify a preferred alternative here, but the deep options clearly have huge drawbacks, including cost, slower transfers, and also forcing the Midtown Station to be even deeper too, worsening the quality of the station there, as well. Collectively, about 32,000 daily riders are projected at the two CID stations, underscoring its importance.

Midtown: **Make the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.** As it stands, Midtown Station is about 140 feet deep in the agency's preferred alternative. The initial plan also calls for a fairly long walk on a mezzanine level to reach the elevators to the surface either at the north entrance (opposite Seattle Central Library) or the south entrance at 5th and Columbia Street. The 5th Avenue Station is the superior option of the two presented, but making the station shallower would improve access and shave time to surface. Sound Transit has modeled

travel times from the surface to the station platform at five to six minutes via escalator at Midtown Station and two to three minutes via elevator, barring congestion issues due to high passenger loads. No escalators are planned at the deeper 6th Avenue station, removing a valuable redundancy for passengers.

Westlake: 5th Avenue Station [DT-1]. **Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.** Station depth is an issue at Westlake Station, and the transfers are a big question mark. The 5th Avenue option again has the edge, but making the transfer environment high quality will be key. Westlake Station is projected to lead the entire system with a combined 73,900 daily riders, 31% of them transferring between the lines. At such a busy station, the transfers and passenger flow must be good, and early designs leave much to be desired. Sound Transit estimates the time to surface at four to six minutes via escalator for the new Westlake Station, and the elevator time would be three to five minutes. The transfer to the existing station nearly 100 feet up, meanwhile, will take three minutes to the closer northbound side and four minutes to the far southbound side of the platform. Again these times are for able-bodied riders, as the agency has yet to dig into how the station designs will affect disabled riders. If the agency is able to decrease the distance and travel time between the two stations, it certainly should.

Denny: **Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.** Both Denny Station alternatives are pretty solid, but the preferred alternative Denny is shallower (100 feet versus 125 feet) and offers more seamless transit connections. The catch is that putting the station underneath Westlake Avenue would disrupt streetcar and bus operations on the street above during construction, but thoughtful planning should be able to mitigate the disruptions. For example, station pick decking may allow buses to continue to run overhead during construction. We're also excited by the idea of putting a station entrance on a pedestrianized Lenora Street, which would not only save money, but also improve station access.

SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. In a previous article, we noted that the SR 99 highway tunnel is hamstringing the options at South Lake Union Station. In the preferred alternative, the light rail tunnel must pass underneath the SR 99 tunnel portal, which forces it to be deep — about 120 feet deep to be exact. But in the Mercer alternative, the redesigned SR 99 provides no good places for a bus transfer point for the busy Aurora Avenue artery. Of the two options currently on the menu, the preferred Harrison Street alternative is the less bad option. However, Seattle Subway is campaigning to add a station alternative closer to the heart of South Lake Union. They recommend putting the station near the intersection of Republican Street and Westlake Avenue, a quarter mile east of the existing proposals. The Urbanist agrees this option should be studied to confirm the expected advantages it'd have over a station straddling SR 99 and surrendering a good chunk of its walkshed to a gaping highway trench.

Seattle Center: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. From a rider perspective, the Republican Street station is clearly superior. Estimated to be 85 feet deep, the station also boasts elevators headed directly to the surface, forgoing the elaborate mezzanine interchanges that may confound and delay riders elsewhere downtown. Mercer is significantly deeper at about 110 feet deep, wouldn't have elevators direct to the surface as currently planned, and it's also farther from Climate Pledge Arena and the rest of the Seattle Center complex. Simply put, it's just far less convenient.

Smith Cove: Preferred Galer Street Station [SIB-1]. Sound Transit's preferred alternative is the elevated Galer Street Station, and we tend to agree. The main advantage is cost, with the option coming in about $200 million cheaper than other options. But the location also offers good connections to South Magnolia, the Elliott Bay Trail, and Expedia Campus. The more southern alternatives would offer better walking connections up to West Queen Anne via Kinnear Park or trails through the SW Queen Anne Green Belt, and they're closer to the surface in either the retained cut or the 35-foot elevated option. However, the southern station locations also require plowing through some of the greenbelt and putting up a big retaining wall. Overall, this doesn't appear to be worth the added cost and tradeoffs.

Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Interbay Station sets up the crossing of Salmon Bay. It is also projected to attract 4,200 daily riders, with two-thirds expected to be arriving via bus. Seattle Subway prefers the Thorndyke retained cut option because it pairs with the 20th Avenue Ballard Station they wanted added back into contention, as well as the other tunnel stations for Ballard. Meanwhile, The Urbanist has presented a case for moving the existing Ballard Bridge east and running elevated light rail along 15th Avenue NW to tame that dangerous high-speed street. This would pair with the elevated 15th Avenue alternative for Interbay, which Sound Transit presented as an overbuilt triple-decker station above the highway trench. But with a slimmer highway, a slimmer and cheaper station would be possible, an urbanist win-win. The preferred alternative of an elevated 17th Avenue station appears the weakest of the bunch, but it could work if an elevated crossing ends up winning out and 15th Avenue proves too fraught or costly. The 15th Avenue Station has the most overall TOD potential as it grabs more of the walkshed east of the 15th trench, which it sits astride. Siting the station on 17th Avenue flush up against Balmer Railyard limits that walkshed and TOD area.

Ballard: Ask Sound Transit to study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. As with Junction, Ballard has a tunnel station that is surprisingly cost competitive with the elevated options in the Draft EIS. The 14th Avenue Tunnel Station is among the cheapest alternatives, and unlike the preferred alternative, it doesn't include a moveable bridge, which would come with reliability issues. On the other hand, 14th Avenue is farther from the historic core of Ballard, and the busy 15th Avenue NW is a significant impediment to people walking, rolling, or biking to the station and can slow Route 44 buses as well. Tunnel 15th Avenue Station is projected to cost $200 million more

than Tunnel 14th Avenue Station, but placing a station entrance west of 15th Avenue would be worth the added expense. Sound Transit and the City of Seattle should do everything they can to make it happen. The agency has said it will require third party funding for options that are significantly more expensive than the preferred alternative. A tunnel station at 20th Avenue NW is likely to be pricier still, but Seattle Study is urging a study to confirm that assumption — which had gotten the option eliminated earlier in the process. This would be wise given how much the earlier estimates were off.

More transparency please. Finally, we must lodge our frustration that Sound Transit has not shown more of its work. The point of an Environmental Impact Statement (EIS) is for an agency to pause and show its work. WAC 197-11-400 states "The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions."

Sound Transit's lengthy tome doesn't include relevant details as outlined above, such as how passengers will move through the terminals/stations or what alternatives were considered to the superdeep alignments. This organization and others have struggled to get the agency to follow up on reasonable questions. As a result, some potential impacts of the agency decisions before us aren't yet known even though they should be. We look forward to a complete DEIS that addresses these questions and fulfills the requirements and intent of Washington's State Environmental Policy Act.

Sincerely,

Doug Trumm
Executive Director
The Urbanist

Communication ID: 504293 – The Urbanist Draft EIS Comment

#	Comments	Responses
1	It's imperative that we get the alignment and design right for the West Seattle and Ballard Link light rail projects. The Urbanist urges Sound Transit to center transit users in their decision making as success will ultimately be judged by people making use of these multi-billion-dollar investments. Deep stations will discourage riders because they take so long to reach from the surface and elevator queues or outages could render stations useless to many riders. Locating stations where it makes most sense for transit-oriented development, walksheds, and bus connections should also be a high priority. The areas where Sound Transit's Representative Project most diverge from these principles include Midtown Station and Westlake Station due to their remarkable depth (140 feet and 135 feet respectively). There isn't a preferred alignment at Chinatown-International District, but this too will be a crucial station with some untenable options (such as one that is 200 feet deep) still in the mix. The aforementioned stations will be three of the busiest in the entire light rail system, with CID and Westlake serving as the two primary transfer points between the three different lines. Ensuring these transfers are efficient and accessible will be crucial to the overall usefulness of the network. As currently planned, many of the stations will require more than one elevator ride to reach the surface, slowing down circulation and negatively impacting disabled riders, in particular, since they have no alternative. Sound Transit should design station platform elevators to provide a straight shot to the surface everywhere feasible. Here are the general principles The Urbanist advocates for Sound Transit to prioritize in the planning process: First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	Please see responses to CC2k and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on ridership. Please also see response to CC3a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long, as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long, as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development (TOD) program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. We are primarily worried about building ST3 right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	Junction: Medium Tunnel 41st Avenue Station [WSJ-5], but with a study of a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. Medium Tunnel 41st Avenue Station is the cheapest tunnel option for Junction and relatedly requires the least displacement of homes and businesses. The location on 41st Avenue and Alaska Street puts it pretty squarely in the middle of Junction without too much overlap with Avalon Station. With a station depth of just 50 feet, travel between the station platform and surface should be quick and easy.	Please see response to CCG2 in Table 7-1.
8	Avalon Retained Cut Station [WSJ-5] with a request to study a refined DEL-6 pairing. sets up the tunnel to the best underground Junction Station. It's also economical and easy to use since it's just 30 feet under the surface. A retained cut is the method used in the existing International District/Chinatown Station, which is one of Sound Transit's best. It puts the station close to the surface and allows natural light and ventilation in. The Sound Transit Board is also considering a cost-cutting option that would scrap the Avalon Station entirely. But scrapping the station is not a decision that should not be taken lightly. Avalon Way SW has seen considerable housing growth and the Sound Transit 3 ballot measure did promise Avalon a light rail station. Plus, 5,400 people are expected to reside in the 10-minute station walkshed and that's a lot of people to abandon.	Please see responses to CCG2 and CC2j in Table 7-1.

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9	Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. The Elevated Andover Station Lower Height Alternative [DEL-6] came among the most affordable Delridge stations and it is the only one that pairs with the retained cut station in Avalon. Delridge will primarily be a bus transfer station since it's located in an industrial area sandwiched against the West Seattle Freeway. RapidRide H will run down Delridge Way SW and ferry many riders to their ultimate destination. Putting the station so far north and close to the freeway isn't ideal, and we encourage Sound Transit to look at options to open up a better walkshed and more TOD opportunities while still pairing with the retained cut Avalon Station. Still, since bus transfers will be the primary source of riders, the location could be workable.	Please see responses to CCG2 and CC4.2a in Table 7-1.
10	SoDo: Choose Mixed Profile Station [SoDo-2] and study site further north at the existing SoDo Station location to avoid costly post office taking. One of the biggest tradeoffs to consider with SoDo Station is the preferred alternative, which is at-grade, would require the loss of SoDo busway. The elevated "mixed-profile" station allows the busway to reopen after about 10 years of construction. Losing the SoDo busway could cost King County Metro thousands of annual bus service hours since it provides a quick mainline to route buses to and from its Atlantic Bus Base. The downside of the Mixed Profile Station is that it costs more, at an estimated $800 million. The preferred "staggered" alternative would cost as little as $500 million or as much as about $700 million, if it turns out the option still requires the taking of a very large US Postal Service facility, which appears to be responsible for the better part of that $200 million hit to the budget. If the Mixed Profile Station can avoid that same post office taking, then it could save a similar amount. The pedestrian overpass of 5th Avenue S appears unnecessary, so that use of the post office property appears a low value add.	Please see responses to CCG2 and CC3f in Table 7-1. Please see Section 4.14 Public Services, Safety, and Security of the Final EIS for more information on impacts to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office in SODO.
11	CID: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Chinatown-International District (CID) will be one of the busiest stations and offers transfers between three light rail lines, plus Sounder commuter rail, Amtrak, and the Seattle Streetcar. It will be arguably the most important transit hub in the entire system. Sound Transit has yet to identify a preferred alternative here, but the deep options clearly have huge drawbacks, including cost, slower transfers, and also forcing the Midtown Station to be even deeper too, worsening the quality of the station there, as well. Collectively, about 32,000 daily riders are projected at the two CID stations, underscoring its importance.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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12	Midtown: Make the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. As it stands, Midtown Station is about 140 feet deep in the agency's preferred alternative. The initial plan also calls for a fairly long walk on a mezzanine level to reach the elevators to the surface either at the north entrance (opposite Seattle Central Library) or the south entrance at 5th and Columbia Street. The 5th Avenue Station is the superior option of the two presented, but making the station shallower would improve access and shave time to surface. Sound Transit has modeled travel times from the surface to the station platform at five to six minutes via escalator at Midtown Station and two to three minutes via elevator, barring congestion issues due to high passenger loads. No escalators are planned at the deeper 6th Avenue station, removing a valuable redundancy for passengers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Westlake: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Station depth is an issue at Westlake Station, and the transfers are a big question mark. The 5th Avenue option again has the edge, but making the transfer environment high quality will be key. Westlake Station is projected to lead the entire system with a combined 73,900 daily riders, 31% of them transferring between the lines. At such a busy station, the transfers and passenger flow must be good, and early designs leave much to be desired. Sound Transit estimates the time to surface at four to six minutes via escalator for the new Westlake Station, and the elevator time would be three to five minutes. The transfer to the existing station nearly 100 feet up, meanwhile, will take three minutes to the closer northbound side and four minutes to the far southbound side of the platform. Again these times are for able-bodied riders, as the agency has yet to dig into how the station designs will affect disabled riders. If the agency is able to decrease the distance and travel time between the two stations, it certainly should.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	Denny: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Both Denny Station alternatives are pretty solid, but the preferred alternative Denny is shallower (100 feet versus 125 feet) and offers more seamless transit connections. The catch is that putting the station underneath Westlake Avenue would disrupt streetcar and bus operations on the street above during construction, but thoughtful planning should be able to mitigate the disruptions. For example, station pick decking may allow buses to continue to run overhead during construction. We're also excited by the idea of putting a station entrance on a pedestrianized Lenora Street, which would not only save money, but also improve station access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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15	SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. In a previous article, we noted that the SR 99 highway tunnel is hamstringing the options at South Lake Union Station. In the preferred alternative, the light rail tunnel must pass underneath the SR 99 tunnel portal, which forces it to be deep - about 120 feet deep to be exact. But in the Mercer alternative, the redesigned SR 99 provides no good places for a bus transfer point for the busy Aurora Avenue artery. Of the two options currently on the menu, the preferred Harrison Street alternative is the less bad option. However, Seattle Subway is campaigning to add a station alternative closer to the heart of South Lake Union. They recommend putting the station near the intersection of Republican Street and Westlake Avenue, a quarter mile east of the existing proposals. The Urbanist agrees this option should be studied to confirm the expected advantages it'd have over a station straddling SR 99 and surrendering a good chunk of its walkshed to a gaping highway trench.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	Seattle Center: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. From a rider perspective, the Republican Street station is clearly superior. Estimated to be 85 feet deep, the station also boasts elevators headed directly to the surface, forgoing the elaborate mezzanine interchanges that may confound and delay riders elsewhere downtown. Mercer is significantly deeper at about 110 feet deep, wouldn't have elevators direct to the surface as currently planned, and it's also farther from Climate Pledge Arena and the rest of the Seattle Center complex. Simply put, it's just far less convenient.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	Smith Cove: Preferred Galer Street Station [SIB-1]. Sound Transit's preferred alternative is the elevated Galer Street Station, and we tend to agree. The main advantage is cost, with the option coming in about $200 million cheaper than other options. But the location also offers good connections to South Magnolia, the Elliott Bay Trail, and Expedia Campus. The more southern alternatives would offer better walking connections up to West Queen Anne via Kinnear Park or trails through the SW Queen Anne Green Belt, and they're closer to the surface in either the retained cut or the 35-foot elevated option. However, the southern station locations also require plowing through some of the greenbelt and putting up a big retaining wall. Overall, this doesn't appear to be worth the added cost and tradeoffs.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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18	Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Interbay Station sets up the crossing of Salmon Bay. It is also projected to attract 4,200 daily riders, with two-thirds expected to be arriving via bus. Seattle Subway prefers the Thorndyke retained cut option because it pairs with the 20th Avenue Ballard Station they wanted added back into contention, as well as the other tunnel stations for Ballard. Meanwhile, The Urbanist has presented a case for moving the existing Ballard Bridge east and running elevated light rail along 15th Avenue NW to tame that dangerous high-speed street. This would pair with the elevated 15th Avenue alternative for Interbay, which Sound Transit presented as an overbuilt triple-decker station above the highway trench. But with a slimmer highway, a slimmer and cheaper station would be possible, an urbanist win-win. The preferred alternative of an elevated 17th Avenue station appears the weakest of the bunch, but ii could work if an elevated crossing ends up winning out and 15th Avenue proves too fraught or costly. The 15th Avenue Station has the most overall TOD potential as it grabs more of the walkshed east of the 15th trench, which it sits astride. Siting the station on 17th Avenue flush up against Balmer Railyard limits that walkshed and TOD area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	Ballard: Ask Sound Transit to study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. As with Junction, Ballard has a tunnel station that is surprisingly cost competitive with the elevated options in the Draft EIS. The 14th Avenue Tunnel Station is among the cheapest alternatives, and unlike the preferred alternative, it doesn't include a moveable bridge, which would come with reliability issues. On the other hand, 14th Avenue is farther from the historic core of Ballard, and the busy 15th Avenue NW is a significant impediment to people walking, rolling, or biking to the station and can slow Route 44 buses as well. Tunnel 15th Avenue Station is projected to cost $200 million more than Tunnel 14th Avenue Station, but placing a station entrance west of 15th Avenue would be worth the added expense. Sound Transit and the City of Seattle should do everything they can to make it happen. The agency has said it will require third party funding for options that are significantly more expensive than the preferred alternative. A tunnel station at 20th Avenue NW is likely to be pricier still, but Seattle Study is urging a study to confirm that assumption - which had gotten the option eliminated earlier in the process. This would be wise given how much the earlier estimates were off.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
20	More transparency please. Finally, we must lodge our frustration that Sound Transit has not shown more of its work. The point of an Environmental Impact Statement (EIS) is for an agency to pause and show its work. WAC 197-11-400 states "The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions." Sound Transit's lengthy tome doesn't include relevant details as outlined above, such as show passengers will move through the terminals/stations or what alternatives were considered to the superdeep alignments. This organization and others have struggled to get the agency to follow up on reasonable questions. As a result, some potential impacts of the agency decisions before us aren't yet known even though they should be. We look forward to a complete DEIS that addresses these questions and fulfills the requirements and intent of Washington's State Environmental Policy Act.	Please see response to CCG1 in Table 7-1.

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Transitional Resources
hope. opportunity. recovery.

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TDD: (206) 461-3651
transitionalresources.org

Our mission is building better health, stable housing, and a community of support for people living with mental illness.

April 25, 2021

Dear Sound Transit Board,

I am writing to comment on the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan for the West Seattle Link Extension. I am the CEO of Transitional Resources, a public community behavioral health and housing agency with buildings along the proposed alternative routes above. While I understand that you may be hearing from many people who may potentially be inconvenienced or unhappy about the alternatives, **I must stress that for individuals receiving behavioral health treatment and supportive housing services from Transitional Resources, the proposed alternatives of DEL-5 and DEL-6 and the displacement caused by these routes would not just be inconvenient, but entirely devastating to our agency and model of care.**

We serve people with the highest behavioral health needs in our community; these are people who need regular access to our services to remain healthy and housed. Our clients are extremely low income and are typically on Medicaid or other public assistance programs. They come to our program from the streets or long-term hospitalization. At Transitional Resources, they receive a spectrum of care starting with intensive behavioral health support in our residential program and eventually move into one of our outpatient programs, which include Supported Housing Services through our properties mentioned below. **The people we serve require immediate proximity to these buildings and our services for safety, security, and their continued optimal health and well-being.**

In proposals DEL-5 and DEL-6, our properties at 3051 SW Avalon Way (a home we own that houses outpatient clients), 2988 SW Avalon Way (an apartment building housing 16 clients and serves as our Supported Housing office space), and 2980 SW Avalon Way (15 more apartments for outpatient clients, plus office space for our entire outpatient program) are at risk. **I must emphasize we are strongly opposed to these proposed alternative DEL-5 and DEL-6 routes for the reasons I have listed and detailed below:**

Our agency would be majorly impacted in the following ways:

1. **Disruption of vital services to individuals living with serious mental illness, including potentially rendering many of them homeless.**
    a. Both 2980 and 2988 SW Avalon Way are permanent, supportive housing for individuals engaged in our services. These buildings also include office facilities for our work, including our entire outpatient and supportive housing offices. **These offices not only provide services to the people living in the buildings, but to individuals living throughout West Seattle.** This includes our new building on SW Yancy Street, which we built with

Transitional Resources is a registered 501(c)(3). Our tax identification number is 91-0967836.

the close proximity in mind of our services located in our 2980 and 2988 buildings. Our clients from all over the area meet with their case managers and receive other types of supportive services from these two buildings, and having these services so accessible is a major reason why our clients have such success in maintaining housing and managing their mental illness.

b. Our Assisted Living Facility and office—located at 2970 SW Avalon Way—is right across a small driveway and provides critical support to the tenants of all of our buildings. This office is open and staffed 24 hours a day, 7 days a week to manage medication monitoring, case management and emergency services for our clients in all our programs. Having such quick and easy access to services is not only critical for the individuals who live in the 2980 and 2988 buildings, but also for the individuals we serve who live in the larger community as well.

c. **The co-location of all of our facilities is paramount to our clients' mental health and housing stability.** The support we provide to the individuals we serve is based on the interconnected services and staff at all of our buildings. If these buildings were to be removed, the base model of our care and our services would be majorly disrupted. The individuals we serve would lose their mental health services that are right on their doorstep, and many others would lose their housing as well.

2. **Inability to rebuild or relocate to an alternative, appropriate location to administer our services.**

   a. These clients are not temporary—they have made these properties their permanent homes and depend on the proximity of our behavioral health and supportive housing services. Rebuilding and/or relocating to another appropriate property to provide our effective and important services would be almost impossible. Costs in the area have risen dramatically, and the continued increasing costs of property, construction, and labor will severely impact our ability to relocate or rebuild, meaning our clients who have maintained long-term housing and support will lose that stability and potentially face homelessness once again.

   b. If a new location were to be found, the process of displacement and relocation would be incredibly disruptive to our clients' well-being, which relies heavily on the office spaces included in those buildings. The population we serve is particularly vulnerable, and the disruption of moving and changing their carefully curated routines and treatment plans could majorly impact their stability. To be frank, it could result in many individuals returning to homelessness and hospitalization.

3. **There are covenants in place from the construction of these two properties dictating that the land usage must continue operations for the intended**

purpose of providing low income housing for a number of years (40 - 75 years), which may impact Sound Transit's use of the land.

I implore you to seek other options as the DEL-5 and DEL-6 scenarios would be catastrophic to the availability of critical behavioral health services provided by our agency and to the individuals we serve. **The effects of disrupting these important services would reverberate throughout our community, which is already overwhelmed by the dire need for services like ours.**

Instead, with the support of our neighborhood, **we endorse alternatives DEL-2a or DEL-2b, and WSJ-3a or WSJ-3b,** which would be far less disruptive to our agency as well as our community at large. Thank you for your careful consideration.

Darcell Slovek-Walker, MA, LMHC
Chief Executive Officer

Communication ID: 502099 – Transitional Resources Draft EIS Comment

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1	I am writing to comment on the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan for the West Seattle Link Extension. I am the CEO of Transitional Resources, a public community behavioral health and housing agency with buildings along the proposed alternative routes above. While I understand that you may be hearing from many people who may potentially be inconvenienced or unhappy about the alternatives, I must stress that for individuals receiving behavioral health treatment and supportive housing services from Transitional Resources, the proposed alternatives of DEL-5 and DEL-6 and the displacement caused by these routes would not just be inconvenient, but entirely devastating to our agency and model of care. We serve people with the highest behavioral health needs in our community; these are people who need regular access to our services to remain healthy and housed. Our clients are extremely low income and are typically on Medicaid or other public assistance programs. 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I must emphasize we are strongly opposed to these proposed alternative DEL-5 and DEL-6 routes for the reasons I have listed and detailed below: Our agency would be majorly impacted in the following ways: 1. Disruption of vital services to individuals living with serious mental illness, including potentially rendering many of them homeless. a. Both 2980 and 2988 SW Avalon Way are permanent, supportive housing for individuals engaged in our services. These buildings also include office facilities for our work, including our entire outpatient and supportive housing offices. These offices not only provide services to the people living in the buildings, but to individuals living throughout West Seattle. This includes our new building on SW Yancy Street, which we built with the close proximity in mind of our services located in our 2980 and 2988 buildings. 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The support we provide to the individuals we serve is based on the	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Your opposition to Alternatives DEL-5 and DEL-6 has been noted. Your support for Alternatives DEL-2a/2b and WSJ-3a/3b has been noted. As described in Section 2.1, Build Alternatives, of the Final EIS, Preferred Option DEL-6b is a refinement of Alternative DEL-6 (now known as Alternative DEL-6a) developed in response to public and agency comments and Sound Transit Board direction in Motion 2022-57 to study refinement options to enhance station access, prioritize an integrated and well-designed transfer experience from buses to light rail, and address concerns over potential displacements of organizations serving low-income and communities of color. Sound Transit acknowledges the inconvenience and hardship of relocating residences and services for the populations you serve. Section 4.2.4, Social Resources, Community Facilities, and Neighborhoods, of the WSBLE Draft EIS and Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS specifically address Transitional Resources. Please see the mitigation section in Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on support Sound Transit would provide to help find new homes or sites, solve problems that might occur, and plan for relocation.

#	Comments	Responses
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Communication ID: 503179

Communication (4/28/2022)

I am writing to comment on the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan for the West Seattle Link Extension. I am the CEO of Transitional Resources, a public community behavioral health and housing agency with buildings along the proposed alternative routes above. While I understand that you may be hearing from many people who may potentially be inconvenienced or unhappy about the alternatives, I must stress that for individuals receiving behavioral health treatment and supportive housing services from Transitional Resources, the proposed alternatives of DEL-5 and DEL-6 and the displacement caused by these routes would not just be inconvenient, but entirely devastating to our agency and model of care.

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I implore you to seek other options as the DEL-5 and DEL-6 scenarios would be catastrophic

to the availability of critical behavioral health services provided by our agency and to the individuals we serve. The effects of disrupting these important services would reverberate throughout our community, which is already overwhelmed by the dire need for services like ours.

Instead, with the support of our neighborhood, we endorse alternatives DEL-2a or DEL-2b, and WSJ-3a or WSJ-3b, which would be far less disruptive to our agency as well as our community at large. Thank you for your careful consideration.

"it takes a village"

Owner(s):

Contact ID	Name	Type	Phones	Email
1078263	mike robins	Individual		miker@seacast.com

Communication ID: 503179– Transitional Resources Draft EIS Comment

#	Comments	Responses
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Communication ID: 504869

Communication (4/27/2022)

Hester Serebrin Draft EIS Comment

Date: April 28, 2022

To: Sound Transit Board and leadership

From: Transportation Choices Coalition, Housing Development Consortium of Seattle-King County, Cascade Bicycle Club, Washington Environmental Council

Re: WSBLE DEIS

Dear Sound Transit Board and leadership,

Thank you for the opportunity to comment on the West-Seattle & Ballard Link Extension Draft Environmental Impact Statement. Our organizations are part of a regional group, Transit Access Stakeholders, which is a growing coalition of organizations that strongly supports connecting the Puget Sound region through affordable, reliable, equitable, accessible, and sustainable transit. Together, we represent active transportation, mobility justice, affordable housing, transit, and climate protection stakeholders, with thousands of members in the central Puget Sound region.

Throughout the planning process, several groups in our coalition have weighed in on our collective values for Sound Transit 3. These values include:

Maximize equitable TOD and affordable housing potential
Carefully integrate critical transit, bike, and walking networks
Prioritize race and social justice
Ensure travel reliability
Minimize and fight displacement
Accessibility for all users, especially those with disabilities
Build a system that looks to the future by designing for resilience and expansion, reducing air and climate pollution, and considering future land use

We urge you to continue to hold these values and goals when evaluating and making alignment decisions. Having a rider-centered system that helps achieve environmental, safety, and equity goals is critical and digesting the DEIS information through this lens is the best way to do so.

WSBLE will bring unprecedented reliable high capacity transit to hundreds of thousands of people in the Puget Sound region, and we are excited to help support its development.

Given our values, the data and information made available through the analysis, and conversations with our trusted partners and impacted stakeholders, we offer the following additional comments on the WSBLE DEIS.

Deliver a world class transit system and do not make short-sighted cost-cutting decisions. As you consider alignments and stations, please remember that these critical pieces of mobility and community infrastructure will last multiple lifetimes. In the name of cost saving, please do not limit long-term potential and sacrifice any voter-approved stations. Equally important, we urge you to not make short-sighted money-saving alignment decisions that will have a negative impact on user safety; that undermine walk, bike, and local transit access; or that forfeit equitable TOD opportunities. Such budget cuts may create short-term financial savings, but represent huge costs to mobility, safety, accessibility, and the environment, while investing in vibrant, thoughtfully located, well-integrated stations has benefits that will last for generations.

Plan for seamless, safe, and sustainable transit access and integration. We urge Sound Transit to use System Access Funds, develop strong partnerships, and proactively plan to ensure active transportation access and local transit integration to and within the line. With that in mind, in the next phase of planning, please study the following areas:

Active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike and walk connections to new stations. Partner with the city to do this work – don't just rely on the city to do it. New station areas must improve the current biking and walking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and the many transportation modes arriving at the station to ensure walking, biking, and transit facilities are meaningfully upgraded with physical separation from cars.

Construction impacts to the existing active transportation networks and transit routes, and mitigation plans. Taking the next step in evaluating construction impacts to active transportation networks and transit routes now means that alternate routes can be advanced in design and construction ahead of the closure of these, and other, key routes. Partner with the city to do this early to avoid detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist

safely.
Bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Partner with the city to identify opportunities for collaboration to support shared bike parking accommodation needs, and the broader goal of removing barriers to more people biking – one perineal barrier being a lack of secure covered bike parking. At the same time, accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality.

Revisit 3rd party funding considerations. Given the current volatility of cost projections, we urge you to decide on the best project, focusing on the outcomes we want and then determining how we can select the best feasible alignments to achieve these - those with the highest benefit and least negative impacts - before determining what "baseline" costs are or identifying where additional 3rd party funding is needed.

Chinatown/ID station. Chinatown, Japantown, and Little Saigon are all historic neighborhoods as well as current day thriving cultural community hubs that have endured ongoing harms from government. There remain deep concerns from community members about the impacts - cultural, economic, social, mobility - of all alternatives presented in the DEIS. Feedback from the community suggests that local in-language engagement has been limited, and that many residents and business owners have not been adequately informed of what's coming or their rights to respond. While this is a critical connection in the larger LINK system, there does not seem to be consensus on the vision for the station for the community. Neighborhood stability and prevention of displacement of this community of color is a goal in and of itself. Considering the long term construction and displacement impacts of any of the alternatives, Sound Transit must be ready to avoid, minimize and mitigate impacts to the greatest extent possible, and must be willing to present specific mitigation measures as well as demonstrate how they can deliver on such promises in order to allow community members to weigh in with full information, while ensuring an excellent transfer and access experience for all riders.

In addition to prioritizing further exploration of options beyond the proposed alternatives, the Wing Luke Museum and other community organizations are calling for an additional study done by external consultants, working with community partners. They want to address the numerous requests for additional information or exploration, whether related to historic and archaeological resources or the multiple fronts of construction impacts. The current DEIS is inadequate and does not fully recognize the racist cumulative impact of past public infrastructure projects on the C/ID, and it is "inherently faulty because it fails to take into account the existing present-day conditions of high displacement within the CID." (1)

Strive for voter-approved timelines. We must move at the speed of trust with impacted communities in the planning, information, and decision-making processes, ensuring the voices of impacted communities are engaged, heard, and impact the outcome. We must also work to deliver the benefits of light rail as soon as possible. People from all corners of Puget Sound have waited too long for regional high capacity transit, and we must maintain a north star of the originally promised delivery dates. Substantially pushing out already extended timelines for link extensions threatens our regional mobility, access to opportunity, and impact on climate change.

Thank you,

Transportation Choices Coalition

Housing Development Consortium of Seattle-King County

Cascade Bicycle Club

Washington Environmental Council

(1): https://www.wingluke.org/wp-content/uploads/2022/04/Wing-Luke-Museum_response-to-WSBLE-DEIS_2022-04-26.pdf

Hester Serebrin (she/her)

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Communication ID: 504869 – Transportation Choices Coalition, Housing Development Consortium of Seattle-King County, Cascade Bicycle Club, Washington Environmental Council Draft EIS Comment

#	Comments	Responses
1	WSBLE will bring unprecedented reliable high capacity transit to hundreds of thousands of people in the Puget Sound region, and we are excited to help support its development.	Thank you for expressing support for the project.
2	Deliver a world class transit system and do not make short-sighted cost-cutting decisions. As you consider alignments and stations, please remember that these critical pieces of mobility and community infrastructure will last multiple lifetimes. In the name of cost saving, please do not limit long-term potential and sacrifice any voter-approved stations. Equally important, we urge you to not make short-sighted money-saving alignment decisions that will have a negative impact on user safety; that undermine walk, bike, and local transit access; or that forfeit equitable TOD opportunities. Such budget cuts may create short-term financial savings, but represent huge costs to mobility, safety, accessibility, and the environment, while investing in vibrant, thoughtfully located, well-integrated stations has benefits that will last for generations.	Please see responses to CCG3, CC2j, CC3a, CC3b, and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to station consolidation for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike and walk connections to new stations. Partner with the city to do this work – don't just rely on the city to do it. New station areas must improve the current biking and walking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and the many transportation modes arriving at the station to ensure walking, biking, and transit facilities are meaningfully upgraded with physical separation from cars.	Please see responses to CC3a and CC3b in Table 7-1. Sound Transit could make, or partner with other local agencies such as the City of Seattle, on road improvements (such as sidewalks, bike lanes, or widening) at some stations.
4	Construction impacts to the existing active transportation networks and transit routes, and mitigation plans. Taking the next step in evaluating construction impacts to active transportation networks and transit routes now means that alternate routes can be advanced in design and construction ahead of the closure of these, and other, key routes. Partner with the city to do this early to avoid detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely.	Please see response to CC3c in Table 7-1.
5	Bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Partner with the city to identify opportunities for collaboration to support shared bike parking accommodation needs, and the broader goal of removing barriers to more people biking – one perineal barrier being a lack of secure covered bike parking. At the same time, accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality.	All West Seattle Link Extension stations would have dedicated bicycle storage. Sound Transit allows all two-wheeled, standard sized bicycles, including e-bikes and folding bicycles, on trains. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	Revisit 3rd party funding considerations. Given the current volatility of cost projections, we urge you to decide on the best project, focusing on the outcomes we want and then determining how we can select the best feasible alignments to achieve these - those with the highest benefit and least negative impacts - before determining what “baseline” costs are or identifying where additional 3rd party funding is needed.	Please see response to CC2c in Table 7-1.
7	Chinatown/ID station. Chinatown, Japantown, and Little Saigon are all historic neighborhoods as well as current day thriving cultural community hubs that have endured ongoing harms from government. There remain deep concerns from community members about the impacts - cultural, economic, social, mobility - of all alternatives presented in the DEIS. Feedback from the community suggests that local in-language engagement has been limited, and that many residents and business owners have not been adequately informed of what’s coming or their rights to respond. While this is a critical connection in the larger LINK system, there does not seem to be consensus on the vision for the station for the community. Neighborhood stability and prevention of displacement of this community of color is a goal in and of itself. Considering the long term construction and displacement impacts of any of the alternatives, Sound Transit must be ready to avoid, minimize and mitigate impacts to the greatest extent possible, and must be willing to present specific mitigation measures as well as demonstrate how they can deliver on such promises in order to allow community members to weigh in with full information, while ensuring an excellent transfer and access experience for all riders. In addition to prioritizing further exploration of options beyond the proposed alternatives, the Wing Luke Museum and other community organizations are calling for an additional study done by external consultants, working with community partners. They want to address the numerous requests for additional information or exploration, whether related to historic and archaeological resources or the multiple fronts of construction impacts. The current DEIS is inadequate and does not fully recognize the racist cumulative impact of past public infrastructure projects on the C/ID, and it is "inherently faulty because it fails to take into account the existing present-day conditions of high displacement within the CID." (1)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Strive for voter-approved timelines. We must move at the speed of trust with impacted communities in the planning, information, and decision-making processes, ensuring the voices of impacted communities are engaged, heard, and impact the outcome. We must also work to deliver the benefits of light rail as soon as possible. People from all corners of Puget Sound have waited too long for regional high capacity transit, and we must maintain a north star of the originally promised delivery dates. Substantially pushing out already extended timelines for link extensions threatens our regional mobility, access to opportunity, and impact on climate change.	Please see response to CCG4 in Table 7-1. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for information on community engagement throughout the environmental review process. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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April 26, 2022

WSBLE Draft Environmental Impact Statement Comments
% Lauren Swift
Sound Transit
401 S Jackson St
Seattle, WA 98104
Submitted via email to WSBLEDEIScomments@soundtransit.org

Subject: West Seattle and Ballard Link Extensions Draft Environmental Impact Statement

To Whom It May Concern:

West Seattle Bike Connections (WSBC) is a volunteer community organization working to make our corner of the city a more comfortable place to bike and walk. Most West Seattle locations will be within biking distance of our future stations. Our comments focus on impacts related to active transportation integration (walking, biking, and other non-motorized transportation). There are a number of issues in the current Draft EIS for the West Seattle and SODO segments that we feel need to be addressed.

- Station layouts for many West Seattle alternatives locate pick-up and drop-off zones on streets with already-built or planned bike facilities to be completed under the Seattle Bicycle Master Plan. This will not only increase the amount of general traffic along bike routes, but add the chaos of drivers jockeying for space and loading and unloading luggage and passengers. We feel pick-up and drop-off zones should not be located on bike routes unless there are no other options, and if unavoidable, cyclists should be provided fully protected lanes through these zones.

- All Duwamish Crossing and West Seattle alternatives pass over or near critical bike routes. However, the DEIS does not seem to address these routes during construction or after the guideways are built. Will the area around where the Alki Trail, Duwamish Trail, 26th Avenue SW Greenway and Avalon Way bike lanes meet to cross the Spokane Street Low Bridge be closed during construction? There are no feasible alternate routes in this area for people riding bikes or walking. WSBC would like to see more details about how cyclists and pedestrians will access the Spokane St. Bridge during construction and beyond.

- We understand that the SODO Trail will be closed during construction but will open again after construction ends. All surrounding streets in SODO are Major Truck Streets and generally unsafe areas for riding. Especially given the long estimated construction time frame, WSBC expects quality protected bike detour options while the SODO Trail is closed as outlined in the Traffic Control Manual for In-Street Work.

- Fauntleroy Way SW between SW Alaska St and Avalon Way SW is a major bike corridor and fully protected bike lanes were supposed to have been constructed already. Plans were suspended pending the light rail alignment decision. See https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project for details. How will the pillars for elevated alternatives affect these plans? The diagrams of Fauntleroy Way SW south of SW Alaska St on pages L05 82 and 83 indicate that a large amount of the right of way will be needed for these pillars.

Comments on impacts to active transportation common to all Build Alternatives

- Chapter 2.1.1 Components of Build Alternatives:
  - Elevated:
    - Negative impacts to use of active transportation (walking, biking, scooters, etc.) are greatest where elevated guideways are supported by straddle bents or by single posts adjacent to roadways. These are most likely to interrupt sidewalks and bike lanes.
    - Single post in-roadway support should be used wherever possible.
    - Use of straddle bents or single posts adjacent to roadways should be mitigated by including un-interrupted full-width sidewalks and bike lanes routed around support columns with provisions for vehicle-bike-pedestrian sightlines for safety. Additional right-of-way acquisition may be needed.
  - At Grade and Retained Cut:
    - Negative impacts to active transportation are severe for safety and connectivity of routes.
    - At grade and retained cut alternatives should only be used where the route has a separated right-of-way, as in SODO.
    - Retained cut alternatives should have bridges over the rail line on pedestrian and bike routes.
  - Tunnel:
    - Mined tunnels will have the least negative impacts for active transportation of all component options, for both construction and operation. Mined tunnels should be the preferred alternative wherever feasible.
    - Cut-and-cover tunnels will have fewer negative impacts after completion than elevated or at-grade components, but may have significant construction period impacts that should be mitigated.
  - Stations:
    - To meet city goals for use of active transportation for station access, station designs that are not at grade will need elevator capacity for wheelchairs, bikes and other mobility devices, with a high level of reliability and redundancy.

        - Stations should include secure bike parking for all types of bikes, in locations convenient for access from bikeways and to train platforms.
        - Station design should not locate vehicle drop-off/pickup zones on bike routes. Station design should not interrupt established or planned city-wide bike routes.
        - Station design should be planned so that there is a feasible, comfortable detour for bike routes impacted by construction.
        - We support the build alternatives exclusion of private car parking from station design in order to reduce environmental impacts by encouraging use of buses and active transportation for station access.

Comments on DEIS Chapter 3 transportation impacts for non-motorized modes

- 3.1 Summary
    - The summary says that the DEIS looks at impacts to non-motorized facilities around stations and on major bike and pedestrian trails. This scope should not be limited to trails. The EIS should also evaluate impacts upon existing and planned bike facilities on city streets beyond just the station vicinity.
- 3.4.3.4 Station Mode of Access
    - Route impacts and station design impacts vary with the alternatives and will affect mode choices people make based on comfort, convenience, safety. This should be considered in developing projected mode share and numbers of users for each station alternative.
- 3.7.3.3 and 3.11.1.4: Comments on Duwamish Waterway Crossing Alternative
    - The DEIS incorrectly states that no bikeshed area is associated with the Duwamish crossing segment. All three alternatives affect heavily used bike routes to and from West Seattle and between the Alki and Duwamish regional shared-use trails.
    - Both south-crossing alternatives (DUW-1a and DUW-1b) coincide with the highest volume bike route in West Seattle at Pigeon Point on the route to the Spokane Street Bridge.
        - There is no alternative to this bike route that is used for 1,000 to 2,500 bike trips per day over the Duwamish waterway, and used by many others to link the Alki Trail with the Duwamish Trail.
        - Construction impact on active transportation could be severe. Continuous bike and walking access along this route should be provided throughout the construction period. It is not enough to reference city standards and manuals and say that the project will comply. Feasibility of mitigation should be demonstrated by mapping of detour routes in this confined corridor bounded by a waterway, highway ramps and steep hillsides.

Comments on Station Design concept plans presented to us by ST in April 2022:

- Delridge Station
    - DEL-1a, 2a Elevated Dakota St station
        - 26th Ave SW: diagram notes “improved bicycle facilities” for Neighborhood Greenway, but also para-transit stop and private vehicle drop off (“kiss and ride”), in direct conflict with a low-traffic, low-stress all-ages-and-abilities biking and walking route.
        - No parallel street detour route is feasible for use during two years of construction because of topography and busy bus/car/freight route on Delridge Way SW and because 25th Ave SW will be closed off to create the station.
        - Andover/Delridge intersection is impacted by guideway supports. Diagrams do not recognize the existing bike/pedestrian facility with diagonal bike crossing and heavily used shared use path on the east side of Delridge Way to Spokane St Bridge and Alki Trail. Straddle supports could interrupt that path.
        - “Future” bicycle facility noted on SW Andover from Delridge Way to 22nd Ave SW: The proposed route is on a steep hill with considerable car traffic. This is not a viable parallel route to Delridge Way SW or 26th Ave SW for most users of the 26th Avenue SW Neighborhood Greenway.

    - DEL-3/4 Delridge Station
        - This alternative is better than DEL-1a, 2a for continuity of the 26th Ave SW Neighborhood Greenway
        - The identified “Hillclimb” from station to 23rd Ave SW would need elevators or a mechanical funicular to be feasible for bikes.
        - Same concern as DEL-1a & 2a regarding Andover/Delridge and shared use path to bridge.

    - DEL-5/6 Elevated Andover station
        - “Improved bicycle facilities” on Andover are in direct conflict with paratransit and bus stops and new bus routing on Andover. This would be degradation rather than improvement of an existing bike route.
        - Diagram is missing the bike connector route from Andover/Delridge on shared use path to West Seattle Bridge Trail.
        - Same concern as DEL-1a & 2a regarding Andover/Delridge and shared use path to bridge.

- Avalon Station
    - The station alternatives are generally positive for minimizing impact to Avalon Way protected bike lanes and future Fauntleroy Boulevard Project bike lanes.
    - However, construction of many options between Avalon and WS Junction stations will severely disrupt existing bike routes and pedestrian access. Like the

Spokane St. bridge area, WSBC would like the EIS to show feasible routes for cyclists and pedestrians during construction and beyond.

- Special attention should be drawn to negative impacts to bicycle travel during construction of DEL-5/WSJ-4. This alternative requires a full closure of Avalon Way SW for one year with no viable detour for cyclists. SW Genesee St is too steep in either direction for cyclists and even pedestrians, and 32nd Avenue SW is steep and only parallels Avalon for two blocks.

- West Seattle Junction Station
  - WSJ-1 Elevated 41st/42nd
    - Direct conflict between planned paratransit stop and Neighborhood Greenway walking and biking route on 42nd Ave SW. Good separation of auto drop off on 41st Ave SW.

  - WSJ-2 Elevated Fauntleroy
    - Station location is too far from the West Seattle Junction to support the business district at the junction and provide a walkable environment.
    - The route entails conflicts between guideway supports and bike and pedestrian facilities planned for Fauntleroy Way SW.

  - WSJ-3a Tunnel 41st
    - Best alternative for separation of bike, auto, and bus traffic.

  - WSJ-4 & 5 Short & Medium Tunnel 41st
    - Almost equal to WSJ-3a for separation of bike, auto, bus traffic. More potential for guideway pillar interference on SW Alaska St.

- SODO station alternatives
  - Hundreds of people walk or bike from the SODO Station to destinations west on S Lander St including Seattle Public Schools headquarters and Starbucks world headquarters. The EIS should clarify the concept for a new overpass bridge from 4th Ave S to 6th Ave S for bike/pedestrian access to the station, and show plan and profile in Appendix J drawings showing context with the existing Lander Street Bridge that spans from 1st Ave S to 4th Ave S. ADA accessibility should be demonstrated. It could be too steep and inconvenient, especially for those who also have to go over the hump of the existing Lander St Bridge. The EIS should compare impacts on non-motorized transportation and accessibility for at-grade and bridge alternatives.
  - Concept diagram shows an existing bike facility on Lander. Lander in those blocks has only a sidewalk on the north and nothing on the south side.

Thank you for the briefing to our group and the opportunity to comment.

Sincerely,

Katherine Wells, on behalf of
West Seattle Bike Connections
westseattlebikeconnections@gmail.com

Communication ID: 502249 – West Seattle Bike Connections Draft EIS Comment

#	Comments	Responses
1	Station layouts for many West Seattle alternatives locate pick-up and drop-off zones on streets with already-built or planned bike facilities to be completed under the Seattle Bicycle Master Plan. This will not only increase the amount of general traffic along bike routes, but add the chaos of drivers jockeying for space and loading and unloading luggage and passengers. We feel pick-up and drop-off zones should not be located on bike routes unless there are no other options, and if unavoidable, cyclists should be provided fully protected lanes through these zones.	Please see responses to CC3a and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	All Duwamish Crossing and West Seattle alternatives pass over or near critical bike routes. However, the DEIS does not seem to address these routes during construction or after the guideways are built. Will the area around where the Alki Trail, Duwamish Trail, 26th Avenue SW Greenway and Avalon Way bike lanes meet to cross the Spokane Street Low Bridge be closed during construction? There are no feasible alternate routes in this area for people riding bikes or walking. WSBC would like to see more details about how cyclists and pedestrians will access the Spokane St. Bridge during construction and beyond. We understand that the SODO Trail will be closed during construction but will open again after construction ends. All surrounding streets in SODO are Major Truck Streets and generally unsafe areas for riding. Especially given the long estimated construction time frame, WSBC expects quality protected bike detour options while the SODO Trail is closed as outlined in the Traffic Control Manual for In-Street Work.	Please see Section 3.11, Construction Impacts, of the Final EIS for more information on construction period trail closures, detours, and mitigation. Additional information related to trail closures in the study area has been added to the Final EIS.
3	Fauntleroy Way SW between SW Alaska St and Avalon Way SW is a major bike corridor and fully protected bike lanes were supposed to have been constructed already. Plans were suspended pending the light rail alignment decision. See https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project for details. How will the pillars for elevated alternatives affect these plans? The diagrams of Fauntleroy Way SW south of SW Alaska St on pages L05 82 and 83 indicate that a large amount of the right of way will be needed for these pillar	The City of Seattle put the Fauntleroy Way Southwest Boulevard Project planning process on hold in 2018, and the project remains currently unfunded. If an alternative that permanently affects the Fauntleroy Way Southwest right-of-way is selected as the project to be built, Sound Transit would coordinate with the City regarding future development of both projects in this right-of-way.

#	Comments	Responses
4	Elevated: Negative impacts to use of active transportation (walking, biking, scooters, etc.) are greatest where elevated guideways are supported by straddle bents or by single posts adjacent to roadways. These are most likely to interrupt sidewalks and bike lanes. Single post in-roadway support should be used wherever possible. Use of straddle bents or single posts adjacent to roadways should be mitigated by including un-interrupted full-width sidewalks and bike lanes routed around support columns with provisions for vehicle-bike-pedestrian sightlines for safety. Additional right-of-way acquisition may be needed. At Grade and Retained Cut: Negative impacts to active transportation are severe for safety and connectivity of routes. At grade and retained cut alternatives should only be used where the route has a separated right-of-way, as in SODO. Retained cut alternatives should have bridges over the rail line on pedestrian and bike routes. Tunnel: Mined tunnels will have the least negative impacts for active transportation of all component options, for both construction and operation. Mined tunnels should be the preferred alternative wherever feasible. Cut-and-cover tunnels will have fewer negative impacts after completion than elevated or at-grade components, but may have significant construction period impacts that should be mitigated. Stations: To meet city goals for use of active transportation for station access, station designs that are not at grade will need elevator capacity for wheelchairs, bikes and other mobility devices, with a high level of reliability and redundancy. WSBLE Draft Environmental Impact Statement Comments West Seattle Bike Connections Stations should include secure bike parking for all types of bikes, in locations convenient for access from bikeways and to train platforms. Station design should not locate vehicle drop-off/pickup zones on bike routes. Station design should not interrupt established or planned city-wide bike routes. Station design should be planned so that there is a feasible, comfortable detour for bike routes impacted by construction. We support the build alternatives exclusion of private car parking from station design in order to reduce environmental impacts by encouraging use of buses and active transportation for station access.	Please see Section 3.7, Affected Environment and Impacts during Operation - Nonmotorized Facilities, and Section 3.11 for more information on operational and construction effects, respectively, to nonmotorized facilities. Mitigation is also provided in these sections for identified impacts. Sound Transit has been working with the City of Seattle to determine bike parking needs for each station. Also see response to comment 1 above.
5	3.1 Summary The summary says that the DEIS looks at impacts to non-motorized facilities around stations and on major bike and pedestrian trails. This scope should not be limited to trails. The EIS should also evaluate impacts upon existing and planned bike facilities on city streets beyond just the station vicinity	The WSBLE Draft EIS and the West Seattle Link Extension Final EIS evaluate impacts to other nonmotorized facilities besides trails. Please see Section 3.7 for more information on nonmotorized facilities evaluated.
6	3.4.3.4 Station Mode of Access Route impacts and station design impacts vary with the alternatives and will affect mode choices people make based on comfort, convenience, safety. This should be considered in developing projected mode share and numbers of users for each station alternative	Please see Attachment N.1A, Transportation Technical Methodology, of Appendix N.1, Transportation Technical Report, for a description of station trip generation and how mode of access is determined for each station.

#	Comments	Responses
7	3.7.3.3 and 3.11.1.4: Comments on Duwamish Waterway Crossing Alternative The DEIS incorrectly states that no bikeshed area is associated with the Duwamish crossing segment. All three alternatives affect heavily used bike routes to and from West Seattle and between the Alki and Duwamish regional shared-use trails. Both south-crossing alternatives (DUW-1a and DUW- 1b) coincide with the highest volume bike route in West Seattle at Pigeon Point on the route to the Spokane Street Bridge. There is no alternative to this bike route that is used for 1,000 to 2,500 bike trips per day over the Duwamish waterway, and used by many others to link the Alki Trail with the Duwamish Trail. Construction impact on active transportation could be severe. Continuous bike and walking access along this route should be provided throughout the construction period. It is not enough to reference city standards and manuals and say that the project will comply. Feasibility of mitigation should be demonstrated by mapping of detour routes in this confined corridor bounded by a waterway, highway ramps and steep hillsides.	Bikesheds were determined for station access, and there would be no stations in the Duwamish Segment. This does not mean there would be no nonmotorized facilities in the Duwamish Segment. Sections 3.7 and 3.11 discuss operational and construction period impacts, respectively, to facilities in the Duwamish Segment.
8	Delridge Station DEL-1a, 2a Elevated Dakota St station 26th Ave SW: diagram notes “improved bicycle facilities” for Neighborhood Greenway, but also para-transit stop and private vehicle drop off (“kiss and ride”), in direct conflict with a low-traffic, low-stress all-ages-and-abilities biking and walking route. No parallel street detour route is feasible for use during two years of construction because of topography and busy bus/car/freight route on Delridge Way SW and because 25th Ave SW will be closed off to create the station. Andover/Delridge intersection is impacted by guideway supports. Diagrams do not recognize the existing bike/pedestrian facility with diagonal bike crossing and heavily used shared use path on the east side of Delridge Way to Spokane St Bridge and Alki Trail. Straddle supports could interrupt that path. “Future” bicycle facility noted on SW Andover from Delridge Way to 22nd Ave SW: The proposed route is on a steep hill with considerable car traffic. This is not a viable parallel route to Delridge Way SW or 26th Ave SW for most users of the 26th Avenue SW Neighborhood Greenway. DEL-3/4 Delridge Station This alternative is better than DEL-1a, 2a for continuity of the 26th Ave SW Neighborhood Greenway The identified “Hillclimb” from station to 23rd Ave SW would need elevators or a mechanical funicular to be feasible for bikes. Same concern as DEL-1a & 2a regarding Andover/Delridge and shared use path to bridge. DEL-5/6 Elevated Andover station “Improved bicycle facilities” on Andover are in direct conflict with paratransit and bus stops and new bus routing on Andover. This would be degradation rather than improvement of an existing bike route. Diagram is missing the bike connector route from Andover/Delridge on shared use path to West Seattle Bridge Trail. Same concern as DEL-1a & 2a regarding Andover/Delridge and shared use path to bridge.	Please see responses to CC3b and CC3c in Table 7-1. Design of the Delridge Station advanced after the Sound Transit Board decision to modify the West Seattle Link Extension preferred alternative in July 2022. Design of this station involved extensive coordination with the City of Seattle and King County Metro, and the station design as of February 2023 is what is analyzed in the Final EIS. Please see Section 2.1, Build Alternatives, for a description of the preferred alternative Delridge Station, and Appendix J, Conceptual Design Drawings, for design drawings of the station. Future facilities noted in the Final EIS are based on city transportation plan.

#	Comments	Responses
9	Avalon Station The station alternatives are generally positive for minimizing impact to Avalon Way protected bike lanes and future Fauntleroy Boulevard Project bike lanes. However, construction of many options between Avalon and WS Junction stations will severely disrupt existing bike routes and pedestrian access. Like the Spokane St. bridge area, WSBC would like the EIS to show feasible routes for cyclists and pedestrians during construction and beyond. Special attention should be drawn to negative impacts to bicycle travel during construction of DEL-5/WSJ-4. This alternative requires a full closure of Avalon Way SW for one year with no viable detour for cyclists. SW Genesee St is too steep in either direction for cyclists and even pedestrians, and 32nd Avenue SW is steep and only parallels Avalon for two blocks.	Please see responses to CC3b and CC3c in Table 7-1.
10	West Seattle Junction Station WSJ-1 Elevated 41st/42nd Direct conflict between planned paratransit stop and Neighborhood Greenway walking and biking route on 42nd Ave SW. Good separation of auto drop off on 41st Ave SW. WSJ-2 Elevated Fauntleroy Station location is too far from the West Seattle Junction to support the business district at the junction and provide a walkable environment. The route entails conflicts between guideway supports and bike and pedestrian facilities planned for Fauntleroy Way SW. WSJ-3a Tunnel 41st Best alternative for separation of bike, auto, and bus traffic. WSJ-4 & 5 Short & Medium Tunnel 41st Almost equal to WSJ-3a for separation of bike, auto, bus traffic. More potential for guideway pillar interference on SW Alaska St.	Please see responses to CC2i, CC3b, and CC3c in Table 7-1.
11	SODO station alternatives Hundreds of people walk or bike from the SODO Station to destinations west on S Lander St including Seattle Public Schools headquarters and Starbucks world headquarters. The EIS should clarify the concept for a new overpass bridge from 4th Ave S to 6th Ave S for bike/pedestrian access to the station, and show plan and profile in Appendix J drawings showing context with the existing Lander Street Bridge that spans from 1st Ave S to 4th Ave S. ADA accessibility should be demonstrated. It could be too steep and inconvenient, especially for those who also have to go over the hump of the existing Lander St Bridge. The EIS should compare impacts on non-motorized transportation and accessibility for at-grade and bridge alternatives. Concept diagram shows an existing bike facility on Lander. Lander in those blocks has only a sidewalk on the north and nothing on the south side.	Please see Section 3.7 and Section 3.11 for discussion of operational and construction impacts, respectively, to nonmotorized access of the SODO Station.

West Seattle Transportation Coalition

April 28, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA. 98104-2826
Sent by Email: WSBLEDEIScomments@soundtransit.org

Dear Sound Transit Board Members:

The West Seattle Transportation Coalition (WSTC) works to address transportation and mobility issues for the nearly 100,000 people living on the West Seattle Peninsula. WSTC's top issue has always been ingress-egress and mobility issues between our neighborhoods and Downtown or points beyond. The West Seattle Bridge Transportation Corridor (WSBTC) is the city's busiest transportation artery. It connects us with major north-south routes (SR 99, E Marginal-Alaskan Way, Airport Way, and I-5), and – pre-pandemic – carried more than 122,000 vehicles a day – 14,000 on the Spokane St Swing (low) Bridge, and 108,200 on the High Bridge (*SDOT 2017 Seattle Traffic Flow Map*).

As we have expressed in previous letters, our constituents know that light rail to West Seattle will be the biggest transportation project to affect our Peninsula this century, and they want to ensure we make improvements that benefit all of our neighbors in ways that outweigh negative impacts wherever possible:

- By providing new transportation alternatives to the vehicle congestion in the WSBTC;
- By ensuring that guideway and station locations bring real, tangible benefits to the neighborhoods directly affected and not just impacts to views and acquisition of homes and businesses;
- By protecting historic buildings, community gathering spaces, and businesses in the economic enterprise nodes within and around Youngstown and the Alaska Junction Urban Village; and
- By reflecting long-standing community outreach and neighborhood planning goals.

Comments presented here are specific to the West Seattle Link extension which covers about 4.7 miles and includes stations at SODO, Delridge, Avalon, and Alaska Junction. They continue to reflect three main objectives for this EIS Process:

1. Consider alternatives that present real, significant, and useful differences for study and comparison in identifying the best route options and station locations.
2. Ask the right questions to gather the data that will drive the final decisions made by the ST Board.
3. Consider disruption during and after construction, and provide suitable mitigation measures for what will be considerable change, including the possible destruction of historical structures and communities along proposed routes.

As your own Fact Sheet (January 2022) calls out, "Due to steeply rising real estate prices and other construction expenses, Sound Transit projects currently in early planning and design, including the West Seattle and Ballard Link Extensions Project are seeing significant cost estimate increases." In light of what we have learned in the last 2-3 years**, the WSTC strongly encourages consideration of placing some**

previously dismissed early alternatives back into to the scope of this EIS process for further study and consideration.

- **We urge further consideration of the so-called "long tunnel" option along the Yancy alignment** to avoid the destruction of many single-family homes and possibly even some taller multifamily structures in the Avalon neighborhood.
- **We also call for the reconsideration and further study of the so-called "Purple Line" alternative which featured a crossing of the Duwamish River at a point further south, tunneling through the Puget Ridge approximately along the SW Genesee alignment, then following the current elevated station and guideway alignments along that street** before entering a tunnel below the Avalon neighborhood and continuing underground into the West Seattle Junction.

We believe further study of these options for comparison and cost in response to our increased understanding of the costs and impacts of the current DEIS alternatives also helps to avoid a number of significant impacts and problems identified so far in this DEIS:

- The proposed station heights for some of the Delridge alternatives would be one of the highest in the entire system, and unusual for typical light rail systems. Such heights present very real impediments to accessibility and impacts to transfer times for passengers. We also know there have been problems in our system with maintenance and upkeep of escalators and elevators. Building stations that are even more dependent on such passenger conveyance systems seems like a step in the wrong direction.
- **Reconsideration of the "Purple Line" alternative helps to avoid the drawbacks to ALL of the current Duwamish bridge crossing alternatives**, including loss of maritime businesses and impacts to the electrical infrastructure and waterways by the North Bridge Crossings as well as the need to complete a significant cut-and-fill impact to the north end of Pigeon Point and environmental impacts to the Great Blue Heron Colony located there that would be affected by the South Bridge Crossings.
- These additional alternatives also could reduce the need for real estate acquisitions and noise mitigation and reduce impacts to historic buildings, community gathering spaces, and over 120 households and businesses in and around the historic Youngstown neighborhood.

Within the existing DEIS alternatives, we strongly urge staff to continue to take further consideration of a Alternative Delridge Stations 5 & 6, which the DEIS makes clear would have fewer residential displacements than the other alternatives. All alternatives except for Alternatives DEL-5 and DEL-6 would displace Washington State Department of Children, Youth, and Families offices. All alternatives except for Alternatives DEL-5 and DEL-6 would also affect the West Seattle Golf Course.

If we're not open to consideration of actually repurposing part of the Golf Course for TOD potential, and other neighborhood enhancements, then why not make every effort possible to protect the course as-is.

The WSTC Board continues to believe the EIS should study the cost and ridership impacts of deferring one of the three proposed ST3 station locations—or combining the Avalon and Delridge stations into the proposed Alternatives 5 & 6. We are continuing to elevate comments by constituents who have called for dropping Avalon Station or truncating the line at Avalon or even Delridge, especially if station deferment provides funding to support other changes desired by the community.

- How would forecasted ridership, environmental impacts, cost, and other factors be affected by such a decision?
- Would building only two stations severely impact ridership or would ridership adjust itself?
- Can Metro adequately serve all three proposed locations with its future route planning or not?

We have significant questions about the future planning for bus routes provided to Sound Transit by King County Metro based on current ability to support routes, as well as concern for the validity of ridership modeling based on post-pandemic changes to the way we go about our daily lives. We encourage you to work further with Metro to refine this study in the Final EIS document.

Many of us were also shocked to see initial ridership numbers presented for the Avalon Station in parts of the DEIS document **estimating only 1,200 daily riders**! Yet, Sound Transit's analysis claims ridership wuld not change without this station. We encourage you to do more study of this modeling as King County Metro reps have told us informally that their bus ridership to that area could easily be diverted to one of the other two stations in the vicinity.

The WSTC looks forward to working with all of you throughout the Environmental Impact Statement process and beyond. Together, we are committed to helping Sound Transit deliver the elegant solution that will benefit all of the 100,000+ people living, working, and visiting the West Seattle Peninsula for many years to come.

Thank you for continued opportunities to dialogue and offer comment.

In Community,

Michael Taylor-Judd
Chair, West Seattle Transportation Coalition Board
info@westseattletc.org / www.westseattletc.org

Cc: WSTC Board
Seattle Mayor Bruce Harrell
Seattle City Council
King County Executive Dow Constantine
King County Councilmember Joe McDermott
West Seattle Blog
West Seattle Herald

Communication ID: 504326 – West Seattle Transportation Coalition Draft EIS Comment

#	Comments	Responses
1	As your own Fact Sheet (January 2022) calls out, "Due to steeply rising real estate prices and other construction expenses, Sound Transit projects currently in early planning and design, including the West Seattle and Ballard Link Extensions Project are seeing significant cost estimate increases." In light of what we have learned in the last 2-3 years, the WSTC strongly encourages consideration of placing some previously dismissed early alternatives back into to the scope of this EIS process for further study and consideration. • We urge further consideration of the so-called "long tunnel" option along the Yancy alignment to avoid the destruction of many single-family homes and possibly even some taller multifamily structures in the Avalon neighborhood. • We also call for the reconsideration and further study of the so-called "Purple Line" alternative which featured a crossing of the Duwamish River at a point further south, tunneling through the Puget Ridge approximately along the SW Genesee alignment, then following the current elevated station and guideway alignments along that street before entering a tunnel below the Avalon neighborhood and continuing underground into the West Seattle Junction. We believe further study of these options for comparison and cost in response to our increased understanding of the costs and impacts of the current DEIS alternatives also helps to avoid a number of significant impacts and problems identified so far in this DEIS	Alternative WSJ-6, a longer tunnel without an Avalon Station, was added as an alternative in the West Seattle Junction Segment to the West Seattle Link Extension Final EIS. Alternative DEL-7 was also added to the Delridge Segment in order to connect to Alternative WSJ-6. Please see Chapter 2, Alternatives Considered, for a description of these alternatives, and Chapters 3, 4, and 5 of the Final EIS for discussion of direct, indirect, and cumulative impacts for these alternatives. Please see response CC2h in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.
2	The proposed station heights for some of the Delridge alternatives would be one of the highest in the entire system, and unusual for typical light rail systems. Such heights present very real impediments to accessibility and impacts to transfer times for passengers. We also know there have been problems in our system with maintenance and upkeep of escalators and elevators. Building stations that are even more dependent on such passenger conveyance systems seems like a step in the wrong direction.	Please see response to CC2e in Table 7-1.
3	Reconsideration of the "Purple Line" alternative helps to avoid the drawbacks to ALL of the current Duwamish bridge crossing alternatives, including loss of maritime businesses and impacts to the electrical infrastructure and waterways by the North Bridge Crossings as well as the need to complete a significant cut-and-fill impact to the north end of Pigeon Point and environmental impacts to the Great Blue Heron Colony located there that would be affected by the South Bridge Crossings. • These additional alternatives also could reduce the need for real estate acquisitions and noise mitigation and reduce impacts to historic buildings, community gathering spaces, and over 120 households and businesses in and around the historic Youngstown neighborhood.	Please see response to CC2h in Table 7-1.

#	Comments	Responses
4	Within the existing DEIS alternatives, we strongly urge staff to continue to take further consideration of a Alternative Delridge Stations 5 & 6, which the DEIS makes clear would have fewer residential displacements than the other alternatives. All alternatives except for Alternatives DEL-5 and DEL-6 would displace Washington State Department of Children, Youth, and Families offices. All alternatives except for Alternatives DEL-5 and DEL-6 would also affect the West Seattle Golf Course. If we're not open to consideration of actually repurposing part of the Golf Course for TOD potential, and other neighborhood enhancements, then why not make every effort possible to protect the course as-is.	Please see response to CCG3 in Table 7-1. The Sound Transit Board changed the preferred alternative in the Delridge Segment from Alternatives DEL-1a and DEL-2a to Alternative DEL-6 following the WSBLE Draft EIS comment period. Please see Section 2.6, Refined Alternatives and Options for the Final EIS, of the Final EIS for more information on the Sound Transit Board Motion and modification of alternatives following the WSBLE Draft EIS comment period. The Sound Transit Board will select the project to be built after the Final EIS is prepared, which may or may not be the preferred alternative.
5	The WSTC Board continues to believe the EIS should study the cost and ridership impacts of deferring one of the three proposed ST3 station locations-or combining the Avalon and Delridge stations into the proposed Alternatives 5 & 6. We are continuing to elevate comments by constituents who have called for dropping Avalon Station or truncating the line at Avalon or even Delridge, especially if station deferment provides funding to support other changes desired by the community. • How would forecasted ridership, environmental impacts, cost, and other factors be affected by such a decision? • Would building only two stations severely impact ridership or would ridership adjust itself? • Can Metro adequately serve all three proposed locations with its future route planning or not? We have significant questions about the future planning for bus routes provided to Sound Transit by King County Metro based on current ability to support routes, as well as concern for the validity of ridership modeling based on post-pandemic changes to the way we go about our daily lives. We encourage you to work further with Metro to refine this study in the Final EIS document. Many of us were also shocked to see initial ridership numbers presented for the Avalon Station in parts of the DEIS document estimating only 1,200 daily riders! Yet, Sound Transit's analysis claims ridership wuld not change without this station. We encourage you to do more study of this modeling as King County Metro reps have told us informally that their bus ridership to that area could easily be diverted to one of the other two stations in the vicinity.	Please see response to CC2j in Table 7-1.

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Appendix O.2.5
Individuals

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Comments that did not fall into any of the previous categories are included here and fall into one of the two following categories:

- Form Letters
- Individuals

For viewing electronically, each PDF file has bookmarks that can be used to find a specific submittal. The bookmarks are for the form letter name or comment submittal number.

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Appendix O.2.5.1, Form Letters

The following form letters are included in this appendix:

- Letters regarding Alki Beach Academy
- Letters from the Avalon Neighborhood
- Letters regarding BladeGallery
- Letters based on comments from Cascade Bicycle Club
- Letters based on comments from Seattle Subway
- Letters regarding Transitional Resources
- Letters regarding the West Seattle Golf Course

For each form letter, a representative submittal is presented in a table with responses to each comment within the submittal. The table is then followed by a list of all parties that submitted that form letter and copies of their comment submittals.

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Alki Beach Academy Form Letter

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle .As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade.

Please do not force them to relocate.

Additional talking points:

- The Draft EIS needs to be updated to include Alki Beach Academy as a social resource(Appendix L4.4, Table L4.4-1).
- At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2).
- Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count).
- Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities.
- The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate.
- The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet).
- The Draft EIS needs to include a detailed description of the impact to child care supply in 98106 if the program is relocated.
- The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit.
- Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses(Real Property Acquisitions and Relocation Policy, Sec. 9.4)

Comment Responses:

Comment	Response
I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.	Please see response to CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Impacts to Alki Beach Academy have been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS.
In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.	Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see responses to CCG2 and CCG3 in Table 7-1. See Section 4.2, Land Use, for information on transit-oriented development.
If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle .As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. Please see the mitigation section in Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on support Sound Transit would provide to help find new homes or sites, solve problems that might occur, and plan for relocation. Please see response to CC4.4c in Table 7-1.
• The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1).	Impacts to Alki Beach Academy have been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS.
• At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). • Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count).	Please see response to CC4.4c in Table 7-1.

Comment	Response
• Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate.	Impacts to Alki Beach Academy have been added to Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS.
• The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). • The Draft EIS needs to include a detailed description of the impact to child care supply in 98106 if the program is relocated. • The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. • Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses(Real Property Acquisitions and Relocation Policy, Sec. 9.4)	In developing alternatives, Sound Transit avoids and minimizes impacts where possible, but some displacement would be unavoidable. Sound Transit will work closely with each displaced business to determine its needs and help it find a new site if the owner chooses to relocate. Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS provides information on property acquisition and relocation processes, as well as the relocation assistance and benefits that Sound Transit will provide. Information about affected properties is provided in Appendix L4.1 and includes the properties noted in the comment. Sound Transit is aware of and appreciates the role of your business within the community. Impacts to Alki Beach Academy have been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS.

Communication	Contacts
500828	Christie Rousso
500860	Lauren Starkey
500882	Joseph Mangan
501400	Matthew Hafermann
501403	Brandy Fouts
502187	Annika Ittes
502188	James Donohue
502198	Tiffany Jones
502202	Eleanor Walstad
502207	Cathrin Anderson
502231	Juliana Winters
502234	Paul Winters
502247	Landry Christofferson
502261	Haley Smith
502349	Sean Anderson
502359	Bridget Igoe
502434	Jane Luterek
502465	Chloe Wear
502466	Brandon Wear
502483	Chloe Erwin
502563	Polo DeCano
502571	Amy Drzayich
502575	Blake Hufman
502631	Roman Schindlauer
502875	Inga Shigetani
502946	Jessica McCaffrey
503039	Garrett McCaffrey
503053	Brad Finnegan
503054	Tim Tilbury
503092	Sarah Mikhitarian
503245	Elizabeth Armstrong
504002	Claudia Villa
504003	Mario Villa

Communication ID: 500828

Communication (4/20/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075451	Christie Rousso	Individual		christierousso@gmail.com

Communication ID: 500860

Communication (4/21/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city.

The childcare shortage in this country, and specifically King County is already a huge detriment to this city, and does not need to be enhanced by this initiative. 31.7% of children in this country under the age of 5 cannot access a child care slot.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106.

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The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated. The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit.

Thank you for your consideration. Our community would be absolutely gutted if this were to take place as proposed.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075481	Lauren Starkey	Individual		lauren_starkey@outlook.com

Communication ID: 500882

Communication (4/21/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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Owner(s):

Contact ID	Name	Type	Phones	Email
1075511	Joseph Mangan	Individual		manjosalph@hotmail.com

Communication ID: 501400

Communication (4/25/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076001	Matthew Hafermann	Individual		hafe0022@gmail.com

Communication ID: 501403

Communication (4/25/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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Owner(s):

Contact ID	Name	Type	Phones	Email
1076004	Brandy Fouts	Individual		brandy.fouts@gmail.com

Communication ID: 502187

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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Owner(s):

Contact ID	Name	Type	Phones	Email
880358	Annika Ittes	Individual		annikaittes@gmail.com

Communication ID: 502188

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Sincerely,
James Donohue

Owner(s):

Contact ID	Name	Type	Phones	Email
1076645	James Donohue	Individual		jdonohue68@gmail.com

Communication ID: 502198

Communication (4/27/2022)

am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076654	Tiffany Jones	Individual		tiffany@tiffanyejones.com

Communication ID: 502202

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.
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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Our second child is about to graduate from Alki Beach Academy. And our baby will start soon. The only way my husband and I were able to work full time was because of Alki Beach Academy. They also stayed open during the pandemic through huge efforts on their part for safety and health. This also allowed us to continue working. I don't know of any other daycare in West Seattle that did that. Their location is perfect for us to commute (by bike) to downtown. No other daycare is as perfectly located near the upper and lower bridges. They are uniquely positioned to provide the most reliable and convenient care in this area. Their space is well thought out and special and I would hate to think my daughter would not get to enjoy it. Alki Beach Academy is incredibly important to working families in Seattle!

Thank you for protecting this community asset!

Eleanor

Owner(s):

Contact ID	Name	Type	Phones	Email
1076657	Eleanor Walstad	Individual		eleanorhwalstad@live.com

Communication ID: 502207

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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As a parent of two children at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076662	Cathrin Anderson	Individual		cathrinanderson@gmail.com

Communication ID: 502231

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Alki Beach Academy is an extraordinary child care program that my child has thrived at. They are a much needed and much beloved part of the West Seattle community. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076682	Juliana Winters	Individual		jkc_s00@hotmail.com

Communication ID: 502234

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1).

? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2).

? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count).

? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076685	Paul Winters	Individual		paulvwinters@gmail.com

Communication ID: 502247

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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Owner(s):

Contact ID	Name	Type	Phones	Email
1076697	Landry Christofferson	Individual		Landry.christofferson@gmail.com

Communication ID: 502261

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076708	Haley Smith	Individual		haley.m.richardson@gmail.com

Communication ID: 502349

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076786	Sean Anderson	Individual		sean.westway@gmail.com

Communication ID: 502359

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St).

With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact).

As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

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Owner(s):

Contact ID	Name	Type	Phones	Email
1076796	Bridget Igoe	Individual		bridgetigoe@gmail.com

Communication ID: 502434

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.
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As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. This is a much needed resource for the local community.
Thank you for your time and attention to this issue.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076865	Jane Luterek	Individual		jane.luterek@gmail.com

Communication ID: 502465

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.
If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. There are very few locations in the area where families can get access for infant care. Through the pandemic mothers have left the workforce in large numbers, in part because of lack of childcare. Please don't make it harder for families by impacting a caring, critical part of our community.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076892	Chloe Wear	Individual		chloederwin09@gmail.com

Communication ID: 502466

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076893	Brandon Wear	Individual		brandonleewear@yahoo.com

Communication ID: 502483

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076909	Chloe Erwin	Individual		chlofro16@hotmail.com

Communication ID: 502563

Communication (4/27/2022)

Greetings Sound Transit Board of Directors,

Greetings Sound Transit Board of Directors,
I am commenting regarding the Delridge segment of the West Seattle Link extension. I want to express opposition against any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St).

My family is a part of Alki Beach Academy and we are immensely pleased with our experience. Our, now toddler, Mila, was born during the pandemic and her socialization was of great concern for us. Not surprisingly, the adjustment was difficult, but now our little girl is kind, loving, sociable, and a cognitively well developing child. This is what I understand to be the experience of every family at Alki Beach Academy. I have a doctorate in School Psychology, work closely with special education and am intimately aware of the importance of early learning and healthy attachments. Alki Beach Academy has served those essential needs exceptionally for hundreds and hundreds of families. In addition to the volume of families that would be impacted, logistically, the social emotional and cognitive development of children within those families would be negatively impacted as well. Generally speaking, matters were worsened by the pandemic, and the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. As someone who works in public education, I can attest to the criticality of the preparedness and growth Alki beach Academy provides.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. This is especially true for ensuring access to high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent who resides in West Seattle and who is a part of Alki Beach Academy, and as an educator who is knowledgeable about and works in public education I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

In some customs, greetings center on the children because they are our future and the metric by which the wellness of a community can be measured: “How are the children?”, “The children are well.” Alki Beach Academy ensures our children are well, you all have the opportunity to continue that.

Thank you for your time and openness. Keep well and take care, Dr. Polo DeCano

Owner(s):

Contact ID	Name	Type	Phones	Email
1076983	Polo DeCano	Individual		polodecano@gmail.com

Communication ID: 502571

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Additional Talking Points:

? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1).

? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the
Draft EIS (Table L4.4-1 and Table L4.4-2).

? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count).

? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities.

? The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate.

? The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet).

? The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated.

? The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit.

? Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4)

Owner(s):

Contact ID	Name	Type	Phones	Email
1076989	Amy Drzayich	Individual		amy.drzayich@gmail.com

Communication ID: 502575

Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Additional Talking Points:

? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1).

? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the
Draft EIS (Table L4.4-1 and Table L4.4-2).

? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count).

? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities.

? The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate.

? The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet).

? The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated.

? The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit.

? Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4)

Owner(s):

Contact ID	Name	Type	Phones	Email
1076993	Blake Hufman	Individual		blakehufman@gmail.com

Communication ID: 502631

Communication (4/28/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1077042	Roman Schindlauer	Individual		loewenzahn@gmail.com

Communication ID: 502875

Communication (4/28/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation
of Alki Beach Academy (ABA) in the Frye Commerce Center (2414 SW Andover St). I currently have a daughter that attends ABA and my older son (now 8) attended ABA for five years. ABA has been an extremely important part of my children's lives, providing high quality pre-k education and more importantly, safe and loving childcare while my spouse and I work. Additionally, because of the location of ABA, as opposed to being somewhere such as the Alaska Junction, the cost is lower than other facilities in West Seattle. Had our only option been to send our children to another provider, such as Bright Horizons, we would not have been able to afford it and likely I would have had to quit the workforce to be a stay-at-home mom.
I realize that by the time this relocation would be implemented, I will no longer have a child at ABA. However, I sympathize with all future parents trying to obtain affordable, quality childcare for their children. I have spoken to many parents who have been on waiting lists since they were newly pregnant, and still have not been able to find anything well after their child is born. Forcing ABA to relocate off the peninsula and/or to a smaller space would have negative repercussions for thousands of families in the future.
As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as
they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1077266	Inga Shigetani	Individual		inga.shigetani@outlook.com

Communication ID: 502946

Communication (4/28/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.
In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1077327	Jessica McCaffrey	Individual		jrlee1284@gmail.com

Communication ID: 503039

Communication (4/28/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.
In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.
If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.
As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1077409	Garrett McCaffrey	Individual		garrettmccaffrey@gmail.com

Communication ID: 503053

Communication (4/28/2022)

I am commenting in regards to the Delridge segment of the West Seattle Link extension. I noticed that the EIS does not include reference to a large child care facility that would be severely impacted by two of the proposed options for the Delridge segment. As a parent of two children, finding adequate childcare facilities was extremely difficult. West Seattle has a growing number of young families and needs more child care facilities. And not have them be impacted or eliminated due to DEL-5 or DEL-6. The EIS must reflect the the impact to this essential community resource.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as
they have for nearly a decade. Please do not force them to relocate.

Additionally, DEL-5 and DEL-06 do not make sense from a location perspective. Having stations that far north would limit their accessibility to larger populations in the Delridge community and result in fewer riders. Any of the other alternatives would leverage land that impacts fewer West Seattle families. The options that use the land near the golf course make the most sense to limit the impact on West Seattle residents and families.

Owner(s):

Contact ID	Name	Type	Phones	Email
1077420	Brad Finnegan	Individual		finneganbp@gmail.com

Communication ID: 503054

Communication (4/28/2022)

Hello,

Thank you for offering an opportunity to contribute input on how this project could impact many, many families such as ours. The decision may not be easy, but as a resident of West Seattle, home owner, parent and active citizen, we feel voicing our support for one of the businesses that supports our community in ways that words are not able to describe.

Both of our children attended Alki Beach Academy since they were 3 months old. Our youngest is wrapping up his last few months in this amazing micro-community and both have flourished by being cared for in a SAFE, inviting, stable and engaging environment. We would not have been able to work without the child care they provide. Our children would not be thriving if not for the care of the staff. Our lives and the lives of many friends, neighbors and families would be drastically different if not for the existence of Alki Beach Academy.

Additionally, businesses owned and operated by minority women are few and far between in West Seattle. Our family shares similar cultural background where we do not look like most of West Seattle, so we support this thriving business and advocate for it's continued existence for OUR West Seattle Community as a whole. Both my wife and I are professionals who intentionally selected to live in West Seattle and without Alki Beach Academy's existence, we would not have been able to function as a household with 2 working parents, paying the taxes required to live here and would have challenging barriers to provide quality child care for our children. Please hear US as a community and understand the NEED for Alki Beach Academy to continue supporting the families of West Seattle.

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I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation
of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to
grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands,
worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning
opportunities our children desperately need.
In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much
more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the
equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North
Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle
continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment
and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic
skills for future success.
If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A
move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle,
and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and
require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide
nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.
As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as
they have for nearly a decade. Please do not force them to relocate.

Additional Talking Points:
? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1).
? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the
Draft EIS (Table L4.4-1 and Table L4.4-2).
? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at

or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least
temporarily closed due to COVID impacts by the most recent count).
? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care
provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on
the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a
disproportionate impact on these communities.
? The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate.
? The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet).
? The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated.
? The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice
and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit.
? Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to
reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4)

Owner(s):

Contact ID	Name	Type	Phones	Email
1077422	Tim Tilbury	Individual		tim@velocityrealestateinc.com

Communication ID: 503092

Communication (4/28/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

In addition:
? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1).
? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2).
? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count).
? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities.
? The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate.
? The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet).
? The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated.
? The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit.
? Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4)

Owner(s):

Contact ID	Name	Type	Phones	Email
1077458	Sarah Mikhitarian	Individual		slmikhitarian@gmail.com

Communication ID: 503245

Communication (4/28/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St).

Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078303	Elizabeth Armstrong	Individual		brianne.armstrong@gmail.com

Communication ID: 504002

Communication (4/28/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate

Owner(s):

Contact ID	Name	Type	Phones	Email
1078944	Claudia Villa	Individual		claudia.villa0205@gmail.com

Communication ID: 504003

Communication (4/28/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate

Owner(s):

Contact ID	Name	Type	Phones	Email
1078945	Mario Villa	Individual		mario.villa1@gmail.com

Avalon Neighborhood Form Letter

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5) and I strongly oppose alternatives DEL-5 and DEL-6, all of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:

(1) displacement of Transitional Resources on Avalon Way;

(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;

(3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;

(4) construction impacts from excavation of retained cut; and

(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

(6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Delridge Station:

I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

(1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;

(2) poor walkshed of station;

(3) poor compatibility with racial equity toolkit;

(4) bus transfer requiring buses to turn off of Delridge Way SW;

(5) lack of community input from bus riders in south Delridge and Burien .

Comment Responses:

Comment	Response
I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5) and I strongly oppose alternatives DEL-5 and DEL-6, all of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor.	Your support for Alternative DEL-2a, Option DEL-2b, Alternative WSJ-3a, and Option WSJ-3b as well as opposition to Alternatives DEL-5, DEL-6, WSJ-4, and WSJ-5 has been noted. Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
Particular concerns with the "Medium Tunnel' alternatives include: 1) displacement of Transitional Resources on Avalon Way; 2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; 3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St; 4) construction impacts from excavation of retained cut; and 5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover	Please see the response to CC4.4d in Table 7-1. For more information on the following topics, please see the noted sections of the West Seattle Link Extension Final EIS: • Residential displacements: Section 4.1, Acquisitions, Displacements, and Relocations • Changes to roads and access: Section 3.5, Affected Environment and Impacts during Operation - Arterial and Local Street Operations, and Section 3.11, Construction Impacts • Description of construction methods: Section 2.6, Construction Approach

Comment	Response
St, and SW Genesee St. mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.	• Visual impacts and mitigation: Section 4.5, Visual and Aesthetic Resouces • Noise impacts and mitigation: Section 4.7, Noise and Vibration

Communication	Contacts
501844	Megan Zamora
501848	Sergio Zamora
502416	Paul Haury
502514	Radhika Makhija
502569	Alicia Gaynor
503656	Joe Boomgard-Zagrodnik
503702	Kathryn Vitelli
503707	Sean Tamon
503952	Alan McMurray
504287	Sarah Stevenson,Judah Stevenson
504608	Gary Reifel
504626	Caitlin Singer
504627	Graydon Newman
504919	Myra Ferriols

Communication ID: 501844

Communication (4/26/2022)

Dear Sound Transit Board Members,

Thank you for the opportunity to comment on the WSBLE Draft Environmental Impact Statement. My spouse and I have lived in the Avalon neighborhood at 4026 32nd Ave SW since 2018 - a wonderful neighborhood of single family homes, and within the walkshed of both the proposed Delridge and Avalon Stations and many businesses. We are excited about the potential for light rail expansion to our neighborhood, and strongly recommend the board select the options that will best respect the existing built and natural environment while creating potential sustainable West Seattle development in and around our neighborhood. We strongly believe that the best option available - and the only one that we support - is the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

Avalon Station:

First and foremost, we do not believe the Avalon Station will add significant value to the overall West Seattle community given its proximity (only ~.5 miles) from the Alaska Junction Station. There isn't any other place along the Sound Transit line that has such a significant station density as these two proposed stations as those in Pioneer Square, and Pioneer square has significantly higher population density than our combined neighborhoods in West Seattle. Furthermore, I regularly walk to the location of the proposed Alaska Junction Station in less than 15 minutes. Given our strong support for the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b), but the uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station (and all its associated costs and impacts) in exchange for a longer tunnel.

Delridge Station:

We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4).

We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). We believe that the Andover station alternatives (Del 5 and Del 6) are poorly designed to serve the community due to
(1) poor walkability for the Delridge community, and overall for walkshed of the station. Having regularly walked from Delridge up SW Yancy St, we know how steep the grade is on that street and we are very skeptical this "uphill walk" location will serve the Delridge community.
(2) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
(3) poor compatibility with racial equity toolkit;
(4) poor compatibility with existing bus routes along Delridge Way SW;
(5) lack of community input

Furthermore, we believe it is an irresponsible use of public funding to continue to allocate resources - time, funding, and effort for additional studies around the Androver station. We have been consistently disappointed throughout this process by the last minute additions and alternatives that are proposed around the Andover station, with no details or additional information to allow neighborhood response that is shared proactively with the community. These changes erode our trust in Sound Transit, and any confidence that a logical and data-informed approach is being used to evaluate all options.

Alignment:

Of the options available, we strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b) as the best overall option. We would support that option with or without the inclusion of the Avalon station, and would advocate for lowering the cost of this alternative by dropping/removing the Avalon station altogether.

We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:
(1) displacement of Transitional Resources and childcare on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Additional alternatives to study:

We strongly encourage Sound Transit to study removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the

CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.

Sincerely,
Megan Zamora
Neighborhood Resident
4026 32nd Ave SW Seattle WA 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
1073808	Megan Zamora	Individual		megan.e.harvey@gmail.com

Communication ID: 501848

Communication (4/26/2022)

Sound Transit Board Members,

Thank you for the opportunity to comment on the WSBLE Draft Environmental Impact Statement. My spouse and I have lived in the Avalon neighborhood at 4026 32nd Ave SW since 2018. I am excited about the potential for light rail expansion to our neighborhood, and strongly recommend the board select the options that will best respect the existing built and natural environment while creating potential sustainable West Seattle development in and around our neighborhood. I strongly believe that the best option available - and the only one that we support - is the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

Avalon Station:

I do not believe the Avalon Station will add significant value to the overall West Seattle community given its proximity to the Alaska Junction Station. There isn't any other place along the Sound Transit line that has such a significant station density as these two proposed stations as those in Pioneer Square, and Pioneer square has significantly higher population density than our combined neighborhoods in West Seattle. Given my strong support for the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b), but the uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station (and all its associated costs and impacts) in exchange for a longer tunnel.

Delridge Station:

I support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4).

I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). The Andover station alternatives (Del 5 and Del 6) are poorly designed to serve the community due to
(1) poor walkability for the Delridge community, and overall for walkshed of the station.
(2) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
(3) poor compatibility with racial equity toolkit;
(4) poor compatibility with existing bus routes along Delridge Way SW;
(5) lack of community input

Furthermore, I believe it is an irresponsible use of public funding to continue to allocate resources - time, funding, and effort for additional studies around the Androver station. I have been consistently disappointed throughout this process by the last minute additions and alternatives that are proposed around the Andover station, with no details or additional information to allow neighborhood response that is shared proactively with the community. These changes erode public trust in Sound Transit, and any confidence that a logical and data-informed approach is being used to evaluate all options.

Alignment:

Of the options available, I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b) as the best overall option. I would support that option with or without the inclusion of the Avalon station, and would advocate for lowering the cost of this alternative by dropping/removing the Avalon station altogether.

I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:
(1) displacement of Transitional Resources and childcare on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Additional alternatives to study:

I strongly encourage Sound Transit to study removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.

Sincerely,
Sergio Zamora
Neighborhood Resident
4026 32nd Ave SW Seattle WA 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
877420	Sergio Zamora	Individual	4259853790	sergio.zamora@gmail.com

Communication ID: 502416

Communication (4/27/2022)

Our house is 4115 32nd Ave. SW. 98126
We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:

(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
(6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Re: Avalon Station

Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station.

Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood.

I have personally almost been hit 12 times crossing at the crosswalks on Genesee/32nd between Fauntleroy/32nd Ave. SW. Adding 1200 daily boardings will add an undetermined increased amount of cars driving to the area in a hurry to make sure somebody catches the train.

Sincerely, Paul Haury and Alizah Olivas, 4115 32nd Ave. SW. 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
777561	Paul Haury	Individual	206-714-6113 (Cell)	paulhaury@outlook.com - paul@heartbasedleading.com

Communication ID: 502514

Communication (4/27/2022)

Our house is 3220 SW Genesee Street, 98126

We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:

(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
(6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Re: Avalon Station

Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station.

Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood.

Sincerely, Radhika Makhija and Vikram Baskaran
3220 SW Genesee Street 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
1079632	Radhika Makhija	Individual	+1 (312) 354-0683 (Cell)	radhi0325@gmail.com

Communication ID: 502569

Communication (4/27/2022)

Tunnel is the most important.

Also: zoning considerations after the light rail has been built. Homes that are adjacent should be up zoned to allow other multi-dwelling units be built near the transit station.

We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and “Medium” tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the “Medium Tunnel’ alternatives include:
(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:
(1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
(2) poor walkshed of station;
(3) poor compatibility with racial equity toolkit;
(4) bus transfer requiring buses to turn off of Delridge Way SW;
(5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

We support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.

Owner(s):

Contact ID	Name	Type	Phones	Email
1079633	Alicia Gaynor	Individual	815-277-7865 (Home) 815-277-7865	~~alicia.gaynor@highlineschools.org~~ - alicia.gaynor@gmail.com

Communication ID: 503656

Communication (4/28/2022)

Joe Boomgard-Zagrodnik Draft EIS Comment

Dear Sound Transit Board,

We are a family located at 4009 32nd Ave SW which is directly in the path of the "Medium Tunnel" alternative (DEL-6/WSJ-5). We strongly support the letter that we submitted on behalf of the Avalon neighborhood and our recommendations are reflected in that letter. In short, there is a strong consensus to select a long tunnel alternative with a portal to the east of Avalon Way. In this letter we wanted to give some additional context.

Our family is established in West Seattle. We have performed extensive renovations on our house to fit our needs. Our one-year-old daughter is enrolled in daycare in West Seattle. We have extended family living next door to us, a single mother and her 9-year-old daughter who attends Lafayette Elementary School. We are surrounded by our support network of close friends and neighbors. We are one block from a C-line stop that we use to commute. Given the difficulty of finding a replacement home that matches these attributes, forced relocation would lead to significant emotional and financial hardship. All 60+ of our neighbors who have signed the letter have similar stories to tell about how their lives will be upended if they are displaced by WSBLE construction.

The Avalon neighborhood has a history of being fragmented by large-scale transportation projects. In the early 1960s, a freeway ramp was constructed from 35th and Fauntleroy to the Spokane St drawbridge. Dozens of homes were demolished, SW Andover St was permanently closed west of SW 32nd St, and the Avalon/Belvidere neighborhood was permanently split into two pieces. The destruction of homes and businesses for freeway construction is now widely considered to have been a mistake.

The proposed elevated alternatives amount to doubling down on the mistake that was made sixty years ago. All of the elevated alternatives will result in the demolition of dozens of homes in the Avalon neighborhood and a further fracturing of the neighborhood into pieces.

Fortunately, the board can make an easy choice to bring fast, rapid transit to our neighborhood while avoiding unnecessary demolition and relocation. Longer tunnel options offer additional advantages including a lower guideway over Longfellow Creek and a lower height of the Delridge Station. Therefore, we recommend the following:

(1) We request that Sound Transit study a longer tunnel alternative along the Yancy-Avalon routing, with a tunnel portal located to the east of Avalon Way and to the north of Yancy St. Combined with the removal of the Avalon Station, we expect that this alternative will be cost competitive with the Medium Tunnel/41st St alternative.
(2) We request that the preferred tunnel alternative be considered without the Avalon Station, to avoid the excessive cost of two underground stations.

(3) We recommend that the Sound Transit board select a long tunnel preferred alternative.
(4) We support an underground Avalon Station, but recognize that it is the most logical component to drop, especially given the overlapping walkshed with the Junction station.

Signed,

Joe + Beth Boomgard-Zagrodnik
4009 32nd Ave SW

Owner(s):

Contact ID	Name	Type	Phones	Email
1079604	Joe Boomgard-Zagrodnik	Individual	414-916-1771	joejoezz@gmail.com

Communication ID: 503702

Communication (4/27/2022)

Kathryn Vitelli Draft EIS Comment

My home is at: 3112 SW Avalon Way Unit 202 98126

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).
I strongly oppose the "Short" and “Medium” tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the “Medium Tunnel’ alternatives include:
(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
(6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.
Re: Avalon Station
Further, I suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station.
Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood. Adding 1200 daily boardings will add an undetermined increased amount of cars driving to the area in a hurry to make sure somebody catches the train.

Sincerely,.
Kathryn Welch Vitelli
kvitelli@comcast.net

Owner(s):

Contact ID	Name	Type	Phones	Email
778137	Kathryn Vitelli	Individual	206-979-3181	kvitelli@comcast.net

Communication ID: 503707

Communication (4/27/2022)

Sean Tamon Draft EIS Comment

Hello,

I live at 3070 SW Avalon Way Unit F.

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I strongly oppose the "Short" and “Medium” tunnel alternatives (WSJ-4 and WSJ-5) and I strongly oppose alternatives DEL-5 and DEL-6, all of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the “Medium Tunnel’ alternatives include:
(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
(6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Thank you for your consideration,
Sean Tamon
3070 SW Avalon Way Unit F

Owner(s):

Contact ID	Name	Type	Phones	Email
958364	Sean Tamon	Individual		stamon45@gmail.com

Communication ID: 503952

Communication (4/28/2022)

Dear Sound Transit Board Members,

Of the choices given for comment, I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I strongly oppose the "Short" and “Medium” tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor including:

(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
(6) significant damage to adjacent green belts and wet lands

I further suggest the removal of the Avalon station. Not only is it too close to the other proposed stations, it also combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station and, by extension, the unsafe feeling will give people the reason to just stay in their car and head over the bridge.

For the people who do choose to ride, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already suffering with a lack of parking, resulting in crosswalks and bike lanes being blocked by vehicles, making pedestrians less visible and at elevated risk when crossing the street. Adding even a modest 1200 daily boardings to the Avalon station will further put the remaining families (and their pets) at increased risk in our Avalon neighborhood.

I do appreciate the ability you’ve give the public to respond to these initial routes and I do believe that you do take every serious comment into account and do your very best to seriously respond to them. But I also understand that you’re selling a train here and I have some concerns that there are some alternative solutions available that maybe aren’t getting their due.

One alternative that I believe makes a lot of sense is to split the West Seattle Extension into two phases. Phase one could get the line from SoDo to a more southern, lower-height Delridge station aligned to take advantage of the recent transit upgrades. Later, Phase two could then get up to a Junction adjacent station and possibly a third station further south somewhere to service the ferry or some future destination.

Thanks again for opportunity to comment,

Alan McMurray
4022 32nd Ave SW, 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
958339	Alan McMurray	Individual		atmonkeypox@gmail.com

Communication ID: 504287

Communication (4/28/2022)

Judah Stevenson Draft EIS Comment

Dear Sound Transit Board Members,

We are West Seattle residents and have closely followed the process of ST3 for almost five years. We have participated in many community events and have been very involved as part of the Avalon Neighborhood Group in providing feedback and outreach to Sound Transit.

Thank you for all of the time, effort, and thoughtful attention that your staff has contributed to the study and planning of light rail in West Seattle. As a vocal support of public transportation I am very excited for this future development and I enthusiastically support ST3 and the West Seattle extension. I appreciate the opportunity Sound Transit has provided to participate in this process by commenting on the WSBLE Draft Environmental Impact Statement.

Some of the options presented in the WSBLE DEIS serve West Seattle better than others, and others should be abandoned outright due to their poor performance under many criteria and a failure to serve communities in the way a well-designed, forward-thinking, community-minded public transportation system should.

Alignment:

We urge the Sound Transit board to study and select a long-tunnel alternative, with a tunnel portal east of Avalon Way and north of Yancy Street.

1. Originally proposed as a cost-saving measure, the elevated alignments now offer no significant cost savings when compared with tunneled options.
2. Tunneled alignments that are cost-competitive offer so many more benefits than elevated guideways, namely that they preserve the built environment, displace fewer businesses and homes, and integrate more seamlessly with the neighborhoods that they serve.
3. An elevated light rail system has never been attempted through such a densely populated residential environment with such varied, steep and hilly terrain. The resulting height of the tracks necessary to clear hills and connect to stations is so completely out of scale with the surrounding area it will forever alter the skyline of West Seattle and aesthetic beauty of this unique neighborhood.
4. Tunneled light rail is overwhelmingly preferred to elevated or at grade options by the neighborhoods that receive it.

Delridge Station:
We also urge the board to reject any Delridge station located north of Andover Street (Del-5 or Del-6.

1. Both Del-5 and Del-6 are too close to the Nucor steel mill, a heavily trafficked and very active industrial site, and too close to the elevated West Seattle bridge, an unattractive concrete behemoth. Neither offer a very pleasant aesthetic environment for the station that welcomes riders to West Seattle.
2. The walkshed of these station placements is severely undermined by their proximity to Nucor steel mill and the West Seattle bridge.
3. Located far off Delridge, tucked away these stations would require an inconveniently long and complicated transfer process for bus riders. After waiting at a stop light to turn left, buses would then have to compete with large trucks leaving and entering Nucor steel mill before finally pulling up to the towering light rail station which requires waiting for an elevator or trudging up several flights of stairs. And all of this just to ride the train one stop before having to transfer again to another train or bus in Sodo.
4. The proximity of this station development to Nucor steel mill and the West Seattle bridge make any potential T.O.D very undesirable.
5. These station placements would displace Alki Beach Academy, a large daycare center with deep roots in the West Seattle community that offers reasonably priced childcare to over a hundred children. To displace such a large capacity, successful childcare center in the midst of a child-care crisis severely undermines the parents and children of the Delridge community and West Seattle. How will Sound Transit remediate these deleterious impacts?
6. These station placements would also displace Transitional Resources, a highly respected and successful community behavioral health agency that serves vulnerable adults from all over King County living with serious mental illness. Transitional resources provides behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Displacing Transitional Resources has impacts far beyond just the loss of property or the loss of a few buildings–the life saving services that its patients and residents

receive will vanish into the air, impossible to replicate quickly or replace seamlessly. Displacing such a vital community institution–especially in light of all the other glaring inequities of these station designs–would be a severely misguided plan in the midst of a region-wide mental health services crisis. How will Sound Transit account for the loss of these services and the resulting negative impacts to residents, neighbors, and West Seattle?

Additionally, we urge Sound Transit to dedicate more resources to studying station designs that better serve the residents of South Delridge. The “Delridge” station options in the DEIS could more accurately be named the “Pigeon Point” or “Youngstown” stations. The area served by the proposed station's walksheds offers scant convenience for the many residents of Delridge living south of Genesee street.

Avalon Station:
We support postponing or delaying indefinitely the Avalon station, both elevated and tunneled designs.

1. The ridership estimates for the Avalon station are too low to justify the costly expense of building it.
2. The proximity of the Avalon station to both the Delridge and Junction stations makes it redundant. This is evidenced by the overlapping walksheds of each station.
3. The only other segment of light rail with comparable station density is located in Pioneer Square. This should make it obvious that the Avalon station is misguided and unnecessary. There is no justification for the West Seattle extension having so many stations, especially in the face of such a serious affordability gap.

Additionally we recommend that the board resurface the Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration. We believe that this alternative was dismissed too quickly and casually and merited inclusion in the DEIS.

In closing I plead that the board not be tempted by quick and easy alternatives whose strongest attribute is the cobbled together pairing of cost savings and technical objective satisfaction. Light rail is a generational decision. The options chosen will be in place for decades. We urge you to demand something that the entire community can take pride in.

Thank you again for this opportunity. I sincerely hope you will take the time to listen to those members of the community who will be impacted the most by this process, as future Sound Transit Riders, potential neighbors to Sound Transit infrastructure, or potential victims of displacement. And again, most importantly, I strongly urge you to avoid exacerbating the already catastrophic child care crisis and mental health care crisis in this region by displacing Alki Beach Academy and Transitional Resources.

Sincerely,

Judah and Sarah Stevenson
4100 32nd Avenue SW

Documents: WSBLEDEIS Comments Judah and Sarah Stevenson.pdf

Owner(s):

Contact ID	Name	Type	Phones	Email
958185	Sarah Stevenson	Individual	9177107809	sarahnhess@gmail.com
1079573	Judah Stevenson	Individual	9178476681 (Home) 9178476681	judah.stevenson@gmail.com

Communication ID: 504608

Communication (4/28/2022)

Gary Reifel Draft EIS Comment

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and “Medium” tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the “Medium Tunnel’ alternatives include:
(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:
(1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
(2) poor walkshed of station;
(3) poor compatibility with racial equity toolkit;
(4) bus transfer requiring buses to turn off of Delridge Way SW;
(5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.

Additional alternatives to study:

I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include:

1. Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.
2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the “Yancy-Andover” routing and lower the height of the guideway in Delridge.
3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.

The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters.

Signed,

--
Gary Reifel

Mobile: 206-601-1051

gary.reifel@gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
924291	Gary Reifel	Individual	206-601-1051 2066011051	gary.reifel@gmail.com

Communication ID: 504626

Communication (4/28/2022)

Caitlin Singer Draft EIS Comment

Hello,

I am a homeowner in the Avalon neighborhood at 3166 SW Genesee St., and support the positions outlined in the recent comment letter provided by residents of this neighborhood that was submitted. I've included a summary below of the alignment, station locations, and cost reduction strategies that I strongly support. The WSBLE extension offers an incredible opportunity for the neighborhood to gain fast and reliable transit access to the growing region-wide light rail network. I strongly advise the board to select a long tunnel alignment which enhances and complements the existing built environment. All other proposed alternatives, including the short/medium tunnels, would result in significant and irreversible environmental impacts to the Avalon neighborhood.

Alignment:

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:
(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:
(1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
(2) poor walkshed of station;
(3) poor compatibility with racial equity toolkit;
(4) bus transfer requiring buses to turn off of Delridge Way SW;
(5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.

Additional alternatives to study:

I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include:

1. Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.

2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge.

3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.

The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters.

Thank you,
Caitlin Singer

602.696.0550
3166 SW Genesee St, Seattle, WA 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
1079491	Caitlin Singer	Individual		caitlinsinger@gmail.com

Communication ID: 504627

Communication (4/28/2022)

Graydon Newman Draft EIS Comment

Hello,

I am a homeowner in the Avalon neighborhood at 3166 SW Genesee St., and support the positions outlined in the recent comment letter provided by residents of this neighborhood that was submitted. I've included a summary below of the alignment, station locations, and cost reduction strategies that I strongly support. The WSBLE extension offers an incredible opportunity for the neighborhood to gain fast and reliable transit access to the growing region-wide light rail network. I strongly advise the board to select a long tunnel alignment which enhances and complements the existing built environment. All other proposed alternatives, including the short/medium tunnels, would result in significant and irreversible environmental impacts to the Avalon neighborhood.

Alignment:

I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:
(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.

Delridge Station:

I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:
(1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;
(2) poor walkshed of station;
(3) poor compatibility with racial equity toolkit;
(4) bus transfer requiring buses to turn off of Delridge Way SW;
(5) lack of community input from bus riders in south Delridge and Burien.

Avalon Station:

I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.

Additional alternatives to study:

I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include:

1. Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.

2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge.

3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration.

The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters.

Thank you,
Caitlin Singer

602.696.0550
3166 SW Genesee St, Seattle, WA 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
878241	Graydon Newman	Individual	+1 (732) 429-6689	graydon.newman@gmail.com

Communication ID: 504919

Communication (4/27/2022)

Myra Ferriols Draft EIS Comment

Our house is 4049 32nd Ave. SW. 98126
We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include:

(1) displacement of Transitional Resources on Avalon Way;
(2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives;
(3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St;
(4) construction impacts from excavation of retained cut; and
(5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St.
(6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing.

Re: Avalon Station

Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station.

Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood.

Sincerely, Vince Ferriols and Myra Ferriols 4049 32nd Ave. SW. 98126

Myra
206-818-8746
Sent from my iPhone

Owner(s):

Contact ID	Name	Type	Phones	Email
1079789	Myra Ferriols	Individual	+1 (206) 818-8746	myra@keithlybarber.com - myferriols@gmail.com - ~~myferriols@yahoo.com~~

BladeGallery Form Letter

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980

Comment Responses:

Comment	Response
I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.	Your concern regarding the potential displacement of Blade Gallery is noted. The Sound Transit Board confirmed Alternative DUW-1a as the preferred alternative following the Draft EIS comment period. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for more information on the Sound Transit Board Motion. The Sound Transit Board will select the project to be built after the Final EIS is prepared. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners.	Sound Transit acknowledges the inconvenience and hardship of relocating a unique business. Please see the mitigation section in Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on support Sound Transit would provide to help find new sites, solve problems that might occur, and plan for relocation. Please see responses to CC4.1a and CC4.1d in Table 7-1.

Comment	Response
BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on business and employee impacts.

Communication	Contacts
496619	Ken Charm
496627	Brad Cooke
496643	Julia Bandy
496652	Robert Otto
496655	Sara Higgins
496658	Kurt Beck
496664	Charles Streamer
496665	Chris Landkammer
496683	David Fowler
496688	Michael Andersson
496699	Michael Natkin
496701	Andrea Lisch
496784	Joseph Bieselin
496876	Jeremy Dyck
496880	Brian Boldt
496882	Ian Moskovitz
496883	Peter Pruyn
496887	Oscar Bleetstein
496889	David Brey
496890	M Kelly
496891	Nance Tourigny
496894	Regina Weichert
496895	David Margolius
496899	Ernie Hutchins
496902	Jonathan Jaffe
496903	John David
496905	Michael Andersson
496906	Derek Severson
496909	Ben Nimmons
496910	David Tuthill
496912	John Gilbert
496913	Andrea Lisch
496914	Kevin and Heather Harvey
496917	Amelia Hurlbut
496920	Tyler Cluverius
496921	Jacob Devaul
496929	Antony Pinque
496931	Frank Prestia III
496933	Necdet Emir Demirtas

Communication	Contacts
496934	Masaya Fujiwara
496935	Suzannah Kirk
496936	Chris Landkammer
496937	Lucas Pforzheimer
496938	Larry Rouch
496941	Michael Karchmer
496942	Lindy Wishard
496944	Katharine McCoy
496956	Nathan Wager
496964	Jon Pratt
496965	Robert Toljusic
496970	Bruce Barnett
496980	Richard Fisher
496983	Michael Hatt
496988	Mitch Palmer
496993	Ping Li
497027	Rae Podrebarac
497047	Tom Bodal
497049	Wilson Wong
497118	Paramita Mookherjee
497392	Michael McClure
497393	Damien Currano
497394	Caelan Koncan
497395	Carol Clifford
497396	Craig Klindworth
497399	Arthur Black
497400	Jake Mowbray
497401	Nathan Eckerman
497402	Rick Kellog
497403	Paula Libes Chester
497404	Jerry Moos
497407	Matt Walters
497410	Tricia Mann
497411	Eric Franceschina
497412	Tim and Amanda
497414	Joseph Lee
497415	Melanie Pritt
497416	John Way
497417	Margaret Way

Communication	Contacts
497420	Tony Spielberg
497421	James Meikle
497424	John Horrigan
497425	Andrew Pardy
497675	Sound Transit Board,Adam Montee,Candace O'Malley
497725	Philippe Babut
497815	Shannon
497818	Salem Straub
497819	Drew Rice
497820	Steve O'Neill
497823	Abe Shaw
497827	David Fowler
497830	Armando Lindner
497832	Alexandre Voyot
497834	Robert Campbell
497835	Stefan Bremer
497836	karen Montague
497838	Shang-Chun Lin
497839	Stephanie Hurst
497840	Dale Miller
497843	Andreas Baumgarten
498779	Ryan Eng
498780	Elizabeth Strauss
499211	Joss Delage
499686	Yuliya Staley
499688	Zachary Shearer
502604	Murray White
502610	Cheyenne DeLoach
502814	David Tuthill
503055	Bruce Blake
503543	Jarod Owen
503546	Javier Romero
503547	Susanna Linse
503692	Scott Woodham
503704	Alfredo Dwan
503706	Richard Willis
503811	David Kim
503825	Erik Christensen
503827	Robin Leibbrand

Communication	Contacts
503836	Jenifer Lambert
503842	Patrick Giloi
504391	John Christy
504505	Zachary Brown
504524	Sarah Williams
504531	Kristen Steffen
504538	Jennifer Fournier
504539	Leo Tanlu
504540	Fred Dial
504542	Derek Quattrini
504545	Isaac Christian
504546	Chris McFadden
504547	Will Manning
504606	Antoine Pepino
504631	Chao-Ching Wu
504663	Andrew Dieken
504664	John Polati
504665	Matt Jacobs
504666	Robert Hook
504667	Oscar Bleetstein
504668	Steven Bell
504669	Steve Hoverson
504671	Todd Kurtzer
504673	Bruce Barnett
504674	Larry Teaberry Jr
504675	Heather Harvey
504677	Frank DeLuna
504682	William Dawson
504683	Kyle Fong
504685	Kent Morrison
504874	Jonathan Frania
504884	Bern Sponenburgh
504886	Cutter Hays
504888	Heui Young Joo
504891	Tony Pikus
504916	Bruce Mackinnon
504926	Chen Wei Chun
504928	Tyler Cluverius
504929	Matt Selby

Communication	Contacts
504930	Bernard Harguindeguy
504931	Jack Sly
504933	Margaret Way
504936	Greg Hindman
504938	Deborah Good
504940	Bill Burke
504943	Thomas Ardavany
504945	Karen Jurgensen
504946	Donna Biles
504947	Darren Hess
504994	Gretchen Wattula
504999	Chris Compton

Sound Transit Projects - Communications (168 Total)

Communication ID: 496619

Communication (2/18/2022)

Dear Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

As an alternative, compensating Blade Gallery for their relocation, in addition to compensating the building owner's for their property would be acceptable to me. I value Blade Gallery's presence a great deal and simply want to ensure their continued existence. Another move within such a short period of time is a business ending expense.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Ken Charm

Owner(s):

Contact ID	Name	Type	Phones	Email
1071856	Ken Charm	Individual		charmken@hotmail.com

Communication ID: 496627

Communication (2/18/2022)

Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
Who is BladeGallery?
• BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
o The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
o They also offer a high performance sharpening service for home and professional chefs.
o I'm looking forward to their classes aimed at established knifemakers and beginners.
• BladeGallery Inc is a small business that currently supports 7 employee households.
• BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.
The BladeGallery Showroom is at:
BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
Brad Cooke
BladeGallery Inc Customer:
bogey2315@gmail.com
660 S. State College Blvd., Fullerton CA 92831

Owner(s):

Contact ID	Name	Type	Phones	Email
1071860	Brad Cooke	Individual		bogey2315@gmail.com

Communication ID: 496643

Communication (2/18/2022)

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. I have been shopping with them for over 10 years and they have been a mainstay in the food and chef scene in this region. The cost of the move and new building would be devastating to this small business.
Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Julia Bandy

Owner(s):

Contact ID	Name	Type	Phones	Email
1071865	Julia Bandy	Individual		Juliaemmab@gmail.com

Communication ID: 496652

Communication (2/18/2022)

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Robert Otto

BladeGallery Inc Customer

Owner(s):

Contact ID	Name	Type	Phones	Email
1071867	Robert Otto	Individual		robotto99@hotmail.com

Communication ID: 496655

Communication (2/18/2022)

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Owner(s):

Contact ID	Name	Type	Phones	Email
1071868	Sara Higgins	Individual		sarahig08@gmail.com

Communication ID: 496658

Communication (2/18/2022)

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

• BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.

o The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.

o They also offer a high performance sharpening service for home and professional chefs.

o I'm looking forward to their classes aimed at established knifemakers and beginners.

• BladeGallery Inc is a small business that currently supports 7 employee households.

• BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

In addition, the loss of a brick and mortar business is one more step towards the ultimate downfall of small business which has taken place with the advent of the online sellers which do not provide the customer service and expertise that this type of business provides.

The BladeGallery Showroom is at:
BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Owner(s):

Contact ID	Name	Type	Phones	Email
1071871	Kurt Beck	Individual		tomcat4u@comcast.net

Communication ID: 496664

Communication (2/19/2022)

Dear Sound Transit:

I am a customer at BladeGallery'/Epicurean Edge in SODO (Seattle). They moved from Kirkland, WA to Seattle in the Fall of 2021. I'm very excited about their new larger storefront and look forward to their classes, such as knife making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smith community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery/ Epicurean Edge to move again or close shop.
Who is BladeGallery?
o BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
o The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
o They also offer a high performance sharpening service for home and professional chefs.
o I'm looking forward to their classes aimed at established knife makers and beginners.
• BladeGallery Inc is a small business which currently supports 7 employee households.
• BladeGallery Inc supports over 600 artisans from around the world who custom build knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down, resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife making community.
The BladeGallery/Epicurean Edge Showroom is located at:
3628 E Marginal Way S
Seattle, WA 98134
Phone (425) 889-5980

Sincerely,

Charles Streamer
2800 10th Ave West, Seattle, WA 98119
Email: cwstreamer@gmail.com
Phone: 206-669-2294

Owner(s):

Contact ID	Name	Type	Phones	Email
1071877	Charles Streamer	Individual		cwstreamer@gmail.com

Communication ID: 496665

Communication (2/19/2022)

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Owner(s):

Contact ID	Name	Type	Phones	Email
1071878	Chris Landkammer	Individual		cslandkammer@yahoo.com

Communication ID: 496683

Communication (2/20/2022)

Dear Council Members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is an extremely unique business, serving as a hub of the PNW bladesmithing community and that of the international community as well. It simply cannot be found anywhere else in the region and Seattle would be less without it and the community it fosters. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community - especially that of the local PNW region.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

David Fowler

13409 SE 42nd St.

Bellevue, WA 98006

fowlerds@gmail.com

206-795-1530

Owner(s):

Contact ID	Name	Type	Phones	Email
1071901	David Fowler	Individual		fowlerds@gmail.com

Communication ID: 496688

Communication (2/21/2022)

Dear Councilmembers and Sound Transit
I am a knife maker from Sweden Michael Andersson is my name. I stamp my blades with Micke. BladeGallery's Epicurean Edge in SODO (Seattle) has sold my work for 20+ years I first met Daniel O`Malley at Blade Show in Atlanta, we have also been good friends since that. A really honest and nice person to do businnes with. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and I know they will have classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours, Michael Andersson

Home address: Forsnasvagen 40, 91892 Bullmark, SWEDEN

Email: mickandersson@hotmaiol.com

Phone:+46703169350

Owner(s):

Contact ID	Name	Type	Phones	Email
1071910	Michael Andersson	Individual		mickandersson@hotmail.com

Communication ID: 496699

Communication (2/21/2022)

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Owner(s):

Contact ID	Name	Type	Phones	Email
1071927	Michael Natkin	Individual		michaelnatkin@gmail.com

Communication ID: 496701

Communication (2/21/2022)

Dear Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
Who is BladeGallery?
BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.
The BladeGallery Showroom is at:
BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely Yours,

BladeGallery Inc Customer: Andrea Lisch
Home address: po box 1052 Yelm WA 98597
Email: amlisch@earthlink.net
Phone: 2069195431

Owner(s):

Contact ID	Name	Type	Phones	Email
1071929	Andrea Lisch	Individual		amlisch@earthlink.net

Communication ID: 496784

Communication (2/23/2022)

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Joseph Bieselin

Home address: 8808 Redmond Woodinville Rd NE C202 Redmond, WA 98052

Email: JoeBieselin@gmail.com

Phone: (917) 599-6777

Owner(s):

Contact ID	Name	Type	Phones	Email
1071987	Joseph Bieselin	Individual		JoeBieselin@gmail.com

Communication ID: 496876

Communication (2/18/2022)

Jeremy Dyck Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
Jeremy Dyck
13902 16th Pl SW
Burien, WA 98166

jeremy.dyck@gmail.com
206-7885565

Owner(s):

Contact ID	Name	Type	Phones	Email
1072045	Jeremy Dyck	Individual		jeremy.dyck@gmail.com

Communication ID: 496880

Communication (2/18/2022)

Brian Boldt Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Brian Boldt

108 5th Ave S Unit 408
Seattle, WA 98104

beboldt@gmail.com

(714) 588-6210

Owner(s):

Contact ID	Name	Type	Phones	Email
1072047	Brian Boldt	Individual	+1 (714) 588-6210	beboldt@gmail.com

Communication ID: 496882

Communication (2/24/2022)

Ian Moskovitz Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Ian Moskovitz (BladeGallery Inc Customer):
Home address: 150 Columbus Ave, New York, NY 10023
Email: imoskovitz@outlook.com
Phone: 212 721 4361

Owner(s):

Contact ID	Name	Type	Phones	Email
1072046	Ian Moskovitz	Individual	+1 (212) 721-4361	~~imoskovitz@outlook.com~~

Communication ID: 496883

Communication (2/18/2022)

Peter Pruyn Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I am also a Bladesmith that consigns my work with The Blade Gallery, and I have so far many years. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Peter Pruyn

BladeGallery Inc Customer: / Bladesmith

Home address:800 NW Starmont Way

Grants Pass, OR. 97526

Email:Brothersvilleknife@gmail.com

Phone:631-793-9052

Sent from my iPad

Sent from my iPad

Owner(s):

Contact ID	Name	Type	Phones	Email
1072048	Peter Pruyn	Individual		brothersvilleknife@gmail.com

Communication ID: 496887

Communication (2/22/2022)

Oscar Bleetstein Draft EIS Comment

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I purchase and collect artisanal metal artworks, specifically ultra-high end knives from them. BladeGallery in turn sources these knives from metal artists and craftsmen, many of whom are in your area, and BladeGallery promotes and sells these works worldwide. Knife collectors around the world see them - and because of them they see Seattle - as an important hub for this growing market.

This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
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During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Oscar Bleetstein

BladeGallery Inc Customer: Oscar Bleetstein

Home address: 124 west 119th street, New York NY 10026
Email: Oscar@Bleetstein.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072049	Oscar Bleetstein	Individual		~~oscar@bleetstein.com~~

Communication ID: 496889

Communication (2/19/2022)

David Brey Draft EIS comment

Dear Council Members and Sound Transit

I have been a customer of BladeGallery for the better part of a decade. Last fall, they moved their business operations from Kirkland, WA to Seattle. I was happy to hear about their new larger storefront and look forward to receiving periodic updates regarding the classes they will be conducting on knifemaking, forging, culinary knife skills, and sharpening. I have recently been informed that BladeGallery is in danger of their new location being taken through eminent domain in connection with a Light Rail project. Please keep in mind during the Light Rail discussion and planning process that BladeGallery is a unique business that serves as a hub for the international bladesmithing community. These artisans would be hard-pressed to find such an institution anywhere else. I would also very much appreciate your consideration and support in finding a path for the Light Rail project that does not force BladeGallery to contemplate moving its business operations again or shuttering.

Who is BladeGallery?

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I look forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
Again, I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery to move or shutter its business. Either of these actions would result in tremendous hardship for the company, their employees and their families, and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the Seattle area and the global knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

//David Brey

BladeGallery Inc Customer:

Home address:

116 Bristol Road

Chalfont, PA

18914

Email:

david.brey.db@gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072055	David Brey	Individual		david.brey.db@gmail.com

Communication ID: 496890

Communication (2/19/2022)

M Kelly Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: M Kelly

Home address: PO Box 1413 Oakwood, GA 30566

Email: air_assault00@yahoo.com

Phone: 678 207 9205

Owner(s):

Contact ID	Name	Type	Phones	Email
1072058	M Kelly	Individual	+1 (678) 207-9205	air_assault00@yahoo.com

Communication ID: 496891

Communication (2/22/2022)

Nance Tourigny Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Nance Tourigny

BladeGallery Inc Customer:

Home address:3402 Hunter Blvd S, Seattle 98144

Email:chefnance@gmail.com

Phone:

Nance Tourigny
206-218-3499

Owner(s):

Contact ID	Name	Type	Phones	Email
1072054	Nance Tourigny	Individual	+1 (206) 218-3499	~~chefnance@gmail.com~~

Communication ID: 496894

Communication (2/19/2022)

Regina Weichert Draft EIS comment

Dear Councilmembers and Sound Transit:

Roughly 12 years ago, I wandered into BladeGallery Epicurean Edge's store in Kirkland, WA looking to replace my chef's knife. That began my journey of learning about and becoming a collector of custom-made knives. As a customer over the years, I've come to realize that BladeGallery's Epicurean Edge may be one of the best knife shops in the world.

Daniel O'Malley and the staff at BladeGallery worked hard through the difficulties of COVID-19, to renovate and then move from Kirkland into their new store in the SODO area of Seattle. I look forward to visiting the store this Spring, on my next trip to the Pacific NW. I just learned that BladeGallery's Epicurean Edge is in danger of losing their new location at 3628 E Marginal Way S, Seattle, WA 98134, due to eminent domain for Light Rail.

BladeGallery's owner, Daniel O'Malley, his passionate and dedicated staff, the hundreds of bladesmiths they represent, and thousands of customers, collectors and chefs they serve are a cultural and economic treasure for the Seattle area and beyond, because:

o Their 2200 square foot showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors and manicure gear, and draws guest from all over the world to Seattle.

o BladeGallery currently supports 7 employee households

o They represent 600 artisans from around the world who create custom knives. In many cases, BladeGallery is the primary source of income for these artists

o They provide a high-performance sharpening service for home and professional chefs

o They offer classes for both beginners and established knifemakers.

Simply put, they are the best at what they do. It would be loss to the local, national and international knife making, knife collecting and chef's communities if the store did not exist.

I ask that you help find a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Thank you for your consideration.

Sincerely,

Regina Weichert

BladeGallery Inc Customer: Regina Weichert

Home address: 467 Central Park West, Apt 12E, New York, NY 10025

Email: reginaorders@icloud.com

Phone: 917-863-4727

Owner(s):

Contact ID	Name	Type	Phones	Email
1072059	Regina Weichert	Individual	+1 (917) 863-4727	reginaorders@icloud.com

Communication ID: 496895

Communication (2/18/2022)

David Margolius Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: David Margolius
Home address: 1811 145th Place SE, Bellevue, WA 98007
Email: davidmargolius@gmail.com
Phone: 425-289-8665

Owner(s):

Contact ID	Name	Type	Phones	Email
1072061	David Margolius	Individual	+1 (425) 289-8665	davidmargolius@gmail.com

Communication ID: 496899

Communication (2/20/2022)

Ernie Hutchins Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
I have been a customer of BladeGallery for 15 years. Please help them stay open at their new location.

Ernie Hutchins
1610 8th Street
Anacortes WA 98221

Owner(s):

Contact ID	Name	Type	Phones	Email
1072063	Ernie Hutchins	Individual		erniehutchins@comcast.net

Communication ID: 496902

Communication (2/21/2022)

Jonathan Jaffe Draft EIS Comment

In my family's mind, BladeGallery's Epicurean Edge is the premier "blade" gallery business in the West. Friends from other states use this company.

Let's keep local businesses in Seattle - I love light rail, but not at the expense of a local business. Please!

This last fall, they moved from Kirkland, WA, to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of losing their new location through eminent domain for Light Rail. This unique business, serving as a hub for the international bladesmithing community, can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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I'm looking forward to their classes aimed at established knife makers and beginners.
BladeGallery Inc is a small business that currently supports seven employee households.
BladeGallery Inc supports over 600 artisans worldwide, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
Please help support this unique business and ensure that it will remain open for many years to come during this stressful and unpredictable time. I greatly appreciate any efforts you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge

3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Jonathan Jaffe
6015 79th ave s.e., MI WA 98040
gibson208206@gmail/com
2086222744

Owner(s):

Contact ID	Name	Type	Phones	Email
1072060	Jonathan Jaffe	Individual	+1 (208) 622-2744	~~gibson208206@gmail.com~~

Communication ID: 496903

Communication (2/20/2022)

John David Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

John David

BladeGallery Inc Customer:

Home address: 136 Jeffreys St Belington, WV 26250

Email: jwd7210@gmail.com

Phone: (304) 614-0315

Owner(s):

Contact ID	Name	Type	Phones	Email
1072065	John David	Individual	+1 (304) 614-0315	jwd7210@gmail.com

Communication ID: 496905

Communication (2/21/2022)

Michael Andersson Draft EIS comment

Dear Councilmembers and Sound Transit
I am a knife maker from Sweden Michael Andersson is my name. I stamp my blades with Micke. BladeGallery's Epicurean Edge in SODO (Seattle) has sold my work for 20+ years I first met Daniel O`Malley at Blade Show in Atlanta, we have also been good friends since that. A really honest and nice person to do businnes with. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and I know they will have classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours, Michael Andersson

Home address: Forsnasvagen 40, 91892 Bullmark, SWEDEN

Email: mickandersson@hotmaiol.com

Phone:+46703169350

Owner(s):

Contact ID	Name	Type	Phones	Email
1072066	Michael Andersson	Individual	+46703169350	mickandersson@hotmail.com

Communication ID: 496906

Communication (2/18/2022)

Derek Severson Draft EIS Comment

Dear Councilmembers and Sound Transit,

I am a long-time customer of BladeGallery's Epicurean Edge located at 3628 E. Marginal Way S. in SODO (Seattle). Before COVID, I was also a frequent visitor to Seattle and user of Sound Transit. I've worked in local and regional government in southern Oregon for nearly thirty years, and greatly appreciate your commitment to your community. This last fall, BladeGallery moved from Kirkland to Seattle. I'm very excited about their new larger storefront and have been looking forward to travelling to Seattle again to visit the showroom and take classes in forging and knifemaking.

I've recently heard that BladeGallery's new location may be in danger of being taken through eminent domain to enable the expansion of Light Rail. This is a unique business, serving as a hub for the international bladesmithing community that cannot be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or to close shop permanently.

BladeGallery's brick-and-mortar art gallery draws guests from all over the world to their Seattle workshop, and the 2,200 square foot showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and even manicure gear. These aren't the knives that you would purchase at a mall or hardware store, they are one-of-a-kind custom work by international artisans that range in price from hundreds to tens of thousands of dollars. In the last year, I've purchased blades from artists in Seattle but also from Oregon, North Carolina, South Africa and Australia.

As a small business, BladeGallery currently supports seven employees and their families, but they also support a broader international community of over 600 artisans who make custom knives. In many cases, BladeGallery is the primary sales mechanism for these artisans. With the move to SODO, BladeGallery will be offering classes aimed at beginning and established knifemakers, and I could easily envision them bringing significant trade shows to Seattle at some point in the not too distant future. I'm looking forward to travelling to Seattle again to take their classes, using Light Rail and enjoying the city as a tourist.

During this stressful and unpredictable time, please help support this unique business that recently chose to invest in Seattle with their move and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery to move or close down, which would result in tremendous hardship for their employees and their families and the hundreds of artisans they represent, but would also be a huge loss to the broader international knifemaking community that they support.

Thank you for your time and consideration,

Derek Severson, long-time BladeGallery Customer
928 South Ivy Street, Medford, OR 97501-3735
derekseverson@msn.com or (541) 772-2956

Owner(s):

Contact ID	Name	Type	Phones	Email
1072064	Derek Severson	Individual		derekseverson@msn.com

Communication ID: 496909

Communication (2/21/2022)

Ben Nimmons Draft EIS Comment

Dear Council members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Ben Nimmons

Home address: 27636 McIntosh Loop NE Kingston 98346
Email: ben.nimmons@gmail.com
Phone: 2064519096

Owner(s):

Contact ID	Name	Type	Phones	Email
1072067	Ben Nimmons	Individual	+1 (206) 451-9096	~~ben.nimmons@gmail.com~~

Communication ID: 496910

Communication (2/21/2022)

David Tuthill Draft EIS comment

Dear Councilmembers and Sound Transit,

I am a customer, as well as a Seattle based small business, who's work is represented at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I will also be involved as one of their instructors, and am very excited about the state of the art facility that they have been working so hard to create there. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. BladeGallery's Epicurean Edge, and their high standing in the world of artisan made cutlery has made it possible for me, as well as many others in our trade, to get our work to an international clientele, that we might otherwise not have access to. The world of handmade cutlery is very specialized, and to be represented by their knowledgeable staff is invaluable not just to the craftspeople they represent, but to the consumer as well.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you very much for your consideration.

Yours,

David Tuthill

BladeGallery Inc Customer: David Tuthill
Home address: 2427 South 219th St. Des Moines, WA 98107

Email: ironmonnger@gmail.com

Phone: 206-229-6008

David Tuthill
Fire Horse Forge
1415 NW 49th St
Seattle, WA 98107
206-229-6008 - mobile
firehorseforge@gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072070	David Tuthill	Individual	+1 (206) 229-6008	ironmonnger@gmail.com

Communication ID: 496912

Communication (2/18/2022)

John Gilbert Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle) and have been for many years now. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: John Gilbert
Home address: 1916 Palermo Ct. Vista, CA 92081
Email:john.m.gilbert@gmail.com
Phone:760-415-2260

Owner(s):

Contact ID	Name	Type	Phones	Email
1072068	John Gilbert	Individual	+1 (760) 415-2260	john.m.gilbert@gmail.com

Communication ID: 496913

Communication (2/21/2022)

Andrea Lisch Draft EIS comment

Dear Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail.
This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
Who is BladeGallery?
BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.
The BladeGallery Showroom is at:
BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Andrea Lisch
Home address: po box 1052 Yelm WA 98597
Email: amlisch@earthlink.net
Phone: 2069195431

Owner(s):

Contact ID	Name	Type	Phones	Email
1072072	Andrea Lisch	Individual	+1 (206) 919-5431	amlisch@earthlink.net

Communication ID: 496914

Communication (2/24/2022)

Kevin and Heather Harvey Draft EIS Comment

Dear Council members and Sound Transit

We are represented by BladeGallery's Epicurean Edge in SODO (Seattle) from the inception of this enterprise and rely fully on them being our sole agents, without them our business would not survive.

This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high-performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that it will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely

Kevin and Heather Harvey. American Bladesmith Society Mastersmiths

BladeGallery Inc Customer: ?Kevin and Heather Harvey, Heavin Forge

Home address: 68 Lizana Magagula Street, Belfast, Mpumalanga, 1100, South Africa
Email: heavin@heavinforge.co.za
Phone: +27 82 442 4840

Owner(s):

Contact ID	Name	Type	Phones	Email
1072071	Kevin and Heather Harvey	Individual		~~heavin@heavinforge.co.za~~

Communication ID: 496917

Communication (2/22/2022)

Amelia Hurlbut Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Amelia
Amelia Hurlbut

3009 14th Ave S, Seattle WA 98144

amelia888@gmail.com

(978) 394-6395

Owner(s):

Contact ID	Name	Type	Phones	Email
1072076	Amelia Hurlbut	Individual	+1 (978) 394-6395	amelia888@gmail.com

Communication ID: 496920

Communication (2/24/2022)

Tyler Cluverius Draft EIS comment

Dear Council Members and Sound Transit:

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knife making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 square foot showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knife makers and beginners.

BladeGallery Inc is a small business that currently supports 7 employee households.

BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife making community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge

3628 East Marginal Way South

Seattle, WA 98134

(425) 889-5980

Yours,

Tyler Cluverius

Seattle, WA

Owner(s):

Contact ID	Name	Type	Phones	Email
1072078	Tyler Cluverius	Individual		tynlol@earthlink.net

Communication ID: 496921

Communication (2/20/2022)

Jacob Devaul Draft EIS Comment

Dear Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you,

Jacob Devaul
16540 12th Ave sw
Burien WA, 98166
Jdevaul1@yahoo.com 253-861-0261

Owner(s):

Contact ID	Name	Type	Phones	Email
1072075	Jacob Devaul	Individual	+1 (253) 861-0261	~~jdevaul1@yahoo.com~~

Communication ID: 496929

Communication (2/18/2022)

Antony Pinque Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

Antony Pinque
(256) 206-0333
14302 NE 7th Pl.
apt 2
Bellevue wa 98007

Owner(s):

Contact ID	Name	Type	Phones	Email
1072083	Antony Pinque	Individual		antony.pinque@gmail.com

Communication ID: 496931

Communication (2/18/2022)

Frank Prestia III Draft EIS comment

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sq ft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is located at:

3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you.

BladeGallery Inc Customer:

Frank Prestia III

523 Mossy Oak Ave.

Baton Rouge, LA

70810-4821

225.768.7337 (Home)

225.939.8826 (Mobile)

frankprestia@gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072085	Frank Prestia III	Individual		frankprestia@gmail.com

Communication ID: 496933

Communication (2/18/2022)

Necdet Emir Demirtas Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Best regards,

BladeGallery Inc Customer:

Necdet Emir Demirtas

Owner(s):

Contact ID	Name	Type	Phones	Email
1072087	Necdet Emir Demirtas	Individual		necdetemirdemirtas@gmail.com

Communication ID: 496934

Communication (2/19/2022)

Masaya Fujiwara Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at Blade Gallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade-smithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

Blade Gallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely Yours,

BladeGallery Inc Customer: MASAYA FUJIWARA

Home address: 9-8-9 KARITA SUMIYOSHI OSAKA JAPAN

Email: txnt71842@zeus.eonet.ne.jp

Phone:+81666066411

Owner(s):

Contact ID	Name	Type	Phones	Email
1072088	Masaya Fujiwara	Individual		txnt71842@zeus.eonet.ne.jp

Communication ID: 496935

Communication (2/19/2022)

Suzannah Kirk Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

If the location of BladeGallery's Epicurean Edge must move for the Light Rail, please provide grants that will fully allow this vital community resource to be able to move into a viable location where they can continue to thrive

Thank you,

Suzannah Kirk

Owner(s):

Contact ID	Name	Type	Phones	Email
1072089	Suzannah Kirk	Individual		suzannah.kirk@gmail.com

Communication ID: 496936

Communication (2/19/2022)

Chris Landkammer Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,

Chris Landkammer

BladeGallery Inc Customer

Owner(s):

Contact ID	Name	Type	Phones	Email
1071878	Chris Landkammer	Individual		cslandkammer@yahoo.com

Communication ID: 496937

Communication (2/19/2022)

Lucas Pforzheimer Draft EIS comment

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a very unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else and are seriously some of the best and most knowledgeable in the world. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

BladeGallery Inc's brick-and-mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that it will remain open for many years to come.

I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you,
Lucas Pforzheimer
lpforzheimer@yahoo.com
1132 Crompton Road
Redwood City, CA
94061
(650) 804-1094

Owner(s):

Contact ID	Name	Type	Phones	Email
1072090	Lucas Pforzheimer	Individual		lpforzheimer@yahoo.com

Communication ID: 496938

Communication (2/19/2022)

Larry Rouch Draft EIS comment

Dear Councilmembers and Sound Transit:

I have been a customer of Epicurean Edge for many years. Last fall the Gallery moved from Kirkland to Seattle. The move took almost two years but resulted in an expanded showroom and teaching center complete with forges for classes. I'm excited about their larger storefront and look forward to their culinary knife skills and sharpening classes. I've heard that they are in danger of their new location being taken through eminent domain for Light Rail. If so, Epicurean Edge likely won't survive. This is a unique business, serving as a hub for the international bladesmithing community that can't be found elsewhere. Please help support a revised plan for Light Rail that does not force Epicurean Edge to move again or close shop. Sound Transit announced that their current plans are "financially unsustainable", yet the threat of eminent domain now hangs over this thriving, unique business. That is unfair.

Who is BladeGallery?
• BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
• The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
• They also offer a high performance sharpening service for home and professional chefs.
• I'm looking forward to their classes aimed at established knifemakers and beginners.
• BladeGallery Inc is a small business that currently supports 7 employee households.
• BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down which would result in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Owner(s):

Contact ID	Name	Type	Phones	Email
1072091	Larry Rouch	Individual		larry@lrcompany.com

Communication ID: 496941

Communication (2/21/2022)

Michael Karchmer Draft EIS comment

I am a long-time customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and think that the classes such as knifemaking, forging, culinary knife skills, and sharpening will be of great benefit to the city. In the past, I've actually visited the Seattle area from the East Coast where I live in order to visit this internationally known business. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smithing community that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this small business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,

Michael A. Karchmer (BladeGallery, Inc. Customer)
Home address: 91 John Joseph Rd., Harwich, MA 02645

Email: michaelkarchmer@gmail.com

Phone: (301)332-2106 [mobile]; (774)237-0177

Owner(s):

Contact ID	Name	Type	Phones	Email
1072093	Michael Karchmer	Individual		michaelkarchmer@gmail.com

Communication ID: 496942

Communication (2/21/2022)

Lindy Wishard Draft EIS comment

Dear Councilmembers and Sound Transit

I have been a customer of Epicurean Edge for over 20 years! I've watched this local business grow from a small studio to a great new facility in SODO. I highly recommend that you visit this store and education workshop. I've recently heard that they are in danger of their brand new location being taken through eminent domain for Light Rail. This would be catastrophic for this business that has spent a great deal on tenant improvements for their new location. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you,

Lindy Wishard

BladeGallery Inc Customer:

4111 East Madison Street, 290

Seattle WA 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1072094	Lindy Wishard	Individual		lindy@buildwithstyle.com

Communication ID: 496944

Communication (2/22/2022)

Katharine McCoy Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. When I moved from Arizona, my local knife shop recommended them to me. They've spent years building an international reputation that should be celebrated in our Seattle community. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.

The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.

BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:
BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Katharine McCoy

BladeGallery Inc Customer:
Home address: 417 E Pine St
Seattle, WA 98122
Email: katmccoy79@gmail.com
Phone: 480-612-7412

Owner(s):

Contact ID	Name	Type	Phones	Email
1072096	Katharine McCoy	Individual		katmccoy79@gmail.com

Communication ID: 496956

Communication (2/22/2022)

Nathan Wager Draft EIS Comment

Dear Council Members and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knife-making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. The pandemic has placed incredible strains on the small businesses of this country, with many disappearing, this is not the time to add to that strain with eminent domain seizures of property. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife-making community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Nathan Wager

426 Cornell Ave

Des Plaines, IL 60016

nate@petrii.net

414-687-0408

Owner(s):

Contact ID	Name	Type	Phones	Email
1072104	Nathan Wager	Individual	+1 (414) 687-0408	nate@petrii.net

Communication ID: 496964

Communication (2/21/2022)

Jon Pratt Draft EIS Comment

Dear Councilmembers and Sound Transit.

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
Who is BladeGallery?

- BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
- The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
- They also offer a high performance sharpening service for home and professional chefs.
- I'm looking forward to their classes aimed at established knifemakers and beginners.
- BladeGallery Inc is a small business that currently supports 7 employee households.
- BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge
  3628 E Marginal Way S
  Seattle, WA 98134
  (425) 889-5980

Yours,

Jon Pratt

Owner(s):

Contact ID	Name	Type	Phones	Email
1072105	Jon Pratt	Individual		benat_lecagot@hotmail.com

Communication ID: 496965

Communication (2/21/2022)

Robert Toljusic Draft EIS Comment

Distinguished members of the Council and Sound Transit

I am a customer of BladeGallery's Epicurean Edge at SODO (Seattle).
They moved from Kirkland, WA to Seattle last fall.
I am very excited about their new larger shop window and look forward to their watches like knife making, forging, culinary knife skills and sharpening. I recently heard that they are in danger of having their new location taken over through the eminent light rail domain. This is a unique business, serving as a hub for the international blacksmith community, which cannot be found anywhere else.
Please help support a light rail road that doesn't force BladeGallery's Epicurean Edge to relocate or close the store.

Who is BladeGallery?

BladeGallery Inc. attracts guests from all over the world to their workshop in Seattle (SODO).

The 2,200-square-foot exhibition space displays a wide selection of handmade and production knives, including cooking knives, tactical and practical knives, flat razors and manicure equipment.

They also offer a high performance sharpening service for home and professional chefs.

I look forward to their courses for established knife makers and beginners.

BladeGallery Inc. is a small company that currently supports 7 household employees.

BladeGallery Inc. supports more than 600 artisans from around the world, custom-made knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, help support this unique business and ensure it stays open for many years to come. I greatly appreciate all the effort you can make to choose a light rail route that does not force BladeGallery Inc to relocate or close - resulting in enormous difficulties for their employees and the hundreds of craftsmen they represent. Furthermore, closing BladeGallery Inc would be a significant loss for the wider community of craft knife makers.
Being a customer from Bosnia and Herzegovina, I am pleasantly surprised by their professionalism and kindness. In just 5 days I received the package at my address in Bosnia.
The BladeGallery exhibition space is located at:

BladeGallery's Epicurean Edge
3628 E Rubni put S
Seattle, WA 98134
(425) 889-5980

your,
Robert Toljusic

Client BladeGallery Inc:

Home adress:
Kruscica bb, 72250 Vitez, Bosnia and Herzegovina
e-mail:
robert.toljusic@gmail.com
Phone:
+38761795529

Owner(s):

Contact ID	Name	Type	Phones	Email
1072106	Robert Toljusic	Individual		robert.toljusic@gmail.com

Communication ID: 496970

Communication (2/20/2022)

Bruce Barnett Draft EIS Comment

Dear Council members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives,straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Bruce Barnett

BladeGallery Inc Customer:

Home address: 56 Windy Hollow Vale, Bridgetown 6255 Western Australia

Email: barnettcustomknives@bigpond.com

Phone: 61 8 9761 2137

Owner(s):

Contact ID	Name	Type	Phones	Email
1072108	Bruce Barnett	Individual		barnettcustomknives@bigpond.com

Communication ID: 496980

Communication (2/24/2022)

Richard Fisher Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Richard Fisher

Owner(s):

Contact ID	Name	Type	Phones	Email
1072107	Richard Fisher	Individual		~~rrfjr213@gmail.com~~

Communication ID: 496983

Communication (2/20/2022)

Michael Hatt Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer of Blade Gallery's Epicurean Edge in SODO (Seattle). I have been a loyal customer for more than 15 years and they offer goods and services that cannot be found anywhere else. I continued to shop with them even while I lived outside of the PNW. Over that 10-year period, I continued buying good and services from Blade Gallery due to their unique offerings and exceptional customer service and knowledge. The impact they have on the custom knife world cannot undervalued. They are truly one of the few brick and mortar retailers left in the country that support the small mom and pop makers of the world and offer truly exceptional sharpening services. Where else can you go to find the deep knowledge, they possess and touch functional works of art like you can at Blade Gallery? With the popularity of the History Channels Forged in Fire, the classes they plan to offer in the future will drive tourism and revenue for the city of Seattle for years to come. Seattle has seen the closing of other stores like City Kitchens that had a unique set of goods to offer. Small businesses like these need the protection of those in government to keep Seattle as unique as possible.

In the fall of 2021, Blade Gallery moved from Kirkland, WA to Seattle after decades of supporting that community so that they could expand their goods and services. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. These art forms are part of the dying fabric of our country where commodity driven disposable 'kitchen ware' have taken over from heirloom quality pieces handed down from generation to generation. Who does not have or remember their grandparents cast iron skillet or knife that was just plain sharper longer than any other? While those items are hard to find, one place you can still find that special and sharp knife is at Epicurean Edge.

I've recently heard that they are in danger of losing their new location to eminent domain for Light Rail. While I support all activities that improve transportation in the Seattle area, this is a unique business. One that has invested significantly in the community and in the arts of this area. They want to become a hub for the international blade smithing community. One that can't be found anywhere else. They picked Seattle due to its rich food culture, and diverse international community who want and need this type of place to exist downtown. Please help support a path for Light Rail that does not force Blade Gallery's Epicurean Edge to move again or close shop permanently due to the economic hardships they will face if forced to move. If they are forced to shut down, it will rob Seattle and the Pacific Northwest of this valuable cultural and educational business. I move that will potentially force this store out of the area, state or worse case scenario shut down entirely.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery and store front that draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives. These include chef's knives, practical knives, straight razors, and manicure gear at all price points.
They are bests known for custom sole authorship kitchen knives from around the world. Supporting small US and International makers from all over the world.
They offer a high-performance sharpening service for home and professional chefs and can sharpen almost anything you can bring them. This dying skill set if delivered at a level that has to be experienced to be understood.
I'm looking forward to their classes aimed at established knifemakers and beginners. These include sessions from American Blade Society Master smiths and other local artisans.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world. In many cases, BladeGallery is the primary sales mechanism for these artists helping the global and local economies of those workers
During this uncertain and stressful time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close. Allowing Blade Gallery to be shut down will result in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community and impact the City of Seattle both now and in the future. Help Blade Gallery continue to educate and serve the local and international customers who shop with them and support/market small makers and restaurants that keep Seattle fed.

The BladeGallery Showroom is at:

Blade Gallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Respectfully,

Michael S. Hatt

330 NE Denny Way, Issaquah WA

Email: mhatt757@gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072110	Michael Hatt	Individual		mhatt757@gmail.com

Communication ID: 496988

Communication (2/19/2022)

Mitch Palmer Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Mitch Palmer
BladeGallery Inc Customer:

Home address: 160 Lee St. APT 110, Seattle Wa, 98109

Email: seabarmanmitch@gmail.com

Phone: 206-371-0005

Owner(s):

Contact ID	Name	Type	Phones	Email
1072113	Mitch Palmer	Individual	+1 (206) 371-0005	seabarmanmitch@gmail.com

Communication ID: 496993

Communication (2/19/2022)

Ping Li Draft EIS Comment

Dear Councilmembers and Sound Transit,
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). They are one of the reasons that I love Seattle.

This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Ping Li

Home address: 4203 Irmin Street Burnaby BC Canada V5J 1X6

Email: lipingshanshan@gmail.com

Phone: 778-288-3589

Owner(s):

Contact ID	Name	Type	Phones	Email
1072115	Ping Li	Individual		lipingshanshan@gmail.com

Communication ID: 497027

Communication (2/25/2022)

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. They're my only source for unique books on blades that I need! I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. BladeGallery Inc is a small business that currently supports 7 employee households.

During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you,
Rae

Owner(s):

Contact ID	Name	Type	Phones	Email
1072141	Rae Podrebarac	Individual		victorixrae@gmail.com

Communication ID: 497047

Communication (2/19/2022)

Tom Bodal Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

They are vital to the restaurant community. We all buy our knives and tools from them and use them for sharpening and upkeep of said items.

Tom Bodal

Tom Bodal

Owner(s):

Contact ID	Name	Type	Phones	Email
1072147	Tom Bodal	Individual		~~tombofka@gmail.com~~

Communication ID: 497049

Communication (2/18/2022)

Wilson Wong Draft EIS Comment

Dear Council Members and Sound Transit

I'm a customer at BladeGallery's Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to Seattle and I'm very excited to see their larger storefront and look forward to attending their classes. I'm located in Massachusetts and do travel to Seattle a few times a year to visit family; always look forward to visiting BladeGallery store. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.

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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.

BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Best Regards,

Wilson Wong
9 Thornton Street
Quincy, MA 02170
wilson.wong.05@gmail.com
781-888-7929

Owner(s):

Contact ID	Name	Type	Phones	Email
1072148	Wilson Wong	Individual	+1 (781) 888-7929	~~wilson.wong.05@gmail.com~~

Communication ID: 497118

Communication (2/28/2022)

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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I'm looking forward to their classes aimed at established knifemakers and beginners.
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Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
Paramita Mookherjee

Owner(s):

Contact ID	Name	Type	Phones	Email
1072287	Paramita Mookherjee	Individual		pmookherjee@gmail.com

Communication ID: 497392

Communication (2/26/2022)

Michael McClure Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134

(425) 889-5980

Yours,

Michael McClure
BladeGallery Inc Customer:

Email: mikesknives@att.net

Owner(s):

Contact ID	Name	Type	Phones	Email
1072518	Michael McClure	Individual		mikesknives@att.net

Communication ID: 497393

Communication (3/1/2022)

Damien Currano Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Damien Currano
BladeGallery Inc Customer: Damien Currano

Home address: 9437 24th Ave. SW, Seattle, WA 98106

Email: puddles.damien@gmail.com

Phone: 7147854192

Owner(s):

Contact ID	Name	Type	Phones	Email
1072519	Damien Currano	Individual	+1 (714) 785-4192	puddles.damien@gmail.com

Communication ID: 497394

Communication (3/2/2022)

Caelan Koncan Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
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During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Cordially,
Caelan Koncan

Owner(s):

Contact ID	Name	Type	Phones	Email
1072522	Caelan Koncan	Individual		celanrayy@yahoo.com

Communication ID: 497395

Communication (3/3/2022)

Carol Clifford Draft EIS comment

Dear Sound Transit and Seattle city Councilmembers,
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I traveled to Kirkland from south Seattle for their excellent knife-sharpening. I wouldn't go anywhere else. I'm very excited about their new larger storefront because it is not only much closer to me but I also look forward to taking one of their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Their business is an ancient craft and should not be considered disposable. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
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During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,

Carol Clifford
BladeGallery Inc Customer:

Home address: 833 S. Donovan St., Seattle, WA 98108

Email: orangehousepress@gmail.com

Phone: 206-403-3430

Owner(s):

Contact ID	Name	Type	Phones	Email
1072521	Carol Clifford	Individual	+1 (206) 403-3430	orangehousepress@gmail.com

Communication ID: 497396

Communication (2/25/2022)

Craig Klindworth Draft EIS comment

Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
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- The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
- They also offer a high-performance sharpening service for home and professional chefs.
- I'm looking forward to their classes aimed at established knifemakers and beginners.
- BladeGallery Inc is a small business that currently supports 7 employee households.
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  3628 E Marginal Way S
  Seattle, WA 98134
  (425) 889-5980

Yours,
Craig Klindworth
PO Box J Connell, WA 99326
cklindworth@msn.com
509-539-9305

Owner(s):

Contact ID	Name	Type	Phones	Email
1072523	Craig Klindworth	Individual		cklindworth@msn.com

Communication ID: 497399

Communication (2/25/2022)

Arthur Black Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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I'm looking forward to their classes aimed at established knifemakers and beginners.
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During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer:
Arthur Black
3263 Lakewood Ave S
Seattle WA 98144
5027774005

Owner(s):

Contact ID	Name	Type	Phones	Email
1072524	Arthur Black	Individual		arthur.buystuff@gmail.com

Communication ID: 497400

Communication (2/25/2022)

Jake Mowbray Draft EIS comment

Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
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  3628 E Marginal Way S
  Seattle, WA 98134
  (425) 889-5980

Yours,
Jake Mowbray

512 still forest terrace Sanford, FL
jakemowbray1@gmail.com
4079028773

Owner(s):

Contact ID	Name	Type	Phones	Email
1072526	Jake Mowbray	Individual		jakemowbray1@gmail.com

Communication ID: 497401

Communication (3/1/2022)

Nathan Eckerman Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This business is known nationally in knifemaking and knife collecting, and is a very good representative of Seattle in that community. Multiple chefs in the Seattle area recommended this place to me as the best sharpening service in Seattle, and I've been going there for years, since they were in their Kirkland location.

This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
Nathan Eckerman

Home address: 22037 SE 271st ST, Maple Valley, WA 98038-7419

Email: nate.ecker@gmail.com

Phone: 2062505773

Owner(s):

Contact ID	Name	Type	Phones	Email
1072525	Nathan Eckerman	Individual	+1 (206) 250-5773	nate.ecker@gmail.com

Communication ID: 497402

Communication (2/23/2022)

Rick Kellog Draft EIS Comment

Dear Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO. This past fall they relocated from Kirkland to Seattle. I was excited to see their new and larger space, but recently discovered that Sound Transit may be acquiring the building through eminent domain for a LightRail path. BladeGallery recently acquired their building and remodeled it at tremendous cost of time and resources during the Covid-19 pandemic.

BladeGallery is a unique business that serves an international customer base from Seattle. It would be a huge loss if they were forced to close as a result of this forced acquisition. They are a small business that currently supports 7 employees locally and over 600 artisans from around the world.

Please help support this unique business and ensure that they will remain open for years to come. I greatly appreciate any efforts that you can make to select a path for LightRail that does not force BladeGallery to move to close down.

The BladeGallery Showroom is at :

3628 E. Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,
Rick Kellogg

Rick Kellogg
206.683.8269 (c)

Owner(s):

Contact ID	Name	Type	Phones	Email
1072528	Rick Kellog	Individual		rickkellogg@comcast.net

Communication ID: 497403

Communication (3/3/2022)

Paula Libes Chester Draft EIS Comment

My name is Paula Libes Chester. I have been both employee and customer of the world-class cutlery store and procurer/seller of artisan-made knives: Epicurean Edge/Blade Gallery, formerly of Kirkland.

I am writing today to implore you to support a path for light rail that does not force this unique business to move or close. In the new, larger location they have been able to offer classes in knife-making, forging, cutlery skills and sharpening, a boon to the community, well as their huge selection of the finest knives available anywhere!

Moreover, the artistic renovation of an original building in this burgeoning Seattle district is swift becoming a landmark! I hope you will consider my feedback and that of others to bring out a workable solution that would allow this remarkable business to go on supporting 7 employee households and 600 artisans around the world.

The BladeGallery Showroom is at:
3628 E Marginal Way S
Seattle, WA 98134
phone: 425-889-5980

Light Rail is a great asset to our area, as is Epicurean Edge!

Thank you for your time and consideration.

Sincerely,
Paula Libes Chester
7930 SE 34th St. #105
Mercer Island, WA 98040
paula.libes@gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072527	Paula Libes Chester	Individual		~~paula.libes@gmail.com~~

Communication ID: 497404

Communication (2/28/2022)

Jerry Moos Draft EIS comment

Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I have patronized their former store location in Kirkland and was excited to learn that they were moving to Seattle. I'm very pleased with their new, larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening.
I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. There must be something that can be done to help this small business survive.
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  3628 E Marginal Way S
  Seattle, WA 98134
  (425) 889-5980 Thank you for your consideration. Very Truly Yours, Jerry H Moos
  BladeGallery Inc Customer: 933 N. Northlake Way Slip 2 Seattle, WA 98103 m) 425-241-8351
  jerry.moos@outlook.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072537	Jerry Moos	Individual		jerry.moos@outlook.com

Communication ID: 497407

Communication (2/22/2022)

Matt Walters Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to continuing to do business with them. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
BladeGallery Inc Customer: Matthew Walters
Home address: 1650 Fox Downs Ln, Oilville, VA 23129
Email: me@mattwalters.net
Phone: 804-467-8802

Owner(s):

Contact ID	Name	Type	Phones	Email
1072533	Matt Walters	Individual		me@mattwalters.net

Communication ID: 497410

Communication (2/21/2022)

Tricia Mann Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Owner(s):

Contact ID	Name	Type	Phones	Email
1072534	Tricia Mann	Individual		mannn@comcast.net

Communication ID: 497411

Communication (2/19/2022)

Eric Franceschina Draft EIS Comment

Dear Councilmembers and Sound Transit

Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Home address: Email: Phone:
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Eric FRANCESCHINA
BladeGallery Inc Customer

Home address:

Eric FRANCESCHINA
51 avenue Libert
91210 Draveil
France

Email: efranceschina@hotmail.com

Phone: 33651525453

Owner(s):

Contact ID	Name	Type	Phones	Email
1072535	Eric Franceschina	Individual	+33651525453	efranceschina@hotmail.com

Communication ID: 497412

Communication (2/21/2022)

Tim and Amanda Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
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  3628 E Marginal Way S
  Seattle, WA 98134
  (425) 889-5980

Yours,

BladeGallery Inc Customer: Tim Peffer
Home address: 2620A NW 57th St.
Email: peffer@centurylink.net
Phone: 206.553.9501

Owner(s):

Contact ID	Name	Type	Phones	Email
1072536	Tim and Amanda	Individual		cooperpeffer@gmail.com

Communication ID: 497414

Communication (2/20/2022)

Joseph Lee Draft EIS Comment

Dear Sound Transit:

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Joseph T Lee
BladeGallery Inc Customer:
Home address: 3286 Slot Run, Chico CA 95973
Email:jlee1931@comcast.net
Phone:530 321 3160

Owner(s):

Contact ID	Name	Type	Phones	Email
1072540	Joseph Lee	Individual		jlee1931@comcast.net

Communication ID: 497415

Communication (3/3/2022)

Melanie Pritt Draft EIS comment

ear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
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  3628 E Marginal Way S
  Seattle, WA 98134
  (425) 889-5980

Yours,
Melanie Pritt
Melaniepritt@gmail.com
6031 SE 32nd St.
Mercer Island, WA. 98040
(206) 681-8244

Owner(s):

Contact ID	Name	Type	Phones	Email
1072541	Melanie Pritt	Individual		melaniekay@outlook.com

Communication ID: 497416

Communication (2/19/2022)

John Way Draft EIS Comment

Dear Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

John and Margaret Way
BladeGallery Inc Customer

Home address: 8440 West Mercer Way, Mercer Island, WA 98040
Email: pjway@comcast.net
Phone: 206-232-0604

Owner(s):

Contact ID	Name	Type	Phones	Email
1072539	John Way	Individual		~~pjway@comcast.net~~

Communication ID: 497417

Communication (2/19/2022)

Margaret Way Draft EIS Comment

Dear Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
John and Margaret Way
BladeGallery Inc Customer

Home address: 8440 West Mercer Way, Mercer Island, WA 98040
Email: pjway@comcast.net
Phone: 206-232-0604

Owner(s):

Contact ID	Name	Type	Phones	Email
1072109	Margaret Way	Individual		~~pjway@comcast.net~~

Communication ID: 497420

Communication (3/3/2022)

Tony Spielberg Draft EIS Comment

I am a customer of BladeGallery's Epicurean Edge in SODO (Seattle). Last fall, BladeGallery made a significant financial investment in relocating their business from Kirkland, WA to Seattle. I understand that BladeGallery is now in danger of losing their new location to eminent domain for Light Rail.

BladeGallery is a unique business which serves as a worldwide hub for knife makers, knife service providers, knife users, and knife buyers. The synergy so created can't be found anywhere else.

I have benefitted personally and professionally from the service BladeGallery provides. Among these benefits are the connections I've made with custom knife makers from around the world. BladeGallery supports over 600 makers, many of whom rely on BladeGallery as their only sales channel.

I urge you to support this unique and cherished resource by finding a path for Light Rail which avoids forcing BladeGallery to move again or go out of business.

Sincerely,
Tony Spielberg

449 Fieldstone Drive, Burlington, NC 27215
tony.spielberg@gmail.com
mobile 512-762-4389

Owner(s):

Contact ID	Name	Type	Phones	Email
1072543	Tony Spielberg	Individual		tony.spielberg@gmail.com

Communication ID: 497421

Communication (2/18/2022)

James Meikle Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

James Meikle

BladeGallery Inc Customer:

Home address: 14827 72nd Place NE

Kenmore, WA 98028

Email: jgmeikle@comcast.net

Phone: 425 488 0658

Owner(s):

Contact ID	Name	Type	Phones	Email
1072544	James Meikle	Individual	+1 (425) 488-0658	jgmeikle@comcast.net

Communication ID: 497424

Communication (2/18/2022)

John Horrigan Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: John Horrigan

Home address: 35 Berrywood lane, Beverly MA

Email: horrij@mac.com

Phone: (508) 932-4029

Sent from a secure, undisclosed location

Owner(s):

Contact ID	Name	Type	Phones	Email
1072547	John Horrigan	Individual	+1 (508) 932-4029	horrij@mac.com

Communication ID: 497425

Communication (2/18/2022)

Andrew Pardy Draft EIS Comment

To whom it may concern,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle) and am writing this message to express my support for them. While I am located in Canada, I wish to show my support for this great small business, especially during a time that is already making it challenging enough for this company, and other small businesses, to keep their doors open.

This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Their customer service is exceptional and they are a true cornerstone in the knife world. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
Who is BladeGallery?

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you for your time and considerations.

Sincerely,

Andrew Pardy, BSW, RSW

BladeGallery Inc Customer

Mount Pearl, NL, Canada

apardy16@hotmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072548	Andrew Pardy	Individual		apardy16@hotmail.com

Communication ID: 497675

Communication (3/10/2022)

Candace O'Malley writes Seattle City Council asking for changes to WSBLE to save BladeGallery

From: Candace Omalley <omalleycandy@gmail.com>
Sent: Monday, February 28, 2022 10:53 AM
To: Tammy.Morales@seattle.gov; teresa.mosqueda@seattle.gov; Sara.Nelson@seattle.gov; Email The Board <EmailTheBoard@soundtransit.org>; Balducci, Claudia <claudia.balducci@kingcounty.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; McDermott, Joe <Joe.McDermott@KingCounty.gov>
Subject: Please save BladeGallery's Epicurean Edge in SODO (Light Rail)

I'm writing to ask for your help to have the path of choice for the Link Light Rail to West Seattle be reconsidered or amended. I've heard that there's a good chance that some SoDo properties including the brand new and unique BladeGallery's Epicurean Edge store at 3628 E Marginal Way S. will be taken by eminent domain. That store was, until 4 months ago, a great addition to the downtown Kirkland neighborhood, drawing customers from all over the Northwest, from around the US, and from around the world.

The Kirkland store was a huge success for over 20 years for many reasons:
• Epicurean Edge's inventory comprises arguably the finest collection of kitchen knives under one roof anywhere.
• Customers from near and far seek the expertise of the owner and sales staff to help decide what products fit their needs.
• Pricing is always competitive, even compared to online prices.
• A helpful discount is given to professional chefs who depend on the best equipment for their work.
• Knife sharpening classes among other offerings contribute to developing a loyal customer base.
• BladeGallery represents bladesmith artisans from around the globe, displaying their stunning one-of-a-kind creations in the store's art museum atmosphere.
• BladeGallery has hosted international knife shows in Seattle, establishing a mecca for collectors of art knives.

This success of Epicurean Edge in Kirkland led to their out-growing the approximately 2000 square foot space that included store front, offices and storage. A several year search ended when the perfect building in SoDo was selling in 2019. Over the last two years, the SoDo building has been updated to meet all codes for safety, the environment and ADA access, to currently house all of the offerings and products that have been valued in the culinary and art knife community, as well as the uncrowded spaces to beautifully display top quality knives. This larger building will soon also allow the space for bladesmiths to demonstrate their craft, and for culinary classes to teach the proper use of kitchen knives.

The owner has brightened the industrial neighborhood by cladding the exterior of the century-old building with a stunning work of art by an internationally acclaimed artist: Henry Ryan Ward, who also happens to be a Seattle celebrity! This exciting mural will surely draw the artist's fans—local and international—to the area. A large majority of Kirkland customers have found and are frequenting the new location with enthusiasm.

This building and its small business are an asset that Seattle should preserve and encourage. This is a business that will benefit Seattle for years to come. Please do what you can to nurture the small business community that Seattle desperately needs, by trying to find a Light Rail route that accommodates the continuation of this business.

The pandemic has caused the closure of many beloved small businesses everywhere. This is one that has remained a financial success throughout this difficult 2 years due to innovation and its strong loyal customer base. It would be a sad epilogue for this Seattle treasure to suffer the financial and business damage, and potential demise that could be caused by a forced relocation.

Thank you for your attention.

Candace O'Malley
3415 W Laurelhurst Dr NE, Seattle WA 98105 // omalleycandy@gmail.com // 206-321-2155

Owner(s):

Contact ID	Name	Type	Phones	Email
1043738	Adam Montee	Individual		~~Adam.Montee@soundtransit.org~~
1070123	Sound Transit Board	Organization		~~emailtheboard@soundtransit.org~~
1072817	Candace O'Malley	Individual	+1 (206) 321-2155	omalleycandy@gmail.com

Communication ID: 497725

Communication (3/7/2022)

Philippe Babut Draft EIS Comment

Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
Who is BladeGallery?

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- They also offer a high performance sharpening service for home and professional chefs.
- I'm looking forward to their classes aimed at established knifemakers and beginners.
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  3628 E Marginal Way S
  Seattle, WA 98134
  (425) 889-5980 Yours, BladeGallery Inc Customer:Philippe BABUT
  Home address: 15350 Veyrières FRANCE
  Email:lacroixdeschamps@gmail.com
  Phone: +33 6 30 20 53 84

Owner(s):

Contact ID	Name	Type	Phones	Email
1072854	Philippe Babut	Individual		lacroixdeschamps@gmail.com

Communication ID: 497815

Communication (3/2/2022)

Shannon Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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As a business who uses BladeGallery exclusively for our sharpening and knife needs its devastating to hear that this plan is even being considered. I can't express how deeply saddened I was to hear that this proposal was even on the table. The lovely people down at the BladeGallery have been through so many challenges just to get to the point that they could have a storefront in Seattle, and to hear that ripping it right out of their hands is even being discussed is beyond heart breaking on both a business and personal level. I hope that this plan taken off the table and my business able to continue being customers at the amazing business that is BladeGallery!

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Shannon

(Gorditos)

Owner(s):

Contact ID	Name	Type	Phones	Email
1072916	Shannon	Individual		~~gorditoshealthymexicanfood@gmail.com~~

Communication ID: 497818

Communication (2/25/2022)

Salem Straub Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a Washington State-based professional knifemaker, involved with BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to possibly teaching some classes there such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Salem Straub
Promethean Knives

www.prometheanknives.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072919	Salem Straub	Individual		~~salem@prometheanknives.com~~

Communication ID: 497819

Communication (2/23/2022)

Drew Rice Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

I have a special memory of an art piece that I purchased through these great folks that arrived while my daughter was being born. It holds special significance to me for that reason, and this business's closure would put an end to such meaningful experiences to a vibrant artisan community worldwide. Please help keep this worthy endeavor alive.

Yours,
Drew Rice

216 Skyline Dr, Bristol, TN 37620
662-401-3150

Owner(s):

Contact ID	Name	Type	Phones	Email
1072920	Drew Rice	Individual	+1 (662) 401-3150	~~rricemd83@gmail.com~~

Communication ID: 497820

Communication (2/22/2022)

Steve O'Neill Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours, Steve O'Neill

BladeGallery Inc Customer:

Home address: Po box 2258, Kapaa, Hi. , 96746

Email: son@2oneills.us

Phone: 4357602411

Owner(s):

Contact ID	Name	Type	Phones	Email
1072921	Steve O'Neill	Individual		~~son@2oneills.us~~

Communication ID: 497823

Communication (2/21/2022)

Abe Shaw Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a long-time supporter of BladeGallery's Epicurean Edge in SODO (Seattle). They are just the kind of small business all communities need. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Abe Shaw

Home address: 135 Cebra Ave, SI, NY, 10304

Email: abebshaw@gmail.com

Phone: 2126559861

Abe Shaw
Founder: Eatingtools.com | LivingSteel626.com

NYC
abe@eatingtools.com
@eatingtools
212-655-9861
800-742-9948

Don't Eat With Your Hands™

Owner(s):

Contact ID	Name	Type	Phones	Email
1072924	Abe Shaw	Individual	+1 (212) 655-9861	~~abe@eatingtools.com~~

Communication ID: 497827

Communication (3/11/2022)

David Fowler Draft EIS Comment

Dear Council Members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is an extremely unique business, serving as a hub of the PNW bladesmithing community and that of the international community as well. It simply cannot be found anywhere else in the region and Seattle would be less without it and the community it fosters. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

David Fowler

13409 SE 42nd St.

Bellevue, WA 98006

fowlerds@gmail.co,

206-795-1530

David S. Fowler
Lecturer
Comparative Religion & Asian Language & Literature
University of Washington
he/him

Owner(s):

Contact ID	Name	Type	Phones	Email
1071901	David Fowler	Individual		fowlerds@gmail.com

Communication ID: 497830

Communication (2/19/2022)

Armando Lindner Draft EIS Comment

Dear Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm impressed by their efforts and great expense in building a new larger storefront. I look forward to their classes on knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Armando Lindner

Home address: 7240 86 ave SE, Mercer Island, Wa 98040

Email: armandolindner@comcast.net

Phone: 206-427-4036

Owner(s):

Contact ID	Name	Type	Phones	Email
1072929	Armando Lindner	Individual	+1 (206) 427-4036	~~armandolindner@comcast.net~~

Communication ID: 497832

Communication (2/19/2022)

Alexandre Voyot Draft EIS Comment

Dear Council members and Sound Transit,

I am an online customer of BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm supportive of their new larger storefront and their ability to offer classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:
BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you,

Alexandre Voyot

179 Alsek Rd.
Whitehorse, Yukon, Y1A 4L8
CANADA

alexoorion@yahoo.fr
1-867-633-3697

Owner(s):

Contact ID	Name	Type	Phones	Email
1072931	Alexandre Voyot	Individual	+1 (867) 633-3697	~~alexoorion@yahoo.fr~~

Communication ID: 497834

Communication (2/19/2022)

Doug Campbell Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
Doug Campbell

BladeGallery Inc Customer

Owner(s):

Contact ID	Name	Type	Phones	Email
1072932	Robert Campbell	Individual		~~dkcampbl@yahoo.com~~

Communication ID: 497835

Communication (2/19/2022)

Stefan Bremer Draft EIS Comment

Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening.

I am located in Germany. The US distributor of the company I am working for is located in Everett near Seattle. Being responsible for our international sales department I am visiting our distributor frequently and I always take the opportunity to drop by at BladeGallery's Epicurean Edge shop, located in SODO (Seattle), enjoying their outstanding selection of handmade knives and purchasing a nice knife for my collection.

I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Stefan

Stefan Bremer
Maierbreite 17
86874 Tussenhausen - Germany

Phone: +49 8268 90 85 725
Cell: +49 172 829 7736

Email: stefanbremer@gmx.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1072933	Stefan Bremer	Individual		~~stefanbremer@gmx.com~~

Communication ID: 497836

Communication (2/18/2022)

Karen Montague Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Karen Montague

Home address: 12603 SE 59 St Bellevue 98006

Email: karenmontague@comcast.net

Phone: 425.698.3540

Owner(s):

Contact ID	Name	Type	Phones	Email
1072934	karen Montague	Individual		~~karenmontague@comcast.net~~

Communication ID: 497838

Communication (2/18/2022)

Shang-Chun Lin Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: SHANG-CHUN LIN

Home address:Taiwan

Email: fatbn24@gmail.com

Phone:

Owner(s):

Contact ID	Name	Type	Phones	Email
1072935	Shang-Chun Lin	Individual		~~fatbn24@gmail.com~~

Communication ID: 497839

Communication (2/18/2022)

Stephanie Hurst Draft EIS Comment

Dear Council members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 7 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time,please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Stephanie Hurst

Home address: 11310 NE 102nd St Kirkland WA

Email: smamhurst@gmail.com

Phone: (425) 830-5621

Owner(s):

Contact ID	Name	Type	Phones	Email
1072936	Stephanie Hurst	Individual	+1 (425) 830-5621	~~smamhurst@gmail.com~~

Communication ID: 497840

Communication (2/18/2022)

Dale Miller Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a knife maker and make custom kitchen knives and folding knives that are sold at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs – in fact, I learned my sharpening skills from owner Daniel O'Malley. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for my work.

Please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Dale D. Miller

dalemiller2@msn.com

5422 NE 180th St. / Lake Forest Park / WA 98155

206.992.5549

Owner(s):

Contact ID	Name	Type	Phones	Email
1072937	Dale Miller	Individual	+1 (206) 992-5549	~~dalemiller2@msn.com~~

Communication ID: 497843

Communication (2/18/2022)

Andreas Baumgarten Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Please don't be surprised that I'm from Germany. I visit BladeGallery on every business trip I take to Redmond to work with Microsoft.

Yours,

Andreas Baumgarten

BladeGallery Inc Customer:

Andreas Baumgarten

Home address: 38518 Gifhorn, Germany

Email: andreas@wolfpaw.de

Phone: +49 151 651 42 333

Owner(s):

Contact ID	Name	Type	Phones	Email
1072939	Andreas Baumgarten	Individual	+4915165142333	~~andreas@wolfpaw.de~~

Communication ID: 498779

Communication (3/24/2022)

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). After two years of capital investment to their SODO location, they completed their move from Kirkland, WA to SODO in Fall 2021. Their progression from a cramped space to a larger showroom allows for elevated customer service as well as expansion of services. New services include: knifemaking, forging, culinary knife skills, and sharpening. Epicurean Edge acts as a cultural hub for the Seattle culinary community. Through the passing of knowledge, they inspire customers like myself to explore diverse regional cuisines. I recently heard their new location may be in the path of expansion for the Light Rail. Epicurean Edge is a unique business serving as a hub for the international bladesmithing community that can't be found anywhere else. Please help support a path for the Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

If you have any questions regarding BladeGallery that I as a customer can help answer, please feel free to reach out to me.

Best Regards,
Ryan Eng

Owner(s):

Contact ID	Name	Type	Phones	Email
1073599	Ryan Eng	Individual		ryeng94@gmail.com

Communication ID: 498780

Communication (3/11/2022)

Elizabeth Strauss Draft EIS comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. I would really like to be able to be able to access their services locally!

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours truly,

Elizabeth Strauss
3208 168th Ave NE
Bellevue, WA 98008
elizstr@gmail.com
425.556.0198

Owner(s):

Contact ID	Name	Type	Phones	Email
1073617	Elizabeth Strauss	Individual	+1 (425) 556-0198	elizstr@gmail.com

Communication ID: 499211

Communication (2/18/2022)

Joss Delage Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). As a stay-at-home Dad, I rely on quality chef knives and goof knife handling skills to prepare food for my family.

This last fall, Bladegallery moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge

3628 E Marginal Way S

Seattle, WA 98134

(425) 889-5980

Thank you. Sincerely,

Joss Delage
1516 17th avenue East
Seattle WA 98112
(206) 498-9854

Owner(s):

Contact ID	Name	Type	Phones	Email
1074124	Joss Delage	Individual	+1 (206) 498-9854	j.delage@gmail.com

Communication ID: 499686

Communication (2/19/2022)

Yuliya Staley Draft EIS Comment

Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
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  3628 E Marginal Way S
  Seattle, WA 98134
  (425) 889-5980

Yours,
BladeGallery Inc Customer: Yuliya Staley
Home address: 2943 SW 310th St Federal Way, WA 98023
Email: Yuliya.staley@gmail.com
Phone: 206 353 9768

Owner(s):

Contact ID	Name	Type	Phones	Email
1074628	Yuliya Staley	Individual		yuliya.staley@gmail.com

Communication ID: 499688

Communication (2/19/2022)

Zachary Shearer Draft EIS Comment

Dear Council members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.

The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.

They also offer a high performance sharpening service for home and professional chefs.

I'm looking forward to their classes aimed at established knifemakers and beginners.

BladeGallery Inc is a small business that currently supports 7 employee households.

BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge

3628 E Marginal Way S

Seattle, WA 98134

(425) 889-5980

Yours,

Zachary Shearer
BladeGallery Inc Customer

Home address:
9821 Summerwood Cir. Apt 2908
Dallas, TX 75243

Owner(s):

Contact ID	Name	Type	Phones	Email
1074632	Zachary Shearer	Individual		shearme@gmail.com

Communication ID: 502604

Communication (4/27/2022)

Murray White Draft EIS Comment

Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980
Let me now add a bit of personal information.
In 1960 I began my University education at Seattle Pacific College ad after 5 quarters transferred to the University of Washinton where I earned a BA in Bus. Admin Mrktg Major.
During the time at the UW I lived much of those years in the U District. Upon graduation I married a US citizen (since divourced), became employed by North American Life before being transferred to Totonto On.
While at the UW, I did volunteer work with the Radio and TV station as broadcaster and stage manager. I also took a course in Theatre ORganization and Management from Dr. Greg Falls and then became the first House Manager of ACT -- A Contemporary Theatre in 1965 which was a Professional Summer Stock company created by Dr. Falls. While there I found a continued interest in photography from the Theatre Manager which four years later having move to the GTA I began a 33 year career as a Wedding/Portrait photographer. I earned a Master of Photographic Arts PPOC and was Chairman of the Central Portrait division plus other positions.
While working in this career, I learned of Custom Knives and joined the Canadian Knife Collectors Association and joined the Board 3 month after joining in August of 1980. Six months later I was President and remained on the board until 1997. We had many knife shows an a few yeaar aafe t Canadian Knifemakers Guild was formed, I was given Honorary Membership.
I have known Blade Gallery & Dan O'Malley for over 20 years and hope that you can see that his business will continue to thrive in Seattle. Another business that I find myself having an attachment too is Dale Chihouly and wished that his new gallery had been open at our last Seattle visit in 2011.

I will attach an image taken by me of a knife I purchased from Dan in 2000 on a trip to Seattle.
Let me close by simply saying -- Go Huskies!!! However, I hope the Blue Jays can defeat the Mariners.

Yours,
BladeGallery Inc Customer: Murray White
Home address: 1200 Shamir Cr. Mississauga, ON Canada
Email: phymur@rogers.com
Phone: 1-905-275-8320

Documents: billykojetindaggerDFL2522mmulti.jpg

Owner(s):

Contact ID	Name	Type	Phones	Email
1077016	Murray White	Individual		phymur@rogers.com

Communication ID: 502610

Communication (4/27/2022)

Cheyenne DeLoach Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
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BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Cheyenne DeLoach
8714 35th Ave NE #303
Seattle, WA 98115
541-941-3871

Owner(s):

Contact ID	Name	Type	Phones	Email
1077021	Cheyenne DeLoach	Individual		cdeloachwork@gmail.com

Communication ID: 502814

Communication (4/28/2022)

Dear Councilmembers and Sound Transit,

I am a customer and blade smith who is regularly represented at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to being involved in teaching their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else.

Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business:
As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.
As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives.
As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives
As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives.
As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives.

As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls.
As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.
As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.
As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.
Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative.
As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources.
Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations.
Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.

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During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans

they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980.

Thank you for your consideration,
David

David Tuthill
Fire Horse Forge
1415 NW 49th St
Seattle, WA 98107
206-229-6008

Owner(s):

Contact ID	Name	Type	Phones	Email
1077211	David Tuthill	Individual		firehorseforge@gmail.com

Communication ID: 503055

Communication (4/28/2022)

Bruce Blake Draft EIS Comment

Dear Council Members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to hopefully taking their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

While I strongly support public mass transit I think Sound Transit and the King County government need to do more to minimize collateral damage from the use of eminent domain. In addition to knife makers this shop is important to the local chef, restaurant, and food lover community. There will be considerable ripple effects of collateral damage if this shop is forced to close or to move into a less desirable location.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Bruce Blake

Owner(s):

Contact ID	Name	Type	Phones	Email
1077421	Bruce Blake	Individual	+1 (612) 708-1708	halfcoherent@gmail.com

Communication ID: 503543

Communication (4/28/2022)

Jarod Owen Draft EIS Comment

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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o They also offer a high-performance sharpening service for home and professional chefs.

o I'm looking forward to their classes aimed at established knifemakers and beginners.

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I would also add that like Ballard, the SODO district needs to remain quirky and keep its artisan appeal. This uniqueness is a nationally known Washington state quality and value. We all know that mass transit is important, however, the cultural value-added businesses and locations need to be taken into consideration as well, not just as businesses or land parcels, but also as destination experiences that are the fabric of our state's tourist appeal.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Jarod Owen

Home address: 505 S 31st St Renton WA 98039

Email: Jarodowen@gmail.com

Phone:206 335 6682

Owner(s):

Contact ID	Name	Type	Phones	Email
1078541	Jarod Owen	Individual		jarodowen@gmail.com

Communication ID: 503546

Communication (4/28/2022)

Javier Romero Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours, Javier Romero

BladeGallery Inc Customer:

Home address: 9787 Katy Freeway Houston TX. 77024

Email: ralexanderj@gmail.com

Phone: 713-213-0582

JAVIER ROMERO

chef de' cuisine

HOUSTON MEMORIAL CITY | DALLAS UPTOWN | AUSTIN DOWNTOWN | HOUSTON MUSEUM DISTRICT

DIRECT: 713-213-0582 | MAIN: 713.465.9292 | FAX: 713.821.1916

9787 KATY FREEWAY, HOUSTON, TX 77024

JROMERO@HOTELZAZA.COM | HOTELZAZA.COM

Owner(s):

Contact ID	Name	Type	Phones	Email
1078544	Javier Romero	Individual		jromero@hotelzaza.com

Communication ID: 503547

Communication (4/28/2022)

Susanna Linse Draft EIS Comment

Dear Councilmembers and Sound Transit:

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle.

I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,

Susanna Linse
Homeowner / registered voter in Seattle WA 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
1078545	Susanna Linse	Individual		luna.belle@comcast.net

Communication ID: 503692

Communication (4/27/2022)

Scott Woodham Draft EIS Comment

Dear Councilmembers and Sound Transit

Even though I live three hours away from their shop, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). They are master sharpeners in demand by the finest chefs around the world, and they stock an incredible selection of blades for the kitchen for all price levels. It's astonishing to me that their expertise is available—and affordable--for the likes of me, a humble home chef. I've purchased products from them, and have used their sharpening service. Since I learned about them and their community after moving to Washington several years back, I have become a customer for life. They are truly a treasure.

This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new, larger, and more convenient storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,
Scott Woodham
1136 S. Bobbi Dr.
Moses Lake, WA 98837
scott_woodham@mac.com
(907) 230-1882

Owner(s):

Contact ID	Name	Type	Phones	Email
1078668	Scott Woodham	Individual		scott_woodham@mac.com

Communication ID: 503704

Communication (4/27/2022)

Alfredo Dwan Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Alfredo Dwan

Home address: 13720 87th Ave Ne, Kirkland WA 98034

Email: brasildwan@hotmail.com

Phone: 2062650045

Owner(s):

Contact ID	Name	Type	Phones	Email
1072542	Alfredo Dwan	Individual		brasildwan@hotmail.com

Communication ID: 503706

Communication (4/27/2022)

Richard Willis Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Richard Willis

Home address: 1705 Belmont Ave, Apt 102, Seattle, WA 98122

Email: richard.willis89@yahoo.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1078679	Richard Willis	Individual		richard.willis89@yahoo.com

Communication ID: 503811

Communication (4/28/2022)

David Kim Draft EIS Comment

Dear Council members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving the bladesmithing community, that truly is a one of a kind establishment. I'm writing to personally ask for your help to support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. I am a customer that holds this business in high regard. It is difficult to start any business but it is especially challenging to do what they have done in such a niche market. My heart goes out to them in having to potentially take on additional challenges that may occur if they were forced to move. This isn't a big corporate backed business... it's like an extension of the mom & pop shop for the international community.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
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I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
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During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,
David Kim

BladeGallery Inc Customer:

31915 Rancho California Rd #200-232
Temecula, CA 92591

urbstone@gmail.com

808-294-2545

Owner(s):

Contact ID	Name	Type	Phones	Email
1078776	David Kim	Individual		urbstone@gmail.com

Communication ID: 503825

Communication (4/28/2022)

Erik Christensen Draft EIS Comment

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle) and you should be also. This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer:

Erik Christensen, DVM

8810 NE 185th st.

Bothell, WA

98011

erik.c.bar @gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1078788	Erik Christensen	Individual		erik.c.bar@gmail.com

Communication ID: 503827

Communication (4/28/2022)

Robin Leibbrand Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Robin Leibbrand

Home address:13112 trail driver street,Austin tx 78737

Email:pigmy52@aol.com

Phone:512 466-8696

Owner(s):

Contact ID	Name	Type	Phones	Email
1078789	Robin Leibbrand	Individual		pigmy52@aol.com

Communication ID: 503836

Communication (4/28/2022)

Jenifer Lambert Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,

Jenifer Lambert

BladeGallery Inc Customer:

Home address: 12216 Scenic Drive, Edmonds, WA 98026

Email: jenifer@terrasvc.com

Phone: 206-715-2831

Owner(s):

Contact ID	Name	Type	Phones	Email
1078796	Jenifer Lambert	Individual		jenifer@terrasvc.com

Communication ID: 503842

Communication (4/28/2022)

Patrick Giloi Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Patrick Giloi

Home address: 107 Cherry St APT 1006 Seattle WA 98104

Email: pgiloi@hotmail.com

Phone: 4254401844

Owner(s):

Contact ID	Name	Type	Phones	Email
1078801	Patrick Giloi	Individual		pgiloi@hotmail.com

Communication ID: 504391

Communication (4/27/2022)

John Christy Draft EIS Comment

Dear Folks,
The owners of Blade Gallery, Inc. have reached out to their customers for help. I understand that their brick and mortar shop, address below, is in the currently planned path of the light rail extension. The company prepared the text of an email requesting that you consider a slightly altered route that would not force Blade Gallery, Epicurean Edge to move from their new location in SODO. A move for this small company would be an incredible hardship and prohibitively expensive for them. They would likely have to close their doors which would be a huge loss to many. I urge you to do all you can so that their shop can continue to operate at its current location.

I am sure you have read their prepared email. I support their arguments. This is an excellent small company that has been contributing greatly to the art and craft of knifemaking in the Northwest. Knives are not only tools we all use but knife making, over the past 30 years or so, has become a craft and art form in which many of us have participated as a rewarding hobby, much like woodworking or metalworking. I regard Blade Gallery's Epicurean Edge as a source of learning and inspiration, not just or only a retail store. The term "gallery" is descriptive and appropriate. Their showroom displays knife art from around the world. Little known perhaps, they also sell jewelry, some by knife makers or partner teams. In 2003 we ordered, for our twentieth anniversary, two custom gold and damascus (folded steel) rings made by the Swedish team of Sara-Mi Liljeholm and Roger Bergh. Roger is one of the top makers of Scandinavian style art knives. He hand-forges the damascus. Sara-Mi is the jeweler. She forms the steel and gold into unique rings. Blade Gallery is an important outlet for Sara-Mi's jewelry in the USA. I have attached a couple of (quickly taken) photos of these rings.

Blade Gallery's Epicurean Edge is located at
3628 E Marginal Way S

Seattle, WA 98134

(425) 889-5980

Thank you for your attention.
John Christy
BladeGallery Inc Customer:
Home address: 9749 NE Sunny Hill Circle, Bainbridge Island WA 98110
Email:christyjh@gmail.com
Phone: (360) 649-7138

Documents: thumbnail_IMG_3705.jpg

Owner(s):

Contact ID	Name	Type	Phones	Email
1079290	John Christy	Individual		christyjh@gmail.com

Communication ID: 504505

Communication (4/28/2022)

Zachary Brown Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Zachary Brown

Home address: 3203 35th Ave S

Email: zac@zacbrown.org

Phone: 206-486-5875

Owner(s):

Contact ID	Name	Type	Phones	Email
1079385	Zachary Brown	Individual		zac@zacbrown.org

Communication ID: 504524

Communication (4/28/2022)

Sarah Williams Draft EIS Comment

Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to Seattle. . I have recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that cannot be found anywhere else. We have been patrons of theirs for years. There is no other business in the world that has everything that they provide. Please help support a path for Light Rail that does not displace BladeGallery's Epicurean Edge. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chefâ€™s knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. Iâ€™m looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down â€“ resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Sarah Williams 21410 NE 151st Street Woodinville, WA 98077 sarahwilliams.1@juno.com 425-788-6843

Owner(s):

Contact ID	Name	Type	Phones	Email
1079403	Sarah Williams	Individual		sarahwilliams.1@juno.com

Communication ID: 504531

Communication (4/27/2022)

Kristen Steffen Draft EIS Comment

Dear Council members and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge. This last fall, they moved from Kirkland, WA to Seattle. I'm excited for them to have a new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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Seattle, WA 98134
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Owner(s):

Contact ID	Name	Type	Phones	Email
1079409	Kristen Steffen	Individual		curlysueci@gmail.com

Communication ID: 504538

Communication (4/27/2022)

Jennifer Fournier Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Regards,

Jennifer Fournier

BladeGallery Inc Customer:

Home address: 10432 NE 47th Pl, Kirkland, WA 98033

Email: jfbelltown@yahoo.com

Phone: 206-713-9545

Owner(s):

Contact ID	Name	Type	Phones	Email
1079415	Jennifer Fournier	Individual		jfbelltown@yahoo.com

Communication ID: 504539

Communication (4/27/2022)

Leo Tanlu Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer:

Leo Tanlu

PO Box 212427

Chula Vista, CA 91921

Sent from my iPhone

Owner(s):

Contact ID	Name	Type	Phones	Email
1079416	Leo Tanlu	Individual		oakleo24@yahoo.com

Communication ID: 504540

Communication (4/27/2022)

Fred Dial Draft EIS Comment

?Dear Councilmembers and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Regards,

Fred Dial

1601 Sequoia Trail

Glenview, IL 60025

dial430@mac.com

847 9212686

Owner(s):

Contact ID	Name	Type	Phones	Email
1079417	Fred Dial	Individual		dial430@mac.com

Communication ID: 504542

Communication (4/27/2022)

Derek Quattrini Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Derek Quattrini

Email: quattrini47@gmail.com

Phone: 551.404.2315

Owner(s):

Contact ID	Name	Type	Phones	Email
1079419	Derek Quattrini	Individual		quattrini47@gmail.com

Communication ID: 504545

Communication (4/27/2022)

Isaac Christian Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Isaac christian

12720 NE 120th st #I8

Kirkland, WA 98034

Isaac.christian@gmail.com

808-937-4874

Owner(s):

Contact ID	Name	Type	Phones	Email
1079420	Isaac Christian	Individual		isaac.christian@gmail.com

Communication ID: 504546

Communication (4/27/2022)

Chris McFadden Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Chris McFadden

Home address: 1306 Chestnut St #9 Everett WA 98201

Email: chrisgmcfadden@gmail.com

Phone: 206-295-2028

Owner(s):

Contact ID	Name	Type	Phones	Email
1079421	Chris McFadden	Individual		chrisgmcfadden@gmail.com

Communication ID: 504547

Communication (4/27/2022)

Will Manning Draft EIS Comment

Dear Council members and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Blade Gallery Customer Will Manning
405 East Main Street
Jonesborough TN 37659
heartwoodforge@gmail.com
850-544-6963

Owner(s):

Contact ID	Name	Type	Phones	Email
1079422	Will Manning	Individual		heartwoodforge@gmail.com

Communication ID: 504606

Communication (4/28/2022)

Antoine Pepino Draft EIS Comment

organization that is worth saving.

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer:

Home address:

Email:

Phone:

Owner(s):

Contact ID	Name	Type	Phones	Email
1079478	Antoine Pepino	Individual		anthony.pepino1@gmail.com

Communication ID: 504631

Communication (4/28/2022)

Chao-Ching Wu Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
BladeGallery Inc Customer: Chao-Ching Wu
Home address: 13421 NE 129th Dr. Kirkland, WA 98034
Email: goyasco@comcast.net
Phone: 425.314.3962

Owner(s):

Contact ID	Name	Type	Phones	Email
1079494	Chao-Ching Wu	Individual		goyasco@comcast.net

Communication ID: 504663

Communication (4/28/2022)

Andrew Dieken Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
BladeGallery Inc Customer: Andrew Dieken
Home address: 7705 168th Ave NE Unit 116 Redmond WA 98052
Email: andrewrd@live.com
Phone: 425-577-0068

Owner(s):

Contact ID	Name	Type	Phones	Email
1079520	Andrew Dieken	Individual		andrewrd@live.com

Communication ID: 504664

Communication (4/28/2022)

John Polati Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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Seattle, WA 98134

(425) 889-5980

I really hope that this business and location will be able to remain intact. They are great people that offer a very unique custom product and service to their immediate community as well as to nationwide collectors like myself.
Yours,

BladeGallery Inc Customer: John Polati

Home address: 649 Eastview Way, Woodside, CA 94062

Email: kjaw@sbcglobal.net

Phone: (650)787-8407

Owner(s):

Contact ID	Name	Type	Phones	Email
1079521	John Polati	Individual		kjaw@sbcglobal.net

Communication ID: 504665

Communication (4/28/2022)

Matt Jacobs Draft EIS Comment

Dear Councilmembers and Sound Transit

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Matt Jacobs

Former City Council Member Woodland, WA

BladeGallery Inc Customer:

Home address: 720 Beechwood st

Woodland, WA 98674

Email: jacmac422@yahoo.com

Phone: 360-635-2662

Owner(s):

Contact ID	Name	Type	Phones	Email
1079522	Matt Jacobs	Individual		jacmac422@yahoo.com

Communication ID: 504666

Communication (4/28/2022)

Robert Hook Draft EIS Comment

Dear Councilmembers and Sound Transit

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Seattle, WA 98134
(425) 889-5980

Yours,

Robert Hook

BladeGallery Inc Customer:

Home address:3247 Wyatt Rd North Pole AK 99705

Email:bobhook@me.com

Phone:907 460 0171

Owner(s):

Contact ID	Name	Type	Phones	Email
1079523	Robert Hook	Individual		bobhook@me.com

Communication ID: 504667

Communication (4/28/2022)

Oscar Bleetstein Draft EIS Comment

Councilmembers, Sound Transit staff, and concerned representatives,

I am an avid knife and art collector and, due to your potential use of Eminent Domain, I'm concerned about the future health and stability of BladeGallery's Epicurean Edge, one of the premier American participants in the Metal Arts world. Make no mistake, while BladeGallery is a thriving local business in your community, their ability to draw people and activity to Seattle is global. Case in point: I'm writing you from the other side of the Country…

This last fall, they moved from Kirkland, WA to Seattle to SODO. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through Eminent Domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Feel free to contact me directly should you wish additional information regarding this matter:

Oscar Bleetstein
124 West 119th Street, NY NY 10026
oscar@bleetstein.com
917-376-7227

Owner(s):

Contact ID	Name	Type	Phones	Email
1072049	Oscar Bleetstein	Individual		~~oscar@bleetstein.com~~

Communication ID: 504668

Communication (4/28/2022)

Steven Bell Draft EIS Comment

Dear Councilmembers and Sound Transit

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Steven Bell

Home address: 1703 NE 124th St Seattle Wa 98125

Email: bell.steven.a@gmail.com

Phone: 425.387.2599

Owner(s):

Contact ID	Name	Type	Phones	Email
1079524	Steven Bell	Individual		bell.steven.a@gmail.com

Communication ID: 504669

Communication (4/28/2022)

Steve Hoverson Draft EIS Comment

Dear Council Members and Sound Transit

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Please take the time to respond,

Steve Hoverson
5312 Sound Ave
Everett Wa 98203
206 484 0171
stevehoverson@gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1079525	Steve Hoverson	Individual		stevehoverson@gmail.com

Communication ID: 504671

Communication (4/28/2022)

Todd Kurtzer Draft EIS Comment

Dear Council members and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Todd Kurtzer

BladeGallery Inc Customer

1727 S Indiana Ave #401 Chicago IL 60616

t.kurtzer@comcast.net

8472071522

Owner(s):

Contact ID	Name	Type	Phones	Email
1079527	Todd Kurtzer	Individual		t.kurtzer@comcast.net

Communication ID: 504673

Communication (4/28/2022)

Bruce Barnett Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The
2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery
Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous

hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Bruce Barnett

PO Box 1021, Bridgetown, 6255 Western Australia

Email: barnettcustomknives@bigpond.com

Phone: 61 419 243 855

Owner(s):

Contact ID	Name	Type	Phones	Email
1072108	Bruce Barnett	Individual		barnettcustomknives@bigpond.com

Communication ID: 504674

Communication (4/28/2022)

Larry Teaberry Jr Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Larry A Teaberry Jr

BladeGallery Inc Customer:

Home address: 1900 Hubbard Rd, Youngstown, OH,44405

Email: motormkr@aol.com

Phone: 330 747-1600

Owner(s):

Contact ID	Name	Type	Phones	Email
1079529	Larry Teaberry Jr	Individual		motormkr@aol.com

Communication ID: 504675

Communication (4/28/2022)

Heather Harvey Draft EIS Comment

Dear Council members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick-and-mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high-performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that it will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
Kevin and Heather Harvey
ABS Mastersmiths

BladeGallery Inc Customer: https://www.bladegallery.com/shopdisplayproducts.asp?id=194&cat=Harvey%2C+Kevin%2C+M%2ES%2E

Owner(s):

Contact ID	Name	Type	Phones	Email
1079530	Heather Harvey	Individual		heavin@heavinforge.co.za

Communication ID: 504677

Communication (4/28/2022)

Frank DeLuna Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Mr. Frank DeLuna
Home address: 5227 FELL AVE., San Jose, CA

Email: frank.deluna@att.net

Phone: 408-440-1351

Frank DeLuna
frank.deluna@att.net

Owner(s):

Contact ID	Name	Type	Phones	Email
1079531	Frank DeLuna	Individual		frank.deluna@att.net

Communication ID: 504682

Communication (4/27/2022)

William Dawson Draft EIS Comment

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I have personally been waiting to explore their teaching with my 12year old daughter because her seattle public school no longer offers any such classes (like shop or skill work).

I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. To lose a valuable small business such as this would be to declare this art form not valuable, so I challenge you as you cook your dinner tonight ask yourself…"did a knife maker help me put food on my table tonight?"

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Kind regards,

Will Dawson
BladeGallery Inc Customer
Home address: 8651 34th Ave SW Seattle, WA 98126

Email: willwdawson@me.com

Phone: 303-475-3159

Owner(s):

Contact ID	Name	Type	Phones	Email
1079535	William Dawson	Individual		willwdawson@me.com

Communication ID: 504683

Communication (4/27/2022)

Kyle Fong Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Kyle Fong

Home address: 1525 NW 57th St #631, Seattle, WA 98107

Email: chef.kfong@gmail.com

Phone:916-6058412

Owner(s):

Contact ID	Name	Type	Phones	Email
1079536	Kyle Fong	Individual		chef.kfong@gmail.com

Communication ID: 504685

Communication (4/27/2022)

Kent Morrison Draft EIS Comment

Dear Councilmembers and Sound Transit
I am a customer of BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

R. Kent Morrison

7701 Rialto Blvd., UNIT #34, Austin TX 78735

rkentmorrison@gmail.com

512.415.2530

Owner(s):

Contact ID	Name	Type	Phones	Email
1079538	Kent Morrison	Individual		rkentmorrison@gmail.com

Communication ID: 504874

Communication (4/28/2022)

Johnathan Frania Draft EIS Comment

Dear Councilmembers and Sound Transit

I was saddened to receive an email last night from The BladeGallery and learn that their business in jeopardy.

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle) and disappointed to learn that a business that is still new to your city (2 years), its citizens and creative community may be loosing their storefront. A small business that is still investing in your community with renovations and developing their facility to fully support their customers, may be sent packing.

I have known about BladeGallery for many years, I have yet to find another business in the cutlery market space with such a diverse offering of knives (supporting more than 600 artisans from around the world) and this level of quality (hand crafted, forged durability). No other business brings this many brands to one accessible location.

I would love to visit their new larger storefront and the opportunity to attend one of their classes such in knifemaking, forging, culinary knife skills, and sharpening.

Learning that they are in danger of their loosing their new location, being taken through eminent domain, for the DUW-1a and DUW-1b Light Rail paths is unfortunate. I recognize the importance of rail transit and public transportation but please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Their little corner of your city serves them and the community well as it ties in with neighboring business's as well.
Seaport Steel
Lindmark Machine Works
Decorative Metal Arts
Lawless Forge
and SCR Studios

These businesses support each other and the hard working, creative community of crafters.
Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

Please, visit The BladeGallery Showroom, experience this amazing building and what it has to offer before making your decision. These are not products you will find at a big box store.

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,
Johnathan Frania

BladeGallery Inc Customer from the other side of this amazing country:

Home address: 164 Springhouse Rd Allentown, PA 18104

Email:coldmm803@yahoo.com

Phone: 570-574-4375

Owner(s):

Contact ID	Name	Type	Phones	Email
1079758	Jonathan Frania	Individual		coldmm803@yahoo.com

Communication ID: 504884

Communication (4/27/2022)

Bern Sponenburgh Draft EIS Comment

Dear Council members and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sq ft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife-making community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Sincerely,

A BladeGallery Inc Customer

Bern Sponenburgh
PO BOX 1206
Flagler Beach, FL 32136-1206
Email: Sponiebr@yahoo.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1079766	Bern Sponenburgh	Individual		Sponiebr@yahoo.com

Communication ID: 504886

Communication (4/27/2022)

Cutter Hays Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Cutter Hays

BladeGallery Inc Customer:
Home address: 506 Canyon dr. Unit 78, Oceanside CA 92054
Email: vetch@pacbell.net
Phone: 7606857474

Owner(s):

Contact ID	Name	Type	Phones	Email
1079768	Cutter Hays	Individual		vetch@pacbell.net

Communication ID: 504888

Communication (4/27/2022)

Heui Young Joo Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. I really cannot stress this part enough. In this day and age, when we are drowning in cookie cutter chain store fronts, it is crucial to keep alive a business such as Epicurean Edge. There is literally no place to take knives to get sharpened properly except for this place. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Heui Young Joo

12611 95th pl Kirkland WA 98034

Owner(s):

Contact ID	Name	Type	Phones	Email
1079769	Heui Young Joo	Individual		hyoungjoo@gmail.com

Communication ID: 504891

Communication (4/27/2022)

Tony Pikus Draft EIS Comment

Dear Councilmembers and Sound Transit

I have been a customer at BladeGallery's Epicurean Edge in SODO (Seattle) for quite sometime. This last fall, they moved from Kirkland, WA to Seattle. I made a trip from Chicago to specifically visit them and was excited about their new larger storefront, and looked forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.
Who is BladeGallery?

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During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

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BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Tony Pikus
BladeGallery Inc Customer:

Home address:6350 N Hoyne, Chicago, IL 60659
Email: toly13@yahoo.com

Phone:847-877-2093

Owner(s):

Contact ID	Name	Type	Phones	Email
1079772	Tony Pikus	Individual		toly13@yahoo.com

Communication ID: 504916

Communication (4/27/2022)

Bruce Mackinnon Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

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BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours, BRUCE MACKINNON

BladeGallery Inc Customer:

Home address: KAMLOOPS BC CANADA

Email: BRUCEMACKINNONRV@YAHOO.CA
Phone:

Owner(s):

Contact ID	Name	Type	Phones	Email
1079787	Bruce Mackinnon	Individual		brucemackinnonrv@yahoo.ca

Communication ID: 504926

Communication (4/28/2022)

Chen Wei Chun Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer: Chen wei chun

Home address: No. 13, Shuiyuan Rd., Sanmin Dist., Kaohsiung City Taiwan (R.O.C.)

Email:mj23kvl@yahoo.com.tw

Phone:0937622193

Owner(s):

Contact ID	Name	Type	Phones	Email
1079796	Chen Wei Chun	Individual		mj23kvl@yahoo.com.tw

Communication ID: 504928

Communication (4/28/2022)

Tyler Cluverius Draft EIS Comment

Dear Council Members and Sound Transit:

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knife making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

- BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
- The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
- They also offer a high performance sharpening service for home and professional chefs.
- I'm looking forward to their classes aimed at established knife makers and beginners.
- BladeGallery Inc is a small business that currently supports 8 employee households.
- BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife making community.

The BladeGallery Showroom is at:
BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Tyler Cluverius
Seattle, WA 98117
tynlol@earthlink.net
206-228-8277

Owner(s):

Contact ID	Name	Type	Phones	Email
1072078	Tyler Cluverius	Individual		tynlol@earthlink.net

Communication ID: 504929

Communication (4/28/2022)

Matt Selby Draft EIS Comment

Dear Councilmembers and Sound Transit

I'm a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening.

I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs. It's pretty much the only sharpening service in south seattle as far as I know.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

-Matt Selby

BladeGallery Inc Customer:

Home address: 4321 15th Ave S, Seattle, WA

Email: admiralzing@gmail.com

Phone: 206-214-5180

Owner(s):

Contact ID	Name	Type	Phones	Email
1079798	Matt Selby	Individual		admiralzing@gmail.com

Communication ID: 504930

Communication (4/28/2022)

Bernard Harguindeguy Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:
BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

All the Best,

BladeGallery Inc Customer: Bernard Harguindeguy

Home address: 95 Encino Rd., Atherton, CA 94027

Email: bernardharguindeguy@yahoo.com

Phone: 415 218 1639

Bernard

Bernard Harguindeguy
415 218 1639

Owner(s):

Contact ID	Name	Type	Phones	Email
1079799	Bernard Harguindeguy	Individual		bernardharguindeguy@yahoo.com

Communication ID: 504931

Communication (4/28/2022)

Jack Sly Draft EIS Comment

Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Respectfully

Jack Sly

BladeGallery Inc Customer:

2110 290th Ave NE

Carnation WA 98014

Email: jacksly@aol.com

Phone: 425.444.3704

Owner(s):

Contact ID	Name	Type	Phones	Email
1079800	Jack Sly	Individual		jacksly@aol.com

Communication ID: 504933

Communication (4/28/2022)

Margaret Way Draft EIS Comment

Dear Council members and Sound Transit
I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

John and Margaret Way, BladeGallery Inc Customers

8440 West Mercer Way

Mercer Island, WA 98040

206-232-0604

pjway@comcast.net

Owner(s):

Contact ID	Name	Type	Phones	Email
1072109	Margaret Way	Individual		~~pjway@comcast.net~~

Communication ID: 504936

Communication (4/28/2022)

Greg Hindman Draft EIS Comment

Dear Council members and Sound Transit,

I am writing to you about the actions you are about to take in legally stealing this companies business. Giving them a fair market price is no where near fair compensation for all the unpaid actions they have done and will need to do if this happens. Stand in their shoes and ask about their greater good. Look in the mirror and reflect on the harm you will do to the individual.

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Greg Hindman
BladeGallery Inc Customer:

Home address: 5128 Nathan Loop SE Auburn Wa 98092

Email:greghindman@comcast.net

Phone: 253-486-5161

Owner(s):

Contact ID	Name	Type	Phones	Email
1079803	Greg Hindman	Individual		greghindman@comcast.net

Communication ID: 504938

Communication (4/28/2022)

Deborah Good Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer:

Home address:

8425 228th ST SW Edmonds, WA, 98026
Email:

debbychan@me.com
Phone:

206-349-1819

Owner(s):

Contact ID	Name	Type	Phones	Email
1079805	Deborah Good	Individual		debbychan@me.com

Communication ID: 504940

Communication (4/28/2022)

Bill Burke Draft EIS Comment

Dear Councilmembers and Sound Transit, I am a vendor at Blade Gallerys Epicurean Edge in SODO (Seattle). I live in Boise Idaho and I have been a custom knife maker for the past twenty four years and have been a blade gallery vendor since 2001. This last fall, Blade Gallery moved from Kirkland, WA to Seattle. Im excited about their new larger storefront and look forward to possibly teaching classes such as knifemaking, forging, culinary knife skills, and sharpening. Ive recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. Although I live in Idaho, at least 50% of my income is from selling knives and teaching classes to and for Bladegallery. This is a unique business, providing a service not found anywhere else in the Northwest let alone Seattle, serving as n hub for the international bladesmithing community, that cant be found anywhere else. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I look forward to being a part of their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artistsand significantly contributes to their yearly incomes. During these stressful and unpredictable times, please help support this unique business and ensure that they will remain open for many years to come.
I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc. to move or close down resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.
The BladeGallery Showroom BladeGallery's Epicurean Edge E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank You for your time
Bill Burke ABS Master Smith Adams Ranch Rd. Boise ID. Email: billtburke@gmail.com Phone: 2083363792

Owner(s):

Contact ID	Name	Type	Phones	Email
1079807	Bill Burke	Individual		billburke@bladegallery.com

Communication ID: 504943

Communication (4/27/2022)

Thomas Ardavany Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Thomas Ardavany

BladeGallery Inc Customer:

Home address: 2203 Yale Ave E, Seattle 98102

Email: ardytomas@yahoo.com

Phone: 206 330-1565

Owner(s):

Contact ID	Name	Type	Phones	Email
1079810	Thomas Ardavany	Individual		ardytomas@yahoo.com

Communication ID: 504945

Communication (4/27/2022)

Karen Jurgensen Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a professional chef and a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their expertise in knife-making, forging, culinary knife skills, and especially sharpening- I use this service regularly. They are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

• BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
• The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
• They also offer a high performance sharpening service for home and professional chefs.
• They offer classes aimed at established knifemakers and beginners.
• BladeGallery Inc is a small business that currently supports 8 employee households.
• BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.
As a professional chef, this business is essential to supplying and maintaining our tools.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

BladeGallery Inc Customer:

Chef Kären Jurgensen
chefkarenj@gmail.com
Home address: 101 19th Ave, Seattle, WA 98122
Work Email: karen.jurgensen@seattlecolleges.edu
Phone: 206-499-2276

Owner(s):

Contact ID	Name	Type	Phones	Email
1079812	Karen Jurgensen	Individual		karen.jurgensen@seattlecolleges.edu

Communication ID: 504946

Communication (4/27/2022)

Donna Biles Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Small, unique businesses are vital to the community and provide their customers with services that are only found in a few places in the U.S.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
Please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendou hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Regards,
Donna Biles

Owner(s):

Contact ID	Name	Type	Phones	Email
1079813	Donna Biles	Individual		dkbiles@att.net

Communication ID: 504947

Communication (4/27/2022)

Darren Hess Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

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They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Yours,

Darren Hess

2903 Overland Ave.

Baltimore, MD 21214

dhess@towson.edu

410-236-9710

Owner(s):

Contact ID	Name	Type	Phones	Email
1079814	Darren Hess	Individual		hess@towson.edu

Communication ID: 504994

Communication (4/28/2022)

Gretchen Wattula Draft EIS Comment

Dear Councilmembers and Sound Transit,

I heard that Epicurean Edge might have to give up their NEW location due to eminent domain/future light rail.

While I am a huge supporter of public transit, it's a bummer it has to come at the expense of a small local business. I am hoping you can find a way to help keep this business in there current location for years to come.

As a chef and cook for many years professionally, I have seen almost every local knife sharpener close over the years. So I would travel all the way to Kirkland to Epicurean Edge to get my knives sharpened. Now they are here in SODO and it's like 6 minutes from my house, and they have expanded their space. Plus it adds life to an area of Seattle that's pretty industrial with their business and Henry mural.

Anyways, those are my personal thoughts but I have included the template letter from Epicurean Edge below as they are more eloquent than I.

Best,
Gretchen Wattula
BladeGallery Inc Customer:
Home address: 4321 15th Ave S, Seattle, WA 98108
Email: gretchenwattula@gmail.com
Phone: 3606319713

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?
BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
BladeGallery Inc is a small business that currently supports 8 employee households.
BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.
During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

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3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Owner(s):

Contact ID	Name	Type	Phones	Email
1079854	Gretchen Wattula	Individual		gretchenwattula@gmail.com

Communication ID: 504999

Communication (4/28/2022)

Chris Compton Draft EIS Comment

Dear Councilmembers and Sound Transit

I am a long-time customer at BladeGallery's Epicurean Edge in SODO (Seattle). As Seattle recovers from the pandemic, we need more small businesses that are the lifeblood of this great city. Blade Gallery is the finest shop for kitchen knives in the state of Washington, and their work is utilized in many of the elite kitchens around Seattle. This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening.

I've learned that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. They are a special asset to Seattle. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

Public Transit is crucial for the growth of our city, and I regularly use the light rail to commute to work. But there is plenty of space in the area to enable the growth of public transit AND keep the small business ecosystem that make us a unique and special city.
Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.
The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear.
They also offer a high performance sharpening service for home and professional chefs.
I'm looking forward to their classes aimed at established knifemakers and beginners.
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During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent.
Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. It would needlessly damage a wide circle of small businesses that can ill-afford the disruption right now, including many restaurants, knife makers, chefs, and countless others.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge
3628 E Marginal Way S
Seattle, WA 98134
(425) 889-5980

Thank you for your help in keeping this small business intact, while also helping Seattle grow.

Best,
Chris Compton
2311 31st Ave. S
Seattle, WA 98144
202-641-3182
Hoh.compton@gmail.com

Owner(s):

Contact ID	Name	Type	Phones	Email
1079857	Chris Compton	Individual		hoh.compton@gmail.com

Communication ID: 503714

Communication (4/25/2022)

Dan Hornung Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

With that in mind, in the next phase of planning, please study the following areas:

1. Study active transportation integration for all stations.

Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars.

2. Study construction impacts to the existing bike network, and mitigation plans.

Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely.

3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips.

Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station.
Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail.

Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Dan Hornung
9627 6th St SE
Lake Stevens, WA 98258

Owner(s):

Contact ID	Name	Type	Phones	Email
1078687	Dan Hornung	Individual		dan.hornung.532436106@p2a.co

Communication ID: 503715

Communication (4/25/2022)

Gilbert Sneed Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Gilbert Sneed
206 Spring Pl
Enumclaw, WA 98022

Owner(s):

Contact ID	Name	Type	Phones	Email
1078688	Gilbert Sneed	Individual		gilbert.sneed.242390253@p2a.co

Communication ID: 503716

Communication (4/25/2022)

Alexa Vanselow Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Alexa Vanselow
2801 E Yesler Way
Seattle, WA 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
1078689	Alexa Vanselow	Individual		alexa.vanselow.438394243@p2a.co

Communication ID: 503717

Communication (4/25/2022)

Nancy Breyfogle Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Nancy Breyfogle
8644 45th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078690	Nancy Breyfogle	Individual		nancy.breyfogle.179010101@p2a.co

Communication ID: 503718

Communication (4/25/2022)

Michael Levy Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Michael Levy
400 NW 100th Pl
Seattle, WA 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
1078691	Michael Levy	Individual		michael.levy.388218190@p2a.co

Communication ID: 503719

Communication (4/25/2022)

Benjamin Menzies Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Benjamin Menzies
4411 S Hudson St
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1078692	Benjamin Menzies	Individual		benjamin.menzies.94420830@p2a.co

Communication ID: 503720

Communication (4/25/2022)

Steve Berardi Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Steve Berardi
12011 6th Ave NW
Seattle, WA 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
1078693	Steve Berardi	Individual		steve.berardi.501690306@p2a.co

Communication ID: 503721

Communication (4/25/2022)

Justin Andrews Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Justin Andrews
11042 130th Ave NE
Kirkland, WA 98033

Owner(s):

Contact ID	Name	Type	Phones	Email
1078694	Justin Andrews	Individual		justin.andrews.238687231@p2a.co

Communication ID: 503722

Communication (4/25/2022)

Jonas Carson Draft EIS Comment

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With that in mind, in the next phase of planning, please study the following areas:

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Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Jonas Carson
8818 40th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078695	Jonas Carson	Individual		jonas.carson.94113066@p2a.co

Communication ID: 503723

Communication (4/25/2022)

Paul Soreff Draft EIS Comment

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Paul Soreff
1812 NW 202nd St
Shoreline, WA 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
1078696	Paul Soreff	Individual		paul.soreff.233266099@p2a.co

Communication ID: 503724

Communication (4/25/2022)

Matt Gerrans Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Matt Gerrans
1804 167th Ave NE
Bellevue, WA 98008

Owner(s):

Contact ID	Name	Type	Phones	Email
1078697	Matt Gerans	Individual		matt.gerrans.109741882@p2a.co

Communication ID: 503725

Communication (4/25/2022)

Daniel Ward Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Daniel Ward
5129 Evergreen Way
Everett, WA 98203

Owner(s):

Contact ID	Name	Type	Phones	Email
1078698	Daniel Ward	Individual		daniel.ward.213483072@p2a.co

Communication ID: 503726

Communication (4/25/2022)

Rachel Salant Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Rachel Salant
12011 6th Ave NW
Seattle, WA 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
1078699	Rachel Salant	Individual		rachel.salant.542952111@p2a.co

Communication ID: 503727

Communication (4/25/2022)

Ruth Maule Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Ruth Maule
47308 SE 153rd St
North Bend, WA 98045

Owner(s):

Contact ID	Name	Type	Phones	Email
1078700	Ruth Maule	Individual		ruth.maule.15618289@p2a.co

Communication ID: 503728

Communication (4/25/2022)

Jim Berg Draft EIS Comment

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Regards,
Jim Berg
4057 2nd Ave NE
Seattle, WA 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
1078701	Jim Berg	Individual		jim.berg.279784913@p2a.co

Communication ID: 503730

Communication (4/25/2022)

Steven Philips Draft EIS Comment

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Steven Philips
18716 2nd Dr SE
Bothell, WA 98012

Owner(s):

Contact ID	Name	Type	Phones	Email
1078702	Steven Philips	Individual		steven.philips.74375022@p2a.co

Communication ID: 503731

Communication (4/25/2022)

Dale Shoup Draft EIS Comment

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Regards,
Dale Shoup
600 Bell St
Edmonds, WA 98020

Owner(s):

Contact ID	Name	Type	Phones	Email
1078703	Dale Shoup	Individual		dale.shoup.427747540@p2a.co

Communication ID: 503732

Communication (4/25/2022)

Brian Hathaway Draft EIS Comment

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Regards,
Brian Hathaway
3225 S Juneau St
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1078704	Brian Hathaway	Individual		brian.hathaway.251460147@p2a.co

Communication ID: 503733

Communication (4/25/2022)

Domingo Hermosillo Draft EIS Comment

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Accept and embrace that people will continue to bring bikes on trains -- and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Domingo Hermosillo
3515 Shorecliff Dr NE
Tacoma, WA 98422

Owner(s):

Contact ID	Name	Type	Phones	Email
1078705	Domingo Hermosillo	Individual		domingo.hermosillo.237086446@p2a.co

Communication ID: 503734

Communication (4/25/2022)

Barbara Stevenson Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Barbara Stevenson
23851 SE 98th Pl
Issaquah, WA 98027

Owner(s):

Contact ID	Name	Type	Phones	Email
1078706	Barbara Stevenson	Individual		barbara.stevenson.44921091@p2a.co

Communication ID: 503735

Communication (4/25/2022)

Elizabeth Duke Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Elizabeth Duke
3021 SW Trenton St
Seattle, WA 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
1078707	Elizabeth Duke	Individual		elizabeth.duke.311306123@p2a.co

Communication ID: 503736

Communication (4/25/2022)

Chris Haskins Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Chris Haskins
8716 40th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078708	Chris Haskins	Individual		chris.haskins.93575939@p2a.co

Communication ID: 503737

Communication (4/25/2022)

Tadd Hsie Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
tadd hsie
15134 SE 46th Way
Bellevue, WA 98006

Owner(s):

Contact ID	Name	Type	Phones	Email
1078709	Tadd Hsie	Individual		tadd.hsie.187594042@p2a.co

Communication ID: 503738

Communication (4/25/2022)

John Waters Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
John Waters
23635 126th Pl SE
Kent, WA 98031

Owner(s):

Contact ID	Name	Type	Phones	Email
1078710	John Waters	Individual		john.waters.525784559@p2a.co

Communication ID: 503739

Communication (4/25/2022)

Lisa Zander Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Lisa Zander
9810 26th Ave SW
Seattle, WA 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
1078711	Lisa Zander	Individual		lisa.zander.178961792@p2a.co

Communication ID: 503740

Communication (4/25/2022)

Carrie Stewart Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Carrie Stewart
1537 NE 95th St
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078712	Carrie Stewart	Individual		carrie.stewart.311303180@p2a.co

Communication ID: 503741

Communication (4/25/2022)

Eileen Reichert Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Eileen Reichert
2333 N 59th St
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1078713	Eileen Reichert	Individual		eileen.reichert.46970031@p2a.co

Communication ID: 503742

Communication (4/25/2022)

Yaroslav Dvinov Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Yaroslav Dvinov
5635 Kirkwood Pl N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1078714	Yaroslav Dvinov	Individual		yaroslav.dvinov.388205545@p2a.co

Communication ID: 503743

Communication (4/25/2022)

Monte Enbysk Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Accept and embrace that people will continue to bring bikes on trains -- and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Monte Enbysk
2423 129th Ave SE
Bellevue, WA 98005

Owner(s):

Contact ID	Name	Type	Phones	Email
1078715	Monte Enbysk	Individual		monte.enbysk.213482163@p2a.co

Communication ID: 503744

Communication (4/25/2022)

Christopher Bartlett Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

With that in mind, in the next phase of planning, please study the following areas:

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Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Christopher Bartlett
22828 76th Ave W
Edmonds, WA 98026

Owner(s):

Contact ID	Name	Type	Phones	Email
1078716	Christopher Bartlett	Individual		christopher.bartlett.92611740@p2a.co

Communication ID: 503745

Communication (4/25/2022)

Lyon Terry Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Lyon Terry
4323 29th Ave W
Seattle, WA 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
1078717	Lyon Terry	Individual		lyon.terry.468423887@p2a.co

Communication ID: 503746

Communication (4/25/2022)

Brian McGuigan Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Brian McGuigan
2566 43rd Ave W
Seattle, WA 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
1078718	Brian McGuigan	Individual		brian.mcguigan.305654999@p2a.co

Communication ID: 503747

Communication (4/25/2022)

Jesse Diller Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Jesse Diller
3418 Hunter Blvd S
Seattle, WA 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1078719	Jesse Diller	Individual		jesse.diller.96431502@p2a.co

Communication ID: 503748

Communication (4/25/2022)

Gregory Aoyagi Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Gregory Aoyagi
12175 NE 170th Pl
Bothell, WA 98011

Owner(s):

Contact ID	Name	Type	Phones	Email
1078720	Gregory Aoyagi	Individual		gregory.aoyagi.149926018@p2a.co

Communication ID: 503749

Communication (4/25/2022)

Dave Stockman Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Dave Stockman
5026 SW Admiral Way
Seattle, WA 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
1078721	Dave Stockman	Individual		dave.stockman.232664908@p2a.co

Communication ID: 503750

Communication (4/25/2022)

Leiv Lea Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Leiv Lea
2435 Lorentz Pl N
Seattle, WA 98109

Owner(s):

Contact ID	Name	Type	Phones	Email
1078722	Leiv Lea	Individual		leiv.lea.497226488@p2a.co

Communication ID: 503751

Communication (4/25/2022)

Lynda Betts Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Lynda Betts
6543 54th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078723	Lynda Betts	Individual		lynda.betts.543086851@p2a.co

Communication ID: 503752

Communication (4/25/2022)

Rebecca Cooper Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Rebecca Cooper
1000 Queen Anne Ave N
Seattle, WA 98109

Owner(s):

Contact ID	Name	Type	Phones	Email
1078724	Rebecca Cooper	Individual		rebecca.cooper.179051773@p2a.co

Communication ID: 503753

Communication (4/25/2022)

Barbara Dick Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Barbara Dick
5109 Palatine Ave N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1078725	Barbara Dick	Individual		barbara.dick.178987343@p2a.co

Communication ID: 503754

Communication (4/27/2022)

Liam Bradshaw Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Liam Bradshaw
7536 34th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078726	Liam Bradshaw	Individual		liam.bradshaw.387800455@p2a.co

Communication ID: 503755

Communication (4/27/2022)

Karin Mellskog Draft EIS Comment

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Karin Mellskog
3402 18th Ave S
Seattle, WA 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1078727	Karin Mellskog	Individual		karin.mellskog.68770390@p2a.co

Communication ID: 503756

Communication (4/27/2022)

Ben Reilly Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Ben Reilly
6001 24th Ave NW
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1078728	Ben Reilly	Individual		ben.reilly.543572798@p2a.co

Communication ID: 503757

Communication (4/27/2022)

Jim Wilson Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Jim Wilson
8615 8th Ave SW
Seattle, WA 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
1078729	Jim Wilson	Individual		jim.wilson.92518799@p2a.co

Communication ID: 503758

Communication (4/27/2022)

John Alving Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
John Alving
932 NW 60th St
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1078730	John Alving	Individual		john.alving.388546619@p2a.co

Communication ID: 503759

Communication (4/27/2022)

Judson Scott Draft EIS Comment

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Regards,
Judson Scott
3323 43rd Ave NE
Seattle, WA 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
1078731	Judson Scott	Individual		judson.scott.543583093@p2a.co

Communication ID: 503760

Communication (4/27/2022)

William Merrick Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
William Merrick
2850 S 150th St
Seatac, WA 98188

Owner(s):

Contact ID	Name	Type	Phones	Email
1078732	William Merrick	Individual		william.merrick.543584515@p2a.co

Communication ID: 503763

Communication (4/27/2022)

Craig Liesegang Draft EIS Comment

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Regards,
Craig Liesegang
14120 NE 183rd St
Woodinville, WA 98072

Owner(s):

Contact ID	Name	Type	Phones	Email
1078735	Craig Liesegang	Individual		craig.liesegang.540251526@p2a.co

Communication ID: 503764

Communication (4/27/2022)

Christopher Wheeler Draft EIS Comment

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Regards,
Christopher Wheeler
3636 Woodland Park Ave N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1078736	Christopher Wheeler	Individual		christopher.wheeler.429790801@p2a.co

Communication ID: 503765

Communication (4/27/2022)

David Gregg Draft EIS Comment

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Regards,
David Gregg
10504 115th Pl NE
Kirkland, WA 98033

Owner(s):

Contact ID	Name	Type	Phones	Email
1078737	David Gregg	Individual		david.gregg.222009591@p2a.co

Communication ID: 503766

Communication (4/27/2022)

Robert Haverlock Draft EIS Comment

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Robert Haverlock
8304 230th St SW
Edmonds, WA 98026

Owner(s):

Contact ID	Name	Type	Phones	Email
1078738	Robert Haverlock	Individual		robert.haverlock.543617761@p2a.co

Communication ID: 503767

Communication (4/27/2022)

Bridget Fayden Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Bridget Fayden
15511 79th Ave NE
Kenmore, WA 98028

Owner(s):

Contact ID	Name	Type	Phones	Email
1078739	Bridget Fayden	Individual		bridget.fayden.532564104@p2a.co

Communication ID: 503775

Communication (4/25/2022)

Shannon Markley Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Shannon Markley
19107 15th Ave NW
Shoreline, WA 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
1078746	Shannon Markley	Individual		shannon.markley.244721271@p2a.co

Communication ID: 503776

Communication (4/25/2022)

Laura Felice Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Laura Felice
5803 Renton Ave S
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1078747	Laura Felice	Individual		laura.felice.94561131@p2a.co

Communication ID: 503777

Communication (4/25/2022)

John West Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
John West
12104 95th Pl NE
Kirkland, WA 98034

Owner(s):

Contact ID	Name	Type	Phones	Email
1078748	John West	Individual		john.west.543004707@p2a.co

Communication ID: 503778

Communication (4/25/2022)

Philip Lyon Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Philip Lyon
1545 NW Market St
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1078749	Philip Lyon	Individual		philip.lyon.56945182@p2a.co

Communication ID: 503779

Communication (4/25/2022)

Heidi Angel Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Heidi Angel
11510 NE 128th St
Kirkland, WA 98034

Owner(s):

Contact ID	Name	Type	Phones	Email
1078750	Heidi Angel	Individual		heidi.angel.178681496@p2a.co

Communication ID: 503780

Communication (4/25/2022)

Mark Jaris Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Mark Jaris
9678 2nd Ave SW
Seattle, WA 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
1078751	Mark Jaris	Individual		mark.jaris.535801738@p2a.co

Communication ID: 503781

Communication (4/25/2022)

Endrias Abera Draft EIS Comment

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Regards,
Endrias Abera
20127 33rd Pl W
Lynnwood, WA 98036

Owner(s):

Contact ID	Name	Type	Phones	Email
1078752	Endrias Abera	Individual		endrias.abera.525754336@p2a.co

Communication ID: 503782

Communication (4/25/2022)

Gina Hicks Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
gina hicks
1420 E Pine St
Seattle, WA 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
1078753	Gina Hicks	Individual		gina.hicks.94092871@p2a.co

Communication ID: 503783

Communication (4/25/2022)

Louise Kornreich Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Accept and embrace that people will continue to bring bikes on trains -- and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Louise Kornreich
8015 Greenwood Ave N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1078754	Louise Kornreich	Individual		louise.kornreich.487566842@p2a.co

Communication ID: 503784

Communication (4/25/2022)

Tim McGuire Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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With that in mind, in the next phase of planning, please study the following areas:

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Tim McGuire
4444 44th Ave SW
Seattle, WA 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
1078755	Tim McGuire	Individual		tim.mcguire.534901080@p2a.co

Communication ID: 503785

Communication (4/25/2022)

Lorraine DeGloria Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Lorraine DeGloria
750 N 143rd St
Seattle, WA 98133

Owner(s):

Contact ID	Name	Type	Phones	Email
1078756	Lorraine DeGloria	Individual		lorraine.degloria.110003663@p2a.co

Communication ID: 503786

Communication (4/25/2022)

Donald Missel Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Donald Missel
7811 31st St W
University Place, WA 98466

Owner(s):

Contact ID	Name	Type	Phones	Email
1078757	Donald Missel	Individual		donald.missel.482907352@p2a.co

Communication ID: 503787

Communication (4/25/2022)

Daniel Kraushaar Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Daniel Kraushaar
3917 Bagley Ave N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1078758	Daniel Kraushaar	Individual		daniel.kraushaar.94532214@p2a.co

Communication ID: 503788

Communication (4/25/2022)

John Birnel Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
John Birnel
719 N 68th St
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1078759	John Birnel	Individual		john.birnel.43211289@p2a.co

Communication ID: 503789

Communication (4/25/2022)

David Schuldt Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
David Schuldt
617 N 49th St
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1078760	David Schuldt	Individual		david.schuldt.94938683@p2a.co

Communication ID: 503790

Communication (4/25/2022)

Blake Feist Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Blake Feist
9231 41st Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078761	Blake Feist	Individual		blake.feist.442042590@p2a.co

Communication ID: 503791

Communication (4/26/2022)

Michael Kennedy Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Michael Kennedy
8606 35th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078585	Michael Kennedy	Individual		michael.kennedy.110394147@p2a.co

Communication ID: 503792

Communication (4/25/2022)

Nancy Helm Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Nancy Helm
608 NE 63rd St
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1078762	Nancy Helm	Individual		nancy.helm.94460098@p2a.co

Communication ID: 503793

Communication (4/25/2022)

Anna Melby Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Anna Melby
119 NW 51st St
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1078537	Anna Melby	Individual		anna.melby.42985723@p2a.co

Communication ID: 503795

Communication (4/28/2022)

Derek Herman Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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With that in mind, in the next phase of planning, please study the following areas:

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Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Derek Herman
2801 NW 60th St
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1078764	Derek Herman	Individual		derek.herman.525575795@p2a.co

Communication ID: 503858

Communication (4/25/2022)

Stephen Wangen Draft EIS Comment

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Regards,
Stephen Wangen
18803 46th Ave NE
Lake Forest Park, WA 98155

Communication ID: 503860

Communication (4/25/2022)

Mike Herlihy Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Mike Herlihy
18305 NE 153rd St
Woodinville, WA 98072

Owner(s):

Contact ID	Name	Type	Phones	Email
1078813	Mike Herlihy	Individual		

Communication ID: 503862

Communication (4/25/2022)

Michael Byrd Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Michael Byrd
414 Malden Ave E
Seattle, WA 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1078815	Michael Byrd	Individual		

Communication ID: 504308

Communication (4/28/2022)

Rebecca Ralson Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

PS bike trails dedicated to link to transit would be the best. Rails to Trails connections make sense. More people will be biking because e-bikes make cycling enjoyable for all.

Regards,
Rebecca Ralston
9209 187th St SW
Edmonds, WA 98020

Owner(s):

Contact ID	Name	Type	Phones	Email
1079224	Rebecca Ralson	Individual		

Communication ID: 504399

Communication (4/28/2022)

Zoe G. Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Zoe G
4025 Stone Way N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1075576	Zoe G	Individual		frdella123355@gmail.com

Communication ID: 504400

Communication (4/28/2022)

Matthew Morio Draft EIS Comment

Aside from this form email id like you to consider how Copenhagen does light rail and has bike specific carriages with convertible seats for bikes. It's a super bike friendly city that I frequent and the light rail and bus stops are designed with bicycles in mind to keep flow and cars off the road. Happy to send pics of the trains...

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Matthew Morio
1422 125th Ave SE
Bellevue, WA 98005

Owner(s):

Contact ID	Name	Type	Phones	Email
1079299	Matthew Morio	Individual		

Communication ID: 504402

Communication (4/28/2022)

Matt Robesch Draft EIS Comment

I've been cycle-commuting for over ten years and never drive my car on a trip that can be done via bicycle. I wholeheartedly endorse the prepared statement below.

-Matt Robesch
Seattle, WA

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Matt Robesch
6220 6th Ave NW
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1079300	Matt Robesch	Individual		

Communication ID: 504403

Communication (4/28/2022)

Lindsey Beadle Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

I currently ride from my home in Lake City to work on First Hill but getting to West Seattle from home I will likely do with help from light rail. Please expand my transit/bike network in a thoughtful way that integrates bikes.

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Regards,
Lindsey Beadle
2009 NE 130th St
Seattle, WA 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
1079301	Lindsey Beadle	Individual		

Communication ID: 504409

Communication (4/26/2022)

Rachel Schaeffer Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Rachel Schaeffer
917 13th Ave
Seattle, WA 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
1079305	Rachel Schaeffer	Individual		

Communication ID: 504410

Communication (4/26/2022)

Christian Linares Draft EIS Comment

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Christian Linares
128 24th Ave E
Seattle, WA 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1079306	Christian Linares	Individual		

Communication ID: 504411

Communication (4/26/2022)

Jeremy Keeton Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Jeremy Keeton
2126 N 128th St
Seattle, WA 98133

Owner(s):

Contact ID	Name	Type	Phones	Email
1080188	Jeremy Keeton	Individual		jeremy.keeton.497226857@p2a.co

Communication ID: 504412

Communication (4/26/2022)

David Puhrmann Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
David Puhrmann
15435 277th Pl NE
Duvall, WA 98019

Owner(s):

Contact ID	Name	Type	Phones	Email
1079308	David Puhrmann	Individual		

Communication ID: 504413

Communication (4/26/2022)

Rishan Mohideen Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Rishan Mohideen
411 10th Ave
Seattle, WA 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
1079309	Rishan Mohideen	Individual		

Communication ID: 504414

Communication (4/26/2022)

Kristen Lee Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Kristen Lee
3255 NE 88th St
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079310	Kristen Lee	Individual		

Communication ID: 504415

Communication (4/26/2022)

Brice Maryman Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Brice Maryman
922 25th Ave S
Seattle, WA 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1079311	Brice Maryman	Individual		

Communication ID: 504416

Communication (4/26/2022)

Rich Lague Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Rich Lague
135 NW 75th St
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079312	Rich Lague	Individual		

Communication ID: 504417

Communication (4/26/2022)

Laura Garner Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Laura Garner
19322 141st Ave SE
Renton, WA 98058

Owner(s):

Contact ID	Name	Type	Phones	Email
1079313	Laura Garner	Individual		

Communication ID: 504418

Communication (4/26/2022)

Tomas Martinez Draft EIS Comment

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Regards,
Tomas Martinez
5427 46th Ave SW
Seattle, WA 98136

Owner(s):

Contact ID	Name	Type	Phones	Email
1079314	Tomas Martinez	Individual		

Communication ID: 504419

Communication (4/26/2022)

Mike Eddy Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Mike Eddy
3238 36th Ave W
Seattle, WA 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
1079315	Mike Eddy	Individual		

Communication ID: 504421

Communication (4/26/2022)

Stephen Kidson Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Stephen Kidson
809 NW 77th St
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079317	Stephen Kidson	Individual		

Communication ID: 504422

Communication (4/26/2022)

Sarah Daanen Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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With that in mind, in the next phase of planning, please study the following areas:

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Sarah Daanen
4509 N Gove St
Tacoma, WA 98407

Owner(s):

Contact ID	Name	Type	Phones	Email
1079318	Sarah Daanen	Individual		

Communication ID: 504423

Communication (4/26/2022)

Casey Gifford Draft EIS Comment

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Regards,
Casey Gifford
1710 NW 65th St
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079319	Casey Gifford	Individual		

Communication ID: 504424

Communication (4/26/2022)

Charles Zwick Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Charles Zwick
7422 SE 32nd St
Mercer Island, WA 98040

Owner(s):

Contact ID	Name	Type	Phones	Email
1079320	Charles Zwick	Individual		

Communication ID: 504425

Communication (4/26/2022)

Tom Baker Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Tom Baker
1202 N 35th St
Renton, WA 98056

Owner(s):

Contact ID	Name	Type	Phones	Email
908202	Tom Baker	Individual		tommbaker@hotmail.com

Communication ID: 504426

Communication (4/26/2022)

Catherine Curran Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Catherine Curran
5530 NE 55th St
Seattle, WA 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
1079321	Catherine Curran	Individual		

Communication ID: 504428

Communication (4/25/2022)

Brandon Bertolucci Draft EIS Comment

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Regards,
Brandon Bertolucci
5449 35th Ave SW
Seattle, WA 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
1078664	Brandon Bertolucci	Individual		Bertolucci@gmail.com

Communication ID: 504429

Communication (4/25/2022)

Laura Grow Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Laura Grow
3929 S Hudson St
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1079323	Laura Grow	Individual		

Communication ID: 504430

Communication (4/25/2022)

Jeffrey Wilner Draft EIS Comment

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Regards,
Jeffrey Wilner
7031 17th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079324	Jeffrey Wilner	Individual		

Communication ID: 504431

Communication (4/25/2022)

Robbie Adams Draft EIS Comment

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Regards,
Robbie Adams
12028 33rd Ave NE
Seattle, WA 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
1079325	Robbie Adams	Individual		

Communication ID: 504432

Communication (4/25/2022)

Jonny Layefsky Draft EIS Comment

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Regards,
Jonny Layefsky
6013 Beach Dr SW
Seattle, WA 98136

Owner(s):

Contact ID	Name	Type	Phones	Email
1079326	Jonny Layefsky	Individual		

Communication ID: 504433

Communication (4/25/2022)

Andrew Boscardin Draft EIS Comment

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Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Andrew Boscardin
5008 42nd Ave SW
Seattle, WA 98136

Owner(s):

Contact ID	Name	Type	Phones	Email
1076104	Andrew Boscardin	Individual		andrew.boscardin@gmail.com

Communication ID: 504434

Communication (4/25/2022)

Chrisopher Lish Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Christopher Lish
3227 NW Market St
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
775640	Christopher Lish	Individual		kirby1976@gmail.com

Communication ID: 504435

Communication (4/25/2022)

Maxwell McDermott Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Maxwell McDermott
4848 194th Ave SE
Issaquah, WA 98027

Owner(s):

Contact ID	Name	Type	Phones	Email
1079327	Maxwell McDermott	Individual		

Communication ID: 504436

Communication (4/25/2022)

Walter McGerry Draft EIS Comment

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Regards,
Walter McGerry
1026 NE 95th St
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079328	Walter McGerry	Individual		

Communication ID: 504437

Communication (4/25/2022)

Diana Craig Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Diana Craig
7529 18th Ave NW
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079329	Diana Craig	Individual		

Communication ID: 504438

Communication (4/25/2022)

Valerie Soza Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Valerie Soza
1712 NE 89th St
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079330	Valerie Soza	Individual		

Communication ID: 504439

Communication (4/25/2022)

Charles Schrag Draft EIS Comment

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Charles Schrag
532 14th Ave E
Seattle, WA 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1079331	Charles Schrag	Individual		

Communication ID: 504440

Communication (4/25/2022)

Kathleen Dunn Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
KATHLEEN DUNN
6209 SW Admiral Way
Seattle, WA 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
788023	Kathleen Dunn	Individual	2069389292 (Home) 206-938-9292 (Cell)	dunkathy@gmail.com

Communication ID: 504441

Communication (4/25/2022)

Bonnie Campbell Draft EIS Comment

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Regards,
Bonnie Campbell
4218 S Juneau St
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1079332	Bonnie Campbell	Individual		

Communication ID: 504442

Communication (4/25/2022)

Nancy Burns Draft EIS Comment

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Regards,
Nancy Burns
10743 20th Ave NE
Seattle, WA 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
1079333	Nancy Burns	Individual		

Communication ID: 504443

Communication (4/25/2022)

Pete Uch Draft EIS Comment

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Regards,
Pete Uch
20524 97th Ave S
Kent, WA 98031

Owner(s):

Contact ID	Name	Type	Phones	Email
1079334	Pete Uch	Individual		

Communication ID: 504444

Communication (4/25/2022)

Paul Muldoon Draft EIS Comment

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Paul Muldoon
4115 SW Arroyo Dr
Seattle, WA 98146

Owner(s):

Contact ID	Name	Type	Phones	Email
1079335	Paul Muldoon	Individual		

Communication ID: 504445

Communication (4/25/2022)

Stephen Fesler Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Stephen Fesler
4747 Latona Ave NE
Seattle, WA 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
770540	Stephen Fesler	Individual		safesler@gmail.com

Communication ID: 504446

Communication (4/25/2022)

Phileo McAlexander Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Phileo McAlexander
1212 150th Ave NE
Bellevue, WA 98007

Owner(s):

Contact ID	Name	Type	Phones	Email
1079336	Phileo McAlexander	Individual		

Communication ID: 504447

Communication (4/25/2022)

Angeline Zalben Draft EIS Comment

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Regards,
Angeline Zalben
5223 22nd Ave NE
Seattle, WA 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
1079337	Angeline Zalben	Individual		

Communication ID: 504448

Communication (4/25/2022)

Jennifer Smith Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Jennifer Smith
1050 Crown Dr
Everett, WA 98203

Owner(s):

Contact ID	Name	Type	Phones	Email
779356	Jennifer Smith	Individual		smithjr@multicare.org

Communication ID: 504449

Communication (4/25/2022)

Richard Wolf Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Richard Wolf
811 Hillside Dr E
Seattle, WA 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1079338	Richard Wolf	Individual		

Communication ID: 504450

Communication (4/25/2022)

Debbie Stickney Draft EIS Comment

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Regards,
Debbie Stickney
3612 22nd Ave W
Seattle, WA 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
1079339	Debbie Stickney	Individual		

Communication ID: 504451

Communication (4/25/2022)

James Pankanin Draft EIS Comment

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Regards,
James pankanin
16199 SE 48th Dr
Bellevue, WA 98006

Owner(s):

Contact ID	Name	Type	Phones	Email
1079340	James Pankanin	Individual		

Communication ID: 504452

Communication (4/25/2022)

Rebecca Cate Draft EIS Comment

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Regards,
Rebecca Cate
4206 48th Ave S
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1079341	Rebecca Cate	Individual		

Communication ID: 504453

Communication (4/25/2022)

Steve Shor Draft EIS Comment

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Regards,
steve shor
5719 29th Ave NE
Seattle, WA 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
1079342	Steve Shor	Individual		

Communication ID: 504454

Communication (4/25/2022)

Myfanwy Davis Draft EIS Comment

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Regards,
Myfanwy Davis
4017 NE 68th St
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079343	Myfanwy Davis	Individual		

Communication ID: 504455

Communication (4/25/2022)

Teri Smith Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

With that in mind, in the next phase of planning, please study the following areas:

1. Study active transportation integration for all stations.

Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars.

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Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely.

3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips.

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Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail.

Accept and embrace that people will continue to bring bikes on trains -- and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Teri Smith
20540 Chautauqua Beach Rd SW
Vashon, WA 98070

Owner(s):

Contact ID	Name	Type	Phones	Email
1079344	Teri Smith	Individual		

Communication ID: 504456

Communication (4/25/2022)

Marc Means Draft EIS Comment

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Marc Means
18314 96th Dr NE
Bothell, WA 98011

Owner(s):

Contact ID	Name	Type	Phones	Email
1079345	Marc Means	Individual		

Communication ID: 504457

Communication (4/25/2022)

David Koelle Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
David Koelle
4748 34th Ave NE
Seattle, WA 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
1079346	David Koelle	Individual		

Communication ID: 504458

Communication (4/25/2022)

Susan Dunn Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Susan DUNN
13531 Northshire Rd NW
Seattle, WA 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
1079347	Susan Dunn	Individual		

Communication ID: 504459

Communication (4/25/2022)

Melanie Stam Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Melanie Stam
824 S Southern St
Seattle, WA 98108

Owner(s):

Contact ID	Name	Type	Phones	Email
1079348	Melanie Stam	Individual		

Communication ID: 504460

Communication (4/25/2022)

Robert Chaffeur Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Robert Chaffeur
633 Estrella Pkwy
Goodyear, AZ 85338

Owner(s):

Contact ID	Name	Type	Phones	Email
1079349	Robert Chaffeur	Individual		

Communication ID: 504461

Communication (4/25/2022)

Paul Quinn Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Paul Quinn
2714 232nd Pl SE
Sammamish, WA 98075

Owner(s):

Contact ID	Name	Type	Phones	Email
1079350	Paul Quinn	Individual		

Communication ID: 504485

Communication (4/28/2022)

Melissa Riesland Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Melissa Riesland
305 NW 49th St
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1079366	Melissa Riesland	Individual		melissa.riesland.545318275@p2a.co

Communication ID: 504486

Communication (4/28/2022)

Lucas Salm-Rojo Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Lucas Salm-Rojo
8015 14th Ave NW
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079367	Lucas Salm-Rojo	Individual		lucas.salmrojo.501431385@p2a.co

Communication ID: 504487

Communication (4/28/2022)

Paul Tolme Draft EIS Comment

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Regards,
Paul Tolme
2818 Boyer Ave E
Seattle, WA 98102

Owner(s):

Contact ID	Name	Type	Phones	Email
1079368	Paul Tolme	Individual		paul.tolme.280912396@p2a.co

Communication ID: 504488

Communication (4/28/2022)

Douglas Sharp Draft EIS Comment

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Douglas Sharp
356 N 73rd St
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1079369	Douglas Sharp	Individual		douglas.sharp.545190141@p2a.co

Communication ID: 504489

Communication (4/28/2022)

Matthew Higgins Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Matthew Higgins
8035 10th Ave NW
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079370	Matthew Higgins	Individual		matthew.higgins.442808365@p2a.co

Communication ID: 504492

Communication (4/28/2022)

Donna Sakson Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Donna Sakson
1175 Broadway E
Seattle, WA 98102

Owner(s):

Contact ID	Name	Type	Phones	Email
1079373	Donna Sakson	Individual		donna.sakson.94886519@p2a.co

Communication ID: 504493

Communication (4/28/2022)

Chris Flanagan Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Chris Flanagan
3408 17th Ave S
Seattle, WA 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1079374	Chris Flanagan	Individual		chris.flanagan.545069155@p2a.co

Communication ID: 504494

Communication (4/28/2022)

Ken Schiele Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Ken schiele
5627 46th Ave SW
Seattle, WA 98136

Owner(s):

Contact ID	Name	Type	Phones	Email
1079375	Ken Schiele	Individual		ken.schiele.525841564@p2a.co

Communication ID: 504495

Communication (4/28/2022)

Alex Frederick Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Alex Frederick
7043 Earl Ave NW
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079376	Alex Frederick	Individual		alex.frederick.544976843@p2a.co

Communication ID: 504498

Communication (4/28/2022)

Naomi Davidson Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Naomi Davidson
3834 36th Ave SW
Seattle, WA 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
1079379	Naomi Davidson	Individual		naomi.davidson.544845442@p2a.co

Communication ID: 504499

Communication (4/28/2022)

Tom Vroman Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Tom Vroman
5017 26th Ave S
Seattle, WA 98108

Owner(s):

Contact ID	Name	Type	Phones	Email
1079380	Tom Vroman	Individual		tom.vroman.544860517@p2a.co

Communication ID: 504500

Communication (4/28/2022)

Markus Glunz Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Markus Glunz
326 NW 50th St
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1079381	Markus Glunz	Individual		markus.glunz.14869381@p2a.co

Communication ID: 504501

Communication (4/28/2022)

James Sutter Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
James Sutter
4411 34th Ave S
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1079382	James Sutter	Individual		james.sutter.535180080@p2a.co

Communication ID: 504503

Communication (4/28/2022)

Eric Nunn Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Eric Nunn
4307 Linden Ave N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1079384	Eric Nunn	Individual		eric.nunn.542833681@p2a.co

Communication ID: 504504

Communication (4/28/2022)

Sarah Vershon Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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With that in mind, in the next phase of planning, please study the following areas:

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Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars.

2. Study construction impacts to the existing bike network, and mitigation plans.

Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely.

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Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station.
Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail.

Accept and embrace that people will continue to bring bikes on trains -- and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Sarah Vershon
24 Etruria St
Seattle, WA 98109

Owner(s):

Contact ID	Name	Type	Phones	Email
1078437	Sarah Vershon	Individual		sarah.vershon.178731616@p2a.co

Communication ID: 504506

Communication (4/28/2022)

Michael Gillenwater Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Michael Gillenwater
9231 View Ave NW
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079386	Michael Gillenwater	Individual		michael.gillenwater.501419550@p2a.co

Communication ID: 504507

Communication (4/28/2022)

Jeff Aurand Draft EIS Comment

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Jeff Aurand
18343 Stone Ave N
Shoreline, WA 98133

Owner(s):

Contact ID	Name	Type	Phones	Email
1079387	Jeff Aurand	Individual		jeff.aurand.93725356@p2a.co

Communication ID: 504508

Communication (4/28/2022)

Rachele Hales Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Rachele Hales
8408 25th Ave SW
Seattle, WA 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
1079388	Rachele Hales	Individual		rachele.hales.97295576@p2a.co

Communication ID: 504509

Communication (4/28/2022)

Brigitte Higgins Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Brigitte Higgins
8035 10th Ave NW
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079389	Brigitte Higgins	Individual		brigitte.higgins.544742202@p2a.co

Communication ID: 504510

Communication (4/28/2022)

Eric Peterman Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Eric Peterman
2119 23rd Ave W
Seattle, WA 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
1079390	Eric Peterman	Individual		eric.peterman.544710199@p2a.co

Communication ID: 504511

Communication (4/28/2022)

Clay Vredevoogd Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Clay Vredevoogd
2640 36th Ave W
Seattle, WA 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
1079391	Clay Vredevoogd	Individual		clay.vredevoogd.531796766@p2a.co

Communication ID: 504512

Communication (4/28/2022)

Kian Bradley Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Kian Bradley
2601 76th Ave SE
Mercer Island, WA 98040

Owner(s):

Contact ID	Name	Type	Phones	Email
1079392	Kian Bradley	Individual		kian.bradley.544707373@p2a.co

Communication ID: 504513

Communication (4/28/2022)

Sasha Funk Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Sasha Funk
636 N Oakes St
Tacoma, WA 98406

Owner(s):

Contact ID	Name	Type	Phones	Email
1079393	Sasha Funk	Individual		sasha.funk.544715239@p2a.co

Communication ID: 504514

Communication (4/28/2022)

Jeffrey Boden Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Jeffrey Boden
8507 8th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079394	Jeffrey Boden	Individual		jeffrey.boden.544686124@p2a.co

Communication ID: 504515

Communication (4/28/2022)

Jeffrey Wilner Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Accept and embrace that people will continue to bring bikes on trains -- and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Jeffrey Wilner
7031 17th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079395	Jeffrey Wilner	Individual		jeffrey.wilner.93577360@p2a.co

Communication ID: 504516

Communication (4/28/2022)

Mary Peterson Draft EIS Comment

ike so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Mary Peterson
1525 NW 57th St
Seattle, WA 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1079396	Mary Peterson	Individual		mary.peterson.544677188@p2a.co

Communication ID: 504517

Communication (4/28/2022)

Thomas Wind Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Tomas Wind
4439a 44th Ave SW
Seattle, WA 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
1079397	Thomas Wind	Individual		tomas.wind.544674604@p2a.co

Communication ID: 504519

Communication (4/28/2022)

Peter Bryan Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Peter Bryan
411 20th Ave
Seattle, WA 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
1079399	Peter Bryan	Individual		peter.bryan.544670860@p2a.co

Communication ID: 504521

Communication (4/28/2022)

David Hamm Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
David Hamm
8038 30th Ave NW
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1078400	David Hamm	Individual		david.hamm.89026816@p2a.co

Communication ID: 504523

Communication (4/28/2022)

Samwise Rowe Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Samwise Rowe
1401 E Howell St
Seattle, WA 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
1079402	Samwise Rowe	Individual		samwise.rowe.544029600@p2a.co

Communication ID: 504549

Communication (4/25/2022)

Nancy Conley Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Nancy Conley
5003 51st Ave S
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1079424	Nancy Conley	Individual		nancy.conley.534892162@p2a.co

Communication ID: 504550

Communication (4/25/2022)

Erik Moen Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Erik Moen
19216 65th Pl NE
Kenmore, WA 98028

Owner(s):

Contact ID	Name	Type	Phones	Email
1079425	Erik Moen	Individual		erik.moen.408778835@p2a.co

Communication ID: 504551

Communication (4/25/2022)

Peter Breyfogle Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Peter Breyfogle
8644 45th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079426	Peter Breyfogle	Individual		peter.breyfogle.55778800@p2a.co

Communication ID: 504552

Communication (4/25/2022)

Nick van den Heuvel Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Nick van den Heuvel
1205 NE 66th St
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079427	Nick van den Heuvel	Individual		nick.vandenheuvel.93252126@p2a.co - nicholas.vdheuvel@gmail.com

Communication ID: 504553

Communication (4/25/2022)

Alden Chace Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
ALDEN Chace
3763 S 194th St
Seatac, WA 98188

Owner(s):

Contact ID	Name	Type	Phones	Email
1079428	Alden Chace	Individual		alden.chace.531777848@p2a.co

Communication ID: 504554

Communication (4/25/2022)

Timothy Schottman Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Timothy Schottman
6718 22nd Ave NW
Seattle, WA 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1079429	Timothy Schottman	Individual		timothy.schottman.534917047@p2a.co

Communication ID: 504555

Communication (4/25/2022)

Judith Sentz Draft EIS Comment

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Judith Sentz
5019 Autumn Ln SW
Seattle, WA 98136

Owner(s):

Contact ID	Name	Type	Phones	Email
1079430	Judith Sentz	Individual		judith.sentz.94439308@p2a.co

Communication ID: 504556

Communication (4/25/2022)

Liam Bradshaw Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
liam bradshaw
7536 34th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079431	Liam Bradshaw	Individual		liam.bradshaw.107048073@p2a.co

Communication ID: 504558

Communication (4/25/2022)

Ciel Sanders Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Ciel Sander
44528 SE 144th St
North Bend, WA 98045

Owner(s):

Contact ID	Name	Type	Phones	Email
1079433	Ciel Sanders	Individual		ciel.sander.66018126@p2a.co

Communication ID: 504559

Communication (4/25/2022)

Willa Halperin Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
willa halperin
4400 Stone Way N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1079434	Willa Halperin	Individual		willa.halperin.179076811@p2a.co

Communication ID: 504560

Communication (4/25/2022)

Ardalan Djourabtchi Draft EIS Comment

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Regards,
Ardalan Djourabtchi
75 Vine St
Seattle, WA 98121

Owner(s):

Contact ID	Name	Type	Phones	Email
1079435	Ardalan Djourabtchi	Individual		ardalan.djourabtchi.492494882@p2a.co

Communication ID: 504561

Communication (4/25/2022)

Allen Bentley Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Allen Bentley
4240 Chilberg Ave SW
Seattle, WA 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
1079436	Allen Bentley	Individual		allen.bentley.112677583@p2a.co

Communication ID: 504562

Communication (4/25/2022)

Robert Chang Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
ROBERT CHANG
275 W Roy St
Seattle, WA 98119

Owner(s):

Contact ID	Name	Type	Phones	Email
1079437	Robert Chang	Individual		robert.chang.27165405@p2a.co

Communication ID: 504563

Communication (4/25/2022)

Gary Johnson Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Gary Johnson
13205 NE 55th Pl
Bellevue, WA 98005

Owner(s):

Contact ID	Name	Type	Phones	Email
1079438	Gary Johnson	Individual		gary.johnson.94597277@p2a.co

Communication ID: 504564

Communication (4/25/2022)

Ardalan Djourabtchi Draft EIS Comment

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Regards,
Ardalan Djourabtchi
75 Vine St
Seattle, WA 98121

Owner(s):

Contact ID	Name	Type	Phones	Email
1079435	Ardalan Djourabtchi	Individual		ardalan.djourabtchi.492494882@p2a.co

Communication ID: 504565

Communication (4/25/2022)

James Corbin Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
James Corbin
24312 107th Dr SE
Woodinville, WA 98077

Owner(s):

Contact ID	Name	Type	Phones	Email
1079439	James Corbin	Individual		james.corbin.531593996@p2a.co

Communication ID: 504566

Communication (4/25/2022)

Laura Dobroski Draft EIS Comment

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Regards,
Laura Dobroski
7311 Roosevelt Way NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079440	Laura Dobroski	Individual		laura.dobroski.156204804@p2a.co

Communication ID: 504567

Communication (4/25/2022)

Patrick Raven Draft EIS Comment

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Regards,
Patrick Raven
908 N 72nd St
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1079441	Patrick Raven	Individual		patrick.raven.540157963@p2a.co

Communication ID: 504568

Communication (4/25/2022)

Jenny Pitzen Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Jenny Pitzen
4140 19th Ave SW
Seattle, WA 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
1079442	Jenny Pitzen	Individual		jenny.pitzen.317361135@p2a.co

Communication ID: 504569

Communication (4/25/2022)

Chase Kitchen Draft EIS Comment

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Regards,
Chase Kitchen
4221 Fremont Ave N
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1079443	Chase Kitchen	Individual		chase.kitchen.236424883@p2a.co

Communication ID: 504570

Communication (4/25/2022)

Phillip Singer Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Phillip Singer
7771 57th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079444	Phillip Singer	Individual		phillip.singer.42987145@p2a.co

Communication ID: 504571

Communication (4/25/2022)

Glenn Strieker Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Glenn Strieker
1920 SW 116th St
Seattle, WA 98146

Owner(s):

Contact ID	Name	Type	Phones	Email
1079445	Glenn Strieker	Individual		glenn.strieker.216866038@p2a.co

Communication ID: 504572

Communication (4/25/2022)

Frank Buty Draft EIS Comment

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Regards,
Frank Buty
1150 Alki Ave SW
Seattle, WA 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
1079446	Frank Buty	Individual	+1 (206) 719-0601	frank.buty.94671724@p2a.co - fmbuty@gmail.com

Communication ID: 504573

Communication (4/25/2022)

Eric Hull Draft EIS Comment

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Regards,
Eric Hull
4012 39th Ave S
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1079447	Eric Hull	Individual		eric.hull.178677725@p2a.co

Communication ID: 504574

Communication (4/25/2022)

Alison Pieper Draft EIS Comment

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Alison Pieper
722 N 85th St
Seattle, WA 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1079448	Alison Pieper	Individual		alison.pieper.508174979@p2a.co

Communication ID: 504575

Communication (4/25/2022)

Christine Stoll Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Christine Stoll
1860 123rd Ave SE
Bellevue, WA 98005

Owner(s):

Contact ID	Name	Type	Phones	Email
1079449	Christine Stoll	Individual		christine.stoll.114515094@p2a.co

Communication ID: 504576

Communication (4/25/2022)

Mark Proulx Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Mark Proulx
26202 14th Ave S
Des Moines, WA 98198

Owner(s):

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1079450	Mark Proulx	Individual		mark.proulx.244301420@p2a.co

Communication ID: 504577

Communication (4/25/2022)

Carol Ryan Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Carol Ryan
10506 NE 198th St
Bothell, WA 98011

Owner(s):

Contact ID	Name	Type	Phones	Email
1079451	Carol Ryan	Individual		carol.ryan.213624066@p2a.co

Communication ID: 504578

Communication (4/25/2022)

Allison Bolgiano Draft EIS Comment

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Regards,
Allison Bolgiano
7915 5th Ave NE
Seattle, WA 98115

Owner(s):

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1079452	Allison Bolgiano	Individual		allison.bolgiano.510546946@p2a.co

Communication ID: 504579

Communication (4/25/2022)

Michael Gluck Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Michael Gluck
1521 NE 89th St
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079453	Michael Gluck	Individual		michael.gluck.442040646@p2a.co

Communication ID: 504580

Communication (4/25/2022)

Chris Marks Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Chris Marks
1805 102nd Pl SE
Bellevue, WA 98004

Owner(s):

Contact ID	Name	Type	Phones	Email
1079454	Chris Marks	Individual		chris.marks.40432034@p2a.co

Communication ID: 504581

Communication (4/25/2022)

Justin Hendrick Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Justin Hendrick
10519 126th Ave SE
Renton, WA 98056

Owner(s):

Contact ID	Name	Type	Phones	Email
1079455	Justin Hendrick	Individual		justin.hendrick.389019910@p2a.co

Communication ID: 504582

Communication (4/25/2022)

Margaret Moore Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Margaret Moore
7771 57th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079456	Margaret Moore	Individual		margaret.moore.94771598@p2a.co

Communication ID: 504583

Communication (4/25/2022)

Evelyn Sterne Draft EIS Comment

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Regards,
Evelyn Sterne
101 NE 51st St
Seattle, WA 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
1079457	Evelyn Sterne	Individual		evelyn.sterne.31411028@p2a.co

Communication ID: 504584

Communication (4/25/2022)

David Rosenfeld Draft EIS Comment

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Regards,
david rosenfeld
4726 43rd Ave S
Seattle, WA 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1079458	David Rosenfeld	Individual		david.rosenfeld.94616653@p2a.co

Communication ID: 504585

Communication (4/25/2022)

Marylynn King Draft EIS Comment

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Marylynn King
8227 40th Ave NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079459	Marylynn King	Individual		marylynn.king.531603769@p2a.co

Communication ID: 504586

Communication (4/25/2022)

Gilbert Ward Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Gilbert Ward
7501 11th Ave SW
Seattle, WA 98106

Owner(s):

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1079460	Gilbert Ward	Individual		gilbert.ward.231127789@p2a.co

Communication ID: 504587

Communication (4/25/2022)

Bill Leyrer Draft EIS Comment

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Regards,
Bill Leyrer
5144 S Orcas St
Seattle, WA 98118

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1079461	Bill Leyrer	Individual		bill.leyrer.17355478@p2a.co

Communication ID: 504588

Communication (4/25/2022)

Joshua Traube Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Regards,
Joshua Traube
3645 Densmore Ave N
Seattle, WA 98103

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1079462	Joshua Traube	Individual		joshua.traube.331149630@p2a.co

Communication ID: 504589

Communication (4/25/2022)

Yii-Ann Chen Draft EIS Comment

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Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes.

Regards,
Yii-Ann Chen
5546 15th Ave S
Seattle, WA 98108

Owner(s):

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1079463	Yii-Ann Chen	Individual		yiiann.chen.279811110@p2a.co

Communication ID: 504590

Communication (4/25/2022)

Erica Bush Draft EIS Comment

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Regards,
Erica Bush
7532 15th Ave SW
Seattle, WA 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
911407	Erica Bush	Individual	5187799772	EricaB@makersarch.com - erica@dvsafestreets.org - ~~erica.a.bush@gmail.com~~ - erica.bush.535215856@p2a.co

Communication ID: 504591

Communication (4/25/2022)

Jessica Davis Draft EIS Comment

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Regards,
Jessica Davis
5546 15th Ave S
Seattle, WA 98108

Owner(s):

Contact ID	Name	Type	Phones	Email
1079465	Jessica Davis	Individual		jessica.davis.279811110@p2a.co

Communication ID: 504592

Communication (4/27/2022)

Ron Salsbury Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

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Regards,
Ron Salsbury
4002 50th Ave SW
Seattle, WA 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
1079466	Ron Salsbury	Individual		ron.salsbury.543575939@p2a.co

Communication ID: 504593

Communication (4/27/2022)

Nagkumar Arkalgud Draft EIS Comment

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Regards,
Nagkumar Arkalgud
6909 Weedin Pl NE
Seattle, WA 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1079467	Nagkumar Arkalgud	Individual		nagkumar.arkalgud.543564337@p2a.co

Communication ID: 504594

Communication (4/27/2022)

Deborah Bosket Draft EIS Comment

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Regards,
Deborah Bosket
1324 W Emerson St
Seattle, WA 98119

Owner(s):

Contact ID	Name	Type	Phones	Email
881326	Deborah Bosket	Individual	2062883434	dbosket@gmail.com - deborah.bosket.497247881@p2a.co

Communication ID: 504595

Communication (4/27/2022)

Jennifer Mayton Draft EIS Comment

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Regards,
Jennifer Mayton
2445 S Judkins St
Seattle, WA 98144

Owner(s):

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1079469	Jennifer Mayton	Individual		jennifer.mayton.93447382@p2a.co

Communication ID: 504596

Communication (4/27/2022)

Spencer Nelson Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

With that in mind, in the next phase of planning, please study the following areas:

1. Study active transportation integration for all stations.

Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars.

2. Study construction impacts to the existing bike network, and mitigation plans.

Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely.

3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips.

Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station.
Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail.

Accept and embrace that people will continue to bring bikes on trains -- and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Spencer Nelson
1711 173rd Ave NE
Bellevue, WA 98008

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Communication ID: 504968

Communication (4/25/2022)

Dan Kent Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Dan Kent
8465 SE 83rd St
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Communication ID: 504969

Communication (4/25/2022)

Eric Prince Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Eric Prince
1323 Boren Ave
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Communication ID: 505511

Communication (4/28/2022)

Nicholas Silberstein WSBLE Draft EIS Comment

My neighborhood in diverse SE Seattle, Rainier Beach, is served by light rail and lacks rapid bus transit. In fact, the bus route that used to run on my street was eliminated when light rail began service. Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

With that in mind, in the next phase of planning, please study the following areas:

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Nicholas Silberstein
8445 Seward Park Ave S
Seattle, WA 98118

Owner(s):

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Communication ID: 505513

Communication (4/28/2022)

Nick Wood WSBLE Draft EIS Comment

Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections and everything else.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

With that in mind, in the next phase of planning, please study the following areas:

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Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards,
Nick Wood
6902 44th Ave S
Seattle, WA 98118

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Seattle Subway Form Letter

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

- In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
- In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
- In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
- At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
- In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
- At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
- At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
- In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
- In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
- In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
4) Midtown must be designed to accommodate future expansion to the east along Madison St.
5) West Seattle should be built for future southern expansion to White Center and Burien.

Comment Responses:

Comment	Response
Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.	Please see response to CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.	Sound Transit has continued coordination with the City of Seattle and King County Metro regarding station access during preparation of the Final EIS. One goal of this coordination was minimizing transfer times and improving passenger experience for the stations on the preferred alternative. This work will continue as design and permitting advances. Please see response to CC3a in Table 7-1. A response to this comment related the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment	Response
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.	Please see responses to CCG2 and CC3f in Table 7-1. Please see Section 4.14, Public Services, Safety, and Security, of the Final EIS for more information on impacts to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office in SODO.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.	Please see responses to CCG2 in Table 7-1.

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500435	Jared Howe
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500438	Brianroy Thomson
500574	Greg Hurlman
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500576	John Hanks
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500578	Denise Brown
500579	Robert Blumenthal
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500597	Cody Bean
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501141	Joe Reilly
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501143	Shir Goldberg
501144	Jacob White
501148	Erik Heino

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501536	Christopher Addison
501537	Noah Cohen
501538	Andrew Boscardin
501539	Zackery Thill
501540	Brandon Berg
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501542	John Wright
501543	Autumn Salisbury-VanderKloot
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501546	Molly Amber
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501548	Kyle Wright
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501558	Miles Baker
501559	Jesvin Chandy
501560	Nicole DuRoche
501561	Matthew Whitney
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501565	Trystan Falcone
501566	Jessica Blake
501569	Colin Price
501570	Christopher Gay
501571	Boris Leonov
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501573	Matthew Thurber
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501580	Tshilaba Verite
501581	Chris Thompson
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501583	Jacob Borkowski
501584	Katie Adamsky
501585	Katja Janelle
501590	Anonymous
501591	Trina Davis
501592	Michael Moynihan
501599	Alvin Ko
501601	Darby Reed
501604	Stefan Praszalowicz
501608	Diana Choi
501609	Tom Griga
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501612	Oleg Pakhnyuk
501613	Jonathan Ursin
501614	Kaylee Nelson
501615	Benjamin Phillips
501620	Ivan Roth
501621	Noam Fine
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501624	David Perlmutter
501625	Rowen Kade
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501630	Allison Placido
501631	Chan Dokko
501632	Chan Dokko
501633	Luci Baker
501889	Hans Theisen
501899	Helen Har Theisen
501976	Tran Truong
502014	richard hemmerling
502086	christine clark
502161	Ian Deneen
502195	Hannah Deneen
502430	Rebecca Lavigne
503089	Benjamin Rogers
503164	Alec Georgoff
503257	Erin Wieland
503304	Patrick Lennon
503338	Alex McGuire
503339	Alex McGuire
503344	Ted Hastings
503345	Casey Bryant
503347	Matthew Khor
503348	John Birnel
503350	Rachael Worthington
503351	Ian Crozier
503352	Michael Thomas
503391	Jeffrey Wolf
503392	Linnea Hodge
503393	William White
503396	Brett Wiseman
503397	Charles Cooper
503398	Nicholas Mitchell
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503402	Matthew Dockrey
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503432	Bergen Schmetzer
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503435	Erik Blazing
503436	Conor Mannix
503437	Rebecca Novelli
503438	Janet Riordan
503439	Steven Weiss
503440	Matthew Jones
503441	Leandro Pettino
503443	Diana Choi
503444	Kimberly Kinchen
503445	Mark Trainer
503446	Robert DeMacon
503447	Liam Bradshaw
503448	Yaroslav Dvinov
503449	Tika Bordelon
503450	Jason Knichel
503451	Leanna Namovic
503452	Colin Okasaki
503453	Grant Taylor
503454	Chris Thompson
503456	Ryan Paul
503457	Tad Bradley
503458	Katherine Bax
503459	Tom Lang
503460	Blake Pool
503462	Bill Fraher
503463	Colleen Robertson
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503466	Brett Youngstrom
503467	Graham Roberts
503468	Bradley Hower
503469	Aaron Cooper
503470	Tony Santos

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503472	Naasser McCollam
503473	Hannah Markwardt
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503475	Ian Boudreaux
503476	Chay Casso
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503479	Noami Litwack
503480	Michael Calkins
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503553	Lisa Barnes
503556	Mark Brunson
503558	Brian Gillespie
503559	Megan Hoerler
503560	Jody Nace
503562	Christopher Dawe
503563	Michael Greenberg
503564	Seth Snapp
503566	Lara Hale
503568	Mark Kerrigan
503602	Hudson Bloom
503616	Jordan VVVV
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503647	Charlene Kahn
503657	Sarah Dallosto
503658	Jonathan Mene
503659	Patrick Taylor
503660	Jan Tabaczynski
503661	Andrew Poisson
503662	Andrew Roberts
503663	Camille Saunders

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503665	Zac Lawrence
503666	Brandon Bowersox-Johnson
503667	Carolann Streett
503669	Yuriy Myronchenko
503670	Brie Gyncild
503671	Samantha Berk
503672	Shane Dombrowski
503673	Anthony Marcheselli
503674	Bion Johnson
503676	Jacob Lee
503677	Trevor Reed
503678	Austin Skondre
503679	Ian Brown
503681	Ron Davis
503684	Valerie Bentivegna
503685	John Hinrichs
503686	Jonathan Caso
503687	Brandon Bertolucci
503690	Andrew Mullenix
503729	David Guilland
503768	Gary Lai
503773	Daniel Perelman
503774	Jonathan Nadeau
503796	Loc Trinh
503797	Gregory Barnes
503799	Ian Brobin
503800	Anshum Gupta
503809	James Wu
503828	David Alvarez
503831	Kinsley Ogunmola
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503834	Kristina Stewart
503839	Frederico Gonzalez
503840	Kelly Brown
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503848	Alessandro Bitto
503849	Christian Roach
503850	Chloe Williams
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504017	Steven Stroiney
504174	Kahn Duong
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504471	Bridget Mcinerney
504474	Jeff Rosenblum
504476	Andrew Stephenson
504478	Jeremy Swirsley
504479	Matthew Maciejewski
504480	Claire Taylor
504483	Charlie Hamilton
504543	Robin Briggs
504617	Owen Phillips
504618	Jonathan Cracolici
504622	Oleg Pakhnyuk
504623	Francis Brown
504624	Preston Sahabu
504625	Michael Block
504630	Steven Stroiney
504632	Pearl Barry
504634	Paul Ludecke
504635	Aaron Morton
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504642	Jed Hobbs
504643	Douglas Hamlin
504644	Alex McGuire
504645	Elizabeth Noonan

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504657	Kyle Parker-Robinson
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504841	Katherine Dee
504842	Steven Gill
504843	Katherine Tully
504844	Ryan Daley
504847	Mackenzie Clark
504848	Madeline Yan
504849	Matt Weatherford
504851	Michael Barrows
504876	Sten Iverson
504877	Andreas Keller
504895	Steven Neuman
504896	Angela Buck
504897	Catherine Weatbrook
504898	Charles Tishman
504899	Kathy Qin
504900	Theodore Wiederhold
504901	Harris Hoffman
504902	Nicholas Murel
504903	Nick Zombor
504904	Ron Salsbury
504993	Andrew Dyjak
504996	Matt Brannock
504997	Benjamin Rogers
505002	Kristopher Antonelli
505218	Austin Johnson
505227	Lyndon Judge

Communication ID: 500037

Communication (4/13/2022)

Matthew Giles Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).

(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City)

and to the east (Ballard/UW).

(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.
Matthew Giles

hiimmattgiles@me.com

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Seattle, Washington 98126

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1074895	Matthew Giles	Individual		~~hiimmattgiles@me.com~~

Communication ID: 500038

Communication (4/13/2022)

Stephen Sherwood Draft EIS Comment

Manager DEIS Comments,
Hi, I want the The Ballard-West Seattle Link Extension to prioritize the needs of daily riders like me. I am writing to submit my comments to Sound Transit's Draft Environmental Statement
Do not eliminate any stations from what I voted to approve with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.
The utility of light rail is reduced when stations are too deep. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for people like me who make frequent sports trips. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.
Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.
In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.
Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.
In order to future proof our growing system, we must design for expandability in four locations:

(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).

(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).

(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.
Thank you for your review of comments like mine.
Stephen Sherwood

frenzy.presto.0q@icloud.com

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Communication ID: 500039

Communication (4/13/2022)

Lucas Simons Draft EIS Comment

Manager DEIS Comments,
The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement
Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.
Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.
Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.
In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

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In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.
Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.
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(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.
Thank you for your review of these comments.
Lucas Simons

ltsimons@gmail.com

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Communication (4/13/2022)

James Wu Draft EIS Comment

Manager DEIS Comments,
The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement
Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.
Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.
Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.
In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.
Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.
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(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.
Thank you for your review of these comments.
James Wu

jameswu@hey.com

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1074898	James Wu	Individual		jameswu@hey.com

Communication ID: 500041

Communication (4/13/2022)

Erik Nordheim Draft EIS Comment

Manager DEIS Comments,
The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement
Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.
Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.
Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.
In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.
Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.
In order to future proof our growing system, we must design for expandability in four locations:

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(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).

(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.
Thank you for your review of these comments.
Erik Nordheim

erikn@icloud.com

4842 Railroad Ave NE

Seattle, Washington 98105

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864869	Erik Nordheim	Individual		erikn@icloud.com

Communication ID: 500043

Communication (4/12/2022)

Keith Kyle Draft EIS Comment

Manager DEIS Comments,
The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement
Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.
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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.
Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.
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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.
Thank you for your review of these comments.
Keith Kyle

keithbkyle@gmail.com

928 Hobson St

Walla Walla, Washington 99362

Owner(s):

Contact ID	Name	Type	Phones	Email
874053	Keith Kyle	Individual		keithbkyle@gmail.com

Communication ID: 500044

Communication (4/14/2022)

I agree with these recommendations from The Urbanist:

1. First and foremost, design the system for transit riders and the optimal rider experience.
2. Build the system to maximize ridership.
3. Design the system to be easy to expand.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible.
5. Construction impacts are important but shouldn't solely determine a 100-year investment.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return.

https://www.theurbanist.org/2022/04/14/best-seattle-light-rail-alignments/

Owner(s):

Contact ID	Name	Type	Phones	Email
914885	Andrew Hu	Individual		andrewhu@uw.edu

Communication ID: 500192

Communication (4/15/2022)

I support the feedback that's been laid out by the Urbanist and Seattle Subway (https://www.theurbanist.org/2022/04/14/best-seattle-light-rail-alignments/) to create the best system for long term needs.

Junction: Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

Avalon: Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

Delridge: DEL-6, with caveats: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

SoDo: Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

Chinatown-International District: 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.

Midtown: 5th Avenue, Less Deep: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Westlake: 5th Avenue, with better surface access and transfers: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

Denny: DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

South Lake Union: Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. South Lake Union should have a station centered in it based on all the jobs in the area.

Uptown / Seattle Center: Republican Street: Prefer Republican Street Station

Smith Cove: Galer Street: Preferred Galer Street Station [SIB-1].

Interbay: Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

Ballard: Put a station entrance west of 15th Avenue: study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Lastly, consider adding in in spur tracks at SLU to allow an additional spur to be build in the future per Seattle Subway goal map.

Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1074953	Asad Syed	Individual		asad.asghar.syed@gmail.com

Communication ID: 500432

Communication (4/14/2022)

Peter Beels WSBLE Draft EIS comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Peter Beels
beels99@gmail.com

103 NW 104th St
Seattle, Washington 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
1075117	Peter Beels	Individual		beels99@gmail.com

Communication ID: 500434

Communication (4/14/2022)

Alicia Goodwin WSBLE Draft EIS comment

Manager DEIS Comments,

Hello! While the following letter was written by an advocacy group I respect, I agree completely with their position. It's hard for a regular citizen to track the minutiae of transportation policy. The future of Seattle depends on forward thinking and thoughtful decision making. Please consider these ideas.

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Thank you for your review of these comments.

Alicia Goodwin
aliciagoodwin@gmail.com
2506 east ward st
SEATTLE , Washington 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1075118	Alicia Goodwin	Individual		aliciagoodwin@gmail.com

Communication ID: 500435

Communication (4/14/2022)

Jared Howe WSBLE Draft EIS comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jared Howe
jaredchowe@gmail.com

4107 MLK Jr Way S
Seattle, Washington 98108

Owner(s):

Contact ID	Name	Type	Phones	Email
1075119	Jared Howe	Individual		jaredchowe@gmail.com

Communication ID: 500436

Communication (4/14/2022)

Benjamin Rogers WSBLE Draft EIS Comments

Manager DEIS Comments,

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Thank you for your review of these comments.

Benjamin Rogers
b.rogers01@gmail.com

1007 N 36th St
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1075120	Benjamin Rogers	Individual		b.rogers01@gmail.com

Communication ID: 500438

Communication (4/14/2022)

Brianroy Thomson WSBLE Draft EIS comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Brianroy Thomson
b.alexanderthomson@gmail.com

340 NE 89th St
Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1075121	Brianroy Thomson	Individual		b.alexanderthomson@gmail.com

Communication ID: 500574

Communication (4/14/2022)

Greg Hurlman WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Greg Hurlman
greg@98.codes

3815 Woodland Park Ave N Apt 502
Seattle, Washington 98103

Owner(s):

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1075257	Greg Hurlman	Individual		greg@98.codes

Communication ID: 500575

Communication (4/14/2022)

Jerome Miller WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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JEROME MILLER
matthewnsea@aol.com

5217 25th AVE SW
SEATTLE , Washington 98106

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1075258	Jerome Miller	Individual		matthewnsea@aol.com

Communication ID: 500576

Communication (4/14/2022)

John Hanks WSBLE Draft EIS Comment

Manager DEIS Comments,

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john hanks
johnhanks1+light@gmail.com

511 w mercer place
seattle, Washington 98119

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1075259	John Hanks	Individual		johnhanks1+light@gmail.com

Communication ID: 500577

Communication (4/14/2022)

Taylor Kendall WSBLE Draft EIS Comment

Manager DEIS Comments,

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Taylor Kendall
taylorkendall@gmail.com

1708 Dexter Avenue North
Seattle , Washington 98109

Owner(s):

Contact ID	Name	Type	Phones	Email
776851	Taylor Kendall	Individual		taylorkendall@gmail.com

Communication ID: 500578

Communication (4/14/2022)

Denise Brown WSBLE Draft EIS Comment

Manager DEIS Comments,

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Denise Brown
debrown33@msn.com

7989 Walden Ln, WAY
BAINBRIDGE ISLAND, Washington 98110

Owner(s):

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1075260	Denise Brown	Individual		debrown33@msn.com

Communication ID: 500579

Communication (4/14/2022)

Robert Blumenthal WSBLE Draft EIS Comment

Manager DEIS Comments,

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Robert Blumenthal
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2812 NE 62nd St.
Seattle, Washington 98115

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1075261	Robert Blumenthal	Individual		rblument@comcast.net

Communication ID: 500580

Communication (4/14/2022)

Taylor Cramer WSBLE Draft EIS Comment

Manager DEIS Comments,

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Taylor Cramer
musicmaniactc@gmail.com

762 N 65th Street
Seattle, Washington 98103

Owner(s):

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1072840	Taylor Cramer	Individual		musicmaniactc@gmail.com

Communication ID: 500582

Communication (4/14/2022)

Erin Fernandez WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Erin Fernandez
erinfern@gmail.com

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SEATTLE, Washington 98115-4434

Owner(s):

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Communication ID: 500583

Communication (4/14/2022)

Ben Ritter WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Ben Ritter
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Communication ID: 500584

Communication (4/14/2022)

Eric Nunn WSBLE Draft EIS Comment

Manager DEIS Comments,

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Eric Nunn
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Seattle, Washington 98103

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1075264	Eric Nunn	Individual		ejnunn1@msn.com

Communication ID: 500585

Communication (4/14/2022)

Kevin Heim WSBLE Draft EIS Comment

Manager DEIS Comments,

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Kevin Heim
heimkev@gmail.com
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Seattle, Washington 98122

Owner(s):

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Communication ID: 500586

Communication (4/14/2022)

Christopher Billingham WSBLE Draft EIS Comment

Manager DEIS Comments,

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Christopher Billingham
cbillingham@gmail.com

2020 NE 102nd St
Seattle, Washington 98125

Owner(s):

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1075266	Christopher Billingham	Individual		cbillingham@gmail.com

Communication ID: 500587

Communication (4/14/2022)

Joshua Campbell WSBLE Draft EIS Comment

Manager DEIS Comments,

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Joshua Campbell
auspiciousactivities@gmail.com

4523 Renton Ave S
Seattle , Washington 98108

Owner(s):

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Communication ID: 500588

Communication (4/14/2022)

Jacob Cyriac WSBLE Draft EIS Comment

Manager DEIS Comments,

I don't have a car and I use transit every day. It is critical that we get this right. We might have to endure hardship for 3 years of construction for the benefit of the 4 generations, and that's worth it.

TLDR:

- short transfer times are critical to me! Bus to train, train to train, etc.
- no massive deep stations!
- elevators direct to platforms
- no need for huge mezzanines (don't waste money)
- stations in population centers

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Jacob C
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Communication ID: 500589

Communication (4/14/2022)

Krystal Miller WSBLE Draft EIS Comment

Manager DEIS Comments,

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Krystal Miller
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Communication ID: 500590

Communication (4/14/2022)

Evan Maynard WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

I urge you to accelerate Fremont, Ballard, and SLU access to promote city dwelling further reducing carbon emissions. The lack of in city routing encourages people to live in the burbs and for those in the city to own cars simply because the existing options are incomplete. The city is growing rapidly and we must accelerate these transit options that were designed before the growth of these neighborhoods was evident.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

-Evan Maynard
Capitol Hill Resident

Evan Maynard
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Seattle, Washington 98102

Owner(s):

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Communication ID: 500591

Communication (4/14/2022)

Jensen DeGrande WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jensen DeGrande
jdegran@uw.edu

939 N 89th St
Seattle, Washington 98103

Owner(s):

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1075270	Jensen DeGrande	Individual		jdegran@uw.edu

Communication ID: 500592

Communication (4/14/2022)

Martin Criminale WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. As an avid pedestrian and cyclist, I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Martin Criminale
martin@criminale.com

1515 35th Ave S
Seattle, Washington 98144

Owner(s):

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1075271	Martin Criminale	Individual		martin@criminale.com

Communication ID: 500593

Communication (4/14/2022)

Max Baker WSBLE Draft EIS Comment

Manager DEIS Comments,

As a resident of Delridge in West Seattle we are very excited for the new extension, but nervous of the negative externalities a bad design may bring.

Sound Transit should be prioritizing stations that occupy existing ROW and displace as few existing homes as possible. They should also not be considering very tall or very deep stations as these will create access issues and create much lengthier transfer times (which will be very important for those in the neighborhood who will be transferring by bus and bike).

Please choose the options that displace cars more than people.

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Thank you for your review of these comments.

Max Baker
maxwellabaker@gmail.com
4816A Delridge Way SW
Seattle, Washington 98106

Owner(s):

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Communication ID: 500594

Communication (4/14/2022)

Megan Colella WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Megan Colella
mjcolella85@gmail.com

18737 56th AVE NE
Kenmore, Washington 98028

Owner(s):

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1075272	Megan Colella	Individual		mjcolella85@gmail.com

Communication ID: 500595

Communication (4/14/2022)

Lacey Pierce WSBLE Draft EIS Comment

Manager DEIS Comments,

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Lacey Pierce
gir.doom@comcast.net

16704 58th place west
Lynnwood, Washington 98037

Owner(s):

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1075273	Lacey Pierce	Individual		gir.doom@comcast.net

Communication ID: 500596

Communication (4/14/2022)

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Greg Clem
gregory.rae.clem@gmail.com

520 Terry Ave
Seattle, Washington 98104

Owner(s):

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1075274	Greg Clem	Individual		gregory.rae.clem@gmail.com

Communication ID: 500597

Communication (4/14/2022)

Cody Bean WSBLE Draft EIS Comment

Manager DEIS Comments,

20th is much better than 14th for the ballard station.

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Seattle , Washington 98117

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Communication ID: 500598

Communication (4/14/2022)

Scott Johnson WSBLE Draft EIS Comment

Manager DEIS Comments,

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Communication ID: 500599

Communication (4/14/2022)

Arun Ganti WSBLE Draft EIS Comment

Manager DEIS Comments,

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ganti.arun@gmail.com

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Communication ID: 500600

Communication (4/14/2022)

Daniel Weisbeck WSBLE Draft EIS Comment

Manager DEIS Comments,

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Daniel Weisbeck
daniel@danielweisbeck.com

901 Taylor Ave N, Apt 403
Seattle, Washington 98109

Owner(s):

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884390	Daniel Weisbeck	Individual		daniel@danielweisbeck.com

Communication ID: 500601

Communication (4/14/2022)

Michael Mayfield WSBLE Draft EIS Comment

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Michael Mayfield
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Communication (4/14/2022)

Garrett McCulloch WSBLE Draft EIS Comment

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Garrett McCulloch
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Communication (4/18/2022)

Sean Stamm Draft EIS Comment

Manager DEIS Comments,

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Sean Stamm
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Communication ID: 500611

Communication (4/18/2022)

Kjersti Egerdahl Draft EIS Comment

Manager DEIS Comments,

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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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Thank you for your review of these comments.

Kjersti Egerdahl
kjersti.egerdahl@gmail.com

6016 37th Ave SW
Seattle , Washington 98126

Owner(s):

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777583	Kjersti Egerdahl	Individual	415-794-7755 415-794-7755 (Cell)	kjersti.egerdahl@gmail.com

Communication ID: 500615

Communication (4/19/2022)

Kevin Futhey Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Kevin Futhey
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Mountlake Terrace, Washington 98043

Owner(s):

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Communication ID: 500617

Communication (4/19/2022)

Brandon Fortino Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Brandon Fortino
bfortino@gmail.com

4333 NE 22nd Ct
Renton, Washington 98059

Owner(s):

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Communication ID: 500618

Communication (4/19/2022)

Charles Cardinaux Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Charles Cardinaux
charles.cardinaux@gmail.com

2015 Yale Ave E Apt 402
Seattle, Washington 98102

Owner(s):

Contact ID	Name	Type	Phones	Email
880163	Charles Cardinaux	Individual		charles.cardinaux@gmail.com

Communication ID: 500780

Communication (4/20/2022)

I would like to voice my support for the recommendations presented by Seattle Subway and The Urbanist during a webinar on April 7th. I want to see Sound Transit prioritize transit riders in the development of the West Seattle and Ballard links. Furthermore, I hope to see planning for future expansion.

Specific comments

Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

Avalon Retained Cut Station: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

SoDo: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

Chinatown-International District: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.

Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Westlake: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

Denny: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

South Lake Union: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

Uptown / Seattle Center: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

Smith Cove: Preferred Galer Street Station [SIB-1].

Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075417	Philip Greene	Individual		philip.greene@gmail.com

Communication ID: 500830

Communication (4/20/2022)

for the ballard segment sound transit needs to open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. We need a station in Interbay so I support Thorndyke Retained Cut [IBB-2a/IBB-2b]. I prefer Galer Street Station/Central Interbay [SIB-1]. For Seattle Center station, the one closest to me, I prefer Republican Street Station and think Sound Transit should work to mitigate impacts to arts organizations as much as possible. I especially think that we need to be examine shallow stations whenever possible, this is a major flaw of the 1-line. For south lake union I think both stations are bad, and fail to serve the area. I think we need to examine a station in a more central location that can serve more riders. For the Denny Ave station I think Westlake Ave Station [DT-1]. is perfect, but we need to update vertical conveyances and once again aim shallower. For Midtown, make the station as shallow as possible, design the station with surface to platform elevators in mind, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. For the CID/International District I prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. Shallow stations slow down transfer times. For SODO: I like Mixed Profile Station [SoDo-2], but I think sound transit should study construction further North at the existing SoDo Station location. For the West Seattle stations, I like WSJ-5, but i request sound transit study better DEL-6 that are still compatible with WSJ-5.

In general I think:

- Do not eliminate any stations.
- Work to make stations as shallow as possible.
- Improve transfer times wherever possible.
- Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. This is a major flaw at the moment.
- Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.
- Plan to build for future expansion in Seattle.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075453	Bryce Ridley	Individual		bryceridley21@gmail.com

Communication ID: 500831

Communication (4/20/2022)

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As a daily commuter on Sound Transit, I think that in general the stations are far too deep, and the time it takes to descend into many of the stations is far too long. I think there needs to be a greater emphasis on accessibility, as many stations have few to zero accessible options depending on the time of day.

In general I think:

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Owner(s):

Contact ID	Name	Type	Phones	Email
1075454	Kalena McKinnon	Individual		kalena.mckinnon@gmail.com

Communication ID: 500863

Communication (4/20/2022)

Scott Lambert Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Scott Lambert
scottus96@gmail.com

140 S. 363rd Pl.
Federal Way, Washington 98003

Owner(s):

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1075485	Scott Lambert	Individual		scottus96@gmail.com

Communication ID: 500864

Communication (4/20/2022)

Samuel Berling Draft EIS Comment

Manager DEIS Comments,

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Samuel Berling
sdberling@gmail.com

620 Galer St. Apt. 334
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Owner(s):

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1075486	Samuel Berling	Individual		sdberling@gmail.com

Communication ID: 500866

Communication (4/20/2022)

James Siri Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

James Siri
actionnetwork@irrelephants.net

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seattle, Washington 98103

Owner(s):

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1075489	James Siri	Individual		actionnetwork@irrelephants.net

Communication ID: 500867

Communication (4/20/2022)

Max Morley Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Max Morley
mmorley425@gmail.com

2016B NW 64th St
Seattle, Washington 98107

Owner(s):

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1075490	Max Morley	Individual		mmorley425@gmail.com

Communication ID: 500868

Communication (4/20/2022)

William Gagne-Maynard Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

William Gagne-Maynard
will.maynard@gmail.com

7401 Fremont Ave N
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1075491	William Gagne-Maynard	Individual		will.maynard@gmail.com

Communication ID: 500870

Communication (4/20/2022)

Angela O'Leary Draft EIS Comment

Manager DEIS Comments,

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At Seattle Center: Rethink the station entirely. It seems like zero consideration was put into this one. We KNOW the station escalators/elevators are unreliable, yet you plan a station so deep to be completely reliant on them. It will take too long to reach the platform and people are screwed if they elevators/escalators break down. And placing a station on Republican that will disrupt and potentially displace some of the arts organizations at the Seattle Center is wrong and does a real disservice to Seattle. They have created a wonderful grouping of arts organizations in the middle of town and it should be left to grow and thrive. Sound Transit has clearly not put real thought into this and needs to start over.

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Angela O'Leary
angeloleary@gmail.com
345 17th Ave E
Seattle, Washington 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1075498	Angela O'Leary	Individual		angeloleary@gmail.com

Communication ID: 500871

Communication (4/21/2022)

Jaclyn Martin Draft EIS Comment

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Jaclyn Martin
jackiejeanm@gmail.com

1201 E John St, Apt 1
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Owner(s):

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1075499	Jaclyn Martin	Individual		jackiejeanm@gmail.com

Communication ID: 500874

Communication (4/20/2022)

Allie Kerr Draft EIS Comment

Manager DEIS Comments,

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We have one chance to do this right, let's not mess this up.

Thank you for your review of these comments.

Allie Kerr
kerr.allie@gmail.com

3830 Surber Drive NE
Seattle, Washington 98105

Owner(s):

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1075501	Allie Kerr	Individual		kerr.allie@gmail.com

Communication ID: 500878

Communication (4/21/2022)

Elizabeth Nelson Draft EIS Comment

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Elizabeth Nelson
enelson070@gmail.com

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Owner(s):

Contact ID	Name	Type	Phones	Email
1075506	Elizabeth Nelson	Individual		enelson070@gmail.com

Communication ID: 500879

Communication (4/21/2022)

Enrique Munoz Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Enrique Munoz
enriquemunoz600@gmail.com

712 N 143rd St Apt 204
Lynnwood, Washington 98133

Owner(s):

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1075508	Enrique Munoz	Individual		enriquemunoz600@gmail.com

Communication ID: 500880

Communication (4/21/2022)

Margaret MacDonald Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Margaret MacDonald
macdmarg@gmail.com

10319 Midvale Ave N Apt A
Seattle, Washington 98133

Owner(s):

Contact ID	Name	Type	Phones	Email
1075509	Margaret MacDonald	Individual		macdmarg@gmail.com

Communication ID: 500881

Communication (4/21/2022)

Mark Marogil Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mark Marogil
markmarogil@gmail.com

435 summit ave east apt 301
seattle, Washington 98102

Owner(s):

Contact ID	Name	Type	Phones	Email
1075510	Mark Marogil	Individual		markmarogil@gmail.com

Communication ID: 500884

Communication (4/21/2022)

Samarth Patel Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Samarth Patel
samarthxpatel1@gmail.com

1525 9th Ave
Seattle, Washington 98101

Owner(s):

Contact ID	Name	Type	Phones	Email
1075513	Samarth Patel	Individual		samarthxpatel1@gmail.com

Communication ID: 500995

Communication (4/22/2022)

I support any option that reduces the volume of car traffic down 15th.
The urbanist had an option to add a new vehicle bridge with the light rail bridge and make Ballard bridge a public amenity / new park.

Construction should make the appropriate considerations for the ballard food bank to ensure it can remain in operation during construction.

I want this.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075600	Andrew Rhodes	Individual		pancakeindian@yahoo.com

Communication ID: 501133

Communication (4/21/2022)

Michael Gillenwater Draft EIS Comment

Manager DEIS Comments,

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Michael Gillenwater
mwgillenwater@gmail.com

9231 View Ave. NW
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
874057	Michael Gillenwater	Individual		mwgillenwater@gmail.com

Communication ID: 501135

Communication (4/22/2022)

Brandon Lazzell Draft EIS Comment

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Brandon Lazzell
Brandon.Lazzell@valpo.edu

5750 230th Street SW, A
Mountlake Terrace, Washington 98043

Owner(s):

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1075756	Brandon Lazzell	Individual		Brandon.Lazzell@valpo.edu

Communication ID: 501136

Communication (4/22/2022)

Alex Frederick Draft EIS Comment

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Alex Frederick
axfreder@gmail.com

7043 Earl Ave Nw
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
879494	Alex Frederick	Individual	8474149894	~~axfreder@gmail.com~~

Communication ID: 501137

Communication (4/22/2022)

Jesse Swingle Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jesse Swingle
jessejamess@msn.com

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Seattle, Washington 98109

Owner(s):

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1075757	Jesse Swingle	Individual		jessejamess@msn.com

Communication ID: 501138

Communication (4/22/2022)

Maxx Follis-Goodkind Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Maxx Follis-Goodkind
friendsofmaxx@gmail.com

6726 Mary Ave Nw
Seattle, Washington 98117

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1075758	Maxx Follis-Goodkind	Individual		friendsofmaxx@gmail.com

Communication ID: 501139

Communication (4/22/2022)

Conrad Meyer Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Conrad Meyer
cse.cem+subway@gmail.com

2037 nw 65th st
seattle, Washington 98117

Owner(s):

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1075759	Conrad Meyer	Individual		cse.cem+subway@gmail.com

Communication ID: 501141

Communication (4/22/2022)

Joe Reilly Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Joe Reilly
joe.reilly206@gmail.com

7527 27th Ave NE
Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
875080	Joe Reilly	Individual		joe.reilly206@gmail.com

Communication ID: 501142

Communication (4/22/2022)

Kenneth Tham Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Kenneth Tham
kenneth.w.tham@gmail.com

400 NE 45th St Apt 322
Seattle , Washington 98105

Owner(s):

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1075761	Kenneth Tham	Individual		kenneth.w.tham@gmail.com

Communication ID: 501143

Communication (4/22/2022)

Shir Goldberg Draft EIS Comment

Manager DEIS Comments,

I live in Ballard and I don't have a car. My family depends on transit to get around. The situation here is already close to untenable due to the poor planning and leadership from Sound Transit. You have ONE SHOT at getting the light rail right. I'm begging you on behalf of all of us who have to live with your decisions—don't screw it up! Make stations as shallow and easy to access as possible. Put them in convenient locations, even if small business owners complain. It's time to prioritize your passengers instead of business interests!

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Shir Goldberg
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1514 NW 53RD ST, UNIT B
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Owner(s):

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1075762	Shir Goldberg	Individual		me@shirgoldbird.com

Communication ID: 501144

Communication (4/22/2022)

Jacob White Draft EIS Comment

Manager DEIS Comments,

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Jacob White
jjwhite33@yahoo.com

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Communication ID: 501148

Communication (4/22/2022)

Erik Heino Draft EIS Comment

Manager DEIS Comments,

As someone born in Seattle and a long-time taxpayer in the North King RTA district, I'm writing to insist that the Ballard-West Seattle Link Extension prioritize the needs of riders and increased ridership. Here are my comments about Sound Transit's Draft Environmental Statement:

- Keep all stations approved by voters.
- Make stations as shallow as possible to promote shorter connection times. The options so far are all far too deep.
- In Ballard, reopen consideration of a 20th Ave. station on a Thorndyke Tunnel Portal alignment.
- In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
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- In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
- In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
- In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Erik Heino
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Communication ID: 501149

Communication (4/22/2022)

Thomas Johnson Draft EIS Comment

Manager DEIS Comments,

Like so many have said, the Ballard-West Seattle Link Extension must put riders and increased ridership first. I write to submit my comments to Sound Transit's Draft Environmental Statement.

Eliminate no stations from what voters approved with ST3 in 2016. Our region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations directly opposes what we the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times far too much to be useful for short trips. These short trips are essential for the large number of riders like me, who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past at all. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Mercer Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for reviewing these comments.

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Communication ID: 501150

Communication (4/22/2022)

Alex McGuire Draft EIS Comment

Manager DEIS Comments,

Hello,

It is CRITICAL that the Ballard-West Seattle Link Extension put riders and increased ridership first. I submit my following comments to Sound Transit's Draft Environmental Statement

Overarching criticisms:

We cannot afford to eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations at this stage contradicts what the region's voters chose, and stands as in direct opposition of the projected transportation needs.

Stations should be as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, for the following in particular: Midtown, Westlake, Denny, and Seattle Center, will increase travel times to the point they will not be useful for short trips. Making short trips easy by rail is essential for the large number of riders who are not suburban commuters. All of the deep and high-capacity stations also call for excellent vertical conveyances, which very clearly has not been a priority in the past (memes about how often you station escalators are broken is awful even if you are entirely able-bodied!) If these types of stations are pursued, it must be ensured that escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes, and not fail riders in the event of mechanical failure. Elevators should go from street level straight to the platform level, without additional stops to get passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Building systems that provide smooth transfers between the growing transit lines is paramount to promoting a healthy rail network. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. The current options will make further expansions off of these options impractical and not useful.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Having more transit at this hub should mean a much more robust and solid infrastructure, not worse than current.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations, this will do nothing but burden this already essential and heavily used station. Open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. Please keep in mind that for many businesses and residences in this area, displacement would mean having to leave Seattle proper for good.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. Also keep in mind how important having access via Lander is to those who went without it over the past 4 years.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).

(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Alex McGuire
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Communication ID: 501297

Communication (4/25/2022)

Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

For Interbay I support Thorndyke retained cut [IBB-2a/IBB-2b].

For Smith Cove I support Galer street station/central Interbay [SIB-1].

I prefer Republican street station and for work to mitigate impacts to arts organizations as much as possible.

Please study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible.

Westlake Ave Station [DT-1]. Update vertical conveyances and aim shallower.

5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

For Midtown state, make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel.

For SODO the best is the Mixed Profile Station [SoDo-2] and please study construction further North at the existing SoDo Station location.

I prefer WSJ-5, but please study a better DEL-6 that is compatible with WSJ-5.

- Do not eliminate any stations.
- Work to make stations as shallow as possible.
- Improve transfer times wherever possible.
- Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.
- Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.
- Plan to build for future expansion in Seattle.

Owner(s):

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Communication ID: 501300

Communication (4/23/2022)

Tim Kappenman Draft EIS Comment

Project funding/cost
Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs
between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3
($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided
25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were
providing in early 2020.

*The light rail is all ready way over the original voted on budget($1.7 Billion) and based on all the other project history will likely be far greater than the $4.7 Billion by the time it's actually completed.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West
Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40
million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses,
parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating.

Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.

Owner(s):

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Communication ID: 501301

Communication (4/23/2022)

Anonymous Draft EIS Comment

I would like to stress that Sound Transit consider the gondola solution as a feeder form of transportation to reach our goals in West Seattle. Please review the information below.

Transit Time
If you live south of the N. Delridge light rail station and want to take the light rail to Bellevue, you would
take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12
min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line
light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to
get to a tunnel platform to wait for a train to Bellevue. The average wait time in chapter 3.4.3.3.1 does
not accurately reflect any of this. The average, total travel time may be longer than using buses and
driving a car and certainly less convenient. If the West Seattle light rail is extended beyond SODO in
2037, using it versus a bus may take about the same time. The travel times in Appendix N.1-3 are not
realistic and seem to only reflect idealistic "best case" scenarios.
Aerial engineering consultants have told us that it appears West Seattle gondola stations could be one
story high. Therefore, if you took a gondola to go to Bellevue, you might take a bus to the N. Delridge

gondola station, walk or take the escalator/elevator up one story, board one of the always available
cabins, ride it all the way to the ID, go down one story to the tunnel entrance, take an escalator/elevator
down, and wait for a train to Bellevue. It would be a much easier and more convenient process and may
therefore attract more drivers to public transit.
Pedestrian and Bicycle Trails
The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest
of Seattle via the lower bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the
mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4.
Waterway Impact
Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The
tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is
a major oversight. The chapter also does not mention that the West Seattle bridge will need to be
replaced at some point. ST should coordinate space requirements for that with SDOT and the DEIS
should be updated to cover these requirements.
Acquisitions, Displacements, and Relocations
Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses,
parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for
example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and
therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.
As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said:
"Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable
for Sound Transit, could be considered for some service if that service would operate on principally
exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail
'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit
issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's"
proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the
regional network but as a feeder from the ST3 designated station locations to the main spine of the light
rail system. An urban gondola could provide the capacity needed, could be constructed with

minimal
disruption, displacement, and damage to the environment and established community. Specifically, it
would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in

West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.

- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org) Ecosystems Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue

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Communication (4/23/2022)

Sophia Keller Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Sophia Keller
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Communication (4/22/2022)

Jenny Hayes Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. As a Ballard resident I especially urge you to reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. 20th Ave NW is a much more central location for a station and this would also avoid potential bridge restrictions. Ballard is crying out for better transit options - please do this urgently!!

Additionally I agree with the following:

Do not eliminate any stations from what voters approved with ST3 in 2016! The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility! We demand and deserve more coverage of the city and surrounding areas in the future!

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jenny Hayes
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Communication (4/20/2022)

Scott Percival Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Scott Percival
scott.m.percival@gmail.com

6801, Greenwood Ave N Unit 414
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1075968	Scott Percival	Individual		scott.m.percival@gmail.com

Communication ID: 501353

Communication (4/20/2022)

Colin Ernst Draft EIS Comment

Manager DEIS Comments,

Don't sell us short on transit. We approved the ST3 so build it. We need more rail lines to get around the city especially as Seattle continues to grow. If you take away stations you drop functionality and people won't use it as much. Make it good so people use it.

Below are detailed notes provided my Seattle Subway which I support in full.

Thanks.
Colin Ernst, Ballard resident

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Colin Ernst
monkfrog@gmail.com
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Seattle, Washington 98117

Owner(s):

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1075969	Colin Ernest	Individual		monkfrog@gmail.com

Communication ID: 501354

Communication (4/20/2022)

Rylan Conway Draft EIS Comment

Manager DEIS Comments,

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Rylan Conway
rylanc24@gmail.com

2205 Bigelow Ave. N.
Seattle, Washington 98109

Owner(s):

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1075970	Rylan Conway	Individual		rylanc24@gmail.com

Communication ID: 501355

Communication (4/20/2022)

David Guilland Draft EIS Comment

Manager DEIS Comments,

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David Guilland
Hardwater1000@gmail.com

19542 echo lake pl n
Shoreline, Washington 98133

Owner(s):

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1075971	David Guilland	Individual		Hardwater1000@gmail.com

Communication ID: 501356

Communication (4/20/2022)

Joseph Pirtle Draft EIS Comment

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Joseph Pirtle
pirtlj@gmail.com

954 East Union Street, Until 314
Seattle, Washington 98122

Owner(s):

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1075972	Joseph Pirtle	Individual		pirtlj@gmail.com

Communication ID: 501357

Communication (4/20/2022)

John Renehan Draft EIS Comment

Manager DEIS Comments,

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jmrenehan@gmail.com

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Seattle, Washington 98103

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880139	John Renehan	Individual		jmrenehan@gmail.com

Communication ID: 501360

Communication (4/20/2022)

Alexa Fay Draft EIS Comment

Manager DEIS Comments,

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Alexa Fay
alexafpfay@gmail.com

1819 23rd Ave Apt E220
Seattle, Washington 98122

Owner(s):

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1075973	Alexa Fay	Individual		alexafpfay@gmail.com

Communication ID: 501361

Communication (4/20/2022)

Jazmine Smith Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jazmine Smith
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Communication ID: 501362

Communication (4/21/2022)

David Freeburg Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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David Freeburg
dfreeburg@gmail.com

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Bainbridge Island, Washington 98110

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Communication ID: 501363

Communication (4/21/2022)

Johnathon Davis Draft EIS Comment

Manager DEIS Comments,

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Johnathon Davis
johnathondaviscjk@gmail.com

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Seattle, Washington 98107

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Communication ID: 501364

Communication (4/21/2022)

Kyle Berquist Draft EIS Comment

Manager DEIS Comments,

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Kyle Berquist
kyleberquist8@gmail.com

20104 18th Ave NW
Shoreline, Washington 98177

Owner(s):

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1075976	Kyle Berquist	Individual		kyleberquist8@gmail.com

Communication ID: 501365

Communication (4/21/2022)

Garin Wedeking Draft EIS Comment

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GARIN WEDEKING
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4206 Bagley Ave N
Seattle, Washington 98103

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Communication ID: 501366

Communication (4/21/2022)

Evan Van Cotthem Draft EIS Comment

Manager DEIS Comments,

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Evan Van Cotthem
evancotthem@gmail.com

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Seattle, Washington 98109

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Communication ID: 501367

Communication (4/21/2022)

Mary Skomerza Draft EIS Comment

Manager DEIS Comments,

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Mary Skomerza
mskomerza44@gmail.com

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Seattle, Washington 98125

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Communication (4/21/2022)

Alex Semaca Draft EIS Comment

Manager DEIS Comments,

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Alex Semaca
asemaca15@gmail.com

800 Seneca Street, 2308
Seattle, Washington 98101

Owner(s):

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1075980	Alexa Semaca	Individual		asemaca15@gmail.com

Communication ID: 501369

Communication (4/21/2022)

Jason Barbier Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

Jason Barbier
jason@corrupted.io

11805 8th ST E
Edgewood, Washington 98372

Owner(s):

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Communication ID: 501370

Communication (4/21/2022)

Skyler Urban Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Skyler Urban
skyu96@gmail.com

400 Boren Ave N.
Seattle, Washington 98109

Owner(s):

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1075982	Syler Urban	Individual		skyu96@gmail.com

Communication ID: 501426

Communication (4/13/2022)

Kelsey Rote Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Kelsey Rote
kelseyrote@gmail.com

7600 Greenwood Ave N Apt 302
Seattle, Washington 98103

Owner(s):

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1076022	Kelsey Rote	Individual		kelseyrote@gmail.com

Communication ID: 501427

Communication (4/13/2022)

Carla Englander WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Carla Englander
carla_just_carla@yahoo.com

323 NE 178th St
Shoreline, Washington 98155

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1076023	Carla Englander	Individual		carla_just_carla@yahoo.com

Communication ID: 501428

Communication (4/13/2022)

Michaela Barrett Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Michaela Barrett
michaela@rose-labyrinth.com

4780 32nd Ave S Apt 207
Seattle, Washington 98118

Owner(s):

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1076024	Michaela Barrett	Individual		michaela@rose-labyrinth.com

Communication ID: 501429

Communication (4/13/2022)

David Ross Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

I've been following this progress for a while, and while my recommendations take guidance from others, it's not out of automation that I boost these efforts. (For what it's worth)

• Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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David Ross
vgnessvg@gmail.com

929B N. 85th St.
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1076025	David Ross	Individual		vgnessvg@gmail.com

Communication ID: 501430

Communication (4/13/2022)

Matthew Robinson Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Matthew Robinson
MatthewRobinsonRDN@outlook.com

1146 Harrison st apt 220
Seattle, Washington 98109

Owner(s):

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1076026	Matthew Robinson	Individual		MatthewRobinsonRDN@outlook.com

Communication ID: 501431

Communication (4/13/2022)

Robert DeMacon Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Robert DeMacon
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900 NE 65TH STREET Unit 509
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Communication ID: 501432

Communication (4/13/2022)

Rachel Brown Draft EIS Comment

Manager DEIS Comments,

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Rachel Brown
rachelb@seattlesubway.org

709 Boylston Ave
Seattle, Washington 98102

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1076027	Rachel Brown	Individual		rachelb@seattlesubway.org

Communication ID: 501434

Communication (4/13/2022)

Congrui Li Draft EIS Comment

Manager DEIS Comments,

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Congrui Li
theturtleguy@gmail.com

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Communication ID: 501435

Communication (4/13/2022)

Samuel Fullerton Draft EIS Comment

Manager DEIS Comments,

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Samuel Fullerton
s.fullerton7@gmail.com

210 e Blaine St apt 202
Seattle, Washington 98102

Owner(s):

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1076030	Samuel Fullerton	Individual		s.fullerton7@gmail.com

Communication ID: 501436

Communication (4/13/2022)

Matthew Gliboff Draft EIS Comment

Manager DEIS Comments,

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Matthew Gliboff
matthew.gliboff@gmail.com

16275 NE 85th st
Redmond, Washington 98052

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1076031	Matthew Gliboff	Individual		matthew.gliboff@gmail.com

Communication ID: 501437

Communication (4/13/2022)

Theodore Wiederhold Draft EIS Comment

Manager DEIS Comments,

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Theodore Wiederhold
wiederhold@hotmail.com

7107 32nd Ave NW
Seattle, Washington 98117

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Communication ID: 501438

Communication (4/13/2022)

Jacob Struiksma Draft EIS Comment

Manager DEIS Comments,

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Jacob Struiksma
jacobstruiksma@gmail.com

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Kenmore, Washington 98028

Owner(s):

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Communication ID: 501439

Communication (4/13/2022)

Andrew Zellman Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Andrew Zellman
andrew.zellman@gmail.com

330 Nw 81st St
Seattle, Washington 98117

Owner(s):

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775929	Andrew Zellman	Individual		~~andrew.zellman@gmail.com~~

Communication ID: 501440

Communication (4/13/2022)

Ian Johnson Draft EIS Comment

Manager DEIS Comments,

I agree with the below, please tax me whatever you need to connect these locations.

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Ian Johnson
ian@theianjohnson.com
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Seattle, Washington 98116

Owner(s):

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1076033	Ian Johnson	Individual		ian@theianjohnson.com

Communication ID: 501441

Communication (4/13/2022)

Allen Clark Draft EIS Comment

Manager DEIS Comments,

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Allen Clark
allenclark1@hotmail.com

902 6th Ave N
Seattle, Washington 98109

Owner(s):

Contact ID	Name	Type	Phones	Email
1076034	Allen Clark	Individual		allenclark1@hotmail.com

Communication ID: 501442

Communication (4/13/2022)

Charles Fowles Draft EIS Comment

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Charles Fowles
Rockycore@hotmail.com

1038 NE 117th St
seattle, Washington 98125

Owner(s):

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1072820	Charles Fowles	Individual		Rockycore@hotmail.com

Communication ID: 501443

Communication (4/13/2022)

Jennifer Sleath Draft EIS Comment

Manager DEIS Comments,

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Jennifer Sleath
jenni.sleath@gmail.com

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1076035	Jennifer Sleath	Individual		jenni.sleath@gmail.com

Communication ID: 501444

Communication (4/13/2022)

Jonathan Ursin Draft EIS Comment

Manager DEIS Comments,

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Jonathan Ursin
JonathanUrsin@gmail.com

152 20th Ave Apt 1
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1073431	Jonathan Ursin	Individual		JonathanUrsin@gmail.com

Communication ID: 501445

Communication (4/13/2022)

Michael Hlas Draft EIS Comment

Manager DEIS Comments,

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Michael Hlas
mhlas7@gmail.com

8354 11th Ave NW Unit 1
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
932282	Michael Hlas	Individual		mhlas7@gmail.com

Communication ID: 501446

Communication (4/13/2022)

Charles Fowles Draft EIS Comment

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In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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Thank you for your review of these comments.

Charles Fowles
rockycore@gmail.com

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Seattle, Washington 98125

Owner(s):

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1076036	Charles Fowles	Individual		rockycore@gmail.com

Communication ID: 501447

Communication (4/13/2022)

David Guilland Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

David Guilland
Hardwater1000@gmail.com

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1075971	David Guilland	Individual		Hardwater1000@gmail.com

Communication ID: 501448

Communication (4/13/2022)

William Douglass Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

WILLIAM DOUGLASS
williamedouglass@gmail.com

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Seattle, Washington 98116

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1076037	William Douglass	Individual		williamdouglass@gmail.com

Communication ID: 501449

Communication (4/13/2022)

Celeste Gray Draft EIS Comment

Manager DEIS Comments,

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Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. The best transfers take seconds. Everything longer is a compromise than needs excellent justification, exponential with the time cost.

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We are going to built a beautiful, fast, efficient network, if we manage to get this right. Otherwise we'll lose out on future growth possibilities by paying for mistakes we don't have to make.

Thank you for your review of these comments.

Celeste Gray
celeste.s.gray@gmail.com
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Seattle, Washington 98122

Owner(s):

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1076038	Celeste Gray	Individual		celeste.s.gray@gmail.com

Communication ID: 501450

Communication (4/13/2022)

Mario Coll Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mario Coll
mmciv.0@gmail.com

11 W Mercer St Apt 213
Seattle, Washington 98119

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1076039	Mario Coll	Individual		mmciv.0@gmail.com

Communication ID: 501451

Communication (4/13/2022)

Samarth Patel WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Samarth Patel
samarthxpatel1@gmail.com

1525 9th Ave
Seattle, Washington 98101

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1075513	Samarth Patel	Individual		samarthxpatel1@gmail.com

Communication ID: 501452

Communication (4/13/2022)

Brennen Birch Draft EIS Comment

Manager DEIS Comments,

I couldn't agree more with Seattle Subway's response to the DEIS, so I am including it verbatim below. Sound Transit needs to go back to the drawing board for these plans:

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Thank you for your review of these comments.

Brennen Birch
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Communication ID: 501453

Communication (4/13/2022)

Jason Arends Draft EIS Comment

Manager DEIS Comments,

I'm keeping what Seattle Subway put in below (as I'm sure they've thought this through more than me), but my own thoughts to emphasize are:

-No more escalators! They are broke all the damn time, and it adds time to a trip to ascend/descend from the bowels of the earth. Either a bunch of very fast elevators or put the station way closer to the surface (I have no idea how feasible this is).

-Build stations where people are/will be. If you're going to ballard, go to the part people want to be in! Don't build any more stations that are just a giant parking lot.

-And please look at accelerating the building schedule, if at all possible.

Thank you!

-Jason Arends

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At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jason Arends
arendsja@gmail.com
2434 S JUDKINS ST
SEATTLE, Washington 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1076040	Jason Arends	Individual		arendsja@gmail.com

Communication ID: 501454

Communication (4/13/2022)

Paul Son Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

paul.son@outlook.com
2111 E John St, Apt 302
Seattle, Washington 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1076041	Paul Son	Individual		pau.son@outlook.com

Communication ID: 501455

Communication (4/13/2022)

Blair Stewart Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put humans first. The expansion must put pedestrians first. The extension must put accessibility first. The extension must provide a 21st century, century long service to our community. Because of its importance, I am writing to submit my comments to Sound Transit's Draft Environmental Statement

I write to SUPPORT:
-Shallow stations to promote shorter travel times, accessibility, and reliability. Deep stations are setting Sound Transit up for future liability! Deep stations require much greater maintenance costs to ensure reliable, ADA compliant access. Shallow stations are setting Sound Transit up for success! Shallow stations better service short trips, and will attract a greater variety and number of riders.

-For stations which must be below ground level: ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

-Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

I write to SUPPORT:
In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: Open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. CID-1a is the better of the current alternatives.
In Sodo: The Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

I write to SUPPORT future proofing the ST3 expansion by incorporating the following considerations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

I write to OPPOSE:
-Any elimination of stations from what voters approved with ST3 in 2016. Eliminating planned stations is in direct opposition to what the region's voters want and need.

I write to OPPOSE:
In Ballard: All proposed 14th and 15th Ave station configurations. Neither 14th nor 15th ave serve the high density neighborhood that will provide a large portion of riders for this expansion. Neither 14th nor 15th proposed locations put riders first.
In SLU: Both proposed station option locations. Neither proposed options serves the SLU neighborhood ridership now, and will not serve the neighborhood for the rest of the 21st century.

In Chinatown/International District: All deep station alternatives (1b, 2a, and 2b)
In Sodo: The preferred alternative with the staggered station. This alternative doesn't support pedestrians and riders.

Thank you for your review of these comments.

Sincerely,
Blair Stewart

Blair Stewart
b.stewartwalker@gmail.com
4029 Letitia Ave S
Seattle, Washington 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1076042	Blair Steward	Individual		b.stewartwalker@gmail.com

Communication ID: 501456

Communication (4/13/2022)

Tyler Doyle Draft EIS Comment

Manager DEIS Comments,

I live in Ballard and have for about 10 years. I love it here, as I get to live in a dense urban neighborhood, with decent transit and a wonderful walkable life for me, my wife, and my dog. However, I would also love GREAT transit to downtown (where I now work) and to get around and explore my city. My comments largely agree with advocacy groups like Seattle Subway and The Urbanist, though I have edited them where I disagree or have more specific requests, so please review this and don't treat it as a simple copy/paste.

My comments start with Ballard: A 14th station, especially with the latest cost refinement idea being to delete the west-side entrance, requires me crossing 24th (where I live, West side), 15th, 14th, and Market in order to reach the train. This is objectively absurd. While there is some medium-density going up in West Woodland/Brewery District it is nothing compared to the historical and continuing density in the Ballard Core.... ESPECIALLY along 24th. I would like a one seat ride to downtown and the airport and I could probably get ride of one of our cars as a family! That's the kind of thing we need to be incentivizing. 14th just doesn't cut it.

I agree with the sentiments from Seattle Subway below:
Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: Support Thorndyke Retained Cut [IBB-2a/IBB-2b].
In Smith Cove: Preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
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Thank you for your review of these comments.

Tyler Doyle
doyle.tyler@gmail.com
2420b nw 61st st
Seattle, Washington 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
1071843	Tyler Doyle	Individual		doyle.tyler@gmail.com

Communication ID: 501457

Communication (4/13/2022)

David Jaoui Draft EIS Comment

Manager DEIS Comments,

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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
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Thank you for your review of these comments.

David Jaoui
dsjaoui@gmail.com
24216 15th Pl SE
Bothell, Washington 98021
Manager DEIS Comments,

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David Jaoui
dsjaoui@gmail.com
24216 15th Pl SE
Bothell, Washington 98021
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Thank you for your review of these comments.

David Jaoui
dsjaoui@gmail.com
24216 15th Pl SE
Bothell, Washington 98021

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797511	David Jaoui	Individual	(909) 518-6669 (Home)	dsjaoui@gmail.com

Communication ID: 501458

Communication (4/13/2022)

Catie Wandell Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Catie Wandell
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Communication ID: 501459

Communication (4/13/2022)

Evin Fairchild Draft EIS Comment

Manager DEIS Comments,

I believe that the Ballard-West Seattle Link Extension is very important to the city of Seattle and the surrounding region. However, it's design must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement as I have significant concerns about the design of various aspects of this project.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

It is extremely important to make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: Putting the station on 14th or 15th Ave NW is a horrible choice and a complete waste of money. Not only is it too far from the core of Ballard but it requires crossing a busy, dangerous street in order to actually get there. I strongly urge Sound Transit to reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options as they aren't located in the heart of SLU. Study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Sound Transit needs to make every effort possible to reduce the depth of this station.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out the ridiculously deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a but closer to the surface, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Evin Fairchild
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Lynnwood, Washington 98087

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Communication ID: 501463

Communication (4/20/2022)

Mariah DeLeo Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Mariah DeLeo
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Communication ID: 501465

Communication (4/20/2022)

Isaiah Snell-Feikema Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

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Communication ID: 501467

Communication (4/20/2022)

Isaac Banner Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Isaac Banner
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Communication ID: 501468

Communication (4/20/2022)

Karen Levy Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Karen Levy
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Communication ID: 501470

Communication (4/21/2022)

Jason Rock Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible, a good rule of thumb is stations should be separated from grade no more than 3 stories, to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jason Rock
jrock08@gmail.com

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Seattle, Washington 98118

Owner(s):

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Communication ID: 501471

Communication (4/21/2022)

Michelle Burce Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
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In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Michelle Burce
michelleburce@gmail.com

3500 S Hudson Street
Seattle, Washington 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
874197	Michelle Burce	Individual		~~michelleburce@gmail.com~~

Communication ID: 501472

Communication (4/21/2022)

Bethany Taylor Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

Bethany Taylor
taylorbethany301@gmail.com

206 Harvard Ave E Apt 2
Seattle , Washington 98102

Owner(s):

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1076053	Bethany Taylor	Individual		taylorbethany301@gmail.com

Communication ID: 501473

Communication (4/21/2022)

Andrew Feldman Draft EIS Comment

Manager DEIS Comments,

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Andrew Feldman
xoom64@hotmail.com

4001 SW Cloverdale St
Seattle, Washington 98136

Owner(s):

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1076054	Andrew Feldman	Individual		xoom64@hotmail.com

Communication ID: 501474

Communication (4/26/2022)

Chris Asmar Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Chris Asmar
asmarcd@gmail.com

2615 1st St.
Seattle, Washington 98121

Owner(s):

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1076055	Chris Asmar	Individual		asmarcd@gmail.com

Communication ID: 501475

Communication (4/21/2022)

Patrick McCarthy Draft EIS Comment

Manager DEIS Comments,

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Patrick McCarthy
p.t.mccarthy@gmail.com

541 25th Ave S
Seattle, Washington 98114

Owner(s):

Contact ID	Name	Type	Phones	Email
1076056	Patrick McCarthy	Individual		p.t.mccarthy@gmail.com

Communication ID: 501477

Communication (4/22/2022)

Ryan Sharp Draft EIS Comment

Manager DEIS Comments,

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Ryan Sharp
ryynoo@me.com

5720 28th Ave NW
Seattle, Washington 98107

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Communication ID: 501478

Communication (4/21/2022)

Dawn Tarpinian Draft EIS Comment

Manager DEIS Comments,

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Dawn Tarpinian
dawn.a.tarpinian@gmail.com

1221 Minor Ave 103
Seattle, Washington 98101

Owner(s):

Contact ID	Name	Type	Phones	Email
1076059	Dawn Tarpinian	Individual		dawn.a.tarpinian@gmail.com

Communication ID: 501480

Communication (4/21/2022)

Elizabeth Uselton Draft EIS Comment

Manager DEIS Comments,

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Elizabeth Uselton
elizabeth.uselton@gmail.com

1605 East Olive Street Apt 310
Seattle, Washington 98122

Owner(s):

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1076060	Elizabeth Uselton	Individual		elizabeth.uselton@gmail.com

Communication ID: 501481

Communication (4/21/2022)

Logan Bowers Draft EIS Comment

Manager DEIS Comments,

Hello! I left the generated statement from Seattle Subway because I think on the substance it nails the points I care about. I will say that as a layperson, I see Sound Transit making poor long-term choices with buried stations and/or stations located far from population centers and near freeways. Don't let short-termism degrade what will be a 200 year investment in the city's transportation infrastructure!

Thank you for all your hard work, I know it's not easy.

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Logan Bowers
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Seattle, Washington 98112

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Communication ID: 501483

Communication (4/21/2022)

Basil Mayhan Draft EIS Comment

Manager DEIS Comments,

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Basil Mayhan
littlespacecase@rocketmail.com

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Communication ID: 501484

Communication (4/21/2022)

Nora Rivkis Draft EIS Comment

Manager DEIS Comments,

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Nora Rivkis
nrivkis@fastmail.com

929 N 88th St
Seattle, Washington 98103

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Communication ID: 501485

Communication (4/21/2022)

Nelson Lowhim Draft EIS Comment

Manager DEIS Comments,

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Nelson Lowhim
nlowhim@gmail.com

827 14th ave unit B
Seattle, Washington 98122

Owner(s):

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774831	Nelson Lowhim	Individual		nlowhim@gmail.com

Communication ID: 501486

Communication (4/21/2022)

Eugene Kramer Draft EIS Comment

Manager DEIS Comments,

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Eugene Kramer
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3710 S 198th St
Seatac, Washington 98188

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777970	Eugene Kramer	Individual		eugenekramer@hotmail.com

Communication ID: 501487

Communication (4/20/2022)

Steve Shapiro Draft EIS Comment

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Steve Shapiro
shapirosm@gmail.com

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seattle, Washington 98144

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Communication ID: 501488

Communication (4/20/2022)

Jonanthan Cooper Draft EIS Comment

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Jonanthan Cooper
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Communication ID: 501489

Communication (4/20/2022)

Timothy Liu Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Timothy Liu
timothykliu1@gmail.com

9736 15th St SE
Lake Stevens, Washington 98228

Owner(s):

Contact ID	Name	Type	Phones	Email
1076066	Timothy Liu	Individual		timothykliu1@gmail.com

Communication ID: 501491

Communication (4/20/2022)

Martin Criminale Draft EIS Comment

Manager DEIS Comments,

I'm writing as an avid cyclist and pedestrian that uses public transportation daily and as someone that has seen Seattle grow tremendously. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

Martin Criminale
martin@criminale.com

1515 35th Ave S
Seattle, Washington 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1075271	Martin Criminale	Individual		martin@criminale.com

Communication ID: 501492

Communication (4/20/2022)

Reid Smith Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Reid Smith
reidasmith2@gmail.com

6402 9th Ave NE
Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1076068	Reid Smith	Individual		reidasmith2@gmail.com

Communication ID: 501493

Communication (4/20/2022)

Caitlin Klask Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.
-Caitlin Klask-

Caitlin Klask
cmklask@gmail.com

6333 Sand Point Way NE
Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1076069	Kaitlin Klask	Individual		cmklask@gmail.com

Communication ID: 501494

Communication (4/20/2022)

Melissa Simpson Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Melissa Simpson
simpson_mr@yahoo.com

30012 14th Ave S
Federal Way, Washington 98003

Owner(s):

Contact ID	Name	Type	Phones	Email
1076070	Melissa Simpson	Individual		simpson_mr@yahoo.com

Communication ID: 501495

Communication (4/18/2022)

Judy Blair Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Judy Blair
judithblair@yahoo.com

8747 Phinney Ave N #16
Seattle, Washington 98103

Owner(s):

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1076071	Judy Blair	Individual		judithblair@yahoo.com

Communication ID: 501496

Communication (4/14/2022)

Leeran Raphaely WSBLE Draft EIS Comment

Manager DEIS Comments,

I am a public transportation user, and being able to navigate around the city without a car is my number one issue as a voter.

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Thank you for your review of these comments.

Leeran Raphaely
leeran.raphaely@gmail.com

1717 N 37th St
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1076072	Leeran Raphaely	Individual		leeran.raphaely@gmail.com

Communication ID: 501497

Communication (4/14/2022)

Casey Colella WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Casey Colella
cpcolella@gmail.com

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Owner(s):

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Communication ID: 501498

Communication (4/14/2022)

Robbie Cunningham Adams WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Robbie Cunningham Adams
robbieadams.uw@gmail.com

4528 Purdue Ave NE
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1056560	Robbie Cunningham Adams	Individual		robbieadams.uw@gmail.com

Communication ID: 501499

Communication (4/14/2022)

Aaron Lewis WSBLE Draft EIS Comment

Manager DEIS Comments,

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Aaron Lewis
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Seattle, Washington 98144

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Communication ID: 501500

Communication (4/14/2022)

Liam Bradshaw WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Liam Bradshaw
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Communication ID: 501501

Communication (4/14/2022)

John Scott WSBLE Draft EIS Comment

Manager DEIS Comments,

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John Scott
jascott234@hotmail.com

16572 SE 161st St
Renton, Washington 98058-

Owner(s):

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1072484	John Scott	Individual		jascott234@hotmail.com

Communication ID: 501502

Communication (4/14/2022)

Daniel Newell WSBLE Draft EIS Comment

Manager DEIS Comments,

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Daniel Newell
DANIELNEWELL@GMAIL.COM

144 nw 83rd street,
Seattle, Washington 98117

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Communication ID: 501503

Communication (4/14/2022)

Zach Nostdal WSBLE Draft EIS Comment

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Zach Nostdal
nostdal@gmail.com

6411 S Bangor St
Seattle, Washington 98178

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Communication ID: 501504

Communication (4/14/2022)

Luke Pendergrass WSBLE Draft EIS Comment

Manager DEIS Comments,

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Luke Pendergrass
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Communication ID: 501505

Communication (4/14/2022)

Ian McPherson WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Ian McPherson
Ian.dewar.mcpherson@gmail.com

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Communication ID: 501506

Communication (4/14/2022)

Ian Malin WSBLE Draft EIS Comment

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Ian Malin
ianmalin94123@gmail.com

5129 24th Ave NE, Apt 2
Seattle, Washington 98105

Owner(s):

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1076080	Ian Malin	Individual		ianmalin94123@gmail.com

Communication ID: 501507

Communication (4/14/2022)

Adam Dodge WSBLE Draft EIS Comment

Manager DEIS Comments,

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Adam Dodge
adodge.pdr@gmail.com

3001 S Genesee St
Seattle, Washington 98108

Owner(s):

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1076081	Adam Dodge	Individual		adodge.pdr@gmail.com

Communication ID: 501508

Communication (4/14/2022)

Paul Cox WSBLE Draft EIS Comment

Manager DEIS Comments,

I've been following along for a while and am firmly behind Seattle Subway's thoughts and suggestions on this.

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Thank you for your review of these comments.

Paul Cox
pul@pcox.net

2023 NE Kenilworth Ln
Issaquah, Washington 98029

Owner(s):

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1076082	Paul Cox	Individual		pul@pcox.net

Communication ID: 501509

Communication (4/14/2022)

William Terrance WSBLE Draft EIS Comment

Manager DEIS Comments,

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William Terrance
bill@biketempe.org

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1076083	William Terrance	Individual		bill@biketempe.org

Communication ID: 501510

Communication (4/13/2022)

Sami Lee WSBLE Draft EIS Comment

Manager DEIS Comments,

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Sami Lee
samilee1920@gmail.com

4054 36th Ave SW
Seattle, Washington 98126

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1076084	Sami Lee	Individual		samilee1920@gmail.com

Communication ID: 501511

Communication (4/13/2022)

Adam Jacques WSBLE Draft EIS Comment

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Adam Jacques
adamjacques1@gmail.com

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Seattle, Washington 98164

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875594	Adam Jacques	Individual	9062360731	adamjacques1@gmail.com

Communication ID: 501512

Communication (4/13/2022)

Xochil Squaglia WSBLE Draft EIS Comment

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Thank you for your review of these comments.

Xochil Squaglia
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1202 North 44th Street, #5
Seattle, Washington 98103

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Communication ID: 501513

Communication (4/13/2022)

Heather Wood WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. It's critical the Delridge station supports easy transfers from the South Seattle College area and the eastern and southeastern West Seattle neighborhoods.

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Thank you for your review of these comments.

Heather Wood
Hwood_313@hotmail.com
5643 17th Ave SW
Seattle, Washington 98106

Owner(s):

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880898	Heather Wood	Individual		~~hwood_313@hotmail.com~~

Communication ID: 501514

Communication (4/13/2022)

Ben Mitchell WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ben Mitchell
bmitch1536@gmail.com

7515 Beacon Ave S
Seattle, Washington 98118

Owner(s):

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875097	Ben Mitchell	Individual		bmitch1536@gmail.com

Communication ID: 501515

Communication (4/13/2022)

Jillian Cromar WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

The proposed location for the SLU stop is not actually located within South Lake Union, and therefore is not useful. There are many many residents of SLU, formerly myself included, and most live along Dexter and Fairview. Placing the stop near 99 will make it near useless - if you can walk to 99 from what is actually residential SLU, you can walk almost as easily to Westlake. Many people commuting into SLU are also commuting to Dexter, Boren, and Mercer, which are not exactly nearby the current proposed location for the SLU stop. This station must be moved to be (1) less deep to facilitate transfers, and (2) placed somewhere actually useful.

If you want to increase ridership on public transit, it must be both accessible and reasonably placed. A station accessed by elevator only is not accessible unless the capacity of the elevators meets or exceeds the capacity of escalators. People WILL NOT use the stop if they have to wait for an elevator. Can you say missed transfers?

I also support all commentary below from Seattle Subway:

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Thank you for your review of these comments.

Jillian Cromar
jilliancromar@gmail.com
207 Park Lane, Apt 308
Kirkland, Washington 98033

Owner(s):

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1076086	Jillian Cromar	Individual		jilliancromar@gmail.com

Communication ID: 501516

Communication (4/13/2022)

Marc Winners WSBLE Draft EIS Comment

Manager DEIS Comments,

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Marc Winners
st3@mw.mozmail.com

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Seattle, Washington 98107

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1076087	Marc Winners	Individual		st3@mw.mozmail.com

Communication ID: 501517

Communication (4/13/2022)

Lara Hale WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Lara Hale
littlebitlara@gmail.com

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Walla Walla, Washington 99362

Owner(s):

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1076088	Lara Hale	Individual		littlebitlara@gmail.com

Communication ID: 501518

Communication (4/13/2022)

Nicole Reath WSBLE Draft EIS Comment

Manager DEIS Comments,

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Nicole Reath
nicole.reath@gmail.com

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Communication ID: 501519

Communication (4/13/2022)

Ben Broesamle WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ben Broesamle
bbroesamle@gmail.com

607 E Harrison St.
Seattle, Washington 98102

Owner(s):

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Communication ID: 501520

Communication (4/13/2022)

Beau Boehner WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Beau Boehner
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Communication ID: 501521

Communication (4/13/2022)

Gordon Padelford WSBLE Draft EIS Comment

Manager DEIS Comments,

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Gordon Padelford
gfp323@gmail.com

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Owner(s):

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1076091	Gordon Padelford	Individual		gfp323@gmail.com

Communication ID: 501522

Communication (4/13/2022)

Geoff Hill WSBLE Draft EIS Comment

Manager DEIS Comments,

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Geoff Hill
geoffhillsemail@gmail.com

2508 N. 44th St.
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1076092	Geoff Hill	Individual		geoffhillsemail@gmail.com

Communication ID: 501523

Communication (4/13/2022)

Dana Hoffman WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Dana Hoffman
danawillowhoffman@gmail.com

705 E Republican Street, Apt 204
Seattle, Washington 98102

Owner(s):

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1076093	Dana Hoffman	Individual		danawillowhoffman@gmail.com

Communication ID: 501524

Communication (4/13/2022)

William Cromar WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

I am a current Kirkland resident who used to live in SLU. I want to emphasize that the current plan for SLU station is woefully inadequate to serve the people who live and work there. The densest residential part of SLU is between Westlake and I5, and most of the big offices are within a few blocks of Westlake. The proposed SLU station placements are not easily walkable to either area. In order to keep the heart of the neighborhood within the walkshed of the station, the Link should tunnel from the proposed Denny station up to Republican street. Although that puts a new station close to Denny station, that is fully appropriate for a dense downtown area. Our closest peer is probably the BART which gets incredible ridership between relatively close downtown stations. The impacts to the Seattle streetcar during construction are acceptable since 1) this would be a vast, long term investment in SLU's transit access and 2) the streetcar has low ridership that can be substituted by existing buses. I urge you to reconsider the proposed options for SLU and draw up a new plan that best serves the residents and workers of SLU.

Further, I fully support Seattle Subway's recommendations below:

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Thank you for your review of these comments.

William Cromar
wtcromar@gmail.com
207 Park Ln, Apt 308
Kirkland, Washington 98033

Owner(s):

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1076094	William Cromar	Individual		wtcromar@gmail.com

Communication ID: 501525

Communication (4/13/2022)

Cathy Rundell WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Cathy Rundell
runcatrun@gmail.com

7506 24th Ave NW
Seattle, Washington 98117

Owner(s):

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1076095	Cathy Rundell	Individual		runcatrun@gmail.com

Communication ID: 501526

Communication (4/13/2022)

Johanna Wilder WSBLE Draft EIS Comment

Manager DEIS Comments,

Thank you for reading.

I am fully in agreement with the critique by Seattle Transit Rider's Union and am including their statement.

My personal concerns are that because I have a nervous-system condition that gives me vertigo, it is of the utmost importance that you take seriously the station depth and conveyance concerns, especially the escalators. Already those that are installed are prone to breakdowns, but please make them more accessible to people like me with vertigo.

Thank you for your consideration.

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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Johanna Wilder
johanna.wilder@icloud.com
14002 Linden Ave. N. #306
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Owner(s):

Contact ID	Name	Type	Phones	Email
1076096	Johanna Wilder	Individual		johanna.wilder@icloud.com

Communication ID: 501527

Communication (4/13/2022)

Jon Mathison WSBLE Draft EIS Comment

Manager DEIS Comments,

Thank you for the opportunity to comment on the DEIS for the Sound Transit expansion. I am a super happy rider and can't wait for the additional expansion to Ballard and beyond.

Please do not tunnel! I want to see Ballard when I go to Ballard and tunneling always has runaway costs that will burden not just the Ballard project but many other projects. Trains should be seen, hide the damn cars in a tunnel!

The idea of putting the train up 15th street and clearing the car sewer is the best idea around.

Please ensure all transfers are well thought through and that we do not end up taking many minutes to get to other platforms.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jon Mathison

JON MATHISON
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Communication ID: 501528

Communication (4/13/2022)

Max Rappaport WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Sincerely,
Max Rappaport

Max Rappaport
maxrappaport@gmail.com

1531 23rd Ave. S
Seattle, Washington 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1076097	Max Rappaport	Individual		maxrappaport@gmail.com

Communication ID: 501529

Communication (4/13/2022)

Hunter Merrill WSBLE Draft EIS Comment

Manager DEIS Comments,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement for the Ballard-West Seattle Link Extension. Stations can't move after being built, it is critical they are placed where they can benefit the most riders.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. This is the key to making the whole system work.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Hunter Merrill
satedx@gmail.com
3809 Whitman Ave N
Seattle, Washington 98103

Owner(s):

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1076098	Hunter Merrill	Individual		satedx@gmail.com

Communication ID: 501532

Communication (4/14/2022)

Sam Keller Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Sam Keller
samskeller@gmail.com

3636 Phinney Ave N
Seattlr, Washington 98103

Owner(s):

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1076099	Sam Keller	Individual		samskeller@gmail.com

Communication ID: 501533

Communication (4/14/2022)

Graham Golbuff Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

graham golbuff
grahamgolbuff@gmail.com

1705 s stevens st #202
seattle, Washington 98144

Owner(s):

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1076100	Graham Golbuff	Individual		grahamgolbuff@gmail.com

Communication ID: 501534

Communication (4/14/2022)

Matthew Bailey Draft EIS Comment

Manager DEIS Comments,

Hello,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement. We need to consider ridership in building ST3.

Please do not eliminate to eliminate planned station. This is against transit riders' needs and voters' wishes. Eliminating stations would undermine trust in Sound Transit.

Learn from European cities that efficiently build transit by making stations shallow and accessible. The proposed depths for Midtown, Westlake, Denny, and Seattle Center stations are absurd and would limit their use. Sound Transit had a bad track record for maintaining escalators and elevators. Don't build stations that you can't expect to maintain.

Efficient transfers are a necessary part of any mass transit system. Please reconsider the proposed vertical and horizontal distance between stations.

I also support these proposals from Seattle Subway:
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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thanks for your time!

Best regards,
Matt

Matthew Bailey
baileym10@gmail.com
1919G 25th Ave S
Seattle, Washington 98144

Owner(s):

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1076101	Matthew Bailey	Individual		baileym10@gmail.com

Communication ID: 501535

Communication (4/14/2022)

Shane Clyburn WSBLE Draft EIS Comment

Manager DEIS Comments,

Hello,

I am including the statement from Seattle Subway below, but wanted to add a few of my own words as well. I fully agree with everything proposed by them, but also recognize that there is no perfect solution to an issue that's decades behind when it should have been built. What must be done now is whatever is possible to ensure maximum usage and convenience for riders. Deep stations, especially the one proposed in CID, seem almost like sabotage to the potential of this system. We need quick access, simple transfers, and ease of use for all involved. The system needs to be just as useful for folks moving around downtown exploring the city as it is for those commuting to work. It must connect all major neighborhoods, and be designed with future expansion in mind. This is an investment in the long term vitality of this city and will likely set the stage for how Seattle grows for the next century. It must be done right now, and it must be future proof to ensure the entire region benefits and is able to expand with rising demand for generations to come. Let's get it right.

Thank you.

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Shane Clyburn
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Communication ID: 501536

Communication (4/14/2022)

Christopher Addison WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Christopher Addison
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1073921	Christopher Addison	Individual		chris.cjteam@gmail.com

Communication ID: 501537

Communication (4/14/2022)

Noah Cohen WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Noah Cohen
nocohen@gmail.com

2104 E Thomas St
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Owner(s):

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Communication ID: 501538

Communication (4/14/2022)

Andrew Boscardin WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Andrew Boscardin
andrew.boscardin@gmail.com

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Seattle, Washington 98112

Owner(s):

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Communication ID: 501539

Communication (4/14/2022)

Zackery Thill WSBLE Draft EIS Comment

Manager DEIS Comments,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement. We need to consider ridership in building ST3.

Please do not eliminate to eliminate planned station. This is against transit riders' needs and voters' wishes. Eliminating stations would undermine trust in Sound Transit.

Learn from European cities that efficiently build transit by making stations shallow and accessible. The proposed depths for Midtown, Westlake, Denny, and Seattle Center stations are absurd and would limit their use. Sound Transit had a bad track record for maintaining escalators and elevators. Don't build stations that you can't expect to maintain.

Efficient transfers are a necessary part of any mass transit system. Please reconsider the proposed vertical and horizontal distance between stations

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Zackery Thill
thillzack@gmail.com
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Seattle, Washington 98144

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1076105	Zackery Thill	Individual		thillzack@gmail.com

Communication ID: 501540

Communication (4/14/2022)

Brandon Berg WSBLE Draft EIS Comment

Manager DEIS Comments,

I am writing to submit my comments and thoughts to Sound Transit's Draft Environmental Statement and strongly believe the Ballard-West Seattle Link Extension must put riders and increased ridership first.

Do not eliminate any stations from what voters approved with ST3 in 2016. Sound Transit should view this as the mandate and failure to deliver on this puts further expansion at risk.

There are a number of specifics that I want to be sure get highlighted:

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

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In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expansion and future-proof our investments in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your consideration and review of these comments.

Brandon Berg
brandonwberg@gmail.com

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1076106	Brandon Berg	Individual		brandonwberg@gmail.com

Communication ID: 501541

Communication (4/14/2022)

Erin Watkins WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Do not eliminate any stations from what voters approved with ST3 in 2016. This region is still growing, Ballard especially. More townhomes and density means we need all our stations, and we needed them 20 years ago.

Other suggestions:

1. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. Some of the proposed station depths and access plans will increase travel times too much to be useful for short trips, which are essential to appeal to the broadest number of commuters. If you do deep stations, you MUST ensure escalators and elevators are fast, have enough capacity and redundancy to handle rushes, and above all be reliably maintained to minimize failures. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

2. Smooth transfers between the system's growing lines. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

3. Station suggestions:
   In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
   In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
   In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
   At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
   In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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   In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

4. The DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is much needed, but cannot be the end of rail expansion in Seattle. The state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. It benefits transit riders and those who are dependent on cars. More people on transit is less traffic on the aging road infrastructure. Focus on transit first.

5. Here are a few suggestions for expandability:
   a) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
   b) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
   c) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
   d) Midtown must be designed to accommodate future expansion to the east along Madison St.
   e) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your time and consideration.

Sincerely,
Erin Watkins

Erin Watkins
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Owner(s):

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Communication ID: 501542

Communication (4/14/2022)

Jon Wright WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

Jon Wright
jon.w@mailbox.org

2832 22nd Ave W
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Owner(s):

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1076107	John Wright	Individual		jon.w@mailbox.org

Communication ID: 501543

Communication (4/14/2022)

Autumn Salisbury-VanderKloot WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Autumn Salisbury-VanderKloot
tccanimda@gmail.com

421 Belmont Ave E.
Seattle , Washington 98102

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Communication ID: 501544

Communication (4/14/2022)

Lee Fitzgerald WSBLE Draft EIS Comment

Manager DEIS Comments,

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Lee Fitzgerald
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Owner(s):

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Communication ID: 501545

Communication (4/14/2022)

McKenzie Carlson WSBLE Draft EIS Comment

Manager DEIS Comments,

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McKenzie Carlson
mckenzie.m.carlson@gmail.com

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Seattle, Washington 98105

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Communication ID: 501546

Communication (4/14/2022)

Molly Amber WSBLE Draft EIS Comment

Manager DEIS Comments,

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Molly Amber
mollyiamber@gmail.com

3607 22nd Ave W
Seattle, Washington 98199

Owner(s):

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1076111	Molly Amber	Individual		mollyiamber@gmail.com

Communication ID: 501547

Communication (4/14/2022)

Ian Strader WSBLE Draft EIS Comment

Manager DEIS Comments,

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Ian Strader
ian.strader@gmail.com

8243 4th Ave NE
Seattle, Washington 98115

Owner(s):

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1074386	Ian Strader	Individual		ian.strader@gmail.com

Communication ID: 501548

Communication (4/14/2022)

Kyle Wright WSBLE Draft EIS Comment

Manager DEIS Comments,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement. The Ballard-West Seattle Link Extension must put riders and increased ridership first.

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Kyle Wright
f.kyle.wright@gmail.com
414B 10TH AVE E
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Owner(s):

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1076112	Kyle Wright	Individual		f.kyle.wright@gmail.com

Communication ID: 501549

Communication (4/14/2022)

Joseph Donato WSBLE Draft EIS Comment

Manager DEIS Comments,

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Joseph Donato
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1076113	Joseph Donato	Individual		joeydonato@gmail.com

Communication ID: 501550

Communication (4/14/2022)

Osman Surketty WSBLE Draft EIS Comment

Manager DEIS Comments,

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Osman Surkatty
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Owner(s):

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Communication ID: 501551

Communication (4/14/2022)

Ronald Pike WSBLE Draft EIS Comment

Manager DEIS Comments,

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Ronald Pike
ron@ronpike.com

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Seattle, Washington 98105

Owner(s):

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Communication ID: 501552

Communication (4/14/2022)

Samuel Glazier WSBLE Draft EIS Comment

Manager DEIS Comments,

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Samuel Glazier
sglazier@umich.edu

906 N 81st St
Seattle, Washington 98103-4318

Owner(s):

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Communication ID: 501553

Communication (4/14/2022)

Chloe Colella WSBLE Draft EIS Comment

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Chloe Colella
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Owner(s):

Contact ID	Name	Type	Phones	Email
1076117	Chloe Colella	Individual		c.r.colella97@gmail.com

Communication ID: 501554

Communication (4/14/2022)

Jacob Struiksma WSBLE Draft EIS Comment

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Jacob Struiksma
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Communication ID: 501555

Communication (4/14/2022)

Derek Dexheimer WSBLE Draft EIS Comment

Manager DEIS Comments,

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Derek Dexheimer
dex3703@protonmail.com

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Communication ID: 501556

Communication (4/14/2022)

Taryn Smethers WSBLE Draft EIS Comment

Manager DEIS Comments,

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Taryn Smethers
tarynsmethers@gmail.com

762 North 65th Street,
Seattle, Washington 98103

Owner(s):

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Communication ID: 501557

Communication (4/14/2022)

Andreas Keller WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Andreas Keller
altk01@gmail.com

2020 8th Ave N
Seattle, Washington 98109

Owner(s):

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1076120	Andreas Keller	Individual		altk01@gmail.com

Communication ID: 501558

Communication (4/14/2022)

Miles Baker WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Miles Baker
grimp.bimp@gmail.com

916 B N 74th St
Seattle, WA, Washington 98103

Owner(s):

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1076121	Miles Baker	Individual		grimp.bimp@gmail.com

Communication ID: 501559

Communication (4/14/2022)

Jesvin Chandy WSBLE Draft EIS Comment

Manager DEIS Comments,

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Jesvin Chandy
jesvinc@gmail.com

7935 170th Pl NE
Redmond, Washington 98052

Owner(s):

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1076122	Jesvin Chandy	Individual		jesvinc@gmail.com

Communication ID: 501560

Communication (4/14/2022)

Nicole DuRoche WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Nicole DuRoche
duroc017@umn.edu

9011 16th Ave SW Apt A
Seattle, Washington 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
1076123	Nicole DuRoche	Individual		duroc017@umn.edu

Communication ID: 501561

Communication (4/14/2022)

Matthew Whitney WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Matthew Whitney
mattpwhitney@gmail.com

6745 3rd Ave NW
Seattle, Washington 98117

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1076124	Matthew Whitney	Individual		mattpwhitney@gmail.com

Communication ID: 501562

Communication (4/14/2022)

James Ferguson WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you very much for your review of these comments.

James Ferguson
jimfer1787@gmail.com
13717 Linden Ave N Apt 125
Seattle, Washington 98133

Owner(s):

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1076125	James Ferguson	Individual		jimfer1787@gmail.com

Communication ID: 501563

Communication (4/14/2022)

Jason Morcos WSBLE Draft EIS Comment

Manager DEIS Comments,

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Jason Morcos
tittles.surges-0v@icloud.com

7711 25th Ave NE
Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
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Communication ID: 501564

Communication (4/14/2022)

Adam Vance WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Adam Vance
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Communication ID: 501565

Communication (4/14/2022)

Trystan Falcone WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

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Communication ID: 501566

Communication (4/14/2022)

Jessica Blake WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

It is clear that the last transit expansion, which saw light rail stations in the U District, Roosevelt, and North Gate regions, were poorly planned and have had horrible consequences for short range commuters who live within 1-2 miles of these stations.

As an example of the serious flaws:

Routes have been eliminated that contained critical connections within Seattle. For example: Upper and Lower Wallingford were connected to each other, Greenlake, and Belltown via the 26X, which was eliminated since the end and start stations overlapped with light rail. Yet these shorter range connections, necessary for maintaining access to grocery, pharmacy, medical and veterinary clinics, and similar necessities were not replaced and the Metro response has been "just walk further to another stop", which does not take into account mobility and accessibility needs.

While a boon for long-range commuters for Northgate, Edmonds, etc., the short range commutes to and from UW from neighboring communities have more than tripled. It takes 45-60 minutes to travel less than 2 miles from Lower Wallingford to UW and back due to the route changes. Yet it takes coworkers in Edmonds and Columbia City 20 minutes to cover a 10-12 mile distance. The Metro priorities of "just walk" are ableist and deny access and services to low income multi-family housing in lower Wallingford but maintain direct and short bus connections for wealthier single-family housing areas in upper Wallingford and Ballard.

Despite having planned and constructed these stations for years, the U District "transit hub" around the U District station is woefully inadequate. The hub transfer stops still lack seating, which is an accessibility issue. The roadways and sidewalks cannot handle the significant extra traffic.

In constructing ST3 locations and stops and resulting transit changes, the following MUST be kept in mind:

1.) Redundancies do not always exist because a bus line starts and stops at existing or future light rail stations. Consider the route and locations that fall between start and end points so that neighborhoods are not cut off from transit and important services.

2.) Keep in mind that not everyone's destination requires taking light rail. Many short range 1-3 mile trips will start and end far away from stations and these connections must be preserved, not distorted or lengthened.

3.) When designing stops and revisions, keep in mind the impact that will be had on traffic and build in sufficient space for seating at all bus and light rail transfer points.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

These expansions must not disrupt bus traffic or cut off neighborhoods.

Thank you for your review of these comments.

Jessica Blake
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1076129	Jessica Blake	Individual		jblake1350@gmail.com

Communication ID: 501569

Communication (4/21/2022)

Colin Price Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Colin Price
ctprice@me.com

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Seattle, Washington 9812

Owner(s):

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1076132	Colin Price	Individual		ctprice@me.com

Communication ID: 501570

Communication (4/21/2022)

Christopher Gay Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Christopher Gay
criscolgate@mac.com

1047 s southern st
Seattle , Washington 98108

Owner(s):

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1076133	Christopher Gay	Individual		criscolgate@mac.com

Communication ID: 501571

Communication (4/21/2022)

Boris Leonov Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

First, stop building train stations with parking lots, and build them with high density, low-income housing. When people have to get into a car to drive to the train station, it's already too late - (1) they're going to drive to their final destination, and (2) they are still contributing to congestion and pollution. I'm going to be starting a family in this decade, and I want my kids to grow up in a walkable city, not a congested polluted mess.

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Boris Leonov
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Communication ID: 501572

Communication (4/21/2022)

Reiner Decher Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Reiner Decher
reiner54@gmail.com

5249 140th Ave NE
Bellevue, Washington 98005

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780002	Reiner Decher	Individual		reiner54@gmail.com

Communication ID: 501573

Communication (4/21/2022)

Matthew Thurber Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Matthew Thurber
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1076135	Matthew Thurber	Individual		mthurber7@gmail.com

Communication ID: 501574

Communication (4/21/2022)

Emmett Scout Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Emmett Scout
emmettscout@gmail.com

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Lake Forest Park, Washington 98155

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Communication ID: 501575

Communication (4/21/2022)

Matthew Giles Draft EIS Comment

Manager DEIS Comments,

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Matthew Giles
hiimmattgiles@me.com

2847 SW Nevada St
Seattle, Washington 98126

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Communication ID: 501580

Communication (4/20/2022)

Tshilaba Verite Draft EIS Comment

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Tshilaba Verite
veketshian@gmail.com

18336 Aurora Ave N Ste 105 #55996
Seattle, Washington 98133

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Communication ID: 501581

Communication (4/20/2022)

Chris Thompson Draft EIS Comment

Manager DEIS Comments,

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Chris Thompson
clt02002@gmail.com

1104 18th Ave
Seattle, Washington 98122

Owner(s):

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1076139	Chris Thompson	Individual		clt02002@gmail.com

Communication ID: 501582

Communication (4/20/2022)

Tyler Bosma Draft EIS Comment

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Tyler Bosma
tylerbosma@gmail.com

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Communication ID: 501583

Communication (4/20/2022)

Jacob Borkowski Draft EIS Comment

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Jacob Borkowski
borkowski.jacob@gmail.com

8701 35th Ave NE Apt. 3
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Communication ID: 501584

Communication (4/20/2022)

Katie Adamsky Draft EIS Comment

Manager DEIS Comments,

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Katie Adamsky
katieadamsky@gmail.com

705 East Republican Street, Apt 102, Apt 102
Seattle, Washington 98102

Owner(s):

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1076142	Katie Adamsky	Individual		katieadamsky@gmail.com

Communication ID: 501585

Communication (4/20/2022)

Katja Janelle Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Katja Janelle
katja.janelle@gmail.com

4540 42nd Ave SW, Apt 226
Seattle, Washington 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
1076143	Katja Janelle	Individual		katja.janelle@gmail.com

Communication ID: 501590

Communication (4/15/2022)

Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

civic@brettmenzies.com
228 ne 174th st
shoreline , Washington 98155

Communication ID: 501591

Communication (4/15/2022)

Trina Davis Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Trina Davis
trinajdavis@gmail.com

5716 16th Ave NE Apt D
Seattle, Washington 98105

Owner(s):

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1076146	Trina Davis	Individual		trinajdavis@gmail.com

Communication ID: 501592

Communication (4/18/2022)

Michael Moynihan Draft EIS Comment

Manager DEIS Comments,

The Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Michael Moynihan
moynihan35@gmail.com

89th ave ne
Bothell, Washington 98011

Owner(s):

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1076147	Michael Moynihan	Individual		moynihan35@gmail.com

Communication ID: 501599

Communication (4/17/2022)

Alvin Ko Draft EIS Comment

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Systemwide:

(1) Study Milan method cut and cover within the existing street right of way. (https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/)

(2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs.

(3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected.

Shallower stations reduce cost, and risk of project delay while promoting shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game-day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Ballard: Study pairing a high bridge with an elevated 15th Avenue station and continue to refine all tunnel options to put a station entrance west of 15th Avenue. Reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed-down 15th Avenue Elevated Station [IBB-3]

Smith Cove: Build the preferred Galer Street Station/Central Interbay [SIB-1].

Seattle Center: Build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration.

Denny: Build Westlake Ave Station [DT-1] to line up with an SLU station on Westlake further north, but update vertical conveyances and aim shallower.

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Midtown: Build the station as shallow as possible, design the station for the surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Chinatown/International District: Build the 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Throw out deep tunnel options.

Sodo: Choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing.

Junction: Build Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

In order to future proof our growing system, we must design for expandability in five locations:

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Thank you for your review of these comments.

Alvin Ko (Zipcode: 98040)

Owner(s):

Contact ID	Name	Type	Phones	Email
1076150	Alvin Ko	Individual		alvin98040@gmail.com

Communication ID: 501601

Communication (4/17/2022)

Darby Reed Draft EIS Comment

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Thank you for your review of these comments.

Darby W. Reed
West Seattle Resident-98116

206.920.1187

Owner(s):

Contact ID	Name	Type	Phones	Email
1076151	Darby Reed	Individual		darbyw.reed@gmail.com

Communication ID: 501604

Communication (4/17/2022)

Stefan Praszalowicz Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Stefan Praszalowicz
deubeulyou@gmail.com

1414 12th avenue Unit 620
SEATTLE, Washington 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
1076153	Stefan Praszalowicz	Individual		deubeulyou@gmail.com

Communication ID: 501608

Communication (4/16/2022)

Diana Choi Draft EIS Comment

Manager DEIS Comments,

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The Ballard-West Seattle Link Extension must put riders and increased ridership first.

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In particular, the city owes it to the the community to not repeat the same transgressions of the past, such as I-5 construction which cut right through the neighborhood, destroying many Chinese and Japanese owned businesses and homes. Or the Kingdome, which also negatively impacted the character of the area and created many stresses. Don't do it again. Listen to the people!

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Thank you for your review of these comments.

Diana Choi
km8524@gmail.com
510 11th Ave E
Seattle, Washington 98102

Owner(s):

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1076156	Diana Choi	Individual		km8524@gmail.com

Communication ID: 501609

Communication (4/16/2022)

Thomas Griga Draft EIS Comment

Manager DEIS Comments,

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Thomas Griga
tom.griga@gmail.com

7322 17th Ave NW
Seattle, Washington 98117

Owner(s):

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1076157	Tom Griga	Individual		tom.griga@gmail.com

Communication ID: 501611

Communication (4/15/2022)

Jennifer Simpson Draft EIS Comment

Manager DEIS Comments,

I love mass transit, I love trains. I lived in Tokyo for three years. But that means I have rather high standards, which I know we can meet: the Ballard-West Seattle Link Extension must put riders and increased ridership first.

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Thank you for your review of these comments.

Jennifer Simpson
bebop1@gmail.com
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Seattle, Washington 98122

Owner(s):

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1076159	Jennifer Simpson	Individual		bebop1@gmail.com

Communication ID: 501612

Communication (4/15/2022)

Oleg Pakhnyuk Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Oleg Pakhnyuk
opakhnyuk@protonmail.com

2116 4th Ave, Unit 3516
Seattle, Washington 98121

Owner(s):

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1076160	Oleg Pakhnyuk	Individual		opakhnyuk@protonmail.com

Communication ID: 501613

Communication (4/15/2022)

Jonathan Ursin Draft EIS Comment

Manager DEIS Comments,

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Also think about extending the monorail up to Upper Queen Anne and then to SPU and Fremont.

Thank you for your review of these comments.

Jon Ursin
JonathanUrsin@gmail.com

152 20th Ave Apt 1
Seattle, Washington 98122

Owner(s):

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1073431	Jonathan Ursin	Individual		JonathanUrsin@gmail.com

Communication ID: 501614

Communication (4/15/2022)

Kaylee Nelson Draft EIS Comment

Manager DEIS Comments,

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Kaylee Nelson
kaylee.nellie.nelson@gmail.com

11000 NE 10th St Apt. 247
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1076161	Kaylee Nelson	Individual		kaylee.nelson@gmail.com

Communication ID: 501615

Communication (4/15/2022)

Benjamin Phillips Draft EIS Comment

Manager DEIS Comments,

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Benjamin Phillips
bmphillips@gmail.com

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Communication ID: 501620

Communication (4/15/2022)

Ivan Roth Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

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ivan.h.roth@gmail.com

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Communication ID: 501621

Communication (4/15/2022)

Noam Fine Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

NOAM FINE
noamjfine@gmail.com

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Communication ID: 501622

Communication (4/15/2022)

Ryan Malone Draft EIS Comment

Manager DEIS Comments,

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Ryan Malone
ryanmalone.rpm@gmail.com

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Seattle, Washington 98122

Owner(s):

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Communication ID: 501623

Communication (4/15/2022)

Theodore Wiederhold Draft EIS Comment

Manager DEIS Comments,

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Theodore Wiederhold
wiederhold@hotmail.com

7107 32nd Ave NW
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1050946	Theodore Wiederhold	Individual	12069725480	wiederhold@hotmail.com

Communication ID: 501624

Communication (4/15/2022)

David Perlmutter Draft EIS Comment

Manager DEIS Comments,

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David Perlmutter
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235 Eastlake Ave E
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Communication ID: 501625

Communication (4/15/2022)

Rowen Kade Draft EIS Comment

Manager DEIS Comments,

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Rowen Kade
rowenkade@gmail.com

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Communication ID: 501626

Communication (4/15/2022)

Carlos Arvelo Draft EIS Comment

Manager DEIS Comments,

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Carlos Arvelo
luckeymr@hotmail.com

6910 California Ave SW Unit 46
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Communication ID: 501627

Communication (4/15/2022)

Christopher Lish Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Christopher Lish
kirby1976@gmail.com

3227B NW Market St
Seattle, Washington 98107

Owner(s):

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775640	Christopher Lish	Individual		kirby1976@gmail.com

Communication ID: 501628

Communication (4/15/2022)

Dave Stockman Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

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Communication ID: 501629

Communication (4/15/2022)

Michael DeWitt Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michael DeWitt
michael@dewitt.io

7024 Greenwood Ave N
Seattle, Washington 98103

Owner(s):

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1076169	Michael DeWitt	Individual		michael@dewitt.io

Communication ID: 501630

Communication (4/15/2022)

Allison Placido Draft EIS Comment

Manager DEIS Comments,

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Allison Placido
alli1111@live.com

13244 2nd Ave nw
Seattle, Washington 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
1076170	Allison Placido	Individual		alli1111@live.com

Communication ID: 501631

Communication (4/15/2022)

Allison Placido Draft EIS Comment

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Chan Dokko
dokko.sean@gmail.com

333 Summit Ave E #303
Seattle, Washington 98102

Owner(s):

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1076171	Chan Dokko	Individual		dokko.sean@gmail.com

Communication ID: 501632

Communication (4/15/2022)

Chan Dokko Draft EIS Comment

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Owner(s):

Contact ID	Name	Type	Phones	Email
1076171	Chan Dokko	Individual		dokko.sean@gmail.com

Communication ID: 501633

Communication (4/15/2022)

Luci Baker Draft EIS Comment

Manager DEIS Comments,

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Luci Baker
ljbaker36@gmail.com

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Seattle, Washington 98115

Owner(s):

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1076172	Luci Baker	Individual		ljbaker36@gmail.com

Communication ID: 501889

Communication (4/26/2022)

I am a West Seattle / N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative.

I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO.

While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:
1- significant taxpayer cost savings
2- speed of development with FAR LESS environmental impact
3- less community disruption

1: Project funding/cost
Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40
million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual
operation) to provide light rail to the Duwamish peninsula.

2-3: Acquisitions, Displacements, and Relocations
Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.
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Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area.

Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076380	Hans Theisen	Individual		vagabond_chi@yahoo.com

Communication ID: 501899

Communication (4/26/2022)

I am a West Seattle / N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative.

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While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:
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Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

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Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

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Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076390	Helen Har Theisen	Individual		helsbelshar@yahoo.com

Communication ID: 501976

Communication (4/27/2022)

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Thank you.

- Tran Truong

Owner(s):

Contact ID	Name	Type	Phones	Email
1076463	Tran Truong	Individual		tran.truong1@gmail.com

Communication ID: 502014

Communication (4/27/2022)

I am a West Seattle resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my 16th Ave SW Homeowners Association strongly favor the SkyLink option vs. train, and ask that SoundTransit consider this efficient, cost effective, lower environmental impact alternative.

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Owner(s):

Contact ID	Name	Type	Phones	Email
1076497	richard hemmerling	Individual		rickhemmerling@gmail.com

Communication ID: 502086

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- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org).

Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area.

Thank you. christine

Owner(s):

Contact ID	Name	Type	Phones	Email
879223	christine clark	Individual		christinimcb@me.com

Communication ID: 502161

Communication (4/27/2022)

I implore Sound Transit to put riders and increased ridership first. These must be elevated above any concerns for short term construction impacts, cost, or business interests. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Do not eliminate any stations from what voters approved with the ST3 vote back in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines are paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

To future proof our growing system, we must design for expandability in four key locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076626	Ian Deneen	Individual		itdeneen@gmail.com

Communication ID: 502195

Communication (4/27/2022)

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076651	Hannah Deneen	Individual		hannahdeneen@gmail.com

Communication ID: 502430

Communication (4/27/2022)

I am commenting on the Chinatown-International District portion of the Ballard link extension. I strongly prefer the 4th Avenue alternatives and prefer the 4th Avenue Shallow Alternative (CID-1a) alignment. Please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

Please prioritize reducing displacement of businesses in the CID historic core -- less than 5 -- and provide any displaced businesses with generous relocation assistance. Please prioritize mitigation of construction impacts on residents and neighborhood landmarks. 5th Avenue alternatives have unacceptable impacts on the historic core of the CID and would result in inequitable displacement of a neighborhood and communities that continue to fight for their very survival in our city.

Regarding the rest of Ballard link and West Seattle link, I support the priorities and alternatives preferred by The Urbanist.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076861	Rebecca Lavigne	Individual		rebecca.lavigne@gmail.com

Communication ID: 503089

Communication (4/28/2022)

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
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(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075120	Benjamin Rogers	Individual		b.rogers01@gmail.com

Communication ID: 503164

Communication (4/28/2022)

Junction: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

Avalon: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]

SoDo: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.

Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Westlake: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

Denny: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

Uptown: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

Smith Cove: Preferred Galer Street Station [SIB-1].

Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078248	Alec Georgoff	Individual		smartaleck814@gmail.com

Communication ID: 503257

Communication (4/28/2022)

Overall Feedback:
Do not eliminate any stations.
Work to make stations as shallow as possible.
Improve transfer times wherever possible.

Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.
Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.
Plan to build for future expansion in Seattle.

Neighborhood specific feedback:
Ballard: Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
Interbay: Support Thorndyke Retained Cut [IBB-2a/IBB-2b].
Smith Cove: Preferred Galer Street Station/Central Interbay [SIB-1].
SLU: Reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible.

Denny Station: Westlake Ave Station [DT-1]. Update vertical conveyances and aim shallower.
Westlake: 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
CID: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel.
Sodo: Choose Mixed Profile Station [SoDo-2] and study construction further North at the existing SoDo Station location.
West Seattle: Choose WSJ-5 with a request to study better DEL-6 that are compatible with WSJ-5.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078320	Erin Wieland	Individual		russell.ek@gmail.com

Communication ID: 503304

Communication (4/28/2022)

I'm a West Seattle resident who doesn't have a driver's license (and doesn't plan ever to, for many reasons) so the future of light rail to West Seattle is of vital importance to me. I hope you realize that light rail expansion is a once-in-a-lifetime investment that we cannot afford to get wrong. Every time a segment of light rail has opened it has been revolutionary for the communities involved. It will continue to be so but only if we make smart, future-thinking, climate-forward choices.

Ballard: Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
Interbay: Support Thorndyke Retained Cut [IBB-2a/IBB-2b].
Smith Cove: Preferred Galer Street Station/Central Interbay [SIB-1].
Seattle Center: STRONGLY prefer Republican Street Station and work to mitigate impacts to arts organizations as much as possible. Moving the station off campus would be a historic mistake that Seattle will regret for a century.
SLU: Reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible.
Denny: Westlake Ave Station [DT-1]. Update vertical conveyances and aim shallower.
Westlake: 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
CID: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel.
SODO: Choose Mixed Profile Station [SoDo-2] and study construction further North at the existing SoDo Station location.
West Seattle: Choose WSJ-5 with a request to study better DEL-6 that are compatible with WSJ-5.

In general:
Do not eliminate any stations.
Work to make stations as shallow as possible.
Improve transfer times wherever possible. This cannot be stressed enough!!!
Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.
Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.
Plan to build for future expansion in Seattle.

Thank you!

Owner(s):

Contact ID	Name	Type	Phones	Email
1078353	Patrick Lennon	Individual		pil.lennon@gmail.com

Communication ID: 503338

Communication (4/28/2022)

Hello, I hope these are concise and to the point but at the end of everything the Ballard-West Seattle Link Extension must put riders and increased ridership first.

Your target should be to build a solution that would help a single parent who speaks English as a second language, has a bad back, and is holding down 2 part-time jobs.

- We must not eliminate ANY stations from what voters approved with ST3 in 2016. If planned stations are removed, that is in direct opposition to what the region's voters want and need.
- All stations should be built as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

-Deep and high-capacity stations also call for excellent vertical conveyances, which is proven to have not been a priority in the past. This pattern has to be broken. Elevators and escelators cannot fail riders or trap them from alternatives in the event of mechanical failure.

- Creating large capacity areas other than elevators will allow optimal use of the elevators by less physically able-bodied individuals, allowing them to still use our transit to the fullest extent. Ensure escalators and elevators are both fast while having enough capacity and redundancy to handle traffic like game-day rushes.
- Elevators should go from street level straight to the platform level, without mezzanines to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.
- Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.
- In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. If we are to anticipate expanding our transit system off of this current expansion, we need a better and more flexible solution.
- In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
- In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
- At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. The organizations here have had to deal with quite a bit of disruption from the pandemic and Climate Arena's construction, and additional disruption and impacts should be heavily weighed and avoided when possible.
- In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. This will allow better expansion opportunities and quicker transfers which will increase usage.
- At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. Having to navigate 3-4 different mezzanines to reach your
- At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
- In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
  In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
- In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact,

the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075768	Alex McGuire	Individual		wdmalex22@gmail.com

Communication ID: 503339

Communication (4/28/2022)

Hello, I hope these are concise and to the point but at the end of everything the Ballard-West Seattle Link Extension must put riders and increased ridership first.

Your target should be to build a solution that would help a single parent who speaks English as a second language, has a bad back, and is holding down 2 part-time jobs.

- We must not eliminate ANY stations from what voters approved with ST3 in 2016. If planned stations are removed, that is in direct opposition to what the region's voters want and need.
- All stations should be built as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

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- At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. The organizations here have had to deal with quite a bit of disruption from the pandemic and Climate Arena's construction, and additional disruption and impacts should be heavily weighed and avoided when possible.
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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078379	Alex McGuire	Individual		alexmcguire@kw.com

Communication ID: 503344

Communication (4/22/2022)

Ted Hastings Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Ted Hastings
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Communication ID: 503345

Communication (4/22/2022)

Casey Bryant Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a station with entrances near the intersection of Westlake and Mercer.
At Denny: Consider shifting the station to the west, in the vicinity of Fairview and Denny.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Consider design alternatives that would allow the proposed station to be shallower.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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Thank you for your review of these comments.

Casey Bryant
caseyabryant@gmail.com

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Seattle, Washington 98107

Owner(s):

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Communication ID: 503347

Communication (4/22/2022)

Matthew Khor Draft EIS Comment

Manager DEIS Comments,

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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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Thank you for your review of these comments.

Matthew Khor
genxswordsman@hotmail.com

1155 NW 60th St
Seattle, Washington 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
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Communication ID: 503348

Communication (4/24/2022)

John Birnel Draft EIS Comment

Dear Sound Transit-I love to go to West Seattle to visit friends and for an exercise class, among other reasons. I look forward to a faster and more reliable way to get there via mass transit. At age 75, I would strongly prefer an option that is more quickly achieved. I also figure that a light rail feeder would be too destructive, and ineffective, and would take way too long, causing traffic to be worse rather than better for such a long time. I prefer a serious look at a gondola system. I also question the sincerity of the effort for a quality EIS if the Ballard and W. Seattle feeder lines are considered as one.

Structure of the DEIS Project
Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate project treated together when they do not even connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one and this should be rectified for the final EIS.

Environmental Impact
Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a huge carbon impact caused by the construction. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation.
Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way.
Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions. The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.

Acquisitions, Displacements, and Relocations
Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.
As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond."
When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.
- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.

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Communication ID: 503350

Communication (4/24/2022)

Rachael Worthington Draft EIS Comment

Manager DEIS Comments,

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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

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Thank you for your review of these comments.

Rachael Worthington
r.stanton@gmail.com

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1078387	Rachael Worthington	Individual		r.stanton@gmail.com

Communication ID: 503351

Communication (4/24/2022)

Ian Crozier Draft EIS Comment

Manager DEIS Comments,

Good evening. After reviewing the Sound Transit's DEIS materials for The Ballard-West Seattle Link Extension I am writing to submit my comments.

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In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: Pursue a shallow 5th Ave station. Use project funding to re-locate existing businesses and pay their rent for the duration of the project.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
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Thank you for your review of these comments.

Ian Crozier
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Communication ID: 503352

Communication (4/24/2022)

Michael Thomas Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michael Thomas
thomas.mike@gmail.com

8225 Wallingford Ave N
Seattle, Washington 98103

Owner(s):

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1078389	Michael Thomas	Individual		thomas.mike@gmail.com

Communication ID: 503391

Communication (4/25/2022)

Jeffrey Wolf Draft EIS Comment

Manager DEIS Comments,

INSTALL TURNSTILES AT ALL STOPS ***STARTING TODAY*** AND INTO THE FUTURE!!! - IT IS UNFAIR TO PEOPLE LIKE MYSELF, WHO PAYS, THAT OTHERS DON'T PAY AND RIDE LIGHT RAIL FOR FREE. ALTERNATIVELY, MAKE LIGHT RAIL, AND PERHAPS ALL OF KING COUNTY METRO AND SOUND TRANSIT.

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Jeffrey Wolf
jaw304@hotmail.com
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Seattle, Washington 98107

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877609	Jeffrey Wolf	Individual		jaw304@hotmail.com

Communication ID: 503392

Communication (4/25/2022)

Linnea Hodge Draft EIS Comment

Manager DEIS Comments,

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Linnea Hodge
linneahodge@gmail.com

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Seattle, Washington 98109

Owner(s):

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1078415	Linnea Hodge	Individual		linneahodge@gmail.com

Communication ID: 503393

Communication (4/25/2022)

William White Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

WILLIAM WHITE
willcwhite@aol.com

1907 8TH AVE W
Seattle, Washington 98119-2817

Owner(s):

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1078416	William White	Individual		willcwhite@aol.com

Communication ID: 503396

Communication (4/25/2022)

Brett Wiseman Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Brett Wiseman
brettmwiseman@gmail.com

4861 14th Ave S
Seattle, Washington 98108

Owner(s):

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880143	Brett Wiseman	Individual		~~brettmwiseman@gmail.com~~

Communication ID: 503397

Communication (4/25/2022)

Charles Cooper Draft EIS Comment

Manager DEIS Comments,

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Charles Cooper
ccooper2@gmail.com

1140 N 192nd ST, Apt 122
Shoreline, Washington 98133

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1078418	Charles Cooper	Individual		ccooper2@gmail.com

Communication ID: 503398

Communication (4/25/2022)

Nicholas Mitchell Draft EIS Comment

Manager DEIS Comments,

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nicholas mitchell
npaul.mitchell@gmail.com

121 Stewart St Apt 1504
Seattle, Washington 98101

Owner(s):

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1078419	Nicholas Mitchell	Individual		npaul.mitchell@gmail.com

Communication ID: 503400

Communication (4/25/2022)

Haley Raspet Draft EIS Comment

Manager DEIS Comments,

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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Haley Raspet
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Communication ID: 503402

Communication (4/25/2022)

Matthew Dockrey Draft EIS Comment

Manager DEIS Comments,

Executive summary: I support everything Seattle Subway has to say on this subject.

We need to think long term and get this right. That means prioritizing good transfers and good station placement. Particularly with the very real possibility of extra funding from a Seattle-only ballot initiative in 2024, this is not the time to cheap out.

Some of the depths for the downtown stations are ridiculous. Please actually consider the perspective of the people who will be using the system!

The recent news of the minimum bridge height set by the Coast Guard provides an excellent opportunity to revisit a Ballard tunnel to 20th, putting the station where it would be the most useful. Have you ever walked from 14th to Ballard proper? It's a pain. We should be reinforcing our existing urban villages, not hoping to recreate them on their outskirts after another decade of development.

This is one of the most important projects currently underway for the future of the region. I implore you to make sure we get it right, while we still can.

Thank you for your time.

Matthew Dockrey
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11220 Fremont Ave N
Seattle, Washington 98133

Owner(s):

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874367	Matthew Dockrey	Individual		~~mrd@cyphertext.net~~

Communication ID: 503403

Communication (4/25/2022)

Divya Jayaraman Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

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In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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Thank you for your review of these comments.

Divya Jayaraman
divya_jayaraman@hotmail.com

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Seattle, Washington 98105

Owner(s):

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1078422	Divya Jayaraman	Individual		divya_jayaraman@hotmail.com

Communication ID: 503428

Communication (4/23/2022)

Branon Lyle Draft EIS Comment

Manager DEIS Comments,

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In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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Thank you for your review of these comments.

Branon Lyle
branonlyle@gmail.com

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Seattle, Washington 98122

Owner(s):

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Communication ID: 503431

Communication (4/23/2022)

Tana Reed Draft EIS Comment

To Whom it may Concern:

Environmental Impact Statements Comments

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Systemwide:

(1) Study Milan method cut and cover within the existing street right of way. (https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/)

(2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs.

(3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected.

Shallower stations reduce cost, and risk of project delay while promoting shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game-day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Ballard: Study pairing a high bridge with an elevated 15th Avenue station and continue to refine all tunnel options to put a station entrance west of 15th Avenue. Reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed-down 15th Avenue Elevated Station [IBB-3]

Smith Cove: Build the preferred Galer Street Station/Central Interbay [SIB-1].

Seattle Center: Build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration.

Denny: Build Westlake Ave Station [DT-1] to line up with an SLU station on Westlake further north, but update vertical conveyances and aim shallower.

Westlake: Build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

Midtown: Build the station as shallow as possible, design the station for the surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Chinatown/International District: Build the 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Throw out deep tunnel options.

Sodo: Choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing.

Junction: Build Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

In order to future proof our growing system, we must design for expandability in fivelocations:

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Tana Reed

8210 Se 65th St., Mercer Island, WA 98040

1388 Alki Ave. SW #304, Seattle, WA 98116

23415 95th Pl SW, Vashon, WA 98070

Owner(s):

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1078448	Tana Reed	Individual		reedxfour@comcast.net

Communication ID: 503432

Communication (4/22/2022)

Bergen Schmetzer Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Bergen Schmetzer
bschmetzer2@gmail.com

2623 NW 56th St #A
Seattle, Washington 98107

Owner(s):

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1078449	Bergen Schmetzer	Individual		bschmetzer2@gmail.com

Communication ID: 503433

Communication (4/22/2022)

Jack Petersen Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

JACK Petersen
petersenjack6@gmail.com

1545 NW Market street, Apt. 632
Seattle, Washington 98107

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1078450	Jack Petersen	Individual		petersenjack6@gmail.com

Communication ID: 503434

Communication (4/22/2022)

Derek Flora Draft EIS Comment

Manager DEIS Comments,

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Derek Flora
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Owner(s):

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Communication ID: 503435

Communication (4/21/2022)

Erik Blazing Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Erik Blazing
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Owner(s):

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874213	Erik Blazing	Individual		erik.blazing@gmail.com

Communication ID: 503436

Communication (4/21/2022)

Conor Mannix Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Conor Mannix
conormannix@gmail.com

2436 S Columbian Way
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Owner(s):

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1078452	Conor Mannix	Individual		conormannix@gmail.com

Communication ID: 503437

Communication (4/21/2022)

Rebecca Novelli Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Rebecca Novelli
rjnovelli@comcast.net

2911 W. Hayes St.
Seattle, Washington 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
1078453	Rebecca Novelli	Individual		rjnovelli@comcast.net

Communication ID: 503438

Communication (4/21/2022)

Janet Riordan Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Janet Riordan
janetmriordan@gmail.com

12739 7th Ave NW
Seattle, Washington 98177-4231

Owner(s):

Contact ID	Name	Type	Phones	Email
1078454	Janet Riordan	Individual		janetmriordan@gmail.com

Communication ID: 503439

Communication (4/21/2022)

Steven Weiss Draft EIS Comment

Manager DEIS Comments,

Hi! I really want more light rail in Seattle. The planned transportation system was one of the main reasons I moved here 8 years ago, and I've been so happy to see it grow. Please keep adding more light rail and help get rid of gas cars. We need it!

I support Seattle Subway's goals, here's what they have to say:

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Steven Weiss
steventrouble@gmail.com
3007 23rd Ave NW
Seattle, Washington 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
1078455	Steven Weiss	Individual		steventrouble@gmail.com

Communication ID: 503440

Communication (4/21/2022)

Matthew Jones Draft EIS Comment

Manager DEIS Comments,

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Matthew Jones
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1221 Minor Ave
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1078456	Matthew Jones	Individual		elijstar@gmail.com

Communication ID: 503441

Communication (4/21/2022)

Leandro Pettino Draft EIS Comment

Manager DEIS Comments,

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Leandro Pettino
leanjpettino@gmail.com

2516 15th Ave W Apt W
Seattle , Washington 98119

Owner(s):

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1078457	Leandro Pettino	Individual		leanjpettino@gmail.com

Communication ID: 503443

Communication (4/20/2022)

Diana Choi Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Diana Choi
km8524@gmail.com

510 11th Ave E
Seattle, Washington 98102

Owner(s):

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1076156	Diana Choi	Individual		km8524@gmail.com

Communication ID: 503444

Communication (4/20/2022)

Kimberly Kinchen Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

I cannot drive because I never got a driver's license, because I could never afford the cost of buying even a used car, let alone afford the cost of maintaining it. I have lived for three deacdes seeing the results of transit planning that doesn't actually put the mobility needs of people like me first, costing us time, energy, and economic and social opportunity. It's important for me that the system is built out to prioritize riders like me who have historically been put last instead of first. It will be very hard to keep voting for future ST measures if the board continues to make decisions that are confounding and not focused on riders.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.*

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Thank you.

Kimberly Kinchen
kimberly.kinchen@gmail.com
1605 E. Olive Street.
Seattle, Washington 98122

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966371	Kimberly Kinchen	Individual		kimberly.kinchen@gmail.com

Communication ID: 503445

Communication (4/20/2022)

Mark Trainer Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mark Trainer
mark.trainer1@live.com

7225 188th Ave E
Bonney Lake, California 94703

Owner(s):

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1078459	Mark Trainer	Individual		mark.trainer1@live.com

Communication ID: 503446

Communication (4/20/2022)

Robert DeMacon Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Robert DeMacon
robertdemacon2013@gmail.com

900 NE 65TH STREET Unit 509
Seattle , Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1056439	Robert DeMacon	Individual		robertdemacon2013@gmail.com

Communication ID: 503447

Communication (4/20/2022)

Liam Bradshaw Draft EIS Comment

Manager DEIS Comments,

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Liam Bradshaw
liambradshawta@gmail.com

7536 34th Ave NE
Seattle, Washington 98115

Owner(s):

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1078460	Liam Bradshaw	Individual		liambradshawta@gmail.com

Communication ID: 503448

Communication (4/14/2022)

Yaroslav Dvinov Draft EIS Comment

Manager DEIS Comments,

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Yaroslav Dvinov
yd43@cornell.edu

437 NE 72nd St #204
Seattle, Washington 98115

Owner(s):

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1078461	Yaroslav Dvinov	Individual		yd43@cornell.edu

Communication ID: 503449

Communication (4/14/2022)

Tika Bordelon Draft EIS Comment

Manager DEIS Comments,

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Tika Bordelon
tikab1@gmail.com

1400 Hubbell Pl
Seattle, Washington 98101

Owner(s):

Contact ID	Name	Type	Phones	Email
877313	Tika Bordelon	Individual		tikab1@gmail.com

Communication ID: 503450

Communication (4/14/2022)

Jason Knichel Draft EIS Comment

Manager DEIS Comments,

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jason Knichel
halcyon1050@yahoo.com

215B 18th Ave e
Seattle, Washington 98112

Owner(s):

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1078462	Jason Knichel	Individual		halcyon1050@yahoo.com

Communication ID: 503451

Communication (4/14/2022)

Leanna Namovic Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

Leanna Namovic
leanna.namovic@gmail.com

5100 17th Ave S
Seattle, Washington 98108

Owner(s):

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1078463	Leanna Namovic	Individual		leanna.namovic@gmail.com

Communication ID: 503452

Communication (4/14/2022)

Colin Okasaki Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

Colin Okasaki
colin.okasaki@gmail.com

5100 17th Avenue South
Seattle, Washington 98108

Owner(s):

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1078464	Colin Okasaki	Individual		colin.okasaki@gmail.com

Communication ID: 503453

Communication (4/14/2022)

Grant Taylor Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Grant Taylor
gtaylor0611@gmail.com

936 28th Ave
Seattle, Washington 98144

Owner(s):

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1078465	Grant Taylor	Individual		gtaylor0611@gmail.com

Communication ID: 503454

Communication (4/14/2022)

Chris Thompson Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Chris Thompson
clt02002@gmail.com

1104 18th Ave
Seattle, Washington 98122

Owner(s):

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1076139	Chris Thompson	Individual		clt02002@gmail.com

Communication ID: 503456

Communication (4/14/2022)

Ryan Paul Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Ryan Paul
ryan@ryandpaul.com

1209 Westlake Ave N
Seattle, Washington 98109

Owner(s):

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875424	Ryan Paul	Individual		ryan@ryandpaul.com

Communication ID: 503457

Communication (4/14/2022)

Tad Bradley Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Tad Bradley
tadbrad@gmail.com

4127 Martin Luther King Jr Wy S
Seattle, Washington 98108

Owner(s):

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1078467	Tad Bradley	Individual		tadbrad@gmail.com

Communication ID: 503458

Communication (4/14/2022)

Katherine Bax Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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I look forward to using the light rail to get to Ballard but hope the station plans put an entrance much closer to the historic heart of Ballard than on 15th. I want to use the train for shopping (farmers market) and night life and do not relish the walk from 15th to Ballard Ave. We should not be afraid to make the best possible transportation while we have time to plan and invest, instead of committing to the cheapest option and complaining about ridership and station placement for years to come.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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Thank you for your review of these comments.

Katherine Bax
katherinebax999@gmail.com
1530 12th Ave
Seattle, Washington 98122

Owner(s):

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1078468	Katherine Bax	Individual		katherinebax999@gmail.com

Communication ID: 503459

Communication (4/14/2022)

Tom Lang Draft EIS Comment

Manager DEIS Comments,

For the health of our planet and for the sake of our working class communities, transit MUST be prioritized. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

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Communication ID: 503460

Communication (4/14/2022)

Blake Pool Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

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blake.pool@gmail.com

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1078469	Blake Pool	Individual		blake.pool@gmail.com

Communication ID: 503462

Communication (4/14/2022)

Bill Fraher Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Bill Fraher
BillFR_98103@yahoo.com

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Seattle, Washington 98107

Owner(s):

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1078471	Bill Fraher	Individual		BillFR_98103@yahoo.com

Communication ID: 503463

Communication (4/14/2022)

Colleen Robertson Draft EIS Comment

Manager DEIS Comments,

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It's wildly irresponsible that current/ recently installed escalators are out of commission as much as they are. This makes light rail transit nearly useless for so many people.

Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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Thank you for your review of these comments.

Colleen Robertson
colleen.robertson@gmail.com
4403 45TH AVE SW
SEATTLE, Washington 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
932301	Colleen Robertson	Individual	206-992-9827	colleen.robertson@gmail.com

Communication ID: 503465

Communication (4/14/2022)

Erica Clawson Draft EIS Comment

Manager DEIS Comments,

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Erica Clawson
blargle.ragequit@gmail.com

2201 N 106TH ST, D103
SEATTLE, Washington 98133

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962718	Erica Clawson	Individual		blargle.ragequit@gmail.com

Communication ID: 503466

Communication (4/14/2022)

Brett Youngstrom Draft EIS Comment

Manager DEIS Comments,

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Brett Youngstrom
brett.youngstrom@gmail.com

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Seattle, Washington 98144

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878629	Brett Youngstrom	Individual		brett.youngstrom@gmail.com

Communication ID: 503467

Communication (4/14/2022)

Graham Roberts Draft EIS Comment

Manager DEIS Comments,

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Graham Roberts
graham.anders.roberts+actionnetwork@gmail.com

6727 19th Ave NW
Seattle, Washington 98117

Owner(s):

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Communication ID: 503468

Communication (4/14/2022)

Bradley Hower Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Bradley Hower
waterfallstone@protonmail.com

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Communication ID: 503469

Communication (4/14/2022)

Aaron Cooper Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Aaron Cooper
daemon@acoop.email

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Seattle, Washington 98102

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Communication ID: 503470

Communication (4/14/2022)

Tony Santos Draft EIS Comment

Manager DEIS Comments,

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Tony Santos
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Seattle, Washington 98107

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1078475	Tony Santos	Individual		tonysantos82@gmail.com

Communication ID: 503471

Communication (4/14/2022)

Gregory Quetin Draft EIS Comment

Manager DEIS Comments,

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Gregory Quetin
gquetin@gmail.com

123 4th Ave West
Olympia, Washington 98501

Owner(s):

Contact ID	Name	Type	Phones	Email
1078476	Gregory Quetin	Individual		gquetin@gmail.com

Communication ID: 503472

Communication (4/14/2022)

Naasser McCollam Draft EIS Comment

Manager DEIS Comments,

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Naasser McCollam
lucianomolling@yahoo.com

2625 E Valley Street
Seattle, Washington 98112

Owner(s):

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1078477	Naasser McCollam	Individual		lucianomolling@yahoo.com

Communication ID: 503473

Communication (4/14/2022)

Hannah Markwardt Draft EIS Comment

Manager DEIS Comments,

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Hannah Markwardt
hannah.markwardt@gmail.com

900 Aurora Ave N
Seattle, Washington 98109

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1078478	Hannah Markwardt	Individual		hannah.markwardt@gmail.com

Communication ID: 503474

Communication (4/14/2022)

Amy Pierce Draft EIS Comment

Manager DEIS Comments,

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Amy Pierce
amy_pierce@outlook.com

10302 Dibble Ave NW
Seattle , Washington 98177

Owner(s):

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1078479	Amy Pierce	Individual		amy_pierce@outlook.com

Communication ID: 503475

Communication (4/14/2022)

Ian Boundreaux Draft EIS Comment

Manager DEIS Comments,

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Ian Boudreaux
ipb413@gmail.com

415 W Mercer St, Apt 701
Seattle, Washington 98119

Owner(s):

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1078480	Ian Boudreaux	Individual		ipb413@gmail.com

Communication ID: 503476

Communication (4/14/2022)

Chay Casso Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Do not eliminate any stations from what voters approved with ST3 in 2016. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment or any situation that puts the station closer to the heart of Ballard. 14th Ave doesn't cut it.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Thank you for your review of these comments.

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Renton, Washington 98057

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1078481	Chay Casso	Individual		chay.casso@gmail.com

Communication ID: 503478

Communication (4/14/2022)

Gavin Greco Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Gavin Greco
gavin.greco.gg+seattlesubway@gmail.com

2233 NW 58th St. #235
Seattle, Washington 98107

Owner(s):

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Communication ID: 503479

Communication (4/14/2022)

Noami Litwack Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Naomi Litwack
naomi@gimli.nu

17708 Cedar Falls rd SE
North Bend, Washington 98045

Owner(s):

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1078483	Noami Litwack	Individual		naomi@gimli.nu

Communication ID: 503480

Communication (4/14/2022)

Michael Calkins EIS Comment

Manager DEIS Comments,

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Michael Calkins
michaeljamescalkins@gmail.com

11747 36th Ave NE
Seattle, Washington 98125

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1078484	Michael Calkins	Individual		michaeljamescalkins@gmail.com

Communication ID: 503483

Communication (4/27/2022)

Nicholas Efthimiadis Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Nicholas Efthimiadis
nicholas246@gmail.com

6923 57th Ave NE
Seattle, Washington 98115

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Communication ID: 503491

Communication (4/27/2022)

Annalise Nicholson Draft EIS Comment

Manager DEIS Comments,

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Annalise Nicholson
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2138 N 130th St
Seattle, Washington 98133

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Communication ID: 503506

Communication (4/26/2022)

Steven Cochran Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Steven Cochran
ch_noir@hotmail.com

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Owner(s):

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Communication ID: 503527

Communication (4/28/2022)

Augene Kramer Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Eugene Kramer
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3710 S 198th St
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Owner(s):

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777970	Eugene Kramer	Individual		eugenekramer@hotmail.com

Communication ID: 503528

Communication (4/28/2022)

Scott Simpson Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Scott Simpson
runner0318@aol.com

1501 NW 56th St
Seattle, Washington 98107

Owner(s):

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1078526	Scott Simpson	Individual		runner0318@aol.com

Communication ID: 503551

Communication (4/22/2022)

Shane Myrick Draft EIS Comment

Manager DEIS Comments,

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Shane Myrick
accounts@shanemyrick.com

410 W Roy St, Unit E203
Seattle, Washington 98119

Owner(s):

Contact ID	Name	Type	Phones	Email
1078549	Shane Myrick	Individual		accounts@shanemyrick.com

Communication ID: 503552

Communication (4/22/2022)

Joss Steward Draft EIS Comment

Manager DEIS Comments,

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Joss Steward
joss@jcs.li

3638b 13th Avenue W
Seattle, Washington 98119

Owner(s):

Contact ID	Name	Type	Phones	Email
1078550	Josh Steward	Individual		joss@jcs.li

Communication ID: 503553

Communication (4/22/2022)

Lisa Barnes Draft EIS Comment

Manager DEIS Comments,

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Lisa Barnes
aliceblisa@hotmail.com

2451 Thorndyke Av W
Seattle , Washington 98199

Owner(s):

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775083	Lisa Barnes	Individual		aliceblisa@hotmail.com

Communication ID: 503556

Communication (4/23/2022)

Mark Brunson Draft EIS Comment

Manager DEIS Comments,

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Mark Brunson
wheresbrunson@gmail.com

1732 15th Ave Apt 20
Seattle, Washington 98122

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1078552	Mark Brunson	Individual		wherebrunson@gmail.com

Communication ID: 503558

Communication (4/25/2022)

Brian Gillespie Draft EIS Comment

Manager DEIS Comments,

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Brian Gillespie
bng1290@gmail.com

323 Belmont Ave E
Seattle WA, Washington 98102

Owner(s):

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1078554	Brian Gillespie	Individual		bng1290@gmail.com

Communication ID: 503559

Communication (4/25/2022)

Megan Hoerler Draft EIS Comment

Manager DEIS Comments,

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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Megan Hoerler
hoerlerm@msn.com

5067 Wahl Rd
Bellingham , Washington 98226

Owner(s):

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1078555	Megan Hoerler	Individual		hoerlerm@msn.com

Communication ID: 503560

Communication (4/25/2022)

Jody Nace Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. If anything, any variation from the gorier approved ST3 should be increasing station density, not reducing it.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

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In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
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Thank you for your review of these comments.

Jody Nace
jodynace13@gmail.com

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seattle, Washington 98107

Owner(s):

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1078556	Jody Nace	Individual		jodynace13@gmail.com

Communication ID: 503562

Communication (4/25/2022)

Christopher Dawe Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Christopher Dawe
dawecj@gmail.com

764 N 75th St
Seattle , Washington 98103

Owner(s):

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Communication ID: 503563

Communication (4/25/2022)

Michael Greenberg Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michael Greenberg
mike32691@gmail.com

1111 NW 56th Street
Seattle, Washington 98107

Owner(s):

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1078558	Michael Greenberg	Individual		mike32691@gmail.com

Communication ID: 503564

Communication (4/25/2022)

Seth Snapp Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Seth Snapp
sethsnapp@gmail.com

2214 H St.
Bellingham, Washington 98225

Owner(s):

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1078559	Seth Snapp	Individual		sethsnapp@gmail.com

Communication ID: 503566

Communication (4/25/2022)

Lara Hale Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Lara Hale
littlebitlara@gmail.com

928 Hobson St.
Walla Walla, Washington 99362

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1076088	Lara Hale	Individual		littlebitlara@gmail.com

Communication ID: 503568

Communication (4/25/2022)

Mark Kerrigan Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mark Kerrigan
mark@kerrigan.co

312 11th Ave apt 304
Seattle, Washington 98122

Owner(s):

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1078561	Mark Kerrigan	Individual		mark@kerrigan.co

Communication ID: 503602

Communication (4/26/2022)

Hudson Bloom Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Hudson Bloom
hbloom1783@gmail.com

4100 SW Edmunds St.
Seattle, Washington 98116

Owner(s):

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1078593	Hudson Bloom	Individual		hbloom1783@gmail.com

Communication ID: 503616

Communication (4/27/2022)

Jordan VVVV Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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jordanvvvv@gmail.com
2109 31st Ave S
Seattle, Washington 98144

Owner(s):

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Communication ID: 503618

Communication (4/27/2022)

Axel Kuehn-Murphy Draft EIS Comment

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Axel Kuehn-Murphy
afmurph@gmail.com

988 21st Ave
Seattle, Washington 98122

Owner(s):

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Communication ID: 503647

Communication (4/28/2022)

Charlene Kahn Draft EIS Comment

I am writing to voice grave concerns about the ST Light Rail extension proposed for West Seattle. As a 25 year resident of this area, I have come to know the unique challenges West Seattle poses to mass transit design - and the challenges mass transit poses to this neighborhood.

Among the many concerns I have, the biggest relates to Chapter 4: Acquisitions, Replacements and Displacements. The negative impacts by this proposed Light Rail extension would outweigh any benefit and would destroy valuable housing, small business as well as negative impacts on our environment and overall quality of life. There is another alternative that many of our community citizens are advocating and I urge you to do a feasibility study on the Gondola proposal instead. Please see comments below:

Acquisitions, Displacements, and Relocations
Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses,
parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the “Least Harm Analysis” test in 4.2.18.5.
As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said:
“Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable
for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail ‘spine,’ which extends from Everett to Tacoma, and from Seattle to Redmond.” When Sound Transit
issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing “SkyLink’s”
proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the
regional network but as a feeder from the ST3 designated station locations to the main spine of the light
rail system. An urban gondola could provide the capacity needed, could be constructed with minimal
disruption, displacement, and damage to the environment and established community. Specifically, it
would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in

West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.

- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city’s tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is “consistent with existing views.” While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this

have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org)

Thank you for your review and consideration.

Sincerely,

Charlene Kahn & Steve Epstein

2308 48th Ave SW

Seattle WA 98116

(206) 295-8396

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(206) 295-8396

Owner(s):

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1078635	Charlene Kahn	Individual		charlenefk@gmail.com

Communication ID: 503657

Communication (4/14/2022)

Sarah Dallosto Draft EIS Comment

Manager DEIS Comments,

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Sarah Dallosto
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15443 38th Ln S Apt. 67
Tukwila, Washington 98188

Owner(s):

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1078642	Sarah Dallosto	Individual		sarah_dallosto@hotmail.com

Communication ID: 503658

Communication (4/14/2022)

Jonathan Mene Draft EIS Comment

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Jonathan Mene
krank1997@gmail.com

2015 Terry Ave Apt 313
Seattle, Washington 98121

Owner(s):

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1078643	Jonathan Mene	Individual		krank1997@gmail.com

Communication ID: 503659

Communication (4/14/2022)

Patrick Taylor Draft EIS Comment

Manager DEIS Comments,

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At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Patrick Taylor
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Communication ID: 503660

Communication (4/14/2022)

Jan Tabaczynski Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard, OR replace the current Ballard bridge with a tall light rail bridge and replace the Ballard highway bridge (car sewer) with a new bridge further east.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
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(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jan Tabaczynski
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Communication ID: 503661

Communication (4/14/2022)

Andrew Poisson Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Andrew Poisson
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Communication ID: 503662

Communication (4/14/2022)

Andrew Roberts Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Andrew Roberts
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Communication ID: 503663

Communication (4/14/2022)

Camille Saunders Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Camille Saunders
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Communication ID: 503664

Communication (4/14/2022)

Patrick Gibson Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Patrick Gibson
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Communication ID: 503665

Communication (4/15/2022)

Zac Lawrence Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
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In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Zac Lawrence
zac.lawrence0430@gmail.com

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Communication ID: 503666

Communication (4/15/2022)

Brandon Bowersox-Johnson Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Please make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

Here are specific recommendations that I support:

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
In Chinatown/International District: listen to community voices about the loss of historical buildings and businesses! Please throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Brandon Bowersox-Johnson
brandonbowersox@gmail.com
519 N Bowdoin Pl
Seattle, Washington 98103

Owner(s):

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Communication ID: 503667

Communication (4/15/2022)

Carolann Streett Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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Thank you for your review of these comments.

Carolann Streett
streett.ca@gmail.com

2425 8th Ave N
Seattle, Washington 98109

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1078651	Carolann Streett	Individual		streett.ca@gmail.com

Communication ID: 503669

Communication (4/15/2022)

Yuriy Myronchenko Draft EIS Comment

Manager DEIS Comments,

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Yuriy Myronchenko
yuriy1337@gmail.com

2311 NW 65th St
Seattle, Washington 98117

Owner(s):

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1078652	Yuriy Myronchenko	Individual		yuriy1337@gmail.com

Communication ID: 503670

Communication (4/15/2022)

Brie Gyncild Draft EIS Comment

Manager DEIS Comments,

Like so many others, I'm excited about light rail finally connecting Ballard and West Seattle to other neighborhoods (to MY neighborhood). I appreciate the opportunity to comment on the draft environmental impact statement. It's so important to get this right.

The experience and convenience of riders -- and the potential for ridership growth -- need to be prioritized as we strive to move people out of private vehicles and reduce greenhouse gas emissions -- as well as all the other harms that come from driving.

Continue to move forward with all stations voters approved with ST3 in 2016. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent and reliable escalators and elevators, which has been a huge problem in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. They also need to handle bicycles, assistive devices, and other bulky or oversized equipment well. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth, quick, effortless transfers are essential. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

I join with Seattle Subway in the following requests:

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
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Thank you for your review of these comments.

Brie Gyncild
briegyncild@gmail.com
1407 15th Ave
Seattle, Washington 98122

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1078653	Brie Gyncild	Individual		briegyncild@gmail.com

Communication ID: 503671

Communication (4/15/2022)

Samantha Berk Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Samantha Berk
sberk10@gmail.com

1611 NW 80th st
Seattle , Washington 98117

Owner(s):

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1078654	Samantha Berk	Individual		sberk10@gmail.com

Communication ID: 503672

Communication (4/15/2022)

Shane Dombrowski Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

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Thank you for your review of these comments.

Shane Dombrowski
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2804 PROSCH AVE W
SEATTLE, Washington 98119

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Communication ID: 503673

Communication (4/15/2022)

Anthony Marcheselli Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Anthony Marcheselli
anthony607@gmail.com

2216 NE 46th St APT A
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Owner(s):

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Communication ID: 503674

Communication (4/15/2022)

Bion Johnson Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Bion Johnson
bionjohnson@gmail.com

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Seattle, Washington 98144

Owner(s):

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Communication ID: 503676

Communication (4/15/2022)

Jacob Lee Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
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In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jacob Lee
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Seattle, Washington 98122

Owner(s):

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Communication ID: 503677

Communication (4/15/2022)

Trevor Reed Draft EIS Comment

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Systemwide:

(1) Study Milan method cut and cover within the existing street right of way. (https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/)

(2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs.

(3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected.

Shallower stations reduce cost, and risk of project delay while promoting shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game-day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Ballard: Study pairing a high bridge with an elevated 15th Avenue station and continue to refine all tunnel options to put a station entrance west of 15th Avenue. Reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed-down 15th Avenue Elevated Station [IBB-3]

Smith Cove: Build the preferred Galer Street Station/Central Interbay [SIB-1].

Seattle Center: Build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration.

Denny: Build Westlake Ave Station [DT-1] to line up with an SLU station on Westlake further north, but update vertical conveyances and aim shallower.

Westlake: Build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

Midtown: Build the station as shallow as possible, design the station for the surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Chinatown/International District: Build the 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Throw out deep tunnel options.

Sodo: Choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing.

Junction: Build Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

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Thank you for your review of these comments.

Trevor Reed
98040

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Communication ID: 503678

Communication (4/15/2022)

Austin Skondre Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Austin Skondre
austin.podoll@gmail.com

4032 SW Myrtlee Street
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Communication ID: 503679

Communication (4/15/2022)

Ian Brown Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ian Brown
ibrown1779@gmail.com

717 Belmont Ave E Apt 202
Seattle, Washington 98102

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1078659	Ian Brown	Individual		ibrown1779@gmail.com

Communication ID: 503681

Communication (4/15/2022)

Ron Davis Draft EIS Comment

Manager DEIS Comments,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement on the Ballard-West Seattle Link Extension.

The current plan does not put riders and increasing ridership first. It must. We did not pass a tens of billions of dollars pan so Sound Transit could build stations with difficult, unreliable transfers, or in the middle of industrial areas.

First, do not cut any of the stations from the ST3 list approved by voters in 2016. I was on the Sound Transit Citizen Oversight Panel - I have seen firsthand how some of the most senior executives in Sound Transit use "voter approval" requirements to protect foolish projects they want to keep, like parking garages. If you want the confidence of the voters and the riders, you dare not set aside something as fundamental as our station choices, lest you show yourself hypocritical.

This is all for good reason. We know the region has experienced explosive growth, far beyond projection, that most of our emissions are from transportation, and that this is the biggest tool we currently have for reducing emissions. Eliminating stations would not only fly in the face of voter expectations, but it ignore the basic needs of our region and environment.

Next, the many of the transfers at the stations are problematic. In part, this is due to the large number of deep stations. Riders must come first, prioritizing short travel times, accessibility and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

In fact, ignoring the experience of short-trip, urban riders, particularly in spots like the international district, is a serious assault on equity, showing Sound Transit's continuing indifference to people who don't and earn like their senior staff members. The history of cities and planning agencies, including sound transit, glossing over equity concerns is morally appalling and embarrassing. Let's get it right this time.

Next, if there absolutely must be any deep stations, the vertical experience needs to be substantially better than it is currently in your other stations. There must be enough capacity and redundancy (please stop with the single points of failure) for rushes and crush periods, including big stuff like game days and concerns.

Elevators should go directly to the platform level, multiple should be callable at once, and they should have plenty of excess capacity and redundancy. Escalators should not be involved in deep stations and frankly, generally not relied upon, given ST's long inability to manage them.

All should be built to aggressively minimize time to transfer or board, and to significantly reduce variance on this too. Even Short boardings, when unreliable, are a serious problem for people who need to plan around transit and transfers.

In general, short and smooth transfers have been given short shrift in the DEIS. It continues to feel like ST designs with the mindset of rail as a nice-to-have augmentation for the real stuff that happens in cars and parking garages. This is unacceptable in a city that is going to drastically grow but cannot handle more car trips, that wants to increase its quality of life and wants to reduce its carbon impact.

Transfers must feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. Specific transfers comments

-In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

-In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

-In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

-At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

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-In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

-In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the agency and the DEIS must set up Sound Transit for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to enable a growing future for our system and avoid locking in limited reach, we must we must design with near-readiness to expand in four key spots:

(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).

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Thank you. Please don't let us down.

Ron Davis
ronpdavis@gmail.com
5716 15Th Ave NE, Apt D
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Communication ID: 503684

Communication (4/15/2022)

Valerie Bentivegna Draft EIS Comment

Manager DEIS Comments,

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Valerie Bentivegna
valeriebentivegna@gmail.com

6105 Roosevelt Way, Unit 328
SEATTLE, Washington 98115

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Communication ID: 503685

Communication (4/21/2022)

John Hinrichs Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.
John H

John Hinrichs
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Owner(s):

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1078662	John Hinrichs	Individual		jhinrichs206@gmail.com

Communication ID: 503686

Communication (4/21/2022)

Jonathan Caso Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Jonathan Caso
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Communication ID: 503687

Communication (4/21/2022)

Brandon Bertolucci Draft EIS Comment

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Communication (4/23/2022)

Andrew Mullenix Draft EIS Comment

Manager DEIS Comments,

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Andrew Mullenix
andrewmullenix@outlook.com

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Communication ID: 503729

Communication (4/25/2022)

David Guilland Draft EIS Comment

Manager DEIS Comments,

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David Guilland
Hardwater1000@gmail.com

19542 echo lake pl n
Shoreline, Washington 98133

Owner(s):

Contact ID	Name	Type	Phones	Email
1075971	David Guilland	Individual		Hardwater1000@gmail.com

Communication ID: 503768

Communication (4/27/2022)

Gary Lai Draft EIS Comment

I am writing because I do not believe the Draft EIS for West Seattle Light Rail adequately captures the carbon footprint of the project, or addresses alternatives to that footprint. It also does not clearly state the true cost of traffic reduction associated with construction and ongoing operations compared to alternatives.

ENVIRONMENTAL IMPACT COMMENTS
Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a large carbon impact caused by the construction that is not captured in the document. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare an aerial gondola alternative and light rail carbon footprints in construction and operation.

Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way.

Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. That would be 293 miles per trip per day which is nonsensical.

Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions. Since the light rail construction carbon footprints are underestimated, the payback is even longer.

The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035. A direct comparison of the carbon footprints and offsets of alternatives should be performed.

PROJECT FUNDING/COST COMMENTS
Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided

25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional operating capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

Gary Lai

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Communication (4/26/2022)

Daniel Perelman Draft EIS Comment

Manager DEIS Comments,

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Daniel Perelman
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Communication ID: 503774

Communication (4/26/2022)

Jonathan Nadeau Draft EIS Comment

Manager DEIS Comments,

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jonathan nadeau
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Communication ID: 503796

Communication (4/28/2022)

Loc Trinh Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Loc Trinh
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Owner(s):

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Communication ID: 503797

Communication (4/28/2022)

Gregory Barnes Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Gregory Barnes
gsbarnes@gmail.com

7016 39th Ave NE
Seattle, Washington 98115

Owner(s):

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1078766	Gregory Barnes	Individual		gsbarnes@gmail.com

Communication ID: 503799

Communication (4/28/2022)

Ian Brobin Draft EIS Comment

Manager DEIS Comments,

I am writing to echo the sentiments listed below by Seattle subway. In particular, I think the super deep system is a bad idea as it will make the light rail much harder to use and add tons of upkeep cost with maintaining an elevator. I also think it would be great to have an extension to Freemont!

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Ian Brobin
iabr1572@colorado.edu

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Seattle, Washington 98122

Owner(s):

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Communication ID: 503800

Communication (4/28/2022)

Anshum Gupta Draft EIS Comment

Manager DEIS Comments,

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Anshum Gupta
anshum@anshum.com

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Seattle, Washington 98107

Owner(s):

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1078769	Anshum Gupta	Individual		anshum@anshum.com

Communication ID: 503809

Communication (4/28/2022)

James Wu Draft EIS Comment

Manager DEIS Comments,

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James Wu
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905 Dexter Ave North L445
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1074898	James Wu	Individual		jameswu@hey.com

Communication ID: 503828

Communication (4/28/2022)

David Alvarez Draft EIS Comment

Manager DEIS Comments,

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David Alvarez
davialejandroal@gmail.com

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Seattle, WA, Washington 98103

Owner(s):

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1078790	David Alvarez	Individual		davialejandroal@gmail.com

Communication ID: 503831

Communication (4/28/2022)

Kinsley Ogunmola Draft EIS Comment

Manager DEIS Comments,

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Seattle, Washington 98109

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1078793	Kinsley Ogunmola	Individual		koogunmo@gmail.com

Communication ID: 503833

Communication (4/28/2022)

Nate Eklund Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Nate Eklund
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Communication ID: 503834

Communication (4/28/2022)

Kristina Stewart Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Kristina Stewart
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Communication ID: 503839

Communication (4/28/2022)

Frederico Gonzalez Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

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Communication ID: 503840

Communication (4/28/2022)

Kelly Brown Draft EIS Comment

Manager DEIS Comments,

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Kelly Brown
kellynbrown317@gmail.com

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Seattle, Washington 98125

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1078800	Kelly Brown	Individual		kellynbrown317@gmail.com

Communication ID: 503843

Communication (4/28/2022)

Kenneth Kuhn Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Kenneth Kuhn
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Communication ID: 503844

Communication (4/28/2022)

Mike Orr Draft EIS Comment

Manager DEIS Comments,

My comments on the Ballard-West Seattle Link Draft Environmental Impact Statement.

Slow down the EIS and consider more rider-friendly, pedestrian-friendly, and lower-cost alternatives. When we voted for ST3 there was no inkling that the downtown stations would 100 feet deep or more, require several minutes to transfer between trains, or that Ballard Station might be east of 15th Ave NW, or that the system would cost so much. This requires a rethink and a wider range of solutions.

The hallmark of a good metro network is short train-to-train transfers so that riders can access the entire network easily, but the alternatives in the DEIS are the opposite, making it an ordeal to transfer and ride one or two stations more, or from the Eastside to the airport. Don't choose an alignment that fails at its primary purposes.

If the downtown stations can't be moved closer to the existing platforms and to the surface, and if they will cost so much more to build than expected, then it's time to consider alternatives to the second tunnel. Several come to mind:

(A) improve the existing tunnel to increase frequency from 3 minutes to 1.5 minutes.
(B) interline Ballard/SLU into the existing tunnel.
(C) terminate Ballard/SLU at Westalke until a better downtown solution can be found.
(D) build an inexpensive cut-and-cover tunnel under 5th Avenue or elsewhere.
(D) swing downtown segment further east to transfer at Capitol Hill instead of Westlake and serve First Hill
(E) consider BRT alternatives for West Seattle and Ballard.

Improving the existing tunnel is feasible; Sound Transit considered it in the run-up to ST3. Without the large cost of the second tunnel, there would be plenty of money to improve the first tunnel and service to West Seattle and Ballard.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Take another look at a 20th Ave NW station in Ballard. That has the best walkshed for the urban village, which is centered between 17th and 22nd. The representative alignment at 15th is already at the eastern edge of the village and a significant walk to most of the busineses and apartments. 14th would be unprecedentedly worse, and the east side of 14th even worse than that. There's a saying now: "14th doesn't serve Ballard the same way International District/Chinatown Station doesn't serve Westlake." They're both the same distance, yet Westlake has its own station and there are two more stations between it and International District/Chinatown. Yet people are supposed to walk that distance from Ballard station to Ballard proper? On paper it sounds like 14th or 15th is close to 17th or 20th, but the distance between 14th and 15th is unusually wide, more like three blocks instead of one.

For West Seattle, BRT was always a better idea. West Seattle's steep hills make it difficult to get from one part of it to another, so travel tends to be in isolated north-south corridors. The Link plan would connect three of those to downtown (California Ave SW, 35th Ave SW, and Delridge Ave SW). But only a tiny part of those areas are within walking distance of Link, and only one of them has an urban village at the station. Most West Seattle residents will have to transfer from a north-south bus to Link, and both segments of the transfer are rather short. It would be better to have BRT fanning from the Westlake Bridge to all of those corridors both north and south.

Consider putting Link on Fauntleroy Way SW in West Seattle. That would cost less than the current alternatives, minimize property takings, and maximize the number of destinations within walking distance. Fauntleroy is a wide arterial through the middle of Link's coverage area, and the destinations are either right on it or a block or two away.

Establish a riders' review board alongside the stakeholders review board and the electeds review board. Riders' concerns aren't getting enough consideration.

In SLU: Reject both presented options, study an alignment on Westlake Ave N or similar, oriented north-south in the village. That would better serve the many highrises and pedestrian destinations

throughout SLU. It would be less expensive than tunneling around the Highway 99 tunnel entrance.

The Harrison station location on Aurora Ave N is not as useful as it seems. People traveling on the RapidRide E bus line would likely stay on the bus one more mile to get downtown, and that bus segment is reasonably fast. Likewise, people coming from the south end to Aurora can transfer to the E just as easily downtown as at Harrison. It would be better to serve the thousands of pedestrians in SLU than a few hundred RapidRide E riders who probably won't transfer there anyway.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

Look at train-to-train transfers in SODO. That could be an attractive alternative to avoid the deep stations and long transfer distance downtown.

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Thank you for your review of these comments.

Mike Orr
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Seattle, Washington 98122

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Communication ID: 503845

Communication (4/28/2022)

Ben Ritter Draft EIS Comment

Manager DEIS Comments,

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Ben Ritter
benritter88@gmail.com

1124 16th Ave
Seattle, Washington 98122

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Communication ID: 503846

Communication (4/28/2022)

Erik Peterson Draft EIS Comment

Manager DEIS Comments,

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Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Erik Peterson
chinesecomputing@gmail.com

6734 Division Ave NW
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1078803	Erik Peterson	Individual		chinesecomputing@gmail.com

Communication ID: 503847

Communication (4/28/2022)

Justin Gailey Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Justin Gailey
gaileyjj@gmail.com

2529 NE 134TH st
Seattle, Washington 98125

Owner(s):

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Communication ID: 503848

Communication (4/28/2022)

Alessandro Bitto Draft EIS Comment

Manager DEIS Comments,

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.
(6) Plan to extend the Ballard line towards Greenwood, Lake City, and Kenmore.

Thank you for your review of these comments.

Alessandro Bitto
alessandro.bitto@gmail.com

3510 NE 137th Street
Seattle, Washington 98125

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1078805	Alessandro Bitto	Individual		alessandro.bitto@gmail.com

Communication ID: 503849

Communication (4/28/2022)

Christian Roach Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Christian Roach
roach.christian@gmail.com

2037 Franklin Ave E, Apt 401
Seattle, Washington 98102

Owner(s):

Contact ID	Name	Type	Phones	Email
1078806	Christian Roach	Individual		roach.christian@gmail.com

Communication ID: 503850

Communication (4/28/2022)

Chloe Williams Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Chloe Williams
cocowilliams.cw@gmail.com

1301 1st ave
Seattle, Washington 98101

Owner(s):

Contact ID	Name	Type	Phones	Email
1078807	Chloe Williams	Individual		cocowilliams.cw@gmail.com

Communication ID: 503927

Communication (4/28/2022)

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
785215	Jacob Wolf	Individual	206-909-5358 (Home)	wolf.jacobH@gmail.com

Communication ID: 504017

Communication (4/28/2022)

Please prioritize long-term benefits to riders over short-term disruptions and costs. In particular, keep stations shallow, optimize placement for convenient access and transfers, and design in options for future expansion. Short-term construction impacts should play very little role in the decisions.

In short, follow Seattle Subway's recommendations: https://seattletransitblog.com/2022/04/13/seattle-subways-summary-recommendations-for-the-st3-deis/

Owner(s):

Contact ID	Name	Type	Phones	Email
1078959	Steven Stroiney	Individual		steve6320@gmail.com

Communication ID: 504174

Communication (4/28/2022)

Re: Chapter 2:
The West Seattle-Ballard Link Extensions must put riders and increased ridership first.

Stations should be as shallow as possible to minimize total travel times and improve accessibility and reliability. Many of the proposed station depths, especially at the Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are common for the large number of riders who are not suburban commuters.

Any deep high capacity stations must have significant capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure.

Elevators should go from the street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Section 2.1.2.2.1
Prefer the Mixed Profile Alternative (SODO-2) - bias for supporting improved frequency and reliability. Study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility (re page 6-5).

Section 2.1.2.2.2
In Chinatown/International District, reject any deep stations and study shallower 4th avenue stations, similar to Option CID-1a. As a critical regional transportation hub, transfer times must be optimized

Section 2.1.2.2.3
In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

At Westlake, build 5th Ave Station [DT-1], but update the elevator and escalator plan (Appendix J, pg 173 / B05-ASX100) to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At South Lake Union Station: Reject both presented options, study a Westlake Avenue or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. The presented options are too close to the SR99 interchange which is a pedestrian hostile environment and too far from neighborhood centers of activity.

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In order to future proof our growing system, we must design for expandability in four locations:
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Owner(s):

Contact ID	Name	Type	Phones	Email
1079106	Kahn Duong	Individual		kahntduong@gmail.com

Communication ID: 504464

Communication (4/27/2022)

Andre Stackhouse Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Andre Stackhouse
captainstack@gmail.com

583 Battery St
Seattle, Washington 98121

Owner(s):

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Communication ID: 504466

Communication (4/28/2022)

Joshua Campbell Draft EIS Comment

Manager DEIS Comments,

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3250 47th Ave SW
Seattle, Washington 98116

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Communication ID: 504470

Communication (4/28/2022)

Roy Pollock Draft EIS Comment

Manager DEIS Comments,

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Roy Pollock
roypollock@yahoo.com

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Communication ID: 504471

Communication (4/28/2022)

Bridget Mcinerney Draft EIS Comment

Manager DEIS Comments,

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Bridget Mcinerney
bridgemcinerney@gmail.com

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Communication ID: 504474

Communication (4/28/2022)

Jeff Rosenblum Draft EIS Comment

Manager DEIS Comments,

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Jeff Rosenblum
jvideo007@gmail.com

1728 summit Ave
Seattle, Washington 98122

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Communication ID: 504476

Communication (4/28/2022)

Andrew Stephenson Draft EIS Comment

Manager DEIS Comments,

My name is Andrew - a transportation engineer from Seattle, working in South King County, living in North King County. I depend on Seattle's public transit and use it every week, although often work remotely. I would like to share my comments to submit to Sound Transit's Draft Environmental Statement

My experience and comments not only from from my professional experience as a transportation engineer, but I have also lived in Japan and France for several years without a car, where public transportation is extremely convenient, very low effort to use, and easy to navigate for an English-speaker. There are no excuses for Seattle - we should be modeling our system by foreign examples who have been solving problems for over two centuries... since before Seattle was founded.

When I use Seattle's light rail, I've noticed some very alarming issues that seem easily avoidable by simply traveling to Europe and Asia with open eyes. Of course, it would be better to professionally consult with European and Asian transportation systems. It's so disappointing that Sound Transit has so many problems with its current system despite it being such an old technology already near-perfected by parts of Europe and Asia.

Firstly, here are my comments about the current system, and I continue below with my comments about the Ballard-West Seattle Link Extension.

-Deep stations are inconvenience and miserable for access, making every journey less than ideal; They should only be used for low ridership stations.
-Stations without numbers are terrible for non-English speakers... the cute logos of animals and ships are only art, not helpful tools. Remove them and upgrade Sound Transit a professional transit system to serve the riders, not just tourists.
-Quiet stations are uncomfortable and make for unpleasantness; Urban and rural stations need artificial sounds - Japan uses pleasant bird sounds and soft bell chimes that occasionally cut the silence.
-Empty stations are unpleasant; Fill the urban stations with convenience stores, eateries, and other location opportunities for business owners.
-Gate turnstiles! When I first rode light rail in 2009, I shook my head at the lack of gates or turnstiles. I wondered how long that would last before Sound Transit understands why nearly all metro systems use turnstiles. And now I see in the news that people aren't paying their fares. Now do you get it?
-Low floor cars are for streetcars. I look forward to when Sound Transit promotes its giant regional streetcar system (link light rail) to a heavy rail system to take seriously, with standard high-floor train cards for higher speeds and capacity.

Regarding my comments to the Ballard-West Seattle Link Extension, it must put riders and increased ridership first.

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Thank you for your review of these comments.

Andrew Stephenson
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Kenmore, Washington 98028

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Communication ID: 504478

Communication (4/28/2022)

Jeremy Swirsley Draft EIS Comment

Manager DEIS Comments,

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Jeremy Swirsley
jeremy.swirsley@gmail.com

619 NW 78th St
Seattle, Washington 98117

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Communication ID: 504479

Communication (4/28/2022)

Matthew Maciejewski Draft EIS Comment

Manager DEIS Comments,

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Matthew Maciejewski
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Seattle, Washington 98106

Owner(s):

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1079361	Matthew Maciejewski	Individual		mattmaci11@gmail.com

Communication ID: 504480

Communication (4/28/2022)

Claire Taylor Draft EIS Comment

Manager DEIS Comments,

In short: please listen to Seattle Subway's advocacy. Prioritize long-term system excellence in station/transfer/routing design. These tracks aren't going anywhere anytime soon so get it right the first time.

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who live and work near the Seattle Core. I will use the system less if you make transfers expensive.

It's also impossible to believe that SoundTransit will maintain deep stations' elevators/escalators to acceptable standards based on past performance.

If deep stations are an absolute must (which they aren't), ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

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Thank you for your review of these comments.

Claire Taylor
yaesnae@gmail.com

2348 28th Avenue South, Apt 322
Seattle, Washington 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1079362	Claire Taylor	Individual		yaesnae@gmail.com

Communication ID: 504483

Communication (4/28/2022)

Charlie Hamilton Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Charlie Hamilton
cjhamilton97@gmail.com

2040 NW 59th Street, Apt 5
Seattle, Washington 98107

Owner(s):

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1079364	Charlie Hamilton	Individual		cjhamilton97@gmail.com

Communication ID: 504543

Communication (4/27/2022)

Robin Briggs Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. This is an imperative for the climate, and it will also make our city much more livable. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Robin Briggs
rbriggs1201@gmail.com

1201 18th Ave E.
Seattle, Washington 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1076789	Robin Briggs	Individual		rbriggs1201@gmail.com

Communication ID: 504617

Communication (4/28/2022)

Owen Phillips Draft EIS Comment

Manager DEIS Comments,

Hello Sound Transit,

My name is Owen Phillips. I've been a Seattle resident since 2019, and I am writing to submit my comments to Sound Transit's Draft Environmental Statement. The Ballard-West Seattle Link Extension must put riders and increased ridership first.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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Thank you for your review of these comments.

- Owen

Owen Phillips
owen@owenap.com
1544 NW 53rd St #101
Seattle, Washington 98107

Owner(s):

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1079485	Owen Phillips	Individual		owen@owenap.com

Communication ID: 504618

Communication (4/28/2022)

Jonathan Cracolici Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Jonathan Cracolici
joncracolici86@gmail.com

1925 1st Ave Apt. B201
Seattle, Washington 98101

Owner(s):

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Communication ID: 504622

Communication (4/28/2022)

Oleg Pakhnyuk Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Oleg Pakhnyuk
oapkhnyuk@proton.me

2116 4th Ave, Unit 3516
Seattle, Washington 98121

Owner(s):

Contact ID	Name	Type	Phones	Email
1079488	Oleg Pakhnyuk	Individual		oapkhnyuk@proton.me

Communication ID: 504623

Communication (4/28/2022)

Francis Brown Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Francis Brown
francebrown@gmail.com

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Seattle , Washington 98108

Owner(s):

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1079489	Francis Brown	Individual		francebrown@gmail.com

Communication ID: 504624

Communication (4/28/2022)

Preston Sahabu Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Thank you for your review of these comments.

Preston Sahabu
preston@sahabu.org

4343 Roosevelt Way NE, Apt 403
Seattle, Washington 98105

Owner(s):

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873995	Preston Sahabu	Individual		~~preston@sahabu.org~~ - sahabp@uw.edu

Communication ID: 504625

Communication (4/28/2022)

Michael Block Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michael Block
miken_7@hotmail.com

1711 Markham Ave NE
Tacoma, Washington 98422

Owner(s):

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1079490	Michael Block	Individual		miken_7@hotmail.com

Communication ID: 504630

Communication (4/28/2022)

Steven Stroiney Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Steven Stroiney
steve6320@gmail.com

7720 39th Ave NE
Seattle, Washington 98115

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1078959	Steven Stroiney	Individual		steve6320@gmail.com

Communication ID: 504632

Communication (4/28/2022)

Pearl Barry Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Pearl Barry
pearl.momilani.barry@gmail.com

12109 24th pl sw
Burien, Washington 98146

Owner(s):

Contact ID	Name	Type	Phones	Email
1079495	Pearl Barry	Individual		pearl.momilani.barry@gmail.com

Communication ID: 504634

Communication (4/28/2022)

Paul Ludecke Draft EIS Comment

Manager DEIS Comments,

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If we aren't laying or digging line in a half dozen different locations *constantly* starting *yesterday* we're failing the citizenry.

Thank you for your review of these comments.

Paul Ludecke
ludes@uw.edu

5745 ne 63rd
Seattle, Washington 98115

Owner(s):

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1079497	Paul Ludecke	Individual		ludes@uw.edu

Communication ID: 504635

Communication (4/28/2022)

Aaron Morton Draft EIS Comment

Manager DEIS Comments,

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Aaron Morton
santasarmy@gmail.com

4459 Fremont Ave N
Seattle, Washington 98103

Owner(s):

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932185	Aaron Morton	Individual	8022893433	santasarmy@gmail.com

Communication ID: 504637

Communication (4/28/2022)

Peter Litwin Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Peter Litwin
pglitwin@hotmail.com

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Seattle, Washington 98118

Owner(s):

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1079499	Peter Litwin	Individual		pglitwin@hotmail.com

Communication ID: 504640

Communication (4/28/2022)

Ross Peizer Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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Thank you for your review of these comments.

Ross Peizer
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Communication ID: 504641

Communication (4/28/2022)

Corey Ford Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Corey Ford
corey@coreyford.name

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Seattle , Washington 98103

Owner(s):

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1079502	Corey Ford	Individual		corey@coreford.name

Communication ID: 504642

Communication (4/28/2022)

Jed Hobbs Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Jed Hobbs
jedhobbs@gmail.com

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Communication ID: 504643

Communication (4/28/2022)

Douglas Hamlin Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Douglas Hamlin
doug@doughamlin.com

2428 NW Market St, Apt 281
Seattle, Washington 98107

Owner(s):

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1079504	Douglas Hamlin	Individual		doug@doughamlin.com

Communication ID: 504644

Communication (4/28/2022)

Alex McGuire Draft EIS Comment

Manager DEIS Comments,

Hello, I hope these are concise and to the point but at the end of everything the Ballard-West Seattle Link Extension must put riders and increased ridership first.

Your target should be to build a solution that would help a single parent who speaks English as a second language, has a bad back, and is holding down 2 part-time jobs.

- We must not eliminate ANY stations from what voters approved with ST3 in 2016. If planned stations are removed, that is in direct opposition to what the region's voters want and need.
- All stations should be built as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

-Deep and high-capacity stations also call for excellent vertical conveyances, which is proven to have not been a priority in the past. This pattern has to be broken. Elevators and escelators cannot fail riders or trap them from alternatives in the event of mechanical failure.

- Creating large capacity areas other than elevators will allow optimal use of the elevators by less physically able-bodied individuals, allowing them to still use our transit to the fullest extent. Ensure escalators and elevators are both fast while having enough capacity and redundancy to handle traffic like game-day rushes.
- Elevators should go from street level straight to the platform level, without mezzanines to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.
- Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.
- In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. If we are to anticipate expanding our transit system off of this current expansion, we need a better and more flexible solution.
- In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
- In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
- At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. The organizations here have had to deal with quite a bit of disruption from the pandemic and Climate Arena's construction, and additional disruption and impacts should be heavily weighed and avoided when possible.
- In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. This will allow better expansion opportunities and quicker transfers which will increase usage.
- At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. Having to navigate 3-4 different mezzanines to reach your
- At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
- In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
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Thank you for your review of these comments.

Alex McGuire
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1307 N 45th St, Ste 300
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1078379	Alex McGuire	Individual		alexmcguire@kw.com

Communication ID: 504645

Communication (4/28/2022)

Elizabeth Noonan Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Elizabeth Noonan
nooners324@gmail.com

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1079505	Elizabeth Noonan	Individual		nooners324@gmail.com

Communication ID: 504654

Communication (4/28/2022)

Jason Hammett Draft EIS Comment

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Jason Hammett
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17130 83rd Ave CT E
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1079511	Jason Hammett	Individual		jthammett@gmail.com

Communication ID: 504657

Communication (4/28/2022)

Kyle Parker-Robinson Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Kyle Parker-Robinson
kcrobinson@gmail.com

3113 E Pike St
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Owner(s):

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1079514	Kyle Parker-Robinson	Individual		kcrobinson@gmail.com

Communication ID: 504660

Communication (4/28/2022)

Greg Pieczynski Draft EIS Comment

Manager DEIS Comments,

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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. 5th Avenue station options also seem to be detrimental to the neighborhood for many years and too many businesses affected. 4th Ave may be more expensive but it would be the better path forward. International district will end up being the MOST critical and used station as it is central to ALL transit as well as huge sporting events. International district has to be prioritized and done right!
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
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Thank you for your review of these comments.

Greg Pieczynski
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521 Stadium Pl S
Seattle , Washington 98104

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Communication ID: 504661

Communication (4/28/2022)

Ellisa Griffin Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ellisa Griffin
griffinelj@gmail.com

201 17th Avenue E
Seattle , Washington 98122

Owner(s):

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1079518	Ellisa Griffin	Individual		griffinelj@gmail.com

Communication ID: 504841

Communication (4/28/2022)

Katherine Dee Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. West Seattle has been desperate to connect with the rest of the city and after 2 years without our bridge we are suffering both personally and for our small businesses.

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Katherine Dee
katedee@gmail.com
6321 Beach DR SW
Seattle, Washington 98136

Owner(s):

Contact ID	Name	Type	Phones	Email
1079731	Katherine Dee	Individual		katedee@gmail.com

Communication ID: 504842

Communication (4/28/2022)

Steven Gill Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Steven Gil
shortycruz58@gmail.com

2525 180th pl se
Bothell, Washington 98012

Owner(s):

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1079732	Steven Gill	Individual		shortycruz58@gmail.com

Communication ID: 504843

Communication (4/28/2022)

Katherine Tully Draft EIS Comment

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Thank you for your review of these comments and I hope we can build a better future of transit together.

Katherine Tully
fairer.tamper0g@icloud.com

302 Malden Ave E Apt 1
Seattle, Washington 98112

Owner(s):

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Communication ID: 504844

Communication (4/28/2022)

Ryan Daley Draft EIS Comment

Manager DEIS Comments,

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As a resident of West Seattle myself, these last few stations are of particular importance to me. Creating practically designed and carefully located stations to support the highest ridership levels possible is what will most benefit the neighborhood long term.
Moreover, overall, Sound Transit must prioritize the rider's experience whenever possible, by keeping stations from going massively deep, and by making transfers from one line to another as quick and seamless as they can be.

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Ryan Daley
ryandaleyj@gmail.com
6719 41st ave SW
Seattle , Washington 98136

Owner(s):

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1079734	Ryan Daley	Individual		ryandaleyj@gmail.com

Communication ID: 504847

Communication (4/28/2022)

Mackenzie Clark Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mackenzie Clark
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Bothell, Washington 98011

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Communication ID: 504848

Communication (4/28/2022)

Madeline Yan Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

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Thank you for your review of these comments.

Madeline Yan
rhythmmad@gmail.com

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Seattle, Washington 98102

Owner(s):

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Communication ID: 504849

Communication (4/28/2022)

Matt Weatherford Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Matt Weatherford
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Seattle, Washington 98125

Owner(s):

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924413	Matt Weatherford	Individual		mbw@uw.edu

Communication ID: 504851

Communication (4/28/2022)

Michael Barrows Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michael Barrows
mbarrows72@yahoo.com

5126A 159th Pl SW
Edmonds, Washington 98026

Owner(s):

Contact ID	Name	Type	Phones	Email
1079740	Michael Barrows	Individual		mbarrows72@yahoo.com

Communication ID: 504876

Communication (4/28/2022)

Sten Iverson Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Sten Iverson
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3404 21st Ave W
Seattle, Washington 98199

Owner(s):

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1079760	Sten Iverson	Individual		st.sten@gmail.com

Communication ID: 504877

Communication (4/28/2022)

Andreas Keller Draft EIS Comment

Manager DEIS Comments,

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Andreas Keller
altk01@gmail.com

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Seattle, Washington 98109

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Communication ID: 504895

Communication (4/21/2022)

Steven Neuman Draft EIS Comment

Manager DEIS Comments,

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Steven Neuman
stevenrneuman@gmail.com

6723 13th Ave. NW
Seattle, Washington 98117

Owner(s):

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Communication ID: 504896

Communication (4/22/2022)

Angela Buck Draft EIS Comment

Manager DEIS Comments,

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Angela Buck
angelaapples316@yahoo.com

811 NW 83rd st
Seattle, Washington 98117

Owner(s):

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1079775	Angela Buck	Individual		angelaapples316@yahoo.com

Communication ID: 504897

Communication (4/22/2022)

Catherine Weatbrook Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In addition, transfer points must provide next train boarding for those transferring in for the system to be successful - riders who have to wait for multiple trains at a transfer point, become non-riders.

In Ballard: Build a tunnel under the canal. The bridges won't work, and the Coast Guard just put the final decision in on that. As such, reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. The station belongs in the heart of the density.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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Thank you for your consideration of these comments.

Catherine Weatbrook
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Seattle, Washington 98117

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Communication ID: 504898

Communication (4/22/2022)

Charles Tishman Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Charles Tishman
ctishman@mac.com

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Communication ID: 504899

Communication (4/22/2022)

Kathy Qin Draft EIS Comment

Manager DEIS Comments,

The station should be closer to the core of Ballard. With the changes to the height requirements for the bridge it makes sense.

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Kathy Qin
mx98829@gmail.com

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Seattle, Washington 98107

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Communication ID: 504900

Communication (4/25/2022)

Theodore Wiederhold Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Theodore Wiederhold
wiederhold@hotmail.com

7107 32nd Ave NW
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1050946	Theodore Wiederhold	Individual	12069725480	wiederhold@hotmail.com

Communication ID: 504901

Communication (4/25/2022)

Harris Hoffman Draft EIS Comment

Manager DEIS Comments,

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Harris Hoffman
harris.hoffman@gmail.com

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1079777	Harris Hoffman	Individual		harris.hoffman@gmail.com

Communication ID: 504902

Communication (4/25/2022)

Nicholas Murel Draft EIS Comment

Manager DEIS Comments,

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Nicholas Murel
nrmurel@gmail.com

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Communication ID: 504903

Communication (4/25/2022)

Nick Zombor Draft EIS Comment

Manager DEIS Comments,

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Nick Zombor
nickzombor@hotmail.com

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1079779	Nick Zombor	Individual		nickzombor@hotmail.com

Communication ID: 504904

Communication (4/25/2022)

Ron Salsbury Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Ron Salsbury
rdsalsbury@comcast.net

4002 50th Ave SW
Seattle, Colorado WA 98116

Owner(s):

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Communication ID: 504993

Communication (4/28/2022)

Andrew Dyjak Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Andrew Dyjak
adyjak2916@gmail.com

2428 NW Market St
Seattle, Washington 98107

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Communication ID: 504996

Communication (4/28/2022)

Matt Brannock Draft EIS Comment

Manager DEIS Comments,

My summary: please listen to Seattle Subway's advocacy. Prioritize long-term system excellence in station/transfer/routing design. These tracks aren't going anywhere anytime soon so get it right the first time.

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The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who live and work near the Seattle Core. I will use the system less if you make transfers expensive.

It's also impossible to believe that SoundTransit will maintain deep stations' elevators/escalators to acceptable standards based on past performance.

If deep station are an absolute must (which they aren't), ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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Thank you for your review of these comments.

Matt Brannock
heisroot@gmail.com
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Communication ID: 504997

Communication (4/28/2022)

Benjamin Rogers Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Benjamin Rogers
b.rogers01@gmail.com

1007 N 36th St
Seattle, Washington 98103

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1075120	Benjamin Rogers	Individual		b.rogers01@gmail.com

Communication ID: 505002

Communication (4/28/2022)

Kristopher Antonelli Draft EIS Comment

Manager DEIS Comments,

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Kristopher Antonelli
kantonel92@gmail.com

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Communication ID: 505218

Communication (4/27/2022)

Austin Johnson Draft EIS Comment

General Comments

Tunnel options are preferred, especially in light of recent legislation allowing for local funding mechanisms; Seattle residents will pay additional costs to “build it right” with tunnel options being the clear preference for a 100+ year investment.

Build for pedestrian priority. Adding several blocks from stations to core areas will reduce ridership.

It’s imperative that we plan for continued expansion of the system. The final deliverables must support extensions from Alaska Junction to White Center/Burien, from South Lake Union north via Aurora, and from Ballard north/east to Crown Hill (and beyond) or Wallingford (and beyond).

Station Specific Comments

For Alaska Junction: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

For SoDo: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. Eliminate wide-ranging pedestrian bridges (i.e., Northgate) in favor of compact station design with quick routes to surface streets. Prioritize maintaining the SoDo Busway (after construction is complete)

Chinatown-International District: 4th Avenue is the best option to minimize disruption to businesses. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. We need ease of connection between lines, Sounder, Amtrak and busses. Study utilizing the existing Union Station as this is a regional community asset that could be re-tooled to again be used for transit. Prioritize direct payments to impacted local businesses to offset loss in customer traffic during construction. We can pay these businesses’ rental and operating costs during the construction period cheaper than we can build deeper, more elaborate tunnels, and with a 100+ year investment window, we need to build the tunnel correctly.

Midtown station – the deep tunnel is not very workable. Difficult transfers and access between stations artificially depresses ridership. Again, stressing that these are multigenerational investments and we need to do them correctly. Make the station as shallow as possible, design the station for surface-to-platform elevators eliminating mezzanine transfers.

Westlake/5th Ave station – This looks to be the busiest station in the entire system. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

Denny: Prefer DT-1 on Westlake Avenue. Interruptions to streetcar are not that important (low ridership), especially since Center City Connector is not guaranteed. Bus detours via adjacent streets is possible. Aim for shallower and more direct station with access on Westlake Ave. Also, do not consider eliminating either this (Denny) or the next (SLU) station – we need both as this is a dense and growing area of the city.

SLU Station: move this station away from SR-99 to maximize the residential population in the walkshed. This isn’t suburban Snohomish County, we need to place transit stations in the neighborhoods where people actually live – and no one lives atop SR-99.

Seattle Center – prefer Republican Street. Mitigate impacts to arts organizations, preserving them on-site, increase mitigation efforts as well via enhanced landscaping

Smith Cove – maintain, do not eliminate, this station. Prefer elevated Galer Street station as it offers good connections to Expedia and South Magnolia.

Interbay - Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

Ballard – advance and continue study of tunnels; again, this is a 100+ year investment and we need to pass local-option funding mechanisms that allow Seattle residents to pay additional dollars to build a Ballard tunnel. Continue studying 20th Avenue NW station costs as this is much closer to the core of Ballard and will likely increase appeal and ridership. Out of the existing, presented options, 15th Ave is preferred. The line needs to be built with expansion in mind, and the 14th Ave option would be difficult to extend north due to Ballard High School. Design Ballard station for future extensions north to Crown Hill or Greenwood and east to Wallingford / U District. Finally, a movable bridge should be eliminated as an option due to possible future constraints on the system.

Austin Johnson
Pronouns: He/Him

Commercial Appraisal Reviewer
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austin.johnson@wafd.com | wafdbank.com

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Communication ID: 505227

Communication (4/27/2022)

Lyndon Judge Draft EIS Comment

Manager DEIS Comments,

I am a Ballard homeowner and daily transit user and I'm writing to ask Sound Transit to put riders first in the design of the Ballard-West Seattle Link Extension. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

1. Do not eliminate any stations from the voter approved ST3 plan. Doing so would break trust with voters and hurt the ability of Link to meet our future transit needs.

2. Make stations as shallow and easily accessible as possible to promote shorter transit times and easier bus transfers. As a city dweller, the light rail is most useful to me for short trips and I'm concerned that excessively deep stations will decrease the utility of Link for short trips due to excessive time required to reach the platform.

3. Prioritize escalators and elevators that work quickly and reliably. Sound Transit has a terrible recent track record on this which is already impacting usability of the newest Link extension. Failing to remedy these problems will have a long lasting effect on Link ridership.

4. Prioritize short transfer times that minimize walking and vertical travel. In particular:
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   In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
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5. Plan to accommodate future growth and expansion of Link beyond ST3.
   In order to future proof our growing system, we must design for expandability in four locations:
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Thank you for your review of these comments.

Lyndon Judge
lvjudge1@gmail.com
1516 B NW 57th St
SEATTLE, Washington 98107

Owner(s):

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Transitional Resources Form Letter

Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Comment Responses:

Comment	Response
Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Your opposition to Alternatives DEL-5 and DEL-6 has been noted. Sound Transit acknowledges the inconvenience and hardship of relocating residences and services for the population you serve. Please see the mitigation section in Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on support Sound Transit would provide to help find new homes or sites, solve problems that might occur, and plan for relocation. Please see responses to CCG2, CCG3, CC4.1a, CC4.1d, and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS.

Communication	Contacts
501031	Terry Donaghe
501036	Kathleen Mcgrath
501039	Lynn Adams
501040	Doug and Jan Albright
501059	Monica Allen
501067	Duncan Morrell
501185	Selene Russo
501195	Karen Armand
501375	Samuel Herschbein
501420	Ann Morrell
501421	Patricia Horne-Brine
501733	Preston Horne-Brine
502084	Charlene Robins
502148	Stephen Mitchell
502288	Mary Lachapelle
502366	megan Holmes
502551	Sarah Kaiser
503007	Anne Samenfink
503264	Belinda Richardson
503892	Ken Bailey

Communication ID: 501031

Communication (4/22/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075677	Terry Donaghe	Individual		terry.donaghe@gmail.com

Communication ID: 501036

Communication (4/22/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings–would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that give to those in need, I strongly urge the committee to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075679	Kathleen Mcgrath	Individual		kfmcgrath2002@yahoo.com

Communication ID: 501039

Communication (4/22/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Executive Summary:
If those proposals are implemented, one of Seattle's most effective organizations helping people with serious mental illness stay safe, healthy and housed will have its support services seriously disrupted. The organization is Transitional Resources. Offering housing, health care and professional support to hundreds of individuals, using several properties (many of them shared homes clustered around the main building from which staff work), Transitional Resources is able to deliver services to these vulnerable people that make the different between their falling into deep trouble, and having a stable and often productive life. The proposed routes DEL-5 and DEL-6 will affect three TR properties and put physical barriers between buildings in this community, disrupting services. It would be a devastating blow.
This would affect not only the clients of TR, but also the greater Seattle community where services like those TR provides are sorely needed.

Please Read On
Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075680	Lynn Adams	Individual		adamslc8@gmail.com

Communication ID: 501040

Communication (4/22/2022)

As long-time donors to Transitional Resources, we are writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, we strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075681	Doug and Jan Albright	Individual		albright4812@comcast.net

Communication ID: 501059

Communication (4/23/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides critical services to people living with disabilities.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. They will lose their housing and the critical behavioral health services that support them in staying safe, stable, and housed.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about increased pubic transit as well as the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075697	Monica Allen	Individual		allen.monica9@gmail.com

Communication ID: 501067

Communication (4/23/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would severely impact, Transitional Resources, a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075704	Duncan Morrell	Individual		morrellfamily@gmail.com

Communication ID: 501185

Communication (4/24/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. As a West Seattle resident who loves transit I am excited, but I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals. Transit is necessary but please please please take into consideration Transitional Resources and the vulnerable populations they serve! We must have transit based on a lens of equity for the entire community.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075800	Selene Russo	Individual		selenee@me.com

Communication ID: 501195

Communication (4/24/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075811	Karen Armand	Individual		karmandphd@gmail.com

Communication ID: 501375

Communication (4/25/2022)

FWIW: I'm an avid supporter of Link and love riding it. I got up early on the first day it opened to Northgate just to take the trip. I want more Link to more destinations as fast as you can build it.

With that said:

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075985	Samuel Herschbein	Individual		sam@SamIsIT.com

Communication ID: 501420

Communication (4/26/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076016	Ann Morrell	Individual		annmorr18@gmail.com

Communication ID: 501421

Communication (4/26/2022)

The planned route for DEL-5 and DEL-6 would negatively and directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. We're talking housing and services for chronically homeless folks with serious mental illnesses! Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. Our son lives with us now, but we are looking to TR housing for the future for him.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to REJECT both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076017	Patricia Horne-Brine	Individual		hornebrine@comcast.net

Communication ID: 501733

Communication (4/26/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital and integrated services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings–would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

There is a crisis right now in mental health care and a large demand for the services TR provides. Uprooting the critical programs that they provide, as well as displacing the individuals they serve when the demand is already high, would put unnecessary pressure on the system. The results could be catastrophic, both to our clients and to the community at large.

As someone who cares deeply about our community and the nonprofits that give to those in need, I strongly urge the committee to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076259	PRESTON HORNE-BRINE	Individual		PRESTON.FLUX@COMCAST.NET

Communication ID: 502084

Communication (4/27/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076558	Charlene Robins	Individual		charlenekrobins@gmail.com

Communication ID: 502148

Communication (4/27/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Thank you,
Stephen Mitchell, MPA, BSN, RN
Vice President, Transitional Resources' Board of Directors

Owner(s):

Contact ID	Name	Type	Phones	Email
1076615	Stephen Mitchell	Individual		stephenthenurse@yahoo.com

Communication ID: 502288

Communication (4/27/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I want to express my strong opposition to the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would cripple and perhaps even effectively end the operations of Transitional Resources, a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources ("TR") is a community behavioral health agency located in West Seattle on SW Avalon Way. For nearly a half century, TR has developed successful programs and housing to serve vulnerable adults from all over King County. These vulnerable citizens are living with serious and persistent mental illness, and TR provides them with behavioral health treatment and supportive housing services to ensure these folks remain safe, healthy, and housed. I served on TR's board for 15 years and can testify to its success at building community and stability for individuals who previously did not enjoy these things. TR owns or rents several properties and serves a multitude of people who live in various parts of West Seattle, but the majority of people it serves have their homes within very close proximity to TR's offices that are located on SW Avalon Way. Many of the people that TR serves will be irrevocably negatively impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. DEL-6 would be particularly devastating for them, but DEL-5 would also cause disruption and uprooting of people for whom such experiences are particularly difficult.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would catastrophically alter TR's ability to deliver its vital programs and services to our community. Without these services or programs, the people who live in the impacted buildings —as well as those who receive behavioral health services in those buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating not only to the people they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. Some of the people who will be displaced have lived in their homes for two decades or more. The impact of the loss of a home for these individuals cannot be determined in simple monetary terms. They are particularly vulnerable to change. They need access to resources that are at or very near their homes. I ask you to take this into consideration. TR has been a success story in helping solve one of this area's thorniest and persistent issues. Please preserve that success.

As someone who cares deeply about our community and my vulnerable neighbors who are served by the nonprofits that provide support that they need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals. Thank you for this opportunity to provide input and your consideration.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076731	Mary Lachapelle	Individual		melcato@yahoo.com

Communication ID: 502366

Communication (4/27/2022)

I am writing about the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076803	megan Holmes	Individual		mholmes8@yahoo.com

Communication ID: 502551

Communication (4/27/2022)

As a for former board member for Transitional Resources I am writing to ask for Sound Transits reconsideration of the plan for West Seattle due to the significant negative impact it will have on vulnerable members of our community who rely on public transportation.

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings–would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that give to those in need, I strongly urge the committee to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076972	Sarah Kaiser	Individual		kaismax@gmail.com

Communication ID: 503007

Communication (4/28/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1077377	Anne Samenfink	Individual		asamenfink@gmail.com

Communication ID: 503264

Communication (4/28/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078328	BELINDA RICHARDSON	Individual		beli_rich@yahoo.com

Communication ID: 503892

Communication (4/28/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging.

As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078838	Ken Bailey	Individual		kdbailey84@gmail.com

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West Seattle Golf Course Form Letter

Letter:

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes.

I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1) The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B.
2) The business disruption is closely similar for both of these options.
3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487.
4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for.
5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year.
6) There would be no risk of golf balls hitting the trains.
7) The Parks Department supports the Yancy alternatives.
8) This is the only golf course that serves the West Seattle community.
9) Longfellow Creek would have no risk of damage to the fish or the creek.
10) The mature trees all along the North edge of the golf course would not be cut down.

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Comment Responses:

Comment	Response
I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no project alternatives that would result in the loss of over 3 acres of golf course property.
The reasons are the following: 1) The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B. 2) The business disruption is closely similar for both of these options. 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487. 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year. 6) There would be no risk of golf balls hitting the trains. 7) The Parks Department supports the Yancy alternatives. 8) This is the only golf course that serves the West Seattle community. 9) Longfellow Creek would have no risk of damage to the fish or the creek. 10) The mature trees all along the North edge of the golf course would not be cut down.	For more information, please see these sections of the Final EIS: • Project cost: Section 2.9, Project Funding and Cost Comparison • Residential and business displacements: Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics • Park impacts, include City ordinance: Section 4.17, Parks and Recreational Resources • Ecosystem resources (Longfellow Creek and trees): Section 4.9, Ecosystems As noted in Attachment G of comments submitted by the City of Seattle (see Section O.2.2 of this appendix), the City expressed concern that "the tunnel portal alternatives on the south side of Southwest Genesee Street would have significant impacts on golf course playability, operations, and revenue."
Please adjust the preferred alternative to either of the Yancy/Avalon routes.	Please see response to CCG2 in Table 7-1.

Communication	Contacts
500213	Margaret Anthony
500216	John Anthony
500244	Oliver Rutz
500245	Paddy Walls
500270	Edward Irwin
500273	Caisa Wasbrekke
500274	Eric Christianson
500275	Wendy Gapp
500283	kim adams
500289	Noah Van Loen
500292	Leota Day
500543	Beth Jackson
500565	Alex Morgan
500566	Brendan Nolan
500567	Ian Adams
500568	Sean Smith
500569	Michael Worthington
500570	Ben Moschel
500571	Louis Wenger
500572	Jacob Polwarth
500573	Maxden Regalado
500625	Phil Charles
500626	Michael Hafermann
500629	Julie Richard
500630	Brian Allen
500631	Charles Anderson
500636	John Schaap
500640	Brent Olson
500641	Tony Vincent
500645	Byron Anderson
500648	Kyle Meaux
500649	Christopher Lopez
500651	Scott Ramage
500652	Paul Devine
500655	Jonathan Stebbins

Communication	Contacts
500656	Catherine Sue Johnson
500658	Hunter Williams
500659	Vaughn Kercher
500660	Curtis John
500662	John Winters
500663	Roma Rowland
500664	Will Dornes
500666	Bill Deal
500672	Robin Moore
500675	John Douglas
500676	Gary Wieder
500681	Timothy Beaver
500682	Roger Dubbs
500683	Marc Olander
500686	Spencer Goldberg
500688	Dax Colwell
500691	Timothy Crawley
500695	David Herrick
500697	Nate Ward
500699	Durand Good
500701	Benjamin Willetts
500712	Mark Jefferies
500714	Shari Lewis
500715	Alexander Bernard
500720	Michael McCahill
500721	Nathan Dolejsi
500725	Peter Phung
500731	PAblo Adrian Martinez Araoz
500733	Eric Wheatcraft
500737	Kyle Russell
500740	Jeff Palmer
500741	Molly Palmer
500746	Beau Gants
500753	Scott Ulman
500768	Scott Gordon

Communication	Contacts
500769	Matt Crook
500773	Peter Umbach
500776	James Bluhm
500783	Michael Hilsenkopf
500789	Brandon Madden
500795	Tom Moris
500797	Aurora Bennett
500799	John Ryan Marsalis
500801	Constance Bennett
500813	Joseph Bradley
500815	Garrett Gants
500819	Ryan Meneely
500824	Ruth Winter
500833	Sarah Stival
500834	Lola Stival
500835	Sarah Meneely
500851	Tom McMahon
500859	Daniel Kelley-Petersen
500876	Scott Haag
500893	Eliza Webb
500911	Randall Berg
500931	Anthony Mariano
500938	Adam Horton
500980	Anna Coghill
500981	mark lindblom
500993	Dolores Coghill
501068	Joyce Lingg
501069	Alan Bernahl
501087	Bradford Lovejoy
501106	Leo Vasaitis
501162	Andrew Coghill
501182	Phoebe Mendes
501208	Lionel Tamez
501209	Lorenzo Tamez
501210	Colleen Wylde

Communication	Contacts
501211	L Tamez
501217	Craig Tarrant
501220	James Braunstein
501264	Forrest Schofield
501275	Geoffrey Croghan
501398	Alfred DeBlasio
501402	Monty Schilter
501414	Tim Nuse
501418	Alexander Allen
501681	Michael Hirt
501698	Benjamin Tang
501975	Mary DeYoung
502011	Neal Schmidt
502136	Steve Banfield
502262	Michael Little
502680	Janet Sweet
502699	Jennifer Broadstone
502728	Maureen Kennelly
504462	Jo-Li Sellin

Sound Transit Projects - Communications (124 Total)

Communication ID: 500213

Communication (4/15/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1074963	Margaret Anthony	Individual		margaret.anthony@comcast.net

Communication ID: 500216

Communication (4/15/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. Violate this and I will help sue you back to the stone age (just kidding, but you get extra credit for reading this)
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1074965	John Anthony	Individual		jmanthony65@hotmail.com

Communication ID: 500244

Communication (4/15/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes.

I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following: 1) The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives

This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down
Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1074979	Oliver Rutz	Individual		oliver_rutz@yahoo.com

Communication ID: 500245

Communication (4/15/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following: 1) The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down 10) the Genesse route would require colums 150 feet tall. because of how steep Genesse is. That seems totally ridiculous and dangerous.

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1074981	Paddy Walls	Individual		pjw1946@comcast.net

Communication ID: 500270

Communication (4/16/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives (along Genessee) that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Here are several more reasons for my support of Andover/Yancy/Avalon routes.

1. The budget is the same or cheaper for the Yancy/Avalon routes, $1.6 B/ $1.5 B. Saving $100 million seems very prudent!
2. The business disruption is similar for both of these options
3. The private property disruption is less for both Andover/Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity could impact over 60,000 golfers each year
6. The Parks Department supports the Andover/Yancy alternatives
7. Longfellow Creek would have less risk of damage to the fish or the creek
8. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Andover/Yancy/Avalon routes.

Thank you!

Owner(s):

Contact ID	Name	Type	Phones	Email
883377	Edward Irwin	Individual		~~tedirwin@icloud.com~~

Communication ID: 500273

Communication (4/16/2022)

Hello,
I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. Even if you are not a golfer, it is a beautiful green space in the middle of important area surrounded by land already taken for the bridge.

I would ask that you consider the following reasons for not destroying the West Seattle Golf Course:
1 The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2) The business disruption is closely similar for both of these options
3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for - this is a very important fact! This is the second time that destroying a park property in the form of golf courses has come up and there is no reason to violate the City ordinance.
5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year - who are voters and taxpayers too.
6) There would be no risk of golf balls hitting the trains
7) The Parks Department supports the Yancy alternatives
8) This is the only golf course that serves the West Seattle community
9) Longfellow Creek would have no risk of damage to the fish or the creek
10) The mature trees all along the North edge of the golf course would not be cut down
For all of the above reasons, please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
883253	Caisa Wasbrekke	Individual		~~caisa.ann@gmail.com~~

Communication ID: 500274

Communication (4/16/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075006	Eric Christianson	Individual		eric@seattlecomcare.com

Communication ID: 500275

Communication (4/16/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

Thank you,

Owner(s):

Contact ID	Name	Type	Phones	Email
1075007	Wendy Gapp	Individual		Wensydue@Gmail.com

Communication ID: 500283

Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.
And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.

Reasons for supporting Andover/Yancy Avalon routes include:

1. The estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. Thanks

Owner(s):

Contact ID	Name	Type	Phones	Email
1075013	kim adams	Individual		kadams.sea@gmail.com

Communication ID: 500289

Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.
The reasons are the following: 1) The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down
Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
883427	Noah Van Loen	Individual		nvanloen@gmail.com

Communication ID: 500292

Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than for what it was intended
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. Thank you!

Owner(s):

Contact ID	Name	Type	Phones	Email
1075022	Leota Day	Individual		leotaday@comcast.net

Communication ID: 500543

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genessee the impact the West Seattle Golf Course.

I also strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Seattle Parks property.

Some of the reasons for supporting Andover/Yancy/Andover routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes, 1.6 B and 1.5 B.
2. The business disruption is closely similar for both of these options.
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL 1a down to 201 or 487.
4. The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for.
5. The Parks Department supports the Andover/Yancy/Avalon alternatives.
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. This is the only golf course that serves the community of West Seattle. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.
7. The loss of revenue and loss of recreational opportunity would be significant for over 60,000 golfers each year if the West Seattle Golf Course were impacted in any way by any of the proposed routes.

Thank you for your consideration of this request.

Owner(s):

Contact ID	Name	Type	Phones	Email
883608	Beth Jackson	Individual		bjackson170@comcast.net

Communication ID: 500565

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075246	Alex Morgan	Individual		almrga@amazon.com

Communication ID: 500566

Communication (4/19/2022)

Hello,

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Thank you!

Brendan Nolan

Owner(s):

Contact ID	Name	Type	Phones	Email
1075247	Brendan Nolan	Individual		brendanfnolan@gmail.com

Communication ID: 500567

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075248	Ian Adams	Individual		ian.grey.adams@gmail.com

Communication ID: 500568

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075249	Sean Smith	Individual		shmoovie@comcast.net

Communication ID: 500569

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

First and foremost The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The cost of the litigation to come from this violation is enough reason to not pursue these options

2. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5
3. The Parks Department supports the Yancy alternatives
4. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. Environmental impact of Longfellow Creek would be substantial if the Genessee routes are allowed.
7. This is the only golf course that serves the West Seattle community

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075250	Michael Worthington	Individual		worthington.michaeld@gmail.com

Communication ID: 500570

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075253	Ben Moschel	Individual		moschel.ben@gmail.com

Communication ID: 500571

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. Not to mention the costs for those options are probably exorbitant, and those options would potentially ruin the best community asset the great West Seattle neighborhood has in the golf course.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075254	Louis Wenger	Individual		louiswenger31@gmail.com

Communication ID: 500572

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075255	Jacob Polwarth	Individual		jakepolwarth@gmail.com

Communication ID: 500573

Communication (4/19/2022)

Hi There!
I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.
The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Thank You!

Owner(s):

Contact ID	Name	Type	Phones	Email
1075256	Maxden Regalado	Individual		maxden4@gmail.com

Communication ID: 500625

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075288	Phil Charles	Individual		phillcharles@gmail.com

Communication ID: 500626

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075289	Michael Hafermann	Individual		mhafermann95@gmail.com

Communication ID: 500629

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075291	Julie Richard	Individual		jgolfaddict@outlook.com

Communication ID: 500630

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Avalon routes, 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Owner(s):

Contact ID	Name	Type	Phones	Email
1075292	Brian Allen	Individual		brianawa@gmail.com

Communication ID: 500631

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you,
Charles Anderson

Owner(s):

Contact ID	Name	Type	Phones	Email
1075293	Charles Anderson	Individual		simplecharlie@live.com

Communication ID: 500636

Communication (4/19/2022)

I am a concerned avid golfer who plays West Seattle Golf Course at least once a week. As such I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
883194	John Schaap	Individual		schaapster55@gmail.com

Communication ID: 500640

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunities would not be impacted for the 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075300	Brent Olson	Individual		brentalanolson@gmail.com

Communication ID: 500641

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you,

Tony

Owner(s):

Contact ID	Name	Type	Phones	Email
1075301	Tony Vincent	Individual		rascal14@gmail.com

Communication ID: 500645

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075308	Byron Anderson	Individual		byronanderson34@hotmail.com

Communication ID: 500648

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075310	Kyle Meaux	Individual		kmeaux@eppape.com

Communication ID: 500649

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes.

I OPPOSE any of the alternatives that impact the West Seattle Golf Course.

In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are below:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to the Yancy or Avalon routes.

Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075311	Christopher Lopez	Individual		lopezchris78@gmail.com

Communication ID: 500651

Communication (4/19/2022)

I would like to offer my opinion on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are unacceptable in my view due to the cost, time and loss of over 3 aces of the golf course which is Park property.

Other reasons to not use the Genesee route are below:

1. The budget appears to be roughly the same if not cheaper using the Yancy/Avalon routes.
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487.
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was originally intended.
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year.
6. There would be no risk of golf balls hitting the trains.
7. The Parks Department supports the Yancy alternatives.
8. This is the only golf course that serves the West Seattle community.
9. The risk of damage to Longfellow Creek, fish and wild life in the area is greatly reduced or eliminated.
10. The mature trees all along the North edge of the golf course would not be cut down.

Owner(s):

Contact ID	Name	Type	Phones	Email
881097	Scott Ramage	Individual		raminsag@yahoo.com

Communication ID: 500652

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075312	PAUL DEVINE	Individual		PAULDEVINE@MSN.COM

Communication ID: 500655

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Jonathan Stebbins

Owner(s):

Contact ID	Name	Type	Phones	Email
1075313	Jonathan Stebbins	Individual		stebbij13@gmail.com

Communication ID: 500656

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to 3 acres of the golf course which is Park property.

The reasons are the following:
1). The budget is the same or cheaper for Yancy/Avalon routes, 1.6 B and 1.5 B.
2). The business disruption is closely similar for both of these options.
3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487.
4). The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for.
5). The loss of revenue and loss recreation opportunity would not be impacted for over 60,000 golfers each year.
6). There would be no risk of golf balls hitting the trains.
7). The Parks Department supports the Yancy alternatives.
8). This is the only golf course that serves the West Seattle community.
9). Longfellow Creek would have no risk of damage to the fish or the creek.
10) The mature trees all along the North edge of the golf course would not be cut down.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075314	Catherine Sue Johnson	Individual		alkibeach304@comcast.net

Communication ID: 500658

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

I'm an active golfer at West Seattle and support the reasoning listed here:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075315	Hunter Williams	Individual		hunter@littlegreenlight.com

Communication ID: 500659

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Owner(s):

Contact ID	Name	Type	Phones	Email
1075316	Vaughn Kercher	Individual		vkercher@hotmail.com

Communication ID: 500660

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075317	Curtis John	Individual		cjohn617@yahoo.com

Communication ID: 500662

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Thank you
John Winters

Owner(s):

Contact ID	Name	Type	Phones	Email
1075319	John Winters	Individual		johnwwinters@gmail.com

Communication ID: 500663

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

*****I am an avid and active golfer at the West Seattle golf course and implore you to explore other options.***

Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075320	Roma Rowland	Individual		romaseattle@yahoo.com

Communication ID: 500664

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community and is historic in the golf community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you
Will Dornes

Owner(s):

Contact ID	Name	Type	Phones	Email
883229	Will Dornes	Individual		wdornes@gmail.com

Communication ID: 500666

Communication (4/19/2022)

am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075322	Bill Deal	Individual		bldeal01@outlook.com

Communication ID: 500672

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you--
Robin Moore

Owner(s):

Contact ID	Name	Type	Phones	Email
1075326	Robin Moore	Individual		s_mores@comcast.net

Communication ID: 500675

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075328	John Douglas	Individual		theflop@gmail.com

Communication ID: 500676

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075329	Gary Wieder	Individual		garywieder@gmail.com

Communication ID: 500681

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075334	Timothy Beaver	Individual		tbeavergdsi@gmail.com

Communication ID: 500682

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
883204	Roger Dubbs	Individual		roger_dubbs@yahoo.com

Communication ID: 500683

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075335	Marc Olander	Individual		marc_olander@comcast.net

Communication ID: 500686

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes as opposed to any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Seattle Park's property.

I believe the following reasons demonstrate why the project should favor the Yancy/Avalon routes -

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would impact over 60,000 golfers each year and employees of the facility
6. There no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This West Seattle Golf course is the only golf course that serves the West Seattle community and surrounding areas. Additionally given the reputation the golf course has acquired, many golfers from all around the Seattle-Tacoma area choose to play at the course even if they do not live in West Seattle
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075337	Spencer Goldberg	Individual		goldberg.spencer@gmail.com

Communication ID: 500688

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075339	Dax Colwell	Individual		daxcolwell@gmail.com

Communication ID: 500691

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075343	Timothy Crawley	Individual		crawleytim@msn.com

Communication ID: 500695

Communication (4/19/2022)

I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.
The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075347	David Herrick	Individual		dave@dherrickdesign.com

Communication ID: 500697

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075349	Nate Ward	Individual		nathanwward@gmail.com

Communication ID: 500699

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075351	Durand Good	Individual		rgddgirls@comcast.net

Communication ID: 500701

Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
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8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075353	Benjamin Willetts	Individual		ben.d.willetts@gmail.com

Communication ID: 500712

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
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7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075364	Mark Jefferies	Individual		mjefferies@aquastar.com

Communication ID: 500714

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. I would think as a progressive city, the impact on the environment is as important as well. Parks provide that and should be preserved. In addition, reasons for opposition is as follows.

1. The budget is same or cheaper for Yancy/Avalon routes. I would like to think the city is fiscally responsible.
2. Private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487.
3. I believe there is a city ordinance driven by citizen initiative that park property cannot be used for the purposes other than what it was intended for.
4. Loss of revenue for the city and impacting over 60,000 golfers each year.
5. Risk of golf balls hitting the trains.
6. City Parks Department supports the Yancy alternatives.
7. Environmental impact on Longfellow Creek to fish and other wildlife.

Please adjust the preferred alternative to either of the Yancy/Avalon routes.
Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
883268	Shari Lewis	Individual		sklewis6000@gmail.com

Communication ID: 500715

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
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9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075366	Alexander Bernard	Individual		alexbernard816@gmail.com

Communication ID: 500720

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

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9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075369	Michael McCahill	Individual		dollarbilldivot@msn.com

Communication ID: 500721

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075370	Nathan Dolejsi	Individual		nathandolejsi@yahoo.com

Communication ID: 500725

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

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Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075373	Peter Phung	Individual		pphung@gmail.com

Communication ID: 500731

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075378	PAblo Adrian Martinez Araoz	Individual		pablo.am.araoz@gmail.com

Communication ID: 500733

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
883539	Eric Wheatcraft	Individual	2068515666	eric_wheatcraft@hotmail.com

Communication ID: 500737

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075383	Kyle Russell	Individual		kylejrussell@yahoo.com

Communication ID: 500740

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075387	Jeff Palmer	Individual		jeffreypeterpalmer@yahoo.com

Communication ID: 500741

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075388	Molly Palmer	Individual		molly.palmer1225@gmail.com

Communication ID: 500746

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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10. The mature trees all along the North edge of the golf course would not be cut down

Destroying the only good course left in all of the Seattle public courses will have a dramatic effect. This course is very popular and busy year round.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075391	Beau Gants	Individual		beaumontgants@hotmail.com

Communication ID: 500753

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year Scott Ulman 206 605 9662

Owner(s):

Contact ID	Name	Type	Phones	Email
1075396	SCOTT ULMAN	Individual		SCOTTU@PACIFICINSURANCENW.COM

Communication ID: 500768

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075407	Scott Gordon	Individual		scottdgordo@gmail.com

Communication ID: 500769

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you,

Matt Crook

Owner(s):

Contact ID	Name	Type	Phones	Email
1075409	Matt Crook	Individual		crook_matthew@yahoo.com

Communication ID: 500773

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Mr. Peter Umbach

Owner(s):

Contact ID	Name	Type	Phones	Email
1075412	Peter Umbach	Individual		mrctrommel@comcast.net

Communication ID: 500776

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
883222	James Bluhm	Individual		james.t.bluhm@gmail.com

Communication ID: 500783

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075419	Michael Hilsenkopf	Individual		mhilsenkopf@plantscapes.com

Communication ID: 500789

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Brandon Madden

Owner(s):

Contact ID	Name	Type	Phones	Email
1075422	Brandon Madden	Individual		branmadd77@hotmail.com

Communication ID: 500795

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

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7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075426	Tom Moris	Individual		morrisarch@integra.net

Communication ID: 500797

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075428	Aurora Bennett	Individual		aurorajeanbennett@gmail.com

Communication ID: 500799

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075430	John Ryan Marsalis	Individual		marsalis41@gmail.com

Communication ID: 500801

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075431	Constance Bennett	Individual		constancejbennett@gmail.com

Communication ID: 500813

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes.

Because the West Seattle Golf Course is a community asset that brings together a broad range of people of diverse backgrounds, I oppose the alternatives that impact it. Any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

Some additional reasons:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
883262	Joseph Bradley	Individual		jallenbradley@gmail.com

Communication ID: 500815

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075440	Garrett Gants	Individual		garrettgants@gmail.com

Communication ID: 500819

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
791458	Ryan Meneely	Individual		rmeneely@gmail.com

Communication ID: 500824

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075448	Ruth Winter	Individual		ruthi.winter@gmail.com

Communication ID: 500833

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075455	Sarah Stival	Individual		smstiv@yahoo.com

Communication ID: 500834

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075456	Lola Stival	Individual		thepantses@gmail.com

Communication ID: 500835

Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075457	Sarah Meneely	Individual		sarah@omyesyoga.com

Communication ID: 500851

Communication (4/21/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Yancy/Avalon routes.

I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6B and 1.5B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Thank you
Tom McMahon

Owner(s):

Contact ID	Name	Type	Phones	Email
1075475	Tom McMahon	Individual		tmacmathuna@gmail.com

Communication ID: 500859

Communication (4/21/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075480	Daniel Kelley-Petersen	Individual		dkelleypetersen@gmail.com

Communication ID: 500876

Communication (4/21/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.
The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Scott Haag

Owner(s):

Contact ID	Name	Type	Phones	Email
1075503	Scott Haag	Individual		stb.haag@gmail.com

Communication ID: 500893

Communication (4/21/2022)

Hello,
I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Avalon route and I oppose any of the alternatives that impact the West Seattle Golf Course.

In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Avalon routes, 1.5 B
2. The golf course is a huge recreation opportunity for a huge neighborhood in Seattle already impacted by a transportation disaster
3. This is the only golf course that serves the West Seattle community
4. Longfellow Creek would have no risk of damage to the fish or the creek
5. The mature trees all along the North edge of the golf course would not be cut down

Thank you,
Eliza Webb - golfer, wife of golfer, mom of aspiring golfer, community member, public transportation enthusiast.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075518	Eliza Webb	Individual		elizagracewebb@gmail.com

Communication ID: 500911

Communication (4/21/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
884392	Randall Berg	Individual		randall@randallberg.com

Communication ID: 500931

Communication (4/21/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Anthony J. Mariano, PhD

Owner(s):

Contact ID	Name	Type	Phones	Email
1075536	Anthony Mariano	Individual		anthonyjmariano@gmail.com

Communication ID: 500938

Communication (4/21/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075541	Adam Horton	Individual		adamhorton17@gmail.com

Communication ID: 500980

Communication (4/22/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.

Sincerely,
Anna Coghill

Owner(s):

Contact ID	Name	Type	Phones	Email
1075584	Anna Coghill	Individual		annacoghill@hotmail.com

Communication ID: 500981

Communication (4/22/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Sincerely,
Mark Lindblom
WS Resident

Owner(s):

Contact ID	Name	Type	Phones	Email
1075586	mark lindblom	Individual		markplindblom@gmail.com

Communication ID: 500993

Communication (4/22/2022)

am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Sincerely,
Dolores Coghill
WS Resident

Owner(s):

Contact ID	Name	Type	Phones	Email
1075598	Dolores Coghill	Individual		deedeeandmike@comcast.net

Communication ID: 501068

Communication (4/23/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Owner(s):

Contact ID	Name	Type	Phones	Email
1075705	Joyce Lingg	Individual		jvlingg@comcast.net

Communication ID: 501069

Communication (4/23/2022)

I am and LIFE LONG Seattle resident and involved community leader commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. This would be a loss for the entire community since other options are clearly available.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Thank your consideration to our community and not ruining our best Seattle gold course in the process.

Owner(s):

Contact ID	Name	Type	Phones	Email
883211	Alan Bernahl	Individual	206-935-5250	albern@g.com

Communication ID: 501087

Communication (4/23/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075723	Bradford Lovejoy	Individual		bradfordlovejoy@gmail.com

Communication ID: 501106

Communication (4/23/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075736	Leo Vasaitis	Individual		eglongolfer@gmail.com

Communication ID: 501162

Communication (4/24/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes.

Thank you,
Andrew Coghill

Owner(s):

Contact ID	Name	Type	Phones	Email
1075778	Andrew Coghill	Individual		andrewacoghill@gmail.com

Communication ID: 501182

Communication (4/24/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

This is a 'jewel of land" that can be enjoyed by so many - both young and old. It helps with keeping many active and engaged in a recreational activity that is available almost year round. It helps build a community pride as well.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

sincerely,
Phoebe Mendes

Owner(s):

Contact ID	Name	Type	Phones	Email
1075797	Phoebe Mendes	Individual		phoebemendes@gmail.com

Communication ID: 501208

Communication (4/24/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use.
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075824	Lionel Tamez	Individual		ltamez1@yahoo.com

Communication ID: 501209

Communication (4/24/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use.
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075825	Lorenzo Tamez	Individual		lionel.tamez1@gmail.com

Communication ID: 501210

Communication (4/24/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use.
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075826	Colleen Wylde	Individual		cwylde@yahoo.com

Communication ID: 501211

Communication (4/24/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use.
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075827	L Tamez	Individual		lionel.tamez@p-h-s.com

Communication ID: 501217

Communication (4/25/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.
Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use.
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

Apologies to those who are already on top of this threat and have sent in their comments. I'd rather overcommunicate on this topic than suffer the consequences of inaction.
Thank you!

Owner(s):

Contact ID	Name	Type	Phones	Email
1075833	Craig Tarrant	Individual		jagerbaron@yahoo.com

Communication ID: 501220

Communication (4/25/2022)

Hello,

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.

Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes.
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use.
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

With gratitude
James

Owner(s):

Contact ID	Name	Type	Phones	Email
1075836	James Braunstein	Individual		braunstein.james@gmail.com

Communication ID: 501264

Communication (4/25/2022)

Hello,
I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. When I was working downtown, pre-pandemic, I rode the light rail to work every day from the time it opened, and also rode it for personal trips whenever possible. It is without question a vital part of our larger community, & I believe in & support public transportation.
However, I oppose any of the new route alternatives that negatively impact the West Seattle Golf Course, & support any route/project that maintains the course as part of the Parks system.. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

My reasons:

1. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for; and, the Parks Dept supports the Yancey alternative.
2. Presumably the budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B? Almost certainly costs will increase over the years of the project.
3. The private property disruptions & business disruptions are similarly less, or close, for both Yancy alternatives, (from 607 for DEL1a down to 201 or 487) ?
4. The loss of substantial Parks/City revenue, & loss of recreation opportunities for tens of thousands of golfers - City Parks users - each year would not be impacted.
5. Not only does the golf course serve the West Seattle community, it serves all of Seattle & much of the larger region. (it has also been lauded in at least one national golf publication as one of the best municipal experiences, & courses, in the country).
6. Longfellow Creek would have no risk of damage to the fish or the creek.
7. The mature trees all along the North edge of the golf course would not be cut down. In planning for the future of the region, and the well-being of all, we must choose options that preserve good things. The City parks are without doubt good things, and should be maintained (and, please see #1 above!). This particular part of the Parks, West Seattle Golf Course, is an important, & historical, part of our City, and must be kept. thank you, all, Sincerely, Forrest Schofield

Owner(s):

Contact ID	Name	Type	Phones	Email
883719	Forrest Schofield	Individual		helado53@hotmail.com

Communication ID: 501275

Communication (4/25/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.
The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1075928	Geoffrey Croghan	Individual		gvcroghan1@msn.com

Communication ID: 501398

Communication (4/25/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Alfred

Owner(s):

Contact ID	Name	Type	Phones	Email
1076000	Alfred DeBlasio	Individual		ajdeblas@comcast.net

Communication ID: 501402

Communication (4/25/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Owner(s):

Contact ID	Name	Type	Phones	Email
1076003	Monty Schilter	Individual		monty_schilter@hotmail.com

Communication ID: 501414

Communication (4/26/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
883338	Tim Nuse	Individual		timnuse@gmail.com

Communication ID: 501418

Communication (4/26/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

There is a way to have the best of both worlds, please make the right decision. Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
884177	Alexander Allen	Individual		alexjallen78@gmail.com

Communication ID: 501681

Communication (4/26/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1076215	Michael Hirt	Individual		michael.b.hirt@gmail.com

Communication ID: 501698

Communication (4/26/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1076228	Benjamin Tang	Individual		tangb@uw.edu

Communication ID: 501975

Communication (4/27/2022)

Hello,

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes (Del-5 or Del-6). I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives . It is critical that extra weight be given to this consideration as the Parks Department is a part of the City government.
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please revise the EIS, to reflect the preferred alternative to be either of the Yancy/Avalon routes. Thank you.

Mary DeYoung

Owner(s):

Contact ID	Name	Type	Phones	Email
1076462	Mary DeYoung	Individual		mrdmisc@gmail.com

Communication ID: 502011

Communication (4/27/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1076494	Neal Schmidt	Individual		schmidtn72@yahoo.com

Communication ID: 502136

Communication (4/27/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down

Owner(s):

Contact ID	Name	Type	Phones	Email
1076605	Steve Banfield	Individual		sbanfield@gmail.com

Communication ID: 502262

Communication (4/27/2022)

I've been following the progress of the West Seattle Link Extension with great interest and I'd like to provide some comments for your consideration.

My interest is primarily in route into and through the North Delridge neighborhood where I reside. I live at 4847 26th Avenue SW which is located on the fourth fairway of the West Seattle Golf Course. Besides playing golf, I've also been very involved in the City of Seattle's neighborhood planning activities since the early 1990's. Additionally, I was the community project manager for the design and development of the Greg Davis Park located at 26th Avenue SW and SW Brandon Street; this park project was initiated based on Mr. Davis' creation of the Longfellow Creek Watershed Action plan. I have a keen interest in the route location from an equity, golfer, Parks advocate, and transportation perspective.

Given my interests, the potential costs, and impacts to the immediate neighborhood (loss of real property and parks land), I suggest that either of the Andover Street Station alternatives be given priority over your preferred routes. I make this recommendation based on the following points:

- The overall budget for the Yancy/Avalon routes are as affordable as some of the other routes with less disruption/displacement to private property.
- There is no impact to any Park-owned property, in particular the West Seattle Golf Course. The Genesee routes, by permanently eliminating parks property, violates City of Seattle ordinances that park property cannot be used for purposes other than what it was intended.
- The Parks Department supports alternatives to the Genesee routes.
- From an Avalon/Yancy route perspective, there would be no risk of golf balls hitting the moving trains.
- From an environmental perspective, there is little to no impact to Longfellow Creek from the Avalon/Yancy routes in comparison to the Genesee routes since the creek is essentially diverted into a pipe at SW Andover. This can't be said for the Genesee options where construction would occur immediately on top of Longfellow Creek.
- Any mature trees either inside the golf course boundary and along the Genesee right-of-way would be spared if the Avalon/Yancy options were selected.

Thank you for listening and I look forward to hearing more in the coming months.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076709	Michael Little	Individual		mikelittle367@gmail.com

Communication ID: 502680

Communication (4/28/2022)

Hi. Please, please consider the impact on the West Seattle Golf Course. This is such vital place for community, sharing, learning, fun and being outdoors!

This is about the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.
The reasons are the following:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for.
5. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year
6. There would be no risk of golf balls hitting the trains
7. The Parks Department supports the Yancy alternatives
8. This is the only golf course that serves the West Seattle community
9. Longfellow Creek would have no risk of damage to the fish or the creek
10. The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes.
    Thank you for helping us keep our beloved golf course and making the light rail project efficient and useful as well!

Regards, Janet Sweet

Owner(s):

Contact ID	Name	Type	Phones	Email
1077089	Janet Sweet	Individual		jcermak53@gmail.com

Communication ID: 502699

Communication (4/28/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of Park property on the golf course.

Following are my reasons:

1. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B.
2. The business disruption is closely similar for both of these options.
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487.
4. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than how it was intended to be used.
5. With the Yancy/Avalon routes, the loss of revenue and recreation opportunity would not be impacted for over 60,000 golfers each year.
6. There would be no risk of golf balls hitting the trains.
7. The Parks Department supports the Yancy alternatives.
8. This is the only golf course that serves the West Seattle community, and is one of only four in the city.
9. Longfellow Creek would have no risk of damage to the fish or the creek.
10. The mature trees all along the North edge of the golf course would not be cut down.

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

Owner(s):

Contact ID	Name	Type	Phones	Email
1077105	Jennifer Broadstone	Individual		broadstone@mail.com

Communication ID: 502728

Communication (4/28/2022)

Dear Sir or Madam

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy Avalon routes. I oppose any route that disturbs the integrity of the West Seattle .golf Course.. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property.

I do support mass transit and believe we must strive to find solutions that balance cost, loss of business and residential property and preserve green space.

My husband and I are avid golfers and live in the North Beach neighborhood north of Ballard. I have belonged to the Womens' ' club at West Seattle for over 15 years and choose to make the long commute made even longer by the closure of the West Seattle bridge so that I can enjoy this spectacular Seattle landmark. We realize that our golfing days may be over before this plan is implemented completely but believe it is our civic and human responsibility to SPEAK UP!

Some of the reasons for supporting Andover/Yancy/Avalon routes include the following:

1. Estimated budget is the same or cheaper than current "preferred" option for Andover/Yancy/Avalon routes at $1.6 B or 1.5 B. Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these routes.
3. The property disruption is less for both Yancy alternatives.
4. The Genesee routes likely violate Seattle City Ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for.
5. The Parks Department also supports the Andover/Yancy/Avalon alternatives
6. The West Seattle Golf Course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years.

While respecting the need for rapid transit via expansion of light rail, routes that do not impact this unique parkland are the only options that should be implemented!

Sincerely,

Maureen Kennelly
Don DeWeese
1919 NW 96th Street
Seattle, Wa 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1077133	Maureen Kennelly	Individual		don_and_mo@msn.com

Communication ID: 504462

Communication (4/23/2022)

Jo-Li and Dale Selin Draft EIS Comment

Dear Sir or Madam,

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I support either of the Andover/Yancy/Avalon routes.

I am an avid golfer. My husband and I plus my sister, Jo-Mei Chiang, are owners of condos which are located at Genesee and Avalon Way. We oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

Furthermore, we strongly oppose tunnel alternatives, which are unacceptable due to the loss of over 3 acres of the golf course. which is Park property.

Some of the reasons for supporting Andover/Yancy Avalon routes include:

1. Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred)
2. The business disruption is closely similar for both of these options
3. The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487
4. The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for
5. The Parks Department supports the Andover/Yancy/Avalon alternatives
6. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.

Sincerely,

Jo-Li and Dale Sellin

3221 SW Avalon Way, Apt 414

Seattle, WA 98126

Jo-Mei Chiang

3221 SW Avalon Way, Apt 111

Seattle, WA 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
883448	Jo-Li Sellin	Individual		jolisellin@gmail.com

Appendix O.2.5.2, Individuals

Submittals from individuals are provided in order of date received. There are 11 volumes of comment submittals, and each volume has letters provided in numeric order by submittal number. For example, Volume 1 contains letters 0001 through 0100. The volumes present letters based on date received, with letters or comments received at the beginning of the comment period in Volume 1 and those submitted at the end in later volumes. The index of comment submittals from individuals that begins on the following page is organized in alphabetical order by last name and can be used by commenters to find the submittal(s) they provided and their corresponding submittal number and volume number. Once the volume and submittal number are identified for a given submittal, the commenter can then look in that volume for their comment submittal and responses to their comments. Volumes are organized as follows:

Volume	Comment Submittal Numbers
1	0001-0100
2	0101-0200
3	0201-0300
4	0301-0400
5	0401-0500
6	0501-0600
7	0601-0700
8	0701-0800
9	0801-0900
10	0901-1000
11	1001-1122

Submittals may include multiple substantive comments and each comment is called out and addressed individually. See example below. Each submittal includes the following information:

- A copy of the full comment submittal
- The text of each substantive comment that was delineated within each submittal, followed by the response to that comment.
- Any commenter information provided with the comment submittal (name, phone number, and/or email address)

Some parts of comment submittals that contain background information or information not related to the project may not be included within the comments delineated.

If a name was not provided with a comment submittal, it is listed as “Anonymous”. For comments received in another language, a copy of the original is provided after the comments and responses for that comment submittal. Non-text attachments, such as maps or photos, that were attached to comments are also provided after the comments and responses for that comment submittal.

Unique submittal number from index

Comment Submittal 00##

Communication ID:	Name	Type	Email
105####	Commenter's Name	Individual	email@email.com

Commenter information

Full Communication (Date of Submittal)

DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option?

WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts th1 fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?

Copy of full comment submittal

#	Comments	Responses
1	DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts the fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?	Please see response to CCG2 in Table 7-1.

Text of substantive comment #1 with response

Text of substantive comment #2 with response

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
A	K	04/28/2022	0982	10	504093
A	K	04/28/2022	0987	10	504119
Abdi	Hirsi	04/25/2022	0688	7	505381
Able	Charlie	04/26/2022	0797	8	505023
Active	Advocacy	04/26/2022	0796	8	504978
Adams/Leinard	Nancy	04/18/2022	0474	5	500490
Addison	Christopher	03/29/2022	0259	3	499088
Addison	Sheila	04/27/2022	0852	9	502369
Adona	Jerry	04/23/2022	0604	7	501063
Affolter	Bill	04/21/2022	0583	6	501482
Ahmady	Mursal	03/03/2022	0188	2	497429
Akridge	Jill	01/28/2022	0007	1	490781
Aldri	Annelise	01/28/2022	0006	1	490779
Alejandro	Fransico	04/12/2022	0355	4	499904
Ali	Saeed	04/25/2022	0693	7	505391
ali	Zaria	04/27/2022	0845	9	502311
allard	rebecca	02/28/2022	0182	2	497169
Allen	Margaret	04/28/2022	0981	10	504088
Aloisi	Judy	03/06/2022	0191	2	497498
Altemus	Edward	04/15/2022	0496	5	501589
Alvarez	Xio	02/14/2022	0151	2	496294
An	Phu	04/27/2022	0773	8	502606
Anderson	Jessamine	04/25/2022	0657	7	501410
Anderson	Olivia	04/27/2022	0751	8	502468
Anonymous	Anonymous	01/31/2022	0048	1	490885
Anonymous	Anonymous	01/31/2022	0055	1	490919
Anonymous	Anonymous	02/01/2022	0066	1	490990
Anonymous	Anonymous	02/03/2022	0103	2	491197
Anonymous	Anonymous	03/22/2022	0262	3	499200
Anonymous	Anonymous	03/17/2022	0265	3	499392
Anonymous	Anonymous	03/17/2022	0266	3	499394
Anonymous	Anonymous	03/17/2022	0267	3	499396
Anonymous	Anonymous	03/22/2022	0269	3	499408
Anonymous	Anonymous	03/22/2022	0270	3	499497
Anonymous	Anonymous	03/22/2022	0271	3	499499
Anonymous	Anonymous	03/30/2022	0283	3	500212

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Anonymous	Anonymous	03/30/2022	0284	3	500215
Anonymous	Anonymous	03/17/2022	0287	3	500474
Anonymous	Anonymous	03/17/2022	0294	3	505644
Anonymous	Anonymous	03/17/2022	0297	3	505690
Anonymous	Anonymous	04/09/2022	0378	4	500930
Anonymous	Anonymous	04/09/2022	0380	4	501037
Anonymous	Anonymous	04/09/2022	0382	4	501095
Anonymous	Anonymous	04/09/2022	0383	4	501096
Anonymous	Anonymous	04/09/2022	0387	4	501114
Anonymous	Anonymous	04/10/2022	0389	4	501117
Anonymous	Anonymous	04/09/2022	0390	4	501118
Anonymous	Anonymous	04/09/2022	0391	4	501119
Anonymous	Anonymous	04/09/2022	0392	4	501120
Anonymous	Anonymous	04/09/2022	0393	4	501123
Anonymous	Anonymous	04/09/2022	0396	4	501132
Anonymous	Anonymous	04/18/2022	0439	5	500339
Anonymous	Anonymous	04/22/2022	0591	6	505143
Anonymous	Anonymous	04/22/2022	0592	6	505144
Anonymous	Anonymous	04/22/2022	0593	6	505149
Anonymous	Anonymous	04/22/2022	0598	6	505612
Anonymous	Anonymous	04/22/2022	0600	6	505615
Anonymous	Anonymous	04/25/2022	0673	7	505168
Anonymous	Anonymous	04/25/2022	0674	7	505169
Anonymous	Anonymous	04/25/2022	0675	7	505170
Anonymous	Anonymous	04/25/2022	0676	7	505171
Anonymous	Anonymous	04/25/2022	0677	7	505172
Anonymous	Anonymous	04/25/2022	0678	7	505173
Anonymous	Anonymous	04/25/2022	0679	7	505174
Anonymous	Anonymous	04/25/2022	0680	7	505175
Anonymous	Anonymous	04/25/2022	0681	7	505176
Anonymous	Anonymous	04/25/2022	0682	7	505178
Anonymous	Anonymous	04/25/2022	0683	7	505179
Anonymous	Anonymous	04/25/2022	0684	7	505373
Anonymous	Anonymous	04/25/2022	0685	7	505375
Anonymous	Anonymous	04/25/2022	0686	7	505376
Anonymous	Anonymous	04/25/2022	0689	7	505385

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Anonymous	Anonymous	04/25/2022	0690	7	505388
Anonymous	Anonymous	04/25/2022	0691	7	505389
Anonymous	Anonymous	04/25/2022	0694	7	505400
Anonymous	Anonymous	04/25/2022	0699	7	505414
Anonymous	Anonymous	04/25/2022	0700	7	505415
Anonymous	Anonymous	04/26/2022	0798	8	505652
Anonymous	Anonymous	04/26/2022	0800	8	505661
Anonymous	Anonymous	04/27/2022	0863	9	502437
Anonymous	Anonymous	04/28/2022	1011	11	502640
Antonius	Ben	04/27/2022	0825	9	502144
Aquino	Jc	04/26/2022	0745	8	501880
Arenz	Barbara	03/17/2022	0228	3	498258
Arenz	John	04/15/2022	0408	5	500223
Arevalo	Denise	04/22/2022	0596	6	505610
Armstrong	Elizabeth	04/28/2022	0902	10	503232
Atalig	Richard	04/28/2022	0904	10	503238
Augustine	Francisco	02/18/2022	0160	2	496587
Avery	Ryan	04/28/2022	0976	10	504069
Aykens	Steve	04/18/2022	0470	5	500483
Babadjanov	Anton	03/20/2022	0235	3	498480
Babuca	Jennifer	04/26/2022	0734	8	501832
Bacon	Olivia	02/16/2022	0156	2	496474
Bair	Jessica	04/28/2022	1052	11	502781
Baisch	John	04/05/2022	0323	4	499524
Baker	Andrew	04/26/2022	0737	8	501843
Bakken	Trygve	02/01/2022	0064	1	490974
Baldwin	Kacie	04/19/2022	0532	6	500677
Bamburg	Paula	03/30/2022	0309	4	499208
Barker	Deborah	04/27/2022	0784	8	503695
Barnard	Emilie	04/19/2022	0491	5	500694
Barquist	Nicole	02/02/2022	0079	1	491101
Barrett	Peter	01/29/2022	0032	1	490829
Bartick	Jon	04/25/2022	0670	7	503427
Bateman	Joan	02/04/2022	0133	2	491507
Bauer	Karin	04/27/2022	0819	9	502050
Beame	Kat	04/28/2022	0901	10	503223

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Beas	Anthony	04/19/2022	0503	6	500513
Beattie	Mary-Pat	04/18/2022	0431	5	500308
Beattie	Matthew	04/18/2022	0440	5	500350
Beattie	Mary-Pat	04/18/2022	0441	5	500351
Beckett	Dustin	01/31/2022	0051	1	490896
Beebe	Hollis	03/19/2022	0231	3	498464
Beiwn	Janette	04/18/2022	0454	5	500408
Benbow	E.	04/28/2022	1075	11	502885
Bendix	Chris	03/03/2022	0189	2	497430
Bennett	Sean	02/13/2022	0149	2	496278
Bennett	John	04/20/2022	0551	6	500802
Bennett	Andrea	04/27/2022	0828	9	502175
Bestock	David	04/28/2022	1093	11	503016
Betts	Dan	01/30/2022	0038	1	490844
Betts	Dan	01/30/2022	0086	1	491163
Betts	Michael	04/28/2022	0960	10	503970
Bhat	Ankith	01/30/2022	0043	1	490856
Binbs	Virginia	04/18/2022	0466	5	500460
Birman	Daniel	01/31/2022	0060	1	490949
Birnel	John	04/24/2022	0660	7	503348
Blair	Julian	03/31/2022	0308	4	499198
Blanchard	Katie	04/06/2022	0334	4	499609
Blenski	Simon	04/04/2022	0316	4	499375
Blinn	Nadine	04/19/2022	0508	6	500533
Bobson	Bob	04/14/2022	0401	5	500036
Boekeloo	Eric	04/28/2022	0878	9	504239
Boender	Melissa	04/27/2022	0794	8	504959
boender	stephanie	04/28/2022	1087	11	502956
Boland	Joseph	02/26/2022	0180	2	497103
Boles	Jonathan	01/30/2022	0094	1	491173
Boles	Jonathan	01/30/2022	0095	1	491174
Bonjukian	Scott	04/27/2022	0793	8	504894
Boomgard-Zagrodnik	Joe	04/28/2022	0930	10	503656
Borgen	Casey	04/25/2022	0662	7	503375
Borsenik	Caroline	04/28/2022	0957	10	503956
Bourne	Matthew	04/19/2022	0525	6	500643

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Bowes	Grant	04/26/2022	0718	8	501699
Bowes	Rachel	04/26/2022	0719	8	501700
Boyd	Michael	04/03/2022	0314	4	499354
Boye	Sarah	04/22/2022	0569	6	501006
Boyle	James	04/28/2022	0884	9	504313
Braddock	Linda	04/27/2022	0860	9	502410
Braddock	Linda	04/28/2022	0871	9	504138
Braddock	Linda	04/28/2022	0889	9	504610
Bradfield	Anne	04/23/2022	0609	7	501101
Bradley	Joseph	01/30/2022	0040	1	490848
Bradley	Kian	04/25/2022	0646	7	501380
Bragg	Chris	04/28/2022	0886	9	504473
Brewer	Jamie	03/15/2022	0219	3	498066
Brewer	Matthew	04/25/2022	0711	8	501253
Broadstone	David	04/28/2022	1047	11	502753
Bronson	Eric	04/28/2022	1102	11	503094
Brown	Sarah	02/20/2022	0176	2	496939
Brown	Paul	04/23/2022	0610	7	501102
Brown	Chloe	04/27/2022	0755	8	502502
Brumblay	Gene	02/09/2022	0140	2	496151
Brunner	Michael	04/28/2022	1033	11	502703
Buck	Nathan	03/31/2022	0307	4	499180
Bui	Suu	04/27/2022	0772	8	502605
Burdeti	Jeanne Gabrielle	04/10/2022	0351	4	499767
Burdeti	Jeanne Gabrielle	04/19/2022	0511	6	500547
Burke	Patrick	04/28/2022	1119	11	503191
Burnap	Arkell M.	04/19/2022	0493	5	500698
Burton	Zachary	02/07/2022	0123	2	491414
Bush	Erica	04/25/2022	0705	8	501239
Butterworth	Tom	04/11/2022	0352	4	499818
Buven	Brad	04/09/2022	0379	4	501033
Caldwell	David	04/28/2022	1096	11	503036
Calkins	Emily	03/17/2022	0300	3	505693
Camp	Julie	04/28/2022	0958	10	503967
Campagnaro	Mike	04/28/2022	0932	10	503804
Canas	Jennifer	04/22/2022	0572	6	501042

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Cannady	Kevin	04/20/2022	0538	6	500716
Capelouto	Leon	02/24/2022	0173	2	496846
Cardoza	Sharlene	04/18/2022	0477	5	500497
Carey	Alan	03/26/2022	0250	3	498909
Carlson	Julianna	03/30/2022	0274	3	500198
Carlson	Jim	04/28/2022	0974	10	504066
Carter	Brittney	04/27/2022	0783	8	503614
Cartmill	Christopher	03/16/2022	0223	3	498166
Casabar	Alexandra	04/28/2022	1114	11	503148
Castaneda	Gerardo	02/02/2022	0084	1	491134
Castilleja	Bri	04/28/2022	1103	11	503097
Chafin	Sharon	04/25/2022	0649	7	501387
Chafin	Sharon	04/25/2022	0665	7	503390
Champagne	Chris	04/23/2022	0601	7	501055
Chanh	Chanh	04/28/2022	1026	11	502659
Chapin	Russell	04/28/2022	0896	9	504989
Charlton	Kelly	03/22/2022	0238	3	498634
Chartouni	Alexis	03/30/2022	0369	4	500099
Chew Freidenberg	Deanna	04/18/2022	0444	5	500379
Chiosie	Nick	04/28/2022	1042	11	502734
chiu	mary	04/28/2022	1086	11	502953
Chris	Joyce	02/11/2022	0145	2	496260
Chris	Joyce	04/23/2022	0602	7	501056
Christian	Brent	04/14/2022	0374	4	500143
Christoffersen	Lisa	01/29/2022	0031	1	490825
Chu	Gerry	04/26/2022	0726	8	501739
Chu	Georgina	04/28/2022	1099	11	503080
Cipoletti	Conrad	04/27/2022	0791	8	504463
Cipoletti	Conrad	04/28/2022	0884	9	504313
Clarfield	Cyn	04/18/2022	0426	5	500298
Clark	Justin	04/12/2022	0356	4	499912
Clark	Christine	04/27/2022	0750	8	502086
Clark	Matthew	04/27/2022	0761	8	502546
Clark	Michael	04/28/2022	0893	9	504880
Claxton	Tim	03/14/2022	0213	3	497999
Cling	Ashley	04/18/2022	0455	5	500413

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Coates	Cameron	04/28/2022	0965	10	504000
Coghill	Marybeth	04/27/2022	0854	9	502374
Commons	Michael	02/21/2022	0171	2	496689
Commons	Rene	04/18/2022	0465	5	500459
Concepcion	Tessa	04/28/2022	0961	10	503973
Cook	Raymond	03/03/2022	0187	2	497413
Cornell	Marc	04/28/2022	0894	9	504934
Corsica	Karen	04/27/2022	0803	9	501933
Cortez	Pamela	02/18/2022	0161	2	496604
Corum	Zachary	04/28/2022	1082	11	502915
Corum	Zachary	04/28/2022	1083	11	502918
Cousins	Cody	02/09/2022	0136	2	496145
Cousins	Ryan	04/28/2022	0918	10	503296
Cowan	Jared	02/01/2022	0071	1	491011
Cowen	Art	03/21/2022	0293	3	505355
Coy	Alexander	03/25/2022	0243	3	498822
Coyle	Tyler	02/03/2022	0101	2	491146
Cozens	Robert	02/01/2022	0065	1	490984
Crick	Katharine	04/20/2022	0539	6	500717
Crone	Sally	04/28/2022	0921	10	503306
Crowley	Lucas	04/28/2022	1094	11	503031
Cunningham Adams	Robbie	02/01/2022	0061	1	490967
Curran	Bradley	04/20/2022	0535	6	500704
Curry	Andres	01/30/2022	0035	1	490840
Damianas	Tori	04/19/2022	0494	5	500702
Darragh	Michele	04/28/2022	0959	10	503968
Davidge	Connor	04/28/2022	1074	11	502881
Day	Marie	03/17/2022	0298	3	505691
Decker	Kimberly	04/27/2022	0818	9	502045
DeGennaro	John	03/08/2022	0195	2	497591
Dellerba	Patrick	04/19/2022	0486	5	500684
DeMacon	Robert	01/30/2022	0041	1	490850
DeMacon	Robert	02/02/2022	0078	1	491079
DeMacon	Robert	03/27/2022	0252	3	498919
Dempsey	Mike	04/18/2022	0461	5	500446
Dennis	Corey	04/28/2022	1043	11	502735

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DePrato	Travis	04/18/2022	0436	5	500318
Derrick	Karl	01/28/2022	0090	1	491168
DeSouza	Steven	04/26/2022	0728	8	501800
Devier	Danielle	04/28/2022	0919	10	503299
Deviny	Greg	04/06/2022	0336	4	499612
deWet	Andres	04/19/2022	0514	6	500556
Diaz	Gabriela	04/19/2022	0504	6	500515
Dimbirs	Shirley	04/24/2022	0617	7	501196
Dinh	Thanh	04/28/2022	1017	11	502648
Dinh	Manh	04/28/2022	1025	11	502658
Diriye	Hanan	04/28/2022	1109	11	503136
Dodge	Michal	02/08/2022	0129	2	491460
Dollar	Maureen	04/28/2022	0973	10	504046
Dombrowski	Shane	03/15/2022	0220	3	498089
Donald	J	04/23/2022	0607	7	501089
Donohue	Patrice	04/18/2022	0463	5	500452
Donohue	Julieann	04/27/2022	0830	9	502184
Dorman	Joseph	04/20/2022	0553	6	500817
Dorvel	Paul	04/25/2022	0709	8	501243
Douthwaite	John	04/16/2022	0418	5	500269
Dow	David	04/25/2022	0658	7	503236
Downie	Chris	01/30/2022	0036	1	490842
Doyle	Rachel	03/17/2022	0225	3	498248
Drake	Alyssa	04/21/2022	0563	6	500898
Drew Hu	Anne	04/28/2022	1037	11	502713
Drovetto	Joe	04/28/2022	0884	9	504313
Dubbs	Joe	02/08/2022	0138	2	496147
Dubicki	Ray	04/28/2022	0937	10	503841
Dubman	Jonathan	04/28/2022	0882	9	504254
Dubry	Pearl	04/27/2022	0811	9	501992
DuBuque	Sandra	04/21/2022	0558	6	500843
Duchastel	Simon	03/17/2022	0224	3	498218
Duda	Stephen	04/28/2022	1039	11	502722
Duffer	Chad	02/18/2022	0175	2	496930
Dung	My	04/28/2022	1027	11	502661
Dunn	Kelly	01/29/2022	0027	1	490815

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Dunn	Kathleen	03/07/2022	0193	2	497543
Dunn	John	04/06/2022	0333	4	499607
Dunn	Kelly	04/22/2022	0578	6	501054
Duong	Chi	04/27/2022	0776	8	502617
Dutcher	Linda	04/18/2022	0478	5	500499
Dykstra	Gail	03/15/2022	0261	3	499185
Eccles	Brian	01/28/2022	0008	1	490784
Edenshaw	Aaron	04/28/2022	1116	11	503175
Egelman	Felicia	04/25/2022	0648	7	501383
Elliott	Travis	02/04/2022	0110	2	491329
Elliott	Stephen	04/28/2022	0922	10	503320
Ellison	Richard	04/28/2022	0887	9	504599
Engel	Dan	04/27/2022	0754	8	502493
Engstrom	Karin	04/26/2022	0717	8	501691
ENNS	LISA	02/15/2022	0152	2	496344
Epstein	Aaron	04/28/2022	0900	9	505507
Erickson	Joelle	04/05/2022	0325	4	499541
Eustaquio	Joe	04/09/2022	0388	4	501115
Evangelista	Noelle	04/25/2022	0627	7	501274
Evans	Kathryn	02/08/2022	0137	2	496146
Falcon	Matthew	04/09/2022	0384	4	501098
Farid	Abdy	04/28/2022	0907	10	503250
Farouq	Nadine	01/29/2022	0033	1	490831
Fate	Jeffrey	01/31/2022	0044	1	490873
Fehlen	Thomas	04/19/2022	0488	5	500687
Feiner	MJ	04/25/2022	0663	7	503378
Feldman	Paul	02/01/2022	0098	1	491302
Feldman	Laurie	04/28/2022	0964	10	503985
Feliciano	Rose	03/28/2022	0253	3	498923
Fender	Mikiah	02/18/2022	0159	2	496575
Ferriols	Myra	04/25/2022	0668	7	503405
Ferron	Rodger	04/19/2022	0534	6	500679
Fesler	Stephen	04/28/2022	1097	11	503048
Fessel	Andy	03/15/2022	0260	3	499183
figgins	cara	04/18/2022	0430	5	500304
Fink	Jameson	04/25/2022	0669	7	503421

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Fiorino	Vincent	04/20/2022	0549	6	500796
Fisher	George	03/19/2022	0230	3	498452
Flake	Marie	03/30/2022	0377	4	500195
Flanagan	Dani	04/23/2022	0611	7	501104
Fleetwood	Peter	04/07/2022	0341	4	499691
Fleetwood	Peter	04/27/2022	0848	9	502342
Flemming Jr.	Robert M.	03/20/2022	0234	3	498476
Fletcher	Sarah	02/01/2022	0075	1	491058
Fleurdelys	Paul	02/05/2022	0113	2	491338
Flook	Rusty	04/19/2022	0533	6	500678
Flynn	Michael	04/25/2022	0632	7	501285
Flynn	Larry	04/25/2022	0644	7	501378
Folley	Janet	04/19/2022	0492	5	500696
Foltz	Mark	04/27/2022	0764	8	502579
Ford	Stuart	04/28/2022	1055	11	502791
Foster	Billieann	04/18/2022	0467	5	500462
Fowles	Charles	03/10/2022	0201	3	497679
Fox	Lauren	04/27/2022	0857	9	502382
Fraguela-Rios	Cathlyn	04/28/2022	0946	10	503906
Franklin	Aries	04/28/2022	1038	11	502721
Frasch	David	04/20/2022	0537	6	500713
Frauenglass	Blue	02/08/2022	0130	2	491467
Freemantle	Kyle	04/28/2022	0972	10	504038
Freitas	Kevin	04/28/2022	1060	11	502823
Friend	Benjamin	04/28/2022	0944	10	503893
Fry	Nancy	02/11/2022	0143	2	496239
Fry	Nancy	04/28/2022	0942	10	503884
Fulford	Gillian	04/28/2022	1061	11	502824
Fuller	Joe	03/30/2022	0281	3	500210
Fung	Alan	04/28/2022	0879	9	504241
Gage	Gina	02/18/2022	0162	2	496653
Gage	Gina	02/18/2022	0163	2	496654
Gage	Gina	04/04/2022	0315	4	499365
Galioto	Eric	04/18/2022	0476	5	500494
Gall	Taylor	04/19/2022	0516	6	500563
Gants	Colin	04/17/2022	0420	5	500282

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Gantz	Kathleen	04/09/2022	0386	4	501112
Garbutt	Julie	04/28/2022	1051	11	502779
Garbutt	Julie	04/28/2022	1059	11	502821
Garcia	Jessica	04/28/2022	0954	10	503941
Gaunt	Janet	04/18/2022	0453	5	500401
Gavey	Dale	04/25/2022	0645	7	501379
Gerdes	William	04/28/2022	0899	9	505506
Gerstamarler	D	03/17/2022	0286	3	500473
Gibson	Catherine	04/18/2022	0449	5	500394
Gillespie	Bob	04/27/2022	0844	9	502295
Giossi	Justin	02/20/2022	0168	2	496680
Gleason	Cole	04/09/2022	0348	4	499747
Gleason	Cole	04/09/2022	0349	4	499748
Goldman	Larry	04/13/2022	0363	4	500035
Goldman	Paige	04/28/2022	1118	11	503189
Gomez	Mabell	01/28/2022	0005	1	490778
Gomez	Nicholas	04/13/2022	0361	4	499970
Gonzales	Kimberly	04/02/2022	0324	4	499539
Goodwin	Don	04/28/2022	0876	9	504195
Goosen	Trevor	04/28/2022	1090	11	502969
Gosovich	Joshua	03/08/2022	0196	2	497633
Gough	Stephanie	04/25/2022	0641	7	501344
Gracie	Nancy	04/25/2022	0630	7	501279
Graft	Kevin	04/26/2022	0724	8	501726
Gray	Shannon	04/20/2022	0554	6	500820
Green	William	03/30/2022	0277	3	500201
Green	Bryan	04/27/2022	0810	9	501990
Greenlee	Dennis	04/28/2022	1121	11	503206
Gregory	Steve	02/19/2022	0167	2	496674
Griga	Tom	04/23/2022	0581	6	501131
Griswold	Geneva	03/26/2022	0246	3	498904
Griswold	Jeremiah	04/18/2022	0481	5	500502
Gruenberger	Jamie	04/14/2022	0403	5	500056
Grunwald	George	02/03/2022	0105	2	491225
Guevara	Karen	04/28/2022	0895	9	504939
Gulduren	Bebek	04/28/2022	0986	10	504115

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Gunter	Christy	04/18/2022	0464	5	500458
Guthrie	Lisa	04/27/2022	0786	8	503701
Gutierrez	Grant	01/28/2022	0012	1	490793
Haffar	Ghada	04/28/2022	1008	11	502636
Haid	Hallidie	04/26/2022	0727	8	501798
Hakimelahi	Sholeh	03/11/2022	0207	3	497860
Hale	Leslie	03/26/2022	0251	3	498911
Hall	Keith	01/30/2022	0037	1	490843
Hamilton	Pamela	03/19/2022	0232	3	498467
Hamilton	A	04/17/2022	0423	5	500291
Hamm	Benjamin	02/05/2022	0118	2	491345
Hancock	David	04/16/2022	0414	5	500260
Hanh	Hanh	04/28/2022	1022	11	502653
Harding	Jeff	02/05/2022	0119	2	491349
Harding	Jeff	02/05/2022	0120	2	491350
Hardisty	Braden	04/28/2022	1088	11	502967
Harmon	Mika	04/15/2022	0411	5	500241
Harper	Emrys	04/27/2022	0813	9	502012
Harris	Jennifer	02/07/2022	0125	2	491436
Harrison	Dana	04/25/2022	0624	7	501268
Haskell	Nicholas	04/27/2022	0856	9	502381
Haskins	Martin	04/28/2022	0883	9	504258
Hassan	Abdullahi	04/22/2022	0594	6	505164
Hasson	Gina	04/17/2022	0422	5	500285
Haynes	Stephanie	04/28/2022	1044	11	502743
Heath	Olivia	04/28/2022	1081	11	502912
Heine	Johannes	04/05/2022	0322	4	499520
Held	Robert	04/26/2022	0714	8	501638
Helgeson	Eric	01/28/2022	0001	1	490739
Hemmerling	Richard	04/27/2022	0749	8	502014
Hemphill	Nathan	03/31/2022	0306	4	499152
Hemphill	Nathan	04/06/2022	0328	4	499571
Hengesbach	Joyce	04/28/2022	0884	9	504313
Henke	Mitchell	01/28/2022	0020	1	490805
Henzke	Len	04/23/2022	0587	6	503555
Hergert	Mark	04/15/2022	0404	5	500196

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Hester	Victoria	04/25/2022	0635	7	501292
Hewlings	Cassandra	04/26/2022	0713	8	501424
Hicks	Chandra	04/25/2022	0620	7	501254
Hinton	Colleen	03/16/2022	0222	3	498164
Hirschey	Claudia	04/28/2022	0885	9	504317
Hirshkowitz	Roy	04/15/2022	0407	5	500222
Hodapp	Nicholas	04/28/2022	1054	11	502787
Hoesley	Ann	04/18/2022	0471	5	500484
Hoffman	James	03/28/2022	0258	3	499007
Hollerbach	Victoria	04/18/2022	0438	5	500336
Hollowell	Bob	03/10/2022	0203	3	497706
Hong	Kai	04/19/2022	0524	6	500639
Hooker	Marina	04/28/2022	0875	9	504183
Hootman	Michael	04/15/2022	0406	5	500221
Hoover	Sharon	04/27/2022	0869	9	502460
Horn	Des	02/22/2022	0174	2	496916
Hostage	Nils	04/25/2022	0643	7	501373
Hostage	Nils	04/25/2022	0666	7	503394
Houck	Elizabeth	01/28/2022	0010	1	490787
Hoyt	Cindy	02/01/2022	0070	1	491006
Hu	Andrew	03/01/2022	0183	2	497191
Hu	Andrew	03/21/2022	0236	3	498507
Hu	Andrew	04/13/2022	0360	4	499968
Huang	Jessica	03/11/2022	0204	3	497765
Huben	Mariana	04/14/2022	0373	4	500141
Hudnell	Efrain	03/14/2022	0216	3	498012
Huerta	Taylor	02/01/2022	0069	1	491005
Huff	Kristin	04/05/2022	0320	4	499490
Hunt	Richard	03/18/2022	0229	3	498270
Hurst	Tanya	04/19/2022	0518	6	500623
Hurst	Tanya	04/27/2022	0827	9	502173
Huston	Tina	04/28/2022	0933	10	503805
Huynh	Dung	04/28/2022	1003	11	502624
Huynh	Nga	04/28/2022	1023	11	502655
Hwang	Hanna	04/27/2022	0766	8	502589
Ibrahim	Ahmed	04/25/2022	0697	7	505404

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Imbier	Lindsey	02/09/2022	0132	2	491504
Immel	Frank	03/30/2022	0282	3	500211
Imrich	Thomas	02/01/2022	0063	1	490969
Irvin	Grady	04/26/2022	0731	8	501823
Irwin	Charles	04/16/2022	0419	5	500271
Irwin	Charles	04/25/2022	0702	8	501221
Ishida	Aiyoko	04/28/2022	0939	10	503861
Israel	Andrew	04/28/2022	0969	10	504028
Iyer	Sandhya	04/28/2022	1045	11	502745
Jabro	Nikkie	04/27/2022	0808	9	501978
Jackson	Lisa	02/12/2022	0147	2	496270
Jackson	Todd	04/28/2022	1046	11	502751
Jansen	Chris	04/26/2022	0715	8	501645
Janura	Brian	02/08/2022	0127	2	491445
Januto	Karen	04/07/2022	0345	4	499712
Janzen	Jonathan	02/17/2022	0158	2	496529
Jeffery	Raelene	04/25/2022	0640	7	501320
Jenkins	Nick	02/08/2022	0139	2	496148
Jewell	Kelly	04/19/2022	0529	6	500665
Jhaveri	Dr. Arun	04/27/2022	0833	9	502224
Jia	Gloria	04/19/2022	0512	6	500548
Jia	Y	04/19/2022	0513	6	500553
Jiao	Kate	02/16/2022	0155	2	496468
Jin	Fan	02/13/2022	0185	2	497397
Johnold	Kelsey	04/28/2022	0989	10	504132
Johnold	Nate	04/28/2022	0990	10	504133
Johnson	Jeffrey	02/19/2022	0166	2	496671
Johnson	Julie	03/25/2022	0264	3	499215
Johnson	Markus	03/26/2022	0272	3	499695
Johnson	Vincent	04/07/2022	0342	4	499706
Johnson	Winslow	04/12/2022	0358	4	499940
Johnson	Diane	04/18/2022	0482	5	500608
Johnson	Jovan	04/18/2022	0484	5	500612
Johnson	Jeff	04/22/2022	0576	6	501051
Johnson	Andrew	04/25/2022	0656	7	501409
Johnson	Virginia	04/26/2022	0780	8	503503

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Johnson	Andrew	04/28/2022	0917	10	503283
Johnson	Kristen	04/28/2022	1067	11	502857
Jones	Tracey	02/03/2022	0102	2	491172
Jones	Kelsey	03/17/2022	0299	3	505692
Jones	Janet	04/28/2022	0905	10	503244
Jose	Frank	04/19/2022	0528	6	500661
Joslin	Timothy	04/19/2022	0530	6	500667
Judd	Alison	04/19/2022	0526	6	500644
Kadwell	Katie	04/07/2022	0337	4	499626
Kalaw	Alex	02/28/2022	0181	2	497122
Kamischke	James	04/18/2022	0456	5	500437
Karaba	Gina	04/28/2022	0914	10	503275
Karaba	Gina	04/28/2022	0916	10	503279
Karlinsey	Joyce	04/18/2022	0450	5	500396
Kassaw	Sina	04/21/2022	0560	6	500850
Kato	Marcia	04/27/2022	0866	9	502452
Kaukola	Gina	03/09/2022	0197	2	497638
Kavanagh	Aidan	04/21/2022	0563	6	500898
Keating	Karen	03/06/2022	0192	2	497499
Keenan	Chris	04/25/2022	0703	8	501233
Kennell	Mare	04/27/2022	0789	8	504354
Kenny	Brian	04/27/2022	0768	8	502599
Kerton	Tiziana	03/24/2022	0241	3	498766
kerzan	Radha	04/18/2022	0473	5	500488
Kettlewell	Richard	02/05/2022	0112	2	491335
Kettlewell	Richard	04/15/2022	0409	5	500225
Khan	Shireen	04/18/2022	0458	5	500440
Kiest	Nick	04/14/2022	0372	4	500140
Kilpatrick	Douglas	01/28/2022	0003	1	490776
Kilpatrick	Douglas	04/28/2022	1068	11	502863
Kim	Amy	04/26/2022	0730	8	501820
Kim	Amanda	04/26/2022	0799	8	505660
Kimball	Jeramy	04/28/2022	1104	11	503102
Kinchen	Kimberly	04/28/2022	0929	10	503654
Kinsey	Vanessa	03/17/2022	0289	3	500478
Kirschner	Doug	02/08/2022	0142	2	496155

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Kirsis	Lori	04/28/2022	1089	11	502968
Kitson	Christina	04/24/2022	0614	7	501184
Kivijarvi	Merle	03/17/2022	0285	3	500431
Klaniecki	Jim	04/13/2022	0362	4	499973
Kniaziuk	Mike	04/17/2022	0425	5	500297
Knowles	Taylor	04/27/2022	0801	9	501921
Knox	Carmen	04/21/2022	0561	6	500865
Knudsen	Ryan	02/22/2022	0172	2	496708
koch	jacqueline	04/27/2022	0823	9	502089
Koehler	Daniel	02/11/2022	0144	2	496259
Koehler	Rich	03/30/2022	0301	4	499144
Kolton	Bryce	04/27/2022	0831	9	502214
Kombol	Todd	04/08/2022	0346	4	499721
Kopp	Michael	04/28/2022	0931	10	503803
Koreski	Nolan	04/25/2022	0628	7	501277
Kumpula	Mark	04/28/2022	0941	10	503879
Kuntze	David	04/18/2022	0445	5	500380
La	My	04/27/2022	0839	9	502238
La Vassar	Dan	01/29/2022	0030	1	490823
Lake	Sue	04/25/2022	0664	7	503389
Lall	Barbara	03/26/2022	0248	3	498906
Lam	Benjamin	01/28/2022	0014	1	490795
Lampi	Michael	01/29/2022	0024	1	490812
Lancaster	Joseph	03/28/2022	0254	3	498937
Langan	Kellie	04/20/2022	0544	6	500751
Langlais	Larry	04/18/2022	0452	5	500399
Laplante	John	04/18/2022	0448	5	500393
LaRose	Scott	03/28/2022	0257	3	498990
Larson	William	04/28/2022	1098	11	503060
Lau	Betty	04/17/2022	0498	5	501598
Lau	Betty	04/17/2022	0499	5	501602
Lau	Betty	04/20/2022	0584	6	502113
Lau	Betty	04/26/2022	0778	8	503387
Laubach	Joseph	02/01/2022	0073	1	491037
Lavaris	Wil (William)	04/28/2022	0903	10	503233
Lavaris	Wil (William)	04/28/2022	0906	10	503246

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Lavaris	Wil (William)	04/28/2022	0910	10	503263
Lavaris	Wil (William)	04/28/2022	0912	10	503272
Lavigne	Rebecca	04/27/2022	1123	11	502430
Lawler	Tom	04/12/2022	0357	4	499929
Lazenby	Michael	02/01/2022	0092	1	491170
Le	C	04/27/2022	0858	9	502395
Le	C	04/27/2022	0859	9	502397
Le	Danh	04/28/2022	1010	11	502638
Le	Thu	04/28/2022	1030	11	502666
Le	Lina	04/28/2022	1108	11	503135
Le	Julia	04/28/2022	1117	11	503181
Leahy	Mark	04/14/2022	0399	4	502125
Lee	Sean	03/25/2022	0244	3	498877
Lee	G	04/28/2022	0948	10	503911
Lehto	Katrina	01/31/2022	0045	1	490879
Leigh	Kelley	04/18/2022	0457	5	500439
leighton	brennon	04/28/2022	1101	11	503088
Lenart	Janet	04/19/2022	0501	6	500511
Leong	Tim	03/22/2022	0239	3	498679
Lestina	John	04/25/2022	0653	7	501397
Leung	Peter	04/19/2022	0523	6	500638
Levi	Claudia	04/19/2022	0510	6	500546
Levins	Bette	03/30/2022	0279	3	500203
Lichtner	Aaron	03/15/2022	0218	3	498021
Lim	Ivy	02/04/2022	0108	2	491237
Lin	Wesley	04/24/2022	0619	7	501207
Lincoff	Audrey	04/18/2022	0429	5	500301
Lipka	Jon	04/25/2022	0658	7	503236
Little	James	03/12/2022	0209	3	497885
Little	Jason	04/05/2022	0327	4	499545
Little	Jim	04/23/2022	0582	6	501302
Litzenberger	Randy	03/30/2022	0276	3	500200
Locke	Stephen	04/28/2022	1092	11	503006
Loeb	Paul	02/01/2022	0096	1	491176
loeb	paul	04/22/2022	0577	6	501053
Loftus	M. Seamus	04/20/2022	0552	6	500806

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LoGerfo,MD	James	04/26/2022	0722	8	501717
Lopez	Isak	04/21/2022	0562	6	500875
Lorentzen	Steve	04/28/2022	0892	9	504872
Lorentzen	Steve	04/28/2022	1049	11	502777
Lorey	Ryan	02/05/2022	0115	2	491340
Lowhim	Nelson	04/24/2022	0615	7	501187
Lu	Yan	04/19/2022	0521	6	500633
Lu	Nal	04/19/2022	0522	6	500634
luhman	dale	04/28/2022	0977	10	504072
Luke	Sue	03/30/2022	0304	4	499148
Luke	Sue	03/30/2022	0375	4	500193
Lund	Garry	04/18/2022	0475	5	500493
Luo	Nina	04/27/2022	0843	9	502283
Luthi	Chris	04/17/2022	0424	5	500296
Luvera	Mason	04/28/2022	0913	10	503274
Lyon	John	04/28/2022	0891	9	504619
Machida	Nathan	04/27/2022	0762	8	502562
Machmiller	Terese	04/28/2022	0884	9	504313
Machmiller	Therese	04/28/2022	0934	10	503812
Machmiller	Wayne	04/28/2022	0936	10	503830
Mack	Desmond	04/09/2022	0395	4	501126
Maher	Harry	01/31/2022	0059	1	490946
Mahony	Erica	04/28/2022	0898	9	505134
Majmudar	Ameya	04/09/2022	0394	4	501124
Mallahan	Jacqueline	03/22/2022	0237	3	498616
Mangan	Kelsey	04/27/2022	0861	9	502425
Manley	Patrick	04/25/2022	0707	8	501241
Mann	Lonnie	03/15/2022	0242	3	498788
Manskopf	Inga	04/23/2022	0579	6	501109
Marie	Kristai	04/22/2022	0597	6	505611
Markham	Max	04/27/2022	0841	9	502274
Martensen	Terri	04/18/2022	0472	5	500486
Martin	Rachel	04/26/2022	0720	8	501708
Martinosa	Flavia	04/18/2022	0446	5	500381
Mason	Christine	04/20/2022	0545	6	500771
Mason	Robert	04/20/2022	0546	6	500774

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Mason	Sara	04/26/2022	0740	8	501855
Maxwell	Jeffrey	04/28/2022	1034	11	502705
Mazur	Kelli	04/28/2022	1107	11	503131
Mazurenko	Yuriy	02/05/2022	0114	2	491339
Mazzoni	Marco	04/23/2022	0588	6	503557
Mazzuca	Nicole	03/17/2022	0227	3	498257
Mazzuca	Nicole	03/30/2022	0302	4	499146
Mazzuca	Nicole	03/30/2022	0370	4	500100
McAlpine	John	03/02/2022	0184	2	497307
McAlpine	John	04/07/2022	0338	4	499654
McAlpine	John	04/18/2022	0459	5	500442
McAslan	Devon	04/27/2022	0829	9	502178
McCain	Max	04/17/2022	0421	5	500284
McCambridge	Bill	04/28/2022	0927	10	503549
Mcclure-Payne	Dorinda	04/18/2022	0480	5	500501
McComish	Cynthia	04/27/2022	0792	8	504889
McCormack	Deidre	04/27/2022	0853	9	502372
McCullough	MK	04/28/2022	0880	9	504247
McDowell	Timothy	01/28/2022	0002	1	490760
McGhee	Zachary	04/26/2022	0733	8	501830
Mcghie	Erin	04/27/2022	0758	8	502519
Mcghie	Andy	04/27/2022	0759	8	502527
McGovern	Kate	04/28/2022	0947	10	503908
McIntosh	James S.	04/28/2022	0897	9	504990
McKinney	Zach	01/31/2022	0052	1	490897
McKinney	Zachary	04/13/2022	0397	4	501433
McKinsey	Marie	04/24/2022	0659	7	503249
McMaylor	Andy	03/05/2022	0190	2	497495
McMichael	Reese	01/31/2022	0054	1	490914
McQueen	Clyde	04/28/2022	0943	10	503889
McWilliams	Brandy	04/20/2022	0536	6	500707
Meade	Kerry	04/18/2022	0447	5	500389
Medina	Paola	02/06/2022	0121	2	491357
Meeks	Sharonn	04/28/2022	1070	11	502868
Melo	Sandra	04/24/2022	0618	7	501203
Menicke	Gale	04/19/2022	0515	6	500557

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Messing	Benjamin	04/27/2022	0838	9	502236
Meulbroek	Danny	04/27/2022	0753	8	502485
Meyer	Jeff	04/28/2022	0935	10	503815
Meyers	David	04/25/2022	0710	8	501250
Middleton	Gabriella	04/28/2022	1072	11	502871
Mika	Charles	04/25/2022	0706	8	501240
Mikacenic	Carmen	04/23/2022	0580	6	501129
Miljkovic	Dragana	04/21/2022	0564	6	500934
Miller	Jerome	03/07/2022	0194	2	497550
Miller	Krystal	03/14/2022	0217	3	498015
Miller	Karin	03/26/2022	0249	3	498907
Miller	Jerome	04/01/2022	0311	4	499275
Miller	Richard	04/14/2022	0371	4	500129
Miller	Karin	04/16/2022	0415	5	500262
Miller	Chris	04/25/2022	0650	7	501391
Miller	Marcy L.	04/27/2022	0832	9	502215
Miller	Cam	04/28/2022	0881	9	504249
Minsch	Katherine	04/28/2022	1120	11	503201
Mirra	Nicholas	04/22/2022	0571	6	501041
Mishra	Rachel	04/27/2022	0865	9	502449
Mishra	Prag	04/28/2022	0890	9	504611
Mishra	Prag	04/28/2022	1014	11	502644
Mizell	Mike	04/24/2022	0612	7	501163
Mockett	Barbara	04/28/2022	1091	11	502996
Mohamed	Ardirchmar	04/25/2022	0687	7	505377
Mohamed	Gulid	04/25/2022	0692	7	505390
Mohamud	Ismael	04/22/2022	0590	6	505131
Mohundro	Steve	04/28/2022	1078	11	502905
Monteleone	Michael	04/25/2022	0636	7	501294
Montemayor	Riley	04/25/2022	0626	7	501272
Morgan	Scott	04/25/2022	0621	7	501263
Morgan	Scott	04/25/2022	0622	7	501265
Morgan	Scott	04/25/2022	0623	7	501267
Morgan	Leah	04/25/2022	0652	7	501394
Morris	Natasha	04/20/2022	0555	6	500821
Moy	Gregory	04/27/2022	0824	9	502137

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MS	R	04/06/2022	0329	4	499588
Mukherjee	Zerelina	04/18/2022	0469	5	500480
Mulligan	Penny	04/20/2022	0547	6	500782
Murdock	Nathan	01/31/2022	0053	1	490910
Murdock	Roxanne	04/27/2022	0836	9	502229
Murdock	Kyle	04/28/2022	1035	11	502710
Murray	Jenny	04/22/2022	0574	6	501048
Musse	Said	04/25/2022	0698	7	505412
Nairn	Bruce	04/03/2022	0321	4	499516
Nascimento de Araujo Dold	Debora	04/28/2022	0978	10	504073
Nayyar	Ikroop	02/02/2022	0081	1	491108
Nedita	Codrin	02/05/2022	0116	2	491342
Nedita	Codrin	02/25/2022	0179	2	497061
Neinas	Theresa	04/16/2022	0417	5	500266
Nelson	Roger	01/28/2022	0097	1	491190
Nelson	Nancy	03/23/2022	0240	3	498711
Nelson	Michelle	04/06/2022	0330	4	499593
Nelson	Nancy	04/26/2022	0782	8	503609
Nelson	Michelle	04/27/2022	0820	9	502069
Newell	James	04/27/2022	0835	9	502226
Newell	Kelsey	04/28/2022	1095	11	503035
Ng	Keane	04/16/2022	0412	5	500253
Nguyen	Nguyen	03/17/2022	0268	3	499398
Nguyen	Linda	04/27/2022	0763	8	502572
Nguyen	Vivienne	04/28/2022	0985	10	504109
Nguyen	Suong	04/28/2022	1005	11	502629
Nguyen	Xuan	04/28/2022	1009	11	502637
Nguyen	Kim	04/28/2022	1012	11	502641
Nguyen	Phung	04/28/2022	1019	11	502650
Nguyen	Tham	04/28/2022	1029	11	502664
Nickels	Carey	03/17/2022	0295	3	505688
Nilsson	Spencer	03/28/2022	0256	3	498946
Noble	Henryu	01/31/2022	0049	1	490887
Noland	Dennis	03/30/2022	0368	4	500097
Noland	Dennis	04/28/2022	0926	10	503342
Noonan	ANNE	04/27/2022	0809	9	501984

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Normann	Jeremy	04/25/2022	0631	7	501282
Norris	Jeff	03/30/2022	0365	4	500072
Novak	Kyle	04/25/2022	0701	8	501214
Novak	Natalie	04/28/2022	1105	11	503112
Novoa	Allie	04/23/2022	0606	7	501083
Nuffer	Rebecca	03/14/2022	0215	3	498008
Nygaard	Katrina	04/28/2022	1122	11	503207
O’Brien	Brian	04/15/2022	0410	5	500230
O’Brien	Daniel	04/28/2022	0874	9	504169
O'Brien	Michael	03/30/2022	0339	4	499672
O'Brien	Michael	04/25/2022	0661	7	503374
Ochoa	Victor	01/28/2022	0009	1	490785
Odell	Nathan	01/29/2022	0022	1	490807
Okorowski	John	04/21/2022	0559	6	500845
Okroy	Chris	04/24/2022	0613	7	501174
O'Laughlin	Matt	01/28/2022	0021	1	490806
Oldham	David	03/12/2022	0208	3	497883
Olsoe	Mark	03/14/2022	0212	3	497966
Onnen	Mark	04/27/2022	0855	9	502377
Orange	Scott	02/21/2022	0199	2	497822
Orme	Kevin	04/28/2022	0967	10	504007
Osterburg	Jon	04/19/2022	0520	6	500627
Ostrander	Sam	04/25/2022	0642	7	501345
Owens	Tommy	01/29/2022	0028	1	490820
Oxley	Susan	03/30/2022	0376	4	500194
Pacheco	Cristina	04/18/2022	0451	5	500398
Padelford	Donald	01/30/2022	0042	1	490851
Pagel	Martin	04/28/2022	0884	9	504313
Pagryzinski	Arielle	03/14/2022	0211	3	497921
Pan	Henry	04/27/2022	0826	9	502162
Panagiotopoulos	Diane	03/10/2022	0202	3	497697
Pangallo	Taylor	04/25/2022	0667	7	503401
Papanikolas	David	04/28/2022	1077	11	502899
Parker	Camille	04/28/2022	1084	11	502932
Pasko	James	04/14/2022	0400	4	503477
Patano	Sherie	04/18/2022	0437	5	500321

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Patterson	C	04/22/2022	0575	6	501049
Patterson	Arthur	04/26/2022	0712	8	501419
Paull	Brenda	04/26/2022	0735	8	501839
Pavlish	Alexandra	03/11/2022	0205	3	497783
Pedersen	Henry	04/28/2022	1115	11	503158
Pedro	Juanjo	04/09/2022	0385	4	501110
Peltier	Grant	04/07/2022	0343	4	499710
Penland	William	01/28/2022	0085	1	491162
Perkins	Kathryn	04/26/2022	0716	8	501676
Peters	Brook	02/09/2022	0134	2	496088
Peterson	Joan	03/30/2022	0303	4	499147
Peterson	Mark	04/28/2022	0956	10	503946
Peterson	Caitlin	04/28/2022	1076	11	502893
Petters	Richard	04/19/2022	0527	6	500657
Pettis	Stephen	04/28/2022	0873	9	504155
Pham	Leah	02/20/2022	0169	2	496682
Pham	Nhu	04/27/2022	0774	8	502611
Pham	Thanh	04/28/2022	1015	11	502646
Pham	Hien	04/28/2022	1028	11	502662
Phan	Lynn	04/28/2022	0877	9	504231
Phan	Kim	04/28/2022	1002	11	502622
Phelps	Kyle	03/20/2022	0233	3	498473
Phelps	Michael	04/28/2022	1007	11	502635
Phillips	Annie	02/20/2022	0177	2	496940
Phillips	Annie	03/30/2022	0273	3	500197
Phillips	Sarah	03/17/2022	0288	3	500476
Ping-Kimura	Lai	04/28/2022	0953	10	503934
Plut	Giuliana	02/02/2022	0083	1	491130
Podobnik	Sharon	04/28/2022	0963	10	503978
Pollock	Roy	04/28/2022	1112	11	503140
Polstein	Dayna	02/05/2022	0117	2	491344
Ponzio	Rebecca	04/28/2022	0979	10	504076
Pope	Adrian	02/06/2022	0122	2	491364
Porter	Chris	04/27/2022	0817	9	502037
Price	Adam	04/25/2022	0672	7	504557
Pugal	Michael	04/28/2022	1006	11	502632

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Quick	Gilton	01/31/2022	0056	1	490923
Quigley	A	02/01/2022	0074	1	491047
Quy	Quang	04/28/2022	1024	11	502656
Rabago	Lesley	04/26/2022	0736	8	501841
Radant	Allen	04/17/2022	0497	5	501594
Ragunathan	Nigasan	04/25/2022	0651	7	501392
Rains	Loni	04/28/2022	0923	10	503322
Rajan	Christina	04/28/2022	0984	10	504097
Ramels	Steve	04/25/2022	0704	8	501234
Ramels	Zachary	04/28/2022	1040	11	502726
Ramos	Christina	04/27/2022	0850	9	502367
Ramsdell	Keith	04/27/2022	0767	8	502596
Randle	Tracy	04/19/2022	0509	6	500539
Raparelli	Steve	02/07/2022	0131	2	491503
Raparelli	Steve	02/20/2022	0178	2	496977
Raparelli	Gwen	02/20/2022	0186	2	497408
Rawls	Meredith	01/31/2022	0058	1	490945
Rayermann	Matthew	04/27/2022	0864	9	502446
Reager	Lisa	04/28/2022	1032	11	502695
Reed	Trevor	01/31/2022	0050	1	490895
Reese	Ryan	04/27/2022	0837	9	502235
Refer	Kelli	04/28/2022	1073	11	502879
Reiersgaard	Caanan	04/24/2022	0616	7	501190
Reifel	Alexandra	04/28/2022	0872	9	504153
Reifel	Lexi	04/28/2022	0888	9	504609
Reifel	Gary	04/28/2022	0988	10	504131
Reynold	Charles	04/01/2022	0312	4	499304
Reynolds	Carla	04/28/2022	0940	10	503864
Reynolds	Brad	04/28/2022	1000	10	504881
Richardson	Sherry	02/10/2022	0141	2	496154
RICHMOND	STEVEN	04/25/2022	0708	8	501242
Richter	Kathi	03/30/2022	0292	3	501530
Richter	Kate	04/21/2022	0563	6	500898
Rieland	Linda	04/27/2022	0822	9	502079
Rillera	James	04/06/2022	0332	4	499606
Rivera	Juan	03/17/2022	0291	3	500766

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Rivet	TaMara	04/19/2022	0517	6	500616
Roberts	Steven	02/04/2022	0106	2	491227
Roberts	Jan	04/28/2022	1053	11	502782
Robinett	Debora	01/29/2022	0025	1	490813
Robins	Rachael	04/23/2022	0603	7	501058
Robinson	Lucia	04/04/2022	0317	4	499397
Rockafeller	Mamie	04/28/2022	0870	9	502770
Rockwell	Shawnti	04/20/2022	0542	6	500734
Rodkey	Chris	04/28/2022	0971	10	504034
Rodriguez-Orton	Carmen	04/18/2022	0442	5	500361
Rogers	Janet	01/29/2022	0026	1	490814
Rogers	Cecilia	04/27/2022	0760	8	502545
Rolewicz	Jeremy	03/12/2022	0210	3	497890
Rose	Nathan	04/27/2022	0756	8	502507
Ross	Derek	01/28/2022	0018	1	490802
Ross	Steve	01/31/2022	0057	1	490932
Roth	Catherine	04/11/2022	0353	4	499857
Rouyer	Cathy	04/22/2022	0573	6	501045
Rowe	Sarel	02/12/2022	0146	2	496267
Ruby	Michael	04/26/2022	0788	8	504316
Ruff	Brian	04/27/2022	0802	9	501932
Ryan	Scott	04/25/2022	0633	7	501286
S	Stefan	04/09/2022	0381	4	501094
Saam	Shannon	03/28/2022	0255	3	498945
Saam	Derek	03/31/2022	0305	4	499151
Saam	Shannon	04/28/2022	1062	11	502829
Sadrpour	Amir	02/01/2022	0062	1	490968
Said	Sidi	04/25/2022	0696	7	505403
Saint Michel	David	04/28/2022	1058	11	502820
Sampson	Randy	04/16/2022	0413	5	500258
Sander	Jim	04/06/2022	0331	4	499600
Sander	Laurie	04/28/2022	0915	10	503277
Sanders	Charles	04/19/2022	0487	5	500685
Sandstrom	Dennis	02/15/2022	0153	2	496373
Sandy	Bekah	04/19/2022	0489	5	500690
Santos	Cindy	04/22/2022	0595	6	505608

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Sattele	Nick	04/04/2022	0319	4	499431
Saulter	Shannon	04/19/2022	0506	6	500518
Saulter	Jeremy	04/25/2022	0654	7	501399
Saulter	Shannon	04/27/2022	0807	9	501961
Saunders	Andrea	02/19/2022	0165	2	496668
Savage	Stephen	04/23/2022	0608	7	501090
Sawyer	Amanda	04/08/2022	0347	4	499722
Scarmardo	Sam	04/26/2022	0744	8	501879
Scheib	Larry	01/30/2022	0034	1	490838
Scheib	Larry	02/02/2022	0077	1	491072
Scheib	Larry	01/29/2022	0087	1	491164
schell	nicole	04/20/2022	0540	6	500730
Schlosser	Lauren	04/27/2022	0851	9	502368
Schmies	Ryan	04/27/2022	0862	9	502426
Schneider	Joan	04/18/2022	0483	5	500610
Schubert	Scott	04/28/2022	1036	11	502712
Schwarzkopf	Kim	04/27/2022	0757	8	502518
Schwinberg	Jean	04/05/2022	0326	4	499544
Scott	Susannah	04/28/2022	0975	10	504068
Scott	Susannah	04/28/2022	0980	10	504082
Scott	Susannah	04/28/2022	0983	10	504096
Scott	Heather	04/28/2022	1071	11	502869
Scullin	Chris	04/28/2022	0955	10	503944
Seguy	Romain	02/05/2022	0111	2	491334
Selig	Kanti	04/25/2022	0637	7	501295
Seligman	Rachel	04/26/2022	0741	8	501856
Seltzer	Linda	04/27/2022	0815	9	502025
Sevillana	Cesia	04/22/2022	0599	6	505613
Sexton	Jenava	04/18/2022	0432	5	500309
Shan	Derek	04/28/2022	1066	11	502856
Shaughnessy	Jen	04/19/2022	0507	6	500529
Sherwood	Sam	04/27/2022	0842	9	502281
Shimondi	Mussie	04/28/2022	1057	11	502818
Shogren	Grant	02/01/2022	0072	1	491017
Shorten	David	04/27/2022	0814	9	502013
Shuey	Dean	04/28/2022	1048	11	502772

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Shugart	Kim	04/19/2022	0519	6	500624
Simmons	Blythe	04/25/2022	0647	7	501381
Simpson	Jesse	04/26/2022	0723	8	501718
Skeena	Shelby	03/30/2022	0280	3	500207
Skelly	William	04/18/2022	0460	5	500444
Skiena	Shelby	02/01/2022	0089	1	491167
Skoor	Christie	04/25/2022	0671	7	503691
Slatten	Tracy	04/28/2022	0970	10	504029
Sluss	Dan	02/01/2022	0076	1	491061
Smith	Myke	02/01/2022	0088	1	491165
Smith	Peter	04/19/2022	0505	6	500516
Smith	Mimi	04/20/2022	0557	6	500838
Smith	Abigail	04/28/2022	0949	10	503916
Smith	Conor	04/28/2022	0950	10	503922
Smith	Andrea	04/28/2022	0994	10	504235
Smyth	Mike	01/28/2022	0017	1	490801
Soeprono	Tomas	04/26/2022	0790	8	504420
Sommers	Paul	02/08/2022	0126	2	491437
Sommers	Gayle	04/28/2022	1113	11	503141
Son	Paul	01/31/2022	0046	1	490880
Soucy	Andrew	02/20/2022	0170	2	496686
Spence	Rachel	04/19/2022	0531	6	500674
Sperling	Andrew	04/04/2022	0318	4	499422
Spetalnick	Molly	04/27/2022	0840	9	502257
Spielmann	Mary	04/09/2022	0350	4	499756
Sprinkel	Ron	04/18/2022	0427	5	500299
Stack	Robert	04/26/2022	0795	8	504973
Staeger	Bill	04/28/2022	1100	11	503086
Stedman	Ann	04/15/2022	0405	5	500218
Steele	Rick	04/28/2022	1031	11	502679
Stegman	Cathy	04/18/2022	0428	5	500300
Stein	Brian	04/28/2022	0962	10	503976
Stemper	scott	04/28/2022	0924	10	503329
Stenger	Cinda	04/28/2022	0925	10	503331
Stern	Ian	04/28/2022	0908	10	503261
Stewart	Donna	04/18/2022	0443	5	500373

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Stiles	Jeff	04/28/2022	0911	10	503266
Stone	Tay	04/09/2022	0367	4	500076
Storch	Carol	04/28/2022	0966	10	504005
Story	Joseph	04/27/2022	0868	9	502457
Strobel	Sheila	04/18/2022	0434	5	500315
Stroh	Ivan	04/27/2022	0765	8	502582
Stroum	Jonathan	04/28/2022	1111	11	503139
Stroup	Scott	04/27/2022	0834	9	502225
Struck	Jon	04/28/2022	1079	11	502906
Struck	Melanie	04/28/2022	1080	11	502907
SUE Luke	Brenda	03/11/2022	0206	3	497858
Sugiki	Boyd	04/28/2022	0993	10	504217
sullivan	andrew	04/11/2022	0354	4	499887
Sullivan	Mark	04/19/2022	0485	5	500680
Sullivan	Danielle	04/20/2022	0556	6	500825
Sullivan	Candace	04/25/2022	0634	7	501287
Sun	Rachel	04/28/2022	0920	10	503301
Sutherland	Loretta	04/28/2022	0945	10	503901
Sutherland	Loretta	04/28/2022	0992	10	504210
Swanner	Andrew	02/02/2022	0080	1	491104
Swanson	Jon	01/28/2022	0004	1	490777
Swartz	Tommy	03/30/2022	0275	3	500199
Sweeney	Judy	04/23/2022	0589	6	503689
Szczachor	Barbara	04/18/2022	0435	5	500317
T.	Grace	04/14/2022	0402	5	500045
Ta	Thu	04/28/2022	1013	11	502643
Tabler	Heather	04/26/2022	0729	8	501802
Tahtaci	Yanaz	04/28/2022	0991	10	504137
Takamine	Linda	02/16/2022	0154	2	496405
Talarico	Martin	04/23/2022	0586	6	503554
Talbot	Ray	04/01/2022	0313	4	499329
Talley	Megumi	04/06/2022	0335	4	499610
Tanasse	Stuart	03/25/2022	0245	3	498897
Taniguchi	Kyle	04/21/2022	0565	6	500936
Tankel	Paul	04/27/2022	0779	8	503502
Tankersley	Caleb	01/31/2022	0047	1	490883

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Tanner	Michael	04/25/2022	0625	7	501270
Tanner	Rachel	04/27/2022	0812	9	502004
Tarrach	Ray	04/28/2022	1065	11	502849
Taylor	Symone	04/19/2022	0490	5	500693
Teal	Jackson	02/10/2022	0135	2	496124
Tedesko	Suzanne	04/27/2022	0821	9	502074
Ternes	Tom	04/28/2022	0928	10	503637
Tessada	Tiffany	04/23/2022	0605	7	501079
Thao	Thao	04/28/2022	1020	11	502651
Theisen	Hans	04/26/2022	0746	8	501889
Theisen	Helen Har	04/26/2022	0747	8	501899
Thichava	Cynthia	01/28/2022	0011	1	490790
Thompson	Aley	03/26/2022	0247	3	498905
Thompson	Jared	03/30/2022	0364	4	500070
Thompson	Jared	04/15/2022	0495	5	501588
Tito	Sarah	02/08/2022	0128	2	491449
Touza	James	02/01/2022	0067	1	490991
Townsend	Steven	04/28/2022	1063	11	502832
Tran	Hai	04/27/2022	0769	8	502600
Tran	Thanh	04/27/2022	0770	8	502601
Tran	Chi	04/27/2022	0775	8	502613
Tran	Mary	04/27/2022	0806	9	501951
Tran	Ly	04/28/2022	1004	11	502626
Tran	Loan	04/28/2022	1016	11	502647
Tran	Lien	04/28/2022	1018	11	502649
Tran	Le	04/28/2022	1021	11	502652
Trecha	Matthew	04/13/2022	0359	4	499958
Trujillo	Andrew	02/13/2022	0148	2	496277
Truong	Tran	04/27/2022	0748	8	501976
Truong	Mai	04/27/2022	0777	8	502619
Tucker	Jesse	02/13/2022	0150	2	496279
Tukel	Jacob	03/10/2022	0198	2	497714
Tyler	Nancy	04/22/2022	0567	6	500959
Urelius	Tighe	04/28/2022	0938	10	503857
Uy	Joel	04/28/2022	0952	10	503931
van dyke	gretchen	02/04/2022	0107	2	491236

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Vance	Jensen	01/28/2022	0015	1	490796
Vance	Jensen	04/21/2022	0566	6	500939
Vandenberg	Nicole	04/20/2022	0548	6	500785
Vardy	Donald K.	04/25/2022	0638	7	501298
Venske	Dustin	04/20/2022	0543	6	500748
Vermeer	Travis	02/01/2022	0068	1	490995
Vitelli	Kathryn	04/25/2022	0655	7	501404
von Wolffersdorff	Sharon	04/20/2022	0550	6	500800
Vu	Tu	04/27/2022	0771	8	502603
Vu	Brandon	04/27/2022	0846	9	502330
Vu	Linh	04/28/2022	1001	11	502620
Vu	Quyen	04/28/2022	1069	11	502866
Waddington	Jacob	04/28/2022	1106	11	503128
Walsh	David	03/30/2022	0310	4	499217
Walton	Kristal	01/29/2022	0029	1	490821
Wang	Carolynne	03/24/2022	0263	3	499206
Wang	Deane	04/11/2022	0398	4	502067
Wang	Dee	04/18/2022	0462	5	500448
Wang	Deane	04/28/2022	0996	10	504309
Ward	Erin	03/14/2022	0214	3	498002
Ward	Susan	04/28/2022	0951	10	503926
Warsame	Ali	04/25/2022	0695	7	505402
Watkins	Julia	04/25/2022	0639	7	501310
Watson	Austin	01/29/2022	0023	1	490810
Watson	Kory	04/28/2022	1085	11	502950
Weber	Marianne	04/27/2022	0849	9	502343
Wedlund	Steve	02/03/2022	0104	2	491220
Weidner	David	04/18/2022	0468	5	500469
Weir	Virginia	02/02/2022	0082	1	491112
Welch	Rusty	04/25/2022	0629	7	501278
Weller	Mark	04/20/2022	0541	6	500732
Welter	Christopher	04/28/2022	1050	11	502778
Wendt	Derek	02/04/2022	0109	2	491244
West	Carson	04/07/2022	0340	4	499679
Westerman	Martin	04/28/2022	0997	10	504313
Westerman	Martin	04/28/2022	0998	10	504373

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Whaley	Terrence	04/26/2022	0781	8	503603
Whisner	Jack	03/10/2022	0200	2	504746
Whisner	Jack	04/27/2022	0787	8	503826
White	Kelsey	04/26/2022	0721	8	501715
White-Espin	David	01/29/2022	0093	1	491171
Wilcox	Jeri	04/21/2022	0563	6	500898
Wilhelm	Liz	04/28/2022	0995	10	504246
Williams	Sara	04/18/2022	0433	5	500311
Williams	Moriah	04/19/2022	0502	6	500512
WIll-Orrego	Adrian	04/27/2022	0847	9	502331
Wilson	Ryan	02/14/2022	0157	2	496507
Wilson	Kris	04/28/2022	0968	10	504026
Wiltz	Ashton	04/18/2022	0479	5	500500
Wingfield	Emily	04/27/2022	0752	8	502476
Wingfield	Nick	04/27/2022	0867	9	502453
Winter	Michael	04/22/2022	0568	6	500978
Winter-Stoltzman	Jessica	02/02/2022	0099	1	491303
Wolford	Jeffrey	01/28/2022	0013	1	490794
Wong	George	02/18/2022	0164	2	496657
Wood	Megan	01/28/2022	0016	1	490800
Wood	Larry	04/25/2022	0658	7	503236
Wood	Rachel	04/28/2022	1064	11	502848
Woodland	Nancy	03/30/2022	0278	3	500202
Woolverton	Katherine	01/30/2022	0039	1	490845
Woolverton	Katherine	01/30/2022	0100	1	497419
Woolverton	Katherine	03/30/2022	0366	4	500073
Worsfold	Nick	04/07/2022	0344	4	499711
Worthington	Bradley	03/16/2022	0221	3	498103
Wright	Barbara	04/22/2022	0570	6	501019
Wright	John	04/27/2022	0785	8	503697
Wright	Timothy	04/27/2022	0805	9	501942
Wright	Jon	04/28/2022	0909	10	503262
Wuerl	Adam	01/28/2022	0019	1	490804
Wuerl	Adam	04/23/2022	0585	6	503429
Yerg	Patricia	04/15/2022	0500	5	502565
Yhann	Saudia	03/17/2022	0296	3	505689

Last Name	First Name	Date Received	Comment Submittal Number	Volume	Comment ID
Youngstrom	Brett	04/28/2022	1041	11	502733
Zeman	Susan	04/28/2022	0999	10	504875
Zerkowitz	Lisa	04/27/2022	0804	9	501938
Zhang	Rosa	04/28/2022	1056	11	502798
Zhao	James	03/17/2022	0226	3	498252
Zheng	Zhaodong	02/07/2022	0124	2	491435
Zhun	Run	03/17/2022	0290	3	500760
Zielke	Aaron	04/26/2022	0738	8	501851
Zielke	Aaron	04/26/2022	0739	8	501853
Zielke	Aaron	04/26/2022	0742	8	501858
Zielke	Aaron	04/26/2022	0743	8	501861
Zielke	Jennifer	04/16/2022	0416	5	500265
Zielke	Jennifer	04/26/2022	0732	8	501829
Zinke	Christa	04/27/2022	0816	9	502030
Zoba	Kirsten	04/26/2022	0725	8	501737
Zondag	Lauren	04/28/2022	1110	11	503138
Zylstra	Carlyn	01/29/2022	0091	1	491169

Comment Submittal 0001

Communication ID:	Name	Email
497039	Eric Helgeson	heric@serv.net

Full Communication (1/28/2022)

In light of the article today (01/28/22) in the Seattle Times on the unsustainability of ST related to loss of fare revenue I would urge you to use the route and type of construction that is most economically feasible.

Perhaps look at the Crossrail line in London and how that was built.

I did read the article that highlighted those issues perhaps some hybrid dig can be achieved.

Yes deep bore tunnels would be grand however without funding from state and federal sources perhaps it is not the best going forward.

Sincerely, Eric Helgeson

#	Comments	Responses
1	In light of the article today (01/28/22) in the Seattle Times on the unsustainability of ST related to loss of fare revenue I would urge you to use the route and type of construction that is most economically feasible. Perhaps look at the Crossrail line in London and how that was built. I did read the article that highlighted those issues perhaps some hybrid dig can be achieved. Yes deep bore tunnels would be grand however without funding from state and federal sources perhaps it is not the best going forward.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0002

Communication ID:	Name	Email
490760	Timothy McDowell	tim@mcdowell.cc

Full Communication

Yes please build these new lines. This project looks amazing. I can't wait to get on the link from Seattle Center.

#	Comments	Responses
1	Yes please build these new lines. This project looks amazing. I can't wait to get on the link from Seattle Center.	Thank you for expressing support for the project.

Comment Submittal 0003

Communication ID:	Name	Email
490776	Dou as Kilpatrick	kilpatds@opposit ock.org

Full Communication

1: The elevated lines up Genesee (see ES-13) will be insanely ugly. It's not that it's destroying a good view, it's that it's creating an insanely ugly view. Include shadows, graffiti, etc and the negative impacts are substantial.

2: From up the hill, (Genesee and 21st) it is destroying a decent view. 3: The various bridges across the Duwamish all seem "eh, ok I guess"

4: I prefer the placement of the Del-3 and Del-4 stations on Delridge from a practical access/pull

area perspective. I have no strong impact/aesthetic opinions on the various station locations.

5: The station options near West Seattle Junction should prefer the farther west options closer to California (i.e, not WSJ-2). California already is the destination and urban village, and the transit needs to focus on serving that area.

And a meta comment that's not that limited: I think your cost estimates are off in a systemic way that's causing you to under estimate the costs of building above ground tracks compared to tunneling.

Yes, tunneling will be insanely expensive. But building above ground will ALSO be insanely expensive due to property cost increases over time. Over the last several years property values have steadily (-10% y/y) as demand has increased. THIS WILL CONTINUE in the future without substantial changes in housing policy which have to be assumed to be politically unviable.

Predictions that it will not are indulging in irrational trust in mean-reversion, which won't apply due to the local macroeconomic conditions (Amazon and other tech companies continuing to grow in the area, pulling in more well paid people to compete for housing, and a complete unwillingness to entertain any suggestions that would actually impact the housing shortage.)

As a result, delays increase above ground costs more than they increase tunneling costs. Delays increase above ground costs at a faster rate than the money available increases. An above-ground path will never happen due to cost increases from property-value increases outpacing funding accumulation.

When estimating costs, please model the recent (last 10 years) of property value increases and project those out, at least as an informative element for "what if' planning.

#	Comments	Responses
1	The elevated lines up Genesee (see ES-13) will be insanely ugly. It's not that it's destroying a good view, it's that it's creating an insanely ugly view. Include shadows, graffiti, etc and the negative impacts are substantial. 2: From up the hill, (Genesee and 21st) it is destroying a decent view.	Please see the response to CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I prefer the placement of the Del-3 and Del-4 stations on Delridge from a practical access/pull area perspective.	Please see the response to CCG2 in Table 7-1.
3	The station options near West Seattle Junction should prefer the farther west options closer to California (i.e, not WSJ-2). California already is the destination and urban village, and the transit needs to focus on serving that area.	Please see the response to CC2i in Table 7-1.
4	I think your cost estimates are off in a systemic way that's causing you to under estimate the costs of building above ground tracks compared to tunneling. Yes, tunneling will be insanely expensive. But building above ground will ALSO be insanely expensive due to property cost increases over time. Over the last several years property values have steadily (-10% y/y) as demand has increased. THIS WILL CONTINUE in the future without substantial	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.

#	Comments	Responses
	changes in housing policy which have to be assumed to be politically unviable. Predictions that it will not are indulging in irrational trust in mean-reversion, which won't apply due to the local macroeconomic conditions (Amazon and other tech companies continuing to grow in the area, pulling in more well paid people to compete for housing, and a complete unwillingness to entertain any suggestions that would actually impact the housing shortage.) As a result, delays increase above ground costs rnore than they increase tunneling costs. Delays increase above ground costs at a faster rate than the money available increases. An above-ground path will never happen due to cost increases from property-value increases outpacing funding accumulation. When estimating costs, please model the recent (last 10 years) of property value increases and project those out, at least as an informative element for "what if" planning.	

Comment Submittal 0004

Communication ID:	Name	Email
490777	Jon Swanson	jswan2@gmail.com

Full Communication (1/28/2022)

I think the tunnel options are worth the extra cost. On the west seattle side, in particular, its kind of mind-blowing how many new buildings will be displaced by the elevated tracks and stations. For the Ballard side, the tunnel options seem to cost the same now as the elevated options, so I don't understand why anyone would choose the bridge + elevated station options. Less noise when operating, less displacement.

#	Comments	Responses
1	I think the tunnel options are worth the extra cost. On the west seattle side, in particular, its kind of mind-blowing how many new buildings will be displaced by the elevated tracks and stations.	Please see the responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	For the Ballard side, the tunnel options seem to cost the same now as the elevated options, so I don't understand why anyone would choose the bridge + elevated station options. Less noise when operating, less displacement.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0005

Communication ID:	Name	Email
490778	Mabell Gomez	dj8a@live.com

Full Communication (1/28/2022)

Regarding the West Seattle Link extension. I encourage the use of SW Andover St. as a preferred alternative. That street has been abandoned for a long time and has slowly been taken over by inappropriately parked vehicles and garbage. I strongly believe that the use of that street for the link would be highly appreciated by the North Delridge community as well as have the least impact on local residents. Targeting two birds with one stone, it would clean up an unused, dirty portion of our community as well as brining the link to our area.

Thank you for your time and consideration.

#	Comments	Responses
1	Regarding the West Seattle Link extension. I encourage the use of SW Andover St. as a preferred alternative. That street has been abandoned for a long time and has slowly been taken over by inappropriately parked vehicles and garbage. I strongly believe that the use of that street for the link would be highly appreciated by the North Delridge community as well as have the least impact on local residents. Targeting two birds with one stone, it would clean up an unused, dirty portion of our community as well as brining the link to our area. Thank you for your time and consideration.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0006

Communication ID:	Name	Email
490779	Annelise Aldrich	aldrich.annelise@gmail.com

Full Communication (1/28/2022)

I think the preferred alternative is a great route and plan, I only wish it could have been done already! I know these things take time, but we have to get more cars off the road faster.

#	Comments	Responses
1	I think the preferred alternative is a great route and plan, I only wish it could have been done already! I know these things take time, but we have to get more cars off the road faster.	Please see responses to CCG2 and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0007

Communication ID:	Name	Email
490781	Jill Akridge	jillmakr@gmail.com

Full Communication (1/28/2022)

I am commenting on the West Seattle portion of the plan. As a 1O+ year resident and home owner in West Seattle, I believe the the alternatives that utilize a tunnel are the only options that should be considered. Having this be above ground will be far too disruptive in what is already a highly trafficked section of the neighborhood. Again, under no circumstances should an above ground or surface street option be considered.

Thank you,

#	Comments	Responses
1	I am commenting on the West Seattle portion of the plan. As a 1O+ year resident and home owner in West Seattle, I believe the the alternatives that utilize a tunnel are the only options that should be considered. Having this be above ground will be far too disruptive in what is already a highly trafficked section of the neighborhood. Again, under no circumstances should an above ground or surface street option be considered.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0008

Communication ID:	Name	Email
490784	Brian Eccles	brianaeccles@hotmail.com

Full Communication (1/28/2022)

Don't build it.

Stop and return the money to taxpayers instead.

My family is paying an extra $1,000 a year in taxes and will most likely never use this once. Work from home means even fewer people will ever need it. It's another example of Washington government excess. The vote some years back passed by only a slim margin after heavy lobbying by the government and businesses.

If you must build it then make it self funding. Price the rides so that only riders are paying for it. If it is such a good idea then the business case will still work.

Thank you for having an open mind about whether it should really exist.

#	Comments	Responses
1	Don't build it. Stop and return the money to taxpayers instead. My family is paying an extra $1,000 a year in taxes and will most likely never use this once. Work from home means even fewer people will ever need it. It's another example of Washington government excess. The vote some years back passed by only a slim margin after heavy lobbying by the government and businesses. If you must build it then make it self funding. Price the rides so that only riders are paying for it. If it is such a good idea then the business case will still work. Thank you for having an open mind about whether it should really exist.	Your opposition to the project has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. Please also see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0009

Communication ID:	Name	Email
490785	Victor Ochoa	djyvic@hotmail.com

Full Communication (1/28/2022)

West Seattle portion of the link would be most beneficial if it runs along SW Andover St and up SW Yancy St. It is the least used portion of the community which has caused a lot of people who live out of their cars to park there and has brought a lot of littering to the area. Putting that area to better use, such as the link, would be beneficial as well as least destructive to the homes in the area. Might also involve less private properties to be bought out for the project.

Thanks for listening

#	Comments	Responses
1	West Seattle portion of the link would be most beneficial if it runs along SW Andover St and up SW Yancy St. It is the least used portion of the community which has caused a lot of people who live out of their cars to park there and has brought a lot of littering to the area. Putting that area to better use, such as the link, would be beneficial as well as least destructive to the homes in the area. Might also involve less private properties to be bought out for the project.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0010

Communication ID:	Name	Email
490787	Elizabeth Houck	houck@ucla.edu

Full Communication (1/28/2022)

I would rather have the "Other draft EIS Alternative" route.

#	Comments	Responses
1	I would rather have the "Other draft EIS Alternative" route.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0011

Communication ID:	Name	Email
490790	Cynthia Thichava	cthichava@gmail.com

Full Communication (1/28/2022)

Please consider strongly tunneling as will be done downtown, for the West Seattle extension. This is my preference both esthetically and in order to minimize the dislocation of homeowners and businesses.

I am strongly in favor of light rail and mass transit.

#	Comments	Responses
1	Please consider strongly tunneling as will be done downtown, for the West Seattle extension. This is my preference both esthetically and in order to minimize the dislocation of homeowners and businesses. I am strongly in favor of light rail and mass transit.	Thank you for expressing support for light rail. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0012

Communication ID:	Name	Email
490793	Grant Gutierrez	grant.m.gutierrez@gmail.com

Full Communication (1/28/2022)

We need more public transportation period. If any of the preferred alternatives were to open it would be a benefit to our communities. However we must also take into account the ways that gentrification tends to follow the arrival of light rail and subway stops. Communities that are living in neighborhoods that have yet to experience gentrification and displacement should be prioritized in the decision making and consultation process for these light rail options.

Tax the rich to service the working communities of the city!!

#	Comments	Responses
1	We need more public transportation period. If any of the preferred alternatives were to open it would be a benefit to our communities.	Thank you for expressing support for the project.
2	However we must also take into account the ways that gentrification tends to follow the arrival of light rail and subway stops. Communities that are living in neighborhoods that have yet to experience gentrification and displacement should be prioritized in the decision making and consultation process for these light rail options.	Please see response to CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, and Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension Project.

Comment Submittal 0013

Communication ID:	Name	Email
490794	Jeffrey Wolford	JEFFREYCHARLESWOLFORD@GMAIL.COM

Full Communication (1/28/2022)

West Seattle needs something so badly. The bridge has been a huge pain. Are there ways to expedite this? What are the options for the next 10 years while this kicks off?

#	Comments	Responses
1	West Seattle needs something so badly. The bridge has been a huge pain. Are there ways to expedite this? What are the options for the next 10 years while this kicks off?	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0014

Communication ID:	Name	Email
490795	Benjamin Lam	nerfherders123@gmail.com

Full Communication (1/28/2022)

I agree that all presented preferred options are the best possible options for my community in West Seattle

#	Comments	Responses
1	I agree that all presented preferred options are the best possible options for my community in West Seattle	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0015

Communication ID:	Name	Email
490796	Jensen Vance	jensen.l.vance@gmail.com

Full Communication (1/28/2022)

With all of the condos/townhomes currently being built or just finished, try to avoid the sw avalon route as it seems to have been chosen prior to land use changes/current residential impact, why build hundreds of new residential just to knock them down at a much higher price.

#	Comments	Responses
1	With all of the condos/townhomes currently being built or just finished, try to avoid the sw avalon route as it seems to have been chosen prior to land use changes/current residential impact, why build hundreds of new residential just to knock them down at a much higher price.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0016

Communication ID:	Name	Email
490800	Megan Wood	mwood2700@gmail.com

Full Communication (1/28/2022)

For Alaska Junction Station, I prefer 42nd Ave tunnel option, WSJ-3b.

#	Comments	Responses
1	For Alaska Junction Station, I prefer 42nd Ave tunnel option, WSJ-3b.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0017

Communication ID:	Name	Email
490801	Mike Smyth	fansome@nwlink.com

Full Communication (1/28/2022)

Cancel the entire project. Sound Transit does not have the funding to complete these lines. ST is bleeding riders. Why are we paying Billions for a line that won't be used enough to justify the cost?

#	Comments	Responses
1	Cancel the entire project. Sound Transit does not have the funding to complete these lines. ST is bleeding riders. Why are we paying Billions for a line that won't be used enough to justify the cost?	Your opposition to the project has been noted. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project

Comment Submittal 0018

Communication ID:	Name	Email
490802	Derek Ross	derekross686@gmail.com

Full Communication (1/28/2022)

I live near the routes on 33/Andover. And I really prefer tunnel routes and only tunnel especially with the bridge having so many cracks and concrete issues as it is. The track would just be too high and disrupt too much of the life around West Seattle as well as the views. Please consider the TUNNEL option.

#	Comments	Responses
1	I live near the routes on 33/Andover. And I really prefer tunnel routes and only tunnel especially with the bridge having so many cracks and concrete issues as it is. The track would just be too high and disrupt too much of the life around West Seattle as well as the views. Please consider the TUNNEL option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0019

Communication ID:	Name	Email
490804	Adam Wuerl	awuerl@gmail.com

Full Communication (1/28/2022)

Alternative 2 is way too far East. The station was promised to serve the Junction, which is the intersection of Alaksa and California. Anything east of 42nd is too far, which rules out everything but #1 and #4. A tunnel is preferred because it will less unsightly, quieter, and less disruptive during construction.

If #1 would destroy both supermarkets (Safeway and QFC) that seems like a problem.

#	Comments	Responses
1	Alternative 2 is way too far East. The station was promised to serve the Junction, which is the intersection of Alaksa and California. Anything east of 42nd is too far, which rules out everything but #1 and #4. A tunnel is preferred because it will less unsightly, quieter, and less disruptive during construction. If #1 would destroy both supermarkets (Safeway and QFC) that seems like a problem.	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0020

Communication ID:	Name	Email
490805	Mitchell Henke	mitchell@mitchellhenke.com

Full Communication (1/28/2022)

I want lots of trains running frequently to popular destinations.

#	Comments	Responses
1	I want lots of trains running frequently to popular destinations.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. Please see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for more information on train frequency.

Comment Submittal 0021

Communication ID:	Name	Email
490806	Matt Laughlin	mattolaughlin@gmail.com

Full Communication (1/28/2022)

This is a long term investment and the WSJ station should be done like other modern cities and neighborhoods, underground. WS will continue to grow and the WSJ-3b station will provide great access to housing & retail.

DEL- 6 seems good for not displacing residents and the lowest amount of employee assuming the Transitional Resources office receives funding to relocate. DEL-4 seems like the best choice due to higher ridership, lower heights (less obnoxious/intrusive) and permanently impacting the golf course (why is a golf course needed here when housing is so difficult?).

#	Comments	Responses
1	This is a long term investment and the WSJ station should be done like other modern cities and neighborhoods, underground. WS will continue to grow and the WSJ-3b station will provide great access to housing & retail. DEL- 6 seems good for not displacing residents and the lowest amount of employee assuming the Transitional Resources office receives funding to relocate. DEL-4 seems like the best choice due to higher ridership, lower heights (less obnoxious/intrusive) and permanently impacting the golf course (why is a golf course needed here when housing is so difficult?).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0022

Communication ID:	Name	Email
490807	Nathan Odell	nathanodell62@gmail.com

Full Communication (1/29/2022)

Overall the preferred alternatives seem decent in my opinion. In general, I'd suggest going with the lowest-cost option. For International District/Chinatown station, either shallow station would be ideal, as they would offer easier and faster access to passengers. I prefer the 4th Ave option though either shallow station would be fine.

#	Comments	Responses
1	Overall the preferred alternatives seem decent in my opinion. In general, I'd suggest going with the lowest-cost option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	For International District/Chinatown station, either shallow station would be ideal, as they would offer easier and faster access to passengers. I prefer the 4th Ave option though either shallow station would be fine.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0023

Communication ID:	Name	Email
490810	austin watson	austin.watson@ieee.org

Full Communication (1/29/2022)

1. hurry up. build it. let's not drag this out in old seattle style and try to make everyone happy all the time. make a choice and get on with it.
2. more tunnels yes. less above ground yes.

#	Comments	Responses
1	hurry up. build it. let's not drag this out in old seattle style and try to make everyone happy all the time. make a choice and get on with it.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	more tunnels yes. less above ground yes.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0024

Communication ID:	Name	Email
490812	Micha Lampi	politics@ampi.us

Full Communication (1/29/2022)

A better and more economical solution would be to have an aerial monorail from Ballard to West Seattle. This eliminates the need to have deep tunnels through downtown Seattle, and a monorail can handle the steeper grade to West Seattle. It is ridiculous that such an alternative was not considered by Sound Transit.

#	Comments	Responses
1	A better and more economical solution would be to have an aerial monorail from Ballard to West Seattle. This eliminates the need to have deep tunnels through downtown Seattle, and a monorail can handle the steeper grade to West Seattle. It is ridiculous that such an alternative was not considered by Sound Transit.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0025

Communication ID:	Name	Email
490813	Debora Robinett	drobinett@msn.com

Full Communication (1/29/2022)

The WSJ-5 and lower height Andover station DEL-6 appear to be the lowest cost, have the least adverse visual impact and lowest number of displaced homes and businesses. Ideally, the entire project would be tunneled but I understand budget constraints.

In the event the Genesee above ground route is selected, my condominium will be eminent domain. How will you relocate a single female, senior citizen on a fixed income and mobility issues who has no mortgage, low HOA Dues and a senior citizen property tax reduction, zero stairs, enclosed-attached garage and elevator, high quality appliances, fixtures, tile, carpet, hardwood, 1O" ceilings, recladed and new windows, 2 bedrooms/2 bathrooms, proximity to storage unit and 1/4 mile from bridge on-ramp to both of my businesses/jobs and properties, family, downtown Seattle, medical, dental and easy access to bus, future ST3 station, proximity to area businesses? Even with significant Housing of Last Resort payment over and above Fair Market Value of my current condominium, there is zero inventory in King County that matches what I have now. Moving me to another condo in an area that matches my West Seattle home will require higher HOA Dues and Property taxes that I just cannot afford at this stage of my life.

#	Comments	Responses
1	The WSJ-5 and lower height Andover station DEL-6 appear to be the lowest cost, have the least adverse visual impact and lowest number of displaced homes and businesses. Ideally, the entire project would be tunneled but I understand budget constraints.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In the event the Genesee above ground route is selected, my condominium will be eminent domain. How will you relocate a single female, senior citizen on a fixed income and mobility issues who has no mortgage, low HOA Dues and a senior citizen property tax reduction, zero stairs, enclosed- attached garage and elevator, high quality appliances, fixtures, tile, carpet, hardwood, 1O" ceilings, recladed and new windows, 2 bedrooms/2 bathrooms, proximity to storage unit and 1/4 mile from bridge on-ramp to both of my businesses/jobs and properties, family, downtown Seattle, medical, dental and easy access to bus, future ST3 station, proximity to area businesses? Even with significant Housing of Last Resort payment over and above Fair Market Value of my current condominium, there is zero inventory in King County that matches what I have now. Moving me to another condo in an area that matches my West Seattle home will require higher HOA Dues and Property taxes that I just cannot afford at this stage of my life.	Please see response to CC4.1a in Table 7-1.

Comment Submittal 0026

Communication ID:	Name	Email
490814		

Full Communication (1/29/2022)

Include turnstiles in your design! The current non paying customer issue can be mitigated by installing this simple tool that is all so common with other major cities' transit systems. There is no reason to invest funding to hire more fare enforcement officers/ambassadors (and it doesn't matter what you call them), we cannot ensure there is no bias against POC. Sound Transit is irresponsible to continue expanding and operating business as usual without re-imagining how a transit system need to operate given current environments to sustain longevity. Coming back to citizens to ask for more money every few year is not a viable option.

#	Comments	Responses
1	Include turnstiles in your design' The current non paying customer issue can be mitigated by installing this simple tool that is all so common with other major cities' transit systems. There is no reason to invest funding to hire more fare enforcement officers/ambassadors (and it doesn't matter what you call them), we cannot ensure there is no bias against POC. Sound Transit is irresponsible to continue expanding and operating business as usual without re-imagining how a transit system need to operate given current environments to sustain longevity. Coming back to citizens to ask for more money every few year is not a viable option.	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, and protocols, and gathered community feedback to identify where improvements should be made. As a result of this work, Sound Transit developed the Fare Enforcement Action Plan in May 2022 that updates fare compliance approaches, including replacement of Fare Enforcement Officers with Fare Ambassadors.

Comment Submittal 0027

Communication ID:	Name	Email
490815	Kelly Dunn	defaultstring@gmail.com

Full Communication (1/29/2022)

On page 34, under the "Comparison of West Seattle Junction Segment Alternatives" section, in the second paragraph, reads the following sentence:

"Preferred Alternative WSJ-1 would displace a Trader Joe's and a Safeway, while Preferred Alternative WSJ-2 and Preferred Option WSJ-3b• would displace the Safeway. "

I believe this statement is only partially correct, as the WSJ-2 alternative does not pass by the Safeway on 42nd. WSJ-2, does however, appear to take a path that could displace the Trader Joe's on Fauntleroy.

Furthermore, it looks like WSJ-3b could displace the Safeway, but it doesn't appear to cross the Trader Joe's.

I'd expect this sentence to read:

"Preferred Alternative WSJ-1 would displace a Trader Joe's and a Safeway, while Preferred Alternative WSJ-2 would displace a Trader Joe's, and Preferred Option WSJ-3b• would displace the Safeway. "

#	Comments	Responses
1	On page 34, under the "Comparison of West Seattle Junction Segment Alternatives" section, in the second paragraph, reads the following sentence:" Preferred Alternative WSJ-1 would displace a Trader Joe's and a Safeway, while Preferred Alternative WSJ-2 and Preferred Option WSJ-3b' would displace the Safeway. " I believe this statement is only partially correct, as the WSJ-2 alternative does not pass by the Safeway on 42nd. WSJ-2, does however, appear to take a path that could displace the Trader Joe's on Fauntleroy. Furthermore, it looks like WSJ-3b could displace the Safeway, but it doesn't appear to cross the Trader Joe's. I'd expect this sentence to read: " Preferred Alternative WSJ-1 would displace a Trader Joe's and a Safeway, while Preferred Alternative WSJ-2 would displace a Trader Joe's, and Preferred Option WSJ-3b' would displace the Safeway."	As noted, the information on p. ES-22 of the WSBLE Draft EIS Executive Summary was not accurate. The information was correct in Section 4.2.4, Social Resources, Community Facilities, and Neighborhoods, of the Draft EIS. The Executive Summary of the West Seattle Link Extension Final EIS has been updated to correctly identify grocery stores that would be displaced by these alternatives. Also see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for updated information on grocery stores potentially displaced.

Comment Submittal 0028

Communication ID:	Name	Email
490820	Tommy Owens	tdo3104@gmail.com

Full Communication (1/29/2022)

I support this proposal. I only wish it could be expedited. 20 years to get Light Rail to Ballard seems absurd. But I fully support this proposal and would like to see it implemented.

#	Comments	Responses
1	I support this proposal. I only wish it could be expedited. 20 years to get Light Rail to Ballard seems absurd. But I fully support this proposal and would like to see it implemented.	Thank you for expressing support for the project. Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0029

Communication ID:	Name	Email
490821	Kristal Walton	waltonkristal@gmail.com

Full Communication (1/29/2022)

I think these light rails are much needed, especially to west Seattle considering the issue with the bridge. Needs these extensions very much.

#	Comments	Responses
1	I think these light rails are much needed, especially to west Seattle considering the issue with the bridge. Needs these extensions very much.	Thank you for expressing support for the project.

Comment Submittal 0030

Communication ID:	Name	Email
490823	Dan La Vassar	danlavassar@gmail.com

Full Communication (1/29/2022)

My comments relate to the relative merits of the various alternatives evaluated for a number of segments. I'm in agreement with the Board that the preferred alternatives for the South Interbay, Downtown, SODO, and Duwamish segments are the best performing and should be preferred.

For the Chinatown/ID segment where no preferred alternative has been selected, both 'deep' alternatives should be dropped from consideration. Given the volume of transfers that will be made at this station from riders transferring between the two North-South lines and the East-West line here, a deep station requiring elevators to access should be a complete non-starter. The diagonal shallow 5th configuration appears to be the most reasonable alternative here.

For the West Seattle Junction and Delridge segments, the 'medium tunnel 41st' and 'lower height Andover' alternative should be the preferred alternative going forward. The elevated alternatives in the Junction doom the line to terminating there forever - the line needs to be in a tunnel to make it to High Point and on to White Center and Burien eventually. The other tunnel alternatives have higher impact and cost but little additional benefit.

For the Ballard segment, the preferred option should be the 15th NW tunnel. The 14th NW alternatives place the station entrances unacceptably far from the center of Ballard - an entrance on the west side of 15th NW is needed to adequately serve the density that exists and is coming to central Ballard. If an elevated alterative is advanced due to funding issues, the 15th NW elevated alterative should be the one chosen for the same reason.

#	Comments	Responses
1	My comments relate to the relative merits of the various alternatives evaluated for a number of segments. I'm in agreement with the Board that the preferred alternatives for the South Interbay, Downtown, SODO, and Duwamish segments are the best performing and should be preferred.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to alternative preference for the Ballard Link Extension will be provided in the Ballard Link Extension Final EIS.
2	For the Chinatown/ID segment where no preferred alternative has been selected, both 'deep' alternatives should be dropped from consideration. Given the volume of transfers that will be made at this station from riders transferring between the two North-South lines and the East-West line here, a deep station requiring elevators to access should be a complete non-starter.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	The diagonal shallow 5th configuration appears to be the most reasonable alternative here.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	For the West Seattle Junction and Delridge segments, the 'medium tunnel 41st' and 'lower height Andover' alternative should be the preferred alternative going forward. The elevated alternatives in the Junction doom the line to terminating there forever - the line needs to be in a tunnel to make it to High Point and on to White Center and Burien eventually. The other tunnel alternatives have higher impact and cost but little additional benefit.	Please see responses to CCG2 and CC2d in Table 7-1.

#	Comments	Responses
5	For the Ballard segment, the preferred option should be the 15th NW tunnel. The 14th NW alternatives place the station entrances unacceptably far from the center of Ballard - an entrance on the west side of 15th NW is needed to adequately serve the density that exists and is coming to central Ballard. If an elevated alterative is advanced due to funding issues, the 15th NW elevated alterative should be the one chosen for the same reason.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0031

Communication ID:	Name	Email
490825	Lisa Christoffersen	lisa.christoffersen@ icloud.com

Full Communication (1/29/2022)

I am a West Seattle resident. Upon reviewing the alternatives for the West Seattle Junction segment, I feel strongly that the Fauntleroy Way Elevated Station is by far the worst choice. The visual impacts of an elevated structure at the intersection of Alaska and Fauntleroy would be terrible. Given the large amount of new apartment construction in this location, which is exactly the type of development we need in this location, it makes no sense to blight this area with a large elevated structure. If an elevated route is chosen, the 41sl/42nd Avenue route is better. But what really strikes me is the very minor cost difference between the Fauntleroy Way Elevated Station, on one hand, and the Short and Medium Tunnels, on the other. The tunnel alternatives have far fewer impacts, and cost as little as $200 million more. This is not a significant amount in the context of a 100-year project. I note that it was recently reported that Sound Transit and WSDOT are proposing to spend almost $300 million on a single highway interchange in Kirkland. It is ludicrous that Sound Transit would support that expenditure and not a similar or lesser expenditure to create a first-class underground light rail line in a city neighborhood.

#	Comments	Responses
1	I feel strongly that the Fauntleroy Way Elevated Station is by far the worst choice. The visual impacts of an elevated structure at the intersection of Alaska and Fauntleroy would be terrible. Given the large amount of new apartment construction in this location, which is exactly the type of development we need in this location, it makes no sense to blight this area with a large elevated structure. If an elevated route is chosen, the 41sl/42nd Avenue route is better.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	But what really strikes me is the very minor cost difference between the Fauntleroy Way Elevated Station, on one hand, and the Short and Medium Tunnels, on the other. The tunnel alternatives have far fewer impacts, and cost as little as $200 million more. This is not a significant amount in the context of a 100-year project. I note that it was recently reported that Sound Transit and WSDOT are proposing to spend almost $300 million on a single highway interchange in Kirkland. It is ludicrous that Sound Transit would support that expenditure and not a similar or lesser expenditure to create a first-class underground light rail line in a city neighborhood.	Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information. Please see the response to CC2c in Table 7-1.

Comment Submittal 0032

Communication ID:	Name	Email
490829	Peter Barrett	pbarrett@gmail.com

Full Communication (1/29/2022)

I would implore the Sound Transit Board of Directors to modify the preferred alternative on the West Seattle terminus to exclude WSJ-1 (Elevated 41sU42nd Station). Based on the draft EIS (specifically, Page 6-15), the number of businesses, employees, and residential buildings impacted far out weighs the benefit of this location- especially compared to the WSJ-2 (Elevated Fauntleroy Way Station). It's not clear what the upside of WSJ-1 is compared to WSJ-2. WSJ-1 has a lower rider estimate (page 6-14). Furthermore, per page 6-34, WSJ-1 is $400M more expensive than WSJ-2.

It's hard to understanding how lower ridership numbers, higher construction costs, and higher impact to the community (as measured by impacted businesses, residences, and buildings) wouldn't make WSJ-2 the obvious better choice.

Additionally, I'm confused why an Avalon station is being built so close to the Junction station. Why not get ride of this station (a mere quarter of a mile from the proposed junction locations) and tunnel into the WS junction?

#	Comments	Responses
1	I would implore the Sound Transit Board of Directors to modify the preferred alternative on the West Seattle terminus to exclude WSJ-1 (Elevated 41sV42nd Station). Based on the draft EIS (specifically, Page 6-15), the number of businesses, employees, and residential buildings impacted far out weighs the benefit of this location- especially compared to the WSJ-2 (Elevated Fauntleroy Way Station). It's not clear what the upside of WSJ-1 is compared to WSJ-2. WSJ-1 has a lower rider estimate (page 6-14). Furthermore, per page 6-34, WSJ-1 is $400M more expensive than WSJ-2. It's hard to understanding how lower ridership numbers, higher construction costs, and higher impact to the community (as measured by impacted businesses, residences, and buildings) wouldn't make WSJ-2 the obvious better choice.	Please see the responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Additionally, I'm confused why an Avalon station is being built so close to the Junction station. Why not get ride of this station (a mere quarter of a mile from the proposed junction locations) and tunnel into the WS junction?	Please see the response to CC2j in Table 7-1.

Comment Submittal 0033

Communication ID:	Name	Email
490831	Nadine Farouq	nadinexf@yahoo.com

Full Communication (1/29/2022)

LINK stops in Ballard and West Seattle would be great for the environment and economy. This would allow Seattle to function as a city rather than multiple, disconnected, mini cities.

#	Comments	Responses
1	LINK stops in Ballard and West Seattle would be great for the environment and economy. This would allow Seattle to function as a city rather than multiple, disconnected, mini cities.	Thank you for expressing support for the project.

Comment Submittal 0034

Communication ID:	Name	Email
490838	Larry Scheib	larryscheib@yahoo.com

Full Communication (1/30/2022)

Dear Sir/Madam:

I find the UW Stadium station to be abhorrent at 95 ft and at a cost of 100s of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations - sheer insanity. Please don't make Seattle the laughing stock of the transit world.

It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID (4th). This would leave a tunnel for West Seattle and future expandability.

A streetcar is planned for SLU to ID, just reconfigure it if need be, for a fraction of the cost. This would leave us with much easier transfers then the deep Link stations and it would not bankrupt us.

All the best, Larry Scheib

#	Comments	Responses
1	I find the UW Stadium station to be abhorrent at 95 ft and at a cost of 1ODs of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations - sheer insanity. Please don't make Seattle the laughing stock of the transit world.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information. Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID (4th). This would leave a tunnel for West Seattle and future expandability. A streetcar is planned for SLU to ID, just reconfigure it if need be, for a fraction of the cost. This would leave us with much easier transfers then the deep Link stations and it would not bankrupt us.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0035

Communication ID:	Name	Email
490840	Andres Curry	A_curry1@yahoo.com

Full Communication (1/30/2022)

6.1.5 - In West Seattle. options including elevated tracks into Alaska Junction reduce available housing and contradict city equity considerations; the tunnel option is best. Specifically, above ground stations at Avalon and the Junction would require removal of several hundred to more than 1000 multi-family housing units, many of which are newly constructions consistent with the Urban Village Plan. To remove housing is not only a contradiction of the vision for linking housing dense locations with light rail, but also displaces renters and mixed use housing developments. Further, the cost to buy newly constructed apartment buildings nearly offset the additional costs associated with tunnel options. There is no funding to connect this segment to south routes, and if future ST investments are made, a line along Delridge would more directly connect to Burien through Westwood Village, where additional density could easily be achieved in large parking lots without displacing existing residents or retail.

#	Comments	Responses
1	In West Seattle, options including elevated tracks into Alaska Junction reduce available housing and contradict city equity considerations; the tunnel option is best. Specifically, above ground stations at Avalon and the Junction would require removal of several hundred to more than 1000 multi-family housing units, many of which are newly constructions consistent with the Urban Village Plan. To remove housing is not only a contradiction of the vision for linking housing dense locations with light rail, but also displaces renters and mixed use housing developments. Further, the cost to buy newly constructed apartment buildings nearly offset the additional costs associated with tunnel options.	Please see responses to CCG2 and CC4.1b in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	There is no funding to connect this segment to south routes, and if future ST investments are made, a line along Delridge would more directly connect to Burien through Westwood Village, where additional density could easily be achieved in large parking lots without displacing existing residents or retail.	Please see response to CC2d in Table 7-1.

Comment Submittal 0036

Communication ID:	Name	Email
490842	Chris Downie	cdownie@gmail.com

Full Communication (1/30/2022)

Specifically for the path near Delridge station (Figure 1-2), it seems that any paths that go through existing private property are going to incur large costs to acquire and build on that land. Not to mention the impact to residents in this area.

The best option for this section would seem to be (if I'm reading this right) DEL-4, the lower height path that goes on the south side of Genesee. This puts most of the path on land that won't displace residents and won't incur demolition costs. Not only that, but the golf course and playfield are already owned by the City of Seattle, so that would minimize the cost of acquiring the land.

Given that, I'm not sure why paths that go even slightly further south, over the north end of Genesee Playfield (where there's a skatepark and some open land) and cutting into the golf course wasn't listed as an option in this EIS. It seems like a path like that would have lowest cost, least impact to residents, and could use land the city already owns to accomplish this new rail line.

#	Comments	Responses
1	Specifically for the path near Delridge station (Figure 1-2), it seems that any paths that go through existing private property are going to incur large costs to acquire and build on that land. Not to mention the impact to residents in this area. The best option for this section would seem to be (if I'm reading this right) DEL-4, the lower height path that goes on the south side of Genesee. This puts most of the path on land that won't displace residents and won't incur demolition costs. Not only that, but the golf course and playfield are already owned by the City of Seattle, so that would minimize the cost of acquiring the land.	Please see responses to CCG2 and CC4.1bin Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Given that, I'm not sure why paths that go even slightly further south, over the north end of Genesee Playfield (where there's a skatepark and some open land) and cutting into the golf course wasn't listed as an option in this EIS. It seems like a path like that would have lowest cost, least impact to residents, and could use land the city already owns to accomplish this new rail line.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension for discussion of why an alternative through the West Seattle Golf Course was not studied in the EIS.

Comment Submittal 0037

Communication ID:	Name	Email
490843	Keith Hall	keithutexas@gmail.com

Full Communication (1/30/2022)

I strongly support a rail transit connection from downtown to West Seattle, but what Sound Transit has proposed is exactly the nightmare scenario I feared it would be in the worst-case planning scenario.

I have only focused in on the segment from Alaska Junction to the Duwamish, and it is very difficult for me to point out what exactly in the DEIS is wrong because nothing about ii is right. Both horizontal and vertical alignments are wrong (it looks like a 1960s era urban renewal-by-freeway project). The removal of housing is wrong (we need more, not less). The lack of integration with existing land use (by way of destruction) and potential land use (a complete lack of foresight with obvious opportunity) is wrong.

The process went wrong; only sketchy and fuzzy information was released until the DEIS put the details out. This is clearly a black-box planning approach where the final take-it-or-leave-it results were thrown out at the end of the process. This is not meaningful engagement on what is in every way possible a terrible design solution.

The bus interface at stations is, in typical Sound Transit form, pretty terrible.

The Alaska Junction station isn't even in Alaska Junction. It's 4 blocks away down a hill on Fauntleroy, which means it's not accessible to a person in a wheelchair from where Alaska Junction really is.

How is it that Sound Transit wasted so much money to do such a bad job? You've squandered both time and money to create a solution that is truly awful.

#	Comments	Responses
1	I strongly support a rail transit connection from downtown to West Seattle, but what Sound Transit has proposed is exactly the nightmare scenario I feared it would be in the worst-case planning scenario. I have only focused in on the segment from Alaska Junction to the Duwamish, and it is very difficult for me to point out what exactly in the DEIS is wrong because nothing about it is right. Both horizontal and vertical alignments are wrong (it looks like a 1960s era urban renewal-by-freeway project). The removal of housing is wrong (we need more, not less). The lack of integration with existing land use (by way of destruction) and potential land use (a complete lack of foresight with obvious opportunity) is wrong. The process went wrong; only sketchy and fuzzy information was released until the DEIS put the details out. This is clearly a black-box planning approach where the final take-it-or-leave-it results were thrown out at the end of the process. This is not meaningful engagement on what is in every way possible a terrible design solution. The bus interface at stations is, in typical Sound Transit form, pretty terrible. The Alaska Junction station isn't even in Alaska Junction. It's 4 blocks away down a hill on Fauntleroy, which means it's not accessible to a person in a wheelchair from where Alaska Junction really is.	Please see responses to CCG1, CCG2, and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project.

Comment Submittal 0038

Communication ID:	Name	Email
490844	Dan Betts	dan06betts@gmail.com

Full Communication (1/30/2022)

Should not go to Alaska Juction.

It will be a horrible ugly mess through Youngstown.

The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW.

Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW.

This will be the most used path and provide for the most parking along the route. This will give the opportunity to allow for surface installed tracks.

Lower/smaller stations and will save money.

No tunnels, no high-rise stations, no columns.

Stations located along Delridge Way: Youngstown near Spokane Street.

Between Hillcrest and Highland park SW Roxbury ST and 17 Ave SW

Another optional one somewhere along the route.

#	Comments	Responses
1	Should not go to Alaska Juction. It will be a horrible ugly mess through Youngstown.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode corridor, and station areas.
2	The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW. Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW. This will be the most used path and provide for the most parking along the route. This will give the opportunity to allow for surface installed tracks. Lower/smaller stations and will save money. No tunnels, no high-rise stations, no columns. Stations located along Delridge Way: Youngstown near Spokane Street. Between Hillcrest and Highland park SW Roxbury ST and 17 Ave SW Another optional one somewhere along the route.	Please see the response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit-oriented/transit supportive land uses.

Comment Submittal 0039

Communication ID:	Name	Email
490845	Katherine Woolverton	kwoolverton@gmail.com

Full Communication (1/30/2022)

As you know, West Seattle has a challenging topography for mass transit to points north and east. Hills and waterways limit our options. The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to get over the Duwamish and adjacent hills. There is a better option: a Skylink gondola system and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Soda/Downtown.

In his October 2021 West Seattle Chamber of Commerce debate with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system. His response was "I've asked for a Skylink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to the points south of the Duwamish peninsula on the Soda to West Seattle light rail section. Why can't Skylink--the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Soda/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks. A Skylink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system.

Per Skylink's evaluation, gondolas would have a smaller carbon footprint, displace fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension.

But don't take Skylink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan. We're going to have to live with the results of this decision for the next 30+ years. Let's get it right.

#	Comments	Responses
1	The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to get over the Duwamish and adjacent hills. There is a better option: a Skylink gondola system and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Soda/Downtown. In his October 2021 West Seattle Chamber of Commerce debate with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system. His response was "I've asked for a Skylink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to the points south of the Duwamish peninsula on the Soda to West Seattle light rail section. Why can't Skylink--the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Soda/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks. A Skylink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system. Per Skylink's evaluation, gondolas would have a smaller carbon footprint, displace	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
	fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension. But don't take Skylink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan.	

Comment Submittal 0040

Communication ID:	Name	Email
490848	Joseph Bradley	jallenbradley@gmail.com

Full Communication (1/30/2022)

I'm light rail supporter, but please limit/nullify the impact on the west Seattle golf course. It's a municipal facility with a great and long history, and it serves as an important community center for a wide variety of people from all walks of life. It's already very tight there, in terms of space, so any impact along Genesee will materially weaken the institution.

#	Comments	Responses
1	I'm light rail supporter, but please limit/nullify the impact on the west Seattle golf course. It's a municipal facility with a great and long history, and it serves as an important community center for a wide variety of people from all walks of life. It's already very tight there, in terms of space, so any impact along Genesee will materially weaken the institution.	Please see response to CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0041

Communication ID:	Name	Email
490850	Robert DeMacon	robertdemacon2013@gmail.com

Full Communication (1/30/2022)

For this project, do we really need a second downtown tunnel? It seems to be more expensive and time consuming to build another tunnel. It also doesn't seem to add much to downtown either. We are only getting one new station. We are already delaying this project and others because of excess costs and it seems like we can cut a lot of that out by not digging a second tunnel.

Also, can we have construction going 24/7? It seems like we can speed up the process with ongoing construction throughout.

#	Comments	Responses
1	For this project, do we really need a second downtown tunnel? It seems to be more expensive and time consuming to build another tunnel. It also doesn't seem to add much to downtown either. We are only getting one new station. We are already delaying this project and others because of excess costs and it seems like we can cut a lot of that out by not digging a second tunnel.	Please see response to CC1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Also, can we have construction going 24/7? It seems like we can speed up the process with ongoing construction throughout.	Please see Section 2.7, Construction Approach, of the West Seattle Link Extension Final EIS for more information on hours of construction, including when construction activities would take place 24 hours a day, 7 days a week. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0042

Communication ID:	Name	Email
490851	Donald Padelford	dfp07@dfpnet.net

Full Communication (1/30/2022)

Both BRT and BRT+Gondola alternatives should be included in the EIS. They are likely to be much less expensive and to be able to be constructed in a much shorter time span with less disruption than the LRT alternatives.

As for the BRT alternative its benefits include being able to use existing on-street rights of way eg on the 3rd Avenue busway and Elliot Avenue. Short tunnels could be included for South Lake Union and the Ship Canal. (Buses can negotiate relatively steep grades compared to rail and thus the tunnels can be commensurately shorter.) Either combined with a West Seattle gondola or as a stand-alone solution, BRT allows for continued use of the 3rd Avenue busway, obviating the need for the ultra-expensive, and inconvenient, 4th Avenue tunnel and related deep stations envisioned for LRT. (Major upgrades to the 3rd Avenue bus shelters is recommended.)

I will let principle proponents of the West Seattle gondola make their case seperately.

#	Comments	Responses
1	Both BRT and BRT+Gondola alternatives should be included in the EIS. They are likely to be much less expensive and to be able to be constructed in a much shorter time span with less disruption than the LRT alternatives. As for the BRT alternative its benefits include being able to use existing on-street rights of way eg on the 3rd Avenue busway and Elliot Avenue. Short tunnels could be included for South Lake Union and the Ship Canal. (Buses can negotiate relatively steep grades compared to rail and thus the tunnels can be commensurately shorter.) Either combined with a West Seattle gondola or as a stand-alone solution, BRT allows for continued use of the 3rd Avenue busway, obviating the need for the ultra-expensive, and inconvenient, 4th Avenue tunnel and related deep stations envisioned for LRT. (Major upgrades to the 3rd Avenue bus shelters is recommended.)	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0043

Communication ID:	Name	Email
490856	Ankith Bhat	ankith.harish@gmail.com

Full Communication (1/30/2022)

I believe the West Seattle and Ballard Link extensions is a wondeful ideas that should continue to be priortized and developed. Projects like that continue to efficiently connect our city together are worthwhile to the taxpayer and to the city as whole.

Thank you for the hard work

#	Comments	Responses
1	I believe the West Seattle and Ballard Link extensions is a wondeful ideas that should continue to be priortized and developed. Projects like that continue to efficiently connect our city together are worthwhile to the taxpayer and to the city as whole. Thank you for the hard work	Thank you for expressing support for the project.

Comment Submittal 0044

Communication ID:	Name	Email
490873	Jeffrey Fate	fatejd@gmail.com

Full Communication (1/31/2022)

DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option?

WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts the fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?

#	Comments	Responses
1	DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts the fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?	Please see response to CCG2 in Table 7-1.

Comment Submittal 0045

Communication ID:	Name	Email
490879	Katrina Lehto	lithera@gmail.com

Full Communication (1/31/2022)

These proposals seem to prioritize existing car traffic over the population using the transit options. While adding transit at all will help, if these stations are not in the right place, are inconvenient or add levels of friction to the people using them for the ease of cars, they're missing the point.

#	Comments	Responses
1	These proposals seem to prioritize existing car traffic over the population using the transit options. While adding transit at all will help, if these stations are not in the right place, are inconvenient or add levels of friction to the people using them for the ease of cars, they're missing the point.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please also see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, transfers, and passenger experience.

Comment Submittal 0046

Communication ID:	Name	Email
490880	Paul Son	paul.son@outlook.com

Full Communication (1/31/2022)

Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories - and ideally fewer - of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as it seems to be with Sound Transit's design approach.

https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a- mulligan-on-west-seatlle-and-ballard-link/

#	Comments	Responses
1	Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories - and ideally fewer - of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as it seems to be with Sound Transit's design approach. https://www.theurbanist.org/2022/01/31/dear-sound- transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0047

Communication ID:	Name	Email
490883	Caleb Tankersley	calebtankersley88@gmail.com

Full Communication (1/31/2022)

First, I appreciate all the work and complexity that goes into planning and budgeting for an endeavor like this. Thank you for your work so far.

As a frequent transit rider, I'm disappointed in ST for even considering station depths that would require more elevator-only service at stations like Midtown or ID/Chinatown. Have the maintenance issues/lines that limit capacity at Beacon Hill taught the planners nothing? An elevator-only station is a waste of money and time, and should be taken off the table as an option. I understand the desire for a deeper tunnel to reduce construction disruptions that could occur with a more surface- level, cut-and-cover type tunnel. But the elevator service already creates enough problems in a less central location like Beacon Hill. Having an elevator-only station at a place like Midtown or Seattle Center will make that station laughably useless during peak times. Anything--even disruptive, surface-level construction--would be better than a deep, expensive station that few riders are able to use, no matter the frequency of trains. Billions of dollars would be made useless. Please, no elevator-only stations.

I know other aspects of this alignment are getting heavy criticism, especially from West Seattle residents who prefer a tunnel (without considering the extra $700 million dollar cost). I actually like the shape of the elevated preferred alignments in Ballard and West Seattle. (Although I'm not sure why the Alaska Junction station needs to be configured to tear down a large group of relatively new apartments. Why can't the station be fully built over Fauntleroy in a similar style to the Northgate station?) I think elevated tracks are the best way to disrupt area homes as little as possible and save taxpayers money (compared to tunnels).

But please, again, stop considering elevator-only stations as a viable option. They are not. If anything, I'd hoped you'd be spending money to find a way to build an escalator/stairway down to the Beacon Hill station!

I'm excited to use--and walk into--these stations when they open.

#	Comments	Responses
1	As a frequent transit rider, I'm disappointed in ST for even considering station depths that would require more elevator-only service at stations like Midtown or ID/Chinatown. Have the maintenance issues/lines that limit capacity at Beacon Hill taught the planners nothing? An elevator-only station is a waste of money and time, and should be taken oft the table as an option. I understand the desire for a deeper tunnel to reduce construction disruptions that could occur with a more surface- level, cut-and-cover type tunnel. But the elevator service already creates enough problems in a less central location like Beacon Hill. Having an elevator-only station at a place like Midtown or Seattle Center will make that station laughably useless during peak times. Anything--even disruptive, surface-level construction--would be better than a deep, expensive station that few riders are able to use, no matter the frequency of trains. Billions of dollars would be made useless. Please, no elevator-only stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	I know other aspects of this alignment are getting heavy criticism, especially from West Seattle residents who prefer a tunnel (without considering the extra $700 million dollar cost). I actually like the shape of the elevated preferred alignments in Ballard and West Seattle. (Although I'm not sure why the Alaska Junction station needs to be configured to tear down a large group of relatively new apartments. Why can't the station be fully built over Fauntleroy in a similar style to the Northgate station?) I think elevated tracks are the best way to disrupt area homes as little as possible and save taxpayers money (compared to tunnels).	Please see response to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.
3	I'm excited to use--and walk into--these stations when they open.	Thank you for expressing support for the project.

Comment Submittal 0048

Communication ID:	Name	Email
490885		mikecmail@comcast.net

Full Communication (1/31/2022)

The second downtown tunnel station depths are way too deep. Stations that deep are going to deter riders from using the system by adding significant travel time/inconvenience. Please reconsider pursuing a cheaper design alternative using cut and cover construction methods though the ID, Downtown, and SLU along at least some of the alignment where feasible, or run all trains through the existing tunnel.

An alternative with the reconstruction of the Ballard Bridge connecting to 14th, demolition of the existing bridge to 15th, and subsequent construction of a light rail crossing to 15th should be considered. This presents an opportunity to rethink the Ballard Bridge interchange at Emerson Street.

Also, please take a firmer stance on preferred alignments/alternatives earlier on in the process. Having multiple "preferred" alternatives is counterproductive - you can't please everyone.

This is a really disappointing proposal and I hope that there is some serious thought put into this before any final decisions are made. It's really difficult to say this project is even worthwhile as is, even though I'm really pulling for it to be successful. The West Seattle segment in particular feels like it's really hard to justify with the projected ridership and costs. High-quality BRT or a gondola system should be seriously considered for this segment instead.

#	Comments	Responses
1	The second downtown tunnel station depths are way too deep. Stations that deep are going to deter riders from using the system by adding significant travel time/inconvenience. Please reconsider pursuing a cheaper design alternative using cut and cover construction methods though the ID, Downtown, and SLU along at least some of the alignment where feasible, or run all trains through the existing tunnel.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension
2	An alternative with the reconstruction of the Ballard Bridge connecting to 14th, demolition of the existing bridge to 15th, and subsequent construction of a light rail crossing to 15th should be considered. This presents an opportunity to rethink the Ballard Bridge interchange at Emerson Street.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Also, please take a firmer stance on preferred alignments/alternatives earlier on in the process. Having multiple "preferred" alternatives is counterproductive - you can't please everyone.	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the West Seattle Link Extension Final EIS for more information on the Sound Transit Board process of identifying preferred alternatives.
4	This is a really disappointing proposal and I hope that there is some serious thought put into this before any final decisions are made. It's really difficult to say this project is even worthwhile as is, even though I'm really pulling for it to be successful. The West Seattle segment in particular feels like it's really hard to justify with the projected ridership and costs.	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project.

#	Comments	Responses
5	High-quality BRT or a gondola system should be seriously considered for this segment instead.	Please see response to CC2g in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor and station areas. The mode identified for this corridor was light rail

Comment Submittal 0049

Communication ID:	Name	Email
490887	Henryu noble	hjnoble11@gmail.com

Full Communication (1/31/2022)

1. No expensive fare collectors, gates. Since Merely 5 percent of operating expenses comes from fares, save money by making transportation free. No expensive fair enforcers, collection boxes, turn styles. You'll get more riders, fewer cars on the road, less pollution.

2. Install bathrooms.

#	Comments	Responses
1	No expensive fare collectors, gates. Since Merely 5 percent of operating expenses comes from fares, save money by making transportation free. No expensive fair enforcers, collection boxes, turn styles. You'll get more riders, fewer cars on the road, less pollution.	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, protocols, and gathered community feedback to identify where improvements should be made. As a result of this work, the agency developed the Fare Enforcement Action Plan in May 2022.
2	Install bathrooms.	The Sound Transit Board approved Resolution 2021-15, Passenger Restroom Policy Update, in October 2021. This policy update established criteria for when restrooms should be included at stations. This policy will be applied to both the West Seattle Link Extension and Ballard Link Extension.

Comment Submittal 0050

Communication ID:	Name	Email
490895	Trevor Reed	trevorreed283@gmail.com

Full Communication (1/31/2022)

The proposal as stands is terrible. It does not prioritize the creation quality of transit, its integration with existing systems, or cost containment. The only rationale it seems to follow is avoiding impacting car infrastructure and political fights. This is a travesty.

The stations are ridiculously deep, the choice of alignment in West Seattle is needlessly expensive, and the station locations/elevation in Ballard/South Lake Union terrible.

I beg that the current proposal be reviewed with a focus on creating THE BEST transit system over all other considerations. The knowledge/research exists. Confer with the Transit Costs Project, consult with Translink in Vancouver, look to the planning processes of Copenhagen and Stockholm or Paris and Madrid. It is inexcusable that after the region approved a bold vision for transit this is the needlessly expensive and complex plan is the product. It's just appalling and a testament to the lack of vision and spinelessness of the elected officials steering this dumpster fire of a plan.

#	Comments	Responses
1	The proposal as stands is terrible. It does not prioritize the creation quality of transit, its integration with existing systems, or cost containment. The only rationale it seems to follow is avoiding impacting car infrastructure and political fights. This is a travesty. The stations are ridiculously deep, the choice of alignment in West Seattle is needlessly expensive, and the station locations/elevation in Ballard/South Lake Union terrible. I beg that the current proposal be reviewed with a focus on creating THE BEST transit system over all other considerations. The knowledge/research exists. Confer with the Transit Costs Project, consult with Translink in Vancouver, look to the planning processes of Copenhagen and Stockholm or Paris and Madrid. It is inexcusable that after the region approved a bold vision for transit this is the needlessly expensive and complex plan is the product. It's just appalling and a testament to the lack of vision and spinelessness of the elected officials steering this dumpster fire of a plan.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor and station areas. Please also see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project.

Comment Submittal 0051

Communication ID:	Name	Email
490896	Dustin Beckett	dustin.beckett@gmail.com

Full Communication (1/31/2022)

I am a west seattle resident and believe the only acceptable options are the options that include tunnels. I think this for three reasons: 1) tunnels will preserve west seattle neighborhoods and raised tracks would harm them, 2) west seattle residents will be much more likely to accept further expansion of light rail if it is a tunnel, and 3) in the long run, a tunnel will be more cost effective.

1. I've lived in other communities with raised rail lines and they destroyed the neighborhood cohesion in those places. A raised track is like a highway in that way-it creates a schism wherever it goes. For example, the raised line near the de/Maryland border creates a palpable schism between the neighborhoods or Takoma and Takoma Park. Compare this to places where the de metro is below ground where metro stops are centers of the community.

2. Further southward expansion towards White Center and Burien will be a priority for many. It's already easy to find mock-ups of such an expansion. Personally I think this is a great idea because it will bring rail access to many more people, including many more disadvantaged people. However, As west seattlites come to realize the negative effects of raised lines on their neighborhoods, and to preserve their own homes, they will likely fight to prevent any further expansion. If the track is already underground, the expansion will be an easy sell.

3. Considering future expansion, a tunnel is much more cost effective (relative to current projections) if not cheaper than a raised line. The first reason is that a raised line will require much more residential displacement and housing prices in west seattle are climbing very quickly. The other consideration is that, as argued above, west seattlites may simply not allow further expansion of a raised line. Expansion would thus require the enormous costs of transitioning the raised line to a tunnel. To save this transition cost, it would be better to plan well now and simply start with a tunnel.

#	Comments	Responses
1	I am a west seattle resident and believe the only acceptable options are the options that include tunnels. I think this for three reasons: 1) tunnels will preserve west seattle neighborhoods and raised tracks would harm them, 2) west seattle residents will be much more likely to accept further expansion of light rail if it is a tunnel, and 3) in the long run, a tunnel will be more cost effective. I've lived in other communities with raised rail lines and they destroyed the neighborhood cohesion in those places. A raised track is like a highway in that way-it creates a schism wherever it goes. For example, the raised line near the de/Maryland border creates a palpable schism between the neighborhoods or Takoma and Takoma Park. Compare this to places where the de metro is below ground where metro stops are centers of the community. Further southward expansion towards White Center and Burien will be a priority for many. It's already easy to find mock-ups of such an expansion. Personally I think this is a great idea because it will bring rail access to many more people, including many more disadvantaged people. However, As west seattlites come to realize the negative effects of raised lines on their neighborhoods, and to preserve their own homes, they will likely fight to prevent any further expansion. If the track is already underground, the expansion will be an easy sell. Considering future expansion, a tunnel is much more cost effective (relative to current projections) if not cheaper than a raised line. The first reason is that a raised line will require much more residential displacement and housing prices in west seattle are climbing very quickly. The other consideration is that, as argued above, west seattlites may simply not allow further expansion of a raised line. Expansion would thus require the enormous costs of transitioning the raised line to a tunnel. To save this transition cost, it would be better to plan well now and simply start with a tunnel.	Please see responses to CCG2, and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0052

Communication ID:	Name	Email
490897	Zach McKinney	zach.w.mckinney@gmail.com

Full Communication (1/31/2022)

I'm a semi-frequent light rail rider, Seattle resident, and light rail supporter. Right now the train is fantastic. I much prefer it to driving. At this point I think of the various Seattle neighborhoods as "near light rail" or "not near light rail." I think Sound Transit needs to build on this success and make user friendly, regular stations.

I'm concerned that the station design direction that Sound Transit is currently on is putting stations in places that people won't use them - the intersections are great, but why are we looking at stations 85 feet in the air, or 180 feet underground? Those travel times are going to make those stations much less convenient to get to/from the neighborhoods they serve, and the whole reason I like the train now is that it is a convenient (and green-friendly) alternative to driving.

A good light rail system now is going to pay dividends for decades. It's worth the investment but let's get it right rather than spend $40+ billion for a 2nd rate system.

#	Comments	Responses
1	I'm a semi-frequent light rail rider, Seattle resident, and light rail supporter. Right now the train is fantastic. I much prefer it to driving. At this point I think of the various Seattle neighborhoods as "near light rail" or "not near light rail." I think Sound Transit needs to build on this success and make user friendly, regular stations.	Thank you for expressing support for light rail.
2	I'm concerned that the station design direction that Sound Transit is currently on is putting stations in places that people won't use them - the intersections are great, but why are we looking at stations 85 feet in the air, or 180 feet underground? Those travel times are going to make those stations much less convenient to get to/from the neighborhoods they serve, and the whole reason I like the train now is that it is a convenient (and green-friendly) alternative to driving. A good light rail system now is going to pay dividends for decades. It's worth the investment but let's get it right rather than spend $40+ billion for a 2nd rate system.	Please see response to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Comment Submittal 0053

Communication ID:	Name	Email
490910	Nathan Murdock	jedmurdock@gmail.com

Full Communication (1/31/2022)

As a West Seattle resident, I have a few comments about the ST3 EIS.

1. When we voted yes on ST3 we understood the proposed route to be a work-in-progress. It's frustrating to see that ST insists on building three stations so close together. Not only does this increase costs, it also slows down transit times and increases neighborhood disruption. The Avalon and Junction stations in particular could be as close together as three city blocks! No other part of the system as such closely spaced stations. Please consider removing the Avalon station. What is the point of having stations within a five minute walk of each other? Even downtown stations are further apart.

2. The price differential for tunneling for the Junction station is a tiny fraction of overall cost. We see many other parts of the system have massively deep tunnels or other huge cost differentials, where the impact of an elevated system through the heart of our Junction would be huge. The 'visual impact' numbers in the EIS are disingenuous at best - claiming tiny numbers like 0.1 when in fact it will be an incredibly impactful visual change to have elevated transit through the core of our neighborhood. Views of mountain tops would be replaced with concrete. The entire system would then be aligned to expand south along the ridge of 42nd destroying hundreds of homes with beautiful views. Whoever came up with these visual impact ratings is playing games with us. Would we really rather tear down hundreds of just completed apartment buildings than spend a few percentage points more to maintain our new higher density developments? The cost of destroying these new buildings runs into the hundreds of millions.

3. At least consider the Gondola proposition as a supplementary system. It could provide a quick, low-impact and tourist friendly solution, perhaps temporarily, or perhaps as a complement. Ridership capacity can be quite high on a modern system. And it requires a lot less property acquisition or capital costs.

#	Comments	Responses
1	When we voted yes on ST3 we understood the proposed route to be a work-in-progress. It's frustrating to see that ST insists on building three stations so close together. Not only does this increase costs, it also slows down transit times and increases neighborhood disruption. The Avalon and Junction stations in particular could be as close together as three city blocks! No other part of the system as such closely spaced stations. Please consider removing the Avalon station. What is the point of having stations within a five minute walk of each other? Even downtown stations are further apart.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The price differential for tunneling for the Junction station is a tiny fraction of overall cost. We see many other parts of the system have massively deep tunnels or other huge cost differentials, where the impact of an elevated system through the heart of our Junction would be huge. The 'visual impact' numbers in the EIS are disingenuous at best - claiming tiny numbers like 0.1 when in fact it will be an incredibly impactful visual change to have elevated transit through the core of our neighborhood. Views of mountain tops would be replaced with concrete. The entire system would then be aligned to expand south along the ridge of 42nd destroying hundreds of homes with beautiful views. Whoever came up with these visual impact ratings is playing games with us. Would we really rather tear down hundreds of just completed apartment buildings than spend a few percentage points more to maintain our new higher density developments? The cost of destroying these new buildings runs into the hundreds of millions.	Please see responses to CCG3, CC4.1b, and CC4.5a in Table 7-1.

#	Comments	Responses
3	At least consider the Gondola proposition as a supplementary system. It could provide a quick, low- impact and tourist friendly solution, perhaps temporarily, or perhaps as a complement. Ridership capacity can be quite high on a modern system. And it requires a lot less property acquisition or capital costs.	Please see response to CC2g in Table 7-1.

Comment Submittal 0054

Communication ID:	Name	Email
490914	Reese McMichael	reesem47@uw.edu

Full Communication (1/31/2022)

The depths of the stations in the second downtown tunnel and the heights of the stations along the elevated portions of the Ballard and West Seattle extensions will render this project far less convenient for riders than it should be, forever.

For the sake of this system's success and usefulness, please do not opt for these station alignments.

#	Comments	Responses
1	The depths of the stations in the second downtown tunnel and the heights of the stations along the elevated portions of the Ballard and West Seattle extensions will render this project far less convenient for riders than it should be, forever. For the sake of this system's success and usefulness, please do not opt for these station alignments.	Please see the response to CC2e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the depth and height of Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0055

Communication ID:	Name	Email
490919	RJ	korvus7@icloud.com

Full Communication (1/31/2022)

For the Ballard/Interbay link segment, I believe the tunnel option is best.

The tunnel project dollar outlay may be slightly more than the elevated options, but the displacements to business, housing, residents and employees is much less than the ancillary costs of the elevated plans.

Only negative comment is on proposed number of downtown station/stops between Seattle Center and Intl District. In my time living and traveling in Europe, downtown metro stops are not spaced so close together. Close spacing of downtown stops is contrary to efficient mass transit. There should be more than 1 mile between stops, at least 2 miles, to minimize pax frustration and wasteful energy expended on the transit system. For instance, take out two of the planned stops between Seattle Center and Intl District to maximize efficiency. Two less core stops would reduce recurring carbon emissions (waste energy), the overall project cost, and taxpayer burden.

And, are two stops really necessary, for the Stadium and SODO? Wouldn't one be sufficient? Americans are mobility spoiled. We can and need to walk. Stops spaced within one or two miles of each other are impractical and wasteful. Particularly with existing available surface transit.

#	Comments	Responses
1	For the Ballard/Interbay link segment, I believe the tunnel option is best. The tunnel project dollar outlay may be slightly more than the elevated options, but the displacements to business, housing, residents and employees is much less than the ancillary costs of the elevated plans.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Only negative comment is on proposed number of downtown station/stops between Seattle Center and Intl District. In my time living and traveling in Europe, downtown metro stops are not spaced so close together. Close spacing of downtown stops is contrary to efficient mass transit. There should be more than 1 mile between stops, at least 2 miles, to minimize pax frustration and wasteful energy expended on the transit system. For instance, take out two of the planned stops between Seattle Center and Intl District to maximize efficiency. Two less core stops would reduce recurring carbon emissions (waste energy), the overall project cost, and taxpayer burden. And, are two stops really necessary, for the Stadium and SODO? Wouldn't one be sufficient? Americans are mobility spoiled. We can and need to walk. Stops spaced within one or two miles of each other are impractical and wasteful. Particularly with existing available surface transit.	The project was included in the Sound Transit 3 Plan, which identified mode, corridor, and station areas, including a new SODO Station that would allow for transfers with the existing SODO Station on the existing light rail line. A response to this comment related to Ballard Link Extension stations and the Stadium Station will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0056

Communication ID:	Name	Email
490923	Gilton Quick	giltonq@gmail.com

Full Communication (1/31/2022)

I believe that Sound Transit needs to go back to the drawing board on most of these station concepts. They don't prioritize rider experience, and are vastly overengineered. The stations are placed to placate business interests and preserve car access over maximizing ridership.

In particular, none of the West Seattle and Downtown/CID alternatives are appropriate. In West Seattle, rather than running over surface streets like many elevated rail systems, the proposed routes run through blocks, demolishing hundreds of new apartment units. In the Downtown/CID areas, the stations are far too deep. Additionally, with Sound Transit's poor record of maintaining vertical conveyances, a deep elevator-only station in the highest ridership area of the system is unacceptable and not justified in the DEIS.

#	Comments	Responses
1	I believe that Sound Transit needs to go back to the drawing board on most of these station concepts. They don't prioritize rider experience, and are vastly overengineered. The stations are placed to placate business interests and preserve car access over maximizing ridership.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership and responses to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In West Seattle, rather than running over surface streets like many elevated rail systems, the proposed routes run through blocks, demolishing hundreds of new apartment units.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Light rail cannot exclusively follow roadways because light rail guideway requires different turning radii and grades than roadways.
3	In the Downtown/CID areas, the stations are far too deep. Additionally, with Sound Transit's poor record of maintaining vertical conveyances, a deep elevator-only station in the highest ridership area of the system is unacceptable and not justified in the DEIS.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0057

Communication ID:	Name	Email
490932	Steve Ross	stevenc.ross@gmail.com

Full Communication (1/31/2022)

Alternative WSJ-2 has two stations very close together (Alaska Junction and Avalon). Please consider removing the Avalon station from the plan since they will largely serve the same area.

Also, the alignment of the station at Alaska Junction in WSJ-2 requires the demolition of a brand new apartment building. Please consider changing the alignment of the station to avoid demolishing the new building.

I believe these two changes would cut hundreds of millions from the cost of the West Seattle line. Thanks!

#	Comments	Responses
1	Alternative WSJ-2 has two stations very close together (Alaska Junction and Avalon). Please consider removing the Avalon station from the plan since they will largely serve the same area.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, the alignment of the station at Alaska Junction in WSJ-2 requires the demolition of a brand new apartment building. Please consider changing the alignment of the station to avoid demolishing the new building.	Please see responses to CCG2 and CC4.1b in Table 7-1.

Comment Submittal 0058

Communication ID:	Name	Email
490945	Meredith Rawls	meredith.rawls@gmail.com

Full Communication (1/31/2022)

As a Ballard resident with a young child, on the one hand, light rail cannot be built fast enough. On the other hand, we have just one opportunity to do it right. I have three primary concerns about the Draft EIS.

1. Station accessibility is not properly prioritized. Sound Transit has a poor record of maintaining escalators and elevators system-wide. While separating stations and tracks from ground level is prudent, it is imperative to keep stations within a few stories (50 ft) of ground level. If it takes 5 minutes to descend to a deep station in the best case scenario, people will choose to drive instead.

2. Station design inappropriately defers to existing car infrastructure. People need to be able to get to light rail stations safely and conveniently, and stations therefore belong at the heart of neighborhoods. Instead, nearly all the proposed stations go out of their way to avoid rerouting roads or removing car lanes. This ought to be an Environmental Impact Statement, not a "roads and parking impact minimization exercise." Most alignments of the Interbay station are particularly problematic in this way. It is not pleasant to walk, roll, or bike to an urban highway like 15th just to be able to access transit.

3. Connecting Ballard to the rest of Seattle must be approached holistically. A tunnel is infeasible given the cost and the SPU Ship Canal Water Quality Project (an 85 ft deep stormwater pipe). However, the Draft EIS does not discuss opportunities for coordination with a new Ballard Bridge. This is a huge missed opportunity. While the Draft EIS does a fine job outlining the necessary disruptions that come with any bridge construction project, and I understand Sound Transit cannot readily share a bridge with SOOT, the Draft EIS fails to propose a single period of disruption resulting in two new bridges that are connected and coordinated in sensible ways. Presumably one bridge would be for light rail, and one would be for nearly everything else (cars, freight, pedestrians, cyclists). I do not much care if the Ballard station is located near 15th or 14th. I do care about minimizing the overall environmental impact as we build the bridges Ballard desperately needs in the next 10 years.

#	Comments	Responses
1	Station accessibility is not properly prioritized. Sound Transit has a poor record of maintaining escalators and elevators system-wide. While separating stations and tracks from ground level is prudent, it is imperative to keep stations within a few stories (50 ft) of ground level. If it takes 5 minutes to descend to a deep station in the best case scenario, people will choose to drive instead.	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Station design inappropriately defers to existing car infrastructure. People need to be able to get to light rail stations safely and conveniently, and stations therefore belong at the heart of neighborhoods. Instead, nearly all the proposed stations go out of their way to avoid rerouting roads or removing car lanes. This ought to be an Environmental Impact Statement, not a "roads and parking impact minimization exercise." Most alignments of the Interbay station are particularly problematic in this way. It is not pleasant to walk, roll, or bike to an urban highway like 15th just to be able to access transit.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to Interbay Station will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Connecting Ballard to the rest of Seattle must be approached holistically. A tunnel is infeasible given the cost and the SPU Ship Canal Water Quality Project (an 85 ft deep stormwater pipe). However, the Draft EIS does not discuss opportunities for coordination with a new Ballard Bridge. This is a huge missed opportunity. While the Draft EIS does a fine job outlining the necessary disruptions that come with any bridge construction project, and I understand Sound Transit cannot readily share a bridge with SDOT, the Draft EIS fails to propose a single period of disruption resulting in two new bridges that are connected and coordinated in sensible ways. Presumably one bridge would be for light rail, and one would be for nearly everything else (cars, freight, pedestrians, cyclists). I do not much care if the Ballard station is located near 15th or 14th. I do care about minimizing the overall environmental impact as we build the bridges Ballard desperately needs in the next 10 years.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0059

Communication ID:	Name	Email
490946	harry maher	harryb.maher@gmail.com

Full Communication (1/31/2022)

I read an article in The Urbanist, and it's spot-on. I regularly ride the Light Rail and it would be such a waste to use our one chance to deeply bury the light rail and end up with a 2nd rate system.

If we disrupt roads for a few months it is 100% worth it for the decades (or centuries) we'll have this system. We need this to be worthwhile. It is insanity to spend so much money on a system buried so deep underground that adds significantly to commute times.

Thank you, Harry

#	Comments	Responses
1	If we disrupt roads for a few months it is 100% worth it for the decades (or centuries) we'll have this system. We need this to be worthwhile. It is insanity to spend so much money on a system buried so deep underground that adds significantly to commute times	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0060

Communication ID:	Name	Email
490949	Dani Birman	danbirman@gmail.com

Full Communication (1/31/2022)

The deep stations in downtown Seattle are a disaster and should be avoided at all costs. The goal of a transit system must be to maximize the utility for future riders, a system with elevator-only stations and long walks to transfer from station-to-station or from surface-to-station suggests a failure of creativity and engineering. There must be a better way.

Cut-and-cover, shallow tunnels, and elevated lines should be preferred, and maximizing station walkshed is critical. No station should be more than 3 stories below ground, we've already made mistakes with the deep UW station and other points along the existing line, we should not repeat those mistakes with this new line.

Ballard: The elevated 15th station is ideal, and will be most cost effective.

Interbay: The 15th station is again, ideal, but is too tall. Reducing the height and removing some of the car infrastructure that Link is replacing will substantially improve the station.

Smith Cove: the preferred alternative is better Seattle Center: the preferred alternative is better

SLU: the mercer street alternative, which has the potential to improve pedestrian and bike connections across Mercer, has better walkshed, and is less deep is far better than throwing the station under the 99 tunnel in the middle of a massive road intersection.

Denny: the preferred westlake alternative makes sense

Westlake: It is so critical that the transfer between stations work well, and unfortunately putting this station so deep is going to make transfer slow and tedious. It would be far better to find a creative engineering solution that would allow the tunnel to be higher and closer to the existing tunnel Midtown: there appears to be no choice but to put this station unbelievably deep underground. Any change that brings it closer to the surface would be a huge improvement.

Chinatown/ID: The 5th avenue shallow tunnel is by far superior to the other options from a rider perspective. It would be a shame to add hundreds of thousands of hours of extra travel up and down escalators and elevators for future riders in exchange for a few years less construction impacts. Find a way to provide businesses with supplemental income so they can survive the transition..

SoDo: By far the best designed station in the list, fortunately some of the past stations were designed with easy expansion in mind.

Delridge/Avalon/Junction: there is no reason to destroy new apartment buildings to put the light rail in! Put the light rail in the street right of way and take advantage of this opportunity to improve the pedestrian and biking experience as the street is rebuilt. The tunnel options are all fine, but unlikely to pay off as quickly as the elevated lines.

#	Comments	Responses
1	Ballard: The elevated 15th station is ideal, and will be most cost effective.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Interbay: The 15th station is again, ideal, but is too tall. Reducing the height and removing some of the car infrastructure that Link is replacing will substantially improve the station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Smith Cove: the preferred alternative is better	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Seattle Center: the preferred alternative is better	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	SLU: the mercer street alternative, which has the potential to improve pedestrian and bike connections across Mercer, has better walkshed, and is less deep is far better than throwing the station under the 99 tunnel in the middle of a massive road intersection.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Denny: the preferred westlake alternative makes sense	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Westlake: It is so critical that the transfer between stations work well, and unfortunately putting this station so deep is going to make transfer slow and tedious. It would be far better to find a creative engineering solution that would allow the tunnel to be higher and closer to the existing tunnel Midtown: there appears to be no choice but to put this station unbelievably deep underground. Any change that brings it closer to the surface would be a huge improvement.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Chinatown/ID: The 5th avenue shallow tunnel is by far superior to the other options from a rider perspective. It would be a shame to add hundreds of thousands of hours of extra travel up and down escalators and elevators for future riders in exchange for a few years less construction impacts. Find a way to provide businesses with supplemental income so they can survive the transition.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	SoDo: By far the best designed station in the list, fortunately some of the past stations were designed with easy expansion in mind.	Thank you for your comment.
10	Delridge/Avalon/Junction: there is no reason to destroy new apartment buildings to put the light rail in! Put the light rail in the street right of way and take advantage of this opportunity to improve the pedestrian and biking experience as the street is rebuilt. The tunnel options are all fine, but unlikely to pay off as quickly as the elevated lines.	Please see response to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0061

Communication ID:	Name	Email
490967	Robbie Cunningham Adams	robbieadams.uw@gmail.com

Full Communication (2/1/2022)

I am very concerned on how deep these stations might be. Making it long and difficult to access stations seems like a disaster in the making. We need to whatever is possible to make the ridership experience as pleasant and convenient as possible.

#	Comments	Responses
1	I am very concerned on how deep these stations might be. Making it long and difficult to access stations seems like a disaster in the making. We need to whatever is possible to make the ridership experience as pleasant and convenient as possible	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0062

Communication ID:	Name	Email
490968	Amir Sadrpour	pemfir@yahoo.com; elexira@yahoo.com

Full Communication (2/1/2022)

West Seattle Junction Segment - Preferred Elevated 41sU42nd Avenue Station Alternative (WSJ-1) is the wrong choice for our community. The density of our community, and the geography, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

• removing many existing households in the Junction area alone in the middle of a housing crisis,

• taking blocks of future develop-able, transit-oriented affordable housing off the table, reducing/depressing home values anywhere near the elevated light rail,

• reducing property taxes along the immediate route of light rail (due to reduced home values),

• increasing noise near residences,

• creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential.

• Any future extension to the light rail system in our region will lead to further costly devastation. Hundreds or thousands of houses along 41th, 42nd Ave SW will have to be demolished in any elevated future extensions.

#	Comments	Responses
1	West Seattle Junction Segment - Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1) is the wrong choice for our community. The density of our community, and the geography, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by: • removing many existing households in the Junction area alone in the middle of a housing crisis, • taking blocks of future develop-able, transit-oriented affordable housing off the table, reducing/depressing home values anywhere near the elevated light rail, • reducing property taxes along the immediate route of light rail (due to reduced home values), • increasing noise near residences, • creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential. • Any future extension to the light rail system in our region will lead to further costly devastation. Hundreds or thousands of houses along 41th, 42nd Ave SW will have to be demolished in any elevated future extensions.	Please see responses to CCG2, CC4.3a, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0063

Communication ID:	Name	Email
490969	Thomas Imrich	7478ti@gmail.com

Full Communication (2/1/2022)

DON'T DO IT. PERIOD. Further, this light rail is a seismic, pandemic, and terrorists dream. Sound Transit and KING County are NUTS for pushing this 19th century illogical travesty.

1. It is an irresponsible financial and TAX burden, that NEVER will be self supporting, and always require subsidy

2. it will further induce demand that will ultimately DESTROY the environment, Sound, forests, and fertile farmland in the entire region, and

3. It will NOT SOLVE THE REGION'S TRANSPORTATION ISSUES one iota. It just wastes right- of-way needed for future vehicles, roads, and potential high capacity routes for vastly better and more efficient transportation solutions.

#	Comments	Responses
1	DON'T DO IT. PERIOD. Further, this light rail is a seismic, pandemic, and terrorists dream. Sound Transit and KING County are NUTS for pushing this 19th century illogical travesty. It is an irresponsible financial and TAX burden, that NEVER will be self supporting, and always require subsidy it will further induce demand that will ultimately DESTROY the environment, Sound, forests, and fertile farmland in the entire region, and It will NOT SOLVE THE REGION'S TRANSPORTATION ISSUES one iota. It just wastes right-of-way needed for future vehicles, roads, and potential high capacity routes for vastly better and more efficient transportation solutions.	Your opposition to the project has been noted. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project

Comment Submittal 0064

Communication ID:	Name	Email
490974	Trygve Bakken	trygveb@gmail.com

Full Communication (2/1/2022)

Please consider the transit user experience with your deep station proposals. Waiting in line for a required elevator ride to the platform does not sound scalable. Also, I hope that the future transit experience for decades will be weighed more heavily than short-term disruptions. For example, why not a cut and cover tunnel under 5th Ave downtown. Cars should be lowest priority after transit, pedestrians, bikes, and freight on multimodal corridors.

Also, please consider easy connections between the Midtown station and First Hill where there is a very high density of residents and business including the hospitals. Without obvious wayfinding signs, frequent bus/trolley service, weather shelter, etc. the Midtown station will be much less useful to this dense neighborhood.

I support elevated options in West Seattle and Ballard. These will make more accessible stations closer to the street level and cost savings that can be used in other parts of the project or expand the scope of Sound Transit 4.

#	Comments	Responses
1	Please consider the transit user experience with your deep station proposals. Waiting in line for a required elevator ride to the platform does not sound scalable.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I hope that the future transit experience for decades will be weighed more heavily than short-term disruptions. For example, why not a cut and cover tunnel under 5th Ave downtown. Cars should be lowest priority after transit, pedestrians, bikes, and freight on multimodal corridors.	Please see response to CCG3 in Table 7-1. Please also see Section 2.5, Alternatives Development and Scoping of the West Seattle Link Extension Final EIS for additional information on the alternatives development process. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, efficiency of transfers between light rail lines and other modes of transportation, and passenger experience.
3	please consider easy connections between the Midtown station and First Hill where there is a very high density of residents and business including the hospitals. Without obvious wayfinding signs, frequent bus/trolley service, weather shelter, etc. the Midtown station will be much less useful to this dense neighborhood.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	I support elevated options in West Seattle and Ballard. These will make more accessible stations closer to the street level and cost savings that can be used in other parts of the project or expand the scope of Sound Transit 4	Please see response to CCG2 in Table 7-1.

Comment Submittal 0065

Communication ID:	Name	Email
490984	Robert Cozens	rccozens@msn.com

Full Communication (2/1/2022)

Noise: Please make tracks and cars as quiet as possible. Not just quiet as budget allows, please make quiet as engineering can. The short run though the Delridge/Youngstown neighborhood is only a mile or less so the extra cost should be reasonable. This neighborhood is a good place to live and once you get off the main street is very quiet. Please be a good neighbor. I have rental property at 2616 SW Dakota St. No mater how you build it the tracks will only be a block away or closer.

Thank you

Robert Cozens

#	Comments	Responses
1	Noise: Please make tracks and cars as quiet as possible. Not just quiet as budget allows, please make quiet as engineering can. The short run though the Delridge/Youngstown neighborhood is only a mile or less so the extra cost should be reasonable. This neighborhood is a good place to live and once you get off the main street is very quiet. Please be a good neighbor. I have rental property at 2616 SW Dakota St. No mater how you build it the tracks will only be a block away or closer.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0066

Communication ID:	Name	Email
490990	James Touza	james.touza@gmail.com

Full Communication (2/1/2022)

Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of$ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax $, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!

#	Comments	Responses
1	Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of$ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax $, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, protocols, and gathered community feedback to identify where improvements should be made. As a result of this work, Sound Transit developed the Fare Enforcement Action Plan in May 2022.

Comment Submittal 0067

Communication ID:	Name	Email
490991	James Touza	james.touza@gmail.com

Full Communication (2/1/2022)

This plan, and what has already been built and building, is the best thing to happen to Seattle since the trolly system was done away with. It can't come fast enough!

#	Comments	Responses
1	This plan, and what has already been built and building, is the best thing to happen to Seattle since the trolly system was done away with. It can't come fast enough!	Thank you for expressing support for the project.

Comment Submittal 0068

Communication ID:	Name	Email
490995	Travis Vermeer	travisvermeer@gmail.com

Full Communication (2/1/2022)

I am submitting a general comment in favor of any of the tunnel options. Elevated lines and stations will decimate the character and sightlines of West Seattle and serve to divide the community.

Thank you for your consideration.

#	Comments	Responses
1	I am submitting a general comment in favor of any of the tunnel options. Elevated lines and stations will decimate the character and sightlines of West Seattle and serve to divide the community.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0069

Communication ID:	Name	Email
491005	Taylor Huerta	taylordhuerta@gmail.com

Full Communication (2/1/2022)

I am once again writing for what feels like the 1,000th time to plead for you not to take our home and the homes of our neighbors. The "Preferred Dakota St Station" would wipe out our little community, displacing us and likely forcing us out of the city and neighborhood that we love. Our block here is diverse, vibrant and some of the last "affordable" housing in the city. We were lucky enough to achieve the goal of home ownership in Seattle for our little family (we have 3-year-old twins) and we love where we live. If you are truly looking to serve this community, you will look elsewhere for a station location, preferably north of us on Andover when you would not be displacing residents. Our community is constantly neglected, we have dealt with the outage of the West Seattle Bridge for too long and have had this hanging over our head for years. Please do the right thing and find a solution that does not displace us.

#	Comments	Responses
1	I am once again writing for what feels like the 1,000th time to plead for you not to take our home and the homes of our neighbors. The "Preferred Dakota St Station" would wipe out our little community, displacing us and likely forcing us out of the city and neighborhood that we love. Our block here is diverse, vibrant and some of the last "affordable" housing in the city. We were lucky enough to achieve the goal of home ownership in Seattle for our little family (we have 3-year-old twins) and we love where we live. If you are truly looking to serve this community, you will look elsewhere for a station location, preferably north of us on Andover when you would not be displacing residents. Our community is constantly neglected, we have dealt with the outage of the West Seattle Bridge for too long and have had this hanging over our head for years. Please do the right thing and find a solution that does not displace us.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0070

Communication ID:	Name	Email
491006	Cindy Hoyt	cindy@greaterradio.com

Full Communication (2/1/2022)

After suffering two years of detours due to the closure of the West Seattle Bridge, we are hopeful that things will move quickly to add us to the rail network. This part of town is growing upward, increasing density, and before the bridge shutdown it was often becoming congested during rush hours.

#	Comments	Responses
1	After suffering two years of detours due to the closure of the West Seattle Bridge, we are hopeful that things will move quickly to add us to the rail network. This part of town is growing upward, increasing density, and before the bridge shutdown it was often becoming congested during rush hours.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0071

Communication ID:	Name	Email
491011	Jared Cowan	jaredlcowan@gmail.com

Full Communication (2/1/2022)

Hi,

I prefer the route options with more underground rail (elevated rail lines hurt the neighborhood, block light, and make noise).

I would also prefer building the lines sooner/faster. Why wait until 2037? We need more transit in Seattle now!

Also, if still possible, I would also prefer a route that went farther south and closer to Balltown, as proposed by this article: https://www.theurbanist.org/2015/12/14/light-rail-for-belltown-a-possible- solution/.

If not, is there a plan for a Balltown station on a future route, such as the one shown in this plan: https://www.theurbanist.org/2021/06/03/seattle-subway-2021-map/

Sound Transit should focus on effectively covering in-town urban areas that are already densely populated and suited to transit, like Balltown, Queen Anne, Fremont, First Hill, Squire Park, and Madison Valley, with rapid (non-streetcar), frequent (<5-minute headways) heavy, underground rail before building these lengthy commuter-rail-type expansions to far away places that are unlikely to generate many riders (Everett, Kenmore, Renton, etc.). Because virtual work will continue, suburban/commuting-focused stations will be very expensive and slow and have low ridership.

Thanks. Best,

Jared Cowan

#	Comments	Responses
1	I prefer the route options with more underground rail (elevated rail lines hurt the neighborhood, block light, and make noise).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	I would also prefer building the lines sooner/faster. Why wait until 2037? We need more transit in Seattle now!	Please see response to CCG4 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Also, if still possible, I would also prefer a route that went farther south and closer to Belltown, as proposed by this article: https://www.theurbanist.org/2015/12/14/light-rail-for-belltown-a-possi e- solution/.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	If not, is there a plan for a Belltown station on a future route, such as the one shown in this plan: https://www.theurbanist.org/2021/06/03/seattle-subway-2021-map/	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	Sound Transit should focus on effectively covering in-town urban areas that are already densely populated and suited to transit, like Belltown, Queen Anne, Fremont, First Hill, Squire Park, and Madison Valley, with rapid (non-streetcar), frequent (<5-minute headways) heavy, underground rail before building these lengthy commuter-rail-type expansions to far away places that are unlikely to generate many riders (Everett, Kenmore, Renton, etc.). Because virtual work will continue, suburban/commuting-focused stations will be very expensive and slow and have low ridership.	Please see response to CC1a in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor and station areas. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on planned future expansion of the light rail system.

Comment Submittal 0072

Communication ID:	Name	Email
491017	Grant Shogren	ozette9@gmail.com

Full Communication (2/1/2022)

I support the WSBLE Full Build, SODO-1a, DUW-1a, DEL-1a OR DEL-2a if funding can be sourced, WSJ-3a if funding can be sourced, DT-1, SIB-1, IBB-2a.

Overall, I think this project should be should be allowed as the environmental impacts of construction will be less in the long-term than if the areas it serves continued to develop with mainly car and bus commuting.

#	Comments	Responses
1	I support the WSBLE Full Build, SODO-1a, DUW-1a, DEL-1a OR DEL-2a if funding can be sourced, WSJ-3a if funding can be sourced, DT-1, SIB-1, IBB-2a. Overall, I think this project should be should be allowed as the environmental impacts of construction will be less in the long-term than if the areas it serves continued to develop with mainly car and bus commuting.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment relating to Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0073

Communication ID:	Name	Email
491037	Joseph Laubach	josephlaubach@gmail.com; josephlaubach@yahoo.com

Full Communication (2/1/2022)

Comment Topic: West Seattle Link Extension The Duwamish segment

The Duwamish Segment of the West Seattle Link Extension does not include any stations. This means workers on Harbor Island will not be able to use the light rail line to commute to their job site. Harbor Island is also not serviced by busses or other transit. Susses are routed on the upper West Seattle Bridge with no rider access near Harbor Island. Harbor Island workers/commuters will have, effectively, zero transit options and will be forced to continue driving cars to work. Hundreds of workers commute to and from Harbor Island daily. Geography and water access dictate that jobs on Harbor Island cannot be moved and will likely be a part of the economy for decades to come.

Light rail is supposed to be a long-term investment in sustainable mobility. A West Seattle Link Extension corridor without access to Harbor Island is a long-term deficiency. Thank you.

#	Comments	Responses
1	The Duwamish Segment of the West Seattle Link Extension does not include any stations. This means workers on Harbor Island will not be able to use the light rail line to commute to their job site. Harbor Island is also not serviced by busses or other transit. Busses are routed on the upper West Seattle Bridge with no rider access near Harbor Island. Harbor Island workers/commuters will have, effectively, zero transit options and will be forced to continue driving cars to work. Hundreds of workers commute to and from Harbor Island daily. Geography and water access dictate that jobs on Harbor Island cannot be moved and will likely be a part of the economy for decades to come. Light rail is supposed to be a long-term investment in sustainable mobility. A West Seattle Link Extension corridor without access to Harbor Island is a long-term deficiency. Thank you.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0074

Communication ID:	Name	Email
491047	A.Quigley	quigley@attorneydude.com

Full Communication (2/1/2022)

Both Ballard and West Seattle should be put on hold until the lines from Everett, Tacoma, and Remind to Downtown Seattle are completed. Those lines are the backbone of mass transit here. The Ballard and West Seattle lines are subsidiary and should be dealt with later to the extent funds are available.

#	Comments	Responses
1	Both Ballard and West Seattle should be put on hold until the lines from Everett, Tacoma, and Remind to Downtown Seattle are completed. Those lines are the backbone of mass transit here. The Ballard and West Seattle lines are subsidiary and should be dealt with later to the extent funds are available.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Comment Submittal 0075

Communication ID:	Name	Email
491058	Sarah Fletcher	fletchsa1@gmail.com

Full Communication (2/1/2022)

Noise. Should the decibel levels be above the acceptable levels. what noise barriers will you be using for every section of the route? I only ask in that there have been unacceptable noise levels along the 1-90 for which neither Sound Transit nor WSDOT will do anything about. And what happens if you say you will mitigate the noise, but then not mitigate? Are people to sue Sound TransiUFederal Highway?

With regard to how many businesses will be displaced, in this environment, any business closing down is a loss.

Where can one find the comparisons in time it would take if someone went via Rapid Bus/regular bus/regular bus and transfer to light rail/light rail only, SOV, and HOV? I suppose a forecasted Capacity Report for that route and how much time would be saved. And the carbon emissions each mode would produce (eg, a comparison between someone driving their electric vehicle versus the light rail.

And where can one find the operational costs for light rail versus regular bus versus light rail once this proposed light rail is constructed? I only ask in that when it came to Northgate. they did not realize how much it would cost to run light rail and as a result, had not budgeted for ii. And the same with East Link, Sound Transit did not realize it would cost so much to run light rail and they had not budgeted for light rail and that is why they have to have buses terminating at Mercer Island rather than continue on to Seattle.

And how many new passengers will they be adding who would not ordinarily take the bus or drive in their own car?

And out of the businesses and people who will be displaced, how many of the businesses and people are "of color" and "low income"? I only ask in that it would not look good if those businesses and people being displaced are "of color" and/or "low income." What happens if the people and businesses are "of color" and/or "low income? Will you then cancel the project?

I hope this will go to the voters to vote on. I am not in favor of it at all.

#	Comments	Responses
1	Noise. Should the decibel levels be above the acceptable levels, what noise barriers will you be using for every section of the route? I only ask in that there have been unacceptable noise levels along the 1-90 for which neither Sound Transit nor WSDOT will do anything about. And what happens if you say you will mitigate the noise, but then not mitigate? Are people to sue Sound Transit/Federal Highway?	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	With regard to how many businesses will be displaced, in this environment, any business closing down is a loss.	Please see response to CC4.1bin Table 7-1. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information about relocation benefits for displaced businesses and how Sound Transit would work with business owners during the relocation process.
3	Where can one find the comparisons in time it would take if someone went via Rapid Bus/regular bus/regular bus and transfer to light rail/light rail only, SOV, and HOV? I suppose a forecasted Capacity Report for that route and how much time would be saved.	Please see Section 3.4-Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on forecasted bus transit travel times compared to the reduced travel times on the West Seattle Link Extension.

#	Comments	Responses
4	And the carbon emissions each mode would produce (eg, a comparison between someone driving their electric vehicle versus the light rail.	Please see Section 4.6, Air Quality, of the West Seattle Link Extension Final EIS for more information on changes in regional greenhouse gas emissions with the project.
5	And where can one find the operational costs for light rail versus regular bus versus light rail once this proposed light rail is constructed? I only ask in that when it came to Northgate, they did not realize how much it would cost to run light rail and as a result, had not budgeted for it. And the same with East Link, Sound Transit did not realize it would cost so much to run light rail and they had not budgeted for light rail and that is why they have to have buses terminating at Mercer Island rather than continue on to Seattle.	Please see response to CC3e in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital, operation, and maintenance costs of the alternatives. The bus service that would be replaced by the West Seattle Link Extension is operated by King County Metro, not Sound Transit.
6	And how many new passengers will they be adding who would not ordinarily take the bus or drive in their own car?	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on project ridership.
7	And out of the businesses and people who will be displaced, how many of the businesses and people are "of color" and "low income"? I only ask in that it would not look good if those businesses and people being displaced are "of color" and/or "low income." What happens if the people and businesses are "of color" and/or "low income? Will you then cancel the project?	Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension for more information on relocation benefits for displaced businesses and how Sound Transit would work with them during relocation. Capturing information on every potentially impacted business would result in accuracy challenges with the EIS, given that these data are gathered at a point-in-time and businesses are continuously changing. Additionally, this level of detail in a public document may not be appropriate, given privacy reasons. However, additional information on businesses that could be difficult to relocate and businesses that are social resources is provided in Sections 4.3, Economics, and 4.4 Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on impacts to low-income populations and communities of color.
8	I hope this will go to the voters to vote on. I am not in favor of it at all.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016.

Comment Submittal 0076

Communication ID:	Name	Email
491061	Dan Sluss	dansluss@yahoo.com

Full Communication (2/1/2022)

The end of the West Seattle line is better closer to 41st or 42 rather than Fauntleroy. As much tunneling as can be done is preferred in the West Seattle residential areas

#	Comments	Responses
1	The end of the West Seattle line is better closer to 41st or 42 rather than Fauntleroy.	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	As much tunneling as can be done is preferred in the West Seattle residential areas.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0077

Communication ID:	Name	Email
491072	Larry Scheib	larryscheib@yahoo.com

Full Communication (2/2/2022)

Given the inconvenience and cost of the stations can we go back in time to a prior strategy? It would be interesting to perform and compare cost analysis with what we've learned from ST3.

"The monorail project initially attracted two bids led by Hitachi and Bombardier, but both pulled out in April 2004 over cost concerns and the availability of local contractors.[219] The project was stymied by tax revenue that was lower than expected and design changes to keep construction costs within the proposed budget and open by 2009-a two-year delay from the original plan"

https://en.wikipedia.org/wiki/Seattle_Center_Monorail#ETC _and_Seattle_Monorail_Pro

#	Comments	Responses
1	Given the inconvenience and cost of the stations can we go back in time to a prior strategy? It would be interesting to perform and compare cost analysis with what we've learned from ST3. "The monorail project initially attracted two bids led by Hitachi and Bombardier, but both pulled out in April 2004 over cost concerns and the availability of local contractors.[219] The project was stymied by tax revenue that was lower than expected and design changes to keep construction costs within the proposed budget and open by 2009-a two-year delay from the original plan" https://en.wikipedia.org/wiki/Seattle Center_Monorail#ETC_and_Seattle_Monorail_Pro	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0078

Communication ID:	Name	Email
491079	Robert DeMacon	Rob_demacon07@hotmail.com

Full Communication (2/2/2022)

Please start building it now! This is taking way too long and costing too much just for planning.

Also, is a second tunnel needed for downtown? It seems to be very expensive and doesn't seem to add much to the existing system already.

#	Comments	Responses
1	Please start building it now! This is taking way too long and costing too much just for planning.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, is a second tunnel needed for downtown? It seems to be very expensive and doesn't seem to add much to the existing system already.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0079

Communication ID:	Name	Email
491101	Nicole Barquist	n.barquist@outlook.com

Full Communication (2/2/2022)

YES! I am in full support of this line, it is much needed and will hopefully cut down on polution.

#	Comments	Responses
1	YES! I am in full support of this line, it is much needed and will hopefully cut down on polution.	Thank you for expressing support for the project.

Comment Submittal 0080

Communication ID:	Name	Email
491104	Andrew Swanner	swanner.drew@gmail.com

Full Communication (2/2/2022)

please make this. please never stop making these. thank u

#	Comments	Responses
1	please make this. please never stop making these.	Thank you for expressing support for the project.

Comment Submittal 0081

Communication ID:	Name	Email
491108	ikroop nayyar	ikroop.redmond@protonmail.com

Full Communication (2/2/2022)

politics is not a solution for safe operations.

#	Comments	Responses
1	politics is not a solution for safe operations.	Thank you for your comment.

Comment Submittal 0082

Communication ID:	Name	Email
491112	Virginia Weir	weirgg@gmail.com

Full Communication (2/2/2022)

The environmental impacts of people using light rail far outweigh any other impact - I suppose I'll look forward to using this in 50 years with all the time wasted to plan and get feedback

#	Comments	Responses
1	The environmental impacts of people using light rail far outweigh any other impact - I suppose I'll look forward to using this in 50 years with all the time wasted to plan and get feedback	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0083

Communication ID:	Name	Email
491130	Giuliana Plut	giuliana.plut@gmail.com

Full Communication (2/2/2022)

I don't understand how this is a debate AT ALL. The OBVIOUS choice is the second "Alternative" route - or the WS short tunnel 41 Ave Adover st station lower height and the scores PROVE it.

WS short tunnel 41 Ave Adover st station has the LOWEST Residential impact and is on par with business displacement. It doesn't impact any of the parks, and it is the second least expensive.

As a North Delridge resident for 5 years I have been VERY closely following this project because routes were released a few months after buying the house. I KNOW this neighborhood and here are some points that you should consider:

- The business in Delridge like ounces and Skylark want the station close to them. It will bring a TON of business.
- The businesses in the business park are few and far between. They will find other spaces, or may stay/come back because having the station there will GREATLY IMPROVE their businesses.
- The station is closer to the social service affordable housing units which the residents really want because it will make it easier for them to commute because they don't have cars.
- There is NO park impact. The Parks are the heart of Delridge and SO important to the community. We want to keep them safe.
- This is closer to more Bus Routes from every direction both rapid rides from the junction and south delridge and white center so you will actually better impact both communities
- This wont impact traffic on Genesee street which already has HISTORICALLY BAD TRAFFIC and is one of ONLY 2 artery streets into the junction it is also the preferred one for most cars. o Not impacting the traffic on Genesee st is important because when it is closed you are effectively cutting north Delridge off from all of our resources (grocery, restaurants, other essential business) and Delridge vs junction tensions already run high.
- This is fair to the Delridge community which is already underserved by the
- THIS IS THE ROUTE EVERYONE IN DELRIDGE WANTED AND THAT UPPER WEST SEATTLE WANTED. We have been suggesting this route for 4+ years. You would be improving BOTH neighborhoods for the better.

Please make a smart choice. It is so easy at this point. The correct choice is WS short tunnel 41 Ave Andover st station lower height.

#	Comments	Responses
1	The OBVIOUS choice is the second "Alternative" route - or the WS short tunnel 41 Ave Adover st station lower height and the scores PROVE it. WS short tunnel 41 Ave Adover st station has the LOWEST Residential impact and is on par with business displacement. It doesn't impact any of the parks, and it is the second least expensive. As a North Delridge resident for 5 years I have been VERY closely following this project because routes were released a few months after buying the house. I KNOW this neighborhood and here are some points that you should consider: The business in Delridge like ounces and Skylark want the station close to them. It will bring a TON of business. The businesses in the business park are few and far between. They will find other spaces, or may stay/come back because having the station there will GREATLY IMPROVE their businesses. The station is closer to the social service affordable housing units which the residents really want because it will make it easier for them to commute because they don't have cars. There is NO park impact. The Parks are the heart of Delridge and SO important to the community. We want to keep them safe. This is closer to more Bus Routes from every direction both rapid rides from the junction and south delridge and white center so you will actually better impact both communities . This wont impact traffic on Genesee street which already has HISTORICALLY BAD TRAFFIC and is one of ONLY 2 artery streets into the junction it is also the preferred one for most cars. Not impacting the traffic on Genesee st is important because when it is closed you are effectively cutting north Delridge off from all of our resources (grocery, restaurants, other essential business) and Delridge vs junction tensions already run high. This is fair to the Delridge community which is already underserved by the THIS IS THE ROUTE EVERYONE IN DELRIDGE WANTED AND THAT UPPER WEST SEATTLE WANTED. We have been suggesting this route for 4+ years. You would be improving BOTH neighborhoods for the better. Please make a smart choice. It is so easy at this point. The correct choice is WS short tunnel 41 Ave Andover st station lower height.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0084

Communication ID:	Name	Email
491134	Gerardo Castaneda	gcastaneda@yattas.com

Full Communication (2/2/2022)

1. We support the preferred alternative (shown in red in the pamphlet) and strongly oppose the alternatives shown in blue. Our support is based on the assumption that noise levels will not increase.

2. The pamphlet should clearly indicate the streets. It is borderline disingenuous not to do that.

Thank you.

#	Comments	Responses
1	We support the preferred alternative (shown in red in the pamphlet) and strongly oppose the alternatives shown in blue. Our support is based on the assumption that noise levels will not increase.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The pamphlet should clearly indicate the streets. It is borderline disingenuous not to do that.	Please see the Executive Summary and Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more detailed maps that include street labels. The pamphlet referenced was intended to inform people of document availability and highlight project information. It was not intended to provide all of the information necessary for comparison of alternatives and environmental effects.

Comment Submittal 0085

Communication ID:	Name	Email
491162	William Penland	penrodu95@gmail.com

Full Communication (1/28/2022)

William Penland Draft EIS Comment

public transit: I am still waiting for the monorail you were going to build back in 1999, from Ballard to someware else .I spend my retirement years trying to navigate around !hos articulated mostly empty buses.

#	Comments	Responses
1	I am still waiting for the monorail you were going to build back in 1999, from Ballard to someware else..I spend my retirement years trying to navigate around thos articulated mostly empty buses.	This comment is not related to the project. The monorail expansion was not a Sound Transit project; it was a project under an independent agency that no longer exists.

Comment Submittal 0086

Communication ID:	Name	Email
491163	Dan Betts	dan06betts@gmail.com

Full Communication (1/30/2022)

Should not go to Alaska Juction.

It will be a horrible ugly mess through Youngstown.

The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW.

Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW. This will be the most used path and provide for the most parking along the route.

This will give the opportunity to allow for surface installed tracks.

Lower/smaller stations and will save money. No tunnels, no high-rise stations, no columns. Stations located:

1. Youngstown near Spokane Street.
2. Between Hillcrest and Highland park
3. SW Roxbury ST and 17 Ave SW
4. Another optional one somewhere along the route.

#	Comments	Responses
1	Should not go to Alaska Juction. It will be a horrible ugly mess through Youngstown. The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW. Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW. This will be the most used path and provide for the most parking along the route. This will give the opportunity to allow for surface installed tracks. Lower/smaller stations and will save money. No tunnels, no high-rise stations, no columns. Stations located: Youngstown near Spokane Street. Between Hillcrest and Highland park SW Roxbury ST and 17 Ave SW Another optional one somewhere along the route.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit-oriented/transit supportive land uses.

Comment Submittal 0087

Communication ID:	Name	Email
491164	Larry Scheib	larryscheib@yahoo.com

Full Communication (1/29/2022)

Dear Sir/Madam:

I find the UW Stadium to be abhorrent at 95 ft and costing 1OOs of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations - sheer insanity.

Please don't make Seattle the laughing stock of the transit world.

It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their damn station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID.

Streetcar is planned for SLU to ID, just reconfigure it, if need be, for a fraction of the cost. This would leave us with much easier transfers.

Larry Scheib larryscheib@yahoo.com

#	Comments	Responses
1	I find the UW Stadium to be abhorrent at 95 ft and costing 1ODs of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations - sheer insanity. Please don't make Seattle the laughing stock of the transit world	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information. Please also see the response to CC2K in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their damn station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID. Streetcar is planned for SLU to ID, just reconfigure it, if need be, for a fraction of the cost. This would leave us with much easier transfers.	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0088

Communication ID:	Name	Email
491165	Myke Smith	mykesmith@gmail.com

Full Communication (2/1/2022)

Hello: After reading this article.I felt compelled to communicate support for the course that is being taken in West Seattle. The author of this article clearly has ulterior motives given he doesn't provide any factual evidence of his assumption surrounding ridership based on the current plan. Additionally, he doesn't even live in Seattle, let alone West Seattle. We clearly need better mass transit to WSea and "going back to the drawing board" would delay our growing community to the point where we're penalizing people for remaining in the area. Thanks.

Myke Smith

High Point resident

#	Comments	Responses
1	After reading this article.I felt compelled to communicate support for the course that is being taken in West Seattle. The author of this article clearly has ulterior motives given he doesn't provide any factual evidence of his assumption surrounding ridership based on the current plan. Additionally, he doesn't even live in Seattle, let alone West Seattle. We clearly need better mass transit to WSea and "going back to the drawing board" would delay our growing community to the point where we're penalizing people for remaining in the area.	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0089

Communication ID:	Name	Email
491167	Shelby Skiena	shelbyskiena@gmail.com

Full Communication (2/1/2022)

Shelby Skiena Draft EIS Comment

Upon reviewing the Light Rail extension plans to West Seattle, I feel it is imperative to consider other options, such as the Skylink Urban Gondola proposal which would be cheaper, faster, cleaner and much less disruptive to our community. I would like to see a feasibility study done on the Skylink proposal.

Regards, Shelby Skiena

West Seattle resident (98116)

#	Comments	Responses
1	Upon reviewing the Light Rail extension plans to West Seattle, I feel it is imperative to consider other options, such as the Skylink Urban Gondola proposal which would be cheaper, faster, cleaner and much less disruptive to our community. I would like to see a feasibility study done on the Skylink proposal.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0090

Communication ID:	Name	Email
491168	Karl Derrick	kart_derrick@yahoo.com

Full Communication (1/28/2022)

Karl Derrick voicemail Draft EIS comment

Hello, my name is Karl. I live in the 5600 block.26th Avenue South West in the Delridge Valley. I'm really really disappointed in this plan that the rail system will not come down Dell Ridge, you know, we're a low income, racially diverse neighborhood. We're not all white. We're not all affluence. And as I like to say, we are the view and I just find it mildly racist and mildly classes that there is no discussion of a main thoroughfare such as Delridge, having any light rail system on it. There is space to have an elevated system, so I don't want to hear the excuse there's no space.And I don't want to hear the excuse that it cost too much. There's already billions, and billions, and billions of dollars being spent. And leaving out a low income, racially diverse, ethnically diverse neighborhood in my mind is unconscionable. So, there you go. That's my opinion. Good luck. Of course, you're never going to make everyone happy, but that's not the goal. But when you start to leave out neighborhoods, that could really benefit from this. Instead of the whiter, more affluent view properties up on the top of Seattle. Well, I take Umbrage. Thank you very much.

#	Comments	Responses
1	I'm really really disappointed in this plan that the rail system will not come down Dell Ridge, you know, we're a low income, racially diverse neighborhood. We're not all white. We're not all affluence. And as I like to say, we are the view and I just find it mildly racist and mildly classes that there is no discussion of a main thoroughfare such as Delridge, having any light rail system on it. There is space to have an elevated system, so I don't want to hear the excuse there's no space.And I don't want to hear the excuse that it cost too much. There's already billions, and billions, and billions of dollars being spent. And leaving out a low income, racially diverse, ethnically diverse neighborhood in my mind is unconscionable. So, there you go. That's my opinion. Good luck. Of course, you're never going to make everyone happy, but that's not the goal. But when you start to leave out neighborhoods, that could really benefit from this. Instead of the whiter, more affluent view properties up on the top of Seattle. Well, I take Umbrage.	Please see response to CC1c, CCEJ1, and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0091

Communication ID:	Name	Email
491169	Carlyn Zylstra	carlyn.zylstra@gmail.com

Full Communication (1/29/2022)

Carlyn Zylstra Draft EIS comment

Good morning,

I wanted to provide a little feedback regarding the Light Rail extension mailer I received. I don't feel ending the light rail in the Alaska junction makes much sense at all. The junction is already incredibly developed with little parking. Why not reroute the light rail toward Westwood Village?

There is ample parking so West Seattle and Burien commuters could utilize it as a park and ride. There is also tons for room for business development in that area and the light rail could attract a number of ventures. I for one can say o likely wouldn't use the light rail if it meant driving to the junction then struggling to find parking.

Thank you for your time! Sincerely,

Carlyn Zylstra

West Seattle resident and business owner

#	Comments	Responses
1	I don't feel ending the light rail in the Alaska junction makes much sense at all. The junction is already incredibly developed with little parking. Why not reroute the light rail toward Westwood Village? There is ample parking so West Seattle and Burien commuters could utilize it as a park and ride. There is also tons for room for business development in that area and the light rail could attract a number of ventures. I for one can say o likely wouldn't use the light rail if it meant driving to the junction then struggling to find parking.	Please see responses to CC1c and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit-oriented/transit-supportive land uses.

Comment Submittal 0092

Communication ID:	Name	Email
491170	Michael Lazenby	mikenlazenby@gmail.com; klazenby98103@yahoo.com

Full Communication (2/1/2022)

Michael Lazenby Draft EIS comment

Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of$ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax$, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!

#	Comments	Responses
1	Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of$ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax $, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, and protocols and gathered community feedback to identify where improvements should be made. As a result of this work, the agency developed the Fare Enforcement Action Plan in May 2022.

Comment Submittal 0093

Communication ID:	Name	Email
491171	David White-Espin	runespin@gmail.com

Full Communication (1/29/2022)

David White-Espin Draft EIS Comment

A 2039 arrival date for the West Seattle and Ballard Link Extensions is unacceptable. The traffic in Seattle is a critical problem now--there must be options under construction in 2022 not 17 years from now. I've seen the 2039 date published before and disputes changes in reality, a bigger need, worsening climate change, and the passing of a large federal infrastructure bill, this timeline

remains the same.

#	Comments	Responses
1	A 2039 arrival date for the West Seattle and Ballard Link Extensions is unacceptable. The traffic in Seattle is a critical problem now--there must be options under construction in 2022 not 17 years from now. I've seen the 2039 date published before and disputes changes in reality, a bigger need, worsening climate change, and the passing of a large federal infrastructure bill, this timeline remains the same.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0094

Communication ID:	Name	Email
491173	Jonathan Boles	jaboles@fastmail.fm

Full Communication (1/30/2022)

Did ST consider the possibility of designing for cross-platform transfers for through trips, given the need to rebuild SODO station (which appears to be intended as a primary transfer location) and the extra space afforded by the elimination of the SODO busway?

If the northbound WSLE entered the area in the space currently used by the SODO trail east of the existing line, perhaps underpassing the existing line in a cutting at S Forest St, there could be western southbound and eastern northbound platform pairs. Transferring between the lines would then involve a 20-foot walk to the train doors directly opposite, instead of either a circuitous detour up a limited number of stairs to a concourse and then back down, or out to the street and back in.

Such a design would save minutes off every trip between Beacon Hill (and points south) and Capitol Hill (and points north). It would also reduce the frustration of missed connections caused by the detour required to transfer.

The SODO trail could be moved to the western side of the corridor to accommodate the northbound WSLE track. With the new tracks added to the "outside" of the existing station, the existing station could remain in place where it is. And with most transfers taking place across each platform, it could be less necessary to add a transfer concourse atop the station.

#	Comments	Responses
1	Did ST consider the possibility of designing for cross-platform transfers for through trips, given the need to rebuild SODO station (which appears to be intended as a primary transfer location) and the extra space afforded by the elimination of the SODO busway? If the northbound WSLE entered the area in the space currently used by the SODO trail east of the existing line, perhaps underpassing the existing line in a cutting at S Forest St, there could be western southbound and eastern northbound platform pairs. Transferring between the lines would then involve a 20-foot walk to the train doors directly opposite, instead of either a circuitous detour up a limited number of stairs to a concourse and then back down, or out to the street and back in. Such a design would save minutes off every trip between Beacon Hill (and points south) and Capitol Hill (and points north). It would also reduce the frustration of missed connections caused by the detour required to transfer. The SODO trail could be moved to the western side of the corridor to accommodate the northbound WSLE track. With the new tracks added to the "outside" of the existing station, the existing station could remain in place where it is. And with most transfers taking place across each platform, it could be less necessary to add a transfer concourse atop the station.	Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station design. Sound Transit will continue to evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.

Comment Submittal 0095

Communication ID:	Name	Email
491174	Jonathan Boles	jaboles@fastmail.fm

Full Communication (1/30/2022)

Jonathan Boles Draft EIS Comment

One thing I missed - this would also be compatible with the interim operation of the WSLE before the BLE and 2nd tunnel are built. Trains from West Seattle terminating at the northbound platform east of existing SODO station could enter the existing line north of SODO station and then use the existing turnback siding at Stadium station to return to the new southbound platform on the western side of existing SODO station.

#	Comments	Responses
1	One thing I missed - this would also be compatible with the interim operation of the WSLE before the BLE and 2nd tunnel are built. Trains from West Seattle terminating at the northbound platform east of existing SODO station could enter the existing line north of SODO station and then use the existing turnback siding at Stadium station to return to the new southbound platform on the western side of existing SODO station.	Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station design, and Section 2.1, Build Alternatives, for a description of refinements to the preferred alternative in the SODO Segment between the WSBLE Draft EIS and West Seattle Link Extension Final EIS. Sound Transit will continue to evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.

Comment Submittal 0096

Communication ID:	Name	Email
491176	Paul Loeb	paul@paulloeb.org

Full Communication (2/1/2022)

Paul Loeb Draft EIS comment

The link from the Sound Transit Page to the draft doesn't work. Also please seriously consider the gondola as an integral part of the plan. If their numbers are right it's a third of the cost and can get deployed in a couple of years vs 10, 12, or maybe 15 for light rail. West Seattle has gotten the short end of the transportation stick for years, going back to when Sound Transit regrettably aligned with the downtown interests to kill the monorail, viewing it as a competitor to light rail instead of an efficient way to feed into it. Right now if I want to get to the Sodo light rail station it's a minimum of 30 minutes bus ride, plus getting to wherever I want to go on light rail, and longer at off peak times. The gondola would make this far easier and much sooner so I don't have to wait till I'm 80 or 90 years old..

Paul Loeb

Author, Soul of a Citizen and The Impossible Will Take a Little While 3232 41stAve SW Seattle, WA 98116

[paul@paulloeb.org] [www.paulloeb.org]

(206) 935-9132 or cell (206) 206-240-5903

#	Comments	Responses
1	Also please seriously consider the gondola as an integral part of the plan. If their numbers are right it's a third of the cost and can get deployed in a couple of years vs 10, 12, or maybe 15 for light rail. West Seattle has gotten the short end of the transportation stick for years, going back to when Sound Transit regrettably aligned with the downtown interests to kill the monorail, viewing it as a competitor to light rail instead of an efficient way to feed into it. Right now if I want to get to the Sodo light rail station it's a minimum of 30 minutes bus ride, plus getting to wherever I want to go on light rail, and longer at off peak times. The gondola would make this far easier and much sooner so I don't have to wait till I'm 80 or 90 years old.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0097

Communication ID:	Name	Email
491190	Roger Nelson	None provided

Full Communication

Roger Nelson voicemail Draft EIS comment

Good afternoon, my name is Roger Nelson. My address is 333 Northwest 47th Street, Seattle, Washington 98107. And I'd like to leave a comment about this new transit line. I was just concerned that it seems like these lines are never on time, especially the one going to West Seattle and the one to Ballard. You are re-doing the timeline on those lines in especially the Ballard

one in 2039 and I suppose that it will go even longer than that. The cost overruns never seem to be working out. The people in charge of these are never on time it seems like and the cost is always really raised up. It's just ridiculous. And you're going to be back asking for more money for these lines to be completed. I would say start charging the time or the money that it costs for the people to actually ride these lines and that what they have to pay instead of being subsidized by everyone. And the last comment I'll put down is that they are working on these cost overruns to help these transit lines, but what about the poor people in Ballard or the homeless and the encampment people? Can't they do something about getting them some kind of housing? The millions and billions we are spending could house them. Put them up in a house. Give them some kind of income from the city. Tax us so that we pay for them. That would be fine as long as they are off the street, off the side walks. Put them in some housing anywhere. Make a big highrise.

#	Comments	Responses
1	I was just concerned that it seems like these lines are never on time, especially the one going to West Seattle and the one to Ballard. You are re-doing the timeline on those lines in especially the Ballard one in 2039 and I suppose that it will go even longer than that. The cost overruns never seem to be working out. The people in charge of these are never on time it seems like and the cost is always really raised up. It's just ridiculous. And you're going to be back asking for more money for these lines to be completed. I would say start charging the time or the money that it costs for the people to actually ride these lines and that what they have to pay instead of being subsidized by everyone.	Please see responses to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	And the last comment I'll put down is that they are working on these cost overruns to help these transit lines, but what about the poor people in Ballard or the homeless and the encampment people? Can't they do something about getting them some kind of housing? The millions and billions we are spending could house them. Put them up in a house. Give them some kind of income from the city. Tax us so that we pay for them. That would be fine as long as they are off the street, off the side walks. Put them in some housing anywhere. Make a big highrise.	Thank you for your comment; however, this is beyond the scope of the project.

Comment Submittal 0098

Communication ID:	Name	Email
491302	Paul Feldman	paul.feldman@pobox.com; prfeldman@outlook.com

Full Communication (2/1/2022)

Paul Feldman Draft EIS comment

Dear ST,

We will be the embarrassment of the world along with having created a system that fairly begs riders not to approach if we continue down the path you are currently leading. I'm sure you have seen this: https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience- take-a-mulligan-on-west-seattle-and-ballard-link/.

Whatever discounts in ridership your models make account for with respect to long travel - vertical or otherwise - from either station entrance or platform 1 to platform 2, I promise your adjustments will prove to be far too small. These horrible deep station designs will be the ruination of ST rail.

Try explaining why Seattle needs two downtown train tunnels to anyone who doesn't live here and is not inured to the "Seattle way" of planning? Only if you are in need of a good laugh.

Best, Paul

Paul Feldman 206.317.7687

Seattle

CD WA-7, LD 43, King County 8, Seattle 3, Schools V

#	Comments	Responses
1	Whatever discounts in ridership your models make account for with respect to long travel - vertical or otherwise - from either station entrance or platform 1 to platform 2, I promise your adjustments will prove to be far too small. These horrible deep station designs will be the ruination of ST rail.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided in the Ballard Link Extension Final EIS.
2	Try explaining why Seattle needs two downtown train tunnels to anyone who doesn't live here and is not inured to the "Seattle way" of planning?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0099

Communication ID:	Name	Email
491303	Jessica Winter- Stoltzman	tabellaria@gmail.com; jessicalwinter@gmail.com

Full Communication (2/2/2022)

Jessica Winter-Stolzman Draft EIS comment

https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a- mulligan-on-west-seattle-and-ballard-link/

I fully agree with the points made in this article. These designs sound poorly considered and difficult to use. Please reconsider station design so that light rail can be fast and user friendly.

Jessica Winter-Stoltzman

Seattle resident

#	Comments	Responses
1	https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a- mulligan-on-west-seattle-and-ballard-link/ fully agree with the points made in this article. These designs sound poorly considered and difficult to use. Please reconsider station design so that light rail can be fast and user friendly.	Please see responses to CC2e, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0100

Communication ID:	Name	Email
497419	Katherine Woolverton	kwoolverton@gmail.com

Full Communication (1/30/2022)

Katherine Woolverton Draft EIS Comment

Dear King County Council Vice Chair McDermott, members of the Sound Transit System Expansion Committee, and Sound Transit Board members:

I am a resident of Highland Park in West Seattle and a volunteer for 350 Washington and 350 Seattle. I'm active in my community and passionate about multi-modal transportation and its role in responding to our climate crisis and keeping our neighborhoods liveable. I also live in the neighborhood that most of the traffic previously using the WS Bridge now flows through.

As you know, West Seattle has a challenging topography for mass transit to points north and east. Hills and waterways limit our options. The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to move trains over the Duwamish and adjacent hills. There is a better option, a SkyLink gondola system, and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Soda/Downtown.

In his October 2021 West Seattle Chamber of Commerce debate (1) with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system (-38 minute mark in the video). His response was "I've asked for a SkyLink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to points south of the Duwamish peninsula on the Soda to West Seattle section. Why can't Skylink--the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Soda/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks? A SkyLink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system.

Per SkyLink's evaluation (2), gondolas would have a smaller carbon footprint, displace fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension.

But don't take SkyLink's word for it, do your own evaluation and share the results with the public' It's not too late to take an agile approach to this important transit plan. We're going to have to live with the results of this decision for the next 30+ years. Let's get it right.

Sincerely,

Katherine Woolverton 7755 16th Ave SW Seattle, WA98106

Embedded links:

(1) King County Executive debate: https://www.youtube.com/watch?v=o2T795J0ckA&t=985s

(2) SkyLink Comparison of gondola's vs. West Seattle LR Extension: https://www.westseattleskylink.org/comparison

#	Comments	Responses
1	The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to move trains over the Duwamish and adjacent hills. There is a better option, a Skylink gondola system, and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Soda/Downtown. In his October 2021 West Seattle Chamber of Commerce debate (1) with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system (-38 minute mark in the video). His response was "I've asked for a Skylink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to points south of the Duwamish peninsula on the Soda to West Seattle section. Why can't Skylink-- the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Sodo/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks? A Skylink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system. Per Skylink's evaluation (2), gondolas would have a smaller carbon footprint, displace fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension. But don't take Skylink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan. We're going to have to live with the results of this decision for the next 30+ years. Let's get it right.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

	Light Rail	Gondola
Start of operations:	SoDo – 2032 beyond – 2037/8	SoDo/Intl. District – 2025
Cost to build:	$3.2 billion	About $1 billion
Capacity: (25-27,000 in 2040)	3x (80,000)	2x (55,000)
Frequency:	6 – 12 minutes (peak/off-peak)	Continuous (8-30 seconds)
Total travel: (Junction – SoDo)	10 - 22 minutes	14 minutes
Construction:	5+ years (Guiderail, bridge…)	2 years (Few towers…)
Stations:	4 - Large (about two blocks long)	8 - Small (about half block long)
Displacement:	100+ homes & businesses	little if any
Sustainability:	Higher power & carbon footprint (concrete viaduct, much demolition)	Lower power & carbon footprint (prefab towers, little demolition)
Operations/Maintenance:	High complexity, OMF	Simple design, on-site

Comment Submittal 0101

Communication ID:	Name	Email
491146	Tyler Coyle	tyler.coyle33@gmail.com

Full Communication (2/3/2022)

I have comments on the West Seattle and downtown portions of the line. For West Seattle, the Del- 6 to WSJ-5 connection is a very well thought out option and to me is easily the best one. The Delridge station may be a bit far north, but most users will just take the Rapid Ride H for another minute or so and be there. The option destroys the fewest homes of all of them, and a small TOD area could still be done by the station. I love how it avoids the gigantic concrete bridge over Genessee, dodges the hundreds of residents along Avalon Way, and utilizes some of what appears to be WS Bridge ROW. The retained cut station at Avalon should be equally or more accessible than the elevated options there and much more quiet and aesthetically pleasing. Sacrificing what looks to be a Pep Boys tire shop for the portal of a tunnel that would put a station right between California and Fauntleroy on Alaska is a strong tradeoff, and orienting the line so that it could run south as a (hopefully cut and cover) tunnel in the future is forward thinking. Maybe the most surprising thing of all though is that this is a medium cost option and is closer to the low end than the priciest version. This option is an incredible value play that makes the oft-spoken desire of West Seattleites for a tunnel possible without finding $700mm under the couch and without hurting many people to get ii. Build this set of options.

On downtown, both routes look super useful as far as what they get you close to and how many people they serve, but any option for a station that is only accessed by elevators must be thrown out immediately. That is a horrible idea, and I'm honestly confused how it made it into this document. You would be effectively crippling the capacity of one of the system's busiest stations. This setup leads to long wait times at the much lower density Beacon Hill Station, and one or several of the elevators will end up out of service most or all the time as the years go by. It also looks like a finely wrapped invitation to experiencing enormous cost overruns. If Sound Transit ever gets hit with austerity and has to defer maintenance through lean times, then it's possible the entire station could get knocked out of service in future decades. If the line is to deep to get escalators down there, then build the line somewhere else. Ok end of rant. Thanks for ST's efforts on this, and I hope we end up with a great rail line.

#	Comments	Responses
1	For West Seattle, the Del-6 to WSJ-5 connection is a very well thought out option and to me is easily the best one. The Delridge station may be a bit far north, but most users will just take the Rapid Ride H for another minute or so and be there. The option destroys the fewest homes of all of them, and a small TOD area could still be done by the station. I love how it avoids the gigantic concrete bridge over Genessee, dodges the hundreds of residents along Avalon Way, and utilizes some of what appears to be WS Bridge ROW. The retained cut station at Avalon should be equally or more accessible than the elevated options there and much more quiet and aesthetically pleasing. Sacrificing what looks to be a Pep Boys tire shop for the portal of a tunnel that would put a station right between California and Fauntleroy on Alaska is a strong tradeoff, and orienting the line so that it could run south as a (hopefully cut and cover) tunnel in the future is forward thinking. Maybe the most surprising thing of all though is that this is a medium cost option and is closer to the low end than the priciest version. This option is an incredible value play that makes the oft- spoken desire of West Seattleites for a tunnel possible without finding $700mm under the couch and without hurting many people to get it. Build this set of options.	Please see responses to CCG2, CC2d, CC4.1b, and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	On downtown, both routes look super useful as far as what they get you close to and how many people they serve, but any option for a station that is only accessed by elevators must be thrown out immediately. That is a horrible idea, and I'm honestly confused how it made it into this document. You would be effectively crippling the capacity of one of the system's busiest stations. This setup leads to long wait times at the much lower density Beacon Hill Station, and one or several of the elevators will end up out of service most or all the time as the years go by. It also looks like a finely wrapped invitation to experiencing enormous cost overruns. If Sound Transit ever gets hit with austerity and has to defer maintenance through lean times, then it's possible the entire station could get knocked out of service in future decades. If the line is to deep to get escalators down there, then build the line somewhere else.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0102

Communication ID:	Name	Email
491172	Tracey Jones	tracyjones@stmhomelessprogram.org

Full Communication (2/3/2022)

Greetings

We read the plans for approximately 8 TOD to be developed in Skyway.

In your plan we do not see any equity justice for the already displaced Communities of color, to and below 60% AMI. I am sure they will not be able to afford the condos and townhome.

As a black diable veteran 501c3 owner and with experience in homelessness for 3 years, I believe your plan will cause more harm to the local community.

Shepherd's Transformation Mansions scattered Communiy and Greater Gospel Temple would like to partnership to manage 3 of your location under our Trauma-Informed Housing First onsite optional wraparound self-sustainability support services.

Thank you for the opportunity to speak to you and Transforming Lives TOGETHER.

https://flow.page/tracybjonesross

Tracy Jones Ross Founder STMC

TracyJones@stmhomeless program.org

#	Comments	Responses
1	In your plan we do not see any equity justice for the already displaced Communities of color, to and below 60% AMI. I am sure they will not be able to afford the condos and townhome. As a black diable veteran 501c3 owner and with experience in homelessness for 3 years, I believe your plan will cause more harm to the local community. Shepherd's Transformation Mansions scattered Communiy and Greater Gospel Temple would like to partnership to manage 3 of your location under our Trauma-Informed Housing First onsite optional wraparound self-sustainability support services. Thank you for the opportunity to speak to you and Transforming Lives TOGETHER.	Thank you for your comment; however, this is beyond the scope of the project.

Comment Submittal 0103

Communication ID:	Name	Email
491197	MattG	sportsag07@yahoo.com

Full Communication (2/3/2022)

The West Seattle portion of this project should prioritize the following (in order of importance): 1) Easy transfers to the other lines in SODO (minimize walking distances and wait times), 2) Stations accessible from the heart of the areas they serve (i.e. at or under the Alaska Junction as opposed to multiple blocks away), 3) Underground stations and lines wherever possible.

#	Comments	Responses
1	The West Seattle portion of this project should prioritize the following (in order of importance): 1) Easy transfers to the other lines in SODO (minimize walking distances and wait times), 2) Stations accessible from the heart of the areas they serve (i.e. at or under the Alaska Junction as opposed to multiple blocks away)	Please see the responses to C2i and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for more information. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, transfers, and passenger experience.
2	3) Underground stations and lines wherever possible.	Please see the response to CCG2 in Table 7-1.

Comment Submittal 0104

Communication ID:	Name	Email
491220	Steve Wedlund	stevewedlund@msn.com

Full Communication (2/3/2022)

What in the he'll was that junk you sent to households. I Wasted photos, little comprehension as to what was planned. Oh, excellent on repeated language translations.

And what was the projected annual cost on these options.

Defend and replace this tax funded waste refered to as/ sound transit.

#	Comments	Responses
1	What in the he'll was that junk you sent to households. I Wasted photos, little comprehension as to what was planned. Oh, excellent on repeated language translations.	Please see the Executive Summary and Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more detailed maps that include street labels. The pamphlet referenced was intended to inform people of document availability and highlight project information. It was not intended to provide all of the information necessary for comparison of alternatives and environmental effects. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information on these events and on translated materials. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.
2	And what was the projected annual cost on these options.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital, operation, and maintenance costs of the alternatives.

Comment Submittal 0105

Communication ID:	Name	Email
491225	George Grunwald	georgegrunwald@me.com

Full Communication (2/3/2022)

It's hard for me to get excited about a transit system that a not insignificant percentage of people alive today will never ride by the time it actually opens. The fact that the existing light rail is so desperately slow already, doesn't really seem to inspire much enthusiasm for the future of transit in Seattle 12-17 years from now.

All the environmental impacts aside, and those are considerable no matter which option is chosen, how useful will light rail in Seattle really by 17 years from now? Why are we investing so much time and money into a system that is almost certainly going to be obsolete by opening day?

That said, from an environmental perspective, the major damage, from my point of view, is how completely fractured the detours are likely to be. With the daily experience of the WS Bridge detours, which are either slow, winding through residential streets and neighborhoods, or both - how are you going to make these detours manageable over the next 12 years? The detours themselves cause significant environmental damage from the sheer volume these routes are taking today where there was never intended to be this much volume.

I don't know. I guess something is better than nothing - maybe. But I think it would be smarter to abandon light rail and look for something that is going to be able to accommodate the projected population with something that isn't 60 year old technology by the time it first opens.

#	Comments	Responses
1	It's hard for me to get excited about a transit system that a not insignificant percentage of people alive today will never ride by the time it actually opens. The fact that the existing light rail is so desperately slow already, doesn't really seem to inspire much enthusiasm for the future of transit in Seattle 12-17 years from now. All the environmental impacts aside, and those are considerable no matter which option is chosen, how useful will light rail in Seattle really by 17 years from now? Why are we investing so much time and money into a system that is almost certainly going to be obsolete by opening day? That said, from an environmental perspective, the major damage, from my point of view, is how completely fractured the detours are likely to be. With the daily experience of the WS Bridge detours, which are either slow, winding through residential streets and neighborhoods, or both - how are you going to make these detours manageable over the next 12 years? The detours themselves cause significant environmental damage from the sheer volume these routes are taking today where there was never intended to be this much volume.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on regional planning and the need for the project. And see Section 3.11, Construction Impacts, for more information on traffic impacts during construction.

Comment Submittal 0106

Communication ID:	Name	Email
491227	Steven Roberts	sarj21@gmail.com

Full Communication (2/4/2022)

My focus is on getting all of this transit in as soon as possible, much sooner than 2030s. The environmental impact of all of these options seems extremely negligible when compared to the alternative that is cars.

It seems running via tunnel is less disruptive noise wise and fairly low on environmental impact while cost effective enough.

#	Comments	Responses
1	My focus is on getting all of this transit in as soon as possible, much sooner than 2030s. The environmental impact of all of these options seems extremely negligible when compared to the alternative that is cars. It seems running via tunnel is less disruptive noise wise and fairly low on environmental impact while cost effective enough.	Please see the responses to CCG2 and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0107

Communication ID:	Name	Email
491236	gretchen van dyke	zonoqua@gmail.com

Full Communication (2/4/2022)

Delridge section station DEL-2a makes the most sense.

Displacing part of a golf course versus displacing homes should be an obvious choice.

The lower design seems less offensive, blending into the neighborhood and actually displaces fewer homes than the giant concrete pillars needed for 1a.

2a also does not impact the park, play area, and playfield. These are important parts of this neighborhood which is already being greatly impacted by this construction.

#	Comments	Responses
1	Delridge section station DEL-2a makes the most sense. Displacing part of a golf course versus displacing homes should be an obvious choice. The lower design seems less offensive, blending into the neighborhood and actually displaces fewer homes than the giant concrete pillars needed for 1a. 2a also does not impact the park, play area, and playfield. These are important parts of this neighborhood which is already being greatly impacted by this construction.	Please see the responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0108

Communication ID:	Name	Email
491237	Ivy Lim	theivyvine@gmail.com

Full Communication (2/4/2022)

I have a concern about the location of any Light Rail station in West Seattle. I understand the Alaska Junction is the ideal location for the Light Rail but there is currently no bus route in my neighborhood that will take me to the Alaska Junction. I'm assuming there won't be any parking at the station. How will commuters get to the Light Rail station?

Also, the time (5-7pm) listed for the West Seattle meeting does not match the time (5:30-7:30pm) of the meeting when I add this to my calendar. Which is the correct time?

#	Comments	Responses
1	I have a concern about the location of any Light Rail station in West Seattle. I understand the Alaska Junction is the ideal location for the Light Rail but there is currently no bus route in my neighborhood that will take me to the Alaska Junction. I'm assuming there won't be any parking at the station. How will commuters get to the Light Rail station?	Please see the responses to CC3a and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Private vehicle parking for riders would not be provided at any stations.

Comment Submittal 0109

Communication ID:	Name	Email
491244	Derek Wendt	derek.wendt@gmail.com

Full Communication (2/4/2022)

I believe it's best to create a tunnel to West Seattle than to create elevated rail. The elevated route to go over the Duwamish Waterway, the Delridge/Marginal Way junction, and along the West Seattle golf course would be unpleasant to look at and experience, creating the area feels much more industrial than it is now. Why not route a tunnel under the Nucor Steel plant, making a softer turn to Avalon Way, and then to Fauntleroy. If you're already doing a tunnel, why not just do it once and for all? Like how it's been done under Capitol Hill, Beacon Hill, and UW? There's no need for more elevated routes over the Delridge/Marginal Way junction - it's just too much, especially when the West Seattle Bridge has been closed for the past 2 years.

#	Comments	Responses
1	I believe it's best to create a tunnel to West Seattle than to create elevated rail. The elevated route to go over the Duwamish Waterway, the Delridge/Marginal Way junction, and along the West Seattle golf course would be unpleasant to look at and experience, creating the area feels much more industrial than it is now. Why not route a tunnel under the Nucor Steel plant, making a softer turn to Avalon Way, and then to Fauntleroy. If you're already doing a tunnel, why not just do it once and for all? Like how it's been done under Capitol Hill, Beacon Hill, and UW? There's no need for more elevated routes over the Delridge/Marginal Way junction - it's just too much, especially when the West Seattle Bridge has been closed for the past 2 years.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 2.5, Alternatives Development and Scoping, for information on alternatives development.

Comment Submittal 0110

Communication ID:	Name	Email
491329	Travis Elliott	telliott815@gmail.com

Full Communication (2/4/2022)

If it stops at 35th and Fauntleroy, that would be a dream. Also if it went just beyond to California Ave, it's a great spot in West Seattle with plenty of traffic.

#	Comments	Responses
1	If it stops at 35th and Fauntleroy, that would be a dream.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also if it went just beyond to California Ave, it's a great spot in West Seattle with plenty of traffic.	Please see the responses to CCG2 and CC2i in Table 7-1. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Comment Submittal 0111

Communication ID:	Name	Email
491334	Romain Seguy	rseguy@outlook.com

Full Communication (2/5/2022)

My comment is related to the West Seattle (WS) portion of the WS and Ballard Link extensions. I note the preferred alternatives are all using elevated routes past the Avalon station, going into WS. I encourage you to highly reconsider this, and to move with the preferred alternatives with third- party funding. For once, work hard and find this funding. Elevated routes will have a dramatic impact on people living around the rails, while the overall goal of light rail is to improve the quality of life by providing a reliable commuting option. Elevated routes will cut outdoor light for many apartments and businesses which have windows on only one side. This will also increase the noise level since the noise from the trains will radiate up and down from the elevated routes. Elevated routes will also be a scar to the urban landscape which has never been designed to anticipate this. Also, pillars and the complete infrastructure will be a magnet for graffiti, tags, etc., which will be poorly taken care of (as can be seen in existing light rail routes) by public entities in charge of maintenance. Finally, elevated routes are more impacted by earthquakes than other types of infrastructures. Tunnels will remove all these nuisances. They've been used throughout the world for 100+ years with success, and many cities are still building new ones, like Paris for the various RER extensions (heavier than light rail). It's 2022: Be modern, turn on the brain, and make the right decision for once. Also, WS had street-level rails decades ago. That's not even considered here: What about closing streets or reshaping them for that purpose. A good example of what can be done is the city of Lyons,in France. Take a look.

One last thing: If you want to reduce costs, forget about working with unions, etc., which are working solely for themselves and rising the costs for their own benefit (as an example, the union for the port is a poster child of discrimination and privileges as it creates four categories of workers, with the Done being of extreme negative impact on workers' life). WA state laws already guarantee minimum income. Open the door to competition. Get rid of the red tape which drives the making of decisions which go against the overall objective.

#	Comments	Responses
1	My comment is related to the West Seattle (WS) portion of the WS and Ballard Link extensions. note the preferred alternatives are all using elevated routes past the Avalon station, going into WS. encourage you to highly reconsider this, and to move with the preferred alternatives with third-party funding. For once, work hard and find this funding. Elevated routes will have a dramatic impact on people living around the rails, while the overall goal of light rail is to improve the quality of life by providing a reliable commuting option. Elevated routes will cut outdoor light for many apartments and businesses which have windows on only one side. This will also increase the noise level since the noise from the trains will radiate up and down from the elevated routes. Elevated routes will also be a scar to the urban landscape which has never been designed to anticipate this. Also, pillars and the complete infrastructure will be a magnet for graffiti, tags, etc., which will be poorly taken care of (as can be seen in existing light rail routes) by public entities in charge of maintenance. Finally, elevated routes are more impacted by earthquakes than other types of infrastructures. Tunnels will remove all these nuisances. They've been used throughout the world for 100+ years with success, and many cities are still building new ones, like Paris for the various RER extensions (heavier than light rail). It's 2022: Be modern, turn on the brain, and make the right decision for once.	Please see the responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	WS had street-level rails decades ago. That's not even considered here: What about closing streets or reshaping them for that purpose. A good example of what can be done is the city of Lyons.in France. Take a look.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension Final EIS for more information on alternatives development.
3	If you want to reduce costs, forget about working with unions, etc., which are working solely for themselves and rising the costs for their own benefit (as an example, the union for the port is a poster child of discrimination and privileges as it creates four categories of workers, with the D one being of extreme negative impact on workers' life). WA state laws already guarantee minimum income. Open the door to competition. Get rid of the red tape which drives the making of decisions which go against the overall objective.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Comment Submittal 0112

Communication ID:	Name	Email
491335	Richard Kettlewell	surfingtoo@hotmail.com

Full Communication (2/5/2022)

A tunnel seems to be the most appropriate route for West Seattle.

Otherwise, the above grade alternative is very disruptive. Unlike other area's it goes right through a dense residential area.

A tunnel is much less obtrusive and eliminates enormous stations above grade.

Allows for a much more aesthetic entry into West Seattle.

Not in favor of an above grade rail. West Seattle is not a quasi industrial area.

#	Comments	Responses
1	A tunnel seems to be the most appropriate route for West Seattle. Otherwise, the above grade alternative is very disruptive. Unlike other area's it goes right through a dense residential area. A tunnel is much less obtrusive and eliminates enormous stations above grade. Allows for a much more aesthetic entry into West Seattle. Not in favor of an above grade rail. West Seattle is not a quasi industrial area.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0113

Communication ID:	Name	Email
491338	Paul Fleurdelys	paul.fleurdelys@gmail.com

Full Communication (2/5/2022)

I live in West Seattle and drive between Delridge and the Junction daily. I think 3 stations between Delridge, 35th, and Jefferson Square is too many. The stations aren't that far apart, but the vertical rise will make it kind of hard to walk.

I think 2 stations, at Delridge and either at Jefferson Square or possibly on Fauntleroy and Alaska, make more sense. It's hard to see why buses or transfers needed on Avalon couldn't just go to either station. It also seems like it would save a lot of money and slightly shorten the trip times into downtown.

#	Comments	Responses
1	I think 3 stations between Delridge, 35th, and Jefferson Square is too many. The stations aren't that far apart, but the vertical rise will make it kind of hard to walk. I think 2 stations, at Delridge and either at Jefferson Square or possibly on Fauntleroy and Alaska, make more sense. It's hard to see why buses or transfers needed on Avalon couldn't just go to either station. It also seems like it would save a lot of money and slightly shorten the trip times into downtown.	Please see the response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0114

Communication ID:	Name	Email
491339	Yuriy Mazurenko	beatmakerbeat@yahoo.com

Full Communication (2/5/2022)

Hello.

I live in the West Seattle In my opinion the better way to route Light Rail to this part of the city will be through a separate stand alone bridge with a bottom route on the EIS draft. Since the West Seattle bridge is in repairs right now and there is no guarantees that it won't have to be repaired sometime shortly the future, Light rail will need its own dedicated high bridge. From the point where it touches the land on the west side, the rail should be in the tunnel, following the pin preferred alternative up to the 42nd Ave sw with a stop at Fauntleroy Way sw. Also, the route should include stops near Delridge and Avalon Way SW.

Thank you

#	Comments	Responses
1	I live in the West Seattle In my opinion the better way to route Light Rail to this part of the city will be through a separate stand alone bridge with a bottom route on the EIS draft. Since the West Seattle bridge is in repairs right now and there is no guarantees that it won't have to be repaired sometime shortly the future, Light rail will need its own dedicated high bridge.	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.
2	From the point where it touches the land on the west side, the rail should be in the tunnel, following the pin preferred alternative up to the 42nd Ave sw with a stop at Fauntleroy Way sw. Also, the route should include stops near Delridge and Avalon Way SW.	Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for information on alternatives development. Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS also includes additional information on alternatives development, including other tunnel alternatives and why they were not carried forward.

Comment Submittal 0115

Communication ID:	Name	Email
491340	Ryan Lorey	ryanlorey@outlook.com

Full Communication (2/5/2022)

Hello,

First off, I want to thank the SoundTransit staff for all their hard work pushing forward our transit system into modernity. The investments we are making now will pay dividends for us into the future.

That said, we have to make the best decisions we can to ensure the success of our transit network and provide a good rider experience. After reading the Draft EIS, I have major concerns over the vertical circulation in many of these proposed stations, particularly for the stations in Chinatown/ID and the downtown core of Seattle. Aside from the new Westlake station that needs to accommodate the existing tunnel and the station at Mercer/Harrison that needs to go beneath the SR-99 tunnel, we must do whatever we can to avoid having deep tunnel stations. In particular, the deep-bore station alternatives for Chinatown/ID station need to be thrown out entirely. This station is going to be the most important station in the system, functioning as the primary transfer point between the 1, 2, and 3 Lines, as well as both Sounder lines. Making the transfer as easy as possible - and therefore making the platforms as close together as possible - is paramount to ensure the success of our system. Potentially requiring riders to take an ELEVATOR to transfer between lines at a station as busy as this should be out of the question.

Additionally, the elevated station alternatives are too tall in general. All of the alternatives need to be evaluated and replanned to have a target height above ground of 50 feet or less. Northgate Station is 45 feet above the ground, and that's about as tall as we ought to build a station if we want to provide a good rider experience. Going too much taller requires passengers to travel unnecessarily long escalators/stairs/elevators, lengthening trip time by several minutes at each boarding and departure, making the rider experience worse.

Thank you for reading, Ryan Lorey

#	Comments	Responses
1	First off, I want to thank the SoundTransit staff for all their hard work pushing forward our transit system into modernity. The investments we are making now will pay dividends for us into the future.	Thank you for expressing support for the project.
2	I have major concerns over the vertical circulation in many of these proposed stations, particularly for the stations in Chinatown/ID and the downtown core of Seattle. Aside from the new Westlake station that needs to accommodate the existing tunnel and the station at Mercer/Harrison that needs to go beneath the SR-99 tunnel, we must do whatever we can to avoid having deep tunnel stations. In particular, the deep-bore station alternatives for Chinatown/ID station need to be thrown out entirely. This station is going to be the most important station in the system, functioning as the primary transfer point between the 1, 2, and 3 Lines, as well as both Sounder lines. Making the transfer as easy as possible - and therefore making the platforms as close together as possible - is paramount to ensure the success of our system. Potentially requiring riders to take an ELEVATOR to transfer between lines at a station as busy as this should be out of the question.	Please see the response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.
3	the elevated station alternatives are too tall in general. All of the alternatives need to be evaluated and replanned to have a target height above ground of 50 feet or less. Northgate Station is 45 feet above the ground, and that's about as tall as we ought to build a station if we want to provide a good rider experience. Going too much taller requires passengers to travel unnecessarily long escalators/stairs/elevators, lengthening trip time by several minutes at each boarding and departure, making the rider experience worse.	Please see the response to CC2e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0116

Communication ID:	Name	Email
491342	Codrin Nedita	codrin.nedita@gmail.com

Full Communication (2/5/2022)

None of these alternatives provide direct access to light rail for the residents of High Point, the largest mixed-income community in the area. Instead of reconnecting this thriving community of nearly 1,600 families with the rest of Seattle, the focus is again on the wealthier areas in West Seattle. There are no plans to expand this Link Extension to White Center and further connect additional low and mixed-income communities to downtown Seattle. Many of these residents rely on the public transportation system and they should be provided direct access to a modern mean of transportation. Let the residents of Alaska Junction walk/take a bus to the Avalon station and replace the Alaska Junction station with a 35th & SW Morgan station. Make it a tunnel route, with a deep station, if the current light rail trains cannot go up the hill. Reevaluate your plans through Equity lenses.

#	Comments	Responses
1	None of these alternatives provide direct access to light rail for the residents of High Point, the largest mixed-income community in the area. Instead of reconnecting this thriving community of nearly 1,600 families with the rest of Seattle, the focus is again on the wealthier areas in West Seattle. There are no plans to expand this Link Extension to White Center and further connect additional low and mixed-income communities to downtown Seattle. Many of these residents rely on the public transportation system and they should be provided direct access to a modern mean of transportation. Let the residents of Alaska Junction walk/take a bus to the Avalon station and replace the Alaska Junction station with a 35th & SW Morgan station. Make it a tunnel route, with a deep station, if the current light rail trains cannot go up the hill. Reevaluate your plans through Equity lenses.	Please see the responses to CC1c and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0117

Communication ID:	Name	Email
491344	Dayna Polstein	daynapolstein@gmail.com

Full Communication (2/5/2022)

I prefer the pink alternative from the map in the pamphlet. I also prefer anything that brings the light rail to Ballard sooner.

#	Comments	Responses
1	I prefer the pink alternative from the map in the pamphlet.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I also prefer anything that brings the light rail to Ballard sooner.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0118

Communication ID:	Name	Email
491345	Benjamin Hamm	ben.hamm@gmail.com

Full Communication (2/5/2022)

I am a west Seattle resident and This proposal has my full support. The only thing I wish is that it were being built far more quickly. Let's do this'

#	Comments	Responses
1	I am a west Seattle resident and This proposal has my full support. The only thing I wish is that it were being built far more quickly. Let's do this!	Thank you for expressing support for the West Seattle Link Extension. Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0119

Communication ID:	Name	Email
491349	Jeff Harding	jharding@neudorferengineers.com; jeffrey_harding@msn.com

Full Communication (2/5/2022)

The Andover alternative is far and away the best, cheapest, and really the only feasible optionl It does not displace numerous families, is the best option for transfers, has the least detrimental effect on the community, and (even per draft EIS) fits in best with the layout of the surrounding Delridge north/south oriented neighborhood blocks. What eyesore the other options are. And the other options go diagonally through North Delridge, ripping out the heart of the neighborhood and wreaking havoc on traffic and the overall look of the area.

#	Comments	Responses
1	The Andover alternative is far and away the best, cheapest, and really the only feasible option! It does not displace numerous families, is the best option for transfers, has the least detrimental effect on the community, and (even per draft EIS) fits in best with the layout of the surrounding Delridge north/south oriented neighborhood blocks.	Please see the response to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	What eyesore the other options are. And the other options go diagonally through North Delridge, ripping out the heart of the neighborhood and wreaking havoc on traffic and the overall look of the area.	Please see the responses to CC4.4a and CC4.5a in Table 7-1.

Comment Submittal 0120

Communication ID:	Name	Email
491350	Jeff Harding	jharding@neudorferengineers.com; jeffrey_harding@msn.com

Full Communication (2/5/2022)

Andover alternative is on/under budget, great station location, and perfect alignment with the layout of the North Delridge neighborhood. Andover is a great route. It leaves intact the occupants that the rail is intended to serve. The Andover route is a perfect match with the historical neighborhood. Great access for local riders, plenty of room for parking, ample room for bus transfers, and ideal for commuters. Andover alternative does not displace the entire neighborhood. Its routing aligns perfectly with the North Delridge neighborhood.

#	Comments	Responses
1	Andover alternative is on/under budget, great station location, and perfect alignment with the layout of the North Delridge neighborhood. Andover is a great route. It leaves intact the occupants that the rail is intended to serve. The Andover route is a perfect match with the historical neighborhood. Great access for local riders, plenty of room for parking, ample room for bus transfers, and ideal for commuters. Andover alternative does not displace the entire neighborhood. Its routing aligns perfectly with the North Delridge neighborhood.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0121

Communication ID:	Name	Email
491357	Paola Medina	paolaventurimedina@gmail.com

Full Communication (2/6/2022)

I prefer the medium tunnel options, particularly medium tunnel at 41st as it displaces the fewest number of residential units and only 35 businesses. Also, it is a lower budget and does not effect parks.

#	Comments	Responses
1	I prefer the medium tunnel options, particularly medium tunnel at 41st as it displaces the fewest number of residential units and only 35 businesses. Also, it is a lower budget and does not effect parks.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0122

Communication ID:	Name	Email
491364	Adrian Pope	ajpope1234@yahoo.com

Full Communication (2/6/2022)

I would like to have the Medium Tunnel 41stAvenue Station Andover Street Station Lower Height option. It is one of the lowest cost and least impact to the West Seattle neighborhood and best fits our needs for West Seattle.

#	Comments	Responses
1	I would like to have the Medium Tunnel 41st Avenue Station Andover Street Station Lower Height option. It is one of the lowest cost and least impact to the West Seattle neighborhood and best fits our needs for West Seattle.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0123

Communication ID:	Name	Email
491414	Zachary Burton	burtonzr@gmail.com

Full Communication (2/7/2022)

I would prefer that the Link Light Rail extension to West Seattle be all underground once the Link Light Rail tracks get to Delridge. It is much quieter for the Link Light Rail to be underground and it will prevent Sound Transit from having to tear down lots of buildings, homes, and trees. The Preferred alternatives with third-party funding" (the brown line indicating that is is a tunnel route) is my preferred option. The third party funding would help with addition costs to put the Link Light Rail underground. We should make this the best form of transit possible and above ground train routes are not as good for quality of life as trains that are underground.

#	Comments	Responses
1	I would prefer that the Link Light Rail extension to West Seattle be all underground once the Link Light Rail tracks get to Delridge. It is much quieter for the Link Light Rail to be underground and it will prevent Sound Transit from having to tear down lots of buildings, homes, and trees.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for information on alternatives development. Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS also includes additional information on alternatives development, including other tunnel alternatives and why they were not carried forward.
2	The Preferred alternatives with third-party funding" {the brown line indicating that is is a tunnel route) is my preferred option. The third party funding would help with addition costs to put the Link Light Rail underground. We should make this the best form of transit possible and above ground train routes are not as good for quality of life as trains that are underground.	Please see response to CCG2 and CC2c in Table 7-1.

Comment Submittal 0124

Communication ID:	Name	Email
491435	ZHAODONG ZHENG	zhaodongz2013062@gmail.com

Full Communication (2/7/2022)

Hi!

I own and live in a home in the Delridge/Youngstown area. I've seen public support for a gondola system instead of the proposed light rail, and I would like to see an analysis of that alternative as well. According to the organization West Seattle Skylink, a gondola would cost far less and be completed far sooner than a light rail line. I would like Sound Transit to do their own analysis and publish their results to determine if that is true.

Thanks! Don Zheng

#	Comments	Responses
1	I own and live in a home in the Delridge/Youngstown area. I've seen public support for a gondola system instead of the proposed light rail, and I would like to see an analysis of that alternative as well. According to the organization West Seattle Skylink, a gondola would cost far less and be completed far sooner than a light rail line. I would like Sound Transit to do their own analysis and publish their results to determine if that is true.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0125

Communication ID:	Name	Email
491436	Jennifer Harris	harrisj@myuw.net

Full Communication (2/7/2022)

Strongly support extension to W Seattle. We live in South Seattle but rely heavily on access to W Seattle as many common resources/services in the South End (Rainier/MLK corridor) are very under-developed and/or inferior. The connection between W Seattle and everywhere else besides downtown is a MESS. Adding a link light rail would help stabilize access to that area so it is not at the mercy of one driving route. Please also include the White Center area in your planning. Thank you.

#	Comments	Responses
1	Strongly support extension to W Seattle. We live in South Seattle but rely heavily on access to W Seattle as many common resources/services in the South End (Rainier/MLK corridor) are very under-developed and/or inferior. The connection between W Seattle and everywhere else besides downtown is a MESS. Adding a link light rail would help stabilize access to that area so it is not at the mercy of one driving route.	Thank you for expressing support for the West Seattle Link Extension.
2	Please also include the White Center area in your planning	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0126

Communication ID:	Name	Email
491437	Paul Sommers	paul98070@gmail.com

Full Communication (2/8/2022)

The quantitative criteria used in the DEIS fail to incorporate impacts on qaulitative issues such as quiet residential neighborhoods bein impacted vs. busy, noisy arterials, and the significance of larger businesses to local residents as opposed to just the number of businesses. Re the rneighborhood issues, Fauntleroy seems to me to be the preferred alternative as opposed to any of the41sV42nd alternatives because the condos along Fauntleroy were built with noise issues in mind, and people who bought those units did so with full recognition of existing noise issues on a arterial. In contrast, condo owners along 41st and 42nd bought units on fairly quiet residential streets, and these Seattle residents will experience a significant deterioration in their quality of life if any of the alternatives on those streets are selected. In regards to businesses, at least 2 grocery stores are impacted by the 41sV42nd alternatives. My wife and I walk to these stores; if ST puts transit stations on those streets and thereby destroys these 2 stores, we will be forced back into our car to find comparable shopping alternatives. Mass transit is supposed to lure people away from their cars, not force them back into them.

A final point - given the timing of this process and when analytic work was done, I very much doubt that the economic projections used to forecast light rail and bus ridership are anywhere close to accurate given the continuing impacts of COVID-19 on ridership. Remote work is a long term reality that businesses all over the world are adjusting to. Therefore, I think that ST light rail ridership will be lower than forecasted in the DEIS for many years. Any cost-benefit calculations based on the existing economic projections need to be redone based on new more accurate ridership projections, which in turn would stem from revised long term economic projections. I am a professional economist and I know how the economic projections are prepared, and when they were prepared. Your present projections are invalid in our new "post-COVID" reality.

#	Comments	Responses
1	The quantitative criteria used in the DEIS fail to incorporate impacts on qaulitative issues such as quiet residential neighborhoods bein impacted vs. busy, noisy arterials, and the significance of larger businesses to local residents as opposed to just the number of businesses. Re the rneighborhood issues, Fauntleroy seems to me to be the preferred alternative as opposed to any of the41st/42nd alternatives because the condos along Fauntleroy were built with noise issues in mind, and people who bought those units did so with full recognition of existing noise issues on a arterial. In contrast, condo owners along 41st and 42nd bought units on fairly quiet residential streets, and these Seattle residents will experience a significant deterioration in their quality of life if any of the alternatives on those streets are selected. In regards to businesses, at least 2 grocery stores are impacted by the 41st/42nd alternatives. My wife and I walk to these stores; if ST puts transit stations on those streets and thereby destroys these 2 stores, we will be forced back into our car to find comparable shopping alternatives. Mass transit is supposed to lure people away from their cars, not force them back into them.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on potential impacts to neighborhoods, including noise and displacement of grocery stores.
2	A final point - given the timing of this process and when analytic work was done, I very much doubt that the economic projections used to forecast light rail and bus ridership are anywhere close to accurate given the continuing impacts of COVID-19 on ridership. Remote work is a long term reality that businesses all over the world are adjusting to. Therefore, I think that ST light rail ridership will be lower than forecasted in the DEIS for many years. Any cost-benefit calculations based on the existing economic projections need to be redone based on new more accurate ridership projections, which in turn would stem from revised long term economic projections. I am a professional economist and I know how the economic projections are prepared, and when they were prepared. Your present projections are invalid in our new "post-COVID" reality.	Please see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0127

Communication ID:	Name	Email
491445	Brian Janura	janura.brian@dorsey.com

Full Communication (2/8/2022)

West Seattle Line Comments -

Please act with upmost speed in completing this project. Speed, not perfection (extension will never be perfect as certain groups of people will always be disappointed), is my number one priority.

A raised line is acceptable (and will be quicker to build), and it is a better riding experience to be able to look out windows instead of being trapped in a dark tunnel.

Planning now should also consider extending the line south in the future, especially to diverse

communities that rely much more on transit like High Point and White Center. Please try to save Trader Joe's in the Junction.

#	Comments	Responses
1	West Seattle Line Comments - Please act with upmost speed in completing this project. Speed, not perfection (extension will never be perfect as certain groups of people will always be disappointed), is my number one priority.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	A raised line is acceptable (and will be quicker to build), and it is a better riding experience to be able to look out windows instead of being trapped in a dark tunnel.	Please see responses to CCG2 and CCG4 in Table 7-1.
3	Planning now should also consider extending the line south in the future, especially to diverse communities that rely much more on transit like High Point and White Center.	Please see responses to CC1c and CC2d in Table 7-1.
4	Please try to save Trader Joe's in the Junction.	Please see response to CC4.1b in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacted grocery stores.

Comment Submittal 0128

Communication ID:	Name	Email
491449	Sarah Tito	sarahjean.tito@gmail.com

Full Communication (2/8/2022

As a West Seattle resident and homeowner. I do NOT want the Light Rail connecting into the Alaska Junction. It should stop at Delridge or Fauntleroy and go directly down to White Center. There are too many schools and traffic congestion in the Alaska Junction to make this a safe or beneficial location for a light rail stop.

#	Comments	Responses
1	As a West Seattle resident and homeowner. I do NOT want the Light Rail connecting into the Alaska Junction. It should stop at Delridge or Fauntleroy and go directly down to White Center. There are too many schools and traffic congestion in the Alaska Junction to make this a safe or beneficial location for a light rail stop.	Please see responses to CCG2, CC1c, and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0129

Communication ID:	Name	Email
491460	Michal Dodge	mamcelhany@hotmail.com

Full Communication (2/8/2022)

Most Important: The rail needs to service California Avenue business district (as it is the heart of West Seattle) with stops on either 41st or 42nd - NOT FAUNTLEROY!

There is one clear choice: "Other Alternative - Medium Tunnel 41st Andover St Lower Height". It is

unquestionable the best choice for these reasons.

1. Is causes the fewest residential displacements in a housing market where there is a shortage. This option will be least impacted by budget overruns as the cost to acquire residential properties continues to increase dramatically in a housing market where there are extreme shortages.

2. It is one of the options that impacts the fewest businesses.

3. It is THEE HIGHEST PERFORMING SOLUTION!

4. It is one of the LOWEST COST solutions.

5. It is one of the lowest cost solutions.

6. Unlike almost all the other options, there are no permanent park effects.

Given these reasons, it is almost incomprehensible to me that the other options would even be up for serious consideration.

#	Comments	Responses
1	Most Important: The rail needs to service California Avenue business district (as it is the heart of West Seattle) with stops on either 41st or 42nd - NOT FAUNTLEROY!	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	There is one clear choice: "Other Alternative - Medium Tunnel 41st Andover St Lower Height". It is unquestionable the best choice for these reasons. Is causes the fewest residential displacements in a housing market where there is a shortage. This option will be least impacted by budget overruns as the cost to acquire residential properties continues to increase dramatically in a housing market where there are extreme shortages. It is one of the options that impacts the fewest businesses. It is THEE HIGHEST PERFORMING SOLUTION! It is one of the LOWEST COST solutions. It is one of the lowest cost solutions. Unlike almost all the other options, there are no permanent park effects. Given these reasons, it is almost incomprehensible to me that the other options would even be up for serious consideration.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0130

Communication ID:	Name	Email
491467	Blue Frauenglass	blue@everblue.info

Full Communication (2/8/2022)

As someone who both lives in the area of the West Seattle extension and uses public transit as my primary means of transportation, the expanding light rail system is something I'm eagerly looking forward to.

I strongly prefer any of the options that involve the Alaska Junction station being underground. Overhead train stations harm the walkability of an area; they're ugly and noisy. Compare, for example, the impact of the overhead monorail stations downtown to those of the downtown tunnel. The area around tunnel stations is walkable and pleasant, busy at all times of year, while areas with overhead monorail are practically deserted.

#	Comments	Responses
1	As someone who both lives in the area of the West Seattle extension and uses public transit as my primary means of transportation, the expanding light rail system is something I'm eagerly looking forward to.	Thank you for expressing support for the West Seattle Link Extension.
2	I strongly prefer any of the options that involve the Alaska Junction station being underground. Overhead train stations harm the walkability of an area; they're ugly and noisy. Compare, for example, the impact of the overhead monorail stations downtown to those of the downtown tunnel. The area around tunnel stations is walkable and pleasant, busy at all times of year, while areas with overhead monorail are practically deserted.	Please see responses to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0131

Communication ID:	Name	Email
491503	Steve Raparelli	glacialpace@gmail.com

Full Communication (2/7/2022)

Hello,

I am writing in full support of light rail coming to West Seattle and Ballard. My main concerns are as follows:

-This should happen sooner. 2032 is a long time away, and this city has needed improved train service since we first voted it down in 1968. Service sooner than 2032 to at least the Delridge station would be a great start. Condos and houses would be less affected, and a station near Delridge would at least be a place that West Seattleites can go to have train access. Let West Seattle argue over routes/etc., but please get a train across the Duwamish wateiway to us, preferably much sooner than 2032.

-We'll need direct bus lines to the stations. The proposed routes aren't that extensive, so there will need to be more buses that go directly to the train station. I live near 35th and Morgan and I can't currently get a direct bus to a train line, including Soda.

-Bike Lockers: Please, please, please have plenty of bike lockers at stations. Again, with not a lot of direct bus routes to train stations from West Seattle some of us will just prefer to bike over there rather than take multiple buses. Fully safe bike lockers are important fore-bikes as well, with the current crime in Seattle.

Finally, and most importantly, please just finally make this happen. We could have had light rail and then decent monorail routes for over a decade now, but instead we've put it off and land has become more expensive. Cars, even electric ones, are not a sustainable option. We need to focus on expanding our train system as the number one priority in public transportation.

Thank you, Steve Raparelli

#	Comments	Responses
1	I am writing in full support of light rail coming to West Seattle and Ballard.	Thank you for expressing support for the projects.
2	This should happen sooner. 2032 is a long time away, and this city has needed improved train service since we first voted it down in 1968. Service sooner than 2032 to at least the Delridge station would be a great start. Condos and houses would be less affected, and a station near Delridge would at least be a place that West Seattleites can go to have train access. Let West Seattle argue over routes/etc., but please get a train across the Duwamish waterway to us, preferably much sooner than 2032.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	We'll need direct bus lines to the stations. The proposed routes aren't that extensive, so there will need to be more buses that go directly to the train station. I live near 35th and Morgan and I can't currently get a direct bus to a train line, including Soda.	Please see response to CC3e in Table 7-1.
4	Bike Lockers: Please, please, please have plenty of bike lockers at stations. Again, with not a lot of direct bus routes to train stations from West Seattle some of us will just prefer to bike over there rather than take multiple buses. Fully safe bike lockers are important fore-bikes as well, with the current crime in Seattle.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. Sound Transit allows all two-wheeled, standard-sized bicycles, including e-bikes and folding bicycles on trains.

Comment Submittal 0132

Communication ID:	Name	Email
491504	Lindsey Imbier	lindsey@glimbier.com

Full Communication (2/9/2022)

PLEASE, PLEASE, PLEASE make the Delridge to Alaska junction section underground. There is already enough noise and traffic in our neighborhood. I struggle enough with sleeping due to the trains horns in the distance. I will hate wehearing the bells of the passing train.

#	Comments	Responses
1	PLEASE, PLEASE, PLEASE make the Delridge to Alaska junction section underground. There is already enough noise and traffic in our neighborhood. I struggle enough with sleeping due to the trains horns in the distance. I will hate wehearing the bells of the passing train.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0133

Communication ID:	Name	Email
491507	Joan Bateman	joanbateman@earthlink.net

Full Communication (2/4/2022)

This is Joan Bateman Phone Number(412) 952-5829. I lives in Seattle, e-mail, Joan Bateman, joanbateman@earthlink.net. I have one comment, and it seems almost silly,excuse the expression, to have the West Seattle line stop, either at SODO or Holgate, without going all the way to the stadium. We have many people that go to the games, football, soccer,baseball. Many nights a week. And you can count on most in the summer time, almost every day. And it would be helpful, if we could get ourselves all the way to the stadium, so that we don't have to walk, many of us are elderly or disabled. And, or, figure out how to get there. Thank you. I hope my comment makes sense to you, and thank you for including me in your comment period. Please call back at (412) 952-5829, if you have questions or need any more information. Thanks. Bye.

#	Comments	Responses
1	it seems almost silly,excuse the expression, to have the West Seattle line stop, either at SODO or Holgate, without going all the way to the stadium. We have many people that go to the games, football, soccer,baseball. Many nights a week. And you can count on most in the summer time, almost every day. And it would be helpful, if we could get ourselves all the way to the stadium, so that we don't have to walk, many of us are elderly or disabled. And, or, figure out how to get there. Thank you.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Riders in West Seattle will be able to use the SODO Station to transfer to the Ballard to Tacoma (future 1 Line) to access the Stadium Station.

Comment Submittal 0134

Communication ID:	Name	Email
496088	Brook Peters	brookpeters@hotmail.com

Full Communication (2/9/2022)

The WS line that ends on Fauntleroy and does not make it up the hill to 41st or 42nd leaves the least negative impact to the WS community and is, therefore, the best option. Fauntleroy is a busy street and can handle having a station and above ground platforms provided some businesses are purchased on the east side of the street to leave room for the station. This is the best option from a service perspective and to minimally impact the Alaska Junction "village" aesthetic. It also provides value to the most commuters; servicing those that live near the Alaska Junction, those on 35th, Fauntleroy area residents and the incoming ferry commuters.

#	Comments	Responses
1	The WS line that ends on Fauntleroy and does not make it up the hill to 41st or 42nd leaves the least negative impact to the WS community and is, therefore, the best option. Fauntleroy is a busy street and can handle having a station and above ground platforms provided some businesses are purchased on the east side of the street to leave room for the station. This is the best option from a service perspective and to minimally impact the Alaska Junction "village" aesthetic. It also provides value to the most commuters; servicing those that live near the Alaska Junction, those on 35th, Fauntleroy area residents and the incoming ferry commuters.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0135

Communication ID:	Name	Email
496124	Jackson Teal	jbteal@hotmail.com

Full Communication (2/10/2022)

There are a lot of good public opinions out there on the Seattle line expansion like the video linked below. I know this isn't really the place for this comment, but I'd like to hope these considerations are being seen and noted. I hope the Seattle line can be built to be it's best and most usable self despite any pushback. Thanks

https://youtu.be/mqnTqNSxXsO

#	Comments	Responses
1	There are a lot of good public opinions out there on the Seattle line expansion like the video linked below. I know this isn't really the place for this comment, but I'd like to hope these considerations are being seen and noted. I hope the Seattle line can be built to be it's best and most usable self despite any pushback. Thanks https://youtu.be/mqnTqNSxXsO	Thank you for expressing support for the project. Please see responses to CCG3, CCG4, and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0136

Communication ID:	Name	Email
496145	Cody Cousins	cody.d.cousins@gmail.com

Full Communication (2/9/2022)

Hello,

I would like to provide the following comments for the West Seattle Light Rail Extension:

1. SODO-1b would be preferred due to the footprint and maintenance of one facility versus two facilities. A much "cleaner" concept and impacts fewer businesses during construction.

2. No preferred option on the Duwamish segment. It appears to be a trade off of impacts vs cost. The preferred DUW-1a seems sufficient.

3. DEL-2a seems to make sense. However, why would you need third party funding for DEL-2a that is $400m but not third-party funding for DEL-1a at $600-?00m. Seems like a good choice to save $200-300m for something that serves the same purpose.

4. Getting a station as close to California Ave as possible would be a good idea. The Alaska Junction is the hub of West Seattle. The goal should be to service that hub. WSJ-3b would be the most useful for everyone. This includes people on the other side of California Ave (Genesee etc.) Those people will not get much use out of it if you put the station far away. However, a $800m difference is a tough one to swallow for a few blocks of additional access.

Best regards,

Cody Cousins

#	Comments	Responses
1	SODO-1b would be preferred due to the footprint and maintenance of one facility versus two facilities. A much "cleaner" concept and impacts fewer businesses during construction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	No preferred option on the Duwamish segment. It appears to be a trade off of impacts vs cost. The preferred DUW-1a seems sufficient.	Please see response to CCG2 in Table 7-1.
3	DEL-2a seems to make sense. However, why would you need third party funding for DEL-2a that is $400m but not third-party funding for DEL-1a at $600-700m. Seems like a good choice to save $200-300m for something that serves the same purpose.	Although Alternative DEL-2a would be less expensive, it is denoted in the Draft EIS as needing third party funding because it only connects to alternatives in the West Seattle Junction Segment that require third party funding. Please see response to CC2i in Table 7-1.
4	Getting a station as close to California Ave as possible would be a good idea. The Alaska Junction is the hub of West Seattle. The goal should be to service that hub. WSJ-3b would be the most useful for everyone. This includes people on the other side of California Ave (Genesee etc.) Those people will not get much use out of it if you put the station far away. However, a $800m difference is a tough one to swallow for a few blocks of additional access.	Please see responses to CCG2, CC2c, and CC2i in Table 7-1.

Comment Submittal 0137

Communication ID:	Name	Email
496146	Kathryn Evans	fleurette5@yahoo.com

Full Communication (2/8/2022)

My comment to the proposed West Seattle Station is to please chose the alternative that does not condemn or take houses along the pigeon point neighborhood. Please pick the option that goes on the other side of the freeway.

Thank you,

Kathryn Perkins

Resident of Pigeon Point in West Seattle

#	Comments	Responses
1	My comment to the proposed West Seattle Station is to please chose the alternative that does not condemn or take houses along the pigeon point neighborhood. Please pick the option that goes on the other side of the freeway.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0138

Communication ID:	Name	Email
496147	Joe Dubbs	joe.dubbs@gmail.com

Full Communication (2/8/2022)

To all who are working for Sound Transit - thank you. Public transportation is a critical public service, and this Seattle resident appreciates the hard work. I'm excited for all the new developments coming in the years ahead!

#	Comments	Responses
1	To all who are working for Sound Transit - thank you. Public transportation is a critical public service, and this Seattle resident appreciates the hard work. I'm excited for all the new developments coming in the years ahead!	Thank you for expressing support for the project.

Comment Submittal 0139

Communication ID:	Name	Email
496148	Nick Jenkins	nick@jenkinsproperties.net, nicholasgjenkins206@gmail.com

Full Communication (2/8/2022)

Hi:

Thanks for the opportunity to comment on the Ballard to West Seattle Draft Environmental Impact Statement.

My thoughts on West Seattle:

1. MUSTS

2. No sky-high concrete columns. If 150-foot columns is the best Sound Transit can do, it should postpone until it can do better. No one will be happy with that result which, in a world with gondolas now and self-driving taxis on the way, seems dated even today. The community will look to tear it down within a generation or two. Delridge/Genesee area residents, in particular, may be better off losing their homes than living in the shadow of a graffiti-riddled, Viaduct-like structure running through their neighborhood.

3. Avoid West Seattle Golf Course as much as possible._With so many options available, there is simply no reason to trample on one of West Seattle's best and most historic assets.

4. Some form of tunnel.

5. I understand tunneling is costly, but the cost has lessened since ST penciled this project years ago (see Elon Musk's The Boring Company). Indeed, ST should re-examine the financial feasibility of a Pigeon Point tunnel: with real estate getting more expensive and tunneling getting cheaper, the delta between tunnel and elevated can't be what it was when Pigeon Point was nixed in 2017. (Speaking of Pigeon Point: It is only 1.8 miles from Pigeon Point to the Junction. Conversely the University/Capitol Hill Tunnel is 3.1 miles -- and it was built! Surely tunneling in West Seattle is not THAT much more expensive than it is in Capitol Hill.)

6. For light rail to expand south, a tunnel is the only viable option.

7. "Limit the above-ground "transportationa/" vibe."No one wants West Seattle to look like it's next to an airport.

8. BECAUSE THEY DON'T MEET THE "MUSTS," SOUND TRANSIT SHOULD ELIMINATE ANY CONFIGURATION WITH THE FOLLOWING: DEL-1A; DEL-1B; DEL-2A; DEL-3; AND DEL-4 AS CURRENTLY ENVISIONED.

9. IF ST SETTLES ON A DELRIDGE WAY STATION INSTEAD OF DAKOTA OR ANDOVER FOR THE DELRIDGE SEGMENT, IT SHOULD CONSIDER A DEL-4/DEL-2B HYBRID ROUTING.••

10. The elevated, lower routing would start heading west on the south side of Genesee, then cross to the north side of Genesee as soon and as far east as possible before entering a tunnel just east of Avalon on the north side of the street.

11. Advantages:

12. The golf course would be spared save perhaps a few hundred feet at the far east.

13. The green area that would be left over below the tracks on the north side of Genesee could be repositioned as public space (dog park, etc.), which would be much welcomed in an extremely dense neighborhood.

14. DEL-2B IS PROBABLY THE BEST OPTION ON THE TABLE NOTWITHSTANDING THE HEIGHTENED COST OF A LONGER TUNNEL. SURELY ST CAN PROCURE FEDERAL INFRASTRUCTURE FUNDING TO MAKE UP THE DIFFERENCE.

15. THE ANDOVER STATION OPTIONS -- DEL-5 AND DEL-6 -- ARE REASONABLE OPTIONS SO LONG AS THEY TUNNEL AS SOON AS POSSIBLE. (WSJ-4 OR WSJ-5.)

16. The Andover Station options (see the 6th and 7th columns below) actually stack up quite nicely on all counts (see chart below) except for the location of the North Delridge station, which many people will say is too far north. That might be a plus. That station's ridership is going to come mostly from buses anyway, And if ST can build, say, a skybridge connecting lower Avalon to the station to the south of Nucor, then it would basically connect Alki and North Admiral riders: they'd only be a bus ride away.

[See documents below for the Rainbow Slide refrerenced.] Sincerely,

Nick Jenkins

Documents: EnviroLytical example Report - WSBLE Phone Communications.pdf image.png

#	Comments	Responses
1	No sky-high concrete columns. If 150-foot columns is the best Sound Transit can do, it should postpone until it can do better. No one will be happy with that result which, in a world with gondolas now and self-driving taxis on the way, seems dated even today. The community will look to tear it down within a generation or two. Delridge/Genesee area residents, in particular, may be better off losing their homes than living in the shadow of a graffiti-riddled, Viaduct-like structure running through their neighborhood.	Please see the responses to CC2e, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Avoid West Seattle Golf Course as much as possible._ With so many options available, there is simply no reason to trample on one of West Seattle's best and most historic assets.	Please see the response to CC4.17b in Table 7-1.
3	Some form of tunnel. I understand tunneling is costly, but the cost has lessened since ST penciled this project years ago (see Elon Musk's The Boring Company).	Please see the response to CCG2 in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information.
4	Indeed, ST should re-examine the financial feasibility of a Pigeon Point tunnel: with real estate getting more expensive and tunneling getting cheaper, the delta between tunnel and elevated can't be what it was when Pigeon Point was nixed in 2017. (Speaking of Pigeon Point: It is only 1.8 miles from Pigeon Point to the Junction. Conversely the University/Capitol Hill Tunnel is 3.1 miles -- and it was built! Surely tunneling in West Seattle is not THAT much more expensive than it is in Capitol Hill.)	Please see the response to CC2h in Table 7-1.
5	For light rail to expand south, a tunnel is the only viable option.	Please see the response to CC2d in Table 7-1.
6	*Limit the above-ground "transportational" vibe.**No one wants West Seattle to look like it's next to an airport.	Please see the response to CC4.5a in Table 7-1.
7	BECAUSE THEY DON'T MEET THE "MUSTS," SOUND TRANSIT SHOULD ELIMINATE ANY CONFIGURATION WITH THE FOLLOWING: DEL-1A; DEL-1B; DEL-2A; DEL-3; AND DEL-4 AS CURRENTLY ENVISIONED.	Please see the response to CCG2 in Table 7-1.
8	F ST SETTLES ON A □ELRIDGE WAY STATION INSTEAD OF DAKOTA OR ANDOVER FOR THE □ELRIDGE SEGMENT, IT SHOULD CONSIDER A DEL-4/DEL-2B HYBRID ROUTING.•• The elevated, lower routing would start heading west on the south side of Genesee, then cross to the north side of Genesee as soon and as far east as possible before entering a tunnel just east of Avalon on the north side of the street. Advantages: The golf course would be spared save perhaps a few hundred feet at the far east. The green area that would be left over below the tracks on the north side of Genesee could be repositioned as public space (dog park, etc.), which would be much welcomed in an extremely dense neighborhood.	Please see the responses to CCG2 and CC4.17b in Table 7-1.

#	Comments	Responses
9	DEL-2B IS PROBABLY THE BEST OPTION ON THE TABLE NOTWITHSTANDING THE HEIGHTENED COST OF A LONGER TUNNEL. SURELY ST CAN PROCURE FEDERAL INFRASTRUCTURE FUNDING TO MAKE UP THE DIFFERENCE.	Please see the responses to CCG2 and CC2c in Table 7-1.
10	THE ANDOVER STATION OPTIONS--DEL-5AND DEL-6--ARE REASONABLE OPTIONS SO LONG AS THEY TUNNEL AS SOON AS POSSIBLE. (WSJ-4 OR WSJ-5.) The Andover Station options (see the 6th and 7th columns below) actually stack up quite nicely on all counts (see chart below) except for the location of the North Delridge station, which many people will say is too far north. That might be a plus. That station's ridership is going to come mostly from buses anyway, And if ST can build, say, a skybridge connecting lower Avalon to the station to the south of Nucor, then it would basically connect Alki and North Admiral riders: they'd only be a bus ride away.	Please see the responses to CCG2 and CC3a in Table 7-1.

	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Short Tunnel 41st Dakota St	Medium Tunnel 41st Andover St Lower Height	Elevated Fauntleroy Andover St
Project cost (2019$ in billions)	$1.6B	$2.0B	$2.1B	$2.2B	$1.9B	$1.6B	$1.5B
Residential displacements	607 units	551 units	364 units	321 units	410 units	201 units	487 units
Business displacements	32	77	31	60	34	35	34
Park effects (permanent)	0.6 acres	0.6 acres	1.4 acres	1.6 acres	0.5 acres	none	none
Other considerations	Taller guideway/ Delridge Station Social service provider	Taller guideway/ Delridge Station Social service provider	Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jnct. stations Social service provider	Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jnct. stations Social service provider	Taller guideway/ Delridge Station Tunnel Alaska Jnct. station Social service provider	Lower guideway/ Avalon Station Guideway follows West Seattle Bridge Delridge Station further north Tunnel Alaska Jnct. Station	Taller guideway/ Delridge Station Guideway follows Avalon Way SW Delridge Station further north

The above information is for illustration only. Please refer to DEIS for further detail.

Performance

Lower performing ←→ Higher performing

Comment Submittal 0140

Communication ID:	Name	Email
496151	Gene Brumblay	genebrumblay@gmail.com

Full Communication (2/9/2022)

Why are we extending our light rail system?

By one calculation, light rail's total cost per passenger mile is about $2.03, while private vehicles average about $1.02. Even taking these numbers with a grain of salt, light rail is a tough sell based on cost-efficiency.

Light rail's environmental benefits are real, but they're probably not durable. A Toyota Prius consumes half the energy and emits a third less CO2 per passenger mile than light rail. LTR is greener today, but maybe not tomorrow, if we end up where we want to be with alternative fuel vehicles.

No study has found any light rail to reduce traffic more than marginally, even in the most successful systems. This seems to be borne out in the draft EIS, which estimates Seattle light rail extensions will reduce traffic 20 years from now by 0.1 percent, or 1/1000th.

So why light rail, then? Serious proponents seem to focus on light rail's ability to guide and influence economic development. This can make sense. A highly subsidized transportation solution like light rail shifts the cost of mobility from the individual to society. We all benefit from enabling the mobility of individuals participating in the economy.

But is this arguably singular benefit worth the blight of elevated light rail? The short answer is no. Elevated guideways can be a great solution along existing freeways or through unpopulated stretches, but it's not defensible in urban and semi-urban areas. If we can't afford sub-grade over elevated, we can't afford light rail. This is not subjective opinion: new urban light rail in successful cities around the world are universally below grade. US cities seem to be uniquely willing to permanently sacrifice urban character in exchange for surprisingly small one-time savings.

If we're going to spend billions under the banner of a vision for the future, let's make sure that vision isn't myopic. Let's suffer only once, spend the relatively small amount of additional money upfront, keep guideways below grade in West Seattle, and not accept irreversible mediocrity in the name of economy and easier execution. Expediency erodes our future.

Thank you, Gene Brumblay

#	Comments	Responses
1	Why are we extending our light rail system? By one calculation, light rail's total cost per passenger mile is about $2.03, while private vehicles average about $1.02. Even taking these numbers with a grain of salt, light rail is a tough sell based on cost-efficiency. Light rail's environmental benefits are real, but they're probably not durable. A Toyota Prius consumes half the energy and emits a third less CO2 per passenger mile than light rail. LTR is greener today, but maybe not tomorrow, if we end up where we want to be with alternative fuel vehicles. No study has found any light rail to reduce traffic more than marginally, even in the most successful systems. This seems to be borne out in the draft EIS, which estimates Seattle light rail extensions will reduce traffic 20 years from now by 0.1 percent, or 1/1000th. So why light rail, then? Serious proponents seem to focus on light rail's ability to guide and influence economic development. This can make sense. A highly subsidized transportation solution like light rail shifts the cost of mobility from the individual to society. We all benefit from enabling the mobility of individuals participating in the economy.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. Section 3.3, Regional Context and Travel, of the West Seattle Link Extension Final EIS discusses the reduction in vehicle miles travelled as a result of the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process of the Ballard Link Extension.

#	Comments	Responses
2	Elevated guideways can be a great solution along existing freeways or through unpopulated stretches, but it's not defensible in urban and semi-urban areas. If we can't afford sub-grade over elevated, we can't afford light rail. This is not subjective opinion: new urban light rail in successful cities around the world are universally below grade. US cities seem to be uniquely willing to permanently sacrifice urban character in exchange for surprisingly small one-time savings. If we're going to spend billions under the banner of a vision for the future, let's make sure that vision isn't myopic. Let's suffer only once, spend the relatively small amount of additional money upfront, keep guideways below grade in West Seattle, and not accept irreversible mediocrity in the name of economy and easier execution.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0141

Communication ID:	Name	Email
496154	Sherry Richardson	slrichardson84@comcast.net

Full Communication (2/10/2022)

Sherry Richardson Draft EIS comment

Thank you for the opportunity to "share."

Light rail to West Seattle is a ridiculously expensive pipe dream. As a long-time West Seattleite, I will actively work against this costly project, that will not have the ridership to support the expense.

Sherry Richardson

8026 Fauntleroy Way SW Seattle, WA98136

Sent from my iPad

#	Comments	Responses
1	Light rail to West Seattle is a ridiculously expensive pipe dream. As a long-time West Seattleite, I will actively work against this costly project, that will not have the ridership to support the expense.	Your opposition to the West Seattle Link Extension has been noted.

Comment Submittal 0142

Communication ID:	Name	Email
496155	Doug Kirschner	doug.kirschner@gmail.com

Full Communication (2/8/2022)

1. Super deep stations are worse than not building at all - if they aren't convenient to use, no one will use them. Find a way to keep them shallow.

2. Coordinate with City of Seattle on the bridge over Salmon Bay for joint cost savings. Together, build a new bridge early & use it to divert car traffic while Ballard Bridge is torn down and a new bridge easily built in the old right-of-way. Once both bridges are complete, convert one of them to light rail/ pedestrian use.

#	Comments	Responses
1	Super deep stations are worse than not building at all - if they aren't convenient to use, no one will use them. Find a way to keep them shallow	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Coordinate with City of Seattle on the bridge over Salmon Bay for joint cost savings. Together, build a new bridge early & use it to divert car traffic while Ballard Bridge is torn down and a new bridge easily built in the old right-of-way. Once both bridges are complete, convert one of them to light rail / pedestrian use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0143

Communication ID:	Name	Email
496239	Nancy Fry	nancydancer@seanet.com

Full Communication (2/11/2022)

I live in north Delridge. Your '"preferred"" routes through our neighborhood are the least acceptable to me. They have the greatest impact on our now peaceful neighborhood (mainly the elevated track on Genesee), and the greatest impact on displaced households and businesses. IF we do indeed have rapid transit coming to West Seattle, I prefer tunneled routes that run on Andover. This

would have the least impact on our neighborhood, both aesthetically and with decreased noise pollution, not to mention less residential displacement. I am much more in favor of the Skylink option for many reasons, and hope the powers that be will give it the attention and evaluation it deserves.

#	Comments	Responses
1	I live in north Delridge. Your "preferred" routes through our neighborhood are the least acceptable to me. They have the greatest impact on our now peaceful neighborhood (mainly the elevated track on Genesee), and the greatest impact on displaced households and businesses. IF we do indeed have rapid transit coming to West Seattle, I prefer tunneled routes that run on Andover. This would have the least impact on our neighborhood, both aesthetically and with decreased noise pollution, not to mention less residential displacement.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am much more in favor of the Skylink option for many reasons, and hope the powers that be will give it the attention and evaluation it deserves.	Please see response to CC2g in Table 7-1.

Comment Submittal 0144

Communication ID:	Name	Email
496259	Daniel Koehler	bigbadtruck@hotmail.com

Full Communication (2/11/2022)

The West Seattle Junction station should be as far west as possible from the Avalon Station. This will put it close to the true West Seattle Junction (where most people will want to visit), close to California Ave. (THE main avenue in West Seattle), and allow more people who live west of California Ave. to be within walking distance of a light rail station . It's silly to spend so much money and have the two stations close together.

I don't think it makes much difference whether the train is elevated or in a tunnel -- as long as it is not at ground level (where it has to move slow).

#	Comments	Responses
1	The West Seattle Junction station should be as far west as possible from the Avalon Station. This will put it close to the true West Seattle Junction (where most people will want to visit), close to California Ave. (THE main avenue in West Seattle), and allow more people who live west of California Ave. to be within walking distance of a light rail station . It's silly to spend so much money and have the two stations close together. I don't think it makes much difference whether the train is elevated or in a tunnel -- as long as it is not at ground level (where it has to move slow).	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0145

Communication ID:	Name	Email
496260	Joyce Chris	chrisgjoyce@yahoo.com

Full Communication (2/11/2022)

Before you build new tracks and stations, how about improving the current stations. Almost all stations have 2-5 escalators and elevators broken.

And how can you have (to/from one track) a DOWN escalator working but a UP escalator broken? Westlake station used to be beautiful. It always has 5-7 broken escalators and elevators and the station is dirty and smelly now. Elevators that do work, have human feces and urine on the floor.

#	Comments	Responses
1	Before you build new tracks and stations, how about improving the current stations. Almost all stations have 2-5 escalators and elevators broken. And how can you have (to/from one track) a DOWN escalator working but a UP escalator broken? Westlake station used to be beautiful. It always has 5-7 broken escalators and elevators and the station is dirty and smelly now. Elevators that do work, have human feces and urine on the floor.	Thank you for your comment; however, this is beyond the scope of the project. In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website.

Comment Submittal 0146

Communication ID:	Name	Email
496267	sarel rowe	sarelis03@yahoo.com

Full Communication (2/12/2022)

I'm so glad to see the extensions to urban villages. Light rail here in West Seattle is critical. I am commenting on four locations. In West Seattle where I live I like WSJ-2 and WSJ 3 2. I hate the displacements and disruptions but the bridge closure shows us how critical it is to have another effective way off the penninsula. I like the alternatives because WSJ-2 is central to buslines and both fauntleroy and business districts at California and Alaska. It's walkable for people in new multi level multi residential constructions. I like WSJ 3.2 because it serves Morgan Junction and all the new development along California and increasingly along Fauntleroy south of Alaska. If we're going to extend into Morgan Junction 3.2 is the most sensible in my view as it goes well into the Junction. If we're going to disrupt lets make it worthwhile is my philosophy.

I'm also commenting on Ballard proposals. I like SIB-1 because of it's logical placement. I drive a lot around the area and this seems to be the best location for transit with logical and workable disruptions to drivers. I also like BB3 though I'm wary of the shoreline impacts.

Finally what is planned to compensate or relocate displaced residents and businesses?

#	Comments	Responses
1	I'm so glad to see the extensions to urban villages. Light rail here in West Seattle is critical.	Thank you for expressing support for the project.
2	In West Seattle where I live I like WSJ-2 and WSJ 3 2. I hate the displacements and disruptions but the bridge closure shows us how critical it is to have another effective way off the penninsula. I like the alternatives because WSJ-2 is central to buslines and both fauntleroy and business districts at California and Alaska. It's walkable for people in new multi level multi residential constructions. I like WSJ 3.2 because it serves Morgan Junction and all the new development along California and increasingly along Fauntleroy south of Alaska. If we're going to extend into Morgan Junction 3.2 is the most sensible in my view as it goes well into the Junction. If we're going to disrupt lets make it worthwhile is my philosophy.	Please see the responses to CCG2 and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	I like SIB-1 because of it's logical placement. I drive a lot around the area and this seems to be the best location for transit with logical and workable disruptions to drivers.	A response to this comment related to alternative preference for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	I also like BB3 though I'm wary of the shoreline impacts.	A response to this comment related to alternative preference for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Finally what is planned to compensate or relocate displaced residents and businesses?	Please see response to CC4.1a in Table 7-1.

Comment Submittal 0147

Communication ID:	Name	Email
496270	Lisa Jackson	lisamichellejackson@gmail.com

Full Communication (2/12/2022)

No to West Seattle light rail. It will demolish houses and businesses that are a huge part of our history. I prefer going underground and above ground like the gondola idea. The Rapid C line is fast and efficient. Work on improving the water taxi and a major park and ride. The one below the bridge only stops for the 21. West Seattle is not only the Junction. There are numerous parts of West Seattle. Seattle is making improvements. Including the rapid h line that will connect to the hospitals in first hill. The light rail is expensive and will take 10 plus years to build. Ruin our history.

#	Comments	Responses
1	No to West Seattle light rail. It will demolish houses and businesses that are a huge part of our history. I prefer going underground and above ground like the gondola idea. The Rapid C line is fast and efficient. Work on improving the water taxi and a major park and ride. The one below the bridge only stops for the 21. West Seattle is not only the Junction. There are numerous parts of West Seattle. Seattle is making improvements. Including the rapid h line that will connect to the hospitals in first hill. The light rail is expensive and will take 10 plus years to build. Ruin our history.	Please see the response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0148

Communication ID:	Name	Email
496277	Andrew Trujillo	andrew.trujillo@live.com

Full Communication (2/13/2022)

Summary of comments for West Seattle: I prefer the routes that prioritize: 1) minimal impact to property and businesses; 2) maintain the character and views throughout the neighborhoods of West Seattle (e.g. do not favor towering concrete columns with raised track); 3) prefer routes that favor existing commercial zones vs residential for raised track portions of the light rail.

Question: Do we actually need two stations at Avalon and Delridge? Could a signal option be introduced?

Preferred routes from Draft EIS: 1) North Crossing Alternative over Duwamish; and 2) Mid-Tunnel 41st Ave & Andover Street Station Lower Height.

Thanks, Andrew

#	Comments	Responses
1	I prefer the routes that prioritize: 1) minimal impact to property and businesses; 2) maintain the character and views throughout the neighborhoods of West Seattle (e.g. do not favor towering concrete columns with raised track); 3) prefer routes that favor existing commercial zones vs residential for raised track portions of the light rail.	Please see responses to CC4.1b, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Question: Do we actually need two stations at Avalon and Delridge? Could a signal option be introduced?	Please see response to CC2j in Table 7-1.
3	Preferred routes from Draft EIS: 1) North Crossing Alternative over Duwamish; and 2) Mid-Tunnel 41st Ave & Andover Street Station Lower Height.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0149

Communication ID:	Name	Email
496278	Sean Bennett	swbennett06@gmail.com

Full Communication (2/13/2022)

Trains are always going to be several orders of magnitude more environmentally friendly than highways, so please build more rail lines!

#	Comments	Responses
1	Trains are always going to be several orders of magnitude more environmentally friendly than highways, so please build more rail lines!	Thank you for expressing support for the project.

Comment Submittal 0150

Communication ID:	Name	Email
496279	Jesse Tucker	psyslug@gmail.com

Full Communication (2/13/2022)

Hello, thanks for taking the time to read this.

My family and I live at the intersection of 34th and Andover, and we are happy to be able to provide input on the light rail plans.

After reviewing the different options, the Tunnel 41st and Tunnel 42nd options seem like the best ones, although clearly they are clearly the most expensive. The appeal for these options include the significant reduction in ongoing noise, a decreased visual impact, and reduced residential/business impact for the Avalon/Alaskan Way areas.

Behind those, I would say the Elevated Fauntleroy Way option would be best, with it being $400M cheaper to build and having a much smaller impact on businesses and residences in the area. I can't really justify those costs in order to get the station a few blocks closer to California Ave.

#	Comments	Responses
1	After reviewing the different options, the Tunnel 41st and Tunnel 42nd options seem like the best ones, although clearly they are clearly the most expensive. The appeal for these options include the significant reduction in ongoing noise, a decreased visual impact, and reduced residential/business impact for the Avalon/Alaskan Way areas.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Behind those, I would say the Elevated Fauntleroy Way option would be best, with it being $400M cheaper to build and having a much smaller impact on businesses and residences in the area. I can't really justify those costs in order to get the station a few blocks closer to California Ave.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0151

Communication ID:	Name	Email
496294	XioAlvarez	alvarez.xio@gmail.com

Full Communication (2/14/2022)

The depth of these stations (and the fact that you can only reach some of the platforms by elevator!) feels like a huge misreading of the room. The passenger experience is going to be so tedious and claustrophobic. We should build an accessible and inviting transit system the first time around and not make something that just checks the boxes. These should be crown jewels not fools gold!

#	Comments	Responses
1	The depth of these stations (and the fact that you can only reach some of the platforms by elevator!) feels like a huge misreading of the room. The passenger experience is going to be so tedious and claustrophobic. We should build an accessible and inviting transit system the first time around and not make something that just checks the boxes.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0152

Communication ID:	Name	Email
496344	Lisa Enns	ldenns@gmail.com

Full Communication (2/15/2022)

My comments will focus on the Delridge station. I personally prefer the "elevated Delridge" option. The two preferred alternatives seem like they take out so much more good, dense, walkable housing. That area along 26th is one of the more dense areas of Delridge and it seems a shame to take out that housing. I'd rather see development along Delridge and take out some parking lots. The elevated Andover station also seems good from a development standpoint, but the potential walk/bike catchment area is reduced somewhat.

Whichever station location is chosen, I hope to see mixed use development including restaurants, grocery stores, etc. The Delridge corridor is a food desert; the closest grocery to us is 1.7 miles. That store is hard to access by bike (too steep), by foot (too far) or by transit (transfer to a bus that runs at 20 minute frequencies).

#	Comments	Responses
1	My comments will focus on the Delridge station. I personally prefer the "elevated Delridge" option. The two preferred alternatives seem like they take out so much more good, dense, walkable housing. That area along 26th is one of the more dense areas of Delridge and it seems a shame to take out that housing. I'd rather see development along Delridge and take out some parking lots. The elevated Andover station also seems good from a development standpoint, but the potential walk/bike catchment area is reduced somewhat.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Whichever station location is chosen, I hope to see mixed use development including restaurants, grocery stores, etc. The Delridge corridor is a food desert; the closest grocery to us is 1.7 miles. That store is hard to access by bike (too steep), by foot (too far) or by transit (transfer to a bus that runs at 20 minute frequencies).	Please see response to CC4.2a in Table 7-1.

Comment Submittal 0153

Communication ID:	Name	Email
496373	Dennis Sandstrom	d19sand@gmail.com

Full Communication (2/15/2022)

Thank you for the wonderful presentation of materials, opportunities to learn more and commitment to constructive, equitable community engagement. I realize that you are going above-and-beyond to minimize barriers to participation and I hope it results in broad, representative feedback/input.

Overall, I encourage Sound Transit to change their preferred alternative for the Interbay/Ballard segment to the tunnel option to 14th. The overall impacts of the preferred alternative (elevated structure to 14th) are assumed to be greater than the 14th/tunnel option, including significant disruption to the maritime community (businesses, recreational users, etc) and removal of housing in an area already seeing explosive housing prices. Furthermore, the current preferred alternative is potentially more expensive than the 14th/tunnel alternative.

The investment the community is making through Sound Transit to build these two lines is incredibly important. If we can accomplish this in a less impactful and cheaper way, then it makes sense to select the 14th/tunnel alternative as the new preferred alternative.

Thanks again for all your hard work!

#	Comments	Responses
1	Thank you for the wonderful presentation of materials, opportunities to learn more and commitment to constructive, equitable community engagement. I realize that you are going above-and-beyond to minimize barriers to participation and I hope it results in broad, representative feedback/input.	Thank you for your comment.
2	Overall, I encourage Sound Transit to change their preferred alternative for the Interbay/Ballard segment to the tunnel option to 14th. The overall impacts of the preferred alternative (elevated structure to 14th) are assumed to be greater than the 14th/tunnel option, including significant disruption to the maritime community (businesses, recreational users, etc) and removal of housing in an area already seeing explosive housing prices. Furthermore, the current preferred alternative is potentially more expensive than the 14th/tunnel alternative. The investment the community is making through Sound Transit to build these two lines is incredibly important. If we can accomplish this in a less impactful and cheaper way, then it makes sense to select the 14th/tunnel alternative as the new preferred alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0154

Communication ID:	Name	Email
496405	Linda Takamine	lindahiromi@gmail.com

Full Communication (2/16/2022)

In the future, please do not build any rail or stations down Fauntleroy. This is where I live, and would be extremely disruptive and expensive for me to relocate.

#	Comments	Responses
1	In the future, please do not build any rail or stations down Fauntleroy. This is where I live, and would be extremely disruptive and expensive for me to relocate.	Please see the responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0155

Communication ID:	Name	Email
496468	Kate Jiao	jalape.atchia@gmail.com

Full Communication (2/16/2022)

Can the link extend further down south to high point community? High point is a high density residential area with a lot of people working along the current link stations (from downtown to airport). There are a good amount of people living in low income housing and would benefit from a close by public link station as well.

#	Comments	Responses
1	Can the link extend further down south to high point community? High point is a high density residential area with a lot of people working along the current link stations (from downtown to airport). There are a good amount of people living in low income housing and would benefit from a close by public link station as well.	Riders from High Point will be able to benefit from the West Seattle Link Extension project. Please see responses to CC1c and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0156

Communication ID:	Name	Email
496474	Olivia Bacon	olivia7luna@gmail.com

Full Communication (2/16/2022)

My two concerns are as follows, first being: timing, 2032 is 10 years away and I think this is needed sooner - especially with the bridge being down or closed.

My second concern is "Displacement of water-dependent businesses on Salmon Bay

and ripple effects on other maritime-related businesses (Preferred Alternative IBB-1a, Option IBB- 1b, and Alternative IBB-3). Water- dependent uses have unique characteristics or uses that could be difficult to relocate and may require construction of new facilities. Some water-dependent facilities may not be able to be relocated." What does that mean? I wouldn't want to affect the current west seattle businesses or water in the area and those water/related businesses. Would this affect traffic, especially on Marginal way? There is really only one street currently, being Marginal Way which goes in and out of west seattle - without the bridge. We have to plan that the bridge could need repairs in another 10-20 years.

#	Comments	Responses
1	timing, 2032 is 10 years away and I think this is needed sooner - especially with the bridge being down or closed.	Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Displacement of water-dependent businesses on Salmon Bay and ripple effects on other maritime-related businesses (Preferred Alternative IBB-1a, Option IBB-1b, and Alternative IBB-3). Water-dependent uses have unique characteristics or uses that could be difficult to relocate and may require construction of new facilities. Some water-dependent facilities may not be able to be relocated." What does that mean?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I wouldn't want to affect the current west seattle businesses or water in the area and those water/related businesses.	Please see response to CC4.1d, and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS
4	Would this affect traffic, especially on Marginal way? There is really only one street currently, being Marginal Way which goes in and out of west seattle - without the bridge. We have to plan that the bridge could need repairs in another 10-20 years.	Please see Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on traffic. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

Comment Submittal 0157

Communication ID:	Name	Email
496507	Ryan Wilson	wilsonry7@gmail.com

Full Communication (2/14/2022)

Hi all,

I'm a resident of Seattle and transit enthusiast. I am very excited about the expansion of the light rail system in Seattle - that being said, PLEASE reevaluate the Ballard/ West Seattle station plans. A station 15 stories deep is just unfeasible. Light rail should be designed to that it's easy to use - the easiest way to do things - and having to take an elevator to a transit stop a quarter mile underground just doesn't sound very accessible. And elevators are especially troublesome given COVID. A 6 to 10 min trip to even get to the station is longer than the time many people will spend on the train - it's wild!

Please reconsider cut-and-cover or surface stations. We NEED transit to be accessible and easy in order to combat climate change. Public transit needs to work - and it's not going to if we make it hard for people to use.

cheers,

Ryan Wilson (530)386-6932

#	Comments	Responses
1	I am very excited about the expansion of the light rail system in Seattle - that being said, PLEASE reevaluate the Ballard / West Seattle station plans. A station 15 stories deep is just unfeasible. Light rail should be designed to that it's easy to use - the easiest way to do things - and having to take an elevator to a transit stop a quarter mile underground just doesn't sound very accessible. And elevators are especially troublesome given COVID. A6 to 10 min trip to even get to the station is longer than the time many people will spend on the train - it's wild! Please reconsider cut-and-cover or surface stations. We NEED transit to be accessible and easy in order to combat climate change. Public transit needs to work - and it's not going to if we make it hard for people to use.	Thank you for expressing support for the project. Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0158

Communication ID:	Name	Email
496529	Jonathan Janzen	jjjonjanzen@gmail.com

Full Communication (2/17/2022)

Several station alternatives are unthinkably deep. This is particularly evident in the comparison between CID-1a and CID-1b. 1a has a higher "price" in the short term (closure/rebuild of existing stations) but results in a vastly superior long-term experience: it's easy to get to and from the station platform from the surface.

Considering the high price-tag for these transit projects, decisions should be made emphasizing the long-term utility of these projects-there won't be an easy do-over for the BSLE project.

In general, I would prefer stations that are easier to access (close to the surface) and do not become clogged when crowded (like Beacon Hill can), and I prefer grade separation where possible. The regularity with which people are hit in Rainier Valley is unconscionable (as well as restricting train frequency).

I admit to being influenced by this article, and I agree with the arguments:
https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a- mulligan-on-west-seattle-and-ballard-link/

#	Comments	Responses
1	Several station alternatives are unthinkably deep. This is particularly evident in the comparison between CID-1a and CID-1b. 1a has a higher "price" in the short term (closure/rebuild of existing stations) but results in a vastly superior long-term experience: it's easy to get to and from the station platform from the surface. Considering the high price-tag for these transit projects, decisions should be made emphasizing the long-term utility of these projects-there won't be an easy do-over for the BSLE project. In general, I would prefer stations that are easier to access (close to the surface) and do not become clogged when crowded (like Beacon Hill can), and I prefer grade separation where possible. The regularity with which people are hit in Rainier Valley is unconscionable (as well as restricting train frequency).	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0159

Communication ID:	Name	Email
496575	Mikiah Fender	mikiahf@gmail.com

Full Communication (2/18/2022)

YES on west seattle link!!'

#	Comments	Responses
1	YES on west seattle link!!!	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0160

Communication ID:	Name	Email
496587	Francisco Augustine	frankjalejo@icloud.com

Full Communication (2/18/2022)

I am so upset that people do not want a station at Avalon and hope the decision makers take the word of those living in the near by houses and new construction without any parking that rely on transportation like this.

Avalon not having a station is going to have a MASSIVE impact when the triangle completely changes in 5-10 years. Did everyone forget about the number of new no parking apartments, micro units apartments and no parking townhouses that are currently being constructed?

The junction station is just going to be packed with people. I am pro Avalon station. This NEEDS to be built

#	Comments	Responses
1	I am so upset that people do not want a station at Avalon and hope the decision makers take the word of those living in the near by houses and new construction without any parking that rely on transportation like this. Avalon not having a station is going to have a MASSIVE impact when the triangle completely changes in 5-10 years. Did everyone forget about the number of new no parking apartments, micro units apartments and no parking townhouses that are currently being constructed? The junction station is just going to be packed with people. I am pro Avalon station. This NEEDS to be built	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0161

Communication ID:	Name	Email
496604	Pamela Cortez	pamelascortez@gmail.com

Full Communication (2/18/2022)

Please keep the Avalon station!!! 100% support this station. I live in this area (right where the concrete pillars will be and still a fan) and it feels short sighted to cut this station due a few vocal folks. For everyone who lives near 35th street and needs to travel for work (etc) to the rest of Seattle. this station will be needed. To ask folks to travel on the transit up 35th and then walk to the Junction station will be short sighted and lower ridership. Avalon and triangle have a lot of new apartment complexes (the lumber yard) and soon new development happening that having a station in that area will encourage more ridership that isn't accounted for in this report. Please consider the comments from those who actually would use this station and lives near this station. It isn't as easy as walking to the Junction station. The triangle is a perfect location to build a station. Thank you!

#	Comments	Responses
1	Please keep the Avalon station!!! 100% support this station. I live in this area (right where the concrete pillars will be and still a fan) and it feels short sighted to cut this station due a few vocal folks. For everyone who lives near 35th street and needs to travel for work (etc) to the rest of Seattle, this station will be needed. To ask folks to travel on the transit up 35th and then walk to the Junction station will be short sighted and lower ridership. Avalon and triangle have a lot of new apartment complexes (the lumber yard) and soon new development happening that having a station in that area will encourage more ridership that isn't accounted for in this report. Please consider the comments from those who actually would use this station and lives near this station. It isn't as easy as walking to the Junction station. The triangle is a perfect location to build a station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0162

Communication ID:	Name	Email
496653	Gina Gage	gina.gage@gmail.com

Full Communication (2/18/2022)

Please only consider options for the West Seattle extension that can be extended further South in the future.

#	Comments	Responses
1	Please only consider options for the West Seattle extension that can be extended further South in the future.	Please see the response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0163

Communication ID:	Name	Email
496654	Gina Gage	gina.gage@gmail.com

Full Communication (2/18/2022)

For the five years the west seattle train is meant to stop at S0D0 and transfer, would it be possible instead to have trains with alternate destinations? A rider at Westlake might have a choice of "south bound train toward West seattle and "south bound train toward Tacoma", for example. This system works well in other cities, why not here?

#	Comments	Responses
1	For the five years the west seattle train is rneant to stop at SODO and transfer, would it be possible instead to have trains with alternate destinations? A rider at Westlake might have a choice of "south bound train toward West seattle and "south bound train toward Tacoma", for example. This system works well in other cities, why not here?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. When the West Seattle Link Extension begins operations, both the 1 Line (Lynnwood to Federal Way) and the 2 Line (Lynnwood to Redmond) will be operating in the existing Downtown Seattle Transit Tunnel. The suggested operations would exceed the tunnel's operational capacity due to the planned headways for the 1 Line and 2 Line and would affect reliability of these two lines.

Comment Submittal 0164

Communication ID:	Name	Email
496657	George Wong	wong.george.zz@gmail.com

Full Communication (2/18/2022)

Dear Council members and Sound Transit

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle.They are one of THE best shops for kitchen knives IN THE COUNTRY' They are an absolute asset to the local Seattle restaurant industry and you would be hard pressed to find a chef in the greater Seattle area that didn't know about this gem of a shop. Please reconsider your plans to demolish their brand new store for the light rail project' It would be a terrible blow to home chefs and professional cooks not just in Seattle, but for all their customers in the US.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA98134

(425) 889-5980

Sincerely George

#	Comments	Responses
1	I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle.They are one of THE best shops for kitchen knives IN THE COUNTRY! They are an absolute asset to the local Seattle restaurant industry and you would be hard pressed to find a chef in the greater Seattle area that didn't know about this gem of a shop. Please reconsider your plans to demolish their brand new store for the light rail project' It would be a terrible blow to home chefs and professional cooks not just in Seattle, but for all their customers in the US.	Your concern regarding the potential displacement of Blade Gallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0165

Communication ID:	Name	Email
496668	Andrea Saunders	saundersandreac@gmail.com

Full Communication (2/19/2022)

I do not want to see this built at all, and especially not as an overhead structure up Avalon and into the West Seattle Junction. There is just no room for it, unless you impact a large number of properties, and views in the area. It will block a lot of light and attract crime and litter. If Beacon Hill can afford to tunnel it, West Seattle can too. We who live here have already been negatively impacted by the 10,000 new people and massive development that has gone on in the last 5 years and it just needs to STOP. The quality of life here has really gone down. The whole thing just seems to be a boondoggle for cement and construction companies. Things of this magnitude need to be built to farther-out places like Burien and White Center, instead of crammed into small city spaces. What are we? Spoiled brats who need the transit to come right to our doors, with no thought for the rest of the community. The whole thing is an eye sore and not in keeping with the needs to of the community. How about using the money to enlarge the sewer lines out of West Seattle, since we've already overbuilt for them. Stop building stuff, we don't need. People can just Go Away. You don't need to accommodate them.

#	Comments	Responses
1	I do not want to see this built at all, and especially not as an overhead structure up Avalon and into the West Seattle Junction. There is just no room for it, unless you impact a large number of properties, and views in the area. It will block a lot of light and attract crime and litter. If Beacon Hill can afford to tunnel it, West Seattle can too. We who live here have already been negatively impacted by the 10,000 new people and massive development that has gone on in the last 5 years and it just needs to STOP. The quality of life here has really gone down. The whole thing just seems to be a boondoggle for cement and construction companies. Things of this magnitude need to be built to farther-out places like Burien and White Center, instead of crammed into small city spaces. What are we? Spoiled brats who need the transit to come right to our doors, with no thought for the rest of the community. The whole thing is an eye sore and not in keeping with the needs to of the community. How about using the money to enlarge the sewer lines out of West Seattle, since we've already overbuilt for them. Stop building stuff, we don't need. People can just Go Away. You don't need to accommodate them.	Your opposition to the West Seattle Link Extension has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see responses to CCG2 and CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, for more information on need for the project.

Comment Submittal 0166

Communication ID:	Name	Email
496671	Jeffrey Johnson	jeff@seattlejeff.net

Full Communication (2/19/2022)

I want the light rail into the Alaska Junction to be underground.

I dont want to see those hideous overhead platforms in our Junction. Jeff Johnson

#	Comments	Responses
1	I want the light rail into the Alaska Junction to be underground. I don! want to see those hideous overhead platforms in our Junction	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0167

Communication ID:	Name	Email
496674	Steve Gregory	contact@steve-gregory.com

Full Communication (2/19/2022)

Based on ridership projection and proximity of neighboring stations, I think we need to re evaluate the Avalon station. Please force the board to evaluate a solution that combines Alaska junction and Avalon station.. also from an equity standpoint I'm shocked that a third station in white center wasn't considered.

#	Comments	Responses
1	Based on ridership projection and proximity of neighboring stations, I think we need to re evaluate the Avalon station. Please force the board to evaluate a solution that combines Alaska junction and Avalon station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	also from an equity standpoint I'm shocked that a third station in white center wasn't considered.	Please see response to CC1c and CCEJ1 in Table 7-1.

Comment Submittal 0168

Communication ID:	Name	Email
496680	Justin Giossi	gqjustin@yahoo.com

Full Communication (2/20/2022)

I am excited that the region is finally expanding public transportation.

There have been critical mistakes made in the past. Such as surpassing a stop at the Southcenter Mall, not creating a stop at Bellevue College, not creating a stop at the top of the hill in the University District.

Hopefully, expansions consider significant points of interest to the public before the line is designed to pass them by.

#	Comments	Responses
1	I am excited that the region is finally expanding public transportation. There have been critical mistakes made in the past. Such as surpassing a stop at the Southcenter Mall, not creating a stop at Bellevue College, not creating a stop at the top of the hill in the University District. Hopefully, expansions consider significant points of interest to the public before the line is designed to pass them by.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Comment Submittal 0169

Communication ID:	Name	Email
496682	Leah Pham	leah.davidson@gmail.com

Full Communication (2/20/2022)

The appropriate light rail station would be built in White Center, South Delridge. The north end of West Seattle is more affluent, future ridership stops should not just be catered to this one portion of West Seattle. If you are building more than one station, they should not all be concentrated in one area. Absolutely need to move the Avalon and/or north Delridge station to the South end of West Seattle, by Roxbury. Our neighbors in 98146 deserve to be connected by light rail with a station. Its irresponsible to put 3 stations all in one concentrated area. Please consider the South End of West Seattle!

#	Comments	Responses
1	The appropriate light rail station would be built in White Center, South Delridge. The north end of West Seattle is more affluent, future ridership stops should not just be catered to this one portion of West Seattle. If you are building more than one station, they should not all be concentrated in one area. Absolutely need to move the Avalon and/or north Delridge station to the South end of West Seattle, by Roxbury. Our neighbors in 98146 deserve to be connected by light rail with a station. Its irresponsible to put 3 stations all in one concentrated area. Please consider the South End of West Seattle!	Please see the response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0170

Communication ID:	Name	Email
496686	Andrew Soucy	andpsou@gmail.com

Full Communication (2/20/2022)

Regarding the West Seattle Avalon Station and comments to reconsider station development - I would like to voice my support, as a resident, that considering Station development is critical. With slated developments (townhouses, apartments, etc.), the area will continue to become more mixed used and residential.. bringing in more residents and business in the future.

#	Comments	Responses
1	Regarding the West Seattle Avalon Station and comments to reconsider station development - I would like to voice my support, as a resident, that considering Station development is critical. With slated developments (townhouses, apartments, etc.), the area will continue to become more mixed used and residential.. bringing in more residents and business in the future.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0171

Communication ID:	Name	Email
496689	Michael Commons	mcommons@westernpeterbilt.com, raincitymike@yahoo.com

Full Communication (2/21/2022)

I live at 3212 Genesee ST, which is right across from the proposed Avalon station. I want to say, like so many other people, the Avalon station is not needed. Personally, you might think I don't want it because it will impact me-I don't care about that. I am selling in 5 years and ST purchasing it via eminent domain would most certainly be better financially for me than outright selling, so I actually, from a personal economic stand point want it, but it absolutely makes no sense for the cost vs usefulness standpoint, not to mention the huge disruption to entering and exiting WS via the bridge that constructing it would cause. It is economically better to take that station out of consideration due to low ridership projections (which are probably skewed higher than they will be in reality) and the close proximity of 2 other stations. Please, take it out of consideration and use the money for a tunnel, which all around would be better for WS.

#	Comments	Responses
1	I live at 3212 Genesee ST, which is right across from the proposed Avalon station. I want to say, like so many other people, the Avalon station is not needed. Personally, you might think I don't want it because it will impact me-I don't care about that. I am selling in 5 years and ST purchasing it via eminent domain would most certainly be better financially for me than outright selling, so I actually, from a personal economic stand point want it, but it absolutely makes no sense for the cost vs usefulness standpoint, not to mention the huge disruption to entering and exiting WS via the bridge that constructing it would cause. It is economically better to take that station out of consideration due to low ridership projections (which are probably skewed higher than they will be in reality) and the close proximity of 2 other stations. Please, take it out of consideration and use the money for a tunnel, which all around would be better for WS.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0172

Communication ID:	Name	Email
496708	Ryan Knudsen	ryan.knudsen@ssamarine.com

Full Communication (2/22/2022)

My name is Ryan Knudsen, and I am the facility manager for SSA Marine (1131 SW Klickitat Way) and for Tideworks Technology (1129 SW Klickitat Way) both of which will be adversely impacted by the proposed preferred light rail line route across Harbor Island. It is hard to determine from the graphic of the proposed routes, but it appears that the preferred route will run directly through the north side of Harbor Marina Corporate Center buildings and our Tideworks Technology building? Furthermore, if this is the case, I don't think my management would want their corporate SSA Marine headquarters' office at (1131 SW Klickitat Way) in direct proximity to a light rail line -that doesn't have a stop on Harbor Island. I understand that if the preferred WS light rail line is approved, and it does require the tearing down our Tideworks Technology building that we receive fair market value for the property. How will the compensation for our property be determined? How would we be compensated for the real estate value of our SSA Marine office going down due to the immediate proximity to a light rail line? If we are required to relocate due to either eminent domain or because the location is no longer suitable due to construction impacts, will we be provided relocation assistance? Will we be allowed to hire our own appraiser to assess the properties?

#	Comments	Responses
1	My name is Ryan Knudsen, and I am the facility manager for SSA Marine (1131 SW Klickitat Way) and for Tideworks Technology (1129 SW Klickitat Way) both of which will be adversely impacted by the proposed preferred light rail line route across Harbor Island. It is hard to determine from the graphic of the proposed routes, but it appears that the preferred route will run directly through the north side of Harbor Marina Corporate Center buildings and our Tideworks Technology building? Furthermore, if this is the case, I don't think my management would want their corporate SSA Marine headquarters' office at (1131 SW Klickitat Way) in direct proximity to a light rail line - that doesn't have a stop on Harbor Island. I understand that if the preferred WS light rail line is approved, and it does require the tearing down our Tideworks Technology building that we receive fair market value for the property. How will the compensation for our property be determined? How would we be compensated for the real estate value of our SSA Marine office going down due to the immediate proximity to a light rail line? If we are required to relocate due to either eminent domain or because the location is no longer suitable due to construction impacts, will we be provided relocation assistance? Will we be allowed to hire our own appraiser to assess the properties?	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0173

Communication ID:	Name	Email
496846	Leon Capelauto	shafrans@comcast.net

Full Communication (2/24/2022)

It would be very desirable if the WSTP property on 42nd would be chosen. This would stimulate the general commerce and promote pedestrian traffic for the Junction business.

#	Comments	Responses
1	It would be very desirable if the WSTP property on 42nd would be chosen. This would stimulate the general commerce and promote pedestrian traffic for the Junction business.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0174

Communication ID:	Name	Email
496916	Des Horn	deshorn@usa.net

Full Communication (2/22/2022)

Dear Councilmembers and Sound Transit

I am an international customer at BladeGallery's Epicurean Edge in SODO (Seattle). I am incredibly disappointed to learn of the possible proposed Light Rail jeopardising this unique and important business hub.

For so many this is a highlight of visiting Seattle and the much anticipated opening of their new premises has only recently taken place at huge expense to create an educational, artistic and accessible business base for the extended community.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA98134

(425) 889-5980

Yours faithfully, Dr. Des R Horn

BladeGallery Inc Customer: Home address:

21 Melkhout Street Vermont

Western Cape South Africa 7201

Email: Deshorn@usa.net Phone:27 2831 61795

#	Comments	Responses
1	I am an international customer at BladeGallery's Epicurean Edge in SODO (Seattle). I am incredibly disappointed to learn of the possible proposed Light Rail jeopardising this unique and important business hub. For so many this is a highlight of visiting Seattle and the much anticipated opening of their new premises has only recently taken place at huge expense to create an educational, artistic and accessible business base for the extended community.	Your concern regarding the potential displacement of Blade Gallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0175

Communication ID:	Name	Email
496930	Chad Duffer	dufferchad@gmail.com

Full Communication (2/18/2022)

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited that they moved to Seattle and are more convenient for Seattlites.

I've heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.

The BladeGallery Showroom is at:

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA98134

(425) 889-5980

Yours,

Chad Duffer

Home address: 3304 E Republican St, Seattle, WA 98112 Email: dufferchad@gmail.com

Phone: 646-573-5952

#	Comments	Responses
1	I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited that they moved to Seattle and are more convenient for Seattlites. I've heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop.	Your concern regarding the potential displacement of Blade Gallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0176

Communication ID:	Name	Email
496939	Sarah Brown	sarah.lally.brown@gmail.com

Full Communication (2/20/2022)

Dear Councilmembers and Sound Transit,

I have been a customer at BladeGallery's Epicurean Edge for many years, and have followed them as they made the move from Kirkland to SODO. They've asked for my help in bringing to your attention how difficult it would be for them to pick up and move yet again. Everyone loves light rail...I get it! But I want to make sure you realize how unusual and how special this small business is.

If you walk into their store and point at a knife, it will have a story. It could have been made by a person named Brian in Oregon, or a master in Japan who has been making knives since before you were born. The people that work there will tell you all about it. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

Then there's the community aspect. When I bring in my knives to get sharpened, I invariably bump into someone working in a local restaurant picking up their work knives. A sharp cooking knife is a safe knife. They're also planning classes, which sound great.

The finances of a small business like this are always tight. There are multiple families whose livelihood depend on this shop staying open. And there are many many artists who need a responsible and skilled shop to help bring their pieces to the public. I'm writing to ask that you please help them stay in their current building during the light rail expansion project.

Thanks! And now you totally know where to take your knives to get them sharpened!

BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA98134

(425) 889-5980

Sincerely, Sarah Brown

9207 NE 20th St

Clyde Hill WA 98004 sarah.lally.brown@gmail.com 206.909.8154

#	Comments	Responses
1	I have been a customer at BladeGallery's Epicurean Edge for many years, and have followed them as they made the move from Kirkland to SODO. They've asked for my help in bringing to your attention how difficult it would be for them to pick up and move yet again. Everyone loves light rail...I get it! But I want to make sure you realize how unusual and how special this small business is. If you walk into their store and point at a knife, it will have a story. It could have been made by a person named Brian in Oregon, or a master in Japan who has been making knives since before you were born. The people that work there will tell you all about it. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. Then there's the community aspect. When I bring in my knives to get sharpened, I invariably bump into someone working in a local restaurant picking up their work knives. A sharp cooking knife is a safe knife. They're also planning classes, which sound great. The finances of a small business like this are always tight. There are multiple families whose livelihood depend on this shop staying open. And there are many many artists who need a responsible and skilled shop to help bring their pieces to the public. I'm writing to ask that you please help them stay in their current building during the light rail expansion project.	Your concern regarding the potential displacement of Blade Gallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0177

Communication ID:	Name	Email
496940	Annie Phillips	felicity@nwlink.com; annie@soundviewcottage.com

Full Communication (2/20/2022)

I read your DEIS, and all the alternatives seem terribly disruptive and unpleasant to live with. Also very expensive - much more than we thought when we voted in 2016 - with a lengthy construction period. I've heard there's a cheaper alternative that wouldn't destroy so much property and wouldn't take up so much room, could be completed quicker and then wouldnt be so imposing on the landscape - an aerial gondola.

Why not spend a relatiely small amount now and contract with an independent engineering firm to do a study on that idea to connect West Seattle with SODO and the ID?

Thank you for considering this.

Annie Phillips

#	Comments	Responses
1	read your DEIS, and all the alternatives seem terribly disruptive and unpleasant to live with. Also very expensive - much more than we thought when we voted in 2016 - with a lengthy construction period. I've heard there's a cheaper alternative that wouldn't destroy so much property and wouldn't take up so much room, could be completed quicker and then wouldnt be so imposing on the landscape - an aerial gondola. Why not spend a relatiely small amount now and contract with an independent engineering firm to do a study on that idea to connect West Seattle with SODO and the ID?	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0178

Communication ID:	Name	Email
496977	Steve Raparelli	glacialpace@gmail.com

Full Communication (2/20/2022)

Hello,

I think the priority regarding WS should be at least getting from the Soda stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy.

The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing.

Thanks,

Gwen and Steve

#	Comments	Responses
1	I think the priority regarding WS should be at least getting from the Soda stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy. The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing.	Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for more information on the minimum operable segment.

Comment Submittal 0179

Communication ID:	Name	Email
497061	Codrin Nedita	codrin.nedita@gmail.com

Full Communication (2/25/2022)

Is equity important for this project? The Avalon stop is suppose to provide access to residents from High Point, the largest mixed income community in Seattle, to light rail. Currently, some West Seattle residents are suggesting a "cost-saving" solution: the elimination of the Avalon stop. This will make it more difficult for low income, mostly black residents, to access the light rail and it will favor the high income residents from Alaska Junction. If you are truly considering cost-cutting alternatives, eliminate the Alaska Junction stop. That is the most expensive stop. Alaska Junction residents can walk to Avalon. Other residents can take the bus to Avalon, the same way we take the 21 bus to Avalon. In time, expand the light rail from Avalon, along 35th Ave SW, all the way to White Center' Improve access to modern public transportation for low income residents!

#	Comments	Responses
1	Is equity important for this project? The Avalon stop is suppose to provide access to residents from High Point, the largest mixed income community in Seattle, to light rail. Currently, some West Seattle residents are suggesting a "cost-saving" solution: the elimination of the Avalon stop. This will make it more difficult for low income, mostly black residents, to access the light rail and it will favor the high income residents from Alaska Junction. If you are truly considering cost-cutting alternatives, eliminate the Alaska Junction stop. That is the most expensive stop. Alaska Junction residents can walk to Avalon. Other residents can take the bus to Avalon, the same way we take the 21 bus to Avalon.	Please see response to CC2j and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In time, expand the light rail from Avalon, along 35th Ave SW, all the way to White Center! Improve access to modern public transportation for low income residents!	Please see response to CC1c in Table 7-1.

Comment Submittal 0180

Communication ID:	Name	Email
497103	Joseph Boland	joseph.boland@outlook.com

Full Communication (2/26/2022)

As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines:

1. Disrupt neighborhoods.

2. Are visually obtrusive.

3. Consume high value real estate and in consequence can harm urban development.

4. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic.

At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks.

Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.

It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as

future urban clusters. It is notable that many communities are now seeking to dismantle elevated

roadways, as detailed in the following:

https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal- infrastructure-funds/

https://www.theb1m.com/video/america-interstate-highway-system-teardowns Let's learn from these and make the right choice.

#	Comments	Responses
1	I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.	Please see response to CC2d, CC4.4a, and CC4.5a in Table 7-1. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on direct and indirect changes in land use.

Comment Submittal 0181

Communication ID:	Name	Email
497122	ALEX KALAW	crazzyak@yahoo.com

Full Communication (2/28/2022)

It will be good to expand the light rail to cover different parts of the city to help with the current bus transit system, which at times may be unreliable due to traffic conditions on the streets. I guess better late than never?

#	Comments	Responses
1	It will be good to expand the light rail to cover different parts of the city to help with the current bus transit system, which at times may be unreliable due to traffic conditions on the streets. I guess better late than never?	Thank you for expressing support for the project.

Comment Submittal 0182

Communication ID:	Name	Email
497169	rebecca allard	rebecca@woodhouseart.com

Full Communication (2/28/2022)

I've been voting for the Monorail and everything that might get us some semblance of BART for over 20 years. I have stopped paying attention because I feel like anything the people vote for won't get built anyway. Just keep expanding!

#	Comments	Responses
1	I've been voting for the Monorail and everything that might get us some semblance of BART for over 20 years. I have stopped paying attention because I feel like anything the people vote for won't get built anyway. Just keep expanding!	Thank you for expressing support for light rail.

Comment Submittal 0183

Communication ID:	Name	Email
497191	Andrew Hu	andrew98034@gmail.com

Full Communication (3/1/2022)

Please go for tunnel options, don't demolish new apartments!

According to recent statements by Sound Transit, we may not need third party funding for the tunnel options in West Seattle and Ballard. I'm especially focused on West Seattle because I don't want to see new apartment buildings demolished. Transit oriented development (i.e. apartments by Link stations) make Link and Seattle better!

https://www.theurbanist.org/2022/02/28/ballard-west-seattle-link-third-party-funding/

#	Comments	Responses
1	Please go for tunnel options, don't demolish new apartments! According to recent statements by Sound Transit, we may not need third party funding for the tunnel options in West Seattle and Ballard. I'm especially focused on West Seattle because I don't want to see new apartment buildings demolished. Transit oriented development (i.e. apartments by Link stations) make Link and Seattle better! https://www.theurbanist.org/2022/02/28/ballard-west-seattle-link-third-party- funding/	Please see responses to CCG2, CC2c, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0184

Communication ID:	Name	Email
497307	John McAlpine	johnmarkmcalpine@gmail.com

Full Communication (3/2/2022)

I'm a west seattle resident who's attended approximately six of your meetings.

In each meeting the subject of combining the Avalon and Alaska Junction stations was brought up by numerous attendees. I agree that your proposed locations are to close. Seems like a waste of money to have both so close. A perfect location would be the block where Trader Joe's, Eastside Church and Collision Repair Center are.

Why aren't we saving money by combining the two mentioned stations?

#	Comments	Responses
1	I'm a west seattle resident who's attended approximately six of your meetings. In each meeting the subject of combining the Avalon and Alaska Junction stations was brought up by numerous attendees. I agree that your proposed locations are to close. Seems like a waste of money to have both so close. A perfect location would be the block where Trader Joe's, Eastside Church and Collision Repair Center are. Why aren't we saving money by combining the two mentioned stations?	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0185

Communication ID:	Name	Email
497397	Fan Jin	

Full Communication (2/13/2022)

Dear Lauren,

I am writing this letter to ask two questions regarding the Link extension project.

1. According to the brochure, the preferred alternatives is to build elevated bridges to carry the rail across Duwamish Waterway (parallel to West Seattle Bridge) and Salmon Bay. Can you confirm this?

2. Given that fact that elevated bridges, like West Seattle Bridge, Aurora Bridge (carrying SR-99) and Ship Canal Bridge (carrying 1-5), serve as part of the city landscaping, I assume these two bridges will play an important role and transform the existing ones of West Seattle Bridge area and the Salmon Bay area. Do we currently have any designs, proposed or adopted, about the visual appearance of the two bridges? If so, when will it be disclosed to the public? If not, what is the procedure next?

I am looking forward to your reply. Thank you.

Best, Fan

#	Comments	Responses
1	According to the brochure, the preferred alternatives is to build elevated bridges to carry the rail across Duwamish Waterway (parallel to West Seattle Bridge) and Salmon Bay. Can you confirm this?	Please see Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more information on alternatives that cross the Duwamish Waterway. All proposed crossings of the Duwamish Waterway would be elevated bridges. For the Salmon Bay crossing, the WSBLE Draft EIS included elevated bridge and underground tunnel alternatives for crossing Salmon Bay. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Given that fact that elevated bridges, like West Seattle Bridge, Aurora Bridge (carrying SR-99) and Ship Canal Bridge (carrying 1-5), serve as part of the city landscaping, I assume these two bridges will play an important role and transform the existing ones of West Seattle Bridge area and the Salmon Bay area. Do we currently have any designs, proposed or adopted, about the visual appearance of the two bridges? If so, when will it be disclosed to the public? If not, what is the procedure next?	Please see Appendix N2, Visual and Aesthetics Technical Report, of the West Seattle Link Extension Final EIS for simulations of the proposed alternatives. A response to this comment related to the bridge over Salmon Bay will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0186

Communication ID:	Name	Email
497408	Gwen Raparelli	glacialpace@gmail.com

Full Communication (2/20/2022)

Hello,

I think the priority regarding WS should be at least getting from the Soda stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy.

The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing.

Thanks,

Gwen and Steve

#	Comments	Responses
1	think the priority regarding WS should be at least getting from the Soda stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy. The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing.	Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for more information on the minimum operable segment.

Comment Submittal 0187

Communication ID:	Name	Email
497413	Raymond Cook	rmichaelcook@gmail.com

Full Communication (3/3/2022)

Hello,

I'm a homeowner with a home located in the Alaska Junction. After reviewing the EIS information and proposed sites I'm very concerned about the proposed use of above-ground lines and stations in the junction. In my opinion, these options would significantly take away from the community, charm, and everything that makes West Seattle and the junction such a special place.

From the numbers, the number of businesses and employees displaced is the highest for all above-ground options. Meanwhile, our short to medium tunneling options are comparable in price and would greatly limit the impact on businesses and the surrounding community.

Underground options would improve the community and they would be celebrated architecturally for their fit into the community. The same can not be said about above-ground lines and stations that will run right through the junction. Please preserve the spaces, homes, businesses, culture, and community that we have in West Seattle and the junction.

Thank you, Raymond Cook

#	Comments	Responses
1	I'm very concerned about the proposed use of above-ground lines and stations in the junction. In my opinion, these options would significantly take away from the community, charm, and everything that makes West Seattle and the junction such a special place. From the numbers, the number of businesses and employees displaced is the highest for all above-ground options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Meanwhile, our short to medium tunneling options are comparable in price and would greatly limit the impact on businesses and the surrounding community. Underground options would improve the community and they would be celebrated architecturally for their fit into the community. The same can not be said about above-ground lines and stations that will run right through the junction. Please preserve the spaces, homes, businesses, culture, and community that we have in West Seattle and the junction.	Please see responses to CCG2 and CC4.4a in Table 7-1.

Comment Submittal 0188

Communication ID:	Name	Email
497429	Mursal Ahmady	mareelahmady@hotmail.com

Full Communication (3/3/2022)

I live in Maple Leaf but have to take the bus everyday to my office in Marysville.

Im a behavioral health care manager at a pediatrician office which is a very rewarding but difficult job.

I have to be at work by 9 am. In order to do so I have to leave my home by 7:00am from the bus stop from my home to Northgate Station, that then goes to the Lynwood station, I have to get off there and take a bus to Everett Station..then I get off about 10 min from my work and have to walk to work the remaining almost 3/4 mile.

I leave work at 5 pm, and dont get home till 730.

This is super frustrating as I just want a work life balance as I myself am supporting this community as a first responder.

PLEASE HURRY UP AND BUILD THE LIGHT RAIL UP THROUGH ARLINGTON. NOT ONLY FOR MYSELF AS A PROFESSIONAL BUT CHILDREN AND FAMILIES WHO NEED THIS ACCESS.

I WASTE 4 1/2 OF MY DAY ON THE BUS.

thanks you

#	Comments	Responses
1	I live in Maple Leaf but have to take the bus everyday to my office in Marysville. Im a behavioral health care manager at a pediatrician office which is a very rewarding but difficult job. I have to be at work by 9 am. In order to do so I have to leave my home by 7:00am from the bus stop from my home to Northgate Station, that then goes to the Lynwood station, I have to get off there and take a bus to Everett Station..then I get off about 10 min from my work and have to walk to work the remaining almost 3/4 mile. I leave work at 5 pm, and dont get home till 730. This is super frustrating as I just want a work life balance as I myself am supporting this community as a first responder. PLEASE HURRY UP AND BUILD THE LIGHT RAIL UP THROUGH ARLINGTON. NOT ONLY FOR MYSELF AS A PROFESSIONAL BUT CHILDREN AND FAMILIES WHO NEED THIS ACCESS. I WASTE 4 1/2 OF MY DAY ON THE BUS.	Thank you for your comment; however, this is beyond the scope of the project. The purpose of the project is to expand the Sound Transit Link light rail system to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections.

Comment Submittal 0189

Communication ID:	Name	Email
497430	Chris Bendix	bendix.chris@gmail.com

Full Communication (3/3/2022)

I want to reiterate that I don't think the alignments of the stations are cause for concern. Given the alternatives and constraints. I support all the preferred alternative alignments. I object to the depth of the stations in downtown, SLU, and Uptown. I understand that the EIS is primarily concerned with alignment and immediate station-area impacts. I also understand that deviating from a concept after receiving approval from the FTA is difficult. Please reconsider the extreme depth of the stations throughout downtown, possibly even pursue a shallow cut and cover option throughout the central portion of the alignment. The user experience will benefit from this approach tremendously.

#	Comments	Responses
1	I want to reiterate that I don't think the alignments of the stations are cause for concern. Given the alternatives and constraints. I support all the preferred alternative alignments.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I object to the depth of the stations in downtown, SLU, and Uptown. I understand that the EIS is primarily concerned with alignment and immediate station-area impacts. I also understand that deviating from a concept after receiving approval from the FTA is difficult. Please reconsider the extreme depth of the stations throughout downtown, possibly even pursue a shallow cut and cover option throughout the central portion of the alignment. The user experience will benefit from this approach tremendously.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0190

Communication ID:	Name	Email
497495	Andy McMaylor	hardtop-02.emigre@icloud.com

Full Communication (3/5/2022)

I'll preface my commentary with having lived in Seattle for many years now and have voted time and time again for spending bills to expand the light rail further; the amount of pure frustration I have with having received probably the fifth new proposal of light rail expansion within downtown Seattle with literally not a SINGLE thing physically done is indescribable.

First of all, I don't know who the person/party was that thought it was a great idea to have a public transit station not stop at the Seattle Center; not realizing that anytime there's an event there, all of Denny Way and Mercer St get so clogged up with traffic and traffic flow gets so horribly mismanaged, is a complete moron. Disregarding the fact that putting an arena is basically a more residential area of Seattle with ZERO public transit is just classic idiotic city planning on behalf of Seattle; to suggest not having that arena be serviced by public transit when it's been rebranded to virtue signal by a polluting corporation that they pledge to do something about climate change speaks volumes in ways that it shouldn't.

I recall the first time I reviewed one of these mailed out light rail station proposals and expansions optimistic that finally, Seattle proper can finally have actual trains that can quickly get you around, I was shocked to see how it was expected to take until around the 2040s to get from Westlake to Ballard. Meanwhile, service to the East side has been built up along with Northgate no problem.

But clearly the institution of the Seattle Process is the reason why over five years later not a SINGLE new light rail station anywhere in the core of Seattle has opened up.

My commentary on this is simple: shut up and do something. If I get another proposal of alternate light rail stations or more asks for public commentary, I will 100% be voting against any increase in funding for Sound Transit. It took nearly 20 years to replace the viaduct because for some inexcusable reason, the city's leadership and agencies can't do anything correctly, can't design roadways correctly, and can't do public transit correctly. We don't have another 20 years to waste away discussing proposals in the face climate change.

Get it together.

#	Comments	Responses
1	My commentary on this is simple: shut up and do something. If I get another proposal of alternate light rail stations or more asks for public commentary, I will 100% be voting against any increase in funding for Sound Transit. It took nearly 20 years to replace the viaduct because for some inexcusable reason, the city's leadership and agencies can't do anything correctly, can't design roadways correctly, and can't do public transit correctly. We don't have another 20 years to waste away discussing proposals in the face climate change.	Please see response CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0191

Communication ID:	Name	Email
497498	Judy Aloisi	judyaloisi@gmail.com; judyaloisi@comcast.net

Full Communication (3/6/2022)

I have gone over the EIS plans and I have a background in construction. I understand the light rail crossing the Duwamish needs to be elevated 140' to match the West Seattle Bridge and it seems to meld with the Bridge so as not to be as noticeable. The elevated light rail is not a pretty sight but then it doesn't seem as bad in a commercial zone area. When the elevated light rail comes around Pidgeon Point, we have two possible stations, as far as I'm concerned whichever one displaces less people and buildings is the best option. I am also in agreement for the tunnel at Genesee and Avalon. The less displacement of people and buildings will always be the best option and to be bluntly honest, the elevated light rail is ugly and noisy. Developers have been building non-stop in the last 15 years in this area and it seems you will be taking out a lot of these new apartment buildings if you put in an elevated light rail system. You will have to take out apartments all the way up Avalon and then up Fauntleroy. It seems that will be rather expensive, I think that money should go towards the tunnel. If you continue with the elevated light rail, it will disrupt the integrity of our neighborhood. I honestly don't know any place in the country that likes the elevated light rail. They have some in New York but if you see any movies whereas people's homes are shaking everytime they go by, that should be a lesson in itself why we should go underground. I think the best station should either be on Fauntleroy or on either side of Alaska and 41st. Please don't be short sighted when it comes to our neighborhoods. This is what makes our communities special in Seattle.

#	Comments	Responses
1	When the elevated light rail comes around Pidgeon Point, we have two possible stations, as far as I'm concerned whichever one displaces less people and buildings is the best option..	Please see response to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS
2	I am also in agreement for the tunnel at Genesee and Avalon. The less displacement of people and buildings will always be the best option and to be bluntly honest, the elevated light rail is ugly and noisy. Developers have been building non-stop in the last 15 years in this area and it seems you will be taking out a lot of these new apartment buildings if you put in an elevated light rail system. You will have to take out apartments all the way up Avalon and then up Fauntleroy. It seems that will be rather expensive, I think that money should go towards the tunnel. If you continue with the elevated light rail, it will disrupt the integrity of our neighborhood. I honestly don't know any place in the country that likes the elevated light rail. They have some in New York but if you see any movies whereas people's homes are shaking everytime they go by, that should be a lesson in itself why we should go underground.	Please see responses to CCG2, CC4.1b, and CC4.5a in Table 7-1.
3	I think the best station should either be on Fauntleroy or on either side of Alaska and 41st. Please don't be short sighted when it comes to our neighborhoods. This is what makes our communities special in Seattle.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0192

Communication ID:	Name	Email
497499	Karen Keating	karen.keating@comcast.net

Full Communication (3/6/2022)

We are not happy about an elevated light rail. My home on 40th Ave SW between Alaska & Oregon would be right in the path. I would not be able to afford moving to an area that does not have easy access to all we have near the junction. We would like to see a tunnel instead. An elevated would be so disruptive and noisy to our community for a long period of time. We would live to keep the integrity of community, which is so important. Please consider a tunnel instead.

Thank you!

#	Comments	Responses
1	We are not happy about an elevated light rail. My home on 40th Ave SW between Alaska & Oregon would be right in the path. I would not be able to afford moving to an area that does not have easy access to all we have near the junction. We would like to see a tunnel instead. An elevated would be so disruptive and noisy to our community for a long period of time. We would live to keep the integrity of community, which is so important. Please consider a tunnel instead.	Please see responses to CC4.1a, CC4.1c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0193

Communication ID:	Name	Email
497543	Kathleen Dunn	dunkathy@gmail.com

Full Communication (3/7/2022)

Seattle foolishly cancelled funded bike safety infrastructure on Fauntleroy Boulevard between 35th Ave SW and SW Alaska St. due to potential planned siting of light rail stations. Sound Transit must insure that right of way is preserved for safe access by bicycle and by walking to businesses along this corridor in both directions. That means there should be no big pylons on the sidewalks or curbside shoulder areas of Fauntleroy Way. Also. Bikelink secure enclosed bicycle lockers should be installed at the stations since frequently there is no room on the trains for bicycles.

#	Comments	Responses
1	Seattle foolishly cancelled funded bike safety infrastructure on Fauntleroy Boulevard between 35th Ave SW and SW Alaska St. due to potential planned siting of light rail stations. Sound Transit must insure that right of way is preserved for safe access by bicycle and by walking to businesses along this corridor in both directions. That means there should be no big pylons on the sidewalks or curbside shoulder areas of Fauntleroy Way.	The City of Seattle paused the Fauntleroy Way Southwest Boulevard Project in 2018 "pending light rail route decisions from Sound Transit's ST3 process" (Fauntleroy Way SW Boulevard Project - Transportation | seattle.gov or https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project). As of 2023, that project is still paused until it is funded, but it assumed to be completed prior to the West Seattle Link Extension is operational. Sound Transit and the City of Seattle will continue to coordinate between the two projects as needed.
2	Also, Bikelink secure enclosed bicycle lockers should be installed at the stations since frequently there is no room on the trains for bicycles.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. Sound Transit allows all two-wheeled, standard-sized bicycles, including e-bikes and folding bicycles on trains.

Comment Submittal 0194

Communication ID:	Name	Email
497550	JEROME MILLER	matthewnsea@gmail.com

Full Communication (3/7/2022)

Build it as fast as possible

#	Comments	Responses
1	Build it as fast as possible.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS

Comment Submittal 0195

Communication ID:	Name	Email
497591	John DeGennaro	john.p.degennaro@gmail.com

Full Communication (3/8/2022)

Please don't knock down the brand new apartment buildings on Fauntleroy in West Seattle. I think this is such a terrible waist and unnecessary. The alignment that puts the station at the current location of the Safeway in Jefferson Square makes far more sense because that complex is outdated and old, and you could build the station in such a way that business and housing could go up next to it like the Capitol Hill complex around that station, I personally don't care whether it's raised or tunnel as long as it's grade separated, but please don't knock down brand new buildings, That's the stupidest thing I've ever heard, Also, for downtown, don't have elevator only stations there, I lived in Pioneer Square for 6 years, and the elevators in that station were exclusively used as rest rooms for the homeless population over there, The elevators will just be used that way in the new stations you are building. If you feel like you have to go with an elevator only design then please please put public restroom facilities in it. Thanks so much for everything you do! I'm excited to see the system expand!

#	Comments	Responses
1	Please don't knock down the brand new apartment buildings on Fauntleroy in West Seattle. I think this is such a terrible waist and unnecessary, The alignment that puts the station at the current location of the Safeway in Jefferson Square makes far more sense because that complex is outdated and old, and you could build the station in such a way that business and housing could go up next to it like the Capitol Hill complex around that station. I personally don't care whether it's raised or tunnel as long as it's grade separated, but please don't knock down brand new buildings.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, for downtown, don't have elevator only stations there. I lived in Pioneer Square for 6 years, and the elevators in that station were exclusively used as rest rooms for the homeless population over there. The elevators will just be used that way in the new stations you are building. If you feel like you have to go with an elevator only design then please please put public restroom facilities in it,	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0196

Communication ID:	Name	Email
497633	Joshua and Heather Gosovich	jgosovision@msn.com

Full Communication (3/8/2022)

Hello,

We're residents of Pigeon Point and thought we'd add our opinions and thoughts on the matter of the preferred route of the lightrail tracks that are proposed to run and cut into the hill. We've lived in the neighborhood for 13 years and adore its charm, proximity, neighbors, and sense of community.

The disruption not just of construction, but of the new addition to the neighborhood (lightrail in West Seattle!) will greatly affect the attitude and spirit of our unique little hood. Displacing residents and thrusting the trains into our homes that live closer will be a constant stress.

The noise of industry in Pigeon Point is part of its already unique soundtrack. Among our beautiful birdsong is the clang of steel, noise of trains (OMG the trains), low flying aircraft, trucks, ships, cars, and more. We can live with these but adding lightrail tracks directly on top of us is cruel. The lightrail should NOT pass through Pigeon Point.

The NORTHERN ROUTE won't displace people from their homes, will move noise away from permanent residents, and place it to where it belongs, with industry that already exist. We should use the route that utilizes industrial spaces such as harbor island in a way that uses its potential and enhances it.

Bonus, the NORTHERN ROUTE might be able to incorporate some businesses, expand commodities in the area, create jobs, and save houses for people to live in. It will still offer an amazing view of the sound, life around the sound, and provide a quick easy way into and out of West Seattle.

We are truly excited for lightrail in West Seattle, but please choose the NORTHERN ROUTE!

Sincerely,

Joshua and Heather Gosovich

#	Comments	Responses
1	The disruption not just of construction, but of the new addition to the neighborhood (lightrail in West Seattle!) will greatly affect the attitude and spirit of our unique little hood. Displacing residents and thrusting the trains into our homes that live closer will be a constant stress. The noise of industry in Pigeon Point is part of its already unique soundtrack. Among our beautiful birdsong is the clang of steel, noise of trains (OMG the trains), low flying aircraft, trucks, ships, cars, and more. We can live with these but adding lightrail tracks directly on top of us is cruel. The lightrail should NOT pass through Pigeon Point. The NORTHERN ROUTE won't displace people from their homes, will move noise away from permanent residents, and place it to where it belongs, with industry that already exist. We should use the route that utilizes industrial spaces such as harbor island in a way that uses its potential and enhances it. Bonus, the NORTHERN ROUTE might be able to incorporate some businesses, expand commodities in the area, create jobs, and save houses for people to live in. It will still offer an amazing view of the sound, life around the sound, and provide a quick easy way into and out of West Seattle. We are truly excited for lightrail in West Seattle, but please choose the NORTHERN ROUTE!	Thank you for expressing support for the West Seattle Link Extension. Please see the responses to CCG2, CC4.4a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0197

Communication ID:	Name	Email
497638	Gina Kaukola	CYCLOPSCAFE@GMAIL.COM

Full Communication (3/9/2022)

I am a Pigeon Hill (Point) resident one block off of Delridge on 23rd SW and 2 lots south of SW Dakota. It seems to me having the Delridge Station be closer to Andover St and the Steel Mill would have the less impact on the residents of our community. HERE IS WHAT I THINK SHOULD HAPPEN.

DEL 5 OR DEL 6 OR A TUNNEL THRU PIGEON HILL/PT.

DUW -2 NORTH SIDE OF THE BRIDGE. OR TUNNEL THRU PIGEON HILUPT. TUNNEL TO WEST SEATTLE JUNCTION.

WE DON'T WANT TO LOOK AT AN ELEVATED STRUCTURE. WE ALREADY HAVE TO LOOK AT THE WEST SEATTLE BRIDGE.

#	Comments	Responses
1	I am a Pigeon Hill (Point) resident one block off of Delridge on 23rd SW and 2 lots south of SW Dakota. It seems to me having the Delridge Station be closer to Andover St and the Steel Mill would have the less impact on the residents of our community. HERE IS WHAT I THINK SHOULD HAPPEN. DEL 5 OR DEL 6 OR A TUNNEL THRU PIGEON HILL/PT. DUW -2 NORTH SIDE OF THE BRIDGE. OR TUNNEL THRU PIGEON HILL/PT. TUNNEL TO WEST SEATTLE JUNCTION. WE DON'T WANT TO LOOK AT AN ELEVATED STRUCTURE. WE ALREADY HAVE TO LOOK AT THE WEST SEATTLE BRIDGE.	Please see responses to CCG2 and CC2h in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0198

Communication ID:	Name	Email
497714	Jacob Tukel	jtukel@icloud.com

Full Communication (3/10/2022)

There are two things that are very important to me regarding the Ballard Station:

1. That the station is located closer to the urban hub of Ballard. Otherwise I couldn't see myself using the line nearly as often.

2. That the station is designed in a way that accommodates future extension of the line. I know there will be a lot of support for the line to continue on to Green Lake or UW once the line is in use. Anything that can be done today to make that easier is something worth building in now. I believe that an underground station would be best for this reason.

I'd also like to make a similar point about the West Seattle stations. It's likely that these lines will be extended in the future and that this area will continue to grow, so an underground station should really be pursued, even if it costs more.

#	Comments	Responses
1	That the station is located closer to the urban hub of Ballard. Otherwise I couldn't see myself using the line nearly as often.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	That the station is designed in a way that accommodates future extension of the line. I know there will be a lot of support for the line to continue on to Green Lake or UW once the line is in use. Anything that can be done today to make that easier is something worth building in now. I believe that an underground station would be best for this reason.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I'd also like to make a similar point about the West Seattle stations. It's likely that these lines will be extended in the future and that this area will continue to grow, so an underground station should really be pursued, even if it costs more.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0199

Communication ID:	Name	Email
497822	Scott Orange	sorange@newgrowthconsulting.com

Full Communication (2/21/2022)

Dear Councilmembers and Sound Transit:

I am a longtime customer of Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to 3628 E Marginal Way S. in Seattle. I was alarmed to hear that their new location is now in danger of an Eminent Domain seizure for Light Rail and wanted to share my concerns:

If Epicurean Edge were to move or close down, there would be immediate impact to Seattle's renowned restaurant community, whose workers have struggled through the COVID-19 pandemic. Epicurean Edge is an essential resource for professional grade knives and sharpening services, with offerings at every price point. Having access to high-quality gear for prep cooks and line cooks makes their work faster and safer, keeping up with heavy demand, and showcases their talents to earn promotion and higher wages. There would also be impact to Seattle's retail kitchen stores (great knives lead quickly to other upgrades), as well as to thousands of home cooks. There is simply no equivalent retail space for knives anywhere in the Pacific Northwest.

The deep intent and effort involved in Epicurean Edge's relocation to the SODO District was enormous, and took considerable time, money and energy to manifest. The space was purchased, renovated and brought into compliance with Seattle environmental regulations at great expense, with the intent of creating a destination for home cooks, professional chefs, craftspeople, tradespeople, local bladesmiths, and the international bladesmithing community.

The loss of this new space to Eminent Domain would be massive. Epicurean Edge/ BladeGallery Inc. supports over 600 highly skilled artisans from around the world, who produce customized wares to Epicurean Edge's high standards. For many of these artisans, Blade Gallery/ Epicurean Edge is their primary sales channel and source of income. Epicurean Edge's staff would be similarly impacted in our fragile economy.

Over the last ten years, my wife and I have gotten to know Daniel O'Malley, the proprietor, and we have witnessed the immense care and cultivation he practices with Blade Gallery I Epicurean Edge. Even though we buy less frequently of late, Daniel always remembers us, the knives we own, the metals and bladesmiths we prefer, as well as what we have bought for close friends and family members. We continue to learn about these fine knives and their care every time we visit.

I urge you to please consider the hard work and deep investment made by this unique business, by ensuring Epicurean Edge's new space can remain open for many years to come. Please find a path for Light Rail that does not force BladeGallery Inc. to move or close down - resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Let's keep Seattle's restaurant community thriving, as well as our home kitchens.

With gratitude and appreciation, Scott Orange

1100 NE 8th Street #A-920

Bellevue, WA 98004 sorange@newgrowthconsulting.com Cell: 425-941-6506

#	Comments	Responses
1	I was alarmed to hear that their new location is now in danger of an Eminent Domain seizure for Light Rail and wanted to share my concerns: If Epicurean Edge were to move or close down, there would be immediate impact to Seattle's renowned restaurant community, whose workers have struggled through the COVID-19 pandemic. Epicurean Edge is an essential resource for professional grade knives and sharpening services, with offerings at every price point. Having access to high-quality gear for prep cooks and line cooks makes their work faster and safer, keeping up with heavy demand, and showcases their talents to earn promotion and higher wages. There would also be impact to Seattle's retail kitchen stores (great knives lead quickly to other upgrades), as well as to thousands of home cooks. There is simply no equivalent retail space for knives anywhere in the Pacific Northwest. The deep intent and effort involved in Epicurean Edge's relocation to the SODO District was enormous, and took considerable time, money and energy to manifest. The space was purchased, renovated and brought into compliance with Seattle environmental regulations at great expense, with the intent of creating a destination for home cooks, professional chefs, craftspeople, tradespeople, local bladesmiths, and the international bladesmithing community. The loss of this new space to Eminent Domain would be massive. Epicurean Edge/ BladeGallery Inc. supports over 600 highly skilled artisans from around the world, who produce customized wares to Epicurean Edge's high standards. For many of these artisans, Blade Gallery/ Epicurean Edge is their primary sales channel and source of income. Epicurean Edge's staff would be similarly impacted in our fragile economy. Over the last ten years, my wife and I have gotten to know Daniel O'Malley, the proprietor, and we have witnessed the immense care and cultivation he practices with Blade Gallery/ Epicurean Edge. Even though we buy less frequently of late, Daniel always remembers us, the knives we own, the metals and bladesmiths we prefer, as well as what we have bought for close friends and family members. We continue to learn about these fine knives and their care every time we visit. I urge you to please consider the hard work and deep investment made by this unique business, by ensuring Epicurean Edge's new space can remain open for many years to come. Please find a path for Light Rail that does not force BladeGallery Inc. to move or close down - resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Let's keep Seattle's restaurant community thriving, as well as our home kitchens	Your concern regarding the potential displacement of the BladeGallery is noted. Please also see the responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0200

Communication ID:	Name	Email
504746	Jack Whisner	jackewhisner@gmail.com

Full Communication (3/10/2022)

ST,

Please consider the following. Page 1-1

The second paragraph is missing the attribute "frequent"; it is very important; it appears elsewhere.

Page 2-9

Interbay is NOT an urban village.

Page 3-3, Table 3-2

Route 190 is omitted; if routes 177 and 178 are listed, Route 190 should be as well. See Table 3- 21.

Page 3-12

It is asserted that this will not be a major transfer point. It would be served by Route 21 or its successor route. It should be.

Page 3-28, Table 3-21 Route 8 is omitted.

Page 3-43

The text asserts that the Ballard line would have five-minute headway; that would be good; but the plan to through route it with the line on MLK Jr. Way South; is that line not limited to six-minute headway due to surface operations?

Thank you for considering this note.

Jack Whisner

8325 11th Avenue NW Seattle 98117

#	Comments	Responses
1	ST, Please consider the following. Page 1-1 The second paragraph is missing the attribute "frequent"; it is very important; it appears elsewhere.	The word "frequent" has been added to this text as suggested.
2	Page 2-9 Interbay is NOT an urban village.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Page 3-3, Table 3-2 Route 190 is omitted; if routes 177 and 178 are listed, Route 190 should be as well. See Table 3-21.	King County Metro has suspended Route 190, therefore, it is not included.
4	Page 3-12 It is asserted that this will not be a major transfer point. It would be served by Route 21 or its successor route. It should be.	The ridership model used for the project does not show a large number of bus-rail transfers at this location.
5	Page 3-28, Table 3-21 Route 8 is omitted.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	Page 3-43 The text asserts that the Ballard line would have five-minute headway; that would be good; but the plan to through route it with the line on MLK Jr. Way South; is that line not limited to six-minute headway due to surface operations?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0201

Communication ID	Name	Email
497679	Charles Fowles	Rockycore@hotmail.com

Full Communication (3/10/2022)

Restudy a tunnel option to 20th street in Ballard. With the RTA funding bill passing Seattle will definitely vote for extra funding for that option. We cant vote for something we dont have the information for though. Also do not make every station deep. Your history with elevator and escalators means this will be a disaster for riders. Every station needs to be as shallow as possible.

#	Comments	Responses
1	Restudy a tunnel option to 20th street in Ballard. With the RTA funding bill passing Seattle will definitely vote for extra funding for that option. We cant vote for something we dont have the information for though.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Also do not make every station deep. Your history with elevator and escalators means this will be a disaster for riders. Every station needs to be as shallow as possible.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0202

Communication ID	Name	Email
497697	Diane Panagioto Poulos	dianep@duck.com

Full Communication (3/10/2022)

Please put a station at the location that is best for passengers, as that will actually result in fewer cars on the road. Putting a station so far away from where passengers will be going after they disembark means people will simply not take the train. You wouldn't build a road intentionally far away from shops because it's cheaper to build there, so don't do it for transit.

#	Comments	Responses
1	Please put a station at the location that is best for passengers, as that will actually result in fewer cars on the road. Putting a station so far away from where passengers will be going after they disembark means people will simply not take the train. You wouldn't build a road intentionally far away from shops because it's cheaper to build there, so don't do it for transit.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership and access.

Comment Submittal 0203

Communication ID	Name	Email
497706	Bob Hollowell	rlhollow@gmail.com

Full Communication (3/10/2022)

VERY glad to see the elevated tracks: The views are too precious to hide. Financially, too, there would be savings from NOT boring tunnels; plus increased ridership/income from tourists, visitors, residents -ANYONE who wants to enjoy the sights of our unique city.

(Obviously, this route is long overdue - but everyone knows that.)

#	Comments	Responses
1	VERY glad to see the elevated tracks: The views are too precious to hide. Financially, too, there would be savings from NOT boring tunnels; plus increased ridership/income from tourists, visitors, residents -ANYONE who wants to enjoy the sights of our unique city.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	(Obviously, this route is long overdue - but everyone knows that.)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0204

Communication ID	Name	Email
497765	Jessica Huang	jesso66@gmail.com

Full Communication (3/11/2022)

Regardless of location, please consider Taking measures to rescue any noise level that might be an issue for residents nearby. Also, would recommend adding a police station nearby since there will be more traffic and a police station nearby will help with a faster response if needed.

#	Comments	Responses
1	Regardless of location, please consider Taking measures to rescue any noise level that might be an issue for residents nearby.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	Also, would recommend adding a police station nearby since there will be more traffic and a police station nearby will help with a faster response if needed.	Please see Section 4.14, Public Services, Safety, and Security, of the West Seattle Link Extension Final EIS for more information on safety and security at stations.

Comment Submittal 0205

Communication ID	Name	Email
497783	Alexandra Pavlish	lexxiegogo@gmail.com

Full Communication (3/11/2022)

Preferred Alternative SODO-1a makes great sense! And, while I can see why building a link to Magnolia would be a lot, it should be taken into account that we are cut out of all your plans... so having this go through Interbay would allow us to have closer access from here. This would be especially important when you take into account that the Fort Lawton Homeless housing will be hopefully happening soon, and giving those residents more access to transportation is incredibly important! Thank you.

#	Comments	Responses
1	Preferred Alternative SOD0-1a makes great sense!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	while I can see why building a link to Magnolia would be a lot, it should be taken into account that we are cut out of all your plans... so having this go through Interbay would allow us to have closer access from here. This would be especially important when you take into account that the Fort Lawton Homeless housing will be hopefully happening soon, and giving those residents more access to transportation is incredibly important!	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0206

Communication ID	Name	Email
497858	Brenda SUE Luke	seattle.subee@gmail.com

Full Communication (3/11/2022)

The exclusion of SkyLink from the DEIS is unacceptable. We need to get real about transit in West Seattle.

#	Comments	Responses
1	The exclusion of SkyLink from the DEIS is unacceptable. We need to get real about transit in West Seattle.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0207

Communication ID:	Name	Email
497860	Sholeh Hakimelahi	sholehh@yahoo.com

Full Communication (3/11/2022)

My family strongly opposes construction of elevated light rail within the west seattle junction corridor. This area is rich with residential and businesses units and any future development will result in further destruction. The elevated option will invite homelessness to our neighborhood. We cannot envision large concrete structure so close to this beautiful neighborhood. West seattle junction is comparable to Roosevelt and capital hill stations. Tunnels were chosen for those areas and i hope SDOT and city choose the tunnel option west Seattle. Some of the tunnel alternatives are now comparable or cheaper than elevated option. Light rail will impact west seattle for many decades and so the final selection should consider its long term impact. Please choose the tunnels. Do not turn junction into a giant elevated light rail terminal.

#	Comments	Responses
1	My family strongly opposes construction of elevated light rail within the west seattle junction corridor. This area is rich with residential and businesses units and any future development will result in further destruction. The elevated option will invite homelessness to our neighborhood. We cannot envision large concrete structure so close to this beautiful neighborhood. West seattle junction is comparable to Roosevelt and capital hill stations. Tunnels were chosen for those areas and i hope SOOT and city choose the tunnel option west Seattle. Some of the tunnel alternatives are now comparable or cheaper than elevated option. Light rail will impact west seattle for many decades and so the final selection should consider its long term impact. Please choose the tunnels. Do not turn junction into a giant elevated light rail terminal.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0208

Communication ID	Name	Email
497883	David Oldham	davidicx@yahoo.com

Full Communication (3/12/2022)

The preferred route should be going across the West Seattle bridge down Fauntleroy. Add a station at Fauntleroy ferry, downtown White Center, and end at SeaTac. We don't need 3 stations for the junction. This is wasteful and impractical. This option could encourage more foot traffic on the Fauntleroy ferry terminal and improve traffic for pedestrians.

#	Comments	Responses
1	The preferred route should be going across the West Seattle bridge down Fauntleroy. Add a station at Fauntleroy ferry, downtown White Center, and end at SeaTac. We don't need 3 stations for the junction. This is wasteful and impractical. This option could encourage more foot traffic on the Fauntleroy ferry terminal and improve traffic for pedestrians.	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0209

Communication ID	Name	Email
497885	James Little	littlejamesw@gmail.com

Full Communication (3/12/2022)

Please spend $200,000 for a technical engineering study of a West Seattle gondola, as an alternative to West Seattle light rail. Potentially save $2 billion.

https://www.westseattleskylink.org/comparison.

#	Comments	Responses
1	Please spend $200,000 for a technical engineering study of a West Seattle gondola, as an alternative to West Seattle light rail. Potentially save $2 billion. htlps://www.westseattleskylink.org/comparison	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0210

Communication ID	Name	Email
497890	Jeremy Rolewicz	rolewicz.jeremy@gmail.com

Full Communication (3/12/2022)

I think the proposed light rail is a great idea

#	Comments	Responses
1	I think the proposed light rail is a great idea	Thank you for expressing support for the project.

Comment Submittal 0211

Communication ID	Name	Email
497921	Arielle Pagryzinski	armarpag@gmail.com

Full Communication (3/14/2022)

The West Seattle stations should be underground/use tunnel stations when in residential and community areas. A elevated light rail would significantly decrease value due to visual disturbances in a neighborhood that has already suffered significantly due to the closure of the West Seattle bridge. My comment is to prioritize underground stations - especially for the tunnel servicing the Alaska Junction (41sV42nd st stations).

#	Comments	Responses
1	The West Seattle stations should be underground/use tunnel stations when in residential and community areas. A elevated light rail would significantly decrease value due to visual disturbances in a neighborhood that has already suffered significantly due to the closure of the West Seattle bridge. My comment is to prioritize underground stations - especially for the tunnel servicing the Alaska Junction (41st/42nd st stations).	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0212

Communication ID	Name	Email
497966	Mark Olsoe	markolsoe@comcast.net

Full Communication (3/14/2022)

I live in West Seattle and I strongly prefer the tunnel option to connect to the Junction, just like what has been provided for other urban areas of the city such as Roosevelt, University and Northgate.

Next preference is the Skylink urban gondola which I was very disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much much sooner and with much less impact to the community than all but the tunnel option.

Next preference is above ground rail and

Last would be surface rail which would have a horrible impact on our community.

#	Comments	Responses
1	I live in West Seattle and I strongly prefer the tunnel option to connect to the Junction, just like what has been provided for other urban areas of the city such as Roosevelt, University and Northgate.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Next preference is the Skylink urban gondola which I was very disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much much sooner and with much less impact to the community than all but the tunnel option.	Please see response to CC2g in Table 7-1.
3	Next preference is above ground rail and Last would be surface rail which would have a horrible impact on our community.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0213

Communication ID	Name	Email
497999	Tim Claxton	twjclaxton@yahoo.com

Full Communication (3/14/2022)

There are many elevated sections in this plan. Overall I think from SODO onwards a tunnel to West Seattle is preferred. Or at least start the tunnel from the west duwamish area. I can't actually believe a massive elevated structure is being considered.

On page ES-12 and ES-13 you show elevated sections. I think you should go with a tunnel option and none of the elevated options. This is a major eyesore and seems like we're building more overhead structures that will be a burden for future generations and something we'll regret. As shown with the 99 hwy tunnel, and other cities with underground transport options, the aesthetics for people living in these areas when locating transport routes below ground is SO much better.

For West Seattle Junction segment - On Page ES-21 I would prefer the longer tunnel option, not the elevated section on ES-19. This would again be a massive eyesore for the area and just provides more opportunities for homeless camps to move in below the structure.

#	Comments	Responses
1	There are many elevated sections in this plan. Overall I think from SODO onwards a tunnel to West Seattle is preferred. Or at least start the tunnel from the west duwamish area. I can't actually believe a massive elevated structure is being considered. On page ES-12 and ES-13 you show elevated sections. I think you should go with a tunnel option and none of the elevated options. This is a major eyesore and seems like we're building more overhead structures that will be a burden for future generations and something we'll regret. As shown with the 99 hwy tunnel, and other cities with underground transport options, the aesthetics for people living in these areas when locating transport routes below ground is SO much better. For West Seattle Junction segment - On Page ES-21 I would prefer the longer tunnel option, not the elevated section on ES-19. This would again be a massive eyesore for the area and just provides more opportunities for homeless camps to move in below the structure.	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0214

Communication ID	Name	Email
498002	Erin Ward	vashonite@yahoo.com

Full Communication (3/14/2022)

As a West Seattle resident who works in Downtown Seattle, I am eagerly anticipating the completion of the West Seattle Extension. However, I am alarmed at the potential impact that the Preferred Elevated Alternatives for the West Seattle Junction Segment and the Delridge Segment would have on my neighborhood. Finding the money to pursue the tunnel options is my strong preference and it seems that the Draft EIS has pointed out the significantly reduced potential displacement of those options.

West Seattleites are not going to be thrilled with the idea of enduring further long-term road closures and detours after the awful mess of the West Seattle Bridge closure. But it would be preferable to seeing our neighbors' homes and businesses demolished and the neighborhood divided by elevated guideways.

#	Comments	Responses
1	I am alarmed at the potential impact that the Preferred Elevated Alternatives for the West Seattle Junction Segment and the Delridge Segment would have on my neighborhood. Finding the money to pursue the tunnel options is my strong preference and it seems that the Draft EIS has pointed out the significantly reduced potential displacement of those options. West Seattleites are not going to be thrilled with the idea of enduring further long-term road closures and detours after the awful mess of the West Seattle Bridge closure. But it would be preferable to seeing our neighbors' homes and businesses demolished and the neighborhood divided by elevated guideways.	Thank you for expressing support for the West Seattle Link Extension. Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0215

Communication ID	Name	Email
498008	Rebecca Nuffer	Rebeccabnuffer@gmail.com

Full Communication (3/14/2022)

After living in West Seattle for several years, we can certainly see the benefit of a light rail. Public transit is sorely lacking, as are parking opportunities in the Junction.

However, looking through the proposals, I can't help but feel that price was the major consideration, not keeping residents and businesses in their homes. So many of the proposed routes would eliminate housing, already in extremely short supply. Regardless of the compensation (which I doubt would be a true market value), there aren't enough homes for all of those displaced people to stay in West Seattle and benefit from this project if they choose. It sets a terrifying precedent in looking at what future transit development would mean.

Further, if the point of a light rail is to transport more people a farther distance faster, the Avalon street station seems like a complete waste. It is so close to the others, what benefit could that possibly provide? At that point, a bus would be far more efficient and much less destructive.

Hearing from so many around me, I know these concerns are widespread.

I hope you'll spend more time finding ways to make transportation accessible without destroying the neighborhoods that make West Seattle such an amazing, warm, and welcoming community. More tunnels, more integration with existing bus infrastructure, and more considerations for traffic and pedestrian concerns.

#	Comments	Responses
1	However, looking through the proposals, I can't help but feel that price was the major consideration, not keeping residents and businesses in their homes. So many of the proposed routes would eliminate housing, already in extremely short supply. Regardless of the compensation (which I doubt would be a true market value), there aren't enough homes for all of those displaced people to stay in West Seattle and benefit from this project if they choose. It sets a terrifying precedent in looking at what future transit development would mean.	Please see responses to CCG3 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	After living in West Seattle for several years, we can certainly see the benefit of a light rail. Public transit is sorely lacking, as are parking opportunities in the Junction.	Thank you for expressing support for the West Seattle Link Extension.
3	Further, if the point of a light rail is to transport more people a farther distance faster, the Avalon street station seems like a complete waste. It is so close to the others, what benefit could that possibly provide? At that point, a bus would be far more efficient and much less destructive. Hearing from so many around me, I know these concerns are widespread.	Please see response to CC2j in Table 7-1.

Comment Submittal 0216

Communication ID	Name	Email
498012	Efrain Hudnell	emoneyvi@gmail.com

Full Communication (3/14/2022)

Please consider rider experience; this will be a system that people in Seattle will be using for 100 years! Specifically, consider the effect of lengthy travel times from surface to platform!

Please also consider lifespan of current 4th avenue viaduct before committing to a design! The 4th avenue viaduct is nearing end of lifespan and efforts to mitigate impacts to the community by building on 5th avenue do not make sense if 4th avenue must be replaced anyway. Additionally, a 4th avenue station potentially better creates a transit hub by reducing automobile lanes on 4th avenue, thus prioritizing pedestrians and using the space around Union station between Line-1 and sounder/Amtrak service.

#	Comments	Responses
1	Please consider rider experience; this will be a system that people in Seattle will be using for 100 years! Specifically, consider the effect of lengthy travel times from surface to platform!	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
2	Please also consider lifespan of current 4th avenue viaduct before committing to a design! The 4th avenue viaduct is nearing end of lifespan and efforts to mitigate impacts to the community by building on 5th avenue do not make sense if 4th avenue must be replaced anyway. Additionally, a 4th avenue station potentially better creates a transit hub by reducing automobile lanes on 4th avenue, thus prioritizing pedestrians and using the space around Union station between Line-1 and sounder/Amtrak service.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0217

Communication ID	Name	Email
498015	Krystal Miller	krystalannmiller@gmail.com

Full Communication (3/14/2022)

I'm concerned about the Avalon station being dropped. Please keep it. This area is so key for dense/TOD housing in the next decade and the walkability/rollability between this location and the proposed Junction locations is daunting. Indirect routes with roadways 4-lanes or more to cross, and very few signaled crossings. Missing sidewalks and no bike infrastructure between Avalon and the Junction, and the Fauntleroy Way project is at least 10 years delayed as of now. The Delridge station access from the Avalon station isn't even possible for most in a reasonable amount of time due to the topography. It's a very challenging walk to make that connection. The housing opportunities at Avalon alone should be enough to keep it, but the existing urban design of getting to other stations from 35th and Avalon without cars will be a tipping point for ridership for people who have to make connections in that area. Think of all-ages, all-abilities for accessing light rail!

#	Comments	Responses
1	I'm concerned about the Avalon station being dropped. Please keep it. This area is so key for dense/TOD housing in the next decade and the walkability/rollability between this location and the proposed Junction locations is daunting. Indirect routes with roadways 4-lanes or more to cross, and very few signaled crossings. Missing sidewalks and no bike infrastructure between Avalon and the Junction, and the Fauntleroy Way project is at least 10 years delayed as of now. The Delridge station access from the Avalon station isn't even possible for most in a reasonable amount of time due to the topography. It's a very challenging walk to make that connection. The housing opportunities at Avalon alone should be enough to keep it, but the existing urban design of getting to other stations from 35th and Avalon without cars will be a tipping point for ridership for people who have to make connections in that area. Think of all-ages, all-abilities for accessing light rail!	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0218

Communication ID	Name	Email
498021	Aaron Lichtner	alichtner@gmail.com

Full Communication (3/15/2022)

The stations seem particularly deep. How will we make sure that it's easy for users to get to them. Escalators are currently often out of order. The depth will increase cost and complexity.

#	Comments	Responses
1	The stations seem particularly deep. How will we make sure that it's easy for users to get to them. Escalators are currently often out of order. The depth will increase cost and complexity.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0219

Communication ID	Name	Email
498066	Jamie Brewer	brew101870@gmail.com

Full Communication (3/15/2022)

As a resident of West Seattle, I fully support the extension. With the bridge situation especially what it is, a light rail option would be more than welcome!

#	Comments	Responses
1	As a resident of West Seattle, I fully support the extension. With the bridge situation especially what it is, a light rail option would be more than welcome!	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0220

Communication ID	Name	Email
498089	Shane Dombrowski	shane.dombrowski.547925765@p2a.co; shane.m.dombrowski@gmail.com

Full Communication (3/15/2022)

Hello,

I recently read through the WSB Link Draft EIS and have provided my feedback and concerns below, starting from West Seattle and going north along the proposed route:

WEST SEATTLE

Avalon Station should be cut from the project entirely, or at least pushed to a future dale and the current project be built with the future station location in mind. An estimated 7,600 daily riders seems very optimistic for a station adjacent to a golf course, especially when looking at the $1.7 billion cost. This is very excessive for one of two stations in a single segment. The focus should be put on Alaska Junction Station, planned for an area already dense and thriving enough to warrant a station. Plus, Avalon Station is about 4-6 blocks away from the Alaska Junction Station. This doesn't make sense from a walkshed perspective, especially for the price. I don't have a preferred alternative here to the inclusion other than keeping the stations close to the surface. See my following Delridge comment.

DELRIDGE:

We must choose the 60-foot stations. The deeper or higher we build our stations, the less likely people are to use it. We must think of it from a rider experience perspective: transit should be as easy and convenient as possible. Taking elevators or escalators to reach far away platforms worsens the overall experience. We should focus on accessibility and ease of use over cost here in my opinion. Thus, DEL-2A is the best option. This keeps the station accessible.

DUWAMISH:

Unfortunately, the West Seattle Bridge will be repaired rather than rebuilt, so the option of a multi- mode bridge is out. It seems we are on the hook for our own rail bridge. My concern here is cost; this is a very expensive segment to connect a lower-density region to the city. There also no stations in this segment, which is a further lack in investment. I understand there isn't much we can do other than a bridge, but I'm having troubling convincing myself the West Seattle rail bridge is needed before Ballard Link. Is there consideration for bus rapid transit instead of jumping straight to rail in West Seattle?

If we must build rail, I honestly believe DUW-2 is the best option, followed closely by DUW-1A. If we're going to build a bridge, let's eat a slightly higher cost and do it right.

SODO:

I think SODO-1A is the alternative that brings the best service to all riders. It avoids two at-grade conflicts at both Lander and Holgate, something that continues to plague the MLK Jr. segment. Rail should not be allowed at grade-level ever, so this is an improvement. I'm unsure of the USPS facility surface parking impacts, but this option seems to minimize overall impact and balance cost.

CHINATOWN - ID:

Again, we must choose either CID-1A or CID-2A. These deep stations are extremely excessive and easily begin eating into the daily convenience and usefulness of the system, especially if a trip includes transfers. Some of these stations are 180 feet deep. Getting to and from the platform could take 5-8 minutes, which is the headway of frequent commuter buses. At that point people would just rather stay on the surface to catch a bus than deal with getting to and from a deep station. CID-2A is the best choice because it keeps the station within a reasonable access distance for a better cost. CID-1A is a close second for the less displaced businesses but a much higher cost.

DOWNTOWN:

DT-1 is the clear choice here. Fewer economic impacts, better costs, fewer impact intersections, and a new pedestrian plaza on 9th Avenue in the heart of our city. We certainly should not be concerned about "increases in pedestrian and bicycle activity around the stations" increasing intersection delays. This is a symptom of a healthy, functioning, safe city, something which we are striving for. However, is there consideration to cutting the South Lake Union Station? The location is poor being right next to SR 99 in both alternatives: by the ventilation shafts of the road

itself. Not great for people using transit. Also, the Denny Station is closer to South Lake Union, so even moving the SLU makes it more redundant.

I think this downtown segment shows the most promise. Very exciting, but again, I urge Sound Transit to reconsider the station depths. The further we push these platforms underground, the less convenient and accessible we make the system. Yes, I understand shallow tunneling or cut-and- cover is much more painful, but when has anything great ever come easy? We can take the cheap and easy way out, but the system will suffer long-term and never reach its full potential. This can be seen in the MLK Jr. at-grade segments, an area which is going to become the capacity and safety chokehold on the regional system. We're spending a lot of money to do this new downtown tunnel, so let's be sure to optimize the efficiency, ease of use, and user experience. Let's do it right,not quick and easy.

SOUTH INTERBAY:

I really recommend SIB-2 alternative, but has there been consideration to delay or cut the Galer Station? This is not a residential and high-density commercial area; it's mostly big box stores and auto shops. I"m hesitant to "spur' growth by simply building a station, so I'm unsure why this station is being built in a "walkshed desert". Small improvements to the RapidRide D Line could have great impacts here for less cost.

This alternative also has lower residential and park impacts than the current Sound Transit alternative.

Finally, SIB-2 is the preferred alternative because it aligns with the 15th Ave W transportation corridor. This keeps the door open for additional stations along 15th Ave W, a corridor with more existing development and the potential for more in-fill than the BNSF railyard and Interbay Golf Course. This also aligns much better with the preferred alternative for stations along 15th Ave W in Interbay and Ballard. See below.

INTERBAY:

Locating the Interbay Station at Thorndycke Ave Wand 17th Ave W would be a colossal mistake. This area is even more pedestrian hostile and lacking in residential/walkable development that the Galer Station. Thus, we must build the Interbay Station along 15th Ave W. This is the major development and transportation artery of Interbay; most of the residential and commercial business is along 15th Ave W, not to mention the major transit stops as well. Putting the station on Thorndyke does not prioritize transit users in the slightest. Walkability improvements along Dravus into Magnolia and Queen Anne would help encourage the walkshed, something that would not be helped by tucking the Interbay Station into a corner of Thorndyke.

For Ballard, we should not be building a station any further east than 15th Ave W. Thus, let's elevate it. Ideally we'd locate the Ballard Station somewhere between 15th and 20th to align with existing dense and walkable neighborhoods and businesses. The RapidRide D Line is already frustrating enough along 15th Ave when trying to access Ballard, so putting the Link station further east would just disicnestize more folks from using it to access Ballard. 14th Ave Wis mostly big box stores, parking lots, and warehouses. It certainly does not warrant heavy rail investment at this time. Let's keep the station on 15th Ave W, preferably further east. No preferred alternative here; there needs to be an option with a station on 15th Ave W in Interbay and Ballard, elevated or tunneled. That does not exist at the moment and I urge Sound Transit to consider such an alternative from the perspective of existing development, rider experience, and ease of access.

Overall, I appreciate the effort and time Sound Transit has taken to assemble this document. It has provided valuable insight into a project I am very excited for. If there are any questions regarding my comments, please reach out!

-Shane

#	Comments	Responses
1	Avalon Station should be cut from the project entirely, or at least pushed to a future date and the current project be built with the future station location in mind. An estimated 7,600 daily riders seems very optimistic for a station adjacent to a golf course, especially when looking at the $1.7 billion cost. This is very excessive for one of two stations in a single segment. The focus should be put on Alaska Junction Station, planned for an area already dense and thriving enough to warrant a station. Plus, Avalon Station is about 4-6 blocks away from the Alaska Junction Station. This doesn't make sense from a walkshed perspective, especially for the price.	Please see the response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	I don't have a preferred alternative here to the inclusion other than keeping the stations close to the surface. See my following Delridge comment.	Please see the responses to CC2e and CC2k in Table 7-1.
3	DELRIDGE: We must choose the 60-foot stations. The deeper or higher we build our stations, the less likely people are to use ii. We must think of it from a rider experience perspective: transit should be as easy and convenient as possible. Taking elevators or escalators to reach far away platforms worsens the overall experience. We should focus on accessibility and ease of use over cost here in my opinion. Thus, DEL-2A is the best option. This keeps the station accessible.	Please see the responses to CCG2 and CC2e in Table 7-1.
4	Unfortunately, the West Seattle Bridge will be repaired rather than rebuilt, so the option of a multi- mode bridge is out. It seems we are on the hook for our own rail bridge. My concern here is cost; this is a very expensive segment to connect a lower-density region to the city. There also no stations in this segment, which is a further lack in investment. I understand there isn't much we can do other than a bridge, but I'm having troubling convincing myself the West Seattle rail bridge is needed before Ballard Link. Is there consideration for bus rapid transit instead of jumping straight to rail in West Seattle?	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.
5	If we must build rail, I honestly believe DUW-2 is the best option, followed closely by DUW-1A. If we're going to build a bridge, let's eat a slightly higher cost and do it right.	Please see the response to CCG2 in Table 7-1.
6	I think SODO-1A is the alternative that brings the best service to all riders. It avoids two at-grade conflicts at both Lander and Holgate, something that continues to plague the MLK Jr. segment. Rail should not be allowed at grade-level ever, so this is an improvement. I'm unsure of the USPS facility surface parking impacts, but this option seems to minimize overall impact and balance cost.	Please see the response to CCG2 in Table 7-1.
7	we must choose either CID-1A or CID-2A. These deep stations are extremely excessive and easily begin eating into the daily convenience and usefulness of the system, especially if a trip includes transfers. Some of these stations are 180 feet deep. Getting to and from the platform could take 5-8 minutes, which is the headway of frequent commuter buses. At that point people would just rather stay on the surface to catch a bus than deal with getting to and from a deep station. CID-2A is the best choice because it keeps the station within a reasonable access distance for a better cost. CID-1A is a close second for the less displaced businesses but a much higher cost.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	DT-1 is the clear choice here. Fewer economic impacts, better costs, fewer impact intersections, and a new pedestrian plaza on 9th Avenue in the heart of our city. We certainly should not be concerned about "increases in pedestrian and bicycle activity around the stations" increasing intersection delays.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	is there consideration to cutting the South Lake Union Station? The location is poor being right next to SR 99 in both alternatives: by the ventilation shafts of the road itself. Not great for people using transit. Also, the Denny Station is closer to South Lake Union, so even moving the SLU makes it more redundant.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
10	I think this downtown segment shows the most promise. Very exciting, but again, I urge Sound Transit to reconsider the station depths. The further we push these platforms underground, the less convenient and accessible we make the system.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	I really recommend SIB-2 alternative, but has there been consideration to delay or cut the Galer Station? This is not a residential and high-density commercial area; it's mostly big box stores and auto shops. I'm hesitant to "spur" grow1h by simply building a station, so I'm unsure why this station is being built in a "walkshed desert". Small improvements to the RapidRide D Line could have great impacts here for less cost.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	This alternative also has lower residential and park impacts than the current Sound Transit alternative. Finally, SIB-2 is the preferred alternative because it aligns with the 15th Ave W transportation corridor. This keeps the door open for additional stations along 15th Ave W, a corridor with more existing development and the potential for more in-fill than the BNSF railyard and Interbay Golf Course. This also aligns much better with the preferred alternative for stations along 15th Ave W in Interbay and Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Locating the Interbay Station at Thorndycke Ave W and 17th Ave W would be a colossal mistake. This area is even more pedestrian hostile and lacking in residential/walkable development that the Galer Station. Thus, we must build the Interbay Station along 15th Ave W. This is the major development and transportation artery of Interbay; most of the residential and commercial business is along 15th Ave W, not to mention the major transit stops as well. Putting the station on Thorndyke does not prioritize transit users in the slightest. Walkability improvements along Dravus into Magnolia and Queen Anne would help encourage the walkshed, something that would not be helped by tucking the Interbay Station into a corner of Thorndyke.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	For Ballard, we should not be building a station any further east than 15th Ave W. Thus, let's elevate ii. Ideally we'd locate the Ballard Station somewhere between 15th and 20th to align with existing dense and walkable neighborhoods and businesses. The RapidRide D Line is already frustrating enough along 15th Ave when trying to access Ballard, so putting the Link station further east would just disicnestize more folks from using it to access Ballard. 14th Ave Wis mostly big box stores, parking lots, and warehouses. It certainly does not warrant heavy rail investment at this time.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	Overall, I appreciate the effort and time Sound Transit has taken to assemble this document. It has provided valuable insight into a project I am very excited for.	Thank you for your support of the West Seattle and Ballard Link Extensions Project.

Comment Submittal 0221

Communication ID	Name	Email
498103	Bradley Worthington	bradley.worthingtonvtg@gmail.com

Full Communication (3/16/2022)

please save or help save blade galleys building

#	Comments	Responses
1	please save or help save blade galleys building	Your concern regarding the potential displacement of BladeGallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0222

Communication ID	Name	Email
498164	Colleen Hinton	colleenmhinton@msn.com

Full Communication (3/16/2022)

The Draft EIS pertaining to the West Seattle portion of the extension (which is closest to where I live) appears to have a number of negative impacts on the West Seattle community and the environment - a reduction in housing units, huge cost to build, major fossil fuel use to build, lengthy construction period impacting those living near the light rail line. I would much prefer strong consideration be given to the alternative West Seattle Skylink project, which would be much less of an impact in all these areas I mentioned, as well as cost much less, and be much more climate friendly.

#	Comments	Responses
1	The Draft EIS pertaining to the West Seattle portion of the extension (which is closest to where I live) appears to have a number of negative impacts on the West Seattle community and the environment - a reduction in housing units, huge cost to build, major fossil fuel use to build, lengthy construction period impacting those living near the light rail line. I would much prefer strong consideration be given to the alternative West Seattle SkyLink project, which would be much less of an impact in all these areas I mentioned, as well as cost much less, and be much more climate friendly.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0223

Communication ID	Name	Email
498166	Christopher Cartmill	CCCircuiti8@gmail.com

Full Communication (3/16/2022)

Please do not repeat the mistakes of the Alaska viaduct. Keep as much of the tunnel underground as economically viable. The issue of noise pollution has been on the rise over the last few decades and the danger to the public greatly increases with aboveground rail.

You can best serve my community with greater distance traveled between stops and a focus on going through the center of mean population density.

Please consider the teal line a high priority for this section of light rail expansion. Thank you

#	Comments	Responses
1	Please do not repeat the mistakes of the Alaska viaduct. Keep as much of the tunnel underground as economically viable. The issue of noise pollution has been on the rise over the last few decades and the danger to the public greatly increases with aboveground rail.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	You can best serve my community with greater distance traveled between stops and a focus on going through the center of mean population density.	The project was included in the Sound Transit 3 Plan, which identified mode, corridor, and station areas. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership and access.
3	Please consider the teal line a high priority for this section of light rail expansion.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0224

Communication ID	Name	Email
498218	Simon Duchastel	simon@duchastel.com

Full Communication (3/17/2022)

I'm very happy to see the WSBLE moving forward. This will be extremely impactful to my daily travel. I live in downtown and work in downtown and don't own a car - I rely entirely on transit to get around. Thank you for building this extension!

I'm primarily worried about station access and about how deep some of them will be. In particular, I'm concerned about some of the alternatives of Midtown Station being elevator-only access. As someone who uses the tunnel stations on the 1-line all the time, I see a notable difference in rider experience for shallow station (like International District Station) vs. deeper stations (like University of Washington or Beacon Hill). Given that tens of thousands of people will be using these stations daily for many decades, I'm concerned about the time and difficulty for people to access the platform in many of these stations (particularly for the downtown stations, which I expect will be very busy).

I'm very happy to see the whole line be grade separated. I've been stuck at a stoplight in the Rainier Valley on the link, so I think avoiding this problem in this alignment is a great idea.

I'm also very excited for Westlake Station and International District Station to become major transfer points. In my experience on other stations, having extremely easy to navigate and accessible transfer stations that provide access to many lines on the system is a huge benefit for riders. I hope rider transfer between lines is prioritized to be as smooth as possible and am very excited to see these transfer stations being built'

I'd also like to have this extension built as quickly as possible to ensure people can use ii to get around our growing city promptly. However, I also appreciate this is a very complicated project and that these things take time.

Overall, please consider making the stations less deep to ensure that rider access to the platform is as fast and convenient as possible. I'm very excited and optimistic about this extension though and am looking forward to it being built - thank you for all of your hard work!

#	Comments	Responses
1	I'm primarily worried about station access and about how deep some of them will be. In particular, I'm concerned about some of the alternatives of Midtown Station being elevator-only access. As someone who uses the tunnel stations on the 1-line all the time, I see a notable difference in rider experience for shallow station (like International District Station) vs. deeper stations (like University of Washington or Beacon Hill). Given that tens of thousands of people will be using these stations daily for many decades, I'm concerned about the time and difficulty for people to access the platform in many of these stations (particularly for the downtown stations, which I expect will be very busy).	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the depth of Midtown Station for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	I'm also very excited for Westlake Station and International District Station to become major transfer points. In my experience on other stations, having extremely easy to navigate and accessible transfer stations that provide access to many lines on the system is a huge benefit for riders. I hope rider transfer between lines is prioritized to be as smooth as possible and am very excited to see these transfer stations being built!	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I'd also like to have this extension built as quickly as possible to ensure people can use it to get around our growing city promptly. However, I also appreciate this is a very complicated project and that these things take time.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0225

Communication ID	Name	Email
498248	Rachel Doyle	karpf.rachel@gmail.com

Full Communication (3/17/2022)

Please listen to the needs of community members who need access to important cultural institutions. Please minimize construction and consider alternatives that will allow access to the streets while under construction.

#	Comments	Responses
1	Please listen to the needs of community members who need access to important cultural institutions. Please minimize construction and consider alternatives that will allow access to the streets while under construction.	Please see response to CC3d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on potential for construction impacts on cultural institutions. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0226

Communication ID	Name	Email
498252	James Zhao	jameszhaojy@gmail.com

Full Communication (3/17/2022)

The city of Seattle and its metropolitan area seem to develop vertically, spanning from south (Porland) to north (US-Canada border). That mapping effectively undermines the public transit needs of east-west regions, such as Redmond and Olympia. Given that a number of technology- led firms settle in the eastern part of Seattle, it's worth extending the reach of public system over there. The company can even partner with private firms and engage them in fulfilling corporate responsibility, while allowing employees to travel easily.

#	Comments	Responses
1	Given that a number of technology-led firms settle in the eastern part of Seattle, it's worth extending the reach of public system over there. The company can even partner with private firms and engage them in fulfilling corporate responsibility, while allowing employees to travel easily.	Thank you for your comment; however, this is beyond the scope of the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0227

Communication ID	Name	Email
498257	Nicole Mazzuca	mazzucan@outlook.com

Full Communication (3/17/2022)

I think any of the Elevated 41st/42nd, Tunnel 41st, and Tunnel 42nd are reasonable options; however, the other preferred alternative of Elevated Fauntleroy is, I think, disastrous for accessibility of the station to the West Seattle Junction, especially since California is the only place where we can currently build density and therefore is where all of the density is. We need to make certain that as many people as possible can access the station,

However, I think given the history that Sound Transit has with vertical conveyance, I think that the tunnel stations would be a terrible mistake, Unless ST can start guaranteeing that their vertical conveyance is always working, going down 7 flights of stairs is disastrous, Additionally, going down 7 flights of escalators would also be... not great. I hope that the elevated 41st/42nd station becomes the alternative we take.

#	Comments	Responses
1	I think any of the Elevated 41st/42nd, Tunnel 41st, and Tunnel 42nd are reasonable options; however, the other preferred alternative of Elevated Fauntleroy is, I think, disastrous for accessibility of the station to the West Seattle Junction, especially since California is the only place where we can currently build density and therefore is where all of the density is. We need to make certain that as many people as possible can access the station,	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	However, I think given the history that Sound Transit has with vertical conveyance, I think that the tunnel stations would be a terrible mistake. Unless ST can start guaranteeing that their vertical conveyance is always working, going down 7 flights of stairs is disastrous. Additionally, going down 7 flights of escalators would also be.., not great. I hope that the elevated 41st/42nd station becomes the alternative we take.	Please see response to CC2k in Table 7-1.

Comment Submittal 0228

Communication ID	Name	Email
498258	Barbara Arenz	barbara.arenz@gmail.com

Full Communication (3/17/2022)

The Andover Street location of the Delridge station should be built because it has the fewest residential displacements, no park impacts, and is cost favorable.

My husband and I live on Southwest Adams Street in the Youngstown neighborhood near the proposed Delridge station. The Andover Street location is the only one that will not decimate our neighborhood community. The Draft EIS determined (reference page ES-18) that this location has the fewest residential displacements. Our Youngstown neighborhood continues to advocate for this alternative as we engage in the planning phases.

The purpose of the WSBLE Project includes the following: "Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor" and "Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices" (reference page 1-4 of the Draft EIS). The Andover Street station location aligns most closely with this purpose because it has the fewest residential displacements and environmental impacts in the communities it is designed to serve.

We agree that the other station locations at Dakota Street and Delridge Way would have the "greatest impact on neighborhood character due to the extent of displacements, the isolation of residences that would remain" and "these alternatives would impact the most area with sensitive viewers due to their height and location in the neighborhood" (reference page ES-18).

The Youngstown neighborhood is currently a very quiet park-like area with beautiful old growth coniferous trees. The tallest tree top near my house, right across from the proposed Dakota Street station location is 60 feet tall, way up in the sky, and often with a brave large bird at its top. It is terrifying and heartbreaking to look toward the proposed Dakota Street station imagining so many of my neighbors gone and replaced with the station towering right above me, at least to almost double the height of that tallest old growth tree (60-110 feet [reference Draft EIS page ES-13 to ES-16]). As the Draft EIS did not include visualizations illustrating my perspective, I created one showing how even the "lower height" 60' Dakota Street station location would decimate our Youngstown neighborhood (see attached Figure 1).

Please don't uproot all these Youngstown families from the neighborhood community you intend to serve when there is a station location at Andover with significantly fewer residential displacements. Transit Oriented Development (TOD) must minimize impacts to existing communities in order to integrate with rather than replace the community it serves. According to Sound Transit's Resolution No. R2018-10 (reference 2.4.1.c), Sound Transit identifies and pursues strategies that minimize displacement of individuals from properties impacted by Sound Transit. Please maintain Sound Transit's commitment to this approach by selecting the Andover Street station to preserve our Youngstown community.

The tree canopy extends well above Longfellow Creek Park, including many old trees that are home to a huge variety of bird species. We always see herons, eagles, and waterbirds flying above the tree canopy between the West Seattle Golf Course and Longfellow Creek Park. This wetland includes part of the West Seattle Golf Course and Longfellow Creek Park (identified in the Draft EIS Ecosystems Technical Report Figure 3-1 as "Wetland WSE2 and WSE3") and is currently a wide open quiet area free from obstructions. Putting light rail line between the Golf Course and Longfellow Creek Park cuts right through the middle and would risk ruining this precious habitat (50-150 feet according to Draft EIS page ES-13 to ES-15). The Draft EIS Ecosystems Technical report describes the value of these WSE2 and WSE3 wetlands as, "Category II due to their higher levels of water quality functions, flood storage, and wildlife habitat. These wetlands flank the fish- bearing Longfellow Creek, to the north and south of Southwest Genesee Street. Beaver activity is evident in both wetlands WSE2 and WSE3; shrub and tree layers could provide shelter for other wetland-associated mammals and birds; and areas with seasonal inundation could provide amphibian habitat. Physical and biological restoration efforts have occurred in the creek, starting in the 1990s, and included native tree and shrub plantings around wetland WSE3 and along the forested portions of the creek."

This alignment pulling light rail line between the Golf Course and Longfellow Creek Park would newly surround Longfellow Creek Park with noise and create tall obstructions squarely in the flight path for birds. Instead putting the light rail line close to the West Seattle Bridge and the Nucor Plant at the Andover station location would be an ideal location since it is an already noisy area with tall structural obstructions. I created a visualization of the auditory impact based on my years of experience living adjacent to Longfellow Creek Park in the Youngstown neighborhood (see attached Figure 2).

According to the Draft EIS ridership estimates, the Delridge station will service more vehicular traffic, compared to the Junction and Avalon stations. This creates unfair impacts on our Youngstown neighborhood with decreased air quality and traffic noise if the station replaces the middle of our quiet Youngstown neighborhood (Dakota Street location). The station should be placed nearest to the West Seattle Bridge and Nucor at the Andover Street Station to avoid disproportionate impacts to our neighborhood.

Please select the Andover Street station location. It is hurtful to think that our neighborhood may be disproportionately impacted by Light Rail if one of the other locations are selected. We are a quiet hardworking community. I beg you. please hear me. My neighbors matter. The community of Youngstown matters. The Andover Street station location is the only one that preserves our Youngstown neighborhood. The Andover Street station location has the fewest residential displacements of any of the station options at Delridge. The Andover Street station also has no park effects and one of the most cost favorable locations. The fair and equitable decision is selection of the Andover Street location.

Please note Figure 1 and Figure 2 referenced above were emailed to WSBLEDEIScomments@soundtransit.org.

Documents:

FIGURE 1.pdf

FIGURE 2.pdf

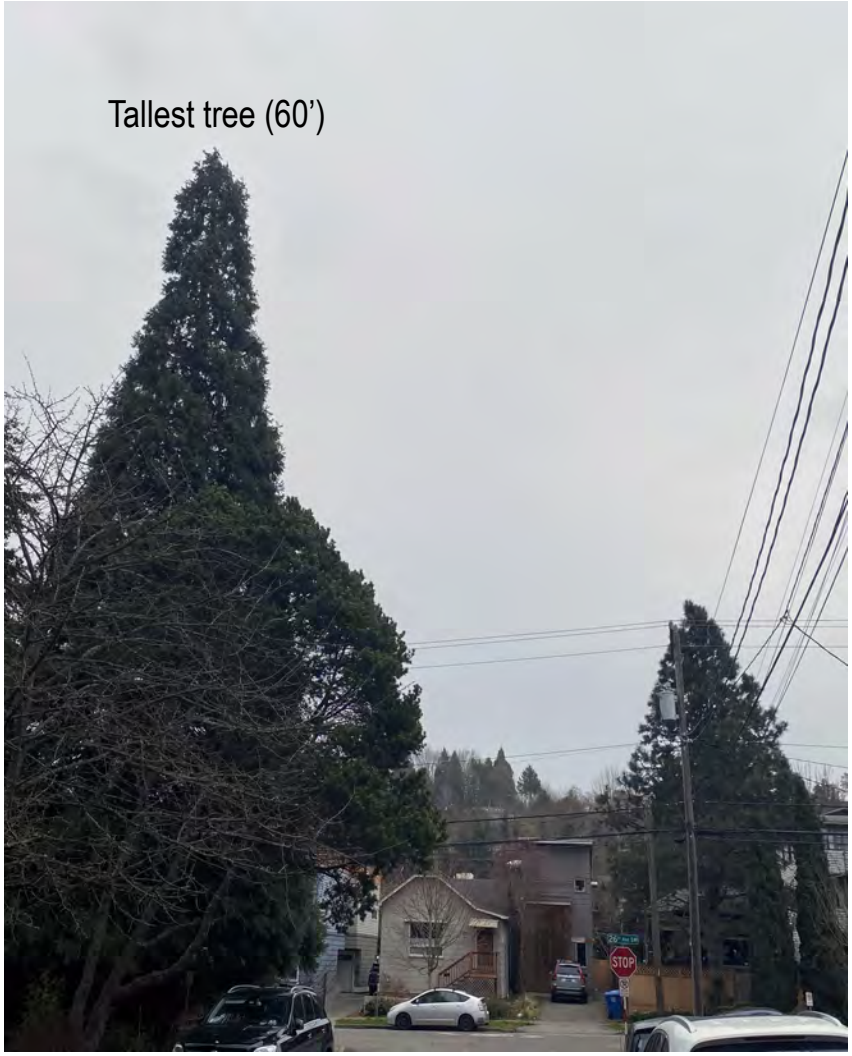
#	Comments	ResponsesMan
1	The Andover Street location of the Delridge station should be built because it has the fewest residential displacements, no park impacts, and is cost favorable. My husband and I live on Southwest Adams Street in the Youngstown neighborhood near the proposed Delridge station. The Andover Street location is the only one that will not decimate our neighborhood community. The Draft EIS determined (reference page ES-18) that this location has the fewest residential displacements. Our Youngstown neighborhood continues to advocate for this alternative as we engage in the planning phases. The purpose of the WSBLE Project includes the following "Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor" and "Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices" (reference page 1-4 of the Draft EIS). The Andover Street station location aligns most closely with this purpose because it has the fewest residential displacements and environmental impacts in the communities it is designed to serve. We agree that the other station locations at Dakota Street and Delridge Way would have the "greatest impact on neighborhood character due to the extent of displacements, the isolation of residences that would remain" and "these alternatives would impact the most area with sensitive viewers due to their height and location in the neighborhood" (reference page ES-18). The Youngstown neighborhood is currently a very quiet park-like area with beautiful old grow1h coniferous trees. The tallest tree top near my house, right across from the proposed Dakota Street station location is 60 feet tall, way up in the sky, and often with a brave large bird at its top. It is terrifying and heartbreaking to look toward the proposed Dakota Street station imagining so many of my neighbors gone and replaced with the station towering right above me, at least to almost double the height of that tallest old growth tree (60-110 feet [reference Draft EIS page ES-13 to ES- 16]). As the Draft EIS did not include visualizations illustrating my perspective, I created one showing how even the "lower height" 60' Dakota Street station location would decimate our Youngstown neighborhood (see attached Figure 1). Please don't uproot all these Youngstown families from the neighborhood community you intend to serve when there is a station location at Andover with significantly fewer residential displacements. Transit Oriented Development (TOD) must minimize impacts to existing	Your preference for the Andover Street location of the Delridge Station has been noted. Please see the responses to CCG2, CC4.1b, CC4.4a, CC4.5a, CC4.7a, and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, for more information about potential air quality impacts, and Section 4.9, Ecosystems, for information on ecosystem impacts and proposed mitigation.

#	Comments	ResponsesMan
	communities in order to integrate with rather than replace the community it serves. According to Sound Transit's Resolution No. R2018-10 (reference 2.4.1.c), Sound Transit identifies and pursues strategies that minimize displacement of individuals from properties impacted by Sound Transit. Please maintain Sound Transit's commitment to this approach by selecting the Andover Street station to preserve our Youngstown community. The tree canopy extends well above Longfellow Creek Park, including many old trees that are home to a huge variety of bird species. We always see herons, eagles, and waterbirds flying above the tree canopy between the West Seattle Golf Course and Longfellow Creek Park. This wetland includes part of the West Seattle Golf Course and Longfellow Creek Park (identified in the Draft EIS Ecosystems Technical Report Figure 3-1 as "Wetland WSE2 and WSE3") and is currently a wide open quiet area free from obstructions. Putting light rail line between the Golf Course and Longfellow Creek Park cuts right through the middle and would risk ruining this precious habitat (50-150 feet according to Draft EIS page ES-13 to ES-15). The Draft EIS Ecosystems Technical report describes the value of these WSE2 and WSE3 wetlands as, "Category II due to their higher levels of water quality functions, flood storage, and wildlife habitat. These wetlands flank the fish- bearing Longfellow Creek, to the north and south of Southwest Genesee Street. Beaver activity is evident in both wetlands WSE2 and WSE3; shrub and tree layers could provide shelter for other wetland-associated mammals and birds; and areas with seasonal inundation could provide amphibian habitat. Physical and biological restoration efforts have occurred in the creek, starting in the 1990s, and included native tree and shrub plantings around wetland WSE3 and along the forested portions of the creek." This alignment putting light rail line between the Golf Course and Longfellow Creek Park would newly surround Longfellow Creek Park with noise and create tall obstructions squarely in the flight path for birds. Instead putting the light rail line close to the West Seattle Bridge and the Nucor Plant at the Andover station location would be an ideal location since it is an already noisy area with tall structural obstructions. I created a visualization of the auditory impact based on my years of experience living adjacent to Longfellow Creek Park in the Youngstown neighborhood (see attached Figure 2). According to the Draft EIS ridership estimates, the Delridge station will service more vehicular traffic, compared to the Junction and Avalon stations. This creates unfair impacts on our Youngstown neighborhood with decreased air quality and traffic noise if the station replaces the middle of our quiet Youngstown neighborhood (Dakota Street location). The station should be placed nearest to the West Seattle Bridge and Nucor at the Andover Street Station to avoid disproportionate impacts to our neighborhood. Please select the Andover Street station location. It is hurtful to think that our neighborhood may be disproportionately impacted by Light Rail if one of the other locations are selected. We are a quiet hardworking community. I beg you, please hear me. My neighbors matter. The community of Youngstown matters. The Andover Street station location is the only one that preserves our Youngstown neighborhood. The Andover Street station location has the fewest residential displacements of any of the station options at Delridge. The Andover Street station also has no park effects and one of the most cost favorable locations. The fair and equitable decision is selection of the Andover Street location.	

FIGURE 1

Youngstown Neighborhood Today:

Our quiet community looking East toward 26th Avenue



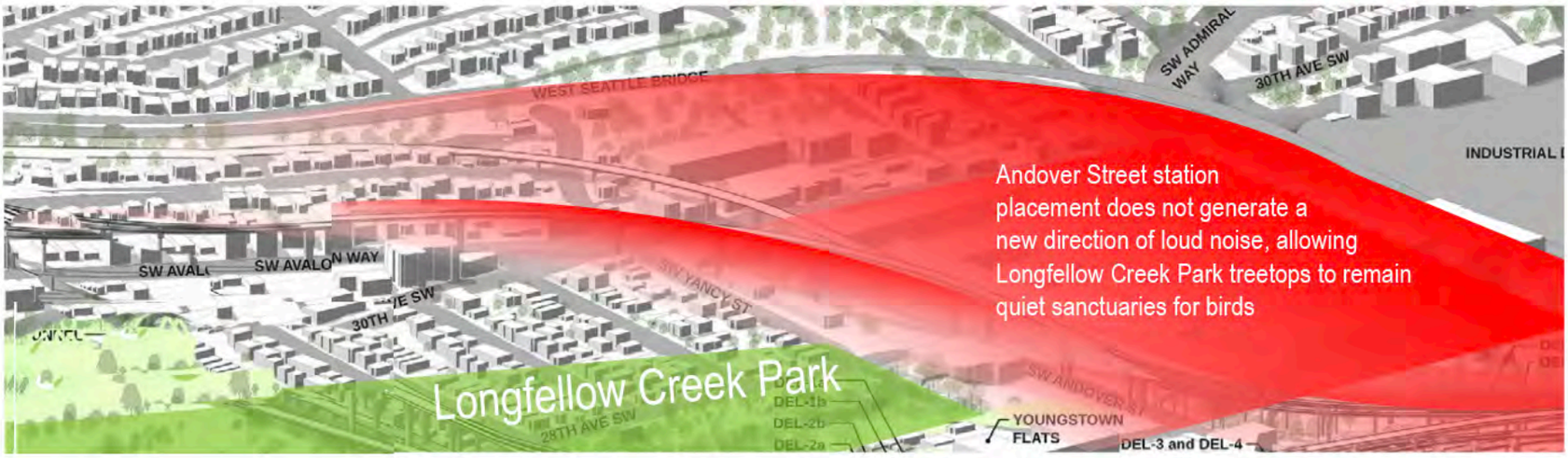
Youngstown Wiped Out By Dakota St. Station:

60' station decimating the neighborhood (higher 110' not shown here)

FIGURE 2

Delridge Segment Alternatives 3D Model *Current Noise Pattern in Red*

Delridge Segment Alternatives 3D Model *Andover Street Station Noise Pattern in Red*



Delridge Segment Alternatives 3D Model *Dakota Street Station Noise Pattern in Red*

Comment Submittal 0229

Communication ID	Name	Email
498270	Richard Hunt	rtjhunt@gmail.com

Full Communication (3/18/2022)

Hello,

I just got back from two months in Thailand and I enjoyed how easy it was for me to get around Bangkok by using their Skytrain-elevated train, Metro--underground, frequent trains, boats, and buses to distant cities and towns. No need for a car there.

I applaud the current efforts to catch up to what we had before the advent of car ownership, but we are woefully behind this third-world country, Thailand, and the city, Bangkok, that I just visited.

With the spike in gas, public transportation is in greater need to accelerate the construction of mass transit like these plans.

For public transit to work for more people, the train and bus schedules during daytime hours should have us travelers' wait times no longer than 7-10 minutes and the price should be about $1 per ride up to $1.50 with discounts for monthly or yearly passes.

Thanks for the opportunity to comment. Richard Hunt

#	Comments	Responses
1	I just got back from two months in Thailand and I enjoyed how easy it was for me to get around Bangkok by using their Skytrain-elevated train, Metro--underground, frequent trains, boats, and buses to distant cities and towns. No need for a car there. I applaud the current efforts to catch up to what we had before the advent of car ownership, but we are woefully behind this third-world country, Thailand, and the city, Bangkok, that I just visited. With the spike in gas, public transportation is in greater need to accelerate the construction of mass transit like these plans. For public transit to work for more people, the train and bus schedules during daytime hours should have us travelers' wait times no longer than 7-10 minutes and the price should be about $1 per ride up to $1.50 with discounts for monthly or yearly passes.	Thank you for expressing support for the project. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.3, Operations and Maintenance, of the Final EIS for more information on train frequency.

Comment Submittal 0230

Communication ID	Name	Email
498452	George Fisher	fisherg@gmail.com

Full Communication (3/19/2022)

I am a Seattle resident who commuted to work via bus before the pandemic.

In general, in Seattle we want two things long term: (1) a system that is faster than driving (2) a system that will be finished in our lifetimes.

INTERBAY/BALLARD: It good to ride elevated light rail in the sunlight, less nice in tunnels. Transit riders want to enjoy our commute. If above ground is lower cost, this is an obvious choice. Tunnels are only good when necessary. Underground, you have no sense of place, making it harder for newcomers or visitors. Therefore, in Ballard, I strongly support the preferred elevated solution IBB- 1a (IBB-1b also).

Definitely not the moveable bridge (in 50 years our descendants will want the capacity.)

SOUTH LAKE UNION:

DT-1 offers the best pedestrian access to South Lake Union being on the east side of SR-99.

MIDTOWN:

DT-1. The alternative is next to the freeway which is a terrible place for transit.

CHINATOWN-INTERNATIONAL DISTRICT:

Deep stations are bad for transit. These transfer minutes are precious and add up over a lifetime. Shallow 5th (CID-2a) and shallow 4th (CID-1a) are the best options. This is a long term gain for residents of north west Seattle and west Seattle. Elevator-only access is only a good idea in infrequently accessed stations.

SODO Segment: This is a station where people will transfer. Transfer times are critical for riders of transit systems. Cross platform transfers are the easiest. At-Grade South Station Option SODO-1b is best followed by SODO-1a.

WEST SEATTLE:

The most cost effective solution that is politically feasible.

#	Comments	Responses
1	It good to ride elevated light rail in the sunlight, less nice in tunnels. Transit riders want to enjoy our commute. If above ground is lower cost, this is an obvious choice. Tunnels are only good when necessary. Underground, you have no sense of place, making it harder for newcomers or visitors. Therefore, in Ballard, I strongly support the preferred elevated solution IBB-1a (IBB-1b also).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Definitely not the moveable bridge (in 50 years our descendants will want the capacity.)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	SOUTH LAKE UNION: DT-1 offers the best pedestrian access to South Lake Union being on the east side of SR-99. MIDTOWN: DT-1. The alternative is next to the freeway which is a terrible place for transit.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Deep stations are bad for transit. These transfer minutes are precious and add up over a lifetime. Shallow 5th (CID-2a) and shallow 4th (CID-1a) are the best options. This is a long term gain for residents of north west Seattle and west Seattle. Elevator-only access is only a good idea in infrequently accessed stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	SODO Segment: This is a station where people will transfer. Transfer times are critical for riders of transit systems. Cross platform transfers are the easiest. At-Grade South Station Option SODO-1b is best followed by SODO-1a.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
6	WEST SEATTLE: The most cost effective solution that is politically feasible.	Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0231

Communication ID	Name	Phones	Email
498464	Hollis Beebe		mrhollisbeebe@aol.com

Full Communication (3/19/2022)

I have reviewed the lite rail and Skykink proposals. In my opinion the Skylink proposal is a more cost effective and less neighborhood invasive plan.

#	Comments	Responses
1	I have reviewed the lite rail and Skykink proposals. In my opinion the Skylink proposal is a more cost effective and less neighborhood invasive plan.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0232

Communication ID	Name	Email
498467	Pamela Hamilton	phamilton391@comcast.net

Full Communication (3/19/2022)

All of the proposed elevated guideway sections in West Seattle need noise walls due to the residential density. Also, resilient track may be needed to dampen vibrations.

#	Comments	Responses
1	All of the proposed elevated guideway sections in West Seattle need noise walls due to the residential density. Also, resilient track may be needed to dampen vibrations.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.7, Noise and Vibration, of the West Seattle Link Extension Final EIS for more information on noise and vibration, analysis of impacts, and proposed mitigation. Appendix N.3, Noise and Vibration Technical Report, also includes tables and maps with proposed mitigation locations.

Comment Submittal 0233

Communication ID	Name	Email
498473	Kyle Phelps	kyleaphelps@gmail.com

Full Communication (3/20/2022)

Please consider tunnel options closer to the Alaska Junction. They will have less of a visual impact, be closer to stores and restaurants and provide ample space for TOD. The light rail station on Capitol Hill is a great example of this.

#	Comments	Responses
1	Please consider tunnel options closer to the Alaska Junction. They will have less of a visual impact, be closer to stores and restaurants and provide ample space for TOD. The light rail station on Capitol Hill is a great example of this.	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0234

Communication ID	Name	Email
498476	Robert M. Fleming Jr.	bob@fleming-family.com

Full Communication (3/20/2022)

Regarding the West Seattle - Downtown - Ballard corridor for Link Light Rail:

I propose that monorail would be a better option than light rail, because it would cost much less, be less disruptive, could be built in less time, and could open years sooner. There are other advantages as well.

For a much more detailed explanation, please go to my website at https://www.seattlemonorail.org/west_corridor.html

Bob Fleming, Seattle

#	Comments	Responses
1	Regarding the West Seattle - Downtown - Ballard corridor for Link Light Rail: I propose that monorail would be a better option than light rail, because it would cost much less, be less disruptive, could be built in less time, and could open years sooner. There are other advantages as well. For a much more detailed explanation, please go to my website at https://www.seattlemonorail.org/west corridor.html	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0235

Communication ID	Name	Email
498480	Anton Babadjanov	antonba@antonba.com

Full Communication (3/20/2022)

Ease of use is a key method to encourage more transit ridership which in turn is key to alleviating congestion and improving the environment. My biggest concern for this regard is the depth of some of the stations and the required minutes-long descent/ascent. It would be great if station ingress/egress is kept within 90 seconds of the street including average wait times for elevators if such are needed. If that's possible using high-speed elevators, great, else I'd really like to see much shallower stations.

#	Comments	Responses
1	Ease of use is a key method to encourage more transit ridership which in turn is key to alleviating congestion and improving the environment. My biggest concern for this regard is the depth of some of the stations and the required minutes-long descent/ascent. It would be great if station ingress/egress is kept within 90 seconds of the street including average wait times for elevators if such are needed. If that's possible using high-speed elevators, great, else I'd really like to see much shallower stations.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0236

Communication ID	Name	Email
498507	Andrew Hu	andrew98034@gmail.com

Full Communication (3/21/2022)

Don't make super deep tunnels. They are bad for people trying to access the stations and they are expensive.

Any new stations built should be no deeper than UW station at Husky stadium. I have missed the Link too many times because I missed the elevator there. Elevators are slow and you have to wait for them. Walking down stairs/escalators are much faster and more reliable.

Don't make a mistake we'll be regretting for decades. Don't build deep.

#	Comments	Responses
1	Don't make super deep tunnels. They are bad for people trying to access the stations and they are expensive. Any new stations built should be no deeper than UW station at Husky stadium. I have missed the Link too many times because I missed the elevator there. Elevators are slow and you have to wait for them. Walking down stairs/escalators are much faster and more reliable.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0237

Communication ID	Name	Email
498616	Jacqueline Mallahan	jes04n@gmail.com

Full Communication (3/22/2022)

Hello'

Looking ahead to the growth that West Seattle will have in the near and far future I believe that having a Junction line that serves the western side of west seattle and an eastern line that serves the east side (delridge) is the best way to look at the future of mass transit in West Seattle.

Merging the lines farther south to have a direct route to Sea Tac Airport would be a great line item to add to your future plans. In order to not have to back track and recreate the lines down the road I think the current option of Andover to Avalon makes the most since. With this route you have the opportunity to reach riders farther north to have shorter bus commute to the link (the cost and impact on our residents homes is smaller so it just makes sense). This also creates a great opportunity for a future delridge line.

Thank you for your time

#	Comments	Responses
1	Looking ahead to the growth that West Seattle will have in the near and far future I believe that having a Junction line that serves the western side of west seattle and an eastern line that serves the east side (delridge) is the best way to look at the future of mass transit in West Seattle. Merging the lines farther south to have a direct route to Sea Tac Airport would be a great line item to add to your future plans. In order to not have to back track and recreate the lines down the road I think the current option of Andover to Avalon makes the most since. With this route you have the opportunity to reach riders farther north to have shorter bus commute to the link (the cost and impact on our residents homes is smaller so it just makes sense). This also creates a great opportunity for a future delridge line.	Please see responses to CCG2, CC1c, and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0238

Communication ID	Name	Email
498634	Kelly Charlton	kellycharlton@msn.com

Full Communication (3/22/2022)

Thank you for providing the opportunity to make suggestions.

1. Streetcars are stupid, Subways are smart.
2. Trains in tunnels have their own dedicated throughway and can connect with other forms of transit without having to compete and interact with other forms of transit.
3. Please connect all the transportation dots so each station along each line can connect with all the other modes of transit in the station or immediately next to the station.
4. Boston, New York, London, Paris, Tokyo, have all had subway systems for more than 100 years that have helped them become world class cities that are easy to navigate.
5. The transportation choices made today will still be in place 100 years in the future. What will Seattle look like in 100 years?
6. There are a number of Roman roads in the core of Rome, Paris, and London that are still in use today after 2,000 years. What will Seattle look like in 2,000 years?
7. The underground subway system in Kyiv today, and in London during WW1 and WW2, sheltered many of the citizens from the bombs and artillery devastation. I would like suggest all the trains and light rail be put into underground tunnels as a contingency in case of the unthinkable such as WW3.

Thank you for listening.

#	Comments	Responses
1	Streetcars are stupid, Subways are smart. Trains in tunnels have their own dedicated throughway and can connect with other forms of transit without having to compete and interact with other forms of transit.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Please connect all the transportation dots so each station along each line can connect with all the other modes of transit in the station or immediately next to the station.	Please see response to CC3a in Table 7-1.
3	I would like suggest all the trains and light rail be put into underground tunnels	Please see response to CCG2 in Table 7-1.

Comment Submittal 0239

Communication ID	Name	Email
498679	Tim Leong	timwleong@gmail.com

Full Communication (3/22/2022)

I have very eagerly anticipated reading and seeing the plans to extend the light rail. As someone who recently moved to the Seattle area, I incorrectly expected the train lines to be more developed to reduce the need to drive. I very much feel the need for public transportation to reduce our reliance on cars, on fossil fuel consumption, and exacerbation of roadway traffic as population continues to increase.

I will say that a lot of the WSBLE EIS goes into detail greater than I am able to comprehend. I recognize that there are great costs and sacrifices to expansion of light rail especially over land that has already been used for roads, commerce, and residences. However, as long as the situations are dealt in a fair market way, I see the benefits for all of greater import than the desires of the few displaced.

As a resident of WS, I look forward to seeing and potentially taking part in public meetings on further developments in the endeavor to expand light rail throughout the Seattle area.

Thank you for sharing this information publicly.

#	Comments	Responses
1	I very much feel the need for public transportation to reduce our reliance on cars, on fossil fuel consumption, and exacerbation of roadway traffic as population continues to increase. I will say that a lot of the WSBLE EIS goes into detail greater than I am able to comprehend. I recognize that there are great costs and sacrifices to expansion of light rail especially over land that has already been used for roads, commerce, and residences. However, as long as the situations are dealt in a fair market way, I see the benefits for all of greater import than the desires of the few displaced.	Thank you for expressing support for the project.

Comment Submittal 0240

Communication ID	Name	Email
498711	Nancy Nelson	nancynelson2012@gmail.com

Full Communication (3/23/2022)

The Fauntleroy and/or Alaska Junction light rail stations displaces hundreds of residents, hundreds of employees, and a multitude of small and large businesses that currently serve the area. West Seattle residents currently enjoy a highly valued walkable neighborhood. The historic neighborhood includes charming craftsman cottages with garden greenspace, condominium owners and hundreds of renters who ALL appreciate and are involved in the community. In light of our region's severe housing shortage, it seems logical to choose an option that is the least invasive to the neighborhood's current residents and businesses by either building a mass transit tunnel OR in conjunction with a more robust bus system, locate a park and ride with train station in close proximately to the West Seattle Bridge.

Decimating neighborhoods, displacing thousands of residents, businesses and local employees, and potentially expecting residents to live under high rise train tracks is an inhumane path to take in the name of progress when other much less harmful options are available.

Thank you for thoughtfully considering our input.

#	Comments	Responses
1	The Fauntleroy and/or Alaska Junction light rail stations displaces hundreds of residents, hundreds of employees, and a multitude of small and large businesses that currently serve the area. West Seattle residents currently enjoy a highly valued walkable neighborhood. The historic neighborhood includes charming craftsman cottages with garden greenspace, condominium owners and hundreds of renters who ALL appreciate and are involved in the community. In light of our region's severe housing shortage, it seems logical to choose an option that is the least invasive to the neighborhood's current residents and businesses by either building a mass transit tunnel OR in conjunction with a more robust bus system, locate a park and ride with train station in close proximately to the West Seattle Bridge. Decimating neighborhoods, displacing thousands of residents, businesses and local employees, and potentially expecting residents to live under high rise train tracks is an inhumane path to take in the name of progress when other much less harmful options are available.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0241

Communication ID	Name	Email
498766	Tiziana Kerton	taloisi@yahoo.com

Full Communication (3/24/2022)

Hello,

I am a longtime West Seattle resident. I have looked over the proposed plans and it seems the best option is to route the rail underground starting at Genesee and Avalon. The above ground is going to be ugly, noisy, and displace too many people. Also I don't understand why we need two stations but the most important is thing is that this light rail is NOT ELEVATED past Genesee.

Thank you

#	Comments	Responses
1	I am a longtime West Seattle resident. I have looked over the proposed plans and it seems the best option is to route the rail underground starting at Genesee and Avalon. The above ground is going to be ugly, noisy, and displace too many people.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also I don't understand why we need two stations	Please see response to CC2j in Table 7-1.

Comment Submittal 0242

Communication ID	Name	Email
498788	Lonnie Mann	Looneymann@gmail.com

Full Communication (3/15/2022)

Lonnie Mann Draft EIS comment

I don't believe my comment would be welcome during the current session on the Interbay/Ballard extension, so I'm putting it in this email:

Firstly, I think we can all agree that the tunnel solution is the best one, so I'd like to voice my support for that.

I understand there isn't much that Sound Transit can do about funding issues, but the 20-year timeline is too slow; many people watching this presentation, and even working on the project, will literally be dead by then.

As I'm sure you know, all the benefits of this upgraded public transportation is needed urgently, for benefits ranging from helping with climate change, to greatly reducing commute times to improve quality of life for thousands.

I realize it's ironic for me to be saying this in a public forum, but I believe the ovreall process is being artifically slowed more than necessary because of extraneous steps such as all these sessions for public input.

I don't think you should care about opinions from random people - you should rely on the expert points of view of the professionals hired to work on this project. Design by committee - especially by people without any expertise in a topic - is a recipe for disaster.

Again, I assume SoundTransit can't do anything about this, but I believe we should just take the money needed from the multi-billion-dollar corporations based in Seattle, rather than just making the rich richer via corporate welfare.

#	Comments	Responses
1	I think we can all agree that the tunnel solution is the best one, so I'd like to voice my support for that.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I understand there isn't much that Sound Transit can do about funding issues, but the 20-year timeline is too slow; many people watching this presentation, and even working on the project, will literally be dead by then. As I'm sure you know, all the benefits of this upgraded public transportation is needed urgently, for benefits ranging from helping with climate change, to greatly reducing commute times to improve quality of life for thousands. I realize it's ironic for me to be saying this in a public forum, but I believe the ovreall process is being artifically slowed more than necessary because of extraneous steps such as all these sessions for public input. I don't think you should care about opinions from random people - you should rely on the expert points of view of the professionals hired to work on this project. Design by committee - especially by people without any expertise in a topic - is a recipe for disaster.	Please see response to CCG4 in Table 7-1 in Chapter 7. Public input and comment on the Draft EIS is consistent with 40 Code of Federal Regulations (CFR) 1506.6, which requires federal agencies to involve the public in preparing and implementing their NEPA procedures.
3	I believe we should just take the money needed from the multi-billion-dollar corporations based in Seattle, rather than just making the rich richer via corporate welfare.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information about funding for the project.

Comment Submittal 0243

Communication ID	Name	Email
498822	Alexander Coy	alex4legend@gmail.com

Full Communication (3/25/2022)

I am huge supporter of expanding the light rail. It would be great to see the West Seattle line go even further south down the peninsula and connect to the Seatac Airport and its already established light rail line. Going from the Alaska Junction to the Morgan Junction, West Wood Village, White Center, and down Ambaum all the way to Burien and eventually terminating at either of the existing Tukwila Int. Blvd., SeaTac/Airport, or Angle Lake Light rail stations.

This would make traveling up and down the West Seattle peninsula much easier and connect West Seattle, White Center, & Burien directly to the airport by train. I'm sure this may be costly but upzoning and densifying the corridor, more specifically the urban villages on this potential line, will bring more tax revenues and hopefully offset some of the cost.

-Alex Coy

#	Comments	Responses
1	I am huge supporter of expanding the light rail.	Thank you for supporting the project.
2	It would be great to see the West Seattle line go even further south down the peninsula and connect to the Seatac Airport and its already established light rail line. Going from the Alaska Junction to the Morgan Junction, West Wood Village, White Center, and down Ambaum all the way to Burien and eventually terminating at either of the existing Tukwila Int. Blvd., SeaTac/Airport, or Angle Lake Light rail stations. This would make traveling up and down the West Seattle peninsula much easier and connect West Seattle, White Center, & Burien directly to the airport by train. I'm sure this may be costly but upzoning and densifying the corridor, more specifically the urban villages on this potential line, will bring more tax revenues and hopefully offset some of the cost.	Please see responses to CC1c and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0244

Communication ID	Name	Type	Phones	Email
498877	Sean Lee	Individual		seatlee88@gmail.com

Full Communication (3/25/2022)

I have happily been living in Seattle for 15 years and have continued to see city expansion efforts disrupt local communities; it has already displaced many older generations away from their homes where they have lived in for a good length of their lives. I've lived in First Hill and seen the entire neighborhood change in the course of one or two years, been pushed out of Capitol Hill after rising costs due to gentrification, lived in low-income housing behind Whole Foods in SLU... I am sick and tired of seeing good people and businesses being kicked out due to city politics and constant oversight for almost every major project that has kicked off here (namely HWY99, Big Bertha, Alaskan Way) there are just too many other factors I believe should be paid attention to such as our homeless crisis and the displacement of their camps which now has created such chaos in all areas of the city. It is a waste of taxpayers money to expand the sound transit if we haven't had a handle on our homeless/drug situation along with all of our crappy roads (fix the damn pot holes before finding other ways for techies to commute). Expansion in the CID would only increase traffic and we would lose many local businesses that have paid their dues and worked hard to stay established in the area.

#	Comments	Responses
1	I have happily been living in Seattle for 15 years and have continued to see city expansion efforts disrupt local communities; it has already displaced many older generations away from their homes where they have lived in for a good length of their lives. I've lived in First Hill and seen the entire neighborhood change in the course of one or two years, been pushed out of Capitol Hill after rising costs due to gentrification, lived in low-income housing behind Whole Foods in SLU... I am sick and tired of seeing good people and businesses being kicked out due to city politics and constant oversight for almost every major project that has kicked off here (namely HWY99, Big Bertha, Alaskan Way) there are just too many other factors I believe should be paid attention to such as our homeless crisis and the displacement of their camps which now has created such chaos in all areas of the city. It is a waste of taxpayers money to expand the sound transit if we haven't had a handle on our homeless/drug situation along with all of our crappy roads (fix the damn pot holes before finding other ways for techies to commute). Expansion in the CID would only increase traffic and we would lose many local businesses that have paid their dues and worked hard to stay established in the area.	Please see responses to CC4.1b and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0245

Communication ID	Name	Email
498897	Stuart Tanasse	sjtanasse@gmail.com

Full Communication

My comments are primarily focused on the Delridge station area as my current residence is located approximately 0.75 miles south of the West Seattle bridge. However, I will have a few comments that pertain to the project as a whole.

Delridge Specific Comments:

- Any impacted services for vulnerable populations need to have the city of Seattle to commit to funding and plans to replace with equivalent or better facilities.
- Alternatives 1 and 2 will have a large impact on the residential area of North Delridge, however, I think there is an opportunity here to increase space for local shops that are adjacent to the new station areas. Plus, the construction impacts would be minimal for the main arterials compared with alternatives 3 & 4.
- Alternative 6 seems attractive because it has the least disruption, however, it does put the station into a location that is less accessible relative to the other locations.
- The bike path that connects Delridge to the Spokane St Bridge crossing needs attractive temporary routing and if possible, a new permanent alignment that ensures the safety of bike users along the temporary and permanent path.
- Overall, while there are going to be disruptions, I think this will be a net benefit for Delridge and West Seattle.

Other Comments:

- Downtown corridor and station options need to avoid any options that create permanent bottle necks in the ability for riders to get to the station platforms. Any alternative that relies exclusively on elevators is bad for future planning.
- Station placement near the current downtown transit tunnel needs to ensure that riders can easily move from the current tunnel to the new stations in the quickest manner. Needing to go to street level requires extra time.
- The Ballard extension should avoid any bridge structure that is subject to train disruption (i.e. draw bridge)

Although not an alternative, the current station alignments in Ballard are too far away from the main historical area of Ballard for convenience.

#	Comments	Responses
1	My comments are primarily focused on the Delridge station area as my current residence is located approximately 0.75 miles south of the West Seattle bridge. However, I will have a few comments that pertain to the project as a whole. Delridge Specific Comments: Any impacted services for vulnerable populations need to have the city of Seattle to commit to funding and plans to replace with equivalent or better facilities. Alternatives 1 and 2 will have a large impact on the residential area of North Delridge, however, I think there is an opportunity here to increase space for local shops that are adjacent to the new station areas. Plus, the construction impacts would be minimal for the main arterials compared with alternatives 3 & 4. Alternative 6 seems attractive because it has the least disruption, however, it does put the station into a location that is less accessible relative to the other locations. The bike path that connects Delridge to the Spokane St Bridge crossing needs attractive temporary routing and if possible, a new permanent alignment that ensures the safety of bike users along the temporary and permanent path. Overall, while there are going to be disruptions, I think this will be a net benefit for Delridge and West Seattle.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, for information on permanent and temporary impacts to bike paths and proposed temporary routing of the Delridge Connector Trail.

#	Comments	Responses
2	Downtown corridor and station options need to avoid any options that create permanent bottle necks in the ability for riders to get to the station platforms. Any alternative that relies exclusively on elevators is bad for future planning.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Station placement near the current downtown transit tunnel needs to ensure that riders can easily move from the current tunnel to the new stations in the quickest manner. Needing to go to street level requires extra time.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	The Ballard extension should avoid any bridge structure that is subject to train disruption (i.e. draw bridge)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Although not an alternative, the current station alignments in Ballard are too far away from the main historical area of Ballard for convenience	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0246

Communication ID	Name	Email
498904	Geneva Griswold	geneva.griswold@gmail.com

Full Communication (3/26/2022)

As a resident and small business owner near Alaska Junction, I believe the tunnel is the preferred option for the Junction Station. I think the newest University station is a good comparison and outcome, because it is visually integrated into the existing single story business district and less noisy as a result.

A tunnel is definitely the best option for the Alaska Junction,

#	Comments	Responses
1	As a resident and small business owner near Alaska Junction, I believe the tunnel is the preferred option for the Junction Station. I think the newest University station is a good comparison and outcome, because it is visually integrated into the existing single story business district and less noisy as a result. A tunnel is definitely the best option for the Alaska Junction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0247

Communication ID	Name	Email
498905	Aley Thompson	athompson2@gmail.com

Full Communication (3/26/2022)

I think a tunnel is the best option for the junction station. An elevated rail line seems like it would disrupt the character of the neighborhood which is both high density residential/ retail and single family residential along the proposed route.

Tunneling would reduce noise and mitigate neighborhood impacts while welcoming the light rail.

#	Comments	Responses
1	I think a tunnel is the best option for the junction station. An elevated rail line seems like it would disrupt the character of the neighborhood which is both high density residential / retail and single family residential along the proposed route. Tunneling would reduce noise and mitigate neighborhood impacts while welcoming the light rail.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0248

Communication ID	Name	Email
498906	Barbara Lall	barbaralall@comcast.net

Full Communication (3/26/2022)

I would strongly encourage the City to continue with the practice of tunneling in our dense urban areas as has been done in Capital Hill and the U District.

By building high rise train tracks in urban areas you will be drastically and immediately lowering the quality of life for all those who are forced to live in the shadow of the tracks (businesses, renters, home owners). Home values will be dramatically lowered and all residents will be financially and socially oppressed due to "living on the wrong side of the tracks". As soon as you decide to place high rise tracks in residential proximity you will also be negatively impacting home owners financial well being. Would you want an 80 foot track tail across the street from your house? Would you want to live under a 100+ foot tall train track?

West Seattle has waited for light rail and has been without a bridge for two years now. We can wait until the City can afford to do the light rail project the right and considerate way which is tunneling.

The human cost should outweigh the financial cost.

Please don't ruin West Seattle or it's tax paying citizens with high rise train tracks.

#	Comments	Responses
1	I would strongly encourage the City to continue with the practice of tunneling in our dense urban areas as has been done in Capital Hill and the U District. By building high rise train tracks in urban areas you will be drastically and immediately lowering the quality of life for all those who are forced to live in the shadow of the tracks (businesses, renters, home owners). Home values will be dramatically lowered and all residents will be financially and socially oppressed due to "living on the wrong side of the tracks". As soon as you decide to place high rise tracks in residential proximity you will also be negatively impacting home owners financial well being. Would you want an 80 foot track tail across the street from your house? Would you want to live under a 100+ foot tall train track? West Seattle has waited for light rail and has been without a bridge for two years now. We can wait until the City can afford to do the light rail project the right and considerate way which is tunneling. The human cost should outweigh the financial cost. Please don't ruin West Seattle or it's tax paying citizens with high rise train tracks.	Please see responses to CCG2, CC2e, CC4.3a, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0249

Communication ID	Name	Email
498907	Karin Miller	millerkarin2@gmail.com

Full Communication (3/26/2022)

I am writing about the Alaska Junction Light Rail project and urge you to chose the underground tunnel option for the station and then for the subsequent track to Burien. I can imagine little that would destroy our nearly-affordable and diverse community more than putting a above ground track and station in our midst. Like as they did in the past when siting the highways through low income neighborhoods, diverse neighborhoods, an above ground light rail plan in West Seattle as opposed to an underground plan in the northend of Seattle smacks of wealthy privilege. Most importantly we do not want our neighborhood negatively impacted by above ground light rail. I want light rail to come to West Seattle and I will use it often once here but I want to live in a neighborhood that allows me to walk without the noise, pollution and disruption of above ground tracks. I urge you to put the underground station and the tracks on a current arterial (Fauntleroy) rather than on a residential street (41st or 42nd). As your EIS shows, the advantages of an underground station have merit.

#	Comments	Responses
1	I am writing about the Alaska Junction Light Rail project and urge you to chose the underground tunnel option for the station and then for the subsequent track to Burien. I can imagine little that would destroy our nearly-affordable and diverse community more than putting a above ground track and station in our midst. Like as they did in the past when siting the highways through low income neighborhoods, diverse neighborhoods, an above ground light rail plan in West Seattle as opposed to an underground plan in the northend of Seattle smacks of wealthy privilege. Most importantly we do not want our neighborhood negatively impacted by above ground light rail. I want light rail to come to West Seattle and I will use it often once here but I want to live in a neighborhood that allows me to walk without the noise, pollution and disruption of above ground tracks.	Thank you for expressing support for the West Seattle Link Extension. Please see responses to CCG2, CC2d, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I urge you to put the underground station and the tracks on a current arterial (Fauntleroy) rather than on a residential street (41st or 42nd). As your EIS shows, the advantages of an underground station have merit.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0250

Communication ID	Name	Email
498909	Alan Carey	careya4@me.com

Full Communication (3/26/2022)

Section 6.2.2.1.2 Duwamish Segment

It seems that Alternate DUW-2 North Crossing Alternative impacts fewer residences and employees. There are no noted impacts to local wildlife for DUW-2 (Blue Herons) and there are no park impacts. I understand there is a cost impact, but the relative change from $1.2 to $1.5 B appear small while preserving as much of what keeps Seattle "unique" as possible.

Section 6.2.2.1.3 Delridge Segment

With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve DEL-2a (and the subsequent tunnels for Avalon and West Seattle Junction)? I believe the lower height option station maintains the feel of the Delridge neighborhood while allowing for faster connections (from platform level to street level).

Additionally, DEL-2a impacts the least residences of the in-neighborhood options (1, 2, and 3).

ES.3.1.1.4. West Seattle Junction Segment

For transit-oriented development I personally prefer WSJ-3b as the Alaska Junction station is as close to the already-built development along California Ave SW. With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve WSJ-3b?

General draft EIS Comment

With the passage of SSB 5528 can the alternatives be reopened for the Ballard Tunnel to extend the tunnel to 20th street (Thorndyke tunnel option)? This brings the station into the already developed areas of Ballard and connects the neighborhood to the city better.

General draft EIS Comment

Why are all of the downtown stations so deep (when compared to the current stations only 1 street over)?

#	Comments	Responses
1	Section 6.2.2.1.2 Duwamish Segment It seems that Alternate DUW-2 North Crossing Alternative impacts fewer residences and employees. There are no noted impacts to local wildlife for DUW-2 (Blue Herons) and there are no park impacts. I understand there is a cost impact, but the relative change from $1.2 to $1.5 B appear small while preserving as much of what keeps Seattle "unique" as possible.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Section 6.2.2.1.3 Delridge Segment With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve DEL-2a (and the subsequent tunnels for Avalon and West Seattle Junction)? I believe the lower height option station maintains the feel of the Delridge neighborhood while allowing for faster connections (from platform level to street level). Additionally, DEL-2a impacts the least residences of the in-neighborhood options (1, 2, and 3).	Please see responses to CCG2 and CC2c in Table 7-1.
3	ES.3.1.1.4. West Seattle Junction Segment For transit-oriented development I personally prefer WSJ-3b as the Alaska Junction station is as close to the already-built development along California Ave SW.	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
4	With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve WSJ-3b?	Please see response to CC2c in Table 7-1.
5	With the passage of SSB 5528 can the alternatives be reopened for the Ballard Tunnel to extend the tunnel to 20th street (Thorndyke tunnel option)? This brings the station into the already developed areas of Ballard and connects the neighborhood to the city better.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Why are all of the downtown stations so deep (when compared to the current stations only 1 street over)?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0251

Communication ID	Name	Email
498911	Leslie Hale	lhale@seanet.com

Full Communication (3/26/2022)

I am a 30-year resident of West Seattle. I live in a 1913 Craftsman Bungalow two blocks from the Alaska Junction on 42nd Avenue SW. My house would be impacted by versions of this light rail plan. My neighbors also have some of the older, charming homes in the neighborhood. We contribute to the character and charm of West Seattle.

If you have spared the destruction of other neighborhoods while building the existing light rail, please avoid the destruction of our neighborhood. We deserve a tunnel just as much as Beacon Hill.

We have just spent two years in traffic misery because of the problems with our bridge - which was supposed to last much longer than it did. We have endured traffic nightmares and further isolation from families and friends, in the midst of the pandemic.

Elevated light rail would be an acoustical nuisance for the properties around the towers. You would decimate the character of our neighborhood. I am vehemently opposed to the elevated light rail proposed for West Seattle.

#	Comments	Responses
1	My house would be impacted by versions of this light rail plan. My neighbors also have some of the older, charming homes in the neighborhood. We contribute to the character and charm of West Seattle. If you have spared the destruction of other neighborhoods while building the existing light rail, please avoid the destruction of our neighborhood. We deserve a tunnel just as much as Beacon Hill. We have just spent two years in traffic misery because of the problems with our bridge - which was supposed to last much longer than it did. We have endured traffic nightmares and further isolation from families and friends, in the midst of the pandemic. Elevated light rail would be an acoustical nuisance for the properties around the towers. You would decimate the character of our neighborhood. I am vehemently opposed to the elevated light rail proposed for West Seattle.	Please see responses to CCG2, CC4.4a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0252

Communication ID	Name	Email
498919	Robert DeMacon	rob_demacon07@hotmail.com

Full Communication (3/27/2022)

Are you serious? This thing has so many issues! The first is we can't afford a second tunnel through downtown. We need other options that save money. Second, the tunnel is so deep that it makes entering and exiting a headache. Not only that, but it can be a safety issue. How are people going to exit during an emergency? Also, elevators and escalators at several stations are always broken down. Even in newer stations. How is it going to be with these deep stations. Third, the second tunnel does not offer anything unique. It is just following the current tunnel we have right now.

I think we need to have the West Seattle line merge at SODO and go into the tunnel we have right now. For Ballard, have a separate line that ends at Westlake and have a transfer at that station. It isn't great, but is a lot better than what we have currently. Also, cut and cover would probably be the best method for the Ballard line.

And finally, speed up the construction! Seattle wants this right now and waiting twenty years is not helping anyone. We have a new law that can speed up construction in Seattle right now. Use it! Right now, you are not a popular organization and the longer you wait and go through with this ridiculous plan, it will be more likely that your popularity will fall to levels you might not recover from. We don't want to have what happened to the monorail expansion that never happened.

I am rooting for you guys, but you are making it so difficult right now to continue the support! I hope you will reconsider and look at my ideas closely' Thank you for your time!

#	Comments	Responses
1	the tunnel is so deep that ii makes entering and exiting a headache. Not only that, but it can be a safety issue. How are people going to exit during an emergency? Also, elevators and escalators at several stations are always broken down. Even in newer stations. How is it going to be with these deep stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	the second tunnel does not offer anything unique. It is just following the current tunnel we have right now. I think we need to have the West Seattle line merge at SODO and go into the tunnel we have right now. For Ballard, have a separate line that ends at Westlake and have a transfer at that station. It isn't great, but is a lot better than what we have currently. Also, cut and cover would probably be the best method for the Ballard line.	Please see response to CC1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	And finally, speed up the construction! Seattle wants this right now and waiting twenty years is not helping anyone.	Please see response to CCG4 in Table 7-1.

Comment Submittal 0253

Communication ID	Name	Email
498923	Rose Feliciano	ironrose21@gmail.com

Full Communication (3/28/2022)

I live in the Pigeon Point neighborhood. I strongly recommend you DO NOT select the North Route because that would demolish the Chelan Cafe. And really, nothing good could come of that. The people there are wonderful, they are friendly, always welcoming and really they make a great breakfast!

Keep the Chelan Cafe! Thank you!

#	Comments	Responses
1	I live in the Pigeon Point neighborhood. I strongly recommend you DO NOT select the North Route because that would demolish the Chelan Cafe. And really, nothing good could come of that. The people there are wonderful, they are friendly, always welcoming and really they make a great breakfast! Keep the Chelan Cafe!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0254

Communication ID	Name	Email
498937	Joseph Lancaster	joseph.r.lancaster@gmail.com

Full Communication (3/28/2022)

The tunnel option is the only option. Do not ruin our beautiful neighborhood with an elevated track that would displace thousands.

#	Comments	Responses
1	The tunnel option is the only option. Do not ruin our beautiful neighborhood with an elevated track that would displace thousands.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0255

Communication ID	Name	Email
498945	Shannon Saam	shannonldonegan@gmail.com

Full Communication (3/28/2022)

As a resident of West Seattle who regularly walks and bikes with my children around the Junction and Triangle areas, I strongly support the lowest height and tunnel options.

#	Comments	Responses
1	As a resident of West Seattle who regularly walks and bikes with my children around the Junction and Triangle areas, I strongly support the lowest height and tunnel options	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0256

Communication ID	Name	Email
498946	Spencer Nilsson	nilsson.spencer@gmail.com

Full Communication (3/28/2022)

Comment 1 - I live in Youngstown Flats, the big apartment building next to the Delridge station alternatives. I'm worried that all the alternatives have these wildly tall stations out in the stratosphere and I really don't trust that Sound Transit maintenance will manage the accessibility features for getting to the station (e.g. elevators, escalators) well. I'm in favor of whatever plan places the station at a reasonable height.

Comment 2 - If any of the blue "other alternatives" are chosen, the cost of building out sidewalks on Andover should be considered - the road isn't exactly easy to navigate on foot. As is, those station sites are pretty terrible from a pedestrian standpoint.

Comment 3 - I did a deep dive at the EIS at my local library branch and I just think it's really cool that yall thought to put those in libraries. Good on ya, thanks!

#	Comments	Responses
1	I live in Youngstown Flats, the big apartment building next to the Delridge station alternatives. I'm worried that all the alternatives have these wildly tall stations out in the stratosphere and I really don't trust that Sound Transit maintenance will manage the accessibility features for getting to the station (e.g. elevators, escalators) well. I'm in favor of whatever plan places the station at a reasonable height.	Please see responses to CCG2, CC2e, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Comment 2 - If any of the blue "other alternatives" are chosen, the cost of building out sidewalks on Andover should be considered - the road isn't exactly easy to navigate on foot. As is, those station sites are pretty terrible from a pedestrian standpoint.	Please see response to CC3a in Table 7-1. Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the West Seattle Link Extension Final EIS for more information on non-motorized improvements around stations.
3	Comment 3 - I did a deep dive at the EIS at my local library branch and I just think it's really cool that yall thought to put those in libraries. Good on ya, thanks!	Thank you for your comment.

Comment Submittal 0257

Communication ID	Name	Email
498990	Scott LaRose	slarose@stemperac.com

Full Communication (3/28/2022)

I work at 4000 Delridge Way SW, it looks like 2 of the plans would require tearing down our office building. If that is correct I would prefer the plans that don't go through our building.

#	Comments	Responses
1	I work at 4000 Delridge Way SW, it looks like 2 of the plans would require tearing down our office building. If that is correct I would prefer the plans that don't go through our building.	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0258

Communication ID	Name	Email
499007	James Hoffman	enjoyingtheview@comcast.net

Full Communication (3/28/2022)

I fully support the Skylink Gondola as an alternative. This would move more people more efficiently, more effectively, at less cost, less environmental impact, less eyesore to the community, and built faster than any other alternative.

#	Comments	Responses
1	I fully support the Skylink Gondola as an alternative. This would move more people more efficiently, more effectively, at less cost, less environmental impact, less eyesore to the community, and built faster than any other alternative.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0259

Communication ID	Name	Email
499088	Christopher Addison	chris.cjteam@gmail.com

Full Communication (3/29/2022)

There is a lot of waste in this plan that has no clear benefits for riders or Seattle. Please look to the REM in Montreal and Canada Line/Broadway Extension in Vancouver on how to balance costs and benefits to riders and the city.

The core section has a absurdly deep tunnel in both the preferred and alternative options. This adds years and billions to the price tag. Replacing the tunnels with shallow bored or cut and cover would significantly improve the usability and viability of this section. I know that the highway tunnel gets in the way, but with tighter tolerances seen in other countries, this is still possible. Another option is to be elevated through SLU and go over the 99. The roads are wide so an elevated guideway would be very effective. 3-5min to get to the station is completely unacceptable for a small system like Seattle's.

Outside the core the elevated station are absolutely insane too. Use the street right of way to shrink the structure and keep the height above or below grade as small as possible. Closing streets for construction will not kill Seattle. A minor inconvenience in the short term cannot compare to the decades of pain bad stations will do to riders and the network. If there is going to be a mezzanine, there should be stores and/or bathrooms to make it worthwhile.

The tunneled option in Ballard on 20th is the best option to connect with an existing TOD compatible area and includes the most potential development sites.

Please look at the successes of Sound Transit and from North America and beyond. ST3 is an amazing opportunity, so let's not waste it repeating the mistakes that hampers American rail projects.

Thanks for taking the time to read this!

#	Comments	Responses
1	Please look to the REM in Montreal and Canada Line/Broadway Extension in Vancouver on how to balance costs and benefits to riders and the city. The core section has a absurdly deep tunnel in both the preferred and alternative options. This adds years and billions to the price tag. Replacing the tunnels with shallow bored or cut and cover would significantly improve the usability and viability of this section.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Another option is to be elevated through SLU and go over the 99. The roads are wide so an elevated guideway would be very effective.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Outside the core the elevated station are absolutely insane too. Use the street right of way to shrink the structure and keep the height above or below grade as small as possible. Closing streets for construction will not kill Seattle. A minor inconvenience in the short term cannot compare to the decades of pain bad stations will do to riders and the network. If there is going to be a mezzanine, there should be stores and/or bathrooms to make it worthwhile.	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	The tunneled option in Ballard on 20th is the best option to connect with an existing TOD compatible area and includes the most potential development sites.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	ST3 is an amazing opportunity, so let's not waste it repeating the mistakes that hampers American rail projects	Thank you for expressing support for the project.

Comment Submittal 0260

Communication ID	Name	Email
499183	Andy Fessel	andyfessel@gmail.com

Full Communication (3/15/2022)

Andy Fessel Court Reporter Draft EIS Comment

Hi, my perspective and feedback is that we need to put the development of this mass transit in the framework of the climate crisis that we're facing. As far as looking into the future, we need to realize that mass transit is a necessity, so I urge that we need to take more extreme measures in terms of getting public support and national support behind this and not waffle around so much in terms of if the funding will be there or won't be there. We just need to make it happen.

#	Comments	Responses
1	Hi, my perspective and feedback is that we need to put the development of this mass transit in the framework of the climate crisis that we're facing. As far as looking into the future, we need to realize that mass transit is a necessity, so I urge that we need to take more extreme measures in terms of getting public support and national support behind this and not waffle around so much in terms of if the funding will be there or won't be there. We just need to make it happen.	Thank you for expressing support for the project.

Comment Submittal 0261

Communication ID	Name	Email
499185	Gail Dykstra	gail.dykstra@hotmail.com

Full Communication (3/26/2022)

Gail Dykstra Court Reporter Draft EIS Comment

In addition to the considerations regarding the acquisition of property, how has the EIS taken into consideration the disruption in traffic noise in the construction as well as noise and other dislocations for properties along the line?

#	Comments	Responses
1	In addition to the considerations regarding the acquisition of property, how has the EIS taken into consideration the disruption in traffic noise in the construction as well as noise and other dislocations for properties along the line?	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on property acquisition and residential and business displacements.

Comment Submittal 0262

Communication ID	Name	Email
499200	Susan Baker	None provided

Full Communication (3/22/2022)

Susan Baker Draft EIS Comment

West Seattle desperately needs help due to the huge amount of traffic. Not just because the WS Bridge has been out of commission, but all of the condos built in the area.

#	Comments	Responses
1	West Seattle desperately needs help due to the huge amount of traffic. Not just because the WS Bridge has been out of commission, but all of the condos built in the area.	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0263

Communication ID	Name	Email
499206	Carolynne Wang	crwang@mac.com; crwang@icloud.com

Full Communication (3/24/2022)

Hi,

I would like to express my concern, as a neighbor, who will be greatly impacted by the light rail above ground plan. Mind you I am in favor of mass transit and the light rail access here in West Seattle. However, the cheaper option of an above ground light rail system makes no sense for this neighborhood, its viability, and the loss of homes (due to eminent domain). As I have noted, the above ground option has only been used when the corridor is aligned with a major highway or commercial district. As a neighbor who cares about the viability and quality of life here in the Alaska Junction area, I support the underground option, like all neighborhoods including Mont Lake. In addition, I was recently informed, that the land that is taken by Sound Transit has to be put to a community use. If affordable housing is a big concern, wouldn't a larger number of affordable residences be better served if the land above the tunneled areas all becomes affordable living spaces and businesses?

I would prefer and underground option from the West Seattle Bridge and run the light rail right onto 35th which is a fairly wide street. Why not make the middle lane the light rail on the street level much like that of Martin Luther in Columbia City? Nobody would mind access to the light rail in West Seattle at the Avalon and 35th junction where there is already an infrastructure for the commuter buses in and out of downtown Seattle.

I feel there needs to be a lot more discussion about the location of the West Seattle line. Thank you,

Carolynne Wang (802) 310-9769 5247 42nd Ave SW,

Seattle, WA98136

#	Comments	Responses
1	I would like to express my concern, as a neighbor, who will be greatly impacted by the light rail above ground plan. Mind you I am in favor of mass transit and the light rail access here in West Seattle. However, the cheaper option of an above ground light rail system makes no sense for this neighborhood, its viability, and the loss of homes (due to eminent domain). As I have noted, the above ground option has only been used when the corridor is aligned with a major highway or commercial district. As a neighbor who cares about the viability and quality of life here in the Alaska Junction area, I support the underground option, like all neighborhoods including Mont Lake. In addition, I was recently informed, that the land that is taken by Sound Transit has to be put to a community use. If affordable housing is a big concern, wouldn't a larger number of affordable residences be better served if the land above the tunneled areas all becomes affordable living spaces and businesses?	Please see the responses to CCG2 and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Thank you for your support of the West Seattle Link Extension Project.
2	I would prefer and underground option from the West Seattle Bridge and run the light rail right onto 35th which is a fairly wide street. Why not make the middle lane the light rail on the street level much like that of Martin Luther in Columbia City? Nobody would mind access to the light rail in West Seattle at the Avalon and 35th junction where there is already an infrastructure for the commuter buses in and out of downtown Seattle.	Please see the response to CCG2 in Table 7-1.

#	Comments	Responses
3	I feel there needs to be a lot more discussion about the location of the West Seattle line.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted for the West Seattle Link Extension project. Public engagement will continue through the station planning process and during construction after the Final EIS and the Sound Transit Board selects the project to be built.

Comment Submittal 0264

Communication ID	Name	Email
499215	Julie Johnson	pincushionclinic@gmail.com

Full Communication (3/26/2022)

From: Julie Johnson <pincushionclinic@gmail.com> Sent: Friday, March 25, 2022 1:07 PM

To: West Seattle Ballard Link Extension Comments <WSBLEDEISComments@soundtransit.org>

Subject: no light rail to west seattle

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe.

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Security

I live in Georgetown and have been suffering along with so many, through the impact of the closed bridge in the form of increased traffic/congestion/noise/pollution. In thinking of environmental impact, impact to the existing community, cost and time- I AM A FAN OF THE GONDOLA! Taking years and years and spending billions is totally unnecessary. I truly hope the gondola option will be reviewed and considered.

Julie Johnson L.Ac. www.thepincushionclinic.com

(I minimize screen time Fri. afternoon-Sunday, plz don't be offended if I'm slow to respond!)

#	Comments	Responses
1	I live in Georgetown and have been suffering along with so many, through the impact of the closed bridge in the form of increased traffic/congestion/noise/pollution. In thinking of environmental impact, impact to the existing community, cost and time- I AM A FAN OF THE GONDOLA' Taking years and years and spending billions is totally unnecessary. I truly hope the gondola option will be reviewed and considered.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0265

Communication ID	Name	Email
499392	None provided	None provided

Full Communication (3/26/2022)

I love rider south transit

Documents: Written Public Comments 3-17-2022 Drop In 1.pdf

#	Comments	Responses
1	I love rider south transit	Thank you for expressing support for light rail.

Comment Submittal 0266

Communication ID	Name	Email
499394	Nyuyen Nguyen	None provided

Full Communication (3/17/2022)

Alex Ko gave me great info and made me believe in Sound Transit again! -[illegible]

Documents: Written Public Comments 3-17-2022 Drop In 3.pdf

#	Comments	Responses
1	Alex Ko gave me great info and made me believe in Sound Transit again! -[illegible]	Thank you for your comment.

Comment Submittal 0267

Communication ID	Name	Email
499396	None provided	None provided

Full Communication (3/17/2022

Yes! I think it would be an excellent way, since this is a heavy populated area traveled. I would personally use it often!

Documents: Written Public Comments 3-17-2022 Drop In 4.pdf

#	Comments	Responses
1	Yes! I think it would be an excellent way, since this is a heavy populated area traveled. I would personally use it often!	Thank you for expressing support for the project.

Comment Submittal 0268

Communication ID	Name	Email
499398	Nguyen Nguyen	None provided

Full Communication

This would be a good idea for connecting West Seattle to Downtown.

Documents: Written Public Comments 3-17-2022 Drop In 5.pdf

#	Comments	Responses
1	This would be a good idea for connecting West Seattle to Downtown.	Thank you for expressing support for the project.

Comment Submittal 0269

Communication ID	Name	Email
499408	Kimberly	None provided

Full Communication (3/22/2022)

Kimberly Court Reporter Draft EIS Comment

Thank you. First, I want to say that I fully support public transportation and realize that no solution is perfect; however, I am a bit disappointed that there aren't public forums to consider the adjoining segments together rather than just in silos. Looking at the effects of the adjoining segments together sometimes can sway the pros and cons significantly. Also, according to Tables 6-6 and 6- 7, the Sixth/Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of trains underground, which I believe would be preferred for our residential communities. Also, Table 6-6 does not acknowledge the possible six-year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on West Republican. So I believe that this should be a consideration to proceed with not proceeding with the Fifth/Harrison DT-1 option. Thank you.

#	Comments	Responses
1	First, I want to say that I fully support public transportation and realize that no solution is perfect;	Thank you for expressing support for the project.
2	I am a bit disappointed that there aren't public forums to consider the adjoining segments together rather than just in silos. Looking at the effects of the adjoining segments together sometimes can sway the pros and cons significantly.	Project impacts are discussed in the segment within which the resource and impact occurs in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. However, where an impact to a resource crosses segment boundaries, the impact discussion is included in both segments. The public forums adopted this same approach for consistency with the Draft EIS. Information about all project segments was provided through the online open house, and information about all segments was available at the in-person open house held during the WSBLE Draft EIS comment period. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Table 6-6 does not acknowledge the possible six-year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on West Republican. So I believe that this should be a consideration to proceed with not proceeding with the Fifth/Harrison DT-1 option.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	according to Tables 6-6 and 6-7, the Sixth/Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of trains underground, which I believe would be preferred for our residential communities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0270

Communication ID	Name	Email
499497	Nisha	None provided

Full Communication (3/22/2022)

Nisha Court Reporter Draft EIS comment

Hello, everyone. My name is Nisha [phonetic spelling]. It seems that this DEIS study has not thoroughly studied the impact on local minority-owned businesses, focusing mainly on census data and then extrapolating from there. And it also seems that the study has not looked into traffic impacts, especially with Mercer and 99 being impacted. I encourage that alternate routes be considered that are away from Mercer and SR 99, like the Fifth Avenue location that has been suggested earlier. Thank you.

#	Comments	Responses
1	It seems that this DEIS study has not thoroughly studied the impact on local minority-owned businesses, focusing mainly on census data and then extrapolating from there.	Capturing information on every potentially impacted business would result in accuracy challenges with the EIS given that this data is gathered at a point in time and businesses are continuously changing. In addition, this level of detail in a public document may not be appropriate given privacy reasons. However, additional information on businesses that could be difficult to relocate and businesses that are social resources is provided in Sections 4.3, Economics, and 4.4 Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS.
2	it also seems that the study has not looked into traffic impacts, especially with Mercer and 99 being impacted. I encourage that alternate routes be considered that are away from Mercer and SR 99, like the Fifth Avenue location that has been suggested earlier.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0271

Communication ID	Name	Email
499499	Sugu	None provided

Full Communication (3/22/2022)

Sugu Court Reporter Draft EIS Comment

Hi. My name is Sugu. I just recently moved to the area being discussed today from New York. And as much as I love and support public transit, especially coming from New York and wanting Seattle to be on the same page as our East Coast partners, I think that a lot of what is proposed seems untenable, and I'm specifically concerned about the effect it will have on the existing local organizations and the diversity of those organizations and the people that they serve. It seems like the general time period proposed in this DEIS is largely untenable, and I would highly hope that we consider other alternatives. Thank you.

#	Comments	Responses
1	I just recently moved to the area being discussed today from New York. And as much as I love and support public transit, especially coming from New York and wanting Seattle to be on the same page as our East Coast partners, I think that a lot of what is proposed seems untenable, and I'm specifically concerned about the effect it will have on the existing local organizations and the diversity of those organizations and the people that they serve. It seems like the general time period proposed in this DEIS is largely untenable, and I would highly hope that we consider other alternatives. Thank you.	Please see responses to CCG4 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. 40 CFR 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project, which resulted in evaluation of a reasonable range of alternatives consistent with 40 CFR 1502.14. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0272

Communication ID	Name	Email
499695	Markus Johnson	markusj@uw.edu

Full Communication (3/26/2022)

Hello, I submitted my comments on the website and then noticed that you can send in comments through email. My written up comments in a document will come across much cleaner and easier to read in the attachment to this email than it would on the website. Also, I couldn't keep the links and references I pulled from in the other format, which makes through email better. Thanks for taking the time to read and engage with my comments. Best, Markus Johnson

Markus Johnson

Master of Urban Planning Candidate Department of Urban Design & Planning University of Washington
markusj@uw.edu

he/him/his

As part of a group class project, I used the class project as an opportunity to critically examine current plans being considered in the planning of Sound Transit's West Seattle-Ballard Link Extension (WSBLE). Sound Transit's Draft Environmental Impact Statement (EIS) is currently open for public commentary and feedback on the plan. Therefore, as part of this report, I have summarized my comments on the Draft EIS with the intention of submitting them to Sound Transit's public comment portal. I and my group are concerned about rider experience. The elevated stations seem to be unnecessarily high given that clearance is 16.5 feet and 23.5 feet for roads and rail respectively. From my own experience, when comparing to elevated highways, elevated highways seem to be generally 30-40 feet tall. Is there something stopping rail lines from getting the same treatment? If topography is a reason for this, it is not a clearly stated reason found in any of the alternatives. The same concerns are present with tunneled lines and stations. The deep station alternatives are especially concerning since Sound Transit has service issues with both escalators and elevators. Promoting as much ridership as possible to us means doing what you can to make short/shallow stations. There is a summarizing table for each segment that lists projected costs and potential impacts which is helpful to providing a full picture. I and my group think another feature that should be added as potential changes for insight is a Future Land Use Map (FLUM). There is very little commentary on TOD and broader land use implications in the DEIS. A FLUM would provide a more complete picture and help people more aptly weigh tradeoffs versus the listed displacement risks. Expected displacement of 100 homes but a zoned land use for 1000 homes can help people better understand the risks and rewards. On the Ballard station, I think there is potential for innovative change to the right of ways on and around 15th which relate to option IBB-3. IBB-3 with the addition of tall fixed bridge instead of moveable bridge is an idea inspired by Ray Dubicki and something I think Sound Transit should look into more. On the CID station, I think there is another innovative idea that could be studied. The idea is around a superstation that incorporates Union Station, King Street station, and the current CID station into the station design and connects all of them together. Similar to the CID-1a option but stronger and inspired by The Urbanist in 2018. With the news that tunneled options may be competitive. I feel the West Seattle Junction segment 3b (WSJ-3b) should be the favorite for the preferred option. I think it is important the Seattle Center station be as close to Climate Pledge Arena as possible. It is also the shallow station option of the choices. This would mean we agree with Sound Transit's preferred option of DT-1. On the Smith Cove Station, I think SIB-2 or the elevated station on Prospect St. should be the preferred alternative. Hearkening back to the importance of ridership experience. The station platform under this alternative would be a comfortable 35 feet, meaning no 2 or 3 set of stairs before getting to platform. This location also hugs right up next to the greenbelt covering Queen Anne and there could be some nice pedestrian and bike connections through the greenbelt that connect Queen Anne residents to the station without using cars. Lastly, this alternative would allow for a potential car-light TOD location southwest of the station near the water. I and my group have found that the DEIS is quite dense and quite busy and wonder out loud if there are other ways of conveying the information. There is a lack of clarity on many of the images, maps, and designs depicted in the DEIS. Maps in particular were too busy and had to many street labels and other markings that deterred from the main focus. The station planning progress reports in our opinion were a lot more digestible to read and gain insight from. Though these are on the DEIS website they are after the comment section on the website and may be more appropriate to either substitute in as the main text of chapter in DEIS or linked in DEIS clearly and strongly. I and my group find it confusing why for most stations there is a preferred alternative, but there is no clear summarized or bullet point reference to why that option has been chosen as the preferred alternative. Understanding why an option is the preferred option next to each segment would give needed context.

#	Comments	Responses
1	I and my group are concerned about rider experience. The elevated stations seem to be unnecessarily high given that clearance is 16.5 feet and 23.5 feet for roads and rail respectively. From my own experience, when comparing to elevated highways, elevated highways seem to be generally 30-40 feet tall. Is there something stopping rail lines from getting the same treatment? If topography is a reason for this, it is not a clearly stated reason found in any of the alternatives. The same concerns are present with tunneled lines and stations. The deep station alternatives are especially concerning since Sound Transit has service issues with both escalators and elevators. Promoting as much ridership as possible to us means doing what you can to make short/shallow stations.	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	There is a summarizing table for each segment that lists projected costs and potential impacts which is helpful to providing a full picture. I and my group think another feature that should be added as potential changes for insight is a Future Land Use Map (FLUM). There is very little commentary on TOD and broader land use implications in the DEIS. A FLUM would provide a more complete picture and help people more aptly weigh tradeoffs versus the listed displacement risks. Expected displacement of 100 homes but a zoned land use for 1000 homes can help people better understand the risks and rewards.	Please see Section 4.2, Land Use, which provides information and maps related to future land uses and more information on transit-oriented development.
3	On the Ballard station, I think there is potential for innovative change to the right of ways on and around 15th which relate to option IBB-3. IBB-3 with the addition of tall fixed bridge instead of moveable bridge is an idea inspired by Ray Dubicki and something I think Sound Transit should look into more.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	On the CID station, I think there is another innovative idea that could be studied. The idea is around a superstation that incorporates Union Station, King Street station, and the current CID station into the station design and connects all of them together. Similar to the CID-1a option but stronger and inspired by The Urbanist in 2018.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	With the news that tunneled options may be competitive. I feel the West Seattle Junction segment 3b (WSJ-3b) should be the favorite for the preferred option.	Please see responses to CCG2 and CC2c in Table 7-1.
6	I think it is important the Seattle Center station be as close to Climate Pledge Arena as possible. It is also the shallow station option of the choices. This would mean we agree with Sound Transit's preferred option of DT-1.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	On the Smith Cove Station, I think SIB-2 or the elevated station on Prospect St. should be the preferred alternative. Hearkening back to the importance of ridership experience. The station platform under this alternative would be a comfortable 35 feet, meaning no 2 or 3 set of stairs before getting to platform. This location also hugs right up next to the greenbelt covering Queen Anne and there could be some nice pedestrian and bike connections through the greenbelt that connect Queen Anne residents to the station without using cars. Lastly, this alternative would allow for a potential car-light TOD location southwest of the station near the water.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
8	I and my group have found that the DEIS is quite dense and quite busy and wonder out loud if there are other ways of conveying the information. There is a lack of clarity on many of the images, maps, and designs depicted in the DEIS. Maps in particular were too busy and had to many street labels and other markings that deterred from the main focus. The station planning progress reports in our opinion were a lot more digestible to read and gain insight from. Though these are on the DEIS website they are after the comment section on the website and may be more appropriate to either substitute in as the main text of chapter in DEIS or linked in DEIS clearly and strongly. I and my group find it confusing why for most stations there is a preferred alternative, but there is no clear summarized or bullet point reference to why that option has been chosen as the preferred alternative. Understanding why an option is the preferred option next to each segment would give needed context.	Your comments regarding readability have been taken into consideration. Map extents within the WSBLE Draft EIS were chosen to depict the study area; where appropriate more-detailed maps for certain resources are provided in the supporting appendices. Please see Section 2.5, Alternatives Development and Scoping, for a discussion of how the preferred alternative was identified prior to the WSBLE Draft EIS. See Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for discussion of changes to the preferred alternative prior to the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0273

Communication ID	Name	Email
500197	Annie Phillips	felicity@nwlink.com; annie@soundviewcottage.com

Full Communication (3/30/2022)

Annie Phillips Court Reporter Draft EIS Comment

Hi. I'm Annie Phillips. I co-chair the environmental caucus of the 34th Legislative District Democrats. Most of our members live in West Seattle and work downtown around the Eastside. Thank you for letting us tell you how we feel about the light rail options in the draft EIS. Actually, there's about 20 variations on the light rail theme for the West Seattle Link. Since the voters approved the big idea in 2016, the budget and timeline have both been stretched, and now that we see the expected losses of our homes, our businesses and jobs, and the disruption in our neighborhoods, we're wondering if there isn't a better idea. With any of the light rail choices, environmental impacts would be major. The loss of urban forest: Trees provide beauty and relaxation, homes for wildlife, stormwater control, carbon sequestration, air purification and cooling. Increased impervious surfaces and noise pollution, which all I can see is this is the only one of the impacts that the draft EIS even mentions. Well, it turns out there is an alternative, an aerial gondola. Urban gondolas are successfully moving as many as 4,500 riders per hour in cities such as Mexico City; Ankara, Turkey; and La Paz, Bolivia. A gondola is uniquely suited to West Seattle terrain with Pigeon Point and the Duwamish inlet, and it can be built six years sooner, taking more gas-burning private vehicles off the road much sooner, helping put a stop to climate change. With fewer, smaller towers, the gondola is much more environmentally friendly than the light rail, and it would cost about a tenth as much. Please hire an independent consultant to compare a gondola system to the light rail options in the DEIS. From what we've learned, it's by far our preferred alternative. Thank you.

#	Comments	Responses
1	Since the voters approved the big idea in 2016, the budget and timeline have both been stretched, and now that we see the expected losses of our homes, our businesses and jobs, and the disruption in our neighborhoods, we're wondering if there isn't a better idea. With any of the light rail choices, environmental impacts would be major. The loss of urban forest: Trees provide beauty and relaxation, homes for wildlife, stormwater control, carbon sequestration, air purification and cooling. Increased impervious surfaces and noise pollution, which all I can see is this is the only one of the impacts that the draft EIS even mentions. Well, it turns out there is an alternative, an aerial gondola. Urban gondolas are successfully moving as many as 4,500 riders per hour in cities such as Mexico City; Ankara, Turkey; and La Paz, Bolivia. A gondola is uniquely suited to West Seattle terrain with Pigeon Point and the Duwamish inlet, and it can be built six years sooner, taking more gas-burning private vehicles off the road much sooner, helping put a stop to climate change. With fewer, smaller towers, the gondola is much more environmentally friendly than the light rail, and it would cost about a tenth as much. Please hire an independent consultant to compare a gondola system to the light rail options in the DEIS. From what we've learned, it's by far our preferred alternative.	Please see responses to CC2g and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see the following sections of the Final EIS for more information: Section 4.7, Noise and Vibration, for information on noise impacts and proposed mitigation; Section 4.8, Water Resources, for information on stormwater management; and Section 4.9, Ecosystems, for information on ecosystem impacts, including tree canopy, and proposed mitigation.

Comment Submittal 0274

Communication ID	Name	Email
500198	Julianna Carlson	julianna.carlson@bet-r.com

Full Communication (3/30/2022)

Julianna Carlson Court Reporter Draft EIS Comment

Hi. This is Julianna Carlson. I am a resident of West Seattle and a small business co-owner that also works in the building at Delridge and Andover, and my family is a co-owner of that building. It was built to last 100 years-plus. We have been there about ten, and we would really like to keep it for the small businesses of the owners. There's three partners, and all of the businesses are in that building. All of the options but the Andover Street station, DL-6 and DL-5, would force us to demolish that building, which we had planned to keep for our families for generations. We try hard to keep that street corner safe and pick up all the trash and deal with all of the bus stop issues at that corner, and we're happy to keep doing it as long as we can stay in our building. So from the draft EIS, it appears that the Andover Street station, the DL-6 option and DL-5 options, either one of them appear to be equal, if not less, in cost and significantly less impacts as far as parks and historical as well as less residential displacement. Thank you.

#	Comments	Responses
1	All of the options but the Andover Street station, DL-6 and DL-5, would force us to demolish that building, which we had planned to keep for our families for generations. We try hard to keep that street corner safe and pick up all the trash and deal with all of the bus stop issues at that corner, and we're happy to keep doing it as long as we can stay in our building. So from the draft EIS, it appears that the Andover Street station, the DL-6 option and DL-5 options, either one of them appear to be equal, if not less, in cost and significantly less impacts as far as parks and historical as well as less residential displacement.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0275

Communication ID	Name	Email
500199	Tommy Swartz	thomas.swartz3@gmail.com

Full Communication (3/30/2022)

Tommy Swartz Court Reporter Draft EIS Comment

Hi. My name is Tommy Swartz, and I'm a West Seattle resident, right off of Delridge. I too am advocating for the Andover Street lower-height option. As the previous commenter outlined, it clearly meets all the criteria, and it's the highest performing. It's the lowest cost, displaces the fewest residencies, businesses, and has zero park effects. I am a strong advocate for this option and believe this is the best option for residences and people who've worked hard to save up money for these residences in a difficult city to buy homes in. Thank you.

#	Comments	Responses
1	I too am advocating for the Andover Street lower-height option. As the previous commenter outlined, it clearly meets all the criteria, and it's the highest performing. It's the lowest cost, displaces the fewest residencies, businesses, and has zero park effects. I am a strong advocate for this option and believe this is the best option for residences and people who've worked hard to save up money for these residences in a difficult city to buy homes in.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0276

Communication ID	Name	Email
500200	Randy Litzenberger	litzenbergerrandy@gmail.com

Full Communication (3/30/2022)

Randy Litzenberger Court Reporter Draft EIS Comment

Thank you. My name is Randy Litzenberger. I'm a West Seattle resident, and along with Annie Phillips, I am the co-chair of the 34th Democrats Environment, Energy, and Land-Use Caucus. I would echo the points as I heard from many of my friends and neighbors here this evening. The reality is that in terms of Sound Transit's planned light rail extension to West Seattle, there is a viable alternative, one that brings it in at a much lower cost, a fraction of the cost to be sure, as well as a much smaller environmental footprint. And when we consider even that light rail is certainly in the long run, hopefully, better for the environment and greenhouse gas emissions than automobiles, we have to understand the construction of this light rail to West Seattle would imbed pillars of concrete into our community, lead to relocation of neighborhoods and the like. It would do great damage to the heart of our community. And I would also call on Sound Transit to consider that in a moment when they should be considering the flexibility necessary to make a gondola viable as an alternative, they have precedent for this before. Several years back, when they were faced with escalating costs for a Capitol Hill light rail station, they ended up abandoning that and going to an alternative; so we do have precedent for this. We know that across the planet, as we have heard, gondolas are viable in many different parts of the world. It should be here as well. I very much endorse an aerial gondola for West Seattle. It'll bring it sooner, it'll make it better, and it'll be something we can be proud of. Let's say yes to gondola. Thank you for your time this evening.

#	Comments	Responses
1	The reality is that in terms of Sound Transit's planned light rail extension to West Seattle, there is a viable alternative, one that brings it in at a much lower cost, a fraction of the cost to be sure, as well as a much smaller environmental footprint. And when we consider even that light rail is certainly in the long run, hopefully, better for the environment and greenhouse gas emissions than automobiles, we have to understand the construction of this light rail to West Seattle would imbed pillars of concrete into our community, lead to relocation of neighborhoods and the like. It would do great damage to the heart of our community. And I would also call on Sound Transit to consider that in a moment when they should be considering the flexibility necessary to make a gondola viable as an alternative, they have precedent for this before. Several years back, when they were faced with escalating costs for a Capitol Hill light rail station, they ended up abandoning that and going to an alternative; so we do have precedent for this. We know that across the planet, as we have heard, gondolas are viable in many different parts of the world. It should be here as well. I very much endorse an aerial gondola for West Seattle. It'll bring it sooner, it'll make it better, and it'll be something we can be proud of. Let's say yes to gondola.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0277

Communication ID	Name	Email
500201	William Green	willgreen415@gmail.com

Full Communication (3/30/2022)

Will Green Court Reporter Draft EIS Comment

Great. So I would like to be an advocate specifically for the Andover station and the tunnel entrance for it, advocate for it being a tunnel at the Andover station and then specifically the tunnel entrance being on the south side of the Genesee Street. I want to prioritize not pretty much tearing down people's homes and building on the golf course right there instead. I think it just should be taken into consideration the amount of land that golf courses hold in urban spaces and just emphasize to the Sound Transit Board that that alternative would be preferred if the tunnel is on the south side of the Genesee Street. That is it.

#	Comments	Responses
1	So I would like to be an advocate specifically for the Andover station and the tunnel entrance for it, advocate for it being a tunnel at the Andover station and then specifically the tunnel entrance being on the south side of the Genesee Street. I want to prioritize not pretty much tearing down people's homes	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	building on the golf course right there instead. I think it just should be taken into consideration the amount of land that golf courses hold in urban spaces and just emphasize to the Sound Transit Board that that alternative would be preferred if the tunnel is on the south side of the Genesee Street.	Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for more information on alternatives development. See Appendix H, Final Section 4(f) Evaluation, of the Final EIS for information on the requirements that federally funded transportation project must meet for using public park property.

Comment Submittal 0278

Communication ID	Name	Email
500202	Nancy Woodland	nwoodland2@gmail.com

Full Communication (3/30/2022)

Nancy Woodland Court Reporter Draft EIS Comment

Hello. Thanks, Chris. My name is Nancy Woodland. I live on 42nd Avenue Southwest in the West Seattle Junction area, and my comment's going to be very short. I just want to advocate for the tunnel options in the event that the stations that end up in the Jefferson Square area end up winning out with all of the studies. We have a significantly settled neighborhood vibe here. We're part of the heart of the West Seattle Junction and would really love to consider that alternative to try to maintain some parts of that neighborhood area. And, also, a very big fan of the idea of having the light rail coming in, and now, tonight, interested in the gondola option. Thanks for listening.

#	Comments	Responses
1	I just want to advocate for the tunnel options in the event that the stations that end up in the Jefferson Square area end up winning out with all of the studies. We have a significantly settled neighborhood vibe here. We're part of the heart of the West Seattle Junction and would really love to consider that alternative to try to maintain some parts of that neighborhood area. And, also, a very big fan of the idea of having the light rail coming in	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	and now, tonight, interested in the gondola option	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0279

Communication ID	Name	Email
500203	Bette Levins	None provided

Full Communication (3/30/2022)

Bette Levins Court Reporter Draft EIS Comment

Yes. I'm actually Bette Levins [phonetic spelling], and I've been a resident of West Seattle now for like 37 years in our current home, which is typical of most Seattle residents. And I would really like to advocate for the gondola. I know the gondola is a different way of approaching the solutions of traffic. I would like it to be considered because I think it's a really good thing to do. I also think that a lot of times that the things that West Seattle tends to contribute like, for instance, the bridge or the tunnel under the West Seattle Bridge are often the things that have never really been considered. So I feel like we have kind of been like the stepchild, and our ideas have not been considered. And I would really like you -- I'd like Sound Transit to sincerely consider it in a fair, equitable, and justifiable way. So when you do consider it, please let us know how you have considered it, what you have done to research this. And if it's not better, as good or better than what you are proposing, I would like to know why. Thank you.

#	Comments	Responses
1	And I would really like to advocate for the gondola. I know the gondola is a different way of approaching the solutions of traffic. I would like it to be considered because I think it's a really good thing to do. I also think that a lot of times that the things that West Seattle tends to contribute like, for instance, the bridge or the tunnel under the West Seattle Bridge are often the things that have never really been considered. So I feel like we have kind of been like the stepchild, and our ideas have not been considered. And I would really like you -- I'd like Sound Transit to sincerely consider it in a fair, equitable, and justifiable way. So when you do consider it, please let us know how you have considered it, what you have done to research this. And if it's not better, as good or better than what you are proposing, I would like to know why.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0280

Communication ID	Name	Email
500207	Shelby Skeena	None provided

Full Communication (3/30/2022)

Shelby Skeena Court Reporter Draft EIS Comment

Hello. My name is Shelby Skeena [phonetic spelling]. I'm a West Seattle resident. Like many people, I supported the West Seattle light rail extension; however, now that I'm able to see the plans and envision the devastating impact to our community, I feel it would be a huge mistake. I support the gondola as a far superior option regarding in relation to the environmental impacts, including the blue heron reserve on Pigeon Point and the Duwamish Greenbelt; also, the impacts of all of that concrete and carbon emissions that it would release into our environment. I support it for the cost savings, the smaller impact on homes and businesses, and the ability to have transit here in West Seattle much quicker than with the light rail option. So please consider or please implement a commission, an independent study for the SkyLink gondola. Thank you.

#	Comments	Responses
1	now that I'm able to see the plans and envision the devastating impact to our community, I feel it would be a huge mistake. I support the gondola as a far superior option regarding in relation to the environmental impacts, including the blue heron reserve on Pigeon Point and the Duwamish Greenbelt; also, the impacts of all of that concrete and carbon emissions that it would release into our environment. I support it for the cost savings, the smaller impact on homes and businesses, and the ability to have transit here in West Seattle much quicker than with the light rail option. So please consider or please implement a commission, an independent study for the Skylink gondola.	Your opposition to the West Seattle Link Extension has been noted. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0281

Communication ID	Name	Email
500210	Joe Fuller	None provided

Full Communication (3/30/2022)

Joe Fuller Court Reporter Draft EIS Comment

Okay. My name's Joe Fuller. I'm a resident of West Seattle. I reside on 41st Avenue Southwest, very near Jackson Square or, I should say, Jefferson Square. And I just want to advocate for the tunnel option. I just want to be on the record. I think that's going to be the best option for the very least displacement of businesses and houses in West Seattle, and I just want to be on the record. Thank you.

#	Comments	Responses
1	I just want to advocate for the tunnel option. I just want to be on the record. I think that's going to be the best option for the very least displacement of businesses and houses in West Seattle,	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0282

Communication ID	Name	Email
500211	Frank Immel	fimmel@gdiving.com

Full Communication (3/30/2022)

Frank Immel Court Reporter Draft EIS Comment

Thank you very much. My name is Frank Immel. I'm a West Seattle resident and property owner, and I encourage you to look at the gondola option and to commission an outside review for that. I have a hard time understanding how, if you're looking at options, you would not look at a viable option versus kind of going down the path of what you are continuing to go down. There's so many benefits that have been stated tonight: you know, environment, speed, delivery, cost, all of these things. And I think this is just a very -- I highly encourage you to look at that significantly and seriously. Thank you very much.

#	Comments	Responses
1	I encourage you to look at the gondola option and to commission an outside review for that. I have a hard time understanding how, if you're looking at options, you would not look at a viable option versus kind of going down the path of what you are continuing to go down. There's so many benefits that have been stated tonight: you know, environment, speed, delivery, cost, all of these things. And I think this is just a very -- I highly encourage you to look at that significantly and seriously.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0283

Communication ID	Name	Email
500212	Marc	None provided

Full Communication (3/30/2022)

Marc Court Reporter Draft EIS Comment

Yeah. I would just like to have it on the record that I have lived in West Seattle for the last nine years. My wife is a frequent commuter on buses, on the RapidRide buses. My family also commutes on those RapidRide buses during the weekends, and we do not find it to be an adverse amount of time; in fact, it's 15 to 20 minutes, average. And I'd just like to have it on the record that I'm opposed to the Link light rail.

#	Comments	Responses
1	My family also commutes on those RapidRide buses during the weekends, and we do not find it to be an adverse amount of time; in fact, it's 15 to 20 minutes, average. And I'd just like to have it on the record that I'm opposed to the Link light rail.	Your opposition to the project has been noted.

Comment Submittal 0284

Communication ID	Name	Email
500215	James	None provided

Full Communication (3/30/2022)

James Court Reporter Draft EIS Comment

Thank you very much, and thank you all for being here and putting on all of these public input sessions. I appreciate all the work that you guys have done. In lieu of any further comments from the community about this particular segment, I'd just like to suggest that Sound Transit put further consideration towards cost-saving measures with some of the stations themselves. I also think that it's worth considering, given the number of comments about sort of the character and interruption that some of these elevated options to pose to the neighborhood, to think about how best to esthetically integrate those elevated options. On the larger note, just speaking to the WSBLE extension as a whole, I think I just want to add further voice to the notion that there should be shallower stations and cheaper construction costs kept in line with that. I know the community impacts can be significant and politically difficult, but if cost-saving is the intention and rider experience is a priority, having shallower stations all along the line, I think, is vital. Thank you so much.

#	Comments	Responses
1	I'd just like to suggest that Sound Transit put further consideration towards cost-saving measures with some of the stations themselves. I also think that it's worth considering, given the number of comments about sort of the character and interruption that some of these elevated options to pose to the neighborhood, to think about how best to esthetically integrate those elevated options.	Please see response to CC2f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives.
	just speaking to the WSBLE extension as a whole, I think I just want to add further voice to the notion that there should be shallower stations and cheaper construction costs kept in line with that. I know the community impacts can be significant and politically difficult, but if cost-saving is the intention and rider experience is a priority, having shallower stations all along the line, I think, is vital.	Please see response to CC2k in Table 7-1.

Comment Submittal 0285

Communication ID	Name	Email
500431	Merle Kiviiaryi	None provided

Full Communication (3/17/2022)

Merle Kivijarvi Court Reporter Draft EIS Comment

Okay. Well, first of all, it's -- it's a good thing that's really late. So far, my experience has been very convenient. It's helped me mediate more time in my journey, getting me quicker to where I want to go. I'm glad to see the expansion is where they have gone to. And I would like to see them expand more in the other metropolitan areas like further north towards Issaquah, Olympia, and expansion sections for Tacoma, Puyallup, and areas like that also. It would be nice to see them expand towards -- of course, they're going to Everett, but when they get to Everett, Marysville and Snohomish, you know. That's -- what else would I say? Oh, I had been stopped a couple of times by transit police when I didn't have fare, and they were very considerate. They didn't fine me. I think what they could possibly improve on is more places where you can load your ORCA and -- oh, one other thing, increase the availability access for bicycles. Oh, one other thing -- and I don't know if this is part of their plan, but I know that it is the plan for our domestic and international flights, SeaTac will turn into SeaTac South and Sea-Ev North. In other words, Everett will become an international airport, and it will be nice to have that link for light rail go to that airport in Everett.

Oh, yes. Also, it would be nice to have a link that goes from Tukwila east up 405. That will be -- and all the way up the 405 corridor through Kirkland, Totem Lake, and all the way connecting to the Lynnwood and -- yeah, connecting to Lynnwood and connecting to Mill Creek and on that route towards Everett. I think that's about what I have to say. Are you getting all that?

It would also be good if they can make a connection link route to the ferry terminal at Kingston- Edmonds, so that when people come off the ferries, they would have access to the link. I think I'm done.

#	Comments	Responses
1	Okay. Well, first of all, it's -- it's a good thing that's really late. So far, my experience has been very convenient. It's helped me mediate more time in my journey, getting me quicker to where I want to go. I'm glad to see the expansion is where they have gone to. And I would like to see them expand more in the other metropolitan areas like further north towards Issaquah, Olympia, and expansion sections for Tacoma, Puyallup, and areas like that also. It would be nice to see them expand towards -- of course, they're going to Everett, but when they get to Everett, Marysville and Snohomish, you know	Thank you for expressing support for light rail. The Sound Transit 3 program includes study of future extensions beyond the Sound Transit 3 planned projects.
2	Oh, I had been stopped a couple of times by transit police when I didn't have fare, and they were very considerate. They didn't fine me. I think what they could possibly improve on is more places where you can load your ORCA	Your comment has been noted.
3	oh, one other thing, increase the availability access for bicycles	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Oh, one other thing -- and I don't know if this is part of their plan, but I know that it is the plan for our domestic and international flights, SeaTac will turn into SeaTac South and Sea-Ev North. In other words, Everett will become an international airport, and it will be nice to have that link for light rail go to that airport in Everett. Oh, yes. Also, it would be nice to have a link that goes from Tukwila east up 405. That will be -- and all the way up the 405 corridor through Kirkland, Totem Lake, and all the way connecting to the Lynnwood and -- yeah, connecting to Lynnwood and connecting to Mill Creek and on that route towards Everett. I think that's about what I have to say. Are you getting all that? It would also be good if they can make a connection link route to the ferry terminal at Kingston-Edmonds, so that when people come off the ferries, they would have access to the link. think I'm done.	Thank you for your support of light rail and interest in future extensions. These extension ideas are outside of the scope of the current project but could be considered in future Sound Transit long-range planning.

Comment Submittal 0286

Communication ID	Name	Email
500473	D Gerstamarler	None provided

Full Communication (3/17/2022)

D Gerstamarler Court Reporter Draft EIS Comment

Okay. Go ahead. I think it would be great what you guys just stated that the light rail has a public transportation back and forth to downtown, along here, especially for some of us who live so much farther away and have to come every day. It would cut down on the timeframe, which is a big problem I'm facing right now of utilizing my time. So I can't wait for it to happen. That's all. Thank you.

#	Comments	Responses
1	I think it would be great what you guys just stated that the light rail has a public transportation back and forth to downtown, along here, especially for some of us who live so much farther away and have to come every day. It would cut down on the timeframe, which is a big problem I'm facing right now of utilizing my time. So I can't wait for ii to happen.	Thank you for expressing support for the project.

Comment Submittal 0287

Communication ID	Name	Email
500474	None provided	None provided

Full Communication (3/17/2022)

Court Reporter Draft EIS Comment

The people here are real nice, and I hope I'm not insulting anybody by what I say. Okay. Don't smile after you hear what I have to say. Okay. Sound Transit, you know, has a great idea. We're having an environmental crisis in this country and the world. And you're a fast typist. I tend to speak quick. And I think rail transit is the way to go, of course. But Sound Transit has made a lot of bad mistakes. It's really messed up in a lot of situations. I think even Sound Transit is aware of all the things that are wrong. Fortunately, it still works because rail -- light rail, heavy rail is such a good thing, but it could have been a lot better. Well, that said, I think that this plan, which I've been reading about in the papers and elsewhere, was very poorly conceived and wastes a lot -- and wastes a lot of money unnecessarily. And I think the worst thing about it -- well, two bad things.

One is I'm a long-time resident of -- I am a long 25 time resident of Chinatown here, and there -- they may be tearing down the Chinatown, but remember, if they don't tear it down, there would be a big disruption to business. We in Chinatown, our businesses have suffered so much from the building of this station and the building of the streetcar. We don't need any more of that or transportation place. If they have to build a station underground, put it somewhere else, like over on the other side of this station like on Fourth. That's everything. Am I talking too fast? You're amazing. Now, one of the -- kind of the worst thing about this, in addition to recommend our beloved Chinatown and the neighborhood, which we can't create anywhere else, the worst thing is the underground section. This is very deep underground. Number one, extremely costly. Number two, it's very inconvenient to people. Transit should be convenient. Nobody likes to take a ride just from a neighborhood and get stuck way down in the station way below the ground, and they'd have to wait for an elevator, an escalator, which don't work half the time. Even if they worked all the time at Sound Transit, it still is very inconvenient. One of the nice things --this is probably the best station on Sound Transit because you just come up -- for an escalator, you're right here on the surface. But with that, it's just way too deep. The only good use for it is a bomb shelter. Now, the Russians are threatening us, you know, make a big bomb shelter. What they should do is what I've seen in Europe so much. They should run the line on the street. Jut put the tracks in the street.

Much less disruptive, much -- far more convenient for the riders. And because it's not a high-speed rail line like a bullet train, no need to put it so deep. You know, if there were a line all the way from here to Vancouver or to Portland, I can understand that. But it's a local line. Just run it on the streets. And we can put tracks in on the street. Very convenient, go block by block and not disrupt any businesses for so long. And that is really the way to go. Save a lot of money. This money can be used for other Sound Transit projects. Sound Transit is having financial problems. People don't pay the fares and is causing some problems. So this is my suggestion. And again, it's what I've seen in Europe transit systems all over the place run their lines in their downtown on the streets. When you get out of downtown, of course, you can go in the tunnels and all that. And your fingers are getting sore. I probably said enough. I will never forget this. And I'm so unimportant in -- like, I have trouble even walking and breathing at the same time. But you should get some kind of bonus. Sound Transit has the money for that. So anyway, this has been great talking to you. I'm sure nobody will pay any attention to my opinion. They never do. But that's -- it should be said. And I'm hopeful other people have similar comments.

#	Comments	Responses
1	Sound Transit, you know, has a great idea. We're having an environmental crisis in this country and the world. And you're a fast typist. I tend to speak quick. And I think rail transit is the way to go, of course. But Sound Transit has made a lot of bad mistakes. It's really messed up in a lot of situations. I think even Sound Transit is aware of all the things that are wrong. Fortunately, it still works because rail -- light rail, heavy rail is such a good thing, but it could have been a lot better. Well, that said, I think that this plan, which I've been reading about in the papers and elsewhere, was very poorly conceived and wastes a lot -- and wastes a lot of money unnecessarily.	Thank you for expressing support for rail transit.

#	Comments	Responses
2	And I think the worst thing about it -- well, two bad things. One is I'm a long-time resident of -- I am a long 25 time resident of Chinatown here, and there -- they may be tearing down the Chinatown, but remember, if they don't tear it down, there would be a big disruption to business. We in Chinatown, our businesses have suffered so much from the building of this station and the building of the streetcar. We don't need any more of that or transportation place. If they have to build a station underground, put it somewhere else, like over on the other side of this station like on Fourth. That's everything.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	the worst thing is the underground section. This is very deep underground. Number one, extremely costly. Number two, it's very inconvenient to people. Transit should be convenient. Nobody likes to take a ride just from a neighborhood and get stuck way down in the station way below the ground, and they'd have to wait for an elevator, an escalator, which don't work half the time. Even if they worked all the time at Sound Transit, it still is very inconvenient. One of the nice things --this is probably the best station on Sound Transit because you just come up -- for an escalator, you're right here on the surface. But with that, it's just way too deep.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	What they should do is what I've seen in Europe so much. They should run the line on the street. Jut put the tracks in the street. Much less disruptive, much -- far more convenient for the riders. And because it's not a high-speed rail line like a bullet train, no need to put it so deep. You know, if there were a line all the way from here to Vancouver or to Portland, I can understand that. But it's a local line. Just run ii on the streets. And we can put tracks in on the street. Very convenient, go block by block and not disrupt any businesses for so long. And that is really the way to go. Save a lot of money.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Sound Transit is having financial problems. People don't pay the fares and is causing some problems.	As part of Sound Transit's continuous improvement process and based on Board member and community concerns, the agency evaluated fare enforcement policies, procedures, and protocols and gathered community feedback to identify where improvements should be made. As a result of this work, the agency developed the Fare Enforcement Action Plan in May 2022.

Comment Submittal 0288

Communication ID	Name	Email
500476	Sarah Phillips	None provided

Full Communication (3/17/2022)

Sarah Phillips Court Reporter Draft EIS Comment

Cool. I would like to see either more transit security officers or some alternative accessible routes to get to and from the train. Because especially like at Westlake. there are three elevators that I can use. One is always down. And two of them are always have people using the elevators that are just kind of standing there, and they won't let me use them. So that's just been something that I keep struggling with, access to the train.

#	Comments	Responses
1	I would like to see either more transit security officers or some alternative accessible routes to get to and from the train. Because especially like at Westlake, there are three elevators that I can use. One is always down. And two of them are always have people using the elevators that are just kind of standing there, and they won't let me use them. So that's just been something that I keep struggling with, access to the train.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website.

Comment Submittal 0289

Communication ID	Name	Email
500478	Vanessa Kinsey	None provided

Full Communication (3/17/2022)

Vanessa Kinsey Court Reporter Draft EIS Comment

Okay. Cool. I just wanted to express my deep disapproval of expanding in Chinatown and specifically taking down neighborhoods or houses or businesses in order to expand this area. I feel like Chinatown has been through a ton, particularly in the last couple years, and not only that, but like they went through all the stuff that came with building the new arenas, and I just don't want this culture and this community, my neighborhood, to be pushed to the side again and to be demolished. And I also want to give my two cents on the West Seattle expansion. And I would love to see something underground rather than something that's going to also knock down neighborhoods and houses and culture in part of what is West Seattle as well. I love light rail. I use it almost every day. I live downtown. I think it's essential for businesses and people like me, but we need to value our neighborhoods and our communities and prioritize those instead. Build around what is already here.

#	Comments	Responses
1	I just wanted to express my deep disapproval of expanding in Chinatown and specifically taking down neighborhoods or houses or businesses in order to expand this area. I feel like Chinatown has been through a ton, particularly in the last couple years, and not only that, but like they went through all the stuff that came with building the new arenas, and I just don't want this culture and this community, my neighborhood, to be pushed to the side again and to be demolished.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	And I also want to give my two cents on the West Seattle expansion. And I would love to see something underground rather than something that's going to also knock down neighborhoods and houses and culture in part of what is West Seattle as well. I love light rail. I use it almost every day. I live downtown. I think it's essential for businesses and people like me, but we need to value our neighborhoods and our communities and prioritize those instead. Build around what is already here	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0290

Communication ID	Name	Email
500760	Run Zhun	None provided

Full Communication (3/17/2022)

Run Zhun Court Reporter Draft EIS Comment

I think it's very important to get more translation out, translation -- translators to different languages to the community here, to get more of residents and visitors more people that can engage. And I think it's very important for the company and the government to consider about appraisal -- how to preserve the culture and the building, to help the small business owner here. Yeah. I think that's my concern just like this. Thank you.

#	Comments	Responses
1	I think it's very important to get more translation out, translation -- translators to different languages to the community here, to get more of residents and visitors more people that can engage. And I think it's very important for the company and the government to consider about appraisal -- how to preserve the culture and the building, to help the small business owner here. Yeah. I think that's my concern just like this. Thank you.	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project, including translation of materials and meetings in multiple languages. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0291

Communication ID	Name	Email
500766	Juan Rivera	None provided

Full Communication (3/17/2022)

Juan Rivera Court Reporter Draft EIS Comment

I just think transportation is too limited. Transportation here is too limited. We should expand. A lot of people go a lot of places. Help them get there. And make some more income to pay more taxes. That's how I feel about it. But you know, I sleep at the VA Hospital in a tent out in the woods. If I don't catch a certain bus there at a certain time, I can't get there. That ain't cool. I'm a senior citizen, disabled vet. Help me get to where I got to go. That's all I got to say. Cool. Thank you.

#	Comments	Responses
1	I just think transportation is too limited. Transportation here is too limited. We should expand. A lot of people go a lot of places. Help them get there. And make some more income to pay more taxes. That's how I feel about it. But you know, I sleep at the VA Hospital in a tent out in the woods. If I don't catch a certain bus there at a certain time, I can't get there. That ain't cool. I'm a senior citizen, disabled vet. Help me get to where I got to go. That's all I got to say. Cool. Thank you.	Thank you for expressing support for the project. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on planned future expansion of the light rail system.

Comment Submittal 0292

Communication ID	Name	Email
501530	Kathi Richter	kathirichter1@gmail.com

Full Communication (3/30/2022)

Kathi Richter WSBLE Draft EIS Comment

Please consider forming a task force to look at the Skyline option for West Seattle. It is more efficient, less disruptive to our community, and less expensive.

Let"s join other communities and offer a progressive solutionl!

#	Comments	Responses
1	Please consider forming a task force to look at the Skyline option for West Seattle. It is more efficient, less disruptive to our community, and less expensive. Let's join other communities and offer a progressive solution!!	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0293

Communication ID	Name	Email
505355	Art Cowen	art.cowen@gmail.com

Full Communication (3/21/2022)

Art Cowen Draft EIS Comment

This is a comment about the DEIS submitted for the West Seattle and Ballard Link Extensions (the "WSBLE").

1. Summary of Comment.

The WSBLE DEIS does not meet a NEPA requirement. Chapter 1 ("Purpose and Need") does not demonstrate sufficient need for the extremely high levels of light rail transit ridership capacity the WSBLE would provide in that corridor.

2. The purpose of the WSBLE is transporting high volumes of future commuters.

The WSBLE is one of the ST3 projects. ST3 is a Sound Transit ordinance (Resolution R2006-16) that establishes corridor locations, ridership capacity levels, and other system attributes.

The primary purpose of WSBLE would be to provide increased light rail system capacity for commuters:

"[Tlransportation continues to be one of the area's biggest challenges with approximately 800,000 more people expected to call this region home in the next 25 years. By 2040 the region will also support 800,000 new jobs. In the past year alone, the region's population grew by 52,000 people - making daily ccmmutes longer and more congested. In response, Sound Transit 3 provides the next phase of high-capacity transit improvements for central Puget Sound." ST3 -- Res. R2016-16 "Introduction" paragraph.

ST3 also requires the WSBLE be designed for extremely high system capacity levels: 50,000 riders per direction per hour. Page C-4 of Res. R2006-16. That would be excessive capacity anywhere:

"Most light rail systems in the United States are limited by demand rather than capacity (by and large, most American LRT systems carry fewer than 4,000 persons per hour per direction), but Boston's and San Francisco's light rail lines carry 9,600 and 13,100 passengers per hour per track during rush hour." (Referenced source: Hanson, Susan; Giuliano, Genevieve (2004). The geography of urban transportation. Guilford Press. ISBN 1-59385-055-7). https://en.wikipedia.org/wiki/Light_rail

3. Nothing in Ch. 1 indicates the public would need extraordinary light rail transit ridership capacity in that corridor beginning in 2037. Moreover, the projections of population growth and employment growth in Ch. 1 could not indicate sufficient need for the WSBLE.

The DEIS contains no light rail ridership capacity demand forecast for that 11.8 mile corridor. Moreover, nothing in Ch. 1 indicates the public ever would need as much light rail transit capacity as the WSBLE is designed to provide.

Ch. 1 of the DEIS contains projections of employment growth and population growth:

"[Seattle] is expected to add about 135,000 people and about 150,000 jobs between 2015 and 2040 (Puget Sound Regional Council 2019)." Ch. 1 page 1-5.

That citywide population growth projection could not indicate a sufficient need for the WSBLE. Seattle's population could grow by a hundred thousand residents and rail transit demand capacity could drop from current levels. Not many of the new arrivals may be obligated to commute frequently to and from employer-provided worksites proximate to light rail stations. Any rule of thumb for estimating light rail demand from regions' population increases no longer is valid now that so many employers ended daily office commute requirements.

Likewise, that job growth projection could not indicate sufficient need for so much additional light rail ridership capacity. Many jobs no longer entail a daily commute. For example, technology businesses that have been operating productively for two years with highly distributed workforces now have teams with members that not only work from residences around this region, but also team members that live in and work from other parts of the country. The effects of increased numbers of employed persons can not be causally correlated to increased light rail system ridership demand.

Ch. 1 identifies a series of plans, policies, and reports prepared for other reasons:

- the Sound Transit 3 Plan (Sound Transit, 2016)

- Sound Transit's Equitable Transit Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit, 2019),
- Sound Transit's System Access Policy (Sound Transit 2013),
- an unidentified 2019 report from the Puget Sound Regional Council.
- Vision 2050 from the Puget Sound Regional Council (that report was adopted in 2020, but it essentially is unchanged from the 2019 Final Draft),
- the Regional Transit Long-Range Plan (Sound Transit 2014), and
- an unidentified 2017 report from the United States Census Bureau.

None of those bear on the operative "NEPA need" issue, and each was prepared before March, 2020. That month transit ridership patterns fell substantially everywhere, due to reasons that persist now.

4. The DEIS disregards the substantial decrease in transit commutes over the past two years.

Jobs that require daily commutes plummeted in 2020, and commute levels to and from urban core offices have not increased much since. Those declines are quantified in a U.S. Census Bureau American Communities Survey for 2020. The Census Bureau estimated a work from home share for each state, before and after March, 2020. The percentage figures reported reflect commuting losses that occurred in the nation's largest central business districts, due to how office jobs are so easily replaced by remote working. Washington State ranked fourth-highest among the states in work from home share gain:

"The state of Washington is estimated to have ranked fourth, at 25.0% and is home to the nation's seventh largest CBD (Seattle). Metro Seattle is one of the nation's premier tech centers, in which many jobs can readily be done from home."

https://www.newgeography.com/contenU007272-tentative-work-home-estimates-based-acs-2020- experimenta1-data

The DEIS in Ch. 1 fails to account for that strong employment trend and its negative implications for light rail transit ridership demand.

5. The DEIS disregards USDOT's admonitions against new infrastructure capital spending.

A U.S. Department of Transportation report warns local agencies against planning new transportation infrastructure capital spending absent "demonstrated demand:"

In the near term, the challenge for transportation will not be expanding capacity to accommodate growing demand but rather sustaining the infrastructure system and services so they do not diminish mobility and become an impediment to full economic recovery. Maintenance should take priority and funds should not be used to expand capacity unless there is demonstrated demand. Beyond the direct effects on travel demand from the pandemic and the behavior changes induced by or accelerated by the pandemic, secondary effects may include changes by individuals, businesses and governments in values and spending priorities as they adjust to a post COVID-19 world. While difficult to predict and highly speculative, the COVID-19 experience may well influence the ability and/or willingness of transportation consumers and transportation providers, including governments, to commit resources to transportation at the pre-COVID-19 levels. (Emphasis added).

USDOT report "COVID-19's Effects on The Future of Transportation" (2021) https://rosap.ntl.bts.gov/view/doU54292

Nothing in the DEIS "demonstrate[s) demand" for extraordinary light rail transit capacity in the WSBLE corridor.

6. The DEIS should have addressed the sharp drop-off in light rail transit demand here after March, 2020, as well as the fact that light rail ridership is not rebounding much here or in other U.S. metros.

Light rail ridership here is well below Sound Transit's projections. Last year ridership was about one-third of what it projected in September, 2020. The Sound Transit "Transit Development Plan 2020-2025)" projected 32,000,000 boardings in 2021, but the actual figure was about 11,500,000 boardings.

Demand for bus transit service in this region also is substantially lower. The regional bus service provider is King County Metro. Bus ridership remains down about 50% from the same month in 2019:

King County Metro's Ridership: Average Weekday Transit Boardings Chart.
https://docs.google.com/spreadsheets/d/1tFUsbWmfk3A6 MdQjuxWg3J UYs7vqbSt62JROY1V3fKl/pubhtml?gid=1914679577&single=true

All over the U.S. primarily-remote work practices replaced daily commutes on light rail to and from offices that previously had been crowded with workers using computers all day Monday through Friday. The American Public Transportation Association's light rail ridership reports show the widespread and substantial ridership reductions since March, 2020:

https://www.apta.com/research-technical-resources/transit-statistics/ridership-reporUridership- report-archives/

Those APTA reports also show Seattle's light rail ridership fell more than in other metros.

7. The DEIS should have addressed the prevalence of primarily-remote jobs in the Seattle area.

he Federal Reserve Bank of Minneapolis analyzed key issues relating to the changing daily travel patterns resulting from remote work practices around the U.S. Here is the report's Abstract:

"We show that cities with higher population density specialize in high-skill service jobs that can be done remotely. The urban and industry bias of remote work potential shaped the recent pandemic's economic impact. Many high-skill service workers started to work remotely, withdrawing spending from big-city consumer service industries dependent on their demand. As a result, low-skill service workers in big cities bore most of the recent pandemic's economic impact. Our findings have broader implications for the distributional consequences of the U.S. economy's transition to more remote work."

"The Geography of Remote Work," August, 2021. https://www.minneapolisfed.org/research/institute-working-papers/the-geography-of-remote-work

Many residents of the Seattle region have "high-skill service jobs" in fields including tech, corporate, public agency administration, and white-collar services. The DEIS ignores this region's residents' large-scale "transition to more remote work."

The existing Seattle light rail system was designed with a commute-centric purpose. It is skewed to stations surrounded by office buildings. The WSBLE would increase that bias. Now the public has far less need for stations in such locations because of what that report calls the "distributional consequences of the U.S. economy's transition to more remote work." Seattle's office districts served by existing and planned light rail stations no longer are significant commuter destinations:

'The number of office workers in downtown Seattle has hovered around 25% of 2019 levels for much of the last 12 months []. according to the Downtown Seattle Association."

Seattle Times, Feb. 17, 2022, "From Amazon to Zillow, Seattle workers consider getting back to office. Or not"

That Federal Reserve Bank paper also notes the disappearance of jobs for "low-skill service workers in big cities." That also happened in this region:

Between February 2020 & December 2021, the Seattle region had [ ]: "A net loss of 54,600 total jobs ...Industries like manufacturing & hospitality have yet to recover, with respective net losses of 24,800 & 30,200 jobs"

Puget Sound Business Journal, Mar 9, 2022: https://www.bizjournals.com/seattle/news/2022/03/09/seattle-pandemic-tech-growth-spreading.html

Many of the hospitality jobs that disappeared had been near light rail stations, including those at downtown hotels and restaurants.

The "Purpose and Need" chapter should have addressed the issues raised in that Federal Reserve Bank paper.

8. Low transit demand by commuters is expected in other metros due to factors also present in the Seattle region.

The Boston region's workforce demographics and transportation patterns are comparable to the Seattle region's. The State of Massachusetts analyzed issues relating to the future of work and transportation needs around Boston in a report ("Preparing for the Future of Work in the Commonwealth of Massachusetts"):

"The report concludes that changing ways of working - such as hybrid and remote work - may shift the 'center of gravity' away from the urban core."

"The shifting center of gravity away from the urban core will be especially significant to Boston/Cambridge; of the 245,000 net-inflow of commuters into Boston in 2019, 34% work in roles that could be performed remotely - higher than most other cities"

"More time will be spent in residential areas as per our modeling up to 32% of workers in the state could shift to remote work 1-3 days per week, impacting the need for office space, surrounding infrastructure, & creating placemaking opportunities in residential areas"

"Within Massachusetts, the populace has been moving away from Boston & other urban areas into suburban or even rural areas, with vacation hubs such as Cape Cod & the Berkshires seeing net inflows at times when they previously had experienced population declines (Exhibit 16)"

https://www.mass.gov/doc/future-of-work-in-massachusetts-reportldownload

That report identifies a number of profound changes that bear on future transit ridership demand:

1) changed employment policies and expectations (work from home replacing daily commute demands), 2) new travel patterns and transportation needs throughout the region, 3) the economic "center of gravity" of the region shifting from the urban core to residences regionwide 4) static (or declining) population, and 5) de-densification near current rail stations as suburban and exurban single family homes are more useful for highly paid knowledge workers who use extra bedrooms for home offices. The WSBLE DEIS does not acknowledge or account any of those shifts that suggest the WSBLE is not needed.

Other West Coast cities are experiencing comparable trends:

OVID shifted a substantial share of work activity to remote settings. Pre-COVID, about 5% of work was done remotely; the best estimates suggest that about 25% of future work will be done remotely. Remote work made it possible for more Californians to relocate during COVID, and it could create economic challenges in business districts like downtown San Francisco and Los Angeles. A large-scale return to office settings this year may smooth out some regional inequities, but given the changes in workplace preferences, the location of workers and businesses are likely to be forever changed. This shift will probably have an uneven impact: for example, remote work is expected to be most common in professions like IT and finance and least common in manufacturing, retail, and health.

The Public Policy Institute of California's March 9, 2022 report "How Did California's Economy Recover from COVID- and What Comes Next?" https://www.ppic.org/blog/how-did-californias- economy-recover-from-covid-and-what-comes-nexU

The WSBLE DEIS avoids accounting for those employment changes and the trend of former commuters moving to residences away from urban cores that are better suited for remote working. What that report addresses also militates against sufficient light rail transit capacity demand ever arising in the subject corridor.

9. The DEIS disregards the economic and transportation changes other transit agency officials understand will decrease demand for commuter-centric transit.

Transit system officials in other metros explain why transit ridership demand is expected to decline in the future:

The nation's biggest commuter railroads are preparing for potentially permanent shifts in daily ridership, declines that in some cases could threaten their long-term viability.

The changes are based on expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides. Transit officials in some cities have shifted schedules away from traditional rush-hour periods[.]

Sebastian Petty, Caltrain's deputy chief of planning, said the agency, like the MBTA, was pivoting to focus less on the commuter market. "Our future is to be more of a regional rail provider. It's a significant challenge to our business model"

Massachusetts Bay Transportation Authority General Manager Steve Poftak: "You might come in for in-person meetings from 10 to 2, & then go home & finish the rest of your day virtually"

Commuter Railroads Face Murky Future After Pandemic

"We already know that the traditional commuting patterns have probably gone out the window," said Debra A. Johnson, CEO of Denver's Regional Transportation District

Wall Street Journal, March 6, 2022: https://www.wsj.com/articles/the-pricey-future-of-commuter- railroads-for-the-post-pandemic-era-116465 75383

The WSBLE DEIS ignores all the significant employment-related transportation changes those transit officials reference. In the Seattle area the "traditional commuting pattern" also ended two years ago and demand for sufficient commuter ridership on light rail in the WSBLE arising in the late 2030's is unlikely because of "expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides."

Suggestion.

The contents of the "Purpose and Need" chapter of the DEIS do not indicate enough demand would arise for the huge volume of light rail transit capacity the WSBLE would provide in that corridor. If Chapter 1 is not augmented with a credible forecast of enough public need the Federal Transit Administration should determine the DEIS is insufficient pursuant to the NEPA criteria

#	Comments	Responses
1	1. Summary of Comment. The WSBLE DEIS does not meet a NEPA requirement. Chapter 1 ("Purpose and Need") does not demonstrate sufficient need for the extremely high levels of light rail transit ridership capacity the WSBLE would provide in that corridor. The purpose of the WSBLE is transporting high volumes of future commuters. The WSBLE is one of the ST3 projects. ST3 is a Sound Transit ordinance (Resolution R2006-16) that establishes corridor locations, ridership capacity levels, and other system attributes. The primary purpose of WSBLE would be to provide increased light rail system capacity for commuters: "[T]ransportation continues to be one of the area's biggest challenges with approximately 800,000 more people expected to call this region home in the next 25 years. By 2040 the region will also support 800,000 new jobs. In the past year alone, the region's population grew by 52,000 people - making daily commutes longer and more congested. In response, Sound Transit 3 provides the next phase of high-capacity transit improvements for central Puget Sound." ST3 -- Res. R2016-16 "Introduction" paragraph. ST3 also requires the WSBLE be designed for extremely high system capacity levels: 50,000 riders per direction per hour. Page C-4 of Res. R2006-16. That would be excessive capacity anywhere: "Most light rail systems in the United States are limited by demand rather than capacity (by and large, most American LRT systems carry fewer than 4,000 persons per hour per direction), but Boston's and San Francisco's light rail lines carry 9,600 and 13,100 passengers per hour per track during rush hour." (Referenced source: Hanson, Susan; Giuliano, Genevieve (2004). The geography of urban transportation. Guilford Press. ISBN 1-59385-055-7). https://en.wikipedia.org/wiki/Light_rail Nothing in Ch. 1 indicates the public would need extraordinary light rail transit ridership capacity in that corridor beginning in 2037. Moreover, the projections of population growth and employment growth in Ch. 1 could not indicate sufficient need for the WSBLE. The DEIS contains no light rail ridership capacity demand forecast for that 11.8 mile corridor. Moreover, nothing in Ch. 1 indicates the public ever would need as much light rail transit capacity as the WSBLE is designed to provide. Ch. 1 of the DEIS contains projections of employment growth and population growth: "[Seattle] is expected to add about 135,000 people and about 150,000 jobs between 2015 and 2040 (Puget Sound Regional Council 2019)." Ch. 1 page 1-5. That citywide population growth projection could not indicate a sufficient need for the WSBLE. Seattle's population could grow by a hundred thousand residents and rail transit demand capacity could drop from current levels. Not many of the new arrivals may be obligated to commute frequently to and from employer-provided worksites proximate to light rail stations. Any rule of thumb for estimating light rail demand from regions' population increases no longer is valid now that so many employers ended daily office commute requirements. Likewise, that job growth projection could not indicate sufficient need for so much additional light rail ridership capacity. Many jobs no longer entail a daily commute. For example, technology businesses that have been operating productively for two years with highly distributed workforces now have teams with members that not only work from residences around this region, but also team members that live in and work from other parts of the country. The effects of increased numbers of employed persons can not be causally correlated to increased light rail system ridership demand. Ch. 1 identifies a series of plans, policies, and reports prepared for other reasons: the Sound Transit 3 Plan (Sound Transit, 2016) Sound Transit's Equitable Transit Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit, 2019), -Sound Transit's System Access Policy (Sound Transit 2013), an unidentified 2019 report from the Puget Sound Regional Council. Vision 2050 from the Puget Sound Regional Council (that report was adopted in 2020, but it essentially is unchanged from the 2019 Final Draft), the Regional Transit Long-Range Plan (Sound Transit 2014), and an unidentified 2017 report from the United States Census Bureau. None of those bear on the operative "NEPA need" issue, and each was prepared before March, 2020. That month transit ridership patterns fell substantially everywhere, due to reasons that persist now. The DEIS disregards the substantial decrease in transit commutes over the past two years. Jobs that require daily commutes plummeted in 2020, and commute levels to and from urban core offices have not increased much since. Those declines are quantified in a U.S. Census Bureau American Communities Survey for 2020. The Census Bureau estimated a work from home share for each state, before and after March, 2020. The percentage figures reported reflect commuting losses that occurred in the nation's largest central business districts, due to	Please see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Chapter 1, Purpose and Need for West Seattle Link Extension, for updated supporting information for the project need. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

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	how office jobs are so easily replaced by remote working. Washington State ranked fourth-highest among the states in work from home share gain: "The state of Washington is estimated to have ranked fourth, at 25.0% and is home to the nation's seventh largest CBD (Seattle). Metro Seattle is one of the nation's premier tech centers, in which many jobs can readily be done from home." https://www.newgeography .com/contenU007272-tentative-work-home- estimates-based-acs-2020-experimental-data The DEIS in Ch. 1 fails to account for that strong employment trend and its negative implications for light rail transit ridership demand. The DEIS disregards USDOT's admonitions against new infrastructure capital spending. A U.S. Department of Transportation report warns local agencies against planning new transportation infrastructure capital spending absent "demonstrated demand:" In the near term, the challenge for transportation will not be expanding capacity to accommodate growing demand but rather sustaining the infrastructure system and services so they do not diminish mobility and become an impediment to full economic recovery. Maintenance should take priority and funds should not be used to expand capacity unless there is demonstrated demand. Beyond the direct effects on travel demand from the pandemic and the behavior changes induced by or accelerated by the pandemic, secondary effects may include changes by individuals, businesses and governments in values and spending priorities as they adjust to a post COVID-19 world. While difficult to predict and highly speculative, the COVID-19 experience may well influence the ability and/or willingness of transportation consumers and transportation providers, including governments, to commit resources to transportation at the pre-COVID-19 levels. (Emphasis added). USDOT report "COVID-19's Effects on The Future ofTransportation" (2021) https://rosap.ntl.bts.gov/view/doU54292 Nothing in the DEIS "demonstrate[s] demand" for extraordinary light rail transit capacity in the WSBLE corridor. The DEIS should have addressed the sharp drop-off in light rail transit demand here after March, 2020, as well as the fact that light rail ridership is not rebounding much here or in other U.S. metros. Light rail ridership here is well below Sound Transit's projections. Last year ridership was about one-third of what it projected in September, 2020. The Sound Transit "Transit Development Plan 2020-2025)" projected 32,000,000 boardings in 2021, but the actual figure was about 11,500,000 boardings. Demand for bus transit service in this region also is substantially lower. The regional us service provider is King County Metro. Bus ridership remains down about 50% from the same month in 2019: King County Metro's Ridership: Average Weekday Transit Boardings Chart. https://docs.goo e.com/spreadsheets/d/1tFUsbWmfk3A6MdQjuxWg3JUYs7vqbSt62JRQY1V3fKl/pubhtml?gid=1914679577&sin e=true All over the U.S. primarily-remote work practices replaced daily commutes on light rail to and from offices that previously had been crowded with workers using computers all day Monday through Friday. The American Public Transportation Association's light rail ridership reports show the widespread and substantial ridership reductions since March, 2020: https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/ridership-report-archives/ Those APTA reports also show Seattle's light rail ridership fell more than in other metros. The DEIS should have addressed the prevalence of primarily-remote jobs in the Seattle area. The Federal Reserve Bank of Minneapolis analyzed key issues relating to the changing daily travel patterns resulting from remote work practices around the U.S. Here is the report's Abstract: "We show that cities with higher population density specialize in high-skill service jobs that can be done remotely. The urban and industry bias of remote work potential shaped the recent pandemic's economic impact. Many high-skill service workers started to work remotely, withdrawing spending from big-city consumer service industries dependent on their demand. As a result, low-skill service workers in big cities bore most of the recent pandemic's economic impact. Our findings have broader implications for the distributional consequences of the U.S. economy's transition to more remote work." "The Geography of Remote Work," August, 2021. https://www.minneapolisfed.org/research/institute- working-papers/the-geography-of-remote-work Many residents of the Seattle region have "high-skill service jobs" in fields including tech, corporate, public agency administration, and white-collar services. The DEIS ignores this region's residents' large-scale "transition to more remote work." The existing Seattle light rail system was designed with a commute-centric purpose. It is	

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	skewed to stations surrounded by office buildings. The WSBLE would increase that bias. Now the public has far less need for stations in such locations because of what that report calls the "distributional consequences of the U.S. economy's transition to more remote work." Seattle's office districts served by existing and planned light rail stations no longer are significant commuter destinations: "The number of office workers in downtown Seattle has hovered around 25% of 2019 levels for much of the last 12 months [], according to the Downtown Seattle Association." Seattle Times, Feb. 17, 2022, "From Amazon to Zillow, Seattle workers consider getting back to office. Or not" That Federal Reserve Bank paper also notes the disappearance of jobs for "low-skill service workers in big cities." 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The State of Massachusetts analyzed issues relating to the future of work and transportation needs around Boston in a report ("Preparing for the Future of Work in the Commonwealth of Massachusetts"): "The report concludes that changing ways of working - such as hybrid and remote work - may shift the 'center of gravity' away from the urban core." "The shifting center of gravity away from the urban core will be especially significant to Boston/Cambridge; of the 245,000 net-inflow of commuters into Boston in 2019, 34% work in roles that could be performed remotely - higher than most other cities" "More time will be spent in residential areas as per our modeling up to 32% of workers in the state could shift to remote work 1-3 days per week, impacting the need for office space, surrounding infrastructure, & creating placemaking opportunities in residential areas" "Within Massachusetts, the populace has been moving away from Boston & other urban areas into suburban or even rural areas, with vacation hubs such as Cape Cod & the Berkshires seeing net inflows at times when they previously had experienced population declines (Exhibit 16)" https://www.mass.gov/doc/future-of-work-in-massachusetts- report/download That report identifies a number of profound changes that bear on future transit ridership demand: 1) changed employment policies and expectations (work from home replacing daily commute demands), 2) new travel patterns and transportation needs throughout the region, 3) the economic "center of gravity" of the region shifting from the urban core to residences regionwide 4) static (or declining) population, and 5) de-densification near current rail stations as suburban and exurban single family homes are more useful for highly paid knowledge workers who use extra bedrooms for home offices. The WSBLE DEIS does not acknowledge or account any of those shifts that suggest the WSBLE is not needed. Other West Coast cities are experiencing comparable trends: COVID shifted a substantial share of work activity to remote settings. Pre-COVID, about 5% of work was done remotely; the best estimates suggest that about 25% of future work will be done remotely. Remote work made it possible for more Californians to relocate during COVID, and it could create economic challenges in business districts like downtown San Francisco and Los Angeles. A large-scale return to office settings this year may smooth out some regional inequities, but given the changes in workplace preferences, the location of workers and businesses are likely to be forever changed. This shift will probably have an uneven impact: for example, remote work is expected to be most common in professions like IT and finance and least common in manufacturing, retail, and health. The Public Policy Institute of California's March 9, 2022 report "How Did California's Economy Recover from COVID-and What Comes Next?" https://www.ppic.org/blog/how-did-californias-economy-recover-from- covid-and-what-comes-nexV The WSBLE DEIS avoids accounting for those employment changes and the trend of former commuters moving to residences away from urban cores that are better suited for remote working. What that report addresses also militates against sufficient light rail transit capacity demand ever arising in the subject corridor. The DEIS disregards the economic and transportation changes other transit agency officials understand will	

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	decrease demand for commuter-centric transit. Transit system officials in other metros explain why transit ridership demand is expected to decline in the future: The nation's biggest commuter railroads are preparing for potentially permanent shifts in daily ridership, declines that in some cases could threaten their long-term viability. The changes are based on expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides. Transit officials in some cities have shifted schedules away from traditional rush-hour periods [.] . Sebastian Petty, Caltrain's deputy chief of planning, said the agency, like the MBTA, was pivoting to focus less on the commuter market. "Our future is to be more of a regional rail provider. It's a significant challenge to our business model" ... Massachusetts Bay Transportation Authority General Manager Steve Poftak: "You might come in for in-person meetings from 10 to 2, & then go home & finish the rest of your day virtually" ... Commuter Railroads Face Murky Future After Pandemic "We already know that the traditional commuting patterns have probably gone out the window," said Debra A. Johnson, CEO of Denver's Regional Transportation District Wall Street Journal, March 6, 2022: https://www.wsj.com/articles/the-pricey- future-of-commuter-railroads-for-the-post-pandemic-era-11646575383 The WSBLE DEIS ignores all the significant employment-related transportation changes those transit officials reference. In the Seattle area the "traditional commuting pattern" also ended two years ago and demand for sufficient commuter ridership on light rail in the WSBLE arising in the late 2030's is unlikely because of "expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides." Suggestion. The contents of the "Purpose and Need" chapter of the DEIS do not indicate enough demand would arise for the huge volume of light rail transit capacity the WSBLE would provide in that corridor. If Chapter 1 is not augmented with a credible forecast of enough public need the Federal Transit Administration should determine the DEIS is insufficient pursuant to the NEPA criteria.	

Comment Submittal 0294

Communication ID	Name	Email
505644	None provided	None provided

Full Communication (3/17/2022)

Written Draft EIS Comment

- Light rail is slow coming from Tukwila into Seattle
- No easy access from Renton.

#	Comments	Responses
1	• Light rail is slow coming from Tukwila into Seattle • No easy access from Renton.	See Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for information on the operations plan. Also, please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0295

Communication ID	Name	Email
505688	Carey Nickels	carey.nickels@gmail.com

Full Communication (3/17/2022)

Carey Nickels Written Draft EIS Comment

I'm excited about this but also worried about impact to my neighborhood (i live on 41st). I'm mainly concerned about possible impacts to my street if they have an ST4 some day. I would love the line to stop on a main street (fauntleroy, califomia) so it can continue south without wiping out a neighborhood in the future.

Thanks!

#	Comments	Responses
1	I'm excited about this but also worried about impact to my neighborhood (i live on 41st). I'm mainly concerned about possible impacts to my street if they have an ST4 some day. I would love the line to stop on a main street (fauntleroy, california) so it can continue south without wiping out a neighborhood in the future.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0296

Communication ID	Name	Email
505689	Saudia Yhann	saudia.yhann@gmail.com

Full Communication (3/17/2022)

Saudia Yhann Written Draft EIS Comment

Build the next segment to be separate from the roads so the train can go faster and cut [illegible] trains.

#	Comments	Responses
1	Build the next segment to be separate from the roads so the train can go faster and cut [illegible] trains.	Please see Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more information on alternative profiles. All proposed alternatives would be grade separated from roadways and there would be no at-grade roadway crossings. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0297

Communication ID	Name	Email
505690	None provided	None provided

Full Communication (3/17/2022)

Written Draft EIS Comment

Excited for the extension! Hoping we can get an expanded budget to extend to West Seattle. This is very much needed.

#	Comments	Responses
1	Excited for the extension! Hoping we can get an expanded budget to extend to West Seattle. This is very much needed.	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0298

Communication ID	Name	Email
505691	Marie Day	None provided

Full Communication (3/17/2022)

Marie Day Written Draft EIS Comment

Please add a park and ride near the soda light rail station. The area does not feel safe to walk long distances to the station.

#	Comments	Responses
1	Please add a park and ride near the sodo light rail station. The area does not feel safe to walk long distances to the station.	Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Parking is not proposed at any stations on the West Seattle Link Extension.

Comment Submittal 0299

Communication ID	Name	Email
505692	Kelsey Jones	kelsey.l.jones@icloud.com

Full Communication (3/17/2022)

Kelsey Jones Written Draft EIS Comment

I am so excited for the West Seattle Link Extension! It will make it so much easier to get downtown and the airport

#	Comments	Responses
1	I am so excited for the West Seattle Link Extension' It will make it so much easier to get downtown and the airport	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0300

Communication ID	Name	Email
505693	Emily Calkins	emilycalkins@gmail.com

Full Communication (3/17/2022)

Emily Calkins Written Draft EIS Comment

We are so excited for light rail and support the elevated Fauntleroy option.

#	Comments	Responses
1	We are so excited for light rail and support the elevated Fauntleroy option.	Thank you for expressing support for the project. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0301

Communication ID:	Name	Email
499144	Rich Koehler	ninehalo@comcast.net; rkoehler@cool-studio.net

Full Communication (3/30/2022)

My comment concerns the transportation study in the West Seattle Junction area. According to SOOT transportation studies, Fauntleroy has two of the top 20 most trafficked intersections in the city. The entrance to the West Seattle Bridge, i.e. Fauntleroy and 35th, is in the top 10. The other is the intersection of Fauntleroy and Alaska.

The siting of a station in the immediate area of the WS Bridge entrance will draw pedestrians, taxis, and bikes into an already congested area. The study does not adequately reveal the deleterious impacts. The main issue is that the intersections of concern scale are already at the extreme edge of the scale that ST is using. Already rated "F", the scale is unable to describe any further degradation. ST should use a different scale that can capture the various degrees of impact that can occur within an area rated "F" already.

Further, if those intersections become practically unusable by car, one would expect traffic patterns to shift to side streets or load fully alternative routes (e.g. south to 16th and Holden). The EIS should describe these secondary impacts.

With these impacts in mind, special attention should be made to the mitigations on local transportation along Fauntleroy and especially in the area of the Avalon station. The EIS did not sufficiently describe potential mitigations, in my opinion.

#	Comments	Responses
1	The siting of a station in the immediate area of the WS Bridge entrance will draw pedestrians, taxis, and bikes into an already congested area. The study does not adequately reveal the deleterious impacts. The main issue is that the intersections of concern scale are already at the extreme edge of the scale that ST is using. Already rated "F", the scale is unable to describe any further degradation. ST should use a different scale that can capture the various degrees of impact that can occur within an area rated "F" already. Further, if those intersections become practically unusable by car, one would expect traffic patterns to shift to side streets or load fully alternative routes (e.g. south to 16th and Holden). The EIS should describe these secondary impacts. With these impacts in mind, special attention should be made to the mitigations on local transportation along Fauntleroy and especially in the area of the Avalon station. The EIS did not sufficiently describe potential mitigations, in my opinion.	As described in Section 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, the traffic analysis used project-specific level of service (L.O.S.) thresholds for determining impacts for the Build Alternatives, as follows: affected intersections are defined as locations expected to degrade from L.O.S. D or better in the No Build Alternative to L.O.S. E or F with the project, or if the intersection already operates at L.O.S. E or F in the No Build Alternative and has noticeably worse vehicle delays with the Build Alternative (10 percent or higher vehicle delay than with the No Build Alternative). Mitigation is also described in Section 3.5, and additional detail on potential mitigation has been added in the Final EIS. Sound Transit will continue to work with the City of Seattle and the Federal Transit Administration as project design progresses to minimize project-related intersection delays. Where additional project-related delays are unavoidable, Sound Transit would work with the City of Seattle to review potential mitigation at affected intersections with the intent of either meeting agreed-upon L.O.S. thresholds during the a.m. and p.m. peak hours or attaining a similar vehicle delay as the No Build Alternative.

Comment Submittal 0302

Communication ID:	Name	Email
499146	Nicole Mazzuca	mazzucan@outlook.com

Full Communication (3/30/2022)

In favor of the DEL-6 to WSJ-5 alternative - this seems like the alternative that impacts the least people, costs less than even the cheapest preferred alternative, and still gives good access to the Junction. I don't understand why it is not preferred.

#	Comments	Responses
1	In favor of the DEL-6 to WSJ-5 alternative - this seems like the alternative that impacts the least people, costs less than even the cheapest preferred alternative, and still gives good access to the Junction. I don't understand why it is not preferred.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0303

Communication ID:	Name	Email
499147	Joan Peterson	peterj@spu.edu

Full Communication (3/30/2022)

As an almost 20 year resident of West Seattle and one who appreciates the community I would like to advocate for a tunnel, the WSJ option 3. This would be the least disruptive to the community, one of the oldest in Seattle. Communities such as Beacon Hill, U District, and Bellevue have tunnels to minimize the amount of disruption to business and home owners it seems in line with Sound Transits vision to do the same for West Seattle. The elevated options would greatly alter the community in a negative manner. If the only option is an elevated line I advocate for the Fauntleroy station option as the total number of businesses and homes affected is less. If the long term goal of ST would be to extend the line, it could connect with the WA State Ferry. The 42st street station would not have an option to extend without destroying hundreds of homes. In my use of the light rail, I have not experienced a train going down a purely residential street such as 42nd Ave. Again I want to strongly advocate for the tunnel option.

Having just recently learned of a potential gondola option, that also seems an option to be explored.

Thank you for the opportunity to comment.

#	Comments	Responses
1	As an almost 20 year resident of West Seattle and one who appreciates the community I would like to advocate for a tunnel, the WSJ option 3. This would be the least disruptive to the community, one of the oldest in Seattle. Communities such as Beacon Hill, U District, and Bellevue have tunnels to minimize the amount of disruption to business and home owners it seems in line with Sound Transits vision to do the same for West Seattle. The elevated options would greatly alter the community in a negative manner. If the only option is an elevated line I advocate for the Fauntleroy station option as the total number of businesses and homes affected is less. If the long term goal of ST would be to extend the line, it could connect with the WA State Ferry. The 42st street station would not have an option to extend without destroying hundreds of homes. In my use of the light rail, I have not experienced a train going down a purely residential street such as 42nd Ave. Again I want to strongly advocate for the tunnel option.	Please see response to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Having just recently learned of a potential gondola option, that also seems an option to be explored.	Please see response to CC2g in Table 7-1.

Comment Submittal 0304

Communication ID:	Name	Email
499148	Sue Luke	seattle.subee@gmail.com

Full Communication (3/30/2022)

I'm very disappointed by the Draft Environmental Impact Statement. How did you leave out the SkyLink option? It's not a valid choice without that option. It's also clear that the choices in the DEIS are hugely expensive, will displace many residents, and offer no help in the short or medium term. Just because Seattle has invested a lot of money, effort, and time into building out the Link system doesn't mean that it's our only choice. I'm a dedicated bus rider, but the SkyLink offers me the chance to see the city from a different viewpoint. It's time we move into the future and stop adding traffic lanes.

#	Comments	Responses
1	I'm very disappointed by the Draft Environmental Impact Statement. How did you leave out the Skylink option? It's not a valid choice without that option. It's also clear that the choices in the DEIS are hugely expensive, will displace many residents, and offer no help in the short or medium term. Just because Seattle has invested a lot of money, effort, and time into building out the Link system doesn't mean that it's our only choice. I'm a dedicated bus rider, but the Skylink offers me the chance to see the city from a different viewpoint. It's time we move into the future and stop adding traffic lanes.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0305

Communication ID:	Name	Email
499151	Derek Saam	saamde@gmail.com

Full Communication (3/31/2022)

It seems to me that the community is by in large opposed to the elevated train option. I've seen very little support for it and much descent. It's odd to me it's still even being considered given how much opposition it's gotten. I along many others would like to see a subsurface train, but if the funding isn't possible then we should continue to invest in buses. Building something people don't want is just bad policy, but I continue to fear that we are being given no real choice at all, these comments and questions are just being ignored.

#	Comments	Responses
1	It seems to me that the community is by in large opposed to the elevated train option. I've seen very little support for it and much descent. It's odd to me it's still even being considered given how much opposition it's gotten. I along many others would like to see a subsurface train, but if the funding isn't possible then we should continue to invest in buses. Building something people don't want is just bad policy, but I continue to fear that we are being given no real choice at all, these comments and questions are just being ignored.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0306

Communication ID:	Name	Email
499152	Nathan Hemphill	nathandhemphill@gmail.com

Full Communication (3/31/2022)

I am in support of having a station on the northern end of delridge. This will provide essential access to people on the east side of west Seattle. It will also ensure accessibility for all by not requiring transport up Genesee, which is ridiculously steep and not feasible for someone in a wheelchair. I think the ideal location for the delridge station is right next to the skatepark.

#	Comments	Responses
1	I am in support of having a station on the northern end of delridge. This will provide essential access to people on the east side of west Seattle. It will also ensure accessibility for all by not requiring transport up Genesee, which is ridiculously steep and not feasible for someone in a wheelchair. I think the ideal location for the delridge station is right next to the skatepark.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0307

Communication ID:	Name	Email
499180	Nathan Buck	buckn74@gmail.com

Full Communication (3/31/2022)

The preferred elevated alternative will be detrimental to the Alaska Junction and West Seattle as a whole. Either tunnel should be prioritized, just like they were in other areas of the city.

#	Comments	Responses
1	The preferred elevated alternative will be detrimental to the Alaska Junction and West Seattle as a whole. Either tunnel should be prioritized, just like they were in other areas of the city.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0308

Communication ID:	Name	Email
499198	Julian Blair	Julianlblair@gmail.com

Full Communication (3/31/2022)

Hello,

Me and my wife Charita are homeowners and tenants on 25th Ave SW, residing in a single-family dwelling that is slated to be acquired under Delridge Segment alternatives DEL-1 and DEL-2. We are writing to express preference towards the Andover Street station alternatives (DEL-5, DEL-6) and ask the Transit Board to strongly reconsider the Dakota Street and Delridge Way station alternatives (DEL-1, DEL-2, DEL-3, DEL-4) on structural environmental impact grounds.

Youngstown is a vibrant neighbourhood with over a century of architectural history and provides affordable housing to hundreds of West Seattle residents, ourselves included. The Dakota Street and Delridge Way station alternatives will result in the destruction of properties and displacement of many of the individuals that the light rail is intended to serve. The Andover Street station alternative would mainly cut through a historically commercial corridor, and would act as a superior location in providing business opportunities through increased foot traffic. Thank you for hearing our comment on the West Seattle Link Extension. Regards,

Julian Blair & Charita Domingo 4127 25th Ave SW

#	Comments	Responses
1	We are writing to express preference towards the Andover Street station alternatives (DEL-5, DEL- 6) and ask the Transit Board to strongly reconsider the Dakota Street and Delridge Way station alternatives (DEL-1, DEL-2, DEL-3, DEL-4) on structural environmental impact grounds. Youngstown is a vibrant neighbourhood with over a century of architectural history and provides affordable housing to hundreds of West Seattle residents, ourselves included. The Dakota Street and Delridge Way station alternatives will result in the destruction of properties and displacement of many of the individuals that the light rail is intended to serve. The Andover Street station alternative would mainly cut through a historically commercial corridor, and would act as a superior location in providing business opportunities through increased foot traffic.	Please see the responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0309

Communication ID:	Name	Email
499208	Paula Bamburg	BeingPB@gmail.com

Full Communication (3/30/2022)

Pigeon Hill Neighborhood residents need to know the route of the gondola. We have heard that the gondolas will be whizzing over some people's houses. We need to know. We will be united against the gondola if it will be routed over anyone's home.

Paula Bamburg BeingPB@gmail.com

#	Comments	Responses
1	Pigeon Hill Neighborhood residents need to know the route of the gondola. We have heard that the gondolas will be whizzing over some people's houses. We need to know. We will be united against the gondola if it will be routed over anyone's home.	The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0310

Communication ID:	Name	Email
499217	David Walsh	davidericwalsh@gmail.com

Full Communication (3/30/2022)

From: Dave Walsh <davidericwalsh@gmail.com> Sent: Wednesday, March 30, 2022 8:09 PM

To: West Seattle Ballard Link Extension Comments <WSBLEDEISComments@soundtransit.org>

Subject: Public Comments on the DEIS for the West Seattle Link Extension

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Dear Sound Transit,

I would like to provide the following comments on the Draft Environmental Impact Statement for the West Seattle segments of the WSBLE project and respectfully ask the Sound Transit Board to consider these comments when selecting the final alignment and design:

1. Duwamish Bridge Segment -- View Impacts: The loss of the Rainier view from the West Seattle (auto) Bridge resulting from the DUW-1a is unacceptable. While Rainier is not visible every day from the WSB, seeing Rainier is a delight and it is a key character-defining feature and experience of travel to and from West Seattle. Strongly recommend building option DUW- 1b which may be the same estimated cost compared to the high-end estimate of the preferred option for this segment.

2. Duwamish Segment -- Compatibility with replacement auto bridge: Where is the anticipated footprint of the eventual replacement of the West Seattle (auto) Bridge? Do any of the DUW options limit the replacement of the replacement auto bridge?

3. Delridge Segment -- Convenient Transfers to Rapid Ride Busses a Must: Convenient transfers result in the increased light rail usage. Recommend the DEL-4 option with a station directly over Delridge Ave SW which facilitates convenient and quicker transfers to/from RapidRide buses on the Delridge corridor.

4. Delridge Segment -- Destruction of Neighborhood Units and Character: The preferred option, DEL-1a, and options DEL-1b, DEL-2a, DEL-2b all result in unacceptable removal of existing housing and destroys the character of an intact neighborhood. In a city short of housing, it does not make sense to destroy intact neighborhoods.

5. Impact of Concrete Volumes and Embodied Greenhouse Gas Emissions: Please calculate and consider the embodied greenhouse gas impact from the increased volume of concrete needed for the high bridge options of DEL-1a, DEL-1b and DEL-3? In addition to the visual impact looming over a residential neighborhood and obstructing territorial views, don't these high bridge options use more concrete and result in more upfront embodied carbon emissions compared to the lower bridge options? How is this in alignment with ST's carbon reduction goals?

6. West Seattle Junction Segment -- Station Location: Locate the station closest to the heart of the Junction -- Alaska and California -- (Options WSJ-3b or WSJ-1) to maximize ridership and access to the West Seattle retail core. Stations located along Fauntleroy (WSJ-2) or along 41st (WSJ-3a and WSJ-4) simply miss the mark and will be a long-term mistake. While a few blocks difference may seem inconsequential on a site plan, the additional distance from the retail center and the walk up the hill towards California will continually disincentivize ridership long term. Let's learn from Europe where they put stations in the heart of retail cores and where it facilitates convenient transfers and higher usage.

7. West Seattle Junction Segment -- WSJ-3B Preferred Option if additional funding is secured: Recommend option WSJ-3b (tunnel with station at 42nd and Alaska) connecting with DEL-4 if additional funding is secured. If additional funding is not secured, recommend WSJ-1 due to its proximity to the retail core on California Ave SW.

Thanks in advance for your consideration and for including this along with the other DEIS comments in the final EIS.

Respectfully,

David Walsh, Registered Architect West Seattle Resident

#	Comments	Responses
1	Duwamish Bridge Segment -- View Impacts: The loss of the Rainier view from the West Seattle (auto) Bridge resulting from the DUW-1a is unacceptable. While Rainier is not visible every day from the WSB, seeing Rainier is a delight and it is a key character-defining feature and experience of travel to and from West Seattle. Strongly recommend building option DUW-1b which may be the same estimated cost compared to the high-end estimate of the preferred option for this segment.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.2 of Appendix N.2, Visual and Aesthetics Technical Report, of the West Seattle Link Extension Final EIS for more information regarding anticipated visual impacts, including visual simulations at the West Seattle Bridge, which is a City-designated scenic route.
2	Duwamish Segment -- Compatibility with replacement auto bridge: Where is the anticipated footprint of the eventual replacement of the West Seattle (auto) Bridge? Do any of the DUW options limit the replacement of the replacement auto bridge?	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.
3	Delridge Segment -- Destruction of Neighborhood Units and Character: The preferred option, DEL- 1a, and options DEL-1b, DEL-2a, DEL-2b all result in unacceptable removal of existing housing and destroys the character of an intact neighborhood. In a city short of housing, it does not make sense to destroy intact neighborhoods.	Please see the response to CC4.4a in Table 7-1.
4	Impact of Concrete Volumes and Embodied Greenhouse Gas Emissions: Please calculate and consider the embodied greenhouse gas impact from the increased volume of concrete needed for the high bridge options of DEL-1a, DEL-1b and DEL-3? In addition to the visual impact looming over a residential neighborhood and obstructing territorial views, don't these high bridge options use more concrete and result in more upfront embodied carbon emissions compared to the lower bridge options? How is this in alignment with ST's carbon reduction goals?	Please see the response to CC4.6a in Table 7-1.

#	Comments	Responses
5	West Seattle Junction Segment -- Station Location: Locate the station closest to the heart of the Junction --Alaska and California -- (Options WSJ-3b or WSJ-1) to maximize ridership and access to the West Seattle retail core. Stations located along Fauntleroy (WSJ-2) or along 41st (WSJ-3a and WSJ-4) simply miss the mark and will be a long-term mistake. While a few blocks difference may seem inconsequential on a site plan, the additional distance from the retail center and the walk up the hill towards California will continually disincentivize ridership long term. Let's learn from Europe where they put stations in the heart of retail cores and where it facilitates convenient transfers and higher usage. West Seattle Junction Segment -- WSJ-3B Preferred Option if additional funding is secured: Recommend option WSJ-3b (tunnel with station at 42nd and Alaska) connecting with DEL-4 if additional funding is secured. If additional funding is not secured, recommend WSJ-1 due to its proximity to the retail core on California Ave SW.	Please see the responses to CCG2, CC2c, and CC2i in Table 7-1.

Comment Submittal 0311

Communication ID:	Name	Email
499275	Jerome Miller	matthewnsea@gmail.com

Full Communication (4/1/2022)

Since sound transit decided not to run the line down delridge to burien, the delridge station needs to be as far south as possible to capture the most riders

#	Comments	Responses
1	Since sound transit decided not to run the line down delridge to burien, the delridge station needs to be as far south as possible to capture the most riders	Please see responses to CC1c and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Comment Submittal 0312

Communication ID:	Name	Email
499304	Charles Reynold	chunkyc68@gmail.com

Full Communication (4/1/2022)

The shallow 4th Ave station alternative for the new CID Station makes connections more convenient for riders, creates a better station location, and should allow the Midtown Station to be shallower as well. Prioritizing shallow stations and strengthening connections is of utmost importance. In West Seattle, the Medium Tunnel 41st Alternative with Lower Height Andover station is comparatively inexpensive and offers better integration into neighborhoods, including a shallow tunnel station right in the heart of Alaska Junction. The northward shift of the Delridge Station should be insignificant given that most passengers will transfer from buses, but if this alternative is chosen (as I believe it should) a bus loop should be included or at the very least the bus bays should be moved closer to station entrances. Ballard station should be underground at 15th, to provide a more centralized location, allow for better bus connections, and make easier future northwards expansions of the line. The Seattle Center Station on the preferred alternative is very close to the arena without serving the Uptown neighborhood, so shifting the station a block or two west to align with connecting bus routes on 1st Ave and Queen Anne Ave. Finally, 6 minute headways on the two extensions are going to be insufficient, so the lines should be combined with each other and, for greatest benefit, be automated. Interlining WSBLE with the existing Link system mitigates the impacts to the rest of the Link system, but compromise its frequencies and usefulness in the process. By constructing WSBLE as an isolated line, it can be optimized for the urban passengers who will use it.

#	Comments	Responses
1	The shallow 4th Ave station alternative for the new CID Station makes connections more convenient for riders, creates a better station location, and should allow the Midtown Station to be shallower as well. Prioritizing shallow stations and strengthening connections is of utmost importance.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	In West Seattle, the Medium Tunnel 41st Alternative with Lower Height Andover station is comparatively inexpensive and offers better integration into neighborhoods, including a shallow tunnel station right in the heart of Alaska Junction. The northward shift of the Delridge Station should be insignificant given that most passengers will transfer from buses, but if this alternative is chosen (as I believe it should) a bus loop should be included or at the very least the bus bays should be moved closer to station entrances.	Please see the responses to CCG2 and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	Ballard station should be underground at 15th, to provide a more centralized location, allow for better bus connections, and make easier future northwards expansions of the line.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	The Seattle Center Station on the preferred alternative is very close to the arena without serving the Uptown neighborhood, so shifting the station a block or two west to align with connecting bus routes on 1st Ave and Queen Anne Ave.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	6 minute headways on the two extensions are going to be insufficient, so the lines should be combined with each other and, for greatest benefit, be automated. Interlining WSBLE with the existing Link system mitigates the impacts to the rest of the Link system, but compromise its frequencies and usefulness in the process. By constructing WSBLE as an isolated line, it can be optimized for the urban passengers who will use it.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS. Please also see Section 2.3, Operations and Maintenance, of the Final EIS for the headways.

Comment Submittal 0313

Communication ID:	Name	Email
499329	Ray Talbot	mrraytalbot@gmail.com

Full Communication (4/1/2022)

DEL-2a station is my preferred option. It removes many houses, but best serves the community. With redevelopment option around the station it could finally bring much needed improvements to this underserved neighborhood. The Dakota area stations will best serve the surrounding community into the future by bringing riders to the heart of the area, with Youngstown, the community center and playfields in close proximity. Although options DEL-5 & DEL-6 would preserve more housing units they would not best serve the community residents and limit and future development around the station.

This project is a real chance for bringing more development and greater commercial resources to this underserved area.

#	Comments	Responses
1	DEL-2a station is my preferred option. It removes many houses, but best serves the community. With redevelopment option around the station it could finally bring much needed improvements to this underserved neighborhood. The Dakota area stations will best serve the surrounding community into the future by bringing riders to the heart of the area, with Youngstown, the community center and playfields in close proximity. Although options DEL-5 & DEL-6 would preserve more housing units they would not best serve the community residents and limit and future development around the station. This project is a real chance for bringing more development and greater commercial resources to this underserved area.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0314

Communication ID:	Name	Email
499354	Micha Boyd	michaelwboydO@gmail.com

Full Communication (4/3/2022)

RE: West Seattle terminus of the proposed light rail extension.

1. Terminating the extension at 42nd Street makes the most sense. Depending on the option selected, it is only a block or two to the bus hub at Alaska and California. Importantly, it is level ground between that hub and 42nd Street, an important consideration for individuals with mobility limitations, particularly wheelchair users. Either above ground or underground would meet these criteria, though underground would clearly have the least impact to those living and working in the junction area.

2. Terminating the extension at 41st Street is far from optimal. While only one block further from the junction that block is down a hill from the level at 42nd Street, a hill that can be slippery when wet or icy. This make access by riders with disabilities, particularly wheelchair users, at a distinct disadvantage. Many might exit the train at Delridge to transfer to the C-Line for the journey up the hill. Or avoid the rail altogether.

3. Terminating the extension at Fauntleroy and Alaska makes little sense. With the high population density in the area and lack of parking facilities, riders coming by car have no place to park so they would have to come by bus. Except for riders already on the C-Line, those coming from other areas of West Seattle would have to come to the junction and transfer to the C-Line for the short trip to Fauntleroy. This just adds time and complexity to the trip and would only serve to limit ridership. It is a good climb from Fauntleroy to California and would likely be difficult for wheelchair users in particular. Today, I doubt if any C-Line riders get off at Fauntleroy and walk to the Junction.

4. As comprehensive as it is. I see the EIS as still deficient in two areas. The EIS claims almost the same ridership numbers for all station alternatives. Common sense would suggest that is unlikely to be true, particularly when the weather is bad. In addition, the EIS has no statements on the impacts to users with disabilities. While I don't know what the ADA requires, common sense would suggest the alternatives have different impacts and that should be addressed at this stage to avoid potential lawsuits further down the road.

#	Comments	Responses
1	Terminating the extension at 42nd Street makes the most sense. Depending on the option selected, it is only a block or two to the bus hub at Alaska and California. Importantly, it is level ground between that hub and 42nd Street, an important consideration for individuals with mobility limitations, particularly wheelchair users. Either above ground or underground would meet these criteria, though underground would clearly have the least impact to those living and working in the junction area. Terminating the extension at 41st Street is far from optimal. While only one block further from the junction that block is down a hill from the level at 42nd Street, a hill that can be slippery when wet or icy. This make access by riders with disabilities, particularly wheelchair users, at a distinct disadvantage. Many might exit the train at Delridge to transfer to the C-Line for the journey up the hill. Or avoid the rail altogether. Terminating the extension at Fauntleroy and Alaska makes little sense. With the high population density in the area and lack of parking facilities, riders coming by car have no place to park so they would have to come by bus. Except for riders already on the C-Line, those coming from other areas of West Seattle would have to come to the junction and transfer to the C-Line for the short trip to Fauntleroy. This just adds time and complexity to the trip and would only serve to limit ridership. It is a good climb from Fauntleroy to California and would likely be difficult for wheelchair users in particular. Today, I doubt if any C-Line riders get off at Fauntleroy and walk to the Junction.	Please see the responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	As comprehensive as it is, I see the EIS as still deficient in two areas. The EIS claims almost the same ridership numbers for all station alternatives. Common sense would suggest that is unlikely to be true, particularly when the weather is bad.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for updated ridership projections. The ridership model is sensitive to substantial changes in geographic location and transit connectivity. Minor variations in location will not result in major changes in ridership, assuming that transit connections are the same. Weather is not a variable in the model.
3	In addition, the EIS has no statements on the impacts to users with disabilities. While I don't know what the ADA requires, common sense would suggest the alternatives have different impacts and that should be addressed at this stage to avoid potential lawsuits further down the road.	The project stations provide Americans with Disabilities Act (ADA) access as required by law. See Section 3.6, Affected Environment and Impacts During Operation - Parking, Section 3.7 Affected Environment and Impacts During Operation - Nonmotorized Facilities, and Section 3.11, Construction Impacts, for discussion of impacts to ADA facilities and proposed mitigation.

Comment Submittal 0315

Communication ID:	Name	Email
499365	Gina Gage	gina.gage@gmail.com

Full Communication (4/4/2022)

Communication (4/4/2022)

Retained Cut Avalon Station (WSJ-5)

• Better experience (than preferred alternative) as an entrance to West Seattle.

• Would suggest transit oriented development above western station entrance.

• Best connection to bus stops on 35th. Assuming most transfer passengers will be connecting to a location to the South, this option allows passengers to get from bus-to-train without crossing a street.

• Preferred option

Tunnel Avalon Station (WSJ-3a)

• Best pedestrian experience- because station entrances on both sides of Fauntleroy do not require crossing Fauntleroy.

• Best opportunity for transit oriented development around both station entrances. Would allow Avalon junction to expand to the North.

Elevated Avalon Station (WSJ-1,WSJ-2,WSJ-4)

• best pedestrian connection to lower Avalon Way. But it may be creepy and dark if it's not adjacent to a road.

• Elevated train will create the worst experience as an entrance to West Seattle

• Least preferred option

#	Comments	Responses
1	Retained Cut Avalon Station (WSJ-5) Better experience (than preferred alternative) as an entrance to West Seattle. Would suggest transit oriented development above western station entrance. Best connection to bus stops on 35th. Assuming most transfer passengers will be connecting to a location to the South, this option allows passengers to get from bus-to-train without crossing a street. Preferred option	Please see responses to CCG2 and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Tunnel Avalon Station (WSJ-3a) Best pedestrian experience- because station entrances on both sides of Fauntleroy do not require crossing Fauntleroy. Best opportunity for transit oriented development around both station entrances. Would allow Avalon junction to expand to the North.	Please see response to CCG2 in Table 7-1.
3	Elevated Avalon Station (WSJ-1,WSJ-2,WSJ-4) best pedestrian connection to lower Avalon Way. But it may be creepy and dark if it's not adjacent to a road. Elevated train will create the worst experience as an entrance to West Seattle Least preferred option	Please see response to CCG2 in Table 7-1.

Comment Submittal 0316

Communication ID:	Name	Email
499375	Simon Blenski	Simon.blenski@gmail.com

Full Communication (4/4/2022)

Hi,

Thank you for the opportunity to provide comment on this project. I live at 2818 SW Genesee St and I support the proposed light rail connection to West Seattle because it will improve access for my car-free family to downtown and the rest of the city. I have specific comments on the West Seattle segment.

• For the Duwamish segment, please build a fully protected bike lane with intersection improvements to provide save biking connections between the future Delridge station and the West Seattle Bridge Trail and the 26th Ave SW neighborhood greenway. And please maintain safe and comfortable bike access to the West Seattle Bridge Trail during the length of construction.

• For the Delridge segment, I support Sound Transit's analysis that the DEL-5 or DEL-6 are the highest performing options. These options minimize displacement to current residents and most displaced residents are unlikely to return to the neighborhood due to the long construction timeline. The DEL-5 and DEL-6 guideways parallel existing neighborhood transitions and barriers such as the West Seattle Bridge and Nucor Steel. I understand the topography challenges of the project, but think the tall guideways proposed along Delridge Way SW and SW Genesee St alignments will feel imposing like a freeway and will feel out of place even if more dense development is built in the future. Please also consider building a pedestrian/bike-only connection along 28th Ave SW between SW Nevada St and SW Genesee St. This will improve station access and provide a more walkable street grid in this area.

• If funding is available, I support the inclusion of an Avalon station. While physically close to the Delridge and Junction stations, there are significant grade differences and natural separation between these 3 neighborhoods that warrant 3 stations.

• For the Junction segment, I support Sound Transit's analysis that the Medium Tunnel along 41st Av SW is the highest performing option. This option minimizes displacement and balances access to the main Junction commercial area and existing and future development opportunity along SW Alaska St and Fauntleroy Way SW.

Simon Blenski

2818 SW Genesee St

#	Comments	Responses
1	I support the proposed light rail connection to West Seattle because it will improve access for my car-free family to downtown and the rest of the city.	Thank you for expressing support for the West Seattle Link Extension Project.
2	For the Duwamish segment, please build a fully protected bike lane with intersection improvements to provide save biking connections between the future Delridge station and the West Seattle Bridge Trail and the 26th Ave SW neighborhood greenway. And please maintain safe and comfortable bike access to the West Seattle Bridge Trail during the length of construction.	Please see the responses to CC3a and CC3b in Table 7-1 Chapter 7, Comment Summary of the West Seattle Link Extension Final EIS. See Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more information on changes to bike and pedestrian facilities with the project. See Section 3.11, Construction Impacts, for more information on closures and detours for trails during construction.

#	Comments	Responses
3	For the Delridge segment, I support Sound Transit's analysis that the DEL-5 or DEL-6 are the highest performing options. These options minimize displacement to current residents and most displaced residents are unlikely to return to the neighborhood due to the long construction timeline. The DEL-5 and DEL-6 guideways parallel existing neighborhood transitions and barriers such as the West Seattle Bridge and Nucor Steel. I understand the topography challenges of the project, but think the tall guideways proposed along Delridge Way SW and SW Genesee St alignments will feel imposing like a freeway and will feel out of place even if more dense development is built in the future.	Please see the responses to CCG2 and CC2e in Table 7-1.
4	Please also consider building a pedestrian/bike-only connection along 28th Ave SW between SW Nevada St and SW Genesee St. This will improve station access and provide a more walkable street grid in this area.	Please see the response to comment 2 above. Sound Transit's Station Access Fund program is a venue for identifying and funding general nonmotorized access improvements to the light rail system. This suggestion could be considered for funding under this program.
5	If funding is available, I support the inclusion of an Avalon station. While physically close to the Delridge and Junction stations, there are significant grade differences and natural separation between these 3 neighborhoods that warrant 3 stations.	Please see the response to CC2j in Table 7-1.
6	For the Junction segment, I support Sound Transit's analysis that the Medium Tunnel along 41st Av SW is the highest performing option. This option minimizes displacement and balances access to the main Junction commercial area and existing and future development opportunity along SW Alaska St and Fauntleroy Way SW.	Please see the response to CCG2 in Table 7-1.

Comment Submittal 0317

Communication ID:	Name	Email
499397	Lucia Robinson	robinsonlucia52@gmail.com

Full Communication (4/4/2022)

I live in West Seattle. Why are there 200-600 residential displacements with the West Seattle options, and only 14-105 in Ballard? In the 65th/Roosevelt area the light rail tunnels under all the residences with no displacements that I noticed.

West Seattleites are understandably upset and would like an explanation.

#	Comments	Responses
1	I live in West Seattle. Why are there 200-600 residential displacements with the West Seattle options, and only 14-105 in Ballard? In the 65th/Roosevelt area the light rail tunnels under all the residences with no displacements that I noticed. West Seattleites are understandably upset and would like an explanation.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of residential displacements referenced is for the Interbay/Ballard Segment only, not the entire Ballard Link Extension. The total number of residential displacements for all segments of the Ballard Link Extension in the WSBLE Draft EIS combined was 45 to 561 and will be updated for future Ballard Link Extension environmental review documents.

Comment Submittal 0318

Communication ID:	Name	Email
499422	Andrew Sperling	ajsperling@gmail.com

Full Communication (4/4/2022)

Hi,

I have recently been reading a lot about the proposed second tunnel through downtown as part of the Ballard and the West Seattle Link extensions (which despite being coupled together by most commentators, should really be separate extensions). The depth of the stations seems like a significant downgrade in the functionality of the system, one which makes me regret my vote for ST3 in the first place. We don't need to be spending billions of dollars for a crap system that will result in worse outcomes for riders. We could screw it up so bad that fewer people will end up taking transit, further exacerbating traffic and climate change. While the delay to the project is unfortunate, I think that Sound Transit should scrap the current plans for Ballard and West Seattle until they can come up with an option that works for riders. If we waste billions of dollars on a terrible rail system, I will never vote for another Sound Transit initiative again.

#	Comments	Responses
1	I have recently been reading a lot about the proposed second tunnel through downtown as part of the Ballard and the West Seattle Link extensions (which despite being coupled together by most commentators, should really be separate extensions).	Please see Chapter 1, Purpose and Need for the West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the environmental processes for the West Seattle Link Extension and the Ballard Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	The depth of the stations seems like a significant downgrade in the functionality of the system, one which makes me regret my vote for ST3 in the first place. We don't need to be spending billions of dollars for a crap system that will result in worse outcomes for riders. We could screw it up so bad that fewer people will end up taking transit, further exacerbating traffic and climate change. While the delay to the project is unfortunate, I think that Sound Transit should scrap the current plans for Ballard and West Seattle until they can come up with an option that works for riders. If we waste billions of dollars on a terrible rail system, I will never vote for another Sound Transit initiative again.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0319

Communication ID:	Name	Email
499431	Nick Sattele	nrsatte@gmail.com

Full Communication (4/4/2022)

Overarching comment: These stations are extremely far from the street. 15-20 feet should be the standard, which typically bears capital cost savings and operating savings (no escalators!!!!!!!!!!!, fewer trips on elevators= less maintenance). Mezzanines should be avoided outside high traffic stations. When they're needed, low ceilings, triple loaded corridors should be preferred to decrease station heighVdepth. These aren't museums. We all prefer longer street closures in exchange for better functioning stations.

2.1.2.1.3 Delridge Segment (Prefer DEL-2a)

Tunnels should seriously be considered for West Seattle to bring the height of the Delridge station down. 60 feet is still too high, no mezzanine is needed for this station and the platform can easily be 15-20 feet off the ground. If tunneling is not possible, DEL-3 should be preferred for its lower station height.

2.1.2.1.4 West Seattle Junction Segment

All these options are bad. A station should be under California Ave (probably with a mezzanine) for easy transfers to buses headed north to Admiral and south to Fauntleroy. Having the station off the street makes it incredibly hard to transfer. Road closures for this are totally worth it. If these changes aren't possible (insane they're not!) WSJ-3b then WSJ-1 should be preferred. These alignments are over low traffic streets which could be pedestrianized avoiding the need for mezzanines.

2.1.2.2.2 Chinatown-International District Segment

I'm sorry but all these stations are nothing short of insane, especially the deep bore stations, which are by far the most expensive and unproven tunneling method in the world. A new CID station should be built identically to and adjacent to the existing one either by pedestrianizing 5th Ave and building a station with no mezzanine under it or by reusing Union Station for Northgate bound trains. This is important to reduce the depth of the midtown station, deliver the residents of Chinatown an actually usable station, and reduce capital costs.

2.1.2.2.3 Downtown Segment (Prefer DT-1)

These stations are also insanely deep. Anything should be done to reduce these depths and egress times even if it means road closures or disturbances to the city. New Westlake station platforms could easily be 15 feet below the existing ones without serious Link closures. This has been done across the globe!! Single boring this line is a huge mistake given how unproven and expensive it is. Denny station should be less than 50 ft below the street and should have entrances on both sides of Denny for easy transfers to the 8 bus. The Seattle Center and SLU stations are similarly way too deep. The Seattle Center/Uptown station should be at the corner of Mercer and Queen Anne Ave even if it necessitates road closures for easy connections with buses and local businesses.

2.1.2.2.4 South Interbay Segment

Again these should be short stations. Smith cove should have a pedestrian bridge over Elliot Way

2.1.2.2.5 Interbay/Ballard Segment

A tunnel should seriously be considered, especially to reduce the heighVdepths of other stations. Just close 15th Ave and Market and build a station beneath it. Please look to examples across the world of stations built beneath streets with few closures to surface streets at sub-seattle costs.

#	Comments	Responses
1	Overarching comment: These stations are extremely far from the street. 15-20 feet should be the standard, which typically bears capital cost savings and operating savings (no escalators!!!!!!!!!!!, fewer trips on elevators= less maintenance). Mezzanines should be avoided outside high traffic stations. When they're needed, low ceilings, triple loaded corridors should be preferred to decrease station height/depth. These aren't museums. We all prefer longer street closures in exchange for better functioning stations.	Please see responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
2	2.1.2.1.3 Delridge Segment (Prefer DEL-2a) Tunnels should seriously be considered for West Seattle to bring the height of the Delridge station down. 60 feet is still too high, no mezzanine is needed for this station and the platform can easily be 15-20 feet off the ground. If tunneling is not possible, DEL-3 should be preferred for its lower station height.	Please see response to CCG2 in Table 7-1.
3	2.1.2.1.4 West Seattle Junction Segment All these options are bad. A station should be under California Ave (probably with a mezzanine) for easy transfers to buses headed north to Admiral and south to Fauntleroy. Having the station off the street makes it incredibly hard to transfer. Road closures for this are totally worth it. If these changes aren't possible (insane they're not!) WSJ-3b then WSJ-1 should be preferred. These alignments are over low traffic streets which could be pedestrianized avoiding the need for mezzanines.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension Final EIS for more information on alternative development.
4	I'm sorry but all these stations are nothing short of insane, especially the deep bore stations, which are by far the most expensive and unproven tunneling method in the world. A new CID station should be built identically to and adjacent to the existing one either by pedestrianizing 5th Ave and building a station with no mezzanine under it or by reusing Union Station for Northgate bound trains. This is important to reduce the depth of the midtown station, deliver the residents of Chinatown an actually usable station, and reduce capital costs.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	These stations are also insanely deep. Anything should be done to reduce these depths and egress times even if it means road closures or disturbances to the city. New Westlake station platforms could easily be 15 feet below the existing ones without serious Link closures. This has been done across the globe!! Single boring this line is a huge mistake given how unproven and expensive it is. Denny station should be less than 50 ft below the street and should have entrances on both sides of Denny for easy transfers to the 8 bus. The Seattle Center and SLU stations are similarly way too deep. The Seattle Center/Uptown station should be at the corner of Mercer and Queen Anne Ave even if it necessitates road closures for easy connections with buses and local businesses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	Again these should be short stations. Smith cove should have a pedestrian bridge over Elliot Way.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	A tunnel should seriously be considered, especially to reduce the height/depths of other stations. Just close 15th Ave and Market and build a station beneath it. Please look to examples across the world of stations built beneath streets with few closures to surface streets at sub-seattle costs.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0320

Communication ID:	Name	Email
499490	Kristin Huff	kmh3001@yahoo.com

Full Communication (4/5/2022)

Why wouldn't you go with Del-6 which has the least amount of impact on the community and is the less expensive option. Why are you trying to ruin the golf course natural habitat area and the Delridge playground when there is an industrial area that is suitable?? Also, Seattle is in a housing crisis so why would you get rid of all the lower income homes on Genesee? People can walk 3 blocks to the Delridge and Andover station--most people will connect via bus anyway. Genesee has a bus line so not really appropriate to close it for 2 years either.

#	Comments	Responses
1	Why wouldn't you go with Del-6 which has the least amount of impact on the community and is the less expensive option. Why are you trying to ruin the golf course natural habitat area and the Delridge playground when there is an industrial area that is suitable?? Also, Seattle is in a housing crisis so why would you get rid of all the lower income homes on Genesee? People can walk 3 blocks to the Delridge and Andover station--most people will connect via bus anyway. Genesee has a bus line so not really appropriate to close it for 2 years either.	Please see responses to CCG2, CC4.1b, and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0321

Communication ID:	Name	Email
499516	Bruce Nairn	bruce_nairn@yahoo.com

Full Communication (4/3/2022)

Hello,

In reviewing the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement, I find no mention of the impacts to North-South or Easterly travel through Seattle resulting from separating the existing Line 1 into two separate lines: West Seattle to Everett and Ballard to Angle Lake. There does not appear to be any analysis of the additional time and inconvenience that riders will experience transferring between these lines, the increased travel times, or the decrease in ridership and resulting increase in use of alternative transportation relative to the no build alternative. This issue does not appear to be discussed under the no build alternative, impacts common to all alternatives, or the individual alternatives.

The transfer for riders coming from the north (Everett) would significantly increase the travel times (by 10-30 minutes?) to continue to the South or to the East, and likewise in the reverse directions.

Section 2.1.2.2.2 describes transfers at the Chinatown-International District Station occurring by a pedestrian undercrossing in one direction, while passenger transfer in the opposite direction would require passengers to go up to street level and then go down to the other station platform, which could be one block away.

Alternatively, transfers could occur at the SODO Station (Section 2.1.2.1.1). As above, there are two stations side-transfers allowing a short transfer in one direction, but requiring passengers to walk around both stations to transfer in the other direction. Passengers traveling on the line to Everett would require an additional train transfer at Chinatown-International District Station to travel to/from Redmond (Line 2).

The need to transfer stations is a significant impact to travelers between the No Build Alternative and the Proposed Alternatives, and should be explicitly discussed and quantified in the EIS.

In light of the impacts to travelers heading to/from Everett, Sound Transit should consider the possibility of maintaining the existing Line 1 alignment and connecting the West Seattle and Ballard Extensions through the new downtown tunnel. Sound Transit should also consider the feasibility of aligning northbound trains in one tunnel, and southbound trains in the other tunnel, allowing easy transfers across center platforms. Finally, Sound Transit should evaluate if the increased transit mobility provided to West Seattle and Ballard areas outweighs the reduction in mobility to travelers heading to/from Everett.

Sincerely, Bruce Nairn

#	Comments	Responses
1	In reviewing the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement, I find no mention of the impacts to North-South or Easterly travel through Seattle resulting from separating the existing Line 1 into two separate lines: West Seattle to Everett and Ballard to Angle Lake. There does not appear to be any analysis of the additional time and inconvenience that riders will experience transferring between these lines, the increased travel times, or the decrease in ridership and resulting increase in use of alternative transportation relative to the no build alternative. This issue does not appear to be discussed under the no build alternative, impacts common to all alternatives, or the individual alternatives. The transfer for riders coming from the north (Everett) would significantly increase the travel times (by 10-30 minutes?) to continue to the South or to the East, and likewise in the reverse directions. Section 2.1.2.2.2 describes transfers at the Chinatown-International District Station occurring by a pedestrian undercrossing in one direction, while passenger transfer in the opposite direction would require passengers to go up to street level and then go down to the other station platform, which could be one block away. Alternatively, transfers could occur at the SODO Station (Section 2.1.2.1.1). As above, there are two stations side-transfers allowing a short transfer in one direction, but requiring passengers to walk around both stations to transfer in the other direction. Passengers traveling on the line to Everett would require an additional train transfer at Chinatown-International District Station to travel to/from Redmond (Line 2). The need to transfer stations is a significant impact to travelers between the No Build Alternative and the Proposed Alternatives, and should be explicitly discussed and quantified in the EIS.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Although the travel time of some trips that currently occur on the 1 Line may increase due to transfers, others would decrease, and overall reliability and frequency would increase for all trips. Additional destinations would also be served, thus increasing the number of people served by high capacity transit overall. Additional information about transfers and travel times related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	In light of the impacts to travelers heading to/from Everett, Sound Transit should consider the possibility of maintaining the existing Line 1 alignment and connecting the West Seattle and Ballard Extensions through the new downtown tunnel. Sound Transit should also consider the feasibility of aligning northbound trains in one tunnel, and southbound trains in the other tunnel, allowing easy transfers across center platforms. Finally, Sound Transit should evaluate if the increased transit mobility provided to West Seattle and Ballard areas outweighs the reduction in mobility to travelers heading to/from Everett.	A variety of tunnel configurations and alignments were considered during Sound Transit 3 planning, but the system plan approved included separate lines and splitting the existing 1 Line in order to maintain reliability and balance ridership between the two downtown transit tunnels.

Comment Submittal 0322

Communication ID:	Name	Email
499520	Johannes Heine	johannestobiasheine@gmail.com

Full Communication (4/5/2022)

Hi there,

My name is Johannes Heine and I live at 4036 32nd Ave SW, Seattle, WA 98126. I wanted to voice my support for tunnel alternatives in West Seattle, specifically:

• Delridge Segment - Preferred Dakota Street Station Lower Height Alternative (DEL-2a)

• West Seattle Junction Segment - Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)'

Thank you, Johannes

#	Comments	Responses
1	I wanted to voice my support for tunnel alternatives in West Seattle, specifically: Delridge Segment - Preferred Dakota Street Station Lower Height Alternative (DEL-2a) West Seattle Junction Segment - Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)*	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0323

Communication ID:	Name	Email
499524	John Baisch	jfbaisch43@gmail.com

Full Communication (4/5/2022)

FORGET WEST SEATTLE !!!!

#	Comments	Responses
1	FORGET WEST SEATTLE!!!!	Your opposition to the West Seattle Link Extension has been noted.

Comment Submittal 0324

Communication ID:	Name	Email
499539	Kimberly Gonzales	ppurrr@gmail.com; kkgonzales@gmail.com

Full Communication (4/2/2022)

From: Kimberly Gonzales <kkgonzales@gmail.com> Sent: Saturday, April 2, 2022 3:04 PM

To: West Seattle Ballard Link Extension Comments <WSBLEDEISComments@soundtransit.org>

Subject: Support for 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

First, I want to say that I fully support public transportation and realize that no solution is perfect.

However, I am disappointed that there aren't public forums to consider adjoining segments together, rather just in silos. Looking at the effects of adjoining segments together sometime can sway the pros and cons significantly.

That said, I would like to strongly recommend the combination of the 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option.

According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground, which would be preferred for our residential communities.

I also recommend these options because, according to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP.

Lastly, I want to note that Table 6-6 does not acknowledge the possible 6 year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on W Republican. This should be a consideration to proceed with not proceeding with the 5th/Harrison DT-1 option.

Thanks,

Kimberly Gonzales

#	Comments	Responses
1	First, I want to say that I fully support public transportation and realize that no solution is perfect.	Thank you for expressing support for the project.
2	I am disappointed that there aren't public forums to consider adjoining segments together, rather just in silos. Looking at the effects of adjoining segments together sometime can sway the pros and cons significantly.	Project impacts are discussed in the segment within which the resource and impact would occur in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. However, where an impact to a resource crosses segment boundaries the impact discussion is included in both segments. The public forums adopted this same approach for consistency with the Draft EIS. Information about all project segments was provided through the online open house, and information about all segments was available at the in-person open house held during the WSBLE Draft EIS comment period. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	That said, I would like to strongly recommend the combination of the 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground, which would be preferred for our residential communities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	I also recommend these options because, according to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	I want to note that Table 6-6 does not acknowledge the possible 6 year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on W Republican. This should be a consideration to proceed with not proceeding with the 5th/Harrison DT-1 option.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0325

Communication ID:	Name	Email
499541	Joelle Erickson	purplewuggybird@gmail.com

Full Communication (4/5/2022)

I strongly support the DEL-2a/DEL-4 and WSJ-3a/WSJ-3b Alternatives as outlined in the EIS. I feel that an elevated guideway would irrevocably harm the neighborhood of Alaska Junction and change its unique character forever. I have seen how the underground stations at Capitol Hill, Beacon Hill, Roosevelt, and U District have maintained the character of the neighborhoods they serve, while also promoting new development and opportunity. For me, several years of cut-and- cover construction mayhem is MUCH better than an elevated eyesore that stains the community for generations. I love what Sound Transit has done in the Roosevelt and Capitol Hill neighborhoods, with TOD on top of an underground station, while street-level life remains unperturbed. In my mind, it would be preferable to not build West Seattle Link at ALL rather than build an elevated guideway through Alaska Junction. I feel that a properly built Link in West Seattle would bring new life to the neighborhood, but only if it is underground west of Delridge Way.

I support the CID-2a Alternative (no preference between diagonal or 5th Ave Sonly) as it would minimize impacts on 4th Ave S, which is a major thoroughfare. I would also support any and all proposals for direct underground connections between platforms at International District/Chinatown Station.

I fully support the DT-1 Preferred Alternative, as it remains close to the centers of each neighborhood. The Seattle Center Station remains close to Climate Pledge Arena (the Kraken will be here for decades to come!) and the Denny and South Lake Union Stations are able to serve the SLU neighborhood well. Furthermore, I think the Midtown Station being on 5th Ave is just right, as a 6th Ave station would be too far uptown for my taste. 5th Ave serves Downtown just right, in my opinion.

I fully support the SIB-1 Preferred Alternative, as the Smith Cove Station remains close to Expedia, the cruise terminal, and the Magnolia Bridge. Having the station closer to these important destinations will improve ridership to this area and encourage development on Elliot Ave W.

I STRONGLY support the IBB-2b Alternative, and wholeheartedly reject ANY alternative that includes overhead tracks in Ballard. See my comments for West Seattle, but I feel that overhead tracks would harm the neighborhood and hinder development. Furthermore, if Link were to be extended further north of Ballard, the harm would be continued for blocks and blocks north. I do not want another 1-5 ripping through Seattle... underground is the only alternative I accept and support. Furthermore, I would prefer an underground station along 15th Ave W versus 14th Ave Was it is closer to the center of Ballard and would allow for an underground passageway below 15th Ave W. I LOVE the passageway underneath Broadway on Capitol Hill and would want something similar for 15th Ave W, a much busier arterial road.

#	Comments	Responses
1	I strongly support the DEL-2a/DEL-4 and WSJ-3a/WSJ-3b Alternatives as outlined in the EIS. I feel that an elevated guideway would irrevocably harm the neighborhood of Alaska Junction and change its unique character forever. I have seen how the underground stations at Capitol Hill, Beacon Hill, Roosevelt, and U District have maintained the character of the neighborhoods they serve, while also promoting new development and opportunity. For me, several years of cut-and- cover construction mayhem is MUCH better than an elevated eyesore that stains the community for generations. I love what Sound Transit has done in the Roosevelt and Capitol Hill neighborhoods, with TOD on top of an underground station, while street-level life remains unperturbed. In my mind, it would be preferable to not build West Seattle Link at ALL rather than build an elevated guideway through Alaska Junction. I feel that a properly built Link in West Seattle would bring new life to the neighborhood, but only if it is underground west of Delridge Way.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	I support the CID-2a Alternative (no preference between diagonal or 5th Ave S only) as it would minimize impacts on 4th Ave S, which is a major thoroughfare. I would also support any and all proposals for direct underground connections between platforms at International District/Chinatown Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I fully support the DT-1 Preferred Alternative, as it remains close to the centers of each neighborhood. The Seattle Center Station remains close to Climate Pledge Arena (the Kraken will be here for decades to come!) and the Denny and South Lake Union Stations are able to serve the SLU neighborhood well. Furthermore, I think the Midtown Station being on 5th Ave is just right, as a 6th Ave station would be too far uptown for my taste. 5th Ave serves Downtown just right, in my opinion.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	I fully support the SIB-1 Preferred Alternative, as the Smith Cove Station remains close to Expedia, the cruise terminal, and the Magnolia Bridge. Having the station closer to these important destinations will improve ridership to this area and encourage development on Elliot Ave W.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	I STRONGLY support the IBB-2b Alternative, and wholeheartedly reject ANY alternative that includes overhead tracks in Ballard. See my comments for West Seattle, but I feel that overhead tracks would harm the neighborhood and hinder development. Furthermore, if Link were to be extended further north of Ballard, the harm would be continued for blocks and blocks north. I do not want another 1-5 ripping through Seattle .. underground is the only alternative I accept and support. Furthermore, I would prefer an underground station along 15th Ave W versus 14th Ave Was it is closer to the center of Ballard and would allow for an underground passageway below 15th Ave W. I LOVE the passageway underneath Broadway on Capitol Hill and would want something similar for 15th Ave W, a much busier arterial road.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0326

Communication ID:	Name	Email
499544	Jean Schwinberg	jeanschwinberg@yahoo.com

Full Communication (4/5/2022)

The graphic design of your Draft EIS needs improvement. It does not increase the average person's understanding of the various alternatives.

Secondly, tunnels are better than at-grade or elevated designs for light rail.

#	Comments	Responses
1	The graphic design of your Draft EIS needs improvement. It does not increase the average person's understanding of the various alternatives.	The Draft EIS provided depictions of alternatives in several different ways to increase understanding, including plan view Geographic Information System maps throughout the document; simplified drawings in in Chapter 2, Alternatives Considered, showing each alternative plan and profile; and more detailed design drawings in Appendix J, Conceptual Design Drawings. In addition, Section 4.5, Visual and Aesthetic Resources, and Appendix N.2, Visual and Aesthetic Resources Technical Report, included visual simulations of key observation points and bird's-eye views of the Delridge Segment alternatives and some station areas. These graphics have been updated in the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Secondly, tunnels are better than at-grade or elevated designs for light rail.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0327

Communication ID:	Name	Email
499545	Jason Little	bigjasonlittle@yahoo.com

Full Communication (4/5/2022)

There needs to be a tunnel into West Seattle. The elevated structures destroy all feel for the neighborhood and set an extremely difficult precedent for future extension to the south. The tunnel option to 41st uses existing space and is perfect for transit oriented development. It also provides a much lower bridge through Delridge.

#	Comments	Responses
1	There needs to be a tunnel into West Seattle. The elevated structures destroy all feel for the neighborhood and set an extremely difficult precedent for future extension to the south. The tunnel option to 41st uses existing space and is perfect for transit oriented development. It also provides a much lower bridge through Delridge.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0328

Communication ID:	Name	Email
499571	Nathan Hemphill	nathandhemphill@gmail.com

Full Communication (4/6/2022)

I am commenting in support of having a station in North Delridge. The station needs to be accessible on foot easily from both sides of Delridge, and should not be located any further south than Genesee. I am against any route that goes through Pigeon Point however and I think it is important that we route the line either along the north side of the bridge or across harbor island.

#	Comments	Responses
1	I am commenting in support of having a station in North Delridge. The station needs to be accessible on foot easily from both sides of Delridge, and should not be located any further south than Genesee.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am against any route that goes through Pigeon Point however and I think it is important that we route the line either along the north side of the bridge or across harbor island.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0329

Communication ID:	Name	Email
499588	RMS	rms611@comcast.net

Full Communication (4/6/2022)

For West Seattle: I support the "Preferred Long Tunnel Alignment". The Long Tunnel Alignment portal puts it directly into the hillside along Genesee St to the east of Avalon…The Long Tunnel Alignment supports businesses by not displacing them; and keeps West Seattle neighborhood of the Alaska Junction beautiful as it is now.

#	Comments	Responses
1	For West Seattle: I support the "Preferred Long Tunnel Alignment". The Long Tunnel Alignment portal puts it directly into the hillside along Genesee St to the east of Avalon…The Long Tunnel Alignment supports businesses by not displacing them; and keeps West Seattle neighborhood of the Alaska Junction beautiful as it is now.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0330

Communication ID:	Name	Email
499593	Michelle Nelson	shellienelsondesigns@msn.com

Full Communication (4/6/2022)

I am a resident living on 42nd Ave SW near the Junction. My husband & I have lived in our home since 1997. I DO NOT want to see any lightrail coming through, or even near, our lovely neighborhood! Anything above ground is unacceptable unless you are planning it on a main arterial like Fauntleroy Way or Delridge. We deserve a tunnel! We have no bridge and have had to deal with that for 2 years. My husband & I had to pay over $1OK, to move both of our businesses, in order to get to work after you closed down the WS Bridge. This is a crazy decision, like so many City Council decisions, ruining our neighborhoods, taking away valuable lanes on our city streets, minimizing parking, allowing the homeless situation to be out of control. The number of old disgusting motorhomes are starting to pile up, between 9th Ave SW and 16th Ave SW, on SW Henderson. Get rid of them! Not fair to the homeowners that pay taxes and have to deal with this right in front of their homes. Do something good for our community for once. Make a good decision, TUNNEL TUNNEL TUNNEL! Sincerely, Shellie Nelson

#	Comments	Responses
1	I am a resident living on 42nd Ave SW near the Junction. My husband & I have lived in our home since 1997. I DO NOT want to see any lightrail coming through, or even near, our lovely neighborhood! Anything above ground is unacceptable unless you are planning it on a main arterial like Fauntleroy Way or Delridge. We deserve a tunnel! We have no bridge and have had to deal with that for 2 years. My husband & I had to pay over $10K, to move both of our businesses, in order to get to work after you closed down the WS Bridge. This is a crazy decision, like so many City Council decisions, ruining our neighborhoods, taking away valuable lanes on our city streets, minimizing parking, allowing the homeless situation to be out of control. The number of old disgusting motorhomes are starting to pile up, between 9th Ave SW and 16th Ave SW, on SW Henderson. Get rid of them! Not fair to the homeowners that pay taxes and have to deal with this right in front of their homes. Do something good for our community for once. Make a good decision, TUNNEL TUNNEL TUNNEL! Sincerely, Shellie Nelson	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0331

Communication ID:	Name	Email
499600	Jim Sander	79utilityinfielder@gmail.com

Full Communication (4/6/2022)

All of these plans are expensive, disruptive and will be imposed on the North Delridge Neighborhoods unfairly. This will inevitably lead to neighborhood degradation, while the benefit will only be to those outside the area. Please reconsider the preferred route as it and the others demand too many homes be destroyed and the neighborhood split and potentially ruined. Why do other Seattle neighborhoods given tunnels and underground stations but we get 140' tall Disneyland rides? Why are Pigeon Point and North Delridge asked to sacrifice so much when other neighborhood's transit riders will just carelessly ride over our blighted landscape? All of these designs I feel strongly show a lack of imagination and a bulldozer's love for destruction.

#	Comments	Responses
1	All of these plans are expensive, disruptive and will be imposed on the North Delridge Neighborhoods unfairly. This will inevitably lead to neighborhood degradation, while the benefit will only be to those outside the area. Please reconsider the preferred route as it and the others demand too many homes be destroyed and the neighborhood split and potentially ruined. Why do other Seattle neighborhoods given tunnels and underground stations but we get 140' tall Disneyland rides? Why are Pigeon Point and North Delridge asked to sacrifice so much when other neighborhood's transit riders will just carelessly ride over our blighted landscape? All of these designs I feel strongly show a lack of imagination and a bulldozer's love for destruction.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0332

Communication ID:	Name	Email
499606	James Rillera	jrillera@comcast.net

Full Communication (4/6/2022)

I have been a West Seattle resident for over 40 Years. I have been at my current address at 4857 41st SW since March 1987 (35+Years). I have seen many changes in the WS Junction area through the years. I understand that change in neighborhoods is inevitable however, serious considerations need to be given to try and maintain the historical integrity of all West Seattle neighborhoods, particularly the Junction area.

An elevated track would not blend into the current older architecture of this historic area. If mass transportation is a "must" why would it not make more sense to use a tunnel./ or consider a gondola concept. Tearing out blocks of established homes / business to accommodate a Monorail Terminal Station and or turn around doesn't seem to justify in itself. Once a decision is made and it becomes apparent that certain homes/ neighborhoods will become a case study in eminent domain owners in these impacted neighborhoods will be severely impacted financially. Who would want to buy a home knowing they would soon have to sell ? Who would care to buy a home without understanding the noise and surrounding environmental impacts? What is the City's plans to mitigate these situations.

Respectfully, Sound Transit needs to implement a Transit System that blends into the current historical community not redefine a transportation system at the expense of the current established West Seattle residents affected.

#	Comments	Responses
1	An elevated track would not blend into the current older architecture of this historic area. If mass transportation is a "must" why would it not make more sense to use a tunnel. / or consider a gondola concept. Tearing out blocks of established homes/ business to accommodate a Monorail Terminal Station and or turn around doesn't seem to justify in itself. Once a decision is made and it becomes apparent that certain homes I neighborhoods will become a case study in eminent domain owners in these impacted neighborhoods will be severely impacted financially. Who would want to buy a home knowing they would soon have to sell ? Who would care to buy a home without understanding the noise and surrounding environmental impacts ? What is the City's plans to mitigate these situations. Respectfully, Sound Transit needs to implement a Transit System that blends into the current historical community not redefine a transportation system at the expense of the current established West Seattle residents affected.	Please see responses to CC2g, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0333

Communication ID:	Name	Email
499607	John Dunn	mojodunn@msn.com

Full Communication (4/6/2022)

Thank you for the detailed information on station options; thanks also for a recent blog post detailing reasons for the great depth of several stations. I think that depth from surface is less of an issue as long as significant vertical-access redundancy is incorporated into the designs. MORE IMPORTANT is the need to make train-to-train transfers as fast as possible - would STRONGLY encourage choosing the options that will best facilitate this. Thank you.

#	Comments	Responses
1	I think that depth from surface is less of an issue as long as significant vertical-access redundancy is incorporated into the designs. MORE IMPORTANT is the need to make train-to-train transfers as fast as possible - would STRONGLY encourage choosing the options that will best facilitate this.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Appendix J, Conceptual Design Drawings, for station plans that show vertical circulation at station. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0334

Communication ID:	Name	Email
499609	Katie Blanchard	katiejblanchard@gmail.com

Full Communication (4/6/2022)

My husband and I are gravely concerned about the impact of an above ground station. We live on 42nd Ave and an above ground station would completely uproot our family as the track would go right over our house. My husband and I both work in west seattle and our children go to school here. It is home and it would be devastating to us and our neighbors to have to move especially when our property values will go down and we and others most likely won't be able to buy in the area. We support light rail coming to west seattle but would want the underground option. We also don't see the point of having three hubs in west seattle so close together. As someone who lives and works here the hub on avalon would make more sense. It's closer to the bridge and it's central to 35th, Delrige and California. The underground option is the only option we see that will not completely disrupt and negatively impact the social and economic aspect of our and our neighbors lives. We would strongly encourage sound transit to go with the underground option.

#	Comments	Responses
1	My husband and I are gravely concerned about the impact of an above ground station. We live on 42nd Ave and an above ground station would completely uproot our family as the track would go right over our house. My husband and I both work in west seattle and our children go to school here. It is home and it would be devastating to us and our neighbors to have to move especially when our property values will go down and we and others most likely won't be able to buy in the area. We support light rail coming to west seattle but would want the underground option. We also don't see the point of having three hubs in west seattle so close together. As someone who lives and works here the hub on avalon would make more sense. It's closer to the bridge and it's central to 35th, Delrige and California. The underground option is the only option we see that will not completely disrupt and negatively impact the social and economic aspect of our and our neighbors lives. We would strongly encourage sound transit to go with the underground option.	Please see responses to CCG2, CC4.1a, CC4.3a, and CC4.4a, in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0335

Communication ID:	Name	Email
499610	Megumi Talley	mtalley1@email.arizona.edu

Full Communication (4/6/2022)

Communication (4/6/2022)

To whom it may concern,

Thank you for the opportunity to comment on West Seattle and Ballard Link Extensions. We are a group of students attending the University of Arizona studying Natural Resources and the Environment. After reading the Draft EIS, we would like to raise our concerns to the U.S. Department of Transportation Federal Transit Administration, Sound Transit, and other cooperating agencies regarding West Seattle and Ballard Link Extensions. Firstly, we see issues in the displacement of Seattle residents and businesses. Secondly, we are concerned with the critical habitat of listed salmon species in relation to the tribal treaty-protected fishing rights in the area.

We know that if these issues are addressed, the project will be a beneficial addition to the citizens of West Seattle.

Over the past two decades Seattle has experienced unprecedented growth and we are in agreement that the city would benefit from fast and reliable transportation within these densely populated areas. However, the preferred route and the other alternatives presented in the EIS will also cause long-term, perverse outcomes for local residents. An estimated 650 residences will be displaced due to the construction of this project with still more residences being adversely affected by construction due to noise, vibrations, and traffic congestion.

It is stated in the executive summary of the EIS that "The adverse effects associated with displacement of businesses and residences would be effectively mitigated by implementation of Sound Transit's real property acquisition and relocation policy and design measures, and best management practices would reduce the severity of potential construction impacts. In addition, Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion." These property acquisitions and relocations will affect minority and low-income households, including the displacement of affordable housing, including Seattle Housing Authority property.

Changes in bus transit operation, such as route changes, would impact transit-dependent populations for the duration of construction which is an estimated ten years. Finally, if the displaced residents are no longer in the area where the new rail system will be located, they may not experience the benefits of the project.

In order to circumvent this large number of displacements, we would like to see additional exploration of route alternatives. We would like to propose exploration of 5th Ave North and Harrison St for the South Lake Union Station. The Memorial Stadium parking lot could be utilized as a "staging area" having minimal impact on traffic during construction.

In the same way there is residential displacement, there is also business displacement in each of the areas the link extensions plan to build. Multiple locations in this project are on waterways that businesses depend on. Some of the alternatives in Duwamish and Interbay/Ballard area will impair the operations of waterway transportation and the shipment of products. This can result in a broader effect overall on regional jobs and incomes more so than just the jobs and businesses directly impacted by this project. In the Deldridge area, all the alternatives listed in the DEIS would displace a small business center that houses a coffee shop, a sandwich shop, and a deli mart in an area with limited neighborhood commercial uses. In SODO and Interbay, there would be a United States Postal Service Carrier and Annex buildings that would be displaced in a few of the alternatives listed. The project would be delayed in that area until a new replacement facility is built and the Postal Service Carrier is relocated, only at that point could the construction for the WSBLE. One of the last major business displacements that would take place during this project would be

the relocation of the Metro's Ryerson Bus Base in Chinatown in one of the alternatives. There would need to be an alternative location for the bus base prior to the start of construction and displacement. Sound Transit would have to coordinate with Metro about capital, routing, alternative locations, and management strategies. As mentioned above for the residential displacements, we would like to see additional exploration of route alternatives that would not displace so many of these businesses.

As acknowledged in Chapter 4 of the DEIS, Seattle has been a home to many Indigenous Tribes since years before Euroamericans industrialized the area. The Duwamish River and specifically Salmon Bay has provided many resources for both the Muckleshoot and Suquamsih. Because of the cultural significance of the area, the Muckleshoot Tribe and the Suquamish Tribe have treaty protected fishing rights in the Salmon Bay area. It is known by Sound

Transit and cooperating agencies that placing infrastructure for Ballard Link Extensions will interfere with the treaty protected rights of the Suquamish and Muckleshoot Tribes. The EIS mentions that there would be coordination between Sound Transit and the affected tribes to mitigate this issue, including a plan for" proper treatment of archaeological resources that may be identified during construction" (Section 4.3.16.5), while this measure is beneficial, in the Final EIS we would like to see some examples of how Sound Transit will avoid harming the areas in which the treaty protected fishing rights are, or how your agency will acccmmodate the loss of culture or resources the Muckleshoot and Suquamish tribes will face if Salmon Bay is made unavailable by the construction of Ballard Link Extensions.

As well as making sure that the area mentioned before is having sufficient care brought into place, concerns of the endangered species within the area have been brought to attention. In-water critical habitats are to be permanently removed which impacts the endangered salmon within the area. Although this was mentioned in the EIS there were no noticeable solutions on how to help the salmon mentioned. It seemed to be skimmed over. As people who care about the endangered species we think that further science needs to be put in to reassure the people that the salmon in this area won't lose their critical habitat.

In summary, we would like to see more focus on the displacement of individuals and businesses of Seattle, the treaty-protected fishing rights of multiple tribes in the area, and the loss of critical habitat for salmon. Again, thank you for taking the time to read over our concerns in relation to the West Seattle and Ballard Link Extensions.

Sincerely,

Krysta Cotten

Megumi Talley

Kaya Curry

Jayden Carillo

University of Arizona - Natural Resources and the Environment

#	Comments	Responses
1	Over the past two decades Seattle has experienced unprecedented growth and we are in agreement that the city would benefit from fast and reliable transportation within these densely populated areas. However, the preferred route and the other alternatives presented in the EIS will also cause long-term, perverse outcomes for local residents. An estimated 650 residences will be displaced due to the construction of this project with still more residences being adversely affected by construction due to noise, vibrations, and traffic congestion. It is stated in the executive summary of the EIS that "The adverse effects associated with displacement of businesses and residences would be effectively mitigated by implementation of Sound Transit's real property acquisition and relocation policy and design measures, and best management practices would reduce the severity of potential construction impacts. In addition, Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion." These property acquisitions and relocations will affect minority and low-income households, including the displacement of affordable housing, including Seattle Housing Authority property. Changes in bus transit operation, such as route changes, would impact transit-dependent populations for the duration of construction which is an estimated ten years. Finally, if the displaced residents are no longer in the area where the new rail system will be located, they may not experience the benefits of the project. In order to circumvent this large number of displacements, we would like to see additional exploration of route alternatives.	Please see responses to CC4.1band 4.4b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color. The 40 Code of Federal Regulations 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project that resulted in evaluation of a reasonable range of alternatives consistent with 40 Code of Federal Regulations 1502.14. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	We would like to propose exploration of 5th Ave North and Harrison St for the South Lake Union Station. The Memorial Stadium parking lot could be utilized as a "staging area" having minimal impact on traffic during construction.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	In the same way there is residential displacement, there is also business displacement in each of the areas the link extensions plan to build. Multiple locations in this project are on waterways that businesses depend on. Some of the alternatives in Duwamish and Interbay/Ballard area will impair the operations of waterway transportation and the shipment of products. This can result in a broader effect overall on regional jobs and incomes more so than just the jobs and businesses directly impacted by this project. In the Deldridge area, all the alternatives listed in the DEIS would displace a small business center that houses a coffee shop, a sandwich shop, and a deli mart in an area with limited neighborhood commercial uses. In SODO and Interbay, there would be a United States Postal Service Carrier and Annex buildings that would be displaced in a few of the alternatives listed. The project would be delayed in that area until a new replacement facility is built and the Postal Service Carrier is relocated, only at that point could the construction for the WSBLE. One of the last major business displacements that would take place during this project would be the relocation of the Metro's Ryerson Bus Base in Chinatown in one of the alternatives. There would need to be an alternative location for the bus base prior to the start of construction and displacement. Sound Transit would have to coordinate with Metro about capital, routing, alternative locations, and management strategies. As mentioned above for the residential displacements, we would like to see additional exploration of route alternatives that would not displace so many of these businesses.	Please see responses to CC4.1b, CC4.1d, and CC4.3c in Table 7-1. See response to comment #1 regarding additional route alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	As acknowledged in Chapter 4 of the DEIS, Seattle has been a home to many Indigenous Tribes since years before Euroamericans industrialized the area. The Duwamish River and specifically Salmon Bay has provided many resources for both the Muckleshoot and Suquamsih. Because of the cultural significance of the area, the Muckleshoot Tribe and the Suquamish Tribe have treaty protected fishing rights in the Salmon Bay area. It is known by Sound Transit and cooperating agencies that placing infrastructure for Ballard Link Extensions will interfere with the treaty protected rights of the Suquamish and Muckleshoot Tribes. The EIS mentions that there would be coordination between Sound Transit and the affected tribes to mitigate this issue, including a plan for" proper treatment of archaeological resources that may be identified during construction" (Section 4.3.16.5), while this measure is beneficial, in the Final EIS we would like to see some examples of how Sound Transit will avoid harming the areas in which the treaty protected fishing rights are, or how your agency will accommodate the loss of culture or resources the Muckleshoot and Suquamish tribes will face if Salmon Bay is made unavailable by the construction of Ballard Link Extensions.	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on Tribal fishing in the Duwamish Waterway. A response to this comment related to Tribal fishing in Salmon Bay and cultural resources will be provided as part of the environmental review process for the Ballard Link Extension.
5	As well as making sure that the area mentioned before is having sufficient care brought into place, concerns of the endangered species within the area have been brought to attention. In-water critical habitats are to be permanently removed which impacts the endangered salmon within the area. Although this was mentioned in the EIS there were no noticeable solutions on how to help the salmon mentioned. It seemed to be skimmed over. As people who care about the endangered species we think that further science needs to be put in to reassure the people that the salmon in this area won't lose their critical habitat.	Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on potential impacts to salmon habitat and mitigation measures. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0336

Communication ID:	Name	Email
499612	Greg Deviny	greg.deviny@gmail.com

Full Communication (4/6/2022)

Hello, I live in West Seattle and my comments are focused on the W. Seattle Extension. The bias I have is reducing the impact to my fellow residents,

Slide ES-12: My preference is ES-12 because of the low impact to the residents and slightly higher impact to business as compared to the other alternatives,

Slide ES-14: Agreed with the DEL-2a route.

Slide ES-23: Either tunnel option is preferred to maintain our community and it has the least impact to the community. The 3yr closure is a minor inconvenience compared to an elevated railway.

#	Comments	Responses
1	Slide ES-12: My preference is ES-12 because of the low impact to the residents and slightly higher impact to business as compared to the other alternatives.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Agreed with the DEL-2a route.	Please see response to CCG2 in Table 7-1.
3	Either tunnel option is preferred to maintain our community and it has the least impact to the community. The 3yr closure is a minor inconvenience compared to an elevated railway.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0337

Communication ID:	Name	Email
499626	Katie Kadwell	katiekadwell@gmail.com

Full Communication (4/7/2022)

I do understand why an elevated option is preferable for financial and timing reasons, however elevated rail tends to end up having "dead zones" underneath and will completely change the character of the neighborhood, not to mention creating more hardship for residents who will need to move or put up with rail right next to their homes. I strongly prefer a tunnel or gondola option for the segment of the line going through the Avalon neighborhood.

#	Comments	Responses
1	I do understand why an elevated option is preferable for financial and timing reasons, however elevated rail tends to end up having "dead zones" underneath and will completely change the character of the neighborhood, not to mention creating more hardship for residents who will need to move or put up with rail right next to their homes. I strongly prefer a tunnel or gondola option for the segment of the line going through the Avalon neighborhood.	Please see responses to CCG2 and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0338

Communication ID:	Name	Email
499654	John Mc Alpine	johnmarkmcalpine@gmail.com

Full Communication (4/7/2022)

The more I review the study the more I believe we need the tunnel option at 41st and Alaska.

A light rail is not an invisible structure. A surface/elevated light rail will create unwanted noise and vibration, environmental concerns, impact residential housing, decrease value for adjacent homes, and social impact on the neighborhoods immediately adjacent to an elevated track.

I still question the need for two stations (Avalon and Junction) being so close. These must be combined as one station located on the same block as Trader Joe's. Yes this means no more Trader Joe's.

On a different note I'm disappointed that the gondola is not being taken seriously. I've traveled in them and they're great people movers with low enviroental damage and a lesser price.

#	Comments	Responses
1	The more I review the study the more I believe we need the tunnel option at 41st and Alaska. A light rail is not an invisible structure. A surface/elevated light rail will create unwanted noise and vibration, environmental concerns, impact residential housing, decrease value for adjacent homes, and social impact on the neighborhoods immediately adjacent to an elevated track.	Please see responses to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I still question the need for two stations (Avalon and Junction) being so close. These must be combined as one station located on the same block as Trader Joe's. Yes this means no more Trader Joe's.	Please see response to CC2j in Table 7-1.
3	On a different note I'm disappointed that the gondola is not being taken seriously. I've traveled in them and they're great people movers with low enviroental damage and a lesser price.	Please see response to CC2g in Table 7-1.

Comment Submittal 0339

Communication ID:	Name	Email
499672	Michael O'Brien	michaeltimothyobrien@gmail.com

Full Communication (3/30/2022)

Before leaving office, Mayor Jenny Durkan announced a housing crisis in Seattle. Light rail will remove 400 - 600 homes in West Seattle. The DEIS claims: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." Where are these available homes?

Let's look at the Gondola alternative please.

Cheers,

Michael

West Seattle resident

#	Comments	Responses
1	Before leaving office, Mayor Jenny Durkan announced a housing crisis in Seattle. Light rail will remove 400 - 600 homes in West Seattle. The DEIS claims: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." Where are these available homes? Let's look at the Gondola alternative please.	Please see responses to CC2g and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0340

Communication ID:	Name	Email
499679	Carson West	cwest798@gmail.com

Full Communication (4/7/2022)

West Seattle Tunnel is the best option. Least impact to the community and will allow West Seattle to expand and thrive around the station. Adding above ground rails will detract from the neighborhood, add noise, and deter people from moving/spending time in the area.

- Delridge station - DEL-6, Andover lower-height option: lowest residential and traffic impact.

- No Avalon station - Too expensive, too much construction in a critical location, and too close to the other stations.

- Junction station - WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground.

- Medium tunnel option - Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations.

#	Comments	Responses
1	West Seattle Tunnel is the best option. Least impact to the community and will allow West Seattle to expand and thrive around the station. Adding above ground rails will detract from the neighborhood, add noise, and deter people from moving/spending time in the area.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	- Delridge station - DEL-6, Andover lower-height option: lowest residential and traffic impact.	Please see response to CCG2 in Table 7-1.
3	- No Avalon station - Too expensive, too much construction in a critical location, and too close to the other stations.	Please see response to CC2j in Table 7-1.
4	- Junction station - WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground. - Medium tunnel option - Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0341

Communication ID:	Name	Email
499691	Peter Fleetwood	pfleet77@yahoo.com

Full Communication (4/7/2022)

Hello

When it gets down to brass tacks, please build West Seattle Link. DO NOT SWITCH TO A GONDOLA PROJECT, does not carry enough people and does not provide the potential for expansion further south.

All I ask is that you keep an Avalon station--a lot of people will connect by bus from Gatewood, Highpoint, Upper Morgan.

Thanks, Peter

#	Comments	Responses
1	When it gets down to brass tacks, please build West Seattle Link. DO NOT SWITCH TO A GONDOLA PROJECT, does not carry enough people and does not provide the potential for expansion further south.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	All I ask is that you keep an Avalon station--a lot of people will connect by bus from Gatewood, Highpoint, Upper Morgan.	Please see response to CC2j in Table 7-1.

Comment Submittal 0342

Communication ID:	Name	Email
499706	Vincent Johnson	vincentj11@outlook.com

Full Communication (4/7/2022)

I think stations should be less deep so people can make quick trips. Cut and cover could be used under 4th ave for level crossings between different platforms in the future.

#	Comments	Responses
1	I think stations should be less deep so people can make quick trips. Cut and cover could be used under 4th ave for level crossings between different platforms in the future.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0343

Communication ID:	Name	Email
499710	Grant Peltier	gphoops@comcast.net

Full Communication (4/7/2022)

Overall

Overall the station locations are expensive and the compromises do not make the ridership experience better. Everything should be done to minimize having stations 100+ feet underground. This will only increase cost, reduce ridership, and make the experience worse for those who are using it.

Soda

The preferred alignment seems to be the best option. Proceed with the preferred alignment.

West Seattle Stations

As ridership numbers are relatively low on the west seattle extension we should be prioritizing the more affordable options. An elevated station above Fauntleroy Way SW south of SW Alaska St could provide an affordable great terminus station. Whatever changes need to be made to the fire code to accommodate this would be greatly appreciated. Closing the road for construction is a short time impact that will have long term positive gains. In addition, the 85 foot optional Delridge would have a number of negative impacts including making it more difficult to get to the station. which would impact ridership experience.

Chinatown/International District

International District Chinatown is probably the most important station in this entire extension. Prioritizing quick transfers and ridership experience here is super important. Both of the deep options should be off the table as it will drastically hurt ridership experience. Shallow 4th Avenue station or 5th avenue both have pros and cons and I'd be happy with either being chosen. If either of these "Shallow" Stations can be made even just 5 or ten feel less shallow that could have wonderful benefits to ridership experience.The idea of a retail market between the a shallow 5th station and the current ID station would be wonderful and could be a great spot to hang out before an event at Lumen Field or before catching a train at Union station

Midtown

Of the two station locations the 5th avenue choice is slightly better.

Denny

The preferred option at Denny and Westlake looks like a perfect station. Great work.

SLU

Finding a way to move this station a block away from 99 would help increase walkability, while still allowing for connections to 99 busses. We should be planning this station with a potential 99 light rail route in mind as this could make a good transfer point.

Smith Cove

The Smithe Cove station will never have large ridership so we should prioritize this segment being on the cheaper end. Reducing cost by using the 15th Ave ROW could potentially be a big cost saver and improve the pedestrian experience on one of the worst sections in Seattle

Interbay

Interbay station should be all about great bus connections. The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that these agencies have been willing collaborate by slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this - heaven forbid we redesign highway off-ramps next to our billion-dollar transit investment.

Ballard

Consider studying 20th tunnel option (as cost for a tunnel doesn't seem to be that increased) or lower the 15th street option, potentially removing a car lane. This lower ridership Interbay and Smith Cove Stations are here to service getting this station right so we should invest resources to get the Ballard light rail segment right. I currently live on 8th

Ave NE and 51st street, but even I acknowledge that the Ballard light rail station should serve central Ballard. It would also be nice to have this station allow for connections to a future UW-Ballard line or an extension further north.

#	Comments	Responses
1	Overall the station locations are expensive and the compromises do not make the ridership experience better. Everything should be done to minimize having stations 100+ feet underground. This will only increase cost, reduce ridership, and make the experience worse for those who are using ii.	Please see the response to CC2k in Table 7-1 Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Soda The preferred alignment seems to be the best option. Proceed with the preferred alignment.	Please see the responses to CCG2 in Table 7-1.
3	As ridership numbers are relatively low on the west seattle extension we should be prioritizing the more affordable options. An elevated station above Fauntleroy Way SW south of SW Alaska St could provide an affordable great terminus station. Whatever changes need to be made to the fire code to accommodate this would be greatly appreciated. Closing the road for construction is a short time impact that will have long term positive gains.	Please see the responses to CCG2 in Table 7-1.
4	In addition, the 85 foot optional Delridge would have a number of negative impacts including making it more difficult to get to the station, which would impact ridership experienc	Please see the responses to CC2e in Table 7-1.
5	International District Chinatown is probably the most important station in this entire extension. Prioritizing quick transfers and ridership experience here is super important. Both of the deep options should be off the table as it will drastically hurt ridership experience. Shallow 4th Avenue station or 5th avenue both have pros and cons and I'd be happy with either being chosen. If either of these "Shallow" Stations can be made even just 5 or ten feel less shallow that could have wonderful benefits to ridership experience.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	The idea of a retail market between the a shallow 5th station and the current ID station would be wonderful and could be a great spot to hang out before an event at Lumen Field or before catching a train at Union station	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Midtown Of the two station locations the 5th avenue choice is slightly better.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Denny The preferred option at Denny and Westlake looks like a perfect station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	SLU Finding a way to move this station a block away from 99 would help increase walkability, while still allowing for connections to 99 busses. We should be planning this station with a potential 99 light rail route in mind as this could make a good transfer point.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
10	The Smithe Cove station will never have large ridership so we should prioritize this segment being on the cheaper end. Reducing cost by using the 15th Ave ROW could potentially be a big cost saver and improve the pedestrian experience on one of the worst sections in Seattle	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Interbay station should be all about great bus connections. The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that these agencies have been willing collaborate by slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this-heaven forbid we redesign highway off-ramps next to our billion-dollar transit investment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Consider studying 20th tunnel option (as cost for a tunnel doesn't seem to be that increased) or lower the 15th street option, potentially removing a car lane. This lower ridership Interbay and Smith Cove Stations are here to service getting this station right so we should invest resources to get the Ballard light rail segment right. I currently live on 8th Ave NE and 51st street, but even I acknowledge that the Ballard light rail station should serve central Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	It would also be nice to have this station allow for connections to a future UW-Ballard line or an extension further north.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0344

Communication ID:	Name	Email
499711	nick worsfold	nick.worsfold@gmail.com

Full Communication (4/7/2022)

buy a tram

for the cost of your pathetic environmental impact statement... you could build the whole tram not a 3 billion dollar joke train

#	Comments	Responses
1	buy a tram for the cost of your pathetic environmental impact statement... you could build the whole tram not a 3 billion dollar joke train	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0345

Communication ID:	Name	Email
499712	Karen Januto	kjanuto@hotmail.com

Full Communication (4/7/2022)

I feel strongly that the Alaska Junction station, if there is to be one, should be built underground. If we are ever to further the tracks to Burien and other areas South then we would have to destroy so many homes along the way if the tracks were built above ground. There would be many displaced families as well as destruction of property values and disruption to the peace and character of our West Seattle neighborhoods. If we are going to build this once-in-a-few-generations form of transportation it should be done the "right way" the first time with the least impact on the surrounding community. I would support eliminating the Avalon station if that meant putting more money toward bringing light rail to West Seattle underground.

#	Comments	Responses
1	I feel strongly that the Alaska Junction station, if there is to be one, should be built underground. If we are ever to further the tracks to Burien and other areas South then we would have to destroy so many homes along the way if the tracks were built above ground. There would be many displaced families as well as destruction of property values and disruption to the peace and character of our West Seattle neighborhoods. If we are going to build this once-in-a-few-generations form of transportation it should be done the "right way" the first time with the least impact on the surrounding community. I would support eliminating the Avalon station if that meant putting more money toward bringing light rail to West Seattle underground.	Please see responses to CCG2, CC2j, CC4.1b, and CC4.3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0346

Communication ID:	Name	Email
499721	Todd Kambol	tkambol@comcast.net

Full Communication (4/8/2022)

I am against the WS Link Light Rail station at the Junction on 41st or 42nd unless it is underground. Above ground and/or elevated will totally ruin a very nice neighborhood with noise, vibration, and loss of property values. I am in favor of the station staying down on Fauntleroy Way. It is very close to the Junction to be able to walk to without destroying the Junction neighborhood. Also seems this option would save more properties from confiscation.

#	Comments	Responses
1	I am against the WS Link Light Rail station at the Junction on 41st or 42nd unless it is underground. Above ground and/or elevated will totally ruin a very nice neighborhood with noise, vibration, and loss of property values. I am in favor of the station staying down on Fauntleroy Way. It is very close to the Junction to be able to walk to without destroying the Junction neighborhood. Also seems this option would save more properties from confiscation.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0347

Communication ID:	Name	Email
499722	Amanda Sawyer	admin@wsjuno.org; asawyer131@gmail.com

Full Communication (4/8/2022)

My comments are specific to the West Seattle Junction route and stations.

I'd like to know if ST can estimate how many affordable homes could be built using TOD for each alternative with current zoning. In the DEIS Chapter 4, section 4.2.2.5.2 only mentions that tunnel alternatives will have a higher potential use for TOD than elevated alternatives. Please give estimates on how units of affordable housing could be built above a tunnel station versus affordable housing built surrounding an elevated station for all WSJ alternatives.

I think it is important to not only minimize displacement of current residences and business, but also evaluate future use of land to ensure the light rail is more equitable, increases ridership and maximizes affordable housing in the West Seattle Junction neighborhood.

I hope ST Board will seriously consider WSJ-5, Medium Tunnel as it causes that least amount of displacement, has potential for more affordable housing with a tunnel station and is more affordable than one elevated option. Thank you and I look forward to seeing the FEIS with preferred alternative selected.

#	Comments	Responses
1	I'd like to know if ST can estimate how many affordable homes could be built using TOD for each alternative with current zoning. In the DEIS Chapter 4, section 4.2.2.5.2 only mentions that tunnel alternatives will have a higher potential use for TOD than elevated alternatives. Please give estimates on how units of affordable housing could be built above a tunnel station versus affordable housing built surrounding an elevated station for all WSJ alternatives. I think it is important to not only minimize displacement of current residences and business, but also evaluate future use of land to ensure the light rail is more equitable, increases ridership and maximizes affordable housing in the West Seattle Junction neighborhood.	Please see responses to CC4.1b and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Estimates of units are not available at this time because there are not specific transit-oriented development proposals for any of the proposed West Seattle Link Extension stations.
2	I hope ST Board will seriously consider WSJ-5, Medium Tunnel as it causes that least amount of displacement, has potential for more affordable housing with a tunnel station and is more affordable than one elevated option. Thank you and I look forward to seeing the FEIS with preferred alternative selected.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0348

Communication ID:	Name	Email
499747	Cole Gleason	cole@colegleason.com

Full Communication (4/9/2022)

Sound Transit must focus on improving the rider's experience in the WSBLE. There are two aspects I believe are not well considered now: 1) time/distance needed for transfers between lines and 2) redundancy of vertical conveyances.

First transfer times at key stations proposed in the DEIS are very high due to the depth/height of proposed stations at Chinatown/ International District, SODO, and Westlake. I urge Sound Transit to consider the shallow options (4th ave preferred) at CID and potentially look into making the station even shallower to be close to the grade of the existing station/platform. This would facilitate quick and at grade transfers at CID. Please consider accomplishing this by having the DSTT2 cross over the existing tunnel using cut and cover instead of tunneling under it. If this is not possible, please share risk assessments that demonstrate why it is not.

Westlake station will be the busiest in the system and the most important transfer point. Therefore it must be the most user-friendly station. While I encourage the proposed design to be shallower, if this is not possible please consider building important redundancies in vertical conveyances.

Elevators and escalators should be available to take passengers between the platforms and station mezzanines, as well as express elevators/escalators that take one from the surface to the platforms. These should be clearly separate and marked with excellent way finding. Redundancies should be built in (3 escalators per well, many elevators for wheelchair or bike users) and. flexible. Escalators should be able to reverse direction if needed when another is out of service, and multiple elevators should be able to be called at once if there is a large influx of people.

Finally, SODO station will serve as a key transfer location and has the possibility to serve riders well with quick transfer times. To accommodate this, please consider same direction cross-platform transfer so that riders can exit one train and switch lines without leaving the platform. This could significantly improve transfer times and reduce distance needed to travel.

To emphasize the rider experience, I ask Sound Transit to publish the following data: the most common station pairs that will require transfers at the completion of ST3, the transfer volume expected, and the total trip time (with transfer and station access time indicated) expected for these station pairs in four scenarios: 1) able-bodied and best case headway alignment, 2) able- bodied and worst case headway alignment, 3) wheelchair user and best case headway alignment, and 4) wheelchair user and worst case headway alignment. Using this data, please ensure the rider station access and transfer experience is optimized to reduce the total trip time under the four scenarios.

#	Comments	Responses
1	First transfer times at key stations proposed in the DEIS are very high due to the depth/height of proposed stations at Chinatown/ International District, SODO, and Westlake. I urge Sound Transit to consider the shallow options (4th ave preferred) at CID and potentially look into making the station even shallower to be close to the grade of the existing station/platform. This would facilitate quick and at grade transfers at CID. Please consider accomplishing this by having the DSTT2 cross over the existing tunnel using cut and cover instead of tunneling under it. If this is not possible, please share risk assessments that demonstrate why it is not.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for a description of the SODO Station. See Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for a description of the transfer environment at this station. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
2	Westlake station will be the busiest in the system and the most important transfer point. Therefore it must be the most user-friendly station. While I encourage the proposed design to be shallower, if this is not possible please consider building important redundancies in vertical conveyances. Elevators and escalators should be available to take passengers between the platforms and station mezzanines, as well as express elevators/escalators that take one from the surface to the platforms. These should be clearly separate and marked with excellent way finding. Redundancies should be built in (3 escalators per well, many elevators for wheelchair or bike users) and. flexible. Escalators should be able to reverse direction if needed when another is out of service, and multiple elevators should be able to be called at once if there is a large influx of people.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	To emphasize the rider experience, I ask Sound Transit to publish the following data: the most common station pairs that will require transfers at the completion of ST3, the transfer volume expected, and the total trip time (with transfer and station access time indicated) expected for these station pairs in four scenarios: 1) able-bodied and best case headway alignment, 2) able-bodied and worst case headway alignment, 3) wheelchair user and best case headway alignment, and 4) wheelchair user and worst case headway alignment. Using this data, please ensure the rider station access and transfer experience is optimized to reduce the total trip time under the four scenarios.	Thank you for your comment; however, this is beyond the scope of what is needed for a NEPA or SEPA document. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3, Transit, of Appendix N.1, Transportation Technical Report, of the West Seattle Link Extension Final EIS for more information regarding travel times, transit access, and transfers for the proposed project.
4	Finally, SODO station will serve as a key transfer location and has the possibility to serve riders well with quick transfer times. To accommodate this, please consider same direction cross-platform transfer so that riders can exit one train and switch lines without leaving the platform. This could significantly improve transfer times and reduce distance needed to travel.	Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station design, and Section 2.1, Build Alternatives, for a description of refinements to the preferred alternative in the SODO Segment between the WSBLE Draft EIS and West Seattle Link Extension Final EIS. Sound Transit will continue to be evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.

Comment Submittal 0349

Communication ID:	Name	Email
499748	Cole Gleason	cole@colegleason.com

Full Communication (4/9/2022)

The West Seattle Ballard Link Extension is critical to improve the transportation system of Seattle, but we should not assume that the completion of ST3 is the end of Link expansion. To reduce future costs and prepare for possible future expansion, new stations should include necessary infrastructure to make future proposals feasible. I am asking Sound Transit to consider future expansion in the design of the following stations: Alaska Junction, SODO, Midtown, Denny, SLU, and Ballard.

Alaska Junction and SODO should both be built anticipating a possible future expansion to the south, and anything necessary to facilitate that construction should be implemented in the station design.

Midtown station should include a wye-junction to support possible future expansion along a Madison alignment to Madison Park. It should also include anything necessary for a possible transfer facility to a future line.

Denny station should include necessary facilities and junctions for a future line that would connect Belltown to the southwest with Fairview Ave or Capitol Hill.

SLU station should include the necessary facilities and junctions for possible expansion to the north along Dexter up to Fremont.

Finally, Ballard station should include wye-junctions and facilities needed for possible expansion both the the north up to Crown Hill, as well as to the east to U-District or UW.

When I ask for Sound Transit to consider these future expansions, I realize they are not included in the scope of WSBLE or ST3. However, we should take design steps that optimize for cost- effectiveness of Sound Transit into the future, not just over the ST3 program. This includes designing stations now such that future expansions are financially feasible, even if they are only built many decades in the future. Therefore, I am not asking for new platforms and empty transfer stations to be built, but for Sound Transit to include the necessary track wye-junctions and junction boxes in the design, as well as considering where transfer mezzanines may have to be built if future expansion is approved.

#	Comments	Responses
1	Midtown station should include a wye-junction to support possible future expansion along a Madison alignment to Madison Park. It should also include anything necessary for a possible transfer facility to a future line. Denny station should include necessary facilities and junctions for a future line that would connect Belltown to the southwest with Fairview Ave or Capitol Hill. SLU station should include the necessary facilities and junctions for possible expansion to the north along Dexter up to Fremont.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Finally, Ballard station should include wye-junctions and facilities needed for possible expansion both the the north up to Crown Hill, as well as to the east to U-District or UW. When I ask for Sound Transit to consider these future expansions, I realize they are not included in the scope of WSBLE or ST3. However, we should take design steps that optimize for cost-effectiveness of Sound Transit into the future, not just over the ST3 program. This includes designing stations now such that future expansions are financially feasible, even if they are only built many decades in the future. Therefore, I am not asking for new platforms and empty transfer stations to be built, but for Sound Transit to include the necessary track wye-junctions and junction boxes in the design, as well as considering where transfer mezzanines may have to be built if future expansion is approved.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Alaska Junction and SODO should both be built anticipating a possible future expansion to the south, and anything necessary to facilitate that construction should be implemented in the station design.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0350

Communication ID:	Name	Email
499756	Mary Spielmann	spiel.chap@gmail.com

Full Communication (4/9/2022)

I like the preferred routes in West Seattle, with terminus at Alaska St. instead of Fauntleroy which can be served by Avalon. Also, the best stop for me personally would be directly above Delridge, making it North-South oriented or able to get oriented that direction. I am in Highland Park near Westwood and White Center and am very excited to see expansions there too!

#	Comments	Responses
1	I like the preferred routes in West Seattle, with terminus at Alaska St. instead of Fauntleroy which can be served by Avalon.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, the best stop for me personally would be directly above Delridge, making it North-South oriented or able to get oriented that direction.	Please see response to CCG2 in Table 7-1.
3	I am in Highland Park near Westwood and White Center and am very excited to see expansions there too!	Please see response to CC1c in Table 7-1.

Comment Submittal 0351

Communication ID:	Name	Email
499767	Jeanne Gabrielle Burdeti	gburdeti@gmail.com

Full Communication (4/10/2022)

Hello,

I live right behind the LA Fitness on Fauntleroy way. We bought our house in 2021 expecting to live in West Seattle for many years. We even renovated our house. Hearing about the possibility of being forced to move because of the light rail route is very frustrating. We probably won't find a better location elsewhere than where we are now. Please don't consider the route that goes above LA Fitness we don't want to lose our house. Thank you

#	Comments	Responses
1	Hearing about the possibility of being forced to move because of the light rail route is very frustrating. We probably won't find a better location elsewhere than where we are now. Please don't consider the route that goes above LA Fitness we don't want to lose our house. Thank you	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0352

Communication ID:	Name	Email
499818	Tom Butterworth	fulllifecrisis@comcast.net

Full Communication (4/11/2022)

Thank you for putting together such thorough documentation for the public to review and comment on. I am really excited for the West Seattle project to take place, but really for all of it to happen. My biggest concern is about the impact on neighborhoods where people live and to do whatever possible to have minimal impact in those areas. What I mean there is if you can tunnel under them, rather than destroy them by plowing through them, please opt for that. You've done a good job of picking already existing corridors where neighborhoods are currently divided in many cases. But the Delridge overpass area makes me wonder, why are you creating a new barrier. Travel anywhere in the world where there is light rail or rail above grade, neighborhood decay begins.

Want to fast-forward into the future to see what will eventually happen here to living neighborhoods where rail goes in above grade? Visit London, Paris, D.C., New York. These areas often are rundown, low rent, high-crime areas people avoid. It is inevitable. We actually have examples of splitting living neighborhoods right here in Seattle... Aurora Avenue, 1-5, 520 in the Montlake area, just to name a few. Growth will happen, mass transit should happen, but ii should happen thoughtfully, so, anywhere where tunneling is an option to save a neighborhood, please do. I was born here and lived here most of my life. I love this city. But it is getting harder and harder to do so because of little care for this city's history and poor decision making, especially around transportation (look to Portland to see great examples of care for both history and installing light rail - with Fed$$ Seattle was supposed to have received, right?). This isn't a new problem, we had a great light rail system already in place once. Again, I'm glad this is happening, I just plead with you to do it with some thought for the future. Sincerely, Tom

#	Comments	Responses
1	Thank you for putting together such thorough documentation for the public to review and comment on. I am really excited for the West Seattle project to take place, but really for all of it to happen.	Thank you for expressing support for the project.
2	My biggest concern is about the impact on neighborhoods where people live and to do whatever possible to have minimal impact in those areas. What I mean there is if you can tunnel under them, rather than destroy them by plowing through them, please opt for that. You've done a good job of picking already existing corridors where neighborhoods are currently divided in many cases. But the Delridge overpass area makes me wonder, why are you creating a new barrier. Travel anywhere in the world where there is light rail or rail above grade, neighborhood decay begins. Want to fast- foiward into the future to see what will eventually happen here to living neighborhoods where rail goes in above grade? Visit London, Paris, D.C., New York. These areas often are rundown, low rent, high-crime areas people avoid. It is inevitable. We actually have examples of splitting living neighborhoods right here in Seattle... Aurora Avenue, 1-5, 520 in the Montlake area, just to name a few. Growth will happen, mass transit should happen, but it should happen thoughtfully, so, anywhere where tunneling is an option to save a neighborhood, please do. I was born here and lived here most of my life. I love this city. But it is getting harder and harder to do so because of little care for this city's history and poor decision making, especially around transportation (look to Portland to see great examples of care for both history and installing light rail - with Fed $$ Seattle was supposed to have received, right?). This isn't a new problem, we had a great light rail system already in place once.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0353

Communication ID:	Name	Email
499857	Catherine Roth	cathyecuador@yahoo.com

Full Communication (4/11/2022)

I am very much in favor of light rail, but it must not be built in a way that destroys neighborhood's and people's homes. I have lived in the heart of Seattle since 1982. First in the First Hill neighborhood, then Eastlake, and now in West Seattle. Each neighborhood has a unique feel that makes Seattle so vibrant and livable. West Seattle has always been a diverse economic neighborhood that feels like a small town in the middle of a large city. An elevated track would destroy West Seattle. Furthermore, West Seattle does not need 3 stations, rather the proposed Alaska Junction station would be better served by a gondola. The gondola would save money, carry more people and preserve the neighborhood richness of the Junction. Please do NOT put an elevated track at Alaska and 41st or 42nd. Thank you.

#	Comments	Responses
1	An elevated track would destroy West Seattle. Furthermore, West Seattle does not need 3 stations, rather the proposed Alaska Junction station would be better served by a gondola. The gondola would save money, carry more people and preserve the neighborhood richness of the Junction. Please do NOT put an elevated track at Alaska and 41st or 42nd.	Please see responses to CCG2 and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0354

Communication ID:	Name	Email
499887	andrew sullivan	andrews247@gmail.com

Full Communication (4/11/2022)

Hello, I am a West Seattle resident who lives a few blocks south of the junction. I would broadly like to suggest that the West Seattle light rail should be underground as much as it is possible, I support all tunnel options, especially WSJ-3a. If tunnels are more expensive, then so beit, avoiding the visual impacts of an elevated rail line running through West Seattle are worth it. If however an above ground line is all that Sound Transit will do, then I would suggest that the Elevated Fauntleroy Way Station

(WSJ-2) is the best option. Fauntleroy would allow the train line to easily be extended southward if ST4 ever comes around, and no other alternative would seem to offer that. Fauntleroy is also a large street that can handle transit and development. My opinion based on conversations with neighbors and fellow west seattleites is that the more this thing can be tunneled the better. My discussions have also touched on one other important point, with this train line coming 1O+ years from now it will likely have wildly different ridership numbers than are modeled based on the advent of self driving car technology, we all wonder how emerging technology factors into the decision making. Whoever decided that the preferred alternatives should all be elevated tracks clearly doesn't talk to the same neighbors I do, because everyone I have talked to says tunnel or bust. Put this train underground wherever possible, it will be worth it.

#	Comments	Responses
1	I would broadly like to suggest that the West Seattle light rail should be underground as much as it is possible, I support all tunnel options, especially WSJ-3a. If tunnels are more expensive, then so beit, avoiding the visual impacts of an elevated rail line running through West Seattle are worth it.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	If however an above ground line is all that Sound Transit will do, then I would suggest that the Elevated Fauntleroy Way Station (WSJ-2) is the best option. Fauntleroy would allow the train line to easily be extended southward if ST4 ever comes around, and no other alternative would seem to offer that. Fauntleroy is also a large street that can handle transit and development.	Please see responses to CCG2 and CC2d in Table 7-1.
3	with this train line coming 10+ years from now it will likely have wildly different ridership numbers than are modeled based on the advent of self driving car technology, we all wonder how emerging technology factors into the decision making.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project.

Comment Submittal 0355

Communication ID:	Name	Email
499904	Fransico Alejandro	frankjalejo@icloud.com

Full Communication (4/12/2022)

Removing the Avalon station is not a good idea.

We have several new buildings coming up with O parking. This is means a 15min+ walk over to a station making it unrealistic.

Not including a station even, a small one in Avalon is a terrible idea.

#	Comments	Responses
1	Removing the Avalon station is not a good idea. We have several new buildings coming up with 0 parking. This is means a 15min+ walk over to a station making it unrealistic. Not including a station even, a small one in Avalon is a terrible idea.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0356

Communication ID:	Name	Email
499912	Justin Clark	jwclark3@gmail.com; justin.clark@wsp.com

Full Communication (4/12/2022)

Thank you for your extensive work on this! It's a huge undertaking and ST should be applauded for the work you've done to shape this transformational project.

My comments are directly related to maintaining EQUITABLE outcomes for marginalized communities within the project alignment:

(1) Please do NOT remove the Avalon Station! This station is CRITICAL for bus transfers and connectivity to the regional transit network from High Point and the larger diverse/underserved populations that are further south than the WS junction area. Removing this station strongly reduces equitable outcomes for these populations. I believe that the low projected ridership numbers don't accurately reflect this important connection, nor the massive amounts of development that is occurring and planned for this immediate walkshed for this station. This is a critical station and must be kept.

(2) The Equity concern for Delridge is NOT displacement in the station area, but ensuring that the BRT bus transfers with this station are top notch and seamless, as this is a critical connection to the marginalized populations that are further from the station area in Delridge and connecting to South Seattle College. This integration must be the top Equity-centered priority of this station citing and design.

(3) CID Station: the Deep station alternatives should be removed altogether as they are very poorly integrated with the urban environment and the transfers from the existing modes of transit. I encourage ST and the City to boost their partnership to seek a 4th ave alternative that can be implemented along with the 4th Ave Viaduct replacement, but if a 5th ave option is required, ST and the City MUST partner to not only reduce displacement of cultural institutions, housing, and businesses, but also to ensure that there is a robust plan in place to replace these cultural, housing and business uses with opportunities for marginalized community opportunities for housing, business and economic opportunity, and community services. The Culture of the CID must be held and supported by both agencies proactively to not only preserve it, but to help amplify and increase it's reach in tandem with the new infrastructure improvements.

#	Comments	Responses
1	Please do NOT remove the Avalon Station! This station is CRITICAL for bus transfers and connectivity to the regional transit network from High Point and the larger diverse/underserved populations that are further south than the WS junction area. Removing this station strongly reduces equitable outcomes for these populations. I believe that the low projected ridership numbers don't accurately reflect this important connection, nor the massive amounts of development that is occurring and planned for this immediate walkshed for this station. This is a critical station and must be kept.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Equity concern for Delridge is NOT displacement in the station area, but ensuring that the BRT bus transfers with this station are top notch and seamless, as this is a critical connection to the marginalized populations that are further from the station area in Delridge and connecting to South Seattle College. This integration must be the top Equity-centered priority of this station citing and design.	Please see response to CCEJ2 in Table 7-1.
3	CID Station: the Deep station alternatives should be removed altogether as they are very poorly integrated with the urban environment and the transfers from the existing modes of transit.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	I encourage ST and the City to boost their partnership to seek a 4th ave alternative that can be implemented along with the 4th Ave Viaduct replacement,	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	if a 5th ave option is required, ST and the City MUST partner to not only reduce displacement of cultural institutions, housing, and businesses, but also to ensure that there is a robust plan in place to replace these cultural, housing and business uses with opportunities for marginalized community opportunities for housing, business and economic opportunity, and community services. The Culture of the CID must be held and supported by both agencies proactively to not only preserve it, but to help amplify and increase it's reach in tandem with the new infrastructure improvements.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0357

Communication ID:	Name	Email
499929	Tom Lawler	thlawler859@gmail.com

Full Communication (4/12/2022)

Are there any planning tools available to expedite this expansion to Link? 2039 is 17 years away when the system needs more lines to serve more communities not adjacent to the 1-5 corridor. Are there plans to expand this line to Greenwood, then connect at Northgate for transfers, then Bitter Lake, then Westminster Triangle, then Aurora Village, then Lynwood, then Paine Field? What would also alleviate traffic is to have a line east and west of the main 1-5 corridor. Many people who take 1-5 will take turns east or west to reach their destinations so why not build lines to serve those destinations off our main highway.

#	Comments	Responses
1	Are there any planning tools available to expedite this expansion to Link?	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	2039 is 17 years away when the system needs more lines to serve more communities not adjacent to the 1-5 corridor. Are there plans to expand this line to Greenwood, then connect at Northgate for transfers, then Bitter Lake, then Westminster Triangle, then Aurora Village, then Lynwood, then Paine Field? What would also alleviate traffic is to have a line east and west of the main 1-5 corridor. Many people who take 1-5 will take turns east or west to reach their destinations so why not build lines to serve those destinations off our main highway.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0358

Communication ID:	Name	Email
499940	Winslow Johnson	winslowjohnson@gmail.com

Full Communication (4/12/2022)

I grew up in Seattle. Prior to 2020 and the switch to work from home, I was an avid transit rider. I did not own a car, and my primary means of moving about the city for work or for pleasure were Metro buses and the Link light rail. When I travel to other parts of the world, I prefer to use public transit to get around. I care deeply about transit issues. I've been reading the Seattle Transit Blog for years, and I follow national discussions through outlets such as Alon Levy's Pedestrian Observations and Jarrett Walker's Human Transit. When deciding whom to vote for in local elections, both primary and general, transportation ranks among my three or four most important issues.

Having said all that, the proposed plan for ST3's West Seattle to Ballard Link Extension is one of the worst designs I've ever studied for urban rapid transit. The stations are poorly sited and poorly designed; they do not serve the primary purpose of a transit system: making it quick and convenient for riders to get from their point of origin to their desired destination. The choice to prioritize West Seattle is, itself, highly suspect. West Seattle is a relatively low-density peninsula with no major employers. It must be reached by crossing SODO and the maritime facilities that surround Harbor Island and the Duwamish Waterway--areas where vanishingly few people live or work. The low ridership potential for this segment and the geographical constraints that will limit future extensions do not warrant making it a priority for light rail expansion.

As for the rest of the line, the new stations downtown and in South Lake Union are way too deep. By adding additional minutes to any trip or transfer that uses these stations (by increasing the reliance on vertical conveyances for which ST has a checkered history) you reduce potential ridership. For short trips, folks will walk or hop on a bus. For longer trips, folks will drive. By making light rail less convenient than the alternatives, you ensure that potential riders will opt for other modes. You will not attract enough riders to cover your operations budget, let alone justify the huge capital expense of building the expansion. These stations should be built no deeper than the 95 feet of the UW station. If that is not possible, the WSBLE should be scrapped and voters should be given a different option for use of their public transportation dollars.

Moreover, many of the proposed stations are poorly situated to serve the neighborhoods they claim to. Most egregious are the Ballard and South Lake Union stations. The heart of Ballard is between 20th and 22nd Ave NW. The vast majority of new housing has been built west of 15th. Why then, is the proposed location of the Ballard station on 14th where it will be far from the most desired destinations and separated by the major throughway that is 15th Ave NW? Again, when you add unnecessary minutes to a journey, people will opt for other modes.

The heart of South Lake Union is along Westlake Ave N. The proposed station locations near Aurora barely even qualify as SLU. They are located in an area that is extremely hostile to pedestrians, with fast moving cars travelling along Mercer or entering/exiting SR 99. The walkshed is terrible. It almost seems like this station is being designed primarily as a bus intercept, but this makes little sense. Bus riders travelling south to downtown will stay on the bus rather than transfer to the Link. Riders travelling to UW would have transferred to the 44 if they were coming from the north and they would already have transferred to light rail downtown if they were coming from the south. The SLU station should be sited such that ii is maximally convenient for the residents and workers of SLU access it on foot.

I supported ST3, hoping that the service expansions inside the Seattle core would justify the highly suspect decision to extend light rail as far north as Everett and as far south as Tacoma (these locations should be served by regional rail service akin to the Sounder, not a 60-mile light rail line). If I had known that the proposals for WSBLE would be so shoddy, I would not have supported ST3, and I'd have sought to find new leadership for our regional transportation agencies. If this plan cannot be substantially redesigned to promote the interests of riders, I would prefer that no extension be built, and I would vote for any ballot measure that scrapped the projects. We are building a transportation system that will serve our city and this region for the next hundred years. Please do better.

#	Comments	Responses
1	the proposed plan for ST3's West Seattle to Ballard Link Extension is one of the worst designs I've ever studied for urban rapid transit. The stations are poorly sited and poorly designed; they do not serve the primary purpose of a transit system: making it quick and convenient for riders to get from their point of origin to their desired destination. The choice to prioritize West Seattle is, itself, highly suspect. West Seattle is a relatively low-density peninsula with no major employers. It must be reached by crossing SODO and the maritime facilities that surround Harbor Island and the Duwamish Waterway--areas where vanishingly few people live or work. The low ridership potential for this segment and the geographical constraints that will limit future extensions do not warrant making it a priority for light rail expansion.	Your opposition to the project is noted. Please see Chapter 1, Purpose and Need, for more information on the need for the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
2	the new stations downtown and in South Lake Union are way too deep. By adding additional minutes to any trip or transfer that uses these stations (by increasing the reliance on vertical conveyances for which ST has a checkered history) you reduce potential ridership. For short trips, folks will walk or hop on a bus. For longer trips, folks will drive. By making light rail less convenient than the alternatives, you ensure that potential riders will opt for other modes. You will not attract enough riders to cover your operations budget, let alone justify the huge capital expense of building the expansion. These stations should be built no deeper than the 95 feet of the UW station. If that is not possible, the WSBLE should be scrapped and voters should be given a different option for use of their public transportation dollars.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Moreover, many of the proposed stations are poorly situated to serve the neighborhoods they claim to. Most egregious are the Ballard and South Lake Union stations. The heart of Ballard is between 20th and 22nd Ave NW. The vast majority of new housing has been built west of 15th. Why then, is the proposed location of the Ballard station on 14th where it will be far from the most desired destinations and separated by the major throughway that is 15th Ave NW? Again, when you add unnecessary minutes to a journey, people will opt for other modes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	The heart of South Lake Union is along Westlake Ave N. The proposed station locations near Aurora barely even qualify as SLU. They are located in an area that is extremely hostile to pedestrians, with fast moving cars travelling along Mercer or entering/exiting SR 99. The walkshed is terrible. It almost seems like this station is being designed primarily as a bus intercept, but this makes little sense. Bus riders travelling south to downtown will stay on the bus rather than transfer to the Link. Riders travelling to UW would have transferred to the 44 if they were coming from the north and they would already have transferred to light rail downtown if they were coming from the south. The SLU station should be sited such that it is maximally convenient for the residents and workers of SLU access it on foot.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0359

Communication ID:	Name	Email
499958	Matthew Trecha	mtrecha@gmail.com

Full Communication (4/13/2022)

1. Do not eliminate any stations.

2. Work to make stations as shallow as possible.

3. Improve transfer times wherever possible.

4. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.

5. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.

6. Plan to build for future expansion in Seattle.

Unfortunately, Sound Transit is acting like it's planning a bus line, not the system that will be in place for 200+ years. When was the last time a subway line in New York had an infill station added or its alignment improved? Your decisions now will make a good system or a shoddy one, and cutting stations, burying them so deep that it takes 5+ minutes to even reach the platform, and cutting stations out of downtown, dense neighborhoods means we will have a system that does nothing to help Seattle and the region that has voted for ST3. We need better and strong leadership - if this cannot be done correctly now, it's time to pause the entire project and go back to the drawing board - not ram through a half-baked project.

#	Comments	Responses
1	Do not eliminate any stations.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to consolidation of Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.
2	Work to make stations as shallow as possible. 3. Improve transfer times wherever possible. 4. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. 5. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.	Please see response to CC2k in Table 7-1.
3	Plan to build for future expansion in Seattle.	Please see response to CC2d in Table 7-1.

Comment Submittal 0360

Communication ID:	Name	Email
499968	Andrew Hu	andrew98034@gmail.com

Full Communication (4/13/2022)

I agree with the advice of Seattle Subway:

1. Do not eliminate any stations.

2. Work to make stations as shallow as possible.

3. Improve transfer times wherever possible.

4. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.

5. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.

6. Plan to build for future expansion in Seattle.

#	Comments	Responses
1	Do not eliminate any stations.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to consolidation of Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.
2	Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.	Please see response to CC2k in Table 7-1.
3	Plan to build for future expansion in Seattle.	Please see response to CC2d in Table 7-1.

Comment Submittal 0361

Communication ID:	Name	Email
499970	Nicholas Gomez	Gomez.nicholas@gmail.com

Full Communication (4/13/2022)

To whom it may concern,

As a new member of the West Seattle/Youngstown community I am extremely invested in the outcome of this project. The potential benefits are clear, however some concerns should also be taken into account.

As stewards of the environment we have a responsibility to protect the natural resources and habitats around us. Sound Transit should prefer alternatives that do the least amount of damage to the environment. The north Duwamish crossing would create the least amount environmental disruption while also avoiding the critical pigeon point area. Businesses would be temporarily disrupted during construction but would quickly evolve and find solutions. Contrastingly, the

environmental impact on the habitat and ecology would be permanent. The consequences of the light rail on the habitats should be studied in more depth to ensure that it isn't out of compliance with federal and state laws protecting the environment.

Secondly, residential displacements should be minimized. Many new developments are taking place within the current preferred route. This only adds to the importance of the light rail. The north Avalon route (Del-6) would displace the least amount of residents and businesses. Currently the DEIS does not disclose the demographics of the residential displacements. This socioeconomic and racial demographics should be studied in order to choose a route that does not displace primarily minority and low-income people or infringe upon any of the housing laws. This is consistent with the goals of Sound Transit and equity within the community.

Thank you for reviewing my comment,

Nicholas Gomez

#	Comments	Responses
1	Sound Transit should prefer alternatives that do the least amount of damage to the environment. The north Duwamish crossing would create the least amount environmental disruption while also avoiding the critical pigeon point area. Businesses would be temporarily disrupted during construction but would quickly evolve and find solutions. Contrastingly, the environmental impact on the habitat and ecology would be permanent. The consequences of the light rail on the habitats should be studied in more depth to ensure that it isn't out of compliance with federal and state laws protecting the environment.	Please see responses to CCG2 and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on impacts to ecosystems and proposed mitigation.
2	residential displacements should be minimized. Many new developments are taking place within the current preferred route. This only adds to the importance of the light rail. The north Avalon route (Del-6) would displace the least amount of residents and businesses. Currently the DEIS does not disclose the demographics of the residential displacements. This socioeconomic and racial demographics should be studied in order to choose a route that does not displace primarily minority and low-income people or infringe upon any of the housing laws. This is consistent with the goals of Sound Transit and equity within the community.	Please see response to CCG2 and CC4.1b in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on the demographics of the study area. Please see Appendix G, Environmental Justice, for more information on demographics as well as impacts and benefits to communities of color and low-income populations.

Comment Submittal 0362

Communication ID:	Name	Email
499973	Jim Klaniecki	klanieckij@gmail.com

Full Communication (4/13/2022)

The north crossing alternative over the Duwamish waterway (DUW-2) is preferable because there will no loss of residential housing and minimal impact on employees with that option (EIS-ES-12). For the Delridge segment, the DEL-2a option best serves the community. This option is compatible with the tunnel alternatives for the West Seattle Junction segment. The cost of this option is $200- 300 M less than an elevated track. This cost savings can be used to finance the tunnel options.

DEL-2a also has minimal impact on residential displacement compared to the other alternatives (EIS-ES-18).

The West Seattle Junction segment must be a tunnel, preferably alternative WSJ-3a. The cost difference between the elevated track and a tunnel is not that much (EIS-ES-23). Cost cannot be the deciding factor in this complex issue. The negative impact of an elevated track far outweighs any perceived benefits. The West Seattle Junction and surrounding neighborhoods are a designated Urban Village. The EIS (ES-2) correctly states that "... these areas will continue to increase in residential and/or employment density over the next 30 years." (EIS-ES-2). An elevated track will defeat the gains made by this long-term urban planning by the City of Seattle, whereas a tunnel will enhance it. The Urban Village has higher density housing, including lower income housing. The EIS (ES-3) states that one of the fundamental purposes of the project is to integrate "... in a manner that is consistent with local land use plans and policies.." A tunnel best supports the Urban Village by not destroying homes, neighborhoods and businesses. Another stated purpose is to "Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections ... " (ES-3). The neighborhoods of 41st and 42nd Avenue SW are a Seattle Neighborhood Greenway, which provides a safe connection between neighborhoods and the Junction for bikes and pedestrians. An elevated track will destroy this and defeat a basic principle of the Light Rail project, whereas a tunnel won't. An elevated track will only make traffic congestion worse by reducing surface road efficiency. The EIS states that "Roadway congestion in the project corridor will continue to degrade transit performance and reliability... " We need to retain as much of the surface streets as possible to address this issue. A tunnel has less impact on surface roads (EIS-ES-23).

A tunnel for the Junction is far preferable to an elevated or surface track. The EIS clearly supports this position by providing data and analysis that a tunnel has minimal impact on residential, business, and employees, and has no visual impact and no operational noise compared to an elevated track (ES-23). A tunnel is the only viable option.

#	Comments	Responses
1	The north crossing alternative over the Duwamish waterway (DUW-2) is preferable because there will no loss of residential housing and minimal impact on employees with that option (EIS-ES-12).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	For the Delridge segment, the DEL-2a option best serves the community. This option is compatible with the tunnel alternatives for the West Seattle Junction segment. The cost of this option is $200-300 M less than an elevated track. This cost savings can be used to finance the tunnel options. DEL-2a also has minimal impact on residential displacement compared to the other alternatives (EIS-ES-18).	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
3	The West Seattle Junction segment must be a tunnel, preferably alternative WSJ-3a. The cost difference between the elevated track and a tunnel is not that much (EIS-ES-23). Cost cannot be the deciding factor in this complex issue. The negative impact of an elevated track far outweighs any perceived benefits. The West Seattle Junction and surrounding neighborhoods are a designated Urban Village. The EIS (ES-2) correctly states that "... these areas will continue to increase in residential and/or employment density over the next 30 years." (EIS-ES-2). An elevated track will defeat the gains made by this long-term urban planning by the City of Seattle, whereas a tunnel will enhance ii. The Urban Village has higher density housing, including lower income housing. The EIS (ES-3) states that one of the fundamental purposes of the project is to integrate "... in a manner that is consistent with local land use plans and policies.." A tunnel best supports the Urban Village by not destroying homes, neighborhoods and businesses. Another stated purpose is to "Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections... " (ES-3). The neighborhoods of 41st and 42nd Avenue SW are a Seattle Neighborhood Greenway, which provides a safe connection between neighborhoods and the Junction for bikes and pedestrians. An elevated track will destroy this and defeat a basic principle of the Light Rail project, whereas a tunnel won't. An elevated track will only make traffic congestion worse by reducing surface road efficiency. The EIS states that "Roadway congestion in the project corridor will continue to degrade transit performance and reliability ... " We need to retain as much of the surface streets as possible to address this issue. A tunnel has less impact on surface roads (EIS-ES-23). A tunnel for the Junction is far preferable to an elevated or surface track. The EIS clearly supports this position by providing data and analysis that a tunnel has minimal impact on residential, business, and employees, and has no visual impact and no operational noise compared to an elevated track (ES-23). A tunnel is the only viable option.	Please see responses to CCG2 and CCG3 in Table 7-1.

Comment Submittal 0363

Communication ID:	Name	Email
500035	Larry Goldman	lgoldman@ci.lake-forest-park.wa.us

Full Communication (4/13/2022)

Disclaimer - I am on the Lake Forest Park city council, but am speaking for myself.

When the Ballard - West Seattle line opens, the spine will be disconnected. In other words, transit riders from North King and South Snohomish counties traveling to SeaTac Airport, Tacoma, and Pierce county will need to transfer. It is absolutely critical that Sound Transit make this transfer as easy as possible, or else fewer riders will take Link and the environmental benefits of light rail will be less fully realized. Transfers are critical!

SODO - it doesn't get as much attention as the tunnel stations, but SODO is an obvious transfer point between the 2 spines. It is on the surface as opposed to 2 different tunnels. ST MUST find a way to have a simple transfer at this station. The mixed profile (SODO-2) option appears to have the best transfers.

International District - the deeper the station, the harder it will be to transfer between the 2 downtown Seattle tunnels. From a rider transfer perspective, the 4th and 5th Ave deep options should be non-starters. Of the 2 shallow options, 4th Ave (CID-1a) seems to have the most promise for transfers. Further it would have a lesser construction impact on residents/businesses of the International District. However transfers of over 4 minutes should not be considered acceptable. Sound Transit really needs to spend some effort improving the transfers for ALL of the International District options.

Westlake - similar comments to International District. The 5th Ave option (DT-1) is the obvious choice, but its utility will heavily depend on how well it connects to the existing Westlake tunnel station.

Thank you for your attention to this.

#	Comments	Responses
1	When the Ballard - West Seattle line opens, the spine will be disconnected. In other words, transit riders from North King and South Snohomish counties traveling to SeaTac Airport, Tacoma, and Pierce county will need to transfer. It is absolutely critical that Sound Transit make this transfer as easy as possible, or else fewer riders will take Link and the environmental benefits of light rail will be less fully realized.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information regarding transit access and transfers for the proposed project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	SODO - it doesn't get as much attention as the tunnel stations, but SODO is an obvious transfer point between the 2 spines. It is on the surface as opposed to 2 different tunnels. ST MUST find a way to have a simple transfer at this station. The mixed profile (SODO-2) option appears to have the best transfers.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information regarding transit access and transfers for the proposed project. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station. design.
3	International District - the deeper the station, the harder it will be to transfer between the 2 downtown Seattle tunnels. From a rider transfer perspective, the 4th and 5th Ave deep options should be non-starters.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Of the 2 shallow options, 4th Ave (CID-1a) seems to have the most promise for transfers. Further it would have a lesser construction impact on residents/businesses of the International District. However transfers of over 4 minutes should not be considered acceptable. Sound Transit really needs to spend some effort improving the transfers for ALL of the International District options.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Westlake - similar comments to International District. The 5th Ave option (DT-1) is the obvious choice, but its utility will heavily depend on how well it connects to the existing Westlake tunnel station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0364

Communication ID:	Name	Email
5000070	Jared Thompson	jaredlincoln@icloud.com

Full Communication (3/30/2022)

Okay. My name is Jared Thompson. I am a property owner here on 40th Avenue Southwest. We are generally supportive of the tunnel options. The elevated options seem to have very significant social impacts, but we're also concerned about potential noise and vibration from tunnels. We didn't see any information really in the EIS, but it's also a huge document. I'm wondering if Sound Transit can provide residents with more information on what kind of issues they could expect or if not at all on those, noise and vibration, with the completed tunnel. Thank you.

#	Comments	Responses
1	We are generally supportive of the tunnel options. The elevated options seem to have very significant social impacts, but we're also concerned about potential noise and vibration from tunnels. We didn't see any information really in the EIS, but it's also a huge document. I'm wondering if Sound Transit can provide residents with more information on what kind of issues they could expect or if not at all on those, noise and vibration, with the completed tunnel.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0365

Communication ID:	Name	Email
500072	Jeff Norris	None provided

Full Communication (3/30/2022)

Thank you. A budget gap due partially to the increased cost of real estate was mentioned. The construction of the Skylink alternative will require a small fraction of real estate needs than the light rail will. In concert with this, a fraction of homes and businesses will be displaced with the gondola. This, coupled with the Skylink being a fraction of the budget and schedule to the light rail, why isn't the gondola being more seriously considered as a solution to the goals of servicing West Seattle in lieu of the rail for this project? Thank you.

#	Comments	Responses
1	A budget gap due partially to the increased cost of real estate was mentioned. The construction of the Skylink alternative will require a small fraction of real estate needs than the light rail will. In concert with this, a fraction of homes and businesses will be displaced with the gondola. This, coupled with the Skylink being a fraction of the budget and schedule to the light rail, why isn't the gondola being more seriously considered as a solution to the goals of servicing West Seattle in lieu of the rail for this project?	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0366

Communication ID:	Name	Email
500073	Katherine Woolverton	kwoolverton@gmail.com

Full Communication (3/30/2022)

Hi. Thank you. I'm Katherine Woolverton in Highland Park. I support commissioning an external independent comparison of the light rail versus gondola technology to the West Seattle line. My comments today focus on the environmental portion of that comparison. The EIS study did not estimate greenhouse gas emissions associated with the construction of 80-to-160-foot-high concrete and steel posts, guideways, and rail stations. A proper impact evaluation should use tools such as the Embodied Carbon in Construction Calculator and fully elucidate the environmental impact of each option so that an objective environmental comparison can take place. The study should include the impact of the destruction of the Northern Duwamish Greenbelt, including the loss of carbon-sequestering vegetation as well as noise and pollution buffering for Pigeon Point. It should compare projected reduced vehicle miles traveled and associated emissions reductions between both modes considering the projected 2026 implementation date of a gondola system versus light rail's 2032 date. Finally, the study should include considerations of environmental equity within the context of historical redlining. The currently proposed light rail route runs through historically redlined neighborhoods and would displace up to 600 homes and 100 businesses in an already overburdened community. West Seattle residents deserve multimodal transportation options that fit our unique topography and make the best use of our tax dollars. What works for Northgate may not work for us. We shouldn't be forced to accept an ill-fitting system. We deserve a full and objective consideration of a gondola system for the West Seattle line. Thank you.

#	Comments	Responses
1	support commissioning an external independent comparison of the light rail versus gondola technology to the West Seattle line. My comments today focus on the environmental portion of that comparison. The EIS study did not estimate greenhouse gas emissions associated with the construction of 80-to-160-foot-high concrete and steel posts, guideways, and rail stations. A proper impact evaluation should use tools such as the Embodied Carbon in Construction Calculator and fully elucidate the environmental impact of each option so that an objective environmental comparison can take place. The study should include the impact of the destruction of the Northern Duwamish Greenbelt, including the loss of carbon-sequestering vegetation as well as noise and pollution buffering for Pigeon Point. It should compare projected reduced vehicle miles traveled and associated emissions reductions between both modes considering the projected 2026 implementation date of a gondola system versus light rail's 2032 date. Finally, the study should include considerations of environmental equity within the context of historical redlining. The currently proposed light rail route runs through historically redlined neighborhoods and would displace up to 600 homes and 100 businesses in an already overburdened community. West Seattle residents deserve multimodal transportation options that fit our unique topography and make the best use of our tax dollars. What works for Northgate may not work for us. We shouldn't be forced to accept an ill-fitting system. We deserve a full and objective consideration of a gondola system for the West Seattle line.	Please see responses to CC2g, CC4.6a, and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Appendix G, Environmental Justice, of the Final EIS for information on communities of color and low-income people.

Comment Submittal 0367

Communication ID:	Name	Email
500076	None provided	None provided

Full Communication (4/9/2022)

It would be helpful to have bus #s connections available at each light rail stop.

#	Comments	Responses
1	It would be helpful to have bus #s connections available at each light rail stop.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on how bus routes would serve the light rail stations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0368

Communication ID:	Name	Email
500097	Dennis Noland	dennisnoland@comcast.net; Dennis@shiftpoint.biz

Full Communication (3/30/2022)

Good evening. Thanks for letting me speak. As many of you now, my interest is in the Youngstown- Delridge neighborhood. I've been an advocate for the Andover route because that preserves almost 100 percent of the housing in the Youngstown area, and then the route that would follow the car, your arterial right-of-way on Avalon. There are two aspects of this routing that Sound Transit highlights as negatives. One's the station location. The other is a Nucor truck access currently on Andover. I'd like to speak briefly to each of those. If Sound Transit would consider moving the Delridge station 600 feet to the west and onto Andover, that would be a more accessible location for pedestrians. There's vacate land for a transit hub and also vacant land on which a TOD could be built. And the other is the Nucor truck access. There was a meeting that I attended with King County Metro, City of Seattle, Sound Transit, and a representative, a high-level representative from Nucor. We walked the property boundaries and looked at relocating the truck access away from the station location, placing it on the northeast corner of their property where their trucks would access in and out of the property on the lower Spokane Street roadway. That's doable. It would take cooperation principally between the City of Seattle and Nucor to make that happen. In this climate, the thing that would preserve West Seattle the most is the gondola alternative, and I agree with those who are saying that it should be studied and included now, not later. Thank you.

#	Comments	Responses
1	I've been an advocate for the Andover route because that preserves almost 100 percent of the housing in the Youngstown area, and then the route that would follow the car, your arterial right-of- way on Avalon.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	If Sound Transit would consider moving the Delridge station 600 feet to the west and onto Andover, that would be a more accessible location for pedestrians. There's vacate land for a transit hub and also vacant land on which a TOD could be built.	Please see the responses to CCG2 and CC3a in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development.
3	We walked the property boundaries and looked at relocating the truck access away from the station location, placing it on the northeast corner of their property where their trucks would access in and out of the property on the lower Spokane Street roadway. That's doable. It would take cooperation principally between the City of Seattle and Nucor to make that happen.	Please see Section 2.6, Refined Alternatives and Options for the Final EIS, for more information on changes to the preferred alternative related to Nucor Steel access. See Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, for a discussion of impacts to freight mobility and access.
4	In this climate, the thing that would preserve West Seattle the most is the gondola alternative, and I agree with those who are saying that it should be studied and included now,	Please see the response to CC2g in Table 7-1.

Comment Submittal 0369

Communication ID:	Name	Email
500099	Alexis Chartouni	None provided

Full Communication (3/30/2022)

Hi there. Thank you, everybody. My name's Alexis Chartouni. I represent Legacy Partners and USAA Real Estate Group. We have recently completed a project at Fauntleroy and Alaska called Maris Apartments. It consists of 244 units of market-rate housing and approximately 64 affordable, income-restricted housing. Currently, the preferred alternative for the Alaska Junction station requires Sound Transit to condemn and demolish all 306 residential units as well as possibly impacting our neighbor to the south, The Huxley, which has approximately 150 units. I think that this preferred alternative has the most impact to residential housing in the West Seattle neighborhood, an area that's already chronically short of housing. This is the wrong approach. The location should be at the Alaska Junction. Further, the ST3 that was approved by voters identified the junction as the location for this station. If you go through Appendix M of the draft EIS, you'll also see that Fauntleroy was actually ruled out as a location of the station, so I'm not quite sure why it was promoted as the preferred option when it appears to have been not selected as the route that should be taken. So, again, the EIS is flawed, and the impact to housing is too severe for the Fauntleroy location. Thank you. I'm done.

#	Comments	Responses
1	Currently, the preferred alternative for the Alaska Junction station requires Sound Transit to condemn and demolish all 306 residential units as well as possibly impacting our neighbor to the south, The Huxley, which has approximately 150 units. I think that this preferred alternative has the most impact to residential housing in the West Seattle neighborhood, an area that's already chronically short of housing. This is the wrong approach. The location should be at the Alaska Junction. Further, the ST3 that was approved by voters identified the junction as the location for this station. If you go through Appendix M of the draft EIS, you'll also see that Fauntleroy was actually ruled out as a location of the station, so I'm not quite sure why it was promoted as the preferred option when it appears to have been not selected as the route that should be taken. So, again, the EIS is flawed, and the impact to housing is too severe for the Fauntleroy location.	Please see responses to CCG2 and CC4.4b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. As described in Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS, an alternative on Fauntleroy Way Southwest was not carried forward, which is different than an alternative with a station on Fauntleroy Way Southwest.

Comment Submittal 0370

Communication ID:	Name	Email
500100	Nicole Mazzuca	mazzucan@outlook.com

Full Communication (3/30/2022)

Cool. So I kind of have two comments. The first one is it seems really bad to build a train that, at least to me, seems like no one will be able to use for about five years. I think it would be a serious mistake to go only to SODO and not to at least Chinatown-International District. At least getting to the CID station would mean that getting to the Eastside only requires a single transfer instead of two, as well as getting to King Street Station only requires or doesn't require any transfers. So we could get to Interurban and bus service or Interurban train and bus service. It seems very silly to have this train that goes only to SODO when we already have the 50 line and the 21 that both serve that station. The 21 is about an eight-minute walk, but it's totally walkable. The 50 is far more convenient for anyone north of the Alaska Junction. The 21 is far more convenient for anyone south of probably 35th. I just think that's really -- that would really not be ideal to just have infrastructure that we're not using for five years. And then I wanted to say a lot of people are very much in favor of the gondola. I think that the gondola would be a massive mistake in accessibility for South King County as well as for people who don't want to ride gondolas. Thanks.

#	Comments	Responses
1	So I kind of have two comments. The first one is it seems really bad to build a train that, at least to me, seems like no one will be able to use for about five years. I think it would be a serious mistake to go only to SODO and not to at least Chinatown-International District. At least getting to the CID station would mean that getting to the Eastside only requires a single transfer instead of two, as well as getting to King Street Station only requires or doesn't require any transfers. So we could get to Interurban and bus service or Interurban train and bus service. It seems very silly to have this train that goes only to SODO when we already have the 50 line and the 21 that both serve that station. The 21 is about an eight-minute walk, but it's totally walkable. The 50 is far more convenient for anyone north of the Alaska Junction. The 21 is far more convenient for anyone south of probably 35th. I just think that's really -- that would really not be ideal to just have infrastructure that we're not using for five years.	Please see Section 2.1.3, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on how the West Seattle Link Extension would connect to the larger Link light rail system. Please see Section 3.4, Affected Environment and Impacts during Operation - Transit, for discussion of how the West Seattle Link Extension would affect transit before it is connected to the larger light rail system as part of the Ballard Link Extension.
2	I think that the gondola would be a massive mistake in accessibility for South King County as well as for people who don't want to ride gondolas.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0371

Communication ID:	Name	Email
500129	Richard Miller	milomiller882@msn.com

Full Communication (4/14/2022)

I regularly travel from West Seattle to the University of Washington by Rapid Ride and lite rail. I was looking forward to the day when I could go by lite rail the entire distance. Now that I have seen the plans that Sound Transit is considering for the Alaska Junction station, I now hope that lite rail never comes to West Seattle. That Sound Transit's prefered option is to build an elevated line through with West Seattle, with an above ground station in the heart of the Alsaka Junction, and terminating the line in a single family residential neighborhood on 42nd Street is beyond comprehension. Sound Transit was able to find funding to build the line and stations from downtown under Capitol Hill, under the University and the University District, and through the neighborhoods just north of the U District, so claiming that right now money is the problem in building underground through West Seattle seems like Sound Transit considers the commercial and residential districts of West Seattle to be disposable.

I mentioned Sound Transit's plans for West Seattle to a group of seven friends this morning, all of whom live in Montlake and surrounding neighborhoods. They all agreed that Sound Transit will make its decision about West Seattle without giving much weight to community input. I hope that is not the case and that the underground option will be the one selected.

#	Comments	Responses
1	Now that I have seen the plans that Sound Transit is considering for the Alaska Junction station, I now hope that lite rail never comes to West Seattle. That Sound Transit's prefered option is to build an elevated line through with West Seattle, with an above ground station in the heart of the Alsaka Junction, and terminating the line in a single family residential neighborhood on 42nd Street is beyond comprehension. Sound Transit was able to find funding to build the line and stations from downtown under Capitol Hill, under the University and the University District, and through the neighborhoods just north of the U District, so claiming that right now money is the problem in building underground through West Seattle seems like Sound Transit considers the commercial and residential districts of West Seattle to be disposable.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I mentioned Sound Transit's plans for West Seattle to a group of seven friends this morning, all of whom live in Montlake and surrounding neighborhoods. They all agreed that Sound Transit will make its decision about West Seattle without giving much weight to community input. I hope that is not the case and that the underground option will be the one selected.	Please see response to CCG3 in Table 7-1. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension Project.

Comment Submittal 0372

Communication ID:	Name	Email
500140	Nick Kiest	simnick@mac.com

Full Communication (4/14/2022)

I am a Ballard homeowner.

First, this system needs to be practical to commute. Right now, the depths of many of the proposed stations seems to add needless minutes to everyday waiting on long escalators, if they are even running successfully. Major downtowns stations with 2+minute escalator rides is collectively years of Seattlites lives being wasted.

2nd, the SLU station proposal are barely, or is not in, SLU. Don't put it all the way over on Mercer. Bring it into Westlake, in the heart of all the SLU employers. Also, don't make it super deep, again. And no one wants to walk near 99.

3rd, Ballard. I know you will get a ton of grief here, but I'd rather have a movable bridge than something the height of the 99 bridge. That will completely change the feeling of Ballard forever, and will also cause platform access issues as well being so tall.

But, now that tunnels aren't that much more expensive than other options (thanks, land acquisition costs), you ruled out west of 15th options too soon. 17th would have low impact to acquire parcels near the hospital, and could serve both old Ballard as well as New. You are never going to expand the system westward, so don't start too far East.

#	Comments	Responses
1	First, this system needs to be practical to commute. Right now, the depths of many of the proposed stations seems to add needless minutes to everyday waiting on long escalators, if they are even running successfully. Major downtowns stations with 2+minute escalator rides is collectively years of Seattlites lives being wasted.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	the SLU station proposal are barely, or is not in, SLU. Don't put it all the way over on Mercer. Bring it into Westlake, in the heart of all the SLU employers. Also, don't make it super deep, again. And no one wants to walk near 99.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	3rd, Ballard. I know you will get a ton of grief here, but I'd rather have a movable bridge than something the height of the 99 bridge. That will completely change the feeling of Ballard forever, and will also cause platform access issues as well being so tall.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	But, now that tunnels aren't that much more expensive than other options (thanks, land acquisition costs), you ruled out west of 15th options too soon. 17th would have low impact to acquire parcels near the hospital, and could serve both old Ballard as well as New. You are never going to expand the system westward, so don't start too far East.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0373

Communication ID:	Name	Email
500141	Mariana Huben	mariana.huben@gmail.com

Full Communication (4/14/2022)

I have three main questions regarding ridership projections, the elevated rail in West Seattle between the Delridge and Avalon stations, and the concept of a seamless transfer.

Firstly, the DEIS page ES-3 footnote states, "Puget Sound Regional Council's VISION 2050 anticipates population and employment in the Puget Sound region will continue to grow over the next 30 years. The current long-range growth forecasts from Puget Sound Regional Council inform elements of the Draft Environmental Impact Statement analyses, such as ridership forecasts, projected vehicle trips and non-motorized activities. Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis."

The pandemic has severely changed both ridership projections and peak travel times. We do not yet know what the new normal is, nor is it appropriate to try to predict ridership and peak times until the effects of work-from-home and hybrid workplace models are more settled. At this point, it appears that Sound Transit is planning transit for the past instead of the future.

1. Why continue to plan with pre-pandemic numbers, when a long-range forecast this is most likely not applicable?

Secondly, the drawings in Appendix J, specifically drawing L50-GSP824 (page 39), show that the elevated light rail line from the Delridge Station to the Avalon Station will be approximately 150 feet above street level. The topography of West Seattle is particularly difficult with its hills, and an elevated line at that height would require an enormous amount of concrete and steel for construction and maintenance. These materials are becoming increasingly scarce and expensive, and as we have learned with the West Seattle Bridge repair, they may not always be readily available.

2. Has an analysis been done regarding the actual cost of this elevated line, as well as estimated emissions impacts of construction? How does the cost of the construction of the 150-foot elevated line compare to alternate methods, such as a gondola? If this analysis has not been done, when will ii be done?

With both of these topics in mind, my main concern is that Sound Transit is pushing forward with a costly construction that may not align with ridership in a post-pandemic world.

According to Appendix L4.1-2 to 1-39, is it worth the destruction of local businesses: Ounces at 3809 Delridge Way SW, Skylark Cafe at 3805 Delridge Way SW, the Frye Commerce Center at 2414 SW Andover St (which is what keeps admission to the Frye Museum free!), West Seattle Brewing Company at 4415 Fauntleroy Way SW, and many more businesses and homes that will be affected by all alternatives, if ridership cannot be accurately forecast at this point and costs have not been examined and compared to alternatives that use less concrete?

Thirdly, the concept of a seamless transfer from light rail line to light rail line has been mentioned in many meetings with Sound Transit. However, the West Seattle extension would still require most riders to take a bus to one of the proposed stations at Delridge, Avalon, or Alaska Junction before boarding a train. That train would then only go to SoDO in 2032, requiring a transfer to a new train.

From there, additional transfers would be required in downtown in 2037 and beyond, for which record-deep stations are being considered. Having to ride elevator-only access several stories to the shallower downtown stations is not the same as stepping across the platform to a new line. The idea of "seamless" appears to only mean train to train, and is not at all indicative of time-saving measures for riders.

3. While I understand the investment in a singular mode of transit (light rail), why is Sound Transit not looking at alternatives that would allow for simpler transfers at existing stations? The phrase "seamless" is quite loosely defined in this situation, where transfers between extremely deep (135+ feet) stations that are accessible only by elevators will incur additional travel time. If transfers are already required to access light rail, why is Sound Transit not pursuing alternatives that could be built both more quickly and cheaper than the elevated lines in West Seattle?

Thank you for your consideration.

#	Comments	Responses
1	DEIS page ES-3 footnote states, "Puget Sound Regional Council's VISION 2050 anticipates population and employment in the Puget Sound region will continue to grow over the next 30 years. The current long-range growth forecasts from Puget Sound Regional Council inform elements of the Draft Environmental Impact Statement analyses, such as ridership forecasts, projected vehicle trips and non-motorized activities. Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." The pandemic has severely changed both ridership projections and peak travel times. We do not yet know what the new normal is, nor is it appropriate to try to predict ridership and peak times until the effects of work-from-home and hybrid workplace models are more settled. At this point, it appears that Sound Transit is planning transit for the past instead of the future. Why continue to plan with pre-pandemic numbers, when a long-range forecast this is most likely not applicable?	Please see the response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	the drawings in Appendix J, specifically drawing L50-GSP824 (page 39), show that the elevated light rail line from the Delridge Station to the Avalon Station will be approximately 150 feet above street level. The topography of West Seattle is particularly difficult with its hills, and an elevated line at that height would require an enormous amount of concrete and steel for construction and maintenance. These materials are becoming increasingly scarce and expensive, and as we have learned with the West Seattle Bridge repair, they may not always be readily available. Has an analysis been done regarding the actual cost of this elevated line, as well as estimated emissions impacts of construction? How does the cost of the construction of the 150-foot elevated line compare to alternate methods, such as a gondola? If this analysis has not been done, when will it be done? With both of these topics in mind, my main concern is that Sound Transit is pushing forward with a costly construction that may not align with ridership in a post-pandemic world.	Please see the responses to CC2e, CC2g, and CC4.6a, in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information. Please see Section 4.10, Energy Impacts, of the West Seattle Link Extension Final EIS for more information regarding anticipated energy impacts associated with the project.
3	According to Appendix L4.1-2 to 1-39, is it worth the destruction of local businesses: Ounces at 3809 Delridge Way SW, Skylark Cafe at 3805 Delridge Way SW, the Frye Commerce Center at 2414 SW Andover St (which is what keeps admission to the Frye Museum free!), West Seattle Brewing Company at 4415 Fauntleroy Way SW, and many more businesses and homes that will be affected by all alternatives, if ridership cannot be accurately forecast at this point and costs have not been examined and compared to alternatives that use less concrete?	Please see the response to CCG3 in Table 7-1.

#	Comments	Responses
4	the concept of a seamless transfer from light rail line to light rail line has been mentioned in many meetings with Sound Transit. However, the West Seattle extension would still require most riders to take a bus to one of the proposed stations at Delridge, Avalon, or Alaska Junction before boarding a train. That train would then only go to SoDO in 2032, requiring a transfer to a new train. From there, additional transfers would be required in downtown in 2037 and beyond, for which record-deep stations are being considered. Having to ride elevator-only access several stories to the shallower downtown stations is not the same as stepping across the platform to a new line. The idea of "seamless" appears to only mean train to train, and is not at all indicative of time-saving measures for riders. While I understand the investment in a singular mode of transit (light rail), why is Sound Transit not looking at alternatives that would allow for simpler transfers at existing stations? The phrase "seamless" is quite loosely defined in this situation, where transfers between extremely deep (135+ feet) stations that are accessible only by elevators will incur additional travel time. If transfers are already required to access light rail, why is Sound Transit not pursuing alternatives that could be built both more quickly and cheaper than the elevated lines in West Seattle?	Please see the response to CC2k in Table 7-1. Please see Section 3, Transit, of Appendix N.1, Transportation Technical Report, of the West Seattle Link Extension Final EIS for more information regarding travel times, transfers, and improvements in reliability for the proposed project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0374

Communication ID:	Name	Email
500143	Brent Christian	bchristi@gmail.com

Full Communication (4/14/2022)

I am writing in support of the Preferred Tunnel 41st Avenue Station (WSJ-3a) and Preferred Tunnel 42nd Avenue Station Option (WSJ-3b) options for the West Seattle Link Extension, based on Table ES-4 in the Draft EIS.

By comparison, the elevated options are not suitable, given the drastically higher displacement of residences and businesses, and the high noise impact. The cost to obtain so many additional residential properties will continue to increase as property values rise.

I would also be in favor of a gondola option.

#	Comments	Responses
1	I am writing in support of the Preferred Tunnel 41st Avenue Station (WSJ-3a) and Preferred Tunnel 42nd Avenue Station Option (WSJ-3b) options for the West Seattle Link Extension, based on Table ES-4 in the Draft EIS. By comparison, the elevated options are not suitable, given the drastically higher displacement of residences and businesses, and the high noise impact. The cost to obtain so many additional residential properties will continue to increase as property values rise.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I would also be in favor of a gondola option.	Please see response to CC2g in Table 7-1.

Comment Submittal 0375

Communication ID:	Name	Email
500193	Sue Luke	seattle.subee@gmail.com

Full Communication (3/30/2022)

Hi. My name is Sue Luke, not Lake, and I am resident at Alaska Junction. And I think that it's really a huge mistake that you guys have made by not including the SkyLink in the draft EIS. I have been working with the forest service, EPA, and other organizations to do draft EISs -- well, you know, ultimately, the EIS itself. And, you know, not to include definitely an alternative is a huge mistake, just immediately. So I think that you need to not issue the EIS without including the gondola as an alternative because it's much cheaper, it's much simpler, and it's much faster. And it's going to bring us into the future rather than keeping us in the past. Thank you.

#	Comments	Responses
1	I think that it's really a huge mistake that you guys have made by not including the Skylink in the draft EIS. I have been working with the forest service, EPA, and other organizations to do draft EISs -- well, you know, ultimately, the EIS itself. And, you know, not to include definitely an alternative is a huge mistake, just immediately. So I think that you need to not issue the EIS without including the gondola as an alternative because it's much cheaper, it's much simpler, and it's much faster. And it's going to bring us into the future rather than keeping us in the past.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0376

Communication ID:	Name	Email
500194	Susan Oxley	None provided

Full Communication (3/30/2022)

I'm Susan Oxley, founding member of the North American Climate Justice Team, the 34th District Democrats EELU Caucus, and a West Seattle resident. I too speak in favor of an aerial gondola as a viable alternative to the Sound Transit extension which would destroy multiple neighborhoods and businesses. The EIS states clearly that relocating businesses dependent on the Duwamish and Salmon Bay waterways would be difficult or impossible. Disproportionate displacement of marginalized people, communities of color, and low-income populations, especially in the Chinatown-International District, raise issues of environmental justice and echo racism. All Sound Transit alternatives would destroy historic properties and further fracture the cultural integrity. On the other hand, the aerial gondola utilizes short, slim towers and overhead transit that preserve neighborhoods, businesses, and population integrity. It's estimated to cost a tenth of the light rail extension with the environmental impact much less. It's proven to be an efficient, low-impact people-mover in La Paz and Mexico City, safe, frequent, able to move 4,500 passengers per hour. One report estimates that's a third more than the light rail can carry. It would benefit both privileged and ethnic populations without displacing as many ethnic businesses, historic sites, homes, and people. If it can be done in Mexico, it can be done here. Finally, the gondola has a smaller ecological footprint, faster construction times, less energy use, is quieter and more affordable. It's a viable alternative, simple, practical, efficient. Let's go high. Go gondola.

#	Comments	Responses
1	I too speak in favor of an aerial gondola as a viable alternative to the Sound Transit extension which would destroy multiple neighborhoods and businesses. The EIS states clearly that relocating businesses dependent on the Duwamish and Salmon Bay waterways would be difficult or impossible. Disproportionate displacement of marginalized people, communities of color, and low- income populations, especially in the Chinatown-International District, raise issues of environmental justice and echo racism. All Sound Transit alternatives would destroy historic properties and further fracture the cultural integrity. On the other hand, the aerial gondola utilizes short, slim towers and overhead transit that preserve neighborhoods, businesses, and population integrity. It's estimated to cost a tenth of the light rail extension with the environmental impact much less. It's proven to be an efficient, low-impact people-mover in La Paz and Mexico City, safe, frequent, able to move 4,500 passengers per hour. One report estimates that's a third more than the light rail can carry. It would benefit both privileged and ethnic populations without displacing as many ethnic businesses, historic sites, homes, and people. If it can be done in Mexico, it can be done here. Finally, the gondola has a smaller ecological footprint, faster construction times, less energy use, is quieter and more affordable. It's a viable alternative, simple, practical, efficient. Let's go high. Go gondola.	Please see responses to CC2g and CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to Salmon Bay and the Chinatown-International District will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0377

Communication ID:	Name	Email
500195	Marie Flake	mflake@nwrain.com

Full Communication (3/30/2022)

Hello. My name is Marie Flake, and I am a West Seattle resident. And I'm speaking in support of an outside expert study of gondola technology. I'm a property owner and a taxpayer. I voted for ST3 because I want and I'm willing to pay for mass transit, and I want it expanded and extended. I didn't vote exclusively for light rail technology. I voted for transit, the most effective, efficient, modern options available. There are other modalities that might be a better fit for connecting some locations and geographies like West Seattle to the main -- I'm going to put in air quotes -- trunk line of the light rail. These other modalities may be less destructive to communities, more accessible for passengers, faster, and way less expensive to construct. Please commission an outside expert study of gondola technology. Thank you.

#	Comments	Responses
1	I'm speaking in support of an outside expert study of gondola technology. I'm a property owner and a taxpayer. I voted for ST3 because I want and I'm willing to pay for mass transit, and I want it expanded and extended. I didn't vote exclusively for light rail technology. I voted for transit, the most effective, efficient, modern options available. There are other modalities that might be a better fit for connecting some locations and geographies like West Seattle to the main -- I'm going to put in air quotes -- trunk line of the light rail. These other modalities may be less destructive to communities, more accessible for passengers, faster, and way less expensive to construct. Please commission an outside expert study of gondola technology.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0378

Communication ID:	Name	Email
500930	None provided	None provided

Full Communication (4/9/2022)

I prefer the route with third party funding. Public-private partnerships often allow for improved services with less cost burden on public money.

#	Comments	Responses
1	I prefer the route with third party funding. Public-private partnerships often allow for improved services with less cost burden on public money.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0379

Communication ID:	Name	Email
501033	Brad Buven	bsbuven@msn.com

Full Communication (4/9/2022)

I prefer the route with third party funding. Public-private partnerships often allow for improved services with less cost burden on public money.

Documents: DEIS Comments 040922_2.

#	Comments	Responses
1	We need these routes. Rail should have been started back when orginally proposed with 1-5 construction.	Thank you for expressing support for the project.

Comment Submittal 0380

Communication ID:	Name	Email
501037	None provided	None provided

Full Communication (4/9/2022)

Both are nice options [SODO), excited for more public transit reach for more residents!

The blue route appears to broaden the coverage area compared to current routes of buses etc. Also please consider more transit services for the Central District. Thanks!

DEIS Comments 040922_5.pdf

#	Comments	Responses
1	Both are nice options [SODO], excited for more public transit reach for more residents!	Thank you for expressing support for the project. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The blue route appears to broaden the coverage area compared to current routes of buses etc. Also please consider more transit services for the Central District.	Please see response to CC3e in Table 7-1. Thank you for your comment; however, expanding transit in the Central District is beyond the scope of the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0381

Communication ID:	Name	Email
501094	Stefan S	None provided

Full Communication (4/9/2022)

Thanks so much to the volunteers and staff on adding stops and stations to service our neighbors in under accessible neighborhoods!

Stefan S.

DEIS Comments 040922_6.pdf

#	Comments	Responses
1	Thanks so much to the volunteers and staff on adding stops and stations to service our neighbors in under accessible neighborhoods!	Thank you for expressing support for the project.

Comment Submittal 0382

Communication ID:	Name	Email
501095	None provided	None provided

Full Communication (4/9/2022)

Very happy to see you will extend to West Seattle! I rarely visit my friends over there because it takes so long and parking is terrible. But if I could jump on light rail to visit - I would all the time!

Thank you.

DEIS Comments 040922_7.pdf

#	Comments	Responses
1	Very happy to see you will extend to West Seattle! I rarely visit my friends over there because it takes so long and parking is terrible. But if I could jump on light rail to visit - I would all the time! Thank you.	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0383

Communication ID:	Name	Email
501096	None provided	None provided

Full Communication (4/9/2022)

I use the Link on a regular basis.It save me time and money.

#	Comments	Responses
1	I use the Link on a regular basis.It save me time and money.	Thank you for expressing support for the project.

Comment Submittal 0384

Communication ID:	Name	Email
501098	Matthew Falcon	747captain@gmail.com

Full Communication (4/9/2022)

I don't have a preferred alternative to W. Seattle, although our household encourages and supports light rail expansion to as many neighborhoods as possible.

#	Comments	Responses
1	I don't have a preferred alternative to W. Seattle, although our household encourages and supports light rail expansion to as many neighborhoods as possible.	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0385

Communication ID:	Name	Email
501110	Juanjo Pedro	juanjo.pedro@gmail.com

Full Communication (4/9/2022)

I'd prefer to move toward with the pink one.

DEIS Comments 040922_12.pdf

#	Comments	Responses
1	I'd prefer to move toward with the pink one.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0386

Communication ID:	Name	Email
501112	Kathleen Gantz	kathleen.gantz@seattle.gov

Full Communication (4/9/2022)

In West Seattle there is no transit on W Marginal so if buses could be rerouted when light rail goes in to serve that road it would be great.

DEIS Comments 040922_13.pdf

#	Comments	Responses
1	In West Seattle there is no transit on W Marginal so if buses could be rerouted when light rail goes in to serve that road it would be great.	Please see response to CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0387

Communication ID:	Name	Email
501114	None provided	None provided

Full Communication (4/9/2022)

I support Sound Transit. I ride weekly. Please build affordable housing near your stations. I am a community college teacher who uses ST to get to work. I pay 40% of my monthly salary on rent. Please [illegible] 50% and of your housing partnerships for the renting class. Or else I will be forced to move from Seattle, and out of reach of my beloved light rail, within the next 3 years. Median rent is $1600/month. Please help.

DEIS Comments 040922_15.pdf

#	Comments	Responses
1	I support Sound Transit. I ride weekly. Please build affordable housing near your stations. I am a community college teacher who uses ST to get to work. I pay 40% of my monthly salary on rent . Please [illegible] 50% and of your housing partnerships for the renting class. Or else I will be forced to move from Seattle, and out of reach of my beloved light rail, within the next 3 years. Median rent is $1600/month. Please help.	Thank you for expressing support for the project. Please see response to CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0388

Communication ID:	Name	Email
501115	Joe Eustaquio	None provided

Full Communication (4/9/2022)

Ildefonso Joe Eustaquio 14424 51st Ave Soutn Tukwila.

Your shaking my house. Same as always. Since opening day 2008 your metro service is intentionally trying to make me miss work timed routes. No way to track missed routes. Wasted tax levy dollars. Strange how somebody today put a black mask in my front driveway. Same as what is in the room today. Harrassment by stakeholders= STLR. I am consistently being followed = harrass [illegible] marijuana supporters who light up - upwind while I am downwind [illegible] to give me an airborne illness/contact high/I am outnumbered and harrassed daily! Slips/sinkholes 1/2 or more caused by Sound Transit light rail consistently since opening day.

DEIS Comments 040922_16.pdf

#	Comments	Responses
1	Ildefonso Joe Eustaquio 14424 51st Ave Soutn Tukwila. Your shaking my house. Same as always. Since opening day 2008 your metro service is intentionally trying to make me miss work timed routes. No way to track missed routes. Wasted tax levy dollars. Strange how somebody today put a black mask in my front driveway. Same as what is in the room today. Harrassment by stakeholders = STLR. I am consistently being followed= harrass [illegible] marijuana supporters who light up - upwind while I am downwind [illegible] to give me an airborne illness/contact high/I am outnumbered and harrassed daily! Slips/sinkholes 1/2 or more caused by Sound Transit light rail consistently since opening day.	Thank you for your comment; however, this is not related to the project.

Comment Submittal 0389

Communication ID:	Name	Email
501117	None provided	None provided

Full Communication (4/10/2022)

The current routes don't prioritize transfers for link rail [illegible]. How will you think about were realistic transfers from under-served communities.

DEIS Comments 040922_25.pdf

#	Comments	Responses
1	The current routes don't prioritize transfers for link rail [illegible]. How will you think about were realistic transfers from under-served communities.	Please see responses to CC3a, CCEJ1, and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0390

Communication ID:	Name	Email
501118	None provided	None provided

Full Communication (4/9/2022)

My concern is how many housing and apartments will be destroyed. Choose the path with the least amount of disruption.

DEIS Comments 040922_17.pdf

#	Comments	Responses
1	My concern is how many housing and apartments will be destroyed. Choose the path with the least amount of disruption.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0391

Communication ID:	Name	Email
501119	Jack	None provided

Full Communication (4/9/2022)

I would love expansion.

DEIS Comments 040922_18.pdf

#	Comments	Responses
1	I would love expansion.	Thank you for expressing support for the project.

Comment Submittal 0392

Communication ID:	Name	Email
501120	None provided	None provided

Full Communication (4/9/2022)

Preferred route.

DEIS Comments 040922_19.pdf

#	Comments	Responses
1	Preferred route.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0393

Communication ID:	Name	Email
501123	None provided	None provided

Full Communication (4/9/2022)

I love the light rail and wish I lived closer to a stop. When I am able to catch the train I appreciate the cleanliness of the stations I visit and the frequent stops. I wish my trip to the airport could be quicker. Maybe a few speed trams? I also appreciate the light rail expansion and would like more information and transparency about why it will take so long to add more stops. Does the city need more funding? Or are infrastructure projects just slow in general?

DEIS Comments 040922_20.pdf

#	Comments	Responses
1	When I am able to catch the train I appreciate the cleanliness of the stations I visit and the frequent stops. I wish my trip to the airport could be quicker. Maybe a few speed trams? I also appreciate the light rail expansion and would like more information and transparency about why it will take so long to add more stops. Does the city need more funding? Or are infrastructure projects just slow in general?	Please see response to CCG4 in Table 7-1.

Comment Submittal 0394

Communication ID:	Name	Email
501124	Ameya Majmudar	Ameya_majmudar@yahoo.com

Full Communication (4/9/2022)

SEATTLE NEEDS TRANSIT!!!

Clearly we can see West Seattle gets cut off easily by bad infrastructure. More multimodal connections are necessary for North and West Seattle. I would like to see links with the 1 and 2 line. Also, this needs to happen sooner than 2037. Take my money away from cops and [explitive] and spend it on making this happen ASAP.

In addition, please serve neigborhoods like deeper N Seattle and more important with a racial lense. KENT, RENTON, AUBURN, DES MOINES, FEDERAL WAY. These neighborhoods need transit and TOD. Death to the suburbs!

DEIS Comments 040922_21.pdf

#	Comments	Responses
1	SEATTLE NEEDS TRANSIT!!! Clearly we can see West Seattle gets cut off easily by bad infrastructure. More multimodal connections are necessary for North and West Seattle. I would like to see links with the 1 and 2 line. Also, this needs to happen sooner than 2037. Take my money away from cops and [explitive] and spend it on making this happen ASAP.	Thank you for expressing support for the West Seattle Link Extension Project. Please see the response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In addition, please serve neigborhoods like deeper N Seattle and more important with a racial lense. KENT, RENTON, AUBURN, DES MOINES, FEDERAL WAY. These neighborhoods need transit and TOD. Death to the suburbs!	Thank you for your comment. Please visit www.soundtransit.org for information about the Federal Way Link Extension currently under construction that will serve Des Moines, Kent, and Federal Way, as well as the Tacoma Dome Link Extension, currently in planning, which would extend light rail from Federal Way to Tacoma.

Comment Submittal 0395

Communication ID:	Name	Email
501126	Desmond Mack	desmack1@icloud.com

Full Communication (4/9/2022)

I like how convenient light rail is and how frequently they come as well as accessibility because not everyone can drive. We like how the light rail goes like that [a single line with arrows on either side of it] and the buses go like that [two lines with arrows at each end perpendicular to each other].

DEIS Comments 040922_23.pdf

#	Comments	Responses
1	I like how convenient light rail is and how frequently they come as well as accessibility because not everyone can drive. We like how the light rail goes like that [a single line with arrows on either side of it] and the buses go like that [two lines with arrows at each end perpendicular to each other].	Thank you for expressing support for light rail.

Comment Submittal 0396

Communication ID:	Name	Email
501132	None provided	None provided

Full Communication (4/9/2022)

Pink route - but whatever is cheaper - blue almost equals pink. [illegible]

DEIS Comments 040922_24.pdf

#	Comments	Responses
1	Pink route - but whatever is cheaper - blue almost equals pink.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.

Comment Submittal 0397

Communication ID:	Name	Email
501433	Zachary McKinney	zach.w.mckinney@gmail.com

Full Communication (4/13/2022)

Manager DEIS Comments,

The burgeoning Seattle light rail system is great. It vastly improves connectivity around the city and it's such a categorically great substitute for driving that I taken it whenever I can.

I'm concerned, however, that currently considered alternatives for the West Seattle and Ballard expansions are compromising too much on the quality of the new stations. Extremely deep stations, or inconveniently elevated stations like the West Seattle plan, or eliminated stations as is currently being proposed, seem to me very short sighted.

I'm concerned, in particular, about stations that are so deep that access will be limited in the event of escalator failures (which happen with reasonable regularity in the current system).

I'm also concerned about the locations of stations in Ballard and South Lake Union. Walkable neighborhoods need good transit, and that transit needs to be located such that it's a good first alternative to driving and clogging up the roads. 14th Ave in Ballard is the edge of the existing heart of the neighborhood. Any plan that would move the station west, even just to the west side of 15th Ave, would vastly improve the utility of the station.

We aren't going to build another subway system in the lifetime of anybody currently, so it's worth getting it right.

Zachary McKinney

zach.w.mckinney@gmail.com

5228 33rd Ave S

Seattle, Washington 98118

#	Comments	Responses
1	The burgeoning Seattle light rail system is great. It vastly improves connectivity around the city and it's such a categorically great substitute for driving that I taken it whenever I can.	Thank you for expressing support for the project.
2	I'm concerned, however, that currently considered alternatives for the West Seattle and Ballard expansions are compromising too much on the quality of the new stations. Extremely deep stations, or inconveniently elevated stations like the West Seattle plan, or eliminated stations as is currently being proposed, seem to me very short sighted. I'm concerned, in particular, about stations that are so deep that access will be limited in the event of escalator failures (which happen with reasonable regularity in the current system).	Please see responses to CC2j and CC2k in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	I'm also concerned about the locations of stations in Ballard and South Lake Union. Walkable neighborhoods need good transit, and that transit needs to be located such that it's a good first alternative to driving and clogging up the roads. 14th Ave in Ballard is the edge of the existing heart of the neighborhood. Any plan that would move the station west, even just to the west side of 15th Ave, would vastly improve the utility of the station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0398

Communication ID:	Name	Email
502067	Deane Wang	deane.wang@uvm.edu

Full Communication (4/11/2022)

Thank you for the opportunity to comment on the DRAFT EIS for the WSBLE project. This is an important project for the people of Seattle, and especially for the residents of West Seattle and Ballard.

My comments cover the West Seattle portion of the project in three general areas: 1) NEPA process issues, 2) fairness, and 3) adherence to Sound Transit's goals for sustainability. Finally, I have some concerns relative to litigation and its implications for project costs and timelines.

--- NEPA process issues Significant Environmental Impacts

The WSBLE Draft Environmental Impact Statement has been prepared pursuant to the National Environmental Policy Act (42 United States Code 4321 to 4370e) and the State Environmental Policy Act (Chapter 43.21C Revised Code of Washington).

WA SEPA is intended to "ensure that environmental values are ccnsidered during decision□making by state and local agencies." The environmental values change over time and should include issue relevant to current environmental concerns.

Similarly US NEPA seeks a discussion of environmental effects and their significance. The latest NEPA revisions as described in 40 CFR VA part 1502.1: "It shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of reasonable alternatives that would avoid or minimize adverse impacts or enhance the quality of the human environment ... Statements shall be concise, clear, and to the point, and shall be supported by evidence that the agency has made the necessary environmental analyses."

Further, 1502.2 states:

"Environmental impact statements shall discuss impacts in proportion to their significance.

"Environmental impact statements shall serve as the means of assessing the environmental impact of proposed agency actions, rather than justifying decisions already made."

Recent statements by Washington's governor and the UN IPPC series of climate reports released this April (2022) clearly indicate the critical importance of greenhouse gas (GHG) emissions as a local to global issue. GHG emissions result from the construction of any project (e.g. a ton of concrete yields a ton of carbon emissions) and its continued operation (e.g. energy needed to power the transport mode and the source of the energy). The WSBLE draft EIS is notably deficient in its project-specific assessment and alternatives analyses. The Federal Transit Administration in its 2017 report (Greenhouse Gas Emissions from Transit Projects: Programmatic Assessment, Report 0097) states that it "considers it practicable to assess the effects of GHG emissions and climate change for transit projects at a programmatic level" including a full or "partial lifecycle GHG emissions" analysis. However, estimation of the GHG consequences of the entire Sound Transit system (ST3) are insufficient to properly evaluate the project alternatives proposed in this DEIS. The FTA report goes on to conclude that "in cases where a light rail project is expected to have a lower ratio of displaced VMT to annual transit VMT, then conducting a project-specific analysis using the Matrix or another locally recommended approach may be appropriate."

As warned by the UN report, to limit drastic global impacts, it is crucial to all of humanity to reduce GHG emissions through innovative and timely planning and design in the next decade. This is the same time frame as the WSBLE project, so omission of serious analysis seems counter to emerging societal needs.

Reasonable Alternatives

The WSBLE DEIS should not "justify decisions already made" at the initiation of the Sound Transit project or at the time of ST3 in 2016. As stated in 1502.14 (a):

The DEIS should "Evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination."

The evaluation of two alternatives suggested in the scoping process "for consideration by the lead and cooperating agencies in developing the environmental impact statement" (1502.17) seems inadequate. Appendix M, Table 6-1 in the DEIS cites as a "Reason Not Evaluated in Draft Environmental Impact Statement:" - "The mode (bus) was considered in the Level 1 analysis but was not carried forward since it was not identified and analyzed in the Sound Transit 3 Plan." Given the high cost, long implementation time frame, destruction of hundreds of residences,

limination of many businesses in the Junction, and investment of billions of dollars of public funds, the evaluation of innovative uses of electric busways (e.g. commuter hours priority roadways with hybrid or electric buses) as a "reasonable alternative" should have been included. The rationale provided seems precisely what NEPA authorization seeks to avoid - the "justifying decisions already made."

A second alternative suggested in the scoping process was an aerial tram. The reason provided ((Table 6-1) for exclusion was Sound Transit's 2014 "High-Capacity Transit Technologies Issue Paper," which "identified that gondolas and aerial trams are not considered regional high□capacity

transit" (Table 6-1). Even in 2014 this was not an accurate statement, especially given that the level of anticipated ridership to West Seattle at high commute times is well within the hourly capacity of aerial transport. I was not able to access the Issue Paper, but studies demonstrating the potential of aerial transport to meet the requirements were available at the time (e.g. Alshalalfah et al. 2014 Experiences with Aerial Ropeway Transportation Systems in the Urban Environment, J. Urban Planning & Development). In 2021, the DEIS could have accessed even more data with respect to the feasibility of aerial transit to meet public needs.

Comparative Merits

1502.14 (b) Requires that the DEIS "Discuss each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits."

The lack of detail about specific project GHG emissions, climate resilience, earthquake resilience, etc. in combination with the omission of reasonable alternatives raised in the scoping process is problematic.

Furthermore, Section 1502.17 requires that:

"The draft environmental impact statement shall include a summary that identifies all alternatives, information, and analyses submitted by State, Tribal, and local governments and other public ccmmenters during the seeping process for consideration by the lead and cooperating agencies in developing the environmental impact statement."

The West Seattle portion of the WSBLE project will be a major disruption to the Alaska Junction area -- taking six years or more to construct, potentially displacing over 100 businesses and over 500 residences, and impacting many more businesses and residents in the area. Thus, the project deserves and NEPA requires (1502.16) the comparative consideration of:

"Energy requirements and conservation potential of various alternatives and mitigation measures.

Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures."

Affordable housing, single family housing, rental apartments (prior to the West Seattle bridge closure) and parking are all in short supply in the impacted area. Thus the comparative merits of reasonable alternatives is an essential component of an adequate impact analysis.

Supplemental Draft

The lack of an adequate analysis of any major public project hinders decision-makers ability to make wise choices on behalf of the public. The proponents of NEPA anticipated this in section 1502.9:

"To the fullest extent practicable, the draft statement must meet the requirements established for final statements in section 102(2)(C) of NEPA as interpreted in the regulations in this

subchapter. If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and publish a supplemental draft of the appropriate portion."

--- Fairness

The differential impacts on the public of any project of this scale are unavoidable. In the case of improved rapid transit for West Seattle, each reasonable alternative has implications for different groups. While difficult to analyze for the many subgroups of the public, some preliminary assessment is possible.

For example, implementation of certain alternatives does discriminate on the basis of age. Long vs. short implementation times discriminates against older groups in West Seattle. The average lifespan of a Washington resident (according to the CDC 2019) is 80.2 years. 12.5% of Seattle residents are over 65. More specifically, 7.6% of "West Seattle" residents (the 11 census tracts north of Myrtle) are 70 or over (2010 census). This group of West Seattle citizens will have passed away prior to the anticipated light rail completion in 2032 (assuming no construction or funding delays), having paid 16 years of property tax, car tabs sales tax, etc. to support ST3.

As the closure of the West Seattle bridge has demonstrated, differential impacts on less affluent residents living near transportation corridors is unavoidable, but capable of some mitigation. Heavy traffic and its associated air and noise

pollution, lowered property values, and pedestrian safety are just some of the impacts. The time frame and mode of transport selected for West Seattle's rapid transit connection to the rest of Seattle has implications for the less affluent that could be evaluated and included in the analysis.

--- Sound Transit's goals for sustainability

In its 2019 Sustainability Plan update, Sound Transit commits itself to "development of an environmental management system to guide organizational attitude and action." This is an institutional cultural change that is often difficult to implement. The ISO Plan-Do-Check-Act model for continued organizational improvement requires serious organizational introspection with respect to its goals and ISO's various standards including (SIO14001-2015):

"protecting the environment by preventing or mitigating adverse environmental impacts"

"achieving financial and operational benefits that can result from implementing environmentally sound alternatives that strengthen the organization's market position"

Sound Transit has committed itself to "consideration of carbon emissions from project construction and operation - full consideration of reasonable options."

It also states: "As regional transportation planning and implementation organization, Sound Transit aspires to find the best possible outcomes for the Puget Sound people-planet ecosystem."

This level of integrative planning at the ecosystem-level, in concert with its many project partners, is a goal that is complex and difficult to achieve. However, as an aspiration for Sound Transit, it is commendable. The ISO Environmental Management System approach requires an organization to document its own internal processes to meet stated goals. This assists the organization to pursue "continued organization improvement."

The pursuit of ST3 and even the recent "realignment" process can benefit from rigorous and "out-of-the-box" thinking and planning.

--- Litigation on process grounds

Inadequate adherence to the NEPA process unnecessarily exposes Sound Transit to litigation relative to eminent domain seizures and other aspects of project implementation. These court processes can both delay the project and exacerbate the already difficult funding situation.

Rapid transit for West Seattle residents has many social, economic and environmental benefits relative to the "no action" alternative. To avoid living with "no action" for the coming decade, providing a rigorous supplemental draft including issues not considered or dismissed based on inadequate analyses might keep the dream of fast and efficient connection to the rest of Seattle alive for the near term.

GHG emissions

climate resilience

earthquake resilience

integration of multi-modal strategies with partner organizations, including:

electric buses on dedicated busways

high capacity aerial transport

covered pedestrian paths and bikeways

enhanced over water transport

regional coordination of flex hours and remote work

data coordination of multi-modal transit schedules

Again, thank you for the opportunity to comment on the WSBLE DEIS and participate in this important project for the Seattle region.

Sincerely,

Deane Wang

5247 42nd Ave SW, Seattle

CommentWSBLE_8April2022.pdf

#	Comments	Responses
1	The Federal Transit Administration in its 2017 report (Greenhouse Gas Emissions from Transit Projects: Programmatic Assessment, Report 0097) states that it "considers it practicable to assess the effects of GHG emissions and climate change for transit projects at a programmatic level" including a full or "partial lifecycle GHG emissions" analysis. However, estimation of the GHG consequences of the entire Sound Transit system (ST3) are insufficient to properly evaluate the project alternatives proposed in this DEIS. The FTA report goes on to conclude that "in cases where a light rail project is expected to have a lower ratio of displaced VMT to annual transit VMT, then conducting a project-specific analysis using the Matrix or another locally recommended approach may be appropriate." As warned by the UN report, to limit drastic global impacts, it is crucial to all of humanity to reduce GHG emissions through innovative and timely planning and design in the next decade. This is the same time frame as the WSBLE project, so omission of serious analysis seems counter to emerging societal needs.	The greenhouse gas emissions analysis presented in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS reflects the project-level analysis referred to in the Federal Transit Administration (FTA) Programmatic Assessment, which uses the FTA's Greenhouse Gas Emissions Estimator. Please see Section 4.6, Air Quality, of the Final EIS for updated analysis using the latest version of this estimator, released in April 2022.

#	Comments	Responses
2	The WSBLE DEIS should not "justify decisions already made" at the initiation of the Sound Transit project or at the time of ST3 in 2016. As stated in 1502.14 (a): The DEIS should "Evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination." The evaluation of two alternatives suggested in the scoping process "for consideration by the lead and cooperating agencies in developing the environmental impact statement" (1502.17) seems inadequate. Appendix M, Table 6-1 in the DEIS cites as a "Reason Not Evaluated in Draft Environmental Impact Statement:" - "The mode (bus) was considered in the Level 1 analysis but was not carried forward since it was not identified and analyzed in the Sound Transit 3 Plan." Given the high cost, long implementation time frame, destruction of hundreds of residences, elimination of many businesses in the Junction, and investment of billions of dollars of public funds, the evaluation of innovative uses of electric busways (e.g. commuter hours priority roadways with hybrid or electric buses) as a "reasonable alternative" should have been included. The rationale provided seems precisely what NEPA authorization seeks to avoid - the "justifying decisions already made." A second alternative suggested in the scoping process was an aerial tram. The reason provided ((Table 6-1) for exclusion was Sound Transit's 2014 "High-Capacity Transit Technologies Issue Paper," which "identified that gondolas and aerial trams are not considered regional high[capacity transit" (Table 6-1). Even in 2014 this was not an accurate statement, especially given that the level of anticipated ridership to West Seattle at high commute times is well within the hourly capacity of aerial transport. I was not able to access the Issue Paper, but studies demonstrating the potential of aerial transport to meet the requirements were available at the time (e.g. Alshalalfah et al. 2014 Experiences with Aerial Ropeway Transportation Systems in the Urban Environment, J. Urban Planning & Development). In 2021, the DEIS could have accessed even more data with respect to the feasibility of aerial transit to meet public needs.	Please see the response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The 40 Code of Federal Regulations 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project, which resulted in evaluation of a reasonable range of alternatives consistent with 40 Code of Federal Regulations 1502.14. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. According to 23 Code of Federal Regulations 771.111, "The information and results produced by or in support of the transportation planning process may be incorporated into environmental review documents in accordance with 40 CFR parts 1500 through 1508, 23 CFR part 450, 23 CFR part 450 Appendix A, or 23 United States Code. 139(1), 168, or 169, as applicable."
3	1502.14 (b) Requires that the DEIS "Discuss each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits." The lack of detail about specific project GHG emissions, climate resilience, earthquake resilience, etc. in combination with the omission of reasonable alternatives raised in the scoping process is problematic.	Please see the response to CCG1 in Table 7-1. Please see Section 4.6, Air Quality, of the Final EIS for the project greenhouse gas emissions analysis. See Section 2.1, Build Alternatives, of the Final EIS for information about designing for climate resiliency. See Section 4.11, Geology and Soils, of the Final EIS, for information on seismic hazards and how project design has accounted for them.

#	Comments	Responses
4	Furthermore, Section 1502.17 requires that: "The draft environmental impact statement shall include a summary that identifies all alternatives, information, and analyses submitted by State, Tribal, and local governments and other public commenters during the scoping process for consideration by the lead and cooperating agencies in developing the environmental impact statement." The West Seattle portion of the WSBLE project will be a major disruption to the Alaska Junction area -- taking six years or more to construct, potentially displacing over 100 businesses and over 500 residences, and impacting many more businesses and residents in the area. Thus, the project deserves and NEPA requires (1502.16) the comparative consideration of: "Energy requirements and conservation potential of various alternatives and mitigation measures. Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures." Affordable housing, single family housing, rental apartments (prior to the West Seattle bridge closure) and parking are all in short supply in the impacted area. Thus the comparative merits of reasonable alternatives is an essential component of an adequate impact analysis. Supplemental Draft The lack of an adequate analysis of any major public project hinders decision-makers ability to make wise choices on behalf of the public. The proponents of NEPA anticipated this in section 1502.9: "To the fullest extent practicable, the draft statement must meet the requirements established for final statements in section 102(2)(C) of NEPA as interpreted in the regulations in this subchapter. If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and publish a supplemental draft of the appropriate portion."	Please see the response to CCG1 in Table 7-1. The requested information regarding scoping was provided in the WSBLE Draft EIS in Section 2.5, Alternatives Development and Scoping, and Appendix M, Summary of Alternatives Development and Initial Assessment Process. Detailed reports and communications received regarding the scoping process are incorporated by reference in these sections. Changes to the project are reviewed and evaluated by the Federal Transit Administration (FTA) to determine the environmental process. 23 Code of Federal Regulations 771.130 requires preparation of supplements to either draft or final EISs if (1) changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS; or (2) new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS. The FTA has determined that the changes to the project and related environmental concerns are not significant and that a supplemental Draft EIS is not required for the West Seattle Link Extension.
5	The differential impacts on the public of any project of this scale are unavoidable. In the case of improved rapid transit for West Seattle, each reasonable alternative has implications for different groups. While difficult to analyze for the many subgroups of the public, some preliminary assessment is possible. For example, implementation of certain alternatives does discriminate on the basis of age. Long vs. short implementation times discriminates against older groups in West Seattle. The average lifespan of a Washington resident (according to the CDC 2019) is 80.2 years. 12.5% of Seattle residents are over 65. More specifically, 7.6% of "West Seattle" residents (the 11 census tracts north of Myrtle) are 70 or over (2010 census). This group of West Seattle citizens will have passed away prior to the anticipated light rail completion in 2032 (assuming no construction or funding delays), having paid 16 years of property tax, car tabs sales tax, etc. to support ST3. As the closure of the West Seattle bridge has demonstrated, differential impacts on less affluent residents living near transportation corridors is unavoidable, but capable of some mitigation. Heavy traffic and its associated air and noise pollution, lowered property values, and pedestrian safety are just some of the impacts. The time frame and mode of transport selected for West Seattle's rapid transit connection to the rest of Seattle has implications for the less affluent that could be evaluated and included in the analysis	Please see the response to CCG4 in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on impacts and benefits to low-income populations.

#	Comments	Responses
6	In its 2019 Sustainability Plan update, Sound Transit commits itself to "development of an environmental management system to guide organizational attitude and action." This is an institutional cultural change that is often difficult to implement. The ISO Plan-Do-Check-Act model for continued organizational improvement requires serious organizational introspection with respect to its goals and ISO's various standards including (SIO14001-2015): "protecting the environment by preventing or mitigating adverse environmental impacts" "achieving financial and operational benefits that can result from implementing environmentally sound alternatives that strengthen the organization's market position" Sound Transit has committed itself to "consideration of carbon emissions from project construction and operation - full consideration of reasonable options." It also states: "As regional transportation planning and implementation organization, Sound Transit aspires to find the best possible outcomes for the Puget Sound people-planet ecosystem." This level of integrative planning at the ecosystem-level, in concert with its many project partners, is a goal that is complex and difficult to achieve. However, as an aspiration for Sound Transit, it is commendable. The ISO Environmental Management System approach requires an organization to document its own internal processes to meet stated goals. This assists the organization to pursue "continued organization improvement." The pursuit of ST3 and even the recent "realignment" process can benefit from rigorous and "out-of-the-box" thinking and planning.	Thank you for your comment; however, this is beyond the scope of the project.
7	Inadequate adherence to the NEPA process unnecessarily exposes Sound Transit to litigation relative to eminent domain seizures and other aspects of project implementation. These court processes can both delay the project and exacerbate the already difficult funding situation. Rapid transit for West Seattle residents has many social, economic and environmental benefits relative to the "no action" alternative. To avoid living with "no action" for the coming decade, providing a rigorous supplemental draft including issues not considered or dismissed based on inadequate analyses might keep the dream of fast and efficient connection to the rest of Seattle alive for the near term. GHG emissions climate resilience earthquake resilience integration of multi-modal strategies with partner organizations, including: electric buses on dedicated busways high capacity aerial transport covered pedestrian paths and bikeways enhanced over water transport regional coordination of flex hours and remote work data coordination of multi-modal transit schedules	Please see the responses to comments 1 through 6 above.

Comment Submittal 0399

Communication ID:	Name	Email
502125	Mark Leahy	markrleahy@leahymail.net

Full Communication (4/14/2022)

Sound Transit Board and DEIS team -

I'm concerned that Sound Transit does not report green house gas emissions due to construction activities. The Sound Transit 2020 Sustainability Progress Report states explicitly: "(This report does not include the resource use of the agency's construction activities.)"

I am also concerned that Sound Transit is biased in evaluating new transit technologies, lacking the necessary capabilities to do so.

First issue: I have been unable to locate embodied green house emissions data within the West Seattle/ Ballard extension DEIS - for each design option. Is this data available, disclosed? (Please direct me to the appropriate pages if I missed the analysis and comparisons. The "best" mention was some language" ...not using estimators for construction GHG emissions". This is disturbing... if that is all ST can do or cares to do for us.)

I believe - required by law or not - any and all EIS should focus attention upon and dedicate an entire section to embodied green house emissions due to the use of high emission construction materials (e.g. production of steel, cement/concrete, etc.) and actual construction activities (e.g. local and long distance transport, etc.). Highlight this section, feature this EIS section, actively solicit critical public discourse and critique of the section!

Every kg of GHG emissions released over the next 7-10 years is critical - please note and read recent IPCC reports!

Has ST funded an independent, and rigorous, analysis and report detailing the impact of current emissions due to construction NOW (over the next 7-10 years), the a relationship to purported emissions "avoided" in the future, and the overall heating potential of various segments added to the system? (I stumbled upon an years old white paper discussing concrete options for ST - fly ash, green concrete/cement, etc. - but was unable to find any publicly disclosed followup by ST, no documented/codified dedication to use low/zero carbon building materials - perhaps the reason for the wording in the 2020 Sustainability Progress Report.)

For a given segment of the system - a GHG analysis may show that from a GHG emission standpoint, use of "light rail" as the ONLY mode of transit will result in a net positive heating potential (BAD) vs. other methods/modes of transportation implemented or selected (e.g. dedicated electric buses, gondola, rubber/high traction monorail, 3 or 4 day work weeks, high EV adoption and use, etc.). Let's' put some effort into this issue, not simplistically show "how we build light rail" and ignore this critical environmental criteria. [BTW - The loss of houses in the DEIS seemed to extremely high. What was the direct cost assumption to the extension options, i.e. to purchase these homes and impact on housing stock I home prices.]

Each link segment added - all segments - must consider and calculate total GHG ("cradle to grave", embodied emissions, etc.).

Second issue: Sound Transit should NOT be a "one size fits all" light rail system - though at times ST behaves that way. Efficiencies can only be achieved with a road surface bus (fully electrified some day, I hope) and light rail system?

The recent Sound Transit "feasibility report" regarding potential consideration of gondola technology for the West Seattle link appears to be nothing more than a position paper stating/ reiterating Sound Transit's inability to design, construct, manage a 21st century transit system in a geographically diverse environment that requires something other than ST's "one size fits all"/ "this is all we can do" transit system. (Please see LA or other cities evaluations and their progress, particularly regarding gondola tech.) The ST "report" does not appear to be rigorous from engineering, financial, or environmental points of view - at all. The ST Board should reject and be ashamed of such "reports". The dollar savings alone should be enough for the board to seriously, critically, evaluate non-light rail, non-bus modes of transit to West Seattle (and Ballard).

In summary, a "transit system" that simply adds to our immediate GHG emission problem is NOT a good transit solution. I do not support a transit system (or segment of that system) with extremely high upfront GHG emissions, leaving those GHG to be "offset" or "abated" in the future (you hope, based upon what fluctuating assumptions or models). A transit system with high upfront GHG costs (emissions, heating potential) that also never achieves net zero GHG status operationally would be the ultimate insult and misuse of taxpayer funds. Mass EV use might have

been a better solution for the health of the planet. ST - "We build a transit system to move people; trust us, ignore our initial GHG emissions."

Don't ignore embodied carbon, address it directly, open to public critique! ST needs to address embodied carbon and be upfront about it by including it in its annual Sustainability Progress Report and when evaluating, choosing system extensions (not to mention cost).

Our Sound Transit system is intended to benefit all communities both economically and environmentally. Our communities are dispersed geographically and yet ST can only "manage" two modes of transport? Transit engineers globally have only two ideas - rail or roads? The ST Board must require a serious. rigorous. and fair evaluation of gondola technology (by a non-ST, independent, knowledgeable firm). Criteria for this real feasibility study must include detailed construction costs, embodied carbon totals, time to operation (and all benefits therein), and lastly - operational ease of implementation. Give voters a fair evaluation to review/choose - if necessary; show us that you are good fiduciaries.

Regards,

Mark Leahy

Mark R. Leahy

6741 38th Ave SW

Seattle, WA 98126

Ph: 206-735-7954

Email: markrleahy@leahymail.net

#	Comments	Responses
1	I'm concerned that Sound Transit does not report green house gas emissions due to construction activities. The Sound Transit 2020 Sustainability Progress Report states explicitly: "(This report does not include the resource use of the agency's construction activities.)" I am also concerned that Sound Transit is biased in evaluating new transit technologies, lacking the necessary capabilities to do so. First issue: I have been unable to locate embodied green house emissions data within the West Seattle/ Ballard extension DEIS - for each design option. Is this data available, disclosed? (Please direct me to the appropriate pages if I missed the analysis and comparisons. The "best" mention was some language "...not using estimators for construction GHG emissions". This is disturbing... if that is all ST can do or cares to do for us.) I believe- required by law or not-any and all EIS should focus attention upon and dedicate an entire section to embodied green house emissions due to the use of high emission construction materials (e.g. production of steel, cemenUconcrete, etc.) and actual construction activities (e.g. local and long distance transport, etc.). Highlight this section, feature this EIS section, actively solicit critical public discourse and critique of the section' Every kg of GHG emissions released over the next 7-10 years is critical - please note and read recent IPCC reports! Has ST funded an independent, and rigorous, analysis and report detailing the impact of current emissions due to construction NOW (over the next 7-10 years), the a relationship to purported emissions "avoided" in the future, and the overall heating potential of various segments added to the system? (I stumbled upon an years old white paper discussing concrete options for ST - fly ash, green concrete/cement, etc. - but was unable to find any publicly disclosed followup by ST, no documented/codified dedication to use low/zero carbon building materials - perhaps the reason for the wording in the 2020 Sustainability Progress Report.) For a given segment of the system - a GHG analysis may show that from a GHG emission standpoint, use of "light rail" as the ONLY mode of transit will result in a net positive heating potential (BAD) vs. other methods/modes of	Please see responses to CC2g, CC4.1c, and CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
	transportation implemented or selected (e.g. dedicated electric buses, gondola, rubber/high traction monorail, 3 or 4 day work weeks, high EV adoption and use, etc.). Let's' put some effort into this issue, not simplistically show "how we build light rail" and ignore this critical environmental criteria. [BTW - The loss of houses in the DEIS seemed to extremely high. What was the direct cost assumption to the extension options, i.e. to purchase these homes and impact on housing stock/ home prices.] Each link segment added - all segments - must consider and calculate total GHG ("cradle to grave", embodied emissions, etc.). Second issue: Sound Transit should NOT be a "one size fits all" light rail system - though at times ST behaves that way. Efficiencies can only be achieved with a road surface bus (fully electrified some day, I hope) and light rail system? The recent Sound Transit "feasibility report" regarding potential consideration of gondola technology for the West Seattle link appears to be nothing more than a position paper stating I reiterating Sound Transit's inability to design, construct, manage a 21st century transit system in a geographically diverse environment that requires something other than ST's "one size fits all" / "this is all we can do" transit system. (Please see LA or other cities evaluations and their progress, particularly regarding gondola tech.) The ST "report" does not appear to be rigorous from engineering, financial, or environmental points of view - at all. The ST Board should reject and be ashamed of such "reports". The dollar savings alone should be enough for the board to seriously, critically, evaluate non-light rail, non-bus modes of transit to West Seattle (and Ballard). In summary, a "transit system" that simply adds to our immediate GHG emission problem is NOT a good transit solution. I do not support a transit system (or segment of that system) with extremely high upfront GHG emissions, leaving those GHG to be "offset" or "abated" in the future (you hope, based upon what fluctuating assumptions or models). A transit system with high upfront GHG costs (emissions, heating potential) that also never achieves net zero GHG status operationally would be the ultimate insult and misuse of taxpayer funds. Mass EV use might have been a better solution for the health of the planet. ST - "We build a transit system to move people; trust us, ignore our initial GHG emissions." Don't ignore embodied carbon, address it directly, open to public critique' ST needs to address embodied carbon and be upfront about it by including it in its annual Sustainability Progress Report and when evaluating, choosing system extensions (not to mention cost). Our Sound Transit system is intended to benefit all communities both economically and environmentally. Our communities are dispersed geographically and yet ST can only "manage" two modes of transport? Transit engineers globally have only two ideas - rail or roads? The ST Board must require a serious, rigorous, and fair evaluation of gondola technology (by a non-ST, independent, knowledgeable firm). Criteria for this real feasibility study must include detailed construction costs, embodied carbon totals, time to operation (and all benefits therein), and lastly - operational ease of implementation. Give voters a fair evaluation to review/choose - if necessary; show us that you are good fiduciaries.	

Comment Submittal 0400

Communication ID:	Name	Email
503477	James Pasko	jbpasko@gmail.com; jpasko@google.com

Full Communication (4/14/2022)

Manager DEIS Comments,

1. Reopen the study of a 20th Avenue Station in Ballard so that the location serves the the actual center of Ballard and not a disappointingly far walk from the areas people want to go. This is a no-brainer and it seems almost absurd to consider a station on 14th or 15th at all, which is a major car arterial with very low business and residential densities compared to the areas around Ballard Ave and 24th. Don't make a foolish decision that will be regretted for generations, just to save a small amount of money and appease industrial special interests.

2. Make stations as shallow as possible with fast transfers and access to the surface.

3. South Lake Union must be designed to accommodate future expansion to the north (up SR- 99/Aurora) and to the east (replacing the King County Metro 8 line).

Thank you for considering these comments.

James Pasko

jbpasko@gmail.com

7006 34th Ave NW

Seattle, Washington 98117

#	Comments	Responses
1	Reopen the study of a 20th Avenue Station in Ballard so that the location serves the the actual center of Ballard and not a disappointingly far walk from the areas people want to go. This is a no- brainer and it seems almost absurd to consider a station on 14th or 15th at all, which is a major car arterial with very low business and residential densities compared to the areas around Ballard Ave and 24th. Don't make a foolish decision that will be regretted for generations, just to save a small amount of money and appease industrial special interests.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Make stations as shallow as possible with fast transfers and access to the surface.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	South Lake Union must be designed to accommodate future expansion to the north (up SR- 99/Aurora) and to the east (replacing the King County Metro 8 line).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0401

Communication ID	Name	Email
500036	Bob Bobson	bobson@gmail.com

Full Communication (4/14/2022)

Congratulations on publishing 6 million words that are inaccesible to all but the most educated with the most time on their hands.

The location in Magnolia next to BNSF is totally idiotic. Beyond that, who cares? Equity?

#	Comments	Responses
1	Congratulations on publishing 6 million words that are inaccesible to all but the most educated with the most time on their hands.	Throughout the environmental review process Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.
2	The location in Magnolia next to BNSF is totally idiotic.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0402

Communication ID	Name	Email
500045	Grace T.	gracetseng0219@gmail.com

Full Communication (4/14/2022)

Hope to have a station around Alaska junction or Morgan junction. It's taking too long to go to downtown Seattle by bus.

Thanks!

Grace

#	Comments	Responses
1	Hope to have a station around Alaska junction or Morgan junction. It's taking too long to go to downtown Seattle by bus.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0403

Communication ID	Name	Email
500056	Jamie Gruenberger	jgruenberger191@gmail.com

Full Communication (4/14/2022)

The following are my comments for the West Seattle/Ballard EIS.

SoDo Station: SODO-2. It will allow the SoDo busway to eventually reopen, which is worth the extra cost.

Delridge Station: Either DEL-2a or DEL-6. I believe the two most important things at this station are proper connections to the new RapidRide H and station infrastructure that allows for a tunnel alignment.

Avalon/Alaska Junction: WSJ-5. While I prefer a location on 42nd Avenue SW than 41st Avenue SW, the cheaper cost of WSJ-5, as well as its minimal disruption makes it the best option.

International District/Chinatown: CID-1a. This option provides easy transfers between lines while not disrupting the Chinatown neighborhood (less impact to businesses and residences).

Downtown Segment: DT-1. I believe a line on 5th Avenue and Harrison Street is best, with some caveats. Stations should be put as shallow as they feasibly can, especially at Westlake since it will be a major transfer point in the system. I also believe money should be allocated for the construction of a tunnel box to the west of the South Lake Union station, as a provision for expansion north in the future. I also believe noise abatement measures should be put in outside the SLU station, since it will be right near the entrance of the SR-99 tunnel, but I also understand that Sound Transit may have to work with other stakeholders for this.

South Interbay Segment: SIB-1, since it provides the best access to Pier 91 and the current Expedia Campus, as well as being cheaper than the other alternatives.

Interbay/Ballard: IBB-2b. This is because it provides walkable access to both the historic core west of 15th and the brewery district east of 15th. I also believe a tunnel alignment is best for future expansion north along 15th Avenue NW. If a station is to be built on the east side of 15th Avenue though (as shown in IBB-2b), either an underground connection or pedestrian bridge should be built in conjunction, as a way for pedestrians to avoid crossing 15th Avenue NW (a very busy arterial).

Thank you for your time.

#	Comments	Responses
1	SoDo Station: SODO-2. It will allow the SoDo busway to eventually reopen, which is worth the extra cost.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Delridge Station: Either DEL-2a or DEL-6. I believe the two most important things at this station are proper connections to the new RapidRide H and station infrastructure that allows for a tunnel alignment.	Please see responses to CCG2 and CC3a in Table 7-1.
3	Avalon/Alaska Junction: WSJ-5. While I prefer a location on 42nd Avenue SW than 41st Avenue SW, the cheaper cost of WSJ-5, as well as its minimal disruption makes it the best option.	Please see responses to CCG2 and CC2i in Table 7-1.
4	International District/Chinatown: CID-1a. This option provides easy transfers between lines while not disrupting the Chinatown neighborhood (less impact to businesses and residences).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	Downtown Segment: DT-1. I believe a line on 5th Avenue and Harrison Street is best, with some caveats. Stations should be put as shallow as they feasibly can, especially at Westlake since it will be a major transfer point in the system. I also believe money should be allocated for the construction of a tunnel box to the west of the South Lake Union station, as a provision for expansion north in the future. I also believe noise abatement measures should be put in outside the SLU station, since it will be right near the entrance of the SR-99 tunnel, but I also understand that Sound Transit may have to work with other stakeholders for this.	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	South Interbay Segment: SIB-1, since it provides the best access to Pier 91 and the current Expedia Campus, as well as being cheaper than the other alternatives.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Interbay/Ballard: IBB-2b. This is because it provides walkable access to both the historic core west of 15th and the brewery district east of 15th. I also believe a tunnel alignment is best for future expansion north along 15th Avenue NW. If a station is to be built on the east side of 15th Avenue though (as shown in IBB-2b), either an underground connection or pedestrian bridge should be built in conjunction, as a way for pedestrians to avoid crossing 15th Avenue NW (a very busy arterial).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0404

Communication ID	Name	Email
500196	Mark Hergert	proerpf@hotmail.com

Full Communication (4/15/2022)

Mark Hergert Court Reporter Draft EIS Comment

Hello. My name is Mark Hergert, and I believe that the uncertainty of the eminent domain for those homeowners that may be affected by property purchase. Some people, such as ourselves, have planned for many years to sell our home that is possibly one of those to be purchased within the next six months, and I believe that the property value would be significantly diminished by having the uncertainty of whether that home will still be standing two years or one year from now. I hope that that is being considered and that it's -- I just think the property value would be highly diminished by that uncertainty for someone that is selling their house in the near future. That's my statement.

#	Comments	Responses
1	I believe that the uncertainty of the eminent domain for those homeowners that may be affected by property purchase. Some people, such as ourselves, have planned for many years to sell our home that is possibly one of those to be purchased within the next six months, and I believe that the property value would be significantly diminished by having the uncertainty of whether that home will still be standing two years or one year from now. I hope that that is being considered and that it's -- I just think the property value would be highly diminished by that uncertainty for someone that is selling their house in the near future.	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0405

Communication ID	Name	Email
500218	Ann Stedman	dancehike@gmail.com

Full Communication (4/15/2022)

Hi -- I live on 22nd Ave SW between Andover and Charlestown. My property is outside any of the build corridor options, but we still imagine that we will be affected by noise, view obstruction, traffic from all the cars that will be trying to park in the neighborhood because you are overly optimistic about people taking the bus to the light rail. When my neighborhood met with your team in March, they were still entirely unprepared to give us information on these issues. I don't understand why you are unable to provide this info since there is plenty of info from Sound Transit's experience as well as from light rail experiences elsewhere. I imagine I will be able to easily see the faces of the people on the train or in the station as they pass by -- I am that close to where you are planning to put this. However, after several years of our community repeatedly asking these questions, the team continues to come unprepared to answer anything more than in the first meeting. They have made some progress in answering to directly impacted homeowners, but it is concerning that they can't respond to these very standard questions and concerns.

#	Comments	Responses
1	My property is outside any of the build corridor options, but we still imagine that we will be affected by noise, view obstruction, traffic from all the cars that will be trying to park in the neighborhood because you are overly optimistic about people taking the bus to the light rail. When my neighborhood met with your team in March, they were still entirely unprepared to give us information on these issues. I don't understand why you are unable to provide this info since there is plenty of info from Sound Transit's experience as well as from light rail experiences elsewhere. I imagine I will be able to easily see the faces of the people on the train or in the station as they pass by -- I am that close to where you are planning to put this. However, after several years of our community repeatedly asking these questions, the team continues to come unprepared to answer anything more than in the first meeting. They have made some progress in answering to directly impacted homeowners, but it is concerning that they can't respond to these very standard questions and concerns.	The WSBLE Draft EIS, published in January 2022, included analysis regarding potential noise, visual, traffic, and parking impacts. The West Seattle Link Extension Final EIS was updated based on more current information when available. Please see the following sections of the Final EIS for more information: • 3.5, Affected Environment and Impacts During Operation - Arterial and Local Street Operations • 3.6, Affected Environment and Impacts During Operation - Parking • 4.5, Visual and Aesthetic Resources • 4.7, Noise and Vibration

Comment Submittal 0406

Communication ID	Name	Email
500221	Michael Hootman	mhootman@comcast.net

Full Communication (4/15/2022)

I feel that the transit board should require the West Seattle link to be under ground like it is in Beacon Hill. Otherwise it will unsettle too many West Seattle businesses and the businesses have enough issues with COVID and the West Seattle Bridge outage.

#	Comments	Responses
1	I feel that the transit board should require the West Seattle link to be under ground like it is in Beacon Hill. Otherwise it will unsettle too many West Seattle businesses and the businesses have enough issues with COVID and the West Seattle Bridge outage.	Please see responses to CCG2 and CC5b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0407

Communication ID	Name	Email
500222	Roy Hirshkowitz	roy.hirshkowitz@gmail.com

Full Communication (4/15/2022)

I would greatly prefer to be choosing from, and commenting on, the alternatives presented in the DEIS. However, after seeing the initial design fleshed out into a more concrete form, I find that approach to be largely futile. The alternatives outlined in the DEIS are too costly, the stations are too deep or too high and often poorly located, and the line-to-line transfers are very inconvenient. Ironically, some measures which would drastically reduce costs should also provide a much better transit experience while mitigating many of the disruptions necessarily caused by a project of this size.

Please reconsider running three lines in the current tunnel. Individual lines could operate at 6--9- minute headways (2-3 minutes when combined.) Some advantages include:

- Large cost savings.
- Far fewer surface disruptions during construction.
- A much better system for riders with trivial transfers.
- Possible preservation of the SODO busway.
- Better service for all three stadiums.
- Immediate utility for the West Seattle line, with a flyover junction south of SODO station.

Two options should be studied for the Westlake to Ballard segment. The first is a burrowed junction north of Westlake station. The second is terminating the line at the 5th Ave, extension of Westlake station, level with the existing platform. This option will require a non-revenue connection to the rest of the system, possibly at the old Convention Place tunnel. Although slightly less convenient for riders from Ballard, the second option may be less disruptive and allow for more future branching, such as north from SLU to the 99 corridor, and/or east from Ballard to the University.

Driverless trains may also be a possibility with this option.

Both options will require capital improvements to the existing tunnel, as well as reliability improvements to the at-grade section in SODO and MLK. These are improvements that should be made anyway.

As noted in ST's own cost-cutting proposal, the Denny station can be removed with little harm to the system. The SLU station should be relocated to the south, ideally along Westlake. (The proposed Dexter solution, while a little better than either DEIS alternative, still misses the heart of SLU.) The new SLU station can be shallow. This station, along with Westlake, will easily serve the walkshed of the eliminated Denny station. The line should turn sharply onto Mercer and provisions for a junction to the Aurora corridor should be considered. The LOA station should be shallow and on Mercer.

The Ballard station must be moved to the west, ideally somewhere near 20th. The Thorndike portal option needs to be brought back for consideration. The current alignment choices do not serve the Ballard core.

In West Seattle, eliminate the Avalon station, locate the Delridge station to the north near Andover, and tunnel to the terminal station at the Junction, preferably on 41st. If possible, the route should follow Andover to a portal under Avalon Way. The cost of this alignment will be similar to the other alternatives but comes without many of the permanent disruptions to neighborhoods due to an elevated line with insufficient right-of-way.

#	Comments	Responses
1	The alternatives outlined in the DEIS are too costly, the stations are too deep or too high and often poorly located, and the line-to-line transfers are very inconvenient. Ironically, some measures which would drastically reduce costs should also provide a much better transit experience while mitigating many of the disruptions necessarily caused by a project of this size.	Please see the responses to CC2e and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information.

#	Comments	Responses
2	Please reconsider running three lines in the current tunnel. Individual lines could operate at 6-9- minute headways (2-3 minutes when combined.) Some advantages include: • Large cost savings. Far fewer surface disruptions during construction. • A much better system for riders with trivial transfers. • Possible preservation of the SODO busway. • Better service for all three stadiums. • Immediate utility for the West Seattle line, with a flyover junction south of SODO station. Two options should be studied for the Westlake to Ballard segment. The first is a burrowed junction north of Westlake station. The second is terminating the line at the 5th Ave, extension of Westlake station, level with the existing platform. This option will require a non-revenue connection to the rest of the system, possibly at the old Convention Place tunnel. Although slightly less convenient for riders from Ballard, the second option may be less disruptive and allow for more future branching, such as north from SLU to the 99 corridor, and/or east from Ballard to the University. Driverless trains may also be a possibility with this option. Both options will require capital improvements to the existing tunnel, as well as reliability improvements to the at-grade section in SODO and MLK. These are improvements that should be made anyway.	Please see response to CC1b in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	As noted in ST's own cost-cutting proposal, the Denny station can be removed with little harm to the system. The SLU station should be relocated to the south, ideally along Westlake. (The proposed Dexter solution, while a little better than either DEIS alternative, still misses the heart of SLU.) The new SLU station can be shallow. This station, along with Westlake, will easily serve the walkshed of the eliminated Denny station. The line should turn sharply onto Mercer and provisions for a junction to the Aurora corridor should be considered.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	The LQA station should be shallow and on Mercer.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	The Ballard station must be moved to the west, ideally somewhere near 20th. The Thorndike portal option needs to be brought back for consideration. The current alignment choices do not serve the Ballard core.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	In West Seattle, eliminate the Avalon station, locate the Delridge station to the north near Andover, and tunnel to the terminal station at the Junction, preferably on 41st. If possible, the route should follow Andover to a portal under Avalon Way. The cost of this alignment will be similar to the other alternatives but comes without many of the permanent disruptions to neighborhoods due to an elevated line with insufficient right-of-way.	Please see the responses to CCG2 and CC2j and in Table 7-1.

Comment Submittal 0408

Communication ID	Name	Email
500223	John Arenz	john.arenz@gmail.com

Full Communication (4/15/2022)

I am writing in favor of the Andover Street location of the Delridge station because it has the fewest residential displacements (ES-18), no park impacts, and is cost favorable. The Andover Street location is the only one that will not destroy our neighborhood. Please choose the Andover Street location.

#	Comments	Responses
1	I am writing in favor of the Andover Street location of the Delridge station because it has the fewest residential displacements (ES-18), no park impacts, and is cost favorable. The Andover Street location is the only one that will not destroy our neighborhood. Please choose the Andover Street location.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0409

Communication ID	Name	Email
500225	Richard Kettlewell	surfingtoo@hotmail.com

Full Communication (4/15/2022)

I'm in favor of a tunnel from the proximity of Delridge.

The raised alternative is a massive structure winding through neighborhoods. It's hard to imagine a superstructure 70' tall in the Avalon area.

Building an elevated structure contiguous to an industrial area or open space is much different than an elevated structure casting a shadow over a dense newbie hood area like West Seattle.

#	Comments	Responses
1	I'm in favor of a tunnel from the proximity of Delridge. The raised alternative is a massive structure winding through neighborhoods. It's hard to imagine a superstructure 70' tall in the Avalon area. Building an elevated structure contiguous to an industrial area or open space is much different than an elevated structure casting a shadow over a dense newbie hood area like West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0410

Communication ID	Name	Email
500230	Brian O'Brien	obteach@yahoo.com

Full Communication (4/15/2022)

Putting an above-ground section of rail on the water view side near the Alaska Junction makes no sense. While hard to quantify in dollars, the impact would by far outweigh any cost savings. Do something right for once Seattle.

#	Comments	Responses
1	Putting an above-ground section of rail on the water view side near the Alaska Junction makes no sense. While hard to quantify in dollars, the impact would by far outweigh any cost savings. Do something right for once Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0411

Communication ID	Name	Email
500241	Mika Harmon	mikaharmon1@gmail.com

Full Communication (4/15/2022)

Waste of money. Just a free ride for the homeless to ride m, smoke narcotics and commit crimes.

#	Comments	Responses
1	Waste of money. Just a free ride for the homeless to ride m, smoke narcotics and commit crimes.	Your opposition to the Project has been noted.

Comment Submittal 0412

Communication ID	Name	Email
500253	Keane Ng	keane.n@live.com

Full Communication (4/16/2022)

The location looks good for the light rail. I think for all the neighborhood has dealt with, the construction on delridge, the bridge being down, etc, we should get this approved and going. West seattle should be a priority for sound transit.

#	Comments	Responses
1	The location looks good for the light rail. I think for all the neighborhood has dealt with, the construction on delridge, the bridge being down, etc, we should get this approved and going. West seattle should be a priority for sound transit .	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0413

Communication ID	Name	Email
500258	Randy Sampson	rl.sampson45@yahoo.com

Full Communication (4/16/2022)

I live on Pigeon Point next to the West Seattle Bridge. The project will NOT impact my property personally. However, I have some concerns about the options you are pushing forward as the preferred routes. It occurs to me that you may be putting business ahead of property owner displacement and that really bothers me a lot. Your primary focus should be placed on displacing as few residences as possible And from what I've seen on your proposals, there are methods to displace very very few residences, and sometimes even at a lower cost in doing so. So it perplexes me why you are choosing a more expensive option and needlessly displacing longtime residences instead of displacing business or not displacing at all. It makes me thing that this project is corrupt. That Business has more influence in this process than tax payers. That Environmental impact is being used as an excuse to bolster Business objectives. People on the End of Pigeon point who have been here and who's families have been here for decades are going to be displaced, and you have options that would avoid the point altogether. Your primary route basically levels the entire west end of the Andover to Genesee neighborhood. And that doesn't seem to bother you. Your reply is that your compensation will somehow give them the funds they need to replace their loss, and we all know that isn't true. There isn't an affordable residence in this city these days and what you compensate will not even remotely come close to making things right. I'm disappointed in you all. I expected better from you. I expected you to prioritize people over money and business. And if any of these people start any kind of legal action, even though I'm not impacted directly, I'll sign on to it.

#	Comments	Responses
1	I live on Pigeon Point next to the West Seattle Bridge. The project will NOT impact my property personally. However, I have some concerns about the options you are pushing forward as the preferred routes. It occurs to me that you may be putting business ahead of property owner displacement and that really bothers me a lot. Your primary focus should be placed on displacing as few residences as possible And from what I've seen on your proposals, there are methods to displace very very few residences, and sometimes even at a lower cost in doing so. So it perplexes me why you are choosing a more expensive option and needlessly displacing longtime residences instead of displacing business or not displacing at all. It makes me thing that this project is corrupt. That Business has more influence in this process than tax payers. That Environmental impact is being used as an excuse to bolster Business objectives. People on the End of Pigeon point who have been here and who's families have been here for decades are going to be displaced, and you have options that would avoid the point altogether. Your primary route basically levels the entire west end of the Andover to Genesee neighborhood. And that doesn't seem to bother you. Your reply is that your compensation will somehow give them the funds they need to replace their loss, and we all know that isn't true. There isn't an affordable residence in this city these days and what you compensate will not even remotely come close to making things right. I'm disappointed in you all. I expected better from you. I expected you to prioritize people over money and business. And if any of these people start any kind of legal action, even though I'm not impacted directly, I'll sign on to it.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0414

Communication ID	Name	Email
500260	David Hancock	hancocdm@gmail.com

Full Communication (4/16/2022)

Thank you for all your work on this.

ES.3.1.1.2 Duwamish Segment: I support DUW 2 because of its lower impacts on park area, including the heron colony, and greater distance from homes in the Pigeon Point neighborhood. I assume that engineering solutions could be found to mitigate impacts on Port operations; I don't think the same could be said for impacts on park area.

ES.3.1.1.3 Delridge segment: I support proposed alternatives that have station locations further south (not DEL 5 or 6), and prefer the lowest guideways possible, transitioning to a tunnel.

ES.3.1.1.4 West Seattle Junction segment: I support removing the Avalon station, and I support the tunnel alternatives. The longer the tunnel, the better, and I prefer the alternatives on 41st Ave SW.

#	Comments	Responses
1	ES.3.1.1.2 Duwamish Segment: I support DUW 2 because of its lower impacts on park area, including the heron colony, and greater distance from homes in the Pigeon Point neighborhood. I assume that engineering solutions could be found to mitigate impacts on Port operations; I don't think the same could be said for impacts on park area.	Please see responses to CCG2, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	ES.3.1.1.3 Delridge segment: I support proposed alternatives that have station locations further south (not DEL 5 or 6), and prefer the lowest guideways possible, transitioning to a tunnel.	Please see responses to CCG2 and CCG3 in Table 7-1.
	ES.3.1.1.4 West Seattle Junction segment: I support removing the Avalon station, and I support the tunnel alternatives. The longer the tunnel, the better, and I prefer the alternatives on 41st Ave SW.	Please see response to CC2j in Table 7-1.

Comment Submittal 0415

Communication ID	Name	Email
500262	Karin Miller	millerkarin2@gmail.com

Full Communication (4/16/2022)

I write to STRONGLY encourage you to put the West Seattle station and light rail tracks underground. The purpose of light rail is to make Seattle more livable. Putting light rail underground will accomplish this goal. Putting light rail above ground hurts available housing, the environment and a vital, affordable neighborhood. Sound Transit found the money to build light rail underground in the more affluent and less diverse neighborhoods of Montlake, Capital Hill, First Hill, the University District. It is imperative to make the same decisions about below ground tracks in West Seattle. Other cities with mass transit systems have all found that underground trains are best for the longterm viability of the area. Do not be 'penny wise and pound foolish' by saving money to build above ground while destroying a lovely and livable neighborhood for generations to come.

#	Comments	Responses
1	I write to STRONGLY encourage you to put the West Seattle station and light rail tracks underground. The purpose of light rail is to make Seattle more livable. Putting light rail underground will accomplish this goal. Putting light rail above ground hurts available housing, the environment and a vital, affordable neighborhood. Sound Transit found the money to build light rail underground in the more affluent and less diverse neighborhoods of Montlake, Capital Hill, First Hill, the University District. It is imperative to make the same decisions about below ground tracks in West Seattle. Other cities with mass transit systems have all found that underground trains are best for the longterm viability of the area. Do not be 'penny wise and pound foolish' by saving money to build above ground while destroying a lovely and livable neighborhood for generations to come.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0416

Communication ID	Name	Email
500265	Jennifer Zielke	jennybardill@gmail.com

Full Communication (4/16/2022)

Regarding the West Seattle Route; Avalon Station. As noted on the website link "Stations /Avalon".

Regarding: All route options under Stations in the Avalon Station plans (As shown in items WSJ-1;

WSJ-2; WSJ-3a; WSJ-5)

PLEASE REMOTE THE RIDESHARE AREAS FROM SW GENESSEE ST.

Suggest moving this onto Delridge.

SW Genesee St. between 32nd and 35th, as well as Andover between Avalon and 32nd are critical access point for the homeowners on 32nd, and SW Avalon Way,

REASONS:

This block has been up-zoned and high-density projects are already planned and permitted, There will be construction off of SW Avalon Way for years to come,

- The EIS fails to provide details about traffic volume projections for the Rideshare area through our neighborhood.
- The EIS fails to explain how the road design will be adjusted to increase the capacity of Genesee to handle ride-share traffic.
- The current street on Genesee can only be accessed coming North from SW Avalon Way, or North up Andover and through the residential neighborhood on 32nd.
- The design implies that the design is to encourage ride-share traffic to drive up SW Genessee St., through the neighborhood to enter, then it would need to turn around, and drive back down SW Genesse St. to exit. (b/c the road does not go through),
- This design fails to understand that SW Genessee is a narrow residential street, that leads to the Alley behind SW Avalon Way.
- SW Avalon Way is, again, up-zoned, and increasing in density.
- The alley between Genesee and 32nd is where the block's waste removal is serviced.
- The EIS fails to provide a plan to the neighborhood about how Trash service will be maintained, during and after construction.
- The EIS fails to provide evidence that increased traffic volumes compared to needs for local access to the Alley and 32nd street have been assessed.
- The EIS fails to explain what local street parking options will be maintained/removed on SW Genessee St.

Proceeding with the design as-is will make the area "unlivable". Happy to partner with designers to walk the area and discuss recommendations.

#	Comments	Responses
1	Regarding: All route options under Stations in the Avalon Station plans (As shown in items WSJ-1; WSJ-2; WSJ-3a; WSJ-5) PLEASE REMOTE THE RIDESHARE AREAS FROM SW GENESSEE ST. Suggest moving this onto Delridge. SW Genesee St. between 32nd and 35th, as well as Andover between Avalon and 32nd are critical access point for the homeowners on 32nd, and SW Avalon Way. REASONS: This block has been up-zoned and high-density projects are already planned and permitted. There will be construction off of SW Avalon Way for years to come. The EIS fails to provide details about traffic volume projections for the Rideshare area through our neighborhood. The EIS fails to explain how the road design will be adjusted to increase the capacity of Genesee to handle ride-share traffic. The current street on Genesee can only be accessed coming North from SW Avalon Way, or North up Andover and through the residential neighborhood on 32nd. The design implies that the design is to encourage ride-share traffic to drive up SW Genessee St., through the neighborhood to enter, then it would need to turn around, and drive back down SW Genesse St. to exit. (b/c the road does not go through). This design fails to understand that SW Genessee is a narrow residential street, that leads to the Alley behind SW Avalon Way. SW Avalon Way is, again, up-zoned, and increasing in density. The alley between Genesee and 32nd is where the block's waste removal is serviced. The EIS fails to provide a plan to the neighborhood about how Trash service will be maintained, during and after construction. The EIS fails to provide evidence that increased traffic volumes compared to needs for local access to the Alley and 32nd street have been assessed. The EIS fails to explain what local street parking options will be maintained/removed on SW Genessee St. Proceeding with the design as-is will make the area "unlivable	Please see the responses to CC2j and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix J, Conceptual Design Drawings, for drawings of proposed roadway improvements associated with the Avalon Station for each alternative. See Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for information on impacts to neighborhoods during construction. See Section 4.14, Public Services, Safety, and Security, of the Final EIS for description of how Sound Transit would coordinate with solid waste collection companies during construction to maintain collection services. See Section 4, Arterials and Local Street Operations, of Appendix N.1, Transportation Technical Report, of the Final EIS for detailed information on changes in property access and circulation, traffic volumes, and intersection level of service.

Comment Submittal 0417

Communication ID	Name	Email
500266	Theresa Neinas	tneinas114@gmail.com

Full Communication (4/16/2022)

It is hard to be uprooted from a place you've lived for 27 years. One that you thought you'd be taken out of wearing a toe tag [grim yes, but you get the point]. This location has been so convenient [except this "living through the bridge down" years] and as we know with any living situation LOCATION, LOCATION, LOCATION is key.

When I am "Placed" in a new home will I get the same interest rate I am paying now or will there be adjustments made for that {We are going to need someone to figure out that story problem}. Also my house is small, getting a similar house in a location that is comparable is not going to be easy. That can all be worked out but these are some of my thoughts.

I am in the path of the preferred route, right over the station location to be exact. As you can surmise I am also a stones throw from the less desirable plans so I have been detaching myself emotionally from this house for a long time. There are things I would have done to the house to "keep it up" but it hasn't made sense to put MORE into a landfill so am making due with what I have as is [it's all livable and safe, just in case you were wondering. For example: Do I need to put in new counter tops in a kitchen that is going to be destroyed? NO]. Investing in my property has been scaled back as it doesn't make sense. I hope you take that into consideration when you are assessing my property.

I understand there will be a buyout/ eminent domain that includes help with relocating and such. It seems a real estate lawyer will be needed for me to feel at ease. One of my other concerns besides WHERE AM I GOING TO GO is what appliances can I take with me? What in the house in general can I take? My on demand water heater is not that old for example and am not sure the next house will have one, not a cheap replacement and as funny as it may sound "the kitchen sink" it's a vintage sink with connecting drainboards on either side on a free standing metal cabinet, that I just love. I just don't know what kind of wiggle room we're going to have.

When I called about these concerns I am told that it will be decided on an individual basis. What does that mean? that the demolition guys will see if it's something they want to take home or not?

When I call, everyone is very nice but the more I talk to them the more I realize their only job is to keep us calm. I have been patient for several years now since this was laid at my door and wonder when you do get around to giving us concrete answers? what kind of time will I have to respond? perhaps I just have to be patient a little longer.

I do appreciate you keeping the door open to communication, and listening to us is important but I have yet to hear of an individual plan that me and my neighbors can sink our teeth into. We are getting weary of doing the talking and perhaps I've missed some info from you but we need a better timeline. At any rate, thank you for listening yet again, I may have more thoughts but this is all I've got right now.

#	Comments	Responses
1	When I am "Placed" in a new home will I get the same interest rate I am paying now or will there be adjustments made for that {We are going to need someone to figure out that story problem}. Also my house is small, getting a similar house in a location that is comparable is not going to be easy. That can all be worked out but these are some of my thoughts. I am in the path of the preferred route, right over the station location to be exact. As you can surmise I am also a stones throw from the less desirable plans so I have been detaching myself emotionally from this house for a long time. There are things I would have done to the house to "keep it up" but it hasn't made sense to put MORE into a landfill so am making due with what I have as is [it's all livable and safe, just in case you were wondering. For example: Do I need to put in new counter tops in a kitchen that is going to be destroyed? NO]. Investing in my property has been scaled back as it doesn't make sense. I hope you take that into consideration when you are assessing my property. I understand there will be a buyout/ eminent domain that includes help with relocating and such. It seems a real estate lawyer will be needed for me to feel at ease. One of my other concerns besides WHERE AM I GOING TO GO is what appliances can I take with me? What in the house in general can I take? My on demand water heater is not that old for example and am not sure the next house will have one, not a cheap replacement and as funny as it may sound "the kitchen sink" it's a vintage sink with connecting drainboards on either side on a free standing metal cabinet, that I just love. I just don't know what kind of wiggle room we're going to have. When I called about these concerns I am told that it will be decided on an individual basis. What does that mean? that the demolition guys will see if it's something they want to take home or not? When I call, everyone is very nice but the more I talk to them the more I realize their only job is to keep us calm. I have been patient for several years now since this was laid at my door and wonder when you do get around to giving us concrete answers? what kind of time will I have to respond? perhaps I just have to be patient a little longer. I do appreciate you keeping the door open to communication, and listening to us is important but I have yet to hear of an individual plan that me and my neighbors can sink our teeth into. We are getting weary of doing the talking and perhaps I've missed some info from you but we need a better timeline. At any rate, thank you for listening yet again, I may have more thoughts but this is all I've got right now	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit notified potentially affected property owners prior to the Draft EIS publication in the fall of 2021 and prior to publication of the Final EIS. Sound Transit staff is available to meet with you to further discuss the process and your concerns about your property.

Comment Submittal 0418

Communication ID	Name	Email
500269	John Douthwaite	custom1@seanet.com

Full Communication (4/16/2022)

SOOT,

1. Please do not run an above ground light rail track down the middle of our residential streets. The north-south street that is 42nd Ave SW, running south from SW Edmonds St is populated by families, proud Seattle homeowners who enjoy a nice neighborhood with sound views. Placig a above ground light rail track on 42 Ave SW is unacceptable. Instead, the track should be located on Fauntleroy Ave SW, running south from Alaska & Fauntlery, to the ferry dock. Fauntleroy is already a main arterial and has an extra lane right in the middle! This is a no brainer. Come on SCOT, use your brains and make the right decision. Do not needlessly destroy our neighborhood.
2. I support and underground rail system to avoid destroying our cherished West Seattle neighborhoods.
3. Place the station at the Fauntleroy & Alaska junction, current site of Les Schwab or the Shell station,

#	Comments	Responses
1	Please do not run an above ground light rail track down the middle of our residential streets. The north-south street that is 42nd Ave SW, running south from SW Edmonds St is populated by families, proud Seattle homeowners who enjoy a nice neighborhood with sound views. Placig a above ground light rail track on 42 Ave SW is unacceptable. Instead, the track should be located on Fauntleroy Ave SW, running south from Alaska & Fauntlery, to the ferry dock. Fauntleroy is already a main arterial and has an extra lane right in the middle' This is a no brainer. Come on SCOT, use your brains and make the right decision. Do not needlessly destroy our neighborhood. I support and underground rail system to avoid destroying our cherished West Seattle neighborhoods. Place the station at the Fauntleroy & Alaska junction, current site of Les Schwab or the Shell station,	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0419

Communication ID	Name	Email
500271	Charles Irwin	cmirwin430@gmail.com

Full Communication (4/16/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course on Genessee.

The best reason to go on Andover & Yancy is to save $100 million.

It also avoids precious park property. The golf course is a vital recreational option for Seattle citizens, and a thriving business, and would be damaged by the impact of construction long term. Thank you

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course on Genessee. The best reason to go on Andover & Yancy is to save $100 million. It also avoids precious park property. The golf course is a vital recreational option for Seattle citizens, and a thriving business, and would be damaged by the impact of construction long term.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0420

Communication ID	Name	Email
500282	Colin Gants	cgants@premeirgc.com

Full Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail section.

I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee.

As the studies suggest; the benefits of an Andover/ Yancy routing far outweigh the preferred options:

1.) Save $100 Million

2.) 487 Fewer displaced residence/ apartments

3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.

Thank you for considering my comment, Colin Gants

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover/ Yancy routing far outweigh the preferred options: 1.) Save $100 Million 2.) 487 Fewer displaced residence/ apartments 3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle/Ballard Link Extension Final EIS. For more information, please see these sections of the West Seattle Link Extension Final EIS: ▪ Project cost: Section 2.9, Project Funding and Cost Comparison ▪ Residential and business displacements: Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics ▪ Park impacts: Section 4.17, Parks and Recreational Resources ▪ Ecosystem resources: Section 4.9, Ecosystems

Comment Submittal 0421

Communication ID	Name	Email
500284	Max McCain	xmccain@gmail.com

Full Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail section.

I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee.

As the studies suggest; the benefits of an Andover / Yancy routing far outweigh the preferred options:

1.) Save $100 Million

2.) 487 Fewer displaced residence/ apartments

3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover/ Yancy routing far outweigh the preferred options: 1.) Save $100 Million 2.) 487 Fewer displaced residence/ apartments 3.) No impact to Green Space/ Golf Course I Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle/Ballard Link Extension Final EIS. For more information, please see these sections of the West Seattle Link Extension Final EIS: ▪ Project cost: Section 2.9, Project Funding and Cost Comparison ▪ Residential and business displacements: Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics ▪ Park impacts: Section 4.17, Parks and Recreational Resources ▪ Ecosystem resources: Section 4.9, Ecosystems

Comment Submittal 0422

Communication ID	Name	Email
500285	Gina Hasson	ginahasson@gmail.com

Full Communication (4/17/2022)

I am commenting on the Delridge section of the West Seattle Light Rail section.

I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee.

As the studies suggest; the benefits of an Andover / Yancy routing far outweigh the preferred options:

1.) Save $100 Million

2.) 487 Fewer displaced residence/ apartments

3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives.

Thank you for considering my comment, Gina Hasson

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover/ Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover/ Yancy routing far outweigh the preferred options: 1.) Save $100 Million 2.) 487 Fewer displaced residence/ apartments 3.) No impact to Green Space/ Golf Course/ Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives. Thank you for considering my comment,	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle/Ballard Link Extension Final EIS. For more information, please see these sections of the West Seattle Link Extension Final EIS: ▪ Project cost: Section 2.9, Project Funding and Cost Comparison ▪ Residential and business displacements: Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics ▪ Park impacts: Section 4.17, Parks and Recreational Resources ▪ Ecosystem resources: Section 4.9, Ecosystems

Comment Submittal 0423

Communication ID	Name	Email
500291	A Hamilton	angelahamilton@email.com

Full Communication (4/17/2022)

Avalon station is redundant and not worth the cost.

A large chunk of the Avalon neighborhood gets bulldozed in every alternative except the longer tunnels. The "medium tunnel" option is actually the worst of all for property acquisitions and impacts in our neighborhood, the above-ground Genesee options are also significant. The main reason the longer tunnels are more expensive is the 2nd underground station. The ridership estimate is only 1,200 daily boarding at the Avalon station because it is located in the walkshed of the Junction Station and people can simply use the other station that is closer to the urban core of the Junction. Additionally, this station has no bus service approach and not planned or access to parking to increase any ridership. Apartments and Condominiums in the area are counted a s a single property not multi-unit residences to provide accurate count of property acquisitions.

Additionally, some of these multi-unit properties include multiple generation residences per unit - so actual people displaced is not counted or assessed accurately.

No options without the Avalon station have been considered. Where this may provide the option of a less impactful tunnel option to a more central location or lower cost implementation to mitigate over-runs already realized.

Even as planned - any of the options presented - there is next to know reasonable access for the Delridge neighborhood or anywhere south. This is notably a growing neighborhood the city is trying to gentrify - that ST is not serving or running over and the most under-served by mass transit option. Run the train up Myers Way where transportation options are needed. And there are less densely populated neighborhoods to evict/slash/burn.

The 'voter approved ST3 stated 3 stations would be built in WS so they put 3 stations in the plan' argument, about a notional cartoon attached to a vote ballot, in haste to make a deadline, for possible unplanned West Seattle line - is better described as a money grab for taxes and a professional example of zero planning and dysfunctional management. This indefensible position is not a valid reason. And with no actual threshold defined for approval the utilization of this proposed station demands to use our brain and review an option without this station. To ignore this obvious boondoggle and continuation of the bush-league approach to manage this project. With the only data analysis provided it has been projected that Avalon station is worthless this close to Junction.

Longest tunnel possible into west seattle from north side of the west seattle bridge - under the hill - to junction. Two stations only, eliminate Avalon station from the plan as it is overkill and waste of time and money all around. Enhance bus service between Delridge and Alaska junction stations as well as further south.

Sound Transit go back, sharpen your pencils and review options that do not remove housing or flyover as a disruptive ugly concrete obstacle to actual transportation.

I would also be satisfied with NO Stations in west seattle as this is an over developed community already thanks to no strategic planning by the city council. Our neighborhoods are not a free-for-all and should not emulate a 'New York' cityscape, for those who have not contributed to developing community.

#	Comments	Responses
1	Avalon station is redundant and not worth the cost. A large chunk of the Avalon neighborhood gets bulldozed in every alternative except the longer tunnels. The "medium tunnel" option is actually the worst of all for property acquisitions and impacts in our neighborhood, the above-ground Genesee options are also significant. The main reason the longer tunnels are more expensive is the 2nd underground station. The ridership estimate is only 1,200 daily boarding at the Avalon station because it is located in the walkshed of the Junction Station and people can simply use the other station that is closer to the urban core of the Junction. Additionally, this station has no bus service approach and not planned or access to parking to increase any ridership. Apartments and Condominiums in the area are counted a s a single property not multi-unit residences to provide accurate count of property acquisitions. Additionally, some of these multi-unit properties include multiple generation residences per unit - so actual people displaced is not counted or assessed accurately. No options without the Avalon station have been considered. Where this may provide the option of a less impactful tunnel option to a more central location or lower cost implementation to mitigate over-runs already realized.	Please see the responses to CC2j and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on station mode of access. Capturing information on every potentially impacted residence would result in accuracy challenges with the EIS given that this data is gathered at a point-in-time and the actual number of residents in each unit can continuously change. Providing impacts by number of units reflects the estimated number of households that would need to be relocated. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. The tables provided in Section 4.1, Acquisitions and Displacements, include a count of how many of the affected parcels are single family residential and multi-family residential.
2	Even as planned - any of the options presented - there is next to know reasonable access for the Delridge neighborhood or anywhere south. This is notably a growing neighborhood the city is trying to gentrify - that ST is not serving or running over and the most under-served by mass transit option. Run the train up Myers Way where transportation options are needed. And there are less densely populated neighborhoods to evict/slash/burn.	Please see the responses to CC1c, CCEJ1, and CCEJ2 in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
3	The 'voter approved ST3 stated 3 stations would be built in WS so they put 3 stations in the plan' argument, about a notional cartoon attached to a vote ballot, in haste to make a deadline, for possible unplanned West Seattle line - is better described as a money grab for taxes and a professional example of zero planning and dysfunctional management. This indefensible position is not a valid reason. And with no actual threshold defined for approval the utilization of this proposed station demands to use our brain and review an option without this station. To ignore this obvious boondoggle and continuation of the bush-league approach to manage this project. With the only data analysis provided it has been projected that Avalon station is worthless this close to Junction.	Your opposition to the Project has been noted.

#	Comments	Responses
4	Longest tunnel possible into west seattle from north side of the west seattle bridge - under the hill - to junction. Two stations only, eliminate Avalon station from the plan as it is overkill and waste of time and money all around. Enhance bus service between Delridge and Alaska junction stations as well as further south. Sound Transit go back, sharpen your pencils and review options that do not remove housing or flyover as a disruptive ugly concrete obstacle to actual transportation.	Please see the responses to CCG2 and CC2j in Table 7-1. Please see Section 2.5, Alternatives Development and Scoping, for more information on alternatives development. See Appendix M, Summary of Alternatives Development and Initial Assessment Process, for more information on other tunnel alternatives and why they were not carried forward.
5	I would also be satisfied with NO Stations in west seattle as this is an over developed community already thanks to no strategic planning by the city council. Our neighborhoods are not a free-for-all and should not emulate a 'New York' cityscape, for those who have not contributed to developing community.	Your opposition to the Project has been noted.

Comment Submittal 0424

Communication ID	Name	Email
500296	Chris Luthi	cluthi@comcast.net

Full Communication (4/17/2022)

Please no elevated tracks in West Seattle. Just because the area between Avalon and the Alaska Junction doesn't seem as nice or as affluent as the other areas of the city that get tunnels, doesn't mean that this area should be further burdened with blight inducing monumental eyesores so that you can save a few bucks to spend in wealthier neighborhoods.

#	Comments	Responses
1	Please no elevated tracks in West Seattle. Just because the area between Avalon and the Alaska Junction doesn't seem as nice or as affluent as the other areas of the city that get tunnels, doesn't mean that this area should be further burdened with blight inducing monumental eyesores so that you can save a few bucks to spend in wealthier neighborhoods.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0425

Communication ID	Name	Email
500297	Mike Kniaziuk	regiondrywall@gmail.com

Full Communication (4/17/2022)

I'm completely against any above ground tracks we can put everything in a tunnel above ground will ruin west Seattle.

#	Comments	Responses
1	I'm completely against any above ground tracks we can put everything in a tunnel above ground will ruin west Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS

Comment Submittal 0426

Communication ID	Name	Email
500298	Cyn Clarfield	cyn.clarfield@gmail.com

Full Communication (4/18/2022)

I am a resident of West Seattle and would like to voice my preference for the light rail system to be built underground, similar to its set up in Capitol Hill and beacon hill areas. It will be extremely disruptive and destructive to homes and roads. Please consider preserving the community as it is now and build the light rail tracks and stations below ground. Thank you.

#	Comments	Responses
1	I am a resident of West Seattle and would like to voice my preference for the light rail system to be built underground, similar to its set up in Capitol Hill and beacon hill areas. It will be extremely disruptive and destructive to homes and roads. Please consider preserving the community as it is now and build the light rail tracks and stations below ground. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0427

Communication ID	Name	Email
500299	Ron Sprinkel	alkibeachseattle@gmail.com

Full Communication (4/18/2022)

West Seattle must protect its views. For this reason I fully support maximizing the tunnel option where possible. We are too 'hilly' to think otherwise

#	Comments	Responses
1	West Seattle must protect its views. For this reason I fully support maximizing the tunnel option where possible. We are too 'hilly' to think otherwise	Please see response to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0428

Communication ID	Name	Email
500300	Cathy Stegman	cathystegman@me.com

Full Communication (4/18/2022)

One of the options is to build stations and tracks above ground. To do this, they would destroy homes and businesses; the noise during construction and operations will be significant; there will be a very negative environmental impact. CAN YOU IMAGINE WHAT IT WOULD BE LIKE TO HAVE AN ELEVATED TRAIN ZOOMING PAST YOUR STREET EVERY FEW MINUTES?

Alternatively they can build the stations and tracks underground and keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far. I encourage Sound Transit to do so in West Seattle. West Seattle is a peaceful, quiet group of neighborhoods-Please help keep West Seattle livable!

#	Comments	Responses
1	One of the options is to build stations and tracks above ground. To do this, they would destroy homes and businesses; the noise during construction and operations will be significant; there will be a very negative environmental impact. CAN YOU IMAGINE WHAT IT WOULD BE LIKE TO HAVE AN ELEVATED TRAIN ZOOMING PAST YOUR STREET EVERY FEW MINUTES? Alternatively they can build the stations and tracks underground and keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far. I encourage Sound Transit to do so in West Seattle. West Seattle is a peaceful, quiet group of neighborhoods-Please help keep West Seattle livable!	Please see responses to CCG2, CC4.4a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0429

Communication ID	Name	Email
500301	Audrey Lincoff	audrey.lincoff@gmail.com

Full Communication (4/18/2022)

Please reconsider building West Seattle LR above ground. The traffic and density already create significant noise, and above ground tracks will only make it worse. Please respect WS residents as you did on Cap Hill by building underground stations. Thank you.

#	Comments	Responses
1	Please reconsider building West Seattle LR above ground. The traffic and density already create significant noise, and above ground tracks will only make it worse. Please respect WS residents as you did on Cap Hill by building underground stations. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0430

Communication ID	Name	Email
500304	cara figgins	caraf1466@yahoo.com

Full Communication (4/18/2022)

I want to express my preference for the underground tunnel option in West Seattle. We have a vibrant and quiet residential community that would be industrialized by the above ground train. It will significantly reduce property value by this industrialization with noise and vibration for the long term. It would take away much needed housing and negatively impact neighborhood community businesses. I believe that two underground stations would be better than 3 elevated stations. I believe that the shorter term building underground vibrations will be far outweighed by the long term benefit of the underground tunnel. The underground tunnel leaves the community intact, preserves the beauty and value of the neighborhood, the housing and businesses.

#	Comments	Responses
1	I want to express my preference for the underground tunnel option in West Seattle. We have a vibrant and quiet residential community that would be industrialized by the above ground train. It will significantly reduce property value by this industrialization with noise and vibration for the long term. It would take away much needed housing and negatively impact neighborhood community businesses. I believe that two underground stations would be better than 3 elevated stations. I believe that the shorter term building underground vibrations will be far outweighed by the long term benefit of the underground tunnel. The underground tunnel leaves the community intact, preserves the beauty and value of the neighborhood, the housing and businesses.	Please see responses to CCG2, CC2j, CC4.3a, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0431

Communication ID	Name	Email
500308	Mary-Pat Beattie	mpbeattie@beattieco.com

Full Communication (4/18/2022)

For the West Seattle/Alaska Junction (2032) plans - PLEASE DO NOT move forward with above ground trains. Please ONLY move forward with the tunnel options coming into Alaska Junction (2nd and 3rd options on the map).

I am referring to this map: https://oohwsblink.blob.core.windows.net/media/Default/images/west-seattle-ballard.pdf

#	Comments	Responses
1	For the West Seattle I Alaska Junction (2032) plans - PLEASE DO NOT move forward with above ground trains. Please ONLY move forward with the tunnel options coming into Alaska Junction (2nd and 3rd options on the map). I am referring to this map: https://oohwsblink.blob.core.windows.net/media/Default/images/west-seattle-ballard.pdf	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0432

Communication ID	Name	Email
500309	Jenava Sexton	jenava@gmail.com

Full Communication (4/18/2022)

I am a west seattle dweller. I reviewed the plan and much prefer the primary alternative to be one that is underground as much as possible and that displaces as few residents as possible. I believe there is an option that doesn't require 3rd party funding that does this, where all the considered factors were listed as "high performance". I realize this is a more expensive option. However, I beleive that for infrastructure such as this, with which we will be living for 100 years or more, more investment now is well worth it. Please consider changing the preferred route in West seattle. I am very much against any elevated tracks through neighborhoods.

#	Comments	Responses
1	I am a west seattle dweller. I reviewed the plan and much prefer the primary alternative to be one that is underground as much as possible and that displaces as few residents as possible. I believe there is an option that doesn't require 3rd party funding that does this, where all the considered factors were listed as "high performance ". I realize this is a more expensive option. However, I beleive that for infrastructure such as this, with which we will be living for 100 years or more, more investment now is well worth it. Please consider changing the preferred route in West seattle. I am very much against any elevated tracks through neighborhoods.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0433

Communication ID	Name	Email
500311	Sara Williams	sara.e.williams@gmail.com

Full Communication (4/18/2022)

Hi-

Would prefer least neighborhood impact. Is it possible to go underground?

Very glad to have light rail and want to be as careful about environmental impact. Let's get as many cars and non-electric busses off the road as possible!

Thanks, Sara

#	Comments	Responses
1	Would prefer least neighborhood impact. Is it possible to go underground?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Very glad to have light rail and want to be as careful about environmental impact. Let's get as many cars and non-electric busses off the road as possible!	Thank you for expressing support for the Project.

Comment Submittal 0434

Communication ID	Name	Email
500315	Sheila Strobel	sheilastrobel@me.com

Full Communication (4/18/2022)

Public transportation connecting West Seattle to downtown and other neighborhoods is vitally necessary. Please consider the many residents and businesses owners who will be impacted and construct underground.

#	Comments	Responses
1	Public transportation connecting West Seattle to downtown and other neighborhoods is vitally necessary. Please consider the many residents and businesses owners who will be impacted and construct underground.	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0435

Communication ID	Name	Email
500317	Barbara Szczachor	barbaraszczachor2011@comcast.net

Full Communication (4/18/2022)

All stations and rails for all light rail MUST be underground in West Seattle. We don't want vagrants and crime that is present currently under all the overpasses and under all above ground rail systems in Seattle area

#	Comments	Responses
1	All stations and rails for all light rail MUST be underground in West Seattle. We don't want vagrants and crime that is present currently under all the overpasses and under all above ground rail systems in Seattle area	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0436

Communication ID	Name	Email
500318	Travis DePrato	travisdeprato@gmail.com

Full Communication (4/18/2022)

As a regular user of Seattle transit, it's disheartening to see plans that don't adequately prioritize riders, Several of the stations are far from the cores of the areas they're meant to serve (Ballard and SLU, particularly). and too many of the options require incredibly deep stations that Sound Transit has demonstrated they are incapable of adequately caring for given the record of elevator and escalator breakdowns (even at just-opened stations like Roosevelt and the U District).

Please listen to the users of the system and design it in a way that will be accessible and useful. It's not too late.

#	Comments	Responses
1	As a regular user of Seattle transit, it's disheartening to see plans that don't adequately prioritize riders. Several of the stations are far from the cores of the areas they're meant to serve (Ballard and SLU, particularly), and too many of the options require incredibly deep stations that Sound Transit has demonstrated they are incapable of adequately caring for given the record of elevator and escalator breakdowns (even at just-opened stations like Roosevelt and the U District). Please listen to the users of the system and design it in a way that will be accessible and useful. It's not too late.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0437

Communication ID	Name	Email
500321	Sherie Patano	sggale4@gmail.com

Full Communication (4/18/2022)

I oppose any alternatives that impact the West Seattle Golf Course. I support either of the Yancy/Avalon routes. The tunnel alternatives are unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The loss of revenue and loss of recreation opportunity would impact over 60,000 golfers each year. The Parks Department supports the Yancy alternatives.

#	Comments	Responses
1	I oppose any alternatives that impact the West Seattle Golf Course. I support either of the Yancy/Avalon routes. The tunnel alternatives are unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The loss of revenue and loss of recreation opportunity would impact over 60,000 golfers each year. The Parks Department supports the Yancy alternatives.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0438

Communication ID	Name	Email
500336	Victoria Hollerbach	v.hollerbach@comcast.net

Full Communication (4/18/2022)

Please choose an alternative that is underground, versus above ground options for the West Seattle Expansion! We have chosen to live in this neighborhood for over 30 years specifically to avoid the sound pollution of living in other centralized communities. As a person with inside knowledge of the route change I have seen the impacts in Bellevue, and the construction on that route for as long as it was considered by the city council. If you can build a tunnel there and completely change the route (into much needed wetlands of the Mercer Slough) to appease a few rich and powerful individuals, surely you can do the same for many, many West Seattle residents, some very influential in Seattle politics. Tunnels not an above ground route is what this community desires. Make the right decisions now, go underground and keep our community free from your invasive sound pollution and unsightly above ground tracks.

#	Comments	Responses
1	Please choose an alternative that is underground, versus above ground options for the West Seattle Expansion! We have chosen to live in this neighborhood for over 30 years specifically to avoid the sound pollution of living in other centralized communities. As a person with inside knowledge of the route change I have seen the impacts in Bellevue, and the construction on that route for as long as it was considered by the city council. If you can build a tunnel there and completely change the route (into much needed wetlands of the Mercer Slough) to appease a few rich and powerful individuals, surely you can do the same for many, many West Seattle residents, some very influential in Seattle politics. Tunnels not an above ground route is what this community desires. Make the right decisions now, go underground and keep our community free from your invasive sound pollution and unsightly above ground tracks.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0439

Communication ID	Name	Email
500339	Longtime Resident of WS	keepwestseattlewestseattle@hotmail.com

Full Communication (4/18/2022)

Based on proposed routes, the view that light rail is a higher importance than keeping the integrity of the West Seattle neighborhoods and history is concerning. Please proceed with having an underground rail system. This allows for the least impact on the West Seattle history and environment.

Many other locations have an underground system and West Seattle should not be an exception.

#	Comments	Responses
1	Based on proposed routes, the view that light rail is a higher importance than keeping the integrity of the West Seattle neighborhoods and history is concerning. Please proceed with having an underground rail system. This allows for the least impact on the West Seattle history and environment. Many other locations have an underground system and West Seattle should not be an exception.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0440

Communication ID	Name	Email
500350	Individual	Matthew Beattie

Full Communication (4/18/2022)

As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines:

1. Disrupt neighborhoods.

2. Are visually obtrusive.

3. Consume high value real estate and in consequence can harm urban development.

4. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic.

At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks.

Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.

It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as

future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following:

- https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal- infrastructure-funds/
- https://www.theb1m.com/video/america-interstate-highway-system-teardowns

Let's learn from these and make the right choice

#	Comments	Responses
1	I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following: https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal- infrastructure-funds/ https://www.theb1m.com/video/america-interstate-highway-system-teardowns Let's learn from these and make the right choice	Please see the responses to CCG2, CC2c, and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0441

Communication ID	Name	Email
500351	Mary-Pat Beattie	mpbeattie@beattieco.com

Full Communication (4/18/2022)

As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines:

1. Disrupt neighborhoods.

2. Are visually obtrusive.

3. Consume high value real estate and in consequence can harm urban development.

4. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic.

At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks.

Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.

It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as

future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following:

- https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal- infrastructure-funds/
- https://www.theb1m.com/video/america-interstate-highway-system-teardowns

Let's learn from these and make the right choice

#	Comments	Responses
1	I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following: https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal- infrastructure-funds/ https://www.theb1m.com/video/america-interstate-highway-system-teardowns Let's learn from these and make the right choice	Please see the responses to CCG2, CC2c, and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0442

Communication ID	Name	Email
500361	Carmen Rodriguez-Orton	korton71@yahoo.com

Full Communication (4/18/2022)

Please run the light rail through West Seattle UNDERGROUND ONLY. Thank you.

#	Comments	Responses
1	Please run the light rail through West Seattle UNDERGROUND ONLY. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0443

Communication ID	Name	Email
500373	Donna Stewart	donna.stewart1@comcast.net

Full Communication (4/18/2022)

Build the West Seattle station under ground! West Seattle cannot tolerate the disruption of an above-ground station.

#	Comments	Responses
1	Build the West Seattle station under ground! West Seattle cannot tolerate the disruption of an above-ground station.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0444

Communication ID	Name	Email
500379	Deanna Chew Freidenberg	decf@comcast.net

Full Communication (4/18/2022)

The underground tunnel would be best for West Seattle (WS), much less disruptive and safer.

If full funding is an issue, then don't make the track as long through all of WS, and hope funding will come in later to extend it.

WS needs light rail, and this should have been done already.

#	Comments	Responses
1	The underground tunnel would be best for West Seattle (WS), much less disruptive and safer. If full funding is an issue, then don't make the track as long through all of WS, and hope funding will come in later to extend it. WS needs light rail, and this should have been done already.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.

Comment Submittal 0445

Communication ID	Name	Email
500380	David Kuntze	dkuntzejr@gmail.com

Full Communication (4/18/2022)

Please do not build an above ground line. Build a tunnel for the proposed West Seattle line.

#	Comments	Responses
1	Please do not build an above ground line. Build a tunnel for the proposed West Seattle line.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0446

Communication ID	Name	Email
500381	Flavia Martinosa	flavia.martinosa@gmail.com

Full Communication (4/18/2022)

ES.3.1.1.4. West Seattle Junction Segment

Building an elevated train platform would destroy the quality of life for many West Seattle residents, disrupt wildlife, create an eyesore, and impact the health of West Seattle Residents. A tunnel or surface train would be the only acceptable options.

A 2020 paper in Environmental Research and Public Health linked below, found

"Chronic exposure to urban noise is harmful for auditory perception, cardiovascular, gastrointestinal and nervous systems, while also causing psychological annoyance. Around 25% of the EU population experience a deterioration in the quality of life due to annoyance and about 5- 15% suffer from sleep disorders, with many disability-adjusted life years (DALYs) lost annually."

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7560223/ Urban Noise and Psychological Distress: A Systematic Review

Nicola Mucci,1 Veronica Traversini,2," Chiara Lorini,3 Simone De Sio,4 Raymond P. Galea,5,6 Guglielmo Bonaccorsi,3 and Giulio Arcangeli1

#	Comments	Responses
1	ES.3.1.1.4. West Seattle Junction Segment Building an elevated train platform would destroy the quality of life for many West Seattle residents, disrupt wildlife, create an eyesore, and impact the health of West Seattle Residents. A tunnel or surface train would be the only acceptable options. A 2020 paper in Environmental Research and Public Health linked below, found "Chronic exposure to urban noise is harmful for auditory perception, cardiovascular, gastrointestinal and nervous systems, while also causing psychological annoyance. Around 25% of the EU population experience a deterioration in the quality of life due to annoyance and about 5-15% suffer from sleep disorders, with many disability-adjusted life years (DALYs) lost annually." https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7560223/ Urban Noise and Psychological Distress: A Systematic Review Nicola Mucci,1 Veronica Traversini,2,* Chiara Lorini,3 Simone De Sio,4 Raymond P. Galea,5,6 Guglielmo Bonaccorsi,3 and Giulio Arcangeli1	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.7, Noise and Vibration, of the West Seattle Link Extension Final EIS for more information on noise and vibration, analysis of impacts, and proposed mitigation.

Comment Submittal 0447

Communication ID	Name	Email
500389	Kerry Meade	kerrylynn@gmail.com

Full Communication (4/18/2022)

I am a West Seattle resident. The light rail (or similar) transportation alternative has long been in a planning phase. I'm 43 years old and recall voting on monorail twenty years ago. There are many new voices in the city and property values have increased substantially since then as has the city's population. We need this as soon as possible. I know there are a lot of differing opinions about the best possible route and approach (e.g. above or underground etc.). In an ideal world, underground is my preferred option, however, given how long this is taking, I ask that you prioritize the timeline and speed of getting this constructed over the style of the system.

Thanks, Kerry

#	Comments	Responses
1	There are many new voices in the city and property values have increased substantially since then as has the city's population. We need this as soon as possible. I know there are a lot of differing opinions about the best possible route and approach (e.g. above or underground etc.). In an ideal world, underground is my preferred option, however, given how long this is taking, I ask that you prioritize the timeline and speed of getting this constructed over the style of the system.	Please see responses to CCG2 and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0448

Communication ID	Name	Email
500393	John LaPlante	laplante@alum.mit.edu

Full Communication (4/18/2022)

As a West Seattle resident I believe it is critical that the alignments and stations be underground, particularly as the alignment moves into the West Seattle Junction. Anything above ground will be unreasonably disruptive, not only during construction, but during long-term operations. Above ground rail in West Seattle is not in the character of the neighborhood and would unfairly displace home owners permanently in an area that is trying hard to build density.

#	Comments	Responses
1	As a West Seattle resident I believe it is critical that the alignments and stations be underground, particularly as the alignment moves into the West Seattle Junction. Anything above ground will be unreasonably disruptive, not only during construction, but during long-term operations. Above ground rail in West Seattle is not in the character of the neighborhood and would unfairly displace home owners permanently in an area that is trying hard to build density.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0449

Communication ID	Name	Email
500394	Catherine Gibson	cjgibson7@comcast.net

Full Communication (4/18/2022)

I live in West Seattle and want the light rail to be underground. My preferences are: #1 Tunnel 41st Ave Station/ Dakota St Station Lower Height #2 Tunnel 42nd Ave Station/ Dakota St Station Lower Height

Please NO elevated tracks through our neighborhood. Thank you.

#	Comments	Responses
1	I live in West Seattle and want the light rail to be underground. My preferences are: #1 Tunnel 41st Ave Station I Dakota St Station Lower Height #2 Tunnel 42nd Ave Station/ Dakota St Station Lower Height Please NO elevated tracks through our neighborhood.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0450

Communication ID	Name	Email
500396	Joyce Karlinsey	kjoya@rocketmail.com

Full Communication (4/18/2022)

I live in West Seattle and prefer the Tunnel 41 or Tunnel 42 option

#	Comments	Responses
1	I live in West Seattle and prefer the Tunnel 41 or Tunnel 42 option	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0451

Communication ID	Name	Email
500398	Cristina Pacheco	cristypt@gmail.com

Full Communication (4/18/2022)

I am thrilled that light rail is coming to West Seattle and feel that the alternatives that include tunnels would be less disruptive overall. Thank you

#	Comments	Responses
1	I am thrilled that light rail is coming to West Seattle and feel that the alternatives that include tunnels would be less disruptive overall. Thank you	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0452

Communication ID	Name	Email
500399	Larry Langlais	larrylanglais@gmail.com

Full Communication (4/18/2022)

Please let's keep light rail off of the street. Please consider designs with tunnels. Please consider designs raised above the street.

#	Comments	Responses
1	Please let's keep light rail off of the street. Please consider designs with tunnels. Please consider designs raised above the street.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. None of the West Seattle Link Extension alternatives would be at-grade within streets, and all crossings of roadways would be grade separated. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0453

Communication ID	Name	Email
500401	Janet Gaunt	j.gaunt@comcast.net

Full Communication (4/18/2022)

Dear Sound Transit,

I am submitting this comment regarding the Delridge section of the West Seattle Light Rail Project DEIS. After reviewing that document's description of the impacts resulting from the various alternatives under consideration, I strongly urge you to select one of the Yancy/Avalon routes.

There are a number of reasons I, and many of my West Seattle neighbors and friends whom I've talked with, oppose any of the routes that would impact the West Seattle Golf Course (WSGC).

As a long time West Seattle resident, I have benefitted greatly from the recreational and social activities provided at the WSGC. During the restrictions of COVID, and all the traffic issues while the West Seattle Bridge has been shut down, the WSGC was an especially welcome outdoor option. I have seen how this recreational resource is enjoyed by so many people of all different age groups and ethnic backgrounds. Over 60,000 golfers play at WSGC each year, and even many non golfers use its restaurant and banquet facilities. SW Genessee routes would impact at least 6 of the WSGC's holes and make it a less desirable location for future users of the course.

The Delridge Segment Andover Street Station Alternatives (DEL-5 or DEL-6) would cost less than other routes that impact the WSGC; would displace fewer residences and historic properties, and would not impact Park and Recreational property. I believe this is an important consideration because there is a Seattle City Ordinance that prohibits using park property for other than its intended purposes. There should also be liability concerns that could arise from golf balls hitting trains if they were routed along SW Genesee. I wonder too if any consideration has been given to the risk of damage to fish or Longfellow Creek itself if any but the Yancy/Avalon routes are chosen.

For all of the foregoing reasons, and others I am sure fellow citizens who share my concern will point out, I urge you to adjust the preferred Delridge Segment Alternative to either of the Yancy/Avalon routes. Thank you.

#	Comments	Responses
1	I strongly urge you to select one of the Yancy/Avalon routes. There are a number of reasons I, and many of my West Seattle neighbors and friends whom I've talked with, oppose any of the routes that would impact the West Seattle Golf Course (WSGC). SW Genessee routes would impact at least 6 of the WSGC's holes and make it a less desirable location for future users of the course. The Delridge Segment Andover Street Station Alternatives (DEL-5 or DEL-6) would cost less than other routes that impact the WSGC; would displace fewer residences and historic properties, and would not impact Park and Recreational property. I believe this is an important consideration because there is a Seattle City Ordinance that prohibits using park property for other than its intended purposes. There should also be liability concerns that could arise from golf balls hitting trains if they were routed along SW Genesee. I wonder too if any consideration has been given to the risk of damage to fish or Longfellow Creek itself if any but the Yancy/Avalon routes are chosen.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for a discussion of impacts to Longfellow Creek and aquatic species habitat from Delridge Segment alternatives.

Comment Submittal 0454

Communication ID	Name	Email
500408	Janette Beiwn	counselingnw.janette@gmail.com

Full Communication (4/18/2022)

Given the West Seattle Bridge closure (how long?), during COVID, I for one am a West Seattlite that is weary of every1hing being non-functional. It feels assaultive.

There seems little awareness of what a given neighborhood can tolerate (in real life, rather than on a sketch book or in a planning meeting). Urban planners used to be more aware of the neighborhoods they served, I think.

The rush and greed here to expand and expand is a sorry site. Apologies; but you asked for feedback.

#	Comments	Responses
1	Given the West Seattle Bridge closure (how long?), during COVID, I for one am a West Seattlite that is weary of everything being non-functional. It feels assaultive. There seems little awareness of what a given neighborhood can tolerate (in real life, rather than on a sketch book or in a planning meeting). Urban planners used to be more aware of the neighborhoods they served, I think. The rush and greed here to expand and expand is a sorry site. Apologies; but you asked for feedback.	Please see response to CC5b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0455

Communication ID	Name	Email
500413	Ashley Cling	eashleypope@gmail.com

Full Communication (4/18/2022)

Please only have one west Seattle location with onsite parking available for people to be able to park and ride the rail. This should not go into neighborhoods for many reasons that are so very clear it would be ignorant to ignore. I truly don't think many people who have lived here longer than 5 years want the light rail even out in west Seattle but especially not in the junction area. We need to keep some parts of Seattle with the unique small(er) town feel. Please please don't turn West Seattle into what has happened in the Roosevelt neighborhood- so awful.

#	Comments	Responses
1	Please only have one west Seattle location with onsite parking available for people to be able to park and ride the rail. This should not go into neighborhoods for many reasons that are so very clear it would be ignorant to ignore. I truly don't think many people who have lived here longer than 5 years want the light rail even out in west Seattle but especially not in the junction area. We need to keep some parts of Seattle with the unique small(er) town feel. Please please don't turn West Seattle into what has happened in the Roosevelt neighborhood- so awful.	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit oriented/transit supportive land uses. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0456

Communication ID	Name	Email
500437	James Kamischke	jekamischke@hotmail.com

Full Communication (4/18/2022)

I favor the medium tunnel 41st option for West Seattle.

1. The cost is one of the lowest with low impact to existing buildings and no impact to parks.

2. An elevated rail should be downgraded for visual and noise pollution.

3. It is easier to maintain rails if they are covered from the weather which a tunnel provides as a side benefit.

#	Comments	Responses
1	I favor the medium tunnel 41st option for West Seattle. The cost is one of the lowest with low impact to existing buildings and no impact to parks. An elevated rail should be downgraded for visual and noise pollution. It is easier to maintain rails if they are covered from the weather which a tunnel provides as a side benefit.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0457

Communication ID	Name	Email
500439	Kelley Leigh	wordandgraphic@gmail.com

Full Communication (4/18/2022)

The SkyLink Gondola option needs to be considered as a viable alternative to current Sound Transit proposals.

As a homeowner in West Seattle, this issue is of paramount importance to my neighborhood. Current options for transit will take years and extreme expense to implement. The gondola option costs far less and will require a fraction of the installation time and construction. Please do not dismiss this unconventional option on the basis of Board member opinion.

I want the Board of Directors to seek an outside accredited firm to report on the latest installations and developments in urban gondola technology. BEFORE DECIDING ON THE BEST OPTION, PLEASE SEEK AND OBTAIN an expert-driven study about the possibilities of the SkyLink for West Seattle.

Thank you so much for your time.

Please do not skip over this unique and forward option for transit in Seattle. Kelley J Leigh

#	Comments	Responses
1	The SkyLink Gondola option needs to be considered as a viable alternative to current Sound Transit proposals. As a homeowner in West Seattle, this issue is of paramount importance to my neighborhood. Current options for transit will take years and extreme expense to implement. The gondola option costs far less and will require a fraction of the installation time and construction. Please do not dismiss this unconventional option on the basis of Board member opinion. I want the Board of Directors to seek an outside accredited firm to report on the latest installations and developments in urban gondola technology. BEFORE DECIDING ON THE BEST OPTION, PLEASE SEEK AND OBTAIN an expert-driven study about the possibilities of the SkyLink for West Seattle.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0458

Communication ID	Name	Email
500440	Shireen Khan	skhan1@yahoo.com

Full Communication (4/18/2022)

I highly prefer one of the 2 tunnel options with stations either on 41st Ave SW or 42nd Ave SW. I have lived in West Seattle since 2000 in a variety of locations, and with all of the hills, noise travels and reverberates a long way. I do not want the added noise of elevated stations. Also, the UW Stadium and University stations are great. We need to do this right and underground stations especially on the ridge of WS is the way to go. I am not a golfer, but I would think WS golf course could rearrange some of the holes and that the loss of 'park space' would not cause it to close.

Incorporating Junction Plaza Park into a station would simply be a great use of that space. Residential displacements are sad, but the loss of apartments concerns me less as that area seems overbuilt though I do not know vacancy rates. There are several beloved businesses at both of those intersections; there will definitely be some pain, but for the incremental added cost, below ground stations is so clearly the way to go. All the best mass transit subways/light rails have underground stations. Seattle wants to be one of those cities.

#	Comments	Responses
1	I highly prefer one of the 2 tunnel options with stations either on 41st Ave SW or 42nd Ave SW. I have lived in West Seattle since 2000 in a variety of locations, and with all of the hills, noise travels and reverberates a long way. I do not want the added noise of elevated stations. Also, the UW Stadium and University stations are great. We need to do this right and underground stations especially on the ridge of WS is the way to go.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am not a golfer, but I would think WS golf course could rearrange some of the holes and that the loss of 'park space' would not cause it to close. Incorporating Junction Plaza Park into a station would simply be a great use of that space. Residential displacements are sad, but the loss of apartments concerns me less as that area seems overbuilt though I do not know vacancy rates. There are several beloved businesses at both of those intersections; there will definitely be some pain, but for the incremental added cost, below ground stations is so clearly the way to go. All the best mass transit subways/light rails have underground stations. Seattle wants to be one of those cities.	Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on residential and business displacements. See Section 4.17 of the Final EIS for more information on park impacts and proposed mitigation.

Comment Submittal 0459

Communication ID	Name	Email
500442	John McAlpine	johnmarkmcalpine@gmail.com

Full Communication (4/18/2022)

The release of the Gondola Feasibility Report is an embarrassment to the City and a slap in the face to those that are seriously pushing for this option.

I'm proud to say that I spent 29 years working as a licensed civil engineer. That study is not serious. They deserve better. You need to hire an outside firm to prepare another one.

#	Comments	Responses
1	The release of the Gondola Feasibility Report is an embarrassment to the City and a slap in the face to those that are seriously pushing for this option. I'm proud to say that I spent 29 years working as a licensed civil engineer. That study is not serious. They deserve better. You need to hire an outside firm to prepare another one.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0460

Communication ID	Name	Email
500444	William Skelly	scouser2@outlook.com

Full Communication (4/18/2022)

You have not done a thoughtful and thorough review of the sky link proposal your review was done in 2014, without any input from experts in gondola technology.

This unsatisfactory review shows that you have made up your mind on this project and are not willing to fully look at other alternatives, that could possibly be a cost savings

#	Comments	Responses
1	You have not done a thoughtful and thorough review of the sky link proposal your review was done in 2014, without any input from experts in gondola technology. This unsatisfactory review shows that you have made up your mind on this project and are not willing to fully look at other alternatives, that could possibly be a cost savings	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0461

Communication ID	Name	Email
500446	Mike Dempsey	mdemps@gmail.com

Full Communication (4/18/2022)

With the future of office work being a mix of WFH and in office and the Duwamish river and Avalon hill being major impediments for rail, why are we not looking at an aerial tram in West Seattle?!

#	Comments	Responses
1	With the future of office work being a mix of WFH and in office and the Duwamish river and Avalon hill being major impediments for rail, why are we not looking at an aerial tram in West Seattle?!	Please see responses to CC2g and CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0462

Communication ID	Name	Email
500448	Dee Wang	dwang@post.harvard.edu

Full Communication (4/18/2022)

The West Seattle Skylink Team has provided compelling information that cost-saving and time- saving alternatives should be included in the Environmental Impact Assessment in order to minimize the environmental impacts of the final solution for connecting West Seattle to Seattle via a rapid transit option. Please invest in a expert analysis of these options. In addition, the GHG and climate impacts of the project as described in the DEIS are inadequate.

#	Comments	Responses
1	The West Seattle Skylink Team has provided compelling information that cost-saving and time- saving alternatives should be included in the Environmental Impact Assessment in order to minimize the environmental impacts of the final solution for connecting West Seattle to Seattle via a rapid transit option. Please invest in a expert analysis of these options.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	the GHG and climate impacts of the project as described in the DEIS are inadequate.	Please see response to CC4.6a in Table 7-1.

Comment Submittal 0463

Communication ID	Name	Email
500452	Patrice Donohue	patricedonohue@aol.com

Full Communication (4/18/2022)

Please create an underground system.

#	Comments	Responses
1	Please create an underground system.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0464

Communication ID	Name	Email
500458	Christy Gunter	cj_gunter6@yahoo.com

Full Communication (4/18/2022)

To whom it may concern:

I am writing with my concerns regarding the proposed elevated light rail at Alaska Junction in West Seattle. Myself and neighbors strongly feel the station and tracks should be kept underground. The reasons for this are many and include the disturbance of the noise and vibrations of an above ground train. The environmental impact of an elevated track, including the impact of the Heron Rookery. The vast and destructive impact on residential housing in the area. Homes being demolished and the very real impact this will have on property values is staggering. I very much approve and agree that mass transit options need to be expanded but the impact of an elevated train is far too detrimental when we have a viable option of a below ground train that will meet both the transportation needs and the needs of the Alaska junction community. I and many others in our neighborhood feel very strongly that an elevated train would be a devastating addition to our community.

#	Comments	Responses
1	I am writing with my concerns regarding the proposed elevated light rail at Alaska Junction in West Seattle. Myself and neighbors strongly feel the station and tracks should be kept underground. The reasons for this are many and include the disturbance of the noise and vibrations of an above ground train. The environmental impact of an elevated track, including the impact of the Heron Rookery. The vast and destructive impact on residential housing in the area. Homes being demolished and the very real impact this will have on property values is staggering. I very much approve and agree that mass transit options need to be expanded but the impact of an elevated train is far too detrimental when we have a viable option of a below ground train that will meet both the transportation needs and the needs of the Alaska junction community. I and many others in our neighborhood feel very strongly that an elevated train would be a devastating addition to our community.	Please see responses to CCG2, CC4.3, CC4.7a, CC4.4a, and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0465

Communication ID	Name	Email
500459	Rene Commons	recommons@icloud.com

Full Communication (4/18/2022)

West Seattle Link STATION ALIGNMENT

3 stations are aligned too closely aligned. Spread stations out more. PLEASE. SERVE PROPER DELRIDGE

Include proper Delridge.

Delridge and servicing the future of an underdeveloped community-

The Delridge station is not truly serving the larger population of Delridge.

North Delridge, pop. 4k people is slightly south of the proposed Delridge station site. South Delridge with 1OK people is more than a mile south of the station and would not be 'walkable' to the station.

How can ST3 board and the county realign to consider improving support of business infrastructure and better serve the broader Delridge community by putting a station near 5950 Delridge Way SW school site in South Delridge where there is more density and open areas for development?

With a South Delridge station people would not have to transfer from the bus to a train. Important to note that a South Delridge station would support future development of parks and businesses and infrastructure. It would support our whole peninsula, by truly being a 'COMPREHENSIVE PLAN' with an eye on the future.
https://statisticalatlas.com/neighborhood/Washington/Seattle/North-Delridge/Population

Station COMMENTS

1. North Station (Delridge)
    - Sorry, DEIS study route does not service the majority of our Delridge neighbors, who are disenfranchised from the current route plan. Please be authentic.
    - North station should "humbly" be renamed 'Bridge Station' or 'Spokane Bridge Station' as it will be vital and servicing all of Admiral and north admiral and Pigeon hill residents, but not the majority of Delridge residents who live a mile south. Care should be taken to provide both bus and vehicular drop offs and consideration of park and ride for bikes, wheels and cars here.
2. Avalon Station (Genesee)
    A. Align underground next to the West Seattle Freeway to mitigate impact to the flow of traffic -
    B. Or move this Avalon station site instead to the submerged West Seattle Stadium 'vacant west field' which stretches north south parallel 35th AVE SW. (why was this not considered? It is expansive, vacant and unused. It also aligns with C line bus flow. And ii is not a park serving the public and sits fenced off!) The 3295 building on the corner (that the City of Seattle once owned for the monorail station and later sold) could be purchased and annexed. Purchasing the 3295 building on the SE corner of 35th AVE SW would benefit the neighborhood. 3295 SW Avalon Way -- was not built to comply with SDOT sidewalks requirements and currently sits dangerously too close to the corner for pedestrians to feel safe. (Who approved that?) Tear it down and annex ii together with the gated west side of the stadium land-- site Genesee station here - it must have been studied previously for the monorail plan - 15 years ago. You will improve public safety (horrible pedestrian corner at 3295) and activate more public space utilizing the West end of the stadium property (which sits fenced off and dormant).
3. Junction Station West seattle has some of the best views and most engaging community of all kinds of people. The junction lacks parks and a library. Please make it good, and not ugly. What ever you do - this is the core of the neighborhood. Underground station preferred as it would be provide more light situated on the darker east side of the terrain. Alignment along Fauntleroy Way /Whole Foods - preferred if route is to be above ground - as high rises are already in place and looks very dark like canyon similar to Fifth AVE monorail line downtown.

I hope the experts will consider my comments. I have lived in the neighborhood for 30 years and raised a family here. Great community. Let's grow strong, have good vision and planning and not muck it up - 'just because' it was funded.

#	Comments	Responses
1	West Seattle Link STATION ALIGNMENT 3 stations are aligned too closely aligned. Spread stations out more. PLEASE.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
2	Include proper Delridge. Delridge and servicing the future of an underdeveloped community- The Delridge station is not truly serving the larger population of Delridge. North Delridge, pop. 4k people is slightly south of the proposed Delridge station site. South Delridge with 1OK people is more than a mile south of the station and would not be 'walkable' to the station. How can ST3 board and the county realign to consider improving support of business infrastructure and better serve the broader Delridge community by putting a station near 5950 Delridge Way SW school site in South Delridge where there is more density and open areas for development? With a South Delridge station people would not have to transfer from the bus to a train. Important to note that a South Delridge station would support future development of parks and businesses and infrastructure. It would support our whole peninsula, by truly being a 'COMPREHENSIVE PLAN' with an eye on the future. https://statisticalatlas.com/neighborhood/Washington/Seattle/North-Delridge/Population Station COMMENTS North Station (Delridge) Sorry, DEIS study route does not service the majority of our Delridge neighbors, who are disenfranchised from the current route plan. Please be authentic. North station should "humbly" be renamed 'Bridge Station' or 'Spokane Bridge Station' as it will be vital and servicing all of Admiral and north admiral and Pigeon hill residents, but not the majority of Delridge residents who live a mile south. Care should be taken to provide both bus and vehicular drop offs and consideration of park and ride for bikes, wheels and cars here.	Please see response to CC3a, CC3b, CCEJ1, and CCEJ2 in Table 7-1.
3	Avalon Station (Genesee) A. Align underground next to the West Seattle Freeway to mitigate impact to the flow of traffic - -B. Or move this Avalon station site instead to the submerged West Seattle Stadium 'vacant west field' which stretches north south parallel 35th AVE SW. (why was this not considered? It is expansive, vacant and unused. It also aligns with C line bus flow. And it is not a park serving the public and sits fenced off!) The 3295 building on the corner (that the City of Seattle once owned for the monorail station and later sold) could be purchased and annexed. Purchasing the 3295 building on the SE corner of 35th AVE SW would benefit the neighborhood. 3295 SW Avalon Way -- was not built to comply with SDOT sidewalks requirements and currently sits dangerously too close to the corner for pedestrians to feel safe. (Who approved Iha\?) Tear it down and annex it together with the gated west side of the stadium land-- site Genesee station here - it must have been studied previously for the monorail plan - 15 years ago. You will improve public safety (horrible pedestrian corner at 3295) and activate more public space utilizing the West end of the stadium property (which sits fenced off and dormant).	Please see response to CC3e in Table 7-1. Please see Section 4.17, Parks and Recreational Resources, and Section 4.18, Section 4(f) Summary, for more information on requirements for using public park property.

#	Comments	Responses
4	Junction Station West seattle has some of the best views and most engaging community of all kinds of people. The junction lacks parks and a library. Please make it good, and not ugly. What ever you do - this is the core of the neighborhood. Underground station preferred as it would be provide more light situated on the darker east side of the terrain.	Please see response to CCG2 in Table 7-1.
5	Alignment along Fauntleroy Way /Whole Foods - preferred if route is to be above ground - as high rises are already in place and looks very dark like canyon similar to Fifth AVE monorail line downtown.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0466

Communication ID	Name	Email
500460	Virginia Binbs	vbinbs@msn.com

Full Communication (4/18/2022)

I think the light rail AND stations should be underground to minimize adverse impact on neighborhoods.

#	Comments	Responses
1	I think the light rail AND stations should be underground to minimize adverse impact on neighborhoods.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0467

Communication ID	Name	Email
500462	Billieann Foster	billieann.foster@gmail.com

Full Communication (4/18/2022)

As a West Seattle resident I understand that connecting the community is vitally important especially without having a bridge for two plus years and having to sit through obnoxious traffic and revisions that don't work.

I understand the light rail project is important but I don't believe that light rail is what West Seattle needs when there could be far better options for this community that could easily connect to the other light rail stations in the city, be cost effective and won't put citizens and businesses out from where they currently reside. A transportation option should not be a one size fits all as each community is different, etc.

I believe there are cons to the light rail project for West Seattle. It doesn't make sense to move those from their homes or businesses to make this project work, will there be more homeless people on the street and longtime businesses shut down and don't come back. The current fix to the West Seattle bridge is temporary and not meant to work for years to come so why would a light rail project coincide with a bridge that would encounter more issues and more money to fix or redo down the road.

I believe there are other options that should be looked into and given thought before going through with another project that will encounter a ton of issues and be way over budget.

Why not look at other options that could work just for the West Seattle community? An example the gondola project, which could easily connect to other light rail stations in the city, be a tourist stop, would be far less expensive without displacing peoples homes and businesses, could be a stream to generate revenue for the city of Seattle.

#	Comments	Responses
1	I understand the light rail project is important but I don't believe that light rail is what West Seattle needs when there could be far better options for this community that could easily connect to the other light rail stations in the city, be cost effective and won't put citizens and businesses out from where they currently reside. A transportation option should not be a one size fits all as each community is different, etc. I believe there are cons to the light rail project for West Seattle. It doesn't make sense to move those from their homes or businesses to make this project work, will there be more homeless people on the street and longtime businesses shut down and don't come back. The current fix to the West Seattle bridge is temporary and not meant to work for years to come so why would a light rail project coincide with a bridge that would encounter more issues and more money to fix or redo down the road. I believe there are other options that should be looked into and given thought before going through with another project that will encounter a ton of issues and be way over budget. Why not look at other options that could work just for the West Seattle community? An example the gondola project, which could easily connect to other light rail stations in the city, be a tourist stop, would be far less expensive without displacing peoples homes and businesses, could be a stream to generate revenue for the city of Seattle.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The proposed West Seattle Link Extension would be a separate structure from the West Seattle Bridge. The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

Comment Submittal 0468

Communication ID	Name	Email
500469	David Weidner	DJWeidner@gmail.com

Full Communication (4/18/2022)

I've been following this project closely for several years now and I am over the moon excited to see light rail expanded around the city. That said - I was disappointed when the first designs over- indexed on elevated trains. I want light rail - I don't want an elevated train running through the neighborhood.

I was pleasantly surprised on the DEIS to see that the medium tunnel option was not only comparably affordable but also a better plan overall.

I support the WSJ-5 option with a request to study better DEL-6 that are compatible with WSJ-5. Please do not build elevated trains in West Seattle.

#	Comments	Responses
1	I've been following this project closely for several years now and I am over the moon excited to see light rail expanded around the city. That said - I was disappointed when the first designs over- indexed on elevated trains. I want light rail - I don't want an elevated train running through the neighborhood. I was pleasantly surprised on the DEIS to see that the medium tunnel option was not only comparably affordable but also a better plan overall. I support the WSJ-5 option with a request to study better DEL-6 that are compatible with WSJ-5. Please do not build elevated trains in West Seattle	Thank you for expressing support for the Project. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0469

Communication ID	Name	Email
500480	Zerelina Mukherjee	zerelina@hotmail.com

Full Communication (4/18/2022)

The West Seattle part of the ST plan shows the option of a tunnel route only at W Alaska Junction. As a resident I prefer a tunnel route all through West Seattle - including Deleodge, Avalon and Alaska junction.

The noise level of an elevated train through residential areas would affect the noise and nuisance level.

Please provide a tunnel route for all of West Seattle branch and stations.

#	Comments	Responses
1	The West Seattle part of the ST plan shows the option of a tunnel route only at W Alaska Junction. As a resident I prefer a tunnel route all through West Seattle - including Deleodge, Avalon and Alaska junction. The noise level of an elevated train through residential areas would affect the noise and nuisance level. Please provide a tunnel route for all of West Seattle branch and stations.	Please see responses to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for information on alternatives development. Appendix M of the Final EIS also includes additional information on alternatives development, including other tunnel alternatives and why they were not carried forward.

Comment Submittal 0470

Communication ID	Name	Email
500483	Steve Aykens	steve.aykens@gmail.com

Full Communication (4/18/2022)

Any solution that requires above ground tracks at the West Seattle Junction is in my opinion an unacceptable damage to the neighborhoods it serves. I strongly prefer any tunnel option in West Seattle.

#	Comments	Responses
1	Any solution that requires above ground tracks at the West Seattle Junction is in my opinion an unacceptable damage to the neighborhoods it serves. I strongly prefer any tunnel option in West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0471

Communication ID	Name	Email
500484	Ann Hoesley	annhoesley@comcast.net

Full Communication (4/18/2022)

West Seatte cannot survive the years if traffic disruption that will happen during construction of light rail. No route that has been proposed will serve the majority of people who would consider riding b a cause there is no way to connect riders on ghe East side of West Seattle to an Admiral area link, and no way to move large numbers of riders drop an Admiral or Juncation drop point to a Link line running on Delridge. The geography of West Seattle prohibits peoples' ability to get to Link from multiple directions. The Link Line does not provide a significant means to transport the majority of riders - it's merely another means to travel a short distance to connect to another mode of mass transit. And that's not a good enough reason. To spend so much money. Additional buses on C, 21, 21X, 125, and 120 Lines and another Water Taxi with support buses would improve mass transportation for far less money, AND could be implemented more quickly than a Link Lite Rail line.

#	Comments	Responses
1	West Seatte cannot survive the years if traffic disruption that will happen during construction of light rail. No route that has been proposed will serve the majority of people who would consider riding b a cause there is no way to connect riders on ghe East side of West Seattle to an Admiral area link, and no way to move large numbers of riders drop an Admiral or Juncation drop point to a Link line running on Delridge. The geography of West Seattle prohibits peoples' ability to get to Link from multiple directions. The Link Line does not provide a significant means to transport the majority of riders - it's merely another means to travel a short distance to connect to another mode of mass transit. And that's not a good enough reason. To spend so much money. Additional buses on C, 21, 21X, 125, and 120 Lines and another Water Taxi with support buses would improve mass transportation for far less money, AND could be implemented more quickly than a Link Lite Rail line.	Your opposition to the project is noted. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership and how buses would access the stations. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction period traffic impacts and proposed mitigation. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0472

Communication ID	Name	Email
500486	Terri Martensen	terrimartensen@sbcglobal.net

Full Communication (4/18/2022)

As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). Elevated lines:

1. Disrupt neighborhoods.

2. Are visually obtrusive.

3. Consume high value real estate and in consequence can harm urban development.

4. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic.

At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks.

Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns.

It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters.

#	Comments	Responses
1	As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters.	Please see response to CC2d, CC4.4a, and CC4.5a in Table 7-1. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on direct and indirect changes in land use.
3	It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters.	Please see response to CC2d in Table 7-1. Please see Section 4.2, Land Use, of the Final EIS for more information on direct and indirect changes in land use.

Comment Submittal 0473

Communication ID	Name	Email
500488	Radha kerzan	radhakerzan@gmail.com

Full Communication (4/18/2022)

Keep the Avalon station.

#	Comments	Responses
1	Keep the Avalon station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0474

Communication ID	Name	Email
500490	Nancy Adams/Leinard	adams-leonard@live.com

Full Communication (4/18/2022)

West Seattle deserves to have a low impact public transportation system. Lower impact, I.e. noise reduction, environmental impact, aesthetic impact.

Underground seems a good option, as other parts of the city have access to this standard.

Nancy Adams-Leonard West Seattle resident

#	Comments	Responses
1	West Seattle deserves to have a low impact public transportation system. Lower impact, I.e. noise reduction, environmental impact, aesthetic impact. Underground seems a good option, as other parts of the city have access to this standard. Nancy Adams-Leonard West Seattle resident	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0475

Communication ID	Name	Email
500493	Garry Lund	gml1955@comcast.net

Full Communication (4/18/2022)

My preference is for the Tunnel 41st Ave Station, Dakota Street Station Lower Height Route, as a cost savings I propose the Avalon Station be eliminated. An elevated guideway west of the West Seattle Golf Course will impact existing residential and business structures and be an eyesore in the community; it will also do the same if a southern extension is added in the future. A future tunnel extension will not impact our neighborhood as much as an elevated route.

#	Comments	Responses
1	My preference is for the Tunnel 41st Ave Station, Dakota Street Station Lower Height Route, as a cost savings I propose the Avalon Station be eliminated. A future tunnel extension will not impact our neighborhood as much as an elevated route.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0476

Communication ID	Name	Email
500494	Eric Galioto	eric2118@gmail.com

Full Communication (4/18/2022)

Hi,

I live in West Seattle and would love it if you would be open to considering the gondola option! It will save Sound Transit a ton of money, is environmentally friendly and will provide much needed transit alternatives to/from West Seattle in a much timelier manner than what is currently being proposed. I think it would be helpful to get a 3rd party firm with aerial experience to evaluate the option and showcase how other world-class cities are including gondolas in their transportation planning efforts.

Thanks, Eric

#	Comments	Responses
1	Hi, I live in West Seattle and would love it if you would be open to considering the gondola option! It will save Sound Transit a ton of money, is environmentally friendly and will provide much needed transit alternatives to/from West Seattle in a much timelier manner than what is currently being proposed. I think it would be helpful to get a 3rd party firm with aerial experience to evaluate the option and showcase how other world-class cities are including gondolas in their transportation planning efforts. Thanks, Eric	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0477

Communication ID	Name	Email
500497	Sharlene Cardoza	s.c.cardoza@gmail.com

Full Communication (4/18/2022)

It would be best to have the rails and stations underground. This is best for the local economy and tourism, environment, aesthetics and well/being of residents.

Thank you for your work on this.

#	Comments	Responses
1	It would be best to have the rails and stations underground. This is best for the local economy and tourism, environment, aesthetics and well/being of residents. Thank you for your work on this.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0478

Communication ID	Name	Email
500499	LINDA DUTCHER	lfdutcher@gmail.com

Full Communication (4/18/2022)

I would like you to take into account I would like any stations and tracks for sound transit built underground. I think it would be horrible to displace people and their homes for mass transit, if there is a way to build underground.

#	Comments	Responses
1	I would like you to take into account I would like any stations and tracks for sound transit built underground. I think it would be horrible to displace people and their homes for mass transit, if there is a way to build underground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0479

Communication ID	Name	Email
500500	Ashton Wiltz	ashtonwiltz@gmail.com

Full Communication (4/18/2022)

More rail to West Seattle!!!

#	Comments	Responses
1	More rail to West Seattle!!!	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0480

Communication ID	Name	Email
500501	Dorinda Mcclure-Payne	dorinda2@gmail.com

Full Communication (4/18/2022)

Above ground light-rail will be too disruptive to the West Seattle community ! It is not worth the cost!!!

PLEASE Improve our existing transit system , especially to North Admiral, as a link to light rail or consider the gondola option.

#	Comments	Responses
1	Above ground light-rail will be too disruptive to the West Seattle community ! It is not worth the cost!!!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	PLEASE Improve our existing transit system , especially to North Admiral, as a link to light rail or consider the gondola option.	Please see responses to CC2g and CC3e in Table 7-1. With the Project, bus service is planned from North Admiral to the Delridge, Avalon, and Alaska Junction stations. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0481

Communication ID	Name	Email
500502	Jeremiah Griswold	jeremiahjgriswold+ST@gmail.com

Full Communication (4/18/2022)

This light rail project needs to be as close to Alaska & California, to make transfers as easy as possible. The tunnel is also the best option, to keep the impacts as low as possible to businesses and the neighborhood character. Option WSJ-3b, going with a tunnel, is the best option. It also puts the station at 42nd and Alaska, the closest option to the bus bays on Alaska.

#	Comments	Responses
1	This light rail project needs to be as close to Alaska & California, to make transfers as easy as possible. The tunnel is also the best option, to keep the impacts as low as possible to businesses and the neighborhood character. Option WSJ-3b, going with a tunnel, is the best option. It also puts the station at 42nd and Alaska, the closest option to the bus bays on Alaska.	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle/Ballard Link Extension Final EIS.

Comment Submittal 0482

Communication ID	Name	Email
500608	Diane Johnson	julycreek@comcast.net

Full Communication (4/18/2022)

Diane Johnson Draft EIS Comment

Hello,

I live in West Seattle 98116 and I prefer the tunnel option to connect to the Junction, just like what has been provided for other areas of the city such as Roosevelt, University and Northgate.

Next preference is the Skylink urban gondola which I was disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much sooner and with less impact to the community than all but the tunnel option.

Next preference is above ground rail and Last would be surface rail.

Thank you, Diana Johnson

#	Comments	Responses
1	I live in West Seattle 98116 and I prefer the tunnel option to connect to the Junction, just like what has been provided for other areas of the city such as Roosevelt, University and Northgate.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Next preference is the Skylink urban gondola which I was disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much sooner and with less impact to the community than all but the tunnel option. Next preference is above ground rail and Last would be surface rail.	Please see response to CC2g in Table 7-1.

Comment Submittal 0483

Communication ID	Name	Email
500610	Joan Schneider	jschneider17@comcast.net

Full Communication (4/18/2022)

Joan Schneider Draft EIS Comment

We represent the owners of the Alki Lumber property at 4406 36th Avenue Southwest (East Block) and 4440 Fauntleroy Way Southwest (West Block). Both Blocks are currently being redeveloped and when completed the Project will provide over 500 new transit-oriented residences and a dynamic retail core along 36th Avenue in the Triangle, where an unusually wide right-of-way provides a unique opportunity for community engagement along with a heritage retail location for Alki Lumber itself, which has been serving the community for over 100 years.

We believe our transit-oriented Project will complement an adjacent Avalon Station by providing a dense community of residents and businesses; however, we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for considering these comments.

#	Comments	Responses
1	we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.	Please see responses to CCG2, CC4.4a, CC4.5a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.	Please see response to CCG2 in Table 7.1.
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.	Please see response to CCG1, CC3c, and CC5a in Table 7-1.

Comment Submittal 0484

Communication ID	Name	Email
500612	Jovan Johnson	dexterousdesigns@gmail.com

Full Communication (4/18/2022)

Jovan Johnson Draft EIS Comment

Hello!

I am a West Seattle resident and was looking at the West Seattle Junction Segment 3.1.1.4 in the Draft EIS. The elevated rail is very concerning to me. This option would severely impact the business area of West Seattle. It seems strange to me that the light rail would run to this part of town specifically because it is the business center, but it would cause disruption to a large portion of the businesses there. I am strongly in favor of the tunnel options, so we can maintain a central, walkable shopping junction.

Thank you so much for reading this,

Jovan Johnson

Sent from Motorolla car phone

#	Comments	Responses
1	I am a West Seattle resident and was looking at the West Seattle Junction Segment 3.1.1.4 in the Draft EIS. The elevated rail is very concerning to me. This option would severely impact the business area of West Seattle. It seems strange to me that the light rail would run to this part of town specifically because it is the business center, but it would cause disruption to a large portion of the businesses there. I am strongly in favor of the tunnel options, so we can maintain a central, walkable shopping junction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the Project.

Comment Submittal 0485

Communication ID	Name	Email
500680	Mark Sullivan	sullimark@comcast.net

Full Communication (4/19/2022)

Please consider any/all viable options that do not involve disrupting or demolishing parts of the beloved West Seattle Golf Course. This park has provided joy and entertainment for all manner and walks of life for over 7 decades. As I understand it, the other options are cheaper and less disruptive to both private and park land, particularly considering that park land has been legislated to remain just that. The golf course (during and post pandemic) has been a great source of revenue, as well. The course weathered a similar proposal involving a driving range addition that also would have scarred the property. Shame if that would have been for naught. Thank you

#	Comments	Responses
1	Please consider any/all viable options that do not involve disrupting or demolishing parts of the beloved West Seattle Golf Course. This park has provided joy and entertainment for all manner and walks of life for over 7 decades. As I understand it, the other options are cheaper and less disruptive to both private and park land, particularly considering that park land has been legislated to remain just that. The golf course (during and post pandemic) has been a great source of revenue, as well. The course weathered a similar proposal involving a driving range addition that also would have scarred the property. Shame if that would have been for naught. Thank you	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0486

Communication ID	Name	Email
500684	Patrick Dellerba	patrick.dellerba@gmail.com

Full Communication (4/19/2022)

For the West Seattle extensions, the residential and operable noise impacts over the span of the usable life of the line are significantly reduced in the tunnel options, and render the elevated alternatives as considerably inferior when considering long-term residential land-use of the area this extension aims to serve.

#	Comments	Responses
1	For the West Seattle extensions, the residential and operable noise impacts over the span of the usable life of the line are significantly reduced in the tunnel options, and render the elevated alternatives as considerably inferior when considering long-term residential land-use of the area this extension aims to serve.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0487

Communication ID	Name	Email
500685	Charles Sanders	chucksand@msn.com

Full Communication (4/19/2022)

I support a link light rail to West Seattle, but I don't want to see the north side of the golf course and Longfellow Creek impacted by a route up Genesee Avenue. The Yancy/Avalon route is preferable.

#	Comments	Responses
1	I support a link light rail to West Seattle, but I don't want to see the north side of the golf course and Longfellow Creek impacted by a route up Genesee Avenue. The Yancy/Avalon route is preferable.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for a discussion of impacts to Longfellow Creek and aquatic species habitat from Delridge Segment alternatives.

Comment Submittal 0488

Communication ID	Name	Email
500687	Thomas Fehlen	tfehlen@comcast.net

Full Communication (4/19/2022)

After reading the EIS statement there are several reasons to prefer the Andover alternative to Delridge or Dakota. I have lived in West Seattle for 35+ years. Looking at Figure ES-22 there are several points that favor the Andover lower height alternative in the the route would traverse a commercial steel plant rather than a city park. Our city parks need to be protected. The route would abut what is now the current arterial, impacting less.

That steel plant can be very noisy so the train would not affect anyone or thing. I was a member of the West Seattle club there across the street and that route makes much more sense.

Table ES-3 points out the cost for the Andover lower alternative would be one of the least costly, construction interruptions would be approximately the same or a little less disruption. The Andover route displaces the least amount of people and about the same number of businesses. There would be a lot less visual and noise impacts than the other routes. The Andover route does not impact any historical properties as the others all do and it impacts a city park, West Seattle Golf course. Please, we must protect our parks.

Keep this project near the current arterial that will provide less impact overall. I prefer the Andover alternative to Delridge or Dakota.

Please adjust the preferred route to Yancy or Avalon. It makes much more sense.

#	Comments	Responses
1	After reading the EIS statement there are several reasons to prefer the Andover alternative to Delridge or Dakota. I have lived in West Seattle for 35+ years. Looking at Figure ES-22 there are several points that favor the Andover lower height alternative in the the route would traverse a commercial steel plant rather than a city park. Our city parks need to be protected. The route would abut what is now the current arterial, impacting less. That steel plant can be very noisy so the train would not affect anyone or thing. I was a member of the West Seattle club there across the street and that route makes much more sense. Table ES-3 points out the cost for the Andover lower alternative would be one of the least costly, construction interruptions would be approximately the same or a little less disruption. The Andover route displaces the least amount of people and about the same number of businesses. There would be a lot less visual and noise impacts than the other routes. The Andover route does not impact any historical properties as the others all do and it impacts a city park, West Seattle Golf course. Please, we must protect our parks. Keep this project near the current arterial that will provide less impact overall. I prefer the Andover alternative to Delridge or Dakota. Please adjust the preferred route to Yancy or Avalon. It makes much more sense.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.17, Parks and Recreational Resources, of the West Seattle Link Extension Final EIS for more information on park impacts and proposed mitigation.

Comment Submittal 0489

Communication ID	Name	Email
500690	Bekah Sandy	bekahsandy@gmail.com

Full Communication (4/19/2022)

While I do like the idea of light rail in general, I do not think it feels like a good fit for West Seattle, because of its odd geography/location.

I feel our community is already well connected to public transit to downtown, via busses and water

taxi, and I feel that it would be more economical and practical to increase bus/taxi routes and further incentivize those options. Additionally, I tend to be skeptical of plans that would make traveling across the bridge we barely have now even more restrictive during construction.

If you do push onward with this project, I would much prefer the tunnel option, as every single person I've talked with about this issue has strong negative feelings about the elevated option. In addition to being an eye sore, it seems unideal if it were to be stalled to be above ground, and as someone with slight claustrophobia, I'd be hesitant to take a trip on an option that would keep me enclosed as such above ground.

Most specifically, the thing I dislike most about the plan is that it feels like we'll be unnecessarily removing housing options in a neighborhood already suffering for lack of housing. Why remove so many homes, apartment complexes, and businesses - the components of a community- in the area that draws people to West Seattle? Why pay taxpayer money to build an expensive and superfluous transportation system to travel to/from a community, when the very act of doing so would remove the businesses that were the main attraction? Why would people want to pay more to live in West Seattle (because of lack of housing) when the quality of life is also removed (because of loss of businesses or neighborhood appeal) all so you can take light rail in addition to the bus?

All to say, I feel that the proposed options would be expensive, superfluous, and add to the already problematic housing shortage. Please do consider instead investing in our bridge and in better bus conditions and increased water taxi routes, so that it's actually convenient rather than cute.

#	Comments	Responses
1	While I do like the idea of light rail in general, I do not think it feels like a good fit for West Seattle, because of its odd geography/location. I feel our community is already well connected to public transit to downtown, via busses and water taxi, and I feel that it would be more economical and practical to increase bus/taxi routes and further incentivize those options. Additionally, I tend to be skeptical of plans that would make traveling across the bridge we barely have now even more restrictive during construction.	The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information.
2	If you do push onward with this project, I would much prefer the tunnel option, as every single person I've talked with about this issue has strong negative feelings about the elevated option. In addition to being an eye sore, it seems unideal if it were to be stalled to be above ground, and as someone with slight claustrophobia, I'd be hesitant to take a trip on an option that would keep me enclosed as such above ground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
3	Most specifically, the thing I dislike most about the plan is that it feels like we'll be unnecessarily removing housing options in a neighborhood already suffering for lack of housing. Why remove so many homes, apartment complexes, and businesses - the components of a community - in the area that draws people to West Seattle? Why pay taxpayer money to build an expensive and superfluous transportation system to travel to/from a community, when the very act of doing so would remove the businesses that were the main attraction? Why would people want to pay more to live in West Seattle (because of lack of housing) when the quality of life is also removed (because of loss of businesses or neighborhood appeal) all so you can take light rail in addition to the bus? All to say, I feel that the proposed options would be expensive, superfluous, and add to the already problematic housing shortage.	Please see response to CC4.1b in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0490

Communication ID	Name	Email
500693	Symone Taylor	staylor.msw@gmail.com

Full Communication (4/19/2022)

Find another route I love the businesses in my community that this plan will destroy. Not enough people use the light rail transit system.

#	Comments	Responses
1	Find another route I love the businesses in my community that this plan will destroy.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Not enough people use the light rail transit system.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership.

Comment Submittal 0491

Communication ID	Name	Email
500694	Emilie Barnard	emiliebarnard@gmail.com

Full Communication (4/19/2022)

This is directed towards the plan for the Link Extension in West Seattle.

Please do not destroy the Trader Joes. Maybe have it nearby with a stop? Out of the current list of potential businesses impacted, this one is the most impactful in my opinion.

Thank you for your time.

#	Comments	Responses
1	Please do not destroy the Trader Joes. Maybe have it nearby with a stop? Out of the current list of potential businesses impacted, this one is the most impactful in my opinion.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0492

Communication ID	Name	Email
500696	Janet Folley	folleywest@gmail.com

Full Communication (4/19/2022)

West Seattle Golf Course is a benefit to the community. It is unconscionable to even consider removing any piece of this historical gift to the West Seattle residents. The property owners in WS contribute to the King County tax base, despite being underrepresented and having limited access to The city.

Our parks are what make this area so special. Do not cut into them when there are several other viable options for this project.

#	Comments	Responses
1	West Seattle Golf Course is a benefit to the community. It is unconscionable to even consider removing any piece of this historical gift to the West Seattle residents. The property owners in WS contribute to the King County tax base, despite being underrepresented and having limited access to The city. Our parks are what make this area so special. Do not cut into them when there are several other viable options for this project.	Please see response to CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0493

Communication ID	Name	Email
500698	Arkell M. Burnap	mburnap@gmail.com

Full Communication (4/19/2022)

I would like to add my voice in support of either of the Yancy/Avalon routes. I am opposed to any alternative that would impact the West Seattle Golf course, truly one of the Seattle Parks and Recreation Department true gems. Further, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

Please protect one of the most wonderful, and widely appreciated pieces of the Seattle Parks Department's properties

#	Comments	Responses
1	I would like to add my voice in support of either of the Yancy/Avalon routes. I am opposed to any alternative that would impact the West Seattle Golf course, truly one of the Seattle Parks and Recreation Department true gems. Further, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. Please protect one of the most wonderful, and widely appreciated pieces of the Seattle Parks Department's properties	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Comment Submittal 0494

Communication ID	Name	Email
500702	Tori Damianas	coast_holder_0d@icloud.com

Full Communication (4/19/2022)

Hi,

Underground pls.

And move ur comment box towards the middle, whew!!

I had to scroll all the way to the bottom just to sign, ppl will bail Best!

#	Comments	Responses
1	Underground pls.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0495

Communication ID	Name	Email
501588	Jared Thompson	jaredlincoln@icloud.com

Full Communication (4/15/2022)

Jared Thompson Draft EIS Comment

Hi,

I attended the meeting on March 30 to make a public comment on the WS link extension options. am a property owner on 40th Ave SW, and most of the tunnel options go directly underneath my property. However, given the large and destructive impact of the elevated infrastructure I tend to support a couple of the tunnel options at the moment.

My question is, how can we be assured that we will not experience noise or vibration pollution from the potential tunnel options? We don't want to be in a situation where our real estate values (and quality of life) are negatively impacted by noticeable rail noise and vibration. Does Sound Transit have data on what impact home owners would see from a completed tunnel underneath 40th Ave SW? Another question we had is if via the ground work any of our houses experience foundation settling, and if Sound Transit has any assurances or data related to either of these potential issues.

Thank you so much in advance, Jared

#	Comments	Responses
1	how can we be assured that we will not experience noise or vibration pollution from the potential tunnel options? We don't want to be in a situation where our real estate values (and quality of life) are negatively impacted by noticeable rail noise and vibration. Does Sound Transit have data on what impact home owners would see from a completed tunnel underneath 40th Ave SW? Another question we had is if via the ground work any of our houses experience foundation settling, and if Sound Transit has any assurances or data related to either of these potential issues.	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit conducts extensive monitoring of selected buildings before, during, and at the end of construction. Expected movements are calculated as part of final design, which informs the monitoring plan and any mitigation required. Sound Transit monitors select buildings where there is a risk of movement or damage to the building, which is determined by factors such as the age of the building. Buildings requiring monitoring are identified during final design.

Comment Submittal 0496

Communication ID	Name	Email
501589	Edward Altemus	reddjello@yahoo.com

Full Communication (4/15/2022)

Edward Altemus Draft EIS Comment

I have been reading your comments and the various scenarios and I believe by scrapping the Avalon Station and saving that money for other projects in the future such as extensions into White Center and Burien would be the best approach. The Avalon Station is So close to Fauntleroy and 41st it doesn't make financial sense. If a Station could be placed where the Masonic Hall and Bank of America buildings are that would be more centralized and in a better location to capture more riders now and in the future.

Thank you for listening. Edward Altemus

#	Comments	Responses
1	I have been reading your comments and the various scenarios and I believe by scrapping the Avalon Station and saving that money for other projects in the future such as extensions into White Center and Burien would be the best approach. The Avalon Station is So close to Fauntleroy and 41st it doesn't make financial sense. If a Station could be placed where the Masonic Hall and Bank of America buildings are that would be more centralized and in a better location to capture more riders now and in the future.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0497

Communication ID	Name	Email
501594	Allen Radant	aradant@uw.edu

Full Communication (4/17/2022)

Allen Radant Draft EIS Comment

I think that building more public transportation of any kind is a mistake. THese projects typically take at least 5-10 years to complete. In 10 years, many of us will have self-driving cars. Those that don't will be able to rent them on an hourly basis. They will be electrical, very safe, energy efficient and very convenient. Ability to drive close to other cars will take pressure off of traffic. Energy should be directed towards building roads that accommodate self-driving cars not building expensive transit projects that won't be used.

Allen Radant aradant@uw.edu

#	Comments	Responses
1	I think that building more public transportation of any kind is a mistake. THese projects typically take at least 5-10 years to complete. In 10 years, many of us will have self-driving cars. Those that don't will be able to rent them on an hourly basis. They will be electrical, very safe, energy efficient and very convenient. Ability to drive close to other cars will take pressure off of traffic. Energy should be directed towards building roads that accommodate self-driving cars not building expensive transit projects that won't be used. Allen Radant aradant@uw.edu	Your opposition to the Project has been noted. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0498

Communication ID	Name	Email
501598	Betty Lau	betty.lau47@gmail.com; bettylau@comcast.net

Full Communication (4/17/2022)

Betty Lau Draft EIS Comment

The tables in this section Appendix 4.1 Acquisitions, Displacements, Relocations would be more helpful if business names were listed in a separate table.

Betty

#	Comments	Responses
1	The tables in this section Appendix 4.1 Acquisitions, Displacements, Relocations would be more helpful if business names were listed in a separate table.	The tables in the section provide a summary of the number of affected parcels and business and residential displacements. Please see Appendix L4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS, which identifies the King County Parcel I.D. and address for each potentially affected parcel. Business names are not included because they can change over time. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0499

Communication ID	Name	Email
501602	Betty Lau	betty.lau47@gmail.com; bettylau@comcast.net

Full Communication (4/17/2022)

Betty Lau Draft EIS Comment

Dear Comments on DEIS,

10.2.2 Haul Routes, Construction Staging, and Traffic

This section of Appendix N.5 has "Construction Staging" in the title but below has no discussion of Construction Staging. Construction Staging description needs to be added in under this section heading.

Betty

#	Comments	Responses
1	10.2.2 Haul Routes, Construction Staging, and Traffic This section of Appendix N.5 has "Construction Staging" in the title but below has no discussion of Construction Staging. Construction Staging description needs to be added in under this section heading.	The heading for this section of Appendix N.5, Historic and Archaeological Resources Technical Report, of the West Seattle Link Extension Final EIS has been edited to remove reference to construction staging because the discussion relates to construction traffic. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0500

Communication ID	Name	Email
502565	Patricia Yerg	mgimel@comcast.net

Full Communication (4/15/2022)

Patricia Yerg Draft EIS Comment

I am writing on behalf of my Mom Patricia Yerg who has lived in her house at 3711-19th Ave SW, 98106 on Pigeon Point for all of her 101 years. There was another house on that lot before that burned down before she was born so the property has been in the family a long time. Mom has seen the street end erode considerably in her lifetime. It is almost to her property line now. She received a letter that her property might be affected and is worried about losing her house either from your acquiring it or it sliding down the hill. Her nextdoor neighbor on the edge of the hill lost half their patio to a slide years ago.

When looking at a map of slide areas in Seattle, the whole of Pigeon Point is a slide area. Don't think you are going to reimburse people for their property value being lower because of slides. There used to be several streams flowing down 19th and 20th avenues, but they disappeared. One still comes to the surface yearly on Andover Street at 23rd Ave SW.

How will you keep the hill from sliding? The natural erosion is bad enough.

The alternate of building on the other side of the bridge to keep away from the hill or a gondola would be preferable.

It will kill my mom if she loses her house. There are also a lot of million dollar houses on the end of the hill so it would be very expensive if they start sliding.

Thank you for listening.

Documents: Screenshot_20220415-163505_Chrome.jpg Screenshot_20220415-163427_Chrome.jpg Screenshot_20220415-163316_Chrome.jpg

#	Comments	Responses
1	She received a letter that her property might be affected and is worried about losing her house either from your acquiring it or it sliding down the hill. Her nextdoor neighbor on the edge of the hill lost half their patio to a slide years ago. When looking at a map of slide areas in Seattle, the whole of Pigeon Point is a slide area. Don't think you are going to reimburse people for their property value being lower because of slides. There used to be several streams flowing down 19th and 20th avenues, but they disappeared. One still comes to the surface yearly on Andover Street at 23rd Ave SW. How will you keep the hill from sliding? The natural erosion is bad enough. The alternate of building on the other side of the bridge to keep away from the hill	Please see responses to CC4.1a and CC4.11a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Please see responses to CC4.1a and CC4.11a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.	Please see response to CC2g in Table 7-1.

4:35

attlecitygis.maps.arcgis.com

3711 19th Ave SW, Seattle, WA,

Show search results for **3711 19th** ...

SW Charlestown St

Layer List

Layer List

Layers

Contour Lines

10ft. contour

2ft. contour

Environmentally Critical Areas (ECA)

Landfill (Historical) - ECA7

Known Slide (Initiation Point) - ECA8

Known Slide (Scarp) - ECA8

1,263,941.556 211,541.607 Feet

Known Slide (Affected Property) - ECA8

4:34

attlecitygis.maps.arcgis.com

3711 19th Ave SW, Seattle, WA,

Show search results for **3711 19th** ...

SW Charlestown St

Layer List

Layer List

Layers

Contour Lines

10ft. contour

Environmentally Critical Areas (ECA)

Steep Slope (40% average) - ECA1

Potential Slide Area - ECA2

4:33

attlecitygis.maps.arcgis.com

3711 19th Ave SW, Seattle, WA,

Show search results for **3711 19th** ...

SW Charlestown St

Layer List

Layer List

Layers

Contour Lines

10ft. contour

Environmentally Critical Areas (ECA)

Steep Slope (40% average) - ECA1

Potential Slide Area - ECA2

Riparian Corridor - ECA3

Comment Submittal 0501

Communication ID	Name	Email
500511	Janet Lenart	enartjanet@gmail.com

Full Communication (4/19/2022)

Please obtain a technical engineering study by gondola experts to compare the option of a gondola to light rail to connect West Seattle and SODO. The recently released report is not a technical engineering study by expert. Thank you.

#	Comments	Responses
1	Please obtain a technical engineering study by gondola experts to compare the option of a gondola to light rail to connect West Seattle and SODO. The recently released report is not a technical engineering study by expert. Thank you.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0502

Communication ID	Name	Email
500512	Moriah Williams	moriahgwilliams@gmail.com

Full Communication (4/19/2022)

I have personally felt the negative affects the light rail brings to the community. The light rail is ment to connect the city but is detrimental to the Community. it connect commuters to there destination but severly detaches those people from the places they are passing by. I grew up on MIK amd Kenyon st. I would hear the light rails ding ding ding every time it passed that intersection. the quality of life for the people in my neighborhood and so many others dimminished significantly when the light rail came. not to mention the countless flat tires we got from long construction period. I moved to west seattle because it was the last neighborhood in seattle that actually felt like home. I understand the need to progress, change things up, and expand. However Seattle has expanded so much it is almost no longer recognizable to people who have grown up here. My grandmother has sold her house and moved away along with so many of my family and friends. hold out becuase I love this city so much. But if you bring the light rail to the last Seattle feeling neighborhood. My bags will be packed. What is sad is there are so many people who feel the way I do. people who felt this way on MIK but had no option but to stay as their way of life and quality of life changed for the worse. Do not bring the light rail to west seattlel

#	Comments	Responses
1	I have personally felt the negative affects the light rail brings to the community. The light rail is ment to connect the city but is detrimental to the Community. it connect commuters to there destination but severly detaches those people from the places they are passing by. I grew up on MIK amd Kenyon st. I would hear the light rails ding ding ding every time it passed that intersection. the quality of life for the people in my neighborhood and so many others dimminished significantly when the light rail came. not to mention the countless flat tires we got from long construction period. I moved to west seattle because it was the last neighborhood in seattle that actually felt like home. I understand the need to progress, change things up, and expand. However Seattle has expanded so much it is almost no longer recognizable to people who have grown up here. My grandmother has sold her house and moved away along with so many of my family and friends. I hold out becuase I love this city so much. But if you bring the light rail to the last Seattle feeling neighborhood. My bags will be packed. What is sad is there are so many people who feel the way I do. people who felt this way on MIK but had no option but to stay as their way of life and quality of life changed for the worse. Do not bring the light rail to west seattle!	Your opposition to the West Seattle Link Extension has been noted. Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0503

Communication ID	Name	Email
500513	Anthony Beas	AOBEAS@GMAIL.COM

Full Communication (4/19/2022)

I am a resident of Roxhill, and use the C-line bus.

The West Seattle Link is too costly and underfunded to proceed! Additionally, this Link project will mostly serve construction companies, residents of only hundreds of apartments and homes near the West Seattle stations, and extra folks on game days. It's highly unlikely that the majority of the thousands of folks, many economically disadvantaged, that already ride WS, WC, and Burien buses bound for downtown will transfer to the LINk

Additionally, it's going to drive up home prices even more.

One alternative to the WS link project is to construct a NEW BUS ONLY bridge from West Seattle, across the Duwamish all the way to the SODO busway, which would be a vastly less costly alternative that would strengthen the regional transit system that already serves thousands of West Seattle, White Center, and Burien residents daily, and importantly, give the bus lanes on the WSB and 99 back vehicle and commercial traffic.

With the time and money saved from building a new bus only bridge vs a costly link, we could electrify the entire Sound Transit and King County Metro buses.

#	Comments	Responses
1	The West Seattle Link is too costly and underfunded to proceed! Additionally, this Link project will mostly serve construction companies, residents of only hundreds of apartments and homes near the West Seattle stations, and extra folks on game days. It's highly unlikely that the majority of the thousands of folks, many economically disadvantaged, that already ride WS, WC, and Burien buses bound for downtown will transfer to the LINk Additionally, it's going to drive up home prices even more.	Your opposition to the Project is noted. Please see responses to CCEJ1 and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, for more information on ridership.
2	One alternative to the WS link project is to construct a NEW BUS ONLY bridge from West Seattle, across the Duwamish all the way to the SODO busway, which would be a vastly less costly alternative that would strengthen the regional transit system that already serves thousands of West Seattle, White Center, and Burien residents daily, and importantly, give the bus lanes on the WSB and 99 back vehicle and commercial traffic. With the time and money saved from building a new bus only bridge vs a costly link, we could electrify the entire Sound Transit and King County Metro buses.	The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0504

Communication ID	Name	Email
500515	Gabriela Diaz	gabriela_diaz77@msn.com

Full Communication (4/19/2022)

Please build West Seattle stations and tracks underground. Aside from having less of a negative impact on quality of life in the long term for the neighborhood and wildlife, they can serve as safety corridors in the case of an attack.

Thank you, Gabriela

#	Comments	Responses
1	Please build West Seattle stations and tracks underground. Aside from having less of a negative impact on quality of life in the long term for the neighborhood and wildlife, they can serve as safety corridors in the case of an attack	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0505

Communication ID	Name	Email
500516	Peter Smith	spistolpete@hotmail.com

Full Communication (4/19/2022

Please build stations and tracks underground. Thes

Please build stations and tracks underground. These provide a more sustainable footprint for density and happier neighbors.

Thank you, Pete

#	Comments	Responses
1	Please build stations and tracks underground. These provide a more sustainable footprint for density and happier neighbors.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0506

Communication ID	Name	Email
500518	Shannon Saulter	saulter.shannon@gmail.com

Full Communication (4/19/2022)

My family's home is under threat of demolition. We bought this house because of its location yet that benefit is not considered when our home would be appraised. Our investment would be a lost opportunity for us to capitalize on, not to mention the neighborhood school where two of our children are involved. Our low interest rate at time of purchase will become null and will have to adopt a higher one, no doubt.

I read that there was a buzz about doing away with the Avalon station, which this neighbor supports. Most neighborhoods in the city have only one stop, and I think WS can do with only two. The Avalon stop would be close in proximity to the new and improved WS bridge anyway.

#	Comments	Responses
1	My family's home is under threat of demolition. We bought this house because of its location yet that benefit is not considered when our home would be appraised. Our investment would be a lost opportunity for us to capitalize on, not to mention the neighborhood school where two of our children are involved. Our low interest rate at time of purchase will become null and will have to adopt a higher one, no doubt.	Please see responses to CC4.1a and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I read that there was a buzz about doing away with the Avalon station, which this neighbor supports. Most neighborhoods in the city have only one stop, and I think WS can do with only two. The Avalon stop would be close in proximity to the new and improved WS bridge anyway.	Please see response to CC2j in Table 7-1.

Comment Submittal 0507

Communication ID	Name	Email
500529	Jen Shaughnessy	jennifers@johnlscott.com

Full Communication (4/19/2022)

Please seriously consider eliminating the Avalon Station to allow more funding for any of the tunnel options.

The "triangle" neighborhood is a better location than Jefferson Square for the Junction Station. Less disruption and congestion in the triangle, compared to the already busy/congestion near Jefferson Square.

Way too much concrete, which will be a blank palette for graffiti artists.

#	Comments	Responses
1	Please seriously consider eliminating the Avalon Station to allow more funding for any of the tunnel options.	Please see response to CCG2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The "triangle" neighborhood is a better location than Jefferson Square for the Junction Station. Less disruption and congestion in the triangle, compared to the already busy/congestion near Jefferson Square. Way too much concrete, which will be a blank palette for graffiti artists.	Please see response to CCG2 in Table 7-1 in Chapter 7.

Comment Submittal 0508

Communication ID	Name	Email
500533	Nadine Blinn	bklynblinn@gmail.com

Full Communication (4/19/2022)

Hi! I love the idea of having light rail to Alaska junction! Much needed here in WS.

I'd be happy to see it above or below ground depending on what works. But I don't live right at

Alaska junction.

#	Comments	Responses
1	Hi! I love the idea of having light rail to Alaska junction! Much needed here in WS. I'd be happy to see it above or below ground depending on what works. But I don't live right at Alaska junction.	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0509

Communication ID	Name	Email
500539	Tracy Randle	TRACYRANDLE@HOTMAILCOM

Full Communication (4/19/2022)

First, let me say that I am very much in favor of public transportation. I live in West Seattle on the C line. When light rail is added I will still bus to Junction station. I am very much in favor of having many tracks and stations underground to maintain WS as it is. My preference for the Avalon and Junction area are the options on page 31 and 32. WS is already pretty compacted and adding a large elevated station and rails will make it worse. I would rather not have light rail and use the rapid ride bus to get downtown than support large structures in WS that simply do the same thing as the current Cline.

#	Comments	Responses
1	First, let me say that I am very much in favor of public transportation. I live in West Seattle on the C line. When light rail is added I will still bus to Junction station. I am very much in favor of having many tracks and stations underground to maintain WS as it is. My preference for the Avalon and Junction area are the options on page 31 and 32. WS is already pretty compacted and adding a large elevated station and rails will make it worse. I would rather not have light rail and use the rapid ride bus to get downtown than support large structures in WS that simply do the same thing as the current C line.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0510

Communication ID	Name	Email
500546	Claudia Levi	claudia.a.levi@gmail.com

Full Communication (4/19/2022)

I am dismayed that so many small businesses are being obliterated for this West Seattle link of the light rail. You note a long list of small businesses that are essential in the area and need to be worked into the plan.

Very troubling is that you are demolishing some of the few older storefronts left in West Seattle that still have character. The 1920's buildings along Fauntleroy holding Buda Ruska, the BBQ shop, and a martial arts center. Please incorporate these fine old buildings in your design rather than raise them.

#	Comments	Responses
1	I am dismayed that so many small businesses are being obliterated for this West Seattle link of the light rail. You note a long list of small businesses that are essential in the area and need to be worked into the plan. Very troubling is that you are demolishing some of the few older storefronts left in West Seattle that still have character. The 1920's buildings along Fauntleroy holding Buda Ruska, the BBQ shop, and a martial arts center. Please incorporate these fine old buildings in your design rather than raise them.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.16, Historic and Archaeological Resources, of the Final EIS for more information on impacts to historic resources.

Comment Submittal 0511

Communication ID	Name	Email
500547	Jeanne Gabrielle Burdeti	gburdeti@gmail.com

Full Communication (4/19/2022)

Hi, I live in a townhouse behind the LA fitness on Fauntleroy (4536A 40th Ave SW). We just bought our house a year ago planning to live in West Seattle for many years. We also put lots of money to make our house comfortable and nice looking (hardwood floors, new exterior doors, new stairs for accessing the roof). Please don't take it. We value our home and would like to keep living there.

Thank you

#	Comments	Responses
1	Hi, I live in a townhouse behind the LA fitness on Fauntleroy (4536A 40th Ave SW). We just bought our house a year ago planning to live in West Seattle for many years. We also put lots of money to make our house comfortable and nice looking (hardwood floors, new exterior doors, new stairs for accessing the roof). Please don't take it. We value our home and would like to keep living there. Thank you	Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0512

Communication ID	Name	Email
500548	Gloria Jia	glo_g@hotmail.com

Full Communication (4/19/2022)

I strongly prefer Medium Tunnel 41st Ave Station for Alaska Junction (WSJ-5) with a request to study a refined DEL-6 pairing, based on comparable cost, minimum impact on neighborhood (maintaining its integrity and character) with least displacement of businesses and residents.

TUNNEL TUNNEL TUNNEL please! No elevated tracks! Thanks!

#	Comments	Responses
1	I strongly prefer Medium Tunnel 41st Ave Station for Alaska Junction (WSJ-5) with a request to study a refined DEL-6 pairing, based on comparable cost, minimum impact on neighborhood (maintaining its integrity and character) with least displacement of businesses and residents. TUNNEL TUNNEL TUNNEL please! No elevated tracks!	Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0513

Communication ID	Name	Email
500553	Y Jia	glosd369@gmail.com

Full Communication (4/19/2022)

I love the West Seattle neighborhood for its character and charm and would like to preserve it with underground tunnel instead of elevated tracks.

The tunnel option WSJ-5 with Medium Tunnel 41st Ave is a clear winner!

It is cheaper without third-party funding compared to elevated option and more environment- friendly and easier to maintain and build on for future development.

Absolutely NO ELEVATED TRACKS please! It is disruptive and will be more expensive to build and maintain. And it will change the character of the Junction neighborhood for worse forever.

#	Comments	Responses
1	I love the West Seattle neighborhood for its character and charm and would like to preserve it with underground tunnel instead of elevated tracks. The tunnel option WSJ-5 with Medium Tunnel 41st Ave is a clear winner! It is cheaper without third-party funding compared to elevated option and more environment-friendly and easier to maintain and build on for future development. Absolutely NO ELEVATED TRACKS please! It is disruptive and will be more expensive to build and maintain. And it will change the character of the Junction neighborhood for worse forever.	Please see responses to CCG2, CC2c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0514

Communication ID	Name	Email
500556	Andres de Wet	andres@lorraine.co.za

Full Communication (4/19/2022)

North-to-South >>>

Ballard Bridge: Do not consider a movable bridge option; go either for high-bridge or tunnel. Mass public-transit cannot be effective or reliable if conflicts are built into the system.

Interbay: Cost-saving station elimination and amalgamation should only be done when all else fails, this includes cost-cutting on park-and-rides at suburban stations, and any and all associated development rights on ST acquired parcels. It becomes near impossible to add stations later in heavily urbanized areas. Stations and their expected locations also informs current and future TOD development.

SLU Station: Place as close to Westlake and Republican as possible. This better serves the core of SLU, West- and Eastlake.

Cost-Saving Dexter Ave (Denny+ SLU) Station: Absolute no' This neither effectively serves the core of Denny Triangle, Southern SLU, Belltown, nor Eastlake or Westlake. It's a cost-save that drives a dagger into the heart of Seattle's (if not the USA's) fastest growing community. This also upends Transit 101, Rule 1: Connect modes. This amalgamated station cost-cutting measure would orphan the Seattle Streetcar. Redundancy in transit is a good thing. This is simply not the place to value engineer transit and access.

Westlake Station Cost-Saving: Having one street-level egress point for the new downtown tunnel line, at the busiest station in the network, completely out-of-sight from Westlake Plaza. seems woefully insufficient.

Midtown Station: Woefully too deep - having elevator-only egress at a busy downtown station is incomprehensible and is just not international best-practice in station design.

International Chinatown Station: Much prefer a shallower 4th Ave option and make sure transfer are quick and easy. Engineer for user-experience and rider efficiency. Attempt to integrate with Seattle Streetcar, Sounder, and AMTRAK {hopefully: Future Cascadia HSR) - Jackson/2nd Ave Ext. is one of the most pedestrian-hostile intersections in Seattle.

All-Subterranean Stations: Shallower! We need to construct the best and most cost-effective transit system for Seattle. If American engineering solutions are lackluster and pricey, look to tunneling engineering expertise from Europe and Japan, where they're adept at boring and excavating in proximity to existing constraints.

SODO: Mixed-profile station preferred as losing the busway could substantially impact other modes of transit. Grade-separation of Link Light-Rail will always win over at-grade, conflict-prone options that have long-term capacity and reliability implications.

West Seattle: The 41st Medium Tunnel option is preferred with a retained Avalon Retained-Cut Station. Delridge is in an awkward area and is likely to remain a transfer station. Eliminating Avalon as proposed cut-cutting seems to orphan a lot of recently constructed TOD east of Alaska Junction. This also signals to future developers that proposed stations cannot be relied upon, thwarting efforts to proactively attracting TOD development to future ST extensions.

Overall: NIMBYs are almost always louder than their absolute numbers suggest. A flourishing city cannot function or grow without effective transportation. Part of living in a city is expecting a city to evolve. To believe everything will remain static is being unreasonable. Calibrate outsize voices in promulgating a NIMBY agenda that frustrates future transit to the demographic makeup of a given community- if all complaints come from a single population group of a single cohort, seek out other voices to calibrate the real support or opposition accordingly.

Thank you for considering my commentary and continue to good work of bringing the Sound closer together and striving towards making the Seattle-metro the best transit city in North America.

#	Comments	Responses
1	Ballard Bridge: Do not consider a movable bridge option; go either for high-bridge or tunnel. Mass public-transit cannot be effective or reliable if conflicts are built into the system.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
2	Interbay: Cost-saving station elimination and amalgamation should only be done when all else fails, this includes cost-cutting on park-and-rides at suburban stations, and any and all associated development rights on ST acquired parcels. It becomes near impossible to add stations later in heavily urbanized areas. Stations and their expected locations also informs current and future TOD development.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	SLU Station: Place as close to Westlake and Republican as possible. This better serves the core of SLU, West- and Eastlake. Cost-Saving Dexter Ave (Denny+ SLU) Station: Absolute no! This neither effectively serves the core of Denny Triangle, Southern SLU, Belltown, nor Eastlake or Westlake. It's a cost-save that drives a dagger into the heart of Seattle's (if not the USA's) fastest growing community. This also upends Transit 101, Rule 1: Connect modes. This amalgamated station cost-cutting measure would orphan the Seattle Streetcar. Redundancy in transit is a good thing. This is simply not the place to value engineer transit and access. Westlake Station Cost- Saving: Having one street-level egress point for the new downtown tunnel line, at the busiest station in the network, completely out-of-sight from Westlake Plaza, seems woefully insufficient. Midtown Station: Woefully too deep - having elevator-only egress at a busy downtown station is incomprehensible and is just not international best-practice in station design. International Chinatown Station: Much prefer a shallower 4th Ave option and make sure transfer are quick and easy. Engineer for user-experience and rider efficiency. Attempt to integrate with Seattle Streetcar, Sounder, and AMTRAK (hopefully: Future Cascadia HSR) - Jackson/2nd Ave Ext. is one of the most pedestrian-hostile intersections in Seattle. All-Subterranean Stations: Shallower! We need to construct the best and most cost-effective transit system for Seattle. If American engineering solutions are lackluster and pricey, look to tunneling engineering expertise from Europe and Japan, where they're adept at boring and excavating in proximity to existing constraints.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	SODO: Mixed-profile station preferred as losing the busway could substantially impact other modes of transit. Grade-separation of Link Light-Rail will always win over at-grade, conflict-prone options that have long-term capacity and reliability implications.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. All SODO alternatives would be grade-separated from existing roadways. As described in Section 2.1, Build Alternatives, of the Final EIS, Preferred Option SOOD-1b, Alternative SODO-1a, and Option SODO-1b would include a new South Lander Street overpass, which would grade separate both the proposed West Seattle Link Extension and the existing 1 Line. With Alternative SODO-2, only the West Seattle Link Extension would be grade separated and the existing 1 Line would continue to have an at-grade crossing at South Lander Street.

#	Comments	Responses
5	West Seattle: The 41st Medium Tunnel option is preferred with a retained Avalon Retained-Cut Station. Delridge is in an awkward area and is likely to remain a transfer station. Eliminating Avalon as proposed cut-cutting seems to orphan a lot of recently constructed TOD east of Alaska Junction. This also signals to future developers that proposed stations cannot be relied upon, thwarting efforts to proactively attracting TOD development to future ST extensions.	Please see responses to CCG2 and CC2j in Table 7-1.
6	Overall: NIMBYs are almost always louder than their absolute numbers suggest. A flourishing city cannot function or grow without effective transportation. Part of living in a city is expecting a city to evolve. To believe everything will remain static is being unreasonable. Calibrate outsize voices in promulgating a NIMBY agenda that frustrates future transit to the demographic makeup of a given community - if all complaints come from a single population group of a single cohort, seek out other voices to calibrate the real support or opposition accordingly.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project.

Comment Submittal 0515

Communication ID	Name	Email
500557	Gale Menicke	galemenicke@gmail.com

Full Communication (4/19/2022)

Please build the tracks under ground. West Seattle is small with limited land. We do not want houses and businesses removed for tracks.

Thanks!

#	Comments	Responses
1	Please build the tracks under ground. West Seattle is small with limited land. We do not want houses and businesses removed for tracks.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0516

Communication ID	Name	Email
500563	Taylor Gall	taylor.gall@aol.com; taylor.gall57@gmail.com

Full Communication (4/19/2022)

I want to encourage you to explore the DEL-5 and DEL-6 options for the West Seattle Link Extension. I am a resident of 25th Ave SW. My husband and I are first-time home buyers and have worked very hard to save and buy a small townhome in this competitive market. We would not receive compensation or a buy-out from the city if the extension were built on our street in the preferred alternative draft. This is extremely concerning and frustrating. I encourage the city to disrupt as few homes as possible- going with DEL-5 and DEL-6 impacts much fewer homes than the other alternatives. There is another Subway location minutes away. as well as another Uptown Espresso- there is no other home for me and the other residents of Delridge. I am afraid that the city doesn't value the homes in Delridge as highly as they would in other more expensive neighborhoods in West Seattle. I encourage you to consider the economic impact this would have on the Delridge community- many of us simply can't afford to live anywhere else in this expensive city.

Thank you for your time,

Taylor

#	Comments	Responses
1	I want to encourage you to explore the DEL-5 and DEL-6 options for the West Seattle Link Extension. I am a resident of 25th Ave SW. My husband and I are first-time home buyers and have worked very hard to save and buy a small townhome in this competitive market. We would not receive compensation or a buy-out from the city if the extension were built on our street in the preferred alternative draft. This is extremely concerning and frustrating. I encourage the city to disrupt as few homes as possible- going with DEL-5 and DEL-6 impacts much fewer homes than the other alternatives. There is another Subway location minutes away, as well as another Uptown Espresso- there is no other home for me and the other residents of Delridge. I am afraid that the city doesn't value the homes in Delridge as highly as they would in other more expensive neighborhoods in West Seattle. I encourage you to consider the economic impact this would have on the Delridge community- many of us simply can't afford to live anywhere else in this expensive city.	Please see responses to CCG2, CC4.1a, CC4.1b, and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0517

Communication ID	Name	Email
500616	TaMara Rivet	lahlalaa@gmail.com

Full Communication (4/19/2022)

TaMara Rivet Draft EIS Comment

Hi

Reading through Appendix L there will be 3 grocery stores impacted during construction and after. This seems hugely problematic. The outlook for securing affordable healthy food during construction for our neighborhood is not good.

Mara

#	Comments	Responses
1	Reading through Appendix L there will be 3 grocery stores impacted during construction and after. This seems hugely problematic. The outlook for securing affordable healthy food during construction for our neighborhood is not good.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacted grocery stores. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0518

Communication ID	Name	Email
500623	Tanya Hurst	TanyaHurst@gmail.com

Full Communication (4/19/2022)

Tanya Hurst Draft EIS Comment

Hi there,

I am strongly saying/voting NO to any light rail in West Seattle. No to taking out Jefferson Square, no to taking out LA Fitness, Trader Joe's, Starbucks, Taco Time, Peco's and countless other businesses (42 I believe) along with NO to taking out any of the housing! Already a housing shortage and I did not just spend $300,000.00 for a small condo on Avalon to now endure constuction and noise for the next 10 years so have my new neighborhood taken away due to an eyesore light rail!!!!

The C bus line is already in place and is about 20 minutes to downtown. I did the commute for 13 years and it's very convenient and accessible for all. Why add 6-10 years of construction and congestion to the already suffering West Seattle?

We've already been forced to commute around due to the bridge being out. I vote NO to any raised light rail!!! No more construction in WS!!!

Thank you, Tanya Hurst

206-576-1767 Direct -866-230-MOJO x1767 Main -206-767-8010 Fax

tanyah@gotomojo.com

#	Comments	Responses
1	I am strongly saying/voting NO to any light rail in West Seattle. No to taking out Jefferson Square, no to taking out LA Fitness, Trader Joe's, Starbucks, Taco Time, Peco's and countless other businesses (42 I believe) along with NO to taking out any of the housing! Already a housing shortage and I did not just spend $300,000.00 for a small condo on Avalon to now endure constuction and noise for the next 10 years so have my new neighborhood taken away due to an eyesore light rail!!!! The C bus line is already in place and is about 20 minutes to downtown. I did the commute for 13 years and it's very convenient and accessible for all. Why add 6-10 years of construction and congestion to the already suffering West Seattle? We've already been forced to commute around due to the bridge being out. I vote NO to any raised light rail!!! No more construction in WSII!	Your opposition to the West Seattle Link Extension has been noted.

Comment Submittal 0519

Communication ID	Name	Email
500624	Kim Shugart	kimshugart@charter.net

Full Communication (4/19/2022)

Kim Shugart Draft EIS Comment

I am writing on behalf of my grandmother who owns a home at 4823 42nd Ave SW, Seattle WA 98116. Extending the light rail to West Seattle, particularly the WSJ-1 alternative would have a significant negative impact for her. She has owned her home and paid taxes on that home for over 40 years. Not only would it create a hardship for her, but it would destroy what is one of the few remaining family friendly neighborhoods available for moderate income families. The number of small family owned businesses in the area would also be impacted, if not forced to lose their livelihoods.

Those who live in this community understand that it is not only a walkable community but one that fosters good neighbor relations and a wholesome environment. It would be unfortunate to destroy that in exchange for this project. There are plenty of industrial areas at the foot of the west side of the bridge to accommodate this project, there is no need to destroy family neighborhoods to accommodate it.

Kim Shugart on behalf of Lola E. Shugart 4823 42nd Ave SW, Seattle WA 98116 509-947-6887

#	Comments	Responses
1	I am writing on behalf of my grandmother who owns a home at 4823 42nd Ave SW, Seattle WA 98116. Extending the light rail to West Seattle, particularly the WSJ-1 alternative would have a significant negative impact for her. She has owned her home and paid taxes on that home for over 40 years. Not only would it create a hardship for her, but it would destroy what is one of the few remaining family friendly neighborhoods available for moderate income families. The number of small family owned businesses in the area would also be impacted, if not forced to lose their livelihoods. Those who live in this community understand that it is not only a walkable community but one that fosters good neighbor relations and a wholesome environment. It would be unfortunate to destroy that in exchange for this project. There are plenty of industrial areas at the foot of the west side of the bridge to accommodate this project, there is no need to destroy family neighborhoods to accommodate it. Kim Shugart on behalf of Lola E. Shugart 4823 42nd Ave SW, Seattle WA 98116 509-947-6887	Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. Please see responses to CCG2, CC4.1a, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0520

Communication ID	Name	Email
500627	Jon Osterburg	jon.osterburg@jitasagroup.com

Full Communication (4/19/2022)

Seems like the medium tunnel on 41st and Andover St Lower Height route has least combined impact on homes and businesses while also coming in at the lower end of the budgeted projections. That would be my preferred route.

#	Comments	Responses
1	Seems like the medium tunnel on 41st and Andover St Lower Height route has least combined impact on homes and businesses while also coming in at the lower end of the budgeted projections. That would be my preferred route.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0521

Communication ID	Name	Email
500633	Yan Lu	luyan0203@gmail.com

Full Communication (4/19/2022)

Draft EIS page ES 17-18:

Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!

vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen!

Draft EIS page ES 22-23:

vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.

VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.

#	Comments	Responses
1	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen!	Please see response to CCG2 in Table 7-1.
3	Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.	Please see response to CCG2 in Table 7-1.
4	VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0522

Communication ID	Name	Email
500634	Nal Lu	nayul2388@gmail.com

Full Communication (4/19/2022)

Draft EIS page ES 17-18:

Vote FOR DEL-2a & DEL-6: cheapest and least amount of noise.

vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, larger negative neightborhood impact, loud noise, more closure of roads and longer construction period, will harm home values if above the ground/elevated option is chosen.

Draft EIS page ES 22-23:

vote FOR WSJ-3a, WSJ-3b, or WSJ-5: least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.

VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only harm the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.

#	Comments	Responses
1	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen!	Please see response to CCG2 in Table 7-1.
3	Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.	Please see response to CCG2 in Table 7-1.
4	VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0523

Communication ID	Name	Email
500638	Peter Leung	kai.hong17@gmail.com

Full Communication (4/19/2022)

Draft EIS page ES 17-18:

Vote FOR DEL-2a & DEL-6: Cheapest and least amount of residential impact and noise!

vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood with elevated option'

Draft EIS page ES 22-23:

vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.

VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful, noise, longer construction, road closures etc.

#	Comments	Responses
1	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood with elevated option!	Please see response to CCG2 in Table 7-1.
3	Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.	Please see response to CCG2 in Table 7-1.
4	VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful, noise, longer construction, road closures etc.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0524

Communication ID	Name	Email
500639	Kai Hong	Kai_hong7@hotmail.com

Full Communication (4/19/2022)

Draft EIS page ES 17-18:

Vote FOR DEL-2a & DEL-6: cheapest and least amount of noise.

vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, larger negative neightborhood impact, loud noise, more closure of roads and longer construction period, will harm home values if above the ground/elevated option is chosen.

Draft EIS page ES 22-23:

vote FOR WSJ-3a, WSJ-3b, or WSJ-5: least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.

VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only harm the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.

#	Comments	Responses
1	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen!	Please see response to CCG2 in Table 7-1.
3	Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values.	Please see response to CCG2 in Table 7-1.
4	VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0525

Communication ID	Name	Email
500643	Matthew Bourne	MATTHEWBOURNE@GMAIL.COM

Full Communication (4/19/2022)

The West Seattle golf course is an institution of West Seattle and a community draw. I have not lived in West Seattle for 8 years and still make very regular pilgrimages to play the course, see old friends, enjoy the views of the city, and enjoy the mens club community. It is a wonderful place with history, great people of all ages and backgrounds, and provides a significant community benefit that cannot be ignored. It would truly be loss for the area of West Seattle to lose the golf course that I, and so many, cherish. If a route is selected it must be the route with no impact to the golf course.

#	Comments	Responses
1	The West Seattle golf course is an institution of West Seattle and a community draw. I have not lived in West Seattle for 8 years and still make very regular pilgrimages to play the course, see old friends, enjoy the views of the city, and enjoy the mens club community. It is a wonderful place with history, great people of all ages and backgrounds, and provides a significant community benefit that cannot be ignored. It would truly be loss for the area of West Seattle to lose the golf course that I, and so many, cherish. If a route is selected it must be the route with no impact to the golf course.	Please see response to CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0526

Communication ID	Name	Email
500644	Alison Judd	aljseattle@hotmail.com

Full Communication (4/19/2022)

Please use the Yancy/ Avalon plan for the light rail in West Seattle. This will avoid a heavy, negative impact on our treasured West Seattle Golf Course and Park. Thank you.

#	Comments	Responses
1	Please use the Yancy/ Avalon plan for the light rail in West Seattle. This will avoid a heavy, negative impact on our treasured West Seattle Golf Course and Park. Thank you.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0527

Communication ID	Name	Email
500657	Richard Petters	rpetters2@gmail.com

Full Communication (4/19/2022)

1. If you are going to bring light rail to West Seattle, put it underground. If you can't put it underground, then don't come to West Seattle.
2. limit the number of stations to two. Having three so closely spaced, as some plans call for, makes no sense.

#	Comments	Responses
1	If you are going to bring light rail to West Seattle, put it underground. If you can't put it underground, then don't come to West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	limit the number of stations to two. Having three so closely spaced, as some plans call for, makes no sense.	Please see response to CC2j in Table 7-1.

Comment Submittal 0528

Communication ID	Name	Email
500661	Frank Jose	frankrjose@comcast.net

Full Communication (4/19/2022)

I prefer the Yancy Street alternative as it will go along established bus stops, higher density areas for use and is the least disruptive of the West Seattle Golf Course, which is considered my many a "jewel" in Seattle and being a park, should not be disrupted by noise from overhead rail traffic.

Compared to most other golf courses, it is quiet with few residences abutting it. Thanks.

#	Comments	Responses
1	I prefer the Yancy Street alternative as it will go along established bus stops, higher density areas for use and is the least disruptive of the West Seattle Golf Course, which is considered my many a "jewel" in Seattle and being a park, should not be disrupted by noise from overhead rail traffic. Compared to most other golf courses, it is quiet with few residences abutting ii. Thanks.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0529

Communication ID	Name	Email
500665	Kelly Jewell	kelly.j.jewell@gmail.com

Full Communication (4/19/2022)

As a Seattle resident and a residential property (4-plex apartment) owner in the Delridge neighborhood, I would like to voice support specifically in favor of Delridge Way station alternatives DEL-5 or DEL-6. These alternatives are preferred due to their minimizing impact on the residential housing stock of the neighborhood, ensuring minimal displacement of existing residents and historic fixtures. This is preferable to alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, which have significant impact on the residents of the neighborhood, and DEL-3 and DEL-4, which have the maximum impact. While there is no perfect location or solution to transit locations and construction, minimizing the impact on housing is a critical aspect of station and line choice.

#	Comments	Responses
1	As a Seattle resident and a residential property (4-plex apartment) owner in the Delridge neighborhood, I would like to voice support specifically in favor of Delridge Way station alternatives DEL-5 or DEL-6. These alternatives are preferred due to their minimizing impact on the residential housing stock of the neighborhood, ensuring minimal displacement of existing residents and historic fixtures. This is preferable to alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, which have significant impact on the residents of the neighborhood, and DEL-3 and DEL-4, which have the maximum impact. While there is no perfect location or solution to transit locations and construction, minimizing the impact on housing is a critical aspect of station and line choice.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0530

Communication ID	Name	Email
500667	Timothy Joslin	timcheriljoslin@gmail.com

Full Communication (4/19/2022)

Prefer the West Seattle junction route as opposed to Delridge route.

#	Comments	Responses
1	Prefer the West Seattle junction route as opposed to Delridge route.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0531

Communication ID	Name	Email
500674	Rachel Spence	rspence.design@gmail.com

Full Communication (4/19/2022)

As a West Seattle home owner I have major concerns around the impact of the light rail track and stations on our neighborhoods. Would prefer to see a proposal to build the stations and tracks underground to keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far and I hope the same can be done in West Seattle.

#	Comments	Responses
1	As a West Seattle home owner I have major concerns around the impact of the light rail track and stations on our neighborhoods. Would prefer to see a proposal to build the stations and tracks underground to keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far and I hope the same can be done in West Seattle.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0532

Communication ID	Name	Email
500677	Kacie Baldwin	kacbal@gmail.com

Full Communication (4/19/2022)

The West Seattle tunnel option is the only option I support. It's the least disruptive and the only option that allows us a chance to maintain at least some of the businesses and housing potentially impacted by this project. See appendix section L4.1

I am disappointed that Sound Transit did not work more closely with the city to prevent some of the recent development that has occurred on the proposed light rail paths through West Seattle. A huge chunk of new housing as well as important businesses may be lost - what a waste of money not to mention environmental impacts, exacerbating housing issues, etc. Why did we allow so many apartment buildings to go in if they will be impacted by light rail? (again, referencing appendix section L4.1)

I strongly encourage Park and Ride options. Buses from Arbor Heights to the WS Junction take about 25-30 minutes during rush hour (upwards of 50 minutes outside of rush hour). Tack that onto time to board light rail downtown, and I'm looking at a much longer commute if I use light rail.

#	Comments	Responses
1	The West Seattle tunnel option is the only option I support. It's the least disruptive and the only option that allows us a chance to maintain at least some of the businesses and housing potentially impacted by this project. See appendix section L4.1	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am disappointed that Sound Transit did not work more closely with the city to prevent some of the recent development that has occurred on the proposed light rail paths through West Seattle. A huge chunk of new housing as well as important businesses may be lost - what a waste of money not to mention environmental impacts, exacerbating housing issues, etc. Why did we allow so many apartment buildings to go in if they will be impacted by light rail? (again, referencing appendix section L4.1)	Please see response to CC4.1b in Table 7-1.
3	I strongly encourage Park and Ride options. Buses from Arbor Heights to the WS Junction take about 25-30 minutes during rush hour (upwards of 50 minutes outside of rush hour). Tack that onto time to board light rail downtown, and I'm looking at a much longer commute if I use light rail.	Please see response to CC3a in Table 7-1. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on travel time savings to downtown with the project when compared to bus service. Parking is not provided in order to encourage alternative ways to access stations and to encourage transit oriented/transit supportive land uses.

Comment Submittal 0533

Communication ID	Name	Email
500678	Rusty Flook	rustyflook@gmail.com

Full Communication (4/19/2022)

I support the Avalon/Yanecy routes and oppose any route that impacts West Seattle golf course. I also oppose any thought of another tunnel that may take any land from the golf course

#	Comments	Responses
1	I support the Avalon/Yanecy routes and oppose any route that impacts West Seattle golf course. also oppose any thought of another tunnel that may take any land from the golf course	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0534

Communication ID	Name	Email
500679	Rodger Ferron	pegrod9945@gmail.com

Full Communication (4/19/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Comment Submittal 0535

Communication ID	Name	Email
500704	Bradley Curran	brad@bradcurran

Full Communication (4/20/2022)

I'm excited for better/faster transportation options to and from west seattle. Please consider a more thorough third party feasibility study of a gondola possibilities.

#	Comments	Responses
1	I'm excited for better/faster transportation options to and from west seattle. Please consider a more thorough third party feasibility study of a gondola possibilities.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0536

Communication ID	Name	Email
500707	Brandy McWilliams	bmcwilliams4177@outlook.com

Full Communication (4/20/2022)

This is the last thing we need in our community with mass transit being such a magnet for drug use and criminal activity not to mention homeless people with no agenda other than partaking in the two above. We seen what this did to the South End i.e. Rainer Valley forcing business to shut down families out of homes increasing disparity when the truth is we the community feel safer within our own vehicles. Stop forcing mass transit down our throats wasting billions in tax payer money that has nothing but negative impact on society economically environmentally. These systems take up way too much space are not favored by most middle class working tax payers(majority flipping the bill) creating way more headaches slowing down motorist causing far more havoc for commuters. Spend billions just to witness the demise of more historical landmarks demolishing more homesteads just to give drug addicts and criminals a free ride to create chaos. The transit in place is more than enough in fact too much! This will kill West Seattle and we won"t allow it not ever. We will do whatever it takes at any extent to curb this community killer

#	Comments	Responses
1	This is the last thing we need in our community with mass transit being such a magnet for drug use and criminal activity not to mention homeless people with no agenda other than partaking in the two above. We seen what this did to the South End i.e. Rainer Valley forcing business to shut down families out of homes increasing disparity when the truth is we the community feel safer within our own vehicles. Stop forcing mass transit down our throats wasting billions in tax payer money that has nothing but negative impact on society economically environmentally. These systems take up way too much space are not favored by most middle class working tax payers(majority flipping the bill) creating way more headaches slowing down motorist causing far more havoc for commuters. Spend billions just to witness the demise of more historical landmarks demolishing more homesteads just to give drug addicts and criminals a free ride to create chaos. The transit in place is more than enough in fact too much! This will kill West Seattle and we won't allow it not ever. We will do whatever it takes at any extent to curb this community killer	Your opposition to the West Seattle Link Extension has been noted. Please see responses to CC4.4a and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS for more information on impacts to historic resources and mitigation. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0537

Communication ID	Name	Email
500713	David Frasch	davidfrasch@msn.com

Full Communication (4/20/2022)

I grew up in Seattle and played on the Nathan Hale golf team- 87' grad. When I was a kid we had three full size courses. We have three full size courses now and our population has grown substantially. Golf is a healthy activity for the whole family. The green space is home to wildlife. Please do not put the light rail line on the golf course. I understand we have two plans that leave the course untouched. Thank you for your consideration.

#	Comments	Responses
1	Golf is a healthy activity for the whole family. The green space is home to wildlife. Please do not put the light rail line on the golf course. I understand we have two plans that leave the course untouched.	Please see response to CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0538

Communication ID	Name	Email
500716	Kevin Cannady	kevincannady@hotmail.com

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

The reasons are the following:

The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 Band 1.5 B

The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for

The Parks Department supports the Yancy alternatives.

This is the only golf course that serves the West Seattle community Thank you,

Kevin Cannady

3902 SW Kenyon St. Seattle, WA98136

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The Parks Department supports the Yancy alternatives. This is the only golf course that serves the West Seattle community	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. For more information, please see these sections of the West Seattle Link Extension Final EIS: ▪ Project cost: Section 2.9, Project Funding and Cost Comparison ▪ Park impacts, include City ordinance: Section 4.17, Parks and Recreational Resources. As noted in Attachment G of comments submitted by the City of Seattle (see Appendix O), the City expressed concern that "the tunnel portal alternatives on the south side of South Genesee Street would have significant impacts on golf course playability, operations, and revenue."

Comment Submittal 0539

Communication ID	Name	Email
500717	Katharine Crick	klcrick@gmail.com

Full Communication (4/20/2022)

Please, please, please, no elevated rail line through our neighbourhoods. NO ONE wants their home destroyed or to look out onto an ugly rail line, much less be subjected to the constant noise. Build a tunnel or don't build it. The noise, light and aesthetic pollution is not worth it. Ask every other major city in the world (NYC, Paris, Chicago, San Francisco) that have slowly replaced their ugly, noisy 19th century "L's" with underground systems. If we can't afford a tunnel, don't build it.

#	Comments	Responses
1	Please, please, please, no elevated rail line through our neighbourhoods. NO ONE wants their home destroyed or to look out onto an ugly rail line, much less be subjected to the constant noise. Build a tunnel or don't build it. The noise, light and aesthetic pollution is not worth it. Ask every other major city in the world (NYC, Paris, Chicago, San Francisco) that have slowly replaced their ugly, noisy 19th century "L's" with underground systems. If we can't afford a tunnel, don't build it.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0540

Communication ID	Name	Email
500730	nicole schell	nicolemarisaschell@gmail.com

Full Communication (4/20/2022)

scrap the lightrail project and go for gondola!!!! much more feasible and less of an environmental footprint. plus the view would be refreshing to see every day.

#	Comments	Responses
1	scrap the lightrail project and go for gondola!!!! much more feasible and less of an environmental footprint. plus the view would be refreshing to see every day.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0541

Communication ID	Name	Email
500732	Mark Weller	wellersea@comcat.net

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Comment Submittal 0542

Communication ID	Name	Email
500734	Shawnti Rockwell	shawnti.rockwell@gmail.com

Full Communication (4/20/2022)

Thank you for the detailed draft EIS clearly laying out all the options. Opinions:

1. Dropping the avalon station seems like a short-sighted choice without a clear benefit. It does allow easier access to the light-rail for a significant population and particularly at a common bus transfer point. The junction and delridge stations would not satisfactorily replace this. The 21, for example, runs up and down 35th, which is a common bus, and you would have to transfer to the C to get to the junction to use the light-rail, which would be one bus too many for a lot of people. We should build for the system we want in the future, expecting larger ridership over time.
2. I support tunneling in the junction area, as it would make it much less disruptive and also, if you are visioning for possible southern expansion in an unknown future, any line that proceeds south from the junction would be best tunneled as otherwise it would severely disrupt a huge swath of residential neighborhoods.
3. Please prioritize routes that disrupt the least amount of parkland and wildlife habitat. These are things that we can never get back or reclaim. While I feel that disruption to homes and business also need to be minimized, parkland and wildlife habitat are irreplaceable.
4. Please pick one of the delridge station locations that is more central, and less northerly. Even an extra 5 minute walk can be a deterrent to someone using transit, and making it as easy as possible to transition from bus to light rail will really benefit the system over time.

Thank you, Shawnti Rockwell

#	Comments	Responses
1	Dropping the avalon station seems like a short-sighted choice without a clear benefit. It does allow easier access to the light-rail for a significant population and particularly at a common bus transfer point. The junction and delridge stations would not satisfactorily replace this. The 21, for example, runs up and down 35th, which is a common bus, and you would have to transfer to the C to get to the junction to use the light-rail, which would be one bus too many for a lot of people. We should build for the system we want in the future, expecting larger ridership over lime.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. With Alternative WSJ-6, bus routes that would have served the Avalon Station would be rerouted to serve either the Alaska Junction Station or the Delridge Station.
2	I support tunneling in the junction area, as it would make it much less disruptive and also, if you are visioning for possible southern expansion in an unknown future, any line that proceeds south from the junction would be best tunneled as otherwise it would severely disrupt a huge swath of residential neighborhoods.	Please see responses to CCG2 and CC2d in Table 7-1.
3	Please prioritize routes that disrupt the least amount of parkland and wildlife habitat. These are things that we can never get back or reclaim. While I feel that disruption to homes and business also need to be minimized, parkland and wildlife habitat are irreplaceable.	Please see Section 4,9, Ecosystems, of the Final EIS for information on wildlife habitat impacts and proposed mitigation and Section 4.17, Parks and Recreational Resources, for information on park impacts and proposed mitigation.

#	Comments	Responses
4	Please pick one of the delridge station locations that is more central, and less northerly. Even an extra 5 minute walk can be a deterrent to someone using transit, and making it as easy as possible to transition from bus to light rail will really benefit the system over time.	Please see responses to CCG2 and CC3a in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Comment Submittal 0543

Communication ID	Name	Email
500748	Dustin Venske	vensked@gmail.com

Full Communication (4/20/2022)

My main concern is on the major displacement of businesses and tax base in West Seattle with several of the proposed routes. From what I've seen most of, if not all of, the elevated rail options will have a massive impact on West Seattle as a tax producing area for the next 20+ years. A tunnel system although more expensive initially, is the better way forward in my opinion.

#	Comments	Responses
1	My main concern is on the major displacement of businesses and tax base in West Seattle with several of the proposed routes. From what I've seen most of, if not all of, the elevated rail options will have a massive impact on West Seattle as a tax producing area for the next 20+ years. A tunnel system although more expensive initially, is the better way forward in my opinion.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on potential economic impacts and mitigation for businesses that could be impacted by construction activities.

Comment Submittal 0544

Communication ID	Name	Email
500751	Individual	kellielangan3@gmail.com kellie.langan3@gmail.com

Full Communication (4/20/2022)

As a 41st Ave SW resident of the West Seattle Junction I am disappointed to see the extreme displacement numbers on my street as well as 42nd Ave. I agree with removing the Avalon station to offset cost and would be in favor of the Fauntleroy station shift as ii is significantly lower in displacement and acts as a middle location between Avalon and the junction.

I do not want my home taken from me by the city for this project.

Best,

Kellie Langan

#	Comments	Responses
1	As a 41st Ave SW resident of the West Seattle Junction I am disappointed to see the extreme displacement numbers on my street as well as 42nd Ave. I agree with removing the Avalon station to offset cost and would be in favor of the Fauntleroy station shift as it is significantly lower in displacement and acts as a middle location between Avalon and the junction. I do not want my home taken from me by the city for this project.	Please see responses to CC2j, CC4.1a, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0545

Communication ID	Name	Email
500771	Christine Mason	christyjm@comcast.net

Full Communication (4/20/2022)

I prefer either the Avalon or Yancy routes

The cost is the same or less than the preferred routes

One third the amount of businesses and residential units would be displaced.

No park land would be lost. It is against a city ordinance to use any park land other than for its original intent.

#	Comments	Responses
1	I prefer either the Avalon or Yancy routes The cost is the same or less than the preferred routes One third the amount of businesses and residential units would be displaced. No park land would be lost. It is against a city ordinance to use any park land other than for its original intent.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.17, Parks and Recreational Resources, of the West Seattle Link Extension Final EIS for more information on the City of Seattle ordinance requiring replacement of park land acquired by the Project.

Comment Submittal 0546

Communication ID	Name	Email
500774	Robert Mason	rem51@comcast.net

Full Communication (4/20/2022)

I prefer the Yancy or Avalon options for the light rail. It would displace a lot less residents and newly opened businesses than the Genesee option in West Seattle. It would also not destroy the West Seattle Golf Course back nine that is under the jurisdiction of the Parks Department.

Changing park land is illegal according to city of Seattle bylaws. When this idea was put on the ballot the brutal repercussions to local businesses and new residential housing were not even mentioned.

#	Comments	Responses
1	I prefer the Yancy or Avalon options for the light rail. It would displace a lot less residents and newly opened businesses than the Genesee option in West Seattle. It would also not destroy the West Seattle Golf Course back nine that is under the jurisdiction of the Parks Department. Changing park land is illegal according to city of Seattle bylaws. When this idea was put on the ballot the brutal repercussions to local businesses and new residential housing were not even mentioned.	Please see responses to CCG2, CC4.1b, and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0547

Communication ID	Name	Email
500782	Penny Mulligan	wmmulligan@msn.com

Full Communication (4/20/2022)

I live in West Seattle (for 50+ years) and would strongly like to see the station/stations underground instead of above ground destroying the neighborhoods they go through.

#	Comments	Responses
1	I live in West Seattle (for 50+ years) and would strongly like to see the station/stations underground instead of above ground destroying the neighborhoods they go through.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0548

Communication ID	Name	Email
500785	Nicole Vandenberg	nicole@vandenbergcom.com

Full Communication (4/20/2022)

Please build underground.

#	Comments	Responses
1	Please build underground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0549

Communication ID	Name	Email
500796	Vincent Fiorino	vincent.fiorino@outlook.com

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS.

I am in support of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course.

This is the only municipal golf course that serves the West Seattle community and any impacts on the golf course would be a major detriment to all in the community.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I am in support of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. This is the only municipal golf course that serves the West Seattle community and any impacts on the golf course would be a major detriment to all in the community.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0550

Communication ID	Name	Email
500800	Sharon von Wolffersdorff	sharonvongibson@gmail.com

Full Communication (4/20/2022)

I've been reading Chapter 2, sections 2.1.2.1.3 on the Delridge segment, and 2.1.2.1.4 on the West Seattle Junction segment of the light rail. I would like to endorse alternative DEL-2a for the Delridge segment, and alternative WSJ-3b for the West Seattle Junction segment. The main reason is that I'm opposed to elevated guideways for the rail. They are unsightly and block natural light and decrease the distinctive feel of any neighborhood that they pass over. I feel that they are used in poorer neighborhoods where the residents will not object. So far they are in no other neighborhood in Seattle. For DEL-2a the guideway will be significantly lower (60 feet) than for

DEL-1a (70-150 feet). This would be a much more human scale for the guideway. Alternative WSJ- 3b does the best job of preserving the neighborhood feel of this part of West Seattle, and also has the closest station to the West Seattle Junction. This makes the most sense for businesses and transfers with Metro Transit, which has its stops at the Junction. WSJ-3a would be acceptable because it is also a tunnel, but the station is one block farther away from the Junction than WSJ- 3b, so it is not as good a choice. I hope that third-party funding can be found for the tunnel option so that West Seattle can be treated fairly when compared with the north end of Seattle, and so that the beauty and livability of the Delridge, Avalon, and Junction neighborhoods can be preserved.

One need only look at the Roosevelt Station neighborhood and imagine an elevated guideway there and the effect it would have had on the feel of the neighborhood. One additional point is that WSJ-2 should not be considered at all, as the station is much too far from the center of commerce in West Seattle. Thank you for the opportunity to comment.

#	Comments	Responses
1	I would like to endorse alternative DEL-2a for the Delridge segment, and alternative WSJ-3b for the West Seattle Junction segment. The main reason is that I'm opposed to elevated guideways for the rail. They are unsightly and block natural light and decrease the distinctive feel of any neighborhood that they pass over. I feel that they are used in poorer neighborhoods where the residents will not object. So far they are in no other neighborhood in Seattle. For DEL-2a the guideway will be significantly lower (60 feet) than for DEL-1a (70-150 feet). This would be a much more human scale for the guideway. Alternative WSJ-3b does the best job of preserving the neighborhood feel of this part of West Seattle, and also has the closest station to the West Seattle Junction. This makes the most sense for businesses and transfers with Metro Transit, which has its stops at the Junction. WSJ-3a would be acceptable because it is also a tunnel, but the station is one block farther away from the Junction than WSJ-3b, so it is not as good a choice. I hope that third-party funding can be found for the tunnel option so that West Seattle can be treated fairly when compared with the north end of Seattle, and so that the beauty and livability of the Delridge, Avalon, and Junction neighborhoods can be preserved. One need only look at the Roosevelt Station neighborhood and imagine an elevated guideway there and the effect it would have had on the feel of the neighborhood.	Please see responses to CCG2, CC2c, CC2e, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	One additional point is that WSJ-2 should not be considered at all, as the station is much too far from the center of commerce in West Seattle. Thank you for the opportunity to comment.	Please see response to CC2i in Table 7-1.

Comment Submittal 0551

Communication ID	Name	Email
500802	John Bennett	jbprops.office@gmail.com

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS and representing both myself and my business. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. I feel the light rail must be built in such a way as to address the impact it has to the landmarks well established in the West Seattle area. As a preservationist, local historian, and small business owner I am well aware of the price of progress. However when we have options we must be thoughtful of their long term consequences.

There are many reasons to avoid taking away public lands, but to put it simply- there is no NEED to do so, thus we should opt for keeping developed infrastructure within boundaries already established over the years. I know I will see an impact to my business during construction. I know it will be impossible to please everyone. I also know that one of Seattle's biggest core values is the outdoors. By taking away any part of the nature that still exists in our community you are furthering Seattle's concrete footprint. I feel this is our chance to avoid mistakes that cannot be taken back.

I hope you will consider my opinion on this and I look forward to the development of the light rail through West Seattle.

Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS and representing both myself and my business. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. I feel the light rail must be built in such a way as to address the impact it has to the landmarks well established in the West Seattle area. As a preservationist, local historian, and small business owner I am well aware of the price of progress. However when we have options we must be thoughtful of their long term consequences. There are many reasons to avoid taking away public lands, but to put it simply- there is no NEED to do so, thus we should opt for keeping developed infrastructure within boundaries already established over the years. I know I will see an impact to my business during construction. I know it will be impossible to please everyone. I also know that one of Seattle's biggest core values is the outdoors. By taking away any part of the nature that still exists in our community you are furthering Seattle's concrete footprint. I feel this is our chance to avoid mistakes that cannot be taken back. I hope you will consider my opinion on this and I look forward to the development of the light rail through West Seattle. Please adjust the preferred alternative to either of the Yancy/Avalon routes.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Comment Submittal 0552

Communication ID	Name	Email
500806	M. Seamus Loftus	m.seamusloftus@gmail.com

Full Communication (4/20/2022)

I would like to give my full support for any and all improvements and extensions to the light rail. I also would like to advocate for more stations at all costs rather than less. More access=less cars

I would like Sound Transit to budget in BETTER ESCALATORS moving forward.

I would also like Sound Transit to advocate for affordable housing and affordable spaces for local businesses in order to make areas around stations safer and more vibrant/livable. Of course whenever possible. For example the Mt. Baker station is a prefect example of an area that could use more development. If every station that has the space could be mirrored after the Capitol Hill Station then living in the city would be a breeze. I would encourage Sound Transit to purchase more property around potential stations and then incentivize developers to build affordable housing.

Love the light rail

#	Comments	Responses
1	I would like to give my full support for any and all improvements and extensions to the light rail. I also would like to advocate for more stations at all costs rather than less. More access=less cars	Thank you for expressing support for the project.
2	I would like Sound Transit to budget in BETTER ESCALATORS moving forward.	In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website.
3	I would also like Sound Transit to advocate for affordable housing and affordable spaces for local businesses in order to make areas around stations safer and more vibrant/livable. Of course whenever possible. For example the Mt. Baker station is a prefect example of an area that could use more development. If every station that has the space could be mirrored after the Capitol Hill Station then living in the city would be a breeze. I would encourage Sound Transit to purchase more property around potential stations and then incentivize developers to build affordable housing.	Please see response to CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0553

Communication ID	Name	Email
500817	Joseph Dorman	dorman1943@gmail.com

Full Communication (4/20/2022)

I am commenting on the Delridge section of the West Seattle light rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In additio, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle light rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In additio, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Comment Submittal 0554

Communication ID	Name	Email
500820	Shannon Gray	shannonkgray@gmail.com

Full Communication (4/20/2022)

I'm in favor of the above ground options if they are faster to build AND if money is provided to nearby residents to improve sound-proofing. Funds for these improvements need to come from Bill Gates and Elon Musk. They built their fortunes in Seattle while planing games with the tax codes so that they didn't have to reinvest in Seattle.

#	Comments	Responses
1	I'm in favor of the above ground options if they are faster to build AND if money is provided to nearby residents to improve sound-proofing. Funds for these improvements need to come from Bill Gates and Elon Musk. They built their fortunes in Seattle while planing games with the tax codes so that they didn't have to reinvest in Seattle.	Please see responses to CCG2 and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for information on funding for the project.

Comment Submittal 0555

Communication ID	Name	Email
500821	Natasha Morris	natashaepstein@gmail.com

Full Communication (4/20/2022)

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. This neighborhood is in dire need of good childcare - and it would be detrimental if this establishment no longer existed. Please do not force them to relocate. If that is not possible, please provide adequate relocation fees for them to successfully relocate and stay open.

The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2).

Based on the most recent assessments of the local child care industry, utilizing pre-pandemic numbers, current providers can only provide care for 46% of children at or below the age of 5. This number will only grow over time. Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities.

The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). The Draft EIS needs to include a detailed description of the impact on child care supply in 98106 if the program is relocated. The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit.

Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4).

The Delridge corridor desperately needs facilities like this to support its families and youth. Thank you for your attention, and your support of these public comments.

#	Comments	Responses
1	As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. This neighborhood is in dire need of good childcare - and it would be detrimental if this establishment no longer existed. Please do not force them to relocate. If that is not possible, please provide adequate relocation fees for them to successfully relocate and stay open. The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). Based on the most recent assessments of the local child care industry, utilizing pre-pandemic numbers, current providers can only provide care for 46% of children at or below the age of 5. This number will only grow over time. Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). The Draft EIS needs to include a detailed description of the impact on child care supply in 98106 if the program is relocated. The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4).	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Impacts to Alki Beach Academy have been added to Section 4.4, Social Resources, Community Facilities, and Neighborhoods, and Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS.

Comment Submittal 0556

Communication ID	Name	Email
500825	Danielle Sullivan	DanielleDIY@gmail.com

Full Communication (4/20/2022)

I prefer that the West Seattle light rail route be a tunnel option (best one is WSJ-3a). But if a tunnel option cannot be secured, my preferred route is WSJ-2 (elevated Fauntleroy).

Choosing WSJ-1 would cause the demo of many historical homes that are likely to contain lead and would be released into air and soil.

That ridiculous Maris apartment building on Fauntleroy is inflating the number of residences impacted for Fauntleroy elevated station without having any occupants. They built there knowing the eminent domain plan. Disregard that building.

We should choose a route that survives earthquakes the best. I did not see that mentioned in the DEIS but I think it's very important.

#	Comments	Responses
1	I prefer that the West Seattle light rail route be a tunnel option (best one is WSJ-3a). But if a tunnel option cannot be secured, my preferred route is WSJ-2 (elevated Fauntleroy). Choosing WSJ-1 would cause the demo of many historical homes that are likely to contain lead and would be released into air and soil.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.12, Hazardous Materials, of the West Seattle Link Extension Final EIS for more information.
2	That ridiculous Maris apartment building on Fauntleroy is inflating the number of residences impacted for Fauntleroy elevated station without having any occupants. They built there knowing the eminent domain plan. Disregard that building.	Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on how residential displacements are calculated.
3	We should choose a route that survives earthquakes the best. I did not see that mentioned in the DEIS but I think it's very important.	Please see Section 4.11, Geology and Soils, of the West Seattle Link Extension Final EIS for more information on seismic hazards.

Comment Submittal 0557

Communication ID	Name	Email
500838	Mimi Smith	adelmira72@yahoo.com

Full Communication (4/20/2022)

Please consider putting stations and tracks underground like it has been done in nearby Seattle cities. Please focus on timeline. West Seattle Community has had its share of inconveniences!

#	Comments	Responses
1	Please consider putting stations and tracks underground like it has been done in nearby Seattle cities. Please focus on timeline. West Seattle Community has had its share of inconveniences!	Please see responses to CCG2 and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0558

Communication ID	Name	Email
500843	Sandra DuBuque	sandydubuque@yahoo.com

Full Communication (4/21/2022)

Please do not destroy our neighborhood in West Seattle. Please build underground.

#	Comments	Responses
$	Please do not destroy our neighborhood in West Seattle. Please build underground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0559

Communication ID	Name	Email
500845	John Okorowski	1247john@gmail.com

Full Communication (4/21/2022)

The Yancy route is similar in cost and less disruption for the golf course. You don't need to disrupt the financial revenue of the City golf receipts and the favorite city golf course. Over 60,000 golfers play this course.

Please think about the alternative!!! Thank you

John Okorowski

#	Comments	Responses
1	The Yancy route is similar in cost and less disruption for the golf course. You don't need to disrupt the financial revenue of the City golf receipts and the favorite city golf course. Over 60,000 golfers play this course. Please think about the alternative!!!	Please see responses to CCG2 and 4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0560

Communication ID	Name	Email
500850	Sina Kassaw	sinamk124@gmail.com

Full Communication (4/21/2022)

I vote for DEL2a & 6; WSJ 3a, 3b, 5. All other options would lead to an elevated station right on Genesis, that's only going to worsen the parking situation and longer constructions in my front yard. As a homeowner, I ask you to consider our input, we're long term residents of this community & want what's best for the area.

#	Comments	Responses
1	I vote for DEL2a & 6; WSJ 3a, 3b, 5. All other options would lead to an elevated station right on Genesis, that's only going to worsen the parking situation and longer constructions in my front yard. As a homeowner, I ask you to consider our input, we're long term residents of this community & want what's best for the area.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0561

Communication ID	Name	Email
500865	Carmen Knox	cruggier@gmail.com

Full Communication (4/21/2022)

As a parent of multiple children that attend Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

#	Comments	Responses
1	As a parent of multiple children that attend Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Please see response to CC 4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0562

Communication ID	Name	Email
500875	Isak Lopez	ilopezspam@gmail.com

Full Communication (4/21/2022)

Ballard Station: Prefer option IBB-2A, primarily because it is a tunnel option under the ship canal and the station entrances are located on both the north & south sides of busy Market Street (for safer pedestrian access). Unfortunately, having the proposed station options located so far east of the historic center of the urban village is a disappointment; however, if Sound Transit can incorporate planning and design of these options for connectivity to a future east-west line that includes a station at 24th Avenue NW can offset this.

Interbay Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, IBB-2a would be the preferred station design for Interbay, because it interfaces with the tunneling options to Ballard under the ship canal.

Smith Cove Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, SIB-2 would be the preferred station design for Smith Cove, with significant enhancements to the design for pedestrian access to the west side of Elliot Ave W.

Seattle Center Station: DT-1 is my preferred option, as it locates the station entrances to to serve both the Uptown/Lower Queen Anne area and Seattle Center. However, the station entrances should not impact the footprints of the vital arts organizations along the northern perimeter of the Seattle Center. I also like the cost-savings proposal to shift the Republican station further west to minimize impacts to Seattle Center, better-serve LQNUptown, and as long as one of the new station entrances directly faces 1st Ave N/the arena and making it easier for tourists to find the Seattle Center.

South Lake Union Station: I believe the possibility of consolidating the SLU and Denny stations to save costs would be a prudent step and would improve the efficiency of the line and service to the core of the SLU neighborhood. Otherwise, DT-2 would my preferred option, but with improved pedestrian access to the area east of Aurora Ave N and Dexter Ave N.

Denny Station: Either options being studied can work, however, station entrances on BOTH the north and south sides of Denny Way are vital to significantly improve safety for riders to reach the station as pedestrians in the area.

Westlake Station: Either options being studied can work, however, transfers between to the two light rail lines must be as quick & direct as possible. Also, redundant elevator, escalator and stair options must exist to the station mezzanine and platform.

Midtown Station: DT-1 is my preferred option because it's the closest to First Hill and the Madison St Rapid Ride; however, the pedestrian access from the surface needs to be improved greatly and/or numerous redundant elevator, escalator and stair options must exist between the surface entrances and platform.

Chinatown-International District Station: CID-1a is my preferred option, but but it needs to be as shallow as the existing station to improve the transfer experience. Please study a shallow cut and cover option under 4th Ave.

SODO Station: SoDo-2 is my preferred option, but with a shift further north to preserve the busway (transit redundancy is good) and keep the station entrance at Stacy Street from another option.

West Seattle section Duwamish Waterway Bridge option: Please select the option that runs on the NORTHERN side of the West Seattle Bridge, to minimize the impact to resident of Puget Ridge, the impact to parks & environment and significantly reduce the potential for future damage by landslides in the event of an earthquake. Also, the impact to business by routing on the north side can be mitigated much easier than the aforementioned impacts.

Delridge Station: I am open to any of the station locations proposed for the Delridge area, however, the pedestrian and transfer experience will need to be on-par with what was designed for the UW/Husky Stadium station in order to ensure an equitable transfer experience for the under- served communities to the south of this area.

Andover Station: I have a strong preference to have this station eliminated/postponed from the West Seattle line in order to save costs and serve the Alaska Junction area by a tunneled option. At the very least, perhaps only the "footprint" or "box" of the station & its entrances can be installed/constructed at this time and fully-completed in the

future. Otherwise, WSJ-3a would be my selection for the station, as it is a tunnel option and straddles/provides entrances for both the north and south sides of Fauntleroy Way SW for much safer pedestrian access.

Alaska Junction Station: Any of the tunneled station options would be preferred for this location, as long as station entrances were available on both the north and south sides of Alaska Street. If the Andover Station is eliminated or postponed, the 41st Avenue locations would provide slightly better access for pedestrians to the east who would've used the Andover site. Also, please plan for future extensions of light rail to the south.

#	Comments	Responses
1	Ballard Station: Prefer option IBB-2A, primarily because it is a tunnel option under the ship canal and the station entrances are located on both the north & south sides of busy Market Street (for safer pedestrian access). Unfortunately, having the proposed station options located so far east of the historic center of the urban village is a disappointment; however, if Sound Transit can incorporate planning and design of these options for connectivity to a future east-west line that includes a station at 24th Avenue NW can offset this.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Interbay Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, IBB-2a would be the preferred station design for Interbay, because it interfaces with the tunneling options to Ballard under the ship canal. Smith Cove Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, SIB-2 would be the preferred station design for Smith Cove, with significant enhancements to the design for pedestrian access to the west side of Elliot Ave W.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Seattle Center Station: DT-1 is my preferred option, as it locates the station entrances to to serve both the Uptown/Lower Queen Anne area and Seattle Center. However, the station entrances should not impact the footprints of the vital arts organizations along the northern perimeter of the Seattle Center. I also like the cost-savings proposal to shift the Republican station further west to minimize impacts to Seattle Center, better-serve LOA/Uptown, and as long as one of the new station entrances directly faces 1st Ave N/the arena and making it easier for tourists to find the Seattle Center.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	South Lake Union Station: I believe the possibility of consolidating the SLU and Denny stations to save costs would be a prudent step and would improve the efficiency of the line and service to the core of the SLU neighborhood. Otherwise, DT-2 would my preferred option, but with improved pedestrian access to the area east of Aurora Ave N and Dexter Ave N.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Denny Station: Either options being studied can work, however, station entrances on BOTH the north and south sides of Denny Way are vital to significantly improve safety for riders to reach the station as pedestrians in the area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	Westlake Station: Either options being studied can work, however, transfers between to the two light rail lines must be as quick & direct as possible. Also, redundant elevator, escalator and stair options must exist to the station mezzanine and platform.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Midtown Station: DT-1 is my preferred option because it's the closest to First Hill and the Madison St Rapid Ride; however, the pedestrian access from the surface needs to be improved greatly and/or numerous redundant elevator, escalator and stair options must exist between the surface entrances and platform.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Chinatown-International District Station: CID-1a is my preferred option, but but it needs to be as shallow as the existing station to improve the transfer experience. Please study a shallow cut and cover option under 4th Ave.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	SODO Station: SoDo-2 is my preferred option, but with a shift further north to preserve the busway (transit redundancy is good) and keep the station entrance at Stacy Street from another option.	Please see responses to CCG2 and CC3f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
10	West Seattle section Duwamish Waterway Bridge option: Please select the option that runs on the NORTHERN side of the West Seattle Bridge, to minimize the impact to resident of Puget Ridge, the impact to parks & environment and significantly reduce the potential for future damage by landslides in the event of an earthquake. Also, the impact to business by routing on the north side can be mitigated much easier than the aforementioned impacts.	Please see response to CCG2 in Table 7-1.
11	Delridge Station: I am open to any of the station locations proposed for the Delridge area, however, the pedestrian and transfer experience will need to be on-par with what was designed for the UW/Husky Stadium station in order to ensure an equitable transfer experience for the under-served communities to the south of this area.	Please see responses to CCG2, CC3a, CCEJ1, and CCEJ2 in Table 7-1.
12	Andover Station: I have a strong preference to have this station eliminated/postponed from the West Seattle line in order to save costs and serve the Alaska Junction area by a tunneled option. At the very least, perhaps only the "footprint" or "box" of the station & its entrances can be installed/constructed at this time and fully-completed in the future. Otherwise, WSJ-3a would be my selection for the station, as it is a tunnel option and straddles/provides entrances for both the north and south sides of Fauntleroy Way SW for much safer pedestrian access.	Please see responses to CCG2 and CC2j in Table 7-1.
13	Alaska Junction Station: Any of the tunneled station options would be preferred for this location, as long as station entrances were available on both the north and south sides of Alaska Street. If the Andover Station is eliminated or postponed, the 41st Avenue locations would provide slightly better access for pedestrians to the east who would've used the Andover site. Also, please plan for future extensions of light rail to the south.	Please see responses to CCG2 and CC2d in Table 7-1. Please see Section 2.1, Build Alternatives, of the Final EIS for descriptions of station entrance locations for each alternative and Appendix J, Conceptual Design Drawings, of the Final EIS for drawings showing stations entrances.

Comment Submittal 0563

Communication ID	Name	Email
500898	Alyssa Drake	alyssakd@email.arizona.edu
500898	Kate Richter	katherinerichter@email.arizona.edu
500898	Aidan Kavanagh	aidankavanagh@email.arizona.ed
500898	Jeri Wilcox	jeriwilcox@email.arizona.edu

Full Communication (4/21/2022)

Aidan Kavanagh, Alyssa Drake, Jeri Wilcox, and Kate Richter Draft EIS comment

March 28, 2022

Aidan Kavanagh, Alyssa Drake, Jeri Wilcox, and Kate Richter The University of Arizona Environment and Natural Resources 2 1064 East Lowell Street Tucson, AZ 85721

Mark Assam

U.S. Department of Transportation Federal Transit Administration, Region X 915 2nd Avenue, Suite 3142 Seattle, WA 98174

RE: 20220008, West Seattle and Ballard Link Extensions Draft EIS To Whom It May Concern,

Thank you for the opportunity to comment on the draft EIS of the West Seattle and Ballard Link Extensions project. We are a group of students at the University of Arizona with experience regarding natural resource policy and law. Our group has evaluated the Draft EIS for the West Seattle and Ballard Link Extension policy, and would like to take the opportunity to comment on it. Firstly, we wanted to commend you on the clear amount of effort that was put into creating this Draft EIS and engaging with the community. However, we still wanted to alert you to some potential areas for improvement. More specifically, we have concerns about this project regarding inadequate response to community concerns to noise impacts for arts groups and the impacts on Tribal treaty-protected fishing areas.

Our first major concern is centered on project construction and operation within Tribal treaty-protected fishing areas. The Environmental Justice section of the Draft EIS acknowledges that the Suquamish and Muckleshoot tribes have treaty-protected fishing rights in the Duwamish Waterway, within which there is planned project construction, and that alternatives could have long-term impacts on Tribal treaty-protected fishing. Option DUW-1b of the Duwamish segment, in particular, could impact fishing more than the other alternatives listed. The only mitigation strategies identified within the Draft EIS in response to this issue is that Sound Transit and the FTA would coordinate with affected Tribes to mitigate for economic impacts from fishing disruption. While construction effects would be temporary, there would be permanent effects from guideway columns in the water for elevated alternatives. Chapter 4 of the Draft EIS also acknowledges that some bridge types may interfere with Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot and Suquamish Tribes. There 2 is also potential for cumulative impacts on the aquatic habitat in the Duwamish Waterway, for which no additional mitigation was deemed to be necessary.

Fishing is important to the livelihoods of members of the Muckleshoot and Suquamish tribes, and their ability to do so in Puget Sound is protected by the law. It is essential that impacts to this crucial aspect of these tribes' way of life are thoroughly explored and communicated to these tribes. Further, it is of the utmost importance that the fishing rights of these tribes be respected and every effort is made to mitigate impacts of the West Seattle and Ballard Link Extension. We suggest that further analysis of the impacts of this project on Tribal fishing be provided in the Final EIS, and that preference be given to alternatives that have the least impact on Tribal treaty- protected fishing areas.

The second point we wanted to raise is a lack of acknowledgement and genuine effort to remediate concerns which have been brought up by local artists. A coalition of art groups which reside under the Seattle Center Foundation, have written to the Seattle Mayor, Bruce Harrell, to inform him of the difficulties that this project will pose as it is projected to be under construction for 5-10 years, which will have detrimental impacts on the surrounding arts district and community. Specifically, the position of the Uptown station is drafted in a way that will cause major disturbances for this group in terms of noise pollution, vibrations, construction eyesores. and inconveniences. These impacts are likely to threaten the existence of these cultural and arts centers themselves and could have major detrimental impacts on the community as a result. The currently drafted construction methodology does not sufficiently address

these issues and the alternatives provided do not properly delve into the options that could be done to avoid these negative impacts on the community.

In conclusion, the Draft EIS should not be accepted in its current form due to these unaddressed concerns. We suggest that a new alternative be explored where the noise and vibration pollution be lowered, or at least the time period where these impacts will take place be minimized. We also propose that alternatives featuring guideway columns in the water of treaty-protected fishing areas not be selected as the preferred alternative. due to their permanent impact on Tribal treaty- protected fishing areas. Thank you for taking the time to consider our comments.

Sincerely,

Aidan Kavanagh Alyssa Drake Jeri Wilcox Katherine Richter

#	Comments	Responses
1	Our first major concern is centered on project construction and operation within Tribal treaty- protected fishing areas. The Environmental Justice section of the Draft EIS acknowledges that the Suquamish and Muckleshoot tribes have treaty-protected fishing rights in the Duwamish Waterway, within which there is planned project construction, and that alternatives could have long-term impacts on Tribal treaty-protected fishing. Option DUW-1b of the Duwamish segment, in particular, could impact fishing more than the other alternatives listed. The only mitigation strategies identified within the Draft EIS in response to this issue is that Sound Transit and the FTA would coordinate with affected Tribes to mitigate for economic impacts from fishing disruption. While construction effects would be temporary, there would be permanent effects from guideway columns in the water for elevated alternatives. Chapter 4 of the Draft EIS also acknowledges that some bridge types may interfere with Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot and Suquamish Tribes. There 2 is also potential for cumulative impacts on the aquatic habitat in the Duwamish Waterway, for which no additional mitigation was deemed to be necessary. Fishing is important to the livelihoods of members of the Muckleshoot and Suquamish tribes, and their ability to do so in Puget Sound is protected by the law. It is essential that impacts to this crucial aspect of these tribes' way of life are thoroughly explored and communicated to these tribes. Further, it is of the utmost importance that the fishing rights of these tribes be respected and every effort is made to mitigate impacts of the West Seattle and Ballard Link Extension. We suggest that further analysis of the impacts of this project on Tribal fishing be provided in the Final EIS, and that preference be given to alternatives that have the least impact on Tribal treaty-protected fishing areas.	Please see Section 4.3, Economics, and Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for updated analysis of impacts to aquatic habitat and Tribal fishing. Section 4.2.3.6 of the West Seattle and Ballard Link Extensions Draft EIS included a discussion of mitigation if the project design were to affect Tribal treat-protected fishing rights. See Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for additional coordination completed between the West Seattle and Ballard Link Extensions Draft EIS and the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	The second point we wanted to raise is a lack of acknowledgement and genuine effort to remediate concerns which have been brought up by local artists. A coalition of art groups which reside under the Seattle Center Foundation, have written to the Seattle Mayor, Bruce Harrell, to inform him of the difficulties that this project will pose as it is projected to be under construction for 5-10 years, which will have detrimental impacts on the surrounding arts district and community. Specifically, the position of the Uptown station is drafted in a way that will cause major disturbances for this group in terms of noise pollution, vibrations, construction eyesores, and inconveniences. These impacts are likely to threaten the existence of these cultural and arts centers themselves and could have major detrimental impacts on the community as a result. The currently drafted construction methodology does not sufficiently address these issues and the alternatives provided do not properly delve into the options that could be done to avoid these negative impacts on the community. In conclusion, the Draft EIS should not be accepted in its current form due to these unaddressed concerns. We suggest that a new alternative be explored where the noise and vibration pollution be lowered, or at least the time period where these impacts will take place be minimized.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0564

Communication ID	Name	Email
500934	Dragana Miljkovic	draganam@gmail.com

Full Communication (4/21/2022)

My home will be taken down if this project proceeds at the current proposed location on Pigeon Pt. I have two high schoolers who will also be displaced. I am opposed to the proposed location for this project.

#	Comments	Responses
1	My home will be taken down if this project proceeds at the current proposed location on Pigeon Pt. I have two high schoolers who will also be displaced. I am opposed to the proposed location for this project.	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0565

Communication ID	Name	Email
500936	Kyle Taniguchi	kyle.k.taniguchi@gmail.com

Full Communication (4/21/2022)

Hi, I live in one of the buildings affected by the alternatives that use 41st Ave SW. I was wondering if you've considered acquiring the Jefferson Square property instead of the properties on the eastern side of 41st Ave SW? Jefferson Square is an older property than the two residential buildings on the eastern side of the street and has more transit-oriented development potential (the site is very auto-oriented with a lot of parking and not really a good fit with a new light rail station). The site also does not have good pedestrian access from 41st Ave SW (the split sidewalk is very unsafe). Acquiring that property would also impact fewer residents. In addition to the reasons above, the property has not been under good management and attracts loiterers (skateboarders, homeless) in the mid-level parking and individuals who do illicit activity in the bushes alongside SW Edmunds St (e.g., drugs). Thank you for considering my comment.

#	Comments	Responses
1	I live in one of the buildings affected by the alternatives that use 41st Ave SW. I was wondering if you've considered acquiring the Jefferson Square property instead of the properties on the eastern side of 41st Ave SW? Jefferson Square is an older property than the two residential buildings on the eastern side of the street and has more transit-oriented development potential (the site is very auto-oriented with a lot of parking and not really a good fit with a new light rail station). The site also does not have good pedestrian access from 41stAve SW (the split sidewalk is very unsafe). Acquiring that property would also impact fewer residents. In addition to the reasons above, the property has not been under good management and attracts loiterers (skateboarders, homeless) in the mid-level parking and individuals who do illicit activity in the bushes alongside SW Edmunds St (e.g., drugs).	Please see Section 4.1, Acquisitions, Displacements, and Relocations, for more information on property acquisition by alternative. The Jefferson Square property would be affected by Preferred Option WSJ-5b, Alternative WSJ-1, and Option WSJ-3b.

Comment Submittal 0566

Communication ID	Name	Email
500939	Jensen Vance	jensen.l.vance@gmail.com

Full Communication (4/21/2022)

Avoid knocking down the dozens and dozens of new builds on the Avalon alternative that have just been completed or are still under construction. Keep the Delridge/Genesee path as that is already downwind of a steel foundry, not to mention Youngstown. The city hasn't even registered our property with some county services after a year of living here, I hope you are aware of the permits granted.

#	Comments	Responses
1	Avoid knocking down the dozens and dozens of new builds on the Avalon alternative that have just been completed or are still under construction. Keep the Delridge/Genesee path as that is already downwind of a steel foundry, not to mention Youngstown.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0567

Communication ID	Name	Email
500959	Nancy Tyler	nancy52956@hotmail.com

Full Communication (4/22/2022)

I love the light rail but I do not want an elevated system coming into West Seattle. I would prefer a different option.

#	Comments	Responses
1	I love the light rail but I do not want an elevated system coming into West Seattle. I would prefer a different option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0568

Communication ID	Name	Email
500978	Micha Winter	68gator@comcast.net

Full Communication (4/22/2022)

I as commenting on the various proposals for bringing light rail to West Seattle.

As a resident of West Seattle for over 50 years, I have watched the community grow. There has been extended growth of housing and commercial endeavors, not all of which has been pleasant to the eye. We have become overcrowded and traffic has become a real problem, notably with roads and streets being reduced in carrying capacity to accommodate bicycles. As a result we are badly in need of the light rail system to extend to West Seattle.

One thing West Seattle has is an extensive network of beautiful parks and recreational sites. The latter of which needs to be preserved to counter the rather unsightly building expansion we have endured. We need to preserve our green spaces. One of those beautiful green spaces is the West Seattle Golf course. Therefore I am opposed to any light rail alternatives that would impact that green space. It is park property and should not be affected. I understand there is a City ordinance that park property cannot be used for purposes other than what it was intended.

I strongly feel that the Yancy/Avalon routes would best serve the citizens of West Seattle.

#	Comments	Responses
1	There has been extended growth of housing and commercial endeavors, not all of which has been pleasant to the eye. We have become overcrowded and traffic has become a real problem, notably with roads and streets being reduced in carrying capacity to accommodate bicycles. As a result we are badly in need of the light rail system to extend to West Seattle. One thing West Seattle has is an extensive network of beautiful parks and recreational sites. The latter of which needs to be preserved to counter the rather unsightly building expansion we have endured. We need to preserve our green spaces. One of those beautiful green spaces is the West Seattle Golf course. Therefore I am opposed to any light rail alternatives that would impact that green space. It is park property and should not be affected. I understand there is a City ordinance that park property cannot be used for purposes other than what it was intended. I strongly feel that the Yancy/Avalon routes would best serve the citizens of West Seattle.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0569

Communication ID	Name	Email
501006	Sarah Boye	sarah.m.boye@gmail.com

Full Communication (4/22/2022)

Please consider making the North Alternative for the Duwamish segment the preferred alternative. As it has no impact on residential or park spaces, this should be a prioritized plan which will protect homes, blue herons, and green spaces.

#	Comments	Responses
1	Please consider making the North Alternative for the Duwamish segment the preferred alternative. As it has no impact on residential or park spaces, this should be a prioritized plan which will protect homes, blue herons, and green spaces	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0570

Communication ID	Name	Email
501019	Barbara Wright	bnwright@comcast.net

Full Communication (4/22/2022)

I would like to have underground trains in West Seattle. Raised trains would ruin the character of West Seattle.

#	Comments	Responses
1	I would like to have underground trains in West Seattle. Raised trains would ruin the character of West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0571

Communication ID	Name	Email
501041	Nicholas Mirra	nicholas.mirra@gmail.com

Full Communication (4/22/2022)

Thank you for recording my comments on Sound Transit's Draft Environmental Statement.

My request is that Sound Transit's Ballard-West Seattle extension will choose alignments that prioritize both quick transfers and less construction and subsequent-development impacts on BIPOC and less-affluent communities.

Station locations should prioritize ease of transfer to other Link lines and other multimodal options. Deep stations, served by broken escalators, and located many blocks from desired destinations will together depress ridership and provide rhetorical fodder for opposition to future investment in public transit.

Prioritizing BIPOC communities will be one small step in halting the pattern of our public institutions accommodating the financial convenience of the wealthy at the expense of the lived experience of BIPOC and poor communities.

The proposed stations at Midtown, Westlake, Denny and Seattle Center are too deep and will suppress Link's values for short trips within the city center. Sound Transit's track record of serving deep stations with escalators and elevators also does not warrant optimism that such stations will be operationally successful.

In Seattle Center, I support the Republican Street Station. Sound Transit should also do whatever is required to mitigate construction impacts to nearby arts and cultural organizations (short of not building a station at all).

In South Lake Union, I support Seattle Subway's proposal to further study a Westlake option that is actually within South Lake Union, and a Westlake Ave station at Denny that would align with such a station.

In Chinatown, I support additional study of a shallower station on 4th Avenue. This area will be critical for transfers, and Sound Transit should allocate whatever resources are required to build an effective station and protect-in-place the ID businesses and residents who are already there. If Seattle is willing to give money to support renovation of sports stadiums owned by billionaires, we should be willing to spend money to float ID businesses through construction closures, and then advertise the hell out of them once construction is over.

#	Comments	Responses
1	Station locations should prioritize ease of transfer to other Link lines and other multimodal options. Deep stations, served by broken escalators, and located many blocks from desired destinations will together depress ridership and provide rhetorical fodder for opposition to future investment in public transit.	Please see responses to CC2k and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Prioritizing BIPOC communities will be one small step in halting the pattern of our public institutions accommodating the financial convenience of the wealthy at the expense of the lived experience of BIPOC and poor communities.	Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on impact and benefits to low-income populations and communities of color.
3	The proposed stations at Midtown, Westlake, Denny and Seattle Center are too deep and will suppress Link's values for short trips within the city center. Sound Transit's track record of serving deep stations with escalators and elevators also does not warrant optimism that such stations will be operationally successful.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	In Seattle Center, I support the Republican Street Station. Sound Transit should also do whatever is required to mitigate construction impacts to nearby arts and cultural organizations {short of not building a station at all).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	In South Lake Union, I support Seattle Subway's proposal to further study a Westlake option that is actually within South Lake Union, and a Westlake Ave station at Denny that would align with such a station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	In Chinatown, I support additional study of a shallower station on 4th Avenue. This area will be critical for transfers, and Sound Transit should allocate whatever resources are required to build an effective station and protect-in-place the ID businesses and residents who are already there.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0572

Communication ID	Name	Email
501042	Jennifer Canas	jennifercanas@gmail.com

Full Communication (4/22/2022)

Why Renton of course!

#	Comments	Responses
1	Why Renton of course!	The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0573

Communication ID	Name	Email
501045	Cathy Rouyer	cjrouyer@comcast.net

Full Communication (4/22/2022)

I am commenting on the DEL5&6 of your proposals for transportation on Avalon St in West Seattle. DEL5&6 proposals would be devastating for Transitional Resources the the several hundreds of individuals now living and receiving services at Transitional Resources on Avalon St. and the neighboring areas. Transitional Resources is very special ad offered housing and services for members of our city who would have NO WHERE ELSE to live if DEL 5&6

are passed. Transitional Resources provides housing and oversight to a special population poorly served in other geographic areas of the city and county. Transitional Resources provides services NOT AVAILABLE anywhere else.

PLEASE as a mother and a grandmother of loved ones who live and thrive with the services Transitional Resources offers. My husband and I will be devastated if these services and housing are lost! Please do nothing that will diminish or eliminate these services. Vote NO! on DEL 5&6.

#	Comments	Responses
1	I am commenting on the DEL5&6 of your proposals for transportation on Avalon St in West Seattle. DEL5&6 proposals would be devastating for Transitional Resources the the several hundreds of individuals now living and receiving services at Transitional Resources on Avalon St. and the neighboring areas. Transitional Resources is very special ad offered housing and services for members of our city who would have NO WHERE ELSE to live if DEL 5&6 are passed. Transitional Resources provides housing and oversight to a special population poorly served in other geographic areas of the city and county. Transitional Resources provides services NOT AVAILABLE anywhere else. PLEASE as a mother and a grandmother of loved ones who live and thrive with the services Transitional Resources offers. My husband and I will be devastated if these services and housing are lost' Please do nothing that will diminish or eliminate these services. Vote NO' on DEL 5&6.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0574

Communication ID	Name	Email
501048	Jenny Murray	mommie.murray@gmail.com

Full Communication (4/22/2022)

I think that it is important to not disrupt the families and businesses in the Delridge and Alaska Junction areas of West Seattle. Overhead light rail lines would completely change the look and feel of these neighborhoods. Many businesses would be eliminated in the Alaska Junction because of an overhead light rail line, including a West Seattle destination, the West Seattle Bowl, which has been around for almost 70 years. Why can't West Seattle be treated the same as other neighborhoods, like Capital Hill and the U District, and have a tunnel for the light rail. We are just as important, and more diverse than those areas.

#	Comments	Responses
1	I think that it is important to not disrupt the families and businesses in the Delridge and Alaska Junction areas of West Seattle. Overhead light rail lines would completely change the look and feel of these neighborhoods. Many businesses would be eliminated in the Alaska Junction because of an overhead light rail line, including a West Seattle destination, the West Seattle Bowl, which has been around for almost 70 years. Why can't West Seattle be treated the same as other neighborhoods, like Capital Hill and the U District, and have a tunnel for the light rail. We are just as important, and more diverse than those areas.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0575

Communication ID	Name	Email
501049	C Patterson	occams@ me.com

Full Communication (4/22/2022)

Please move forward with the plan that eliminates the Avalon station and has the medium tunnel option. This has the best service and is the least disruptive to existing housing, but still provides great ridership.

#	Comments	Responses
1	Please move forward with the plan that eliminates the Avalon station and has the medium tunnel option. This has the best service and is the least disruptive to existing housing, but still provides great ridership.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0576

Communication ID	Name	Email
501051	Jeff Johnson	jeff@seattlejeff.net

Full Communication (4/22/2022)

I strongly want light rail into the Alaska junction to be underground. Elevated tracks are so ugly. We only have one chance to get this right. Thank You. Jeff Johnson.

#	Comments	Responses
1	I strongly want light rail into the Alaska junction to be underground. Elevated tracks are so ugly. We only have one chance to get this right.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0577

Communication ID	Name	Email
501053	paul loeb	loeb@soulofacitizen.org

Full Communication (4/22/2022)

I was very disturbed that the supposed study of the gondola option relied on out-of-date data and examples, used a consultant tied to Sound Transit's existing approaches with no expertise in the area, and didn't base its numbers for timelines or cost on current real-world examples. And who seemed to treat a gondola system as a competitor rather than complement to the existing light rails system. I've lived in the Admiral area for 34 years. The opening of the West Seattle light rail continues to be delayed and delayed. The gondola offers an opportunity to jump start connection to the light rail in a near-term time frame that will have an immediate impact on transportation access and carbon reduction, while leaving other options open. The supposed study did not seriously study it--you need to have a consultant with expertise study it seriously. drawing on the lessons from major cities around the world (and more nascently in the US) that are successfully using these technologies.

#	Comments	Responses
1	I was very disturbed that the supposed study of the gondola option relied on out-of-date data and examples, used a consultant tied to Sound Transit's existing approaches with no expertise in the area, and didn't base its numbers for timelines or cost on current real-world examples. And who seemed to treat a gondola system as a competitor rather than complement to the existing light rails system. I've lived in the Admiral area for 34 years. The opening of the West Seattle light rail continues to be delayed and delayed. The gondola offers an opportunity to jump start connection to the light rail in a near-term time frame that will have an immediate impact on transportation access and carbon reduction, while leaving other options open. The supposed study did not seriously study it--you need to have a consultant with expertise study it seriously, drawing on the lessons from major cities around the world (and more nascently in the US) that are successfully using these technologies.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0578

Communication ID	Name	Email
501054	Kelly Dunn	defaultstring@gmail.com

Full Communication (4/22/2022)

Hello there,

I'm a home owner at 42nd & Edmunds in West Seattle, and have been actively keeping up with the West Seattle Junction Light Rail project since 2018. I have attended multiple CAG meetings and been involved with individual sessions with Sound Transit as it pertains to my particular property and its involvement with the West Seattle Extension.

After reviewing the Draft EIS, as well as receiving correspondence that my residence may be acquired as part of the West Seattle extension, I'd like to offer my input in aims of informing the Board's decision on a final preferred alternative to the project.

As a homeowner in West Seattle for the past 7 years, my strong conviction is that an elevated alternative such as WSJ-1 or WSJ-2 would negatively impact our neighborhood in a dramatic and profound fashion. The elevated alternatives are incredibly disruptive to a rnain thoroughfare, Fauntleroy, and both would prove to displace hundreds of more households should ST3 continue further south to White Center or Burien. In addition, the elevated alternatives WSJ-1 and WSJ-2 create a considerable physical divide in our community, especially for the residential community along 42nd. In particular, razing multiple supermarkets and local businesses will detract from the accessibility and historical character of the West Seattle Junction. A tunnel option would retain the current character of the neighborhood while enabling travel and accessibility.

Furthermore, both WSJ-1 and WSJ-2 are comparatively more expensive than other alternatives, and much more impactful in displacing residential and commercial properties. Other alternatives, especially tunnels are by far more desirable than elevated alternatives. WSJ-5 in particular looks intriguing, and appears to allow for the most configurability with upstream stations while being the most affordable and least impactful.

Additionally, in multiple CAGs, it has been mentioned that an Avalon station has lower projected ridership numbers than other stations, so low that it might not necessitate a station at all. I encourage the board to forgo an Avalon station and recoup the funds to realize a tunnel alternative.

Please do not consider WSJ-1 or WSJ-2. A tunnel option is vastly preferred, and especially WSJ-5, as it is clearly the most performant and affordable.

#	Comments	Responses
1	As a homeowner in West Seattle for the past 7 years, my strong conviction is that an elevated alternative such as WSJ-1 or WSJ-2 would negatively impact our neighborhood in a dramatic and profound fashion. The elevated alternatives are incredibly disruptive to a main thoroughfare, Fauntleroy, and both would prove to displace hundreds of more households should ST3 continue further south to White Center or Burien. In addition, the elevated alternatives WSJ-1 and WSJ-2 create a considerable physical divide in our community, especially for the residential community along 42nd. In particular, razing multiple supermarkets and local businesses will detract from the accessibility and historical character of the West Seattle Junction. A tunnel option would retain the current character of the neighborhood while enabling travel and accessibility. Furthermore, both WSJ-1 and WSJ-2 are comparatively more expensive than other alternatives, and much more impactful in displacing residential and commercial properties. Other alternatives, especially tunnels are by far more desirable than elevated alternatives. WSJ-5 in particular looks intriguing, and appears to allow for the most configurability with upstream stations while being the most affordable and least impactful.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives.

#	Comments	Responses
2	it has been mentioned that an Avalon station has lower projected ridership numbers than other stations, so low that it might not necessitate a station at all. I encourage the board to forgo an Avalon station and recoup the funds to realize a tunnel alternative	Please see response to CC2j in Table 7-1.

Comment Submittal 0579

Communication ID	Name	Email
501109	Inga Manskopf	ingamanskopf@msn.com

Full Communication (4/23/2022)

The actual light rail infrastructure alone does not take into consideration the impacts associated with how people will get to and from stations. In an increasingly dense city that is struggling to reduce carbon emissions, it is essential the stations connect to the Seattle bike network.

As we have learned with current stations, it is important that plans for bike route connections be completed early and be very specific. This is especially needed considering the need to coordinate with SDOT and, sometimes. WSDOT. Specific bike impacts need to be considered.

Since people who bike and use transit often need their bikes on both ends of the light rail ride, please consider how to make it easier for people to bring bikes on trains.

Please study the impacts of people using bike to get to/from trains as well as on trains now. Seattle is a growing city in which people are increasingly biking for transportation. Plans for bike should be integrated into studies and plans.

#	Comments	Responses
1	The actual light rail infrastructure alone does not take into consideration the impacts associated with how people will get to and from stations. In an increasingly dense city that is struggling to reduce carbon emissions, it is essential the stations connect to the Seattle bike network. As we have learned with current stations, it is important that plans for bike route connections be completed early and be very specific. This is especially needed considering the need to coordinate with SOOT and, sometimes. WSDOT. Specific bike impacts need to be considered. Since people who bike and use transit often need their bikes on both ends of the light rail ride, please consider how to make it easier for people to bring bikes on trains. Please study the impacts of people using bike to get to/from trains as well as on trains now. Seattle is a growing city in which people are increasingly biking for transportation. Plans for bike should be integrated into studies and plans.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0580

Communication ID	Name	Email
501129	Carmen Mikacenic	cmikacenic@gmail.com

Full Communication (4/23/2022)

This comment is regarding the WSJ-5 medium tunnel down 41st ave SW. This is not a great option. The WS junction is a hub of commercial activity but this places the tunnel onto quiet single family homes on 41st. I prefer the options that bring the light rail tunneled however possible. If it comes down 41st and ruins this relatively quiet street, the remaining neighborhood nearby should be rezoned for commercial if it is going to disrupt what are mostly kids and families.

#	Comments	Responses
1	This comment is regarding the WSJ-5 medium tunnel down 41st ave SW. This is not a great option. The WS junction is a hub of commercial activity but this places the tunnel onto quiet single family homes on 41st. I prefer the options that bring the light rail tunneled however possible. If it comes down 41st and ruins this relatively quiet street, the remaining neighborhood nearby should be rezoned for commercial if it is going to disrupt what are mostly kids and families.	Please see responses to CCG2, CC2f, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0581

Communication ID	Name	Email
501131	Tom Griga	tom.griga@gmail.com

Full Communication (4/23/2022)

Sound Transit,

For ST3 Draft EIS, I agree with the suggestions provided by Seattle Subway on how the Ballard to West Seattle line can be improved. There needs to be changes to the preferred alignment to increase reliability, expandability, and accessibility. In general the stations are too deep. The current preferred stations are too deep and not located for easy use and future expansion. Sound Transit has had a problem maintaining escalators so we need to minimize the entrance and exit travel times. This light rail will be serving a lot of future riders and needs to be convenient to become an alternative to automobile travel.

For the Ballard station, Sound Transit must reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. The 14th and 15th Ave stations fail to serve the central commercial district of Ballard.

For the Seattle Center station, I prefer Republican Street Station and work to mitigate impacts to arts organizations like KEXP as much as possible as they are very valuable to Seattle..

For South Lake Union station, reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible.

South Lake Union is an economic and entertainment hub for the city that had to be served well.

For Westlake Station, I prefer the 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

For Prefer Chinatown station, I prefer the 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as the existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel.

General DEIS recommended feedback

Do not eliminate any stations.

Work to make stations as shallow as possible. Improve transfer times wherever possible.

Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.

Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.

Plan to build for future expansion in Seattle. Thank you

#	Comments	Responses
1	For ST3 Draft EIS, I agree with the suggestions provided by Seattle Subway on how the Ballard to West Seattle line can be improved. There needs to be changes to the preferred alignment to increase reliability, expandability, and accessibility. In general the stations are too deep. The current preferred stations are too deep and not located for easy use and future expansion. Sound Transit has had a problem maintaining escalators so we need to minimize the entrance and exit travel times. This light rail will be serving a lot of future riders and needs to be convenient to become an alternative to automobile travel.	Please see responses to CC2d and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
2	For the Ballard station, Sound Transit must reopen study of the Ballard 20thfThorndyke Tunnel Portal option. The 14th and 15th Ave stations fail to serve the central commercial district of Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	For the Seattle Center station, I prefer Republican Street Station and work to mitigate impacts to arts organizations like KEXP as much as possible as they are very valuable to Seattle..	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	For South Lake Union station, reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible. South Lake Union is an economic and entertainment hub for the city that had to be served well.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.	Please see responses to CC2j and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize access and efficiency of transfers between light rail lines and other modes of transportation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	For Westlake Station, I prefer the 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. For Prefer Chinatown station, I prefer the 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as the existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Plan to build for future expansion in Seattle.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0582

Communication ID	Name	Email
501302	Jim Little	littlejamesw@hey.com

Full Communication (4/23/2022)

Jim Little Draft EIS Comment

Dear Sound Transit,

Please consider a gondola to hillier northern parts of West Seattle and more light rail to flatter southern parts of West Seattle.

Sound Transit evaluated multiple possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. For example, Need #4 (relating to serving low inccme, BIPOC communities - Chapter 6.1.4) was not even ccnsidered whenbstations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in high-inccme areas.

ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this. Another measure would have to be put before the voters to finance construction. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where a greater percentage of the population depends on public transit. One of the possible routes for that would be

along the Duwamish where the terrain is flatter and provides wider existing rights-of-way than the hillier northern area of West Seattle. It's possible that building such light rail in combination with a gondola to serve the Alaska Junction, Avalon, and N. Delridge could cost about the same as building light rail to the Junction, Avalon, and N. Delridge alone.

Thanks,

Jim Little Seattle, 98105

#	Comments	Responses
1	Sound Transit evaluated multiple possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. For example, Need #4 (relating to serving low income, BIPOC communities - Chapter 6.1.4) was not even considered whenbstations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in high-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this. Another measure would have to be put before the voters to finance construction. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where a greater percentage of the population depends on public transit. One of the possible routes for that would be along the Duwamish where the terrain is flatter and provides wider existing rights-of-way than the hillier northern area of West Seattle. It's possible that building such light rail in combination with a gondola to serve the Alaska Junction, Avalon, and N. Delridge could cost about the same as building light rail to the Junction, Avalon, and N. Delridge alone.	Please see responses to CC1c, CC2g, CCEJ1, and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0583

Communication ID	Name	Email
501482	Bill Affolter	billaff@gmail.com

Full Communication (4/21/2022)

Bill Affolter Draft EIS Comment

I'm just writing to strongly encourage the West Seattle project to be a tunnel rather than an above ground project. Most other communities in Seattle have tunnels and above ground projects disrupt businesses are noisy and would mean demolishing buildings and homes. It would definitely change the Alaska Wayne neighborhood and the surrounding neighborhoods in a negative way so please put my vote up for a tunnel extension which would be much less disruptive

Thank you Bill Affolter

#	Comments	Responses
1	I'm just writing to strongly encourage the West Seattle project to be a tunnel rather than an above ground project. Most other communities in Seattle have tunnels and above ground projects disrupt businesses are noisy and would mean demolishing buildings and homes. It would definitely change the Alaska Wayne neighborhood and the surrounding neighborhoods in a negative way so please put my vote up for a tunnel extension which would be much less disruptive	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0584

Communication ID	Name	Email
502113	Betty Lau	betty.lau47@gmail.com; bettylau@comcast.net

Full Communication (4/20/2022)

Betty Lau Draft EIS Comment

Hi Comments Department,

I saw in the attachments lists of consulting partners. It would be helpful to have an explanation of how they were chosen and their roles. The list I saw was heavy on historic preservation groups and two housing non profits. I didn't see a single organization that does social services.

Interim was listed as holding several community forums, but this may not be as comprehensive as needed for ST purposes because of their "selective engagement" policy.

Betty

#	Comments	Responses
1	I saw in the attachments lists of consulting partners. It would be helpful to have an explanation of how they were chosen and their roles. The list I saw was heavy on historic preservation groups and two housing non profits. I didn't see a single organization that does social services.	Consulting parties are related to Section 106 of the National Historic Preservation Act. As part of the Section 106 process, the Federal Transit Authority invited individuals and organizations with a demonstrated interest in the undertaking to participate as consulting parties. As described in 36 Code of Federal Regulations Section 800.2(c)(5), consulting parties may include a) parties with legal or economic interest in the undertaking or affected historic properties and b) those concerned with the undertaking's effects on historic properties, such as individual tribal members with special knowledge or expertise in identifying properties of traditional religious and cultural significance to that tribe.
	Interim was listed as holding several community forums, but this may not be as comprehensive as needed for ST purposes because of their "selective engagement" policy.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0585

Communication ID	Name	Email
503429	Adam Wuerl	awuerl@gmail.com

Full Communication (4/23/2022)

Adam Wuerl Draft EIS Comment

I'm most concerned about the impacts of construction and displacement of homes and businesses. A key purpose of mass transit is enabling more density, more housing, and more businesses.

Destroying more homes and businesses for construction is thus entirely counterproductive. It seems intuitive, but the final EIS should quantify this rigorously, that rank ordered from least to most impact along this axis would be: a gondola, tunnels, a raised guideway. In particular:

Chapter 4.2.1.3 says more than a thousand people may have to find new homes. 1,000 people!! It talks about destroying brand new buildings and removing grocery stores.

Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle.

Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Inventory is incredibly hard to come by and things will only get worse as interest rates rise and no one is willing to sell their house because they can't afford a new mortgage at higher rates. It's already too hard and too long of a process to build. Until that problem is fixed we shouldn't be destroying buildings unless we're replacing them with bigger ones. We should have tunnels with underground stations or a gondola with very small stations and small-footprint poles.

Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Elevated light rail lines are large and block sight lights and generally gross looking. Tunnels can't be seen at all.

Gondolas look dope and modern.

The average wait time in chapter 3.4.3.3.1 does not accurately reflect what wait times might be. Figuring out wait times during transfers is a complicated statistical process and wait times balloon quickly when times between arrivals grow. A key problem with trains and busses is that times can be lengthened at any time. A subtle benefit of a Gondola is not only that that cars come every few seconds, which means there's never a wait, but also that they can't really be spaced out. Once it's built a really good service interval is guaranteed, which puts an upper bound on transfer times and makes trips more predictable. Predictability is as important as travel times for mass transit. It's what enables low-income people to use it to get to work on time and what high-income people will need before they'll choose it over one of their cars.

Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore

#	Comments	Responses
1	I'm most concerned about the impacts of construction and displacement of homes and businesses. A key purpose of mass transit is enabling more density, more housing, and more businesses. Destroying more homes and businesses for construction is thus entirely counterproductive. It seems intuitive, but the final EIS should quantify this rigorously, that rank ordered from least to most impact along this axis would be: a gondola, tunnels, a raised guideway. In particular: Chapter 4.2.1.3 says more than a thousand people may have to find new homes. 1,000 people!! It talks about destroying brand new buildings and removing grocery stores.	Please see responses to CC4.1b, CC4.3b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Inventory is incredibly hard to come by and things will only get worse as interest rates rise and no one is willing to sell their house because they can't afford a new mortgage at higher rates. It's already too hard and too long of a process to build. Until that problem is fixed we shouldn't be destroying buildings unless we're replacing them with bigger ones. We should have tunnels with underground stations or a gondola with very small stations and small-footprint poles.	Please see responses to CC4.1b, CC4.1c, and CC2g in Table 7-1.
3	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Elevated light rail lines are large and block sight lights and generally gross looking. Tunnels can't be seen at all. Gondolas look dope and modern.	Please see response to CC4.5a in Table 7-1. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS and Attachments N2A and N2B of the Visual Technical Report for visual simulations of the EIS alternatives, including of the proposed Duwamish Waterway crossing.
4	The average wait time in chapter 3.4.3.3.1 does not accurately reflect what wait times might be. Figuring out wait times during transfers is a complicated statistical process and wait times balloon quickly when times between arrivals grow. A key problem with trains and busses is that times can be lengthened at any time. A subtle benefit of a Gondola is not only that that cars come every few seconds, which means there's never a wait, but also that they can't really be spaced out. Once it's built a really good service interval is guaranteed, which puts an upper bound on transfer times and makes trips more predictable. Predictability is as important as travel times for mass transit. It's what enables low-income people to use it to get to work on time and what high-income people will need before they'll choose it over one of their cars.	Please see response to CC2g in Table 7-1. The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. The wait times reflected are for the purpose of comparing alternatives, and while wait times could be longer, this would be consistent between alternatives. Please see Section 3.4, Affected Environment and Impacts During Operation – Transit, regarding reliability of light rail. See Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations.

Comment Submittal 0586

Communication ID	Name	Email
503554	Martin Talarico	findmarty@me.com

Full Communication (4/23/2022)

Martin Talarico Draft EIS Comment

Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the the light rail system. An urban gondola could provide the capacity need could be constructed with minimal disruption, displacement and damage to the environment and established community. Please choose Skylink!

Thanks, Marty

Martin Talarico he/him/his pronouns

Here's why I list my pronouns findmarty@me.com

206-475-8680

#	Comments	Responses
1	Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the the light rail system. An urban gondola could provide the capacity need could be constructed with minimal disruption, displacement and damage to the environment and established community. Please choose Skylink!	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0587

Communication ID	Name	Email
503555	Len Henzke	lhenzke@ecgmc.com

Full Communication (4/23/2022)

Len Henzke Draft EIS Comment

My wife and I are 20-year residents of West Seattle and live north of the Alaska Junction. We are writing about the potentially troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. We believe this option would be terrible for the neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you,

Len and Nicole Henzke

4016 41stAve SW

Len Henzke

#	Comments	Responses
1	We are writing about the potentially troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. We believe this option would be terrible for the neighborhood.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.	Please see responses to CCG1, CC2a, and CC3c in Table 7-1. Chapter 5, Cumulative Impacts, of the West Seattle Link Extension Final EIS describes potential cumulative long-term and short-term transportation and other impacts of the West Seattle Link Extension Project in conjunction with past, present, and reasonably foreseeable future actions. Direct and indirect impacts of the Project, such as road closures and impacts to businesses and residences, as well as mitigation measures, are discussed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the Final EIS.

Comment Submittal 0588

Communication ID	Name	Email
503557	Marco Mazzoni	nwmarco@yahoo.com

Full Communication (4/23/2022)

Marco Mazzoni Draft EIS Comment

Good Day,

I have so many comments about this flawed document so bear with me. Chapter 1.3

Why are West Seattle and Ballard included as a single project when they are so far apart and not connected? That makes no sense.

Chapter 1.2.2.6

If we need to reduce vehicle miles, the West Seattle light rail will not do much for this for over a decade. A gondola solution could be built in less time, for less money, and be up and running sooner. Plus the added attraction as a tourist destination should be considered.

Carbon Impact

The carbon emissions of construction will be significant and need to be taken into account. The production of concrete is a huge CO2 emitter and the 8-16 story tall support structures will require a huge amount of concrete. Gondola towers will not require anywhere near the same amount.

Transit Time

if you live south of the N. Delridge light rail station and want to take the light rail to Bellevue, you wouldtake a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average wait time in chapter 3.4.3.3.1 does not accurately reflect any of this.

Gondola stations would be much more accessible and reduce transit time.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such. Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5

Chapter 4.2.1.3 More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

It is clear that this DEIS is flawed and overlooks many important issues that make the light rail extension too expensive, too polluting (GHG emissions), too disruptive, and too unsightly to consider.

I urge the panel to reconsider the Gondola Sky-Link as a favorable option that will serve the community better at a lower cost, in a more timely manner, and contribute lower GHG emissions. Plus it will be a tourist attraction to our lovel city.

Regards,

Marco Mazzoni Burien, WA

#	Comments	Responses
1	Chapter 1.3 Why are West Seattle and Ballard included as a single project when they are so far apart and not connected? That makes no sense.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for a discussion of separating the environmental processes for the West Seattle Link Extension and Ballard Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
	Chapter 1.2.2.6 If we need to reduce vehicle miles, the West Seattle light rail will not do much for this for over a decade. A gondola solution could be built in less time, for less money, and be up and running sooner. Plus the added attraction as a tourist destination should be considered.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	Carbon Impact The carbon emissions of construction will be significant and need to be taken into account. The production of concrete is a huge CO2 emitter and the 8-16 story tall support structures will require a huge amount of concrete. Gondola towers will not require anywhere near the same amount.	Please see response to CC4.6a in Table 7-1.
	Transit Time if you live south of the N. Delridge light rail station and want to take the light rail to Bellevue, you wouldtake a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average wait time in chapter 3.4.3.3.1 does not accurately reflect any of this. Gondola stations would be much more accessible and reduce transit time.	The Project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. The wait limes reflected are for the purpose of comparing alternatives, and while wait times could be longer, this would be consistent between alternatives. Please see Section 3.4, Affected Environment and Impacts During Operation – Transit, for more information on travel times and a description of what is included in travel times, including access time.
	Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such. Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5 Chapter 4.2.1.3 More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.	Please see responses to CC4.1a and CC4.1bin Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis.

Comment Submittal 0589

Communication ID	Name	Email
503689	Judy Sweeney	juliasweeney@msn.com

Full Communication (4/23/2022)

Judy Sweeney

Draft EIS Comment

Hello. I am a long time resident of West Seattle and I would like to comment on the Draft EIS WSJ-1 as it affects our community. After the joy, for some, of the removal of the Alaskan Way Viaduct, I don't understand how the city can conceive of putting all of Fauntleroy Avenue under a dark and oppressive bridge. WSJ-1 will create, essentially, a dark tunnel where there were once light and airy apartments and businesses. And consider the gray and rainy months of our long winters? Oppressive.

WSJ-3a, the tunnel, should be the preferred option. It affords the least disruption and displacement of businesses. In addition, the station should be at 41st Ave SW. Fewer businesses would be impacted.

To build the station at 42nd Ave SW would have a seriously negative impact on the Alaska Junction businesses as it is already a congested area. The businesses have been blasted by covid. To make them incur further disruption and loss of business is unconscionable.

For pure fun, I think having the Gondola to West Seattle would be great. It would be an attraction for the city of Seattle, like the Big Wheel, and would bring tourists to West Seattle. A win-win situation.

But please, NO WSJ-1.

Julia Sweeney

#	Comments	Responses
1	WSJ-1 as it affects our community. After the joy, for some, of the removal of the Alaskan Way Viaduct, I don't understand how the city can conceive of putting all of Fauntleroy Avenue under a dark and oppressive bridge. WSJ-1 will create, essentially, a dark tunnel where there were once light and airy apartments and businesses. And consider the gray and rainy months of our long winters? Oppressive.	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	WSJ-3a, the tunnel, should be the preferred option. It affords the least disruption and displacement of businesses. In addition, the station should be at 41st Ave SW. Fewer businesses would be impacted. To build the station at 42nd Ave SW would have a seriously negative impact on the Alaska Junction businesses as it is already a congested area. The businesses have been blasted by covid. To make them incur further disruption and loss of business is unconscionable.	Please see responses to CCG2 and CC5b in Table 7-1.
	For pure fun, I think having the Gondola to West Seattle would be great. It would be an attraction for the city of Seattle, like the Big Wheel, and would bring tourists to West Seattle. A win-win situation.	Please see response to CC2g in Table 7-1 in Chapter 7.

Comment Submittal 0590

Communication ID	Name	Email
505131	Ismael Mohamud	ganaralke@gmail.com

Full Communication (4/22/2022)

Ismael Mohamud Draft EIS Comment

Talking about building a train in west Seattle is very important for us. I'm excited for building it and welcome that as a resident at Highpoint since 2010. Thank you.

#	Comments	Responses
1	Talking about building a train in west Seattle is very important for us. I'm excited for building it and welcome that as a resident at Highpoint since 2010. Thank you.	Thank you for expressing support for the West Seattle Link Extension.

West Seattle and Ballard
Link Extensions

¡Comparta sus comentarios sobre el Draft Environmental Impact Statement (EIS) antes del 28 de abril!

¡Comparta sus comentarios sobre el Draft Environmental Impact Statement (EIS) antes del 28 de abril!

4월 28일까지 Draft Environmental Impact Statement (EIS)에 대한 의견을 공유하십시오!

귀하의 피드백은 우선 대안 및 역 위치를 확인하거나 수정하는 데 매우 중요합니다.

Nala wadaag Faalooyinkaaga Ku aadan Bayaanka Qabyada ah ee Saamaynta Bii' ada (EIS) ugu danbayn Abriil 28!

Fikirkaagu wuxuu muhiim u yahay xaqiijinta ama wax ka bedelka xulashooyinka la doorbidoyo iyo goobaha boosteejooyinka.

ចែករំលែកមតិរបស់អ្នកលើ Draft Environmental Impact Statement (EIS) នៅត្រឹមថ្ងៃទី 28 ខែមេសា !

មតិកែលម្អរបស់អ្នកសំខាន់ណាស់ក្នុងការបញ្ជាក់យល់ព្រម និងការផ្លាស់ប្តូរ ជម្រើសជំនួសផ្លូវដែកធំហាន និង ទីតាំងស្ថានីយ។

Proporcione su información de contacto y marque la siguiente casilla si le gustaría recibir las últimas noticias del proyecto.

프로젝트 업데이트를 수신하려면 연락처 정보를 제공하고 아래 확인란을 선택하십시오.

Fadlan na sii meesha lagaalasoo xariiraayo oo tigsaar bokiska hoose haddii aad doonayso saad hesho xogaha mashruuca.

សូមផ្តល់ព័ត៌មានទំនាក់ទំនងរបស់អ្នក និងគូសធីកប្រអប់ខាងក្រោម ប្រសិនបើអ្នកចង់ទទួលព័ត៌មានបច្ចុប្បន្នភាពរបស់ គម្រោង ។

Nombre/이름/Magaca/ ឈ្មោះ: Ismail Mohamaad mohamed

Organización (opcional)/조직(옵션)/Ururka (qasab maaha)/ អង្គភាព (ជម្រើសបន្ថែម)

Domicilio/주소/Ciwaanka/អាសយដ្ឋាន 9851 6th Ave SW Seattle 98106

Correo electrónico/이메일/Iimaylka/អ៊ីមែល Ganaralk@gmail.com **Teléfono/** 전화/Taleefanka/ទូរស័ព្ទ 2064222475

- [ ] **Regístrenme para recibir por correo electrónico las últimas noticias de las extensiones de link a West Seattle y Ballard.**
- [x] West Seattle 및 Ballard Link 확장 이메일 업데이트에 등록하십시오.
- [ ] Iska diiwaan geli helitaanka xogihii ugu danbeeyay ee mashruuca Balaarinta West Seattle iyo Ballard Link .
- [ ] **ចុះឈ្មោះខ្ញុំសម្រាប់អ៊ីមែលបន្ថែមទាក់ទងទៅនឹងការ ផ្លាស់ប្តូរពាក្យអនាគត West Seattle និង Ballard Link ។**

HAdaan. Kahadlo TArecnica West Seattle ~~WAT~~ Lagedhiso WAxa. Noo Tahay Horamor iyo WAX WAn. oo WAXTar Noo ah. WAAna ku Faraxanahay in. nalaoodhiso WAANA Soo dhawAynayaa onoo iLaa 2010 kii dagana xafadan. WAAmeld Sun Tihihir

¡Gracias por tomarse el tiempo para hacer comentarios! 시간을 내어 댓글을 남겨주셔서 감사합니다!

Waad ku mahadsan tahay waqtiga aad gelisay bixinta faallada! **សូមអរគុណចំពោះការចំណាយពាក្យរបស់អ្នកក្នុងការផ្តល់រមិត!**

SOUNDTRANSIT

Comment Submittal 0591

Communication ID	Name	Email
505143	Binita Shrestia	None provided

Full Communication (4/22/2022)

Binita Shrestia Draft EIS comment

Let the trains and buses come on time or at least wait until the exact time.

DOC002 1.pdf

#	Comments	Responses
1	Let the trains and buses come on time or at least wait until the exact time.	Please see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for more information on train frequency. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0592

Communication ID	Name	Email
505144	Dan Resch	None provided

Full Communication (4/22/2022)

Dan Resch Draft EIS comment

Please fix or replace the elevator and escalator system, or change companies.

#	Comments	Responses
1	Please fix or replace the elevator and escalator system, or change companies.	Thank you for your comment; however, this is beyond the scope of the Project. In January 2021, Sound Transit took over ownership of the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website.

Comment Submittal 0593

Communication ID	Name	Email
505149	None provided	None provided

Full Communication (4/22/2022)

Draft EIS comment

So wonderful to see a city (Seattle) planning for the future. So many cities other cities are stuck in the past. The transit and light rail solution being implemented will pay huge dividents for the next hundred years, and set Seattle apart as a leading metropolis.

DOC003.pdf

#	Comments	Responses
1	So wonderful to see a city (Seattle) planning for the future. So many cities other cities are stuck in the past. The transit and light rail solution being implemented will pay huge dividents for the next hundred years, and set Seattle apart as a leading metropolis.	Thank you for expressing support for the Project.

Comment Submittal 0594

Communication ID	Name	Email
505164	Abdullahi A Hassan	baariq118@gmail.com

Full Communication (4/22/2022)

Abdullahi A Hassan Draft EIS comment

I believe it is useful and I welcome it. I do not ride but it is very useful for people who ride

#	Comments	Responses
1	I believe it is useful and I welcome it. I do not ride but it is very useful for people who ride	Thank you for expressing support for the project.

Comment Submittal 0595

Communication ID	Name	Email
505608	Cindy Santos	cindysantooso@gmail.com

Full Communication (4/22/2022)

Cindy Santos Draft EIS Comment

I think that light rail is an economic way for everyone that walks everyday and have jobs in Downtown. I also like it. I alos think it's safer than taking the public buses and it's way faster.

c12.JPG

#	Comments	Responses
1	I think that light rail is an economic way for everyone that walks everyday and have jobs in Downtown. I also like it. I alas think it's safer than taking the public buses and it's way faster.	Thank you for expressing support for the Project.

Comment Submittal 0596

Communication ID	Name	Email
505610	Denise Arevalo	Denisewonder@gmail.com

Full Communication (4/22/2022)

Denise Arevalo Draft EIS Comment

I unfortunately don't care for the train. I love open transit for the community howeber it has caused far more of the homeless encampments in my area. Hopefully they are well monitored.

#	Comments	Responses
1	I unfortunately don't care for the train. I love open transit for the community howeber it has caused far more of the homeless encampments in my area. Hopefully they are well monitored.	Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0597

Communication ID	Name	Email
505611	Kristai Marie	None provided

Full Communication (4/22/2022)

Kristai Marie WSBLE Draft EIS Comment

The trian in LA (metro - Downtown LA) is bad because it goes through crime infested, so the train has crime. It helps with the traffic flow and with helping the environemnt. However, it is not kept up.

c14.jpg

#	Comments	Responses
1	The trian in LA (metro - Downtown LA) is bad because it goes through crime infested, so the train has crime. It helps with the traffic flow and with helping the environemnt. However, it is not kept up.	Thank you for your comment; however, it is not related to the project.

Comment Submittal 0598

Communication ID	Name	Email
505612	Anonymous	None provided

Full Communication (4/22/2022)

Anonymous WSBLE Draft EIS Comment

I oppose this project because it's unsafe for passengers that are attacked, violated, murdered by the antisocial criminals that the authorities let roma free to attach and destroy public and private property and citizen. Also, this project raises our property taxes, sales taxes, drivers licenses, car tab cost, and also most parts for this program are imported from foreign countries.

c15.JPG

#	Comments	Responses
1	I oppose this project because it's unsafe for passengers that are attacked, violated, murdered by the antisocial criminals that the authorities let roma free to attach and destroy public and private property and citizen. Also, this project raises our property taxes, sales taxes, drivers licenses, car tab cost, and also most parts for this program are imported from foreign countries.	Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Your opposition to the Project has been noted. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0599

Communication ID	Name	Email
505613	Cesia Sevillana	cesiasevillana@gmail.com

Full Communication (4/22/2022)

Cesia Sevillana WSBLE Draft EIS Comment

I think that the lgiht rail is a good form of transportation. It help those who often times can't have access to afford a car or private translportation, also I personally think that it's safer than riding the bus, and very economic too!

c16.JPG

#	Comments	Responses
1	I think that the lgiht rail is a good form of transportation. It help those who often limes can't have access to afford a car or private translportation, also I personally think that it's safer than riding the bus, and very economic too!	Thank you for expressing support for the Project.

Comment Submittal 0600

Communication ID	Name	Email
505615	Peter	None provided

Full Communication (4/22/2022)

Peter WSBLE Draft EIS Comment

Stations are well designed and easy to travel through. I'd like to see more bathrooms or at least more accessible restrooms.

I would like to see more parking at stations and maybe access to transportation that will drive up to the station from Burien.

I'm happy to see the timeline shortened and the project under budget. Way to go Engineers!

c17.JPG

#	Comments	Responses
1	Stations are well designed and easy to travel through. I'd like to see more bathrooms or at least more accessible restrooms. I would like to see more parking at stations and maybe access to transportation that will drive up to the station from Burien. I'm happy to see the timeline shortened and the project under budget. Way to go Engineers!	Please see response to CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The Sound Transit Board approved Resolution 2021-15, Passenger Restroom Policy Update, in October 2021. This policy update established criteria for when restrooms should be included at stations. This policy will be applied to the West Seattle Link Extension. Parking will not be provided at any stations on the West Seattle Link Extension. Please see Section 2.3, Operations and Maintenance, of the Final EIS for more information on train frequency. Please see Chapter 2, Alternatives Considered, of the Final EIS for more information on project schedule and budget. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0601

Communication ID	Name	Email
501055	Chris Champagne	ctchampagne@gmail.com

Full Communication (4/23/2022)

It is critical in making plans for this LINK expansion that we consider the future of the network and design this expansion accordingly. Not only will we be stuck with the choices we make now for at least a few generations, but continued expansion will indeed be necessary as the region grows in population and public transit becomes an ever-more important tool in fighting worsening climate change. The pennies we save now just to get something quickly and merely acceptable could cost us big in the long run. It's worth it to design the system that truly serves people now and in the future and to present that option, costs and all, to the people.

Regarding the Ballard Station, two thing in particular are most critical: 1) Planning for extension of the line North, likely to Crown Hill, Greenwood, Northgate. 2) Possible connection to a future East- West route from Ballard to U-District (and possibly further to Kirkland, Bellevue?) I had previously been in favor of a fixed bridge West of the Ballard bridge with an elevated station at 15th (IBB-3), mostly because this seemed the best option to allow for a future extension North along the wider 15th Avenue, And because 14th was just way too far from the core of Ballard. But with the recent determination by the Coast Guard it seems that any bridge option is no longer practical. A fixed bridge would be too high and a movable bridge absolutely kills speed and reliability (and this will eventually be the 1 Line to the Airport!) I now believe that a tunnel option is the best solution. And if it's going to be a tunnel, then it might as well go to 20th Street, closer to the core of Ballard, instead of 15th (or worse, 14th!). Yes, tunnels are expensive, but so are bridges and displacement compensation. I believe the improved walk shed of a 20th street station will make a tunnel worth it and would generate the will for extra funding if needed and requested from the taxpayers.

However, in designing any tunnel station, please make considerations for good connections to a future East-West line, possible in an additional tunnel running perpendicular. If such design considerations are made now, it can avoid not only costs, but bad transfer connections and super deep tunnel stations.

Thank You!

As for the alignment alternatives.

Please put the 20th street tunnel station back on the table, with tunnel entrance by just north of a trench Interbay Station at Dravus st. I was formerly in favor of

#	Comments	Responses
1	It is critical in making plans for this LINK expansion that we consider the future of the network and design this expansion accordingly. Not only will we be stuck with the choices we make now for at least a few generations, but continued expansion will indeed be necessary as the region grows in population and public transit becomes an ever-more important tool in fighting worsening climate change. The pennies we save now just to get something quickly and merely acceptable could cost us big in the long run. It's worth it to design the system that truly serves people now and in the future and to present that option, costs and all, to the people. Regarding the Ballard Station, two thing in particular are most critical: 1) Planning for extension of the line North, likely to Crown Hill, Greenwood, Northgate. 2) Possible connection to a future East-West route from Ballard to U- District (and possibly further to Kirkland, Bellevue?)	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
2	A fixed bridge would be too high and a movable bridge absolutely kills speed and reliability (and this will eventually be the 1 Line to the Airport!) I now believe that a tunnel option is the best solution. And if it's going to be a tunnel, then it might as well go to 20th Street, closer to the core of Ballard, instead of 15th (or worse, 14th!). Yes, tunnels are expensive, but so are bridges and displacement compensation. I believe the improved walk shed of a 20th street station will make a tunnel worth it and would generate the will for extra funding if needed and requested from the taxpayers. However, in designing any tunnel station, please make considerations for good connections to a future East- West line, possible in an additional tunnel running perpendicular. If such design considerations are made now, it can avoid not only costs, but bad transfer connections and super deep tunnel stations. Thank You' As for the alignment alternatives. Please put the 20th street tunnel station back on the table, with tunnel entrance by just north of a trench Interbay Station at Dravus st. I was formerly in favor of	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0602

Communication ID	Name	Email
501056	Joyce Chris	chrisdtw@yahoo.com

Full Communication (4/23/2022)

Before you expand the Light Rail, cleanup and fix the existing line. The car interiors are disgustingly filthy. The stations are dirty with piles of human feces and urine in corners and elevators. Most of the elevators and escalators are out of service. You have a class action lawsuit just waiting to happen from the disability crowd.

#	Comments	Responses
1	Before you expand the Light Rail, cleanup and fix the existing line. The car interiors are disgustingly filthy. The stations are dirty with piles of human feces and urine in corners and elevators. Most of the elevators and escalators are out of service. You have a class action lawsuit just waiting to happen from the disability crowd.	In March 2023, Sound Transit announced plans to make improvements to the Link light rail system to address passenger concerns relating to the security and cleanliness of stations and trains. Improvements include a pilot program of station agents at Northgate and Westlake Stations to give directions and help passengers as needed; added security at some stations and on board 1 Line trains; crisis response teams on trains; new garbage cans and more frequent power washing at the platform level of Downtown Seattle Transit Tunnel stations; checking Downtown Seattle stations for people who may need to be connected to resources; and testing new train seating made with materials that are easier to clean and more durable.

Comment Submittal 0603

Communication ID	Name	Email
501058	Rachael Robins	rachael.e.robins@gmail.com

Full Communication (4/23/2022)

I oppose the DELS and DEL6 proposed routes, I'm a healthcare provider and many of my most disadvantaged, high risk patients struggle with severe mental illness. These patients are literally being kept alive by the services provided by Transitional Resources, and the aforementioned proposed routes would devastate this amazing and integral organization. Please reconsider.

Rachael Robins PA-C

#	Comments	Responses
1	I oppose the DEL5 and DEL6 proposed routes, I'm a healthcare provider and many of my most disadvantaged, high risk patients struggle with severe mental illness. These patients are literally being kept alive by the services provided by Transitional Resources, and the aforementioned proposed routes would devastate this amazing and integral organization. Please reconsider.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0604

Communication ID	Name	Email
501063	Jerry Adona	jsadona@comcast.net

Full Communication (4/23/2022)

I oppose the elevated version due to the the high number of families that it will displaced.

#	Comments	Responses
1	I oppose the elevated version due to the the high number of families that it will displaced.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0605

Communication ID	Name	Email
501079	Tiffany Tessada	tiffanyt@me.com

Full Communication (4/23/2022)

Please build the light rail in West seattle underground and not above ground. Above ground will destroy neighborhoods and contribute to noise pollution. Thank you

#	Comments	Responses
1	Please build the light rail in West seattle underground and not above ground. Above ground will destroy neighborhoods and contribute to noise pollution. Thank you	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0606

Communication ID	Name	Email
501083	Allie Novoa	anovoa423@gmail.com

Full Communication (4/23/2022)

Hi there,

Excited to see our transit system grow and connect our neighborhoods better. However, it should not come at the expense of small businesses. Especially those that belong and service people of color. Progress includes inclusivity and equity in its decisions. Seattle will not accept the displacement of our community that already face systematic racism in the pursuit of gentrification. Please reconsider light rail plans to support our communities, not push them out.

Thank you, Allie Novoa

#	Comments	Responses
1	Excited to see our transit system grow and connect our neighborhoods better. However, it should not come at the expense of small businesses. Especially those that belong and service people of color. Progress includes inclusivity and equity in its decisions. Seattle will not accept the displacement of our community that already face systematic racism in the pursuit of gentrification. Please reconsider light rail plans to support our communities, not push them out.	Please see responses to CC4.1b and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0607

Communication ID	Name	Email
501089	J Donald	donaldjane@hotmail.com

Full Communication (4/23/2022)

I'd like to see "Buckets" put in ... like they have in Portland, OR. This would cost considerably less money, would not require tunnels or destroying homes or re-routing streets. It could be put in much faster.

Why is this not listed as an option? It seems far superior

Thanks Jane Donald

#	Comments	Responses
1	I'd like to see "Buckets" put in ... like they have in Portland, OR. This would cost considerably less money, would not require tunnels or destroying homes or re-routing streets. It could be put in much faster. Why is this not listed as an option? It seems far superior	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0608

Communication ID	Name	Email
501090	Stephen Savage	stephen.g.savage@gmail.com

Full Communication (4/23/2022)

Hoo boy, where to even get started. I mean, considering ST's stellar elevator and escalator performance - let's not only minimize their use, but maybe eliminate as many DEEP stations and elevated stations, eh? I can't imagine being a disabled person and using the portions of the system that are literally brand new and are broken, let alone the disrepair Metro allowed to happen for the DSTT. So, yeah, if you could maybe re-think this Westlake and Midtown connection so they aren't deeper than the core of the earth, that'd be great.

Let's also, for once, maybe be forward thinking instead of the dumb-dumbs we tend to be. Plan for interlining, transfers and splits at the SODO and SLU station. I mean, let's be honest, the system today and what is planned will never really work for the future of a world without cars, which is coming sooner than later. Let's maybe allow for that thought, you know? Maybe even the option to interline/split in Ballard, too. I could see future generations wanting to head to Holman, but a HELLUVA lot more wanting connections across town to north fremonUwoodland park, wallingford, UW, childrens, and, heck, why not magnussen (a lidded OMF could be a great resource there and do the opposite of Hudson yards and build affordable housing above instead of the elite's playground). The fact that future-proofing this system has never been a consideration is really short-sighted and why we keep doing dumb things like debating destroying the ID again or splitting the spine because we didn't think we'd ever need to. Think ahead.

I just can't even begin to start with the Coast Guard and their new guidance of bridge heights higher than 99 now and how idiotic it would be to put a drawbridge in salmon bay. Do a tunnel, and for goodness sake, do it to ACTUAL Ballard. Behind the Safeway 4 blocks away (nearly the edge of the actual walkshed for the station, mind you) is just not gonna cut it. First off, it should be no where else but 17th near the hospital, because that's good/smart policy. If you have to move it away, 20th should be the secondary option at worst, 15th and 14th are laughable, just stop. Do the tunnel or bust, this shouldn't even be a discussion.

Interbay/galer...boy, that's a tough nut to crack, good on you for this, not sure I could think of a way to make either of these work well. Let's consider that interbay probably isn't going to change too much...so anything really works there, I suppose. Galer, well, you have expedia and cruiseships now, but the Armory has potential to also become a new larger development. Maybe moving that station north in the preferred alignment makes the most sense for all.

Okay, serving Seattle Center and SLU should be a huge priority, I don't mind the siting at Seattle Center, I just fear another 4 years of disruption on the north side after the arena could be tough. Is there a way to cuUcover or cap over the work area? I've seen it done in Seoul and in LA right now on Wilshire where the whole station box was cut, covered and traffic/ped access was re-enabled. This has to be an option here. SLU, I'd like to see a station not under the busiest non-freeway roads in Seattle. I mean have you ever walked near Mercer/Aurora today? Imagine that with a station and coming out the wrong entrance or being unsure of your wayfinding. It messes with the walkshed and actual access to the station to do that, is there a way to have a north SLU station that is perhaps a stacked interline option like downtown Oakland? This way we could run lines north along aurora and use this existing tunnel capacity and still have transfer options. I honestly couldn't care less about disruptions to Amazonia and the surrounding businesses here - it has been an assorted pedestrian/bike nightmare for the past 20 years, I see no need to be worried about tacking on more here - don't worry about disruption, dig my friends, everyone else did.

Denny station - I'd just like to see some access to the streetcar and 8-line optimization, I'm a little worried about streetcar disruption and if the city could figure out if the center city connector would ever happen I'd be more worried about disruptions to the street car, but if they don't bother, this toy is fine to have disruptions in my mind.

Westlake and Midtown - boy if your performance on current maintenance of stations isn't a red flag to rethink both of these stations, I don't know what else is. If we're worried about grade from ID to midtown to Westlake, sure, but another way to solve that grading issue ... creep up first hill away from a freeway station to a hospital station - more hill to go under for sure, but also more distance to perhaps change your depths. Also, for goodness sake, let's not make these so dang deep, I mean is there not an option to go above the tunnel east of westlake, seems that longer connections via a tunnel are better options that elevators and escalators that break - a flat or sloped floor don't break.

ID Station - just stop with 5th, just stop. Do 4th, to hell with cars, make a detour above for transit only, build the box away from ID and do ACTUAL connections to King Street Station, Union Station and ID station. This seems like a no brainer - but let's make this simple for you - STOP WITH 5th, connect the stations at or below grade, no more car dodging. I see no reason to change much with Stadium station, seems like a whole lot of rearrangements to optimize for a tunnel have room to make work. Soda, whatever works here - I think the only thing to think about is eliminating as many if not ALL at-grade crossings. The mixed traffic for light rail in seattle is clearly a failed concept, don't give the

dumb-dumb drivers here an option to keep driving into the path of oncoming trains. They'll never learn that trains don't swerve or stop on a dime, so just eliminate the option to hit them. Again with the future-proofing, allow for future interline for express through georgetown/boeing to connect to the existing rail south past the deferred boeing station - could be a nice addition to the spine and serve georgetown and long walks to south park.

Is the duwamish crossing a settled item? I feel like I heard, but never went in-depth on the lifespan of the existing high car bridge and light rail timing. Will the existing bridge need replaced by the century we decide to start building light rail? Maybe there is a cost-savings option of designing and building in tandem a replacement here with side-running light rail. I'm sure it'd be easier to redesign a space shuttle and launch it considering the Seallle process, but maybe I'm wrong?

West Seattle -Avalon, Delridge and Junction...I guess I don't have strong feelings about Avalon and Delridge other than who gives a flip about a golf course over existing homes in the area. Carve out what you need from that, does the station need to go there, no, but maybe consolidation saves some cash. I saw the ridership loss at Avalon was nearly non-existent, so that could be useful. I just would like to see walkshed optimization for those stations (or that one station). Dodging traffic at fauntleroy/35th/Genessee is probably why Avalon would not affect ridership and I don't blame anyone from not wanting to walk near that speedway and bad pedestrian options. Optimize completely over them/under them or away from them all together. The junction - again - futureproofing so connections could go down to white center/burien/etc. I'd really be disappointed if this wasn't a tunnel from about 35th into the junction and while we're on that discussion, why is it again we're talking about a station nowhere near the junction. Same as Ballard, go TO the junction, and if not, don't bother with anything less than one block from it, so 42nd.

Just stop with the half-hearted design and service of our population. Build it where people are, to hell with the NIMBY bullspit, they'll get over construction or die before it's done. This is an investment in future generations and the current ones clearly don't care about our future, so ignore them. Build it fast, build it sooner, build it cheaper, build it right, build it where we are, and do it now.

#	Comments	Responses
1	Considering ST's stellar elevator and escalator performance - let's not only minimize their use, but maybe eliminate as many DEEP stations and elevated stations, eh? I can't imagine being a disabled person and using the portions of the system that are literally brand new and are broken, let alone the disrepair Metro allowed to happen for the DSTT. So, yeah, if you could maybe re- think this Westlake and Midtown connection so they aren't deeper than the core of the earth, that'd be great.	Please see responses to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Let's also, for once, maybe be forward thinking instead of the dumb-dumbs we tend to be. Plan for interlining, transfers and splits at the SODO and SLU station. I mean, let's be honest, the system today and what is planned will never really work for the future of a world without cars, which is coming sooner than later. Let's maybe allow for that thought, you know? Maybe even the option to interline/split in Ballard, too. I could see future generations wanting to head to Holman, but a HELLUVA lot more wanting connections across town to north fremont/woodland park, wallingford, UW, childrens, and, heck, why not magnussen (a lidded OMF could be a great resource there and do the opposite of Hudson yards and build affordable housing above instead of the elite's playground). The fact that future-proofing this system has never been a consideration is really short-sighted and why we keep doing dumb things like debating destroying the ID again or splitting the spine because we didn't think we'd ever need to. Think ahead.	Please see Section 2.1, Build Alternatives, of the Final EIS for more information on transfers between light rail lines at SODO. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	I just can't even begin to start with the Coast Guard and their new guidance of bridge heights higher than 99 now and how idiotic it would be to put a drawbridge in salmon bay. Do a tunnel, and for goodness sake, do it to ACTUAL Ballard. Behind the Safeway 4 blocks away (nearly the edge of the actual walkshed for the station, mind you) is just not gonna cut it. First off, it should be no where else but 17th near the hospital, because that's good/smart policy. If you have to move it away, 20th should be the secondary option at worst, 15th and 14th are laughable, just stop. Do the tunnel or bust, this shouldn't even be a discussion.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Galer, well, you have expedia and cruiseships now, but the Armory has potential to also become a new larger development. Maybe moving that station north in the preferred alignment makes the most sense for all.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	I don't mind the siting at Seattle Center, I just fear another 4 years of disruption on the north side after the arena could be tough. Is there a way to cut/cover or cap over the work area? I've seen it done in Seoul and in LA right now on Wilshire where the whole station box was cut, covered and traffc/ped access was re-enabled. This has to be an option here.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	SLU, I'd like to see a station not under the busiest non-freeway roads in Seattle. I mean have you ever walked near Mercer/Aurora today? Imagine that with a station and coming out the wrong entrance or being unsure of your wayfinding. It messes with the walkshed and actual access to the station to do that, is there a way to have a north SLU station that is perhaps a stacked interline option like downtown Oakland? This way we could run lines north along aurora and use this existing tunnel capacity and still have transfer options.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Denny station - I'd just like to see some access to the streetcar and 8-line optimization, I'm a little worried about streetcar disruption and if the city could figure out if the center city connector would ever happen I'd be more worried about disruptions to the street car, but if they don't bother, this toy is fine to have disruptions in my mind.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Westlake and Midtown - boy if your performance on current maintenance of stations isn't a red flag to rethink both of these stations, I don't know what else is. If we're worried about grade from ID to midtown to Westlake, sure, but another way to solve that grading issue ... creep up first hill away from a freeway station to a hospital station - more hill to go under for sure, but also more distance to perhaps change your depths. Also, for goodness sake, let's not make these so dang deep, I mean is there not an option to go above the tunnel east of westlake, seems that longer connections via a tunnel are better options that elevators and escalators that break - a flat or sloped floor don't break.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
9	Is the duwamish crossing a settled item? I feel like I heard, but never went in-depth on the lifespan of the existing high car bridge and light rail timing. Will the existing bridge need replaced by the century we decide to start building light rail? Maybe there is a cost-savings option of designing and building in tandem a replacement here with side-running light rail. I'm sure it'd be easier to redesign a space shuttle and launch it considering the Seattle process, but maybe I'm wrong?	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.
10	West Seattle-Avalon, Delridge and Junction...I guess I don't have strong feelings about Avalon and Delridge other than who gives a flip about a golf course over existing homes in the area. Carve out what you need from that, does the station need to go there, no, but maybe consolidation saves some cash. I saw the ridership loss at Avalon was nearly non-existent, so that could be useful. I just would like to see walkshed optimization for those stations (or that one station). Dodging traffic at fauntleroy/35th/Genessee is probably why Avalon would not affect ridership and I don't blame anyone from not wanting to walk near that speedway and bad pedestrian options. Optimize completely over them/under them or away from them all together.	Please see responses to CC2j and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership.
11	The junction - again - futureproofing so connections could go down to white center/burien/etc. I'd really be disappointed if this wasn't a tunnel from about 35th into the junction and while we're on that discussion, why is it again we're talking about a station nowhere near the junction. Same as Ballard, go TO the junction, and if not, don't bother with anything less than one block from it, so 42nd.	Please see responses to CCG2, CC2d, and CC2i in Table 7-1.
12	Just stop with the half-hearted design and service of our population. Build it where people are, to hell with the NIMBY bullspit, they'll get over construction or die before it's done. This is an investment in future generations and the current ones clearly don't care about our future, so ignore them. Build it fast, build it sooner, build it cheaper, build it right, build it where we are, and do it now.	Please see response to CCG4 in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.
13	ID Station - just stop with 5th, just stop. Do 4th, to hell with cars, make a detour above for transit only, build the box away from ID and do ACTUAL connections to King Street Station, Union Station and ID station. This seems like a no brainer - but let's make this simple for you - STOP WITH 5th, connect the stations at or below grade, no more car dodging.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0609

Communication ID	Name	Email
501101	Anne Bradfield	anne@floressencedesign.com; ambradfield@gmail.com

Full Communication (4/23/2022)

I am a resident of the Youngstown neighborhood in North Delridge. Our home is on 26th Ave SW - right where Dakota street runs into it from the east. My comment is in regards to "ES.3.1.1.3.

Delridge Segment". Having listened to several presentations from ST and having reviewed the DEIS, I would like to put in a strong vote of favor for the Andover Street Station Alternatives (DEL-5 or DEL-6). Table ES-3 on page ES-18 says it all for me: less cost, less noise (DEL-6), less disruption to historical properties and to parks/rec. Fewer street closures, fewer miles obstructed for vehicles.

And the fact that DEL-5 and DEL-6 pose far smaller impact to our residences in this small neighborhood is hugely significant. So much housing density has been created in our tiny neighborhood in the last 10 years since I've moved here. I can't believe that this vision for urban density would be so easily disregarded in the demolition for the light rail, when a viable alternative exists.

I realize that a greater number of businesses would be impacted with DEL-5 and DEL-6. As a business owner in Seattle myself, my opinion is that disruption to a business is a much less stressful thing than disruption to a home and a community.

I understand that there is some thinking that the Andover alternatives are too far north to make sense for commuters. But I don't see how moving the station 2 blocks south, into the heart of the neighborhood, makes a significant enough difference to warrant all the other disadvantages to DEL-1, 2, 3, and 4. With the bus lines going right down to Andover street, there is a pretty seamless transit connection.

I sincerely hope it's not too late to seriously consider DEL-5 or DEL-6. Thank you.

#	Comments	Responses
1	Our home is on 26th Ave SW - right where Dakota street runs into it from the east. My comment is in regards to "ES.3.1.1.3. Delridge Segment". Having listened to several presentations from ST and having reviewed the DEIS, I would like to put in a strong vote of favor for the Andover Street Station Alternatives (DEL-5 or DEL-6). Table ES-3 on page ES-18 says it all for me: less cost, less noise (DEL-6), less disruption to historical properties and to parks/rec. Fewer street closures, fewer miles obstructed for vehicles. And the fact that DEL-5 and DEL-6 pose far smaller impact to our residences in this small neighborhood is hugely significant. So much housing density has been created in our tiny neighborhood in the last 10 years since I've moved here. I can't believe that this vision for urban density would be so easily disregarded in the demolition for the light rail, when a viable alternative exists. I realize that a greater number of businesses would be impacted with DEL- 5 and DEL-6. As a business owner in Seattle myself, my opinion is that disruption to a business is a much less stressful thing than disruption to a home and a community. I understand that there is some thinking that the Andover alternatives are too far north to make sense for commuters. But I don't see how moving the station 2 blocks south, into the heart of the neighborhood, makes a significant enough difference to warrant all the other disadvantages to DEL-1, 2, 3, and 4. With the bus lines going right down to Andover street, there is a pretty seamless transit connection. I sincerely hope it's not too late to seriously consider DEL-5 or DEL-6.	Please see response to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0610

Communication ID	Name	Email
501102	Paul Brown	paul5280@gmail.com

Full Communication (4/23/2022)

I'm very disappointed in many of the preferred alternatives listed here.

The Ballard end point is very far from what most people consider Ballard. 14th Ave NW is almost as close to Fremont as it is to Ballard.

The West Seattle Junction preferred alternative which stops on Fauntleroy is at the bottom of a very large hill. Asking anyone who is mobility impaired to get off a train at Fauntleroy and climb the hill that is Alaska at that point is a bad idea. The stop should allow passengers to get to the junction without climbing a large hill.

I understand that these projects are expensive, and compromises need to be made, but this is too much. These fatal compromises will make these very expensive lines much less useful. This is an opportunity for us to make our city much more accessible to people who cannot or chose not to drive a car. Stops in Interbay, Ballard, and West Seattle that will require a transfer to get to places where people live and work misses the mark. It feels like the Southcenter mistake all over again. Imagine a Link that instead of dropping you at an elevated station far from anywhere you want to go, it dropped you at Southcenter mall where many people work and shop. Let's not repeat that mistake and place a Ballard stop almost a mile out of central Ballard, and a West Seattle Junction stop at the bottom of a mountain.

Let's think a little bigger and build the pedestrian-friendly Seattle we all want to live in.

#	Comments	Responses
1	'm very disappointed in many of the preferred alternatives listed here. The Ballard end point is very far from what most people consider Ballard. 14th Ave NW is almost as close to Fremont as it is to Ballard. The West Seattle Junction preferred alternative which stops on Fauntleroy is at the bottom of a very large hill. Asking anyone who is mobility impaired to get off a train at Fauntleroy and climb the hill that is Alaska at that point is a bad idea. The stop should allow passengers to get to the junction without climbing a large hill. I understand that these projects are expensive, and compromises need to be made, but this is too much. These fatal compromises will make these very expensive lines much less useful. This is an opportunity for us to make our city much more accessible to people who cannot or chose not to drive a car. Stops in Interbay, Ballard, and West Seattle that will require a transfer to get to places where people live and work misses the mark. It feels like the Southcenter mistake all over again. Imagine a Link that instead of dropping you at an elevated station far from anywhere you want to go, it dropped you at Southcenter mall where many people work and shop. Let's not repeat that mistake and place a Ballard stop almost a mile out of central Ballard, and a West Seattle Junction stop at the bottom of a mountain. Let's think a little bigger and build the pedestrian-friendly Seattle we all want to live in.	Please see response to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to Ballard Station for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0611

Communication ID	Name	Email
501104	Dani Flanagan	daniflanagan_1@gmail.com

Full Communication (4/23/2022)

I have resided in West Seattle for 25 years. I am excited about the possibility of light rail coming to West Seattle. However I am very concerned about the Del-5 and Del-6 proposals. These proposals would have a devastating impact on a critical nonprofit in our community. Transitional Resources operates several residential programs for adults with severe, chronic and persistent mental illness. Their programs are located on this route.. Their services are so important! This is not a population that could easily receive services in another location. Routine, consistency and Quick access to mental health providers is critical to individuals safety and recovery. Thank you for your time and effort and I appreciate you taking another look at these two routes. Thank you so much- Dani Flanagan

#	Comments	Responses
1	I am very concerned about the Del-5 and Del-6 proposals. These proposals would have a devastating impact on a critical nonprofit in our community. Transitional Resources operates several residential programs for adults with severe, chronic and persistent mental illness. Their programs are located on this route.. Their services are so important! This is not a population that could easily receive services in another location. Routine, consistency and Quick access to mental health providers is critical to individuals safety and recovery.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0612

Communication ID	Name	Email
501163	Mike Mizell	michaelvmizell@gmail.com

Full Communication (4/24/2022)

I have attended all the public outreach events, and have asked a lot of questions, but continue to get the same responses--that they cannot answer my questions. The West Seattle community has tried to make it clear to Sound Transit that most of the proposed alignments are NOT what we voted for in 2016. We have stressed to Sound Transit at all the outreach events that Options DEL- 2a, or DEL-2b + WSJ-3a or WSJ-3b, are the only options we are in favor of. We have offered suggestions of removing the Avalon station due to the low projected daily boardings (1,200), and spending the resources on the tunnel instead. The areal/at grade options will be tremendously invasive of the built environment especially WSJ-4 and WSJ-5, that would displace Transitional Resources; have many housing displacements; create accessibility issues for remaining residents; create construction impacts to residents from the retained cut; and have operational visual/noise impacts to residents along 32nd Ave. We have asked if there is anyone at Sound Transit that is specifically responsible for figuring out how to find the funding for the long tunnel option, but again it is a question that remains unanswered. Again, to be clear, the residents and businesses in West Seattle are only in favor of the long tunnel options. Please hear hus.

#	Comments	Responses
1	The West Seattle community has tried to make it clear to Sound Transit that most of the proposed alignments are NOT what we voted for in 2016. We have stressed to Sound Transit at all the outreach events that Options DEL-2a, or DEL-2b + WSJ-3a or WSJ-3b, are the only options we are in favor of.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	We have offered suggestions of removing the Avalon station due to the low projected daily boardings (1,200) and spending the resources on the tunnel instead.	Please see response to CC2j in Table 7-1.
3	The areal/at grade options will be tremendously invasive of the built environment especially WSJ-4 and WSJ-5, that would displace Transitional Resources; have many housing displacements; create accessibility issues for remaining residents; create construction impacts to residents from the retained cut; and have operational visual/noise impacts to residents along 32nd Ave.	Please see responses to CC4.1b, CC4.4a, and CC4.4d in Table 7-1.
4	We have asked if there is anyone at Sound Transit that is specifically responsible for figuring out how to find the funding for the long tunnel option, but again it is a question that remains unanswered.	Also see response to CC2c in Table 7-1.

Comment Submittal 0613

Communication ID	Name	Email
501174	Chris Okray	cmokroy@gmail.com

Full Communication (4/24/2022)

I would like to comment on the preferred W Seattle light rail option. I see that it goes right up against the golf course, and that will inevitably impact the course greatly. There is 4-5 holes that would be impacted and inevitably change the way the course is played.

West Seattle Golf Course is a gem in Seattle with a great club atmosphere, and the best public golf course in Seattle limits, hands down. I understand there is a need to build a light rail line, but impacting something that is used by thousands yearly is not desirable.

Ideally, one of the alternate routes would be chosen to not impact a public land, used by so many. West Seattle Golf Course is a great course and a place where golf can flourish in the city. The team at the course has worked tirelessly to become a miles better course than Jefferson/Jackson, and it would be a shame to impact that hard work with the light rail extension.

I urge the team to consider a different route. Thanks

Chris Okray

#	Comments	Responses
1	I would like to comment on the preferred W Seattle light rail option. I see that it goes right up against the golf course, and that will inevitably impact the course greatly. There is 4-5 holes that would be impacted and inevitably change the way the course is played. West Seattle Golf Course is a gem in Seattle with a great club atmosphere, and the best public golf course in Seattle limits, hands down. I understand there is a need to build a light rail line, but impacting something that is used by thousands yearly is not desirable. Ideally, one of the alternate routes would be chosen to not impact a public land, used by so many. West Seattle Golf Course is a great course and a place where golf can flourish in the city. The team at the course has worked tirelessly to become a miles better course than Jefferson/Jackson, and it would be a shame to impact that hard work with the light rail extension. I urge the team to consider a different route.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0614

Communication ID	Name	Email
501184	Christina Kitson	kitson.tina@gmail.com

Full Communication (4/24/2022)

As a parent of two children at Alki Beach Academy(ABA), I am asking that you pursue options that would not require a forced relocation for the West Seattle Light Rail Extension. ABA is a gift to the community and has welcomed me and many parents who were in need of high quality child care in our community. We simply could not afford many other options in the vicinity. ABA is truly important to enabling the financial stability of our family, and the early learning opportunities that all children should have.

In addition, I have learned that ABA serves an important role in creating more equity in our community. It is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. Thank you.

#	Comments	Responses
1	As a parent of two children at Alki Beach Academy(ABA), I am asking that you pursue options that would not require a forced relocation for the West Seattle Light Rail Extension. ABA is a gift to the community and has welcomed me and many parents who were in need of high quality child care in our community. We simply could not afford many other options in the vicinity. ABA is truly important to enabling the financial stability of our family, and the early learning opportunities that all children should have. In addition, I have learned that ABA serves an important role in creating more equity in our community. It is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. Thank you.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0615

Communication ID	Name	Email
501187	Nelson Lowhim	nlowhim@gmail.com

Full Communication (4/24/2022)

Please make this extension happen as soon as possible. The closer it is to a built up area, the better.

#	Comments	Responses
1	Please make this extension happen as soon as possible. The closer it is to a built up area, the better.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0616

Communication ID	Name	Email
501190	Caanan Reiersgaard	esufer@mac.com

Full Communication (4/24/2022)

I am a West Seattle Junction resident. My comments:

TUNNELING: West Seattle, Avalon and Delridge should use as much tunneling as possible. Best Practices for a once-in-a-century project dictate that - especially given the significant elevation change in the area - underground options increase neighborhood livability and offer a better long term solution.

STATION DEPTH: Downtown stations should be as shallow as possible and surface to platform elevators should be the preferred option when feasible.

STATION LOCATION: The Ballard and South Lake Union station need to be built in and to the communities they serve.

SPEED: Fast connections are critical. Ensure there are backup options to account for mechanical failure.

SYSTEM GROWTH: Favor options that make inevitable growth of the ST network frictionless.

#	Comments	Responses
1	West Seattle, Avalon and Delridge should use as much tunneling as possible. Best Practices for a once-in-a-century project dictate that - especially given the significant elevation change in the area - underground options increase neighborhood livability and offer a better long term solution.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	STATION DEPTH: Downtown stations should be as shallow as possible and surface to platform elevators should be the preferred option when feasible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	STATION LOCATION: The Ballard and South Lake Union station need to be built in and to the communities they serve.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	SPEED: Fast connections are critical. Ensure there are backup options to account for mechanical failure.	Sound Transit has design criteria that are followed that require designing to allow service to continue in the event of train mechanical failures. Stations are designed with redundant vertical circulation based on these design criteria as well.
5	SYSTEM GROWTH: Favor options that make inevitable growth of the ST network frictionless.	Please see the response to CC2d in Table 7-1.

Comment Submittal 0617

Communication ID	Name	Email
501196	Shirley Dimbirs	sdimbirs@gmail.com

Full Communication (4/24/2022)

I think the sound transit board should propose having just 1 light rail station for West Seattle, the centrally located one at Fauntleroy. That would minimize housing and job displacements and lower the costs. It doesn't make sense to have 3 stations so close to each other. And the Fauntleroy station would be better positioned for the line to extend to the south eventually. I believe if they polled the West Seattle populace on that choice, they could change to this option.

If they won't go down to just one station, Fauntleroy would take out less jobs than the 41142nd Avenue choice, and again, would be a better choice for turning south later.

I am also concerned that if the 41st/42nd options are built the 2 most affordable grocery stores in the area, Trader Joes and Safeway, would be displaced. Grocery prices have been raising very fast. There is senior housing at Alaska house. Not everyone who lives near the West Seattle junction can afford to shop at Whole Foods.

#	Comments	Responses
1	I think the sound transit board should propose having just 1 light rail station for West Seattle, the centrally located one at Fauntleroy. That would minimize housing and job displacements and lower the costs. It doesn't make sense to have 3 stations so close to each other. And the Fauntleroy station would be better positioned for the line to extend to the south eventually. I believe if they polled the West Seattle populace on that choice, they could change to this option.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
2	Fauntleroy would take out less jobs than the 41142nd Avenue choice, and again, would be a better choice for turning south later.	Please see the response to CC2d in Table 7-1.
3	I am also concerned that if the 41st/42nd options are built the 2 most affordable grocery stores in the area, Trader Joes and Safeway, would be displaced. Grocery prices have been raising very fast. There is senior housing at Alaska house. Not everyone who lives near the West Seattle junction can afford to shop at Whole Foods.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhood, for more information on displaced grocery stores.

Comment Submittal 0618

Communication ID	Name	Email
501203	Sandra Melo	smelo490@southseattle.edu

Full Communication (4/24/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably negatively impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.

#	Comments	Responses
1	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably negatively impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0619

Communication ID	Name	Email
501207	Wesley Lin	wesleylin625@gmail.com

Full Communication (4/24/2022)

1.2.2.2

For building a second transit tunnel, while agreed that a second guideway through downtown is needed for the additional capacity, choosing a deep bored tunnel isn't the only alternative. An elevated approach through downtown along 1st or 5th avenue could work just as well for a fraction of a cost as well as much cheaper stations. If it was a shallow tunnel/moderately deep, then perhaps the high cost would be worth it for the easy transfers, however with the required deep tunnels, the difficulty in constructing them causes long construction times, high costs and correspondingly expensive stations.

6.2.2.1 Sodo

prefer Mixed Profile Station (SODO-2). Allows busway to be kept open eventually. If cost is too high then second preferred is at grade staggered station.

6.2.2.1.2 Duwamish

Prefer South Crossing (DUW-1a) much cheaper and easier to construct.

South Cross South (DUW-1b) edge costs too much for around the same impacts North Crossing Alternative seems inacceptable for the Army Corps

6.2.2.1.3 Delridge

Prefer Dakota Street Station Alternative DEL-1a as being the most cost effective, and easy expansion south on Fauntleroy Way. Second would be Medium tunnel 41st

6.2.2.1.4 West Seattle Junction

Prefer Elevated Fauntleroy via Dakota (WSJ-2) both for it's low cost and easy expansion further south. Though the removal of the apartment is unnecessary -- mainly caused by the avoidance of removing any car lanes. The station should be place within the ROW of Fauntleroy Way SW (north of the SW Alaska St) with perhaps some property acquisition from shell/highline West Seattle Urgent Care.

6.2.2.2.1 Chinatown Segment

Prefer the international district 4th avenue shallow station (CID-1a)

The deep station would impose too great of a transfer penalty for riders especially as being the main transfer station for the 3 lines.

Any deep station should be heavily contested if an alternative is available, the high cost and transfer penalty for decades is not worth saving the short term construction impacts. (And trying to avoid construction impacts with more tunneling can length construction times -- causing more impact than just doing a normal cut-and-cover station. Just look at the San Francisco chinatown station debacle, or San Jose's BART switch from cut-and-cover stations to mined stations)

6.2.2.2.2 Downtown Segment

No real preference besides connecting to shallow alternatives in Chinatown.

More importantly, the depth of these midtown/ Denny stations are too deep. Even accounting for having to traverse under the existing Westlake station, the midtown station depths of 140 feet are ridiculous and greatly increase construction cost and rider transfer times. The tunnel clearance against the existing Westlake station's are far too large compared to other European countries train stations. And additionally look into removing the mezzanine station style for midtown station to decrease the depth -- any time savings from the having the mezzanine are greatly outweighed by the additional depth it adds.

6.2.2.2.3 South Interbay Segment

None of the alternatives greatly change in ridership from 2,600. Given that Galer Street Station/ Central Interbay Alternative SIB-1 is preferred.

6.2.2.2.4 Interbay/Ballard

For Ballard prefer the elevated 15th avenue alternative or elevated 14th avenue. Much faster to construct than the underground alternatives and allows for easy expansion north. Against any tunnel approach for their high cost and inability to extend north.

Note given the recent Coast Guard letter requiring a 205 feet bridge, then preferred to have a high movable bridge. While it rnay need to open a couple times a year -- it is greatly desired over a deep tunnel. Again as already noted above, adding a deep tunnel will greatly inflate the cost of building the light rail and building a Ballard station will cost a lot more than necessary as well.

Regarding cost cutting measures:

Shift faulteroy station (-200 million), while shifting faulteroy station should definitely be studied, moving it onto 38th avenue means that further extensions south past Fairmont park elementary school aren't possible. What should be done is moving the station onto the ROW of Faulteroy Way SW itself.

Eliminating Avalon station (-325 million), should be studied and ii seems the community is in alignment with it, but am not for using those savings for tunneling. It is a waste of money to spend transit money on visual impacts, one could fund decades of RapidRide busses or say extend southwards to Morgan street.

Consolidate Denny and south lake union stations (-575 million), should be briefly studied, the loss of an entire station shouldn't be taken easily though. But more importantly looking into ways to lessen the depth of the tunnels would greatly decrease cost. There should be investigations into moving the section crossing the 99 north to lessen the tunnel depth again toe decrease the station depth cost.

Lastly, am heavily against using any cost saving measures if those funds are going to be used for visual or construction impacts. Those funds should only be used for actual transit benefits. If one tries to maximize construction/visual impacts you're going to end up minimizing transit benefits per dollar. And it is impossible to remove all construction/visual impacts.

#	Comments	Responses
1	1.2.2.2 For building a second transit tunnel, while agreed that a second guideway through downtown is needed for the additional capacity, choosing a deep bored tunnel isn't the only alternative. An elevated approach through downtown along 1st or 5th avenue could work just as well for a fraction of a cost as well as much cheaper stations. If it was a shallow tunnel/moderately deep, then perhaps the high cost would be worth it for the easy transfers, however with the required deep tunnels, the difficulty in constructing them causes long construction times, high costs and correspondingly expensive stations.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	6.2.2.1 Soda prefer Mixed Profile Station (SODO-2). Allows busway to be kept open eventually. If cost is too high then second preferred is at grade staggered station.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	6.2.2.1.2 Duwamish Prefer South Crossing (DUW-1a) much cheaper and easier to construct. South Cross South (DUW-1b) edge costs too much for around the same impacts North Crossing Alternative seems inacceptable for the Army Corps	Please see response to CCG2 in Table 7-1.
4	6.2.2.1.3 Delridge Prefer Dakota Street Station Alternative DEL-1a as being the most cost effective, and easy expansion south on Fauntleroy Way. Second would be Medium tunnel 41st	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
5	6.2.2.1.4 West Seattle Junction Prefer Elevated Fauntleroy via Dakota (WSJ-2) both for it's low cost and easy expansion further south. Though the removal of the apartment is unnecessary -- mainly caused by the avoidance of removing any car lanes. The station should be place within the ROW of Fauntleroy Way SW (north of the SW Alaska St) with perhaps some property acquisition from shell/highline West Seattle Urgent Care.	Please see responses to CCG2 and CC4.1bin Table 7-1.
6	6.2.2.2.1 Chinatown Segment Prefer the international district 4th avenue shallow station (CID-1a) The deep station would impose too great of a transfer penalty for riders especially as being the main transfer station for the 3 lines. Any deep station should be heavily contested if an alternative is available, the high cost and transfer penalty for decades is not worth saving the short term construction impacts. (And trying to avoid construction impacts with more tunneling can length construction times -- causing more impact than just doing a normal cut-and-cover station. Just look at the San Francisco chinatown station debacle, or San Jose's BART switch from cut-and- cover stations to mined stations)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	6.2.2.2.2 Downtown Segment No real preference besides connecting to shallow alternatives in Chinatown. More importantly, the depth of these midtown/ Denny stations are too deep. Even accounting for having to traverse under the existing Westlake station, the midtown station depths of 140 feet are ridiculous and greatly increase construction cost and rider transfer times. The tunnel clearance against the existing Westlake station's are far too large compared to other European countries train stations. And additionally look into removing the mezzanine station style for midtown station to decrease the depth -- any time savings from the having the mezzanine are greatly outweighed by the additional depth it adds.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	6.2.2.2.3 South Interbay Segment None of the alternatives greatly change in ridership from 2,600. Given that Galer Street Station/ Central Interbay Alternative SIB-1 is preferred.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	6.2.2.2.4 Interbay/Ballard For Ballard prefer the elevated 15th avenue alternative or elevated 14th avenue. Much faster to construct than the underground alternatives and allows for easy expansion north. Against any tunnel approach for their high cost and inability to extend north. Note given the recent Coast Guard letter requiring a 205 feet bridge, then preferred to have a high movable bridge. While it may need to open a couple times a year -- it is greatly desired over a deep tunnel. Again as already noted above, adding a deep tunnel will greatly inflate the cost of building the light rail and building a Ballard station will cost a lot more than necessary as well.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
10	Shift faulteroy station (-200 million), while shifting faulteroy station should definitely be studied, moving it onto 38th avenue means that further extensions south past Fairmont park elementary school aren't possible. What should be done is moving the station onto the ROW of Faulteroy Way SW itself.	Please see response to CC2d in Table 7-1.
11	Eliminating Avalon station (-325 million), should be studied and it seems the community is in alignment with it, but am not for using those savings for tunneling. It is a waste of money to spend transit money on visual impacts, one could fund decades of RapidRide busses or say extend southwards to Morgan street.	Please see response to CC2j in Table 7-1.
12	Consolidate Denny and south lake union stations (-575 million), should be briefly studied, the loss of an entire station shouldn't be taken easily though. But more importantly looking into ways to lessen the depth of the tunnels would greatly decrease cost. There should be investigations into moving the section crossing the 99 north to lessen the tunnel depth again toe decrease the station depth cost.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Lastly, am heavily against using any cost saving measures if those funds are going to be used for visual or construction impacts. Those funds should only be used for actual transit benefits. If one tries to maximize construction/visual impacts you're going to end up minimizing transit benefits per dollar. And it is impossible to remove all construction/visual impacts.	Your preference for using any cost savings for future expansions is noted. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Comment Submittal 0620

Communication ID	Name	Email
501254	Chandra Hicks	chandrahicks@gmail.com

Full Communication (4/25/2022)

The tunnel option seems the least disruptive and is not much more cost-wise. It seems more disruptive environmentally to do any of the above ground options.

#	Comments	Responses
1	he tunnel option seems the least disruptive and is not much more cost-wise. It seems more disruptive environmentally to do any of the above ground options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0621

Communication ID	Name	Email
501263	Scott Morgan	scottfm@hotmail.com

Full Communication (4/25/2022)

Page 2-28: The DUW-2 does not impact any private homes. It does not impact the steep slope of north pigeon point. It does not impact nesting great blue herons. It will build over the port facilities and will not have a significant long term impact on port activity. This seems like the best approach.

#	Comments	Responses
1	Page 2-28: The DUW-2 does not impact any private homes. It does not impact the steep slope of north pigeon point. It does not impact nesting great blue herons. It will build over the port facilities and will not have a significant long term impact on port activity. This seems like the best approach.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0622

Communication ID	Name	Email
501265	Scott Morgan	scottfm@hotmail.com

Full Communication (4/25/2022)

Page 2-36: The DEL-5 option seems to be the least impact to the north Delridge neighborhood. It allows the full NW corner of Delridge and SW Andover to allow better truck access to Nucor. to create great bus transfer flows since the entire area will be rebuilt. Most riders will be accessing this station via bus, so why move it further south and wipe out a neighborhood and getting rid of those possible walk up riders.

#	Comments	Responses
1	Page 2-36: The DEL-5 option seems to be the least impact to the north Delridge neighborhood. It allows the full NW corner of Delridge and SW Andover to allow better truck access to Nucor, to create great bus transfer flows since the entire area will be rebuilt. Most riders will be accessing this station via bus, so why move it further south and wipe out a neighborhood and getting rid of those possible walk up riders.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0623

Communication ID	Name	Email
501267	Scott Morgan	scottfm@hotmail.com

Full Communication (4/25/2022)

Page 2-42: If we are going to tunnel, select WSJ-3b. This puts the station nearest to the heart of the Junction and separates the Avalon and Alaska Junction stations to their own rider shed areas.

#	Comments	Responses
1	Page 2-42: If we are going to tunnel, select WSJ-3b. This puts the station nearest to the heart of the Junction and separates the Avalon and Alaska Junction stations to their own rider shed areas.	Please see responses to CCG2, and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0624

Communication ID	Name	Email
501268	Dana Harrison	dana.harrison.81@gmail.com

Full Communication (4/25/2022)

Hello,

As a longtime resident and property owner in West Seattle I am excited by the prospect of mass transiVlight rail connecting our community to the downtown core and other regional transit hubs. It is a necessary change to help manage the growth in population and the need for reliable, environmentally conscious transportation.

My comments here center on the West Seattle extension and the alternatives for the Alaska Junction station specifically. First and foremost I want to convey strong opposition to the two preferred alternatives proposing an elevated track (PINK, WSJ-1 and WSJ-2). An elevated track would have significant negative impacts on the noise, aesthetic, and feel of our community. An elevated track would also cause the highest number of residential displacements at a time when housing is in short supply and prohibitively expensive for many in our region. Comparatively, the PINK preferred alternatives scored lower than the remaining alternatives in performance with the Elevated 41sV42nd option (WSJ-2) receiving the lowest overall performance rating of all the alternatives proposed.

I strongly support the selection of a tunnel alternative. There are several tunnel alternatives proposed (BROWN and BLUE), and the opinions and impacts to residents along the routes should be given the most influential consideration. As a resident most impacted by the Alaska Junction station, my preference among the tunnel alternatives is WSJ-5 (BLUE, Medium Tunnel 41st). This option received the highest possible performance rating (darkest blue in every category) and displaces the fewest number of residential units. Further, this option would be least disruptive to other street level transit (bus, bike, car) and place a station at the heart of the junction business district, supporting local economic activity as well as connections to other transit options (RapidRide, bike lanes, etc.).

In closing, an elevated track to an Alaska Junction station is NOT a good choice for our neighborhood and our residents. Please preserve the beautiful, above ground aesthetic of our neighborhood and choose a tunnel alternative. Preferably one that displaces the fewest number of residents and offers the highest possible performance.

Thank you.

#	Comments	Responses
1	I am excited by the prospect of mass transiUlight rail connecting our community to the downtown core and other regional transit hubs. It is a necessary change to help manage the growth in population and the need for reliable, environmentally conscious transportation.	Thank you for expressing support for the project.
2	First and foremost I want to convey strong opposition to the two preferred alternatives proposing an elevated track (PINK, WSJ-1 and WSJ-2). An elevated track would have significant negative impacts on the noise, aesthetic, and feel of our community. An elevated track would also cause the highest number of residential displacements at a time when housing is in short supply and prohibitively expensive for many in our region. Comparatively, the PINK preferred alternatives scored lower than the remaining alternatives in performance with the Elevated 41sU42nd option (WSJ-2) receiving the lowest overall performance rating of all the alternatives proposed.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
3	I strongly support the selection of a tunnel alternative. There are several tunnel alternatives proposed (BROWN and BLUE), and the opinions and impacts to residents along the routes should be given the most influential consideration. As a resident most impacted by the Alaska Junction station, my preference among the tunnel alternatives is WSJ-5 (BLUE, Medium Tunnel 41st). This option received the highest possible performance rating (darkest blue in every category) and displaces the fewest number of residential units. Further, this option would be least disruptive to other street level transit (bus, bike, car) and place a station at the heart of the junction business district, supporting local economic activity as well as connections to other transit options (RapidRide, bike lanes, etc.).	Please see response to CCG2 in Table 7-1 in Chapter 7.

Comment Submittal 0625

Communication ID	Name	Email
501270	Michael Tanner	lemiketanner@hotmail.com

Full Communication (4/25/2022)

I am reading with increasing concern that Sound Transit may actually spend valuable time and resources considering (or, at least, make it look they are considering) the ludicrous West Seattle gondola alternative to light rail which is being heavily promoted by a small band of activists: (https://www.westseattleskylink.org/).

This is such a plainly ridiculous and not fit for purpose plan that it would be an egregious and offensive waste of taxpayer money studying this to assuage a small band of clueless activists who must have no idea how a mass transit system actually works because they probably have never used one.

Please do not humour these people, or try to fend off their campaign, by offering to spend time and money considering it. It should take ST about 5 minutes to set out half a dozen reasons why the gondola is a terrible transit "solution", from its poor capacity at rush hour (when it matters) to the fact it takes longer than cycling the same route, to the fact it requires so many multi-modal changes to apply to a normal commute to downtown (bus, gondola, transfer to already-full light rail train in SODO).

ST would get far more respect and support in the community it serves if it would definitively and firmly reject stupid ideas instead of pandering to them.

Respectfully,

Mike Tanner - West Seattle resident

#	Comments	Responses
1	Sound Transit may actually spend valuable time and resources considering (or, at least, make it look they are considering) the ludicrous West Seattle gondola alternative to light rail which is being heavily promoted by a small band of activists: (https://www.westseattleskylink.org/). This is such a plainly ridiculous and not fit for purpose plan that it would be an egregious and offensive waste of taxpayer money studying this to assuage a small band of clueless activists who must have no idea how a mass transit system actually works because they probably have never used one. Please do not humour these people, or try to fend off their campaign, by offering to spend time and money considering it. It should take ST about 5 minutes to set out half a dozen reasons why the gondola is a terrible transit "solution", from its poor capacity at rush hour (when it matters) to the fact it takes longer than cycling the same route, to the fact it requires so many multi-modal changes to apply to a normal commute to downtown (bus, gondola, transfer to already-full light rail train in SODO). ST would get far more respect and support in the community it serves if it would definitively and firmly reject stupid ideas instead of pandering to them.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0626

Communication ID	Name	Email
501272	Riley Montemayor	RMontemayor@bet-r.com

Full Communication (4/25/2022)

I am one of the many people who work at the intersection of Delridge Way and Andover Street that would be impacted by the creation of a new Sound Transit Link in this area. Every Delridge Segment option identified in Section ES.3.1.1.3. (pages ES-13 to ES-18) except for DEL-5 and DEL-6 would "displace" our company's office building at 4000 Delridge way and have severe negative impacts on the company as well as the numerous others in this area. Additionally, I do not understand why your preferred options are the ones that displace the majority of residences.

Options DEL-5 and DEL-6 may displace a few more businesses, but would displace a comparable amount of employees at those businesses and would displace far fewer residences. DEL-6 displaces 3.5 times less residences than DEL-1a; costs $300 Million less; does not impact any parks; does not impact any historical properties; is the least visually-impactful; and has the least construction transportation and noise impacts.

To be frank, I do not like any of these options and do not think this is a prudent use of public funds, particularly since by the time construction on this project is complete, the West Seattle Bridge should be available for use and the majority of West Seattle residents will be using it for transportation; and the greatest need for alternative transportation into and out of the area will be gone. Please recognize that every option except for DEL-5 and DEL-6 will displace our business with absolutely no guarantee that a new office building can be found that meets our needs. The 4000 Delridge Way Building was constructed with our specific business needs in mind, at great financial risk to the building owners, and losing it would be devastating.

#	Comments	Responses
1	I am one of the many people who work at the intersection of Delridge Way and Andover Street that would be impacted by the creation of a new Sound Transit Link in this area. Every Delridge Segment option identified in Section ES.3.1.1.3. (pages ES-13 to ES-18) except for DEL-5 and DEL-6 would "displace" our company's office building at 4000 Delridge way and have severe negative impacts on the company as well as the numerous others in this area. Additionally, I do not understand why your preferred options are the ones that displace the majority of residences. Options DEL-5 and DEL-6 may displace a few more businesses, but would displace a comparable amount of employees at those businesses and would displace far fewer residences. DEL-6 displaces 3.5 times less residences than DEL-1a; costs $300 Million less; does not impact any parks; does not impact any historical properties; is the least visually-impactful; and has the least construction transportation and noise impacts.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	To be frank, I do not like any of these options and do not think this is a prudent use of public funds, particularly since by the time construction on this project is complete, the West Seattle Bridge should be available for use and the majority of West Seattle residents will be using it for transportation; and the greatest need for alternative transportation into and out of the area will be gone.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project.

Comment Submittal 0627

Communication ID	Name	Email
501274	Noelle Evangelista	noelle.evangel@gmail.com

Full Communication (4/25/2022)

Stop displacing our beloved community businesses and catering to the white rich folks of Bellevue. We've worked hard for this country and have a right to keep this place as our own. If you will continue on with this project, we will mobilize and we will not be afraid to push back.

#	Comments	Responses
1	Stop displacing our beloved community businesses and catering to the white rich folks of Bellevue. We've worked hard for this country and have a right to keep this place as our own. If you will continue on with this project, we will mobilize and we will not be afraid to push back.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0628

Communication ID	Name	Email
501277	Nolan Koreski	guido.koreski@comcast.net

Full Communication (4/25/2022)

from 1980 on I have rented then owned property in West Seattle!

Nothing but promises of better bridges, water taxi, monorail, gondola and now light rail.

The broken and under repair high-level bridge was the only real improvement in "40 years". I have sat on public transportation busses in traffic for hours to see that the bus lanes only partially work. Still cannot reliably designate an arrival time downtown with less than a 45-minute window, often it is more. Considering the entire off hour trip by car or bus takes less than 20 minutes

My point start building something to actually free the West Seattle 80,000+ and finish it in my lifetime!

#	Comments	Responses
1	Nothing but promises of better bridges, water taxi, monorail, gondola and now light rail. The broken and under repair high-level bridge was the only real improvement in "40 years". I have sat on public transportation busses in traffic for hours to see that the bus lanes only partially work. Still cannot reliably designate an arrival time downtown with less than a 45-minute window, often it is more. Considering the entire off hour trip by car or bus takes less than 20 minutes My point start building something to actually free the West Seattle 80,000+ and finish it in my lifetime!	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0629

Communication ID	Name	Email
501278	Rusty Welch	rusty.j.welch@gmail.com

Full Communication (4/25/2022)

I would like to submit a vote for either the Tunnel 41st or Tunnel 42nd options for West Seattle. These are the least disruptive, most forward-looking alternatives.

Thank you.

#	Comments	Responses
1	I would like to submit a vote for either the Tunnel 41st or Tunnel 42nd options for West Seattle. These are the least disruptive, most forward-looking alternatives. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0630

Communication ID	Name	Email
501279	Nancy Gracie	nancygracie@gmail.com

Full Communication (4/25/2022)

I am a long time west seattle resident and metro bus commuter.

I support the alternative that places a station terminating at Fauntleroy. It would avoid having such a large impact on the existing Alaska Junction community and neighborhoods. Both the elevated and/or tunnels that would be needed to place a station just a block or so west seem excessively and unnecessarily intrusive and expensive.

The Fauntleroy location is already a hub for commuters and is a much wider street.

If for some reason that I am missing the station farther west is required - than I support a tunnel and taking the time needed to find third party funding.

#	Comments	Responses
1	I support the alternative that places a station terminating at Fauntleroy. It would avoid having such a large impact on the existing Alaska Junction community and neighborhoods. Both the elevated and/or tunnels that would be needed to place a station just a block or so west seem excessively and unnecessarily intrusive and expensive. The Fauntleroy location is already a hub for commuters and is a much wider street. If for some reason that I am missing the station farther west is required - than I support a tunnel and taking the time needed to find third party funding.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0631

Communication ID	Name	Email
501282	Jeremy Normann	J.normann@outlook.com

Full Communication (4/25/2022)

The alternative routes with a tunnel near Fauntleroy/38th Ave SW area would help preserve more of the neighborhood in my area. We have good neighbors.

Not sure how to suggest the page chapter etc. Thanks again

#	Comments	Responses
1	The alternative routes with a tunnel near Fauntleroy/38th Ave SW area would help preserve more of the neighborhood in my area. We have good neighbors.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0632

Communication ID	Name	Email
501285	michael flynn	maf81557@aol.com

Full Communication (4/25/2022)

What good does this do to just run the light rail into The Junction? Why not down 35th Avenue SW, or Fauntleroy to the ferry, or Delridge through White Center (16th could use the economic benefit) and into Burien? Crosstown options would be helpful, too, somehow connecting to Soda, Georgetown, and Southcenter.

Businesses and residents being displaced should receive benefits that include new homes and businesses, and free travel for life on the system.

Bad enough the scam that bought property and then the project was canceled years ago.

And... given that I'm old, I expect I won't be here when this thing is finally finished more than a decade from now.

#	Comments	Responses
1	What good does this do to just run the light rail into The Junction? Why not down 35th Avenue SW, or Fauntleroy to the ferry, or Delridge through White Center (16th could use the economic benefit) and into Burien? Crosstown options would be helpful, too, somehow connecting to Soda, Georgetown, and Southcenter.	Please see responses to CC1c and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Businesses and residents being displaced should receive benefits that include new homes and businesses, and free travel for life on the system.	Please see response to CC4.1a in Table 7-1.

Comment Submittal 0633

Communication ID	Name	Email
501286	Scott Ryan	9pilot68@gmail.com

Full Communication (4/25/2022)

Please retain the Avalon Station in West Seattle. The Alaska Junction is already very crowded and retaining an Avalon Station will take pressure of the Alaska Junction station. Additionally, an Avalon Station will be uniquely located to gather riders from the south travelling up 35th Ave SW.

#	Comments	Responses
1	Please retain the Avalon Station in West Seattle. The Alaska Junction is already very crowded and retaining an Avalon Station will take pressure of the Alaska Junction station. Additionally, an Avalon Station will be uniquely located to gather riders from the south travelling up 35th Ave SW.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0634

Communication ID	Name	Email
501287	Candace Sullivan	candacesullivan@comcast.net

Full Communication (4/25/2022)

I strongly object to the versions of the West Seattle line that allow elevated rail above West Seattle Junction. It will destroy the center of our community. It is worth a year's delay to pay for the additional cost.

#	Comments	Responses
1	I strongly object to the versions of the West Seattle line that allow elevated rail above West Seattle Junction. It will destroy the center of our community. It is worth a year's delay to pay for the additional cost.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0635

Communication ID	Name	Email
501292	Victoria Hester	victoria.hester15@gmail.com

Full Communication (4/25/2022)

Hello, myself and my fiancee are proud West Seattle home owners. We are an LGBTQ+ couple that finally was able to reach our dream of owning a home in 2021. As you may know, in our LGBTQ+ community, this is not something that is common. Our dreams are in jeopardy with the light rail plans. We worked hard to have our home and own our home. For that reason, I would like to see the Preferred Elevated Fauntleroy Way Station Alternative (WSJ-2) be the route that you go. The other route (Preferred Elevated 41sV42nd Avenue Station Alternative (WSJ-1)) would cause us to lose our home.

The Fauntleroy Way State Alternative is the way to go. It is the most cost effective for our tax dollars, effects a similar number of residents, but effects less employees and less businesses. It also has less effects on historical properties. We rely on many of these businesses and the number of businesses that would be effected by the 41sV42nd Avenue route would be horrible. Also, the number of employees put out of work would be horrible and devastating as well. There is a similar number of residents, and residents will be displaced either way. But if we can cause less harm to businesses and less employees to lose their job, that is what is better. We fought for our dream, and do not want to lose our home. Also, the Fauntleroy Way station has far less operational vibration, while maintaining a similar amount of noise. As a homeowner and taxpayer, I feel the Fauntleroy Way station is the most appropriate way to go, has less environmental impact, and is a cheaper, but effective option. I would like to see the Fauntleroy Way option implemented.

#	Comments	Responses
1	Our dreams are in jeopardy with the light rail plans. We worked hard to have our home and own our home. For that reason, I would like to see the Preferred Elevated Fauntleroy Way Station Alternative (WSJ-2) be the route that you go. The other route (Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1)) would cause us to lose our home. The Fauntleroy Way State Alternative is the way to go. It is the most cost effective for our tax dollars, effects a similar number of residents, but effects less employees and less businesses. It also has less effects on historical properties. We rely on many of these businesses and the number of businesses that would be effected by the 41st/42nd Avenue route would be horrible. Also, the number of employees put out of work would be horrible and devastating as well. There is a similar number of residents, and residents will be displaced either way. But if we can cause less harm to businesses and less employees to lose their job, that is what is better. We fought for our dream, and do not want to lose our home. Also, the Fauntleroy Way station has far less operational vibration, while maintaining a similar amount of noise. As a homeowner and taxpayer, I feel the Fauntleroy Way station is the most appropriate way to go, has less environmental impact, and is a cheaper, but effective option. I would like to see the Fauntleroy Way option implemented.	Please see responses to CCG2, and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0636

Communication ID	Name	Email
501294	Michael Monteleone	mike.monteleone@gmail.com

Full Communication (4/25/2022)

We live at 4134 36th Ave SW, about .5 blocks from the proposed Avalon station. My neighbors and I all agree that we want a station nearer to us than Delridge or the Junction. Short-term savings are less important than long-term convenience and availability for both commuting and personal transportation.

#	Comments	Responses
1	we want a station nearer to us than Delridge or the Junction. Short-term savings are less important than long-term convenience and availability for both commuting and personal transportation.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0637

Communication ID	Name	Email
501295	Kanti Selig	kmdasi@hotmail.com

Full Communication (4/25/2022)

Comment referred to section 4.2.2.2

We have lived in the Delridge area for nearly 30 years and can honestly say that a no build policy makes the most financial and environmental sense of all of the proposals.

Displacing any more residences or small businesses in and around this area would devastate far too many people compared to the 'benefits' of a new transit system, especially since our current Metro and Sound transit systems are not being used nearly to capacity. It would be better to improve the Metro system here and avoid so much unnecessary expense and trouble to the local citizens and businesses.

Thank you for your time and consideration.

#	Comments	Responses
1	Comment referred to section 4.2.2.2 We have lived in the Delridge area for nearly 30 years and can honestly say that a no build policy makes the most financial and environmental sense of all of the proposals. Displacing any more residences or small businesses in and around this area would devastate far too many people compared to the 'benefits' of a new transit system, especially since our current Metro and Sound transit systems are not being used nearly to capacity. It would be better to improve the Metro system here and avoid so much unnecessary expense and trouble to the local citizens and businesses.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0638

Communication ID	Name	Email
501298	Donald K Vardy	donaldkvardy@gmail.com

Full Communication (4/25/2022)

After the federal approved funding last week this would be the perfect opportunity to move the area into a cleaner transportation future.The jobs and money that go back into the economy will be a much needed boost after a tough recovery from COVID-19.Sky Link does not seem to be a replacement for the amount of jobs that will be created for decades to come.

#	Comments	Responses
1	After the federal approved funding last week this would be the perfect opportunity to move the area into a cleaner transportation future.The jobs and money that go back into the economy will be a much needed boost after a tough recovery from COVID-19.Sky Link does not seem to be a replacement for the amount of jobs that will be created for decades to come.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, of the Final EIS, for discussion of jobs created during construction.

Comment Submittal 0639

Communication ID	Name	Email
501310	Julia Watkins	julie.eva4@gmail.com

Full Communication (4/25/2022)

I am writing to advocate that DEL 5 or 6 NOT be the routes in the West Seattle Light Rail Extension. In particular, Transitional Resources, a community mental health agency, is at 2970, 2980, and 2988 SW Avalon Way. If those buildings are tom down then they will have to move their agency elsewhere. Transitional resources serves people with Severe and Persistent Mental Illness. The clients are vulnerable adults, with permanent disability due to their mental illness. The agency's clients are in close proximity; almost all live within walking distance. If the agency had to move elsewhere, it would not be integrated with the clients and it would make it much harder for them to get needed services and medication. Tearing down Transitional resources profoundly impact the clients whom they serve, as well as the surrounding community who depend on TR to serve those most impaired and vulnerable.

The current preferred rout that does not affect TR is highly recommended for the reasons stated above.

#	Comments	Responses
1	DEL 5 or 6 NOT be the routes in the West Seattle Light Rail Extension. In particular, Transitional Resources, a community mental health agency, is at 2970, 2980, and 2988 SW Avalon Way. If those buildings are torn down then they will have to move their agency elsewhere. Transitional resources serves people with Severe and Persistent Mental Illness. The clients are vulnerable adults, with permanent disability due to their mental illness. The agency's clients are in close proximity; almost all live within walking distance. If the agency had to move elsewhere, it would not be integrated with the clients and it would make it much harder for them to get needed services and medication. Tearing down Transitional resources profoundly impact the clients whom they serve, as well as the surrounding community who depend on TR to serve those most impaired and vulnerable. The current preferred rout that does not affect TR is highly recommended for the reasons stated above.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0640

Communication ID	Name	Email
501320	Raelene Jeffery	raelene.jeffery@yahoo.com

Full Communication (4/25/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project. I support either of the Yancy/Avalon routes.

I oppose any of the alternatives that impact the West Seattle Golf Course! This is an amazing city park, and it would be a travesty to negatively impact this park in any way when there are options that do not do so.

Thank you, Raelene Jeffery

Seattle City Resident

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course! This is an amazing city park, and it would be a travesty to negatively impact this park in any way when there are options that do not do so.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0641

Communication ID	Name	Email
501344	Stephanie Gough	stephaniegoug09@gmail.com

Full Communication (4/25/2022)

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International DistricVChinatown Station.

2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.

3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.

4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.

5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.

6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

#	Comments	Responses
1	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1 A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0642

Communication ID	Name	Email
501345	Sam Ostrander	hudsontoys@gmail.com

Full Communication (4/25/2022)

Burien needs reliable transit and should be considered for a light rail stop. The current bus routes to downtown all get stuck in traffic on SR509 in the morning or leaving downtown in the evening. The future expansion of SR509 is only going to make this much worse. The alternative route of taking a rapid ride and light rail via Tukwila takes even longer than the bus stuck in traffic. This is unacceptable considering the distance travelled. Why is Burien not being considered?

#	Comments	Responses
1	Burien needs reliable transit and should be considered for a light rail stop. The current bus routes to downtown all get stuck in traffic on SR509 in the morning or leaving downtown in the evening. The future expansion of SR509 is only going to make this much worse. The alternative route of taking a rapid ride and light rail via Tukwila takes even longer than the bus stuck in traffic. This is unacceptable considering the distance travelled. Why is Burien not being considered?	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0643

Communication ID	Name	Email
501373	Nils Hostage	nilsh32@gmail.com

Full Communication (4/25/2022)

This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right.

First of all, AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation for a cut-and-cover tunnel. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel.

Second, DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding.

Third, Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating. At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right.

If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need. Do not create yet another example where in 20 years we look at what we have and ask how we were so shortsighted.

#	Comments	Responses
1	This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right.	Thank you for expressing support for the project.

#	Comments	Responses
2	AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation for a cut-and-cover tunnel. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to elevator-only access to downtown stations will be provided as part of the environmental review process for the Ballard Link Extension.
3	DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need.	Please see response to CC2j in Table 7-1.

Comment Submittal 0644

Communication ID	Name	Email
501378	Larry Flynn	sealarry@comcast.net

Full Communication (4/25/2022)

I live at: 3709 20th Ave SW Seattle WA98106 and have been here since 1984.

I'm worried that the route of the new West Seattle light rail will/could affect my property. Can anyone clarify this for me?

#	Comments	Responses
1	I live at: 3709 20th Ave SW Seattle WA 98106 and have been here since 1984. I'm worried that the route of the new West Seattle light rail will/could affect my property. Can anyone clarify this for me?	Sound Transit notified potentially affected property owners prior to the Draft EIS publication in the winter of 2022. Sound Transit staff is available to meet with you to discuss the process and your concerns about your property.

Comment Submittal 0645

Communication ID	Name	Email
501379	Dale Gavey	dale50000@gmail.com

Full Communication (4/25/2022)

Just Bild the Damn thing.....

#	Comments	Responses
1	Just Bild the Damn thing	Thank you for expressing support for the project.

Comment Submittal 0646

Communication ID	Name	Email
501380	Kian Bradley	kian@wizwar.net

Full Communication (4/25/2022)

Hi, my friend lives in Delridge in the path of the Preferred Alternative for the Dakota Street station. I strongly prefer either the Andover or Delridge Way options to minimize the impacts to residents.

#	Comments	Responses
1	Hi, my friend lives in Delridge in the path of the Preferred Alternative for the Dakota Street station. strongly prefer either the Andover or Delridge Way options to minimize the impacts to residents.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0647

Communication ID	Name	Email
501381	Blythe Simmons	glamouramalola@msn.com

Full Communication (4/25/2022)

Dear Sound Transit,

I have lived at 5043 41st ave SW for 26 years. I have a home business frequented by clients 6 days a week for 24 years. I have lived in West Seattle my entire life. I'm sure you have heard all the sob stories about what a terrible idea it will be to build an above ground light rail system in my neighborhood. I'm here to confirm the notion that this light rail taking down so many single family homes and businesses is truly devastating for so many. We already struggled through the bridge being down and that impact. So many of us will not be able to afford or find another house that is suitable ore even close to what he have now. Even if some of us get to keep their homes, the staging and building of the light rail in its entirety will be agonizing for daily life. The above ground option will decrease the value of every neighborhood it touches. For many Of us, our home is our lifeblood and source of income. Not to mention our place of sanctuary. Please please remember we are not just addresses on paper. We are people with so much at stake. Thank you for your consideration.

#	Comments	Responses
1	I have lived at 5043 41st ave SW for 26 years. I have a home business frequented by clients 6 days a week for 24 years. I have lived in West Seattle my entire life. I'm sure you have heard all the sob stories about what a terrible idea it will be to build an above ground light rail system in my neighborhood. I'm here to confirm the notion that this light rail taking down so many single family homes and businesses is truly devastating for so many. We already struggled through the bridge being down and that impact. So many of us will not be able to afford or find another house that is suitable ore even close to what he have now. Even if some of us get to keep their homes, the staging and building of the light rail in its entirety will be agonizing for daily life. The above ground option will decrease the value of every neighborhood it touches. For many Of us, our home is our lifeblood and source of income. Not to mention our place of sanctuary. Please please remember we are not just addresses on paper. We are people with so much at stake. Thank you for your consideration.	Please see responses to CCG2, CC4.1a, CC4.1c, and CC4.3a and in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0648

Communication ID	Name	Email
501383	Felicia Egelman	fegelman@hotmail.com

Full Communication (4/25/2022)

Hello,

I would prefer an alternative that includes a tunnel for the portion that goes into the Alaska Junction area. This is a vibrant, historic, local neighborhood shopping and entertainment district with a welcoming feeling and vibrant businesses that I feel would be lost to an above ground track and station. It's a small area that would be overwhelmed by an above ground option, and I would hate to see short term money concerns overrule what is best for this neighborhood in the long term. We should find a way to make public transit and light rail a meaningful and appreciated development for this little West Seattle Urban Village for generations to come, not just do what is expedient in this moment. Seattle has waited a long time for adequate public transportation, let's do it right!

Thank you!

#	Comments	Responses
1	Hello, I would prefer an alternative that includes a tunnel for the portion that goes into the Alaska Junction area. This is a vibrant, historic, local neighborhood shopping and entertainment district with a welcoming feeling and vibrant businesses that I feel would be lost to an above ground track and station. It's a small area that would be overwhelmed by an above ground option, and I would hate to see short term money concerns overrule what is best for this neighborhood in the long term. We should find a way to make public transit and light rail a meaningful and appreciated development for this little West Seattle Urban Village for generations to come, not just do what is expedient in this moment. Seattle has waited a long time for adequate public transportation, let's do it right! Thank you!	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0649

Communication ID	Name	Email
501387	Sharon Chafin	memesharon48@gmail.com

Full Communication (4/25/2022)

Please seriously consider putting the stations and rails to W.Seattle underground! It has already become overcrowded with all the newer high rise condos, etc. that have been jammed in over then past 10 years or so. Adding the rail and platforms would not only detract from the still 'almost' quaint atmosphere, but the noise pollution and crowded look would do more to drive folks away.

PLEASE do the BEST thing. Thank you for the opportunity to comment.

#	Comments	Responses
1	Please seriously consider putting the stations and rails to W.Seattle underground! It has already become overcrowded with all the newer high rise condos, etc. that have been jammed in over then past 10 years or so. Adding the rail and platforms would not only detract from the still 'almost' quaint atmosphere, but the noise pollution and crowded look would do more to drive folks away. PLEASE do the BEST thing. Thank you for the opportunity to comment.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0650

Communication ID	Name	Email
501391	Chris Miller	csmillerski@gmail.com

Full Communication (4/25/2022)

I strongly prefer the Preferred Elevated 41sU42nd Avenue Station Alternative (WSJ-1). Chris Miller

#	Comments	Responses
1	I strongly prefer the Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1). Chris Miller	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0651

Communication ID	Name	Email
501392	Nigasan Ragunathan	nigasan.r@gmail.com

Full Communication (4/25/2022)

Hi,

I'd like to note two things:

Please consider a tunnel under Fauntleroy similar to WSJ-2. I believe this would help prevent high density residential building displacement and make a future extension easier.

If WSJ-3a, WSJ-4 or WSJ-5 alignments are selected, use the Jefferson Square block (between 41st and 42nd similar to WSJ-3b) for station entrances and construction instead of the current plan to prevent displacement. This block will be in need of redevelopment for transit-oriented development after the Light Rail is constructed anyways. It would also prevent the displacement of multiple other high density residential buildings.

Overall, I strongly urge preventing the acquisition of high-density residential buildings and I believe that the tunnel options would help in this endeavor.

Thanks, Nigasan

#	Comments	Responses
1	Please consider a tunnel under Fauntleroy similar to WSJ-2. I believe this would help prevent high density residential building displacement and make a future extension easier. If WSJ-3a, WSJ-4 or WSJ-5 alignments are selected, use the Jefferson Square block (between 41st and 42nd similar to WSJ-3b) for station entrances and construction instead of the current plan to prevent displacement. This block will be in need of redevelopment for transit-oriented development after the Light Rail is constructed anyways. It would also prevent the displacement of multiple other high density residential buildings. Overall, I strongly urge preventing the acquisition of high-density residential buildings and I believe that the tunnel options would help in this endeavor.	Please see the responses to CC2d, CC2i, CC4.1b, and CC4.2a in Table 7-1. Please also see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project.

Comment Submittal 0652

Communication ID	Name	Email
501394	Leah Morgan	leahpmorgan24@gmail.com

Full Communication (4/25/2022)

Firstly, I'm concerned with the accessibility of the draft EIS. As you're publicly advertising it with QR codes throughout communities, and making it clear that you want community input and feedback, I was surprised by how difficult it was to get simple, clarifying information on your plans. If you actually want feedback, make a centralized, simplified pdf with all the information, as well as links to additional information if so desired. Trying to form an opinion regarding these link extensions took digging through 10-tabs worth of documents, google maps, a decent dictionary, and an engineer explaining schematics and concepts to me. Maybe I'm too young, and my attention span has been too demolished by technology and phones, but it was really difficult to understand this information. And if you don't actually want feedback and want to get past this stage of the process and just build the darn thing (which, fair), then that's great. perfect. doing it's job. But if you genuinely want feedback from different voices (from disabled people who'll be using this station, from low income people, from anyone who isn't an old white retiree with lots of time on their hands to express their opinions), then you have to make this easier. Also I think it's funny that you asked me to cite the page numbers for my opinions- what is this, English class? If you want me to comment on the specific pages, make an interactive version of the document. Anyway....

I'll mostly be commenting on the West Seattle extension plans, as this is my community, and where I have the most invested interest. So here are some miscellaneous thoughts:

1. I get that the port is a brat, so they're gonna try to prevent the North of the WS bridge, but that route makes sense to me- less houses gone, less green space gone (aren't we not allowed to take park space?), seems like a win. I get that's not gonna happen.

2. Uhh I don't really care about where you put the Delridge Station. Just please, dear god, get some logical bus connections, look at an elevation map, and build a local infrastructure to support the station wherever it is.

3. I get it, we can't take parkland (unless it's pleasing to the port). Well and good. Does the golf course on Genesse really count? Yes, I know it does. You can't just go up to the city and say, "Seattle government, I know we love green space, but this is a space exclusively used by old white guys and smoking teenagers that requires a lot more resources and water than it provide good to the community, and wouldn't we rather take up five little feet of a golf course than wiping out entire blocks of houses on the other side of Genesse?" But really? nothing else to say there.

4. I like the idea of having a tunnel in this next section, and I also like the idea of having a shorter (height-wise) elevated path in the earlier section of the path. I understand that tunneling is more expensive than an overhead track, but with rising property costs, it's make more sense to not take a bunch of homes and businesses, and make a tunnel.

5. From here, I'd campaign for the 'Tunnel 42nd Avenue Station Option.' It gets close to the heart of West Seattle on California, without wiping out the crucial hub of business and homes that is Jefferson Square. That path brings me joy, and seems to make objective sense.

6. I don't think I have anything else constructive to add; If you're doing a Fauntleroy station just combine it with the Avalon Station I think y'all are pretty clever and smart, and can think of all these engineering and optimization and environmental and transportation things on your own. In fact, I expect you to, as it's your job.

(I was gonna drop a relevant meme here but your comment box won't allow that .. Have a good day, best of luck trying to get through all this red tape!)

#	Comments	Responses
1	I'm concerned with the accessibility of the draft EIS. As you're publicly advertising it with QR codes throughout communities, and making it clear that you want community input and feedback, I was surprised by how difficult it was to get simple, clarifying information on your plans. If you actually want feedback, make a centralized, simplified pdf with all the information, as well as links to additional information if so desired. Trying to form an opinion regarding these link extensions took digging through 10-tabs worth of documents, google maps, a decent dictionary, and an engineer explaining schematics and concepts to me. Maybe I'm too young, and my attention span has been too demolished by technology and phones, but it was really difficult to understand this information. And if you don't actually want feedback and want to get past this stage of the process and just build the darn thing (which, fair), then that's great. perfect. doing it's job. But if you genuinely want feedback from different voices (from disabled people who'll be using this station, from low income people, from anyone who isn't an old white retiree with lots of time on their hands to express their opinions), then you have to make this easier. Also I think it's funny that you asked me to cite the page numbers for my opinions- what is this, English class? If you want me to comment on the specific pages, make an interactive version of the document.	Consistent with NEPA regulations (40 CFR 1500 to 1508), the EIS describes the project in a concise way (considering the highly complex nature of the project) and using plain language. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.
2	I get that the port is a brat, so they're gonna try to prevent the North of the WS bridge, but that route makes sense to me- less houses gone, less green space gone (aren't we not allowed to take park space?}, seems like a win. I get that's not gonna happen.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	Uhh I don't really care about where you put the Delridge Station. Just please, dear god, get some logical bus connections, look at an elevation map, and build a local infrastructure to support the station wherever it is.	Please see the response to CC3a in Table 7-1.
4	I get it, we can't take parkland (unless it's pleasing to the port). Well and good. Does the golf course on Genesse really count? Yes, I know it does. You can't just go up to the city and say, "Seattle government, I know we love green space, but this is a space exclusively used by old white guys and smoking teenagers that requires a lot more resources and water than it provide good to the community, and wouldn't we rather take up five little feet of a golf course than wiping out entire blocks of houses on the other side of Genesse?" But really? nothing else to say there.	Please see the responses to CCG2 and CC4.1b in Table 7-1. Please see Section 4.17, Parks and Recreational Resources, and Section 4.18, Section 4(f) Summary, for more information on requirements for using public park property.
5	I like the idea of having a tunnel in this next section, and I also like the idea of having a shorter (height-wise) elevated path in the earlier section of the path. I understand that tunneling is more expensive than an overhead track, but with rising property costs, it's make more sense to not take a bunch of homes and businesses, and make a tunnel.	Please see the response to CCG2 in Table 7-1.

#	Comments	Responses
6	From here, I'd campaign for the 'Tunnel 42nd Avenue Station Option.' It gets close to the heart of West Seattle on California, without wiping out the crucial hub of business and homes that is Jefferson Square. That path brings me joy, and seems to make objective sense.	Please see the response to CCG2 in Table 7-1.
7	If you're doing a Fauntleroy station just combine it with the Avalon Station.	Please see the response to CC2j in Table 7-1.

Comment Submittal 0653

Communication ID	Name	Email
501397	John Lestina	johnlestina@gmail.com

Full Communication (4/25/2022)

I frequently make use of the Roosevelt Station and use the North entrance. This is means I am familiar with the station depth of 90'. That climb is already punishing and long; and we should avoid creating similar depths where possible in high use areas. So, this means I have a preference for CID-1a(/CID-2a)(Although the Seattle Subway proposition would be better). We should also make the rest of the downtown stations as shallow as feasible.

These projects should not be done without planning for future expansion, and so we should be planning for the long term. This means leaving ourselves open for extensions of the Ballard and West Seattle lines, designing our downtown tunnels to support high throughput of trains, and not letting short term costs make us settle for a less than ideal option. SLU (where I currently work) is not well served by either option presented, and the SLU waterfront is completely unserved by the light rail. Ballard is made much more accessible for all with a 20th Ave station. The Light Rail would be a more viable option for getting to the airport if we planned for an express line (with stops at South Park and Georgetown) to get to the Airport without the detour through Beacon Hill, Othello, etc.

#	Comments	Responses
1	I am familiar with the station depth of 90'. That climb is already punishing and long; and we should avoid creating similar depths where possible in high use areas. So, this means I have a preference for CID-1a(/CID-2a)(Although the Seattle Subway proposition would be better). We should also make the rest of the downtown stations as shallow as feasible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	These projects should not be done without planning for future expansion, and so we should be planning for the long term. This means leaving ourselves open for extensions of the Ballard and West Seattle lines, designing our downtown tunnels to support high throughput of trains, and not letting short term costs make us settle for a less than ideal option.	Please see responses to CCG3 and CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	SLU (where I currently work) is not well served by either option presented, and the SLU waterfront is completely unserved by the light rail.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Ballard is made much more accessible for all with a 20th Ave station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	The Light Rail would be a more viable option for getting to the airport if we planned for an express line (with stops at South Park and Georgetown) to get to the Airport without the detour through Beacon Hill, Othello, etc.	Thank you for your comment, however, express service as suggested here is beyond the scope of the project and is not proposed by Sound Transit at this time. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information.

Comment Submittal 0654

Communication ID	Name	Email
501399	Jeremy Saulter	jsaulter@gmail.com

Full Communication (4/25/2022)

To Whom That Decides the Fate of Our Home and Future,

I am writing to you from the perspective of a concerned third-generation Seattleite, husband, father, single-income earner, regular voter, enthusiastic lover of most things Seattle and as a person who now finds his home threatened by eminent domain. My wife Shannon and I purchased our home in West Seattle in December 2020 and were ecstatic to be able to move back to the city of Seattle, where we were both born and raised. Even better, we were able to find a home in West Seattle, where we have deep roots (some of mine: I was born in West Seattle, I was baptized at St. John's Episcopal Church, my mother's ashes are buried at St. John's Episcopal Church, I lived in West Seattle as a young man when Shannon and I met, dated and over time got engaged at St. John's Episcopal Church, my 82-year old father lives on Harbor Ave and is now a walking distance, the list goes on). A myriad of memories flood my mind as I sit down to comment on this project. I learned how to swim at the Fauntleroy YMCA in the early 1980's (our children are learning how to swim there now). I watched my first movie at the Admiral Theater. My most formidable early years of life were spent in West Seattle. Now we find ourselves potentially in the path of this project and facing eminent domain relocation.

Having read the relocation hand book front-to-back multiple times, participated in the public meetings, applied to join the community committee (unsuccessfully), earnestly tried to participate in as much of this process as possible, to understand all the details, I continually find myself asking 'why is this happening?' We love our home and have no intentions to sell it. We quite literally saved our whole lives to buy this home and ultimately fought for the right to own it at one of the most difficult times to buy a home in Seattle. Our children go to Lafayette, love the school, and are thriving in the environment. Our son plays in West Seattle Little League, our older daughter sings choir at St. John's Episcopal Church and practiced ballet at West Seattle Performing Arts. We have every intention of continuing to invest in this community, and live positive change. As a family we routinely pick up trash in the neighborhood and take meticulous care of the shared land enclosing the sidewalks. We have ties to small businesses in West Seattle and have built our life here with every intention for it to be our permanent home.

Now I sit at my computer, not entirely sure of what to 'comment.' Feeling a mix of emotions. Feeling like I need to pour my heart out, to somehow justify our worth, our legitimacy to be able to just stay in our home. What will ever be enough to convince a group that is tasked with the 'greater good of the community' by picking an alternative to move forward with for this project? What about our lives could ever compare to the 'greater good?' My sincere hope is that our story will contribute to a sum of potentially displaced lives, that will be enough. I list our attachments to West Seattle, our generational investments, because I have an optimism that it will be enough to save our home.

We sincerely hope that the group deciding our fate will remove the Avalon stop from the project's plans altogether. How much is the convenience of the stop worth compared to the displacement of so many families? From what I can tell, the other two stops' plans appear to have reduced residential impacts in comparison. Whereas the Avalon stop alternatives all look to have significant negative residential impact; almost exclusively in comparison to commercial displacement. Some of the Avalon alternatives look like, if chosen, would leave us in our home, but still displace other families in the neighborhood. People we've come to know and like. People that also invest in the community, have children, go to the schools in the neighborhood, love their homes. So ultimately, no alternative is the choice we want to see come to fruition. I write this knowing that this was a voter-approved decision and there are laws to support its purpose and actions.

I am commenting now to share our family's truth, and to ask for the group to reconsider the need for the Avalon stop. If not for an overall project cost-savings, then to spare families like ours that have sacrificed, invested, taken care of and ultimately chosen to make this neighborhood our home.

We appreciate your consideration for our circumstances.

Sincerely, Jeremy J. Saulter

#	Comments	Responses
1	Remove the Avalon stop from the project's plans altogether. How much is the convenience of the stop worth compared to the displacement of so many families? From what I can tell, the other two stops' plans appear to have reduced residential impacts in comparison. Whereas the Avalon stop alternatives all look to have significant negative residential impact; almost exclusively in comparison to commercial displacement. Some of the Avalon alternatives look like, if chosen, would leave us in our home, but still displace other families in the neighborhood. People we've come to know and like. People that also invest in the community, have children, go to the schools in the neighborhood, love their homes. So ultimately, no alternative is the choice we want to see come to fruition. I write this knowing that this was a voter-approved decision and there are laws to support its purpose and actions. I am commenting now to share our family's truth, and to ask for the group to reconsider the need for the Avalon stop. If not for an overall project cost-savings, then to spare families like ours that have sacrificed, invested, taken care of and ultimately chosen to make this neighborhood our home.	Please see the response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0655

Communication ID	Name	Email
501404	Kathryn Vitelli	kvitelli@comcast.net

Full Communication (4/25/2022)

Please eliminate the Avalon station and use the money saved to tunnel from the Delridge station to the junction.

#	Comments	Responses
1	Please eliminate the Avalon station and use the money saved to tunnel from the Delridge station to the junction.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0656

Communication ID	Name	Email
501409	Andrew Johnson	andrewmfjohnson@gmail.com

Full Communication

I am a resident of the North Delridge/Youngstown neighborhood and am grateful for the opportunity to comment on the DEIS for WSBLE alternatives. I am strongly opposed to the DEL-5 alignment and the associated Andover Street Station, which in my view do not adequately serve the North Delridge community in which they will be located nor the neighboring underserved communities who are expected to connect to the light rail by bus at this station. Particular concerns include:

1. The highest number of commercial displacements, including the loss of a highly valued Health Club (Section 4.2.3.3.4). This Health Club has three floors of wellness facilities including the only swimming pool in the area. It is highly unlikely that this business would be able to relocate to an equivalent site or facilities locally resulting in a significant and permanent loss to the community.

2. DEL-5 has the highest potential for noise and vibration impacts (Table 6-3) and offers very little benefit to residential displacements compared to the preferred DEL-2a alternative (Table 6-3).

3. Displacement of supportive housing services (Table 6-3).

4. The DEL-5 alignment along SW Avalon Way will be extremely disruptive for important bike and bus infrastructure (e.g. Cline) both during and after construction. Furthermore, SW Avalon Way has a high residential density, which will be heavily impacted by the elevated light rail passing so close to their windows (highest noise and vibration impacts Table 6-3)

5. Any deviation of the alignment of DEL-5 or DEL-6 to the south (e.g. off Nucor-owned property, to the south side of SW Andover Street, or closer to SW Yancy Street) would be devastating for the local community, including the important wildlife refuge of Dragonfly Park, which is part of the Salmon run and has a resident beaver population. It is vital that any such deviation is not considered at this late stage. This makes the DEL-5 and DEL-6 alignments incompatible with any station options located south of SW Andover Street.

6. The location of the SW Andover Street station proposed for the DEL-5 and DEL-6 alternatives reduces walkshed use by 33% (Table 3-6), has reduced transit-oriented-development (TOD) opportunities compared to the preferred Dakota St alternative, and is adjacent to the Nucor steel plant, associated rail roads, and the West Seattle Bridge on ramp, which reduces accessibility by bus and other modes of transport. These factors reduce the likelihood of high quality TOD development at SW Andover Street. High quality development potential is a vital need for the area, especially considering the almost complete commercial displacement that will be caused by the WSBLE project. A station location north of SW Andover Street was a reason for the rejection of previous alternatives not carried forward to DEIS review (Appendix M).

7. Poor compatibility with racial equity objectives. Delridge has the second highest proportion of People of Color for the segments in this extension (Table 4.2.4-1) and is designed to be a point of access for other historically underserved populations via bus. These communities deserve proper investment with a well-planned transit hub and associated TOD, rather than simply being treated as an afterthought or cost-saving option when routing the Light Rail to wealthier communities in West Seattle. The Andover Street station associated with DEL-5 and DEL-6 insufficiently serves the local community given the low walk/bike access (Table 3- 6),inhibited bus accessibility and reduced TOD opportunities in comparison to the preferred SW Dakota St alternative.

8. It has been commented (by people not residing here) that the residential area of North Delridge adjacent to Nucor is "more industrial" and therefore it is implied that the impacts of the Light rail may be felt less here than in other areas. This is factually incorrect. Impactful noise or disturbance from the Nucor plant is very rare and certainly less than traffic and plane noise experienced in the SW Delridge way corridor, which is the route of the currently preferred alternatives.

I support selection of the "long tunnel" or elevated preferred Delridge alternatives (DEL-2a, DEL- 1a), which offer a station solution that better serves the Delridge community and connect to tunnel options that have the lowest impact on West Seattle. In particular, the preferred SW Dakota Street station offers considerable potential for the development of a community hub central to North Delridge, adjacent to the playfields and community center, which would be of great benefit to the North Delridge community. The DEL-2a and DEL-1a alignments that use a small amount of the golf course land would be most appropriate as they dramatically reduce residential displacements (Table 6-3) and it is notable that the golf course is inaccessible to the majority of the Delridge community (indeed all

sides of the golf course facing Delridge are fenced off with no access points). If cost-saving measures are necessary to achieve the DEL-2a long tunnel alternative then greater consideration should be given to a two station alternative (Delridge and Alaska Junction) and removing the Avalon station requirement from the Sound Transit 3 Plan.

If the Board decide that the preferred DEL-2a or DEL-1a alignments are no longer suitable then DEL-6 is clearly a vastly better alternative than DEL-5. DEL-6 has by far the fewest commercial and residential displacements, preserves the SW Avalon Way traffic corridor, has the fewest noise, vibration and historical residence impacts, and connects to the WSJ-5 medium tunnel. Again, were the DEL-6 alternative to be selected it is imperative that this alternative is not modified to the south of SW Andover Street, because even a minor line alteration would be devastating for Dragonfly park and the surrounding community.

Thank you again for the opportunity to comment.

#	Comments	Responses
1	I am strongly opposed to the DEL-5 alignment and the associated Andover Street Station, which in my view do not adequately serve the North Delridge community in which they will be located nor the neighboring underserved communities who are expected to connect to the light rail by bus at this station. Particular concerns include: The highest number of commercial displacements, including the loss of a highly valued Health Club (Section 4.2.3.3.4). This Health Club has three floors of wellness facilities including the only swimming pool in the area. It is highly unlikely that this business would be able to relocate to an equivalent site or facilities locally resulting in a significant and permanent loss to the community. DEL-5 has the highest potential for noise and vibration impacts (Table 6-3) and offers very little benefit to residential displacements compared to the preferred DEL-2a alternative (Table 6-3). Displacement of supportive housing services (Table 6-3). The DEL-5 alignment along SW Avalon Way will be extremely disruptive for important bike and bus infrastructure (e.g. Cline) both during and after construction. Furthermore, SW Avalon Way has a high residential density, which will be heavily impacted by the elevated light rail passing so close to their windows (highest noise and vibration impacts Table 6-3) Any deviation of the alignment of DEL-5 or DEL-6 to the south (e.g. off Nucor-owned property, to the south side of SW Andover Street, or closer to SW Yancy Street) would be devastating for the local community, including the important wildlife refuge of Dragonfly Park, which is part of the Salmon run and has a resident beaver population. It is vital that any such deviation is not considered at this late stage. This makes the DEL-5 and DEL-6 alignments incompatible with any station options located south of SW Andover Street. The location of the SW Andover Street station proposed for the DEL-5 and DEL-6 alternatives reduces walkshed use by 33% (Table 3-6), has reduced transit-oriented-development (TOD) opportunities compared to the preferred Dakota St alternative, and is adjacent to the Nucor steel plant, associated rail roads, and the West Seattle Bridge on ramp, which reduces accessibility by bus and other modes of transport. These factors reduce the likelihood of high quality TOD development at SW Andover Street. High quality development potential is a vital need for the area, especially considering the almost complete commercial displacement that will be caused by the WSBLE project. A station location north of SW Andover Street was a reason for the rejection of previous alternatives not carried forward to DEIS review (Appendix M). Poor compatibility with racial equity objectives. Delridge has the second highest proportion of People of Color for the segments in this extension (Table 4.2.4-1) and is designed to be a point of access for other historically underserved populations via bus. These communities deserve proper investment with a well- planned transit hub and associated TOD, rather than simply being treated as an afterthought or cost-saving option when routing the Light Rail to wealthier communities in West Seattle. The Andover Street station associated with DEL-5 and	Please see responses to CCG2, CC3a, CC3b, CC4.3b, CC4.4a. CC4.4d, CC4.7a, and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.2, Land Use, for more information on transit-oriented development. See Section 4.9, Ecosystems, of the Final EIS for information on ecosystem impacts and proposed mitigation. See Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color.

#	Comments	Responses
	DEL-6 insufficiently serves the local community given the low walk/bike access (Table 3-6),inhibited bus accessibility and reduced TOD opportunities in comparison to the preferred SW Dakota St alternative. It has been commented (by people not residing here) that the residential area of North Delridge adjacent to Nucor is "more industrial" and therefore it is implied that the impacts of the Light rail may be felt less here than in other areas. This is factually incorrect. Impactful noise or disturbance from the Nucor plant is very rare and certainly less than traffic and plane noise experienced in the SW Delridge way corridor, which is the route of the currently preferred alternatives.	
2	I support selection of the "long tunnel" or elevated preferred Delridge alternatives (DEL-2a, DEL- 1a), which offer a station solution that better serves the Delridge community and connect to tunnel options that have the lowest impact on West Seattle. In particular, the preferred SW Dakota Street station offers considerable potential for the development of a community hub central to North Delridge, adjacent to the playfields and community center, which would be of great benefit to the North Delridge community. The DEL-2a and DEL-1a alignments that use a small amount of the golf course land would be most appropriate as they dramatically reduce residential displacements (Table 6-3) and it is notable that the golf course is inaccessible to the majority of the Delridge community (indeed all sides of the golf course facing Delridge are fenced off with no access points). If cost-saving measures are necessary to achieve the DEL-2a long tunnel alternative then greater consideration should be given to a two station alternative (Delridge and Alaska Junction) and removing the Avalon station requirement from the Sound Transit 3 Plan.	Please see responses to CCG2 and CC2j in Table 7-1.
3	If the Board decide that the preferred DEL-2a or DEL-1a alignments are no longer suitable then DEL-6 is clearly a vastly better alternative than DEL-5. DEL-6 has by far the fewest commercial and residential displacements, preserves the SW Avalon Way traffic corridor, has the fewest noise, vibration and historical residence impacts, and connects to the WSJ-5 medium tunnel. Again, were the DEL-6 alternative to be selected it is imperative that this alternative is not modified to the south of SW Andover Street, because even a minor line alteration would be devastating for Dragonfly park and the surrounding community.	Please see response to CCG2 in Table 7-1. Please see Section 4.17, Parks and Recreational Resources, for information on park impacts.

Comment Submittal 0657

Communication ID	Name	Email
501410	Jessamine Anderson	jessaminea@gmail.com

Full Communication (4/25/2022)

First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.

Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International DistricUChinatown Station. Opportunities to save money that I support include putting station entrances in the vehicle ROW.

Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ- 5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment. If not make sure an entrance is west of 15th in Ballard so pedestrians do not have to cross that busy street.

#	Comments	Responses
1	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International DistricVChinatown Station. Opportunities to save money that I support include putting station entrances in the vehicle ROW.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ- 5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
4	Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment. If not make sure an entrance is west of 15th in Ballard so pedestrians do not have to cross that busy street.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0658

Communication ID	Name	Email
503236	Jon Lipka	yourfriendjon@comcast.net
503236	Larry Wood	None provided
503236	David Dow	None provided

Full Communication (4/25/2022)

David Dow, Larry Wood, and Jon Lipka Draft EIS Comment

April 25th, 2022

WSBLE Draft Environmental Impact Statement Comment c/o Lauren Swift

Sound Transit

401 S. Jackson St. Seattle, WA98104 Dear Lauren,

Thank you for the opportunity to comment on Sound Transit's WSBLE DEIS issued on 1/19/2022. We have reviewed the DEIS and have the following comments. Our comments will be centered on the Duwamish, Delridge, and West Seattle Junction segments with a particular interest in the Delridge area.

On the subject of Displacements: The human toll is lost in a sea of numbers, charts and diagrams.

A) In tables (ES 2,3 & 4) potential displacements are listed as number of residential units, businesses, and employees. There is no calculation of the actual number of people (residents) being displaced. It is insufficient to calculate both a 350 sq' studio apartment and a large 4 bedroom house each as 1 unit.

B) It would be informative to understand and/or quantify the level of negative impact on potentially displaced individuals for each of the studied station sites. Examples could be anything from inconvenience of having to move, to children losing their spots in coveted schools, to low income senior home owners being forced into the rental market and losing the opportunity to pass down their only asset to the next generation.

C) There looks to be no accounting for the current rapid conversion of single family home parcels into multiunit townhomes. In specific, table (4.2.1-3), as well as others, show only the current number of dwellings being displaced. In the past 10 years, in the area of the proposed "preferred alternatives" (Del 1a, 1b, 2a, 2b), many single home properties have been sold and redeveloped into townhomes, increasing the number of dwellings on each parcel by up to 6 times or more. These projects may not have met the threshold of 20 or more residential units as outlined in Appendix K (page 1 paragraph 1). The likelihood of much more of this kind of redevelopment is all but certain, yet could still be considered speculative and not accounted for as described in section

5.3 "Reasonably Foreseeable Future Actions". This "organic" market led densification of the North Delridge Youngstown neighborhood is happening at a swift pace, benefiting the long time home owners who have spent decades working hard to create this vibrant and socially economic diverse community. We bring this up because ES 6.2 (Page ES-43 paragraph 5) states "The RET lays out a process and a set of questions to guide the development, implementation, and evaluation of the project to advance racial equity."

Table 4 in the Draft RET report (Page 57) shows projected displacements and potential new accommodations available from TOD, suggesting a net increase in the number of housing units. It would be more accurate to account for the total permanent loss of land available for residential development as reported in Land Use table (4.2.2.3). The table shows only the number of acres being permanently converted to transportation land use, so it would be more informative to add the total number of potential housing units that would have fit on that acreage into the table as well.

Since the purported benefits of possible new housing due to building the project are speculative and being considered then it is prudent that we count the permanent loss of homes from potential new development from land use changes as well.

Displacements conclusion:

Units are not people and people are not units. More emphasis should be put on the immediate human toll of these station location alternatives. Some promise of possible potential benefits 7 to 10 years in the future should not and cannot supersede the current lives of the people this project is meant to serve. With the current housing shortage in Seattle, It would be wise to remove as few residences as possible during the build time. Let's proceed with an eye on

possible new residential development where there is currently none, such as in the proposed DEL6 station Alternative. Let's gather the most and best information we can to plot the least destructive way forward, ensuring that the fewest people are harmed in order to facilitate this project.

Overall thoughts:

Re: Duwamish Segment (ES 3.1.1.2)

We like that alternative DUW2 has the least impact on parks and greenbelts. We are in full support of Sound Transit working with the Port of Seattle to facilitate a robust restoration of terminal 25 while still allowing for the infrastructure of the DUW2 alternative guideway, in order to avoid potential degradation to the West Duwamish Greenbelt.

Items associated with DUW2 in Table (ES-2) that stand out as priorities for us are:

1. Impacts the fewest people, both residential and employees.
2. Has O impact on parks and recreational resources
3. The least visual impact
4. The least noise and vibration impacts

This alternative may cost a bit more but it would be money well spent if it helps avoid harm to people and our natural environment.

Re: Delridge Segment (ES 3.1.1.3)

The "Preferred Alternative" (PA) for this segment seems harsh, cruel and just plain wrong for the members of the Youngstown community. Placing a mass transit facility right in the middle of an existing residential community drastically changes the living experiences of all those near by. The visual ,noise and lifestyle impacts would be profound.

The "PA" also would convert the most residential land use area to transportation use (table 4.2.2.3),

permanently removing this desperately needed future housing stock, whereas Del6 may actually increase the amount of land available for much needed housing.

Items associated with DEL6 in table (ES-3) that stand out as priorities for us are:

1. One of the least expensive alternatives
2. Fewest number of people impacted, the far fewest residents and among the least number of employees
3. Least amount of visual and noise impacts
4. Has O impact on parks and recreational resources

We believe that Sound Transit working with the city of Seattle can devise some creative solutions for

providing safe and efficient pedestrian access for this station location. One idea is to create a dedicated entrance/exit for Nucor traffic on the north side of their facility.

Placing the station 2 blocks north of the "PA" should have little impact on people coming to the station from further south in West Seattle and White Center as a majority are anticipated to be taking the bus. The most equitable way to provide better access to light rail for all is to build the line out farther south down Delridge Way.

Re: West Seattle Junction Segment (ES 3.1.1.4)

Items associated with WSJ5 in table (ES-4) that stand out as priorities for us are:

1. Among the least expensive
2. Fewest human displacements
3. Least visual and noise impacts
4. Has O impact on parks and recreational resources. When considering the information provided in the published WSBLE DEIS, in particular tables (ES 2, 3, 4) and information in section 4.2, the least harmful and among the most financially responsible route choices for moving forward would be DUW2 connecting to DEL6 connecting to WSJ5. We urge the Sound Transit board to reconsider it's "Preferred Alternatives".

Thank you again for preparing such a detailed DEIS. We hope you find our comments constructive and look forward to participating where we can in future steps of the WSBLE.

Sincerely,

David Dow, Larry Wood, Jon Lipka 4200 - 26th Ave SW

Seattle, WA98106

#	Comments	Responses
1	On the subject of Displacements: The human toll is lost in a sea of numbers, charts and diagrams. A) In tables (ES 2,3 & 4) potential displacements are listed as number of residential units, businesses, and employees. There is no calculation of the actual number of people (residents) being displaced. It is insufficient to calculate both a 350 sq' studio apartment and a large 4 bedroom house each as 1 unit. B) It would be informative to understand and/or quantify the level of negative impact on potentially displaced individuals for each of the studied station sites. Examples could be anything from inconvenience of having to move, to children losing their spots in coveted schools, to low income senior home owners being forced into the rental market and losing the opportunity to pass down their only asset to the next generation. C) There looks to be no accounting for the current rapid conversion of single family home parcels into multiunit townhomes. In specific, table (4.2.1-3), as well as others, show only the current number of dwellings being displaced. In the past 10 years, in the area of the proposed "preferred alternatives" (Del 1a, 1b, 2a, 2b), many single home properties have been sold and redeveloped into townhomes, increasing the number of dwellings on each parcel by up to 6 times or more. These projects may not have met the threshold of 20 or more residential units as outlined in Appendix K (page 1 paragraph 1).	Please see the responses to CCG1, CC4.1a, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of residents in any given housing unit can change over time, and does not reflect the number of separate residential relocations that would be needed. Each relocation is unique and Sound Transit will work with displaced residents to find relocation opportunities that meet their needs. Capturing information on every potentially impacted residence would result in accuracy challenges with the EIS given that this data is gathered at a point-in-time and the actual number of residents in each unit can continuously change. Providing impacts by number of units reflects the estimated number of households that would need to be relocated. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. The tables provided in Section 4.1, Acquisitions and Displacements, include a count of how many of the affected parcels are single family residential and multi-family residential. Residential displacements reported in the WSBLE Draft EIS were based on existing development as of fall 2019 and summer 2020. This information was updated in fall 2022 and spring 2023 for the West Seattle Link Extension Final EIS. The projects listed in Appendix K are for evaluation of cumulative impacts and are not the data used for calculating displacements.

#	Comments	Responses
2	The likelihood of much more of this kind of redevelopment is all but certain, yet could still be considered speculative and not accounted for as described in section 5.3 "Reasonably Foreseeable Future Actions". This "organic" market led densification of the North Delridge Youngstown neighborhood is happening at a swift pace, benefiting the long time home owners who have spent decades working hard to create this vibrant and socially economic diverse community. We bring this up because ES 6.2 (Page ES-43 paragraph 5) states "The RET lays out a process and a set of questions to guide the development, implementation, and evaluation of the project to advance racial equity." Table 4 in the Draft RET report (Page 57) shows projected displacements and potential new accommodations available from TOD, suggesting a net increase in the number of housing units. It would be more accurate to account for the total permanent loss of land available for residential development as reported in Land Use table (4.2.2.3). The table shows only the number of acres being permanently converted to transportation land use, so it would be more informative to add the total number of potential housing units that would have fit on that acreage into the table as well. Since the purported benefits of possible new housing due to building the project are speculative and being considered then it is prudent that we count the permanent loss of homes from potential new development from land use changes as well.	The Racial Equity Toolkit (RET) report is separate from the EIS and is not intended to be the project's impact analysis. It would be speculative to estimate the number of housing units that could be built on property that would be converted to transportation uses, some of which is not zoned for residential land use. Impacts reported in the Draft and Final EIS reflect actual residential units. Please see Section 4.2, Land Use, of the Final EIS for more information regarding the potential for transit-oriented development at each station.
3	Units are not people and people are not units. More emphasis should be put on the immediate human toll of these station location alternatives. Some promise of possible potential benefits 7 to 10 years in the future should not and cannot supersede the current lives of the people this project is meant to serve. With the current housing shortage in Seattle, It would be wise to remove as few residences as possible during the build time. Let's proceed with an eye on possible new residential development where there is currently none, such as in the proposed DEL6 station Alternative. Let's gather the most and best information we can to plot the least destructive way forward, ensuring that the fewest people are harmed in order to facilitate this project.	See response to comment 1 above.
4	Duwamish Segment (ES 3.1.1.2) We like that alternative DUW2 has the least impact on parks and greenbelts. We are in full support of Sound Transit working with the Port of Seattle to facilitate a robust restoration of terminal 25 while still allowing for the infrastructure of the DUW2 alternative guideway, in order to avoid potential degradation to the West Duwamish Greenbelt. Items associated with DUW2 in Table (ES-2) that stand out as priorities for us are: Impacts the fewest people, both residential and employees. Has O impact on parks and recreational resources The least visual impact The least noise and vibration impacts This alternative may cost a bit more but it would be money well spent if it helps avoid harm to people and our natural environment.	Please see the response to CCG2 in Table 7-1.

#	Comments	Responses
5	Re: Delridge Segment (ES 3.1.1.3) The "Preferred Alternative" (PA) for this segment seems harsh, cruel and just plain wrong for the members of the Youngstown community. Placing a mass transit facility right in the middle of an existing residential community drastically changes the living experiences of all those near by. The visual ,noise and lifestyle impacts would be profound. The "PA" also would convert the most residential land use area to transportation use (table 4.2.2.3), permanently removing this desperately needed future housing stock, whereas Del6 may actually increase the amount of land available for much needed housing. Items associated with DEL6 in table (ES-3) that stand out as priorities for us are: One of the least expensive alternatives Fewest number of people impacted, the far fewest residents and among the least number of employees Least amount of visual and noise impacts Has O impact on parks and recreational resources	Please see the response to CCG2 in Table 7-1.
6	We believe that Sound Transit working with the city of Seattle can devise some creative solutions for providing safe and efficient pedestrian access for this station location. One idea is to create a dedicated entrance/exit for Nucor traffic on the north side of their facility. Placing the station 2 blocks north of the "PA" should have little impact on people coming to the station from further south in West Seattle and White Center as a majority are anticipated to be taking the bus. The most equitable way to provide better access to light rail for all is to build the line out farther south down Delridge Way.	Please see the response to CC3a in Table 7-1. Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
7	Re: West Seattle Junction Segment (ES 3.1.1.4) Items associated with WSJ5 in table (ES-4) that stand out as priorities for us are: Among the least expensive Fewest human displacements Least visual and noise impacts Has O impact on parks and recreational resources. When considering the information provided in the published WSBLE DEIS, in particular tables (ES 2, 3, 4) and information in section 4.2, the least harmful and among the most financially responsible route choices for moving forward would be DUW2 connecting to DEL6 connecting to WSJ5. We urge the Sound Transit board to reconsider it's "Preferred Alternatives".	Please see the response to CCG2 in Table 7-1.

Comment Submittal 0659

Communication ID	Name	Email
503249	Marie McKinsey	marie.mckinsey@gmail.com

Full Communication

My DEIS comments:

Section 1.2.2.3 Overview

Population growth estimates need to be revised. People are moving out of King County. https://www.seattletimes.com/seattle-news/data/king-county-lost-population-last-year-for-the-first- time-in-almost-50-years/

Ridership estimates need to be revised taking into account work changes because of the pandemic. Many people work from home now and will continue to work at least partly from home into the future. People moved out of West Seattle when the WS Bridge closed because their commutes became unbearable. The people who replaced them aren't necessarily commuters.

Riders = revenue. If you can't justify this project economically, perhaps it shouldn't go forward.

1.2.2.6

By law, the state of Washington is required to lower CO2 emissions by 45% below 1990 levels by 2030. https://ecology.wa.gov/Air-Climate/Climate-change/Tracking-greenhouse-gases

A project this massive, requiring enormous amount of concrete, will actually increase emissions until the end of the 2030s, and most likely beyond. How specifically do you propose to mitigate the effects of construction? That plan should be described in detail in the final EIS.

1.3.1

The DEIS states: "The City of Seattle Transit Master Plan (City of Seattle 2016) identified extension of light rail to West Seattle as a top-priority project and included it in the long-range high-capacity transit vision. The plan specifically calls for a mixed surface and elevated alignment connecting to Alaska Junction or High Point, with the possibility for future phases to extend farther south." Why was the High Point option dropped? There doesn't seem to be any explanation offered. From an equity standpoint, High Point is a much better choice. It would provide easier access to light rail for low income and POC residents in West Seattle. Why choose the affluent Alaska Junction for light rail instead? Why weren't High Point alternatives given in the DEIS? That needs to be explained in the final EIS.

Also, High Point is more centrally located in West Seattle. Creating a transit hub there just makes sense. For too long, the majority of peninsula traffic, including transit, has been funneled through the Alaska Junction area to get to a bridge of one sort or another. That has created a bottleneck for generations. Why keep doing that?

A big lesson from the West Seattle Bridge closure is that residents need MULTIPLE ways in and out of the neighborhood. That includes multiple corridors. Show us some alternatives to the Spokane St. corridor in the final EIS.

Don't say you don't have money for this. In August of last year, you awarded HNTB an additional $4.2 million to:".. support the upcoming efforts to identify capital cost estimate reductions and would include a review of project design and construction efficiencies as well as potential major project definition changes for Board consideration."

Please ask HNTB to show us how High Point can be connected to the light rail spine without having to come through the Junction.

2.1.2.1.4 Alternatives

If you must bring light rail to the West Seattle Junction, one of the tunnel alternatives should be used. The elevated options are too destructive to be considered. Residents here are just beginning to realize how many homes and businesses we will lose. We are in shock.

Also, the bridge from SODO should follow the route north of the West Seattle Bridge. Pigeon Point is a sensitive area in terms of Tribal rights, green space, salmon runs and wildlife. Running a rail bridge over that area will be destructive, regardless of what it done to mitigate effects. Seattle has lost enough green space as it is. It isn't necessary to damage this natural area permanently.

The proposed route north of the West Seattle Bridge is quite rightly situated over an industrial area. That is where light rail belongs.

Also, building the route north of the WS Bridge makes it less likely that the bridge will have to be closed during construction. Both of the southern alternatives cross the car bridge. It will not be safe to build that section of the rail bridge with cars using it. West Seattle has suffered enough with that bridge being closed. We aren't going to be happy if you close it again.

4.2.3 Economics

The economics of bringing light rail to the Junction needs further examination in the EIS. The land the light rail project will occupy will be permanently lost to economic development and revenue generation. It doesn't matter if the businesses relocate and pay taxes elsewhere. That land has permanently lost its economic value. It will take years for transit-oriented development, if indeed that happens, to begin to offset that lost revenue. If interest rates continue to climb, and even if they stay where they are now, redevelopment will be slow.

When an alternative is chosen, the EIS should provide a list of all properties, business and residential, along with the amounts of real estate and property taxes that will be lost with their removal. The DEIS tries to ignore this responsibility, saying it is impossible to tell. But it IS possible. How much revenue did that land generate in the past year? That is an indicator of how much economic value is gone forever.

Sound Transit is dependent on property taxes, sales taxes, and RTA fees on car tabs for funding. This project will result in what amounts to a significant cut in pay. Therefore, the final EIS should give residents an estimate of what ongoing maintenance of the system is expected to cost and how Sound Transit will pay for it.

Sound Transit has a terrible reputation when it comes to the reliability of escalators and elevators. https://mynorthwest.com/3299835/rantz-sound-transit-billion-escalators-dont-work/ Stations in West Seattle, whether elevated or deep underground, will be dependent on these systems to get people on and off trains. If they don't work, we'll have a giant broken system, and we'll be worse off than if we never had a train. Again, where will the money come from to maintain these systems?

What plan does Sound Transit have to reduce down time? The final EIS should explain.

Furthermore, with construction planned to begin in 2025 and continue until 2032, existing businesses will struggle. Detours, road closures and other difficulties involved with this project will mean loss of revenue for businesses for years, and thus loss of revenue for Sound Transit.

One of the things we've learned from the WS Bridge closure is that as things drag on, people change their habits. If it is too difficult, for too long, to shop somewhere, they will try different businesses, or order online. In time, those work-arounds become routine. When the train is operational, how many shoppers will come back? How many businesses will have survived?

The claim that light rail will lead to more dense and mixed-use projects in West Seattle seems overly optimistic. West Seattle is primarily zoned for single family residences. Most of the land zoned for commercial and multi-family purposes has already been developed, especially in the Junction. Light rail will demolish some fairly new apartment buildings. We have a housing shortage as it is, and with zoning what it is, we don't have much room to add new homes.

Again, high interest rates coupled with lack of room to build are more likely to lead to stagnation of the economy in the Junction, not growth.

4.2.5 Visual Effects

From an aesthetic point of view, the elevated alternatives for this project are way out of scale with the neighborhood, more likely to destroy the "small town charm," that has drawn people for generations, than to attract new residents or businesses.

The DEIS doesn't provide many renderings that give us an idea of what critical areas will look like. This is particularly true of the bridge coming from SODO to West Seattle. Few residents realize that the train will go over the top of the east end of the West Seattle Bridge. There should be a rendering showing what it will be like to drive under that bridge heading eastbound on the WS Bridge. (Also, how long will the bridge have to be closed during construction of the light rail bridge?)

A rendering showing what the bridge will look like from Pigeon Point would be helpful. And another one showing what it will look like coming off Pigeon Point and over Delridge Way.

Also, where are the renderings of what the stations will look like. A graphic showing the plan view doesn't give people a sense of scale. We need to be able to picture what the neighborhood will look like when this is done. The final EIS should have a series of architectural renderings of key elements so we know what to expect.

4.2.6.4.2 Greenhouse Gas Emissions

Table 4.2.6-3 gives a range of CO2 emissions during construction from 158,067 -614,461 metric tons. However, this is just from equipment and vehicles.

This does not include the amount of CO2 produced in the manufacture of concrete required to build this massive bridge and other structures. The cement industry is a major producer of CO2.
https://en.wikipedia.org/wiki/Environmental_impact_of_concrete

How many cubic yards of concrete will be required for this project? You must know or you wouldn't have been able to calculate cost estimates.

It seems strange to leave something this critical out of an environmental impact statement' The final EIS should account for the total amount of CO2 the project will generate and a plan for mitigating that impact.

4.2.9 Ecosystems

From the DEIS: "The West Duwamish Greenbelt is within the Duwamish Segment. The greenbelt stretches4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The Washington Department of Fish and Wildlife designates the greenbelt as a Biodiversity Area and Corridor (a priority habitat). It is primarily deciduous forest with bigleaf maples and red alders, and provides habitat elements such as mixed forest snags, downed woody debris, and areas with multi-layered canopy. The Delridge Segment includes the greenbelt around Longfellow Creek (also a Washington Department of Fish and Wildlife-designated Biodiversity Area and Corridor), as well as developed open space in the West Seattle Golf Course and the Delridge Playfield and Community Center park."

This description explains why light rail should be directed north of the West Seattle Bridge. There is no way to bring light rail over and through this area without seriously compromising the environment. Many species of birds and fish, already endangered, will have their homes threatened.

Construction for all alternatives will last 5 - 6 years, meaning ongoing disruption to natural areas and wildlife habitats. It is concerning that '"Preferred Alternative WSJ-3a• and Preferred Option WSJ-3b• would include construction staging at the edge of a wetland buffer on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road."

Will those wetlands recover after years of construction?

4.2.11 Geology and Soils

The location of the light rail system should be reevaluated on this basis alone.

This USGS seismic hazard map shows how likely we are to suffer serious damage in an earthquake. The light rail bridge, starting in SODO, will be built in an area of highest risk. No one wants to be on a train, on a 150-foot tall bridge, in an earthquake!

This was the reason we tore down the Alaskan Way viaduct. We were afraid that an earthquake would cause it to collapse. Why are we building an even bigger bridge in the same area?

This map from the DEIS shows light rail crossing Pigeon Point. The bright red areas are known landslide areas. The pink slanted striped sections are potential landslide areas.

Geotechnical engineering methods can keep structures stable in slide-prone areas, but they are no match for earthquakes.

Appendix L.4.1 Supporting Information on Affected Environment and Environmental Impacts This section contains some of the most important information for West Seattle residents. This is where we find the addresses of properties that may be affected. This includes businesses, single- family homes, apartments, condos, and organizations that make up the fabric and character of our community. Sadly, this document is a perfect example of observing the letter, not the spirit, of the law. Light rail is a public project and therefore the names and addresses of those affected should be public information. Sound Transit is required to disclose that information, and you can say that you have.

But instead of full disclosure, you BURIED those addresses in an appendix with a vague title. This appendix is like a mass grave: A collection of faceless, nameless properties piled into an unmarked document. No one would guess the contents of this appendix from the title. And that doesn·t appear to be an accident. Is this an attempt to hide the impact this project will have on the lives of West Seattle residents?

Because the names of businesses and apartment buildings are left out of the listings, we can't tell which ones are affected. To determine whether a business or apartment building might be lost, we have to google the property to get its address and then refer to pages and pages of addresses to see if that property is there.

To be fair, you do mention names of some properties in the main text of the DEIS, but even that is deceptive. You say that a Safeway store might be eliminated. but fail to say that along with it will go the entirety of Jefferson Square - all of the businesses, all of the parking, all of the housing.

The final EIS should have a clearly marked section titled "Affected Properties," that gives the names of ALL businesses, non-profits, and multi-family buildings that will be lost. For most people on the list, and those who have relationships with them, this will be like learning that they have a terminal illness. Please have respect for the lives involved.

#	Comments	Responses
1	Section 1.2.2.3 Overview Population growth estimates need to be revised. People are moving out of King County. https://www.seattletimes.com/seattle-news/data/king-county-lost-population-last- year-for-the-first-time-in-almost-50-years/ Ridership estimates need to be revised taking into account work changes because of the pandemic. Many people work from home now and will continue to work at least partly from home into the future. People moved out of West Seattle when the WS Bridge closed because their commutes became unbearable. The people who replaced them aren't necessarily commuters. Riders = revenue. If you can't justify this project economically, perhaps it shouldn't go forward.	Please see the response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need, of the Final EIS for updated information on the need for the project, and updated population and employment projections.
2	1.2.2.6 By law, the state of Washington is required to lower CO2 emissions by 45% below 1990 levels by 2030. https://ecology.wa.gov/Air-Climate/Climate-change/Tracking-greenhouse-gases A project this massive, requiring enormous amount of concrete, will actually increase emissions until the end of the 2030s, and most likely beyond. How specifically do you propose to mitigate the effects of construction? That plan should be described in detail in the final EIS.	Please see response to CC4.6a in Table 7-1.
3	1.3.1 The DEIS states: "The City of Seattle Transit Master Plan (City of Seattle 2016) identified extension of light rail to West Seattle as a top-priority project and included it in the long-range high-capacity transit vision. The plan specifically calls for a mixed surface and elevated alignment connecting to Alaska Junction or High Point, with the possibility for future phases to extend farther south." Why was the High Point option dropped? There doesn't seem to be any explanation offered. From an equity standpoint, High Point is a much better choice. It would provide easier access to light rail for low income and POC residents in West Seattle. Why choose the affluent Alaska Junction for light rail instead? Why weren't High Point alternatives given in the DEIS? That needs to be explained in the final EIS. Also, High Point is more centrally located in West Seattle. Creating a transit hub there just makes sense. For too long, the majority of peninsula traffic, including transit, has been funneled through the Alaska Junction area to get to a bridge of one sort or another. That has created a bottleneck for generations. Why keep doing that? A big lesson from the West Seattle Bridge closure is that residents need MULTIPLE ways in and out of the neighborhood. That includes multiple corridors. Show us some alternatives to the Spokane St. corridor in the final EIS. Don't say you don't have money for this. In August of last year, you awarded HNTB an additional $4.2 million to:"... support the upcoming efforts to identify capital cost estimate reductions and would include a review of project design and construction efficiencies as well as potential major project definition changes for Board consideration." Please ask HNTB to show us how High Point can be connected to the light rail spine without having to come through the Junction.	Please see the responses to CC1c and CCEJ1 in Table 7-1. 40 Code of Federal Regulations (CFR) 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project which resulted in evaluation of a reasonable range of alternatives consistent with 40 CFR 1502.14. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

#	Comments	Responses
4	2.1.2.1.4 Alternatives If you must bring light rail to the West Seattle Junction, one of the tunnel alternatives should be used. The elevated options are too destructive to be considered. Residents here are just beginning to realize how many homes and businesses we will lose. We are in shock.	Please see the response to CCG2 in Table 7-1.
5	Also, the bridge from SODO should follow the route north of the West Seattle Bridge. Pigeon Point is a sensitive area in terms of Tribal rights, green space, salmon runs and wildlife. Running a rail bridge over that area will be destructive, regardless of what it done to mitigate effects. Seattle has lost enough green space as it is. It isn't necessary to damage this natural area permanently. The proposed route north of the West Seattle Bridge is quite rightly situated over an industrial area. That is where light rail belongs. Also, building the route north of the WS Bridge makes it less likely that the bridge will have to be closed during construction. Both of the southern alternatives cross the car bridge. It will not be safe to build that section of the rail bridge with cars using it. West Seattle has suffered enough with that bridge being closed. We aren't going to be happy if you close it again.	Please see the response to CCG2 in Table 7-1. See Section 3.11, Construction Impacts, for more information on roadway closures during construction.
6	4.2.3 Economics The economics of bringing light rail to the Junction needs further examination in the EIS. The land the light rail project will occupy will be permanently lost to economic development and revenue generation. It doesn't matter if the businesses relocate and pay taxes elsewhere. That land has permanently lost its economic value. It will take years for transit-oriented development, if indeed that happens, to begin to offset that lost revenue. If interest rates continue to climb, and even if they stay where they are now, redevelopment will be slow. When an alternative is chosen, the EIS should provide a list of all properties, business and residential, along with the amounts of real estate and property taxes that will be lost with their removal. The DEIS tries to ignore this responsibility, saying it is impossible to tell. But it IS possible. How much revenue did that land generate in the past year? That is an indicator of how much economic value is gone forever. Sound Transit is dependent on property taxes, sales taxes, and RTA fees on car tabs for funding. This project will result in what amounts to a significant cut in pay. Therefore, the final EIS should give residents an estimate of what ongoing maintenance of the system is expected to cost and how Sound Transit will pay for it.	Please see Section 4.3, Economics, of the Final EIS for more information on the impact of acquisitions and displacements on the tax base of the City. Funding for construction and operation of Sound Transit projects is through a combination of revenue and tax sources. For more information please see: Paying for regional transit I Regional transit taxes I Sound Transit at https://www.soundtransit.org/get-to-know-us/paying-regional-transit.

#	Comments	Responses
7	Sound Transit has a terrible reputation when it comes to the reliability of escalators and elevators. Stations in West Seattle, whether elevated or deep underground, will be dependent on these systems to get people on and off trains. If they don't work, we'll have a giant broken system, and we'll be worse off than if we never had a train. Again, where will the money come from to maintain these systems? What plan does Sound Transit have to reduce down time? The final EIS should explain.	In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website https://www.soundtransit.org/.
8	Furthermore, with construction planned to begin in 2025 and continue until 2032, existing businesses will struggle. Detours, road closures and other difficulties involved with this project will mean loss of revenue for businesses for years, and thus loss of revenue for Sound Transit. One of the things we've learned from the WS Bridge closure is that as things drag on, people change their habits. If it is too difficult, for too long, to shop somewhere, they will try different businesses, or order online. In time, those work-arounds become routine. When the train is operational, how many shoppers will come back? How many businesses will have survived? The claim that light rail will lead to more dense and mixed-use projects in West Seattle seems overly optimistic. West Seattle is primarily zoned for single family residences. Most of the land zoned for commercial and multi-family purposes has already been developed, especially in the Junction. Light rail will demolish some fairly new apartment buildings. We have a housing shortage as it is, and with zoning what it is, we don't have much room to add new homes. Again, high interest rates coupled with lack of room to build are more likely to lead to stagnation of the economy in the Junction, not growth.	Please see the response to CC4.3b in Table 7-1.

#	Comments	Responses
9	4.2.5 Visual Effects From an aesthetic point of view, the elevated alternatives for this project are way out of scale with the neighborhood, more likely to destroy the "small town charm," that has drawn people for generations, than to attract new residents or businesses. The DEIS doesn't provide many renderings that give us an idea of what critical areas will look like. This is particularly true of the bridge coming from SODO to West Seattle. Few residents realize that the train will go over the top of the east end of the West Seattle Bridge. There should be a rendering showing what it will be like to drive under that bridge heading eastbound on the WS Bridge. (Also, how long will the bridge have to be closed during construction of the light rail bridge?) A rendering showing what the bridge will look like from Pigeon Point would be helpful. And another one showing what it will look like coming off Pigeon Point and over Delridge Way. Also, where are the renderings of what the stations will look like. A graphic showing the plan view doesn't give people a sense of scale. We need to be able to picture what the neighborhood will look like when this is done. The final EIS should have a series of architectural renderings of key elements so we know what to expect.	Please see the response to CC4.5a in Table 7-1. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS, and Attachments N2A and N2B of the Visual Technical Report, for visual simulations of the EIS alternatives. These simulations were completed for determining visual impacts on sensitive viewers and city-designated scenic views, as described in Section 2 of Appendix N.2. This assessment considered changes to the viewed environment that would be seen by areas with concentrations of sensitive viewers within the study area. While visual simulations help inform the impact assessment, they are not necessary for assessment of impacts in all areas. Additional information for other areas of the project corridor will be available for public review as additional design is available.
10	4.2.6.4.2 Greenhouse Gas Emissions Table 4.2.6-3 gives a range of CO2 emissions during construction from 158,067 - 614,461 metric tons. However, this is just from equipment and vehicles. This does not include the amount of CO2 produced in the manufacture of concrete required to build this massive bridge and other structures. The cement industry is a major producer of CO2. How many cubic yards of concrete will be required for this project? You must know or you wouldn't have been able to calculate cost estimates. It seems strange to leave something this critical out of an environmental impact statement! The final EIS should account for the total amount of CO2 the project will generate and a plan for mitigating that impact.	Please see the response to CC4.6a in Table 7-1.
11	.2.9 Ecosystems From the DEIS: "The West Duwamish Greenbelt is within the Duwamish Segment. The greenbelt stretches4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The Washington Department of Fish and Wildlife designates the greenbelt as a Biodiversity Area and Corridor (a priority habitat). It is primarily deciduous forest with bigleaf maples and red alders, and provides habitat elements such as mixed forest snags, downed woody debris, and areas with multi-layered canopy. The Delridge Segment includes the greenbelt around Longfellow Creek (also a Washington Department of Fish and Wildlife- designated Biodiversity Area and Corridor), as well as developed open space in the West Seattle Golf Course and the Delridge Playfield and Community Center park." This description explains why light rail should be directed north of the West Seattle Bridge. There is no way to bring light rail over and through this area without seriously compromising the environment. Many species of birds and fish, already endangered, will have their homes threatened.	Please see the response to CC4.9b in Table 7-1. Please see Section 4.9, Ecosystems, of the Final EIS for more information on ecosystem impacts and proposed mitigation.

#	Comments	Responses
12	Construction for all alternatives will last 5 - 6 years, meaning ongoing disruption to natural areas and wildlife habitats. It is concerning that "Preferred Alternative WSJ-3a* and Preferred Option WSJ-3b* would include construction staging at the edge of a wetland buffer on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road." Will those wetlands recover after years of construction?	Please see Section 4.9, Ecosystems, of the Final EIS for more information on ecosystem impacts and proposed mitigation.
13	4.2.11 Geology and Soils The location of the light rail system should be reevaluated on this basis alone. This USGS seismic hazard map shows how likely we are to suffer serious damage in an earthquake. The light rail bridge, starting in SODO, will be built in an area of highest risk. No one wants to be on a train, on a 150-foot tall bridge, in an earthquake! This was the reason we tore down the Alaskan Way viaduct. We were afraid that an earthquake would cause it to collapse. Why are we building an even bigger bridge in the same area? This map from the DEIS shows light rail crossing Pigeon Point. The bright red areas are known landslide areas. The pink slanted striped sections are potential landslide areas. Geotechnical engineering methods can keep structures stable in slide-prone areas, but they are no match for earthquakes.	Please see the response to CC4.11a in Table 7-1.
14	Appendix L.4.1 Supporting Information on Affected Environment and Environmental Impacts This section contains some of the most important information for West Seattle residents. This is where we find the addresses of properties that may be affected. This includes businesses, single-family homes, apartments, condos, and organizations that make up the fabric and character of our community. Sadly, this document is a perfect example of observing the letter, not the spirit, of the law. Light rail is a public project and therefore the names and addresses of those affected should be public information. Sound Transit is required to disclose that information, and you can say that you have. But instead of full disclosure, you BURIED those addresses in an appendix with a vague title. This appendix is like a mass grave: A collection of faceless, nameless properties piled into an unmarked document. No one would guess the contents of this appendix from the title. And that doesn't appear to be an accident. Is this an attempt to hide the impact this project will have on the lives of West Seattle residents? Because the names of businesses and apartment buildings are left out of the listings, we can't tell which ones are affected. To determine whether a business or apartment building might be lost, we have to google the property to get its address and then refer to pages and pages of addresses to see if that property is there. To be fair, you do mention names of some properties in the main text of the DEIS, but even that is deceptive. You say that a Safeway store might be eliminated, but fail to say that along with it will go the entirety of Jefferson Square - all of the businesses, all of the parking, all of the housing. The final EIS should have a clearly marked section titled "Affected Properties," that gives the names of ALL businesses, non- profits, and multi-family buildings that will be lost. For most people on the list, and those who have relationships with them, this will be like learning that they have a terminal illness. Please have respect for the lives involved.	Sound Transit notified potentially affected property owners prior to the Draft EIS publication in the fall of 2021 and prior to publication of the Final EIS. Capturing information on every potentially impacted business and owners of private homes would result in accuracy challenges with the document given that this data is gathered at a point-in-time and businesses are continuously changing. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. Finally, given the similar impacts between alternatives within segments and the location of the project within an urban area, collecting information on all businesses in the study area is not necessary to distinguish between alternatives. The WSBLE Draft EIS and West Seattle Link Extension Final EIS provide additional information on businesses that could be difficult to relocate and businesses that are social resources in Sections 4.3, Economics, and 4.4 Social Resources, Community Facilities, and Neighborhoods, respectively.

My DEIS comments:

Section 1.2.2.3 Overview

Population growth estimates need to be revised. People are moving out of King County. https://www.seattletimes.com/seattle-news/data/king-county-lost-population-last-year-for-the-first-time-in-almost-50-years/

Ridership estimates need to be revised taking into account work changes because of the pandemic. Many people work from home now and will continue to work at least partly from home into the future. People moved out of West Seattle when the WS Bridge closed because their commutes became unbearable. The people who replaced them aren't necessarily commuters.

Riders = revenue. If you can't justify this project economically, perhaps it shouldn't go forward.

1.2.2.6

By law, the state of Washington is required to lower CO2 emissions by 45% below 1990 levels by 2030. https://ecology.wa.gov/Air-Climate/Climate-change/Tracking-greenhouse-gases

A project this massive, requiring enormous amount of concrete, will actually increase emissions until the end of the 2030s, and most likely beyond. How specifically do you propose to mitigate the effects of construction? That plan should be described in detail in the final EIS.

1.3.1

The DEIS states: *"The City of Seattle Transit Master Plan (City of Seattle 2016) identified extension of light rail to West Seattle as a top-priority project and included it in the long-range high-capacity transit vision. The plan specifically calls for a mixed surface and elevated alignment connecting to Alaska Junction or High Point, with the possibility for future phases to extend farther south."*

Why was the High Point option dropped? There doesn't seem to be any explanation offered. From an equity standpoint, High Point is a much better choice. It would provide easier access to light rail for low income and POC residents in West Seattle. Why choose the affluent Alaska Junction for light rail instead? Why weren't High Point alternatives given in the DEIS? That needs to be explained in the final EIS.

Also, High Point is more centrally located in West Seattle. Creating a transit hub there just makes sense. For too long, the majority of peninsula traffic, including transit, has been funneled through the Alaska Junction area to get to a bridge of one sort or another. That has created a bottleneck for generations. Why keep doing that?

A big lesson from the West Seattle Bridge closure is that residents need MULTIPLE ways in and out of the neighborhood. That includes multiple corridors. Show us some alternatives to the Spokane St. corridor in the final EIS.

Don't say you don't have money for this. In August of last year, you awarded HNTB an additional $4.2 million to: "*... support the upcoming efforts to identify capital cost estimate reductions and would include a review of project design and construction efficiencies as well as potential major project definition changes for Board consideration.*"

Please ask HNTB to show us how High Point can be connected to the light rail spine without having to come through the Junction.

2.1.2.1.4 Alternatives

If you must bring light rail to the West Seattle Junction, one of the tunnel alternatives should be used. The elevated options are too destructive to be considered. Residents here are just beginning to realize how many homes and businesses we will lose. We are in shock.

Also, the bridge from SODO should follow the route north of the West Seattle Bridge. Pigeon Point is a sensitive area in terms of Tribal rights, green space, salmon runs and wildlife. Running a rail

bridge over that area will be destructive, regardless of what it done to mitigate effects. Seattle has lost enough green space as it is. It isn't necessary to damage this natural area permanently.

The proposed route north of the West Seattle Bridge is quite rightly situated over an industrial area. That is where light rail belongs.

Also, building the route north of the WS Bridge makes it less likely that the bridge will have to be closed during construction. Both of the southern alternatives cross the car bridge. It will not be safe to build that section of the rail bridge with cars using it. West Seattle has suffered enough with that bridge being closed. We aren't going to be happy if you close it again.

4.2.3 Economics

The economics of bringing light rail to the Junction needs further examination in the EIS.

The land the light rail project will occupy will be permanently lost to economic development and revenue generation. It doesn't matter if the businesses relocate and pay taxes elsewhere. That ***land*** has permanently lost its economic value. It will take years for transit-oriented development, if indeed that happens, to begin to offset that lost revenue. If interest rates continue to climb, and even if they stay where they are now, redevelopment will be slow.

When an alternative is chosen, the EIS should provide a list of all properties, business and residential, along with the amounts of real estate and property taxes that will be lost with their removal. The DEIS tries to ignore this responsibility, saying it is impossible to tell. But it IS possible. How much revenue did that land generate in the past year? That is an indicator of how much economic value is gone forever.

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Again, high interest rates coupled with lack of room to build are more likely to lead to stagnation of the economy in the Junction, not growth.

4.2.5 Visual Effects

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A rendering showing what the bridge will look like from Pigeon Point would be helpful. And another one showing what it will look like coming off Pigeon Point and over Delridge Way.

Also, where are the renderings of what the stations will look like. A graphic showing the plan view doesn't give people a sense of scale. We need to be able to picture what the neighborhood will look like when this is done. The final EIS should have a series of architectural renderings of key elements so we know what to expect.

4.2.6.4.2 Greenhouse Gas Emissions

Table 4.2.6-3 gives a range of CO2 emissions during construction from 158,067 – 614,461 metric tons. However, this is just from equipment and vehicles.

This does not include the amount of CO2 produced in the manufacture of concrete required to build this massive bridge and other structures. The cement industry is a major producer of CO2. https://en.wikipedia.org/wiki/Environmental_impact_of_concrete

How many cubic yards of concrete will be required for this project? You must know or you wouldn't have been able to calculate cost estimates.

It seems strange to leave something this critical out of an environmental impact statement! The final EIS should account for the **total** amount of CO2 the project will generate and a plan for mitigating that impact.

4.2.9 Ecosystems

From the DEIS: *"The West Duwamish Greenbelt is within the Duwamish Segment. The greenbelt stretches4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The Washington Department of Fish and Wildlife designates the greenbelt as a Biodiversity Area and Corridor (a priority habitat). It is primarily deciduous forest with bigleaf maples and red alders, and provides habitat elements such as mixed forest snags, downed woody debris, and areas with multi-layered canopy. The Delridge Segment includes the greenbelt around Longfellow Creek (also a Washington Department of Fish and Wildlife-designated Biodiversity Area and Corridor), as well as developed open space in the West Seattle Golf Course and the Delridge Playfield and Community Center park."*

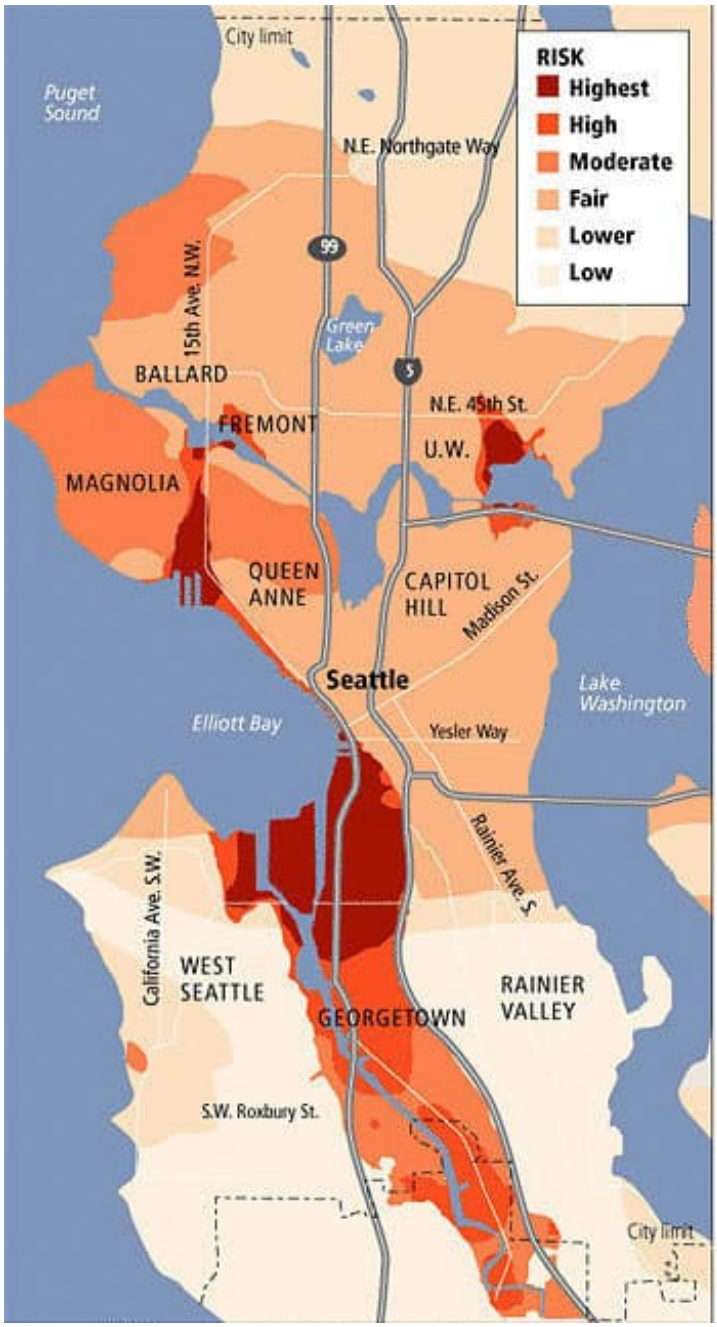
This description explains why light rail should be directed north of the West Seattle Bridge. There is no way to bring light rail over and through this area without seriously compromising the environment. Many species of birds and fish, already endangered, will have their homes threatened.

Construction for all alternatives will last 5 – 6 years, meaning ongoing disruption to natural areas and wildlife habitats. It is concerning that *"Preferred Alternative WSJ-3a* and Preferred Option WSJ-3b* would include construction staging at the edge of a wetland buffer on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road."*

Will those wetlands recover after years of construction?

4.2.11 Geology and Soils

The location of the light rail system should be reevaluated on this basis alone.



SEISMIC HAZARDS

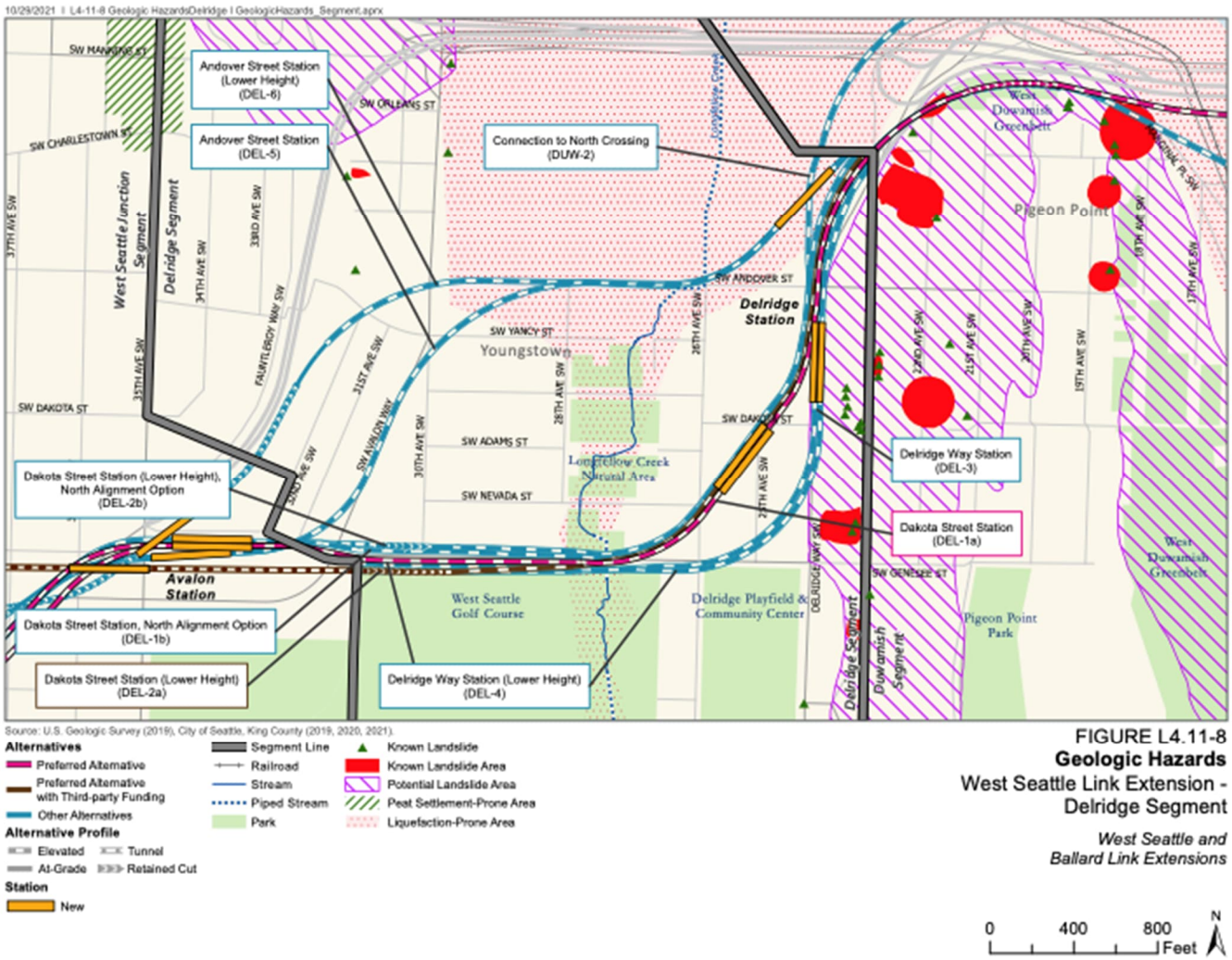
A new analysis of the Seattle area's risk during a major earthquake has found new locations at higher potential for violent shaking. Highlighted in dark red, the Interbay area between Magnolia and Queen Anne along with northern Montlake and the University Village area are now considered at high risk for strong ground shaking in a quake.

Scientists at the U.S. Geological Survey, working with colleagues at the University of Washington, performed a massive data-crunching exercise using multiple computers to arrive at the new "Seattle Urban Seismic Hazard Map."

Source: USGS / Seattle P-I

This USGS seismic hazard map shows how likely we are to suffer serious damage in an earthquake. The light rail bridge, starting in SODO, will be built in an area of highest risk. No one wants to be on a train, on a 150-foot tall bridge, in an earthquake!

This was the reason we tore down the Alaskan Way viaduct. We were afraid that an earthquake would cause it to collapse. Why are we building an even bigger bridge in the same area?



This map from the DEIS shows light rail crossing Pigeon Point. The bright red areas are known landslide areas. The pink slanted striped sections are potential landslide areas.

Geotechnical engineering methods can keep structures stable in slide-prone areas, but they are no match for earthquakes.

Appendix L.4.1 Supporting Information on Affected Environment and Environmental Impacts

This section contains some of the most important information for West Seattle residents. This is where we find the addresses of properties that may be affected. This includes businesses, single-family homes, apartments, condos, and organizations that make up the fabric and character of our community.

Sadly, this document is a perfect example of observing the letter, not the spirit, of the law. Light rail is a public project and therefore the names and addresses of those affected should be public information. Sound Transit is required to disclose that information, and you can say that you have.

But instead of full disclosure, you *BURIED* those addresses in an appendix with a vague title. This appendix is like a mass grave: A collection of faceless, nameless properties piled into an unmarked document. No one would guess the contents of this appendix from the title. And that doesn't appear to be an accident. Is this an attempt to hide the impact this project will have on the lives of West Seattle residents?

Because the names of businesses and apartment buildings are left out of the listings, we can't tell which ones are affected. To determine whether a business or apartment building might be lost, we have to google the property to get its address and then refer to pages and pages of addresses to see if that property is there.

To be fair, you do mention names of some properties in the main text of the DEIS, but even that is deceptive. You say that a Safeway store might be eliminated, but fail to say that along with it will go the entirety of Jefferson Square – all of the businesses, all of the parking, all of the housing.

The final EIS should have a clearly marked section titled "Affected Properties," that gives the names of ALL businesses, non-profits, and multi-family buildings that will be lost. For most people on the list, and those who have relationships with them, this

will be like learning that they have a terminal illness. Please have respect for the lives involved.

Comment Submittal 0660

Communication ID	Name	Email
503348	John Birnel	jbirnel@comcast.net

Full Communication (4/24/2022)

Dear Sound Transit-I love to go to West Seattle to visit friends and for an exercise class, among other reasons. I look forward to a faster and more reliable way to get there via mass transit. At age 75, I would strongly prefer an option that is more quickly achieved. I also figure that a light rail feeder would be too destructive, and ineffective, and would take way too long, causing traffic to be worse rather than better for such a long time. I prefer a serious look at a gondola system. I also question the sincerity of the effort for a quality EIS if the Ballard and W. Seattle feeder lines are considered as one.

Structure of the DEIS Project

Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate project treated together when they do not even connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one and this should be rectified for the final EIS.

Environmental Impact

Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a huge carbon impact caused by the construction. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation.

Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way.

Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions. The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "Skylink's" proposal from consideration. Skylink is proposing a gondola to serve not as the

primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, ii would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.
- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore. it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.

John Birnel 719 N. 68th St.

Seattle, Wa. 98103

#	Comments	Responses
1	Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate project treated together when they do not even connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one and this should be rectified for the final EIS.	Please see Chapter 1.3, Planning History of West Seattle Link Extension Corridor, of the West Seattle Link Extension Final EIS for more information about the environmental review being separated for the projects.

#	Comments	Responses
2	Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a huge carbon impact caused by the construction. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation. Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way. Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions.	Please see response to CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.3, Regional Context and Travel, of the Final EIS for more information on changes in vehicle miles traveled. Please see Section 4.6, Air Quality, of the Final EIS for updated air quality analysis. Please see Section 4.10, Energy Impacts, of the Final EIS for updated energy analysis.
3	The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.	Please see response to CC2g in Table 7-1.
4	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.

#	Comments	Responses
5	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
6	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
7	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.
8	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5 of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2, Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in the same appendix for the West Seattle Link Extension Final EIS.

Comment Submittal 0661

Communication ID	Name	Email
503374	Michael O'Brien	michaeltimothyobrien@gmail.com

Full Communication (4/25/2022)

Hi folks,

I've reviewed the Draft Environmental Impact Statement executive summary and I'm concerned with the extraordinary amount of displacement involved with the WS light rail extension. Particularly because the demographics in many of the proposed routes have a disproportionately high number of lower income and/or BIPOC communities. I'm also concerned that the Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. I'm a long time golfer as well and the loss of revenue and loss of recreation opportunity due to the impact at the West Seattle golf course would impact for over 60,000 golfers each year.

Please take another look at the gondola option. I understand it's not your default modality, but this really does make a ton of sense.

Cheers,

Michael O'Brien michaeltimothyobrien@gmail.com

(206) 245-6534

#	Comments	Responses
1	I've reviewed the Draft Environmental Impact Statement executive summary and I'm concerned with the extraordinary amount of displacement involved with the WS light rail extension. Particularly because the demographics in many of the proposed routes have a disproportionately high number of lower income and/or BIPOC communities	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on demographics and impacts and benefits to low-income populations and communities of color.
2	I'm also concerned that the Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. I'm a long time golfer as well and the loss of revenue and loss of recreation opportunity due to the impact at the West Seattle golf course would impact for over 60,000 golfers each year.	Please see response to CC4.17b in Table 7-1.
3	Please take another look at the gondola option. I understand it's not your default modality, but this really does make a ton of sense.	Please see response to CC2g in Table 7-1.

Comment Submittal 0662

Communication ID	Name	Email
503375	Casey Borgen	caseyborgen@gmail.com

Full Communication (4/25/2022)

The construction and operation of light rail within West Seattle will necessarily have negative visual and experiential impacts on West Seattle. It is critical that these impacts be minimized by routing considerations and limited use of elevated track. The use of fully elevated track for this portion of the light rail system would be unique within the overall system in its relationship to residential neighborhoods, and would be extremely destructive to said neighborhoods. Elevated track is acceptable when adjacent to freeways, or when necessary to cross waterways, but cannot be allowed within dense, pedestrian-oriented urban neighborhoods, where it prevents uses below the track and aggressively depresses uses adjacent.

For the Delridge segment, most of the alternatives create extremely divisive and imposing overhead structures that will permanently scar the neighborhood. DEL-6 is far preferred in its limited use of elevated track, its alignment along a natural boundary between industrial and residential uses along Andover, and adjacency with the Fauntleroy Way right-of-way.

For the West Seattle Junction segment, both of the elevated alternatives create a physical and visual barrier between the Junction and the Triangle neighborhoods -- the gateway to West Seattle -- at a time when development is progressing towards knitting these areas together. WSJ-1 is the most destructive alternative to the existing neighborhood, with the potential for further damage with future expansion to the south. The WSJ-2 station is too far removed from the heart of the Junction, and too close to the Avalon station. WSJ-5 provides for the most beneficial station locations, limits its above-grade impact to the area already compromised by a freeway approach road, and presents a sensible balance of cost considerations relative to other tunnel alternatives.

Thank you, Casey Borgen

#	Comments	Responses
1	The construction and operation of light rail within West Seattle will necessarily have negative visual and experiential impacts on West Seattle. It is critical that these impacts be minimized by routing considerations and limited use of elevated track. The use of fully elevated track for this portion of the light rail system would be unique within the overall system in its relationship to residential neighborhoods, and would be extremely destructive to said neighborhoods. Elevated track is acceptable when adjacent to freeways, or when necessary to cross waterways, but cannot be allowed within dense, pedestrian-oriented urban neighborhoods, where it prevents uses below the track and aggressively depresses uses adjacent. For the Delridge segment, most of the alternatives create extremely divisive and imposing overhead structures that will permanently scar the neighborhood. DEL-6 is far preferred in its limited use of elevated track, its alignment along a natural boundary between industrial and residential uses along Andover, and adjacency with the Fauntleroy Way right-of-way. For the West Seattle Junction segment, both of the elevated alternatives create a physical and visual barrier between the Junction and the Triangle neighborhoods -- the gateway to West Seattle -- at a time when development is progressing towards knitting these areas together. WSJ-1 is the most destructive alternative to the existing neighborhood, with the potential for further damage with future expansion to the south. The WSJ-2 station is too far removed from the heart of the Junction, and too close to the Avalon station. WSJ-5 provides for the most beneficial station locations, limits its above-grade impact to the area already compromised by a freeway approach road, and presents a sensible balance of cost considerations relative to other tunnel alternatives.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0663

Communication ID	Name	Email
503378	MJ Feiner	mj.feiner@gmail.com

Full Communication (4/25/2022)

In this day and age, all projects of this nature around the world are tunnels for the least longterm future impact.

The west seattle bridge is a perfect example of imminent failure with any other option.

#	Comments	Responses
1	In this day and age, all projects of this nature around the world are tunnels for the least longterm future impact.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0664

Communication ID	Name	Email
503389	Sue Lake	seattle.subee@gmail.com

Full Communication (4/25/2022)

Chapter 2 fails to address mode selection. In addition to the alignment reevaluation, Sound Transit should also review the choice of transit modes to meet West Seattle objectives. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond.) This was before shorter, "feeder" lines to connect neighborhoods like West Seattle were being considered. When West Seattle was added to the ST3 measure, a gondola was not considered even though the 2014 high capacity mode study stated that it "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." But instead, it was assumed West Seattle would be served by light rail, although no planning was done before the costs were determinen and the measure put to vote.

Sue Luke

4545 42nd Ave SW #501

Seattle, WA98116 206-265-3175

seattle.subee@gmail.com

#	Comments	Responses
1	Chapter 2 fails to address mode selection. In addition to the alignment reevaluation, Sound Transit should also review the choice of transit modes to meet West Seattle objectives. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond.) This was before shorter, "feeder" lines to connect neighborhoods like West Seattle were being considered. When West Seattle was added to the ST3 measure, a gondola was not considered even though the 2014 high capacity mode study stated that it "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." But instead, it was assumed West Seattle would be served by light rail, although no planning was done before the costs were determinen and the measure put to vote.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0665

Communication ID	Name	Email
503390	Sharon Chafin	memesharon48@gmail.com

Full Communication (4/25/2022)

Please do seriously consider putting any rail and stations underground in this limited space, almost quaint, neighborhood of West Seattle. The crowding has become quite noticeable in the past 10 years, and the addition of a rail plus stations overhead would pollute the ears, yet alone the eyes. Please do seriously think about this impact.

Thank you for the opportunity to respond. Mrs. Sharon Chafin

#	Comments	Responses
1	Please do seriously consider putting any rail and stations underground in this limited space, almost quaint, neighborhood of West Seattle. The crowding has become quite noticeable in the past 10 years, and the addition of a rail plus stations overhead would pollute the ears, yet alone the eyes. Please do seriously think about this impact.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0666

Communication ID	Name	Email
503394	Nils Hostage	nilsh32@gmail.com

Full Communication (4/25/2022)

I am a homeowner and a taxpayer and a Seattle voter. I take the light rail every single day by choice. It's an incredible amenity for our city and sets us apart from so many other places in this country. I'd like you to avoid making incredibly shortsighted decisions. Please consider my following comment:

This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right.

First of all, AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation - build a cut-and-cover tunnel on 6th. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel.

Second, DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding.

Third, Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th in Ballard to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating. At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right.

If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need. Do not create yet another example where in 20 years we look at what we have and ask how we were so shortsighted.

Thanks,

Nils Hostage

#	Comments	Responses
1	I am a homeowner and a taxpayer and a Seattle voter. I take the light rail every single day by choice. It's an incredible amenity for our city and sets us apart from so many other places in this country. I'd like you to avoid making incredibly shortsighted decisions. Please consider my following comment: This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right.	Thank you for expressing support for the project.
2	First of all, AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation - build a cut-and-cover tunnel on 6th. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Second, DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Third, Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th in Ballard to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating. At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need. Do not create yet another example where in 20 years we look at what we have and ask how we were so shortsighted.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0667

Communication ID	Name	Email
503401	Taylor Pangallo	taylor.pangallo@gmail.com

Full Communication

Hello,

I'm writing to encourage Sound Transit to re-consider Skylink as a viable alternative to light rail expansions in West Seattle.

This will be a faster (available sooner), more cost effective, with fewer displacements of WS residents and businesses. Please see comments below.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses.parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said:

"Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community.

Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.
- Chapter4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status I credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.
- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

#	Comments	Responses
1	I'm writing to encourage Sound Transit to re-consider SkyLink as a viable alternative to light rail expansions in West Seattle. This will be a faster (available sooner), more cost effective, with fewer displacements of WS residents and businesses. Please see comments below.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses.parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.	Please see responses to CC4.1a and CC4.1b in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis.
3	As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community.	Please see response to CC2g in Table 7-1.

#	Comments	Responses
4	Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.	Please see responses to CC4.1a and CC4.1b in Table 7-1.
5	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. See Section 4.3, Economics, of the Final EIS for more information on business displacements, impacts on the city's tax base, and Tribal treaty protected fishing. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
6	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
7	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.

#	Comments	Responses
8	Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip {plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.	Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times.
9	Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.	Please see response to CC2g in Table 7-1.

Comment Submittal 0668

Communication ID	Name	Email
503405	Myra Ferriols	myra@keithlybarber.com; myferriols@gmail.com

Full Communication (4/25/2022)

Why don't you delete the Avalon station and tunnel all the way from Delridge to the junction. Del 5 and 6 are poor design; the idea of closing off our street (32nd) is dumb. SDOT has already taken away our ability to turn left off Avalon up Genesee, and now you want to close off our only other exit and one of our entrances? What happens when you are in construction and close off Genesee from Avalon and/or 35th? The cost won't matter because you will just put it to another tax increase; as everyone does. After you relocate my 86 year old Father and after he dies, I will be leaving Seattle because of businesses like you.

Thank you, Myra

206-818-8746

#	Comments	Responses
1	Why don't you delete the Avalon station and tunnel all the way from Delridge to the junction.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Del 5 and 6 are poor design; the idea of closing off our street (32nd) is dumb. SOOT has already taken away our ability to turn left off Avalon up Genesee, and now you want to close off our only other exit and one of our entrances? What happens when you are in construction and close off Genesee from Avalon and/or 35th? The cost won't matter because you will just put it to another tax increase; as everyone does.	Please see response to CC3c in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information on permanent and temporary road closure. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on construction traffic impacts and proposed mitigation.

Comment Submittal 0669

Communication ID	Name	Email
503421	Jameson Fink	jamesonf@yahoo.com

Full Communication (4/25/2022)

Manager DEIS Comments,

My comments on Sound Transit's Draft Environmental Statement:

Central District resident here. Do not eliminate any stations from what voters approved with ST3 in 2016. Build the most robust rail network possible! Eliminating planned stations is in direct opposition to what local voters want and need.

Also, stop prioritizing parking and cars around stations! Retail and housing should be what is in the immediate vicinity of a stop, not a highway or an ugly parking garage and/or lot. The idea is for people to LIVE near light rail, not drive and park. Ugh! (Also not to have to dodge traffic, hit beg buttons, cross bridges to get to the station!!!!)

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

It's bonkers how deep, cavernous, and soulless the stations are. Take Capitol Hill. It's a damn maze to get down to the platform, like something out of MC Escher or Rube Goldberg. Frankly, it's a little creepy and unsafe-feeling. Also, some retail would be a good idea. (Though I loath people eating and drinking on public transit, particularly in these COVID-19 times, but that's a battle already well-lost.)

Also, it is shocking to see the number of constantly broken escalators. They, along with elevators, need to be fast and have the capacity and redundancy to handle peak traffic times and events.

And elevators should go from street level straight to the platform level, without any mezzanines. It's a bummer to take an elevator down to a station only to realize..you're not there yet. And may face a broken escalator. Surprise!

Transfers must minimize walking time and vertical travel.

To summarize: Expand, expand, expand! And keep in mind the transit user experience. Make it logical, convenient, and efficient.

Thank you for reading and your consideration.

Jameson Fink jamesonf@yahoo.com 110917thAve #101

Seattle , Washington 98122

#	Comments	Responses
1	Manager DEIS Comments, My comments on Sound Transit's Draft Environmental Statement: Central District resident here. Do not eliminate any stations from what voters approved with ST3 in 2016. Build the most robust rail network possible! Eliminating planned stations is in direct opposition to what local voters want and need.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Also, stop prioritizing parking and cars around stations! Retail and housing should be what is in the immediate vicinity of a stop, not a highway or an ugly parking garage and/or lot. The idea is for people to LIVE near light rail, not drive and park. Ugh! (Also not to have to dodge traffic, hit beg buttons, cross bridges to get to the station!!!!)	None of the West Seattle Link Extension stations would provide parking. Please see Section 3.4-Affected Environment and Impacts During Operation - Transit for more information on how riders would access the stations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.	Please see response to CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	It's bonkers how deep, cavernous, and soulless the stations are. Take Capitol Hill. It's a damn maze to get down to the platform, like something out of MC Escher or Rube Goldberg. Frankly, it's a little creepy and unsafe-feeling. Also, some retail would be a good idea. (Though I loath people eating and drinking on public transit, particularly in these COVID-19 times, but that's a battle already well-lost.) Also, it is shocking to see the number of constantly broken escalators. They, along with elevators, need to be fast and have the capacity and redundancy to handle peak traffic times and events. And elevators should go from street level straight to the platform level, without any mezzanines. It's a bummer to take an elevator down to a station only to realize...you're not there yet. And may face a broken escalator. Surprise! Transfers must minimize walking time and vertical travel. To summarize: Expand, expand, expand' And keep in mind the transit user experience. Make it logical, convenient, and efficient.	See response to comment 3 above. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0670

Communication ID	Name	Email
503427	Jon Bartick	jilwab@gmail.com

Full Communication (4/25/2022)

To whom it may concern,

As a resident of West Seattle, I am in favor of a gondola, either in addition to, or in lieu of, the Light Rail for several reasons: not having to displace and relocate people from their homes, the environmental impact, the monetary cost and the transit time.

Thank you for your consideration,

Jon

#	Comments	Responses
1	As a resident of West Seattle, I am in favor of a gondola, either in addition to, or in lieu of, the Light Rail for several reasons: not having to displace and relocate people from their homes, the environmental impact, the monetary cost and the transit time.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0671

Communication ID	Name	Email
503691	Christie Skoor	christieskoor@hotmail.com

Full Communication (4/25/2022)

I am writing to express concern that the recent EIS regarding the proposed West Seattle lightrail is inadequate. It doesn't talk about tree removal, stormwater retention, carbon sequestration, air purification or all the impervious surfaces that would be entailed with a light rail.

I encourage you to include these in your study and make the info.available to the public.

Thank you,

Christie Skoorsmith, resident of West Seattle

#	Comments	Responses
1	the recent EIS regarding the proposed West Seattle lightrail is inadequate. It doesn't talk about tree removal, stormwater retention, carbon sequestration, air purification or all the impervious surfaces that would be entailed with a light rail. I encourage you to include these in your study and make the info.available to the public.	Please see responses to CCG1 and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, of the West Seattle Link Extension Final EIS for more information on greenhouse gas emissions. Please see Section 4.8, Water Resources, of the Final EIS for more information on impervious surfaces, stormwater impacts, and proposed mitigation.

Comment Submittal 0672

Communication ID	Name	Email
504557	Adam Price	juneappal@gmail.com

Full Communication (4/25/2022)

Greetings -

I have been a Seattle resident for two decades, and a regular user of public transportation during that period. Since moving to Seattle, I have voted in favor of every transportation related levy and measure that has appeared on my ballot, except of course 1-83 to kill the monorail. I wish we had gone forward with that construction, but unfortunately the window went past. Really construction should have begun in 2002 or 2003 in order to pencil out sensibly. For the most part, though, I have been satisfied and pleased with the progress Sound Transit has made in modernizing the public transit options in and around Seattle.

The preceding notwithstanding, I am very concerned with the proposed light rail extension to West Seattle as described in the Draft EIS dated January 28, 2022. A small sampling of the many issues:

ES 3.1.1.2 (& Similar): "Treaty-protected fishing rights and access to Usual and Accustomed Areas of the Muckleshoot Indian Tribe may be .. permanently affected by placement of guideway columns in the water. Some bridge types could also impact treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe." Besides being an equity issue, this makes it sound as if the proposal is potentially in violation of treaty agreements, and potentially a future source of project disruption. Have the tribes agreed to forgo any challenges to this project? What happens to the project if they sue after the DEIS is accepted?

Similarly: "Alternative DUW-2 would reduce the horizontal and vertical clearance of the United States Army Corps of Engineers-maintained navigation channel in the East Duwamish Waterway, just north of the existing Spokane Street Bridge restriction." Is there any written indication from the Army Corps that this modification will be acceptable? Please reference.

ES 5.1, Significant and Unavoidable impacts. It doesn't seem like it will be possible to construct any of the West Seattle light rail alternatives without significant displacement of what is currently somewhat affordable housing. This section should be updated to indicate minimum housing units at various affordability levels that will be eliminated by the major alternatives. Please provide recent studies that explain how lost housing can be replaced. West Seattle housing inventory and real estate is incredibly tight.

ES3 - general: The West Seattle alternatives that are presented are not varied or creative enough. Best practice in EIS creation includes consideration of options that are truly distinct from each other. Why are non-light rail solutions such as substantially building out BRT or a modern cable car system not included? The latter, in particular, has massive advantages over light rail in constructability, housing impacts, cost and timeline. How can this document be modified to demonstrate that the cable car proposal has received the consideration it deserves?

AppN, Table 2-9 indicates that the West Seattle build options will reduce daily traffic by 400 vehicles EB and 700 vehicles WB. The 300 vehicle difference must reflect vehicles that are detouring away from the bridge for their return to West Seattle, is that correct?

4.2.6.3 indicates that the build option will save 117,000 vehicle miles per day. If an average trip is a generous 30 miles round trip (roughly California Junction to Bellevue) that corresponds to -4000 trips. With the previous comment in mind, this means that the build option must be saving 3500 trips that were not taking the bridge anyway. Where are those trips originating? Why are we building so purposefully along the bridge route if that's not where the riders are coming from? Please clarify how you arrived at a savings of 117,000 vehicle miles and how the proposed alignments best serve those commuters. Why not build light rail directly to them and connect the California Junction and points north by means of increased busses or cable car?

On numerous issues, it doesn't seem like the light rail options end up being better than doing nothing at all. It is probably clear from my comments above that at this point I am convinced that the Cable Car proposal is a far better option from a constructability, cost, timeline and environmental impact perspective. I am willing to hear why that might not all be true, but so far, Sound Transit hasn't provided any meaningful public commentary on the gondola proposal.

Fortunately, the construction timeline is so much shorter for the cable car that it can be studied for a year and STILL be constructed before the light rail proposals. At this point, I am strongly in favor of the "No Build" option for the West Seattle link, followed closely by a deep and honest evaluation of the cable car.

Thank you, Adam Price 98108

#	Comments	Responses
1	ES 3.1.1.2 (& Similar): "Treaty-protected fishing rights and access to Usual and Accustomed Areas of the Muckleshoot Indian Tribe may be .. permanently affected by placement of guideway columns in the water. Some bridge types could also impact treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe." Besides being an equity issue, this makes it sound as if the proposal is potentially in violation of treaty agreements, and potentially a future source of project disruption. Have the tribes agreed to forgo any challenges to this project? What happens to the project if they sue after the DEIS is accepted?	Please see Section F.3 of Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for a discussion of the coordination and consultation Sound Transit has, and will continue to have, with applicable Tribes.
2	"Alternative DUW-2 would reduce the horizontal and vertical clearance of the United States Army Corps of Engineers-maintained navigation channel in the East Duwamish Waterway, just north of the existing Spokane Street Bridge restriction." Is there any written indication from the Army Corps that this modification will be acceptable? Please reference.	Please see Section 8.3 and 8.4 of Appendix N.1, Transportation Technical Report, of the West Seattle Link Extension Final EIS for a detailed discussion of navigation impacts, mitigation, and coordination with the U.S. Army Corps of Engineers.
3	ES 5.1, Significant and Unavoidable impacts. It doesn't seem like it will be possible to construct any of the West Seattle light rail alternatives without significant displacement of what is currently somewhat affordable housing. This section should be updated to indicate minimum housing units at various affordability levels that will be eliminated by the major alternatives. Please provide recent studies that explain how lost housing can be replaced. West Seattle housing inventory and real estate is incredibly tight.	Please see the responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.1, Acquisitions, Displacements, and Relocations, and Appendix L4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for updated information on relocation opportunities.
4	ES3 - general: The West Seattle alternatives that are presented are not varied or creative enough. Best practice in EIS creation includes consideration of options that are truly distinct from each other. Why are non-light rail solutions such as substantially building out BRT or a modern cable car system not included? The latter, in particular, has massive advantages over light rail in constructability, housing impacts, cost and timeline. How can this document be modified to demonstrate that the cable car proposal has received the consideration it deserves?	Please see the response to CC2g in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

#	Comments	Responses
5	AppN, Table 2-9 indicates that the West Seattle build options will reduce daily traffic by 400 vehicles EB and 700 vehicles WB. The 300 vehicle difference must reflect vehicles that are detouring away from the bridge for their return to West Seattle, is that correct? 4.2.6.3 indicates that the build option will save 117,000 vehicle miles per day. If an average trip is a generous 30 miles round trip (roughly California Junction to Bellevue) that corresponds to -4000 trips. With the previous comment in mind, this means that the build option must be saving 3500 trips that were not taking the bridge anyway. Where are those trips originating? Why are we building so purposefully along the bridge route if that's not where the riders are coming from? Please clarify how you arrived at a savings of 117,000 vehicle miles and how the proposed alignments best serve those commuters. Why not build light rail directly to them and connect the California Junction and points north by means of increased busses or cable car?	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. These forecasts are based on the Puget Sound Regional Council Regional travel demand forecast model and the Sound Transit Incremental model. These are trip-based models, in which forecasts are based on statistical functions between origins and destinations. They do not track the tours of individuals through the system. Therefore, volumes may not always balance on individual facilities. Furthermore, the variation is a small proportion of the overall trips and does not represent a meaningful pattern outside the range of typical model noise. The vehicle miles traveled savings of the project are due to the model's projection of trips shifting from the auto mode to transit in the corridor. Trips are originating in West Seattle or along connecting bus routes.
6	On numerous issues, it doesn't seem like the light rail options end up being better than doing nothing at all. It is probably clear from my comments above that at this point I am convinced that the Cable Car proposal is a far better option from a constructability, cost, timeline and environmental impact perspective. I am willing to hear why that might not all be true, but so far, Sound Transit hasn't provided any meaningful public commentary on the gondola proposal. Fortunately, the construction timeline is so much shorter for the cable car that it can be studied for a year and STILL be constructed before the light rail proposals. At this point, I am strongly in favor of the "No Build" option for the West Seattle link, followed closely by a deep and honest evaluation of the cable car.	Your opposition to the project is noted. Please see the response to CC2g in Table 7-1.

Comment Submittal 0673

Communication ID	Name	Email
505168	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English:]

I would like not to disturb Mother Earth with tunnels and excavations. If possible, build it above ground or in the air with solar energy, and try not to use oil!!! Also, we need a train that travels from north to south and east to west with a central hub in the middle.

#	Comments	Responses
1	I would like not to disturb Mother Earth with tunnels and excavations. If possible, build it above ground or in the air with solar energy, and try not to use oil!!! Also, we need a train that travels from north to south and east to west with a central hub in the middle.	Please see Chapter 2, Alternatives Considered, of the West Seattle Link Extension Final EIS for more information. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0674

Communication ID	Name	Email
501169	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

My opinion is that it is good for everything so that people can travel more with less traffic. Also, that it would cost less. Thank you.

#	Comments	Responses
1	My opinion is that it is good for everything so that people can travel more with less traffic. Also, that it would cost less	Thank you for expressing support for the project.

Comment Submittal 0675

Communication ID	Name	Email
505170	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

I think it is a great idea to travel by train and that it should be expanded so that more people can use this means of transportation and have an easier way to go from one place to another.

#	Comments	Responses
1	I think it is a great idea to travel by train and that it should be expanded so that more people can use this means of transportation and have an easier way to go from one place to another.	Thank you for expressing support for rail transportation. Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0676

Communication ID	Name	Email
505171	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

I think it's good that the Sound Transit route continues. That can prevent traffic from getting worse and it's cheaper to ride Sound Transit. Also, it will be more economical to travel all over Washington.

#	Comments	Responses
1	I think it's good that the Sound Transit route continues. That can prevent traffic from getting worse and it's cheaper to ride Sound Transit. Also, it will be more economical to travel all over Washington.	Thank you for expressing support for rail transportation.

Comment Submittal 0677

Communication ID	Name	Email
505172	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

It is a good thing that they will add this train service that will benefit many people of low income and communities that experience little security in their lives. It should benefit everyone because we all pay taxes in this country. This project will help many who do not have a means of transportation.

Thank you for taking us into account.

#	Comments	Responses
1	It is a good thing that they will add this train service that will benefit many people of low income and communities that experience little security in their lives. It should benefit everyone because we all pay taxes in this country. This project will help many who do not have a means of transportation. Thank you for taking us into account.	Thank you for expressing support for the project.

Comment Submittal 0678

Communication ID	Name	Email
505173	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

For me it is a good thing to expand train service. It will benefit people of low income and a sense of security for the benefit of all. We have a right to this because our taxes contribute to the country.

This project will benefit thousands of people who do not have a means of transportation. Thank you for taking us into account.

#	Comments	Responses
1	For me it is a good thing to expand train service. It will benefit people of low income and a sense of security for the benefit of all. We have a right to this because our taxes contribute to the country. This project will benefit thousands of people who do not have a means of transportation. Thank you for taking us into account.	Thank you for expressing support for the project.

Comment Submittal 0679

Communication ID	Name	Email
505174	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

We need an efficient transportation service that covers all the areas where working people who use public transportation live. The light rail systems do not help our people move forward. It also collects a lot of taxes and I do not know where it is invested. The low-income neighborhoods are forgotten. We need security, better health insurance, better schools and equal juustice for all.

Politicians only use us when they are campaigning. We need to be inclusive in order to have a better world.

#	Comments	Responses
1	We need an efficient transportation service that covers all the areas where working people who use public transportation live. The light rail systems do not help our people move forward. It also collects a lot of taxes and I do not know where it is invested. The low-income neighborhoods are forgotten. We need security, better health insurance, better schools and equal juustice for all. Politicians only use us when they are campaigning. We need to be inclusive in order to have a better world.	Your opposition to the project has been noted. Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0680

Communication ID	Name	Email
505175	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

I think the light rail is a good thing because it is a step forward in urban transportation. I have already use it and like it very much. I agree that we should have light rail.

#	Comments	Responses
1	I think the light rail is a good thing because it is a step forward in urban transportation. I have already use it and like it very much. I agree that we should have light rail.	Thank you for expressing support for light rail.

Comment Submittal 0681

Communication ID	Name	Email
505176	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

It is a good idea. First of all, to enable us to get to places where we can be in nature. Hopefully there will be no more damage to the environment so we can leave this for the for the future generation.

#	Comments	Responses
1	It is a good idea. First of all, to enable us to get to places where we can be in nature. Hopefully there will be no more damage to the environment so we can leave this for the for the future generation.	Thank you for expressing support for the project.

Comment Submittal 0682

Communication ID	Name	Email
505178	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

It is very useful for society and community because it minimizes road traffic and as an economic aid to transport us in daily work, comfort and family life. We hope it will continue to reach us in all places and corners of Washington.

#	Comments	Responses
1	It is very useful for society and community because it minimizes road traffic and as an economic aid to transport us in daily work, comfort and family life. We hope it will continue to reach us in all places and corners of Washington.	Thank you for expressing support for the project. Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0683

Communication ID	Name	Email
505179	None provided	None provided

Full Communication (4/25/2022)

[Translated from Spanish to English]

The rail project will be a great help to move from one place to another quickly and economically. Today tourism is on the rise in Seattle and it will help tourists get to know the city using only one mode of transportation. Let's hope that in the future they will have more points of departure to travel to other cities in an effective and fast way.

#	Comments	Responses
1	The rail project will be a great help to move from one place to another quickly and economically. Today tourism is on the rise in Seattle and it will help tourists get to know the city using only one mode of transportation. Let's hope that in the future they will have more points of departure to travel to other cities in an effective and fast way.	Thank you for expressing support for the project. Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0684

Communication ID	Name	Email
505373	Mohamed	None provided

Full Communication (4/25/2022)

Mohamed Draft EIS comment

Ip refer the elevated structure. This will help move the project along faster. Also a perfect place to end the projecct is Alaska Junction. This will help keep transit safe and drug free! Thanks,

#	Comments	Responses
1	Ip refer the elevated structure. This will help move the project along faster. Also a perfect place to end the projecct is Alaska Junction. This will help keep transit safe and drug free!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0685

Communication ID	Name	Email
505375	None provided	None provided

Full Communication (4/25/2022)

I support Sound Transit but I don't like when they come in like students. This must stop because we already paid the cost of the Sound Transit. I welcome a new light rail and it suppose to be done long time ago before East side.

#	Comments	Responses
1	I support Sound Transit but I don't like when they come in like students. This must stop because we already paid the cost of the Sound Transit. I welcome a new light rail and it suppose to be done long time ago before East side.	Thank you for expressing support for the project.

Comment Submittal 0686

Communication ID	Name	Email
505376	None provided	None provided

Full Communication (4/25/2022)

This train is important in creations job opportunities. Provide transportation to people but you have to make sure the area is safe and there is a control on homelessness and parking usage, also preventions crime.

#	Comments	Responses
1	This train is important in creations job opportunities. Provide transportation to people but you have to make sure the area is safe and there is a control on homelessness and parking usage, also preventions crime.	Thank you for expressing support for the project. Please also see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the Final EIS. Please see Section 3.6, Affected Environment and Impacts During Operation - Parking, of the West Seattle Link Extension Final EIS for more information on impacts to parking.

Comment Submittal 0687

Communication ID	Name	Email
505377	Ardirchmar Mohamed	None provided

Full Communication (4/25/2022)

Environment issues we as a community will face in West Seattle is going to be having safe transit stops where crime and homeless needs to be a main priority. Since the new mayor has stepped in we have more police visibility which will deter criminals in robbing transit riders on their way to work. We need to work on not red lining the community because more opportunities coming that way. We eed to put more help give opportunities to the youth to feel involved. We need volunteer programs to keep the area clean from needles and garbage from taking over. West Seattle isn't a landfill.

#	Comments	Responses
1	Environment issues we as a community will face in West Seattle is going to be having safe transit stops where crime and homeless needs to be a main priority. Since the new mayor has stepped in we have more police visibility which will deter criminals in robbing transit riders on their way to work. We need to work on not red lining the community because more opportunities coming that way. We eed to put more help give opportunities to the youth to feel involved. We need volunteer programs to keep the area clean from needles and garbage from taking over. West Seattle isn't a landfill.	Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Thank you for your suggestions regarding youth engagement. Sound Transit looks forward to engaging youth in the station planning process as the project moves forward.

Comment Submittal 0688

Communication ID	Name	Email
505381	HirsiAbdi	None provided

Full Communication (4/25/2022)

Sound Transit will support community transit needs, decrease traffic, reduce the pollution. In terms of disadvantages, increase risk for safety residents especially elevated areas. I understand there is no space on teh ground back of land. It will increase rent and cost of living; displacement is my concern: I am transportation professional and I am afraid that we might lose income.

#	Comments	Responses
1	Sound Transit will support community transit needs, decrease traffic, reduce the pollution. In terms of disadvantages, increase risk for safety residents especially elevated areas. I understand there is no space on teh ground back of land. It will increase rent and cost of living; displacement is my concern: I am transportation professional and I am afraid that we might lose income.	Please see responses to CC3b, CC4.1c and CC4.14a in Table 7-1 in Chapter 7, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on traffic changes during operations and construction. Please see Chapter 4.6, Air Quality, for more information on air quality. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0689

Communication ID	Name	Email
505385	Fozia Comment Form	None provided

Full Communication (4/25/2022)

West Seattle Ballard light rail make wasy access to travel and beyond. It's wonderful opportunity for me and my community. I don't worry about traffic congestion, downtown parking and other issues. There are businesses and high rise buildings I am concerned about displacement. we have public buses and I don't see space for Sound Transit unless elevated that will save communities. West Seattle is narrow land neighborhood. Safey is my concern and I am afraid accidents.

#	Comments	Responses
1	West Seattle Ballard light rail make wasy access to travel and beyond. It's wonderful opportunity for me and my community. I don't worry about traffic congestion, downtown parking and other issues. There are businesses and high rise buildings I am concerned about displacement. we have public buses and I don't see space for Sound Transit unless elevated that will save communities. West Seattle is narrow land neighborhood. Safey is my concern and I am afraid accidents.	Thank you for expressing support for the project. Please see responses to CC3b and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0690

Communication ID	Name	Email
505388	Ali Comment Form	None provided

Full Communication (4/25/2022)

Although I'm not one of the beneficiaries of this new project, I would suggest this project being implemented as it facilitates accessibility to the areas and help economic benefit by rding this Sound Transit.

#	Comments	Responses
1	Although I'm not one of the beneficiaries of this new project, I would suggest this project being implemented as it facilitates accessibility to the areas and help economic benefit by rding this Sound Transit.	Thank you for expressing support for the project.

Comment Submittal 0691

Communication ID	Name	Email
505389	None provided	None provided

Full Communication (4/25/2022)

I live Westwood neighborhood and I am senior. I would like to see Sound Transit in my neighborhood. That make my travel easy. Current stations on Delridge and area are not close to my areas. Sound Transit increase mobility and its affordable even long jas it takes. I am not familiar safety risk and I cannot comment.

#	Comments	Responses
1	I live Westwood neighborhood and I am senior. I would like to see Sound Transit in my neighborhood. That make my travel easy. Current stations on Delridge and area are not close to my areas. Sound Transit increase mobility and its affordable even long jas it takes.	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0692

Communication ID	Name	Email
505390	Gulid Mohamed	None provided

Full Communication (4/25/2022)

I support the Link connection to the West Seattle.

#	Comments	Responses
1	I support the Link connection to the West Seattle.	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0693

Communication ID	Name	Email
505391	Saeed Ali	alisaeedmahdi2016@gmail.com

Full Communication (4/25/2022)

I am taxi driver at airport. I am supporting WSBLE though I will lose taxi business but it's good for the environmental, helps low income communities/people to travel for long trips instead of paying uber/taxi. This project should be expanded to all communities or areas in Washington. Less pollution, less traffic.

#	Comments	Responses
1	I am taxi driver at airport. I am supporting WSBLE though I will lose taxi business but it's good for the environmental, helps low income communities/people to travel for long trips instead of paying uber/taxi. This project should be expanded to all communities or areas in Washington. Less pollution, less traffic.	Thank you for expressing support for the project. Please see Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on traffic changes during operations and construction. Please see Section 4.6, Air Quality, for more information on air quality. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0694

Communication ID	Name	Email
505400	None provided	None provided

Full Communication (4/25/2022)

Very good for small businesses and that is great. I am small business owner and I welcome such development. It has sound and would supress sound control. Less traffic with transit access to city and other neighborhoods. I have such investment.

#	Comments	Responses
1	Very good for small businesses and that is great. I am small business owner and I welcome such development. It has sound and would supress sound control. Less traffic with transit access to city and other neighborhoods. I have such investment.	Thank you for expressing support for the project.

Comment Submittal 0695

Communication ID	Name	Email
505402	Ali Warsame	None provided

Full Communication (4/25/2022)

I think skyline will be good option.

#	Comments	Responses
1	I think skyline will be good option.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0696

Communication ID	Name	Email
505403	Sidi Said	Msaid2311@gmail.com

Full Communication (4/25/2022)

I Sidi Said think that to have train coming to West Seattle is really good idea. I am really welcoming the idea of elevated is really safe for everyone. No one will lose their properties. No safety risk. I also think the train route should be on either SW Delrdige ay or 35th Ave SW because those two routes can handle better any other streets. Also, South Seattle College and other big neighborhoods like High Point, Westwood, and G-Bridge can benefit. Really needed 35th Ave can be central place for all SW addresses.

#	Comments	Responses
1	I Sidi Said think that to have train coming to West Seattle is really good idea. I am really welcoming the idea of elevated is really safe for everyone. No one will lose their properties. No safety risk.	Thanks you for expressing support for the West Seattle Link Extension.
2	I also think the train route should be on either SW Delrdige ay or 35th Ave SW because those two routes can handle better any other streets. Also, South Seattle College and other big neighborhoods like High Point, Westwood, and G-Bridge can benefit. Really needed 35th Ave can be central place for all SW addresses.	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0697

Communication ID	Name	Email
505404	Ahmed Ibrahim	None provided

Full Communication (4/25/2022)

I live in Othello station area, but I work at West Seattle. It's good thing that public transit to be accessible to the West Seattle especially in Link at the same time I'm warring about low income community and how can they stay in their neighborhood after Link extensions or they will be gentrified.

#	Comments	Responses
1	I live in Othello station area, but I work at West Seattle. It's good thing that public transit to be accessible to the West Seattle especially in Link at the same time I'm warring about low income community and how can they stay in their neighborhood after Link extensions or they will be gentrified.	Please see response to CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 4.3, Economics, for information about how the project could affect property values, and Section 4.2, Land Use, for information about equitable transit-oriented development.

Comment Submittal 0698

Communication ID	Name	Email
505412	Said Musse	smusse@yahoo.com

Full Communication (4/25/2022)

My perspective, this project isn't worth to build for few important reaons. First and foremost, is excessively expensive. Second, there's huge environmental impact since this route will go through the inner city area. There are other options such as to re-build the West Seattle Bridge and expand expansion of Ballard bridge without dislocating neighborhoods and at the same wasting billions of tax payer money. Thanks, Said Musse smusse@yahoo.com

#	Comments	Responses
1	My perspective, this project isn't worth to build for few important reaons. First and foremost, is excessively expensive. Second, there's huge environmental impact since this route will go through the inner city area. There are other options such as to re-build the West Seattle Bridge and expand expansion of Ballard bridge without dislocating neighborhoods and at the same wasting billions of tax payer money. Thanks, Said Musse smusse@yahoo.com	Your opposition to the project has been noted. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project.

Comment Submittal 0699

Communication ID	Name	Email
505414	Burhan Comment Form	None provided

Full Communication (4/25/2022)

My concern is transit station safety especially women riders. Muslim riders get harrassment, especially women. In general, I am pro transit and access of transportation.

#	Comments	Responses
1	My concern is transit station safety especially women riders. Muslim riders get harrassment, especially women. In general, I am pro transit and access of transportation.	Thank you for expressing support for the project. Please see response to CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0700

Communication ID	Name	Email
505415	Osman Comment Form	None provided

Full Communication (4/25/2022)

Highpoint resident for 8 years. Sound Transit is really important and it will improve community mobility. There is no space in West Seattle. I welcome elevated. I have disability and it's good for my family. Thanks Abdi for reaching the community.

#	Comments	Responses
1	Highpoint resident for 8 years. Sound Transit is really important and it will improve community mobility. There is no space in West Seattle. I welcome elevated. I have disability and it's good for my family. Thanks Abdi for reaching the community.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0701

Communication ID	Name	Email
501214	Kyle Novak	kylecnovak@gmail.com

Full Communication (4/25/2022)

The Sound Transit DEIS needs to be revised or re-drafted in order to address key gaps in the findings presented as well as lazy research presentation and bias.

In presentations focused on the Duwamish Segment, aside from the gimmick of highlighting the cells which project managers thought would get the best reaction, it fails to adhere to the mitigation of impacts on residents (displacements to residential and employees) while also failing to justify or disclose any methodology for calculating the costs cited.

While I don't presume to know the best option, it has so far been impossible to get an answer for how Sound Transit is defining this projects success other than fulfilling a mandate from voters in 2016. As a stakeholder in this project, I expect to understand what priorities Sound Transit (and Seattle's leadership) are evaluating when making decisions for these "preferred" options. Is it the cost per rider? The total capacity specifically during rush hour traffic? Meeting a weekly capacity or percentage of population including growth?

Without clarifying the definition of a successful project, we'll find ourselves in a position where more and more people leave this city because of policies which don't make sense to them, which cost too much, with zero accountability or visibility into the decision-making process.

I also find it completely disingenuous and laughable that the DEIS proposes literally no alternatives or evaluations for whether building the Link extensions is even feasible or advantageous for the city and community. It's strange to see discrepancies in the data as well, with slide 18 of the Inf 2038 Presentation concluding that there would be "residential displacement in all alternatives" whereas the West Seattle Ballard Link Extensions DEIS specifies that there would not be any residential displacement for some options of segments. This has the optics of rolling suboptimal options together to give voters, stakeholders, and decision-makers a chance to pick the lesser evil.

To summarize, this draft fails to present a convincing, well-researched, and holistic appraisal of options for moving forward. It struggles to address community concerns. There is no assessment of how the project intends to get back on track (no pun intended) with its 73% cost bloating. The team further seems unwilling or unable to evaluate any options (I was especially disappointed and humiliated by how dismissive this team conducted their guestimates after the proposed Skylink option).

Take more time to sort out these fundamentals, provide a pessimistic (or at least more realistic) estimate of your budget and timeline given financial constraints, build in some accountability to meeting and communicating progress, and come back with revisions for feedback.

#	Comments	Responses
1	The Sound Transit DEIS needs to be revised or re-drafted in order to address key gaps in the findings presented as well as lazy research presentation and bias. In presentations focused on the Duwamish Segment, aside from the gimmick of highlighting the cells which project managers thought would get the best reaction, it fails to adhere to the mitigation of impacts on residents (displacements to residential and employees) while also failing to justify or disclose any methodology for calculating the costs cited. While I don't presume to know the best option, it has so far been impossible to get an answer for how Sound Transit is defining this projects success other than fulfilling a mandate from voters in 2016. As a stakeholder in this project, I expect to understand what priorities Sound Transit (and Seattle's leadership) are evaluating when making decisions for these "preferred" options. Is it the cost per rider? The total capacity specifically during rush hour traffic? Meeting a weekly capacity or percentage of population including growth? Without clarifying the definition of a successful project, we'll find ourselves in a position where more and more people leave this city because of policies which don't make sense to them, which cost too much, with zero accountability or visibility into the decision-making process. I also find it completely disingenuous and laughable that the DEIS proposes literally no alternatives or evaluations for whether building the Link extensions is even feasible or advantageous for the city and community. It's strange to see discrepancies in the data as well, with slide 18 of the Inf 2038 Presentation concluding that there would be "residential displacement in all alternatives" whereas the West Seattle Ballard Link Extensions DEIS specifies that there would not be any residential displacement for some options of segments. This has the optics of rolling suboptimal options together to give voters, stakeholders, and decision-makers a chance to pick the lesser evil. To summarize, this draft fails to present a convincing, well-researched, and holistic appraisal of options for moving forward. It struggles to address community concerns. There is no assessment of how the project intends to get back on track (no pun intended) with its 73% cost bloating. The team further seems unwilling or unable to evaluate any options (I was especially disappointed and humiliated by how dismissive this team conducted their guestimates after the proposed Skylink option). Take more time to sort out these fundamentals, provide a pessimistic (or at least more realistic) estimate of your budget and timeline given financial constraints, build in some accountability to meeting and communicating progress, and come back with revisions for feedback.	Public presentations were intended to provide a high-level overview of information, and more detailed information was provided in the WSBLE Draft EIS. Chapter 2, Alternatives Considered, of the Draft EIS explained how the project is divided into segments to facilitate analysis and explains which alternatives in each segment connect to alternatives in adjacent segments. Please see the responses to CCG1, CCG3, and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information. Cost estimates provided follow the Federal Transit Administration's cost estimating methodology for capital projects pursuing New Starts funding. More information is available here: Standard Cost Categories for Capital Projects at https://www.transit.dot.gov/funding/grant-programs/capital-investments/standard-cost-categories-capital-projects. Chapter 6, Alternatives Evaluation, of the Final EIS provides more information about how the alternatives would meet the project purpose and need.

Comment Submittal 0702

Communication ID	Name	Email
501221	Charles Irwin	cmirwin430@gmail.com

Full Communication (4/25/2022)

Please select any route in the Delridge area that avoids the tunneling and /or affecting parkland like the golf course along Genesee Street.

Isn't the route up Andover/ Yancy to Avalon also the least expensive for taxpayers as well?1? That should definitely be a preferred route.

Thank you

#	Comments	Responses
1	Please select any route in the Delridge area that avoids the tunneling and /or affecting parkland like the golf course along Genesee Street. Isn't the route up Andover/ Yancy to Avalon also the least expensive for taxpayers as well?!? That should definitely be a preferred route.	Please see the responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0703

Communication ID	Name	Email
501233	Chris Keenan	cjkeenan01@yahoo.com

Full Communication (4/25/2022)

I think the options that include the line going up Genesee street would not be ideal due to the height of the track. I would prefer to see the Andover street options, it locates the line closer to Nucor and seems to preserve the residential areas a bit more compared to other alternatives. The Andover options also minimize the displacement of houses and businesses. I also would like to see one of the tunnel options for the Junction station, an elevated rail section would detract from the character of the neighborhood at that location.

#	Comments	Responses
1	I think the options that include the line going up Genesee street would not be ideal due to the height of the track. I would prefer to see the Andover street options, it locates the line closer to Nucor and seems to preserve the residential areas a bit more compared to other alternatives. The Andover options also minimize the displacement of houses and businesses.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I also would like to see one of the tunnel options for the Junction station, an elevated rail section would detract from the character of the neighborhood at that location.	Please see the response to CCG2 in Table 7-1.

Comment Submittal 0704

Communication ID	Name	Email
501234	Steve Ramels	steveramels@gmail.com

Full Communication (4/25/2022)

Please no elevated sections if possible. I like the preferred alternatives with a station at Alaska Junction.

#	Comments	Responses
1	Please no elevated sections if possible. I like the preferred alternatives with a station at Alaska Junction.	Please see the response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0705

Communication ID	Name	Email
501239	Erica Bush	erica@dvsafestreets.org

Full Communication (4/25/2022)

The existing options being shown for the West Seattle connection are far too impactful on low income communities in West Seattle. We can absolutely not displace that many families. We need to focus on tunneling as much of this infrastructure as possible and not locating stations on existing residential areas as we can.

The Delridge location is particularly problematic. The north option is the only one that is legitimate at all and would be able to serve an existing functional neighborhood without fully disrupting an area that has a unique character and history.

We cannot further impact our lower income communities for the sake of those literally on top of the hill who already have so much more.

Covering a neighborhood with giant concrete pilings is not reasonable. This project needs more focus on long term implications of the urban design challenges and compromises. Place these massive stations and their tracks in areas that are already compromised by infrastructure, don't spread that impact further into communities.

A north located station is the only way we protect a community and serve those who most need these transportation options.

#	Comments	Responses
1	The existing options being shown for the West Seattle connection are far too impactful on low income communities in West Seattle. We can absolutely not displace that many families. We need to focus on tunneling as much of this infrastructure as possible and not locating stations on existing residential areas as we can. The Delridge location is particularly problematic. The north option is the only one that is legitimate at all and would be able to serve an existing functional neighborhood without fully disrupting an area that has a unique character and history. We cannot further impact our lower income communities for the sake of those literally on top of the hill who already have so much more. Covering a neighborhood with giant concrete pilings is not reasonable. This project needs more focus on long term implications of the urban design challenges and compromises. Place these massive stations and their tracks in areas that are already compromised by infrastructure, don't spread that impact further into communities. A north located station is the only way we protect a community and serve those who most need these transportation options.	Please see responses to CCG2, CC2f, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0706

Communication ID	Name	Email
501240	Charles Mika	chuckmika@hotmail.com

Full Communication (4/25/2022)

As a Seattle resident I am willing to pay more for the best long term solutions. In my opinion the best solution on the Ballard end is a tunnel to the 15th street area. Or an elevated option that builds a new Ballard bridge for vehicle traffic and rail to the 15th & Market area. In the elevated scenario the new bridge should be built higher to significantly reduce bridge openings.

I would like to see the preferred alternative, including all stations as proposed. (With the exception of the Ballard end) Reducing stations should not be considered.

#	Comments	Responses
1	In my opinion the best solution on the Ballard end is a tunnel to the 15th street area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Or an elevated option that builds a new Ballard bridge for vehicle traffic and rail to the 15th & Market area. In the elevated scenario the new bridge should be built higher to significantly reduce bridge openings.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I would like to see the preferred alternative, including all stations as proposed. (With the exception of the Ballard end) Reducing stations should not be considered.	Please see the responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to reducing stations for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0707

Communication ID	Name	Email
501241	Patrick Manley	patrick@manleyfirm.com

Full Communication (4/25/2022)

I strongly urge the planners to adopt a tunnel route for West Seattle. The pillars which support the tracks cast giant shadows on the neighborhoods they travel through, are unsightly, diminish the environment and property values. A tunnel is the obvious best choice from a design, noise containment and beautification of the junction triangle area.

If the planners cannot be persuaded adopt the tunnel version, then the shortest route - along Fauntleroy - makes the most practical sense. The Alaska Junction is already traffic-choked and a large rail station or platform will destroy the small-town. classic neighborhood feel that draws pedestrians to the area to live, shop and patronize shops. Again, the large, ominous shadows not only harm property values, but diminish the experience of living and walking in the Alaska Junction area. A mass transit project in the Alaska Junction would mean death to many small businesses and is an unnecessarily expensive idea considering it only saves a traveler 5 minutes of walking - WHICH IS PARAMOUNT TO GOOD HEALTH, ANYWAY.

#	Comments	Responses
1	I strongly urge the planners to adopt a tunnel route for West Seattle. The pillars which support the tracks cast giant shadows on the neighborhoods they travel through, are unsightly, diminish the environment and property values. A tunnel is the obvious best choice from a design, noise containment and beautification of the junction triangle area. If the planners cannot be persuaded adopt the tunnel version, then the shortest route - along Fauntleroy - makes the most practical sense. The Alaska Junction is already traffic-choked and a large rail station or platform will destroy the small-town, classic neighborhood feel that draws pedestrians to the area to live, shop and patronize shops. Again, the large, ominous shadows not only harm property values, but diminish the experience of living and walking in the Alaska Junction area. A mass transit project in the Alaska Junction would mean death to many small businesses and is an unnecessarily expensive idea considering it only saves a traveler 5 minutes of walking - WHICH IS PARAMOUNT TO GOOD HEALTH, ANYWAY.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0708

Communication ID	Name	Email
501242	Steven Richmond	GARDENCYCLES@HOTMAIL.COM

Full Communication (4/25/2022)

While I'm annoyed that the Sound Transit reps supposed to conduct an in-person presentation at Delridge Library Apr 20 simply walked around the neighborhood and wasted my time, I do have a more important request.

It is my experience as a former news photographer that neighborhoods in the way of public projects (freeways) experience higher rates of crime and misfortune, such that land speculators can buy up properties and profit when eminent domain kicks in to buy up properties.

I'm am asking for a Human Impact Statement that researches the longevity of prior owners and heirs of valuable property in the way of Sound Transit's projects. Thank you.

#	Comments	Responses
1	It is my experience as a former news photographer that neighborhoods in the way of public projects (freeways) experience higher rates of crime and misfortune, such that land speculators can buy up properties and profit when eminent domain kicks in to buy up properties. I'm am asking for a Human Impact Statement that researches the longevity of prior owners and heirs of valuable property in the way of Sound Transit's projects.	Please see responses to CC4.1c and CC4.14a in Table 7-1, in Chapter 7, Comment Summary, of the West Seattle Link Extension. Thank you for your comment; however, this is beyond the scope of the project.

Comment Submittal 0709

Communication ID	Name	Email
501243	Paul Dorvel	pdorvel@msn.com

Full Communication (4/25/2022)

I have lived in W Seattle since 1990. I have used and appreciate the bus service to our area. I do not see the cost benefit of building mostly elevated tracks to Alaska Junction. The plan to run over the W Seattle High Bridge bears a high risk and running to the Alaska Junction will forever change the local character of the neighborhood

#	Comments	Responses
1	I do not see the cost benefit of building mostly elevated tracks to Alaska Junction. The plan to run over the W Seattle High Bridge bears a high risk and running to the Alaska Junction will forever change the local character of the neighborhood	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0710

Communication ID	Name	Email
501250	David Meyers	huskrs@gmail.com

Full Communication (4/25/2022)

I believe Sound Transit should use the route that would save the west seattle golf course

#	Comments	Responses
1	I believe Sound Transit should use the route that would save the west seattle golf course	Please see response to CCG2, and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0711

Communication ID	Name	Email
501253	Matthew Brewer	brewermj@gmail.com

Full Communication (4/25/2022)

I am really excited about a West Seattle-Ballard light rail extension. I have several comments after reviewing the plans.

1. New downtown tunnel must connect with as many existing light rail stations as possible to both avoid congestion of transfer from one line to the other following sporting events and connections to the airport - see my comment about the stadium station below.

2. Stadium station should be a shared station for both lines. Currently the stadium station and int'l district station serve as locations to access both stations, and are extremely congested. The ability to take the next available train would ease congestion if this was a shared station at grade. Maybe that means moving the existing station a bit South. Perhaps an alternative to this is to ensure that the existing SODO station becomes a shared at grade station, so that bus transfer can occur along the bus line to transfer to the stadium easily. Perhaps begin the tunnel between SODO and the Stadium station so that there is minimal disruption to the existing light rail line.

3. Priority should be access to Climate Pledge Arena, as this will only add congestion as the Kraken, Storm, and Sonics (we can hope right?!) all will play at the arena. Along with connection to the existing SLUSC line at the Denny station (or Westlake)

4. Plans down with minimal impact to historic buildings and businesses in the int'l should be favored.

5. The West Seattle bridge needs to be replaced and should be built with Light Rail in mind. The current bridge should be demolished and a new bridge built simultaneously with light rail in mind. Failure to do so will only create more cost later. This should have been done with the SR520 bridge, and was not, and the NIMBYs should have been ignored for the better of the good of the people.

#	Comments	Responses
1	I am really excited about a West Seattle-Ballard light rail extension.	Thank you for expressing support for the project.
2	New downtown tunnel must connect with as many existing light rail stations as possible to both avoid congestion of transfer from one line to the other following sporting events and connections to the airport	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Stadium station should be a shared station for both lines. Currently the stadium station and int'l district station serve as locations to access both stations, and are extremely congested. The ability to take the next available train would ease congestion if this was a shared station at grade. Maybe that means moving the existing station a bit South. Perhaps an alternative to this is to ensure that the existing SODO station becomes a shared at grade station, so that bus transfer can occur along the bus line to transfer to the stadium easily. Perhaps begin the tunnel between SODO and the Stadium station so that there is minimal disruption to the existing light rail line.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The design of the SODO Station would allow riders to transfer between lines as well as to and from buses. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Priority should be access to Climate Pledge Arena, as this will only add congestion as the Kraken, Storm, and Sonics (we can hope right?!) all will play at the arena. Along with connection to the existing SLUSC line at the Denny station (or Westlake)	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Plans down with minimal impact to historic buildings and businesses in the int'l should be favored.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	The West Seattle bridge needs to be replaced and should be built with Light Rail in mind. The current bridge should be demolished and a new bridge built simultaneously with light rail in mind. Failure to do so will only create more cost later.	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

Comment Submittal 0712

Communication ID	Name	Email
501419	Arthur Patterson	soundtransit@arpat.io

Full Communication (4/26/2022)

I've owned a house in Ballard since 2009, but I've also lived in cities with world-class mass transit: Zurich, Switzerland and NYC. The utility in rail-based transit is the consistency and reliability of its schedule, as well as having it be convenient for all users. The proposal of having the Ballard link go over a drawspan bridge would greatly compromise the reliability of the schedule (will it take me 10 minutes to get downtown? Or 20? That matters a lot for my connection), cause trains to "choke", and if the reliability of the Ballard Bridge is any indication, possibly cause unpredictable major delays. Moreover, the proposals to include very deep stations can easily cause a 10-minute journey to become 20 once you get to the station, especially given Sound Transit's poor track record with the reliability of elevators and escalators. Finally, while a 14th or 15th avenue station would be somewhat convenient for me, it's only because I live at the east end of central Ballard, and Sound Transit should strive to make stations as central to the population core as possible.

Thank you for striving to optimize for the human utility of the light rail to Ballard, versus simply optimizing for cost or building convenience.

#	Comments	Responses
1	The proposal of having the Ballard link go over a drawspan bridge would greatly compromise the reliability of the schedule (will it take me 10 minutes to get downtown? Or 20? That matters a lot for my connection), cause trains to "choke", and if the reliability of the Ballard Bridge is any indication, possibly cause unpredictable major delays	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	the proposals to include very deep stations can easily cause a 10-minute journey to become 20 once you get to the station, especially given Sound Transit's poor track record with the reliability of elevators and escalators.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	while a 14th or 15th avenue station would be somewhat convenient for me, it's only because I live at the east end of central Ballard, and Sound Transit should strive to make stations as central to the population core as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0713

Communication ID	Name	Email
501424	Cassandra Hewlings	cassie.hewlings@gmail.com

Full Communication (4/26/2022)

I am a Delridge resident and wanted to comment on section 2.1.2.1.3 related to the Delridge portion of the West Seattle link. Specifically, I wanted to express my support for the preferred alternative, DEL-1a. The alternatives appear to me to be more disruptive to the area (both to residents and to the environment) and more expensive (such as the tunnel option), while not serving the area as well as the preferred. For example, DEL-1a appears easily accessible to both the 50 and 120 bus lines, making that station more accessible and useful to the rest of West Seattle. On a related note, I would like to express my strong opposition to the Andover alternative. This option seems almost completely divorced from any accessibility and usefulness to the Delridge residents of West Seattle by forcing them to travel to the Nucor commercial areas near the West Seattle Bridge.

#	Comments	Responses
1	I am a Delridge resident and wanted to comment on section 2.1.2.1.3 related to the Delridge portion of the West Seattle link. Specifically, I wanted to express my support for the preferred alternative, DEL-1a. The alternatives appear to me to be more disruptive to the area (both to residents and to the environment) and more expensive (such as the tunnel option), while not serving the area as well as the preferred. For example, DEL-1a appears easily accessible to both the 50 and 120 bus lines, making that station more accessible and useful to the rest of West Seattle.	Please see responses to CCG2 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	On a related note, I would like to express my strong opposition to the Andover alternative. This option seems almost completely divorced from any accessibility and usefulness to the Delridge residents of West Seattle by forcing them to travel to the Nucor commercial areas near the West Seattle Bridge.	Please see the response to CCG2 in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on ridership.

Comment Submittal 0714

Communication ID	Name	Email
501638	Robert Held	wsbob@yahoo.com

Full Communication (4/26/2022)

The Genesee route is not an option, at all. I voted years and years ago on an Initiative that park property cannot be used for any purpose other than for what it was intended for, and we the people approved this as a passing Initiative. This option proposed to run up Genesee street and screw up Longfellow creek and the back 9 of the West Seattle golf course is utter nonsense. Please use your common sense and just follow the Yancy alternate route.

#	Comments	Responses
1	The Genesee route is not an option, at all. I voted years and years ago on an Initiative that park property cannot be used for any purpose other than for what it was intended for, and we the people approved this as a passing Initiative. This option proposed to run up Genesee street and screw up Longfellow creek and the back 9 of the West Seattle golf course is utter nonsense. Please use your common sense and just follow the Yancy alternate route.	Please see response to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0715

Communication ID	Name	Email
501645	Chris Jansen	jman625@yahoo.com

Full Communication (4/26/2022)

Clearly a tunnel route is better than the proposed elevated options. The brutalist view of concrete pillars in EIS is dreadful. All one needs do is take a look at 5th Avenue Monorail to see what that does to a neighborhood.

Given the new housing development near the steel mill up to Genessee I also find it hard to believe that an elevated portion will work there either.

Please choose a tunnel option

#	Comments	Responses
1	Clearly a tunnel route is better than the proposed elevated options. The brutalist view of concrete pillars in EIS is dreadful. All one needs do is take a look at 5th Avenue Monorail to see what that does to a neighborhood. Given the new housing development near the steel mill up to Genessee I also find it hard to believe that an elevated portion will work there either. Please choose a tunnel option	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0716

Communication ID	Name	Email
501676	Kathryn Perkins	fleurette5@yahoo.com

Full Communication (4/26/2022)

Please do not chose the west seattle options that cuts off the tip of tip of the pigeon point neighborhood please instead pursue the option that stays in the north side of the west seattle bridge.

#	Comments	Responses
1	Please do not chose the west seattle options that cuts off the tip of tip of the pigeon point neighborhood please instead pursue the option that stays in the north side of the west seattle bridge.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0717

Communication ID	Name	Email
501691	Karin Engstrom	kecitizen77@gmail.com

Full Communication (4/26/2022)

I downloaded all the documents in the EIS - it is a load of work. I appreciate all the effort it takes to complete a study that encompasses a large area. I am familiar with the process.

Yet. I am concerned that I heard on the radio that you would not consider the gondola proposal as a viable alternative. I take the bus out of West Seattle to access health care and to see friends. I no longer drive because the traffic to get out of the area is horrific.

The most important issue is that West Seattle has lived without the bridge for two years and our lives are highly impacted. Had the rail line already been constructed, we would be grateful, but now to deny consideration of an alternative means of getting across the Duwamish to connect with the Light Rail, seems highly bureaucratic and not considerate of our real needs in this community.

Here are my reasons for the Sky Link proposal:

1. The cost is less.

2. The lime to build it is shorter.

3. The construction has less impact on my community.

4. This pandemic or another will continue. The gondola offers less exposure to others.

5. The issue of climate change was not as critical when you began this study. Now it is. The construction for the gondolas has less environmental impact.

6. The time between gondolas is faster than the trains.

7. Less wear and tear on the West Seattle bridge and the Port.

8. The gondola offers a great opportunity to see the city, mountains, and our community. I think this would be a great way for community members to see their community and get involved in issues.

9. You wouldn't lose the money that the Light Rail has experienced. Anyone boarding the gondola would have to pay.

10. I will probably be dead by the time the Light Rail is built. What a shame. I never knew why they shut down the monorail construction.

Not only have we had traffic going south to access the working bridges, but the building of apartments and schools have been intense in the past two years. I have witnessed whole blocks being transformed to build 3-story boxes. Now you propose four years of disruption, removal of homes and trees.

I laugh because when I moved here in 1993, I attended a Transportation Summit at the Mountaineers Club where I met the Governor Mike Lowry and others. Whole presentations on Vancouver, Canada and Portland, Oregon were given. That is almost 30 years ago.

Please consider Sky Link as a viable alternative. Thank you for your consideration of my comment.

#	Comments	Responses
1	I am concerned that I heard on the radio that you would not consider the gondola proposal as a viable alternative. I take the bus out of West Seattle to access health care and to see friends. I no longer drive because the traffic to get out of the area is horrific. The most important issue is that West Seattle has lived without the bridge for two years and our lives are highly impacted. Had the rail line already been constructed, we would be grateful, but now to deny consideration of an alternative means of getting across the Duwamish to connect with the Light Rail, seems highly bureaucratic and not considerate of our real needs in this community. Here are my reasons for the Sky Link proposal: The cost is less. The time to build it is shorter. The construction has less impact on my community. This pandemic or another will continue. The gondola offers less exposure to others. The issue of climate change was not as critical when you began this study. Now it is. The construction for the gondolas has less environmental impact. The time between gondolas is faster than the trains. Less wear and tear on the West Seattle bridge and the Port. The gondola offers a great opportunity to see the city, mountains, and our community. I think this would be a great way for community members to see their community and get involved in issues. You wouldn't lose the money that the Light Rail has experienced. Anyone boarding the gondola would have to pay. I will probably be dead by the time the Light Rail is built. What a shame. I never knew why they shut down the monorail construction. Not only have we had traffic going south to access the working bridges, but the building of apartments and schools have been intense in the past two years. I have witnessed whole blocks being transformed to build 3-story boxes. Now you propose four years of disruption, removal of homes and trees.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0718

Communication ID	Name	Email
501699	Grant Bowes	grantbowes@hotmail.com

Full Communication (4/26/2022)

As a resident of the Alaska Junction (homeowner 41st Ave) I am concerned about the options for the light rail in West Seattle. I have reviewed the provided materials from Sound Transit and the choices seem obvious. In almost every case, the tunnel option will have less community impact longterm as well as retaining the communities already in place. Options WSJ-3a and WSJ-3b make so much more sense than the above ground options. Less noise pollution, less community impact, less disruption to thousands of peoples lives.

Please use common sense and approve tunneling options for as much of the WS Light Rail tracks as possible. We love WS, please help us keep it awesome.

#	Comments	Responses
1	As a resident of the Alaska Junction (homeowner 41st Ave) I am concerned about the options for the light rail in West Seattle. I have reviewed the provided materials from Sound Transit and the choices seem obvious. In almost every case, the tunnel option will have less community impact longterm as well as retaining the communities already in place. Options WSJ-3a and WSJ-3b make so much more sense than the above ground options. Less noise pollution, less community impact, less disruption to thousands of peoples lives. Please use common sense and approve tunneling options for as much of the WS Light Rail tracks as possible. We love WS, please help us keep it awesome.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0719

Communication ID	Name	Email
501700	Rachel Bowes	rachelhbowes@gmail.com

Full Communication (4/26/2022)

Having looked over the information provided by Sound Transit, it seems that tunneling is the way to go. From reduced noise pollution to community impact, the tunnels work. Most importantly, the light rail should be tunneled through the Avalon and Alaska Stations, following the WSL-3a and WSL-3b will be the most effective options. Having rail underground means that above ground space, at a premium in West Seattle, can be preserved.

Please vote for a tunneled light rail system in West Seattle.

#	Comments	Responses
1	Having looked over the information provided by Sound Transit, it seems that tunneling is the way to go. From reduced noise pollution to community impact, the tunnels work. Most importantly, the light rail should be tunneled through the Avalon and Alaska Stations, following the WSL-3a and WSL-3b will be the most effective options. Having rail underground means that above ground space, at a premium in West Seattle, can be preserved. Please vote for a tunneled light rail system in West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0720

Communication ID	Name	Email
501708	Rachel Martin	walkerrachel754@gmail.com

Full Communication (4/26/2022)

Please reject proposed light rail routes DEL-5 and DEL-6! It jeopardizes Transitional Resources. An organization that does so much good for the community.

Thank you!

#	Comments	Responses
1	Please reject proposed light rail routes DEL-5 and DEL-6! It jeopardizes Transitional Resources. An organization that does so much good for the community.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0721

Communication ID	Name	Email
501715	Kelsey White	Kl-1979@hotmail.com

Full Communication (4/26/2022)

I believe the West Seattle community has a robust metro system at this time. The light rail would do more harm than good to this community. The number of homes or apartment units that would be demolished to make way for the light rail during a housing crisis is not acceptable. Especially as many newly constructed building would be demolished. What an unconscionable waste of resources. Instead invest the money to provide an expansion to water taxi services. Both transportation to the taxi and a more robust schedule year round.

#	Comments	Responses
1	I believe the West Seattle community has a robust metro system at this time. The light rail would do more harm than good to this community. The number of homes or apartment units that would be demolished to make way for the light rail during a housing crisis is not acceptable. Especially as many newly constructed building would be demolished. What an unconscionable waste of resources. Instead invest the money to provide an expansion to water taxi services. Both transportation to the taxi and a more robust schedule year round.	Your opposition to the project has been noted.

Comment Submittal 0722

Communication ID	Name	Email
501717	James LoGerfo, MD	logerfoj@comcast.net

Full Communication (4/26/2022)

I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Every day we read of the critical need for high quality care for persons with serious mental illness, and the proposed plan would devastate one of the best models in this state.

As a physician at Harborview, I am keenly aware of the need strong support more programs like those at Transitional Resources, and the notion that Sound Transit might take action to devastate such a program is truly unfathomable.

I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.

#	Comments	Responses
1	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Every day we read of the critical need for high quality care for persons with serious mental illness, and the proposed plan would devastate one of the best models in this state. As a physician at Harborview, I am keenly aware of the need strong support more programs like those at Transitional Resources, and the notion that Sound Transit might take action to devastate such a program is truly unfathomable. I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Please see response to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0723

Communication ID	Name	Email
501718	Jesse Simpson	jhsimpson0@gmail.com

Full Communication (4/26/2022)

Please consider my comments for the West Seattle and Ballard Link DEIS as follows:

A. General Comments

1.First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.

2.Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.

3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should be planned to interface with a line east to Fremont, Wallingford, and the U District, and perhaps to extend north to Greenwood. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.

4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.

5. Construction impacts are important but shouldn't determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.

6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

B. Detailed Comments

1. West Seattle Link

a. Junction - Short Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ- 5]. Study a refined Elevated Fauntleroy Station that would use the right of way to reduce residential displacement and costly property takings.

b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Push the Delridge station as far south and close to Delridge as possible. Construct a pedestrian overpass with a direct mezzanine connection over Delridge to ease transfers for riders of the 120 bus/H line.

d. SoDo - Prefer the At-Grade Station for ease of transfers between West Seattle and South Seattle.

2. Seccnd Downtown Tunnel, Chinatown-International District to Westlake.

Study options to avoid the duplicative and extremely expensive construction of a second downtown tunnel between Chinatown-International District and Westlake.

The EIS does not address the second downtown tunnel's impacts to riders on the existing light rail line from South Seattle and further south to Capitol Hill, UW, and points north. These riders will have to transfer at either the Chinatown-International District Station or Westlake Station as a result of the second downtown tunnel. Internal conveyance between stations is estimated at 3-5 minutes, in addition to the time required to wait for the transfer. The EIS does not estimate the negative impact on ridership as a result of this forced transfer. There are no mitigation measures identified in the EIS for this significant and permanent impact to tens of thousands of daily riders.

Pease study an alternative option to interline all of the light rail lines through the existing tunnel, with signaling improvements to permit the tunnel to handle trains every 2 minutes.

As an additional alternative, please study constructing Ballard to Westlake as a standalone automated metro stub line (similar to Vancouver's Skytrain), with short, frequent trains. This would permit smaller and cheaper station footprints. Defer construction of a second downtown tunnel and study an alternative alignment that would increase the areas of Central Seattle served by grade- separated transit. The future extension of the Ballard to Westlake line could run from Westlake to Mount Baker via First Hill, Yesler Terrace, and Judkins Park, increasing transit access to these dense clusters of people and jobs that have a concentration of low-income affordable housing.

3 - Ballard Link

a. Denny- Prefer DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Utilize the Denny Station entrance cost saving refinement, closing Lenora Street to cars.

b. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

c. Do not consolidate Denny and South Lake Union stations as identified in the Downtown Community Advisory Group presentation. If station consolidation must happen for cost savings, place the consolidated SLU station around Terry and Thomas, in the center of the SLU neighborhood and near all of the highrises under construction. The walkshed of Dexter and Denny is limited by the 99 tunnel portal, Denny Park, the relatively lowrise zoning used to protect Space Needle views, and the need to cross the very busy 7th Ave N.

d. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

e. Smith Cove - Galer Street: Prefer Galer Street Station [SIB-1].

f. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [188-3]. Refine Thorndyke Retained Cut to move the station as close to Dravus St as possible and include entrances on both sides of Dravus St for bus route integration.

g. Ballard: Advance the Elevated 15th Ave Station with a draw bridge, studying how frequently the bridge would need to open.

Continue to refine all tunnel options to put a station entrance west of 15th Avenue. The EIS does not identify any mitigation measures for placing the Ballard station at 14th Ave, which is an additional 3 minute walk from the densest concentration of homes, jobs, and retail in Ballard around 20th and Market. There are no mitigation measures proposed to assist with pedestrian safety at 15th Ave NW and NW Market St.

Open study of a 20th Ave Station that would cross the Ship Canal in the 14th or 15th Ave tunnel alignment before turning west to serve the core of Ballard, with a station in the vicinity of 20th Ave and 56th St. I performed an isochrone analysis of different Ballard station alternatives using the 2020 Census block-level data, and found that a station at 20th and 56th is within a 5 minute walk of 5,635 people, compared to only 3,074 for 14th Ave and 4,493 for 15th Ave. The EIS does not identify

#	Comments	Responses
1	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
2	Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on ridership. Please also see the response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should be planned to interface with a line east to Fremont, Wallingford, and the U District, and perhaps to extend north to Greenwood. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
7	a. Junction - Short Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ- 5]. Study a refined Elevated Fauntleroy Station that would use the right of way to reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
8	b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.	Please see response to CCG2 in Table 7-1.
9	c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Push the Delridge station as far south and close to Delridge as possible. Construct a pedestrian overpass with a direct mezzanine connection over Delridge to ease transfers for riders of the 120 bus/H line.	Please see response to CCG2 in Table 7-1.
10	SoDo - Prefer the At-Grade Station for ease of transfers between West Seattle and South Seattle.	Please see response to CCG2 in Table 7-1.
11	Please study an alternative option to interline all of the light rail lines through the existing tunnel, with signaling improvements to permit the tunnel to handle trains every 2 minutes.	Please see response to CC1b in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
12	As an additional alternative, please study constructing Ballard to Westlake as a standalone automated metro stub line (similar to Vancouver's Skytrain), with short, frequent trains. This would permit smaller and cheaper station footprints. Defer construction of a second downtown tunnel and study an alternative alignment that would increase the areas of Central Seattle served by grade-separated transit. The future extension of the Ballard to Westlake line could run from Westlake to Mount Baker via First Hill, Yesler Terrace, and Judkins Park, increasing transit access to these dense clusters of people and jobs that have a concentration of low-income affordable housing.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Denny - Prefer DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Utilize the Denny Station entrance cost saving refinement, closing Lenora Street to cars.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
16	Prefer Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Refine Thorndyke Retained Cut to move the station as close to Dravus St as possible and include entrances on both sides of Dravus St for bus route integration. g. Ballard: Advance the Elevated 15th Ave Station with a draw bridge, studying how frequently the bridge would need to open.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	Continue to refine all tunnel options to put a station entrance west of 15th Avenue.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	There are no mitigation measures proposed to assist with pedestrian safety at 15th Ave NW and NW Market St.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	Open study of a 20th Ave Station that would cross the Ship Canal in the 14th or 15th Ave tunnel alignment before turning west to serve the core of Ballard, with a station in the vicinity of 20th Ave and 56th St. I performed an isochrone analysis of different Ballard station alternatives using the 2020 Census block-level data, and found that a station at 20th and 56th is within a 5 minute walk of 5,635 people, compared to only 3,074 for 14th Ave and 4,493 for 15th Ave.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0724

Communication ID	Name	Email
501726	Kevin Graft	kevin.o.graft@gmail.com

Full Communication (4/26/2022)

As much tunnel service as possible would be best for the West Seattle lines. Surface and elevated routes would be very disruptive both during and after building. Surface routes are the worst possible option.

#	Comments	Responses
1	As much tunnel service as possible would be best for the West Seattle lines. Surface and elevated routes would be very disruptive both during and after building. Surface routes are the worst possible option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0725

Communication ID	Name	Email
501737	Kirsten Zoba	kirstenezoba@gmail.com

Full Communication (4/26/2022)

Hi there,

After reviewing the pros and cons of each of the station options, it's clear that there is a winning option. The 1a and 1b proposal clearly impacts fewer people, businesses, and parking to economically fuel the non-demolished or closed surrounding businesses. I think giving the general public a choice makes folks feel heard to weigh in on two options, but it's time for this option to be removed as something we might consider!

Be well, Kirsten

#	Comments	Responses
1	After reviewing the pros and cons of each of the station options, it's clear that there is a winning option. The 1a and 1b proposal clearly impacts fewer people, businesses, and parking to economically fuel the non-demolished or closed surrounding businesses. I think giving the general public a choice makes folks feel heard to weigh in on two options, but it's time for this option to be removed as something we might consider!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0726

Communication ID	Name	Email
501739	Gerry Chu	gerry@gerrychu.com

Full Communication (4/26/2022)

As a user experience professional at a Seattle-based software company in the ID, it's my job to advocate for users. Just like in software, if the solution is too hard to use or takes too long, people are less likely to use it, damping growth of future ridership and lowering customer satisfaction.

So I hope that ST3 alignments and stations are decided with the needs of future riders in mind, which, to me, means short travel times (including lime to get from street level to the trains), easy wayfinding, and convenient transfers. It was somewhat disappointing for me as someone who voted for ST3 that the proposed stations are so deep, which to me means longer total travel times, less reliability (since elevators/escalators often break), and inconvenient transfers.

In the ID, a shallow station on 4th would be the fastest for me to get to work. My partner works in South Lake Union. It's striking that none of the options serve the core of SLU, and so I'd urge considering a station around Westlake & Harrison.

Lastly, I think a Ballard station on 14th is less of a Ballard station and more of a Freelard station. It's too far from the main part of Ballard and means crossing car-heavy 15th on foot to get to actual Ballard. I hope a station on 20th could be considered, but a station on 15th (with entrances on all 4 corners) is a good compromise and is a good setup for future extension up 15th.

#	Comments	Responses
1	It was somewhat disappointing for me as someone who voted for ST3 that the proposed stations are so deep, which to me means longer total travel times, less reliability (since elevators/escalators often break), and inconvenient transfers.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In the ID, a shallow station on 4th would be the fastest for me to get to work.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	My partner works in South Lake Union. It's striking that none of the options serve the core of SLU, and so I'd urge considering a station around Westlake & Harrison.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Lastly, I think a Ballard station on 14th is less of a Ballard station and more of a Freelard station. It's too far from the main part of Ballard and means crossing car-heavy 15th on foot to get to actual Ballard. I hope a station on 20th could be considered, but a station on 15th (with entrances on all 4 corners) is a good compromise and is a good setup for future extension up 15th.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0727

Communication ID	Name	Email
501798	Hallidie Haid	hallidie.haid@gmail.com

Full Communication (4/26/2022)

my comments relate only to Duwammish and West Seattle portions. I prefer the fewest housing and business displacements for the fewest dollars. which means tunnels over elevated tracks. less impact visually and divisionally to the respective neighborhoods.

#	Comments	Responses
1	my comments relate only to Duwammish and West Seattle portions. I prefer the fewest housing and business displacements for the fewest dollars. which means tunnels over elevated tracks. less impact visually and divisionally to the respective neighborhoods.	Please see the responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0728

Communication ID	Name	Email
501800	Steven Desouza	sjdslm17@gmail.com

Full Communication (4/26/2022)

I strongly feel that the tunnel option is the best option. It is unacceptable to displace people from their homes given how unaffordable housing is with home prices and rents up roughly 20% in just the last year. Even if they are fairly compensated, housing inventory is extremely low and puts an extremely unnecessary strain on these households.

#	Comments	Responses
1	I strongly feel that the tunnel option is the best option. It is unacceptable to displace people from their homes given how unaffordable housing is with home prices and rents up roughly 20% in just the last year. Even if they are fairly compensated, housing inventory is extremely low and puts an extremely unnecessary strain on these households.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0729

Communication ID	Name	Email
501802	Heather Tabler	tabler.rentals@gmail.com

Full Communication (4/26/2022)

We are in support of the tunnel option as it has the least negative impact on the residents, businesses, and environment.

#	Comments	Responses
1	We are in support of the tunnel option as it has the least negative impact on the residents, businesses, and environment.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0730

Communication ID	Name	Email
501820	Amy Kim	kimamy92@gmail.com

Full Communication (4/26/2022)

Please keep the community safe!

#	Comments	Responses
1	Please keep the community safe!	Please see response to CC4.14 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0731

Communication ID	Name	Email
501823	Grady Irvin	girvin2@gmail.com

Full Communication (4/26/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by citizen initiative that Park property cannot be used for purposes other than what it was intended for. The Parks Department supports the Yancy alternatives. Personally, I live in a condo on Avalon Way. The roadway has already been drastically restricted in order to creat bicycle lanes and further restricted parking.

Where in the world do you plan to put light rail?????????

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by citizen initiative that Park property cannot be used for purposes other than what it was intended for. The Parks Department supports the Yancy alternatives. Personally, I live in a condo on Avalon Way. The roadway has already been drastically restricted in order to creat bicycle lanes and further restricted parking. Where in the world do you plan to put light rail?????????	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.1, Build Alternatives, of the Final EIS for more information on guideway placement. Please see Appendix J, Conceptual Design Drawings, for conceptual design drawings for all the alternatives.

Comment Submittal 0732

Communication ID	Name	Email
501829	Jennifer Zielke	jennybardill@gmail.com

Full Communication (4/26/2022)

ES-20 Delridge Segment - Andover Street Station Alternative DEL-5

Visual Simulation of Alternative DEL-5 Southwest Avalon Way:

The photo in the EIS is misleading and would best reflect reality with a real-time photo of the buildings that are present. This is a design that seems to be based on the appearance of SW Avalon Way when it was lower density prior to 2016. This small space is now an up-zoned area with 36 new townhomes all within the space that appears like green grass in the photo. These buildings all opened in 2021. One construction project is currently underway. Each townhome is valued at $600k to $900k in the current market. At the low end, this is $21M in additional property acquisition costs that do not appear to be accounted for. The people in these locations have not received acquisition notices..

The photo additionally shows a large rail post set in the only southbound traffic lane of SW Avalon Way. This design simply would never function.

The EIS fails to address how critical traffic flow on SW Avalon Way would be maintained.

The EIS fails to add the cost of the 2020 re-design of SW Avalon Way into the total cost, as the road clearly will need to be re-designed a second time.

The city of Seattle has deemed SW Avalon Way as a critical parking area due to up-zoning. The EIS fails to address how the same volume of parking will be maintained for SW Avalon Way.

Delridge Segment - DEL 5 is not a viable design option. To remove such a high volume of the brand new homes on SW Avalon Way (and in the Delridge area) begs the question --- Who would be left in the Avalon neighborhood, for the Avalon stop to serve?

#	Comments	Responses
1	Visual Simulation of Alternative DEL-5 Southwest Avalon Way: The photo in the EIS is misleading and would best reflect reality with a real-time photo of the buildings that are present. This is a design that seems to be based on the appearance of SW Avalon Way when it was lower density prior to 2016. This small space is now an up-zoned area with 36 new townhomes all within the space that appears like green grass in the photo. These buildings all opened in 2021. One construction project is currently underway. Each townhome is valued at $600k to $900k in the current market. At the low end, this is $21M in additional property acquisition costs that do not appear to be accounted for. The people in these locations have not received acquisition notices... The photo additionally shows a large rail post set in the only southbound traffic lane of SW Avalon Way. This design simply would never function. The EIS fails to address how critical traffic flow on SW Avalon Way would be maintained.	The photograph used in the WSBLE Draft EIS visual simulation for Alternative DEL-5 was taken in December 2019. Please see Appendix L4.1, Acquisitions, Displacements, and Relocations, for maps and tables of all potentially affected parcels by alternatives. All properties identified in this appendix were notified by Sound Transit in the fall of 2021 prior to publication of the WSBLE Draft EIS, as well as prior to publication of the West Seattle Link Extension Final EIS. Cost estimates in the Draft EIS reflected development that was constructed before 2020. Please see Appendix J, Conceptual Design Drawings, of the Final EIS for roadway modifications on Southwest Avalon Way associated with Alternative DEL-5. The design would maintain the existing number of traffic lanes; therefore, traffic flow would not be affected during operations. Please see Section 3.11, Construction Impacts, of the Final EIS for information on traffic impacts during construction.

#	Comments	Responses
2	The EIS fails to add the cost of the 2020 re-design of SW Avalon Way into the total cost, as the road clearly will need to be re-designed a second time. The city of Seattle has deemed SW Avalon Way as a critical parking area due to up-zoning. The EIS fails to address how the same volume of parking will be maintained for SW Avalon Way.	Cost estimates included in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS include costs of roadway reconstruction where roads would need to be rebuilt. As shown in Section 3.6, Affected Environment and Impacts During Operation - Parking, of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, 5 to 10 on-street parking spaces would be removed with Alternative DEL-5 out of almost 400 spaces inventoried. The existing parking was found to be 50 percent occupied; therefore, no mitigation is proposed. In addition, the Avalon Station would provide additional transit access to this neighborhood and reduce the dependency of residents on cars.
3	Delridge Segment - DEL 5 is not a viable design option. To remove such a high volume of the brand new homes on SW Avalon Way (and in the Delridge area) begs the question --- Who would be left in the Avalon neighborhood, for the Avalon stop to serve?	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0733

Communication ID	Name	Email
501830	Zachary McGhee	Zbmcghee21@gmail.com

Full Communication (4/26/2022)

I would hope the sound transit board would make the best decision for the community and build the tunnel option because it displaces the least amount of businesses and residents and also has the least negative environmental impact to our land and water.

#	Comments	Responses
1	I would hope the sound transit board would make the best decision for the community and build the tunnel option because it displaces the least amount of businesses and residents and also has the least negative environmental impact to our land and water.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0734

Communication ID	Name	Email
501832	Jennifer Babuca	jbabuca@hotmail.com

Full Communication (4/26/2022)

Strongly advocate tor one of the tunnel options, preferably WSJ3a. This option creates less impact in terms of displacing residents from their homes and avoids the visual and noise impacts of an elevated guideway. Elevated is the absolute wrong scale for the pedestrian-heavy Junction and would absolutely destroy the character of the heart and soul of West Seattle. If it's elevated, it's better not to build Link to West Seattle at all.

#	Comments	Responses
1	Strongly advocate for one of the tunnel options, preferably WSJ3a. This option creates less impact in terms of displacing residents from their homes and avoids the visual and noise impacts of an elevated guideway. Elevated is the absolute wrong scale for the pedestrian-heavy Junction and would absolutely destroy the character of the heart and soul of West Seattle. If it's elevated, it's better not to build Link to West Seattle at all.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0735

Communication ID	Name	Email
501839	Brenda Paull	brendapaull@gmail.com

Full Communication (4/26/2022)

While I am a very enthusiastic supporter of Sound Transit, (and any public transportation), I am opposed to the DEL-5 and DEL-6 alternative proposals for the light rail expansion. These two proposals would directly and negatively impact 3 Transitional Resources properties. Transitional Properties are critically needed for a very vulnerable segment of our population. Our society desperately needs more of these facilities, not less. This expansion would be a devastation. Please do not consider DEL-5 and DEL-6 in your expansion plans.

Thank you for your kind consideration,

Brenda Paull

Olympia, WA

#	Comments	Responses
1	While I am a very enthusiastic supporter of Sound Transit, (and any public transportation), I am opposed to the DEL-5 and DEL-6 alternative proposals for the light rail expansion. These two proposals would directly and negatively impact 3 Transitional Resources properties. Transitional Properties are critically needed for a very vulnerable segment of our population. Our society desperately needs more of these facilities, not less. This expansion would be a devastation. Please do not consider DEL-5 and DEL-6 in your expansion plans.	Please see response to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0736

Communication ID	Name	Email
501841	Lesley Rabago	Lesleyrabago12@gmail.com

Full Communication (4/26/2022)

Please consider the tunnel option as the best option. It displaces the least amount of residents and businesses. It is also the most environmentally friendly option and is a lesser threat to the land and surrounding water of these neighborhoods. Thank you.

#	Comments	Responses
1	Please consider the tunnel option as the best option. It displaces the least amount of residents and businesses. It is also the most environmentally friendly option and is a lesser threat to the land and surrounding water of these neighborhoods. Thank you.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0737

Communication ID	Name	Email
501843	Andrew Baker	abakernzl@gmail.com

Full Communication (4/26/2022)

Dig baby dig! Tunnels at both Ballard and West Seattle Junction. Build the preferred 5th Avenue alignment. In the Chinatown-International District build a shallow tunnel at 4th Avenue Sas that's the least impact to the ID and best for transfers. Make sure the South Lake Union Station will be able to accommodate or connect to a future Aurora rail line by placing it between Dexter and Westlake.

#	Comments	Responses
1	Dig baby dig! Tunnels at both Ballard and West Seattle Junction. Build the preferred 5th Avenue alignment. In the Chinatown-International District build a shallow tunnel at 4th Avenue S as that's the least impact to the ID and best for transfers. Make sure the South Lake Union Station will be able to accommodate or connect to a future Aurora rail line by placing it between Dexter and Westlake.	Please see responses to CCG2 and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0738

Communication ID	Name	Email
501851	Aaron Zielke	aaron@aaronzielke.net

Full Communication (4/26/2022)

ES.2.1 states "Expand mobility for the corridor and the region's residents. which include transit-dependent people, low-income populations, and

communities of color." However, the alternatives remove housing in low income areas, remove apartment housing and overall housing availability in a geographic-limited area. The alternatives do not provide specific stops to low-income and communities of color focus more along Delridge south of Genesee.

#	Comments	Responses
1	ES.2.1 states "Expand mobility for the corridor and the region's residents, which include transit- dependent people, low-income populations, and communities of color." However, the alternatives remove housing in low income areas, remove apartment housing and overall housing availability in a geographic-limited area. The alternatives do not provide specific stops to low-income and communities of color focus more along Delridge south of Genesee.	Please see the responses to CC4.4b and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 5 of Appendix G, Environmental Justice, of the Final EIS for information about impacts and benefits to low-income populations and communities of color.

Comment Submittal 0739

Communication ID	Name	Email
501853	Aaron Zielke	aaron@aaronzielke.net

Full Communication (4/26/2022)

ES.2.1 states "Encourage equitable and sustainable urban growth in station areas". However, all above-ground alternatives in ES.3.1.1.3 and ES.3.1.1.4 remove apartment housing along Fauntleroy and near Alaska junction, with no opportunity to replace this housing. Figures show potential displacements, but do not factor in cost to residents to relocate in West Seattle (at increasing competitive prices), and does not appear to factor that land for new development in West Seattle is extremely limited. Residential and commercial impacts will likely force residents and businesses our of West Seattle completely, and/or drive up costs for relocating (and existing) residents.

#	Comments	Responses
1	ES.2.1 states "Encourage equitable and sustainable urban growth in station areas". However, all above-ground alternatives in ES.3.1.1.3 and ES.3.1.1.4 remove apartment housing along Fauntleroy and near Alaska junction, with no opportunity to replace this housing. Figures show potential displacements, but do not factor in cost to residents to relocate in West Seattle (at increasing competitive prices), and does not appear to factor that land for new development in West Seattle is extremely limited. Residential and commercial impacts will likely force residents and businesses our of West Seattle completely, and/or drive up costs for relocating (and existing) residents.	Please see the responses to CC4.1b and CC4.1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.2, Land Use, for information about transit-oriented development that could add new housing and business opportunities around some stations.

Comment Submittal 0740

Communication ID	Name	Email
501855	Sara Mason	saramason1@gmail.com

Full Communication (4/26/2022)

I am a West Seattle homeowner in Delridge. Elevated tracks are a bad idea and have huge, negative impact on neighborhood and environment, including the displacement of residential housing and businesses. The best approach is the Medium Tunnel 41st Ave (MSJ-5) pairing with WSJ-2. Thank you

#	Comments	Responses
1	I am a West Seattle homeowner in Delridge. Elevated tracks are a bad idea and have huge, negative impact on neighborhood and environment, including the displacement of residential housing and businesses. The best approach is the Medium Tunnel 41stAve (MSJ-5) pairing with WSJ-2. Thank you	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0741

Communication ID	Name	Email
501856	Rachel Seligman	rachel.seligman@greenmountain.us

Full Communication (4/26/2022)

Please do the north alternative. I live in Pigeon Point, and do not want the north end of this beautiful neighborhood taken away or for neighbors to lose their homes. Again please go with the north alternative that preserves the historic Pigeon Point neighborhood.

#	Comments	Responses
1	Please do the north alternative. I live in Pigeon Point, and do not want the north end of this beautiful neighborhood taken away or for neighbors to lose their homes. Again please go with the north alternative that preserves the historic Pigeon Point neighborhood.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0742

Communication ID	Name	Email
501858	Aaron Zielke	aaron@aaronzielke.net

Full Communication (4/26/2022)

ES.3.1.1.2 states "alternative DUW-2 would displace the most water-dependent businesses. …As a result, there could be a broader effect on regional jobs and income than the jobs and businesses displaced directly by the WSBLE Project." This impact is not specified as part of the Duwamish segment. It is not reasonable to use this impact as a factor for not choosing DUW-2 unless some estimate of future impact is done. This estimate of future impact must be weighed against the proposed impact to the neighborhoods impacted by the other DUW alternatives.

#	Comments	Responses
1	ES.3.1.1.2 states "alternative DUW-2 would displace the most water-dependent businesses. …As a result, there could be a broader effect on regional jobs and income than the jobs and businesses displaced directly by the WSBLE Project." This impact is not specified as part of the Duwamish segment. It is not reasonable to use this impact as a factor for not choosing DUW-2 unless some estimate of future impact is done. This estimate of future impact must be weighed against the proposed impact to the neighborhoods impacted by the other DUW alternatives.	Please see responses to CCG2 and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The comment refers to text in the Executive Summary. Section 4.3 of the Final EIS provides more information on business displacements and potential economic impacts associated with these displacements.

Comment Submittal 0743

Communication ID	Name	Email
501861	Aaron Zielke	aaron@aaronzielke.net

Full Communication (4/26/2022)

In S.3.1.1.3, DEL-5 alternative would remove all improvements done to Avalon Way in 2019-2020, and impacts brand new construction (still in progress in 2022). This demolition of new construction and housing should be included in environmental impacts. Additionally, there is no mention of impact to parking on Avalon Way, a "critical parking zone" per the city of Seattle. While we all want to encourage taking transit whenever possible, we cannot ignore that most people in West Seattle need a car for at least occasional travel. Impacts to residents ability to park, and the related impact to guests, vendors, ride share, etc., must be included in any impact assessment.

#	Comments	Responses
1	In S.3.1.1.3, DEL-5 alternative would remove all improvements done to Avalon Way in 2019-2020, and impacts brand new construction (still in progress in 2022). This demolition of new construction and housing should be included in environmental impacts. Additionally, there is no mention of impact to parking on Avalon Way, a "critical parking zone" per the city of Seattle. While we all want to encourage taking transit whenever possible, we cannot ignore that most people in West Seattle need a car for at least occasional travel. Impacts to residents ability to park, and the related impact to guests, vendors, ride share, etc., must be included in any impact assessment.	Cost estimates included in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS include costs of roadway reconstruction where roads would need to be rebuilt. As shown in Section 3.6, Affected Environment and Impacts During Operation - Parking, of the WSBLE Draft EIS and the Final EIS, 5 to 10 on-street parking spaces would be removed with Alternative DEL-5 out of almost 400 spaces inventoried. The existing parking was found to be 50 percent occupied; therefore, no mitigation is proposed. In addition, the Avalon Station would provide additional transit access to this neighborhood and reduce dependency of residents on cars.

Comment Submittal 0744

Communication ID	Name	Email
501879	Sam Scarmardo	sam.scarmardo@mail.com

Full Communication (4/26/2022)

I am a nearby resident, an architect, and I have lived in rail-centric cities in asia and am very familiar with rail in a dense urban environment. This comment is in relation to ES.3.1.1.4 West Seattle Junction.

ES-23 (WSJ-1) is overly severe to the residents along 42nd, and the elevation at that point is also very high. I do not think it is the best solution, and it is the most expensive elevated solution. ES-24 (WSJ-2) is a better elevated option, but the residential character is not well suited to elevated track.

ES-26 (WSJ-3b) is a good below grade option, and both WSJ-2 & WSJ-3b will remove/replace the Safeway (underutilized parcel) which is a positive. Both ES-27 (WSJ-5) & ES-28 (WSJ-6) are good options that would help reduce the budget, but would required the Delridge segment to be elevated.

I would rank them from hight to low: WSJ-3b, WSJ-3a, WSJ-5/6 (tie), WSJ-2, WSJ-1

#	Comments	Responses
1	ES-23 (WSJ-1) is overly severe to the residents along 42nd, and the elevation at that point is also very high. I do not think it is the best solution, and it is the most expensive elevated solution. ES-24 (WSJ-2) is a better elevated option, but the residential character is not well suited to elevated track. ES-26 (WSJ-3b) is a good below grade option, and both WSJ-2 & WSJ-3b will remove/replace the Safeway (underutilized parcel) which is a positive. Both ES-27 (WSJ-5) & ES-28 (WSJ-6) are good options that would help reduce the budget but would require the Delridge segment to be elevated. I would rank them from height to low: WSJ-3b, WSJ-3a, WSJ-5/6 (tie), WSJ-2, WSJ-1	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0745

Communication ID	Name	Email
501880	Jc Aguino	goodietwoshoes@gmail.com

Full Communication (4/26/2022)

Don't build this transit because it will cause the destruction of small business. Also the xenophobic environment that it will be built in should not be tolerated

#	Comments	Responses
1	Don't build this transit because it will cause the destruction of small business. Also the xenophobic environment that it will be built in should not be tolerated	Please see responses to CC4.1b and CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the Final EIS for more information on impacts and benefits to communities of color. A response to this comment will also be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0746

Communication ID	Name	Email
501889	Hans Theisen	vagabond_chi@yahoo.com

Full Communication (4/26/2022)

I am a West Seattle/ N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative.

I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO.

While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:

1-significant taxpayer cost savings

2-speed of development with FAR LESS environmental impact

3-less community disruption

1: Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

2-3: Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HGT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound

Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

• Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

• Chapter4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redlin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.

• Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction. many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.

• Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

• Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.

• Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.

• Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org).

Please consider what is a smarter, safer, faster and far more economical option than light rail -- Skylink is the right choice for this area.

Thank you

#	Comments	Responses
1	I am a West Seattle/ N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the Skylink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative. I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- speed of development with FAR LESS environmental impact 3- less community disruption 1 Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs	Please see responses to CC1a, CC1b, CC2g, CC4.1b, and CC4.6a, in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

#	Comments	Responses
	between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "Skylink's" proposal from consideration. Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:	Please see the following sections of the West Seattle Link Extension Final EIS: Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information; Section 3.3, Regional Context and Travel, for more information on changes in vehicle miles traveled; Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times; Section 4.1, Acquisitions, Displacements, and Relocations, for more information on the property acquisition and business relocation process; Section 4.6, Air Quality, for an updated air quality analysis; and Appendix H, Section 4(f) Evaluation, for information on the Section 4(f) analysis process and the Least Harm Analysis.

#	Comments	Responses
2	Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.	Please see responses to CC4.1b and CC4.1c in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition and business relocation process.
3	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
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Comment Submittal 0747

Communication ID	Name	Email
501899	Helen Har Theisen	helsbelshar@yahoo.com

Full Communication (4/26/2022)

I am a West Seattle/ N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative.

I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO.

While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:

1-significant taxpayer cost savings

2-speed of development with FAR LESS environmental impact

3-less community disruption

1: Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

2-3: Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HGT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound

Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

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• Chapter4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redlin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.

• Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction. many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.

• Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

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Please consider what is a smarter, safer, faster and far more economical option than light rail -- Skylink is the right choice for this area.

Thank you

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Comment Submittal 0748

Communication ID	Name	Email
501976	Tran Truong	tran.truong1@gmail.com

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	little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HGT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "Skylink's" proposal from consideration. Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:	Travel, for more information on changes in vehicle miles traveled; Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times; Section 4.1, Acquisitions, Displacements, and Relocations, for more information on the property acquisition and business relocation process; Section 4.6, Air Quality, for an updated air quality analysis; and Appendix H, Section 4(f) Evaluation, for information on the Section 4(f) analysis process and the Least Harm Analysis.

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Comment Submittal 0749

Communication ID	Name	Email
502014	Richard Hemmerling	rickhemmerling@gmail.com

Full Communication (4/27/2022)

I am a West Seattle resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my 16th Ave SW Homeowners Association strongly favor the SkyLink option vs. train, and ask that SoundTransit consider this efficient, cost effective, lower environmental impact alternative.

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Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

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• Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

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Please consider what is a smarter, safer, faster and far more economical option than light rail -- Skylink is the right choice for this area. Thank you.

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Comment Submittal 0750

Communication ID	Name	Email
502086	Christine Clark	christinimcb@me.com

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• Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.

• Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

• Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.

• Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.

• Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org).

Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area.

Thank you. christine

#	Comments	Responses
1	I am a West Seattle/ N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the Skylink option vs. train, and ask that SoundTransit consider this efficient, cost effective, lower environmental impact alternative. I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain areas, as is the case between West Seattle and SODO. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- FAR LESS environmental impact 3- less community disruption and faster speed of development 1: Project funding/cost Chapter	Please see responses to CC1a, CC1b, CC2g, CC4.1b, and CC4.6a, in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see the following sections of the West Seattle Link Extension Final EIS: Section 2.9, Project Funding and Cost Comparison,

#	Comments	Responses
	2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile - and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). Skylink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "Skylink's" proposal from consideration. Skylink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:	for updated cost estimate information; Section 3.3, Regional Context and Travel, for more information on changes in vehicle miles traveled; Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times; Section 4.1, Acquisitions, Displacements, and Relocations, for more information on the property acquisition and business relocation process; Section 4.6, Air Quality, for updated air quality analysis; and Appendix H, Section 4(f) Evaluation, for information on the Section 4(f) analysis process and the Least Harm Analysis.

#	Comments	Responses
2	Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.	Please see responses to CC4.1b and CC4.1c in Table 7-1. Please see Appendix H, Section 4(1) Evaluation, of the Final EIS for information on the Section 4(f) analysis process and the Least Harm Analysis. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition and business relocation process.
3	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
4	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
5	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
6	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.

#	Comments	Responses
7	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review, to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2, Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in Appendix N.2 of the West Seattle Link Extension Final EIS.
8	Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt- Friends of Seattle's Olmsted Parks (seattleolmsted.org).	See Appendix N.2 of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1a and Option DUW-1b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and Downtown Seattle.

Comment Submittal 0751

Communication ID	Name	Email
502468	Olivia Anderson	Olivia_p_anderson@hotmail.com

Full Communication (4/27/2022)

Building this link station is irresponsible and racist. By destroying a poc community for "transportation" is thinly veiled capitalistic racism that purposefully tears apart communities. At least a decade of construction will decimate most of the local businesses in the area and force residents to move away from their support networks and into other housing that they can't afford. Do not build this.

#	Comments	Responses
1	Building this link station is irresponsible and racist. By destroying a poc community for "transportation" is thinly veiled capitalistic racism that purposefully tears apart communities. At least a decade of construction will decimate most of the local businesses in the area and force residents to move away from their support networks and into other housing that they can't afford. Do not build this.	Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on impacts and benefits to low-income communities and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0752

Communication ID	Name	Email
502476	Emily Wingfield	Emily.wingfield@gmail.com

Full Communication (4/27/2022)

Page ES 22. I am in favor of either of the the tunnel options for the West Seattle Junction Station, preferably the 41st Avenue option. The Junction is a dense and vibrant area with multiple new apartment buildings as well as multiple former single family lots now with increasing numbers of ADUS and subdivided properties. Yet the area has retained a low rise, welcoming, human scaled environment. A large concrete elevated structure would be a scar running through the neighborhood, destroying the sense of safety and community that walkable streets now provide. In addition, the number of homes, including apartments and less dense housing options would be lost with the teardowns needed for the elevated option. Thank you.

#	Comments	Responses
1	I am in favor of either of the the tunnel options for the West Seattle Junction Station, preferably the 41st Avenue option. The Junction is a dense and vibrant area with multiple new apartment buildings as well as multiple former single family lots now with increasing numbers of ADUS and subdivided properties. Yet the area has retained a low rise, welcoming, human scaled environment. A large concrete elevated structure would be a scar running through the neighborhood, destroying the sense of safety and community that walkable streets now provide. In addition, the number of homes, including apartments and less dense housing options would be lost with the teardowns needed for the elevated option.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0753

Communication ID	Name	Email
502485	Danny Meulbroek	dmeulobroek@gmail.com

Full Communication (4/27/2022)

Please consider the less invasive ideas proposed by Skylink. This is a viable option. Possibly in addition to the proposed light rail options. Thank you. Sincerely Danny

#	Comments	Responses
1	Please consider the less invasive ideas proposed by Skylink. This is a viable option. Possibly in addition to the proposed light rail options.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0754

Communication ID	Name	Email
502493	Dan Engel	engeldb@gmail.com

Full Communication (4/27/2022)

I believe that Tunnel 41st would be the best option for the West Seattle Lightrail. It has a lower impact on homes and businesses, tunneled trains are far less of an eyesore on the neighborhood and they create less noise pollution. If we take a long-term perspective on this line, we can likely expect it to be extended beyond the Alaska Junction and I personally do not want elevated trains all over West Seattle.

#	Comments	Responses
1	I believe that Tunnel 41st would be the best option for the West Seattle Lightrail. It has a lower impact on homes and businesses, tunneled trains are far less of an eyesore on the neighborhood and they create less noise pollution. If we take a long-term perspective on this line, we can likely expect it to be extended beyond the Alaska Junction and I personally do not want elevated trains all over West Seattle.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0755

Communication ID	Name	Email
502502	Chloe Brown	chloe.brwn17@gmail.com

Full Communication (4/27/2022)

To whom it may concern,

I understand that accessible transportation is a necessity for communities. However, the benefits of the plans laid out in front of the community do not out-way the cons.

The loss of parking in that area will cause even more stress for residents for around a decade and a half. This is not something worth losing when we are already so short on available parking. It is short enough that our city had to pass a law in October 2021 stating that no car can be parked in a spot for longer than 3 days without getting ticketed and/or impounded. And with this area being such a tourist attraction, there will continue to be less parking as the season warms up and covid restrictions reduce.

Residents will have to suffer from the effects of the negative environmental impact this construction brings for years to come. It's not worth risking the health of our community to build a new station in the location you are preposing. We are still suffering from covid, not only from the physical effects but the trauma as well. Please don't bring another long term issue into the community.

Businesses will have to close because of the construction demolishing certain buildings. Along with the reasons listed above, this will bring even more stress to residents who rely on these businesses.

My point is, for 16 years of construction, there is not nearly enough good being brought to the community to make up for that long period of time. Please think the impacts of this project through - impacts on physical health, mental health, emotional health - because we need to keep caring for our community. That being said, I have not seen enough reasons to convince me that this is a caring project. If this station absolutely needs to be built, it should be built somewhere else, not in the middle of where people conduct their lives.

Thank you, Chloe Brown

#	Comments	Responses
1	The loss of parking in that area will cause even more stress for residents for around a decade and a half. This is not something worth losing when we are already so short on available parking. It is short enough that our city had to pass a law in October 2021 stating that no car can be parked in a spot for longer than 3 days without getting ticketed and/or impounded. And with this area being such a tourist attraction, there will continue to be less parking as the season warms up and covid restrictions reduce. Residents will have to suffer from the effects of the negative environmental impact this construction brings for years to come. It's not worth risking the health of our community to build a new station in the location you are preposing. We are still suffering from covid, not only from the physical effects but the trauma as well. Please don't bring another long term issue into the community. Businesses will have to close because of the construction demolishing certain buildings. Along with the reasons listed above, this will bring even more stress to residents who rely on these businesses. My point is, for 16 years of construction, there is not nearly enough good being brought to the community to make up for that long period of time. Please think the impacts of this project through - impacts on physical health, mental health, emotional health - because we need to keep caring for our community.	Please see responses to CC4.3b and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.7, Construction Approach, of the Final EIS for more information on the duration of construction. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on parking impacts during construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0756

Communication ID	Name	Email
502507	Nathan Rose	nathan@thorn.cc; nat@thorn.cc; thornate@gmail.com

Full Communication (4/27/2022)

We wish to make comments in two areas; an additional alternative to consider and specific values that we feel have not been sufficiently taken into account when assessing the existing alternatives.

We note that there are two main approaches in the DEL segment; a line going up Genesee and a line going up Andover/Yancy. We are concerned that significant investigation has been done into the possibility of a tunnel integrating with the Genesee alternative but there is no current consideration of a tunnel starting at the hillside where Yancy approaches Avalon. It is true that a tunnel was briefly considered as a Level 1 alternative (Appendix M. page 2-9), however that is not what we are suggesting. The Level 1 alternative was correctly rejected because it suggested a station near Avalon Way, which would have limited ridership. The ST board has never considered an alternative similiar to the current DEL-6; a station at Delridge with the line turning up Andover and Yancy (as in the current DEL-6), then going underground in the hillside East of Avalon. This approach seems to be the best of both worlds, as it would reduce impact in both the Delridge and Avalon neighbourhoods, with almost all the displacement coming from businesses rather than residential buildings. Further, we note that the WSJ-5 option would involve a tunnel connecting to the DEL-6 route. If a tunnel is under consideration for WSJ-5, it behooves the board to consider whether the cost of just 2000 feet more of tunnel may actually be less than the cost of displacing the residental properties on Andover and 32nd, West of Avalon.

Further, regarding DEL-6, we wish to speak strongly in favour of the board meeting with, and learning more about the work done by, Transitional Resources at 2970 SW Avalon Way. They would be displaced if DEL-6 was implemented as currently designed. They are a non-profit organisation that helps people transitioning out of mental health facilities, drug dependence, and homelessness. These are all issues in a critical state in Seattle right now, and removing such a resource would be a tragedy for the city. I know that ST has said that they will find equivalent properties for anyone displaced, but consider the effect to the already vulnerable residents at Transitional Resources for them to be uprooted. Also, I think it is likely to be impossible for ST to find an equivalent property for all the residents and the support center to be moved to; there are four buildings (including two apartment buildings with a large number of residents) on Avalon and Andover that would be displaced, plus there are several residential buildings on Yancy that would not be displaced by DEL-6, but would lose their utility if they were no longer in such close proximity to the support center on Avalon. Please take this into account when considering DEL-6; it is also a reason to favour investigating the Yancy tunnel option described above.

We wish also to address the DEL-5 alternative, which runs up a significant length of Avalon. The board must take into account the number of people affected by the line going up the middle of the road in terms of noise and other quality of life factors, even if they will not be displaced. This corridor has become a very high density area because of its proximity to the West Seattle Bridge and the C-Line bus, and more properties will very likely be built up in the near future. This is appropriate and we support the city of Seattle in zoning this area for high density. Areas like this are an important resource to dealing with the residential crisis that Seattle is facing. It is vital that the ST board take this into account when considering the alternatives; we must be encouraging development of high density buildings, and encouraging people to want to live in them. Selecting DEL-5 will discourage further development and reduce the desirability of living in one of the parts of the city where high density should most be encouraged. Further, it will reduce the quality of life for the large number of people living along that corridor. This will be a disproportionate effect compared to routing the line along a road with primarily single family homes. Avalon is a relatively narrow road with large buildings on both sides (and space to build more in the future). There would be no way to build the line without it being a major eyesore and source of noise pollution.

Thanks for the consideration, Nathan Rose and Patrick Kennelly

#	Comments	Responses
1	We note that there are two main approaches in the DEL segment; a line going up Genesee and a line going up Andover/Yancy. We are concerned that significant investigation has been done into the possibility of a tunnel integrating with the Genesee alternative but there is no current consideration of a tunnel starting at the hillside where Yancy approaches Avalon. It is true that a tunnel was briefly considered as a Level 1 alternative (Appendix M, page 2-9), however that is not what we are suggesting. The Level 1 alternative was correctly rejected because it suggested a station near Avalon Way, which would have limited ridership. The ST board has never considered an alternative similiar to the current DEL-6; a station at Delridge with the line turning up Andover and Yancy (as in the current DEL-6), then going underground in the hillside East of Avalon. This approach seems to be the best of both worlds, as it would reduce impact in both the Delridge and Avalon neighbourhoods, with almost all the displacement coming from businesses rather than residential buildings. Further, we note that the WSJ-5 option would involve a tunnel connecting to the DEL-6 route. If a tunnel is under consideration for WSJ-5, it behooves the board to consider whether the cost of just 2000 feet more of tunnel may actually be less than the cost of displacing the residental properties on Andover and 32nd, West of Avalon.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for information on alternative refinements in the Final EIS, including a suggested tunnel in the vicinity.
2	regarding DEL-6, we wish to speak strongly in favour of the board meeting with, and learning more about the work done by, Transitional Resources at 2970 SW Avalon Way. They would be displaced if DEL-6 was implemented as currently designed. They are a non-profit organisation that helps people transitioning out of mental health facilities, drug dependance, and homelessness. These are all issues in a critical state in Seattle right now, and removing such a resource would be a tragedy for the city. I know that ST has said that they will find equivalent properties for anyone displaced, but consider the effect to the already vulnerable residents at Transitional Resources for them to be uprooted. Also, I think it is likely to be impossible for ST to find an equivalent property for all the residents and the support center to be moved to; there are four buildings (including two apartment buildings with a large number of residents) on Avalon and Andover that would be displaced, plus there are several residential buildings on Yancy that would not be displaced by DEL-6, but would lose their utility if they were no longer in such close proximity to the support center on Avalon. Please take this into account when considering DEL-6; it is also a reason to favour investigating the Yancy tunnel option described above.	Please see response to CC4.4d in Table 7-1.

#	Comments	Responses
3	We wish also to address the DEL-5 alternative, which runs up a significant length of Avalon. The board must take into account the number of people affected by the line going up the middle of the road in terms of noise and other quality of life factors, even if they will not be displaced. This corridor has become a very high density area because of its proximity to the West Seattle Bridge and the C-Line bus, and more properties will very likely be built up in the near future. This is appropriate and we support the city of Seattle in zoning this area for high density. Areas like this are an important resource to dealing with the residential crisis that Seattle is facing. It is vital that the ST board take this into account when considering the alternatives; we must be encouraging development of high density buildings, and encouraging people to want to live in them. Selecting DEL-5 will discourage further development and reduce the desirability of living in one of the parts of the city where high density should most be encouraged. Further, it will reduce the quality of life for the large number of people living along that corridor. This will be a disproportionate effect compared to routing the line along a road with primarily single family homes. Avalon is a relatively narrow road with large buildings on both sides (and space to build more in the future). There would be no way to build the line without it being a major eyesore and source of noise pollution.	Please see responses to CCG3, CC4.5a, and CC4.7a in Table 7-1.

Comment Submittal 0757

Communication ID	Name	Email
502518	Kim Schwarzkopf	seaweedtoasted@gmail.com

Full Communication (4/27/2022)

After lots of studying -I'm strongly in favor of the NO BUILD ALTERNATIVE for the whole West Seattle Ballard Extension. I strongly believe that we need better mass transit, BUT .. this LIGHT RAIL extension WILL BE MORE NEGATIVE than positive- for the short term and long term for our environment.

I strongly oppose all of the lines and station placements - especially for the West Seattle portion of the line- especially opposed to Del-5 and Del 6 and the "medium" retained cul/tunnel.

It could take at 600,000 tons of carbon to construct and we couldn't make up for that for over 100 years and we all know that concrete "bridges" (essentially) do not last that long anyway. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation.

ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this.

We have yet to see the latest ridership numbers and projections considering the change of commute patterns since the pandemic. Many of the riders in the North West Seattle/ Junction area are able to work remotely for at least half the month. Bus riders from South Delridge would not want to get off the bus, walk up/down multiple flights of stairs to wait for a train to take them to SoDo to get off the train again and wait for another to take downtown.

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020.

The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the lower bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4

Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. ST should coordinate space requirements for that with SDOT and the DEIS should be updated to cover these requirements.

Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction,

many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.

• Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

• Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3

years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. - Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org) Ecosystems Chapter

• 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than the current roadway allows. This will cause major disturbance to this critical wetland, bird and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies (such as gondola) which are more compatible with the environment and unique challenges in West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging. A huge guiderail construction has major risk for shifting and other issues and the soil conditions put the finished product and the people riding trains on it at high risk should an earthquake occur - especially since the Seattle fault crosses the Duwamish peninsula. The DEIS should consider lighter weight transit and less vulnerable modes such as an urban gondola.

I would support an additional 90 day DEIS comment period to continue the momentum of outreach and engagement to folks in Southwest Seattle- including White Center, Burien, Des Moines, Tukwila.

Again, I am in favor of the NO BUILD ALTERNATIVE for all of the WSBLE light rail and stations - especially in West Seattle and Ballard.

Thank you for considering.

#	Comments	Responses
1	After lots of studying -I'm strongly in favor of the NO BUILD ALTERNATIVE for the whole West Seattle Ballard Extension. I strongly believe that we need better mass transit, BUT .. this LIGHT RAIL extension WILL BE MORE NEGATIVE than positive- for the short term and long term for our environment. I strongly oppose all of the lines and station placements - especially for the West Seattle portion of the line- especially opposed to Del-5 and Del 6 and the "medium" retained cuUtunnel. It could take at 600,000 tons of carbon to construct and we couldn't make up for that for over 100 years and we all know that concrete "bridges" (essentially) do not last that long anyway. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation.	Please see responses to CC2g and CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, of the Final EIS for more information about the updated emissions analysis. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode was identified as light rail.

#	Comments	Responses
2	ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this.	Please see responses to CC1c and CCEJ1 in Table 7-1. Please see Appendix G, Environmental Justice, of the Final EIS for more information about impacts and benefits to low-income populations and communities of color.
3	We have yet to see the latest ridership numbers and projections considering the change of commute patterns since the pandemic. Many of the riders in the North West Seattle/ Junction area are able to work remotely for at least half the month. Bus riders from South Delridge would not want to get off the bus, walk up/down multiple flights of stairs to wait for a train to take them to SoDo to get off the train again and wait for another to take downtown. Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020.	Please see response to CC1a in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor and station areas. The mode identified for this corridor was light rail. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times.
4	The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the lower bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4	Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more information on nonmotorized facilities and proposed mitigation. Please see Section 3.11, Construction Impacts, for more information on transportation impacts during construction and proposed mitigation
5	Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. ST should coordinate space requirements for that with SOOT and the DEIS should be updated to cover these requirements.	Please see Section 4.9, Ecosystems, of the Final EIS for more information on the impacts of in-water columns. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for more information on public involvement and Tribal coordination. The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

#	Comments	Responses
6	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
7	Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
8	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
9	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.

#	Comments	Responses
10	Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5, Visual and Aesthetic Resources, of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review, to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2 of the WSBLE Draft EIS and are included in Appendix N.2 of the Final EIS.
11	Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)	See Appendix N.2 of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1a and Option DUW-1b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and Downtown Seattle.
12	Ecosystems Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than the current roadway allows. This will cause major disturbance to this critical wetland, bird and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies (such as gondola) which are more compatible with the environment and unique challenges in West Seattle..	Please see responses to CC4.9a, CC4.9b, and CC4.11a in Table 7-1. Please see Appendix N.4, Ecosystems Technical Report, for more information on migratory birds, including great blue heron and osprey, as well as other ecosystem impacts and proposed mitigation

#	Comments	Responses
13	Again, the DEIS should have considered transit technologies (such as gondola) which are more compatible with the environment and unique challenges in West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging. A huge guiderail construction has major risk for shifting and other issues and the soil conditions put the finished product and the people riding trains on it at high risk should an earthquake occur - especially since the Seattle fault crosses the Duwamish peninsula. The DEIS should consider lighter weight transit and less vulnerable modes such as an urban gondola.	Please see response to CC2g in Table 7-1. See Section 4.11, Geology and Soils, for more information about seismic vulnerability and how the project design has accounted for this.
14	I would support an additional 90 day DEIS comment period to continue the momentum of outreach and engagement to folks in SouthWest Seattle- including White Center, Burien, Des Moines, Tukwila.	Please see responses to CCG5 and CCEJ1 in Table 7-1. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, and Appendix G, Environmental Justice, of the Final EIS for information on the outreach and coordination activities conducted in this phase of the project.

Comment Submittal 0758

Communication ID	Name	Email
502519	Erin Mcghie	erinalynch12@gmail.com

Full Communication (4/27/2022)

Please do not put the light rail down Genesee street. Not only is this an important thorough fare street that would be a huge issue to remove for normal traffic, but you would also be displacing 1OOs of peoples homes that would no longer be able to afford to live in west seattle. Please do not use Genesee street for the light rail.

#	Comments	Responses
1	Please do not put the light rail down Genesee street. Not only is this an important thorough fare street that would be a huge issue to remove for normal traffic, but you would also be displacing 1OOs of peoples homes that would no longer be able to afford to live in west seattle. Please do not use Genesee street for the light rail.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0759

Communication ID	Name	Email
502527	Andy Mcghie	andy.d.mcghie@gmail.com

Full Communication (4/27/2022)

Genesee is the main thoroughfare connecting Delridge and Avalon, and disrupting that would be devastating for west Seattle. On top of losing the bridge for this long, then having to lose this street would continue to West Seattle a difficult place to live. The other alternate routes displace significantly fewer houses and have less impact on traffic. Please do not choose any of the Genesee St options.

#	Comments	Responses
1	Genesee is the main thoroughfare connecting Delridge and Avalon, and disrupting that would be devastating for west Seattle. On top of losing the bridge for this long, then having to lose this street would continue to West Seattle a difficult place to live. The other alternate routes displace significantly fewer houses and have less impact on traffic. Please do not choose any of the Genesee St options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0760

Communication ID	Name	Email
502545	Cecilia Rogers	cnem129@gmail.com

Full Communication (4/27/2022)

My comment is regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate!! This is deeply concerning to the West Seattle community.

#	Comments	Responses
1	My comment is regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate!! This is deeply concerning to the West Seattle community.	Please see response to CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0761

Communication ID	Name	Email
502546	Matthew Clark	mjc@str8.cc

Full Communication (4/27/2022)

I'm excited by the prospects of connecting West Seattle with Downtown, Soda, and Ballard. This is long-needed project.

I do not beleive that speed to completion or cost of the project should hinder making the project happen. Yes, it'd be nice to have light rail in West Seattle now, but a thought-out, deliberate plan that can leverage the best usage and experience to maintain high ridership is important to me.

I'd like to see minimal impact on homes and businesses to sight the track. The fewer homes and businesses we can remove for the project, the better, but I'm fully on board with knowing we'll lose some structures - homes and businesses. We need light rail for the greater good of our community.

From my perspective, the Northernmost Route (not a preferred alignment) across the Duwamish and then tunneling to get to the Junction is the way to go. Here's why:

1. By going via the Northerly Route, the light rail alignment will avoid steep slopes and part of the Greenbelt that surrounds the North End of Pigeon Point.

2. By going to the North of the West Seattle Bridge, this rail alignment will not disturb habitat for Blue Herron and other species of birds and mammals that reside in Pigeon Point as well as critters that connect with the greater West Duwamish Greenbelt complex.

3. The area on the North End of the Duwamish Greenbelt including the area suggested for the Southerly alignment of the light rail is considered by the Duwamish Tribe sacred. It has been suggested that some of this land is former burial ground for the tribe.

4. Anything but the Northerly route of the light rail will impact residents along the North end of Pigeon Point in an adverse way. Not worth it.

For the other parts of the alignment, I think tunneling is the way to go to reduce impact to businesses and residents. Less destruction of needed housing and commercial business will happen this way. And with Sound Transit's track record with tunnelling, it should be smooth and a positive process. Tunneling also alleviates any aesthetic qualities that an elevate rail line will bring, for better, but maybe worse.

Thank you for listening. We look forward to having light rail in our neighborhood in Pigeon Ridge. Matthew Clark

#	Comments	Responses
1	I do not beleive that speed to completion or cost of the project should hinder making the project happen. Yes, it'd be nice to have light rail in West Seattle now, but a thought-out, deliberate plan that can leverage the best usage and experience to maintain high ridership is important to me. I'd like to see minimal impact on homes and businesses to sight the track. The fewer homes and businesses we can remove for the project, the better, but I'm fully on board with knowing we'll lose some structures - homes and businesses. We need light rail for the greater good of our community. From my perspective, the Northernmost Route (not a preferred alignment) across the Duwamish and then tunneling to get to the Junction is the way to go. Here's why: By going via the Northerly Route, the light rail alignment will avoid steep slopes and part of the Greenbelt that surrounds the North End of Pigeon Point. By going to the North of the West Seattle Bridge, this rail alignment will not disturb habitat for Blue Herron and other species of birds and mammals that reside in Pigeon Point as well as critters that connect with the greater West Duwamish Greenbelt complex. The area on the North End of the Duwamish Greenbelt including the area suggested for the Southerly alignment of the light rail is considered by the Duwamish Tribe sacred. It has been suggested that some of this land is former burial ground for the tribe. Anything but the Northerly route of the light rail will impact residents along the North end of Pigeon Point in an adverse way. Not worth it. I think tunneling is the way to go to reduce impact to businesses and residents. Less destruction of needed housing and commercial business will happen this way. And with Sound Transit's track record with tunnelling, it should be smooth and a positive process. Tunneling also alleviates any aesthetic qualities that an elevate rail line will bring, for better, but maybe worse. We look forward to having light rail in our neighborhood in Pigeon Ridge.	Please see response to CCG2, CCG3, and CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0762

Communication ID	Name	Email
502562	Nathan Machida	nhmachida@gmail.com

Full Communication (4/27/2022)

West Seattle and Ballard Link Extensions DEIS Comment April 28, 2022

Preferred Options and Comments SODO

SODO-1b: Move stations to be accessible from Lander Overpass and optimize for directional transfers, like MacArthur BART

Add tail tracks and a switch so that the new Ballard line can be extended down to Georgetown and Sea-Tac eventually

Duwamish

DUW-1a

Delridge

DEL-2a: Lower station (60') is key, the others are absurd, at 10 stories above the ground

West Seattle

WSJ-2: if station can be moved farther north on Fauntleroy to not demolish the new apartments on Fauntleroy and Alaska

WSJ-5: Short tunnel that minimizes impacts near the Junction, but doesn't over build the Avalon Station

Consider eliminating the Avalon Station or consolidating with Alaska Junction

CID

CID-2a: Shallow under 5th Ave is the best, to preserve the space under 4th Ave for eventual high speed rail use, also transfers from the existing station, the new station, and King Street station need to be harmonized - should be designed to accommodate a unifying mezzanine between all three stations and a future high speed rail platform

Downtown

DT-1/DT-2: Modify alternatives to use 5th Ave Downtown and Mercer St alignment in Uptown; the SLU station should straddle Dexter Ave to better serve multi family housing on Dexter and alleviate the unreasonable wait times for pedestrians at the Dexter/Mercer intersection; and the Uptown station should be along Mercer to minimize impacts on the cultural institutions at Seattle Center; and must include a tail track oriented toward Westlake Ave for a future Aurora line

Downtown stations need to either be shallower than planned or have super high capacity elevator banks with pass-through elevators with two doors - one for entry and one for exit; another idea is some kind of continuous load system similar to a gondola, with a large cabin every 15 seconds, without ever having to press a button

- the interval of an escalator, but the vertical conveyance direction of an elevator Interbay

SIB-1: A station that serves the Armory site and Expedia would be ideal - also look into an at-grade station between Magnolia Bridge and Galer Overpass, might be cheaper to purchase some ROW from the freight rail company than to make that whole stretch elevated

Ballard

Ship Canal crossing needs to be fixed - either a tunnel or fixed bridge; remove the

movable bridge from consideration

Interbay station should be located to optimize connections between Nickerson, Emerson, and Thorndyke bus lines; Interbay and Smith Cove stations could be potentially consolidated, if bus integration is well considered

IBB-2b: A 15th tunnel makes the most sense of the options presented, but a tunnel station at 17th Ave NW or 20th Ave NW makes more sense than the options presented, as they will be several minutes closer to the core of Ballard and better serve Swedish Hospital

General

Keep station depths and heights as close to ground level as possible

Getting from street to platform shall not take more than 5 minutes during peak times or else that will cause a deterrent to use - total trip duration determines ridership Design more capacity and redundancy into station elevator systems - current vertical conveyance level of service is unacceptable; vertical conveyance and platforms need to be able to handle game day style crush loads

All elevators must go from street to platform from now on - no mezzanine transfers for elevators

Use at-grade alignments with street crossing overpasses in industrial areas Incorporate new tail tracks in South Lake Union and SODO to accommodate northward and southward expansion on the highway 99 corridors (Aurora Ave toward Shoreline and Marginal Way toward Georgetown); or else the new lines and tunnel will be underutilized

Only consider consolidating these stations: Avalon with Alaska Junction and Interbay with Smith Cove

Definitely keep South Lake Union station

#	Comments	Responses
1	Preferred Options and Comments SODO SODO-1b: Move stations to be accessible from Lander Overpass and optimize for directional transfers, like MacArthur BART Add tail tracks and a switch so that the new Ballard line can be extended down to Georgetown and Sea-Tac eventually	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the West Seattle Link Extension Final EIS for additional information on refinements made to the preferred alternative for the SODO Segment. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Duwamish DUW-1a	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	Delridge DEL-2a: Lower station (60') is key, the others are absurd, at 10 stories above the ground	Please see response to CCG2 in Table 7-1.
4	West Seattle WSJ-2: if station can be moved farther north on Fauntleroy to not demolish the new apartments on Fauntleroy and Alaska	Please see response to CCG2 in Table 7-1.
5	WSJ-5: Short tunnel that minimizes impacts near the Junction, but doesn't over build the Avalon Station Consider eliminating the Avalon Station or consolidating with Alaska Junction	Please see responses to CCG2 and CC2j in Table 7-1.
6	CID CID-2a: Shallow under 5th Ave is the best, to preserve the space under 4th Ave for eventual high speed rail use, also transfers from the existing station, the new station, and King Street station need to be harmonized - should be designed to accommodate a unifying mezzanine between all three stations and a future high speed rail platform	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
7	Downtown DT-1/DT-2: Modify alternatives to use 5th Ave Downtown and Mercer St alignment in Uptown; the SLU station should straddle Dexter Ave to better serve multi family housing on Dexter and alleviate the unreasonable wait times for pedestrians at the Dexter/Mercer intersection; and the Uptown station should be along Mercer to minimize impacts on the cultural institutions at Seattle Center; and must include a tail track oriented toward Westlake Ave for a future Aurora line	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Downtown stations need to either be shallower than planned or have super high capacity elevator banks with pass-through elevators with two doors - one for entry and one for exit; another idea is some kind of continuous load system similar to a gondola, with a large cabin every 15 seconds, without ever having to press a button - the interval of an escalator, but the vertical conveyance direction of an elevator	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Interbay SIB-1: A station that serves the Armory site and Expedia would be ideal - also look into an at-grade station between Magnolia Bridge and Galer Overpass, might be cheaper to purchase some ROW from the freight rail company than to make that whole stretch elevated	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	Ballard Ship Canal crossing needs to be fixed - either a tunnel or fixed bridge; remove the movable bridge from consideration	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Interbay station should be located to optimize connections between Nickerson, Emerson, and Thorndyke bus lines;	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Interbay and Smith Cove stations could be potentially consolidated, if bus integration is well considered	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	IBB-2b: A 15th tunnel makes the most sense of the options presented, but a tunnel station at 17th Ave NW or 20th Ave NW makes more sense than the options presented, as they will be several minutes closer to the core of Ballard and better serve Swedish Hospital	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	General Keep station depths and heights as close to ground level as possible Getting from street to platform shall not take more than 5 minutes during peak times or else that will cause a deterrent to use - total trip duration determines ridership Design more capacity and redundancy into station elevator systems - current vertical conveyance level of service is unacceptable; vertical conveyance and platforms need to be able to handle game day style crush loads All elevators must go from street to platform from now on - no mezzanine transfers for elevators	Please see responses to CC2e and CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
15	Use at-grade alignments with street crossing overpasses in industrial areas	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for a description of the at-grade alternatives in the SODO Segment. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
16	Incorporate new tail tracks in South Lake Union and SODO to accommodate northward and southward expansion on the highway 99 corridors (Aurora Ave toward Shoreline and Marginal Way toward Georgetown); or else the new lines and tunnel will be underutilized	Please see responses to CC2d and CC1b in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
17	Only consider consolidating these stations: Avalon with Alaska Junction and Interbay with Smith Cove Definitely keep South Lake Union station	Please see response to CC2j in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0763

Communication ID	Name	Email
502572	Linda Nguyen	lindaphanny@gmail.com

Full Communication (4/27/2022)

Transitional Resources (TR) is a nonprofit community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults who are living with serious mental illness and provide them with behavioral treatment and supportive housing services, ensuring these residents remain safe, and housed.

I'm writing to support TR in their fight to not be displaced. In regards to the proposed Delridge segment of the West Seattle Link Extension plan, I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan.

Transitional Resources has provided the community-oriented model of care for over 45 years. They have worked very hard to acquire the buildings and property in close proximity because the interconnection of their services is what is unique about their service of care. Relocating and finding new property is not easy and it will disrupt the lives of individuals who struggle with the challenges of mental illness.

There is a crisis right now in mental health care and a large demand for the services that they provide. Please don't take the keys away from the residents at TR. They have called this place their "home."

#	Comments	Responses
1	Transitional Resources (TR) is a nonprofit community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults who are living with serious mental illness and provide them with behavioral treatment and supportive housing services, ensuring these residents remain safe, and housed. I'm writing to support TR in their fight to not be displaced. In regards to the proposed Delridge segment of the West Seattle Link Extension plan, I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan. Transitional Resources has provided the community-oriented model of care for over 45 years. They have worked very hard to acquire the buildings and property in close proximity because the interconnection of their services is what is unique about their service of care. Relocating and finding new property is not easy and it will disrupt the lives of individuals who struggle with the challenges of mental illness. There is a crisis right now in mental health care and a large demand for the services that they provide. Please don't take the keys away from the residents at TR. They have called this place their "home."	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0764

Communication ID	Name	Email
502579	Mark Foltz	spuddybuddy@ubertuber.org

Full Communication (4/27/2022)

A transit system without riders is not a transit system. The design of the West Seattle to Ballard extension must be designed to maximize ridership and rider utility over the long term. This means:

1. Stations must be convenient to access by biking. This means the DEIS should have a target for bike share access to stations and study ways to encourage additional riders arriving by bike. In the stations themselves, this includes bike racks, bike lockers, elevators that can accommodate a variety of bikes including e-bikes, and availability of shared bikes and scooters. In the station area, the DEIS should study the impact of area improvements including pedestrian and bike bridges and all ages and abilities connections to the existing Seattle bike network (such as it is).

2. Stations must be convenient to access by walking. This means that the DEIS should study station area improvements to sidewalks, and the addition of useful public amenities like plazas to attract people by foot. Inside the stations there must be reliable and redundant vertical conveyances which have been a disaster thus far.

3. Stations must be accessible to all people - regardless of age, ability, or disability. The DEIS should study how station design impacts not only people with mobility challenges or mobility aids, but also families with small children or strollers.

4. Stations must be designed for fast and convenient transfers. Stations that are too deep or require very long transfers between lines will discourage ridership. This is also an accessibility issue (see point #3). The DEIS needs to study the impact of station depth and transfer time on both ridership and accessibility.

Comments on specific alignment choices:

1. SODO: Prefer moving station to the north to avoid an expensive and disruptive taking of the USPS.

2. Delridge: Prefer alternative compatible with the 41st Ave tunnel (DEL-6)

3. Junction: Prefer WSJ-5 alternative (medium 41st tunnel) with a Fauntleroy station design that avoids expensive property takings.

4. Ballard: Prefer a station on the west side of 15th Ave NW to maximize pedestrian and bike accessibility from the rest of Ballard, and to encourage transit oriented redevelopment north and south along 15th Ave NW/14th Ave NW.

5. CID: Prefer shallow station options (CID-2a, CID-1a) to maximize ridership and avoid long transfers. Transfers between two urban lines cannot be 4.5 minutes in a modern transit system'

6. South Lake Union: Study a Westlake Avenue or similar alignment that places the station closer to the heart of South Lake Union.

Thank you for taking the time to consider my comments. I remain, Yours,

Mark A. Foltz

spuddybuddy@ubertuber.org 3635 Burke Ave N.

Seattle, WA, 98103

Founder, Welcoming Wallingford

#	Comments	Responses
1	The design of the West Seattle to Ballard extension must be designed to maximize ridership and rider utility over the long term. This means: Stations must be convenient to access by biking. This means the DEIS should have a target for bike share access to stations and study ways to encourage additional riders arriving by bike. In the stations themselves, this includes bike racks, bike lockers, elevators that can accommodate a variety of bikes including e-bikes, and availability of shared bikes and scooters. In the station area, the DEIS should study the impact of area improvements including pedestrian and bike bridges and all ages and abilities connections to the existing Seattle bike network (such as it is). Stations must be convenient to access by walking. This means that the DEIS should study station area improvements to sidewalks, and the addition of useful public amenities like plazas to attract people by foot. Inside the stations there must be reliable and redundant vertical conveyances which have been a disaster thus far. Stations must be accessible to all people - regardless of age, ability, or disability. The DEIS should study how station design impacts not only people with mobility challenges or mobility aids, but also families with small children or strollers. Stations must be designed for fast and convenient transfers. Stations that are too deep or require very long transfers between lines will discourage ridership. This is also an accessibility issue (see point #3). The DEIS needs to study the impact of station depth and transfer time on both ridership and accessibility.	Please see responses to CC3a and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.6, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more information about regarding non-motorized access to stations.
2	SODO: Prefer moving station to the north to avoid an expensive and disruptive taking of the USPS.	Please see response to CCG2 in Table 7-1.
3	Prefer alternative compatible with the 41st Ave tunnel (DEL-6)	Please see response to CCG2 in Table 7-1.
4	Prefer WSJ-5 alternative (medium 41st tunnel) with a Fauntleroy station design that avoids expensive property takings. Ballard: Prefer a station on the west side of 15th Ave NW to maximize pedestrian and bike accessibility from the rest of Ballard, and to encourage transit oriented redevelopment north and south along 15th Ave NW/14th Ave NW.	Please see response to CCG2 in Table 7-1.
5	Prefer a station on the west side of 15th Ave NW to maximize pedestrian and bike accessibility from the rest of Ballard, and to encourage transit oriented redevelopment north and south along 15th Ave NW/14th Ave NW.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Prefer shallow station options (CID-2a, CID-1a) to maximize ridership and avoid long transfers. Transfers between two urban lines cannot be 4.5 minutes in a modern transit system!	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Study a Westlake Avenue or similar alignment that places the station closer to the heart of South Lake Union.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0765

Communication ID	Name	Email
502582	Ivan Stroh	stroh.ivan@gmail.com

Full Communication (4/27/2022)

The comments herein are specific to the Sound Transit "Preferred Alternative" for the Delridge section of the proposed light rail expansion into West Seattle.

Guideways taller than the high level West Seattle bridge are unacceptably out of scale with the areas designated to receive them in the "Preferred Alternative", as are they with the whole of West Seattle.

Placing a light rail station in the center of a neighborhood as diverse in terms of ethnicity and range of income as the neighborhood that will be obliterated by the "Preferred Alternative" is unacceptable.

The continued gentrification of West Seattle as a byproduct of any Sound Transit "Preferred Alternatives" is unacceptable.

A budget hundreds of millions of dollars more than any other alternative presented is unacceptable.

The feedback that you've received from the community of North Delridge is unmistakable in terms of the need to limit the impact on this area when introducing light rail service to ii. Should the "Preferred Alternative" move forward you will not only have failed to meet your obligations but will have also introduced a permanent scar on the face of West Seattle. The community of North Delridge put it's faith in Sound Transit as an "authority". If the "Preferred Alternative" is the best that we can expect perhaps Sound Transit should do nothing at all.

#	Comments	Responses
1	The comments herein are specific to the Sound Transit "Preferred Alternative" for the Delridge section of the proposed light rail expansion into West Seattle. Guideways taller than the high level West Seattle bridge are unacceptably out of scale with the areas designated to receive them in the "Preferred Alternative", as are they with the whole of West Seattle. Placing a light rail station in the center of a neighborhood as diverse in terms of ethnicity and range of income as the neighborhood that will be obliterated by the "Preferred Alternative" is unacceptable. The continued gentrification of West Seattle as a byproduct of any Sound Transit "Preferred Alternatives" is unacceptable. A budget hundreds of millions of dollars more than any other alternative presented is unacceptable. The feedback that you've received from the community of North Delridge is unmistakable in terms of the need to limit the impact on this area when introducing light rail service to it. Should the "Preferred Alternative" move forward you will not only have failed to meet your obligations but will have also introduced a permanent scar on the face of West Seattle. The community of North Delridge put it's faith in Sound Transit as an "authority". If the "Preferred Alternative" is the best that we can expect perhaps Sound Transit should do nothing at all.	Please see responses to CCG2, CC2e, CC2f, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives. See Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color.

Comment Submittal 0766

Communication ID	Name	Email
502589	Hanna Hwang	pakova@gmail.com

Full Communication (4/27/2022)

I am a homeowner living right in between Pigeon Point and Delridge Way. I am a public transit enthusiast and am thrilled for the upcoming expansions by Sound Transit in a region that needs more accessible, effective, and affordable transportation options. I have joined in on a handful of Sound Transit's community calls and have appreciated Sound Transit's willingness to engage with communities in making life-changing decisions for the residents of my neighborhood.

Coincidentally, prior to purchasing my home, I lived right across the street from the Capitol Hill Station and witnessed the process and the successful, celebrated outcome of a vibrant transit hub. When designed thoughtfully, public transit has the power to catalyze an area.

After learning about the alternatives and weighing the consequences of the impacts, I've come to strongly recommend the DUW-2, DEL-6, and WSJ-5 alternatives in the West Seattle Expansion based on the EIS's assessments of long-term impacts. While DUW-2 does cost more than its competing Duwamish Segment alternatives, its long-term impacts are significantly lower and less to current (and future) residents and employees, the ecosystem and parks, permanent in-water impacts, and noise/visibility levels in a residential area (6.2.2.1.2 Duwamish Segment; Table 6-9). Similarly, in the Delridge Segment's DEL-6 has the least number of long-term impacts to residential displacements, historic properties, and park and recreational resources, while also having the least operational visual and noise/vibration impacts due to its proximity to Nucor (6.2.2.1.3 Delridge Segment). The DEL-6 alternative falls on the lowest end of the estimated cost range in comparison to the preferred DEL-1a alternative, while additionally having the least long-term impact when compared to the other preferred DEL-2a alternative (Table 6-9). Finally, the connecting WSJ-5 alternative the West Seattle Junction Segment is on the lower cost range and would displace less residents and businesses (6.2.2.1.4 West Seattle Junction Segment; Table 6-9). This alternative would have some of the lowest amount of operational impacts and nearly no impact on historic properties and parks.

Transit expansion comes at a cost, and the cost is more than a dollar amount. Once the construction is done and the trains start running, the residents will have to live with the consequences - the good and the bad - of the expansion. My hope is that the Board carefully considers the long-term consequences of these expansion decisions, impacts that will affect its riders' lives, homes, and communities.

Sincerely, Hanna Hwang

#	Comments	Responses
1	am thrilled for the upcoming expansions by Sound Transit in a region that needs more accessible, effective, and affordable transportation options.	Thank you for expressing support for light rail expansion.

#	Comments	Responses
2	I've come to strongly recommend the DUW-2, DEL-6, and WSJ-5 alternatives in the West Seattle Expansion based on the EIS's assessments of long-term impacts. While DUW-2 does cost more than its competing Duwamish Segment alternatives, its long-term impacts are significantly lower and less to current (and future) residents and employees, the ecosystem and parks, permanent in- water impacts, and noise/visibility levels in a residential area (6.2.2.1.2 Duwamish Segment; Table 6-9). Similarly, in the Delridge Segment's DEL-6 has the least number of long-term impacts to residential displacements, historic properties, and park and recreational resources, while also having the least operational visual and noise/vibration impacts due to its proximity to Nucor (6.2.2.1.3 Delridge Segment). The DEL-6 alternative falls on the lowest end of the estimated cost range in comparison to the preferred DEL-1a alternative, while additionally having the least long- term impact when compared to the other preferred DEL-2a alternative (Table 6-9). Finally, the connecting WSJ-5 alternative the West Seattle Junction Segment is on the lower cost range and would displace less residents and businesses (6.2.2.1.4 West Seattle Junction Segment; Table 6- 9). This alternative would have some of the lowest amount of operational impacts and nearly no impact on historic properties and parks. Transit expansion comes at a cost, and the cost is more than a dollar amount. Once the construction is done and the trains start running, the residents will have to live with the consequences - the good and the bad - of the expansion. My hope is that the Board carefully considers the long-term consequences of these expansion decisions, impacts that will affect its riders' lives, homes, and communities.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0767

Communication ID	Name	Email
502596	Keith Ramsdell	ramsdell.keith@gmail.com

Full Communication (4/27/2022)

RE: West Seattle alternatives.

I think it is pretty close to unacceptable to have an above ground option that displaces so many people's homes and creates so much visual issues (over the Junction and above Avalon). I know the problem is incredibly complicated and expensive but I don't think there is any real option than underground.

Thank you for the hard work. I know it's not easy.

#	Comments	Responses
1	I think it is pretty close to unacceptable to have an above ground option that displaces so many people's homes and creates so much visual issues (over the Junction and above Avalon). I know the problem is incredibly complicated and expensive but I don't think there is any real option than underground.	Please see response to CCG2, CC4.1b, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0768

Communication ID	Name	Email
502599	Brian Kenny	briankenny01@gmail.com

Full Communication (4/27/2022)

I am West Seattle resident, father, architect; spent six years with an urban planning & urban design firm.

My comments are limited to the Alaska Junction station and station area. Bottom line: I am strongly, strongly against any and all elevated Alaska Junction station options. I believe the further investment in an underground alternative is the only appropriate decision when viewed through a century-long time lens.

ES.3.1.1.4. ES-19

The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would be disastrous outcomes for the Junction and are short-sighted from the perspective of future generations. I will not try to comprehend all the factors, obviously budget among them, that lead these two options to be "preferred".

Even in the Junction of 30-40 years from now, based on the elevated ST stations built to-date, these elevated stations will be of a grossly overbuilt and unfriendly scale that despite my urbanist inclinations and professional background, believe will be detrimental to the experience, character, atmosphere and quality of their surrounding contexts. These impacts are measurable. But to keep it simple: people in such close urban conditions - such as the Alaska Junction already is - feel these multiple negative effects innately. That diminished quality of experience is a drag on the overall desirability of that area and therefore is a drag on its development and continual improvement over generations. This negative impact is not redeemed by the function that those stations serve. I believe that function - to move people in bulk through a densifying city - belongs underground! The many great cities of the world with systems consisting of primarily underground stations and alignments are all the evidence we need. It is possible to design an elevated station well, as an architectural object. But it is not possible to eliminate its impact on light, view, presence of its touchpoints (columns, etc), noise, and operation of the trains.

Also: the fact that the two elevated Fauntleroy station options would obliterate mixed-use housing developments anywhere from only ten years old ("LA Fitness" via WSJ-1) up to a BRAND-NEW 2022 apartment building (vai WSJ-2) where the paint has barely dried is the height of insanity!

This, from any measure of wastefulness and particularly from an embodied carbon perspective. How many saved car trips will need to be taken on ST over a likely a human lifetime to offset the construction, then subsequent DE-struction, of hundreds of units of housing that were built for a 50-75 year lifecycle? When you remove new, market-rate housing from the housing pool, it puts even more pressure than we already have on the existing, older housing stock, none of which is affordable anyway.

ES.3.1.1.4. ES-20

The WSJ-3b Alternative, with a station that redevelops the aging, anti-pedestrian and urbanistically offensive Jefferson Square (Safeway et al) complex is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a triple, quadruple win, particularly for an aging, less mobile population who can exit this station just steps from the shops and services they need.

The potential from WSJ-3b for an outcome similar to the Capitol Hill station and subsequent developments would be a tremendous win for generations to come. They will take it for granted because it will "just work". This would be in contrast to the elevated options and the cursing of their forebears who, perhaps feeling that they had no choice, had to cut corners and built a sub- standard (elevated) imposition on the neighborhood.

WSJ-4 is a lower-impact use of the currently useless BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy. If the Avalon station was eliminated, this may be a more equitable access option.

Finally, please coordinate with the Alki Lumber property development projects! And any other planned, large developments. WSJ-1 & WSJ-2 are bad enough in wiping out new housing. Please do not allow the market to permit and build even more massive housing projects, only for them to be halted or worse, demolished the day after they're finished!

Thank you.

#	Comments	Responses
1	I am strongly, strongly against any and all elevated Alaska Junction station options. I believe the further investment in an underground alternative is the only appropriate decision when viewed through a century-long time lens. ES.3.1.1.4. ES-19 The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would be disastrous outcomes for the Junction and are short-sighted from the perspective of future generations. I will not try to comprehend all the factors, obviously budget among them, that lead these two options to be "preferred". Even in the Junction of 30-40 years from now, based on the elevated ST stations built to-date, these elevated stations will be of a grossly overbuilt and unfriendly scale that despite my urbanist inclinations and professional background, believe will be detrimental to the experience, character, atmosphere and quality of their surrounding contexts. These impacts are measurable. But to keep it simple: people in such close urban conditions - such as the Alaska Junction already is - feel these multiple negative effects innately. That diminished quality of experience is a drag on the overall desirability of that area and therefore is a drag on its development and continual improvement over generations. This negative impact is not redeemed by the function that those stations serve. I believe that function - to move people in bulk through a densifying city - belongs underground! The many great cities of the world with systems consisting of primarily underground stations and alignments are all the evidence we need. It is possible to design an elevated station well, as an architectural object. But it is not possible to eliminate its impact on light, view, presence of its touchpoints (columns, etc), noise, and operation of the trains. Also: the fact that the two elevated Fauntleroy station options would obliterate mixed- use housing developments anywhere from only ten years old ("LA Fitness" via WSJ-1) up to a BRAND-NEW 2022 apartment building (vai WSJ-2) where the paint has barely dried is the height of insanity! This, from any measure of wastefulness and particularly from an embodied carbon perspective. How many saved car trips will need to be taken on ST over a likely a human lifetime to offset the construction, then subsequent DE-struction, of hundreds of units of housing that were built for a 50-75 year lifecycle? When you remove new, market-rate housing from the housing pool, it puts even more pressure than we already have on the existing, older housing stock, none of which is affordable anyway.	Please see responses to CCG2, CC2e, CC2f, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The WSJ-3b Alternative, with a station that redevelops the aging, anti-pedestrian and urbanistically offensive Jefferson Square (Safeway et al) complex is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a triple, quadruple win, particularly for an aging, less mobile population who can exit this station just steps from the shops and services they need. The potential from WSJ-3b for an outcome similar to the Capitol Hill station and subsequent developments would be a tremendous win for generations to come. They will take it for granted because it will "just work". This would be in contrast to the elevated options and the cursing of their forebears who, perhaps feeling that they had no choice, had to cut corners and built a sub-standard (elevated) imposition on the neighborhood.	Please see response to CCG2 in Table 7-1.
3	WSJ-4 is a lower-impact use of the currently useless BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy. If the Avalon station was eliminated, this may be a more equitable access option.	Please see responses to CCG2 and CC2j in Table 7-1.

#	Comments	Responses
4	please coordinate with the Alki Lumber property development projects! And any other planned, large developments. WSJ-1 & WSJ-2 are bad enough in wiping out new housing. Please do not allow the market to permit and build even more massive housing projects, only for them to be halted or worse, demolished the day after they're finished!	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project. In addition, Sound Transit notified potentially affected property owners prior to the WSLBE Draft EIS publication in the fall of 2021. Sound Transit also notified potentially affected property owners prior to the publication of the West Seattle Link Extension Final EIS.

Comment Submittal 0769

Communication ID	Name	Email
502600	Hai Tran	ttdang74wa@gmail.com

Full Communication (4/27/2022)

Lightrail extension is best for the city, decrease traffice in the future. Any options if fine with me.

#	Comments	Responses
1	Lightrail extension is best for the city, decrease traffice in the future. Any options if fine with me.	Thank you for expressing support for the project.

Comment Submittal 0770

Communication ID	Name	Email
502601	Thanh Tran	ttdang74wa@gmail.com

Full Communication (4/27/2022)

Low traffice during construction is the must

#	Comments	Responses
1	Low traffice during construction is the must	Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction period traffic impacts and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0771

Communication ID	Name	Email
502603	Tu Vu	ttdang74wa@gmail.com

Full Communication (4/27/2022)

Any options is great, wondeful to have light rail system in the city, I will try when it done.

#	Comments	Responses
1	Any options is great, wondeful to have light rail system in the city, I will try when it done.	Thank you for expressing support for the project.

Comment Submittal 0772

Communication ID	Name	Email
502605	Suu Bui	ttdang74wa@gmail.com

Full Communication (4/27/2022)

I cannot wait to see the new extention open to sever many people in our community. Safety, quick transfer from City to City, low cost, easy to get to and from, on and off.

#	Comments	Responses
1	I cannot wait to see the new extention open to sever many people in our community. Safety, quick transfer from City to City, low cost, easy to get to and from, on and off.	Thank you for expressing support for the project.

Comment Submittal 0773

Communication ID	Name	Email
502606	Phu An	ttdang74wa@gmail.com

Full Communication (4/27/2022)

Less polution, less noise, low traffic

#	Comments	Responses
1	Less polution, less noise, low traffic	Please see response to CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, of the Final EIS for more information on air pollution. See Chapter 3, Transportation Environment and Consequences, for more information on changes in traffic during operations and construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0774

Communication ID	Name	Email
502611	Nhu Pham	ttdang74wa@gmail.com

Full Communication (4/27/2022)

I will be on when it open. Safety, low cost, fast speed, and easy to get on and off for disability person is the best.

#	Comments	Responses
1	I will be on when ii open. Safety, low cost, fast speed, and easy to get on and off for disability person is the best.	Thank you for expressing support for the project.

Comment Submittal 0775

Communication ID	Name	Email
502613	Chi Tran	ttdang74wa@gmail.com

Full Communication (4/27/2022)

I live in West Seattle, so happy to know that lightrail will open here, Any options is ok with me.

#	Comments	Responses
1	I live in West Seattle, so happy to know that lightrail will open here, Any options is ok with me.	Thank you for expressing support for the West Seattle Link Extension.

Comment Submittal 0776

Communication ID	Name	Email
502617	Chi Dong	Ttdang74wa@gmail.com

Full Communication (4/27/2022)

Information share is greatly appreciated. I can't wait to see it completed. Safety, low cost, keep historical zone

#	Comments	Responses
1	Information share is greatly appreciated. I can't wait to see it completed. Safety, low cost, keep historical zone	Thank you for expressing support for the project. Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives. See Section 4.16, Historic and Archaeological Resources, of the Final EIS for more information on impacts to historic resources. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0777

Communication ID	Name	Email
502619	Mai Truong	Ttdang74wa@gmail.com

Full Communication (4/27/2022)

I like the idea of extension. Please keep it with low cost, reduce fare, no additional tax in the future.

#	Comments	Responses
1	I like the idea of extension. Please keep it with low cost, reduce fare, no additional tax in the future.	Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 2.9, Project Funding and Cost Comparison, of the Final EIS for more information. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0778

Communication ID	Name	Email
503387	Betty Lau	betty.lau47@gmail.com; bettylau@comcast.net

Full Communication (4/26/2022)

3.20.3 Mitigation for Indirect Impacts

No mitigation for indirect impacts is anticipated.

Comment: Indirect impacts to the community need to be listed and analyzed for impacts to residents and businesses. If there aren't any, ask community to contribute to the list.

#	Comments	Responses
1	Indirect impacts to the community need to be listed and analyzed for impacts to residents and businesses. If there aren't any, ask community to contribute to the list.	Indirect effects are analyzed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, of the WSBLE Draft EIS and updated as appropriate in the West Seattle Link Extension Final EIS. Please see Section 4.3, Economics, and Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on indirect impacts to the community and businesses. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0779

Communication ID	Name	Email
503502	Paul Tanke	paultanke@gmail.com

Full Communication (4/27/2022)

Please note my comments to the DEIS:

Chapter 4.2.1.3 states that more than a thousand people may be displaced from their residences and commercial enterprises, stores and other services will be demolished and possibly relocated outside of West Seattle. The disruption to neighborhoods and of the greater West Seattle community will be significant, destroying the character unique to this area.

Chapter 4.2.1.7 and 4.2.1.8 greatly understates the housing situation in West Seattle. While Redfin practically shows very little home inventory in West Seattle, the DEIS states: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity."

It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify based on their income or credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base if clients have to travel longer distances to get services.

Chapter 4.2.10 states that the energy related impacts during construction would be short term and not have an adverse effect. Current standards for what are considered sustainable building projects calculate the carbon footprint of both short and long term impacts including the removal and replacement of residences and businesses. Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied, but energy consumption during construction has not been taken into account.

Clearly these concerns and many others addressing the true impact of the proposed project have not been adequately addressed and understood by those residing and working in West Seattle.

Paul Tankel RA, LEED AP

Architect/ Campus Planner

2449 55th Ave SW

Seattle, WA98116

#	Comments	Responses
1	Chapter 4.2.1.3 states that more than a thousand people may be displaced from their residences and commercial enterprises, stores and other services will be demolished and possibly relocated outside of West Seattle. The disruption to neighborhoods and of the greater West Seattle community will be significant, destroying the character unique to this area. Chapter 4.2.1.7 and 4.2.1.8 greatly understates the housing situation in West Seattle. While Redlin practically shows very little home inventory in West Seattle, the DEIS states: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify based on their income or credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base if clients have to travel longer distances to get services.	Please see responses to CC4.1b, CC4.1c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	Chapter 4.2.10 states that the energy related impacts during construction would be short term and not have an adverse effect. Current standards for what are considered sustainable building projects calculate the carbon footprint of both short and long term impacts including the removal and replacement of residences and businesses. Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied, but energy consumption during construction has not been taken into account.	Please see the response to CC4.6a in Table 7-1. Please see Section 4.10, Energy Impacts, of the Final EIS for more information regarding anticipated energy impacts associated with the project during operation and construction.

Comment Submittal 0780

Communication ID	Name	Email
503503	Virginia Johnson	ginji.johnson@gmail.com

Full Communication (4/26/2022)

I am a 77 year old West Seattle resident who has long appreciated the community feel of West Seattle. We are a very densely populated area and our business area provides almost every commodity or service one could wish within walking distance. This is a great benefit to those who live here. The scale of the impact that the proposed light rail links would have in our community is enormous. I have listed some of the impacts as they relate to the DEIS chapters below:

Chapter 2:

There are many changing situations that should require a discussion of mode selection but that discussion is not included in this section, Cost is one factor that requires serious consideration of other alternatives. Since the pandemic, there is much less commuter traffic and it may be moving toward the Eastside rather than downtown and Soda. Rather than being stuck in a plan that is unable to respond to change, I would prefer an option with less costs and a smaller footprint such as a gondola system which could not only meet our transportation requirements but would be perceived as an attraction and amenity in the area.

Chapter 4:

It would displace a large number of businesses and residences at a time when mortgage rate increases as well as lack of supply would make it almost impossible for relocation in this area. The DEIS does not state this accurately.

We are already a community under duress. Two years of detours around the West Seattle bridge closure has had a huge impact on stress. The construction proposed for the West Seattle link would lead to extensive additional closures and details just when we are trying to return to normal. Again, I beg you to do a serious study of the gondola as a West Seattle feeder link. It would displace fewer people and businesses, cost less, and require fewer traffic disturbances than the proposed links.

Thank you for your consideration. Sincerely,

Virginia Johnson

4545 42nd Ave, SW #306

Seattle, WA98116

(206) 938-4643

#	Comments	Responses
1	This is a great benefit to those who live here. The scale of the impact that the proposed light rail links would have in our community is enormous. I have listed some of the impacts as they relate to the DEIS chapters below: Chapter 2: There are many changing situations that should require a discussion of mode selection but that discussion is not included in this section, Cost is one factor that requires serious consideration of other alternatives. Since the pandemic, there is much less commuter traffic and it may be moving toward the Eastside rather than downtown and Sodo. Rather than being stuck in a plan that is unable to respond to change, I would prefer an option with less costs and a smaller footprint such as a gondola system which could not only meet our transportation requirements but would be perceived as an attraction and amenity in the area. Chapter 4: It would displace a large number of businesses and residences at a time when mortgage rate increases as well as lack of supply would make it almost impossible for relocation in this area. The DEIS does not state this accurately. We are already a community under duress. Two years of detours around the West Seattle bridge closure has had a huge impact on stress. The construction proposed for the West Seattle link would lead to extensive additional closures and details just when we are trying to return to normal. Again, I beg you to do a serious study of the gondola as a West Seattle feeder link. It would displace fewer people and businesses, cost less, and require fewer traffic disturbances than the proposed links.	Please see responses to CC1a, CC2g, CC4.1b, CC4.1c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 5, Cumulative Impacts, of the Final EIS for discussion of potential cumulative impacts in combination with the West Seattle Bridge closure that occurred from March 2020 to September 2022.

Comment Submittal 0781

Communication ID	Name	Email
503603	Terrence Whaley	s.whaley@comcast.net

Full Communication (4/26/2022)

I strongly oppose tunnel alterations that take away acreage from the West Seattle Golf Course. The Andover/ Yancy/ Avalon routes are cheaper and do not damage a lovely park and green area.

Sincerely, Terrence Whaley

#	Comments	Responses
1	I strongly oppose tunnel alterations that take away acreage from the West Seattle Golf Course. The Andover/ Yancy/ Avalon routes are cheaper and do not damage a lovely park and green area.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0782

Communication ID	Name	Email
503609	Nancy Nelson	nancynelson2012@gmail.com

Full Communication (4/26/2022)

4.2.6.4.2 Greenhouse gas emissions exceed recommended levels and CO2 emissions in concrete builds are not provided. The environmental impact statement is incomplete.

2.1.2.1.4 Alternative route north of the West Seattle Bridge over the industrial area makes better sense than endangering Native peoples tribal lands and resources.

4.2.9 Ecosystems

4.2.11 Geology and Soils

Destruction of shoreline habitat in an earthquake hazard zone is unthinkably shortsighted.

Finally, a comment: West Seattle is a fragile piece of Seattle's history. The impact of Sound Transit Light Rail is evidenced in Appendix L.4.1 where businesses and residences and lives are listed as expendable in order to serve up another way to get from here to there. Fix the bridge. Fix our roads and sidewalks. Fix our buses.

#	Comments	Responses
1	4.2.6.4.2 Greenhouse gas emissions exceed recommended levels and CO2 emissions in concrete builds are not provided. The environmental impact statement is incomplete.	Please see response to CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.6, Air Quality, of the Final EIS for more information on greenhouse gas emissions.
2	2.1.2.1.4 Alternative route north of the West Seattle Bridge over the industrial area makes better sense than endangering Native peoples tribal lands and resources.	Please see response to CCG2 in Table 7-1.
3	4.2.9 Ecosystems 4.2.11 Geology and Soils Destruction of shoreline habitat in an earthquake hazard zone is unthinkably shortsighted.	Please see Section 4.9, Ecosystems, of the Final EIS, for information on ecosystem impacts and proposed mitigation, and Section 4.11, Geology and Soils, for information on seismic hazards and how the project design has accounted for these conditions.
4	Finally, a comment: West Seattle is a fragile piece of Seattle's history. The impact of Sound Transit Light Rail is evidenced in Appendix L.4.1 where businesses and residences and lives are listed as expendable in order to serve up another way to get from here to there	Sound Transit acknowledges the inconvenience and hardship of relocating a residence or business. See response to CC4.1b in Table 7-1.

Comment Submittal 0783

Communication ID	Name	Email
503614	Brittney Carter	sheffiec20@gmail.com

Full Communication (4/27/2022)

Hello,

I am a West Seattle resident and would like the gondola alternative to be studied and considered In place of the west Seattle light rail extension.

Chapter 4.2.4.4 in the DEIS does not address the impact the WS Bridge has had on West Seattle over the last 2+ years. With the continued construction for the light rail we are looking at years of additional construction and road closures, not to mention the destruction of many houses and businesses in the area. West Seattle has already had a very difficult 2+ Years, enduring commutes that route all traffic through our neighborhoods and almost doubles our commute time in comparison to the bridge. We are paying Seattle housing prices yet we are so disconnected from the city we avoid going altogether when possible. If the gondola alternative provides an opportunity to connect us to downtown Seattle sooner while avoiding: destruction of homes, destruction of businesses, extended road closures, as well as a reduced cost compared to the light rail (a budget that is already triple the original estimate) then the gondola option is something that needs to be studied and seriously considered.

Brittney Carter

#	Comments	Responses
1	I am a West Seattle resident and would like the gondola alternative to be studied and considered In place of the west Seattle light rail extension. Chapter 4.2.4.4 in the DEIS does not address the impact the WS Bridge has had on West Seattle over the last 2+ years. With the continued construction for the light rail we are looking at years of additional construction and road closures, not to mention the destruction of many houses and businesses in the area. West Seattle has already had a very difficult 2+ Years, enduring commutes that route all traffic through our neighborhoods and almost doubles our commute time in comparison to the bridge. We are paying Seattle housing prices yet we are so disconnected from the city we avoid going altogether when possible. If the gondola alternative provides an opportunity to connect us to downtown Seattle sooner while avoiding: destruction of homes, destruction of businesses, extended road closures, as well as a reduced cost compared to the light rail (a budget that is already triple the original estimate) then the gondola option is something that needs to be studied and seriously considered.	Please see responses to CC2g and CC5b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0784

Communication ID	Name	Email
503695	Deborah Barker	djb124@icloud.com

Full Communication (4/27/2022)

Sound Transit Board of Directors and Sound Transit Staff:

I write to you as a West Seattle resident, a member of the Sound Transit Stakeholder Advisory Group (SAG) from 2018-2019, and a current member of the Sound Transit Community Advisory Group (CAG). In the summer of 2017, as member of the Board of the West Seattle Transportation Coalition (WSTC), I helped plan the first community outreach of the WSBLE in a WSTC Light Rail workshop. This was the first opportunity for the West Seattle community to see what the DEIS issued on January 29, 2022 addresses.

Needless to say, I've been closely following the ST3 WSBLE process for the last 6 years through the SAG and the CAG and through other comment opportunities provided along the way. I've enjoyed connecting with SAG/CAG members throughout the City, associating with dedicated ST staff, and introducing the WSBLE concepts to my community. That includes revealing (literally) to the Avalon/32nd Avenue SW community that a Yancy/Avalon alignment added by the ST Board in October 2019 could end up running through their residential neighborhood. (Introduced Sound Transit staff to the Avalon/32nd Avenue SW community in the spring of 2020).

Thank you for the opportunity to comment on the WSBLE DEIS. I urge the Sound Transit Board to:

• Select a long tunnel alignment into the West Seattle Junction as it is the best option for the existing and future West Seattle. Any elevated alignment within the West Seattle Junction Urban Village is contrary to Community and Comprehensive Plans for this large area. Further, any elevated alignment within West Seattle's Urban Village stands in stark contrast to Ballard's Urban Village tunnel alternative(s). In brief - if Sound Transit tunnels into Ballard's Market Street, Sound Transit must tunnel into the West Seattle Junction - period. WSJ-1 complies with stated purposes and is the ideal solution to station integration within a developed active Urban Village as it allows for premier system access of bicycle and pedestrian connections and multimodal linkages while not endangering economic conditions within the crucial West Seattle Junction.

• Reinstate the Purple line for consideration. Among the many alignments initially floated by ST, the Purple line did something Sound Transit has rarely experienced - it had massive community support because of the following:

• The Purple line avoided fragile wildlife habitat areas and steep slope critical areas,

• The Purple line sidestepped the West Seattle Bridge corridor, the Spokane Bridge corridor and Port of Seattle high voltage corridor by crossing the Duwamish River in a less constrained area.

• The Purple line represented true Environmental Justice as it prevented the destruction of dense affordable residential neighborhoods that are occupied by first-time homeowners and People of Color. (It is assumed that these same residents will be subject to Sound Transit's relocation policies, yet it is doubtful that they will be able to afford to return to their community).

Although the Purple line was perceived as too costly an alternative when the Sound Transit Board removed it from consideration in 2019, the Sound Transit Board must revisit this alignment and evaluate its costs against the current costs of excessive over-engineering, infrastructure disruption, business and residential real estate takings and Environmental Justice offenses.

• Focus on sustainable opportunities for Transit Oriented Development (TOD). Proposed Del5 and Del6 alignments allow for TOD opportunities that feature immediate adjacency to a working steel mill. This robust business has a 24/7 schedule which includes semi-truck deliveries, train car decoupling, heat blasts, steaming geysers, and steel loading. If one wanted to create TOD opportunities that are doomed to failure because no one wants to develop them, this has to be the place.

Fortunately, there is Oe/2a which proposes a centrally located station area, features tracts that are large enough to establish sustainable and equitable TOD projects which could include well-situated commercial uses (i.e.: grocery and restaurants) that are surrounded by dense mixed-income housing. Further, such TOD would certainly comply with goals identified in the Sound Transit's Adopting an Equitable Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit 2019), as referenced in the Purpose and Need of the WSBLE Project. Ideally, Del2a should continue with a low SW Genesee Street guideway and east of Avalon Way SW, enter a tunnel portal to the Junction Station.

• Eliminate the Avalon Station and utilize the funds within the Delridge and West Seattle Junction planning areas for optimal TOD opportunities and multimodal integration.

Thank you again for the opportunity to comment on WSBLE DEIS. I charge the Sound Transit Board with honoring your commitment to Sound Transit's strategic priorities which are built upon a commitment to equity and fairness, environmental stewardship, partnerships and the communities you serve - while ensuring parity is maintained for West Seattle and Ballard. Sincerely,

Deb Barker

West Seattle Resident

#	Comments	Responses
1	Select a long tunnel alignment into the West Seattle Junction as it is the best option for the existing and future West Seattle. Any elevated alignment within the West Seattle Junction Urban Village is contrary to Community and Comprehensive Plans for this large area. Further, any elevated alignment within West Seattle's Urban Village stands in stark contrast to Ballard's Urban Village tunnel alternative(s). In brief - if Sound Transit tunnels into Ballard's Market Street, Sound Transit must tunnel into the West Seattle Junction - period. WSJ-1 complies with stated purposes and is the ideal solution to station integration within a developed active Urban Village as it allows for premier system access of bicycle and pedestrian connections and multimodal linkages while not endangering economic conditions within the crucial West Seattle Junction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Reinstate the Purple line for consideration. Among the many alignments initially floated by ST, the Purple line did something Sound Transit has rarely experienced - it had massive community support because of the following: • The Purple line avoided fragile wildlife habitat areas and steep slope critical areas, • The Purple line sidestepped the West Seattle Bridge corridor, the Spokane Bridge corridor and Port of Seattle high voltage corridor by crossing the Duwamish River in a less constrained area. • The Purple line represented true Environmental Justice as it prevented the destruction of dense affordable residential neighborhoods that are occupied by first-time homeowners and People of Color. (It is assumed that these same residents will be subject to Sound Transit's relocation policies, yet it is doubtful that they will be able to afford to return to their community). Although the Purple line was perceived as too costly an alternative when the Sound Transit Board removed it from consideration in 2019, the Sound Transit Board must revisit this alignment and evaluate its costs against the current costs of excessive over-engineering, infrastructure disruption, business and residential real estate takings and Environmental Justice offenses.	Please see responses to CC2h and CC4.1c in Table 7-1.
3	Focus on sustainable opportunities for Transit Oriented Development (TOD). Proposed Del5 and Del6 alignments allow for TOD opportunities that feature immediate adjacency to a working steel mill. This robust business has a 24/7 schedule which includes semi-truck deliveries, train car decoupling, heat blasts, steaming geysers, and steel loading. If one wanted to create TOD opportunities that are doomed to failure because no one wants to develop them, this has to be the place.	Please see Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development.

#	Comments	Responses
4	Fortunately, there is Del2a which proposes a centrally located station area, features tracts that are large enough to establish sustainable and equitable TOD projects which could include well-situated commercial uses (i.e.: grocery and restaurants) that are surrounded by dense mixed-income housing. Further, such TOD would certainly comply with goals identified in the Sound Transit's Adopting an Equitable Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit 2019), as referenced in the Purpose and Need of the WSBLE Project. Ideally, Del2a should continue with a low SW Genesee Street guideway and east of Avalon Way SW, enter a tunnel portal to the Junction Station.	Please see response to CCG2 in Table 7-1. Please see Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development.
5	Eliminate the Avalon Station and utilize the funds within the Delridge and West Seattle Junction planning areas for optimal TOD opportunities and multimodal integration.	Please see response to CC2j in Table 7-1.

Comment Submittal 0785

Communication ID	Name	Email
503697	John Wright	johnwright737@gmail.com

Full Communication (4/27/2022)

?To whom it may concern,

?Of the preferred alternatives, I believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

I further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for your consideration. John Wright

John L Wright I (425) 466-3554 ijohnwright737@gmail.com

#	Comments	Responses
1	?To whom it may concern, ?Of the preferred alternatives, I believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.	Please see response to CCG1 in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information about roadway closures, potential impacts, and proposed mitigation. Also see Section 5.4.1, Transportation, in Chapter 5, Cumulative Impacts, of the Final EIS for discussion of cumulative impacts to transportation during construction.

Comment Submittal 0786

Communication ID	Name	Email
503701	Lisa Guthrie	lbsguthrie@gmail.com

Full Communication (4/27/2022)

To whom it may concern:

We represent the owners of the Alki Lumber property at 4406 36th Avenue Southwest (East Block) and 4440 Fauntleroy Way Southwest (West Block). Both Blocks are currently being redeveloped and when completed the Project will provide over 500 new transit-oriented residences and a dynamic retail core along 36th Avenue in the Triangle, where an unusually wide right-of-way provides a unique opportunity for community engagement along with a heritage retail location for Alki Lumber itself, which has been serving the community for over 100 years.

We believe our transit-oriented Project will complement an adjacent Avalon Station by providing a dense community of residents and businesses; however, we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.

Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction.

We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them.

Thank you for considering these comments.

Lisa Sweeney Guthrie

#	Comments	Responses
1	we are concerned there are current oversights in the DEIS that would create unintended consequences if not addressed in the Final EIS; especially the troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. WSJ-1's guideway would literally and figuratively cast a dark shadow over this transformative neighborhood.	Please see response to CCG2, CC4.4a, CC4.5a, and 4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction	Please see response to CCG2 in Table 7.1.
3	We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them	Please see response to CCG1, CC3c, and CC5a in Table 7-1.

Comment Submittal 0787

Communication ID	Name	Email
503826	Jack Whisner	jackewhisner@gmail.com

Full Communication (4/27/2022)

errata:

meant east-west in Ballard sentence. thanks

On Wed, Apr 27, 2022 at 11:18 AM Jack Whisner <jackewhisner@gmail.com> wrote: Sound Transit,

Please consider the following comments. This is my third note. I may color outside the lines in this

one.

Overall, please strive to consider the overall network travel times, even though the ridership model may not be sensitive enough to forecast different ridership. We should know that minutes matter. In the EIS options, it seemed too little weight was given to the following: the access time of Link passengers as they transfer to and from buses and between the two lines; the deviation times of bus routes that may travel past Link stations onto other markets. These factors could lead the final design to perhaps spend more in up front capital but attract more ridership over the decades. My earlier note included the concept of stations providing a grade separated crossing of busy arterals (e.g., 35th Avenue SW, Delridge Way SW, Elliott Avenue West, West Dravus Street, and NW Market Street. Please make good network choices.

For the access time rationale above and for construction costs, shallow alignments may be better than deep ones. So, even though it does concern the neighborhood activists, please consider a shallow ID station under 5th Avenue South. I expect ST, Seattle, and Metro could mitigate its construction impacts. The long term benefits of improved access and transfers would be well worthwhile. The 4th Avenue South alignment would not attract many riders from the BNSFRR right of way and the viaduct is old and flawed.

In Ballard, please reopen study of a more westernly alignment that serves the heart of the business district and considers a tunnel. The stations should serve pedestrian centers. ST made a great choice in Roosevelt. I read of a concept that includes a east-west tail track for a station in downtown Ballard.

If the very costly second Link tunnel in downtown Seattle is not done well, should it be done at all? ST3 was approved by the voters; the voters want better transit. (Sound Move was changed significantly in response to fiscal constraints). As ST works to perfect its ST3 project, could Link headway and waits in the DSTT be much shorter? Suppose both the East and South lines are limited to six (or five) minute headway. During the pre-WSBLE period, could a third line be run from the South Forest Street base? SOOT and Metro could provide transit priority and very short headway service in the West Seattle market that now has the South Lander Street overcrossing.

Thank you for considering these comments.

Jack Whisner

8325 11th Avenue NW, 98117

PCO 36-2168

#	Comments	Responses
1	Overall, please strive to consider the overall network travel times, even though the ridership model may not be sensitive enough to forecast different ridership. We should know that minutes matter. In the EIS options, it seemed too little weight was given to the following: the access time of Link passengers as they transfer to and from buses and between the two lines; the deviation times of bus routes that may travel past Link stations onto other markets. These factors could lead the final design to perhaps spend more in up front capital but attract more ridership over the decades.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. The ridership model considers overall network travel limes and station access times are an input in the model. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
2	My earlier note included the concept of stations providing a grade separated crossing of busy arterals (e.g., 35th Avenue SW, Delridge Way SW, Elliott Avenue West, West Dravus Street, and NW Market Street. Please make good network choices.	Please see responses to CC3a and CC3b in Table 7-1. As described in Section 2.1, Build Alternatives, of the Final EIS, Preferred Option WSJ-5b in the West Seattle Junction Segment would have station entrances on either side of 35th Avenue Southwest. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	For the access time rationale above and for construction costs, shallow alignments may be better than deep ones. So, even though it does concern the neighborhood activists, please consider a shallow ID station under 5th Avenue South. I expect ST, Seattle, and Metro could mitigate its construction impacts. The long term benefits of improved access and transfers would be well worthwhile. The 4th Avenue South alignment would not attract many riders from the BNSFRR right of way and the viaduct is old and flawed.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	In Ballard, please reopen study of a more westernly alignment that serves the heart of the business district and considers a tunnel. The stations should serve pedestrian centers. ST made a great choice in Roosevelt. I read of a concept that includes a east-west tail track for a station in downtown Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	If the very costly second Link tunnel in downtown Seattle is not done well, should it be done at all? ST3 was approved by the voters; the voters want better transit. (Sound Move was changed significantly in response to fiscal constraints). As ST works to perfect its ST3 project, could Link headway and waits in the DSTT be much shorter? Suppose both the East and South lines are limited to six (or five) minute headway. During the pre-WSBLE period, could a third line be run from the South Forest Street base? SOOT and Metro could provide transit priority and very short headway service in the West Seattle market that now has the South Lander Street overcrossing.	Please see response to CC1b in Table 7-1. When the West Seattle Link Extension begins operations, both the 1 Line (Lynnwood to Federal Way) and the 2 Line (Lynnwood to Redmond) will be operating in the existing Downtown Seattle Transit Tunnel. The suggested operations would exceed the tunnel's operational capacity due to the planned headways for the 1 Line and 2 Line and would affect reliability of these two lines.

Comment Submittal 0788

Communication ID	Name	Email
504316	Michael Ruby	mruby@envirometrics.com

Full Communication (4/26/2022)

I urge Sound Transit to consider the following general principles as it reviews the WSBLE Draft EIS and prepares the Final EIS:

1. Among the most important considerations must be the future users of the Link system. They must be able to quickly access the train platform from the surface. The escalators and elevators must be capable of reliably handling the passenger load and must have sufficient alternatives and redundancy that the embarrassing situations that developed on 1 Line in the past few years must not be repeated in the future.

2. Where the users have an opportunity to change to the other Line, they must be able to make the change in a minimum distance and time. In short, the stations must be convenient to the users. This would generally mean using the most shallow possible station location. However, making the cross-over accessible to both north- and south-bound travelers may generally mean that the cross-over tunnel must run either above (onto an existing mezzanine) or below the existing Link station, placing the new Link station above the cross-over tunnel. The station design should start from defining the shortest and least height different cross-over tunnel and then placing the new station relative to the access to the pedestrian tunnel.

3. The next extensions of the WSBLE lines must be considered and the chosen design should enhance those opportunities. It could be expected that the West Seattle line should continue south and the Ballard line should continue north. This suggests that the Ballard line and stations should be located on 15th or 17th Ave NW (the choice depending on the character of the soils that would be tunneled through under the Ship Canal) as this would enable an extension north past Ballard High School to about NW 90th St, where it would curve to the east to meet the 1 Line at Northgate Station. This would fulfill the first rule of transit system design: no isolated, dead end lines; create interconnection and transfer opportunities. The oft- mentioned route along Market-46th -45th to the 1 Line station on Brooklyn Ave NE is not practical due to the topography and should not distract from connecting the Ballard link to Northgate. The also mentioned extension up Aurora Ave N is not practical because of the Coast Guard requirements for a new high level bridge over the Ship Canal and the ability of Metro Rapid Ride to adequately meet the transportation requirements in that corridor.

4. The stations should be designed for easy transfer from Link to the Metro bus system. How to move buses in and out at the station and users back and forth to the feeder buses should be part of the choice of station locations and station design. I have the following comments regarding the Chinatown/International District station alternatives and the Downtown alternatives:

5. Again, shallower is better for Chinatown/ID. Of the alternatives you present, the least offensive is the inline station CID-2a but that station is still too deep. The station approach should be raised so it can be at approximately the same elevation as the existing 1 Line station with the cross-over tunnel running beneath both stations. The tunnel could be further extended west under 4th Ave to allow access to the commuter and AmTrak trains at King St Station.

6. The new line should continue north on 5th Ave and Westlake Ave to about Republican St, where the next station should be located. The way west should be along Mercer so a Lower Queen Anne station could be located as in alternative DT-2. But with a station at Republican St there would not be a need for the station at 6th Ave N. The preferred path north would then continue on SIB-3. It would be necessary for the Prospect St station to be carefully designed to accommodate shuttle buses to the Smith Cove Cruise Ship Terminal for the. no doubt, lost and confused cruise passengers. With regard to the Ballard segment of the new line:

7. The recent ruling by the Coast Guard on the necessary 205 ft height of fixed span bridges almost dictates that it will have to be a tunnel under the Ship Canal.

8. The choice of location for the Ballard station must enhance not just convenience to central Ballard shopping area but ease of connection to various feeder buses that would serve the northwest area. A careful plan of the way buses could interact with the station and where there might be sufficient room to create a seamless transfer between Link and Metro must be a major consideration. With regard to the West Seattle segment of the new line:

9. There are no good alternatives presented for this segment. The problem is the radical

topography that must be accommodated. A tunnel under the Duwamish Waterway is not possible so the issue would be which bridge.

10. Of the bridge alternatives, the least objectionable is DUW-2 since it could avoid impacts on existing greenbelts and habitats and would avoid horizontal disruptions to navigation. This option connects easily to the DEL-4 option, which would directly connect to the proposed H line Rapid Ride, allowing it to terminate at the Delridge Way station. This option would also connect to the WSJ-3b tunnel proposal.

11. Recognizing that these choices are the best of a bad lot the preferred alternative is an in- depth study of the proposed Skylink gondola, which seems almost tailor□made for the topography of West Seattle and the Duwamish River valley. It is clear a design can be developed meeting all the transit rider objectives of the various link proposals without most of the adverse impacts of the Link options. It has the additional advantage of being able to easily extend branches both north and south from the primary terminus in West Seattle, providing much greater reach throughout West Seattle, perhaps even extending to Morgan Junction and the Fauntleroy ferry terminal. This proposal does not serve the Delridge valley, but the H line will provide an adequate transportation option. A seasoned professional designer of such a gondola facility must be brought on-board, but the delays caused by this additional review are trivial compared to the very late date of anticipated construction of this branch of the Link system. Thank you for your consideration of these comments. Michael Ruby, Ph.D., P.E.

Comments on ST3 DEIS.pdf

#	Comments	Responses
1	I urge Sound Transit to consider the following general principles as it reviews the WSBLE Draft EIS and prepares the Final EIS: Among the most important considerations must be the future users of the Link system. They must be able to quickly access the train platform from the surface. The escalators and elevators must be capable of reliably handling the passenger load and must have sufficient alternatives and redundancy that the embarrassing situations that developed on 1 Line in the past few years must not be repeated in the future.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on travel times, which account for time needed to access the station platform. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Where the users have an opportunity to change to the other Line, they must be able to make the change in a minimum distance and time. In short, the stations must be convenient to the users. This would generally mean using the most shallow possible station location. However, making the cross-over accessible to both north- and south-bound travelers may generally mean that the cross-over tunnel must run either above (onto an existing mezzanine) or below the existing Link station, placing the new Link station above the cross-over tunnel. The station design should start from defining the shortest and least height different cross-over tunnel and then placing the new station relative to the access to the pedestrian tunnel.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the WSBLE Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	The next extensions of the WSBLE lines must be considered and the chosen design should enhance those opportunities. It could be expected that the West Seattle line should continue south and the Ballard line should continue north. This suggests that the Ballard line and stations should be located on 15th or 17th Ave NW (the choice depending on the character of the soils that would be tunneled through under the Ship Canal) as this would enable an extension north past Ballard High School to about NW 90th St, where it would curve to the east to meet the 1 Line at Northgate Station. This would fulfill the first rule of transit system design: no isolated, dead end lines; create interconnection and transfer opportunities. The oft-mentioned route along Market-46th -45th to the 1 Line station on Brooklyn Ave NE is not practical due to the topography and should not distract from connecting the Ballard link to Northgate. The also mentioned extension up Aurora Ave N is not practical because of the Coast Guard requirements for a new high level bridge over the Ship Canal and the ability of Metro Rapid Ride to adequately meet the transportation requirements in that corridor.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	The stations should be designed for easy transfer from Link to the Metro bus system. How to move buses in and out at the station and users back and forth to the feeder buses should be part of the choice of station locations and station design.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see response to CC3a in Table 7-1. Please also see Section 3.4, Affected Environment and Impacts During Operation – Transit, of the Final EIS for more information on bus transfers. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	I have the following comments regarding the Chinatown/International District station alternatives and the Downtown alternatives: Again, shallower is better for Chinatown/ID. Of the alternatives you present, the least offensive is the inline station CID-2a but that station is still too deep. The station approach should be raised so it can be at approximately the same elevation as the existing 1 Line station with the cross-over tunnel running beneath both stations. The tunnel could be further extended west under 4th Ave to allow access to the commuter and AmTrak trains at King St Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	The new line should continue north on 5th Ave and Westlake Ave to about Republican St, where the next station should be located. The way west should be along Mercer so a Lower Queen Anne station could be located as in alternative DT-2. But with a station at Republican St there would not be a need for the station at 6th Ave N. The preferred path north would then continue on SIB-3. It would be necessary for the Prospect St station to be carefully designed to accommodate shuttle buses to the Smith Cove Cruise Ship Terminal for the, no doubt, lost and confused cruise passengers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	With regard to the Ballard segment of the new line: The recent ruling by the Coast Guard on the necessary 205 ft height of fixed span bridges almost dictates that it will have to be a tunnel under the Ship Canal.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	The choice of location for the Ballard station must enhance not just convenience to central Ballard shopping area but ease of connection to various feeder buses that would serve the northwest area. A careful plan of the way buses could interact with the station and where there might be sufficient room to create a seamless transfer between Link and Metro must be a major consideration.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	There are no good alternatives presented for this segment. The problem is the radical topography that must be accommodated. A tunnel under the Duwamish Waterway is not possible so the issue would be which bridge. Of the bridge alternatives, the least objectionable is DUW-2 since it could avoid impacts on existing greenbelts and habitats and would avoid horizontal disruptions to navigation. This option connects easily to the DEL-4 option, which would directly connect to the proposed H line Rapid Ride, allowing it to terminate at the Delridge Way station. This option would also connect to the WSJ-3b tunnel proposal.	Please see response to CCG2 in Table 7-1.
10	Recognizing that these choices are the best of a bad lot the preferred alternative is an in-depth study of the proposed Skylink gondola, which seems almost tailorumade for the topography of West Seattle and the Duwamish River valley. It is clear a design can be developed meeting all the transit rider objectives of the various link proposals without most of the adverse impacts of the Link options. It has the additional advantage of being able to easily extend branches both north and south from the primary terminus in West Seattle, providing much greater reach throughout West Seattle, perhaps even extending to Morgan Junction and the Fauntleroy ferry terminal. This proposal does not serve the Delridge valley, but the H line will provide an adequate transportation option. A seasoned professional designer of such a gondola facility must be brought on-board, but the delays caused by this additional review are trivial compared to the very late date of anticipated construction of this branch of the Link system.	Please see response to CC2g in Table 7-1.

Comment Submittal 0789

Communication ID	Name	Email
504354	Mare Kennell	mkennell@gmail.com

Full Communication (4/27/2022)

I am a fourth generation West Seattle homeowner who in 2016 voted in favor of light rail construction. The events of the last six years, however, have changed many of parameters of the Sound Transit West Seattle link project. The budget is of major concern; $73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re□evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. As much as I am concerned about things monetary

- the existential threat to people and wildlife is my bigger worry. I have reviewed the 2022 DEIS. I refer to the sections and then make my comments (indented). 4.2.9.3 Sound Transit analyzed the potential long-term impacts of operation of the West Seattle Link Extension Build Alternatives on ecosystem resources in the study area. These impacts would include permanent loss of habitat that is replaced with light rail facilities. Permanent changes in habitat adjacent or nearby the light rail facilities are also considered. Permanent loss of of habitat!

4.2.9.3.1 The West Seattle Link Extension would have longuterm impacts on ecosystem resources in the study area. In some areas, the guideway would be within or near existing forested habitat. Vegetation and wildlife habitat within and 15 feet beyond the footprint of the guideway would be permanently converted from forested or scrub/shrub vegetation to light rail. During operation, Sound Transit During operation, Sound Transit would continue to remove "hazard trees" (trees that might cause a hazard to light rail operations) throughout project operations as needed. Removing street trees with trunks larger than 6 inches in diameter during maintenance activities would require coordination with the City of Seattle. I assume this would be some 15 feet on either side. And the forested land destroyed. Who is to monitor the cutting of the trees? Coordination with the City of Seattle must be set up prior to the clear cut.

4.2.9.3.1

Although the potential for adverse effects would be low, operations could impact vegetation and wildlife over the long term. For example, maintenance activities that involve the removal of vegetation during the breeding season could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act. At-grade guideways would reduce the amount of habitat for small mammal species. Vegetated areas would be changed to impervious surfaces, which increases runoff volumes. However, as described in Section 4.2.8, Water Resources, stormwater from project-related impervious surfaces would receive flow control as required by the City of Seattle and, where appropriate, water quality treatment.

Potential long term effects means forever. You acknowledge the Migratory Bird Treaty Act. Who is going to enforce it?

4.2.9.2.1.

Some species may move farther into greenbelt habitat to avoid the immediate area of the light rail, but these minor localized movements would not affect these species' viability.

Minor localized movements will not affect these species viability? According to whom? Some species may move "further into the greenbelt". Wait, what? Some of the proposed Sound Transit routes remove the greenbelt that runs between Fauntleroy and 32nd Street SW.

4.2.9.6 Mitigation Measures

Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources where practicable and to compensate for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Mitigation for ecosystem impacts is based on a hierarchy of avoiding, minimizing, and compensating for unavoidable adverse impacts. Sound Transit would comply with all applicable laws.

What does "where practicable" mean? Please define. Is Sound Transit anticipating "unavoidable adverse impacts?"

Perhaps to "ensure no net loss of ecosystem" this project should be rethought. Who will make sure that Sound Transit complies with all applicable laws?

4.2.9

Recovery plans for listed salmon identify shallow areas of shoreline as important to migrating salmonids. Guideway columns and pier-protection systems along the shoreline could change the movement patterns of migrating salmon, and navigation lights on the bridge structure could alter the nighttime swimming behavior of juvenile salmonids, which may avoid these areas to avoid potential predation, or seek these areas to feed on prey.

'"Recovery plans identify the areas. the columns could endanger the migration which may cause the salmon to be preyed upon." Yes! It is good to identify these areas, but why destroy them in the first place?

4.2.9.6.1

Restricting clearing activities to outside the active bird nesting period, to the extent possible, to comply with the Migratory Bird Treaty Act administered by the United States Fish and Wildlife Service. If avoidance scheduling is infeasible, Sound Transit would work with staff at the United States Fish and Wildlife Service to conduct pre-construction surveys to determine the presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act.

Again, why are you doing this? 4.6.2.9.6.2

Improving stream habitat and riparian function by replanting affected areas with native vegetation would mitigate some unavoidable impacts on stream riparian areas. Replanting near shorelines could improve conditions for juvenile salmonids in the Duwamish Waterway. Wetland enhancement work in the Longfellow Creek wetlands could improve over-water shade to the creek itself, thus improving fish habitat. Fish passage improvements, such as culvert replacements, on Longfellow

Creek could also be considered. Sound Transit would mitigate for impacts on forested vegetation using applicable policies and regulations, and would coordinate with the City of Seattle on tree replacement requirements.

These are very disturbing facts! No real plans for mitigating SOME of these so called "unavoidable'" impacts. What are the "applicable policies·· and who enforces the City of Seattle Tree Replacement requirements?

I feel great despair reviewing this Sound Transit DEIS. feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare. I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit ··spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. And certainly less disruptive. I would support an independent study of the feasibility of a gondola.

Marilyn Kennell

4022 32nd Avenue SW

Seattle, WA98126

DEIS STATEMENT II 27 April 2022.pdf

#	Comments	Responses
1	Sound Transit analyzed the potential long-term impacts of operation of the West Seattle Link Extension Build Alternatives on ecosystem resources in the study area. These impacts would include permanent loss of habitat that is replaced with light rail facilities. Permanent changes in habitat adjacent or nearby the light rail facilities are also considered. Permanent loss of of habitat! 4.2.9.3.1 The West Seattle Link Extension would have long□lerm impacts on ecosystem resources in the study area. In some areas, the guideway would be within or near existing forested habitat. Vegetation and wildlife habitat within and 15 feet beyond the footprint of the guideway would be permanently converted from forested or scrub/shrub vegetation to light rail. During operation, Sound Transit During operation, Sound Transit would continue to remove "hazard trees" (trees that might cause a hazard to light rail operations) throughout project operations as needed. Removing street trees with trunks larger than 6 inches in diameter during maintenance activities would require coordination with the City of Seattle. I assume this would be some 15 feet on either side. And the forested land destroyed. Who is to monitor the cutting of the trees? Coordination with the City of Seattle must be set up prior to the clear cut.	Please see the response to CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the Final EIS for more information on ecosystem impacts and proposed mitigation; as described in this section, City of Seattle approval would be required for tree removal.
2	4.2.9.3.1 Although the potential for adverse effects would be low, operations could impact vegetation and wildlife over the long term. For example, maintenance activities that involve the removal of vegetation during the breeding season could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act. At-grade guideways would reduce the amount of habitat for small mammal species. Vegetated areas would be changed to impervious surfaces, which increases runoff volumes. However, as described in Section 4.2.8, Water Resources, stormwater from project-related impervious surfaces would receive flow control as required by the City of Seattle and, where appropriate, water quality treatment. Potential long term effects means forever. You acknowledge the Migratory Bird Treaty Act. Who is going to enforce it?	Compliance with the Migratory Bird Treaty Act is discussed in Section 4.9.7, Mitigation Measures, of the Final EIS. See Section 4.8, Water Resources, for more information about changes in impervious surfaces.

#	Comments	Responses
3	Some species may move farther into greenbelt habitat to avoid the immediate area of the light rail, but these minor localized movements would not affect these species' viability. Minor localized movements will not affect these species viability? According to whom? Some species may move "further into the greenbelt". Wait, what? Some of the proposed Sound Transit routes remove the greenbelt that runs between Fauntleroy and 32nd Street SW.	Please see the response to Comment 1 above. Please see Section 4.9.4, Environmental Impacts of the Build Alternatives during Operation, of the Final EIS for segment-specific impacts.
4	.2.9.6 Mitigation Measures Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources where practicable and to compensate for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Mitigation for ecosystem impacts is based on a hierarchy of avoiding, minimizing, and compensating for unavoidable adverse impacts. Sound Transit would comply with all applicable laws. What does "where practicable" mean? Please define. Is Sound Transit anticipating "unavoidable adverse impacts?" Perhaps to "ensure no net loss of ecosystem" this project should be rethought. Who will make sure that Sound Transit complies with all applicable laws?	Please see Section 6.5, Significant and Unavoidable Adverse Impacts, of the Final EIS for discussion of unavoidable adverse impacts. Sound Transit is required to get applicable federal, state, and local permits, and these regulatory agencies will ensure compliance with permit conditions. Sound Transit reports to the Federal Transit Administration on compliance with mitigation commitments, as required in the Record of Decision. Where practicable means that Sound Transit seeks to avoid impacts on environmentally sensitive areas within the limitations of light rail design requirements and when balanced with impacts on other resources.
5	4.2.9 Recovery plans for listed salmon identify shallow areas of shoreline as important to migrating salmonids. Guideway columns and pier-protection systems along the shoreline could change the movement patterns of migrating salmon, and navigation lights on the bridge structure could alter the nighttime swimming behavior of juvenile salmonids, which may avoid these areas to avoid potential predation, or seek these areas to feed on prey. "Recovery plans identify the areas, the columns could endanger the migration which may cause the salmon to be preyed upon." Yes' It is good to identify these areas, but why destroy them in the first place?	Please see Section 4.9, Ecosystems, of the Final EIS for more information on impacts to fish habitat and proposed mitigation. The design of Preferred Alternative DUW-1a has been modified to avoid guideway columns in the Duwamish Waterway.
6	4.2.9.6.1 Restricting clearing activities to outside the active bird nesting period, to the extent possible, to comply with the Migratory Bird Treaty Act administered by the United States Fish and Wildlife Service. If avoidance scheduling is infeasible, Sound Transit would work with staff at the United States Fish and Wildlife Service to conduct pre-construction surveys to determine the presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act. Again, why are you doing this?	Please see the response to CC4.9b in Table 7-1 of the Final EIS. Please also see Section 4.9, Ecosystems, of the Final EIS for more information on compliance with the Migratory Bird Treaty Act.

#	Comments	Responses
7	4.6.2.9.6.2 Improving stream habitat and riparian function by replanting affected areas with native vegetation would mitigate some unavoidable impacts on stream riparian areas. Replanting near shorelines could improve conditions for juvenile salmonids in the Duwamish Waterway. Wetland enhancement work in the Longfellow Creek wetlands could improve over-water shade to the creek itself, thus improving fish habitat. Fish passage improvements, such as culvert replacements, on Longfellow Creek could also be considered. Sound Transit would mitigate for impacts on forested vegetation using applicable policies and regulations, and would coordinate with the City of Seattle on tree replacement requirements. These are very disturbing facts! No real plans for mitigating SOME of these so called "unavoidable" impacts. What are the "applicable policies" and who enforces the City of Seattle Tree Replacement requirements?	Please see Appendix N.4, Ecosystems Technical Report, of the Final EIS for a complete list of relevant laws, local ordinances, and guidelines. The City of Seattle is responsible for enforcing their own requirements.
8	I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare.	Please see the response to CCG1 in Table 7-1.
9	I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit "spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. And certainly less disruptive. I would support an independent study of the feasibility of a gondola.	Please see the responses to CC1a and CC2g in Table 7-1.

Comment Submittal 0790

Communication ID	Name	Email
504420	Tomas Soeprono	None provided

Full Communication (4/26/2022)

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

#	Comments	Responses
1	Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.	Thank you for your comment.

Comment Submittal 0791

Communication ID	Name	Email
504463	Conrad Cipoletti	conrad.cipoletti@gmail.com

Full Communication (4/27/2022)

Hello Sound Transit Team,

My name is Conrad and I have many questions and concerns regarding the WSBLE as outlined in the DEIS. Given that some of my concerns about the West Seattle portion have been mentioned in a co-signed letter with fellow community members here in West Seattle (please consider those comments part of my submission), the general inaccessibility of technical planning documents to the public, and that no person could reasonably be expected to respond to the content of all sections of the DEIS, my below questions and comments on the project will have to suffice for now.

1. Section 4.3.1.8 mentions "some water dependent facilities may not be able to be relocated." It does not consider that non-water dependent arts and cultural facilities at Seattle Center would also likely not be able to be relocated, simply that they "could be difficult to relocate." Why are arts and cultural organizations and spaces that are reliant upon being located at the hub that is Seattle Center not considered facilities that may not be able to be relocated? Even if their respective properties are not acquired for construction, it is unreasonable to assume they could all survive the construction period.

2. Section 4.3.2.2 describes the No Build alternative as "slowing the rate of denser development in Seattle." Portions of neighborhoods that would be demolished by construction are already dense (Uptown, etc), and their continued densification would be stymied by construction. Given those conditions, why is No Build considered to slow the rate of density in Seattle?

3. Page 4.3.17-11 describes impacts to Kinnear Park as "at a distance from park amenities;" that the project "would not affect...user experience;" and that "the tunnel portal would remove trees and vegetation from an undeveloped area of the park." Why are the presence of trees and vegetation not themselves considered park amenities? Why is that user experience of enjoying the green space as it exists today considered unaffected? The same holds for alternatives DEL-1a and DEL-1b that would remove vegetation from Longfellow Creek as described in 4.2.5.

4. Section 6.1.3 describes the need for high-capacity transit. Why is light rail the only high- capacity transit mode considered in the DEIS, despite being massively over budget? Additionally, sections 6.1.4 and 6.1.5 describe the need for a multi-modal system. Why is light rail the only mode considered for the WSBLE portion of ST3 when a multi-modal system is desired?

5. Section 6.1.4 considers "multi-modal connectivity" with an equity lens. Why is the project described as creating "greater transit connectivity for transit-dependent populations" without considering the displacement of existing transit-dependent households from project construction? Why is the project described as something that would unequivocally "reduce the transportation cost burden on disadvantaged populations" without considering the cost paid by those populations in current and existing taxes to Sound Transit?

6. Section 6.2.1 claims "the increase in vehicle miles traveled would also result in higher greenhouse gas emissions in comparison to the Build Alternatives." Why is it assumed that, without additional light rail lines, people will drive a vehicle to get around rather than utilize public transportation modes that already exist within the project area? Even more importantly, why is it assumed that vehicle miles traveled would create greenhouse gas emissions higher than those involved in light rail construction? Other than tables like 4.2.6-1, whose numbers I could not verify, where is the evidence to back up that assertion? Chapter 4.2.10 says "the FTA Greenhouse Gas Emissions Estimator was not used;" why wasn't it?

7. In Section 6.6 - Funding, why is a change in high-capacity transit mode not considered as an option to reduce the affordability gap? In Section 6.6 - Displacement of Public Facilities, why is building the project assumed as superior to maintaining the current locations of two large post offices and the Ryerson Bus Base? Project benefits are mentioned throughout the DEIS, but benefits are not mentioned in specific relation to existing public facilities.

8. Section 5.2 states that "when possible, Sound Transit would preserve existing vegetation." Why are additional high-capacity transit modes such as aerial gondola not considered when every light rail alternative involves destruction of green space throughout the project corridor?

9. Table ES-6 describes construction impacts downtown. First, why does the table not estimate the loss in productivity that would result in such closures? Additionally, why is the potential discouragement of transit ridership that could come with years of bus reroutes in the transit core and new limits on streetcar use not considered a negative impact

to both productivity and greenhouse gas emissions? Also, Sound Transit cancelled a planned deep First Hill station in 2005. What has changed since that time which makes a deep tunnel adjacent to First Hill viable? Finally, why was the unreasonable platform depth of the new proposed downtown stations not included in table ES-6 and instead included on a subsequent blog post?

10. Section 3.19.4.5 - Safety does not describe safety risks for construction workers associated with working deep beneath ground level. Why is their safety not considered in that section? A worker died during construction of a below-ground system in Beacon Hill.

11. For Figure 4.2.5-5 on page 4.2.5-13, why is the height of the elevated guideways along Genesee as rendered in DEL-1a, DEL-1b, and DEL-3 considered potentially appropriate or at all viable? Figure 2-28 mentions a guideway of 150 feet; does the consideration of such a massive structure not necessitate exploring a change of high-capacity transit mode that can better handle hills?

12. The footnote on page 3 of the Executive Summary states that the "Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." Why not wait until the next regional forecast is available as soon as next year to make more accurate ridership projections? Additionally, tables such as 3-6 evaluate "Peak Hour" traffic. Given the above footnote acknowledging that peak no longer exists in the same way, why base projections on "Peak Hour" numbers?

13. The Frye Commerce Center located at 2414 SW Andover St (Sound Transit ROW WS2470) would be demolished under all alternatives as outlined in Appendix L4.1-14. Profits from the Frye Commerce Center fund free admission to the Frye Art Museum on First Hill. Why are the important equity benefits that come with free access to art for marginalized populations not included in the DEIS? If Sound Transit were to demolish the Frye Commerce Center, would the agency be willing to fund the cost of free admission to the Frye Art Museum to maintain equitable access?

14. Table L4.1-6 identifies property in the Chinatown-International District that may be demolished to make way for any of the four Ballard Link Extension alternatives. How is it equitable to consider demolishing small businesses and community spaces in a marginalized neighborhood?

15. Figure ES-2 provides diagrams of how the light rail would connect to West Seattle, passing over Soda and Harbor Island. Why was only a diagram provided for that portion, and not a visualization, as was done for everything west of Harbor Island? What would this part of the line look like?

Please acknowledge receipt of my comments. I eagerly await your review and response.

Thank you,

Conrad Cipoletti

#	Comments	Responses
1	the general inaccessibility of technical planning documents to the public, and that no person could reasonably be expected to respond to the content of all sections of the DEIS	Consistent with National Environmental Policy Act regulations (40 Code of Federal Regulations 1500 to 1508), the WSBLE Draft EIS describes the project in a concise way (considering the highly complex nature of the project) and using plain language. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for more information. Sound Transit also prepared an online readers guide for the WSBLE Draft EIS to help people navigate the document and find more information. The comment period was also extended from the required 45 days to 90 days as a result of public requests to have additional time to review and provide input.
2	Section 4.3.1.8 mentions "some water dependent facilities may not be able to be relocated." It does not consider that non-water dependent arts and cultural facilities at Seattle Center would also likely not be able to be relocated, simply that they "could be difficult to relocate." Why are arts and cultural organizations and spaces that are reliant upon being located at the hub that is Seattle Center not considered facilities that may not be able to be relocated? Even if their respective properties are not acquired for construction, it is unreasonable to assume they could all survive the construction period.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Section 4.3.2.2 describes the No Build alternative as "slowing the rate of denser development in Seattle." Portions of neighborhoods that would be demolished by construction are already dense (Uptown, etc), and their continued densification would be stymied by construction. Given those conditions, why is No Build considered to slow the rate of density in Seattle?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Page 4.3.17-11 describes impacts to Kinnear Park as "at a distance from park amenities;" that the project "would not affect...user experience;" and that "the tunnel portal would remove trees and vegetation from an undeveloped area of the park." Why are the presence of trees and vegetation not themselves considered park amenities? Why is that user experience of enjoying the green space as it exists today considered unaffected? The same holds for alternatives DEL-1a and DEL- 1b that would remove vegetation from Longfellow Creek as described in 4.2.5.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Section 6.1.3 describes the need for high-capacity transit. Why is light rail the only high-capacity transit mode considered in the DEIS, despite being massively over budget? Additionally, sections 6.1.4 and 6.1.5 describe the need for a multi-modal system. Why is light rail the only mode considered for the WSBLE portion of ST3 when a multi-modal system is desired?	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. Please see Section 1.3, Planning History of West Seattle Link Extension Corridor, of the Final EIS for more information on past planning in this corridor.
6	Section 6.1.4 considers "multi-modal connectivity" with an equity lens. Why is the project described as creating "greater transit connectivity for transit-dependent populations" without considering the displacement of existing transit-dependent households from project construction? Why is the project described as something that would unequivocally "reduce the transportation cost burden on disadvantaged populations" without considering the cost paid by those populations in current and existing taxes to Sound Transit?	Please see Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color.
7	Section 6.2.1 claims "the increase in vehicle miles traveled would also result in higher greenhouse gas emissions in comparison to the Build Alternatives." Why is it assumed that, without additional light rail lines, people will drive a vehicle to get around rather than utilize public transportation modes that already exist within the project area? Even more importantly, why is it assumed that vehicle miles traveled would create greenhouse gas emissions higher than those involved in light rail construction? Other than tables like 4.2.6-1, whose numbers I could not verify, where is the evidence to back up that assertion? Chapter 4.2.10 says "the FTA Greenhouse Gas Emissions Estimator was not used;" why wasn't it?	Please see Section 4.6, Air Quality, and Section 4.10, Energy Impacts, of the West Seattle Link Extension Final EIS for updated air quality and energy analyses. As stated in the WSBLE Draft EIS, the Federal Transit Administration's Greenhouse Gas Estimator was not used for the energy analysis in the WSBLE Draft EIS because it did not provide outputs for energy usage. An updated version of this model was released in April 2022 that does provide outputs for energy usage, and this was used for the West Seattle Link Extension Final EIS energy analysis.
8	Section 6.6 - Funding, why is a change in high-capacity transit mode not considered as an option to reduce the affordability gap?	See the response to Comment 5 above.

#	Comments	Responses
9	In Section 6.6 - Displacement of Public Facilities, why is building the project assumed as superior to maintaining the current locations of two large post offices and the Ryerson Bus Base? Project benefits are mentioned throughout the DEIS, but benefits are not mentioned in specific relation to existing public facilities.	Section 6.6, Areas of Controversy and Issues to be Resolved, discusses areas of controversy and issues to be resolved for some WSBLE Draft EIS alternatives. It does not include a conclusion that the project is superior to other resources impacted by these alternatives. Please see Section 4.14, Public Services, Safety, and Security, of the West Seattle Link Extension Final EIS for information on any impacts and benefits to existing public resources. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
10	Section 5.2 states that "when possible, Sound Transit would preserve existing vegetation." Why are additional high-capacity transit modes such as aerial gondola not considered when every light rail alternative involves destruction of green space throughout the project corridor?	Please see the response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
11	Table ES-6 describes construction impacts downtown. First, why does the table not estimate the loss in productivity that would result in such closures?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Additionally, why is the potential discouragement of transit ridership that could come with years of bus reroutes in the transit core and new limits on streetcar use not considered a negative impact to both productivity and greenhouse gas emissions?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Also, Sound Transit cancelled a planned deep First Hill station in 2005. What has changed since that time which makes a deep tunnel adjacent to First Hill viable? Finally, why was the unreasonable platform depth of the new proposed downtown stations not included in table ES-6 and instead included on a subsequent blog post?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	Section 3.19.4.5 - Safety does not describe safety risks for construction workers associated with working deep beneath ground level. Why is their safety not considered in that section? A worker died during construction of a below-ground system in Beacon Hill.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	For Figure 4.2.5-5 on page 4.2.5-13, why is the height of the elevated guideways along Genesee as rendered in DEL-1a, DEL-1b, and DEL-3 considered potentially appropriate or at all viable? Figure 2-28 mentions a guideway of 150 feet; does the consideration of such a massive structure not necessitate exploring a change of high-capacity transit mode that can better handle hills?	Please see the responses to CC2e and CC4.5a in Table 7-1.

#	Comments	Responses
16	The footnote on page 3 of the Executive Summary states that the "Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long- range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." Why not wait until the next regional forecast is available as soon as next year to make more accurate ridership projections? Additionally, tables such as 3-6 evaluate "Peak Hour" traffic. Given the above footnote acknowledging that peak no longer exists in the same way, why base projections on "Peak Hour" numbers?	Please see the response to CC1a in Table 7-1.
17	The Frye Commerce Center located at 2414 SW Andover St (Sound Transit ROW WS2470) would be demolished under all alternatives as outlined in Appendix L4.1-14. Profits from the Frye Commerce Center fund free admission to the Frye Art Museum on First Hill. Why are the important equity benefits that come with free access to art for marginalized populations not included in the DEIS? If Sound Transit were to demolish the Frye Commerce Center, would the agency be willing to fund the cost of free admission to the Frye Art Museum to maintain equitable access?	Please see the response to CC4.1a in Table 7-1. The property owner of Frye Commerce Center would receive compensation for the acquired property and would be free to re-invest that money into another property for the same purpose.
18	Table L4.1-6 identifies property in the Chinatown-International District that may be demolished to make way for any of the four Ballard Link Extension alternatives. How is it equitable to consider demolishing small businesses and community spaces in a marginalized neighborhood?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	Figure ES-2 provides diagrams of how the light rail would connect to West Seattle, passing over Soda and Harbor Island. Why was only a diagram provided for that portion, and not a visualization, as was done for everything west of Harbor Island? What would this part of the line look like?	Please see Section 4.5, Visual and Aesthetic Resources, for a description of the visual analysis methodology and how locations for visual simulations were selected.

Comment Submittal 0792

Communication ID	Name	Email
504889	Cynthia McCamish	mcclan5@comcast.net

Full Communication (4/27/2022)

Hello,

I request my comments below be registered regarding the Draft Environmental Impact Statement for extending light rail to West Seattle and Ballard.

ES.3.1.1.2. Duwamish Segment

The elevated options that will run over top of Pigeon Hill (and not illustrated) will be very unsightly and not appropriate for the height of the hill not to mention the steep climb that will be necessary for the rail cars. For that reason I believe the Northern Crossing DUW-2 option is best.

ES.3.1.1.4. West Seattle Junction Segment

If you must bring light rail to the West Seattle Junction (why wasn't a High Point option offered) one of the tunnel alternatives must be used. The elevated options are too destructive be considered.

Beacon Hill's tunnel works well. We'd prefer tunnel options because is no available land on the peninsula for the large number of residences and businesses that you need to accommodate by relocation.

ES.4 Avoidance, Minimization, and Mitigation Measures

I am wondering how the Master Plan assists West Seattle commuters during construction of this project. It has been proven we need more viable options in and out of West Seattle. How about another low level pivoting bridge from Harbor Ave thru Harbor Island to First Ave almost duplicating what the current low level bridge provides and providing a flow of traffic to SoDo.

Thank you for reading and logging my concerns.

Cynthia McCamish

4601 SW Stevens

Seattle WA 98116

#	Comments	Responses
1	ES.3.1.1.2. Duwamish Segment The elevated options that will run over top of Pigeon Hill (and not illustrated) will be very unsightly and not appropriate for the height of the hill not to mention the steep climb that will be necessary for the rail cars. For that reason I believe the Northern Crossing DUW-2 option is best.	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix N.2, Visual and Aesthetics Technical Report, for visual simulations of views from and of Pigeon Point for Preferred Alternative DUW-1a and Option DUW-1b.
2	ES.3.1.1.4. West Seattle Junction Segment If you must bring light rail to the West Seattle Junction (why wasn't a High Point option offered) one of the tunnel alternatives must be used. The elevated options are too destructive be considered. Beacon Hill's tunnel works well. We'd prefer tunnel options because is no available land on the peninsula for the large number of residences and businesses that you need to accommodate by relocation.	Please see response to CCG2 and CC1c in Table 7-1.

#	Comments	Responses
3	ES.4 Avoidance, Minimization, and Mitigation Measures I am wondering how the Master Plan assists West Seattle commuters during construction of this project. It has been proven we need more viable options in and out of West Seattle. How about another low level pivoting bridge from Harbor Ave thru Harbor Island to First Ave almost duplicating what the current low level bridge provides and providing a flow of traffic to SoDo.	Please see Section 3.11, Construction Impacts, of the Final EIS for more information on roadway closures, detours, and proposed mitigation.

Comment Submittal 0793

Communication ID	Name	Email
504894	Scott Bonjukian	scott.bonjukian@hotmail.com

Full Communication (4/27/2022)

Hello,

My general comments follow.

First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.

Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International DistricUChinatown Station.

Build the system to maximize ridership. Design a good rider experience and ridership should follow.

Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus for long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus for long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.

Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth.

Construction impacts are important but shouldn't solely determine a 100-year investment. It is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.

Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

My station-specific comments follow.

West Seattle Junction - Please move forward with the Medium Tunnel 41st Avenue Station alternative. It is appropriately in the heart of the neighborhood, has the least displacement impacts, and it is relatively affordable. I live nearby and would use this station all the time for shopping, to go to entertainment and recreation designations, and to commute to work. I like how this station is centrally located between multiple grocery stores, existing apartment buildings, and many other

shops and activities. Please avoid further advancement of the Fauntleroy Way elevated station, which has a ridiculous proposal to demolish a newly built multifamily buildings at a very cost and displacing hundreds of residents. The station should also be futureproofed to future extensions to the south, very frequent headways such as less than 2 minutes, and higher passenger loads.

Avalon - I prefer the retained cut alternative of the Avalon station (WSJ-5), because it is the option that fits with the Junction tunnel station, it is the best option for bus transfers (near the corner of Avalon and 35th), and it doesn't require any third part funding. I like that the station would be close to the surface and easy to access. I oppose any notion of cutting this station, since the walkshed would not really overlap with the Junction given the distance and the uncomfortable pedestrian environment of Fauntleroy Way, and the fact that there is a lot of housing and businesses immediately around the proposed location. This station was also promised to the ST3 voters. I would likely also this station a lot because I live nearby. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.

Delridge - The best alternative is Elevated Andover Station Lower Height Alternative (DEL-6). This pairs with the best retained cut Avalon station and it is much cheaper than the preferred alternative. It's not the greatest location, though, and I encourage further study of possible alignments to get the station was close to Delridge Avenue as possible, preferably over the street itself, to ease bus transfers and minimize property takings. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.

Sodo - The best alternative here is a Mixed Profile station (SoDo-2) that avoids demolishing the post office facility and saves the Sodo busway, by moving the station further north. Demolishing the post office is a needless expense and would have major impacts from disrupting an essential public service that supports the Seattle community. Also the pedestrian overpass of 5th Avenue South appears unnecessary, so that use of the post office property appears a low value add. The Sodo busway is an amazing transit facility, and transit-only right-of-way is a rare and precious commodity that needs to be preserved forever. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.

Chinatown-International District - The shallow 4th Avenue alternative (CID-2a) makes the most sense because it has the least community impacts and it integrates well with the surrounding transportation and transit network. Avoid the deep 4th Avenue option because it creates unacceptable passenger movement times between the platform and the surface and transferring between lines; I would personally be very loathe to use any deep station because of the length of time it would take the traverse. I like the idea for an underground community market to create business activity and provide retail and serves to travelers. The shallow 4th Avenue option should be studied for an even shallower option than shown in the drawings, nearly level with the existing station, to make passenger access and transfers easier, faster, and less reliant on mechanical conveyance. Consider placing the station over the existing transit tunnel instead of underneath it, to help achieve a shallower Midtown station adjacent. Passenger transfer limes must be much less than 4.5 minutes. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Midtown -Although I like the idea of utilizing freeway right-of-way and bringing a station as close to First Hill as possible, the 6th Avenue alternative interferes with historic Freeway Park and creates significant complexity with the ongoing project to lid Interstate 5 in this location (more info on City of Seattle website, see 2020 feasibility study: https://www.seattle.gov/opcd/ongoing-initiatives/lid-i- 5-feasibility-study#whatwhy). The 5th Avenue station alternative (DT-2) is superior because it has a more established walkshed with important uses in the area like the central library and it apparently will be a less deep station, but it could be shallower (it appears that being 140' deep or less could allow escalators to be feasible). A more shallow station at Chinatown-International District (see comment above) should help this station become much more shallow, easier to access, and have less reliance on mechanical conveyance systems. Build in ample elevator redundancy and make the elevators connect the surface to the platform as closely and directly as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Westlake - There are development plans on the station site for the 6th Avenue alternative, so the 5th Avenue alternative (DT-1) is really the only way to go. Again, the station needs to be made as shallow as possible to allow easier passenger transfers and less reliance on mechanical conveyance systems. Study ways to improve ease of use and redundancy in elevators and escalators, and find ways to make access and transfers as fast as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Denny - The alternative located at Denny Way and Westlake Avenue (DT-1) is superior and should be selected; the option is shallower and better connected to other transit. I would definitely use this station a lot because of its central location and connection to the Route 8 bus. The station should be studied to be as shallow as possible, in sync with the adjoining stations, and have robust vertical conveyance. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

South Lake Union -The Harrison Street alternative (DT-1) is the less bad option included. But both the alternatives at Harrison Street and Mercer Street bad station locations surrounded by major roads and highways, with almost nothing to walk to or TOD opportunities. I would probably never use this station because it doesn't connect to anything. Explain why a more central station location around the intersection of Westlake Avenue and Republican Street was not studied - and then go back to the drawing board and study a station in that location that actually serves the central core of the South Lake Union neighborhood. I would use a more central station access to South Lake Union Park, MOHAI, and businesses in the area. If sharp turns are needed, there is precedent for that at Westlake Station where trains have to slow down anyway as they approach the station. The South Lake Union station also should be designed as shallow as possible to minimize passenger movement times, and the station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Seattle Center- The Republican Street station alternative (DT-1) is far superior because it is shallower, ii would be easier to passengers to navigate, and ii is much more central to all of the destinations and activities at Seattle Center. I would use this station a lot to access Climate Pledge Arena, the Armory, the Space Needle, and the many events and festivals that take place at Seattle Center. I would be less happy to utilize a station location on Mercer Street, which is on the edge of the campus and involves a very busy and uncomfortable street for pedestrians. I sympathize with concerns raised about potential tenant disruptions at Republication Street, and perhaps one way to mitigate this is by locating the station slightly further east by the International Fountain. Sound Transit should work to mitigate

impacts to arts organizations to the extent possible, but ultimately please look out long-term about what is best for ridership and access over the future life of the system (100 years and more). The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.

Smith Cove - The preferred alternative of Galer Street (SIB-1) makes sense due to the cost advantage and the good connections to the neighborhoods, the major office campus there, and the Elliot Bay Trail. The other station location alternatives have considerable impacts to the Queen Anne greenbelt. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.

Interbay - The Retained Cut 17th Avenue Station (IBB-2a) is the best alternative because it sets up a better connection to Ballard. But also please go back to studying to advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b) and a slimmed down 15th Avenue Elevated Station [IBB- 3]. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.

Ballard - Explain why a central Ballard option (such as on 17th, 20th, or 22nd Avenue) has not been studied. Then, please reopen a study on that option so that a station that actually serves the center of the neighborhood is considered. I would be hesitant to use a 15th Avenue or 14th Avenue station because those stations are nowhere near the restaurants and business that bring me to Ballard. A 15th or 14th Avenue station is as far as away from the heart of Ballard as Pioneer Square is from Westlake. If located in a tunnel at 15th Avenue (IBB-2b), which would be preferred among the two currently, a station entrance must be located on the west side of 15th Avenue. The best Ship Canal Crossing alternative is a fixed-high bridge because it avoids reliability problems that a drawbridge presents. Remove a moveable bridge from consideration. If a taller bridge is not possible due to Coast Guard considerations, then a tunnel is better option that might end up costing the same (e.g. 20th Avenue Station/Thorndyke Tunnel Portal alignment). The Ballard station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.

Thank you,

Scott Bonjukian

3213 Harbor Avenue SW,

Seattle, WA98126

#	Comments	Responses
1	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Build the system to maximize ridership. Design a good rider experience and ridership should follow.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on ridership. Please also see response to CC3a in Table 7.1 in Chapter 7, Comment Summary, of the Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus for long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus for long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. It is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	West Seattle Junction - Please move forward with the Medium Tunnel 41st Avenue Station alternative. It is appropriately in the heart of the neighborhood, has the least displacement impacts, and it is relatively affordable. I live nearby and would use this station all the time for shopping, to go to entertainment and recreation designations, and to commute to work. I like how this station is centrally located between multiple grocery stores, existing apartment buildings, and many other shops and activities.	Please see responses to CCG2 and CC2i in Table 7-1.
8	Please avoid further advancement of the Fauntleroy Way elevated station, which has a ridiculous proposal to demolish a newly built multifamily buildings at a very cost and displacing hundreds of residents. The station should also be futureproofed to future extensions to the south, very frequent headways such as less than 2 minutes, and higher passenger loads.	Please see responses to CC2d and CC4.1b in Table 7-1.

#	Comments	Responses
9	Avalon - I prefer the retained cut alternative of the Avalon station (WSJ-5), because it is the option that fits with the Junction tunnel station, it is the best option for bus transfers (near the corner of Avalon and 35th), and it doesn't require any third part funding. I like that the station would be close to the surface and easy to access. I oppose any notion of cutting this station, since the walkshed would not really overlap with the Junction given the distance and the uncomfortable pedestrian environment of Fauntleroy Way, and the fact that there is a lot of housing and businesses immediately around the proposed location. This station was also promised to the ST3 voters. I would likely also this station a lot because I live nearby. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.	Please see responses to CCG2 and CC2j in Table 7-1.
10	Delridge - The best alternative is Elevated Andover Station Lower Height Alternative (DEL-6). This pairs with the best retained cut Avalon station and it is much cheaper than the preferred alternative. It's not the greatest location, though, and I encourage further study of possible alignments to get the station was close to Delridge Avenue as possible, preferably over the street itself, to ease bus transfers and minimize property takings. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.	Please see response to CCG2 in Table 7-1.
11	Sodo - The best alternative here is a Mixed Profile station (SoDo-2) that avoids demolishing the post office facility and saves the Sodo busway, by moving the station further north. Demolishing the post office is a needless expense and would have major impacts from disrupting an essential public service that supports the Seattle community. Also the pedestrian overpass of 5th Avenue South appears unnecessary, so that use of the post office property appears a low value add. The Sodo busway is an amazing transit facility, and transit-only right-of-way is a rare and precious commodity that needs to be preserved forever. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads.	Please see responses to CCG2 and CC3f in Table 7-1.

#	Comments	Responses
12	Chinatown-International District - The shallow 4th Avenue alternative (CID-2a) makes the most sense because it has the least community impacts and it integrates well with the surrounding transportation and transit network. Avoid the deep 4th Avenue option because it creates unacceptable passenger movement times between the platform and the surface and transferring between lines; I would personally be very loathe to use any deep station because of the length of time it would take the traverse. I like the idea for an underground community market to create business activity and provide retail and serves to travelers. The shallow 4th Avenue option should be studied for an even shallower option than shown in the drawings, nearly level with the existing station, to make passenger access and transfers easier, faster, and less reliant on mechanical conveyance. Consider placing the station over the existing transit tunnel instead of underneath it, to help achieve a shallower Midtown station adjacent. Passenger transfer times must be much less than 4.5 minutes. The station should also be futureproofed to enable future additional lines (such as with stub tunnels}, very frequent headways such as less than 2 minutes, and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Midtown -Although I like the idea of utilizing freeway right-of-way and bringing a station as close to First Hill as possible, the 6th Avenue alternative interferes with historic Freeway Park and creates significant complexity with the ongoing project to lid Interstate 5 in this location (more info on City of Seattle website, see 2020 feasibility study: https://www.seattle.gov/opcd/ongoing- initiatives/lid-i-5-feasibility-study#whatwhy). The 5th Avenue station alternative (DT-2) is superior because it has a more established walkshed with important uses in the area like the central library and it apparently will be a less deep station, but it could be shallower (it appears that being 140' deep or less could allow escalators to be feasible). A more shallow station at Chinatown- International District (see comment above) should help this station become much more shallow, easier to access, and have less reliance on mechanical conveyance systems. Build in ample elevator redundancy and make the elevators connect the surface to the platform as closely and directly as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	Westlake - There are development plans on the station site for the 6th Avenue alternative, so the 5th Avenue alternative (DT-1) is really the only way to go. Again, the station needs to be made as shallow as possible to allow easier passenger transfers and less reliance on mechanical conveyance systems. Study ways to improve ease of use and redundancy in elevators and escalators, and find ways to make access and transfers as fast as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
15	Denny- The alternative located at Denny Way and Westlake Avenue (DT-1) is superior and should be selected; the option is shallower and better connected to other transit. I would definitely use this station a lot because of its central location and connection to the Route 8 bus. The station should be studied to be as shallow as possible, in sync with the adjoining stations, and have robust vertical conveyance. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	South Lake Union -The Harrison Street alternative (DT-1) is the less bad option included. But both the alternatives at Harrison Street and Mercer Street bad station locations surrounded by major roads and highways, with almost nothing to walk to or TOD opportunities. I would probably never use this station because it doesn't connect to anything. Explain why a more central station location around the intersection of Westlake Avenue and Republican Street was not studied - and then go back to the drawing board and study a station in that location that actually serves the central core of the South Lake Union neighborhood. I would use a more central station access to South Lake Union Park, MOHAI, and businesses in the area. If sharp turns are needed, there is precedent for that at Westlake Station where trains have to slow down anyway as they approach the station. The South Lake Union station also should be designed as shallow as possible to minimize passenger movement times, and the station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	Seattle Center - The Republican Street station alternative (DT-1) is far superior because it is shallower, it would be easier to passengers to navigate, and it is much more central to all of the destinations and activities at Seattle Center. I would use this station a lot to access Climate Pledge Arena, the Armory, the Space Needle, and the many events and festivals that take place at Seattle Center. I would be less happy to utilize a station location on Mercer Street, which is on the edge of the campus and involves a very busy and uncomfortable street for pedestrians. I sympathize with concerns raised about potential tenant disruptions at Republication Street, and perhaps one way to mitigate this is by locating the station slightly further east by the International Fountain. Sound Transit should work to mitigate impacts to arts organizations to the extent possible, but ultimately please look out long-term about what is best for ridership and access over the future life of the system (100 years and more). The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
18	Smith Cove-The preferred alternative of Galer Street (SIB-1) makes sense due to the cost advantage and the good connections to the neighborhoods, the major office campus there, and the Elliot Bay Trail. The other station location alternatives have considerable impacts to the Queen Anne greenbelt. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	Interbay - The Retained Cut 17th Avenue Station (IBB-2a) is the best alternative because it sets up a better connection to Ballard. But also please go back to studying to advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3]. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	Ballard - Explain why a central Ballard option (such as on 17th, 20th, or 22nd Avenue) has not been studied. Then, please reopen a study on that option so that a station that actually serves the center of the neighborhood is considered. I would be hesitant to use a 15th Avenue or 14th Avenue station because those stations are nowhere near the restaurants and business that bring me to Ballard. A 15th or 14th Avenue station is as far as away from the heart of Ballard as Pioneer Square is from Westlake.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
21	If located in a tunnel at 15th Avenue (IBB-2b), which would be preferred among the two currently, a station entrance must be located on the west side of 15th Avenue.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
22	The best Ship Canal Crossing alternative is a fixed-high bridge because it avoids reliability problems that a drawbridge presents. Remove a moveable bridge from consideration. If a taller bridge is not possible due to Coast Guard considerations, then a tunnel is better option that might end up costing the same (e.g. 20th Avenue Station/Thorndyke Tunnel Portal alignment). The Ballard station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0794

Communication ID	Name	Email
504959	Melissa Boender	ttboender@hotmail.com

Full Communication (4/27/2022)

To whom it may concern,

My husband and I were both born and raised in West Seattle and have lived here most of our adult life.

We strongly believe that the alternative WSJ-1 should not advance due to its negative impact of increased noise, vibration, shadow and cost, as well as the loss of green space and natural habitats.

We feel that the tunnel alternatives should be advanced with further study to mitigate long term road closures and traffic impacts, as well as lowering the number of displaced homes and businesses.

Thank you for considering these comments. Sincerley,

-Melissa Boender

#	Comments	Responses
1	We strongly believe that the alternative WSJ-1 should not advance due to its negative impact of increased noise, vibration, shadow and cost, as well as the loss of green space and natural habitats. We feel that the tunnel alternatives should be advanced with further study to mitigate long term road closures and traffic impacts, as well as lowering the number of displaced homes and businesses.	Please see response to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see also Section 3.11, Construction Impacts, of the Final EIS for more information on traffic impacts from construction period roadway closures.

Comment Submittal 0795

Communication ID	Name	Email
504973	Robert Stack	stack@nwlink.com; rstack777@gmail.com

Full Communication (4/26/2022)

Dear Sound Transit:

My family and I own over 5 acres of IG land adjacent to Sodo Station which is currently rented to a dozen industrial tenants. Most of them will be displaced with anything that is built. Given this Sodo Station will become a major transfer point in the system, it behooves your agency to build what best will work for mass transit riders, and the neighborhood.

As a major Sodo stakeholders, we have actively participated in ST Board and Committee meetings offering testimony. From those meetings over the last 3 years, we came away with many critiques of your agency's process and lack of transparency. As with past public comments, it's likely these letters from the public will be disregarded in favor of building merely the cheapest set of tracks possible.

When the first Preferred Alternative came out several years ago, it involved tracks to / from West Seattle at elevation. That idea was abandoned to lay tracks at grade with overpasses at Lander and Holgate in theory, to get the Station area closer to foot traffic at S. Lander. Sometime after the first three design iterations were hashed out in public meetings, ST designers came out with completely different designs namely 1a, 1b, and 2 which eluded all initial public comment until offered up in the recent DEIS. Much of the public missed early stage comment opportunity which may have shaped a different Draft design.

In fact, I gathered signatures from owners and tenants of over 5 Million Sq. Ft. of nearby Sodo properties all adamantly opposed to overpasses in their final form and the construction that goes with it. Easy to see lands blocked by overpasses are less desirable. Major business costs will accrue with 2 year detours south to Spokane Street and north to Holgate/Royal Brougham and there's been no assurance these business costs will be reflected in an EIS. Yet Project Manager Cathel Ridge testifies to the Board that he shows "strong support" for those overpass designs. No research was done by ST to ascertain public desires. No Soda BIA members were contacted nor any of my tenants. At another ST Board meeting, we caught Staff handing out , mid-meeting, an altered Agenda with vital comments not made available to the public in time for comment. The altered and deceitful notes became matter of record.

Basic mass transit planning includes reliance on intermodal transfer ability. Eliminating the E-3 Busway is at odds with Metro's desires and counterproductive to better ridership.

The latest plans show virtually no accommodation for parking and awkward access for car, Uber, bus passengers. Successful stations need to accommodate car parking since there is no residential activity in Sodo to provide foot traffic. Why not copy what works like the SeaTac parking garage to enhance ridership? Our properties with bare land for parking have been a vital resource for commuters to downtown (pre-Covid) and especially for relieving parking demand during games and concerts at nearby stadiums. Why not include large parking garage and make it a revenue source? If you continue the absurd notion of "taking" the USPS Terminal Annex Station and Garage, why not make it a parking source for light rail riders? But then you never really asked the Post Office about taking their property who missed this detail?

My early suggestion at a Charrette held years ago was for an all-elevated station at Lander. ST knows how to build elevated track, it eliminates costly and unpopular overpasses and keeps the majority of travelers, trucks and commerce flowing smoothly at ground level. The Soda BIA has correctly commented that current designs will impair for years or kill many Seattle businesses forever with no improvement in mobility for the 90%+ of travelers who still require cars, trucks and bus service.

I could go on but your agency will do what it wants, regardless of what is best for each neighborhood. and it will doom Sodo Station to mediocrity and a low ridership, but moreover, doom the businesses of Soda to massive costs and delays all to serve a small fraction of the traveling public at forever subsidized cost to taxpayers. You could do better.

Robert Stack

Rainier Pacific Co.

2201 Sixth Ave. S.

Seattle WA. 98134

#	Comments	Responses
1	As with past public comments, it's likely these letters from the public will be disregarded in favor of building merely the cheapest set of tracks possible. When the first Preferred Alternative came out several years ago, it involved tracks to/ from West Seattle at elevation. That idea was abandoned to lay tracks at grade with overpasses at Lander and Holgatein theory, to get the Station area closer to foot traffic at S. Lander. Sometime after the first three design iterations were hashed out in public meetings, ST designers came out with completely different designs namely 1a, 1b, and 2 which eluded all initial public comment until offered up in the recent DEIS. Much of the public missed early stage comment opportunity which may have shaped a different Draft design. In fact, I gathered signatures from owners and tenants of over 5 Million Sq. Ft. of nearby Sodo properties all adamantly opposed to overpasses in their final form and the construction that goes with it. Easy to see lands blocked by overpasses are less desirable. Major business costs will accrue with 2 year detours south to Spokane Street and north to Holgate/Royal Brougham and there's been no assurance these business costs will be reflected in an EIS. Yet Project Manager Cathel Ridge testifies to the Board that he shows "strong support" for those overpass designs. No research was done by ST to ascertain public desires. No Sodo BIA members were contacted nor any of my tenants. At another ST Board meeting, we caught Staff handing out, mid-meeting, an altered Agenda with vital comments not made available to the public in time for comment. The altered and deceitful notes became matter of record.	Please see the response to CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for more information.
2	Basic mass transit planning includes reliance on intermodal transfer ability. Eliminating the E-3 Busway is at odds with Metro's desires and counterproductive to better ridership.	Please see the responses to CC3e and CC3f in Table 7-1.
3	The latest plans show virtually no accommodation for parking and awkward access for car, Uber, bus passengers. Successful stations need to accommodate car parking since there is no residential activity in Sodo to provide foot traffic. Why not copy what works like the SeaTac parking garage to enhance ridership? Our properties with bare land for parking have been a vital resource for commuters to downtown (pre-Covid) and especially for relieving parking demand during games and concerts at nearby stadiums. Why not include large parking garage and make it a revenue source ? If you continue the absurd notion of "taking" the USPS Terminal Annex Station and Garage, why not make it a parking source for light rail riders? But then you never really asked the Post Office about taking their property who missed this detail?	Parking is not provided in order to encourage alternative ways to access stations and to encourage transit-oriented/transit-supportive land uses. The Federal Transit Administration and Sound Transit have coordinated with the U.S. Postal Service throughout development of the WSBLE Draft EIS and the West Seattle Link Extension Final EIS.

#	Comments	Responses
4	My early suggestion at a Charrette held years ago was for an all-elevated station at Lander. ST knows how to build elevated track, it eliminates costly and unpopular overpasses and keeps the majority of travelers, trucks and commerce flowing smoothly at ground level. The Sodo BIA has correctly commented that current designs will impair for years or kill many Seattle businesses forever with no improvement in mobility for the 90%+ of travelers who still require cars, trucks and bus service.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, for information on the double elevated alternative in SODO and why it was not carried forward.
5	I could go on but your agency will do what it wants, regardless of what is best for each neighborhood and it will doom Sodo Station to mediocrity and a low ridership, but moreover, doom the businesses of Sodo to massive costs and delays all to serve a small fraction of the traveling public at forever subsidized cost to taxpayers. You could do better.	Your opposition to the project has been noted.

Comment Submittal 0796

Communication ID	Name	Email
504978	Advocacy Active	active_public@emailuser.net

Full Communication (4/26/2022)

Overall:

The West Seattle - Ballard Link Extension must:

1. Integrate with substantially revised public transit (e.g., METRO) schedules to synchronize with future Link schedules and accommodate ridership needs and routes, particularly in underserved areas, and avoid pedestrians crossing major roadways; and,

2. Minimize station sizes and time required for transit riders to arrive at Link boarding platforms.

In addition, the dEIS should

Further study an earlier proposed tunnel alternative frorn an Interbay station near W Dravus St. to either a 20th (preferred) or 17th Avenue NW Ballard Station (via a Thorndyke Portal); and, Conduct assessment(s) for continuing the Downtown Segment's proposed tunnel beyond the Seattle Center and lower Queen Anne and all the way to Ballard, with stations, as planned, at South Interbay (W Galer St.), Interbay (W Dravus St.) and Ballard (15th, 17th or 20th Ave. NW), so as to:

preserve Seattle's open spaces and view corridors; and, avoid material and lengthy traffic delays and disruptions (as well as road closures), construction noise, residential and business displacements, and the resulting significant above-grade infrastructure.

And, in accordance with the Nov. 2020 Ballard Interbay Regional Transit Study, take into account any plans for retrofit and/or reconstruction of the W Dravus (BRG-045 over BNSF railways) and W Emerson (BRG-046) viaducts.

Station-specific:

• W Galer St. (SIB-1) I provides the best access to Seattle's Port and Smith Cove shipping terminals. as well as the whole of South Interbay. The following improvements would address a number of SIB-1 drawbacks:

• a guideway tunnel under Elliott Ave. W;

• an at-grade (alternatively, below-grade) Smith Cove station (to eliminate high-span guideways over existing civil infrastructure, namely the W Galer St. flyover and Magnolia Bridge); and,

• Transit stops located directly at the Smith Cove Station (and west of Elliott) to avoid riders having to cross Elliott Ave. W for transfers and connections.

• 17th Ave. W- retained cut (IBB-2b) I offers best proximity to communities east and west of BNSF railyards. Station location and transit connectivity:

• should not require riders to cross W Dravus St.;

• function as segue to preferred wsble Ship Canal Tunnel enroute to Ballard; and,

• provide emergency access for the Magnolia peninsula in the event of bridge failure.

• 15th Ave. NW-tunnel (IBB-2b) I will best serve Ballard's Urban Village population and medical and historical centers. As a below-grade station, it avoids many of the undesirable attributes of an elevated alternative. However, a more optimal location for the Ballard station is west of 15th Ave.

W. As such, the dEIS should reopen and further study a previously assessed station, specifically, the 20th Ave. NW Tunnel -Thorndyke Portal in view of ST's 2021 re-alignment process due to significantly increased costs in securing rights-of-way and acquiring property rights for elevated alternatives in the dEIS.

#	Comments	Responses
1	Integrate with substantially revised public transit (e.g., METRO) schedules to synchronize with future Link schedules and accommodate ridership needs and routes, particularly in underserved areas, and avoid pedestrians crossing major roadways; and,	Please see responses to CC3a and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Minimize station sizes and time required for transit riders to arrive at Link boarding platforms.	Please see response to CC2f in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Further study an earlier proposed tunnel alternative from an Interbay station near W Dravus St. to either a 20th (preferred) or 17th Avenue NW Ballard Station (via a Thorndyke Portal);	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Conduct assessment(s) for continuing the Downtown Segment's proposed tunnel beyond the Seattle Center and lower Queen Anne and all the way to Ballard, with stations, as planned, at South Interbay (W Galer St.), Interbay (W Dravus St.) and Ballard (15th, 17th or 20th Ave. NW), so as to: preserve Seattle's open spaces and view corridors; and, avoid material and lengthy traffic delays and disruptions (as well as road closures), construction noise, residential and business displacements, and the resulting significant above-grade infrastructure.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	And, in accordance with the Nov. 2020 Ballard Interbay Regional Transit Study, take into account any plans for retrofit and/or reconstruction of the W Dravus (BRG-045 over BNSF railways) and W Emerson (BRG-046) viaducts.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	W Galer St. (SIB-1) I provides the best access to Seattle's Port and Smith Cove shipping terminals, as well as the whole of South Interbay. The following improvements would address a number of SIB-1 drawbacks: • a guideway tunnel under Elliott Ave. W; • an at-grade (alternatively, below- grade) Smith Cove station (to eliminate high-span guideways over existing civil infrastructure, namely the W Galer St. flyover and Magnolia Bridge); and, • Transit stops located directly at the Smith Cove Station (and west of Elliott) to avoid riders having to cross Elliott Ave. W for transfers and connections.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	17th Ave. W- retained cut (IBB-2b) I offers best proximity to communities east and west of BNSF railyards. Station location and transit connectivity: • should not require riders to cross W Dravus St.; function as segue to preferred wsble Ship Canal Tunnel enroute to Ballard; and, • provide emergency access for the Magnolia peninsula in the event of bridge failure. • 15th Ave. NW - tunnel (IBB-2b) I will best serve Ballard's Urban Village population and medical and historical centers. As a below-grade station, it avoids many of the undesirable attributes of an elevated alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0797

Communication ID	Name	Email
505023	Charlie Able	charliemable@gmail.com

Full Communication (4/26/2022)

To Sound Transit and the Board of Directors,

I am a West Seattle resident and member of the Sound Transit Community Advisory Group. I have closely followed the process of ST3 for nearly five years and participated in almost every community event during that period. I am also a member of the West Seattle Bridge Community Task Force and founding member of the EAG Neighborhood Coalition in the Junction.

I greatly appreciate the opportunity to participate in this process, both as a member of the CAG and through the ability to comment on the WSBLE Draft Environmental Impact Statement.

The WSBLE extension offers an incredible opportunity for West Seattle, and I strongly support bringing well-designed public transit to our neighborhoods. As an architect and designer, I believe public transit to be the bedrock of any thriving city and can think of few endeavors more worthy of our time, energy, and resources.

I strongly advise the board to select a long tunnel alignment for the simple reason that it is the single-best option for the future of West Seattle.

• While there are plenty of precedents for above-ground light rail around the country, there are very few cities that utilize such a configuration through the heart of residential neighborhoods.

• Disruption to the current neighborhood fabric through the demolition of existing housing and introduction of 100-plus-foot tall guideways (an inevitable result of the neighborhood's dramatic topography) will be severe.

• It is inevitable that the neighborhoods of West Seattle will continue to grow and density. We do not have arterial boulevards like MLK in south Seattle that can accommodate both light rail and multi-lane traffic. So, any above-ground option proposed by Sound Transit will result in the loss of valuable real estate and act as a deterrent for surrounding development due to the undesirable views and noise.

• As the most recent pricing analyses have shown, the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound Transit projections. I believe the qualitative benefits of this tunnel option far outweighs the negatives and will pay dividends to the neighborhoods of West Seattle for the decades to come.

Please, do not be tempted by quick and easy alternatives whose strongest attribute is cost savings today. Light rail is a generational decision. The options chosen will be in place for decades.

Support and build something the entire community can be proud to pass on to future generations.

Thank you again for this opportunity. I sincerely hope you will take the time to listen to those members of the community who will be impacted the most by this process, as future Sound Transit Riders, potential neighbors to Sound Transit infrastructure, or potential victims of displacement.

All the best, Charlie Able

P. S. The following represents additional commentary related to the DEIS and process.

Delridge Station:

• The options which made it into the DEIS for the Delridge station all severely impact the Delridge neighborhood in

• Loss of single-family homes

• Homes not demolished are in close proximity to 100+ foot tall guideway

• All station options from a walkshed perspective are limited in service to north Delridge rather than the heart of Delridge

• Both Avalon and Junction areas received the benefit of tunnel analysis while no tunnel options were considered in the DEIS for Delridge; this does not appear equitable

Avalon Station:

• The station proximity of the three stations in West Seattle is comparable to the downtown stations, which is the only other location in the sound transit network with this kind of station density, and West Seattle is obviously not as dense (and is never projected to be as dense) as downtown.

• The ridership projections for the Avalon station grossly underperform the other two West Seattle stations and by their own projections would be the station with the lowest ridership in the entire Sound Transit Network.

• More than 2/3 of the projected Avalon walkshed is captured by the Junction or Delridge station walksheds. The Avalon Station lies within the Junction walkshed, making it completely redundant. Sound Transit has also acknowledged that network ridership would not change without the Avalon Station.

• The Avalon Station adds significant cost as well as slows train service, further lowering potential ridership for other stations in the area.

• I would strongly encourage Sound Transit to permanently "postpone" the Avalon Station, shifting all related cost-savings towards a long-tunnel option.

Future Planning:

• Because a public process involving the Seattle Planning Department will not occur until stations and routes are selected, metrics are inherently quantitative and do not receive the discussion and feedback allowing them to also be viewed through a qualitative lens. For example, no part of the process asks which station location works better for future neighborhood planning aspirations.

• Sound Transit has not presented any real vision for what southern expansion of the light rail network would involve. Selection of options if the Junction without understanding how Sound Transit intends to proceed south seems very shortsighted and highly prone to limited expansion options in the future.

220426_DEIS Comments_Charlie Able.pdf

#	Comments	Responses
1	The WSBLE extension offers an incredible opportunity for West Seattle, and I strongly support bringing well-designed public transit to our neighborhoods. As an architect and designer, I believe public transit to be the bedrock of any thriving city and can think of few endeavors more worthy of our time, energy, and resources.	Thank you for expressing support for the West Seattle Link Extension.
2	I strongly advise the board to select a long tunnel alignment for the simple reason that it is the single-best option for the future of West Seattle. • While there are plenty of precedents for above- ground light rail around the country, there are very few cities that utilize such a configuration through the heart of residential neighborhoods. • Disruption to the current neighborhood fabric through the demolition of existing housing and introduction of 100-plus-foot tall guideways (an inevitable result of the neighborhood's dramatic topography) will be severe. • It is inevitable that the neighborhoods of West Seattle will continue to grow and densify. We do not have arterial boulevards like MLK in south Seattle that can accommodate both light rail and multi-lane traffic. So, any above-ground option proposed by Sound Transit will result in the loss of valuable real estate and act as a deterrent for surrounding development due to the undesirable views and noise. • As the most recent pricing analyses have shown, the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound Transit projections. I believe the qualitative benefits of this tunnel option far outweighs the negatives and will pay dividends to the neighborhoods of West Seattle for the decades to come. Please, do not be tempted by quick and easy alternatives whose strongest attribute is cost savings today. Light rail is a generational decision. The options chosen will be in place for decades. Support and build something the entire community can be proud to pass on to future generations.	Please see responses to CCG2, CCG3, CC2c, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
3	Delridge Station: • The options which made it into the DEIS for the Delridge station all severely impact the Delridge neighborhood in o Loss of single-family homes o Homes not demolished are in close proximity to 100+ foot tall guideway o All station options from a walkshed perspective are limited in service to north Delridge rather than the heart of Delridge • Both Avalon and Junction areas received the benefit of tunnel analysis while no tunnel options were considered in the DEIS for Delridge; this does not appear equitable	Please see responses to CC4.4a and CC4.5a in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for more information. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for more information tunnel considerations and alternative development for the Delridge Segment. A tunnel under the Delridge valley was not analyzed due to technical feasibility issues related to the impractical tunnel length and depth that would have been required under the Duwamish Waterway. In order to meet the operation grade requirements for light rail, the tunnel would need to begin in the SODO Segment to be deep enough to go under the Duwamish Waterway at the necessary depth and under the Delridge valley. The tunnel and station would then be over 200 feet deep and have a much greater cost in the West Seattle Junction Segment because of the variation in topography along the corridor in West Seattle. In addition, poor soil conditions in both the SODO and Duwamish segments would require continuous ground improvements along the alignment and require the depth of the tunnel under the Duwamish Waterway to be approximately 300 feet deep to avoid ground improvements in the waterway. These ground improvements would require property acquisition or easements along the length of the tunnel, which could result in greater business displacements.

#	Comments	Responses
4	Avalon Station: • The station proximity of the three stations in West Seattle is comparable to the downtown stations, which is the only other location in the sound transit network with this kind of station density, and West Seattle is obviously not as dense (and is never projected to be as dense) as downtown. • The ridership projections for the Avalon station grossly underperform the other two West Seattle stations and by their own projections would be the station with the lowest ridership in the entire Sound Transit Network. • More than 2/3 of the projected Avalon walkshed is captured by the Junction or Delridge station walksheds. The Avalon Station lies within the Junction walkshed, making it completely redundant. Sound Transit has also acknowledged that network ridership would not change without the Avalon Station. • The Avalon Station adds significant cost as well as slows train service, further lowering potential ridership for other stations in the area. • I would strongly encourage Sound Transit to permanently "postpone" the Avalon Station, shifting all related cost- savings towards a long-tunnel option.	Please see responses to CC2j in Table 7-1.
5	Because a public process involving the Seattle Planning Department will not occur until stations and routes are selected, metrics are inherently quantitative and do not receive the discussion and feedback allowing them to also be viewed through a qualitative lens. For example, no part of the process asks which station location works better for future neighborhood planning aspirations.	Please see Section 4.2, Land Use, of the Final EIS for more information on consistency with approved city plans.
6	Sound Transit has not presented any real vision for what southern expansion of the light rail network would involve. Selection of options if the Junction without understanding how Sound Transit intends to proceed south seems very shortsighted and highly prone to limited expansion options in the future.	Please see response to CC2d in Table 7-1.

Comment Submittal 0798

Communication ID	Name	Email
505652	Anonymous	None provided

Full Communication (4/26/2022)

The West Seattle and Ballard Link will be a great help and opportunity for people moving both ways. It can move people faster and conveniently. It can avoid traffic and delay going home, going work & any other purpose of one's trip.

I am grateful that this will soon be built and can be an ease to one's burden of traveling.

#	Comments	Responses
1	The West Seattle and Ballard Link will be a great help and opportunity for people moving both ways. It can move people faster and conveniently. It can avoid traffic and delay going home, going work & any other purpose of one's trip. I am grateful that this will soon be built and can be an ease to one's burden of traveling.	Thank you for expressing support for the project.

Comment Submittal 0799

Communication ID	Name	Email
505660	Amanda Kim	None provided

Full Communication (4/26/2022)

• Lack of other major languages:

− Tagalog

− Ethiopian languages

− Korean

ENG Comment from Interim tabling_20220427 7.pdf

#	Comments	Responses
1	• Lack of other major languages: Tagalog Ethiopian languages Korean	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on meeting translation and the languages that project materials have been translated into, including Khmer, Somali, and Korean. Language blocks on Sound Transit's notices and literature include Tagalog and Korean. Please also see Appendix F for information on how languages were selected for language blocks and transcreation for the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0800

Communication ID	Name	Email
505661	Amanda B	None provided

Full Communication (4/26/2022)

• Noise

• Displacement

#	Comments	Responses
1	• Noise • Displacement	Please see responses to CC4.1a and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0801

Communication ID:	Name	Email
501921	Taylor Knowles	taylorknowles@gmail.com

Full Communication (4/27/2022)

Regarding the West Seattle Junction station location: I am incredibly excited for light rail to arrive in West Seattle but we cannot gain transit access at the expense of our community identity. The elevated alternatives would completely disrupt the neighborhoods along the alignment in numerous ways, both in the short term, with negative effects of construction, as well as long term, with permanent displacement and visual impacts.

Between the West Seattle Bridge closure and the COVID-19 pandemic, the past few years have brought serious infrastructure frustration, countless business closures, and forced resident displacement to West Seattle. On the heels of all this, selecting an elevated alignment alternative that would potentially displace more than three times the number of residents and businesses as a tunnel alternative , as well as bring several years of surface level construction impacts, would be incredibly onerous on West Seattle residents. Plus, with a spike in employees working from home, daytime construction noise would be more impactful than ever.

Please consider this comment a strong vote in support of seeking partner funding and moving forward with Alternative WSJ-3a.

#	Comments	Responses
1	I am incredibly excited for light rail to arrive in West Seattle but we cannot gain transit access at the expense of our community identity. The elevated alternatives would completely disrupt the neighborhoods along the alignment in numerous ways, both in the short term, with negative effects of construction, as well as long term, with permanent displacement and visual impacts. Between the West Seattle Bridge closure and the COVID-19 pandemic, the past few years have brought serious infrastructure frustration, countless business closures, and forced resident displacement to West Seattle. On the heels of all this, selecting an elevated alignment alternative that would potentially displace more than three times the number of residents and businesses as a tunnel alternative , as well as bring several years of surface level construction impacts, would be incredibly onerous on West Seattle residents. Plus, with a spike in employees working from home, daytime construction noise would be more impactful than ever. Please consider this comment a strong vote in support of seeking partner funding and moving forward with Alternative WSJ-3a.	Please see responses to CCG2, CC4.1b, CC4.4a, CC4.7a, and CC5b in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0802

Communication ID:	Name	Email
501932	Brian Ruff	ruffseven@yahoo.com

Full Communication (4/27/2022)

Regarding the West Seattle Extension:

- The Avalon station is unnecessary and should be deleted from the preferred alternative plan. Its deletion would allow a lower elevation for the Delridge station. thereby saving costs and increasing accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations.
- The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe). Please ensure that access to the bridge via Delridge is kept open during construction!
- I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Heights.

#	Comments	Responses
1	The Avalon station is unnecessary and should be deleted from the preferred alternative plan. Its deletion would allow a lower elevation for the Delridge station, thereby saving costs and increasing accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations.	Please see response to CC2j in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe). Please ensure that access to the bridge via Delridge is kept open during construction!	Please see responses to CC1c, CC3a, and CCEJ1in Table 7-1. Please see the following sections of the West Seattle Link Extension Final EIS: Section 4.4, Social Resources, Community Facilities, and Neighborhoods, for more information on social resources, including the deli-mart, and Section 3.11, Construction Impacts, for more information on construction related road closures.
3	I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Height	Please see response to CCG2 in Table 7-1.

Comment Submittal 0803

Communication ID:	Name	Email
501933	Karen Corsica	kcorsica@comcast.net

Full Communication (4/27/2022)

I've lived in West Seattle since 2004 and I fully support adding light rail to our community. However, elevated solutions are both an eye sore and displace too many businesses and residents. I am writing to advocate for underground solutions as so many other communities have. If I read this correctly, I believe underground solutions require third party funding. My question is: in other communities where tunnels are used, did those also require third party funding? It's been tough these last two years of the WS bridge being down to not feel like second class citizens. The city has done a terrible job managing this disastrous situation. Please help WS residents feel their lives matter and prioritize a solution that is least disruptive to our community and find the funding. Thank you.

#	Comments	Responses
1	I've lived in West Seattle since 2004 and I fully support adding light rail to our community.	Thank you for expressing support for the West Seattle Link Extension.
2	elevated solutions are both an eye sore and displace too many businesses and residents. I am writing to advocate for underground solutions as so many other communities have. If I read this correctly, I believe underground solutions require third party funding. My question is: in other communities where tunnels are used, did those also require third party funding? It's been tough these last two years of the WS bridge being down to not feel like second class citizens. The city has done a terrible job managing this disastrous situation. Please help WS residents feel their lives matter and prioritize a solution that is least disruptive to our community and find the funding.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0804

Communication ID:	Name	Email
501938	Lisa Zerkowitz	asilzerk@comcast.net

Full Communication (4/27/2022)

1. The best long-term option for West Seattle is to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). This option is the only one that will alleviate significant and irreversible impacts on the neighborhoods and environment that is in the path and around the proposed light rail.
2. I fully support the removal of the Avalon Station. The cost savings in doing so can help support the costs of the long tunnel. Additionally, the need to purchase properties will be decreased, also allowing extra funds to migrate towards a long tunnel. An Avalon Station would be so close to the Junction Station, and with only 1200 riders projected, it seems like a waste when removing it could shift funding towards a rail line that would be immensely less impactful on residents, businesses, and the natural environment. And yet it would still serve the community. Residents in and around Avalon can walk to the Junction station easily - if you look around this community, lots of folks are walking to Trader Joe's, Whole Foods, and the gym. For those that cannot walk, buses go there as well. Community members who are on the East side of Avalon Way can easily access the Delridge Station. Our city is so hyper focused on bike lanes and removing vehicles, we should also be encouraging those who can walk, to walk. If Avalon cannot be removed, then it should be an underground station, otherwise this location at the entrance to West Seattle will be greatly compromised.
3. I believe the Delridge station closest to Nucor is problematic. It seems like a poor walk shed and wouldn't allow for transit-orientated development so close to the steel mill and the city/state building nearby that has offices for the foster care system. It also seems like a poor location for buses to terminate. DEL-2a or DEL-4 appear to be more user-friendly locations and it is ideal to have a lower guideway for folks who live and work adjacent to this area.
4. Please study additional long tunnel alternatives. Perhaps with the removal of Avalon Station, and less property acquisition, a long tunnel might not require 3rd party funding. Property values continue to increase each month, so that is also a barrier to going above ground. Perhaps the Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel East of Avalon would allow lower guideway and cost savings. And finally, the Pigeon Point Tunnel alternative (appendix M) would place the Delridge station in a better location and reduce property acquisition costs.

#	Comments	Responses
1	The best long-term option for West Seattle is to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). This option is the only one that will alleviate significant and irreversible impacts on the neighborhoods and environment that is in the path and around the proposed light rail.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I fully support the removal of the Avalon Station. The cost savings in doing so can help support the costs of the long tunnel. Additionally, the need to purchase properties will be decreased, also allowing extra funds to migrate towards a long tunnel. An Avalon Station would be so close to the Junction Station, and with only 1200 riders projected, it seems like a waste when removing it could shift funding towards a rail line that would be immensely less impactful on residents, businesses, and the natural environment. And yet it would still serve the community. Residents in and around Avalon can walk to the Junction station easily - if you look around this community, lots of folks are walking to Trader Joe's, Whole Foods, and the gym. For those that cannot walk, buses go there as well. Community members who are on the East side of Avalon Way can easily access the Delridge Station. Our city is so hyper focused on bike lanes and removing vehicles, we should also be encouraging those who can walk, to walk. If Avalon cannot be removed, then it should be an underground station, otherwise this location at the entrance to West Seattle will be greatly compromised.	Please see response to CC2j in Table 7-1.

#	Comments	Responses
3	I believe the Delridge station closest to Nucor is problematic. It seems like a poor walk shed and wouldn't allow for transit-orientated development so close to the steel mill and the city/state building nearby that has offices for the foster care system. It also seems like a poor location for buses to terminate. DEL-2a or DEL-4 appear to be more user-friendly locations and it is ideal to have a lower guideway for folks who live and work adjacent to this area.	Please see response to CCG2 in Table 7-1. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for more information on transit access to the Delridge Station, and Section 4.2, Land Use, for more information on transit-oriented development.
4	Please study additional long tunnel alternatives. Perhaps with the removal of Avalon Station, and less property acquisition, a long tunnel might not require 3rd party funding. Property values continue to increase each month, so that is also a barrier to going above ground. Perhaps the Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel East of Avalon would allow lower guideway and cost savings. And finally, the Pigeon Point Tunnel alternative (appendix M) would place the Delridge station in a better location and reduce property acquisition costs.	Please see responses to CCG2, CC2c, and CC2h in Table 7-1.

Comment Submittal 0805

Communication ID:	Name	Email
501942	Timothy Wright	t.max.wright@gmail.com

Full Communication (4/27/2022)

I am a resident of the Avalon neighborhood in West Seattle. I think that the light rail between Delridge station and Avalon station should utilize a tunnel. This is important to maintain the walkability of the region and ensure future development. There are few examples of modern transit systems that are building elevated lines through residential areas, because it ultimately reduces future opportunities and restricts mobility.

Also, Andover station (Del 5 and Del 6) is badly designed and should not merit further examination.

It is poorly places compared to the other options in Delridge.

#	Comments	Responses
1	I am a resident of the Avalon neighborhood in West Seattle. I think that the light rail between Delridge station and Avalon station should utilize a tunnel. This is important to maintain the walkability of the region and ensure future development. There are few examples of modern transit systems that are building elevated lines through residential areas, because it ultimately reduces future opportunities and restricts mobility. Also, Andover station (Del 5 and Del 6) is badly designed and should not merit further examination. It is poorly places compared to the other options in Delridge.	Please see responses to CCG2 and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the Final EIS for information on alternatives development. Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the Final EIS also includes additional information on alternatives development, including other tunnel alternatives and why they were not carried forward.

Comment Submittal 0806

Communication ID:	Name	Email
501951	Mary Tran	maryetran1994@gmail.com

Full Communication (4/27/2022)

I am always an advocate for extending public transit. Seattle really has the potential to be like the BART or METRO. However, many businesses, majority are BIPOC small owned business, will be impacted by this decision. What is the city doing to ensure that one of our more diverse neighborhoods in King County are not financially impacted by this decision. The businesses that are being demolished for this transit build, are they going to be provided new spaces for business (without putting money from their own pockets?). Is the health of the people being considered provided that the construction will impact air quality? I'm unsure if equity was really examined, at least for BIPOC folx, during the planning of this transit expansion. I hope that further thought is being addressed after reading this comment.

#	Comments	Responses
1	I am always an advocate for extending public transit. Seattle really has the potential to be like the BART or METRO. However, many businesses, majority are BIPOC small owned business, will be impacted by this decision. What is the city doing to ensure that one of our more diverse neighborhoods in King County are not financially impacted by this decision. The businesses that are being demolished for this transit build, are they going to be provided new spaces for business (without putting money from their own pockets?). Is the health of the people being considered provided that the construction will impact air quality? I'm unsure if equity was really examined, at least for BIPOC folx, during the planning of this transit expansion. I hope that further thought is being addressed after reading this comment.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0807

Communication ID:	Name	Email
501961	Shannon Saulter	saulter.shannon@gmail.com

Full Communication (4/27/2022)

Thank you for opening up the floor to comments. As a West Seattle neighbor who is at risk of displacement, my comment is to spare the Avalon Way station's construction and instead consider that area already bustling with the West Seattle bridge and bus use. If it is not completely necessary, please consider the cost savings to do away with the Avalon station and plenty a bus route can compensate. While most neighborhoods that have a stop only have one, surely West Seattle can suffice with two. My family and I have established our roots in this community and in the neighborhood school and have saved for many years to obtain a forever home. This home will celebrate its centennial in less than a decade. A tidbit that-in a time of forward planning-deserves its acknowledgement; to celebrate and cultivate what has lasted the test of time; to ponder the perch from where our home sits, with Mt. Rainier popping up from the skyline, Delridge and down and uphill away and downtown lighting up the evening sky. What would happen to our mature cherry trees that line both sides of the street along Genesee? Thank you for listening. While your team's projects are highly complicated and technical, please consider this comment as an opt to simplify.

#	Comments	Responses
1	my comment is to spare the Avalon Way station's construction and instead consider that area already bustling with the West Seattle bridge and bus use. If it is not completely necessary, please consider the cost savings to do away with the Avalon station and plenty a bus route can compensate. While most neighborhoods that have a stop only have one, surely West Seattle can suffice with two. My family and I have established our roots in this community and in the neighborhood school and have saved for many years to obtain a forever home. This home will celebrate its centennial in less than a decade. A tidbit that-in a time of forward planning-deserves its acknowledgement; to celebrate and cultivate what has lasted the test of time; to ponder the perch from where our home sits, with Mt. Rainier popping up from the skyline, Delridge and down and uphill away and downtown lighting up the evening sky.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	What would happen to our mature cherry trees that line both sides of the street along Genesee?	Please see response to CC4.9a in Table 7-1.

Comment Submittal 0808

Communication ID:	Name	Email
501978	Nikkie Jabro	kristina.jabro@gmail.com

Full Communication (4/27/2022)

Light rail is needed in West Seattle, however deplacement of people, apartments, condos, businesses, etc. is not. A tunnel would be much preferred over an above ground and worse - elevated train.

SW Avalon Way would especially suffer since it is lined with apartments and condos, some of which are fairly affordable with easy access to the rest of the city. Most of these apartments and condos include underground parking which is so hard to come by in new builds.

I can only foresee if we did anything but a tunnel, it would cause more harm in the long-term.

#	Comments	Responses
1	Light rail is needed in West Seattle, however deplacement of people, apartments, condos, businesses, etc. is not. A tunnel would be much preferred over an above ground and worse - elevated train. SW Avalon Way would especially suffer since it is lined with apartments and condos, some of which are fairly affordable with easy access to the rest of the city. Most of these apartments and condos include underground parking which is so hard to come by in new builds. I can only foresee if we did anything but a tunnel, it would cause more harm in the long-term.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0809

Communication ID:	Name	Email
501984	ANNE Noonan	noonanderson@comcast.net

Full Communication (4/27/2022)

I am very concerned about the effect of Del 5 and Del 6 on Transitional Resources.

That organization needs to operate as a campus, just as many hospitals do. If the three buildings can remain operating together TR can continue their great work for the community.

Please consider their circumstances in your design plans. Thank you.

#	Comments	Responses
1	I am very concerned about the effect of Del 5 and Del 6 on Transitional Resources. That organization needs to operate as a campus, just as many hospitals do. If the three buildings can remain operating together TR can continue their great work for the community. Please consider their circumstances in your design plans. Thank you.	Please see response CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0810

Communication ID:	Name	Email
501990	Bryan Green	greenbryanp@gmail.com

Full Communication (4/27/2022)

In Ballard: prefer 14th Ave Tunnel option [IBB-2a]

In Smith Cove: South Interbay Segment - Prospect Street Station/ Central Interbay Alternative [SIB-3]

Downtown: 5th/Harrison [DT-1]

In CID [CID-1b]

In Socio: choose the Mixed Profile Station [SoDo-2]

In West Seattle, Avalon, and Delridge: Build WSJ-5 with a South Crossing Alternative These have the least effects on residents who will be utilizing the transportation the most

#	Comments	Responses
1	In Ballard: prefer 14th Ave Tunnel option [IBB-2a]	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	In Smith Cove: South Interbay Segment - Prospect Street Station/ Central Interbay Alternative [SIB- 3]	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Downtown: 5th/Harrison [DT-1]	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	In CID: [CID-1b]	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	In Sodo: choose the Mixed Profile Station [SoDo-2]	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
6	In West Seattle, Avalon, and Delridge: Build WSJ-5 with a South Crossing Alternative	Please see response to CCG2 in Table 7-1.

Comment Submittal 0811

Communication ID:	Name	Email
501992	Pearl Dubry	pearldubry@comcast.net

Full Communication (4/27/2022)

I do not approve of light rail as I think it will destroy too many neighborhoods. I believe improved transit system would serve the area better. I also do not think 3 stations or elevated track should be considered.

#	Comments	Responses
1	I do not approve of light rail as I think it will destroy too many neighborhoods. I believe improved transit system would serve the area better. I also do not think 3 stations or elevated track should be considered.	Your opposition to the project is noted. Please see response to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail, and further information on mode has been added to Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS.

Comment Submittal 0812

Communication ID:	Name	Email
502004	Rachel Tanner	rlinneag@yahoo.com

Full Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. As a parent of a preschooler, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. Quality child care is already difficult to find, which has been worsened by the pandemic. While I am excited about the expansion and support mass transit efforts the last thing we should be doing is displacing child care programs that provide this type of high-quality early learning opportunities our children and parents desperately need. This is one of the best and most affordably preschools in the area. The cost of the relocation would drive up the tuition cost and make it unaffordable for many families and leave us without care.. Please consider all other alternatives.

#	Comments	Responses
1	I am commenting regarding the Delridge segment of the West Seattle Link extension. As a parent of a preschooler, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. Quality child care is already difficult to find, which has been worsened by the pandemic. While I am excited about the expansion and support mass transit efforts the last thing we should be doing is displacing child care programs that provide this type of high-quality early learning opportunities our children and parents desperately need. This is one of the best and most affordably preschools in the area. The cost of the relocation would drive up the tuition cost and make it unaffordable for many families and leave us without care.. Please consider all other alternatives.	Please see response to CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0813

Communication ID:	Name	Email
502012	Emrys Harper	emryshp@gmail.com

Full Communication (4/27/2022)

ES.3.1.1.1. SODO Segment: Choose Mixed Profile Station [SoDo-2) and study siting further north at the existing SoDo Station location to avoid costly post office taking.

ES.3.1.1.3. Delridge Segment: Study improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5).

ES.3.1.1.4. West Seattle Junction Segment: Prefer Medium Tunnel 41st Avenue Station [WSJ-5), but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

ES.3.1.2.2. Chinatown/International District Segment: Prefer 4th Avenue Shallow Alternative (CID- 1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.

ES.3.1.2.3. Downtown Segment: 5th Avenue Station [DT-1). Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Westlake Avenue Station [DT-1). Update vertical conveyances and aim shallower. Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

ES.3.1.2.4 South Interbay Segment: Preferred Galer Street Station [SI8-1).

ES.3.1.2.5. Interbay/8allard Segment: Advance and refine Thorndyke Retained Cut [I88-2a/I88- 2b) and a slimmed down 15th Avenue Elevated Station [188-3). Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

#	Comments	Responses
1	ES.3.1.1.1. SODO Segment: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	ES.3.1.1.3. Delridge Segment: Study improved DEL-6 options that are compatible with the Medium 41stAvenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
3	West Seattle Junction Segment: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings	Please see response to CCG2 in Table 7-1.
4	Chinatown/International District Segment: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	Downtown Segment: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	South Interbay Segment: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Interbay/Ballard Segment: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [188-3]. Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Jettison the moveable bridge.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0814

Communication ID:	Name	Email
502013	David Shorten	shortenda@gmail.com

Full Communication (4/27/2022)

I think sound transit should prioritize transit quality, location (e.g., I'd prefer the more western alignment in Ballard), and time to completion over business impacts, in particular wrt to station depth, distance between stations, and cut and cover vs tunneling. Additionally, the existing at grade light rail is miserable, we should never build like that again.

#	Comments	Responses
1	I think sound transit should prioritize transit quality, location (e.g., I'd prefer the more western alignment in Ballard), and time to completion over business impacts, in particular wrt to station depth, distance between stations, and cut and cover vs tunneling. Additionally, the existing at grade light rail is miserable, we should never build like that again.	Please see responses to CCG3, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit continues to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0815

Communication ID:	Name	Email
502025	Linda Seltzer	lseltzer@alumni.princeton.edu

Full Communication (4/27/2022)

I hope that you will keep tourism and day trips in mind and design bus routes to stop at beaches during the summer and at large city or county parks. This also includes waterfront restaurant areas. People need transit to leisure activities, not just work and shopping, especially the ability to take children to beaches and parks when they live in an apartment.

#	Comments	Responses
1	I hope that you will keep tourism and day trips in mind and design bus routes to stop at beaches during the summer and at large city or county parks. This also includes waterfront restaurant areas. People need transit to leisure activities, not just work and shopping, especially the ability to take children to beaches and parks when they live in an apartment.	Thank you for your comment; however, this is beyond the scope of the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 0816

Communication ID:	Name	Email
502030	Christa Zinke	czinke@zagmail.gonzaga.edu

Full Communication (4/27/2022)

Regarding the West Seattle Extension:

- The Avalon station is an unnecessary expense that should be removed from the preferred alternative plan. This would allow for the lowering of the Delridge station. A lowered Delridge station decreases not only the costs, but allows for greater accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations.
- The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe). Please ensure that access to the bridge via Delridge is kept open during construction!
- I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwestVashon ferry/Arbor Heights.

#	Comments	Responses
1	The Avalon station is an unnecessary expense that should be removed from the preferred alternative plan. This would allow for the lowering of the Delridge station. A lowered Delridge station decreases not only the costs, but allows for greater accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations.	Please see responses to CC2j and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe).	Please see responses to CCG2, CC2d, and CCEJ1 in Table 7-1.
3	Please ensure that access to the bridge via Delridge is kept open during construction!	Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for information on construction road closures.
4	I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Heights.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0817

Communication ID:	Name	Email
502037	Chris Porter	clporter11@mac.com

Full Communication (4/27/2022)

It is not abundantly clear which communities will undergo the greater impact. to bring light rail to West Seattle. There is still tremendous concern about habitat, and riparian intrusion to get this to wrk, as will as tree mitigation. Like Ballard, West Seattle has a abundant tee canopy. Also, what is the most significant impact on salmon waterways. The Duwamish river is a reminder to us all what happens when the environment is ignored, but being thoughtful about and honest about the true environmental impact is important. The district that is impacted by light railing advancing to Wes Seattle has requested an impact study of a gondola - the is just one example of the community concern around light rail in and out of West Seattle. Also, is there true equity in service, that is to say do communities of color have a similar level of access to light rail, and have we not overburden these communities with the impact to bring light rail to West Seattle.

#	Comments	Responses
1	It is not abundantly clear which communities will undergo the greater impact. to bring light rail to West Seattle. There is still tremendous concern about habitat, and riparian intrusion to get this to wrk, as will as tree mitigation. Like Ballard, West Seattle has a abundant tee canopy. Also, what is the most significant impact on salmon waterways. The Duwamish river is a reminder to us all what happens when the environment is ignored, but being thoughtful about and honest about the true environmental impact is important.	Please see response to CC4.9a and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, for more information on ecosystem impacts and proposed mitigation.
2	The district that is impacted by light railing advancing to Wes Seattle has requested an impact study of a gondola - the is just one example of the community concern around light rail in and out of West Seattle. Also, is there true equity in service, that is to say do communities of color have a similar level of access to light rail, and have we not overburden these communities with the impact to bring light rail to West Seattle.	Please see response to CC2g in Table 7-1. Please see Appendix G, Environmental Justice, for information on impacts and benefits to low-income populations and communities of color.

Comment Submittal 0818

Communication ID:	Name	Email
502045	Kimberly Decker	kimberly_malone@outlook.com

Full Communication (4/27/2022)

I think this is an excellent plan - please proceed with speed! Do not consider additional amendments to the current plan that will delay progress.

#	Comments	Responses
1	I think this is an excellent plan - please proceed with speed! Do not consider additional amendments to the current plan that will delay progress.	Thank you for expressing support for the project. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0819

Communication ID:	Name	Email
502050	Karin Bauer	bauer.karinm@gmail.com

Full Communication (4/27/2022)

I prefer DEL-2a or DEL-1a that routes the line on the south edge of SW Genesee St (i.e. through the golf course).

#	Comments	Responses
1	I prefer DEL-2a or DEL-1a that routes the line on the south edge of SW Genesee St (i.e. through the golf course).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0820

Communication ID:	Name	Email
502069	Michelle Nelson	shellienelsondesigns@msn.com

Full Communication (4/27/2022)

Hi,

As a resident of over 20 years on 42nd Ave SW, I feel if you are NOT going to give West Seattle a tunnel, you must have your elevated stations on a main arterial like Fauntleroy Way and/or Delridge. PLEASE do not disrupt our beautiful neighborhoods with UGLY, ELEVATED CONCRETE STRUCTURES! That is not acceptable! We want a TUNNEL! We deserve a TUNNEL. The environmental impact on our city neighborhoods should be kept to a minimal. Our homes and properties should be kept intact. You have taken away everything that makes this city functional.

Please don't take away our neighborhoods. Sincerely,

Michelle Nelson

#	Comments	Responses
1	As a resident of over 20 years on 42nd Ave SW, I feel if you are NOT going to give West Seattle a tunnel, you must have your elevated stations on a main arterial like Fauntleroy Way and/or Delridge. PLEASE do not disrupt our beautiful neighborhoods with UGLY, ELEVATED CONCRETE STRUCTURES! That is not acceptable! We want a TUNNEL! We deserve a TUNNEL. The environmental impact on our city neighborhoods should be kept to a minimal. Our homes and properties should be kept intact. You have taken away everything that makes this city functional. Please don't take away our neighborhoods.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0821

Communication ID:	Name	Email
502074	Suzanne Tedesko	zoons4@gmail.com

Full Communication (4/27/2022)

The short tunnel, 41st Avenue Station is my preference. I strongly favor one of the tunnel options. Every other comparable Seattle neighborhood has built light rail underground. An elevated rail system would bring unwanted noise and ugliness and totally and unnecessarily degrade what is now a very nice residential family neighborhood. The option also would appear to have the least impact on existing businesses and homes.

Thank you, Suzanne Tedesko

#	Comments	Responses
1	The short tunnel, 41st Avenue Station is my preference. I strongly favor one of the tunnel options. Every other comparable Seattle neighborhood has built light rail underground. An elevated rail system would bring unwanted noise and ugliness and totally and unnecessarily degrade what is now a very nice residential family neighborhood. The option also would appear to have the least impact on existing businesses and homes.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0822

Communication ID:	Name	Email
502079	Linda Rieland	lindacwa@aol.com

Full Communication (4/27/2022)

The current trains in use are horribly uncomfortable for children and short people! These were clearly designed by men and they have not been able to think of anyone else but their own needs.

The trains in Switzerland and Italy are wonderful, why can't our trains be designed after those? For God's sake FIX the seating!

#	Comments	Responses
1	The current trains in use are horribly uncomfortable for children and short people' These were clearly designed by men and they have not been able to think of anyone else but their own needs. The trains in Switzerland and Italy are wonderful, why can't our trains be designed after those? For God's sake FIX the seating!	Thank you for your comment; however, this is beyond the scope of the project.

Comment Submittal 0823

Communication ID:	Name	Email
502089	jacqueline koch	jacqueline@waptus.com

Full Communication (4/27/2022)

I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. We need these facilities and services now more than ever.

Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed.

While we desperately need rail, these options are not viable options for our community

#	Comments	Responses
1	I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. We need these facilities and services now more than ever. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. While we desperately need rail, these options are not viable options for our community	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0824

Communication ID:	Name	Email
502137	Gregory Moy	gmoy_17@gmail.com

Full Communication (4/27/2022)

I oppose the station options as they currently exist. The EIS must include and prioritize plans that minimize disruptions to existing homes, businesses, and cultural hubs.

#	Comments	Responses
1	I oppose the station options as they currently exist. The EIS must include and prioritize plans that minimize disruptions to existing homes, businesses, and cultural hubs.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0825

Communication ID:	Name	Email
502144	Ben Antonius	ben.antonius@gmail.com; ben@dnda.org

Full Communication (4/27/2022)

For the Delridge Segment, we encourage you to choose the Dakota Street Station Lower Height (DEL-2a) or Delridge Way Station Lower Height (DEL-4). My priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. Impact on this creek should be avoided at all costs.

In contrast, the loss of "parkland" on the south side of Genesee is from the West Seattle Golf Course, which has neither environmental nor local community benefit. Indeed, golf courses are of such low environmental value that any mitigation for impacts to the course might actually be a net ecological gain. The discussed impacts on rendering the golf course "less desirable" to play are wildly inconsequential in comparison to effects on a salmonid-bearing stream and are costs that would anyway be borne by the most privileged members of society who can afford to pay exorbitant prices for access to a private (yet subsidized) city park.

As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Despite being labeled a Delridge station, the station options are all so far north as to be in the walkshed of only a small fraction of the Delridge community. As a result, usage of this station will be highly dependent on intermodal transit from Central and South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should provide an accessible transfer experience, inclusive of transit riders of all abilities.

For similar reasons as stated above, the Andover Street Station options should be excluded entirely -- as it is scarcely in the Delridge neighborhood at all and serves virtually nobody in the community.

The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.

We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership.

There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts.

In International District, my priority is simply to avoid any deep bore stations that will be dependent on elevators and lengthen the time to access the station. Thus, the shallow cut-and-cover options should be the priority.

#	Comments	Responses
1	For the Delridge Segment, we encourage you to choose the Dakota Street Station Lower Height (DEL-2a) or Delridge Way Station Lower Height (DEL-4). My priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. Impact on this creek should be avoided at all costs. In contrast, the loss of "parkland" on the south side of Genesee is from the West Seattle Golf Course, which has neither environmental nor local community benefit. Indeed, golf courses are of such low environmental value that any mitigation for impacts to the course might actually be a net ecological gain. The discussed impacts on rendering the golf course "less desirable" to play are wildly inconsequential in comparison to effects on a salmonid-bearing stream and are costs that would anyway be borne by the most privileged members of society who can afford to pay exorbitant prices for access to a private (yet subsidized) city park.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, for more information on ecosystem impacts and proposed mitigation.

#	Comments	Responses
2	As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Despite being labeled a Delridge station, the station options are all so far north as to be in the walkshed of only a small fraction of the Delridge community. As a result, usage of this station will be highly dependent on intermodal transit from Central and South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should provide an accessible transfer experience, inclusive of transit riders of all abilities.	Please see responses to CCEJ1 and CCEJ2 in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
3	As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Despite being labeled a Delridge station, the station options are all so far north as to be in the walkshed of only a small fraction of the Delridge community. As a result, usage of this station will be highly dependent on intermodal transit from Central and South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should provide an accessible transfer experience, inclusive of transit riders of all abilities. For similar reasons as stated above, the Andover Street Station options should be excluded entirely -- as it is scarcely in the Delridge neighborhood at all and serves virtually nobody in the community. The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.	Please see responses to CCG2 and CC3a in Table 7-1.
4	We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership.	Please see response to CC3b in Table 7-1.
5	There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts.	See Section 4.9, Ecosystems, for more information on ecosystem impacts and proposed mitigation. Where possible, Sound Transit avoids and minimizes impacts. Where adverse impacts cannot be avoided, the Final EIS identifies potential mitigation measures to mitigate the impacts. The mitigation measures will be refined through final design and permitting.
6	In International District, my priority is simply to avoid any deep bore stations that will be dependent on elevators and lengthen the time to access the station. Thus, the shallow cut-and-cover options should be the priority.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0826

Communication ID:	Name	Email
502162	Henry PAN	henrypan_1@gmail.com

Full Communication (4/27/2022)

You got to do a better evaluation works!

#	Comments	Responses
1	You got to do a better evaluation works!	Please see responses to CCG1 and CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0827

Communication ID:	Name	Email
502173	Tanya Hurst	TanyaHurst@gmail.com

Full Communication (4/27/2022)

I support the no build alternative' What was voted on in 2016 does not apply now. We do not need loss of business and housing and building would sadly eliminate so much of the West Seattle area we know and love. No more building of light rail or tunnels in West Seattle.

#	Comments	Responses
1	I support the no build alternative' What was voted on in 2016 does not apply now. We do not need loss of business and housing and building would sadly eliminate so much of the West Seattle area we know and love. No more building of light rail or tunnels in West Seattle.	Your opposition to the project is noted. Please see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0828

Communication ID:	Name	Email
502175	Andrea Bennett	bennetts10@comcast.net

Full Communication (4/27/2022)

Thanks for reviewing the following: 1. In a perfect world everyone would take the light rail. But although I have a car and can easily get to the light rail, my elderly neighbors do not. And my neighbors with small children need to use a stroller. It is much, much easier for them to take one bus (such as for example, the 522. But it no longer goes downtown - why? it stops at Roosevelt Station now. I'm guessing people with a car will now drive downtown instead of taking a bus to Northgate or Roosevelt, it's way faster) than a bus to the light rail. By removing and shortening bus lines you are making downtown and the rest of Seattle inaccessible to elderly, families with small children, disabled individuals who find it difficult to use public transit. Why punish them? Why not install light rail but continue with bus service? Now people without cars have to take several buses and now their commute time is increased. Why punish them? Buses are great, please continue and reinstall bus service throughout Seattle. Other cities complement their light rail with great bus service. Seattle can do this too. Thanks for your time.

#	Comments	Responses
1	Thanks for reviewing the following: 1. In a perfect world everyone would take the light rail. But although I have a car and can easily get to the light rail, my elderly neighbors do not. And my neighbors with small children need to use a stroller. It is much, much easier for them to take one bus (such as for example, the 522. But it no longer goes downtown - why? it stops at Roosevelt Station now. I'm guessing people with a car will now drive downtown instead of taking a bus to Northgate or Roosevelt, it's way faster) than a bus to the light rail. By removing and shortening bus lines you are making downtown and the rest of Seattle inaccessible to elderly, families with small children, disabled individuals who find it difficult to use public transit. Why punish them? Why not install light rail but continue with bus service? Now people without cars have to take several buses and now their commute time is increased. Why punish them? Buses are great, please continue and reinstall bus service throughout Seattle. Other cities complement their light rail with great bus service. Seattle can do this too. Thanks for your time.	Please see responses to CC3a and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0829

Communication ID:	Name	Email
502178	Devon McAslan	devon_m111@yahoo.com

Full Communication (4/27/2022)

I'll start with four basic observations that inform my more detailed comments below.

1. The entirety of these light rail expansions should be in a tunnel. This is the perhaps the more expensive option, but in the long-run, this will be the best option for the region. A majority of the proposed lines are already in tunnels and perhaps certain parts can be elevated instead (EG Duwamish), but in general, I fully support a tunnel for the entire length of the extensions.

2. Displace noone. While some disruptions are inevitable, this project should strive to displace no homes. This can be achieved primarily by using tunnel options for the entirety of the project. But as is, the number of homes and properties that become unbuildable is too many.

3. Place stations in the most central areas in a neighborhood. This mainly applies to the main stations in both Ballard and West Seattle where they are proposed in places that aren't the center of the neighborhood. Also in South Lake Union. A main principle should be to place stations where the most destinations are. If build in tunnels, stations should be easily built into the public right of way and not require entire buildings to be demolished for the tunnel entrances. This is how subways were built 100 years ago and they work perfectly (and they are still built like this in many other cities).

4. Make transfers easy. Since Westlake and CID are the main transfer points in this proposal, these stations need to be build in a way that connect seamlessly to the existing stations. Without seamless transfers, riders will be forever frustrated and it will turn away riders who don't want to spend the time to transfer.

Now some specific comments on the different segments:

Downtown. A tunnel is great. That being said, the transfers between the lines need to be as efficient as possible. This means having the new Westlake station and new CID station as close to the existing ones as possible. A one block differences between the existing line and the new one isn't terrible, so either the 4th or 5th Ave options seem good, but only with the shallow option. A deep station will only increase overall travel time, which is less desirable.

In South Lake Union, the station being north of Denny Way seems preferable, but why isn't there an option for this station to be on Westlake north of Denny Way?? A station on Mercer and 8th also seems preferable as does the station on Mercer and Queen Anne. So generally, the DT2 option seems better north of Westlake. but at Westlake. the DT-1 option is preferable.

The south Interbay segment begs the question why. Obviously, the right of way acquisition is likely the main reason and not the overall utility of the route to anyone who lives near it. In general, I wish the line would turn north on Queen Anne Ave and have a stop in the Queen Anne neighborhood core before then proceeding under the bay to a stop in Fremont. then on to Ballard. This seems far more useful to people who would actually benefit from the light rail than the current proposal through Interbay. This route provides little added benefit.

That being said. since the Interbay route is the decided option, it makes little difference which one is chosen. The option on 15th is perhaps a bit more preferable, but again, this should be a tunnel and not elevated. Therefore IBB-2a is by far the preferred option for this route. The current preferred option is the worst of all the options. It places the station further away from the center of the Ballard commercial center and is a bridge. And if the Coast Guard pushes the requirement for this bridge to be even higher than proposed, this will become an even more expensive option than the tunnel will likely be. So, my preferred option (of existing options) is for the IBB-3 stop at Dravus connecting to option IBB-2b. But a station in Ballard at Market and 20th street would make even more sense as this is the center of the neighborhood. If this connected from Fremont, the alignment would be easy to achieve. Additionally, a tunnel (or even bridge) crossing in Fremont would likely be easier since the water crossing is much less. But short of this major change, a tunnel under Salmon Bay makes the most sense, preferably to a station west of 15th Ave. Since the tunnel option is only projected to cost 100-200 million more than the bridge, it doesn't make much sense why this isn't the preferred option. We're already investing billions in the light rail expansion. so lets do it right... 200 million $ more is a small price to pay for a significantly better option.

On to SODO and Duwamish Segments: After the station in SODO, elevating this section of track makes sense, particularly as there are no stations. Any of the options seem fine for these segments.

Delridge: Why are all the options so tall? In most cities with elevated rail, its a couple stories above the ground... maybe 30 feet. So why is the lowest option putting the station 60 feet above ground? It seems there could be a way to lower this more and perhaps reduce the cost of construction.

DEL-3 is my preferred placement of the station, but at a lower height than currently proposed. The light rail station should not be the tallest thing around. If they could achieve this in NYC 100 years ago, we can do it today in Seattle. This would then go into a tunnel to West Seattle Junction. This makes DEL-2a the best option, although perhaps with the station at the placement of option DEL-3. This is of course assuming that a shallow tunnel here has been completely ruled out, which I still think would be preferable. A tunnel option even here would prevent the displacement of several dozen homes and enable this area to densify more and become a more vibrant commercial hub centered on the station. Displacing noone should be a main goal of this project. And at the very least. minimizing this.

Lastly, West Seattle Junction: The best option here is WSJ-3b, with the station at 42nd and Alaska St. Of course, why the station isn't planned for California St is beyond be since this is the main commercial street in the neighborhood. This alignment would also make future extensions down California more attractive. I imagine part of the problem has to do with Sound Transit needing to build stations under property and not under the street as it done in nearly every other city. The public right of way has plenty of space for tunnels under it, and if needed, entrances can be built in the right of way as they are in NYC or any other major city. The way Sound Transit builds makes stations more expensive and take up valuable space that could instead be used for housing. Here I'm thinking particularly of the terrible Capital Hill station placement where the stations take up valuable space instead of being more integrated into the public right of way. In any case, a tunnel option in West Seattle Junction is highly preferred and should be as shallow as possible. And if possible, ST should explore placement of the station on California, not on 42nd Ave.

#	Comments	Responses
1	I'll start with four basic observations that inform my more detailed comments below. The entirety of these light rail expansions should be in a tunnel. This is the perhaps the more expensive option, but in the long-run, this will be the best option for the region. A majority of the proposed lines are already in tunnels and perhaps certain parts can be elevated instead (EG Duwamish), but in general, I fully support a tunnel for the entire length of the extensions.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Displace noone. While some disruptions are inevitable, this project should strive to displace no homes. This can be achieved primarily by using tunnel options for the entirety of the project. But as is, the number of homes and properties that become unbuildable is too many.	Please see response to CCG4.1b in Table 7-1.
3	Place stations in the most central areas in a neighborhood. This mainly applies to the main stations in both Ballard and West Seattle where they are proposed in places that aren't the center of the neighborhood. Also in South Lake Union. A main principle should be to place stations where the most destinations are. If build in tunnels, stations should be easily built into the public right of way and not require entire buildings to be demolished for the tunnel entrances. This is how subways were built 100 years ago and they work perfectly (and they are still built like this in many other cities).	Please see response to CC2f in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Make transfers easy. Since Westlake and CID are the main transfer points in this proposal, these stations need to be build in a way that connect seamlessly to the existing stations. Without seamless transfers, riders will be forever frustrated and it will turn away riders who don't want to spend the time to transfer.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on station access. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Now some specific comments on the different segments: Downtown. A tunnel is great. That being said, the transfers between the lines need to be as efficient as possible. This means having the new Westlake station and new CID station as close to the existing ones as possible. A one block differences between the existing line and the new one isn't terrible, so either the 4th or 5th Ave options seem good, but only with the shallow option. A deep station will only increase overall travel time, which is less desirable.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	In South Lake Union, the station being north of Denny Way seems preferable, but why isn't there an option for this station to be on Westlake north of Denny Way?? A station on Mercer and 8th also seems preferable as does the station on Mercer and Queen Anne. So generally, the DT2 option seems better north of Westlake, but at Westlake, the DT-1 option is preferable.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	The south Interbay segment begs the question why. Obviously, the right of way acquisition is likely the main reason and not the overall utility of the route to anyone who lives near it. In general, I wish the line would turn north on Queen Anne Ave and have a stop in the Queen Anne neighborhood core before then proceeding under the bay to a stop in Fremont, then on to Ballard. This seems far more useful to people who would actually benefit from the light rail than the current proposal through Interbay. This route provides little added benefit.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	That being said, since the Interbay route is the decided option, it makes little difference which one is chosen. The option on 15th is perhaps a bit more preferable, but again, this should be a tunnel and not elevated. Therefore IBB-2a is by far the preferred option for this route.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
9	The current preferred option is the worst of all the options. It places the station further away from the center of the Ballard commercial center and is a bridge. And if the Coast Guard pushes the requirement for this bridge to be even higher than proposed, this will become an even more expensive option than the tunnel will likely be. So, my preferred option (of existing options) is for the IBB-3 stop at Dravus connecting to option IBB-2b. But a station in Ballard at Market and 20th street would make even more sense as this is the center of the neighborhood. If this connected from Fremont, the alignment would be easy to achieve. Additionally, a tunnel (or even bridge) crossing in Fremont would likely be easier since the water crossing is much less. But short of this major change, a tunnel under Salmon Bay makes the most sense, preferably to a station west of 15th Ave. Since the tunnel option is only projected to cost 100-200 million more than the bridge, it doesn't make much sense why this isn't the preferred option. We're already investing billions in the light rail expansion, so lets do it right ... 200 million $ more is a small price to pay for a significantly better option.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	On to SODO and Duwamish Segments: After the station in SODO, elevating this section of track makes sense, particularly as there are no stations. Any of the options seem fine for these segments.	Please see response to CCG2 in Table 7-1.
11	Delridge: Why are all the options so tall? In most cities with elevated rail, its a couple stories above the ground... maybe 30 feet. So why is the lowest option putting the station 60 feet above ground? It seems there could be a way to lower this more and perhaps reduce the cost of construction. DEL-3 is my preferred placement of the station, but at a lower height than currently proposed. The light rail station should not be the tallest thing around. If they could achieve this in NYC 100 years ago, we can do it today in Seattle. This would then go into a tunnel to West Seattle Junction. This makes DEL-2a the best option, although perhaps with the station at the placement of option DEL-3. This is of course assuming that a shallow tunnel here has been completely ruled out, which I still think would be preferable. A tunnel option even here would prevent the displacement of several dozen homes and enable this area to density more and become a more vibrant commercial hub centered on the station. Displacing noone should be a main goal of this project. And at the very least, minimizing this.	Please see responses to CCG2 and CC2e in Table 7-1.
12	Lastly, West Seattle Junction: The best option here is WSJ-3b, with the station at 42nd and Alaska St. Of course, why the station isn't planned for California St is beyond be since this is the main commercial street in the neighborhood. This alignment would also make future extensions down California more attractive. I imagine part of the problem has to do with Sound Transit needing to build stations under property and not under the street as it done in nearly every other city. The public right of way has plenty of space for tunnels under it, and if needed, entrances can be built in the right of way as they are in NYC or any other major city. The way Sound Transit builds makes stations more expensive and take up valuable space that could instead be used for housing. Here I'm thinking particularly of the terrible Capital Hill station placement where the stations take up valuable space instead of being more integrated into the public right of way. In any case, a tunnel option in West Seattle Junction is highly preferred and should be as shallow as possible. And if possible, ST should explore placement of the station on California, not on 42nd Ave.	Please see responses to CCG2, CC2d, and CC2i in Table 7-1.

Comment Submittal 0830

Communication ID:	Name	Email
502184	Julieann Donohue	julieanndonohue206@gmail.com

Full Communication (4/27/2022)

Please do whatever you can to save Alki Beach Academy from being pulled from our community.

Quality childcare is difficult to obtain in West Seattle and up to possibly 275 children will be displaced.

This center serves a major need in our Community

#	Comments	Responses
1	Please do whatever you can to save Alki Beach Academy from being pulled from our community. Quality childcare is difficult to obtain in West Seattle and up to possibly 275 children will be displaced. This center serves a major need in our Community	Please see response to CC 4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0831

Communication ID:	Name	Email
502214	Bryce Kolton	brycekolton@live.com

Full Communication (4/27/2022)

Thank you for all your hard work! I'll try to keep my comments brief and to the point. Overall, I want to see TOD and quick-transfer focus and believe it's important we prioritize those options. Moving south to north:

Junction station

I prefer studying and continuing forward with the WSJ-5 option, with additional study for an elevated station that could reduce costly property takings.

Avalon station

I support continuing forward with avalon as a retained cut station. I do not support removing avalon from the study as there is considerable opportunity for TOD and the rezoning of the nearby golf course. I support WSJ-5 and DEL-6

Delridge

I support DEL-6 which has a superior transfer opportunity to the many commuters using the station from buses. I also support studying any alternatives that can work with WSJ-5

SODO Station

I see SODO as one of three important transfer stations (along with Westlake and ID/C). Prioritizing a quick and easy transfer experience is paramount. I support the mixed profile station and studying how to avoid the costly post office from needing acquisition. I also like that the mixed profile keeps the SODO busway open and allows SODO Station to be a highly useful transfer station.

ID/C

ID/C will be an important station for transfers from Bellevue headed towards SeaTac, and SeaTac headed towards Bellevue. Long transfers are unacceptable. The ID/C has held the short end of the stick for many generations with regards to construction impacts from megaprojects. However, the need of a one hundred plus year investment necessitate that we make this vital transfer location quick and easy for riders. I support CID-2a, but with tracks swapped so that the two southbound platforms are closer to one another. I also support additional study for a 4th Ave option if and only if it can be made as shallow as the current trains (and have southbound trains aligned as closely as possible to one another). I love the idea of a community space in the old Union Station.

Midtown

I prefer options that are as shallow as possible, placed on 5th Ave. The depth of the station will encourage elevator use, which should be redundant and plentiful.

Westlake

The platform should prioritize easy and quick transfers between the two lines, which will also bring the station closer to the surface and make access quicker. Preferred options are simply too deep right now. Since the station will 'X' the existing station, transfers should be pretty easy in either direction. I support 5th Ave alignment.

Denny

I prefer studying DT-1 with potential streetcar mitigation. If the impact to the streetcar cannot be mitigated, I still support moving forward with a cut and cover option alobe Westlake Ave.

SLU

This station does not have great options due to highway 99. I prefer Harrison for better bus integration, but would like to see the agency study a centralized SLU station closer to Westlake Ave or 9th Ave and Republican. Shifting the station east of 99 improves ridership.

Seattle Center

The republican Street station is clearly the best for accessing Seattle Center and the stadium. I support moving forward with mitigation for the street's performing arts groups as possible.

Smith Cove

I do not support the Prospect stations as they are too far south and too close to the greenbelt. support the northern SIB-1 Alignment which brings the station closer to potentially redevelopable land in Interbay, and could get ridership from the ship terminals.

Ballard and Interbay

I value a westerly aligned Ballard station with tunnel as the best option to move forward. 15th Ave Wis a MAJOR impediment to walking, biking and rolling. A 15th and Market Station would suffer from a very undesirable streets cape, and not serve Ballard core. As the tunnel options have improved in viability, I urge the agency to study a station sited on 20th or 17th Aves. Such a station would allow for a potential East Ballard station in future expansions. Interbay station is less important than getting Ballard right.

Thank you!!

#	Comments	Responses
1	Thank you for all your hard work! I'll try to keep my comments brief and to the point. Overall, I want to see TOD and quick-transfer focus and believe it's important we prioritize those options.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on transit-oriented development.
2	Junction station I prefer studying and continuing forward with the WSJ-5 option, with additional study for an elevated station that could reduce costly property takings.	Please see response to CCG2 in Table 7-1.
3	Avalon station I support continuing forward with avalon as a retained cut station. I do not support removing avalon from the study as there is considerable opportunity for TOD and the rezoning of the nearby golf course. I support WSJ-5 and DEL-6	Please see response to CCG2 and CC2j in Table 7-1.
4	Delridge I support DEL-6 which has a superior transfer opportunity to the many commuters using the station from buses. I also support studying any alternatives that can work with WSJ-5	Please see response to CCG2 in Table 7-1.
5	SODO Station I see SODO as one of three important transfer stations (along with Westlake and ID/C). Prioritizing a quick and easy transfer experience is paramount. I support the mixed profile station and studying how to avoid the costly post office from needing acquisition. I also like that the mixed profile keeps the SODO busway open and allows SODO Station to be a highly useful transfer station.	Please see response to CCG2 and CC3a in Table 7-1. Please see Section 4.14, Public Services, Safety, and Security, of the West Seattle Link Extension Final EIS for more information on potential impacts to the U.S. Postal Service facility. Please see Chapter 2, Alternatives Considered, to learn more about refinements to the SODO Segment alternatives.
6	ID/C ID/C will be an important station for transfers from Bellevue headed towards SeaTac, and SeaTac headed towards Bellevue. Long transfers are unacceptable. The ID/C has held the short end of the stick for many generations with regards to construction impacts from megaprojects. However, the need of a one hundred plus year investment necessitate that we make this vital transfer location quick and easy for riders. I support CID-2a, but with tracks swapped so that the two southbound platforms are closer to one another.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
7	I also support additional study for a 4th Ave option if and only if it can be made as shallow as the current trains (and have southbound trains aligned as closely as possible to one another). I love the idea of a community space in the old Union Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	Midtown I prefer options that are as shallow as possible, placed on 5th Ave. The depth of the station will encourage elevator use, which should be redundant and plentiful.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Westlake The platform should prioritize easy and quick transfers between the two lines, which will also bring the station closer to the surface and make access quicker. Preferred options are simply too deep right now. Since the station will 'X' the existing station, transfers should be pretty easy in either direction. I support 5th Ave alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	Denny I prefer studying DT-1 with potential streetcar mitigation. If the impact to the streetcar cannot be mitigated, I still support moving forward with a cut and cover option alobe Westlake Ave.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	SLU This station does not have great options due to highway 99. I prefer Harrison for better bus integration, but would like to see the agency study a centralized SLU station closer to Westlake Ave or 9th Ave and Republican. Shifting the station east of 99 improves ridership.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Seattle Center The republican Street station is clearly the best for accessing Seattle Center and the stadium. I support moving forward with mitigation for the street's performing arts groups as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	Smith Cove I do not support the Prospect stations as they are too far south and too close to the greenbelt. I support the northern SIB-1 Alignment which brings the station closer to potentially redevelopable land in Interbay, and could get ridership from the ship terminals.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	Ballard and Interbay I value a westerly aligned Ballard station with tunnel as the best option to move forward. 15th Ave Wis a MAJOR impediment to walking, biking and rolling. A 15th and Market Station would suffer from a very undesirable streets cape, and not serve Ballard core. As the tunnel options have improved in viability, I urge the agency to study a station sited on 20th or 17th Aves. Such a station would allow for a potential East Ballard station in future expansions. Interbay station is less important than getting Ballard right.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0832

Communication ID:	Name	Email
502215	Marcy L Miller	marcylmiller@gmail.com

Full Communication (4/27/2022)

To Sound Transit and the Board of Directors,

I am a West Seattle resident and member of the Sound Transit Community Advisory Group (GAG). My family and I have lived in the Avalon neighborhood for 18 years. For the past several years, I have been working with others in my area to coalesce residents within our neighborhood and between neighborhoods in West Seattle in order to take a global--versus "NIMBY"-approach to advocate for a design of ST3 that best serves all of West Seattle, factoring in environmental impacts, aesthetics, cost. rider experience, neighborhood experience, the values promoted in the Racial Equity Toolkit, and ideal station design including TOD.

I strongly advise the board to select a long tunnel alignment with a portal beginning east of Avalon. This is the single best option for the future of West Seattle.

West Seattle is not alone in prioritizing and advocating for light rail to be tunneled as has seen historically from other neighborhoods in Seattle through the evolution in West Seattle so I'm sure this priority come as no surprise to Sound Transit Staff or the Board. In all conversations, the primary opposing factor seems to be cost. Given that the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound, I urge the Board to not make decisions fueled by cost-savings (that can be mitigated in other ways with levers like delaying the project) resulting in an inferior design choice. This project is too big and has too long-lasting impacts to deliver a sub standard product. Please do it right versus cheap.

As part of the DEIS process, I would like Sound Transit to respond to the following:

1. Ensuring they are getting feedback from the community of riders from South Delridge, White Center and Burien. While Sound Transit staff does report on their outreach efforts (e.g. they attended so many farmers markets or passed out fliers, etc.) there still is a significant dearth of input from the ridership community in the southern areas who will be likely be required to utilize the Delridge station once the line to Ballard is complete. These southern communities have a greater percentage of BIPOC residents than are in the northern geographical areas of West Seattle. It is concerning they have no representative voice on the GAG nor has Sound Transit seemed to connect with these residents in a robust fashion in other ways. Their voice is critical and it's disappointing, especially with all of the focus on the Racial Equity Toolkit that at this late in the process, this has to be called out in a DEIS response letter.
2. Differentiate between North Delridge/Youngstown input versus South Delridge participant input (if/when finally obtained) when reported by Sound Transit in their communications and presentations. For those not familiar with the area, it is critical to understand that there may be differences between the make up of the two residential populations and interests. Both are important to have voice but one should not be considered representative of the other.
3. Score and present the proposed designs of the Delridge Station options based upon the ideals set forth for "ideal" station design, rider experience especially as related to bus transfer. quantity and quality of TOD, and within the lens of the Racial Equity Toolkit.
4. Ensuring voice and opportunity for advocacy is balanced among groups and geographical areas (e.g. are environmental groups getting equal access, information, and elevation as the Port and Golf Course advocates are.)

As part of the Cost Savings Process:

1. I encourage Sound Transit and the Board to consider permanently postponing the Avalon Station to allow for overall better design for West Seattle (e.g. Long Tunnel). If West Seattle gives up a station, they should receive a "win" for the design refinement.
2. I encourage Sound Transit to be EXTREMELY clear in all presentations what is a cost savings and what is a design refinement and not to combine those within presentations to the public or to the board. If they are suggesting a design refinement, they need to be clear what the design flaw is they are trying to correct, the correction, and the implication of that correction on displacements in other areas, etc.
3. I do not support additional money spent on trying to correct design flaws of the Andover station (Del 5 and 6) given that I believe it has insurmountable design challenges resulting in its far north location and that it is situated

so close to a steel mill. It does not meet the Racial Equity Toolkit's values, does not afford quality TOD, nor is it integrated with the rest of Youngstown, near the Community Center and the stairs leading to Pigeon Point.

Regards, M Miller

4051 32nd Ave SW Avalon Neighborhood

#	Comments	Responses
1	I strongly advise the board to select a long tunnel alignment with a portal beginning east of Avalon. This is the single best option for the future of West Seattle. West Seattle is not alone in prioritizing and advocating for light rail to be tunneled as has seen historically from other neighborhoods in Seattle through the evolution in West Seattle so I'm sure this priority come as no surprise to Sound Transit Staff or the Board. In all conversations, the primary opposing factor seems to be cost. Given that the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound, I urge the Board to not make decisions fueled by cost- savings (that can be mitigated in other ways with levers like delaying the project) resulting in an inferior design choice. This project is too big and has too long-lasting impacts to deliver a sub standard product. Please do it right versus cheap.	Please see response to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Ensuring they are getting feedback from the community of riders from South Delridge, White Center and Burien. While Sound Transit staff does report on their outreach efforts (e.g. they attended so many farmers markets or passed out fliers, etc.) there still is a significant dearth of input from the ridership community in the southern areas who will be likely be required to utilize the Delridge station once the line to Ballard is complete. These southern communities have a greater percentage of BIPOC residents than are in the northern geographical areas of West Seattle. It is concerning they have no representative voice on the CAG nor has Sound Transit seemed to connect with these residents in a robust fashion in other ways. Their voice is critical and it's disappointing, especially with all of the focus on the Racial Equity Toolkit that at this late in the process, this has to be called out in a DEIS response letter. Differentiate between North Delridge/Youngstown input versus South Delridge participant input (if/when finally obtained) when reported by Sound Transit in their communications and presentations. For those not familiar with the area, it is critical to understand that there may be differences between the make up of the two residential populations and interests. Both are important to have voice but one should not be considered representative of the other. Score and present the proposed designs of the Delridge Station options based upon the ideals set forth for "ideal" station design, rider experience especially as related to bus transfer, quantity and quality of TOD, and within the lens of the Racial Equity Toolkit. Ensuring voice and opportunity for advocacy is balanced among groups and geographical areas (e.g. are environmental groups getting equal access, information, and elevation as the Port and Golf Course advocates are.)	Please see responses to CC3a and CCEJ1 in Table 7-1. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, and Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the project, including targeted outreach to populations who would be accessing the Delridge Station from the south.
3	I encourage Sound Transit and the Board to consider permanently postponing the Avalon Station to allow for overall better design for West Seattle (e.g. Long Tunnel). If West Seattle gives up a station, they should receive a "win" for the design refinement.	Please see response to CC2j in Table 7-1.

#	Comments	Responses
4	I encourage Sound Transit to be EXTREMELY clear in all presentations what is a cost savings and what is a design refinement and not to combine those within presentations to the public or to the board. If they are suggesting a design refinement, they need to be clear what the design flaw is they are trying to correct, the correction, and the implication of that correction on displacements in other areas, etc.	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for information on alternative refinements studied in the Final EIS. Throughout the environmental review process, Sound Transit has hosted public open houses and forums; attended community events; presented to community organizations; and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F of the Final EIS for more information.
5	I do not support additional money spent on trying to correct design flaws of the Andover station (Del 5 and 6) given that I believe it has insurmountable design challenges resulting in its far north location and that it is situated so close to a steel mill. It does not meet the Racial Equity Toolkit's values, does not afford quality TOD, nor is it integrated with the rest of Youngstown, near the Community Center and the stairs leading to Pigeon Point.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0833

Communication ID:	Name	Email
502224	DR. ARUN JHAVERI	arunjhaverihome@q.com

Full Communication (4/27/2022)

1. As the former First Mayor of the newly incorporated Sustainable City of Burien (1992-1998), I was an elected member of both PSRC and the King County Transportation Committee that established a Vision and Planning for the Regional Public Transport System including the future Sound Transit. Thus. I am familiar with the remarkable transit development occurring in our region. As a long-time resident of Burien (since 1967), I am looking forward to the next phase of Sound Transit extension to Burien from West Seattle within 5 years.
2. The DRAFT EIS for this project appears to meet the Federal Guidelines as well as Local and Regional Environmental Impacts requirements. However, I feel strongly that ADDITIONAL focus is required to Expand the Impacts of Global Climate Change and Local/Regional priority concerns of people with Socio/Economic/Cultural Diversity Impacts vis-a-vis Poor and Disadvantaged 3. Every effort must be made by the Sound Transit to honor and value the Local/Regional TransiUEnvironmental/Public Transportation/Public Health/Public Safety Plans/Regulations/Laws/Ordinances with the Draft EIS
3. Finally, I would be honored to be part of the next phase of Sound Transit Development impacting Burien, as a Former Mayor and current Citizen. Please contact me by Phone (206- 243-2102 (home)/206-920-4851 (cell) or by E:Mail (arunjhaverihome@q.com). I look forward to hearing from you soon. Thanks. Dr. Arun Jhaveri, Burien, Washington/USA

#	Comments	Responses
1	I am looking forward to the next phase of Sound Transit extension to Burien from West Seattle within 5 years.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The DRAFT EIS for this project appears to meet the Federal Guidelines as well as Local and Regional Environmental Impacts requirements. However, I feel strongly that ADDITIONAL focus is required to Expand the Impacts of Global Climate Change and Local/Regional priority concerns of people with Socio/Economic/Cultural Diversity Impacts vis-a-vis Poor and Disadvantaged 3. Every effort must be made by the Sound Transit to honor and value the Local/Regional Transit/Environmental/Public Transportation/Public Health/Public Safety Plans/Regulations/Laws/Ordinances with the Draft EIS	As described in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS, Sound Transit will comply with all applicable regulations.

Comment Submittal 0834

Communication ID:	Name	Email
502225	Scott Stroup	scott.stroup@gmail.com

Full Communication (4/27/2022)

To Whom It May Concern:

My daughter attends Alki Beach Academy in the Frye Commerce Center at 2414 SW Andover Street in West Seattle. I have learned that some of Sound Transit's proposed options for the West Seattle Link extension would require the relocation of Alki Beach Academy, which I vehemently oppose!

Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor is also the lowest-income and most racially diverse zip code on the peninsula and includes some of the lowest opportunity areas in the area. Removing Alki Beach Academy from this community would impose a disproportionate impact on an already low-opportunity area.

Child care is already in short supply and has only been worsened by the pandemic. We should not be displacing programs that provide the type of high-quality early learning opportunities our children desperately need!

Additionally, stations further south on Delridge would provide a more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact).

As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. This is especially true for high-quality early learning services that help our young children develop the social and academic skills for future success.

Alki Beach Academy serves a large population of this area's children and provides high quality care and education that I have not seen elsewhere. It also does it at a cost that is lower than other day care providers. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

I would be happy to answer any questions you may have. You may contact me on my cell phone at 509-630-0925 or email at scott.stroup@gmail.com.

Thank you!

Sincerely, Scott Stroup

#	Comments	Responses
1	My daughter attends Alki Beach Academy in the Frye Commerce Center at 2414 SW Andover Street in West Seattle. I have learned that some of Sound Transit's proposed options for the West Seattle Link extension would require the relocation of Alki Beach Academy, which I vehemently oppose! Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor is also the lowest-income and most racially diverse zip code on the peninsula and includes some of the lowest opportunity areas in the area. Removing Alki Beach Academy from this community would impose a disproportionate impact on an already low-opportunity area. Child care is already in short supply and has only been worsened by the pandemic. We should not be displacing programs that provide the type of high-quality early learning opportunities our children desperately need! Additionally, stations further south on Delridge would provide a more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. This is especially true for high- quality early learning services that help our young children develop the social and academic skills for future success. Alki Beach Academy serves a large population of this area's children and provides high quality care and education that I have not seen elsewhere. It also does it at a cost that is lower than other day care providers. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0835

Communication ID:	Name	Email
502226	James Newell	james.f.newell@gmail.com

Full Communication (4/27/2022)

It has come to my attention that the upcoming transit changes may impact a critical part of the West Seattle community, Alki Beach Academy. We have two children at ASA and would be unable to function as a family without their tremendous help. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need.

In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact).

If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.

#	Comments	Responses
1	It has come to my attention that the upcoming transit changes may impact a critical part of the West Seattle community, Alki Beach Academy. We have two children at ABA and would be unable to function as a family without their tremendous help. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high- quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0836

Communication ID:	Name	Email
502229	Roxanne Murdock	roxsalandanan@gmail.com

Full Communication (4/27/2022)

After reading the Draft EIS, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St).

Alki Beach Academy as it is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle.

Additionally, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Thank you for your consideration.

-Roxanne

#	Comments	Responses
1	I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy as it is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle. Additionally, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0837

Communication ID:	Name	Email
502235	Ryan Reese	reeseproperties@gmail.com; ryanreese@pikeplacefish.com

Full Communication (4/27/2022)

West Seattle - I think it would be ideal to keep the loading/unloading platforms from encroaching too closely into the neighborhood residential zones. Keeping the stations on main arterials like Delridge, Fauntleroy Way, SW Alaska St, Avalon etc makes sense to me. It appears a few of the Junction options may terminate very closely or into some neighborhood residential zones.

#	Comments	Responses
1	West Seattle - I think it would be ideal to keep the loading/unloading platforms from encroaching too closely into the neighborhood residential zones. Keeping the stations on main arterials like Delridge, Fauntleroy Way, SW Alaska St, Avalon etc makes sense to me. It appears a few of the Junction options may terminate very closely or into some neighborhood residential zones.	Please see response to CC2f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0838

Communication ID:	Name	Email
502236	Benjamin Messing	benmessing814@gmail.com

Full Communication (4/27/2022)

This structure implementation is unethically located. This will only negatively impact residents, communities, businesses and more. This will block access to essential streets for local residents for up to 11 years, demolish successful businesses for no reason, and provide extremely harmful environmental effects. Stop this project.

#	Comments	Responses
1	This structure implementation is unethically located. This will only negatively impact residents, communities, businesses and more. This will block access to essential streets for local residents for up to 11 years, demolish successful businesses for no reason, and provide extremely harmful environmental effects. Stop this project.	Your opposition to the project has been noted. Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction impacts related to road closures and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0839

Communication ID:	Name	Email
502238	My La	mtwoferl@hotmail.com

Full Communication (4/27/2022)

The impact to the surrounding business and communities would be detrimental.

#	Comments	Responses
1	The impact to the surrounding business and communities would be detrimental.	Please see responses to CC4.3b and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.3, Economics, of the Final EIS for more information on impacts to businesses. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0840

Communication ID:	Name	Email
502257	Molly Spetalnick	spetalnickm@gmail.com

Full Communication (4/27/2022)

General:

Prioritize shallow stations when tunneling to improve passenger experience. These stations are an investment in the future of our city, and ridership will be linked to how enjoyable, clear, safe, and easy passengers find it to ride transit. Override this strategy only if community engagement determines that the deep underground options are absolutely necessary to preserve key community functions.

Eliminate options greater than 120' deep. Elevator only options should not be considered unless all shallower options are technically infeasible or are determined by community engagement to be infeasible for the community due to displacements.

Community engagement should be prioritized for feedback in areas that have been historically underrepresented in infrastructure projects. Key areas for community engagement include the CID and Delridge. among others.

Provide plazas sized to accommodate crowds in areas with major event centers. Integrate bus access directly adjacent to the station with awnings.

Show depth of each underground station alternative within future comparisons to allow clear comparison between the rider experience in each option.

Ballard:

Prioritize underground/tunnel options (IBB-2a and IBB-2b) rather than raised guideway options in order to allow Ballard retail to thrive and new housing opportunities to remain appealing. An elevated guideway will limit the long term viability of the neighborhood as a safe, livable emerging density center.

CID:

Prioritize local community in TOD opportunities through priority programs.

Prioritize community businesses in retail TOD opportunities.

SODO:

Coordinate with the City to make a shallow option plausible. The pedestrian experience requires escalators, and an elevator only station would be a mistake in an area that serves the high pedestrian volumes that stadiums produce.

Realize the full potential of Union Station through easy connections to Union Station and programming of the station. Prioritize community businesses and active uses.

West Seattle:

Continue to pursue tunnel options and to seek ways to avoid displacements through minor alignment shifts. Prioritize options that could continue south in the future. Continue study of options WSJ-3a and WSJ-3b. to minimize displacements. Consider WSJ-3b as a potential preferred alternative due to tunneling and avoidance of Seattle Housing Authority residences.

Clarify depths of WSJ-3a and WSJ-3b in documentation. Midtown/Westlake/SLU/Denny:

Pursue joint development opportunities to integrate into the fabric of downtown without limiting development potential and activity near stations.

Prioritize shallow stations anywhere possible. Seek engineering solutions that allow shallower stations. Prioritize the pedestrian experience and clear wayfinding opportunities.

Displacements:

Sound Transit currently provides displacement mitigation support for owners and renters with some support for displaced business owners. Make displacement mitigation more robust for businesses in a manner that acknowledges workers who do not own the businesses. Study whether past displacement mitigation has actually allowed businesses to remain in their communities/neighborhoods and if it has allowed them to maintain continuous employment for staff. If not, provide greater support to displaced businesses in partnership with the City.

#	Comments	Responses
1	Prioritize shallow stations when tunneling to improve passenger experience. These stations are an investment in the future of our city, and ridership will be linked to how enjoyable, clear, safe, and easy passengers find it to ride transit. Override this strategy only if community engagement determines that the deep underground options are absolutely necessary to preserve key community functions. Eliminate options greater than 120' deep. Elevator only options should not be considered unless all shallower options are technically infeasible or are determined by community engagement to be infeasible for the community due to displacements.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Community engagement should be prioritized for feedback in areas that have been historically underrepresented in infrastructure projects. Key areas for community engagement include the CID and Delridge, among others.	Throughout the environmental review process, Sound Transit has hosted public open houses and forums; attended community events; presented to community organizations; and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS and Appendix G, Environmental Justice, for more information on engagement of low-income populations and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Provide plazas sized to accommodate crowds in areas with major event centers.	Thank you for your comment. Station design does consider ridership volumes and the potential for event crowds. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Integrate bus access directly adjacent to the station with awnings.	This level of detail is beyond conceptual design. Sound Transit will continue to coordinate with the King County Metro Transit and the City of Seattle on this topic as design advances. Please see response to CC3a in Table 7-1.

#	Comments	Responses
5	Show depth of each underground station alternative within future comparisons to allow clear comparison between the rider experience in each option.	Please see Appendix J, Conceptual Design Drawings, of the Final EIS for more information on depth of stations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Ballard: Prioritize underground/tunnel options (IBB-2a and IBB-2b) rather than raised guideway options in order to allow Ballard retail to thrive and new housing opportunities to remain appealing. An elevated guideway will limit the long term viability of the neighborhood as a safe, livable emerging density center.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	CID: Prioritize local community in TOD opportunities through priority programs. Prioritize community businesses in retail TOD opportunities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	SODO: Coordinate with the City to make a shallow option plausible. The pedestrian experience requires escalators, and an elevator only station would be a mistake in an area that serves the high pedestrian volumes that stadiums produce.	Please see response to CCG2 in Table 7-1. The SODO Station would be above grade for all SODO Segment alternatives, and none would have elevator-only access.
9	Realize the full potential of Union Station through easy connections to Union Station and programming of the station. Prioritize community businesses and active uses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	West Seattle: Continue to pursue tunnel options and to seek ways to avoid displacements through minor alignment shifts. Prioritize options that could continue south in the future. Continue study of options WSJ-3a and WSJ-3b. to minimize displacements. Consider WSJ-3b as a potential preferred alternative due to tunneling and avoidance of Seattle Housing Authority residences. Clarify depths of WSJ-3a and WSJ-3b in documentation.	Please see responses to CCG2 and CC2d in Table 7-1. Please see Appendix J of the Final EIS for more information on station depths for tunnel stations.
11	Midtown/Westlake/SLU/Denny: Pursue joint development opportunities to integrate into the fabric of downtown without limiting development potential and activity near stations. Prioritize shallow stations anywhere possible. Seek engineering solutions that allow shallower stations. Prioritize the pedestrian experience and clear wayfinding opportunities.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Displacements: Sound Transit currently provides displacement mitigation support for owners and renters with some support for displaced business owners. Make displacement mitigation more robust for businesses in a manner that acknowledges workers who do not own the businesses. Study whether past displacement mitigation has actually allowed businesses to remain in their communities/neighborhoods and if it has allowed them to maintain continuous employment for staff. If not, provide greater support to displaced businesses in partnership with the City.	Please see responses to CC4.1a and CC4.3b in Table 7-1.

Comment Submittal 0841

Communication ID:	Name	Email
502274	Max Markham	mlmarkham03@gmail.com

Full Communication (4/27/2022)

I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy (ABA) in the Frye Commerce Center (2414 SW Andover St). ABA is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city.

My wife and I nearly needed to move out of state to be closer to family in helping raise our children when we were not able to find childcare until the owner of ABA reached out about a last minute opening they had in the program. The need for childcare in the city is extreme and limiting many other parents from participating in the workforce and any light rail option that would move ABA out of West Seattle would cause a great disruption of hundreds of young families.

As a member of the West Seattle community I am asking that ABA not be relocated as the move of this program does not sound financially feasible with costs escalating into 7 figures and a great deal of time to coordinate.

Thanks,

#	Comments	Responses
1	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy (ABA) in the Frye Commerce Center (2414 SW Andover St). ABA is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. My wife and I nearly needed to move out of state to be closer to family in helping raise our children when we were not able to find childcare until the owner of ABA reached out about a last minute opening they had in the program. The need for childcare in the city is extreme and limiting many other parents from participating in the workforce and any light rail option that would move ABA out of West Seattle would cause a great disruption of hundreds of young families. As a member of the West Seattle community I am asking that ABA not be relocated as the move of this program does not sound financially feasible with costs escalating into 7 figures and a great deal of time to coordinate.	Please see response to CC 4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0842

Communication ID:	Name	Email
502281	Sam Sherwood	samsherwood3341@gmail.com

Full Communication (4/27/2022)

Tunnel please!

#	Comments	Responses
1	Tunnel please!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0843

Communication ID:	Name	Email
502283	Nina Luo	ninahyluo@gmail.com

Full Communication (4/27/2022)

The light rail extension's negative impacts to local residents and businesses far outweigh its benefits. The sheer amount of time it would take to complete this, especially considering implications of decreased air quality and years of disruptive construction noise, should make the transit board reconsider. There must be another approach that is less disruptive to the local communities.

#	Comments	Responses
1	The light rail extension's negative impacts to local residents and businesses far outweigh its benefits. The sheer amount of time it would take to complete this, especially considering implications of decreased air quality and years of disruptive construction noise, should make the transit board reconsider. There must be another approach that is less disruptive to the local communities.	Your opposition to the project has been noted. Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0844

Communication ID:	Name	Email
502295	Bob Gillespie	Gillespie1000@msn.com

Full Communication (4/27/2022)

I and other building owners around the SODO light rail station are unanimous in our support for the mixed profile option. We have made our case in testimony on four occasions before the full board when alignments were first being discussed. At-grade for both lines means jobs lost for businesses around 5th and Lander. Construction of an overpass means businesses relocated and supply chains of vital construction products (tools, safety equipment, welding supplies) in the market interrupted for years at a time. Thank you.

#	Comments	Responses
1	I and other building owners around the SODO light rail station are unanimous in our support for the mixed profile option. We have made our case in testimony on four occasions before the full board when alignments were first being discussed. At-grade for both lines means jobs lost for businesses around 5th and Lander. Construction of an overpass means businesses relocated and supply chains of vital construction products (tools, safety equipment, welding supplies) in the market interrupted for years at a time.	Please see responses to CCG2 and CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0845

Communication ID:	Name	Email
502311	Zaria ali	zaria245@gmail.com

Full Communication (4/27/2022)

This project is destructive to the communities and culture in these areas. It does a disservice to the people who have worked hard for years lo build their homes and businesses in these neighborhoods.

#	Comments	Responses
1	This project is destructive to the communities and culture in these areas. It does a disservice to the people who have worked hard for years lo build their homes and businesses in these neighborhoods.	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0846

Communication ID:	Name	Email
502330	Brandon Vu	bdvu778@aim.com

Full Communication (4/27/2022)

Too much impact on the community. Do not follow through with this, please.

#	Comments	Responses
1	Too much impact on the community. Do not follow through with this, please.	Your opposition to the project has been noted.

Comment Submittal 0847

Communication ID:	Name	Email
502331	Adrian Will-Orrego	willorrego.a@gmail.com

Full Communication (4/27/2022)

Please keep Avalon station. More apartment buildings and denser housing options are going up in that area every day. If we have to have the super deep stations can we at least have escalators and elevators.

Also, the gondola idea is a disingenuous attempt to delay light rail to preserve "neighborhood character." It's really gross. Do better West Seattle.

#	Comments	Responses
1	Please keep Avalon station. More apartment buildings and denser housing options are going up in that area every day. If we have to have the super deep stations can we at least have escalators and elevators.	Please see responses to CC2j and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also, the gondola idea is a disingenuous attempt to delay light rail to preserve "neighborhood character." It's really gross. Do better West Seattle.	Please see response to CC2g in Table 7-1.

Comment Submittal 0848

Communication ID:	Name	Email
502342	Peter Fleetwood	pfleet77@yahoo.com

Full Communication (4/27/2022)

I would prefer that sound transit doesn't remove the Avalon stop in order to accommodate the Avalon residents as well as the people commuting on the 35th Ave SW bus to the Avalon stop. If you do, find a way for those people to get to link in a timely manner.

Other than that, just build it, tunnel or no tunnel, just get it done.

#	Comments	Responses
1	I would prefer that sound transit doesn't remove the Avalon stop in order to accommodate the Avalon residents as well as the people commuting on the 35th Ave SW bus to the Avalon stop. If you do, find a way for those people to get to link in a timely manner. Other than that, just build it, tunnel or no tunnel, just get it done.	Please see responses to CCG4 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0849

Communication ID:	Name	Email
502343	Marianne Weber	weberdpa@gmail.com

Full Communication (4/27/2022)

It is RIDICULOUS that we are quibbling about the particulars of a light rail system that won't benefit West Seattle for FIFTEEN years. I'll be retired by then and will no longer need efficient public transportation to get downtown every day. PLEASE consider the Skylink option which could be up and running in 2-3 years. This project is moving way too slowly for all of the growth in WS.

#	Comments	Responses
1	It is RIDICULOUS that we are quibbling about the particulars of a light rail system that won't benefit West Seattle for FIFTEEN years. I'll be retired by then and will no longer need efficient public transportation to get downtown every day. PLEASE consider the Skylink option which could be up and running in 2-3 years. This project is moving way too slowly for all of the growth in WS.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0850

Communication ID:	Name	Email
502367	Christina Ramos	christinaramos1@yahoo.com

Full Communication (4/27/2022)

Please do not use the Genesee for the light rail route. It will be very disruptive to the surrounding neighborhood. There is a community center, a very active park, and active bus stops nearby. A light rail would take away from the community feel in this area. It would start to have a more urban feel and create noise pollution.

People love West Seattle because it still has a neighborhood and family safe area. A light rail would drastically change the atmosphere and the safety of the families. Countless people walk up the Genessee hill to exercise, walk their dogs, and get to local stores. Why would anyone want to walk underneath a light rail station? Families don't want to raise their kids near a light station. You will see families move out of the area if you build the light rail station on Genessee. I can guarantee that. The question is what kind of culture do you want to create in West Seattle?

#	Comments	Responses
1	Please do not use the Genesee for the light rail route. It will be very disruptive to the surrounding neighborhood. There is a community center, a very active park, and active bus stops nearby. A light rail would take away from the community feel in this area. It would start to have a more urban feel and create noise pollution. People love West Seattle because it still has a neighborhood and family safe area. A light rail would drastically change the atmosphere and the safety of the families. Countless people walk up the Genessee hill to exercise, walk their dogs, and get to local stores. Why would anyone want to walk underneath a light rail station? Families don't want to raise their kids near a light station. You will see families move out of the area if you build the light rail station on Genessee. I can guarantee that. The question is what kind of culture do you want to create in West Seattle?	Please see responses to CCG2, CC3b, CC4.4a, and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0851

Communication ID:	Name	Email
502368	Lauren Schlosser	Ls7pd33@gmail.com

Full Communication (4/27/2022)

I live in Fairmont Park and would be negatively affected by the above ground link extension. I highly support the underground option or the gondala/skylink. Concerns are noise, impact on houses/ neighborhood, social impact, property values, and the overall eyesore it would be to a now beautiful quiet Seattle neighborhood.

#	Comments	Responses
1	I live in Fairmont Park and would be negatively affected by the above ground link extension. I highly support the underground option or the gondala/skylink. Concerns are noise, impact on houses/ neighborhood, social impact, property values, and the overall eyesore it would be to a now beautiful quiet Seattle neighborhood.	Please see responses to CCG2 and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0852

Communication ID:	Name	Email
502369	Sheila Addison	elusis@gmail.com

Full Communication (4/27/2022)

1. Please, just build this thing. Please ignore the "gondola" people.
2. I live just a couple of blocks from Alaska Junction. I would prefer tunneling options to reduce area noise in the long run. The quiet here is a really important part of the quality of life. I lived next to a highway and a BART station in Oakland CA for 13 years and know how loud above- ground trains can be. I have also spent many long stretches of time in London, and New York, and of course in SF. Buried stations are fine - you just have to keep the escalators and elevators running, please don't repeat the mistakes so many others have made here.
3. But if it takes some above-ground options to get us connected to downtown by rail, with infrastructure set up to get rail further south in the next expansion, by all means do it.
4. If there's any way to take out that whole golf course, just do it. Waste of water, full of lawn chemicals, accessible only by the upper middle class and richer. Better to take that than housing. Put a station on top of it and call it a day.
5. Please do plan for the future. Including for ever-growing populations over here.

#	Comments	Responses
1	Please, just build this thing. Please ignore the "gondola" people.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I live just a couple of blocks from Alaska Junction. I would prefer tunneling options to reduce area noise in the long run. The quiet here is a really important part of the quality of life. I lived next to a highway and a BART station in Oakland CA for 13 years and know how loud above-ground trains can be. I have also spent many long stretches of time in London, and New York, and of course in SF. Buried stations are fine - you just have to keep the escalators and elevators running, please don't repeat the mistakes so many others have made here. But if it takes some above-ground options to get us connected to downtown by rail, with infrastructure set up to get rail further south in the next expansion, by all means do it.	Please see responses to CCG2 and CC2d in Table 7-1. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program are provided on the Sound Transit website.
3	If there's any way to take out that whole golf course, just do it. Waste of water, full of lawn chemicals, accessible only by the upper middle class and richer. Better to take that than housing. Put a station on top of it and call it a day.	Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for discussion of alternatives considered that would use the golf course property.
4	Please do plan for the future. Including for ever-growing populations over here	Please see response to CC2d in Table 7-1.

Comment Submittal 0853

Communication ID:	Name	Email
502372	Deidre McCormack	deidremccormack@yahoo.com

Full Communication (4/27/2022)

Hello,

In my opinion the LightRail route to West Seattle should go up to the Alaska Junction (alaska and California) and not stop at Fauntleroy. Within a block or two such as the version at 42nd. I would also like to know if it's a possibility to then extend it south down to White Center? That's a higher poverty area where public transportation is needed and it would be great if we could take light rail from there to downtown.

Thanks!

#	Comments	Responses
1	In my opinion the LightRail route to West Seattle should go up to the Alaska Junction (alaska and California) and not stop at Fauntleroy. Within a block or two such as the version at 42nd.	Please see responses to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I would also like to know if it's a possibility to then extend it south down to White Center? That's a higher poverty area where public transportation is needed and it would be great if we could take light rail from there to downtown.	Please see response to CC2d and CCEJ1 in Table 7-1.

Comment Submittal 0854

Communication ID:	Name	Email
502374	Marybeth Coghill	marybethsc@gmail.com

Full Communication (4/27/2022)

As a lifetime resident, third generation in West Seattle - each and every proposal of the West Seattle light rail has been heartbreaking to see. The potential routing would be incredibly destructive to the landscape of the community. A towering light rail as you enter West Seattle will only be an eye sore in an already over-developed area. I don't believe the final product will be worthwhile or beneficial to the primary issue of commuter traffic. The pandemic has broadly changed how people work as many people are now working from home. Those who don't either drive because they have no other choice because of their route/lifestyle, or take advantage of our bus system, which has been cut due to the pandemic. Bring back the bus system, fix the West Seattle bridge, and reconsider the light rail entirely. The light rail should not enter West Seattle and stop in the junction. Perhaps it stops at Spokane Street under the bridge and ends there. Obtain land on Harbor Island and build a car park for commuters. From there commuters can take advantage of shuttles or buses to the junction/Delridge. Do no destroy West Seattle with the Light Rail.

#	Comments	Responses
1	each and every proposal of the West Seattle light rail has been heartbreaking to see. The potential routing would be incredibly destructive to the landscape of the community. A towering light rail as you enter West Seattle will only be an eye sore in an already over-developed area. I don't believe the final product will be worthwhile or beneficial to the primary issue of commuter traffic. The pandemic has broadly changed how people work as many people are now working from home. Those who don't either drive because they have no other choice because of their route/lifestyle, or take advantage of our bus system, which has been cut due to the pandemic. Bring back the bus system, fix the West Seattle bridge, and reconsider the light rail entirely. The light rail should not enter West Seattle and stop in the junction. Perhaps it stops at Spokane Street under the bridge and ends there. Obtain land on Harbor Island and build a car park for commuters. From there commuters can take advantage of shuttles or buses to the junction/Delridge. Do no destroy West Seattle with the Light Rail.	Your opposition to the project has been noted. Please see responses to CC1a and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail.

Comment Submittal 0855

Communication ID:	Name	Email
502377	Mark Onnen	bagpiper.onnen@gmail.com

Full Communication (4/27/2022)

I implore you to ignore the baying and crying of NIMBYs on both sides of the political spectrum whose "feedback" causes much-needed infrastructure to languish on planning boards for years, leading to projects going ridiculously and needlessly over budget.

This expansion of the station, making it the heart of the Sound's entire transit network, will likely make it the most important transit stop in the entire state. Any temporary disruptions caused by construction to local businesses are a small price to pay for getting this right. as we will be stuck with whatever the final layout ends up being for decades, if not longer.

The central placement of the station, its accessibility to people of all levels of ability, and its ability to provide fast, frequent, reliable service far exceed any other matters in importance.

Link Light Rail is one of the best things ever to happen to this city. I use it almost every day and my job would literally not be possible without it.

#	Comments	Responses
1	I implore you to ignore the baying and crying of NIMBYs on both sides of the political spectrum whose "feedback" causes much-needed infrastructure to languish on planning boards for years, leading to projects going ridiculously and needlessly over budget. This expansion of the station, making it the heart of the Sound's entire transit network, will likely make it the most important transit stop in the entire state. Any temporary disruptions caused by construction to local businesses are a small price to pay for getting this right, as we will be stuck with whatever the final layout ends up being for decades, if not longer. The central placement of the station, its accessibility to people of all levels of ability, and its ability to provide fast, frequent, reliable service far exceed any other matters in importance. Link Light Rail is one of the best things ever to happen to this city. I use it almost every day and my job would literally not be possible without it.	Thank you for expressing support for the project. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, efficiency, and passenger experience. A response to this comment will also be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0856

Communication ID:	Name	Email
502381	Nicholas Haskell	haskell.nicholas@gmail.com

Full Communication (4/27/2022)

On the topic of the 'West Seattle Junction Segment Alternatives, West Seattle Link Extension' (ES- 22) I would like to comment in favor of any of the tunnel-based options, but specifically 'Medium Tunnel 41stAvenue Station (WSJ-5)'.' WSJ-5 would place the Junction station close enough to the Alaska Junction without having to remove a significant amount of our residential and business neighbors around 41st and/or 42nd, who, if removed, would likely have to move out of the area entirely because of the increasing costs of housing and rent in the neighborhood.

#	Comments	Responses
1	On the topic of the 'West Seattle Junction Segment Alternatives, West Seattle Link Extension' (ES- 22) I would like to comment in favor of any of the tunnel-based options, but specifically 'Medium Tunnel 41stAvenue Station (WSJ-5)'.' WSJ-5 would place the Junction station close enough to the Alaska Junction without having to remove a significant amount of our residential and business neighbors around 41st and/or 42nd, who, if removed, would likely have to move out of the area entirely because of the increasing costs of housing and rent in the neighborhood.	Please see response to CCG2 and CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0857

Communication ID:	Name	Email
502382	Lauren Fox	fox.laurenm@gmail.com

Full Communication (4/27/2022)

This comment is on the topic of the West Seattle Junction Segment Alternatives, for the West Seattle Link Extension. I am in favor of any of the tunnel-based options, but specifically the "Medium Tunnel 41st Avenue Station Alternative (WSJ-5)" for the proposed West Seattle Junction LightRail segment.

A tunnel option (vs elevated train) for the West Seattle segment of the LightRail would be highly preferable because it would:

- Have less operational noise and vibration.
- Displace fewer residential homes and businesses.
- Have a smaller social impact on the integrity of the neighborhood.

#	Comments	Responses
1	This comment is on the topic of the West Seattle Junction Segment Alternatives, for the West Seattle Link Extension. I am in favor of any of the tunnel-based options, but specifically the "Medium Tunnel 41st Avenue Station Alternative (WSJ-5)" for the proposed West Seattle Junction LightRail segment. A tunnel option (vs elevated train) for the West Seattle segment of the LightRail would be highly preferable because it would: Have less operational noise and vibration. Displace fewer residential homes and businesses. Have a smaller social impact on the integrity of the neighborhood.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0858

Communication ID:	Name	Email
502395	C Le	cindehhhh@gmail.com

Full Communication (4/27/2022)

Please do not erase historical and cultural buildings/projects/monuments!

#	Comments	Responses
1	Please do not erase historical and cultural buildings/projects/monuments!	Please see Section 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS for more information on impacts to historic properties. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0859

Communication ID:	Name	Email
502397	C Le	cindehhhh@gmail.com

Full Communication (4/27/2022)

Also, please have the air around these buildings to be safe for those living there and the environment.

#	Comments	Responses
1	Also, please have the air around these buildings to be safe for those living there and the environment.	Please see Section 4.6, Air Quality, of the West Seattle Link Extension Final EIS for more information on air quality. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0860

Communication ID:	Name	Email
502410	Linda Braddock	lindareifel@hotmail.com; gary.reifel@gmail.com

Full Communication (4/27/2022)

I recommend the No Build Solution. With 680,000 tons of carbon to build it would take 100 years to offset! All this while disturbing the aesthetics of West Seattle neighborhoods and inviting crime and homelessness under the elevated tracks.

#	Comments	Responses
1	I recommend the No Build Solution. With 680,000 tons of carbon to build it would take 100 years to offset! All this while disturbing the aesthetics of West Seattle neighborhoods and inviting crime and homelessness under the elevated tracks.	Your opposition to the West Seattle Link Extension has been noted.

Comment Submittal 0861

Communication ID:	Name	Email
502425	Kelsey Mangan	kelsey.endres@gmail.com

Full Communication (4/27/2022)

Please do not choose an option that requires Alki Beach Academy to move or close. It serves a crucial role in the West Seattle community and really shines as a safe and loving school for our small children.

#	Comments	Responses
1	Please do not choose an option that requires Alki Beach Academy to move or close. It serves a crucial role in the West Seattle community and really shines as a safe and loving school for our small children.	Please see response to CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0862

Communication ID:	Name	Email
502426	Ryan Schmies	schmiesdesign@icloud.com

Full Communication (4/27/2022)

Eliminate the Avalon station please. Unnecessary expense. Use the money to build underground.

#	Comments	Responses
1	Eliminate the Avalon station please. Unnecessary expense. Use the money to build underground.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0863

Communication ID:	Name	Email
502437	KP	rackem11@hotmail.com

Full Communication (4/27/2022)

Please, please, please go with Option 4.

Underground stations that don't have actual stairs as a backup for when escalators/elevators (inevitably) fail or there's an actual emergency are both infuriating and dangerous. This happened at the Husky Stadium station a few years ago and the anger/disbelief was palpable; there was practically a riot. How had nobody planned for a simple mechanical failure that could block everybody from using the station? If the escalator was broken, why couldn't we just use it as stairs, at our own risk, as they do in other cities? Wasn't this supposed to be a fancy, brand-new transit system? People were berating the poor employees who were posted there just to turn them away, it was awful. I was lucky enough to be able to cross the street and take a bus that got me to my destination on Cap Hill in 35 min; others didn't have that option and spent hours standing in an epic line, getting nowhere, even though the rail was running right underneath their feet. I'll admit I even currently avoid the Beacon Hill station for this reason, as well--it just doesn't feel safe to not even have an escalator.

Additionally, Option 4's shorter underground walkways would also be/feel much safer, requiring fewer patrols of safety officers, etc. Keeping both rail stations as close together as possible just makes more sense.

I say this even as an occasional customer of Joe's Bar and Grill, which is truly an iconic neighborhood institution in a rapidly gentrifying city that's shuttering too many of its historic dive bars. Please give the displaced businesses the money they need to find new space nearby. Maybe enough so Joe's could move into the J&M Cale's old space...or anything other than just closing up shop for good.

Thanks very much for your careful consideration.

#	Comments	Responses
1	Please, please, please go with Option 4. Underground stations that don't have actual stairs as a backup for when escalators/elevators (inevitably) fail or there's an actual emergency are both infuriating and dangerous. This happened at the Husky Stadium station a few years ago and the anger/disbelief was palpable; there was practically a riot. How had nobody planned for a simple mechanical failure that could block everybody from using the station? If the escalator was broken, why couldn't we just use it as stairs, at our own risk, as they do in other cities? Wasn't this supposed to be a fancy, brand-new transit system? People were berating the poor employees who were posted there just to turn them away, it was awful. I was lucky enough to be able to cross the street and take a bus that got me to my destination on Cap Hill in 35 min; others didn't have that option and spent hours standing in an epic line, getting nowhere, even though the rail was running right underneath their feet. I'll admit I even currently avoid the Beacon Hill station for this reason, as well--it just doesn't feel safe to not even have an escalator. Additionally, Option 4's shorter underground walkways would also be/feel much safer, requiring fewer patrols of safety officers, etc. Keeping both rail stations as close together as possible just makes more sense. I say this even as an occasional customer of Joe's Bar and Grill, which is truly an iconic neighborhood institution in a rapidly gentrifying city that's shuttering too many of its historic dive bars. Please give the displaced businesses the money they need to find new space nearby. Maybe enough so Joe's could move into the J&M Cale's old space...or anything other than just closing up shop for good.	Please see responses to CCG2 and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0864

Communication ID:	Name	Email
502446	Matthew Rayermann	matthew.rayermann@gmail.com

Full Communication (4/27/2022)

The building of ST3 is a once in a generation opportunity. We have to get it right and getting it right means building a transit system which is optimized for transit. Transfer times between lines, station entrances, and other modes of transit should be minimized. Trains should not be routinely stopped by anything other than a station. Stations should be built where people are, or there needs to be concrete plans for up-zoning the land around them. Lines should be set up for expansion.

All of this specifically means:

1. Building a truly shallow station in the CID
2. Not building a moving bridge to Ballard
3. Building the Ballard station on the west side of 15th, or entrances on both sides of 15th
4. Building many reliable, fast, and frequent elevators/escalators, especially at any stations which have to be built deep
5. Leave room for expansion East<->West in North Seattle

Construction only lasts a few years, while the lines laid last down can last for 100s of years, but only if they are placed in the right spot. Otherwise we will have wasted all of our time and money for naught.

#	Comments	Responses
1	The building of ST3 is a once in a generation opportunity. We have to get it right and getting it right means building a transit system which is optimized for transit. Transfer times between lines, station entrances, and other modes of transit should be minimized. Trains should not be routinely stopped by anything other than a station. Stations should be built where people are, or there needs to be concrete plans for up-zoning the land around them. Lines should be set up for expansion.	Please see response to CC3a, and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.
2	Building a truly shallow station in the CID	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Not building a moving bridge to Ballard	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Building the Ballard station on the west side of 15th, or entrances on both sides of 15th	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Building many reliable, fast, and frequent elevators/escalators, especially at any stations which have to be built deep	Please see response to CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Leave room for expansion East<->West in North Seattle	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0865

Communication ID:	Name	Email
502449	Rachel Mishra	rachelemishra@gmail.com; roxydox@gmail.com

Full Communication (4/27/2022)

I'd like to recommend that the Sound Transit Board adopt WSJ-5 as its preferred route. That seems to be the winner across the board since it is less expensive and impacts fewer residences.

Thank you for your consideration. Rachel Mishra

4426 38th Ave SW

#	Comments	Responses
1	I'd like to recommend that the Sound Transit Board adopt WSJ-5 as its preferred route. That seems to be the winner across the board since it is less expensive and impacts fewer residences.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0866

Communication ID:	Name	Email
502452	Marcia Kato	katmart@gmail.com; marcia@q.com

Full Communication (4/27/2022)

Regarding WS Link Extension:

Stations:

The Avalon station is unneeded. As planned, it is less than 1 mile (.8 mi. from the Junction station and .7 mile from the Delridge station). The area between stations is very walkable with sidewalks and pedestrian amenities.

WS Stadium and WS Golf Course are located close to the proposed Avalon station, but the stadium is used minimally by private schools. The golf course and stadium have a large parking lot that serves both facilities.

The Delridge station is most functional sited near SW Genessee St. (DEL-1a to 4). DEL-2a and DEL4 are preferred. Locating the station near Youngstown Cultural Center, SW Youth & Family Services, and the Delridge Community Center, Skate Park & Playfield ensures that light rail will serve the community well. These facilities are hubs for the less affluent "east side" of West Seattle, particularly for underserved youth and families. None of these facilities has a large parking lot, so users rely on public transportation. Siting the Delridge station farther north (DEL-5 or -6) would be a blatant disregard of the practical needs of our community.

Alignment

Based on the need for siting the Delridge station close to community hubs, I firmly support the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5).

#	Comments	Responses
1	The Avalon station is unneeded. As planned, it is less than 1 mile (.8 mi. from the Junction station and .7 mile from the Delridge station). The area between stations is very walkable with sidewalks and pedestrian amenities. WS Stadium and WS Golf Course are located close to the proposed Avalon station, but the stadium is used minimally by private schools. The golf course and stadium have a large parking lot that serves both facilities.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Delridge station is most functional sited near SW Genessee St. (DEL-1a to 4). DEL-2a and DEL4 are preferred. Locating the station near Youngstown Cultural Center, SW Youth & Family Services, and the Delridge Community Center, Skate Park & Playfield ensures that light rail will serve the community well. These facilities are hubs for the less affluent "east side" of West Seattle, particularly for underserved youth and families. None of these facilities has a large parking lot, so users rely on public transportation. Siting the Delridge station farther north (DEL-5 or -6) would be a blatant disregard of the practical needs of our community.	Please see response to CCG2 in Table 7-1. Sound Transit has worked with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.
3	Based on the need for siting the Delridge station close to community hubs, I firmly support the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).	Please see response to CCG2 in Table 7-1.

Comment Submittal 0867

Communication ID:	Name	Email
502453	Nick Wingfield	wingfield@gmail.com

Full Communication (4/27/2022)

I voted for Sound Transit 3 and am a passionate believer that bringing light rail to West Seattle, among other neighborhoods, is an important thing to do. I'm also a big believer that creating-and preserving-as much housing as possible is critical for keeping Seattle affordable for all people.

For that reason, the tunnel options currently being considered for West Seattle are the only logical choice for light rail, in my view. The destruction of homes necessitated by the elevated options, along with those that would be destroyed by a later extension of elevated light rail southward towards Burien, would be a setback to the lives of West Seattleites and to housing affordability in this city. World class city's like New York and Paris have figured this problem out already: Put the trains underground.

Respectfully, Nick Wingfield

#	Comments	Responses
1	I voted for Sound Transit 3 and am a passionate believer that bringing light rail to West Seattle, among other neighborhoods, is an important thing to do. I'm also a big believer that creating-and preserving-as much housing as possible is critical for keeping Seattle affordable for all people. For that reason, the tunnel options currently being considered for West Seattle are the only logical choice for light rail, in my view. The destruction of homes necessitated by the elevated options, along with those that would be destroyed by a later extension of elevated light rail southward towards Burien, would be a setback to the lives of West Seattleites and to housing affordability in this city. World class city's like New York and Paris have figured this problem out already: Put the trains underground.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0868

Communication ID:	Name	Email
502457	Joseph Story	bikersea@gmail.com

Full Communication (4/27/2022)

Dear Reviewer:

Attached are my comments on the West Seattle-Ballard Link Extension DEIS. I have provided my comments as a resident of the Mt. Baker neighborhood in Southeast Seattle.

Overall Organization

Given how this alternative presents two segments opening at least 10 years apart. I believe that the DEIS should be republished into two DEIS documents. The content of many sections already has been divided this way. The choice to combine the details into one large document makes it unwieldy to review and respond. There is nothing inherent in the project that requires that it be one large DEIS.

The certification of this DEIS will be particularly cumbersome as a large document. With two DEIS documents, the West Seattle segment could achieve certification with less addenda to address inadequacies in this DEIS version and legal challenges that may result in the overall DEIS. In this way, the West Seattle Link Extension may be able to begin construction sooner.

Chapter 1: Purpose and Need

Section 1.2.2.2. Downtown Seattle Transit Tunnel Capacity Constraints

This section does not present the capacity constraints of the Downtown Seattle Transit Tunnel. Instead, it attributes the addition of a second tunnel to a study not presented in the DEIS. Because the second tunnel is a substantial part of the expense of this project, this assumption needs to be clearly verified. As this is also listed at Need #2 throughout the document, explanation of this need is expected! In this way, I find the current document flawed and incomplete.

By using the data found in the supporting documents, it appears that the Downtown Seattle Transit

Tunnel is not constrained as stated in the Purpose and Need. One source of the capacity constraints data is found in the Transportation Technical Report Appendix N1. In this report, it presents an overcrowding of rail lines in the current Downtown Seattle Transit Tunnel. However, this overcrowding is presented at an assumption of three minute headways or 20 trains an hour in the peak direction. Sound Transit has indicated on Page 292 that an average of 892 and 865 riders would be on overcrowded trains at these three minute headways. If the headway was reduced to two minutes, those trains would appear to have 595 or 575 average riders per train, leaving 295 to 275 standing riders. If more frequent trains were assumed (2 minutes rather than 3 minutes), the available capacity per train appears to offer 4 square feet per person at the peak hour in the peak direction, meaning that an adequate Level of Service D would be attained if all the trains were in the current Downtown Seattle Transit Tunnel. In other words, these is quantitative evidence in the DEIS that contradicts the stated Purpose and Need #2.

Further, the allocation of trains in the peak direction should be balanced. Currently trains are forecast to run to West Seattle every 6 minutes during peak periods, however, the aggregate ridership on the West Seattle segment is not high enough to warrant this frequency. Thus, some trains in the current Downtown Seattle Transit Tunnel should continue to run into Southeast Seattle, as this segment is the most susceptible to overcrowding.

Chapter 2: Alternatives Considered

The alternatives presented in this DEIS are inadequate and do not cover the range of alternatives anticipated in in a DEIS for new rail corridors. In particular, DEIS for new rail transit corridors typically include an examination of different rail technologies. One technology in particular, automated trains such as those planned for the Ontario Line in Toronto, affords a higher level of service frequency than is proposed here as well as would allow for smaller stations to be built along the corridor (resulting in substantial cost saving). To provide this, the corridor operational plan would have to be revised so that the West Seattle-Ballard segments would be served by this line rather than by mixing it with the current 1 Line. Changing to a more frequent, automated rail line would save costs for the system and provide more frequent service for the riders.

Another alternative not considered was a different service configuration of the current 1 Line from Southeast Seattle into its current alignment through Downtown to UW and North Seattle. Because of this omission, all alternatives result in significantly longer travel times from Southeast Seattle into Downtown and points alone the 1 Line today. This is not

only due to the excessive amount of time to complete a transfer required given the vertical distance and horizontal distance between the current station and the proposed new station, but the proposed new stations are substantially

deeper so that even most Downtown destinations will take longer to reach in the Build alternatives than in the No Build alternative. As Southeast Seattle contains a large low-income population as well as many residents and businesses of various ethnic groups include East Asians, every current Build alternative would make places in the Chinatown-International District area more difficult and longer to reach than the current line offers today.

Another alternative not considered was to operate the Ballard to Downtown segment as a stand- alone automated rail line, with West Seattle and Southeast Seattle lines both using the existing tracks in SODO and through the current Downtown Seattle Transit Tunnel. A line that ends at Westlake would allow for station elevations at Westlake to be shallower, and possibly at the same level as the southbound platform.

Finally, there are not alternatives presented at SODO to allow for same-direction cross-platform

transfers. Instead, every alternative requires making vertical level changes at this station. Since the vertical elevations are more pronounced at Westlake and Chinatown-International District Stations e SODO station is the most logical place to provide same direction cross platform transfers between 1 Line and 3 Line. With a cross platform transfer, riders must simply go between 20 to 25 feet on the same level (less than 10 seconds), and riders would not have to walk to then queue at escalators, stairs or elevators located at the ends of the platforms. This would reduce the transfer time at SODO from as long as 3 minutes to a less than 10 seconds. This is an appropriate mitigation for the added time required for existing 1 Line riders to have to use new deeper stations in the proposed system presented in every alternative.

A simple refinement of the SODO station layouts and nearby track configurations would enable same direction cross platform transfers. A substantial amount of grade crossings already must be built between the proposed West Seattle branch and the central Operations and Maintenance Facility (OMF). The current track configuration is for tracks to be operated in a norlhbound- southbound-northbound-southbound pattern. This makes it difficult to provide switching between tracks. If the tracks were configured with the northbound trains on the east and the southbound trains on the west (the tracks headed to Southeast Seattle as the westmost of the four tracks, with a new connection to the existing tracks at the OMF), or the northbound trains at ground level and the southbound trains on an elevated level, track switching will be much easier to accomplish.

Switches are particularly important if a train must stop due to a service disruption, meaning that hundreds of riders would need to transfer from one train to another.

At several times in the alternatives development process, I have made both written and verbal comments at public meetings to explain why same-direction cross-platforms are needed at SODO and how it can be accomplished. However, no changes were ever made in the subsequent versions. Now, with the recent revealing of how much longer and more difficult transfers will be at Westlake and International District - Chinatown Stations, I again request that this design refinement be made.

A technical note is that I have not found any explanation of forecasted rail line transfer volumes by direction. Instead, broad references suggest that transfers occur at one of three stations but there is no indication of how many will be transferring from and two which line in which direction. Without these details, it is not known how much importance needs to be placed on making transfers more seamless and on the same level. The aggregate time delay added for Southeast Seattle riders should be documented as a negative impact.

Chapter 6: Alternatives Evaluation

The presented alternatives in the DEIS focus on the construction of the project, but not the operation of the project. By omitting the impacts to the operation of the revised system, it fails to complete a disclosure of all the impacts that will arise from the proposed alternatives.

In particular, the residents of Southeast Seattle are negatively affected by the proposed rerouting of the 1 Line from the current tunnel to the new, much deeper one because of the resulting additional travel time and transfer time. Southeast Seattle is a community of many lower-income individuals and transit-dependent people as well at a number of ethnic groups that will have long transit travel times as a result of this operational change. The report is silent on this negative impact, and this should be mitigated in some way, by either providing cross-platform transfers at SODO and/or interlining some or all of the current trains to and from Southeast Seattle into the existing Downtown Seattle Transit Tunnel. Without analyzing the operational impacts to Southeast Seattle, this DEIS is incomplete in the disclosure of impacts and consideration of these mitigation actions as required by NEPA and FTA.

Need #4 states that the WSBLE project is supposed to improve multi-modal connectivity for transit-

dependent residents, low-income people and communities of color. However, accessibility and connectivity in all project alternatives are SIGNIFICANTLY WORSE THAN THE NO-BUILD ALTERNATIVE for these demographic groups that reside or rely on destinations in Southeast Seattle because of the added travel time and effort to use the

proposed new stations in the proposed operational configurations. The access times between the street and platform are longer Downtown by at least 2 to 4 more minutes, while the total travel time to reach UW (not only the academic campus but the medical center), Capitol Hill (Seattle Central College) and other points in North Seattle will increase by 5 to 8 minutes using the current transfer-averse station designs. As a trip from Columbia City to Capitol Hill using Line today is 21 minutes and will increase to 26 to 29 minutes, this is a 24 to 38 percent increase in travel time as an example! If the SODO station is redesigned for same-direction cross-platform transfers, this delay could be reduced to only 22 minutes if trains are scheduled to arrive at SODO Station at about the same time, and become a much less significant impact. Similarly, accessing destination from the new Chinatown-International District platforms will add 2 to 4 minutes to every trip once leaving the train.

You may contact me to ask me for clarification on my comments.

Thanks in advance for responding to my comments,

Joseph Story bikersea@gmail.com 4124 Cascadia Ave S Seattle WA 98118-1331

(206) 829-9561

#	Comments	Responses
1	Given how this alternative presents two segments opening at least 10 years apart, I believe that the DEIS should be republished into two DEIS documents. The content of many sections already has been divided this way. The choice to combine the details into one large document makes it unwieldy to review and respond. There is nothing inherent in the project that requires that it be one large DEIS. The certification of this DEIS will be particularly cumbersome as a large document. With two DEIS documents, the West Seattle segment could achieve certification with less addenda to address inadequacies in this DEIS version and legal challenges that may result in the overall DEIS. In this way, the West Seattle Link Extension may be able to begin construction sooner.	Please see Chapter 1, Purpose and Need for the West Seattle Link Extension, in the West Seattle Link Extension Final EIS for a discussion of separating the environmental processes for the West Seattle Link Extension and Ballard Link Extension. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Chapter 1: Purpose and Need Section 1.2.2.2. Downtown Seattle Transit Tunnel Capacity Constraints This section does not present the capacity constraints of the Downtown Seattle Transit Tunnel. Instead, it attributes the addition of a second tunnel to a study not presented in the DEIS. Because the second tunnel is a substantial part of the expense of this project, this assumption needs to be clearly verified. As this is also listed at Need #2 throughout the document, explanation of this need is expected! In this way, I find the current document flawed and incomplete. By using the data found in the supporting documents, it appears that the Downtown Seattle Transit Tunnel is not constrained as stated in the Purpose and Need. One source of the capacity constraints data is found in the Transportation Technical Report Appendix N1. In this report, it presents an overcrowding of rail lines in the current Downtown Seattle Transit Tunnel. However, this overcrowding is presented at an assumption of three minute headways or 20 trains an hour in the peak direction. Sound Transit has indicated on Page 292 that an average of 892 and 865 riders would be on overcrowded trains at these three minute headways. If the headway was reduced to two minutes, those trains would appear to have 595 or 575 average riders per train, leaving 295 to 275 standing riders. If more	Please see response to CC1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
	frequent trains were assumed (2 minutes rather than 3 minutes), the available capacity per train appears to offer 4 square feet per person at the peak hour in the peak direction, meaning that an adequate Level of Service D would be attained if all the trains were in the current Downtown Seattle Transit Tunnel. In other words, these is quantitative evidence in the DEIS that contradicts the stated Purpose and Need #2. Further, the allocation of trains in the peak direction should be balanced. Currently trains are forecast to run to West Seattle every 6 minutes during peak periods, however, the aggregate ridership on the West Seattle segment is not high enough to warrant this frequency. Thus, some trains in the current Downtown Seattle Transit Tunnel should continue to run into Southeast Seattle, as this segment is the most susceptible to overcrowding.	
3	Chapter 2: Alternatives Considered The alternatives presented in this DEIS are inadequate and do not cover the range of alternatives anticipated in in a DEIS for new rail corridors. In particular, DEIS for new rail transit corridors typically include an examination of different rail technologies. One technology in particular, automated trains such as those planned for the Ontario Line in Toronto, affords a higher level of service frequency than is proposed here as well as would allow for smaller stations to be built along the corridor (resulting in substantial cost saving). To provide this, the corridor operational plan would have to be revised so that the West Seattle-Ballard segments would be served by this line rather than by mixing it with the current 1 Line. Changing to a more frequent, automated rail line would save costs for the system and provide more frequent service for the riders.	The 40 Code of Federal Regulations 1502.14 requires agencies to evaluate reasonable alternatives to a proposed action, discuss each alternative considered in detail, and limit consideration to a reasonable number of alternatives. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for additional information on the alternatives development process for the project, which resulted in evaluation of a reasonable range of alternatives consistent with 40 Code of Federal Regulations1502.14. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. Please see Section 1.3, Planning History of West Seattle Link Extension Corridor, of the Final EIS for more information on past planning in this corridor. A variety of tunnel configurations and alignments were considered during Sound Transit 3 planning, but the system plan approved included separate lines and splitting the existing 1 Line to maintain reliability and balance ridership between the two downtown transit tunnels. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Another alternative not considered was a different service configuration of the current 1 Line from Southeast Seattle into its current alignment through Downtown to UW and North Seattle. Because of this omission, all alternatives result in significantly longer travel times from Southeast Seattle into Downtown and points alone the 1 Line today. This is not only due to the excessive amount of time to complete a transfer required given the vertical distance and horizontal distance between the current station and the proposed new station, but the proposed new stations are substantially deeper so that even most Downtown destinations will take longer to reach in the Build alternatives than in the No Build alternative. As Southeast Seattle contains a large low-income population as well as many residents and businesses of various ethnic groups include East Asians, every current Build alternative would make places in the Chinatown-International District area more difficult and longer to reach than the current line offers today.	Although some trips that currently occur on the 1 Line might increase due to transfers, others would decrease, and overall reliability and frequency would increase for all trips. Additional destinations would also be served, thus increasing the number of people served by high-capacity transit overall. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Another alternative not considered was to operate the Ballard to Downtown segment as a stand- alone automated rail line, with West Seattle and Southeast Seattle lines both using the existing tracks in SODO and through the current Downtown Seattle Transit Tunnel. A line that ends at Westlake would allow for station elevations at Westlake to be shallower, and possibly at the same level as the southbound platform.	A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Finally, there are not alternatives presented at SODO to allow for same-direction cross-platform transfers. Instead, every alternative requires making vertical level changes at this station. Since the vertical elevations are more pronounced at Westlake and Chinatown-International District Stations, the SODO station is the most logical place to provide same direction cross platform transfers between 1 Line and 3 Line. With a cross platform transfer, riders must simply go between 20 to 25 feet on the same level (less than 10 seconds), and riders would not have to walk to then queue at escalators, stairs or elevators located at the ends of the platforms. This would reduce the transfer time at SODO from as long as 3 minutes to a less than 10 seconds. This is an appropriate mitigation for the added time required for existing 1 Line riders to have to use new deeper stations in the proposed system presented in every alternative. A simple refinement of the SODO station layouts and nearby track configurations would enable same direction cross platform transfers. A substantial amount of grade crossings already must be built between the proposed West Seattle branch and the central Operations and Maintenance Facility (OMF). The current track configuration is for tracks to be operated in a northbound-southbound-northbound-southbound pattern. This makes it difficult to provide switching between tracks. If the tracks were configured with the northbound trains on the east and the southbound	Please see Appendix J, Conceptual Plan Drawings, for details of the SODO Station design, and Section 2.1, Build Alternatives, of the Final EIS for a description of refinements to the preferred alternative in the SODO Segment between the WSBLE Draft EIS and West Seattle Link Extension Final EIS. Sound Transit will continue to be evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.

#	Comments	Responses
	trains on the west (the tracks headed to Southeast Seattle as the westmost of the four tracks, with a new connection to the existing tracks at the OMF), or the northbound trains at ground level and the southbound trains on an elevated level, track switching will be much easier to accomplish. Switches are particularly important if a train must stop due to a service disruption, meaning that hundreds of riders would need to transfer from one train to another. At several times in the alternatives development process, I have made both written and verbal comments at public meetings to explain why same-direction cross-platforms are needed at SODO and how it can be accomplished. However, no changes were ever made in the subsequent versions. Now, with the recent revealing of how much longer and more difficult transfers will be at Westlake and International District - Chinatown Stations, I again request that this design refinement be made.	
7	A technical note is that I have not found any explanation of forecasted rail line transfer volumes by direction. Instead, broad references suggest that transfers occur at one of three stations but there is no indication of how many will be transferring from and two which line in which direction. Without these details, ii is not known how much importance needs to be placed on making transfers more seamless and on the same level. The aggregate time delay added for Southeast Seattle riders should be documented as a negative impact.	Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS presents station of mode of access for each station, including the number of transfers from other transit (bus and light rail). The level of information discussed was used as part of planning and design, but is not necessary for determining impacts. A response to this comment related to travel time from Southeast Seattle will be provided as part of the environmental review process for the Ballard Link Extension.
8	Chapter 6: Alternatives Evaluation The presented alternatives in the DEIS focus on the construction of the project, but not the operation of the project. By omitting the impacts to the operation of the revised system, it fails to complete a disclosure of all the impacts that will arise from the proposed alternatives. In particular, the residents of Southeast Seattle are negatively affected by the proposed rerouting of the 1 Line from the current tunnel to the new, much deeper one because of the resulting additional travel time and transfer time. Southeast Seattle is a community of many lower-income individuals and transit-dependent people as well at a number of ethnic groups that will have long transit travel times as a result of this operational change. The report is silent on this negative impact, and this should be mitigated in some way, by either providing cross-platform transfers at SODO and/or interlining some or all of the current trains to and from Southeast Seattle into the existing Downtown Seattle Transit Tunnel. Without analyzing the operational impacts to Southeast Seattle, this DEIS is incomplete in the disclosure of impacts and consideration of these mitigation actions as required by NEPA and FTA. Need #4 states that the WSBLE project is supposed to improve multi-modal connectivity for transit-dependent residents, low-income people and communities of color. However,	With build out of the Sound Transit 3 plan, riders on the 1 Line will still be able to access Downtown Seattle stations. The need for these riders to transfer will depend on their destination, and not all riders will need to transfer. Please see Appendix G, Environmental Justice, of the Final EIS for more information on benefits and impacts to low-income populations and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	accessibility and connectivity in all project alternatives are SIGNIFICANTLY WORSE THAN THE NO-BUILD ALTERNATIVE for these demographic groups that reside or rely on destinations in Southeast Seattle because of the added travel time and effort to use the proposed new stations in the proposed operational configurations. The access times between the street and platform are longer Downtown by at least 2 to 4 more minutes, while the total travel time to reach UW (not only the academic campus but the medical center), Capitol Hill (Seattle Central College) and other points in North Seattle will increase by 5 to 8 minutes using the current transfer-averse station designs. As a trip from Columbia City to Capitol Hill using Line today is 21 minutes and will increase to 26 to 29 minutes, this is a 24 to 38 percent increase in travel time as an example! If the SODO station is redesigned for same-direction cross-platform transfers, this delay could be reduced to only 22 minutes if trains are scheduled to arrive at SODO Station at about the same time, and become a much less significant impact. Similarly, accessing destination from the new Chinatown-International District platforms will add 2 to 4 minutes to every trip once leaving the train.	

Comment Submittal 0869

Communication ID:	Name	Email
502460	Sharon Hoover	tinynurse@hotmail.com

Full Communication (4/27/2022)

We much prefer the longer tunnel alternative into the junction to preserve the look and feel of our thriving business community. I also believe we need to keep all three stations to allow access to more citizens.

#	Comments	Responses
1	We much prefer the longer tunnel alternative into the junction	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	to preserve the look and feel of our thriving business community. I also believe we need to keep all three stations to allow access to more citizens.	Please see response to CC2j in Table 7-1.

Comment Submittal 0870

Communication ID:	Name	Email
502770	Mamie Rockafellar	mamie.rockafellar@gmail.com

Full Communication (4/28/2022)

Dear Sound Transit:

Regarding the Draft EIS for the West Seattle & Ballard Link Extension project:

I sincerely hope you will reject proposed alternative routes DEL-5 and DEL-6. These two routes would have severe negative effects on a non-profit which for 45 years has provided housing and ongoing services to indigent mentally ill King County residents.

While I strongly support expansion of light rail services to West Seattle, I equally strongly oppose disrupting services so important to our region, especially in these times of dramatically increased homelessness. You might as well propose running the routes through Lincoln Park!

Please instead choose routings that leave these important services intact and easily accessible. We need BOTH expanded light rail and continuing easy access to vital community services. Surely your planners can accommodate both.

Hopefully,

Mamie H Rockafellar

#	Comments	Responses
1	I sincerely hope you will reject proposed alternative routes DEL-5 and DEL-6. These two routes would have severe negative effects on a non-profit which for 45 years has provided housing and ongoing services to indigent mentally ill King County residents. While I strongly support expansion of light rail services to West Seattle, I equally strongly oppose disrupting services so important to our region, especially in these times of dramatically increased homelessness. You might as well propose running the routes through Lincoln Park' Please instead choose routings that leave these important services intact and easily accessible. We need BOTH expanded light rail and continuing easy access to vital community services. Surely your planners can accommodate both.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0871

Communication ID:	Name	Email
504138	Linda Braddock	lindareifel@hotmail.com; gary.reigel@gmail.com

Full Communication (4/28/2022)

Hello ST3 team,

Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had they been they shared with voters at the outset ST3 would not have been supported. This message communicated with ST3 planners during the community outreach events.

Make the tunnel option the preferred option for West Seattle.

#	Comments	Responses
1	Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had they been they shared with voters at the outset ST3 would not have been supported. This message communicated with ST3 planners during the community outreach events. Make the tunnel option the preferred option for West Seattle.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0872

Communication ID:	Name	Email
504153	Alexandra Reifel	lexi.reifel@gmail.com

Full Communication (4/28/2022)

Hello ST3 team,

Make the tunnel option the preferred design for ST3 for West Seattle.

Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.

Thank you,

Lexi Reifel

Mobile: 425-301-1221

lexi.reifel@gmail.com

#	Comments	Responses
1	Make the tunnel option the preferred design for ST3 for West Seattle. Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy rnuch needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0873

Communication ID:	Name	Email
504155	Stephen Pettis	spettis1@gmail.com

Full Communication (4/28/2022)

Please do not eliminate any stations in the proposal. Planning for a dense, walkable future throughout the region is both wise and necessary.

All below-grade stations should be as shallow as possible, especially the midtown station. Reducing travel and transfer times should be a priority to ensure the best experience for riders.

My preferred station options are:

INTERBAY: Thorndyke Retained Cut (IBB-2a/IBB-2b); SEATTLE CENTER: Republican Street Station

SOUTH LAKE UNION: Please study additional options, the current ones are too far west

DENNY: Westlake Ave Station (DT-1) WESTLAKE: 5TH Ave Station (DT-1)

CHINATOWN/INTERNATIONAL DISTRICT: 4th Avenue Shallow Alternative (CID-1a), please study cut and cover over downtown transit tunnel

SODO: Mixed Profile Station (SoDo-2)

#	Comments	Responses
1	Please do not eliminate any stations in the proposal. Planning for a dense, walkable future throughout the region is both wise and necessary. All below-grade stations should be as shallow as possible, especially the midtown station. Reducing travel and transfer times should be a priority to ensure the best experience for riders.	Please see responses to CC2j, CC3a, and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	My preferred station options are: INTERBAY: Thorndyke Retained Cut (IBB-2a/IBB-2b); SEATTLE CENTER: Republican Street Station SOUTH LAKE UNION: Please study additional options, the current ones are too far west DENNY: Westlake Ave Station (DT-1) WESTLAKE: 5TH Ave Station (DT-1) CHINATOWN/INTERNATIONAL DISTRICT: 4th Avenue Shallow Alternative (CID-1a), please study cut and cover over downtown transit tunnel SODO: Mixed Profile Station (SoDo-2)	Please see response to CCG2 in Table 7-1. A response to this comment related to the Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0874

Communication ID:	Name	Email
504169	Daniel O'Brien	dhasegawa3@gmail.com

Full Communication (4/28/2022)

To whom it may concern,

I am a resident of 4847 California Avenue SW. This is a condominium building located on the west side of California Avenue at the intersection of California and Hudson. Although the building is not in the direct path of the preferred alternative elevated 41st/42nd station, myself and many residents of the building have concerns that the building of an elevated light rail line could significantly impact the livability of our building. Our unit, including the bedroom, face east across California Avenue, so I am concerned that sound from an elevated light-rail line could significantly impact our quality of life. My understanding is that a short tunnel route to the Alaska junction has been considered that could have a similar cost to the preferred alternative elevated 41st/42nd station. I would request that Sound Transit carefully consider this short-tunnel option as it may reduce the impact to residents in our building. I think this option also warrants further consideration because any expansion of the West Seattle light-rail line further South in the future would potentially displace

thousands of residents along California Avenue if the elevated route were continued and significantly impact the livability of thousands of other residence who live in apartments, condos, and townhouses along California Ave. Thank you for your time and consideration.

Best,

Dan O'Brien

#	Comments	Responses
1	concerns that the building of an elevated light rail line could significantly impact the livability of our building. Our unit, including the bedroom, face east across California Avenue, so I am concerned that sound from an elevated light-rail line could significantly impact our quality of life. My understanding is that a short tunnel route to the Alaska junction has been considered that could have a similar cost to the preferred alternative elevated 41st/42nd station. I would request that Sound Transit carefully consider this short-tunnel option as it may reduce the impact to residents in our building. I think this option also warrants further consideration because any expansion of the West Seattle light-rail line further South in the future would potentially displace thousands of residents along California Avenue if the elevated route were continued and significantly impact the livability of thousands of other residence who live in apartments, condos, and townhouses along California Ave.	Please see responses to CCG2, CC2d, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0875

Communication ID:	Name	Email
504183	Marina Hooker	marina.h096@hotmail.com

Full Communication (4/28/2022)

I think this is a waste of time and money there's already a link in the area and this will be a disaster for the people who already live here. Don't destroy this community.

#	Comments	Responses
1	I think this is a waste of time and money there's already a link in the area and this will be a disaster for the people who already live here. Don't destroy this community.	Your opposition to the project has been noted.

Comment Submittal 0876

Communication ID:	Name	Email
504195	Don Goodwin	D5Goodwin@Comcast.net

Full Communication (4/28/2022)

Any new roadway or train coming into or out of West Seattle needs to be in a tunnel. It was a mistake and disrespectful to the community that Sound Transit Line down Martin Luther King Jr Way S, was above ground. The rail is above ground because it is a poorer neighborhood, and no one was watching out for the underrepresented citizens. It is still said "What side of the tracks do you live on"

#	Comments	Responses
1	Any new roadway or train coming into or out of West Seattle needs to be in a tunnel. It was a mistake and disrespectful to the community that Sound Transit Line down Martin Luther King Jr Way S, was above ground. The rail is above ground because it is a poorer neighborhood, and no one was watching out for the underrepresented citizens. It is still said "What side of the tracks do you live on"	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0877

Communication ID:	Name	Email
504231	Lynn Phan	lynnphan1234@gmail.com

Full Communication (4/28/2022)

I am writing in strong opposition to the DEL-5 & DEL-6 proposals of the West Seattle Link light rail extension plan. I am writing to advocate for Transitional Resources, an organization that supports many marginalized members of our community, as they will be directly impacted by these light rail plans. I am writing on behalf of the many voices that are not able to.

Transitional Resources provides behavioral healthcare and supportive housing services to some of our most vulnerable populations. Their services meet the unique needs to serve individuals struggling with severe mental illnesses, and range from residential treatment to crisis diversion to intensive case management to vocational services. Transitional Resources gives them hope, opportunity, and a chance for recovery. Their model of care relies on multiple buildings that are in close proximity to one another, in order for the TR staff to provide the necessary support to clients. The proposed route for DEL-5 & DEL-6 directly cuts through the area in which a few of these buildings are located (Rise at SW Yancy Street, and properties at 2988 & 2980) and would drastically disrupt the ability to continue to provide such care. We are in the midst of mental health crisis, and to take away one more lifeline will do a huge disservice, not only to the individuals, but to the community at large. If anything, we need to have more places like TR, not take away places like TR.

I am, always have been, and always will be, a passionate supporter of the light rail project and access to a robust public transit system. And as someone who seldom speaks up when it comes to these kinds of things, I feel compelled to speak up now. Please reconsider another alternative other than the DEL-5 & DEL-6 plans. Thank you for your time and consideration.

#	Comments	Responses
1	I am writing in strong opposition to the DEL-5 & DEL-6 proposals of the West Seattle Link light rail extension plan. I am writing to advocate for Transitional Resources, an organization that supports many marginalized members of our community, as they will be directly impacted by these light rail plans. I am writing on behalf of the many voices that are not able to. Transitional Resources provides behavioral healthcare and supportive housing services to some of our most vulnerable populations. Their services meet the unique needs to serve individuals struggling with severe mental illnesses, and range from residential treatment to crisis diversion to intensive case management to vocational services. Transitional Resources gives them hope, opportunity, and a chance for recovery. Their model of care relies on multiple buildings that are in close proximity to one another, in order for the TR staff to provide the necessary support to clients. The proposed route for DEL-5 & DEL-6 directly cuts through the area in which a few of these buildings are located (Rise at SW Yancy Street, and properties at 2988 & 2980) and would drastically disrupt the ability to continue to provide such care. We are in the midst of mental health crisis, and to take away one more lifeline will do a huge disservice, not only to the individuals, but to the community at large. If anything, we need to have more places like TR, not take away places like TR. I am, always have been, and always will be, a passionate supporter of the light rail project and access to a robust public transit system.	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0878

Communication ID:	Name	Email
504239	Eric Baekeloo	boekeloo.eric@gmail.com

Full Communication (4/28/2022)

The light rail must make it easy and convient for riders to easily transfer between modes of transit. Reducing the impact of climate change requires Seattle to expand public transit ridership. The only way that will happen is if it is convient.

#	Comments	Responses
1	The light rail must make it easy and convient for riders to easily transfer between modes of transit. Reducing the impact of climate change requires Seattle to expand public transit ridership. The only way that will happen is if it is convient.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0879

Communication ID:	Name	Email
504241	Alan Fung	alanfung1994@hotmail.com

Full Communication (4/28/2022)

A. General Comments

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.
2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.
3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

B. Detailed Comments

1. West Seattle Link
   a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5), but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.
   b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.
   c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5).
   d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2) and study siting further north at the existing SoDo Station location to avoid costly post office taking.
2. Ballard Link
   a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

c. Westlake - 5th Avenue: 5th Avenue Station [DT-1). Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1). Update vertical conveyances and aim shallower.

e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].

h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.

#	Comments	Responses
1	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1 A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
8	b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.	Please see response to CCG2 in Table 7-1.
9	c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
10	d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
11	a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	g. Smith Cove- Galer Street: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station!Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0880

Communication ID:	Name	Email
504247	MK McCullough	mareka9@msn.com

Full Communication (4/28/2022)

Re: West Seattle Tunnel Options:

Choice: #1 - (#3) - 41st Avenue tunnel. #2 (Option #4 - tunnel)

if tunnel can not be built then the least impactful location is along Fauntleroy (option #1)

The raised platforms are grossly out of scale for the West Seattle neighborhood. Approaches will dominate the area, wipe out residential, block out light & views. especially if built closer to California Ave.

Re: International District. Don't wipe out more of the exisiting commercial area.

#	Comments	Responses
1	Re: West Seattle Tunnel Options: Choice: #1 - (#3) - 41st Avenue tunnel. #2 (Option #4 - tunnel) if tunnel can not be built then the least impactful location is along Fauntleroy (option #1) The raised platforms are grossly out of scale for the West Seattle neighborhood. Approaches will dominate the area, wipe out residential, block out light & views. especially if built closer to California Ave.	Please see responses to CCG2 and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Re: International District. Don't wipe out more of the exisiting commercial area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0881

Communication ID:	Name	Email
504249	Cam Miller	cameron.sidney.miller@gmail.com

Full Communication (4/28/2022)

Hi, I'm Cam. Seattle resident for 10 years, city employee, and transit enthusiast. I'm here to echo the thoughts of others, mostly Seattle Transit Blog, who have made extensive recommendations to help Sound Transit provide the most equitable and effective light rail expansion. To summarize some of their key findings, they include moving the Ballard station further west towards the already dense, walkable, and beautiful town center. Although many, such as myself, would like to see a future East-West line going through here, and would like to see a version of our current ST3 Ballard station that accommodates that future possibility, we still need to make sure that we're building in the heart of the neighborhood NOW rather than waiting for a future that might never come. Stations need to be shallower, especially the new very important IDC station, which should also avoid bulldozing businesses by going on 4th ave. Any "South Lake Union" station should actually be in South Lake Union. The full write up is here: https://seattletransitblog.com/2022/04/13/seattle-subways-summary-recommendations-for-the-st3-deis/

I hate to "make perfect the enemy of good" but we really only have one shot at this. I think I speak for many when I say taking the time to make sure every avenue is explored to the full extent, and to try and avoid drastic compromises is worth it. I realize that this plan gets more expensive each day we wait, but personally I'm willing to sacrifice time and money to get the world class transit system Seattle deserves, and is long overdue for.

Now, to echo Seattle Bike Blog, another way to ensure this new system works well for more people, and improves our environment, is to make cycling a central focus of the project from Day 1. Biking and taking the train should not just be allowed but encouraged, in order to make the greenest and most efficient transportation system we can. Bike lane connections, large, free (or cheap) bike lockers, room for bicycles on trains, actually functioning bike rails to get bikes in and out of stations, these are of the upmost importance if we're serious about making this a green project. We should be building large, ride-in-and-park bike garages like you see in the Netherlands. In this way, the stations could become a central hub for all things cycling in a neighborhood - they should support this even beyond just supporting people who are riding the train; the whole neighborhood regardless of ridership status should see this as a beacon of bike infrastructure and green living, and then perhaps other places will follow suit.

Thank you for your time. Let's make this new line the best it can be. I can't wait to start riding.

-Cam Miller

#	Comments	Responses
1	Hi, I'm Cam. Seattle resident for 10 years, city employee, and transit enthusiast. I'm here to echo the thoughts of others, mostly Seattle Transit Blog, who have made extensive recommendations to help Sound Transit provide the most equitable and effective light rail expansion. To summarize some of their key findings, they include moving the Ballard station further west towards the already dense, walkable, and beautiful town center. Although many, such as myself, would like to see a future East-West line going through here, and would like to see a version of our current ST3 Ballard station that accommodates that future possibility, we still need to make sure that we're building in the heart of the neighborhood NOW rather than waiting for a future that might never come.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Stations need to be shallower, especially the new very important IDC station, which should also avoid bulldozing businesses by going on 4th ave.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
3	Any "South Lake Union" station should actually be in South Lake Union. The full write up is here: https://seattletransitblog.com/2022/04/13/seattle-subways-summary-recommendations-for-the-st3-deis/	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	I hate to "make perfect the enemy of good" but we really only have one shot at this. I think I speak for many when I say taking the time to make sure every avenue is explored to the full extent, and to try and avoid drastic compromises is worth it. I realize that this plan gets more expensive each day we wait, but personally I'm willing to sacrifice time and money to get the world class transit system Seattle deserves, and is long overdue for.	Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, of the West Seattle Link Extension Final EIS, for more information on studies of alternatives completed between the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Now, to echo Seattle Bike Blog, another way to ensure this new system works well for more people, and improves our environment, is to make cycling a central focus of the project from Day 1. Biking and taking the train should not just be allowed but encouraged, in order to make the greenest and most efficient transportation system we can. Bike lane connections, large, free (or cheap) bike lockers, room for bicycles on trains, actually functioning bike rails to get bikes in and out of stations, these are of the upmost importance if we're serious about making this a green project. We should be building large, ride-in-and-park bike garages like you see in the Netherlands. In this way, the stations could become a central hub for all things cycling in a neighborhood - they should support this even beyond just supporting people who are riding the train; the whole neighborhood regardless of ridership status should see this as a beacon of bike infrastructure and green living, and then perhaps other places will follow suit.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0882

Communication ID:	Name	Email
504254	Jonathan Dubman	jon@dubman.com

Full Communication (4/28/2022)

Communication (4/28/2022)

- Cancel West Seattle Link

West Seattle would be better served with frequent and more direct BRT service that leverages the SR 99 tunnel and does not require a transfer to serve the majority of trips to downtown. The West Seattle Bridge and SR 99 provide nearly continuous transit priority already. Sound Transit should study transit trips that serve SLU and the north end of downtown via the SR 99 tunnel and Republican Street exits. The Delridge neighborhood should be saved as-is instead of largely destroyed to build a guideway and a giant elevated station. The climate impact of building West Seattle Link will be a net negative; Sound Transit should make this calculation. At what point in the future does West Seattle Link become a net positive for the climate versus a well-designed BRT network?

- The second downtown tunnel is redundant and counterproductive

Sound Transit has already granted that headways as short as 90 seconds in the downtown Seattle transit tunnel (DSTT) are achievable with additional investments. Even with some temporary construction impacts, it must be tremendously cheaper and more climate friendly to leverage the existing DSTT rather than construct a second, parallel tunnel that serves the same or similar station locations.

It must be possible to get West Seattle trains in the existing tunnel, even though West Seattle Link should really be cancelled, as suggested above. The constructability issue is on the north. There is an engineering solution that allows for a southbound track to merge in from Ballard just north and east of Westlake Station (near the Pine Street ramp off 1-5). There is also an engineering solution for a new southbound split between Westlake and the University Street Station that then continues west to 2nd Ave., goes north to Virginia, and east to Denny/Minor to serve a station there. Sound Transit should investigate asymmetric routing options for Ballard Link that take advantage of this that do not require a northbound split.

Sound Transit should also look into a stub line from Ballard that terminates or loops back at Westlake.

The Center City Connector Streetcar should be completed to add additional north-south capacity through downtown. Stations at the surface are muchmore accessible than deep stations which makes the streetcar more appropriate for short downtown trips than Link.

All configurations that introduce deep station transfers between lines in the downtown section are worse than the status quo for many, many trips. All transfers should be made at the same platform if possible.

- The "SLU" station should be moved to the east

Consolidating stations in SLU is a bad idea. SLU and Denny Triangle deserve two stations, but Westlake/Denny and SR 99 / Harrison are really too close.

SR 99 / Harrison is a bad location for a station. The station vicinity is lower density. The Gates campus and ventilation stacks for SR 99 are hostile to pedestrians. SR 99 bus transfers are of low value because the bus service on SR 99 goes downtown, as does Link. A better location for this station is further east, in a more pedestrian friendly area, closer to the center of employment density.

- The Denny station should be moved to the east

Sound Transit should forego serving Westlake/Denny which is already a short, level walk from Westlake Station, or a short ride on the existing streetcar. This station is much better located around Denny/Minor. Note that Virginia street makes a straight shot from 2nd Ave. to Denny/Minor in public ROW the entire way.

- 14th Ave. is not in Ballard

14th Ave. is actually in the West Woodland neighborhood of Seattle, not in Ballard. There must be a station entrance on the west side of 15th Ave., preferably around 20th Ave., to serve Ballard well. The West Woodland area is lower density with many new townhomes and no major employment.

thank you

#	Comments	Responses
1	Cancel West Seattle Link West Seattle would be better served with frequent and more direct BRT service that leverages the SR 99 tunnel and does not require a transfer to serve the majority of trips to downtown. The West Seattle Bridge and SR 99 provide nearly continuous transit priority already. Sound Transit should study transit trips that serve SLU and the north end of downtown via the SR 99 tunnel and Republican Street exits. The Delridge neighborhood should be saved as-is instead of largely destroyed to build a guideway and a giant elevated station.	Your opposition to the West Seattle Link Extension has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode. The mode identified was light rail, and further information on mode has been added to Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS.
2	The climate impact of building West Seattle Link will be a net negative; Sound Transit should make this calculation. At what point in the future does West Seattle Link become a net positive for the climate versus a well-designed BRT network?	Please see response to CC4.6a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	The second downtown tunnel is redundant and counterproductive Sound Transit has already granted that headways as short as 90 seconds in the downtown Seattle transit tunnel (DSTT) are achievable with additional investments. Even with some temporary construction impacts, it must be tremendously cheaper and more climate friendly to leverage the existing DSTT rather than construct a second, parallel tunnel that serves the same or similar station locations. It must be possible to get West Seattle trains in the existing tunnel, even though West Seattle Link should really be cancelled, as suggested above. The constructability issue is on the north. There is an engineering solution that allows for a southbound track to merge in from Ballard just north and east of Westlake Station (near the Pine Street ramp off 1-5). There is also an engineering solution for a new southbound split between Westlake and the University Street Station that then continues west to 2nd Ave., goes north to Virginia, and east to Denny/Minor to serve a station there. Sound Transit should investigate asymmetric routing options for Ballard Link that take advantage of this that do not require a northbound split.	Please see response to CC1b in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Sound Transit should also look into a stub line from Ballard that terminates or loops back at Westlake.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	The Center City Connector Streetcar should be completed to add additional north-south capacity through downtown. Stations at the surface are muchmore accessible than deep stations which makes the streetcar more appropriate for short downtown trips than Link. All configurations that introduce deep station transfers between lines in the downtown section are worse than the status quo for many, many trips. All transfers should be made at the same platform if possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
6	The "SLU" station should be moved to the east Consolidating stations in SLU is a bad idea. SLU and Denny Triangle deserve two stations, but Westlake/Denny and SR 99 / Harrison are really too close. SR 99 / Harrison is a bad location for a station. The station vicinity is lower density. The Gates campus and ventilation stacks for SR 99 are hostile to pedestrians. SR 99 bus transfers are of low value because the bus service on SR 99 goes downtown, as does Link. A better location for this station is further east, in a more pedestrian friendly area, closer to the center of employment density.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	The Denny station should be moved to the east Sound Transit should forego serving Westlake/Denny which is already a short, level walk from Westlake Station, or a short ride on the existing streetcar. This station is much better located around Denny/Minor. Note that Virginia street makes a straight shot from 2nd Ave. to Denny/Minor in public ROW the entire way.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	14th Ave. is not in Ballard 14th Ave. is actually in the West Woodland neighborhood of Seattle, not in Ballard. There must be a station entrance on the west side of 15th Ave., preferably around 20th Ave., to serve Ballard well. The West Woodland area is lower density with many new townhomes and no major employment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0883

Communication ID:	Name	Email
504258	Martin Haskins	MartinHaskins78@gmail.com

Full Communication (4/28/2022)

Please don't sacrifice the rider experience for short term cost savings that may or may not materialize. Think of the generations of residents, some who could benefit from this system 50 to 100 years from now if it is built in a way that can save the rider time, is convenient to use, and helps give people access for destinations people travel to. Build stations that are within walking distance of the central core of neighborhoods and business districts. Build the station next to Denny Street and Thomas Street in South Lake Union, next to California Avenue (42nd Ave SW) in West Seattle, at 4th Avenue in Chinatown that is shallow (at minimal disruption to business and housing here), and West of 15th Avenue in Ballard. In Ballard reopen study of 20th Ave Portal or at least do elevated or tunnel 15th Avenue but no deep tunnel there and no 14th Avenue station to nowhere). Build stations that aren't so deep below 100 feet that they will take ten minutes to exit from the train platform. Don't penalize the potential rider by making it take longer to go to their central destination.

#	Comments	Responses
1	Please don't sacrifice the rider experience for short term cost savings that may or may not materialize. Think of the generations of residents, some who could benefit from this system 50 to 100 years from now if it is built in a way that can save the rider time, is convenient to use, and helps give people access for destinations people travel to. Build stations that are within walking distance of the central core of neighborhoods and business districts. Build the station next to Denny Street and Thomas Street in South Lake Union, next to California Avenue (42nd Ave SW) in West Seattle, at 4th Avenue in Chinatown that is shallow (at minimal disruption to business and housing here), and West of 15th Avenue in Ballard. In Ballard reopen study of 20th Ave Portal or at least do elevated or tunnel 15th Avenue but no deep tunnel there and no 14th Avenue station to nowhere). Build stations that aren't so deep below 100 feet that they will take ten minutes to exit from the train platform. Don't penalize the potential rider by making it take longer to go to their central destination.	Please see responses to CC2i, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0884

Communication ID:	Name	Email
504313	Martin Westerman	mtatart@seanet.com; info@westseattletc.org; artartart@seanet.com
504313	Joyce Hengesbach	joycehen@hotmail.com
504313	Terese Machmiller	temachmiller@gmail.com
504313	Conrad Cipoletti	conrad.cipoletti@gmail.com
504313	Martin Pagel	mjpagel@gmail.com
504313	James Boyle	greenleaf.boyle@icloud.com
504313	Joe Drovetto	temachmiller@gmail.com

Full Communication (4/28/2022)

West Seattle DEIS Citizen Comments Structure of the DEIS Project

Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS.

Environmental Impact

Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever matched the size of WSBLE's 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle.

- Energy consumption during construction was not considered. (Chapter 4.2.10: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates.
- While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years.
- Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle's contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS.
- The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements?
- Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way.

A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industrynacademic organization at the University of Washington.

Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be

attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction.

Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge.

The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.

Equity

Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities - Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations.

The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval.

If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from I.D. / SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction.

Transit Mode Selection

Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit shouldreview the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine.

When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high-capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / 1-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City.

Commute patterns

It is also not clear yet exactly how the pandemic and other factors have changed commute patterns. The trend for more working from home, strong employment growth in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak lime trips to more of a distribution of trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns.

Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS. Peak capacity is the number that is used as the "capacity requirement" for a transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve. Project funding/Cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between $3 billion and $4.7 billion. This range is double to triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020.

Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained?

At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals - and that's without considering the cost to the environment of greenhouse gases emitted during construction. Transit Time The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus.

Travel limes listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios. By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.

Pedestrian and Bicycle Trails

The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4. Waterway Impact Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SDOT.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which means displaced usinesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions.
- Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is

"consistent with existing views."" While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide□H.

Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.

- Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)

Ecosystems

Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental.

The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point.

While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland. bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area.

Again, the DEIS should have considered transit technologies which are more compatible and friendly ot the environment and unique geographical challenges of West Seattle.

Geology and Soil

Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guiderail construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options.

Martin Pagel, Joyce Hengesbach, Martin Westerman, Terese Machmiller, Conrad Cipoletti, James Boyle, and Joe Drovetto - Many of us submitted comments as individuals and would like these group comments recorded as part of our respective submissions. As such, please include the following emails in your response to our comments: mjpagel@gmail.com, joycehen@hotmail.com, artartart@seanet.com, temachmiller@gmail.com, conrad.cipoletti@gmail.com, greenleaf.boyle@icloud.com, and snosprings@yahoo.com

#	Comments	Responses
1	Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS.	Please see Chapter 1.3, Planning History of West Seattle Link Extension Corridor, of the West Seattle Link Extension Final EIS for more information about the environmental review being separated for the projects.
2	Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever matched the size of WSBLE's 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle. • Energy consumption during construction was not considered. (Chapter 4.2.1O: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. • While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years. • Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle's contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS. • The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements? Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way. A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry□academic organization at the University of Washington. Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction. Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge.	Please see responses to CC4.6a and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.3, Regional Context and Travel, of the Final EIS for more information on changes in vehicle miles traveled; Section 4.6, Air Quality, for updated air quality analysis; Section 4.10, Energy Impacts, for updated energy analysis; and Section 4.9, Ecosystems, for updated ecosystem impact analysis and proposed mitigation.

#	Comments	Responses
3	The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.	Please see response to CC2g in Table 7-1.
4	Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities - Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from I.D. I SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction.	Please see responses to CC1c and CCEJ1 in Table 7-1. Please see Appendix G, Environmental Justice, of the Final EIS for more information about impacts and benefits to low-income populations and communities of color. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode was identified as light rail.
5	Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit should review the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine. When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high- capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / 1-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City. Commute patterns It is also not clear yet exactly how the pandemic and other factors have changed commute patterns. The trend for more working from home, strong employment grow1h in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak time trips to more of a distribution of trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns. Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS. Peak capacity is the number that is used as the "capacity requirement" for a	Please see responses to CC1a, CC1b, and CC2g in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information, and Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times.

#	Comments	Responses
	transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve. Project funding/Cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between $3 billion and $4.7 billion. This range is double to triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained? At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals - and that's without considering the cost to the environment of greenhouse gases emitted during construction.	
6	The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus. Travel times listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios. By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.	Please see response to CC2g in Table 7-1. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on travel times.
7	The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4.	Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more information on nonmotorized facilities and proposed mitigation. Please see Section 3.11, Construction Impacts, for more information on transportation impacts during construction and proposed mitigation.

#	Comments	Responses
8	Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SOOT.	Please see Section 4.9, Ecosystems, of the Final EIS for more information on the impacts of in-water columns. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for more information on public involvement and Tribal consultation. The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.
9	Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives: • Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle. • Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions.	Please see responses to CC4.1a, CC4.1b, and CC4.1c in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS, for information on the Section 4(f) analysis process and the Least Harm Analysis. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on the property acquisition and business relocation process.

#	Comments	Responses
10	Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
11	Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
12	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
13	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRidel H. Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.
14	Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5, Visual and Aesthetic Resources, of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review, to promote visual unity in station areas. Visual simulations at Key Observation Points were included in

#	Comments	Responses
		Appendix N.2, Visual and Aesthetics Technical Report, of the WSBLE Draft EIS and are included in Appendix N.2 of the West Seattle Link Extension Final EIS.
15	Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)	See Appendix N.2, Visual and Aesthetic Resources, of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1a and Option DUW-1b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and Downtown Seattle.
16	Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies which are more compatible and friendly ot the environment and unique geographical challenges of West Seattle	Please see responses to CC4.9a, CC4.9b, and CC4.11a in Table 7-1. Please see Appendix N4, Ecosystems Technical Report, for more information on migratory birds, including great blue heron and osprey, as well as other ecosystem impacts and proposed mitigation.
17	Again, the DEIS should have considered transit technologies which are more compatible and friendly ot the environment and unique geographical challenges of West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guiderail construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options.	Please see response to CC2g in Table 7-1. See Section 4.11, Geology and Soils, for more information about seismic vulnerability and how the project design has accounted for this.

Comment Submittal 0885

Communication ID:	Name	Email
504317	Claudia Hirschey	Claudiahirschey@comcast.net; scrivanich@msn.com

Full Communication (4/28/2022)

Claudia Hirschey Draft EIS Comment

In the purpose and need statement, there are the following sentences. "WSBLE would connect employment opportunities in Downtown Seattle to existing light rail lines and light rail extensions currently under construction in King, Pierce, and Snohomish counties, where more affordable housing is available. Improving mobility in the WSBLE corridor will help improve access to employment and educational opportunities for communities of color and low-income people around the region."

These sentences may or may not be accurate. An analysis using data is required to make this claim. Such data is not sourced in the DEIS. The second sentence, in particular, appears to be a qualitative analysis that claims by definition, that an expanded HCT system is equitably reaching communities of color and low-income simply because the system is expanded.

A quantitative analysis is requested with the data documented and transparent. First, a definition of the communities of color and low-income should be defined with census data and other standard data, and the definition provided. Current measures should be carefully considered such as health disparities.

Second, affordable housing should be defined. These communities should then be mapped with GIS tools. Next, define access to Sound Transit services. Access to the West Seattle Ballard Link extensions is defined as 0.5 miles from the station and 0.5 miles from bus transit that serves the station. The bike shed is greater than the walkshed, but a relatively small number of riders. Access to Sound Transit service is then overlaid onto the defined communities mapped and the affordable housing mapped. The GIS tool would then be used to define the number of residents in the defined communities and the number of affordable housing units reached relative to all populations and housing in the West Seattle to Ballard Link Extension access area and relative to the total Sound Transit service access area.

For transparency exceptions or reasonableness should be discussed in the text. This includes rider travel time greater than one hour accounting for walk time to transit and transfers; employment destinations with work hours outside Sound Transit core service hours (may not be able to quantify but need to disclose), and the real or perceived concerns with personal safety. Real and perceived safety concerns are important to all communities.

Claudia S. Hirschey

#	Comments	Responses
1	In the purpose and need statement, there are the following sentences. "WSBLE would connect employment opportunities in Downtown Seattle to existing light rail lines and light rail extensions currently under construction in King, Pierce, and Snohomish counties, where more affordable housing is available. Improving mobility in the WSBLE corridor will help improve access to employment and educational opportunities for communities of color and low-income people around the region." These sentences may or may not be accurate. An analysis using data is required to make this claim. Such data is not sourced in the DEIS. The second sentence, in particular, appears to be a qualitative analysis that claims by definition, that an expanded HCT system is equitably reaching communities of color and low-income simply because the system is expanded. A quantitative analysis is requested with the data documented and transparent. First, a definition of the communities of color and low-income should be defined with census data and other standard data, and the definition provided. Current measures should be carefully considered such as health disparities. Second, affordable housing should be defined. These communities should then be mapped with GIS tools. Next, define access to Sound Transit services. Access to the West Seattle Ballard Link extensions is defined as 0.5 miles from the station and 0.5 miles from bus	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, in the West Seattle Link Extension Final EIS for updated information regarding the need for the project. See Appendix G, Environmental Justice, of the Final EIS for a definition, description, and mapping of minority and low-income populations and anticipated impacts and benefits to these populations.

#	Comments	Responses
	transit that serves the station. The bike shed is greater than the walkshed, but a relatively small number of riders. Access to Sound Transit service is then overlaid onto the defined communities mapped and the affordable housing mapped. The GIS tool would then be used to define the number of residents in the defined communities and the number of affordable housing units reached relative to all populations and housing in the West Seattle to Ballard Link Extension access area and relative to the total Sound Transit service access area. For transparency exceptions or reasonableness should be discussed in the text. This includes rider travel time greater than one hour accounting for walk time to transit and transfers; employment destinations with work hours outside Sound Transit core service hours (may not be able to quantify but need to disclose), and the real or perceived concerns with personal safety. Real and perceived safety concerns are important to all communities.	

Comment Submittal 0886

Communication ID:	Name	Email
504473	Chris Bragg	cbragg9@yahoo.com

Full Communication (4/28/2022)

Chris Bragg Draft EIS Comment

Manager DEIS Comments,

Add White Center and Burien to 2032!

Chris Bragg cbragg9@yahoo.com 9030 18th Ave SW

Seattle, Washington 98106

#	Comments	Responses
1	Add White Center and Burien to 2032!	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0887

Communication ID:	Name	Email
504599	Richard Ellison	climbwall@msn.com

Full Communication (4/28/2022)

Richard Ellison Draft EIS Comment

From: Richard Ellison, 8003 28th Ave NE, Seattle, WA98115 climbwall@msn.com

I request and extension to the comment period so others and myself can do a more thorough analysis. I have only found out about this deadline today.

I am greatly disturbed by the difficulty to find an accurate assessment of the number of trees to be lost in the building of any action alternatives. Vague phrases as that trees will be removed and there will be visual impacts are not sufficient.

"The project would remove trees and vegetation as necessary, which would make a visible change. Where possible and consistent with light rail operation and maintenance needs, the removed trees and vegetation would be replaced. Section 4.2.5 discusses potential visual impacts and mitigation.

How many exceptional or significant trees will be removed for each alternative. The analysis looks at small areas, gives vague statements, claims mitigations will be done without any details given, and assumes there will be therefore no impact.

All alternatives would require removal of or disturbance to street trees. Several alternatives would also require removal of native trees and other existing vegetation within habitat biodiversity areas. During construction, removing street trees with trunks larger than 6 inches in diameter or any trees in critical areas would require coordination with the City of Seattle. Some of these trees could be removed entirely; others would be replaced with the same or similar trees.

Construction of Alternatives SIB-2 and SIB-3 would require removing trees and other vegetation in the Queen Anne Greenbelt, and wildlife would be disturbed by construction noise. These effects on wildlife are expected to be minimal, as wildlife in the greenbelt is already habituated to noise and migration barriers are already present. The slope drains installed in the hillside could disturb vegetation and soil along the toe of the slope, where they would initially be only 5 to 10 feet underground.

Alternative SIB-3 would have permanent impacts along the western edge of the greenbelt, where it would be in a retained cut for the Smith Cove Station. The guideway transitions from elevated to at-grade in this vicinity. This alternative would remove trees along much of the western edge of the greenbelt north of the Smith Cove Station.

This piece meal approach is problematic without

#	Comments	Responses
1	I request and extension to the comment period so others and myself can do a more thorough analysis. I have only found out about this deadline today.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I am greatly disturbed by the difficulty to find an accurate assessment of the number of trees to be lost in the building of any action alternatives. Vague phrases as that trees will be removed and there will be visual impacts are not sufficient. "The project would remove trees and vegetation as necessary, which would make a visible change. Where possible and consistent with light rail operation and maintenance needs, the removed trees and vegetation would be replaced. Section 4.2.5 discusses potential visual impacts and mitigation. " How many exceptional or significant trees will be removed for each alternative. The analysis looks at small areas, gives vague statements, claims mitigations will be done without any details given, and assumes there will be therefore no impact. All alternatives would require removal of or	Please see responses to CC4.5b and CC4.9a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	disturbance to street trees. Several alternatives would also require removal of native trees and other existing vegetation within habitat biodiversity areas. During construction, removing street trees with trunks larger than 6 inches in diameter or any trees in critical areas would require coordination with the City of Seattle. Some of these trees could be removed entirely; others would be replaced with the same or similar trees.	
3	Construction of Alternatives SIB-2 and SIB-3 would require removing trees and other vegetation in the Queen Anne Greenbelt, and wildlife would be disturbed by construction noise. These effects on wildlife are expected to be minimal, as wildlife in the greenbelt is already habituated to noise and migration barriers are already present. The slope drains installed in the hillside could disturb vegetation and soil along the toe of the slope, where they would initially be only 5 to 10 feet underground. Alternative SIB-3 would have permanent impacts along the western edge of the greenbelt, where it would be in a retained cut for the Smith Cove Station. The guideway transitions from elevated to at-grade in this vicinity. This alternative would remove trees along much of the western edge of the greenbelt north of the Smith Cove Station. This piece meal approach is problemati	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0888

Communication ID:	Name	Email
504609	Lexi Reifel	gary.reifel@gmail.com; lexi.reifel@gmail.com

Full Communication (4/28/2022)

Make the tunnel option the preferred design for ST3 for West Seattle.

Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.

Thank you,

Lexi Reifel
Mobile: 425-301-1221
lexi.reifel@gmail.com

Gary Reifel
Mobile: 206-601-1051
gary.reifel@gmail.com

#	Comments	Responses
1	Make the tunnel option the preferred design for ST3 for West Seattle. Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0889

Communication ID:	Name	Email
504610	Linda Braddock	lindareifel@hotmail.com; gary.reifel@gmail.com

Full Communication (4/28/2022)

Linda Braddock Draft EIS Comment

Hello ST3 team,

Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported.

Make the tunnel option the preferred design for ST3 for West Seattle.

Linda Braddock Mobile: 206-601-1051

linda.reifel@hotmail.com

#	Comments	Responses
1	Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported. Make the tunnel option the preferred design for ST3 for West Seattle.	Please see response to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0890

Communication ID:	Name	Email
504611	Prag Mishra	prag.mishra@yahoo.com

Full Communication (4/28/2022)

Prag Mishra Draft EIS Comment

The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit was over its budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit will not exploit this opportunity to appropriate large to medium parcels, razing people's homes and gardens on them, rezoning and subdividing the lots, and selling them to builders after they have built their line for a net profit.

#	Comments	Responses
1	The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit was over its budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit will not exploit this opportunity to appropriate large to medium parcels, razing people's homes and gardens on them, rezoning and subdividing the lots, and selling them to builders after they have built their line for a net profit.	Please see responses to CCG2, CCG4, and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Comment Submittal 0891

Communication ID:	Name	Email
504619	John Lyon	r2-jl@hotmail.com

Full Communication (4/28/2022)

John Lyon Draft EIS Comment

Hello!

I am writing to comment on the West Seattle/ Ballard Link project.

In terms of ridership potential and driving sustainable urban environments, this project is the single most important element of the entire ST3 program. Unfortunately, current plans as outlined in the draft EIS are woefully inadequate for this critical segment.

Before examining each segment of the project in detail, I would like to outline the general principle by which I believe alternatives for such a project must be judged:

Above all else, the project must build good transit. This means prioritizing users of the completed system as the most important stakeholder. Remember that construction pain is temporary but a poorly built system will pain Seattleites for 100 years or more.

Considering this principle presents several general-case actionable imperatives, which can be applied to most project decisions:

-All proposed stations must be built, not cut

-Stations must be located centrally, as close as possible to their intended destinations and activity hubs

-Stations must minimize vertical circulation. Tunneled stations must be as shallow as possible.

-Transfers must be short and fast. Vertical circulation involved in transfers must be even shorter than that required to exit the station.

-Once in the system, trains must come as frequently and regularly as possible. With these principles established, we can analyze each station area individually. BALLARD

This is probably the most critical non-transfer station of the project. Unfortunately all currently studied alternatives fail to serve the core of the Ballard urban center by at least half a mile. The best location for a Ballard station is along 20th Ave just north of Market St. The proposed 14th Ave station misses this critical juncture by as much as two entire Link stations downtown, and 15th is only slightly better. No current alternative is acceptable, and the final EIS must study a 20th Ave station.

The Ship Canal crossing is also a critical component of the system. A drawbridge is likely to cause unacceptable loss of system reliability, and a fixed bridge is (per recent Coast Guard decision) required to be too high to support a Ballard station with reasonable vertical circulation. A tunnel seems to be necessary in this instance.

INTERBAY

In addition to supporting the Ballard tunnel discussed above, the Thorndyke retained cut station discussed in alternative IBB-2 provides good access to marine industry at Fishermen's Terminal and convenient bus connection on both Emerson and 15th.

SMITH COVE

While all Smith Cove options presented are acceptable, SIB-1 (Galar St) benefits from existing pedestrian infrastructure to help offset the height of the elevated facility and provides good connections to both the Smith Cove cruise terminal and the Expedia campus.

SEATTLE CENTER

While neither Seattle Center station proposal is particularly good, the Mercer St station is both unacceptably deep and significantly further from Seattle Center activities. The Republican Ave station is the only acceptable alternative, although further work should be done to reduce the depth of this station and, if possible, mitigate impacts on Seattle Center area theater groups.

SOUTH LAKE UNION

All proposed South Lake Union stations miss the South Lake Union urban cluster almost as bad as Ballard. Both proposals additionally dump riders in the middle of a freeway interchange immediately upon exiting the station. Neither proposal is acceptable.

A station in the vicinity of Westlake or Terry Avenues would actually serve South Lake Union and allow a shallower crossing of SR-99 further removed from its tunnel infrastructure.

DENNY

While either location is broadly acceptable Westlake provides better access to major employment centers. This station is mystifyingly deep and should be as shallow as possible, ideally at cut-and-cover depth. WESTLAKE

While 5th Ave is the significantly superior location for Westlake Station, everything else about the DT-1 proposal is unacceptable. This station should be built in the style of the transfer stations in the Washington DC Metro, with the new platform crossing directly (~15 - 20 feet) below the existing and escalators directly from both existing platforms to the new center platform. This presents the ability to leverage the existing partial station box on 5th (currently used for escalators between mezzanine and platform levels), especially if short, frequent trains are used on this line as discussed later.

MIDTOWN

Consider using a side platform station or very slightly diagonal elevators to provide direct elevator access between street and platform levels.

INTERNATIONAL DISTRICT/ CHINATOWN

This is the single most critical station in the project due to its location as not just a transfer station but the station allowing transfers not only between the two Link trunks but also Sounder access and the junction between the 1 and 2 lines. The station must be built holistically, connecting all modes with seamless transfer experiences. Unfortunately, none of the current alternatives do this.

This station CANNOT be a deep level station, and of the possible location for shallow stations 4th Ave seems the preferable choice. Unfortunately even the 4th Ave Shallow alternative is significantly too deep to allow seamless transfers. A better option would put the new platform underneath an extended 4th Ave viaduct at the same level as the mainline rail tracks. From there, a transfer tunnel could be dug underneath the Sounder platform, the new Link platform, and the existing Link platforms to allow the quickest possible transfers.

SODO

As the junction of trains headed to West Seattle and Tacoma this is another station where transfer experience is a critical concern. This transfer is best facilitated by the mixed profile (SODO-2) alternative, which has the additional benefit of preserving the SODO busway, which provides a critical connection for disadvantaged communities in south Seattle.

Car overpasses at Lander and Holgate should NOT be constructed with transit dollars from ST3. If it is of such critical importance to save car drivers from waiting 30 seconds for a Link train to pass it should come out of the car-focused budget of SOOT or WSDOT.

DUWAMISH CROSSING

The planned rebuild of the West Seattle Bridge provides opportunity for cost reduction by eliminating the need for a separate structure for light rail trains. This opportunity should be taken to the fullest extent.

WEST SEATTLE

This is the area I am least qualified to comment on, but I do have two areas of concern: First, that no station should be cut from this segment, and second on the extreme amount of housing that is suggested to be torn down to accommodate elevated rail tracks. The low density suburban style nature of West Seattle land use already makes this the lowest impact segment of the project, and removing housing only exacerbates this problem. Elevated tracks should be built within the street right-of-way in the style of the Chicago L. If this cannot be accomplished then alternate modes of service should be considered to West Seattle, such as surface Bus Rapid Transit or a gondola such as the one proposed by West Seattle Skylink.

CONSIDER AUTOMATED LIGHT METRO

While studied and built as one project, current plans are to operate the West Seattle and Ballard branches as separate lines on the final Link network. Doing so would require technical compatibility with the rest of the Link network.

If, however, the West Seattle and Ballard branches are combined into a discreet operating line, however, great benefit could be achieved by swapping lengthy LRV trains for short, hyper-frequent automated light metro in the style of the Vancouver, BC Skytrain. This would have multiple significant benefits:

-Automation would reduce operating costs for the lifetime of the line

-This style of train can be cost effectively run at frequencies significantly greater than the current Link network. This makes turn-up-and-go travel significantly more attractive for users of the line.

-Increased frequencies mean the line could maintain the same capacity with significantly shorter trains. This in turn enables much smaller stations (as short as 150 feet), significantly reducing construction costs and enabling station placement that would be impossible with the ~400 foot trains of the rest of the Link network.

Due to the overwhelming potential benefits of this arrangement, it should be studied in the final EIS and not merely written off.

Operationally, this could be accomplished with 1 line trains short turning at Northgate using the existing pocket track and 2 line trains continuing to Everett. This would minimize the increase in line length over the existing ST3 operations plan.

Thank you for taking the time to carefully consider my feedback. I realize most of it has been less than complimentary, and appreciate your willingness to listen to make this project the best it could possibly be.

Sincerely, John Lyon

#	Comments	Responses
1	Before examining each segment of the project in detail, I would like to outline the general principle by which I believe alternatives for such a project must be judged: Above all else, the project must build good transit. This means prioritizing users of the completed system as the most important stakeholder. Remember that construction pain is temporary but a poorly built system will pain Seattleites for 100 years or more. Considering this principle presents several general-case actionable imperatives, which can be applied to most project decisions: -All proposed stations must be built, not cut -Stations must be located centrally, as close as possible to their intended destinations and activity hubs -Stations must minimize vertical circulation. Tunneled stations must be as shallow as possible. -Transfers must be short and fast. Vertical circulation involved in transfers must be even shorter than that required to exit the station. -Once in the system, trains must come as frequently and regularly as possible.	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, efficiency of transfers, and passenger experience. Please see responses to CC2f and CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 2.3, Operations and Maintenance, of the West Seattle Link Extension Final EIS for a description of train frequency. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	BALLARD This is probably the most critical non-transfer station of the project. Unfortunately all currently studied alternatives fail to serve the core of the Ballard urban center by at least half a mile. The best location for a Ballard station is along 20th Ave just north of Market St. The proposed 14th Ave station misses this critical juncture by as much as two entire Link stations downtown, and 15th is only slightly better. No current alternative is acceptable, and the final EIS must study a 20th Ave station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	The Ship Canal crossing is also a critical component of the system. A drawbridge is likely to cause unacceptable loss of system reliability, and a fixed bridge is (per recent Coast Guard decision) required to be too high to support a Ballard station with reasonable vertical circulation. A tunnel seems to be necessary in this instance.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	INTERBAY In addition to supporting the Ballard tunnel discussed above, the Thorndyke retained cut station discussed in alternative IBB-2 provides good access to marine industry at Fishermen's Terminal and convenient bus connection on both Emerson and 15th.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	SMITH COVE While all Smith Cove options presented are acceptable, SIB-1 (Galar St) benefits from existing pedestrian infrastructure to help offset the height of the elevated facility and provides good connections to both the Smith Cove cruise terminal and the Expedia campus.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	SEATTLE CENTER While neither Seattle Center station proposal is particularly good, the Mercer St station is both unacceptably deep and significantly further from Seattle Center activities. The Republican Ave station is the only acceptable alternative, although further work should be done to reduce the depth of this station and, if possible, mitigate impacts on Seattle Center area theater groups.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	SOUTH LAKE UNION All proposed South Lake Union stations miss the South Lake Union urban cluster almost as bad as Ballard. Both proposals additionally dump riders in the middle of a freeway interchange immediately upon exiting the station. Neither proposal is acceptable. A station in the vicinity of Westlake or Terry Avenues would actually serve South Lake Union and allow a shallower crossing of SR-99 further removed from its tunnel infrastructure.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	DENNY While either location is broadly acceptable Westlake provides better access to major employment centers. This station is mystifyingly deep and should be as shallow as possible, ideally at cut-and-cover depth.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	WESTLAKE While 5th Ave is the significantly superior location for Westlake Station, everything else about the DT-1 proposal is unacceptable. This station should be built in the style of the transfer stations in the Washington DC Metro, with the new platform crossing directly (~15 - 20 feet) below the existing and escalators directly from both existing platforms to the new center platform. This presents the ability to leverage the existing partial station box on 5th (currently used for escalators between mezzanine and platform levels), especially if short, frequent trains are used on this line as discussed later.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	MIDTOWN Consider using a side platform station or very slightly diagonal elevators to provide direct elevator access between street and platform levels.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
11	INTERNATIONAL DISTRICT/ CHINATOWN This is the single most critical station in the project due to its location as not just a transfer station but the station allowing transfers not only between the two Link trunks but also Sounder access and the junction between the 1 and 2 lines. The station must be built holistically, connecting all modes with seamless transfer experiences. Unfortunately, none of the current alternatives do this. This station CANNOT be a deep level station, and of the possible location for shallow stations 4th Ave seems the preferable choice. Unfortunately even the 4th Ave Shallow alternative is significantly too deep to allow seamless transfers. A better option would put the new platform underneath an extended 4th Ave viaduct at the same level as the mainline rail tracks. From there, a transfer tunnel could be dug underneath the Sounder platform, the new Link platform, and the existing Link platforms to allow the quickest possible transfers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	SODO As the junction of trains headed to West Seattle and Tacoma this is another station where transfer experience is a critical concern. This transfer is best facilitated by the mixed profile (SODO-2) alternative, which has the additional benefit of preserving the SODO busway, which provides a critical connection for disadvantaged communities in south Seattle.	Please see response to CCG2 in Table 7-1.
13	Car overpasses at Lander and Holgate should NOT be constructed with transit dollars from ST3. If it is of such critical importance to save car drivers from waiting 30 seconds for a Link train to pass it should come out of the car-focused budget of SOOT or WSDOT.	Please see Chapter 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on the Lander Street grade separation, and Chapter 3.8, Affected Environment and Impacts During Operation - Safety, for more information on safety. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
14	DUWAMISH CROSSING The planned rebuild of the West Seattle Bridge provides opportunity for cost reduction by eliminating the need for a separate structure for light rail trains. This opportunity should be taken to the fullest extent.	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

#	Comments	Responses
15	WEST SEATTLE This is the area I am least qualified to comment on, but I do have two areas of concern: First, that no station should be cut from this segment, and second on the extreme amount of housing that is suggested to be torn down to accommodate elevated rail tracks. The low density suburban style nature of West Seattle land use already makes this the lowest impact segment of the project, and removing housing only exacerbates this problem. Elevated tracks should be built within the street right-of-way in the style of the Chicago L. If this cannot be accomplished then alternate modes of service should be considered to West Seattle, such as surface Bus Rapid Transit or a gondola such as the one proposed by West Seattle Skylink.	Please see responses to CC2g, CC2j, and CC4.1b in Table 7-1.
16	CONSIDER AUTOMATED LIGHT METRO While studied and built as one project, current plans are to operate the West Seattle and Ballard branches as separate lines on the final Link network. Doing so would require technical compatibility with the rest of the Link network. If, however, the West Seattle and Ballard branches are combined into a discreet operating line, however, great benefit could be achieved by swapping lengthy LRV trains for short, hyper-frequent automated light metro in the style of the Vancouver, BC Skytrain. This would have multiple significant benefits: -Automation would reduce operating costs for the lifetime of the line -This style of train can be cost effectively run at frequencies significantly greater than the current Link network. This makes turn-up-and-go travel significantly more attractive for users of the line. -Increased frequencies mean the line could maintain the same capacity with significantly shorter trains. This in turn enables much smaller stations (as short as 150 feet), significantly reducing construction costs and enabling station placement that would be impossible with the -400 foot trains of the rest of the Link network. Due to the overwhelming potential benefits of this arrangement, it should be studied in the final EIS and not merely written off. Operationally, this could be accomplished with 1 line trains short turning at Northgate using the existing pocket track and 2 line trains continuing to Everett. This would minimize the increase in line length over the existing ST3 operations plan.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.

Comment Submittal 0892

Communication ID:	Name	Email
504872	Steve Lorentzen	stevelorentzen@comcast.net

Full Communication (4/28/2022)

Steve Lorentzen Draft EIS Comment

Please put the link light rail system through the tunnel. I think that is WSB3-A

#	Comments	Responses
1	Please put the link light rail system through the tunnel. I think that is WSB3-A	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0893

Communication ID:	Name	Email
504880	Michael Clark	aandm.knives@gmail.com

Full Communication (4/28/2022)

Dear city council

I am writing you regarding the light rail project that is potentially going to affect Blade gallery at 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980. Blade gallery is a big part of my small business and it would be a extremely detrimental to my business if they taken out by this light rail project.

Thank you for your time Mike Clark

683 high st n monmouth OR 97361 360 703 8036

#	Comments	Responses
1	I am writing you regarding the light rail project that is potentially going to affect Blade gallery at 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980. Blade gallery is a big part of my small business and it would be a extremely detrimental to my business if they taken out by this light rail project.	Your concern regarding the potential displacement of BladeGallery is noted. Please also see responses to CC4.1a and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0894

Communication ID:	Name	Email
504934	Marc Cornell	jiggzey@verizon.net

Full Communication (4/28/2022)

Marc Cornell Draft EIS Comment

I have been informed that BladeGallery/Epicurean Edge may be forced out of business due to an eminent domain taking of their property for your proposed light rail system. While I recognize the importance of mass transit improvements for both citizen convenience and the environment, losing a rare and valuable resource like Epic Edge will be great loss to consumers and the general public not only in the Seattle area, but to people like me around the world that have enjoyed the unique business and services that Epic Edge provides.

Epic Edge has informed its customer base that losing their brick and mortar location may cause them to cease operations. This would be a great loss that will unlikely be replaced by any other business.

I would encourage you to find an alternate solution to the light rail system that would not only allow your system to proceed, but allow Epic Edge to remain at its current location to continue to serve the public. Small businesses like Epic Edge need the protection of government to allow them to compete in today's highly volatile business environment. We all know businesses that have suffered and closed due to Covid. Let's not lose another viable business that's an asset to the Seattle community and to the Epic Edge community across the country and around the globe.

Regards, Marc Cornell

12403 Triton Springs Drive

Midlothian, VA23114 804-218-5462

#	Comments	Responses
1	I have been informed that BladeGallery/Epicurean Edge may be forced out of business due to an eminent domain taking of their property for your proposed light rail system. While I recognize the importance of mass transit improvements for both citizen convenience and the environment, losing a rare and valuable resource like Epic Edge will be great loss to consumers and the general public not only in the Seattle area, but to people like me around the world that have enjoyed the unique business and services that Epic Edge provides. Epic Edge has informed its customer base that losing their brick and mortar location may cause them to cease operations. This would be a great loss that will unlikely be replaced by any other business. I would encourage you to find an alternate solution to the light rail system that would not only allow your system to proceed, but allow Epic Edge to remain at its current location to continue to serve the public. Small businesses like Epic Edge need the protection of government to allow them to compete in today's highly volatile business environment. We all know businesses that have suffered and closed due to Covid. Let's not lose another viable business that's an asset to the Seattle community and to the Epic Edge community across the country and around the globe.	Your concern regarding the potential displacement of BladeGallery is noted. Please also see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0895

Communication ID:	Name	Email
504939	Karen Guevara	guevara.karen@ymail.com

Full Communication (4/28/2022)

Karen Guevara Draft EIS Comment

Dear Councilmembers and Sound Transit,

I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else.

Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business:

As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.

As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees - about 40% fewer than other alternatives.

As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives

As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives - about 90% fewer than other alternatives.

As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin - less than 10% that of other alternatives.

As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.

As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.

As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.

Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No.

Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative.

As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no

permanent impact at all to parks and recreational resources.

Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations.

Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households.

BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down - resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889- 5980.

Thank you for your consideration,

Karen Guevara
BladeGallery Inc. Customer
Home address: 1008 Ironsides Ave., Melbourne, FL, 32940 Email: guevara.karen@Ymail.com
Phone: 803-257-7795

#	Comments	Responses
1	I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees - about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives - about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin - less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.	Please see responses to CCG2, CCG3, and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of historic resources on individual properties is determined in consultation with the State Historic Preservation Officer. Please see Sections 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS. Although Alternative DUW-2 would not require relocation at Fire Station 14, the same is true for Alternative DUW-1a and Option DUW-1b. And although Alternative DUW-2 would have no permanent impact to parks and recreational resources, other impacts to resources were compared. Please see Chapter 6, Alternatives Evaluation, of the West Seattle Link Extension Final EIS, for more information meeting the project purpose and need.

Comment Submittal 0896

Communication ID:	Name	Email
504989	Russell Chapin	russell10407@gmail.com

Full Communication (4/28/2022)

Russell Chapin Draft EIS Comment

Manager DEIS Comments,

Greetings and thank you in advance for your time with this comment.

While much of the proposed development of light rail expansion gives reason to be optimistic, there are several extremely frustrating and concerning issues that must be addressed.

To start, the construction of stations and their connecting rails should not, CANNOT be so heavily postponed - waiting 10-20 years for transit that should have existed 5+ years ago is nonsensical and devastating to our future transit woes. This process must be expedited to the greatest safely possible degree.

Offering a greater, expanded, and robust rail transit network is the most direct, easiest, and economically beneficial answer. There is simply no better solution, and there is a need for a present and imminent solution. People need to stop tunnel visioning on the price tag, and realize that having a society is expensive and that the required infrastructure is not optional. We will and must come together to pay for what we need.

Do not eliminate any stations from expansion plans. Make stations shallow for accessibility and improved transfer times between the varied modes of transportation.

Also, in order to future proof our growing system, we must design for expandability as recommended by Seattle Subway:

(1) South Lake Union must be designed to accommodate future expansion to the north (up SR- 99/Aurora) and to the east (replacing the King County Metro 8 line).

(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).

(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you again. Please do not let this critical moment go to waste. Our society is damaged by stagnation and we must act in favor of its future.

Russell Chapin russell10407@gmail.com 12812 60th LN S

Seattle, Washington 98178

#	Comments	Responses
1	To start, the construction of stations and their connecting rails should not, CANNOT be so heavily postponed - waiting 10-20 years for transit that should have existed 5+ years ago is nonsensical and devastating to our future transit woes. This process must be expedited to the greatest safely possible degree. Offering a greater, expanded, and robust rail transit network is the most direct, easiest, and economically beneficial answer. There is simply no better solution, and there is a need for a present and imminent solution. People need to stop tunnel visioning on the price tag, and realize that having a society is expensive and that the required infrastructure is not optional. We will and must come together to pay for what we need.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
2	Do not eliminate any stations from expansion plans. Make stations shallow for accessibility and improved transfer times between the varied modes of transportation.	Please see responses to CC2j and CC2k in Table 7-1. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize the efficiency of transfers between light rail lines and other modes of transportation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Also, in order to future proof our growing system, we must design for expandability as recommended by Seattle Subway: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Please see response to CC2d in Table 7-1. A response to this comment related to future extensions from Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0897

Communication ID:	Name	Email
504990	James S McIntosh	northernlightvisions@centurylink.net jimm@allaboardwashington.org McIntoshJamesSWC01@CenturyLink.Net

Full Communication (4/28/2022)

Communication (4/28/2022) James McIntosh Draft EIS Comment

General Comments

- Tunneling vs. Bridges

In areas involving neighborhoods I favor tunneling as much as possible as opposed to overhead bridges. This especially includes the routing to Market Street in Ballard and to the Alaska Junction in West Seattle.

In general, overhead trackage works in industrial areas or areas away from neighborhoods, but in areas where people will be living near the overhead trackage, the overhead tracks and bridges are not wanted.

There have been many heated neighborhood discussions regarding bridges and overhead tracks. I do remember a public hearing in the early days of ST Phase 1 where several bridge options were being considered over Lake Union. There was quite a bit of public outcry against those bridges.

With overhead bridges there could be long protracted neighborhood battles which would only delay the project and run up the costs.

Pretty Bridge or Not - Nobody wants bridges in their front yard.

Bridges ultimately have proven not to be as reliable as tunnels over time in our region. There have been several bridge collapses and failures. There are also Navigation concerns. There is always the possibility that a large boat can run into a bridge or pier causing long bridge closures and expensive repairs. This too has happened in our region in the past.

While tunneling has traditionally been a more expensive option, the cost of tunneling seems to be coming down.

I would highly encourage Sound Transit to look at all the possible sources of funding - Federal, State and Local - in order to meet the cost of additional tunneling. This especially applies to Ballard and West Seattle.

- Retained Cut Stations

Retained Cut stations are ideal in the hilly terrain as is found on several sections of the line including Interbay and West Seattle. These open-air box stations can be located in transitional locations where overhead tracks will enter into tunnels going into the hills. The stations provide an open-air environment for the riding public while at the same time providing limited access routing for the trains. The Retained Cut 17th Avenue Station in Interbay and Retained Cut Avalon Station in West Seattle are examples of this.

Alignment Recommendations

Here are my Alignment recommendations. Since I do live in Magnolia, I will be going from north to south.

- Ballard - Interbay

I favor the Tunnel 14th Avenue Station (Preferred alternative with third-party funding) option. There is great Transit Oriented Development potential in the neighborhood just east of the Ballard Bridge.

Sound Transit should work with King County Metro and the City of Seattle to develop very frequent- 5-to-7-minute electric trolley service on Market Street between downtown Ballard and the new 14th Ave Link station.

A bit of History is that an old streetcar line once ran on 14th Ave. W. Early streetcars ran on an old Ballard Bridge on 14th Ave. W. with various routings going as far back as the late 1800s.

Bus routes in Ballard, Magnolia, Queen Anne, and other areas could be re-worked serving the new Link stations in Ballard and Interbay.

- 17th Avenue Station in Interbay

I favor the Retained Cut 17th Avenue Station in Interbay.

- Prospect Street Station

A Sounder North connection should be developed at Prospect Street where people can transfer to and from the Sounder trains. Sounder North should be upgraded with service in both directions and mid-day and week-end service.

Susses using the station from Magnolia and elsewhere should have safe curbside connections at Prospect Street Station.

- Seattle Center

The Seattle Center and Lower Queen Anne neighborhood is an active area with close-in urban living, a major Activity Center and where public transportation can continue to be developed.

- Sixth and Mercer Alignment

I favor the Sixth and Mercer alignment. This would allow for a station to be located closest in o the Lower Queen Anne neighborhood, and situated beneath Mercer Street between First Ave. N. and Queen Anne Ave. N. The Lower Queen Anne neighborhood is one of the highest densely populated neighborhoods in all of Seattle and with its close-in features, attractions and closeness to the water is very popular. The Mercer Street station location, between First Ave. N. and Queen Anne Ave. N. would offer extremely good connections to north/ south and other local busses.

- Continued Operation of Seattle Center Monorail

The Seattle Center Monorail connects two major activity centers, the Seattle Center and the Westlake Center and does it well. The Monorail is in good working order.

As well, it is of Historic Transportation interest and is on the National Register of Historic Places. The Seattle Center Monorail is a unique tourist attraction visited by people from all over the world. The Seattle Center is a major Arts, Cultural and Activity center in the Northwest. The Monorail can sustainably carry 12,000 passengers an hour and with restoration of the Center Platform at the Westlake Station complex it could carry even more.

This will offer two choices of travel to Seattle Center and Lower Queen Anne. For travel to the heart of the Seattle Center it would be the Monorail. For Lower Queen Anne and Seattle Center West it would be Ballard Link. The Mercer Street station location would be a two and a half block walk from the west side entrance of the Climate Pledge Arena.

Sound Transit should work with the City of Seattle on the continued operation of the Seattle Center

Monorail.

- Midtown Station

Since this station is to be built in a location involving steep hills, access to it will have to involve many level entryways and elevators and escalators. If the station is built under 6th Ave., then entrances with level walkways should be built on 5th Ave to allow access to this station.

- International District Station

This location is the major transportation hub for the region. People will be transferring between Amtrak, Sounder, the two Link lines, streetcars, busses, and taxis. There must be a good pedestrian concourse between King Street, Union - the current International District station, and the new Link station. It could be either an overhead or underground concourse. If underground, it should be more than just another concrete underground walkway. It should be well lit, sound dampened, secure and provide a pleasant environment. This would provide an efficient way for accessing the various sections in this multi-station complex.

Sound Transit should work with Amtrak, King County Metro, the City of Seattle and other governmental agencies in the development and operation of this multi-station complex.

- West Seattle

I favor alternatives that involve tunneling between Avalon, the Alaska Junction and beyond.

Not being from West Seattle though, I am not as familiar with the details or the possible routes and station locations, so I will divert to West Seattle people who know more about their own neighborhood.

The Retained Cut Avalon Station appears to be a good alternative.

The Tunnel 42nd Avenue Station (Preferred alternative with third-party funding) does seem like a workable option.

- Conclusion

The West Seattle - Ballard Link Line will be a valuable link in our regions overall transportation system. I will be looking forward to further community involvement in the development of this line.

These comments on the West Seattle - Ballard Link Draft Environmental Impact Statement are here-by submitted.

Thank you for the opportunity to comment.

Sincerely, James McIntosh Magnolia

#	Comments	Responses
1	Tunneling vs. Bridges In areas involving neighborhoods I favor tunneling as much as possible as opposed to overhead bridges. This especially includes the routing to Market Street in Ballard and to the Alaska Junction in West Seattle. In general, overhead trackage works in industrial areas or areas away from neighborhoods, but in areas where people will be living near the overhead trackage, the overhead tracks and bridges are not wanted. There have been many heated neighborhood discussions regarding bridges and overhead tracks. I do remember a public hearing in the early days of ST Phase 1 where several bridge options were being considered over Lake Union. There was quite a bit of public outcry against those bridges. With overhead bridges there could be long protracted neighborhood battles which would only delay the project and run up the costs. Pretty Bridge or Not - Nobody wants bridges in their front yard. Bridges ultimately have proven not to be as reliable as tunnels over time in our region. There have been several bridge collapses and failures. There are also Navigation concerns. There is always the possibility that a large boat can run into a bridge or pier causing long bridge closures and expensive repairs. This too has happened in our region in the past. While tunneling has traditionally been a more expensive option, the cost of tunneling seems to be coming down. I would highly encourage Sound Transit to look at all the possible sources of funding - Federal, State and Local - in order to meet the cost of additional tunneling. This especially applies to Ballard and West Seattle.	Please see responses to CCG2 and CC2c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.9, Affected Environment and Impacts During Operation - Navigation, of the West Seattle Link Extension Final EIS for more information on navigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Ballard - Interbay I favor the Tunnel 14th Avenue Station (Preferred alternative with third-party funding) option. There is great Transit Oriented Development potential in the neighborhood just east of the Ballard Bridge. Sound Transit should work with King County Metro and the City of Seattle to develop very frequent - 5-to-7-minute electric trolley service on Market Street between downtown Ballard and the new 14th Ave Link station. A bit of History is that an old streetcar line once ran on 14th Ave. W. Early streetcars ran on an old Ballard Bridge on 14th Ave. W. with various routings going as far back as the late 1800s. Bus routes in Ballard, Magnolia, Queen Anne, and other areas could be re-worked serving the new Link stations in Ballard and Interbay.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	17th Avenue Station in Interbay I favor the Retained Cut 17th Avenue Station in Interbay.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	Prospect Street Station A Sounder North connection should be developed at Prospect Street where people can transfer to and from the Sounder trains. Sounder North should be upgraded with service in both directions and mid-day and week-end service. Susses using the station from Magnolia and elsewhere should have safe curbside connections at Prospect Street Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Seattle Center The Seattle Center and Lower Queen Anne neighborhood is an active area with close-in urban living, a major Activity Center and where public transportation can continue to be developed. ?Sixth and Mercer Alignment I favor the Sixth and Mercer alignment. This would allow for a station to be located closest in to the Lower Queen Anne neighborhood, and situated beneath Mercer Street between First Ave. N. and Queen Anne Ave. N. The Lower Queen Anne neighborhood is one of the highest densely populated neighborhoods in all of Seattle and with its close-in features, attractions and closeness to the water is very popular. The Mercer Street station location, between First Ave. N. and Queen Anne Ave. N. would offer extremely good connections to north / south and other local busses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Continued Operation of Seattle Center Monorail The Seattle Center Monorail connects two major activity centers, the Seattle Center and the Westlake Center and does it well. The Monorail is in good working order. As well, it is of Historic Transportation interest and is on the National Register of Historic Places. The Seattle Center Monorail is a unique tourist attraction visited by people from all over the world. The Seattle Center is a major Arts, Cultural and Activity center in the Northwest. The Monorail can sustainably carry 12,000 passengers an hour and with restoration of the Center Platform at the Westlake Station complex it could carry even more. This will offer two choices of travel to Seattle Center and Lower Queen Anne. For travel to the heart of the Seattle Center it would be the Monorail. For Lower Queen Anne and Seattle Center West it would be Ballard Link. The Mercer Street station location would be a two and a half block walk from the west side entrance of the Climate Pledge Arena. Sound Transit should work with the City of Seattle on the continued operation of the Seattle Center Monorail.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	Midtown Station Since this station is to be built in a location involving steep hills, access to it will have to involve many level entryways and elevators and escalators. If the station is built under 6th Ave., then entrances with level walkways should be built on 5th Ave to allow access to this station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
8	International District Station This location is the major transportation hub for the region. People will be transferring between Amtrak, Sounder, the two Link lines, streetcars, busses, and taxis. There must be a good pedestrian concourse between King Street, Union - the current International District station, and the new Link station. It could be either an overhead or underground concourse. If underground, it should be more than just another concrete underground walkway. It should be well lit, sound dampened, secure and provide a pleasant environment. This would provide an efficient way for accessing the various sections in this multi- station complex. Sound Transit should work with Amtrak, King County Metro, the City of Seattle and other governmental agencies in the development and operation of this multi-station complex.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	West Seattle I favor alternatives that involve tunneling between Avalon, the Alaska Junction and beyond. Not being from West Seattle though, I am not as familiar with the details or the possible routes and station locations, so I will divert to West Seattle people who know more about their own neighborhood.	Please see response to CCG2 in Table 7-1.
10	The Retained Cut Avalon Station appears to be a good alternative	Please see response to CCG2 in Table 7-1.
11	The Tunnel 42nd Avenue Station (Preferred alternative with third-party funding) does seem like a workable option.	Please see response to CCG2 in Table 7-1.
12	The West Seattle - Ballard Link Line will be a valuable link in our regions overall transportation system. I will be looking forward to further community involvement in the development of this line.	Thank you for expressing support for the project.

Comment Submittal 0898

Communication ID:	Name	Email
505134	Erica Mahony	erica.mahony@gmail.com

Full Communication (4/28/2022)

Erica Mahony voicemail Draft EIS comment

Hi, Erica Mahony, 3229 Southwest Genesee Street in Seattle, Washington, 98126. And, I can also be reached via e-mail, Erica.Mahony@gmail.com. Regarding the West Seattle neighborhood DEIS letter. I know this is closing tomorrow. I'm a recent widower. My home was vandalized where there were six broken windows a couple of Mondays back starting at 1:30 in the morning. I resided on Southwest Genesee Street for, goodness, going on 18 years. My husband and I have reclaimed this property. It was an estate sale, it was built in 1925. It's no longer Maybury, but living right at the bridge deck, where the bridge has been shut down, how the neighborhood has changed over the years. I would love to just drive a stake in the ground and just say, You know what? It's kind of like Up. I know you can't buy your view, but it would be nice not to be forced out of eminent domain. So in regard to the plan proposal, I am way behind when my neighborhood off of Southwest Avalon and Southwest Genesee 32nd Avenue Southwest did a walk through, I was dealing with actually ensuring that my house was safe and sound with the elements and..

#	Comments	Responses
1	You know what? It's kind of like Up. I know you can't buy your view, but it would be nice not to be forced out of eminent domain.	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0899

Communication ID:	Name	Email
505506	William Gerdes	William.Gerdes.154986133@p2a.co

Full Communication (4/28/2022)

William Gerdes WSBLE Draft EIS Comment

Ahoy Esteemed Sound Transistors!

Including real bicycle amenities in light rail is a force-multiplier of dollars already spent.

Bicycle amenities include:

- Ample space on rail cars for different types of bicycles and cyclists.
- Effective connections to rail platforms for bicycles, including runnels, multiple elevators, and relaxed rules on who can use escalators.
- Varied, generous, secure, covered bike parking close to the station, including charging stations for electric bike users.
- Real, safe, protected connections between the stations and their surrounding neighborhoods which prioritize the ease and safety of pedestrians and bicyclists accessing the station over those of single occupancy motor vehicle users.

There isn't one kind of transit user. Nor is there one kind of cyclist. There are families and individuals, commuters and recreational users, cargo cyclists to racers, tall/short, strong and less so, those who would/should/need to bring their bikes on the trains, and those who can'Uwon't.

In the past, Sound Transit has treated cyclists as second class users. Secure bike parking has been inadequate and expensive. Most parking has been uncovered (it's Seattle, c'mon!), and has only been oriented to a limited size and shape of bike. Access to platforms has been ridiculous, with few runnels, broken, slow, and over-used elevators, and unnecessarily paternal rules about using an escalator with your bike. And space in railcars has been ridiculously limited and only suited to a particular style/weight of bike and very strong users who can lift those bikes on/off the available hooks.

I can speak from the experience of using bikes on other rail systems in other parts of the world, that Sound Transit's approach has been for the most part completely backwards and unpleasant. We need to leverage the dollars we've already spent to support green, healthy connections. We don't have time to dilly dally.

Yours, William

Regards, William Gerdes

4285 95th Ave SE Mercer Island, WA 98040

#	Comments	Responses
1	Including real bicycle amenities in light rail is a force-multiplier of dollars already spent. Bicycle amenities include: --Ample space on rail cars for different types of bicycles and cyclists. --Effective connections to rail platforms for bicycles, including runnels, multiple elevators, and relaxed rules on who can use escalators. --Varied, generous, secure, covered bike parking close to the station, including charging stations for electric bike users. --Real, safe, protected connections between the stations and their surrounding neighborhoods which prioritize the ease and safety of pedestrians and bicyclists accessing the station over those of single occupancy motor vehicle users. There isn't one kind of transit user. Nor is there one kind of cyclist. There are families and individuals, commuters and recreational users, cargo cyclists to racers, tall/short, strong and less so, those who would/should/need to bring their bikes on the trains, and those who can't/won't. In the past, Sound Transit has	Please see responses to CC3a and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Each station would have a dedicated bicycle storage area. Sound Transit allows all two-wheeled, standard-sized bicycles, including e-bikes, and folding bicycles on trains. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	treated cyclists as second class users. Secure bike parking has been inadequate and expensive. Most parking has been uncovered (it's Seattle, c'mon!), and has only been oriented to a limited size and shape of bike. Access to platforms has been ridiculous, with few runnels, broken, slow, and over-used elevators, and unnecessarily paternal rules about using an escalator with your bike. And space in railcars has been ridiculously limited and only suited to a particular style/weight of bike and very strong users who can lift those bikes on/off the available hooks. I can speak from the experience of using bikes on other rail systems in other parts of the world, that Sound Transit's approach has been for the most part completely backwards and unpleasant. We need to leverage the dollars we've already spent to support green, healthy connections. We don't have time to dilly dally.	

Comment Submittal 0900

Communication ID:	Name	Email
505507	Aaron Epstein	aaron.epstein.501689939@p2a.co

Full Communication (4/28/2022)

Aaron Epstein WSBLE Draft EIS Comment

Hi,

Biking is my main way of getting from Wallingford to anywhere else. However, if I need to get further than a few miles, I rely on buses or light rail. If these don't go exactly where I need, my bike can get me the rest of the way. Light rail and bike are complimentary and crucial for each other's success, at least for me. I know from using Caltrain how easy it can be (bike cars with seating near the bikes). Please make sure it's easy for me to bring my bike on the train.

Thanks!

Regards, Aaron Epstein

4455 Interlake Ave N Seattle, WA98103

#	Comments	Responses
1	Light rail and bike are complimentary and crucial for each other's success, at least for me. I know from using Caltrain how easy it can be (bike cars with seating near the bikes). Please make sure it's easy for me to bring my bike on the train.	Sound Transit allows all two-wheeled, standard-sized bicycles, including e-bikes, and folding bicycles on trains.

Comment Submittal 0901

Communication ID:	Name	Email
503223	Kat Beame	katherine.beame@gmail.com

Full Communication (4/28/2022)

My concern is largely with the options closest to Highland park and Delridge and ensuring that they allow for easy walking, biking and busing for residents of the south east portion of West Seattle. I am concerned that certain alternate options do not service this area well because of their position closer to the junction. I also do not understand why portions of the golf course owned by the city is not being used to mitigate house purchase costs and allow for the houses already there to stay.

Seems like a missed opportunity.

#	Comments	Responses
1	My concern is largely with the options closest to Highland park and Delridge and ensuring that they allow for easy walking, biking and busing for residents of the south east portion of West Seattle. I am concerned that certain alternate options do not service this area well because of their position closer to the junction.	Please see responses to CC3a and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I also do not understand why portions of the golf course owned by the city is not being used to mitigate house purchase costs and allow for the houses already there to stay. Seems like a missed opportunity.	Please see Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension for discussion of why an alternative through the West Seattle Golf Course was not studied in the EIS.

Comment Submittal 0902

Communication ID:	Name	Email
503232	Elizabeth Armstrong	brianne.armstrong@gmail.com

Full Communication (4/28/2022)

I am a property owner on 41st Avenue that will be directly impacted by several of the proposed alternative options for the light rail. I have major concerns of WSJ-1, which would put the light rail directly elevated above (or closely above) my home, greatly impacting ability to rent property in this area. WSJ-5 would require that my home be demolished altogether. This is also a significant concern to me given that I (and my neighbors) will have no control over the independent appraiser selected, nor can we say at this time what the market rate will be at the time of assessment. This places an incredibly unfair disadvantage to homeowners and removes their ability to exercise any discretion over the longevity of their own assets. Further, my home is also a duplex which houses two families. Many of the homes on 41st Avenue (and other direct paths) are the same. Housing, especially rental housing, is already in shortage. Removing housing is irresponsible and will have a direct impact on the vibrancy of the Alaska Junction, and the businesses who desperately rely on residents of this area to support their businesses. I urge Sound Transit to consider this and place emphasis on WSJ-3a or WSJ-3b as the preferred solutions. Thank you

#	Comments	Responses
1	I am a property owner on 41st Avenue that will be directly impacted by several of the proposed alternative options for the light rail. I have major concerns of WSJ-1, which would put the light rail directly elevated above (or closely above) my home, greatly impacting ability to rent property in this area. WSJ-5 would require that my home be demolished altogether. This is also a significant concern to me given that I (and my neighbors) will have no control over the independent appraiser selected, nor can we say at this time what the market rate will be at the time of assessment. This places an incredibly unfair disadvantage to homeowners and removes their ability to exercise any discretion over the longevity of their own assets. Further, my home is also a duplex which houses two families. Many of the homes on 41st Avenue (and other direct paths) are the same. Housing, especially rental housing, is already in shortage. Removing housing is irresponsible and will have a direct impact on the vibrancy of the Alaska Junction, and the businesses who desperately rely on residents of this area to support their businesses.	Please see responses to CCG2, CC4.1a, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I urge Sound Transit to consider this and place emphasis on WSJ-3a or WSJ-3b as the preferred solutions.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0903

Communication ID:	Name	Email
503233	Wil (William) Lavaris	wil@buffaloindustries.com

Full Communication (4/28/2022)

How will property owners be made whole on lost and irreplaceable signage income? Our potentially affected properties have billboards based specifically on their location that generate revenue streams that will immediately dry up if our property is taken. Billboards cannot just be moved, neither practically nor legally within the City of Seattle. The DEIS has not addressed this.

#	Comments	Responses
1	How will property owners be made whole on lost and irreplaceable signage income? Our potentially affected properties have billboards based specifically on their location that generate revenue streams that will immediately dry up if our property is taken. Billboards cannot just be moved, neither practically nor legally within the City of Seattle. The DEIS has not addressed this.	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Billboards are considered part of a property and property owners and businesses would be compensated as described in CC4.1a.

Comment Submittal 0904

Communication ID:	Name	Email
503238	Richard Atalig	richisland32@yahoo.com

Full Communication (4/28/2022)

I strongly oppose the whole WSBLE light rail project and am in favor of the NO BUILD ALTERNATIVE.

#	Comments	Responses
1	I strongly oppose the whole WSBLE light rail project and am in favor of the NO BUILD ALTERNATIVE.	Your opposition to the project has been noted.

Comment Submittal 0905

Communication ID:	Name	Email
503244	Janet Jones	wsjanet@msn.com

Full Communication (4/28/2022)

This comment refers to page 58 of the executive Summary, Next Steps, Environmental Impact Statement Alternatives. Preferred alternatives are:

Meet mass transport needs with Metro bus and Water Taxi by investing in existing infrastructure -

No to light rail in West Seattle. It is also noted that concrete is an environmentally unfriendly building material.

#	Comments	Responses
1	This comment refers to page 58 of the executive Summary, Next Steps, Environmental Impact Statement Alternatives. Preferred alternatives are: Meet mass transport needs with Metro bus and Water Taxi by investing in existing infrastructure - No to light rail in West Seattle. It is also noted that concrete is an environmentally unfriendly building material.	Your opposition to the project has been noted.

Comment Submittal 0906

Communication ID:	Name	Email
503246	Wil (William) Lavaris	wil@buffaloindustries.com

Full Communication (4/28/2022)

Our long-term tenants built their businesses around their proximity to the Port of Seattle as well as suppliers and complementary businesses in the neighborhood. These conditions cannot be simply recreated in a different location, putting these decades-old businesses in jeopardy if they are forced to relocate. The DEIS does not explain how Port of Seattle and neighborhood-dependent businesses can possibly continue to operate their location-specific and location-dependent businesses elsewhere if forced to relocate.

#	Comments	Responses
1	Our long-term tenants built their businesses around their proximity to the Port of Seattle as well as suppliers and complementary businesses in the neighborhood. These conditions cannot be simply recreated in a different location, putting these decades-old businesses in jeopardy if they are forced to relocate. The DEIS does not explain how Port of Seattle and neighborhood-dependent businesses can possibly continue to operate their location-specific and location-dependent businesses elsewhere if forced to relocate.	Please see responses to CC4.1d and CC4.3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0907

Communication ID:	Name	Email
503250	Abdy Farid	af.1@comcast.net; af12.tennis@gmail.com

Full Communication (4/28/2022)

As a residence of the West Seattle's Alaska Junction Neighborhood, I would like to voice my support for the "Medium Tunnel 41st Avenue Station/ Andover Street Station Lower Height" alternative. I believe this option may have the least impact on the existing residential and business properties, does not impact parks and it cost the least among the other alternatives.

In addition, I believe there will be a merit to eliminate the proposed SW Avalon Way Station to get a more seamless and longer tunnel, which benefits the entire Sound Transit line. Lower Delridge station height, lower guideway along SW Genesee Street, and a better location for the Junction station at SW Alaska Street and 41st Avenue SW.

Furthermore, the elimination of the Avalon station may provide savings into a tunnel with a station on Bank of America property at the corner of SW Alaska StreeV 41st Avenue SW.

#	Comments	Responses
1	As a residence of the West Seattle's Alaska Junction Neighborhood, I would like to voice my support for the "Medium Tunnel 41st Avenue Station/ Andover Street Station Lower Height" alternative. I believe this option may have the least impact on the existing residential and business properties, does not impact parks and it cost the least among the other alternatives.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In addition, I believe there will be a merit to eliminate the proposed SW Avalon Way Station to get a more seamless and longer tunnel, which benefits the entire Sound Transit line. Lower Delridge station height, lower guideway along SW Genesee Street, and a better location for the Junction station at SW Alaska Street and 41st Avenue SW. Furthermore, the elimination of the Avalon station may provide savings into a tunnel with a station on Bank of America property at the corner of SW Alaska Street/ 41st Avenue SW.	Please see response to CC2j in Table 7-1.

Comment Submittal 0908

Communication ID:	Name	Email
503261	Ian Stern	ibstern7@gmail.com

Full Communication (4/28/2022)

I personally think that interlining throughout the current DSTT should be studied and considered. The current alternatives for a second downtown tunnel involve extremely deep stations with overly elaborate mezzanines that will be very inconvenient for riders. Investing in better signalling and upgrading signage, vertical conveyances and possibly adding center platforms would all greatly improve the experience for riders.

If it's truly necessary to build a second downtown tunnel, stations should be as shallow as possible in order to minimize ingress/egress times, especially at CID and Westlake. If elevators are the only way to reach the platforms, there should be as small of a mezzanine as possible, and would ideally drop riders onto the platform directly.

S0D0 Station is going to be one, if not the most important transfer stations throughout the system. A cross-platform interchange should be studied to improve transfer times and UX.

#	Comments	Responses
1	I personally think that interlining throughout the current DSTT should be studied and considered. The current alternatives for a second downtown tunnel involve extremely deep stations with overly elaborate mezzanines that will be very inconvenient for riders. Investing in better signalling and upgrading signage, vertical conveyances and possibly adding center platforms would all greatly improve the experience for riders.	Please see response to CC1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	If it's truly necessary to build a second downtown tunnel, stations should be as shallow as possible in order to minimize ingress/egress times, especially at CID and Westlake. If elevators are the only way to reach the platforms, there should be as small of a mezzanine as possible, and would ideally drop riders onto the platform directly.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	SODO Station is going to be one, if not the most important transfer stations throughout the system. A cross-platform interchange should be studied to improve transfer times and UX.	Please see Appendix J, Conceptual Plan Set, for details of the SODO Station design, and Section 2.1, Build Alternatives, for a description of refinements to the preferred alternative in the SODO Segment between the WSBLE Draft EIS and West Seattle Link Extension Final EIS. Sound Transit **will** continue to evaluate design refinements that balance passenger and operations benefits with construction and environmental constraints.

Comment Submittal 0909

Communication ID:	Name	Email
503262	Jon Wright	jon.wright@spudboy.com

Full Communication (4/28/2022)

Please do whatever it takes to expedite delivery of light rail service to West Seattle. The sooner it gets here, the sooner the community starts realizing the benefits.

This is the first time Sound Transit is running service through existing residential neighborhoods. Please take care to minimize the disruption in West Seattle during construction and once built. Tunneling wherever possible will reduce the impact.

For the sake of station accessibility, please minimize station heights and depths.

During construction, please be mindful of West Seattle's limited ingress/egress options and minimize cutting West Seattle off from the rest of the world.

When siting stations, please maximize walksheds and transit-oriented development.

#	Comments	Responses
1	Please do whatever it takes to expedite delivery of light rail service to West Seattle. The sooner it gets here, the sooner the community starts realizing the benefits.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	This is the first time Sound Transit is running service through existing residential neighborhoods. Please take care to minimize the disruption in West Seattle during construction and once built. Tunneling wherever possible will reduce the impact.	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	For the sake of station accessibility, please minimize station heights and depths.	Please see responses to CC2e and CC2k in Table 7-1.
4	During construction, please be mindful of West Seattle's limited ingress/egress options and minimize cutting West Seattle off from the rest of the world.	Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction traffic impacts and proposed mitigation.
5	When siting stations, please maximize walksheds and transit-oriented development.	Please see Chapter 3, Transportation Environment and Consequences, of the West Seattle Link Extension Final EIS for more information on station access by mode. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on transit-oriented development

Comment Submittal 0910

Communication ID:	Name	Email
503263	Wil (William) Lavaris	wil@buffaloindustries.com

Full Communication (4/28/2022)

Our properties have been developed specifically for our long-term tenants and their very specific business needs and around their custom, irreplaceable equipment. The equipment relocation costs, if even technically feasible would far exceed the amounts listed in the DEIS.

(Real Property Acquisitions and Relocation Policy, Sec. 9.4)

#	Comments	Responses
1	Our properties have been developed specifically for our long-term tenants and their very specific business needs and around their custom, irreplaceable equipment. The equipment relocation costs, if even technically feasible would far exceed the amounts listed in the DEIS. (Real Property Acquisitions and Relocation Policy, Sec. 9.4)	Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The WSBLE Draft EIS referred to the Real Property Acquisitions and Relocation Policy, which is available online at www.soundtransit.org. Section 9.4 of the policy refers to re-establishment expenses, which are different than moving expenses. Section 9.1 of the policy addresses moving expenses, but it does not establish a specific limit for moving expenses.

Comment Submittal 0911

Communication ID:	Name	Email
503266	Jeff Stiles	stilesjm1@gmail.com

Full Communication (4/28/2022)

The 42nd and 41st Street tunnel options are my preferred terminus for the line. Cut and cover or bored station.

#	Comments	Responses
1	The 42nd and 41st Street tunnel options are my preferred terminus for the line. Cut and cover or bored station.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0912

Communication ID:	Name	Email
503272	Wil (William) Lavaris	wil@buffaloindustries.com

Full Communication (4/28/2022)

Our tenant's employees are dependent on mass transit. The DEIS shows the elimination of the SODO Busway, either permanently or for a minimum of 10 years. Even if our properties are spared, how will transit-dependent employees get to work? Rerouting buses will only worsen traffic and lengthen commutes, and no additional transit will be built to benefit the SODO neighborhood.

#	Comments	Responses
1	Our tenant's employees are dependent on mass transit. The DEIS shows the elimination of the SODO Busway, either permanently or for a minimum of 10 years. Even if our properties are spared, how will transit-dependent employees get to work? Rerouting buses will only worsen traffic and lengthen commutes, and no additional transit will be built to benefit the SODO neighborhood.	Please see response to CC3f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0913

Communication ID:	Name	Email
503274	Mason Luvera	masonl@me.com

Full Communication (4/28/2022)

As a resident of the Youngstown area, I'm very excited - yet concerned - about the construction of light rail in West Seattle. I ask Sound Transit to take into consideration the following when determining the final preferred alternative:

If a route along SW Genesee Street is chosen, choosing to locate the tracks on the north side of the road (as illustrated in option DEL-1b) makes little sense. The north side is home to many townhomes, single-family residences and apartment buildings that house quite a few people across the income and cultural spectrum of the neighborhood. This would create unnecessary disruption and displacement. Placing the tracks on the south side of Genesee Street would instead put them within the West Seattle Golf Course, which is a much more suitable choice - the Golf Course, while a nice amenity, can much more easily loose land for this public use.

I strongly ask Sound Transit not to choose any alternative that includes the loss of a roadway connection between 30th Ave SW and SW Genesee Street (such as Option DEL-2b). This is a vital pedestrian and vehicle intersection that allows for easy access to the Alaska Junction from the neighborhood. The neighborhood should not loose access to this connection, as it will create strong negative impacts on accessibility and walkability to the Alaska Junction.

Myself and my neighbors are also deeply concerned about the impacts of a higher-height elevated track, as illustrated in the current preferred alternative (DEL-1a). Placing massive concrete pillars towering 150 feet into the air will dramatically alter the feeling and health of the neighborhood. This is a diverse community with much of the area's only remaining affordable housing stock - it doesn't deserve to feel entrapped underneath massive concrete infrastructure. These tracks will also stand directly between the southern sun and the Youngstown area, creating massive shadows on homes and blocking light throughout much of the year. Many of us are gravely concerned about losing this natural light, and I'm not aware of any discussion on these impacts being had in the process so far. An alternative that's lower to the ground (like DEL-2a or DEL-4) would help mitigate this and create a much more livable environment in the neighborhood.

From a resident's perspective, alternatives DEL-5 and DEL-6 make the most sense. They place the tracks closer to current industrial use of the area and do not bisect the diverse residential streets of the neighborhood. It would be much less disruptive and harmful to the residents of Youngstown to have the tracks follow a path around the neighborhood (instead of dividing it) while still providing for easy access to stations at Andover Street and Avalon.

I remain very excited to see this system expand to West Seattle, but I am also concerned about the convoluted nature of the public engagement process so far. To the layperson, a "draft environmental impact statement" does not translate to "see what the potential designs may do to the neighborhood" - I ask Sound Transit to more clearly communicate the designs and their potential impacts as well as create a clearer website experience for those who are seeking to know the basics about these potential designs and what they mean for the area. It should be clear and digestible, and easily accessed from the web. Right now, you have to download the 30mb document and scroll for pages to even see renderings.

Thank you for reviewing my comments. I strongly urge Sound Transit to not choose an alternative that has tall elevated tracks along SW Genesee Street and instead choose one that better maintains the health, livability and environment of the Youngstown neighborhood.

#	Comments	Responses
1	I'm very excited - yet concerned - about the construction of light rail in West Seattle. I ask Sound Transit to take into consideration the following when determining the final preferred alternative: If a route along SW Genesee Street is chosen, choosing to locate the tracks on the north side of the road (as illustrated in option DEL-1b) makes little sense. The north side is home to many townhomes, single-family residences and apartment buildings that house quite a few people across the income and cultural spectrum of the neighborhood. This would create unnecessary disruption and displacement. Placing the tracks on the south side of Genesee Street would instead put them within the West Seattle Golf Course, which is a much more suitable choice - the Golf Course, while a nice amenity, can much more easily loose land for this public use. I strongly ask Sound Transit not to choose any alternative that includes the loss of a roadway connection between 30th Ave SW and SW Genesee Street (such as Option DEL-2b). This is a vital pedestrian and vehicle intersection that allows for easy access to the Alaska Junction from the neighborhood. The neighborhood should not loose access to this connection, as it will create strong negative impacts on accessibility and walkability to the Alaska Junction.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, for more information on road closures and change in connectivity.
2	Myself and my neighbors are also deeply concerned about the impacts of a higher-height elevated track, as illustrated in the current preferred alternative (DEL-1a). Placing massive concrete pillars towering 150 feet into the air will dramatically alter the feeling and health of the neighborhood. This is a diverse community with much of the area's only remaining affordable housing stock - it doesn't deserve to feel entrapped underneath massive concrete infrastructure. These tracks will also stand directly between the southern sun and the Youngstown area, creating massive shadows on homes and blocking light throughout much of the year. Many of us are gravely concerned about losing this natural light, and I'm not aware of any discussion on these impacts being had in the process so far. An alternative that's lower to the ground (like DEL-2a or DEL-4) would help mitigate this and create a much more livable environment in the neighborhood.	Please see responses to CC4.5a and CC2e in Table 7-1.
3	From a resident's perspective, alternatives DEL-5 and DEL-6 make the most sense. They place the tracks closer to current industrial use of the area and do not bisect the diverse residential streets of the neighborhood. It would be much less disruptive and harmful to the residents of Youngstown to have the tracks follow a path around the neighborhood (instead of dividing it) while still providing for easy access to stations at Andover Street and Avalon.	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
4	I remain very excited to see this system expand to West Seattle, but I am also concerned about the convoluted nature of the public engagement process so far. To the layperson, a "draft environmental impact statement" does not translate to "see what the potential designs may do to the neighborhood" - I ask Sound Transit to more clearly communicate the designs and their potential impacts as well as create a clearer website experience for those who are seeking to know the basics about these potential designs and what they mean for the area. It should be clear and digestible, and easily accessed from the web. Right now, you have to download the 30mb document and scroll for pages to even see renderings.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension Project. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information.

Comment Submittal 0914

Communication ID:	Name	Email
503275	Gina Karaba	ginakaraba@hotmail.com

Full Communication (4/28/2022)

Please direct these comments to appendix M. The current preferred light rail option Del-3 and Del- 4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance. the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before. New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown.

Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.

#	Comments	Responses
1	The current preferred light rail option Del-3 and Del-4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance	Please see responses to CCG2, CC3c, CC3d, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before. New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown. Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.	Please see response to CC2h in Table 7-1.

Comment Submittal 0915

Communication ID:	Name	Email
503277	Laurie Sander	seattlesander@gmail.com

Full Communication (4/28/2022)

I'm a homeowner in Pigeon Point and opposed to the DUW 1a plan (described in Figure ES-10 on page 22 of the Draft EIS Executive Summary), which would not only require the demolition of the homes of many of my neighbors, but would also have a catastrophic impact on our local heron rookery. It would also destroy shared green space and the few retail businesses we have within walking distance of our neighborhood.

Also: as someone who already finds the 120 bus to be a very convenient and quick way to get downtown, a light rail station at or north of Andover makes zero sense.

I support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I am opposed to putting a Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include:

(1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp;

(2) poor walkshed of station;

(3) poor compatibility with racial equity toolkit;

(4) bus transfer requiring buses to turn off of Delridge Way SW;

(5) lack of community input from bus riders in south Delridge and Burien. Thank you.

#	Comments	Responses
1	opposed to the DUW 1a plan (described in Figure ES-10 on page 22 of the Draft EIS Executive Summary), which would not only require the demolition of the homes of many of my neighbors, but would also have a catastrophic impact on our local heron rookery. It would also destroy shared green space and the few retail businesses we have within walking distance of our neighborhood.	Please see responses to CCG2, CC4.4a, and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Also; as someone who already finds the 120 bus to be a very convenient and quick way to get downtown, a light rail station at or north of Andover makes zero sense. I support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I am opposed to putting a Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include; (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (2) poor walkshed of station; (3) poor compatibility with racial equity toolkit; (4) bus transfer requiring buses to turn off of Delridge Way SW; (5) lack of community input from bus riders in south Delridge and Burien.	Please see responses to CCG2, CC3a, CCEJ1, and CCEJ2 in Table 7-1.

Comment Submittal 0916

Communication ID:	Name	Email
503279	Gina Karaba	ginakaraba@hotmail.com

Full Communication (4/28/2022)

Responding to the DEIS draft. Please direct these comments to appendix M. The current preferred light rail option Del-3 and Del-4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance. the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before.

New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown.

Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.

#	Comments	Responses
1	The current preferred light rail option Del-3 and Del-4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance.	Please see responses to CCG2, CC3c, CC3d, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before. New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown. Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.	Please see response to CC2h in Table 7-1.

Comment Submittal 0917

Communication ID:	Name	Email
503283	Andrew Johnson	andrewmfjohnson@gmail.com

Full Communication (4/28/2022)

Thank you again for the opportunity to comment on the draft DEIS for the proposes West Seattle Ballard Link Extension. I previously commented my strong opposition to the DEL-5 and DEL-6 alignments and SW Andover St Station, which will be tremendously damaging to the Delridge and Avalon Neighborhoods and not properly serve those communities nor others to the south that are expected to connect there. It has since been emphasized to me that "No Build" is also an alternative, which I had not fully appreciated. Having now looked more widely at cost-benefit of the WSBLE based on the DEIS details I wish to add a comment strongly in favor of the No Build alternative. The most prominent reasons for this are detailed below:

1. Transit Time Benefit and Reduction in Car Traffic is not significant enough to offset the environmental impact of the WSE construction and operation.

- The carbon cost of condtruction is estimated between 158,067 and 614,461 tons while the annual carbon saving from reduced vehicle traffic is estimated as only 10,941 (and only once connected to downtown in 2037 at the earliest). Indeed vehicle hours are expected to be reduced by just 0.1% (Table 3-2). This means it will take 42-168 years simply to break-even on the carbon cost of this project. Furthermore, the need to change trains at SODO in order to reach beyond the Delridge-West Seattle area, represents a major obstacle in benefiting transit times. Existing Rapid Bus C and G lines serve downtown in an impressive 30 minutes and the proposed benefit is likely just an 8 minute reduction, which could well be less when transfers, up multiple escalators to the elevated rail stations are considered. This is simply not adequate to offset the cost, environmental and community impacts.

2. Equity. Those most in need of improved public transport systems are generally underserved communities far more prominent in areas South, such as George Town, South Park, Burien and White Center. This proposed extension seems to put the wealthy, whiter community of West Seattle before those more deserving. Furthermore, a route to those neighborhoods could be envisaged running along existing transit routes along the Duwamish water way, which is much flatter and easier terrain for mass transit construction than West Seattle. In light of the awakening in racial justice that has occured since ST3 was agreed it is time to reconsider whether the WSBLE is truly an equitable policy.

3. An estimated total cost of up to $4 billion dollars (Chapter 2.8.2.1.1) in a high inflation economy with a city experiencing massive budget and policy shortfalls is simply too much to spend for the marginal gains detailed in the DEIS. As a further vote would be required to increase the budget from the $1.7 billion originally earmarked it is time to seriously consider whether this project is cost-effective.

I support further research of alternative options, such as the SkyLink Gondola that may provide some additional transit benefits and a lower environmental and economic cost.

#	Comments	Responses
1	I previously commented my strong opposition to the DEL-5 and DEL-6 alignments and SW Andover St Station, which will be tremendously damaging to the Delridge and Avalon Neighborhoods and not properly serve those communities nor others to the south that are expected to connect there.	Please see responses to CCG2, CC3a, CCEJ1, and CCEJ2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	It has since been emphasized to me that "No Build" is also an alternative, which I had not fully appreciated. Having now looked more widely at cost-benefit of the WSBLE based on the DEIS details I wish to add a comment strongly in favor of the No Build alternative. The most prominent reasons for this are detailed below: Transit Time Benefit and Reduction in Car Traffic is not significant enough to offset the environmental impact of the WSE construction and operation. The carbon cost of condtruction is estimated between 158,067 and 614,461 tons while the annual carbon saving from reduced vehicle traffic is estimated as only 10,941 (and only once connected to downtown in 2037 at the earliest). Indeed vehicle	Please see responses to CC1c, CC2g, and CC4.6a in Table 7-1. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The

#	Comments	Responses
	hours are expected to be reduced by just 0.1% (Table 3-2). This means it will take 42-168 years simply to break-even on the carbon cost of this project. Furthermore, the need to change trains at SODO in order to reach beyond the Delridge- West Seattle area, represents a major obstacle in benefiting transit times. Existing Rapid Bus C and G lines serve downtown in an impressive 30 minutes and the proposed benefit is likely just an 8 minute reduction, which could well be less when transfers, up multiple escalators to the elevated rail stations are considered. This is simply not adequate to offset the cost, environmental and community impacts. Equity. Those most in need of improved public transport systems are generally underserved communities far more prominent in areas South, such as George Town, South Park, Burien and White Center. This proposed extension seems to put the wealthy, whiter community of West Seattle before those more deserving. Furthermore, a route to those neighborhoods could be envisaged running along existing transit routes along the Duwamish water way, which is much flatter and easier terrain for mass transit construction than West Seattle. In light of the awakening in racial justice that has occured since ST3 was agreed it is time to reconsider whether the WSBLE is truly an equitable policy. An estimated total cost of up to $4 billion dollars (Chapter 2.8.2.1.1) in a high inflation economy with a city experiencing massive budget and policy shortfalls is simply too much to spend for the marginal gains detailed in the DEIS. As a further vote would be required to increase the budget from the $1.7 billion originally earmarked it is time to seriously consider whether this project is cost-effective.	Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives.

Comment Submittal 0918

Communication ID:	Name	Email
503296	Ryan Cousins	clorinth@gmail.com

Full Communication (4/28/2022)

Dear Sound Transit,

I'd like to start off by saying that I'm a new public transit enthusiast and would be using the Light Rail daily when it expands to West Seattle. As a resident of Pigeon Point. I'd like to express my opinion based on the facts and research listed in the EIS Executive Summary.

I'm in favor of the North Crossing (DUW-2) as it has the least amount of impact to our Pigeon Point community with no residents displaced, least impact to employees in the surrounding area, lowest levels of noise and visual impacts, and reduced environmental impact to the Duwamish Waterway and the Great Blue Herons nesting on the northeast corner who call Pigeon Point their home.

While this is a more expensive option, it can be offset by DEL-6 and WSJ-5. (Table ES-2, page ES-18)

Similarly, I'm supportive of the Andover Street Station Lower Height Alternative (DEL-6) because of the least amount of impact to residents, employees, and visuals/noise comparatively. This station would have the least impact on the surrounding North Delridge neighborhood. This Stations alternative's height is reduced to 90ft instead of the preferred alternative's proposed 120ft station. Which would be a visual dominance on the surrounding neighborhoods. It's also the cheapest option. (Table ES-3, page ES-18)

The West Seattle Junction Segment's Medium Tunnel 41st Avenue Station Alternative (WSJ-5) appears to be the best choice with its tunnel below the West Seattle Junction, having the least amount of impact on residents, businesses, and employees. This option has the minimal impact on noise, visuals, historic districts, and parks, and costs less than its alternatives. (Table ES-4, page ES-23)

With all of the above options combined, the total cost ($3 billion) would be in the middle of the estimated range of the preferred alternative routes ($2.7 - $3.3 billion).

Sound Transit's decisions shouldn't be based on money alone since these designs will have a lasting impact on Pigeon Point and West Seattle communities for generations to come. Please consider the impacts to our neighbors homes, employees, visual/noise levels, and the environment.

Thank you for taking the time to read my comment. I look forward to seeing light rail in West Seattle!

Ryan Cousins

#	Comments	Responses
1	I'm in favor of the North Crossing (DUW-2) as it has the least amount of impact to our Pigeon Point community with no residents displaced, least impact to employees in the surrounding area, lowest levels of noise and visual impacts, and reduced environmental impact to the Duwamish Waterway and the Great Blue Herons nesting on the northeast corner who call Pigeon Point their home. While this is a more expensive option, it can be offset by DEL-6 and WSJ-5. (Table ES-2, page ES-18)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I'm supportive of the Andover Street Station Lower Height Alternative (DEL-6) because of the least amount of impact to residents, employees, and visuals/noise comparatively. This station would have the least impact on the surrounding North Delridge neighborhood. This Stations alternative's height is reduced to 90ft instead of the preferred alternative's proposed 120ft station. Which would be a visual dominance on the surrounding neighborhoods. It's also the cheapest option.	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
3	West Seattle Junction Segment's Medium Tunnel 41st Avenue Station Alternative (WSJ-5) appears to be the best choice with its tunnel below the West Seattle Junction, having the least amount of impact on residents, businesses, and employees. This option has the minimal impact on noise, visuals, historic districts, and parks, and costs less than its alternatives.	Please see response to CCG2 in Table 7-1.
4	With all of the above options combined, the total cost ($3 billion) would be in the middle of the estimated range of the preferred alternative routes ($2.7 - $3.3 billion). Sound Transit's decisions shouldn't be based on money alone since these designs will have a lasting impact on Pigeon Point and West Seattle communities for generations to come. Please consider the impacts to our neighbors homes, employees, visual/noise levels, and the environment.	Please see response to CCG3 in Table 7-1.

Comment Submittal 0919

Communication ID:	Name	Email
503299	Danielle Devier	danielle.devier@gmail.com

Full Communication (4/28/2022)

Greetings,

I am a resident of the north Delridge neighborhood and I'm writing to support for the Duwamish Waterway North Crossing Alternative (DUW-2) because it has the least impact to the heron rookeries near the West Seattle Bridge, and the wetlands in that same area (Appendix N4, Ecosystem Resources Map, page 28)

I'm also writing to support the alternatives which utilize SW Genesee St in the Delridge segment, DEL- 1 thru DEL-4, because it appears that this location is better connected to the bicycle master plan, shown in map 4-10 in Appendix N-4G, and it may also afford easier pedestrian access to a larger number of neighborhood residents as compared to the SW Andover St alternatives, DEL-5 and DEL-6.

Thanks you for the opportunity to comment on this Draft EIS.

Sincerely,

Danielle Devier

#	Comments	Responses
1	I am a resident of the north Delridge neighborhood and I'm writing to support for the Duwamish Waterway North Crossing Alternative (DUW-2) because it has the least impact to the heron rookeries near the West Seattle Bridge, and the wetlands in that same area (Appendix N4, Ecosystem Resources Map, page 28)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I'm also writing to support the alternatives which utilize SW Genesee St in the Delridge segment, DEL- 1 thru DEL-4, because it appears that this location is better connected to the bicycle master plan, shown in map 4-10 in Appendix N-4G, and it may also afford easier pedestrian access to a larger number of neighborhood residents as compared to the SW Andover St alternatives, DEL-5 and DEL-6.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0920

Communication ID:	Name	Email
503301	Rachel Sun	rach.sunnn@gmail.com

Full Communication (4/28/2022)

please do not move forward with this expansion! funds would be so much more productive if allocated elsewhere, this expansion is unnecessary and harmful to small businesses and our unhoused neighbors.

#	Comments	Responses
1	please do not move forward with this expansion! funds would be so much more productive if allocated elsewhere, this expansion is unnecessary and harmful to small businesses and our unhoused neighbors.	Your opposition to the project has been noted.

Comment Submittal 0921

Communication ID:	Name	Email
503306	Sally Crone	samacgr@yahoo.com

Full Communication (4/28/2022)

I am commenting on the DEIS for Sound Transit, specifically the West Seattle extension. While I've reviewed the DEIS and many of the Conceptual Design drawings and other items included in the DEIS, I do not have a comprehensive understanding of which WS station options can be combined with the others. I also attended the public online meeting on March 30, 2022

I recognize that West Seattle does not have the density of other Seattle areas, but much of that has changed in the recent past. The light rail proposed should reflect the developing character of the area; West Seattle is not a sprawling suburb. Many of the sections/ elevations that I have seen in the concept documents show light rail lines that are 70 feet in the air. That's taller than many of the surrounding West Seattle buildings and is more in character with the light rail lines running along 1-5 (to Mountlake Terrace) and 509/599 (to Tukwila and the airport). If denser areas like Capitol Hill and the Li-district have tunnel routes with correspondingly scaled stations, I believe the West Seattle neighborhood should as well, recognizing the increasing density and development in the area.

Regarding the density of West Seattle, many of the Delridge options greatly impact the neighborhood to the north of SW Genesee St, west of Delridge Way SW, and east of SW Avalon Way. This area has many single family lots that have been upzoned to more dense zoning. Many of these properties have been redeveloped in recent years. Where there was once a single family home, there are 8 townhomes; this is the case throughout the neighborhood. During the March 30, 2022 public meeting, I asked, specifically, when were the housing displacements calculated, before or after all of this recent development? This question was not answered during the meeting.

The Viaduct was removed from the West Seattle waterfront. While it was primarily due to the highway's structural deterioration and inability to withstand significant seismic events, it was also considered an improvement to the urban environment of the waterfront. West Seattle's densest commercial areas will suffer with a looming concrete structure through the active areas. I recognize that some redevelopment in that area would be improved by a light rail station, the remaining character of the West Seattle junction will be changed drastically with light rail lines above. Likewise, many of the concepts depict a light rail line 50 feet in the air, running alongside the golf course, and alongside of North Delridge's best and most used parks, with skate parks, wading pool, playground, and community center.

The three West Seattle stations, so closely sited, do not make sense. I support the recommendations to remove the Avalon station, in order to allow a tunnel option (and additional funding) to move forward. DEL-5 and DEL-6 offer options to site the station such that the walk area of an Avalon station could easily access the Delridge station.

While there is a light rail station proposed for North Delridge, the light rail line is not positioned to extend further south. It will not serve the larger Delridge and White Center community. Those coming from South Delridge areas will use the bus, currently 120, but a future Rapid Ride line, which has prompted many improvements in the area. This bus is very fast and efficient. The last stop in North Delridge is in close proximity to the proposed Delridge stations. It is the last stop before heading downtown. Because downtown Seattle is less than 10 minutes away from that last stop at Delridge and Andover, I don't believe that many riders will make the choice to transition to light rail. Transitioning to light rail will require them to change light rail trains in SoDo to even get downtown. That light rail option will not be preferable over the fast bus access to downtown (changing from a bus, to a light rail, to another light rail, to make a trip that can be done in 10 minutes if you stay on the bus????) I've headed downtown from the last stop of the current 120 and it is very efficient and fast. The Rapid Line C is very similar. There are Metro stops nearest the proposed Avalon light rail station; beyond that stop, it is a very quick ride to downtown.

While I am not speaking for the office, I am sharing my opinions specifically about the impacts to our office. I work in a professional architecture office at the intersection of Delridge and Andover. It will be difficult for Sound Transit to find a comparable office location. Our office was constructed in 2004, and is still a very new building, in good condition. Ironically, our site was chosen for its proximity for a future monorail station. Our office reflects our architecture firm's design character and aesthetic. Three-quarters of the employees in our office live in the West Seattle area. Our office is also well positioned, near the West Seattle Bridge, to access the highway, to head to sites of our many clients in the region. In addition to our small architecture firm, there are three other professional offices in the building, with many other employees who live in the West Seattle area.

I support DEL-5 and DEL-6, a tunnel, and a station near the West Seattle junction that respects the scale and character of the junction. I do not support an Avalon station.

#	Comments	Responses
1	I am commenting on the DEIS for Sound Transit, specifically the West Seattle extension. While I've reviewed the DEIS and many of the Conceptual Design drawings and other items included in the DEIS, I do not have a comprehensive understanding of which WS station options can be combined with the others. I also attended the public online meeting on March 30, 2022.	The table with the information requested was Table 2-1 in Chapter 2, Alternatives Considered, of the WSBLE Draft EIS. This table has been updated in the West Seattle Link Extension Final EIS to reflect modified alternatives.
2	The light rail proposed should reflect the developing character of the area; West Seattle is not a sprawling suburb. Many of the sections/ elevations that I have seen in the concept documents show light rail lines that are 70 feet in the air. That's taller than many of the surrounding West Seattle buildings and is more in character with the light rail lines running along 1-5 (to Mountlake Terrace) and 509/599 (to Tukwila and the airport). If denser areas like Capitol Hill and the U-district have tunnel routes with correspondingly scaled stations, I believe the West Seattle neighborhood should as well, recognizing the increasing density and development in the area.	Please see responses to CCG2, CC2e, and CC2f in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	Regarding the density of West Seattle, many of the Delridge options greatly impact the neighborhood to the north of SW Genesee St, west of Delridge Way SW, and east of SW Avalon Way. This area has many single family lots that have been upzoned to more dense zoning. Many of these properties have been redeveloped in recent years. Where there was once a single family home, there are 8 townhomes; this is the case throughout the neighborhood. During the March 30, 2022 public meeting, I asked, specifically, when were the housing displacements calculated, before or after all of this recent development? This question was not answered during the meeting.	The summary of parcels affected is an estimate based on conceptual design to provide for comparison of alternatives and will be updated as the project design is refined. In addition, properties that are currently vacant or underdeveloped may be developed during completion of the West Seattle Final EIS or later, before project construction begins. Displacements reported in the Final EIS are determined upon property use and conditions observed at the time of analysis (the earliest field observations were conducted in Spring 2020; the most recent field observations were conducted in Autumn 2022). Therefore, the number and type of displacements may vary between what is included in the Final EIS and what is ultimately required. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans.
4	The Viaduct was removed from the West Seattle waterfront. While it was primarily due to the highway's structural deterioration and inability to withstand significant seismic events, it was also considered an improvement to the urban environment of the waterfront. West Seattle's densest commercial areas will suffer with a looming concrete structure through the active areas. I recognize that some redevelopment in that area would be improved by a light rail station, the remaining character of the West Seattle junction will be changed drastically with light rail lines above. Likewise, many of the concepts depict a light rail line 50 feet in the air, running alongside the golf course, and	Please see responses to CC2e and CC4.4a in Table 7-1.

#	Comments	Responses
	alongside of North Delridge's best and most used parks, with skate parks, wading pool, playground, and community center.	
5	The three West Seattle stations, so closely sited, do not make sense. I support the recommendations to remove the Avalon station, in order to allow a tunnel option (and additional funding) to move forward. DEL-5 and DEL-6 offer options to site the station such that the walk area of an Avalon station could easily access the Delridge station.	Please see response to CC2j in Table 7-1.
6	While there is a light rail station proposed for North Delridge, the light rail line is not positioned to extend further south. It will not serve the larger Delridge and White Center community. Those coming from South Delridge areas will use the bus, currently 120, but a future Rapid Ride line, which has prompted many improvements in the area. This bus is very fast and efficient. The last stop in North Delridge is in close proximity to the proposed Delridge stations. It is the last stop before heading downtown. Because downtown Seattle is less than 10 minutes away from that last stop at Delridge and Andover, I don't believe that many riders will make the choice to transition to light rail. Transitioning to light rail will require them to change light rail trains in SoDo to even get downtown. That light rail option will not be preferable over the fast bus access to downtown (changing from a bus, to a light rail, to another light rail, to make a trip that can be done in 10 minutes if you stay on the bus????) I've headed downtown from the last stop of the current 120 and it is very efficient and fast. The Rapid Line C is very similar. There are Metro stops nearest the proposed Avalon light rail station; beyond that stop, it is a very quick ride to downtown.	Please see response to CCG2 and CC3e in Table 7-1. Please see Section 2.1, Build Alternatives, of the Final EIS for operation of the project once the Ballard Link Extension is built, which will allow riders from West Seattle to continue through downtown and continue north to Lynnwood and Everett without a transfer.
7	It will be difficult for Sound Transit to find a comparable office location. Our office was constructed in 2004, and is still a very new building, in good condition. Ironically, our site was chosen for its proximity for a future monorail station. Our office reflects our architecture firm's design character and aesthetic. Three-quarters of the employees in our office live in the West Seattle area. Our office is also well positioned, near the West Seattle Bridge, to access the highway, to head to sites of our many clients in the region. In addition to our small architecture firm, there are three other professional offices in the building, with many other employees who live in the West Seattle area.	Please see response to CC4.1a in Table 7-1.

Comment Submittal 0922

Communication ID:	Name	Email
503320	Stephen Elliott	selliott@bet-r.com

Full Communication (4/28/2022)

Greetings:

We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route.

Below are my concerns regarding the WSBLE Draft Environmental Impact Statement.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES- 18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle.

It appears to us that DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle.

Most Favored Options:

1. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 - the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. 2. DEL-5 only impacts 2 historical buildings and DEL-6 impacts O;

2. DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course.

3. DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.

We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home the business that supports my family and all my peer's and business neighbor's families. busines, and has provided hundreds of folks jobs over the years.

Forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.

We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

#	Comments	Responses
1	In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES- 18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. It appears to us that DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. Most Favored Options: DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18- the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. 2. DEL-5 only impacts 2 historical buildings and DEL-6 impacts O; DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.	Please see response to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.
2	We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home the business that supports my family and all my peer's and business neighbor's families. busines, and has provided hundreds of folks jobs over the years. Forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.	Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.

Comment Submittal 0923

Communication ID:	Name	Email
503322	Loni Rains	lonirains@gmail.com

Full Communication (4/28/2022)

Hi there!

As one who voted for the transit centers to be built I couldn't be more excited about this endeavor to a more accessible and sustainable place! This recent issue on whether to add the railways to SODO or our international district however is concerning to say the least. I would like to advise against building further into our Chinatown/ International district for numerous reasons.

Per your charts in the proposal it was stated that 600+ businesses and homes would be demolished during construction in the International District, vs only 200 businesses in SODO. While neither are convenient, especially with having to move a large mail center, I do believe that with our current climate and with homelessness being rampant in our city that demolishing homes that people can actually afford is one of the worst mistakes you could make. Not to mention that this one of the last cultural hubs largely unaffected by the large tech companies in the area as well as the people who have moved here in search of these better jobs.

While SODO is beneficial to our commerce it is also to note that to get into the area by anything other than cars is ridiculous. 4th Ave close to HWY 509 for instance, while technically walkable, isn't convenient for travel unless in a motorized vehicle. Walkways there have construction, a large road that could be potentially unsafe for pedestrians and bikes, and not to mention the bus system comes infrequently. You would not only be saving a tight community of people from having their entire livelihood demolished, but would also be improving a different part of Seattle in a way it really needed to be improved.

Please think of our people when making this decision. We can't put money in your pockets with intense lobbying, but you were put into office to assist in making our area a wonderful place. appreciate you listening, and hope that you will make the right decision!

#	Comments	Responses
1	As one who voted for the transit centers to be built I couldn't be more excited about this endeavor to a more accessible and sustainable place!	Thank you for expressing support for the project.
2	I would like to advise against building further into our Chinatown/ International district for numerous reasons.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Per your charts in the proposal it was stated that 600+ businesses and homes would be demolished during construction in the International District, vs only 200 businesses in SODO. While neither are convenient, especially with having to move a large mail center, I do believe that with our current climate and with homelessness being rampant in our city that demolishing homes that people can actually afford is one of the worst mistakes you could make. Not to mention that this one of the last cultural hubs largely unaffected by the large tech companies in the area as well as the people who have moved here in search of these better jobs.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Sections 4.1, Acquisitions, Displacements, and Relocations, and 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on residential and business displacements and economic impacts. A station in SODO would be constructed as part of the West Seattle Link Extension, while a station serving the Chinatown-International District would be constructed as part of the Ballard Link Extension, which will undergo additional separate environmental documentation. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	While SODO is beneficial to our commerce it is also to note that to get into the area by anything other than cars is ridiculous. 4th Ave close to HWY 509 for instance, while technically walkable, isn't convenient for travel unless in a motorized vehicle. Walkways there have construction, a large road that could be potentially unsafe for pedestrians and bikes, and not to mention the bus system comes infrequently. You would not only be saving a tight community of people from having their entire livelihood demolished, but would also be improving a different part of Seattle in a way it really needed to be improved.	Please see response to CC3a and CC3b in Table 7-1.

Comment Submittal 0924

Communication ID:	Name	Email
503329	Scott Stemper	scott@stemperac.com

Full Communication (4/28/2022)

#	Comments	Responses
1	We ask you to consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. In addition, Options DEL-5 and DEL- 6 would disrupt the fewest amount of residential and commercial properties - both of which are limited in West Seattle; our business would face great hardship if we had to leave West Seattle. Additionally, DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 - the noise and visual impact would be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, both of these options have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. And, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.	Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.
2	We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment. It is designed and built to last even in a changing climate.	Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.

Comment Submittal 0925

Communication ID:	Name	Email
503331	Cinda Stenger	cstenger49@gmail.com

Full Communication (4/28/2022)

I believe if the public had known 1) how many people would be displaced 2) how expensive this project would be 2) environmental impacts we would NOT have voted for bringing light rail into West Seattle. Please face the fact that the elevation gain from the port to the Junction is UNFEASIBLE. Scrape this project! We are no longer supporting it NOW THAT WE KNOW. Find property along West Marginal Way (does Alaska Marine Line really need all that space? Displacing a business or two is way more feasible then displacing all the homes) to put a station along there, then run EV shuttles all around WS to bring people to the station.

#	Comments	Responses
1	I believe if the public had known 1) how many people would be displaced 2) how expensive this project would be 2) environmental impacts we would NOT have voted for bringing light rail into West Seattle. Please face the fact that the elevation gain from the port to the Junction is UNFEASIBLE. Scrape this project! We are no longer supporting it NOW THAT WE KNOW. Find property along West Marginal Way (does Alaska Marine Line really need all that space? Displacing a business or two is way more feasible then displacing all the homes) to put a station along there, then run EV shuttles all around WS to bring people to the station.	Your opposition to the West Seattle Link Extension Project has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, for more information on the need for the project.

Comment Submittal 0926

Communication ID:	Name	Email
503342	Dennis Noland	dennisnoland@comcast.net; Dennis@shiftpoint.biz

Full Communication (4/28/2022)

As many of the Sound Transit staff and Board Members know, I have been a staunch advocate of selecting the Yancy/Andover alternative, connecting to a light rail route that then follows/parallels the automobile arterial of Avalon Way.

Sound Transit's two stated objections to the Yancy/Andover route are the Delridge station location and the truck traffic going in and out of Nucor Steel

Both objections can be ameliorated:

1. The station location could be moved 600 feet to the west, onto Andover. Here it would be adjacent to open land (surface parking lots) that can be made into a transit hub and TOD. If I am recalling correctly, Metro shared estimates 80 to 85 percent of light rail riders using the Delridge station will result from/to bus transfers.

2. The truck entrance for Nucor can be moved to the northeast corner of the Nucor property where trucks can enter and leave the Nucor plant on lower Spokane Street. This move would eliminate truck traffic interference with the Delridge Sound Transit station. This access alternative was looked at by a team consisting of Sound Transit representatives, Metro, The City of Seattle, and Walter Reese, an executive at Nucor Steel. The solution was deemed workable. The two parties that would need to work out the details of this solution are: 1. The City of Seattle and 2. Nucor. I'd like to see housing in Youngstown preserved. Youngstown is a vibrant, growing community.

Nothing stands still. Starting in 2017 and during the years following, Youngstown sprang to life. Approximately 100 homes were built in a two-block area; all this, during the time light rail options were being studied. Many of these homes are squarely in the path of the two preferred alternatives. Youngstown is a vibrate mix of the old and the new; it remains relatively affordable when compared to other parts of Seattle.

Please respect these families and homeowners and choose Yancy/Andover as the line to be built. Respectfully, Dennis Noland

#	Comments	Responses
1	Yancy/Andover alternative, connecting to a light rail route that then follows/parallels the automobile arterial of Avalon Way. Sound Transit's two stated objections to the Yancy/Andover route are the Delridge station location and the truck traffic going in and out of Nucor Steel Both objections can be ameliorated: The station location could be moved 600 feet to the west, onto Andover. Here it would be adjacent to open land (surface parking lots) that can be made into a transit hub and TOD. If I am recalling correctly, Metro shared estimates 80 to 85 percent of light rail riders using the Delridge station will result from/to bus transfers. The truck entrance for Nucor can be moved to the northeast corner of the Nucor property where trucks can enter and leave the Nucor plant on lower Spokane Street. This move would eliminate truck traffic interference with the Delridge Sound Transit station. This access alternative was looked at by a team consisting of Sound Transit representatives, Metro, The City of Seattle, and Walter Reese, an executive at Nucor Steel. The solution was deemed workable. The two parties that would need to work out the details of this solution are: 1. The City of Seattle and 2. Nucor. I'd like to see housing in Youngstown preserved. Youngstown is a vibrant, growing community. Nothing stands still. Starting in 2017 and during the years following, Youngstown sprang to life. Approximately 100 homes were built in a two-block area; all this, during the time light rail options were being studied. Many of these homes are squarely in the path of the two preferred alternatives. Youngstown is a vibrate mix of the old and the new; it remains relatively affordable when compared to other parts of Seattle. Please respect these families and homeowners and choose Yancy/Andover as the line to be built.	Please see responses to CCG2, CC3a, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. Please see Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development. Please see Section 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for more information on changes to the preferred alternative related to Nucor Steel access. See Section 3.10, Affected Environment and Impacts During Operation - Freight Mobility and Access, for a discussion of impacts to freight mobility and access.

Comment Submittal 0927

Communication ID:	Name	Email
503549	Bill Mccambridge	mccfam43@gmail.com

Full Communication (4/28/2022)

Bill Mccambridge Draft EIS Comment

To whom it may concern

Thank you for the opportunity to comment on this very important topic. I support the idea of light rail coming to West Seattle.

My Family have been active in the WS community for over 100 years.

My Great Grandfather established Alki Lumber in 1921. He supplied building materials to the community around Alki Beach. The West Seattle Ferry terminal became Alki Lumber"s first home when the ferry service ended. 36th Avenue Southwest and SW. Avalon Way became their permanent location and serving West Seattle and the Seattle community.

Alki Lumber's contributions to the west Seattle community our second to none.

The Avalon Station is very important connection location for moving the community in and out of West Seattle.

Our families plan to develop the Alki Lumber property is perfect for connection to an Avalon station for light rail.

Please consider only the WSJ-3 Line. While this consideration is the more costly plan, it keeps West Seattle less disrupted. WSJ-1 is NOT the way to go!

Keep the West Seattle Community

Whole. Please don't ruin West Seattle with WSJ -1s ugly scar.

Sincerely

Bill Mccambridge

Grandson of Bill Sweeney Nephew of Jim Sweeney

Son of Lorraine Sweeney Mccambridge

Sent from my iPhone

#	Comments	Responses
1	The Avalon Station is very important connection location for moving the community in and out of West Seattle. Our families plan to develop the Alki Lumber property is perfect for connection to an Avalon station for light rail. Please consider only the WSJ-3 Line. While this consideration is the more costly plan, it keeps West Seattle less disrupted. WSJ-1 is NOT the way to go ! Keep the West Seattle Community Whole. Please don't ruin West Seattle with WSJ -1s ugly scar.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0928

Communication ID:	Name	Email
503637	Tom Ternes	tom.ternes.311294785@p2a.co

Full Communication (4/28/2022)

Tom Ternes Draft EIS Comment

Please, please integrate bicycle commuting in your planning for Sound transit.

I spend about half of each year living in Medellin, Colombia. We from the US consider Colombia to be a "third world" country but it has a first class metro. Every station is connected to a bike path and every station has an attended corral where bikes can be safely stored.

I am always amazed at how many people in Medellin use bikes to get that "last mile" to and from the metro system. This is not an accident--it is because the city consciously incorporated bikes into its transit planning.

If a "third world" city like Medellin can do it, so can a "world class" city like Seattle.

Thank you,

Tom

Regards, Tom Ternes

215 20th Ave E

Seattle, WA98112

#	Comments	Responses
1	Please, please integrate bicycle commuting in your planning for Sound transit. I spend about half of each year living in Medellin, Colombia. We from the US consider Colombia to be a "third world" country but it has a first class metro. Every station is connected to a bike path and every station has an attended corral where bikes can be safely stored. I am always amazed at how many people in Medellin use bikes to get that "last mile" to and from the metro system. This is not an accident--it is because the city consciously incorporated bikes into its transit planning. If a "third world" city like Medellin can do it, so can a "world class" city like Seattle.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0929

Communication ID:	Name	Email
503654	Kimberly Kinchen	kimberly.kinchen@gmail.com

Full Communication (4/28/2022)

Kimberly Kinchen Draft EIS Comment

Good morning,

On April 21, I sent the following email to the Board:

"Good morning.

The elevator at Barbara Bailey Way and Nagle remains nonfunctioning. Thus inaccessible for those who may be carrying heavier goods, suitcases, strollers, bikes, or mobility devices such as wheelchairs. There is not even prominent signage directing people to accessible working entrances.

I write the board because even as Sound Transit remains unable to keep elevators and escalators in working order, you are considering putting future stations incredibly far underground. In addition to ST's questionable track record on "vertical conveyance" it's a huge time sink to have to wait for elevators for deep stations. Do you find it reasonable to wait 5 minutes to get on or off the freeway at all hours, as a baseline? This is the baseline yoy'd create for link riders.

I hope it's obvious why the board needs to act promptly to fix current issues as well as plan for a future system that prioritizes riders much much better.

Thank you."

Although this was not a formal comment on the DEIS, staff surmised correctly it was related. But instead of simply including in it formal comments about the DEIS, which I think would not have taken more of SoundTransit's time or my own time, I was emailed back (see the forward below) and provided this address to make "formal" comment to. It's these many seemingly minor barriers in the comment and public engagement process that cumulatively create significant barriers to participation, and cultivate cynicism.

We desperately need climate-friendly transportation options. That means making it easier to ride transit and making it easier to ask for transit that serves exisiting transit-reliant riders better, which in turn invites more people to ride. And it also means making it easier to participate in the public comment process.

Thank you.

Kimberly Kinchen

transittrekker.com

#	Comments	Responses
1	The elevator at Barbara Bailey Way and Nagle remains nonfunctioning. Thus inaccessible for those who may be carrying heavier goods, suitcases, strollers, bikes, or mobility devices such as wheelchairs. There is not even prominent signage directing people to accessible working entrances. I write the board because even as Sound Transit remains unable to keep elevators and escalators in working order, you are considering putting future stations incredibly far underground. In addition to ST's questionable track record on "vertical conveyance" it's a huge time sink to have to wait for elevators for deep stations. Do you find it reasonable to wait 5 minutes to get on or off the freeway at all hours, as a baseline? This is the baseline yoy'd create for link riders. I hope it's obvious why the board needs to act promptly to fix current issues as well as plan for a future system that prioritizes riders much much better. Thank you." Although this was not a formal comment on the DEIS, staff surmised correctly it was related. But instead of simply including in it formal comments about the DEIS, which I think would not have taken more of SoundTransit's time or my own time, I was emailed back (see the forward below) and provided this address to make "formal" comment to. It's these many seemingly minor barriers in the comment and public engagement process that cumulatively create significant barriers to participation, and cultivate cynicism. We desperately need climate-friendly transportation options. That means making ii easier to ride transit and making it easier to ask for transit that serves exisiting transit-reliant riders better, which in turn invites more people to ride. And it also means making it easier to participate in the public comment process.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process (including how to formally submit comments on the Draft EIS) and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information. Sound Transit generally refers applicable comments received during the WSBLE Draft EIS comment period to that comment box. We apologize that did not occur in this instance and appreciate you forwarding the comments.

Comment Submittal 0930

Communication ID:	Name	Email
503656	Joe Boomgard-Zagrodnik	joejoezz@gmail.com

Full Communication (4/28/2022)

Joe Boomgard-Zagrodnik Draft EIS Comment

Dear Sound Transit Board,

We are a family located at 4009 32nd Ave SW which is directly in the path of the "Medium Tunnel" alternative (DEL-6/WSJ-5). We strongly support the letter that we submitted on behalf of the Avalon neighborhood and our recommendations are reflected in that letter. In short, there is a strong consensus to select a long tunnel alternative with a portal to the east of Avalon Way. In this letter we wanted to give some additional context.

Our family is established in West Seattle. We have performed extensive renovations on our house to fit our needs. Our one-year-old daughter is enrolled in daycare in West Seattle. We have extended family living next door to us, a single mother and her 9-year-old daughter who attends Lafayette Elementary School. We are surrounded by our support network of close friends and neighbors. We are one block from a C-line stop that we use to commute. Given the difficulty of finding a replacement home that matches these attributes, forced relocation would lead to significant emotional and financial hardship. All 60+ of our neighbors who have signed the letter have similar stories to tell about how their lives will be upended if they are displaced by WSBLE construction.

The Avalon neighborhood has a history of being fragmented by large-scale transportation projects. In the early 1960s, a freeway ramp was constructed from 35th and Fauntleroy to the Spokane St drawbridge. Dozens of homes were demolished, SW Andover St was permanently closed west of SW 32nd St, and the Avalon/Belvidere neighborhood was permanently split into two pieces. The destruction of homes and businesses for freeway construction is now widely considered to have been a mistake.

The proposed elevated alternatives amount to doubling down on the mistake that was made sixty years ago. All of the elevated alternatives will result in the demolition of dozens of homes in the Avalon neighborhood and a further fracturing of the neighborhood into pieces.

Fortunately, the board can make an easy choice to bring fast, rapid transit to our neighborhood while avoiding unnecessary demolition and relocation. Longer tunnel options offer additional advantages including a lower guideway over Longfellow Creek and a lower height of the Delridge Station. Therefore, we recommend the following:

(1) We request that Sound Transit study a longer tunnel alternative along the Yancy-Avalon routing, with a tunnel portal located to the east of Avalon Way and to the north of Yancy St. Combined with the removal of the Avalon Station, we expect that this alternative will be cost competitive with the Medium Tunnel/41st St alternative.

(2) We request that the preferred tunnel alternative be considered without the Avalon Station, to avoid the excessive cost of two underground stations.

(3) We recommend that the Sound Transit board select a long tunnel preferred alternative.

(4) We support an underground Avalon Station, but recognize that it is the most logical component to drop, especially given the overlapping walkshed with the Junction station.

Signed,

Joe + Beth Boomgard-Zagrodnik

4009 32nd Ave SW

#	Comments	Responses
1	We are a family located at 4009 32nd Ave SW which is directly in the path of the "Medium Tunnel" alternative (DEL-6/WSJ-5). We strongly support the letter that we submitted on behalf of the Avalon neighborhood and our recommendations are reflected in that letter. In short, there is a strong consensus to select a long tunnel alternative with a portal to the east of Avalon Way. In this letter we wanted to give some additional context. Our family is established in West Seattle. We have performed extensive renovations on our house to fit our needs. Our one-year-old daughter is enrolled in daycare in West Seattle. We have extended family living next door to us, a single mother and her 9-year-old daughter who attends Lafayette Elementary School. We are surrounded by our support network of close friends and neighbors. We are one block from a C-line stop that we use to commute. Given the difficulty of finding a replacement home that matches these attributes, forced relocation would lead to significant emotional and financial hardship. All 60+ of our neighbors who have signed the letter have similar stories to tell about how their lives will be upended if they are displaced by WSBLE construction.	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Avalon neighborhood has a history of being fragmented by large-scale transportation projects. In the early 1960s, a freeway ramp was constructed from 35th and Fauntleroy to the Spokane St drawbridge. Dozens of homes were demolished, SW Andover St was permanently closed west of SW 32nd St, and the Avalon/Belvidere neighborhood was permanently split into two pieces. The destruction of homes and businesses for freeway construction is now widely considered to have been a mistake. The proposed elevated alternatives amount to doubling down on the mistake that was made sixty years ago. All of the elevated alternatives will result in the demolition of dozens of homes in the Avalon neighborhood and a further fracturing of the neighborhood into pieces.	Please see responses to CC4.1b and CC4.4a in Table 7-1.
3	Fortunately, the board can make an easy choice to bring fast, rapid transit to our neighborhood while avoiding unnecessary demolition and relocation. Longer tunnel options offer additional advantages including a lower guideway over Longfellow Creek and a lower height of the Delridge Station. Therefore, we recommend the following: (1) We request that Sound Transit study a longer tunnel alternative along the Yancy-Avalon routing, with a tunnel portal located to the east of Avalon Way and to the north of Yancy St. Combined with the removal of the Avalon Station, we expect that this alternative will be cost competitive with the Medium Tunnel/41st St alternative. (2) We request that the preferred tunnel alternative be considered without the Avalon Station, to avoid the excessive cost of two underground stations. (3) We recommend that the Sound Transit board select a long tunnel preferred alternative. (4) We support an underground Avalon Station, but recognize that it is the most logical component to drop, especially given the overlapping walkshed with the Junction station.	Please see responses to CCG2 and CC2j in Table 7-1.

Comment Submittal 0931

Communication ID:	Name	Email
503803	Micha Kopp	m2kopp@msn.com

Full Communication (4/28/2022)

Michael Kopp Draft EIS Comment

Thank you for the opportunity to comment on the Ballard - West Seattle Draft EIS as Sound Transit seeks community input on the proposed light rail line.

I am a resident of downtown Seattle, residing in the 5th and Madison Condominium Tower located at 5th and Madison. Note that the intersection of 5th and Madison, the location of our condominium tower, is the nexus for extensive streel closure and adjacent to a proposed station at 4th and Madison (currently Bartell Drugs).

I am a staunch proponent of light rail and have been a frequent user of the Link line from downtown Seattle to SeaTac and return.

I offer the following general comments on the project as well as specific comments as to potential impacts on our residential condominium.

General

The need and design of the West Seattle - Ballard line has been predicated on the daily commute of a downtown workforce that most likely no longer exists as remote work has become an accepted and even promoted acceptable form of work.

Do the ridership calculations and therefore project justification hold up in the new work environment? If there are major changes in ridership projections is a different approach more viable---such as rapid bus service from a SODO station to Westlake Center (THE Station common to the Northgate-SeaTac line, the Eastside Line, and a Ballard line).

The various ST Link light rail projects have been significantly impacted by ongoing supply chain and escalating cost issues.

Given this and the likelihood such issues will continue for an extended period of time is a deep or even shallow bore tunnel the best return on investment of taxpayer dollars?

ST lists the 5th Ave tunnel as the preferred alternative to the 6th Ave tunnel. However, I note the 6th Ave tunnel is rough of order of magnitude similar in cost, much less disruptive to downtown traffic due to fewer and shorter closures involving main arterials, and a midtown station is much closer to the high population growth First Hill area where medical facility workers cannot work remotely as they are needed to staff the growing medical campuses. Additionally, planned construction and closures along 5th Ave will significantly adversely impact some the important Seattle attractions that remain crucial to reviving downtown---such as the 5th Ave Theater. Thus, I urge ST and the ST Board to more seriously consider the benefits of the 6th Ave routing.

Specific

The potential adverse impacts on the approximately 200 residents of the 5th and Madison condominium are significant.

Ingress/Egress to Our Parking Garage

Depending the depth of tunnel chosen the potential extended partial and or full street closures for both Madison Ave and 5th Ave if the preferred alternative is chosen limit our ability to access our parking garage. Additonal access questions are raised for utility vehicles such as sanitation and recycling pick up, work vendors, moving vans, and emergency responders.

Construction Noise

ST needs to consider the impact of construction noise on both the commercial and residential occupants in the area. The timeline of the Link light rail construction impact is years in length and subject to extended delays. The 5M community is already experiencing increased noise from the delays in completing the the Metro Madison Rapid Ride Line---the potential for extended delays with the Link light rail project is much higher as the project is more complex.

Environmental

ST is planning to have ventilation exhaust stacks directly above the preferred alternative station planned at 4th and Madison (the current Bartell's location). These ventilation stacks have the potential to both disrupt the current open plaza as well as vent polluted air into the environment immediately adjacent to a residential building. If the preferred alternative is chosen with the station located at 4th and Madison ST should be required to mitigate environmental air concerns with scrubbers as well as address any noise issues from the running of exhaust fans.

Public Safety

Crime in the greater downtown area is significantly increased from several years ago. The number of downtown residents living on the streets has also dramatically increased---with many more sidewalk tent encampments crowding downtown sidewalks. The areas surrounding the main King County Library, immediately adjacent to the proposed 4th and Madison station access point is an overnight sleeping destination for many downtown residents without alternative housing. All this points to the potential for more crime in the area of the proposed 4th and Madison station. ST along with the City of Seattle police and government need to plan for and be committed to not allowing this area to be a nexus of crime committed against Link users.

Thank you again for the opportunity to comment.

Michael Kopp

909 5th Avenue

Seattle, WA98164

#	Comments	Responses
1	The need and design of the West Seattle - Ballard line has been predicated on the daily commute of a downtown workforce that most likely no longer exists as remote work has become an accepted and even promoted acceptable form of work. Do the ridership calculations and therefore project justification hold up in the new work environment? If there are major changes in ridership projections is a different approach more viable---such as rapid bus service from a SODO station to Westlake Center (THE Station common to the Northgate-SeaTac line, the Eastside Line, and a Ballard line). The various ST Link light rail projects have been significantly impacted by ongoing supply chain and escalating cost issues. Given this and the likelihood such issues will continue for an extended period of time is a deep or even shallow bore tunnel the best return on investment of taxpayer dollars?	Please see response to CC1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	ST lists the 5th Ave tunnel as the preferred alternative to the 6th Ave tunnel. However, I note the 6th Ave tunnel is rough of order of magnitude similar in cost, much less disruptive to downtown traffic due to fewer and shorter closures involving main arterials, and a midtown station is much closer to the high population growth First Hill area where medical facility workers cannot work remotely as they are needed to staff the growing medical campuses. Additionally, planned construction and closures along 5th Ave will significantly adversely impact some the important Seattle attractions that remain crucial to reviving downtown---such as the 5th Ave Theater. Thus, I urge ST and the ST Board to more seriously consider the benefits of the 6th Ave routing.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Depending the depth of tunnel chosen the potential extended partial and or full street closures for both Madison Ave and 5th Ave if the preferred alternative is chosen limit our ability to access our parking garage. Additonal access questions are raised for utility vehicles such as sanitation and recycling pick up, work vendors, moving vans, and emergency responders.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
4	ST needs to consider the impact of construction noise on both the commercial and residential occupants in the area. The timeline of the Link light rail construction impact is years in length and subject to extended delays. The 5M community is already experiencing increased noise from the delays in completing the the Metro Madison Rapid Ride Line---the potential for extended delays with the Link light rail project is much higher as the project is more complex.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	ST is planning to have ventilation exhaust stacks directly above the preferred alternative station planned at 4th and Madison (the current Bartell's location). These ventilation stacks have the potential to both disrupt the current open plaza as well as vent polluted air into the environment immediately adjacent to a residential building. If the preferred alternative is chosen with the station located at 4th and Madison ST should be required to mitigate environmental air concerns with scrubbers as well as address any noise issues from the running of exhaust fans.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Crime in the greater downtown area is significantly increased from several years ago. The number of downtown residents living on the streets has also dramatically increased---with many more sidewalk tent encampments crowding downtown sidewalks. The areas surrounding the main King County Library, immediately adjacent to the proposed 4th and Madison station access point is an overnight sleeping destination for many downtown residents without alternative housing. All this points to the potential for more crime in the area of the proposed 4th and Madison station. ST along with the City of Seattle police and government need to plan for and be committed to not allowing this area to be a nexus of crime committed against Link users.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0932

Communication ID:	Name	Email
503804	Mike Campagnaro	Gina1OO@comcast.net

Full Communication (4/28/2022)

Mike Campagnaro Draft EIS Comment

Very nice. Tina Huston

On Apr 28, 2022, at 10:51 AM, gina1OO@comcast.net wrote:

?

To: Sound Transit and Sound Transit Board Opening Statement:

Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction).

Note: Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station.

Concerns with Draft EIS Alternatives:

The Draft EIS is focused on Construction Costs for its preferred alternatives versus Total Cost based on community impacts. The impacts of non-construction costs should be quantified in monetary terms and added to each of the options to represent a clear "Total Cost" (Construction Cost and Non Construction Cost Value). Light Rail is a long term investment! This evaluation should not be shortsighted and based on Construction Costs alone! Low cost does not translate to being the best alternative. The non-construction impact costs include, but are not limited, to the following:

Impact to existing and/or adjoining residential neighborhood areas in terms housing demo. Elimination of livability for adjoining neighborhoods in terms of noise, view obstructions (guideway locations and guideway heights).

Loss of existing and/or established housing and/or living units (condos/apts.). Loss of Rental Assisted Housing (RAH).

Cost and Timeframe to replace housing eliminated by each alignment option especially RAH.

Recommendations:

Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations.

Pursue alignment options that have lower level stations for ease of accessibility.

Pursue alignment options that lessen the impact/livability to existing (including adjoining) residential/neighborhood areas by reducing infrastructure obstructions as much as possible. Pursue alignment options that do not substantially reduce the existing built housing inventory. The Tunnel alternatives in the draft EIS mitigate/reduce several of the negative impacts listed above.

Conclusion:

This is an opportunity to preserve and enhance West Seattle for the long term! Sound Transit and the Sound Transit Board should pursue alignment and station location options that mitigate/reduce negative impacts of light rail infrastructure to the community as a whole. The Tunnel options (WSJ- 3a, WSJ-3b, WSJ-4 and WSJ-5) substantially reduce the negative impacts and should be pursued.

Thank you for the opportunity to comment. Sincerely,

Mike Campagnaro,

Family living within 4700 Block of 38th Avenue SW.

Also have received notice from Sound Transit that certain other owned properties may be potentially affected.

206-354-5235

#	Comments	Responses
1	Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction).	Thank you for expressing support for the West Seattle Link Extension.
2	Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station.	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS, for a description of how the Draft EIS alternatives were developed.
3	The Draft EIS is focused on Construction Costs for its preferred alternatives versus Total Cost based on community impacts. The impacts of non-construction costs should be quantified in monetary terms and added to each of the options to represent a clear "Total Cost" (Construction Cost and Non Construction Cost Value). Light Rail is a long term investment! This evaluation should not be shortsighted and based on Construction Costs alone! Low cost does not translate to being the best alternative. The non-construction impact costs include, but are not limited, to the following: Impact to existing and/or adjoining residential neighborhood areas in terms housing demo. Elimination of livability for adjoining neighborhoods in terms of noise, view obstructions (guideway locations and guideway heights). Loss of existing and/or established housing and/or living units (condos/apts.). Loss of Rental Assisted Housing (RAH). Cost and Timeframe to replace housing eliminated by each alignment option especially RAH. Recommendations: Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations. Pursue alignment options that have lower level stations for ease of accessibility. Pursue alignment options that lessen the impact/livability to existing (including adjoining) residential/neighborhood areas by reducing infrastructure obstructions as much as possible. Pursue alignment options that do not substantially reduce the existing built housing inventory. The Tunnel alternatives in the draft EIS mitigate/reduce several of the negative impacts listed above. Conclusion: This is an opportunity to preserve and enhance West Seattle for the long term! Sound Transit and the Sound Transit Board should pursue alignment and station location options that mitigate/reduce negative impacts of light rail infrastructure to the community as a whole. The Tunnel options (WSJ-3a, WSJ-3b, WSJ-4 and WSJ-5) substantially reduce the negative impacts and should be pursued.	Please see responses to CCG2, CCG3, CC2e, CC4.1b, CC4.4a, and CC4.4b in Table 7-1. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital, operation, and maintenance costs of the alternatives. Capital cost includes anticipated mitigation.

Comment Submittal 0933

Communication ID:	Name	Email
503805	Tina Huston	thuston@jmfinancialstrategies.com

Full Communication (4/28/2022)

Tina Huston Draft EIS Comment

Very nice.

Tina Huston

On Apr 28, 2022, at 10:51 AM, gina1OO@comcast.net wrote:

To: Sound Transit and Sound Transit Board Opening Statement:

Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction).

Note: Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station.

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Cost and Timeframe to replace housing eliminated by each alignment option especially RAH.

Recommendations:

Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations.

Pursue alignment options that have lower level stations for ease of accessibility.

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Conclusion:

This is an opportunity to preserve and enhance West Seattle for the long term! Sound Transit and the Sound Transit Board should pursue alignment and station location options that mitigate/reduce negative impacts of light rail infrastructure to the community as a whole. The Tunnel options (WSJ- 3a, WSJ-3b, WSJ-4 and WSJ-5) substantially reduce the negative impacts and should be pursued.

Thank you for the opportunity to comment. Sincerely,

Mike Campagnaro,

Family living within 4700 Block of 38th Avenue SW.

Also have received notice from Sound Transit that certain other owned properties may be potentially affected.

206-354-5235

#	Comments	Responses
1	Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction).	Thank you for expressing support for the West Seattle Link Extension.
2	Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station.	Please see response to CC2i in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS, for a description of how the Draft EIS alternatives were developed.
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Comment Submittal 0934

Communication ID:	Name	Email
503812	Terese Machmiller	temachmiller@gmail.com

Full Communication (4/28/2022)

Terese Machmiller Draft EIS Comment

re-sending, meant to send from my personal email:

Overview: Integrity & Trust

ST has shown a cavalier disregard for the legitimate benefits of gondola versus light rail in West Seattle, including eschewing an open-minded review by experts qualified to speak to gondola technical feasibility, obfuscating facts in the DEIS, and failing to acknowledge contemporary advances in transit modes highlighting gondolas as an area of extreme opportunity, especially for highly dense, hilly areas with commercial waterways such as many places in the Seattle metropolitan area and such as a growing number of communities are considering world-wide.

A reasonable, transparent staff would take a solid, due-diligence look at gondola, and nearly guaranteed would see that this better serves the WS peninsula in virtually EVERY way; preserves our precious real estate and habitats; vastly reduces our carbon footprint; delivers a DECADE earlier; and frees up $2B to serve other urgent transit needs especially in under-served communities.

WHY would ST not opt for a superior solution that lays groundwork to serve expanded communities?

Real Estate ccsts

LR (light rail) downplays devastation on 1000-2000+ residents & business demolitions and lack of local relocation ability (4.2.1.3, 4.2.1.7/8), wildlife (including protected heron & osprey populations and other wetland, bird and salmon habitats) and green spaces, ALL nearly entirely mitigated by aerial gondola system.

Homes/businesses will not easily/feasibly re-locate nearby ('within the project vicinity) due to Relocation will likely impact their credit scores/business forecast, reduce borrowing

Property value estimates will likely be far below actual market prices in our historically hot real estate market

Virtually no real estate inventory for nearby relocation

Relocation outside the immediate area puts MORE transportation burden on the beleaguered WS community

Those remaining in the area will have a massive up to 150' rail guide carting travelers across their City/Sound views with resulting privacy loss; gondola has mist-able windows for privacy taking up a tiny fraction of the visual landscape, with a fraction of the noise pollution both in construction and operation (4.2.11, 4.2.4.3, 4.2.5.3.3)

Though hard to decipher from ST's vague notices, many beloved businesses likely to be demolished - Trader Joes, beautiful 'new' YMCA building, Skylark Cafe, Tom's Auto, to name a scant few. Others, such as very new apartment buildings, would be razed at significant replacement cost. NONE of this is necessary with a gondola system.

Environmental Impact, (1.2.2.6)

Appendix L4.6 carbon footprint estimates are extremely under-stated as they omit sizable construction and rebuilding of displaced structures.

SkyLink would provide reliable, grade separate public transit some TEN YEARS earlier than LR for a fraction of carbon footprint strongly aiding 30% reduction by 2035 goal.

Removing trees, physical disturbance of ccnstruction and soil on the Pigeon Point hill will increase instability and likelihood of landslides compared to vastly lighter weight gondola system (4.2.9, 4.2.11, 4.2.17)

Likewise, soil impacts with the high-impact LR construction (4.2.11) have major risk of shifting in general and in an earthquake; Lighter weight gondola is safer in virtually all contexts including floods, ice/snow.

Equity

ST ignores high-capacity transit needs in lower income/BIPOC areas (eg South Park, Westwood, White Center). LR along Duwamish paired with gondola to WS hilly, dense areas (Alaska Jen, Avaln, N. Delridge) could be done for same price as LR into those WS areas with vastly improved transit services

Transit Mode review: Chapter 2 ignores compelling options

Since 2014 feeder lines are considered ccnnecting areas to LR spine via gondola such as Kirkland's current review.

Chapter 2.8.2.1.1: costs have skyrocketed 2-3x from earlier estimates, triggering vote-free realignment consideration (Section 2)

Does not address extending the travel burden added to years of no usable high bridge (4.2.4.4) Does not ccmpare station footprints such as in the Alaska Junction to a fraction of the space needed for gondola station (4.2.5.4)

Traveler experience (3.4.3.3.1) inaccurate depiction; per gondola experts, fewer stories to traverse at stations.

PLEASE LISTEN AND ACT for the best interested of the West Seattle Peninsula.

Terese Machmiller

Cell 206.890.2277

#	Comments	Responses
1	ST has shown a cavalier disregard for the legitimate benefits of gondola versus light rail in West Seattle, including eschewing an open-minded review by experts qualified to speak to gondola technical feasibility, obfuscating facts in the DEIS, and failing to acknowledge contemporary advances in transit modes highlighting gondolas as an area of extreme opportunity, especially for highly dense, hilly areas with commercial waterways such as many places in the Seattle metropolitan area and such as a growing number of communities are considering world-wide. A reasonable, transparent staff would take a solid, due-diligence look at gondola, and nearly guaranteed would see that this better serves the WS peninsula in virtually EVERY way; preserves our precious real estate and habitats; vastly reduces our carbon footprint; delivers a DECADE earlier; and frees up $2B to serve other urgent transit needs especially in under-served communities. WHY would ST not opt for a superior solution that lays groundwork to serve expanded communities? Real Estate costs LR (light rail) downplays devastation on 1000-2000+ residents & business demolitions and lack of local relocation ability (4.2.1.3, 4.2.1.7/8), wildlife (including protected heron & osprey populations and other wetland, bird and salmon habitats) and green spaces, ALL nearly entirely mitigated by aerial gondola system. Homes/businesses will not easily/feasibly re-locate nearby ('within the project vicinity) due to Relocation will likely impact their credit scores/business forecast, reduce borrowing Property value estimates will likely be far below actual market prices in our historically hot real estate market Virtually no real estate inventory for nearby relocation Relocation outside the immediate area puts MORE transportation burden on the beleaguered WS community Those remaining in the area will have a massive up to 150' rail guide carting travelers across their City/Sound views with resulting privacy loss; gondola has mist-able windows for privacy taking up a tiny fraction of the visual landscape, with a fraction of the noise pollution both in construction and operation (4.2.11, 4.2.4.3, 4.2.5.3.3) Though hard to decipher from ST's vague notices, many beloved businesses likely to be demolished - Trader Joes, beautiful 'new' YMCA building, Skylark Cafe, Tom's Auto, to name a scant few. Others, such as very new apartment buildings, would be razed at significant replacement cost. NONE of this is necessary with a gondola system. Environmental Impact, (1.2.2.6) Appendix L4.6 carbon footprint estimates are extremely under-stated as they omit sizable construction and rebuilding of displaced structures.	Please see responses to CC1c, CC2g, CC4.1b, CC4.1c, CC4.6a, CC4.9b, and CC4.11a, in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail. See Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information.

#	Comments	Responses
	Skylink would provide reliable, grade separate public transit some TEN YEARS earlier than LR for a fraction of carbon footprint strongly aiding 30% reduction by 2035 goal. Removing trees, physical disturbance of construction and soil on the Pigeon Point hill will increase instability and likelihood of landslides compared to vastly lighter weight gondola system (4.2.9, 4.2.11, 4.2.17) Likewise, soil impacts with the high-impact LR construction (4.2.11) have major risk of shifting in general and in an earthquake; Lighter weight gondola is safer in virtually all contexts including floods, ice/snow. Equity ST ignores high-capacity transit needs in lower income/BIPOC areas (eg South Park, Westwood, White Center). LR along Duwamish paired with gondola to WS hilly, dense areas (Alaska Jen, Avaln, N. Delridge) could be done for same price as LR into those WS areas with vastly improved transit services Transit Mode review: Chapter 2 ignores compelling options Since 2014 feeder lines are considered connecting areas to LR spine via gondola such as Kirkland's current review. Chapter 2.8.2.1.1 • costs have skyrocketed 2-3x from earlier estimates, triggering vote-free realignment consideration (Section 2) Does not address extending the travel burden added to years of no usable high bridge (4.2.4.4) Does not compare station footprints such as in the Alaska Junction to a fraction of the space needed for gondola station (4.2.5.4) Traveler experience (3.4.3.3.1) inaccurate depiction; per gondola experts, fewer stories to traverse at stations.	

Comment Submittal 0935

Communication ID:	Name	Email
503815	Jeff Meyer	jeff.meyer234@gmail.com

Full Communication (4/28/2022)

Jeff Meyer Draft EIS Comment

Please consider my comments for the West Seattle and Ballard Link DEIS as follows:

A. General Comments

1. As a recent resident of the Cascade neighborhood, the alignment for the South Lake Union station is disappointing to me. As one of the densest residential neighborhoods within the city, it seems that the residents here are being treated as an afterthought with station alignments as far west as SR99. Placing the stations this far west removes a huge residential population from the 10-minute station walk shed, and unless King County Metro opens a east-west transit route along the Mercer Street corridor, keeps the Cascade and Eastlake population segregated from reasonable light rail connection. I urge Sound Transit to consider station alignments closer to the intersection of Westlake and Mercer to have more reasonable transit connections for the residents of the Cascade neighborhood. I believe doing so would increase ridership and help the Puget Sound region to achieve its climate goals by getting more single- occupancy vehicles off of the road in an already transit-starved area.

2. I would also like to address station transfers downtown. Current alignments have extremely deep stations that create long transfer and/or surface-to-platform times. I believe that this is the wrong move, and that Sound Transit should reconsider its deep-bore stations to create the best experience for riders. Furthermore, station access should be designed with pedestrians and cyclists in mind first, as well as connections to existing transit in station areas.

3. Additionally, I would ask that Sound Transit design the system with future expansion in mind. would like to see terminal stations along the lines designed in such a way that should future light rail projects be approved by voters, work can easily begin to connect and expand existing lines. Ballard station should be able to accommodate a northern expansion to Greenwood, or east to Wallingford, and beyond. This would save the agency time, money, and effort during future system expansion design.

B. Detailed Comments

1. West Seattle Link

a. Junction - Medium Tunnel 41stAvenue Station: Prefer Medium Tunnel 41stAvenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

2. Ballard Link

a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID- 1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface

access.

d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].

h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

i. Ballard: Continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Thank you,

Jeff Meyer

#	Comments	Responses
1	As a recent resident of the Cascade neighborhood, the alignment for the South Lake Union station is disappointing to me. As one of the densest residential neighborhoods within the city, it seems that the residents here are being treated as an afterthought with station alignments as far west as SR99. Placing the stations this far west removes a huge residential population from the 10-minute station walk shed, and unless King County Metro opens a east-west transit route along the Mercer Street corridor, keeps the Cascade and Eastlake population segregated from reasonable light rail connection. I urge Sound Transit to consider station alignments closer to the intersection of Westlake and Mercer to have more reasonable transit connections for the residents of the Cascade neighborhood. I believe doing so would increase ridership and help the Puget Sound region to achieve its climate goals by getting more single-occupancy vehicles off of the road in an already transit-starved area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	I would also like to address station transfers downtown. Current alignments have extremely deep stations that create long transfer and/or surface-to-platform times. I believe that this is the wrong move, and that Sound Transit should reconsider its deep-bore stations to create the best experience for riders. Furthermore, station access should be designed with pedestrians and cyclists in mind first, as well as connections to existing transit in station areas.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Additionally, I would ask that Sound Transit design the system with future expansion in mind. I would like to see terminal stations along the lines designed in such a way that should future light rail projects be approved by voters, work can easily begin to connect and expand existing lines. Ballard station should be able to accommodate a northern expansion to Greenwood, or east to Wallingford, and beyond. This would save the agency time, money, and effort during future system expansion design.	Please see response to CC2d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
5	b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
6	d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see response to CCG2 in Table 7-1.
7	a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
8	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	g. Smith Cove- Galer Street: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	h. Interbay- Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	i. Ballard: Continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0936

Communication ID:	Name	Email
503830	Wayne Machmiller	wmachmiller@gmail.com

Full Communication (4/28/2022)

Wayne Machmiller Draft EIS Comment

Following are some points I believe strongly support Sound Transit taking far more seriously a gondola system versus light rail for connecting West Seattle to the SODO light rail spine.

1. Transparency and Truthfulness

a) Sound Transit is obstructing fair, full and truthful discussion among the public on the gondola option, instead opting to bulldoze the way forward with their original proposal, which no longer makes the best sense for the best interest of the West Seattle peninsula. They have done the least amount of effort possible to make it seem they have given the gondola system a fair review, when the opposite is true. Sound Transit owes it to West Seattle residents, workers and business owners to hire a reputable firm with legitimate expertise in traffic solutions that include gondola systems. If the feasibility comes in as outlined on the West Seattle Skylink chart comparing gondola to light rail for West Seattle, Sound Transit would be remiss in their duty to not move to that option.

2. Environment:

a) Light rail's tree removal, physical disturbance of construction and soil on the steeply hilly terrain will decrease stability, raising risks of landslides. Not a concern with the gondola system (4.2.9, 4.2.11, 4.2.17)

b) This will also increase risks of damage to properties, rail riders and travelers from flooding, ice and snow. (4.2.11)

c) Gondola would serve more reliably, safely, independently from competing traffic, and ten years earlier a fraction of every measurable cost.

d) Gondola carbon neutral footprint will materially aid the City's goal of reducing carbon footprint by 30% by 2035.

e) Sound Transit ignores the impact on wildlife (heron, osprey, other wetland bird and sea life habitats) and green spaces. The gondola will have minimal to no such impact.

3. Comparing light rail to gondola:

a) Sound Transit misguides readers: In fact, the gondola is being recommended for local, not regional connections, such as what Kirkland is seriously considering.

b) Sound Transit is exceedingly vague on 1000-2000 people losing their home, business or job. The Gondola has zero such cost, from every angle this is huge: human stress and suffering in lost space, more upheaval in unnecessary extra construction, more stuck traffic. (4.2.1.3, 4.2.1.7/8)

c) Sound Transit ignores major costs such as light stations taking two half blocks versus one quarter block for gondola - and the latter can be constructed among existing infrastructure - a critical factor in dense spots such as the Alaska Junction. (4.2.5.4)

d) Sound Transit misleads the public by saying a new vote would be required: with light rail cost estimates now spiked up by 200-300%, realignment has been triggered (Section 2). No voter input required.

e) Sound Transit inaccurately describes light rail as easier for travelers. In fact, the gondola would have fewer stories at loading stations. (3.4.3.3.1)

f) Sound Transit ignores the increased traffic nightmares West Seattle travelers will suffer for many extra years, nor acknowledges that a gondola would represent a vastly less degree of traffic impacts in both construction and operation, and be ready ten years earlier. (4.2.4.4)

4. Real Estate costs

a) Sound Transit falsely suggests that displaced victims will be able to re-locate 'within the project vicinity' - their businesses will take a severe hit in the disruption and relocation which will affect their customer service and credit attractiveness; they won't be reimbursed at what value the live market would escalate to; and there's a historically low real estate inventory now and for the foreseeable future.

b) Sound Transit is pitching a rail guide up to 15 stories which will be a massive view-stealer all over the city; will be significantly noisier in its operation, and steal privacy from remaining dwellers. These costs will greatly impact

property values, especially in West Seattle, all vastly minimized with the gondola which has misting privacy glass, a fraction of the mass and noise to build and operate. (4.2.11, 4.2.4.3, 4.2.5.3.3)

c) Sound Transit has made it very hard for the public to understand who will be displaced, by vaguely posing several potential options, and listing addresses instead of business names. If the likely property victims were to spend precious hours weeding through the fine print to learn their status, and would then lobby for public support, the outcry would be much greater sooner than later. All a non-issue with the gondola system.

5. Maximizing Services

a) If Sound Transit cared for the best travel mode for the most people, the gondola system would free up $2 billion to apply towards other high-need areas, such as White Center, Westwood Village, Highland Park, South Seattle College, Georgetown.

Wayne Machmiller, 35 year resident of West Seattle, Director of Construction Services, Transforming Age

#	Comments	Responses
1	a) Sound Transit is obstructing fair, full and truthful discussion among the public on the gondola option, instead opting to bulldoze the way forward with their original proposal, which no longer makes the best sense for the best interest of the West Seattle peninsula. They have done the least amount of effort possible to make it seem they have given the gondola system a fair review, when the opposite is true. Sound Transit owes it to West Seattle residents, workers and business owners to hire a reputable firm with legitimate expertise in traffic solutions that include gondola systems. If the feasibility comes in as outlined on the West Seattle Skylink chart comparing gondola to light rail for West Seattle, Sound Transit would be remiss in their duty to not move to that option. Environment: a) Light rail's tree removal, physical disturbance of construction and soil on the steeply hilly terrain will decrease stability, raising risks of landslides. Not a concern with the gondola system (4.2.9, 4.2.11, 4.2.17) b} This will also increase risks of damage to properties, rail riders and travelers from flooding, ice and snow. (4.2.11) c) Gondola would serve more reliably, safely, independently from competing traffic, and ten years earlier a fraction of every measurable cost. d) Gondola carbon neutral footprint will materially aid the City's goal of reducing carbon footprint by 30% by 2035. e) Sound Transit ignores the impact on wildlife (heron, osprey, other wetland bird and sea life habitats) and green spaces. The gondola will have minimal to no such impact. Comparing light rail to gondola: a) Sound Transit misguides readers: In fact, the gondola is being recommended for local, not regional connections, such as what Kirkland is seriously considering. b) Sound Transit is exceedingly vague on 1000-2000 people losing their home, business or job. The Gondola has zero such cost, from every angle this is huge: human stress and suffering in lost space, more upheaval in unnecessary extra construction, more stuck traffic. (4.2.1.3, 4.2.1.7/8) c) Sound Transit ignores major costs such as light stations taking two half blocks versus one quarter block for gondola - and the latter can be constructed among existing infrastructure - a critical factor in dense spots such as the Alaska Junction. (4.2.5.4) d}	Please see response to CC2g, CC4.1b, CC4.5a, CC4.6a, CC4.9a, CC4.9b, and CC4.11a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.9, Ecosystems, for more information on impacts to wildlife and habitat, avoidance and minimization measures, and proposed mitigation. See Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on station access and Section 3.11, Construction Impacts, of the Final EIS for more information on traffic impacts during construction related to road closures. Sound Transit notified potentially affected property owners prior to the Draft EIS

#	Comments	Responses
	Sound Transit misleads the public by saying a new vote would be required: with light rail cost estimates now spiked up by 200-300%, realignment has been triggered (Section 2). No voter input required. e) Sound Transit inaccurately describes light rail as easier for travelers. In fact, the gondola would have fewer stories at loading stations. (3.4.3.3.1) f) Sound Transit ignores the increased traffic nightmares West Seattle travelers will suffer for many extra years, nor acknowledges that a gondola would represent a vastly less degree of traffic impacts in both construction and operation, and be ready ten years earlier. (4.2.4.4) Real Estate costs a) Sound Transit falsely suggests that displaced victims will be able to re-locate 'within the project vicinity' - their businesses will take a severe hit in the disruption and relocation which will affect their customer service and credit attractiveness; they won't be reimbursed at what value the live market would escalate to; and there's a historically low real estate inventory now and for the foreseeable future.	
	b} Sound Transit is pitching a rail guide up to 15 stories which will be a massive view-stealer all over the city; will be significantly noisier in its operation, and steal privacy from remaining dwellers. These costs will greatly impact property values, especially in West Seattle, all vastly minimized with the gondola which has misting privacy glass, a fraction of the mass and noise to build and operate. (4.2.11, 4.2.4.3, 4.2.5.3.3) c) Sound Transit has made it very hard for the public to understand who will be displaced, by vaguely posing several potential options, and listing addresses instead of business names. If the likely property victims were to spend precious hours weeding through the fine print to learn their status, and would then lobby for public support, the outcry would be much greater sooner than later. All a non-issue with the gondola system. Maximizing Services a) If Sound Transit cared for the best travel mode for the most people, the gondola system would free up $2 billion to apply towards other high-need areas, such as White Center, Westwood Village, Highland Park, South Seattle College, Georgetown.	publication in the fall of 2021 and prior to publication of the Final EIS. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the West Seattle Link Extension Final EIS for more information on property acquisition. See Appendix L4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for updated information on relocation opportunities.

Comment Submittal 0937

Communication ID:	Name	Email
503841	Ray Dubicki	raydubicki@mac.com

Full Communication (4/28/2022)

Ray Dubicki Draft EIS Comment

Thank you for the opportunity to comment on the West Seattle Ballard Link Extension Draft Environmental Impact Statement. This comment includes three parts: DEIS Process and Document Comments, General Design Comments, and Specific Station Comments, followed by a summary conclusion.

DEIS Process and Document Comments:

The point of an EIS is for an agency to pause and show its work. WAC 197-11-400 (4) states "The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions." The code mentions that an EIS is not performative, it should be concise and clear. "The volume of an EIS does not bear on its adequacy. Larger documents may even hinder the decision making process."

The WSBLE DEIS is comprised of 2,300 pages. Electronically, that's 300MB spread across 21 files. There's not just an executive summary, but also a summary of that as Front Matter and fact sheet.

I am an advocate for Ballard and writer for The Urbanist. For the last four months, I've been working to get people to respond to this document. My first comment is: it should not have been this hard. Re-release the WSBLE Draft EIS with clear, concise images and descriptions that fulfill the intent of SEPA and show Sound Transit's work to develop these alternatives.

Sound Transit did a lot of work to put the details in front of folks, including meetings and broadcasts. But the outreach paled in comparison to the heft of the document itself. The document was unclear on three very important points:

Light Rail extensions to West Seattle and Ballard are two separate projects.

Completion of the extensions will result in a significant realignment of the existing Link line, essentially "breaking the backbone" of the system and sending Ballard to Tacoma and West Seattle to Everett via downtown.

This document will be amended and supplemented as designs are refined.

Such important information is lost in the 2,300 pages. Without those top-line descriptions, it is very difficult to understand why the new downtown tunnel has to start so deep and chase topography up the hill. It's difficult to parse out the weird diagrams of splicing lines together with existing lines. And it's hard to care when it feels like impossible to navigate stations in the center of the earth are a fait accompli.

When someone asked "what will a Ballard station look like?" I could not direct them to a single website or page specifying options for each station. I had to direct them to download one of those 21 documents, turn to page whatever, and start reading. This is not accessible. The page with those 21 separate documents was very thin on the information inside each one. And there was nothing that gave a clear, concise description of the whole project, or to be truthful, pair of projects.

Sound Transit has not helped itself with access to information and responses to questions about these topics. Through The Urbanist and Seattle Subway, advocates have requested clarification on the DEIS. Specific requests were made to clarify how Sound Transit determined the new routes had to go under the existing routes, what was used to determine transfer times between stations, and what factors brought tunnels to cost parity with bridges. We were met with incomplete or non- existent answers. And we were trying to help get people to comment, which is kind of a slap in the face.

The overall result is a draft EIS that doesn't fulfill the letter, spirit, or stated intent of SEPA, as stated in WAC 197-11-400. The WSBLE draft EIS obscures instead of clarifies, blocks instead of reveals, and fails to provide the most basic information to the public.

General Design Comments:

I want to echo The Urbanist and Seattle Subway in the design principles that should be guiding Sound Transit's work on developing the West Seattle Ballard Link Extension.

First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable.

Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.

Build the system to maximize ridership. Design a good rider experience and ridership will follow.

The most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby.

Design the system to be easy to expand. Ideally, ST3 is not the end. Planning with expandability in

mind could save billions of dollars and numerous headaches down the road.

Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit- Oriented Development (TOD) program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.

Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.

Don't shy away from big investments where there is a high return. We are most concerned building this correctly. Without completely dismissing costs, it is very possible to build a strong system with generational impacts. Controlling costs, not avoiding them, is key to avoiding delays to these much-needed transit lines.

Specific Station comments:

My work has been on areas around stations in the north end of the Ballard extension, so I will focus my comments on those. As a resident of Ballard, I firmly believe that light rail in this area will be transformative, particularly if it is completed correctly and soon. As an advocate for smart, forward-looking development in this neighborhood, I firmly endorse a bold vision for extending light rail to Northwest Seattle. That should include keeping the trains as a visible, integrated part of the neighborhood.

Most importantly, these three stations cannot become terminus stations. They cannot be sited or developed in a way that allows drivers to come in from a wide area, park, and get on the train to downtown. An example of such stations are the Branch Avenue, Suitland, Naylor Road, and Southern Avenue stations on the Washington DC Green Line. While those stations have some employment around them, they are often packed with people coming in from the suburbs to park and ride into downtown. Though Branch Avenue is the technical terminus, overflow parkers would cascade to the next stations if the Branch lots were full.

Since 15th Avenue is currently a commuter corridor towards downtown, poor design of Ballard, Interbay, and Smith Cove would put these stations at similar risk. Refinements in the station design must look to limit automobile parking, connect the stations with the neighborhoods instead of the streets, and make the bus transfers seamless without rolling walls of idling buses.

Ballard: Elevated 15th Avenue Station [IBB-3]. Combined with a high bridge, an elevated Ballard station at 15th Avenue will stitch together Ballard and the nascent neighborhood forming around Gilman Park, provide future expandability north to Crown Hill and beyond, and create a new landmark for the city. While the core of Ballard is ostensibly Market Street and Ballard Avenue, the core of housing is moving eastward as hundreds of new apartments are developing between 8th and 15th Avenues. This station must plan for the future. Additionally, the Ballard Brewery district and industrial employers are all located east of 15th Avenue.

Tunnel options limit the ability to continue the line north. As seen in the neighborhood's other bridges and the Locks, Ballard is not afraid of visible infrastructure. So there is no need to hide a bridge. Design refinements for IBB-3 should make the station and bridge beautiful. And coordinate the new bridge with the replacement of the Ballard Bridge. 14th Avenue is not terrible, but limits the options on connecting both sides of 15th Avenue.

Interbay: 15th Avenue Elevated Station [IBB-3]. 15th Avenue is a dangerous, oppressive scar through Interbay and Northwest Seattle. Partially lidding that scar with transit would provide an opportunity to stitch the now divided

neighborhood back together. This includes accessing the station from both east and west side of the highway. The location maximizes then number of existing and potential residents in the station's walk circle. Refinements to the IBB-3 station design must concentrate on improvements to the Dravus Street bridge pedestrian experience, and describing the east station entrance in a way that explains why it is at the top of a tower.

An argument can be made that this would be the least convenient station location for Magnolia. However, the other options don't improve access to Magnolia because residents still would use Dravus to cross the BNSF rail yard, then turn north on 17th Avenue to enter the station. This is almost the same distance as it takes for a Magnolia resident to access a 15th Avenue station.

Smith Cove: Preferred Galer Street Station [SIB-1]. The Smith Cove station would operate best on the west side of 15th Avenue, south of the Magnolia Bridge. This will access the Expedia Campus, as well as offices along that area. Additionally, future development at the Armory site will have good access to the station albeit not perfect. Alternatives east of 15th Ave would take out all development on that side, and limit utility by squeezing the station between the busy, dangerous highway and protected greenspace. Refining the SIB-1 station design should emphasize connections to the areas north of the Magnolia Bridge and avoid

There are noises being made by Sound Transit about combining the two Interbay stations. This would be a destructive error. A combined Interbay station ignores the hard divisions that separate the neighborhood in two. It is not a straight corridor because the golf course, rail yard, and topography squeeze the area into two separate clusters. Picking the south cluster sacrifices all of the riders not just from Dravus, but also from west Queen Anne. Ignoring such divisions would make the combined station an inaccessible terminus station. Instead of integrating stations with the clusters of homes and businesses, a combined station would draw drivers to park. It would consolidate all buses currently planned to be divided among two station, wasting space for idling.

While there's potential that the a combined station could anchor development at the Armory, it would underserve existing development at Dravus and Expedia. Also it will pressure a certain style of dense development at the Armory which we do not know if the site (a liquefaction zone next to a rail yard) can support. If anything goes wrong, at the Armory, a combined station is worthless. A consolidated station has to get everything correct, both in and around the station. A failure of the station (or its escalators) has no escape valve because the next one is on the other side of the ship canal or up the hill at Seattle Center. We need two stations in the Interbay corridor.

Downtown Stations: Share the alternatives that were eliminated before the deep tunnel station options were developed. While it appears that there are several options for the downtown stations, most of them rely on a single concept for detaching the Tacoma line and shifting it to connect with Ballard. All of that dives underneath the existing downtown tunnel. Please help us understand why this cannot be improved. Sound Transit has very smart engineers on staff, and we trust they can think creatively. Please show that work so we can understand why the downtown tunnels must be so oppressively deep.

Conclusion

In summary, please amend the WSBLE Draft Environmental Impact Statement to address the following issues:

Re-release the WSBLE Draft EIS with clear, concise images and descriptions that fulfill the intent of SEPA and show Sound Transit's work to develop these alternatives.

Share the station and alignment alternatives that were eliminated before the deep tunnel station options were developed.

And please move forward with approving the following station alignment alternatives, with the comments for refinement as recommended above.

Ballard: Elevated 15th Avenue Station [IBB-3]. Interbay: 15th Avenue Elevated Station [IBB-3]. Smith Cove: Preferred Galer Street Station [SIB-1].

Thank you again for the opportunity to comment.

Ray Dubicki Ballard

#	Comments	Responses
1	DEIS Process and Document Comments: The point of an EIS is for an agency to pause and show its work. WAC 197-11-400 (4) states "The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions." The code mentions that an EIS is not performative, it should be concise and clear. "The volume of an EIS does not bear on its adequacy. Larger documents may even hinder the decision making process." The WSBLE DEIS is comprised of 2,300 pages. 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Completion of the extensions will result in a significant realignment of the existing Link line, essentially "breaking the backbone" of the system and sending Ballard to Tacoma and West Seattle to Everett via downtown. This document will be amended and supplemented as designs are refined. Such important information is lost in the 2,300 pages. Without those top-line descriptions, it is very difficult to understand why the new downtown tunnel has to start so deep and chase topography up the hill. It's difficult to parse out the weird diagrams of splicing lines together with existing lines. And it's hard to care when it feels like impossible to navigate stations in the center of the earth are a fail accompli. When someone asked "what will a Ballard station look like?" I could not direct them to a single website or page specifying options for each station. I had to direct them to download one of those 21 documents, turn to page whatever, and start reading. This is not accessible. The page with those 21 separate documents was very thin on the information inside each one. And there was nothing that gave a clear, concise description of the whole project, or to be truthful, pair of projects. Sound Transit has not helped itself with access to information and responses to questions about these topics. Through The Urbanist and Seattle Subway, advocates have requested clarification on the DEIS. Specific requests were made to clarify how Sound Transit determined the new routes had to go under the existing routes, what was used to determine transfer times between stations, and what factors brought tunnels to cost parity with bridges. We were met with incomplete or non-existent answers. And we were trying to help get people to comment, which is kind of a slap in the face. The overall result is a draft EIS that doesn't fulfill the letter, spirit, or stated intent of SEPA, as stated in WAC 197-11-400. The WSBLE draft EIS obscures instead of clarifies, blocks instead of reveals, and fails to provide the most basic information to the public.	Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Project materials developed for these events were developed with the objective of clearly explaining the environmental review process and technical information. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information. Sound Transit also prepared an online readers guide for the Draft EIS to help people navigate the document and find more information. The West Seattle Link Extension and the Ballard Link Extension are separate extensions and separate Final EISs are being prepared for each extension. Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on the project including integration of the West Seattle Link Extension into the existing system and typical station cross-sections. See Appendix J, Conceptual Design Drawings, for conceptual design architecture drawings of each station. See Appendix N.2, Visual and Aesthetic Technical Report, for station 3D views and cross sections that provide examples of height, bulk, and scale. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental

#	Comments	Responses
		review process for the Ballard Link Extension.
2	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Build the system to maximize ridership. Design a good rider experience and ridership will follow. The most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Design the system to be easy to expand. Ideally, ST3 is not the end. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
5	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development (TOD) program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all

#	Comments	Responses
	construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	Don't shy away from big investments where there is a high return. We are most concerned building this correctly. Without completely dismissing costs, it is very possible to build a strong system with generational impacts. Controlling costs, not avoiding them, is key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
8	My work has been on areas around stations in the north end of the Ballard extension, so I will focus my comments on those. As a resident of Ballard, I firmly believe that light rail in this area will be transformative, particularly if it is completed correctly and soon. As an advocate for smart, forward-looking development in this neighborhood, I firmly endorse a bold vision for extending light rail to Northwest Seattle. That should include keeping the trains as a visible, integrated part of the neighborhood. Most importantly, these three stations cannot become terminus stations. They cannot be sited or developed in a way that allows drivers to come in from a wide area, park, and get on the train to downtown. An example of such stations are the Branch Avenue, Suitland, Naylor Road, and Southern Avenue stations on the Washington DC Green Line. While those stations have some employment around them, they are often packed with people coming in from the suburbs to park and ride into downtown. Though Branch Avenue is the technical terminus, overflow parkers would cascade to the next stations if the Branch lots were full. Since 15th Avenue is currently a commuter corridor towards downtown, poor design of Ballard, Interbay, and Smith Cove would put these stations at similar risk. Refinements in the station design must look to limit automobile parking, connect the stations with the neighborhoods instead of the streets, and make the bus transfers seamless without rolling walls of idling buses.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Ballard: Elevated 15th Avenue Station [IBB-3]. Combined with a high bridge, an elevated Ballard station at 15th Avenue will stitch together Ballard and the nascent neighborhood forming around Gilman Park, provide future expandability north to Crown Hill and beyond, and create a new landmark for the city. While the core of Ballard is ostensibly Market Street and Ballard Avenue, the core of housing is moving eastward as hundreds of new apartments are developing between 8th and 15th Avenues. This station must plan for the future. Additionally, the Ballard Brewery district and industrial employers are all located east of 15th Avenue. Tunnel options limit the ability to continue the line north. As seen in the neighborhood's other bridges and the Locks, Ballard is not afraid of visible infrastructure. So there is no need to hide a bridge. Design refinements for IBB-3 should make the station and bridge beautiful. And coordinate the new bridge with the replacement of the Ballard Bridge. 14th Avenue is not terrible, but limits the options on connecting both sides of 15th Avenue.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
10	Interbay: 15th Avenue Elevated Station [IBB-3]. 15th Avenue is a dangerous, oppressive scar through Interbay and Northwest Seattle. Partially lidding that scar with transit would provide an opportunity to stitch the now divided neighborhood back together. This includes accessing the station from both east and west side of the highway. The location maximizes then number of existing and potential residents in the station's walk circle. Refinements to the IBB-3 station design must concentrate on improvements to the Dravus Street bridge pedestrian experience, and describing the east station entrance in a way that explains why it is at the top of a tower. An argument can be made that this would be the least convenient station location for Magnolia. However, the other options don't improve access to Magnolia because residents still would use Dravus to cross the BNSF rail yard, then turn north on 17th Avenue to enter the station. This is almost the same distance as it takes for a Magnolia resident to access a 15th Avenue station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Smith Cove: Preferred Galer Street Station [SIB-1]. The Smith Cove station would operate best on the west side of 15th Avenue, south of the Magnolia Bridge. This will access the Expedia Campus, as well as offices along that area. Additionally, future development at the Armory site will have good access to the station albeit not perfect. Alternatives east of 15th Ave would take out all development on that side, and limit utility by squeezing the station between the busy, dangerous highway and protected greenspace. Refining the SIB-1 station design should emphasize connections to the areas north of the Magnolia Bridge and avoid There are noises being made by Sound Transit about combining the two Interbay stations. This would be a destructive error. A combined Interbay station ignores the hard divisions that separate the neighborhood in two. It is not a straight corridor because the golf course, rail yard, and topography squeeze the area into two separate clusters. Picking the south cluster sacrifices all of the riders not just from Dravus, but also from west Queen Anne. Ignoring such divisions would make the combined station an inaccessible terminus station. Instead of integrating stations with the clusters of homes and businesses, a combined station would draw drivers to park. It would consolidate all buses currently planned to be divided among two station, wasting space for idling. While there's potential that the a combined station could anchor development at the Armory, it would underserve existing development at Dravus and Expedia. Also it will pressure a certain style of dense development at the Armory which we do not know if the site (a liquefaction zone next to a rail yard) can support. If anything goes wrong, at the Armory, a combined station is worthless. A consolidated station has to get everything correct, both in and around the station. A failure of the station (or its escalators) has no escape valve because the next one is on the other side of the ship canal or up the hill at Seattle Center. We need two stations in the Interbay corridor.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	Downtown Stations: Share the alternatives that were eliminated before the deep tunnel station options were developed. While it appears that there are several options for the downtown stations, most of them rely on a single concept for detaching the Tacoma line and shifting it to connect with Ballard. All of that dives underneath the existing downtown tunnel. Please help us understand why this cannot be improved. Sound Transit has very smart engineers on staff, and we trust they can think creatively. Please show that work so we can understand why the downtown tunnels must be so oppressively deep.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0938

Communication ID:	Name	Email
503857	Tighe Urelius	turelius@yahoo.com

Full Communication (4/28/2022)

My role in advocating for our community and interacting with Sound Transit staff and members of the Sound Transit Board has been challenging but very rewarding. My comments are numbered below:

1. As planning has progressed, the longer tunnel options (portal east of Avalon) are closing the financial gap between some of the less-desirable elevated options. It seems that members of the public and the Board have been greatly influenced by the differences in cost only to find out the differences aren't looking as large as they did. I'm afraid we've disregarded what I consider objectively superior plans (Pigeon Point Tunnel with ideal Youngstown station location) due to scary ROM estimates. This is unfortunate and has the potential to result in an inferior project with little or no cost savings. I view this outcome as tragic.

2. In conversations I've had with other members of the public, I have a grave concern that the EJ communities south of the Delridge Station that will make up a significant percentage of the ridership estimates have had insufficient interaction and influence on the routing and station planning. I know what my preferences are for a Delridge station and what an ideal transfer environment would look like, but I don't know what the people that will actually use it think.

3. If an Avalon station were built I would use it. It should not be built. There is no sense or precedent for having three stations this close together and I think there is a valid argument that this spacing would reduce the overall rider experience. The low ridership estimates speak for themselves. People travelling up the 35th Ave corridor by bus will be accommodated by inevitable bus routing changes. The already small walkshed is largely overlapped by the walksheds of the other two stations. The elimination of an Avalon station should also have a large impact on the cost of a long tunnel, further bringing those options into cost parity. Lastly, I have trouble imagining ANY responsible way to mitigate the traffic impacts of an Avalon station during construction. Please, West Seattle does not need another bottleneck.

4. It is my understanding that Sound Transit is only responsible for providing the construction (including property acquisitions), maintenance, and operational costs of the project. This makes sense but I believe it also leaves out critical calculations to be born by other agencies, jurisdictions, and localities. If the Sound Transit cost estimates do not factor in permanent losses of tax base for the county due to property acquisitions, does it at least make sense for the County to provide a public estimation for ST and the public to base their decisions on. This is a long way of saying, my instinct is that the "cheaper now" options have the potential to be more costly in the long run. Isn't this important to consider?

Thank you to all in the community, within Sound Transit, and to the Board for all your hard work. Collectively, we're drawing near an immensely critical set of decisions. Hopefully the multifaceted process of bringing this project through the EIS is going to eventually lead to the best project possible, serving the system, community, and region; enhancing each.

#	Comments	Responses
1	As planning has progressed, the longer tunnel options (portal east of Avalon) are closing the financial gap between some of the less-desirable elevated options. It seems that members of the public and the Board have been greatly influenced by the differences in cost only to find out the differences aren't looking as large as they did. I'm afraid we've disregarded what I consider objectively superior plans (Pigeon Point Tunnel with ideal Youngstown station location) due to scary ROM estimates. This is unfortunate and has the potential to result in an inferior project with little or no cost savings. I view this outcome as tragic.	Please see responses to CCG2 and CC2h in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	I have a grave concern that the EJ communities south of the Delridge Station that will make up a significant percentage of the ridership estimates have had insufficient interaction and influence on the routing and station planning. I know what my preferences are for a Delridge station and what an ideal transfer environment would look like, but I don't know what the people that will actually use it think.	Please see responses to CCEJ1 and CCEJ2 in Table 7-1. Throughout the environmental review process, Sound Transit has hosted public open houses and forums, attended community events, presented to community organizations, and made staff available to share project information with businesses, neighborhoods, potentially affected property owners, and other interested groups and answer questions. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for more information, including specific engagement events for communities south of the Delridge Station.
3	If an Avalon station were built I would use ii. It should not be built. There is no sense or precedent for having three stations this close together and I think there is a valid argument that this spacing would reduce the overall rider experience. The low ridership estimates speak for themselves. People travelling up the 35th Ave corridor by bus will be accommodated by inevitable bus routing changes. The already small walkshed is largely overlapped by the walksheds of the other two stations. The elimination of an Avalon station should also have a large impact on the cost of a long tunnel, further bringing those options into cost parity. Lastly, I have trouble imagining ANY responsible way to mitigate the traffic impacts of an Avalon station during construction. Please, West Seattle does not need another bottleneck.	Please see response to CC2j in Table 7-1.
4	It is my understanding that Sound Transit is only responsible for providing the construction (including property acquisitions), maintenance, and operational costs of the project. This makes sense but I believe it also leaves out critical calculations to be born by other agencies, jurisdictions, and localities. If the Sound Transit cost estimates do not factor in permanent losses of tax base for the county due to property acquisitions, does it at least make sense for the County to provide a public estimation for ST and the public to base their decisions on. This is a long way of saying, my instinct is that the "cheaper now" options have the potential to be more costly in the long run. Isn't this important to consider?	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on tax base impacts associated with the project.

Comment Submittal 0939

Communication ID:	Name	Email
503861	Aiyoko Ishida	aiyoko.ishida@gmail.com

Full Communication (4/28/2022)

This will negatively impact the community.

There needs to be a plan that will preserve and nurture the current community of businesses and tax paying residents in the area.

#	Comments	Responses
1	This will negatively impact the community. There needs to be a plan that will preserve and nurture the current community of businesses and tax paying residents in the area.	Please see Sections 4.3, Economics, and 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacts to businesses and residents. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0940

Communication ID:	Name	Email
503864	Carla Reynolds	Carlamreynolds@yahoo.com

Full Communication (4/28/2022)

As a resident of West Seattle I'm concerned about the following points made by West Seattle Skylink: the cost of $3.2 billion estimate to bring the light rail feeder approximately 4.7 miles from the SODO Station to West Seattle. By comparison, the cost to build an aerial gondola feeder connecting to both SODO and the International District may be as low as $200 million and the total project cost certainly less than $1 billion. Sound Transit estimates a light rail feeder may open by 2032 to SODO while the information Skylink has obtained from engineering firms indicates that an aerial gondola feeder could be operational much sooner. The Report by the Sound Transit agency did not rise to the level of a feasibility study.

"There are several US firms qualified to undertake a feasibility study for an urban gondola feeder. In fact, there is a firm very near Seattle that has undertaken many such studies: SCJ Alliance located in Lacy, Washington and focuses on using gondola technology for regional lines.

Because of the costs and environmental impacts I would like to see Sound Transit pay for a 3rd party to conduct a complete feasibility study for a Gondola.

Carla Reynolds

#	Comments	Responses
1	I'm concerned about the following points made by West Seattle Skylink: the cost of $3.2 billion estimate to bring the light rail feeder approximately 4.7 miles from the SODO Station to West Seattle. By comparison, the cost to build an aerial gondola feeder connecting to both SODO and the International District may be as low as $200 million and the total project cost certainly less than $1 billion. Sound Transit estimates a light rail feeder may open by 2032 to SODO while the information Skylink has obtained from engineering firms indicates that an aerial gondola feeder could be operational much sooner. The Report by the Sound Transit agency did not rise to the level of a feasibility study. "There are several US firms qualified to undertake a feasibility study for an urban gondola feeder. In fact, there is a firm very near Seattle that has undertaken many such studies: SCJ Alliance located in Lacy, Washington and focuses on using gondola technology for regional lines. Because of the costs and environmental impacts I would like to see Sound Transit pay for a 3rd party to conduct a complete feasibility study for a Gondola.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0941

Communication ID:	Name	Email
503879	Mark Kumpula	mark.kumpula@comcast.net

Full Communication (4/28/2022)

Hello,

This comment is primarily focused on the Delridge segment since this is the neighborhood where we live. In our opinion, the "Andover St (Lower Height)/Medium Tunnel 41st" option is clearly the optimal alignment. It has the fewest residential displacements, a lower guideway and includes a tunnel segment to get closer to the heart of the Junction, all at a competitive cost. In fact, among all of the categories on your comparison chart (project cost, residential displacements, business displacements and park effects), this alignment ranks as the "highest performing" in all of them. We have a very hard time supporting any of the Genesee Street alignment options, The Delridge station placement would essentially wipe out a quarter of our entire neighborhood, including many brand new townhouse developments, which is absurd, not to mention the 150-foot tall guideway, which would be wildly out of proportion with the rest of the low-rise residential neighborhood. With the "Andover St (Lower Height)/Medium Tunnel 41st" option, you can avoid most of the negative impacts while achieving a superior outcome.

Thanks,

Mark Kumpula & Anne Rush

SW Nevada Street

#	Comments	Responses
1	This comment is primarily focused on the Delridge segment since this is the neighborhood where we live. In our opinion, the "Andover St (Lower Height)/Medium Tunnel 41st" option is clearly the optimal alignment. It has the fewest residential displacements, a lower guideway and includes a tunnel segment to get closer to the heart of the Junction, all at a competitive cost. In fact, among all of the categories on your comparison chart (project cost, residential displacements, business displacements and park effects), this alignment ranks as the "highest performing" in all of them. We have a very hard time supporting any of the Genesee Street alignment options. The Delridge station placement would essentially wipe out a quarter of our entire neighborhood, including many brand new townhouse developments, which is absurd, not to mention the 150-foot tall guideway, which would be wildly out of proportion with the rest of the low-rise residential neighborhood. With the "Andover St (Lower Height}/Medium Tunnel 41st" option, you can avoid most of the negative impacts while achieving a superior outcome.	Please see responses to CCG2, CCG3, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0942

Communication ID:	Name	Email
503884	Nancy Fry	nancydancer@seanet.com

Full Communication (4/28/2022)

I would really like to see an EIS for the gondola option. This option would seem to displace the least residents and businesses, be less intrusive, and be more environmentally friendly. Please consider it!

Of the options presented here in your EIS, I would prefer DUW-2 north crossing option for the Duwamish segment; it impacts wildlife, public parks/resources, and residents the least.

For the Delridge segment I would love to see an option that travels on Andover and begins tunneling under on the east side of Avalon Way all the way to the junction. BUT of the options you give, I would prefer DEL-6 for its lower height, less noise, less impact on displacing residents, and no impact on wildlife and parks/Rec areas.

For the Junction segment, I prefer either tunnel option WSJ-3a or WSJ-3b. A tunnel in the junction area would have the least impact on our beautiful community and its businesses, and would maintain the small-town tranquility of our shopping area.

Thank you.

#	Comments	Responses
1	I would really like to see an EIS for the gondola option. This option would seem to displace the least residents and businesses, be less intrusive, and be more environmentally friendly. Please consider it!	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	I would prefer DUW-2 north crossing option for the Duwamish segment; it impacts wildlife, public parks/resources, and residents the least.	Please see response to CCG2 in Table 7-1.
	For the Delridge segment I would love to see an option that travels on Andover and begins tunneling under on the east side of Avalon Way all the way to the junction.	Please see response to CCG2 in Table 7-1. Please see Section 2.1, Build Alternatives, of the Final EIS, which includes a description of Alternative DEL-7, which would enter a tunnel near the location suggested. This alternative would only connect to Alternative WSJ-6 in the West Seattle Junction Segment, which would not have an Avalon Station.
	I would prefer DEL-6 for its lower height, less noise, less impact on displacing residents, and no impact on wildlife and parks/Rec areas.	Please see response to CCG2 in Table 7-1.
	I prefer either tunnel option WSJ-3a or WSJ-3b. A tunnel in the junction area would have the least impact on our beautiful community and its businesses, and would maintain the small-town tranquility of our shopping area.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0943

Communication ID:	Name	Email
503889	Clyde McQueen	clyde@mcqueen.net

Full Communication (4/28/2022)

Like all transit riders, I strongly prefer shallow stations over deep stations! This system will be around 100 years from now, so we should design it with that in mind. The shoppers and commuters of today can suffer a few minutes of inconvenience to help future generations.

#	Comments	Responses
1	Like all transit riders, I strongly prefer shallow stations over deep stations! This system will be around 100 years from now, so we should design it with that in mind. The shoppers and commuters of today can suffer a few minutes of inconvenience to help future generations.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0944

Communication ID:	Name	Email
503893	Benjamin Friend	benjaminthomasfriend@gmail.com

Full Communication (4/28/2022)

1. West Seattle Link

a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

2. Ballard Link

a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].

h. Interbay- Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.

#	Comments	Responses
1	Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5] but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
3	SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
4	Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1]. h. Interbay- Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB- 2b] and a slimmed down 15th Avenue Elevated Station [188-3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0945

Communication ID:	Name	Email
503901	Loretta Sutherland	davelors@msn.com

Full Communication (4/28/2022)

Through downtown and Seattle Center, I think the preferred route works the best. For Ballard, the station seems better on 15th - if on 14th, what would happen to the Ballard market and the nearby school?

As for the Chinatown area, I do not understand why you need another parallel station/tracks so close to the current one if doing so results in tearing down half of Chinatown. Who are you building that extension for?

For West Seattle, going through the Industrial area should have very little disruption and loss off existing businesses as possible. Seattle has already lost so many close in and downtown.

Building light rail is fine as long as we have a livable city left when you are done.

#	Comments	Responses
1	Through downtown and Seattle Center, I think the preferred route works the best.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	For Ballard, the station seems better on 15th - if on 14th, what would happen to the Ballard market and the nearby school?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	As for the Chinatown area, I do not understand why you need another parallel station/tracks so close to the current one if doing so results in tearing down half of Chinatown. Who are you building that extension for?	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	For West Seattle, going through the Industrial area should have very little disruption and loss off existing businesses as possible. Seattle has already lost so many close in and downtown.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0946

Communication ID:	Name	Email
503906	Cathlyn Fraguela Rios	cathlyn.fraguela.rios@gmail.com

Full Communication (4/28/2022)

I am writing in regards to the planned route for DEL-5 and DEL-6. Although these are not preferred routes and at this state are options and I want to voice my concern in regards to the impacts this might have on the wonderful work and non profit that Transitional Resources provides. They have been tirelessly working with the most marginalized members of society for decades. It is not secret that homelessness is a big problem in this city and that there is also a subset of that population that struggles with mental health concerns. The mission and the work that TR does helps these members integrate into a community that is supportive and helps in recovery, not to mention that the properties that house these individuals would go away which displaces them and in this market a small nonprofit cannot afford to replace the properties or staff this.

#	Comments	Responses
1	I am writing in regards to the planned route for DEL-5 and DEL-6. Although these are not preferred routes and at this state are options and I want to voice my concern in regards to the impacts this might have on the wonderful work and non profit that Transitional Resources provides. They have been tirelessly working with the most marginalized members of society for decades. It is not secret that homelessness is a big problem in this city and that there is also a subset of that population that struggles with mental health concerns. The mission and the work that TR does helps these members integrate into a community that is supportive and helps in recovery, not to mention that the properties that house these individuals would go away which displaces them and in this market a small nonprofit cannot afford to replace the properties or staff this	Please see responses to CCG2 and CC4.4d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0947

Communication ID:	Name	Email
503908	Kate McGovern	katemcgovern@comcast.com

Full Communication (4/28/2022)

As a lifelong resident and homeowner in West Seattle I have concerns about the proposed new light rail project to West Seattle and the longterm impacts this will have on our community. Because we have been without a bridge for 2+ years, the impact of detours, congestion, deferred road maintenance and inability to get in/out of West Seattle raise more concerns for a proposed project and the impact it will have on our community.

Of the proposed options, I find WSJ-1 most troubling. The impact on general transportation disruption and displacement of neighborhood businesses is a concern. There are already plans in process to redevelop part of the area along 36th avenue in the triangle area that is set to provide a transit -oriented project with housing units and business space that could complement an adjacent Avalon station. This proposed option WSJ-1 would not only cause noise and disruption to this area but also take away from this planned project that looks to provide longer term housing with transit accessibility.

I feel the tunnel option should be considered and looked at as the best, long term solution for West Seattle. Tunnel Alternative WSJ-3a should be advanced and modified as the preferred option. This would reduce issues within the neighborhoods and reduce displacement as compared to an above ground option. The future station option of 41st Ave SW is a better location compared to the 42nd Ave SW location and will have less impact on existing established business in the heart of the Junction during construction.

One thing we have learned from the past two years and no bridge, more study and research needs to go into the impact of this proposed project on transportation, road closures, detours and the short-term and long -term impact this will have on our community.

#	Comments	Responses
1	I have concerns about the proposed new light rail project to West Seattle and the longterm impacts this will have on our community. Because we have been without a bridge for 2+ years, the impact of detours, congestion, deferred road maintenance and inability to get in/out of West Seattle raise more concerns for a proposed project and the impact it will have on our community. Of the proposed options, I find WSJ-1 most troubling. The impact on general transportation disruption and displacement of neighborhood businesses is a concern. There are already plans in process to redevelop part of the area along 36th avenue in the triangle area that is set to provide a transit -oriented project with housing units and business space that could complement an adjacent Avalon station. This proposed option WSJ-1 would not only cause noise and disruption to this area but also take away from this planned project that looks to provide longer term housing with transit accessibility.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information.
2	I feel the tunnel option should be considered and looked at as the best, long term solution for West Seattle. Tunnel Alternative WSJ-3a should be advanced and modified as the preferred option. This would reduce issues within the neighborhoods and reduce displacement as compared to an above ground option. The future station option of 41st Ave SW is a better location compared to the 42nd Ave SW location and will have less impact on existing established business in the heart of the Junction during construction.	Please see response to CCG2 in Table 7-1.

Comment Submittal 0948

Communication ID:	Name	Email
503911	G Lee	frogzen3@gmail.com

Full Communication (4/28/2022)

Vulnerable and minority communities are continuously being affected greatly in the name of public good. These drafted plans will only continue to displace and threaten the existing vulnerable population in this area. This area does not need years of disruptive construction. Please reconsider and think of a solution that will not displace and harm the existing businesses and people. These plans are not acceptable solutions.

#	Comments	Responses
1	Vulnerable and minority communities are continuously being affected greatly in the name of public good. These drafted plans will only continue to displace and threaten the existing vulnerable population in this area. This area does not need years of disruptive construction. Please reconsider and think of a solution that will not displace and harm the existing businesses and people. These plans are not acceptable solutions.	Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on impacts to communities of color and low-income populations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0949

Communication ID:	Name	Email
503916	Abigail Smith	aperrismith@gmail.com

Full Communication (4/28/2022)

Hi Sound Transit,First off, I LOVE you. You ma

Hi Sound Transit,

First off, I LOVE you. You make me proud to be a born-and-bred Seattlite. I am so excited for you to connect to my hometown of West Seattle!

Here's the problem. The CID link displacing 19 small businesses. We have already seen this happen in capitol hill, and we can't have it happen again, especially with these essential, Seattle- proud small businesses. We need to ensure that Seattle is interconnected AND keeps its small businesses strong. Without this, we run the risk of becoming a city of corporations.

I have no doubt that you've considered many options for this project. But if you displace this many small businesses, you will be expected to assist them to relocate. This is the only ethical next move if the plan goes through as is.

Again, thank you for the wonderful service you offer to our city. Thank you for upholding a green, just, and vibrant future for Seattle.

Best,

Abigail Smith

#	Comments	Responses
1	I am so excited for you to connect to my hometown of West Seattle!	Thank you for expressing support for the West Seattle Link Extension.
2	The CID link displacing 19 small businesses. We have already seen this happen in capitol hill, and we can't have it happen again, especially with these essential, Seattle-proud small businesses. We need to ensure that Seattle is interconnected AND keeps its small businesses strong. Without this, we run the risk of becoming a city of corporations. I have no doubt that you've considered many options for this project. But if you displace this many small businesses, you will be expected to assist them to relocate. This is the only ethical next move if the plan goes through as is.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0950

Communication ID:	Name	Email
503922	Conor Smith	conor5001@gmail.com

Full Communication (4/28/2022)

Hello

There are three areas that I would like to shine so focus on for the DEIS.

Delridge:

Please ask if all displacements being noted in this neighborhood are needed. Both Dakota street and Delridge Way options include a large displacements in a low income neighborhood that should generally be avoided. See where turns can be less arching and stay over the street grid where possible. The very high options should be eliminated for difficulty of access which support staying on the 120 or H line in the future over using the station.

CID:

This is another place where asking if all displacements and construction impacts are needed. The 5th Ave. options turn the front door of the neighborhood into a construction zone and remove nearly two blocks of buildings. 5th should also have the time it would take to put new buildings over the station and construction areas as an impact. Capitol Hill had a large vacant area for several years after the station was finished. I couldn't find a cumulative impact like this though it would carry affects on the district after the station was finished due to the potential for several years of mostly vacant lots.

4th Ave. needs to be studied in more detail. Why the tunnel needs to be two stories deep is not adequately described as greater exploration could be put for cut and cover far enough to get the new line over the transit tunnel and the Great Northern Tunnel (That is if you really need to temporally displace the ICON residents). Community plans have also been building on having a 4th Ave alignment for nearly a decade now with the most recent plan being here (https://issuu.com/pioneersquareseattle/docs/190328jackson_hub_final_document). The vent placed in the Union Station Plaza is badly done design-wise and attempts to build the ventilation into the bridge deck similar to the transit tunnel stations should be attempted. A better used Union Station would also be an overall good especially if not considered out of the way from other transit functions since it is a beautiful station that has not gotten to see true passenger movement in long time. 4th Ave also serves Pioneer Square which is not getting it's own station in this project.

My grandparents moved into the CID in the 1970's. So it's preservation is not only about general Seattle History but personal family history and is it going to be lost if the impacts from this construction are badly managed. So here is just a plea that these considerations be taken. Some have argued that the mix of local projects and national/global events bringing large negative economic impact have prevented full recovery for what may reach three decades by the end of this project.

Ballard:

Just reopen the options closer to the commercial core of Ballard. You admit the Coast Guard is requiring any unmovable bridge to be quite high in the air and tunneling ends up being all about the same. Maybe build a station where the line crosses under the ship canal goes out and ultimately have the tunnel end pointing east. Under Market St should be considered due to the width of the road to help reduce impacts in a heavily populated area.

In reading the DEIS these were the the most outstanding concerns I had. Other potential alignments may be better or worse but not to the extent that these three areas are to be called out.

#	Comments	Responses
1	Delridge: Please ask if all displacements being noted in this neighborhood are needed. Both Dakota street and Delridge Way options include a large displacements in a low income neighborhood that should generally be avoided. See where turns can be less arching and stay over the street grid where possible. The very high options should be eliminated for difficulty of access which support staying on the 120 or H line in the future over using the station.	Please see responses to CCG2, CC2e, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	CID: This is another place where asking if all displacements and construction impacts are needed. The 5th Ave. options turn the front door of the neighborhood into a construction zone and remove nearly two blocks of buildings. 5th should also have the time it would take to put new buildings over the station and construction areas as an impact. Capitol Hill had a large vacant area for several years after the station was finished. I couldn't find a cumulative impact like this though it would carry affects on the district after the station was finished due to the potential for several years of mostly vacant lots. 4th Ave. needs to be studied in more detail. Why the tunnel needs to be two stories deep is not adequately described as greater exploration could be put for cut and cover far enough to get the new line over the transit tunnel and the Great Northern Tunnel (That is if you really need to temporally displace the ICON residents).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Community plans have also been building on having a 4th Ave alignment for nearly a decade now with the most recent plan being here (https://issuu.com/pioneersquareseattle/docs/190328Jackson_hub_final_document). The vent placed in the Union Station Plaza is badly done design-wise and attempts to build the ventilation into the bridge deck similar to the transit tunnel stations should be attempted.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	A better used Union Station would also be an overall good especially if not considered out of the way from other transit functions since it is a beautiful station that has not gotten to see true passenger movement in long time. 4th Ave also serves Pioneer Square which is not getting it's own station in this project.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Ballard: Just reopen the options closer to the commercial core of Ballard. You admit the Coast Guard is requiring any unmovable bridge to be quite high in the air and tunneling ends up being all about the same. Maybe build a station where the line crosses under the ship canal goes out and ultimately have the tunnel end pointing east. Under Market St should be considered due to the width of the road to help reduce impacts in a heavily populated area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0951

Communication ID:	Name	Email
503926	Susan Ward	susward27@outlook.com

Full Communication (4/28/2022)

Improved and alternate public transit to and from W. Seattle is vital. Cutting pollution is critical, and residents need alternate egress and access that do not include driving through neighborhoods. My concerns about the route chosen are in regards to the Duwamish River, and to the natural habitat for many birds and other wildlife that it provides.

I urge you to choose a route that avoids disruptions to this habitat, that values the return of species to it, and that avoids destruction of heron rookeries.

There should not be a false choice forced between light rail and natural habitat on the river.

#	Comments	Responses
1	Improved and alternate public transit to and from W. Seattle is vital. Cutting pollution is critical, and residents need alternate egress and access that do not include driving through neighborhoods. My concerns about the route chosen are in regards to the Duwamish River, and to the natural habitat for many birds and other wildlife that it provides. I urge you to choose a route that avoids disruptions to this habitat, that values the return of species to it, and that avoids destruction of heron rookeries. There should not be a false choice forced between light rail and natural habitat on the river.	Please see responses to CCG2 and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on potential impacts to the Duwamish Waterway, Great Blue Herons, and wildlife habitat.

Comment Submittal 0952

Communication ID:	Name	Email
503931	Joel Uy	juy@seattleu.edu

Full Communication (4/28/2022)

Please be considerate about the concerns of local business owners and residents, especially Asians whose voices are less strongly represented.

#	Comments	Responses
1	Please be considerate about the concerns of local business owners and residents, especially Asians whose voices are less strongly represented.	Please see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on impacts to businesses. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on impacts and benefits to low-income populations and communities of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0953

Communication ID:	Name	Email
503934	Lai Ping Kimura	laipingkimura@gmail.com

Full Communication (4/28/2022)

I hope Sound Transit is seriously consider doing a deeper analysis for the tunnel project for the fact that whatever the decision is the project takes 10 years or so providing deadlines are met throughout.

Why tunnel must go through downtown neighborhoods? and why Ballard? ..who goes in and out of Ballard anyway???

#	Comments	Responses
1	I hope Sound Transit is seriously consider doing a deeper analysis for the tunnel project for the fact that whatever the decision is the project takes 10 years or so providing deadlines are met throughout.	Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
	Why tunnel must go through downtown neighborhoods? and why Ballard?...who goes in and out of Ballard anyway???	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0954

Communication ID:	Name	Email
503941	Jessica Garcia	jessgarciacampos@hotmail.com

Full Communication (4/28/2022)

I implore for the design of this project to not follow through, to stop. It is beyond unfair - symbolizing racist gentrification yet again.

#	Comments	Responses
1	I implore for the design of this project to not follow through, to stop. It is beyond unfair- symbolizing racist gentrification yet again.	Your opposition to the project is noted.

Comment Submittal 0955

Communication ID:	Name	Email
503944	Chris Scullin	chrisscullin@hotmail.com

Full Communication (4/28/2022)

The budget is of major concern; $73 million cost overrun before the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re-evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. As much as I am concerned about things monetary- the existential threat to people and wildlife is my bigger worry. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The entire light rail route should be underground tunnel. Avalon station is not needed. Elevated light rail is not an option. DON'T DESTROY WEST SEATTLE UNLESS YOU ARE GOING TO START BY SACRIFICING YOUR OWN HOMES FIRST. The noise that elevated light rail will generate is a public health hazard. I'm already in complete despair over the additional train noise created by Terminal 5 and the trains that vibrate my house daily. Lisa Herbold refuses to acknowledge that this is even possible. Now you want to make it worse. DON'T SHIT ON WEST SEATTLE!

#	Comments	Responses
1	The budget is of major concern; $73 million cost overrun before the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re-evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. As much as I am concerned about things monetary - the existential threat to people and wildlife is my bigger worry. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The entire light rail route should be underground tunnel. Avalon station is not needed. Elevated light rail is not an option. DON'T DESTROY WEST SEATTLE UNLESS YOU ARE GOING TO START BY SACRIFICING YOUR OWN HOMES FIRST. The noise that elevated light rail will generate is a public health hazard. I'm already in complete despair over the additional train noise created by Terminal 5 and the trains that vibrate my house daily. Lisa Herbold refuses to acknowledge that this is even possible. Now you want to make it worse. DON'T SHIT ON WEST SEATTLE!	Please see responses to CCG2, CC4.1b, CC4.4a, CC4.9a, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 2.9, Project Funding and Cost Comparison, for updated capital costs of alternatives; Section 4.7, Noise and Vibration, for information on noise and vibration impacts and proposed mitigation; Section 4.9, Ecosystems, for information on ecosystem impacts and proposed mitigation; and Section 4.17, Parks and Recreational Resources, for information on park impacts and proposed mitigation.

Comment Submittal 0956

Communication ID:	Name	Email
503946	Mark Peterson	mpeterson@mac.com

Full Communication (4/28/2022)

I am a resident of West Seattle and a Professional Engineer and would like to weight in with a few comments for the West Seattle-specific alignment options. I think a few major goals need to be met:

1. Do not remove existing high-density housing. The entire point of high-capacity transit is to encourage transit oriented development, and the Junction area already has a great quantity of this type of housing, including some that are brand new. Any station option that removes high- density apartments or condos should not be considered.

2. Shallow stations for underground. Many of the underground options for Avalon and WSJ are very deep, and require up to 3 escalators to reach them. This will not only increase overall transit time, but also discourages casual users from using them as its perceived to be too much effort and time commitment.

3. No stations should be eliminated in West Seattle. Keep the Delridge, Avalon, and WSJ stations. Avalon especially has some of the densest housing density in the entire peninsula and needs high capacity transit to sustain it and prevent additional vehicular traffic from being needed.

4. Place stations near the core. One of the alternatives for WSJ has the station placed straddling Fauntleroy and Alaska, which is absolutely not the main destination for most people taking transit to the Junction. While it is understandable that a station can not be placed at Alaska/California intersection, keeping the stations as close to that core node is incredibly important to get the ridership forecasted.

5. Minimize aerial guideway. Many of the alternative options between Delridge, Avalon, and WSJ involve incredibly tall aerial guideways. Not only is this more costly for long-term maintenance vs. a tunnel, but it is unsightly and not befitting of the neighborhood character surrounding the guideway. Decades of research have shown where aerial guideways are installed for highways that they end up dividing neighborhoods, blocking light, and creating unusable space below them in between support columns. We want the West Seattle area to be as dense as possible, and creating unusable swaths of land due to aerial guideway construction is untenable. There was a time when aerial guideway might have made sense versus the cost

of tunnel construction, but with real estate acquisition costs what they are now, and given the now-parity between the two, tunnel is now always preferable.

With those main goals in mind, here is what I believe is the best option given the current alignments:

While WSJ-3b at 42nd/Alaska is by far the best station location given its proximity to Alaska/California, the removal of the park space at the NW corner of 42nd and Alaska is unfortunate given the lack of public parks in the area. Additionally, removing the businesses on the SE side of the intersection (including the office building, Bartell, and other businesses) is also not perfect. Finally, the depth of the station is not ideal. In this case, WSJ-5, while indeed moving the station 1 block farther away from the core, solves these issues by utilizing low-density space for the entrances (including empty parking lots and a single standalone bank). Additionally, this station is perfectly shallow and will surely generate huge amounts of ridership. While seemingly similar, please do not consider WSJ-4, because it removes an entire apartment building at Edmunds/41st that provides high density housing.

WSJ-5 is by far the best, because not only does it provide the best balance for the Junction station, but it is paired with the best Avalon station. The WSJ-5 Avalon station has the smallest impact on high-density housing, is easy to access given its elevation, and allows for an easy transition to aerial guideway parallel to the West Seattle bridge roadway before transitioning over to Delridge (DEL-6 is best). Aerial guideway parallel to a multi-lane highway like the WSB is not as egregious as running it through the Avalon or Junction area.

In summary:

WSJ-1 - Bad (aerial guideway through the heart of the Junction and removing entire Safeway/Elan 41 apts)

WSJ-2 -Awful (Aerial guideway, removing brand new Maris apartments, far from core)

WSJ-3a - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), bad Avalon station (deep), poor Delridge connection (only high aerial guideway down Genessee)

WSJ-3b - OK (good location, bad impact on surface amenities and businesses) WSJ-4 - Bad (requires removal of high-density housing)

WSJ-5 - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), Best Avalon station (shallow, minimal housing impact), Best Delridge connection (DEL-6).

Please choose WSJ-5 as the preferred alternative for Avalon and the Junction, connecting to DEL-6.

Thank you!

#	Comments	Responses
1	Do not remove existing high-density housing. The entire point of high-capacity transit is to encourage transit oriented development, and the Junction area already has a great quantity of this type of housing, including some that are brand new. Any station option that removes high-density apartments or condos should not be considered.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Shallow stations for underground. Many of the underground options for Avalon and WSJ are very deep, and require up to 3 escalators to reach them. This will not only increase overall transit lime, but also discourages casual users from using them as its perceived to be too much effort and time commitment.	Please see response to CC2k in Table 7-1.
3	No stations should be eliminated in West Seattle. Keep the Delridge, Avalon, and WSJ stations. Avalon especially has some of the densest housing density in the entire peninsula and needs high capacity transit to sustain it and prevent additional vehicular traffic from being needed.	Please see response to CC2j in Table 7-1.
4	Place stations near the core. One of the alternatives for WSJ has the station placed straddling Fauntleroy and Alaska, which is absolutely not the main destination for most people taking transit to the Junction. While it is understandable that a station can not be placed at Alaska/California intersection, keeping the stations as close to that core node is incredibly important to get the ridership forecasted.	Please see response to CC2i in Table 7-1.
5	Minimize aerial guideway. Many of the alternative options between Delridge, Avalon, and WSJ involve incredibly tall aerial guideways. Not only is this more costly for long-term maintenance vs. a tunnel, but it is unsightly and not befitting of the neighborhood character surrounding the guideway. Decades of research have shown where aerial guideways are installed for highways that they end up dividing neighborhoods, blocking light, and creating unusable space below them in between support columns. We want the West Seattle area to be as dense as possible, and creating unusable swaths of land due to aerial guideway construction is untenable. There was a time when aerial guideway might have made sense versus the cost of tunnel construction, but with real estate acquisition costs what they are now, and given the now-parity between the two, tunnel is now always preferable.	Please see responses to CC2e and CC4.5a in Table 7-1.
6	While WSJ-3b at 42nd/Alaska is by far the best station location given its proximity to Alaska/California, the removal of the park space at the NW corner of 42nd and Alaska is unfortunate given the lack of public parks in the area. Additionally, removing the businesses on the SE side of the intersection (including the office building, Bartell, and other businesses) is also not perfect. Finally, the depth of the station is not ideal. In this case, WSJ-5, while indeed moving the station 1 block farther away from the core, solves these issues by utilizing low-density space for the entrances	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
	(including empty parking lots and a single standalone bank). Additionally, this station is perfectly shallow and will surely generate huge amounts of ridership. While seemingly similar, please do not consider WSJ-4, because it removes an entire apartment building at Edmunds/41st that provides high density housing. WSJ-5 is by far the best, because not only does it provide the best balance for the Junction station, but it is paired with the best Avalon station. The WSJ-5 Avalon station has the smallest impact on high-density housing, is easy to access given its elevation, and allows for an easy transition to aerial guideway parallel to the West Seattle bridge roadway before transitioning over to Delridge (DEL-6 is best). Aerial guideway parallel to a multi-lane highway like the WSB is not as egregious as running it through the Avalon or Junction area. In summary: WSJ-1 - Bad (aerial guideway through the heart of the Junction and removing entire Safeway/Elan 41 apts) WSJ-2 -Awful (Aerial guideway, removing brand new Maris apartments, far from core) WSJ-3a - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), bad Avalon station (deep), poor Delridge connection (only high aerial guideway down Genessee) WSJ-3b - OK (good location, bad impact on surface amenities and businesses) WSJ-4 - Bad (requires removal of high-density housing) WSJ-5 - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), Best Avalon station (shallow, minimal housing impact), Best Delridge connection (DEL-6). Please choose WSJ-5 as the preferred alternative for Avalon and the Junction, connecting to DEL-6. Thank you!	

Comment Submittal 0957

Communication ID:	Name	Email
503956	Caroline Borsenik	caroline@dnda.org

Full Communication (4/28/2022)

Dear Sound Transit,

I submit the following comment on the Draft Environmental Impact Study of ST3:

For the Duwamish crossing, I urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). I believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets.

Thank you for your consideration.

#	Comments	Responses
1	For the Duwamish crossing, I urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). I believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets.	Please see responses to CCG2, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0958

Communication ID:	Name	Email
503967	Julie Camp	jzzcams27@yahoo.com

Full Communication (4/28/2022)

Can someone please explain to me in person, what is really going on and how I can prepare for what's coming along with lots of other questions.

#	Comments	Responses
1	Can someone please explain to me in person, what is really going on and how I can prepare for what's coming along with lots of other questions.	Please see https://www.soundtransit.org/system-expansion/west-seattle-link-extension/get-involved for contact information for Sound Transit project engagement staff and for information on how to get additional project updates. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination that Sound Transit has performed, including open houses and other opportunities for engagement, and the efforts moving forward.

Comment Submittal 0959

Communication ID:	Name	Email
503968	Michele Darragh	mcdarragh8@gmail.com

Full Communication (4/28/2022)

Hi,

I am providing feedback on the proposed project that will directly affect my home and neighborhood.

I am concerned that the proposed tall and elevated tracks will negatively impact the visual characteristics of this neighborhood and overtake the natural green elements that exist today. Additionally, Seattle already experiences a lack of sunshine and this tall structure will further inhibit the small amount of light we already receive. Personally, this would affect my own well being including increased physical and mental duress.

I hope that my issues are taken into consideration and an alternative is prioritized such as DEL-5 or DEL-6. The proposed lower tracks such as DEL-2a or DEL-4 also provide a good secondary option.

Thank you

#	Comments	Responses
1	I am concerned that the proposed tall and elevated tracks will negatively impact the visual characteristics of this neighborhood and overtake the natural green elements that exist today. Additionally, Seattle already experiences a lack of sunshine and this tall structure will further inhibit the small amount of light we already receive. Personally, this would affect my own well being including increased physical and mental duress. I hope that my issues are taken into consideration and an alternative is prioritized such as DEL-5 or DEL-6. The proposed lower tracks such as DEL- 2a or DEL-4 also provide a good secondary option.	Please see responses to CCG2, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0960

Communication ID:	Name	Email
503970	Micha Betts	mikebbetts@gmail.com

Full Communication (4/28/2022)

- Tall, elevated tracks will destroy the character of the neighborhood and have dramatic impacts on the health and mental well-being of residents.
- These tall tracks will tower in the air blocking natural light throughout the day, making the neighborhood feel trapped.
- Please choose an alternative that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)

#	Comments	Responses
1	• Tall, elevated tracks will destroy the character of the neighborhood and have dramatic impacts on the health and mental well-being of residents. • These tall tracks will tower in the air blocking natural light throughout the day, making the neighborhood feel trapped. • Please choose an alternative that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)	Please see responses to CCG2, CC2e, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0961

Communication ID:	Name	Email
503973	Tessa Concepcion	tessaconcepcion@outlook.com

Full Communication (4/28/2022)

Hello,

For the Delridge segment of the light rail plan, I am STRONGLY AGAINST DEL-1a and DEL-1b. live on 30th avenue and Nevada. These options would be hugely determental to the community in this area. The tall lightrail track would make this community feel trapped inbetween the track and Andover. It would cut off this area both mentally and phsyically. These options would have a dramatic effect on the communitys mental health and would be an eyesore to this neighborhood. The tracks would block both green space views and natrual light throughout the day, making this community feel trapped. The tall elevated tracks would destroy the character of the neighborhood, where children, dogs, and families regularly walk around and visit the nearby Delridge park.

Please choose an alternative that goes around the neighborhood, such as DEL-5 or DEL-6 (much preferred), or a lower track such as DEL-2a or 2b (lesser preferred, but still preferred over option 1aand 1b).

Along these lines, for the Junction segment of the light rail plan, I would strongly urge you to consider the underground options (WSJ-3a, 3b, 4 or 5). West Seattle has a small "downtown" area and the addition of an above ground light rail and station would cut this area in half, destroying the feel of this community. Studies have shown that increased concrete (and thus lack of green space) in cities has a poor effect on the populations mental health (Zhang et al. The Association between Green Space and Adolescents' Mental Well-Being: A Systematic Review. 2020.)

Thank you for accepting these comments.

Cheers, Tessa

#	Comments	Responses
1	I am STRONGLY AGAINST DEL-1a and DEL-1b. I live on 30th avenue and Nevada. These options would be hugely determental to the community in this area. The tall lightrail track would make this community feel trapped inbetween the track and Andover. It would cut off this area both mentally and phsyically. These options would have a dramatic effect on the communitys mental health and would be an eyesore to this neighborhood. The tracks would block both green space views and natrual light throughout the day, making this community feel trapped. The tall elevated tracks would destroy the character of the neighborhood, where children, dogs, and families regularly walk around and visit the nearby Delridge park. Please choose an alternative that goes around the neighborhood, such as DEL-5 or DEL-6 (much preferred), or a lower track such as DEL-2a or 2b (lesser preferred, but still preferred over option 1a and 1b).	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	Along these lines, for the Junction segment of the light rail plan, I would strongly urge you to consider the underground options (WSJ-3a, 3b, 4 or 5). West Seattle has a small "downtown" area and the addition of an above ground light rail and station would cut this area in half, destroying the feel of this community. Studies have shown that increased concrete (and thus lack of green space) in cities has a poor effect on the populations mental health (Zhang et al. The Association between Green Space and Adolescents' Mental Well-Being: A Systematic Review. 2020.)	Please see response to CCG2 in Table 7-1.

Comment Submittal 0962

Communication ID:	Name	Email
503976	Brian Stein	stein2k@gmail.com

Full Communication (4/28/2022)

I am a West Seattle resident and want to voice my support for the Ballard-West Seattle Link Extension. I look forward to the completion of this project and think it will greatly benefit the city's public transit and result in fewer vehicle trips.

I am greatly concerned about the proposed Chinatown/International District segment. Given the potential negative impact to the businesses and residents of this important and vital community, as well as the history of marginalization and displacement during past infrastructure projects, I support the 4th Avenue alternative over the 5th avenue alternative. Furthermore, I support an extension of the Draft Environmental Impact Statement public comment period and for Sound Transit to use such an extension period to engage with community leaders to better understand potential impacts and develop mitigation strategies for the strain that will be placed on the community during the construction phase.

I stand with the many organizations, such as Transit Equity for All, The Wing Luke Museum, OCA Seattle and others, who are fighting to save the historic Chinatown/International District. The closure of King Street, S. Well we and 5th Avenue for several years, the displacement and closure of over 30 immigrant businesses and the increased noise and air pollution are all unacceptable. Please move forward with the 4th Avenue alternative and take steps to ensure that the project will not negatively impact the historic Chinatown/International District.

#	Comments	Responses
1	want to voice my support for the Ballard-West Seattle Link Extension. I look forward to the completion of this project and think it will greatly benefit the city's public transit and result in fewer vehicle trips.	Thank you for expressing support for the project.
2	I am greatly concerned about the proposed Chinatown/International District segment. Given the potential negative impact to the businesses and residents of this important and vital community, as well as the history of marginalization and displacement during past infrastructure projects, I support the 4th Avenue alternative over the 5th avenue alternative.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	I support an extension of the Draft Environmental Impact Statement public comment period and for Sound Transit to use such an extension period to engage with community leaders to better understand potential impacts and develop mitigation strategies for the strain that will be placed on the community during the construction phase.	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	I stand with the many organizations, such as Transit Equity for All, The Wing Luke Museum, OCA Seattle and others, who are fighting to save the historic Chinatown/International District. The closure of King Street, S. Well we and 5th Avenue for several years, the displacement and closure of over 30 immigrant businesses and the increased noise and air pollution are all unacceptable.	**A** response to this comment **will** be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0963

Communication ID:	Name	Email
503978	Sharon Podobnik	podobnik.sharon@gmail.com

Full Communication (4/28/2022)

As a resident and homeowner in West Seattle I feel strongly about the placement of our new station I'm eager for the station to be built and very excited to use it.

From a user perspective I strongly believe that the best option is the tunnel in Alaska Junction (WSJ-5). We've got a lot of condo buildings and new development that this option would allowed to remain. It would enable our community to be supported by transit without destroying the community in the process. It provides the most access with the least disruption.

I'm also a fan because although the aerial would have originally been less expensive than the tunnel, purchasing all of the brand new developments for the sake of demolishing them will increase the cost of the project significantly while displacing the residents who likely voted for it and want it.

I believe that this alternative will be the most bang for our buck and encourage the greatest amount of use and happiness in our community. Residents and visitors will have easy access to the core of Alaska junction without being totally deterred because of distance, or, quite frankly an imposing and unattractive structure.

WSJ-5 for the win!

#	Comments	Responses
1	From a user perspective I strongly believe that the best option is the tunnel in Alaska Junction (WSJ-5). We've got a lot of condo buildings and new development that this option would allowed to remain. It would enable our community to be supported by transit without destroying the community in the process. It provides the most access with the least disruption. I'm also a fan because although the aerial would have originally been less expensive than the tunnel, purchasing all of the brand new developments for the sake of demolishing them will increase the cost of the project significantly while displacing the residents who likely voted for it and want it. I believe that this alternative will be the most bang for our buck and encourage the greatest amount of use and happiness in our community. Residents and visitors will have easy access to the core of Alaska junction without being totally deterred because of distance, or, quite frankly an imposing and unattractive structure. WSJ-5 for the win!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0964

Communication ID:	Name	Email
503985	Laurie Feldman	Lafeld23@gmail.com

Full Communication (4/28/2022)

Hello,

Thank you for taking the time to review comments as part of this process. I am a resident of West Seattle, and my neighborhood is the focus of my comments at this time. We all know we live in a beautiful region, and the appearance of light rail is important. To this end, my preferences are:

1. tunnels, especially as close to the Alaska Junction as possible 1.a. the Alaska Junction is a major hub in West Seattle, and when thinking about people with mobility issues, having stations a significant distance away from Alaska Junction is not ideal

2. lower elevated tracks where tunneling is not an option

I respectfully request that the tall elevated tracks are not considered for West Seattle. Along 1-5 (North Seattle), such tracks make sense. However, West Seattle is dense and the tall elevated tracks would drastically impact the look and vibrancy of West Seattle.

Peripherally related: please do not entertain the people who are pushing for gondolas, as their proposal is absolutely rubbish. A major downside about Seattle public transit is that several of the different modes available (light rail, monorail, and streetcar) are not easily connectable to each other or bus lines. Adding another mode of transportation would be ridiculous, especially when voters want light rail.

Thank you,

Laurie

#	Comments	Responses
1	my preferences are: tunnels, especially as close to the Alaska Junction as possible 1.a. the Alaska Junction is a major hub in West Seattle, and when thinking about people with mobility issues, having stations a significant distance away from Alaska Junction is not ideal lower elevated tracks where tunneling is not an option I respectfully request that the tall elevated tracks are not considered for West Seattle. Along 1-5 (North Seattle), such tracks make sense. However, West Seattle is dense and the tall elevated tracks would drastically impact the look and vibrancy of West Seattle.	Please see responses to CCG2, CC2i, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	please do not entertain the people who are pushing for gondolas, as their proposal is absolutely rubbish. A major downside about Seattle public transit is that several of the different modes available (light rail, monorail, and streetcar) are not easily connectable to each other or bus lines. Adding another mode of transportation would be ridiculous, especially when voters want light rail.	Please see response to CC2g in Table 7-1.

Comment Submittal 0965

Communication ID:	Name	Email
504000	Cameron Coates	thatgingercameron@gmail.com

Full Communication (4/28/2022)

The DEIS cannot go forward without a comprehensive study as to how it will affect the lives of the people living where construction will take place. Do not begin construction if it means displacing community members.

#	Comments	Responses
1	The DEIS cannot go forward without a comprehensive study as to how it will affect the lives of the people living where construction will take place. Do not begin construction if ii means displacing community members.	Please see responses to CC4.1b and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0966

Communication ID:	Name	Email
504005	Carol Storch	storcc@gmail.com

Full Communication (4/28/2022)

I am a homeowner on 26th, near Andover and the Youngstown Flats, and have been a West Seattle resident for 8 years. I feel so privileged to live in an urban neighborhood that incorporates the beautiful Longfellow Creek nature trail and the wonderful Delridge playfield in walking distance. I approve and support the development in West Seattle over the last decade, and an elevated West Seattle Junction station would destroy the unique character of the community, which wonderfully blends urban and suburban characteristics (I grew up in Mill Creek, WA). The costs of the Andover station do not justify having a third station so closely linked to the Alaska and Delridge stations. The cost savings of removing the third station from the project would be better spent supporting a tunnel to the Alaska Junction.

1. Referring to the Executive Summary (ES-17,18) I support Andover Street Station Lower Height Alternative (DEL-6). It has the lowest residential impact (which should be a high priority given the housing market of the last 10 years), the least impact on the green characteristics of the neighborhood, and the lower height prepares for connection to the very important tunnel alternative in the West Seattle Junction Segment.

2. Referring to the Executive Summary (ES-21,22) I strongly support the Medium Tunnel 41st Avenue Station (WSJ-5) to preserve the characteristics of the West Seattle Junction area, the business park, and the grocery stores. This is also the SECOND CHEAPEST OPTION, with the lowest number of businesses impacted and the second lowest number of residents and employees impacted, and the least impact to parks.

#	Comments	Responses
1	An elevated West Seattle Junction station would destroy the unique character of the community, which wonderfully blends urban and suburban characteristics	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
	The costs of the Andover station do not justify having a third station so closely linked to the Alaska and Delridge stations. The cost savings of removing the third station from the project would be better spent supporting a tunnel to the Alaska Junction.	Please see response to CC2j in Table 7-1.
	Referring to the Executive Summary (ES-17,18) I support Andover Street Station Lower Height Alternative (DEL-6). It has the lowest residential impact (which should be a high priority given the housing market of the last 10 years), the least impact on the green characteristics of the neighborhood, and the lower height prepares for connection to the very important tunnel alternative in the West Seattle Junction Segment.	Please see response to CCG2 in Table 7-1.
	Referring to the Executive Summary (ES-21,22) I strongly support the Medium Tunnel 41st Avenue Station (WSJ-5) to preserve the characteristics of the West Seattle Junction area, the business park, and the grocery stores. This is also the SECOND CHEAPEST OPTION, with the lowest number of businesses impacted and the second lowest number of residents and employees impacted, and the least impact to parks	Please see response to CCG2 in Table 7-1.

Comment Submittal 0967

Communication ID:	Name	Email
504007	Kevin Orme	bi670@scn.org

Full Communication (4/28/2022)

I am sick and tired of watching Sound Transit mow down hundreds of trees to put in a LRT line that should have gone up the middle of the freeway like BART has been doing for decades now - who are you kidding with your%('$%% 'tree planting' program now having done all that?

and now you are already doing it again southbound to tacoma and likely for the other two lines. WHEN will you pull your heads out of your overpaid, over-taxing ASSES and protect our climate first? you are liars and tax cheats, plain and simple, and WE have to pay for it? See you in 25 years when our climate is truly fd by shitty planning from the likes of you and those 'tree plantings' had been left to die on the vine through lack of care while the hundreds of conifers you mowed down are long, long gone - F you.

#	Comments	Responses
1	I am sick and tired of watching Sound Transit mow down hundreds of trees to put in a LRT line that should have gone up the middle of the freeway like BART has been doing for decades now - who are you kidding with your %("$%% 'tree planting' program now having done all that? and now you are already doing it again southbound to tacoma and likely for the other two lines. WHEN will you pull your heads out of your overpaid, over-taxing ASSES and protect our climate first? you are liars and tax cheats, plain and simple, and WE have to pay for it? See you in 25 years when our climate is truly fd by shitty planning from the likes of you and those 'tree plantings' had been left to die on the vine through lack of care while the hundreds of conifers you mowed down are long, long gone - F you.	Please see response to CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0968

Communication ID:	Name	Email
504026	Kris Wilson	kriswilson206@yahoo.com

Full Communication (4/28/2022)

Due to the proposed impact to the Delridge corridor there are two options that seem to be the better options. Due to less neighborhood impact the options DEL-5 and DEL-6 for the West Seattle Sound Transit route would be the ideal options.

#	Comments	Responses
1	Due to the proposed impact to the Delridge corridor there are two options that seem to be the better options. Due to less neighborhood impact the options DEL-5 and DEL-6 for the West Seattle Sound Transit route would be the ideal options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0969

Communication ID:	Name	Email
504028	Andrew Israel	asi228@yahoo.com

Full Communication (4/28/2022)

Hello,

As a concerned citizen in north delridge I am concerned raised, elevated tracks will cast noise and an unsightly view from the neighborhood and golf course.

I also worry with rising costs of concrete and it's failure rate as we have seen in the bridge that this might not be the best solution.

Please choose an alternative design that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)

#	Comments	Responses
1	As a concerned citizen in north delridge I am concerned raised, elevated tracks will cast noise and an unsightly view from the neighborhood and golf course. I also worry with rising costs of concrete and it's failure rate as we have seen in the bridge that this might not be the best solution. Please choose an alternative design that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)	Please see responses to CCG2, CC4.5a, and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.7, Noise and Vibration, of the Final EIS for more information on the noise analysis.

Comment Submittal 0970

Communication ID:	Name	Email
504029	Tracy Slatten	tracyslatten@gmail.com

Full Communication (4/28/2022)

This is a a response to the DEIS draft

1. Traffic impact. directed at appendix N.1A Attachment N.1A Transportation Technical Analysis Methodology Table N.1E-13. DEL-5 and DEL-6* (cost 3rd party) shows the least impact for traffic in Youngstown during construction timeline. Other alignments have longer impact timeline.

2. Neighborhood impact Appendix J Del-1a, Del-2a*, Del-2b* alignments would impact recently improved housing and neighborhood community. Similarly Del-3, Del-4* alignments impact recently improved housing and neighborhood community.

Delridge Segment DEL-5 and DEL-6 would move the alignment closer to Spokane st and closer to the park and ride facility, lessen impact to community in Del-1a, Del-2a*, Del-2b*, Del-3, Del-4*. alignments.

I would rather have the alignment and its impact in the front yard of the nucor steel as they benefit directly from sound transit construction in the form of rebar used throughout. I would think there would be far less impact in the delridge segment/station with alignments Del-5 or Del-6'.

The Appendix J Delridge Segment Del-1a,Del-2a*, Del-2b*, Del-3, Del-4* shows the demolition of the same neighborhood. Why would those impacted most in these alignments want it there when there is an alternative offered in front of the steel mill? Sleepy office park (Del-5/Del-6*) or new towhomes demolished (Del-1a,Del-2a*,Del-2b,Del-3,Del-4*).

Del-5 or Del-6* would serve the needs of the community in the Delridge segment with the least impact. Even this alignment would change the area in unforeseen ways. I don't think near enough of the communities have seen Appendix J for a clearer understanding of the exact impact of the current Draft EIS. My comment and opinion.

#	Comments	Responses
1	Traffic impact. directed at appendix N.1AAttachment N.1A Transportation Technical Analysis Methodology Table N.1E-13. DEL-5 and DEL-6* (cost 3rd party) shows the least impact for traffic in Youngstown during construction timeline. Other alignments have longer impact timeline. Neighborhood impact Appendix J Del-1a, Del-2a*, Del-2b* alignments would impact recently improved housing and neighborhood community. Similarly Del-3, Del-4* alignments impact recently improved housing and neighborhood community. Delridge Segment DEL-5 and DEL-6 would move the alignment closer to Spokane st and closer to the park and ride facility, lessen impact to community in Del-1a, Del-2a*, Del-2b*, Del-3, Del-4*. alignments. I would rather have the alignment and its impact in the front yard of the nucor steel as they benefit directly from sound transit construction in the form of rebar used throughout. I would think there would be far less impact in the delridge segment/station with alignments Del-5 or Del-6*. The Appendix J Delridge Segment Del- 1a,Del-2a*, Del-2b*, Del-3, Del-4* shows the demolition of the same neighborhood. Why would those impacted most in these alignments want it there when there is an alternative offered in front of the steel mill? Sleepy office park (Del-5/Del-6*) or new towhomes demolished (Del-1a,Del- 2a*,Del-2b,Del-3,Del-4*). Del-5 or Del-6* would serve the needs of the community in the Delridge segment with the least impact. Even this alignment would change the area in unforeseen ways.	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0971

Communication ID:	Name	Email
504034	Chris Rodkey	soundtransit@chrisrodkey.com

Full Communication (4/28/2022)

Please ensure prioritized transit and cycling connections to all light rail stations as part of this project.

If the Avalon station is to be deleted in favor of tunneling, please ensure transit connections from 35th have on-street priority to the remaining stations.

#	Comments	Responses
1	Please ensure prioritized transit and cycling connections to all light rail stations as part of this project. If the Avalon station is to be deleted in favor of tunneling, please ensure transit connections from 35th have on-street priority to the remaining stations.	Please see responses to CC2j and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0972

Communication ID:	Name	Email
504038	Kyle Freemantle	kcfreemantle@gmail.com

Full Communication (4/28/2022)

I've lived in West Seattle in the North Delridge neighborhood since my wife and I bought our first home in 2016, after renting in Admiral for two years. I've mostly enjoyed it as a place to grow a family and raise my kid, and I've approved of the development in the neighborhoods we've lived in. I don't think a elevated junction station would be good for the character and quality of the neighborhoods it will impact. Best case scenario is that the junction would look like 5th with the monorail tracks near Amazon. Additonally, I can't imagine the benefits to commuters from a third station on top of Delridge and Alaska being worth the cost.

#	Comments	Responses
1	I don't think a elevated junction station would be good for the character and quality of the neighborhoods it will impact. Best case scenario is that the junction would look like 5th with the monorail tracks near Amazon.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Additonally, I can't imagine the benefits to commuters from a third station on top of Delridge and Alaska being worth the cost.	Please see response to CC2j in Table 7-1.

Comment Submittal 0973

Communication ID:	Name	Email
504046	Maureen Dollar	Alexii3@yahoo.com

Full Communication (4/28/2022)

We must learn from our history and we must do better! We cannot keep disrupting communities.

#	Comments	Responses
1	We must learn from our history and we must do better! We cannot keep disrupting communities.	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension

Comment Submittal 0974

Communication ID:	Name	Email
504066	Jim Carlson	jcarlson@bet-r.com

Full Communication (4/28/2022)

Greetings:

Please see the below comments regarding the WSBLE Draft Environmental Impact Statement. We respectfully urge that you select DEL-5 and DEL-6 for the West Seattle Sound Transit route.

In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES- 18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. As part owner of the 4000 Delridge Way building, I strongly object to any of these four routes. When we built our building at 4000 Delridge Way the City of Seattle encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. The majority of our employees live in West Seattle.

The selection of either DEL-5 or DEL-6 option would allow our unique office building to remain in this location and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come.

It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 - the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.

We implore you to please select DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

Sincerely,

Jim Carlson

Partner, Delridge Development LLC

Owner, Building Envelope Technology and Research 4000 Delridge Way SW

Seattle, WA. 98106

#	Comments	Responses
1	We respectfully urge that you select DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. As part owner of the 4000 Delridge Way building, I strongly object to any of these four routes. When we built our building at 4000 Delridge Way the City of Seattle encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. The majority of our employees live in West Seattle. The selection of either DEL-5 or DEL-6 option would allow our unique office building to remain in this location and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18-the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate.	Please see responses to CCG2, CC4.1a, CC4.3b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Chapter 6, Alternatives Evaluation, of the Final EIS provides a comparison of key impact differences between alternatives.
2	We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge.	Please see response to CC3d in Table 7-1. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information about ridership and traffic impacts, which have been updated in the Final EIS.

Comment Submittal 0975

Communication ID:	Name	Email
504068	Susannah Scott	susannahmscott@gmail.com

Full Communication (4/28/2022)

For section ES 3.1.1.2 - the Duwamish Segment, Option DUW-2 is significantly prefrable than the others for these reasons:

- Reduced noise for Pidgeon Point Residences
- Reduced impact on Blue Heron habitat
- No guideway columns in the water.
- Zero residential displacements.
- Fewer employee displacements

Even though it negatively impacts some business, because it puts the needs of wildlife and human residents of the area above the needs of business.

Thanks,

Susannah Scott (Alaska Junction Resident)

#	Comments	Responses
1	For section ES 3.1.1.2 - the Duwamish Segment, Option DUW-2 is significantly prefrable than the others for these reasons: Reduced noise for Pidgeon Point Residences Reduced impact on Blue Heron habitat No guideway columns in the water. Zero residential displacements. Fewer employee displacements Even though it negatively impacts some business, because it puts the needs of wildlife and human residents of the area above the needs of business.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0976

Communication ID:	Name	Email
504069	Ryan Avery	ryan@develpmentseed.org

Full Communication (4/28/2022)

Dear Sound Transit,

My name is Ryan Avery at 4308 26th Ave SW Unit D. I'm writing to express my excitement and concern about the DEi report outlining plans for the light rail. I support the light rail, but want to emphasize the jarring effect it would have to build in the middle of the Youngstown neighborhood. Many more folks would be displaced, including myself, from an area that has offered one of the few (barely) affordable neighborhoods to own a house in Seattle. It would also place the noisy loud rail in the middle of a neighborhood, which would bring adverse effects to life and livelihoods for many folks who work from home.

I think it would be much better to go with the Andover street station plan with the tunnel option instead of the Dakota station plan. Moving the station a little north would not be overburdensome for the majority of ridership (Youngstown, North Delridge) but would preserve the neighborhood, offer less noise impacts, and still provide all the benefits of a light rail station. From looking at these slide presentations, many less units would be displaced, cost is same or cheaper than the pink preferred alternatives, and less units would be impacts by noise given that much of the rail would border an industrial plant. (Source: https://westseattleblog.com/2022/03/dozens-of-questions- answers-comments-sound-transits-west-seattle-public-hearing/)

I think West Seattle would benefit from light rail (even though I'm personally getting by fine with biking, buses, and car). At the same time, we need to preserve neighborhoods that are more affordable than the high income areas up the hill. I implore Sound Transit to consider changing the preferred alternative to the Andover street station (preferably the tunnel option) and to make concerted efforts at securing the funding and other support to make this possible.

Sincerely, Ryan Avery

#	Comments	Responses
1	I support the light rail, but want to emphasize the jarring effect it would have to build in the middle of the Youngstown neighborhood. Many more folks would be displaced, including myself, from an area that has offered one of the few (barely) affordable neighborhoods to own a house in Seattle. It would also place the noisy loud rail in the middle of a neighborhood, which would bring adverse effects to life and livelihoods for many folks who work from home. I think it would be much better to go with the Andover street station plan with the tunnel option instead of the Dakota station plan. Moving the station a little north would not be overburdensome for the majority of ridership (Youngstown, North Delridge) but would preserve the neighborhood, offer less noise impacts, and still provide all the benefits of a light rail station. From looking at these slide presentations, many less units would be displaced, cost is same or cheaper than the pink preferred alternatives, and less units would be impacts by noise given that much of the rail would border an industrial plant. (Source: https://westseattle og.com/2022/03/dozens-of-questions-answers-comments-sound- transits-west-seattle-public-hearing/) I think West Seattle would benefit from light rail (even though I'm personally getting by fine with biking, buses, and car). At the same time, we need to preserve neighborhoods that are more affordable than the high income areas up the hill. I implore Sound Transit to consider changing the preferred alternative to the Andover street station (preferably the tunnel option) and to make concerted efforts at securing the funding and other support to make this possible.	Please see responses to CCG2, CC2c, CC4.1b, CC4.4a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for more information.

Comment Submittal 0977

Communication ID:	Name	Email
504072	Dale Luhman	dale.luhman@gmail.com

Full Communication (4/28/2022)

Sound Transit

West Seattle and Ballard link extensions WSBLEDEIScomments@soundtransit.org Comments on DEIS due 4/28/2022

Commenting on light rail to West Seattle. Realizing tunneling costs more, if you look at the long- term effects, and this sets the stage for west Seattle Alaska junction forever, tunneling makes more sense.

A tunnel across the Duwamish and up the hill towards Alaska would have the least surface, noise, neighborhood impacts. Expensive yes, but for the long term, it would be worth it in my opinion. An alternative for this should be displayed.

At Alaska junction, preferred tunnel WSJ-3a onto 41st would seem to have the least surface impacts. Its 2 blocks off California, so commuters would not dump onto an already busy commercial street. A tunnel would cause less visual impact, less impact on historic structures, and the overall small town neighborhood business feel. It would cause less surface impacts to current residential housing and businesses. Long-term one-time investment would set the stage for a less intrusive high transit impact. It would keep surface options open for the future.

It might cost more now, but surface and elevated light rail just do too much impact on so many fronts. Economics are important, but for the long term and the neighborly feel of the community a tunnel makes sense. New York, London, mostly subsurface, let Seattle make this work.

#	Comments	Responses
1	A tunnel across the Duwamish and up the hill towards Alaska would have the least surface, noise, neighborhood impacts. Expensive yes, but for the long term, it would be worth it in my opinion. An alternative for this should be displayed.	Please see Section 2.5, Alternatives Development and Scoping, for more information on alternatives development. See Appendix M, Summary of Alternatives Development and Initial Assessment Process, for more information on other tunnel alternatives and why they were not carried forward.
2	At Alaska junction, preferred tunnel WSJ-3a onto 41st would seem to have the least surface impacts. Its 2 blocks off California, so commuters would not dump onto an already busy commercial street. A tunnel would cause less visual impact, less impact on historic structures, and the overall small town neighborhood business feel. It would cause less surface impacts to current residential housing and businesses. Long-term one-time investment would set the stage for a less intrusive high transit impact. It would keep surface options open for the future. It might cost more now, but surface and elevated light rail just do too much impact on so many fronts. Economics are important, but for the long term and the neighborly feel of the community a tunnel makes sense. New York, London, mostly subsurface, let Seattle make this work.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0978

Communication ID:	Name	Email
504073	Debora Nascimento del Araujo Dold	deboradnad@gmail.com

Full Communication (4/28/2022)

Excited for the future possibilities with the link, and at the same time concerned about the impacts on the nature and families, especially regardless housing. It is very hard to think about the best option... I would say that the DEL 6, WSJ-5, Sodo 1-b and DuW-2 would work better, if I understand correctly to be honest; however, I am not sure if the information I read in the document are all the information that is known. Thank you for listening people voices.

#	Comments	Responses
1	Excited for the future possibilities with the link, and at the same time concerned about the impacts on the nature and families, especially regardless housing. It is very hard to think about the best option .. I would say that the DEL 6, WSJ-5, Socio 1-b and DuW-2 would work better	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0979

Communication ID:	Name	Email
504076	Rebecca Ponzio	rebecca.ponzio@gmail.com

Full Communication (4/28/2022)

May 28, 2022

RE: West Seattle and Ballard Link Extensions DEIS Dear Sound Transit Board of Directorrs:

Thank you for the opportunity to comment on the West-Seattle & Ballard Link Extension Draft Environmental Impact Statement. I am a resident of West Seattle and care deeply about maintaining and supporting the health of our communities, ensuring that people of color and low income people are not adversely impacted by public infrastructure projects like this one, and that we move forward with the option that best reflects how our region wants to grow. I encourage you to hold the following values in choosing the next steps from the DEIS:

- Build a system that is designed for equity and is racially just;
- Ensure that air pollution and climate pollution are reduced because of the system;
- Maximize affordable housing and transit oriented development opportunities;
- Carefully integrate and improve critical transit, bike, and walking networks;
- Ensure travel and use reliability and accessibility, especially for those with disabilities;
- Minimize and reduce displacement and address displacement that does occur;

In addition to the above values, I offer the following more specific points:

- Choose the Delridge Station and path that is designed to benefit the people who live in and around the Delridge neighborhood. This includes accessibility, minimizing displacement, and improving air quality. This station and path also should minimize impacts to water quality, habitat and tree canopy. This neighborhood ranks relatively high on Washington State's Department of Health's environmental health impacts map (https://fortress.wa.gov/doh/wtnibl/WTNIBL/) and should therefore have additional attention and consideration given to the path to minimize impacts, including displacement, and ideally benefit the residents and community overall.
- Choose the West Seattle Junction Station and path that is designed to capture the most residents of West Seattle, prioritizes minimizing displacement, and improves air quality. All the alternatives presented have some impact and it appears that the Medium Tunnel 41st Avenue Station Alternative (WSJ-5) has less impact and more benefits. That said, further analysis with an equity lens should be applied to ensure there is not undue burden and that this path indeed is best.
- Choose the Chinatown/International District Station and path that proactively reflects an equity and racial justice lens. This neighborhood in Seattle also ranks relatively high on Washington State's Department of Health's environmental health impacts map (https://fortress.wa.gov/doh/wtnibl/WTNIBL/) and should therefore have additional attention and consideration given to the path to minimizing impacts and ideally benefiting residents and local businesses that have been historically impacted by public infrastructure projects. Key issues in deciding on a path include but are not limited to reducing air pollution and addressing any likely new pollution sources such as venting, addressing noise pollution from the operation of the system, proactively ensuring limited displacement, particularly of elderly populations, and ensuring the low income and businesses run by people of color are retained and supported. To evaluate and address these may require further analysis, per the request of the Wing Luke Museum and other community organizations. Given the historic harm of other public infrastructure projects to this community, this request should be elevated and addressed.

Thank you for your attention to these important issues in making decisions on how our region advances equitable and accessible public transit.

Regards, Rebecca Ponzio

#	Comments	Responses
1	Thank you for the opportunity to comment on the West-Seattle & Ballard Link Extension Draft Environmental Impact Statement. I am a resident of West Seattle and care deeply about maintaining and supporting the health of our communities, ensuring that people of color and low income people are not adversely impacted by public infrastructure projects like this one, and that we move forward with the option that best reflects how our region wants to grow. I encourage you to hold the following values in choosing the next steps from the DEIS: • Build a system that is designed for equity and is racially just; • Ensure that air pollution and climate pollution are reduced because of the system; • Maximize affordable housing and transit oriented development opportunities; • Carefully integrate and improve critical transit, bike, and walking networks; • Ensure travel and use reliability and accessibility, especially for those with disabilities; • Minimize and reduce displacement and address displacement that does occur	Please see responses to CC3a, CC4.1b, CC4.2a, CC4.4a, and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the Final EIS, which reflects many of the listed values. Please see Appendix G, Environmental Justice, of the Final EIS for information on project impacts and benefits to people of color and low-income populations. Please see Section 4.6, Air Quality, of the Final EIS for more information on air quality.
2	Choose the Delridge Station and path that is designed to benefit the people who live in and around the Delridge neighborhood. This includes accessibility, minimizing displacement, and improving air quality. This station and path also should minimize impacts to water quality, habitat and tree canopy. This neighborhood ranks relatively high on Washington State's Department of Health's environmental health impacts map (https://fortress.wa.gov/doh/wtnibl/WTNBL/) and should therefore have additional attention and consideration given to the path to minimize impacts, including displacement, and ideally benefit the residents and community overall.	Please see responses to CCG2, CCG3, CC4.4a, and CC4.9a in Table 7-1. Please also see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Choose the West Seattle Junction Station and path that is designed to capture the most residents of West Seattle, prioritizes minimizing displacement, and improves air quality. All the alternatives presented have some impact and it appears that the Medium Tunnel 41st Avenue Station Alternative (WSJ-5) has less impact and more benefits. That said, further analysis with an equity lens should be applied to ensure there is not undue burden and that this path indeed is best.	Please see responses to CCG2, CCG3, CC4.4a, and CC4.9a in Table 7-1. Please also see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Choose the Chinatown/International District Station and path that proactively reflects an equity and racial justice lens. This neighborhood in Seattle also ranks relatively high on Washington State's Department of Health's environmental health impacts map (https://fortress.wa.gov/doh/wtnibl/WTNBL/) and should therefore have additional attention and consideration given to the path to minimizing impacts and ideally benefiting residents and local businesses that have been historically impacted by public infrastructure projects. Key issues in deciding on a path include but are not limited to reducing air pollution and addressing any likely new pollution sources such as venting, addressing noise pollution from the operation of the system, proactively ensuring limited displacement, particularly of elderly populations, and ensuring the low income and businesses run by people of	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	color are retained and supported. To evaluate and address these may require further analysis, per the request of the Wing Luke Museum and other community organizations. Given the historic harm of other public infrastructure projects to this community, this request should be elevated and addressed.	

Comment Submittal 0980

Communication ID:	Name	Email
504082	Susannah Scott	susannahmscott@sparklabld.com

Full Communication (4/28/2022)

For Section 3.1.1.3 Delridge Segment. DEL2a and DEL4 are the options that should be considered moving forward.

Both are tunnel options, and we absolutley want to put as much of the train as we can underground, for the following reasons

- Reduce traffic impacts on West Seattle Residents
- Reduce noise impacts on West Seattle residents and wildlife
- Scarce, above-ground land can be used for business or residnets.
- West Seattle residents deserve the same consideration that Capitol Hill residents received.

Why take land from the golf course?

The golf course isn't being used by most West Seattle residents, and it can afford to lose the land more than residential areas or businesses. I would perhaps feel differently if this was a park for multiple uses for the general public.

These are also the most cost-effective options and can save money for other areas.

#	Comments	Responses
1	For Section 3.1.1.3 Delridge Segment, DEL2a and DEL4 are the options that should be considered moving forward. Both are tunnel options, and we absolutely want to put as much of the train as we can underground, for the following reasons Reduce traffic impacts on West Seattle Residents Reduce noise impacts on West Seattle residents and wildlife Scarce, above-ground land can be used for business or residnets. West Seattle residents deserve the same consideration that Capitol Hill residents received. Why take land from the golf course? The golf course isn't being used by most West Seattle residents, and it can afford to lose the land more than residential areas or businesses. I would perhaps feel differently if this was a park for multiple uses for the general public. These are also the most cost-effective options and can save money for other areas.	Please see response to CCG2, CC4.1b, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 3, Transportation Environment and Consequences, of the Final EIS for more information on traffic impacts during operations and construction.

Comment Submittal 0981

Communication ID:	Name	Email
504088	Margaret Allen	margaretallen672@gmail.com

Full Communication (4/28/2022)

DUW-1b: I support the North crossing /Andover Street/ or tunnel to eliminate the proposed track adjacent to the park on Genesee and Delridge.. This is a hang out and exercise site where kids spend hours, exposing them to greatest amount of Light Rail's polluting elements . Others using the park would continue to benefit from the restorative public health aspect of cleaner air, less noise and mechanical speed. Let's protect this park serving many lower income families, especially the many children who have greater consequences for negative impact of toxins on their smaller bodies. Thinking ahead with the likelihood of continued housing shortage, I predict a high rail system with a long stretch of cover, would invite more encampments close to the park.

ES4: Location of the proposed Fauntleroy station is closer to High Point and Westwood geographically. This location allows greater access as it serves the both the Junction center while extending the use to the South. Let's put a tunnel station there.

General comments:

1). Elevated stations in West Seattle will create visual and social barriers that divide our urban village with monolith chunks of concrete, industrializing the landscape to ugly. High rise stretches are not wanted. in residential neighborhoods. The longer the tunnel the better for community cohesiveness and I believe, mental and physical health.

2). Station designs need a vehicle drop-off zone. Not everyone will arrive on a bus, scooter or bike. The stations need to serve the elderly, disabled and families with young children or infants for example. A car ride to the station will be needed by some of our population who cannot be excluded.

#	Comments	Responses
1	I support the North crossing /Andover Street/ or tunnel to eliminate the proposed track adjacent to the park on Genesee and Delridge.. This is a hang out and exercise site where kids spend hours, exposing them to greatest amount of Light Rail's polluting elements . Others using the park would continue to benefit from the restorative public health aspect of cleaner air, less noise and mechanical speed. Let's protect this park serving many lower income families, especially the many children who have greater consequences for negative impact of toxins on their smaller bodies. Thinking ahead with the likelihood of continued housing shortage, I predict a high rail system with a long stretch of cover, would invite more encampments close to the park.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix G, Environmental Justice, of the Final EIS for more information on impacts and benefits to low-income populations and communities of color. Please see Section 4.7, Noise and Vibration, of the Final EIS for information on noise impacts and proposed mitigation. As described in Section 4.6, Air Quality, Sound Transit light rail vehicles are powered by electricity and do not produce emissions during operation.
2	Location of the proposed Fauntleroy station is closer to High Point and Westwood geographically. This location allows greater access as it serves the both the Junction center while extending the use to the South. Let's put a tunnel station there.	Please see responses to CCG2 and CC2d in Table 7-1.
3	Elevated stations in West Seattle will create visual and social barriers that divide our urban village with monolith chunks of concrete, industrializing the landscape to ugly. High rise stretches are not wanted. in residential neighborhoods. The longer the tunnel the better for community cohesiveness and I believe, mental and physical health.	Please see responses to CCG2, CC4.4a, and CC4.5a in Table 7-1.

#	Comments	Responses
4	Station designs need a vehicle drop-off zone. Not everyone will arrive on a bus, scooter or bike. The stations need to serve the elderly, disabled and families with young children or infants for example. A car ride to the station will be needed by some of our population who cannot be excluded.	Please see response to CC3a in Table 7-1.

Comment Submittal 0982

Communication ID:	Name	Email
504093	Anonymous	palekayle@gmail.com

Full Communication (4/28/2022)

Design the system for transit riders and the optimal rider experience.

Traveling between the station platform and the surface should be quick, straightforward, and reliable.

Closing a busy road for a few years is a small price to pay, especially if doing so means we can have rail sooner.

Avoid bridges that would need to be opened.

#	Comments	Responses
1	Design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Closing a busy road for a few years is a small price to pay, especially if doing so means we can have rail sooner. Avoid bridges that would need to be opened.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0983

Communication ID:	Name	Email
504096	Susannah Scott	susannahmscott@gmail.com

Full Communication (4/28/2022)

For section ES.3.1.1.4 - West Seattle Junction Stations options WSJ-3a. WSJ-3b are strongly prefered.

A tunnel option would reduce garding noise pollution and traffic impacts for West Seattle residnets in the long term. The residents here deserved the dame consideration residents of Capiotol Hill received.

Thanks,

Susannah Scott

(West Seattle Resident)

#	Comments	Responses
1	For section ES.3.1.1.4 - West Seattle Junction Stations options WSJ-3a, WSJ-3b are strongly prefered. A tunnel option would reduce garding noise pollution and traffic impacts for West Seattle residnets in the long term. The residents here deserved the dame consideration residents of Capiotol Hill received.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0984

Communication ID:	Name	Email
504097	Christina Rajan	crajan85@gmail.com

Full Communication (4/28/2022)

There are so many serious problems that demonstrate entrenched racism and discrimination/neglect in this Draft EIS. There are incredible gaps in ST staff's understanding of the social inequities and environmental harms that the proposed plans will exacerbate. It is shocking in many ways how the proposed plan does not center or prioritize the people in the County that need rapid transit the most, that are the most dependent on public transportation. The way this entire plan has been designed demonstrates a fundamentally racist and classist approach to providing transportation to the public. The prefential treatment and planning considerations consistently prioritize the downtown, Ballard, and West Seattle-based professional workers at the expense of lower income communities and riders of color.

One of the most egregious examples of that is the proposed destruction of many Chinatown/International District historic buildings to make room for a new connecting station on 5th Avenue. This proposal is a direct threat to the already vulnerable cohesion of this historic neighborhood. The proposed construction timeline alone of about 11 years in the heart of this small neighborhood, made up of so many Asian heritage elders, will accelerate displacement and ruin significant cultural markers that are precious to the local residents and shop owners. The quality of life for the residents and business owners will be disproportionately impacted; especially considering that the light rail's intention and target ridership for this station is not for this community.

In addition, the West Seattle stations run through and destroys some of the limited affordable housing resources in the Delridge neighborhood south of West Seattle. Again, at the expense of lower income communities of color there, particularly Seattle Housing Authority properties will be displaced. It is worth noting that the nearby golf course is only marginally effected (a local resource not widely used by low income families of color).

Also, the Duwamish Valley communities of South Park and Georgetown, who have long advocated for better public transit, is completely excluded from the benefits of this light rail investment. There is not even connecting extensions or rapid ride alternatives to link the community to light rail benefits. This oversight and neglect is palpable, especially in the naming of the "Duwamish Segment" that has misled many community members to think that this proposal will finally provide them with service.

The whole plan, in spite of claiming a racial equity analysis has been conducted, demonstrates a severe disregard for the actual lives of low income communities of color and their transit riders. The plan is obviously not centering the communities and riders most in need of improved, reliable, and fast service. If you take this ST proposed map/the communities it benefits, and line it up against a 1930s Seattle redlining map, you can see very clearly that there is no change.

In order to discontinue repeating the racist and classist transportation planning strategies that has worsened our cultural and social divides in this County, I encourage ST to go back to the drawing board and re-think its priorities. Bring the communities most needing public transit to the table and listen to them and actually do what they say. We will all be better off for it - guaranteed.

#	Comments	Responses
1	There are so many serious problems that demonstrate entrenched racism and discrimination/neglect in this Draft EIS. There are incredible gaps in ST staffs understanding of the social inequities and environmental harms that the proposed plans will exacerbate. It is shocking in many ways how the proposed plan does not center or prioritize the people in the County that need rapid transit the most, that are the most dependent on public transportation. The way this entire plan has been designed demonstrates a fundamentally racist and classist approach to providing transportation to the public. The prefential treatment and planning considerations consistently prioritize the downtown, Ballard, and West Seattle-based professional workers at the expense of lower income communities and riders of color.	Please see response to CC1c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Section 1.3, Planning History of West Seattle Link Extension Corridor, of the Final EIS for more information on the planning history of the West

#	Comments	Responses
		Seattle Link Extension corridor. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	One of the most egregious examples of that is the proposed destruction of many Chinatown/International District historic buildings to make room for a new connecting station on 5th Avenue. This proposal is a direct threat to the already vulnerable cohesion of this historic neighborhood. The proposed construction timeline alone of about 11 years in the heart of this small neighborhood, made up of so many Asian heritage elders, will accelerate displacement and ruin significant cultural markers that are precious to the local residents and shop owners. The quality of life for the residents and business owners will be disproportionately impacted; especially considering that the light rail's intention and target ridership for this station is not for this community.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	In addition, the West Seattle stations run through and destroys some of the limited affordable housing resources in the Delridge neighborhood south of West Seattle. Again, at the expense of lower income communities of color there, particularly Seattle Housing Authority properties will be displaced. It is worth noting that the nearby golf course is only marginally effected (a local resource not widely used by low income families of color).	Please see response to CC4.4b in Table 7-1. Please see Appendix G, Environmental Justice, of the Final EIS for more information on impacts and benefits to low-income populations and communities of color.
4	Also, the Duwamish Valley communities of South Park and Georgetown, who have long advocated for better public transit, is completely excluded from the benefits of this light rail investment. There is not even connecting extensions or rapid ride alternatives to link the community to light rail benefits. This oversight and neglect is palpable, especially in the naming of the "Duwamish Segment" that has misled many community members to think that this proposal will finally provide them with service.	Please see response to comment 1 above.
5	The whole plan, in spite of claiming a racial equity analysis has been conducted, demonstrates a severe disregard for the actual lives of low income communities of color and their transit riders. The plan is obviously not centering the communities and riders most in need of improved, reliable, and fast service. If you take this ST proposed map/the communities it benefits, and line it up against a 1930s Seattle redlining map, you can see very clearly that there is no change. In order to discontinue repeating the racist and classist transportation planning strategies that has worsened our cultural and social divides in this County, I encourage ST to go back to the drawing board and re-think its priorities. Bring the communities most needing public transit to the table and listen to them and actually do what they say. We will all be better off for it - guaranteed.	Please see responses to comments 1 and 3 above. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0985

Communication ID:	Name	Email
504109	Vivienne Nguyen	vivienne.a.nguyen@gmail.com

Full Communication (4/28/2022)

Comment re: Section 5.4.2 -Acquisitions, Displacements, and Relocations appears takes a cavalier approach that does not account for the fact that many proposed stations and rail tracks particularly in the Delridge Segment and the International District segment are in communities where a higher concentration of lower income and people of color reside and work. This demographic data exists from the census and was not cited to. Additionally, this section only focuses on residential displacement and relocation and ignores the small businesses (many that are managed, owned, and operated) by the BIPOC communities in these segments. To conclude that sufficient "mitigation" is new affordable housing within the city does not equate to a commitment to ensuring certain communities can continue to prosper and thrive such as the International District. For example, if a small business is displaced, the same business opening up in a different part of town or in a new development (likely not in the same area) does not allow a community to grow because such displacement fragments collective efforts that have attempted to thrive in the past couple of decades and eliminates the same opportunity in that specific location.

#	Comments	Responses
1	Section 5.4.2 -Acquisitions, Displacements, and Relocations appears takes a cavalier approach that does not account for the fact that many proposed stations and rail tracks particularly in the Delridge Segment and the International District segment are in communities where a higher concentration of lower income and people of color reside and work. This demographic data exists from the census and was not cited to. Additionally, this section only focuses on residential displacement and relocation and ignores the small businesses (many that are managed, owned, and operated) by the BIPOC communities in these segments. To conclude that sufficient "mitigation" is new affordable housing within the city does not equate to a commitment to ensuring certain communities can continue to prosper and thrive such as the International District. For example, if a small business is displaced, the same business opening up in a different part of town or in a new development (likely not in the same area) does not allow a community to grow because such displacement fragments collective efforts that have attempted to thrive in the past couple of decades and eliminates the same opportunity in that specific location.	Please see responses to CC4.1b, CC4.1c, and CC4.1d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The section referenced is the cumulative impact analysis for the project in combination with other past, present, and reasonably foreseeable future actions. Please see Section 4.1, Acquisitions, Displacements, and Relocations, and Section 4.3, Economics, of the Final EIS for more information on impacts to businesses. Please see Appendix G of the Final EIS for a description of impacts to low-income populations and communications of color. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0986

Communication ID:	Name	Email
504115	Bebek Gulduren	aleko714@gmail.com

Full Communication (4/28/2022)

The proposed plan prioritizes the downtown, Ballard, and West Seattle-based professional class at the expense of lower income riders of color. It is unacceptable, inequitable, and a waste of our taxpayer dollars to invest in this proposal.

- Redo the plan completely by bringing low income riders of color into the design room. It is obvious their perspectives are missing. The staff-misled racial equity analysis is poorly done.
- Do not move forward with the destruction of many Chinatown/International District historic buildings to build the new station on 5th Avenue.
- Do not allow the West Seattle stations to destroy Seattle Housing Authority properties and other social service buildings that house and support low income people.
- Redesign the southern route to include increased transportation access to South Park and Georgetown.

There are many other socio-economic problems that will be exacerbated if Sound Transit moves forward with the proposal as is -- therefore it should be redone with racial equity actually centered in the process, not as an afterthought.

#	Comments	Responses
1	The proposed plan prioritizes the downtown, Ballard, and West Seattle-based professional class at the expense of lower income riders of color. It is unacceptable, inequitable, and a waste of our taxpayer dollars to invest in this proposal. Redo the plan completely by bringing low income riders of color into the design room. It is obvious their perspectives are missing. The staff-misled racial equity analysis is poorly done. Do not move forward with the destruction of many Chinatown/International District historic buildings to build the new station on 5th Avenue. Do not allow the West Seattle stations to destroy Seattle Housing Authority properties and other social service buildings that house and support low income people. Redesign the southern route to include increased transportation access to South Park and Georgetown. There are many other socio-economic problems that will be exacerbated if Sound Transit moves forward with the proposal as is -- therefore it should be redone with racial equity actually centered in the process, not as an afterthought.	Please see responses to CC1c, CC4.4c, and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0987

Communication ID:	Name	Email
504119	k. a.	compunoviiice@hotmail.com

Full Communication (4/28/2022)

As a long time king county resident I am concerned about the impact that proposed light rail projects will have on impacted communities.

I do not feel that enough is being done to address community concerns, particularly in the chinatown international district and lower income areas of west Seattle (delridge/avalon).

I am concerned that if transit routes disrupt 5th avenue and the international district business and community core, irreversible damage will be done to this community. This area is a vital community and a regional asset. The history and culture or this community and the people who live here must preserved and protected.

I am also concerned that lower income areas in west Seattle such as delridge and avalon may not see much benefit from regional transit expansion but may experience extreme costs. There are environmentally sensitive areas that provide habitat for herons and other animals. The characteristics of the neighborhood and habitat must be preserved.

There has been talk of eliminating light rail stations while still having above grounnd rail lines running through the neighborhood (a cost cutting move). This seems to be a recipe for cost without benefit

#	Comments	Responses
1	I am concerned that if transit routes disrupt 5th avenue and the international district business and community core, irreversible damage will be done to this community. This area is a vital community and a regional asset. The history and culture or this community and the people who live here must preserved and protected	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	I am also concerned that lower income areas in west Seattle such as delridge and avalon may not see much benefit from regional transit expansion but may experience extreme costs. There are environmentally sensitive areas that provide habitat for herons and other animals. The characteristics of the neighborhood and habitat must be preserved.	Please see responses to CC4.4a, CC4.9b, and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS.
3	There has been talk of eliminating light rail stations while still having above grounnd rail lines running through the neighborhood (a cost cutting move). This seems to be a recipe for cost without benefit	Please see response to CC2j in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0988

Communication ID:	Name	Email
504131	Gary Reifel	gary.reifel@gmail.com

Full Communication (4/28/2022)

Hello ST3 team, Of the proposed solutions for the ST3 line to West Seattle the tunnel is the only option that makes sense. The elevated alternatives will destroy much needed single family and multi-family homes. The tunnel design is also the only design that fits with the current and desired character of West Seattle. Residents of West Seattle would have never supported the elevated designs if they had been shared with voters at the outset. This has been communicated over and over with ST3 planners during many community outreach events that have taken place.

Thanks for taking this comment into consideration and listen to the community and make the tunnel option the preferred option for West Seattle.

#	Comments	Responses
1	Of the proposed solutions for the ST3 line to West Seattle the tunnel is the only option that makes sense. The elevated alternatives will destroy much needed single family and multi-family homes. The tunnel design is also the only design that fits with the current and desired character of West Seattle. Residents of West Seattle would have never supported the elevated designs if they had been shared with voters at the outset. This has been communicated over and over with ST3 planners during many community outreach events that have taken place.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0989

Communication ID:	Name	Email
504132	Kelsey Johnold	kjohnold@gmail.com

Full Communication (4/28/2022)

Can you investigate Totem Pole Park/Rotary Viewpoint as a station location. This would be an ideal location for a station as it is easy and quick to access the Junction and has the potential for future expansion south.

Of the existing information, removing the Avalon station location would be a short sighted decision considering the 2 new 7 story apartment complexes to be developed on the Alki Lumber site.

#	Comments	Responses
1	Can you investigate Totem Pole Park/Rotary Viewpoint as a station location. This would be an ideal location for a station as it is easy and quick to access the Junction and has the potential for future expansion south.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Appendix M of the Final EIS for a summary of the assessment of the alternatives considered during project development.
2	Of the existing information, removing the Avalon station location would be a short sighted decision considering the 2 new 7 story apartment complexes to be developed on the Alki Lumber site.	Please see response to CC2j in Table 7-1.

Comment Submittal 0990

Communication ID:	Name	Email
504133	Nate Johnold	nate.johnold@gmail.com

Full Communication (4/28/2022)

Totem pole park and the adjacent land near West Seattle Golf Course are an ideal location for a light rail station, either above or below ground. It is largely unused at the moment-and in the case of a tunnel station-could be even better utilized when reopened as a public park covering a busy transit station. It's only a 10 minute walk from Alaska Junction, is served by several bus routes, and is nearby many new and future residential developments. This option would not only displace fewer residents and business owners, but it would align the future light rail expansion along 35th Ave SW, which is a better option than either 41st Ave SW or 42nd Ave SW. Both of those routes (especially in the case of elevated tracks) would require substantial future displacements when the line extends further south.

#	Comments	Responses
1	Totem pole park and the adjacent land near West Seattle Golf Course are an ideal location for a light rail station, either above or below ground. It is largely unused at the moment-and in the case of a tunnel station-could be even better utilized when reopened as a public park covering a busy transit station. It's only a 10 minute walk from Alaska Junction, is served by several bus routes, and is nearby many new and future residential developments. This option would not only displace fewer residents and business owners, but it would align the future light rail expansion along 35th Ave SW, which is a better option than either 41st Ave SW or 42nd Ave SW. Both of those routes (especially in the case of elevated tracks) would require substantial future displacements when the line extends further south.	Please see Section 2.5, Alternatives Development and Scoping, and Appendix M, Summary of Alternatives Development and Initial Assessment Process, of the West Seattle Link Extension Final EIS for more information on development of alternatives that were evaluated in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS. An alternative similar to what is suggested was studied during the alternatives development process in 2018 but was not carried forward.

Comment Submittal 0991

Communication ID:	Name	Email
504137	Yanaz Tahtaci	Yanaz Tahtaci

Full Communication (4/28/2022)

This plan favors Seattle's professional class and burdens lower income diverse communities. This is not what I voted for when I supported Sound Transit's extension.

- Sound Transit should fully redesign the proposal. It is currently focused on people who are not transit dependent, which means the entire orientation of the plan is less efficient, effective, and useful for reducing traffic and greenhouse gases.
- South Park and Georgetown need better access to rapid transportation and this is unaddressed in this plan, There is nothing in the proposed plan to provide any improved transit connections for these two diverse communities who are disproportionately impacted by the West Seattle Bridge closure, climate change, air pollution, and lack of public transportation options.
- The West Seattle construction will worsen homelessness by removing low income housing for residents in the Delridge area. There is a housing crisis in the city and we do not need transit to be the cause of additional strain on affordable housing resources.
- Avoid any proposal that destroys more historic areas in the International District, such as the proposal to build a station on 5th Avenue, The Asian American community needs better transit but this investment is not based on incorporating their needs and where they need to go, The racial equity analysis shared is insufficient and not community-designed, which is unacceptable in this day and age.

#	Comments	Responses
1	This plan favors Seattle's professional class and burdens lower income diverse communities. This is not what I voted for when I supported Sound Transit's extension. Sound Transit should fully redesign the proposal. It is currently focused on people who are not transit dependent, which means the entire orientation of the plan is less efficient, effective, and useful for reducing traffic and greenhouse gases.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project to serve transit-dependent residents. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Appendix G, Environmental Justice, of the West Seattle Link Extension Final EIS for more information on the impact and benefit of the project to low-income communities. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension,
2	South Park and Georgetown need better access to rapid transportation and this is unaddressed in this plan. There is nothing in the proposed plan to provide any improved transit connections for these two diverse communities who are disproportionately impacted by the West Seattle Bridge closure, climate change, air pollution, and lack of public transportation options.	Please see responses to CC1c and CCEJ1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	The West Seattle construction will worsen homelessness by removing low income housing for residents in the Delridge area. There is a housing crisis in the city and we do not need transit to be the cause of additional strain on affordable housing resources.	Please see response to CC4.4b in Table 7-1.

#	Comments	Responses
4	Avoid any proposal that destroys more historic areas in the International District, such as the proposal to build a station on 5th Avenue. The Asian American community needs better transit but this investment is not based on incorporating their needs and where they need to go. The racial equity analysis shared is insufficient and not community-designed, which is unacceptable in this day and age.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0992

Communication ID:	Name	Email
504210	Loretta Sutherland	davelors@msn.com

Full Communication (4/28/2022)

Seems like there are a lot transfer points. Why can't there be one major transfer point downtown where the trains from West Seattle, Ballard and Bellevue meet? Would be more efficient and much easier for the rider.

#	Comments	Responses
1	Seems like there are a lot transfer points. Why can't there be one major transfer point downtown where the trains from West Seattle, Ballard and Bellevue meet? Would be more efficient and much easier for the rider.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station area, and identified transfer points for different lines in the system.

Comment Submittal 0993

Communication ID:	Name	Email
504217	Boyd Sugiki	ikigus@comcast.net

Full Communication (4/28/2022)

I support the option for West Seattle to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).

I support the removal of the Avalon station due to the low ridership estimate, and eliminating this station would save funds which could be used towards a tunnel. There would also be less displacements and impacts in the Avalon area. The Avalon Station is also very close to the Junction Station, and it seems like a waste, as residents in and around Avalon can walk to the Junction station easily as well as commuters.

Please consider the longer tunnel plans.

#	Comments	Responses
1	I support the option for West Seattle to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b).	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I support the removal of the Avalon station due to the low ridership estimate, and eliminating this station would save funds which could be used towards a tunnel. There would also be less displacements and impacts in the Avalon area. The Avalon Station is also very close to the Junction Station, and it seems like a waste, as residents in and around Avalon can walk to the Junction station easily as well as commuters.	Please see response to CC2j in Table 7-1.

Comment Submittal 0994

Communication ID:	Name	Email
504235	Andrea Smith	andreaswims@gmail.com

Full Communication (4/28/2022)

HELLO, MY NAME IS ANDREA SMITH AND MY HOUSE IS AT 4139 25TH AVE SW AND WILL BE DIRECTLY IMPACTED BY MOST ALTERNATIVES IN THE DELRIDGE SEGMENT (DEL-1a, etc) I HAVE LIVED HERE SINCE 1997 WHEN I BOUGHT AND RENOVATED MY HOUSE WHICH WAS BUILT IN 1909, SHORTLY AFTER YOUNGSTOWN WAS INCORPORATED AFTER THE STEEL PLANT WAS BUILT IN 1904. THIS HISTORIC NEIGHBORHOOD HAS BEEN CONVENIENT, WITH EXTREMELY RELIABLE BUS TRANSIT ONE BLOCK AWAY ON DELRIDGE, WITH SERVICE TO DOWNTOWN IN 10-15 MINUTES. ALSO, THE RAPID RIDE H LINE HAS JUST BEEN COMPLETED. MOST OF YOUR PREFERRED ROUTES WILL DEMOLISH MY HOUSE, RUIN MY QUIET, TREE LINED NEIGHBORHOOD AND ERASE A HISTORIC DISTRICT. IN FACT,YOUR DELRIDGE SEGMENT PREFERRED ROUTES HAVE THE HIGHEST IMPACT OF ANY SEGMENT ON THE WSBLINK, DEMOLISHING BETWEEN 341 AND 607 RESIDENCES AND 31-77 BUISNESSES, ACCORDING TO THE DEIS. THERE IS NO PRECEDENT IN ANY OTHER ALIGNMENTS ON THE WHOLE SYSTEM FOR DESTROYING A WHOLE RESIDENTIAL NEIGHBORHOOD. ALSO, THERE ARE MANY LONG STRETCHES BETWEEN THE CID AND BALLARD WHICH HAVE TUNNEL OPTIONS, WHICH ALL MY NEIGHBORS HAVE TOLD YOU THEY PREFERRED IN WEST SEATTLE BUT I DO NOT SEE HERE WITH THE EXCEPTION OF SHORT STRETCHES. IN THE LAST 5 TO 10 YEARS YOUNGSTOWN HAS GROWN ORGANICALLY, EXCHANGING SINGLE FAMILY HOMES FOR 3-4 TOWNHOMES ON ONE LOT, WHILE KEEPING A SEMBLANCE OF A QUIET SUBURBAN NEIGHBORHOOD. ALL THIS GROWTH WILL BE DEMOLISHED FOR WHAT? A CLUMSY, TONE DEAF, OUT OF SCALE MONSTROSITY WHICH WILL BE OF NO USE TO THE CURRENT RESIDENTS. ALSO, MY WEST SEATTLE HEALTH CLUB GYM WITH ONE OF FEW PRECIOUS POOLS IN SEATTLE WHICH HAS OVER 5000 MEMBERS AND IS A MAJOR COMMUNITY HUB WOULD BE IMPACTED OR DEMOLISHED IF YOU DECIDE TO GO WITH THE DEL-6 ALTERNATIVE, AND JEFFERSON SQUARE (SAFEWAY, BARTELLS, UPS STORE, AND HUNDREDS OF APARTMENTS) WOULD BE DEMOLISHED IN THEWS JUNCTION. I DON'T UNDERSTAND HOW YOU THINK IT IS OK TO DEMOLISH EVERYTHING ABOUT WEST SEATTLE THAT WE ALL LOVE AND USE. IN SHORT, AS I HAVE STATED IN PERSON AT SEVERAL MEETINGS, NONE OF YOUR WEST SEATTLE ALTERNATIVES WORK FOR US OVER HERE. I DON'T NEED TO TELL YOU THAT WE IN THE YOUNGSTOWN AND OTHER WEST SEATTLE NEIGHBORHOODS HAVE HAD A VERY HARD 2 PLUS YEARS WITH THEWS BRIDGE DOWN. DO WE REALLY WANT TO LIVE THROUGH ANOTHER 5+ YEARS OF CONSTRUCTION FOR DUBIOUS BENEFIT? WITH THE BRIDGE CLOSURE, MY NEIGHBORHOOD HAS BECOME THE ONLY WAY IN AND OUT OF WEST SEATTLE. DO WE REALLY WANT TO CHOKE OFF THE ONLY WAY ON AND OFF OUR ISLAND WITH CONSTRUCTION AGAIN? ALSO, IF YOU DECIDE TO DEMOLISH MY HOUSE AND NEIGHBORHOOD I WILL EXPECT COMPENSATION IN LINE WITH TAKING AWAY MY OPPORTUNITY TO DEVELOP MY PROPERTY INTO 3 TOWNHOMES AS IS TYPICAL IN THE CURRENT REAL ESTATE MARKET. ALSO, ON THE MAJORITY OF YOUR MAPS MY STREET, 25TH AVE SW IS NOT INDICATED. ALSO, I DO NOT SEE A PICTURE OF MY STREET AND HOW IT WOULD LOOK AFTER AN OUT OF SCALE GUIDEWAY INVADES IT (SEE PGS 2-22, 2-23, 2-24 etc.) I KNOW YOU KNOW THAT 25TH AVE SW EXISTS, AS I HAD PARTICIPATED IN SEVERAL IN PERSON WALKS AROUND THE NEIGHBORHOOD WITH YOUR REPS, (STEPHANIE BOWMAN etc) BEFORE THE PANDEMIC. THERE IS SO MUCH MORE TO SAY.

#	Comments	Responses
1	MOST OF YOUR PREFERRED ROUTES WILL DEMOLISH MY HOUSE, RUIN MY QUIET, TREE LINED NEIGHBORHOOD AND ERASE A HISTORIC DISTRICT. IN FACT.YOUR DELRIDGE SEGMENT PREFERRED ROUTES HAVE THE HIGHEST IMPACT OF ANY SEGMENT ON THE WSBLINK, DEMOLISHING BETWEEN 341 AND 607 RESIDENCES AND 31-77 BUISNESSES, ACCORDING TO THE DEIS. THERE IS NO PRECEDENT IN ANY OTHER ALIGNMENTS ON THE WHOLE SYSTEM FOR DESTROYING A WHOLE RESIDENTIAL NEIGHBORHOOD. ALSO, THERE ARE MANY LONG STRETCHES BETWEEN THE CID AND BALLARD WHICH HAVE TUNNEL OPTIONS, WHICH ALL MY NEIGHBORS HAVE TOLD YOU THEY PREFERRED IN WEST SEATTLE BUT I DO NOT SEE HERE WITH THE EXCEPTION OF SHORT STRETCHES. IN THE LAST 5 TO 10 YEARS YOUNGSTOWN HAS GROWN ORGANICALLY, EXCHANGING SINGLE FAMILY HOMES FOR 3-4 TOWNHOMES ON ONE LOT, WHILE KEEPING A SEMBLANCE OF A QUIET SUBURBAN NEIGHBORHOOD. ALL THIS GROWTH WILL BE DEMOLISHED FOR WHAT? A CLUMSY, TONE DEAF, OUT OF SCALE MONSTROSITY WHICH WILL BE OF NO USE TO THE CURRENT RESIDENTS. LSO, MY WEST SEATTLE HEALTH CLUB GYM WITH ONE OF FEW PRECIOUS POOLS IN SEATTLE WHICH HAS OVER 5000 MEMBERS AND IS A MAJOR COMMUNITY HUB WOULD BE IMPACTED OR DEMOLISHED IF YOU DECIDE TO GO WITH THE DEL-6 ALTERNATIVE, AND JEFFERSON SQUARE (SAFEWAY, BARTELLS, UPS STORE, AND HUNDREDS OF APARTMENTS) WOULD BE DEMOLISHED IN THEWS JUNCTION. I DON'T UNDERSTAND HOW YOU THINK IT IS OK TO DEMOLISH EVERYTHING ABOUT WEST SEATTLE THAT WE ALL LOVE AND USE. IN SHORT, AS I HAVE STATED IN PERSON AT SEVERAL MEETINGS, NONE OF YOUR WEST SEATTLE ALTERNATIVES WORK FOR US OVER HERE. IN SHORT, AS I HAVE STATED IN PERSON AT SEVERAL MEETINGS, NONE OF YOUR WEST SEATTLE ALTERNATIVES WORK FOR US OVER HERE. I DON'T NEED TO TELL YOU THAT WE IN THE YOUNGSTOWN AND OTHER WEST SEATTLE NEIGHBORHOODS HAVE HAD A VERY HARD 2 PLUS YEARS WITH THEWS BRIDGE DOWN. DO WE REALLY WANT TO LIVE THROUGH ANOTHER 5+ YEARS OF CONSTRUCTION FOR DUBIOUS BENEFIT? WITH THE BRIDGE CLOSURE, MY NEIGHBORHOOD HAS BECOME THE ONLY WAY IN AND OUT OF WEST SEATTLE. DO WE REALLY WANT TO CHOKE OFF THE ONLY WAY ON AND OFF OUR ISLAND WITH CONSTRUCTION AGAIN?	Please see responses to CCG2, CC4.1a, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0995

Communication ID:	Name	Email
504246	Liz Wilhelm	lizprevention1@yahoo.com

Full Communication (4/28/2022)

As a local 20+ year resident of West Seattle, I respectfully request the sound transit enter West Seattle through an underground tunnel with a station located at Erskine Way-California Ave- Edmunds. I currently live on 41st Ave SW within a block of the proposed station on 41st. As a long time house renter, my family will lose our housing with no compensation. Currently, street parking is restricted. 41stAve SW is a narrow street with parking on both sides. Since 42nd St now has restricted parking, vehicle parkers from outside of the area park on 41st, leaving their cars to use buses to get to SeaTac. With a sound transit station nearby, parking and moving in a vehicle down narrow 41st will be impossible. I work in Human Services, providing resources to families in need of youth substance use disorder services. At best, my family is middle income. We can't afford to purchase a home in Seattle and have a generous landlord. If sound transit builds above ground on 41st or nearby, we'll be displaced and likely need to rely on government services to not become homeless. Please build underground and not displace middle income long time West Seattle families with limited living options.

#	Comments	Responses
1	I respectfully request the sound transit enter West Seattle through an underground tunnel with a station located at Erskine Way-California Ave-Edmunds. I currently live on 41st Ave SW within a block of the proposed station on 41st. As a long time house renter, my family will lose our housing with no compensation. Currently, street parking is restricted. 41st Ave SW is a narrow street with parking on both sides. Since 42nd St now has restricted parking, vehicle parkers from outside of the area park on 41st, leaving their cars to use buses to get to SeaTac. With a sound transit station nearby, parking and moving in a vehicle down narrow 41st will be impossible. I work in Human Services, providing resources to families in need of youth substance use disorder services. At best, my family is middle income. We can't afford to purchase a home in Seattle and have a generous landlord. If sound transit builds above ground on 41st or nearby, we'll be displaced and likely need to rely on government services to not become homeless. Please build underground and not displace middle income long time West Seattle families with limited living options.	Please see responses to CCG2 and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 0996

Communication ID:	Name	Email
504309	Deane Wang	Deane.wang@uvm.edu

Full Communication (4/28/2022)

Deane Wang Draft EIS Comment

I am a biker. I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections.

That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. I'm hopeful that Sound Transit stations will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes.

Please insure active transportation integration for all stations.

Create a plan to identify and fund bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for.

Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.

Regards, Deane Wang

5247 42nd Ave SW Seattle, WA98136

#	Comments	Responses
1	I am a biker. I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. I'm hopeful that Sound Transit stations will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. Please insure active transportation integration for all stations. Create a plan to identify and fund bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Design of station access for the West Seattle Link Extension stations will continue to be refined as design advances to optimize station access and circulation for all users. Passenger experience will be an important consideration. Further optimization of stations during future design work will be informed by Sound Transit's Station Experience Design Guidelines. For non-motorized access improvements outside the project limits, the Sound Transit System Access Improvement Plan (SAIP) will provide a framework for decision making when prioritizing potential system access improvements and identify opportunities for partnerships to align with local policies and non-motorized access improvement projects. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 0997

Communication ID:	Name	Email
504313	Martin Westerman	mtatart@seanet.com; info@westseattletc.org; artartart@seanet.com
504313	Joyce Hengesbach	joycehen@hotmail.com
504313	Terese Machmiller	temachmiller@gmail.com
504313	Conrad Cipoletti	conrad.cipoletti@gmail.com
504313	Martin Page	temachmiller@gmail.com
504313	James Boyle	greenleaf.boyle@icloud.com
504313	Joe Drovetto	temachmiller@gmail.com

Full Communication (4/28/2022)

Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS.

Environmental Impact

Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever matched the size of WSBLE's 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle.

- Energy consumption during construction was not considered. (Chapter 4.2.10: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates.
- While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years.
- Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle's contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS.
- The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements?
- Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way.

A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry academic organization at the University of Washington.

Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction.

Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge.

The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.

Equity

Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities - Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations.

The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval.

If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from 1.0. / SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction. Transit Mode Selection Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit should review the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine.

When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high-capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / 1-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City. Commute patterns It is also not clear yet exactly how the pandemic and other factors have changed commute patterns.

The trend for more working from home, strong employment growth in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak time trips to more of a distribution of trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns.

Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS.

Peak capacity is the number that is used as the "capacity requirement" for a transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve. Project funding/Cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between $3 billion and $4.7 billion. This range is double to triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained?

At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals - and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Transit Time

The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus.

Travel times listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios.

By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.

Pedestrian and Bicycle Trails

The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4. Waterway Impact Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SDOT.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions.
- Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is

"consistent with existing views."" While the existing West Seattle freeway is already an eyesore. it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide□H. Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.
- Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)

Ecosystems

Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental.

The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point.

While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland. bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area.

Again, the DEIS should have considered transit technologies which are more compatible and friendly ot the environment and unique geographical challenges of West Seattle.

Geology and Soil

Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guiderail construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options.

Martin Pagel, Joyce Hengesbach, Martin Westerman, Terese Machmiller, Conrad Cipoletti, James Boyle.

and Joe Drovetto

Many of us submitted comments as individuals and would like these group comments recorded as part of our respective submissions. As such, please include the following emails in your response to our comments: mjpagel@gmail.com, joycehen@hotmail.com, artartart@seanet.com, temachmiller@gmail.com, conrad.cipoletti@gmail.com, greenleaf.boyle@icloud.com, and snosprings@yahoo.com

#	Comments	Responses
1	Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS.	Please see Chapter 1.3, Planning History of West Seattle Link Extension Corridor, of the West Seattle Link Extension Final EIS for more information about the environmental review being separated for the projects.
2	Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever matched the size of WSBLE's 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle. • Energy consumption during construction was not considered. (Chapter 4.2.10: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. • While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years. • Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle's contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS. • The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements? Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way. A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry academic organization at the University of Washington. Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction. Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge.	Please see responses to CC4.6a and CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.3, Regional Context and Travel, of the Final EIS for more information on changes in vehicle miles traveled. Please see Section 4.6, Air Quality, of the Final EIS for updated air quality analysis. Please see Section 4.10, Energy Impacts, of the Final EIS for updated energy analysis. See Section 4.9, Ecosystems, for updated ecosystem impact analysis and proposed mitigation.

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3	The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.	Please see response to CC2g in Table 7-1.
4	Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities - Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from I.D. I SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction.	Please see responses to CC1c and CCEJ1 in Table 7-1. Please see Appendix G, Environmental Justice, of the Final EIS for more information about impacts and benefits to low-income populations and communities of color. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode was identified as light rail.
5	Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit should review the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine. When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high- capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / 1-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City. Commute patterns It is also not clear yet exactly how the pandemic and other factors have changed commute patterns. The trend for more working from home, strong employment growth in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak time trips to more of a distribution of	Please see responses to CC1a, CC1b, and CC2g in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated cost estimate information. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, for updated information on ridership and travel times.

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	trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns. Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS. Peak capacity is the number that is used as the "capacity requirement" for a transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve. Project funding/Cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between $3 billion and $4.7 billion. This range is double to triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained? At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals - and that's without considering the cost to the environment of greenhouse gases emitted during construction.	
6	The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus. Travel times listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios. By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.	Please see response to CC2g in Table 7-1. Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on travel times.
7	The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and	Please see Section 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, of the Final EIS for more

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	Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4.	information on non-motorized facilities and proposed mitigation. Please see Section 3.11, Construction Impacts, for more information on transportation impacts during construction and proposed mitigation.
8	Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SOOT.	Please see Section 4.9, Ecosystems, of the Final EIS for more information on the impacts of in-water columns. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, for more information on public involvement and tribal coordination. The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.
9	Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives: • Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle. • Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status/ credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel	Please see responses to CC4.1a, CC4.1b, and CC4.1c in Table 7-1. Please see Appendix H, Section 4(f) Evaluation, of the Final EIS for information on the Section 4(f) analysis process and the Least Harm Analysis. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on the property acquisition and business relocation process.

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	farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions.	
10	Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.	Please see responses to CC4.4a and CC4.4c in Table 7-1. Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the Final EIS for more information on community impacts.
11	Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided.	Section 4.2.5 of the WSBLE Draft EIS included select visual simulations and referred to Appendix N.2, Visual and Aesthetics Technical Report, for additional visual simulations. Please see Appendix N.2, Visual and Aesthetics Technical Report, of the Final EIS for additional detail on the visual analysis methodology, results, and findings.
12	The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.	Please see response to CC4.7a in Table 7-1.
13	Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRidel H. Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.	Please see response to CC5b in Table 7-1. Please see Section 3.11, Construction Impacts, of the Final EIS for more information on road closure impacts and proposed mitigation.
14	Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.	Specific details of station design are not available at the current level of design, which is approximately 10 percent design. As described in Section 4.2.5 of the WSBLE Draft EIS and Section 4.5 of the West Seattle Link Extension Final EIS, Sound Transit would coordinate with the City of Seattle and adjacent communities through design review, to promote visual unity in station areas. Visual simulations at Key Observation Points were included in Appendix N.2, Visual and

#	Comments	Responses
		Aesthetics Technical Report, of the WSBLE Draft EIS and are included in the same appendix for the West Seattle Link Extension Final EIS.
15	Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt - Friends of Seattle's Olmsted Parks (seattleolmsted.org)	See Appendix N.2, Visual and Aesthetic Resources, of the Final EIS for more information on changes to views from residential areas at the top of Pigeon Point. Preferred Alternative DUW-1a and Option DUW-1b would not be visible from these residences, although the removal of trees for the project would open up views of Puget Sound and downtown Seattle.
16	Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed. Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies which are more compatible and friendly ot the environment and unique geographical challenges of West Seattle	Please see responses to CC4.9a, CC4.9b, and CC4.11a in Table 7-1. Please see Appendix N4, Ecosystems Technical Report, for more information on migratory birds, including great blue heron and osprey, as well as other ecosystem impacts and proposed mitigation.
17	Again, the DEIS should have considered transit technologies which are more compatible and friendly ot the environment and unique geographical challenges of West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guiderail construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options.	Please see response to CC2g in Table 7-1. See Section 4.11, Geology and Soils, for more information about seismic vulnerability and how the project design has accounted for this.

Comment Submittal 0998

Communication ID:	Name	Email
504373	Martin Westerman	mtatart@seanet.com; info@westseattletc.org; artartart@seanet.com

Full Communication (4/28/2022)

Martin Westerman Draft EIS Comment

April 27, 2022

Sound Transit DEIS Comments Sound Transit Board

RE: Comments on WSBLE DEIS

Submitted by: Martin Westerman, 9361 47th Ave. S.W., Seattle, WA 98136

The DEIS makes apparent that ST planners failed to anticipate and fully account for challenges of topography, cost, delivery delays and impacts on residents, businesses, the economy, the environment, and carbon footprint in the SODO to West Seattle portion of its planned WSBLE line.

The Board and ST planners also failed to present alternative HGT options in the plan for connecting West Seattle with spine stations in SODO and the International District (I.D.), such as:

1. exclusive lane BRT lines in West Seattle with rebuild of the West Seattle Bridge-SR99 interchange to accommodate direct service to Seattle downtown and Georgetown - a significantly less-expensive option than the WSBLE proposes,

2. gondola technology that ST, RCW and federal statute have defined as HGT for connecting local areas with spine stations. It provides significantly lower costs and impacts, and would merit a fully transparent comparative study vs. light rail for serving West Seattle

Overall, the DEIS presents the following challenges:

- social equity issues: all perspectives favor dominant, wealthier and more privileged groups and geographic areas over less wealthy and privileged groups and geographic areas. Example: ST tunnels through wealthier, densely developed areas, and runs surface or elevated trains through less wealthy, densely developed areas; ST is ignoring needs and concerns of BIPOC groups in future plans for the International District, etc.
- no carbon footprint analysis, or plan for mitigation outside of removing SOVs from the road - though climate change is imminent and dangerous. This does not drive evaluations or analyses in any chapter or appendix
- the assumption that, since environmental damage has already been done in urban areas, it is acceptable to do more environmental damage
- all perspectives favor light rail, regardless of environmental issues, topography, disruption and destruction to communities and neighborhoods, cost, delivery schedule, and availability of more appropriate high-capacity transit options.
- DEIS Chapter 2, p. 1, mirrors language in ST3 Sec. 2, granting the ST Board authority to override voter approved choices when options become infeasible, unaffordable or impractical.

Chapter 1.1 - Purpose

- Regional growth centers PSRC has designated do not include West Seattle. This undercuts rationale for the WSBLE.
- PSRC Manufacturing and industrial centers do not include the West Seattle Peninsula. The centers run along the Duwamish River shoreline between Harbor Island and SW Cloverdale Street- 14th Ave. Bridge. The WSBLE will not serve them.
- The West Seattle Junction is included in the Urban villages that the project intends to serve. But West Seattle covers 10 square miles. This project will serve one square mile of it.
- Local and east-west connections within the Peninsula, and to and from the regional rail network are not addressed.

- Presently, the West Seattle extension is 73% over estimated budget ($3.2 billion vs. voter- approved $1.7 billion), and two years behind schedule (2032 vs. 2030). The DEIS fails to address cost overruns and delivery delays (see Chapter 2 above), or to present per-rider cost numbers for WSBLE.
- Sound Transit predicts that 13,000+ passengers will ride the West Seattle Link daily by 2042 (25,000-27,000 total leaving and returning), but it does not specify peak vs. off-peak ridership, or AM versus PM ridership. (Estimated ridership for the Ballard line is 34,000.)
- Simple arithmetic indicates that delivery of the West Seattle portion of WSBLE will cost $246,154 per rider the first day (sunk costs), $684 per rider the first year (assuming 4.68 million riders the first year (365 days, sunk costs plus $40 million /year O&M), and a slowly decreasing number thereafter. The DEIS fails to note that the cost of WSBLE will never be amortized, and large per- rider public subsidies will always be required.
- Sound Transit has stated that it expects rider fares to cover 30% of operating costs. The DEIS offers no pertinent evaluation. As such, the DEIS presents an unaffordable and impractical WSBLE project.

The DEIS states a purpose to preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices.

This purpose is violated in West Seattle: depending on alignment chosen, WSBLE plans would eliminate up to 626 housing units, displace up to 1000 residents, lose up to 77 businesses, affect 420-1000 employees, and erase up to three acres of forest and green spaces that help mitigate climate change and stabilize soils, possibly disturb Duwamish Superfund sediments; and cause 5- 7 years of traffic congestion, pollution and escalating carbon footprint. The DEIS does not address these impacts, and does not account for the contribution of forest and green space land to carbon footprint mitigation.

The PSRC Growth Management Act requires adding more housing, but WSBLE station areas will permanently remove a minimum of six square blocks of land from housing potential within its West Seattle service areas. The likelihood of finding additional land for comparable replacement housing and businesses is slim.

The DEIS presents a revised West Seattle Metro bus service plan after light rail begins operating, that relies heavily on the Rapid Ride C & H lines. No additional bus service for the 10 square mile peninsula would be added to provide the peninsula's growing population with equal access to a light rail station on a 24/7 basis.

1.2.2

While ST and PSRC anticipate that designated development centers will continue to increase in residential and/or employment density over the next 30 years, ST has been continually reducing the anticipated ridership for the West Seattle rail spur of WSBLE. The DEIS gives no explanation.

The DEIS states, "The region's citizens and communities (transit-dependent, low-income, & communities of color) need long-term regional mobility and multi-modal connectivity (WA State GMA/ RCW 36.?0A.108)."

ST's light rail extension will not provide this service to these communities in West Seattle. ST appears to expect these citizens and communities to transfer at least twice to reach their destinations: once from a West Seattle conveyance to light rail, once from SODO rail to bus or rail, until the downtown tunnel is completed in 2037. This will not encourage light rail ridership.

The VISION 2050 goal is 65% of the region's population and 75% of the region's employment to occur in the regional growth centers and within walking distance of transit.

The DEIS does not specify or exclude any form of transit: bus, BRT, trolley, boat, or gondola.

The WSBLE Project is expected to reduce dependency on single-occupancy vehicles (SOV), slow growth in vehicle miles traveled, conserve energy, and reduce greenhouse gas emissions.

The DEIS fails to calculate carbon footprint related to years of construction and related traffic congestion, or lost worker, business and economic productivity. Calculating expected reduction in daily vehicle miles traveled does not address creating and mitigating carbon footprint (see 4.2.6.3 and Table 2-9, Appendix N below)

1.6.2 - Construction Activities: carbon footprint of machinery used for dewatering is not included in carbon footprint calculation.

Chapter 2: "carbon footprint" is not addressed in this Chapter.

Chapter 3 - Deals with closures of roads, streets and arterials: the words "carbon footprint" and "pollution" do not appear here.

This Chapter fails to address generated pollution (air, water, non-point) from traffic congestion of personal, transit, freight, municipal service and emergency vehicles; mitigation of air, non-point and other pollution; costs of productivity

losses due to street closure and detour delays. (See 4.2.4.4: closures of major arterials and transit ways to enter the center of West Seattle (see App. N.1-4) including Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years).

Chapter 4: environment and environmental consequences: Not addressed: mitigation of air, water, non-point and other pollution; costs of productivity losses; carbon footprint and pollution.

4.2.6.3 - DEIS fails to explain how cutting 400 trips from the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Accounting for the one- third of WSBLE reduction attributable to West Seattle, ST's calculation indicates it may take between 42 to 168 years to offset carbon emissions related to West Seattle light rail construction.

The DEIS should include a carbon comparison between light rail and alternative HCT modes, of projected reductions in vehicle miles traveled. Alternative modes would include BRT and HCT gondola. DEIS should take into account the projected earlier implementation date of HCT alternatives, and the associated emissions reductions against the State's 2030 emissions reduction goals.

Even if DEIS calculations were accurate, the 158,067-614,461 ton construction-related carbon estimate (Appendix L4.6D) is overly broad, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is small (10,941 tons) once light rail connects downtown in 2037 (at the earliest).

4.2.11: Soil conditions along the whole alignment are unstable and/or challenging.

The northern slope above West Duwamish Waterway is unstable and may collapse during an earthquake. Many large trees which currently help stabilize the hillside, and provide an important buffer are proposed for removal, impacting hillside stability and the wetland buffer.

The Seattle Fault runs through the proposed path of the SODO to West Seattle alignment, from the Kitsap Peninsula through the West Seattle Junction, south Harbor Island, SODO and Beacon Hill. The proposed alignments, with a Duwamish bridge 140 feet tall, and viaducts up to 150 feet tall, pose a high earthquake risk in the fault area. This imperils train riders on the guideway, and all residential, commercial and green space properties underneath. Other risks include settling and other earth shifting over time.

The piers for the Light Rail bridge over the Duwamish River will be placed in soil conditions subject to critical liquefaction during an earthquake. As the bridge supported by the piers will be at least 140 feet above the river, this could result in significant shaking.

The DEIS fails to consider alternative Duwamish River crossing options, and cost differences between these and the bridge option. These alternatives would include non-rail, lighter-weight and more seismically stable transit options.

4.2.2.2: WSTC recommends No Build Alternative until key issues raised here are addressed.

4.2.1.3.2 - Duwamish Segment - affecting commercial or industrial properties (Port of Seattle- owned. some institutional, public and residential): costs of relocating, and closing and furloughing employees who will take WA State unemployment insurance is not calculated. Cost of rebuilding structures eliminated by pathway clearing is not addressed.

4.2.10.4 - Environmental impacts during construction

- ST should look beyond energy consumption in BTUs. ST made no comparison of light rail against any other HGT system, such as exclusive lane BRT and gondola, but the environmental impact of the proposed light rail line did not include an evaluation of climate-warming emissions within the lifecycle of building materials.
- A proper impact evaluation for a single mode or comparison of two modes should use tools such as the Embodied Carbon in Construction Calculator (EC3) and be conducted in close consultation with objective environmental science organizations such as the Carbon Leadership Forum (CLF)
- An Environmental Product Declaration (EPD - ISO 14025 Type III) that "quantifies environmental information on the life cycle of a product to enable comparisons between products fulfilling the same function"-should be completed for each option so that an objective comparison of the full environmental construction and operational footprint can take place.

DEIS does not, but should compare the social and environmental impacts of displacement and replacement of existing residential and commercial structures, particularly in low-income/BIPOC areas that have historically been redlined.

DEIS should include realistic renderings of the visual effect of 8-16 story light rail towers and concrete/steel elevated tracks vs. alternative HGT modes. The communities through which these systems will run should be able to envision what their skyline will look like with each option.

4.2.11.3.3 -- Pigeon Point slope is considered unstable: construction costs of retaining, drainage and shoring structures are not calculated, nor are dollar benefits and savings of leaving vegetated soils intact

Chapter 5: chapter deals with environment and environmental consequences, but the words "carbon footprint" and "damage" do not appear at all. The word "pollution" appears only in context of statements related to aspirations and legal elements.

5.4.6.1 - DEIS states that the project's elevated guideway would be visually compatible with the large arterials that it would be above or parallel.

No 150-tall structure will be visually compatible in West Seattle, and no large arterials exist west of Delridge. Bridge and guideway structures will change visual landscape, impact land important to Duwamish people, and block views from Pigeon Point that Olmstead Legacy expected to keep unobstructed. Duwamish Greenbelt was also slated for eventual inclusion in the Seattle parks system.

5.4.7.1 Air quality

p.15: Sound Transit analysis found the ST3 system would reduce greenhouse gas emissions by more than 130,000 metric tons annually. DEIS includes no calculation of regional construction and traffic-related carbon footprint impacts, nor of WSBLE-specific impacts. Also, no calculation is offered of effect with alternative HGT options, that can be delivered earlier, with significantly lower construction GhG, and lower O&M GhG than light rail.

5.4.10.1 - P. 18 - "The WSBLE alternatives would generally have a low potential to adversely affect the viability of local wildlife populations because of the highly urbanized environment of the study area" (see Sections 4.2.9 and 4.3.9, Ecosystems).

Assumption is that, because urban ecosystem damage has already occurred, it is acceptable to create more ecosystem damage.

5.4.18.1 - Impacts during Operation - no mention of West Seattle bicycle route blockages and re- routing. Construction of pillars on the south side would significantly impact bicycle travel.

Chapter 6: Alternatives Evaluation - chapter deals with evaluating alternatives, but the words "carbon footprint," "damage" and "pollution" do not appear at all.

Mitigation" listed in Tables assumes damage and pollution do occur, and need mitigation

6.1.1 Roadway congestion:

False equivalency between KC Metro (Metro) RapidRide C Line run between Westlake Station and the West Seattle Junction (Fauntleroy Way Southwest and Southwest Alaska Street - average 22 minutes during peak) and ST Junction WSBLE from Junction to SODO. The RR C goes downtown, Link will only reach SODO by 2032, requiring transfer to I.D. for points north and east until 2037-42 when downtown tunnel may be completed.

Time for WS Link to SODO + transfer is longer than RR C now into downtown, and will be equal to RR C in 2042. Also, RR C is a one-seat ride, WSBLE will be 2-3 seat ride. Rapid Ride C route travels >4 miles between Westwood and WS Junction, and qualifies as a link in regional transit, where WS light rail Link provides no comparable service

6.1.4 Equity issues:

Reasoning contradicts 6.1.1 statement about WS Rapid Ride C and other transit routes being slowed by increasing road traffic. DEIS authors know rail will not serve a majority of the region's communities of color, and other modes (bus, BRT, gondola (Kirkland, WA)) must provide the local connections.

Emphasis on point-to-point speed and efficiency appear encourage focusing solely on rail. DEIS states that the majority of lower-income and people of color are moving away from Urban Village areas, where rail nodes will be built and housing is less affordable, to areas in the region where housing is more affordable and light rail will not serve. (Low wage workers are moving to affordable suburb housing, driving more to reach work that's further away: Report: Better Data Can Drive Equity in Suburban Transit)

The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. DEIS fails to mention those needs and evaluate how proposed alignments may accomplish this. ST will require another voter measure to approve construction financing.

6.2.2.1.2 - Duwamish segment - Purple/Pigeon Ridge Tunnel and Andover-Yancy-Avalon routes avoid destruction of Youngstown neighborhood and homes.

6.5.1 - WS impacts: Displacement of water-dependent businesses on the Duwamish Waterway that could be difficult to relocate, require constructing new facilities, or cannot be relocated, and ripple effects on other maritime-related businesses (Preferred Alternative DUW-1a, Option DUW- 1b, and Alternative DUW-2).

ST presents no calculation of dollar costs to businesses and the general economy during construction, nor costs to maritime industry of losing key suppliers, nor burdens on Spokane Street Bridge and Harbor Island businesses, on street traffic, SR 509 and First Ave. Bridge, nor likelihood of increased bridge openings and traffic delays due to vessel-related maritime businesses relocating south and calling for more frequent bridge openings, nor impact on Puget Sound Pilots. "These impacts would include temporary but long-term lane or roadway closures (contradictory statement), and noise and vibration."

6.6 - "... questions about the relationship of a long-term replacement bridge to the WSBLE Project. DEIS expects to squeeze three bridges (Spokane St., J. Williams and ST3) into the space between Harbor Island and north West Marginal Way. After 40-year expected lifespan of existing repaired J. Williams bridge (2062), Sound Transit (SDOT) will build a replacement bridge. WSBLE Project bridge is expected to be built in 2032.

DEIS notes that SDOT and ST are coordinating on how far south the WSBLE bridge must be built. The further south ST builds its WSBLE bridge, the more disruptive and destructive to West Seattle businesses, residences, environment, economy and daily activities WSBLE will be.

Documents: DEIS WSTC comments for Kate & Victoria 04-26-22.docx

#	Comments	Responses
1	The Board and ST planners also failed to present alternative HCT options in the plan for connecting West Seattle with spine stations in SODO and the International District (I.D.), such as: exclusive lane BRT lines in West Seattle with rebuild of the West Seattle Bridge-SR99 interchange to accommodate direct service to Seattle downtown and Georgetown - a significantly less-expensive option than the WSBLE proposes, gondola technology that ST, RCW and federal statute have defined as HCT for connecting local areas with spine stations. It provides significantly lower costs and impacts, and would merit a fully transparent comparative study vs. light rail for serving West Seattle	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.
2	social equity issues: all perspectives favor dominant, wealthier and more privileged groups and geographic areas over less wealthy and privileged groups and geographic areas. Example: ST tunnels through wealthier, densely developed areas, and runs surface or elevated trains through less wealthy, densely developed areas; ST is ignoring needs and concerns of BIPOC groups in future plans for the International District, etc.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Section 2.5, Alternatives Development and Scoping, for more information on alternatives development. See Appendix M, Summary of Alternatives Development and Initial Assessment Process, for more information on other tunnel alternatives and why they were not carried forward. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	no carbon footprint analysis, or plan for mitigation outside of removing SOVs from the road - though climate change is imminent and dangerous. This does not drive evaluations or analyses in any chapter or appendix	Please see Section 4.6, Air Quality, of the Final EIS for greenhouse gas analysis.
4	the assumption that, since environmental damage has already been done in urban areas, it is acceptable to do more environmental damage	Please see Chapter 5, Cumulative Impacts, of the Final EIS for discussion of cumulative effects of the project in combination with past, present, and reasonably foreseeable future actions.

#	Comments	Responses
		Mitigation measures are detailed in Chapter 3, Transportation Environment and Consequences, and Chapter 4, Affected Environment and Environmental Consequences, for all alternatives and in Appendix I, Mitigation Plan, for the preferred alternatives for the West Seattle Link Extension Final EIS. Where possible, Sound Transit avoids and minimizes impacts. Where adverse impacts cannot be avoided, the Final EIS identifies potential mitigation measures to mitigate them. The mitigation measures will be refined through final design and permitting
5	all perspectives favor light rail, regardless of environmental issues, topography, disruption and destruction to communities and neighborhoods, cost, delivery schedule, and availability of more appropriate high-capacity transit options.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.
6	DEIS Chapter 2, p. 1, mirrors language in ST3 Sec. 2, granting the ST Board authority to override voter approved choices when options become infeasible, unaffordable or impractical.	Text referred to is about the preferred alternative, defined in the text box on page 2-1 as "A statement of preference for alternatives based on currently available information. It is not a decision on the project to build." The Board identified the preferred alternative after scoping and modified it after the Draft EIS comment period based on comments received and information in the Draft EIS. The Sound Transit 3 Plan, financing for which was approved by voters in November 2016, included a Representative Project which identified mode, corridor, and station areas.
7	Regional growth centers PSRC has designated do not include West Seattle. This undercuts rationale for the WSBLE. • PSRC Manufacturing and industrial centers do not include the West Seattle Peninsula. The centers run along the Duwamish River shoreline between Harbor Island and SW Cloverdale Street- 14th Ave. Bridge. The WSBLE will not serve them. • The West Seattle Junction is included in the Urban villages that the project intends to serve. But West Seattle covers 10 square miles. This project will serve one square mile of it. • Local and east-west connections within the Peninsula, and to and from the regional rail network are not addressed. Presently, the West Seattle extension is 73% over estimated budget ($3.2 billion vs. voter-approved $1.7 billion), and two years behind schedule (2032 vs. 2030). The DEIS fails to address cost overruns and delivery delays (see Chapter 2 above), or to present per-rider cost numbers for WSBLE. • Sound Transit predicts that 13,000+ passengers will ride the West Seattle Link daily by 2042 (25,000-27,000 total leaving and returning), but it does not specify peak vs. off-peak ridership, or AM versus PM ridership. (Estimated ridership for the Ballard line is 34,000.) • Simple arithmetic indicates that delivery of the West Seattle portion of WSBLE will cost $246,154 per rider the first day (sunk costs), $684 per rider the first	Your opposition to the project has been noted. Please see responses to CCEJ1 and CCEJ2 in Table 7-1. Please also see Chapter 1, Purpose and Need, of the Final EIS for updated information on the need for the project and the planning history for the project corridor. See Section 2.9, Project Funding and Cost Comparison, for updated cost estimate information. See Section 3.4, Affected Environment and Impacts During Operation - Transit, for more information on project ridership. For information on fare revenue and operating costs, Sound Transit publishes annual fare revenue reports that are available at www.soundtansit.org. The 2022 report is available at https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/Fina1Records/2023/7.4%20Report%20-%202022%20Fare%20Revenue %20 Report%2007-20-23.pdf

#	Comments	Responses
	year (assuming 4.68 million riders the first year (365 days, sunk costs plus $40 million /year O&M), and a slowly decreasing number thereafter. The DEIS fails to note that the cost of WSBLE will never be amortized, and large per-rider public subsidies will always be required. • Sound Transit has stated that it expects rider fares to cover 30% of operating costs. The DEIS offers no pertinent evaluation. As such, the DEIS presents an unaffordable and impractical WSBLE project. The DEIS states a purpose to preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices. This purpose is violated in West Seattle: depending on alignment chosen, WSBLE plans would eliminate up to 626 housing units, displace up to 1000 residents, lose up to 77 businesses, affect 420-1000 employees, and erase up to three acres of forest and green spaces that help mitigate climate change and stabilize soils, possibly disturb Duwamish Superfund sediments; and cause 5-7 years of traffic congestion, pollution and escalating carbon footprint. The DEIS does not address these impacts, and does not account for the contribution of forest and green space land to carbon footprint mitigation. The PSRC Growth Management Act requires adding more housing, but WSBLE station areas will permanently remove a minimum of six square blocks of land from housing potential within its West Seattle service areas. The likelihood of finding additional land for comparable replacement housing and businesses is slim. The DEIS presents a revised West Seattle Metro bus service plan after light rail begins operating, that relies heavily on the Rapid Ride C & H lines. No additional bus service for the 10 square mile peninsula would be added to provide the peninsula's growing population with equal access to a light rail station on a 24/7 basis. 1.2.2 While ST and PSRC anticipate that designated development centers will continue to increase in residential and/or employment density over the next 30 years, ST has been continually reducing the anticipated ridership for the West Seattle rail spur of WSBLE. The DEIS gives no explanation. The DEIS states, "The region's citizens and communities (transit-dependent, low- income, & communities of color) need long-term regional mobility and multi-modal connectivity (WA State GMA / RCW 36.70A.108)." ST's light rail extension will not provide this service to these communities in West Seattle. ST appears to expect these citizens and communities to transfer at least twice to reach their destinations: once from a West Seattle conveyance to light rail, once from SODO rail to bus or rail, until the downtown tunnel is completed in 2037. This will not encourage light rail ridership.	
8	The WSBLE Project is expected to reduce dependency on single-occupancy vehicles (SOV), slow growth in vehicle miles traveled, conserve energy, and reduce greenhouse gas emissions. The DEIS fails to calculate carbon footprint related to years of construction and related traffic congestion, or lost worker, business and	Please see responses to CCG1 and CC4.6a in Table 7-1. The greenhouse gas analysis presented in Section 4.6, Air Quality, includes an analysis of construction emissions using the Federal Transit Administration's Greenhouse Gas Calculator. Please see Section 4.10, Energy

#	Comments	Responses
	economic productivity. Calculating expected reduction in daily vehicle miles traveled does not address creating and mitigating carbon footprint (see 4.2.6.3 and Table 2-9, Appendix N below) 1.6.2 - Construction Activities: carbon footprint of machinery used for dewatering is not included in carbon footprint calculation. Chapter 2: "carbon footprint" is not addressed in this Chapter. Chapter 3 - Deals with closures of roads, streets and arterials: the words "carbon footprint" and "pollution" do not appear here. This Chapter fails to address generated pollution (air, water, non-point) from traffic congestion of personal, transit, freight, municipal service and emergency vehicles; mitigation of air, non-point and other pollution; costs of productivity losses due to street closure and detour delays. (See 4.2.4.4: closures of major arterials and transit ways to enter the center of West Seattle (see App. N.1-4) including Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years). Chapter 4 environment and environmental consequences: Not addressed: mitigation of air, water, non-point and other pollution; costs of productivity losses; carbon footprint and pollution. 4.2.6.3 - DEIS fails to explain how cutting 400 trips from the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Accounting for the one-third of WSBLE reduction attributable to West Seattle, ST's calculation indicates it may take between 42 to 168 years to offset carbon emissions related to West Seattle light rail construction. The DEIS should include a carbon comparison between light rail and alternative HCT modes, of projected reductions in vehicle miles traveled. Alternative modes would include BRT and HCT gondola. DEIS should take into account the projected earlier implementation date of HCT alternatives, and the associated emissions reductions against the State's 2030 emissions reduction goals. Even if DEIS calculations were accurate, the 158,067-614,461 ton construction-related carbon estimate (Appendix L4.6D) is overly broad, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is small (10,941 tons) once light rail connects downtown in 2037 (at the earliest).	Impacts, of the Final EIS for more information regarding anticipated energy impacts associated with the project. The analysis methods used are appropriate for disclosing significant adverse impacts and for comparing alternatives.
9	.2.11: Soil conditions along the whole alignment are unstable and/or challenging. The northern slope above West Duwamish Waterway is unstable and may collapse during an earthquake. Many large trees which currently help stabilize the hillside, and provide an important buffer are proposed for removal, impacting hillside stability and the wetland buffer. The Seattle Fault runs through the proposed path of the SODO to West Seattle alignment, from the Kitsap Peninsula through the West Seattle Junction, south Harbor Island, SODO and Beacon Hill. The proposed alignments, with a Duwamish bridge 140 feet tall, and viaducts up to 150 feet tall, pose a high earthquake risk in the fault area. This imperils train riders on the guideway, and all residential, commercial and green space properties underneath. Other risks include settling and other earth shifting over time. The piers for	Please see response to CC4.11a in Table 7-1. See Section 4.11, Geology and Soils, for more information about seismic hazards and how the project design has accounted for them. Please see Section 2.5, Alternatives Development and Scoping, for more information on alternatives development. See Appendix M, Summary of Alternatives Development and Initial Assessment Process, for more information on other tunnel alternatives and why they were not carried forward.

#	Comments	Responses
	the Light Rail bridge over the Duwamish River will be placed in soil conditions subject to critical liquefaction during an earthquake. As the bridge supported by the piers will be at least 140 feet above the river, this could result in significant shaking. The DEIS fails to consider alternative Duwamish River crossing options, and cost differences between these and the bridge option. These alternatives would include non-rail, lighter-weight and more seismically stable transit options.	
10	4.2.2.2: WSTC recommends No Build Alternative until key issues raised here are addressed.	Please see response to CCG2 in Table 7-1.
11	4.2.1.3.2 - Duwamish Segment - affecting commercial or industrial properties (Port of Seattle-owned. some institutional, public and residential): costs of relocating, and closing and furloughing employees who will take WA State unemployment insurance is not calculated. Cost of rebuilding structures eliminated by pathway clearing is not addressed.	Please see responses to CC4.1d and CC4.3b in Table 7-1.
12	4.2.10.4 - Environmental impacts during construction • ST should look beyond energy consumption in BTUs. ST made no comparison of light rail against any other HCT system, such as exclusive lane BRT and gondola, but the environmental impact of the proposed light rail line did not include an evaluation of climate-warming emissions within the lifecycle of building materials. • A proper impact evaluation for a single mode or comparison of two modes should use tools such as the Embodied Carbon in Construction Calculator (EC3) and be conducted in close consultation with objective environmental science organizations such as the Carbon Leadership Forum (CLF) • An Environmental Product Declaration (EPD - ISO 14025 Type III) that "quantifies environmental information on the life cycle of a product to enable comparisons between products fulfilling the same function"-should be completed for each option so that an objective comparison of the full environmental construction and operational footprint can take place.	Please see response to CC4.6a in Table 7-1. Please see Section 4.10, Energy Impacts, of the Final EIS for more information regarding anticipated energy use for the project during operations and construction. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. The carbon calculator suggested is intended for use for buildings, not linear infrastructure projects. Sound Transit has estimated construction greenhouse gas emissions using the Federal Transit Administration tool developed for transit projects, and includes upstream and downstream emissions.
13	DEIS does not, but should compare the social and environmental impacts of displacement and replacement of existing residential and commercial structures, particularly in low-income/BIPOC areas that have historically been redlined.	Please see Section 4.1, Acquisitions, of the Final EIS for more information on displacement impacts and mitigation. Also see Appendix G, Environmental Justice, for more information on impacts and Benefits to low-income populations and communities of color.
14	DEIS should include realistic renderings of the visual effect of 8-16 story light rail towers and concrete/steel elevated tracks vs. alternative HCT modes. The communities through which these systems will run should be able to envision what their skyline will look like with each option.	Please see Appendix N2, Visual and Aesthetics Technical Report, for visual simulations, station 3D views, and cross sections for the project. Consideration of other modes is addressed in comment 1 above.
15	4.2.11.3.3 -- Pigeon Point slope is considered unstable: construction costs of retaining, drainage and shoring	Please see response to CC4.11a in Table 7-1.

#	Comments	Responses
	structures are not calculated, nor are dollar benefits and savings of leaving vegetated soils intact	
16	Chapter 5: chapter deals with environment and environmental consequences, but the words "carbon footprint" and "damage" do not appear at all. The word "pollution" appears only in context of statements related to aspirations and legal elements.	Please see Section 5.4.7 of the Final EIS for discussion of cumulative air quality impacts. Using these specific words is not necessary to communicate the projects effects, which can be found in Chapter 3, Transportation Environment and Consequences, Chapter 4, Affected Environment and Environment Consequences, and Chapter 5, Cumulative Impacts.
17	5.4.6.1 - DEIS states that the project's elevated guideway would be visually compatible with the large arterials that it would be above or parallel. No 150-tall structure will be visually compatible in West Seattle, and no large arterials exist west of Delridge. Bridge and guideway structures will change visu l landscape, impact land important to Duwamish people, and block views from Pigeon Point that Olmstead Legacy expected to keep unobstructed. Duwamish Greenbelt was also slated for eventual inclusion in the Seattle parks system.	Please see response to CC4.5a in Table 7-1.
18	5.4.7.1 Air quality p.15: Sound Transit analysis found the ST3 system would reduce greenhouse gas emissions by more than 130,000 metric tons annually. DEIS includes no calculation of regional construction and traffic-related carbon footprint impacts, nor of WSBLE-specific impacts. Also, no calculation is offered of effect with alternative HCT options, that can be delivered earlier, with significantly lower construction GhG, and lower O&M GhG than light rail.	Please see response to CC4.6a in Table 7-1. Consideration of other modes is addressed in comment 1 above.
19	5.4.10.1 - P. 18 - "The WSBLE alternatives would generally have a low potential to adversely affect the viability of local wildlife populations because of the highly urbanized environment of the study area" (see Sections 4.2.9 and 4.3.9, Ecosystems). Assumption is that, because urban ecosystem damage has already occurred, ii is acceptable to create more ecosystem damage.	Please see Section 4.9, Ecosystems, of the Final EIS for information on ecosystem impacts from the project and proposed mitigation. See Section 5.4.10 for discussion of cumulative impacts from the project in combination with other past, present, and reasonably foreseeable future actions.
20	5.4.18.1 - Impacts during Operation - no mention of West Seattle bicycle route blockages and re- routing. Construction of pillars on the south side would significantly impact bicycle travel.	Please see Section 3.6, Affected Environment and Impacts During Operation - Nonmotorized Facilities, and Section 3.11, Construction Impacts, for more information on impacts to non-motorized facilities during operation and construction, respectively.
21	Chapter 6: Alternatives Evaluation - chapter deals with evaluating alternatives, but the words "carbon footprint," "damage" and "pollution" do not appear at all. "Mitigation" listed in Tables assumes damage and pollution do occur, and need mitigation	Please see Section 4.6, Air Quality, of the Final EIS for the project's air quality and greenhouse gas emissions analysis. Chapter 6, Alternatives Evaluation, is focused on key impact differences and is not intended to include all impacts.
22	6.1.1 Roadway congestion: False equivalency between KC Metro (Metro) RapidRide C Line run between Westlake Station and the West Seattle Junction	As described in Section 3.4.3.2 of the WSBLE Draft EIS, trips on the West Seattle Link Extension in 2032 would require a transfer at the

#	Comments	Responses
	(Fauntleroy Way Southwest and Southwest Alaska Street - average 22 minutes during peak) and ST Junction WSBLE from Junction to SODO. The RR C goes downtown, Link will only reach SODO by 2032, requiring transfer to I.D. for points north and east until 2037-42 when downtown tunnel may be completed. Time for WS Link to SODO + transfer is longer than RR C now into downtown, and will be equal to RR C in 2042. Also, RR C is a one-seat ride, WSBLE will be 2-3 seat ride. Rapid Ride C route travels >4 miles between Westwood and WS Junction, and qualifies as a link in regional transit, where WS light rail Link provides no comparable service	SODO Station. Even with additional wait time for a transfer, there would be travel time savings compared to the RapidRide C line. The trip from the Alaska Junction to Westlake Station would be a one-seat ride in 2042 with the full build out of the Sound Transit 3 plan, and the travel time savings compared to RapidRide C Line would be 50 percent. Travel times presented in the WSBLE Draft EIS and the West Seattle Link Extension Final EIS do account for the transfer time between buses and light rail.
23	6.1.4 Equity issues: Reasoning contradicts 6.1.1 statement about WS Rapid Ride C and other transit routes being slowed by increasing road traffic. DEIS authors know rail will not serve a majority of the region's communities of color, and other modes (bus, BRT, gondola (Kirkland, WA)) must provide the local connections. Emphasis on point-to-point speed and efficiency appear encourage focusing solely on rail. DEIS states that the majority of lower-income and people of color are moving away from Urban Village areas, where rail nodes will be built and housing is less affordable, to areas in the region where housing is more affordable and light rail will not serve. (Low wage workers are moving to affordable suburb housing, driving more to reach work that's further away: Report: Better Data Can Drive Equity in Suburban Transit) The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. DEIS fails to mention those needs and evaluate how proposed alignments may accomplish this. ST will require another voter measure to approve construction financing.	Please see response to CC1c in Table 7-1. See Appendix G, Environmental Justice, for impacts and benefits to populations south of the project corridor, including White Center and Westwood.
24	6.2.2.1.2 - Duwamish segment - Purple/Pigeon Ridge Tunnel and Andover-Yancy-Avalon routes avoid destruction of Youngstown neighborhood and homes.	Please see response to CC2h in Table 7-1.
25	6.5.1 - WS impacts: Displacement of water-dependent businesses on the Duwamish Waterway that could be difficult to relocate, require constructing new facilities, or cannot be relocated, and ripple effec on other maritime-related businesses (Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2). ST presents no calculation of dollar costs to businesses and the general economy during construction, nor costs to maritime industry of losing key suppliers, nor burdens on Spokane Street Bridge and Harbor Island businesses, on street traffic, SR 509 and First Ave. Bridge, nor likelihood of increased bridge openings and traffic delays due to vessel-related maritime businesses relocating sou and calling for more frequent bridge openings, nor impact on Puget Sound Pilots. "These impacts wou include	Please see responses to CC4.1d and CC4.3c in Table 7-1.

#	Comments	Responses
	temporary but long-term lane or roadway closures (contradictory statement), and noise and vibration."	
26	6.6 - "... questions about the relationship of a long-term replacement bridge to the WSBLE Project. DE expects to squeeze three bridges (Spokane St., J. Williams and ST3) into the space between Harbor Island and north West Marginal Way. After 40-year expected lifespan of existing repaired J. Williams bridge (2062), Sound Transit (SOOT) will build a replacement bridge. WSBLE Project bridge is expecte to be built in 2032. DEIS notes that SOOT and ST are coordinating on how far south the WSBLE bridg must be built. The further south ST builds its WSBLE bridge, the more disruptive and destructive to We Seattle businesses, residences, environment, economy and daily activities WSBLE will be.	Comment noted.

Comment Submittal 0999

Communication ID:	Name	Email
504875	Susan Zeman	susanzeman8@gmail.com

Full Communication (4/28/2022)

Susan Zeman Draft EIS Comment

Hi Light Rail planners,

I use the light rail regularly, for both work and leisure. I am excited about the new extensions!

It is important that the MAIN TRUNK remain reasonably continuous. I heard that you are considering running the current southern portion over to West Seattle, so a train change is required to continue further north between the airport and regions to the north. Please do not do that!

As someone who actually uses transit, it is important for you to know in the design office (where, frankly, I assume most of you don't actually depend on the system you're building) every single transfer means I have to add about 15 more minutes to my scheduled commute, to accommodate wait time and early or late arrivals of one train (or bus) or the other. For someone actually trying to get somewhere, every minute counts.

Please keep the main north/south route intact! Please do not force thousands of people into unnecessary and confusing transfers that reduce usability of the system.

We need more people to get out of their cars and into the train, and that means efficient design for

seamless ease of use.

Build all branches off one intact main trunk, please. Thank you,

Susan Zeman

#	Comments	Responses
1	Hi Light Rail planners, I use the light rail regularly, for both work and leisure. I am excited about the new extensions! It is important that the MAIN TRUNK remain reasonably continuous. I heard that you are considering running the current southern portion over to West Seattle, so a train change is required to continue further north between the airport and regions to the north. Please do not do that! As someone who actually uses transit, it is important for you to know in the design office (where, frankly, I assume most of you don't actually depend on the system you're building) every single transfer means I have to add about 15 more minutes to my scheduled commute, to accommodate wait time and early or late arrivals of one train (or bus) or the other. For someone actually trying to get somewhere, every minute counts. Please keep the main north/south route intact! Please do not force thousands of people into unnecessary and confusing transfers that reduce usability of the system. We need more people to get out of their cars and into the train, and that means efficient design for seamless ease of use. Build all branches off one intact main trunk, please.	The West Seattle Link Extension and the Ballard Link Extension are separate extensions. Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension for more information on transfers between light rail lines, and Section 1.3, Planning History of West Seattle Link Extension Corridor, for information on development of the current system plan. Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize the efficiency of transfers between light rail lines and other modes of transportation.

Comment Submittal 1000

Communication ID:	Name	Email
504881	Brad Reynolds	bbr8380@gmail.com

Full Communication

Brad Reynolds Draft EIS Comment

Manager DEIS Comments,

When are these expected to be completed? 2075?

Brad Reynolds bbr8380@gmail.com 669 s. King st

Seattle, Washington 98104

#	Comments	Responses
1	When are these expected to be completed? 2075?	Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1001

Communication ID:	Name	Email
502620	Linh Vu	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Less polution, noise, cost, done sooner, so we can travel to West Seattle from Seattle. Chinatown, and Bellevue.

#	Comments	Responses
1	Less polution, noise, cost, done sooner, so we can travel to West Seattle from Seattle. Chinatown, and Bellevue.	Please see responses to CCG4 and CC4.7a in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives. Please see Section 4.6, Air Quality, of the Final EIS for more information on air quality. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1002

Communication ID:	Name	Email
502622	Kim Phan	ttdang74wa@gmail.com

Full Communication (4/28/2022)

- I drove to work and take public transportation for fun activities with friends on weekend.
- Low cost, safety, easy access is must consider in new extenstion please

#	Comments	Responses
1	I drove to work and take public transportation for fun activities with friends on weekend. Low cost, safety, easy access is must consider in new extenstion please	Please see responses to CC3a and CC4.14a in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1003

Communication ID:	Name	Email
502624	Dung Huynh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Which option that low cost and safe for users is greatly appreciated.

#	Comments	Responses
1	Which option that low cost and safe for users is greatly appreciated.	Please see responses to CC3b and CC4.14a in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated cost estimate information. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1004

Communication ID:	Name	Email
502626	Ly Tran	ttdang74wa@gmail.com

Full Communication (4/28/2022)

- I like and vote for lightrails extension. It's helpful for me now and the next generation.
- I wish to see shallow station and low noise in the neighborhood.

#	Comments	Responses
1	I like and vote for lightrails extension. It's helpful for me now and the next generation. I wish to see shallow station and low noise in the neighborhood	Thank you for expressing support for the project. Please see responses to CC2k and CC4.7a in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1005

Communication ID:	Name	Email
502629	Suong Nguyen	Suong Nguyen

Full Communication (4/28/2022)

I drove and take bus sometimes, hope th process and construction would not damage to current historical areas as well as not heavy traffic. low noise and polution.

#	Comments	Responses
1	hope th process and construction would not damage to current historical areas as well as not heavy traffic. low noise and polution.	Please see response to CC4.4a in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS, for information on impacts to historic resources and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1006

Communication ID:	Name	Email
502632	Micha Pugal	meeeekksss23@gmail.com

Full Communication (4/28/2022)

Creating this light rail station will put many business and people risk of displacement.

#	Comments	Responses
1	Creating this light rail station will put many business and people risk of displacement.	Please see response to CC4.1b in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1007

Communication ID:	Name	Email
502635	Michael Phelps	Mmmphelps02@comcast.net

Full Communication (4/28/2022)

I don't like the overhead stations and tracks running through busy residential and business areas. The visual impact and the impact on pedestrian and vehicular traffic appears immense. I strongly prefer tunnel alternative WSJ-3a.

#	Comments	Responses
1	I don't like the overhead stations and tracks running through busy residential and business areas. The visual impact and the impact on pedestrian and vehicular traffic appears immense. I strongly prefer tunnel alternative WSJ-3a.	Please see response to CCG2 in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1008

Communication ID:	Name	Email
502636	Ghada Haffar	gelhaf@uw.edu

Full Communication (4/28/2022)

Find a better solution please

#	Comments	Responses
1	Find a better solution please	Your opposition to the project has been noted.

Comment Submittal 1009

Communication ID:	Name	Email
502637	Xuan Nguyen	ttdang74wa@g mail.com

Full Communication (4/28/2022)

I took public bus to the station and transfer to the lightrail. I wish to see the elevator is working properly, clean, and safe

#	Comments	Responses
1	I took public bus to the station and transfer to the lightrail. I wish to see the elevator is working properly, clean, and safe	In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website at https://www.soundtransit.org/.

Comment Submittal 1010

Communication ID:	Name	Email
502638	Danh Le	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I only take puplic transportation on a weekly commute. I will try the lightrail when my grandson is available to take me out.

Safely is my bigest concern for get on and off, to the station as well

#	Comments	Responses
1	I only take puplic transportation on a weekly commute. I will try the lightrail when my grandson is available to take me out. Safely is my bigest concern for get on and off, to the station as well	Please see responses to CC3b and CC4.14a in Table 7-1in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1011

Communication ID:	Name	Email
502640	An Le	ttdang74wa@gmail.com

Full Communication (4/28/2022)

- Safetly and low cost with light rail transportation
- less polution during construction
- noise reduce in residential zone

#	Comments	Responses
1	-Safetly and low cost with light rail transportation -less polution during construction -noise reduce in residential zone	Please see responses to CC3b, CC4.7a, and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives. Please see Section 4.6, Air Quality, of the Final EIS for information on air quality during construction. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1012

Communication ID:	Name	Email
502641	Kim Nguyen	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I have not have a chance to get on the lightrail and excited to get on some day soon. My family would love to take a trip in future.

Hope tax does not increase on resident due to the light rail extension cost.

#	Comments	Responses
1	I have not have a chance to get on the lightrail and excited to get on some day soon. My family would love to take a trip in future. Hope tax does not increase on resident due to the light rail extension cost.	Thank you for expressing support for the light rail. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016.

Comment Submittal 1013

Communication ID:	Name	Email
502643	Thu Ta	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail is convenient, hopefully living in Renton can come to Seattle safety and low cost is best for seniors

#	Comments	Responses
1	Lightrail is convenient, hopefully living in Renton can come to Seattle safety and low cost is best for seniors	Please see responses to CC3b and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Sound Transit has reduced fares for senior riders.

Comment Submittal 1014

Communication ID:	Name	Email
502644	Prag Mishra	prag.mishra@live.com

Full Communication (4/28/2022)

The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit is over budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit does not exploit this opportunity to appropriate large to medium parcels, razing people's homes on them, rezoning and subdividing the lots, and selling them to builders for a net profit after they have built their line.

#	Comments	Responses
1	The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit is over budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit does not exploit this opportunity to appropriate large to medium parcels, razing people's homes on them, rezoning and subdividing the lots, and selling them to builders for a net profit after they have built their line.	Please see responses to CCG2, CCG4, and CC4.2a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Comment Submittal 1015

Communication ID:	Name	Email
502646	Thanh Pham	Ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail seNices is bring benefits to seniors in the community with low cost, easy to get on and off

#	Comments	Responses
1	Lightrail seNices is bring benefits to seniors in the community with low cost, easy to get on and off	Thank you for expressing support for the project.

Comment Submittal 1016

Communication ID:	Name	Email
502647	Loan Tran	ttdang74wa@g mail.com

Full Communication (4/28/2022)

I like lightrail, convenient and cheap

I wish the new extension is easy for everyone

#	Comments	Responses
1	I like lightrail, convenient and cheap I wish the new extension is easy for everyone	Thank you for expressing support for the project. Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1017

Communication ID:	Name	Email
502648	Thanh Dinh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Please slower the speed when in resident zone

#	Comments	Responses
1	Please slower the speed when in resident zone	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on the profiles of the alternatives. See Section 2.3, Operations and Maintenance, for information on train operations. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1018

Communication ID:	Name	Email
502649	Lien Tran	ttdang74wa@g mail.com

Full Communication (4/28/2022)

The lightrail is wonderful for our city, I hope less traffice during construction.

Safety is my most concened for seniors and children in wheelchair or stroler

#	Comments	Responses
1	The lightrail is wonderful for our city, I hope less traffice during construction. Safety is my most concened for seniors and children in wheelchair or stroler	Thank you for expressing support for the project. Please see response to CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on traffic impacts during construction and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1019

Communication ID:	Name	Email
502650	Phung Nguyen	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail is good to have in our City, Please don! tax residents we cannot affort higher cartab cost Less polution is better during construction

#	Comments	Responses
1	Lightrail is good to have in our City, Please dont tax residents we cannot affort higher cartab cost Less polution is better during construction	Thank you for expressing support for the project. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives.

Comment Submittal 1020

Communication ID:	Name	Email
502651	Thao Thao	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I hope during construction times no traffics issues in the neighborhood or impact so many residents

#	Comments	Responses
1	I hope during construction times no traffics issues in the neighborhood or impact so many residents	Please see response to CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on traffic impacts during construction and proposed mitigation. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1021

Communication ID:	Name	Email
502652	Le Tran	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I have try lightrail in the past, it need a safer space on the ride for disability individual to avoid their wheelchair moving.

#	Comments	Responses
1	I have try lightrail in the past, it need a safer space on the ride for disability individual to avoid their wheelchair moving.	Thank you for your comment; however, this is beyond the scope of the project. This comment has been forwarded to Sound Transit's Passenger Experience Department. You may also leave feedback for customer service at https://soundtransit.microsoftcrmportals.com/feedbackandcustomerservice.

Comment Submittal 1022

Communication ID:	Name	Email
502653	Hanh Hanh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I will share lightrail information to my friends and family members and will encourage them to give their feedback to the organization.

Safety, easy to access, low cost, less noise, elevator is working and safety

#	Comments	Responses
1	I will share lightrail information to my friends and family members and will encourage them to give their feedback to the organization. Safety, easy to access, low cost, less noise, elevator is working and safety	Please see responses to CC3a, CC3b, CC4.7a, and CC4.14a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website at https://www.soundtransit.org/. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1023

Communication ID:	Name	Email
502655	Nga Huynh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail is easy and fast, it help me a lot with transportatin issues.

#	Comments	Responses
1	Lightrail is easy and fast, it help me a lot with transportatin issues.	Thank you for expressing support for the project.

Comment Submittal 1024

Communication ID:	Name	Email
502656	Quang Quy	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Many ways to improve our transportation system. Please consider the lowest impact to enviroment and residents with noise, polution, and relocation

#	Comments	Responses
1	Many ways to improve our transportation system. Please consider the lowest impact to enviroment and residents with noise, polution, and relocation	Please see response to CCG3 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1025

Communication ID:	Name	Email
502658	Manh Dinh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I am happy to see the new develoopment inthe City and transportation improvement. Please consider on safety, times, and cost. If everything line up well and benefits residents then you are doing great job to keep our City growing.

#	Comments	Responses
1	I am happy to see the new develoopment inthe City and transportation improvement. Please consider on safety, times, and cost. If everything line up well and benefits residents then you are doing great job to keep our City growing.	Thank you for expressing support for the project. Please see response to CCG3, CCG4, and CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1026

Communication ID:	Name	Email
502659	Chanh Chanh	ttdang74wa@gmail.com

Full Communication (4/28/2022)

- I wish to still avlive to get on with lightrail and experience the long trip from airport to West Seattle
- I will ask my grandchilren take me when it done -deep or shallow is fine with me, safety is the most consideration

#	Comments	Responses
1	I wish to still avlive to get on with lightrail and experience the long trip from airport to West Seattle I will ask my grandchilren take me when it done -deep or shallow is fine with me, safety is the most consideration	Thank you for expressing support for the West Seattle Link Extension. Please see response to CC3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1027

Communication ID:	Name	Email
502661	My Dung	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I like this idea of lightrail extension, I cannot wait to get on.

Please make sure it's easy to get to the platform for seniors with wheelchairs

#	Comments	Responses
1	I like this idea of lightrail extension, I cannot wait to get on. Please make sure it's easy to get to the platform for seniors with wheelchairs	Thank you for expressing support for the project. Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1028

Communication ID:	Name	Email
502662	Hien Pham	ttdang74wa@gmail.com

Full Communication (4/28/2022)

I will try to get on lightrail when ii done. Now I am driving for short distance

#	Comments	Responses
1	I will try to get on lightrail when ii done. Now I am driving for short distance.	Thank you for expressing support for the project.

Comment Submittal 1029

Communication ID:	Name	Email
502664	Tham Nguyen	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Lightrail is safe and cheap

#	Comments	Responses
1	Lightrail is safe and cheap	Thank you for expressing support for light rail.

Comment Submittal 1030

Communication ID:	Name	Email
502666	Thu Le	ttdang74wa@gmail.com

Full Communication (4/28/2022)

Deep is better, make sure elevator is working most of the time

#	Comments	Responses
1	Deep is better, make sure elevator is working most of the time	In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website at https://www.soundtransit.org/.

Comment Submittal 1031

Communication ID:	Name	Email
502679	Rick Steele	patrickjsteele@gmail.com

Full Communication (4/28/2022)

West Seattle resident (westwood, formerly delridge), so only commenting on the areas I travel regularly:

- Preference for either of the DEL-2 designs over the DEL-1s. DEL-4 is also appealing.
- DEL5 and DEL6 feel like they're likely to complicate an already tense driving area, as well as suffocating Nucor.
- WSJ-3a and 3b's suggestion of a 3 year full closure of 35th is absolutely insane. 35th was recently impacted by a comparatively less disruptive closure for new bus stations, and it was brutal. Closing 35th for 3 years should be out of the question. 35th is a west seattle backbone, significantly wider than all surrounding streets, which are steep and narrow residentials that are already effectively one-way when cars are parked. There's no way to catch the overflow from a full 35th closure. If you take one thing from this comment. it needs to be this: Do not fully close 35th.

#	Comments	Responses
1	Preference for either of the DEL-2 designs over the DEL-1s. DEL-4 is also appealing. DEL5 and DEL6 feel like they're likely to complicate an already tense driving area, as well as suffocating Nucor.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	WSJ-3a and 3b's suggestion of a 3 year full closure of 35th is absolutely insane. 35th was recently impacted by a comparatively less disruptive closure for new bus stations, and it was brutal. Closing 35th for 3 years should be out of the question. 35th is a west seattle backbone, significantly wider than all surrounding streets, which are steep and narrow residentials that are already effectively one-way when cars are parked. There's no way to catch the overflow from a full 35th closure. If you take one thing from this comment, it needs to be this: Do not fully close 35th.	Please see response to CCG2 in Table 7-1. Please see Section 3.11, Construction Impacts, of the West Seattle Link Extension Final EIS for more information on construction road closures and proposed mitigation.

Comment Submittal 1032

Communication ID:	Name	Email
502695	Lisa Reager	lisareager@yahoo.com

Full Communication (4/28/2022)

I'd prefer frequent bus connectors and coordination with current bridge development to a separate West Seattle bridge project. I would like to see better cooperation between agencies. If collaboration is happening, it doesn't seem that way and perhaps more communication about that would be appropriate.

#	Comments	Responses
1	I'd prefer frequent bus connectors and coordination with current bridge development to a separate West Seattle bridge project. I would like to see better cooperation between agencies. If collaboration is happening, it doesn't seem that way and perhaps more communication about that would be appropriate.	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

Comment Submittal 1033

Communication ID:	Name	Email
502703	Micha Brunner	michaelbrunner91@yahoo.com

Full Communication (4/28/2022)

For west seattle - delete Avalon station and put$ towards medium tunnel option for Alaska junction station. Place station at Bank of America site.

#	Comments	Responses
1	For west seattle - delete Avalon station and put$ towards medium tunnel option for Alaska junction station. Place station at Bank of America site.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1034

Communication ID:	Name	Email
502705	Jeffrey Maxwell	jeff.maxwell@outlook.com

Full Communication (4/28/2022)

A tunnel option for West Seattle is the only way !onward. An elevated route would destroy hundreds of housing units in the middle of a housing crisis. And with land values skyrocketing, by the time construction would begin, a tunnel likely be the cheaper option for taxpayers.

In addition, keep the Avalon Station. Those advocating for dropping Avalon fail to consider (i) the amount of high-density housing on Avalon and surrounding streets; and (ii) the hill climb that would be necessary to reach a station on 41st/42nd. For folks with mobility challenges, Avalon Station is a necessity.

#	Comments	Responses
1	A tunnel option for West Seattle is the only way forward. An elevated route would destroy hundreds of housing units in the middle of a housing crisis. And with land values skyrocketing, by the time construction would begin, a tunnel likely be the cheaper option for taxpayers.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In addition, keep the Avalon Station. Those advocating for dropping Avalon fail to consider (i) the amount of high-density housing on Avalon and surrounding streets; and (ii) the hill climb that would be necessary to reach a station on 41st/42nd. For folks with mobility challenges, Avalon Station is a necessity.	Please see response to CC2j in Table 7-1.

Comment Submittal 1035

Communication ID:	Name	Email
502710	Kyle Murdock	kylemurdock18@gmail.com

Full Communication (4/28/2022)

After reading the Draft EIS, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). (Oppose DEL-5 and DEL-6, Page ES-16)

Alki Beach Academy is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle.

As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community. Please do not force them to relocate. Thank you.

#	Comments	Responses
1	After reading the Draft EIS, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). (Oppose DEL-5 and DEL-6, Page ES-16) Alki Beach Academy is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community. Please do not force them to relocate. Thank you.	Please see responses to CCG2 and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1036

Communication ID:	Name	Email
502712	Scott Schubert	schube20@gmail.com

Full Communication (4/28/2022)

For the Delridge Segment, we encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station.

As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered.

#	Comments	Responses
1	For the Delridge Segment, we encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.2, Land Use, of the West Seattle Link Extension Final EIS for more information on transit-oriented development. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on ecosystem impacts and proposed mitigation.
2	As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered.	Please see responses to CC3a and CCEJ1 in Table 7-1.

Comment Submittal 1037

Communication ID:	Name	Email
502713	Anne Drew Hu	annedrewhu@gmail

Full Communication (4/28/2022)

Please consider my comments for the West Seattle and Ballard Link DEIS as follows:

A. General Comments

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.
2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.
3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

B. Detailed Comments

1. West Seattle Link

   a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5), but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

   b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

   c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5).

   d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2) and study siting further north at the existing SoDo Station location to avoid costly post office taking.

2. Ballard Link

   a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

c. Westlake - 5th Avenue: 5th Avenue Station [DT-1). Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1). Update vertical conveyances and aim shallower.

e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].

h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.

#	Comments	Responses
1	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
3	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
4	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided

#	Comments	Responses
	development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	as part of the environmental review process for the Ballard Link Extension.
5	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.	Please see response to CCG2 in Table 7-1.
8	b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.	Please see response to CCG2 in Table 7-1.
9	c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
10	d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see responses to CCG2 and CC3f in Table 7-1.
11	Ballard Link a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
13	c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
14	d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
15	e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
16	f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	g. Smith Cove- Galer Street: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1038

Communication ID:	Name	Email
502721	Aries Franklin	ariesmelania@gmail.com

Full Communication (4/28/2022)

Please do not go through with these plans. Born and raised in Seattle, and there are so many other things the money could be invested in. For starters, this money could willingly help the homeless issue that continues to enlarge itself year after year. Consider those who have been in the community even before time and are still there til this day. Evacuating the area To build more rather than fixing more TRUE problems at hand. I VOTE NO.

#	Comments	Responses
1	Please do not go through with these plans. Born and raised in Seattle, and there are so many other things the money could be invested in. For starters, this money could willingly help the homeless issue that continues to enlarge itself year after year. Consider those who have been in the community even before time and are still there til this day. Evacuating the area To build more rather than fixing more TRUE problems at hand. I VOTE NO.	Your opposition to the project has been noted.

Comment Submittal 1039

Communication ID:	Name	Email
502722	Stephen Duda	trouts@gmail.com

Full Communication (4/28/2022)

The Avalon station is not needed. It is a 10 -12 minute walk from the 7-11 on 35/Avalon to the Junction. Eliminating this station would save homes, jobs, time and money. Please reconsider ripping up the Genesse neighborhood and skip the Avalon station.

#	Comments	Responses
1	The Avalon station is not needed. It is a 10 -12 minute walk from the 7-11 on 35/Avalon to the Junction. Eliminating this station would save homes, jobs, time and money. Please reconsider ripping up the Genesse neighborhood and skip the Avalon station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1040

Communication ID:	Name	Email
502726	Zachary Ramels	zramels@gmail.com

Full Communication (4/28/2022)

I favor the option with the tunnel and station at 42nd and Alaska.

#	Comments	Responses
1	I favor the option with the tunnel and station at 42nd and Alaska.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1041

Communication ID:	Name	Email
502733	Brett Youngstrom	brett.youngstrom@gmail.com

Full Communication (4/28/2022)

I strongly encourage the board to consider future rider experience and choose stations which are as shallow as possible and have excellent transfers to other lines and services (e.g. buses). Current stations suffer from unreliable vertical conveyance so planning very deep stations which rely on a lot of escalators and elevators seems like a recipe for a poor rider experience as well as high maintenance costs. Finally, stations should be placed near existing dense neighborhoods which have taken on much population growth in anticipation of improved transit service.

#	Comments	Responses
1	I strongly encourage the board to consider future rider experience and choose stations which are as shallow as possible and have excellent transfers to other lines and services (e.g. buses). Current stations suffer from unreliable vertical conveyance so planning very deep stations which rely on a lot of escalators and elevators seems like a recipe for a poor rider experience as well as high maintenance costs.	Please see responses to CC2k and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Finally, stations should be placed near existing dense neighborhoods which have taken on much population growth in anticipation of improved transit service	Sound Transit has continued to work with the City of Seattle and other stakeholders since the Draft EIS to refine station locations and designs to maximize ridership, access, and passenger experience.

Comment Submittal 1042

Communication ID:	Name	Email
502734	Nick Chiosie	njchiosie@gmail.com

Full Communication (4/28/2022)

This comment is for the West Seattle Junction segment of the light rail route. Please use the information from the DEIS to select an alignment that minimizes displacement and maximizes use of TOD once construction is completed. In the DEIS Chapter 4, section 4.2.2.5.2, mentions that tunnel alternatives provide more potential for affordable housing to be built. In the FEIS, it would be helpful to provide estimates of the amount of affordable housing to be built with a tunnel station in the Junction vs an elevated station.

In order to minimize displacement, maximize land use and increase equity by more affordable housing with TOD, I hope the Sound Transit Board will seriously consider tunnel alternatives. Especially since there are tunnel alternatives that are comparable with price, timeline and ridership estimates. Thank you and I look forward to the next steps.

#	Comments	Responses
1	Please use the information from the DEIS to select an alignment that minimizes displacement and maximizes use of TOD once construction is completed. In the DEIS Chapter 4, section 4.2.2.5.2, mentions that tunnel alternatives provide more potential for affordable housing to be built. In the FEIS, it would be helpful to provide estimates of the amount of affordable housing to be built with a tunnel station in the Junction vs an elevated station. In order to minimize displacement, maximize land use and increase equity by more affordable housing with TOD, I hope the Sound Transit Board will seriously consider tunnel alternatives. Especially since there are tunnel alternatives that are comparable with price, timeline and ridership estimates.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 4.2, Land Use, of the Final EIS for more information on transit-oriented development.

Comment Submittal 1043

Communication ID:	Name	Email
502735	Corey Dennis	corey8806@gmail.com

Full Communication (4/28/2022)

I think the push and demand to make the light rail possible no matter what is really fogging up the possibilities avialable to public transportation. There is no reason to displace business and residents, just because its a "small sacrifice". There are other alternatives like gondalas or ferries that can be suitable. I also believe stations do not need to be in the middle of west seattle by way of sacrifice of those business or residential areas. Putting stations on the outskirts or along shore of the sound could be much suitable without impacting already established business and residents.

#	Comments	Responses
1	I think the push and demand to make the light rail possible no matter what is really fogging up the possibilities avialable to public transportation. There is no reason to displace business and residents, just because its a "small sacrifice". There are other alternatives like gondalas or ferries that can be suitable. I also believe stations do not need to be in the middle of west seattle by way of sacrifice of those business or residential areas. Putting stations on the outskirts or along shore of the sound could be much suitable without impacting already established business and residents.	Your opposition to the project has been noted. Please see response to CC4.1b and CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1044

Communication ID:	Name	Email
502743	Stephanie Haynes	haynesteph@hotmail.com; 3shaynes@gmail.com

Full Communication (4/28/2022)

I am one of the homeowners who will be affected on three of the four considered routes for sound transit in West Seattle. I've been a resident here for 12 years, and a homeowner to a house that is almost 100 years old. Similar houses this age that surround me will also be gone. I understand sacrifices will have to be made for the line to exist. I hope that sound transit will consider taking out the stop on Avalon way sw in order to preserve a small piece of history. If the underground tunnel prevents the loss of residential homes and will save sound transit $60 million, it only seems like a logical decision to make. Besides, these residents would only have to walk approximately 5 blocks to access the next transit line. It seems to me that the line is accommodating the new build at Alki lumber and other new builds in the Avalon area. Sound transit will therefore be taking away some historical and unique properties in order to accommodate the pockets of big business real estate.

This will take away from the uniqueness of what so many people love about West Seattle. I can imagine in 10-15 years when sound transit is completed. People who travel here won't be in the unique West Seattle that I now know, but will be surrounded by a gentrified, homogenized suburb. Our character will be gone, and the reason why people love West Seattle will be lost.

Sincerely,

Stephanie Haynes

#	Comments	Responses
1	I hope that sound transit will consider taking out the stop on Avalon way sw in order to preserve a small piece of history. If the underground tunnel prevents the loss of residential homes and will save sound transit $60 million, ii only seems like a logical decision to make. Besides, these residents would only have to walk approximately 5 blocks to access the next transit line. It seems to me that the line is accommodating the new build at Alki lumber and other new builds in the Avalon area. Sound transit will therefore be taking away some historical and unique properties in order to accommodate the pockets of big business real estate. This will take away from the uniqueness of what so many people love about West Seattle. I can imagine in 10-15 years when sound transit is completed. People who travel here won't be in the unique West Seattle that I now know, but will be surrounded by a gentrified, homogenized suburb. Our character will be gone, and the reason why people love West Seattle will be lost.	Please see responses to CCG2, CC2j, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1045

Communication ID:	Name	Email
502745	Sandhya Iyer	sandhya1586@gmail.com

Full Communication (4/28/2022)

Hello,

I am reaching out to you specifically about the plan to expand light rail into West Seattle. As a West Seattle resident and home owner, I am excited about much more efficient public transportation coming to my neighborhood, but have significant concerns about the current plans to build above ground in such a high density area. I want to urge you all to think long term and not short term. A tunnel (below ground option) has significant advantages over the above ground options such as:

1. Impact on housing: housing shortage is a big issue in seattle. This area, especially on 41st and 42nd Ave SW is a high density housing area and so many people will be displaced (especially marginalized communities). It will defeat the main purpose of brining connectivity to a high density residential area, and goes directly against recent legislative efforts to zone and permit for higher density housing. Please consider a tunnel similar to Capitol Hill station. There is also significant concern about property values and property confiscation with the elevated option.
2. Environment concern: above ground stations have been proven to be hazardous environmentally. Noise and vibration from above the ground line cause significant issues for the neighbors and continue to impact the residential housing in the area.
3. Instead of focusing on cutting cost by choosing a cheaper construction option, I urge the city to build fewer stations (2 instead of 3) and build them below the ground, benefiting the city and its people more in the long-term.

Sincerely,

Sandhya Iyer (resident of West Seattle-Junction Neighborhood)

#	Comments	Responses
1	A tunnel (below ground option) has significant advantages over the above ground options such as: Impact on housing: housing shortage is a big issue in seattle. This area, especially on 41st and 42nd Ave SW is a high density housing area and so many people will be displaced (especially marginalized communities). It will defeat the main purpose of brining connectivity to a high density residential area, and goes directly against recent legislative efforts to zone and permit for higher density housing. Please consider a tunnel similar to Capitol Hill station. There is also significant concern about property values and property confiscation with the elevated option. Environment concern: above ground stations have been proven to be hazardous environmentally. Noise and vibration from above the ground line cause significant issues for the neighbors and continue to impact the residential housing in the area.	Please see responses to CCG2, CC4.1b, CC4.3a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Instead of focusing on cutting cost by choosing a cheaper construction option, I urge the city to build fewer stations (2 instead of 3) and build them below the ground, benefiting the city and its people more in the long-term.	Please see response to CC2j in Table 7-1.

Comment Submittal 1046

Communication ID:	Name	Email
502751	Todd Jackson	toddmj78@gmail.com

Full Communication (4/28/2022)

Sound Transit Board of Directors,

I'm excited for Light Rail to come to West Seattle. It's going to connect our little peninsula to The Greater Seattle Area, and really rejuvenate our local economy. Moreover, it's going to lead to much less air pollution via people riding rail V driving. I can't drive, as I'm disabled. It'll be so nice to have the freedom again, to get around and visit Bellevue, Redmond, Tacoma, and all of Seattle via rail, instead of having to take many buses, or prohibitively-expensive Uber. I believe Light Rail will make transportation easier and more affordable. I'm sad that it will take so long for it to arrive: With so much infrastructure money available, and with so many Washingtonians (with any variety of educational background) in need of work, surely there's a way to safely fast-track Light Rail?

Anyhow, I'm grateful this is being built. Thanks for allowing community comments.

#	Comments	Responses
1	Sound Transit Board of Directors, I'm excited for Light Rail to come to West Seattle. It's going to connect our little peninsula to The Greater Seattle Area, and really rejuvenate our local economy. Moreover, it's going to lead to much less air pollution via people riding rail V driving. I can't drive, as I'm disabled. It'll be so nice to have the freedom again, to get around and visit Bellevue, Redmond, Tacoma, and all of Seattle via rail, instead of having to take many buses, or prohibitively-expensive Uber. I believe Light Rail will make transportation easier and more affordable. I'm sad that it will take so long for it to arrive: With so much infrastructure money available, and with so many Washingtonians (with any variety of educational background) in need of work, surely there's a way to safely fast-track Light Rail? Anyhow, I'm grateful this is being built. Thanks for allowing community comments.	Thank you for expressing support for the project. Please see response to CCG4 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1047

Communication ID:	Name	Email
502753	David Broadstone	red_salmon@comcast.net

Full Communication (4/28/2022)

I read the Executive Summary related to the West Seattle Link Extension.

I'm opposed to routes that temporarily or permanently affect the WS Golf Course. That would include tunnels that would capture park property.

Given the options, I would choose the North Crossing (DUW-2) in conjunction with the Yancy Avalon routes.

Thank you.

#	Comments	Responses
1	I read the Executive Summary related to the West Seattle Link Extension. I'm opposed to routes that temporarily or permanently affect the WS Golf Course. That would include tunnels that would capture park property. Given the options, I would choose the North Crossing (DUW-2) in conjunction with the Yancy Avalon routes.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1048

Communication ID:	Name	Email
502772	Dean Shuey	dean_shuey@hotmail.com

Full Communication (4/28/2022)

Table 2-2, Page 2-9

There is a cursory mention of the gondola alternative, "Mode not identified or analyzed in Sound Transit 3 Plan." This suggests to me that the alternative has not been seriously considered by objective experts, but has been dismissed without adequate consideration. The purported advantages of a gondola are cost savings, less disruption of homes and businesses, and a much earlier date of functionality combined with an ability to move the same number of riders as the proposed light rail systems. If this is true, the case for a gondola is strong and it deserves a serious look, not a cursory dismissal.

#	Comments	Responses
1	There is a cursory mention of the gondola alternative, "Mode not identified or analyzed in Sound Transit 3 Plan." This suggests to me that the alternative has not been seriously considered by objective experts, but has been dismissed without adequate consideration. The purported advantages of a gondola are cost savings, less disruption of homes and businesses, and a much earlier date of functionality combined with an ability to move the same number of riders as the proposed light rail systems. If this is true, the case for a gondola is strong and it deserves a serious look, not a cursory dismissal.	Please see response to CCG2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1049

Communication ID:	Name	Email
502777	Steve Lorentzen	stevelorentzen@comcast.net

Full Communication (4/28/2022)

I would prefer the WSB3-A proposal that is the tunnel. Please do not put the West Seattle Light Rail in overhead tracks and stations

#	Comments	Responses
1	I would prefer the WSB3-A proposal that is the tunnel. Please do not put the West Seattle Light Rail in overhead tracks and stations	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1050

Communication ID:	Name	Email
502778	Christopher Welter	christopher.welter11@gmail.com

Full Communication (4/28/2022)

As a homeowner in West Seattle, I want to make sure that any decisions we make now are sustainable and future looking. Our decisions don't just affect us now, but also our neighbors 50 years from now. Stations either too high or deep are going to be viewed as huge mistakes and inconvenience future users for years from now. I would urge the board to consider the options that are going to be most usable and drive the most possible users of the system. It is supposed to be public transit so I hope your decision takes into consideration what will do the most good for most of the public.

#	Comments	Responses
1	Stations either too high or deep are going to be viewed as huge mistakes and inconvenience future users for years from now. I would urge the board to consider the options that are going to be most usable and drive the most possible users of the system. It is supposed to be public transit so I hope your decision takes into consideration what will do the most good for most of the public.	Please see responses to CCC2e, CC2k, and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1051

Communication ID:	Name	Email
502779	Julie Garbutt	urbanhiker@mac.com

Full Communication (4/28/2022)

Re: West Seattle station options.

Too many stations have been proposed for the WSEA area. There are two locations that fall within the same walk-shed area-Alaska Junction and Avalon stations. These two should be combined into one station within the Triangle area and the savings from doing so should be applied to make the resulting station better fit into the neighborhood environment on a more human scale to the extent possible keeping the engineering requirements as most important as there are needed slopes for the system to run properly. I think this best corresponds to the Fauntleroy alignment option.

There is precedent for this in the Columbia City. Beacon Hill, and Monllake stations where one station serves a large area and allows folks to converge at a single location for boarding with good access to other transit. We already have two designated C stops serving the Triangle neighborhood that could serve as the main connecting transit hub.--centralize it and make folks go there. The bulk of apartments is already on that side of the Junction anyway.

Re: station should fit into the scope of the built environment. My meaning here is that it should not tower over the rest of the built environment and create a visual nuisance or create unnecessary noise for surrounding neighbors. The other areas that feature light rail have done a good job in incorporating the stations into the landscape and kept them human scaled. The budget amount saved from combining two stations into one, should more than cover making the improvements needed to lessen station impact to the affected neighborhood. West Seattle should be treated the same as prior light rail areas and should receive high quality stations and not utilize "cut and cover" methods to save on installation to the detriment of the neighborhood.

Thank you for taking the lime to review my thoughts and comments.

#	Comments	Responses
1	Too many stations have been proposed for the WSEA area. There are two locations that fall within the same walk-shed area-Alaska Junction and Avalon stations. These two should be combined into one station within the Triangle area and the savings from doing so should be applied to make the resulting station better fit into the neighborhood environment on a more human scale to the extent possible keeping the engineering requirements as most important as there are needed slopes for the system to run properly. I think this best corresponds to the Fauntleroy alignment option. There is precedent for this in the Columbia City, Beacon Hill, and Montlake stations where one station serves a large area and allows folks to converge at a single location for boarding with good access to other transit. We already have two designated C stops serving the Triangle neighborhood that could serve as the main connecting transit hub.-centralize it and make folks go there. The bulk of apartments is already on that side of the Junction anyway. Re: station should fit into the scope of the built environment. My meaning here is that ii should not tower over the rest of the built environment and create a visual nuisance or create unnecessary noise for surrounding neighbors. The other areas that feature light rail have done a good job in incorporating the stations into the landscape and kept them human scaled. The budget amount saved from combining two stations into one, should more than cover making the improvements needed to lessen station impact to the affected neighborhood. West Seattle should be treated the same as prior light rail areas and should receive high quality stations and not utilize "cut and cover" methods to save on installation to the detriment of the neighborhood.	Please see responses to CCG2, CC2e, CC2f and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1052

Communication ID:	Name	Email
502781	Jessica Bair	jessigir124@comcast.net

Full Communication (4/28/2022)

This is so insane you plan to do this not to mention in a neighborhood that is already going through a lot. Seattle needs to finish one project before you take on another one. Fix the bridge.

#	Comments	Responses
1	This is so insane you plan to do this not to mention in a neighborhood that is already going through a lot. Seattle needs to finish one project before you take on another one. Fix the bridge.	Your opposition to the project is noted.

Comment Submittal 1053

Communication ID:	Name	Email
502782	Jan Roberts	jan.roberts77@gmail.com

Full Communication (4/28/2022)

I am reviewing the Sound Transit Project Update and looking at table ES-3. DEL-5 & DEL-6 have the least residential and environmental impact, with DEL-6 being better. (Businesses and neighborhoods still take a hit.) Building a light rail line through these areas dramatically impacts the environment and residents. ST light rail projects follow established multi-lane traffic routes and industrial corridors. The West Seattle project is a departure from this model. I believe there is a less impactful solution, and we can find a feasible way to bring less impactful to West Seattle, and it does not need to be light rail. I support a feasibility study on gondolas and electric buses.

#	Comments	Responses
1	DEL-5 & DEL-6 have the least residential and environmental impact, with DEL-6 being better. (Businesses and neighborhoods still take a hit.) Building a light rail line through these areas dramatically impacts the environment and residents. ST light rail projects follow established multi- lane traffic routes and industrial corridors. The West Seattle project is a departure from this model.	Please see responses to CCG2, CC4.1b, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	I believe there is a less impactful solution, and we can find a feasible way to bring less impactful to West Seattle, and it does not need to be light rail. I support a feasibility study on gondolas and electric buses.	Please see response to CC2g in Table 7-1.

Comment Submittal 1054

Communication ID:	Name	Email
502787	Nicholas Hodapp	nicholashodapp@gmail.com

Full Communication (4/28/2022)

I don't want it. I voted for it in 2016 but given all of this context and impact I don't want it. We just went through 2 years of no West Seattle Bridge, and a year+ of Delridge being torn up. I live at Andover and Delridge and this 3 year construction period will destroy my ability to move around - particularly getting to/from my home.

#	Comments	Responses
1	I don't want it. I voted for it in 2016 but given all of this context and impact I don't want it. We just went through 2 years of no West Seattle Bridge, and a year+ of Delridge being torn up. I live at Andover and Delridge and this 3 year construction period will destroy my ability to move around - particularly getting to/from my home.	Your opposition to the project has been noted.

Comment Submittal 1055

Communication ID:	Name	Email
502791	Stuart Ford	fordsn@gmail.com

Full Communication (4/28/2022)

Summary: The following comments are all related to WSJ segment alternatives. WSJ-3a,b (without Avalon Station) should be the preferred alternative. WSJ-5 (with Avalon Station) should be runner up alternative. WSJ-1,2 and 4 options should not move forward due to the points outlined below:

Point1: DEIS Chapter 3 Transportation section 3.5.3.1.4 West Seattle Junction Segment: States that for WSJ-4, 37th Ave SW north of Fauntleroy Way SW would be permanently closed with turnaround areas added to the street ends. Two big beautiful mature trees would likely need to be removed to accommodate the additional space required for the turnaround. These trees provide shade, natural habitat, visual interest and help separate the single-family housing zone from the mixed-use commercial zone that runs along Fauntleroy Way SW.

Point 2: An elevated guideway in WSJ-1,2 would radiate track noise to surrounding peaceful residential areas. The curved tracks along Fauntleroy Way SW would make the track noise worse than straighter track segments due to "wheel squeal noise". Sound barrier mitigation devices are visual eye sores that detract from the beauty of the neighborhood and attract unwanted areas for graffiti and maintenance neglect. The elevated guideway options would also ruin the planned Fauntleroy Way SW Boulevard improvement project (mentioned in Appendix K Present and Future Development, Transportation, and Public Works Projects in the Study Area Table K-2 page K-53 Map ID 1) as the space that would've been improved would now be claimed by guideway columns and the natural sun light blocked by the overhead track. The boulevard improvement project is currently in a holding pattern waiting to see how the ST3 project will interfere with the boulevard improvement plans. The elevated guideway options along Fauntleroy Way SW would be dramatic reduction to the visual quality of the neighborhood, especially from 37th Ave SW, where majestic views of the Cascade mountains are enjoyed on clear days.

Point 3: In Appendix N2 Visual Technical Report page 4-23 it states "there would not be a visual impact" to the residences northwest of Fauntleroy Way SW for elevated guideway options WSJ- 1,2. I very much disagree with this conclusion and I can't imagine how replacing a view of the Cascade mountains with a view of an elevated light rail guideway would be considered anything other than a large negative visual impact.

Point 4: In DEIS Chapter 3 Transportation section 3.4.3.3.5 Table 3.-5 on page 3-17, the projected Avalon station 2042 ridership (daily boardings) numbers are extremely low (1200) relative to the nearby Alaska Junction station (6400). The recent idea of removing the Avalon station and using the savings to support one of the WSJ segment tunnel options should be strongly prioritized. The system would be better of routing the Avalon riders to Alaska Junction or Delridge stations to improve economies of scale at those stations instead of diluting the ST system with an under- utilized station that is future growth constrained by residential zoning, topography and existing West Seattle Stadium and golf course land.

Point 5: A complaint on the DEIS itself: Why are there no 3D views for Avalon station in Appendix N2 Visual Technical Report Attachment N.2B Station 3D Views and Cross Sections pages 1-6 and 1-7? This makes evaluating the different alternatives an unfair exercise since only certain alternatives are visualized. With humans being very visual creatures, the cross-section only drawings leave a lot to the imagination.

Point 6: Another complaint on the methodology of the DEIS: For the residential displacement figures (such as those shown in DEIS Chapter 6 Alternatives Evaluation section 6.2.2.1.4 West Seattle Junction Segment Table 6-4 Projected Ridership and Key Impact Differences - West Seattle Junction Segment, Row Potential Displacements on Page 6-15), only addressable units were used as a simple count of displaced units. The problem with this is that it reduces the weighting of multi-bedroom private residences when compared to single-bedroom efficiency apartments. Anecdotally, If I look at my immediate neighbors on my street, there are 9 houses and would be counted as 9 units displaced. But a total of 24 people live in these houses full-time. I don't believe the same headcount density exists per unit in the efficiency apartment units. As a result of this flawed calculation, I believe the displacement impact to single family residential units are being under counted by at least a factor of 2 relative to the large apartment buildings.

Displaced heads should be used instead of units to get a better picture of the impact of

displacement between the various alternatives.

Thank you.

#	Comments	Responses
1	The following comments are all related to WSJ segment alternatives. WSJ-3a,b (without Avalon Station) should be the preferred alternative. WSJ-5 (with Avalon Station) should be runner up alternative. WSJ-1,2 and 4 options should not move forward due to the points outlined below: Point1: DEIS Chapter 3 Transportation section 3.5.3.1.4 West Seattle Junction Segment: States that for WSJ-4, 37th Ave SW north of Fauntleroy Way SW would be permanently closed with turnaround areas added to the street ends. Two big beautiful mature trees would likely need to be removed to accommodate the additional space required for the turnaround. These trees provide shade, natural habitat, visual interest and help separate the single-family housing zone from the mixed-use commercial zone that runs along Fauntleroy Way SW. Point 2: An elevated guideway in WSJ-1,2 would radiate track noise to surrounding peaceful residential areas. The curved tracks along Fauntleroy Way SW would make the track noise worse than straighter track segments due to "wheel squeal noise". Sound barrier mitigation devices are visual eye sores that detract from the beauty of the neighborhood and attract unwanted areas for graffiti and maintenance neglect. The elevated guideway options would also ruin the planned Fauntleroy Way SW Boulevard improvement project (mentioned in Appendix K Present and Future Development, Transportation, and Public Works Projects in the Study Area Table K-2 page K-53 Map ID 1) as the space that would've been improved would now be claimed by guideway columns and the natural sun light blocked by the overhead track. The boulevard improvement project is currently in a holding pattern waiting to see how the ST3 project will interfere with the boulevard improvement plans. The elevated guideway options along Fauntleroy Way SW would be dramatic reduction to the visual quality of the neighborhood, especially from 37th Ave SW, where majestic views of the Cascade mountains are enjoyed on clear days. Point 3: In Appendix N2 Visual Technical Report page 4-23 it states "there would not be a visual impact" to the residences northwest of Fauntleroy Way SW for elevated guideway options WSJ-1,2. I very much disagree with this conclusion and I can't imagine how replacing a view of the Cascade mountains with a view of an elevated light rail guideway would be considered anything other than a large negative visual impact.	Please see responses to CCG2, CC4.5a, CC4.5b, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	In DEIS Chapter 3 Transportation section 3.4.3.3.5 Table 3.-5 on page 3-17, the projected Avalon station 2042 ridership (daily boardings) numbers are extremely low (1200) relative to the nearby Alaska Junction station (6400). The recent idea of removing the Avalon station and using the savings to support one of the WSJ segment tunnel options should be strongly prioritized. The system would be better of routing the Avalon riders to Alaska Junction or Delridge stations to improve economies of scale at those stations instead of diluting the ST system with an under- utilized station that is future growth constrained by residential zoning, topography and existing West Seattle Stadium and golf course land.	Please see response to CC2j in Table 7-1.

#	Comments	Responses
3	A complaint on the DEIS itself: Why are there no 3D views for Avalon station in Appendix N2 Visual Technical Report Attachment N.2B Station 3D Views and Cross Sections pages 1-6 and 1-7? This makes evaluating the different alternatives an unfair exercise since only certain alternatives are visualized. With humans being very visual creatures, the cross-section only drawings leave a lot to the imagination.	Please see Section 4.5 of the West Seattle Link Extension Final EIS for figures showing a 3D view and a cross section of the Avalon Station for Preferred Option WSJ-5b. Please see Appendix N.2, Visual and Aesthetics Technical Report for 3D views and cross sections for all alternatives.
4	For the residential displacement figures (such as those shown in DEIS Chapter 6 Alternatives Evaluation section 6.2.2.1.4 West Seattle Junction Segment Table 6-4 Projected Ridership and Key Impact Differences - West Seattle Junction Segment, Row Potential Displacements on Page 6-15), only addressable units were used as a simple count of displaced units. The problem with this is that it reduces the weighting of multi-bedroom private residences when compared to single-bedroom efficiency apartments. Anecdotally, If I look at my immediate neighbors on my street, there are 9 houses and would be counted as 9 units displaced. But a total of 24 people live in these houses full-time. I don't believe the same headcount density exists per unit in the efficiency apartment units. As a result of this flawed calculation, I believe the displacement impact to single family residential units are being under counted by at least a factor of 2 relative to the large apartment buildings. Displaced heads should be used instead of units to get a better picture of the impact of displacement between the various alternatives.	Capturing information on every potentially impacted residence would result in accuracy challenges with the EIS given that this data is gathered at a point-in-time and the actual number of residents in each unit can continuously change. Providing impacts by number of units reflects the estimated number of households that would need to be relocated. Additionally, this level of detail in a public document may not be appropriate given privacy reasons. The tables provided in Section 4.1, Acquisitions and Displacements, include a count of how many of the affected parcels are single family residential and multi-family residential.

Comment Submittal 1056

Communication ID:	Name	Email
502798	Rosa Zhang	rosazhang08@gmail.com

Full Communication (4/28/2022)

My townhouse is located at 3062A SW Avalon Way, 98126.

Upon reviewing the draft EIS, I strongly suggest the removal of the Avalon station proposals (DEL- 5 or DEL-6) as it appears the cost & displacement analysis are out of date. The renderings associated with DEL-5 supports my thought as it shows the lightrail being constructed on a large green space at the Northwest corner of the intersection of SW Avalon Way and Genesee. There are at least 2 housing complexes that are not accounted for in this rendering that opened in the last 1-2 years, 1 housing complex for affordable housing that is currently under construction, and an additional two apartment buildings that were built prior to the last 2 years that this rendering suggests would be removed. For this area alone I would estimate the potential displacement (of existing, new and future housing underway) at much higher than 48-82.

Additionally, the road design proposed does not address how the flow of traffic along SW Avalon Way (a critical way of accessing of the high and low West Seattle bridges) would be addressed. This is already a highly congested road today and the proposal seems to suggest removing lanes of traffic as well as much of the parking options in this high-density area. Lastly, the road has already been ripped up and redesigned two times since I moved here in April 2020 - it does not appear that the cost estimates for DEL-5/6 take into account the cost of redesigning the road yet again.

The Andover station proposals are not viable options as someone who lives and commutes in this area and thus I strongly suggest it be removed from the options.

#	Comments	Responses
1	I strongly suggest the removal of the Avalon station proposals (DEL-5 or DEL-6) as it appears the cost & displacement analysis are out of date. The renderings associated with DEL-5 supports my thought as it shows the lightrail being constructed on a large green space at the Northwest corner of the intersection of SW Avalon Way and Genesee. There are at least 2 housing complexes that are not accounted for in this rendering that opened in the last 1-2 years, 1 housing complex for affordable housing that is currently under construction, and an additional two apartment buildings that were built prior to the last 2 years that this rendering suggests would be removed. For this area alone I would estimate the potential displacement (of existing, new and future housing underway) at much higher than 48-82. Additionally, the road design proposed does not address how the flow of traffic along SW Avalon Way (a critical way of accessing of the high and low West Seattle bridges) would be addressed. This is already a highly congested road today and the proposal seems to suggest removing lanes of traffic as well as much of the parking options in this high-density area. Lastly, the road has already been ripped up and redesigned two times since I moved here in April 2020 - ii does not appear that the cost estimates for DEL-5/6 take into account the cost of redesigning the road yet again. The Andover station proposals are not viable options as someone who lives and commutes in this area and thus I strongly suggest it be removed from the options.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 2.9, Project Funding and Cost Comparison, of the Final EIS for updated capital costs of the alternatives. Capital cost estimates include road construction where the road would be impacted by an alternative. See Chapter 3, Transportation, for impacts on traffic and parking, and proposed mitigation. See Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for more information on displacements. This information has been updated since preparation of the WSBLE Draft EIS.

Comment Submittal 1057

Communication ID:	Name	Email
502818	Mussie Shimondi	Mussie.S@bladegallery.com

Full Communication (4/28/2022)

Dear Councilmembers and Sound Transit,

I am a employee at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, we moved from Kirkland, WA to Seattle. I've recently heard that we are in danger of our new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international Bladesmithing community, that can't be found anywhere else.

Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business:

As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.

As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives.

As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives

As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives.

As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives.

As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls.

As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.

As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.

As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.

Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative.

As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources.

Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations.

Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee

households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that we will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for our employees and the hundreds of artisans we represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980.

Thank you for your consideration,

Mussie Shimondi

Admin Assist

BladeGallery Inc.

(253) 431-4331

26720 Carnaby Way Kent, WA 98032

#	Comments	Responses
1	Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.	Please see responses to CCG2, CCG3, and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of historic resources on individual properties is determined in consultation with the State Historic Preservation Officer. Please see Sections 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS. Although DUW-2 would not require relocation at Fire Station 14, the same is true for DUW-1a and DUW-1b. And although DUW-2 would have no permanent impact to parks and recreational resources, other impacts to resources were compared. Please see Chapter 6, of the West Seattle Link Extension Final EIS, for more information meeting the project purpose and need.

Comment Submittal 1058

Communication ID:	Name	Email
502820	David Saint Michel	estmiche@yahoo.com

Full Communication (4/28/2022)

Good morning,

I am writing about the West Seattle Junction and Delridge alternatives.

I am in favor of public transit and light rail and would love to see this happen as soon as possible. However, this does not have to mean destroying neighborhoods, people's homes and businesses.

I oppose the preferred alternatives of an elevated track. This would cause a lot of nuisances, first visually, this would be towering over a neighnorhood of single family homes, townhouses and 4- level apartment buildings between Delridge and Fauntleroy. It would also be a direct noise and visual nuisance for the apartment dwellers between Fauntleroy and Alaska, not just from the train themselves but from the continuous announcements at the stations. I lived next to one L track and station in Chicago - Armitage (link https://goo.gl/maps/jzKXuSwoUjZfMYkM6) and moved out because of it). It would completely alter the character of the Junction that has been painstakingly preserved over the years.

I am in favor of tunnels that would go under Genessee and 41st or 42nd Ave SW. That would reduce the number of residents being relocated and savings from the expropriations with current real estate prices would offset a big chunk of the cost of a tunnel. Also another source of savings is limiting the number of stations from 3 to 2. The distance between the stations at the Junction and Avalon is just 1/2 mile and 12 minutes walk according to Google maps so an Avalon station might not be the most bang for the buck.

Thank you for your consideration,

Regards

David Saint Michel

West Seattle

#	Comments	Responses
1	I am in favor of public transit and light rail and would love to see this happen as soon as possible.	Thank you for expressing support for light rail.
2	I oppose the preferred alternatives of an elevated track. This would cause a lot of nuisances, first visually, this would be towering over a neighnorhood of single family homes, townhouses and 4- level apartment buildings between Delridge and Fauntleroy. It would also be a direct noise and visual nuisance for the apartment dwellers between Fauntleroy and Alaska, not just from the train themselves but from the continuous announcements at the stations. I lived next to one L track and station in Chicago -Armitage (link https://goo.gl/maps/jzKXuSwoUjZfMYkM6) and moved out because of it). It would completely alter the character of the Junction that has been painstakingly preserved over the years.	Please see responses to CCG2, CC4.4a, CC4.5a, and CC4.7a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	I am in favor of tunnels that would go under Genessee and 41st or 42nd Ave SW. That would reduce the number of residents being relocated and savings from the expropriations with current real estate prices would offset a big chunk of the cost of a tunnel. Also another source of savings is limiting the number of stations from 3 to 2. The distance between the stations at the Junction and Avalon is just 1/2 mile and 12 minutes walk according to Google maps so an Avalon station might not be the most bang for the buck.	Please see responses to CCG2 and CC2j in Table 7-1.

Comment Submittal 1059

Communication ID:	Name	Email
502821	Julie Garbutt	urbanhiker@me.com

Full Communication (4/28/2022)

Combine the two stations in WSEA into one station and place it on/adjacent to Fauntleroy Way SW alignment. Walkshed covered will be acceptable. Much better than walkshed in other neighborhoods served by light rail. With two obvious examples being: Bellevue, where the light rail station is a mile from Bell Square and half a mile from the new improved transit center. This solution would be a much smaller and more manageable walkshed and would be concentrated near the vast density of housing in the two areas. Folks can walk or bus to the commercial center which would still be an easy walk from the station or an even easier C bus ride.

#	Comments	Responses
1	Combine the two stations in WSEA into one station and place it on/adjacent to Fauntleroy Way SW alignment. Walkshed covered will be acceptable. Much better than walkshed in other neighborhoods served by light rail. With two obvious examples being: Bellevue, where the light rail station is a mile from Bell Square and half a mile from the new improved transit center. This solution would be a much smaller and more manageable walkshed and would be concentrated near the vast density of housing in the two areas. Folks can walk or bus to the commercial center which would still be an easy walk from the station or an even easier C bus ride.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1060

Communication ID:	Name	Email
502823	Kevin Freitas	kevinfreitas.net@gmail.com

Full Communication (4/28/2022)

The impact to housing and business is too great to allow the light rail above ground here in the West Seattle junction area. ST is great at digging tunnels and has done so when a line is called for in a hilly, dense neighborhood. The investment in West Seattle for alternate transportation is long overdue but is also something that will be with us for decades and needs to be done right to fit best within our community and that means underground.

Likewise, a combined Avalon/Junction station near the Fauntleroy/Alaska intersection (with entrances on both sides of these busy streets) will serve the community well and helps eliminate the problematic Avalon station -- both due to existing housing but also because the walkshed is severely limited due to area topography and the West Seattle freeway cutting off easy access.

Aside from this, the large, mildewing concrete that comes with elevated rail does not fit within our densely populated neighborhood and will bisect are area that, instead, is slated for City of Seattle investment to bring both sides of Fauntleroy and Alaska together for people walking and rolling.

#	Comments	Responses
1	The impact to housing and business is too great to allow the light rail above ground here in the West Seattle junction area. ST is great at digging tunnels and has done so when a line is called for in a hilly, dense neighborhood. The investment in West Seattle for alternate transportation is long overdue but is also something that will be with us for decades and needs to be done right to fit best within our community and that means underground.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Likewise, a combined Avalon/Junction station near the Fauntleroy/Alaska intersection (with entrances on both sides of these busy streets) will serve the community well and helps eliminate the problematic Avalon station -- both due to existing housing but also because the walkshed is severely limited due to area topography and the West Seattle freeway cutting off easy access.	Please see response to CC2j in Table 7-1.
3	the large, mildewing concrete that comes with elevated rail does not fit within our densely populated neighborhood and will bisect are area that, instead, is slated for City of Seattle investment to bring both sides of Fauntleroy and Alaska together for people walking and rolling.	Please see response to CC4.4a in Table 7-1.

Comment Submittal 1061

Communication ID:	Name	Email
502824	Gillian Fulford	fulfordgillian@gmail.com

Full Communication (4/28/2022)

Hi all,

I am incredibly excited for the Link extensions that are coming in the future! I am an avid user of public transit (mostly using bike and KC Metro services to get around) and I can't wait to see how the upcoming Link extensions improve mobility within and around Seattle.

However, I implore the team at Sound Transit to choose the 4th Ave route for the West Seattle and Ballard Link Extensions. The 5th Ave option will disrupt the CID immensely more than the 4th Ave option, putting a neighborhood that has already been through so much disruption in the past years caused by construction (through the construction of 1-5, Kingdome, CenturyLink Field, etc), as well as disruption caused by increased crimes and hate-motivated attacks on the Asian population.

Community is so, so important to us as humans. We thrive when we are given safe and stable places to express our shared cultures and to grow close to one another. The 5th Ave choice for the Link Expansion would put a huge strain on businesses, homes, and ways of life.

Please, choose the route that would impact the people of the CID the least. Please choose to expand the Link using the 4th Ave option!

#	Comments	Responses
1	I am incredibly excited for the Link extensions that are coming in the future!	Thank you for expressing support for the project.
2	I implore the team at Sound Transit to choose the 4th Ave route for the West Seattle and Ballard Link Extensions. The 5th Ave option will disrupt the CID immensely more than the 4th Ave option, putting a neighborhood that has already been through so much disruption in the past years caused by construction (through the construction of 1-5, Kingdome, Centurylink Field, etc), as well as disruption caused by increased crimes and hate-motivated attacks on the Asian population. Community is so, so important to us as humans. We thrive when we are given safe and stable places to express our shared cultures and to grow close to one another. The 5th Ave choice for the Link Expansion would put a huge strain on businesses, homes, and ways of life.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1062

Communication ID:	Name	Email
502829	Shannon Saam	shannonldonegan@gmail.com

Full Communication (4/28/2022)

I voted for this extension in 2016, but having now seen the West Seattle expansion options, I believe the environmental and economic costs outweigh the benefits. Please reconsider how electric buses and other transit options could meet the growing needs of West Seattle's population without displacing dozens of businesses, hundreds of homes, and hundreds of animals that all make their homes in West Seattle.

#	Comments	Responses
1	I voted for this extension in 2016, but having now seen the West Seattle expansion options, I believe the environmental and economic costs outweigh the benefits. Please reconsider how electric buses and other transit options could meet the growing needs of West Seattle's population without displacing dozens of businesses, hundreds of homes, and hundreds of animals that all make their homes in West Seattle.	Your opposition to the project has been noted. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail.

Comment Submittal 1063

Communication ID:	Name	Email
502832	Steven Townsend	steven@montgomerytownsend.com

Full Communication (4/28/2022)

Thank you for issuing the Draft EIS for public comment. I think most West Seattle residents (myself included) are all excited and anxiously awaiting light rail to West Seattle. The needs for public transit alternatives to and from the peninsula are glaring in the past 2 years with the bridge closure.

I am an Architect and resident of West Seattle (Alaska Junction). In reviewing the EIS, it is apparent that the site constraints and elevation changes after crossing the Duwamish necessitate a tunneling option at least from Delridge to the junction

Additionally, the amount of property which would need to be required either through standard real estate transactions or eminent domain is astronomical with an elevated track, not to mention the fact that all the residents of said properties would have to be displaced. For instance, the elevated proposals for the Alaska junction station would require the acquisition, and demolition of effectively 2 entire blocks. The proposals for a Fauntleroy elevated station would require the acquisition, DISPLACEMENT. and demolition of a brand new apartment building that just opened at the end of 2021.

Given the pace of real estate prices, has the budget for acquisition provided enough funds for procuring all of these properties? Has this process started? Certainly not every one of these residents will sell willingly, forcing an eminent domain challenge, which will most certainly be challenged in some capacity leading to a potentially years long legal battle, just to acquire the properties. Has this been accounted for in the schedule?

It seems just from a land use and acquisition question, that the elevated options do not seem feasible. Delridge 2B is a great configuration for a tunnel, which leverages existing city property, thereby eliminating some property acquisition requirements and achieving a tunnel from there to the junction. I strongly urge Sound Transit to consider modifying the preferred alternative to a tunneling strategy, which utilizes as much city owned/public property as possible without the forcible acquisition and eviction of residents.

Furthermore, while the West Seattle Bridge repairs are due to be completed this year - this bridge will still need replacing. It would be wise, before the bridge reaches the end of its lifespan, to plan for a hybrid road/rail replacement design which can be constructed as part of the light rail extension and would allow the existing West Seattle Bridge to be decommissioned at a later date once the light rail is opened. I understand this requires interface with SOOT, but would be a wise endeavor for efficiency's sake.

#	Comments	Responses
1	I think most West Seattle residents (myself included) are all excited and anxiously awaiting light rail to West Seattle. The needs for public transit alternatives to and from the peninsula are glaring in the past 2 years with the bridge closure.	Thank you for expressing support for the West Seattle Link Extension.

#	Comments	Responses
2	it is apparent that the site constraints and elevation changes after crossing the Duwamish necessitate a tunneling option at least from Delridge to the junction Additionally, the amount of property which would need to be required either through standard real estate transactions or eminent domain is astronomical with an elevated track, not to mention the fact that all the residents of said properties would have to be displaced. For instance, the elevated proposals for the Alaska junction station would require the acquisition, and demolition of effectively 2 entire blocks. The proposals for a Fauntleroy elevated station would require the acquisition, DISPLACEMENT, and demolition of a brand new apartment building that just opened at the end of 2021. Given the pace of real estate prices, has the budget for acquisition provided enough funds for procuring all of these properties? Has this process started? Certainly not every one of these residents will sell willingly, forcing an eminent domain challenge, which will most certainly be challenged in some capacity leading to a potentially years long legal battle, just to acquire the properties. Has this been accounted for in the schedule? It seems just from a land use and acquisition question, that the elevated options do not seem feasible. Delridge 2B is a great configuration for a tunnel, which leverages existing city property, thereby eliminating some property acquisition requirements and achieving a tunnel from there to the junction. I strongly urge Sound Transit to consider modifying the preferred alternative to a tunneling strategy, which utilizes as much city owned/public property as possible without the forcible acquisition and eviction of residents.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 4.1, Acquisitions, Displacements, and Relocations for more information on the relocation process and relocation benefits.
3	Furthermore, while the West Seattle Bridge repairs are due to be completed this year - this bridge will still need replacing. It would be wise, before the bridge reaches the end of its lifespan, to plan for a hybrid road/rail replacement design which can be constructed as part of the light rail extension and would allow the existing West Seattle Bridge to be decommissioned at a later date once the light rail is opened. I understand this requires interface with SOOT, but would be a wise endeavor for efficiency's sake.	The design of a future West Seattle Bridge replacement has not yet been approved. Based on coordination between Sound Transit and the City of Seattle to date, design of the light rail guideway over the Duwamish Waterway would not preclude future replacement of the West Seattle Bridge. Coordination between Sound Transit and the City of Seattle on this topic will continue as the West Seattle Link Extension and West Seattle Bridge projects advance.

Comment Submittal 1064

Communication ID:	Name	Email
502848	Rachel Wood	rcwood88@gmail.com

Full Communication (4/28/2022)

Sound Transit needs to be expanded, and the missing link of the Burke-Gilman needs to be completed!!

Mass transit is vital to our city, and is more environmentally friendly.

#	Comments	Responses
1	Sound Transit needs to be expanded, and the missing link of the Burke-Gilman needs to be completed!! Mass transit is vital to our city, and is more environmentally friendly.	Thank you for expressing support for the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1065

Communication ID:	Name	Email
502849	Ray Tarrach	rtarrach@gmail.com

Full Communication (4/28/2022)

Please reconsider this development because it's another way Seattle is practicing gentrification and harming the people who live in this area. Making them loose their businesses and not be able to afford rent. This is not an act of love for the people in Seattle who will be deeply impacted by this.

#	Comments	Responses
1	Please reconsider this development because it's another way Seattle is practicing gentrification and harming the people who live in this area. Making them loose their businesses and not be able to afford rent. This is not an act of love for the people in Seattle who will be deeply impacted by this.	Your opposition to the project has been noted.

Comment Submittal 1066

Communication ID:	Name	Email
502856	Derek Shan	shanhomed@gmail.com

Full Communication (4/28/2022)

I support the 5th Ave alignment, but Sound Transit must take CID community concerns seriously and seek to minimize disruption to local businesses by prioritizing a 4th Ave S station just below street level like the existing station. Regardless of the rest of the downtown alignment it's absolutely essential to have multiple banks of large surface-to-platform elevators to serve the second downtown transit tunnel. The need for a mezzanine level is minimal; ticket machines and ORCA card readers can be stationed at immediate at all surface level-station entrances as with all stations in the newer segment between Capitol Hill and Roosevelt.

The Ballard station is too far from the core of the neighborhood and fails to properly serve it - given the growth of the neighborhood and its existing core, it'd be like building the U District station by the freeway bus station instead. An alignment more to the west would also allow better pedestrian and bicycle access to and across the Locks and Discovery Park.

Similarly, the SLU station should be built to serve the neighborhood core (between 9th and Boren), and redundancy to the streetcar by building it under Westlake instead would not be unwelcome.

I don't have particularly strong opinions on the other alignments, though WSJ-5 is clearly the best option to actually serve riders in West Seattle, and consolidating Smith Cove/Interbay should be studied further as the drawbacks of cutting Smith Cove are not huge compared to time savings and better possibilities of TOD to drive ridership in addition to being close to existing useful retail, though if not the 17th AvefThorndyke retained cut option is the most ideal (again, considering the potential for future TOD, not as it's currently developed).

#	Comments	Responses
1	I support the 5th Ave alignment, but Sound Transit must take CID community concerns seriously and seek to minimize disruption to local businesses by prioritizing a 4th Ave S station just below street level like the existing station. Regardless of the rest of the downtown alignment it's absolutely essential to have multiple banks of large surface-to-platform elevators to serve the second downtown transit tunnel. The need for a mezzanine level is minimal; ticket machines and ORCA card readers can be stationed at immediate at all surface level-station entrances as with all stations in the newer segment between Capitol Hill and Roosevelt.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	The Ballard station is too far from the core of the neighborhood and fails to properly serve it - given the growth of the neighborhood and its existing core, it'd be like building the U District station by the freeway bus station instead. An alignment more to the west would also allow better pedestrian and bicycle access to and across the Locks and Discovery Park.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	SLU station should be built to serve the neighborhood core (between 9th and Boren), and redundancy to the streetcar by building it under Westlake instead would not be unwelcome.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	WSJ-5 is clearly the best option to actually serve riders in West Seattle,	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
5	consolidating Smith Cove/Interbay should be studied further as the drawbacks of cutting Smith Cove are not huge compared to time savings and better possibilities of TOD to drive ridership in addition to being close to existing useful retail, though if not the 17th Ave/Thorndyke retained cut option is the most ideal (again, considering the potential for future TOD, not as it's currently developed).	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1067

Communication ID:	Name	Email
502857	Kristen Johnson	kristen.johnson.tr@gmail.com

Full Communication (4/28/2022)

Hello,

My name is Kristen Johnson and I am writing to comment about the proposed DEL-5 and DEL-6 alternatives for the West Seattle Link Extension. I am strongly opposed to these alternative routes, as they would completely disrupt the behavioral health agency, Transitional Resources, that I currently work for.

I have been an employee at Transitional Resources for just over 3 years, and I also live in West Seattle. Transitional Resources provides behavioral health treatment and supportive housing for those who are living with serious mental illness in our community. A majority of those we serve are people who once struggled with homelessness and hospitalization and are now living stable, healthy lives in the community thanks to our services. The proposed DEL-5 and DEL-6 routes would devastate Transitional Resources (TR) and our model of care if they were to move forward.

The proposed routes affect 3 of our properties; one is a house that serves as a permanent residence to several clients, and two other buildings are apartments that house clients and contain offices for our programs--and these two buildings are absolutely essential to the work we do. These two buildings are not only permanent housing for 30+ clients we serve, but are also where the entirety of our supportive housing program and outpatient services offices are located and operated from. These buildings and their close proximity are located in the community and are a cornerstone of TR's successful model of care. Clients and staff rely on the easy accessibility and consistency of services that the co-location of the buildings provide. TR has a multitude of clients who live in the surrounding community--including those at our recently constructed Rise at Yancy Street building located a block away-who would lose access to these services that are right on their doorstep. Those who do live in these properties would be displaced and would likely struggle to find a new home and services that could meet their unique needs. Many of these people were homeless for many years and were finally able to find permanent housing through TR, and they have maintained this housing thanks to our services.

Finally, the biggest issue concerning these proposed alternative routes is that TR cannot easily relocate since the proximity of services and housing are essential to our model of care. Costs are going up in the area, and finding a new property that would meet our needs without needing to build new would be nearly impossible. The costs of building new would be far out of our means as an agency, and I emphasize once again, the close proximity of our buildings and the interconnected nature of all our programs is essential to the services we provide, and to the successful outcomes we see from our clients.

As you can see, the disruption of these services would be catastrophic to not only our clients, but our community as a whole. I urge Sound Transit to reject the DEL-5 and DEL-6 alternatives and go with other alternatives that will not devastate a vital community service that this nonprofit provides.

Thank you, Kristen

#	Comments	Responses
1	I am strongly opposed to these alternative routes, as they would completely disrupt the behavioral health agency, Transitional Resources, that I currently work for. I have been an employee at Transitional Resources for just over 3 years, and I also live in West Seattle. Transitional Resources provides behavioral health treatment and supportive housing for those who are living with serious mental illness in our community. A majority of those we serve are people who once struggled with homelessness and hospitalization and are now living stable, healthy lives in the community thanks to our services. The proposed DEL-5 and DEL-6 routes would devastate Transitional Resources (TR) and our model of care if they were to move forward. The proposed routes affect 3 of our properties; one is a house that serves as a permanent residence to several clients, and two other buildings are apartments that house clients and contain offices for our programs--and these two buildings are absolutely essential to the work we do. These two buildings are not	Please see responses to CCG2 and CC4.d in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
	only permanent housing for 30+ clients we serve, but are also where the entirety of our supportive housing program and outpatient services offices are located and operated from. These buildings and their close proximity are located in the community and are a cornerstone of TR's successful model of care. Clients and staff rely on the easy accessibility and consistency of services that the co-location of the buildings provide. TR has a multitude of clients who live in the surrounding community--including those at our recently constructed Rise at Yancy Street building located a block away- who would lose access to these services that are right on their doorstep. Those who do live in these properties would be displaced and would likely struggle to find a new home and services that could meet their unique needs. Many of these people were homeless for many years and were finally able to find permanent housing through TR, and they have maintained this housing thanks to our services. Finally, the biggest issue concerning these proposed alternative routes is that TR cannot easily relocate since the proximity of services and housing are essential to our model of care. Costs are going up in the area, and finding a new property that would meet our needs without needing to build new would be nearly impossible. The costs of building new would be far out of our means as an agency, and I emphasize once again, the close proximity of our buildings and the interconnected nature of all our programs is essential to the services we provide, and to the successful outcomes we see from our clients. As you can see, the disruption of these services would be catastrophic to not only our clients, but our community as a whole. I urge Sound Transit to reject the DEL-5 and DEL-6 alternatives and go with other alternatives that will not devastate a vital community service that this nonprofit provides.	

Comment Submittal 1068

Communication ID:	Name	Email
502863	Douglas Kilpatrick	kilpatds@oppositelock.org

Full Communication (4/28/2022)

- Housing/land costs will continue to WELL outpace inflation.
- As such, delays will raise costs (of land acquisition) faster than money to buy them, and will doom the project.
- Unless the project changes to not need to purchase land.

Plan to build a tunnel (in West Seattle) instead where it saves you from having to acquire large chunks of property. It'll be the only way to actually succeed, and as a bonus it will be less obnoxious visually too.

(Alternately, if we could kill R1 and parking requirements, maybe we could catch housing inflation? But that's for the council to change, and you can't really get them to change that. So ... tunnels.)

#	Comments	Responses
1	Housing/land costs will continue to WELL outpace inflation. As such, delays will raise costs (of land acquisition) faster than money to buy them, and will doom the project. Unless the project changes to not need to purchase land. Plan to build a tunnel (in West Seattle) instead where it saves you from having to acquire large chunks of property. It'll be the only way to actually succeed, and as a bonus it will be less obnoxious visually too. (Alternately, if we could kill R1 and parking requirements, maybe we could catch housing inflation? But that's for the council to change, and you can't really get them to change that. So ... tunnels.)	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1069

Communication ID:	Name	Email
502866	Quyen Vu	qvu@bet-r.com

Full Communication (4/28/2022)

To whom it may concern,

I prefer selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route.

After reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13- ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. They will force our office building at 4000 Delridge Way SW to close and demolish the surrounding neighborhood, which I believe would be devastating for our business and employee morale to have to leave West Seattle, as well as the nearby neighbors.

It seems DEL-5 or DEL-6 are better options due to less neighborhood impact. They would allow us to remain on our corner and prevent any disruption to our thriving business. Also, Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. The noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. The DEL-6 option is cheaper than the others, making it a great choice since construction costs are rising dramatically.

In closing, please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.

#	Comments	Responses
1	I prefer selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. After reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 - ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. They will force our office building at 4000 Delridge Way SW to close and demolish the surrounding neighborhood, which I believe would be devastating for our business and employee morale to have to leave West Seattle, as well as the nearby neighbors. It seems DEL-5 or DEL-6 are better options due to less neighborhood impact. They would allow us to remain on our corner and prevent any disruption to our thriving business. Also, Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties - both of which are limited in West Seattle. The noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. The DEL-6 option is cheaper than the others, making it a great choice since construction costs are rising dramatically. In closing, please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.	Please see responses to CCG2, CC4.1a, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1070

Communication ID:	Name	Email
502868	Sharonn Meeks	smeeks50@comcast.net

Full Communication (4/28/2022)

Four stations are not necessary in West Seattle. Long term accessibility and route expansion should go south from the Fauntleroy station. I believe the alaska junction station, regardless of whether it is above or below ground is not necessary and is a dead end ride. It is easily walked up Edmunds, Alaska or Oregon and would thrive with a shuttle from the Morgan Junction as well as the Admiral Junction. This would allow the possibility of pedestrian only from the Triangle to the Alaska Junction. No cars, walk or trolly to a safe, noise free and sunlight destination for shopping and entertainment. Build for expansion to the airport and beyond.

#	Comments	Responses
1	Four stations are not necessary in West Seattle. Long term accessibility and route expansion should go south from the Fauntleroy station. I believe the alaska junction station, regardless of whether it is above or below ground is not necessary and is a dead end ride. It is easily walked up Edmunds, Alaska or Oregon and would thrive with a shuttle from the Morgan Junction as well as the Admiral Junction. This would allow the possibility of pedestrian only from the Triangle to the Alaska Junction. No cars, walk or trolly to a safe, noise free and sunlight destination for shopping and entertainment. Build for expansion to the airport and beyond.	Please see response to CC2d and CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas.

Comment Submittal 1071

Communication ID:	Name	Email
502869	Heather Scott	scottibell1206@gmail.com

Full Communication (4/28/2022)

Please build this underground! The West Seattle we know has already been ruined and over built. This monstrosity is loud and ugly, the least we can do is put it underground and save what little bit of our once lovely town that we can. Underground please!

#	Comments	Responses
1	Please build this underground! The West Seattle we know has already been ruined and over built. This monstrosity is loud and ugly, the least we can do is put it underground and save what little bit of our once lovely town that we can. Underground please!	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1072

Communication ID:	Name	Email
502871	Gabriella Middleton	gabsamaria@gmail.com

Full Communication (4/28/2022)

Don't build this transit system! Multiple small businesses are placed there that have been around for many years. Building this would end these businesses and harm many families.

#	Comments	Responses
1	Don't build this transit system! Multiple small businesses are placed there that have been around for many years. Building this would end these businesses and harm many families.	Your opposition to the project is noted. Please see response to CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please also see Section 4.3, Economics, of the West Seattle Link Extension Final EIS for more information on economic impacts.

Comment Submittal 1073

Communication ID:	Name	Email
502879	Kelli Refer	kelli.refer@gmail.com

Full Communication (4/28/2022)

Thank you for the opportunity to comment. I am very supportive of building light rail. I support a system that prioritizes riders and good station access. As a regular user of the current line 1 system, I am often very frustrated by the lack of functioning elevators and escalators. I am against any of the deep stations for that reason.

In the Chinatown International District, please build a station on 4th that is shallow. This neighborhood also needs construction mitigation efforts to support the unique local businesses in this neighborhood. The CID has faced so many negative impacts from transportation projects over the past decades, and it is important to figure out how to support the existing local businesses and prevent further displacement.

#	Comments	Responses
1	I am very supportive of building light rail. I support a system that prioritizes riders and good station access. As a regular user of the current line 1 system, I am often very frustrated by the lack of functioning elevators and escalators. I am against any of the deep stations for that reason.	Thank you for expressing support for the project. Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular updates on the status of the repair and replacement program is provided on the Sound Transit website at https://www.soundtransit.org/. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	In the Chinatown International District, please build a station on 4th that is shallow. This neighborhood also needs construction mitigation efforts to support the unique local businesses in this neighborhood. The CID has faced so many negative impacts from transportation projects over the past decades, and it is important to figure out how to support the existing local businesses and prevent further displacement.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1074

Communication ID:	Name	Email
502881	Connor Davidge	cdavidge92@gmail.com

Full Communication (4/28/2022)

- Support any option that puts more trains in tunnels through West Seattle and Ballard
- Options where stations are only accessible via elevators are not preferred
- CID-1a is preferred as it minimizes displacement of businesses in the CID.
- DT-1 is preferred as it locates the Downtown and South Lake Union stations in more desirable locations o Supportive of tentative plans presented to Seattle City Council showing an approach to the Mid-Town station is located and designed such that acquiring the Bartell's parcel isn't necessary.
- Support IBB-2b and IBB-3 design for Interbay and Ballard Stations. Locating station along 15th Ave W/ NW will provide easiest access for neighborhoods. For Interbay Station, locating the station away from 15th Ave W limits the systems ability to be easily accessed from bus routes (unless buses are re-routed), but support IBB-2b as it puts station below-grade at 15th Ave NW and NW Market St. Locating Ballard Station on 14th Ave NW limits access and potential future use.
- Sound Transit should work with the City of Seattle to establish higher height limits for future TOD developments around stations - especially in West Seattle, Smith Cove, Interbay, and Ballard Stations.
- Stations need to be connected to and accessible via safe routes for everyone walking, rolling, and biking. Sound Transit needs to work with the City of Seattle to create safe intersections, safe bike routes, and secure lock-up facilities for short and long-term bike storage at new stations in West Seattle, Interbay, and Ballard.

#	Comments	Responses
1	Support any option that puts more trains in tunnels through West Seattle and Ballard	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Options where stations are only accessible via elevators are not preferred	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	CID-1a is preferred as it minimizes displacement of businesses in the CID.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	DT-1 is preferred as it locates the Downtown and South Lake Union stations in more desirable locations o Supportive of tentative plans presented to Seattle City Council showing an approach to the Mid-Town station is located and designed such that acquiring the Bartell's parcel isn't necessary.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	Support IBB-2b and IBB-3 design for Interbay and Ballard Stations. Locating station along 15th Ave W/ NW will provide easiest access for neighborhoods. For Interbay Station, locating the station away from 15th Ave W limits the systems ability to be easily accessed from bus routes (unless buses are re-routed), but support IBB-2b as it puts station below-grade at 15th Ave NW and NW Market St. Locating Ballard Station on 14th Ave NW limits access and potential future use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	Sound Transit should work with the City of Seattle to establish higher height limits for future TOD developments around stations - especially in West Seattle, Smith Cove, Interbay, and Ballard Stations.	Thank you for your comment, however, this is beyond the scope of the project. The purpose of the project is to expand the Sound Transit Link light rail system to West Seattle, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections. The City of Seattle is responsible for establishing height limits for future TOD. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	Stations need to be connected to and accessible via safe routes for everyone walking, rolling, and biking. Sound Transit needs to work with the City of Seattle to create safe intersections, safe bike routes, and secure lock-up facilities for short and long-term bike storage at new stations in West Seattle, Interbay, and Ballard.	Please see response to CC3a in Table 7-1. Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each West Seattle Link Extension station would have a dedicated bicycle storage area. A response to this comment related to the Ballard Link Extension stations will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1075

Communication ID:	Name	Email
502885	E. Benbow	benb0009@tc.umn.edu

Full Communication (4/28/2022)

In the interest of promoting equity and minimizing impacts to the area's air and water quality, these are the best options for the West Seattle line of ST3:

1. No Avalon Station, with cost savings going toward a long tunnel. Because the other stations will be very close, this station would cause unnecessary displacement, air pollution, noise pollution, expense, and traffic delays. II is also poorly positioned for connections with bus transit.
2. Long-tunnel option extending to 41st Ave SW. This option causes the least displacement, is best for the environment, leads to the fewest traffic disruptions, and preserves the small and large businesses that have made West Seattle what it is. Its design is also in line with other Link light rail lines (Capitol Hill, Roosevelt, etc.).
3. Underground Jefferson Square Station (WSJ-3b). This option leads to the least displacement, pollution, noise, and traffic disruption, while also preserving the character of the Alaska Junction's business district.
4. Elevated Delridge Way Station (DEL-3). This option causes the least displacement and offers good connection to transit services along Delridge Way.

#	Comments	Responses
1	No Avalon Station, with cost savings going toward a long tunnel. Because the other stations will be very close, this station would cause unnecessary displacement, air pollution, noise pollution, expense, and traffic delays. It is also poorly positioned for connections with bus transit.	Please see responses to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Long-tunnel option extending to 41st Ave SW. This option causes the least displacement, is best for the environment, leads to the fewest traffic disruptions, and preserves the small and large businesses that have made West Seattle what it is. Its design is also in line with other Link light rail lines (Capitol Hill, Roosevelt, etc.).	Please see response to CCG2 in Table 7-1.
3	Underground Jefferson Square Station (WSJ-3b). This option leads to the least displacement, pollution, noise, and traffic disruption, while also preserving the character of the Alaska Junction's business district.	Please see response to CCG2 in Table 7-1.
4	Elevated Delridge Way Station (DEL-3). This option causes the least displacement and offers good connection to transit services along Delridge Way.	Please see response to CCG2 in Table 7-1.

Comment Submittal 1076

Communication ID:	Name	Email
502893	Caitlin Peterson	caitlin.p@bladegallery.com

Full Communication (4/28/2022)

Dear Councilmembers and Sound Transit,

I have been an employee at BladeGallery's Epicurean Edge for 7 years. This last fall, we moved from Kirkland, WA to Seattle. A move that was by no means easy, but one that we were very excited and hopeful for the future being in such a historic building. Our new larger storefront we hope to host things such as classes in knifemaking, forging, culinary knife skills, and sharpening, and potentially trade shows were we host knife makers. The new that we are in danger of our new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives in devastating. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else.

Because we have only just moved locations, having to attempt move a second time if the building was claimed would be a devastating, potentially fatal blow to our company. So much has already been invested in this location, the possibility of starting again is impossible. In addition to putting employees out of work, we are one of the last remaining businesses of our kind in the state, and without us much of our customer base will be forced to instead of buying local, they will have to buy online with international competitors.

Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business:

As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use.

As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives.

As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives

As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives.

As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives.

As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls.

As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas.

As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures.

As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected.

Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative.

As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources.

Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations.

Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.

Who is BladeGallery?

BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists.

During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community.

The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980.

Thank you for your consideration,

Caitlin Peterson

#	Comments	Responses
1	Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees - about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives - about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin - less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other	Please see responses to CCG2, CCG3, and CC4.1a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. The number of historic resources on individual properties is determined in consultation with the State Historic Preservation Officer. Please see Sections 4.16, Historic and Archaeological Resources, of the West Seattle Link Extension Final EIS. Although DUW-2 would not require relocation at Fire Station 14, the same is true for DUW-1a and DUW-1b. And although DUW-2 would have no permanent impact to parks and recreational resources, other impacts to resources were compared. Please see Chapter 6, of the West Seattle Link Extension Final EIS, for more information about meeting the project purpose and need.

#	Comments	Responses
	alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop.	

Comment Submittal 1077

Communication ID:	Name	Email
502899	David Papanikolas	dapap@hotmail.com

Full Communication (4/28/2022)

I own and live in a townhouse in the heart of the Alaska Junction.

I also own rental property in the Pigeon Point neighborhood near the proposed Delridge stop.

I would be an avid user of light rail if well-implemented.

I favor the “Medium Tunnel 41st / Andover St Lower Height” option for West Seattle because of cost, station locations, and routing.

Cost

The only option with lower monetary cost than doing the “Medium Tunnel 41st / Andover St Lower Height” option ($1.6B projected cost) is the “Elevated Fauntleroy” option ($1.5B projected cost). Yet for this 6% difference in dollar cost, we would end up with a station further from the heart of the Junction (just blocks away from the Avalon station) and with 286 more housing units needing to be eliminated to complete the project. The “Medium Tunnel 41st / Andover St Lower Height” option seems to provide the most value.

STATION LOCATIONS

DELRIDGE STOP:

I believe Andover Street Station provides the best location and routing.

An Andover station would replacing an aging strip shopping center (whereas Dakota location take out entire blocks of housing). An Andover station location would provide opportunities for an improved commercial center through redevelopment that could potentially enhance the neighborhood. It could be a more compelling spot for shopping, coffee, dining, etc than the sad shopping center that is currently on that corner. It could create a neighborhood hub for Youngstown and Pigeon Point residents while preserving existing housing and history for some of those very same residents.

ALASKA JUNCTION STOP:

I believe that any tunnel option for the Alaska Junction Station is optimal.

It will reduce any visual blight created by an elevated railway and elevated station.

It will significantly reduce residential displacements so that more of our community can remain intact

It will bring riders closer to the heart of the junction than would be the case with an “Elevated Fauntleroy location” (and reduce the redundancy of the Avalon and Alaska Junction stops by not having them be so close together)

It is much cheaper than the Elevated 41st/42nd Avenue option – saving a projected $400M while sparing hundreds of unnecessary residential displacements and tens of business displacements.

ROUTING Running the elevated line along the industrial section of Youngstown rather than along the Greenspace on Genesee seems to make so much more sense as a way to mitigate the effect of the elevated line on the visual environment and preserve the character of West Seattle.

#	Comments	Responses
1	I favor the “Medium Tunnel 41st / Andover St Lower Height” option for West Seattle because of cost, station locations, and routing. Cost The only option with lower monetary cost than doing the “Medium Tunnel 41st / Andover St Lower Height” option ($1.6B projected cost) is the “Elevated Fauntleroy” option ($1.5B projected cost). Yet for this 6% difference in dollar cost, we would end up with a station further from the heart of the Junction (just blocks away from the Avalon station) and with 286 more housing units needing to be eliminated to complete the project. The “Medium Tunnel 41st / Andover St Lower Height” option seems to provide the most value.	Please see responses to CCG2, CC2i, CC4.1b, CC4.4a, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
	STATION LOCATIONS DELRIDGE STOP: I believe Andover Street Station provides the best location and routing. An Andover station would replacing an aging strip shopping center (whereas Dakota location take out entire blocks of housing). An Andover station location would provide opportunities for an improved commercial center through redevelopment that could potentially enhance the neighborhood. It could be a more compelling spot for shopping, coffee, dining, etc than the sad shopping center that is currently on that corner. It could create a neighborhood hub for Youngstown and Pigeon Point residents while preserving existing housing and history for some of those very same residents. ALASKA JUNCTION STOP: I believe that any tunnel option for the Alaska Junction Station is optimal. It will reduce any visual blight created by an elevated railway and elevated station. It will significantly reduce residential displacements so that more of our community can remain intact It will bring riders closer to the heart of the junction than would be the case with an “Elevated Fauntleroy location” (and reduce the redundancy of the Avalon and Alaska Junction stops by not having them be so close together) It is much cheaper than the Elevated 41st/42nd Avenue option – saving a projected $400M while sparing hundreds of unnecessary residential displacements and tens of business displacements. ROUTING Running the elevated line along the industrial section of Youngstown rather than along the Greenspace on Genesee seems to make so much more sense as a way to mitigate the effect of the elevated line on the visual environment and preserve the character of West Seattle.	

Comment Submittal 1078

Communication ID:	Name	Email
502905	Steve Mohundro	smohundro@gmail.com

Full Communication (4/28/2022)

I am mostly focused on West Seattle as a resident there. I think it makes the most sense to get rid of the Avalon station to reduce disruption and gain funds that could be used to make better Delridge and "Junction" stations. For the Junction station, I don't mind the ones that are further east (closer to where the Avalon station would have been) to help give those residents closer access to the light rail line (either elevated option). Of the tunnel options, I like the WSJ-3a alternative best. If funding is possible, I do prefer a tunnel.

#	Comments	Responses
1	I think it makes the most sense to get rid of the Avalon station to reduce disruption and gain funds that could be used to make better Delridge and "Junction" stations. For the Junction station, I don't mind the ones that are further east (closer to where the Avalon station would have been) to help give those residents closer access to the light rail line (either elevated option).	Please see response to CCG2 and CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	Of the tunnel options, I like the WSJ-3a alternative best. If funding is possible, I do prefer a tunnel.	Please see response to CCG2 in Table 7-1.

Comment Submittal 1079

Communication ID:	Name	Email
502906	Jon Struck	jonmel4@msn.com

Full Communication (4/28/2022)

Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).

#	Comments	Responses
1	Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1080

Communication ID:	Name	Email
502907	Melanie Struck	mel.struck@outlook.com

Full Communication (4/28/2022)

Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).

#	Comments	Responses
1	Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).	Please see responses to CCG2 and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1081

Communication ID:	Name	Email
502912	Olivia Heath	oheathh@gmail.com

Full Communication (4/28/2022)

I would like to advocate for the Del-5 or Del-6 route for the West Seattle light rail route. The others would demolish some beloved businesses and I would hate to see that happen.

#	Comments	Responses
1	I would like to advocate for the Del-5 or Del-6 route for the West Seattle light rail route. The others would demolish some beloved businesses and I would hate to see that happen.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1082

Communication ID:	Name	Email
502915	Zachary Corum	corumzacpaul@gmail.com

Full Communication (4/28/2022)

The only viable alternative for the west Seattle community is one where a bored tunnel is used from WS golf course to the Junction. Cut and cover tunnels and elevated trackway construction would impose an unbearable impact on a fragile community that has greatly suffered from the effects of the bridge closure and covid. Recent visits to the heart of the junction show many businesses that hung on for over a year have given up. I worry there are more to follow. The current economic and ridership baseline is not likely current. The community is not as robust and resilient as when the alternatives analysis was begun. The impacts are very likely underestimates and some preferred alternatives could be untennable if reevaluated with the current socio- economic, inflation, and ridership baselines.

With the permanent shift to hybrid and remote work the need for hub and spoke transit has been reduced, potentially to a point where delaying light rail for 10-20 years+ expanding C and D lines+ elevated gondola would be more cost effective, timely, and positively impactful.

The line to Ballard can be accellerated and new high bridge project can then be expanded to accommodate build out and growth when these mass transit systems reach capacity and the light rail demand as originally envisaged materializes, the community rebounds from several years of stability, and economics are better.

While I voted for ST3 that was based on data presented at the time - costs, timelines, alternatives and ridership estimates are far off from that now. Traffic should be less going forward, thus the status quo is becoming more attractive if implementation of the preferred alternative would tear up the junction for 5 or 10 years.

#	Comments	Responses
1	The only viable alternative for the west Seattle community is one where a bored tunnel is used from WS golf course to the Junction. Cut and cover tunnels and elevated trackway construction would impose an unbearable impact on a fragile community that has greatly suffered from the effects of the bridge closure and covid. Recent visits to the heart of the junction show many businesses that hung on for over a year have given up. I worry there are more to follow. The current economic and ridership baseline is not likely current. The community is not as robust and resilient as when the alternatives analysis was begun. The impacts are very likely underestimates and some preferred alternatives could be untennable if reevaluated with the current socio-economic, inflation, and ridership baselines.	Please see responses to CCG2, CC1a, and CC4.3b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	With the permanent shift to hybrid and remote work the need for hub and spoke transit has been reduced, potentially to a point where delaying light rail for 10-20 years + expanding C and D lines + elevated gondola would be more cost effective, timely, and positively impactful. The line to Ballard can be accellerated and new high bridge project can then be expanded to accommodate build out and growth when these mass transit systems reach capacity and the light rail demand as originally envisaged materializes, the community rebounds from several years of stability, and economics are better. While I voted for ST3 that was based on data presented at the time - costs, timelines, alternatives and ridership estimates are far off from that now. Traffic should be less going forward, thus the status quo is becoming more attractive if implementation of the preferred alternative would tear up the junction for 5 or 10 years.	Please see responses to CC1a and CC2g in Table 7-1. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified was light rail.

Comment Submittal 1083

Communication ID:	Name	Email
502918	Zachary Corum	corumzacpaul@gmail.com

Full Communication (4/28/2022)

If the skatepark at Delridge is impacted by the rail line or if other recreational amenities are impacted and mitigation is necessary, consider adding a solar (PV) shade structure over the skatepark to expand the usability of the park throughout the year. Leaf fall at that park is hazardous, rainy days are frequent.

#	Comments	Responses
1	If the skatepark at Delridge is impacted by the rail line or if other recreational amenities are impacted and mitigation is necessary, consider adding a solar (PV) shade structure over the skatepark to expand the usability of the park throughout the year. Leaf fall at that park is hazardous, rainy days are frequent.	Please see Section 4.17, Parks and Recreational Resources, of the West Seattle Link Extension Final EIS for more information on park impacts. None of the West Seattle Link Extension alternatives would impact the skatepark at Delridge Playfields.

Comment Submittal 1084

Communication ID:	Name	Email
502932	Camille Parker	camipar.mom@gmail.com

Full Communication (4/28/2022)

I'm a Magnolia resident and look forward to finally having light rail service to my area. I hope you will maintain all possible stations for Smith Cove and Interbay. Connection to bus routes on 15th is essential, as is easy access to the neigborhoods.

It is my understanding that the route into Ballard was selected before the higher bridge option was mandadted by the Coast Guard. Please re-open your study of a 20th Ave. NW route as an alternative cross-canal options that would more easily serve urban centers. Furthermore, if the route is on 14th Ave. NW, I don't want to have to cross 15th Ave. NW, which would be too dangerous. If the route is on 14th Ave. NW, please provide a tunnel to 15th.

In general, keep all stations shallow. I would like to see specifically why deeper tunnels are being recommended at some stations, specifically 4th Ave. Keep these stations user-friendly!

Provide options for future expansion in this plan. What we do now will impact greatly what we do in the future. Plan ahead!

Please do further study on South Lake Union Station (Central), possibly going under Westlake. I don't want to see stations on the edges of urban centers, they must be in the heart of urban centers.

I hope to see level cross-platform transfers.

Please avoid demolition of the USPS in SODO. This is too expensive and can be avoided.

Thank You

#	Comments	Responses
1	I'm a Magnolia resident and look forward to finally having light rail service to my area. I hope you will maintain all possible stations for Smith Cove and Interbay. Connection to bus routes on 15th is essential, as is easy access to the neigborhoods.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	It is my understanding that the route into Ballard was selected before the higher bridge option was mandadted by the Coast Guard. Please re-open your study of a 20th Ave. NW route as an alternative cross-canal options that would more easily serve urban centers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Furthermore, if the route is on 14th Ave. NW, I don't want to have to cross 15th Ave. NW, which would be too dangerous. If the route is on 14th Ave. NW, please provide a tunnel to 15th.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	In general, keep all stations shallow. I would like to see specifically why deeper tunnels are being recommended at some stations, specifically 4th Ave. Keep these stations user-friendly!	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
5	Provide options for future expansion in this plan. What we do now will impact greatly what we do in the future. Plan ahead!	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Please do further study on South Lake Union Station (Central), possibly going under Westlake. don't want to see stations on the edges of urban centers, they must be in the heart of urban centers.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	I hope to see level cross-platform transfers.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for a description of the stations which typically have center platforms. Only the SODO Station would have side platforms. A response to this comment related to station platforms for the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1085

Communication ID:	Name	Email
502950	Kory Watson	korywat@gmail.com

Full Communication (4/28/2022)

We are local residents of West Seattle, living near California Avenue SW in Seaview. Two items are very important to us:

- The light rail alignment should end on 42nd near California. If the station isn't built there, it will be largely inaccessible/ too far of a walk for most of us living on California Ave SW, and especially for those living west of it. California is the most dense part of West Seattle, so it makes sense to align light rail with it. It's also the bus arterial for many folks living near and south of Morgan Junction(+ the ferry). If the light rail is built next to California, buses can drive from Arbor Heights & the ferry directly to the station, staying only on California--making it easier & more convenient for many more residents to access the line.

The Junction is also the most important economic engine of West Seattle, and offers the most business/ dining/ etc. options. It makes the most sense by far to have the light rail exit there, it's better for business

Finally, by aligning on 42nd, we open the path to building a station in the center of Morgan Junction, which is WS Junction's little brother and is a solid place for expansion given recent upzoning.

- The light rail should live underground. An above ground light rail alignment would cost the same amount, be extremely disruptive, and would cut through our community, destroying many homes and businesses in the process. It would be loud and lower the quality of life of residents as it cuts directly through residential neighborhoods (no other light rail like cuts through residential areas like this would--it would be elevated and cause noise for a large area. Other light rail is at-grade with sound walls or is underground.). It makes no sense for the light rail to be elevated, there are so many cons, and the only "pro" (it'a cheaper) isn't even a factor anymore given elevated land acquisition costs.

These opinions are reflected by neighbors and other house members.

Thank you!

#	Comments	Responses
1	The light rail alignment should end on 42nd near California. If the station isn't built there, it will be largely inaccessible / too far of a walk for most of us living on California Ave SW, and especially for those living west of it. California is the most dense part of West Seattle, so it makes sense to align light rail with it. It's also the bus arterial for many folks living near and south of Morgan Junction (+ the ferry). If the light rail is built next to California, buses can drive from Arbor Heights & the ferry directly to the station, staying only on California--making it easier & more convenient for many more residents to access the line. The Junction is also the most important economic engine of West Seattle, and offers the most business / dining / etc. options. It makes the most sense by far to have the light rail exit there, it's better for business Finally, by aligning on 42nd, we open the path to building a station in the center of Morgan Junction, which is WS Junction's little brother and is a solid place for expansion given recent upzoning. The light rail should live underground. An above ground light rail alignment would cost the same amount, be extremely disruptive, and would cut through our community, destroying many homes and businesses in the process. It would be loud and lower the quality of life of residents as it cuts directly through residential neighborhoods (no other light rail like cuts through residential areas like this would--it would be elevated and cause noise for a large area. Other light rail is at-grade with sound walls or is underground.). It makes no sense for the light rail to be elevated, there are so many cons, and the only "pro" (it'a cheaper) isn't even a factor anymore given elevated land acquisition costs.	Please see responses to CC2d, CC2i, and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1086

Communication ID:	Name	Email
502953	mary chiu	mary.chiu@seattle.gov

Full Communication (4/28/2022)

please do a more in depth EIS report/ analysis.

#	Comments	Responses
1	please do a more in depth EIS report/ analysis.	Please see response to CCG1 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1087

Communication ID:	Name	Email
502956	Stephanie Boender	petrab101@hotmail.com

Full Communication (4/28/2022)

I recommend an alternative WSJ-1 should not advance due to noise vibration, shadowing and cost. Please go with the tunnel alternatives with a further study to mitigate long term road closure and the impact on traffic.

Thank you,

Stephanie

#	Comments	Responses
1	I recommend an alternative WSJ-1 should not advance due to noise vibration, shadowing and cost. Please go with the tunnel alternatives with a further study to mitigate long term road closure and the impact on traffic.	Please see responses to CCG2 and CC3c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1088

Communication ID:	Name	Email
502967	Braden Hardisty	bhardist@gmail.com

Full Communication (4/28/2022)

Hello,

I lived at the Alaska Junction from 2015-2020 and currently live in Highland Park. We have many friends and neighbors who still live in the Junction and we visit there weekly. The general concern is that WSJ-1 and WSJ-2 place an extra burden on the residents and businesses of that area so that the general community can pay a lower price for the benefit of a light rail. At a time when housing is strained and business are trying to recover post pandemic, these alternatives will contribute to housing shortages and business disruption for almost a decade. The light rail is an effective option at combating traffic, mobility and emissions, But we can accomplish those goals while minimizing the impact on the individuals sacrificing for the benefit of the community. If the community wants this, we should be willing to share the burden of additional costs in order to minimize the impact of displacement and business disruption.

#	Comments	Responses
1	The general concern is that WSJ-1 and WSJ-2 place an extra burden on the residents and businesses of that area so that the general community can pay a lower price for the benefit of a light rail. At a time when housing is strained and business are trying to recover post pandemic, these alternatives will contribute to housing shortages and business disruption for almost a decade. The light rail is an effective option at combating traffic, mobility and emissions. But we can accomplish those goals while minimizing the impact on the individuals sacrificing for the benefit of the community. If the community wants this, we should be willing to share the burden of additional costs in order to minimize the impact of displacement and business disruption.	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1089

Communication ID:	Name	Email
502968	Lori Kirsis	jorikirsis@yahoo.com

Full Communication (4/28/2022)

I am lifelong Seattle resident and current West Seattle resident, mother, architect.

My comments are limited to the Alaska Junction station and station area. I am mainly commenting that there should be NO ELEVATED Alaska Junction station options. I'm 110% behind mass transit and the light rail cannot get here fast enough BUT we cannot have a hulking concrete platform in the Junction.

ES.3.1.1.4. ES-19

The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would HORRIBLE for the neighborhood, especially as it grows. The city is encouraging density here and these alternatives would not enhance anything in the neighborhood. The current ST elevated stations are grossly overbuilt and unfriendly scale that will be detrimental to their surrounding contexts. Walk through the neighborhood at the Roosevelt station and imagine an elevated line and stations there. It's not a pretty thought experiment, the neighborhood would suffer as opposed to being enhanced by the current underground station.

Also, there are mixed-use housing developments that would be destroyed in order to make these stations work. These buildings are brand new to roughly a decade old. This just seems crazy and the opposite of what Seattle and our neighborhood needs.

ES.3.1.1.4. ES-20

The WSJ-3b Alternative, makes so much more sense with a station that redevelops the aging Jefferson Square complex. It is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a slam dunk. This station would IMPROVE the neighborhood and not detract from it, same as in Roosevelt.

WSJ-4 is a lower-impact use of the BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy. I truly do wonder about ridership numbers and usefulness of the Avalon station. If it were eliminated, costs would go down and the tunnel version in the Junction would be less costly. Perhaps this station would be a better midpoint for the riders between Fauntleroy and Avalon.

Finally, please COORDINATE with the Alki Lumber property development projects! And any other planned, large developments in West Seattle. Please don't let more developments be removed for lack of coordination.

Thank you.

#	Comments	Responses
1	there should be NO ELEVATED Alaska Junction station options. I'm 110% behind mass transit and the light rail cannot get here fast enough BUT we cannot have a hulking concrete platform in the Junction. ES.3.1.1.4. ES-19 The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would HORRIBLE for the neighborhood, especially as it grows. The city is encouraging density here and these alternatives would not enhance anything in the neighborhood. The current ST elevated stations are grossly overbuilt and unfriendly scale that will be detrimental to their surrounding contexts. Walk through the neighborhood at the Roosevelt station and imagine an elevated line and stations there. It's not a pretty thought experiment, the neighborhood would suffer as opposed to being enhanced by the current underground station. Also, there are mixed-use housing developments that would be destroyed in order to make these stations work. These buildings are brand new to roughly a decade old. This just seems crazy and the opposite of what Seattle and our neighborhood needs.	Thank you for expressing support for light rail. Please see responses to CCG2 and CC2f in Table 7- 1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	ES.3.1.1.4. ES-20 The WSJ-3b Alternative, makes so much more sense with a station that redevelops the aging Jefferson Square complex. It is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a slam dunk. This station would IMPROVE the neighborhood and not detract from it, same as in Roosevelt. WSJ-4 is a lower-impact use of the BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy.	Please see response to CCG2 in Table 7-1.
3	I truly do wonder about ridership numbers and usefulness of the Avalon station. If it were eliminated, costs would go down and the tunnel version in the Junction would be less costly. Perhaps this station would be a better midpoint for the riders between Fauntleroy and Avalon.	Please see response to CC2j in Table 7-1.
4	please COORDINATE with the Alki Lumber property development projects! And any other planned, large developments in West Seattle. Please don't let more developments be removed for lack of coordination.	Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the West Seattle Link Extension Final EIS for information on the outreach and coordination activities conducted in this phase of the West Seattle Link Extension project. In addition, Sound Transit notified potentially affected property owners prior to the WSLBE Draft EIS publication in the fall of 2021. Sound Transit also notified potentially affected property owners prior to the publication of the West Seattle Link Extension Final EIS.

Comment Submittal 1090

Communication ID:	Name	Email
502969	Trevor Goosen	trevor.z.goosen@gmail.com

Full Communication (4/28/2022)

It would be great to have minimal business impact/relocation as a result of the Chinatown ID station. Therefore the 4th Ave options would be the way to go. I would say shallow would be more cost effective, elevator only stations are not ideal.

My other station thought is concerning the west seattle extension which I think should be prioritized to move along as fast as possible, I am assuming that would mean cost effective? Is elevated faster than digging a tunnel?

Another note is that I am not concerned with the losing portions of the golf course and I think provided access to a social service provider is important. I hope this construction will begin to consider extensions that continue to go further south in west Seattle..

thank you.

#	Comments	Responses
1	It would be great to have minimal business impact/relocation as a result of the Chinatown ID station. Therefore the 4th Ave options would be the way to go. I would say shallow would be more cost effective, elevator only stations are not ideal.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	My other station thought is concerning the west seattle extension which I think should be prioritized to move along as fast as possible, I am assuming that would mean cost effective? Is elevated faster than digging a tunnel? Another note is that I am not concerned with the losing portions of the golf course and I think provided access to a social service provider is important. I hope this construction will begin to consider extensions that continue to go further south in west Seattle..	Please see responses to CCG4, CC2d, and CC4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1091

Communication ID:	Name	Email
502996	Barbara Mockett	bjm4603@gmail.com

Full Communication (4/28/2022)

The distance between Delridge Station and Avalon Station is approximately 1 mile, distance between Avalon and Junction stations approximately 1/2 mile. We don't need three stations within a mile and a half. Given the constraint of the port on the north and golf course on the south, the Avalon/Delridge has an upper bound on population to be served. Drop the Avalon Station and speed up trips to/from the Junction Station.

#	Comments	Responses
1	The distance between Delridge Station and Avalon Station is approximately 1 mile, distance between Avalon and Junction stations approximately 1/2 mile. We don't need three stations within a mile and a half. Given the constraint of the port on the north and golf course on the south, the Avalon/Delridge has an upper bound on population to be served. Drop the Avalon Station and speed up trips to/from the Junction Station.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1092

Communication ID:	Name	Email
503006	Stephen Locke	stephenlocke@comcast.net

Full Communication (4/28/2022)

I have been a West Seattle/ N. Delridge resident, for over 30 years. I have been the community block watch leader for over 30 years north of South Seattle College. I wanted to provide input and highlight several concerns about SoundTransit's proposed options for the light rail extension.

I and several members in the Puget Ridge neighborhood strongly favor the Skylink option vs. train. Please consider this efficient, cost effective, lower environmental impact alternative.

As has been proven in several of the leading global metropolitan areas, the gondola technology is especially effective in mixed terrain areas such as West Seattle and SODO. Key reasons why SoundTransit should support the Skylink option include significant taxpayer cost savings, significantly less adverse impact on the environment, time savings and significantly less resources for implementation, and most importantly the least amount of detrimental impact on the large percentage of people of color and lower income in the area.

#	Comments	Responses
1	I and several members in the Puget Ridge neighborhood strongly favor the Skylink option vs. train. Please consider this efficient, cost effective, lower environmental impact alternative. As has been proven in several of the leading global metropolitan areas, the gondola technology is especially effective in mixed terrain areas such as West Seattle and SODO. Key reasons why SoundTransit should support the Skylink option include significant taxpayer cost savings, significantly less adverse impact on the environment, time savings and significantly less resources for implementation, and most importantly the least amount of detrimental impact on the large percentage of people of color and lower income in the area.	Please see response to CC2g in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1093

Communication ID:	Name	Email
503016	David Bestock	david.bestock@gmail.com; david@dnda.org

Full Communication (4/28/2022)

Greetings,

I am submitting a personal comment in addition to the comment I submitted on behalf of the Delridge Neighborhoods Development Association (DNDA). My comments mirror that of the organization, but wanted to reiterate these personally as well. Thank you.

- For the Duwamish crossing, I urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). I believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees.
- For the Delridge Segment, I encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). My priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station.
- As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered.
- The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.
- I urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership.
- There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. I and DNDA would welcome partnership with Sound Transit here.

Many thanks,

David Bestock

#	Comments	Responses
1	For the Duwamish crossing, I urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). I believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees.	Please see responses to CCG2, CCG3, CC4.1b, and CC4.9b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	For the Delridge Segment, I encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). My priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station.	Please see responses to CCG2 and CC4.2a in Table 7-1.
3	As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered.	Please see responses to CC3a and CCEJ1 in Table 7-1.
4	The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.	Please see responses to CCG2 and CCG4.4a in Table 7-1.
5	I urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership.	Please see response to CC3b in Table 7-1.
6	There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. I and DNDA would welcome partnership with Sound Transit here.	Please see Chapter 4, Section 4.9 of the West Seattle Link Extension Final EIS for more information about ecosystem impacts and proposed mitigation.

Comment Submittal 1094

Communication ID:	Name	Email
503031	Lucas Crowley	crowleylucas2@gmail.com

Full Communication (4/28/2022)

Option 4 is better than option 5, way less disruptive

#	Comments	Responses
1	Option 4 is better than option 5, way less disruptive	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1095

Communication ID:	Name	Email
503035	Kelsey Newell	kelsey.schmidt@gmail.com

Full Communication (4/28/2022)

Hello,

I am a proud parent of two children attending Alki Beach Academy and I can not stress enough how important it is to allow this educational center for children in the West Seattle neighborhood to remain open and operating at their current location. ABA provides quality care for children in an area with limited options - especially given the current situation with the West Seattle bridge cutting off access to amenities and services downtown. It has reinforced that the need for quality childcare that is convenient and local to families is a critical component for a happy healthy kid and a supported parent. Not only are there other options for the transit location but there are better location - locations that give access to parts of the neighborhood who need access to the transit center, and ALSO childcare close by. Think this one through, and know that Alki Beach Academy is truly a crtical component of our community, and we would be very desperate for options if they were forced to move.

#	Comments	Responses
1	I am a proud parent of two children attending Alki Beach Academy and I can not stress enough how important it is to allow this educational center for children in the West Seattle neighborhood to remain open and operating at their current location. ABA provides quality care for children in an area with limited options - especially given the current situation with the West Seattle bridge cutting off access to amenities and services downtown. It has reinforced that the need for quality childcare that is convenient and local to families is a critical component for a happy healthy kid and a supported parent. Not only are there other options for the transit location but there are better location - locations that give access to parts of the neighborhood who need access to the transit center, and ALSO childcare close by. Think this one through, and know that Alki Beach Academy is truly a crtical component of our community, and we would be very desperate for options if they were forced to move.	Please see response to CC 4.4c in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1096

Communication ID:	Name	Email
503036	David Caldwell	dudegroove@gmail.com

Full Communication (4/28/2022)

Hello, I have thoroughly reviewed the Draft EIS and am extremely excited about light rail finally arriving in West Seattle. My most major concern is that we keep all three stations here on the peninsula. The Avalon station is critical to achieving population density goals here in West Seattle, and eliminating that station from the final design would doom the historic Junction area as the density flowed (pressure to build high rises, to the areas closest to the two remaining peninsula stations. It is a short-sighted idea and one that must be rejected for the benefit to us all. It has been approved, funded, and must be built for the design to achieve maximum effectiveness.

My second though is that line placement north of the West Seattle bridge would alleviate many of the issues around Pigeon Point. The Delridge Way station should be centrally located, versus North of Andover Street, and the Junction station should be located (above or below ground) where Jefferson Square currently sits along 42nd SW with a North/South orientation for future southward extension of the line.

Thank you for considering my opinion. I implore you not to eliminate the Avalon station! Regards,

David Caldwell

#	Comments	Responses
1	I have thoroughly reviewed the Draft EIS and am extremely excited about light rail finally arriving in West Seattle	Thank you for expressing support for the West Seattle Link Extension.
2	My most major concern is that we keep all three stations here on the peninsula. The Avalon station is critical to achieving population density goals here in West Seattle, and eliminating that station from the final design would doom the historic Junction area as the density flowed (pressure to build high rises, to the areas closest to the two remaining peninsula stations. It is a short-sighted idea and one that must be rejected for the benefit to us all. It has been approved, funded, and must be built for the design to achieve maximum effectiveness.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
3	line placement north of the West Seattle bridge would alleviate many of the issues around Pigeon Point.	Please see response to CCG2 in Table 7-1.
4	The Delridge Way station should be centrally located, versus North of Andover Street, and the Junction station should be located (above or below ground) where Jefferson Square currently sits along 42nd SW with a North/South orientation for future southward extension of the line.	Please see response to CCG2 in Table 7-1.

Comment Submittal 1097

Communication ID:	Name	Email
503048	Stephen Fesler	safesler@gmail.com

Full Communication (4/28/2022)

Thank you for the opportunity to comment. I'm piecing together a variety of comment topics for the DEIS team to address. Firstly, I want to touch on sustainable accessibility, then pivot to station designs in detail, then reiterate my general support for The Urbanist's light rail principles, and then outline my specific alignment/station comments.

In terms of sustainable accessibility, Sound Transit needs to seriously develop plans for walking, rolling, and biking to stations. These modes have a very high opportunity to generate immense ridership shares. Traditionally, Sound Transit has treated these modes something worse than tertiary. Sound Transit needs to prioritise these by building quality bike lanes and spot pedestrian improvements around station areas at least within a half-mile. The agency also must work with and demand from local authorities to plan for quality implementation of these facilities within a 10-minute walkshed and 10-minute bikeshed of every planned station. A station area doesn't just stop at the end of the station site.

Sound Transit also must do its part to better accommodate these users by actually purchasing super high quality and European standard elevators and escalators. The technology that Sound Transit has recently acquired for new stations is severely substandard and inappropriate to the current system. Relying on junk APTA reports to justify garbage systems is not acceptable.

Redundant systems should also be evaluated, such as three escalators instead just a pair of two as is best practice by most airport and proper transit operators. As part of this, European consultants need to be used instead of the poor quality American ones that Sound Transit has been using.

Additionally, Sound Transit needs to explore Continental European best practices for bike storage and movement in stations. The bike storage implemented at new stations has been substandard and complicated to use. And the storage designs show that Sound Transit doesn't treat the mode as a serious long-term mode share, but it should with hundreds and hundreds of bike storage spaces for different kinds of users. Bike storage should also be universally free. Further, stations should have runnels to platforms that can comfortably be used by different bike types up and down stairs. The agency needs to research proper requirements for runnels and test them abroad so that they can properly applied here. The current runnels are completely unusable.

Earlier this year, I flagged Sound Transit's achilles heel, which is station design. The agency is planning stations that are far too deep. I'm going to include my story for The Urbanist here to illustrate the immense work that Sound Transit must do before it even bothers to come back with an FEIS, although we really are owed an entirely new DEIS.

(Link to story: https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider- experience-take-a-mulligan-on-west-seattle-and-ballard-link/)

"Sound Transit recently released updated alternatives for the Ballard and West Seattle light rail expansions. As Doug Trumm detailed here at The Urbanist, the agency has drafted up concepts for some of the most cavernous stations in not just North America but the entire world. Other concepts show urban stations many more stories above the ground than Northgate's and accommodating status quo car infrastructure. What these concepts really show is that if you don't have any first principles in station design, you can easily go awry in designing stations that will inconvenience riders for generations to come and dissuade some from either bothering."

"Let's look at some of these offenders and then discuss what can be done to course correct."

"In Chinatown-International District, one station option seriously under consideration could be as deep as 190 feet below ground - that's more than the height of the landmark Josephinum Building on 2nd Avenue. In the downtown office core, the preferred Midtown Station could be 170 feet deep - deeper than Beacon Hill's station at 160 feet - and a competing alternative could be 200 feet deep."

"In West Seattle, the preferred station in Delridge would needlessly take out a block of homes and situate the platforms 85 feet above because of an unwillingness to use the street and undulate guideway. In Interbay, an alternative station design would involve construction of an elevated station right above 15th Avenue W. You'd think they'd get this right, but incredibly it would retain the car sewer nature of the street, elevate platforms 50 feet above the ground, and put a pedestrian bridge above the platforms to reach the east side of 15th Avenue W."

"And in South Lake Union, a preferred station alternative would place platforms 120 feet below ground - essentially underneath SR-99 - and dump riders right onto the precipice of a state highway and its giant highway tunnel exhaust

tubes. Here we continue to pay for the folly of digging that massive SR-99 car tunnel in the first place. If not for the need to go under that monstrosity, this station could be much shallower, the air around it less foul and noisy, and the walkshed less interrupted."

"These stations aren't friendly to riders. These aren't urban stations. These are monoliths of over- engineering and misplaced priorities. But that may not be the worst part of it."

Sound Transit has partially calculated platform-to-surface travel times at stations. These are decidedly slow for downtown stations, especially where elevators are the sole option, but you can extrapolate the problem to include a very large share of the Seattle stations conceived. As Trumm reported earlier this month:"

""Sound Transit has modeled travel times from the surface to the station platform at five to six minutes via escalator at Midtown Station and four to six minutes via escalator at the new Westlake Station, agency spokesperson Rachelle Cunningham said. Elevator times are two to three minutes at Midtown and three to five minutes at Westlake, but that quote does not appear to factor in waiting time in lines to get into the elevators, which can be very long at peak times, as users of the elevator-only Beacon Hill Station can attest. Sound Transit is considering elevator-only options for its deepest Midtown and Chinatown stations.""

"The caveat that Sound Transit doesn’t appear to have factored in wait times for cramped elevator- only stations should raise eyebrows on its own. But crucially, five- to six-minute platform-to-surface travel times are serious time penalties for riders. That's the kind of time that could lead a rider in a rush to miss an intended train trip and maybe miss the one after that. These stations also aren't the kind of stations that even the most able-bodied rider would willingly ascend by stairs - were there any. And let's just be honest here that Sound Transit has been a very poor steward of vertical conveyances that it has installed. whether they be escalators or elevators. Adding an armada of them at these stations could be a recipe for systemic failure, leaving riders out to dry. Conversely, shallower stations only three stories or less give riders more choice for platform-to-surface access whether by stair, escalator, or elevator and shorter one- to two-minute platform-to-surface travel times."

"Sound Transit should have a first principle in designing its transit systems around stations. That means before developing formal alignments - whether they be at-grade, aboveground, or underground - the agency should be deeply considering the location of stations and how people will ultimately use them. If the agency had a standard of designing stations such that a person accessing them would not need to go up or down three stories and would not be faced with overbuilt stroads and freeways, the designs and alignments would be much different. Instead. the agency has started with alignments and complaint-aversion first and left station design dead last."

"The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that this brain trust has considered slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay’s overbuilt 15th Avenue station is a testament to this - heaven forbid we redesign highway off-ramps next to our billion-dollar transit investment. Same story for the elevated Junction station that plows through more than 400 apartments rather than use the Fauntleroy Way right-of-way and sacrifice a car lane or two."

"Fundamentally, Sound Transit's project falls short of global transit standards. There is no technical justification for the poor station designs at hand. They are what they are because stations and the rider experience were an afterthought in the planning process."

"Going forward, Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories - and ideally fewer- of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as it seems to be with Sound Transit's design approach."

"As painful as it is to say, Sound Transit must go back to the drawing board on the Ballard and West Seattle extensions. If the agency does not. the overall projects will be subject to high risks in both cost and delivery, riders will forever pay the price in extreme time penalties, and depressed ridership will be reflected across the system."

"Ultimately, these projects cannot move forward as currently conceived, Sound Transit needs to take a mulligan."

Sound Transit needs to get its stations design right. They can't be deep, they can't be tall. Riders shouldn't be penalised with long surface-to-platform travel times just because the agency has developed seriously lazy alignments and doesn't want to make anyone unhappy.

Relatedly, alignments need to be refined. Sound Transit has failed to show why low, elevated alignments in streets are infeasible. Instead, the agency has concocted false excuses and deflected on why elevated alignments and stations in streets are infeasible. If the agency is incapable of doing its job of truly vetting options, it needs to hire European and Asian consultants who actually know how to do this stuff and this must be done prior to proceeding to an FEIS. Sound Transit's work is not done here.

Now I'm going to pivot to The Urbanist's general comments.

Light rail planning principles

1. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.
2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes. jobs. activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.
3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

My general station and alignment comments are here:

1. West Seattle Link

   a. Junction: Prefer and study refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings, but also study Medium Tunnel 41st Avenue Station [WSJ-5].

   b. Avalon: Prefer and study a refined DEL-6 pairing, but also further study WSJ-5.

   c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

   d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

2. Ballard Link

   a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. The Alliance for Pioneer Square has a good idea to tie this station together with the other Link station, King Street Station, and Union Station. Also develop plan that aligns with the King Street Station concourse proposed.

   b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

   c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

   d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

f. Uptown/ Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].

h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station.

I would also like to note that I have seen new "cost-savings" concepts that Sound Transit has generated, such as consolidated station locations at Westlake, in-street/sidewalk station subway entrances, and partial closure of a street in the Denny Triangle. I generally think these are very interesting. For example at Westlake, reusing and connecting access with the existing station could avoid redundant/complex entrances. Having one or two simple direct in-street/sidewalk entrances could be better than demolishing whole buildings at immense cost and then locating related station facilities in surface streets/plaza area (bike storage areas and vending machines) as well as in mezzanine areas. Stations don't need massive footprints. Where the are opportunities to use streets, please use them including having bold plans to pedestrianise areas like along Westlake Avenue and side streets. Transit is an opportunity for wholesale changes and Sound Transit shouldn't be afraid to fight for a change in paradigm. It shouldn't be running scare from local governments preemptively.

Go Sound Transit!

#	Comments	Responses
1	In terms of sustainable accessibility, Sound Transit needs to seriously develop plans for walking, rolling, and biking to stations. These modes have a very high opportunity to generate immense ridership shares. Traditionally, Sound Transit has treated these modes something worse than tertiary. Sound Transit needs to prioritise these by building quality bike lanes and spot pedestrian improvements around station areas at least within a half-mile. The agency also must work with and demand from local authorities to plan for quality implementation of these facilities within a 10- minute walkshed and 10-minute bikeshed of every planned station. A station area doesn't just stop at the end of the station site.	Please see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See 3.7, Affected Environment and Impacts During Operation - Nonmotorized Facilities, for more information on access improvements that would be incorporated as part of the project as well as opportunities to partner with local agencies on improvements beyond station areas. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
2	Sound Transit also must do its part to better accommodate these users by actually purchasing super high quality and European standard elevators and escalators. The technology that Sound Transit has recently acquired for new stations is severely substandard and inappropriate to the current system. Relying on junk APTA reports to justify garbage systems is not acceptable. Redundant systems should also be evaluated, such as three escalators instead just a pair of two as is best practice by most airport and proper transit operators. As part of this, European consultants need to be used instead of the poor quality American ones that Sound Transit has been using.	In January 2021, Sound Transit took over ownership the Downtown Seattle Transit Tunnel and has a two-pronged approach to addressing issues with the elevators and escalators in the tunnel. First, Sound Transit is working on getting the existing elevators and escalators in the tunnel in a state of good repair such that they work safely and reliably. Second, Sound Transit will start the design work for an elevator and escalator replacement program that covers the entire transit system. Regular

#	Comments	Responses
		updates on the status of the repair and replacement program are provided on the Sound Transit website at https://www.soundtransit.org/.
3	Additionally, Sound Transit needs to explore Continental European best practices for bike storage and movement in stations. The bike storage implemented at new stations has been substandard and complicated to use. And the storage designs show that Sound Transit doesn't treat the mode as a serious long-term mode share, but it should with hundreds and hundreds of bike storage spaces for different kinds of users. Bike storage should also be universally free. Further, stations should have runnels to platforms that can comfortably be used by different bike types up and down stairs. The agency needs to research proper requirements for runnels and test them abroad so that they can properly applied here. The current runnels are completely unusable.	Please see Section 2.1, Build Alternatives, of the West Seattle Link Extension Final EIS for more information on bicycle storage at stations. Each station would have a dedicated bicycle storage area. Your comment regarding runnels has been noted.
4	Earlier this year, I flagged Sound Transit's achilles heel, which is station design. The agency is planning stations that are far too deep. I'm going to include my story for The Urbanist here to illustrate the immense work that Sound Transit must do before it even bothers to come back with an FEIS, although we really are owed an entirely new DEIS. (Link to story: https://www.theurbanist.org/2022/01/31idear-sound-transit-prioritize-rider-experience-take-a- mulligan-on-west-seattle-and-ballard-link/) "Sound Transit recently released updated alternatives for the Ballard and West Seattle light rail expansions. As Doug Trumm detailed here at The Urbanist, the agency has drafted up concepts for some of the most cavernous stations in not just North America but the entire world. Other concepts show urban stations many more stories above the ground than Northgate's and accommodating status quo car infrastructure. What these concepts really show is that if you don't have any first principles in station design, you can easily go awry in designing stations that will inconvenience riders for generations to come and dissuade some from either bothering." "Let's look at some of these offenders and then discuss what can be done to course correct." "In Chinatown-International District, one station option seriously under consideration could be as deep as 190 feet below ground - that's more than the height of the landmark Josephinum Building on 2nd Avenue. In the downtown office core, the preferred Midtown Station could be 170 feet deep - deeper than Beacon Hill's station at 160 feet - and a competing alternative could be 200 feet deep." "In West Seattle, the preferred station in Delridge would needlessly take out a block of homes and situate the platforms 85 feet above because of an unwillingness to use the street and undulate guideway. In Interbay, an alternative station design would involve construction of an elevated station right above 15th Avenue W. You'd think they'd get this right, but incredibly it would retain the car sewer nature of the street, elevate platforms 50 feet above the ground, and put a pedestrian bridge above the platforms to reach the east side of 15th Avenue W." "And in South Lake Union, a preferred station alternative would place platforms 120 feet below ground - essentially underneath SR-99 - and dump riders right onto the precipice of a state highway and its giant highway tunnel exhaust tubes. Here we continue to pay for the folly of digging that massive SR-99 car tunnel in the first place. If not for the need to go under that monstrosity, this station could be much shallower, the air around it less foul and noisy, and the walkshed less interrupted." "These stations aren't friendly to riders. These aren't urban stations. These are monoliths of over-engineering and misplaced priorities. But that may not be the worst part	Please see responses to CC2k and CC3a in Table 7-1. Also see response to comment 2 above. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
	of it." "Sound Transit has partially calculated platform-to-surface travel times at stations. These are decidedly slow for downtown stations, especially where elevators are the sole option, but you can extrapolate the problem to include a very large share of the Seattle stations conceived. As Trumm reported earlier this month:" ""Sound Transit has modeled travel times from the surface to the station platform at five to six minutes via escalator at Midtown Station and four to six minutes via escalator at the new Westlake Station, agency spokesperson Rachelle Cunningham said. Elevator times are two to three minutes at Midtown and three to five minutes at Westlake, but that quote does not appear to factor in waiting time in lines to get into the elevators, which can be very long at peak times, as users of the elevator-only Beacon Hill Station can attest. Sound Transit is considering elevator-only options for its deepest Midtown and Chinatown stations."" "The caveat that Sound Transit doesn't appear to have factored in wait times for cramped elevator-only stations should raise eyebrows on its own. But crucially, five- to six-minute platform-to-surface travel times are serious time penalties for riders. That's the kind of time that could lead a rider in a rush to miss an intended train trip and maybe miss the one after that. These stations also aren't the kind of stations that even the most able-bodied rider would willingly ascend by stairs - were there any. And let's just be honest here that Sound Transit has been a very poor steward of vertical conveyances that it has installed, whether they be escalators or elevators. Adding an armada of them at these stations could be a recipe for systemic failure, leaving riders out to dry. Conversely, shallower stations only three stories or less give riders more choice for platform-to-surface access whether by stair, escalator, or elevator and shorter one- to two-minute platform-to-surface travel times." "Sound Transit should have a first principle in designing its transit systems around stations. That means before developing formal alignments - whether they be at-grade, aboveground, or underground - the agency should be deeply considering the location of stations and how people will ultimately use them. If the agency had a standard of designing stations such that a person accessing them would not need to go up or down three stories and would not be faced with overbuilt stroads and freeways, the designs and alignments would be much different. Instead, the agency has started with alignments and complaint-aversion first and left station design dead last." "The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that this brain trust has considered slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this - heaven forbid we redesign highway off- ramps next to our billion-dollar transit investment. Same story for the elevated Junction station that plows through more than 400 apartments rather than use the Fauntleroy Way right-of-way and sacrifice a car lane or two." "Fundamentally, Sound Transit's project falls short of global transit standards. There is no technical justification for the poor station designs at hand. They are what they are because stations and the rider experience were an afterthought in the planning process." "Going forward, Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories - and ideally fewer - of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as	

#	Comments	Responses
	it seems to be with Sound Transit's design approach." "As painful as it is to say, Sound Transit must go back to the drawing board on the Ballard and West Seattle extensions. If the agency does not, the overall projects will be subject to high risks in both cost and delivery, riders will forever pay the price in extreme time penalties, and depressed ridership will be reflected across the system." "Ultimately, these projects cannot move forward as currently conceived, Sound Transit needs to take a mulligan." Sound Transit needs to get its stations design right. They can't be deep, they can't be tall. Riders shouldn't be penalised with long surface-to-platform travel times just because the agency has developed seriously lazy alignments and doesn't want to make anyone unhappy. Relatedly, alignments need to be refined. Sound Transit has failed to show why low, elevated alignments in streets are infeasible. Instead, the agency has concocted false excuses and deflected on why elevated alignments and stations in streets are infeasible. If the agency is incapable of doing its job of truly vetting options, it needs to hire European and Asian consultants who actually know how to do this stuff and this must be done prior to proceeding to an FEIS. Sound Transit's work is not done here.	
5	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	For West Seattle Link Extension stations, Sound Transit has continued to work with the City of Seattle and other stakeholders to refine station locations and designs to maximize ridership, access, and passenger experience. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
6	Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.	Please see Section 3.4, Affected Environment and Impacts During Operation - Transit, of the West Seattle Link Extension Final EIS for more information on ridership. Please also see response to CC3a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
7	Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South	Please see response to CC2d in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental

#	Comments	Responses
	Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.	review process for the Ballard Link Extension.
8	Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.	Please see response to CC4.2a in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
9	Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.	Please see response to CCG3 in Table 7-1. Please also see Section 3.11, Construction Impacts, for more information on mitigation for transportation construction impacts for all alternatives and Appendix I, Mitigation Plan, for the preferred alternatives. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
10	Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Please see response to CCG3 in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
11	a. Junction: Prefer and study refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings, but also study Medium Tunnel 41st Avenue Station [WSJ-5].	Please see response to CCG2 in Table 7-1.
12	b. Avalon: Prefer and study a refined DEL-6 pairing, but also further study WSJ-5.	Please see response to CCG2 in Table 7-1.
13	c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].	Please see response to CCG2 in Table 7-1.
14	d. SoDo - Mixed Profile Station Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.	Please see responses to CCG2 and CC3f in Table 7-1.
15	a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. The Alliance for Pioneer Square has a good idea to tie this station together with the other Link station, King Street Station, and Union Station. Also develop plan that aligns with the King Street Station concourse proposed.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
16	b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
17	c. Westlake-5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
18	d. Denny- DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
19	e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
20	f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
21	g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
22	i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
23	I would also like to note that I have seen new "cost-savings" concepts that Sound Transit has generated, such as consolidated station locations at Westlake, in-street/sidewalk station subway entrances, and partial closure of a street in the Denny Triangle. I generally think these are very interesting. For example at Westlake, reusing and connecting access with the existing station could avoid redundant/complex entrances. Having one or two simple direct in-street/sidewalk entrances could be better than demolishing whole buildings at immense cost and then locating related station facilities in surface streets/plaza area (bike storage areas and vending machines) as well as in mezzanine areas. Stations don't need massive footprints. Where the are opportunities to use streets, please use them including having bold plans to pedestrianise areas like along Westlake Avenue and side streets. Transit is an opportunity for wholesale changes and Sound Transit shouldn't be afraid to fight for a change in paradigm. It shouldn't be running scare from local governments preemptively.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
24	h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB- 3].	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1098

Communication ID:	Name	Email
503060	William Larson	wclarson1968@gmail.com

Full Communication (4/28/2022)

I am a life long West Seattle resident, homeowner and current business owner/employer. The extension of light rail to our community is unnecessary, out of character, abusive to our community and environment, and impractical given the barrier of the river and topography. It is overly expensive, overbuilt and would be a perpetual and inflexible concrete eyesore.

These considerations need much more analysis than currently contained in the EIS.

Please reconsider your plans and consider alternatives such as the aerial solutions.

#	Comments	Responses
1	The extension of light rail to our community is unnecessary, out of character, abusive to our community and environment, and impractical given the barrier of the river and topography. It is overly expensive, overbuilt and would be a perpetual and inflexible concrete eyesore. These considerations need much more analysis than currently contained in the EIS. Please reconsider your plans and consider alternatives such as the aerial solutions.	Your opposition to the project has been noted. Please see responses to CCG1, CC2g, and CC4.5a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1099

Communication ID:	Name	Email
503080	Georgina Chu	Georgina chu@hotmail.com

Full Communication (4/28/2022)

Those businesses have been there for so long. Do not add a station there. Figure it out elsewhere. Those businesses do not deserve to be torn down for a station.

#	Comments	Responses
1	Those businesses have been there for so long. Do not add a station there. Figure it out elsewhere. Those businesses do not deserve to be torn down for a station.	Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1100

Communication ID:	Name	Email
503086	Bill Staeger	bill.staeger@gmail.com

Full Communication (4/28/2022)

Lauren Swift

Sound Transit 401 South Jackson Street Seattle, Washington 98104

Subject: Comments on the WSBLE Draft EIS

I am providing comments on the Draft EIS for the?proposed West Seattle and Ballard Link Extensions? Project. My comments are focused on the Delridge Segment Alternatives of the West Seattle Extension. The text of Section 6.0 (Alternatives Evaluation), particularly Section 6.2.2.1.3 (Delridge Segment), provides summary information on the potential impacts of the Delridge Segment Alternatives based on the more detailed information presented in the Environmental Consequences section. Table 6-3 further summarizes that information. The following bulleted comments focus on comparisons of the key environmental impacts of the Delridge Segment Alternatives presented in Table 6-3:

- Transportation impacts: although there would be about a 3 percent lower ridership with implementation of Alternatives DEL-5 and DEL-6 as compared to the projected ridership for the other Delridge Segment Alternatives, both Alternatives DEL-5 and DEL-6 would have lower impacts on roadways during construction.
- Potential Displacements: DEL-6 would have the fewest residential displacements (48), with the impact of other alternatives ranging from 70 to 197 displacements. Alternatives DEL-5 and DEL-6 would have the most potential business displacements, but only a difference of 4 to 8 displacements (21 For DEL-5, 20 for DEL-6, and 13 to 16 for each of the other alternatives). The substantial difference in residential displacements seems significant in comparison to the small difference in potential business displacements. In addition, as stated in Section 6.2.2.1.3, "All alternatives except for Alternatives DEL-5 and DEL-6• would displace Washington State Department of Children, Youth, and Families offices; however, Alternative DEL-5 would displace a duplex owned by Transitional Resources, and Alternative DEL-6• would displace the Transitional Resources main office, onsite supportive housing, and adjacent apartment building." The importance of these differences is not addressed in the DEIS.
- Length of Potential Operational Visual Impacts: Alternative DEL-5 would have a visual impact on 0.2 mile, Alternative DEL-6 would impact 0.1 mile. All other Delridge Segment Alternatives would impact 1.0 mile. This represents a substantial difference in impacts. Unfortunately, the table does not include the following statement that is presented in Sections 6.5.1 and ES.5.1: "Visual impacts from elevated guideway in the Delridge Segment (Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a•, Option DEL-2b•, Alternative DEL-3, and Alternative DEL-4•)" would be "Permanent impacts that could be significant and unavoidable [emphasis mine] ... ". As further stated in Section 6.5.1, "Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL- 2a•, and Option DEL2b• would have the most adverse effects to historic resources and the greatest change to community character. These alternatives, along with Alternatives DEL-3 and DEL-4•, would impact the most area with sensitive viewers, but impacts would differ among alternatives. Alternative DEL-6• would have the least potential for visual impacts because it would be closer to industrial areas and a lower height west of Avalon Way Southwest."
- Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation: Although the DEIS states that "all impacts can be mitigated," there is ample evidence that many wheel squeels and other noise of vibration impacts are not mitigated. The important point is that once again, Alternative DEL-6 has substantially fewer impacts (102) versus the other alternatives (178 to 270).
- Historic Properties with Adverse Effects: As for other elements of the environment, DEL-6 is the least objectionable, with no adverse impacts as compared to Alternative DEL-5 with 2 resources adversely affected, and the other alternatives adversely affecting 4 to 6 resources. Further, as stated in Section 6.5.1, "Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL- 2a•, and Option DEL-2b• would have the most adverse effects to historic resources ... ".
- Park and Recreational Resources Impacts: Alternatives DEL-5 and DEL-6 would avoid impacts to Park and Recreational Resources, whereas all of the other alternatives would have impacts on these resources during both construction and operation. Affected resources include:

1. The West Seattle Golf Course (from temporary modifications during construction to long-term effect on use; as noted in Section 6.2.2.1.3, "Preferred Alternative DEL-2a and Alternative DEL-4 would have the greatest impacts on parks entering a tunnel on the west end of the West Seattle golf ccurse. These alternatives would require modifying the golf course and would permanently reduce the playable area."),
2. Delridge Playfield (from long-term use to temporary construction impacts),
3. Longfellow Creek Natural Area (from long-term operational impact to temporary construction impacts), and
4. The Longfellow Creek Legacy Trail (detour of the trail).

The summary information presented in Table 4.2.18-3 (Summary of Preliminary Section 4(f) Use Determinations by Alternative for the Delridge Segment) indicates that both of the Preferred Alternatives would affect many Section 4(f) properties (including use of the West Seattle Golf Course with implementation of DEL-2a). Alternatives DEL-5 and DEL-6 would avoid those impacts. except for de minimus impacts to the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation.

As noted in Table 6-9, the projected costs of Preferred Alternative DEL-1a ($600- 700 million) are substantially higher than those of Alternatives DEL-5 ($500 million) and DEL-6 ($400 million).

Clearly there is not a financial advantage to the proponent's Preferred Alternative DEL-1a. However, the projected cost of Preferred Alternative DEL-2a ($400 million) is similar to those of Alternatives DEL-5 and DEL-6.

The comparison of alternatives for the Delridge Segment presents summary information for each alternative but does not (1) compare the overall impacts of the alternatives, (2) identify the alternative with the least environmental impact, or (3) provide justification for selecting Alternatives DEL-1a and DEL-2a as the Preferred Alternatives. In short, the DEIS presents important data but does not answer the question: "So what?".

Based on my analysis of the summary information on the Delridge Segment Alternatives presented in Section 6.5, it seems clear that implementation of the Preferred Alternative and the other similar alternatives (Alternatives DEL-1, DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, and DEL-4) would result in greater impacts than those of Alternatives DEL-5 and DEL-6. Importantly, the DEIS does not provide justification for selecting a Preferred Alternative that would result in significant impacts that cannot not be avoided or mitigated. There does not appear to be any justification for either Alternative DEL-1a or Alternative DEL-2a to be selected as the Agency-preferred Alternative in the Final EIS. Selection of the Agency-preferred Alternative will require a detailed analysis using the information on the impacts of the Delridge Segment Alternatives presented throughout the DEIS and any additional information made available after the DEIS was issued.

Bill Staeger
Bill.staeger@gmail.com
206-724-9992

#	Comments	Responses
1	Transportation impacts: although there would be about a 3 percent lower ridership with implementation of Alternatives DEL-5 and DEL-6 as compared to the projected ridership for the other Delridge Segment Alternatives, both Alternatives DEL-5 and DEL-6 would have lower impacts on roadways during construction.• Potential Displacements: DEL-6 would have the fewest residential displacements (48), with the impact of other alternatives ranging from 70 to 197 displacements. Alternatives DEL-5 and DEL-6 would have the most potential business displacements, but only a difference of 4 to 8 displacements (21 For DEL-5, 20 for DEL-6, and 13 to 16 for each of the other alternatives). The substantial difference in residential displacements seems significant in comparison to the small difference in potential business displacements. In addition, as stated in Section 6.2.2.1.3, "All alternatives except for Alternatives DEL-5 and DEL-6* would displace Washington State Department of Children, Youth, and Families offices; however, Alternative DEL-5 would displace a duplex owned by Transitional Resources, and Alternative DEL- 6* would displace the Transitional Resources main office, onsite supportive housing, and adjacent apartment building." The importance of these differences is not addressed in the DEIS. •	Please see responses to CCG2, CCG3, and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Sections 2.5, Alternatives Development and Scoping, and 2.1.1, Sound Transit Board Direction on Modified EIS Alternatives, for more information on the process for Sound Transit Board identification of the preferred alternative prior to the WSBLE Draft EIS and changes to the preferred alternative prior to the West Seattle Link Extension Final EIS. Please see Section 4.7, Noise and Vibration, of the Final EIS for more information on noise and vibration impacts and proposed mitigation. As defined in Chapter 2 of the WSBLE Draft EIS, a preferred alternative is a

#	Comments	Responses
	Length of Potential Operational Visual Impacts: Alternative DEL-5 would have a visual impact on 0.2 mile, Alternative DEL-6 would impact 0.1 mile. All other Delridge Segment Alternatives would impact 1.0 mile. This represents a substantial difference in impacts. Unfortunately, the table does not include the following statement that is presented in Sections 6.5.1 and ES.5.1: "Visual impacts from elevated guideway in the Delridge Segment (Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, Option DEL-2b*, Alternative DEL-3, and Alternative DEL-4*)" would be "Permanent impacts that could be significant and unavoidable [emphasis mine] ...". As further stated in Section 6.5.1, "Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL- 2a*, and Option DEL2b* would have the most adverse effects to historic resources and the greatest change to community character. These alternatives, along with Alternatives DEL-3 and DEL-4*, would impact the most area with sensitive viewers, but impacts would differ among alternatives. Alternative DEL-6* would have the least potential for visual impacts because it would be closer to industrial areas and a lower height west of Avalon Way Southwest." • Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation: Although the DEIS states that "all impacts can be mitigated," there is ample evidence that many wheel squeels and other noise of vibration impacts are not mitigated. The important point is that once again, Alternative DEL-6 has substantially fewer impacts (102) versus the other alternatives (178 to 270). • Historic Properties with Adverse Effects: As for other elements of the environment, DEL-6 is the least objectionable, with no adverse impacts as compared to Alternative DEL-5 with 2 resources adversely affected, and the other alternatives adversely affecting 4 to 6 resources. Further, as stated in Section 6.5.1, "Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, and Option DEL-2b* would have the most adverse effects to historic resources ... ".•Park and Recreational Resources Impacts: Alternatives DEL-5 and DEL-6 would avoid impacts to Park and Recreational Resources, whereas all of the other alternatives would have impacts on these resources during both construction and operation. Affected resources include: The West Seattle Golf Course (from temporary modifications during construction to long-term effect on use; as noted in Section 6.2.2.1.3, "Preferred Alternative DEL-2a and Alternative DEL-4 would have the greatest impacts on parks entering a tunnel on the west end of the West Seattle golf course. These alternatives would require modifying the golf course and would permanently reduce the playable area."), Delridge Playfield (from long-term use to temporary construction impacts), Longfellow Creek Natural Area (from long-term operational impact to temporary construction impacts), and The Longfellow Creek Legacy Trail (detour of the trail). The summary information presented in Table 4.2.18-3 (Summary of Preliminary Section 4(f) Use Determinations by Alternative for the Delridge Segment) indicates that both of the Preferred Alternatives would affect many Section 4(f) properties (including use of the West Seattle Golf Course with implementation of DEL-2a). Alternatives DEL-5 and DEL-6 would avoid those impacts, except for de minimus impacts to the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation. As noted in Table 6-9, the projected costs of Preferred Alternative DEL-1a ($600 - 700 million) are substantially higher than those of Alternatives DEL-5 ($500 million) and DEL-6 ($400 million). Clearly there is not a financial advantage to the proponent's Preferred Alternative DEL-1a. However, the projected	statement of preference for alternatives based on currently available information. It is not a decision on the project to build. The Board identified the preferred alternative and other alternatives to study in the Draft EIS after the alternatives development process. The Draft EIS explains that the board does not select the alternative to be built until after the Final EIS. After review of the information in the Draft EIS and public, Tribal, and agency comments, the Sound Transit Board modified the Preferred Alternative for the Final EIS as described in Chapter 2 of the Final EIS.

#	Comments	Responses
	cost of Preferred Alternative DEL-2a ($400 million) is similar to those of Alternatives DEL-5 and DEL-6. The comparison of alternatives for the Delridge Segment presents summary information for each alternative but does not (1) compare the overall impacts of the alternatives, (2) identify the alternative with the least environmental impact, or (3) provide justification for selecting Alternatives DEL-1a and DEL-2a as the Preferred Alternatives. In short, the DEIS presents important data but does not answer the question: "So what?". Based on my analysis of the summary information on the Delridge Segment Alternatives presented in Section 6.5, it seems clear that implementation of the Preferred Alternative and the other similar alternatives (Alternatives DEL-1, DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, and DEL-4) would result in greater impacts than those of Alternatives DEL-5 and DEL-6. Importantly, the DEIS does not provide justification for selecting a Preferred Alternative that would result in significant impacts that cannot not be avoided or mitigated. There does not appear to be any justification for either Alternative DEL- 1a or Alternative DEL-2a to be selected as the Agency-preferred Alternative in the Final EIS. Selection of the Agency-preferred Alternative will require a detailed analysis using the information on the impacts of the Delridge Segment Alternatives presented throughout the DEIS and any additional information made available after the DEIS was issued.	

Comment Submittal 1101

Communication ID:	Name	Email
503088	Brennon Leighton	brennon.leighton@gmail.com

Full Communication (4/28/2022)

I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.

#	Comments	Responses
1	I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1102

Communication ID:	Name	Email
503094	Eric Bronson	ericbronson9281@gmail.com

Full Communication (4/28/2022)

1. Ballard Link extension

Please reopen study of the Ballard 20th/Thorndyke Tunnel Portal option, any of the alternative station options proposed (especially those east) of 15th Ave, would make me very reluctant to take the light rail to Ballard, as I would find myself far from where I want to go, and surrounded by dangerous high-speed arterials and industrial areas.

Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Ave to avoid the above problems.

2. Interbay Area

Please use the Thorndyke Retained-Cut station option[IBB-2a/IBB-2b], it will make access much faster for riders and provide excellent bus connection transfers, which I love for being able to reach Discovery Park quickly.

3. Smith Cove

I agree that the Galer Street Station [SIB-1] is the best option

4. Uptown

Please select the Reuplican St station option for Uptown. The Mercer option is so much deeper and further from Seattle Center that is is obviously inferior to the Republican one.

5. SLU

It is embarrassing how poor the station options are here, none of them is in a central location to reach the actual places people will want to go in SLU like MOHAI. Please study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

If you must choose from the bad options you've already presented, please use Harrison Street, as it's slightly less awful than the others.

6. Denny Triangle

The DT-1 on Westlake Avenue station looks like the best option to me, but please stop trying to make all of these stations so unnecessarily deep. Make this one shallower and provide updated vertical conveyance types.

7. Westlake

Please use 5th Ave Station [DT-1] option, but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers. This is going to be a major station so lets get the transfer situation right here.

8. Midtown

If open today, this would be my primary station to get to work, which is why I was shocked to see your pdf say that it would take 5 minutes(!) to reach the surface on the escalators. That is way too long, and totally unreasonable. Make the 5th Ave station as shallow as possible, and give us the most seamless, fast elevator options possible as well.

9. Chinatown/ID The 4th Avenue Shallow Alternative (CID-1a) is the best choice, but I was shocked to see that despite being labled "shallow", it will still be 50 feet deeper than the existing Chinatown station! That's awful. I should be able to walk in between the two stations through a single hallway without having to wait on endless escalators.

You should study a shallow cut and cover build over the existing Downtown Seattle Transit Tunnel to bring this station in alignment with the existing one. This station is going to be a huge hub, if you cheap out on it now, it will hurt the whole system for decades to come!

10. SODO

Please select the Mixed Profile Station [SoDo-2] and study construction further north at the existing SODO Station location to avoid having to pay for destroying the post office.

11. Delridge

I genuinely can't believe that the only realistic option you've provided here is mostly dwarfed by a steel plant... You need to go back to the drawing bolard and study better DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Please don't remove this station, I'm sure there is a solution here that can align it with the others without making it a terrible station location.

12. Avalon

Please choose the Retained Cut Station: Prefer WSJ-5 as it is shallower while allowing for a tunnel into the Junction

13. Junction

Please select the Medium Tunnel 41st Avenue Station option. It's another good, shallow station that will make bus transfers and just reaching the surface easier. Plus, it's nicely located centrally in the Junction but not too close the Avalon Station.

Overall, I'm excited by the new extensions, but I'm worried about how deep you want to build these stations, and in some cases, where you're trying to put them. Ultimately, I think we need to build this expansion well to accomodate future extensions, rather than trying to blindly cut costs and appease the noisy minority that oppose public transit right now.

#	Comments	Responses
1	Ballard Link extension Please reopen study of the Ballard 20th/Thorndyke Tunnel Portal option, any of the alternative station options proposed (especially those east) of 15th Ave, would make rne very reluctant to take the light rail to Ballard, as I would find myself far from where I want to go, and surrounded by dangerous high-speed arterials and industrial areas.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Ave to avoid the above problems.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Interbay Area Please use the Thorndyke Retained-Cut station option[IBB-2a/IBB-2b], it will make access much faster for riders and provide excellent bus connection transfers, which I love for being able to reach Discovery Park quickly.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
4	Smith Cove I agree that the Galer Street Station [SIB-1] is the best option	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
5	Uptown Please select the Reuplican St station option for Uptown. The Mercer option is so much deeper and further from Seattle Center that is is obviously inferior to the Republican one.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
6	SLU It is embarrassing how poor the station options are here, none of them is in a central location to reach the actual places people will want to go in SLU like MOHAI. Please study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
7	If you must choose from the bad options you've already presented, please use Harrison Street, as it's slightly less awful than the others.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

#	Comments	Responses
8	Denny Triangle The DT-1 on Westlake Avenue station looks like the best option to me, but please stop trying to make all of these stations so unnecessarily deep. Make this one shallower and provide updated vertical conveyance types.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
9	Westlake Please use 5th Ave Station [DT-1] option, but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers. This is going to be a major station so lets get the transfer situation right here.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
10	Midtown If open today, this would be my primary station to get to work, which is why I was shocked to see your pdf say that it would take 5 minutes(') to reach the surface on the escalators. That is way too long, and totally unreasonable. Make the 5th Ave station as shallow as possible, and give us the most seamless, fast elevator options possible as well.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
11	Chinatown/ID The 4th Avenue Shallow Alternative (CID-1a) is the best choice, but I was shocked to see that despite being labled "shallow", it will still be 50 feet deeper than the existing Chinatown station! That's awful. I should be able to walk in between the two stations through a single hallway without having to wait on endless escalators.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
12	You should study a shallow cut and cover build over the existing Downtown Seattle Transit Tunnel to bring this station in alignment with the existing one. This station is going to be a huge hub, if you cheap out on it now, it will hurt the whole system for decades to come!	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
13	SODO Please select the Mixed Profile Station [SoDo-2] and study construction further north at the existing SODO Station location to avoid having to pay for destroying the post office.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
14	Delridge I genuinely can't believe that the only realistic option you've provided here is mostly dwarfed by a steel plant... You need to go back to the drawing bolard and study better DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Please don't remove this station, I'm sure there is a solution here that can align it with the others without making it a terrible station location.	Please see responses to CCG2, CC2i, and CC3a in Table 7-1.
15	Avalon Please choose the Retained Cut Station: Prefer WSJ-5 as it is shallower while allowing for a tunnel into the Junction	Please see response to CCG2 in Table 7-1.
16	Junction Please select the Medium Tunnel 41st Avenue Station option. It's another good, shallow station that will make bus transfers and just reaching the surface easier. Plus, it's nicely located centrally in the Junction but not too close the Avalon Station.	Please see response to CCG2 in Table 7-1.

#	Comments	Responses
17	Overall, I'm excited by the new extensions, but I'm worried about how deep you want to build these stations, and in some cases, where you're trying to put them. Ultimately, I think we need to build this expansion well to accomodate future extensions, rather than trying to blindly cut costs and appease the noisy minority that oppose public transit right now.	Thank you for expressing support for the project. Please see responses to CC2d and CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1103

Communication ID:	Name	Email
503097	Bri Castilleja	casti.bri@gmail.com

Full Communication (4/28/2022)

Please heavily take into consideration that Longfellow Creek is one of the last two salmon bearing streams in the city of Seattle. This project is a great opportunity to increase salmon habitat connectivity to the golf course so that spawning salmon are no longer stopped at Gennessee street. In 1855 the Treaty of Point Elliot was signed and it states "The right of taking fish at usual and accustomed grounds and stations is further secured to said Indians in common with all citizens of the Territory."

Any threat to the health of Longfellow Creek is in direct violation of this treaty, and by further reducing the already extremely dwindled numbers of salmon this area sees is an act of Indigenous Erasure. Please take into consideration the health of our green spaces and spawning salmon while making a decision on which route to pursue in this project.

#	Comments	Responses
1	Please heavily take into consideration that Longfellow Creek is one of the last two salmon bearing streams in the city of Seattle. This project is a great opportunity to increase salmon habitat connectivity to the golf course so that spawning salmon are no longer stopped at Gennessee street. In 1855 the Treaty of Point Elliot was signed and it states "The right of taking fish at usual and accustomed grounds and stations is further secured to said Indians in common with all citizens of the Territory." Any threat to the health of Longfellow Creek is in direct violation of this treaty, and by further reducing the already extremely dwindled numbers of salmon this area sees is an act of Indigenous Erasure. Please take into consideration the health of our green spaces and spawning salmon while making a decision on which route to pursue in this project.	Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for information on potential impacts to Longfellow Creek and other ecosystem resources, as well as proposed mitigation.

Comment Submittal 1104

Communication ID:	Name	Email
503102	Jeramy Kimball	jeramykmbl@gmail.com

Full Communication (4/28/2022)

I'm a home owner in West Seattle and am very excited about the prospect of light rail coming to our area. I have a very strong preference to the short and medium tunnel options for the West Seattle Junction stop (WSJ-4 and WSJ-5). They're a great balance of reduced impact and minimization of displaced residents and business balanced with budget and schedule.

If absolutely necessary to cover the budget increase, I'd be okay with dropping either of the other two West Seattle stops, making the remaining one more capable and increasing bus service to the remaining stops.

#	Comments	Responses
1	I'm a home owner in West Seattle and am very excited about the prospect of light rail coming to our area. I have a very strong preference to the short and medium tunnel options for the West Seattle Junction stop (WSJ-4 and WSJ-5). They're a great balance of reduced impact and minimization of displaced residents and business balanced with budget and schedule.	Thank you for expressing support for the West Seattle Link Extension. Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	If absolutely necessary to cover the budget increase, I'd be okay with dropping either of the other two West Seattle stops, making the remaining one more capable and increasing bus service to the remaining stops.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1105

Communication ID:	Name	Email
503112	Natalie Novak	nattonito@hotmail.com

Full Communication (4/28/2022)

I am commenting specifically on the West Seattle Junction alternatives. I have been a West Seattle homeowner for the past fifteen years, prior to COVID and the lockdown I commuted either by car or water taxi to downtown five days per week. For ten years I rode the bus daily. I voted in favor of light rail construction in 2016. The events of the last few years, however, have changed many of parameters of the Sound Transit West Seattle link project. The budget is of major concern; $73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re- evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague and superficial, lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs, all which has created a diverse subset of people and businesses in West Seattle. The topography of West Seattle is vastly different than other neighborhoods in Seattle and an elevated line running to Avalon and the Alaska Junction vs a tunnel alternative not only displaces an overtly large number of our neighbor's homes that they can't hope to acquire again in this neighborhood due to rising home costs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare. I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit "spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. I will also point out that we removed a large concrete structure from downtown aka the viaduct for numerous reasons including

increased pollution, noise, life expectancy and because it cutoff access to the waterfront. An elevated rail line in West Seattle comes with all of these same issues, especially in how it will transform our neighborhoods for the worse. It has been established that we need more housing not the displacement of 700 homes that will be completely wiped out.

For the West Seattle Link Extension, please use:

Pigeon Ridge/West Seattle Tunnel:

- Delridge station - DEL-6, Andover lower-height option: lowest residential and traffic impact.
- No Avalon station - Too expensive, too much construction in a critical location, and too close to the other stations.
- Junction station - WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground.

Medium tunnel option - Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations.

#	Comments	Responses
1	The budget is of major concern; $73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re- evaluated especially in light of the dearth of options for relocation. The budget is of major concern; $73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re- evaluated especially in light of the dearth of options for relocation.	Please see Section 2.9, Project Funding and Cost Comparison, of the West Seattle Link Extension Final EIS for updated capital costs of the alternatives. Please see response to CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

#	Comments	Responses
2	My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague and superficial, lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs, all which has created a diverse subset of people and businesses in West Seattle. The topography of West Seattle is vastly different than other neighborhoods in Seattle and an elevated line running to Avalon and the Alaska Junction vs a tunnel alternative not only displaces an overtly large number of our neighbor's homes that they can't hope to acquire again in this neighborhood due to rising home costs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare. I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit "spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. I will also point out that we removed a large concrete structure from downtown aka the viaduct for numerous reasons including increased pollution, noise, life expectancy and because it cutoff access to the waterfront. An elevated rail line in West Seattle comes with all of these same issues, especially in how it will transform our neighborhoods for the worse. It has been established that we need more housing not the displacement of 700 homes that will be completely wiped out.	Please see responses to CCG1, CCG2, CC1a, CC4.1b, CC4.4a, CC4.9a, CC4.9b, and CC4.17a in Table 7-1. Please see Chapter 1, Purpose and Need, for more information on the need for the project and how it relates to the regional light rail system. See Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on impacts to ecosystems and proposed mitigation, and Section 4.17, Parks and Recreational Resources, for more information on park impacts and proposed mitigation. The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail.
3	Pigeon Ridge/West Seattle Tunnel: - Delridge station - DEL-6, Andover lower-height option: lowest residential and traffic impact. - No Avalon station - Too expensive, too much construction in a critical location, and too close to the other stations. - Junction station - WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground. - Medium tunnel option - Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations	Please see responses to CCG2 and CC2j in Table 7-1.

Comment Submittal 1106

Communication ID:	Name	Email
503128	Jacob Waddington	JWaddingtonwork@Gmail.com

Full Communication (4/28/2022)

This is a terrible Idea I am a CRM specialist and doing this would disrupt so much history and not to mention active people.

#	Comments	Responses
1	This is a terrible Idea I am a CRM specialist and doing this would disrupt so much history and not to mention active people.	Your opposition to the project has been noted.

Comment Submittal 1107

Communication ID:	Name	Email
503131	Kelli Mazur	kelli.c.mazur@gmail.com

Full Communication (4/28/2022)

ES-23: My proposed tunnel WSJ-5 looks to be the least impactful in terms of displacement, noise, and road closures. After looking at the simulated visuals it feels like the elevated options although the 'least' costly of the options it causes potential headaches for residents in terms of look, noise, and view. An elevated platform makes sense, preferably the DUW-2 option shown on ES-10. As this option seems to require the least amount of movement around obstacles. However, if the region is seeing an increase in marine traffic and trucks this options may not be workable and in that case DUW-1a is my other choice.

#	Comments	Responses
1	My proposed tunnel WSJ-5 looks to be the least impactful in terms of displacement, noise, and road closures. After looking at the simulated visuals it feels like the elevated options although the 'least' costly of the options it causes potential headaches for residents in terms of look, noise, and view.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	An elevated platform makes sense, preferably the DUW-2 option shown on ES-10. As this option seems to require the least amount of movement around obstacles. However, if the region is seeing an increase in marine traffic and trucks this options may not be workable and in that case DUW-1a is my other choice.	Please see response to CCG2 in Table 7-1.

Comment Submittal 1108

Communication ID:	Name	Email
503135	Lina Le	linale94@gmail.com

Full Communication (4/28/2022)

This plan will impact so many lives and the disruption is so long that it was displace many people from their homes. This is not okay. To prioritize residents in West Seattle to increase convenience for them while causing inconvenience to Chinatown/International District is unacceptable. This is all we know as Asian Americans and you're taking a piece of what we, Seattle Asian Americans know. West Seattle is already getting a new bridge, they don't need a train as well. No one in the city is traveling to West Seattle. Only residents traveling to and from West Seattle would want this type of change.

#	Comments	Responses
1	This plan will impact so many lives and the disruption is so long that it was displace many people from their homes. This is not okay. To prioritize residents in West Seattle to increase convenience for them while causing inconvenience to Chinatown/International District is unacceptable. This is all we know as Asian Americans and you're taking a piece of what we, Seattle Asian Americans know. West Seattle is already getting a new bridge, they don't need a train as well. No one in the city is traveling to West Seattle. Only residents traveling to and from West Seattle would want this type of change.	Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. A response to the comment related to the Chinatown/International District will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1109

Communication ID:	Name	Email
503136	Hanan Diriye	hanan@nwfilmforum.org

Full Communication (4/28/2022)

If you're aware that the negatives for the local community outweigh the positives and that this project will be deeply detrimental to businesses in the area then why continue? Residents of the city already have so many reasons to dislike city officials. Why give them more reasons? How about doing something that instills the community with faith in the system?

#	Comments	Responses
1	If you're aware that the negatives for the local community outweigh the positives and that this project will be deeply detrimental to businesses in the area then why continue? Residents of the city already have so many reasons to dislike city officials. Why give them more reasons? How about doing something that instills the community with faith in the system?	Please see response to CC4.3b and CC4.4a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 1, Purpose and Need for West Seattle Link Extension, of the West Seattle Link Extension Final EIS for more information on the need for the project. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1110

Communication ID:	Name	Email
503138	Lauren Zondag	laurenzondag@gmail.com

Full Communication (4/28/2022)

Please consider adding express buses from White Center, Roxhill, Arbor Heights, etc, that link up to the light rail, without stops in between. Or consider adding a foot passenger ferry from Fauntleroy to downtown.

#	Comments	Responses
1	Please consider adding express buses from White Center, Roxhill, Arbor Heights, etc, that link up to the light rail, without stops in between. Or consider adding a foot passenger ferry from Fauntleroy to downtown.	Please see response to CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1111

Communication ID:	Name	Email
503139	Jonathan Stroum	jpstroum@gmail.com

Full Communication (4/28/2022)

I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Yancy/Avalon routes and oppose any alternatives that will impact the West Seattle Golf Course. The tunnel alternatives are unacceptable due to the loss of more than 3 acres of Park property.

I prefer the Yancy/Avalon routes.

#	Comments	Responses
1	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Yancy/Avalon routes and oppose any alternatives that will impact the West Seattle Golf Course. The tunnel alternatives are unacceptable due to the loss of more than 3 acres of Park property.	Please see responses to CCG2 and CC4.17b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. There are no West Seattle Link Extension alternatives that would result in the loss of over 3 acres of golf course property.

Comment Submittal 1112

Communication ID:	Name	Email
503140	Roy Pollock	roypollock@yahoo.com

Full Communication (4/28/2022)

With the NEW (recently announced) height limit requirement from the U.S. Coast Guard for a cross Ship Canal Bridge of 205 Feet of clearance, it is probably best to look at the Tunnel option. I wonder how far into Interbay and Ballard the bridge slope would extend? A Station Stop for the View at the Top for Tourists??

I could not find the New requirements for Width Clearance of a raised bridge such as a Bascule bridge.

This, of course, is from the view of a Ballard resident.

Over all Shallow stations would probably work better with most people.

#	Comments	Responses
1	With the NEW (recently announced) height limit requirement from the U.S. Coast Guard for a cross Ship Canal Bridge of 205 Feet of clearance, it is probably best to look at the Tunnel option. I wonder how far into Interbay and Ballard the bridge slope would extend? A Station Stop for the View at the Top for Tourists?? I could not find the New requirements for Width Clearance of a raised bridge such as a Bascule bridge.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Over all Shallow stations would probably work better with most people.	Please see response to CC2k in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1113

Communication ID:	Name	Email
503141	Gayle Sommers	kg7zzz@gmail.com

Full Communication (4/28/2022)

Beginning on p 64, the Alaska Junction Station:

1, there are four supermarkets in the neighborhood: QFC, Safeway, Trader Joe's, and Whole Foods. All of your draft plans take out the immensely popular and well-loved Trader Joe's, and, of the others, most of your station and route plans take out Safeway (as well as all the businesses located at Jefferson Square), as well as either QFC or Whole Foods. Being able to walk to supermarkets is one measure of a truly walkable neighborhood, and Sound Transit eliminates that.

2, I don't know about the cost, but would suggest an elevated line running down Fauntleroy. I am sure that traffic engineers can figure out how to reconfigure the arterials, but if the line could run down the middle of the street, perhaps all the housing and businesses could be preserved. (Another more costly alternative would be to underground the line, but ST is already under budgetary constraints.)

3, Convenience would be compromised, but if the Avalon Station is eliminated due to budgetary concerns, perhaps the WS line could be run along 35th SW., with ST taking care to avoid as much park land as possible. I know that topography would be challenging, but I think it might be worth considering.

4, This new West Seattle resident strongly opposes the gondola idea. I think as a tourist attraction that it would have much merit, but as a means of transporting a large number of commuters, I think it would fall far short of what is needed.

5, Finally, I admit that this is for entirely selfish purposes, but I implore you not to run the line down 41st, regardless of whether you are considering undergrounding it or constructing an elevated line. We are walking distance to everything (except our doctors), and, while I know that ST helps with relocation, I cannot imagine being able to find a neighborhood with anything close to everything here. It has been such a pleasure being able to walk nearly everywhere, and to hop on a bus to those places not within walking distance.

Thank you for your consideration.

#	Comments	Responses
1	1, there are four supermarkets in the neighborhood: QFC, Safeway, Trader Joe's, and Whole Foods. All of your draft plans take out the immensely popular and well-loved Trader Joe's, and, of the others, most of your station and route plans take out Safeway (as well as all the businesses located at Jefferson Square), as well as either QFC or Whole Foods. Being able to walk to supermarkets is one measure of a truly walkable neighborhood, and Sound Transit eliminates that.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacts to grocery stores.
2	I don't know about the cost, but would suggest an elevated line running down Fauntleroy. I am sure that traffic engineers can figure out how to reconfigure the arterials, but if the line could run down the middle of the street, perhaps all the housing and businesses could be preserved. (Another more costly alternative would be to underground the line, but ST is already under budgetary constraints.)	Please see responses to CCG2 and CC4.1b in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 2.1, Build Alternatives, for a description of light rail design constraints and Section 2.5, Alternatives Development and Scoping, for more information on how the WSBLE Draft EIS alternatives were developed.

#	Comments	Responses
3	Convenience would be compromised, but if the Avalon Station is eliminated due to budgetary concerns, perhaps the WS line could be run along 35th SW., with ST taking care to avoid as much park land as possible. I know that topography would be challenging, but I think it might be worth considering.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. Please see Section 2.5, Alternatives Development and Scoping, of the West Seattle Link Extension Final EIS for more information on alternatives development.
4	This new West Seattle resident strongly opposes the gondola idea. I think as a tourist attraction that it would have much merit, but as a means of transporting a large number of commuters, I think it would fall far short of what is needed.	Please see response to CC2g in Table 7-1.
5	I implore you not to run the line down 41st, regardless of whether you are considering undergrounding it or constructing an elevated line. We are walking distance to everything (except our doctors), and, while I know that ST helps with relocation, I cannot imagine being able to find a neighborhood with anything close to everything here. It has been such a pleasure being able to walk nearly everywhere, and to hop on a bus to those places not within walking distance. Thank you for your consideration.	Please see response to CCG2 in Table 7-1.

Comment Submittal 1114

Communication ID:	Name	Email
503148	Alexandra Casabar	acasabar@gmail.com

Full Communication (4/28/2022)

I recently bought a townhouse in the north Delridge area overlooking Longfellow creek. We moved to the area because we fell in love with Longfellow creek and the green spaces in the area. There are many birds and animals in the area (including beavers) and I fear the light rail will negatively impact the nature in our small neighborhood. It's only been in the last 10 years that people have poured resources in the area to invigorate these very things. I definitely believe the light rail is needed to connect west Seattle but I fear that what I loved about my area will be no more with intrusive overheard railways plowing through homes and green spaces. I would be a proponent of the light rail as long as it didn't impact Longfellow creek. Cutting through avalon by the steel factory seems like the best route. If possible underground stations like they have downtown and Capitol Hill would be best. I'm very concerned of the overheard blocking all the views and light in the neighborhood as well.

#	Comments	Responses
1	There are many birds and animals in the area (including beavers) and I fear the light rail will negatively impact the nature in our small neighborhood. It's only been in the last 10 years that people have poured resources in the area to invigorate these very things. I definitely believe the light rail is needed to connect west Seattle but I fear that what I loved about my area will be no more with intrusive overheard railways plowing through homes and green spaces. I would be a proponent of the light rail as long as it didn't impact Longfellow creek. Cutting through avalon by the steel factory seems like the best route. If possible underground stations like they have downtown and Capitol Hill would be best. I'm very concerned of the overheard blocking all the views and light in the neighborhood as well.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on ecosystem impacts and proposed mitigation.

Comment Submittal 1115

Communication ID:	Name	Email
503158	Henry Pedersen	henry.pedersen@gmail.com

Full Communication (4/28/2022)

Thank you all for the wonderful hard work you've done towards improving our region. This Draft EIS is a phenomenal product and I am proud to participate in this democratic process. As a long- time supporter of Sound Transit, however, I am deeply troubled by the alternatives we are considering for this project.

From what I can tell, we're about to build a rail line whose cost will top $12 billion only because it needs to go over and under existing rail lines. And nowhere in any official planning document is a consideration of the costs of utilizing those existing lines.

I understand there are good reasons that make it difficult to work with BNSF and other vested interests on questions like track rights and infrastructure. But do these reasons truly outweigh the enormous financial expenditure and environmental impact we're about to commit in the twenty- year construction of the WSBLE?

Because even a casual observer can note just how underutilized our existing heavy-rail infrastructure is. It's upwards of 20 minutes between trains travelling either direction on the Salmon Bay double track; there are over 16 tracks at the Interbay yard, and 15 on the Eliot Bay waterfront. The Great Northern tunnel-one the WSBLE will spend billions to build around-is hardly used.

There are over twenty tracks, usually sitting empty, at the Argo yard on the Duwamish-to say nothing of the always-up West Seattle railroad bridge. Even the troublesome Ballard Terminal Railroad, long the bane of cyclists like myself, is easily reimagined as a trolley line with wonderful connections to Fremont, Shilshole, and Downtown.

But rather than explore a public-private partnership to use, upgrade, and expand this existing infrastructure that already serves 80% of the target area, we're going to drill new tunnels with unusably deep stations (page 2-54), construct enormous and unsightly elevated lines, displace hundreds of residents and business, and squander billions of dollars that could be turned to the myriad issues facing our region. And to the best of my ability, I cannot find any consideration of using BNSF lines in this Draft EIS (even in Annex M) or in the original 2014 exploratory document.

I am deeply supportive of expanding transit in our region, especially effort on Bus Rapid Transit, bicycle lanes, and congestion pricing. But the absurdity of this proposal-spending $12 billion to build elevated train tracks over unused train tracks-demands reappraisal.

Thank you again for your hard work, and I look forward to starting this conversation.

#	Comments	Responses
1	Thank you all for the wonderful hard work you've done towards improving our region. This Draft EIS is a phenomenal product and I am proud to participate in this democratic process. As a long-time supporter of Sound Transit, however, I am deeply troubled by the alternatives we are considering for this project. From what I can tell, we're about to build a rail line whose cost will top $12 billion only because it needs to go over and under existing rail lines. And nowhere in any official planning document is a consideration of the costs of utilizing those existing lines. I understand there are good reasons that make it difficult to work with BNSF and other vested interests on questions like track rights and infrastructure. But do these reasons truly outweigh the enormous financial expenditure and environmental impact we're about to commit in the twenty-year construction of the WSBLE? Because even a casual observer can note just how underutilized our existing heavy-rail infrastructure is. It's upwards of 20 minutes between trains travelling either direction on the Salmon Bay double track; there are over 16 tracks at the Interbay yard, and 15 on the Eliot Bay waterfront. The Great Northern tunnel-one the WSBLE will spend billions to build around-is hardly used.	The project was included in the Sound Transit 3 Plan, financing for which was approved by voters in November 2016. The Representative Project in the Sound Transit 3 Plan identified mode, corridor, and station areas. The mode identified for this corridor was light rail. The tracks suggested in your comment are heavy rail tracks that require different types of rail vehicles and would not be able to connect to the existing light rail system. In addition, use of these tracks by other users would limit the frequency and reliability desired for high-capacity transit. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review

#	Comments	Responses
	There are over twenty tracks, usually sitting empty, at the Argo yard on the Duwamish-to say nothing of the always-up West Seattle railroad bridge. Even the troublesome Ballard Terminal Railroad, long the bane of cyclists like myself, is easily reimagined as a trolley line with wonderful connections to Fremont, Shilshole, and Downtown. But rather than explore a public-private partnership to use, upgrade, and expand this existing infrastructure that already serves 80% of the target area, we're going to drill new tunnels with unusably deep stations (page 2-54), construct enormous and unsightly elevated lines, displace hundreds of residents and business, and squander billions of dollars that could be turned to the myriad issues facing our region. And to the best of my ability, I cannot find any consideration of using BNSF lines in this Draft EIS (even in Annex M) or in the original 2014 exploratory document. I am deeply supportive of expanding transit in our region, especially effort on Bus Rapid Transit, bicycle lanes, and congestion pricing. But the absurdity of this proposal-spending $12 billion to build elevated train tracks over unused train tracks- demands reappraisal. Thank you again for your hard work, and I look forward to starting this conversation.	process for the Ballard Link Extension Final EIS.

Comment Submittal 1116

Communication ID:	Name	Email
503175	Aaron Edenshaw	aaronedenshaw@gmail.com

Full Communication (4/28/2022)

Dear Sound Transit,

As a Board member of Delridge Neighborhoods Development Association (DNDA), I submit the following comments on the Draft Environmental Impact Study of ST3:

For the Duwamish crossing, we urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). We believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees.

For the Delridge Segment, we encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station.

As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered.

The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.

We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership.

There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. DNDA would welcome partnership with Sound Transit here.

Thank you for your consideration, and we look forward to continued partnership with Sound

Transit.

Aaron

#	Comments	Responses
1	For the Duwamish crossing, we urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). We believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees.	Please see responses to CCG2, CC4.1b, CC4.9a, CC4.9b, and CC4.17a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Chapter 4, Section 4.9 of the West Seattle Link Extension Final EIS for more information about ecosystem impacts and proposed mitigation.

#	Comments	Responses
2	For the Delridge Segment, we encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station.	Please see responses to CCG2 and CC4.2a in Table 7-1. Please see Sections 4.9, Ecosystems of the West Seattle Link Extension Final EIS for more information on impacts to ecosystems.
3	As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered. The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.	Please see responses to CC3a and CCEJ1 in Table 7-1.
4	The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood.	Please see responses to CC3a and CC4.4a in Table 7-1.
5	We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership.	Please see response to CC3b in Table 7-1.
6	There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. DNDA would welcome partnership with Sound Transit here.	Please see Chapter 4, Section 4.9 of the West Seattle Link Extension Final EIS for more information about ecosystem impacts and proposed mitigation.

Comment Submittal 1117

Communication ID:	Name	Email
503181	Julia Le	juliale23@yahoo.com

Full Communication (4/28/2022)

Have you thought of the impact for the community in this area? Please consider listening to the voices of many who are concerned about this project.

#	Comments	Responses
1	Have you thought of the impact for the community in this area? Please consider listening to the voices of many who are concerned about this project.	Please see Section 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on community impacts. Please see Appendix F, Public Involvement, Tribal Consultation, and Agency Coordination, of the Final EIS for information on the outreach and coordination that Sound Transit has performed and the efforts moving forward. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1118

Communication ID:	Name	Email
503189	Paige Goldman	pgside16@gmail.com

Full Communication (4/28/2022)

This comment is regarding the Avalon station planned for the West Seattle route. There have been mentions of removing this station in order to save money, but I wanted to say that doing so would only be more costly in the long term and an absolute mistake. Within the next 3 years there are an additional 800 apartment units planned to be built on the streets surrounding the station. The majority of these also do not offer parking. Removing these stations would affect all the current residents and future residents in the area. Walking a mile to the Junction station is unreasonable and inaccessible, and no buses take the drive to where the proposed station for the Junction will be. By removing this station the only thing being created is more inconvenience and more reasons for people to purchase a car and not use public transportation. In cities such as NYC and London. When looking at NYC subway stations are placed on average within 600-700 feet or each other, but the removal of the Avalon station would create a 5000 foot distance between it and the next closest station. Avalon is also already a hub for buses, so in removing it you would be adding an additional bus ride to use the light rail. The light rail should be built with thoughts of the future, especially the future within the next 10 years and not with the current cost savings in mind, only to be dealt with later generations to fix.

The Junction station should also use the Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)' route. The station would then take passengers directly to the Junction, which is where the majority of them would want to be, instead of requiring passengers to get off and walk up hill to the Junction. Once again, in NYC and London you see their stations exit directly at the points of interest, instead of requiring passengers to walk. For convivence and, once again, promotion of light rail use the route should be shown as a better option than driving.

#	Comments	Responses
1	This comment is regarding the Avalon station planned for the West Seattle route. There have been mentions of removing this station in order to save money, but I wanted to say that doing so would only be more costly in the long term and an absolute mistake. Within the next 3 years there are an additional 800 apartment units planned to be built on the streets surrounding the station. The majority of these also do not offer parking. Removing these stations would affect all the current residents and future residents in the area. Walking a mile to the Junction station is unreasonable and inaccessible, and no buses take the drive to where the proposed station for the Junction will be. By removing this station the only thing being created is more inconvenience and more reasons for people to purchase a car and not use public transportation. In cities such as NYC and London. When looking at NYC subway stations are placed on average within 600-700 feet or each other, but the removal of the Avalon station would create a 5000 foot distance between it and the next closest station. Avalon is also already a hub for buses, so in removing it you would be adding an additional bus ride to use the light rail. The light rail should be built with thoughts of the future, especially the future within the next 10 years and not with the current cost savings in mind, only to be dealt with later generations to fix.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.
2	The Junction station should also use the Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)* route. The station would then take passengers directly to the Junction, which is where the majority of them would want to be, instead of requiring passengers to get off and walk up hill to the Junction. Once again, in NYC and London you see their stations exit directly at the points of interest, instead of requiring passengers to walk. For convivence and, once again, promotion of light rail use the route should be shown as a better option than driving.	Please see responses to CCG2 and CC2i in Table 7-1.

Comment Submittal 1119

Communication ID:	Name	Email
503191	Patrick Burke	patrick.burkev@gmail.com

Full Communication (4/28/2022)

The current proposal DOES NOTHING to benefit those that ALREADY live and work here. Yet again, city/county policy seems to benefit the future residents/business that will REPLACE the current residents and workers. We're tired of being selected to be in the red lines.

#	Comments	Responses
1	The current proposal DOES NOTHING to benefit those that ALREADY live and work here. Yet again, city/county policy seems to benefit the future residents/business that will REPLACE the current residents and workers. We're tired of being selected to be in the red lines.	Please see Chapter 1, Purpose and Need, of the West Seattle Link Extension for more information on the purpose and need for the project and how the proposed alternatives would meet it. See Sections 4.3, Economics, and 4.4, Social Resources, Community Facilities, and Neighborhoods, of the West Seattle Link Extension Final EIS for more information on impacts to businesses and residents. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.

Comment Submittal 1120

Communication ID:	Name	Email
503201	Katherine Minsch	kminsch@gmail.com

Full Communication (4/28/2022)

I will keep my comments short. First, I am not in favor of Sound Transit for West Seattle as I think the long term environmental impacts to the wonderful ecosystems here - loss of trees and the birds and wildlife they support particularly in the Delridge area are not worth it. Tree loss also means elevated urban heat island effects.. Since apparently this will happen anyway (I do support the Sky Link proposal but I realize that is not in Sound Transit's interest) then the option with the least ecosystem impact is the West Seattle Tunnel option. Please consider the harmful impacts from habitat loss to tree ecosystems as well as to Longfellow Creek of the other options. West Seattle is one of the most beautiful parts of the city of Seattle, with extensive tree cover. Those huge elevated columns and tracks will ruin the appeal of living here for people and creatures.

#	Comments	Responses
1	I am not in favor of Sound Transit for West Seattle as I think the long term environmental impacts to the wonderful ecosystems here - loss of trees and the birds and wildlife they support particularly in the Delridge area are not worth ii. Tree loss also means elevated urban heat island effects.	Your opposition to the West Seattle Link Extension has been noted. Please see response to CC4.9a in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. Please see Section 4.9, Ecosystems, of the West Seattle Link Extension Final EIS for more information on ecosystem impacts and proposed mitigation.
2	I do support the Sky Link proposal but I realize that is not in Sound Transit's interest	Please see response to CC2g in Table 7-1.
3	West Seattle Tunnel option. Please consider the harmful impacts from habitat loss to tree ecosystems as well as to Longfellow Creek of the other options. West Seattle is one of the most beautiful parts of the city of Seattle, with extensive tree cover. Those huge elevated columns and tracks will ruin the appeal of living here for people and creatures.	Please see responses to CCG3 and CC4.9a in Table 7-1.

Comment Submittal 1121

Communication ID:	Name	Email
503206	Dennis Greenlee	bowdown2wa@comcast.net

Full Communication (4/28/2022)

West Seattle lines. Must be tunnel. Elevated routes will ruin neighborhoods and, frankly, will ruin West Seattle as a whole. The land acquisition costs St will pay, and the impact costs that ST must pay for properties not condemned, will far exceed those costs for a tunnel route. If you want to destroy West Seattle, go elevated. If you want to minimize impacts and perhaps even enhance quality of life in West Seattle, go tunnel.

#	Comments	Responses
1	West Seattle lines. Must be tunnel. Elevated routes will ruin neighborhoods and, frankly, will ruin West Seattle as a whole. The land acquisition costs St will pay, and the impact costs that ST must pay for properties not condemned, will far exceed those costs for a tunnel route. If you want to destroy West Seattle, go elevated. If you want to minimize impacts and perhaps even enhance quality of life in West Seattle, go tunnel.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.

Comment Submittal 1122

Communication ID:	Name	Email
503207	Katrina Nygaard	katrina.nygaard@gmail.com

Full Communication (4/28/2022)

Hello,

Thank you for the opportunity to comment on the draft EIS for the West-Seattle Ballard Link Extension. I highly encourage the policymakers and decision makers to choose the 4th Avenue Shallow Station option for the Chinatown International District (CID) station. This station has the least impacts on neighborhood businesses and future ridership. The opportunity to rebuild the viaduct/2nd Ave Extension and integrate with existing facilities at Union and King Street Stations make this the obvious choice to best support current and future riders, residents, and employees/business owners in the area.

As a High Point resident, I am also interested in West Seattle options - clear and frequent connectivity between local bus routes and the future station will be needed for convenient transportation to and from our neighborhoods.

Thank you,
Katrina Nygaard

High Point, West Seattle

#	Comments	Responses
1	Thank you for the opportunity to comment on the draft EIS for the West-Seattle Ballard Link Extension. I highly encourage the policymakers and decision makers to choose the 4th Avenue Shallow Station option for the Chinatown International District (CID) station. This station has the least impacts on neighborhood businesses and future ridership. The opportunity to rebuild the viaduct/2nd Ave Extension and integrate with existing facilities at Union and King Street Stations make this the obvious choice to best support current and future riders, residents, and employees/business owners in the area.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	As a High Point resident, I am also interested in West Seattle options - clear and frequent connectivity between local bus routes and the future station will be needed for convenient transportation to and from our neighborhoods.	Please see responses to CC3a and CC3e in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. See Section 3.4, Affected Environment and Impacts During Operation - Transit, of the Final EIS for more information on bus access to the West Seattle Link Extension stations.

Comment Submittal 1123

Communication ID:	Name	Email
502430	Rebecca Lavigne	rebecca.lavigne@gmail.com

Full Communication (4/27/2022)

I am commenting on the Chinatown-International District portion of the Ballard link extension. I strongly prefer the 4th Avenue alternatives and prefer the 4th Avenue Shallow Alternative (CID-1a) alignment. Please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

Please prioritize reducing displacement of businesses in the CID historic core -- less than 5 -- and provide any displaced businesses with generous relocation assistance. Please prioritize mitigation of construction impacts on residents and neighborhood landmarks. 5th Avenue alternatives have unacceptable impacts on the historic core of the CID and would result in inequitable displacement of a neighborhood and communities that continue to fight for their very survival in our city.

Regarding the rest of Ballard link and West Seattle link, I support the priorities and alternatives preferred by The Urbanist.

#	Comments	Responses
1	I am commenting on the Chinatown-International District portion of the Ballard link extension. I strongly prefer the 4th Avenue alternatives and prefer the 4th Avenue Shallow Alternative (CID-1a) alignment. Please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
2	Please prioritize reducing displacement of businesses in the CID historic core - less than 5 - and provide any displaced businesses with generous relocation assistance. Please prioritize mitigation of construction impacts on residents and neighborhood landmarks. 5th Avenue alternatives have unacceptable impacts on the historic core of the CID and would result in inequitable displacement of a neighborhood and communities that continue to fight for their very survival in our city.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
3	Regarding the rest of Ballard link and West Seattle link, I support the priorities and alternatives preferred by The Urbanist.	Please see response to CCG2 in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS.